



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 4 - Locations, plus website content

Issue 1 - March 2015

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Introduction

About this document

This document contains two lists of locations associated with London Transport service vehicles, as well as some other content from the LTSV website (news and forum postings). Other documents are available that contain further content as listed below.

- **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 3** contains the captioned photographs that have been published on the website (broken down into sections due to size)

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.

This document includes content added up to (and including) 1st of March 2015. A new version will be produced perhaps once or twice a year, depending on how much has changed. For the latest information, please check the website www.ltsv.com.

Locations lists

The locations list has been provided in two different formats. The first is a tabulated list with the basic details, sorted by location code. Note that the 1- and 2-letter codes are official London Transport codes, mainly for bus garages. Other locations have been given unofficial 3-letter codes.

The second list is sorted by location name and gives additional information in the form of notes added by contributors to the LTSV website. These notes have not been edited, other than to remove some irrelevant hyperlinks.

News items

All the news items posted on the LTSV website are reproduced here, firstly the fleet news items (in date order) and then the site news items. Again these have not been edited apart from the removal of certain hyperlinks.

Forum postings

The final section of this document is a collection of forum postings. These are presented in order of posting date and include any responses added.

Thomas Young, Abbey Wood, March 2015

Table 1 - Locations, Basic List (sorted by code)

Code	Name	Type	User/s	Dates	Status
A	Sutton Garage	Bus Garage	London General	1924 -	Current
AA	Colliers Wood Garage	Bus Garage	London General	6/1989 - 2/1991	Closed
AB	Twickenham Garage	Bus Garage	LT	1912 - 4/1970	Closed
AC	Willesden Garage	Bus Garage	Metroline	1912 -	Current
ACB	Acton Town, Bollo House	Other	JNP	by 1999 -	Current
ACF	Acton Town, Frank Pick House	Other	JNP	by 2007 -	Current
ACH	Acton Town, Hearne House	Other	LUL	by 2007 -	Current
ACM	Acton Town, Museum Way	Other	JNP	by 1999 -	Current
ACN	Acton Works	Railway Works	LUL	1922 -	Current
AD	Palmers Green Garage	Bus Garage	Arriva London	1912 -	Current
AE	Ash Grove Garage	Bus Garage	Arriva London	2005 -	Current
AE	Hendon Garage	Bus Garage	LT	1913 - 6/1987	Closed
AEC	AEC Works, Southall	Other	LT	12/1979 - 1989	Closed
AF	Putney (Chelverton Road) Garage	Bus Garage	London General	1912 -	Current
AG	Ash Grove Garage	Bus Garage	East Thames Buses	4/1981 - 2005	Closed
AGS	Arnos Grove Depot	Railway Station	LUL	1932 -	Current
AH	Brentford Garage	Bus Garage	Metroline	1/1991 -	Current
AH	Nunhead Garage	Bus Garage	LT	1920 - 1/1954	Closed
AK	Streatham Garage	Bus Garage	South London	1913 - 3/1992	Closed
AL	Merton Garage	Bus Garage	London General	1913 -	Current
ALB	Aldgate Bus Station	Bus Station	LBSL	?	Current
ALD	Aldenham Works	Bus Works	LT	1955 - 11/1986	Closed
AM	Plumstead Garage	Bus Garage	LT	1913 - 10/1981	Closed
AMD	Acton (LT Museum Depot)	Other	LT Museum	?	Current
AP	Seven Kings Garage	Bus Garage	Stagecoach	1913 - 3/1993	Closed
AR	Tottenham Garage	Bus Garage	Arriva London	1913 -	Current
AS	Atlas Road (Harlesden) Garage	Bus Garage	Tower Transit	01/10/11 -	Current
AT	Acton Tram Depot	Bus Garage	First London	1901 - 22/03/08	Closed
AV	Hounslow Garage	Bus Garage	London United	1913 -	Current
AW	Abbey Wood Garage	Bus Garage	LT	1910 - 10/1981	Closed
AY	Aylesbury Garage	Bus Garage	Arriva Shires	by3/92 -	Current
B	Battersea Garage	Bus Garage	LT	1908 - 11/1985	Closed
B	Wood Lane Garage	Bus Garage	London United	7/1992 - 10/1997	Closed
BA	Battersea Garage	Bus Garage	Arriva London	1998 - 27/11/09	Closed
BAL	Balham	Other	LT	c.1974	Closed
BB	Battersea Garage	Bus Garage	London General	6/1993 - 6/1998	Closed
BC	Beddington Cross Garage	Bus Garage	Abellio	02/2000 -	Current
BDY	Broadway, Westminster	Other	LUL	1928 -	Current
BE	Rainham Garage	Bus Garage	Blue Triangle	c.1994 -	Current
BEL	Bus Engineering Ltd	Bus Works	BEL	4/1990 - 1/1993	Closed
BF	Byfleet Garage	Bus Garage	Abellio	08/1991 -	Current
BGS	Barking (Wakering Road)	Other	LUL	? -	Current
BHF	Brockley Hill Farm	Other	LT	1940s	Closed
BHS	Buckhurst Hill Station	Railway Station	LUL	1948 -	Current
BK	Barking Garage	Bus Garage	Stagecoach	1924 -	Current
BKO	Baker Street Offices, Allsop Place	Other	LUL	by1962 -	Current
BKR	Baker Street Station	Other	LUL	?	Current
BL	Bracknell Garage	Bus Garage	First Berkshire	by3/92 -	Current
BN	Brixton (Streatham) Garage	Bus Garage	Arriva London	1906 -	Current
BOL	Bollo Lane, Chiswick	Other	LT	1990 - 1996	Closed
BPR	Buckingham Palace Road	Other	LBSL	?	Closed
BS	Brixton Hill Garage	Bus Garage	Arriva London	1924 -	Current
BT	Borehamwood Garage	Bus Garage	BTS	2/1988 - 4/1999	Closed
BT	Edgware Garage	Bus Garage	London Sovereign	4/1999 -	Current
BTE	Battersea ERU	Other	LUL	02/09/2009 -	Current
BUS	Borough, Union Street	Other	JNP	by2008 - c.2012	Closed
BV	Belvedere Garage	Bus Garage	Go-Ahead London	02/1998 -	Current
BW	Bow Garage	Bus Garage	Stagecoach	1908 -	Current
BWL	Bowles Road PW Depot	Permanent Way Depot	LT	10/1948 - ?	Closed

Code	Name	Type	User/s	Dates	Status
BWR	Bow Road Station	Other	LT	?	Closed
BX	Bexleyheath Garage	Bus Garage	London Central	1935 -	Current
C	Athol Street (Poplar) Garage	Bus Garage	LT	1907 - 5/1961	Closed
C	Croydon (Beddington Lane) Garage	Bus Garage	Metrobus	2005 -	Current
CA	Clapham Garage	Bus Garage	LT	1903 - 2/1987	Closed
CAP	Chiswick & Acton Pool	Other	LT	1921 - 1990	Closed
CB	Chiswick (Stamford Brook) Garage	Bus Garage	LT	1901 - 5/1980	Closed
CCO	Clapham Common Southside	Other	LT	?	Closed
CE	Colindale (Hendon) Depot	Tram/Trolleybus Depot	LT	1904 - 1/1962	Closed
CF	Chalk Farm Garage	Bus Garage	LT	1916 - 7/1993	Closed
CFD	Cockfosters Depot	Railway Depot	LUL	1932 -	Current
CFS	Chalk Farm Station	Railway Station	LUL	1907 -	Current
CHF	Chingford, Trinity Way	Other	LBSL	c.2007 - 2011	Closed
CHN	Charlton Works	Tram/Trolleybus Works	LT	1909 - 6/1959	Closed
CHO	Cardinal House, Ealing	Other	LBL	?	Closed
CJC	Clapham Junction	Bus Terminal	LT	?	Closed
CL	Clay Hall (Old Ford) Garage	Bus Garage	LT	1910 - 11/1959	Closed
CL	Cranleigh Garage	Bus Garage	Arriva Southern Counties	by3/92 -	Current
CLA	Carlisle Lane, Waterloo	Other	TfL Streets	c.2005 - c.2008	Closed
CM	Chelsham Garage	Bus Garage	LCBS	1925 - 4/1990	Closed
CN	Beddington Farm Garage	Bus Garage	Arriva London	12/1990 -	Current
CN	Carshalton (Sutton) Garage	Bus Garage	LT	1906 - 1/1964	Closed
CPE	Camden, Pratt Street ERU	Other	LUL	c.1995 -	Current
CPK	Chiswick Park Station	Other	LT	?	Closed
CRF	Chingford Royal Forest Hotel	Bus Terminal	LT	? - 9/1968	Closed
CS	Chiswick Works	Bus Works	LT	1921 - 4/1990	Closed
CT	Clapton (Hackney) Garage	Bus Garage	Arriva London	1909 -	Current
CW	Central Works, Crawley	Bus Works	LCBS	1/1976 - ?	Closed
CWF	Canary Wharf	Other	LUL	c.1993-c.2000	Closed
CY	Crawley Garage	Bus Garage	Metrobus	1929 -	Current
CYC	City Cloisters, Old Street	Other	LT	?	Closed
D	Dalston Garage	Bus Garage	LT	1908 - 4/1981	Closed
DD	Debden Garage	Bus Garage	Arriva Shires	by3/90 -	Current
DES	Dagenham East Station	Railway Station	LUL	? -	Current
DG	Dunton Green Garage	Bus Garage	KentishBus	1922 - 2/1998	Closed
DHO	Dollis Hill Offices	Other	LT	?	Closed
DLR	Docklands Light Railway	Railway Depot	DLR	1987 - 1997	Current
DM	Dagenham Garage	Bus Garage	First London	11/1989 -	Current
DS	Dorking Garage	Bus Garage	LCSW	1932 - 3/1990	Closed
DSK	Derry Street, Kensington	Other	LT	?	Closed
DT	Dartford Garage	Bus Garage	Arriva Southern Counties	1933 -	Current
DWF	Deptford Wharf PW Depot	Permanent Way Depot	LT	1914 - ?	Closed
DX	Barking (Dagenham) Garage	Bus Garage	Arriva London	3/1992 -	Current
E	Enfield Garage	Bus Garage	Arriva London	1928 -	Current
EB	Epsom Garage	Bus Garage	Epsom Buses	c.1986 -	Current
EC	Edmonton Garage	Bus Garage	Arriva London	9/1997 -	Current
ECD	Ealing Common Depot	Railway Depot	LUL	1905 -	Current
ED	Elmers End Garage	Bus Garage	LT	1929 - 10/1986	Closed
EFR	Effra Road, Brixton	Other	LT	1928 - ?	Closed
EG	East Grinstead Garage	Bus Garage	LCBS	1925 - 1/1982	Closed
EHB	Eltham Bus Station	Bus Station	LBSL	?	Current
ELF	Earlsfield Sub-station	Other	LT	?	Closed
EM	Edmonton Garage	Bus Garage	LT	1905 - 2/1986	Closed
EP	Epping Garage	Bus Garage	LT	1934 - 5/1963	Closed
ERS	Edgware Road Station	Other	LUL	1928 -	Current
ERU	Emergency Response Unit	Other	JNP	c1990-	Current
ESC	Earls Court	Other	LUL	?	Current
ETD	Elephant & Castle (London Rd) Depot	Railway Depot	LUL	c.1905 -	Current
ETS	Elephant & Castle Station	Railway Station	LUL	1890 -	Current
EUN	Euston, Coburg Street	Other	LUL	1968 -	Current
EW	Edgware Garage	Bus Garage	Metroline	1925 -	Current

Code	Name	Type	User/s	Dates	Status
EWB	Edgware Bus Station	Bus Station	LBSL	?	Current
EWT	Edgware Track Depot	Other	LUL	2010-	Current
F	Putney Bridge Garage	Bus Garage	LT	1920 - 11/1958	Closed
FCS	Finchley Central Station	Railway Station	LUL	1940 -	Current
FE	Wembley (Fourth Way) Garage	Bus Garage	Thorpes	9/1998 - c.2008	Closed
FHO	Flagstaff House, Weybridge	Other	LT	?	Closed
FLA	Walthamstow, Ferry Lane (adverts)	Other	LT	?	Closed
FLN	Walthamstow, Ferry Lane (ex AEC)	Other	LT	?	Closed
FNS	Farringdon Station	Railway Station	LUL	1923 -	Current
FPB	Finsbury Park Bus Station	Bus Station	LBSL	?	Current
FPC	Croydon Food Production Centre	Other	LT	1950 - 7/1983	Closed
FRS	Finchley Road Station	Railway Station	LT	c.1938 - ?	Closed
FW	Fulwell Garage	Bus Garage	London United	1903 -	Current
FY	Finchley Garage	Bus Garage	LT	1905 - 12/1993	Closed
G	Forest Gate Garage	Bus Garage	LT	1911 - 4/1960	Closed
G	Greenford Garage	Bus Garage	Metroline	3/1993 -	Current
GB	Victoria Basement Garage	Bus Garage	London General	10/1986 - 1/1994	Closed
GD	Godstone Garage	Bus Garage	LCSW	1925 - 7/1990	Closed
GD	South Godstone Garage	Bus Garage	Metrobus	61/997 - 2/2006	Closed
GF	Guildford Garage	Bus Garage	Arriva Southern Counties	1932 -	Current
GGB	Golders Green Bus Station	Bus Station	LBSL	?	Current
GGD	Golders Green Depot	Railway Depot	LUL	1907 -	Current
GGS	Golders Green Station	Railway Station	LUL	1907 -	Current
GGV	Grosvenor Gardens, Victoria	Other	LT	?	Closed
GHO	Griffith House, Marylebone	Other	LUL	?	Current
GIR	Grays Inn Road	Other	LT	?	Closed
GLA	Garratt Lane Sub-station	Other	LT	?	Closed
GLR	Glenhorne Road, Hammersmith	Other	LT	?	Closed
GM	Victoria (Gillingham Street) Garage	Bus Garage	London General	1940 - 7/1993	Closed
GPS	Green Park Station	Railway Station	LUL	?	Closed
GR	Garston Garage	Bus Garage	Arriva Shires	1952 -	Current
GWP	Greenwich Power Station	Other	LT	1906 - ?	Closed
GY	Grays Garage	Bus Garage	Arriva Southern Counties	1935 -	Current
H	Hackney (Waterden Road) Garage	Bus Garage	First London	10/96 - 15/12/07	Closed
H	Hackney Garage	Bus Garage	LT	1911 - 4/1981	Closed
HA	Harlow Garage	Bus Garage	Arriva Shires	5/1963 -	Current
HAD	Hainault Depot	Railway Depot	LUL	1947 -	Current
HB	Hammersmith Trolleybus Depot	Tram/Trolleybus Depot	LT	1908 - 7/1966	Closed
HBH	Hobson House, Gower Street	Other	LT	?	Closed
HBS	High Barnet Station	Railway Station	LUL	?	Current
HD	Harrow Weald Garage	Bus Garage	Metroline	1930 -	Current
HE	High Wycombe Garage	Bus Garage	LCBS	1929 - 10/1977	Closed
HES	Hounslow East Station	Railway Station	JNP	c.2010-c.2013	Closed
HF	Hatfield Garage	Bus Garage	Arriva Shires	1922 -	Current
HG	Hertford Garage	Bus Garage	LCNE	1935 - 4/1989	Closed
HH	Hemel Hempstead Garage	Bus Garage	Arriva Shires	1935 -	Current
HH	Hounslow Heath Garage	Bus Garage	London United	8/1986 -	Current
HHB	Harrow Bus Station	Bus Station	LBSL	?	Current
HHO	Harrow, College Road	Other	Metroline	? - by 2007	Closed
HHS	Harrow-on-the-Hill Station	Railway Station	LUL	1938 -	Current
HI	Hitchin Garage	Bus Garage	Arriva Shires	by3/92 -	Current
HK	Ash Grove Garage	Bus Garage	Hackney CT	2//2001 -	Current
HL	Hanwell Garage	Bus Garage	LT	1901 - 3/1993	Closed
HM	Horsham Garage	Bus Garage	Arriva Southern Counties	02/95 - 03/10/09	Closed
HMB	Hammersmith Bus Station	Bus Station	LBSL	?	Current
HMD	Hammersmith Depot	Railway Depot	LUL	1906 -	Current
HMK	Hammersmith, Butterwick	Other	LT	?	Closed
HN	Hitchin Garage	Bus Garage	LT	1933- 4/1959	Closed
HR	Harlesden Garage	Bus Garage	Metroline	?	Closed
HRA	Heathrow Airport Station	Other	LT	?	Current
HT	Holloway (Highgate) Garage	Bus Garage	Metroline	1907 -	Current

Code	Name	Type	User/s	Dates	Status
HTD	Hampstead Tram Depot	Tram Depot	LT	c.1914 - 1946	Closed
HW	Southall (Hanwell) Garage	Bus Garage	LT	1925 - 8/1986	Closed
HWR	Harrow Road	Bus Terminal	LT	?	Closed
HWS	Hounslow West Station	Railway Station	LT	1970s	Closed
HXS	Hatton Cross Bus Station	Railway Station	LT	1975 -	Current
HZ	Hayes Garage	Bus Garage	Metroline	2005 -	Current
ID	Ilford Trolleybus Depot	Tram/Trolleybus Depot	LT	1903 - 8/1959	Closed
IH	Isleworth Garage	Bus Garage	London Buslines	7/1985 - 10/1989	Closed
IH	Isleworth Trolleybus Depot	Tram/Trolleybus Depot	LT	1901 - 5/1962	Closed
IH	Southall (Bridge Road) Garage	Bus Garage	London Buslines	10/1989 - 2001	Closed
IHO	Isleworth Offices	Other	LBSL	c.2005 - c.2011	Closed
ILF	Ilford Offices	Other	Stagecoach	? - c.2009	Closed
ISN	Islington Sub-station	Other	LT	?	Closed
J	Holloway Garage	Bus Garage	LT	1912 - 9/1971	Closed
JCR	Junction Road, Holloway	Other	LT	?	Closed
JTR	Jamestown Road, Camden	Other	LT	?	Closed
K	Kingston Garage	Bus Garage	London United	1922 - 11/2001	Closed
KC	Kings Cross Garage	Bus Garage	Metroline	07/2010 -	Current
KCB	Kingston Cromwell Road Bus Stn	Bus Station	LBSL	?	Current
KSN	Kingston Sub-station	Other	LT	?	Closed
KX	Kings Cross Garage	Bus Garage	Metroline	3/2003 - 07/2010	Closed
L	Loughton Garage	Bus Garage	LT	1923 - 5/1986	Closed
LAC	Long Acre, Covent Garden	Other	LT	?	Closed
LB	Lea Bridge (Leyton) Depot	Tram/Trolleybus Depot	LT	1906 - 4/1959	Closed
LBB	London Bridge Bus Station	Bus Station	LBSL	?	Current
LBD	Lillie Bridge Depot	Railway Depot	LUL	1906 -	Current
LD	Luton Garage	Bus Garage	Arriva Shires	9/2001 -	Current
LH	Leatherhead Garage	Bus Garage	L&C	1925 - 5/1999	Closed
LHO	Lindsay House, Shaftesbury Avenue	Other	LT	?	Closed
LI	Lea Interchange Garage	Bus Garage	Tower Transit	15/12/07 -	Current
LMH	Limehouse Sub-station	Other	LT	?	Closed
LN	Luton Garage	Bus Garage	Luton & District	by3/92 - 9/2001	Closed
LNS	Loughton Station	Railway Station	LUL	1948 -	Current
LR	Lagoon Road Garage	Bus Garage	Metrobus	2004 - c.2013	Closed
LRP	Lots Road (Chelsea) Power Station	Other	LT	1904 - 10/2002	Closed
LS	Lewes Garage	Bus Garage	Metrobus	7/1997 - 7/2003	Closed
LS	Luton Garage	Bus Garage	LCBS	1927 - 1/1977	Closed
LSB	Liverpool Street Bus Station	Bus Station	LBSL	?	Current
LSQ	Leicester Square	Other	LT	?	Closed
LV	Lea Valley Garage	Bus Garage	Arriva London	09/04 - 02/14	Closed
LWB	Lewisham Bus Station	Bus Station	LBSL	?	Current
LWO	Lewisham Offices	Other	Stagecoach	?	Closed
LYS	Leytonstone Station	Railway Station	LUL	?	Current
M	Mortlake Garage	Bus Garage	LT	1906 - 6/1983	Closed
MA	Amersham Garage	Bus Garage	LCNW	1933 - 12/1989	Closed
MA	Mandela Way, Bermondsey	Bus Garage	East Thames Buses	2005 -	Current
MB	Orpington Garage	Bus Garage	Metrobus	8/1986 -	Current
MC	Beddington Lane Garage	Bus Garage	Centra	04/99 - by 07/07	Closed
MDB	Morden Bus Station	Bus Station	LBSL	1926 -	Current
MDD	Morden Depot	Railway Depot	LUL	1926 -	Current
MDS	Morden Station	Railway Station	LUL	1926 -	Current
MGS	Moorgate Station	Railway Station	LUL	?	Closed
MH	Muswell Hill Garage	Bus Garage	LT	1925 - 7/1990	Closed
MMO	Mitcham Offices	Other	London General	?	Closed
MRH	Manor House	Other	LT	?	Closed
MSH	Mansion House	Other	LT	?	Closed
N	Norwood Garage	Bus Garage	Arriva London	1909 -	Current
NA	North Acton Garage	Bus Garage	Metroline	10/1995 - 9/2000	Closed
NAU	North Acton (Uniform Store)	Other	TfL	?	Current
NB	Norbiton Garage	Bus Garage	LT	1952 - 9/1991	Closed
NC	Twickenham Garage	Bus Garage	London United	2005 -	Current

Code	Name	Type	User/s	Dates	Status
NCR	North Crescent, West Ham	Other	JNP	c.2011 -	Current
NF	Northfleet Garage	Bus Garage	Arriva Southern Counties	1933 -	Current
NFD	Northfields Depot	Railway Depot	LUL	1932 -	Current
NG	Norton Green (Stevenage) Garage	Bus Garage	Arriva Shires	by 3/92 -	Current
NGB	North Greenwich Bus Station	Bus Station	LBSL	1999 -	Current
NP	Northumberland Park Garage	Bus Garage	London General	11/1991 -	Current
NPD	Northumberland Park Depot	Railway Depot	LUL	1968 -	Current
NS	North Street (Romford) Garage	Bus Garage	Stagecoach	1953 -	Current
NSD	Neasden Depot	Railway Depot	LUL	1938 -	Current
NTD	Norwood Tram Depot	Tram Depot	LT	1909 - 4/1952	Closed
NTM	Norwood Ticket Works	Other	LT	?	Closed
NW	North Wembley Garage	Bus Garage	Metroline	11/1987 -	Current
NWS	Northwood Station	Railway Station	LUL	1961 -	Current
NX	New Cross Garage	Bus Garage	London Central	1905 -	Current
NXD	New Cross Gate Depot	Railway Depot	London Overground	c.2010 -	Current
OB	Orpington Garage	Bus Garage	Stagecoach	8/1986 - 12/1995	Closed
ON	Alperton Garage	Bus Garage	Metroline	1939 -	Current
ORB	Orpington Bus Station	Bus Station	LBSL	c.2004 -	Current
OSO	Osnaburgh Street, NW1	Other	LT	?	Closed
OTH	Other	Other	n/a	n/a	Current
OVS	Oval Station	Railway Station	LUL	1890 -	Current
OXC	Oxford Circus Offices	Other	LT	?	Closed
P	Old Kent Road Garage	Bus Garage	LT	1907 - 11/1958	Closed
PA	West Perivale Garage	Bus Garage	Metroline	6/2003 -	Current
PB	Potters Bar Garage	Bus Garage	Metroline	1930 -	Current
PD	Plumstead Garage	Bus Garage	Stagecoach	10/1981 -	Current
PDN	Paddington Offices	Other	LT	?	Closed
PE	Ponders End Garage	Bus Garage	First London	c.1993 - 3/2004	Closed
PGN	Parsons Green Works	Other	LT	? - 10/1985	Closed
PH	Polhill Garage	Bus Garage	Metrobus	2004 - 2006	Closed
PHR	Penhall Road, Woolwich	Other	LT	3/1949 - 5/1959	Closed
PK	Park Royal (Atlas Road) Garage	Bus Garage	London United	2007 -	Current
PKR	Park Royal Clothing Store	Other	LT	?	Closed
PL	Plough Lane Garage	Bus Garage	London General	2003 -	Current
PLY	Purley PW Depot	Permanent Way Depot	LT	1901 - 1951	Closed
PM	Peckham Garage	Bus Garage	London Central	1951 -	Current
PNS	Pinner Station	Railway Station	LUL	1885 -	Current
PR	Park Royal Garage	Bus Garage	Metroline	1994 - 200?	Closed
PR	Poplar Garage	Bus Garage	LT	1906 - 11/1985	Closed
PRS	Preston Road Station	Railway Station	LUL	1931 -	Current
PSK	Pelham Street, South Kensington	Other	LUL	?	Current
PST	Plaistow	Other	LT	?	Closed
PT	Purfleet Garage	Bus Garage	Ensignbus	? -	Current
PV	Perivale Garage	Bus Garage	Metroline	11/2002 -	Current
Q	Camberwell Garage	Bus Garage	London Central	1914 -	Current
QB	Battersea Garage	Bus Garage	Abellio	06/1996 -	Current
QPS	Queens Park Station	Railway Station	LUL	2004 -	Current
R	Rainham Garage	Bus Garage	First London	3/2002 - by 2007	Closed
R	Riverside (Hammersmith) Garage	Bus Garage	LT	1913 - 6/1983	Closed
RA	Red Arrow (Walworth) Garage	Bus Garage	London General	8/1987 - 10/1990	Closed
RA	Red Arrow (Waterloo) Garage	Bus Garage	London General	10/1990 -	Current
RD	Hornchurch Garage	Bus Garage	LT	1924 - 9/1988	Closed
RD	Romford (Bryant Avenue) Garage	Bus Garage	First London	10/1998 - ?	Closed
RE	Romford (London Road) Garage	Bus Garage	LCBS	1934 - 7/1977	Closed
RG	Reigate Garage	Bus Garage	LCSW	1912 - 4/1996	Closed
RKS	Rickmansworth Station	Railway Station	LUL	1887 -	Current
RL	Rye Lane Garage	Bus Garage	LT	1952 - 3/1969	Closed
RLS	Rayners Lane Station	Railway Station	LUL	?	Current
RM	Rainham Garage	Bus Garage	ELBG	2008 -	Current
RMA	Rainham Garage	Bus Garage	Arriva Tour	by 2007 -	Current
RPD	Ruislip Depot	Railway Depot	LUL	1948 -	Current

Code	Name	Type	User/s	Dates	Status
RPK	Regents Park Shelters Yard	Other	LT	1940s	Closed
RPS	Ruislip Station	Railway Station	LUL	?	Current
RYL	Rye Lane PW Depot	Permanent Way Depot	LT	1903 - 10/1948	Closed
S	Shepherds Bush Garage	Bus Garage	London United	1908 -	Current
SA	St Albans Garage	Bus Garage	LCNE	1933 - 1/1989	Closed
SCH	Southwark, Chancel Street	Other	TfL Streets	by 2008 -	Current
SD	Stratford Garage	Bus Garage	Stagecoach	9/1992 -	Current
SDB	Stratford Bus Station	Bus Station	LBSL	?	Current
SDC	Stratford City Bus Station	Bus Station	LBSL	2011 -	Current
SDD	Stratford Market Depot	Railway Depot	LUL	1996 -	Current
SDO	Stratford Office Village	Other	LBSL	by2008 -	Current
SDS	Stratford Station (Gibbins Road)	Railway Station	LUL	1996 -	Current
SE	Stonebridge Park Garage	Bus Garage	LT	1906 - 8/1981	Closed
SF	Stamford Hill Garage	Bus Garage	Arriva London	1907 -	Current
SH	Slough Garage	Bus Garage	First Berkshire	2/1993 -	Current
SHR	Shoreditch	Bus Terminal	LT	?	Closed
SHS	South Harrow Station	Railway Station	LUL	?	Closed
SI	Silvertown Garage	Bus Garage	Docklands Buses	3/1989 -	Current
SJ	Swanley Garage	Bus Garage	KentishBus	1925 - 8/1989	Closed
SKS	South Kensington Station	Railway Station	LUL	?	Closed
SL	Slough Garage	Bus Garage	LCNW	? - 2/1993	Closed
SM	South Mimms Garage	Bus Garage	Sullivan Buses	c.1999 -	Current
SMC	St Mary Cray Offices	Other	LBSL	c.2012 -	Current
SMH	Sidcup, Marlowe House	Other	LSCP	by2011 -	Current
SO	Harrow Garage	Bus Garage	London Sovereign	12/1990 -	Current
SP	Sidcup Garage	Bus Garage	LT	1924 - 1/1988	Closed
SPD	Stonebridge Park Depot	Railway Depot	LUL	1979 -	Current
SRH	Southampton Row, Holborn	Other	Metronet	?	Closed
SSS	Seven Sisters Offices	Railway Station	LUL	1968 -	Current
ST	Staines Garage	Bus Garage	LCSW	1930 - 8/1996	Closed
STK	Stockwell Shelters Yard	Other	LT	1940s	Closed
STM	Stanmore Station	Railway Station	LT	? - by12/81	Closed
SV	Stevenage Garage	Bus Garage	Arriva Shires	1955 -	Current
SW	Stockwell Garage	Bus Garage	London General	1952 -	Current
SWD	Silwood Depot	Railway Depot	London Overground	2013 -	Current
SWY	Swanley	Other	LT	?	Closed
SYH	Sycamore House, Thornton Heath	Other	LBSL	? - 06/2013	Closed
T	Leyton Garage	Bus Garage	Stagecoach	1912 -	Current
TB	Bromley Garage	Bus Garage	Stagecoach	1924 -	Current
TC	Croydon Garage	Bus Garage	Arriva London	1916 -	Current
TD	Dartford Garage	Bus Garage	TGM	01/94 - 03/05	Closed
TF	Fulwell (Twickenham) Garage	Bus Garage	Abellio	04/2000 -	Current
TFP	Tufnell Park, Station Road	Other	LUL	08/2013 -	Current
TG	Tring Garage	Bus Garage	LCBS	1933 - 4/1977	Closed
TH	Thornton Heath Garage	Bus Garage	Arriva London	1901 -	Current
THE	Tottenham Hale ERU	Other	LUL	c2002-2009	Closed
THO	Telstar House, Paddington	Other	First London	?	Closed
TK	Therapia Lane Depot	Railway Depot	Tramlink	1999 -	Current
TL	Catford Garage	Bus Garage	Stagecoach	1914 -	Current
TLB	Turnpike Lane Bus Station	Bus Station	LBSL	1932 -	Current
TM	Tottenham Marshes Garage	Bus Garage	Arriva London	09/03 - by 01/07	Closed
TPH	Templar House, Holborn	Other	LUL	by2003 -	Current
TV	Tolworth Garage	Bus Garage	London United	11/2001 -	Current
TW	Tunbridge Wells Garage	Bus Garage	LT	1929 - 12/1967	Closed
TW	Willesden Garage (TGM)	Bus Garage	TGM	2004 -	Current
TWL	Tower Hill Sub-station	Other	LT	?	Closed
TWS	Tower Hill Station	Railway Station	LUL	1967 - ?	Closed
U	Upton Park Garage	Bus Garage	Stagecoach	1908 - 09/2011	Closed
UB	Hatfield Garage	Bus Garage	Universitybus	? -	Current
UPD	Upminster Depot	Railway Depot	LUL	1958 -	Current
UX	Uxbridge Garage	Bus Garage	Metroline	1922 -	Current

Code	Name	Type	User/s	Dates	Status
UXB	Uxbridge Bus Station	Bus Station	LBSL	?	Current
UXS	Uxbridge Station	Railway Station	LUL/LBSL	by 2010-	Current
V	Stamford Brook Garage	Bus Garage	London United	5/1980 -	Current
V	Turnham Green Garage	Bus Garage	LT	1911 - 5/1980	Closed
VB	Victoria Basement Garage	Bus Garage	London General	10/1986 - 1/1994	Closed
VCB	Victoria Bus Station	Bus Station	LBSL	?	Current
VCO	Victoria Coach Station Basement	Other	LBSL	?	Current
VDN	Vandon Street, Westminster	Other	LT	?	Closed
VEP	Victoria, Eccleston Place	Other	TfL Streets	c2005-2009	Closed
VXB	Vauxhall Bus Station	Bus Station	LBSL	2004 -	Current
VXE	Vauxhall ERU	Other	LUL	c.1995 - 2009	Closed
VXO	Vauxhall	Other	LT	?	Closed
W	Cricklewood Garage	Bus Garage	Metroline	1905 -	Current
WA	Waterden Road Garage	Bus Garage	Stagecoach	06/04 - 12/07	Closed
WA	Watford High Street Garage	Bus Garage	LT	1925 - 4/1959	Closed
WB	High Wycombe Garage	Bus Garage	Arriva Shires	by 3/95 -	Current
WCB	West Croydon Bus Station	Bus Station	LBSL	?	Current
WCD	Waterloo Depot	Railway Depot	LUL	?	Current
WCL	Whitechapel Station	Other	LT	?	Closed
WCY	White City Depot	Railway Depot	LT	? -	Current
WD	Wandsworth Garage	Bus Garage	Arriva London	1906 -	Current
WDL	Wood Lane	Other	LT	?	Closed
WDR	Westdown Road, Leyton	Other	LUL	?	Current
WE	Ware Garage	Bus Garage	Arriva Shires	7/1993 -	Current
WFC	Westferry Circus	Other	JNP	by2012 -	Current
WFS	Woodford Station	Railway Station	LUL	1947 -	Current
WG	West Green Garage	Bus Garage	LT	1929 - 1/1962	Closed
WGS	Willesden Green Station	Railway Station	LUL	1925 -	Current
WH	West Ham (Stephenson Street) Garage	Bus Garage	East London	2/2008 -	Current
WH	West Ham Garage	Bus Garage	LT	1906 - 10/1992	Closed
WJ	Willesden Junction Garage	Bus Garage	Metroline	11/2003 -	Current
WK	Westlink Garage	Bus Garage	London United	?	Closed
WKS	Works	Other	LT	?	Closed
WL	Walworth (Camberwell) Garage	Bus Garage	Abellio	1905 -	Current
WLR	Wartlers Road (Holloway) Sub-stn	Other	LT	?	Closed
WN	Wood Green Garage	Bus Garage	Arriva London	1904 -	Current
WOW	Wembley Olympic Way	Other	LBSL	by 2007 - 2009	Closed
WPS	Wembley Park Station	Railway Station	LUL	1930s -	Current
WR	West Ramp (Heathrow)	Bus Garage	London United	1/1995 - 2/2000	Closed
WR	Windsor Garage	Bus Garage	LCBS	1933 - 7/1984	Closed
WRS	West Ruislip Station	Railway Station	LUL	? -	Current
WS	Hayes Garage	Bus Garage	Abellio	1999 -	Current
WT	Watford Leavesden Road Garage	Bus Garage	LT	1920 - 6/1952	Closed
WW	Walthamstow Garage	Bus Garage	London Forest	1905 - 11/1991	Closed
WWB	Walthamstow Bus Station	Bus Station	LBSL	?	Current
WY	Addlestone Garage	Bus Garage	LCSW	1932 - 7/1997	Closed
X	Middle Row Garage	Bus Garage	LT	1910 - 8/1981	Closed
X	Westbourne Park Garage	Bus Garage	Tower Transit	8/1981 -	Current
XV	Turnham Green Garage	Bus Garage	LT	5/1980 - 1/1986	Closed
Y	Orpington Garage	Bus Garage	First London	03/96 - 07/12/07	Closed
YRK	York Way	Other	?	?	Closed

Table 2 - Locations, Detailed List (sorted by name)

Location Name	Code	Type	Status	User/s	Dates
Abbey Wood Garage	AW	Bus Garage	Closed	LT	1910 - 10/1981
		Was Tram Depot			
		Comment by <i>Ray</i> on 01/06/2007: Compact, smaller version of Garston with the entry road on l/h and exit on r/h of the office block on 165 Abbey Wood Road (01 854 7277). The docking area was in the main garage similar to NX. Staff buses ran from here to Chiswick including T, GS and RTL. I remember a ride home on RTL 1232 from a visit to Chiswick which took minimal time and would have involved speeds well over 40mph (no speed cameras then).			
		Comment by <i>Damon</i> on 22/12/2013: 165 Abbey Wood Road SE2 9DZ. Opened as an electric tram shed by the L.C.C. on 23/7/1910. Enlarged in 1914. Passed to the L.P.T.B. on 1/7/1933. Converted to motor bus operation from 6/7/1952 and allocated the code "AW". Closed on 30/10/1981 and replaced by the new Plumstead (PD) from the following day. Since demolished and replaced with houses and flats. Some of the garage walls still stand as a perimeter to the site.			
Acton (LT Museum Depot)	AMD	Other	Current	LT Museum	?
		Comment by <i>Damon</i> on 14/12/2013: Opened around October 1999. First public open weekend was 16/17 October 1999.			
		Comment by <i>Damon</i> on 22/02/2014: The main site at Covent Garden was handed over to LT in January 1980. Official opening was on 28th March 1980 with public opening on 29th March 1980. I made my first visit soon after.			
Acton Town, Bollo House	ACB	Other	Current	JNP	by 1999 - current
		Comment by <i>Graham Smith (Enfield)</i> on 13/07/2011: London Underground Ltd, Bollo House, Bollo Lane, Acton, LONDON, W3 8PL. Metronet Rail BCV Ltd, Frank Pick House Bollo Lane, Acton, LONDON, W3 8RP			
		Comment by <i>Damon</i> on 22/12/2013: 270, Bollo Lane W3. Signals and electrical engineering by 1982-1985			
		Comment by <i>Damon</i> on 22/12/2013: 270/320 Bollo Lane, Acton W3 8QY. Chief Signal engineer's Office by 1965-1980. Office of Director of Signal Engineering 1981. Office of Director of Signal Engineering and Chief Electrical Engineer 1982. Office of Director of Signal and Electrical Engineering by 1983-1985. Principal Signal and Electrical Engineer 1986-????			
Acton Town, Frank Pick House	ACF	Other	Current	JNP	by 2007 - current
		Previously used by LUL research department			
		Comment by <i>Damon</i> on 01/01/2014: Frank Pick House, Bollo Lane, Acton, W3 8RP			
Acton Town, Hearne House	ACH	Other	Current	LUL	by 2007 - current
		Behind LT Museum Depot			
Acton Town, Museum Way	ACM	Other	Current	JNP	by 1999 - current
		Tube Lines, Track and Signals Operations Centre			
Acton Tram Depot	AT	Bus Garage	Closed	First London	1901 - 22/03/2008
		Was Tram Depot			
		Comment by <i>Ray</i> on 06/07/2007: Previously a tram shed, trolleybuses operated from here for a few months 5/4/1936 to 9/3/1937 prior to closure. It remained an electrical store for the Underground for many years until re-opened as a garage with Centrewest. Closed 22/3/2008, vehicles to HS. It was demolished during June 2010.			
		Comment by <i>Damon</i> on 14/12/2013: 283 High Street, Acton W3. London United Tramways horse trams 03/1896 until electric trams took over from 04/04/1901 until 03/03/1937. L.P.T.B from 01/07/1933. Trams and trolleybuses 5/4/1936 until closure. In use as Acton Stores (trolleybuses) by 1949.			
		Comment by <i>Damon</i> on 31/12/2013: There was a bus garage not very far down the road on the site currently occupied by the Police Station. The L.G.O.C. garage was in Steyne Road and had the former horse bus code "A" until the re-coding of 1911 when it became "E". It was a motor bus garage from 19/2/1906 until 17/3/1915. Then 1918 to 30/5/1921 and again 5/7/1922 to 17/3/1925. It then became "CA" from 3/8/1923 until 30/4/1928 and housed the Cambrian fleet until 22/2/1926 which then moved to Southall (HW) but continued to carry the code "CA". Confused? So am I.			
Acton Works	ACN	Railway Works	Current	LUL	1922 - current
		Comment by <i>Thomas Young</i> on 03/09/2007: Although much is hidden from view, there is lots to see at Acton. Taking the train from Chiswick Park to Acton Town, you will catch glimpses of parts of the works on the left. SVs will be visible but the only ones close enough to ID would be any on the stub road that			

Location Name	Code	Type	Status	User/s	Dates
					<p>rises to track level right at the south end of the complex. The right hand side is much better. After Bollo House and Frank Pick House (each with a handful of small vans and cars), you have the lorry yard, which usually has most of the larger vehicles in it. You may need to make a few passes (or take a camera with a fast burst mode) to ID all the vehicles! The staff car park is also visible but at a lower level.</p> <p>Comment by <i>Thomas Young</i> on 03/09/2007: On foot, turn right outside Acton Town Station, then right again onto Bollo Lane. You will pass Smallbills (a commercial garage that often does minor SV work) and Bollo House. This is higher than road level but you may see something parked there. Frank Pick house is visible but no SVs, and the lorry yard is largely hidden behind trees. However, before the level crossings you come to the staff car park, which often contains a few car SVs. Double fence not good for photography though. If visiting during the week, Bollo Lane is usually fairly busy with SVs coming and going.</p> <p>Comment by <i>Damon</i> on 22/12/2013: 130 Bollo Lane. Railway Works and stores 1922 - current. Railway Engineering Workshop Division LUL by 1995. REW (Acton) Ltd LUL by 1998. Distribution Services LUL by 1997. Trains Modification Unit LUL by 1997. LUL Training Services by 1997. Principal Mechanical Engineer LUL by 1989. Rolling Stock Office - Rolling Stock Chief Engineer and Principal Rolling Stock Engineer (Professional Services) LUL by 1994. Mechanical Engineering Workshop: Equipment Overhaul Workshops LT by 1991 Acton Offices LUL by 1992.</p> <p>Comment by <i>Damon</i> on 22/12/2013: 123 Gunnersbury Lane, W3 8JR. Engineering Apprentice Training Centre by 1976.</p>
Addlestone Garage	WY	Bus Garage	Closed	LCSW	1932 - 7/1997
					<p>Comment by <i>Ray</i> on 23/06/2007: Sited in Station Road - Weybridge.</p> <p>Comment by <i>Damon</i> on 22/12/2013: Station Road, Addlestone. Opened by the L.P.T.B. on 24/6/1936. Replaced the rented accommodation in Hoyal's Yard. Later passed to London Country Bus Services Ltd. from 1/1/1970. Then to London Country (South West). Closed 25/7/1997.</p> <p>Comment by <i>Damon</i> on 22/12/2013: From 28/11/1932 to 23/6/1936 space was rented at the Hoyal Works in Hamm Moor Lane and used as a garage. The code WY was allocated. Prior to that space was rented at Weymann's works in Station Road, Addlestone from 11/10/1930. During 1933 buses were transferred in from the former garage at Walton Road, Woking (31/5/1931 - 16/5/1933) which was an East Surrey Traction Company premises. Walton Road had replaced another garage at Woking, St Johns (14/1/1931 - 30/5/1931) which was formerly with Woking & District.</p>
AEC Works, Southall	AEC	Other	Closed	LT	12/1979 - 1989
					<p>Comment by <i>Damon</i> on 12/12/2013: There was an operational Green Line Coaches garage within the works site from 07.02.1931 until 02.01.1934. The accommodation was rented from AEC by London General Country Services and then the L.P.T.B. from 01.07.1933.</p> <p>Comment by <i>Damon</i> on 22/12/2013: Windmill Lane, Southall, Middlesex.</p>
Aldenham Works	ALD	Bus Works	Closed	LT	1955 - 11/1986
					<p>Comment by <i>Ray</i> on 07/07/2007: Aldenham was also the CB&C Divisional Office ('Borehamwood'). Based on Elstree Hill.</p> <p>Comment by <i>Damon</i> on 22/12/2013: Elstree Hill South, Boreham Wood, Herts WD6 3BN</p> <p>Comment by <i>Damon</i> on 22/12/2013: LT also had a hostel and a sports ground at Aldenham.</p> <p>Comment by <i>Damon</i> on 05/01/2014: Construction and war use Construction of the Aldenham Depot for the Northern Line Extensions of the Underground was started during 1939 and continued into 1940. The outbreak of war in 1939 then lead to the postponement of the extensions. De Havilland then began preparing the almost completed cleaning shed for the production of fuselage sections for their Mosquito aircraft. It was then decided to complete the maintenance shed for partial use by the London Aircraft Production Group to produce components for the Handley Page Halifax bomber. These components were then built into complete aircraft at the nearby Leavesden Airfield in Watford. The L.A.P.G. was a consortium of the L.P.T.B and London based companies Duple Bodies and Motors of Hendon, Express Motors and Body Works of Enfield, Park Royal Coachworks, and Chrysler Motors of Kew. Later on Napiers Limited of Acton moved into the remaining part of the maintenance shed where they carried out work on their Sabre engines. All works on the site ceased during 1945 with the site vacated by the Autumn. We have this war use to thank for the buildings being completed as they were. Apparently bricks bought for the railway viaducts were used to construct some of the buildings at Aldenham.</p> <p>Comment by <i>Damon</i> on 05/01/2014: Initial Post-war use Aldenham did not actually pass into L.T.B. ownership until 28/04/1948. It was however used to store new RT chassis awaiting bodying from July 1947. It was first used for bus repair from 24/03/1948 (date the first buses arrived) and accident repairs were transferred to Aldenham followed by overhaul of Lowbridge buses and then the TF class. Then the</p>

Location Name	Code	Type	Status	User/s	Dates
Aldgate Bus Station	ALB	Bus Station	Current	LBSL	?
Alperton Garage	ON	Bus Garage	Current	Metroline	1939 - current
Amersham Garage	MA	Bus Garage	Closed	LCNW	1933 - 12/1989
Arnos Grove Depot	AGS	Railway Station	Current	LUL	1932 - current
Ash Grove Garage	AG	Bus Garage	Closed	East Thames Buses	4/1981 - 2005
Ash Grove Garage	HK	Bus Garage	Current	Hackney CT	2/2001 - current

Location Name	Code	Type	Status	User/s	Dates
Ash Grove Garage	AE	Bus Garage	Current	Arriva London	2005 - current
<p>Comment by <i>Ray</i> on 03/11/2007: See AG for details. Vacated by Arriva 14/11/2009 when route 38 transferred to CT but put into use again 24/4/2010 with route 393. Subsequently the 78, 168 and 254 followed.</p>					
Athol Street (Poplar) Garage	C	Bus Garage	Closed	LT	1907 - 5/1961
<p>Comment by <i>Ray</i> on 30/05/2007: The 'black hole' was home to 747P (plus two RFWs). Large, heavy curtains covered the pit area (right on entry) while the offices were on the left. Despite how small it looked it seemed like a tardis inside when empty. 747P moved up the road (with the RFWs) on closure 9/5/61. And here we are 50 years later with fond memories of the staff of 'LT's most war damaged' garage!</p> <p>Comment by <i>Damon</i> on 22/12/2013: This site started out in horse-drawn days. There was a tram depot for the North Metropolitan Tramways Co. 9/9/1872. Passed to the L.C.C. from 1/4/1906. Closed to trams 31/7/1909. The L.G.O.C. also had two yards at this site. From around 24/6/1866 to 8/12/1908 and another larger yard from 10/1877. Motor buses started from 1/7/1907. The garage originally had the code "S" which dated from horse bus days and was re-coded to the more familiar "C" in 1911. Finally closed 9/5/1961. A canteen was constructed in nearby Aberfeldy Street (so I'm told) as crews continued to take breaks at this location.</p> <p>Comment by <i>Ray</i> on 22/12/2013: The 'Aberfeldy' canteen (a precursor of future canteens) was sited on East India Dock Road to the west of Aberfeldy Street and served crews from PR and terminating buses at Blackwall Tunnel. It did not last long, as buses terminating were reduced and use subsequently fell. It was abandoned and in ruins for some years before being demolished. Photos of the 'Aberfeldy' can be found in the LTM collection 1998/51903 1998/51899 1998/47608</p>					
Atlas Road (Harlesden) Garage	AS	Bus Garage	Current	Tower Transit	01/10/2011-current
<p>Overspill garage for Westbourne Park</p> <p>Comment by <i>Thomas Young</i> on 25/06/2013: Opened by First London. Transferred to Tower Transit 22/06/2013.</p>					
Aylesbury Garage	AY	Bus Garage	Current	Arriva Shires	by3/92 - current
Baker Street Offices, Allsop Place	BKO	Other	Current	LUL	by1962 - current
<p>Selbie House</p>					
Baker Street Station	BKR	Other	Current	LUL	?
<p>Signals, Publicity, Recruitment, Lost Property.</p> <p>Comment by <i>Ray</i> on 07/07/2007: Baker Street Station housed a Divisional Office (Railways) as well as other departments such as Lost Property and the Estates & Rating Surveyor in Chiltern Court.</p> <p>Comment by <i>Ray</i> on 11/11/2007: Abbey District HQ was at 210-212 Baker Street, NW1 5RT.</p> <p>Comment by <i>Damon</i> on 14/12/2013: District Superintendents' Offices Railways - Metropolitan & Bakerloo lines located here by 1949 until ??</p> <p>Comment by <i>Damon</i> on 29/12/2013: 210/212 Baker Street, NW1 5RT. Substation Centre by 1958-1965? Canteen Training Centre (Welfare) by 1957-1976. "A" Division offices - railways by 1961-1972. Divisional Offices - Met & Bakerloo by 1972-1989. Divisional Offices - Central Line by 1977-1989. Bakerloo Line Offices by 1990. Central Line Offices LUL by 1990-1991. Jubilee Line Offices LUL by 1990-1993. East London Line Offices LUL by 1992-1993. Metropolitan Line Offices LUL by 1990. Traffic Controllers (Central Line) LUL -1991. Underground Ticketing system Operations Command LUL by 1990. Computer Manager LT by 1965 - 1969. Computer Centre LT by 1970. Abbey District Offices (Buses) LT by 1980-1986. Traffic Controllers (Buses) LT 1979 -1985. Traffic Controllers (LBL)1985-?</p> <p>Comment by <i>Damon</i> on 29/12/2013: Baker Street, Selbie House offices, 13 Allsop Place, Baker Street, NW1 5LJ. LT Benevolent Fund by 1962-1982. LT CRS Employees Friendly Society by 1962-1982. LT CBC Employees Friendly Society by 1962. LT Railways Friendly Society by 1962-1982. Audit Office (External Audit) by 1972. Permanent Way Office by 1977-1983. Revenue Control LT by 1977. Medical Centre (HQ & NW divisional office) by 1985-1986. Police Information Room (North sub-division) by 1966-1970. Police Information Room (sub-division) by 1986.</p> <p>Comment by <i>Damon</i> on 29/12/2013: Station Approach, Marylebone Road, NW1 5LD. Recruitment Centre LT by 1986. Now Wetherspoon's "Metropolitan Bar".</p> <p>Comment by <i>Damon</i> on 29/12/2013: 200-202 Baker Street, NW1 5RZ. Lost Property Office.</p> <p>Comment by <i>Thomas Young</i> on 11/04/2014: In terms of the LTSV database, the Selbie House offices off Allsop Place (at the back of Baker Street Station) have now been separated off into a new location (code</p>					

Location Name	Code	Type	Status	User/s	Dates
	BKO).				
Balham	BAL	Other	Closed	LT	c.1974
	I don't know anything about this location other than that it had Ford Escort van 1820F (of the Ticket Machine Works department) allocated in 1974.				
Barking (Dagenham) Garage	DX	Bus Garage	Current	Arriva London	3/1992 - current
	Comment by Ray on 03/11/2007: Sited on the southside of Ripple Road just to the east of Lodge Avenue/Ripple Road roundabout/flyover and to the west of Renwick Road (there is a run-in road from the easterly direction). The cars now 'live' in an annexe (ex warehouse) to the west of the garage run-in and use their own access drive. Took over from the garage on Manchester Way, Dagenham in 1992.				
Barking (Wakering Road)	BGS	Other	Current	LUL	? - current
	Comment by Thomas Young on 03/09/2007: A tiny yard and buildings alongside the station but accessed from Wakering Road. From Station, turn left, then first left. Yard is beyond car park on left.				
	Comment by Ray on 20/09/2014: This yard was closed for renovation work, approximately 2 months, during summer 2014. More space was made by the removal of some of the buildings. The vehicles temporarily moved to Dagenham East.				
Barking Garage	BK	Bus Garage	Current	Stagecoach	1924 - current
	Comment by Ray on 06/07/2007: Sited at 205 Longbridge Road (and sometimes referred to as Fair Cross). Up to 4 vans could be found here in the sixties.				
Battersea ERU	BTE	Other	Current	LUL	02/09/2009-current
	Emergency Response Unit base. Unit 6, Battersea Business Centre, Stewarts Road, SW8.				
Battersea Garage	B	Bus Garage	Closed	LT	1908 - 11/1985
	Comment by Ray on 23/06/2007: Sited in Hester Road.				
Battersea Garage	BA	Bus Garage	Closed	Arriva London	1998 - 27/11/2009
	Comment by Ray on 03/11/2007: On the south side of Hester Road. Route 19 moved to BN on 27/11/2009 and the 'garage' closed then (a signing-on point was set up nearby).				
Battersea Garage	BB	Bus Garage	Closed	London General	6/1993 - 6/1998
	Comment by Ray on 03/11/2007: Sited adjacent to the original Battersea garage (B)				
Battersea Garage	QB	Bus Garage	Current	Abellio	06/1996 - current
	Comment by Ray on 03/11/2007: Sited in the former railway yard off Silverthorne Road. Alight in Queenstown Road and walk up Silverthorne - the entrance is on the left with an aggregates depot the first 'yard'. Walk past this and go further into the site and QB is on the right. Passed from Travel London to Abellio 31/10/2009.				
Beddington Cross Garage	BC	Bus Garage	Current	Abellio	02/2000 - current
	Comment by Ray on 03/11/2007: Sited at the Beddington Road end of the Beddington Cross Industrial unit (you can walk through from the Beddington Farm Road end, just smile at the security guard!). Passed from Travel London to Abellio on 31/10/2009.				
Beddington Farm Garage	CN	Bus Garage	Current	Arriva London	12/1990 - current
	2nd use of code				
	Comment by Ray on 03/11/2007: Sited on Beddington Farm Road. Walk past Beddington Cross Industrial Unit and the entrance is on the west side just after the car auction yard and before the Volvo depot. Closed (moth-balled) 31/3/2012 and subsequently sold in summer 2014				
Beddington Lane Garage	MC	Bus Garage	Closed	Centra	04/1999 - by 07/2007
	Comment by Ray on 28/07/2007: This unit was closed and vacated when the final Centra routes were lost. There was nothing on site the following week.				
Belvedere Garage	BV	Bus Garage	Current	Go-Ahead London	02/1998 - current
	Formerly East Thames Buses				
	Comment by Ray on 03/11/2007: Sited in an industrial area (Burts Wharf) at the end of Crabtree Manorway North. Best way is by bus (180). Passed to Go-Ahead London 3/10/2009.				
Bexleyheath Garage	BX	Bus Garage	Current	London Central	1935 - current
	Was Trolleybus Depot				
	Comment by Ray on 06/07/2007: Sited on Erith Road and the only purpose built trolleybus depot 10/11/1935 until converted to buses on 3/3/1959, although never operating Routemasters. Crayford 22226. The right hand side (now car parking) formerly held the canteen and office block.				
	Comment by Thomas Young on 03/09/2007: What I like about BX is its openness. No fences, almost fully open front. Only the yard at the rear is not really visible. Having said that, the local van does seem				

Location Name	Code	Type	Status	User/s	Dates
					to often be parked back there!
Bollo Lane, Chiswick	BOL	Other	Closed	LT	1990 - 1996
		Research Laboratory			Comment by <i>Ray</i> on 03/11/2007: The Research Laboratory was inside Chiswick Works. This possibly remained one of the last buildings in use until demolition. Comment by <i>Damon</i> on 11/12/2013: LRT Builders Maintenance Depot, Bollo Lane, W4 5NA. From about 1986
Borehamwood Garage	BT	Bus Garage	Closed	BTS	2/1988 - 4/1999
Borough, Union Street	BUS	Other	Closed	JNP	by2008 - c.2012
					Comment by <i>London spotter</i> on 15/05/2009: At east end of Union Street, next to school playground, near the junction with Borough High Street.
Bow Garage	BW	Bus Garage	Current	Stagecoach	1908 - current
		Was Tram & Trolleybus Depot			Comment by <i>Ray</i> on 06/07/2007: Sited in Fairfield Road this was an LCC Tram depot converted for trolleybuses and then buses (taking also most of the CL stock when that garage closed).
Bow Road Station	BWR	Other	Closed	LT	?
		Works & Buildings, Cleaning Services, Vending Services			Comment by <i>Ray</i> on 03/11/2007: There was a District Office in Wellington Way - whether this is the same building I don't know. Comment by <i>Kim Rennie</i> on 27/06/2010: Yes it is. To the south of the LU station. Comment by <i>Damon</i> on 03/07/2010: Works & Buildings District Office No.4 and also home to cleaning services and vending services. adj. Bow Road Stn., Wellington Way, E3 4NE By 1985 listed as Works & Buildings and Cleaning Services.
Bowles Road PW Depot	BWL	Permanent Way Depot	Closed	LT	10/1948 - ?
					Comment by <i>Ray</i> on 03/11/2007: Adjacent to P garage was a tramways storeyard.
Bracknell Garage	BL	Bus Garage	Current	First Berkshire	by3/92 - current
Brentford Garage	AH	Bus Garage	Current	Metroline	1/1991 - current
		Armchair. 2nd use of code			Comment by <i>Ray</i> on 28/07/2007: At the end of Commerce Road (the last bus stop is at the gates). Vans are often to be found just inside said gates.
Brixton (Streatham) Garage	BN	Bus Garage	Current	Arriva London	1906 - current
		Was Tram Depot			Comment by <i>Ray</i> on 07/07/2007: Sited at 39 Streatham Hill, the current garage was built in 1951 to replace the tram depot on the (2) sites.
Brixton Hill Garage	BS	Bus Garage	Current	Arriva London	1924 - current
		Was Tram Depot			Comment by <i>Ray</i> on 03/11/2007: Closed after the trams (although used for storage of buses for a time) it was later used for the sale of cars. Brixton Hill was brought back to life for use by Arriva. It is on the east side of Brixton Hill and to the north of Christchurch Road (South Circular).
Broadway, Westminster	BDY	Other	Current	LUL	1928 - current
		LT HQ			Comment by <i>Damon</i> on 22/12/2013: Works & Buildings listed here 1982. Comment by <i>Damon</i> on 22/12/2013: 55 Broadway SW1H 0BD. Central Police Control. Traffic Enquiry Office. Traffic Controllers (railways) HQ control by 1966. Central Welfare Office by 1973. LRT Pension Fund LRT by 1990. LT Counselling and Advisory Services by 1992. Unit for Disabled Passengers LRT by 1993-1995. Employee Assistance LRT by 1995. LT Archivist LRT by 1995. District Line Offices LUL by 1996. Network Control Centre LUL by 1996. Comment by <i>Damon</i> on 22/12/2013: Broadway Buildings. Listed as 55 Broadway or as 50-64 Broadway. Chelsea/Hackney Line Project Team by 1991-1993. Crossrail Project Team by 1991-1992. London Transport Catering by 1991. Professional Services Group (LUL) by 1991. Project Management Services LUL by 1993. Tendered Bus Division LBL by 1992. The Chief Engineer LUL by 1993-1994.

Location Name	Code	Type	Status	User/s	Dates
Brockley Hill Farm	BHF	Other	Closed	LT	1940s
	Comment by <i>Ray</i> on 03/11/2007: The 'Farm' was used for produce growing during the war, with a tractor or two resident. It was part of the aborted extension of the Northern line which at that time was planned and the land purchased.				
Bromley Garage	TB	Bus Garage	Current	Stagecoach	1924 - current
	Comment by <i>Ray</i> on 07/07/2007: Sited at 111 Hastings Road, the yard opposite has gradually been extended over the years. Famous for virtually nothing after the Tillings buses departed (except some Almex A ticket machines trialled by conductors for a few months).				
	Comment by <i>Damon</i> on 07/07/2007: FAMOUS as home to South London's last RT's (along with Catford) which took me to school on the 94 up until August 1978. Also the longest continuously RT worked route (1948-1978). Also notable for the brick built roundel that forms part of the wall around the late 70's open parking area built for the mass arrival of Leyland Nationals in 1979 and saw off my beloved DMS's. Also housed crew RF's for the 227, SMS's with an experimental livery to highlight the split entrance arrangement (as modelled by Britbus), FS minibuses and later BS and BL single decks. A garage of distinction in my humble opinion.				
	Comment by <i>Ray</i> on 07/07/2007: Plumstead was home to the last RT's (TB & TL had the last in service in SE London). The SMS were not experimental only the livery, similar to Bow's DMS's. As the FS & Bristols on the B1 pass my door I would not say they were famous or, indeed, the DMS (although I agree with Damon). As for the RFs on the 227 I shall be driving one tomorrow (8/7/07). Even the brick roundel is not unique!				
Buckhurst Hill Station	BHS	Railway Station	Current	LUL	1948 - current
Buckingham Palace Road	BPR	Other	Closed	LBSL	?
	Location marked as closed, having been replaced by new code VCO.				
	Comment by <i>Ray</i> on 28/07/2007: Not sure if this is 172 Buckingham Palace Road, the official address of London Buses Limited. This is above Victoria Coach Station. In which case vehicles are kept in the basement (VCO). The other offices at 84 Eccleston Square had a large underground car park and a few Tube Lines (and LR55DGX) have been seen entering. Closed when staff moved to the Palestra Building in Blackfriars Road.				
	Comment by <i>David C</i> on 16/05/2012: Some London Buses staff are still based here, hence Bus Operations vehicles park in the basement area.				
	Comment by <i>Damon</i> on 05/01/2014: L.R.T. took over Victoria Coach Station during May 1988. At the same time London Buses Ltd moved out of Broadway and other offices to concentrate on 172 Buckingham Palace Road. The transfer/sale included the British Airways-let premises across the road and former Samuelson's Eccleston Garage in use by Kentish Bus at the time.				
Bus Engineering Ltd	BEL	Bus Works	Closed	BEL	4/1990 - 1/1993
	Comment by <i>Ray</i> on 28/07/2007: This presumably relates to the unit at Park Royal to where BEL moved after Chiswick closed				
	Comment by <i>Damon</i> on 03/01/2014: The company Bus Engineering Limited was initially set up by London Regional Transport in order to set up the activities at Chiswick Works and Aldenham Works for privatisation. Bus Engineering Limited sold by LRT to Frontsource 13/01/1988. Frontsource had already bought nine other bus engineering works at that stage. The sale included the ticket machine works at Effra Road which was closed. LRT sold the Chiswick Works site separately for redevelopment although BEL retained a lease on part of the site which was nearest to the Bollo Lane entrance which became the only entrance. Frontsource were in receivership by 1989 and in 1991 the company was sold to Bus Engineering Group. This also went into receivership and became B.E.L. (subtle difference in title with full stops). In 9/1989 B.E.L. relocated to a site at Salter Street at the end of Hythe Road off Scrubs Lane near Willesden Junction. By early 1993 the last remanant of the long established activities at both Chiswick and Aldenham finally shut down. R.I.P.				
Byfleet Garage	BF	Bus Garage	Current	Abellio	08/1991 - current
	Initially used TG code				
	Comment by <i>Ray</i> on 21/08/2010: Garage is at Unit 20 (third turning) on Wintersells Road (by Byfleet & New Haw station) There is also an engineering base at Unit 5 (first turning)				
Camberwell Garage	Q	Bus Garage	Current	London Central	1914 - current
	Comment by <i>Ray</i> on 07/07/2007: Sited on Warner Road (the exit is on Camberwell New Road) it held one of the Divisional Offices for CRS (now the Go-Ahead recruitment centre). The docking area was a separate unit at the rear on Camberwell Station Road (being an engineering unit for a garage cluster in LT days) now a large parking area. There was also a stores facility to the south of this (which has now been demolished to make way for flats) while an extension to the garage is being built on the Station Terrace side and also space has been made on a former petrol station site on Camberwell New Road.				

Location Name	Code	Type	Status	User/s	Dates
Camden, Pratt Street ERU	CPE	Other	Current	LUL	c.1995 - current
	ERU Depot Comment by <i>Damon</i> on 31/05/2007: Easily found at the Eastern end of Pratt Street and best reached on a 46 bus. Vehicles can easily be seen from the pavement.				
Canary Wharf	CWF	Other	Closed	LUL	c.1993-c.2000
	Used during the Jubilee Line Extension Project				
Cardinal House, Ealing	CHO	Other	Closed	LBL	?
	Bus District HQ Comment by <i>Ray</i> on 06/11/2007: 264 Northfield Avenue, W5 was the HQ of Cardinal District until its demise.				
Carlisle Lane, Waterloo	CLA	Other	Closed	TfL Streets	c.2005 - c.2008
	Comment by <i>Ray</i> on 11/08/2007: Sited under the railway arches (193) the doors usually opened from around 8.30am to 9am when vehicles went out on their business (storage space in Hercules Road arches was also used for a time). Believed vacated late 2008. Comment by <i>Damon</i> on 11/12/2013: Occupied from 2/11/1909 by the National Steam Car Company as a bus garage for their fleet of Clarkson Steam Buses. A single archway 140 feet long, 24 feet wide and 17 feet to the crown of the arch. Held 18 buses. Closed at the end of October 1914 with the opening of Putney Bridge Garage (F) by the National.				
Carshalton (Sutton) Garage	CN	Bus Garage	Closed	LT	1906 - 1/1964
	Was Tram & Trolleybus Depot Comment by <i>Ray</i> on 31/10/2007: Sited on Westmead Road (and still extant) it operated trolleybuses from 8/12/1935 to 3/3/1959. The point inspector's phone outside was MELville 1532.				
Catford Garage	TL	Bus Garage	Current	Stagecoach	1914 - current
	Comment by <i>Ray</i> on 03/11/2007: Sited on Bromley Road ('Bellingham'), opposite Newquay Road, the office are on the first floor above the original entrance. There was stores warehouse here in LT/Selkent days (since demolished to make more parking areas) Comment by <i>Damon</i> on 17/12/2013: Opened by the London General Omnibus Company 11.05.1914 with the code "AN". Closed 23.01.1915 and requisitioned by the War Department. It became a branch of the Royal Army Service Corps at Grove Park. L.G.O.C. B-types requisitioned for war service went via Grove Park on their way to France for war service. After release by the W.D. the L.G.O.C. handed the garage to Thomas Tilling to operate services previously run from Tilling's garage at Lewisham Salisbury Yard, opening on 03.10.1920. Salisbury Yard was between Molesworth Street and Lewisham High Street and had been building horse buses since 1899. It was used as a bus garage from 1906 until the move to Catford when it reverted to bus building and was known as "Obelisk Works". Obelisk Works later transferred to the L.P.T.B. when they took over the London operations of Thomas Tilling. There was also a Tilling body-building works in Old Road, Lee relatively nearby. Tilling's code letter "L" was transferred from the Salisbury Yard premises to the Catford premises. This was then changed to the current "TL" in about April 1924 to prevent confusion with the General's garage at Loughton. Catford has grown over the years with the site stretching out and swallowing adjacent premises. During the war buses were parked around the local streets to spread them out in case of a bomb strike.				
Central Works, Crawley	CW	Bus Works	Closed	LCBS	1/1976 - ?
	Comment by <i>Ray</i> on 29/01/2009: LCBS Central Repair Works was in Wheatstone Close on corner of Tinsley Lane (now occupied by National Express). Comment by <i>Damon</i> on 23/02/2014: Opened in January 1976. The parts store for the body shop was initially located at Grays garage until relocated to a warehouse built at one end of new Crawley garage adjacent to the works which opened on 21st November 1982. The Crawley works premises became Gatwick Engineering Ltd. from 7th September 1986 although still under NBC ownership. Gatwick Engineering inherited a stores facility at Hertford Garage. There were also five service vehicles at Crawley, 41F, 47F, 63F, 67F and 68F plus 57F at Hertford and 66F at Guildford. I believe gearbox overhauls were done at Guildford. The business and works was later sold to Frontsource who bought most of the other bus works around the country. Believed Kaputt by 1993 when Frontsource went bust?...and moved into property?				
Chalk Farm Garage	CF	Bus Garage	Closed	LT	1916 - 7/1993
	Comment by <i>Ray</i> on 24/06/2007: Sited in Harmood Street.				
Chalk Farm Station	CFS	Railway Station	Current	LUL	1907 - current
	Comment by <i>Damon</i> on 14/12/2013: Works and Buildings by 1949				
Charlton Works	CHN	Tram/Trolleybus Works	Closed	LT	1909 - 6/1959

Location Name	Code	Type	Status	User/s	Dates
					<p>Comment by <i>Ray</i> on 30/05/2007: Sited in Feltram Way, by the early sixties only 629X, 652F, 735J and 1009J remained in use, the last two being the most visible i.e. on the road. 629X went first, then 735J then 1009J and finally 652F, although this had been outstationed at Plumstead (AM) evenings and weekends in the final year, presumably near where the driver lived. Although the last trolleybus was overhauled in June 1959 the works stayed open until mid-1962 for supplying parts although quite what the need for an ambulance was is anybody's guess!</p> <p>Comment by <i>Damon</i> on 14/12/2013: Home to the Commercial Advertising Stores (trams & trolleybuses).</p>
Chelsham Garage	CM	Bus Garage	Closed	LCBS	1925 - 4/1990
					<p>Comment by <i>Damon</i> on 04/06/2007: Is this the only garage to have its very own website? Try www.chelsham-garage.co.uk. It's great! There's even some interesting pictures of service vehicles. Chelsham is, of course, one of several victims of the Sainsbury's empire where you can buy tins of beans probably made out of re-cycled Routemasters or something similar. Sad. Try the website - you'll love it.</p> <p>Comment by <i>Ray</i> on 23/06/2007: The garage in Westerham Road was Upper Waringham 4180.</p> <p>Comment by <i>John G</i> on 06/07/2007: I can't add any more to that: Alan Edwards' informative website is recommended to all, and recalls far more than my memory does!</p>
Chingford Royal Forest Hotel	CRF	Bus Terminal	Closed	LT	? - 9/1968
Chingford, Trinity Way	CHF	Other	Closed	LBSL	c.2007 - 2011
					<p>LBSL Offices</p> <p>Comment by <i>Ray</i> on 08/07/2007: Was sited on Trinity Way, Chingford at rear of estate. Phone number on the countdown boxes is 0181-prefixed so it may have been open a number of years. iBus installation & control centre?</p> <p>Comment by <i>Bob Milner</i> on 17/04/2011: Visited location 16/4/2011 but there was nothing there. Perhaps location is no longer used?</p> <p>Comment by <i>Ray</i> on 17/04/2011: So did I, and I also feel likewise. It seems they have moved to MA Garage!</p>
Chiswick & Acton Pool	CAP	Other	Closed	LT	1921 - 1990
					<p>Comment by <i>Ray</i> on 03/11/2007: A name used for the allocation of pool cars for use at Chiswick/Acton</p>
Chiswick (Stamford Brook) Garage	CB	Bus Garage	Closed	LT	1901 - 5/1980
					<p>Recoded V</p> <p>Comment by <i>Damon</i> on 01/06/2007: LUT tram depot. This site used the code CK when operating as a relief to Putney (Chelverton Road) from 17/07/1935 to 11/02/1936 while AF was being rebuilt.</p> <p>Comment by <i>Ray</i> on 03/11/2007: Sited between Merton Ave and Ennismore Ave on the north of Chiswick High Road.</p> <p>Comment by <i>Damon</i> on 11/01/2014: Pre-World War 2 and beginnings. 88 Chiswick High Road (later renumbered 72) started was an orchard before 1878 when the site was purchased by the Southall, Ealing and Shepherd's Bush Tram Railway Co. Ltd. who had been running trams along the Uxbridge Road since 1874. Opened as a three track shed and stables (170 horses) by the West Metropolitan Tramways Company (successor to S.E. & S.B.T.R.C.) at commencement of their operations on 24/6/1883. Passed to the London United Tramways 19/7/1894. Four-track shed added 1895/6. Rebuilt for electrification 1898/9 when the buildings we're all familiar with today were constructed. The L.U.T, had its head office here in buildings along the west side of the entrance from Chiswick High Road. The site also included a tram works in the North East corner accessed by a traverser from the back of the running shed. The works was requisitioned for war use (producing munitions) 07/1915 - 25/06/1918 during which time trams were sent to the M.E.T. Hendon works (site of Hendon tram shed/Colindale trolleybus depot) for attention instead. Passed to the London County Council together with lines in the Borough of Hammersmith from 2/5/1922. The L.U.T. then rented car shed number two and the plus the workshops from the L.C.C. until 24/03/1932. Then passed to the newly formed London Passenger Transport Board from 1/7/1933. Ceased running trams from 5/5/1932 and used as a store for withdrawn trams. Then ran motor bus route 30 from 17/7/1935 until 11/2/1936 while Chelverton Road (AF) was being rebuilt. Buses carried the code "CK" during this period. Then ran trolleybuses for a few weeks in 1937 while Hammersmith Depot (HB) was being made ready. A simple loop of overhead was installed for this. During World War 2 site was used for body overhauls as Chiswick Works was short of capacity because it was part of the aircraft production also going on at Aldenham at the time. This activity ceased here in October 1946 as Chiswick Works resumed full capacity. It is also reported that buses and bus bodies were stored here during the war years.</p>

Location Name	Code	Type	Status	User/s	Dates
					<p>Comment by <i>Damon</i> on 12/01/2014: Post-War saw use for Trolleybus overhauls. It is also said that overhauls of smaller fleets such as the GS and RLH classes were dealt with here. In 1952 STLs were being reconditioned here for use in the last stages of the tram replacement which had been brought forward from October to July of 1952. From at least 1948 until 1963 the site is referred to by L.T. as "Chiswick Coach Factory". During 1958 Central Distribution Services (CDS) moved from Chiswick Works into the old traffic offices. Service vehicle maintenance workshops were also moved here from Nunhead in 1958 where they had been since Nunhead ceased bus operations in 1954. One source states that the premises were let for commercial use between 1963 and 1966 but this seems doubtful as L.T. always seemed to have some use for this site. From 20/7/1966 the BEA airport service fleet moved in having been displaced from the former tram and trolleybus depot at Hammersmith (HB). They stayed until 5/8/1978 when they moved out to Stonebridge (SE) where they stayed until the service was wound up after 31/3/1979. During 1978 builders Miller Buckley Construction moved in to begin turning Chiswick Tram Depot into Stamford Brook Bus Garage.</p> <p>Comment by <i>Damon</i> on 17/01/2014: I was told last night that the Ballet Rambert (still based in Chiswick High Road) rented space in Chiswick Tram Depot during the British Airways era.</p>
Chiswick Park Station	CPK	Other	Closed	LT	?
		Works & Buildings			<p>Comment by <i>Ray</i> on 23/06/2007: The Works & Building Department Area Offices were sited at Chiswick Park Station.</p> <p>Comment by <i>Damon</i> on 12/12/2013: Acton Lane, Chiswick W4. In use by 1948. Still listed as works & buildings in 1985.</p>
Chiswick Works	CS	Bus Works	Closed	LT	1921 - 4/1990
					<p>Comment by <i>Ray</i> on 25/06/2007: 566 Chiswick High Road. Central stores and SW Divisional Medical Centre.</p>
City Cloisters, Old Street	CYC	Other	Closed	LT	?
		Group Station Managers			<p>Comment by <i>Damon</i> on 11/12/2013: Used between approximately 1985 and 1996. An office building that was leased for the FPS (Future Power Supplies) team of LUL. 185-196 Old Street EC1V 9BP.</p>
Clapham Common Southside	CCO	Other	Closed	LT	?
		Works & Buildings			<p>Comment by <i>Thomas Young</i> on 03/09/2007: This is between Elms Road (where I used to live) and St Gerards Close, and it looks like a big old house. It had a side alley leading through to some large gates. As a kid I figured there was a lift down to the Northern Line here! Who knows. Only SV I remember seeing there was one of those light blue Bedford HAs. Since converted for residential use.</p> <p>Comment by <i>Damon</i> on 12/12/2013: Listed as work & buildings in 1985. 61 Clapham Common Southside. Still on the books in 1992.</p>
Clapham Garage	CA	Bus Garage	Closed	LT	1903 - 2/1987
		Was Tram Depot			<p>Comment by <i>Thomas Young</i> on 28/05/2007: I visited here many times as a kid and remember the lines of withdrawn DMSs along the back wall. If only I had had a camera back then.</p> <p>Comment by <i>Damon</i> on 28/05/2007: Dates back to the days of horse drawn trams. If you visit today you will find Sainsbury's now occupy the site. However if you look carefully you will notice the garage walls still provide a perimeter wall and the car park entrance is the old side entrance to the garage. Nothing of any interest lies within unfortunately.</p> <p>Comment by <i>Damon</i> on 14/12/2013: 139, High Street, Clapham SW4. Training School - Road Transport by 1949 until ??</p> <p>Comment by <i>Damon</i> on 01/01/2014: Museum of British Transport 1961 to 1973.</p>
Clapham Junction	CJC	Bus Terminal	Closed	LT	?
					<p>Comment by <i>Ray</i> on 23/06/2007: If this was the lay-by in St John's Hill (where I believe a canteen was sited) then it remains open to this day as a turn round point.</p>
Clapton (Hackney) Garage	CT	Bus Garage	Current	Arriva London	1909 - current
		Was Tram & Trolleybus Depot. Originally named Hackney, renamed Clapton in July 1950 to avoid confusion with Hackney Bus Garage (H).			<p>Comment by <i>Ray</i> on 28/07/2007: At 15 Bohemia Place, E8, operated RTLs (including the two lowest in</p>

Location Name	Code	Type	Status	User/s	Dates
					use - 19 & 22) after the trolleys left 14/4/1959. A few small vans could be found here. Comment by <i>Damon</i> on 14/12/2013: Traffic Controllers Trams and Trolleybuses by 1949 until ??
Clay Hall (Old Ford) Garage	CL	Bus Garage	Closed	LT	1910 - 11/1959
					Comment by <i>Ray</i> on 25/06/2007: Provided a bus for the PLA service.
Cockfosters Depot	CFD	Railway Depot	Current	LUL	1932 - current
					Piccadilly Line depot
Colindale (Hendon) Depot	CE	Tram/Trolleybus Depot	Closed	LT	1904 - 1/1962
					Comment by <i>Ray</i> on 10/08/2007: Formerly Hendon Tram Depot, Hendon Trolleybus Depot operated trolleys from 5/7/1936. It was renamed Colindale to avoid clashing with Hendon (AE). The trolleys left 2/1/1962 but only got as far as the rear yard where most of London's trolleys were broken up (adjacent to Annesley Avenue) by George Cohen's 600 Group. Comment by <i>Damon</i> on 11/12/2013: The M.E.T. (Tramways) Omnibus Company had their Colindale bus garage (code AJ) on the corner of this site.
Colliers Wood Garage	AA	Bus Garage	Closed	London General	6/1989 - 2/1991
					Comment by <i>Damon</i> on 23/02/2014: Initially and outstation of Sutton it became an outstation of Merton from 23rd February 1991.
Cranleigh Garage	CL	Bus Garage	Current	Arriva Southern Counties	by3/92 - current
Crawley Garage	CY	Bus Garage	Current	Metrobus	1929 - current
					Comment by <i>Ray</i> on 25/06/2007: The LT garage was in the High Street (Crawley 24287). The Metrobus garage is in Wheatstone Close. Comment by <i>Damon</i> on 29/02/2008: You can often see the service vehicles from a passing train as they seem to park them up against the fence. Beware it's a bit too leafy in the summer months to see anything. Comment by <i>Damon</i> on 16/08/2008: I noticed today that Network Rail have been out with the pruners and the foliage has been seriously reduced. A pretty clear view can once again be had from the train as they still park the vans face on against the fence. Comment by <i>Damon</i> on 06/09/2008: Those nice people at Network Rail have now gone a stage further and there's a VERY clear view into the WHOLE garage from a passing train - make sure you get on a slow one. Comment by <i>Ray</i> on 29/01/2009: The LCBS garage was behind the Central Repair Works in Wheatstone Close and opened 21/11/1982.
Cricklewood Garage	W	Bus Garage	Current	Metroline	1905 - current
					Comment by <i>Ray</i> on 07/07/2007: One of the most fragmented garages it was sited on Dollis Hill in a triangle between the railway lines and was the site of a Divisional Office (CRS). A Matador breakdown tender, auxiliary tender and a few vans plus (for a time) the turnover vehicle 1036TV were based there while a number of trolleybus tenders were stored in the early sixties awaiting sale. Took over the CE allocation when that trolleybus depot was converted/closed. Vehicles temporarily re-allocated to land on the other side of Edgware Road during building of a new garage on the original site, completed 2010.
Croydon (Beddington Lane) Garage	C	Bus Garage	Current	Metrobus	2005 - current
					Comment by <i>Ray</i> on 04/09/2007: Sited on Beddington Lane, just south of BC and almost opposite MC.
Croydon Food Production Centre	FPC	Other	Closed	LT	1950 - 7/1983
					Food Production Centre Comment by <i>Ray</i> on 07/07/2007: The FPC was based at 22 Progress Way and their Christmas puds were famous! Vans were kept here and at TH (also sometimes at TC) and covered the LT empire. (corrected - I must have been thinking of TUC HQ when I typed Congress Way, Ray). Comment by <i>Kim Rennie</i> on 27/06/2010: Ehem "Progress Way" actually. Demolished now it seems if Google Earth can be believed. Comment by <i>Damon</i> on 06/01/2014: Opened 23/10/1950.
Croydon Garage	TC	Bus Garage	Current	Arriva London	1916 - current
					Comment by <i>Ray</i> on 06/07/2007: Sited in Brighton Road, the docking area is a self-contained unit at the back.
Dagenham East Station	DES	Railway Station	Current	LUL	? - current
Dagenham Garage	DM	Bus Garage	Current	First London	11/1989 - current

Location Name	Code	Type	Status	User/s	Dates
					Closed 3/2002. Reopened 2005 Comment by <i>Ray</i> on 19/11/2013: Closed after traffic on 27 September 2013
Dalston Garage	D	Bus Garage	Closed	LT	1908 - 4/1981
					Comment by <i>Ray</i> on 28/07/2007: Sited in Shrubland Road (also entry in Ivydene Road) E8. Operated RLH's RF's and RTLs and RTW's amongst others.
Dartford Garage	DT	Bus Garage	Current	Arriva Southern Counties	1933 - current
					Comment by <i>Ray</i> on 01/06/2007: The original DT in Priory Road closed in Jan '86 being replaced by new premises in Central Road. The old site had more open air storage with really just the pits and maintenance areas enclosed. The new site is a converted warehouse.
Dartford Garage	TD	Bus Garage	Closed	TGM	01/1994 - 03/2005
					Ex Crystals Comment by <i>Ray</i> on 23/06/2007: This was not acquired by Metrobus when they took over the TGM routes (5/3/2005).
Debden Garage	DD	Bus Garage	Current	Arriva Shires	by3/90 - current
					Comment by <i>Ray</i> on 23/06/2007: Closed 4/3/2005
Deptford Wharf PW Depot	DWF	Permanent Way Depot	Closed	LT	1914 - ?
					Comment by <i>Ray</i> on 04/09/2007: Sited alongside Deptford Creek. the site is now occupied by Bookers Cash & Carry on Greenwich High Road.
Derry Street, Kensington	DSK	Other	Closed	LT	?
					Cleaning Services Comment by <i>Damon</i> on 11/12/2013: 1 Derry Street W8 5HY. Track Engineering Office (Track Replacement Project) by 1993
Docklands Light Railway	DLR	Railway Depot	Current	DLR	1987 - 1997
					To LDDC control in 1997 Comment by <i>Ray</i> on 04/09/2007: The original depot is sited next to Poplar DLR station on Castor Lane. A second depot is at Beckton There is also at least one yard, at Greenwich. Currently part of the TfL empire but contracted out.
Dollis Hill Offices	DHO	Other	Closed	LT	?
					Same site as Cricklewood Bus Garage Comment by <i>Ray</i> on 23/06/2007: Divisional offices of CRS/London Buses. Comment by <i>Ray</i> on 11/11/2007: The HQ of Watling District was at 'Dollis Hill Offices, Edgware Road, NW2 6JP' which may also have been the offices mentioned below Comment by <i>Damon</i> on 01/01/2014: Offices at Cricklewood Garage (W) have housed many functions over many years and are usually referred to as Dollis Hill. The garage has also been referred to as Dollis Hill. I wonder if the two locations get confused sometimes? One to be careful of. Comment by <i>Thomas Young</i> on 12/01/2014: Initially thought to be Dollis Hill Station, it is now believed that this name related to the offices at Cricklewood Bus Garage. For example, it was 'home' to trade plates for 'C' Division in the mid-1960s. As such the code has been changed from DHS to DHO Comment by <i>Damon</i> on 12/01/2014: Dollis Hill Offices, Edgware Road, Cricklewood, NW2 6JP Comment by <i>Damon</i> on 12/01/2014: NW Divisional Office (CRS) LT until 1961. West Divisional Office (CRS-operating) LT by 1961. "C" Divisional Office (CRS-engineering) LT by 1961-1976. West Divisional Office (engineering) LT by 1976. Divisional Welfare Office (NW) LT by 1974-1980. Watling District Offices (Buses) LT 1980-?
Dorking Garage	DS	Bus Garage	Closed	LCSW	1932 - 3/1990
					Comment by <i>John G</i> on 06/07/2007: Spent many happy teenage days photographing at Dorking. Seemed to be haven for odd vehicles, as I recall, which made every trip interesting. From a fading memory (which is a good reason to upload comments to a site like this!) let's see how many I can remember towards the end of its days. Firstly RMC4 sat here quietly moulding for many years, before it was eventually restored again. Green Line days over, early examples of the ECW-bodied TL-class Leyland Tigers worked country routes from DS, including the 514 between Capel and Kingston. Also here was the odd open-top Atlantean AN125 (UPK 125S) converted to an open-top for summer services following a local bridge incident. Toward the end, when the fleet of Shamrock and Rambler had been absorbed, Dorking was the place to see "strange" liveried Leyland Tigers, many still carrying S&R, Nexp

Location Name	Code	Type	Status	User/s	Dates
Dunton Green Garage	DG	Bus Garage	Closed	KentishBus	1922 - 2/1998
Ealing Common Depot	ECD	Railway Depot	Current	LUL	1905 - current
Earls Court	ESC	Other	Current	LUL	?
Earlsfield Sub-station	ELF	Other	Closed	LT	?
East Grinstead Garage	EG	Bus Garage	Closed	LCBS	1925 - 1/1982
Edgware Bus Station	EWB	Bus Station	Current	LBSL	?
Edgware Garage	BT	Bus Garage	Current	London Sovereign	4/1999 - current
Edgware Garage	EW	Bus Garage	Current	Metroline	1925 - current
Edgware Road Station	ERS	Other	Current	LUL	1928 - current

Location Name	Code	Type	Status	User/s	Dates
					door and turn left and you will come to both the station parking area and (further down Chapel Street) Griffith House. Comment by <i>London spotter</i> on 11/11/2009: Locked security gates have now been placed across the entrance to the yard, although it is possible to i.d nearly all the vehicles from the fence, using binoculars. Comment by <i>Damon</i> on 22/12/2013: Listed as Works & Buildings and Publicity in 1982 - 1985.
Edgware Track Depot	EWT	Other	Current	LUL	2010-current
					Development in former Engineers Yard, road access from Deans Lane.
Edmonton Garage	EC	Bus Garage	Current	Arriva London	9/1997 - current
					Comment by <i>Ray</i> on 04/09/2007: As the photos show you need a swimming costume to get there. Either cross over Chalk Bridge (near to the site of former LV garage) to get to the east side of the River Lee and you'll be at EC or come down the towpath (east side) from Lea Valley Viaduct. Ferry vehicles go in all directions so, if lost, wait at the top of the towpath and follow one down. Good fishing if you get bored waiting! Closed (moth-balled) 24/3/2012 then used for storage until re-opened on 1/3/2014 (on closure of LV).
Edmonton Garage	EM	Bus Garage	Closed	LT	1905 - 2/1986
					Was Tram & Trolleybus Depot Comment by <i>Ray</i> on 28/07/2007: Sited at the end of Tramway Avenue, N9 trolleys were operated from 16/10/1938 to 18/7/1961. Trolleybus 260 was kept here in the mid sixties. Operated RCLs when allocated to Central Bus work in the eighties.
Effra Road, Brixton	EFR	Other	Closed	LT	1928 - ?
					Ticket Machine Works Comment by <i>Ray</i> on 23/06/2007: The Ticket Machine Works were at 53 Effra Road. I had many a happy hour there with the boys who kindly serviced my machines. Comment by <i>Damon</i> on 05/01/2014: Gibson Ticket machine servicing moved here from Old Kent Road in 1957 apparently. There were 17,000 Gibsons in use with London Transport.
Elephant & Castle (London Rd) Depot	ETD	Railway Depot	Current	LUL	c.1905 - current
					Bakerloo Line depot Comment by <i>Ray</i> on 10/08/2007: As the heading states this is in London Road by St Georges Circus. Blink and you'll miss the entrance and yard. The latter is above the tracks and very small. Comment by <i>Thomas Young</i> on 01/08/2012: Although the yard is indeed very small, I counted ten vehicles parked there today, mainly Ford Transits plus a couple of Kangoo/Partner cars. This was from the top deck of a northbound bus on St Georges Road, much too far away to identify any of the vehicles.
Elephant & Castle Station	ETS	Railway Station	Current	LUL	1890 - current
					Comment by <i>Ray</i> on 19/08/2007: There are two separate stations at the Elephant - one for the Bakerloo Line (London Road) and one for the Northern Line (by the shopping centre). Comment by <i>Thomas Young</i> on 03/09/2007: I am pretty sure that these are no longer SV locations as such. You may see vehicles parked up whilst working, especially at night, but there are no regular parking spaces.
Elmers End Garage	ED	Bus Garage	Closed	LT	1929 - 10/1986
					Comment by <i>Ray</i> on 24/06/2007: Sited in Beck Lane (the run-in was down a slope from a door in Elmers End Road) The L/H doorway was named after John Cunningham - 'Cunningham Gate'- who was killed while on look out during the war. A memorial to him and others killed when the garage was blown-up is preserved at Acton Museum (I believe).
Eltham Bus Station	EHB	Bus Station	Current	LBSL	?
					Comment by <i>Ray</i> on 16/07/2007: Built 1985, the bus stop layout was by the LT(PE)Committee of which I am a member. The vehicles formerly at SW (publicity) moved in here later. It is built over the A2 relief road tunnel and replaced the former bus station on the opposite side of Well Hall Road in Sherard Road.
Emergency Response Unit	ERU	Other	Current	JNP	c1990-current
					This code covers (as at April 2010) bases at Acton, Vauxhall/Battersea and Camden. Vehicles are rotated, hence the no-specific code. Comment by <i>Ray</i> on 10/10/2010: By August 2010 a new allocation (2 vehicles) had been set up at Stratford Market Depot although these were no longer visible from around June 2011.
Enfield Garage	E	Bus Garage	Current	Arriva London	1928 - current

Location Name	Code	Type	Status	User/s	Dates
	Comment by <i>Ray</i> on 19/08/2007: Sited on Southbury Road opposite Aberdare Road.				
Epping Garage	EP	Bus Garage	Closed	LT	1934 - 5/1963
	Comment by <i>Ray</i> on 10/08/2007: Now a superstore it was sited in the High Street (west side). Crews and vehicles moved to HA.				
	Comment by <i>Damon</i> on 12/12/2013: In 1992 LT appears to have still owned the freehold of this premises (Tesco). Does TfL own Tesco's site still I wonder??				
	Comment by <i>Damon</i> on 12/12/2013: High Street, Epping. Rear access opposite Regent Road. Operational from 05.09.1934 to 21.05.1963. Replaced garages at Ongar and at Bishop's Stortford. Both garages at Bishop's Stortford are recognisable today.				
Epsom Garage	EB	Bus Garage	Current	Epsom Buses	c.1986 - current
	Comment by <i>Ray</i> on 04/09/2007: Sited on Roy Richmond Way (formerly part of Blenheim Road), off Longmead Road (bus 418). Trains to Ewell West (Zone 6) then right out of station to Longmead Road and turn left. Roy Richmond Way is on the left (10 mins). Or from Epsom Town Station (outside Travelcard availability) via Waterloo Road, Chase Road, left to Hook Road and right up Longmead Road (20 mins). Garage passed to RATP in April 2012.				
Euston, Coburg Street	EUN	Other	Current	LUL	1968 - current
	Control Room				
	Comment by <i>Thomas Young</i> on 03/09/2007: Easy to miss, especially with its deceptive name. There is a gated entrance on Cobourg Street but never seen anything there. The main entrance is on Euston Street, and one or two car SVs are often parked on the pavement in front. If you come from Euston station, leave the concourse at the Western end, cross Melton Street and Euston Street is straight on. Location is on right on second block.				
	Comment by <i>Ray</i> on 16/04/2010: The Victoria line signallers have moved to Osborne House, Northumberland Park. The Northern line signallers have also moved, they have gone to a new control room in Highgate.				
	Comment by <i>Damon</i> on 29/12/2013: 72 Euston Street NW1 2HA				
	Comment by <i>Damon</i> on 29/12/2013: "B" Division Offices (railways) by 1969-1972. Traffic Controllers (railways) Victoria & Northern lines by 1969. Divisional Offices - Northern & Victoria by 1972-1989. Northern Line Offices by 1990-1992.				
Farringdon Station	FNS	Railway Station	Current	LUL	1923 - current
	Works & Buildings				
	Comment by <i>Ray</i> on 23/06/2007: Works & Building Department District Offices were in Cowcross Street.				
Finchley Central Station	FCS	Railway Station	Current	LUL	1940 - current
	Comment by <i>Ray</i> on 04/09/2007: Turn right out of station then right into car park.				
Finchley Garage	FY	Bus Garage	Closed	LT	1905 - 12/1993
	Was Tram & Trolleybus Depot				
	Comment by <i>Ray</i> on 23/06/2007: Sited in Woodberry Grove. Trolleybuses were operated from 2/8/1936 to 2/1/1962.				
Finchley Road Station	FRS	Railway Station	Closed	LT	c.1938 - ?
Finsbury Park Bus Station	FPB	Bus Station	Current	LBSL	?
	Comment by <i>Ray</i> on 04/09/2007: In two parts, Station Place (to the south side) and Wells Terrace (to the north side) of the station. Both have SV's, the majority at the former.				
	Comment by <i>Damon</i> on 23/02/2014: Wells Terrace bus station opened on 12th April 1974.				
Flagstaff House, Weybridge	FHO	Other	Closed	LT	?
	Management Training Centre				
	Comment by <i>Ray</i> on 04/09/2007: 2063F and 2064F were converted from FS buses to ferry staff to this training centre.				
	Comment by <i>Damon</i> on 11/12/2013: Used and owned by LT/LRT from the early 1960's until 1994. Closed and sold for development. Located in Seven Hills Lane and not a million miles from the former Cobham Bus Museum.				
Forest Gate Garage	G	Bus Garage	Closed	LT	1911 - 4/1960
	Comment by <i>Damon</i> on 31/05/2007: Still stands today although derelict. Originally a Great Eastern				

Location Name	Code	Type	Status	User/s	Dates
					garage this was taken over by the LGOC. At that time the LGOC owned all the other buildings on the plot including the houses that surround the garage. Comment by <i>Damon</i> on 11/12/2013: 232/6 Green Street, E7 8LE. By 1978 this site was designated as Stores (Railways). Believed used as part of the LUL UTS project.
Fulwell (Twickenham) Garage	TF	Bus Garage	Current	Abellio	04/2000 - current
					Comment by <i>Ray</i> on 23/06/2007: Travel London (until 31/10/2009) and Abellio call it Twickenham. On Stanley Road, it is the eastern end of the old FW Depot and, until TGM took over, the tracks and a scissors crossing could still be seen. In the electric era the tower wagon sheds were sited this end (later converted to a games room and now demolished so the 33's can turn and park up). You can exit the station by the footbridge but to the left, leading out to Conmel Road (left again) which takes you to Stanley Road.
Fulwell Garage	FW	Bus Garage	Current	London United	1903 - current
					Was Tram & Trolleybus Depot Comment by <i>Ray</i> on 04/09/2007: The west end of Fulwell Depot, on Wellington Road. Trolleybuses were operated from 16/5/1931 to 8/5/1962. The offices have been rebuilt but the shed and works are largely untouched, although there is now a docking area in what was the 'works'. Out of the station bear right on the footbridge, then walk through Wellington Gardens. Operated by London United Busways then Transdev until it passed to RATP DEV UK Limited t/a London United 3/3/2011.
Garratt Lane Sub-station	GLA	Other	Closed	LT	?
					Electrical Sub-station Comment by <i>Ray</i> on 23/06/2007: Closed in 1960 on loss of route 630
Garston Garage	GR	Bus Garage	Current	Arriva Shires	1952 - current
					Comment by <i>Ray</i> on 28/07/2007: Sited on St Albans Road (Garston 3121) very few SVs were seen there in LT days. The yard of H&C Coaches were sited opposite where one could at one time see (amongst other RTs etc) all three RT's from 'Summer Holiday' after filming was completed.
Glenthorne Road, Hammersmith	GLR	Other	Closed	LT	?
					Electrical Engineers Dept Comment by <i>Ray</i> on 04/09/2007: The offices remain on Glenthorne Road. Comment by <i>Damon</i> on 11/12/2013: 51-55 Glenthorne Road, Hammersmith W6 0LH. Chief Electrical Engineer (Main Section), Chief Electrical Engineer (Substation Depot), Electrical Depot, H.T. Mains Section and Sub Station engineer (West Division). All by 1977. Listed as Electrical Engineers Department in 1982-1985.
Godstone Garage	GD	Bus Garage	Closed	LCSW	1925 - 7/1990
					Comment by <i>Ray</i> on 01/06/2007: An 'East Surrey' garage in Eastbourne Road with an open air parking area at the rear of the shed.
Golders Green Bus Station	GGB	Bus Station	Current	LBSL	?
					Comment by <i>Ray</i> on 04/09/2007: The main part is sited outside the station, but a smaller part used by Arriva can be found to the north (other side of the shops/cafe/LBSL offices to your right) on Finchley Road. A van can be found in the Signals Yard in the corner of the bus station.
Golders Green Depot	GGD	Railway Depot	Current	LUL	1907 - current
					Northern Line depot Comment by <i>Ray</i> on 04/09/2007: Currently managed by Alstom I believe, it is sited north of the station so you need to exit, bear right to Finchley Road and cross under the line to the (gated) entrance road.
Golders Green Station	GGS	Railway Station	Current	LUL	1907 - current
					Comment by <i>Ray</i> on 04/09/2007: To the left of the station exit in the corner of the bus station is a small yard where the odd van can be found (usually head first).
Grays Garage	GY	Bus Garage	Current	Arriva Southern Counties	1935 - current
					Comment by <i>Ray</i> on 29/07/2007: The heading is mis-leading in that the Arriva garage (7 Europa Park, London Road) is not that which opened in 1935 in Hogg Lane (formerly Stifford Road) and closed in 1993 to be replaced by the former. The code was also used for use of Seabrooks Brewery from 1933 to 1935 and also possibly for the ENOC garage at Argent Street prior to that. Comment by <i>Damon</i> on 31/12/2013: Buses from Argent Street (GA) used garage plates with "GY" on them that were painted red apparently.
Grays Inn Road	GIR	Other	Closed	LT	?

Location Name	Code	Type	Status	User/s	Dates
		Publicity, Works & Buildings			
		Comment by <i>Damon</i> on 28/05/2007: This was the former LCC tramways sub-station at 156-158 Grays Inn Road. The building is mostly hidden behind the other buildings that front the street. The old sub-station building still stands today.			
		Comment by <i>Ray</i> on 23/06/2007: Works & Building Dept. Area Offices			
		Comment by <i>Damon</i> on 22/12/2013: Listed as Works & Buildings in 1985. Still on the books in 1992. Also listed in 1992 are 160-164 Grays Inn Road AND 366 Grays Inn Road.			
		Comment by <i>Damon</i> on 22/12/2013: Listed as Publicity Department in 1982			
Green Park Station	GPS	Railway Station	Closed	LUL	?
Greenford Garage	G	Bus Garage	Current	Metroline	3/1993 - current
		2nd use of code			
		Comment by <i>Ray</i> on 04/09/2007: Part of the London Borough of Ealing yard on Greenford Road.			
		Comment by <i>Thomas Young</i> on 25/06/2013: Operated by Centrewest/First London since privatisation. Transferred to Metroline 22/06/2013.			
Greenwich Power Station	GWP	Other	Closed	LT	1906 - ?
		Power Station			
		Comment by <i>Damon</i> on 01/06/2007: Still standing and very much alive and well. Although dormant now, Greenwich can be brought on full load in three minutes once the remaining gas turbines have been fired up. It only supplies domestic power for station lighting etc. for the Underground now and NOT traction current. This was the LCC's power station for the trams and stands on the site of a horse tram shed and stables. If you're ever lucky enough to see inside it's like a Cathedral and very spooky.			
		Comment by <i>Ray</i> on 23/06/2007: Hoskins Street, SE10.			
Griffith House, Marylebone	GHO	Other	Current	LUL	?
		Lifts & Escalators Dept			
		Comment by <i>Ray</i> on 07/07/2007: The Chief Medical Officer; Lifts & Escalators; Asst. Mechanical Engineer and a Recruitment Centre were all based at 280 Marylebone Road (01-262 3444). Metronet Rail Limited was based on the 4th floor.			
		Comment by <i>London spotter</i> on 11/11/2009: On a visit today (11/11/2009) the yard next door was completely empty. In fact the normally locked gates were wide open. Is it still used?			
		Comment by <i>Ray</i> on 12/11/2009: Only 2585 was on site 17/11/2009. The offices have transferred to ABB Limited and the car park was vacated by 5/11/2009.			
		Comment by <i>Damon</i> on 10/08/2010: The yard has now been demolished, if that's the right word. It has been dug out, some of it to track level.			
		Comment by <i>Thomas Young</i> on 17/01/2011: When I passed yesterday (16/01/2011), a large tower crane was being assembled in the middle of what was the vehicle yard. It looked like it could be for a building at least as tall as Griffith House itself.			
		Comment by <i>Damon</i> on 11/12/2013: 280 Old Marylebone Rd. NW1 5RJ			
		Comment by <i>Damon</i> on 11/12/2013: Central catering stores by 1949, Advertising Stores, Traffic & Commercial. Offices, Stores and Medical Centre. Lift & Escalators workshop and stores by 1949. Audit Office (HQ and Internal Audit)1972-1975. Divisional Welfare Office (NW)1980-1984. Medical Centre (HQ & NW divisional office)1957-1985. Recruitment Centre 1957-1985. Architectural Services (LU Ltd) by 1988. First Aid by 1989. LRT Medical Services Ltd by 1989. LT Medical Services Ltd by 1991. LT Payrolls Services (LUL)by 1991. Lifts, escalators and pumps division by 1995. Employee Assistance LUL by 1996. Occupational Health Centre LRT by 1996.			
Grosvenor Gardens, Victoria	GGV	Other	Closed	LT	?
		Cleaning Services			
		Comment by <i>Ray</i> on 28/07/2007: The garages (which is what they were) still exist today.			
		Comment by <i>Damon</i> on 22/12/2013: 28/30 Grosvenor Gardens. Listed as Cleaning Services in 1982-1985. Still on the books in 1992.			

Location Name	Code	Type	Status	User/s	Dates
Guildford Garage	GF	Bus Garage	Current	Arriva Southern Counties	1932 - current
	Comment by <i>Ray</i> on 04/09/2007: The LT garage stood on Leas Road. Distance wise it was just enough time to change the rear blind on an RP (715) running from the bus station.				
Hackney (Waterden Road) Garage	H	Bus Garage	Closed	First London	10/1996 - 15/12/2007
	2nd use of code				
	Comment by <i>Ray</i> on 04/09/2007: Sited on Waterden Road, Stratford but vacated 14/12/2007 to vanish under the Olympic Park. Comment by <i>Ray</i> on 23/03/2009: The replacement garage (Lea Interchange) is sited on Ruckholt Road/Temple Mills Lane, Leyton				
Hackney Garage	H	Bus Garage	Closed	LT	1911 - 4/1981
	Comment by <i>Ray</i> on 23/06/2007: At 33 Well Street.				
Hainault Depot	HAD	Railway Depot	Current	LUL	1947 - current
	Central Line depot Comment by <i>Ray</i> on 04/09/2007: The Depot is on Thurlow Gardens, off New North Road (opposite the station)				
Hammersmith Bus Station	HMB	Bus Station	Current	LBSL	?
	Comment by <i>Ray</i> on 04/09/2007: The original 'bus station' was on the west side of Butterwick, but it was just a side road really separated from Butterwick itself by bus stops/shelters. A new bus station was built above the station with entrances on Queen Charlotte Street and Hammersmith Broadway. A 'lower' bus station (mainly for routes which terminated at Hammersmith H&C) was opened on the corner of the Broadway and Butterwick.				
Hammersmith Depot	HMD	Railway Depot	Current	LUL	1906 - current
	Hammersmith & City Line depot				
	Comment by <i>Thomas Young</i> on 25/01/2009: I noticed the other day that a couple of SVs can actually be seen from passing trains (Transit and high-roof Connect on Friday 23/01/09). Not sure if these can be ID'd without optical enhancement, and I can't get back that way for a while. As I have discovered in the past, there is little to see if you make the long walk round to the road entrance. Comment by <i>Damon</i> on 14/12/2013: Bradmore Street, Hammersmith				
Hammersmith Trolleybus Depot	HB	Tram/Trolleybus Depot	Closed	LT	1908 - 7/1966
	Comment by <i>Ray</i> on 10/08/2007: The depot was on the east side of Butterwick and was used by BEA coaches once the trolleys left on 19/7/1960. It was previously the site of Hammersmith Tram depot, trolleys operating from 12/9/1937. The depot was slowly reduced in size with the north end going first then the remainder being replaced by a hotel.				
	Comment by <i>Damon</i> on 14/12/2013: 43 Great Church Lane, W6				
	Comment by <i>Damon</i> on 14/12/2013: Albert Stanley (D.R.) Institute located at Great Church Lane by 1949. Comment by <i>Damon</i> on 22/02/2014: The last remains of the depot were demolished by 14/06/1980. The adjacent Cunard Hotel was then extended over the site.				
Hammersmith, Butterwick	HMK	Other	Closed	LT	?
	Works & Buildings				
	Comment by <i>Ray</i> on 10/08/2007: Butterwick itself has changed slightly over the years having had a bus stopping area on the west side with shelters and separated from the other traffic. The W&BD was in a yard between this and the station (virtually sited above the tracks). A replacement bus station was built above the station, using part of the area of the old Riverside garage (R) with, from 2009, an addition bus station at ground level is on the corner of Butterwick and Broadway for buses that terminated (mainly) outside the H&C station. A substation exists off Fulham Palace Road (adjacent to/visible from the District/Piccadilly tracks). Comment by <i>Damon</i> on 22/12/2013: Butterwick, W6 Works & Buildings Plumbers Section by 1966. 33 Hammersmith Broadway W6 8AB. Works & Buildings Western Area Office by 1978. Listed as Works & Buildings 1982-1985.				
Hampstead Tram Depot	HTD	Tram Depot	Closed	LT	c.1914 - 1946
	Tram only				

Location Name	Code	Type	Status	User/s	Dates
					<p>Comment by <i>Damon</i> on 31/05/2007: The perimeter walls, entrance and offices all still stand - just the roof has gone. They now contain a modern housing development. Easily found in Cressy Road.</p> <p>Comment by <i>Damon</i> on 14/12/2013: Chief Mechanical Engineer (Road Services) - Time-keeping etc, Section - Trams and Trolleybuses. By 1949 until ??</p>
Hanwell Garage	HL	Bus Garage	Closed	LT	1901 - 3/1993
					<p>Was Tram & Trolleybus Depot</p> <p>Comment by <i>Ray</i> on 24/06/2007: Sited on Uxbridge Road (there was an entrance in Jessamine Road) trolleybuses operated from 15/11/1936 to 8/11/1960 having taken over from trams.</p>
Harlesden Garage	HR	Bus Garage	Closed	Metroline	?
					Recorded PR 2003
Harlow Garage	HA	Bus Garage	Current	Arriva Shires	5/1963 - current
					Comment by <i>Ray</i> on 04/09/2007: The LT garage was on Fourth Avenue and was a smaller layout of (say) NX with the docking area inside the main shed with run in/out either side. Harlow 21971.
Harrow Bus Station	HHB	Bus Station	Current	LBSL	?
Harrow Garage	SO	Bus Garage	Current	London Sovereign	12/1990 - current
					Comment by <i>Ray</i> on 11/05/2008: Sited on Pinner Road, opposite the area between Surrey Road and Somerset Road. Passed, with BT, to Transdev then to Veolia-Transdev on 3/3/2011.
Harrow Road	HWR	Bus Terminal	Closed	LT	?
Harrow Weald Garage	HD	Bus Garage	Current	Metroline	1930 - current
					Comment by <i>Ray</i> on 31/10/2007: Sited at 467 High Road (01 427 3656) and opened in 1930 had lowbridge buses for a time.
Harrow, College Road	HHO	Other	Closed	Metroline	? - by 2007
					<p>Bus District HQ</p> <p>Comment by <i>Ray</i> on 11/08/2007: Metroline were at 118-122 College Road but then moved to Hygeia House (opposite the bus station). They are due to move to Cricklewood (W) in 2010.</p>
Harrow-on-the-Hill Station	HHS	Railway Station	Current	LUL	1938 - current
					Comment by <i>Thomas Young</i> on 03/09/2007: This code was introduced to distinguish the south side of the station from the bus station. Usually parked here is an LUL duty manager type car (currently 6227F). There is also a small staff car park to the right of the stations steps (as you come down), with some sort of power supply building beyond. SVs have also been seen here sometimes, or in the public car park towards the eastern end of the station.
Hatfield Garage	HF	Bus Garage	Current	Arriva Shires	1922 - current
					Comment by <i>Ray</i> on 01/06/2007: The 1922 National garage closed in Feb 1959 being replaced by a new garage (Hatfield 2097) on the opposite side of the St Albans Road (and further east). It was further back from the main road, beyond the offices (on the right) and at the end of a large turning circle cum roundabout outside the shed. Docking area was on the right of the shed on entry. This second garage closed in February 1990.
Hatfield Garage	UB	Bus Garage	Current	Universitybus	? - current
					<p>Gypsy Moth Avenue, Hatfield Business Park</p> <p>Comment by <i>snowy13</i> on 02/06/2010: The present garage opened in 2003 and the buses operate under the name UNO</p>
Hatton Cross Bus Station	HXS	Railway Station	Current	LT	1975 - current
					<p>Comment by <i>John Lloyd-Martin</i> on 02/08/2007: If parking at Hatton Cross, beware - it is a Pay&Display car park, minimum charge £6.00 (SIX POUNDS!)</p> <p>Comment by <i>Damon</i> on 22/12/2013: Listed as Engineering work site on the Piccadilly Line extension at Heathrow in 1985.</p>
Hayes Garage	HZ	Bus Garage	Current	Metroline	2005 - current
					<p>Code was HS during First's tenure</p> <p>Comment by <i>Ray</i> on 03/10/2008: The security controlled entrance is at the very end of Rigby Lane/Swallowfield Road adjacent to the canal. This cannot be accessed by towpath from TM (indeed is on the opposite side of the canal).Code HZ used by Metroline on takeover rather than HS.</p> <p>Comment by <i>Thomas Young</i> on 25/06/2013: Opened by First London. Transferred to Metroline 22/06/2013.</p>
Hayes Garage	WS	Bus Garage	Current	Abellio	1999 - current

Location Name	Code	Type	Status	User/s	Dates
					Opened by Wings, then to TGM, then to Travel London, then to Abellio! Used the TM code at first. Comment by <i>Ray</i> on 03/10/2008: Sited on the north side of the canal in North Hyde Gardens. Walk past the Nestles factory and electrical depot and cross the canal. Vans can be seen from the road and by descending down to the canal side through the gate (alongside the bridge which you would have crossed over). Passed from Travel London to Abellio on 31/10/2009.
Heathrow Airport Station	HRA	Other	Current	LT	?
		Engineering Works			Comment by <i>Ray</i> on 21/11/2009: The current 2009 location is behind the 'Central' bus station bus parking area viz the far north side and requires a trip round the parked buses where, hopefully one may find a double-deck parked alongside the fence (and a kindly driver who will let you upstairs for photography if required). This is the outer of two fences around the compound hence the problem with a camera. The other (north) side involves walking along the double yellow lines on the one-way exit road and could attract Mr Plod (and even Mr God) if you get hit by a passing vehicle! The van can easily be seen when travelling on the exit road Comment by <i>Damon</i> on 22/12/2013: Listed as "Engineering works" in 1984.
Hemel Hempstead Garage	HH	Bus Garage	Current	Arriva Shires	1935 - current
					Comment by <i>Ray</i> on 31/10/2007: The LT garage was sited on London Road, Two Waters (Hemel Hempstead 4041). The enquiry office in Waterhouse Street was Hemel Hempstead 5569. The replacement Arriva garage is on Whiteleaf Road. Comment by <i>Damon</i> on 14/12/2013: Waiting Room and Enquiry Office (Country Buses and Coaches) listed as The Parade, Hemel Hempstead, by 1949.
Hendon Garage	AE	Bus Garage	Closed	LT	1913 - 6/1987
					Comment by <i>Ray</i> on 23/06/2007: Sited at Ravensfield Manor, NW4.
Hertford Garage	HG	Bus Garage	Closed	LCNE	1935 - 4/1989
					Comment by <i>Ray</i> on 31/10/2007: Was sited on Tamworth Road. The enquiry office in Hertford car park was Hertford 3445. Comment by <i>Damon</i> on 14/12/2013: Hertford Waiting Room and Enquiry Office (Country Buses and Coaches) located at Car Park, Hertford.
High Barnet Station	HBS	Railway Station	Current	LUL	?
High Wycombe Garage	HE	Bus Garage	Closed	LCBS	1929 - 10/1977
					Comment by <i>Ray</i> on 31/10/2007: Sited on Queen Alexandra Road (and still extant).
High Wycombe Garage	WB	Bus Garage	Current	Arriva Shires	by 3/95 - current
					Comment by <i>Ray</i> on 29/10/2010: Sited on Lincoln Road, Cressex Business Park, High Wycombe
Hitchin Garage	HI	Bus Garage	Current	Arriva Shires	by 3/92 - current
Hitchin Garage	HN	Bus Garage	Closed	LT	1933- 4/1959
					Comment by <i>Ray</i> on 03/10/2008: Sited on Bridge Street.
Hobson House, Gower Street	HBH	Other	Closed	LT	?
		Bus District HQ			Comment by <i>Kim Rennie</i> on 27/06/2010: Former HQ of London Northern. Comment by <i>Damon</i> on 03/07/2010: HQ of Abbey District around 1986/87 then the Central Traffic Division of London Buses around 1987/88 later becoming the registered office of the London Northern company by 1990. 155 Gower Street WC1E 6LB.
Holloway (Highgate) Garage	HT	Bus Garage	Current	Metroline	1907 - current
					Was Tram & Trolleybus Depot. Originally named Holloway, changed to Highgate in July 1950 to avoid confusion with Holloway Bus Garage (J). Renamed again to Holloway upon the closure of J in 1971. Comment by <i>Ray</i> on 28/07/2007: Officially at 37A Pemberton Gardens, N19 the larger end is in Pemberton Terrace. Used to operate two way, both ends but now seems to be 'in' at the Gardens and 'out' at the Terrace end. Trolleybuses operated from 6/3/1938 to 25/4/1961, however trams lingered on to 1952. A van or two (sometimes from the cleaning department down the road for minor repair) could be found here. Trolley 1348 was kept here for some time before heading to Ireland. The side yard (is it still used?) was opened when vehicles were acquired from J on closure and 'Highgate' again became Holloway.
Holloway Garage	J	Bus Garage	Closed	LT	1912 - 9/1971
					Comment by <i>Ray</i> on 28/07/2007: Entrance sited to left of 630 Holloway Road, N19. Vehicles and crews

Location Name	Code	Type	Status	User/s	Dates
					moved to HT on closure. It then became a secure bonded warehouse for Customs & Excise. Site now Kiver Road et al.
Hornchurch Garage	RD	Bus Garage	Closed	LT	1924 - 9/1988
					Comment by <i>Ray</i> on 23/06/2007: Sited in Hornchurch Road. Comment by <i>Phillip Walton</i> on 14/10/2010: Demolished for a housing development but the right hand (western) wall still remains as it supports the adjoining property!
Horsham Garage	HM	Bus Garage	Closed	Arriva Southern Counties	02/1995 - 03/10/2009
					Was code WS Comment by <i>Ray</i> on 03/10/2008: 1 Station Road, Warnham. Sold to Metrobus (but with garage closing) 3/10/2009.
Hounslow East Station	HES	Railway Station	Closed	JNP	c.2010-c.2013
					A small temporary yard on the north-side of the station.
Hounslow Garage	AV	Bus Garage	Current	London United	1913 - current
					Comment by <i>Ray</i> on 03/10/2008: Sited at the junction of Kingsley Road and the High Street (as was its predecessor). Due to move to a new site at 209-213 Hanworth Road in the new few years (subject to plans going ahead)
Hounslow Heath Garage	HH	Bus Garage	Current	London United	8/1986 - current
					2nd use of code Comment by <i>Ray</i> on 03/10/2008: Sited on Tamian Way, off Green Lane.
Hounslow West Station	HWS	Railway Station	Closed	LT	1970s
					This location had an allocation of SVs during the 1970s, possibly in connection with the Heathrow extension of the Piccadilly line.
Ilford Offices	ILF	Other	Closed	Stagecoach	? - c.2009
					Bus District HQ Comment by <i>Ray</i> on 11/08/2007: 16-20 Clements Road was the HQ of East London Bus Group (formerly Stagecoach East London/Selkent) until mid-2009. London Forest also had a HQ at this address at one time. Comment by <i>Ray</i> on 11/11/2007: The HQ of Forest District was at Forest House, Coventry Road, Ilford IG1 4QR. Comment by <i>Ray</i> on 15/06/2009: The legal lettering on buses was changed to Stephenson Street, E16 (the new garage) in mid-2009, due to the impending demise of Clements Road HQ.
Ilford Trolleybus Depot	ID	Tram/Trolleybus Depot	Closed	LT	1903 - 8/1959
					Comment by <i>Ray</i> on 31/10/2007: Sited on Ley Street by Perth Road and opened in 1903 by Ilford Corporation Tramways it converted to trolleybuses 6/2/1938 and closed 18/8/1959 and it was still extant until 6/2014 when demolished.
Isleworth Garage	IH	Bus Garage	Closed	London Buslines	7/1985 - 10/1989
					2nd use of code Comment by <i>Ray</i> on 03/10/2008: Sited on 3 Victory Trading Estate, Fleming Way, off Worton Road. Still in use as an engineering base by First 8/2009 (although yet to be found open). Comment by <i>David</i> on 17/01/2011: The address of this site is Unit 3 Flemming Way Isleworth. It is now used a a maintainable base by First. A Bus often leave around 7am weekday mornings, normally heading to Westbourne Park. If you look on Goggle street view, the door is open and a bus is inside..
Isleworth Offices	IHO	Other	Closed	LBSL	c.2005 - c.2011
					Off Fleming Way Comment by <i>Ray</i> on 27/08/2009: Unit 14, Victory Trading Estate. This seems to have been vacated around 10/2011.
Isleworth Trolleybus Depot	IH	Tram/Trolleybus Depot	Closed	LT	1901 - 5/1962
					Originally named Hounslow. Renamed Isleworth in July 1950 to avoid confusion with Hounslow Bus Garage (AV). Comment by <i>Ray</i> on 10/08/2007: Still extant in London Road and (after use by the Post Office) now used as a storage repository. Trolleybuses operated 27/10/1935 to 8/5/1962.

Location Name	Code	Type	Status	User/s	Dates
Islington Sub-station	ISN	Other	Closed	LT	?
	Electrical Sub-station				
Jamestown Road, Camden	JTR	Other	Closed	LT	?
	Advertising				
	Comment by <i>Ray</i> on 03/10/2008: The premises are still extant.				
	Comment by <i>Damon</i> on 11/12/2013: 10 Jamestown Road, NW1 7BY. A list I have from 1992 shows LT having leases on 4-6 Jamestown Road (commercial premises) and 10-26 Jamestown Road (offices).				
Comment by <i>Damon</i> on 11/12/2013: LT Advertising by 1983, LTA Advertising Ltd. by 1994-1994. LDI Ltd (ex LTA advertising) by 1995.					
Comment by <i>Damon</i> on 11/12/2013: Jamestown Road was formerley James Street. It was home to horse bus premises at Boltons Yard and Suffolk Wharf. Both were owned by the London General Omnibus Company. Boltons Yard was in use 24/6/1856 to 25/3/1910 and housed an infirmary and smithy. Suffolk Wharf was in used 25/3/1857 to November 1910. This covers pretty much the formation of the L.G.O.C. until the end of the horse bus with the General.					
Junction Road, Holloway	JCR	Other	Closed	LT	?
	Buildings & Cleaning Services				
	Comment by <i>Ray</i> on 23/06/2007: Works & Building Department Area Offices were at Junction Road.				
Comment by <i>Damon</i> on 22/12/2013: 207A Junction Road, Holloway. Listed as Works & Buildings 1982-1985. Still on the books in 1992.					
Kings Cross Garage	KX	Bus Garage	Closed	Metroline	3/2003 - 07/2010
	Comment by <i>Ray</i> on 03/10/2008: Latterly at the Old Potato Market, Wharf Road, the garage was sited further down Wharf Road from opening until mid-2008. Closed and vehicles transferred to new garage (KC) from 10th July 2010.				
Kings Cross Garage	KC	Bus Garage	Current	Metroline	07/2010 - current
Kingston Cromwell Road Bus Stn	KCB	Bus Station	Current	LBSL	?
	Comment by <i>Damon</i> on 05/01/2014: The other bus station in Fairfield Road opened on 9/1/1988 although was used by Northbound route 71 from 12/12/1987. Built on the site of a cattle market.				
Kingston Garage	K	Bus Garage	Closed	London United	1922 - 11/2001
	Comment by <i>Ray</i> on 23/06/2007: Sited in Cromwell Road (buses were often kept/dumped on the former railway sidings in later years. This is now the site of the bus station).				
Kingston Sub-station	KSN	Other	Closed	LT	?
	Electrical Sub-station				
	Comment by <i>Ray</i> on 04/09/2007: Closed on 9/5/1962, sited on London Road and, I believe, still (part) extant. The photo of 83Q (June 07) was taken here.				
Lagoon Road Garage	LR	Bus Garage	Closed	Metrobus	2004 - c.2013
	Comment by <i>Ray</i> on 04/09/2007: Not a running shed - it housed a few training buses and service vehicles. Lagoon Road is on Cray Avenue and seemed to be a stores/repairs facility. The yard was on the far right as you go down Lagoon Road. Parking spaces existed (for presumably staff's cars) on the frontage to Cray Avenue. It was listed on October 2013 but not on the January 2014 Metrobus fleet list so may have closed between these dates.				
	Comment by <i>Thomas Young</i> on 11/11/2014: Premises is now used by WrightBus CustomCare				
Lea Bridge (Leyton) Depot	LB	Tram/Trolleybus Depot	Closed	LT	1906 - 4/1959
	Originally named Leyton. Changed to Lea Bridge in July 1950 to avoid confusion with Leyton Bus Garage (T).				
	Comment by <i>Ray</i> on 03/10/2008: Sited on Lea Bridge Road (south side) between Westerham Road and Dunton Road. Trolleybuses operated from 11/6/1939 to 14/4/1959 although it was still used as a terminal point for Bow trolleybuses until 18/8/1959.				
Comment by <i>Damon</i> on 14/12/2013: 590 Lea Bridge Road, Leyton, E10					
Lea Interchange Garage	LI	Bus Garage	Current	Tower Transit	15/12/2007 - Current
	Initially continued using H code				
	Comment by <i>Thomas Young</i> on 25/06/2013: Opened by First London 12/2007. Transferred to Tower				

Location Name	Code	Type	Status	User/s	Dates
	Transit 22/06/2013.				
Lea Valley Garage	LV	Bus Garage	Closed	Arriva London	09/2004 - 02/2014
	Comment by <i>Ray</i> on 04/09/2007: Sited near the end of Leaside Road (on the right), the land was compulsorily acquired and the garage closed after traffic on 28th February 2014.				
Leatherhead Garage	LH	Bus Garage	Closed	L&C	1925 - 5/1999
	Comment by <i>John G</i> on 06/07/2007: I worked as (probably) London & Country's only conductor from LH in the early/mid 1990s, working the Surrey Leisure Service 410 (Box Hill - Westerham) and 465 (Box Hill - Kingston). For this we were allocated the infamous RM1183 (183 CLT, ex Southend 4109) which was so unreliable in spent more weekends off the road than on! However, that gave us good variety in having loaned Routemasters, including many Kentish liveried EML examples from Route 19, the occasional loan of RMC4 from Reigate, and even RM121 (ex Cobham) at one point. Oh, as well as Nationals, Atlanteans and the odd East Lancs bodied Dennis Dart too! Service vehicle wise, the Engineers had a J-reg Toyota van, which I have a colour neg of somewhere, and will post when I can find it!				
	Comment by <i>Ray</i> on 07/07/2007: Sited in Fetcham Road it was also a turning point stand for the (changing) CRS routes from Kingston.				
Leicester Square	LSQ	Other	Closed	LT	?
	Electrical Engineers Dept				
	Comment by <i>Ray</i> on 07/07/2007: Transad House, Leicester Square Station home to Commercial Advertising Department . There was also a Divisional Office (Railways) based here.				
	Comment by <i>Damon</i> on 14/12/2013: Cranbourn Chambers Offices located here by 1949 until ?? District Superintendants' Offices Railways - Northern and Northern City Lines located at Cranbourn chambers by 1949 until ?? Divisional Offices Railways here by 1949 until ?? Police Office by 1949 until ?? Traffic Controllers Railways by 1949 until ??				
	Comment by <i>Damon</i> on 22/12/2013: Leicester Square Station listed as Electrical Engineers Department by 1982-1985.				
Lewes Garage	LS	Bus Garage	Closed	Metrobus	7/1997 - 7/2003
	2nd use of code				
Lewisham Bus Station	LWB	Bus Station	Current	LBSL	?
	Comment by <i>Ray</i> on 28/07/2007: Having got the buses out of Rennell Street (stand) into a 'new' bus station it was later decided to make it bigger and that's what existed until 2014 when a new stand was opened in Thurston Road (backing onto Lewisham station)				
Lewisham Offices	LWO	Other	Closed	Stagecoach	?
	Offices				
	Comment by <i>Ray</i> on 10/08/2007: Sited on the west side of Molesworth Street, Riverdale Offices, 68 Molesworth Street housed Selkent (and London Central) head offices. The building is passed (at the rear) by trains from Lewisham going up the slope to Hither Green.				
Leyton Garage	T	Bus Garage	Current	Stagecoach	1912 - current
	Comment by <i>Ray</i> on 25/08/2007: Sited on Leyton Green with entrances in Canterbury Road.				
Leytonstone Station	LYS	Railway Station	Current	LUL	?
	Comment by <i>Thomas Young</i> on 28/05/2007: This location has two parts. On the east side of the station you will normally find a Metronet car and sometimes more. On the west side is the bus stand where Arriva crew ferries drop in.				
Lillie Bridge Depot	LBD	Railway Depot	Current	LUL	1906 - current
	Permanent Way depot				
	Comment by <i>Ray</i> on 07/07/2007: Lillie Bridge Steam Shed. Entrances on Lillie Road (by West Brompton Stn) and Beaumont Avenue (by West Kensington Station) which also lead past West Kensington Station Yard. The 'caverns' are visible by looking over the bridge adjacent to the entrance to Earls Court 2 and by train between West Brompton & Olympia.				
	Comment by <i>Thomas Young</i> on 03/09/2007: Another tricky location. Turn left outside West Kensington Station, then first left onto Beaumont Avenue. There is a road entrance into Lillie Bridge at the end. But also look left to see the low level yard next to the platform at West Ken (good for 3-4 SVs). Of the main Lillie Bridge, many SVs will be visible and some can be IDd if you have lens. How far along the access road you venture depends on how many staff are around. Alternatively, turn right from the station, then first right onto West Cromwell Road (A4). This rises and turns away but many SVs will be glimpsable, particularly in the gaps beyond the monolith that is thingy house (forgot the name, big cream building that totally ruins the view). Again, binoculars or zoom required to ID.				

Location Name	Code	Type	Status	User/s	Dates
Limehouse Sub-station	LMH	Other	Closed	LT	?
Lindsay House, Shaftesbury Avenue	LHO	Other	Closed	LT	?
Liverpool Street Bus Station	LSB	Bus Station	Current	LBSL	?
London Bridge Bus Station	LBB	Bus Station	Current	LBSL	?
Long Acre, Covent Garden	LAC	Other	Closed	LT	?
Lots Road (Chelsea) Power Station	LRP	Other	Closed	LT	1904 - 10/2002
Loughton Garage	L	Bus Garage	Closed	LT	1923 - 5/1986
Loughton Station	LNS	Railway Station	Current	LUL	1948 - current
Luton Garage	LD	Bus Garage	Current	Arriva Shires	9/2001 - current

Location Name	Code	Type	Status	User/s	Dates
Luton Garage	LN	Bus Garage	Closed	Luton & District	by3/92 - 9/2001
Luton Garage	LS	Bus Garage	Closed	LCBS	1927 - 1/1977
	Comment by Ray on 25/08/2007: Sited at 25 Park Street West.				
Mandela Way, Bermondsey	MA	Bus Garage	Current	East Thames Buses	2005 - current
	Comment by Ray on 25/08/2007: The yard to the west of the entrance gates was ETB (MA), that to the east London General (MW). MA remained a Dial-a-Ride base and the Trinity Way, Chingford boys moved in with them. MW was to close May 2011 (then postponed to September) with Route 1 transferring to NX along with the 453 and the Red Arrows to Waterloo. At the same time the 171 was to move NX to Q. These changes were then cancelled.				
Manor House	MRH	Other	Closed	LT	?
	Electrical Eng & Bus District HQ				
	Comment by Ray on 07/07/2007: CRS Divisional Offices and a Medical Centre were to be found under the ivy! Vans could often be found parked in the front.				
	Comment by Ray on 11/11/2007: Leaside Distrct HQ was also based at Manor House (279 Seven Sisters Road, N4 1QG)				
	Comment by Damon on 31/12/2013: NE Divisional Offices (CRS) until 1961. East Divisional Offices (CRS-operating) by 1961. B" Divisional Offices (CRS-engineering) by 1961-1976. East Divisional Offices (engineering) by 1976 Electrical Distribution Centre (Trolleybuses). LT (CRS) Employees' Friendly Society until 1962. Medical Centre by 1957?-1986? Electrical Equipment Engineer by 1966. Divisional Catering Office (East) by 1964. Divisional Welfare Office (NE) by 1974. Leaside District Offices (Buses) by 1980. Permanent Way Divisional Office by 1985-1987. Recruitment Centre by 1982???-1985. Registered Office, Leaside Bus Company Ltd by 1990, then moved out to Wood Green Garage during 1993.				
	Comment by Damon on 31/12/2013: North Metropolitan Tramways horse tram depot from 1899 then Metropolitan Electric Tramways Company 26/11/1902 until 21/7/1904. Permanent way department moved in during 1903 and used as a store for overhead electric equipment. Building maintenance department moved in during 1906 and single track into depot relaid as siding for ticket punch cars. North Met EPS moved in during 1909. Then used by MET and sister companies' traffic and engineering departments.				
Mansion House	MSH	Other	Closed	LT	?
	Offices				
	Comment by Ray on 07/07/2007: Based in Station Chambers EC4, this was also a CRS Divisional Office.				
	Comment by Damon on 01/01/2014: Mansion House Station Chambers, 38 Cannon Street, EC2 6JD. Central Division Offices (operating) - Central Buses by 1964-1979. Police Information Room (sub-division) by 1986-1989.				
Merton Garage	AL	Bus Garage	Current	London General	1913 - current
	Comment by Ray on 25/08/2007: Sited on the High Street, opposite the foamy (in the 1960's) River Wandle and with the pub outside at No.19 (now converted to the HQ of London General and London Central). There are gates in Wandle Bank at the rear of the garage.				
Middle Row Garage	X	Bus Garage	Closed	LT	1910 - 8/1981
	Comment by Ray on 24/06/2007: Sited in Conlan Street.				
Mitcham Offices	MMO	Other	Closed	London General	?
	Bus District HQ				
	Comment by Ray on 10/08/2007: London General (and later London Central) HQ sited at Unifilter House, 25 Raleigh Gardens. Both moved to the former pub at 19 Merton High Street (adjacent to AL) in 2007, the offices were still extant and empty in May 07.				
	Comment by Damon on 22/12/2013: Wandle District Headquarters by 1985.				
Moorgate Station	MGS	Railway Station	Closed	LUL	?
Morden Bus Station	MDB	Bus Station	Current	LBSL	1926 - current
	Comment by Ray on 10/08/2007: Sited outside the station, the layout has changed now and again but only in traffic flow.				
Morden Depot	MDD	Railway Depot	Current	LUL	1926 - current
	Northern Line depot				

Location Name	Code	Type	Status	User/s	Dates
	Comment by <i>Ray</i> on 25/08/2007: Morden Depot entrance is in London Road opposite the station.				
Morden Station	MDS	Railway Station	Current	LUL	1926 - current
	Comment by <i>Thomas Young</i> on 03/07/2013: An adjacent compound for use by LBSL was opened in June 2013.				
	Comment by <i>Damon</i> on 14/12/2013: City and South London Railway Club and Institute located at the station by 1949				
	Comment by <i>Damon</i> on 14/12/2013: Don't forget Morden Station Garage inherited by the L.P.T.B. and still in operation by 1949.				
Mortlake Garage	M	Bus Garage	Closed	LT	1906 - 6/1983
	Comment by <i>Ray</i> on 24/06/2007: Sited in Avondale Road.				
	Comment by <i>David</i> on 17/01/2011: Part of the site is now used as a stand for route 209, the rest is housing.				
Muswell Hill Garage	MH	Bus Garage	Closed	LT	1925 - 7/1990
	Comment by <i>Ray</i> on 19/08/2007: Sited on Sydney Road there was also an entrance up a slope from Hampden Road (used as a parking area).				
n/a	-	n/a	n/a	n/a	n/a
Neasden Depot	NSD	Railway Depot	Current	LUL	1938 - current
	Jubilee & Metropolitan Lines depot				
	Comment by <i>Ray</i> on 19/08/2007: sited on the east side of the line between Neasden and Wembley Park, sidings (usually with T or steam stock) blocked the view when they were in use. The engine shed was at the north end and this and the breakdown vehicle shed are still visible.				
	Comment by <i>Thomas Young</i> on 03/09/2007: There are three places at Neasden which can have SVs. A small yard alongside the station often has a pair of vans, and can be seen from the platforms, or from the footpath leading to Brendon Avenue. The main part of the depot has a long, thin yard along most of its length, including the old emergency vehicle shed. One or two vehicles are usually here and can be seen from passing trains, or (with binoculars or long zoom) from Great Central Way. Finally there is a yard at the end of Quainton Street (off Blackbird Hill) which had two vans when we visited on Saturday. Beware that there is a (manned?) security gate here though.				
	Comment by <i>Damon</i> on 22/12/2013: Works & Buildings listed as being here by 1985.				
New Cross Garage	NX	Bus Garage	Current	London Central	1905 - current
	Was Tram Depot				
	Comment by <i>Ray</i> on 19/08/2007: Sited at 208 New Cross Road (with an entrance in Pepys Road) this was the site of the former tram depot. The offices are separate to the shed which is similar to Abbey Wood in layout with the docking area between the two running shed doors on the inside of the shed.				
New Cross Gate Depot	NXD	Railway Depot	Current	London Overground	c.2010 - current
	Comment by <i>Ray</i> on 25/01/2014: Sited on the west (up) East London line, the vehicles are to be found at the northernmost depot building (the one just prior to the Surrey Canal Road bridge).				
Norbiton Garage	NB	Bus Garage	Closed	LT	1952 - 9/1991
	Comment by <i>Ray</i> on 23/06/2007: Sited in Gordon Road the docking area was originally sited in a separate building in London Road.				
	Comment by <i>Damon</i> on 23/02/2014: Closed 6th September 1991				
North Acton (Uniform Store)	NAU	Other	Current	TfL	? - current
North Acton Garage	NA	Bus Garage	Closed	Metroline	10/1995 - 9/2000
	Comment by <i>Ray</i> on 03/10/2008: Sited in Atlas Road.				
North Crescent, West Ham	NCR	Other	Current	JNP	c.2011 - current
	Former GTJV depot				
North Greenwich Bus Station	NGB	Bus Station	Current	LBSL	1999 - current
	Comment by <i>Ray</i> on 19/08/2007: Built as part of the Dome area, the first bus to go through the bus station was RF383. SVs can be found in all three areas of the site at times.				
North Street (Romford) Garage	NS	Bus Garage	Current	Stagecoach	1953 - current
	Comment by <i>Ray</i> on 19/08/2007: Sited on North Street gates in Park Drive and Seymer Road.				
North Wembley Garage	NW	Bus Garage	Current	Metroline	11/1987 - current

Location Name	Code	Type	Status	User/s	Dates
					Comment by <i>Ray</i> on 10/08/2007: Sited on the GEC Estate in East Lane (out of North Wembley station and bear right - it is just down the road on the north side). The 'garage' is at the far end but new engineering facilities were opened on the right hand side of the entrance road virtually opposite the former but subsequently closed early 2009 with the 'garage' being temporarily mothballed on 30/5/2009.
Northfields Depot	NFD	Railway Depot	Current	LUL	1932 - current
					Piccadilly Line depot Comment by <i>Damon</i> on 31/05/2007: A good view can be had from the park on the south side where you can peer through the fence. Comment by <i>Ray</i> on 19/08/2007: Sited between Northfields Avenue and Boston Road to the south of the line.
Northfleet Garage	NF	Bus Garage	Current	Arriva Southern Counties	1933 - current
					Comment by <i>Ray</i> on 07/07/2007: Sited on London Road (Gravesend 66267) my first visit in 1960 caused me much trouble as I thought I'd gone back in time. RT64 (not in my ABC) Q69 (never heard of one) and a Tree Lopper STL (never seen an STL let alone a tree lopper). Still my friendly GS driver did let me start the engine - it's not a coat hook! - and chased after a 480 for me to catch and head home. Comment by <i>Damon</i> on 07/07/2007: Actually two different sites, both of which are still intact. The current NF dates from 1937. The previous NF in Dover Road was the depot of the Gravesend and Northfleet Electric Tramways Limited and dates to 1902. Closed to trams in 1929 and used for motor buses by Maidstone and District it passed to the LPTB on formation in 1933. Comment by <i>Ray</i> on 07/07/2007: I agree with Damon but only one is in use with Arriva. (The same applies to a number of sites eg Grays with two using GY and one using GA). NF was to transfer to Arriva Medway Towns 1/2012 but this was deferred. Comment by <i>Damon</i> on 14/12/2013: Waiting Room and enquiry office located at 76c New Road, Gravesend by 1949
Northumberland Park Depot	NPD	Railway Depot	Current	LUL	1968 - current
					Victoria Line depot Comment by <i>Ray</i> on 19/08/2007: Sited on Marsh Lane, it is on the right as you walk down and the (new) main gates are just after the level crossing. Vans can be viewed from Watermead Way by alighting from route 192 or by walking down the footpath at the very end (by/left of the Depot gates) of Marsh Lane.
Northumberland Park Garage	NP	Bus Garage	Current	London General	11/1991 - current
					Comment by <i>Ray</i> on 19/08/2007: Sited on Marsh Lane, at the end on the left as walking down, opposite the LUL depot. Access may also be obtained from Watermead Way by walking down the pathway adjacent to the end of the LUL Depot (not easy in summer when overgrown). Passed to London General 31/3/2012. Comment by <i>Thomas Young</i> on 25/06/2013: Opened by Capital Citybus, later First London. Transferred to Go-Ahead London (under London General licence) 31/03/2012.
Northwood Station	NWS	Railway Station	Current	LUL	1961 - current
					Comment by <i>Ray</i> on 23/06/2007: Works & Building Department Area Office was at Northwood Station.
Norton Green (Stevenage) Garage	NG	Bus Garage	Current	Arriva Shires	by 3/92 - current
Norwood Garage	N	Bus Garage	Current	Arriva London	1909 - current
					Comment by <i>Ray</i> on 23/06/2007: The original garage was in Knights Hill but when rebuilt 1984 the address changed to Ernest Avenue as the entrance was moved to that side.
Norwood Ticket Works	NTM	Other	Closed	LT	?
					Ticket Machine Works Comment by <i>Ray</i> on 27/07/2007: This was set up when Effra Road closed down and the overhaul of Gibsons was being run down. The base was a unit in Beadman Street, which led into Ernest Avenue (the site of the new Norwood Garage (N). Electronic machines killed off the need for ticket machine works
Norwood Tram Depot	NTD	Tram Depot	Closed	LT	1909 - 4/1952
					Tram only Comment by <i>Damon</i> on 31/05/2007: Still stands and in use by Access self storage. Located in Norwood Road next to the Fire Station and a short walk from West Norwood Station and Norwood Garage. This was never a Trolleybus depot. Closed after the trams went although buses did occupy the site during

Location Name	Code	Type	Status	User/s	Dates
	1951 for the special services for the Festival of Britain.				
Nunhead Garage	AH	Bus Garage	Closed	LT	1920 - 1/1954
	Comment by <i>Ray</i> on 10/08/2007: Sited in Nunhead Lane, a block of flats now occupies the site but can be established by the clock tower (part of which came from the old garage) thereon. The garage was used to overhaul SV's after closure in 1954 prior to sale in 1958				
	Comment by <i>Damon</i> on 12/12/2013: Originally a paper mill on land at the back of villas at 20 - 26 Nunhead Lane. Numbered 18A and approached by a long access this housed the horse buses of the Andrews Star Omnibus Company who did not survive the mechanisation of London's buses. Nearby Soloman's Passage is named after proprietor Solomom Andrews. Bought by the National Steam Car Company in early 1911 they demolished the villas and built a large bus garage (120 buses). Operated until 18.11.1919 when the National moved out of London. Taken over by the L.G.O.C. and re-opened 21.04.1920. Remained in use with the L.P.T.B and successors until 05.01.1954. Then used as a workshop and miscellaneous vehicle base by LT until around 1958. Later used by Banfield's Coaches and then Prince Marshall's Obsolete Fleet. Since demolished and replaced by flats. A replica of the clock tower forms a nice reminder of its former use.				
	Comment by <i>Damon</i> on 12/12/2013: The code AH was previously used by London Central's garage at Ceres Street in Kingston from about 1913 until closure. (open from about 1911 until 26.10.1914).				
Old Kent Road Garage	P	Bus Garage	Closed	LT	1907 - 11/1958
	Comment by <i>Ray</i> on 31/10/2007: Sited at the end of Bowles Road and opened by the London Tramways Co in 1903 it was used by the LGOC from 1906 and was originally coded 'V'.				
Orpington Bus Station	ORB	Bus Station	Current	LBSL	c.2004 - current
	Comment by <i>Ray</i> on 19/08/2007: There is a small bus station outside the down side of the railway station at the top end of Station Approach. Beyond this (behind the railings) is the LBID/LBBI yard and hut. This was said to be due to close in 2011 with vehicles moving to Mandela Way. However, although the hut was removed by 3/8/2011, vans continue to park up. Others can be found visiting the Lagoon Road DaR base, signed (by 1/2013) as 'Bus Infrastructure South-East London Area Office'.				
	Comment by <i>Paul Snelling</i> on 11/11/2012: A visit on 10/11/2012 found four vehicles present in the LBID/LBBI yard: 6821/6830/6903/6904VW.				
Orpington Garage	MB	Bus Garage	Current	Metrobus	8/1986 - current
	Comment by <i>Ray</i> on 19/08/2007: Sited on Farnborough Hill, Green Street Green.				
Orpington Garage	OB	Bus Garage	Closed	Stagecoach	8/1986 - 12/1995
	Comment by <i>Ray</i> on 19/08/2007: Sited in units (originally number 17 then 20) in the Nugent Industrial Park, Cray Avenue.				
	Comment by <i>Damon</i> on 05/01/2014: Moved from Unit 17 to Unit 5 in early 1988 and were already in Unit 20 by then (apparently).				
Orpington Garage	Y	Bus Garage	Closed	First London	03/1996 - 07/12/2007
	Comment by <i>Ray</i> on 19/08/2007: Sited on Faraday Way, off Valley Road which itself leads into Cray Avenue. Vacated 7/12/2007 on transfer of bus contracts to Metrobus. Site used by Metrobus from early 2011 as overflow site for MB with plans to use as bus garage at later date.				
Osnaburgh Street, NW1	OSO	Other	Closed	LT	?
	Offices				
	Comment by <i>Damon</i> on 12/12/2013: 34 Osnaburgh Street, NW1 3ND				
	Comment by <i>Damon</i> on 12/12/2013: LT Benevolent Fund, by 1983-1988. LT (CRS) Employess Friendly Society by 1983-1985. LT (Railways) Friendly Society by 1983-1985. Risk Management Section LT by 1986-1987. Trans Risk Services Ltd. by 1989. Risk Management - Minet Insurance Brokers (UK) Ltd 1988. First Aid Section (LT) by 1986-1987.				
Other	OTH	Other	Current	n/a	n/a
	Code used for un-listed locations. Refer to notes for details				
Oval Station	OVS	Railway Station	Current	LUL	1890 - current
	Works & Buildings				
	Comment by <i>Ray</i> on 23/06/2007: Works & Building Department Area Office was at 318 Kennington Park Road.				
	Comment by <i>Damon</i> on 14/12/2013: Traffic Controllers Central Buses at Oval Station by 1949 until ?? Traffic Controllers Trams and Trolleybuses at Oval Station by 1949 until ??				

Location Name	Code	Type	Status	User/s	Dates
	Comment by <i>Damon</i> on 22/12/2013: Works & Buildings listed here in 1982-1985.				
Oxford Circus Offices	OXC	Other	Closed	LT	?
	Data Processing				
	Comment by <i>Ray</i> on 23/06/2007: The Works & Building Department Area Offices were at Western House, 237 Oxford Street. This also housed a Divisional Office (Railways) 01-734 1324 and Green Line control for central London.				
	Comment by <i>Damon</i> on 12/12/2013: Western House, 237/9 Oxford Street W1R 1AB: Travelling Ticket Inspectors Offices by 1949. LT Benevolent Fund. LT (country Buses & Coaches) Friendly Society. LT (Railways) Friendly Society. Traffic Controllers (country buses and coaches) by 1957-1971. Central District Office (Country Buses and Coaches) by 1949. Traffic Controllers (Green Line coaches) 1972-1981. Works & Buildings Area Office (Eastern) by 1966. "D" Division Office - railways by 1962-1972. Divisional Offices Central by 1972-1977. Victoria Line Offices LUL by 1990.				
	Comment by <i>Damon</i> on 12/12/2013: 58-62 Newman Street W1P 4LL: Data Processing Department by 1982-1985. Data Networks PLC (LRT) by 1987. Safety and Quality Directorate (LRT) by 1993. Northern Line Offices LUL by 1995-1997.				
	Comment by <i>Damon</i> on 12/12/2013: I believe Newman Street was a data processing centre at some stage maybe 1960's when a desktop computer was about the same size as a Routemaster. The L.G.O.C. had a training school in Newman Street although the location is not certain as the offices leased by London Transport were a later re-build from the 1960' or 1970's. The training school moved to Chiswick in about 1930 together with the other training school at Millman's Street, Chelsea (former London Road Car Company premises). There was also a training school at Camberwell in L.G.O.C. days although I'm not sure if this was at the bus garage. Another building in Newman Street was occupied by British Transport Advertising.				
	Comment by <i>Damon</i> on 12/12/2013: OXFORD CIRCUS HOUSE, 245 Oxford Street W1R 1LF: Rolling Stock Engineer (Railways)- "D" Division. "D" Division Office - railways 1961. New Works Engineer (Fleet Line Office) by 1972-1973. Construction Engineer (Fleet Line Office) by 1973-1974. Methods Engineer (Civil Engineering) by 1972-1974. Planning Engineer (New Works) by 1975. Accountant (costs) by 1976. OPAL/EMG Project Team 1987?-1989? LT (CRS) Employee Friendly Society 1987?-1990? LT (Railways) Friendly Society 1987?-1990? Central Line Offices by 1992-1996. Central Line Traffic Controllers by 1992.				
	Comment by <i>Damon</i> on 14/12/2013: District Superintendants' Offices Railways - Central Line located here by 1949				
Paddington Offices	PDN	Other	Closed	LT	?
	Works & Buildings				
	Comment by <i>Ray</i> on 23/06/2007: Works & Building Department Area Office was in Praed Street.				
	Comment by <i>Damon</i> on 11/12/2013: Works & Buildings depot located in the former Bishops Bridge Road entrance to the station in the 1970's.				
	Comment by <i>Damon</i> on 14/12/2013: Hostel at 32, Westbourne Terrace, Paddington W2 by 1949 until ??				
Palmers Green Garage	AD	Bus Garage	Current	Arriva London	1912 - current
	Comment by <i>Ray</i> on 19/08/2007: Sited on Regents Avenue.				
Park Royal (Atlas Road) Garage	PK	Bus Garage	Current	London United	2007 - current
	Comment by <i>Ray</i> on 04/08/2007: Sited on Atlas Road, it passed from NCP to London Sovereign on 17/11/09 after a few months under NSL Services control. Subsequently to London United on 26/6/2010. Originally used by Metroline.				
Park Royal Clothing Store	PKR	Other	Closed	LT	?
	Clothing Store				
Park Royal Garage	PR	Bus Garage	Closed	Metroline	1994 - 200?
	2nd use of code				
Parsons Green Works	PGN	Other	Closed	LT	? - 10/1985
	Comment by <i>Ray</i> on 23/06/2007: This yard went on from the gatehouse right to the end of the adjacent siding to the north-east of the station (virtually opposite Walham Green on the other side of the line). It is now part occupied by a builder but most still remains empty.				
	Comment by <i>Clive G</i> on 05/09/2007: This was the major building department base and head office in LT days. On my first visit in 1959 I chatted with a man who was a shunter - the narrowness and length of the yard necessitating that vehicles were parked correctly to enable them to leave the next day. Several				

Location Name	Code	Type	Status	User/s	Dates
Plumstead Garage	AM	Bus Garage	Closed	LT	1913 - 10/1981
	Comment by <i>Ray</i> on 24/06/2007: Sited in Kings Highway it was demolished and is now a DIY store.				
Plumstead Garage	PD	Bus Garage	Current	Stagecoach	10/1981 - current
	Comment by <i>Ray</i> on 04/09/2007: Sited on Pettman Crescent (inside the large 'roundabout' off Plumstead Road) The mostly disused office block stands on Plumstead Road but buses enter at the rear. Walk via Pettman Crescent or Griffin Manorway - this being the nearest to the station.				
Polhill Garage	PH	Bus Garage	Closed	Metrobus	2004 - 2006
	Comment by <i>Ray</i> on 13/02/2009: Situated some 3 miles or so south of Orpington (MB) down the A21 it operated buses from 5th March 2005 and last operated on 2/3 June 2006.				
Ponders End Garage	PE	Bus Garage	Closed	First London	c.1993 - 3/2004
	Comment by <i>Ray</i> on 03/10/2008: Sited in Morson Road.				
Poplar Garage	PR	Bus Garage	Closed	LT	1906 - 11/1985
	Was Tram & Trolleybus Depot				
	Comment by <i>Ray</i> on 24/06/2007: Sited in Leven Road by the River Lea. (In)Famous for various things - Trams, then Trolleys, Tunnel & PLA RTL's/RT's (1961/1968); 747P (later 746P); RFW's; RM's awaiting service (early 60's); stored SA & Q trolleybuses, RLH, RTL, RTW, RF, MB, DMS & SMD; Tree Pruner 1935F; even TT1-5 being fitted with reinforced tyres. Spent many a happy hour there.				
	Comment by <i>Damon</i> on 31/12/2013: It appears that a horse bus stables of the London General Omnibus Company occupied a part of this site. Opened by 24/6/1874 with horse bus code "S" operating horses until 14/12/1906. Housed Clarkson Steam Buses from 22/10/1906 until 2/5/1907 and appears have re-opened 24/6/1907 to 11/1911. The code "S" was also used on the steam/motor buses. The London County Council opened an electric tram car shed here from 15/12/1906 using a site transferred from the education department. This was extended from the end of 1911, presumably onto the L.G.O.C. site. There was a large permanent way depot at the rear of the site which was later built over when the shed was extended to house Trolleybuses which ran from 9/6/1940. From 11/11/1959 Poplar became a bus garage running Routemasters. The garage finally closed 2/11/1985 and the building is still standing today. There have been mutterings about re-opening this huge garage but it remains closed.				
	Comment by <i>Damon</i> on 31/12/2013: Lift & Escalators had a store here at one time having moved from their site at Alperton which was then used as an extension to Alperton garage (ON).				
Potters Bar Garage	PB	Bus Garage	Current	Metroline	1930 - current
	Comment by <i>Ray</i> on 19/08/2007: Sited on the High Street (A1000) near Hollies Way.				
Preston Road Station	PRS	Railway Station	Current	LUL	1931 - current
Purfleet Garage	PT	Bus Garage	Current	Ensignbus	? - current
	Comment by <i>K. PLY</i> on 31/01/2009: The TfL shadow code is PT and this has been displayed on some of Ensignbus' vintage vehicles in the past. It is sited in Juliette Close, in the Purfleet Industrial Park.				
Purley PW Depot	PLY	Permanent Way Depot	Closed	LT	1901 - 1951
	Was a Tram Depot				
	Comment by <i>Ray</i> on 03/10/2008: Sited on Brighton Road near Wyche Grove				
Putney (Chelverton Road) Garage	AF	Bus Garage	Current	London General	1912 - current
	Comment by <i>Ray</i> on 25/08/2007: Sited on Chelverton Road.				
Putney Bridge Garage	F	Bus Garage	Closed	LT	1920 - 11/1958
	Comment by <i>Ray</i> on 10/08/2007: Sited on the south side of Putney Bridge (east side).				
	Comment by <i>Clive G</i> on 05/09/2007: Judging from the number of photos of service vehicles parked in the yard at this garage I would guess that it was responsible for docking a large proportion of the fleet. The proximity to Chiswick, Parsons Green and Lillie Bridge would make this an ideal location. Riverside was certainly the major docking location in 1959, then some years later the work was moved to Stockwell. Clive				
	Comment by <i>Damon</i> on 14/12/2013: Gothic Wharf, High Street, Putney, SW15.				
	Comment by <i>Damon</i> on 16/12/2013: Site leased by the National Steam Car Company from a Mr Jay 30th November 1912 and opened during 1913 with alterations completed in 1914. Enabled the closure of the garage at Hercules Road/Carlisle Lane, Waterloo. Closed 11.11.1919 when National ceased operating in London. Re-opened by the L.G.O.C. 21.01.1920. Then passed to the L.P.T.B. from 01.07.1933. Closed 26.11.1958 (l.d.o.) with most work transferring up the road to AF (Chelverton Road). The code "F" was previously used by the London Road Car Company's premises in Farm Lane which itself was re-coded from "Y" in 1911.				

Location Name	Code	Type	Status	User/s	Dates
					Comment by <i>Damon</i> on 16/12/2013: Nearby at 38 Felsham Road the London Road Car Company had a stables (from about 1890) and later motor bus garage (from 1905) which passed into the "Combine" (L.G.O.C.) by 1908. It had the code "Z" and closed in 1911. The General also had stables at 135 Lower Richmond Road (1892 - 1909) and at 156 Felsham Road (1901 - 1911). Nearby AF garage at Chelverton Road was also a stables from 1887 until conversion to motor buses from 18/7/1912.
Queens Park Station	QPS	Railway Station	Current	LUL	2004 - current
					Traincrew Office Comment by <i>Ray</i> on 25/08/2007: Sited outside the station (turn right) corner of Kilburn Lane Comment by <i>Thomas Young</i> on 25/01/2009: I suspect that 5440F has by now been replaced, probably by an un-liveried car. There was a black Mondeo estate parked up on Friday 23/01/09.
Rainham Garage	BE	Bus Garage	Current	Blue Triangle	c.1994 - current
					Comment by <i>Ray</i> on 14/09/2008: From Rainham Station walk down to Ferry Lane Trading Estate (second estate on right) and the yard is on the right hand side. The TOLST yard is dead ahead from there.
Rainham Garage	R	Bus Garage	Closed	First London	3/2002 - by 2007
					2nd use of code Comment by <i>Ray</i> on 03/10/2008: Albright Estate, Ferry Lane. Closed on opening of Dagenham (DM).
Rainham Garage	RM	Bus Garage	Current	ELBG	2008 - current
					Comment by <i>Ray</i> on 29/10/2010: Unit 2, Albright Industrial Estate, Ferry Lane
Rainham Garage	RMA	Bus Garage	Current	Arriva Tour	by 2007 - current
					Engineering base
Rayners Lane Station	RLS	Railway Station	Current	LUL	?
Red Arrow (Walworth) Garage	RA	Bus Garage	Closed	London General	8/1987 - 10/1990
					Comment by <i>Ray</i> on 25/08/2007: The original Camberwell Tram Sheds, later WL Garage of LTE.
Red Arrow (Waterloo) Garage	RA	Bus Garage	Current	London General	10/1990 - current
					2nd use of code Comment by <i>Ray</i> on 25/08/2007: This was formerly the Waterloo bus stand in Cornwall Road, by The Cut
Regents Park Shelters Yard	RPK	Other	Closed	LT	1940s
					Deep Shelters Construction Yard Comment by <i>Damon</i> on 11/12/2013: Regents Park was used for dumping the spoil from the construction of the deep level tube shelters constructed during World War 2. The park was also used for storing the tunnel lining segments and a fleet of lorries was allegedly allocated there. Probably around 1941. Clapham Common was also used for dumping spoil. Comment by <i>Ray</i> on 12/03/2014: Details of the Camden Town shelter (and links to others) can be found at http://www.subbrit.org.uk/rsg/sites/c/camden_town/index.html Details of another tunnel at Chalk Farm (although this may not be connected to this location) can be found at http://www.28dayslater.co.uk/forums/underground-sites/87110-empty-carriage-tunnel-chalk-farm-london.html Comment by <i>Ray</i> on 14/03/2014: In 1962 Mitchell Construction acquired Kinnear Moodie, a leading tunneling business. BAM Nuttall Limited (formerly known as Edmund Nuttall Limited) is a construction and civil engineering company. The company built the Liver Building completed in 1911[4] and was later involved in projects to build the Queensway Tunnel under the Mersey completed in 1932, the Dartford Tunnel completed in 1963, the Tyne Tunnel completed in 1967, the Kingsway Tunnel completed in 1971, the Medway Tunnel completed in 1998, High Speed 1 completed in 2007 and the Cambridgeshire Guided Bus-way completed in 2011. Nuttall's were also involved in several projects for the 2012 Summer Olympics including, soil remediation and civil works in the South of the Park. Presumably Cochrane was also a major builder. Vehicles were used by these contractors but allocated to garages for maintenance etc. purposes. Comment by <i>Ray</i> on 15/03/2014: In their depot at Merton, Surrey, Charles Brand & Sons Ltd. have several hundred 2' 0" gauge wagons. Most of these are normal V-tippers, but some are of a slightly less common type, the U-tipper. About thirty of these U-tippers are owned by the firm. They have a capacity of 20 cu. ft., and the design was produced by Robert Hudson Ltd. of Leeds, probably about 1930. The first examples were obtained by Brand in 1934, and have since been used on contracts all over the country. (http://www.irsociety.co.uk/Archives/5+6/NG_wagons_2-3.htm). See also details on the work done at the West India Docks etc. by Charles Brand & Sons Ltd at <a 437="" 557="" 939="" 956"="" data-label="Page-Footer" href="http://www.british-</td> </tr> </tbody> </table> </div> <div data-bbox=">Page 41 of 195

Location Name	Code	Type	Status	User/s	Dates
	history.ac.uk/report.aspx?compid=46495				
Reigate Garage	RG	Bus Garage	Closed	LCSW	1912 - 4/1996
	<p>Comment by <i>John G</i> on 06/07/2007: My recollections of Reigate? Walking past it every day for 5 years on my way to school. I used the Green Line 727 service, and alighted at the Lesbourne Road stop. During the period when I used this, the main vehicles were the ECW-bodied TL class of Leyland Tigers (TL 7/8/15/21 ring a bell) working as RG71-75, with St Albans working from the other end with the Plaxton Paramount bodied TP class of Letland Tigers (TP31-35) working as SA91-94. Being a long route (Luton Airport - Crawley Bus Stn), the journey home hardly ever run on time as delays built up during the day.</p> <p>Comment by <i>Ray</i> on 07/07/2007: Reigate, based in South Bell Street, was also a CB&C Divisional Office (Reigate 42411). Many a strange 'find' (including new deliveries) could be seen including 2RT2s, RLH and many service vehicles. There was a large docking/repair area at the rear and a nice gents just inside the main door, on the right and up some stairs.</p> <p>Comment by <i>John G</i> on 01/04/2013: Reigate bus garage was originally constructed for the East Surrey Traction Company on Bell Street in September 1912. In January 1932, a larger garage had been opened in the adjacent Lesbourne Road, which increased the vehicle capacity up to 170, with the Bell Street premises being used as a bus store (eventually being demolished in 1987 to make way for residential flats). The Lesbourne Road site was acquired by the London Passenger Transport Board in 1933 (garage code "RG") and became part of the "Country Area" operations of green country buses and Green Line coaches. It passed to London Country Bus Services, part of the newly formed National Bus Company in 1970, who created the company's headquarters in an adjacent building on what was the rear of the Bell Street site. Reigate passed to London Country South West (later London & Country) upon the deregulation of the bus industry in 1986. Reigate remained a busy garage during the 1980s, supporting local bus services including 405 (to West Croydon), 411 (to Caterham), 414 (to Dorking), 422 (to Sutton) and local services such as the 430/435 (to Merstham). Green Line coach operations were concentrated on the long 727 service, which took over 3 hours to connect Crawley in West Sussex with Luton Airport in Bedfordshire, and which required a five vehicle allocation (RG71-75). National Express services were also provided by Green Line, as were a number of National Holidays tours. Between 1991 and 1996, Reigate was a major player in the Leyland National "Greenway" and "Urban Bus" projects. After 64 years service, Reigate's closure was announced in 1996. The new replacement depot, to the rear of British Telecom premises in Station Road, Merstham was made available ahead of schedule, and the last day of Reigate operation was Sunday 14 April. The last Reigate duties were completely overlooked by many local enthusiasts who instead visited the nearby Cobham Bus Museum open day, and the special "farewell" services laid on were instead well received by local travellers.</p> <p>Comment by <i>Damon</i> on 14/12/2013: Redhill Waiting Room was located at Market Place, Redhill.</p> <p>Comment by <i>Damon</i> on 23/02/2014: The East Surrey garage at 75 Bell Street (since renumbered) and the East Surrey and later London Country offices were demolished in November 1987. This premises was in use from September 1912. The original premises (May 1911 - September 1912) used by East Surrey were those of local firm Tamplin and Makovski at 57 Bell Street (since renumbered 75 and still standing).</p>				
Rickmansworth Station	RKS	Railway Station	Current	LUL	1887 - current
	<p>Comment by <i>Ray</i> on 28/07/2007: Rickmansworth (72152) was the end of the electric line and where steam took over until the A60/A62 stock went through (to Amersham/Chesham) in the early sixties.</p> <p>Comment by <i>John Lloyd-Martin</i> on 28/07/2007: Viewing facilities. For those used to viewing from the eastern end of the car park - you can't anymore. It is a building site. The approach road to the depot up the slope, is actually private, & that is the only spot from which you can see, other than presumably from a train.</p> <p>Comment by <i>Damon</i> on 17/05/2009: This location appears to have a signals depot. They're based in the accommodation under the water tower. A helpful chappy from Metronet told me that on the bus today.</p>				
Riverside (Hammersmith) Garage	R	Bus Garage	Closed	LT	1913 - 6/1983
	<p>Comment by <i>Ray</i> on 25/08/2007: Bradmore House, Hammersmith. Entrances in Queen Caroline Street and The Broadway.</p> <p>Comment by <i>Clive G</i> on 05/09/2007: From 1959 this was the major docking base for service vehicles from Lillie Bridge, Parsons Green, and Effra Road Ticket Machine Works, as well as a few other west London locations. Clive</p>				
Romford (Bryant Avenue) Garage	RD	Bus Garage	Closed	First London	10/1998 - ?
	<p>2nd use of code</p> <p>Comment by <i>Ray</i> on 03/10/2008: Sited on Bryant Avenue, vehicles and crews subsequently to DM (and Essex garages)</p>				

Location Name	Code	Type	Status	User/s	Dates
Romford (London Road) Garage	RE	Bus Garage	Closed	LCBS	1934 - 7/1977
	Comment by <i>Ray</i> on 01/06/2007: Quite usual to find stored items here (Ts/GSs in the sixties) with the usual Green Line RTs, plus two or three service vehicles. It was only later broken by RFs (724) and the grand RCLs which replaced the RTs (although some came back on the 722). Entry either from London Road passing the house/offices (where RTs on the 370 turned) or through the lead in from Cotleigh Road. The docking area was at the far end - i.e. to the right of the 81 London Road entrance.				
Ruislip Depot	RPD	Railway Depot	Current	LUL	1948 - current
	Central Line depot Comment by <i>Steve Warman</i> on 22/06/2008: Main entrance is opposite Ruislip Gardens stn(Central line). Comment by <i>Damon</i> on 22/12/2013: West End Road. Civil Engineering Department listed as based here in 1985.				
Ruislip Station	RPS	Railway Station	Current	LUL	?
Rye Lane Garage	RL	Bus Garage	Closed	LT	1952 - 3/1969
	Comment by <i>Ray</i> on 24/06/2007: Sited in Bellenden Road (where Lidl's now stands). Comment by <i>Damon</i> on 03/01/2014: Started life as a horse tram depot with the London Tramways Company 29/1/1872. Passed to the London County Council Tramways from 1/1/1899. Running electric trams from 24/1/1904 until 1906 when it became a workshop and a garage for the road vehicle fleet (service vehicles). This was brief as the site was requisitioned for war use from 1914 to 1919. After the war it was used as a permanent way depot and resumed its role as a road vehicle garage. In 1922 it was used to assemble E1 tramcars 1727-1776. After this it became a workshop for the L.C.C.'s electrical department. Under the L.P.T.B. the site was used as the main permanent way depot for the south division of the tramways. During 1950 the site was vacated for rebuilding into a bus garage and the permanent way depot took up temporary accommodation on a site in front of the bus garage in Bowles Road (P) until the end of London's tram in July 1952. Although it became a motor bus garage it was originally planned for it to be Trolleybus Depot to replace Abbey Wood Tram Shed. After rebuilding the new bus garage opened 06/01/1952 and closed 22/03/1969. After closure the building survived intact for many years before eventual demolition.				
Rye Lane PW Depot	RYL	Permanent Way Depot	Closed	LT	1903 - 10/1948
	Comment by <i>Ray</i> on 04/09/2007: Sited on Bellenden Road, it closed and moved (mainly) to a yard adjacent to Old Kent Road (P) to permit the building of Rye Lane Garage (RL).				
Seven Kings Garage	AP	Bus Garage	Closed	Stagecoach	1913 - 3/1993
	Comment by <i>Ray</i> on 25/08/2007: Sited on the High Road opposite Blythswood Road.				
Seven Sisters Offices	SSS	Railway Station	Current	LUL	1968 - current
	Comment by <i>Ray</i> on 03/10/2008: Holly House, 214/218 High Road. Comment by <i>Thomas Young</i> on 25/02/2015: This code potentially covers two locations. A large newish building on Westerfield Road (close to the BR station) has a car park beneath but I have never noticed SVs there. The other building is 'Sarah House', older but modern offices at 214-218 High Road (Tottenham). This has a car park behind it where SVs have been seen, and they have also been seen parked on the pavement in front.				
Shepherds Bush Garage	S	Bus Garage	Current	London United	1908 - current
	Comment by <i>Ray</i> on 25/08/2007: Sited on Wells Road				
Shoreditch	SHR	Bus Terminal	Closed	LT	?
	Tram & Trolleybus Offices Comment by <i>Damon</i> on 14/12/2013: Shoreditch Stores, Trams & Trolleybuses was located at Rivington Street which is presumably the substation. The building still stands today.				
Sidcup Garage	SP	Bus Garage	Closed	LT	1924 - 1/1988
	Comment by <i>Ray</i> on 24/06/2007: Sited in the Maidstone Road.				
Sidcup, Marlowe House	SMH	Other	Current	LSCP	by2011 - current
	Police offices also home to the London Safety Camera Partnership operation.				
Silvertown Garage	SI	Bus Garage	Current	Docklands Buses	3/1989 - current
	Was code DC Comment by <i>Ray</i> on 25/08/2007: Sited on Factory Road. There was a footbridge across the former North Woolwich line which led virtually to the entrance. Now the Crossrail project has taken the trackbed so access is constantly changing from one end of Factory Road to the other (or part way). Signs to Docklands Buses (and other local properties) are being displayed which give guidance.				
Silwood Depot	SWD	Railway Depot	Current	London Overground	2013 - current

Location Name	Code	Type	Status	User/s	Dates
	A new depot constructed on waste land south of Surrey Quays Station. Comment by <i>Ray</i> on 09/03/2014: A depot is to be built in the triangle between the LOROL tracks leading to New Cross and those to Clapham Junction (the third side being the Network Rail London Bridge-Greenwich viaduct) with access from Landmann Way. At present, only sidings are being laid, with the buildings yet to follow. Landmann Way is accessed from Surrey Canal Road, the opposite side of which (Juno Way) leads through an industrial estate which, at the far end, left, is the entrance to New Cross Gate Depot. If, however, you leave Landmann Way and turn right on Surrey Canal Road, by taking the next right (just under the Clapham Junction line bridge) the road leads to a footpath. By walking this path, alongside the line, one is taken to Oldfield Grove which is the 'East London Line Infrastructure Maintenance Facility' building. It is not known if this will close and move to Silwood Depot in due course.				
Slough Garage	SH	Bus Garage	Current	First Berkshire	2/1993 - current
	Comment by <i>Ray</i> on 29/10/2010: Stanley Cottages, Stoke Road - this is the site of SL of LCNW. On the north/up side of the station, second turning.				
Slough Garage	SL	Bus Garage	Closed	LCNW	? - 2/1993
South Godstone Garage	GD	Bus Garage	Closed	Metrobus	61/1997 - 2/2006
	2nd use of code				
South Harrow Station	SHS	Railway Station	Closed	LUL	?
	ERU Depot				
South Kensington Station	SKS	Railway Station	Closed	LUL	?
	Engineers & Signals Comment by <i>Damon</i> on 22/12/2013: Engineers and Signals Department listed here in 1984/5.				
South Mimms Garage	SM	Bus Garage	Current	Sullivan Buses	c.1999 - current
Southall (Bridge Road) Garage	IH	Bus Garage	Closed	London Buslines	10/1989 - 2001
	3rd use of code Comment by <i>Ray</i> on 03/10/2008: Sited on Bridge Road				
Southall (Hanwell) Garage	HW	Bus Garage	Closed	LT	1925 - 8/1986
	Originally named Hanwell. Renamed Southall in July 1950 to avoid confusion with Hanwell Trolleybus Depot (HL). Comment by <i>Ray</i> on 24/06/2007: Sited in Uxbridge Road, opposite what is now the hospital.				
Southampton Row, Holborn	SRH	Other	Closed	Metronet	?
	Offices. Marked as closed since it is believed to be the same location as Templar House (TPH). Comment by <i>Damon</i> on 01/01/2014: I'm told this is known as Baptist Church House.				
Southwark, Chancel Street	SCH	Other	Current	TfL Streets	by 2008 - current
	Offices with covered parking yard Comment by <i>London spotter</i> on 15/05/2009: Also includes 3 bays under the railway arches. On my visit on 15/5/09, there were 13 TFL cars present with room for plenty more. Comment by <i>Thomas Young</i> on 16/02/2011: There is now a generator on a trailer parked in the original part of the building, presumably in connection with the new style Toyota Priuses now allocated.				
St Albans Garage	SA	Bus Garage	Closed	LCNE	1933 - 1/1989
	Comment by <i>John G</i> on 06/07/2007: Not sure whether this location still exists - but I doubt it. Having lived so far south of the Thames, it was unusual for a teenager to have an interest in this place. This was entirely due to my daily reliance on route 727, which linked Luton Airport and Crawley - at the time of my use with Leyland Tigers TP31-35 (A131-5 EPA) working as SA91-94. St Albans also had the second batch of 5 ECW bodied Leyland Olympian Coaches LRC6-10 (B106-110 LPH) carrying Luton Flightline 757 livery. I remember LRC8 attended the Amersham Open Day in May 1985, and some years later (late 1980s) a burnt out shell of LRC6 was photographed at BEL next to Crawley Garage. Comment by <i>Damon</i> on 06/07/2007: The garage has been demolished and flats now occupy the site. Large parts of the perimeter walls still stand providing a reminder of the past. Comment by <i>Ray</i> on 06/07/2007: The garage was sited in St Peters Street and fronted by a bus station. St Albans 54732. It was also a CB&C Divisional Office. Comment by <i>Damon</i> on 14/12/2013: District Office (Operating), Sub-Divisional Office (Engineering), Country Buses and Coaches by 1949 until ??				
St Mary Cray Offices	SMC	Other	Current	LBSL	c.2012 - current

Location Name	Code	Type	Status	User/s	Dates
	Lagoon Road 'Bus Infrastructure South-East London Area Office'.				
Staines Garage	ST	Bus Garage	Closed	LCSW	1930 - 8/1996
	Comment by <i>John G</i> on 06/07/2007: The garage is no more. I visited several times in the late 1980s, when it was primarily a base for the Jetlink 747 Berkhof-bodied BTL Leyland Tigers. I believe it later passed to Speedlink Airport Services, who operated it when it closed.				
	Comment by <i>Ray</i> on 06/07/2007: Sited at 62 London Road (Staines 52640) it supplied coaches for the 701/702 (and later 724) as well as local buses (latterly RTs and RFs in LT days).				
Stamford Brook Garage	V	Bus Garage	Current	London United	5/1980 - current
	2nd use of code. Ex CB				
	Comment by <i>Ray</i> on 03/10/2008: Sited on Chiswick High Road behind the LUT memorial (substation).				
	Comment by <i>Damon</i> on 14/12/2013: Known as "Chiswick Coach factory (Buses & Coaches)" by 1949 through until around 1963.				
	Comment by <i>Damon</i> on 22/12/2013: Publicity Department by 1985				
Stamford Hill Garage	SF	Bus Garage	Current	Arriva London	1907 - current
	Was Tram & Trolleybus Depot				
	Comment by <i>Ray</i> on 25/08/2007: Sited on Rookwood Road.				
Stanmore Station	STM	Railway Station	Closed	LT	? - by12/81
	Publicity Dept				
	Comment by <i>Ray</i> on 25/08/2007: At the end of the line, publicity vans were sited in the yard outside the station on the left (now a car park). These days vans can be found in the car park or, currently, on the right on exiting in the yard where the '3rd platform' yard is.				
	Comment by <i>K. PLY</i> on 26/06/2009: The recent Third Platform Works yard appeared closed by 21st June 2009, and all the portacabins had gone by 24th June 2009.				
Stevenage Garage	SV	Bus Garage	Current	Arriva Shires	1955 - current
	Comment by <i>Ray</i> on 25/08/2007: The LTE garage (opened 29 April 1959) was in Danestrete - Stevenage. It was not in Danesgate!				
	Comment by <i>snowy13</i> on 15/06/2010: This garage was closed and demolished in the late 1980's / early 1990's. Buses are now kept at Arriva Shires garages at Babbage Road and Norton Green Road.				
	Comment by <i>Damon</i> on 03/07/2010: I believe that the earlier garage at Fishers Green Road still stands. Was open 10/1955 - 04/1959.				
	Comment by <i>snowy13</i> on 04/07/2010: The old London Transport garage(SV) was in Danesgate, Stevenage, which opened in the 1959 which has been demolished.				
Stockwell Garage	SW	Bus Garage	Current	London General	1952 - current
	Comment by <i>Ray</i> on 25/08/2007: Now a listed structure, sited in Binfield Road. Most of the gates are in Lansdowne Way.				
	Comment by <i>Damon</i> on 14/12/2013: Punch Repair Shop (L.C.C. Trams) located "Next 105a Stockwell Road" way back when.				
	Comment by <i>Damon</i> on 14/12/2013: Works and Buildings at St Michaels Road, Stockwell by 1949. The original City & South London Railway (Northern Line - Bank branch) depot was round the back of St Michaels Road. Rolling stock was hauled by cable up and incline from the tunnels below. The sealed portal of the tunnel up the incline can still be seen from passing trains.				
	Comment by <i>Damon</i> on 22/12/2013: Publicity Department by 1985				
	Comment by <i>Damon</i> on 22/12/2013: Stockwell Garage was responsible for major repairs on service vehicles for many years. This is now a listed building and I believe they are on the naughty list as they've removed the original blue doors from the entrances. I believe the doors themselves are part of the listing. It was originally planned to be a Trolleybus Depot before Mr Hitler interfered and Trolleybuses fell out of favour after the war.				
Stockwell Shelters Yard	STK	Other	Closed	LT	1940s
	A yard for vehicles used in the construction of the deep level shelters during WW2. The site was later used for the new Stockwell Bus Garage				
Stonebridge Park	SPD	Railway Depot	Current	LUL	1979 - current

Location Name	Code	Type	Status	User/s	Dates
Depot	Bakerloo Line depot				
Stonebridge Park Garage	SE	Bus Garage	Closed	LT	1906 - 8/1981
	Was Tram & Trolleybus Depot				
	Comment by <i>Ray</i> on 25/08/2007: Sited on Harrow Road (now Brentfield) opposite Sunny Crescent. The offices and most of the shed remain.				
Stratford Bus Station	SDB	Bus Station	Current	LBSL	?
	Comment by <i>Ray</i> on 25/08/2007: Outside the station. Vans can also be seen from the Jubilee line concourse (through the fence) outside the train crew offices - Gibbins Road 'Stratford West'. They were also to be seen in a compound beyond the taxi rank (behind the former position of the old steam engine and tunnel to Stratford BR Steam Sheds) with the BT Police vehicles 'Stratford East' which no longer exists.				
	Comment by <i>Ray</i> on 05/06/2008: It seems that a further divide within LBSL is taking place at Stratford. LBID vans remain in Stratford City bus station with LBBO IRU vans at the main bus station (some usually on an island). Some IRUs still park up near the information point, probably for operating convenience. The LBSL cars seem to have moved to new offices at The Stratford Village, 14-30 Stratford Road. The LBID vans have now exchanged sites with the LBSL IRU vans, perhaps to permit more bus parking area.				
	Comment by <i>Thomas Young</i> on 11/04/2014: A new location code (SDC) has just been added for Stratford City Bus Station.				
Stratford City Bus Station	SDC	Bus Station	Current	LBSL	2011 - current
	In Westfield development, north of station				
Stratford Garage	SD	Bus Garage	Current	Stagecoach	9/1992 - current
	Comment by <i>Ray</i> on 25/08/2007: Sited at the south end of Waterden Road (Carpenters Road end). Opened 26/9/1992 Closed 23/2/2008 to disappear under the Olympic Park. Vehicles to (new) WH.				
	Comment by <i>Damon</i> on 23/02/2014: Opened on 26th September 1992				
Stratford Market Depot	SDD	Railway Depot	Current	LUL	1996 - current
	Jubilee Line depot				
	Comment by <i>Thomas Young</i> on 16/02/2008: I had a walk down the path to the west of the depot today and although quite a few SVs were visible above the wall, none were positively identifiable. Ho hum. Tricky location this.				
Stratford Office Village	SDO	Other	Current	LBSL	by2008 - current
	Off the south side of Stratford Broadway				
Stratford Station (Gibbins Road)	SDS	Railway Station	Current	LUL	1996 - current
	Comment by <i>Ray</i> on 03/11/2007: Somewhat confusing this area. The Jubilee Line depot is in Cam Road and there are Tube Lines training offices adjacent. At the station end of the Jubilee line platforms (to the left on exiting and next to the control room) is a yard off Gibbins Road (which I called Stratford West whilst divided by work) containing a few sv's. Outside the main station to the east was a small yard on the northside of Eastern Road, just prior to Angel Lane, occupied by BTP and also a few vans (which I referred to as Stratford East). SV's can also be found in and around the bus station (both ends) and sometimes the Centre car park.				
	Comment by <i>Thomas Young</i> on 27/01/2008: While this area is being rebuilt, some SVs can be found at the East of the station.				
	Comment by <i>Ray</i> on 11/06/2008: The hoardings are now down and 'Stratford West' is no more. I now call the area Gibbins Road				
Streatham Garage	AK	Bus Garage	Closed	South London	1913 - 3/1992
	Comment by <i>Ray</i> on 25/08/2007: Rebuilt in the mid-eighties on the same site at 392 High Road. It closed 13/3/1992 and became a go kart centre; the new building was extant to Jan 2012 when work commenced to replace it. The original shed housed 'Ole Bill' (B43) after the closure of P, before it went to the Imperial War Museum.				
Sutton Garage	A	Bus Garage	Current	London General	1924 - current
	Comment by <i>Ray</i> on 25/08/2007: Sited on Bushey Lane at the end of Bushey Road.				
Swanley	SWY	Other	Closed	LT	?
	Ticket Machine Works				
	Comment by <i>Damon</i> on 27/07/2007: It seems this one doesn't really exist as such. 1539F was allocated to a manager at Effra Road Ticket Machine Works (which dates back to the LCC by the way). This				

Location Name	Code	Type	Status	User/s	Dates
					<p>particular manager lived in Swanley and kept the van at the garage overnight. So there never really was a ticket machine works at Swanley. Thanks to a couple of friends for sharing that with us.</p> <p>Comment by <i>Ray</i> on 27/07/2007: I agree with Damon, there were no works at Swanley. I thought there were storage facilities there for LCBS machines (Gibsons at least) at some point with possibly 16A and 17A later dealing with deliveries to LCBS garages (from 9/73) when LT were no longer contracted (or the Gibsons removed). Note 1539F was sold in 12/73 so there may be some vague connection. A lot of beer has passed under the bridge since then.</p>
Swanley Garage	SJ	Bus Garage	Closed	KentishBus	1925 - 8/1989
					<p>Comment by <i>Ray</i> on 07/07/2007: Still extant (not in good condition) on Main Road, the last remaining East Surrey garage did host a few 'ticket machine' vans in its later days.</p>
Sycamore House, Thornton Heath	SYH	Other	Closed	LBSL	? - 06/2013
					<p>Bus District HQ</p> <p>Comment by <i>Ray</i> on 11/08/2007: 799 London Road (Sycamore House) was the HQ of South London Transport. The building is currently to let (8/07) and LBSL are due to move out late in 2011.</p> <p>Comment by <i>David C</i> on 16/05/2012: Still LBSL are at Thornton Heath, with maybe a prospect of moving sometime during 2012.</p> <p>Comment by <i>David C</i> on 24/06/2013: London Buses moved from here on the weekend of 22 June to offices in Morden.</p>
Telstar House, Paddington	THO	Other	Closed	First London	?
					<p>Offices</p> <p>Comment by <i>Ray</i> on 11/08/2007: Originally the HQ for Centrewest, First subsequently used the offices until they moved to MacMillan House in Paddington Station opposite. Not sure if this was before or after the fire in Telstar House.</p> <p>Comment by <i>Damon</i> on 12/12/2013: Eastbourne Terrace, W2 6LG : Computer Centre LT by 1974. Audit Office (Incentive Bonus, Expenditure, Computer and Payroll Audit)LT by 1975. Ancillary Systems Engineers by 1985. LRT Catering by 1987-1990. LT Payrolls Services (LU Ltd) by 1989-1990. Principal Signal and Electrical Engineer LUL by 1987. Registered Office CentreWest London Buses Limited by 1990. Professional Services Group (LU Ltd) by 1990. Principal Signalling and Control Systems Engineer (Professional Services Group) LUL by 1990. Signalling and Control Systems Engineer (client)by 1990. Engineering Safety and Hazards Dept (LUL) by 1992. CrossRail Team LUL by 1993. Croyley Link Team LUL by 1995. Central Line Project Office LUL by 1997.</p> <p>Comment by <i>Damon</i> on 12/12/2013: 12th Floor, Telstar House, Eastbourne Terrace, W2 6LG. Heathrow Terminal 5 Team (LUL) by 1995</p> <p>Comment by <i>Damon</i> on 12/12/2013: 2nd Floor, Telstar House, Eastbourne Terrace, W2 6LG: Regsitered Office Centrewest London Buses Ltd. by 1995</p>
Templar House, Holborn	TPH	Other	Current	LUL	by2003 - current
					<p>Latterly the headquarters of Metronet Rail, now LUL offices.</p>
Therapia Lane Depot	TK	Railway Depot	Current	Tramlink	1999 - current
					<p>Tramlink depot</p> <p>Comment by <i>Ray</i> on 03/10/2008: Between Therapia Lane and Beddington Lane stops.</p>
Thornton Heath Garage	TH	Bus Garage	Current	Arriva London	1901 - current
					<p>Was Tram Depot</p> <p>Comment by <i>Ray</i> on 25/08/2007: Sited at 719 London Road, the garage entrance is in Whitehall Road.</p> <p>Comment by <i>Clive G</i> on 05/09/2007: This was the docking garage for the Croydon Food Production Centre, and so most of the catering vans were dealt with and often garaged here. A 1963 list shows that only 1266F, was not under Thornton Heath care, and that was garaged at Parsons Green and docked at Riverside. Clive</p>
Tolworth Garage	TV	Bus Garage	Current	London United	11/2001 - current
Tottenham Garage	AR	Bus Garage	Current	Arriva London	1913 - current
					<p>Comment by <i>Ray</i> on 25/08/2007: Extended over the years it is sited on Philip Lane, next to the Swan PH. Cars are to be found in the old shed, the numbers have reduced over the years (due to the loss of routes/bendy-buses).</p>
Tottenham Hale ERU	THE	Other	Closed	LUL	c2002-2009

Location Name	Code	Type	Status	User/s	Dates
	<p>ERU Depot</p> <p>Comment by <i>Damon</i> on 31/05/2007: Exit the station and cross the road heading towards the BP petrol station. The ERU depot is in Ashley Road next to the Network Rail depot. It's a grim looking grey building behind two locked gates. They usually keep the vehicles hidden inside although I've been lucky 3 times now and found them outside, once just leaving on a "shout".</p> <p>Comment by <i>Ray</i> on 25/03/2010: Base closed 2/9/2009 without immediate replacement. By August 2010 two ERU units had been based at Stratford Depot.</p>				
Tottenham Marshes Garage	TM	Bus Garage	Closed	Arriva London	09/2003 - by 01/2007
	Comment by <i>Damon</i> on 11/12/2013: This site was never an operational garage				
Tower Hill Station	TWS	Railway Station	Closed	LUL	1967 - ?
	<p>Comment by <i>Ray</i> on 25/08/2007: Tower Hill station on Trinity Place off Trinity Square opened in 1967 replacing the former Tower Hill station (originally 'Mark Lane') on Byward Street.</p> <p>Comment by <i>Damon</i> on 22/12/2013: Electrical Engineers Department by 1985</p>				
Tower Hill Sub-station	TWL	Other	Closed	LT	?
	<p>Electrical Sub-station</p> <p>Comment by <i>Damon</i> on 22/12/2013: Listed as Sub-Station 1982-1984. Then as Electrical Engineers department in 1985 but surely the same thing?</p>				
Tring Garage	TG	Bus Garage	Closed	LCBS	1933 - 4/1977
	Comment by <i>Ray</i> on 24/06/2007: Sited in Western Road.				
Tufnell Park, Station Road	TFP	Other	Current	LUL	08/2013 - current
	Base taken over from UK Power Networks Services in August 2013.				
Tunbridge Wells Garage	TW	Bus Garage	Closed	LT	1929 - 12/1967
	Comment by <i>Damon</i> on 14/12/2013: Whitefield Road, Tunbridge Wells. Long since demolished. Green Line Coach Station was at Lime Hill Road.				
Turnham Green Garage	V	Bus Garage	Closed	LT	1911 - 5/1980
	<p>Comment by <i>Ray</i> on 25/06/2007: Sited in Belmont Road.</p> <p>Comment by <i>Eddie Coates</i> on 24/12/2008: Visited in Sept 1947. Several LT Tiddlers in evidence, plus loads of STs.</p>				
Turnham Green Garage	XV	Bus Garage	Closed	LT	5/1980 - 1/1986
	<p>Bus store</p> <p>Comment by <i>Ray</i> on 25/06/2007: The former Turnham Green garage whilst non-operational.</p> <p>Comment by <i>Damon</i> on 22/02/2014: By May 1980 this site was reported as being used to fit radios to newly-overhauled former London Contry RMLs. Site later used for converting DMs and DMSs to the D class with the flip-flappy things on the front.</p>				
Turnpike Lane Bus Station	TLB	Bus Station	Current	LBSL	1932 - current
	Comment by <i>Ray</i> on 25/08/2007: Up the stairs from the station and turn right. The layout has changed over the years.				
Twickenham Garage	AB	Bus Garage	Closed	LT	1912 - 4/1970
	<p>Comment by <i>Ray</i> on 25/06/2007: Sited in Cambridge Road.</p> <p>Comment by <i>Damon</i> on 23/02/2014: Used as a store by London Underground after closure in 1970. Occupied by JVB coachpainters in 1991.</p>				
Twickenham Garage	NC	Bus Garage	Current	London United	2005 - current
	<p>The Skills Centre, Twickenham Trading Estate, Rugby Road</p> <p>Comment by <i>Ray</i> on 03/10/2008: Address as above, it is at the far end of the estate, round the back of the final warehouse. It passed to London Sovereign control on 17/11/09 after a few months with NSL services then to London United on 26/6/2010 (when the iBus control system moved to FW).</p>				
Upminster Depot	UPD	Railway Depot	Current	LUL	1958 - current
	<p>District Line depot</p> <p>Comment by <i>Ray</i> on 25/08/2007: Sited on Front Lane.</p>				
Upton Park Garage	U	Bus Garage	Closed	Stagecoach	1908 - 09/2011

Location Name	Code	Type	Status	User/s	Dates
					<p>Comment by <i>Ray</i> on 28/07/2007: Sited at the end of Redcliffe Road (usual vehicle exit) and the end of Priory Road (entry) E6. Had a tender (811J) and small truck during the 50's and 60's and later a Ford tow truck then a Leyland Freighter. Various other vans followed including some from Stagecoach/ELBG. Garage closed 16/17 September 2011.</p> <p>Comment by <i>Damon</i> on 05/07/2011: Now doomed. Could have a good future as a supermarket.</p>
Uxbridge Bus Station	UXB	Bus Station	Current	LBSL	?
					<p>Comment by <i>Thomas Young</i> on 16/04/2010: I made visits to Uxbridge on two consecutive days last week and have a couple of comments. Firstly regarding the location itself, London Buses vehicles are usually parked in the 'throat' of the garage. However, about 50 yards back towards the high street is a short turn off with a handful of parking spaces (opposite the 427/607 bus stop). These are reserved for London Buses staff. Although only private cars were present on these two days, a Honda Civic has been seen here in the past. Secondly, the interior of the garage can be glimpsed through air bricks alongside the footpath that runs between the garage and the tube station, accessed from the back of the bus station. Turning to the vehicles, on each of my visits there were three London Buses SVs present but they were notably a different three on the second day. We know that vehicles are often rotated between adjacent bases (such as Harrow and Edgware), but is there anywhere in West London where LBSL SVs are parked (Hounslow would seem to be a candidate)? And what is the most quantity of LBSL SVs seen in Uxbridge Bus Station at one time? Finally, through the air bricks mentioned above, I noted a small red van with First logos inside the garage. The resident Ford Transit van was also seen so this is presumably something unreported. Unfortunately the make/model and registration were not obtainable.</p> <p>Comment by <i>Thomas Young</i> on 08/04/2012: Updating my previous notes, the air-bricks have been replaced with vents, so there is now no view into the garage from the footpath.</p>
Uxbridge Garage	UX	Bus Garage	Current	Metroline	1922 - current
					<p>Comment by <i>Ray</i> on 24/06/2007: The original garage (1921) was in Oxford Road. It closed in 1983 on the opening of the new garage by the Underground station.</p> <p>Comment by <i>Thomas Young</i> on 16/04/2010: See also my comments against Uxbridge Bus Station posted today.</p> <p>Comment by <i>Thomas Young</i> on 25/06/2013: Operated by Centrewest/First London since privatisation. Transferred to Metroline 22/06/2013.</p>
Uxbridge Station	UXS	Railway Station	Current	LUL/LBSL	by 2010-current
					On south side of station, used by LBSL Infrastructure Development from at least July 2010.
Vandon Street, Westminster	VDN	Other	Closed	LT	?
					<p>LT HQ Cars</p> <p>Comment by <i>Ray</i> on 10/08/2007: The garages are still extant although chances of seeing anything are slim as the LUL Control Centre moved to Palestra in spring 2013. The incident car had been noted on ground (at the rear of 55 Broadway) in Palmer Street (blocked on Google Street View) and a ramp exists down under this area - possibly to 55 Broadway!</p>
Vauxhall	VXO	Other	Closed	LT	?
					<p>Catering Supplies & Offices</p> <p>Comment by <i>Ray</i> on 07/07/2007: The building at 33 Wandsworth Road, SW8 also housed a CB&C Divisional Office.</p> <p>Comment by <i>Damon</i> on 14/12/2013: 33 Wandsworth Road SW8. Divisional Offices Trams & Trolleybuses at 33 Wandsworth Road by 1949. SW Divisional Office (CRS) until 1961. South Divisional Office (CRS-operating) by 1961-1962. Divisional Office (engineering) Country Buses & Coaches by 1961. Divisional Catering Office (South) by 1966 - 1971.</p> <p>Comment by <i>Damon</i> on 22/12/2013: Hilden House, Parry Street, SW18. Revenue Manager (Buses) by 1972. South Division Catering Office by 1972. Audit Office (Special Expenditure Audit) by 1973-1974. Electrical Department 1982. Catering 1984. Revenue Offices by 1985.</p> <p>Comment by <i>Damon</i> on 22/12/2013: Bond Way, Vauxhall, SW8 Divisional Catering Office (South) 1964-66</p>
Vauxhall Bus Station	VXB	Bus Station	Current	LBSL	2004 - current
Vauxhall ERU	VXE	Other	Closed	LUL	c.1995 - 2009
					<p>ERU Depot</p> <p>Comment by <i>Damon</i> on 31/05/2007: Can be found on Tideway industrial estate off Kirtling Street. Walkable from Vauxhall or Battersea Park stations. Or bus down Nine Elms lane and get off near the</p>

Location Name	Code	Type	Status	User/s	Dates
Victoria (Gillingham Street) Garage	GM	Bus Garage	Closed	London General	1940 - 7/1993
Victoria Basement Garage	GB	Bus Garage	Closed	London General	10/1986 - 1/1994
Victoria Basement Garage	VB	Bus Garage	Closed	London General	10/1986 - 1/1994
Victoria Bus Station	VCB	Bus Station	Current	LBSL	?
Victoria Coach Station Basement	VCO	Other	Current	LBSL	?
Victoria, Eccleston Place	VEP	Other	Closed	TfL Streets	c2005-2009
Walthamstow Bus Station	WWB	Bus Station	Current	LBSL	?
Walthamstow Garage	WW	Bus Garage	Closed	London Forest	1905 - 11/1991
Walthamstow, Ferry Lane (adverts)	FLA	Other	Closed	LT	?
Walthamstow, Ferry	FLN	Other	Closed	LT	?

Location Name	Code	Type	Status	User/s	Dates
Lane (ex AEC)					
Old AEC Works					
Comment by <i>Damon</i> on 01/06/2007: The AEC works at Walthamstow were transferred to new premises at Windmill Lane, Southall during the 1920's. These works originated with "Vanguard", The Motor Omnibus Company as I think they were called. In 1930 a part of the closed works was sold to the LGOC and this is probably the location we are talking about. Some of the works buildings still stand in Ferry Lane today.					
Walworth (Camberwell) Garage	WL	Bus Garage	Current	Abellio	1905 - current
Was Tram Depot. Originally named Camberwell, changed to Walworth in July 1950 to avoid confusion with Camberwell Bus Garage (Q).					
Comment by <i>Ray</i> on 25/06/2007: Really two sheds joined at an angle with entrances in 301 Camberwell Road (site of offices) and Camberwell New Road. Originally closed by LT in 1985 it has subsequently had a number of bus occupiers on & off including London & Country from December 1992 (when they closed Newington Butts). Passed from Travel London to Abellio 31/10/2009.					
Wandsworth Garage	WD	Bus Garage	Current	Arriva London	1906 - current
Was Tram & Trolleybus Depot					
Comment by <i>Ray</i> on 25/06/2007: Sited in Jews Row (postal address) it was closed by LT but subsequently used by them for sightseeing buses (which later passed to Arriva).					
Ware Garage	WE	Bus Garage	Current	Arriva Shires	7/1993 - current
Comment by <i>Ray</i> on 03/10/2008: Sited alongside the railway in Marsh Lane					
Warlters Road (Holloway) Sub-stn	WLR	Other	Closed	LT	?
Electrical Sub-station					
Comment by <i>Damon</i> on 31/05/2007: Listed as Sub-station 1982. Building still there and in commercial use. This site originated as a horse tram depot with the London Street Tramways Company 28/9/1878. Passed to the L.C.C. 13/10/1897. Closed by 14/8/1908.					
Waterden Road Garage	WA	Bus Garage	Closed	Stagecoach	06/2004 - 12/2007
2nd use of code					
Comment by <i>Ray</i> on 25/08/2007: Sited at the north end of Waterden Road. Closed 29/12/2007 for demolition to make the Olympic Park. Vehicles passed to RM (Rainham) until 16/5/2008 then to new WH.					
Waterloo Depot	WCD	Railway Depot	Current	LUL	?
Waterloo & City line depot, Training Centre					
Comment by <i>Ray</i> on 25/08/2007: The depot entrance is under the arches at the south end of the Waterloo Road entrance to the main line station. Another way in is via Launcelot Street, off Lower Marsh.					
Watford High Street Garage	WA	Bus Garage	Closed	LT	1925 - 4/1959
Comment by <i>Ray</i> on 03/11/2007: Now demolished it was sited near the gasometers (the only landmark around that area).					
Comment by <i>Damon</i> on 14/12/2013: District Office by 1949 until?? Waiting Room and Enquiry Office located in Market Street.					
Watford Leavesden Road Garage	WT	Bus Garage	Closed	LT	1920 - 6/1952
Comment by <i>Ray</i> on 03/11/2007: Still extant and in use.					
Wembley (Fourth Way) Garage	FE	Bus Garage	Closed	Thorpes	9/1998 - c.2008
Comment by <i>Ray</i> on 25/08/2007: Sited on Fourth Way - exit Wembley Park station crossing Bridge Road (ie to Olympic Way). Head immediately left down North End Road, keeping left and possibly passing some parked LBSL vans to your right. Then cut through an industrial estate (look for the bollards blocking the road). Keep to the left when through the estate and you'll be in Fourth Way. The garage is just up the road on the left. It is a repair shed for Metroline these days but a van or two can often be seen there.					
Comment by <i>Ray</i> on 08/09/2007: Presumably closed by 4th September 2007 (it was locked up on the afternoon of 1st) and moved to the new CELF. www.metroline.co.uk/news/20070904.html .					
Comment by <i>Ray</i> on 09/10/2007: Possibly not! Still a van on site on 7th October while over at the CELF finishing work and fitting out was still taking place.					
Comment by <i>Ray</i> on 02/01/2009: Nothing left on site (except some pallets) yesterday.					

Location Name	Code	Type	Status	User/s	Dates
Wembley Olympic Way	WOW	Other	Closed	LBSL	by 2007 - 2009
	<p>LBSL Offices</p> <p>Comment by <i>Ray</i> on 25/08/2007: Cross Bridge Road (outside the station) and Olympic Way heads to the Stadium. The first building on the left after North End Road (a dead-end street immediately left and down some steps) off Bridge Street was the LBSL office area. Vehicles could be found anywhere in the car park thereunder. It seems the base has now been split to 14 Victory Industrial Estate, Isleworth (LBSL cars) and Uxbridge station car park (LBBI vans).</p>				
Wembley Park Station	WPS	Railway Station	Current	LUL	1930s - current
	<p>Signals Dept</p> <p>Comment by <i>Ray</i> on 25/08/2007: Exit Wembley Park, bear right then right again down Brook Avenue, beyond the public car park are the traincrew offices. Other vehicles can be found to the other side of the station parked just behind the Police offices in Bridge Road.</p> <p>Comment by <i>Ray</i> on 17/08/2008: The BTP police station has been renovated and the temporary police station which was sited in the compound next to the station making visits to this area somewhat difficult (unless you have handcuffs) has been removed. Vans can still be seen from the station platforms.</p> <p>Comment by <i>Damon</i> on 14/12/2013: Works and Buildings by 1949. Signals Department by 1984/5.</p>				
West Croydon Bus Station	WCB	Bus Station	Current	LBSL	?
West Green Garage	WG	Bus Garage	Closed	LT	1929 - 1/1962
	<p>Comment by <i>Ray</i> on 24/06/2007: Sited on Willow Walk and opened by Admiral. On closure crews and vehicles moved to WN, the actual buses (RTL) were exchanged with WH vehicles (RT).</p>				
West Ham (Stephenson Street) Garage	WH	Bus Garage	Current	East London	2/2008 - current
	<p>Comment by <i>Ray</i> on 11/09/2008: The security controlled entrance to the garage is on the NE corner of North Crescent. The main entrance to the office complex (and driver's signing-on point) is on Stephenson Street, which is also being applied as the legal address on buses rather than Ilford (now closed -see above).</p> <p>Comment by <i>Damon</i> on 09/10/2008: Noticed from the Jubilee Line yesterday that this place appears to have a roof going up at the south end of the site. 3 rather large arches.</p> <p>Comment by <i>Ray</i> on 09/10/2008: These give a recent update on the building work and explain the crew ferry vans! http://www.elbg.com/TemplateView.aspx?sec_id=2916&art_id=5708 http://www.elbg.com/TemplateView.aspx?art_id=5700&sec_id=2883.</p> <p>Comment by <i>Ray</i> on 16/04/2009: The ELBG website gave further information on WH garage and the next stage involving the taking over of the rest of the Parcellforce area and the eventual entry point in Stephenson Street.</p> <p>Comment by <i>Ray</i> on 07/06/2009: The completion on 8th February 2010 of the move of East London Bus Group head office staff to West Ham breaks an association with Ilford that goes back to autumn 1979 when London Transport's bus operations were split into ten small units and the staff of Forest District moved into premises in Coventry Road. Further changes led to a move to larger offices at 16-20 Clements Road in 1987. When the company was bought by Stagecoach in 1994 a search for freehold property led to a move to 2-4 Clements Road in 1995. At the same time a Travelshop was opened to sell the company's day trip tickets, as well as National Express tickets, travelcards and coach holidays. Following the sale of the company by Stagecoach in mid 2006, the Travelshop closed in spring the following year (from ELBG website). The new garage was handed over on 14th July 2010. Stagecoach re-purchased the ELBG on 15/10/2010.</p>				
West Ham Garage	WH	Bus Garage	Closed	LT	1906 - 10/1992
	<p>Was Tram & Trolleybus Depot</p> <p>Comment by <i>Ray</i> on 24/06/2007: On Greengate Street (where Routemaster Close now stands) it closed 9/10/1992. The offices still stand.</p>				
West Perivale Garage	PA	Bus Garage	Current	Metroline	6/2003 - current
	<p>Comment by <i>Ray</i> on 10/08/2007: Formerly Thorpes depot (and showing notices to this effect until late 2008) at 12 Perivale Industrial Park, Horsenden Lane South.(Out of Perivale Central line tube and turn right!) A new facility was set up in an adjacent Unit (20) to replace the repair etc facilities formerly at Cricklewood (W) and North Wembley (NW). The CELF at Unit 20 opened on 4/9/07 and also replaced the Fourth Way, Wembley (FE) unit.</p>				
West Ramp (Heathrow)	WR	Bus Garage	Closed	London United	1/1995 - 2/2000
	<p>2nd use of code</p>				

Location Name	Code	Type	Status	User/s	Dates
West Ruislip Station	WRS	Railway Station	Current	LUL	? - current
Westbourne Park Garage	X	Bus Garage	Current	Tower Transit	8/1981 - current
	2nd use of code				
	Comment by <i>Ray</i> on 11/08/2007: Built under the motorway opposite the Underground station it replaced SE and X. The yard at the side has been enlarged over the years. From 1/10/2011, due to Crossrail work, some buses/routes (28.31.328) moved to Atlas Road, Harlesden.				
	Comment by <i>Thomas Young</i> on 25/06/2013: Operated by Centrewest/First London since privatisation. Transferred to Tower Transit 22/06/2013.				
Westdown Road, Leyton	WDR	Other	Current	LUL	?
	Comment by <i>Ray</i> on 26/11/2008: At the very end of Westdown Road, although security gated one can see what is inside the compound. In winter (when the leaves are off the bushes) there was a better view from the playing field side which is behind Downsell Road Trolleybus turning circle. This could be accessed (prior to Olympic work) from Gordon Road (off Cranbourne Road which is the final turning off Westdown Road before the yard). LT called this Drapers Field Depot - see 603P - which is the local name.				
Westferry Circus	WFC	Other	Current	JNP	by2012 - current
	The Tube Lines headquarters building. A few service vehicles are kept in a secure underground parking area.				
Westlink Garage	WK	Bus Garage	Closed	London United	?
	Comment by <i>Ray</i> on 11/08/2007: Stanwell Buses (Westlink) HQ was at Unit 6, Pulborough Way, Green Lane, Hounslow.				
White City Depot	WCY	Railway Depot	Current	LT	? - current
	Central Line depot and control centre. Also Training School & Cleaning Services				
	Comment by <i>Thomas Young</i> on 30/01/2009: The original depot has been demolished to make way for the new Westfield shopping centre. Apparently a new set of sidings at a lower level has been provided beneath the centre. Part of the old Central London Railway power station (also known as the Dimco building) remains as a unique covered standing area for buses serving the new bus station alongside.				
	Comment by <i>Thomas Young</i> on 15/03/2009: For a full and interesting account of the history of the White City depot (including its recent redevelopment), there is an article on the LURS website.				
	Comment by <i>Damon</i> on 22/12/2013: Training School and Cleaning Services by 1982-1985.				
Whitechapel Station	WCL	Other	Closed	LT	?
	Signals Dept				
	Comment by <i>Damon</i> on 22/12/2013: Signals Department by 1982-1985.				
Willesden Garage	AC	Bus Garage	Current	Metroline	1912 - current
	Comment by <i>Ray</i> on 28/07/2007: Sited on the High Road, junction Dudden Hill Road. The lay over area on Pound Lane has expanded over the years. Had a small van here in the fifties and sixties. RTW's on route 1 went over to SE London (latterly) on Saturdays when AC were allocated some duties.				
Willesden Garage (TGM)	TW	Bus Garage	Current	TGM	2004 - current
	2nd use of code				
Willesden Green Station	WGS	Railway Station	Current	LUL	1925 - current
	Comment by <i>Ray</i> on 23/06/2007: There was a Works & Building Department Area Office at Willesden Green Station and a number of sidings were situated at what is now Lennon Road and Elvis Road				
	Comment by <i>Damon</i> on 14/12/2013: Willesden Green Stores Railways at the goods yard by 1949.				
	Comment by <i>Damon</i> on 22/12/2013: Walm Lane. Listed as Works & Buildings in 1985				
Willesden Junction Garage	WJ	Bus Garage	Current	Metroline	11/2003 - current
	Comment by <i>Ray</i> on 10/08/2007: Sited in Station Road opposite Willesden Junction Station and alongside the WCML.				
	Comment by <i>Thomas Young</i> on 25/01/2009: Seen from passing trains recently has been a dark-red/maroon Vauxhall Combo (or perhaps a VW Caddy) with yellow First logos and lettering. No chance of getting ID from train or road, will have to wait until it is caught 'out'.				
	Comment by <i>Thomas Young</i> on 25/06/2013: Opened by First London. Transferred to Metroline 22/06/2013.				
Windsor Garage	WR	Bus Garage	Closed	LCBS	1933 - 7/1984

Location Name	Code	Type	Status	User/s	Dates
	Comment by <i>Ray</i> on 24/06/2007: Sited on St Leonards Road, Windsor.				
Wood Green Garage	WN	Bus Garage	Current	Arriva London	1904 - current
	Was Tram & Trolleybus Depot. Comment by <i>Ray</i> on 28/07/2007: Sited on Jolly Butchers Hill, N22 it opened as a horse tram depot in 1895, then was converted to electric trams in 1904 and trolleybuses in 1938. Converted in 1961 for buses (RM) it took over WG workings in 1962 and received the first batch of MBS vehicles in 1968. Housed 1035CD for a time along with a tower wagon and various lorries in electric days and a breakdown wagon in the eighties. Offices in Watsons Road are the Arriva London North HQ building. Comment by <i>Thomas Young</i> on 03/09/2007: I didn't know there was a rear entrance (on Watsons Road) until recently, but this does seem to be where any vans here will be.				
Wood Lane	WDL	Other	Closed	LT	?
	Electrical Engineers Dept Comment by <i>Damon</i> on 14/12/2013: Central London Railway Institute, located at Wood Lane Station by 1949. Comment by <i>Damon</i> on 22/12/2013: Electrical Engineers Workshops by 1982-1985				
Wood Lane Garage	B	Bus Garage	Closed	London United	7/1992 - 10/1997
	2nd use of code Comment by <i>Ray</i> on 04/06/2010: Opened on part of White City depot 19/7/1992 Comment by <i>Damon</i> on 03/07/2010: The code "B" was derived from the original code of nearby Shepherd's Bush garage which was "B" until the mass re-coding of November 1911 when it became "S" as it still is today.				
Woodford Station	WFS	Railway Station	Current	LUL	1947 - current
Works	WKS	Other	Closed	LT	?
	Comment by <i>Thomas Young</i> on 05/01/2014: From about 1960 'Works' started appearing on LT documents as a location for vehicle movements. It is thought to refer to Aldenham but until this can be proven, the allocations are being entered as they appear in the documents. Comment by <i>Damon</i> on 05/01/2014: After the end of its war use in 1945 Aldenham was first adapted for bus use in 1949. This actually just BEFORE the decision was made to abandon the Bushey extension of the Northern Line. From what I can tell it then became the receiving point for all new road vehicles.				
York Way	YRK	Other	Closed	?	?
	Comment by <i>Damon</i> on 11/12/2013: The disused station on the Piccadilly Line. Offices were located in the former lift motor room and on the ground floor and were used from 1990 to 1998 by LU Fire Engineers. Possibly still used by Tubelines contractors apparently but not continuously occupied.				

Table 3 - Fleet News Items

05/10/2003	12/11/2003
<p>Today was the last open day of 2003 at the London Transport Museum Acton store so I took myself along. There were some interesting road and rail exhibits and even some service vehicles! 89Q (the tower wagon that had been at Fulwell), 830J and a Ransome & Rapier crane were inside, while nearby were current vehicles 5481V and 5356F, with a couple of others visible.</p> <p>Returning by tube, there were a lot of brand new, red people movers in the yard at Acton Town, no doubt to be seen shortly at a bus station near you. With this in mind I was pleased to find a VW Transporter van at Kingston, as these are likely to be next to be replaced.</p>	<p>New SVs continue to arrive and the highest reported numbers are now 2584 and 5573 (Details are included on the second issue of the fleetlists). If anyone can help fill in the gaps, you know what to do! Surprise additions include a Ford Transit Connect van and an Iveco Daily dropside.</p>
19/10/2003	05/12/2003
<p>With two major tube train derailments this weekend, the Emergency Response Unit will have been busy.</p> <p>The new LBSL cars mentioned below have indeed started to appear. None remained at Acton yesterday, while one was seen in the compound at Kingston bus station. Numbers and details to follow.</p>	<p>News on Service Vehicles will now appear here first, with fleetlists being updated about monthly or as and when sufficient information is received.</p> <p>The new cars mentioned earlier have turned out to be Vauxhall Zafiras and a number of them were included on the last fleetlist. One that was not is shown in the table below together with some other recent observations.</p> <p>5458F LX03VSE Ford Transit Van Metronet White/Blue 5491F KJ03BXD Ford Transit Van Metronet White/Blue 5539F KJ03DZA Ford Transit Van Metronet White/Blue 5540F KJ53URN Ford Transit Minibus LBSL Red 5568V LT53GBE Vauxhall Zafira Estate LBSL Red 5578F KJ53UOB Ford Transit Van LBSL Red</p>

<p>HH6 ? Ford Fiesta Van London United Grey HH8 P822LOF Ford Fiesta Van London United Grey MV3 R761OEU Ford Escort Van Arriva OLST Red Also seen around and about have been an unidentified Vauxhall Vivaro van with First London (Dagenham), and a Ford Escort Van working for Armchair (R538UOT, Kingston). Finally, former 4781F (Ford Transit Dropside R85KBM) was seen still in full livery complete with fleetnumbers and SEEBOARD logos.</p> <p>On the preserved vehicle front, three more examples have come to light. Ford Cortina saloon car 1464F (JLA83D) was one of the first two radio control cars operated by London Transport. A photo has been submitted by it's current owner. Meanwhile, bus operator Blue Triangle is now known to own 1841Q (THX841M) and 1947F (KJD947P). The former is one of two AEC Mercury lorries used to carry bus engines and other parts. They featured ergonomic cabs similar to 1995L and were the last AEC vehicles bought by London Transport. 1947F was one of the well-known Ford D1010 uniform issue units delivered in 1976. Similar 1946F is illustrated here.</p>
16/12/2003
<p>Out and about on a day off from work, one new SV was noted. 5596F</p> <p>Also seen were Ford Mondeo estate 5226F (Y183ENP) in Metronet white/blue but without fleetnumbers, and Bedford Astra van H812GNM. This was reported as being operated by Centrewest back in 1992. Its current ownership could not be determined as it was in an unlettered red livery with yellow light bar, seen in Harlesden.</p>
29/12/2003
<p>Three additional vehicles reported recently are listed below. 5448V LN03AXU Vauxhall Combo Van Tubelines White ? KJ53UNH Ford Transit Van Metronet White/Blue V172FPX Ford Transit Van London United Red/Grey The London United vehicle is allocated to Fulwell garage.</p>
02/01/2004
<p>Thanks to SH for the following new observations. 5064F X256GBH Ford Transit Van Metronet White/Blue 5368F VN02UOV Ford Galaxy Estate Car Tube Lines White/Blue 5382F KE52OBY Ford Transit Van Metronet White/Blue 5383F KE52OAS Ford Transit Van Metronet White/Blue 5390F KG02YJB Ford Transit Van Metronet White/Blue 5469F KJ03DSZ Ford Transit Van Tube Lines White/Blue 5503F VE03HWP Ford Focus Estate Tube Lines White/Blue 5516F KJ03DSY Ford Transit Van Metronet White/Blue 5562V LT53GGX Vauxhall Zafira Estate LBSL Red 5569V LT53GFY Vauxhall Zafira Estate LBSL Red 5581F KJ53UMZ Ford Transit Van LBSL Red 5582F KJ53URB Ford Transit Van LBSL Red 5599F KJ53UPC Ford Tourneo Minibus Metronet White/Blue ? KG02YHA Ford Transit Dropside Truck ? White/Blue ? KE52OBA Ford Ranger Pick-up ? White/Blue ? LK52KBP Vauxhall Astra Van Tube Lines White/Blue ? EJ03MVW Vauxhall Astra 5-door Car Metronet White/Blue Further information has been received on the bus company fleets and this will be included in an updated list to be posted soon.</p>
12/01/2004
<p>Some new sightings and a correction. 5389F KE52NYM Ford Transit Van Metronet BCV White/Blue 54??F KJ03DRX Ford Transit Crew Van ? White/Blue 5565V LT53GFX Vauxhall Zafira Estate Car LBSL Red 5566V LT53GCV Vauxhall Zafira Estate Car LBSL Red 5579F KJ53UNB Ford Transit Van LBSL Red 5580F KJ53UPG Ford Transit Van LBSL Red</p>

<p>5608F VN53PVD Ford Estate Car (Focus?) Metronet White/Blue 5628F KJ53UNH Ford Transit Van Metronet White/Blue ? VO53NUA Ford Galaxy Estate Car LBSL Red ? VO53SBZ Ford Galaxy Estate Car LBSL Red ? VO53SCV Ford Galaxy Estate Car LBSL Red 5144F is registered X213GBH rather than X231GBH. 5628F had previously been reported but without a fleetnumber.</p> <p>Thanks to MC for an update on the new LBSL Vauxhall Zafiras. These are listed below together with their recent locations. 5559V LT53GHY Eltham 5560V LT53GJO Aldgate 5561V LT53GEK Eltham 5562V LT53GGX Edgware 5563V LT53GDV Eltham 5564V LT53GJJ Turnpike Lane 5565V LT53GFX Victoria (Coach Station Basement) 5566V LT53GCV Victoria (Coach Station Basement) 5567V LT53GJF Eltham 5568V LT53GBE Kingston 5569V LT53GFY Edgware 5570V LT53GCO Croydon (Sycamore House, Thornton Heath) 5571V LT53GDU Kingston 5572V LT53GEU Croydon (Sycamore House, Thornton Heath) 5573V LT53GJE Eltham It looks like Eltham is the place to go to see these! LT53GJF had previously been reported as 5557V. The basement at Victoria is also reported as being home to some of the un-numbered Honda motorbikes including RO02OSR, while similar RO02OSV has been noted at Kingston bus station recently. Updates on bus company and preserved vehicles are due shortly, as are new issues of the fleet lists. Keep the reports coming!</p>
18/01/2004
<p>Taking my own advice, a visit to Eltham Bus Station yesterday found 11 SVs present, with others seen nearby. Of these, the following have not previously been reported. 5583F KJ53UMM Ford Transit 125 T300 Hi-Top Van LBSL Red V968LWW Vauxhall Astra TD Estate Car East Thames Buses White W302PBY Ford Transit Minibus East Thames Buses White 5 GV53RJO Ford Transit T90 280 Crew-Van Metrobus White 8 GV53RJZ Ford Transit T90 280 Crew-Van Metrobus White Can anyone explain the model numbers of the new Transits? Why are some xxx Txxx while others are Txxx xxx? Also, if anyone could advise what Metrobus 1-4, 6 and 7 are I would appreciate it.</p>
27/01/2004
<p>New Fleetlists have been published today which include too many additions, corrections and enhancements to be listed here. They also now include allocation codes! See the Lists page for details.</p>
10/02/2004
<p>A big thank you to MC for the following additions to the latest fleet lists. 5149F KE52OBR Ford Transit Dropside Truck SSL White/Blue 5392F KE52OAA Ford Transit Van Metronet White/Blue 5405F KE52NZS Ford Transit Dropside Truck JNP White/Blue 5406F KE52NYW Ford Transit Van JNP White/Blue 5407F KJ03DTN Ford Transit Van JNP White/Blue</p>

5409F KE52NXZ Ford Transit Van SSL White/Blue
 5418F KE52OBA Ford Ranger Pick-Up SSL White/Blue
 5420F KE52OBP Ford Ranger Pick-Up SSL White/Blue
 5428F KJ03DYF Ford Transit Van JNP White/Blue
 5429F KJ03DXB Ford Transit Van JNP White/Blue
 5430F KJ03DWN Ford Transit Van JNP White/Blue
 5443F KJ03DYT Ford Transit Dropside Truck SSL White/Blue
 5465F LX03VTL Ford Transit Van SSL White/Blue
 5475F KJ03DYM Ford Transit Dropside Truck SSL White/Blue
 5492V EY03XVX Vauxhall Astra Van SSL White/Blue
 5493F KC52CDO Ford Transit Van SSL White/Blue
 5529F VO53SDU Ford Focus Estate Car SSL White
 5533V LR03MWD Vauxhall Combo Van SSL White/Blue
 5536V LS03VZB Vauxhall Combo Van SSL White/Blue
 5584F KJ53UNV Ford Transit Van LBSL Red
 5617V LT53FZH Vauxhall Zafira Estate Car ? ?
 Some other updates and queries.

- The allocation of number 5149F to KE52OBR (previously listed as un-numbered) seems unlikely but has been reported by two people so it is doubtlessly what is carried!

-The registration of 5253F is KG02YFK, not KG02YFX, the latter being 5343F.

-5418F had previously been listed without a fleet number.
 -5436P (LG03BWJ) has also been reported as being Silver.

-5448V (LN03AXU) has also been reported as LN03XAV.

Unless anyone is interested, the allocation details for these additions will be held over until the next fleet list update.

In use at Kingston Bus Station over the past few weeks has been hired Ford Transit 260 Van LB03YHC in dealer-lettered white. This has now been replaced by green-liveried Ford Transit 90 T350 Van RE03RXC (see galleries soon).

Finally, the Ford website contains specification sheets for the Transit range which reveal that the lower figure (90 in the example above) is the engine power (in PS, or Indicated Horsepower), while the larger figure (350 above) relates to the vehicle weight, being roundly one tenth of the Gross Vehicle Mass in KG. The range is impressive and it may form the basis of a Transit comparison gallery on this site in the future. No information on why the order of the figures varies on the badging though.

17/02/2004

Some more additions, thanks to SH.

5444F KJ03DVC Ford Transit Van ? White/Blue
 5460F LX03VKV Ford Transit Van ? White/Blue
 5466F KH53HVW Ford Transit Van ? White/Blue
 5479F KJ03DYH Ford Transit Van Metronet White/Blue
 5531F KJ53UOP Ford Transit Van ? White/Blue
 5618F KJ53UMC Ford Transit Minibus ? White/Blue
 5????F KJ53URG Ford Transit Van LBSL Red

Plus some notes on earlier reports.

5133F Registration is Y771KBH, not X771GBH
 5399T This is a Toyota Hiace 280GS Van. Pictures here.
 5426F Ford Transit Crew Van rather than Van.
 5436P Confirmed as being Silver.
 5469F This LUL livery vehicle is in LBSL use. Picture here.

24/02/2004

Additional vehicles reported recently are listed below.

5394F VX52WYF Ford Mondeo Estate Car JNP White/Blue
 5395F KG02YFN Ford Transit 100 Van BCV ?
 5421F KJ03DVY Ford Transit 350 Van JNP ?
 5431V LN03WZD Vauxhall Astra Estate Car JNP White/Blue
 5434F KC52CCE Ford Transit 90 T300 Semi-High-Roof Van Metronet White/Blue
 5470F KJ03DYW Ford Transit Semi-High-Roof Van JNP White/Blue
 5487F KJ03DRV Ford Transit Van JNP White/Blue
 5496F KJ03DYS Ford Transit 350 Van JNP White/Blue
 5535F VO53SCX Ford ? Estate Car BCV White/Blue

5547F LX53ZDE Ford ? Estate Car JNP White/Blue
 5551F VU53NUB Ford ? Estate Car BCV White/Blue
 5585F KJ53URG Ford Transit High-Roof Van LBSL Red
 5586F KJ53URE Ford Transit High-Roof Van LBSL Red
 5598F KN53HUK Ford Transit 350 Van JNP White/Blue
 5????F VO53SCZ Ford Galaxy Estate Car LBSL Red
 S859UOC Ford Transit Van London United Red/Grey
 MV5 X727XNL ? Arriva TOLST ?

Additional notes on these and other vehicles.

2274B This Bedford Tanker is reported as still being around, parked up at Stockwell garage.

5036F Not withdrawn. Still in use with LBSL. Picture here.

5307F This is a Transit Dropside Truck with Crew-Cab and Tail-Lift.

5347F Operator is JNP.

5373F This is a Ford Focus 1.6 Estate Car.

5446F Operator is SSL.

5470F Despite being in Tube Lines livery, this has been observed twice at Kingston Bus Station.

5491F Registration is KJ03DXD, not KJ03BXD.

5617V This is operated by LUL in white/blue. Picture here.

Also, the following vehicles are confirmed as being in white/blue livery: 5214F, 5232F, 5272F, 5280F (not red), 5285F, 5306F, 5372F.

A fleetlist for Arriva London was received recently and the following vehicles are additional to those already recorded.

Liveries are not confirmed but most are probably white.

E45CVK Ford Transit Dropside Truck DX

J84CSR Land Rover 4x4 Utility DX

J415UTW Ford Transit Van DX

K203EKW Ford Transit Van DX

K789FEW Ford Transit Van AR

L146NMY Ford Fiesta Car EC

M175AGF Ford Escort ? DX

M108ONM Ford Fiesta Van DX

M287TKU Vauxhall Astra Van EC

M984WES Land Rover Defender Utility DX

N48BSL Land Rover Defender Utility DX

P781UWK ? ? ? WN

R996ANC Ford Transit Minibus

R261BRJ Ford Transit Van CT

R772SJV Vauxhall Combo Van EC

R857WAM Ford Fiesta Van AR

S737SLF DAF 7.5tonne Lorry E

T920BBK Vauxhall Astra Envoy Car

V736GBK Vauxhall Vectra Estate Car E

V554JAJ Vauxhall Combo Van DX

V298JBK Vauxhall Astra Car

W724KHU Vauxhall Combo Van EC

W394LJU Vauxhall Combo Van EC

W214LUT Vauxhall Combo Van EC

W452MJU Vauxhall Combo Van EC

W486MJU Vauxhall Combo Van EC

W523MJU Vauxhall Combo Van EC

W603NAE ? ? ?

W134OHT Vauxhall Astra LS Car

W183OHT Vauxhall Combo Van DX

W303PVC Vauxhall Combo Van EC

X223AUT Vauxhall Astra Envoy Car

X806NDX Vauxhall Combo Van EC

Y881HAC Vauxhall Astra LS Car

Y509JDY Vauxhall Combo Van CN

Y704JFG Vauxhall Combo Van CN

Y689LFG Vauxhall Combo Van CN

Y566PAJ Vauxhall Combo Van CN

BK02WJJ Vauxhall Combo Van SF

FE02VZB Ford Transit Van BN

YD02NUF Vauxhall Combo Van DX

YD02NWE Vauxhall Combo Van DX

NX51TWM Ford Transit Van N

WR51DZG Ford Transit Van TH

BU52BHX Ford Transit Van TC New fleetlists including these updates should be available around the end of the month.
28/02/2004
A new fleet list for 5001-5700 includes all the additions reported below.
10/03/2004
<p>Many thanks to some regular contributors for the following additions and notes.</p> <p>5355V LK02KNF Vauxhall Combo Van ? White/Blue 5412F VO52VNM Ford Focus Estate Car Metronet White/Blue 5415F KE52OAH Ford Transit Crew Van Metronet White/Blue 5425V LK52KAU Vauxhall Combo Van JNP White/Blue 5457F LX03VND Ford Transit Van Metronet White/Blue 5483F FE03LXD Ford Focus Estate Car ? White/Blue 5532F KJ53UPT Ford Transit Van Metronet White/Blue 5553F KJ53UNN Ford Transit Dropside Truck JNP White/Blue 5575R GR53BWV Renault Kangoo Estate Car JNP White/Blue 5576F KH53HXB Ford Transit Van JNP White/Blue 5587F KJ53UPL Ford Transit Van LBSL Red 5594R GU53WVJ Renault Kangoo Estate Car ? White/Blue ? CP02JFG Vauxhall Astra Van ? ? ? KE02YYB Ford Transit Dropside Truck ? White/Blue ? KG02YJJ Ford Transit Dropside Truck ? White/Blue ? GY53TPV Renault Kangoo Estate Car JNP White/Blue ? YR53LHT Ford Focus Estate Car JNP White FYT7 H238YYH FX4 Taxi Metroline Black ? L115ULA Mercedes 308D Minibus East Thames Buses White GX52LBU Vauxhall Corsa Van London Central Red The following vehicles are confirmed in standard White/Blue livery.</p> <p>5121F, 5123F, 5125F, 5131F, 5132F, 5134F, 5135F, 5136F, 5142F, 5161F, 5237V, 5238F, 5284F, 5325F, 5331F, 5344F, 5346F, 5352F, 5354F, 5359F and 5599F. 5267F and 5276F are in White livery. 5493F is also now reported in White. 5436P is operated by Metronet, 5467F and 5548F by JNP. 5248F is now lettered for SSL.</p> <p>Following the news of 2274B's survival, it would appear that one of the red Ford D vans is still extant at Ealing Common depot. This is thought to be 2139F.</p> <p>A request for clarification concerns the KE02Yxx and KG02Yxx registered vehicles. Observations suggest that registrations in the range YSM-YWU have KE prefixes, while those between YFK and YKN have KG prefixes. If anyone has any observations that contradict this, please get in touch.</p> <p>No prizes but much kudos to the first report of an 04 reg SV, or picture of a Kangoo!</p>
25/03/2004
<p>Latest fleet additions reported are as follows.</p> <p>5461F KC52CCD Ford Transit Dropside Truck Metronet White/Blue 5471F KE52CCO Ford Transit Dropside Truck JNP White/Blue 5494F KJ53UNW Ford Transit Luton Van LT Musuem Blue 5544F KH53HVK Ford Transit 100 Van JNP White/Blue 5550F LX53YZL Ford ? Estate Car Metronet White/Blue 5556V LT53GDX Vauxhall Combo Van JNP White/Blue 5605V LR53ZPW Vauxhall Combo Van Metronet White/Blue 5619F KJ53UMY Ford Transit 100 Van JNP White/Blue 5627V HN53ZKC Vauxhall Astra Van Metronet White/Blue 5640V LN04WSU Vauxhall Combo Van JNP White/Blue ? VO02XPD Ford Mondeo Estate Car ? White/Blue ? HN53ZKZ Vauxhall Astra Van Metronet White/Blue The last two are included on the 4th issue of the Miscellaneous fleet list, posted today. This also has details of</p>

<p>some previously unreported Metroline vehicles.</p> <p>Additional notes.</p> <p>5460F is registered LX03VXV rather than LX03VKV. 5450V in White/Blue is another LUL vehicle in use by LBSL and carries appropriate labels.</p>
20/04/2004
<p>A few additions to the bus company fleets have been reported as follows.</p> <p>E104 M428BLO Mercedes 308D Minibus East Thames Buses White MV9 X761AUT Vauxhall Astra Van Arriva TOLST White LY51HZL Ford Transit T260 Van London Central Red 71 KD03XPL Vauxhall Vivaro 1.9DI 2800 Van First Capital Red/Yellow All centrally numbered vehicles reported to date are included on the latest fleet lists.</p>
28/04/2004
<p>The following additions have been reported or noted recently.</p> <p>5408F ? Ford Transit Van JNP White 5589F KJ53UOG Ford Transit 125 T300 MWB High-Roof Van LBSL Red 5592F KJ53UNR Ford Transit 85 T280 SWB Low-Roof Van JNP White/Blue 5593F KJ04SSU Ford Transit 90 T350 LWB Mid-Height Van JNP White/Blue 5621F KJ04SVY Ford Transit 85 T280 SWB Low-Roof Van JNP White/Blue 5644F KJ53UPD Ford Ranger Pick-Up ? White/Blue ? KJ04SMU Ford Transit SWB Low-Roof Van JNP White/Blue - HDZ5428 Ford Transit Dropside Truck Centrewest Red 1182 W204PBJ Vauxhall Combo D Van Arriva Shires White The registration HDZ5428 was formerly on a Centrewest RW class bus. The original registration of the vehicle above is not known.</p> <p>Additional information on some previously published vehicles is as follows.</p> <p>2579 Is actually a MAN LE 280B, and carries JNP lettering 2581M Livery is standard White/Blue 2583M Livery is standard White/Blue 4852F Off lease, noted in all-white livery 4955F Still in use, lettered for Metronet BCV 5105F Is a Mark 3 Ford Transit SWB Low-Roof Van, still in use 5154F Is a Ford Transit 350 LWB Mid-Height Van with Nearside Window, Roof-Rack and Ladder 5162F Livery is standard White/Blue 5169F Is a Ford Transit 350 LWB Mid-Height Van with Roof-Rack and Ladder 5190F Is a Mark 3 Ford Transit SWB Mid-Height 12-seat Minibus in White/Blue livery. This may be the only Y-registered Mark 3 Transit, and corrects the caption applied to the picture of 5119F 5202F Is a Ford Transit 280 SWB Low-Roof Van 5215LR The only Land Rover Freelander reported, this carries an unlettered White livery 5234F Livery is standard White/Blue 5304F Is actually a Ford Transit 350 LWB Mid-Height Van with Roof-Rack 5342F Livery is standard White/Blue 5418F This Ford Ranger Pick-Up has a Crew-Cab and Hard-Top 5446F Is a Ford Transit 90 T350 Dropside Truck with Crew-Cab and Tail-Lift 5448V Is actually registered LN03XAU, and is a Vauxhall Combo 1.7 DTI 5465F This Ford Transit is a 350 LWB Mid-Height Van with Roof-Rack 5466F This Ford Transit is a 350 LWB Mid-Height Van in</p>

<p>unlettered White/Blue livery 5493F Is a Ford Transit 125 T350 LWB EL High-Roof Van, and is confirmed as being in all-White livery 5598F Is another Ford Transit 350 LWB Mid-Height Van 5628F Is a Ford Transit 90 T350 LWB Mid-Height Van with Roof-Rack. This also features the second row of seats like a Crew-Van but does not have the extra side windows. LK52KCC This un-numbered vehicle is a Vauxhall Movano 2.5 DTI LWB High-Roof Van with Light-Bar</p>	<p>withdrawn and scrapped in June. This was formerly CDS 4260F and was latterly allocated to Tottenham. It is presumed that the report on this site of a Ford Transit Van registered K789FEW allocated there was erroneous. Un-numbered Ford Escort Van Y631KNK was seen in Surbiton in white/blue livery but unlettered. The location would suggest that it has been returned off-lease. Stagecoach East London are now operating artics on route 25 from a new base at Waterden Road, Stratford, coded WA. This code has been used on this site for Walthamstow Bus Station, which will now be changed to WB. It seems that the HS (Harrow-on-the-Hill Station) code actually covers two distinct locations. LBSL vehicles can be found in the bus station to the North of the railway, while Metronet vehicles park in Station Approach to the South. Visitors to the open day at Metroline's Holloway garage on 26/06/04 would have seen resident SVs K852MGT and WV51PZE, a couple of the FYTxx series taxis, and the LT Museum's 5481V. The latter was also present at the North Weald rally the following day, together with preserved 1416LD. An encounter with LBSL VO53SCZ has confirmed some details. This vehicle (and presumably the three others) are un-numbered, and are 7-seat Ford Galaxy TDIs. An additional vehicle on hire to London Buses is late Mark 3 Transit Van X948GCF. Kim caught this on film near Bow, and it has also been noted at London Bridge. Thorpes N400FET is now known to be a red LDV Convoy minibus, carrying the fleetnumber LD22 when seen at Brent Cross. Not a service vehicle at all, Ford Transit Van KJ03DXC is operated by OCS (or similar). What is notable about this is that KJ03DXA, DXB and DXD are all SVs. Most of the additions this time are bus company vehicles. Details of further Metroline taxis would be appreciated. The Travel London minibus recorded below is the first one seen since the takeover of the Connex operation. Does anyone know which Connex SVs were included in the transfer? 5664F KC04YGM Ford Transit 12-seat Minibus LBSL at VC Red VO51EBU Ford Focus Estate SSL? (at HS) Red VO51ECV Ford Focus Estate BCV? Red FYT6 G476XMC Carbodies FX4 Taxi Metroline Black FYT17 E197MYL Carbodies FX4 Taxi Metroline Black FYT21 L419GYL Carbodies FX4 Taxi Metroline White 01 K104EYF Carbodies FX4 Taxi Stagecoach East London Red/Orange/ Blue 02 L188OMM Carbodies FX4 Taxi Stagecoach East London Red/Orange/ Blue 03 K654NME Carbodies FX4 Taxi Stagecoach East London Red/Orange/ Blue N366HLA Ford Transit SWB High-Roof Van Tellings Golden Miller White/Blue/ Yellow HV02LNE Ford Transit LWB Mid-Height Minibus Travel London White The two red Ford Focuses were first noted in April 2002 but recent sightings have confirmed their LUL connections. These, and the two Mondeos at Griffith House (VO02XNN and VN02UOU) will be added to future fleetlists.</p>
19/05/2004	
<p>Thanks to SH for the following additions.... 5485F KJ03DVM Ford Transit Crew Van SSL White/Blue 5498F KJ03DTF Ford Transit Connect Van ? White/Blue 5522F KJ53UOD Ford Transit Crew Van SSL White/Blue 5552F KJ53UOY Ford Tourneo Minibus JNP Silver 5591F KJ53UNL Ford Transit Van JNP White/Blue 5622V KJ53UPD Vauxhall Astra Van SSL White/Blue 5639V LN04WOU Vauxhall Combo 1.7 Van JNP White/Blue ? Y637KNK Ford Escort Van JNP White/Blueand observations.... 5158F This is the number carried by X106KUY. 5156 must be something else. 5413F Operated by SSL 5547F Is a Ford Focus Estate 5594R Operated by BCV 5599F Operated by SSL Y637KNK Was first noted in 8/02 VU53NUA Is a red Ford Galaxy Estate, previously reported as VO53NUA Finally, the following vehicles are all reported in standard White/Blue livery: 5170F, 5188R, 5228F, 5239F, 5240F, 5243F, 5266F, 5309F, 5310F, 5317F and 5319F.</p>	<p>5664F KC04YGM Ford Transit 12-seat Minibus LBSL at VC Red VO51EBU Ford Focus Estate SSL? (at HS) Red VO51ECV Ford Focus Estate BCV? Red FYT6 G476XMC Carbodies FX4 Taxi Metroline Black FYT17 E197MYL Carbodies FX4 Taxi Metroline Black FYT21 L419GYL Carbodies FX4 Taxi Metroline White 01 K104EYF Carbodies FX4 Taxi Stagecoach East London Red/Orange/ Blue 02 L188OMM Carbodies FX4 Taxi Stagecoach East London Red/Orange/ Blue 03 K654NME Carbodies FX4 Taxi Stagecoach East London Red/Orange/ Blue N366HLA Ford Transit SWB High-Roof Van Tellings Golden Miller White/Blue/ Yellow HV02LNE Ford Transit LWB Mid-Height Minibus Travel London White The two red Ford Focuses were first noted in April 2002 but recent sightings have confirmed their LUL connections. These, and the two Mondeos at Griffith House (VO02XNN and VN02UOU) will be added to future fleetlists.</p>
27/05/2004	
<p>The latest fleet update has come via Australia! Thanks to AG for the following additions. 5414F KJ03DWG Ford Transit Van ? White/Blue 5517F KJ03DUV Ford Transit Connect Van ? White/Blue 5523F KJ53UNM Ford Transit Van ? White/Blue 5524F KJ53UOM Ford Transit Van ? White/Blue 5543F KJ04SMV Ford Transit Low-Roof Van ? White/Blue 5604F KJ04SVA Ford Transit Van ? White/Blue ? LT02MVJ Vauxhall Combo Van ? White/Blue ? KJ03DWP Ford Transit Dropside Truck with Crew-Cab ? White/Blue LT02MVJ was reported as 5391V but this number has already been claimed. It may be 5361V. A correction to note is that 5412F is VO52YNN not VO52VNM.</p>	<p>Thanks again to SH for the following fleet additions. 5222F KE02YTB Ford Transit Van LUL White/Blue 5348F KG02YHK Ford Transit Van BCV White/Blue 5527F KB03GZH Ford Transit 90 T350 Van JNP White/Blue 5549F KJ53UOX Ford Transit T280 Van JNP White/Blue 5577F KL04ZDV Ford Transit 90 T350 Crew Van JNP White/Blue 5601F KJ04SNX Ford Transit 90 T350 Van SSL White/Blue 5607V HV04AOG Vauxhall Astra Estate SSL White/Blue</p>
16/06/2004	
<p>Some fleet additions courtesy of SH. 5623V was previously reported without a fleetnumber. 4909F, 4985F and 5014B have all been seen still in service recently, while the livery of 5254F is now know to be standard White/Blue. 5602F WU04UVL Ford Focus Estate Car JNP White/Blue 5623V HN53ZKZ Vauxhall Astra Van Metronet White/Blue 5624V HN53ZHU Vauxhall Astra Van SSL White/Blue 5626V HN53ZKJ Vauxhall Astra Van ? White/Blue 5654F KJ04SHZ Ford Ranger Pick-Up ? White/Blue ? KE03KFF Iveco Daily (?) Van Metronet White/Blue ? KJ03DVG Ford Transit Dropside Truck ? White/Blue ? KL04YOU Ford Transit Van BCV White/Blue</p>	<p>Thanks again to SH for the following fleet additions. 5222F KE02YTB Ford Transit Van LUL White/Blue 5348F KG02YHK Ford Transit Van BCV White/Blue 5527F KB03GZH Ford Transit 90 T350 Van JNP White/Blue 5549F KJ53UOX Ford Transit T280 Van JNP White/Blue 5577F KL04ZDV Ford Transit 90 T350 Crew Van JNP White/Blue 5601F KJ04SNX Ford Transit 90 T350 Van SSL White/Blue 5607V HV04AOG Vauxhall Astra Estate SSL White/Blue</p>
07/07/2004	
<p>A bit of a ramble today, starting with a couple of disposals. Arriva London North Ford Transit Dropside K789FWE was</p>	

<p>5638V LN04WMZ Vauxhall Combo 1.7 Van JNP White/Blue Transporter van 5198VW carries White/Blue livery, 5347F is a Transit 90 T350 Van, while 5380F is with BCV. Ranger 5644F is reported as KJ53UPP rather than KJ53UPD, and is used by JNP.</p> <p>A further Ford Transit van seen at Edgware Road is KL04ZDU. Galaxy VO53SCV has been seen at Stratford Bus Station, while the new Walthamstow Bus Station has been host to Transit 5298F. In the same area, Ford Focus 5256F can still be found at Leytonstone Station.</p>	<p>5612F KL04ZDF Ford Transit Connect Van SSL White/Blue 5615 RJ04JWG Volkswagen LT35 Minibus LBSL Red 5635V LN04WTJ Vauxhall Combo Van JNP White/Blue 5636V LN04WPP Vauxhall Combo Van JNP White/Blue 5648F KL04ZDU Ford Transit 85 T280 Van BCV White/Blue 5649F KL04ZDD Ford Transit Connect Van anonymous White/Blue 5656F KE04GJT Ford Transit Van ? White/Blue 5659F KC04YGE Ford Transit Van ? White/Blue 5660F KC04YHS Ford Transit Van ? White/Blue 5661F KC04YDF Ford Transit 85 T280 Van JNP White/Blue 5663F KC04YEU Ford Transit Dropside Truck ? White/Blue 5665F KC04YJN Ford Transit Connect Van JNP White/Blue 5666F KC04YJW Ford Transit Connect Van JNP White/Blue 5667F KC04YDB Ford Transit Connect Van JNP White/Blue ? KC04YGF Ford Ranger Pick-Up Metronet White/Blue ? KC04YHS Ford Transit Van Metronet White/Blue ? KL04ZCE Ford Transit Van JNP White/Blue ? RJ04WNT Volkswagen LT35 Minibus LBSL Red - G240WLP Ford Transit Minibus London United Red/Grey - L633HYK FX4 Taxi Stagecoach EL Red/Org/Blu - P338UGH Ford Fiesta Van TGM White - T575FFC Mercedes Sprinter Minibus TGM White/Blue - V264ERG Ford Transit LWB High-Roof Van London United Red/Grey - BV51UNT Vauxhall Astra Van Arriva Shires White A further hire vehicle noted is X466OOE, a silver Ford Transit High-Roof van with LBSL at Uxbridge. Also seen there was Centrewest Transit pick-up K365OBG, so this is obviously not the vehicle that became HDZ5428. The London United minibus was at the Hounslow garage open day. Confirmation of the registration number would be appreciated. The Go-Ahead group is taking delivery of a new Volvo FM12 recovery truck for its London fleets (London Central and London General). Details will follow when available. Reports of ownership and liveries of previously listed vehicles are as follows. 5120F, 5199VW, 5218V, 5268V, 5278V and 5315V are all in white/blue. 5363F, 5382F and 5439F are operated by BCV, 5390F and 5483F by SSL, 5472V by JNP. 5140F and 5379B have changed from BCV to SSL, while 5230F has done the opposite. Missing LBSL Ford Transit van 5302F has been seen at Turnpike Lane recently. Any news on Focus Estate 5296F? While I do not intend to list British Transport Police vehicles (for obvious reasons), a pair of their Iveco Daily artics have been noted at Acton recently. See the pictures pages for more details. Finally a couple of corrections: 5492V is EY03XVK, while 5460F is LX03VKV after all. Apologies for any confusion.</p>
22/07/2004	
<p>Tube Lines Ford Transit 5271F (KF51GNV) is the latest white/blue van noted on loan to London Buses. Seen at Harrow and Kingston bus stations, it has acquired red and yellow chevrons on the rear.</p>	
25/07/2004	
<p>A round-up of bus station vehicles today, following visits at the weekend.</p> <p>-Aldgate on Friday had 6 vehicles, including a new VW LT35 (5614VW), and a hired Nissan Primastar van (LS52XEZ).</p> <p>-Stratford also on Friday had no less than 11. Two were hired vans in white livery. Transit LT04FXP and Transit Connect LT04FGK.</p> <p>-Turnpike Lane on Saturday had 8. Motorbike Y163NLO was present, along with three hires: Ford Transit Van LG04UAK, Transit Connect LT04FKE, and Mercedes Sprinter HN53AVP.</p> <p>-Eltham matched Stratford's 11, although 3 of these were Bus Co SVs (Metrobus and Stagecoach). Another new VW LT35 was here but un-numbered (RJ04WOB).</p> <p>Finally, on the subject of bus station vehicles, has anyone seen Ford Focus Estate 5296F (VE51FKZ) or Transit Van 5302F(KE02YVP), and if so, where are they?</p>	
08/08/2004	
<p>Recently noted additions are as follows.</p> <p>5464F KC52CAX Ford Transit Caged Truck with Crew Cab SSL White/Blue 5506I KE03KFF Iveco Daily Van BCV White/Blue 5530F KJ53UME Ford Transit Van BCV White/Blue - GL51JHE Ford Transit Medium-Height Van London Central Red/Yellow -GL51JHE is allocated to New Cross garage. -Transit Van 5543F, previously reported as KJ04SMV, is now known to be KJ04SMU. -Transit Luton Van 5494F (KJ53UNW) operated by the Transport Museum has been seen and photographed. It is in fact a mobile exhibition unit. -Vehicles confirmed in white/blue livery are 5140F, 5143F, 5255F and 5323V (the last lettered as V5323!) -Operators confirmed are BCV (5384F, 5531F, 5532F & 5618F) and SSL (5416F) -No recent sightings of 5296F or 5302F have been reported.</p>	
12/08/2004	
<p>Tube Lines liveried Ford Transit van 5470F (KJ03DYW), seen at Kingston bus station back in February, is still in London Buses use, being noted today at Aldgate.</p>	
29/08/2004	
<p>Quite a few fleet additions noted recently.</p> <p>5358F KG02YJJ Ford Transit Dropside Truck with Crew Cab JNP White/Blue 5403F KE52OBM Ford Transit Van BCV White/Blue 5528F VA03KGV Ford Focus Hatchback JNP White/Blue 5600F KJ04SGZ Ford Transit Van ? White/Blue 5610F ET53OTA Ford Transit Dropside Truck BCV White/Blue 5611F KL04ZDM Ford Transit Connect Van SSL White/Blue</p>	<p style="text-align: center;">30/08/2004</p> <p>The Go-Ahead tow truck mentioned below was found at Putney garage today and carries the registration VLT46. This was of course formerly fitted to 2415L, the Leyland tow truck based at the same location. What I didn't notice when I photographed the latter in May was that it had already reverted to its earlier B731XJD mark! Ford Transit van LL02YCN was put in the hired vehicles section of the gallery last year when it was seen in allover white. It has since been seen in the full livery of Trueform, a contractor involved in bus stop maintenance. Armchair (the bus company) vehicles confirmed as still in use are N831NUG (Crew Bus) and R538UOT (Bus Supervisor). Both are in orange livery.</p> <p style="text-align: center;">17/10/2004</p> <p>The following table includes some corrections and</p>

amplifications as well as recently reported fleet additions.
 5161F Y699KNK Ford Transit 350 Dropside Truck (No Crew Cab) BCV White/Blue
 5189R Y433AOA Renault Kangoo 1.9D 5-door Estate Car BCV White/Blue
 5305F KG02YGU Ford Escort Van JNP White/Blue
 5385F KE52NXS Ford Transit Van BCV White/Blue
 5386F KE52NYL Ford Tourneo Minibus Metronet White/Blue
 5408F KJ03DRX Ford Transit LWB Medium Height Crew Van Metronet White/Blue
 5414F KJ03DYG Ford Transit Crew van ? White/Blue
 5460F LX03VKV Ford Transit Van SSL White/Blue
 5471F KC52CCO Ford Transit Dropside Truck with Crew Cab and Tail Lift JNP White/Blue
 5473V LN03WYC Vauxhall Combo Van JNP White/Blue
 5497V LN03WWG Vauxhall Astra Van Metronet White/Blue
 5534VW RJ53TNV Volkswagen LT35 Minibus BCV White/Blue
 5542F KJ04SKF Ford Transit SWB Van JNP White/Blue
 5632F KJ04SKX Ford Transit Connect Van JNP White/Blue
 5641V LN04WTF Vauxhall Combo Van JNP White/Blue
 - W745LNP Ford Focus Estate Car LBSL Red
 - KJ03DWP Ford Transit Dropside Truck with Crew Cab SSL White/Blue
 - YD04CJU Ford Transit 90 T350 Crew Van JNP White
 - YG04AVN Ford Transit 90 T350 Crew Van JNP White
 - W465TGX Ford Transit Van London Central (BX) Red
 - EX03MHN Vauxhall Corsa Van First London Red/Yellow
 - YJ54BTF Optare Solo Exhibition Unit Bus Metronet Wh/Blu/Red
 A rare report of a disposal concerns 5071F (W667UNM), a Ford Transit Van now in private use still in LUL livery. Ford Thames Trader 1283F (581EYU) has been found in preservation at Canvey Bus Museum. Some recent pictures will be posted soon.

07/11/2004

Details of over 70 more bus company-operated vehicles have recently been added. Rather than list them all here, a new edition of the relevant fleetlist has been produced. Also now available is a list detailing what is known about CDS Trailers and Demountable Bodies.
 Some new vehicles to look out for are VW Golf Estates apparently expected for LBSL use. The only details to hand are registration numbers GJ54ECV/ECW/ECX/KTG. Please report any sightings.

15/11/2004

Some official information has been made available, leading to a large number of changes being made to the fleetlists. This first update will cover corrections and additions to leased vehicles from the 1990s and early 2000s. Minor changes (e.g. livery and dates of operation) will be incorporated into the next issue of each fleetlist.

Number Reg Type Operator Livery Change
 4082P H476HLU Peugeot 205 1.8GLD Van ? Red Not 504 Van
 4083P H566HLU Peugeot 205 1.8GLD Van ? Red Not 504 Van
 4213B J728LTY Vauxhall Astra 1.4LS Van ? White/Blue Not Hatchback
 4242F K718KWP Ford Escort 1.8D 5-door Estate Car ? White/Blue Not Hatchback
 4304F K184CBM Ford Transit 190 High-Roof Van ? White Added
 4359F L815HFU Ford Transit 100 LWB High-Roof Van ? White Added
 4371F H484DTM Ford Escort 1.8D Van ? White Added
 4372F H822FUR Ford Escort 1.8D Van ? ? Added
 4523B M890MPE M890MPE was 4521B as already listed

Deleted
 4668B N136OYX Vauxhall Astra 1.7D Merit Van ? White/Blue Not Vectra Car
 4669B P129RJD Vauxhall Astra 1.4LX 5-door Hatchback ? White/Blue Not Estate
 4703F N669JLD Ford Transit Dropside Truck ? White/Blue Deleted (see 4842F)
 4745V P366KOX Vauxhall Astra 1.6LS 2+2 Van ? White/Blue Not P566KOX
 4748B P836KAV Vauxhall Astra 1.4LS 5-door Estate Car ? White/Blue Not Van
 4767F R68KBM Ford Transit 190LWB Mid-Height Van ? White/Blue Not R67KBM
 4768B R503WEW Vauxhall Astra 1.4LS 5-door Estate Car ? White/Blue Not Van
 4794B M622MUC Vauxhall Astra 1.4i LS 5-door Estate Car LBSL White Added
 4796B M637MUV Vauxhall Astra 1.4i LS 5-door Estate Car LBSL White Numbered
 4797B M639MUV Vauxhall Astra 1.4i LS 5-door Estate Car LBSL White Numbered
 4828F S447SNP Ford Escort 1.6LX 5-door Estate Car ? White Added
 4829F S452SNP Ford Escort 1.6LX 5-door Estate Car ? White/Blue Not Van
 4830F S450SNP Ford Escort 1.8LXD 5-door Estate Car ? White/Blue Not Mondeo
 4831F S449SNP Ford Escort 1.8LXD 5-door Estate Car ? White/Blue Not Mondeo
 4837F R479MKO Ford Transit 190 LWB High-Roof Van ? White Added
 4838F K987GWE Ford Transit 190 Tipper ? White Added
 4839F K813FWE Ford Transit 190 LWB Mid-Height Van ? White Added
 4840F N950AKY Ford Transit 190 LWB Mid-Height Van ? White Added
 4841F N667JLD Ford Transit 190 LWB Mid-Height Van ? White/Blue Added
 4842F N669JLD Ford Transit 190 Dropside Truck with Crew-Cab ? White/Blue Added (see 4703F)
 4849B S243AWU Vauxhall Combo 1.4LS 2+2 Van ? White/Blue Not S243AMU
 4850B S259AWU Vauxhall Combo 1.4LS 2+2 Van ? White/Blue Not S259AMU
 4851B S255AWU Vauxhall Astra 1.4i LS Van ? White/Blue Not Combo
 4910F S647SNK Ford Escort 1.8TD Van ? White Added (see notes)
 4911F S586XNP Ford Fiesta 1.8LXD 5-door Hatchback Car LBSL Red Not S587XNP
 4912F S587XNP Ford Fiesta 1.8LXD 5-door Hatchback Car LBSL Red Not S586XNP
 4918F S391YWP Ford Transit 190 LWB Mid-Height Van ? White Numbered (see notes)
 4958F T180TPP Ford Transit Luton Van with Tail-Lift BCV White/Blue Not T190TPP
 4962F V906GBH Ford Transit 190 LWB Mid-Height Van SSL White/Blue Not S599XNP
 4966B T327OHN Vauxhall Combo 1.4LS 2+2 Van SSL White/Blue Not T327OHU
 4979F T53DPP T53DPP was 4949F Deleted
 5012F V847GBH Ford Transit 190 LWB Mid-Height Crew Van BCV White/Blue Not Dropside
 5015B V529NUB Vauxhall Combo 1.7LS 2+2 Van ? White/Blue Not V529NUM
 5022VW S487YAN Volkswagen Transporter 2.4 SWB Van LBSL Red See notes
 5023F S580XNP Ford Fiesta 1.8LXD 5-door Hatchback Car LBSL Red See notes
 5026B V326HVV Vauxhall Astra 1.7LSD Van JNP White/Blue Reg & Type

5052F W287SBM Ford Transit 350 LWB Van SSL White/Blue Not W267SBM
5068F W336SBM W336SBM was 5008F Deleted
Confirmation or otherwise of any of these changes would be appreciated.

Some of the vehicles listed as White may have operated in White/Blue livery. The blue skirt was often added after delivery.

Notes

-N669JLD may have carried the number 4703F but it was allocated 4842F.

-4796B and 4797B were previously listed as un-numbered. The numbers were not carried externally.

-4837F (R479MKO) worked for just 7 months and the number was later reused for Focus Estate T240KAB as already listed.

-Ford Fiesta Hatchback S580XNP carried 4910F but was allocated 5023F. Whether Ford Escort Van S647SNK actually carried 4910F is not known.

-Similarly, Volkswagen Transporter S487YAN carried 4918VV but was allocated 5022VW. Ford Transit S391YWP should have been 4918F.

Further anomalies involve numbers 5085-5087V. These are listed as Vauxhall Movanos X478/567/562CBY but observations suggest that they were actually carried by X567/562/478CBY.

-5156F and 5158F are listed as Ford Focus Estates X106KUY and X158KUY. X106KUY actually carries 5158F and the other vehicle may not exist.

-Ford Transit 5186F (Y686KBH) may be a Dropside Truck with Crew-Cab rather than a Crew Van.

-Ford Transit Van Y761KBH, which carried no numbers, was allocated 5221F.

More recent additions and corrections will be covered next time.

18/11/2004

Further fleet additions reported are as follows.

Num Reg Type Operator Livery

5269M BO51FZP Mercedes Vito 112 Van ? White
5270M BO51FZN Mercedes Vito 112 Van ? White
5273F VN02UOS Ford Mondeo 5-door Hatchback ? White
5338F VO02XPD Ford Mondeo 5-door Estate Car ? White/Blue
5361P LB02HVR Peugeot Expert Van ? White
5378V LM02FWV Vauxhall Astra Van ? White
5391V LT02MVJ Vauxhall Combo Van ? White/Blue
5401V LK52JZV Vauxhall Astra 5-door Estate ? White
5417V CP02JFG Vauxhall Astra Van JNP White
5423F KE52NYC Ford Escort Van ? White/Blue
5432F KE52OBH Ford Ranger Crew-Cab Pick-Up ? White/Blue
5433M RO52UWA Mercedes Vito 110 Van ? White
5438V LK52KCC Vauxhall Movano Van Metronet White
5440F VX52OJC Ford Mondeo 5-door Estate ? White/Blue
5447V LN03WWB Vauxhall Combo Van ? White/Blue
5449V LN03WZV Vauxhall Combo Van ? White/Blue
5450V LN03XAJ Vauxhall Combo Van ? White
5451V KE03PUJ Vauxhall Vivaro SWB Van ? White
5452V KE03PTZ Vauxhall Vivaro SWB Van ? White
5453V KE03PSY Vauxhall Vivaro SWB Van ? White
5454V KE03PTU Vauxhall Vivaro SWB Van ? White
5455V KE03PUF Vauxhall Vivaro SWB Van ? White
5456V KE03PSZ Vauxhall Movano SWB Van ? White
5459F LX03VNN Ford Transit LWB Mid-Height Van ? White/Blue
5462F KC52BYW Ford Transit Dropside Lorry ? White/Blue
5480V LK02KHY Vauxhall Astra Van ? White
5486F KJ03DXK Ford Transit LWB Mid-Height Van ? White/Blue
5488F KJ03DWP Ford Transit Dropside Lorry ? White/Blue

5489F KJ03DTY Ford Transit SWB Low-Roof Van ? White
5495F KJ03DVZ Ford Transit LWB Mid-Height Van ? White
5499V LR03MYX Vauxhall Combo Van ? White/Blue
As before, some of the vehicles listed as White may have operated in White/Blue livery. The blue skirt was often added after delivery.

Notes.

5338F, 5417V (since withdrawn) and 5438V have previously been reported without fleetnumbers.

Earlier reports of 5391F being Transit Dropside KE52YHX are presumed to be an error in reporting 5351F (KG02YHX).

Similarly, reports of KE02YYB are now thought to refer to 5344F (KE02YVB).

5425V is reported as LK52KAO rather than LK52KAU, 5435F as KE52NXX instead of KE52NKX.

The number 5450V is also carried by Vauxhall Combo LR03MYT.

The next update will detail further additions to the leased and un-numbered fleets.

10/12/2004

More recent fleet additions together with some un-numbered vehicles are listed below.

Num Reg Type Operator Livery

5504V LR03MZJ Vauxhall Astra Van ? White?
5520F KJ53UON Ford Transit 350 LWB Van ? White/Blue
5526F KJ03DTZ Ford Transit Connect Van ? White?
5537V LT53FZK Vauxhall Combo Van ? White?
5545F KJ03DWC Ford Transit Connect Van ? White/Blue
5555F BD53UWY Ford Mondeo 5-door Estate Car ? White/Blue
5574F KJ53UPN Ford Ranger Pick-up with Crew Cab ? White/Blue
5595F KJ53UNF Ford Transit 12-seat Minibus ? White/Blue
5606V LR53ZKP Vauxhall Combo Van ? White/Blue
5609F VE53GVY Ford Focus Estate Car ? White/Blue
5629V LN04WRP Vauxhall Combo Van ? White/Blue
5633F KJ04SXB Ford Transit Connect Van ? White?
5634F KJ04SVD Ford Transit Connect Van ? White?
5642F KJ53URW Ford Ranger Pick-up with Crew Cab ? White/Blue
5647F KE04FSW Ford Tourneo 9-seat Minibus ? White/Blue
5650VW LT54RMX VW Transporter SWB Van ? White?
5653F KJ04SHX Ford Ranger Pick-up with Crew Cab ? Silver
5658V KJ04FYW Vauxhall Astra 5-door Estate Car ? White/Blue
5679F KC04YJZ Ford Ranger Pick-up with Crew Cab ? White?
5684F KC54LMO Ford Transit MWB Van TfL White/Blue
5686P AK54VSO Peugeot Expert Van ? Silver
5695F KF54OMO Ford Transit MWB High-Roof Van LBSL Red
5704F KC54LGX Ford Transit Connect Van ? White?
- M514WTM Ford Escort Van ? ?
- N435CMF Land Rover Defender 5-seater ? White
- N668JLD Ford Transit 190 Crew Van ? White?
- X466OOE Ford Transit 350 LWB Van LBSL Silver
- X278VWT Ford Super Cargo Refuse Truck ? Yellow/White
- Y285EOB Ford Transit 350 LWB Van LBSL Silver
- Y243PHN Vauxhall Movano Van ? White?
- KC04YJV Ford Transit SWB Van ? White/Blue
M514WTM is recorded as being active for just two months in 1996.
N435CMF was formerly a British Transport Police vehicle as illustrated in the Capital Transport book.
N668JLD was active from 1996 until 2002.
X466OOE and Y285EOB have been previously reported as hires but are now thought to be leased, both arriving in May 2001.
5695F has been sighted at Stratford Bus Station together with

new VW Golf Estate GJ54ECX. Another of the Golfs has been seen at Therapia Lane Tramlink depot along with Ford Transit 5586F.

13/03/2005

Most of the fleet news received recently has been added to the lists in the forthcoming SUP15B publication, as have a lot of corrections and amplifications. To save space (and to encourage you to buy the book!), these will not be repeated here.

Other news is that all four VW Golfs have now been tracked down. See this picture for details.

Partial reports of new vehicles include a further high-roof VW Transporter in LBSL red as 5668VW, and an '05 registered Ford Transit van in LUL White/Blue as 5717F.

26/05/2005

Fleet news added today is in two parts. The first section repeats what was published in LOTS TLB489 (May 2005). Note that items in bold have been added subsequently.

New additions.

Num Reg Type Operator Livery

5657F WU54TVM Ford Transit LWB Crew Van BCV White/Blue

5668VW RA54HXX VW Transporter High-Roof Van LBSL Red

5675VW RA54HXY VW Transporter High-Roof Van LBSL Red

5678VW RA54HXL VW Transporter High-Roof Van LBSL Red

5697V LN05UPM Vauxhall Astra Van SSL White/Blue

5707F KC54LDU Ford Transit Connect Van SSL White/Blue

5709F KC54LGF Ford Transit Connect Van SSL White/Blue

5713F KF05MVU Ford Transit Minibus BCV White/Blue

5714F KF05MJU Ford Transit Minibus BCV White/Blue

5715F KF05MMJ Ford Transit Minibus BCV White/Blue

5717F KF05MVS Ford Transit Minibus BCV White/Blue

5721F VE54HVZ Ford Focus Estate Car ? White/Blue

5728F KA54KTD Ford Transit Dropside Truck BCV

White/Blue

5739F KF05MGX Ford Transit LWB Mid-Height Van SSL

White/Blue

? KC54LLK Ford Transit Connect Van Metronet White/Blue

? KF05MGE Ford Transit Minibus ? White/Blue

? LN05WOX Ford Focus Estate Car ? White/Blue

847 P347LVV Ford Transit Van Sovereign ?

90559 S679SHK Ford Escort Estate Stagecoach Red

S169TOC Ford Transit Van London United Red

14 Y715KAE Vauxhall Corsa Car Arriva London Silver

VO51AWH Vauxhall Movano Crew Van Travel London White

38 AY02NVL Vauxhall Combo Van Arriva London White

11 BT02KBK Vauxhall Corsa Car Arriva London Brown

OE02YNF Ford Focus East London ?

35 BX52CHL Vauxhall Combo Van Arriva London White

NX52WHS Ford Transit Van Arriva Shires White

37 YA52BZY Vauxhall Combo Van Arriva London White

52 FH54LSL Vauxhall Vivaro Van Centrewest Red

HT54KTO Ford Focus Estate East London ?

HT54KTP Ford Focus Estate Selkent Silver

HT54KTU Ford Focus Estate Selkent ?

3 LJ54LHH ? Arriva London ?

RL54KYN Ford Transit Van East London ?

Other updates: LBSL/LUL Fleet

Num Reg Type

5296F VE51FKZ Allocation is SYH

5298F KE02YSN Allocation WWB to TLB

5299F KE02YTL Allocation ALB to SYH

5300F KE02YVM Allocation SDB to UXB

5307F KB02DJX Allocation is ACN

5308F VK51URL Livery is White/Blue

5310F KH51GJG Allocation is ACN

5362B LK02KLE Operator is Metronet SSL

5370F KE52OBC Operator is Metronet BCV

5387F KE52OBS Operator is Metronet BCV

5389F KE52NYM Operator is Metronet BCV

5413F KE52OBG Allocation is ACN

5415F KE52OAH Allocation is ACN

5447V LN03WWB Operator is Metronet SSL

5480V LK02KHY Operator is Tube Lines JNP, Livery is White/Blue. Carries number 5138V on both sides.

5523F KJ53UNM Operator is Metronet SSL

5563V LT53GDV Allocation EHB to SYH

5581F KJ53UMZ Allocation EHB to VCO

5585F KJ53URG Allocation SYH to FPB

5587F KJ53UPL Allocation VCO to SYH

5599F KJ53UPC Allocation is ACN

5615VW RJ04JWG Allocation SDB to WWB

5646F KH53HUY Allocation is ACN

5656F KE04GJT Allocation is ACN

5679F KC04YJZ Operator is Tube Lines JNP, Livery is White/RED

5704F KC54LGX Operator is Metronet SSL, Livery is White/Blue

- GJ54ECW Allocation is FPB

- GJ54KTG Allocation is KCB

Other updates: Bus company fleets

Num Reg Company Type

91210 VLT20 Stagecoach Withdrawn. Registration to 90729

90729 VLT20 Stagecoach Silver livery, Ex OU02XRK

90526 K852AOX Stagecoach Blue livery. Withdrawn

01 K104EYF Stagecoach National number is 92101

03 K654NME Stagecoach National number is 92103

297 K297OLW Stagecoach National number is 91217

L633HYK Stagecoach National number is 92104

02 L188OMM Stagecoach National number is 92102. Sold to Stagecoach West Scotland 4/05.

M154TMU Stagecoach National number is 92105

90536 M934WSN Stagecoach Red livery

90532 M109XSN Stagecoach Withdrawn

90551 R874RXX Stagecoach Red livery

X806NDX Arriva London Carries number 8

90942 Y739ERB Stagecoach Red livery. Withdrawn

90574 Y726JCH Stagecoach Red livery

90711 Y968RLE Stagecoach Red livery

Y348SRV Stagecoach National number is 91221. Green

livery. Carried registration WLT501 for a time

90963 OU51UMW Stagecoach White livery

90964 OU51UNE Stagecoach Silver livery

FE02VWV Arriva London Carries number 2

90728 OU02OOC Stagecoach Red livery

90729 OU02XRK Stagecoach Silver livery. Reregistered to

VLT20

90730 OU02XTS Stagecoach Blue livery. Withdrawn

The new VW Transporters for LBSL are likely to replace the X

and Y registered Vauxhall Movanos. Having said that, the last

of the earlier Transporters 4947VW (T250CCK) remains in

service, seen in Thamesmead in April. Note that the allocation

of this vehicle in SUP15B should read EHB rather than ELB.

Disposal dates are now known for two of the former buses.

STB91 (AML91H) went in 11/91 or 12/91, while LCBS LN7

(NPD107L) was sold in 10/89.

The remainder of this update has not yet been published in

TLB.

New additions.

Num Reg Type Operator Livery

5673VW RA54VWE VW Transporter High-Roof Van LBSL

Red

5693F KF05MPO Ford Transit LWB Mid-Height Van ?

White/Blue

5700F KF05MKZ Ford Transit Dropside Truck ? White/Blue

5708F KC54LHJ Ford Transit Connect Van SSL White/Blue

5718F KF05MFO Ford Transit Minibus ? White/Blue

5737V KL05BTZ Vauxhall Astra Van SSL White/Blue

? RE05DTZ VW Transporter High-Roof Van LBSL Red

32 WR02HZH Vauxhall Combo 1700 Van Arriva London White
 Other updates: LBSL/LUL Fleet
 Num Reg Type
 5340F KE02YVK Allocation to VCB
 5372F KG02YKN Has had a side window fitted (not from new)
 5534VW RJ53TNV Allocation is HAD
 5577F KL04ZDV Allocation is GGS
 5580F KJ53UPG Allocation HHB to TLB
 5588F KJ53URA Allocation KCB to TLB
 5603F KL04ZCE Is a Transit Crew Van
 5626V HN53ZKJ Operator is Metronet BCV
 5647F KE04FSW Operator is Metronet BCV
 5661F KC04YDF Allocation is SDD
 Other updates: Bus company fleets
 Num Reg Company Type
 K542CTF Centrewest Was a Land Rover Defender van with Light Bar in Red Livery
 MV5 V767XVL Arriva TOLST Has been renumbered MV1
 90532 M109XSN Stagecoach Sold to Docklands Buses
 The numbering of LK02KHYY is a puzzle. Official information quotes 5480V which is a higher number than other contemporary vehicles. Conversely, 5138V is a bit low!
 Former 2301B (GUV301W), a Bedford TL artic tractor unit, is in use with Billy Smart's Circus. ERF dustcart 2557E (P966FKN) has been reregistered P16RTS by its new owner.
 Arriva London Ford Transit R261BRJ has been seen in Thamesmead so may be a disposal.
 Finally a query on preserved vehicles. I had been informed that 1911F was preserved and therefore added it to the lists as published recently. The real 1911F was a Ford Escort Estate car registered GHV525N. It has now been reported that the preserved vehicle carrying 1911F was a red and cream Ford Transit van registered ALD911B, a former Routemaster plate. This is one of several commercial vehicles masquerading as LT service vehicles, another notable one being an AEC recovery truck lettered as 1990Q (NER790R). As such it can be assumed that the real 1911F did not survive, and it will be removed from subsequent listings.

26/06/2005

See the pictures pages for some views taken at Stratford yesterday. These include several previously un-reported vehicles. Additions and updates will be summarised when time permits.

31/07/2005

Once again fleet news has been put back while development of the new site proceeds. A couple more new vehicles are illustrated on the pictures pages.

14/08/2005

Below is a catch-up on recent fleet news events.
 New additions.
 Num Reg Type Operator Livery
 5696V LN54OHR Vauxhall Astra Van SSL White/Blue
 5698V LN54OHX Vauxhall Astra Van ? White/Blue
 5703F KF05MGY Ford Transit 115 T350 Dropside JNP White/Blue
 5711F KC54LFP Ford Transit Crew Van JNP White/Blue
 5724F EK54UFX Ford Transit Minibus JNP White/Blue
 5746V KL05BPY Vauxhall Astra 1.7 Van BCV White/Blue
 5763F KF05MLO Ford Transit Dropside with Crew-Cab ? White/Blue
 5764F KF05MPE Ford Transit Connect Van JNP White/Blue
 5765F KD05PHN Ford Transit Connect Van JNP White/Blue
 5766F KF05MSX Ford Transit 85 T280 Van JNP White/Blue
 5774F KF05MLV Ford Transit Connect Van TfL Silver
 5834F KA05FBD Ford Transit 85 T280 Van JNP White/Blue
 ? RA54VWD VW Transporter Van LBSL Red

? KD05PGV Ford Transit Connect Van JNP White/Blue
 ? KF05MLE Ford Transit Van ? White/Blue
 ? KL05BZT Vauxhall Combo Van JNP White/Blue
 ? LR05BVP Vauxhall Combo Van JNP White
 ? VU05NNW Ford Focus Estate Car TfL Silver
 ? VU05NPD Ford Focus Estate Car TfL Silver
 A6HRR VW Transporter Van Epsom Buses Dark Red
 B16BBC Ford Escort Van Big Bus Co Brown
 FT581 M581YGF Ford Transit Van Blue Triangle Red/Crm
 90588 S193KRW Ford Escort TD Estate Car Stagecoach Red
 Y398BBD Ford Courier Van ? (Ealing) White
 MV5 GX52XDA Vauxhall Combo 1.7 Van Arriva TOLST White
 YS03PFA Vauxhall Corsa Van First London Red
 YU03BYA Vauxhall Vivaro Van First London Red/Yellow
 EA53JVK Ford Transit Dropside Go-Ahead White
 VE04ZRC Vauxhall Vivaro Van Travel London White
 VU04UBL Vauxhall Combo Van Arriva London White
 VU04UBM Vauxhall Combo Van Arriva London White
 VU04UCZ Vauxhall Combo 1.7DI Van Arriva London White
 LK05CGU LDV Convoy Minibus Thorpes White
 95083 RJ05FHG Ford Transit 90 T330 Van Stagecoach White
 YR05BGK VW Transporter Van First London Red/Yellow
 Other updates
 Num Reg Type
 5435F KE52NXX Has a Hard-Top and is operated by BCV
 5504V LR03MZJ Operator is Metronet BCV
 5524F KJ53UOM Operator is Metronet SSL
 5658V KJ04FYW Operator is Metronet BCV
 5659F KC04YGE Operator is Metronet BCV
 5739F KF05MGX Is a Ford Transit 90 T350 High-Roof Van with Roof-Rack
 KF05MGE Is numbered 5716F and operated by Metronet BCV
 MV2 R708SLX (Arriva TOLST) Fleetnumber added. Is a Citroen Van in Red
 90711 Y968RLE (Stagecoach) Is a Hatchback, not an Estate Car
 OE02YNF (Stagecoach) Livery is Red
 61 EX03MHA (First London) Fleetnumber added
 RL54KYN (Stagecoach) Is a Ford Transit Connect Van in White

25/09/2005

The fleet data has been brought up to date today, including a large batch of new Stagecoach vehicles. We have allocations for these but the liveries and vehicle details (e.g. model, length, etc.) are still needed.

The first additions to the owned number series for about 3 years took place recently, with at least 2 new Iveco EuroCargo lorries being delivered. 2585 was reported at Griffith House but when I visited the following week it was still home to 2535F and MAN 2579.

5793M is a Mercedes-Benz Sprinter van for use by LBSL, representing another new type for them. It was seen at Ilford so may be at Stratford.

Metroline also have a new Sprinter in the form of KN05LZW. Does anyone know if this replaces or supplements similar WV51PZE?

One final question (some News this is!); I keep seeing a VW Caddy van in East Thames Buses livery at Lewisham Bus Station. It's there when I pass through on the train, but not when I actually visit! Can anyone report the details please.

28/09/2005

Two new vans were seen in Abbey Wood in the last 24 hours; not such an SV backwater after all. One was a Ford Transit for London Central, possibly replacing W465TGX at Bexleyheath.

<p>The second was another Mercedes-Benz Sprinter for LBSL although I didn't catch the number. The arrival of these seems odd, as I was expecting some more VW Transporters to fill up the numbers 5668-5678.</p>	<p>Benz recovery truck in full LBSL service vehicle livery (ie red with orange squares, London Buses labels and chevrons on rear). The vehicle is L100JMH and it has been seen in central London locations, pictures to be posted soon. There is no information yet as to its ownership, although the registration sounds familiar. Does anyone recall seeing this vehicle in an earlier livery?</p>
02/10/2005	25/12/2005
<p>On a trip today that passed Acton Works and Griffith House, no Iveco EuroCargos were in evidence. However, two more new Mercedes-Benz Sprinters for LBSL were at the former (BN55DXH and BN55DXJ), while a Ford Transit Connect in a new variation of LUL livery was photographed at the latter (picture to be posted shortly).</p> <p>A mystery vehicle seen near Ealing Hospital was T929REU, a red LDV Convoy minibus with LBSL roundels. Several of the T/REU batch were operated by Thorpes but this was not listed as one of them. I have added it with an unknown operator for now.</p> <p>Silver Transit Y285EOB is still in use with LBSL, seen at Edgware. Finally, one of the Connex vehicles that were thought to have been withdrawn was seen in service with Travel London. T2 (X989KOT) turned out to be a Mk3 Transit Minibus. Perhaps I should add a note to the database entries of Transits to distinguish the variants.</p>	<p>Recent fleet additions have passed the 5900 fleetnumber mark. It has been mentioned that the latest LBSL vans may have fleetnumbers painted on their roofs, a feature of many recent bus deliveries. Confirmation of this from people in high places would be appreciated!</p>
15/10/2005	05/01/2006
<p>To provide consistency, all recent vehicles that were marked as being operated by East London or Selkent are being changed to Stagecoach. Similarly, all recent Capital Citybus and Centrewest vehicles will be changed to First London.</p>	<p>Delivery of new vehicles continues, dominated as usual by Fords. See the latest data page for details.</p>
06/11/2005	11/02/2006
<p>With the new site design, most of the fleet data changes are made directly on the database so there will be no more long lists of updates. To see what has been added or changed, click on the View latest data link below the van graphic. Recent fleet developments have seen more Mercedes-Benz vans arrive for LBSL, and at least one for LUL. There are probably still some of the earlier VW Transporter vans with LBSL not yet reported so keep a look out. A steady intake of standard types has continued, and fleetnumbers are up to 5866.</p>	<p>Perhaps this page is no longer needed! All the fleet data changes can be seen by clicking the link under the van icon.</p>
08/11/2005	23/02/2006
<p>See the forum for details of three new Renault Kangoo estates numbered 5714-5716 (in error?), and also an un-numbered Ford Focus car.</p>	<p>Anyone passing Acton works on the tube in the past few days may have noticed several new Mercedes-Benz Sprinter vans for LBSL. As at Wed 22nd Feb, those in the lorry yard North of the line were 5803M (BN55DYM), 5804M (BJ55DVU), 5805M (BJ55DWP) and 5812M (BG55BZN). Just visible South of the line were 5806M (BJ55RVF), 5807M (BG55BZL), 5809M (BG55BZM) and 5811M (BJ55RVN). These will be added to the database, together with further details, at the weekend.</p>
11/11/2005	23/03/2006
<p>A couple of swaps have been made to the databases, hopefully to the correct situation! Vauxhall vans 5638V and 5640V had transposed registrations, while the number 5686 was claimed by a Peugeot Expert, but carried by a Ford Transit Connect. Now I can see the benefit of the 'Last change' function!</p>	<p>It would appear that the latest batch of Mercedes-Benz Sprinter vans for LBSL totals 20, numbered 5793M-5812M. The highest number SV seen recently is 5922F.</p>
07/12/2005	11/06/2006
<p>Recent additions to the fleet data have included a pair of Movanos for Travel London (although it is likely that these date from Connex days), some small Vauxhalls for new operator NCP Challenger, more VW Transporters and Mercedes Sprinters for LBSL, and four LDV Convoy minibuses for Stagecoach East London (replacing two of the taxis). LUL continues its intake of mainly standard Ford vans and cars.</p>	<p>A couple of recent items are worth reporting here but, as a reminder, routine fleet updates can be found by clicking on the View latest data link under the van icon.</p>
13/12/2005	<p>Aldgate-based information van 5040F has no doubt been seen by many visitors to this site. What many of us might not have realised is that every night it would drive down to Trafalgar Square to provide information on the night bus services that are still to an extent focused on that location. This role, which was earlier carried out by 4687F, apparently ceased at the beginning of June this year, and it seems likely that 5040F will leave the fleet shortly. It was still at Aldgate last week however. As an aside, the three VW minibuses based at Aldgate are also most active at night, being used for revenue protection and policing of the night buses.</p>
<p>An interesting development is the appearance of a Mercedes-</p>	<p>An SV sighting in the West Midlands is unusual to say the least. I'm sure Richard won't mind me quoting him: "Sighted this evening at about 1900hrs heading southbound on the M6 approaching Jcn9 was a what appeared to be a LU Merc lorry (blue and white, with the ERU orange/ blue chevrons on the front) with what appeared to be a new body on the rear (which was devoid of markings). This had a side window, air con unit on roof, and a telescopic pole on the rear which leads me to believe that this could be a new command unit body or if not perhaps it has a 'new dimension' type role." No further info on this is available yet, but perhaps it indicates that a new body has been built for 2488M.</p> <p>Arriva the Shires has some Ford Fiesta crew cars for its newly</p>

awarded operation of routes 268, H1, H2 and H3 from distant Garston. Crew changeovers take place at Golders Green. There is also a first reported SV for Hertfordshire-based Trustline.

Finally, a Smart car has been on trial with London Buses recently and was photographed at Eltham by Ray Monk. Another correspondent reports that this will probably be followed by a leased or bought example. As an aside, a TfL-liveried Smart car was seen at premises in Carlisle Lane, Waterloo recently, but this was thought to be connected with either Streets or taxis.

17/06/2006

Looking at the recent sightings (thanks to SH and Ray for these), it seems the new MAN trucks have entered service. I am looking forward to getting some pictures of these (hint!)

A notable sighting was of Ford Escort van 4955F apparently still in use. Perhaps this has been bought. It is certainly unusual for the leased fleet to include numbers over 1000 apart.

It has been mentioned that the fleet intake appears to have increased recently, with SVs in the 6000s appearing whilst many gaps in our info on the 5700-5999 range remain. It also seems as though more vehicles are being seen without numbers.

28/08/2006

The intake of new vehicles continues unabated, with fleetnumbers now up to 6072. Most have been standard types but a Honda CR-V car has also been added to the numbered fleet, resurrecting the H suffix after over 50 years. One more of the VW Transporter high-roof vans has been tracked down as 5676VW.

A batch of low-roof Ford Transit crew vans has been leased recently, not a common type until now. At least one of these carries larger than standard Metronet signs. All recent Metronet vehicles have had generic logos and many existing ones are having the references to BCV or SSL removed. This is presumably to make fleet management more flexible.

25/10/2006

An interesting development recently has been the delivery of a new Emergency Control Unit body for mounting on Mercedes-Benz truck 2488M. Numbered DB25 (and replacing DB7), it was built by Lyntons and was noted in the West Midlands in May. It had arrived in London by mid-October when one of our correspondents snapped it at a trade fair. See the Pictures page for more.

Fleet deliveries continue to be dominated by Ford products, with the new model Transit now arriving in some quantity.

09/11/2006

Looking at the sightings info, it looks like the LBSL Honda motorcycles may have left the fleet by the end of 2004. Can anyone dispute this before I mark them up?
Not news as such but a clarification of categorisation (!). The definition of a crew van is probably one that has an additional row of seats. However, from outside, the most obvious feature is additional side windows. It may be that some crew vans do not have additional windows, while some have one on one side but not the other. Conversely, it may be that some vans have windows to illuminate a workspace. However, on this site, any van with additional side windows will be called a crew van, this also applying to those vans fitted with windows retrospectively. Similarly, if it has windows all the way along the bodyside, it will be a minibus, regardless of what is inside.

06/12/2006

A new lorry has arrived in the main fleet at Acton. It is registered WX56GZP and is a Mercedes of unknown model and configuration, with a large folding crane behind the cab. Further info will be posted as soon as available. Additions to the leased fleet are now up to 6108H (another Honda CR-V). Details will be added in the next few days.

14/01/2007

The new Merc at Acton is still parked at the back of the lorry yard (ie Bollo Lane side) but appears to be a 3-axle artic tractor unit, with crane as previously mentioned. Further details (such as model and fleetnumber) are awaited, as are the first pictures!

02/02/2007

The new Mercedes lorry is 2591, further details awaited. After a slight lull, the intake of leased vehicles appears to have picked up again. The next batch of additions (to be entered over the weekend) include numbers as high as 6153F!

16/03/2007

More details of 2591 are that it is an Actros 2644 3-axle artic unit with large Palfinger crane. Some photos will be published shortly.

Interesting news is that 10 Mercedes-Benz Atego lorries have been ordered for the Emergency Response Unit. These will feature fixed bodywork similar to the FRU-series of London Fire Brigade vehicles and will replace the current Vario and Volvo FL6 trucks. Delivery is expected to run from May to September, after which the Volvos will be transferred to general duties while the Varios will be disposed of.

22/04/2007

Fleet additions continue pretty much as per usual with just a few oddities including a pair of MB Sprinters and some VW Transporters for Metronet. Fleetnumbers have reached 6227. Following the receipt of some official fleet information, I have been updating the records, with vehicles 5701-5900 done so far.

12/05/2007

As a departure from the usual use of Ford Transit vans, Metronet has been taking delivery of a batch of VW Transporter vans over the past few weeks. The exact total is not known but the numbers seen (6169-6187VW) suggest there may be as many as 20. No sign yet of the new ERU lorries.

Many additions have been made to the records for the bus company fleets, but it should be noted that many of these will have been in service for some time. Their appearance results from LOTS managing to obtain some information from the companies involved ahead of the publication of SUP24C.

A few cars have been seen around town in what looks like Transport for London livery but with prominent contractors names. It is not yet clear if these vehicles will be appropriate for inclusion here but, in the meantime, any reports or photographs would be welcomed.

27/07/2007

At least four of the long-awaited Atego ERU trucks have now arrived at Acton and are parked in the yard. Livery is white and blue cab with a red front panel and a yellow reflective stripe along the sides. The bodywork (which closely resembles the LFB FRU vehicles) is mainly roller shutters in unpainted metal.

Also arriving in the last week have been a batch of Honda Civic hybrid saloon cars for London Buses. These carry a maroon livery (with LBSL orange squares) and have light bars, and they are in the process of replacing the Ford Focus estate cars dating from winter 2001.

03/08/2007

There have been some interesting developments in the central fleet over the past month or so. The first of the Mercedes-Benz Atego rescue trucks for the ERU have been delivered, with at least four parked in the yard at Acton. There are two variants, with different sized crew cabs, and a total of 10 are on order.

When the new trucks are commissioned, the existing ERU fleet of Mercedes-Benz Varios will be sold off, and the Volvo demountables transferred to the general haulage fleet. This is likely to result in the demise of elderly Mercedes-Benz demountables 2509M, 2534M and 2540M, plus perhaps the even older 2487M and 2490M or the early Super Cargo lorries.

The Honda Civic hybrid cars for LBSL are continuing to enter service. With Vauxhall Zafiras as well as Ford Focus estates being seen returned to Acton, it may be that as many as 24 Hondas are on order, to replace both of the earlier batches. One of the new cars has been noted with a fleetnumber applied (6300H on LB07ECN) but the remainder do not (yet?) have this feature. These vehicles will no doubt become a common sight at bus stations around London and reports of allocations would be welcomed.

Of the recent batch of VW Transporter vans, vehicles 6169-6181 and 6183-6187VW have been reported. It seems likely that 6182 will be a similar vehicle, plus perhaps 6188 to make a batch of 20. Since then, deliveries have reverted to the usual Ford and Vauxhall mix, although it is interesting to note that medium-sized vans from the latter make are rarely used. The Vivaro and Movano models would seem to be suitable alternatives to the Ford Transit, but the recent Vauxhalls have all been either Astras or Combos.

One new model to enter service recently was the Ford S-Max car (in the form of 6221F). This vehicle, which resembles a scaled-up C-Max, has replaced unique Land Rover Freelander 5215LR.

A couple of livery variations have been observed recently. Firstly, at least one Ford Focus estate with Metronet carries the normal blue skirt on a silver base colour. Secondly, a handful of Ford Transit vans have been seen in plain white with Tube Lines logos carrying additional lettering for the Jubilee Line Signal Dept. The addition of departmental lettering would be a welcome return.

The owned fleet has been supplemented by hires for at least the last few years. At the end of last month, 4 vehicles were noted in the yard at Acton including a red Atkinson dustcart, a white Hino grab-loader and a yellow DAF mini-dustcart. The fourth vehicle was an unmarked Iveco Eurocargo dropside lorry registered YJ56USY. This was notable for being in almost LUL livery (white cab, blue body), and for having a curiously tall headboard and air-dam on the cab roof. Other vehicles present at the time including an Iveco Daily van lettered for the CrossRail project and several British Transport Police Ford Transit Connect vans. The three oldest SVs (2474M, 2487M and 2490M) were also in evidence.

05/08/2007

Feltham Coachworks box truck demountable body DB24 has now been returned from rebuild to a dropside with crew cab. It is presumably still only mountable on larger Iveco lorries 2554F and 2555F.

20/09/2007

Amongst various fleet additions made recently is the first '57 registered SV. Reports of the allocations (and fleetnumbers) of the new LBSL Honda cars would be appreciated.

23/09/2007

The first six ERU Rescue Tenders are now in service running from Acton, Camden and Vauxhall. Those at Camden are registered in the '57 series. It remains to be seen if the other examples have surrendered their '07 marks.

27/09/2007

The ERU trucks at Vauxhall (at least) retain their 07 registrations. With the Honda Civic cars, more fleetnumbers have been added and it appears that the batch totals 13, numbered 6299H to 6311H. Unreported 6303H and 6308H are presumably carried by LB07DJK and LB07EYC, order unknown. Having said that, at least one 57 reg example has recently been reported!

28/09/2007

LBSL Honda LB07DJK has now become 6298H, so the batch must now be (at least) 14 strong, and LB07EYC and LG57YJM must be either 6303H or 6308H. Any advances on this?

22/10/2007

All but one (2598) of the new ERU trucks has now been reported but it would appear that the allocations have not yet settled down.

25/10/2007

Fleet additions continue to be made, and the first reports of vehicles in the 64xx range have just been received.

08/11/2007

New Iveco EuroCargo lorry 2602 is now in stock (although we are not sure if it is a dropside or a demountable), and is the first of several due before the introduction of the London Low Emission Zone (LEZ) in February 2008.

02/12/2007

All 10 of the new ERU trucks have now been reported but we could do with more observations so determine the final allocations. No sign yet of any more new lorries at Acton, and the normal additions of Ford and Vauxhall vans continues unabated. Interestingly, vehicles are still being given Metronet logos.

12/12/2007

Among the many Travel London service vehicles now allocated fleetnumbers in the 89xx series is a Citroen Berlingo formerly operated by Metroline. Reports confirming the details of the 17 newly added vehicles (plus whether the new numbers are carried) would be appreciated. Elsewhere, London General have a new Transit van for their Merton garage engineers.

20/12/2007

The former ERU Volvo demountables are now in general haulage use from Acton. All 5 have been repainted in standard white/blue livery.

02/01/2008

2007 was a fairly interesting year in terms of service vehicles. The owned fleet saw 11 additions, more than in any year in since 1998, these being mainly made up of the impressive new ERU tenders. In the leased fleet, aside from loads of Transits, a batch of maroon Honda hybrid cars stood out while 20 VW Transporter vans for Metronet were slightly different. The troubles at Metronet seemed to have had no affect on the intake and fleet numbers surged onwards into the 6400s. The bus companies took few new vehicles during the year but there were lots of second-hand acquisitions. Looking ahead, 2008 should see more additions to the owned lorry fleet and, probably, some more Ford Transits! Keep the reports coming.	6356M is confirmed as WR57ZGX while 6367M is WM57DYD.
10/01/2008	21/02/2008
At least two more LBSL Incident Response Units have arrived, numbered 6357M and 6358M. As the first reported vehicle was 6364M, it may be that a few more are due. One other vehicle to look out for is a Ford Transit Connect in plain dark blue thought to be numbered 6272F. Registration number not yet known.	Another two IRUs have been traced (6354M and 6365M). Provided that the range is 6347-6370, then just three more remain to be reported, these being 6348M, 6352M and 6353M. One of these should be WM57DXZ, noted at Kingston.
19/01/2008	21/02/2008
Another two Incident Units are 6360M and 6370M, suggesting that the batch may total as many as 14. By the way, we still need IDs on a couple of the maroon Honda cars. 6303H and 6308H have not been reported, while LG57YJM needs a fleet number tie-up.	Second update in one day! Another pair of IRUs has been reported, numbered 6352M and 6353M. The Kingston example should therefore be 6348M. Unless of course it is 6346 or 6371!
24/01/2008	22/02/2008
Two more LBSL IRUs have been added. In addition to these, WR57ZGP has been seen at Stratford. Some educated guesswork suggests this may be 6362M, while 6361M should be WR57ZGS, 6359M WR57ZGU and 6356M WR57ZGX. What the registrations of 6365M to 6369M are remains to be seen. Reports please!	Well, well! WM57DXZ is not 6348M, but WM57DZK is! This does make the batch a nice round 25, and hopefully DXZ will shortly be identified as either 6346M or 6371M.
Most of the minibuses in the LUL-related fleet are having some seats removed to bring their capacity down to 9. This is so that tacographs will not have to be fitted, the legislation regarding this having changed recently.	01/03/2008
02/02/2008	Some interesting new vehicles have been seen in the last week. Acton has a new 3-axle MB Eonic dustcart plus an unidentified artic and demountable. There is also a 3-axle exhibition unit painted in red livery for TfL Citizenship and Safety programme, teaching kids how to use buses. The rear of this vehicle is painted to resemble the front of a Citaro bus. A couple of un-numbered cars have been seen with Metronet logos.
The IRUs continue to arrive. 6359M and 6362M are indeed WR57ZGU and WR57ZGP as predicted, while 6366M is in a third series as WP57ZLX. No reports yet of any new trucks at Acton, although it had been hoped to have some in use before the LEZ is introduced on 4th February.	04/03/2008
05/02/2008	The first '08 reg vehicles have been added to the database comprising 2 Vito minibuses listed on the Metrobus website (but not actually seen yet) and a Vauxhall combo numbered 6471V in the main fleet. Other interesting additions include some 3-wheel Piaggio scooters for Transdev. On the IRU front, the van at Kingston has been identified as 6345M which presumably means that at least one more (6346) remains to be reported. The batch must either total 26 or 27 (if 6371M turns up!)
The batch of Sprinter Incident Response Units may be larger than at first thought, two recent additions being numbered 6347M and 6349M. Details of these and some other new vehicles will be added to the database in the next couple of days.	06/03/2008
08/02/2008	IRU number 6346M is among a small bundle of new vehicles added today.
Recently added to the database have been more examples of the Incident Response Units for LBSL, the first VW Touran car reported (this is like a Galaxy or Zafira), a rare Movano van in white/blue and a silver Transporter. Wot, no Transits?!	08/03/2008
16/02/2008	The allocations for the new ERU fleet were updated today and I noticed for the first time that the numbering of the two different types is not clear-cut. 2592/3/4/6/8 have the longer cabs while 2595/7/9/600/1 have the shorter ones. It would be so much neater if 2595 and 2598 swapped numbers!
Another four IRUs have been added to the database in the past few days. Assuming that the batch totals 24 numbered 6347M to 6370M, then 6348, 6352, 6353, 6354, 6356, 6365 and 6367 remain to be reported. Of these 6356 is almost certainly WR57ZGX, while one is WM57DXZ.	24/04/2008
18/02/2008	At least two more new lorries have arrived for the Acton-based fleet. Fleet numbers and model details are awaited but they appear to be Mercedes-Benz Actros dropside lorries.
	28/04/2008
	Another new arrival at Acton is a 2-axle MB Eonic Refuse Truck. This differs from recent 3-axle Eonic WX57UMV in having a more normal height blue skirt. Also in the yard recently has been an un-registered MB (Actros?) chassis or demountable. Fleet numbers for all the recent arrivals are still awaited.
	29/04/2008
	Further to recent updates, it seems that the two dropside trucks and the unregistered chassis cab are all Mercedes-Benz Axor models.

08/05/2008	Combo vans 87-92.
A further delivery to the lorry fleet at Acton is an Iveco Stralis demountable registered LK08LDV. This carries white/blue livery but is not yet lettered/numbered.	In the central fleet, 3 SVs in the 65xx range have now been reported. Sadly two of them carry the number 6515F! Another new lorry at Acton is a Stralis flatbed with crane.
17/05/2008	16/08/2008
Another Iveco Stralis has turned up, registration LK08LDY but no fleetnumber yet. Conversely, 6303H, one of the missing Honda Civic cars has been reported but sadly without the registration number.	One of the lorries delivered to Acton earlier this year has turned out to be numbered after all. Actros artic 2603 (WX57NPV) presumably arrived before the decision to abandon numbering of owned vehicles was made, and this number is therefore the highest to have been used. Metrobus have renewed their van fleet with four new Ford Transit Connects for controllers and three second-hand Transits for the engineers.
25/05/2008	11/09/2008
Several fleet lorries are reported parked up at Acton (with logos and numbers removed) pending disposal. These include dropsides 2522F and 2523F, artic 2551M and demountables 2554F and 2555F.	I have just done a catch up on recent fleet developments although there is nothing particularly out of the ordinary. No sign of any '58 reg SVs yet so the prize for the first report is still up for grabs. An interesting sighting suggests that Ford Escort van 4955F may still be in use. With latest deliveries in the high 6500s, that makes for quite a spread of numbers!
06/06/2008	15/09/2008
The reason that the new lorries at Acton do not have fleetnumbers applied yet is that they do not have fleetnumbers! Given the low intake, it has been decided to refer to new vehicles by registration alone. The main SV numbering sequence therefore ends at 2602. Fortunately, the series used for leased vehicles (which is currently getting close to number 6500) will continue in use.	The first '58 reg is in and unsurprisingly it is on a Metrobus vehicle. Thanks to Damon for the report and picture. It looks like Blue Triangle renewed their entire SV fleet earlier this year, with at least 9 small Vauxhall vans now in use. Unless I hear otherwise, I will probably mark all their other vehicles as withdrawn shortly.
By the way, this avoids the problem of what to do when the owned series reaches the leased series (ie at 3000). However, at current rates, this would have taken place in about April 2046!	23/09/2008
Noticed today was that the new IRU vans have their full reg number on the roof. I wonder if we can 'spot' them using Google Earth?	Two new '58 reg Ford Transits were spotted on delivery to Acton Works yesterday. Alas, both carried fleetnumbers that had already been claimed by other vehicles. Ho hum. Also recently delivered are at least two VW Transporters for the Carlisle Lane TfL operation. These are the first reported SVs in the 66xx range, and currently wear plain white livery. They have replaced the three silver Transit Connect vans. Following a request, the operation and vehicles at Carlisle Lane will in future be referred to here as TfL Highways, to distinguish it from the main TfL Streets business.
09/06/2008	12/10/2008
Thanks to Graham for finding this article about the new LBSL IRUs. Most interestingly, it states that another 20 vans are on order. It mentions that a further 10 current vans will be replaced later. Given that the last batch of LBSL vans was the 20 Mercs in autumn 2005, is it possible that the two quantities were transposed?	A list of vehicles added to the database today include some more new vans for Metrobus (from their brilliant website - no allocations are known yet), some unmarked crew ferry cars for First London at Hayes (these have been included as they seem to constitute a batch of sorts), a new LUL Response Car for Arnos Grove, another Ford van with a duplicated fleetnumber, a dark blue Tourneo in the numbered fleet, and some other bits and bobs. Who said SVs were dull?
http://www.tnn.co.uk/IndustryNews/plonearticle.2008-05-19.9841466127 .	20/10/2008
Also, a picture sent in by Malcolm suggests that at least some of the First London ferry cars once at Orpington are now at Northumberland Park. He caught YH04XTL at Turnpike Lane, presumably for route 231.	The number of new Metrobus Renaults in the 80xx series has now grown to 10 and the company website now gives revised fleetnumbers so that they are in registration order. Having said that, the latest 5 do not yet appear to be licensed, according to the DVLA. A first picture of these suggests that they are in fact minibuses and look likely to replace the Ford Transits.
22/06/2008	04/11/2008
A couple of oddities have been noted recently, along with the first 65xx vehicle (kudos to Mr Warman for reporting 6515F). A couple of numbered Ford Focus cars were seen entering Acton works. Very few cars (as opposed to estates) feature in the numbered fleet. Also seen here were a blue Transit van and a couple of white ones. Also, the new Mercedes-Benz and Iveco lorries are now in use. Reports of the artic (if indeed there is one) would be appreciated.	The new Metrobus crew ferry fleet comprises 14 Renault Traffic minibuses, based mainly at Orpington. They are almost (but not quite) numbered in registration order and they have replaced all 14 of the earlier Ford Transit crew vans. London Buses Passenger Data fleet has another Ford Transit minibus in the form of 6460F, while various new tube-liveried Transits
13/07/2008	
New on the bus company front are a series of plain silver/grey minibuses for the East London Bus Group. Reports so far have been of vehicles numbered 96006 to 96016, which would appear to be a continuation of the old Stagecoach SV series. Also new are some silver Corsa cars for Arriva London, serving route 135. Numbers 93, 96 and 97 have been reported, and 95 is also about. These seem to follow on from	

have been reported at Acton with numbers up to 6592F.
11/11/2008
The allocation of numbers to the leased fleet is surging ahead, with new deliveries in the mid 66xxs. There is also one van numbered 7586V but I am assuming that this is an error! There are still lots of vehicles in the 65xx range yet to be delivered and/or reported.
Also new are a couple of Corsa cars for Arriva London, presumably to make a start on replacing the large fleet of Combo vans at Tottenham and Lea Valley. Number 125 has been added to the database, while number 123 has also been seen. While on this subject, we still have some gaps in the Corsas at Barking. Please keep an eye out for numbers 94, 95, 99, 101 and anything from 102 upwards.
30/11/2008
Reported fleet additions are dominated by Vauxhalls this week. For the central fleet, many Combo vans have been seen at dealerships awaiting delivery, while Arriva London has started replacing its Combos (used on crew ferry turns) with more silver Corsa cars.
03/12/2008
A new white/blue Mercedes-Benz Sprinter dropside has been seen in the lorry yard at Acton today. Hopefully we will have more details soon.
06/01/2009
The new Mercedes-Benz Sprinter dropside truck has turned out to be numbered 6695M (thanks John) and has moved the short distance to Frank Pick House at Acton to work for the JNP Lifts and Escalators department. By the way, I noticed a Vauxhall Vivaro (or similar) in the gap at nearby Bollo House but couldn't see if it was liveried. One to keep a look out for perhaps?
A notable addition to the numbered fleet is 6552F, a Ford Galaxy at Wembley Park replacing a Vauxhall Zafira. This is the first Galaxy to join the central fleet in over 3 years.
It has become apparent that Sovereign Recovery transfer their select registration plates (mainly PxSOV) onto new vehicles as they enter service. So long as the type is broadly the same, this will not be reflected by a duplicated database entry. A photo showing the 'new' P8SOV will be added shortly.
07/02/2009
Sovereign Recovery have gained the contract to provide the LBSL-liveried recovery vehicle that is on permanent standby in central London. Mercedes SK L100JMH (of an unknown operator) has therefore been replaced by Mercedes Actros GM03TOW.
08/02/2009
The first SV numbered in the 67xx series has been reported as 6711F (picture to follow in next batch).
17/02/2009
Delivery has started of a second batch of London Buses Incident Response Units (thought to total 20), almost identical to the last lot. First reported is 6612M seen today at Acton. In the works, at least five of the 5793M to 5812M block of LBSL Mercedes vans could be seen, so it seems likely that the new IRUs are directly replacing these. Also new recently is a Ford Transit box van (6685F) to replace similar but elderly 5519F.
26/02/2009

Few reports so far of the new batch of IRUs entering service. Ray has seen a brand new Iveco 4-axle grab loader in the yard at Acton works, presumably to replace Mercedes 2578M. News of a rather unusual SV has come from Richard, who found a Tubelines Ford Transit illustrated on the PolyBilt website, undergoing conversion to have roller shutter doors. This appears similar to 6516F at Griffith House (which persists in avoiding being photographed!), although that is a Metronet vehicle.
02/03/2009
Kudos to Ray for the first report of an 09 registration SV (as well as the first 67xx and the new tipper)!
08/03/2009
The new LBSL IRUs are now entering service around London, with 12 so far reported. Numbers are in the range 6604M to 6620M.
15/03/2009
The number of new IRUs reported has risen to 16, although four were missing fleetnumbers and there seem to be two 6617Ms!
31/03/2009
Go-Ahead London have a new battery-powered Ford Transit dropside based at Camberwell. More details and a photo will be added soon but, with thanks to Dave and Ray, you can also see it in issue 71 of the company's staff newspaper (link from here).
14/04/2009
We were fortunate to receive recently a full central fleet list (correct to the end of March) from Tube Lines at Acton. Most of the relevant updates to the LTSVplus database have now been done, but some aspects are worth commenting on.
The most notable point is that the fleet is growing, in particular the leased vehicles (ie those numbered in the 3000+ series). A total of 819 leased vehicles are current and further research suggested that there has been steady growth since about 1999 (before which it was a fairly constant 350-odd). The retention period of about three years is still being adhered to (eg the recent departure of the 5793-5812M batch and many of their contemporaries) so the overall increase must indicate an increase in the intake rate. Of the vehicles current, only 79 are more than 3 years old.
Over half of the leased fleet is used by Metronet (428 vehicles split between BCV (230) and SSL (198)), while Tube Lines has 265 and London Buses 98. The residue is accounted for by LUL and TfL.
485 (59%) of the leased fleet are Fords (down from 71% in 2007) and 140 are Vauxhalls. Six other makes made up the rest (65 Volkswagen, 50 Mercedes, 46 Renault, 21 Honda, 8 Peugeot and 4 Toyota). As I suspected, the number of Vauxhall Combo vans has risen considerably, from 36 in 2007 to 99 now.
The three other 'portions' of the fleet (owned, un-numbered and miscellaneous) have grown slightly and now account for 186 vehicles (including trailers and demountable bodies). This gives a current liveried fleet of 990 vehicles, almost exactly double what it was in 1999 and 2000.
Some more detailed comments on the current fleet will be posted next time.
18/04/2009

<p>The fleetnumbers of the latest batch of LBSL IRUs are in a bit of a muddle, particularly 6608M, 6610M, 6612M, 6613M and 6617M. These all appear to differ from the official list, while 6623M has not been seen by anyone yet. To help me try and sort this out it would be helpful if visitors could include the registration AND fleetnumber when reporting sightings. Thanks.</p>	<p>No reports yet of the new refuse lorries expected over the summer.</p>
07/06/2009	08/08/2009
<p>I haven't had time to bring the database up to date yet but rest assured that fleet additions are still being made! Among recent central fleet deliveries perhaps the most interesting is a Citroen Berlingo estate car numbered 6771 and based at Leytonstone Station. There seems to be something of a French invasion at present, with lots of Renaults and Peugeots also being taken. 6771 is the first Citroen in the numbered fleet, although a C suffix has not been applied (it was last used on Leyland Cubs between 1939 and 1962). The car is likely to have replaced the mis-numbered Kangoo latterly at Leytonstone, suggesting that there may be two other similar vehicles allocated to the Central Line (one at Loughton and the other in West London).</p> <p>6771 is also an example of several vehicles seen recently without operator logos. The Metronet name is being gradually dropped but we have yet to see what their service vehicles will be lettered as in future.</p> <p>Acton Lorry yard has been seeing a lot of welfare vans recently, including some new deliveries. The first of the new dustcarts are expected later this month.</p>	<p>We now have details for all of the new Arriva London Vauxhall Corsa cars apart from number 99 (which should be at Barking). There may also be a number 91, although this could have been allocated earlier to a Combo van. Reports of these numbers, and of anything higher than 136, would be appreciated.</p>
14/06/2009	11/08/2009
<p>The Citroen Berlingo at Leytonstone (6771 OV09CEN, appropriate reg!) has indeed been followed by others at Loughton (6769 OY09YTE) and Ruislip (6772 OY09EPN). Several more have been noted at Acton including 6770 (OY09EPX), 6764 (OY09EPZ) and unid OY09EPV. Perhaps these are set to replace more of the Kangoos. None carry logos. Database updates and photos to follow when I get time!</p>	<p>Delivered today were the first two (of three) Mercedes-Benz Econic 2629 Dustcarts with Geesink Norba compactors. I happened to be in the Acton area at the time and a photo of the pair has been added.</p>
21/06/2009	01/09/2009
<p>I have amended the database records for the most recent batch of IRUs so that they match official records, rather than what is carried on the vehicles. As one fleetnumber is duplicated it seemed the best course! To re-cap, of the 21 vans delivered in the range 6603M to 6623M, 5 carry incorrect fleetnumbers, while one carries none. Please be careful when reporting sightings, and also keep an eye out for the numbers being corrected!</p>	<p>The first '59 reg service vehicle has already been reported in the form of 6796F.</p>
20/07/2009	24/09/2009
<p>A (relatively) interesting development recently is the numbering of three silver Vauxhall Combo vans as 6839V to 6841V. These started life in early 2008 working for TfL Highways from Carlisle Lane. From mid-2009 this section seems to have closed down and the 3 vans were reassigned to Tube Lines. As well as logos they gained fleetnumbers for the first time. The result is that the numbers are about 450 higher than other vehicles supplied at the same time. The fate of the other vehicles at Carlisle Lane (VW vans 6601VW and 6602VW and Ford Transit dropside 6655F) is unknown.</p>	<p>The third of the new Econic dustcarts was delivered at the end of last week and hence surrendered its expected registration (WP09SMW) in favour of WU59KWH. Unlike the first pair it was delivered without logos.</p>
04/08/2009	25/09/2009
<p>The TfL Safety and Citizenship section (education and school liaison) have a new Citroen Relay exhibition unit in blue livery, most likely to replace Ford Transit 5494F. The earlier Citroen Relay (red AY07EYZ) will be on display in Covent Garden Piazza all this week (Mon to Fri), though the tube side is represented just by a small trailer.</p>	<p>Among a variety of vehicles added to the database today is a Vauxhall Corsa car for Arriva London with the fleetnumber of 143. As the previous batch ran to number 136 there are presumably a few others about. There is also a new Toyota Hiace at Griffith House, no doubt to replace 6064T (the spurious 4567F). And still no sign of a new branding for vehicles from the Metronet operations....</p>
	09/11/2009
	<p>Not a huge amount to report recently, with the fleet intake possibly reduced due to the economic climate. Numbers in the 68xx range are filling very slowly, even though 6839 to 6841 appeared back in July. Many deliveries are still lacking company logos, while a couple have been seen with Underground symbols. It remains to be seen if this is the new branding for vehicles in the former Metronet operations.</p>
	<p>With the bus companies, Metrobus has taken a few new vehicles, perhaps in connection with their assumption of the bus work from Arriva's Horsham garage. These are listed and illustrated on the company website. Arriva London's fleet of Vauxhall Corsa crew ferry cars has grown to 52 with new numbers 137 to 143 appearing. Six of these are the first to be allocated to garages in south London.</p>
	<p>The rebranding of Travel London as Abellio and the take-over of East Thames Buses by Go-Ahead will no doubt affect service vehicles but nothing has been reported yet.</p>
	19/11/2009
	<p>The extended lives of the high-roof VW Transporter vans used by the Infrastructure section of LBSL (5668VW to 5678VW range and 5781VW) may be about to come to an end. A new vehicle of similar design (but with a low-profile light-bar) was seen in unmarked red livery near Acton Works this week.</p>
	01/12/2009
	<p>The new branding for vehicles in the former Metronet operations appears to have been decided. It features London Underground lettering, and a roundel with UNDERGROUND</p>

lettering across the bar (the roundel also appearing on the front of each vehicle). Some vehicles also have a red stripe at the top of the blue skirt. The first photo of this livery has just been uploaded, while a look at the sightings confirms that it is being gradually applied to a variety of vehicles.
21/12/2009
The two Iveco EuroCargo refuse trucks ordered for autumn delivery have finally arrived and have entered service from Acton. Of the new LBSL VW Transporters, 5 have been reported so far.
29/12/2009
The batch of new VW Transporter vans for LBSL Infrastructure Development now includes at least one mid-height example (6830VW, picture coming soon). Logic would suggest that these might be to replace the seven low-roof VWs dating from 2006 (6012-6014VW and 6072-6075VW), with the high-roof versions (6823/5/6/7VW and one unknown so far) replacing the identical vans from 2005 (5668-5678VW range plus 5781VW).
30/12/2009
A second mid-height VW for LBSL has turned up as 6828VW. Rather confusingly this is registered RO59ULP, while identical 6830VW is RO59OLP. Update: High-roof RO59ULG and mid-height RO59ULR have been reported at Stratford Bus Station today. Can anyone get the fleetnumbers before I add them to the database?
02/01/2010
Not much to report today other than a couple more LBID VW vans. There are now 6 high-roof vans (6823/5/6/7VW and 2 unknown) and 3 mid-height (6828-6830VW).
27/01/2010
Additions to the central fleet continue, with most being Fords as usual. The process of applying London Underground logos to the 400-odd vehicles in the former Metronet operations is well underway, with red stripes being added to those vehicles in white/blue livery. With the bus companies, the first SV to be seen carrying the Abellio name is a newly acquired Ford Transit van at Walworth. Over the road at Camberwell are two new Renault Master minibuses (the first SVs to carry the new style Go-Ahead group fleetnames), which have presumably replaced the two Ford Transit minibuses used for trainee driver evaluations. Arriva London have a new Combo van, possibly in connection with newly-won route 133. All these developments have been (or will shortly be) covered in the photos section and in the vehicle database.
28/02/2010
The first 10 reg SV has already been reported (white/blue VW Caddy RV10CYY, fleetnumber not yet carried, seen near Acton Works on Thursday). This and other recent arrivals will be added to the database shortly.
13/03/2010
Time to catch up on fleet news. I did get some reports (and pictures) of xx10xxx registered SVs on March 1st but I have been busy and/or unwell since then! However, I have decided to try and provide more narrative news in future, rather than relying on people picking things up from the database. First up, a couple of vehicles that were thought to have been withdrawn have appeared still in use. Transit 5916F had seemingly been replaced by similar 6728F in spring 2009, but

it was seen back at Frank Pick House this February. The other 'reinstatement' is 5905F.

The application of new London Underground logos to vehicles in the former Metronet operations appears to have been largely completed. The Metronet name can still be seen but mainly on vehicles that are due to be replaced over the next few months. Included among these are the batch of 20 VW Transporter vans numbered 6169VW to 6188VW. It is interesting to note that all vehicle lettering is replaced when the new logos are applied. This has resulted in several vehicles gaining full fleetnumbers that previously had partial or incorrect ones or had none. For example, new suffixes have appeared on the Citroen Berlingos (such as 6771C) and one Iveco lorry (2585I). The latter is the only large lorry not operated by Tube Lines. It now carries Underground logos but has not gained a red stripe.

A rare instance of modifications to a leased vehicle concern Ford Transit box truck 5909F. Initially used as an exhibition unit by the London Safety Camera Partnership, it was seen this month at Acton Works with its bodywork replaced by a generator. Mercedes Sprinter 2562M had earlier been seen in the lorry yard at Acton without its generator so this is presumably the source. Whether the Transit ends up at Lillie Bridge (home to the trio of generators) remains to be seen.

Regarding recent deliveries, there have been no further additions to the RO59xxx batch of VW vans for London Buses Infrastructure, and at least some of the earlier examples in the 60xxVW range remain in use (but see below). The number 6827VW has been claimed by two of the new vans. As SH noted, if RO59ULN at Orpington is actually 6821VW, and RO59ULG at Stratford is 6827VW, then the high-roof batch of 6 vans will be numbered neatly in reverse reg order. I visited Orpington the other week to check this but ULN was not home. Unluckily it later passed me on the High Street as I was leaving and I missed the number!

Lastly on almost-new vehicles, silver Ford Mondeo estate LM09RYK has surprisingly appeared with the fleetnumber 6906F. This is the highest number so far reported, even though the car was new last summer. Perhaps the number was assigned retrospectively.

Quite a few xx10xxx registered SVs were seen near Acton Works on (and before) 1st of March, although none carried lettering. Among these were a pair of Ford Transit minibuses for the London Buses Passenger Data fleet at Victoria (presumably to replace 3-year old 6063F and 6067F). One of the pair has since been seen in livery numbered as 6852F. Also in red was a VW Transporter low-roof van. It could be that this is to start the replacement of the remaining similar vans in the 60xxVW range. As mentioned already, a white/blue VW Caddy was also noted, with a consecutive registration to the red Transporter. Finally on the 10s, a Skoda Octavia estate in unmarked white/blue represents a new type for the liveried fleet. Hopefully all of these vehicles will gain fleetnumbers (and be reported!) over the coming weeks.

Finally the bus company fleets. Not much to report here. Docklands buses has a pair of new unmarked red Mercedes Vito crew vans, presumably as crew ferries for newly-won route 300, while Metrobus and Metroline have added a white Transit Connect van each. There may be a further Metroline Transit Connect at Potters Bar, reg WR59xxx.

23/03/2010

At least two newish (59 reg) Vauxhall Combo vans have been seen at Arriva London's Barking (Dagenham) garage with the

curious fleetnumbers of 930 and 940. We suspect that they were delivered as 93 and 94 before it was realised that these numbers were already used on Corsa cars. The vans (plus a few other recent deliveries) will be added to the database when I get a chance...

28/03/2010

Today's additions include two more Transit Connects for Metroline. It would appear that there is one at each of their garages, in which case we still need some details (nothing reported yet from AC, EW and KX).

Also added are two minibuses based at Leyton Westdown Road. Although we have one with a reg but no fleetnumber, and one with a fleetnumber but no reg, I can confirm there are two separate vehicles!

30/03/2010

I've just spotted an error in my comments on 13/03/10. Assuming that LSBL RO59ULN is 6821VW then there must be 7 high-roof VWs rather than 6. If the pattern holds, 6821VW to 6827VW would be RO59ULN/ULM/ULL/ULK/ULJ/ULH/ULG. There have been no reports of 6824VW RO59ULK, although the DVLA says this reg is on a red VW van. I also see that nobody has reported 6822VW RO59ULM since it was seen on delivery. Hmmm....

16/04/2010

Tube Lines have very kindly provided some up to date information on the central fleet (covering JNP, LUL, LBSL, TfL etc). This will be used to update the information in the vehicle database, although this may take some time. I have started with the relatively mundane task of adding dates of entry into the fleet for vehicles going back to 2006, this having been left off the last list we received. I will then do the additions and withdrawals.

It is interesting to note that the growth of the central fleet (mentioned in a forum posting last year) seems to have tailed off, with the fleet steady at slightly under 1000 vehicles. This currently comprises 46 'owned' lorries, 836 'leased' vehicles, 35 liveried but un-numbered vehicles and 45 trailers and bodies. The largest user is London Underground with 456 vehicles divided between the BCV Infraco (239), the SSL Infraco (206) and the train operations (11). Tube Lines is next with 360 vehicles, the remainder being assigned to London Buses (101), Transport for London (42) and the LT Museum (3).

In terms of actual vehicles, there is nothing too unusual in the list, Ford continuing as the main supplier alongside a growing number of Volkswagens. Other makes such as Mercedes-Benz, Honda, Renault, Peugeot, Citroen are also represented and there is an ongoing (but somewhat reduced) intake of Vauxhalls. Fleetnumbers fill most of the numbers up to 6889 with the usual odd gaps (presumably for vehicles assigned to the British Transport Police). The 3-year service life for leased vehicles is adhered to in most cases, with vehicles in the 60xx and 61xx ranges now being withdrawn. Certain vehicles have their leases extended (or are perhaps bought) resulting in oddities such as the ongoing usage of 2004-vintage Vauxhall Combos 5638V to 5640V.

There is no news of any forthcoming orders for new lorries. Mercedes Actros artics 2559M to 2561M are coming up to being 12 years old so may be expected to be replaced soonish. As has been mentioned already, one of the two Mercedes Sprinter generators dating from 1998 has recently been replaced by a reassigned Ford Transit. The Volvo demountables (of which 3 remain) were also bought in 1998.

It is worth mentioning that the central fleet also includes a large number of unmarked vehicles. At present there are just over 400 cars and around two dozen vans and light trucks. As normal, details of these will not be included on this website unless they appear with operator logos and/or company livery. I should point out that some numbered vehicles are operated anonymously (such as Honda Civic 6312H), but these are included in the database.

Thanks to the efforts of contributors (primarily SH and RM, but there are many others), a lot of the vehicles delivered over the past year had already been reported. However, there will be 38 new vehicles added to the database soon, while fleetnumbers are now known for a further 17 vehicles. Although everything passes through Acton Works when new, the remoteness and inaccessibility of some of the places where SVs are based makes it virtually impossible to record everything.

Having the central fleet data up to date highlights the rather woeful state of the bus company records. I am certain that for several companies we are showing rather more vehicles than are actually operated. The main problem here is the lack of reliable official information. Fleetlists are obtainable (either published or through contacts) for several companies but these are often either incomplete or out of date when it comes to the service vehicles. A notable exception is Metrobus, whose website has a complete fleetlist of all vehicles with photos of most of them. The DVLA database (accessible through their website) is useful for identifying vehicles that are no longer licenced, although such vehicles may of course remain on company premises. However, the majority of bus company service vehicles are sold on for further use. A particular problem is with the Arriva London Vauxhall Combo crew ferry vans. Observations suggest that these have now all been replaced by Vauxhall Corsa cars. However, a couple have been transferred to engineering roles, while others can still be seen at garages, perhaps now in private use. Reports of sightings are obviously valuable here, particularly if they show that a vehicle is now with another user. I may start 'withdrawing' vehicles that have not been seen for a year or more, especially as it is very easy to reinstate them if it proves to have been premature.

This is really site news rather than fleet news but I am considering dropping the 'other company' vehicles from the database (with the exception of Sovereign Recovery). This would mean the removal of vehicles operated by Almex and the other vehicle recovery contractors. For the former, the lack of lettering on recent deliveries, and the appearance of other contractors on similar work, blur the distinction of which vehicles are SVs. There are also other contractors on LT-related work (such as Dougland) that could be considered to be equally eligible for inclusion. With the recovery firms, although various operators have been seen doing work for London Buses, Sovereign is by far the major operator. If you have any views on these proposals, please get in touch.

16/04/2010

By the way, the official information confirms our guesswork about the LBSL VW Transporters, except that the registration/fleetnumber tie-ups on 6828VW and 6830VW appear to have been transposed. As mentioned, the database will be updated shortly. There is no sign yet of new vehicles to replace the red 60xxVW vans. RV10 CYZ is not on the official list so was presumably a dealer vehicle. Unless it had just not yet been taken into stock...

19/04/2010

Working my way through updating the in-dates of leased fleet vehicles, I have noticed some variations. Some vehicles are taken into stock on the day they are licensed, but a gap of two or three days is more common. A few have a much longer gap, such as the last batch of IRUs. These were mainly licensed before the end of 2008 but entered stock in February and March 2009, after having interior fits and the special livery applied. It will also be noticed that quite a few vehicles are spotted, and sometimes even photographed, a few days before officially joining the fleet. It would appear that acceptance comes only after a test drive or two!

Conversely, some vehicles are taken into stock before they are licensed. Some of the newer lorries fall into this category, as does Transit dropside 6810F.

One oddity I have just found is Transit Connect 6795F. This was licenced on 8th June 2009, and I saw it near Acton on the 16th, already with fleetnumbers but no operator logos. However, according to the official list, it was not taken into stock until 10th July.

Entry into service is equally variable, although information here is dependant on sightings being reported. We do know that some of the last batch of IRUs were seen at their home base on the same day that they were taken into stock. Eltham's trio (6606M, 6607M and 6617M) were all seen there on their first days.

23/04/2010

Further to the fleet news report on 23/03/10, at least two more new Vauxhall Combo vans for Arriva London have been found. Number 95 is FD59OVJ at Lee Valley, supporting the theory that 930 and 940 at Barking were originally 93 and 94. Curiously, 95 had a light-bar and rear chevrons, suggesting it was an engineers vehicle, although these are not usually given fleetnumbers. Conversely, new FD59OUU was a plain van also seen at Lee Valley but without a fleetnumber.

25/04/2010

Among the vehicles added to the database recently, one that I would particularly welcome reports of is 6794F (LS09MKG). It is listed as a Ford Transit Chassis Cab operated by London Buses, while the DVLA records it as being white. The allocation, bodywork and role of this vehicle is not known.

28/04/2010

Two quick snippets of news, courtesy of Ray Monk. Firstly, missing VW van 6824VW has turned up and is indeed RO59ULK. Curiously it has cab-side lettering for 'Bus Infrastructure', while all the others have 'Infrastructure Development'. Secondly, a white Ford Transit van (EX08CFF) has been on loan to Bexleyheath garage from.... Brighton and Hove! Photos of both of these items will be published soon.

03/05/2010

News today mainly concerns the bus companies. In an unexpected move, Arriva Southern Counties has acquired four former London taxis for use as crew ferry vehicles from its Dartford Garage. As such they can be seen visiting places such as Eltham and Bexleyheath. The vehicles wear plain black livery save for an orange Arriva logo on the bonnets. Allocated numbers CF11 to CF14 do not appear to be carried. Three have been reported so far (K690FUL, L177RML and N356OYL). Crew ferry runs from Dartford were latterly undertaken using rather newer Vauxhall Zafira and Astra cars.

Various bus companies have used London taxis in the past, most notably Metroline and Stagecoach. However, all were fairly soon replaced by newer cars and/or minibuses. Talking

of which, the Metroline base at Perivale West now uses several unmarked silver Renault Traffic minibuses. I had not yet added these to the database as it was not possible to confirm their use. However, they are often seen with destination boards in the windscreen (eg Brent Cross). LL59KLU, LL59XMW have been reported so far.

The East Thames Buses operation was effectively merged with that of London Central last weekend. Buses no longer work from Mandela Way West (MA), while Belvedere (BV) retains just one route. Perhaps in connection with this, one of the ETB crew ferry minibuses (E58 P852OLL) has been reported at London General's Plough Lane garage.

Staying with London General, a plain red Land Rover Defender 90 with former Routemaster mark WLT470 has been noted at Merton Garage and in the Sutton area. This is believed to be a private vehicle so will not be listed here.

A new fleet list for Abellio shows that 9 second-hand service vehicles were acquired in December 2009. Comprising 3 Ford Fiesta crew vans, 4 Vauxhall Combo engineering vans and 2 Ford Transits, these started a new numbering range as 6101 to 6109. It is likely that (as before) these numbers will not be carried on the vehicles themselves.

Database and photo updates will cover these developments as soon as I have time.

17/05/2010

Main news of the month so far (apart from that election thingy) is that Tube Lines is to be brought back under direct TfL control. It is too early to say what impact this will have on the service vehicle fleet but it would seem likely that the London Underground branding will once again be used.

Abellio appears to be undertaking a fairly extensive renewal of the mixed service vehicle fleet inherited from Travel London. As well as the nine recently reported, a few more have been seen over the past week. Most are white with smart Abellio logos and minimal rear chevrons. Fleetnumbers are not carried but presumably continue with the new 61xx series. The database has now been updated.

03/06/2010

A fleetlist for Abellio dated May 2010 has come my way, hence the addition of the new service vehicles in the 61xx number range. However, the list has the same problem as the one I got last year, in that the bus data is comprehensive and up-to-date but the SV info less so. Indeed a couple of vehicles last licensed in 2008 are included! The following vehicles were not on the list and have therefore been marked as withdrawn: 8921 (N56HEU), 8934 (X599KOT), 8935 (X989KOT) and 8943 (VO51AKV). Also omitted from the list were all the SVs numbered higher than 8958 (apart from 8966 and 8967). It seems unlikely that all 16 SVs concerned have in fact been withdrawn so I have left them in the database for now. Fleetnumbers 8901 and 8902 have been assigned to a pair of Dennis Dart buses acquired from Transdev for use as trainers. These numbers are of course also allocated to two Ford Transit vans in the SV fleet! In a similar vein, fleetnumbers allocated to the new Enviro 200 buses for route 100 (8321-8329) seem to duplicate those used by former parent National Express on Hotel Hoppa buses.

04/06/2010

I haven't added it to the database yet but the fourth Arriva Kent Thameside taxi has been reported as L206OMM, which differs from the other 3 in having white Arriva names on the doors in addition to the logo on the bonnet. Which vehicle is

<p>allocated which fleetnumber (CF11 to CF14) remains unknown.</p> <p>Now included in the photos section but not yet updated on the database is 'mystery' Transit 6794F. It turned out to be a cherry picker based at Chingford.</p>	<p>would suggest that 6899VW will be RO10ZHB (making a consecutive trio with ZHA and ZHC) but we shall see! After a bit of a lull, additions to the leased fleet seem to be picking up, with four more Transit crew vans added to the database today. Also added is another unique vehicle for Hainault depot. 6891N is a Nissan Navara pick-up truck in standard livery. Steve (who has tracked down most of the recent LU additions) notes that this is the first use of the N suffix since AEC Monarchs 100N and 101N were withdrawn in 1961! He also mentioned that quite a few of the 2007 batch of VW vans are still in use.</p>
10/06/2010	16/07/2010
<p>Further additions to the Abellio fleet have been reported, including examples based at Battersea and Byfleet. There is also a fifth black taxi at Arriva Kent Thameside (Dartford), and we now have the fleetnumber/reg tie-ups for all five.</p>	<p>Another Infrastructure van has been found today, this time at Orpington (6904VW RO10SVV). So, unless the number 6899 is to be missed, we have a batch of eight vans numbered 6897-6904VW. I'll add 6904VW to the database tonight.</p>
21/06/2010	17/07/2010
<p>Just a quick note to say that a new car in Streets livery (white/orange) has been reported, the first for a couple of years. WX10JSV is a Mitsubishi i-MiEV and was seen near Acton Works today. A photo and the database entry will be added later.</p>	<p>The first two (of an expected five) new Toyota Priuses for TfL Streets were at Acton Works yesterday. Other additions include three crew ferry cars for Metroline's new Kings Cross garage. These are unmarked but have Metroline labels in the rear windows.</p>
06/07/2010	21/07/2010
<p>The Mitsubishi car mentioned below (and now included in the database and photos sections) is one of four that were launched in late June. Reports of the identities of the other three would be welcomed. Other additions recently include a few more vehicles numbered in the 69xx range.</p>	<p>One of the two new white/orange Toyota Prius cars mentioned last week has now turned up at Chancel Street (Southwark). It is likely that these will be to replace the RE56xxx registered cars. Also at Chancel Street were two more new Priuses, both in a silvery-blue base colour. One has roundels and lettering for Bus Infrastructure, the other is for TfL Streets complete with the usual orange stripe. Thanks to LS for these.</p>
12/07/2010	<p>Seen on delivery to Acton Works on Monday (and then being taken out on test drives shortly afterwards) were two Peugeot Bipper vans, registered LL10FZH and LL10FZJ. Both were plain white and had light-bars. I'm not sure who these vehicles are going to end up with (they could be for the BTP) so I haven't added them to the database yet.</p>
<p>Newly reported vehicles last week include 7 more Transit crew vans for LU, 5 VW Transporters for LBSL Infrastructure (1 each at Finsbury Park, Stratford and Therapia Lane and 2 at a newly found location in Uxbridge), and a handful of bus company vehicles. Details of all of these, together with a few photographs, will be added over the next few days.</p>	<p>A further fleetnumber suffix to make a reappearance is S, first used for former S-type buses converted in the 1920s and 1930s, and more recently on Seddon tanker 2000S. It has now been applied to Skoda Octavia 6861S.</p>
12/07/2010	22/07/2010
<p>Ref the Infrastructure vans, pending addition to the database, this is what we have so far. Numbers 6896 and 6906 are on Fords, so the block could be 6897VW to 6905VW. 6897VW RO10ZHF at Uxbridge 6898VW RO10ZHA at Finsbury Park 6899 not yet reported 6900VW RO10ZHC at Uxbridge 6901 not yet reported 6902VW RO10ZHG in central London 6903VW RE10JZP at Therapia Lane 6904 not yet reported 6905 not yet reported</p> <p>6???VW RO10ZHJ is at Stratford RO10ZHB is believed to be another of the batch, although RO10ZHD, ZHE, ZHH, ZHK and ZHL are not.</p>	<p>A small but significant (and very long-standing) error has come to light, thanks to SS and CG. AEC Regent 828J has always been recorded as a 7-ton Auxiliary Breakdown Tender, although its allocation to Bowles Road and Reigate seemed odd for this. The first photograph to be seen was recently unearthed in the LT collection, and clearly shows it was actually an open lorry, rather like 811J but without the side valances. Although not clear from the photo (that shows it being unloaded at Aldenham) the livery was presumably green rather than red. A note on the photo states that it was rebuilt (from STL43) by Kenex. The upshot of this is that there were only ever six breakdown tenders converted from STLs (plus one earlier conversion from an ST and four purpose-built). This error seems to have first appeared in the 1958 ABC and been perpetuated in every publication since (including my own). Contemporary records show that the number 829 was also allocated to an STL conversion but later cancelled. This was thought to have been for a further tender but this may have contributed to the error in the first place. The database has been updated accordingly. (I should also mention that I still plan to include the full allocation histories for all London Transport-era vehicles. However, gathering the information and adding it to the database is a mammoth task, and I seem</p>
13/07/2010	
<p>Details of all the vehicles mentioned yesterday (and the new location at Uxbridge) have been added to the database. Note that the number 6905 has now appeared on a Ford Transit dropside. The batch of LBSL Infrastructure vans most likely totals seven (to replace the seven earlier vans 6012-6014/6072-6075VW). Another batch of vehicles appears to be forming in the number range 6907 to 6934. Thirteen have been reported so far, all being Ford Transit crew vans for London Underground. It could be that these are replacements for the twenty VW Transporters leased in 2007 (6169-6188VW).</p>	
15/07/2010	
<p>RO10ZHJ at Stratford is now known to be 6901VW. Logic</p>	

to have my hands full just keeping up with current developments. What I may be able to do is give more people editing rights to allow them to make entries themselves).

And now some trivia. I noticed that almost all of the numbers in the 68xx range of the leased series have now been accounted for. Regular visitors will know that since the series started in 1982, certain numbers have been skipped for reasons that are not fully understood. The assumption is that these are allocated to vehicles procured for use by the British Transport Police or other 'covert' operations. Some others may have been for orders that were cancelled, or even just administrative errors. I did a little analysis today, looking at how many numbers were not used. Up to 1995 there were just a handful of cases each year, but then the entire block between 4603 and 4666 was skipped in 1996. About 10% of numbers were missed over the next decade, reducing somewhat to about 4% since 2006. The only 'century' of numbers that were all allocated to known vehicles was the 3100-3199 range, while more recently the 63xx and 67xx ranges were both missing just one number. It would be nice to think that we will eventually discover what vehicles (if any) these phantom numbers were assigned to, but I wouldn't hold my breath!

On a related note, the recent resurgence of application of fleetnumber suffixes (including the reappearance of the H, C, N and S codes) got me thinking. What exactly is the purpose of these? I know they indicate the vehicle manufacturer, but how does that help in terms of managing the fleet? It is nice that a system instigated by London Transport over 70 years ago is still in use, but surely a system based on the type of vehicle would be more sensible (eg 7214LD for a light dropside, 7013EE for an electric estate car!). On the other hand, given that the fleetnumbers are only 'used' by the fleet managers (and seemingly not by the actual operators such as LUL and LBSL), it would presumably be possible to dispense with externally-applied fleetnumbers altogether. That would make things a lot harder for us of course!

24/07/2010

More news! A further new Toyota Prius (GY10UHZ) was found yesterday at Eltham Bus Station. It was in the same bluish silver colour as the pair at Chancel Street but was lettered for LBSL Bus Operations and carried the orange squares as worn by other LBSL cars. Could these be to start replacement of the Honda Civic saloons (which are coming up for three years old)?

29/07/2010

Another LBSL Prius (GY10VFU) is now at Isleworth, suggesting that these are indeed replacements for the Honda Civic cars. Further reports would be welcomed, particularly of any carrying fleetnumbers!

Further to the Fleet News of 21/07/2010, a third Peugeot Bipper van was seen yesterday with TfL Streets lettering. I have made the assumption that all will be for this fleet and have added them to the database.

The TfL Cycle Hire scheme starts tomorrow. This is supported by a small fleet of vans (only Nissan NV200s seen so far) in a white livery with two-tone blue skirts, yellow/orange chevron rears (lettered for Highway Maintenance I believe!) and joint TfL/Barclays lettering. They carry fleetnumbers such as NO6 and NO9 and there are also some trailers for carrying the bicycles. Should the vans be included in the database?

01/08/2010

Another LBSL Toyota Prius seen at Acton during the week

was GY10VGK. Also seen at Acton the same day was a de-lettered Honda Civic (6301H). More fleet news and a database update will be added when I get a chance.

02/08/2010

I just saw another Peugeot Bipper van, heading for Chancel Street. It looked like LL10FZN and it was white with an orange stripe and TfL Streets lettering.

04/08/2010

It seems the TfL Peugeot Bipper vans are actually numbered. No firm details yet but a 6984P was seen yesterday. Updating my notes about the cycle scheme vehicles, the bicycle trailers are actually towed by Ford Focus cars. Seen this morning was a silver one with fleetnumber F03.

11/08/2010

I have just added 12 new vehicles to the database. Well, not quite. Nine are new additions, three are Arriva vehicles that joined a couple of years ago (and were included in SUP24D) but somehow got overlooked...

25/08/2010

An interesting report today of several service vehicles being included in an auction at BCA, Blackbushe. Among these were several of the 58xxF Transit Connects used for mail runs from Acton Works. No reports of what (if anything new) has replaced these. Also auctioned were two vehicles that had just reached three years service (6263V and rare Fiesta van 6279F) and a couple of the 2007 VW Transporters in the 6169VW-6188VW range. It would appear that the latter are being replaced by the large batch of Ford Transit crew vans in the 6907F-6939F range.

10/09/2010

Most of the recent fleet developments have been covered by yesterday's bumper crop of photos.

16/10/2010

As usual, fleet news is based on observations and a little speculation! Two of the Emergency Response Unit trucks are now based at Stratford Market depot, being visible from passing Jubilee line trains. It is presumed that this allocation is in place of that at Tottenham (which closed in September 2009), although the Stratford pair have only recently appeared.

In the leased fleet, only three 60-reg vehicles have been reported in the last month, suggesting that fleet intake has decreased again. We are also still waiting for the first vehicle to be numbered in the 7xxx range. It does appear that some vehicles are being replaced by reshuffling other allocations. For example, 56-reg Ford Focus estate 6081F seems to have been replaced at Euston by 09-reg Vauxhall Corsa van 6710V, latterly at Finchley Central. Similarly, unmarked Ford Focus car VT55AFO has moved from the London Safety Camera Partnership fleet to the London Underground base at Leyton Westdown Road, perhaps to replace the unmarked 57-reg car there before (unmarked cars are of course not generally included in the database).

Also changing roles are the vehicles latterly allocated to the TfL Highways operation. Although I was never clear on the distinction between this and the larger TfL Streets operation, the Highways unit does appear to have disbanded, at least as far as service vehicles are concerned. Their two Volkswagen vans have been debranded and are now used by London Underground from Pelham Street (6601VW) and the LT Museum at Acton (6602VW). Not so sure about their two Ford

Transits. Cherry picker 6296F has not been seen for a few months, while unbranded dropside 6655F has been noted visiting Acton works several times.

Next up is electric and hybrid vehicles. The new Toyota Priuses for London Buses appear to total only four, three for Operations at Isleworth and one for Infrastructure at Southwark. The Honda Civics displaced by the former have been debranded but observations suggest they have been retained for use as staff cars from Acton. The four Mitsubishi i-MiEVs for TfL Streets remain elusive, the identity of one not having been reported yet. And then there are the expected vans from Smiths and Modec. We had heard that some of these were to be assigned to the LBSL Infrastructure fleet. However, just visible on the stub road at Acton Works over the past week were a pair of Ford Transits (on which the Smiths conversions are based) in full IRU livery. No doubt these will be fully reported when they enter service.

At the bus companies, Arriva Kent Thameside has acquired a sixth former London taxi for crew ferry use from Dartford garage. Fleetnumber CF16 appeared on an official list, which is thought to be K650FUL. This would be easy to confuse with existing CF13 (K690FUL), but both were seen together at Eltham recently. Of the earlier (yet newer) cars at Dartford, CF1 has been withdrawn, CF2 transferred to Arriva Southend and CF10 to Arriva Medway Towns.

Visitors to the Willesden Bus Garage open day last week would have noticed that MCW Metrobus M151 is still resident there, apparently still in its classroom role, but not so mobile as it was last licensed in 2008! Volvo Olympian AV33, which technically replaced M151 in the role and assumed (more appropriately) its 33LUG registration number, was also present and retains all red livery.

11/11/2010

First up a minor correction. Elderly Focus 6081F has in fact returned to Euston rather than being withdrawn. 6710V was perhaps there for cover during maintenance.

There is not much to report regarding vehicles, with very few 60 regs having been seen so far. Those that have are still filling numbers in the 69xx range. With 47 numbers in this block vacant (or at least not yet reported), it may be 2011 before the first 7xxx appears.

No sign yet of any electric vehicles either. However, Ray has reported a development at Eltham Bus Station that may be connected. A large metal 'box', roughly the size of a double-length car-port, has been installed in the parking area. This may be some sort of charging station for electric vehicles. Pictures to follow.

Ray has also found two interesting web snippets regarding electric service vehicles, which I have copied in full below.

'Go-Ahead London, which already operates 14 hybrid diesel-electric buses, is believed to be the first bus company in London to operate electric support vehicles. Go-Ahead first trialed a Smith Edison electric van in September 2008. The month-long trial produced very encouraging results, regularly achieving a range of over 80 miles a day and reducing running and maintenance costs. Following this trial they took delivery of their first two Smith Edison electric vans in April 2009. They have since ordered another 15 vans and are committed to converting their entire London bus support fleet to electric vehicles as soon as possible. The vans will be used for roadside assistance and for distributing stores around Go-Ahead locations in the capital.'

'At Transport for London (TfL) we currently have nine electric vehicles in our support fleet, which are a mix of the electric Mitsubishi i-MiEVs and the plug in hybrid Toyota Prius. These are funded by the Government's Low Carbon Vehicle Procurement Programme (LCVPP) and are the first step to incorporating electric vehicles into our fleet. These vehicles are used by London Streets and London Buses, both part of TfL. London Streets use their vehicles for site visits to check that utility companies who carry out roadworks on London's roads are complying with the London Permit scheme and to support traffic light and camera maintenance work. London Buses use their vehicles as pool cars for conducting surveys of the bus network. Charge points have been installed in the premises where the vehicles are housed so that the vehicles can be re-charged when not in use. TfL are also planning to procure electric vans in the near future where they will be used to support the bus infrastructure maintenance programme and the incident response fleet for London Buses.'

Finally for today, a new location to report is Edgware Deans Lane. This is the permanent way yard just south of Edgware station on the Northern line, road access being via Deans Lane. Don't bother making the long walk there though as nothing can be seen from the gates. The yard still has sidings but also now has office buildings, and seems to be home to up to a dozen service vehicles. Whether this allocation replaces another is not yet clear. The site is very hard to see, Edgware bus garage being on the opposite side of the tracks. Perhaps the only place from which one or two vehicles may be identified would be from passing trains. I haven't yet added this location to the database.

04/01/2011

A new vehicle first seen on 1st January at Thornton Heath is rather interesting. 6986F is a Ford Transit van in standard London Buses Incident Response Unit livery. Rather than Ford badges it carries branding for Ashwoods Hybrids. This is presumably one of the pair that were seen at Acton last October. Picture to follow.

14/01/2011

Having found the first hybrid IRU at Sycamore House last week, Ray has been hunting around for the second one. It was eventually tracked down to Kingston Cromwell Road and a photo will again be added when I get a bit of free time. Also at Cromwell Road was one of the new Toyota Priuses, which are proving to be a bit of a mystery. As stated, these were seen at Acton Works in December, and were thought to be for the Public Carriage Office. This was due to their livery, which was plain white with modest purple roundels lettered 'TAXI - PRIVATE HIRE'. However, sightings so far have been at Eltham and Kingston bus stations and Stratford tube station. Although they could be temporary loans it remains to be seen what the nature of their intended role is.

An event that I have somewhat overlooked was the merging of Tube Lines back into the London Underground organisation, which took place in May 2010. I had assumed that this would be a rather drawn out process, as happened with Metronet. However, the takeover was in fact immediate. It was only recently that I realised that no new vehicles in Tube Lines livery have been reported for a while. The last appears to have been 6893VW new in April. The Tube Lines name was also applied (using labels) to some of the white Transit Connect vans that arrived in August. Presumably other vehicles delivered since the takeover have had the new London Underground livery applied. However, unlike with Metronet, there don't appear to be any reports of existing Tube Lines

vehicles being rebranded. By the way, a handful of vehicles can still be seen with Metronet logos.	they are to be numbered en-bloc, they are going to have to be either 6993M-7019M, or 6994M-7020M. Talking of red vans, Ray has tracked down the last of the LBSL Infrastructure vans delivered last summer (6899VW).
20/01/2011	27/03/2011
The first SV numbered in the 7000s has appeared, about a year later than we originally predicted. 7037F is a Ford Transit minibus in Underground livery. I'll update the fleetdata with this and a couple of other additions soon.	The biggest surprise however is the appearance of brand new Ford Transit 7055F carrying Tube Lines logos. I had thought this branding was defunct with everything new over the past 11 months getting London Underground logos.
16/02/2011	14/04/2011
More new Toyota Prius cars have been delivered in standard TfL Streets white/orange livery. These appear to be replacing the RE56xxx batch at Chancel Street. Yet another former taxi has joined the Arriva SC fleet at Dartford. Although we haven't seen it yet, it apparently differs from the others in being silver instead of black.	Fifteen more vehicles have been added to the database, including some new models for the leased fleet. I'll provide an overview next time.
17/02/2011	11/05/2011
A surprise addition to the leased fleet is a new Mercedes Sprinter London Buses Incident Response Unit van. This was delivered to Eltham yesterday and appears identical to the earlier batches apart from a slight change to the lettering (Bus Operations instead of Network Operations). Numbered 6998M it is currently registered WP60DSV, although the latter does not appear on the DVLA or other websites (and hence may be incorrect). It is not yet clear if this is a one-off or the start of a new batch to replace the original IRUs (6345M-6370M).	I've just added another 15 newly reported vehicles to the database. Among these are 3 more IRUs, taking the number reported in the latest batch to 12. There is also another Peugeot Partner Tepee estate car (with more on the way). These are almost identical to the Citroen Berlingo cars already in the fleet. A notable addition last time was a Volkswagen Passat estate car numbered 7041VW, only the third of this model to be used as a service vehicle.
18/02/2011	17/05/2011
Two more new IRUs were found today, suggesting that they might be intended to replace the batch of 26 identical vehicles leased in early 2008 (6345M to 6370M). Interestingly the registrations on the new pair are again not listed by DVLA.	Apart from more IRU vans for LBSL, recent additions to the leased fleet have included four Smart cars for London Underground, numbered with a new SM suffix. There are also at least two new Vauxhall Combo vans for TfL Streets (no numbers carried). Details of all of these will be added to the database in the next day or so.
20/02/2011	16/06/2011
A fourth new IRU is reported as WP60DSO at Edgware. However, this carries the number 6701M, which is surely incorrect. I suspect that perhaps 6999 came out as 6699, leading to 7000 being 6700 etc, although this is pure speculation! I will await further observations before adding WP60DSO to the database.	Another nine vehicles have been added to the database, all from the central fleet. Among these are a further pair of Smart cars (with the fleetnumbers suggesting at least one more) and three more LBSL IRUs (taking the total reported up to 22).
24/02/2011	01/07/2011
There are apparently 27 new IRUs in the process of delivery, which will replace the 26 leased in 2008. Sadly numbering errors have afflicted this batch as well, now with a 6706M being reported. I think I will add these to the database under what I suspect will be their correct numbers (ie 6701M as 7001M and 6706M as 7006M) pending official confirmation.	First up, the recently delivered Volkswagen estate cars have actually included a mix of models. As well as Passats, at least two are Golfs. A couple more new vans in Tube Lines livery have appeared, confirming that the branding is still in use. Still no reports of the outstanding IRUs.
02/03/2011	10/07/2011
I've found three newish TfL Streets cars in the past two days. One was a Mitsubishi i-MiEV, presumably the last of the four obtained last year. The other pair were further Toyota Priuses. An interesting aspect of the 60 reg Priuses is that they seem to be allocated alternately (by registration order) to TfL Streets and to the Private Hire office. No further LBSL IRUs reported yet.	On the bus companies, observations made at Stagecoach's West Ham Garage suggest that several anonymous vans and minibuses are based there (one was first seen last year), while a pair of Ford minibuses were also seen being delivered. We will have to wait and see if any of these vehicles are treated to Stagecoach logos and/or lettering.
11/03/2011	
I've just updated the database with 12 recent additions and a few withdrawals. Notable among the former are the first SVs with 11 registrations, the prize for these reports being shared by Derek, Colin and Malcolm. One of the 11s is a further LBSL IRU, which fortunately appears to have the correct fleetnumber. We might see the number 7000 applied to a vehicle after all! As an aside, the appearance of 7021 on an LUL Transit van does narrow down the range for the IRUs. Assuming the report of 27 being due was correct, and that	

Two bus companies appear to have started renewing their crew ferry fleets, in both cases replacing 08-registered vehicles. Stagecoach has been taking some anonymous red Ford Transit minibuses to replace the Renault minibuses at West Ham, while Arriva London is getting yet more silver Vauxhall Corsas. What is notable about the latter is that they are re-using the existing fleetnumbers, so take care when reporting!
06/08/2011
More new vehicles for Arriva and Stagecoach have arrived. The latter now includes some Transit vans for engineering support. These carry Stagecoach branding plus the large Buses roundels, and they also display national fleetnumbers (95260 is the only one confirmed so far). LBSL Infrastructure has received the first of two electric-powered Ford Transit vans, with the surprisingly high number of 7160F.
15/08/2011
I realised today that no further LBSL IRUs have been reported in the past two months. A total of 23 have been seen, numbered 6995M-7014M and 7016M-7018M. Surely there must be a 7015M, registration WU11OHE being likely. Fleetnumbers 6993, 6994 and 7019 are also still 'free', which would take the batch up to the total of 27 that were expected.
Three more Stagecoach Ford Transit vans have been reported this week. Noticing that all 5 examples so far seen with fleetnumbers were neatly numbered in registration order, I checked the adjacent registrations on the DVLA website. The right amount of plates came back as red Fords, so I could speculate that the complete batch is as follows (confirmed details in bold).
95250 YC11JYJ at WH 95251 YC11JYR at PD 95252 YC11KSJ at TL 95253 YC11KSN at WH (although KSN is unlettered and has no light-bar)
95254 YC11KSV at NS 95255 YC11KSZ at BW, T or U 95256 YC11KTA at RM 95257 YC11KTE at BW, T or U 95258 YC11KTF at BK 95259 YC11KTK at BW, T or U 95260 YC11KTL at TB Plus perhaps 95261 YC11KTO
Fleetnumber 95253 is already used on a Ford Fiesta hatchback with Stagecoach North East at Stockton (the source of this information has been added to the forum under Miscellaneous / Links). However, I have co-incidentally just been informed that some Stagecoach East Kent service vehicles have recently been renumbered following the discovery of duplications!
Staying with Stagecoach, I have recently received some improved information for the various minibuses operated since 2005. I will update the database entries shortly.
19/08/2011
Just one of West Ham's recently delivered Ford Transit minibuses has now gained Stagecoach logos and a fleetnumber (YF11HTY as 96201). Hopefully the others will be done shortly. All but one of the silver Renault minibuses acquired by East London have been noted passing through vehicle auctions. I have assumed that the other has gone too.
With the newest Arriva Corsa cars going in to Lea Valley and the oldest ones leaving from Barking (DX), I have today

caught up with some balancing transfers from LV to DX. Update: On reviewing, it appears that the transfers took place some time ago, with the oldest cars (ie the 08 reg ones) spending their last 6 months or so at Lea Valley.
29/08/2011
Two 'suspected' vehicles have turned up. 7015M (WU11OHE) has been seen in the basement at Victoria, while Stagecoach 95259 (YC11KTK) has not been seen but is on the list of vehicles due to attend the forthcoming Showbus event! I will aim to update the database with these (and some other additions) in the next day or two.
01/09/2011
A couple of interesting 'new' vehicles were reported at Acton works today. NK60FVE is a third electric Transit van for LBSL, while BN07YAV is a Transit dropside that has been repainted white/blue and fitted with a rubbish cage. In this guise it may be the replacement (finally!) for good-old 5474F. BN07YAV joined the fleet in 2007 as one of the numerous anonymous plain white vehicles. The different registration series suggested that these were from a different source to the main numbered leased vehicles, so we generally ignore these vehicles as being short-term hires. BN07YAV was stolen, then recovered, and has evidently now become part of the fleet proper, although I doubt it will be given a number.
My predictions of the Stagecoach fleet are coming to fruition, with another new van assigned to Upton Park (rather surprising given its imminent closure). Assuming that the Catford and 2nd West Ham vans are indeed 95252 and 95253, that just leaves 95257 (YC11KTE) to be found. It and 95259 are presumably based at Bow and Leyton, order unknown!
Finally for know, I was advised recently that the LBSL yard at Orpington Station has closed down. We are currently trying to track down their new home!
05/09/2011
A new location has been added to the list. NCR is our code for North Crescent at West Ham. On the road leading to the bus garage is a large depot formerly used by LUL track contractor GTJV. It is now branded as a Tube Lines facility and seems to have a small allocation of service vehicles.
09/09/2011
Among the vehicles added to the database today is a new electric Ford Transit dropside truck for Go-Ahead London. This carries the same livery (red/green) and fleetnumber (MF1) as the earlier example that was destroyed in a fire. A photo will be included in the next set. The Stagecoach minibuses at West Ham are very slowly gaining markings and numbers; a third was reported yesterday.
14/09/2011
A press item reports that LBSL is getting four electric vans, although only the one at Aldgate has so far been seen out and about. The registration of the fourth may be NK60FVG. Staying with predictions, my guess about Stagecoach 95261 appearing on YC11KTO appears to have come true. The van was seen at West Ham last week, albeit without numbers. Eight new LUL vehicles were seen at Lillie Bridge this week, with numbers in the range 7111 to 7123. Details will be added to the database shortly.
16/09/2011
Nine new vehicles have just been added to the database, including the first examples with 61 registrations. These

comprised a neat batch of five Volkswagen Caddy crew vans at Lillie Bridge. Also new is a vehicle with four of the same letter in its registration (7114F LL11LLW)!

A recent observation from Lillie Bridge ties together two of the Acton pictures published this week. Ford Transit 5474F was seen at Lillie Bridge modified from a caged dropside into a generator carrier. This vehicle was latterly the small rubbish collector at Acton, a role now performed by un-numbered BN07YAV. At Lillie Bridge it has replaced Mercedes-Benz Sprinter 2563M, which was photographed at Acton in July without its generator. Being over 8 years old, 5474F is presumably now owned rather than leased.

Lillie Bridge has a few vehicles still wearing Metronet logos. However, with the new deliveries mentioned above, these are probably not going to be around for long. My reckoning is that a maximum of 24 vehicles retain Metronet logos, these being 5979F, 5987F, 6002F, 6083F, 6114F, 6115F, 6128V, 6129V, 6131V, 6135VW, 6158F, 6159F, 6164F, 6191F, 6201F-6204F, 6209F, 6230F, 6231F, 6261F, 6434F and 6568F. Many have probably been withdrawn already, while the last two almost certainly have Underground livery by now, but no-one has seen them! If you do see any Metronet vehicles, please let us know.

19/09/2011

Some new red Toyota Prius cars are just starting delivery for London Buses, with a couple seen at Acton Works and one already in use at Eltham. These are no doubt to replace the 2007 batch of maroon Honda Civic cars. Details will be added to the database shortly.

26/09/2011

Recent additions have included more VW Caddy crew vans at Lillie Bridge, and the first four of a new batch of Toyota Prius cars for LBSL. The latter are a slightly darker shade of red than standard, though not as dark as the maroon Honda Civics they are replacing. Pictures to follow soon.

With its recent tender wins, Go-Ahead London has acquired at least six Mercedes Vito crew vans for Docklands Buses and Blue Triangle. They are operating in anonymous liveries (silver, black, white or red).

Seven vehicles were seen operating out of Lillie Bridge still wearing Metronet logos earlier this week.

A surprise is the reallocation a few months ago of Renault Master 6645 to Therapia Lane, seemingly as a Tramlink maintenance vehicle. Although Therapia Lane is home to some LBSL service vehicles, it was thought that Tramlink support vehicles (like Ford Ranger EY57OXH) were procured separately.

30/10/2011

Most of the recent deliveries of leased vehicles have entered service at Lillie Bridge, including Ford Transit dropside and yet more VW Caddy crew vans. No sign yet of any more Prius cars for LBSL.

The second of four electric Ford Transit vans for LBSL Infrastructure was seen recently as 7162F. Apart from 7160F at Aldgate, we have no idea where these vans are based.

Go-Ahead London has been taking some new vehicles. Four unmarked Renault Kangoo crew vans are in use at Bexleyheath and Plough Lane, probably replacing the last of the former East Thames Buses minibuses. Bexleyheath also has a new Ford Transit engineers van. Despite a published

ambition to operate an all 'green' support fleet, the new additions are all diesel powered.

The preference for FX4 taxis as crew ferry vehicles is spreading at Arriva. As well as a baker's dozen at Dartford, there are 3 at Grays (one is yet to be reported), and now the Shires has got one at Aylesbury.

Four former buses have been added to the database. Two have been used by the LT Museum (in unmodified condition) for a couple of years, while Arriva the Shires 3361 has been a staff canteen (complete with chimney) since 2007. It is usually parked at Watford Junction Station. The latest addition is Arriva London MET001 (former DDL6), now a mobile engineering classroom. Converted earlier this year, it is not known if this has actually entered use yet.

19/11/2011

A couple of quick fleet snippets, ahead of me adding them to the database. At least four red Ford Fiestas have been delivered for LBSL Operations, presumably to replace more Honda Civics. The four electric Transit vans with LBSL are finally all in use, and they are numbered 7160F, 7161F, 7162F and 7193F. It is thought the last is perhaps an error for 7163F. More details soon.

20/11/2011

The four Fiestas mentioned yesterday wear the standard red livery with orange squares and Bus Operations lettering. As such they are probably to replace further Honda Civic cars, although Toyota Prius hybrids were originally expected for this role. Reports of allocations of the first four (and any more) would be appreciated. At Acton at the same time were the two Volkswagen Tourans used by LBSL Infrastructure. It remains to be seen what will replace these.

Yet more Volkswagen Caddy vans have arrived, including one in plain white with Tube Lines labels. This may be a loan pending other deliveries. Also new are two Renault Kangoo Maxi vans for Tube Lines at Frank Pick House (only 7180R has been identified so far). With all these new types, the intake of 'standard' van types such as the Ford Transit Connect and Vauxhall Combo has correspondingly declined.

Withdrawals are now taking place among vehicles in the 64xx range, although a lot of older ones remain. The number of vehicles still wearing Metronet logos is now below ten.

23/11/2011

There are now at least four new Volkswagen Caddy vans at Acton. Although registered in the same RV61xxx series as the many similar vans recently leased for London Underground, these are un-numbered and plain white. Those seen have carried removeable Tube Lines signs and appear to be in use as (internal) mail vans. Four of the plain white Transit Connects used in this role since last year have been taken off the road. Why liveried/numbered vehicles are no longer used for mail duties is unknown.

28/11/2011

An interesting sighting today was of nine Peugeot Bipper vans being delivered to Acton Works. Rather unusually they were all loaded onto a single large transporter lorry. Wearing unmarked white/blue livery, the vans were registered LT61 WHD/E/F/G/H/J/L/M/R. Details will be added to the database once we know their fleetnumbers, operator or allocations. Also at Acton were four new cars (thought to be Peugeot Partners) in LUL livery. No further details are available but they are perhaps to replace the '57 registered Renault Kangoos.

<p>The central fleet has seen a marked increase recently in the use of cars and smaller vans from European makes such as Renault, Peugeot and Volkswagen. This seems to be at the expense of Ford. No new Focus cars have joined the central fleet (as far as we know) for over a year, and only two Transit Connects have been reported over the same period. The larger Ford Transit does remain as the primary mid-sized type however.</p>	<p>one vehicle, based at Camden, or that it is to be Stratford-based for use during the Olympics. Although the vehicle retains its fleetnumber (2593), it has also gained a BTP fleetnumber L91. Curiously, this duplicates the number on one of the Iveco Daily rescue tenders already used by the BTP (KE05JLV). I will be publishing some photos of the rebranded tender soon but you can see it now at http://www.flickr.com/photos/24772733@N05/6679798659/in/photostream.</p>
06/12/2011	
<p>I haven't got time to do a proper site update yet (photos and database) but here are some snippets of news. The new Peugeot Partners seen last week are now entering service. There are at least 8, registered KX61 ZKL/M/N/P/R/S/T/U. KX61 ZKR is numbered 7225P. Other deliveries include the first Renault Modus cars for LUL (7158R and 7159R) and a further Smart fortwo car (7138SM). Perhaps a sign of things to come, a Peugeot Ion 5-door electric hatchback car has been seen running out of Acton with Tube Lines labels. Being 11 reg (LK11 BXP) and plain white, this may be a demonstrator.</p>	<p>Additions to the central fleet recently have included yet another new model, the Mitsubishi L200 pick-up. Given the surprisingly high fleetnumber of 7318 (without a suffix) it carries LUL branding on a white livery and will perhaps be allocated to Hainault, which seems to have a penchant for the odd non-standard vehicle! Only six other Mitsubishis are known to have operated as service vehicles. Metroline used two L200 pick-ups (not at the same time), while TfL Streets acquired four electric i-MiEV cars in 2010.</p>
11/12/2011	
<p>Fleet news is again dominated by central fleet additions, with more deliveries from Peugeot, Renault, Smart, Volkswagen and just a few Fords. The last few Metronet-liveried vehicles are still clinging on, as are a handful of LBSL Honda Civic cars. Not many reports concerning bus company vehicles, although Arriva London has started taking yet more new Vauxhall Corsa cars, this time in white livery. It was thought that with the loss of several routes (and the planned closure of Edmonton garage), fewer cars would be required. However, if they were taken on fixed three-year leases then they would perhaps need replacing anyway. A couple of the recent deliveries to Lea Valley have now moved to the Croydon area.</p>	<p>Several members have reported anonymous vehicles recently that may or may not be bus company vehicles. These included the following cars that may be with Arriva the Shires: Fords WN10SKV and FE61YXY at Edgware and Renault DL60URP at High Wycombe. These were certainly in use as crew ferry vehicles but I am hesitant to add them to the database as there is a possibility they may belong to individual drivers. As a rule, unmarked cars are not added unless they are known to be owned/leased by the company. For example the unmarked Vauxhall Zafiras operated by Metroline and First London are generally registered in batches or at least in similar series.</p> <p>Next were a pair of small vans at London United's Hounslow garage. YD10FVV is a white Citroen Berlingo while YN61KNU is of an as yet unknown make. The resurrected London United name has been very slow to appear on service vehicles, despite the removal of most Transdev fleetnames. Unmarked vans are somewhat 'safer' than cars, so I will be adding these to the database. Whilst on the subject of London United, there may be an unmarked white Ford Transit van at Shepherds Bush.</p>
13/12/2011	
<p>The flow of new vehicles into the central fleet continues. Four Renault Modus hatchback cars in LUL livery were visible in the car park at Acton Works earlier this week. No news yet on where the Bippers are going to end up.</p>	<p>Lastly, a trio of plain white Ford Transit Connect vans was seen at the back of Cricklewood garage, two of which were registered AY60WRV and AY60WRW. Despite what I said a minute ago, I am not sure these are SVs. Metroline has a modern fleet already and has applied extensive lettering to most of its vans. It is possible that these belong to a contractor of some type so I will await further reports before adding them.</p>
18/12/2011	
<p>A couple of the Bipper vans delivered last month have been seen working for Tube Lines, including one numbered 7175P. Abellio has gained a couple of unmarked Ford Focus estates, working from Beddington. Also at Beddington, two of the existing fleet have been seen with fleetnumbers applied. A Seat estate (NG57NTO) is 6602 while Vauxhall Combo NY54FKW (which was assigned number 6101 on paper when acquired in 2009) is 6703. Further reports would be welcomed.</p>	
06/01/2012	
<p>Among vehicles added in the last month were at least five unmarked Vauxhall Zafira cars for use as crew ferries from First London's newish Atlas Road operating base.</p>	<p>21/01/2012</p> <p>A bit more variety has been added to the central fleet with the arrival of at least two Renault Kangoo Compact vans. As the name suggests, these are shortened versions of the Kangoo van, and they really do look rather diddy. As the Kangoo also comes in stretched van (the Maxi) and estate car format, the model could cover most of the small vehicle requirements!</p>
17/01/2012	
<p>An interesting recent development is a new livery applied to one of the Tube Lines Emergency Response Unit (ERU) rescue tenders. Fleetnumber 2593 has been rebranded as a British Transport Police (BTP) vehicle. It retains the basic white livery but now with blue/yellow chequers and prominent Police lettering. This is in connection with a long-standing desire to allow the ERU to use blue lights and two-tone sirens when on the way to incidents. Rather than trying to get the Home Office rules about this changed, the plan is for the vehicles to be driven by British Transport Police personnel. I have heard conflicting reports that this will be an initial trial of</p>	<p>Arriva London has continued to replace its three-year old Vauxhall Corsa cars with new examples, the latest going to Barking. Our correspondent also noted Barking using three 11-reg Corsas transferred from Lea Valley.</p> <p>An update on the Arriva Southern Counties taxi fleet reports that only one has been sold for scrap so far. Another (the first LTI TX1 model to be reported as a service vehicle) was fairly quickly transferred to Arriva the Shires at Hemel. This retains its CF25 fleetnumber. Indeed the Shires, having used a four-number range for years, seems to have adopted the Arriva SC prefix scheme. CF73, CF74 and CF77 are further additions.</p>

<p>The identities of CF73 (at Stevenage) and CF74 (at Aylesbury) are not yet known, although the latter could be P229SUC. CF77 is at Hemel and is another example of the TX1 model.</p> <p>The reason for the unmarked cars in use as crew ferries with Arriva Shires has become clear. No fewer than five of the Garston-based vehicles have been withdrawn in the past couple of months, amounting to almost half the allocation. As a temporary measure, four hired cars are being used (details of these will not be published). However, a batch of 11 new Citroen Berlingo vans is expected during the spring.</p> <p>EX09WEV, an unmarked Ford Tourneo minibus latterly used by Go-Ahead Docklands Buses, has appeared on the Metrobus fleetlist as their fleetnumber 8933 (re-used). It is listed as a hired crew ferry vehicle based at Crawley.</p> <p>At least two of Metroline's three '57-reg Mercedes Sprinters have been sold, possibly replaced by new Renault Masters (just LM61UNY reported so far).</p>	<p>The new vehicles illustrated recently (MAN lorries RJ61LTE/LTF and VW Caddy van RK12UGB) do not yet appear to be licensed. It is possible that the lorries will be re-plated with 12 marks. Several owned lorries have been taken out of use (and SORNs declared). However, they are probably still present at Acton Works. My database does not at present allow distinguishing between 'withdrawn' and 'disposed of'! The vehicles are MB Actros artic 2559M and 2561M, and MB Sprinter mobile generator 2563M.</p>
28/01/2012	05/03/2012
<p>Along with yet more Renault Kangoos, recent deliveries have included at least five Vaxhall Astra vans (not a common type in recent years). Tube Lines appears to be renewing its Escalator Services fleet, and most of the recent additions (including at least some of the Astras) are going to them. Also new are a further pair of Toyota Prius cars for TfL Streets and another Smart fortwo car for LUL. Finally LBSL has a new VW Caddy crew van, possibly delivered last summer. 7085VW is thought to be a replacement for 6462VW.</p>	<p>Several people have made the trip to Stanwell Road in Bedfont over the past week, to peer through the fences of the MAN, Mercedes and VW dealerships. At MAN, a white/blue TGM18.250 lorry registered RV12OEY was seen. This could be one of RJ61LTE/LTF replated but I believe it is a third. At Mercedes, at least four LBSL Incident vans have been noted in full livery (including 7298/7299/7301M WU12MUV/MUP/MUO). Finally at VW, a second 12-reg Caddy van was seen (RK12UGA). These vehicles, along with some other recently reported ones, will be added to the database shortly.</p>
15/02/2012	15/03/2012
<p>Not many new vehicles to report this week, but two are worthy of note. Firstly, the new ERU/BTP link-up was launched at a press event at Canary Wharf last week (making the national TV news that evening). Relivered 2593 was present, along with BTP Iveco KE05JLX and 'old' livery ERU 2597. However, perhaps of more interest was a Suzuki motorcycle in ERU livery. LO61CCZ was new in January and is intended for use delivering urgent small parts such as signal relays. Pictures to follow.</p> <p>Seen working in the east end today was the first of a new batch of London Buses Incident Response Unit vans (7304M WP61ZXJ). These had been expected from March, to replace the 2009 batch (6603M to 6623M). The database will be updated with these (and a couple of other) additions shortly.</p>	<p>Two of the new MAN lorries that have been seen at the Stanwell Road dealership were finally licensed on Monday (12th March). These are RV12OEY and RV12OEZ, and they should appear at Acton any time now. By the way, despite what I said last time, these do appear to have been re-registered from RJ61LTE/LTF. The latter have not been seen recently, and according to the DVLA website, have not been registered. I won't delete the database entries just yet as I'm sure all will become clear once they enter service. The two VW Caddy vans also seen at Stanwell Road (RK12UGA/UGB) are not yet licensed.</p>
17/02/2012	<p>Another correction to make regards the Mitsubishi L200 pick-up recently illustrated (7318). I said it was unique, but another has now been reported! WV61PUO differs in being in full LUL white/blue/red livery and based at Hainault (surprise!). Curiously it has the fleetnumber 7136. This made me think that 7318, which was a high-number at the time, was in fact an error for 7138. However, 7138 has already appeared (on a Smart car). It could be that 7136 should be 7316, or it could be that the pair were ordered at different times and hence have very different numbers.</p>
<p>Rather surprisingly at least three of the 2009 batch of IRU vans have already gone off lease and have appeared on the British Car Auctions website.</p>	<p>Not much else to report at present. The latest LBSL Incident Response Units are slowly entering service, although no more have been reported this week. A couple more Astra vans for the Tube Lines Lifts and Escalators fleet have been seen (surely they have had enough new vehicles now!), along with a continuing flow of second-hand vehicles into the Abellio fleet.</p>
22/02/2012	21/03/2012
<p>The first of what might be several new MAN lorries for the Tube Lines fleet was seen today at a dealership in Stanwell. A photo has just been added. Other deliveries have included two more LBSL IRUs, numbered 7303M and 7306M.</p>	<p>The two 12-registered MAN lorries are now in service at Acton. A couple more LBSL Incident Response Units have been reported. It seems that this type has yet again been afflicted by misnumberitis. WU12MUE is reported carrying number 7304M, already claimed by WP61ZXJ at Stratford. Two more white/blue VW Caddy vans have been seen at the dealership in Stanwell (RK12UHE/UHF), although the earlier pair (RK12UGA/UGB) are yet to enter service. Also at Stanwell were two red VW Caddy crew vans (RK12UHA/UHB). These may be destined for LBSL.</p>
24/02/2012	<p>The bulk of today's additions are a batch of eleven Citroen Berlingo vans acquired by Arriva the Shires. These are to replace all the crew ferry vehicles at Garston garage, currently</p>
02/03/2012	

<p>a mixed fleet of cars and Vauxhall Combo vans. Note that the new vans have been given fleetnumbers in the range V205 to V215. This is another example of the Shires moving away from their former four-number series to a letter-prefixed scheme as used by Arriva Southern Counties. A new engineers van for Garston last year (Vauxhall Vivaro YG11VKM) has been allocated number V202.</p>	<p>London United are indeed getting new crew ferry vans. Red Ford Fiesta van EO12UGE was seen at Hatton Cross today with London United lettering and the fleetnumber FF1.</p>
21/03/2012	11/04/2012
<p>More new vehicles are four Mercedes-Benz Vito minibuses for Metrobus, numbered 8045 to 8048. These were seen today at Addington, and are presumably to start replacing the 5/6-year old Vitos at Croydon garage.</p>	<p>Another London United Ford Fiesta has been reported (FF6), although the majority are still parked up at Stamford Brook. The VW Caddy vans that have been sitting at Stanwell Road for a few weeks are now entering service. RK12UGB is 7322VW, while several others have at least made it as far as Acton Works.</p>
31/03/2012	13/04/2012
<p>I don't have time to update the database with the various recent additions and withdrawals tonight. However, worth mentioning is that three of the final few vehicles in Metronet livery (6002F, 6191F and 6209F) have now gone to British Car Auctions. As far as I can tell, this leaves just Transit minibus 6231F (seen this week) and perhaps van 6230F (not reported since November).</p>	<p>Rather surprisingly, Lillie Bridge has been taking more new Ford Transit dropsides recently (they got nine last year in the form of 7104F to 7112F). 7237F, 7238F, 7243F and 7245F have been reported so far, suggesting another batch of nine. My theory that 7347R to 7349R would be three Renault Kangoo vans to replace Transit Connects 6474F to 6476F has been thrown off a bit by the arrival of 7346R.</p>
02/04/2012	17/04/2012
<p>The new MAN lorries seem to have replaced the last two of the Volvo demountable trucks, 2566V and 2567V both being SORN'd recently.</p>	<p>As expected, the next four LBSL IRUs have arrived at Acton Works (either this morning or yesterday afternoon). These have been added to the database as 7290M to 7293M, although only one fleetnumber and three of the registrations have been visually confirmed. There have been no further reports of the other recent IRUs with identity queries. However, I believe that WU12MVA (at Turnpike Lane) is 7295M, WU12MUY is 7296M, and WU12MUE (reported as a second 7304M) should be 7300M. A final four vans are expected in the first week of May. The LUL Land Rover Freelander delivered a couple of weeks ago is still in the car park at Acton, along with white LUL-branded Renault Kangoo LX12UEU. Unfortunately they are parked too far away to see if fleetnumbers are applied, let alone what the fleetnumbers are. Meanwhile, down at Bedfont another new white/blue lorry has been seen. The make and model are not yet known but the vehicle (RV12OFK) has a crane and therefore may be intended to replace MAN 2579 at Frank Pick House.</p>
04/04/2012	<p>All but a couple of the Ford Fiesta vans at Stamford Brook Garage have gone, presumably to service at Hounslow Heath (and perhaps other London United garages).</p>
<p>Metrobus now has six new Vito minibuses at Croydon (8045-8050). Six older Vitos have left the fleet. The former 8017, 8019 and 8024 are now in plain white working for Go-Ahead Blue Triangle from Rainham. The whereabouts of the other three (8018, 8022 and 8025) is not yet known.</p> <p>A new central fleet vehicle seen today was 7347R, pushing the fleetnumbers ever higher.</p>	20/04/2012
07/04/2012	<p>A photo of the new lorry has been added tonight, and shows it to be a 3-axle MAN. As such it seems unlikely to be a replacement for 2579. Most of the recent additions are with the bus companies. More London United Fiesta vans have been reported at Hatton Cross (working from Hounslow Heath), plus one at Hammersmith with the fleetnumber FF19. It seems there will be more of them than we expected! Also added are a group of Ford Galaxy cars now working from Northumberland Park Garage for new owners Go-Ahead. These carry un-marked silver livery.</p>
<p>Several new deliveries for LUL are of note, although we don't have fleetnumbers for them yet. LN12YHR is a Ford Focus estate, the first (we know of) in about 18 months. VK12GPU is a Land Rover Freelander car, possibly to replace C-Max 6221F (which itself replaced Freelander 5215LR). LX12UEU is a Renault estate, possibly a Kangoo, unusual for having LUL markings on an all-white body. All three cars were seen in the car park at Acton Works this week.</p>	22/04/2012
<p>The new MAN lorries at Acton are yet to gain logos. Delivery of the latest LBSL Incident Response Unit vans is taking a while. Looking at the licensing dates, it appears that a batch of four is done every three weeks, with the next lot due on 13th April. WU12MUE, reported as 7304M, is probably meant to be 7300M, while WU12MUY and WU12MVA are most likely 7296M and 7295M respectively.</p>	<p>Farewell Metronet! Ford Transit minibus 6231F, the final vehicle reported to be carrying Metronet logos, has now been returned off-lease.</p>
<p>I have some doubts whether orange Renault Master minibus LX12BFL (reported at West Brompton Empress State Building) is actually a Metroline vehicle. Another LX12BFx minibus was seen yesterday with Easybus lettering, and this company does of course serve Empress State. Reports would be appreciated.</p>	28/04/2012
<p>Seen in the car park beside Stamford Brook Garage during the week were about a dozen 12-reg plain red Ford Fiesta vans. It could be these are destined to be London United crew ferry vehicles, perhaps to replace the elderly stock at Hounslow Heath.</p>	<p>Recent central fleet additions have been what you might call traditional, ie mainly Ford Transits! Lillie Bridge has been the main recipient, getting some crew vans to go with the new dropsides it got last month. There have been surprisingly few reports of the latest LBSL IRUs, perhaps the lousy weather is keeping our reporters indoors! We now have allocation</p>
08/04/2012	

information for all but three of the new batch (7290M, 7299M and 7300M/7304M WU12MUE). A final four IRUs are expected in early May as 7286M to 7289M.

A curious sighting at Eltham was of an **electric Ford Transit Connect van** in white livery with London Buses markings. A photo of this will be published very soon.

Arriva London closed two of its garages in March. **Edmonton (EC) and Beddington Farm (CN)** both had an allocation of engineering vans and crew ferry cars, the fate of which is not yet clear. The main bus route remaining at Edmonton (the 34) moved to Palmers Green garage (AD), although most of the buses are parked at Lea Valley garage. There is therefore a rather unusual garage-to-garage crew ferry service between the two. The nine Vauxhall Corsa cars that have so far been reported working from AD have been updated on the database today. These included four from EC, three from Lea Valley (LV) and two previously unreported. It may be that the AD-LV cars are pooled with those allocated to LV, which confusingly can often be found at Tottenham garage! The database still has five Corsa cars (plus three vans) listed as being at EC, so further reports would be welcomed.

Beddington Farm's mobile classroom bus has moved to Tottenham, while its Vauxhall Combo van and three Corsa cars have most likely gone to Croydon (TC), reports please! Note that both EC and CN have been retained for non-operational purposes, eg engineering, storage, etc.

Staying with **Arriva Corsa** cars, the last of the thirty 58-reg examples (numbers 107 to 136) have been withdrawn. Fifteen of those numbers have been reused on newer Corsas. Given the closure of EC and the route losses from DX, it remains to be seen whether the other numbers (112-123, 125, 130 and 136) re-appear.

Another garage change during March was that **First sold its Northumberland Park garage** (along with the buses and routes operated) **to Go-Ahead London**. It would appear that Vauxhall van EX03MHA was included, while a red 59-reg van has also been reported (possibly one of First's VW Crafters). Crew ferry duties are now undertaken using a fleet of unmarked silver Ford Galaxy estate cars. These were initially added to the database as Go-Ahead vehicles. However, a correspondent noted that they carried Private Hire licence badges and hence must belong to a contractor. As such they will be removed from the database. First has used contractors for crew ferries from several garages (including NP), mostly with anonymous vehicles.

Sticking with the crew ferry theme again, **London United's new Ford Fiesta vans** are now in service. FF1 to FF9 are working from Hounslow Heath, while the allocation of FF19 (seen at Hammersmith) is not yet known. Any reports of FF10 to FF18 would be appreciated!

30/04/2012

Another Metrobus Vito minibus at Croydon has been reported as BV12PYH with fleetnumber 8051. This means that BV12PYL must be some other fleetnumber. However, until the Metrobus website is updated (or someone visits Beddington Lane), I will leave both as 8051.

07/05/2012

The final four of the current batch of LBSL IRU vans were licensed at the end of last week and should be in service soon. Among other recent central fleet deliveries was a new high of 7374R, yet another Renault Kangoo van. Having said

that, there are still lots of gaps in the 72xx and 71xx ranges to be filled (or reported). Indeed 7095F was only delivered in March, almost a year after other similarly-numbered vehicles. This reminds me that it is probably about time I produced a new fleetnumber-plotting chart, as seen in my article of 2006.

The new MAN lorry (RV12OFK) has yet to be licensed, even though it was first seen almost a month ago.

Having taken a large number of new Ford Fiesta vans recently, London United has now followed this with a fleet of Ford Transit vans. Luckily I have been sent a list with details and allocations, allowing me to add neatly-numbered vehicles FF1-FF22 and FT1-FT9 to the database. Note that the last few of each type are allocated to Fulwell but assigned to the company's head office. As such, they may be seen at other locations as required (Hopefully a couple will be visible during the 'event' at Fulwell Garage this coming Saturday). It seems likely that these new additions will have completely replaced the existing London United service vehicle fleet. The company was notable for operating some relatively elderly vehicles, including ex-CDS veterans 4203F and 4252F.

Finally, Metrobus BV12PYL is now confirmed as being numbered 8052 rather than 8051.

13/05/2012

It would seem that the report of London United taking Ford Transit vans was a bit premature. None have yet been seen, although a couple of (different) 12 registered Transit vans have been noted in unmarked black, perhaps as cover while the red ones are prepared. The Fiestas are all in use however, while a surprise find yesterday was an old Vauxhall Combo van at the Park Royal garage. This is believed to be one of the former NCP examples (LR03MTX/MUE/MUU) although it was unfortunately parked in a position where the registration could not be seen.

Regarding the central fleet, we still need to determine allocations for a couple of the latest LBSL IRU vans. Eltham does seem to have taken more than its fair share of them though! A couple more of the Volkswagen Caddy vans seen at Bedfont in March are now in use, taking the fleetnumbers into the 74xx range.

Among additions to the database today are a pair of minibuses marked as Epsom Coaches. Although the bus fleet generally uses the Quality Line fleetname, these vehicles appear to be used as crew ferries, perhaps since a couple of the Toyota Yaris cars have been taken out of use. Quality Line has also recently acquired the tender for route X26.

Also added are two Ford Transit Connect vans with Metroline (AY60WRV/WRW) . These were first reported back in January but only confirmed as Metroline vehicles recently. There is a third example, also at Cricklewood, which may be AY60WRX.

21/05/2012

Additions to the leased fleet continue apace, with 7432F being the highest number reported to date. That vehicle (and 7431F) are all-white Ford Transit vans with Yorkshire registrations. Lettered for Tube Lines and seen at their Acton Frank Pick House location, they are perhaps specialised conversions (as per the earlier Staff Welfare and Mobile Plant vans). As well as Ford Transits, lots of Renault Kangoo vans have been taken recently, including Maxi, Compact and regular variants.

The London United Ford Transit vans are believed to be imminent. Some were seen at Stamford Brook garage last week, presumably being prepared for service. As expected,

there has been a cull of the existing London United service vehicle fleet. Usefully, many of the vehicles have been delicensed, meaning we can track them through the DVLA website. This includes vehicles ranging from veteran ex-4203F to a Ford Transit Connect only new this January. By the way, the ex-NCP Vauxhall Combo at Park Royal (mentioned last week) has now been identified as LR03MTX. I had marked this as being withdrawn by 2011 (!) but have now re-instated it, if only likely to be for a short time.

Another vehicle 'unwithdrawn' is Volvo recovery truck M3MJS. Ensign bought this in spring 2011 as a possible replacement for their ageing Scania, although it was soon deemed unsuitable. However, following some modifications and a repaint, it is now in use.

Finally, orange Renault Master minibus LX12BFL has been confirmed as being with EasyBus rather than Metroline. As such the database entry will be deleted.

29/05/2012

Some news of re-registrations. Ensign's new(er) Volvo recovery truck looks set to adopt the cherished UJF182 registration. The Scania which latterly carried this has now been changed to an (as yet unreported) E-prefix plate. Metroline's VW caddy van LR52LXM has not been withdrawn. It has instead adopted the 33LUG registration previously worn by classroom buses AV33 and M151 (and various coaches before them).

02/06/2012

Added to the database today are four Ford Transit Connect vans for Metroline. These were seen yesterday, parked up at the CELF in Perivale in unmarked red.

05/06/2012

A couple of London United's new Ford Transit vans have now been seen. Unfortunately the fleetnumbers, registrations and allocations did not tie up with the list that we received. I will hold off updating the database until a few more have been reported.

14/06/2012

I've had lots of reports of new vehicles today, among which were four Peugeot Partner Tepee estates numbered 7449P to 7452P. These have replaced the four Renault Kangoos at Barking Wakering Road (as predicted in the photograph published earlier this week). Another four new Partners have replaced the Kangoos at Earls Court, but these are going to be harder to identify. I hope to update the database tomorrow night.

15/06/2012

The new vehicles mentioned yesterday are now in the database. Deliveries have included yet more Renault Kangoo Maxi vans. Eleven such vans are known to have numbers between 7337R and 7377R. A further 8 have been reported but without fleetnumbers. It could be that this entire block is assigned to the vans. Now watch while someone reports a Ford Transit slap bang in the middle!

22/06/2012

One of the two red VW Caddy vans seen at Bedfont in March has now been reported in use. RK12UHA is un-numbered and has rear chevrons and a light-bar. As such it has perhaps replaced similar 6462VW. Curiously RK12UHB (which was reported on the other Caddy) is now listed by the DVLA as being on a white VW Crafter van. LBSL Passenger Data is expecting two Ford Transit minibuses shortly, numbered

7466F and 7467F. These will replace 6460F and 6498F, both of which will be retained for use by LBSL Operations during the Olympic games.

Ensign's Scania recovery truck has been sold, carrying new registration E642BNS. The replacement Volvo retains its M3MJS registration for now.

23/06/2012

A recently delivered Ford Transit van for LUL is confirmed as carrying number 7198F on both sides. This duplicates the number (also confirmed) on Tube Lines Vauxhall Astra van 7198V. It is possible that the Transit should be 7193F. Although the number 7193F is already in use, it is believed to be an error for 7163F! Oh, to have some official information....

The new red Ford Transit Connect vans for Metroline are evidently replacing the white Connects dating from 2009, three of which have now passed to British Car Auctions.

28/06/2012

The French invasion continues this week, with the arrival of yet more Renault Kangoos. Most of these were noted on delivery and therefore did not yet have fleetnumbers or operator markings. One other addition is another Mercedes-Benz Actros artic tractor unit. WN12NDV appears similar to WP61ZXE (delivered earlier in the year) apart from having roof-mounted beacon lights and yellow warning notices on the doors. Photos of the latest deliveries will be added shortly.

04/07/2012

A couple of very elusive vehicles have been reported recently. Ford Focus estate LT60YMK was noted newly delivered in September 2010. It was then not seen again until last week when it was found in Whitstable! We now know it is 6959F with LUL. Almost as old, 7053V has been reported as a Vauxhall Combo van with Tube Lines. Numbers 7051 to 7060 appear to have been allocated to a group of Tube Lines vehicles, although 7054, 7056 and 7058 have yet to be reported. If they were actually used I would guess these vehicles are hidden away in Stratford Market Depot, or perhaps at the new Edgware track depot.

More recent deliveries include a third Mitsubishi L200 pick-up, this time with a glazed hard-top (like that on 5653F) and a few more Renault Kangoos. I have been advised that the number block 7337 to 7377 is not exclusive to Kangoos. Two Ford Transits have been mentioned, one of which is 7344F.

Not much to report with the bus companies. First London has a new Ford Transit at Lea Interchange (anything to do with the Olympics?), while also there is yet another 59-registered Volkswagen van. Although in the normal livery (red with a yellow stripe and no lettering) I wonder if this was drafted in from elsewhere in First.

06/07/2012

Notable among the vehicles added to the database today are a Nissan Navara pick-up (in silver livery with LUL at Hainault) and a Ford Transit Connect (this type having been rarely taken recently). Oh, and some more Renault Kangoos!

Another of Sovereign Recovery's trucks has been painted red, so far without lettering. Watch out for DAF GN58KTX around town.

16/07/2012

A list of crew ferry vehicles with Arriva SC and Arriva Shires has been received, although this showed fleetnumbers only. Previously unknown vehicles awaiting details are CF34 and

CF35 at Grays, CF36 at Dartford, CF78 and CF79 at Garston, CF80, CF82 and CF83 at Stevenage, CF84 at Luton and CF85 at High Wycombe. These are probably all further FX4 or TX1 taxis.

The database entries for MAN lorries RJ61LTE and RJ61LTF have been deleted, the relevant sightings and photos being transferred to RV12OEY and RV12OEZ respectively.

22/07/2012

I was slightly surprised to realise that we now have 50 12-reg Renault Kangoos listed for the central fleet. I then checked the 12-reg Transits and found that there were 53! Given that there have also been some Mercedes, Peugeots and VWs, it seems that the fleet intake is up again.

30/07/2012

Today's news is all about repaints. Sovereign Recovery DAF GN58KTX is confirmed as being their second in red livery. Initially plain red it will presumably gain London Buses markings. An additional Emergency Response Unit (ERU) MB Atego rescue tender is reported as having been given British Transport Police livery. We don't know the identity yet but it is allocated to Stratford. Finally two of Arriva Shires fast-growing fleet of former London taxis have been repainted. Hemel Hempstead's TX1 R146NGT has lost its unique black/yellow scheme for a green/blue livery with adverts for Green Line route 758. Aylesbury's FX4 P229SUC has been treated to Arriva national blue livery, complete with cream 'swoops'.

11/08/2012

I passed Acton Works for the first time in a while today, and three things were apparent.

1. Lots of hired refuse vehicles were present, all with Tube Lines logos applied. There were at least 8 full-size refuse trucks (mainly Dennis plus a DAF and a Mercedes-Benz) and two smaller trucks. The owned refuse vehicles were also in evidence, so perhaps the additions are to keep the network extra clean for the Olympics?
2. Only 2 of the staff welfare vans were present in the south end of the yard. Given that there were no planned engineering closures today (that could account for the other dozen being out), I suspect that the fleet may have been reduced. One has been seen at South West Trains' Wimbledon depot. Perhaps others are on loan elsewhere. There are of course three newer welfare vans (we think) that are kept at Frank Pick House (2 were present today).
3. Some of the trailers are being modified with yellow side stanchions and hand-rails, similar to those on the recently acquired lorries. T65 and T67 were seen with the additions today.

13/08/2012

Two more FX4 taxis have been reported with Arriva Shires at High Wycombe. Both were in Arriva standard blue with cream 'swoops', and one of them is probably fleetnumber CF85.

Two central fleet locations have been 'discovered' recently and added to the database, although they were both probably operational for some time. Our code DES is for Dagenham East Station, while HES is for Hounslow East Station. In both cases the location is a small yard on the north side of the station.

15/08/2012

More location news today. Thanks to DE we know that Farringdon Station (our code FNS) now has a service vehicle allocation. Two Ford Transits are currently being kept in a small yard next to the large shed at the north end of the station.

London United has used a variety of locations for the storage of redundant buses in recent years (including Atlas Road, Harlesden and Victoria Road, North Acton). The latest seems to be a yard next to the canal at the junction of Acton Lane and North Acton Road (near Harlesden Station). Along with lots of buses, many of the recently replaced service vehicles are now stored here. At least eight were visible when I had a look this week, but only two were identifiable from the road (K255WKN and V264ERG). As mentioned before, it is thought that the delivery of 22 Ford Fiesta and 9 Ford Transit vans earlier this year will have replaced all of the existing London United service vehicle fleet.

23/08/2012

I got a partial list of Arriva group (Shires and Southern Counties) service vehicles yesterday, which has resulted in a further 15 former London taxis being added to the database. We also now have the fleetnumbers for some earlier additions. The vehicles have been listed with their most recent colour schemes (as extracted from the DVLA website). However, it is believed that many will have been repainted in Arriva corporate (blue/cream) or Green Line advertising (green/blue) liveries. As for the collective nouns for taxis, I am advised that it is a 'fleet', but I am going with a 'Hailstorm' of taxis....

09/09/2012

Not a huge amount to report recently. The first 62 reg SV reported was a Ford Transit dropside on delivery to Acton Works. The intake of leased vehicles appears to have slowed again, or at least the reports of them have. However, there are loads of gaps in the 73xx and 74xx number ranges still to be used.

10/09/2012

Two more 62 reg SVs have been added to the database, Ford Transit dropside 7470F and a silver Vauxhall Astra van seen on delivery today. I have added allocations to a few more vehicles but it should be noted that in some cases these could best be described as 'nominal'. I have assigned a few LBSL vehicles to Acton Works since observations suggest a handful are actually based there now (most likely since the closure of the Isleworth base).

11/09/2012

Three more 62s have been added today, with the delivery to Acton Works of a trio of VW Caddy crew vans. They were in unmarked white/blue livery. Also seen in the area was a Citroen Nemo electric van in full Tube Lines livery with additional lettering/logos to highlight its 'green' nature. LK09EFE was new in March 2009 but has presumably only recently joined the Tube Lines fleet. A photo will be included in the next set. Finally, one more Renault Kangoo has been reported. We now have listed 63 12-reg Kangoos in the central fleet, edging in front of the Ford Transit with 61.

14/09/2012

The database has been updated with the latest reported additions to the leased fleet. It almost goes without saying that these are Ford Transits and Renault Kangoos! An interesting development is the repainting of one of Arriva Kent Thameside's former London taxi cabs from unmarked black to Arriva-branded red (photo to follow). Although sister company Arriva the Shires has been busy repainting their recently acquired taxis, this is the first one at Dartford to have had any treatment.

15/09/2012

Another Arriva KT taxi has been repainted red (at Garston). Two new 62-reg Mercedes Vito crew vans are in use with Go-Ahead Blue Triangle at Rainham, while two 62-reg Ford Focus estates for LUL are currently sitting in the car park at Acton Works. Also there is very rare LBSL van 6793V. This has perhaps been replaced by similar LN62RFF, delivered on Monday.

23/09/2012

A surprise SV at the Leyton Garage Open Day on Saturday (22/09/2012) was a Honda motorcycle with Stagecoach branding RF04EFK. Not sure if this is a London vehicle but I'll certainly post some photos. Also present were a pair of Ford Transit vans. Blue Triangle has been taking a batch of new 62-reg MB Vito Crew vans. 5 have been seen so far, with perhaps a couple more. I'll add more details (and update the database) tomorrow.

24/09/2012

The Stagecoach motorcycle and the Go-Ahead London Vito crew vans mentioned yesterday have now been added to the database, and photos will be published soon. Regarding the Vitos at Rainham (Blue Triangle), although 5 have been reported (RK62OEP/R/T/U/V) the batch may include 3 others (RK62OES/W/X) which share the same licensing details. Curiously these have not replaced the older Vitos transferred in from Metrobus. However, none of the 3 Vitos acquired last year (RJ60ONU/V, OUE) were seen during my visit on Saturday.

The Tube Lines Emergency Response Unit has a new car, a Volvo XC70 estate LT62BFU, similar to a batch bought by the London Ambulance Service last year. This is the first Volvo car I have recorded as being a service vehicle, and it seems likely to have replaced Ford Ranger 6786F. Picture soon.

26/09/2012

With thanks to JM I can now shed some light on the motorcycle seen at the Leyton Garage open day last weekend. Stagecoach has bought three (second-hand) Honda motorbikes for use by the engineers at West Ham Garage. They will be used as rapid response vehicles to attend and assess accidents and breakdowns. All three arrived at West Ham earlier this month, but are not yet in use, pending some driver training. As well as the one sent to the open day at Leyton, the other pair were visible during the open-top bus tours that visited West Ham. Did anyone manage to get their registration numbers? I hope to get time to upload some photos later in the week.

09/10/2012

After the flood of Renault Kangoo vans in recent months, the latest deliveries have been dominated by Volkswagens. Most are Caddy or Caddy Maxi crew vans, including one numbered 7518VW, whilst a single Transporter vans sits in their midst as 7500VW. More Caddys are expected soon, a number having been seen at the Bedfont dealership.

22/10/2012

I haven't quite finished going through the recently obtained fleetlist but it does look the Renault Kangoo has pipped the Ford Transit to be the most popular vehicle added to the leased fleet over the past year. A total of 80 12-registered Kangoos are now listed (including a mix of cars and vans) against just 69 Transits. Once I have completed the updates I will show a breakdown of the current fleet.

04/11/2012

A notable addition to the database today is Arriva London

FN62SRX, this being the first example of the new model Vauxhall Combo to be reported as a service vehicle. The new model (the Combo D) is a very different-looking beast, based on the Fiat Doblo and built in Turkey.

06/11/2012

The list we recently received from Acton showed a total of 1046 vehicles in stock as at mid-October. However, this included some (but not all) of the unmarked cars and vans. Counting just numbered and/or liveried/marked vehicles, the total becomes 994, split between 853 in the leased number series, 46 owned vehicles (mainly lorries), 49 un-numbered vehicles (mainly cars with LBSL and TfL) and 46 miscellaneous items (trailers and bodies). 79 vehicles are operated by LBSL, 460 by LUL, 397 by Tube Lines (JNP) and the remaining 58 by TfL and the LT Museum. Ford remains the main supplier, although with just 403 current vehicles their dominance is evidently slipping. Renault has surged into second place with a total of 139 vehicles, while Volkswagen (with 111) has also overtaken Vauxhall (83). Mercedes (74), Peugeot (60), Toyota (25), Locomotors (13 bodies) and Iveco (10) are the only other suppliers into double figures.

19/11/2012

Not a great deal to report recently. Three new vehicles just added to the database are each of interest. 7609H is a silver Honda CR-V with LUL, at present the highest numbered SV in use. Although most examples of this type are based at Acton, this one was seen parked near Griffith House. AF62VLY is a Skoda Octavia in Tube Lines livery, only the second of the type in the fleet. We don't know yet whether it is numbered. Finally, at least one more Volkswagen Caddy van is expected from the Bedfont dealership this week. Also seen there was a red VW Transporter van, which could perhaps be the first of a new batch to replace LBSL 6821VW to 6830VW.

The fleet of FX4 taxis at Arriva's Dartford garage has been fairly rapidly repainted into red livery, with thirteen reported done. CF33 (P106PLK) may remain black but has not been seen since June. Over at Arriva London, more relatively young Vauxhall Corsa cars have been delicensed. These include three at Croydon (TC), one that had been at Beddington (CN) and one from Ash Grove (AE). It is not yet known if new deliveries have replaced these.

19/11/2012

Adding to the earlier news, around 6 or 7 newly delivered VW Caddies were at Acton Works today. Also the red repaints of Arriva SC service vehicle stock at Dartford has extended to the engineers Ford Transit van. I wonder if the Grays-based vehicles will be next?

22/11/2012

Nothing further on those VW Caddy vans yet, although someone mentioned that they were all white rather than white/blue. We shall see. After a short break deliveries of Renault Kangoo vans has resumed. Of the ten new vehicles just added to the database, seven are Kangoos.

02/12/2012

Another of the LBSL Honda Civic cars has appeared on the BCA auctions list. This leaves just 6305H unaccounted for, presumably still in stock but only reported once in the past year (on Bollo Lane).

06/01/2013

Recent additions to the leased fleet have included a third Skoda Octavia estate car (7592S), and a replacement for unique LUL pumps 'mini-tender' 6516F. The custom-built body

on this may in fact have been transferred to the new chassis/cab (7568F, photo to appear soon). Quite a lot of disposals have been found (or guessed) by looking at auction sites and DVLA data. Thanks to Ray for these. Notable amongst departures was the last of the LBSL Honda Civic cars (6305H).

30/01/2013

Not a great deal to report recently, probably due as much as anything to the cold weather keeping our reporters indoors! There is evidently no let-up in the fleet renewal though, with quite a few vehicles being tracked through the auction websites. Among these are several of the unmarked white Renault vans and trucks that were allocated fleetnumbers in the 6627 to 6646 range. These have presumably been replaced by vehicles in normal livery. Eight vehicles have been added to the database today, including a Grey Green one dating from the 1980s. Not quite as belated are the first vehicles reported with London Overground. A pair of VW estate cars was included in the list we recently obtained from Acton. These have recently been seen and they carry the same livery as the trains, ie white/blue very similar to LUL but with an orange stripe instead of red. A location code for the depot will be added presently. One more vehicle that avoided being seen for a while is Arriva London car 130. Their second generation of Vauxhall Corsa cars re-used some but not all of the fleetnumbers from the first generation. Other notable single gaps are numbers 122 and 125 so keep a look-out for these.

04/02/2013

Once again not much to report. Sullivan buses has acquired a pair of FX4 taxis for use as crew ferry vehicles. Both have been repainted red but the registration numbers are not yet reported.

A few anonymous white vehicles have been seen around Acton Town recently, which may or may not turn out to be service vehicles. Ford Transits LM62YOE (dropside) and LM62YMZ (van) both have registrations in series with current deliveries. Iveco Daily dropside BJ62YBE does not but has been seen several times at Acton Works and Ealing Common.

Four new locations have been added to the database today, partly as a result of going through the list that we received last October. The list included allocations for most vehicles but in many cases these were rather nominal, relating more to the operating department than the vehicle's actual location. For example, the Central Line's four Citroen Berlingos were all shown as being at Wood Lane, whereas they are actually at West Ruislip, Leytonstone, Loughton and White City. Conversely, similar 6973C was listed as being at Ruislip Depot but in reality is at Wood Lane! However, on comparing the list with the sightings reported on this website I have come up with a few updates, including the following new locations: **New Cross Gate Depot** (our code NXD) is the main depot for the London Overground train fleet, and appears to be home to the two VW Golf cars added last week. **Sidcup Marlowe House** (SMH) is used by the London Safety Camera Partnership vehicles, although only one of their two vehicles is regularly to be found there. **Holborn Templar House** (TPH) has LUL offices and was the headquarters of Metronet. It is unclear whether any vehicles are regularly kept there (there is a gated parking area), however a number of cars do visit each night. As this is similar to the situation at Griffith House I have decided to treat these as allocations. **Westferry Circus** (WFC) is the Tube Lines headquarters office, and we recently discovered that there is an underground car park here which does contain some service

vehicles.

Quite a few vehicles have been added to the allocation of Frank Pick House, Acton (ACF). The whole Tube Lines Lifts and Escalators fleet is nominally based there, although less than half of the vehicles seem to be regularly kept at the location. As with TPH and GHO, the remainder are probably kept at their drivers homes. As the actual allocations do seem to change, I have listed all the vehicles as being at ACF. Finally, I have marked as withdrawn some more members of the London United fleet that have not been reported for a while. As mentioned before, the large intake of new Fiesta and Transit vans in 2012 is likely to have replaced almost all of the earlier vehicles.

05/02/2013

Well, that didn't take long! One of the white Transits mentioned yesterday has already been reported again. Crew van LM62YMZ is in unmarked white apart from fleetnumber 7585F, for reasons as yet not clear. Also added today are two more Peugeot cars for LUL, a Fiat Ducato van for the London Transport Museum (this carries fleetnumber LTM001, has been bought rather than leased, and will presumably replace Movano van 5911V) and two new Mercedes-Benz Vito minibuses for Metrobus. The latter were numbered 8053 and 8055, suggesting there will be more. It is not yet known if these are replacements for the 2008-vintage Renaults or additional vehicles due to more TfL bus routes being taken over soon. I hope to put up pictures of the LTM and Metrobus vehicles later in the week.

07/02/2013

Epsom Buses are in the process of replacing their Toyota Yaris crew ferry cars with new Vauxhall Merivas. Their website reports that 8 are expected, and that the Toyotas have averaged 160,000 miles. Livery on the Vauxhalls seen so far is plain red with small LBSL roundels (pictures to follow). At Metrobus, a third new Mercedes-Benz Vito has been seen as fleetnumber 8057. I have also added numbers 8054 and 8056 to the database (as the registrations could be guessed) but these have not actually been reported yet.

10/02/2013

Yet more news, thanks (as usual) to Ray and Steve. Starting with the easy bits, recent deliveries have included some Transit dropsides for Tube Lines, to replace the 6716F to 6721F batch at Stratford Market. Numbers reported are 7538/7539F and 7541-7543F, presumably 7540F is also about. One of my speculative Metrobus minibuses has been confirmed (8054 RJ62ZGY), while the third Stagecoach motorbike has finally been tracked down as RY54NEJ. We'll have to be careful when reporting this and similar RY54NDJ!

Now the slightly fuzzy bits! As mentioned the other day, there are a few new service vehicles operating in unmarked white. Some have fleetnumbers, 7585F and 7558F being reported so far. Unfortunately number 7558 is already claimed by a Renault Kangoo (which co-incidentally is also otherwise unmarked, but with a silver base). Could it be that a decision was taken to replace the unmarked vehicles in the 6627 to 6646 block with more unmarked vehicles? Four Peugeot Partner Tepees have been added to the database today that may also be part of this group. Several were seen on delivery to Acton in December, while one was at Coburg Street later that month (suggesting use by JNP). Just reported is that another is with TfL Streets at Southwark (photo to follow) and has a detachable light-bar. Another puzzle is the report of a new white Mercedes Sprinter staff welfare facility (SWF) van with Tube Lines lettering. This carries the number 2,

suggesting it could perhaps just be a hire to cover for one of the existing SWF Transits. All will hopefully become clear given time!
13/02/2013
Another new Metrobus Mercedes-Benz Vito minibus has been reported as 8060 (RJ62ZHE). As it seems highly likely that 8058/8059 will be RJ62ZHC/ZHD I have added these as well.
19/02/2013
Although it's been less than a week since my last update, no fewer than 18 newly reported vehicles have been added to the database today. Notable for the central fleet are further all-white vans, unmarked apart from fleetnumbers. These are Citroen Berlingo 7581 and Ford Transit 7582F. A second white Mercedes-Benz Sprinter facilities van is also reported (PE62CFJ). Like earlier PE62CFG this carries the number 2, so perhaps this is an indicator of the number of toilets fitted rather than a fleetnumber. Another batch of Renault Kangoo Maxi vans has started arriving (this time registered in the LY62 series), as well as at least three more Smart cars.
Turning to the bus companies, Sullivan Buses has joined the "ranks" of operators using former London taxis as crew ferry vehicles. They have a pair of Carbodies FX4 in plain red livery, interestingly both from registration batches also found on Arriva the Shires taxis. Metroline has been taking more Renault Grand Scenic cars, the latest having the company name across the fronts rather than just roundels. No further updates yet on the new crew ferry vehicles for Epsom Buses but a 9th Mercedes is with Metrobus (RJ62ZHF, fleetnumber 8061). It would appear that registrations RJ62ZHG, ZHH, ZHK, ZHL, ZHM and ZHN are all on identical vehicles to these so they may well also be for Metrobus. All but ZHG were first licensed yesterday.
27/02/2013
The latest batch of Mercedes-Benz Vito minibuses for Metrobus seems to total 15, numbered 8053 to 8067. According to the Metrobus website, 11 are at Orpington with the last 4 at Croydon, and they have replaced Renault Trafic minibuses 8028 to 8042. Another 'unmarked but numbered' van has been reported for the central fleet, 7576 being the second Citroen Berlingo. There has also been a partial report of a new LBSL VW Transporter van registered RE62xxx. This may be a one-off or it could be the first of some new infrastructure vans to replace 6821VW to 6830VW.
05/03/2013
No 13-registered SVs reported yet, but the new LBSL VW mentioned the other day has been found. Interestingly it carries fleetnumber 7310VW, which fills a gap but proves that it is a one-off rather than the start of a new batch. It seems highly likely (to me at least) that LX62ZTP, the recently reported Renault Kangoo Maxi van, will turn out to be numbered 7326R. There have been remarkably few gaps in the sequence recently, with just 7193 and 7280 now missing from the block 6891 to 7458. The number 7193 was probably intended to be on one of the two vehicles officially numbered 7198, whilst it is actually carried (in error) by 7163F. Another puzzle is why there are two vans officially numbered 7379!
A couple of white Ford Transit dropsides (with small light bars) have been in the front car park at Acton Works recently, one being VN62EPO. I'm not sure if they are SVs though. The registration series is non-standard, while VN62EPO at least was new about 4 months ago.
On a visit to Bollo Lane last week, I was surprised by how many 'old' SVs are still going, examples being 6218F, 6391F

and 6488F. Presumably their non-standard status is the explanation. 6218F is a normal van but has a tow-bar, 6391F is a rare box van Transit, while 6488F will have been fitted out with ERU equipment. The reason for the retention of 6-year old Ford Focus 6081F is less clear though.
07/03/2013
An interesting find in the car park at Acton Works yesterday was at least 5 Mitsubishi L200 4x4 pick-ups in silver livery. Only one could be identified, this being AE13SRZ. It's not yet clear if these are actually going to be service vehicles, although it does seem likely. If so, Ray (again) gets points for the first new-reg report.
13/03/2013
A couple more plain white SVs have been found, including Ford Transit dropside 7590F which is working for Tramlink. It has a water tank in the back (like earlier Renault 6645) and is used for cleaning the tracks. Photo to follow.
14/03/2013
Three different reports from Abellio's Hayes garage this week, all adding new vehicles. These are still second-hand but newer and more colourful than before. A new location added to the list is High Barnet Station (our code HBS). This appears to be home to LUL Operations Ford Focus hatchback 7502F. Finally Arriva Shires has bought 2 more former London taxis to become crew ferry vehicles CF93 and CF94. I wonder what they will do when they get to CF99?
Update: Another pair of cars at Hayes has been added, both with Irish number plates (AFZ6025 and PJZ6903).
21/03/2013
The first liveried SV reported with a 13 registration is LUL Peugeot Partner Tepee KY13TWV, one of two in the front car park at Acton Works during the week (thanks Steve). Elsewhere Sullivan has acquired a third FX4 for crew ferry work, while Arriva London has applied lettering and a curious fleetnumber (DX150) to a previously unmarked dark blue Vauxhall Combo van at Barking/Dagenham.
17/04/2013
A plain red VW Caddy crew van with light-bar was seen near Acton Works recently. Although a 62-reg, it carried the fleetnumber 6902VW, evidently incorrect. This is presumably an LBSL vehicle to replace similar 6462VW or 6733VW. Round the corner at the Museum Depot, AY07EZB has re-surfaced. This was the Citroen Relay chassis cab seen with no bodywork or rear axle back in March 2011. It now has a large box body and LTM lettering (picture to follow). The Toyota Prius cars used by TfL's Taxi Private Hire section appear to be losing their lettering. The Eltham and Kingston cars have swapped locations and both are now unmarked. Reports of the Stratford, Wembley and Victoria cars would be welcomed. Perhaps unrelated, a new unmarked white Prius was seen near Acton Works recently (LS13EVV). This had a light-bar so could well be destined to be a liveried service vehicle. I have not added it to the database, pending further reports.
A couple more Ford Fiesta cars at Abellio's Hayes garage have been reported. Arriva the Shires has just taken delivery of 6 new Vauxhall Astra cars for Garston garage. In various colours, these are taking the numbers of the vehicles that they are replacing. Surprisingly the latter are the Citroen Berlingo vans that were leased in March 2012.
12/05/2013

Not a great deal to report recently. One interesting item was that the Peugeot Ion electric car taken into stock in 2011 has now been given a fleetnumber. Unfortunately it is 7608P, which conflicts with existing 7608F. The car also now has LUL logos on its white livery. Two fairly new vehicles have been marked as withdrawn, since they no longer appear on the DVLA database. 7050P and 7146V are most likely written off following collision damage, although another (unlikely) possibility is that they have been re-registered. Ford Transit dropside EU13XES has been added to the database, but it may only be on hire. It is in plain white with Tube Lines labels.

Abellio van NV57HXO has re-emerged, now at Byfleet and in a very strange (and un-lettered) livery of yellows and greens. Go-Ahead have a new Transit van at New Cross (EK13LLP), due to replace EF05YJD.

06/06/2013

A couple of interesting developments to report today. Firstly, a new make has been added to the central fleet. Several Fiat Doblo vans have been leased, including 7661FI and 7663FI in LUL livery. Note the new suffix. What is slightly curious about this is that the new model Vauxhall Combo (none of which have yet been added to the central fleet) is in fact a badge-engineered Fiat Doblo.

Noted at the beginning of April were two of the Ford Transit Staff Welfare vans with new logos. Applied on one side only, and partially over the original Tube Lines logos, the new lettering comprises an LUL roundel and large letters AP JNP. There was mention earlier this year that the Tube Lines brand was to be dropped in favour of Underground, with the three divisions (BCV, JNP and SSL) continuing but with an AP (for Asset Performance) prefix. This sighting could be the first signs of these changes, although it is odd that the labels appeared temporary. It has also been noted that no new vehicles have been reported in Tube Lines livery since February this year. Time will tell.

Also noted at the same time was a JNP Renault Kangoo van with additional lettering for 'Point Care'. The fleetnumber for this van (LX62ZSY) is not yet known.

The temporary JNP yard at Hounslow East Station has now closed.

Metrobus has added a further 3 Mercedes-Benz Vito minibuses, with fleetnumbers 8068 to 8070. These have replaced the last of the original Vitos (8026/8027).

07/06/2013

Another new type for the central fleet is the Toyota Yaris hybrid hatchback car, LT13OBX in LUL livery being seen last night. The fleetnumber was not noted but it had a T suffix. Tramlink now has 2 white Ford Transit dropside (7589F and 7590F), and also Vauxhall Combo van 6579V in unmarked white/blue.

Arriva Shires has another black Vauxhall Astra, this time an estate (FD10DKK). It carries Arriva logos on the back and may have transferred from their staff car fleet. The database will be updated with the most recent reports sometime over the weekend.

10/06/2013

A trip to visit the open day at Potters Bar has added a bit more news. PB itself has an additional crew ferry car in the shape of Vauxhall Astra MV61ZHJ. As with the other cars here, no markings or roundels are carried. Go-Ahead has brought the crew ferry work at its Northumberland Park garage in house,

replacing the contractors inherited from First. Vehicles used are all Mercedes-Benz Vitos, including two each transferred from Silvertown, Rainham and Metrobus' Croydon garages, plus two new deliveries.

17/06/2013

There appear to be five Fiat Doblo vans, numbered 7660FI to 7664FI. Although they carry LUL livery, it is believed they may actually be mail vans (latterly a Tube Lines branded function). Also in LUL livery is a new VW Caddy Crew van carrying the number 7930VW on both sides. I would be very surprised if this number is correct, seeing as other current deliveries are being numbered at least 250 lower. Withdrawals and disposals from the leased fleet are now starting to reach the '10 registered vehicles.

18/06/2013

Updating yesterday's news, 7665FI is a sixth Fiat Doblo Maxi van in LUL livery.

25/06/2013

There were two significant changes to London Bus operations this past weekend, both of which may affect the service vehicle fleets. Firstly, route 24 became the first to be wholly converted to the 'New Bus for London' type. It still runs from Metroliner's Holloway garage. Since the new buses have a two person crew for much of the day, there may be a need for more (or larger) crew ferry vehicles. A total of 600 NBfLs is on order and many other central area routes will be converted over the next couple of years, starting with route 11 in September.

Secondly the sell-off of most of First London's operations took place. Five garages (Alperton, Greenford, Hayes, Uxbridge and Willesden Junction) with about 500 buses transferred to Metroliner, while three garages (Atlas Road, Lea Interchange and Westbourne Park) with about 400 buses are now owned by a new company called Tower Transit. In addition, several routes and buses were transferred from First's remaining garage at Dagenham to Go-Ahead's Rainham garage. First London therefore just retains Dagenham Garage and 4 bus routes, all of which are being lost on tender to Stagecoach later this year.

The impact of these changes on the small service vehicle fleet latterly operated by First remains to be seen. One thing that is known is that Tower Transit will not be continuing with the crew ferry contracts that First had set up. In connection with this, they have acquired three new crew vans for use from Lea Intechange garage.

27/06/2013

One other event from last weekend that I missed was that the LBSL offices at Sycamore House (Thornton Heath) have closed. The staff, and the allocation of several vans and cars, are now at an unknown location in Morden.

02/07/2013

A not completely unexpected development is the appearance of a service vehicle in London Tramlink livery of white and blue with a green stripe. A photograph of new Ford Transit dropside tipper 7627F (fleetnumber to be confirmed) has just been uploaded. Presumably this will replace one of the two unmarked white dropside in use (7589F and 7590F).

03/07/2013

Today, almost by accident, I discovered the new LBSL Morden location that has replaced Sycamore House. The staff are in offices in Apollo House, part of the frontage to Morden

Station. The vehicles are kept in a segregated part of the station car park, accessed from Kenley Road. A large charging 'hut' for electric vehicles has been added, similar to the one at Eltham. Present this afternoon were 3 IRUs, one Prius and one Infrastructure Van. Since the location adjoins the existing LUL Morden Station yard, I will be using the same MDS code here. I have updated the allocations on the vehicles that I identified today, but there are several others for which confirmation is required. By the way, I also found a Metrobus crew ferry vehicle parked on the upper deck of the supermarket car park alongside.

Seen at Merton Garage was a new Ford Transit van, perhaps to replace the electric one. Staying with Go-Ahead, VLT46 (the Volvo recovery truck) was also seen passing through Morden, this not having been reported for 18 months. Does anyone know where this is currently kept?

09/07/2013

Further to the previous item, VLT46 is confirmed as having always been based at Putney Garage. I guess that either it no longer parks in the doorway or it has been out on a job each time I have passed!

12/07/2013

I think I have now captured all of the transfers related to the closure of Sycamore House. As expected, most of the vehicles are now at Morden. Strangely high numbered 7930VW at Hainault has now been joined there by 7929VW. A third new VW at the same location (RO13ORH) was reported as 'probably' 7631VW, which would make it likely that the other two should be 7630VW and 7629VW respectively. If these numbers remain unclaimed (or we get some official information), I will update the database.

20/07/2013

A number of new vehicles were observed at Acton Works today. In the front car park were 6 Ford Focus estates in white/blue/red for LUL (regs LL13XOK/XOZ/XPA/XPO/XPY/XRB, fleetnumbers not known) and two cars in white/orange for TfL Streets (LL13YZD and LM13PBU, believed to be Toyota Yaris hybrids). On the other side of the railway, a group of perhaps 6-8 new vans was parked on the stub road. These appeared to be Renault Kangoo Maxi Phase II vans, with a considerably revised frontal design. The only reg obtained was LY13BFE. These vehicles will be added to the database shortly.

22/07/2013

Vehicles recently added to the database are those mentioned in Saturday's fleet news, plus a pair of unmarked silver Mitsubishi L200 pick-ups. A batch of about 5 of these was seen just after delivery to Acton Works in March 2013. A recent sighting of two at Westferry Circus suggests they are indeed service vehicles.

A new location has been added for the LBSL Bus Infrastructure offices at Lagoon Road, Orpington. These opened in about 2012 as a replacement for the yard next to Orpington Bus Station. To avoid confusion with the nearby Metrobus premises at Lagoon Road, I have decided to name the location as St Mary Cray, with code SMC. Borough (Union Street) has been marked as closed since nothing has been seen there for a while.

31/07/2013

Among the vehicles added to the database today are a pair of Dennis Dart buses which Metroline has been using as crew rest rooms for the past few years (DP274 and DP275 qualify as service vehicles since some of the seats have been

removed and tables fitted), yet more new Renault Kangoo Maxi vans for LUL, and a curious ERF. The last mentioned was seen at Aylesbury garage in freshly repainted Arriva blue. It was an ERF EC10 tractor unit but it now has a box of some sorts where the fifth wheel (coupling) used to be, and it has been unlicensed for almost a year. Perhaps another engineer's training vehicle?

08/08/2013

I've just added 18 more vehicles to the database, some of which are worth commenting on. Firstly DS62ZXC/G/J/L (along with already reported DS62ZXE) are a batch of silver-grey Ford Tourneo minibuses that appear to be based at Acton. They are often seen at worksites and are presumably used to move staff around. ZXE was added earlier since it was reported with Tube Lines labels. As far as I know, the remainder are unmarked. Also in unmarked silver are at least four Renault Kangoo vans (LX13SYG/VFH/WUM/ZXV) that have become a regular sight at Griffith House. What is notable about these is they have the same rear chevrons as other GHO-based vehicles, while the LX registration series makes me think they may actually be allocated fleetnumbers. Seen last night was a VW Caddy van with fleetnumber 7698VW. The first SVs in the 7700+ range must be expected very soon.

Go-Ahead London has taken several new vehicles for crew ferry use from Northumberland Park Garage, all in unmarked red. These comprise at least 6 Vauxhall Combo 2+2 vans (ie with a second row of seats but no additional side windows) and 2 Mercedes-Benz Vito minibuses. These will most likely replace the collection of fairly new Vito minibuses and crew vans used since June. Vauxhall Combo HY13YUB has also been reported as being in red at Northumberland Park, although the Metrobus website claims it is white and at Crawley! Time will tell...

14/08/2013

Two new Transit vans have been seen this week with fleetnumbers 7720F and 7721F. Details of these (and some other recent deliveries) have been added to the database.

20/08/2013

A new location to add today is Tuffnell Park, Station Road (our code TFP). On an industrial estate virtually across the railway tracks from Holloway bus garage is a base latterly used by UK Power Networks Services. This firm (previously Seeboard Powerlink and EDF) had a 30 year contract to operate and maintain LUL's high-voltage electrical power network. Last year LUL decided to terminate the contract, taking advantage of a half-way break clause this month to do so. Ray visited the base today and found quite a few service vehicles present, mostly brand-new ones numbered in the 77xx range. Details will be added to the database shortly, while some photos will be included in the next bundle.

25/08/2013

Yet more new vehicles for the power distribution fleet have been added, mostly seen at Tuffnell Park. There are probably some other locations being used so keep your eyes peeled.

01/09/2013

Wow, September already. Keep a look out for any SVs with 63 plates. Just one vehicle has been added to the database today and, despite it being a Renault Kangoo, it is slightly more interesting than most. 7727R is a Kangoo Maxi van in Emergency Response Unit livery. As with Ford Ranger 6786F, this comprises white with a blue skirt plus a broad yellow band edged in blue. Also like 6786F, the bonnet is red and a light-bar is fitted on the roof. As far as I can recall this is the first light van to be given ERU livery. The fleetnumber is slightly

strange as it sits within a block allocated to new Power Supply vehicles.	engineering use, presumably to replace the 3 Renault Traffic vans acquired in 2008. Examples at Croydon and Crawley have been reported, there is most likely a third at Orpington.
07/09/2013	18/01/2014
I haven't got time to update the database tonight but one thing worth mentioning is the first reported 63-reg SV. LUL Ford Focus estate LT63CFK (fleetnumber unknown) was seen in Acton Works car park today. The next update will also include some improved coverage of the vehicles operated by Grey Green in the 1990s, thanks to AM.	An updated fleetlist on the Metrobus website confirms that there are 3 new Ford Transit vans, with fleetnumbers 9105-9107. These have replaced Renault vans 9102 and 9103 but Crawley's 9101 remains in stock.
16/09/2013	24/01/2014
A couple of developments to report today. First up, the new LUL vehicles at Tuffnell Park have been joined by at least one second-hand van. 7755F is a 2008 Ford Transit van, presumably from UK Power Networks and with some specialist equipment fit. It now wears LUL livery. Also new in this livery are at least three Ford Transit facilities vans at Acton, perhaps to replace the Mercedes Sprinters. A fourth new facilities van has been reported just up the road at Frank Pick House. The ERU now has a new Ford Transit jumbo crew van to replace 6488F, 7587F having served in the interim. The new van is LM13MKV with no visible fleetnumbers. Something to look out for are new LBSL Infrastructure vans. None have been reported yet although several of the 2009 batch of VW vans have already gone off lease. All of these items will be covered in the database and photos when I have a bit more time, hopefully around mid-week.	Several new vans carrying full London Overground livery have been delivered, including at least two each of Renault Kangoos and VW Transporters. Ray found some parked at Silwood Junction (south of Surrey Quays Station) today, and I'll post full details and some photos when I get back tomorrow.
28/09/2013	25/01/2014
The first of the new range of Ford Transits have appeared as service vehicles, Stagecoach having at least five Transit Custom minibuses at Rainham. Stagecoach national fleetnumbers are carried, with 90898 and 90901-90903 being on four of them. The fleetlist at http://www.uk-buses.co.uk/fleetlists/stagecoach/ shows non-London SVs using the block up to 90894. Photos will be published next week. By the way, I've written a brief overview of the new Transit range in the forum.	The four London Overground vans (7775VW, 7776VW, 7788R and 7789R) have been added to the database. They were still on site when I passed today and this may be a new location. The yard is between the New Cross and Peckham branches of the East London Line and is accessed by Landmann Way. However, a good overview can be had from trains between London Bridge and Greenwich. Also added today are another LBSL Infrastructure VW Caddy (seen in Croydon) and a new Transit at Stockwell Garage. Finally I have added two 'mystery' white vehicles that have been seen around Acton several times recently. Transit Dropside YT13TCZ has LUL labels on the rear, while Peugeot Partner van CF13NRU is anonymous but has been seen working with 'proper' SVs.
14/11/2013	07/02/2014
Also reported recently are a white 2011 Smart Fortwo car in white with LBSL markings (these might have been recently applied) and also a white Mercedes-Benz Citan van (basically a Renault Kangoo clone) with LUL markings.	The days of the Arriva crew ferry taxis at Dartford may be numbered. At least three white Ford minibuses have been seen doing their work this week, all having transferred from TGM.
26/11/2013	16/02/2014
I've just noticed that one of the TfL Streets Peugeot Bipper vans went off lease this month. I wonder if they will be replaced, and whether the replacements will be numbered!	I can now confirm that the Dartford taxis are indeed being replaced by Ford Tourneo minibuses (of which 4 have so far been reported), apparently due to emissions legislation. Metroline has taken a further pair of Renault Grand Scenics, while central fleet Peugeot Partner van 7746P is another to be reported operating in anonymous white livery.
15/12/2013	23/02/2014
Very little to report recently, no doubt due to the cold weather keeping our spies indoors. One development is that Ford Transit van 7583F (one of the batch delivered in unmarked white livery about a year ago) has been treated to full LUL livery with additional lettering for its role as a 'Welfare Support Unit'.	A sixth London Overground van has been reported at Silwood Depot (Renault Kangoo LX63XJM for which a fleetnumber is required). A new type for the central fleet is the Nissan Leaf electric car, one of which was seen in Acton Works recently. Although numbered, the details were not obtained. Another possible new type is the Ford Kuga. A car was reported in LUL response vehicle livery late last year. The number 7739F was mentioned, with registration LT63KOE. This is not correct but it has been noted that LN63KOE is a Ford Kuga. I was hoping to get another report before adding it to the database.
16/01/2014	25/02/2014
Metrobus appears to be taking Ford Transit vans for	Yet another London Overground van has been reported in the form of VW Transporter 7773VW. Also tracked down is the Nissan Leaf electric car mentioned on Sunday (assuming it is the same one). 7711N has a charging point in the car park at Edgware Road Station and carries additional TfL lettering on its LUL livery. A second Toyota Yaris hybrid car for LUL has been added to the database, 7761T being noted at Northumberland Park Depot. No news yet on the Ford Kuga.
	27/02/2014

Rather surprisingly a further pair of London Overground vans has been reported. Why do they need so many vehicles all of a sudden? 7774VW is a VW Transporter van (not a crew van this time). RE63MEU is also a Transporter but the fleetnumber and configuration are not yet known.
28/02/2014
Three more new vehicles have just been added to the database. Unbelievably, two of them are for London Overground. I make that a total of 11 new vans for them now, while the fleetnumbers suggest there may be a few more yet to be seen. By the way, thanks to Dave for finding a new yard where LOROL vehicles can be seen. It is off Richmond Road, just south of Dalston Junction station. I'm not sure yet if this warrants an allocation code.
04/03/2014
The first 14-reg vehicles have been added to the database, a pair of VW Caddy vans having been seen at a dealers over the weekend. Transit crew van 7339F has had its livery changed from Tube Lines to LUL, although I don't know if this represents a policy change or a one-off.
04/03/2014
2nd update. A batch of at least 12 new Vauxhall Corsa cars has been taken by Arriva London. They are mainly for use from the just re-opened Edmonton Garage. Fleetnumbers are known for a couple, and are on the rear only. The series appears to be 201 to 213 so there may be another one or two to be reported. Some of the fleetnumbers are prefixed WN, implying the vehicles are used from Wood Green. However, I have shown them all as EC (Edmonton) for now since that is where they were seen. Also noted was an unmarked red Ford Transit curtainsider very similar to Arriva's earlier HJ08GMO. Photos will be added shortly, as will updates for the vehicles currently shown as based at Lea Valley Garage (Edmonton re-opened to allow Lea Valley to close).
04/03/2014
3rd update. I have now reviewed the allocations for all current Arriva London SVs. Most of those from Lea Valley did move to Edmonton, along with a couple from elsewhere. The situation is a bit strange in that some crews working buses from Edmonton are actually based at other garages. This results in crew ferry runs from one garage to another (notably between Edmonton and Palmers Green). My feeling is to show all vehicles that regularly visit Edmonton as being based there. Having said that, four Corsa cars are still listed under Palmers Green pending reports, with another seven vehicles without a current allocation. Almost needless to say, everything I publish comes from reported observations, and more would be welcomed.
05/03/2014
The central fleet list received today contained little in the way of surprises. A single Citroen Nemo van (diesel this time) has been leased as 7615C, while 7739F is confirmed as a Ford Kuga. A lot of gaps in the numbering series have now been filled, but the newest vehicle is Transit van 7818F, almost 30 numbers higher than the previous highest.
09/03/2014
Seven more Vauxhall Corsa cars have been seen at Edmonton, comprising 2 additional new deliveries (taking these to 14), and five transfers (some of which we had as Palmers Green but which were probably all latterly at Lea Valley). This gives Edmonton an allocation of 34 vehicles, all of which are Vauxhall Corsas (32 cars and 2 vans).
29/03/2014

Not a lot to report recently. Vehicles in the 70xx number range are starting to go off lease, while the highest number reported remains as 7818F. A surprise return has been made by Mercedes-Benz tow truck L100JMH, seen around town twice in March. Originally in full LBSL livery, it is now in an unmarked livery of red with a white stripe (picture to follow).
04/04/2014
The first Mk2 Ford Transit Connect has been reported. LT14FXR is in anonymous red livery and has replaced similar 7031F in the LBSL Technical Services fleet. Stagecoach has another Ford Transit Custom minibus, this time in unmarked red apart from fleetnumbers. It has been seen working from West Ham, as has one of the earlier Custom minibuses (which still carried a Rainham allocation). Allocated fleetnumbers are now known for several Stagecoach vehicles that do not carry theirs. Not much else to report, except that the allocation of LBSL vans to the two bus stations at Stratford has been switched around. The infrastructure vans (currently all VW Transporters) are now parked in the original bus station, while the Incident Response Units (Mercedes Sprinters) are now in Stratford City.
06/04/2014
Thanks to CB for reporting a second Nissan Leaf electric car. LR14FFM was found parked at Turnpike Lane and is in the dark red livery (with orange squares) as carried by the current LBSL Toyota Prius cars. A photo will be published soon.
09/04/2014
The new Nissan Leaf at Turnpike Lane appears to lack lettering, although it has the orange squares, and it may have fleetnumbers. A new car has also been reported at Arnos Grove Traincrew Depot, details awaited.
11/04/2014
The Nissan Leaf at Turnpike Lane has fleetnumber 7762N. No news yet from Arnos Grove. Fleetnumbers have been reported for more of the new Arriva cars at Edmonton and just two are now needed (HK63YYG and HK63YYN should be 203 and 209, order unknown). It does seem that the WN prefixes to the fleetnumbers on some are not a sure indicator of their use. Of 11 seen at Wood Green yesterday, 8 were WN-prefixed and 3 were not.
13/04/2014
Thanks to BM for reporting the new response car at Arnos Grove as being VW Golf KN14EUK.
27/04/2014
A couple of things to mention today. It has been confirmed that the contract for the provision of the central London bus recovery vehicle has passed to Mainstream Fleet Ltd (trading as C and S Motor Group). This explains the return of Mercedes L100JMH to the regular parking place on Achilles Way.
One of the two Ashwoods Hybrid Ford Transit vans latterly used as LBSL Incident Response Units (6986F) transferred to the infrastructure section last winter and was reliveried accordingly. Finally, it has been noticed that the new Arnos Grove response car (KN14EUK) appears to carry fleetnumbers, although these are not readable from any public vantage point.
16/05/2014
Although I am currently unable to add vehicles to the database, a number of additions have been reported over the past fortnight. Perhaps the most interesting are a trio (at least)

of Renault Kangoo Maxi vans in Tramlink livery (7807/10/11R) and an electric Nissan van in LUL livery.	latter, while only three new cars have been reported so far (with one each now allocated to Eltham and Wembley Park).
26/05/2014	
The database has now been updated. As well as the three Tramlink vans, additions have included another bus and an unmarked van for the LT Museum, and several more cars for Abellio. Amongst the vehicles withdrawn are Arriva's ERF tanker, several Arriva the Shires taxis, and the three motorcycles acquired by Stagecoach in 2012.	The first new style Ford Transit Custom for the central fleet has been reported as fleetnumber 7829F. It can only be a matter of time before the first of the larger Mk.8 model also appears. Stagecoach London has been adding further Transit Custom minibuses, this time for West Ham Garage and so far operating in unmarked red livery. These appear to be short wheelbase variants rather than the longer model taken last year, although the difference is minimal. Two new minibuses have been reported, while three of the six Ford Transit Mk.7 minibuses have already been sold after just three years service.
04/06/2014	04/08/2014
Yet more Abellio cars have been reported, in various colours and with fleetnumbers in the 67xx range. There are still lots of gaps in that number series so there may be more yet to find. Also added to the database today are four vehicles used in support of the Docklands Light Railway. Since these are operated by Serco they have been added under the category of 'Other Companies'.	The management of the Metrobus fleet is in the process of being divided. The red bus fleet (based at Orpington and Croydon) is now part of Go-Ahead London, and is expected to adopt London-style class codes shortly. The blue fleet (based at Crawley) is now overseen by Brighton & Hove and has already been renumbered. In terms of service vehicles, transfers between the various Go-Ahead operations have been a feature for several years. The service vehicles remaining at Crawley do not need renumbering since they already have four digit numbers. A swap of vehicles has recently taken place, with five white Mercedes Vito minibuses moving from Croydon to Northumberland Park. Going the other way are five of the red Vauxhall Combo crew vans, now assigned Metrobus fleetnumbers in the block 9033 to 9037.
09/06/2014	09/08/2014
I have just added to the database several cars used from the Metroline (formerly First London) garage in Hayes. Three new Renaults (as favoured by Metroline) have been reported recently, though they carry no lettering. Also seen was one of several Ford Galaxy cars that were first reported in April 2013. I didn't add these at the time as most First garages were then using contractors for crew ferry work. Reports confirming whether the other three Ford Galaxy cars actually remain in use with Metroline would be appreciated. Also added is a further LTI TX1 taxi for Arriva Shires, taking the fleetnumber CF100. This features a revised Green Line advertising livery, and I have added a link to a photograph (the facility to upload thumbnails of external photographs is still being worked on).	Just four vehicles have been added to the database today but they are all quite interesting. Firstly, LBSL Passenger Data have taken a pair of Vauxhall Movano minibuses to replace Ford Transits 6852F and 6853F. These are the first Vauxhalls for the central fleet in about 2 years, and the first Movanos since 2007. The new Ford Transit Custom minibus was tried out for the role but was found to be a bit too small. One of the other additions was a second Ford Transit Custom van, a type that will no doubt become quite common over the next few months. Finally, another electric van has appeared in the form of a Peugeot Partner seen at Loughton. Like Nissan VX14AU, this has large 'green' lettering on top on standard LUL livery.
22/06/2014	15/08/2014
An interesting conversion which was first spotted during the week (thanks to CS) is Mercedes Axor lorry WX08KUY. New as a dropside lorry in 2008, it now sports a large box body which appears to be a mobile office. It is also the first lorry to be given LUL white/blue/red livery. A photo will be added shortly.	Another three Toyota Yaris hybrid cars in TfL white/blue livery have been reported. I suspect that some of these will be for use by TfL Streets. Perhaps the livery is non-specific so that they can be used by either Streets or PCO.
29/06/2014	24/08/2014
A pair of newly-delivered Toyota Yaris hybrid cars was seen in the car park at Acton Works during the week (LL14VOJ/K). They are a bit odd in that they carry white/blue livery with all-blue roundels and just TfL lettering. Their role is not yet clear. Arriva Southern Counties has been adding more second-hand vehicles for use as crew ferries, replacing the former London taxis. The CF-prefixed number series reached CF43 in April. Since then, at least five vans have been added, with numbers in the VF44 to VF52 range. The missing numbers may be on unmarked cars, or perhaps on vehicles at Grays.	At least two new full-sized lorries entered service in the last week or so. RK14ETT and RK14ETU are MAN TGM18.250 dropside, rather similar to existing RV12OEY/OEZ but in LUL livery with TfL lettering. At least one of the new lorries (ETU at Griffith House) has the larger tail-lift favoured by the escalators section.
12/07/2014	31/08/2014
There are now at least three Toyota Yaris hybrids in TfL white/blue livery. One has turned up at Eltham Bus Station, suggesting that they are perhaps replacements for the 5 PCO Toyota Prius cars. Very few new leased vehicles have been reported recently, the highest fleetnumber is still only at 7822.	The second MAN lorry has been noted at Frank Pick House, suggesting it is also an escalators vehicle (to replace 2579). Yet another electric service vehicle to appear is a Renault Zoe car in LUL livery at Edgware Road. Also new for LUL is a Ford Transit Custom van numbered 7926F! Either a whole load of vehicles have just been ordered, or this should be numbered 7826F. Arriva the Shires continues to acquire former London
01/08/2014	
Confirmation that the Toyota Yaris cars are for TfL PCO has come following the withdrawal and disposal of most of the previously used Toyota Prius cars. There were five of the	

taxis, with fleetnumbers now up to CF106.
05/09/2014
A few new central fleet vehicles have been reported this week but it is notable that the highest numbers are barely increasing. Apart from the possibility of 7926F actually being correct, the highest is still 7829F, and there are only about 10 gaps left in the range up to there.
25/09/2014
Not much to report of late. The small LUL base at Barking (Wakering Road) has closed, with its four cars (7449-7452P) transferred to Dagenham East Station. And a former Metrobus van (GY56DLJ) has resurfaced with Go-Ahead London at Belvedere.
07/10/2014
Updating the last fleet news item, the closure of the SV location at Barking Station was only temporary. The yard was enlarged and resurfaced and the four cars are now back.
11/11/2014
Not a lot to report of late. One addition for the central fleet is a new Mercedes-Benz Econic dustcart in LUL livery. The intake of vehicles does seem to have dropped quite dramatically. The database currently shows 75 central fleet vehicles added to stock over the past 12 months. This compares with 263 for the 12 months before that (11/2012 to 11/2013) and 398 for 2011/2012.
12/11/2014
A Renault Kangoo Maxi van has been reported with fleetnumber 7903R. Most of the deliveries so far this year have been in the number range 7780 to 7840, so this is quite a jump. It could be an error, as with the Transit Custom van numbered 7926 which we believe is actually 7826F. On the other hand, it could be that a large quantity of vehicles were ordered before this one but have not yet been delivered. Replacements for the 40-odd LBSL vans new between 2009 and 2011 perhaps?
23/11/2014
Still not much in the way of new deliveries. However, one of three Renault Kangoo vans that arrived earlier in the month has now been seen with a fleetnumber applied. It was 7951R, more than a hundred higher than most of the recent additions. It may be a while before we can tell if this is correct or not. Talking of high fleetnumbers, it may be time to open the book on what sort of vehicle will become 8000. I am going to put my money on a Mercedes Sprinter IRU for LBSL.
15/12/2014
A couple of small news items today. Firstly, a pair of new VW Caddy Maxi vans in LBSL red livery has been seen at Acton Works. Could these finally be replacements for the 2009-2011 Infrastructure vans? Secondly, a third LUL-liveried Mitsubishi L200 has been allocated to Baker Street as a Renault Kangoo replacement. 7840 is similar to 7838 and 7839 in having a windowed hard-top over the pick-up section. Along the road at Griffith House, the unique Ford Transit Rapid Response Vehicle 7568F has been absent for a while. We now know that it is off the road, having had a SORN declared. Perhaps accident damage?
17/12/2014
Another four Volkswagen Caddy vans for LBSL were seen at Acton Works today (regs RE64KPN/O/P/R). Further details, such as fleetnumbers, are awaited.

22/12/2014
LBSL Caddy vans RE64KPN/O/P/R were still at Acton this morning, and Stratford still had five Transporters this afternoon. However, RE64KPL is now at Finsbury Park, fleetnumber believed to be 7898VW. I'll update the database later, or when some more info comes in.
27/12/2014
The second Caddy reported "in the wild" was 7895VW at Stratford Bus Station, where no doubt a couple of the others will eventually also turn up. Just one was visible at Acton this morning. However, staying with LBSL infrastructure, three of their four Smiths electric Ford Transit vans have been parked up in the lorry yard at Acton over the holiday, perhaps pending disposal. A couple of these vans were somewhat elusive so this might be your last chance to see them.
Down at Croydon, two of the 75xx Ford Transits delivered in plain white a couple of years ago are now reported to be in full Tramlink livery (two of the others had already been treated to LUL livery). Finally, one more TfL Toyota Yaris has been reported (LL14VKW), although it was probably new in the summer.
02/01/2015
The batch of new Volkswagen Caddy Maxi vans for LBSL now seems to number at least 14. Two were found at Uxbridge Station (7899VW and 7900VW), with another 6 at the Bedfont dealership awaiting delivery. Those which were identifiable have been added to the database. Also at Bedfont were 3 high-roof Volkswagen Transporter vans, only one of which was identifiable.
03/01/2015
Three of the four LBSL Toyota Prius cars have not been reported since last summer. Can anyone confirm whether LN61ZGO, LN61ZGR and LN61ZGS are still at Uxbridge, Turnpike Lane and Morden respectively?
15/01/2015
Not much to report today. The LBSL Caddy vans are slowly entering service, with several more still at Acton. They are replacing the mid-height Transporter vans (6897VW to 6904VW), several of which are already going through the auctions. The slightly older, high-roof vans (from the 6821VW to 6827VW batch) will presumably be replaced by new Transporters, of which 4 have been seen awaiting delivery. Regarding the last news entry, Steve kindly checked and the three Prius cars are confirmed as still being at their respective locations.
21/01/2015
Some interesting news from our 'Acton watchers' this week, mainly concerning red vans. However, perhaps most interesting is the report of LUL 7967F at Frank Pick House. Apart from being the highest fleetnumber to date, and the first new Ford reported for several months, this is also the first example of the Ford Transit Courier to be seen as a service vehicle. This new model is slightly smaller than the Transit Connect, and it may be the first of several to replace the 10 similarly-sized Peugeot Bipper vans used by the lifts and escalators section.
On the red vans, two more Volkswagen Caddy Maxis have been reported with fleetnumbers (7891VW and 7893VW). Nine numbers are now known (7891/7893-7900), with at least four others awaited. Two of the Volkswagen Transporter vans were noted on delivery on Monday, still in unmarked red and without light-bars. They are confirmed as being long

wheelbase, high-roof vans, similar to the 682xVW vans which they will presumably replace.

Today saw the delivery of at least three Mercedes-Benz Sprinter vans. A batch of these were expected, to replace the 2011 Incident Response Units (6995M to 7018M). However, previous IRUs have come from Rygors at Bedfont and already carried fleet livery when delivered. These new vans were in unmarked red and came (according to the minibus that accompanied them) from Mercedes East London. More curiously, all three were running on trade plates but had been first licensed several months ago. The batch 6603M to 6623M were licensed 2-3 months ahead of delivery but with all other IRUs the gap has been much shorter.

Finally, three of the four electric Ford Transits used by London Buses infrastructure are still in the lorry yard at Acton. I've just noticed that the fourth (7160F) has not been reported in over a year and has perhaps already gone. Either way, the question now is what has (or will) replace them? Caddy Maxi vans could be the answer, given that Uxbridge used to have one of the Transits (and perhaps one Transporter) but now has two of the smaller VWs.

23/01/2015

I can now confirm that the Mercedes-Benz Sprinter vans currently being delivered are indeed destined to be LBSL Incident Response Units, and 7864M (LX64ASV) is already in service at Morden. Apart from TfL fleetnames, a slightly revised frontal design and a lack of rear windows, it appears very similar to the previous IRUs. Apparently both the 2011 and 2012 batches of IRUs are to be replaced, which would suggest a total of about 45 new vans. This ties in with the block of numbers between 7840 and 7891 being vacant. Update: 7860M and 7863M are at Eltham, while 6 more have been seen awaiting delivery. I'll update the database later today.

23/01/2015

Another new IRU has been reported at Morden, 7867M (LX64ASO). Rather surprisingly, this was one of the vans seen entering Acton Works in unmarked red just two days ago.

24/01/2015

Two more IRUs are 7865M at Stratford City and 7866M at Victoria.

27/01/2015

Two more IRUs reported in use are 7862M (possibly at Acton) and 7868M at Turnpike Lane. Six of the replaced vans are already listed on the BCA website.

29/01/2015

Nine new IRUs have now been reported in service, numbered 7859/60/62-68M. I would presume that 7861M is probably also around somewhere.

05/02/2015

Just one more IRU has been reported recently (7861M at Stratford). Perhaps they are being delivered in batches of ten at a time. Also at Stratford is the first of the new Transporters seen in service. The fleetnumber is 7834VW, slightly surprising since this is below the three Mitsubishi's delivered to Baker Street last autumn (7838-7840). I would guess that there will be four Transporters, to replace similar 6821-6823/6825VW, and that they will be 7834-7837VW. Nothing further on the LBSL Caddy vans as yet. We are still waiting for fleetnumbers for three of them (RE64KPK/T/X).

A surprising report is of elderly Ford Tourneo minibus 6211F seen near Acton Works. Thought to have been withdrawn last year, it has gained LUL/TfL lettering (replacing Tube Lines). Although it was seen on the road, it is currently unlicensed.

08/02/2015

Another four new IRUs have been reported in service (7870/73/74/79M).

A Mercedes-Benz Vito crew van new last year to Go-Ahead London at Rainham has been transferred to Croydon and interestingly given a fleetnumber in the erstwhile Metrobus series (8071). I think I will continue to distinguish Metrobus vehicles from the rest of the Go-Ahead London group as the merger does not seem to be complete. For example, tender awards are still being announced as being to Metrobus.

Abellio Ford Fiesta van NC07EZ has a new livery of white on the front half and green on the rear. This is to promote their PSV/HGV ATF Station (VOSA Approved Testing Facility).

09/02/2015

Following the assumption of more bus routes (most notably the trunk 109 last weekend), Abellio has added more crew ferry cars at its Beddington Cross garage. These include at least four Ford Galaxies. Although operated in anonymous condition, we have been advised that these are crew ferry vehicles. Hopefully they will gain Abellio lettering and/or fleetnumbers in due course.

10/02/2015

Two new Ford Transit Connect vans have been allocated to Hearne House at Acton. So far identified is 7931F (LM64HNC).

12/02/2015

Seen around Acton Works today was a new Renault Master minibus in LUL livery (7946R), another sign that Ford is no longer the default supplier. Having said that, a second new Transit Courier at Frank Pick House was also seen (7965F). The number of new IRUs in service is now at least 16.

14/02/2015

The situation with Ford may be changing. Of six new vehicles added to the database today, three were Fords, including the first two examples of the new Mk8 Transit van. The other three were yet more Renault Kangoo Maxi vans, 7975/77/78R being seen at Griffith House. This reminds me that the first 8xxx vehicle should be around very soon. Further to my comments of 23/11/2014, I was evidently wrong in guessing that number 8000 would be an LBSL IRU. So I'm now going to say it will be a Smart Fortwo Dropside Truck in TfL Streets livery.....

17/02/2015

Deliveries seem to be picking up again after a lull of several months. The fourth VW Transporter van for LBSL (of 4 expected) has been seen at Kingston. Although awaiting confirmation, RE64JPY and RE64JRO are presumably fleetnumbers 7835VW and 7837VW (order unknown). The flow of Fords seems to be returning to normal levels. Frank Pick House is getting some Transit Custom crew vans and Transit Courier vans. The Hartwell Ford dealership in Dunstable has at least 15 vans in white/blue awaiting delivery. These included several with LN15Cxx and LN15Dxx registrations.

25/02/2015

LBSL VW Transporter RE64JRO is reported as being

7835VW. I have made the assumption that RE64JPY will be 7837VW but confirmation is awaited. Also still awaited are any reports of the fleetnumbers for the last three VW Caddy Maxi vans. RE64KPK, KPT and KPX were all seen at Acton Works in December or January, and I would guess they will be 7890VW, 7892VW and 7901VW (order unknown). Of course it is possible that there are more...

Deliveries of new MB Sprinter Incident Response Units has passed the half-way mark. Fleetnumbers are known for 25 of them, with another 4 seen awaiting delivery. The fleetnumbers have filled most of the 7859-7886 range, and are now going back to 7841+. You may have noticed that I miscalculated the number of existing IRUs and reported both here and in TLB that 46 new vans were expected. The previous IRUs actually totalled 45. However, the range 7841-7886 does total 46 numbers. We shall see.

01/03/2015

An interesting addition reported this week is a Hyundai ix35

car powered by a hydrogen fuel cell. It wears TfL livery (a photo has just been added) and there is apparently another one in LUL livery. More conventional deliveries include the highest fleetnumber seen to date, 7980P being a Peugeot Partner Tepee car. The first 15 reg SVs have already been seen at a Ford dealership, but reports of any being delivered would be welcomed.

Table 4 - Website News Items

23/07/2003
Started working on the design of the site.
02/08/2003
Visited Fulwell bus garage open day and took photographs of 3 preserved Service Vehicles, and 4 current London United ones, including at least two former CDS examples. Also took a train past Acton Town to try photographing the yard. Disaster struck when I got home. I couldn't get the pictures to upload and somehow managed to wipe them all out. Is there anyone out there willing to supply photos and/or numbers of the vehicles at Fulwell?
15/08/2003
The web hosting has been organised, a temporary home page created, and a target launch date of 1st October set. I hope I have time to finish everything!
15/09/2003
Back from a holiday in China and Hong Kong. A lot of work on the site still to do!
01/10/2003
The site was launched today, with a few unfinished pages, especially on the Trainz side. I decided to try and update the pages at least once a month, subject to new material being available.
06/10/2003
I have created pages for a number of photographs sent to me by Kim Rennie. See the pictures pages for details.
14/10/2003
A list has been added for Bus Company Service Vehicles. This includes those seen by myself and those reported by LOTS. Updates to this list would be particularly welcomed.
19/10/2003
Quite a bit to add today. The LOTS Autumn Transport Spectacular is on Saturday 25th October at the Goresbrook Leisure Centre, Ripple Road, Dagenham. This is the best event in London for buying anything to do with London buses, in particular books and models. A free bus service will operate from Dagenham

Heathway and Becontree stations, and admission to the event is just Â£2. See the LOTS website for more details. On sale at this event should be a new book from Capital Transport titled London Transport Service Vehicles. This looks set to be the new bible on the subject. My site got a favourable plug in the LOTS magazine, The London Bus. Thanks guys. Thanks also go to Kim Rennie who has sent me another batch of digipics and scans. There are now 4 photo galleries with a total of 59 pictures.

02/11/2003

The site is now one month old! Thanks for all the messages of support and appreciation.

Sadly the Capital Transport book on SVs was not ready in time for the LOTS ATS, though a review copy was on display. No doubt those of you that had a look at it will be eagerly awaiting the arrival of the real thing in the shops.

As updates to this site are proving to be erratic, an update subscription service is to be offered. This will take the form of an e-mail to interested parties, advising when additions and updates to the site are being published. E-mail addresses will be held securely and recipients will not be able to see other's addresses. To receive these notices, just send me an e-mail at tom@ltsv.com.

I've been busy going through e-mails for the last week or so and the first results are being posted today. A total of 67 new photo pages have been added (although some still need captions adding), and the gallery pages have been reorganised as a result. These now show thumbnails for each vehicle in number order and feedback on this arrangement would be appreciated.

The pictures were all supplied by Kim Rennie and Colin Smith to whom I am grateful. There is still a distinct bias towards the last few years so if anyone has any older pictures they would like to share, please get in touch.

Other e-mails have been received detailing additions and corrections to the fleet lists. These will be incorporated into updated versions for publication shortly. There will also be some reorganisation of the site and pages.

12/11/2003

Today's update comprises those missing captions from last time, 20 new pictures from Kim Rennie and updated versions of the fleetlists. The latter now include preserved and bus

company vehicles. As usual, any updates or corrections would be appreciated. The number of picture pages now stands at 144 and the next batch of 60+ pictures should be up within a week, including a range of views from the 1970s and 80s. The Capital Transport book is in the shops now and will be reviewed on this site shortly. Initial impressions are excellent, a nice range of pictures and a very readable text. It is thoroughly recommended to anyone interested in the subject.

01/12/2003

Having been away with work there was a backlog of pictures to put up, and today sees a further 93 added, taking the site total to 237. The additions include CDS vehicles from the 1970s and bus support vehicles from the 1980s. Some of the pictures have already appeared in the Capital Transport book (review still to come) although many of the colour views were printed in monochrome. Permission has been obtained for their use here.

Fans of older vehicles should look out for the next update which will include some pictures taken in the mid 1960s. I will try to get these and the other outstanding pictures up by the end of the week.

Suggestions for developments to the site have included covering models of service vehicles, and adding a message board feature. If you have any thoughts, drop me a line at tom@ltsv.com.

15/12/2003

Posting the slightly revised site tonight, including a further 52 pictures. The gallery pages have been redesigned so that the newest pictures can be identified more readily. Other pages have been reorganised or removed to improve navigation. Future updates should now be easier, and it is hoped to include fleet news more regularly from now on.

You may need to refresh your browser to see the new pages. I wouldn't be surprised if I have left a dead link or two, so please let me know if you encounter anything strange.

12/01/2004

Belated Happy New Year to you all.

Though there have been few developments on the site in recent weeks there is a lot going on in the background.

-My master fleet list now has improved dates and allocations, and this will form the basis of a new set of lists shortly.

-Information has been received regarding bus-company vehicles and preserved vehicles.

-Investigations are underway into providing a forum for visitors to communicate with me and each other.

-I am also looking at web-databases with a view to providing searchable lists.

-Finally I have bought myself a new digital camera so there should be an improvement in the quality of my pictures (when I get a chance to get out hunting)

In the meantime, news is being posted to the Fleet News page about once a week.

18/01/2004

As no-one has submitted a picture of the new Vauxhall Zafiras I took myself down to Eltham yesterday and found no fewer than 11 SVs present, including 4 Zafiras! Pictures of many of these have been added to the galleries, while the fleet news page details the new vehicles noted.

New fleet lists have been delayed slightly but should be available within a week or so.

24/01/2004

I found one of the motorbikes at Kingston today. See the Pictures pages for 3 photos.

Quite a large amount of fleet information has been received, including lists for Metrobus and Stagecoach. Unfortunately I

have been rather busy with sorting out allocation codes and other things (including my life), and the updated lists are not yet ready. Please check back in a few days.

26/01/2004

Quite a lot to say tonight.

1. I took a few pics at Waterloo today, which can be found on the Pictures pages.

2. The revised allocation codes page is now available in both htm and pdf formats.

3. The updated fleetlists (with some allocation data) will be posted this week. Promise!

4. Colin Lloyd of LOTS has very kindly lent me some of his extensive collection of service vehicle photographs and these will be added progressively over the coming weeks. The quality of the pictures and the range of subjects is superb.

5. As a result of the above, the picture pages are going to need a bit of reorganisation to make finding photos easier. I am thinking of adding galleries sorted by vehicle make and model but would welcome any suggestions or preferences.

6. Also as a result of the above, some of the poorer quality existing pictures are to be removed. Notice of these will be given on the New Pictures page. Considering that the pictures on the site are all 600 pixels wide whereas the source documents can be up to 2300 pixels, I am willing to e-mail individual originals to people for private use on request.

7. Finally an appeal. Thanks to many visitors contributions, the lists on this site are becoming fairly comprehensive. However, I can never have too many reports, particularly if allocations are to be recorded. Any recent or historic sightings information would be very much welcomed.

Thats all for now.

27/01/2004

After a lot of work the new fleetlists are now available.

Highlights include a lot of new bus company vehicles, and all recorded allocations. See the Lists page for details. A few comments about these.

1. The allocations shown are the best that was available. They are based on observations and indicate that the vehicle was seen at this location at least once. Obviously, the more reports are received, the more accurate this information can be. Allocations are shown in chronological order.

2. The Current Fleetlist has not been updated at all, as information on disposals is non-existent. It may be possible to gain a current list from an official source in the future, at which point this will be updated.

3. There are a very large number of additions, corrections and enhancements to the information in all of the lists, therefore the changes cannot be listed separately. The lists can be further updated by referring to the Fleet News page over the coming weeks.

Some more general points before I forget.

1. Apologies to contributors using AOL. My service provider will still not allow e-mails from my main account to AOL ones, therefore site update messages cannot be sent. I will reply to individual messages where appropriate using my hotmail account.

2. A contributor is seeking photographs of the rear aspect of vehicles 1070-1072Q. These AEC Mercury Open Lorries had Hoist lifts and a picture is required to assist with the construction of a model. Please e-mail me if you can help.

3. I never got around to writing a review of the Capital Transport SV book. As I'm sure that many visitors to this site already have a copy, would anyone like to contribute a few paragraphs? If you haven't already got it, then do so! Look out for the first of Colin's pictures, coming soon.

05/02/2004

Not much going on with the site due to other commitments.

<p>However, the first 10 of Colin's pictures have been posted and can be found, not surprisingly, on the Pictures pages. Development of improved navigation for the ever growing galleries is also underway.</p>
10/02/2004
<p>See the Pictures pages for 9 new recent pictures, and the Fleet News page for some new observations. The latest registration number list has also been reposted following reports of problems. More of Colin's pictures from the 1980s and 1990s will appear soon.</p> <p>A reminder of the subscription service. Just send an e-mail to tom@ltsv.com if you would like to be notified each time this site is updated. (Unless you are on AOL! See 27/01/04).</p>
15/02/2004
<p>Posting 20 more pictures from Colin tonight, along with some revisions to the gallery navigation. These are intended to make finding pictures easier. See the Pictures pages for the two new menu options.</p> <p>Also now ready is my review of the Capital Transport Service Vehicle book. Go to the Publications and References page to read it.</p> <p>Note that the format and layout of some of the new gallery pages is unfinished. Also note that you can now click on a large photograph to see it again in it's own window. About half the pictures have so far had this added. This should not involve downloading the picture twice, but can make viewing large pictures easier.</p> <p>To allow more space for pictures on screen I have also redesigned and repositioned the site logo.</p> <p>The gallery pages use nested framesets, please report any problems. Next posting will include an update on Arriva London vehicles, and more pictures.</p>
17/02/2004
11 new pictures (including a Toyota!) plus some fleet news.
21/02/2004
30 new pictures today, covering a variety of subjects. Fleet news has to be held over until next time.
24/02/2004
Fleet News update including a host of previously unreported Arriva vehicles.
28/02/2004
25 further pictures, looking at Ford Trucks over the past 25-odd years, plus a new issue of the fleetlist for 5001-5700 (including recently reported additions). The registration number and bus company lists will be updated shortly.
04/03/2004
Another batch of 30 varied pictures has been posted today, together with a new registration list in two different formats. Bus company list to follow.
10/03/2004
<p>The latest batch of 30 pictures focuses on the privatised bus company fleets, while Fleet News has an update on fleet additions and liveries.</p> <p>To speed loading, the Fleet News and Site News pages have been split into recent and archived sections. Links are provided. Bus company fleet list now top of to do list!</p>
17/03/2004
Apologies for the delay to the bus company list. As a compensation, go to the pictures page for a collection of 22 new odds and ends.

25/03/2004
<p>Better late than never! The 4th issue of the miscellaneous fleet list is now ready, and now includes over 300 bus company vehicles plus un-numbered CDS vehicles, preserved SVs and ex-buses.</p> <p>Fleet News has some recent additions, including the first '04 registration reported.</p> <p>More pictures will be posted soon, along with an article on modelling service vehicles.</p>
31/03/2004
The latest batch of photographs focuses on the 1980s and brings the picture count to 525!
06/04/2004
<p>A monster selection of 40 pictures is being posted today, covering the past few years with a couple of preserved oldies for contrast. Use the refresh button if they do not appear. A large quantity of pictures are still waiting to be put up so, if you have any specific requests or preferences, drop me a line.</p> <p>Also posted recently is an excellent article by Clive Greedus giving an overview of the potential for modelling service vehicles. This includes a list of many types that have been available, reviews of some kits, and a great picture of three built examples. If anyone has models of their own I would be interested to hear from them, especially if pictures are available! As always, I can be reached at tom@ltsv.com.</p>
16/04/2004
<p>Another batch of 35 pictures has been added, focusing on the 1970s and 1980s, and bringing the total to 600.</p> <p>There has been no fleet news for a while, but a lot of work has been done on the master vehicle list. More detail has been added to the vehicle types, liveries and operators, especially for leased vehicles. A few corrections have also been made, including the fact that Bedford artic EUC300V was in fact 2251B and not a second 2300B! Also corrected are the registrations of 2252B (EUC301V) and 2301B (GUV301W). Revised versions of the PDF lists will be posted shortly.</p> <p>A lone addition is (slightly belatedly) 3804B (G540XRV), a Vauxhall Astra 5-door Estate Car new in March 1990 in Red livery.</p> <p>A list of service vehicles operated by London Country Bus Services between 1970 and 1986 is being prepared. The allocation list has also been looked at, with a view to eventually providing a more in-depth guide to locations. Seven new codes are to be added, as listed below.</p> <p>BG is Barking Station, Wakering Road. CD is the ERU depot at Pratt Street, Camden. EU is for Euston (exact location not yet determined). HM is the Hammersmith & City line depot at Hammersmith. RK is to be used for Rickmansworth Station. SG is for Gibbins Road, Stratford (alongside Jubilee line station). SO is the Bakerloo line depot at Stonebridge Park.</p> <p>For Ford Transits vans, future fleet lists will include model numbers (e.g. 90 T350, usually found on a badge on the cab doors) and size where known. To assist with identification I have created a chart, which shows all the current standard models (see articles).</p> <p>Finally, the archiving of new pictures has been revised to show all those added in each month on a separate page.</p>
20/04/2004
<p>The promised new lists are being posted today, covering all known centrally numbered vehicles between 2001 and 5700. See the detailed lists page for links. The lists include the extra detail mentioned below as well as all reported changes and additions. To make all this fit, a slightly smaller font size has</p>

<p>been used, and the notes have been pushed to the end of each section. Comments on this layout would be welcomed. A first is the inclusion of a list for the London Country Bus Services SV fleet. This was numbered mainly between 1 and 71, with a few repeats and oddities. The list has only basic details, more information will be added later. Also updated is the allocation code list, both in HTML and PDF formats. Registration number lists will be updated shortly. Finally, see the Fleet News page for a few bus company additions.</p>	<p>first LCBS pictures, from the tail end of the NBC green era. -Another article on modelling SVs by Clive Greedus. Thanks to everyone who has contributed, I couldn't do it without you.</p>
28/04/2004	16/07/2004
See Fleet News for some new vehicles and additional information on others. The next batch of pictures should be posted later this week.	A few more photos today, plus a fleet news update.
29/04/2004	19/07/2004
A large batch of 50 pictures is being posted tonight, including a quantity of Underground vehicles photographed last weekend.	A (hopefully) more attractive home page has been created, and a new chart on the Fleet Statistics page (see Articles) traces the composition of the fleet since 1940.
19/05/2004	22/07/2004
SH has provided an update which can be found on the Fleet News page. I have been busy making models, see the articles.	10 new photos including a couple taken yesterday at Kingston. Two of the largest gallery pages have been subdivided to speed access (Medium Vans and Ford Transits). Ongoing e-mail problems mean that the site update subscription service is temporarily unavailable.
27/05/2004	25/07/2004
Several updates today. 1. Fleet News lists 8 newly reported vehicles plus one correction. 2. The Vehicle Manufacturers article page has been updated with recent information and now includes loads of hyperlinks to relevant pictures. 3. A page has been created in the Articles section for Scale Models of Service Vehicles. Go there to see Clive's article plus some more pictures of my new Transits. 4. Last but not least, another 50 pictures from Colin's collection have been added to the gallery, focusing on the second-half of the 1980s. Now that the weather is improving I look forward to receiving lots of observations and photographs!	15 new photographs are added today, all taken over the last weekend. There is also some fleet news, including more hired vehicles and two new Volkswagen Minibuses.
04/06/2004	08/08/2004
14 recent pictures have been added to the galleries, including the first views of an LBSL Ford Galaxy.	27 new photos today, featuring grey lorries in the 1980s, post-LCBS operations, and some recent sightings. Fleet news includes a few additions and corrections. I think I have just fixed my outgoing e-mail problems. Hopefully I will be able to reply to any recent messages over the next few days.
16/06/2004	12/08/2004
Additions to the site today include, 1. A further article on service vehicle models by Clive Greedus, including pictures of some of his Chiswick green lorries posed on a layout. 2. New versions of the 5001-5700 fleetlist, plus updated copies of the registration number list in natural and logical orders. 3. Fleet News update. Upcoming events that may be of interest include the following. Sun 20th June: Fathers Day Running Day at Cobham Bus Museum. Sat 26th June: Open day at Holloway bus garage. Sun 27th June: Rally at North Weald. Sat 24th and Sun 25th July: Routemaster 50 event at Finsbury Park.	The modelling page in the articles section has been improved, and includes a new submission by Clive Greedus that looks at tree loppers. Just one item of fleet news today.
07/07/2004	29/08/2004
Today's update includes: -A few items of Fleet News. -A varied selection of photographs including leased CDS vehicles in the 1980s, round-and-about in June 2004, and the	A batch of 22 pictures added today focuses mainly on Hounslow, with pictures taken at the recent open day and over the past few years. There is also a first view of the new Stagecoach livery taxis, and an articulated prison! Fleet News has a large chunk of additions plus some other notes. A new edition of the 5000-5700 fleetlist is my next priority.
	30/08/2004
	A quick update with pictures and some details of the new Go-Ahead recovery vehicle.
	26/09/2004
	Sorry about the lack of updates recently, I have been embroiled in a rather protracted house move. Once everything is unpacked (and a phone line is installed), normal service will be restored. As I might therefore miss this site's first anniversary (on 1st October), I would like to take this opportunity to thank everyone who has contributed news, information, pictures or even just comments to LTSV.com.
	09/10/2004
	Domestic disarray continues. However, I have borrowed a phone line for a few hours and added five new pictures from Kim.
	17/10/2004

Back on-line and starting off with some fleet news.
27/10/2004
A reminder of this weekend's big event, The LOTS Autumn Transport Spectacular! To be held at Goresbrook Leisure Centre, Ripple Road, Dagenham on Saturday 30th October, with free bus links from Dagenham Heathway and Becontree stations. Entry to the event is £2 and well worth it.
07/11/2004
Two new fleetlists are being posted today. These are the 5th edition of the Miscellaneous vehicles list, and the long-awaited 1st edition of the Trailers and Demountable Bodies. Note that the Miscellaneous list now includes preserved former-CDS vehicles, former buses, and bus company vehicles. The latter section has been greatly expanded with ex-London Country vehicles and new reports.
15/11/2004
Fleet News today includes some additions and corrections to vehicles from the 1990s and early 2000s. More recent data and some new pictures will follow shortly. Thanks go to AF, JM and MM for supplying recent updates.
18/11/2004
A batch of 10 recent pictures is being added today, covering a variety of subjects. 7 other pictures have been moved or had their captions edited with updated information. Fleet News details additions to the numbered fleet between 5269 and 5499. Updated fleetlists will be produced when time permits.
10/12/2004
A trawl through the archives has resulted in 30 more pictures being posted today. These cover the late 1980s and early 1990s, a period from which a large quantity of images are available. If you want to see more vintage pictures, you'll have to send me some first! Also posted today is a fleet news update detailing additions numbered between 5504V and 5704F, plus a few un-numbered vehicles. No doubt some of you will have read in TLB that a Service Vehicle fleetlist book is being produced, and this is partly the reason for there being so few updates recently. This book will cover all known vehicles back to the early 1930s, as well as the LCBS and post-LT scene. If you have any information on service vehicles that you think may be of use, please do not hesitate to get in touch, either by e-mail to tom@ltsv.com or through the LOTS postal address. Even previously reported information can be useful if it provides confirmation of details. Areas that are of particular interest at the moment include, -Vehicles numbered in the pre-1939 series. -Notes of allocations of any vehicles. -Notes of trade plates carried by any vehicles. -Liveries of certain leased vehicles numbered between 3000 and 4000. -Allocations of garage sweepers. -Details of vehicles operated by the privatised bus companies. Any help is appreciated, and significant contributions will be acknowledged and rewarded.
17/12/2004
30 more pictures are being added today. 25 of these look at the leased fleet from 4001 to 4258, while the other 5 are of recent vehicles.
31/01/2005
Just managed to squeeze in before the end of the month with a collection of four recent photographs. See the Pictures

pages for details.

Work on the service vehicle book is proceeding well, with a huge amount of research, collation and checking already done. Thanks to everyone who has helped. If all goes to plan, it should be available around the beginning of April.

28/02/2005

The service vehicle book is now complete and should be available in the next couple of weeks at the bargain price of £7.50. Published by LOTS (London Omnibus Traction Society) it has been titled SUP15B to follow on from their previous list published in 1978. See the Publications and References page for more details.

The new book has a lot of updates and corrections to the lists that were available on this site. As a result, these have been withdrawn for the time being.

If you have any comments, additions or corrections to the book, please get in touch.

After a short break I hope to be back on track with more pictures, fleet news and some new lists. See you soon.

05/03/2005

We're having major technical difficulties this week! The last update could not be published the normal way, although I eventually found a rather tedious work-around. E-mails are also affected so apologies if you have not heard from me. The problems are possibly a result of an upgraded version of AVG anti-virus software. If any bright sparks out there have a solution I would be delighted to hear from them. tom@ltsv.com

13/03/2005

Today's update features 15 pictures taken by various contributors over the past year or so. Among these are a red VW Golf and a silver Ford Transit, both of which have been on my most wanted list for a while. Items left on that list are Renault Kangoos, Mercedes-Benz Ategos and LUL Vauxhall Vivaros. Any offers?

The allocation codes list has been reinstated, showing the three-letter codes as used in SUP15B, and there is also a little fleet news.

A current fleet list showing brief details of all CDS vehicles is in preparation so news of any recent additions would be welcomed. The next update should also include some older pictures.

24/03/2005

Four new lists are being posted today comprising an overview of the current CDS fleet and three registration number indexes. The latter include prefix registrations (e.g. A716AJB), revised prefix registrations (e.g. BO51FZN) and the first release of a trade plate index. Comments and updates to any of these lists would be appreciated.

20/04/2005

Today's update includes five pictures that were prepared for inclusion in the SUP15B publication but not in the event used, plus a new list showing all service vehicles reported as having been preserved. The latter includes locations where known, and also covers a few vehicles that have not been seen for some time. If you have any information that updates or corrects this list, please get in touch.

Site updates have been a bit infrequent of late for a variety of reasons. I would like to thank everybody who has supplied notes, pictures and information, they will all be used eventually!

When I designed this site I did not take into account the amount of upkeep required. This is particularly true of the galleries where adding one new picture may require dozens of others to be moved about. I am currently looking at alternative

web technologies in an attempt to introduce some automation to this process. I am also working on a forum so that your news and views can be submitted directly.
Do get in touch if you have any suggestions or comments.

02/05/2005

Fifteen new pictures are being added today, including a silver Expert, an Atego artic and the first '05 reg SV picture. Fleet news is being held back for a while but the pictures include a couple of previously unreported vehicles.

09/05/2005

Another visit to Turnpike Lane found some new and reallocated vehicles present, most of which are shown on the pictures pages. Also added is a recent photo of an amazing survivor withdrawn from use almost 28 years ago.

26/05/2005

5 more pictures are added today. Most are recent views of LBSL vehicles as these are the easiest to track down and photograph. Hopefully there will be some more LUL and archive views next time.
Also added is a two part fleet news update. The first section repeats the information that was published in The London Bus Issue 489 (a big thanks to LOTS for putting that in by the way), while the second covers subsequent changes.
A couple of upcoming events need mentioning (for details of the rest see TLB or other web pages). The Acton Museum Depot is holding an open weekend on 4th and 5th June, while a double dose of bus garage open days takes place on Saturday 25th June at Stratford (Waterden Road) and Holloway.

26/06/2005

Hello to those of you I met at Stratford yesterday. Although the sun was nowhere to be seen (perhaps thankfully), a good show was put on by Stagecoach and quite a few SVs could be found at the various bus facilities in the vicinity. See the pictures pages for a few examples.

Apologies to anyone who had a wasted trip to Holloway, the open day there was cancelled and I neglected to mention this. Also apologies to those of you who have submitted news and pictures over the past month, I will get around to including it all shortly!

I feel I should mention the site admin again, as I am struggling to provide one update a month. The structure of the site has become rather maintenance heavy and even a seemingly simple update such as today's can take a full day to prepare and post. The good news is that a Mark 2 of LTSV.com is in the pipeline. I have armed myself with several chunky manuals, and have installed PHP and MySQL software to enable a database driven website to be developed. So far I have created the pictures section, which will be much easier to update, and also more interactive to use, and the news pages. I will then be looking at integrating fleetlist information.

Unfortunately I cannot post any of this until I have upgraded my web hosting service, which I hope to do in August.

I am mentioning this now as it would be good to know what YOU would like to see included. To help with this, I will list below the features I am planning to provide.

-An interactive photo gallery. By default you will see the latest additions. You can then choose which other pictures to see through drop-down selections. For example, you could go for blue liveried Bedford Motorcycles leased by LT in the 1960s (although this may not return many!). There should also be the facility for visitors to provide their own comments against each photo.

-Options to extract fleet information. This could include showing the current fleet (or at any earlier date), all vehicles of a given company, make or livery, or a range of fleetnumbers.

A summary table would then be displayed, in which individual vehicles can be selected to see full details (hopefully including info such as chassis numbers and allocations.) All the pictures of any selected vehicle would also be displayed. Not sure yet about providing output for printing. Again, there may be an option for visitors to add comments against individual vehicle records. Complete fleet information will almost certainly not be available from the outset but batches will be added over a period of time.

-A sightings log will be provided. Visitors will be able to find out when and where each vehicle has been seen, and will also be able to add their own sightings (once they are registered - see below). There may also be a my sightings option, so you can log-on to see if you have already seen a vehicle!

-A Forum will be provided as the main means for people to share information. This will be broken down into a number of subjects such as new vehicles, old vehicles, locations, events and (of course) complaints! All visitors will be able to view all comments made here, but will need to register before adding their own. Personal information (such as e-mail addresses) will not be displayed unless requested.

-An Articles section will be created for all the odds and ends, with a search option to show items on a particular subject (such as modelling service vehicles). Submissions of articles will be encouraged and could be on any relevant subject.

-Site news and fleet news will continue as before but should be updated more frequently.

-The update subscription service (which hasn't been working for a few months) will be reinstated.

Apart from suggestions perhaps visitors could also answer a few questions.

-Is the picture size OK or should they be bigger?

-Font size, keep as it is or would the use of smaller sizes be acceptable?

-Grey backgrounds, easy to read or just plain dull?

-Galleries. Thumbnails or text lists?

(I'm not going to ask if you want more pictures of older vehicles! I know you do and I am working on it!)

For now feedback will have to be by e-mail via tom@ltsv.com and I hope to hear from you soon.

31/07/2005

The end of another month and once again I am rushing to get in an update on what I increasingly see as the 'old site'. (See the pictures page for ten new photographs). The situation with the 'new site' is that I have written the code for most of the functionality and input a large amount of real and test data. Sadly as this is sitting on my own PC rather than a server, I cannot let you access it yet. Indeed there seem to be some problems with my hosting provider such that they won't accept my request to upgrade! Hopefully this will be resolved soon and I can then upload the pages, import the data, do some testing, then launch.

14/08/2005

A catch up of recent fleet news items is being posted today. After many attempts to upgrade my hosting account I eventually decided to go with a different company for the new site, which just happened to be a fair bit cheaper to boot. Further details will be posted soon.

22/09/2005

One week to go. The most recent changes include adding a Printer-Friendly link on the main photo viewing page. Similar links will be added to the fleetlist and fleet detail views.

25/09/2005

I have today added 15 recent pictures which brings the total picture count to exactly 1000! This latest batch focuses on the bus company fleets, in particular Thorpes and Arriva.

There has also been an update to the fleet data, additions including 2 new CDS lorries and the first '55 registrations. See the View Latest Data page for more details.
01/10/2005
Welcome to LTSVplus.com, the new home for London Transport Service Vehicle info and pics on the web. I hope you like the new design and the greatly increased amount of information presented. Though this site has been thoroughly tested, please let me know if you come across any errors or unexpected behaviours. I have added a few FAQs to the forum section to help new visitors. The following data has been included on the site to date: - Full details of all known Service Vehicles - Basic details of all known SV locations - Allocation histories for CDS vehicles numbered from 4400 upwards (plus some others) Over the next few months I hope to add the following: - Fuller details and histories of SV locations - Tables of pre-1939 numbers and Trade Plates - More allocation histories going back eventually to 1933 (this is a long term project!) I will also be adding more topical news and lots more pictures. You can help by registering on this site and submitting your sightings and comments. Pictures and articles would also be welcomed and these can be e-mailed to tom@ltsv.com. Six interesting new pictures have been added today, including several from two new contributors. Note that a further 15 new pictures were added during the testing of this site. To see these, click on Pictures then select September 2005. The previous web site (at www.ltsv.com) will be retained for the time being but not updated.
05/10/2005
I have added 16 pictures tonight, covering a variety of subjects. Included is a first view of the new LBSL Mercedes-Benz Sprinter vans. Fleet News will be updated very soon. Thanks for all your comments about the new site. No serious problems have come to light so far!
15/10/2005
A further 10 pictures have been added today, covering subjects both brand-new and somewhat older. The total picture count is now 1032. Quite a lot of fleet information has been received recently including more details on the latest Stagecoach vehicles. I will add most of this later tonight. Two weeks after launch, it is encouraging to see that 23 of you have registered on the site. Remember though that you don't need to register and log-in to see anything here, just if you want to contribute comments or information. The forum has not seen a great deal of use although I have posted a few items including a list of future developments. Feel free to add any suggestions or comments.
06/11/2005
17 pictures added today, a mixture of recent items, including evidence of some Ford Transit modifications. There has also been a catch-up of recent fleet news.

08/11/2005
A couple of minor changes have been made to the site tonight. The details of vehicle data that is edited will now be recorded. To see this, click on the View latest data link, then on the More link under Most Recently Edited. On vehicle sightings, there are now slightly longer text fields for the location and comments. Also, when reporting new vehicles, there is now more space to enter details.
11/11/2005
For a change, I have added 12 pictures of LCBS vehicles showing some of the liveries that appeared in the late 1980s. Any visitors using the Mozilla web browser will be pleased to hear that they should now be able to see all the pictures on this site. Sorry for the delay in fixing this, and please get in touch if you do experience any difficulties.
17/11/2005
ERU on the TV ITV documentary 'The Tube' at 7.30 tonight features the work of the LUL Emergency Response Unit. Sorry for the short notice.
20/11/2005
Four new pictures have been added tonight, included the second new Iveco EuroCargo, and an Astra Van seen this afternoon.
21/11/2005
I have decided to change the indexing of photographs so that the range specified is 100 fleetnumbers instead of 1000. For example, 4401LR would have been found under LT Leased 4000-4999 but will now be under LT 4400-4499 . This should make it easier to locate particular pictures.
27/11/2005
A further 15 pictures are being added tonight. Nothing wildly exciting, just more of the same. I have tried to fill in some gaps of recent LBSL vehicles though. All the Focus estates are now illustrated, together with all the Transits except minibus 5540F and Stratford's 5695F. On the Movanos I am looking for a picture of 5211V, as well as Zafiras 5564V and 5566V.
03/12/2005
A selection of 8 recent pictures has been added today, including (at last) a Renault Kangoo!
22/12/2005
12 new pictures are added today, including a couple of oldies and another Renault Kangoo (I expect a third to appear very soon!)
25/12/2005
Seasons greetings to all visitors! I have taken a break from the festivities to add a further 5 pictures tonight, including 2 snow scenes. It looks like we might be able to get some more of these next week. Brrrrr! If you have sent me e-mails recently and not got a response, please accept my apologies. I will get round to them all very soon. I am also expecting a broadband connection in the new year which will make things easier.
01/01/2006
Welcome to 2006! Here's five nice new pictures.

13/01/2006
<p>No updates recently. However, a couple of items need mentioning.</p> <p>First, thanks to Julian for pointing out that there is an article on LTSVs in the Feb 2006 issue of Heritage Commercials magazine. Written by Bill Aldridge it is a six page spread with 15 nice pics, most of which have not been published before (including an LGOC V Van!). The article looks at light vans used by LT and predecessors up to the late 1960s. A second article next month will cover the heavy support SVs. The mag costs £3.35, see www.heritagecommercials.com for more info. If you have difficulty getting hold of a copy, let me know and I will pick some up.</p> <p>Secondly, I think I have found a work around for the problems of using the back button on this web site. See the FAQs in the forum for details.</p> <p>A couple of reminders. My e-mail address remains as tom@ltsv.com despite the change of site address. Please don't send anything to ltsvplus addresses.</p> <p>Fleet data will be added as it is received, and may not always appear on the Fleet News or Site News page. Use the View Latest data link under the van logo to see what has been added or changed.</p> <p>Coming soon will be some rare pictures of early LCBS SVs, and there may also finally be some developments of the location listing data! The allocation histories exercise remains long-term.</p> <p>Finally, I may be using the old LTSV.com web space for a new project, not to do with LTSVs. As such, I will probably start removing the old content soon. The vast majority of it is duplicated here anyway.</p>
22/01/2006
<p>Varied is the only word to describe today's collection of pictures. They range from the 1940s to last Friday and include some early LCBS gems, some slightly odd vans from the 1990s, and, for a change, some from well outside London. From Albions to dutch Barbies to electric Toyotas, this site has them all!</p>
11/02/2006
<p>A further 5 varied pictures have been added today.</p>
03/03/2006
<p>20 new pictures have been added tonight. Quite a varied selection but all were taken in the last month or so. More old (and new) ones next time.</p>
10/03/2006
<p>I have had a look through the recent sightings to add a few more allocations. Please note that I will only be using the History section when we have good info on transfers etc. The main purpose of this section is for the older vehicles (pre-1980), about which much more allocation information is available.</p>
15/03/2006
<p>A bumper selection of 35 new pictures has been posted tonight, covering everything from Albions to the latest Mercedes-Benz Sprinters. Thanks to everyone who contributed pictures. The next update will include a fair number of newly reported</p>

<p>bus company vehicles.</p>
23/03/2006
<p>Eight new pictures today, all taken in the last fortnight. Included are the first 59xx numbered SVs, and the first 06 registered SVs.</p>
25/03/2006
<p>I am today adding 14 pictures taken in the last month, plus 1 from the archives (although I can't bring myself to call 1993 historical!). Many of these show previously unseen vehicles and I would like to thank the regular contributors for their excellent work. As an experiment, I have increased the size of some of these pictures to 800 pixels wide or in one case 1000. Whether this is continued, and perhaps applied retrospectively, depends on feedback. Do they fit on your screen? Are they painfully slow to appear? Let me know, either by e-mail or a forum post. The 1200 pictures stage has now been passed and there are many more still to come. The next update will include another set of vintage shots. If there is anything particular you would like to see, drop me a line.</p>
01/04/2006
<p>25 new pictures added today, spanning each 'century' of the owned fleet except the 500s and 600s.</p>
09/04/2006
<p>Today's picture update focuses on bus company vehicles, with particular attention paid to crew ferry vehicles.</p>
11/04/2006
<p>A further 21 pictures are being added today, concentrating on the recent London Buses and London Underground fleets. March was a good month for the site, with no less than 78 pictures being added. Many were obviously of rather similar looking vehicles but it is hoped that the spread of subjects is of general interest. As always, comments and suggestions would be welcomed.</p>
21/04/2006
<p>Another set of 21 pictures has been added today, mostly of recent vehicles but with a couple of missing links in the owned fleet. It is good to see some more coverage of the bus company fleets and the contributors are all to be thanked for their efforts. By the way, the fact that this set includes no less than 9 rear-end views is entirely coincidental. I should mention that I am typing this on a new ergonomic keyboard! Until I get used to this, please forgive any resulting spelling errors ;-)</p>
29/04/2006
<p>A further 15 recent pictures have been added today, taking the total for this month to 107. The supply of photos has been plentiful recently and I have hardly had a chance to delve into the archives! I am very grateful to all the contributors. Visitors should note that what they see here is just a part of the ever-growing collection. If you want something in particular that has not yet come up, get in touch and I may be able to help.</p>
03/05/2006
<p>Just 5 new pictures to start off with this month. Lots of fleet data will be added shortly too.</p>
14/05/2006
<p>Another 5 recent pictures have been added, the lack of quantity hopefully being compensated by showing some more of the more unusual vehicles.</p>

<p style="text-align: center;">21/05/2006</p> <p>Important news! My web host suffered some problems last night and a lot of the site data was wiped out. I have now restored all the data to 26th March, with the pictures to follow shortly. I should then be able to add the items up to the present, although some information I do not have a record of. Member details and forum postings may be lost. Can I please ask users not to add any items for the next few days. I will post again to advise of progress. Cheers, Tom.</p>	<p>today, including numbered vehicles ranging from 89Q to 6028F, and some additional oddities.</p>
<p style="text-align: center;">22/05/2006</p> <p>Important news! Due to a hardware failure at my web host, some of the most recent data has been lost. Much will be able to be restored (pictures and fleetdata), but forum postings and replies made in the last two months are probably lost. The same applies to sightings logged, and the three or four new members who registered since 25th March. I am working on the photographs first and will then look at the fleetdata, but this will take a couple of days. Please refrain from posting sightings until then. The forum can be used but will be missing recent items. I will keep you advised of progress back to full content, and will also increase the frequency of my own data back-ups. In the meantime, apologies. Tom.</p>	<p style="text-align: center;">07/06/2006</p> <p>There seems to be a problem with the Next button on some of the fleet data list pages, leading to a Forbidden error message. A revised navigation method is due to be introduced in the next day or two which will get around this.</p>
<p style="text-align: center;">23/05/2006</p> <p>Right, all the pictures and captions have now been restored. Please let me know if you spot anything odd! Any comments added to pictures since late March will have been lost. The fleetdata will be added shortly.</p>	<p style="text-align: center;">09/06/2006</p> <p>A couple of revised pages have been posted tonight. The Fleet Data index page has been redesigned with some of the filters combined. The actual fleet data pages (as well as the sightings listings pages) have had buttons added to allow quicker navigation between numbered pages in long lists. This should hopefully do away with the 'forbidden' messages that have been encountered recently. I haven't thoroughly checked the pages yet so please let me know if you have any problems or questions. I will post some guidance on the forum shortly. Cheers, Tom.</p>
<p style="text-align: center;">23/05/2006</p> <p>A chunk of the missing fleet data has been added but there is still more to come. I have also updated a couple of the page designs. The Whats New More page (accessed from the More links on the View Latest Data page) has been improved with more information and more entries (the most recent 100 instead of 50). The picture comments version now includes thumbnails. Also (hopefully) all of the picture pages have been revised so that they display correctly in FireFox and other non-MS browsers. Please let me know if this is not the case.</p>	<p style="text-align: center;">11/06/2006</p> <p>Just five recent pictures and some fleet news today. Perhaps the hot weather and the events in Germany are providing a distraction!</p>
<p style="text-align: center;">24/05/2006</p> <p>We're getting there! I've added most of the fleet data back in. Should be finished in a day or two.</p>	<p style="text-align: center;">13/06/2006</p> <p>The article on garage sweepers has finally been added. Sorry for the delay. Almost 500 sightings have also been bulk added, taking the total to over 5000. So far, no reports of any problems with the new list navigation functions. Further developments are likely. Also due soon, some interesting recent pictures and more articles!</p>
<p style="text-align: center;">25/05/2006</p> <p>All parts of the site are now open for entries (ie picture comments, sightings, and forum postings and replies) and all the recoverable data has been re-entered. I believe all the additional vehicles have been included, although some of the changes to existing records may not have been. All the sightings and forum postings since March 25th are certainly gone. If possible, it would be very useful if members could re-enter these. I have learnt my lesson from this and from now on i will do a backup every week, and after ever major update. It helps that I have now found a much more convenient way of doing this!</p>	<p style="text-align: center;">28/06/2006</p> <p>A very mixed bag of 20 recent pictures has been added today, including some TfL Streets vehicles. The next update will feature a few sweepers to relate to the recent article. Some visitors may have seen the site apparently hijacked over the last few days. I have no idea what is causing this but it does appear to be an intermittent glitch. If you get taken somewhere unexpected, please try again a bit later!</p>
<p style="text-align: center;">30/05/2006</p> <p>Normal service is now restored, with some fleet data and 20 recent photos being added today. If you have submitted pictures recently, fear not. They will be posted soon.</p>	<p style="text-align: center;">01/07/2006</p> <p>A further 15 new pictures are added today, including bus company vehicles, and garage sweepers. There may be a delay in adding newly reported bus company vehicles to the database while background site enhancements take place. All new sightings will be processed in time.</p>
<p style="text-align: center;">03/06/2006</p> <p>20 more pictures, both old and recent, have been added</p>	<p style="text-align: center;">04/07/2006</p> <p>No less than 26 newly reported vehicles have been added today, and there are still a few more to come. I have also added 6 very recent pictures. They may all be Ford Transits, but none of them are "standard".</p> <p style="text-align: center;">09/07/2006</p> <p>A few changes to the site design have been made today. Most noticeable will be the new icons in the top left corner of all screens. These are now shown alongside the relevant vehicles in the fleet and sightings lists, making it easier to pick out certain types. Adding all the required icons is a long-term project. So far 70 have been created, covering just over 1000 vehicles. The fleet list pages have been modified to sort by fleetnumber first, irrespective of grouping. See the Diary topic on the forum for more details.</p>

03/08/2006
Sorry for the lack of updates and pictures recently. I have been busy with other projects! There are a number of fleet additions waiting to be processed; thanks to all contributors. Also it has been mentioned that there is an error in the database such that vehicles numbered between 628 and 999 do not sort in the right order (they appear at the end). I am in the process of rectifying this, one at a time!
06/08/2006
The fleet data has been updated with some recent changes, and I have also finished fixing the sorting glitch. Please let me know if you spot anything unusual.
15/08/2006
Before returning to recent developments I have had a delve in the archives for ten more pictures from the 1960s and 1970s. Anyone who thinks the present fleet is standardised and dull should take a look at these! All the vehicles carry a plain grey livery, 8 of the 10 are Fords, and all are registered in one of four common series. Ah, those were the days!
20/08/2006
Right, here comes a big batch of pics. 43 in total, covering the bus company scene from the late 1980s to the present, plus a couple of new oddities. Enjoy.
28/08/2006
Thanks to the efforts of two contributors, I am able to add 27 pictures taken in the last week today. Highlights include the first sight of the new Ford Transit and one of the recent MAN trucks, the first numbered Honda, and some great nocturnal shots. Fleet data has been updated with the latest additions.
03/09/2006
The pictures just keep coming in (thanks to all contributors by the way) so tonight I have added just 9 more to take the total up to a nice round 1500. Plenty more interesting shots have been held over for next time.
12/09/2006
Some fleet updates are due in the next couple of days. However, I have tonight added a further 15 icons, covering Ford Focus Estates, more Transits, and the Renault Kangoo.
17/09/2006
Two articles have been added today (click on Articles above to access). The first is by Neil Fraser and illustrates the differences between the two LT Militant Master Breakdown Tenders. There was some confusion over their current identities (as mentioned on the forum). The second article looks at the chronology of fleetnumber allocations since the main numbering sequence started in 1939.
21/09/2006
A further 25 pictures have been added tonight, covering a variety of subjects but all taken in the last couple of weeks.
22/09/2006
Another batch of 25 pictures has just been added, this time focusing on recovery vehicles with a special look at the two AEC Militants. One interloper is 2529M, a picture that was promised many months ago (thanks for the reminder Ray!)
23/09/2006

A change has been made to the fleetlist pages that will hopefully be useful. If you are logged in, a tick will be shown alongside any vehicles that you have entered a sighting of. This applies to all fleet list pages and also the printable versions. I have tested this feature as much as possible but would appreciate it if you could let me know of any problems or performance issues that result.
24/09/2006
Two further categories have been added to the database, so that sightings can be logged. The categories are hires and other companies. The 25 hires are mainly vans used by LBSL (often with temporary lettering), while the 41 other company vehicles include recovery trucks and vans and Almex cars. To see the additions, pick either category from the Range drop-down on the Fleet Data index page. I will be adding some sightings, and changing the references on existing photographs, over the next few days.
25/09/2006
Some minor bugs in the way that sightings and pictures of other company vehicles are displayed have been fixed. I have also changed the sight listings default and date order. It will now sort sightings first by date and then by the order in which they were input (rather than by vehicle number). This may be useful for people logging many sightings on a single date. If you input them in the order in which you saw them, the display will show this. Sorting by number or registration is possible by clicking the relevant button.
01/10/2006
With fleetlists now showing which vehicles have been seen and which have not, I have been filling in the gaps in my sightings records, hence the large increase in the quantity listed. If anyone would like me to bulk load their older sightings for them, please get in touch.
12/10/2006
25 recent pictures have been added today, along with a further 27 icons.
15/10/2006
While I am in an artistic mood I have created a further 92 vehicle icons, many based on the Mark3 Ford Transit. The source files for these are considerably larger and more detailed. If anyone would like some or all of these, drop me a line. The icons have been applied to a total of 1858 of the vehicle entries. At the same time I have made minor changes to many records going back over the last 20 years. These are mainly to do with the vehicle details (such as van heights etc) plus a few lively changes. By the way, apologies if you e-mailed me in the last week and did not get a reply; I have been having some technical problems. These seem to be resolved now so I shall be doing a catch-up.
19/10/2006
Another 40 icons have been added, including Ford Escorts and more Transits.
25/10/2006
With thanks as always to all contributors, a batch of 15 recent pictures has been posted tonight. Highlights include the new ERU body, and an LBSL Microbus!
29/10/2006
The LOTS sale is this weekend (Sat 4th November) at Harrow Leisure Centre. Check out the LOTS website for more details.

<p>If anyone would like to meet up, either at the sale or afterwards, please get in touch. A further 19 icons have been added, all variants of the Mk4 Transit. A couple of vehicle records have been deleted today. KG06PMJ is known to be an error for KG06PMU (5884F), while LJ54LHH, which was reported as Arriva London van number 3, is in fact their bus PDL108! This resolves the duplication of the fleetnumber, 3 also being claimed by W394LJU. Finally, former Stagecoach van RL54KYP has been corrected to RL54KVP.</p>
30/10/2006
<p>I have just added a new printable fleetlist covering the central fleet (ie LUL, LBSL, TfL, etc). This aims to be compact enough to take out and about although this has meant that a rather small font size has been used. Go to Articles to access the list. Feedback would be appreciated, either to the forum or via e-mail.</p>
01/11/2006
<p>20 recent pictures have just been added.</p>
09/11/2006
<p>Another 20 pictures have just been put up, mostly taken around Acton.</p>
12/11/2006
<p>The 30 pictures added today are all from Colin Lloyd's collection and show vehicles acquired in the late 1980s and early 1990s.</p>
14/11/2006
<p>Yet another batch of 31 pictures has just been added, comprising a mix of 1970s, 1990s and current views, and including another new van type.</p>
01/12/2006
<p>A further 9 pictures (all recent ones from Ray) brings the total up to a nice round 1700.</p>
08/12/2006
<p>I have added an advert for John Howe's excellent card kits of London Bus Garages. These are to OO scale and are superb for displaying model buses. This can be found in the Articles section. If you require more information about these kits, please e-mail me at tom@ltsv.com.</p>
09/12/2006
<p>The rest of the TfL Streets cars that have been reported are now included in the database.</p>
14/12/2006
<p>A large batch of 45 pictures is being added tonight, all but three of which were taken this month. Included are more night shots, and several newly reported vehicles.</p>
16/12/2006
<p>As well as several new vehicles, two more allocation codes have been created today. ORB is for Orpington Bus Station (beside the railway station), which now has a gated compound in which LBSL vans are often parked. VEP is for Eccleston Place at Victoria, which has been discovered to be home to at least some of the TfL Streets fleet.</p>
24/12/2006

<p>A mixed bunch of 12 pictures has just been added. I would like to wish all visitors and contributors a very merry Christmas and a happy new year. Cheers. Tom</p>
03/01/2007
<p>Happy New Year to you all. Today's update is a round up of recent fleet additions. I have been rather busy of late so the next set of pictures are not yet ready. Apologies also if I have not yet replied to certain e-mails. All contributions are appreciated and I will try and catch up over the next few days.</p>
14/01/2007
<p>Another quick fleet update sees 3 vehicles added and 6 updated. Thanks to all contributors for these and the continuing supply of photos. I hope to add the next batch of pictures within a couple of days.</p>
21/01/2007
<p>Finally, the first pictures of 2007 have been posted, comprising 19 taken in the last month and one in... 1975.</p>
02/02/2007
<p>Another batch of 12 pictures has just been posted and they are once again from the past couple of weeks. With the quantity and quality of submissions it is easy to neglect the archives! Maybe next time... A milestone just achieved is the logging of 10,000 sightings. Blimey.</p>
26/02/2007
<p>Sorry for the lack of additions recently. I have been busy with other projects, although updates to the fleet information are continuing.</p>
<p>There is an open weekend at the Acton Depot of the LT Museum on 3rd and 4th March. This is themed on LT in miniature and will be the last open weekend until 2008. Then, on the evening of Tuesday 6th March, there will be an LTSVplus social meeting in a central London pub. All are welcome. Please e-mail me if you are interested.</p>
11/03/2007
<p>Having received some official information there will be a large number of fleetdata additions and updates over the next few weeks. Click the View latest data link on any page to see the most recent.</p>
<p>There are also loads of photographs waiting to be put up and I will get onto these just as soon as I can.</p>
18/03/2007
<p>Added today are 20 recent pictures, including the first from our visit to Acton Works. I hope you will excuse the fact that 10 photos are of the same vehicle!</p>
25/03/2007
<p>34 more pictures have just been added including some more from Acton plus a couple of surprises.</p>
22/04/2007
<p>OK, you have been patient. Just uploaded are 52 new pictures, including some more from Acton Works (with thanks to Tube Lines and Metronet), recent developments around the bus companies, and some gems from the Kim Rennie collection. I have also been updating the fleet data records with newly received official information. Vehicles numbered 5701-5900 have so far been done with more to follow.</p>

12/05/2007
The reason there have been fewer updates than usual over the past few weeks is that I have been busy producing another publication for LOTS. This will be a booklet (titled SUP24C in their Supplementary Publications series) listing the current service vehicle fleets of all the major operators in London. Over 1200 vehicles are included across 40 pages and the price will be just £2.50. More details will be available from www.lots.org.uk soon.
A lot of new and updated information came to light during the preparation of this publication, and this will be added here over the next few days.
19/05/2007
All the newly reported bus company vehicles have now been added and I have started back on the central fleet updates by doing numbers 5901 to 6000. I hope to catch up with some recent pictures shortly.
27/05/2007
Several pages have been revised today, and there is also a new comments sections for locations. For more information see the forum.
29/05/2007
15 recent pictures have just been added, along with two new locations (WOW - Wembley Olympic Way LBSL and CHF - Chingford LBSL). There does appear to be a glitch with the revised pages (text appears in links area of picture view page when no location is added). I will try and fix this tomorrow. <i>Note: Entry edited by Tom Young, 30/05/07, 21:00.</i> Picture view page now corrected. Please let me know of any other bugs.
01/06/2007
Straight into June with 25 new pictures which, I hope you will agree, contain quite a few interesting items.
07/06/2007
Time for another trip to the archives, with 20 pictures from the 1940s, 1950s and 1960s. This is topped up with 5 more taken in the last week.
01/07/2007
A batch of 15 pictures has just been added, all of which were taken during June. The next set will include some photos of model service vehicles, and also of real SVs in unusual locations. I am aware that there have been some web site availability issues of late. If you get an 'Err:Conn' message, please try again after a few minutes. Finally, please note that as of today it will be illegal to smoke on this website ;-)
15/07/2007
Tonight's updates features 24 photos taken in the past few weeks, with a slightly wider than usual range of subjects. The model service vehicle pictures have been held over until next time. Something of a milestone will be achieved with the next update as it should include the 2000th photograph to be added to this site. A big thanks to all the contributors who continue to inundate me with interesting and high-quality material. Likewise to the spies who report new vehicles and

add useful bits of information here and there.
27/07/2007
Quite a few new deliveries have just been added. To make way for some of these, four dubious older entries have been deleted. Evidence suggests that the following vehicles were never SVs. KD55MJX, KJ06JXA, KJ06KKZ and VN56TKV.
05/08/2007
30 new pictures have just been added, including proper views of the new LBSL Honda Civics and ERU Ategos.
08/08/2007
Although the article on the subject of modelling service vehicles has been delayed, I have just posted 12 pictures of some of Les Wrangle's superb conversions and repaints.
13/08/2007
The fleetdata has been reviewed today with many updates and additional info. All the vehicles known to have been withdrawn by March 2007 have been marked as such, so the current fleet function is now usable once more.
03/09/2007
I have just uploaded 21 new pictures, mainly recent ones but including some more model SVs. There are also a few new vehicle icons, and there have been regular fleet updates and additions.
06/09/2007
Another 41 icons have just been added. There are now 319 in total, covering 2745 vehicles. As before, the larger source images are available if anyone wants them. Just send me an e-mail.
27/09/2007
A bit of a catch up with the hired vehicles tonight. Any reports on these would be appreciated.
02/10/2007
I have let something of a backlog of new pictures build up over the past couple of weeks so I had better get on with uploading some, starting tonight with the first 8. These include the first views of the new ERU trucks in service, plus some more of the new Honda Civic cars. Also, 1st October was the second 'birthday' of this website. All seems to be running smoothly with little in the way of changes needed at present. However, as always, if you have any ideas or suggestions for improvements, please get in touch.
08/10/2007
Another set of 23 recent pictures has just been put up. Quite varied but focusing on the smaller vehicles.
21/10/2007
Another 20 recent pictures have just been added. My thanks to all contributors as usual.
03/11/2007
In response to some comments about the way in which the printer-friendly fleetlist pages work, I have made some changes. On normal fleet data selections (such as 'blue leased bedfords'), the results pages have an additional button to preview a printer-friendly page showing all the results, rather than just the current page. This page can be slow to load if you have a large number of results. On the batch page (such as 'view all CDS vehicles numbered
03/11/2007

from 5500') you can now specify the number of results to display, and this will carry through to the printer-friendly version too. The default value is 100 but this can be typed over.
These revised pages have been tested but please let me know if you have any problems using them. Thanks.
04/11/2007
I have threatened this before but the old LTSV website will probably be taken down shortly so that the webspace can be used for a new project. If you want a final look, head to www.ltsv.com .
08/11/2007
I have tonight caught up with recent fleet additions but this months first pictures will be delayed slightly.
24/11/2007
I have tonight added 10 recent pictures.
02/12/2007
I have today added 10 pictures (including 3 oldies) and brought the fleet data up to date.
12/12/2007
A list of new fleetnumbers allocated to Travel London service vehicles has been received, and the relevant records added or updated.
17/12/2007
A quick update with 5 new pictures tonight, including a couple of interesting recent deliveries.
20/12/2007
I have just added four pictures taken earlier today. Three show the former ERU Volvos now in general use at Acton.
02/01/2008
Just 5 pictures added tonight, including one oldie. As always, thanks to everyone who has contributed photos or information during 2007. I may not acknowledge every item but they are all appreciated, and I look forward to receiving lots more during 2008.
19/01/2008
10 pictures have just been added, mostly covering recent deliveries (such as the LBSL Incident Response Units) but there are also a couple from the 1990s. I have also uploaded the latest catalogue of card LT bus garage kits available from John Howe. This can be found under Articles.
21/01/2008
Thanks to Ray I have been able to add an icon for the new LBSL Incident Response Units.
24/01/2008
A rather interesting selection of 15 photographs has just been added, most of which were taken in the last week.
02/02/2008
I have just added 10 new pictures, two from the 1970s, one from the 1980s, and the rest from this week!
19/02/2008
Another 15 pictures have just been added, most of which were taken in the last week. Unsurprisingly, the new IRU vans feature again!

01/03/2008
16 recent pictures have just been added, mostly taken at Griffith House and Lillie Bridge.
18/03/2008
A couple of small improvements have been implemented tonight. On the Fleet Data selection page, a filter for vehicle status has been added. This defaults to 'All' but can also be used to show just vehicles that are current, withdrawn, preserved or re-registered. This finally allows lists of current bus company vehicles to be produced, although of course the data set is not particularly accurate. Secondly, the fleet list pages now include a column to show how many times a vehicle has been reported. This can be useful to quickly identify the 'rarer' examples. As an aside, 5585F seems to be in the lead with 53 sightings.
01/04/2008
A batch of 27 new photos should be appearing in the next few minutes, all but one of which were taken in the last six weeks. The pictures are from no fewer than 10 different contributors so thanks to everyone. I have been a bit busy lately so please be patient if you are awaiting a reply.
09/04/2008
A single picture has been added tonight showing recently delivered MB Econic dustcart WX57UMV.
01/05/2008
There has been no shortage of photo contributions recently (thanks to everyone for these) but there has been a shortage of free time on my part to catalogue and publish them all. So as to avoid having blank pages for May, I have added a single picture showing two of the new deliveries at Acton. Hopefully with a long weekend coming up I will be able to catch up with some of the rest.
08/05/2008
A couple of days later than planned, a batch of 25 pictures has just been published.
04/06/2008
A batch of 30 new pictures has just been added.
22/06/2008
10 new pictures have just been added (although 3 of them are over 45 years old!), while a fleet update has coincidentally seen 10 new vehicle records added. Apologies for the unknown fleetnumbers on several of these. The vehicles were observed to have numbers but they were not readable. Hopefully someone else can add the information later on.
06/07/2008
I have just made a start on adding some recent fleet data, covering the bus operators and other companies. Further vehicles and some pictures will be uploaded in the next few days.
07/07/2008
26 photos have just been added, all but one of which were taken in the last few weeks, including the two recent open days. One minor enhancement is an indicator to show the first picture in each batch. This takes the form of a red triangle in the top left hand corner of the thumbnail image. The purpose behind this is to make it easier to browse all the pictures from the index page. On the index page, the images are sorted by vehicle ID and may therefore not be the same as the order in which they were added. Click on the first image, then use the

<p>'next' link to go through the rest. So long as I remember, this feature will be included with each future batch and may also be applied retrospectively if it proves useful.</p>	<p>I have just tidied up the database a bit, removing some vehicles that appear to have been withdrawn. Merry Christmas to all visitors.</p>
02/08/2008	06/01/2009
<p>Thanks to a variety of contributors, I received over 100 SV photos during July. The first 8 of these have been published tonight. More will follow soon, along with the second half of the recent fleet data update.</p>	<p>No new photos yet but I have done a bit more database weeding, removing vehicles that are almost certainly 'no-more'. Nominations of candidates for similar treatment would be welcomed.</p>
16/08/2008	07/01/2009
<p>Another mixed bag of 25 recent pictures have just been posted, including probably the first electric vehicle to carry Tube Lines livery.</p>	<p>Five new locations have been added today, with updates to the relevant vehicles and photographs. These are Southwark, Chancel Street (TfL Streets, our code CHS) and Borough, Union Street (JNP, BUS) plus three new records to provide more detail on the locations around Acton. ACB is for Bollo House, ACF for Frank Pick House and ACM for Maxwell House (for fuller, richer service services!).</p>
11/09/2008	12/01/2009
<p>I have barely had time to keep the site up to date recently but I hope to be able to post some of the many and varied photos in my inbox shortly. There are also some developments on the site in the pipeline although I have said that before...!</p>	<p>Rather than get the January pictures sorted out, I have tonight started some weeding of the bus company vehicle records. Vehicles that have been delicensed for some time are being marked as withdrawn. As many vehicles are stored on site prior to sale or scrapping, the departure date is being shown as up to 1 year later. As I get to the newer vehicles (which are more likely to be sold as runners), sightings (or the lack of) will also be taken into consideration.</p>
15/09/2008	18/01/2009
<p>Another weekend gone and still no September pictures! I can only offer my apologies.....</p>	<p>Right, I have finally managed to put up the first pictures for 2009. A mixed bunch of 18 recent photos, fans of Renault Kangoos and Sovereign tow trucks should be happy!</p>
16/09/2008	<p>Those of you who log sightings should remember that we are now in 2009! As we rely on sightings for a lot of fleetdata (eg dates in), it can be confusing if you put in 2008 for a vehicle that was not in stock then. I have nearly done it myself a couple of times. Just to remind you, you can edit your sightings by clicking on the Find button marked View My Sightings on the Fleet Data page (I will amend any obvious ones that I see). Cheers.</p>
<p>Right, here they come! The first batch of 24 pictures covers the numbered central fleet. Un-numbered and bus company vehicles to follow later.</p>	24/01/2009
20/09/2008	<p>The first of several small enhancements to LTSVplus has been made today and follows a request regarding the latest updates pages. A link has been added at the bottom of each 'More' page allowing you to see more than just the 100 most recent changes in any category.</p>
<p>Another 12 pictures have just been published, looking at the un-numbered central fleet, plus the bus companies.</p>	25/01/2009
04/10/2008	<p>10 new pictures and a fleet data update today.</p>
<p>Special thanks to Kim and Ray for providing some interesting photos that form the bulk of tonight's update. The 27 pictures just added are all of vehicles in the numbered fleet.</p>	30/01/2009
12/10/2008	<p>Tonight's fleet update includes leased vehicles in the 64xx and 65xx ranges, plus the entire SV fleet of Ensignbus. To cater for the latter, a new location entry has been made for Purfleet, using code PRF. I assume Purfleet does not have a TfL shadow code.....</p>
<p>Today's fleet update has added 17 newly reported vehicles, included several more '58 reg vans for Metrobus. I would imagine that these may replace some of the '53 reg Fords.</p>	05/02/2009
02/11/2008	<p>My webhost has just upgraded to a newer version of PHP. As far as I know, this shouldn't affect the website but, if you spot anything wrong or broken, please let me know. Thanks.</p>
<p>I have just added 25 recent photos of the central fleet (bus company stuff to follow soon). Included amongst these are a few of rail service stock, and I would be interested to hear how much interest there is in that sort of stuff.</p>	08/02/2009
03/11/2008	<p>I have just added 22 pictures with a heavy bias towards heavy recovery vehicles. Included are the new LBSL tow truck and a</p>
<p>The second part of the latest photo update has added 20 pictures of vehicles operated by a variety of bus companies. Many of the vehicles are what you might call covert though! I will try and do a fleet update in the next few days, in time for the next TLB deadline. If you have anything new, now would be a good time to let me know. Cheers.</p>	
04/11/2008	
<p>Right, I have caught up with most of the fleet updates, including no less than 19 newly reported vehicles. Just a few odds and ends still to be done.</p>	
07/12/2008	
<p>I have just managed to get 25 photos added, 24 of which were taken this year, and 1 from 1983. This takes the total photo count up to 2500.</p>	
24/12/2008	

couple of snow views.
19/02/2009
Some minor changes to the site have just been made. Photos which have had comments made against them will now appear with a green speech bubble in the top right corner on certain pages. These include the main photo selection page and the locations details page. The other change is the addition of fields for licensing information in the main vehicles table. At present these are empty but over time, much of the information posted in photo and forum comments will be transferred here.
21/02/2009
Some changes to the account registration and log-in pages have been made. The only difference apparent to existing users will be that the log-in page now has a drop-down for member names. The changes have been made as an interim measure to combat some issues with the membership accounts. The whole process will be subject to a more thorough review in the future. For information, the full list of changes is as follows:
<p>The update subscription service has been withdrawn. The nature of updates to the site meant that this service was very rarely used. The 'View latest data' page is the best way to see recent changes.</p> <p>Log-in now involves picking from a list of member names, rather than manually entering This is to avoid the issue of people forgetting their membership names and creating duplicate accounts. I appreciate the fact that this makes all member names more readily visible but the risks entailed are low (the worst case scenario being that someone could log-in as you, especially if your password reminder question is easy to guess, then make mis-credited postings). A further benefit of the change is that I will be able to spot and deal with spam accounts more quickly.</p> <p>Accounts deemed to be spam have been deleted As of a few days ago, there were 1354 accounts in the database. A large proportion of these were spam, apparently created by people with nothing better to do with their time. Although there were no serious implications to this, some of the accounts had large entries in the comments fields, often including inappropriate content or links. This also impacted on the back-up procedures by increasing the file size. Identifying the spam accounts was a fairly simple process, and deleting them reduced the membership down to 130. It is notable that of these, only 65 have ever actually contributed anything (sightings, comments, etc).</p> <p>The registration process now involves a check image To try and deter the spammers, the registration page has been renamed, and now includes a question about service vehicles. I will be monitoring the effectiveness of this over the next few weeks.</p> <p>The access permissions have been modified As the first step towards allowing trusted members more editing rights, a new interim permission level has been added. The first rights expected to be granted will be in connection with the licensing dates of vehicles. More details will be posted once these changes have been made.</p> <p>The number of active membership accounts should reduce further over the next few months as I identify unwanted or duplicated accounts. I will still be putting on my CV the fact that I created a website that attracted over 1300 registered members!</p>

Although I have attempted to test all the changes, as with any modifications to the site, I would appreciate any reports of errors or problems.
22/02/2009
I have had my programming head on again (it is now badly scratched!) and have come up with some more small enhancements to the website.
<p>Table added for vehicle notes This works in a similar way to the photo and location comments, in that any registered member can add notes against a particular vehicle. This could be used, for example, to give details of a published photo of a vehicle, or for any additional information. The main text field is not limited in size and can contain HTML tags such as text formatting or hyperlinks. But please don't put hyperlinks within the first 50 characters as this will mess up the latest updates page! The table has been initially populated with the contents of the original notes field.</p> <p>All updates to the main vehicles table will now be tracked Until now, the database showed what the most recent change made to each record was. Henceforth, all changes will be tracked, and because other members are being given certain rights, the name of the editor will also be shown.</p> <p>Sightings can now be edited from the vehicle data page Does what it says on the tin.</p> <p>Some back-end changes to make my life easier Visitors may recall that I had some difficulties with svid numbers not being assigned 'for life'. For example, if we discovered that an un-numbered vehicle was actually numbered, I would edit the vehicle record, but then would also have to manually find and edit each associated record in the tables for sightings, history and photos. Adding the notes and edit-tracking tables would have compounded this but I have created a rather nifty admin function to update most cross-references in one go.</p> <p>One result of all these changes is that the main fleet data page is beginning to look a little crowded. If anyone has any suggestions for how the various sections and fields should be laid out, I would be interested to hear from them!</p>
26/02/2009
First up, I forgot to mention earlier that there will be a small LTSV social next Tuesday night (3rd March) at the usual venue. E-mail me for details.
The various changes made last week appear to have been problem-free, which with my programming ability is surprising. Some more minor enhancements are in the pipeline but I am always open to suggestions. Is there anything about the site that doesn't work the way you think it should? Or that you think could be done better? Please let me know.
15/03/2009
I have just added 28 photos (mainly) covering the last few weeks, including the delivery of new IRUs for LBSL, as well as a few fleet oddities. Please note that from picture 2252 onwards I have increased the normal photo size from 800x534 to a more logical 900x600. If anyone wants to put a case for going larger (or even perhaps smaller), please get in touch.
16/03/2009
A handful of pages on this site became infected with some rogue code this morning. I have been unable to determine

<p>how this happened or whether it would have any impact on visitors. The pages have now been repaired but I would recommend as a precaution that anyone who visited the site between 10:30 and 20:30 today should check their computer for viruses. Sorry for any inconvenience.</p> <p>I have added a new location code for Acton Town, Hearne House (ACH). This is the Metronet bit behind the LT Museum Depot. A look at aerial views suggests there is no road link round the back into Ealing Common depot. The locations down Museum Way are therefore Maxwell House (ACM - Tube Lines), Hearne House (ACH - Metronet) and the Museum itself (AMD). I have also changed the code for Purfleet (Ensign) from PRF to PT!</p>	27/04/2009
31/03/2009	<p>An event that may be of interest is 'May Day at Brooklands' on bank holiday Monday 4th of May. A gathering of preserved and current emergency services vehicles, the gallery on the website shows that a pair of the ERU Ategos attended last year. Milly (aka ex 1456MR) will also be there.</p>
<p>It has been pointed out that Maxwell House is in fact part of the Metronet complex behind the Museum Depot at Acton. I am awaiting more information before choosing a new code for the Tube Lines location at the front.</p> <p>The recent problems with the website appear to have been a one off. Apologies for any inconvenience caused, and please get in touch if you encounter anything unexpected.</p> <p>Finally, we have just received a current list of the central fleet, meaning that there will be lots of updates and additions over the next few days.</p>	10/05/2009
01/04/2009	<p>Sorry for the lack of updates recently. I have been busy putting together a new edition of the SUP24 booklet for LOTS, expected to be published in June or July. I hope to make a start on prepping some new photos shortly (I have only received 196 since the last update!!) and bringing the database up to date.</p>
<p>I currently have a mass of fleet data and pictures to sort and publish, and not much free time to do it in. As such, I may not respond very quickly to any e-mails. Please be patient.</p>	12/05/2009
03/04/2009	<p>With a bumper crop of pictures being received over the past few weeks, I had difficulty selecting those for publication. 50 have just been put up but several more have had to be held over until next time. Thanks to all the contributors.</p>
<p>I have just completed marking up 238 vehicles that are known to have left the central fleet in recent months. The next task will be to look at the updates and additions.</p>	<p>By the way, I appreciate that it might be nice to have a steady trickle of photos being added to the site rather than a big dump once a month. However, this way fits in with my limited free time at present.</p>
05/04/2009	15/05/2009
<p>Just published is a large batch of 30 photographs, mostly from the last few weeks. We are privileged to include a number of shots from inside Acton Works, and these cover some rarities as well as some interesting new developments. There are Transits with toilets, Transits with batteries, Transits that think they are fire engines and Transits that think they are police vans! And if you don't like Transits, there is a Partner, a Master, an Expert and a tamper!! I have taken time over the captions, with lots of links to other relevant photos and pages. Please note that the fleetdata is lagging behind somewhat, so some of the newest vehicles will not yet have database links. There are plenty more photos to come, I just need to find some more free time!</p> <p>Work on the fleet additions has got as far as 6646, bypassing the new IRUs until the numbers are sorted out. The remainder will be done soon.</p> <p><i>Note: Entry edited by Tom Young, 05/04/09, 23:31.</i></p> <p>Just finished the additions, having done over 90 in the past couple of days.</p>	<p>Hmm, its been nearly a month since I added any new vehicles to the database. Rest assured, they are still being delivered, and I am still getting reports, but I have been rather too busy to do an update session. And it's too late to start one tonight. Ho hum.</p>
18/04/2009	<p>A quick request. Has anyone seen (or even photographed) the 'new' Arriva ERF tanker? There is something lurking in the depths of Tottenham Garage but I've never seen it clearly.</p>
<p>I have become aware that some e-mails being sent to me are not arriving. I do get a lot of messages, and I try to respond to most of them, particularly those from 'first time callers'. So, if you have sent me an e-mail or feedback and have not had a response, it may be safest to assume that I did not receive the message. I am investigating alternative e-mail services to see if I can get around this problem.</p>	17/05/2009
	<p>Right, I have just updated the database with 28 new and recently reported vehicles. You may notice that amongst these are several from smaller bus companies in the home counties. The exact coverage area of LTSV has never been defined and I would be interested to hear visitor's opinions. I get very infrequent reports on operators outside of London anyway.</p>
	07/06/2009
	<p>Good news is that LOTS is publishing a new edition of the SUP24 current service vehicle fleetlist booklet in the next month or so. Compared to the last edition (SUP24C in May 2007), SUP24D will have 48 pages and 8 colour photos. As a result of this, the cover price has been increased to Â£3.50. Please support both LOTS and LTSV by buying a copy when it does come out! It will be available at LOTS stands at events (such as the Potters Bar Garage open day on 4th July) or direct by post.</p> <p>A lot of work was spent getting the new book finalised and this has meant fewer website updates of late. I will try to make sure that the database is brought up to speed over the next week or so. There are also another 100-odd new photos to sort out....</p>
	14/06/2009
	<p>My 'unsorted photos' file now contains over 200 images, not that I am complaining! Thanks to everyone who has sent stuff in.</p>
	17/06/2009
	<p>I have some very interesting photos to show this month but I</p>

am starting with a bunch of VW vans. One in particular is a bit unusual. Oh, and there is a sucker!
19/06/2009
Moving on to some more interesting stuff, tonight's 10 photos all features cranes of one sort or another, although two are from the archives.
21/06/2009
I have made a start on catching up with fleet data changes, dealing first with those that have been incorporated in the new SUP24D booklet.
26/06/2009
Continuing through the mass of photos received recently, tonight's update adds 25 images covering developments in the leased fleet (including a couple of un-numbered vehicles). Several new types are included. I hope to bring the database up to date over the weekend, after which I will move on to photos of bus company vehicles (although I may save this for the first July update).
28/06/2009
I have just added 23 new vehicles to the database, this covering reported additions to the leased fleet. Note that these update SUP24D.
12/07/2009
A small batch of 8 photos has been added today, mainly covering the bus companies.
31/07/2009
Safety vehicles at Covent Garden. With thanks to Colin Lloyd, the LT Museum website states that the two TfL safety vehicles will be on display at Covent Garden piazza from the 3rd to the 7th of August. There is thought to be a new tube one (blue vehicle to replace 5494F) while the other will probably be the Citroen/Citaro thingy.
03/08/2009
A catch up with fleetdata tonight, bringing the database total up to 8635 vehicles. I am currently processing a large batch of photographs for addition very soon. Oh, and a reminder that the TfL exhibition units (safety and citizenship) are due to be in Covent Garden Piazza all this week. I plan to visit tomorrow for a look see!
By the way, my e-mail service has been a bit flaky for the past week or so. Apologies if I have not yet been able to reply to your messages.
05/08/2009
I have just added a batch of 66 new photographs. A lot of them cover rather mundane subjects but there are also a couple of rarities shown.
11/08/2009
To be really topical for a change, I have just added two photos taken today, including one of a pair of vehicles that had only just been delivered.
14/08/2009
I have added allocations to a lot of leased vehicles today, derived from sightings and some suppositions based on the official fleetlist. As always, these should be taken as indicative only. Many vehicles are 'kept' elsewhere. For example, 71 vehicles are shown as being allocated to Griffith House, which is much more than the location can hold. Most will typically only visit during the night before going off on jobs. They are

presumably parked at their drivers homes during the day.
27/08/2009
Another round of database updates today, including about 70 vehicles being marked as withdrawn. The information for these was drawn mainly from the licensing dates (cheers Ray). I have also added two new locations. WRS is for West Ruislip Station and IHO is for the recently discovered LBSL office at Isleworth.
05/09/2009
August was another good month for photographs, with a few days out as well as a visit to the Upminster open day. However, free time is now scarce again so I can't do a single big push of pictures. Instead, I have split the submissions into several sets, based on the subject matter. Today's update features 20 photographs and covers the Upminster event, and some movements in the Acton area.
13/09/2009
The second set of 20 photos (mainly) from August is a rather mixed bunch, with 10 red vehicles and 10 silver ones. I have also uploaded a further 38 vehicle icons, covering some Ford Cargo lorries, French cars (Berlingo, Partner and Kangoo) and some more Transit variants. There are now 358 different icons in use.
15/09/2009
With newer pictures arriving all the time I thought I had better get on with the batch from August. So, tonight I have added the remaining 25, mainly covering the leased fleet but with a couple of oddities.
24/09/2009
Apologies for the lack of database updates this week. I do have several new vehicles to report but I have been experiencing connection difficulties.
25/09/2009
I have added some recent deliveries to the database and will continue with withdrawals and other updates next time. Note that the number of sightings is getting close to the 30,000 mark.
I should clarify that the connection problems mentioned yesterday are in terms of my own internet service. As far as I know, the website is performing fine.
10/10/2009
A day earlier than planned, I have added a further 24 pictures, comprising a very mixed bunch of recent photos and one from 1990.
LTSVplus has just slipped past its 4th birthday, while LTSV itself is now 6 years old. Judging from the (admittedly small number of) responses to my request for feedback, I seem to be doing things right!
09/11/2009
Taking a break from topical pictures, I have just added a dozen from James Mair's collection, all taken in the 1980s or early 1990s. I hope to bring the database up to date with new deliveries shortly.
10/11/2009
Right, the database is now up to date again, with 21 additions and a few edits.
19/11/2009
Don't forget the LOTS Autumn Transport Spectacular event at

Harrow Leisure Centre this Saturday. More details can be found on the LOTS website at http://www.lots.org.uk/ . See you there!
01/12/2009
Just one photo has been added tonight. I have received quite a few over the past few weeks (including a few oldies) but I haven't had time to catalogue and sort them all yet. One from today seemed worth putting straight up though, as it is the first to show what may become a common livery.
11/12/2009
I have just pushed up a slightly tweaked picture selection page, with improved options for thumbnail display. Please let me know of any problems. I hope to get some more photos published over the weekend.
20/12/2009
I have just published 25 new photographs, including coverage of the new LUL livery and a couple from the 1950s.
Update: I have also just reclassified several hundred photographs to make it easier to find particular types. New classes have been introduced for 'Artic Tractor', 'Breakdown Tender', 'Dustcart' etc, all of which were previously shown as 'Heavy Lorry'. Use the 'Type' drop down on the main Pictures selection page to see the full list.
21/12/2009
A database update tonight, with 11 recent deliveries added along with 3 previously unknown bus company vehicles from the other end of the decade. Regarding the new Underground livery, I will for the time being show these as operator 'Underground' and livery 'White/Red/Blue' (where the latter is included in reports).
29/12/2009
I recently received a full fleet list for Abellio (nee Travel London) dated December 2009 and I made a start on updating the database accordingly. However, mid way through it became clear that the SV portion of the list had not been updated since early 2008! I made executive decisions about a few vehicles... All those thought to be still current are now shown as Abellio. It is likely that a couple that were withdrawn before the renaming have also been done. Apologies for this. Oh, and have a happy New Year.
30/12/2009
I have just marked up 33 leased vehicles as being withdrawn, these being deduced from looking at the licensing data on the DVLA (cheers Ray). It is certain that many others have also left the fleet but there is no way to be certain until/unless we get a new official list.
01/01/2010
Barely an hour into the new year and I have added 11 vehicles to the database already. I should get out more... Anyway, these are from a list for Uno (aka Universitybus) of Hatfield. I have also added their base to the locations list with a code of UNO. Does anyone know what the TfL shadow code is?
01/01/2010
A minor change has been made to the Picture Select page. When looking at photos added in a given month, each thumbnail will appear only once (with multiple captions if required), and in the order they were added. As such, the practice of adding red corners to the first thumbnail for each

batch will be discontinued.
02/01/2010
25 new pictures have just been added, including some interesting ones from Malcolm Conway's collection. I've also made a few database updates and additions. Oh, and I changed the code for the Uno location at Hatfield from UNO to UB (the TfL shadow code). Oh, and I've changed the news pages so that they show details per year rather than per month.
26/01/2010
I have finally got around to publishing the revised Ford Transit article, now with the correct Mark designations. As well as giving an overview of the development of the type, and of the variety of vehicles used, it should also help observers to tell the difference between (as Damon would put it) a 'Long-Short Tall-Low Transit' and a 'Dropside Minibus'! I will also be removing some of the redundant articles (primarily the lists of model bus garages). Some of the fleetlist articles are also out of date but will be left up for posterity!
27/01/2010
25 new pictures have just been posted, including several taken at Lillie Bridge and Acton Works by 'our man on the inside'. I will be bringing the database up to date next.
27/01/2010
Right, I have just finished a large number of database updates on the leased fleet. These pick up vehicles that appear to have left the fleet, based on their licensing dates. There are no doubt others, with very few vehicles numbered below 6000 still in use. I also decided to try and record the change of operator and livery from Metronet (White/Blue) to Underground (White/Blue/Red where appropriate). These are based on photos and sightings. If you see a vehicle in new livery and/or with new lettering, please note this with your sighting, particularly if it is not one already amended. By the way, I have marked the operator as Underground so as to distinguish the infrastructure operations (formerly Metronet) from the operational side (which will remain as LUL).
28/01/2010
I have just completed a large review of database records, looking in particular at Ford Transits. Picture captions that referenced incorrect Mark numbers have been corrected, while further details have been added to a lot of vehicle records (such as the length for dropside trucks). I also decided I would try and show the Transit Mark for each vehicle in the database, but there are around 1,877 Transits listed. Even so, I am over half way there and the rest will be done later. By the way, I did these edits locally then uploaded them in one go. Therefore they will not appear in the 'latest edits' list.
Anyone who thinks that Ford Transit Mk7 100 T350 LWB ECF Dropside Truck with Crew-Cab, Tail-Lift and Light-Bar is a bit too detailed can go whistle!
28/02/2010
I have been rather busy with other projects (and work, family, etc) recently, so apologies for the lack of updates. I have just managed to squeeze a few rather unorthodox photos in for February but I didn't have time to write my usual lengthy descriptions. As such, I am opening these up as a caption competition. Use the Comments function to add your text, and the best entries will win nothing at all. Cheers!
13/03/2010
The Fleet News page has been updated today, along with the

vehicle database. I do have quite a few new photographs to put up but free time is at a premium at present.	mentioned last time. My plan is to have a two part code for the operator, with the second part showing the actual branding carried. Examples would be BCV-MN (LUL Infraco BCV with Metronet lettering), SSL-LU (LUL Infraco SSL with LU lettering), JNP-AN (Tube Line anonymous), LBSL-NK (London Buses, branding not known). This will allow various permutations. The only downside would be how this would affect sorting vehicle records on the operator field. Oh, and also how I would record a vehicle operated by an un-identified LUL Infraco (LUI-LU? LUI to be distinct from LUL).
28/03/2010	04/05/2010
I have finally got around to putting up a decent batch of photos. There are 40 today, taking the site total up to a nice round 3000! The photos mainly cover recent additions and changes to the central and bus company fleets. The next update will feature recovery trucks in particular. The fleet database will be updated over the next few minutes!	I have just added 16 vehicles to the database, comprising the Abellio and Arriva ones mentioned in yesterday's fleet news, plus a couple of central fleet items. I will do the Abellio withdrawals shortly, and also update the Arriva Shires records.
Update: Now completed. I have also done some data tidying up, looking at things like the closure of Eccleston Place and Tottenham Hale. To cope with the constant rotation of their vehicles, I have introduced a new generic allocation code for the Emergency Response Unit. Rather imaginatively I have coded this as ERU!	05/05/2010
29/03/2010	It's time for cheese. Vote LTSV!
Whizzy web! You may (hopefully) notice that the database is running a lot faster than before. I discovered by accident that some of the queries worked a lot better once secondary indexes were added to the relevant tables. Result!	I received 150 service vehicles photographs during April and have just finished cataloguing them all! Thanks to everyone who contributed. There are now over 11,160 photos in the main collection, with just over 3000 published on the website. The next batch of 20 is in preparation and should appear tomorrow or Friday, these covering recent events and fleet changes. Following that there will be another delve into the archives with some London and provincial views from the 1980s and 1990s courtesy of MC.
04/04/2010	07/05/2010
Photos of recovery trucks always seem to be well received so today's addition of 20 photographs feature nothing else. Included are some provincial oddities from Malcolm Conway's collection, and further coverage of the impressive Sovereign Recovery fleet.	There you go! 20 topical photos. More to follow soon.
Nobody has provided any feedback regarding the speed with which database queries return. So, um....	15/05/2010
23/04/2010	I've just added six recently reported bus company vehicles to the database (plus one central fleet van seen on delivery). I have also written a trip report for my day out last Saturday, to give some context to the sightings.
The database updates have now synchronised with the latest edition of TLB (April 2010)! Lots more still to come though...	17/05/2010
25/04/2010	I still need to do some database updates with info from the various fleetlists obtained recently (DSM, Abellio and Arriva). Regarding my plan to show the branding of central fleet vehicles, I have put this on hold until the outcomes of the Tube Lines takeover are clearer.
I have just completed an update on the database featuring the more interesting aspects from the official list that we received. Included are no fewer than 35 additional leased vehicles, while previously unknown fleetnumbers have been added for 14 vehicles. There are still lots more detail updates to be done. Please note that the details of the new vehicles are taken from the list but may require amending once the vehicles are seen. This is particularly true for liveries, as these have been based on the rather basic information available on the DVLA website. Reports are of course also required to try and determine the allocations of vehicles.	29/05/2010
One factor that is exercising my mind is how to show the vehicle operators. I have been changing the operator to Underground on all vehicles seen with the new LUL logos, leaving the Metronet and anonymous vehicles as BCV or SSL. However, the LUL vehicles are still individually allocated to either the BCV or SSL operations. What I really want to be able to do is to show the actual operator AND the actual branding/logos carried. This would also be useful for the many vehicles that do not have logos, plus the few where the two do not match. As an example, the Peugeot van at Heathrow (6751) carries Tube Lines logos but is used by London Underground. At present, oddities such as this can best be recorded using the notes function.	A batch of 30 photos has just been published. Coverage of some interesting recent developments and deliveries mean I have once again had to put off raiding the archives (apart from one picture taken in the 1990s). But nobody has complained yet....
28/04/2010	03/06/2010
I think I have a solution to the operator/branding issue	A partial update on the Abellio SVs has been done, based on an official (but dodgy) fleetlist.
	06/06/2010
	I have just added another 18 photographs, including 6 from Malcolm Conway's late 1980s/early 1990s archives. As well as covering some recent developments, I have included another 3 non-London shots. Do let me know if you want to see more, or less, of these.
	06/07/2010
	Having been delayed while I finished writing the captions(!), I have just published a set of 33 varied photographs. Don't forget the Potters Bar open day this Saturday (10th July).

13/07/2010
Database updated with 18 newly reported fleet additions.
13/07/2010
I have received 95 SV photos already this month (plus more from my own camera). Seems we are going for a record-breaker! As always, many thanks to all contributors. Not all will be used on the site, but all are welcomed and appreciated.
17/07/2010
Just over half way through the month and I have already had over 130 photos. Finding myself with a free day (Doh! I forgot about Green Line 80), I decided to get started with publishing a second batch. This turned out to be slightly larger than usual, with 34 recent photos, 5 from the 1990s archives, and three of service vehicle models. It has also been a good month for fleetnews, with 7 more new vehicles (and 1 old one) added today.
01/08/2010
A new month means new pictures! 21 added to the site today. By the way, the number of pictures received during July was over 180. Thanks to everyone who submitted. August got off to a good start with no fewer than 38 photos landing in my in-box today alone.... I'll do a fleet data catch-up in the next few days.
09/09/2010
A large batch of 50 photographs has just been published, with significant contributions from Malcolm (Acton Works) and Ray (Byfleet and Fulwell). My thanks go also to Colin, Glyn, Tony and Ian. I hope to bring the database up to date over the weekend.
10/09/2010
I have just done a partial database update, including all the items that will appear in the next issue of TLB. The more recent additions and changes will hopefully be added over the weekend.
23/09/2010
When I said 'over the weekend' I should have said 'over a weekend!' There are a few additions to be made and I will do them as soon as I get time....
01/10/2010
A further 21 vehicles have been added to the database, including the first '60' regs. Still no fleetnumbers above 6999 though! I will try and do a photo update over the weekend, as well as providing some fleet news text.
04/10/2010
I have just added 30 new photos, including many taken on a recent night-trip around central London, plus a couple of archive views. The fleet news will be updated later.
24/11/2010
I have just added 13 newly reported vehicles to the database, which apparently takes the total to 8,999 entries. Quite a few are of course just placeholders for un-used fleetnumbers. The rather overdue photo update should go up either tonight or tomorrow.
24/11/2010
And there go 38 new photographs. Thanks as always to all contributors. By the way, I did get a report of a security problem with the site earlier today. As a precaution I have

reloaded all the page files. However, if you do encounter anything unusual, it would be useful if you could let me know. Cheers.

13/12/2010

Welcome to the new home of LTSV, although nothing has changed apart from the address. The previous LTSVplus domain somehow suffered from a virus infection which proved impossible to remove. I have checked the new site quite thoroughly but it is possible that there may be some issues (eg missing content or links that don't work). It would be appreciated if you could let me know if you find anything unexpected.

I would also like to remind visitors of the need to ensure that they have to up to date anti-virus and firewall software installed and running. This needn't cost anything; I use the free versions of AVG and ZoneAlarm. As this experience has shown, even sites that are believed to be 'safe' can unwittingly become host to viruses.

I will be catching up with e-mails over the next few days and hope to have the next batch of pictures ready for publishing soon. These should include some interesting 'vintage' shots.

22/12/2010

I've not heard of any problems with the new site so I can presume that all is well. At present I am putting in long hours at work on a project (ironically) to deliver a web-enabled database! As such, I have not yet had a chance to do any picture or vehicle updates. I can say that deliveries are continuing at a reduced rate, and there are still no reports of any vehicles numbered in the 7000s.

31/12/2010

Right, I have just managed to squeeze in a set of 10 new pictures for December. I have also added 17 newly reported vehicles to the database. Notably only one of these is a Ford. I have included four new Toyota Prius cars that are believed to be for the Public Carriage Office. They were delivered through Acton Works, and a precedent has been set by a PCO Ford Transit van being allocated the fleet number 6155F.

As usual I would like to thank everyone who has contributed to LTSV this year (and to apologise again for the recent virus problems), and wish you all a healthy and happy new year. Cheers, Tom.

04/01/2011

I forgot to mention that the update on New Years Eve took the vehicle data base past the 9000 entries mark. Over 4100 of these are Fords!

19/01/2011

I've just uploaded 16 more photographs, covering recent fleet additions, a few golden oldies and some odds and sods.

27/01/2011

Apologies for the loss of service over the last couple of days. I am making enquiries as to the cause.

11/02/2011

I've just added another 20 mixed photographs. Short outages on the website appear to be continuing, for which I apologise. It would be useful if people could send me an e-mail detailing any times at which they find the site unavailable. I can then pass this on to my hosting provider for their investigations.

12/02/2011

The fleetdata has been updated with all the items that will be included in TLB558. I will add a few newer bits later this weekend.
13/02/2011
A few more updates to the database have been made. I am aware that I still need to go through some of the bus company records, to weed out stuff that has (either certainly or probably) departed.
15/02/2011
I've just done a quick trawl through the bus company vehicle records and marked about 45 as being withdrawn. This is determined from sightings or licensing information. I'll do some more later.
17/02/2011
A very minor point: I have started using full format dates on vehicle records (eg 17/02/2011 or 02/2011). This may result in some inconsistencies for a while!
20/02/2011
I have updated a lot of newish leased vehicles today, adding improved type details and/or allocations.
21/02/2011
I have just marked up about 50 central fleet vehicles as being withdrawn. This is based on licensing data or (the lack of) observations. It is notable that batches of vehicles that arrive together often leave the fleet at widely different dates.
22/02/2011
Visitors may have noticed the addition of a (2) next to Fleet Data on the main menu above. This is a temporary experimental page, trying out some new ideas that will eventually be included in LTSV3! If you click on the (2), you will get a fleet data selection page that appears identical to the current one. However, when you click on one of the Show results button, you will see a list of results that are rather different. Sortable columns have been added for licensing dates, and first and last sightings (plus a total). To achieve this I have used a smaller font size. This page should be most useful for me (and Ray) when trying to track down vehicles that have been withdrawn.
05/03/2011
There was another site failure last night, this time to do with the connection to the database that holds pretty much all of the content for this site (leading to the helpful message of Err:Conn!). It seems to have been resolved now, and I've just added 20 new pictures, a mixture of recent developments and some from the 1980s and 1990s archives. You may also have noticed that I have increased the size of the thumbnail images (from 100 pixels wide to 150). I can't easily modify and upload all 3300 images in one go so there will be a mixture of sizes for a while. Hopefully I have modified all the pages to cater for this, but please let me know if you spot anything odd or if you have any comments or feedback.
07/03/2011
I've just pushed up almost 1,300 resized thumbnail images. It's pretty tedious work so I might take a break before doing the next 2000!
12/03/2011
I have resized a further 715 of the photo thumbnail images. Just 1355 still to do!
27/03/2011

Just published are 33 new photographs, mainly taken in the past month. Included are the first SV numbered in the 7xxx range. I have also resized a further 300 thumbnails.
29/03/2011
Apologies for the downtime over the past two days. This is somewhat out of my control and appears to be a problem with the hosting company. I am looking into ways to improve the service.
02/04/2011
15 more pictures have been added. For a change I thought I would ignore the current scene and look back instead to the 1970s. All the photos are of service vehicles numbered in the 20xx range, and no fewer than 7 are of Beford HA vans. I have also resized another 735 thumbnails, leaving just over 300 to do.
07/04/2011
A whole day earlier than originally planned, I have just published another batch of 30 pictures. Once again, these delve into the archives, this time looking at the mid-1990s. This era was thankfully well covered by photographers such as Colin Lloyd and James Mair. I will return to topical photos next time.
I have also uploaded the last of the resized thumbnails. If you still see any small ones, you may need to refresh your browser. I am considering up-sizing some of the earlier photographs next, these having been to 600x400 or 800x534 instead of the current standard of 900x600. There is some more fleetdata to add but I am going to take a break now!
14/04/2011
15 newly reported vehicles have been added to the database. I will catch up with some edits, updates and withdrawals next time, hopefully together with some recent photographs.
16/04/2011
Whilst looking for something else I came across a set of service vehicle update notes that someone sent to me in 2005! It seems I never added them to the database, or if I did, they got lost when the database crashed back in 2006. Anyway, first up are seven previously unreported vehicles, plus one much newer one, all added to the database today. There are lots of edits to come, perhaps later tonight.
19/04/2011
I've just added five new vehicles that were seen on delivery yesterday. I have also got around to adding the new Edgware Track Depot as a location, giving it the code of EWT. There are at least five or six SVs kept there now, but they are very hard to see! The database now has 9110 vehicle records, while the sightings are heading for the 40,000 mark.
21/04/2011
Another six vehicles have been added to the database.
25/04/2011
I have just marked up as withdrawn over 100 vehicles. These are based on sightings and licensing info. The most numerous are some long overdue updates for Arriva London, and all the hired vehicles that were just sitting in the database looking stoopid. Operator names (eg London United, Stagecoach) is next on my to-do list!
26/04/2011
Continuing with the spring cleaning, I have started reviewing the locations data, some of which was really out of date.

<p>However, this does mean that I don't need to change all the Transdev and ELBGs back to London United and Stagecoach; they never got updated the first time! I have added new entries for Lea Interchange (LI) and Kings Cross (KC) garages, and updated the codes, status and operators on several others. 17 locations have been marked as closed, these having done so between 2005 and now.</p>	<p>up to date. Photos will have to wait a bit longer.</p>
05/05/2011	08/07/2011
<p>Apologies for the extended outage over the past few days. There was apparently some problem at the hosting company.</p>	<p>No photos yet, but I should remind everyone that there is an open day at Potters Bar Garage tomorrow (Saturday 9th July) between 1030 and 1600.</p>
11/05/2011	10/07/2011
<p>The site was down again for a few days (apparently due to a server failure). Hopefully reliability will now improve. I have added seven new vehicles to the database, with some more to come shortly.</p>	<p>Fourteen new vehicles have just been added to the database. More updates (allocations, withdrawals and photos) soon.</p>
11/05/2011	25/07/2011
<p>After a hiatus while I delved into the archives (and while the website was down!) I have returned to the present with 45 recent photos. Among these are a few oddities, and also a couple of vehicles that have yet to be added to the database.</p>	<p>Right, I've updated the database again, additions including more replacement crew ferry vehicles for Arriva London and Stagecoach. I have received loads of photographs in the past month and I am currently working my way through these. The next batch (plus a new article) should appear in the next day or two.</p>
12/05/2011	26/07/2011
<p>The database is now up to date.</p>	<p>A large batch of 50 new photos has just been uploaded (I've spent the last 8 hours writing the captions!). All except two were taken this year. Held over until next time are an article on LT's Ford Utlecons and some model pics (both from Clive Greedus).</p>
07/06/2011	05/08/2011
<p>Apologies (again) for the recent unavailability of the site. This is outside of my control but I am looking at alternatives in case the reliability does not improve. I have just updated the database with (most of) the most recent changes and I hope to get some new pictures added within the next few days.</p>	<p>The database has just been updated with some additions and withdrawals. Clive's items will be uploaded soon.</p>
08/06/2011	08/08/2011
<p>LTSV comes homes!</p> <p>Following recent reliability issues with one of my web hosting suppliers (and a co-incidental upgrading of my other one) I have brought the LTSV database back into its original domain. So far this has been a straight switch using the same page files. An upgraded version of the database is in the planning stages. I have not yet tested all the functionality of the site but I have already found (and fixed) at least two instances of the new server software being less forgiving of my programming mistakes than the previous one. If you encounter any errors or unusual results, please let me know (if you have my number, a text message would be useful). Note also that I have not yet completed uploading all the photos. The thumbnails will all appear but some photo pages will currently show a blank. I hope to get the rest up in the next day or two.</p>	<p>Published today are 16 photos, 12 of which cover recent fleet developments. The last four are of a model of Parsons Green works, built by Clive Greedus. Clive has also been doing some research into the rather puzzling history of the Ford Thames Utlecon vehicles used by London Transport. The results form an article that has also been added to the site today.</p> <p>I appear to be having trouble with my e-mail filtering again, with at least a couple of messages to me not getting through. If you have sent me anything over the past few months AND not got a reply from me, it would be safe to assume that I never got it. You could try re-sending it, while I will look into setting up an alternative e-mail address.</p>
08/06/2011	18/08/2011
<p>Following a marathon FTP session, all the photos have now been uploaded to the new server.</p>	<p>Clive's article on Ford Utlecons has just been updated with some additional information.</p>
16/06/2011	29/08/2011
<p>Well, it appears the site move didn't cause any problems. I have been busy upgrading my home PC recently, hence the lack of photo updates. I have brought the database up to date tonight (including 11 reported additions) and I should be able to get some new pictures up over the weekend.</p>	<p>I have just added another 20 new pictures. With two regular contributors on their travels recently, there are rather more non-London photos than usual. There are some fleet additions to do (and loads of minor updates) but I am once again out of time.</p>
18/06/2011	30/08/2011
<p>I have finally managed to add 25 new photos. Most were taken over the last two months, plus a couple from the 1980s.</p>	<p>I've added 10 new vehicles to the database, but the other updates will have to wait until next time.</p>
01/07/2011	01/09/2011
<p>Blimey, July already. I've just finished bringing the database</p>	<p>I still haven't had a chance to catch up with the transfers and withdrawals, although I have added a further six new vehicles reported since yesterday! There is also another interesting article from Clive to publish. If only I didn't have to sleep....</p>
	02/09/2011

<p>A small batch of seven new photos has just been published, all taken in the past few days. I have also added another article by Clive Greedus, who has been continuing his investigations into historical LT service vehicles. Database update to follow.....</p>	<p>white/blue vehicles (marked and unmarked) in one list. I'll have to think about this.... I received over 230 photos during October, and I have made a start on selecting the next batch for publication.</p>
05/09/2011	31/10/2011
<p>I have just added three new vehicles to the database, and updated the information on about 175 others! There is a bit more to do but I am now going to take a short break.....</p>	<p>The remaining updates to the database (withdrawals, transfers etc) have now been done.</p>
<p>Right, that's another 70-odd done. I have started weeding out bus company vehicles that haven't been seen for 2 or more years.</p>	03/11/2011
09/09/2011	<p>36 new pictures have just been published, including an interesting selection from Acton Works and Lillie Bridge. I have also uploaded several slightly modified pages. The changes are all either minor or invisible to users. However, if you encounter any problems or unusual results, please let me know. More pictures to come soon.</p>
<p>A further eight vehicles have been added to the database.</p>	19/11/2011
14/09/2011	<p>LOTS have published a new service vehicle fleet book (SUP24E), correct to the end of October. Please support LOTS by buying a copy. It is only £3.50.</p>
<p>22 more photographs added to the collection today, including many taken in Acton Works.</p>	20/11/2011
20/09/2011	<p>The database has been brought up to date, with 13 additions, several withdrawals and some other updates. The next batch of photos (including some of the newest additions) will be posted shortly.</p>
<p>Four more new vehicles have been added to the database. I am trialling a new feature with these. Where a vehicle is unmarked (ie has no company names or logos) a hash symbol will be added at the end of the livery description (eg 'White #'). If successful, this will be applied retrospectively to the relevant records.</p>	27/11/2011
<p>Update: I've just marked up a bundle of bus company vehicles (mainly Abellio and Stagecoach) as being withdrawn. Do let me know if you see any of them still in use! The hash symbol doesn't seem to cause any trouble so I will start using it routinely.</p>	<p>A further 38 photos have been added today, covering recent developments. Exactly half of them feature Ford Transits, with the rest being what you might call mixed! I reckon we might be due for a trip into the photo archives soon, so I will consider this for the first December update.</p>
26/09/2011	11/12/2011
<p>I have made a few additions and updates to the database tonight. I have also made a start on adding hash signs to indicate anonymous vehicles. This may take a while!</p>	<p>The 23 pictures published today are rather special, the majority being taken in the late 1960s by John Marshall. The images are rather small but the subject matter includes some very rare items, and they are all in colour. A few recent developments are also covered.</p>
30/09/2011	<p>I have a queue of vehicles waiting to be added to the database but this will have to wait until another day...</p>
<p>Three upcoming events may be of interest. On Saturday 1st October there is an open day at Metroliner's Holloway Bus Garage, while on Saturday 8th and Sunday 9th October an open weekend at the Acton Museum Depot is scheduled to include demonstrations by the Emergency Response Unit. Finally, on Saturday 19th November there is the LOTS Autumn Transport Spectacular, once again at Harrow Leisure Centre. Anyone who thinks an Autumn-titled event should not be held in November should contact LOTS!</p>	11/12/2011
05/10/2011	<p>...or later the same day. I've started work on them now.</p>
<p>I have just published a large batch of 42 recent photographs.</p>	<p>Users of the database may wonder why some vehicles are attributed to Underground while others are shown as LUL. This was originally to distinguish vehicles with the former Metronet operations (BCV and SSL infrastructure) from the small number of vehicles that had always remained with LUL (train operations). However, given the lack of official information, and the fact that both sections now use the same white/blue/red livery, I will probably show all as LUL in the near future.</p>
29/10/2011	<p>I also haven't yet resolved the problem of how to show unmarked vehicles without messing up the livery filtering (as occurs with the addition of the hash sign). This is one of many issues that will be addressed in the next version of this website (LTSV3), but as usual, a lack of free time is hampering development work.</p>
<p>Apologies for the lack of news and updates recently. I have been very busy with childcare and with finishing off a new book (details soon). I'll start on the database updates later this weekend. I also have some minor page improvements in the testing phase, and I've received loads of photos recently.</p>	11/12/2011
30/10/2011	<p>3rd update of the day! The database is now up to date, with 30 vehicles added, and quite a few updated. I am now going to do a back-up, then I think I might take the rest of the day off....</p>
<p>32 new vehicles have been added to the database. Other updates (transfers, withdrawals etc) will have to wait until tomorrow. I also started adding hash signs for the current leased vehicles that do not carry lettering. However, it then dawned on me that this would do some curious things to the fleet list filtering. For example, you would not be able to see all</p>	

11/12/2011
Last update of the day (probably). I have changed the 493 vehicles that were attributed to 'Underground' to be 'LUL'.
11/12/2011
Blimey, a record-breaking fifth update in a single day. Anyway, having published some photos from John Marshall, I have been having a trawl through his Picasa web pages and found a load more SV photos, some of them very rare (and all in colour). I have started adding links to the relevant vehicle pages here. Which reminds me, improving the integration and display of externally hosted photos is another thing on my list for LTSV3! There are also tons of contemporary bus photos on John's site as well as loads of LT Variation Sheets. However, the navigation leaves something to be desired, and it would be easy to overlook the most interesting stuff. http://picasaweb.google.com/10712855983552255960
23/12/2011
I've just added another ten newly reported vehicles to the database, including a few bus company ones this time.
Thanks to everyone who has contributed to LTSV this year, and may I wish you all a very merry Christmas. Cheers, Tom.
06/01/2012
I have brought the database up to date (apart from a couple of SORNs still to mark as withdrawn). Photos will be done next.
17/01/2012
The database has been updated with 10 more new vehicles plus reported withdrawals. I have also posted some fleet news and also a review of SV happenings in 2011. The photos - once again - are next on my list!
21/01/2012
I am in the process of preparing some photos to be added to the website very soon. For now, the database has again been refreshed with a further 10 additions, along with almost 40 withdrawals and a few other updates.
21/01/2012
I have gone slightly overboard with the pictures again this month, the latest batch comprising 54 photos. Just bear with me while I try and write 54 informative, witty and well-researched captions...!
22/01/2012
54 new photographs have been published today, and they are a rather mixed batch. About half are from the 1970s, with further contributions from John Marshall and also some early shots by our own Ray Monk. Pushing the boundaries of what defines a service vehicle, I have included 5 photos of St John (LT Corps) Ambulances. There's one photo from the 1980s (of a 1930s tanker!), a couple from the provinces in the 1990s, then straight up-to-date with a look at recent developments.
28/01/2012
Thirteen new vehicles have been added to the database (all central fleet ones), while a dozen have been marked as withdrawn.
05/02/2012
A batch of 25 photographs has just been published, including some archive shots from the 1980s and some interesting views taken this year at Eastleigh.

17/02/2012
A small database update has just been done, with a few additions and withdrawals. I have been busy gathering allocation information for LT service vehicles in the 1960s today. The results won't be on-line just yet but they are an important part of my plans for improvements to the site.
19/02/2012
20 more photos have just been added.
22/02/2012
I have added a single photo today, showing a new lorry for the central fleet (more 'scoop' points go to Ray again). Quite a few interesting pictures have been received in the past week or so, and these will be put up shortly.
29/02/2012
Another single photo today, getting the first 12 reg SV on-line a day before any appear on the road. More pics and data soon.
04/03/2012
I have just put up another batch of 30 pictures (they're dated 3rd March but I'm running a couple of hours late!). These cover recent developments plus a bunch of 1980s gems from John Marshall's collection.
14/03/2012
I've just done a partial database update, with 8 more additions. Other changes, and commentary, will have to wait until later today.
16/03/2012
A large amount of vehicle entries have been added today, these being the 1,683 'Private Cars' bought or operated by London Transport between 1933 and 1985. For more information, see the posting in the 'LT un-numbered' section of the forum. Notably this change takes the vehicle database (comfortably) through the 10,000 entries mark.
This is the first stage in a range of planned changes. Other aspects include full allocation histories for LT vehicles, indexes of trade plates and pre-1939 numbers, and various improvements to the design of the database and web pages. More details will be made available soon.
21/03/2012
Twenty-one new vehicles have been added to the database today.
07/04/2012
I have just updated the database with lots of new additions, a few withdrawals and other amendments (plus my own sightings). The next batch of photos will be slightly delayed. I finally found some time to catalogue the recent submissions and select a set for publication. However, I found that I had 87 worth putting up, and more have come in since! I will probably try and do a dozen or so at a time. Of long term interest, I have acquired yet more archive information, this time covering the 1939 to 1956 period.
08/04/2012
I've just pushed up twelve new photographs, selected at random from the large amount I intend to publish over the next few days/weeks.
11/04/2012
There go another twelve photos!

13/04/2012
Another set of 12 new photographs has been added, along with details of yet more new vehicles.
15/04/2012
A large amount of historical information has become available over the past few months, meaning I am now in a position to capture the full allocation histories (including modifications, etc) for central fleet vehicles between 1939 and about 1980. However, I have realised that the current LTSV database structure is not fully suitable. Showing all the information is not a problem, but making it findable is. For example, a vehicle can be shown as having been operated by Grey Green and Arriva, but the searchable part can only contain one entry. The same applies to changes of livery, registration, body, etc. I am working on a solution to this but in the meantime I have decided to update the database with some of the other information now available. This will mainly be making the 'in' and 'out' dates more accurate, and adding (where available) the names of the suppliers and subsequent buyers of each vehicle.
20/04/2012
I've just uploaded another dozen photos and added yet more newly reported vehicles to the database. A record-breaking 97 vehicles have been added in the past month. Ref the photos, I have loads more to put up but I find that doing them in batches of 12 makes the process more manageable. Many thanks to everyone who has been sending in pictures recently.
21/04/2012
I had a bit of free time this morning, so I have uploaded another 12 photos. There is still a bit of a backlog to get through though....
22/04/2012
For the third time in three days I can report the addition of another 12 photographs. These include some excellent vintage shots (I think the 1980s can now be classed as 'vintage!').
29/04/2012
After a busy week I had a few free hours today so I have uploaded yet another dozen photographs. It was either that or try and wrestle with the LTSV3 database structure problem!
30/04/2012
I have just added some more vehicles to the database, including some operated by Luton and District (and others) many years ago, plus the more recent fleet of Centrebus. I have also updated the links to photos where relevant.
07/05/2012
29 new vehicles were added to the database this morning, along with a couple of previously un-reported bus company taxis from the 1980s/1990s. I haven't had a chance to process any photos recently, although there have been surprisingly few contributions in the past fortnight. Well, it has been very wet. The sightings count is edging towards the 50,000 mark. Another landmark was achieved today when I started the first actual page coding tests for the next version of this website. Don't hold your breath though!
21/05/2012
A dozen new vehicles have just been added to the database. There are also lots of withdrawal to report. However these (and the first pictures for May) will have to be added later. Gotta go...

21/05/2012
The database has been brought up to date with recent disposals (mainly from London United), along with some more new arrivals, three of which were only licensed and delivered today.
27/05/2012
Hmm, so much for consistency. After a whopping 84 photos were published in April, May sees just 6 being added. The reason is that I am rather absorbed in development work for the new webpages. Plus the weather has improved somewhat!
02/06/2012
For a change, I have uploaded 57 new vehicle icons. Types covered include FX4 taxis, VW Caddy vans, yet more Ford Transit variations and a few other odds and ends. Tying the new icons to individual vehicle records will be undertaken over the next few days.
10/06/2012
25 new photographs have just been added (including the 4,000th on this site). I still have quite a backlog of recent and vintage (1960s and 1980s) shots to get through. By the way, the batch is dated for tomorrow. I finished them a bit sooner than expected!
15/06/2012
The database has been partially updated with the details of no fewer than 16 new vehicles reported over the past few days. Further updates (including many withdrawals) will be added very soon.
17/06/2012
Nicely balancing the 16 new vehicles recently added, 17 vehicles have just been marked up as withdrawn.
28/06/2012
The database has been updated with the most recent deliveries.
01/07/2012
There might be a slight slow-down in the amount of updates on this site over the next couple of months, particularly in terms of photographs. I am devoting more time to the development of the new webpages and database. Please continue to send in your photos and reports though, all are appreciated and useful.
04/07/2012
The database has been updated. Don't forget Potters Bar this weekend. The outlook is wet!
11/07/2012
Another batch of 25 photographs has just been published, with a couple of 1980s views among the more recent ones. Although I can't publish every photo I receive there are still lots more that I want to put up. If yours haven't appeared yet, don't worry.
22/07/2012
The database has been brought up to date with reported additions and withdrawals.
23/07/2012
I have created some updated charts showing the intake of leased vehicles over the past few years, plus an improved fleet composition chart for the period 1940 to 2012. These can

be found in the forum.
05/08/2012
A total of 43 new photos has just been published. Once again I managed to finish them slightly earlier than expected, hence they are dated for tomorrow!
06/08/2012
The vehicle database has been updated with a few additions, a lot of withdrawals and quite a few allocation updates. It should be remembered that the allocations information is from observations alone (plus a bit of guesswork!).
18/08/2012
It looks like August will be a bumper month for photographs. As well as the usual steady flow of contributions from the usual contributors (!) I got a bundle of 65 photos from Colin Lloyd and a massive 230 from Derek Everson. Making a start, 20 are being published tonight.
24/08/2012
Attacking the backlog of recent photos, I have tonight published a further 30, including several nocturnal ones from earlier this week.
09/09/2012
A further 20 icons have been added today, taking the total to 440. The latest additions cover 18 recent varieties of Renault Kangoo, plus a couple of Peugeot Bippers. I'll try to update the vehicle database later today.
12/09/2012
20 new photos have just been published. These are all recent London-area views (plus four of Arriva the Shires). There are lots of provincial and historical photos still to put up, plus some recently received views of LUL departmental rail vehicles.
24/09/2012
The database has been updated with the latest reported additions.
01/10/2012
The LTSV website first went live 9 years ago today. Regular visitors may have noticed that I have recently been improving some of the historical vehicle details in the database. However, the inclusion of full allocation histories is still some way off. Work on the new database and webpages required to enable this is progressing slowly, but I seem to always be short of free-time recently. For example, I still haven't managed to write the captions for the next batch of photos (including ones from Leyton Garage open day), although I have made a point of keeping the database as up to date as possible with new deliveries etc.
03/10/2012
The latest 20 photos have just been uploaded, including those from Leyton Garage open day. I have also updated the database with some recent additions and withdrawals.
19/10/2012
My contact at Acton Works has very kindly provided a list of current and recent service vehicles. This will of course result in a lot of updates and additions to the vehicle database over the next few days. As a teaser I can tell you that the highest fleetnumber currently in use is 7573VW!
22/10/2012
I have been busily working my way through the fleetlist,

updating the vehicle database. I believe I have now captured all the recent additions and withdrawals (although I still need to go through the un-numbered fleet) and I am also improving the information on slightly older vehicles (mainly adding the actual disposal dates).
24/10/2012
Still adding more accurate dates to the database. It's going to take a while to do them all! It should be mentioned that the dates being entered are the official 'lease start' and 'returned' dates. Observations suggest that vehicles are usually delivered to Acton a few days in advance of the former, while they are often not collected until a few days (sometimes weeks) after the latter.
01/11/2012
Having only published 20 photographs each in September and October, the backlog of contributions has risen again recently. As well as the ongoing supply of new images, Phil Hambling has sent in some shots from the 1980s while Derek Everson has unearthed a further 200 from his collection, spanning the years 1984 to 2012. To make a start on getting through these, I have today published another mixed set of 20. I am also gradually making my way through the recently received fleetlist (and I hope to publish a brief analysis of the current fleet soon) and continuing with work towards the new version of this website.
07/11/2012
Right, I think I've got as much detail as I can out of the new list. Around 2,000 records have been checked and updated, mostly just with more accurate dates.
21/11/2012
A new batch of 25 photos has just been uploaded.
25/11/2012
As I mentioned back in April, I am in the process of updating the vehicles database with information from official London Transport documents (Variation Sheets and Miscellaneous Vehicles Advice Books). For most entries the main changes have been to show the actual dates of entry into stock and disposal (rather than just the month) and adding the names of the suppliers and subsequent purchasers. I am also checking other details (such as chassis and body numbers) and adding notes where relevant. What I am not touching is all the allocation information. This will be incorporated when I move to the next version of the database (LTSV3), although progress with that is proving very slow due to the complexity of the structure. The plan is to go as far as I can with the updates mentioned above, then use that data as the starting point for LTSV3. Having started at July 1939 I have just reached the end of 1961. The advice books stop at February 1963 but the variation sheets carry on into the 1980s.
30/11/2012
Derek Everson has very kindly sent in yet another batch of photos, about 150 this time, covering some recent deliveries as well as some stuff from the 1990s and 2000s. This has resulted in a few more vehicles being added to the database. Since I decided to include the Armchair Ford Transit minibuses it seemed logical to add the Capital Citybus ones from the same era as well. However, the distinction between what is and what is not a service vehicle does become a bit fuzzy around these. Both the Armchair and Capital Citybus examples were ex National Bus Company minibuses bought specifically for crew ferry work. Boro'line Maidstone had some similar vehicles but these were also used on passenger carrying duties (mainly contract services rather than regular

routes). Therefore these vehicles (which later passed to KentishBus) will not be included here. The Armchair vehicles were bought from London Buslines but there again they were also used as passenger carriers. Various companies used former PSV minibuses as crew ferry vehicles, usually after they were replaced by larger vehicles. Unless the vehicles were modified or marked specifically for crew ferry work, they will not be included here.

My trawl through the archives has now reached the end of 1965. Visitors may have noticed that I have added engine numbers in the notes fields on many vehicles. There is a reason for this, and it won't be applied universally. Up to a certain point, chassis and engine numbers appear to have been the same on many vehicles. For example, the variation sheet for 6th June 1961 lists Ford Anglia car 592BXV as having 'Chassis and Engine number 105E/338099'. Later on, the two numbers were different, as on the sheet for 27th June 1963 which lists Ford Anglia car 467FJJ as having chassis number H22C.1412707 and engine number 105E698949. Not being an expert on practices at the time, I don't know if this was due to a change in legislation, a change made by the manufacturers, or just a different way of recording things by London Transport. However, the earlier 'combined' numbers are evidently the same format as the later 'engine' numbers. I figured it would provide some continuity to include the engine numbers for vehicles taken into stock for a while after the change.

13/12/2012

I have updated the database with the small amount of new information received recently. It seems that my spies must have come in from the cold! Although I am rather busy with other things at present I hope to put up some new photographs within the next week or so. My archive trawling reached the end of 1971 but is now taking a short break.

24/12/2012

I have been extra busy recently, with parent-care, carpentry and of course Christmas preparations added to my usual duties. However, I have finally found time to add some photos for December comprising a mixed batch of 25 images, a lot of which are from Derek Everson's collection. As usual I am only putting up a fraction of the photos I receive so apologies if yours are not featured. There will be more soon. Oh and I will try to update the vehicle database over the next few days.

I hope you have a very merry Christmas and that you all get what you want. Cheers, Tom.

06/01/2013

I have today updated the database with recently reported additions and withdrawals. The next batch of photos will be uploaded next week.

15/01/2013

Today's update has seen 20 photographs added and 13 vehicles added to the database. Both the photos and the database entries are a mixture of new vehicles and previously un-reported ones from the 1990s.

30/01/2013

Apologies for the lack of updates recently. I have had some family matters to attend to. I have updated the vehicle database today, and a bundle of location and allocation updates should follow shortly.

04/02/2013

I have just published another batch of 20 photographs. With

not so many topical submissions recently I have taken the opportunity to do another skip around the provinces. Perhaps the most interesting addition however is a photo of a Metropolitan Railway lorry that appeared in a Thornycroft brochure in 1930.

27/02/2013

Although it looks like I won't manage a second batch of photos this month, I have been keeping the vehicle database up to date. Thanks to everyone who has submitted reports.

03/03/2013

I have just published a rather mixed bag of 27 new photographs (it was 25 but I added two more that I took yesterday). There are some database updates to do and I will try to make time for these over the next few days.

05/03/2013

The vehicle database has now been updated with the latest additions and withdrawals.

03/04/2013

I have just uploaded a batch of 33 photographs, most of which were taken in the past month.

17/04/2013

The database and fleet news have been updated.

05/05/2013

I have just uploaded over 1,600 new photographs and numerous revised pages. However, I should point out that these actual comprise a long-overdue update to my wagons website. If you have any interest in railway freight vehicles, go to http://www.ltsv.com/w_home_news.php to see what is new. And if you don't, hang on! Updates to the service vehicle pages (including some new photos) will be produced very soon.

12/05/2013

The database has just been updated with the latest additions and withdrawals. The next lot of photos won't be ready for a couple of days yet though.

20/05/2013

I have just uploaded 25 recent photographs.

06/06/2013

The vehicle database and fleet news page have been updated today, but I haven't prepared any photographs for June yet. Don't forget there is an open day at Potters Bar bus garage this Saturday.

10/06/2013

Database updated again, no pictures yet though.

17/06/2013

The database and fleet news have been updated again. I hope to get some new pictures up during the week.

25/06/2013

I have updated the vehicle database, and also amended the location records following the ownership changes last weekend. A new batch of photographs is in preparation and I hope to get them up before the end of the month.

30/06/2013

The database has been updated with the latest reports. However, it looks like I am not going to be able to finish the

next batch of photos before the end of the month.
30/06/2013
OK, I changed my mind! Just pushed up are a batch of 30 new photos.
02/07/2013
I have just added a single photograph, received earlier today, to illustrate a new livery.
09/07/2013
Another database update today, inserting newly reported vehicles, adding deduced allocations to others and clearing out some old vehicles that appear to be withdrawn. I have also belatedly added the two BTP Iveco trucks that are now dedicated to ERU use.
22/07/2013
The database was updated over the weekend. Users of this website should be made aware of a slight issue relating to the demise of the Tube Lines identity. Vehicles carrying Tube Lines livery are shown as being operated by JNP. However, new deliveries since early 2013 have carried London Underground livery, and are therefore shown as operated by LUL. There are apparently no plans to relivery existing vehicles so the Tube Lines brand will probably be around for a couple of years at least.
This is the sort of issue that my proposed 'LTSV3' upgrade would have been able to handle. Sadly there has been no development on this for a while. Quite apart from being busy with other things, I am stuck on some rather fundamental decisions (such as how IDs are assigned to vehicles). I am contemplating making some improvements to the existing website. However, right now (22:00), it is 31.7 deg C in the LTSV 'office' and I am strangely disinclined to do anything mentally strenuous!
30/07/2013
It will be apparent that I have only managed to publish one photograph so far this month. The reason for this is that I have been busy preparing a new SUP24 publication for LOTS. This lists the current service vehicles of the central fleet and the main bus companies and contains a total of 1,515 vehicles. The information is correct to 27th July but is based entirely on observations, since we've not had any official updates recently. SUP24F will be available shortly with a cover price of £4. If you are interested in the current service vehicle scene, please support LOTS by buying a copy. I will post a link to the LOTS publication list once it is released.
SUP24F should also be available from the LOTS sales stand at various bus events around London. Hopefully these will include the forthcoming garage open days at Holloway (10th August), Metrobus (21st September) and Willesden (5th October).
31/07/2013
The database has been brought up to date and now includes everything that made it into SUP24F, plus a few very recent items.
08/08/2013
The database has just been brought up to date again, with no fewer than 18 more vehicles added. I've got lots of photos to add so I will make a start on those next. Don't forget the Holloway Garage open day this Saturday (10th August). Hopefully LOTS will have the new SUP24F booklet on sale there.

12/08/2013
40 new photographs have just been uploaded. Most are recent, including some from a night trip last week, plus there are a few from Derek Everson's collection of 1980s and 1990s prints.
16/08/2013
Making up for July, I have just published another set of 20 photographs. These are divided between 10 from Derek's 1980s/1990s collection, and 10 new ones.
01/09/2013
A few database updates today, photos to follow during the week. A reminder of some upcoming events. Guided tours of Stratford Market Depot are available as part of the Open House event on 21st September. These have to be pre-booked. See forum posting for a link. Also on that date are the three Metrobus garage open days, with Willesden Garage following on 5th October. I've not yet seen any news about a revised date for Neasden Depot though.
13/09/2013
A quick database update today, with a couple of recent additions and withdrawals. The promised update on Grey Green vehicles has had to be postponed slightly, as has the next batch of photographs.
19/09/2013
The vehicles mentioned in Fleet News for 16/09/2013 have now been added to the database, along with a few more recent reports. The update on Grey Green vehicles (which now includes 25 previously unknown SVs) will have to be held over once again.
25/09/2013
29 recent photos have just been uploaded, focusing mainly on the central fleet. The Grey Green archive data is next on my to-do list.
28/09/2013
I have brought the vehicle database up to date again but the promised Grey Green information has had to be held over once more. I need to get some sleep!
01/10/2013
As of today, LTSV has been on-line for 10 years. It doesn't feel that long since I first put up a few pages about service vehicles. Nor does it feel like 8 years since I launched the database-driven version that still forms the bulk of LTSV today. In fact, apart from a few tweaks and improvements (and of course a lot of new content), the site still looks much the same as it did in 2005. As regular visitors may recall, I have been working on a replacement site (LTSV3) for at least a couple of years now. This would be better able to handle the historical information that is now available, as well as introducing a range of other improvements. However, the amount of work needed to achieve this seemed out of proportion to the benefits gained. There have also been some ongoing technical difficulties that have stalled development. So, what next? Obviously I will carry on updating the vehicle database and adding new photographs. But I would really like to know what visitors to this site would like to see. To this end I have made a forum posting inviting suggestions. I would be very glad to hear from you.
13/10/2013
An update to the database today includes the first part of the delayed Grey Green review. This has seen 24 previously

unknown vehicles being added, and there are more details still to come. I have also used the forum posting linked below to add some feedback to myself (!) about the way LTSV works.
30/10/2013
I've just managed to sneak in a batch of 20 photographs to appear under October. Since I haven't received quite so many new photos recently, I have delved into the archives from Derek Everson for 10 images. These cover the years 1987 to 1998. The vehicle database has also been updated with some recent additions and withdrawals.
26/11/2013
Not much to report today. I've brought the database up to date with the latest reports, but I'm not sure if I'm going to manage any photos this month. This is partly because I have a stinking cold but also because I have been busy doing some behind-the-scenes work on the vehicle history section. Hopefully we will very soon be able to start capturing the mass of historical allocation information that is available.
27/11/2013
The History section is back! Starting from today we will be inputting large amounts of information from the London Transport variation sheets and other source documents. Once completed, these should provide a full allocation history for all vehicles operated during the LT years. This work will also pave the way for some future developments such as more accurate 'fleet at date' reports.
29/11/2013
The history inputting is proceeding well, and I have now reached 01/10/1949. However, I only started at 01/01/1948! Documents for 1939 to 1947 are available and I will be doing them too, eventually. What I have realised is that the task is truly huge, fairly tedious, but sometimes interesting. For example, Morris van 241M was transferred to West Green Garage in November 1948 as a Fireman's Van. I am taking my time to check various aspects of the information before inputting it, and also to add notes about interesting or related events which at present would not be easy to pick out on the database. In the longer term, there are lots of clever things we will be able to do with this data.
04/12/2013
My work with the historical documents has now reached the end of October 1950. I have also created a forum topic for matters and queries arising from the exercise.
07/12/2013
I have now completed 1951! However, I am going to have to take a break to update the current records, and to prepare some photographs, and to get some sleep...
08/12/2013
Having spent yesterday sorting photos and writing captions the results are a batch of 30 recent images. The vehicle database has also been updated and has now passed the 12,000 entries mark. I have to add that there are a few duplicates and blank entries of course.
08/12/2013
I've just managed another full day working on the vehicles histories, with the 456 entries covering 1952 now uploaded. Still a long way to go....
11/12/2013
I spent most of yesterday working on history records for 1953, so today I felt like a change. I have started taking information

from one of the newest Miscellaneous Vehicles Registers that we have. This is dated 30/01/1986 and is useful in that (as with most Registers) it shows both the allocation and the operating department for every current vehicle. So far I have entered records against 355 vehicles in Group 1 and Group 2. The rest will follow later.
13/12/2013
The 1986 Register was completed, after which I found some further details to update the early leased vehicles (as an aside, this has shown that the first vehicles numbered in the 3xxx series actually arrived in late May 1982, rather than August as previously thought). I am now back on the Advice Books and working my way through 1954.
15/12/2013
I have been slogging on through the history records, and have just completed one of the three Misc Vehicles Advice Books (covering the period 01/01/1948 to 30/11/1956). Together with a few other sources, this has seen no fewer than 4,914 records added to the history table in the past month.
22/12/2013
Perhaps unsurprisingly there have been few reports received recently, hence today's update comprises just two new vehicles. In contrast, the history data is continuing to grow rapidly. I have now completed the movements for 1948 to June 1959, entered the information from another register (dated June 1990) and also updated loads of early leased vehicles.
26/12/2013
Finally finished the Fifties! Allocations inputting continues apace, with years 1948 to 1959 inclusive now done, plus another later register (1982). Some new web pages will eventually be required, to make use of all the new data. I have a few ideas for what sort of enquiries these will permit and I may start work on them soon.
04/01/2014
Happy New Year. As regular visitors will recall, I have been talking about LTSV3 for at least a couple of years, this being a plan for an entirely new database structure. The main reason for the change was to better deal with changes to vehicles (such as re-registrations, re-bodyings, re-brandings etc). Since this would require a complete set of new web pages, many other planned improvements were going to be incorporated, along with all the new data from the LT archive documents now available.
For various technical reasons, work on LTSV3 has been severely delayed and I am now planning to stay with the current database structure for the time being. Many of the other changes will however be gradually incorporated, and today sees the first such update. The Fleet News and Site News pages are now combined into one and include a search function. Inputting the archive information has also already started and will probably take a couple of months at least.
Whilst I am updating pages that were first coded up to ten years ago, there is some risk of problems such as strange text sizes or broken links. It would help if you could let me know if you see anything odd.
Also added today is a review of events in 2013.
05/01/2014
The Articles list page has been improved, along with the associated admin pages. It would be nice to have some new

articles to put up and I do have a couple of ideas.
History inputting is continuing and has reached mid-1961. I might make a start on adding histories for the much newer vehicles shortly, if only to provide a break from squinting at fuzzy Variations Sheets.
06/01/2014
The first new page to make use of the improved history section has just been uploaded. It is basically a filterable and sortable list of history events and it can be found by clicking on the (new) menu heading of Histories. The page uses a couple of new techniques for me so please let me know if it doesn't work as expected.
14/01/2014
Not much to report other than that the history inputting is still ongoing. In the past month I have added a further 4,683 'events', with the years 1948 to 1965 now complete.
22/01/2014
And there go the 60s! I'm now working on 1970.
25/01/2014
The database has been updated with 8 new vehicles.
28/01/2014
Another 3 new vehicles have been added to the database (all Renault Kangoo vans). I have been spending most of my free-time on the history inputting recently, having reached February 1972 and added 2,574 entries in the last fortnight. Today I will be taking a break to start preparing some new photographs, including a few scoops caught by Ray.
29/01/2014
30 new photos have just been uploaded, comprising quite a mixture of recent events. The highlight has to be photos of both of the Unimogs out on the road.
I have been advised of some minor issues regarding functions on some LTSV pages, although I can't yet tell if this due to the recent PHP upgrade. If you do see anything unexpected or wrong, please let me know.
Right, back to the history inputting now I suppose....
04/02/2014
Following a lengthy inputting session over the weekend, the vehicle histories are now complete for the years 1948 to 1975 inclusive. This means that for a lot of vehicles, the full allocation histories can now be seen. It also means that the end of this phase is in sight, since the inclusion of service vehicles on the variation sheets tails off significantly after about 1981. After that (assuming that I still have the inertia) I will have the choice of continuing on to the other documents that cover SVs in the 1980s, or going back to the earlier stuff with the Advice Book for 1939 to 1947.
08/02/2014
The history inputting has now reached the end of 1977, meaning a block of 30 years (1948 to 1977) is now complete. Another milestone will be reached very soon, when the number of entries reaches 20,000. It should be pointed out that not all of these are vehicle 'events'. The contents of several Miscellaneous Vehicle Registers have been inputted to serve as checks. In fact a few more of these will probably need to be done. The service vehicle data on the Variation Sheets in the 1970s is rather patchy, with lots of gaps and

anomalies. Adding more MVR data may resolve some of these, although it has already thrown up a few additional conflicts. Much to do....
11/02/2014
I am still steaming through the Variation Sheets, having now reached spring 1981. The number of entries added in the last fortnight is 3,422.
15/02/2014
History inputting continues and I've just completed 1983. To give myself a bit of a break, I have also made and uploaded one new icon graphic, for the Ford Thames E83W van in LT green livery. I plan to produce lots more icons for early vehicles over the next few months. As well as making the vehicles in lists more readily identifiable, icons are needed for some of the new pages I am considering.
16/02/2014
I have just added 4 new locations to the database. One is from the 1940s (Stockwell Shelters Yard), 2 from the 1970s (Balham and Hounslow West) and one current (Silwood Depot). To give my eyes a break I have been inputting from Miscellaneous Vehicle Registers (and Amendment Sheets) today. The high-res scans of typed originals are much easier to read than the low-res, hand-written Variation Sheets.
17/02/2014
The vehicle database has been updated, and seven new icons have been added. The latter cover some modern types, including Peugeot Partner Tepee cars in various liveries.
23/02/2014
After a couple of days break I have resumed working on the Variation Sheets and have reached July 1985. Only a few more months to go...
25/02/2014
I have recently been making enquiries about obtaining an updated fleetlist from Acton Works. However, my contact there has changed jobs and is no longer able to help. If any readers are able to put me in touch with an appropriate person I would be very grateful. Please e-mail me at tom (at) ltsv.com.
27/02/2014
I have been trying to get back into the habit of publishing photos at the beginning of the month rather than at the end. Work on the allocation histories has been my main focus recently, but so that the February slot is not empty I have just put up 14 recent photos. Some more will follow shortly.
28/02/2014
The vehicle database has been updated and a new article has been added. This is a rather basic list showing buses which were rebuilt or renumbered as service vehicles (listed in bus fleetnumber order). It only includes those vehicles given new fleetnumbers in the service vehicle series. The information is of course already included in the database but it is not easily extracted in one go.
As for the history editing, I reached the Variation Sheet for 02/01/1986 which listed the remaining owned service vehicles and stated that records would henceforth be kept by Distribution Services, and would not appear on the Variation Sheets. I am undecided as to what to tackle next. The choice is between Miscellaneous Vehicle Registers from the 1970s and 1980s, Record of Vehicle Movements sheets from the later 1980s, or going back and doing the 1939 to 1948 period.

01/03/2014
I decided to add some history records for some of the newest vehicles. The reason for this is that my long-term plans for LTSV will see all the allocation information being taken from the history table rather than the main vehicle table. Thus every vehicle will need some history entries. In the absence of details equivalent to the Variation Sheets (or even a basic fleetlist), the information is being derived from observations and licensing data (from the DVLA website). So, unless (and until) better information is available, vehicles are being shown as being taken into stock at Acton Works a couple of working days after first licensing (note that vehicles are sometimes delivered to Acton a day or two before being taken into stock), and where relevant, transferring to their operational location a couple of working days after that. The source for these entries is shown as 'estimate based on licensing data' and the dates are prefixed with a c. to show that are not definite.
As always, members observations are helpful in determining where vehicles are allocated (and from when), so if you see a vehicle, please consider logging the sighting.
05/03/2014
With due thanks to LUL, we now have some up to date information on the current fleet. I have just updated the database with the additions (totalling 23 vehicles) and the vehicles for which fleetnumbers are now known (19). Further detail improvements will be made over the next few days.
08/03/2014
I have just published 26 new photos. A mixed bag, covering some recent (and very recent) developments.
13/03/2014
I've been working on the oldest Advice Book over the past few days. This covers the years 1939 to 1948 and includes such oddities as vehicles being allocated to the Aircraft Factory at Chiswick and the Home Guard at Acton! There is also the large fleet of second-hand lorries used in connection with the deep shelter construction programme.
04/04/2014
You may have noticed that the history inputting has temporarily ceased. I am instead working on a new fleetlist page, but I am getting a bit bogged down in some complex aggregate querying. Some new photos should appear over the weekend.
06/04/2014
As promised, a batch of 19 recent photographs has just been uploaded.
09/04/2014
I am now working on various new and updated pages, but nothing can be uploaded just yet. I have made a forum post listing 6 garage open days planned for this year, plus an event this weekend.
11/04/2014
In connection with some forthcoming developments, I have today added four more locations to the database. These are for Baker Street (Allsop Place) Offices (code BKO), Battersea ERU (BTE), Stratford City Bus Station (SDC) and Stratford Office Village (SDO). I think I have updated all the relevant allocations and photo links.
27/04/2014
Although I have been rather unwell lately, I am still

progressing slowly with a raft of improvements for this website. More details soon.
16/05/2014
Apologies for the lack of updates recently. There are two problems. One is that I am still unwell. The other is that I need to upload some new editing pages before adding any new database entries. Work on these is progressing rather slowly.
21/05/2014
The vehicle database has just been updated with 18 newly added vehicles, this following some changes to the editing process. If everything works as planned, I should now be able to resume regular updates. There is also a large batch of photos in the pipeline.
23/05/2014
The next batch of photos will comprise a total of 40. These were all ready to go up last night when I realised there was a problem. Without going into technicalities, some of the changes made to the off-line version of the website (as part of the forthcoming package of improvements) rendered the photo records incompatible with the current on-line version of the database. I am working on a solution now and I hope to get the photos up within a few days.
26/05/2014
The batch of 40 photos has now been uploaded, along with a slightly improved photo index page. The latter incorporates several changes including i) improved page navigation, ii) an indicator of how many photos were added each month, iii) more detailed livery filters and iv) no more horrible photo borders. There is also an option to show only internal or only external photos. This is not much use as yet, the inclusion of external photographs being a future development.
01/06/2014
A large quantity of page updates have just been uploaded. Having recently discovered a small but widespread error, I realised that every single page would need to be rewritten. I decided to try and incorporate some other improvements at the same time. Many of the changes are invisible, affecting just the code or the admin functions. However, a few changes will be noticeable. Chief among them are: - Vehicle sightings can now be linked to locations. This has obvious benefits but it does mean that the process of adding sightings needs to be done a bit more carefully. - Improvements to the Fleet Data pages. There are now four pages accessed as a sub-menu to Fleet Data. There is also a user guide describing the capabilities of these pages. - External photos can now be integrated. Although these will only be shown at thumbnail size, external photos can now be added into the main photo gallery. Many more will be added soon, although vehicles that are already well covered on LTSV will not be done.
A couple of features have been dropped, at least for the time being. These are: - Printer friendly versions of the fleetdata pages. - The function to report a sighting of a new vehicle. This should be done by e-mail for now.
There are also some pages that have not yet been tackled, mainly: - Forum pages - Registration and membership pages.
The new and revised pages have been fairly extensively

tested. However, there is always the possibility that something will have been missed. If you spot any errors, have any problems with the new pages, or just want to provide some feedback, please contact me at tom 'at' ltsv.com.	23/11/2014
04/06/2014	I've been rather short of free time of late, hence there are still no photos for November yet. Interestingly the last time I failed to get any photos added during a month was November 2013.
I've not had reports of any problems with the revised pages so it seems that everything works more or less as expected. I have just updated the database with some additions and withdrawals.	26/11/2014
09/06/2014	I have just uploaded a set of 26 recent photographs. As always, my thanks go to everyone who submits photos and/or reports.
The database has been updated, as has the list of upcoming open days on the forum. I forgot to put up a reminder about Alperton open day (last Saturday). Next up is Stockwell on Saturday 21st June, followed by the intriguing use of Regent Street for a 'bus rally' on Sunday 22nd June.	27/12/2014
22/06/2014	I have just uploaded a batch of 18 photographs and also updated the vehicle database.
Just a news update tonight. I will get around to updating the database (and adding some more new photos) over the next few days.	02/01/2015
23/06/2014	Happy New Year everyone. I have just brought the database up to date with the latest reported changes. Next on my to-do list is to write a review of 2014. I have also passed on a question about post-war Bedfords. See the comments below photo 3712.
The vehicle database has now been updated	15/01/2015
25/06/2014	The vehicle database has been brought up to date but I have yet to do the review of 2014 or any new photos for January.
21 recent photographs have just been uploaded.	21/01/2015
01/07/2014	Once again, database done, photos and review not done!
I have just uploaded 20 photos from the early 1990s. As with the fleet of the time, these are dominated by Ford Transit and Escort vans.	26/01/2015
01/08/2014	20 photographs have just been uploaded. Unsurprisingly, a lot of these are of the various new red vans currently being delivered.
Another month, another set of photographs. There are 30 this time, almost all taken over the past few months. An update to the vehicle database is next on my to-do list.	27/01/2015
31/08/2014	Right, I have just added a rather lengthy review of SV (and LTSV) developments during 2014. It did occur to me while uploading this that perhaps I should have made it into an article. One of my long-term plans is to write retrospective annual reviews of service vehicle developments. These would almost certainly be in article format, perhaps with photos. Anyway, for now at least, the review of 2014 can be found on the forum.
The next batch of 20 photographs is now available, although they are marked up with tomorrow's date. Having obtained a list of Arriva SC and Shires service vehicles, the database has been updated with numerous additions and edits. There will probably be some more photos to appear in the next week or so.	28/01/2015
13/09/2014	The site was down for a couple of hours this morning. I'm still trying to find out the cause.
I have just uploaded 28 new photos, including 14 taken on a night trip last week. The first 64-reg SV is also shown, and the vehicle database has been updated with this and some other recent changes.	09/02/2015
08/10/2014	I have just uploaded 27 new photographs, including several of rarely seen vehicles.
I haven't done the first set of photos for October yet. Been busy preparing some new content for my other website.	25/02/2015
News of some forthcoming service vehicle model kits has been added to the forum.	The database has been updated. I have also recently resumed adding vehicle histories. In connection with this, one new (old) location has been added to the database. Code CWF is for Canary Wharf, a base used during the Jubilee Line extension project between about 1993 and about 2000.
12/10/2014	01/03/2015
21 new photos have now been added.	26 photos have just been added, all taken during February. I am hoping to be able to announce some new downloadable content shortly. For those interested in such things, I have also just published 138 new photographs in the railway wagon section.
11/11/2014	
The database has been updated with the few additions and changes recently reported. I will try and get some new photos put up over the next few days.	

Table 5 - Website Forum Posts

The forum comes to life! by Thomas Young in <i>Diary of a Webmaster</i> on 01/07/2005.
The basic structure of the forum has been created tonight, therefore allowing me to start making entries. There are three main forums, each with a number of topics. Within each of these, registered users will be able to add postings, and replies to existing postings. Entries are plain text but can be embellished by the use of basic HTML tags for things like bold formatting and line breaks. Much work remains to be done however!
A minor setback by Thomas Young in <i>Diary of a Webmaster</i> on 03/07/2005.
A problem that seems to be affecting a few pages is a Page Expired warning message when using the back button. Much of the functionality of the new site depends on passing variables. For example, on page 1 you select to see Fords. Page 2 has a script that says show the Fords. When you go back to page 1, the selection is lost. I'm sure there is a way around this but a household plumbing problem must take priority for now. Drip, drip, drip!
What are Service Vehicles by Thomas Young in <i>FAQs</i> on 06/07/2005.
Service vehicles are the cars, lorries and vans used to support the operations of Londons Bus, Underground, Tram and Trolleybus services. For more information about service vehicles, click here .
What is LTSVplus.com? by Thomas Young in <i>FAQs</i> on 06/07/2005.
LTSVplus.com (formerly LTSV.com) is the first and biggest website devoted to the subject of London Transport service vehicles. It provides pictures and information on vehicles operated from the formation of London Transport in 1933 through to the various private companies running services today.
A solution to an old problem; sorting mixed records. by Thomas Young in <i>Diary of a Webmaster</i> on 06/07/2005.
Lists of information, particularly in databases, need to be sorted. The problem with service vehicles is that while most are numbered and can be sorted by these, many do not have numbers. Having these in separate database tables would have resulted in some rather complex queries. To keep things relatively simple, all SVs are being put in one table, sorted by a numeric field called SVID. For the numbered fleet this is simply the stock number, while unnumbered vehicles are first sorted by registration before being given SVIDs. But wait a minute. What if a bus company buys an old vehicle? How would the SVIDs retain the registration number order? The solution has been to give unnumbered SVs SVIDs spaced 10 numbers apart. So if T920BBK happens to be 63560, then T406CDY would be 63570. Therefore if a T123CAA turns up later, it can be slotted in between. The only problems with this system will be if more than 9 additional vehicles are taken between two existing registrations, and cases where a fleetnumber is reused.
Progress with the forum by Thomas Young in <i>Diary of a Webmaster</i> on 07/07/2005.
Testing and tuning of the functions is progressing. The timestamp field was found to be updating each time a reply was added (and the post reply counter got increased), therefore not showing the actual posting time. This has been fixed. A function for the moderator to edit postings has also been added, edited postings have suitable text appended <i>Note: Reply edited by Tom Young, 14/07/05, 08:10.</i> This is what happens when I edit a posting.
Things are looking good. by Thomas Young in <i>Diary of a Webmaster</i> on 17/07/2005.
Despite the hot weather recently work is ongoing. The main functionalities have been designed and now work is underway on essential extras like registration and account modification as well as making the whole thing look nicer! The only major problem at present is that my service provider seems unwilling to accept my requests to upgrade my account to one that permits MySQL and PHP. What's the matter? Don't they want my money?!
What's been happening by Thomas Young in <i>Diary of a Webmaster</i> on 20/08/2005.
Although the new hosting arrangements have been made, much work remains to be done. Over 8000 fleet data records that currently sit in an Access database are being checked and modified prior to importing. On the design front, testing and modifications are ongoing, particularly to allow users to edit or delete the information and comments they have provided.
Will this web site ever be launched?! by Thomas Young in <i>Diary of a Webmaster</i> on 07/09/2005.
Well, we're into September now and I completely failed to update the old site last month. But, there's lots of good news. In terms of design, most of the outstanding tasks can be left for future upgrades. The core functions work, and I have added a few extras like a search facility on the forum, and a summary of all recent data changes so that you can see what has been added. Two big jobs remain to be completed, image upload and data preparation. Uploading 985 jpg files by dial-up is no small task, and I am managing about 100 per night. The data preparation is also progressing well. The aim is to have all the info in a database. This is then exported to a text file and then imported into the web database. Sounds odd? That's the way it works! I am currently inputting allocation histories, as this is one element that I did not already have. Most of the rest is a matter of ensuring the structure of the two databases match up. The bottom line is <i>WHEN</i> . I would hope to have some volunteers testing the site around the middle of this month, with a proper launch towards the end. Perhaps a 1st October data would be appropriate given that that was the date that the first incarnation of LTSV came out.
Response Hey! The site is up. by Tester on 11/09/2005 I have registered as Tester.

Response **Testing** by Tester on 11/09/2005
1234

Response **Testing again** by Tester on 11/09/2005
5678

I keep getting Page Expired messages by Thomas Young in *FAQs* on 07/09/2005.

Due to the way this web site works, you will sometimes get a Page Expired message when you try to use the back button. There is no easy way to get around this as the following example shows.

On page 1 you select Bedford and click a link. Your selection is passed as a variable telling the database to show Bedfords on page 2. You then click a link on page 2 to see picture number 985. This is displayed on page 3. If you then use the back button to return to page 2, the variable that had been selected will not be known, hence the error. Clicking the refresh button should get the data you had back.

Response **This may help when navigating around the site** by Thomas Young on 12/01/2006

I know it can be frustrating when you navigate to a set of data or pictures and then click on a link for details, only to not be able to go back to the same set afterwards. Well, there is an easy way around this. Right-click on the link and select Open in New Window. When you are done looking at the details, picture or whatever, close the new window and you will be back at the first one. Brilliant!

I chose not to make the links open new windows by default when designing the site as this may have caused problems with pop-up blockers.

I can't sort bus company vehicles by fleetnumber by Thomas Young in *FAQs* on 07/09/2005.

The main SV data table organises vehicles by an ID number. For CDS vehicles this is the fleetnumber. Given the variety (or absence) of numbering schemes used by the bus companies, this was not practical, so these are organised by registration number with sequential ID numbers allocated. Therefore when you click on the sort button on the number column, bus company vehicles will be sorted by registration, even if fleetnumbers are shown. This is a deliberate design feature but could be reviewed if people feel it would be useful.

On the pictures index, some pictures appear more than once by Thomas Young in *FAQs* on 07/09/2005.

This is intentional and results from a desire to be able to handle pictures with more than one subject. For example, a photo may show van 1234F, with car 2345F in the background. The thumbnail for the picture will appear under each number, although both will take you to the same place. The benefit of doing this is that, if you then look at the details of 2345F, all pictures will appear even if this is not the main subject of the photo.

Travel London by Damon in *Bus Company* on 24/09/2005.

Seen at Victoria on Saturday 17th September during the afternoon: SO53AZX, a white Ford Transit van with "Travel London" on the back (in red lettering) and a small red square label in the middle of the bonnet with a white roundel on it. Shot off before I could get the camera out! Can't find it listed on this site so it's a new entry!

Response **I thought it was a hire van!** by Thomas Young on 24/09/2005

Thanks for the update. I have a picture of this white van and the red roundel on the front was similar to some of the hire vans used by LBSL. Anyway, I will add the record.

By the way, would it not be better if you could see the post when you are writing a reply? Time for a bit more programming!

Response **Second hand acquisitions methinks!** by Damon on 25/09/2005

I reckon it's related to SM03ZGF (which I thought was hired) also seen at Victoria, and EF03EAE seen at Vauxhall. Looks like they've been down to the used van dealers.

On the pictures index, some SVs appear in the wrong era by Thomas Young in *FAQs* on 24/09/2005.

This is not technically true. The era refers to when the picture was taken, not when the vehicle was active. Therefore preserved, former or particularly long-lived SVs may appear under a later era than their principle time of service with LT. This could be changed if users feel it would be useful, but each picture can only be associated with one era.

When I print a page it misses bits off by Thomas Young in *FAQs* on 24/09/2005.

Most of the pages on this site are designed for viewing on screen. Therefore, when you print them out, you might get sections cut off, as well as having items which are of no use (e.g. links and buttons). To get around this, I have included printer-friendly versions of the most useful pages. At present these are the view picture page and the fleetlist page, links to which should be apparent. Note that when you print the fleetlist, you get just the batch that is shown. Therefore if you have displayed items 201 to 300 of 799, that is what you will get. Also note that these pages open in a new window and have just a close button. You will then be returned to the screen version. The picture index page prints OK as it is.

Please reply to this message if you want any other pages converted to be printer-friendly.

Almost there! by Thomas Young in *Diary of a Webmaster* on 24/09/2005.

Thanks to my testers for their fiddling and feedback. Various tweaks have been made recently, including adding the subscription service (see the registration or My Details pages), printer-friendly versions of some pages and a revised fleet index page that allows searches. Some of the articles have been added, plus a new one on Ford Transits.

The allocation history data still needs to be completed and some of the picture captions need links reinstating. Other than that, I think we're all set for October 1st!

The View All Vehicles Allocated link is very slow by Thomas Young in *Technical Problems* on 24/09/2005.

When you are looking at a location's details and you click on "All Vehicles Allocated", it seems to take an inordinately long time for the list to appear, during which my modem shows no activity. Have other users experienced this?

Response **All vehicles - slow link** by Damon on 25/09/2005

Hi Tom. Just tried it and have exactly the same problem. Takes ages and PC seems to be doing nothing. Damon.

5278V now sold? by Steve Howard in *LT Leased 5000-5999* on 25/09/2005.

I saw Astra van RE51BWK on the A259 east of Brighton yesterday. Still in white and blue livery, it had no other markings and I assume it has now been sold.

Response **5278V lives!** by Damon on 07/09/2006

Seen today heading through Eastbourne town centre. Still blue and white. Caught me by surprise and after very slow reactions I raised the camera and got the back of it heading down South Street. I wasn't really on the look out for SVs today!

I want to see a list of pre-1939 numbers by Thomas Young in *FAQs* on 27/09/2005.

At present this is not possible. Vehicles with pre-1939 numbers that were NOT given new numbers are listed after the main numbered series. Renumbered vehicles appear under their new numbers with a note to indicate the previous number. It is planned to add a function that will list all pre-1939 numbers in one place and I will add a reply to this post when this has been created.

How can I find which vehicles carried a particular trade plate number? by Thomas Young in *FAQs* on 29/09/2005.

As with pre-1939 numbers, a searchable index of trade plates is planned to be included on this site but has not yet been developed. Until then, there is an article that lists all known SV trade plates both in reg and fleet number orders.

Ford Transit Designations by Thomas Young in *General (Vehicle design, liveries, etc)* on 04/10/2005.

Having recently posted an article about Ford Transit variants, I now discover that what I have called the Mk4 Transit is actually the Mk6! It seems that the c.1995 Smiley grille is the Mk5, while the Mk1 and Mk2 are as per my article. Does anyone know what the Mk3 and Mk4 Transit are though?

pre-1939 data by rtwbus in *LT Pre-1939* on 04/10/2005.

Don't forget LT Museum has a lot

Hired Transit at Aldgate by John Lloyd-Martin in *Hires and Loans* on 10/10/2005.

Noted at Aldgate Bus Station, late afternoon 6th October 2005

White low-roof Ford Transit van regn LN05XRK.

Showed Ford Rentals & Dagenham Motors with their address & phone details on front & rear doors.

Had small apparently magnetic signs on side(s?) towards the rear with red Buses roundel & 'Maintaining bus infrastructure' logo

Response **More Hired Transits at Aldgate** by Thomas Young on 08/11/2005

LN05XRK was at Aldgate again today, along with high-roof van YH05VDZ (plain white) and mid-height minibus LN05XTT (Ford Rentals & Dagenham Motors on white).

Response **Hired Vehicles at Aldgate** by John Lloyd-Martin on 08/11/2005

In view of Tom's post I can now add that LN05XTT was also at Aldgate on 6th October.

Nothing at that time, other than its presence, confirmed it was a Hired SV.

Shows how wrong one can be !

Response **Guesswork and assumptions** by Thomas Young on 09/11/2005

Hopefully this forum will encourage people to report sightings even if there is uncertainty. There is no such thing as wrong! I figured LN05XTT would be an SV as it was in the same livery as LN05XRK, which did carry LBSL labels. However, it could equally have been a contractors vehicle, several of which were also present. Also there were a pair of silver Y-reg Ford Galaxies. Who knows....

Response **YH05VDZ still at Aldgate** by Thomas Young on 05/01/2006

These hire vehicles are lasting a couple of months or more.

Response **Still on hire** by Ray on 20/01/2006

YH05 VDZ still at Aldgate on 20/1/2006 and 10/02/2006

Response **Hired Transits at Aldgate** by Thomas Young on 04/03/2006

There are still a couple of hired Transits at Aldgate, but some (or all) are actually used by the British Transport Police. For this location (and Victoria basement) I will only record hires if they are def in SV use, ie have LBSL staff, or labels, etc.

Bedford CAs 967 977 and 989B by Steve in *LT Owned 1-999* on 10/10/2005.

These Bedford Ambulances and Route Survey Van I believe, had bodies By Martin-Walter, I think all had standard Bedford rear doors, with a lift-up hatchback type door above them. Did the upper doors have windows? Information required for modelling purposes.

Thanks

LOTS ATS at Harrow Leisure Centre Sat 29th October by Thomas Young in *Events* on 12/10/2005.

Wots LOTS ATS? The Autumn Transport Spectacular organised every year by the London Omnibus Traction Society. This years ATS will be on Saturday 29th October (10.30 to 3.30) at the Harrow Leisure Centre, Christchurch Avenue, Wealdstone. See the LOTS web site (www.lots.org.uk) for more info and travel info. If anyone would like to meet up, either at the ATS or perhaps afterwards, please get in touch.

Not all Arriva SVs are SVs! by Thomas Young in *Hires and Loans* on 12/10/2005.

A member has reported a sighting of an Arriva Ford Transit tipper working on repairs to Vauxhall Bus Station. As he correctly noted, this was probably a member of the Arriva Rentals fleet. Such vehicles will not be included on this site, unless they are on hire to a bus company, at which point things could get confusing! Also not included as such are vehicle contract maintenance vans. Having said that, the Red Arrow base at Waterloo seems to have a permanent allocation of several 'evobus' vans. Feel free to use the forum to post info on such vehicles.

Future developments on LTSVplus by Thomas Young in *Comments & Suggestions* on 15/10/2005.

I have a number of ideas for improvements to this site which I am listing below in order of how useful I think they would be. Please get in touch if you think any of these should be prioritised, or if you have any further suggestions.

1. Add a 'latest change' field to the vehicle data so that visitors can see what the last edit changed.
2. Backfilling of allocation histories. Naturally this is a long-term project but a large amount of information is available.
3. Trade Plate cross-reference.
4. Pre-1939 numbers cross-reference.
5. Add histories and notes to location records. If anyone would like to contribute a paragraph or two about any location, please get in touch.
6. A cross-reference of published photos. There are a lot out there but they're quite thinly spread!
7. A function to find vehicle details by searching for a registration year letter (e.g. F prefix).
8. A function to find photographs by searching for a model (e.g. Escort).
9. A facility to add large numbers of sightings in one go.
10. Direct submission of photos and articles.
11. A search tool on the news pages.
12. Member to member messaging.

Response A further idea that might be useful by Thomas Young on 16/10/2005

Several pages on this site use buttons to allow you to view the next and previous batch of information or pictures. From tedious experience, it might be useful to provide clickable page numbers so that you can jump to the approximate section you want. I shall add this to the list of things to do as item 1 and a half!

Response Future Developments & Useful Ideas by John Lloyd-Martin on 08/11/2005

Tom, I agree with your idea of pageable options, & also as one living well away from London, & not visiting too often, I would welcome location notes. I am well aware that things can change almost instantly, but general notes on a location(s) would be useful. I enjoy the site ! Thanks

Response Plans for 2007 by Thomas Young on 31/01/2007

Although I have been keeping myself busy with other projects it would seem a good time to review how this web site is doing and what can be improved (and I am not talking about bringing in fire engines this time!).

The idea of listing published photographs has come up again and will be investigated.

Another suggestion was to have more on models. With this I think that articles are the best approach, perhaps with their own index page. (The only article I could do at the moment would be titled 'die-casts models that would be suitable for repainting as service vehicles if you had the time!') There is no reason why photos of SV models should not be included in the main photograph database, with their own category.

An aide to finding service vehicles (i.e. a directory of locations, with maps) would probably still be of use to many and I have some work in progress.

One issue is the sheer number of sightings being reported. While this is generally a good thing it does mean that the sightings list for last year runs to 112 pages and finding specifics can be tricky. It would be useful to know how people want this to work. I would presume that you might want to see what was seen at a particular location. Options include increasing the page length to 100 records, allowing selection of month/year or just year, or the option to limit to sub-sets (eg CDS, Bus-co, etc).

I find the tiny icons alongside the fleetlists quite useful and attractive, but they may be a pain for people not on broadband. Would it be worth adding an option to members profiles to turn these off?

Historical info (eg allocation histories) is a worthwhile long-term aim but the immediate benefits compared to the amount of work required make this a low priority. Similarly trade-plates and pre-1939 numbers.

Any comments, or further suggestions?

Can I put sighting info as a picture comment? by Thomas Young in *FAQs* on 15/10/2005.

I noticed that one member has added sighting information into the picture comments section. While there is no problem with doing

this it would be preferable if these could be added to the sightings section. That way all the sightings for a given vehicle will be visible without having to look at each picture. It will also make the determining of allocations easier.

Two weeks after launch! by Thomas Young in *Diary of a Webmaster* on 15/10/2005.

The launch of LTSVplus seemed to go quite well. Apart from putting a link on the old web site I also e-mailed all my contacts to let them know and, two weeks later, there are already 23 visitors registered. I have been adding new pictures steadily, updating the fleet data, and even found time to go out once or twice!

Actually using the site has thrown up a few flaws in the admin side which can hopefully be addressed with minor changes. It is certainly nice to be able to log-in from work and report a sighting from my lunch break.

EuroCargo 2585 by Thomas Young in *LT Owned 2000+* on 15/10/2005.

Due to the door at Griffith House being broken, I had a glimpse of this new truck today. It has a crew-cab and large tail-lift like previous L&E vehicles 2535F and 2579. As the former is still around, could 2585 have replaced 3-year old MAN 2579?

New London General Transit? by Thomas Young in *Bus Company* on 19/10/2005.

ET05GXG, a plain red mid-height Transit with light-bar, was seen at London Bridge, possibly attending to a 133 bus. No markings or rear chevrons so not sure. If anyone sees it doing SV things (!) I will add it.

Response **ET05GXG. Is it an SV?** by Thomas Young on 26/10/2005
Seen again at London Bridge today, still unmarked.

Response **Seen again!** by Thomas Young on 11/02/2006
On Blackfriars Bridge on 6/02/06, this time tailing an out-of-service Peckham AVL.

Whatever happened to 1014MY? by Damon in *LT Owned 1000-1999* on 25/10/2005.

Just looking through some old LBM's and there's a nice photo of 1014MY in LBM 7. Taken at a rally in 1973. This reminded me that the photo of the same vehicle in the original SUP15 also states this vehicle is preserved. Whatever happened to it? Does anyone know?

Response **1014MY** by Steve on 26/10/2005
The last I heard of this was in May 1983, I took a photo of it at Battersea Park in a maroon and red livery with and lettered for Maldon Transport. I think it was entered by the 5th wheel lorry club, who I think came from Chelmsford or Hanningfield in Essex. I've not seen it since.

Response **1014MY** by aecsouthall on 28/06/2008
I've only seen 1014MY once, at Stockwell garage I think it was. Could have been 1971 or 1972. 1013MY however was gone by 1962; never seen a picture of it.

Various recent observations by Steve Howard in *LT Leased 5000-5999* on 25/10/2005.

5834F is white (not white/blue). 5650VW is white/blue (as 5651). 5237V, 5238F, 5266F, 5462F and 5464F are regularly at GHO on late evening visits and I believe they should all be shown as allocated there. 3 white Renault Kangoo estates were visible in the Acton Works car park today, registrations YG55NXO/NXR, YK55KZY. The last two at least appeared to have fleet numbers (too small to read through the fence!) Nor was it possible to see whether they had the thin blue skirts on earlier Kangoos. If these vehicles become part of the fleet, they could be replacements for existing 5187R-5189R. A silver vehicle with white Metronet labels but no fleet number, registration KG05YUL, was seen at Acton Town today. This appeared to be labelled as a Ford Tourneo Connect, a sort of windowed version of the Transit Connect van. This may just be a short term loan vehicle?
Finally, on 2/9/05 a white/blue Astra estate registered FJ02FSC passed me near Acton Works; has anyone else seen this vehicle? Could it actually be 5367B, listed as FJ02FSV Combo van? Any ideas welcome!

Response **KG05YUL** by Steve Howard on 04/01/2006
This vehicle, which I saw first in October, continues to work hard for Metronet and should perhaps be added to the unnumbered vehicles list. It is a silver Ford Transit Tourneo Connect estate with white Metronet BCV logos. After a couple of appearances in the Baker Street area in November/December it was today ferrying people in and out of Acton Works.

Response **KG05YUL added. But is it an Estate or a minibus?** by Thomas Young on 05/01/2006
The Transit Connect is a big small van, but also a small big van, if you see what I mean. So, when it comes in windowed versions (as the Ford Transit Tourneo Connect!), is it an Estate Car or a Minibus? Does anyone know how many seats they have?

Response **KG05YUL** by Steve Howard on 22/01/2006
This vehicle was in and out of Acton Works four times while I was at Acton on Friday. It appeared to have 3 seats in the back with probably only luggage space beyond that, thus only a 5 seater in total. Seems to be too small to be called a minibus but as the basic vehicle is not a car can this variant be called an estate?

Canterbury Models E83W by Steve in *Models* on 26/10/2005.

Wanted....An unmade Canterbury Miniature Commercials Fordson E83W kit. Preferably a van, but any other variant would do. Either White metal or Resin version would do.

Transit vans gaining side windows by Thomas Young in *LT Leased 5000-5999* on 30/10/2005.

Looking through some recent photographs it appears that some Ford Transit vans have gained additional side windows some time after entering service. 5347F has been illustrated twice on this site but now has an extra offside window (picture to be added soon), while 5372F (which has been illustrated with an offside window) has appeared in an older picture without one!

Response **Another case of window retro-fitting** by Thomas Young on 30/10/2005

Just found another one. High-roof 5382F has gained an offside window after entering service. Seems quite a major job, or are identities being swapped??

581J (RLH 44) by E.Pring in *LCBS* on 01/11/2005.

More information on this preserved vehicle can be found on my RLH Bus Information Centre website, at www.timebus.co.uk/rlh/fleet/rlh44/. I will try to notify on the home page of that site when we intend to take the vehicle to rallies.

Red Transit Connect van 5691F? by Thomas Young in *LT Leased 5000-5999* on 01/11/2005.

This passed me at speed in the dark at Abbey Wood tonight, hence I am unsure of details. It appeared to be plain red with just white fleetnumbers. Reg may have been KC54LCW. I thought that such a vehicle was due to replace Escort 5251F in the LBSL Passenger Data fleet, the latter being withdrawn in Dec 2004.

Response **5691F is not with Passenger Data** by Thomas Young on 15/11/2005

Their Connect is Transit Tourneo Connect (ie with windows) 5769F KF05MHN.

Response **Passenger Data 5769F** by RICHARD JONES on 16/11/2005

I appreciate that the weather is poor for photos at present, but should anyone be interested then 5769F should be at Tottenham Court Road Bus Stand tomorrow morning until 0730 approx, in connection with a passenger survey on route 1. Other Passenger Data vehicles will be at Canada Water throughout the day, but not 5769F.

Response **5691F details confirmed** by Thomas Young on 22/01/2006

A second sighting of this van (at Lewisham) has confirmed the details. Anyone know what an unmarked red van is for???

Response **Lewisham sighting** by Ray on 22/01/2006

Only thing I can add is that the driver was wearing a yellow hi-vis vest with an all red roundel. He was dealing with staff sitting in an ETB bus having parked in front of it.

How Do We Deal with Vehicles which may be Hired or May be New ? by John Lloyd-Martin in *Hires and Loans* on 08/11/2005.

The Aldgate vehicle situation poses a bit of a problem. On 6th October I noted several vehicles in different locations, which may or may not, have been SVs

Should they be reported or not? If so where, & how ?

Response **Reporting vehicles of unconfirmed ownership** by Thomas Young on 09/11/2005

I would suggest that you post a comment on the forum in the first place. Somebody may have more info. The way I distinguish between hired and un-numbered vehicles is whether they have any permanent livery or lettering applied. Most of the hired Transits have either Ford lettering, or London Buses magnetic stickers. Having said that, Y285EOB is an example of a hired-looking vehicle that official info reports as being leased.

I may in the near future start adding hired vehicles to the main vehicle data.

Un-numbered car at Aldgate by Thomas Young in *LT Un-numbered* on 08/11/2005.

Seen at Aldgate Bus Station on a number of occasions recently, VO51WDW is an un-lettered red Ford Focus hatchback.

Response **Still there** by Ray on 20/01/2006

VO51 WDW still at Aldgate on 11/01/2006 and 10/02/2006

New Renault Kangoos with mixed-up numbers by Thomas Young in *LT Leased 5000-5999* on 08/11/2005.

Seen at Acton works in late October, three new Renault Kangoo estates in white/blue carried fleetnumbers already claimed by Ford Transit minibuses. Until further reports are received, they will be listed here only. 5714 (YG55NXO), 5715 (YG55NXR) and 5716 (YK55KZY). 5714 had a Metronet logo, the others had none.

Response **One new Kangoo in use** by Steve Howard on 10/11/2005

"5715" viz. YG55NXR was noted parked outside Shepherds Bush Central Line station on 9/11/05. It was carrying a Metronet logo - and its incorrect number - on the offside at least.

Response **New Kangoos now in the database** by Thomas Young on 29/12/2005

So that sightings etc can be logged, I have added the three recent Kangoos as un-numbered vehicles. At present, the database cannot handle more than one CDS vehicle with the same fleetnumber, something I will consider revising at the next upgrade!

To find the Kangoos quickly, I suggest you enter Kangoo in the Search for Text box on the Fleet Data Options page.

The trio appear to be allocated to the Central Line, most likely replacing Ford Focus Estates 5255-5257F.

5540F by RICHARD JONES in *LT Leased 5000-5999* on 28/11/2005.

Tom

I note you are after a picture of Transit Minibus 5540F. It is booked to be at Catford Garage tomorrow 29/11/05 from about 1200

and all afternoon if this helps.

Richard

Two months on by Thomas Young in *Diary of a Webmaster* on 01/12/2005.

The site is performing as expected. I would be interested to hear if anyone has experienced an increase in spam since registering on the site. I generally get about 2 or 3 a day which is tolerable.

My bright idea for the identification of vehicles in the database may have backfired somewhat. I have already filled some gaps in the sequence and there has been an increase in duplicated fleet numbers, that cannot easily be accommodated. If I do need to make changes I will try and minimise down-time.

Take up of the forum is still low. It's your space; use it for what you want (as long as it is vaguely to do with SVs!)

Vauxhall van badging by Thomas Young in *General (Vehicle design, liveries, etc)* on 01/12/2005.

A correspondent recently mentioned an LBSL Vauxhall Movano badged as a 3500 and asked if this meant it was a 3.5.

Observations of non-SVs has indicated that the higher figures (which are usually badged low on the vehicle side) are the weight, while the decimal figures (carried on the rear if at all) are the engine capacity. Not sure about Vauxhall Combo 1700s though....

Recent LBSL vans by Thomas Young in *LT Leased 5000-5999* on 06/12/2005.

11 VW Transporter High Roof Vans have now been reported in LBSL use, presumably filling the range 5668-5678VW. However, three were reported without numbers. Please keep an eye out for RA54HXT, RA54VWD (last seen at Kingston) and RE05DTZ (last seen at Thornton Heath). The missing numbers should be 5670VW, 5676VW and 5677VW.

With the batch of Mercedes-Benz Sprinters that followed these, we seem to be short of at least one. BN55DXH and BN55DXK may be 5798M and 5796M if the logic of the numbering sequence is retained (some chance!), but that still leaves 5799M as unidentified.

Response **RE05DTZ** by Steve Howard on 06/12/2005

This one was seen in Bollo Lane Acton today and certainly had no number on the nearside. It did however carry some reference to Infrastructure which I have not seen on others...

Response **And then there were 12** by Thomas Young on 11/12/2005

It now turns out that 5670VW is RE05DUA, so there are at least 12 in this batch of 11! Presumably a separate number has been allocated to one of the three regs mentioned.

Response **5796M is BN55DXK** by Thomas Young on 18/12/2005

This van was at Eltham yesterday (pictures to follow) so it could be presumed that BN55DXH is indeed 5798M. We shall see! A visit to Kingston today failed to locate Transporter RA54VWD, although Movano 5210V (Y441SLD) was there. Reports of other surviving Movanos would be appreciated.

Response **RA54VWD** by Steve Howard on 04/01/2006

This van was at KCB today. Although I was not very close to it, it appeared to carry number 5672VW. I have not seen the other vehicle claiming that number, RA54VWM, so cannot shed any further light on the issue. Movano 5210V was also still at KCB.

Response **LBSL vans** by Steve Howard on 22/01/2006

And then another Sprinter appeared from Acton Works as 5802M (suggesting there's probably a 5801M out there too). At the same time Movano 5208V drove into Acton - I thought perhaps for the last time - but it left again later so may still be in use (at Edgware?) There was still a Movano in Kingston Bus Station on the same day, 20/01/2006, number not known but probably 5210V.

Response **LBSL vans - time for an audit?** by Thomas Young on 01/02/2006

It seems likely that the last of the Movanos should have been replaced by now. Please let me know if you see any still going. An idea I had was to propose an audit of bus station SVs! Perhaps we could nominate a day (preferably at the weekend) and try and cover as many bus stations as possible. If anyone is interested let me know. I can do South East London at least.

Response **Audit** by Steve Howard on 01/02/2006

I'd be quite happy to join in covering whatever area would assist the overall aim.

Response **Audit** by Damon on 02/02/2006

I'm game ..if it's a day when I'm not working. I can go anywhere you want me to. Damon.

Response **Bus Station audit - still on the cards** by Thomas Young on 23/03/2006

I still intend to set a date to check as many bus stations as possible, but its been so cold recently!

Website with fleet lists for London Fire Brigade by Thomas Young in *Fire Brigade vehicles* on 06/12/2005.

The Road Transport Fleet Data Society web site has a number of downloadable PDF fleetlists, including the London Fire Brigades, various other emergency services operators, and commercial hauliers etc. The download page is at <http://www.fleetdata.co.uk/downloads.html>

Response **LFB fleetlist 2007** by Kim Rennie on 29/05/2007

I agree that LTSV should do what it does best but this site <http://www.lfbsite.com/index.htm> has a 2007 LFB fleetlist including support vehicles.

Response **LFB Fleetlist 2007** by Thomas Young on 31/05/2007

Thanks Kim. I downloaded this list and it is excellent, except that it does not include the all-important fleet numbers. Most can be worked out, or gleaned from elsewhere, but a comprehensive list would be nice.

Hired Transit YH05TVE by Thomas Young in *Hires and Loans* on 18/12/2005.

This is another white Transit in use by LBSL, seen at Eltham yesterday. It will appear in the background of some pictures to be published soon.

Response **Still around** by Ray on 20/01/2006

The vehicle was in Lewisham Bus Station on 12/1/06.

Response **AT Eltham Bus Station** by Ray on 26/02/2006

Van YH05TVE at Eltham Bus Station today (26/02/2006)

Response **Should I add hired vehicles to the database?** by Thomas Young on 04/03/2006

It would mean we could track their movements and log sightings more easily. They do seem to hang around for a while, particularly the ones without dealership lettering.

Response **YH05TVE at Eltham** by John Lloyd-Martin on 18/07/2006

Noted at Eltham Bus Station 26/05/06

Do you have any snowy pictures? by Thomas Young in *Diary of a Webmaster* on 18/12/2005.

It would be nice to publish a few seasonal pictures in time for the holidays (preferably ones with SVs in them!) Any offers?

New dustcart 2586 and Iveco X278VWT by Thomas Young in *LT Owned 2000+* on 18/12/2005.

The new Iveco dustcart apparently replaced un-numbered X278VWT on a regular duty. Having said that, I saw the latter at London Bridge last week. It carried no lettering on its yellow cab or white body. Does anyone recall seeing this vehicle at Acton (or elsewhere) over the past couple of years?

Response **X278VWT with lettering** by Thomas Young on 16/07/2006

This passed me in Southwark last week, with yellow jacketed personnel. Probably still in LUL use but it has been given lettering on the front, comprising the web address for Harprule hire. This is a municipal vehicle hire company. Perhaps it went back to them for maintenance recently. Or maybe it has now passed back to them and to another user. Observations would be welcomed.

Thank you to sightings loggers! by Thomas Young in *Diary of a Webmaster* on 18/12/2005.

I'd like to say a big thank you to everyone who has logged their sightings here since October. There are currently 1866 sightings recorded and these will be very useful in determining vehicle allocations.

Christmas Greetings to All by John Lloyd-Martin in *Social* on 24/12/2005.

Can I wish everyone on here a peaceful & Very Happy Christmas, & a Happy and prosperous New Year for 2006.
John L-M, in Leeds

Req: Mercedes-Benz Recovery Truck - L100JMH by John Lloyd-Martin in *Members queries* on 04/01/2006.

Perhaps someone could help me with this, please. On my last trip to London on 15th November '05, I saw what might have been this SV parked up near Hyde Park Corner, in the centre of the road. I rather dismissed it as apart from being all red, it had no other markings. From the pictures it appeared to gain its London Buses scheme in December. I was passing the location on a coach, & could not get any registration. In view of it being photographed at Victoria & Park Lane, has anyone seen this vehicle in this location previously, & therefore is it likely this was the vehicle I saw, please?

My Thanks in Advance - John L-M in Leeds

Response **L100JMH** by Steve Howard on 12/01/2006

John, In case it helps, the truck was parked on that stand today. I also saw it on 10th December when it passed me at Hyde Park Corner but I'm not sure whether it went on the stand that day. Regards Steve

Response **L100JMH** by John Lloyd-Martin on 14/01/2006

Steve, Many thanks for that. I am now virtually certain this was the vehicle I saw. It certainly seems to be a regular visitor to the Hyde Park area. Cheers again. John

Response **L100JMH** by Damon on 11/02/2006

L100JMH spent the afternoon at Victoria Bus Station today. At lunchtime a man got out of the cab and walked across to Sovereign Recovery's van EF03HKJ and drove off. This would seem to suggest that this rather splendid recovery truck belongs to Sovereign Recovery. Got some nice pictures of it too!

Response **L100 JMH** by Ray on 15/02/2006

Vehicle parked at Hyde Park Corner today (15/2/06) around 11.20am

Scania Artic 2577. Has it left the fleet? by Thomas Young in *LT Owned 2000+* on 05/01/2006.

Can anyone say when they last saw Scania 2577. It was parked in the Acton lorry yard for a long time but seemed to disappear about a year ago.

Response **Other recent departures** by Thomas Young on 04/03/2006

It would appear that the tanker trailer and the two tall-bodied uniform issue trailers have also gone from the yard at Acton. Does anyone have a last observation date?

5425V - Registration Query by John Lloyd-Martin in *LT Leased 5000-5999* on 18/01/2006.

I noticed today that 5425V is shown as regn LK52KAO, but also includes a Note ' or LK52KAU'. On my last trip to London, 15th November '05, I noted at Griffith House LK52KAU (no type), which until now I assumed to be a privately owned vehicle. Has anyone else any info on this vehicle ? Has it been recorded elsewhere with either registration ? Can anyone throw any light on it, please ?

Response **5425V** by Steve Howard on 19/01/2006

John, By coincidence, the white/blue Vauxhall Combo van registered LK52KAO passed me at some speed at about 1.30am this morning in Bollo Lane, Acton. I believe this to be 5425V. I do not recall seeing LK52KAU but will look out for this whenever I'm around Griffith House and will post any details if I see it. Regards Steve

Response **5425V** by John Lloyd-Martin on 20/01/2006

Steve - Coincidence or what ? but thanks for that. I have actually looked again at some pictures taken the same day I was at GHO, by Clive Greedus, & I realise now having mapped out some registrations on that day, that LK52 KA 'U', must have been a private vehicle. It appears to be, from a small part of the regn only, a maroon saloon. I will have to try harder in future ! Cheers again - John

Taxi at Canada Water by Ray in *Members queries* on 22/01/2006.

There is often a taxi in the LTB reserved spot at Canada Water. On 20/1/06 the one in use was registered H175 YUL and it carried an 'official' notice in the window. Who are these owned by ?

Response **Taxi at Canada Water** by Thomas Young on 01/02/2006

There seem to be three possibilities for this. 1) It is a crew ferry vehicle for one of the operators serving Canada Water, 2) it is owned by one of the bus station staff or 3) it is a "special/covert" vehicle like 2500 (D98FHM). Let's see if it turns up anywhere else.

Response **Taxi at Canada Water** by John on 17/10/2006

Used to work near Canada Water station . I am sure that the black taxi in question is used privately by one of the LT station controllers. John

Y732 KAE by Ray in *Members queries* on 26/01/2006.

This Arriva van was at Eltham Bus Station 26/01/2006. It is white with Arriva lettering

Response **Y732 KAE** by Thomas Young on 01/02/2006

Thanks Ray. Do you know if this was a Vauxhall Combo like those used by Arriva London North for crew ferry duties? If so I will add it to the database. I've never seen an Arriva van at Eltham before.

Response **Arriva Van** by Ray on 02/02/2006

Tom. I only briefly caught it from a passing 161 but it looked like an Astra. Ray

Response **Astra Van Y732 KAE** by Ray on 15/02/2006

Noted in Eltham High Street on the 126 stand today (15/2/06) at 1.30pm until 5pm .It is a 1686cc diesel carrying a 'Tfl/Arriva official on duty' card. Headed north down Westmount Road at 5pm - another day finished? to DT??

Differences between 1456MR and 1457MR by Thomas Young in *LT Owned 1000-1999* on 01/02/2006.

As you may have seen from Neil Fraser's comments against the picture of "1457MR" on this site, there is some confusion over the later identities of the two Militant master breakdown tenders. I have looked at several pictures and, apart from the different offside mirrors, I noticed that at least one of the pair had its headboard lettering changed to 'LTB Urgent' at some point. Could anyone who has pictures of these vehicles please check which Militant carried this?

Response **Militant muddles** by Damon on 02/02/2006

I have a picture taken at the 1983 Chiswick Gala showing 1456MR (I think!) with LTB URGENT on the front. It has been freshly painted and has the registration XGP389W and just the one driver's side mirror so I presume this is 1456MR before it went brown. I also have a book called "Wreck and Recovery" which has a number of pictures of what I assume is 1456MR. One picture shows it at what looks like the back of the LT Museum with STL469 on tow. 1456's front box has LTB URGENT and the roof appears to be in undercoat. It is also carrying trade plate 626MF in this shot. It's a grainy black and white shot butyou guessed it ...it looks like it's got TWO mirrors on the driver's side. So is this 1457MR?

Response **Another mis-match?** by Ray on 04/02/2006

There is a photo on p.83 of the 1980 edition of London Buses. This shows an LTB Urgent headboard only one driver's mirror but what looks like two nearside mirrors. See also the photo of the vehicle and RM1542 which shows the above

Response **XPG389W** by Ray on 19/02/2006

There is another photo at aec.fotopic.net/p3610822.html although this does not clarify the position (or does it?)

Response **Militant Muddles - the clues** by Damon on 19/02/2006

Having studied many photos of 1456MR and 1457MR I have drawn the conclusion that the sure way to tell them apart is the mirrors. The photo that started the confusion has to be 1457MR with 1456's number plate. I just don't know why it has the wrong number plate. Both the vehicles carried the red on white LTB URGENT headboard in preservation but I haven't seen any evidence of this being carried in LT days! Both have been repainted in LT red in preservation. 1456 ran around for a time repainted but with most of the yellow and black bits in plain yellow (except the jib on the end of the crane). I think it went brown before this ever got finished. 1457 seems to have run around with its roof in primer for a while and several photos are in circulation in this condition, including the photo of it carrying XGP389W. 1457MR was finally fully repainted and had all the black and yellow bits done too. Close inspection of this vehicle at North Weald about 10 years ago showed all the LT lettering was still visible under the paintwork. Another clue is the mounting of the number plates. 1457 seems to have it firmly attached in the space where LT had the reversible "TOWING" sign. 1456 carries it mounted above this slot on a plate that seems to slot in. Thus the vehicle at Thamesmead is 1457MR. The vehicle illustrated in the book Wreck and Recovery is 1457MR also. The only one ever seen in the brown livery is 1456MR. And of course 1457MR has TWO mirrors on the drivers side, 1456MR has just the one. Next time I come across either vehicle I will photograph them both in detail. Anyone out there in position to get them both to Wisley in April????...now that would be a treat!

Response **Militants** by forjgh on 20/02/2006

You could look at the chassis number. One was O859 and the other O860. Should be on the front chassis member to the n/s of the radiator. There could be a military number on a plate - but these could be changed! John Harrington

Response **More Militant Mularky** by Damon on 23/02/2006

I've just spent a few hours studying old copies of LOTS's "The London Bus" and tracked the demise of the Millys from LT. 1456 shows as de-licensed and sent to Stonebridge (SE) garage in September 1980 due to a "cracked chassis". By December the status became "Withdrawn" and in May 1981 it shows as "sold for preservation". 1457 is shown as de-licensed in November 1982 and sent to the closed Turnham Green garage. By March of 1983 the status became "withdrawn". In April of 1983 it reads "now preserved and registered XGP389W". YES, 1457MR registered as XGP389W which is now carried by 1456MR. One final detail difference to add is that "TOWING" signs are definitely different and 1457's is mounted noticeably lower down.

Response **Yet more Militant Mularky** by Damon on 28/08/2006

A trip to Brooklands today to find and photograph XGP389W which we think is 1456MR and the chassis has the number 0860039 stamped on it which most definitely makes this 1456MR as that is 1456's chassis number as stated in that fine old reference book SUP15 - the original version that old folk like me bought new. I would conclude that XGP389W was carried briefly by 1457MR before transfer to 1456MR for some unknown reason. With regard to LTB URGENT, I don't believe that the Millys ever carried this in LT service, only in preservation but I'm open to correction. As far as I can tell the Millys only ever carried the full LONDON TRANSPORT URGENT in black and white while in LT service.

Response **1456MR/1457MR** by Damon on 07/09/2006

I've just found two recent shots of my favourite Milly's on the excellent AEC fotopic site. Go to <http://aec.fotopic.net/c1074119.html> and enjoy.

Response **1456MR/1457MR** by Damon on 25/09/2006

I paid a visit to 1457MR on Saturday and can confirm it has the chassis number 0859078. I also stuck my head underneath to confirm it has a plain beam axle at the front and is thus a humble 6x4.

Response **The Mirrors have it** by milly tant on 27/03/2007

Hi all. I can confirm that since I have owned Milly (1984) she has only had the one mirror and unless anyone â€œKnowsâ€™ otherwise it is the method I have always used. I was also confused by the pictures of 57 wearing Millys number plates for awhile!

The main difference of course is that 1457RM is a 4x4 1456RM is a 6x6. You may also like to know that Milly now has her own website www.millytant.com and you can see more pictures at www.vehiclerecovery.org

Regards Andy Lambert

Response **Millys again** by Thomas Young on 27/03/2007

Cheers to Andy for posting the info about the Brooklands Milly. There are some interesting pics on his site. This may be wishful thinking but it would be really nice to get the two vehicles together one day.... Tom.

Response **Militants again - LTB URGENT headboard - updated** by Damon on 22/04/2007

I have recently come across a set of pictures of 1456MR doing a demonstration of the art of towing a Routemaster. Interestingly the bus is RML2691 which is the one sold to Gala Cosmetics in 1972. These appear to have been taken at Stonebridge Garage and I reckon it was when the RML was new in 1967. 1456MR would have been with LT around a year at that stage so I take it that it is in as converted condition which is thus of interest. To get to the point among other slight livery variations it carries a white headboard with the red LTB URGENT lettering that I thought it only carried in preservation. It also has a very shiny silver painted chassis, trade plate 493GF and no mention of a garage on the driver's door. So now we know, and I apologise for prattling on about Militants AGAIN! (Andy Lambert - get yer paintbrush out). **NOTE:** I've just noticed 1456MR has only ONE mirror on each side in this view.

Transport Fair at Staines, Sat 11th Feb by Thomas Young in *Events* on 05/02/2006.

Dave Boshier is running a Transport Fair at Hythe Centre, Thorpe Road, Staines on Sat 11th Feb from 10.30. A vintage bus service

441C will operate half hourly from Staines station.
Collections of service vehicle photos will be on sale.

First Van by Ray in *Bus Company* on 07/02/2006.

Seen at New Addington Interchange a small red van with 'First' on side. Only caught part of reg from passing tram ...04 XTL.
Ray 07/02/2006
This may be YH04XTL (1400 diesel) which is shown as red on the DVLA website and falls in with YH04VNT seen today
Ray 08/03/2006

Mis-read by Ray in *Members queries* on 10/02/2006.

I have noted VO05 NNV at Bricklayers Arms today (10/02/2006). The only similar listing is VO05NNW.
Are there two vehicles?

Response **VU05NNV** by Steve Howard on 11/02/2006

Ray, I thought I saw this vehicle in the Acton Works car park on the night of 3/11/05 but as it was dark I was not sure that it wasn't NNW which I had already seen. Your observation seems to confirm that they both exist. Regards, Steve

Re: 3001L by Christopher Platt in *LT Leased 3000-3999* on 13/02/2006.

Hi, I'm new to the site and have just had a general look round to try and familiarise myself. A good few years ago I came across former LT service vehicle **3001L** in use with a builder in Bridport, Dorset. It was still in grey livery complete with fleetnumber. I have a photograph of it somewhere and if anyone is interested in it I will try and find it.
I hope to visit the site frequently and will help wherever possible. Chris Platt.

Response **Welcome to LTSVplus** by Thomas Young on 25/02/2006

A belated welcome to Christopher, and to other recently registered members who have yet to post anything. Feel free to make use of this forum for comments and chat about SVs; that's why I put it here. Also, pretty much any pictures of SVs would be welcomed. The more the merrier! Tom.

Sighting Locations by John Lloyd-Martin in *Members queries* on 13/02/2006.

Hi, May I offer a suggestion re recording sighting locations ? As an "out of town" it is handy to use say all 2005 sightings, & sort alphabetically by location, so as to try & establish what potentially might be seen where on a visit.
That will produce "Anytown", "near Anytown" and "passing Anytown at 5pm", in three entirely different places on a lengthy list.
If I suggested that these were entered with the MAIN location first, ie "Anytown - near" and "Anytown - passing at 5pm", it would produce a better order, & allow any of us who chooses, to obtain a more meaningful picture of what is seen where. (ie all Anytowns appear together.)
It is only a suggestion - shoot me down if you wish ! Regards from Leeds, John L-M

Heritage Commercials magazine by Thomas Young in *Publications* on 23/02/2006.

I have so far been unable to track down any copies of the March issue of Heritage Commercials magazine (which should contain Part 2 of an article on LT Service Vehicles). If anyone has, or can get, a couple of copies, I would be grateful if they would get in touch.

Response **Thanks for the help** by Thomas Young on 25/02/2006

Thanks to DC for offering to get this for me.

Response **Still available on the coast!** by Damon on 25/02/2006

After picking up a couple of copies for Tom I noticed the WH Smith on Eastbourne station still has plenty of copies of Heritage Commercials if anybody wants one.

LT Museum Depot Open Weekend 4th & 5th March by Thomas Young in *Events* on 02/03/2006.

The Museum Depot open weekend this week has the theme of LT in miniature. However, with the District and Piccadilly lines suspended East of Acton Town on both days, it may be a bit trickier than usual to get to!

Arriva Minibus M160 RBH by Ray in *Bus Company* on 03/03/2006.

Now used as a rest room apparently. Often parked up at Eltham Bus Station. Rear window sheeted over and some windows blacked out
will this now be classed as SV?

Possible Metrobus Transit at Eltham by John Lloyd-Martin in *Other Company* on 03/03/2006.

Whilst speaking to the Metrobus crew of their newish Ford Galaxy GU05 HNA, at Eltham on 23.02.06, they referred to another vehicle with them. I took this to be a white Transit T219PBP, & photographed it. I have so far been unable to locate this as an S/V, & of course unable to re-confirm with the crew that this was their vehicle. The Galaxy is based at Polhill, as I believe was the Transit. Perhaps if anyone - Ray maybe - is around that area, or Eltham Bus Station, & sees anything of this vehicle, then perhaps they could confirm its status ? When I saw it it was fitted with roof bars & carrying ladders. Cheers. John in Leeds

Response **Transit at Eltham** by Ray on 03/03/2006

John - will keep my eyes open. Your comments however throw another worm into the can!

GU05HNA is a Ford galaxy but should be fleet number 8916 (based at PH). 9001 should be Ford Connect reg GY53CYJ.
I can't see any SV being earlier than 2003; were your friendly crew drunk?

Ray

Response **Metrobus Galaxies** by Thomas Young on 04/03/2006

Strange title... Anyway, I thought I had seen a note about the Galaxies with Metrobus but I cant track it down now. If Ray or anyone has the details, please forward to me (or post them here) and I will get the details logged. I will start with GU05HNA anyway. Cheers.

Response **Metrobus** by Ray on 04/03/2006

The following are shown as at 7th January

Ford Transit 7 seat minibus

8001 GV53 RHU (MB) 8002 GV53 RHY (MB) 8003 GV53 RHZ (PH) 8004 GV53 RJJ (MB) 8005 GV53 RJO (MB)

8006 GV53 RJX (PH) 8007 GV53 RJY (PH) 8007 GV43 RJY (PH) 8009 GV53 RKF (PH) 8010 GV53 MDX (GD)

8011 GP53 CPY (GD) 8012 GP53 COJ (GD) 8013 GP53 CLV (GD) 8014 GP53 RBX (CY) 8015 AM03 AGU (CY)

Mercedes Vito Minibus

8016 RK05 OFZ (GD)

Ford Galaxy car

8914 GU54 BJY (PH) 8915 GU05 HKO (PH) 8916 GU05 HNA (PH)

Ford Focus car

8918 GU53 SZV (PH) 8919 GP05 EJA (PH) 8921 GY55 OMA (GD)

Peugeot 206 car

8922 GR04 BPU (C)

Ford Connect Controllers Van

9001 GY53 CYJ (GD) 9002 GY53 CZF (MB) 9003 GU53 MKJ (PH) 9004 GU53MHY (CY) 9005 GY53 CZH (CY)

Peugeot Boxer Engineering Van

9006 CK05 KNV (LR)

For Transit Engineers Van

9011 GY53 CYH (CY) 9012 GY53 CYP (GD) 9013 GY53 CZR (MB) 9015 EF52 OOC (PH) 9016 EX03 WVZ (C)

Ford Transit Stores Flatbed Van

9014 EJ54 RVE (LR)

Usual codes - LR = Lagoon Road

Response **Metrobus SVs** by John Lloyd-Martin on 04/03/2006

Ray - thanks for the list. The crew didn't appear inebriated ! They definitely had a second vehicle with them, referred to as "the one behind" & that was the T-reg Transit. I did not see anything else remotely resembling a service vehicle. Perhaps they bought a cheapy secondhand ? John

Response **Metrobus Galaxy at Eltham** by John Lloyd-Martin on 05/03/2006

I have removed the serial number incorrectly shown by me as 9001 for this sv. 9001 should of course have related to the Transit Connect, GY53CYJ - my mistake, & thanks Ray ! John L-M.

Logging sightings - bit of a drag by Thomas Young in *Diary of a Webmaster* on 04/03/2006.

I have today had to do my first bulk manual inputting of sightings, and I now realise it is a bit of a drag doing them one at a time. So, thanks again to those who have endured the process and pushed our total up to almost 4000. There may be a way to improve the design, and I am open to suggestions.

Response **Logging multiple sightings** by John Lloyd-Martin on 04/03/2006

Tom, There appear to be two options dependant on your flexibility with the site. A: on login be presented with a 'sighting details field(s)' to enter date & place thereof, & then recall individual vehicles with a check box that just requires marking with 'x' or whatever to link the sighting, or B: Build a list of several vehicles, and then fields to add date & place as above, and text to the effect " add this sighting to all these vehicles - yes/no" or similar. Those are my thoughts. John, in a snowy Leeds !

Response **This might help a bit...** by Thomas Young on 08/03/2006

When you are looking at a vehicles details, the URL will look something like http://www.ltsvplus.com/fdata_detail.php?id=2509. To quickly go to another numbered vehicle's details, edit the URL in the address bar and press return. At least you then do not need to navigate to each vehicle before entering sightings. I will still look for an ideal solution.

Response **Multi sightings** by John Lloyd-Martin on 09/03/2006

That works pretty well ! Will definitely save some time. John L-M

Stagecoach SVs on web site by Thomas Young in *Bus Company* on 06/03/2006.

Ray entered a note about Stagecoach SVs, with the info apparently taken from their web site. I haven't had a look at this but some of the details appear to be wrong. M809SYL probably refers to M809YSL, while M938SYN could mean M938WSN. I should also mention that I do not include cars such as company director's cars (unless of course they have a logo on!). As the recent picture of the Metrobus Ford Galaxy shows that these are lettered, I will be adding them shortly.

Unmarked vans are fair game if they are confirmed as SVs.

Response **Testing the water** by Ray on 06/03/2006

Tom.

The half dozen entries were made to see whether the info on websites was a 'source' of information that could be used. Obviously the vehicles were 'selected' specifically to gain a response.

Without seeing the vehicles I cannot state what, if any, i.d. they have. I appreciate that all 'general' use vehicles you already show under the appropriate fleet numbers - which are not shown on the Stagecoach website.

Ray

Response **SV data from web sites** by Thomas Young on 08/03/2006

Hi Ray. I think getting info from other web sites is a good idea and would be interested in where the Stagecoach info was. The irony with Stagecoach is that the existing SV info here came from their official printed fleet lists. Why their web site lists different vehicles is a mystery!

Response **Stagecoach website** by Ray on 08/03/2006

I just followed it through via Stagecoach London It is updated every four weeks (mainly for bus transfers) the last being period 11 to 6th February (so may have a later one today!)

It appears to be on stagecoachbus.com/london.news2.html

Response **Stagecoach Website** by Thomas Young on 09/03/2006

Thanks for the link Ray. This is in fact the same document that I get sent to me, and it does list a number of executive cars. It's a pity none of the other bus companies go this level of detail!

Progress to date by Thomas Young in *Diary of a Webmaster* on 08/03/2006.

Hello all. I am very pleased with most aspects of this site, particularly the fact that we have already logged over 4000 sightings. There are plenty of new and old photos still to come, and the forum is picking up. I just wish I had more time to implement some of the further ideas that have been suggested.

Special kudos (sorry, no prizes) will go to the reporter of the first confirmed 6000+ numbered or 06 registered SV.

Transit Buses KD55MHA & LY05YCO by Ray in *Members queries* on 08/03/2006.

KD55MHA (Silver) first seen at North Greenwich Station (round the back) alongside white bus LY05YCO on 20/1/2006. The silver one (KD55MHA) was running around Eltham today (8/3/06) and the reg seems to fall in amongst other KD55s

Any offers?

KD is a 1998 diesel while LY is a 2402 diesel

2391L by Damon in *LT Owned 2000+* on 09/03/2006.

2391L - NYR391Y. Got to www.ccmv.fotopic.net/p25956146.html to find a shot of this vehicle working for First at Gosport. Just found it!

Response **2391L working for First** by Thomas Young on 10/03/2006

Fortunately not treated to Barbie livery like that poor DAF in Leeds! Interesting that the original booms are still fitted.

Response **2391L** by Damon on 12/03/2006

My trusty Southdown Enthusiasts Club Fleetlist states that 2391L was acquired on 1/5/91 and numbered 91 being renumbered 991 on 20/07/96.

Metrobus SVs by John Lloyd-Martin in *Bus Company* on 15/03/2006.

For those who may not have found it, I came across this today - www.metrobus.co.uk/fleet.php - which apart from listing the full bus fleet, also lists their SVs with allocations. May help someone ! John in Leeds

Response **Updated Metrobus Svs** by John Lloyd-Martin on 28/05/2006

The site contains updated SV allocations following the closure of South Godstone depot

Response **June update** by Ray on 25/06/2006

Metrobus have updated their website to allow for transfers following the closure of Polhill. Note that Vito 8017 still does not appear however, so it is not fully up to date.

Response **Metrobus August Update** by John Lloyd-Martin on 30/08/2006

Metrobus have updated their fleet list as at 25th August. It now shows s/v 8017 as Mercedes Vito Dualiner RU06 TUU, allocated to Croydon, and has dropped the Vito 8016 RK05 OFZ.

Response **Metrobus SV List** by John Lloyd-Martin on 01/10/2006

Metrobus have updated their Fleet Lists to 27th September 2006. The SVs section shows no changes from the last (August) list.

Response **New update** by Ray on 19/10/2006

Now updated to 17th October

Response **Metrobus allocations** by Thomas Young on 19/10/2006

Cheers Ray. I have updated the allocation records for the Metrobus vehicles.

Response **Profits are up!** by Ray on 02/11/2006

Latest Metrobus list to 27th October now on their website. Note new 9008!

Response **No change given!** by Ray on 19/11/2006

Latest Metrobus list to 19 November shows little SV change

Response **New List again unchanged** by Ray on 27/11/2006
Another list, to 27th November, now on Metrobus website.

Response **New list to 9th December** by Ray on 10/12/2006
New Metrobus list to 9th December with Mercedes crew buses show.

Response **Metrobus S/vs to 22/12/06** by John Lloyd-Martin on 22/12/2006
Metrobus s/v fleet list updated as at 22/12/06, & not showing any of the 89-- series vehicles (3 Galaxies, 3 Focuses {Focii?} & single Peugeot). Have these gone already, or have they been missed from the list I wonder? John L-M

Response **January 6th Metrobus Fleetlist** by John Lloyd-Martin on 12/01/2007
Updated to 6th January '07, but s/vs show no changes from December listing.

Response **Metrobus February Fleetlist** by John Lloyd-Martin on 20/02/2007
Now updated to 18th February, but no change from previous two updates.

Response **Metrobus in March '07** by John Lloyd-Martin on 20/03/2007
No changes to the S/Vs or allocations in the Fleetlist dated 15th March

Response **'No Change' Metrobus** by John Lloyd-Martin on 09/04/2007
Metrobus s/v fleet list & allocations still as they were as at April 8th.

Response **Metrobus S/v fleet is stable** by John Lloyd-Martin on 24/05/2007
Metrobus fleetlist of Crew & Ancillary vehicles, to 12th May, shows no change in vehicles, or allocations, from April. Also concurs with the new SUP24C.

Response **Metrobus S/Vs - no change** by John Lloyd-Martin on 23/07/2007
The Metrobus Crew vehicles & ancillary fleet lists, as at 22nd July '07 - show no change, in vehicles or allocations.

Response **Metrobus SVs - incs a photo** by John Lloyd-Martin on 20/08/2007
The Metrobus SV fleet, as at 18th August 2007, shows no changes to the fleet or allocation, but there is now a photograph on there of 8019, for anyone interested.

Response **Metrobus - no October changes** by John Lloyd-Martin on 08/10/2007
The Metrobus Fleet, dated 6th October, shows no changes (again) to either S/v fleet or allocations

Response **Metrobus - no Surprises !** by John Lloyd-Martin on 04/12/2007
No changes either to the Ancillary fleet vehicles, or allocations - 25th November 2007

Response **Metrobus bus update** by Ray on 11/12/2007
The Metrobus site has been updated to include the buses taken over from First but no other vehicles are shown.

Response **Metrobus - No changes This Year - yet** by John Lloyd-Martin on 04/01/2008
The Fleet list has been updated as of today, 4th January, but not surprisingly, shows no alterations to SVs or their allocations. Happy New Year !John

Response **Metrobus - Added Valentine's Day Special** by John Lloyd-Martin on 15/02/2008
Surprise, surprise; the Metrobus Fleetlist, updated yesterday, shows changes to their list of Crew Vehicles & Ancillary Fleet. 8016 RK05 OFZ, Mercedes Vito Dualiner, appears back on the list allocated to Croydon. 8099 Ford Focus car regn GV07VGJ is new & also shown allocated to Croydon. Allocation changes are as follows:- 8002 from Orpington to Croydon, presumably an exchange for 8013 going from Croydon to Orpington ! Likewise, 9001 moves Orpington to Croydon & 9002 goes the other way ! Things **can** change.

Response **Metrobus fleetlist queries** by Thomas Young on 03/03/2008
Right, so the list was updated on 1st March with a pair of '08 reg Vitos (thanks Alan!), but 8016 is off again, and 8099 is also not included! Me confused.

Response **Metrobus in May** by John Lloyd-Martin on 11/05/2008
A check on the Metrobus site, shows their lists current to 10th May. As previously, there is no 8016 shown or 8099. The list also still shows the two newish '08 Vito Dualiners 8026 & 8027. No allocation changes given.

Response **Metrobus SVs Feb 2009** by John Lloyd-Martin on 24/02/2009
The **Metrobus Fleet list**, dated 21st February 2009, shows no recent changes of service vehicles or their allocations. However, the '89' series - 8914,-5,-6,-8,-9,8921 & -22 although on the LTSVplus site do not show on the Metrobus lists, & as I cannot find a recent copy of Metrobus' list, are these still, in fact, currently used ?

First 06 registered SVs by Thomas Young in *LT Leased 5000-5999* on 23/03/2006.

See the fleet data for the first two confirmed 06 reg SVs reported. Pictures of both will be posted shortly.

MB Sprinters 5793M-5812M by Thomas Young in *LT Leased 5000-5999* on 23/03/2006.

Would it be safe yet to summarise the recent MB Sprinters for LBSL as being a total of 20, numbered 5793M-5812M? This assumes that BN55DXH is in fact 5798M.

Response **5798M is BN55DXH** by Thomas Young on 25/03/2006
Picture from Colin Lloyd posted today proves it. Now, about those Transporters.... :-)

5664F Dual Personality ? by John Lloyd-Martin in *LT Leased 5000-5999* on 24/03/2006.

Here is one for the experts - Steve Howard maybe? On the database 5664F is clearly listed as KC04YGM - a red LBSL, Transit 300, mwb, mid-height, 9 seat Minibus - & is photographed as such!
On Wednesday 23rd March 2006, a blue & white, Metronet BCV, 85 T280, low-roof Transit left Acton Works & was photographed by myself. The full side-on shot clearly shows the serial **5664F** !
The picture is very good quality - on a 9 megapixel camera, I would hope so - and the details 85 T280 are also very clear. Unfortunately I did not record the registration as I was probably busy lining up another shot.
Can anyone suggest what this latter vehicle should be? I note from the db, that KC04YJV fits the bill & has no serial shown. Any suggestions welcomed.
John L-M (back in Leeds)

Response **5664F** by Steve Howard on 24/03/2006
Thanks for the undeserved compliment but I regret I can't help you on this. I have only seen the red 5664F by registration through the bars of Victoria Coach Station basement. Despite many visits to Acton I have not seen KC04YJV at all. Had I been at Acton on Wednesday rather than Tuesday this week I could have checked the vehicle while you photographed it!
Perhaps it's another inadvertant duplication by Acton staff of which there seem to have been a few in recent times.
Regards, Steve

Response **Will the 'real' 5664F stand up** by John Lloyd-Martin on 25/03/2006
Checks on times of photographs, & my notebook for 22.03.06, now lead me to be virtually 100% certain that KC04YJV **is** the blue & white 85 T280 Transit that I photographed, carrying the incorrect serial of 5664F - properly allocated to KC04YGM.
I had in fact logged KC04YJV !
What is **not** known is what the correct serial of KC04YJV should be. One to be aware of !
(Steve Howard - I consider you an expert !)
John L-M

Response **5664F x2** by Steve Howard on 25/03/2006
John, I tried Acton Works last night but YJV wasn't in the night's run-out; probably a daytime vehicle like most of the Connect vans. I will keep a lookout, maybe it has a different number on the nearside! If you feel like meeting up on a future visit to town, it would be good to see you. Cheers, Steve

R-type sweepers. Is this one? by Thomas Young in *LT Miscellaneous* on 25/03/2006.

An interesting message from the Ipswich Transport Museum relates to a Lacre sweeper they own. This was reportedly new to Tilling before passing to Eastern Counties. The thing is, it carried reg YL6093, which we have listed as being on R38. R38 was at TC (Croydon) which was a Tilling garage. Perhaps someone can shed some light. The ITM's excellent website has a picture.
<http://www.ipswichtransportmuseum.co.uk/yl6093.htm>. Is this what R-types looked like?

On the subject of sweepers, I have a short article on their uses in the 1970s that I keep forgetting to post. Apologies to the author concerned.

London Central list by Ray in *Bus Company* on 25/03/2006.

The are some gaps in information which are partly filled as follows
L876MVX - Vauxhall 1699cc White diesel
M432BGP - Vauxhall 1998cc Red petrol
M755CGT - Vauxhall 1686cc Red diesel - for export!
N875KGN - Vauxhall 1700cc Red diesel
R962CMV - Vauxhall 1799cc Blue petrol.
The exact make is not on the website but you can get some info (as above) from www.vehiclelicence.gov.uk
Ray

Response **Vehicle Licensing web site** by Thomas Young on 25/03/2006
Thanks for the pointer Ray. This looks like a useful reference. Put in a reg and make and it gives you the license expiry, first registration date, engine capacity, basic colour and some other less useful info. I tried a couple of SVs and the first registration date came out as either the same (or a day before) as the vehicle new dates supplied officially from CDS. Can anyone confirm if CDS/DS/JNP register the vehicles themselves? Perhaps an easier question would be has anyone seen brand new vehicles going in to Acton on trade plates?

Response **Possible suggestion** by Ray on 26/03/2006
The registration plate may give a clue. These usually show the manufacturer/supplier; if common ie 'London Buses', then they may be registering themselves. If mixed names (dealers) then they could be already registered prior to purchase/supply
Ray

Correction to fleet data by Thomas Young in *LT Leased 5000-5999* on 25/03/2006.

Its not just LUL that makes mistakes with its SV numbers! I had added the recent Ford Transit Minibus at Finchley as 5705F. A query from a member prompted me to look again at the picture. It should have been 5782F! I have already updated the database and photo/sightings data. Sorry :-|

Proposed Bus Station audit in May by Thomas Young in *Social* on 25/05/2006.

The original post about this was lost. For those of you that did see it, I think the proposal may need to be postponed. Several key "players" were not available, and the weather is looking iffy. Sorry.

Thanks to Tom by John Lloyd-Martin in *Comments & Suggestions* on 28/05/2006.

Can I just say a big 'Thanks' to Tom for all his hard work in returning the site to a useable state once again, following the unfortunate crash - I am sure all will join me. John (in Leeds)

Response **Cheers** by Thomas Young on 28/05/2006

Hi John, nice to know that my work is appreciated. I suppose I should have either checked with my host what their back-up arrangements were, or done more frequent back-ups myself. Anyway, I've learned my lesson! Tom

Another First van by John Lloyd-Martin in *Bus Company* on 28/05/2006.

Seen 26/05/2006 mid afternoon, at a very busy Addington Interchange, where I could hardly stop the car for 2 seconds, was a small red van, carrying First markings - registration believed YH04YNV.

Response **YH04VNV** by Thomas Young on 28/05/2006

John, this is on the database already, and is believed to be a Ford Fiesta car like the other YH04Vxx vehicles with First. Tom.

Response **First Vans !** by John Lloyd-Martin on 28/05/2006

Once more, I will have to learn to read - I think I searched on XH04... John

Response **YH04VNV** by Ray on 29/05/2006

Tom has a photo of this - it is a Fiesta car

Response **YH04VNV** by Thomas Young on 30/05/2006

Two pictures of this apparently troubled car have been posted today! Take a look to see what I mean.

Possible 'Potential' SVs by John Lloyd-Martin in *Comments & Suggestions* on 04/06/2006.

Back in November last year, I posted a Forum entry under 'Hires & Loans', regarding the reporting of vehicles which may, or may not be SVs. It was suggested that an initial Forum entry be posted to see what transpired. It now seems there could be many such Forum entries.

One of the vehicles which prompted me to ask was VO51WDW, which I saw in Oct '05, & which is still being seen at Aldgate, as evidenced by its photo there, being posted 3rd June. The photo is not yet linked to a vehicle record, suggesting that its status is still unclear.

I always log 'potential' SVs, as I am sure do all other regular contributors. Two such I have noted have been KJ03DXF & KD05PGX, seen at Acton in Feb & March of this year respectively, & both now, very recently having entries in their own right. Is there some means by which any such vehicle records can be created within a listing of say 'Potentials', which could then be converted to full status as further info comes to light ? It would mean that all such information was held centrally, & available to all us "listers" !

I know that 'Hires' are also being considered for recording - can the two even be lumped into one grouping ?

Any one else, Tom especially, any thoughts on the subject ? John, in Leeds.

Response **Including UNKS in the database** by Thomas Young on 06/06/2006

Thanks for the ideas. I am doing some tinkering this week and I'll post more details in a couple of days. Tom. In London. At work :(

What is Database Admin? by Thomas Young in *Diary of a Webmaster* on 17/06/2006.

Some of you may have seen this as being the last change to edited vehicles. The explanation is related to my "brilliant" scheme of spacing the ID numbers allocated to SV records so that subsequent additions could be fitted in while retaining the registration order. This has almost completely failed! It seems that every newly reported vehicle falls where this is no gap in the IDs. I then need to shuffle several vehicles on either side, taking care to include any picture, sighting or allocation records with them. All very tedious!

There is a way around this. Just give every SV a sequential ID as it is added. I am currently working on how best to sort records with this in place. The other benefit is that it would allow many more records to be added. Hires and Streets vehicles have been mentioned before. Other companies such as Almex could also go in, perhaps even the Dial-a-Ride minibuses!

Stagecoach in London by Ray in *Bus Company* on 24/06/2006.

With Stagecoach in London now sold it may be prudent for any photographers to finalise outstanding photos before the fleet is repainted/re-named etc

Checking what went TGM to Travel London by Thomas Young in *Bus Company* on 04/07/2006.

Following some recent sightings, I have marked up a few more vehicles that transferred from TGM to Travel London, as well as adding a new one for the coaching remains of TGM (don't ask me how that qualifies as an LTSV!). However, I still have 7 other TGM SVs listed. Has anyone seen any of these recently? K814CTF, M541XFY, M544XFY, N366HLA, P338UGH, T575FFC,

T576FFC

Response **TGM SVs** by John Lloyd-Martin on 06/07/2006

Tom, I can't confirm any of those you list but I did think I saw another one when I was last down - only seen briefly from a distance so no further details - but I am sure one was X714HCD ? Any records of that previously ? John, in Leeds

Response **When is a bus an SV and vice versa?** by Thomas Young on 07/07/2006

Hi John. According to www.busspotter.fire-bug.co.uk X714HCD is a Mercedes-Benz 311D 8-seat minibus, as are X715 and X716. New to Speedlink/Airlinks, it seems they were licensed as PSVs so I guess we can ignore them.

Response **Ex TGM SVs seen** by K. PLY on 09/07/2006

Have seen the following Travel London SVs recently: M544XFY (April 06 at Byfleet garage (TG)) N366HLA (April 06 at TG) P338UGH (April 06 at Fulwell (TF)) T575FFC (January 06 near Heathrow) Cannot help with the rest though - sorry!

Response **T576FFC** by K. PLY on 25/08/2006

Seen in Tesco Pinner Green car park (as a ferry bus for control staff of the free Tesco service operated by Link Line). Plain white, so presumed to be with Link Line (like similar T571FFC), although I suppose it could be part of TGM who are the parent company.

Arriva LN Crew Ferry numbers by Thomas Young in *Bus Company* on 04/07/2006.

A list of these may or may not appear in the next TLB, depending on space. However, all of the numbers from 1 to 43 have now been reported except for 10, 16, 17, 19 and 21. In addition at least 3, 4, 8, 32 and 39 have been used twice, although not at the same time.

Response **Ref: Arriva Crew Ferry Numbers** by John Forge on 10/07/2006

On a visit to Lea Valley Garage on 2nd April 06 no less than 9 of these vehicles were noted 20,21,23,24,26,27,28,39 and 42. Unfortunately, at the time I only recorded the fleet numbers and not the registration number - big mistake I have since learnt to take both !

Response **One down, four to go** by Thomas Young on 16/07/2006

21 is BT51WMM (thanks Ray).

Response **Van 17 come on down** by Ray on 08/08/2006

Traced to AY02RJO (at DX)

First London SV numbering by Thomas Young in *Bus Company* on 04/07/2006.

Does anyone have a full list of the numbers allocated to First SVs? I have just noticed that they appear to have two 71s (EX03MHN and KD03XPL)!

Response **Still don't get First SV numbering!** by Thomas Young on 27/11/2006

A Ford Transit seen today carried 180 on the fuel filler and 2 on the rear!

July 2006 Site Changes by Thomas Young in *Diary of a Webmaster* on 09/07/2006.

Together with the new icons, the sorting of the fleet lists has been changed. Sorting by fleetnumber will now actually sort by fleetnumber. Therefore, unless you select a sub-set, you may see a load of un-numbered vehicles, followed by a bunch of 1s, then 2s, and so on. The benefit of this is that bus company vehicles (such as those of Arriva, Metrobus, Metroline and Stagecoach) can now be sorted by fleetnumber. The only real drawback is that trailers, with their variable prefixes, will not be sorted in numerical order. For example, C21 will appear before YT19.

As always, feedback and bug-reports would be appreciated.

Superfast site by Damon in *Comments & Suggestions* on 16/07/2006.

Is it just me or does this site now perform at a superfast speed? Since sometime last week anything you click on seems to appear in a instant - pictures as well. Don't know what you've done Tom but well done!

Response **Whizzy web** by Thomas Young on 16/07/2006

Hmm, it is definitely faster, but not because of anything I have done!

Peugeot Boxer MW05AXM by Thomas Young in *Hires and Loans* on 16/07/2006.

This white van with LBSL stickers and chevrons was at Victoria Coach Station in late June (pic from Damon to be published soon) and Aldgate on 13th July 2006.

Another LBSL Transporter! by Thomas Young in *LT Leased 5000-5999* on 16/07/2006.

Having had a list from a contact, it seems there is a 12th VW Transporter, registration RA54HXP. The fleetnumber is not known but it should be active in West London. Any offers?

5728F by Kim Rennie in *LT Leased 5000-5999* on 08/08/2006.

Transit open lorry 5728F is lettered "Transport for London" on the cab door instead of either Metronet or Tube Lines. Anyone know why?

Response **5728F** by Thomas Young on 10/08/2006

This is interesting. Two other vehicles carry TfL lettering on white and blue livery, namely archive van 5684F and uniform service van 5816F. Neither of these sections would seem to need a dropside though. The silver street maintenance vehicles also carry TfL. Perhaps 5728F is a transfer or loan to them. Did the lettering look permanent or temporary?

Response **5728F** by Kim Rennie on 11/08/2006

The lettering was 'proper' as per the Archive van (though I only saw the nearside). It was almost as if the Works & Building Dept had carried on and now supported TfL!!!

Response **5728F again** by Thomas Young on 15/08/2006

By coincidence this passed me this morning, and it looked very fresh as if recently cleaned or repainted. It also has the mesh type of tail-lift.

Response **5728F now with Street Maintenance?** by Thomas Young on 20/08/2006

A picture added today shows 5728F in the Carlisle Lane base of TfL Streets. This presumably explains the change of logo.

X278VWT by Ray in *LT Owned 2000+* on 04/09/2006.

Noted entering Acton Works today (4/9/2006)- still in use?

Sept 6/7th Sightings Log by John Lloyd-Martin in *Social* on 09/09/2006.

In the next few days a sightings log, of in excess of 200 SVs for the 6th/7th Sept will appear. This is for my most recent trip to London, where I joined up with Tom Young & Steve Howard for a 'session'. My grateful thanks go to them both, for their company, & planning of a super trip. Of the 35hours I was off the coach, 5 were spent asleep & nearly all the rest on a mega blitz around north, west & central London. Thanks Guys !

Essex/London Fire Brigade Bedford QL by Steve in *Fire Brigade vehicles* on 21/09/2006.

I am trying to find photographs or any information on Essex Fire Brigade Breakdown Lorry GYR417 which spent much of its life at Ilford. It may also have spent some time at Barking Workshops. When Ilford became London Fire Brigade, I think it was transferred to Ruislip Workshops. I believe Essex Fire Brigade also had a similar Vehicle GYR 419 at Colchester Workshops. This information is required for modelling purposes. Thank You.

One year on. by Thomas Young in *Diary of a Webmaster* on 30/09/2006.

The LTSVplus website is one year old this weekend so this seems a suitable time to review progress so far.

Looking back at the pre-2005 version of this website (which still languishes at www.ltsv.com), it seems that the switch to a database-driven site was very much the right thing to do. The amount of information contained, and the flexibility with which it can be viewed, makes the old site pretty poor by comparison.

Due to a generous development and testing period, and the feedback of several contributors, the initial design seems to be coping well with continued use, and most of the changes since have been incremental rather than fundamental. Apart from the addition of ever more fleetdata and photographs, enhancements have included the addition of graphic icons for many of the more common vehicle types, and improved visibility of visitors own sightings.

The only real problem occurred in July when my host suffered a server failure and a couple of months worth of additions and contributions were lost. Most of these were able to be re-entered and my own back-up procedures have since been improved.

Looking at the size of the web site, the stats are there for all to see (1500+ pictures, 7000+ vehicles). What may be interesting to some is that the pages themselves only take up 356KB of disk space. This is because they only contain programming code that gathers information from the database or displays pictures. The 1550 pictures so far posted take up 140MB. With my current web hosting package (costing £25 per year) it looks like I have space for a further 2000 pictures before an upgrade is needed (despite the recent increase in image size)! The database, which contains all the forum posts, news stories, sightings and member details as well as the main vehicle data, accounts for just 3MB.

Given the subject matter, this site was never intended for a huge audience and I therefore don't delve into the statistics much. However, looking at the last month, my host reports that the number of unique visitors per day varies from a low of 41 to just over 100. The number of pages served per day ranges from 428 to 2116. Looking at the actual site, it is clear that the number of people actually contributing information and comments on a regular basis is very low, perhaps 4 or 5 out of the 50 registered visitors supplying the bulk of the content.

Following the addition of fleet data in two new categories recently (hires and other Companies), the next development is likely to be the addition of a pocket-sized fleetlist for use when out and about. It seems likely that I will not bother trying to detail the history of the locations listed on the web site as many (particularly bus garages) are covered elsewhere. There may however be some articles on where to see SVs, and how to identify them! The only other long-outstanding task is to add more of the allocation histories for the older vehicles. It would be useful to know how much interest there would be in this.

One final development to mention is the possibility of making the web site available on CD-ROM. I have found some software that can perform the web server function required to view PHP files, and this means that I could make CD-ROMs with the entire site on them. This would be fully functional except that adding new data will not be possible. It will also obviously be a snap-shot of the site at a given date, but it may be useful to allow users to browse at leisure rather than using on-line time. I will post more details soon but let me know if you might be interested in this.

Response **So many sightings!** by Thomas Young on 02/11/2006

It is probably just as well that there are not a huge number of contributors. We have already chalked up over 8000 sightings, 4300 this year alone! Thanks everyone.

Seeking pictures of some recent vehicles by Thomas Young in *Members queries* on 30/09/2006.

If anyone has photographs of the following vehicles I would be very interested in seeing them:

2539M K387SLB MB 410D Dropside Truck
 2545M K396SLB MB 410D Dropside Truck
 ---Now Got--- 2569V S269KRX Volvo FL6 ERU Demountable
 ---Now Got--- 2583M LT02XLM MB Econic Dustcart
 ---Now Got--- 2584M LL02LCT MB 311 Mobile Generator
 5328V LK02KKN Vauxhall Astra Estate (Red)
 ---Now Got--- 5506I KE03KFF Iveco Daily Van
 5566V LT53GCY Vauxhall Zafira Estate (Red)
 ---Now Got--- 5674VW RE05DUH VW Transporter Van (Red)
 ---Now Got--- 5676VW RA54HXT VW Transporter Van (Red)
 ---Now Got--- 5691F KC54LCW Ford Transit Connect Van (Red)
 ---Now Got--- 5731-5735M BJ05MV- MB Sprinter Crew Van
 ---Now Got--- 5769F KF05MHN Ford Transit Connect Tourneo (Red)
 5789F KA05FBV Ford Transit Connect Tourneo
 ---Now Got--- 5800M BN55DXS MB Sprinter Van (Red)

Help needed with LBSL disposals by Thomas Young in *LT Leased 5000-5999* on 09/11/2006.

The following red vehicles have not been reported for several months and will be marked as withdrawn unless anyone can say otherwise.

4947VW VW Transporter
 5040F Transit Info Point
 5059B Astra Estate
 5083-5086V and 5088V Movano Vans
 5205-5211V Movano Vans
 5298-5303F Transit Vans
 5339/5340F Transit Vans
 Movano 5087V is soldiering on, as are most of the 5287-5297F Focuses, while Astra Estate 5328V has only been reported twice. The Honda motorbikes are thought to have gone by 2005.

ERU allocations by Thomas Young in *LT Owned 2000+* on 09/11/2006.

Each of the ERu depots (Acton, Camden, Tottenham and Vauxhall) should presumably have one Volvo and one Merc truck allocated, with the fifth Volvo spare at Acton. We currently have the Mercs spread like this but the Volvos are listed as three at Camden and one at Vauxhall. Some regional sightings of these would be helpful, and don't forget to record the body number if possible! The numbers are low down towards the front of the offside only, as seen on 2570V.

LUL Transit Luton 4958F by Thomas Young in *LT Leased 4000-4999* on 12/11/2006.

A picture of this will be posted in the next few days which seems to show the rear reg as T190TPP. I certainly recall that my sightings of this from passing trains at Acton did not tally with the official list but I now cannot work out which was which! The DVLA website seems to go with T180TPP as per CDS, T190TPP being yellow and licenced several months earlier. For now I have changed the database entry to read T190TPP but I am open to offers.... Did anyone ever see this vehicle from the front?

Response **4958F** by Steve Howard on 13/11/2006

Tom, I recorded this vehicle twice, on 21/8/99 and 16/7/02, probably from the train passing Acton, and each time I wrote T180TPP. Sorry but certainly can't remember whether I saw the front or the back of it!

1/76th scale London Service Vehicles by John Lloyd-Martin in *Models* on 17/11/2006.

If anyone is a 1/76th scale bus & sv collector, then this link may be of interest.

<http://www.modelenium.co.uk/models/London-Transport-Set-NEW--LT1004.aspx>

That is the full page address, which can be accessed through the Modelenium site.

Alternatively a Google search on the set number LT1004 should find other options.

Response **Corgi does SVs?** by Thomas Young on 18/11/2006

They are also apparently doing (Q)1035CD. There has been a bit of talk about the accuracy of these vans, especially the red Anglia. Maybe by the time they are released they will have corrected the obvious errors. The price is not too bad for four (admittedly very small) models.

Response **Corgi 1:76 SV set is out and more Base Toys** by Damon on 30/07/2007

The Corgi set is out and it has to be said it's very good. You get 1410F which is transit van (Tom will like that) in grey with markings on the door for LONDON TRANSPORT (in red) and DISTRIBUTION SERVICES MANAGER (in black) and black fleetnumber. It has the petrol front so I assume that 1410F was petrol engined - seems likely? Second is 1056AS, an Austin LD van in Chiswick green with gold underlined LT fleetname on the main bodyside, and a small white "PUBLICITY" behind the cab door. Fleetnumber is also in white. Next we have a rather nice little Bedford HA, 2015B with white fleetnumber and gold LONDON TRANSPORT on the door underneath which is a white DISTRIBUTION SERVICES MANAGER. Finally we come to the rogue which is a red Anglia van. This has no fleetnumber and a white bullseye with LONDON TRANSPORT across the bar which is on the main bodyside.

Under the bullseye is a white "55 BROADWAY, WESTINSTER S.W.1" and the door carries "LT JOBSTERS ABBEY 1234". This seems to be a replica of the daft larger version in the Vanguard's range. Why didn't they just do an authentic version of the Anglia? The set was bought for £14.95 at the Worthing rally yesterday although we later saw it for £12.50 on another stand ..Doh! Also seen were some more from Base Toys which includes a Leyland Cruiser artic in red which is just begging for a slap of grey paint to make a nice 2389L. Lots of potential in this expanding range and the early ones can be had for bargain prices. Note also that you can separate body and chassis as they hold them together with little screws and this makes modifications nice and easy.

Response **Corgi vans** by Clive G on 02/09/2007

The small cars and vans from Corgi are a little large, being 1/72 scale. The LD01 van is correct 1/76 but the green is not the correct shade, and it's a shame they did not copy the colour they'd used (inappropriately instead of red) on their first Regent tower wagon some years ago. The other fault with the livery is the London Transport lettering which is too large.

Response **Base Toys** by Clive G on 02/09/2007

The Base Toys Trader is spoilt by the cab doors being too short. The choice of 1135F is unfortunate as the unique style of fleet name precludes the use of the cab on other vehicles. It also needs a tilt to complete whereas there were other grey/green combinations that were simple open lorries with standard lettering that would have been a better subject. However, it is correct that there was a knowledgeable guiding force behind the production of this model, and also the BRS liveries that have come out at the same time. It turned out to be someone I've known for a number of years, so I've put him right on his minor error! As a result he's asked me for suggestions for other LT models from the existing castings, a task I happily throw open to this forum.

How to post web links in the forum. by Thomas Young in *Comments & Suggestions* on 18/11/2006.

A couple of people have been adding web addresses to forum postings which is fine. Links to anything of relevant interest are always welcome, and if I see them, I will go in and turn them into links. However, if you want to make your own links, here's how. Type `` followed by what you want the link to actually say (this can be anything). Finally, type ``.

As an example, if you type `banana skins`, you will get [banana skins](http://www.ltsv.com/index.php)
Or you could just let me convert them...!

And to insert line breaks, just type `
`.

New vehicles at Acton by Thomas Young in *Members queries* on 20/11/2006.

Seen in the staff car park at Acton Works this week were four new Toyota Prius car in Streets livery (white with orange band) and one 56 reg Kangoo in LUL livery. Does anyone have any positive IDs on these?

Response **Seems one has been found** by Ray on 27/11/2006

Reg's of the Toyotas seemed from a distance to end LCX/LCY/LCZ for three of them so the prefix seems to be RE

AEC Regal 1468W for sale by Thomas Young in *LT Owned 1000-1999* on 27/11/2006.

Thanks to Neil for spotting this. If you have a couple of grand going spare and fancy owning a very distinctive ex-service vehicle, take a look at <http://cgi.ebay.co.uk/ws/eBayISAPI.dll?ViewItem&viewitem=&ru=http%3A%2F%2Fsearch.ebay.co.uk%3A80%2Fsearch%2Fsearch.dll%3Ffrom%3DR40%26satitle%3D270057836098%26vi%3D1&item=270057836098&rd=1>. The sale end date is 1st December so be quick!

Response **AEC Regal 1468W for sale** by Thomas Young on 27/11/2006

It certainly looks better than it did a couple of years ago. See photo 956 for evidence!

Response **1468W sold!** by Damon on 02/12/2006

1468W sold on e-bay tonight. So what happens to it now? BEA livery?....service vehicle grey?....caravan?....garden shed? Are you out there buyer?

Response **1468W new owner** by Damon on 17/01/2007

LOTS reports that 1468W was bought by Ensignbus for their museum. Thus it is saved but will no doubt be restored as a bus rather than a uniform issue unit. It does not yet feature on their website though.

Response **1468W update** by Damon on 27/02/2007

1468W gets a mention and a picture in an article in EnsignBus in the April edition of Bus and Coach Preservation Magazine which is out now.

5535f by geoff edgington in *LT Leased 5000-5999* on 04/12/2006.

I saw this car on the back of a truck going along the M4 last Friday (1st). It was one of those flat bed trucks with three cars tied on hopefully securely. I would assume it was scrapped but at 60mph there was not a lot of time to inspect for damage. GE

Response **Is 5535F a write off?** by Thomas Young on 07/12/2006

Were the cars on top of each other (which would suggest they were for scrap), and if so, was 5535F at the top?! I will add a note to the vehicle record for now, and mark it as withdrawn. Cheers. Tom.

Stagecoach (TL) Corsa van by Ray in *Bus Company* on 10/12/2006.

Latest Stagecoach/East London fleetlist shows two 56 reg Mondeo cars (TL & NS) but still no 56 reg (TL) Corsa van. Can this be confirmed as it was originally reported as unmarked?

Response **LX56FLA at Catford?** by Thomas Young on 10/12/2006

As it was reported at the garage prior to being licensed I think it likely that it is one of theirs, but perhaps based elsewhere once commissioned. The two Mondeos will not be reported as they are probably management cars.

Response **Once again the question is put** by Ray on 21/07/2008

LX56FLA is not recorded on the DVLA! Did this exist?

Response **Am I losing my mind?** by Thomas Young on 02/08/2008

I am sure I deleted this already. Perhaps it got restored during a back-up..., anyway, I will knock it out again. Thanks.

Stagecoach Fleet List by Thomas Young in *Links* on 10/12/2006.

The East London Bus Group (formerly Stagecoach London) publishes a regular fleetlist which includes service vehicles. This can be currently be found at <http://www.stagecoachbus.com/london/news2.html>.

Response **Stagecoach London fleetlists** by Thomas Young on 15/08/2011

The Stagecoach London fleetlist is available again. Now referred to as Fleet Cards, there is a new one every four weeks and they can be downloaded from <http://www.stagecoachbus.com/fleet-lists.aspx>. The bad news is that service vehicles are no longer included.

Metrobus Fleet list by Thomas Young in *Links* on 10/12/2006.

Metrobus is another company that helpfully posts a fleet list on the internet that includes service vehicles. This is at www.metrobus.co.uk/fleet.php.

Pole Carrier for sale by Steve in *LT Owned 1000-1999* on 15/12/2006.

Advertised in the Cobham Bus Museum (Winter 2006) is an ex LT AEC Mercury Pole Carrier used to dismantle Trolleybus system. Dry Stored for past 9 years. For more information, Serious enquirers only telephone 07949 516399 After 7PM. No time wasters please.

Response **I want a Pole Carrier** by Thomas Young on 31/01/2007

It would look great in my living room. Mind you, I would also like a Czech Transporter and a Swede Mover. (sorry)

Response **Blame the BBC** by Ray on 01/02/2007

If it takes 40 poles to make one 'rood' - how many Russians does it take to make one 'offensive'? TW3 1962

Response **Pole carrier for sale again** by Damon on 05/09/2008

In the latest issue of "Bus and Coach Preservation" (Vol 11 No 5 October 2008) published today there is a pole carrier for sale on page 11 of the Busmart bit at the back. Said to be the only known survivor it's a bargain at £2,800 having been dry stored. There is a photo of it in the advert too. But I'm still not sure which one it is as both 1080Q and 1081Q are reported as preserved but I suspect one has been mistaken for the other. It is my belief that 1081Q is the true survivor and is the one that turned up at the Chiswick open-day in 1983. Can anyone out there confirm?

A Happy Christmas to All by John Lloyd-Martin in *Social* on 24/12/2006.

With every good wish for a healthy & happy 2007 too ! John in Leeds

Response **Ditto** by Ray on 24/12/2006

And to yourself, Tom and other contributors.

Are you interested in London Fire Brigade vehicles? by Thomas Young in *Fire Brigade vehicles* on 03/01/2007.

I work fairly close to the Southwark training centre of the London Fire Brigade and sometimes see their vehicles in the area. As well as fire engines there are quite a few vans and cars, and also the chunky 'New Dimension' demountables. Every vehicle carries a fleetnumber with a class prefix, and most have a plate that shows the allocation. This is sounding somewhat familiar! Anyway, I went browsing the web and found a few sites on the subject but none that quite hit the mark. Most were primarily pictorial and made looking up particular details difficult, while a couple featured fleet lists but these were either in allocation or registration order, and were not quite up to date. There was very little about the support vehicles, or the earlier fleet, and none of the sites had any interactivity.

Therefore I was tinkering with the idea of covering the LFB fleet with an extension of my own web site, it being LTSV 'plus' after all! This could have a similar mix of customisable fleetlists (hopefully with some historical info), categorisable pictures, and user sightings and notes. What I would like to know is whether there is any interest in this idea from our community, or whether there is already a web site or forum somewhere that does it all. You can either reply to this posting or e-mail me as usual. For the time being though, if you have any LFB sightings or pictures, or happen to chance upon any while looking for service vehicles, I would be interested to hear from you.

As an aside, there is also an Ambulance HQ nearby at Waterloo, again with some interesting vehicles all of which also carry fleetnumbers!

Response **London Fire Brigade Vehicles** by John Lloyd-Martin on 04/01/2007

From a purely personal point of view, Tom, I think this site is ideal as it stands. I accept the fact that it is LTSV "plus", but I think it hits the spot for just that - LTSV. On some of our trips I know we have discussed other support vehicles, but if this site was

extended to Fire Vehicles, then what else ? It could become a repository for all company support vehicles, Post Office, Network Rail, Ambulance etc, & that to me would be a shame. If there is the need out there to cover other vehicles, commencing with Fire Brigade, & I believe there are books on that subject, then fine, but could they exist on a separate site of their own?

My opinion is keep this site for what it is, & does very well. I am sure your web expertise would produce a highly usable product again, but personally I would rather see it on its own site ! John in Leeds

Response **No LFB on this site!** by Thomas Young on 14/01/2007

Having also discussed this with a couple of regular site users, it appears that the general consensus is not to branch out into LFB vehicles. Actually it was unanimous! Although I had planned to make the new section quite separate, given the amount of free time I have had recently it might be best to concentrate on the original aims.

Response **yes** by omnacitylondon on 29/08/2009

i have some images of fire brigades and ambulance vehicles so would be interested if there was a section for those vehicles

New Mercedes lorry by Steve Howard in *LT Owned 2000+* on 26/01/2007.

The new vehicle WX56GZP has now moved to the railway side of the lorry park and is carrying number 2591 and Tube Lines lettering.

Response **New Mercedes Lorry** by Thomas Young on 31/01/2007

The first person to name the model of this truck (Actros? Axor? Atego? Acne?), or better still supply a photograph, wins a bucket of kudos!

Not actually 7510 vehicles listed! by Thomas Young in *Diary of a Webmaster* on 04/02/2007.

I have just been thinking about the total number of vehicles listed on this site. Although the index pages currently show a figure of 7510 this does include 329 place-holders, where fleet numbers were not issued or not reported. There are also a number of vehicles that appear twice, mainly CDS or LCBS vehicles that later passed to bus companies.

AEC Regals 4RF4 1465W - 1468W by Chris Batten in *Members queries* on 04/03/2007.

I am trying to model one of the BEA Coaches converted to a Uniform Issue Store in 1967. However, I have found it difficult to find any detail of the rear conversion. Has anyone got a good photo and were they all the same ? On the LT Museum site there is a photo showing loading of uniforms through what appears to be a new door in the rear by means of a loading ramp but the position suggests that the rear lights would have had to have been moved ?

Response **4RF4 Uniform stores.** by Damon on 05/03/2007

A suggestion. Take a look at Tom's entry in the LTSVplus forum about 1468W being for sale on e-bay. Follow the link and you should find some pictures of this vehicle on e-bay. These pictures include a rear door. As this one had a later life as a caravan I would suggest that this vehicle remains in a uniform store state structurally. As this item has ended on e-bay the pictures seem to be a bit iffy loading but I've saved them to my PC just in case. Alternative suggestion is to contact EnsignBus who bought 1468W and ask if you can have a closer look assuming you don't live in Aberdeen or somewhere. Ensign are in Purfleet. The Capital Transport service vehicle book states that two were converted at Northfleet garage and two were done at Hertford so there may be some differences.

Registrations starting with K by Thomas Young in *LT Leased 5000-5999* on 24/03/2007.

It is interesting to note the KJ07xxx series now being used for main fleet service vehicles as it seems that the majority of deliveries since the new registration format begun have started with K. The actual identifiers have usually been in quite distance ranges (eg KJ03 used DRV to DZA while KJ53 used UMC to URW). However, the KD56 and KG56 ranges do overlap. To keep us on our toes, we therefore have KD56RDO and KG56RDO, and both are identical vehicles apart from the lettering!

Response **More registration bits** by Thomas Young on 09/09/2007

At least the KJ07 series kept itself to itself, using the range KPT to KYO (so far). But the KD07 and KH07 series are well mixed, all starting with a D. Confirmed duplicates to date are DNY (KD07DNY=6271F, KH07DNY=6335F) and DWZ (KD07DWZ=6190F, KH07DWZ=6214F). Take care when reporting!

Response **Kx56RDO** by Thomas Young on 01/03/2008

I saw both of these on Thursday at Lillie Bridge. KD (6017F) was at West Kensington while KG (6002F) was in the main yard.

Tense in picture captions by Thomas Young in *Comments & Suggestions* on 25/03/2007.

This may be trivial but I have just realised that I switch from present to past tense frequently when writing the captions to photographs. Is it better to say '9999F was allocated to Tube Lines' because this web site will hopefully still be around after such a statement is no longer true? Or does '9999F is allocated to Tube Lines' record the facts at the time? I dunno. Let me know if you have a preference!

East London Bus Group inc S/vs by John Lloyd-Martin in *Bus Company* on 16/04/2007.

East London Bus Group have an updated fleet allocation list for their Period 13, commencing 2nd April '07, which shows their current Ancillary Vehicles, including S/vs. Their website is still www.stagecoachbus.com/london/ Picking 'News' from the top navigation bar, will take you to the correct place. Some will find this of interest. John, in Leeds

Response **East London Bus Group Ancillary Vehicles** by John Lloyd-Martin on 24/05/2007

The website shows Fleet List Period 1, commencing 30th April 2007. That list shows no changes from their previous, & the details

agree with those shown in the new SUP24C inc allocations.

Yes, the sightings log has just increased by over 800! by Thomas Young in *Diary of a Webmaster* on 13/05/2007.

I uploaded my early sightings, although these actually cover the period 1982 to 2002! Not much detail on locations etc, but at least I get a lot more green ticks now. :-)

Response **Another jump in sightings total** by Thomas Young on 31/05/2007
Another 2679 sightings have just been added via the back-door. Some of you are really keen!

Ford Transit Designations by Thomas Young in *General (Vehicle design, liveries, etc)* on 25/05/2007.

It seems I got the Transit designations completely wrong. The current version (mouth-organ) is the Mk7, 2000 was Mk6, Smiley was Mk5. Mk3 and Mk4 were almost identical, while the Mk1 and Mk2 are as per my article. I will redraft this shortly but I was wondering if anyone thinks it worthwhile to add the designations to the database records.

Some notes on small trailers by Thomas Young in *LT Miscellaneous* on 25/05/2007.

Following the confusion over T64 and Txx at Acton, I have been looking at the small trailers in the fleet. What I can say is that T46, T57 and T58 are allocated to Lillie Bridge. These can just be seen from Gloucester Road, parked behind the three MB generator trucks. Hope this helps. And if anyone has seen T49, T55, T63, T69 or T75, I would be interested to hear from them.

Response **Notes on Small Trailers** by Kim Rennie on 28/05/2007
Don't you mean "seen from Cromwell Road West", not Gloucester Road?

Response **Tom gets out his AtoZ and says...** by Thomas Young on 28/05/2007
...yes, I do mean West Cromwell Road. Thanks for spotting that one. By the way, T75 is a Cobul BLV26105 (2-axle tow-a-van box, non-streamlined) added to stock May 2005 but not yet entered on the database.

New Service Vehicle publication by Thomas Young in *Publications* on 25/05/2007.

LOTS (London Omnibus Traction Society) have produced a second publication on the subject of service vehicles. This is their SUP24C, which lists the current service fleets of the various operators (bus and tube) in London. A bargain at just £2.50. For more details, take a look at www.lots.org.uk. I am told that some copies of SUP15B are also still available at £7.50 each.

More site improvements by Thomas Young in *Diary of a Webmaster* on 28/05/2007.

The design of several pages has been changed today, the main aim being to make it easier to look at locations. I have also added the facility to log comments against locations. This could be used to give historical details, describe how to get to the location, or to give personal recollections of visits. The full list of changes is as follows:

- Header (all pages): Now includes direct link to locations list
- Locations list: Links to detail pages now also on location name
- Locations detail page: Improved navigation, thumbnails of all pictures at location, and addition of user comments
- Latest Updates page: Now includes location comments
- Picture index page: Now groups pictures added on a given date. Table layout improved
- Picture display page: Addition of link to location details and improved navigation

Because all pictures will now have links to the locations as well as the subject vehicles, the total number of picture links has increased by over a thousand.

As always, if you find any bugs or errors, or if you have any suggestions for further improvements, please get in touch.

All-white Transit at Neasden by Thomas Young in *Members queries* on 29/05/2007.

An all-white (ie no skirt) Ford Transit van was seen at Neasden Depot today, reg something like LS07RGU. It is a mid-height crew van and has Tube Lines logos in the usual place. Can anyone confirm the reg or supply additional info?

Who towed LT Country area buses? by Thomas Young in *Members queries* on 08/06/2007.

This is a question that I was asked today. Apart from 828J at Reigate from 1950, I can't find records of any tow trucks or breakdown tenders being allocated to country area garages. LCBS acquired some in 1972 but before the split, were vehicles sent out from central garages to attend?

Response **CB&C Breakdowns** by Ray on 08/06/2007
Rule 30 of the CB&C Rule Book states - If a vehicle breaks down, needs repair on the road, or is subject to a PSV report, the driver or conductor must report the situation by telephone as quickly as possible - Coaches: In the Metropolitan Police area Green Line Control must be notified who will then obtain assistance from the nearest Central Bus garage. Outside the Met Police Area the nearest Country Bus garage must be notified. Buses: the nearest Country or Central Bus garage must be notified. (edited) The 'red book' states that lifting gear can be obtained from WY, CY, DT, DG, GR, GD, HH, LH, NF, SA, ST, SJ and WR but normally calls should be made to the Fire Service. Presumably a breakdown tender would eventually be summoned in both instances from a Central garage

Response **CB&C Breakdowns** by Ray on 09/06/2007
Giving further thought to the problem, there were a number of tractors allocated which could have been called upon to tow vehicles viz 342X (SA) 462X(MA) 464X (WA,GR) 465X (SA) 467X (RG) 626X (HG,SA) 627X (RG) 629X (GY)

Response **Towing Country Buses** by Damon on 11/06/2007

I've consulted with a couple of friends who worked for LT on the Country area and have the following answers:
TOWING BUSES: Where possible another bus would be used to tow a dead one, engineers usually attending in another bus anyway. In more difficult circumstances where maybe a suspended tow was required then a tender would be summoned from the central area.

SPECIAL EVENTS: I've also looked through some Country Area traffic circulars and note that the arrangements for events like Epsom Races state that the Merton Matador would be available at Epsom Station. In one instance they refer to a Matador being available at Camberwell. This points to a reliance on the central area for heavy towing facilities.

TRACTORS: Tractors were generally used for shoving things around rather than towing. It has been suggested to me that the tractors lived at the larger garages where unlicensed and sometimes rather dead buses were stored. The tractors were therefore probably used for shoving such vehicles around.

Response **CB&C Breakdowns** by Ray on 12/06/2007

The use of trade plates would have occurred if the (say) tractor was not licensed.

Tube Lines Transit 5967F by Dave Burrin in *LT Leased 5000-5999* on 21/06/2007.

I saw this today (21.6.07) in Margate, and have managed to get a picture. It is slightly more detailed than the one on this site, so please feel free to ask, and I'll send a copy.

LBSL Zafira 5566V by Thomas Young in *LT Leased 5000-5999* on 03/07/2007.

This vehicle has very rarely been seen, and never photographed, plus it was not on the last official fleet list we received. However, it passed me today, near London Bridge, and it is plain red with no markings or lettering. Not sure if it has left the fleet, or is in some covert use.

Transfers for 1:76 service vehicle models by Thomas Young in *Models* on 05/07/2007.

There will be a new article on the subject of modelling shortly. This post is intended to invite members to give tips on transfers for model SVs. Have you found some suitable alternative source (perhaps from the railway or aircraft modelling trade)? Do you have experience of making your own? Would you be interested in contributing to the production of some custom transfers?

To start things rolling, when I was doing the 1:36 Ford Transits, I made a sheet of Tube Lines, Metronet, LUL etc and these were fine. However, for the red-based LBSL van, I used BR wagon numbers for the white fleetnumbers. For the orange squares, after experimenting, I resorted to spraying using a stencil carefully cut out of sticky-back plastic.

Response **Transfers for 1:76 service vehicle models** by Damon on 28/07/2007

The Model Bus Company do a few usefil bits & bobs for SVs. Their range includes BREAKDOWN TENDER (gold on black or white on black) and EMERGENCY EQUIPMENT (gold on black or white on black with bullseye centre). They also have some smaller gold LT fleetnames which may be suitable and other ones in red, plus an assortment of roundels and bullseyes of allsorts.

Although I've not tried this myself, it may also be worth using parts of bus legal lettering for cab doors. These are usually available in white and some in gold but I don't know of any red versions which would be useful.

MBC also still have full sets for their eariler kits of SVs.

Wildcards in selection criteria by Thomas Young in *Diary of a Webmaster* on 05/07/2007.

Just found out something new. I wanted to see all '07 regs begining with L. In the Reg box on the Fleet Data index page, I put in L%07. The percent sign works as the wildcard. However, it equates to any quantity of characters, including none. Therefore, this search would return (for example) KL07BUG, L107TOM and LR4507. Still, might be of use. Tom

Matador 750P in print by Damon in *Publications* on 08/07/2007.

For those of you who admire Matadors and all things AEC as much as I do (no I didn't mean Spaniards chasing bulls) there's a very fine picture of 750P in Ian Allan's latest landscape format colour album. Check out page 13 of *London Buses in colour 1965-1980*. There's a lovely colour picture by Maurice Bateman of RT921 being rescued at Shepherd's Bush. Are you out there Maurice? Are there any more like this?

Response **Matadors and Spaniards** by Andrew Colebourne on 10/01/2008

Having found this post I cannot resist asking whether anyone has a picture of an AEC Matador at the Spaniards (the pub on Hampstead Heath that is!) - or indeed any service vehicle there. I have photographed many buses at the Spaniards but have never seen a service vehicle there. The nearest I can claim is the LT Museum's T219 (which was staff ambulance 428W in the Second World War) on the occasion of the Central RF 40th anniversary rally at Finsbury Park and runs over route 210. I also know that preserved RT1 (1037J) re-enacted its 1939 press run to the Spaniards, but I was not present.

New Base Toys model by Damon in *Models* on 24/07/2007.

Base Toys have a new range which includes a Thames Trader dopside lorry decked out as 1135F. It has a grey cab but a green body?!?!? It's numbered 1135F, has a tiny underlined red London Transport name on the cab doors, and correct reg number. It cost me £5.95 at the Eastbourne running day on Sunday. A nice model though - recommended. The older base toys can be grabbed at 3 for a tenner if like me you fancy slapping a bit of paint about.

Response **Well done Base Toys!** by Damon on 24/07/2007

Take out your copy of the Capital Transport Service Vehicle book by Kim Rennie and Bill Aldridge and turn to page 75. The middle picture is of 1135F and it appears that the base toys model is very accurate. 1135F did have a green body and and a rather unusual underlined fleetname. Somebody at Base Toys is obviously taking a lot more care than Corgi and EFE seem to manage. Well done Base Toys - more of the same please.

London Bus routes quiz number 1 by Thomas Young in *Non-SV related* on 03/08/2007.

How many London bus routes cross over themselves at a different level (e.g. on a bridge)? I was thinking initially of the RV1 at Waterloo Bridge, but there is also the 229/469/B11 at Abbey Wood Station, and the 85/265 at Roehampton Vale Asda. I'm sure there are others. Perhaps at Brent Cross?

Response **Try this one** by Ray on 06/08/2007

Route 82 crossed (Rotherhithe Tunnel) itself at Brunel Road up to 1968

1/43rd scale Austin J4 van by LEDLON in *Models* on 30/08/2007.

Recently available is a 1/43rd scale Austin J4 van circa 1965, by Prada Spain, produced to be sold with a magazine about vans, I have just finished one in L.T grey livery as 1338AS -1342AS. It is an excellent model and captures the shape really well, versions I have seen so far are in wine company liveries and some have a roof rack fitted, all are left hand drive but easily changed. Most of those I have seen are pricey at around 20 to 25 pounds, but sometimes cheaper on ebay, got one for 12 pounds last wk, Don't know how long it will be around or if it will be more easily available over here at a later date, but would recommend it to anyone interested in vans from this period.

London Safety Camera Partnership SVs (5451-5455V?) by Thomas Young in *LT Leased 5000-5999* on 31/08/2007.

I found a website which gives a little more information about the LSCP vans. G Print seem to do most of the livery and lettering on SVs, including Metronet and Tube Lines logos, etc. This work is outlined at <http://www.g-print.co.uk/proj13.htm>. They also do the yellow and blue striping for the LSCP vehicles. The page <http://www.g-print.co.uk/proj12.htm> suggests that a fleet of Vivaros was used and it is thought that these may be the unreported 5451V to 5455V. The page also illustrates the Transit box van LM55FJD which has been seen on LTSVplus. The Vivaros were 'stripped' in June 2007, presumably accounting for the sighting of 5452V at Acton recently. The replacements are Ford Transits and the one illustrated (rather small pictures and obscured regs alas) has large police lettering on the front but also appears to have a normal SV fleetnumber. Interesting!

Response **Traced** by Ray on 31/08/2007

There is a photo of KE03PTU on the site.

2524F loses its body by Thomas Young in *LT Owned 2000+* on 03/09/2007.

Visible in the yard at Acton last week, Iveco SuperCargo dropside lorry 2524F has had its body removed and is a bare chassis (with cab). 2524F is presumably one of those due for replacement by the cascaded Volvo demountables, but the body is surely too long for these. Any ideas? Note; the pic linked is an old one.

East London Bus Group by Ray in *Bus Company* on 08/09/2007.

The site www.londonbusroutes.net show that the HQ for the East London Bus Group has moved to Charter House, 2A 450 High Road, Ilford, ID1 1UF. Does this mean that Clements Road has been vacated?

Response **East London website** by Ray on 09/09/2007

Now the ELBG website is up and running it seems that (at 13th August) they still quote Clements Road. However, the service vehicles are no longer listed (and Enviro 400 18500 is deemed 'surplus')

New ERU fleet by Kim Rennie in *LT Owned 2000+* on 19/09/2007.

The new ERU fleet are scheduled to go "on the run" from 8th October 2007.

Response **Brought forward** by Kim Rennie on 22/09/2007

Their introduction has been brought forward and they are now in use at most if not all ERU bases

London Bus routes quiz number 2 by Thomas Young in *Non-SV related* on 20/09/2007.

Ruislip Station is served by routes E7, H13 and U1. Are there any other places reached by three local-area prefixed routes (excluding N- and X- routes)?

Response **London Bus routes quiz number 2** by Steve Howard on 23/12/2007

I have just thawed out from standing at Hayes Station a couple of weeks ago where the same three prefixes appeared but with different numbers i.e. E6, H50, U4, U5

DLR - Seco SV's by London spotter in *Comments & Suggestions* on 10/10/2007.

From a passing Docklands Light Railway train, I noticed that Seco, who operate the DLR have a number of service vehicles at their Poplar depot. These included several vans and a black PCV with an LT style roundel on it. However, I see that Seco vehicles are not listed on here. This rather surprised me, as the DLR has always been shown on LT maps, and the vehicles used to carry LT style signage. So, I was wondering, has anyone got any fleetlists/ photo's of DLR /Seco SV's? Did the DLR ever own any ex- LT service vehicles? Finally would anyone like to see these vehicles listed on this site? London spotter

Response **Re: DLR - Seco SV's** by R1Biker on 25/02/2009

just a small point, should Seco not read Serco?

Response **DLR Seco SV's** by Brian J.Elvidge on 02/03/2009

I am reliably informed the partner with the DLR is indeed SERCO. This features on all the publicity materials. Seco is therefore incorrect.

Response **DLR SVs** by Thomas Young on 08/03/2009

Apologies, I thought I had already replied to this! The DLR did use LT SVs for its first few years. These included vehicles in livery (such as 3337F and 3499F) and some anonymous ones (eg 3658F). Put 'DLR' in the 'Search for text' box on the fleet data page and you will get a list of 10 vehicles. There may have been more. As for more recently, I do not recall seeing any road vehicles that could be regarded as being DLR related. If any does have any reports, please either reply here or e-mail me. Cheers. Tom

London Fire Brigade GS bus by Steve in *Fire Brigade vehicles* on 18/10/2007.

Does anyone have a photograph of GS24 (MXX324) during its time with the LFB (6/61 to 1/68)?

BX02WYO by Ray in *Bus Company* on 30/10/2007.

This Vauxhall does not appear on the DVLA website. Any clues?

Response **BX02WYO** by Thomas Young on 04/11/2007

Hmmm, this came up when I was doing SUP24C, and I left it out. I have now deleted it from the database as well. Cheers.

More from EFE by Damon in *Models* on 04/11/2007.

While flicking through Model Collector Magazine in WHS this morning I noticed that EFE are producing a model of Thames Trader 1189F. Due out next month - put it on your Christmas list.

Response **And now a Tipper** by Damon on 09/03/2008

Next from EFE is a Thames Trader tipper in LT livery. There's also a very nice Mammoth Major tanker in Southdown livery due out soon.

1278LD lives, but is for sale by Thomas Young in *LT Owned 1000-1999* on 02/12/2007.

An interesting e-mail from James Fairchild of the Transport Yorkshire Preservation Group states that Leyland Titan Railway Breakdown Tender 1278LD is for sale. He says 'Vehicle described as semi derelict, partially stripped, and wanting major body restoration, no V5, asking price £1,500. Location Worksop (border of South Yorkshire/Nottinghamshire/Derbyshire).' It is odd that there don't seem to be any photographs of this vehicle around. If you really want more information, James can be contacted at jamesfairchild 'at' yahoo.com.

LBSL VW Caddy Van by Thomas Young in *Members queries* on 04/12/2007.

Seen in the distance just now was a VW Caddy van in full LBSL red with chevrons and logos (rather like the Transporter vans 6012VW etc). It was heading east along Embankment. One to look out for.

how do you up load a picture by Firemandaz in *Members queries* on 06/12/2007.

hi people i am new on here and i wanted to share a few pictures of fire engines that i have taken recently but i am having trouble uploading or even finding out how to upload a picture please can some one advice me on this please all the best

Response **Pictures** by Damon on 07/12/2007

You can't post pictures yourself. E-mail them to the Chief Webmaster (tom@ltsv.com) and if he likes them then he might put them on the site (he's a very nice chap). ...but he doesn't really do fire appliances on here ...

Hope that helps..

Response **Pictures** by Thomas Young on 07/12/2007

I can confirm that it is not (currently!) possible for visitors to upload their photographs directly. I would be happy to receive any pictures by e-mail, and will publish those that are appropriate. However, if your pics are of London Fire Brigade vehicles then can I recommend you to take a look at Thomas Jefferson's site at <http://www.lfbsite.com/index.htm>. I am sure he would also be interested in your pictures. Hope this helps. Tom

German HO Scale Models by John Lloyd-Martin in *Models* on 23/12/2007.

For the modellers amongst us, you may care to have a look at the website for Rietze models

www.rietze.de

which has some Transit vans which I am sure are ready for re-decorating etc.

Response **HO Transits** by Thomas Young on 02/01/2008

Wow, they seem to do almost every possible variant of Transit. But at 1:87 and quite pricey, I don't think I'll be tempted to spend my nappy money on them. Now if someone were to make a Transit Connect... in any scale... a notable omission methinks. Anyway, the Cararama Transit is nice, cheap and a more suitable 1:72.

2007 Christmas Greetings by Ray in *Social* on 24/12/2007.

A Merry Christmas and Happy New Year to Tom, Ming, and Alanna. Also to all of you involved in the never ending search for the elusive SV. Hopefully I'll get to meet the few remaining members I have yet to see and renew acquaintances with the others through 2008. My best wishes to you all! Ray

Response **More Greetings** by John Lloyd-Martin on 24/12/2007

The same from me to all the members. I do hope to be in London late Feb/early March, so should see some of you then. Happy Christmas. John

Response **And a Nappy New Year!** by Thomas Young on 02/01/2008

Thanks for the messages. And as for the 'few remaining members I have yet to see', there are in fact 117 members registered on

LTSVplus. Admittedly a couple seem to have registered more than once but it seems there are more of 'us' out there than initially thought. Perhaps I will try and arrange another social or day-out soon. Cheers. Tom.

Ian's Bus Stop by Ray in *LT Miscellaneous* on 08/01/2008.

You may wish to visit Ian's Bus Stop this week (8/1/08) who has a couple of pics of an "interesting" vehicle!

More SVs on the web by Damon in *Links* on 09/01/2008.

Check out Neil Fraser's excellent photopic sites for assorted service vehicle pictures.

<http://aec.fotopic.net/>
<http://ccmv.fotopic.net/>

Recommended.

SV models and magazine articles by Thomas Young in *Models* on 02/02/2008.

Chris Batten has sent me pictures of some of his SV conversions and these will be added shortly. They are also included in an article on 'LT related conversions' that will appear in the March 2008 issue of Model Collector.

Fire Engine 1012B by Thomas Young in *LT Owned 1000-1999* on 02/02/2008.

Thanks to John Harrington for sending me this link (and some other nice pictures). It is a rare colour view of Aldenham-based Bedford Fire Engine 1012B, taken from a 1965 movie called *The Early Bird*. No other details but 1012B was sold in 1964.

http://www.imcdb.org/vehicle_23114-Bedford-ML-Type.html

Response **Norman Pitkin** by Ray on 02/02/2008

Norman Pitkin (and Mr Grimsdale) were involved in the film 'The Early Bird' where Norman was a milkman trying to save Grimsdale's dairy from being taken over by a larger firm. The film was on the TV recently as part of the Norman Wisdom season

Response **Mr Grimsdale!** by Thomas Young on 02/02/2008

Ah, I remember it vaguely. Was there a level crossing incident? In my memory it was black and white...

Another DaR for ETB? by Thomas Young in *Bus Company* on 02/02/2008.

Seen at Lewisham Bus Station on 30/1/08 was MB Sprinter Minibus T466JLD, still lettered as North London Dial-a-Ride D158 but in use with East Thames Buses. Although it had driver under instruction notices in the windows it appeared to be doing the usual crew ferry duties.

Picture of TV27 by Thomas Young in *LT Pre-1939* on 05/02/2008.

There are a few SV pictures on the LTM website. Here is one of Trojan Van TV27.

http://www.ltmcollection.org/photos/photo/photo.html?design=abc&IXsearch=van&IXsummary=results/results&IXSR=s_NzUc30N7I&IXMAXHITS=1&IXFIRST=17

Response **Photo (same) of TV27** by Ray on 03/03/2008

The same photo can be found in 'A Journey Through Time' published by the LT Museum in 1992 (ISBN 1-85669-022-9)

How many IRUs will there be? by Thomas Young in *LT Leased 6000-6999* on 08/02/2008.

The number range now spans 6347M to 6370M, suggesting at least 24 of these vans are expected. Ray speculated that these may be to replace the 5578F-5589F batch of Transits plus the 5668VW-5678VW/5781VW batch of Transporters, these totalling 24 vehicles. The VWs are however only just coming up to 3 years old, so I would think that any remaining Zafiras or Focus Estates would be replaced first. Orpington Station has 2 or 3 of the VWs so this might be a location to watch. Can I ask for any sightings of Zafiras, Focus Estates or Transits to be reported so that disposal dates can be estimated.

Response **IRU speculation** by Steve Howard on 10/02/2008

My totally uneducated guess is that the 14 Hondas (known to date) and 24 IRUs might approximately replace 11 Focuses (5287-5297), 15 Zafiras (5559-5573) and 12 Transits (5578-5589). But that's probably just coincidence.

Response **Golfs as well?** by Thomas Young on 16/02/2008

I was reminded today that the four un-numbered VW Golf cars have possibly also been replaced recently. Any reports of these would be useful. However, yet two more variables to throw into the equation concern the silver cars marked up for LBSL Infrastructure (un-numbered Astras AP57WRJ and LN57USB and VW Touran 6397VW) and the three white Transits (YH05TVE/VDO/VDZ) that have been on hire since 2005.

Response **Oh, and the Galaxy cars...** by Thomas Young on 18/02/2008

I forgot about the four un-numbered LBSL Ford Galaxy cars. Like the 55xxF Transits and Zafiras, these date from late 2003/early 2004 and so should be ripe for replacement. Enough of this speculation. What I can say is this. Anything that happens, happens. Anything that, in happening, causes something else to happen, causes something else to happen. Anything that, in happening, causes itself to happen again, happens again.

Response **IRU fleet confirmed as 26 vehicles** by Thomas Young on 27/05/2008

A press release last week referred to TfL having obtained 26 Mercedes-Benz 315 CDi Sprinter vans for use as Incident Response Units. A bit late but it does provide us with the MB model number, which is not carried on the vehicles. It also confirms that the 26 examples already reported represent the entire fleet.

Response **The Ghost of 27** by Ray on 29/05/2008

East Thames Transit van KB57OSC has IRU markings on the side as per the IRUs. It is white, however, and should not be mistaken as a ghost if seen after dark. (Presumably may also apply to the other new East Thames van which may therefore be the ghost of 28!)

Response **The Ghost of 28** by Ray on 30/05/2008

East Thames other Transit (KB57OPL) is also decorated as such - note reg.

Losing Focus by Thomas Young in *LT Leased 5000-5999* on 16/02/2008.

The only LBSL Ford Focus Estates to be reported in use in 2008 are 5293F and 5297F. A six year stay is not bad for leased SVs!

Zafiras in 2008 by Thomas Young in *LT Leased 5000-5999* on 16/02/2008.

At least three of the LBSL Zafiras made it into 2008, namely 5562V, 5565V and 5573V. I remember that the arrival of this batch in late 2003 was one of the first news items on the original LTSV web site.

LTSVplus going strong into 2008 by Thomas Young in *Diary of a Webmaster* on 18/02/2008.

I'm not sure what we will reach first, 8000 vehicles or 20,000 sightings! Thank you to all contributors.

Response **My money is on 8000 vehicles** by Thomas Young on 19/02/2008

There are only 20 more to go.

Response **Dodgy Dealing** by Ray on 21/02/2008

With the 'loss' of information in May 2006, was there some inside knowledge on this bet?

Response **Who, me?** by Thomas Young on 21/02/2008

Not me guv, I was just innocently trying to bump up the forum posting count (and encourage others to help do the same). Cheers!

Response **Nearly there** by Thomas Young on 01/03/2008

With today's additions the vehicle record count goes to 7999 so I think this is a given!

Response **We have a winner** by Thomas Young on 03/03/2008

Kudos to Alan H for reporting the vehicles that became the first 08 regs, and the 8000th vehicle added. Sightings put on a final spurt but managed to get only as far as 19418. But wait, I am forgetting that the database includes 329 placeholders (ie numbers that were not used). Which means there are currently 8007 vehicle 'records', but just 7678 actual vehicles listed. Come to think of it, a couple of vehicles are repeated, as in those that went from CDS to the bus companies. So... I'm going to bed!

Response **So close... just one more....** by Thomas Young on 28/03/2008

The sightings count is now at 19,999. The person who submits the 20,000th sighting will win nothing at all. Cheers!

Response **And the winner is...** by Thomas Young on 01/04/2008

Alan!

LBSL Transits 5578F-5589F by Thomas Young in *LT Leased 5000-5999* on 18/02/2008.

Only 6 of these have been reported as active so far this year (79/82/83/86/88 and 89). These are likely to be seen off by the flood of new IRUs.

Trailer CT32 mystery by Thomas Young in *LT Miscellaneous* on 01/03/2008.

As we know, step-frame trailer CT32 has not carried a number since it lost its headboard (see photo 1805). However, there is a part of it in the yard at Acton Works, visible from Bollo Lane. It is sitting on top of a container at the back, close to the dead LS (and CT39, the other step-frame trailer) and carries the number on a plate. HOWEVER, this is not the headboard. It is a section of deck about 6 foot square, that looks very like the section over the coupling. I thought this might mean that CT32 was scrapped, but I then saw a Crane Freuhauf step-frame trailer five minutes later coming past Acton Town station behind 2580M, which must have been CT32. Could it be that CT32 has had major surgery or is there another explanation?

The other 6137V by Thomas Young in *LT Leased 6000-6999* on 01/03/2008.

There are two Astra vans numbered 6137V. I bet one of them should be 6139V!

Infrastructure vehicles by Ray in *LT Leased 5000-5999* on 06/03/2008.

It seems the 5668VW batch is allocated to bases which have now have Infrastructure cars (except 5672VW, which has not been seen at Kingston lately anyway).

Go-Ahead Volvo recovery truck by Thomas Young in *Bus Company* on 16/03/2008.

VL46, the Volvo FM12 recovery truck bought by the Go-Ahead group and based at London General's Putney garage, has not been reported since February 2007. Does anyone know if it has been disposed of? Or does anyone recall seeing it after this date?

Response **Go-Ahead Volvo recovery truck** by Ray on 01/04/2008

This has been seen around Putney this year (by my son) but I saw it at the Oval (passing) on 2/4/2008.

A puzzle over 6373V by Thomas Young in *LT Leased 6000-6999* on 28/03/2008.

A white Combo with this number was seen several times at the Vauxhall dealership in November 2007 with reg LN57UMB. This was never seen in service. In March 2008 a white/blue Combo was seen at the same location with reg LT08NXE. Not certain if it was numberless at the time but later in the month it was seen carrying 6373V. However, reg LN57UMB is not listed on the DVLA database. I have taken the decision that there is only one SV numbered 6373V, and that the vehicle registered LN57UMB was either written off before licensing and replaced by LT08NXE or it was held back and became LT08NXE.

East Grinstead by Damon in *Events* on 05/04/2008.

The Timebus website states that 581J (ex RLH44) is due to attend the East Grinstead running day on 27th April 2008. See you there.

Sullivan Buses by Ray in *Bus Company* on 10/04/2008.

Their van Y437TDO is numbered 437F. There is a photo on their new website.

How many SVs with Travel London? by Thomas Young in *Bus Company* on 16/04/2008.

According to an official list and recent sightings, Travel London have no fewer than 81 service vehicles in stock, although some are out of use. This must be some kind of record. They also now have an ex Metronet Ford Transit (5479F) to join their ex Metroline Citroen Berlingo.

Creative Master do an IRU by Thomas Young in *Models* on 30/04/2008.

Planned for a July 2008 release is a 1:76 diecast model of Incident Response Unit van 6351M. The earlier MB Sprinter vans in the CMNL range were of the long wheelbase variety so it remains to be seen if a compromise is produced. Good news either way.

Response **Where's my CMNL IRU then?** by Thomas Young on 15/09/2008

While various websites still show this model as being due in July, a couple are now quoting late September. Still not seen any images of it though.

Response **October release coming up** by Ray on 16/09/2008

http://goldstarstockists.net/live/catalog/product_info.php/manufacturers_id/159/products_id/21680 gives a reasonable price to acquire a full fleet!

Response **October 'Buses'** by Ray on 19/09/2008

£7.29 at Auto Models (p.74) or £8 on p.23 at Transmac.

Response **CMNL van** by Damon on 21/09/2008

£6 plus £1.50 postage from the Yardley Wood Bus Club. Find them at www.ywbc.co.uk

Response **ukvan 1004** by Norrie Sprinter on 13/10/2008

The CMNL News Release giving details of the forthcoming releases for Period 3 / 2008 gives October 2008 as the Production Date for this item. On top of that will be delivery time. The p/p shows it as being WM57 DYJ (6352M) - same as recently added photo to this site HTH Norrie

Response **News Release today** by Norrie Sprinter on 28/10/2008

ukvan 1004 Mercedes-Benz Sprinter : London Buses Creative Master Northcord Limited is pleased to announce the release of ukvan 1004, the second replica on its most popular Mercedes-Benz Sprinter panel van model tooling. ukvan 1004 represents London Buses Service Fleet number 6352M (WM57 DYJ). London Buses currently operates a fleet of 26 Mercedes-Benz Sprinters, for network operations, that entered service at the very start of 2008. 6352M is allocated at Stratford Bus Station as an Incident Response Unit. The Sprinter has reflective side and rear flashes as well as the light bar at the back on the roof. The London Buses Roundel and registration number of the Sprinter van are also carried on the roof. Key features of the ukvan 1000 series, exemplified on ukvan 1004, include interior detail showing the driver's instrument binnacle, steering wheel, single driver's seat, and also chassis detail that includes replicated drive-train and exhaust system as well as fuel tank and spare wheel. The windscreen wipers are individually made pieces and therefore the models are not suitable for children under 14 years of age. The ukvan 1004 model carries a numbered Limited Edition Certificate showing that it is one of a run of only 1700 pieces worldwide.

Response **CMNL Sprinter on its way** by Thomas Young on 29/10/2008

I have been sent some photos of this model, which I hope to publish when I get home tonight. In the meantime, there are a couple of photos on the news page of <http://www.britishmodelbuses.com/>. As expected, the model is based on a long-wheelbase van, but the difference is not hugely noticeable.

Response **And here are the first pictures** by Thomas Young on 29/10/2008

Courtesy of NorrieSprinter, here are some pictures of the forthcoming Creative Master Northcord MB Sprinter van in LBSL Incident Response Unit livery. Click any photo for a larger view.





Response **Tom's missing IRU model** by Damon on 19/11/2008

The Creative Master Sprinter IRU model is still not with us. The CMN website lists it as released in September but the UK distributor's website (Ayrey directcasts) lists it as December. I presume they're all on a boat on their way here trying desperately to avoid Somali pirates! There was no sign of any at the Kempton Park Toy Fair last week where I spent too much money anyway. Some bloke in Falkirk is knocking them out on ebay for £9.99 post free if anyone can't wait - presume from the photos that this is NorrieSprinter mentioned elsewhere in this thread. Think I'll write a letter to Santa instead!

Response **CMNL IRU is here!** by Damon on 16/12/2008

The Creative Master IRU is now released. Cheapest bet seems to be the Yardley Wood Bus Club website. Also about 5 London related EFE's due out this week including the superb BEA RMA with trailer, LCBS RT, Bexleybus DMS, Arriva Olympian on the 142 and a green RF. Put 'em on your list for Santa.

Response **CMNL IRU in LTM!** by Thomas Young on 05/01/2009

The new model has finally appeared at the London Transport Museum shop, who have a good stock priced at £7.82 each.

89Q at Brighton today by Damon in *Events* on 04/05/2008.

89Q made a rare trip out from Acton today to join the London - Brighton run. As is usual its occupants rapidly disembarked and then stood in front of it for nearly an hour after arrival to the frustration of photographers. Good to see the old girl out in the fresh air.

Response **89Q at Brighton** by Damon on 06/05/2008

Pictures of 89Q can be seen on Neil Fraser's excellent AEC website.

<http://aec.fotopic.net/>

Paging Steve Warman by Thomas Young in *Diary of a Webmaster* on 09/06/2008.

Can you please e-mail me ref KJ06JWH. I can't seem to get through on the address I have. Cheers. Tom.

Response **re your e-mail 09/06/08** by Steve Warman on 24/06/2008

this vehicle registration along with PN57YTY on a Volkswagon Transporter were seen by me on the 03/06/08 in Chapel St by Griffith House at approx 21.40. There were approx 12/13 vehicles parked on road and in the car park area. Others were :6015V,6267V,5868V,5885F,6028F,5880F,6006F,5912V,6421F,6356M,5881F. Regards Steve Warman Gerrards Cross

More NEW models from Base Toys by Damon in *Models* on 11/07/2008.

Just found out that Base Toys have some new service vehicles on the way. There's a Ford D series dropside truck in LCBS/NBC green, a Leyland Hippo tipper in LT green and a AEC Mercury dropside with LT green cab and silver body.

Response **YET MORE Base Toys** by Damon on 11/09/2008

Another one due from Base Toys soon. This time we have a new casting which is an LT Leyland Beaver "low loader" artic. Very nice. I wonder what they'll come up with next?

Response **Base Toys at LTM** by Thomas Young on 11/09/2008

The first 3 models mentioned are now on sale in the LT Museum shop. Sorry if this is old news.

Response **Base Toys Cortina** by Damon on 12/09/2008

....and now there's a Mk 1 Cortina Radio Car on its way!

Response **Base Toys Beaver** by Damon on 06/10/2008

The Leyland Beaver "low-loader" from Base Toys appears to have been released. I'll race ya to the shops!

Response **Base Toys Cortina** by Damon on 30/10/2008

Now available on EBAY so must be released.

LTSVplus on mobiles by Thomas Young in *Diary of a Webmaster* on 13/07/2008.

Hi there. Has anyone tried using LTSVplus on an internet-capable mobile phone or other portable device? Is there any demand for customised pages for smaller screens?

Response **LTSVplus on mobiles** by Thomas Young on 16/09/2009

Answering my own question, I have decided there is no point developing 'mobile' versions of the pages on this site. I have been using a smart phone (MDA Vario III with 240x320 screen) for about a year now, and visit LTSVplus from time to time, mostly to look up potential ex-SVs. All the pages (including lists and photos) seem to load reasonably quickly and display well enough to be used.

Fed up with the F-word? by Ray in *LT Owned 2000+* on 14/07/2008.

Note Gordon's show on 22nd July 08 has him cooking breakfast for an ERU team. It is bac-on Friday and may be eggstra special.

Metrobus Clear Out by Ray in *Bus Company* on 11/08/2008.

Response **Metrobus 9092** by Ray on 07/09/2008

Van 9092 is now pictured on the Metrobus site and is shown as still in original owner's livery. Presumably this will be changed or is it on hire? Are the other two (9091/3) also in original colours as they are both not new? I am keeping the original posting but updating as Metrobus change their site. There have been 5 to date (in 3 weeks)!

Response **Metrobus fleet renewal** by Thomas Young on 11/09/2008

Thanks for spotting that. As a reminder, the fleetlist (with links to photos of some vehicles) can be found at <http://www.metrobus.co.uk/fleet.php>. I guess these vans were bought on a tight Budget!

Fancy a pint? by Thomas Young in *Social* on 11/08/2008.

A few of us are meeting up in a central London pub on the evening of Monday 18th August. If you would like to come along, please e-mail me for the details. Cheers! Tom

Land Rover A184UUN by Ray in *LT Miscellaneous* on 29/08/2008.

LOTS Review of 1986 (p.60) quotes 'An unusual replacement was that of 3029LR by the un-numbered A184UNN in a rather colourful light blue and cream livery'. Any further details out there?

N875KGN by Ray in *Bus Company* on 09/09/2008.

This 1700cc red Vauxhall first registered 20/12/1995 is (currently) registered to 31/1/2009. Any other details available?

M998XSL by Ray in *Bus Company* on 09/09/2008.

First registered 6/3/1995 this vehicle is (currently) licensed to 31/5/2009 so was not a total write-off.

Fate of LS334 by Thomas Young in *LT Miscellaneous* on 11/09/2008.

LS334 (aka The Hulk) has now departed from Acton lorry yard. To see where it ended up, take a look here: <http://keith-billingsley.fotopic.net/c1467678.html>.

Response **LS334** by Damon on 11/09/2008

It may be my PC ...or may be just me but this appears to be one of those nasty photopic sites where you can't actually see most of the pictures! Urghh!

Response **Fotopic** by Thomas Young on 11/09/2008

Works OK from here.

Response **fotypok** by Damon on 12/09/2008

Must be me then - too far away down here on the coast.

Response **Shark pictures** by Ray on 12/09/2008

You're not looking at your fish tank by any chance?

84 Eccleston Square by Ray in *LT Miscellaneous* on 16/09/2008.

The Customer Services section moved last week to 4th Floor, Palestra, 197 Blackfriars Road, SE1 (opposite Southwark Tube). Some SV's have been seen visiting Eccleston Square (mail runs) and no doubt these will now run to Blackfriars Road. Both have basement car parks however, so any vehicles allocated will remain difficult to see (at either venue).

VLT194/283 by Ray in *Bus Company* on 29/09/2008.

LOTS Review of 1990 reports these two 'new' vehicles. Does anybody know their former identities?

My new website by Thomas Young in *Diary of a Webmaster* on 30/09/2008.

It seemed appropriate to launch my new website on the 1st October but it has sneaked on a couple of hours early! The subject matter may be of interest to some of you. It's all about railway wagons, both real and virtual. The URL of <http://www.ltsv.com> will be familiar....

F686FWA by Ray in *Bus Company* on 09/10/2008.

F686FMA was first registered 8/9/1988 and de-licensed 7/7/2002. No trace of F686FWA!

Modelling Millys by Thomas Young in *Models* on 12/10/2008.

I found a page about building a model LT AEC Militant recovery truck, which may be of interest. It is at http://www.worldwidemodelbuses.com/reviews/ABS_Militant.htm.

First crew ferries by Thomas Young in *Bus Company* on 11/11/2008.

As has been noted here recently, the crew ferry vehicles for First London seem to no longer be lettered for Door to Door. Most are now unlettered, but often have paper signs in the windows. At Edmonton Green on Saturday were a white LDV Maxus minibus (BX55RYC) and a silver Berlingo (LX57WUE), while another silver Berlingo was seen at Crooked Billet (WR03FFG). I would

appreciate any other reports and/or views on whether they should be added to the database.

Response **First out?** by Ray on 20/11/2008

The majority of vehicles I have seen today still carry 'Licences' for TfL mini-cab use. Seen around Northumberland Park were LY57ANP, WN03XRT, LY56OLJ, LS53LZU, LX57WTD, WN03XRZ, WV03XFV whilst the Door-to-Door depot down the road (Garman Road, Northumberland Park) had a large number of vehicles all licensed similarly. The only problem I can see is that all, bar one, of those listed only had the one driver when going to or coming from NP. With a few of the former Orpington cars also at NP perhaps they now hire the vehicles, but without drivers, whilst the licenses are retained for Door-to-Door use when required. (LY57ANP was logo'd for Door-to-Door by the way)

Response **Cor, More Door-2-Door Bore**, by Ray on 26/11/2008

Hackney Interchange still use drivers (vehicle taxi licenses carried) on LY08PXA, LY57ANR, LR04NDY and KL02NPK noted today.

London Dial-a-Ride vehicles by Thomas Young in *Non-SV related* on 11/11/2008.

I have been asked if I can help with compiling a fleetlist of the new Dial-a-Ride buses. These are red VW minibuses numbered in the D70xx range, with a reported 300 on order. I would also appreciate any info on the earlier D5xx series of silver Mercedes minibuses. Cheers.

Response **Dial_A_Ride** by Pete on 15/11/2008

I have recently posted the following elsewhere: "Not sure if this is of interest to anyone, but a friend has been making up a fleetlist of London Dial a Ride vehicles based on his own observations. <http://www.dotorgdotuk.org.uk/dotorg/dialaride.xls> It seems likely that many, including most of the M- and N- registered vehicles, have left the fleet." Anecdotal evidence suggests that the smaller silver vehicles do not fully comply with the Low Emissions Zone regulations and are to be taken out of use very soon. They may be borderline being "cars" in one sense of the word, but "buses" in their use. (Of course, none of this may be true)

Response **Hired vehicles** by Ray on 18/11/2008

The question of LEZ compliance may be true as I have seen a couple of hired vehicles with 'Dial-A-Ride' roundel stickers running in SE London.

New Model from VANGUARDS by Damon in *Models* on 19/11/2008.

I picked up a new model from Vanguards in ModelZone yesterday. It's a Ford 300E van in 1/43 scale done as 1054F. They've got the right registration (TXV887) and a little 1054F fleetnumber on the wings. There's a representation of a slip-in plate on the doors with "WHITECHAPEL" on it. It appears that they've copied all this from the picture of this van on page 118 of the Capital Transport Service Vehicle book. Not sure the green paint is the right shade but it's a nice little model. Is this the first time that Corgi have got the detail right on a service vehicle model? Anyway, I like it although I'm sure the rivet-counters will find something wrong with it. Limited edition of 1100 with certificate - get yours now.

CK05KNV by Ray in *Bus Company* on 02/12/2008.

This Peugeot Boxer van (first registered 31/3/2005 and currently licensed to 31/3/2009) has never been reported. A similar van was at the back of MB garage today, does anyone know if this is still with the company?

Trip or Visit Reports by John Lloyd-Martin in *Events* on 13/12/2008.

A place where anyone can post their notes on specific 'spotting' trips or visits, or notes on locations of interest which might assist others in their future perambulations

Response **Acton & Others 10th December 2008** by John Lloyd-Martin on 13/12/2008

A cheap-deal day out on National Express trains provided the opportunity of a visit from Leeds, in early December to 'put a few in the book' & do a bit of Christmas shopping.

I met up with Damon at Kings Cross and after the tube, and having a walk past Bollo House & Frank Pick House, he & I joined a cold Steve at Acton.

About an hour & a half was long enough in the conditions, in which time about two dozen movements occurred. With the addition of some of the usual suspects seen in the lorry yard from the train, a total of 40+ sightings was made.

Highlight was the new Mercedes dropside at Bollo House identified as **6695M** WR58GFU.

On to Lillie Bridge - unusually no Ford Rangers were noted at West Ken Station yard - have they moved on? Six vehicles were noted there, with about another 20 in the various yards. **6541F** VO58VBK was one that caught the eye.

Earls Court Gardens held 4 Kangoos of which only 3 were identified, behind the green wooden fencing.

Pelham Street had only one visible.

The Vauxhall dealership on Edgware Road, now closed, had no service vehicles present so it looks like Staples Corner only.

Some vegetation trimming in Griffith House yard meant that vehicles were slightly more visible. Six or eight in the yard & 3 inside the building, were joined by 2 in Edgware Road Station yard, including newish, chevroned Transit **6567F** LT58VTZ.

With a couple in the Office yard at Allsop Place, including Kangoo **6543R**, - WP08NHT, we decided enough was enough in the fast-fading daylight.

Response **Well done!** by Ray on 13/12/2008

If you let me know next time I'll tag along but I only now go down Bollo Lane as far as Frank Pick House as last time I was at the main gate (23/10) I was threatened by a chap in a Metronet shirt with the police next time he saw me or anybody else outside!

Response **East London 10th January 2009** by Thomas Young on 12/01/2009

Ray and I had a cold day in East London on Saturday, looking for trains and new buses as well as SVs. Starting on the just-opened DLR from Woolwich Arsenal, then round for a C2C from West Ham. No less than 7 engineers trains were on the District Line in the

Dagenham area but most were GBRf and were passed at speed. LUL stock was four battery locos and tamper TMM774. Upminster yielded 2 Metronet and 1 Arriva Grays SVs around the station. With the replacement buses at the far end of the car park was a plain white Transit with light bar (BN07ZPV?) which may be an SV but whose? We took a trip round to Cranham to view Upminster depot where just one of the two Transits present could be identified. You need binoculars and an immunity to curious looks here!

Onto the replacement bus, not many SVs were evident. A semi-trailer has been stationed at Upminster Bridge for Metronet staff welfare but is also lettered for Balfour Beatty. 6000F was near Hornchurch Station. Several vans at Dagenham East but all were contractors. Heading to Romford we found unmarked 6252F parked near the College on Dagenham Road. Nothing surprising at Romford. Had a peer into North Street but no vans, just a red Focus estate. Nothing at all at Ilford. At Barking we noted 4 Kangoos in the yard. To id the back pair you need to be with somebody tall enough to peer over the wall! We also squeezed in a visit to Chingford before dusk but found just the silver Transit (6321F) and the un-numbered Focus (HV57JBX). On the plus side, I did see lots of new buses!

Response **North West and West London, 23rd January 2009** by Thomas Young on 25/01/2009

This trip covered several well-trodden paths around NW and W London but was nevertheless fruitful, perhaps due to it being a weekday. Starting at **Uxbridge**, two of the 2005 Merc vans were in, and an IRU arrived later. More interesting were 6297H (one of the more elusive Honda Civics) and 6074VW (one of the most elusive VWs). Interestingly the latter drove into the bus station then straight out again!

Onwards to **Wembley Park**, their smart new Incident Response Vehicle (Galaxy 6552F) was noted near the traincrew office. This can be seen from trains or from the station car park. The Signals yard on the north side had a pair of white Transit vans (6338F and LS08BXZ). The BTP have a temporary office in this yard at present, so viewing is best done from the station footbridge!

Olympic Way was also worth a visit as, along with a pair of Civics and the un-numbered Caddy, the resident Noddy van was the rarely seen 5677VW.

The logical next stop was **Neasden**, where the station yard had 4 SVs. Of the two normal Metronet vans, one was new (6582F) while Tube Lines were unusually represented with a Tourneo and a Combo. The latter was 6411V, previously reported as 6471V, therefore removing one numbering conflict. The fence next to the path behind this yard is now cleared of sheeting, enabling photography.

The highlights of a period at **Acton** were LBSL 6014VW in the lorry yard (bit early for replacement?) and new Merc Sprinter 6695M on Bollo Lane. Best of all, no fewer than four new silver Metronet Transits came out of Museum Approach at about 3PM.

Numbered 6544-6547F (and thus clashing with a previously reported Combo), I suspect that these new vans are used by the DESU and have replaced similar 5820-5823F. Heading the other way (into Ealing Common) at about the same time was elderly and unique box Transit 5519F.

Response **March Madness 3rd-6th March 2009** by John Lloyd-Martin on 11/03/2009

Back in the New Year, I decided another London trip was necessary. Travelodge booked, & rail tickets bought for the first week in March. Unfortunately, a number of uncertainties meant that a full itinerary could not be worked out as it was not known who would be joining me where, or at what times.

Tuesday 3rd saw me meet up with Tom & Ray at Acton.

Iveco **LK58HKN** was seen as I pulled into Acton Town, & a trip to the gate, followed by the return to the Tube with a view of the Museum Approach, saw about another 40 hit the book. A quick Tube detour was enough to see 3 of the new IRUs, which Ray had seen earlier driving into the Works, on the ramp.

Onto Lillie Bridge, Earls Court Gardens & another view of LBD at West Brompton, produced about 30 more. A 'short' walk to Vauxhall for the ERUS, proved to be a long walk for nothing.

Tea at The Met Bar, where James joined us & then a train to East Croydon saw me checking in at about 11pm, in the rain! I had arranged to meet Tom & Ray at London Bridge at 10am. A Metrobus Renault **LX58XCT** dealing with a poorly 467 at Croydon, seemed to bode well for the day ahead.

From there it went downhill fast. The TfL vehicles in Borough had moved. Chancel Street looked deserted. Ruislip Station had **6582F** for a photograph. I later saw it another 3 times. Olympic Way, Wembley was empty but Wembley Park had 2 or 3. Uxbridge BS had new **6605M** & Neasden about 8, inc 6582F.

Lunch at Willesden was a highlight.

Transit **6482F** graced the station at Golders Green, Finsbury Park had 2, & of the 8 or so at Turnpike Lane, **6612M** was new & a line-up of 3 Hondas gave Tom a photo chance. Ray, by now had sensibly baled out.

Tottenham Garage produced 6 or 7 new Arriva vans, & another 7 lined up inside so as to be unreadable. A hail storm didn't deter Tom & I from making our way to Northumberland Park, where **LT58VUV 6471F** was on show. Lea Valley was quiet, & Edmonton held another 6 or 8 Arrivas.

Walthamstow & Stratford had no more than the usual suspects.

Meal Two in the Met Bar.

Needing to ensure Tom was not late home, we made our way to GHO, where Steve arrived. Having seen Tom on his way, Steve & I went back to Acton.

Expecting the worst after the day's quiet start, things actually got better. From about 2330 it picked up, & in the hour from 23-2400, about 100 vehicles rolled out. Highlights were too many to mention.

We then commenced a drive around, & after about 5 blank venues, we started to hit from Holland Park.

Green Park was busy, as was Baker Street. **6660F - LS88XFN** excited Steve at Marylebone, & then Euston, Holborn,

Embankment & Waterloo all chipped in before we headed south. Kennington, Stockwell, Clapham & Tooting showed the amount of work going on, with 'Staff Welfare' facilities in evidence at Clapham.

The Travelodge bed finally welcomed me at 0320.

Damon had been unsure until late on as to what time he would be available, but eventually he managed Thursday off. He was delayed reaching Croydon, but we breakfasted & headed for Addington, to then try Orpington for the new Metrobus fleet based there.

As it turned out, 10 of the 11 new Orpington-based Renaults were seen - a result! Damon & I then managed a circular tour of bits

of south east London before we met Tom at Eltham. There, Lewisham & Mandela Way all produced a few before the final stop at Aldgate yielded only 2.

A drink in Wetherspoons near the Tower, before a slow ride to Charing Cross for a very nice Italian meal & an early night for me at Croydon.

Friday morning saw me log **6608M** at SYH, Victoria was quiet & Allsop Place deserted.

About 320 sightings over 4 days, produced 130+ new ones for me, of which nearly 50 were down to the night shift with Steve. Thanks to all who helped make it a good few days in a very busy London. I love quiet Leeds.

Response **March Madness 3rd-6th March 2009** by Thomas Young on 13/03/2009

I can confirm that both Chancel Street and Meymott Street are still in use, so I guess we were just unlucky!

Response **Various places May 9th** by Thomas Young on 10/05/2009

A long day out for Ray and I, covering some tube closures before heading for various bases in NW and W London. Starting from Cannon Street, 4 SVs were found around Mansion House Station, including a Volvo demountable and one of the elusive Metronet VW vans. Tower Hill also had four SVs, all Transit vans, parked on Trinity Square. A Metronet Combo was on Minories at Algate (with 3 LBSL in the bus station) but then Liverpool Street and Moorgate had nothing. Up to Wembley Park (with lots of York City fans), on passing Neasden it was noted that the station yard is once again undergoing work and the SVs have been moved to the main depot parking area. Among the usuals there was another VW (not identified) and an artic. Rather unusually there were no SVs at Olympic Way. Have LBSL moved out again? Onwards by rail replacement bus, there were no SVs visible at any of the intermediate stations, and not much evidence of work going on. The bus did skip Canons Park though. Stanmore had the unique VW Crafter in a yard at the entrance to the car park. It appears to be resident here.

Winding our way to North Wembley, there were no Metrolines SVs visible at the soon-to-be-closed garage, but a Tubelines Transit was parked nearby (and also the entire minibus fleet of Brent Council). After lunch at Willesden Junction, Park Royal was looked at. The NCP/NSL cars were not in evidence, just a Combo van. Onwards to North Acton for the uniform vans, then Perivale for the CELF. Former 2502F in white/blue is parked near here. After many fruitless visits to Alperton garage, their Vivaro van finally showed itself today. At Acton, the staff car park had three rarely seen vans (being 06 reg they are probably for disposal) as well as some other cars and vans. From the train, Frank Pick House has a new silver Transit outside (672xF replacing identical 5916F) while the lorry yard had the usual suspects. However, at the south end of the yard were no fewer than 8 Tubelines Welfare Transits, plus a few Fastline ones. Due to their position, no details were obtained and we couldn't decide if they were all new or existing ones gathered for some purpose. A walk over the top of Lillie Bridge with the zoom lens was successful, a couple of the recent anonymous 'pool' vehicles (Master 6646 and Partner 6633) being identifiable. I was pleased to find minibus 5713F still there, this being the last of the batch I hadn't seen, and presumably due to follow its sisters out of the fleet very soon. Edgware Road and Griffith House were fairly quiet, of interest being the replacement Zafira at the former and a Honda CR-V at the latter. After some refreshments, our route homeward took us through Tower Hill again and, although the Transits had left, another Metronet VW was parked up. A good result to end the day. Photos to follow.

A note to photograph contributors. by Thomas Young in *FAQs* on 06/01/2009.

Following some recent e-mails, I thought I should clarify a couple of points. Firstly, there is no means for visitors to add photos to the site themselves. Any submissions should be sent by e-mail to tom@ltsv.com. Secondly, I do not publish every photograph that I receive, so please do not be offended if I do not use some/all/any of your images! Deciding factors are mainly to do with the rarity of the vehicle, whether it has been published before, and the quality of the submitted image. However, all contributions get added to the central repository and may eventually be used somewhere. Finally, can I once again thank everyone who takes the time to submit photographs, sightings and information. I look forward to many more in 2009. Cheers, Tom.

Micro summary of 2008 by Thomas Young in *Diary of a Webmaster* on 08/01/2009.

2008 saw the following additions to LTSVplus: 357 photos, 387 vehicle records, 5757 sightings and 1196 new registered members (sadly most of the latter are spurious!).

Highest reported SV fleetnumbers rose from 6427V at the end of 2007 to 6695M at the end of 2008. If this rate continues, we should be in the mid-6900s by this time next year, with the possibility of the first 7xxx soon afterwards.

Fleet data queries running slowly by Thomas Young in *FAQs* on 14/01/2009.

Sometimes when you click on 'Show Matching Records' (or one of the other buttons that kicks off a query), it can take a long time to run. I have found that (sometimes) clicking the button a second time during this will cause the results to be delivered more quickly. Shouldn't work but it does...

Response **Also applies to the Sort buttons** by Thomas Young on 14/01/2009

Click once, then if it seems to be taking a while, click it again!

M534AOM by Ray in *Bus Company* on 21/01/2009.

Not on DVLA - is it any relation to K534AOM?

Response **Armchair Transits** by Thomas Young on 25/01/2009

I think you must be right Ray. K534AOM was on a company list, not sure where I got M534AOM from. The only difference (reg aside) was that K was listed as grey, M as red. I have now deleted the entry for M. Cheers, Tom.

Acton and Ealing Common by Thomas Young in *Locations* on 25/01/2009.

I have recently added some new codes for locations at Acton (ACB for Bollo House, ACF for Frank Pick House and ACM for Maxwell House). I now want to add a code for the location behind the Museum Depot. Looking at Google Earth etc, there is no

road link from there into the main Ealing Common depot. The sign opposite Acton Town Station lists 'Maxwell House', 'Museum Depot' and 'Test House' or something like that. It looks like 5519F is based there, as may be the silver DESU vans. Anyone got any thoughts or inside info?

NEW Vanguard 1439F by Damon in *Models* on 16/02/2009.

Picked up at Modelzone today (3 hours after delivery!!) a 1/43rd scale Ford van representing 1439F. Has correct registration and is on loan to LCBS. Carries green LCBS labels on the doors and L plates front and rear. A nice little model although not everyone likes 1/43rd and I expect the rivet-counters will find something wrong with it that I haven't spotted. Get yours now - £13.99. Well done to Vanguard for paying better attention to detail of late.

Roundels on LBSL IRUs by Thomas Young in *LT Leased 6000-6999* on 17/02/2009.

The roundels on the first batch of LBSL IRU vans originally had Buses in sentence case. It would appear that these have since been replaced with ones with BUSES in upper case. Compare the photos of 6348M taken in March and May 2008. Thanks to Ray for drawing my attention (indirectly) to this.

British Transport Police vehicles by R1Biker in *Comments & Suggestions* on 23/02/2009.

I know that they aren't listed on here in the fleet data section, but I understand that Distribution Services deal with some of the vehicles supplied to the the Underground (L) Area of the BTP. Check out my fotopic site with lots of pictures at www.policepics.fotopic.net Cheers, R1.

4050-4053F by Ray in *LT Leased 4000-4999* on 01/03/2009.

Were these used as post vans as some were seen in garages etc?

Photographer's rights by Thomas Young in *Links* on 15/03/2009.

It is unfortunate that in the current climate, taking photographs of things like service vehicles can draw unwanted attention. There is a link from [this page](#) to a downloadable PDF giving an overview of the rights of photographers.

I have some also by Roy Vandersteen in *LT Pre-1939* on 22/03/2009.

My website www.Londonhalfcabs.com has a service vehicle gallery with many vehicles dating from pre 1939 There are more to come including ex LS and other oddities, and there is what I think may be a K or S type open lorry photo taken during WWII Fleet no 17.

If anyone can shed any further light I would be most interested to hear from you

Regards

Roy...

Why do some fleetnumbers have an asterisk after them? by Thomas Young in *FAQs* on 31/03/2009.

I have started adding an asterisk to fleetnumbers that are either incorrectly displayed on the vehicle, or not displayed at all.

Response **...or two asterisks...** by Thomas Young on 19/04/2009

I have revised the format so that one asterisk indicates a fleetnumber that is not carried, two asterisks indicate that an incorrect fleetnumber is carried. Please let me know of any vehicles that I may have missed.

Unhalfbricking 6 by Ray in *LT Owned 1000-1999* on 02/04/2009.

1282F was replaced by 2086F (converted late 1982/early 1983). This vehicle is registered on DVLA as grey whereas it should be red. Sister 2088F is registered as red whereas it was grey, staying with LT until May 1983 when it seems to have been sold for scrap (licence expired 30/5/83). It seems that either somebody read the number wrong (6 for 8) and registered the wrong vehicle as red, but this would not have been the case as 2088 had last been licensed 12 months earlier, or could it be that 2088 provided parts for 2086 or vice-versa or indeed having converted 2088 the body was put on 2086 at the last moment as having a better chassis?

Farewell Metronet by Damon in *General (Vehicle design, liveries, etc)* on 16/04/2009.

An article in last night's Evening Standard states that the Metronet name is to disappear this week. Metronet branding is to be removed from buildings, stationery, computers (screensavers and wallpapers!), mousemats, pens, toilet paper etc. Staff are to say that they work for London Underground and answer the telephone as such. Thus there should be someone busy this week peeling the lettering off hundreds of service vehicles! Goodbye Metrodebt. Time to amend the database Tommy!

Response **Not so fast** by Thomas Young on 16/04/2009

Vehicles were not specifically mentioned so I don't think this will be an overnight change. Buildings and uniforms were listed as 'future changes'. By the way, the BCV and SSL division will still apply so I may not need to do much to the database!

33 LUG by Ray in *Bus Company* on 16/04/2009.

This former bus (AV33?) was first registered 15/9/1998 and is currently licensed (as red) to 31/8/2009. It took the registration from M151 when the latter was taken off following the introduction of the low emission zone

Response **33 LUG** by Thomas Young on 16/04/2009

Should the Olympian incarnation of 33LUG qualify as a service vehicle? Does it serve the same role?

Baker Base by Ray in *General (Vehicle design, liveries, etc)* on 16/04/2009.

I believe the first call sign for radio control was 'Baker Base' and messages could be picked up on your trannie! Since then we have moved on a great deal and have CentreComm and the latest technology. Alas, the poor Gold Badge inspectors who drove around in the radio cars are a thing of the past but I have now checked all the mobiles on DVLA and find that very few of these still exist. We have 1464F and 2054F plus a couple in the 3000's, one of which (3478) is 'off road' Obviously this type of vehicle would make an ideal exhibit so keep your eyes peeled for any lying about.

Unstoppable Ray by Thomas Young in *Diary of a Webmaster* on 16/04/2009.

I would like to extend a big thank-you to Ray, who has been steadily looking up licensing information for a huge number of vehicles. In the past two months (since the feature was introduced) he has added information on more than 3600 vehicles. Anyone who has used the DVLA website will appreciate that this is a remarkable achievement. The data obtained is often our best indication of when vehicles entered (and/or left) service.

Response **A11 DUN** by Ray on 26/04/2009

The DVLA check has now finished. Thanks to Richard Keith Skues and all on the LV18 at Easter for keeping me amused while I was flicking from page to page. A number were not found on the DVLA, particularly Ford Fiesta and Courier vans also registrations ending in JV (M-LJV, M-MJV and N-PJV) but I can't see why these combinations have been changed.

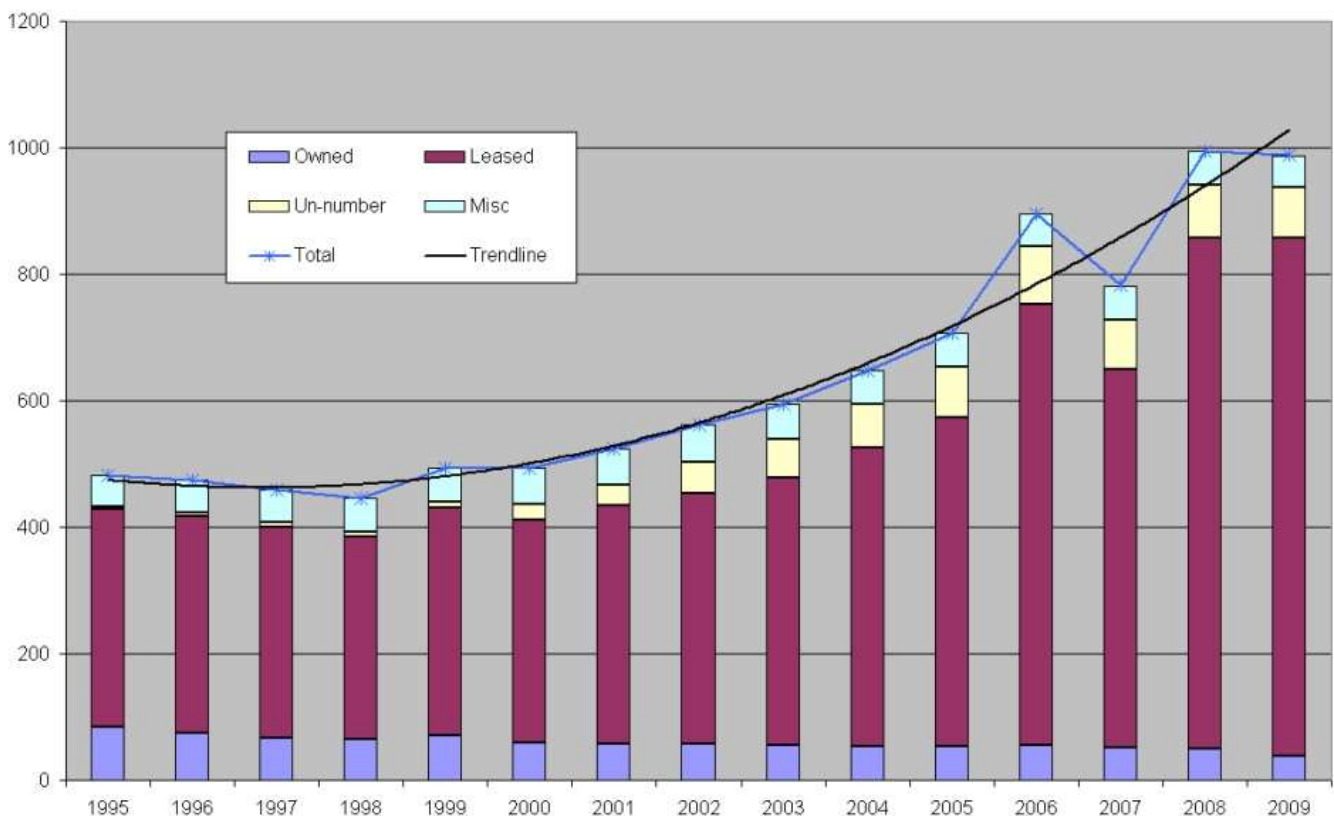
Response **Cheers to Ray** by Thomas Young on 10/05/2009

I have just had a look at the stats and Ray has updated a massive 5111 vehicles! Any suggestions for what we can get him to do next?!

Central fleet growth charted by Thomas Young in *General (Vehicle design, liveries, etc)* on 17/04/2009.

I haven't had time to work this up into an article so I thought I would post it here. The chart below shows the size of the central fleet over the past 15 years (showing the breakdown between owned, leased, un-numbered and miscellaneous components). The figures for 2006 and 2008 are probably distorted upwards by a lack of official information, ie we had reports of new vehicles coming in but no data on vehicles leaving the fleets. As such, it can be seen that there has been fairly steady growth since about 1999, with the fleet now twice the size it was then.

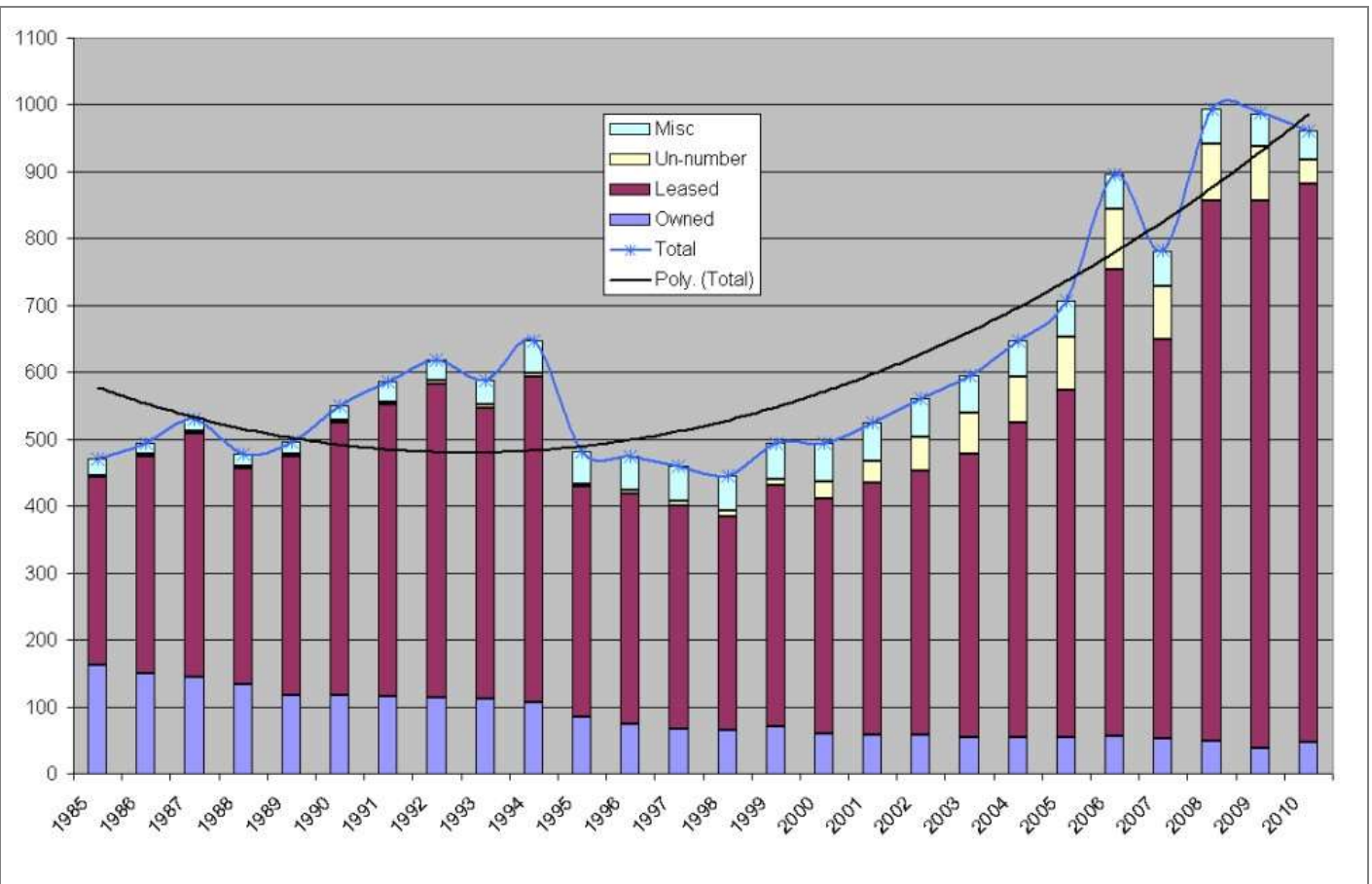
Figures are for April each year.



Response **Central fleet size chart extended** by Thomas Young on 17/06/2010

I have expanded the chart to include figures for the years 1985 to 2010. As can be seen, it looks like the growth has peaked.

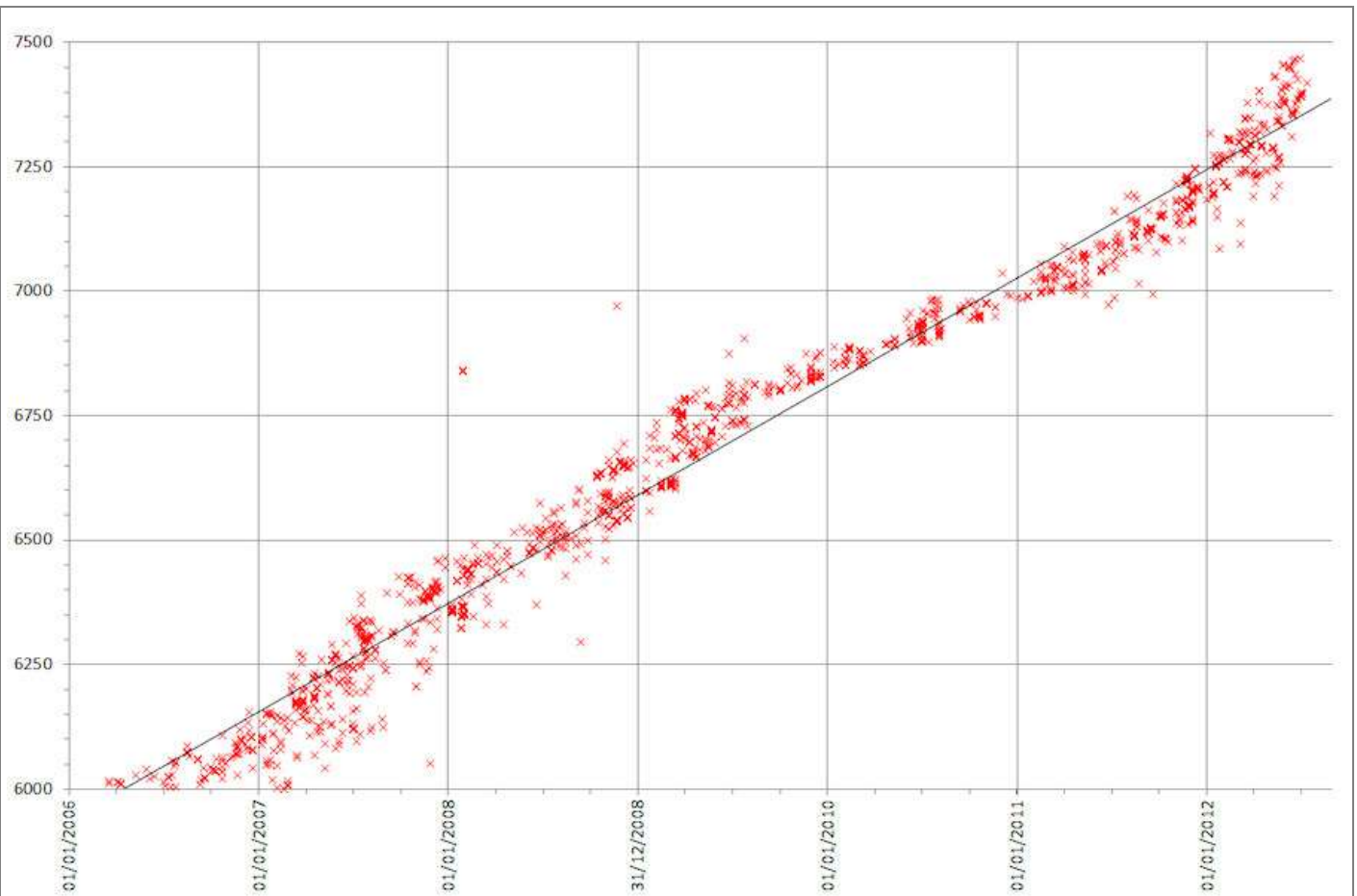
Figures are for April each year.



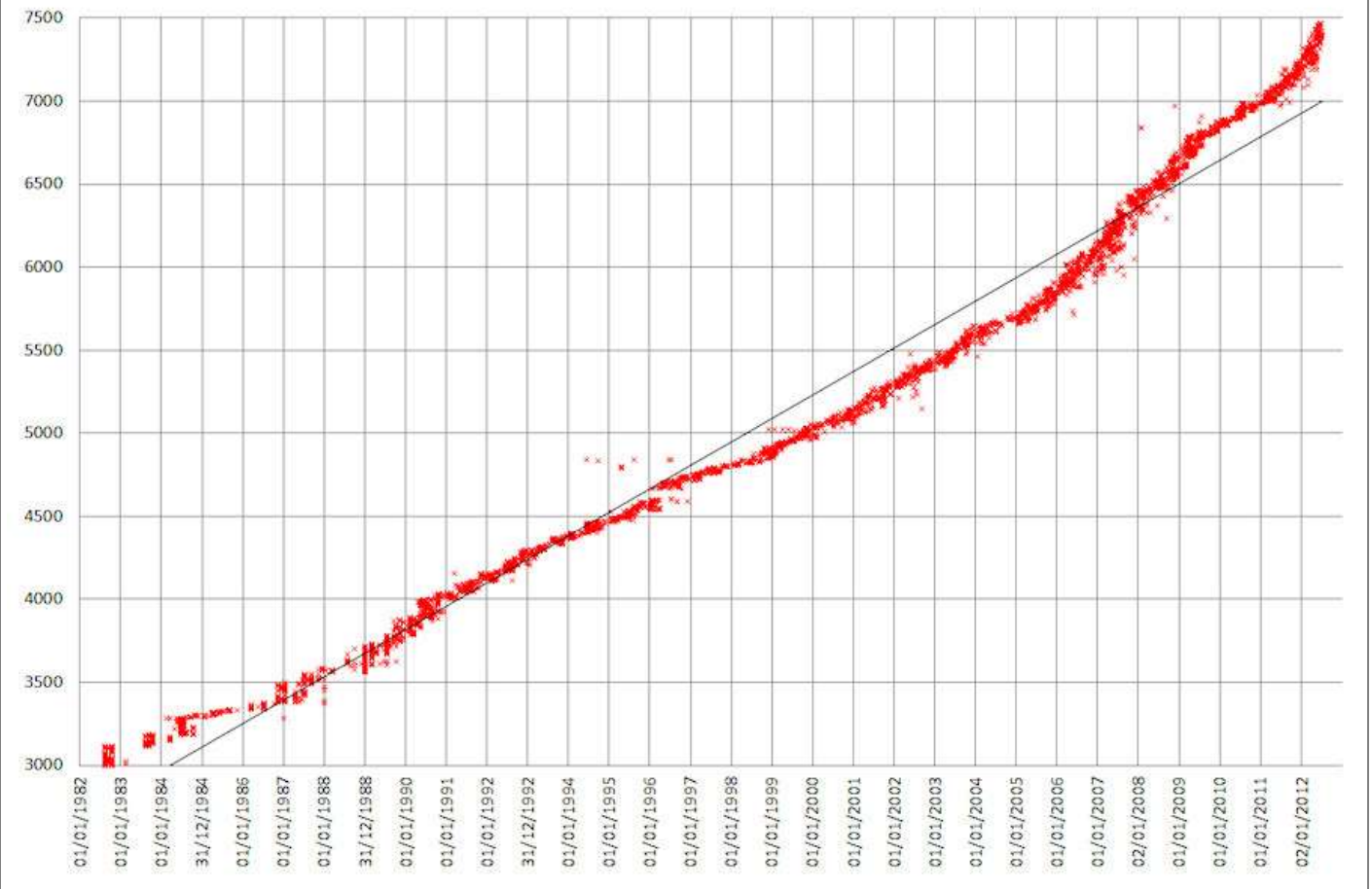
Response **More central fleet charting** by Thomas Young on 23/07/2012

With work on LTSV3 having hit another (temporary) technical roadblock, I put my 'statto' hat on last night to produce some updated charts of the central fleet.

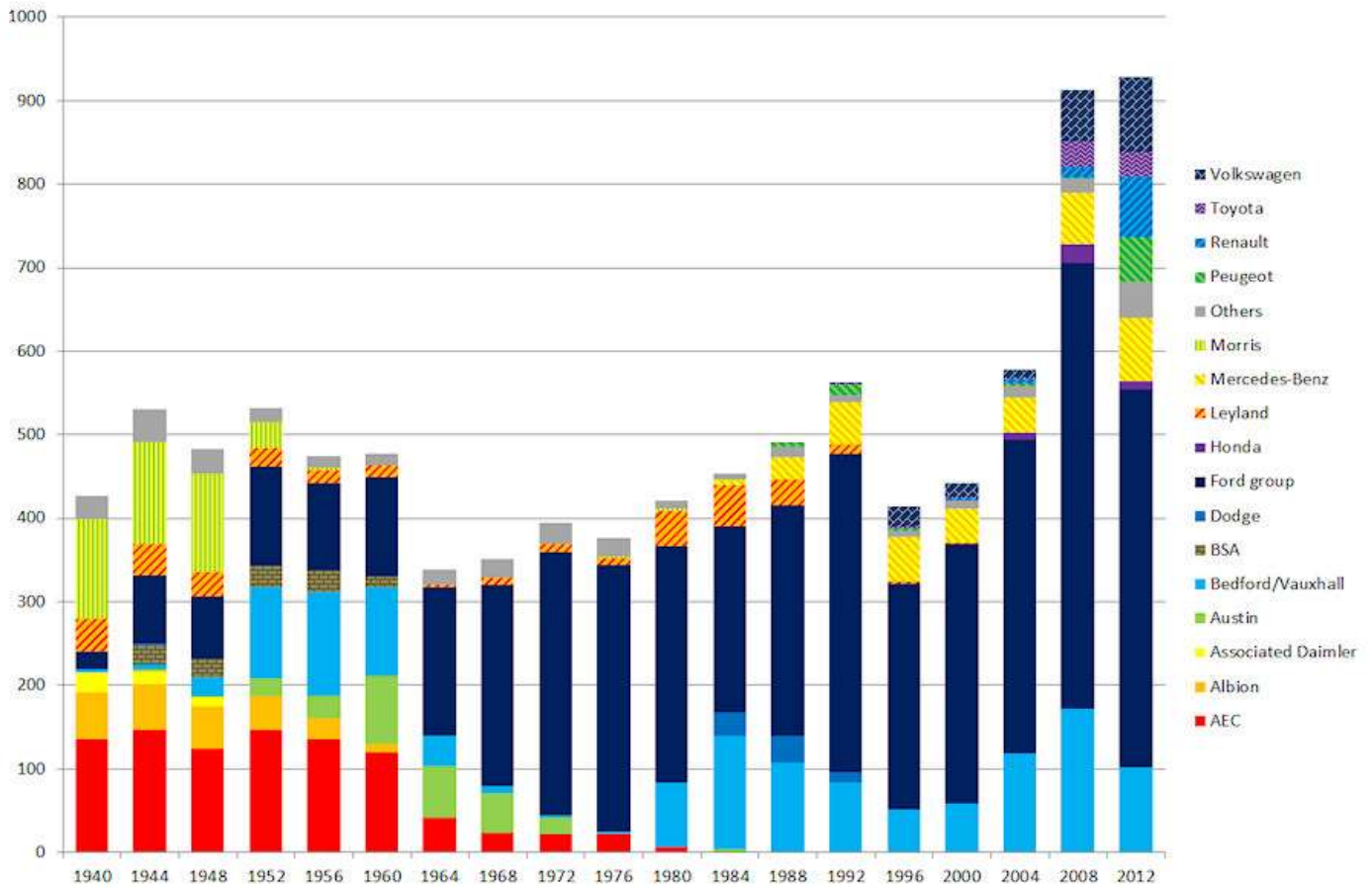
The first two show the intake of the leased fleet by plotting fleetnumbers against (approximate) dates of entry into service. They therefore update the ones that appeared in my article in 2006. The first covers numbers 6000 to 7500 and shows that the rate of intake slowed slightly during 2010 and 2011 but has now picked up again.



The second is the same but covers the whole leased fleet from number 3000 in 1982.



I have also updated the fleet composition chart that featured in an article back in 2004. The data is now more accurate and shows the fleet composition by make at 1st January every 4 years. Apart from the significant fleet growth since 2000, the recent rise of Peugeot and Renault are also apparent. Note that this chart does not include miscellaneous items (trailers, sweepers etc) or 'private' cars.



NSL Services Group by Ray in *Bus Company* on 24/04/2009.

The new name for NCP Challenger! Time to photograph vehicles before the names are changed...

Upminster Depot by Ray in *General (Vehicle design, liveries, etc)* on 03/05/2009.

There is a proposed open day at Upminster Depot on 31st August 2009.

Response **Upminster open day** by Thomas Young on 10/05/2009

I thought I should mention that this is still a "proposed open day". Not yet confirmed. I also notice that I have yet to add a function to move forum postings from one topic to another. Cos this one should presumably be under Events! Ho hum.

Response **Upminster (proposed) Open Day** by Damon on 27/05/2009

I understand that this will now be on the Saturday AND the Sunday but NOT the Monday. Once again this event is still UNCONFIRMED.

Response **Upminster update** by Ray on 31/07/2009

Saturday 29 / Sunday 30 August 2009 Upminster Depot 50th Anniversary Open Weekend As part of the anniversary celebrations London Transport Museum will be sending the following vehicles for static display - District line Q35 stock trailer car, R stock driving motor car and our 4-car unit of 1938 tube stock. Metropolitan Electric locomotive "Sarah Siddons" will also be on display. A commemorative limited edition Tube map poster has been commissioned and will be available from London Transport Museum sales stand at Upminster Depot during the weekend, in addition special travel card wallets, glasses cases and door stops using the current District line train seating moquette will also be available. Note that the District line will not be operating between Barking & Upminster

Response **Upminster** by Damon on 18/08/2009

This was advertised in the Travel section of yesterday's Metro newspaper. It's £10 to get in!!

Response **Upminster update** by Damon on 28/08/2009

Just to confirm that the depot opens at 1100 on both days - there seem to be some conflicting reports on this. Displays should include "D" stock (with a tour underneath the thing), "C" stock, '38 tube stock, a Battery Loco, Steam Loco L99, "S" stock mock up,

and more. There's also a "Q" stock car from the LTM to see. Buses are running on the 248 provided by the LTM (RM1), The London Bus Co. and East London with Ensign running an RLH (I think) on the 248A giving the photo opportunity of an RLH going under a low bridge! Some of the buses have first and last journeys starting/finishing at Romford. I'm working as a volunteer on Sunday so will see you all there!

Potters Bar Open Day by Thomas Young in *Events* on 10/05/2009.

A list of forthcoming running days appears in the May TLB but one worth mentioning is in conjunction with another open day at Potters Bar Garage on Saturday 4th July 2009.

Response **Cricklewood Open Day** by Damon on 10/05/2009

An open day at Cricklewood is also advertised in Bus & Coach Preservation Magazine. Date is 19th September.

Response **Rickmansworth** by Damon on 10/05/2009

Don't forget there's an event at Rickmansworth on 17th May in conjunction with the Rickmansworth canal festival. Sarah Siddons will be running on the Met with a 4-TC unit. There's also a heritage bus service using RM1 from the LTM and up to two vehicles from the London Bus Company. Details on the LTM website. See ya there!

New Oxford Diecast Cortina by Damon in *Models* on 21/05/2009.

Picked up this afternoon in ModelZone (£3.25) is the new LT Cortina from Oxford Diecast. An odd choice for Oxford as Base Toys have already done it. This version is also 2-door which is incorrect and carries the registration JLA82D which makes it 1463F (number not carried). There is gold "RADIO CONTROL" lettering on the doors and a nice tiny "Cortina" name on the boot lid. The front end has quarter bumpers which is incorrect for this vehicle. So not very accurate but if you have to have them all like me then you'd best get out and buy one. Also encouraging to see more model producers turning out service vehicles. How about tractor 463X next then Oxford?

Response **Base Toys Cortina with Oxford Cortina chassis** by Phillip Walton on 04/11/2009

The Base Toys Cortina is the more accurate of the two with regard to the shape and it is a 4 door. Where it falls down is in the wheels and interior, I have fitted the Base Toys body to an Oxford chassis, it is quite easy to modify the Oxford chassis. All that you have to do is remove the turrets that surround the fixing points and trim the rear corners, attach the Base Toys body using the Base Toys screws, if it does not fit perfectly you can adjust the chassis with a file, the Base Toys screws are smaller but still hold the (modified) Oxford chassis and allows you to make very small adjustments.

Metrobus by Ray in *Members queries* on 07/06/2009.

Have any service vehicles been allocated to West Bromwich?

Response **West Bromwich???** by Thomas Young on 08/06/2009

OK, so maybe I have missed something but... what the heck are you talking about? :-)

Response **Metrobus web site** by Ray on 08/06/2009

Metrobus show four buses now allocated to WB which, per their garage list, is West Bromwich!

Another Cortina model! by Damon in *Models* on 17/06/2009.

Yes folks, there's yet another model of a Cortina coming out! (the fourth by my reckoning). This time it's part of Corgi's Vanguards range, number is VA07308. It's 1:43 scale due in October and £14.99. Corgi have done some nice stuff in the Vanguards range with the two previous Ford vans which have been pretty accurate so watch out for this one if, like me, you have to have them all. There's a nice picture in the latest issue of Model Collector, page 33. Now, how about somebody having some imagination and NOT doing a Cortina?

Response **NEW Vanguards Cortina** by Damon on 24/10/2009

This model has now been released. Picked one up in the model shop at Monk Bar in York yesterday for £13.50 yesterday.

Response **Cortina model again** by Damon on 09/11/2009

Having had this thing out of the box and had a good look I have to say that Vanguards have done quite a nice job detail-wise with one or two MAJOR errors. The most glaring error is that it's a 2-door and the LT Cortinas were 4-door. I presume that this is the standard Vanguard casting of a Cortina so they couldn't do a 4-door. So why bother I ask?

The chrome effect detailing is accurately placed along the wings and has been included around the front grille etc. and is rather nice. It should however appear on the window frames too. The wording "RADIO CONTROL" appears correctly in white on the doors and there's a nice little Ford badge at the bottom of the nearside wing. The roof sign is a reasonable effort and but seems to have "LONDON TRANSPORT" on a very dark blue bar? (is it my eyes?) when it should be black. Further criticism is that the front indicators should probably be orange and the front number plate should be on the bumper and not underneath. A bit of a let down after the last two Ford efforts from Vanguards.

Now, how about some more LTSVs then?...plenty of scope out there with the current range of castings from several manufacturers.

961R by Ray in *LT Owned 1-999* on 21/06/2009.

Was disposal to E Pearce & Son of Chesterfield (hauliers)?

New SUP24D From LOTS by LondonBusPhotos in *Publications* on 27/07/2009.

Newly updated and (apparently) accurate from May 2009. Now available direct from LOTS or also from Ian Allan bookshops priced

at £3.50

Response **SUP24D accuracy** by Thomas Young on 29/07/2009

I think the SUP24D book is superb and well worth the asking price, especially as it now features 8 colour photos. However, I might be biased!

In terms of accuracy, the bulk of SUP24D was based on an official fleetlist kindly supplied by Tube Lines (covering LBSL, Metronet, TfL etc) dated to 30th March 2009. This was updated with observations to the end of May. The bus company fleets were 99 percent from observations. I did remove a lot of vehicles that had not been reported for some time, and a few that are operated anonymously (LOTS policy). The databases on this site will therefore show more 'current' vehicles than the book.

East Thames Buses by Damon in *Bus Company* on 31/07/2009.

For anyone who hasn't read it elsewhere yet, East Thames Buses has been bought by the Go-Ahead group.

Countryliner by Damon in *Other Company* on 31/07/2009.

Noted at Haywards Heath last week, Countryliner are using an ex-Dial-a-Ride Mercedes ("bread van") minibus as service vehicle. It appears to park up in Perrymount Road by the station during the day and be used as a crew-room/crew ferry. Presumed based at Burgess Hill. I shall attempt to get a snap one day.

Hi by omnacitylondon in *Members queries* on 29/08/2009.

hi everyone i am new to this website and i wanted to know how can i put photos on the site as i have lots

Response **Adding photos to LTSVplus** by Thomas Young on 30/08/2009

I have replied to omnacitylondon but for the benefit of others: Photos can only be submitted by e-mail to tom 'at' ltsv.com. There is no means of adding photos yourself, although this may be a feature in the future. All contributions are welcomed and any that are not published straight away will be held on file for future use. Cheers, Tom.

Card Garage Kits by Thomas Young in *Models* on 05/09/2009.

John Howe, who makes the marvellous card bus garage kits that have been shown on this site in the past, now has a smart new website to showcase his models. The range has increased considerably over the past few years and the website includes an online shop feature. Take a look at <http://www.kingswaymodels.com>.

Funny place to find an IRU by Damon in *Locations* on 05/09/2009.

Unidentified IRU seen from a passing train at the premises of International Coaches near Thornton Heath today.

Cricklewood Garage Open Day, 19th September 2009 by Thomas Young in *Events* on 13/09/2009.

The title says it all really. Anyway, it should be good, and I hope to meet a couple of contributors there.

Feedback wanted by Thomas Young in *Diary of a Webmaster* on 16/09/2009.

I have lots of ideas for ways to improve this website, but very little free time in which to implement them. However, before making any changes I should really conduct some 'market research'. The sort of information I am looking for includes...

How often do you visit?

What do you look at most, photos or data?

What annoys you most about the site?

What do you like best about the site?

Do you look at each new photo as it is added?

Would it be useful to see the captions for the photos without loading the full-size photo?

Should the 'Photos added in month' page just show each thumbnail once (instead of once per subject and location)?

Any responses (e-mailed to tom at ltsv.com) will be welcomed. Cheers, Tom.

What will 7000 be? by Thomas Young in *LT Leased 7000-7999* on 26/09/2009.

Right, just for fun, what do you reckon fleetnumber 7000 will appear on, and when? Given that 3000, 4000, 5000 and 6000 were all Ford Transits, I'm going to go for..... a Volkswagen Caddy.... delivered in Feb 2010? Five LTSV points (exchangeable for pints on demand) for the nearest answers on type and date.

Response **Vehicle 7000** by Ray on 26/09/2009

I suspect that by October 2010 a Sell Dongfeng Lotus Van Truck will carry the number 7000S. Logos carried will be for 'Metrocrashed' showing a pannier tank with £5bn in notes in the bunker disappearing into a tunnel. Should I win I would like to donate my points to Nelson Piquet Jr. A further prediction: the registration will be LN.60LLO! I feel sorry for the driver of 7001 who will, no doubt, get comments about driving his 7001 (TOOL) and how big it is to handle etc.

Response **7000** by Damon on 30/09/2009

Having done the research, there was no 1000. 2000S was a Seddon tanker and 3000, 4000, 5000 & 6000 were all Ford Transits so my money's on another Seddon. It'll be painted in Deutsche-Bahn (did I spell that right?) livery after they buy the London Underground next month and will be delivered on the 1st April next year for Boris Johnson's birthday.

Response **Will it be 7000M?** by Thomas Young on 18/02/2011

Given that 6996-6998 have now appeared as new IRUs, of which there could be a sizeable batch, I think it is highly likely we will

see a 7000M at a bus station somewhere in the next few weeks. This will be exactly a year later than I predicted.

Response **7000M** by Steve Howard on 20/04/2011

In the early hours of 20/4/11 LBSL IRU 7000M WU11OGV was to be found at Finsbury Park. Mind you, it drove off almost immediately so whether it is allocated there is another matter...

Sperry Rail Land Rover by Thomas Young in *Other Company* on 01/10/2009.

Thanks to MC for pointing me to a photo of a Land Rover road-railer operated by Sperry Rail. It is of interest in that it carries the logos of both Tube Lines and Metronet. Now I might be (and usually am) wrong, but is this the only vehicle to do so?
http://www.ontrackplant.com/photo/sperry_m237kov.

Tube Lines vehicle catalogue by Thomas Young in *General (Vehicle design, liveries, etc)* on 13/10/2009.

The Tube Lines Distribution Services vehicle brochure has been drastically improved recently, and is now a 33 page document that will be of interest to most visitors to this site. It details (with colour photos including many interior views) 44 types within the fleet, including some of the police vehicles and many of the Transit varieties. Some pages include vehicle floor plans, those for the welfare facility vans being notable. Also of note is the inclusion of the Modec electric van. You can download the file from http://www.tubelines.com/whatwedo/specialistservices/distributionservices/Distribution_brochure.pdf (the file is just under 1MB).

What I am not clear about is who this smartly designed document is intended for. It reads like a sales brochure, but who would buy/lease a Vauxhall Astra van from Tube Lines rather than direct? The inclusion of the more specialised vehicles makes sense in this respect, and it is notable that there are no bog-standard Transits included.

Response **Tube Lines website** by Thomas Young on 07/01/2011

Does anyone know if there is an equivalent to the old Metronet and Tubelines sites under LUL? For example, where would stuff like this catalogue be? All I could find was the main TfL site.

Response **Former PPPs** by Ray on 08/01/2011

Presumably the Underground will not be acting as a 'dealer' and the brochure will no longer be issued. I cannot find any items on TfL regarding these former PPPs.

Worra lorra sightings by Thomas Young in *Diary of a Webmaster* on 15/10/2009.

We should pass the 30,000 sightings mark in the next day or two.

Response **Yes (and no)!** by Ray on 15/10/2009

If you take out the few duplicate reports and add in the few hundred sightings lost in May 2006 we will probably be well over the 30,000 mark already. Still, it's nice to be able to celebrate an occasion such as this so thanks to Tom and all contributors for a job well done.

Vauxhalls by Ray in *General (Vehicle design, liveries, etc)* on 15/10/2009.

It seems to me that Vauxhalls are not being taken on at present. This could be because of the change of lessor (from RBS), the problems at Vauxhall or a change of policy - such as this from TfL: "While all of the major schemes to deliver increases in transport capacity and reliability go ahead, the Mayor also set out further steps which are included in TfL's Business Plan, which is to be considered by the TfL Board next week. These include the deferral by three years of all remaining former Metronet Tube station renewals"

Capital LTSV book CHEAP by Damon in *Publications* on 09/11/2009.

Take note that the rather splendid 2003 Capital Transport book by Kim Rennie and Bill Alldridge is now going cheap in the cheap bookshops. Can be had for about £9.99 (published price £22). Seen in "Book Warehouse" on Waterloo Road recently. Oxford, Corgi/Vanguard etc. - please buy yourselves a copy.

Metrobus SVs Listing by John Lloyd-Martin in *Bus Company* on 14/11/2009.

EX59XTS Ford Transit flatbed, shows on the Metrobus Fleetlist dated 24th October 2009, as 9104 - Stores Van, based at Lagoon Road.

Issues with logging-in using IE8 by Thomas Young in *Technical Problems* on 13/12/2009.

A member has been in touch to say that he is unable to log-in since upgrading to Internet Explorer 8. I have looked into this but not found anything that might be able to help. Could I ask whether anyone here is using IE8? If so, can you log-in OK? Obviously if you can't, you won't be able to reply to this posting, so an e-mail would be appreciated. Cheers, Tom.

Response **IE8 - No Problem** by John Lloyd-Martin on 13/12/2009

Since upping to IE8, I have had no problems - can still log on OK

Go-Ahead LDP35 P735RYL by Thomas Young in *Bus Company* on 24/12/2009.

Somebody suggested that I should add this bus to the database. I remember reading that it was some sort of special purpose vehicle. To save me trawling through a load of TLBs, can anyone state what it is used for and since when? Thanks, Lazy Tom.

Response **Mobile Medical Centre** by Ray on 24/12/2009

'London Buses in 2007' states LDP35 received a 'makeover' with a fresh coat of paint, tinted glass, air conditioning and LED displays in April 2007 so details should be in TLB around that date.

Response **LDP35 details** by Thomas Young on 02/01/2010

Well, I did a trawl through the TLBs. It went to Southern (repainted white) in 2005, back to London in 2006, then repainted red as a medical centre in April 2007. See the photo added today for more.

Response **LDP35** by Derek Everson on 02/10/2010

LDP35 is fitted with leather seats being downseated to 12 seats only Used as a staff training & presentation bus complete with 42" Plasma TV and kitchen on board Also as previously mentioned used for staff medical purposes

Micro summary of 2009 by Thomas Young in *Diary of a Webmaster* on 31/12/2009.

The stats for 2009 show a slight increase over 2008. 410 vehicles were added to the database (387 last year), along with 406 photos (357) and 6,740 sightings (5,757). Only 18 new members joined compared to 1,196 last year but this is a reflection of the anti-spam measures introduced.

CDS fleet intake is certainly down a bit, with the highest number at present being 6874 instead of the predicted mid-6900s. There are also lots of gaps still in the lower 6800s.

As always, a big thank you to everyone who contributes to LTSVplus, and may I wish all visitors a very Happy New Year.

Garage sweeper goes on holiday by Damon in *LT Miscellaneous* on 02/01/2010.

A surprise yesterday was to find Cobham Bus Museum's Reliance garage sweeper RL92 at Twyford Water Works in Hampshire. We visited the running day in Winchester and took a bus ride up to the waterworks which was open to the public - an interesting day out if you fancy going to one of their open days. RL92 is there for restoration and under the care of a very enthusiastic and knowledgeable chap by the name of Matthew (reminded me a bit of Tom). He also has a Lister auto-truck on site and seems to collect such vehicles. It appears that RL92 will get a good going over and have all its non-working bits restored to working order. Matthew was also able to explain what all those levers do! Interesting stuff and surely good news to see another obscure vehicle being restored.

Arriva London Fleetlist by Thomas Young in *Links* on 13/01/2010.

Ray has noted a lot of vehicles that no longer appear on the Arriva London fleetlist for period 11 2009. The fleetlist can be found at <http://www.arrivalondon.com/library/pdf/fleetlist.pdf>. I am hesitant to mark all the missing vehicles as withdrawn since the fleetlist does not seem to include crew ferry vehicles (none of the new Corsa cars are included for example). On the other hand, as I mentioned elsewhere, it does seem likely that all the Combo vans used as crew ferries have now been replaced. I will review the list for allocation updates, then consider the withdrawals. By the way, the list includes the police Dennis Dart at Enfield (N752OYR) with a fleetnumber of MPS001.

As an aside, I have been passed official fleetlists for a couple of bus companies recently. Unfortunately, although the bus information was bang up to date, in both cases the SV info had evidently not been updated since early 2008!

Response **Arriva London Fleetlist** by Thomas Young on 02/10/2011

A revised URL for this list is <http://www.arrivalondon.com/ourfleet>. The latest list is for period 6, which seems to be June 2011.

Sovereign Volvo by Damon in *Models* on 14/02/2010.

Word reaches me that Oxford Diecast are to produce a Volvo FH recovery in Sovereign livery. Another one for those of us who just have to have 'em all.

Response **Sovereign Volvo** by Damon on 04/07/2010

Now released and was on sale at North Weald Rally today (which is a shadow of its former self and not very well organised anymore - sad). Could be had for £15 and should be in the shops soon.

Spa Valley Railway - LT day by Damon in *Events* on 19/03/2010.

The splendid Spa Valley Railway will be holding an LT themed day on the 24th April as part of two day steam gala. Take a look at Steam Railway magazine for more details - you'll need a copy of the next issue to get all the benefits out of the day. There are plans to have rides available on the T stock (former ESL118) and pannier tank L99 will be in steam. L99 is currently being painted into LT livery and was looking nice in the shed when I was up there yesterday. LT flat wagon F375 is also being done up for the event and there's a fully restored LT brake van too. Other LT-themed things are also possible. Highly recommended as this is a charming and friendly little railway with a slight LT influence.

Response **Two visits are better than one!** by Ray on 23/03/2010

25th April is the annual East Grinstead country bus running day plus Southdown's Copthorne depot will have an open day (noon-4pm)

Response **SpVR LT day update** by Damon on 03/04/2010

The required issue of Steam Railway magazine is now in the shops. L99 should now be in its final top coat and awaiting sign-writing. The flat wagon F375 is coming along nicely and will next for the paint treatment and the T stock ESL118 is awaiting attention. Full details in Steam Railway magazine or take a look at the Spa Valley Railway website. A recommended day out.

Response **Spa Valley THIS WEEKEND** by Damon on 21/04/2010

Take a look at the Spa Valley Railway website for full details and a full timetable for both days of THIS WEEKEND'S LT gala at the Spa Valley Railway (24th & 25th April 2010). Also see the current issue of Steam Railway. You can ride on the T-stock (once

ESL118) and see pannier L99 on a goods train with LT brake van and an LT flat wagon. I saw the restored flat wagon yesterday and it looks fabulous. L99 looks even better and has a fantastic paint job with full lining out. There will be an evening photo shoot outside the shed with L99 and LT stock from about 7.30pm on Saturday. The 4-BIG buffet car will be open in the evening too for refreshments and trains will be running until late (last one gets back to Tunbridge Wells West at 2041). A recommended day out. See you there (I shall be on duty as a Ticket Inspector in the morning and a stint at High Ricks around lunchtime). Damon.

Suitable conversions by Phillip Walton in *Models* on 07/04/2010.

Looking at the latest picture gallery there are several modelling possibilities presented.(04/04/2010) 1) Half cab Matador. Convert from Airfix kit. 2) Atkinson. Convert from EFE diecast. 3) Scammell. Convert from Trackside diecast.

1:16 scale MB Actros artic by Thomas Young in *Models* on 16/04/2010.

A few years ago I built up quite a collection of (mainly 1:43) die-cast models that were suitable for repainting as service vehicles. These are still languishing on my shelves, although the more durable ones have been transferred to my 2-year old daughter's fleet! Anyway, last week she took delivery of a very impressive 1:16 scale Mercedes-Benz Actros articulated lorry with step-frame trailer and a JCB as a load. This model/toy by Bruder is amazing. Although made almost entirely of plastic (I can't even see any screwheads) and rather expensive, it is highly detailed yet robust enough for young hands. Apart from the missing crane, the lorry is an almost perfect match for Tube Lines 2591, as which it may be repainted when (if) Mimi ever tires of it! Bruder also do a Mercedes-Benz Sprinter truck and various other lorries. You'd need a pretty big display cabinet for them though....

Edgware service vehicles.... by Steve Warman in *LT Miscellaneous* on 01/05/2010.

Noted today at Edgware bus stn was response vehicle 6613M,with reg WR58VYU. This seems to contradict the main vehicle listing....

Response **6613M at Edgware** by John Lloyd-Martin on 03/05/2010

Looking at the vehicle details for the regn WR58VYU shows that the serial number 6613M is actually incorrect, as noted on several occasions

Trip reports? by Thomas Young in *Trip Reports* on 17/05/2010.

I keep meaning to write up a report of trips out looking for SVs. As well as giving some ideas for people that may also be going out, I thought it would provide some interesting background to the sightings and photographs listed elsewhere. I've just written up a trip last weekend and will try and post it in a minute (not sure if the field length will be OK). Please feel free to add your own.

Response **Doh.... already got one** by Thomas Young on 22/07/2010

Sorry. I forgot that there was already an area for trip reports, with a few posted. So, should I continue here, or use the old one?

West London 15th May 2010 by Thomas Young in *Trip Reports* on 17/05/2010.

Ray and I had a pleasant Saturday meandering around West London looking for service vehicles and new buses. The District line was out from Earls Court westwards so we had a look at Earls Court Gardens first. Playing the usual game of trying to peer through the gaps in the wooden hoardings without drawing too much unwanted attention, we could see three or perhaps four Renault Kangoos inside. Only one could be identified though. Going west on the replacement bus we kept an eye out for any service vehicles. Although there were some railway wagons visible on the bridge near Stamford Brook, nothing else turned up. The bus called at Gunnersbury so we got off and took the short cut through the business park, walking across what was once the lorry yard of Chiswick Works. The Staff Briefing Facility Ford Transit was parked between the two level crossings on Bollo Lane, while the works car park was packed with contractor vehicles (and just one liveried SV). There was a lot of work going on, seemingly to reinforce the embankment between the car park and the track. The vegetation had been removed and various road-rail machines were working above. There was also a large Emerson crane doing something in the lorry yard, but only the jib was visible. Continuing to Acton Town Station then up to the old Tram Depot, we took a 427 for the lengthy ride to Uxbridge. The replacement buses were starting at Ealing Broadway and were supplied by variously First London, London General (MECs), Arriva, Metroline, East London (including some from Rainham) and Ensign. Quite a mix.

At Hayes bypass an unmarked Vauxhall Astra was seen doing crew ferries for the 207, another case of a vehicle that might be a real SV but might not. Uxbridge Bus Station was host to five LBSL SVs, four IRUs (including one parked on the nearby side road) and a Honda, while a new VW Crafter was found inside the garage. This was parked near the back (where the Transit used to be kept) and was visible by poking my camera through the air bricks beside the path between the garage and the station. No sign of the small red van glimpsed there last month. Onwards by U4 and 195 to Hayes, we then made the long walk to the Abellio garage. But it was worth it, with no fewer than 12 SVs visible (and just 6 buses!). Six were out of use, dumped in the small rear yard, while four of the others were recent additions with Abellio lettering. One old Courier and a Transit Connect visiting from Fulwell made up the numbers. We also had a look at the nearby Volvo facility but there was just one of the route 237 VW buses (For those that are confused by this, the Volvo/Wright deckers for Metroline route 237 are coded VW!).

Onwards to Bulls Bridge for a H28 to Hounslow. Man, that is a circuitous route! Just one Escort van at AV so we carried on by H20 to the London Buses offices off Worton Road in Isleworth. This was host to four of the Honda Civic cars and a silver Touran. No sign of any new VW vans yet. Next stop was Fulwell, reached by a 267. Four Transdev SVs were visible (two in the yard and two in the depths of the garage), while more were seen at the Abellio end, including another newly acquired van and the rarely seen engineers Ford Transit. It was time to be heading homewards so we took a 33 to Richmond then a train. Last call of the day was at Eltham Bus Station, with the usual collection of LBSL IRUs and Hondas plus a couple of Metrobus minibuses.

Response **Hayes SVs** by Ray on 18/05/2010

Just to add that the six 'dumped' vehicles at Hayes are all still licensed, although they look past their prime.

Oxford Trannys by Damon in *Models* on 21/05/2010.

I see Oxford diecast are to do a Transit van. Plenty of scope for SVs there methinks.

Response **Oxford Transits** by Thomas Young on 01/06/2010

For info, this appears to be a Mark 7 (ie current version) and will be available initially in low and mid height versions.

Response **Oxford Trannys** by Phillip Walton on 04/06/2010

The first two will be a plain white mid-roof and a low-roof in Royal Mail colours.

Response **Oxford Transit** by Damon on 27/02/2011

Anybody had a look at one of these yet? I must see if I can find myself one - might amble down to the local MZ before work tomorrow. Oxford also now do a Scania fire tender which has a very ERU-style body. Will they give us a Mercedes cab to go with that I wonder? A good look through the Oxford range show many commercials that have scope for service vehicle conversion with a little imagination. Watch this space!

Response **Oxford Transits** by Thomas Young on 10/11/2011

There is still no sign of the SWB Transit vans appearing. However there is now a 1:76 LWB high-roof Mk7 van available in plain white (<http://www.oxforddiecast.co.uk/shop/showitem.asp?id=2768>) and Network Rail livery (<http://www.oxforddiecast.co.uk/shop/showitem.asp?id=2767>).

Response **Oxford Transit** by Phillip Walton on 22/12/2012

The SWB versions are now out.

Bespoke model of L99 up for grabs! by Damon in *Models* on 30/05/2010.

Renowned modeller Dave Lowery has painted and detailed a "OO" gauge pannier to create a unique re-creation of LT loco L99 in miniature. If you would like to own it, contact Steam Railway magazine at steam.railway@bauermdeia.co.uk with an offer of £125 or over. All the money will go towards restoring the Spa Valley Railway's collection of LT vehicles. Offers by 21st June 2010 please.

Potters Bar and Uxbridge - 10th July 2010 by Thomas Young in *Trip Reports* on 14/07/2010.

Despite the blistering heat, Ray and I decided to combine a visit to the Potters Bar Garage open day with a hunt for SVs in north and west London. Having met at London Bridge, we took the tube to Moorgate, then a 153 through some of the (suspension bashing) back roads of Islington to Finsbury Park. We suspected that a new Infrastructure van might be here, and we were right. Although it tried to drive off (when it saw us coming?!), we caught it at the traffic lights around the corner. The other side (Wells Terrace) had the normal IRU van. Onwards by tube to Arnos Grove, we didn't bother with the depot as it had been visited recently. We took a 298, unusually a double-decker, for the pleasant ride up to PB.

The third annual open day at Potters Bar was, as usual, a low-key affair. Inside the garage was a line up of 6 or 7 preserved buses (mainly Routemasters), all with sales stands plonked in front of them! There was nothing else on display but interest was provided by a steady stream of 'vintage' buses arriving and departing on running day services. In terms of service vehicles, PB's new Transit Connect was visible in the far corner, presumably having replaced the Mitsubishi pick-up, while two unmarked Zafira crew ferry cars were hiding in the front park. When we arrived there was also a Uno Transit Connect van out front but this left soon afterwards.

We boarded an RF heading for New Barnet, and got off at High Barnet to take the tube down to Finchley Central. Somebody had mentioned an interesting SV seen there recently, and luckily it was still around. 6710V is one of only two Corsas to have featured in the central fleet. I neglected to notice at the time that two of the other SVs present had never been photographed. Ho hum. Onto a 266 bus next for a ride to Cricklewood. At Childs Hill we passed a new VW Crafter van of First London (although not marked as such), while visible in Cricklewood garage were the new Transit Connect and the Ford Escort this was thought to have replaced. Onwards to Willesden Green for the tube to Uxbridge. Various SVs seen at Neasden and Wembley were predictable.

The visit to Uxbridge was to follow up a discovery made by Kim Rennie during the week. He sent a photo of four LBSL Infrastructure vans parked in front of a glass office building, which turned out to be right next to Uxbridge Station but on the south side. We walked up the alley beside the Chimes shopping centre and there they were, including two not yet on the database. The car park had an old LTE sign so has presumably been in use for some time, but the Infrastructure tenure may only date back to the closure of Olympic Way in about 2009. Although some of the vehicles moved to Isleworth it did seem there must be another base, and presumably Uxbridge is it. It is slightly annoying to think of the number of times I have visited the bus station barely 20 yards away and not realised there was more!

First London's local VW Crafter van arrived when we returned to the bus station, and there were also four LBSL IRUs and a Honda Civic. Back on the tube, we stopped at Alperton on the offchance that they had also gained a new VW van. The engineers van was still the Vauxhall Vivaro as it turned out, but we did get a result with a previously unreported Vauxhall Corsa van parked at the back. Back on the tube again, past Ealing Common and Acton (nothing special noted) to West Kensington. We did the usual walk to the Lillie Bridge entrance and ID'd a few SVs, the most interesting being a newish pair of Transits in the West Kensington yard. Then round and over the flyover to ID a few more but nothing special. We ended the day by having a ride on the new E200 buses on the C1 to Victoria.

Error with 828J by Ray in *General (Vehicle design, liveries, etc)* on 22/07/2010.

My Ian Allan books for 2/60 (edition 17) and 10/60 (edition 18) both refer to 828J as an AEC Regent 7-ton Lorry converted from

STL43 in 1950. There is no mention of the vehicle in edition 19 (7/61)*****Ian's Bus Stop refers to STL43 as STL 43 JJ 4349 3/33 new to LGOC, 1STL1: AEC Regent 6612113 6cyl petrol AEC A162, body: LGOC H34/26R #13496, red/white/black/silver, "General" 3/33 CL new, for 8, 160 (Clay Hall) 7/33 CL transfer to LPTB c9/33 transfer (to AC or ED) 2/45 overhauled at Elmers End 5/48 X used on 7A (Middle Row) 6/48 X repainted, red/white/black/brown 1949 X used on 7 12/49 TB (Bromley) 1/50 TB used on 138 1/50 TB withdrawn from service, body 13593 1/50 body scrapped 828J 4/50 converted to towing lorry 828J by Kenex 7/50 RG (Reigate) (Bowles Road, SE1) 57-9 CS (Chiswick) 3/60 CS withdrawn into store 6/60 bought by S.Higgins & Co Ltd, London SE1***** Kim's book (p.72) refers to 828B (specifically as a Bedford!)

TfL Cycle Hire support vehicles by Thomas Young in *Other Company* on 25/08/2010.

Although I don't plan to add them to the database, the vehicles operated in support of the TfL/Barclays Cycle Hire scheme may be of interest to some people. All have fleetnumbers in the same position as central fleet SVs, while the Nissan and Alke vehicles have a white and two-tone blue livery somewhat similar to LUL's. I will list those that I have noted below. If you have any additions, please post as a reply and I will update the list.

Alke ATX electric flatbed mini-truck

A01 MX10GWC

A02 MX10GVN

A03 MX10GVZ

A04 ?

A05 MX10GVO

A06 MX10NHA

A07 MX10GVY

A08 MX10GVW

A09 MX10GWA

A10 MX10NGZ

A11+ ?

anon MX10LVT

Ford Focus (hatchback unless noted)

F01 ?

F02 ?

F03 ?

F04 MF59AEW black

F05 MV59MXZ black

F06 ?

F07 ?

F08 MV59MUW silver

F09 LG08NXS silver estate

F10 MV59NDK black

F11+ ?

Ford Mondeo saloon (silver with blue skirt)

M01 BJ60GKX

M02 BJ60GKO

M03 BJ60GXZ

M04 BJ60GFK

M05 BJ60GVA

M06 BJ60GKY

M07+ ?

Nissan NV200 van

N01 BJ10KPV

N02 BJ10FPE

N03 BK10EBV

N04 BK10WAO

N05 BG10FPN

N06 BK10ECX

N07

N08 BJ10FTE

N09 BJ10FPP

N10+ ?

Bicycle trailers

VT1-VT16 +?

Ford Transit 'standard' vans

BD61TFU

BD61YAG

BD61YBJ

BD61YBN

BD61YBY
BD61YFA
BT61KHP

Ford Transit Box Vans

BG61KDU
BG61KPK
BF12TYD
BF12UAK
BF12UEC
BF12UEE
BF12UFW
BF12UFZ
BF12ZZM
BN12AEA
BN12AEC
BN12AEY
BN12AKF
BN12AMV
BN12ANF
BN12HZH
BN12JDF
BN12JTX
BF63LYR

Fiat Ducato Box Vans

LJ14FTP
LJ14FUT
LJ14FUU

The bicycles themselves have 5 digit 'fleetnumbers'

Note: Posting edited by Tom Young, 02/09/14, 10:45.

Note: Posting edited by Tom Young, 02/09/14, 21:36. BF63LYR added

Note: Posting edited by Thomas Young, 05/09/14, 11:10. More Ducatos (LJ14FTP and LJ14FUT) added.

Note: Posting edited by Tom Young, 17/09/14, 11:35. BD61YFA added (curiously seen outside Barclays in Woolwich!)

Note: Posting edited by Tom Young, 12/10/14, 10:53. BD61YBY added.

Response **A01** by London spotter on 29/08/2010

A01 is MX10GWC

Response **More Alke's** by London spotter on 31/08/2010

A02 is MX10GVN A10 is MX10NGZ I also saw MX10GVY but missed its fleet

Response **Ford Focus F04** by K. PLY on 13/09/2010

F04 is MF59AEW and is black

Response **N08** by London spotter on 17/10/2010

N08 is BJ10FTE - seen today (17/10/10) heading up Charing Cross Road

Response **More bike vehicles** by Thomas Young on 24/12/2010

I have added Nissan N03 and a new series (M0x) for Mondeo cars.

Response **Cycle vehicles updated again** by Thomas Young on 05/01/2011

M05, M06, N06 and an un-numbered Alke added to the list.

Response **Another Alke...** by K. PLY on 09/01/2011

Couldn't see the number (if in fact there was one on it), but registration was MX10LVR.

Response **More cycle vehicles** by Thomas Young on 16/04/2011

N05 and M03 added. I've not seen any Alke's for a while....

Response **Cycle hire list updated** by Thomas Young on 02/09/2014

I was considering the possibility of adding the Cycle Hire support vehicles to the database, thus enabling sightings etc. Does anyone have any views on this? In the meantime, I have updated the list here.

All of the original vehicles have been replaced. Information has been added about A07, M02, M04 and N02. The identities of A04, F01-F03, F06 and F07 are not known. The current fleet appears to be a small number of normal Ford Transit vans (for machine maintenance?) and a larger batch of specialised Ford Transit box vans for cycle movement. Sadly they do not carry fleetnumbers. The latest addition is a Fiat Ducato box van.

VANGUARDS Ford Transit by Damon in *Models* on 30/09/2010.

Looks like Vanguards are doing a Mk 1 Ford Transit with a diesel front. Ripe for some service vehicle applications and just what the Doctor ordered. Should please our Master, Transit-Tommy methinks.

Query regarding 189C, 203C-208C by Arun in *Members queries* on 02/11/2010.

This is my first post - I'm looking for information on the dimensions of the Leyland Cub trolleybus breakdown tenders based on the Leyland SKZ1 chassis - with a view to making a 1/43rd scale model. Does anyone know what their wheelbase was [or cab width] or any other useful dimensions. The small LT Cub buses were 15'6" WB but I doubt whether that would apply to these small trucks. [in fact they are probably much shorter than the bus -perhaps nearer 9'WB?]

Response **Query regarding 189C,203C-208C** by Phillip Walton on 05/11/2010
The wheelbase was 11'. The width was approx. 7'.

Response **re: Leyland SKZ1 chassis** by Arun on 08/11/2010
Many thanks - that's very helpful.

Model Collector Magazine by Damon in *Models* on 06/01/2011.

The new edition of Model Collector Magazine contains an article on service vehicle diecast models.

Response **Model Collector Magazine** by Thomas Young on 07/01/2011
I had a flick through this today and its nothing to get excited about. It seemed to deal only with transport support vehicles that have been made available as mainstream die-cast models, and was not limited to LT. It comprised a two page spread with text and photos, and a further page tabulating the models (sorted by operator). The latter may have been useful to me, but not worth buying the mag just for it.

LBSL IRUs up for replacement? by Thomas Young in *LT Leased 6000-6999* on 17/01/2011.

The initial batch of London Buses Incident Response Units are now around three years old, which is the usual life-span for leased vehicles (including the Mercedes Vans that these replaced). However, given the economic situation, and the fact that hybrid vehicles are still only just being evaluated, I would imagine they may stick around for a while yet.

Response **IRU fleet holding on** by Ray on 17/01/2011
One was re-licensed today (17/1/2011) for another 12 months. However word is that the 57-reg batch are due to be replaced this year.

Matador from Oxford diecast by Damon in *Models* on 25/02/2011.

Oxford diecast are to produce a 1/76 AEC Matador model. While it has not been stated that any service vehicles will be produced there must be plenty of scope!

Response **Oxford Matador - update** by Damon on 27/02/2011
It appears that this is the standard RAF gun tractor that we all love (well I do!) which has been the base for many bus company wreckers over the years. They're also doing one as basic cut-down wrecker conversion which is a bit 583J if you ask me. Now, where did I put that yellow paint?

Response **Matador from Oxford diecast** by Phillip Walton on 06/03/2011
The first one will be a wrecker in Wynnes livery followed by two different gun tractor liveries and an RAF flatbed.

Response **Oxford Diecast AEC Matador wrecker** by Damon on 12/07/2012
The Wynn's model is now available and looks pretty good. Service vehicle versions are due out later including Southdown. Looks promising. If you're reading this Oxford people then let's have a 583J please.

6987/6988 (?) by Ray in *LT Leased 6000-6999* on 15/03/2011.

With Modec going into administration on 4th March 2011 the possibility of these, or any other numbers (if allocated to the Modec vehicles supposedly on order), appearing is reduced.

Red & Cream Liveried Vehicles by Steve in *General (Vehicle design, liveries, etc)* on 22/03/2011.

Before about 1964 Railway Breakdown Vehicles such as 110J; 111J; 416M; 418J; 832J etc carried a Red and Cream Livery. Could anyone tell me exactly what shade of red was used, and if there are any paint codes for this? The Cream is assumed to be Chiswick Cream.

Response **Red and cream vehicles** by Arun on 02/02/2014
One of the ex-STL breakdown tenders is preserved by LT at Acton in red and cream livery. IIRC, the red is Ayres Red ie., bus red rather than underground red.

Response **"J" breakdown tenders** by Damon on 02/02/2014
830J is at the LTM and is all red not red & cream. Other preserved "J"s" are 738J and 739J also all red and I think 832J is currently in red & cream. Photos of all are probably on this website somewhere.

Response **830J** by Arun on 02/02/2014
Damon - You are absolutely correct - I was sure I had seen a red and cream "J" at Acton. Obviously hallucinating. Arun

Free old magazines by Thomas Young in *Non-SV related* on 16/04/2011.

I am having a clear-out and have some things that I would be happy to give away to a good home. The first items are some books and magazines as listed below. If you want any of these (and can collect them from south east London), drop me an e-mail. 347 issues of Buses magazine, complete years 1975 to 1977 inclusive, and 1980-2005 inclusive (apart from the November 1990 issue which I seem to have lost).

176 PSV Circle G-list fleetbooks. Complete 1st series (1993-1996, 51 books), 2nd series (1997-2000, 53 books), 3rd series (2000-2003, 56 books) and part of 4th series (2003-2004, 18 books).

uploading photos. by Dave Smith in *FAQs* on 05/05/2011.

a vehicle i use to own is on this database. I would like to upload a photo i have of it .. But cant seem to find out how.. is this because im a new memembr ??? also would like to know where it was last sited, as its been used since i sold it as a scrapper. Sorry if im asking stupid questions. Dave.

Response **uploading photos** by Thomas Young on 06/05/2011

Hello Dave. That's not a stupid question, don't worry! There is no facility for users to directly upload their own photos. At present the only method is to e-mail the photos to me. Cheers. Tom

Reliance Redshaw-Lister Garage Sweeper by Gavin Redshaw in *LT Miscellaneous* on 12/05/2011.

Hello LTSV2 members. My name is Gav Redshaw. I have just registered to this site after having found it through researching my families business, Reliance Trucks co. I got onto this site through the Reliance Sweeper at Cobham and was astonished to find the data sheet on here that tells me that there were upto 97 road sweepers in service with LT. It was my great uncle who founded and owned the business and I've other family members whom also worked for a long time within the company. Including my Great Grandad who was factory engineer and my Grandad who was in sales. The genes of the family have carried through both my and my dad as we're interested in Horticultural, Industrial and Agricultural machinery and own a couple of restored vintage tractors. Myself and my dad are both interested in finding original examples of Reliance Trucks. I've been in touch with Matthew over at the Auto Truck website who has provided me with useful information and what he knows to exist. I'm here with a request as to the source of the data about Reliance Trucks that's on this site and any other information anybody has on them. We've all the family history behind the company which I hope to at some point post publicly on the net to which I will link on here if anybody would be interested? Thanks very much to all the members who've posted their sightings and information. It'd be great if someone could possibly tell me the origins of the data provided on here about the 97 which were in Service. Please don't hesitate to contact me either replying to this post or via my email bluesbeaten-redshaw@hotmail.co.uk Gav Redshaw

Response **Reliance Sweepers** by Brian J.Elvidge on 14/05/2011

Gav, If you note on this site there is a downloadable list of all the Depot Sweepers London Transport and the privatised bus companies owned. I will email you a copy and I hope that will assist in your families research. Regards Brian Elvidge.

Nice time? by Ray in *Non-SV related* on 09/06/2011.

To assist with night visits you may have noticed that the website now works one hour ahead of BST. Please adjust your bus timetables accordingly.

Response **Quantum leap** by Thomas Young on 16/06/2011

I believe the servers for the current host are in Germany, while those of the previous one were in the UK. I don't think there is anything I can do about the resulting timestamps being continental, sorry.

Response **Don't...** by Damon on 23/06/2011

Don't mention the war....

Response **And don't....** by Damon on 05/07/2011

And don't mention Siemens whatever you do. I mentioned it once but I think I got away with it.

Siku Mercedes Sprinter van 1/76 scale by Phillip Walton in *Models* on 19/06/2011.

I have just obtained two examples of the above, a van and a minibus. They are to exact 1/76 scale and will stand alongside the CMNL version without any noticeable differences except that they do however represent the SWB variant. In some areas it is cruder than the CMNL model, the interior and wheels in particular but these can be upgraded/replaced. The Mercedes star does not appear on the grill neither does any indication of the prototype manufacturer probably due to not obtaining permission from Mercedes. In fact it is possibly a copy of the CMNL modified to the shorter version.

Response **Found a pic of the new van model** by Thomas Young on 25/06/2011

Thanks to Phillip for this info. I found some pics of the model on [Flickr](#). It is certainly the right length for an IRU. However it would be real tough to match the paint/lettering finish on the CMNL model!

Response **Siku Sprinter** by Adam Floyd on 25/06/2011

I bought one of these a while ago and was surprised by its similarity to the CMN version. It looks quite presentable with a few mods.

[Before \(with a CMN version for comparison\)](#)

[After](#)

Response **Siku Mercedes Sprinter van 1/76** by Phillip Walton on 29/06/2011

Using the CMNL model as a guide and some satin black paint a great improvement to the Siku Model can be made. The parts to

be painted are the bonnet vents just below the windscreen, the backs of the door mirrors, the rubbing boards along the sides and the number plate light cover. I have obtained a CMNL IRU model quite cheaply because some one had made a mess of removing the markings. I am going to try using the interior and the wheels on the Siku model, I am also going to try fitting the glazing from the CMNL model.

SORN by Ray in *General (Vehicle design, liveries, etc)* on 03/07/2011.

SORN applies to all tax classes including those where no duty is payable, such as historic and disabled tax classes. A SORN is required if one of the following applies: The vehicle tax is not renewed (or is being refunded) and the vehicle is kept off the road or every 12 months if the vehicle is kept off the road. Therefore, in theory, any vehicle shown on the website as 'unlicensed' has probably been scrapped, hidden away in bits or dumped in the sea!

NTBO by KeithD in *FAQs* on 06/07/2011.

Can you tell me what NTBO stands for in the vehicle notes section ?

Response **NTBO explained** by Ray on 06/07/2011

The licensing updates are usually put in by me (Ray) and are normally updated each month (at least for 'operators' vehicles). There is a routine operated by Tube Lines (as nominee operator for LBSL/LUL etc) and the major bus companies. Therefore when I find that a vehicle has not been relicensed when expected I add the NTBO (Not Taxed By Operator) so I can check progress. If it has not been re-licensed by the first week of the month then it gives a clue it may have been sold. The NTBO marking is usually deleted from the 'notes' section at that point. For non-live vehicles updating occurs as, and when, I get a chance and 'NTBO' will not apply. Thus NTBO is just an aide memoire.

London Spotter by Ray in *Technical Problems* on 13/08/2011.

Hi, could you correct the date of your sighting of Stagecoach 95250 please?

Response **Ah, the wrong year!** by Thomas Young on 13/08/2011

It's OK. I have edited it. Tom

Stagecoach and First UK-wide fleetlists by Thomas Young in *Links* on 15/08/2011.

Nathan Thorn's UK-buses website includes up-to-date fleetlists for Stagecoach and First (as well as East Yorkshire Motor Services). The Stagecoach one (<http://www.uk-buses.co.uk/stagecoach.php>) is almost comprehensive with around 8,100 vehicles listed, although it does not include the re-acquired London operations. Visitors to LTSV may be interested in the fact that service vehicles (from cars upwards) are included. The last few pages of the list show about 330 SVs at garages around the UK. The First group list (<http://www.uk-buses.co.uk/first.php>) is far less comprehensive (around 4,100 vehicles out of about 8,000 operated) and does not include SVs.

Response **That blows it!** by Ray on 15/08/2011

The London batch which was expected to be 95250-95260 seems to have (at least) the following number already in use - 95253 OE57BEY Ford Fiesta North East Stockton August 2009 -

Grey borders on photo thumbnails by Thomas Young in *Comments & Suggestions* on 30/08/2011.

Visitors may have noticed the rounded borders applied to thumbnails on photo selection pages. I didn't mean to upload this variant but it snuck on when I switched domains recently! However, I would be interested to know if anyone has a preference for these, or for the plain square-cornered thumbnails (as used on the select by date added page). Cheers, Tom.

Night trip report - 200 SVs in one outing! by Thomas Young in *Trip Reports* on 25/09/2011.

Ray and I joined Steve on one of his regular night outings earlier this week. The aim was to see as many vehicles as possible, so we decided to target the three biggest locations first, starting at Acton at 21:30. This was a bit early for the main run-out from the works, but 41 vehicles were seen over the next hour anyway. You really need to stand near the works entrance here, as vehicles come and go both ways on Bollo Lane. As the vehicles are seen on the move, photography is not possible. Departures included three dustcarts starting their rounds (along with the recently added Ford Transit BN07YAV) and 7 lorries, many of which we were to see again. More interesting were the vehicles going into the works, most likely to sign-in and/or load-up before heading out later. Among them were many vans and cars that are only seen at night, including a variety of Ford Transits and Vauxhall Combos, and two thirds of the Peugeot Partners delivered earlier this year. A further six vehicles were identifiable in the staff car park, although I did have to return the next day to confirm one of particular interest (new Combo LN11RKO). Three or four LBSL Honda Civic cars were there, although the only one identified was the one from Eltham that we already knew about. Getting the others would have been helpful to suggest where the latest delivery of red Toyota Prius cars have been allocated.

We then drove down to Griffith House and got out to walk the surrounding streets. Griffith House is perhaps unique in having an 'allocation' of about 50 vehicles yet having space on-site to park only 5 or 6. The rest only visit briefly at night, parking wherever they can find space, before heading out to work sites. Old Marylebone Road, Homer Street and Harcourt Street all had many vans parked amongst the resident's cars, while Seymour Place was notable for an un-broken line of 8 vans. We were on a tight schedule so I didn't get my camera and tri-pod out this time, but this location is perhaps the best for night photography of service vehicles. The short-wheelbase Ford Transit crew van is king here, with most of the recent batches being seen, along with a variety of other vans and just two cars (a further Partner and a Ford Focus). 42 vehicles were recorded in a visit of perhaps 15 minutes.

Back in the car we circuited Baker Street station (6 vehicles) before heading to Lillie Bridge. Arriving shortly before midnight, we stood at the bus stand on Lillie Road for the next hour and a half and recorded a further 69 vehicles, mostly coming out of the depot. You get a long view down the depot road here, so you can see when something is coming. However, the vehicles often

came out in clumps of three or more. I was using my Blackberry to furiously tap in the numbers but perhaps an old-fashioned notebook might have been easier, or even a voice recorder. Contractor's vehicles have always been a common sight here, but I would say their numbers have reduced. The only ones seen in quantity were white Transit dropsides and vans belonging to Cleshar. Among the proper SVs seen, five were lorries that we had already noted leaving Acton. One of the former LBSL Honda Civic cars was a surprise sight, 6298H operating in anonymous maroon. Also still anonymous were several of the Renault and Peugeot vans in the 6627 to 6646 number range. No fewer than seven vehicles were seen still carrying Metronet branding, the newest being silver/blue 6261F. Representing more recent developments, the two Ford Transits converted into generator carriers both came out, sadly without their trailers, as did a total of seven brand-new VW Caddy crew vans. I was quite pleased to see three of the seven newish Smart cars as well.

When the Lillie Bridge run-out petered out we headed back to the car for a bit of a drive around. Naturally a proportion of the vehicles seen during the rest of the night were ones that had already been noted at Acton, Lillie Bridge or (particularly) Griffith House.

Central Line vehicles are often the most elusive so we headed first to White City Station. Seven vehicles were found here, including a lorry with crane, which appeared to be lowering or lifting something from the track below. Tracking back inwards, there was nothing much at the Central Line stations so we diverted to Paddington (5 vehicles) then along the route 205 passing Edgware Road, Baker Street, Regents Park and Euston stations to Kings Cross. At each of these, deviations were required to check the back-roads where SVs are often parked, and about a dozen SVs were found. We then back-tracked again, via Warren Street, Regents Park, Baker Street and Marylebone, picking up another dozen or so, then down to Marble Arch. The work at Green Park station is virtually complete but five SVs were among a larger number of contractors vehicles still present. Onwards via Trafalgar Square and Charing Cross to Embankment, then over the river to Waterloo, Lambeth North, Elephant and Kennington. There was not so much down this way quantity-wise but some of the vehicles seen were still rather interesting.

It was by now about 03:30 and I think we had all had enough. On the way home we called in at Mandela Way and Eltham Bus Station, adding 9 LBSL vehicles to the total.

When I got home (and had some sleep), I went through my notes and found that we had recorded a total of 208 different service vehicles. This represents just over a fifth of the current fleet, not bad for one night's 'work'.

I would like to thank Steve for driving us around all night, and Ray for remembering numbers until I had a chance to tap them in!

Fictional LTSVs! by Thomas Young in *Links* on 30/10/2011.

While researching something else entirely, I came across the Flickr website belonging to northernblue109 (Garry Luck). This has many brilliantly photoshopped pictures, mainly of buses and trains in unauthentic liveries. He has also done a couple of 'might-have-been' LT service vehicles, a Leyland TS8 Railway Emergency Control Vehicle (<http://www.flickr.com/photos/northernblue109/5582478700/in/photostream/>) and a Leyland Comet Breakdown Tender (<http://www.flickr.com/photos/northernblue109/5581893737/in/photostream/>).

NEW from Oxford Diecast by Damon in *Models* on 07/11/2011.

Newley announced by Oxford is a 1/43 scale model of 1164F a Ford 400E minibus type thing. Expected for release "quarter 1 2012" They also have some AEC Matador wreckers in the offing, one from Southdown which should sell well (everybody loves Southdown!!), one from Devon General and one from Bradford, all 1/76. Start saving yer pocket money..

Response **1164F model by Oxford** by Damon on 07/04/2012

Oxford's model of Ford 400E Utilabrake personnel carrier (what a mouthfull!) has been released. Bought mine today in the local Modelzone. £12.99. Nice little model.

Oxford diecast 1/76 Transit by Phillip Walton in *Models* on 14/11/2011.

This should be in the shops before Christmas. It is of the 'medium' wheelbase version rather than the short wheelbase illustrated.

Response **Oxford diecast 1/76 Transit** by Phillip Walton on 01/12/2011

This model is now available. One of the best models from Oxford IMHO. The only fault I could find was the poorly detailed rear lights, so out with the paints.

Ford Transit LS10YMO "cancelled fleet order" by Thomas Young in *LT Leased 6000-6999* on 03/12/2011.

Here's a funny thing. I found online a picture of the new Ford Transit van model by Oxford Diecast. The van was plain white but it carried reg LS10YMO, which sounded familiar. So I googled the reg and found a page on the Hartwell website, complete with pictures of LS10YMO in white/blue livery and for sale. The details say it was a cancelled fleet order. The van was a high-roof LWB Mk7 Ford Transit. It might not be there for long but the webpage can be viewed at <http://www.hartwell.co.uk/vans/used/?Ink=922&make=ford&perpage=4@no=LS10YMO>.

Response **Cancelled orders and Fords from Hartwell** by Thomas Young on 11/12/2011

Two questions arise from this. Firstly, I wonder if this has happened before, or if it was a rare event. Assuming that fleet numbers are assigned when vehicles are ordered, then it could account for some of the many gaps in the sequence. We will never know for sure but, for example, LS10YMO could have been intended as 6959F. Secondly, is Hartwell at Dunstable the main dealer supplying Ford Transits for the central fleet? They certainly had other vans registered in familiar series. Perhaps somebody travelling up the A5 in the future could take a peep?

Response **LS10YMO at Hartwell Ford** by Ray on 23/12/2011

The van has an advertised mileage of 30965 which means somebody has been using it. Strange that Oxford chose this particular vehicle to model (and without the skirt!)

LT Corps (St Johns Ambulance) 502FJJ by Thomas Young in *LT Miscellaneous* on 11/12/2011.

I found this pic of an ambulance that appears to have LT Corps lettering (as per former GS47). The registration (502FJJ) suggests it was supplied by LT. <https://picasaweb.google.com/107128559835522255960/1972slides#5264920713372672834>

Summary of 2011 (not so micro) by Thomas Young in *Diary of a Webmaster* on 17/01/2012.

2011 was another interesting year for the service vehicle fleets. The first 7xxx fleetnumbers appeared early on (the first was 7037F which may have arrived in late 2010), with 7246VW being the highest reported by the end of the year. There are of course lots of gaps as usual. While the Transit remained the most popular model, there was a noticeable shift away from Ford for smaller vehicles. As far as we know, only two Transit Connects joined the central fleet during the year while no Focus cars were reported at all. In their place were several batches of cars and light vans from Peugeot, Renault and Volkswagen. I am told this does not reflect an overall vehicle policy but is merely the result of deals available at the time orders were placed. A nine-month break in deliveries for Tube Lines was ended early in the year, with deliveries since then concentrated in distinct blocks of fleetnumbers. However, only 30 new vehicles for Tube Lines were reported during the year, compared to 139 for LUL.

Although exact figures are not available (due to the lack of official information), 236 central fleet vehicles were added to the database during the year. These comprised 85 mid-sized vans, 65 cars, 61 light vans, 17 mid-sized trucks, 6 minibuses and 2 buses. 83 of the additions were Fords, 36 Volkswagens, 31 Peugeots, 24 Mercedes, 22 Renaults, 17 Vauxhalls and 23 from other makes (Citroen, Dennis, Mitsubishi, Optare, Smart and Toyota). The decline of Vauxhall (traditionally the main alternate supplier) to sixth place is notable. There were no additions to the owned (lorry) fleet, while leased fleet numbers were applied to 183 vehicles. Of the remaining 53, 21 were leased vehicles for which fleetnumbers were not yet known, with the other 32 being genuine un-numbered vehicles.

Vehicles returned off lease were mainly from the 6200-6600 range although many lower numbers continued in use longer than expected. Withdrawals included most of the remaining vehicles in Metronet livery (perhaps as few as three survived into 2012) and many of the LUL rebranded ones.

London Buses Operations replaced its first batch of Incident Response vans with a broadly identical set of Mercedes vans, but also added a pair of hybrid Ford Transit vans. Most of the LBSL Honda Civic hybrid cars went off lease during the year. Although there had been 16 of them, the only replacements we are aware of are four each of Toyota Prius and Ford Fiesta cars, the latter notable in being the first such since 2003. London Buses Infrastructure also took some 'green' Transits, four electric vans joining their fleet of VW Transporters.

125 bus company service vehicles were added to the database during the year, although some would have been in use for a while, while others were no doubt missed. 46 of the additions were Vauxhalls, narrowly beating the 44 Fords. The only other make to see double-figure additions was Carbodyes, due to Arriva Southern Counties apparently insatiable appetite for former taxis to use as crew ferries. There were more cars (48) added than mid-sized vans (35) or light vans (25). Apart from the Arriva SC taxis, the only companies taking notable quantities of vehicles during the year were Arriva London (yet more Vauxhall Corsa cars), Go-Ahead London (a variety of anonymous crew ferry vehicles following successes with bus route tendering) and Stagecoach (who totally renewed their SV fleet with Transit vans and minibuses). The largest vehicle added to stock was a second-hand Volvo tow-truck bought by Ensign. This proved to be in poor condition however and was sold a few weeks later.

Four vehicles operated by Sovereign Recovery were also added to the database during the year, giving a grand total of 365.

8450 SV sightings were logged in 2011.

In terms of the website itself, a fairly fundamental but largely invisible change was a switch of hosting supplier in mid-year. The hosting service was having increasingly regular reliability problems, and this co-incided with my other provider introducing some of the features that the LTSV site needed. A switch seemed the obvious choice and although the only outward change was the web address reverting to the original ltsv.com, there was a lot of behind the scenes work involved. Other changes to the site were minimal. Slightly larger thumbnails were introduced in March (another long-winded process), while a few small page tweaks were brought in. The number of registered members increased by a modest 11 (to 159), while several new photographic contributors came on board. The site does remain reliant on a small number of very active members and my thanks as always goes to them.

458 photographs were added to the website during the year, mainly covering topical developments but with a few historical and non-London shots included for interest. A total of 3770 photographs is now on the site, of which almost 45% include a Ford vehicle! The main LTSV photo collection is kept on my PC and currently amounts to over 14,500 photographs, taking up 22GB. 1,433 were added during the year, meaning that I am publishing about 32% of receipts.

I had a new service vehicle fleetlist booklet published by LOTS, as their SUP24E. Sales of the earlier editions had evidently been sufficient to warrant continuation. By the way, there is no prospect of LOTS doing an updated SUP15 (complete SV fleetlist) for the foreseeable future. When the time does eventually come, the main issue will be whether it can fit in a single book!

As I seem to have been saying for the past few years, I have many ideas for a revamped version of the LTSV site. This would be incremental rather than fundamental, although a cosmetic overhaul would be included. I am keeping a log of my ideas for now, including allowing more editing rights to key contributors, including maps of locations and sightings, and capturing the large amount of historical information (primarily allocations) that is still out there. Luckily, the site seems to work quite well as it is so there is no great urgency. My free time is distinctly limited at present and my two other (rail-related) websites are more overdue some

attention.

ERU and blue lights by Damon in *Links* on 12/02/2012.

A brief report from the BBC Local News can be found at <http://www.bbc.co.uk/news/uk-england-london-16961185>

Feb 22nd Aldwych Emergency Exercise by Rob Morel in *Members queries* on 22/02/2012.

Huge emergency service exercise centred on (closed) Aldwych Tube today from 7am-7pm vehicles parking in (specially closed) Surrey Street WC2R all main emergency services sending "specials" anyone in the area able to deploy camera!?

Response **Feb 22nd Aldwych Emergency Exercise** by Thomas Young on 25/02/2012

Some photos taken at this exercise have been published at

<http://www.flickr.com/photos/30131135@N04/sets/72157629439415873/>. Of note was the presence of veteran communications truck 2488M, its first sighting in over 3 years. BTP/ERU 2593 was the only other SV involved. Thanks to Keith for the link.

LT Private Cars (pre-1985) added to the database by Thomas Young in *LT Un-numbered* on 16/03/2012.

No fewer than 1,683 vehicles have been added to the database today, these comprising the 'Private Cars' operated by London Transport. Up until 1980, regular batches of cars were bought for use by individual members of staff (or positions). Although unmarked, they could often be recognised by their registration numbers, these being in batches either similar to, contiguous to, or intermingled with those on buses and numbered service vehicles. After 1981 such vehicles were leased and hence were no longer in distinct batches. The last owned cars appear to have been sold in 1985.

The information on these vehicles has been added to the database since it is now obtainable from London Transport 'Variations in Rolling Stock' sheets that have been published on the internet. The next stage will be to use these variation sheets to capture the allocation histories of the cars, as well as of other LT service vehicles. This may take some time!

Fairly comprehensive details are included of cars bought between 1944 and 1981. Some information on earlier vehicles has also been added, having been collated from lists in the LOTS SUP1C (1977) and SUP22 (1981) publications plus various other LT documents.

The following vehicles were listed in SUP22 but have been omitted as they don't appear to have actually existed: KYV700D, SMK790F and WYU171T. Likewise FJJ583 from SUP1C. FJJ569 and JXC361 have been included, although they do not appear on the variation sheets.

Many of the registration numbers used would command high prices these days, examples being SLT1, SLT2 etc, TJJ1M and THV1S. The 'special' plates were often applied to the more upmarket cars (such as Jaguars and Daimlers) that were assigned to senior board members. The bulk of the intake was of fairly basic cars, such as Austins, Hillmans and Ford Anglias, Escorts and Prefects. The Ford Escort accounted for 417 of the cars, though this does include a quantity of the rather different 1950s design that used the name.

The service life of the cars varied quite a bit. The onset of World War 2 resulted in many of the 1930s cars being kept on longer than expected, while a life of 5-7 years was normal afterwards. Cars bought in the 1950s often lasted a lot less, with about 80 being sold before their first birthday. Record holder appears to be Ford Anglia WYL728, new in October 1959 and sold in the following July. 2-3 years was the average.

The livery of most of the cars is not known. Early examples were often black, while white and red are known to have featured on 1970s deliveries. Very few photographs of these cars have been seen.

At least 34 of the cars were given fleetnumbers in the Tram and Trolleybus service vehicle series (in the range 44 to 233), although these were probably not carried.

To see the full list, select 'LT Car' from the 'Range' drop-down on the Fleet Data page. By the way, I have set the 'date added' entries to be 01/01/2012, this to avoid cluttering up the 'latest data' lists! I should also mention that some of the entries for chassis numbers may in fact be engine numbers. The variation sheets are not always clear on the distinction, and it would appear that a lot of the chassis numbers of service vehicles in the original SUP15 book (and hence also on this site) are also in fact engine numbers.

Response **London Transport 'Variations in Rolling Stock' sheets** by Cocker2 on 22/09/2012

You mention London Transport 'Variations in Rolling Stock' sheets, where can I view these please.

Response **Variation Sheets** by Thomas Young on 24/09/2012

Cocker2, I've sent you an e-mail.

Response **Variation Sheets** by Thomas Young on 28/09/2012

See also my posting on 28/09/2012 for the links.

1416LD resin kit by Adam Floyd in *Models* on 28/03/2012.

SV modellers may be interested to know that Radley Models have produced a 1/76 scale resin kit of breakdown tender 1416LD, details of which can be found at http://www.radleymodels.com/page/service_stock An O gauge version and a tower wagon in the same scale are also shown at http://www.radleymodels.com/page/_o_gauge_road_vehicles

2012 London bus garage open days by Thomas Young in *Events* on 07/05/2012.

Sat 12th May. Event at Fulwell Garage to mark the 50th anniversary of the trolleybus closure. Not an 'open-day' as such.
 Sat 7th July. Potters Bar Garage open day
 Sat 29th Sept. Willesden Garage open day CANCELLED

Response **Another open day** by Thomas Young on 07/08/2012

Leyton garage is having an open day on Sat 22nd Sept 2012. On the same day there will be guided tours of West Ham garage, but these need to be booked in advance

Response **Willesden Garage open day cancelled** by Thomas Young on 10/09/2012

I have heard that the open day planned for 29th September 2012 has been cancelled. Confirmation when I get it.

Open Weekend London Transport Museum Depot Acton by Brian J.Elvidge in *Events* on 30/06/2012.

The London Transport Museum Website informs that the next Family Open Weekend of the London Transport Museum Depot will be Saturday 6th October 2012 and Sunday 7th October 2012. LT Museum Friends have free entry to this event. For further details LT Museum website.

LOTS ATS Event 2012. by Brian J.Elvidge in *Events* on 03/07/2012.

The LOTS ATS event this year 2012 will be Saturday October 13th 2012, earlier than usual, held at the Harrow Leisure Centre, further details see LOTS website.

London Transport Variations in Rolling Stock (Variation Sheets) by Thomas Young in *Links* on 28/09/2012.

A huge number (well over 20,000) of London Transport documents from the 1940s through to the early 1990s are available on the internet. These were all scanned and uploaded by John Marshall. Perhaps the most interesting are the sheets entitled Variations in Rolling Stock, which show all movements and changes affecting LT buses and service vehicles each day. The documents are spread across four websites, the links for which are below. Users should note the following:

The scans are fairly low resolution and are almost illegible in places.

You sometimes need to scroll down past various photo galleries (or click on More) to see all the documents.

The pages are often very slow to load.

<http://picasaweb.google.com/103109420540420338437>

Here are the Variation Sheets for September 1944 to August 1963 (with some gaps).

<https://picasaweb.google.com/107128559835522255960>

This collection includes Variation Sheets for the period August 1963 to October 1973 plus lots of photos.

<https://picasaweb.google.com/104734698688735396562>

This collection includes Variation Sheets for the period November 1973 to December 1990 plus some other contemporary documents (including some service vehicle specific ones).

<https://picasaweb.google.com/100765472585824042460>

This collection contains Variation Sheets (or equivalents) for the period January 1991 to 1997, plus lots of other LT and LCBS documents from the 1930s to the 1980s.

I spent quite some time downloading copies of all the Variation Sheets and any other documents that relate to service vehicles, and the information contained within is gradually being applied to the vehicle database.

Kerby Motors Limited by Ray in *LT Miscellaneous* on 04/10/2012.

The above took a number of vehicles in the years after the war. A history of the business can be found at <http://www.kerbeymotors.com/History.htm> I am not aware of any former LT vehicles being shown. (As an aside I went to a school in Kerby Street in the fifties - just too late!)

The end of LT service vehicle body numbers by Thomas Young in *LT Owned 1000-1999* on 28/11/2012.

The LT variation sheets always listed the body numbers of service vehicles taken into stock (and usually when the vehicle was sold as well). However, deliveries from December 1964 do not show the body numbers, suggesting that this is when the use of body numbers ceased. SUP15 shows 1373B, delivered on 14/12/1964 as being body number M103, and adds that this was the last body number allocated. This number is not shown on the variation sheets. Body numbers M1 to M102 were evidently planned to be allocated in order to vehicles 1265F-1272F, 1278LD-1291LR and 1293AS-1310KB and 1312F-1372F. I would surmise that the body numbers for vehicles delivered after the end of November 1964 were not in fact used. These were M55-M59, M66, M68, M69, M72, M80-M84 and M86-M88.

Neasden Open Day by Ray in *Events* on 24/01/2013.

An open day (Underground 150) is planned for 31st August 2013

Response **Neasden Depot open day postponed** by Thomas Young on 09/07/2013

I have been advised that this event has been postponed. More info as soon as I have it.

Response **Not the Neasden Open Day** by Damon on 02/09/2013

From what I've heard this is an ex-open day. It has ceased to be.

Tree Loppers by Arun in *Members queries* on 30/01/2013.

I had the opportunity today to have a close look at the preserved **971J** [ex-1/10/STL/6 1470]. What intrigued me was that I was sure I had read somewhere that in LT days the upper deck floor had had a large hole cut in in and the tree bits fell through this into the lower deck saloon whence they were eventually removed through the rear emergency exit. Interestingly, the windows on the vehicle are painted glass rather than plated over and it would be surprising if the windows would survive having small branches continually falling on/against them.

Does anyone know, or have a picture of, what the upper deck floor looked like on these vehicles in tree lopping days? or how they were used?

I should have added that currently, the upper deck floor shows no evidence of ever having had such a hole cut into it.

Response Tree Loppers by Ray on 11/02/2013

A photo of the top deck of 971J can be found at <http://www.flickr.com/photos/rw3-497alh/5465944670/> From my memories of 970J at Northfleet in the early 1960's the only hole on the top deck was for the staircase, down which some smaller items could have been thrown or fallen. Certainly with this batch, and later pruning vehicles, some side panels were cut, able to be folded down and used as standing platforms. Any further changes (holes) to the top deck floor would presumably have made the upper deck unsafe and the body not rigid. The cut branches would have fallen straight to the pavement (as they do today) and may have been loaded through the rear 'emergency' door. The windows remained painted glass in most cases.

Bus and Railway data by Thomas Young in *Links* on 15/02/2013.

It's a bit off-topic but I would like to mention 2 impressive websites that may be of interest. Both use live data feeds from transport providers but in way which makes them very useful for enthusiasts. I should also add that neither site works in Internet Explorer 8. Mozilla seems to be OK.

The London Vehicle Finder (<http://londonvf.co.uk/>) is a very simple-looking site. You can type in a location, a bus route number or a bus registration number and it will give you a load of current and recent information. LOTS are evidently making good use of this source.

OpenTrainTimes (<http://opentraintimes.com/>) combines railway Working Timetable data with live train-running information. Most interesting are the route diagrams, which show real-time train locations and signal states in much the same way as a signaller would see them. The North London line is my favourite. For stations not yet covered by these, you can select a date/time for any location and see what trains run. What sets this apart from sites like National Rail Enquiries is that non-passenger train paths are included. Be aware that the information is based on timing points. So, for example, several freight trains run through Abbey Wood but this is not a timing point for them. Selecting a train you can view a map showing its timing points. Some are interesting, such as the Westbourne Park to Northfleet Crossrail spoil trains, which cross over themselves twice.

Garage open days 2013 by Ray in *Events* on 29/03/2013.

Potters Bar open day is planned for 8th June whilst Willesden is planned for 5th October (was to be 14th September). Another open day at Holloway has been booked for 10th August

London Transport Museum Depot Open Weekend by Brian J.Elvidge in *Events* on 30/03/2013.

The London Transport Museum Depot Open Weekend, Saturday 13th and Sunday 14th April 2013, from 11.00 to 17.00. Nearest Tube Acton Town. Admission £10, LT Museum Friends Free. Note There will be no District Line Service all Weekend Turnham Green to Ealing Broadway, and no Piccadilly Line service all weekend Acton Town to Uxbridge, buses will run on both lines, see Transport for London web-site for more information.

Response Amendment by Ray on 30/03/2013

Friends pay half price (£5) - there is no free entry. One can catch a District line train to Turnham Green and change there for Piccadilly line train services (which will call there on both days) to get to Acton Town from the east.

7263R/LV61UCP by Colin Berry in *Members queries* on 15/04/2013.

I can confirm that this vehicle resides in a private driveway next to the entrance to Hockley Woods, Hockley, Essex, and is clearly visible from the pavement/road.

More garage open days 2013 by Ray in *Events* on 26/04/2013.

On 21st September, Metrobus garages at Orpington (MB), Croydon (C) & Crawley (CY) will be open to the public to celebrate 30 years of Metrobus. On 17th November there will be an open day at Merton (AL) whilst a smaller event - tours of the garage - was to have taken place at Stockwell (SW) on 8th December but has been cancelled.

Response Metrobus open days by Thomas Young on 26/04/2013

That sounds good, thanks for the heads-up Ray. It might be tough to do all three on the day though!

Response Metrobus Open Day update by Ray on 22/05/2013

Preserved Metrobus vehicles will operate free services between MB & C and also between C & CY so it may be possible to do all three in a day.

A new tree-lopper? by Thomas Young in *Bus Company* on 02/07/2013.

Anyone who watched the BBC documentary 'The Route Masters' last week may have noticed a modern open-top bus being used as a tree lopper at night. The vehicle appeared to be TfL's X173FBB, a Volvo B7TL/Plaxton President new to Durham Travel (trading as London Easylink), later passing to London Buses (trading as East Thames Buses). When that operation was sold to Go-Ahead,

X173FBB was retained by TfL, although I can't recall if it had already been open-topped by then. The staff seen in the short clip were working for Ringway Jacobs and the vehicle may have been on hire to them. It presumably had had its upper deck seats removed for the job. Since the vehicle is not a dedicated tree-lopper, I will not be adding it to the database.

Stratford Market Depot open house by Thomas Young in *Events* on 30/08/2013.

This year's Openhouse events include tours of the Jubilee Line depot at Stratford Market. Tours are on Saturday 21st September and must be prebooked at www.tflevents.co.uk/lu150stratfordmarketdepot. Stratford Market is of course home to a large number of service vehicles so this will no doubt be of interest to visitors to this site. However, it is not yet clear which areas of the depot will be covered. Also, rather unfortunately, the event falls on the same day as the triple garage open day at Metrobus.

Response **Stratford Market Depot open house** by Thomas Young on 23/09/2013

The event at Stratford Market Depot was very interesting. As part of the Openhouse weekend, guided tours of the Jubilee Line depot were offered, covering most of the inside of the main train shed. The knowledgeable guides pointed out items of interest and were able to answer most of the many questions that visitors asked. We were given close up views of a newly refurbished bogie, and the ingenious detraining steps built into the front doors of the trains. My main reason for going on the tour was the hope of seeing some of the large number of service vehicles based here. However, the tour did not cover the main vehicle yard, and the large skills centre building meant that it was never visible. As such, only about a dozen SVs were seen, of which only one or two could be photographed. In any case, we were advised that photos taken on the day had to be for personal use only and must not be published on websites or elsewhere.

Response **Stratford Market Depot** by Ray on 23/09/2013

For those who missed the event there are plenty of photos on Flickr, some with staff posing, some with visitors posing.

New Ford Transits (Mk8, Custom, etc) by Thomas Young in *General (Vehicle design, liveries, etc)* on 29/09/2013.

The appearance of several new Ford Transit Custom minibuses in the Stagecoach fleet in September has prompted me to look at the new Transit range with a view to deciding how they will be described on LTSV. The new range comprises four all-new models that will replace all existing Transit variants over the next year or so. Each model has a distinct yet related styling and can be summarised as follows:

Transit Courier - A new compact van, with just one standard size option

Transit Connect - The revised (and slightly enlarged) Connect comes in two lengths but now with just one height option

Transit Custom - This replaces the low-roof Transit van and comes in two lengths. It is slightly longer and narrower

Transit - This replaces the mid-height and high-roof Transit and comes with 2 wheelbases, 2 or 3 heights and 3 body lengths. The wheelbases are the same as the Mk7 Transits but the bodies on the new vans are longer, wider and taller

A nice photograph showing a line-up of all four models can be found at <http://probuildermag.co.uk/news/all-new-ford-transit-courier>.

Full specifications for the range (such as dimensions) do not seem to be available yet. However, based on what I have been able to find out, I intend to apply the following descriptions on LTSV:

Transit Courier - Will be described as 'Transit Courier'

Transit Connect - Will be described as 'Transit Connect Mk2' with either SWB or LWB

Transit Custom - Will be described as 'Transit Custom' with either SWB or MWB

Transit - Will be described as 'Transit Mk8' with either MWB, LWB or LWB EL and Low-Roof, Mid-Height or High-Roof

Note that the 'Mk8' designation is not official but appears to be widely used. The Mk8 is sometimes referred to as the 6th generation, since the broadly similar Mk3, Mk4 and Mk5 were sensibly grouped as the 3rd generation. My intention is that the longest Transit Custom and the shortest Transit will both be described as MWB since they have the same 3.3m wheelbase as the MWB Mk7 Transit (although they all have different body lengths). As such, there will not be a 'Transit Custom LWB' nor a 'Transit SWB'.

If the Transit Courier and Transit Custom models are significantly revised in the future, then 'Mk1' designators will be retrospectively applied to the initial designs.

Once some photographs and/or diagrams are available I will update the Ford Transit article on this site.

LTSV is 10 years old by Thomas Young in *Diary of a Webmaster* on 01/10/2013.

LTSV is 10 years old today. However, it has not significantly changed since the database was added in October 2005. I have lots of plans for an upgraded version of the site but I would also like to know what visitors would like to see. Is there much interest in the allocation histories of LT vehicles? Should the design of the site be updated (getting rid of those grey pages)? Would maps of locations be of any use? What don't you like about the site? What is missing? Have your say, either by replying to this posting, or by e-mailing me at tom@ltsv.com.

Response **Happy Birthday!** by Rob Morel on 04/10/2013

Happy with the site, easy to navigate as it is, especially fleet data.

Response **Thanks** by Thomas Young on 13/10/2013

Thanks for the positive feedback Robin.

Response **20 things I don't like about LTSV** by Thomas Young on 13/10/2013

Below is a list of some aspects of LTSV that I think need improving (in approximate order of importance). Since these are the things that I have thought of, they are the ones that I am trying to address in my work towards LTSV3. If you can think of anything I have missed, please let me know.

1. Changing data (eg liveries) is not well covered

At present all information about a given vehicle (apart from its allocation/s) is stored in a single table. As such, there can only be one value for fields such as the livery, operator, registration number etc. However, a lot of vehicles do see changes to one or more attribute during their lives. For example, Ford van 710F carried three registration numbers during its time with LT, but searching for PXV350 will not find it. Similarly, Bedford 826B started out as a lorry but spent most of its life as a tanker. If you search for tanker, 826B will not return since it is listed as a lorry. More recently, you can't search for Grey Green vehicles if they are listed as Arriva London.

2. Assigning IDs to vehicles is problematic

For the purposes of the database each vehicle is assigned a numerical ID. For central fleet vehicles, the ID is the fleetnumber, while others are given IDs in approximate registration order. This raises two problems. Firstly there are a few instances of the same fleetnumber being assigned to 2 vehicles. One of the 2 vehicles then has to be given an ID in the 'un-numbered' range. Secondly, when assigning IDs to un-numbered vehicles, I leave gaps to allow for later additions. But sometimes these gaps get filled and subsequent additions have to be given out-of-sequence IDs. This may only be apparent when using the 'previous/next' links to move between vehicles.

3. Some vehicles appear twice

Due to the limitations mentioned in item 1 above, some vehicles have two entries. These are mainly vehicles that passed from LT to LCBS, from LT to the privatised bus companies, and some bus company vehicles that were re-registered. Although this solves the problem of finding the vehicles, it raises problems with sightings and photos, which may then have to be 'tagged' to 2 vehicle entries.

4. Withdrawn vehicles are treated as sold

The database does not distinguish between withdrawn and sold. If a vehicle is marked as withdrawn (for example due it being delicensed), it will no longer appear as current with the owner, even though it may be still owned. Recently Abellio and London United have hung on to redundant vehicles for some time.

5. The hash sign on livery details spoils the searching

A while back I started adding a hash sign to the livery of vehicles that were unmarked (eg 'Red #'). However, this means that you can't easily get a list of (for example) all red vehicles. There are some other inconsistencies regarding liveries. For example, some dark blue vehicles are listed as 'Dark blue', others as 'Blue (dark)'. LBSL IRUs are listed as 'Red' but should perhaps be 'Red/Orange/Yellow'. New LUL vehicles are listed in the database as 'White/Blue/Red' but photos of them are tagged as 'White/Blue'.

6. The back button causes problems

This is an old one and is due to the way the webpages pass information between themselves. If you look at a list of vehicles, and then look at the details of one of them, you might then want to use the browser's back button to go back to the list. However, if you do you get a message saying the webpage has expired (!), although you can refresh and resend the information.

7. There is only one editor

The majority of the vehicle data can only be edited by me, hence it may not be as topical as possible. I could easily grant permissions to others but the editing pages really need to be made easier to use first.

8. You can't easily view sightings at a given location

If you were thinking of going to Brockley Hill Farm (or wherever), you might want to see which SVs people have reported seeing there. At present, the only way to do this is to view the sighting list sorted by location name. But, there are over 60,000 sightings in the database. Also, since locations are entered as text, some people might have put 'near Brockley Hill Farm', 'Staff car park at Brockley Hill Farm', 'Broklee Hill Form' or virtually anything!

9. Allocation histories are still not available

A couple of years ago we obtained documents that provide full allocation histories for virtually all LT service vehicles, but this information is still not in the database. I wanted to get the structure right before starting on the data entry.

10. Trade plates and pre-1939 numbers are not sortable or searchable

Related to items 1 and 9, this is information that is now available but is not yet included. Some information is included in the notes fields but this is obviously not sortable or searchable.

11. The date on the Notes field can be deceptive

A fairly minor one this. The notes section shows when each note was added but not when it was last edited. This can be confusing, for example if a note dated 2008 says a vehicle was withdrawn in 2013!

12. The forum is rather untidy and overly complex

Can't really expand on that much!

13. The automatically added 'Edited by' notes are annoying

If you add a note or a comment, then need to edit it (for example to fix a typing error), some text is automatically added to show who has edited it and when. If you have to edit more than once, these notes multiply! A simple time-out would be better (eg edits

by the original poster within 10 minutes would not generate notes).

14. Can't filter/sort vehicles by your seen/unseen

When you are logged in, vehicle lists have a green tick next to any vehicle you have logged a sighting of. However, you might want to be able to see a list of just vehicles you have (or haven't) seen.

15. Links in Notes are not links

If you post a link into a notes or comments field, it does not behave as a link.

16. Inconsistencies in Other Companies

At first, vehicles of various other companies were included (eg contractors responsible for bus recovery or ticket machine maintenance) as were vehicles that were hired. There is no clear policy on what is included, while many of the vehicles remain current in the database although are long gone.

17. Inconsistencies in unused fleetnumbers

Quite a few central fleetnumbers go un-used. Up to number 5833, these were included in the database as 'blank' entries, making them more visible. Since then, unused numbers have not been listed at all.

18. No help

I like to think that LTSV is easy to use but some people have mentioned being unclear on aspects (eg how to add a sighting). There should be some guidance notes for common tasks.

19. Some text areas are too wide to be easily read

Blocks of text can become difficult to read if they are too wide (your eye loses the line when you scan back to the left), especially if the text is small. This page here is a good example.

20. Some page jumps are tricky

Where results are spread across many pages, buttons are provided to navigate between pages. On the photos page, these only allow you to go to the next or previous 100 photos (ie you can't jump right to the end of a large selection), while the data pages have first, last and five pages either side of your current page. Both could be improved.

Response **LTSV is 10 years old** by Brian J.Elvidge on 14/10/2013

My personal feeling is the present layout of the pages works well, why spoil it. I would like to see more up to date printable lists and some new articles written on LTSV topics, like a list of Bus conversions to service stock, I would very grateful of any lists there might be. As to photographs, they look fine to me as well. This web site fills a gap not covered by other Societies that I belong to. Brian Elvidge, Tilbury, Essex.

Response **Why there are no recent fleetlists in the Articles section** by Thomas Young on 17/10/2013

Ref the lack of recent PDF fleetlists, I hadn't intended to produce any more of these for the following reasons:

1. The PDFs had to be manually set up and were out of date almost as soon as they were created.
2. Printable versions have been added to the main database list pages (click on 'View Print - Page' to print the current page or 'View - Continuous' to print all selected entries).
3. New editions of SUP24 are being produced every couple of years.
4. My choice of list layout may not suit everyone's tastes.

However, LTSV3 will take into account people who want to be able to print lists, and there will hopefully be some customisable reports for this purpose.

Response **Articles on LTSV** by Thomas Young on 17/10/2013

Ref articles, I too would like to see some more added, and I would welcome any contributions or suggestions. A list of buses converted to service vehicles would be very easy to produce so long as it only considered those vehicles given new fleetnumbers in the service vehicles series. However there are other vehicles which perhaps should be included. These include the T-type single deckers used as snow ploughs, the Green Line coaches converted to canteens and USA ambulances during WW2, numerous B-types rebuilt as lorries, etc. This would obviously require a fair amount of research....

London Transport Museum Depot Open Weekend by Brian J.Elvidge in *Events* on 14/10/2013.

The London Transport Museum Depot Open Weekend is from the 1st to the 3rd November 2013, for details please see LT Museum Website.

LOTS ATS EVENT AT THE RAF MUSEUM HENDON by Brian J.Elvidge in *Events* on 14/10/2013.

This years LOTS ATS Event is at a new venue, the RAF Museum at Hendon, nearest tube station Colindale. Or Mill Hill Broadway, First Capital Connect, then a bus. The date is Saturday 30th November 2013. Full details please LOTS Website.

Introduction by Thomas Young in *Vehicle history curios, queries and mysteries* on 01/12/2013.

I have now started inputting the vehicle history information from the London Transport variation sheets and advice books that were obtained a couple of years ago. As I do this, I keep coming across events that appear unusual or inexplicable, plus others that require clarification (especially given the frequent vagueness of quoted locations). Many of these will no doubt be resolved as I move onwards through the records. However, I have created this topic on the forum to keep a track of them, and to enable visitors to add their own comments where relevant.

Conversion of ex WD AEC Matadors by Thomas Young in *Vehicle history curios, queries and mysteries* on 01/12/2013.

Three queries in one here. 8 ex War Department AEC Matadors were bought by LT in late 1947/early 1948. They eventually entered service as Master Breakdown Tenders.

1. Six of the vehicles were stored for a while (not concurrently) at "Slough". I have entered this as the (later) LCBS garage, but it has been pointed out that this did not open until the 1980s. LT had three garages in Slough. Alpha Street closed in 1933, Bath Road in 1936 and Langley Road in 1937. So where were the Matadors?

2. Most of the Matadors went to Metro Coach Building at Hayes for conversion, usually after a spell at Slough. Indeed 749P was recording as visiting Metro three times. However, 750P and 754P seem to have entered service directly from Chiswick, without going to Metro.

3. Why did these conversions take so long? 747P entered service in 1948 but the rest took until 1949. In particular, 753P only went to Metro in May 1949, over a year after acquisition.

Response **Conversion of ex WD AEC Matadors** by 1260F on 03/12/2013

I have copies of the Chiswick record cards for the 8 Matadors, which give some further information. The card for 751P shows specifically Langley Rd. Slough.

749P's card gives the full details of the coachbuilder as Metro Automobile Co. Ltd. Uxbridge Rd, Hayes, Middlesex. Also there is no card entry for 750 or 754P going to Metro, although surely they must have been built there and somehow the information did not get recorded.

The records show 748/49/53P were sold to British Road Services, 222 Marylebone Rd. NW1., whereas 754P is shown as sold to Western Region (B.R.S.) Slough.

Firemans van at West Green? by Thomas Young in *Vehicle history curios, queries and mysteries* on 01/12/2013.

Morris van 241M is listed as being transferred on 25/11/1948 from the Chiswick RSI to West Green as a "Firemen's van". It has been suggested this is an error for "Foreman's", but the latter title has not been seen on any other entries.

Response **Firemans van at West Green** by Thomas Young on 07/12/2013

I should add that the entry dated 25/11/1948 is a bit unclear but the first two letters are certainly 'Fi'. However, the vehicle was later shown as being a normal RSE (RS) one.

Response **London Transport Auctions Limited (Oct '13)** by Ray on 25/02/2014

This badge was sold under Lot 456 London Transport "Fireman" BADGE issued from the late 1940s onwards to the members of the LT Buses fire brigades until disbandment in the late 1960s. Badge is nickel with enamel inlays and is in excellent condition.

Response **London Transport Auctions Limited - Apr 2014** by Ray on 19/04/2014

Another 'Fireman's' badge is being auctioned at this event.

Response **Penhall Road (British Pathe)** by Ray on 11/05/2014

A view of a Fireman's Badge can be found 2:08 minutes into <http://www.youtube.com/watch?v=QXUs3zG98DQ>

Response **"London Transport Cap Badges" and buses firemen** by Clive G on 17/05/2014

A book I have rediscovered, "London Transport Cap Bages" by David Lawrence, includes info on Central Road Services Firemen, from which I'll summarise. Formed for WW2 to assist the regular fire services at the main works. By the early 1950s there were three Brigades under Chief Firemen for Acton/Aldenham/Chiswick works, Charlton/Fulwell works, and for garages/depots/other buildings/vehicles. This last brigade contained 10 men, but there's no mention of where they were based. During 1950-3 the Charlton Chief attended to Penhall Road (as seen in the video below) Brigades disbanded late sixties and 3 Fire Equipment Inspectors (without badges!) allocated to Bus Engineering section to deal with the garages.

Response **West Green Firemen** by Damon on 26/12/2014

According to TfL archives West Green was home to the "Road services Fire Safety Section".

Early uses of Aldenham by Thomas Young in *Vehicle history curios, queries and mysteries* on 01/12/2013.

Aldenham Works was first intended to be a train depot for an extension to the Northern Line. During WW2 it was requisitioned for use as an aircraft manufacturing factory. It eventually reopened as a bus overhaul works in 1955. However, there is evidence it was at least partly used by LT before this. I haven't yet looked at pre-1948 records, but the following have come up:

Leyland Cub 182C was transferred there for the Works Manager on 05/05/1948.

Ford lorry 479F was transferred there upon withdrawal from Lillie Bridge on 14/02/1949. Many other redundant vehicles followed, many spending a few days here prior to moving to Walthamstow (Ferry Lane) for storage pending disposal.

New vehicles seem to first appear in 1949. AEC Regent 741J was here when first converted from STL42 on 30/03/1949. Was the work perhaps done here? Later that year a few new vehicles were first delivered to Aldenham (such as 789F on 16/08/1949), though most continued to go to Chiswick.

Response **Wikipedia says** by Ray on 01/12/2013

Although Aldenham had dealt with new vehicles and accident repairs from about 1945 it did not start full scale overhauling of bus bodies until 1949/50 and until 1955 chassis' were still dealt with at Chiswick

Response **Early uses of Aldenham** by Thomas Young on 04/12/2013

Thanks Ray, I think this one can be closed now.

Rye Lane PW closure date by Thomas Young in *Vehicle history curios, queries and mysteries* on 01/12/2013.

I have a closure date for Rye Lane Permanent Way Depot of October 1948, the site being used for Rye Lane Bus Garage (opened in 1952). It is reported that the PW vehicles moved to Bowles Road (close to Old Kent Road Garage). However, the LT documents show vehicles still being allocated to Rye Lane into 1949, for example ticket vans 809B/810B in April/May, and car JXN484 in late June.

Response **Rye Lane PW closure date** by Thomas Young on 07/12/2013

Having progressed a bit further, it seems the last mention of Rye Lane Permanent Way Depot in the advice book is dated 27/09/1950. The first mention of Bowles Road is dated 10/11/1950, so could the changeover have been between these two dates? Also, did Bowles Road also take over from Deptford Wharf? Sadly there are no transfers associated with either change listed in the advice book, but some Deptford vehicles are later listed at Bowles Road.

What happened at Wood Lane in 1949 by Thomas Young in *Vehicle history curios, queries and mysteries* on 01/12/2013.

On 28/09/1949, a total of 21 varied vehicles were transferred into Wood Lane, 8 from a variety of bus garages, the remainder from Chiswick. Many then lost their trade plates, being licensed as goods vehicles. This seems to coincide with the completion of modernisation work at the adjoining White City Central Line Depot.

Response **Wood Lane, September 1949** by Thomas Young on 04/12/2013

I now believe these movements were in connection with the formation of CDS (Central Distribution Services), although the moves to Wood Lane appear to have been either short-lived or un-realised. The next reference to each of the vehicles concerned shows them as being in the CDS Gp.3 Chiswick Pool.

Why are the department names so varied? by Thomas Young in *Vehicle history curios, queries and mysteries* on 07/12/2013.

In inputting the records, I am currently doing it as near to verbatim as possible. Hence operating departments that are abbreviated in the original documents will be abbreviated in the database, for now at least. There seems to be a degree of confusion about some of the abbreviations. For example, Dist Eng when related to TnT (Trams and Trolleybuses) vehicles usually means (electrical power) Distribution Engineer. However, at least one entry has this transcribed as District Engineer on the variations sheets.

Difference between Withdrawn and Delicensed by Thomas Young in *Vehicle history curios, queries and mysteries* on 14/12/2013.

Documents up to May 1955 listed any vehicles taken out of service as being Withdrawn. After that date, the term Delicensed was introduced for vehicles that were likely to re-enter service later. For the history inputting exercise, I will initially be using the terms as they appeared in the original documents.

Review of 2013 by Thomas Young in *Diary of a Webmaster* on 04/01/2014.

Here is a review of SVs and LTSV in 2013.

A significant event early in the year was the phasing out of the Tube Lines identity. Launched in 2003 as one of two infrastructure maintenance consortia (the other being the ill-fated Metronet), Tube Lines was brought back under LUL control in May 2010 but retained its separate identity until early in 2013. New support vehicles delivered since then have carried the standard LUL livery of white with a blue skirt and red stripe. Given that most vehicles are leased for about 3 years, there seem to be no plans to rebrand the existing fleet, although one or two examples have been noted. The heavy lorry fleet (which have rather longer lives) would seem better candidates for re-livering but none had been reported by the end of the year.

Two new "standard" liveries were first seen during the year. London Overground has two VW Golf estate cars in the orange-striped variant of the white/blue livery. Although new in 2010, they were first seen in early 2013 and may have initially operated anonymously. The green-stripe livery worn by Tramlink trams was applied to a new Ford Transit dropside truck in mid-year.

A rare case of a contracted service being brought back in-house was the termination of the Powerlink contract in August 2013. The maintenance of LUL's electrical power network is now undertaken using LUL-liveried vehicles, most of which were new deliveries. At least one existing van was retained and repainted, providing a very rare example of a second-hand vehicle joining the leased fleet.

There were plenty of interesting happenings across the London bus companies, including the division of First London between Metroline and new-entrant Tower Transit, and also the entry into service of the first production "New Bus for London" vehicles. However, these had little impact on the support vehicle fleets.

It was another slightly disappointing year for public access "behind the scenes", despite the celebrations for 150 years of underground railways. There were the usual handful of bus garage open days, but a planned event at Neasden railway depot was cancelled. Stratford Market depot did have an "open house", and though the pre-booked, guided tours were excellent, they bypassed the area where the many service vehicles are kept.

369 vehicles were added to the LTSV database during the year, compared with 2,258 in 2012. However, the latter figure included 1,683 London Transport cars from the period 1927 to 1980. Similarly the 2013 total included 31 vehicles from the 1980s and 1990s. Considering just the vehicles taken into stock during the year (or a bit before), the figures are as follows (2012 totals in brackets):

Additions: 338 (539), of which 239 (366) were central fleet vehicles, including 193 (342) numbered vehicles in the range 7310 to 7790 (7053 to 7609). The 239 (366) central fleet vehicles were from 13 (17) different manufacturers. The order of the top 3 makes was Ford, Renault, Volkswagen in both years. Rather surprisingly, Ford delivered slightly more vehicles in 2013 than in 2012,

meaning it went from supplying a third of the fleet additions to just over half. The totals for Renault and Volkswagen both dropped in 2013, roughly halving their share of deliveries. Most significantly, we are not aware of any Vauxhall vehicles being added during 2013, the first time this has happened for many years. The size of the central fleet (not including unmarked cars) remained roughly the same at a little over 1,000.

Additions to the bus company fleets amounted to 99 (173), with Ford slipping into 2nd place thanks to a large delivery of Mercedes minibuses for the Go-Ahead group. In 2012 Ford had supplied over a third of the additions; in 2013 it was nearer a quarter. Vauxhall remained in the top 3 with about a fifth share.

The above figures do need to be taken as approximate. Since we received no official fleet information during the year, everything is based on observations. The stats for the bus companies are also skewed by the fact that many additions are second-hand. Despite this, it does seem clear that most operators are cutting back on fleet renewal, the reductions being about a third across the board. Some of the reduction for the central fleet may have resulted from economies made by recombining functions latterly split between Tube Lines and Metronet.

Staying with statistics, here are some on the website in general. 6 new members joined LTSV in 2013 (8 in 2012), while the whole membership logged 9,002 vehicle sightings (9,104). I uploaded 295 (474) new photographs to the website but the main activity came late in the year when over 9,000 "history" records were added. This followed a decision to postpone the development of a whole new database structure (LTSV3) and instead incorporate some of the proposed changes into the existing site. The main improvement was to be the inclusion of data from the many LT archive documents which have become available over the past few years.

Where is 'Works'? by Thomas Young in *Vehicle history curios, queries and mysteries* on 05/01/2014.

Up to about mid-1960, the Variation Sheets and Advice Books explicitly named Aldenham as the place where most new SVs were delivered to, and where a lot of them went prior to disposal. However, from then on, most entries in both documents annoyingly show only 'Works'. In some cases, later entries for a particular vehicle show that Works was in fact Aldenham, but for the rest I am playing it safe and putting the allocation as 'Works'. Does anyone know for certain whether 'Works' relates to just Aldenham? Or for that matter, why the change was made?

A related question that may yet be answered as I work through the documents is this: When did new SV deliveries stop going to Aldenham?

Response **"Works"?** by Damon on 05/01/2014

After the end of its war use in 1945 Aldenham was first adapted for bus use in 1949. This actually just BEFORE the decision was made to abandon the Bushey extension of the Northern Line. From what I can tell it then became the receiving point for all new road vehicles

Response **"Works" we know** by Damon on 06/01/2014

Thinking of Works we know....

Chiswick Bus Works
Aldenham Bus Works
Parsons Green Works
Acton Works
North Road Coachworks
Seagrave Road Coachworks
Olaf Street Coachworks

Response **Aldenham again** by Thomas Young on 09/01/2014

Just to clarify, this question is about the use of Aldenham for service vehicles *after* 1960. The early days are covered [here](#). My progress through the documents has now reached May 1962, and is currently passing through a phase where the name Aldenham did reappear for most new and redundant vehicles. Though this might support the theory that 'Works' does equal Aldenham, I am continuing to input the records (almost) exactly as they appear. Exceptions are cases such as a vehicle being delivered to 'Works' but the next entry showing it as being licensed 'ex Aldenham', or withdrawn to 'Works' then sold 'ex Aldenham' (or vice versa). For these, the 'Works' entries will be set to Aldenham.

Response **"Works"** by Damon on 10/01/2014

Was it not this era when what we now know as Stamford Brook (a.k.a. Chiswick Tram Shed) became the service vehicle "works" for a period? CDS moved into the old traffic office at Chiswick Tram Shed in 1958. By 20th July 1966 the BEA fleet had moved into Chiswick Tram Shed which became CB. From sometime before 1949 until sometime after 1963 Chiswick Tram Shed is referred to in L.T. directories as "Chiswick Coach Factory" which is a bit of a works isn't it? Does that tie in with the right dates or am I barking up the wrong tree?

Response **A few more** by Ray on 13/01/2014

You could add Charlton, Fulwell, West Ham, and Effra Road, and even go back to 'tramways' works if you wish to make the list complete.

Response **Maybe 'Works' meant either Chiswick or Aldenham** by Thomas Young on 20/01/2014

My work with the variation sheets has now reached spring 1968 and a resolution of the 'Works' issue is still not at hand. I had believed that Works was used to represent one of either Aldenham or Chiswick but now I am thinking that perhaps it did actually mean either. Here are a couple of examples. In the first three cases, Works seems to mean Chiswick, while in the fourth it is

Aldenham.

Canteen tractor unit 700B was photographed at Chiswick Works on 01/05/1967, the day it was shown as being Transferred and Delicensed, Southall to Works.

Car ALM810B was transferred to Chiswick RSI on 18/12/1967. The next day it was shown as being delicensed to Works. Note that this was not 'Transferred and delicensed'.

Uniform issue units 1465W to 1468W were licensed to the Stores Superintendent on 01/10/1967 but the location is given as Works.

Utilabrake 1152F was allocated to Aldenham with the Works & Building Engineer. On 01/01/1968 it was listed as delicensed at Works (again, not Transferred and delicensed).

By the way, there does seem to be a marked decline in the number of service vehicle entries in the variation sheets from mid-1967. For example, the first 3 months of 1968 contain only 10 entries. Whether this relates to less detailed record-keeping, or a more stable fleet, is not yet known.

DASM (Distribution & Advertising Service Manager) by Thomas Young in *Vehicle history curios, queries and mysteries* on 20/01/2014.

This department name first appeared on 13/06/1967, when a large number of publicity vans were listed as being transferred to it from the Publicity Officer. I have entered these as changes of department name, rather than transfers. However, the DASM acronym then appears against various other vehicles, including several tippers delicensed in spring 1968. Perhaps (as its name implies) DASM was a merging of CDS and Publicity. Hopefully things will become clear as I progress.

Response **DASM (Distribution & Advertising Service Manager)** by Thomas Young on 20/01/2014

I should have checked my sources on this one. According to the excellent Rennie/Aldridge SV book, CDS (Central Distribution Services) became DS in 1967, then soon afterwards changed again to DASM when it took over the responsibility for the posting of adverts. The latter service was separated out again during the 1970s, after which the department became known as Distribution Services (or DSM for Distribution Services Manager).

Location codes (or 'I like to be consistent, sometimes') by Thomas Young in *Locations* on 26/01/2014.

I had been meaning to say a bit about the codes used as abbreviations for locations on this website, and why they differ from those used in some other publications. Obviously bus garages have always had official one- or two-letter codes which are well known. At first there were relatively few other locations at which service vehicles were kept, and both LOTS and the PSV Circle assigned them two-letter codes (unfortunately not always the same, for example LOTS used LE for Lillie Bridge while the PSVC used LB). With the huge amount of garage codes that have been used over the years, plus the increase related to tendered bus operation, it was becoming hard to find meaningful codes for SV locations that did not conflict with these. There was also a growing number of SV locations being added or identified.

LOTS had already been using 3-letter codes for some non-garage locations, notably ALD for Aldenham and AEC for AEC Southall. Whilst I was putting together SUP15B for LOTS, I argued that 3-letter codes should become standard for non-garage locations, and these were duly used. In devising the codes I tried to make them as meaningful and straightforward as possible, for example Effra Road was given code EFR. However, I also applied a few rules, albeit not completely consistently. To avoid confusion with bus allocations combined with status codes (for example ACt would be used for a trainer bus allocated to Willesden), I tried not to use any codes that ended in T, U or W. A bit of a slip-up was my recent addition of EWT for Edgware Track Depot, where EWT is a potential current bus code. For bus stations, most were given codes ending in B, with D the last letter for most depots and S for Stations. Offices were generally given either H (for House) or O, while Emergency Response Unit locations ended in E. The result is some codes that may appear odd (for example MMO for Mitcham Offices) but also a clear relationship between groups of codes (for example SDB, SDD and SDS are the bus station, depot and railway station at Stratford). There are a few anomalies (such as Acton, Bollo House being ACB but not being a bus station) but hopefully the codes are fairly easy to either guess or remember.

Now, whilst it is quite easy to change the codes on the website (which I recently did when I discovered that 'Dollis Hill' was an office at Cricklewood Bus Garage rather than the Station - DHS was changed to DHO) it occurred to me that this might not be sensible. The codes have been used in SUP15B, in numerous editions of *The London Bus*, and also in the newer TLB Extras published by LOTS. Changing them could lead to confusion for future readers. So, whilst I now know (for example) that neither AGS and SSS are actually at their respective stations, I won't be changing them.

What has brought all this to mind today is the discovery of yet another probable SV location. Silwood Triangle is a patch of open ground south of Surrey Quays Station and bounded by two branches of the East London Line and the Southeastern lines from London Bridge. Assuming it does become a long-term allocation, I am a bit stuck for a code. SWD would imply a depot, SWT would confuse with SWt, SQ-something (for Surrey Quays) would be OK but I can't decide what the something letter should be. Ah, SQY might suit. The Y relates to it being a yard and also fits in with the name Surrey Quays. Shame it isn't really at Surrey Quays....

Anyhow, enough of my rambling. I should really get to bed. Or maybe I'll just do a bit more history inputting first!

Tom

Response **Silwood Triangle?** by Damon on 27/01/2014

Is this not the location of new sidings for LOROL as part of the 5th car project? There is a photo in the January edition of *Modern Railways* (page 9). The caption to this photo refers to Silwood Depot and states that ten five-car siding are being installed.. Is this site actually known as Silwood Sidings or even Silwood Depot I wonder?

Response **Silwood Triangle** by Thomas Young on 28/01/2014

Excellent, thanks Damon. The sidings are not going to be covered, but there will be ancillary buildings, so I guess we could call this Silwood Depot with a code of SWD. SWS (for Silwood Sidings) is an option but I think I might need that later for Stockwell Shelter Construction yard (a wartime location).

Response **Silwood Depot - more detail** by Damon on 28/01/2014

More detail can be found at <https://consultations.tfl.gov.uk/rail/silwood> and includes a rather splendid map at https://consultations.tfl.gov.uk/rail/silwood/supporting_documents/Silwood%20Map.pdf. This suggests depot buildings although they're not for putting trains in. Hopefully this clarifies the status of this site.

Response **Stockwell shelter construction yard** by Damon on 28/01/2014

I see this site gets a mention from Tom on this thread. Do we know where? Can we assume it was simply that roundabout thingy where one of the entrances currently stands brightly painted? During construction the L.P.T.B. dumped spoil from shelter construction in several sites. There was a corner of Regents Park for the North London shelters. Then there was apparently 125,000 cubic yards dumped on Clapham Common and a further 20,000 cubic yards found its way to a site at Nightingale Lane near to Clapham South. Moving on to service vehicles the L.P.T.B. allegedly took on 80 second hand lorries in February 1941 and another 50 in May 1941. These remained the property of the Ministry of Home Security however the L.P.T.B. were responsible for looking after them and they were actually used by contractors.

Response **Stockwell Shelter Construction yard** by Thomas Young on 28/01/2014

I plan to review the 1939-1948 Advice Book after completing the current run of Variation Sheets, but I had a recollection of seeing Stockwell mentioned in it. However, a quick flick has turned up that many of the 2nd hand vehicles went initially to Battersea (where??), then some to Chalk Farm. In a couple of cases the vehicles have a company name next to them. This made me think that perhaps the 130 vehicles Damon mentioned were in fact the SVs in the number range 498 to 624. Both the quantities and the dates are *roughly* right. Anyway, I then found the transfer of no fewer than 61 SVs to "CE (B&C) Deep Shelter Pool, 51 Lansdowne Way, Stockwell" in the first few days of June 1941, with more soon after. There is a nice map of the proposed site of Stockwell Garage in Ken Glazier's "LT Garages" (Capital Transport 2006) and this shows number 51 being on a large triangular patch of land pretty much corresponding to the eventual main building of the garage.

Response **Shelters on Clapham Common** by Thomas Young on 28/01/2014

As this thread drifts somewhat further off-topic, Damon's comments reminded me of the "humps" in the western-most rectangle of Clapham Common. I'm sure these had access doors, suggesting they were shelters or similar, but I can't find any mention of them on-line. If they were shelters then they would have produced spoil rather than consumed it. Since Clapham Common is very flat I have no idea where the spoil Damon mentioned went. Mind you, it is 220 acres. What would 125,000 cubic yards spread over 220 acres look like???

Response **Spoil from shelter construction** by Thomas Young on 28/01/2014

Right, the answer to my last question is apparently 20 feet (see below), although this means it was not spread across the whole of Clapham Common! I wonder where this "pile" went? I lived near Clapham Common for my first 25 years and I don't recall anything that big. Anyway, the following text was lifted from <http://www.claphamsociety.com/Articles/article5.html>, which is a long and interesting article.

One of the problems was what to do with the enormous amounts of spoil removed — estimated at 200,000 cubic yards (153,000 cubic metres) south of the river. London Transport negotiated the purchase of 130 second-hand lorries at £425 — £500 each to carry it away. The London County Council gave permission for 125,000 cubic yards (96,000 cubic metres) to be dumped on Clapham Common and the height of this dump rose to 20 feet (6 metres). A site in Nightingale Lane was identified for the deposit of 20,000 cubic yards (15,300 cubic metres) and this was close enough to allow a gantry for spoil transfer. A further 20,000 cubic yards (15,300 cubic metres) were similarly dumped at Clapham North on the site of three bomb damaged houses in Clapham Road after allotment holders there had been given £5 each to relocate.

Response **More on Clapham and Stockwell** by Damon on 29/01/2014

The Clapham Society text and the pictures on their site appear to come from the book on "London's Secret Tubes" by Capital Transport which is where I gleaned most of my information from. As for Stockwell Garage it was originally planned as a Trolleybus Depot so the L.P.T.B. must have owned the vacant part of the site before the war although I never realised it was used for shelter construction purposes. Interesting stuff!

Response **London deep-level shelters** by Ray on 31/01/2014

Wikipedia gives details of the eight shelters (plus two others that were proposed). It seems that immigrants ex the mv Windrush were housed in the Clapham shelter for a time. By coincidence, the BBC London News had a story yesterday (30/1/2014) on the shelter, stating that, due to the advancement in LED lighting technology, the plant-friendly temperature found 100ft below ground, and with some support from celebrity chef Michel Roux Jnr, the damp Second World War air raid shelter is being transformed into the capital's first underground farm (herbs etc.).

Scania Prime Mover LPJ564K by Thomas Young in *Hires and Loans* on 31/01/2014.

Variation sheets list this as taken on hire from Dorada Commercial Vehicles on 03/04/1973 (to Works).

Replaced By and Replacement For by Thomas Young in *Vehicle history curios, queries and mysteries* on 01/02/2014.

If you look at the vehicle history entries you will see that a lot of them contain the above information, showing which vehicles were replaced by new vehicles entering service, and what the replacement for vehicles going out of service was. I should point out that this information is not actually shown in the source documents (mainly LT Variation Sheets). However, if a vehicle enters service at

location X with department Y on date Z, then a similar one leaves service from the same at around the same date, then it is safe to assume that there was a direct replacement. I am considering making this information into hyperlinks (so that you can 'click through' chains of vehicles) but the problem is that there is often not a one-for-one relationship.

York Trailers by Arun in *General (Vehicle design, liveries, etc)* on 02/02/2014.

Having just completed the Radley Models 1/43rd scale kit of the 3ton Mk 1 Ford Thames Trader in its 1129F guise, I'm inclined to do a conversion of the vehicle into one of the prime movers in the 1139F-1143F series. Ideally I'd like to produce one of the York trailers fitted with the Scammell mechanical horse coupling to go with it. There's photographs of YT7 and YT12 in the Rennie and Aldridge book but I really need to know what the length of the trailer was. Anyone have any ideas? Many Thanks Arun

London Buses Cherry Picker by Rob Morel in *Members queries* on 19/02/2014.

Noted a white Ford Transit chassis cab with cherry picker bodywork (yellow boom) on Cricklewood Broadway this Morning carrying Red roundels 'buses' on cab doors and bonnet, no sign of fleet number, Tree lopper perhaps??

Response **Already in stock?** by Ray on 19/02/2014

Did it look like 6794F (see photo) ?

Response **Identified** by Rob Morel on 20/02/2014

Thanks Ray, that's the one, I searched the fleet data for cherry picker, access platform and all !

Tram Depot by Thomas Young in *Vehicle history curios, queries and mysteries* on 01/03/2014.

I have today started work on the 1939-1948 Advice Book, and almost straight away hit another location query. Various vehicles are shown as being at 'Tram Depot', most of them elderly lorries marked as Reserve. Transfers are mainly between there and 'Chiswick'. I am going to assume that 'Tram Depot' is the location now known as Stamford Brook Garage.

Acton LT Museum Depot Open weekend 15/16 March 2014 by Damon in *Events* on 13/03/2014.

The Depot will be staging an open day again this weekend. Saturday and Sunday 15th and 16th March 2014. It has the usual model theme plus a Year of the Bus theme and you should see some of the buses moved out of their usual confines and find them a little bit more accessible this time. All good fun. I'll be working on the LTM Friends stall all weekend if anyone is about. Seeya there. Damon.

Garage open days in London in 2014 by Thomas Young in *Events* on 09/04/2014.

There are currently no fewer than seven garage open days proposed for this summer, list below.

10/05/2014 Catford
 07/06/2014 Alperton
 21/06/2014 Stockwell
 28/06/2014 Fulwell
 05/07/2014 Potters Bar
 19/07/2014 Walworth
 07/09/2014 Dartford (Arriva KT)

One other imminent event that may be of interest is the RT75 event this weekend. On Saturday 12th April RT buses will work over old route 22 between Piccadilly Circus and Homerton. There will also be a display of RT buses at Ash Grove Garage. On the Sunday (13th) the buses will feature in the London Bus Museum Spring Gathering at Brooklands. While on the subject of anniversary events, RM60 will be held in Finsbury Park on 12th and 13th July 2014.

Response **Bus events in 2014** by Thomas Young on 10/06/2014

I have just edited the list above, adding an open day at Dartford on 7th September. It would also be worth mentioning the bus cavalcade in Regent Street on Sunday 22nd June, and the RM60 event at Finsbury Park on 12th/13th July. A useful list can be found at <https://www.tfl.gov.uk/campaign/our-events>.

Preserved Service Vehilces by in *Members queries* on 14/04/2014.

Does anybody know of a list of known preserved service vehicles

Response **Preserved LT service vehicles** by Thomas Young on 14/04/2014

To see a list of preserved service vehicles, click on 'Fleet Data' above, then pick 'Preserved' from the Status drop-down list and click on Show. This currently returns a list of 30 vehicles, although some have not been seen for a long time, while a couple of others may be imposters. I suppose I should now add the two Unimogs at Acton Museum Depot...

HCVS London-Brighton 2014 by Damon in *Events* on 17/04/2014.

A quick look at the programme for this year's London to Brighton run on Sunday 4th May 2014 reveals that elusive ambulance 1532B is entered. This vehicle changed hands a while ago and seems to be having a period of activity. Where are all the other "preserved" service vehicles?? The LTM have Red Arrow MBA582 and Scooter LT1076 entered. Neither has been out and about for a good while. Seeya there on Brighton seafront!

Docklands light railway support vehicles by Steve Warman in *Members queries* on 27/05/2014.

Do these vehicles come within the LTSV grouping? I have a small list of 4 that I saw recently and was wondering if a complete list of Docklands service vehicles is available?

Response **DLR SVs** by Thomas Young on 27/05/2014

This subject was raised here a few years ago (see http://www.ltsv.com/sv2/forum_post_view.php?post=164&offset=0). I would be happy enough to add details (and/or photos) of any DLR vehicles that are reported. However, there would be a large gap in the data from the time when the DLR used CDS-supplied vehicles (about 1992) to the present.

Response **DLR support vehicles 19/04/2014 at Poplar depot** by Steve Warman on 28/05/2014

All Ford Transits BD13BTU BF13FSA BN12JDO BV13CGP (Fleet 001 painted on above front window)....

Response **DLR SVs** by Thomas Young on 04/06/2014

These four Fords have been added to the database, although the registration of the last (BV13CGP) appears to be incorrect. They have been added as 'Other Company' vehicles under 'Serco DLR'. Reports and/or photos of any other DLR-related vehicles would be welcomed.

Response **Another name?** by Ray on 04/07/2014

Keolis will take over from Serco in December 2014. Whether they, or indeed TfL, will supply new vehicles remains to be seen.

New 1/76 service vehicle kits by Thomas Young in *Models* on 08/10/2014.

Some news provided by Clive Greedus:



Thanks to Tony Asquith his Little Bus Company are now taking advance orders for new 1/76 scale service vehicle kits that should be ready 2015/6. (Reserve now, pay later). The models above are scratchbuilt but the kits will be similar. On the left, LT's standard stores and towing lorries from 1939 till the mid sixties on ex AEC Regal (T) and Regent (STL) bus chassis, will be represented by 447W. In the centre is 1018J, the shelter carrier converted from an STL, served 1954-61. On the right, railway breakdown tender 110J is older than the kit model which will be 832J, one of those on ex STL chassis that served buses as well as railways. The van roof will be lower and there'll be no cab top sign. IMHO this is the best LTSV modelling news in years!

Review of 2014 by Thomas Young in *Diary of a Webmaster* on 27/01/2015.

2014 was the 'Year of the Bus'. I'm not really sure who decided this, or the underlying objectives, but it did lead to an interesting year. The main events were a string of open days at London bus garages, perhaps the greatest quantity since the Golden Jubilee celebrations of 1983.

As usual there were a few changes to the ownership of London bus operators. In March the small London Sovereign operation was sold by (French company) Transdev to (French company) RATP, thus bringing it back into common ownership with London United. Later in the year, RATP also bought the London Tour operations latterly run by Arriva from Wandsworth garage. Within the Go-Ahead group, Metrobus ceased to operate London bus services during the year, Orpington and Croydon garages now being run under the London General licence. In reality the changeover was gradual, with the Metrobus name still commonly visible at the end of the year.

A rather fundamental change that took place in July was when buses in London stopped accepting cash payment for fares. Given the high usage of Oyster and other pre-payment cards, and also the significant administration savings enabled, the change was perhaps logical, and it seems to have passed off without too much adverse publicity.

Most of the new buses delivered for service in London were 'green', although they were of course nearly all red. Exceptions to the latter were some of the Wright New Bus for London (NBfL) vehicles, delivered in black livery and given dramatic graphics to mark the 2014 World Cup. Over 200 NBfLs entered service during the year, and the type is now a common sight around inner London.

In terms of service vehicles, the most notable aspect of 2014 was the relatively small quantity of vehicles added to the central fleet (LUL/LBSL/TfL). Although a few more may still remain to be reported, just 81 additions were made, the lowest for many years. I

think there are a number of reasons for this. Firstly, the intake does vary from year to year. 2010 was something of a 'dip' year, with 160 additions. This would result in fewer vehicles coming up for replacement in 2014. Secondly, there may be economies being made by re-merging of functions that were latterly covered by both Tube Lines and Metronet. Thirdly is the Ford issue, of which more anon.

The 81 vehicles included 59 with numbers in the 'leased' series. In the first half of the year these were slowly filling the gaps in the 7760 to 7820 range. In the autumn the numbers jumped ahead into the 79xx range, suggesting that some large orders had been placed. The remaining 22 vehicles were un-numbered, although this will no doubt include a few for which numbers are allocated but not carried (or not yet reported). Three full-sized lorries were among the un-numbered additions, comprising two MAN dropside and one Mercedes dustcart.

Actually, the number of new central fleet vehicles should perhaps be 81 and a half! In a resurrection of a practice not seen for many years, one of the lorries was given a new body. Mercedes-Benz Axor WX08KUY was new in 2008 with a fairly standard dropside body. In the spring this was removed and replaced with a custom-built box body containing a toilet, kitchen and meeting/dining area. It is now used as a mobile office at rail engineering work sites, replacing one of the demountable bodies previously used. It was also the first lorry to carry the new LUL white/blue/red livery.

Despite the reduction in intake, variety is still present. The 81 vehicles added in 2014 came from 10 different manufacturers. By coincidence the 2013 intake of 230 vehicles also covered 10 makes, though not the same 10. The biggest surprise in 2014 was the fall of Ford, the dominant supplier for the past 50-odd years. Just 8 of the intake were Fords, and they were all in the first half of the year. Among them were the last 3 examples of the Mk7 Transit van, 1 Focus car, 1 new Transit Connect and 3 of the new Transit Custom model. The new Mk8 Transit became a common sight on UK streets during the year but we have yet to see any in use as service vehicles. It could be that the new models are still being evaluated, or that some technical or financial aspect of them is not ideal. It will be interesting to see if 2015 sees Ford make a comeback.

Another surprise was the reappearance of Vauxhall. They had been the main alternate to Ford since the early 1980s but the quantities tailed off dramatically around 2011. 2014 saw 2 Movano minibuses added to the LBSL fleet, due apparently to the unsuitability of the Ford Transit Custom minibus. These were the first Vauxhalls in almost 2 years.

In the absence of Ford, the main supplier of central fleet vehicles in 2014 was Volkswagen, with 27 added (up from 3rd place in 2013). Renault supplied 20 (also in 2nd place in 2013), while the remainder came from Toyota (10), Ford (8), Nissan (4), Peugeot (4), Mitsubishi (3), MAN (2), Vauxhall (2) and Mercedes-Benz (1).

Developments with environmentally-friendly propulsion systems continued slowly through the year, and the adoption of 'green' technologies as standard still seems some way off. Three pure electric vans were added (one each from Nissan, Peugeot and Renault) along with 4 cars (3 Nissan Leaf and 1 Renault Zoe). Hybrid vehicles are more well established, and 10 Toyota Yaris cars were added in 2014, mainly replacing Toyota Prius cars in the TfL fleet.

Liveries provided some interest during 2014. Right at the beginning of the year, several vehicles in London Overground livery (white with blue skirt and orange stripe) were delivered. This livery had first been seen the year before on a pair of VW Golf estate cars. The new vehicles comprised 8 Renault Kangoo Maxi vans and 5 VW Transporters, and presumably were added due to some support function being brought back 'in-house'. Most of the vehicles were based at the new Silwood Depot or at nearby Oldfield Grove, and it does seem that they are only used on the sections of the Overground that were previously part of the LUL system. As an aside, the Overground network is due to expand in 2015 when some of the routes out of Liverpool Street are taken over from Abellio.

The second livery development also took place early in the year, and will affect a large number of vehicles. From this point the primary lettering on all new central fleet vehicles was changed to be 'Transport for London', with a strapline of 'Every Journey Matters'. The lettering is blue (on white vehicles) or white (on red ones). Roundels next to this lettering, and on the front, show the actual operator (eg Underground, Buses, etc).

In April three new vehicles were delivered in the Tramlink livery of white with blue skirt and a green stripe. This had previously only been carried by a Transit dropside new in 2013. Towards the end of 2014 the livery was also applied to two of the Ford Transits latterly operated in plain white. Two of the other plain white vehicles were given LUL livery as well, rather surprising given that they will probably go off lease in the next year or two. Conversely the lorry fleet, most of which is likely to remain in use for some time, continued to carry the defunct Tube Lines livery, the only exception being the rebodied Mercedes-Benz Axor. LUL livery with TfL lettering was applied to the three new lorries delivered during the year.

The final livery development came in the summer when the first of a new batch of Toyota Yaris hybrid cars was delivered. These carried white/blue livery with no stripe, had blue TfL lettering and a solid blue roundel alongside and on the front. Thus no specific department was mentioned, perhaps to enable the cars to be switched between users. They replaced most of the Toyota Prius cars latterly used by TfL Streets (in white/orange livery) and TfL Public Carriage Office (all white).

Quantifying the service vehicles operated by the various bus companies is much harder. There is no official information, and some of the operators are actually outside the TfL area. Many of the vehicles are acquired second-hand and it is also almost impossible to use DVLA and vehicle auction data to track disposals. Based on our best information, 105 vehicles were added to the bus company fleets during 2014. 61 of these were second-hand and 44 new. Ford and Vauxhall were the dominant makes with 42 and 38 vehicles respectively. Another 8 makes were represented by the remaining 25 additions.

Early in the year, Arriva Southern Counties received a number of Ford minibuses from co-owned TGM. Most were used to replace the last of the former London taxis used as crew ferry vehicles from Dartford. Arriva London re-opened its Edmonton Garage in

March and took a batch of 14 new Vauxhall Corsa cars. Arriva the Shires was now the main user of ex-London taxis, and several more were added during the year. These featured both the traditional FX4 design and the newer TX1 model. Most were reliveried into Arriva corporate or Green Line advertising colours, but many did not last very long. The change of management of the Metrobus London fleet saw new support vehicles being delivered in un-marked red. This is almost standard livery for Go-Ahead London service vehicles, whilst Metrobus ones used to carry white livery with full lettering and fleetnumbers. The process was accelerated when five plain red Vauxhall crew vans were moved from Northumberland Park to Croydon in exchange for 5 Mercedes-Benz minibuses. A side effect of this is that the Metrobus name can now be seen at places such as Edmonton! Notable departures from the bus company fleets were Arriva London's emergency fuel tanker and the three Honda motorcycles used by Stagecoach London.

The LTSV website saw two main developments during 2014. In the first half of the year the inputting of vehicle history records continued, with over 13,000 entries added. The period 1948 to 1981 was completed, and a start was made on 1939 to 1947. The plan had been to complete the inputting by the end of 2014 but a couple of factors saw this fall by the wayside. Firstly, the official information now to hand seemed to cover the period up to about 1982 quite comprehensively. However, there are evidently some events that were missed (for example when a vehicle is shown moving from A to B and later from C to D) and there are lots of aspects that are vague (for example when a vehicle is allocated to 'Hammersmith' or 'Works'). The post-1982 period will be much harder to cover. Apart from a few Registers from the 1980s and 1990s, most of the data will have to come from observations. This also applies to the bus company fleets.

The second development was that most of the pages on LTSV were completely rewritten. This was a major piece of work but far less visible, since the overall 'look' of the pages was kept the same. A few new functions were added, while the security and 'tidiness' of the coding was greatly improved. The new pages were also designed to eventually enable other members to have greater editing rights (for example, adding vehicles), and guidance notes and help were incorporated where appropriate. A couple of sections have not yet been upgraded, notably the forum (which I have never been happy with) and the member registration pages. Also still on my 'to-do' list is to improve the home page. I must have the only website that still looks pretty much the same as it did 10 years ago!

One of the changes introduced with the new pages was the ability to relate vehicle sightings to particular locations. This has obvious benefits but it also added a problem I am not happy with. When adding a sighting, you now have a choice of three places in which to record the location, and it is far too easy to pick the wrong one. The changes have also not achieved the goal of preventing people adding locations such as 'Near Clapham at 7am'. No-one has commented/complained about the changes but that is because feedback is generally non-existent. Come on people, tell me what you want. It may be different to what I think you want!

One other change I ought to mention is the inclusion of 'external' photographs. There are a lot of service vehicle photographs in books and on other websites, and my plan was to improve the way these could be referenced on LTSV, primarily by allowing members to upload thumbnails of the photographs. I am still not clear on the legality of this, and therefore the facility has not yet been enabled.

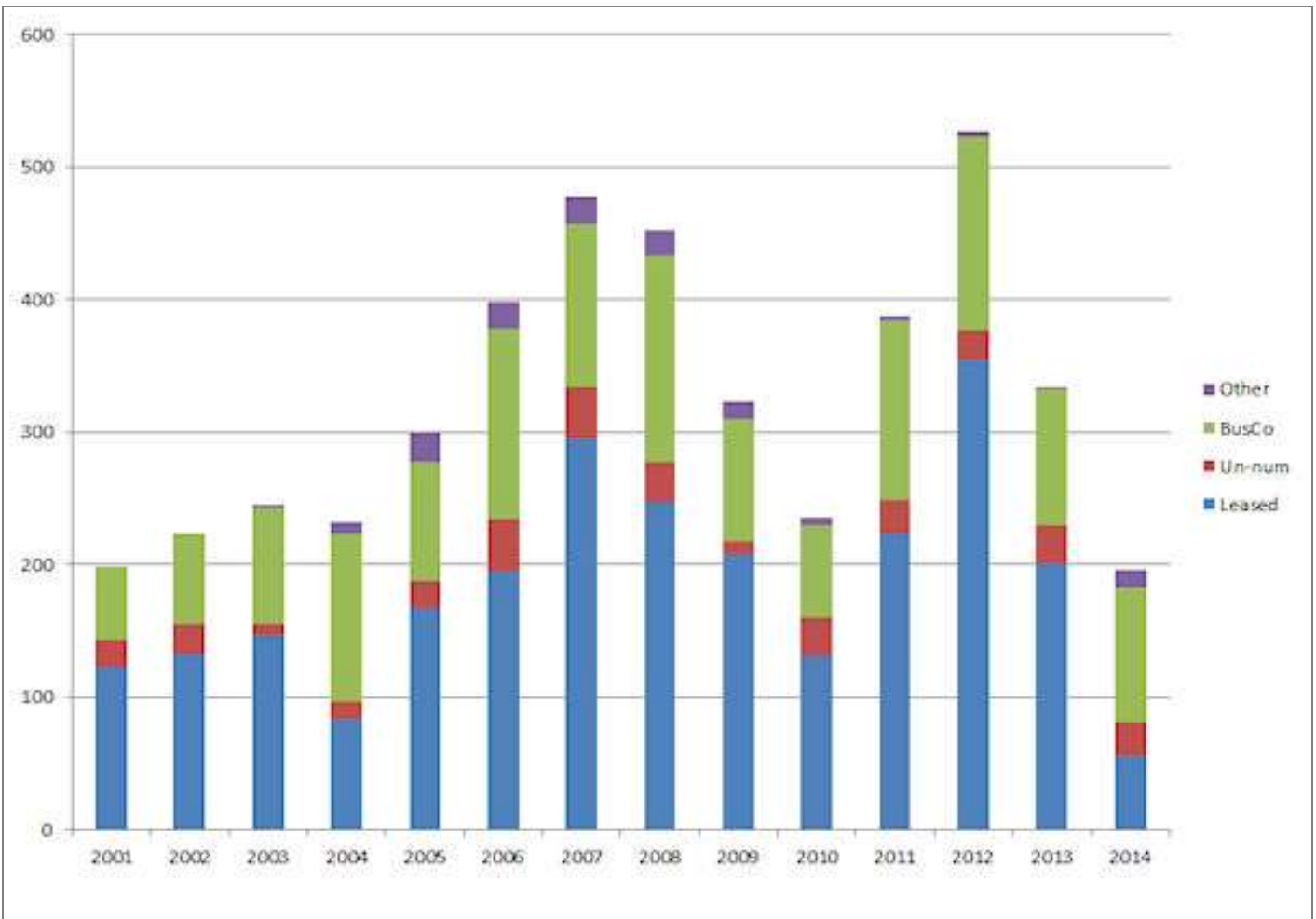
Finally some site statistics for 2014. 10 new members joined, about average but perhaps surprising given that the joining pages don't work very well! Membership is now at 185, although of course a very large proportion of the site 'activity' is by a very small number of members. The recording of vehicle sightings was down by about a third to just under 6,400. I published 313 photographs, up a bit on 2013's 295 but lower than average. 1,311 photographs were received during the year (also lower than average), which means that about 1 in 4 were used. The site now has 4,852 photographs, while my full collection is at an amazing 18,217.

Looking ahead, I don't foresee any major changes to LTSV in the coming year. Hopefully I will be able to complete the site upgrades and improve some of the less-than-ideal features. A major piece of work that remains on hold is the production of a new service vehicle book. This was intended to be more-or-less a follow on to the SUP15B I produced for LOTS in 2005, and it would use the archive documents to provide full allocation histories for all vehicles. It would also serve as a means of 'preserving' the masses of information that has been accumulated by the website over the years. Rather obviously, this book would almost certainly have to be in a digital format. It would be just too large to produce a printed version economically. I do still intend to proceed with this work at some stage (either under the LOTS banner or independently) but the aforementioned difficulties with the archives means it is presently on the back burner. I would also like to spend some time this year on improving my two other websites.

Before I go I must acknowledge the support of the membership in supplying the photographs and information that makes LTSV possible. Even a single sighting report can be useful to determine a vehicle's allocation, and all submissions are appreciated. Thanks go especially to Ray, Steve and Derek for their numerous contributions.

Response **Fleet intake graph 2001-2014** by Thomas Young on 27/01/2015

I forgot to add this graph which shows the (approximate) number of vehicles added to each segment of the fleet for the years 2001 to 2014. The relatively low number of vehicles added in 2014 is apparent, particularly for the central fleet (shown as Leased or Un-num). The previous dip in 2010 can also be seen.



Response **Inclusion of busco in graph** by Clive G on 28/02/2015

Hi Tom, When you refer to quantities in the "fleet" I believe TFL and the private operators should be kept separate as I cant see why they should correlate. Including them together in the graph columns is distracting as one has to mentally add the TFL bits together before making comparisons. Fortunately the busco figures have been fairly uniform over the years but if they were to register dips and surges it would make it even harder to follow. Cant they have their own columns and then you could refer to fleets in the plural? LLAP Clive

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