



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3g - Photographs 3001 to 3500

Issue 1 - March 2015

Introduction

About this document

This document contains a selection of the photographs that have been added to the LTSV website (www.ltsv.com) since 2003. It is one of several that together contain the majority of the content from the website. Other documents available for download include:

- **Part 1** gives a basic list of all known service vehicles
- **Part 2** gives full details of all vehicles, including such information as chassis and body numbers, suppliers and disposals and allocation histories (broken down into sections due to size)
- **Part 4** has a list of service vehicle locations and also the news and forum sections from the website

LTSV has accumulated a large amount of information over the years. By making these documents available for download it is hoped that the content can be preserved even if something happens to me or my website.

Because of the large number of photographs that have been published (4,925 as of 1st March 2015), this document has been broken down into sub-parts, each with a total of 500 photos. This has allowed the use of minimal image compression. Note however that some of the original photographs were not of particularly high quality.

Most of the photographs are of London service vehicles. However, I do sometimes add related pictures that I believe may be of interest. Examples include railway rolling stock and service vehicles from beyond London.

The photos are presented in the order in which they were published and the photographer and date of publication are shown. Also shown is the photo reference number. These numbers appear against the small images used in Part 2, allowing the larger image to be found. Hyperlinks in the captions have been changed to text references to other photos where relevant.

Other than the hyperlinks, the captions are the same as they were when the photograph was originally published. They may therefore contain incorrect assumptions or superseded information. Also shown are any comments made by website members against each photo. Comments up to 1st March 2015 are included.

More photos are added to the website every month, and besides being somewhat larger, also benefit from having links to view vehicle and location details. A new part of this document will be produced each time a multiple of 500 is reached.

This part of the document contains photos 3001 to 3500, originally published between April 2010 and June 2011.

Thomas Young, Abbey Wood, March 2015

Photo 3001, by **Malcolm Conway**, added to LTSV on 04/04/2010.

Now this is the sort of thing that most people probably think of a service vehicle! The first of 8 scans from Malcolm Conway's collection, this is Clydeside Scottish JW1 at Johnstone Garage on the 30th of June 1990. Although of half-cab configuration, the vehicle was never a bus. As the name on the bonnet suggests, it is an AEC Matador. The original registration is not known, although the Q/RDS series was used on several former buses in Clydeside's service fleet. Note that although the fleetname is Clydeside Scottish, the legal lettering reads Western Scottish. Clydeside was created from part of Western Scottish in 1985. The two merged in 1989, then split again in 1991! Note also the door to Australia in the background!

Comment by *Phillip Walton* on 07/04/2010: Western SMT had two or three half cab Matadors. All were obtained from Military surplus stocks. One had its AEC engine replaced with a Gardner 6LXB resulting in a pronounced 'snout'. The last survivor was only scrapped a few years ago.

Photo 3002, by **Malcolm Conway**, added to LTSV on 04/04/2010.

Mid-engined buses were suitable for conversion to towing vehicles, usually with the bodywork cut off behind the rear axle. Typifying such conversions is this view of Western Scottish DW1030, a Leyland Leopard PSU3/3R with Alexander bodywork. It was photographed at Dumfries depot on 30th June 1990. Three similar vehicles passed to Clydeside Scottish and were reregistered in the Q/RDS series.

Photo 3003, by **Malcolm Conway**, added to LTSV on 04/04/2010.

Imperial Buses ran an interesting fleet from a base in Rainham, mainly on contract and railway replacement work but also on commercial routes in the Loughton area. The fleet was notable for including several former London Transport buses (including Metrobuses, Titans and a Metropolitan), and featured a smart green and cream livery. 'Ronnie the Happy Hooker' was an early Scania LB80 used as a recovery vehicle. It was photographed in the yard on 18th May 2002 in the company of a Metrobus and a former Mobility Bus Leyland National.

Comment by *Ray* on 29/04/2010: Registered from 1/5/1973 to 31/1/2001 it was last licensed as blue! Note date of photograph.

Photo 3004, by **Malcolm Conway**, added to LTSV on 04/04/2010.

A marque not previously illustrated on this site is Bristol, mainly because they only built buses (and cars) and they were never common in London. The Bristol LH was a light-weight single-decker bus with underfloor engine, popular with several NBC fleets (and London Transport) and later snapped up by independents. This example in the Badgerline fleet originated with the parent Bristol Omnibus operation. It is one of very few such vehicles rebuilt as a recovery vehicle, the conversion work involving the shortening of the chassis and the removal of most of the bodywork. It was photographed at Weston Super Mare garage on 27th June 1992.



Photo 3005, by **Malcolm Conway**, added to LTSV on 04/04/2010.

Another view of Badgerline Bristol LH recovery vehicle KHU323P at Weston Super Mare on 27th June 1992 shows off the shortened chassis and rear-mounted towing gear. The neat conversion to the back of the remaining bodywork is visible too.



Photo 3006, by **Malcolm Conway**, added to LTSV on 04/04/2010.

Another make not previously featured on this site is Atkinson, here represented by Eastern National Q391MHK at Chelmsford Garage on 28th March 1991. The vehicle has a fleetnumber plate (as carried also by their buses) on the offside front but this is unfortunately not legible. Note the use of large curved-glass windscreens and the curious axle arrangement.

Comment by *Phillip Walton* on 07/04/2010: This started life as a single drive 8-wheeler. The chassis was shortened by cutting between the rear axles. When I saw it in the mid-eighties it was equipped with a crane similar but a bit larger than the one on the Scammell in the next photograph.



Photo 3007, by **Malcolm Conway**, added to LTSV on 04/04/2010.

Another make new to LTSV (Scammell) and another yellow tow truck with the unusual 2+1 axle arrangement. However, the operator this time is a bit further afield, being SUT of Sheffield. The SUT (Sheffield United Tours) name goes back many years but this incarnation dates from 1987, when the privatised coach operator National Travel (East) diversified into local buses. Subsequent events were complicated to say the least, but the operator was bought by South Yorkshire Transport (SYT!) in 1989 and was eventually merged. The truck is representative of several flamboyant designs introduced in the 1960s and 1970s, although perhaps Scammell went overboard with the fluting.... Photographed at Sheffield Garage on 27th August 1990.

Comment by *Phillip Walton* on 07/04/2010: Like the EN Atkinson this started out as an eight-wheeler.



Photo 3008, by **Malcolm Conway**, added to LTSV on 04/04/2010.

Coming back closer to LTSV territory is this view of Luton and District ERF recovery truck B167GNU at Luton Garage on 19th September 1992. Luton and District was formed from part of United Counties in 1986, and bought London Country North West in 1990. One of the buses just visible in the background carries LCNW green, while the other two Leyland Nationals wear variations on L&D's own red livery. Illustrating how complicated things were in the late 1980s and early 1990s is the minibus just visible on the right. This is one of several rare Talbot Pullman 3-axle vehicles acquired from Stagecoach East Midlands (whose livery it still wears). However, although only a few years old, the vehicles had actually started life working for United Transport in Preston...



Photo 3009, by **Richard Davis**, added to LTSV on 04/04/2010.

Richard attended a Boniface demonstration day held at Bruntingthorpe Airfield on 16th March 2010. As well as having a go at driving a DAF XF (with a coach in tow) he photographed some of the various vehicles on display. Several former London buses were present to act as loads, including this Mercedes-Benz Citaro artic, presumably one of the former Red Arrow fleet. Appropriately enough it was hitched up behind an unmarked Mercedes-Benz Actros 1848. As the man from Sovereign might have said; 'Nice, but it needs more lights'!

Comment by *richard* on 21/10/2011: this is now GK10VTL for Sovereign

Comment by *Thomas Young* on 11/12/2011: Thanks. I've added a link to GK10VTL.



Photo 3010, by **Damon Cross**, added to LTSV on 04/04/2010.

Yet another new marque for LTSV, but one that will likely remain unique. As the design would suggest, Western Star is an American truck manufacturer, few of whose products are imported to the UK. One that was this impressive tow truck photographed by Damon in Eastbourne on 27th March 2010. It is in the fleet of Mick Gould Commercials, whose penchant for US hardware has already been seen (see photo 1546). One change since that earlier picture is that the Eastbourne Buses fleet was bought by Stagecoach, whose livery is carried by the Enviro 200 bus on tow. Among the various side lettering on the truck are CAT diesel power logos, addresses of Fimwell and Clacket Lane Services, and a graphic headed 'Mickey's Wrecker Service'.

Comment by *Damon* on 07/04/2010: That's an Enviro 300. 27576 in the Stagecoach fleet. It took some effort to get this picture as I saw the flashing lights ahead of me on the way back from B&Q. I tried to work out its route to the garage and head it off but I kept getting it wrong and seeing the darned thing ahead of me still. It was just lucky that he took a slightly different route into the Birch Road industrial estate enabling me to go the other way and get this shot after screeching to a halt and doing a "Starsky & Hutch" across the bonnet!.



Photo 3011, by **Ray Monk**, added to LTSV on 04/04/2010.

Smaller buses can be moved with smaller trucks! Simple. The smallest type of bus in regular use in London is the Optare Solo. Quality Line of Epsom is the largest operator of the type, with 29 in stock at present. On 16th April 2007 one of the fleet evidently had a problem while working route S1 in Sutton. It was towed back to the garage by Iveco Cargo K580ARW of Langley Vale Recovery. Not much I can say about the truck but note the yellow-painted Dennis Dart (trainer K321GEW) in the garage on the right. The blind on the Solo is also noteworthy and reads 'We Are Awfully Sorry, But This Bus Is Temporarily OUT OF SERVICE'!



Photo 3012, by **Colin Lloyd**, added to LTSV on 04/04/2010.

Sovereign are the main contractor for moving dead London buses and the next nine photographs show a variety of their impressive recovery trucks. Volvo KX03ABF is one of just two 2-axle trucks reported (the other being DAF N10SOV - see photo 3016) and is based on the mid-weight FM series, recognisable by having less space between the grille and windscreen. On the 8th of March 2010 it was caught towing an East London Dennis Trident through East Ham. The vehicle has Boniface bodywork and the usual array of front lights.



Photo 3013, by **Thomas Young**, added to LTSV on 04/04/2010.

Top of the range members of the Sovereign Recovery fleet are several 3-axle Volvo FH trucks, all with Boniface bodywork. Most of these vehicles carry select registrations with the letters SOV, as shown by N8SOV at Ilford bus stand on 18th March 2010. Some of the fleet carry names on the front domes but this one shows 'Heavy Recovery', albeit without the first E. However, it did have a painted fleetnumber of R06 on the cabside. Note the full-size lifting rear axle.



Photo 3014, by **Thomas Young**, added to LTSV on 04/04/2010.

The larger recovery lorries are even more impressive when viewed from behind. Aside from the lifting gear, the design of the bodywork, and the multitude of lettering and marker lights make for an unmistakable appearance. Volvo FH N8SOV was seen at Ilford bus stand on 18th March 2010 whilst its driver attended to the Citaro artic bus alongside.



Photo 3015, by **Colin Lloyd**, added to LTSV on 04/04/2010.

Sovereign Recovery N9SOV is another 3-axle Volvo FH with Boniface bodywork, photographed rescuing an Arriva London VLW bus at Wood Green on 23rd June 2009. Almost identical to sister N8SOV (see photo 3013), it lacks the bumper mounted winch and consequently has different front lights in this area.

Photo 3016, by **Kim Rennie**, added to LTSV on 04/04/2010.

After several years mainly using Volvo trucks, Sovereign Recovery has taken a few DAFs in recent years. At least four are in the fleet at present and, although all are based on the CF-series design, each is unique as the next few photographs will show. N10SOV stands out by being the only 2-axle DAF, and also the only DAF to gain a select registration. It has a sleeper cab with top extension and was photographed on London Bridge on 24th February 2010.

Photo 3017, by **Kim Rennie**, added to LTSV on 04/04/2010.

When Arriva London hybrid bus HW3 crashed into railings at Monument Station on 24th February 2010, Sovereign Recovery were among the various responders. 2-axle DAF CF N10SOV was present, being photographed at the north end of London Bridge, but the job of recovering the bus was left to larger Volvo GJ58NUF. N10SOV has fairly modest bodywork, and a tubular structure to support the light-bar.

Photo 3018, by **Ray Monk**, added to LTSV on 04/04/2010.

The Sovereign Recovery fleet includes three 3-axle DAF CF recovery trucks. First to arrive was GN07HRD, new in May 2007 and caught coming down Park Lane on the 22nd of that month with a Travel London Dennis Dart on tow. The vehicle is unique in featuring a day cab (with no length or height extensions) and also for the forward-leaning structures supporting the two light-bars.

Photo 3019, by **Graham Brown**, added to LTSV on 04/04/2010.

Another fantastic night shot by Graham Brown (see also photo 2906) shows Sovereign Recovery GN58KTX on the Strand on 22nd March 2010, rescuing an Abellio Volvo Wright double-decker. One of Sovereign's Ford Transit vans brings up the rear. The larger cab type is fitted to this DAF CF, with extensions behind and above and a small aerofoil on top. The Boniface bodywork has the usual cupboard section with a single step-down behind, while the light-bar is mounted on a tubular framework.



Photo 3020, by **Richard Davis**, added to LTSV on 04/04/2010.

Broadly similar to GN58KTX, Sovereign Recovery GN09ENF is a 3-axle DAF CF with Boniface bodywork and a trailing pony axle. However, it has a sleeper cab without the upper extension, and consequently has a much larger aerofoil on top. The bodywork is also slightly different, having three step-downs towards the rear. The photograph was taken on 21st June 2009 in the car park of Tesco's in Dunstable. Richard has found several Sovereign vehicles there over the past year, including Volvo N11SOV and (ironically) DAF GN58KTX. Perhaps I should add an allocation code!

Comment by *richard* on 19/12/2011: Now with Richfords of Nottinghamshire



Photo 3021, by **Thomas Young**, added to LTSV on 07/05/2010.

This photo is similar to (though better than) one already published (see photo 2099) but is included as it shows a minor mystery. Ford Transit van 5916F was allocated to the Tube Lines escalators department based latterly at Frank Pick House at Acton. Although appearing anonymous it did have a Tube Lines logo on the offside. An almost identical vehicle (6728F - see photo 2694) was delivered in April 2009 and, having been seen parked in the same place, was assumed to be a replacement for the then 3-year old 5916F. And indeed there were no more sightings reported of 5916F. However, it was seen again, ten months later, back in its old place! Was it reallocated? Did it remain in use but not get reported? Was it perhaps loaned back from the lessor for some reason? Two further facts are that 6728F was also at Frank Pick House on this day (6th April 2010), while a fleetlist received that very week did not include 5916F.



Photo 3022, by **John Lloyd-Martin**, added to LTSV on 07/05/2010.

For some reason I had not yet published a photograph of 6620M, the only remaining London Buses Incident Response Unit not to be illustrated on this site. John's latest visit from Leeds gave us an excuse to visit Turnpike Lane on 9th April 2010 and he photographed 6620M parked alongside first batch example 6353M. I'm not sure why so many IRUs (47 at present) are needed. The allocations are slightly fluid but Turnpike Lane is one of five locations that have 6 vans allocated, the others being Eltham, Stratford, Thornton Heath and Victoria.



Photo 3023, by **Ray Monk**, added to LTSV on 07/05/2010.

This photograph is notable for two reasons. Firstly, it is the 500th photo by Ray Monk to be published on this site. Ray has made huge contributions to LTSV over the past four years. As well as thousands of vehicle licensing checks he has travelled extensively and submitted over 1200 photos and countless reports. In terms of published photos he is rapidly approaching Colin Lloyd's lead of 569, although to be fair Colin did have a 20 year head-start! This photo is also the first decent shot of a vehicle from the 6637 to 6643 batch. These seven Renault Trafic crew vans were taken on lease in November 2008 but carried neither lettering nor numbers. It is more normal for vehicles to be given fleet livery but not assigned numbers, the reason perhaps being that these vans (along with the other vehicles in the 6627 to 6646 range) are used on a pool basis. They certainly appear to be allocated to various operations at different times. 6642 has been noted at Lillie Bridge a few times but was found parked outside a house in Falconwood on 27th April 2010. As an aside, I would not normally publish photos of vehicles taken at what are presumably their driver's homes but under the circumstances I will make an exception.

Photo 3024, by **Thomas Young**, added to LTSV on 07/05/2010.

Not a brilliant photograph but it does show a previously unseen vehicle and it also highlights two recent related developments. The first is that we received a fleet list from Tube Lines during April, which means that we now know the fleetnumbers allocated to vehicles that do not carry them, such as the nearest pair of Ford Transits here. Secondly, the fence between the railway lines and the lorry yard at Acton Works was replaced a couple of weeks after this picture was taken. Although I haven't yet seen it, the new fence is apparently taller and coarser than before, presumably precluding photographs such as this. 6th April 2010.

Photo 3025, by **Ray Monk**, added to LTSV on 07/05/2010.

Ten Volkswagen Transporter vans were leased for London Buses use towards the end of 2009, comprising 7 high-roof and 3 mid-height examples. Three each were allocated to Orpington and Stratford, with one apiece at Kingston and Aldgate. The remaining two have proved elusive although they appear to be based in west London. High-roof 6824VW was not seen until well into 2010 and Ray caught it crossing the new roundabout outside Acton Town Station on 26th April. This van also differs from the others in the batch in having cab-side lettering for 'Bus Infrastructure' rather than 'Infrastructure Development'.

Comment by *Ray* on 26/04/2011: As stated in the caption, the photo should be credited to me. This has only recently changed for some reason - are there any others?

Comment by *Thomas Young* on 06/05/2011: This was a one-off error. Sorry. I will ensure that all royalties earned are passed on to the correct copyright holder!!

Photo 3026, by **Thomas Young**, added to LTSV on 07/05/2010.

I was rather surprised to find this car among the 8 service vehicles parked at Turnpike Lane Bus Station on 9th April 2010. VO53SCV was one of four un-numbered Ford Galaxy cars that joined the London Buses fleet in September 2003. The other three had gone by early 2008 but SCV soldiered on, being based mainly at Stratford.

Photo 3027, by **Ray Monk**, added to LTSV on 07/05/2010.

Re-registration of service vehicles is thankfully rare, although Stagecoach and some other operators sometimes put former Routemaster marks onto cars. One recent exception was Metroline Mercedes-Benz Sprinter van WV51PZE, which gained the fairly random Northern Ireland mark of RCZ7361 in early 2009. Lettered as a 'London Bus Support Unit', the van had earlier been a regular sight in central London. Now reassigned to more suburban duties, it has only been seen a handful of times since re-registration. On the 6th April 2010 Ray found it parked outside the CELF works at Perivale. The bus behind is a Metroline (originally Armchair) Dennis Dart, repainted white for disposal. Just visible on the blind is the rarely seen destination of Harroddian School, Mortlake, this being served by route 609.

Photo 3028, by **Ray Monk**, added to LTSV on 07/05/2010.

Various London bus companies have made use of former London taxis as crew ferry vehicles over the years, most notably Metroline and Stagecoach. However, most were replaced within a couple of years by newer cars and/or minibuses. The latest addition to the list is Arriva Kent Thameside, who took four Carbodies TX4 taxis in April 2010, numbering them as CF11 to CF14. Based at Dartford they serve the TfL routes operated from there and hence can be seen at locations such as Bexleyheath and Eltham. Photographed at the latter on 28th April was K690FUL (CF13). Three of the four have been seen so far, and all retain standard black livery with just the addition of an orange Arriva logo on the bonnet.

Photo 3029, by **Ray Monk**, added to LTSV on 07/05/2010.

Another of Arriva Kent Thameside's recently acquired taxis is LI77RML, photographed near Dartford Garage on 29th April 2010. As can be seen, the Arriva logo on the bonnet is all but invisible from normal viewing angles. It is notable that the vehicles latterly used as crew ferries from Dartford were considerably newer (and probably more comfortable) cars such as Vauxhall Zafiras and Astras. It is not known if the taxis are additional to these or replacements.

Photo 3030, by **Thomas Young**, added to LTSV on 07/05/2010.

A fairly typical line up of service vehicles at Hatton Cross Bus Station on 8th April 2010 includes a pair of Transdev Ford Fiesta vans and two Abellio minibuses. The Abellio name replaced that of Travel London from October 2009 but there seems to be no hurry to reletter the service vehicles in the fleet. Perhaps somebody assumed that there was little point given that the name may change again at any time! Illustrating some of the complex history of this operation, the Mercedes-Benz minibus at the back came from Tellings-Golden Miller (although it may have actually come from the Capital Logistics fleet), taken over by Travel London in 2005. It was one of five similar vehicles acquired from 'Mudi Bond, Oxford' (!) in 2002, although it appears to be the only one still in use. The anonymous LDV Convoy minibus alongside caused us some confusion. Allocated fleetnumber 8941 it appeared on a company fleetlist twice! As LN51NEF it was shown as a crew ferry based at Twickenham, then as LP51NEF it was shown as a trainer (also at Twickenham). This photo suggests that the former role and the latter registration were correct.

Photo 3031, by **Malcolm Glover**, added to LTSV on 07/05/2010.

Sullivan Buses no longer operates any TfL bus routes but retains a strong presence on railway replacement operations. They acquired a second Ford Transit van in early 2010 (joining mid-height Y437TDO - see photo 2328), this being high-roof BT06JVG. It was photographed at Wisley Airfield during the Cobham event on 11th April 2010.

Photo 3032, by **Colin Lloyd**, added to LTSV on 07/05/2010.

Originally the engineers van at London General's Merton Garage, Mk7 Ford Transit EJ57RFK was replaced by a new electric van (see photo 3035) in spring 2010 and was cascaded to the associated Blue Triangle operation in east London. Curiously it gained the pre-takeover Blue Triangle logo and fleetname rather than a Go-Ahead style one. The van was photographed in Ilford on 31st March 2010.

Photo 3033, by **Ray Monk**, added to LTSV on 07/05/2010.

Until recently Arriva London had a large fleet of Vauxhall Combo vans in use as crew ferry vehicles. Between 2008 and 2009 most were replaced by Vauxhall Corsa cars (of which 52 were taken). However, a few more Combos arrived in early 2010, including two at Barking given the curious fleetnumbers of 930 and 940. We had a theory about this that was more or less confirmed when I saw this photograph. As can be seen, the vans have the normal large fleetnumbers on the bonnet, but slightly offset. It seems that the vans were delivered as 93 and 94, following on from the earlier Combos which ran to at least number 90. Somebody must have realised that these numbers conflicted with those on the Corsa cars (92 to 143), so the numbers were amended by adding an extra zero. Further support came from the later sighting of a new Combo numbered 95 at Lea Valley. Surely it would have been more logical to add a one to the front! 940 was caught returning to the garage on 22nd March 2010.

Photo 3034, by **Ray Monk**, added to LTSV on 07/05/2010.

Crew ferry duties from Metroline's former Thorpes garage at Perivale were undertaken by a quartet of anonymous white LDV Convoy minibuses between 2005 and 2009. They have since been replaced by several silver Renault Trafic minibuses, again without markings. However, they often have destination boards in their windscreens, Brent Cross being the most common. Two have so far been reported, including LL59XMW caught leaving the industrial estate (that is also home to Metroline's CELF works) on 6th April 2010.

Photo 3035, by **Ray Monk**, added to LTSV on 07/05/2010.

Go-Ahead London now has two battery-electric service vehicles with the arrival at Merton Garage of Ford Transit van NK59DFX. As can be seen, this carries the same 'red with green leaves' livery as earlier NK09CZX (see photo 2605) and the various hybrid buses around London. The rather large 'little green van' displaced diesel EJ57RFK to the Blue Triangle fleet and it was photographed 'plugged in' at home on 1st April 2010.

Comment by *slr* on 14/08/2013: This van was made redundant mostly due to it exceeding 3.5t, meaning only holders of LGV licenses could drive it.

Comment by *Thomas Young* on 01/09/2013: Many thanks for the information. I wonder if the battery van has been re-allocated or disposed of.

Comment by *Thomas Young* on 13/09/2013: It turns out that this van is now being used at Putney Garage.

Photo 3036, by **Thomas Young**, added to LTSV on 07/05/2010.

One corner of the yard at Arriva London's Edmonton garage is used by Sovereign Recovery (as seen in photo 1685) and on 9th April 2010 two interesting vehicles were parked there. On the right was an un-registered DAF XF recovery truck carrying a livery similar to that of Sovereign but with demonstrator lettering. This vehicle (or an identical one) was present at the Boniface demonstration day at Bruntingthorpe on 16th March 2010 and was in fact driven by visiting LTSV contributor Richard Davis. On the right is an unmarked Vauxhall Combo van that was latterly number 42 in the Arriva London fleet. As has been seen in the past, Sovereign does sometimes take vehicles from Arriva, perhaps in part exchange for 'services rendered'.

Comment by *richard* on 15/05/2010: yes that's the one I drove, also a Volvo FH12 Globetrotter with same body work. Appears only Sovereign use the higher bodywork Now in full livery EU10DHL the Volvo is now GF10 XSB

Photo 3037, by **Ray Monk**, added to LTSV on 07/05/2010.

The movement of railway vehicles by road is a relatively new phenomenon, resulting from decreased spare capacity and increased regulation on the railways, and increased capability of road lorries. As such, locos, coaches and wagons for repair, disposal or preservation are often to be seen on motorways across the country. London Underground vehicles are less commonly seen so Ray was lucky to capture two on 23rd March 2010. Allelys is one of the firms that specialise in work of this nature, and their DAF XF BX06XZY was seen shortly after leaving Acton Works carrying Victoria line car 3017 (although not visible, similar truck P840FAU was behind with car 4017). These are presumably among the first of the 1967 stock cars to be displaced by new trains, although interestingly the tender for their disposal did stipulate transportation by rail.

Comment by *Ray* on 08/05/2010: Presumably disposal by rail would involve transportation off the line by road transport as it is not rail connected.

Comment by *Thomas Young* on 09/05/2010: Ray. You drop five points for forgetting the Pic to Vic crossovers at Finsbury Park! As far as I know there is no point on the LU network that cannot be reached (albeit sometimes circuitously) from any other point. Luckily you gain seven points for that Brighton and Hove info!

Comment by *Ray* on 09/05/2010: I understood that the 1967 stock was line-bound and could not use other lines. Perhaps I'm wrong - certainly the 2009 stock is larger and must travel by road. By the way car 3016 has been preserved.

Comment by *Thomas Young* on 10/05/2010: My apologies. I had a quick dip on the net and found this. "There were some failed tests to see if they could squeeze a 09TS down the Piccadilly Line but they won't fit so the 09TS will be the first trapped trains on their own line for some years." This implies that the 67s can go through. However, I also found this: "The Test Train accesses the Victoria line via the link at Northumberland Park Depot". The latest track atlas I have shows no link between LU and NR at NPD.

Comment by *Ray* on 10/05/2010: Problem with the 1967 stock is that they have no fitted tripcocks. If passing from Victoria to Piccadilly one has to be fitted (there is a safety signal at Finsbury Park preventing movement without same).

Comment by *Damon* on 13/05/2010: I was told this morning that the '67 stock is making its way from NP to Acton under its own power. At Acton some interesting things will happen to it before it goes off to the big ATO tube line in the sky.

Comment by *Thomas Young* on 22/07/2010: I was reading an old LU stock book today and it mentioned that the 1967 stock was delivered new to Ruislip depot, then moved to Hainault to test the ATO. They were then moved to Northumberland Park using connections with BR at Leyton and Northumberland Park (both now removed). (I also discovered that one 4-car set was allocated to the Central Line for several years, to work alongside the 1960 stock on the 'automatic' Hainault-Woodford 'branch'). Finally, I looked up a later book and it mentions 1967s being modified at Acton in 1989, and refurbished at Rosyth (!!) from 1990.

Photo 3038, by **Damon Cross**, added to LTSV on 07/05/2010.

LTSV contributor Damon Cross is now a volunteer on the Spa Valley Railway, which has several items of former London Transport rolling stock in its collection. The latest addition is GWR pannier tank 7715, repainted to the livery it carried when it served LT as their L99. It was unveiled during an LT-themed event on 24th April 2010, during which it carried a headboard used for the commemoration of the last steam locos on the LT system (this event took place on 6th June 1971 and actually featured similar loco L94). Built by Kerr Stuart in 1930, the loco looks good for an 80-year old!

Comment by *Damon* on 30/05/2010: Renowned modeller Dave Lowery has painted and detailed a "OO" gauge pannier to create a unique recreation 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

Photo 3039, by **Ray Monk**, added to LTSV on 07/05/2010.

I wasn't sure how to categorise this photo as it shows an unusual case of a provincial vehicle on loan to a London operator. Should it go under 'Non-London', or 'Bus Company' or perhaps 'Hires'? Anyway, Brighton and Hove Ford Transit van EX08CFF was found at Geddes Place, Bexleyheath on 13th April 2010 in amongst various local buses. Ray confirmed that the vehicle was being used by the engineers from the nearby London Central garage. I'm not sure if this is the standard Brighton and Hove SV livery. It does look rather like that of one of the major vehicle-hire firms. Both Brighton and Hove and London Central are of course part of the Go-Ahead group, although it is perhaps surprising that it was not possible to borrow a vehicle from one of the nearer subsidiaries (London General, Metrobus).

Photo 3040, by **Michael Mair**, added to LTSV on 07/05/2010.

It is nice to be able to show a high quality photograph of a Mark 1 Ford Transit service vehicle, almost all such photos being black and white. Long wheelbase 100VUR was found at Wisley during the Cobham Bus Museum event on 11th April 2010. This van has been seen around before but it now has large lettering for Carousel Buses, an operator on the North West fringe of traditional LT territory. It is presumably semi-preserved.

Photo 3041, by **Ray Monk**, added to LTSV on 29/05/2010.

Still the newest lorries in the central fleet, the two Iveco EuroCargo dustcarts bought in late 2009 have proved to be rather camera shy. EK59ZKL, new in November, was caught as it entered Acton Works on 6th April 2010.

Photo 3042, by **Kim Rennie**, added to LTSV on 29/05/2010.

There were changes to the Emergency Response Unit in late 2009, with Tottenham depot closing and the Vauxhall base being relocated. We don't yet know how the ten Mercedes-Benz Atego rescue tenders are distributed between the three remaining bases, and the application of allocation stickers seems to be rather hit and miss. On 16th April 2010, two of the trucks were called out to an incident at Mile End Station. To the fore is long-cab 2598 with one of its side panels open to reveal the equipment shelves inside. Short cab 2600 behind shows a Vauxhall allocation plate.

Photo 3043, by **Colin Lloyd**, added to LTSV on 29/05/2010.

A fairly ordinary-looking Ford Transit Connect van, 5944F in the Tube Lines fleet is notable for being very rarely seen in daylight. Having joined the fleet in March 2006 it was rather overdue for replacement when photographed rounding Trafalgar Square on 7th April 2010.

Photo 3044, by **Colin Lloyd**, added to LTSV on 29/05/2010.

Vehicles 6438R to 6443R are all Renault Kangoo estate cars allocated to London Underground's former Metronet operation. Three of each are based at Barking Station and Earls Court. While all of the former's allocation have been illustrated here, this is the first Earls Court example to appear. 6438R had recently been reliveried in London Underground colours, although the red stripe is largely obscured by the bodyside rubbing strip. Photographed on Victoria Embankment on 12th May 2010.

Photo 3045, by **Thomas Young**, added to LTSV on 29/05/2010.

London Underground liveried Ford Transit dropside truck 6491F was photographed in Lillie Bridge depot (from the flyover) on 6th April 2010. Also just visible are two of the elusive Renault Traffic vans, including 6639 on the left.

Photo 3046, by **Colin Lloyd**, added to LTSV on 29/05/2010.

6547F is one of a batch of four Ford Transit vans leased for the Depot Engineering Support Unit in December 2008. Originally with Metronet logos, it had gained London Underground ones when photographed coming off Waterloo Bridge on 12th April 2010.

Photo 3047, by **Ray Monk**, added to LTSV on 29/05/2010.

Yet another scoop for Ray! Ford Transit dropside truck 6655F was new in December 2008 for Transport for London's Highways operation, where it replaced former Metronet 5728F (see photo 2054). It differed from its predecessor in being shorter (LWB rather than LWB ECF) with a single cab and non-standard design tail-lift. It also carried an all-white livery with no markings other than a fleetnumber. Initially based at Carlisle Lane, beneath the railway arches at Waterloo, this location was closed soon afterwards and we still don't know where the vehicles are now kept. It was eventually caught on 'film' on Bollo Lane on 10th May 2010, having just paid a fleeting visit to Acton Works.

Photo 3048, by **Ray Monk**, added to LTSV on 29/05/2010.

Three for the price of one. 6661F is one of many silver Ford Focus estate cars based at Lillie Bridge (in fact another is visible just behind, along with a London Buses Incident Response van). It only gained its allocated fleetnumbers when it was reliveried with London Underground logos in early 2010, and was photographed leaving the West Brompton exit of its home base on 10th May 2010.

Photo 3049, by **Colin Lloyd**, added to LTSV on 29/05/2010.

Having earlier used un-numbered Vauxhall Astra and Vectra estates cars, the duty manager of the Emergency Response Unit now has a somewhat chunkier Ford Ranger with high-visibility markings. Unfortunately the reflective stripes on the sides were applied over the fleetnumbers (see photo 2599)! 6786F was photographed heading down the Strand on 12th April 2010, with a rather large dent in the offside door.

Comment by Ray on 05/06/2010: Repairs effected by 5th June 2010

Photo 3050, by **Ray Monk**, added to LTSV on 29/05/2010.

Here is a rather unusual vehicle to be seen with London Buses markings, and also another case of Ray's detective work solving a mystery. We received an official fleetlist earlier this year, and the number 6794F was shown as being on a Ford Transit chassis cab operated by London Buses. As we had earlier seen hired hydraulic hoists ('cherry pickers') at the LBSL Technical Services Group base in Chingford, I speculated that 6794F may be one of these. Ray paid a visit on 20th May 2010 and found 6794F parked in the yard. It also appears that he had seen it before without realising, as it seems to be the vehicle in the background of a photograph he took there a year earlier (see photo 2673)! The vehicle is presumably used for maintenance of streetlight-mounted iBus equipment. The only other cherry picker in the fleet (6296F - see photo 2672) also has equipment by Versalift but is based on a Transit van and used by TfL.

Photo 3051, by **Ray Monk**, added to LTSV on 29/05/2010.

Not a great photo, but the best one we have of a unique vehicle in the fleet. Vauxhall Insignia estate car LT59HWD was new in September 2009 for use by the Train Operations Manager based at Morden. This role has previously been referred to on the vehicles as the Duty Response Manager, but this one is lettered as an Incident Response Vehicle. As with Ford Galaxy 6552F (which performs a similar role at Wembley Park - see photo 2523), additional lettering for 'Incident Officer' appears in the curious position of above the rear wheelarch. As far as I can tell, this is the first time a liveried vehicle has been used in this role south of the Thames. Earlier vehicles at Morden, and those at North Greenwich, have been unmarked. Other IRVs can be found at Harrow-on-the-Hill, Acton Town, Edgware Road and Arnos Grove. Note the curious black wheels.

Photo 3052, by **Ray Monk**, added to LTSV on 29/05/2010.

I would be very surprised if this did not turn out to be a service vehicle, as it has a light-bar and tyre pressure markings. Coming down Bollo Lane towards Acton Works on 10th May 2010, RO10ZHG is the first example seen of the 'facelifted' Volkswagen Transporter T5 series. The changes made are quite subtle, the best visual clues being the different shaped mirrors, and that the bottom edge of the bonnet is now straighter. Actually, this is not the first T5 facelift to be shown! Similar RV10CYZ was photographed nearby on the 1st of March (see photo 2991), although that van may not actually be a service vehicle. As I said at the time, some red VW vans are expected, to replace similar 4-year old vans in the London Buses Infrastructure fleet. Update 01/06/10. I now have a photo of this van in full LBSL ID livery as 6902VW.

Photo 3053, by **Malcolm Conway**, added to LTSV on 29/05/2010.

We recently showed the Go-Ahead group's P735RYL (formerly bus LDP35) in the white livery it wore in 2005 (see photo 2928). As noted then, the vehicle was repainted red in 2007. Malcolm found it parked at the former Blue Triangle garage in Rainham on 12th April 2010. Although the livery is almost the standard Go-Ahead London bus livery, it lacks the yellow trim line and is also devoid of lettering. Note also the blacked out windows, LED destination equipment and additional side grilles. Curiously it appears to have retained its driver's assault screen.

Photo 3054, by **Malcolm Conway**, added to LTSV on 29/05/2010.

Here is the business end of Ensign's 4-axle Scania 143M 450 recovery truck UJF182, photographed at Purfleet garage on the 2nd of February 2008. Note the grippers on the rear stabilisers, and the curious livery application whereby the front half of the cab is blue and the rear half silver.

Photo 3055, by **Malcolm Conway**, added to LTSV on 29/05/2010.

With Arriva Southern Counties recently having acquired some FX4 taxis for crew ferry use, here is a reminder of one of the earlier companies to do so. Thamesway was formed from the southern half of Eastern National and was acquired by Badgerline before becoming part of the First group. The company was for a time successful in gaining London Buses route tenders, leading to the appearance of crew ferry vehicles like Carbodies taxi NYK713Y at locations such as Romford Bus Station (as photographed on 21st September 1996). The livery worn is the same as on previously shown HYE545W (see photo 2917).

Photo 3056, by **Thomas Young**, added to LTSV on 29/05/2010.

Ray and I visited the Abellio (formerly Travel London) garage at Hayes on 15th May and found no fewer than 12 service vehicles present, along with just 6 buses. However, six of the service vehicles were out of use, dumped in the tiny yard at the back of the main garage building. These are visible from the road (beyond the fence in the background) but we were given permission to have a look around and take some photos. Visible here are two Ford Fiesta vans that started life with British Telecom, and that may have later served Wings Buses. Note that the rear fleetnumbers do not match those on the offside, presumably as a result of door swapping. No.4 (R753VUK) had the door off No.2 (P425MOK, withdrawn earlier in the year), while No.5 (R568VUK) had the door off No.4! In the background is Mercedes-Benz Sprinter van LX51WAJ, which at least had some company lettering, albeit outdated. All these vehicles were allocated 89xx fleetnumbers by Travel London but these were never applied.

Photo 3057, by **Thomas Young**, added to LTSV on 29/05/2010.

Also photographed at the back of Abellio's Hayes garage on 15th May 2010, and presumably also out of use, was unmarked red Renault Kangoo estate HX03ZGT. Travel London acquired a motley collection of second-hand service vehicles over the years, but few carried company logos or lettering.



Photo 3058, by **Thomas Young**, added to LTSV on 29/05/2010.

One of twelve service vehicles found at Abellio's Hayes garage on 15th May 2010, this one was thought to have been just visiting. Ford Transit Connect van BN54FPY was photographed at Fulwell back in 2008 (see photo 2463). Since then it has had the Travel London logos and names removed, and has also lost its light bar. It was parked next to a Ford Transit that is believed to be the resident engineer's van, and left soon after we arrived (back to Fulwell?). The whole garage can be seen from adjoining roads and footpaths. There is a canal towpath just beyond the bushes in the background.



Photo 3059, by **Thomas Young**, added to LTSV on 29/05/2010.

I have found myself at Uxbridge a couple of times this year, and will no doubt be returning now that they have some more new buses there. The engineering van based at the garage for the past few years has been Ford Transit YF05MVH, numbered 22 in the mysterious First London sv numbering scheme (although this does not seem to be applied externally). On 8th April 2010 it was caught returning to the garage, passing LBSL Honda 6308H. A month later it was replaced by a Volkswagen Crafter (see photo 3066).

Comment by Ray on 30/05/2010: DVLA shows this was been unlicensed from 1/4/2010 until SORN declared (to 31/5/2011)!



Photo 3060, by **Colin Lloyd**, added to LTSV on 29/05/2010.

This previously unreported service vehicle was found parked on Northumberland Avenue on 30th April 2010. It is a long-wheelbase Ford Transit Connect van fully liveried as an Emergency Support Vehicle for the Arriva Tour operation based at Wandsworth. Unlike earlier vehicles there, it does not (yet?) carry its MV-prefixed fleetnumber. Note the low profile light-bar, and the black bump (presumably a radio aerial of some kind) above the windscreen.



Photo 3061, by **Ray Monk**, added to LTSV on 29/05/2010.

Travel London had built up a large but mixed fleet of service vehicles over the years, through second-hand acquisitions and also from the companies it took over. National Express sold the operation to the Dutch Railways in June 2009, and it was rebranded as Abellio later that year. The new owners seem to have set about updating the service vehicle fleet, with 9 arriving in December 2009 and several more since. Most have been about 4 years old and many were registered in Newcastle. All of them have been treated to a smart livery of white with a black and red fleetname, plus small red chevrons on the rear. Three of the first batch were Ford Fiesta vans, sent to Hayes garage for use as crew ferries. All three were present on 15th May 2010, with 6105 (NA56GLV) nearest the camera, 6104 (NA56GXB) on the left and 6103 (NA06KFO) on the right. Also visible is older (and unmarked) Ford Courier van Y866WBP, allocated number 8939 in the Travel London scheme.

Photo 3062, by **Ray Monk**, added to LTSV on 29/05/2010.

Additions to the service vehicle fleet of Abellio have started a new fleet numbering sequence at 6101, instead of the 89xx series used by Travel London. However, like Travel London, the numbers appear to be allocated on paper only. Ford Transit van NG56EYV was found parked at Hayes garage on 15th May 2010 with company names and 'Engineering Support' titling. It did not appear on a fleetlist earlier that month so must have been a very recent addition. This does mean that we don't know its number of course...

Hayes is one of the smallest garages in London, with a peak run out of 28 buses. This includes just one double-decker, used on school journeys on route 350. At other times, Volvo B7TL 9066 (visible in the background here) sits in the garage yard.

Photo 3063, by **Ray Monk**, added to LTSV on 29/05/2010.

More Abellio! New fleetnumbers 6101/6102 and 6106/6107 are assigned to four Vauxhall Combo vans acquired in December 2010. All are based at Beddington Cross, where this photo of 6106 (NV56TMZ) and friends was taken on 8th May 2010. Note the minimal chevrons on the rear, and the Dutch Railways logo appended to the fleetnames. The silver car alongside is a Seat Alhambra (a design-sharing variant of the Ford Galaxy - see photo 2347). As this also carries the company name, I have added it to the database as a service vehicle.

Photo 3064, by **Ray Monk**, added to LTSV on 29/05/2010.

Metrobus bought three Renault Trafic vans for engineering use in September 2008, along with a number of minibuses. The high-roof vans have been rather camera-shy since then but Ray found Croydon-based 9103 basking outside the garage on 5th May 2010.

Photo 3065, by **Ray Monk**, added to LTSV on 29/05/2010.

London Central has a pair of Renault Master minibuses used to train and evaluate new bus drivers, a role latterly performed by a pair of anonymous Ford Transits (see photo 1355). Although based at Camberwell garage, LV59EHP was photographed at Horn's Cross in Kent on May Day 2010.

Photo 3066, by **Thomas Young**, added to LTSV on 29/05/2010.

This photo was taken by carefully poking my camera through the air-bricks adjoining the path that runs alongside First London's Uxbridge garage. Although unlettered, this Volkswagen Crafter van is believed to be the new engineers van here. Greenford garage already has a VW Crafter, while the parking location of VO59XRM here is the same as that latterly occupied by Ford Transit YF05MVH.

Photo 3067, by **Glyn Matthews**, added to LTSV on 29/05/2010.

Time to go travelling again! Stagecoach now has a sizeable operation in Liverpool, branded as Stagecoach in Merseyside. Seen at their Gillmoss garage on 11th May 2010 was R641SPO, a Vauxhall Brava evidently acquired from the AA. R670SPO from the same batch was acquired by Arriva Wandsworth (see photo 1732), while London United operated older N511UDP (photo 485). The vehicle (I can't decide whether to call it a van or a truck) carries fleetnumber 91631 in the national Stagecoach series. It would be interesting to know if anyone has ever obtained or compiled a full list of all the vehicles given numbers.

Photo 3068, by **Glyn Matthews**, added to LTSV on 29/05/2010.

Quite a few small vans were seen at Stagecoach in Merseyside's Gillmoss depot on 11th May 2010, presumably being used as crew ferries. Among them were some Vauxhall Corsas carrying fleetnumbers and logos (like 91662 to the fore) and some unmarked Ford Fiestas.

Photo 3069, by **Thomas Young**, added to LTSV on 29/05/2010.

I visited the Pump House Museum in Walthamstow for their AEC-themed event on a sweltering 23rd May 2010. Among the vehicles on display was resident preserved service vehicle 1416LD. Unlike some of the exhibits, this Leyland Titan breakdown tender is in fairly good condition. I wonder why the LONDON part of the main side fleetname has been left off though.

Photo 3070, by **Thomas Young**, added to LTSV on 29/05/2010.

Along with 1416LD, the other service vehicle found at the Pump House Museum in Walthamstow on 23rd May 2010 was Video Bus AML91H. New as bus SMS91 (later SMD91), this AEC Swift was renumbered STB91 in November 1978 upon conversion to a mobile classroom. Repainted with a white stripe and roof, it appeared at open days for a few years but then disappeared in the mid-1980s. It was apparently sold in 1991, making it by some measure the last AEC Swift to be owned by London Transport. Bought by a preservationist, it turned up at a few rallies in as-acquired condition (see photo 1168) but then disappeared again in the mid-1990s! Happily it does survive, and was found at the Pump House Museum in Walthamstow on 23rd May 2010. It was not in very good condition though, with most of the white paint on the roof gone. Parked alongside was fully restored MB641.

Photo 3071, by **Malcolm Conway**, added to LTSV on 06/06/2010.

In 1979 the Permanent Way Engineers took delivery of four Ford A0609 box trucks for use as emergency vehicles (hence the red livery). They were allocated to Lillie Bridge (2), Whitechapel and Baker Street, replacing Leyland Titans such as 1275LD (see photo 1364). The allocations seem to have been rotated at times. Among the relatively few photographs of these vehicles in my collection are one each of 2135F, 2136F and 2137F (seen here on 5th October 1986) at Baker Street. 2138F was a shorter wheelbase vehicle, which I have never seen a photograph of. According to my notebooks, I did see all four vehicles, but I was a mere lad whose interest didn't go far beyond underlining numbers in the books!

Photo 3072, by **Malcolm Conway**, added to LTSV on 06/06/2010.

London Transport bought just two Leyland Cruiser articulated tractor units. 2389L, new in 1982, seems to have been seen a lot, and I have already published three photos of it. 2410L of 1983 was rather less conspicuous but can now also be illustrated thanks to a contribution by Malcolm Conway. On the 17th September 1989 it was found at Leytonstone, passing a line of buses engaged on railway replacement duties. Trailer YT28 is loaded with what looks like railway sleepers, and the lorry is on a stretch of road that disappeared when the A12 was extended to Hackney. 2410L was sold less than a year later, although YT28 was repainted blue and survived until 1995.

Photo 3073, by **Malcolm Conway**, added to LTSV on 06/06/2010.

Following the acquisition of one each in 1982 and 1983, four further Leyland Freighter bus recovery trucks were bought in 1984, numbered 2415L to 2418L. All originally had twin-boom equipment by Wreckers International and ran on trade plates until about 1990. 2417L was allocated to Shepherds Bush then Victoria (where it was photographed on 27th May 1990), and initially carried trade plate 942LC. It was later given retrospective registration B733XJD. For various reasons the fleet was cut back in the early 1990s. Two of the 1984 batch were given new bodywork featuring more capable 'spectacle hoists' and remained in service, while the other pair were sold. 2417L passed to BTS of Borehamwood in 1991, where it retained the red livery with yellow bumper (see photo 1547). 2418L was sold to the Linkfast Group soon afterwards (see photo 977).

Photo 3074, by **Malcolm Conway**, added to LTSV on 06/06/2010.

Although the number is not carried, this is 2447M, one of ten Mercedes-Benz 307D curtainsided trucks bought in 1986 and used by the advertising department. It was photographed on Longbridge Road (Barking) on 24th March 1990, by which time it had gained London Transport Advertising logos and fleetnames. This batch of vehicles was allocated to Ferry Lane (Tottenham) and lasted until 1993.

Photo 3075, by **Malcolm Conway**, added to LTSV on 06/06/2010.

2481F was one of two Ford Transit dropside trucks in the owned fleet that were allocated to bus operating unit London United. New in 1990, it was allocated to Stamford Brook garage and unusually carried both of the fleetnames then in use from there. The Airbus name was for the established services between central London and Heathrow airport, operated at the time by MCW Metrobuses. RiversideBus was a shorter-lived brand and applied to tendered routes such as the 237 and 283. The vehicle also has advertising on the dropsides for the accident repair centre at the garage, and a London Buses roundel on the light-bar. 2481F was sold to the recently-privatised London United bus company in 1995 and apparently gave up to a dozen years further service, still at Stamford Brook. However, it was never seen during this time by any of the contributors to this site.

Photo 3076, by **Malcolm Conway**, added to LTSV on 06/06/2010.

One of the last sizeable batches of inspector's vehicles for London Transport (identifiable by their roof-mounted roundels) were ten Astra vans registered in the F/MJR series, numbered 3673B to 3682B and delivered in spring 1989. Most of the batch gained new lettering later in the year upon the formation of the new bus operating units. A typical example is 3674B, allocated to Hanwell and seen with the early Centrewest logo in this view taken at Ealing Hospital on 3rd March 1990. This batch was notable for not having any manufacturers badging on the fronts (and I have never seen a photo of the back of one). General Motors was at the time in the process of dropping the Bedford name previously applied to Astra vans in favour of the Vauxhall brand. Although I have listed these vehicles as Vauxhalls, the DVLA records them as Bedfords. The B fleetnumber suffix continued in use for several years after the change.

Photo 3077, by **John Scotford**, added to LTSV on 06/06/2010.

This minibus was originally 5143F in the London Underground (later Metronet) fleet. A 15-seat, long-wheelbase Mk5 Ford Transit, it was leased in November 2000 and based at Lillie Bridge. The disposal date is not known but was between 2004 and 2007. It was photographed at Wembley Stadium on 16th May 2010, by which time it was being used by Spaceacre Hire of Eynsham in Oxfordshire (an Oxford vs York play-off was taking place that day). It is not clear from the photograph whether the blue skirt has been retained or over-painted dark grey.

Photo 3078, by **Kim Rennie**, added to LTSV on 06/06/2010.

Both of these Ford Transit vans have been illustrated before, but this is a nice view, taken inside the small yard at Edgware Road Station on 29th April 2010. Mid-height crew van 6567F on the left has recently gained London Underground logos (and a red stripe), while high-roof van 6082F on the right retains Metronet logos and the red/blue chevrons. Visible in the background is Griffith House. The yard there (where the orange digger is) is no longer in use, although service vehicles still park on the streets outside at night. There is a large hole in the ground between the two yards, which appears to be the basements of the buildings that once stood there.

Photo 3079, by **Graham Brown**, added to LTSV on 06/06/2010.

Several of the London Buses Honda Civic cars have been seen recently without their light-bars. Photographed at Waterloo on a sunny 25th May 2010, 6299H is nominally based at Sycamore House but can sometimes be found at London Bridge or Eltham. Parked in front is new Volkswagen Transporter van 6902VW, this having been illustrated on delivery in plain red a fortnight earlier (see photo 3052). A minor change to the livery of such vehicles is that the lettering on the doors has been amended from 'Infrastructure Development' to 'Bus Infrastructure'. Note that all the subsidiary lettering (fleetnumbers, tyre pressure markings, fuelling information) is applied on white patches.

Comment by *Derek Everson* on 19/09/2010: The reason the car is missing its lights are all the cars based at Thornton Heath had their lights stolen whilst parked up overnight.

Photo 3080, by **Ray Monk**, added to LTSV on 06/06/2010.

London Buses currently has almost exactly 100 liveried service vehicles (plus a handful of un-marked cars), but some are harder to find than others. Definitely falling into the 'elusive' category is Ford Transit Connect van 6401F. New in December 2007, it is assigned to the Technical Services Group, but is only occasionally seen at their base at Chingford. In fact most of the sightings have been in south-east London, perhaps because its regular driver lives there, or it does work in that area, or maybe there is another base we don't yet know about. What is clear is that the vehicle was a direct replacement for similar 5691F (see photo 1699). Ray was therefore lucky to find the van parked at Chingford on 31st May 2010, alongside resident Ford Transit 6322F. Just visible is the fact that 6401F, like 5691F, has an additional window in the nearside. Can anyone shed any light on what this van is used for?

Photo 3081, by **Thomas Young**, added to LTSV on 06/06/2010.

Since we 'discovered' it at the end of 2008, the small base at Union Street (near Borough) has nearly always been home to a pair of all-white Tube Lines Ford Transits. On 7th April 2010 some variety was provided by the presence of Renault Kangoo 6225R alongside regular resident 6436F. Although not very apparent here, this is one of just three Kangoos to have carried all-white livery. Two of the trio are with Tube Lines at Stratford Market, and sister 6226R was caught by Ray earlier this year (see photo 2966). The third is 6223R with BCV, which has proved to be very elusive. Renault Kangoos are listed as being seven seaters, suggesting that a third row of seats is fitted.

Photo 3082, by **Colin Lloyd**, added to LTSV on 06/06/2010.

6702F is a long-wheelbase, high-roof Mk7 Ford Transit van, delivered in May 2009 in unbranded white/blue livery. It was one of the relatively few vehicles to be kept at Griffith House (most vehicles 'allocated' there are thought to be kept at their drivers homes), although has presumably moved elsewhere since the closure of the yard later in 2009. By March 2010 the van had gained London Underground logos, and a red band above the blue skirt. It was photographed on the 10th of May 2010 passing through Victoria.

Photo 3083, by **Ray Monk**, added to LTSV on 06/06/2010.

I have included another photograph of Ford Transit cherry picker 6794F in its parking bay at Chingford (this time taken on 31st May 2010) as it shows the unusual frontal livery. As well as a red LBSL roundel, the bonnet appears to be adorned with diagonal (ie not chevrons) grey stripes.

Photo 3084, by **Ray Monk**, added to LTSV on 06/06/2010.

The last of the four Carbodies FX4 taxis for Arriva Kent Thameside to be reported was L206OMM. This differs from the other three in carrying white Arriva names in addition to the orange logo on the bonnet. The unique font used for the Arriva name looks odd against a black background instead of the familiar red. This vehicle is allocated fleetnumber CF11. Photographed at Eltham Bus Station on 2nd June 2010.

Photo 3085, by **Ray Monk**, added to LTSV on 06/06/2010.

Ford Transit Connect van EA08FHP is number 9024 in the Metrobus fleet and is based at their Crawley garage. Since delivery in 2008 (see photo 2496) it has gained a light-bar, and also has some neatly cut-out chevron vinyls applied to the rear. It was found parked at the garage on 18th May 2010.

Photo 3086, by **Glyn Matthews**, added to LTSV on 06/06/2010.

At least 39 service vehicles in the central fleet were registered in the KJ06xxx series, but this is not one of them! KJ06KAO was a long-wheelbase Mk6 Ford Transit van supplied to Stagecoach in Inverness, where it was photographed on 6th May 2010 by roving reporter Glyn Matthews. The application of livery to Stagecoach service vehicles is often minimal, although a couple of exceptions have also been published today. Given the remoteness of the location, I have surprisingly received several photographs of this particular van. Damon Cross found it during a tour of the highlands back in 2007.

Photo 3087, by **Glyn Matthews**, added to LTSV on 06/06/2010.

This is the first of two photographs showing Mercedes-Benz Sprinter ancillary vehicles in national Stagecoach livery, although there are several differences between the two. Short-wheelbase minibus W645WCA is numbered 96003 and used by Stagecoach Merseyside. It was photographed at Gillmoss depot in Liverpool on 11th May 2010. The livery comprises standard 'swoops' at front and rear (note how the front divide coincidentally matches up with the angle of the windscreen). The circular logo on the bodyside has been applied upside-down. The blue segment is supposed to be on the right (with the red towards the top), as seen on the bonnet.

Photo 3088, by **Malcolm Conway**, added to LTSV on 06/06/2010.

Mercedes-Benz Sprinter long-wheelbase van W933YVE was photographed in Peterborough Bus Station on 21st May 2010. A member of the Stagecoach East fleet, it wears the company livery introduced in 2000 but is not displaying a fleetnumber or local fleetname identifier. The rear 'swoops' on this livery are fairly standard, but the front ones vary somewhat between different designs of buses. On this van, the front colour divides are curved upwards in a non-standard way, somewhat reminiscent of Arriva's 'cow horns'. The livery on the rear was also notable, comprising orange chevrons on a red background!

Photo 3089, by **Rob Morel**, added to LTSV on 06/07/2010.

We welcome a couple of new contributors today, first up being Rob Morel with some 1990s views of ERU vehicles. 2493M was one of six Mercedes-Benz 1114 demountable trucks bought in 1990 along with seven demountable bodies built by Locomotors. The trucks, together with five of the bodies, formed the main Emergency Response Unit fleet for most of the 1990s. 2493M was seen on display during an event at Stanmore Station, with the emergency control unit (DB7 mounted on 2488M) parked behind. Displaced by new Volvo lorries in 1998, most of the 1990 batch of lorries were sold in 1999.

Comment by *snowy13* on 07/07/2010: The event at Stanmore Station car park was on 12th September 1995

Photo 3090, by **Rob Morel**, added to LTSV on 06/07/2010.

Also on display at Stanmore Station on an unknown date in the 1990s was 2532M, a Mercedes-Benz 410D box truck allocated to the Emergency Response Unit. Four such vehicles were acquired in 1993, and this photo was taken after 2532M had gained side windows for the crew compartment, but before the application of the red/blue chevrons that later typified the fleet. The large roller shutter doors in the side and rear are evident, as is the tail-lift. All four were withdrawn in 1999 following the delivery of four larger Mercedes-Benz O814 box trucks.

Comment by *snowy13* on 07/07/2010: The Stanmore event was organised by London Underground in the main station car park and had some buses and various stalls on the 12th September 1995. No Underground trains were on show to the public but Sara Siddons and train did run trips to Neasden and back.

Photo 3091, by **Rob Morel**, added to LTSV on 06/07/2010.

The Emergency Response Unit fleet was restocked with five new Volvo FL demountable lorries in 1998, and these have been well illustrated on this site. However, this is the first photo to show the rear-end with the tail-lift in the lowered position. As normal with demountable vehicles, the tail-lift was chassis-mounted and folded out when required. The bodies were the same as used on the previous generation of vehicles, with modifications to allow for the larger wheels on the Volvos, and with a new livery style. This photo was taken at the rear of the Museum Depot building in Acton, and also shows the side lockers opened, and the translucent roof panels. The train in the background is stabled at the south end of Ealing Common District Line depot.

Photo 3092, by **Ian Jordan**, added to LTSV on 06/07/2010.

Another new name to add to the list of LTSV contributors is Ian Jordan, who recently submitted a few 1980s shots and one recent one. Taken in 1987, this photo shows Vauxhall Astra estate car 3303B parked by the bus stands at Oxford Circus. As was common with service vehicles at the time, the London Transport lettering has been omitted (or removed) but it retains secondary lettering that reads 'Development Director (Buses)'. New in early 1985, 3303B lasted for four years. Such vehicles were among the last 3-door estates to be made. Bus fans will notice the MCW Metrobus on route 16A on the stand behind. The 3-piece blind on this shows it to be one of the five prototype vehicles that spent most of their life working from Cricklewood garage.

Photo 3093, by **Rob Morel**, added to LTSV on 06/07/2010.

As well as the trucks, the Emergency Response Unit has also regularly featured at least one car in recent years, presumably for use by the 'boss'. Between 1995 and 1998 this vehicle was 4536F, a Ford Mondeo estate, eventually replaced by very similar 4913F (see photo 34). Note the 'unfinished' looking livery (with white bumpers), the lack of suffix on the fleetnumber, and the side lettering that reads 'London Underground Limited, Network services, Emergency response unit'. It was photographed at the RAF Museum in Hendon during a display of emergency vehicles.

Photo 3094, by **Ray Monk**, added to LTSV on 06/07/2010.

Ford Transit Mk6 crew van 5522F led an uneventful life working for Metronet from Acton Works. New in 2003 it was rarely seen (and never photographed) before withdrawal in early 2007. However, it has since returned as a service vehicle of sorts, working for the modestly named signalling contractor Global Rail. With the blue skirt removed (or painted over) it was found parked on Bollo Lane at Acton (with Frank Pick House in the background) on 29th June 2010.

Photo 3095, by **Ian Jordan**, added to LTSV on 06/07/2010.

Gleaming in the sunshine at it pulls out of the station car park at Arnos Grove on 22nd May 2010, 6144F was a Ford Transit Connect van in the Tube Lines fleet. Although assigned to the Piccadilly line, it appears to have been based at Stratford Market depot on the Jubilee Line. Being slightly over 3 years old, replacement was no doubt due, unless the current economic situation results in lease periods being extended.

Photo 3096, by **Colin Lloyd**, added to LTSV on 06/07/2010.

Several locations around London have large allocations of IRUs (London Buses Incident Response Unit vans), but at most of these they are parked rather randomly. Turnpike Lane has a nominal allocation of six vans, and on 19th June 2010 four of them were neatly lined up against the back wall. Nearest the camera is 6370M, latterly based at Harrow and Uxbridge. Several IRUs appear to have been reallocated during the first half of 2010. The other three are 6609M, 6359M and 6621M.

Photo 3097, by **Kim Rennie**, added to LTSV on 06/07/2010.

Vauxhall Combo van 6569V was new in 2008 and has been seen several times at Griffith House. Carrying standard white/blue livery but with the addition of red/yellow chevrons on the rear doors, it initially carried Metronet logos but these were later replaced with London Underground ones, and the livery was amended with the additional red stripe on the sides. On 17th June 2010 it was found parked near the DLR station at Elverson Road (Lewisham). It is worth mentioning that this is the 400th photograph by Kim Rennie to be published on this site. As mentioned before, Kim was instrumental in getting this website started, supplying invaluable fleet information and lots of photographs. Since then, he has been able to visit various LUL depots and locations, and continues to send in lots of high quality images that would otherwise be impossible to obtain.

Photo 3098, by **Colin Lloyd**, added to LTSV on 06/07/2010.

6719F is one of several Ford Transit Mk7 dropside trucks delivered in 2009 for use by the Jubilee Line track team. Based at Stratford Market depot, they are only rarely seen out and about during the day, so Colin was lucky to encounter this one coming down Victoria Embankment on the 3rd of June 2010. Note the mesh tail-lift and the 'one-stop' style of Ford-supplied bodywork.

Photo 3099, by **Ray Monk**, added to LTSV on 06/07/2010.

Hainault and Ruislip depots have several things in common. They are both on the Central lines (although at opposite ends), and they both have large allocations of service vehicles that are well hidden within their depths. They also both have long access roads meaning that, so long as you are patient, you can at least see vehicles coming! Ray stakes out both locations from time to time and fortunately for us, he has lots of patience (and/or luck). This photo was taken on 15th June 2010 and shows 6797F leaving the depot. A short-wheelbase (low-roof) Ford Transit Mk7 crew van, 6797F operated anonymously during 2009 before the addition of London Underground logos (and the red stripe) as seen here.

Photo 3100, by **Kim Rennie**, added to LTSV on 06/07/2010.

Fleetnumbers 6821 to 6830 are carried by Volkswagen Transporter vans delivered at the end of 2009 and assigned to the Infrastructure Development section of London Buses. They replaced a batch of very similar vans dating from 2005. As with the earlier batch, a couple of the new ones have proved to be elusive. 6822VW is one that we don't have an allocation for, though Kim caught it passing the Old Vic at Waterloo on 22nd June 2010. A recent change with these vehicles is that the cabside lettering now reads 'Bus Infrastructure' rather than 'Infrastructure Development'.

Photo 3101, by **Kim Rennie**, added to LTSV on 06/07/2010.

Volkswagen Caddy vans seem to be the light van of choice for the central fleet at present, with a corresponding reduction in the number of Transit Connects and Combos being taken. A couple are based at Hainault depot and therefore carry the new London Underground livery. These are crew vans, with an extra row of seats and additional windows on both sides. 6880VW was parked in the depot on 16th June 2010. I hope to publish more photos from Kim's latest visit soon.

Photo 3102, by **Ray Monk**, added to LTSV on 06/07/2010.

Another photo taken outside Hainault Station on 15th June 2010, this time showing recently delivered Ford Transit dropside 6896F.

Photo 3103, by **Ray Monk**, added to LTSV on 06/07/2010.

Ford Transit Mk7 crew van 6926F was caught crossing the new roundabout outside Acton Town station on 7th June 2010, on its way back to the works after a test drive. In plain white/blue without lettering, this vehicle will probably be numbered before entering service.

Photo 3104, by **Ray Monk**, added to LTSV on 06/07/2010.

The TfL Streets depot at Chancel Street is close to where I work, but I have never taken any photographs there, partly because it is gated and security patrolled. The base comprises two adjoining sections. On the left (and shown here) is a covered yard in which up to six Toyota Prius cars are parked, typically those from the RE56Lxx batch. On the right is a newly-opened section, utilising the arches of the railway viaduct to provide space for about another dozen cars. As well as further Priuses, other vehicles seen inside include Streets Vauxhall Astras, and Honda Civics in the liveries of TfL Highways and London Buses. It is believed that the vehicles here are used by staff based in the nearby Palestra building. Photo taken on 3rd July 2010.

Photo 3105, by **Ray Monk**, added to LTSV on 06/07/2010.

This bug-like vehicle may become a common sight over the coming months. Caught passing Acton Town Station on 21st June 2010 (on its way back to Acton Works), WX10JSV is a Mitsubishi i-MiEV electric car in the livery of TfL Streets. This is the first all-electric (as opposed to hybrid drive) vehicle for the TfL fleet, and it was one of four that were launched at the London Eye later that month. The small lettering on the bodyside is not too clear but appears to read 'Part of the new Transport for London electric vehicle fleet'. The livery is the same as latterly used on Toyota Prius cars, though the orange stripe is rather cut-off at the front. Perhaps it could have 'swooped' around the front! At the launch the Mayor announced ambitious plans to introduce many more electric vehicles. TfL is expecting some electric vans from Smith and Modec, as well as further Toyota Priuses, soon.

Photo 3106, by **Thomas Young**, added to LTSV on 06/07/2010.

Epsom Buses (aka Quality Line) held a very well organised open day at their Epsom Garage on 12th June 2010, to celebrate 90 years of the parent Epsom Coaches company. As well as vintage vehicles, and current members of their bus and coach fleet, the display included some of the support vehicles. Largest of these was Volkswagen Crafter van A6HRR (at least the third service vehicle to carry this registration). Although carrying red livery, and with LBSL roundels on front and rear, the van has fleetnames for Epsom Fleetcare rather than Quality Line.

Photo 3107, by **Glyn Matthews**, added to LTSV on 06/07/2010.

Glyn was at Stockwell Garage on 1st July 2010 and found two rather interesting service vehicles present. J263FYA is a Leyland DAF 45.130 lorry that is not what it appears. Although smartly repainted in Go-Ahead London livery it has no bodywork, and there are no tax discs apparent in the windscreen. According to the DVLA, this vehicle has not been licensed since 1997! There is an engineer's training department based at Stockwell so presumably this chassis was obtained for use by them. Note the different logos on the front (London Central) and side (London General), and the wheelnut clamps on the front wheel. The truck was parked between the fuel store (on the left, where tankers such as 2000S could be found in the past) and the old publicity offices (on the right, also home to SVs in its day).

Photo 3108, by **Glyn Matthews**, added to LTSV on 06/07/2010.

The other service vehicle found parked outside Stockwell Garage on 1st July 2010 was Vauxhall Corsa van L206HYK. Although it has probably been in the fleet since delivery in July 1994, this van has never before been reported. It did appear on company fleetlists, shown as being used by the Engineering Training School. However, unlike their lorry chassis J263FYA, it is relicensed every year, so could potentially be seen out on the road. L206HYK goes one better than J263FYA by having the logos of three different 'companies', with Blue Triangle lettering as well as London Central and London General. Finally, unlike long-departed sister vehicle L205HYK (see photo 2923), L206HYK has a Vauxhall badge on the front.

Photo 3109, by **Ray Monk**, added to LTSV on 06/07/2010.

Arriva Kent Thameside now has five Carbodies FX4 taxis in use as crew ferries from Dartford Garage. The latest addition is L26PMU, numbered (on paper only) as CF15. Like most of the others, the only identifying mark is the large Arriva logo on the bonnet. On 23rd June 2010, Ray found CF15 outside Dartford Station, in company with a red Enviro 200 and one of the recent restyled Optare Solos.

Comment by Ray on 08/07/2010: I think I can claim this to be a 'girl and the service vehicle' pic!

Photo 3110, by **John Hillman**, added to LTSV on 06/07/2010.

As seen before (photo 2514), Arriva has a standard livery for its support vans (outside of London), comprising a white base with a vertical blue band. There is also a blue band on the rear, although on this example it is barely visible behind a mass of chevrons and some oversize lettering. X309AJU is a Vauxhall Movano operated by Arriva the Shires as their 1176. It was photographed in Stevenage Bus Station on 15th June 2010. Unfortunately the van drove off before John could get a clearer shot but the unusual application of chevrons along the bodysides can just be seen.

Photo 3111, by **Thomas Young**, added to LTSV on 06/07/2010.

Bollards! Anyone who visited the Epsom Buses open day on 12th June 2010 would have walked past this service vehicle, probably without even noticing it. Parked at the top end of the staff car park, GX52LAE is a Vauxhall Corsa van that was originally part of the Go-Ahead London fleet. It never carried any lettering, was only rarely reported, and was missed off a recent fleetlist. It may therefore have been disposed of. For the photos, I had a choice of showing one with the whole registration, or one where the side was visible....

Photo 3112, by **Thomas Young**, added to LTSV on 06/07/2010.

Parked amongst some vintage cars and coaches during the Epsom Garage open day on 12th June 2010, Toyota Yaris Verso LB04SCV is a crew ferry vehicle for the Quality Line operation. As can be seen, some (but not all) of these vehicles now carry fleetnumbers on the rear. By the way, the Verso is a taller variant of the standard Yaris car.

Photo 3113, by **Ray Monk**, added to LTSV on 06/07/2010.

Epsom Buses held an open day on 12th June 2010. With much of the yard given over to the display of vehicles, day to day operations had to continue elsewhere. The crew ferry vehicles used the office car park for the day, and Ray caught LB04SDX and LA04CGG resting there.

Photo 3114, by **Ray Monk**, added to LTSV on 06/07/2010.

A new service vehicle operating from a new base for a new company. Or, to be more accurate, a second-hand service vehicle operating from a revamped base for a renamed company! Ford Transit Mk6 high-roof van NA56VMT was acquired by Abellio in December 2009 to replace some of the vehicles inherited from Travel London. As with all such additions, it carries a white livery with minimal but neat lettering. Evidence of the new construction on this site is visible in the background of this photo taken on 7th June 2010.

Photo 3115, by **Ray Monk**, added to LTSV on 06/07/2010.

Another recent addition to the Abellio fleet is Ford Transit Connect van NH07EBF, seen at the extended Battersea garage on 7th June 2010. The base here was first used by Limebourne, and utilised part of the Stewarts Lane railway depot complex. Operations later came under the Connex and Travel London names before changing to Abellio in 2009. The site was formally relaunched in 2010 having been extended and modernised.

Photo 3116, by **Ray Monk**, added to LTSV on 06/07/2010.

One more picture from Battersea on 7th June 2010. A few Seat Alhambra estate cars are the only recent additions to the Abellio fleet not to carry white livery. As this photo shows, the standard fleetname includes grey and red letters, and also features the logo of the parent company, NS (Dutch railways).

Photo 3117, by **Ray Monk**, added to LTSV on 06/07/2010.

The NCP Challenger bus operation was renamed NSL in 2009 but then was bought out by Transdev later that year. Both of their bases made use of anonymous cars for crew ferry duties, one of the ones at Park Royal already having been illustrated (see photo 2020). A visit by Ray to Twickenham on 3rd July 2010 allowed us to confirm the identity of some of the cars there, as they conveniently carried notices in the rear windows. BN57VWS is a Ford Fiesta 5-door car, very similar to the examples at Park Royal. Similar WV57OZA was parked nearby, as was black Vauxhall Zafira FN58VZU. Without the notices, it would be impossible to be certain if these vehicles belonged to the company or to members of staff. Having said that, the lack of wheeltrims as seen here does seem to be a common feature of company-owned crew ferry cars!

Photo 3118, by **Colin Lloyd**, added to LTSV on 06/07/2010.

In 2008 East London took delivery of 11 Renault minibuses for use as crew ferry vehicles, mainly from West Ham garage. 8 were Renault Trafic minibuses while the other 3 were the larger Master model. Two of the latter trio seem to have been transferred to Rainham garage during 2009 but both returned to West Ham in 2010. EX08KZP, carrying the fleetnumber 96016 in the windscreen, was one of these and it was photographed on 29th May 2010 at Canning Town Bus Station.

Photo 3119, by **Ray Monk**, added to LTSV on 06/07/2010.

Metroline acquired a number of new Ford Transit Connect vans in 2009, a type not previously used by the company. The vans were white with copious lettering for their role as Engineering Support vehicles. Seven have been reported so far, including YC09PVD at Brentford. Showing its depot allocation code on the front wing, it was photographed near to its home base on 21st June 2010. Metroline has ten operational garages so it remains to be seen whether additional vehicles are based at Edgware, Kings Cross and Willesden.

Photo 3120, by **Glyn Matthews**, added to LTSV on 06/07/2010.

Pushing the definitions of a service vehicle, this Iveco Daily van seen passing Harrods on 30th June 2010 is well lettered as an engineering support vehicle for Jumbocruisers. The company specialises in band transport and has a fleet of high-specification coaches available for hire.

Photo 3121, by **Damon Cross**, added to LTSV on 06/07/2010.

This vehicle is readily identifiable as a former London Dial-a-Ride minibus, while some of you may recognise the location as being Lewes Bus Station. The minibus is one of two now used by Countryliner for crew ferry duties. Photographed on 1st July 2010.

Photo 3122, by **Colin Lloyd**, added to LTSV on 17/07/2010.

Readily identifiable as a former service vehicle, this Ford Tourneo Connect was originally 6099F in the Metronet fleet. It was returned off-lease around the end of 2009 and had its logos and fleetnumbers removed. It has since gained roof-bars but has also lost its smart wheeltrims (see photo 2340), resulting in a slightly rough appearance. The tinted side windows were somewhat redundant on a gloomy 8th June 2010 as it passes Trafalgar Square. All Tourneo Connects have the additional doors on both sides.

Photo 3123, by **Ray Monk**, added to LTSV on 17/07/2010.

It was Ray that first found this unique vehicle, and he has worked hard to try and get a picture of it. This was finally achieved on 5th July 2010 when he caught it waiting to make the turn onto the Ruislip Depot access road. 6295VW is a Volkswagen Transporter van new in July 2007 but not reported until almost two years later. This was no doubt due to it carrying no lettering, and a very non-standard livery of pale blue. It works on the Central Line and is based at Ruislip, where it is one of very few SVs that can be seen from passing trains.

Photo 3124, by **London Spotter**, added to LTSV on 17/07/2010.

6410F is a Ford Ranger with crew-cab and extended hard-top, new to Metronet in February 2008. It later gained London Underground livery and branding, as seen here. The photo was taken in the lower yard at Lillie Bridge depot on 4th July 2010.

Photo 3125, by **Kim Rennie**, added to LTSV on 17/07/2010.

This is the third of a batch of four Ford Transit vans to be illustrated on this site. 6544-6547F were new in December 2008 and work for the Depot Engineering Support Unit. This department has often specified silver vehicles, and they originally wore Metronet logos, later replaced with London Underground ones. Kim found 6545F at Neasden Depot on 7th July 2010.



Photo 3126, by **Kim Rennie**, added to LTSV on 17/07/2010.

These two mid-height Volkswagen Transporter vans work for SSL and now carry London Underground livery with smaller than usual side logos. Although nominally based at Acton, Kim found the pair at Neasden Depot on 7th July 2010.



Photo 3127, by **Ray Monk**, added to LTSV on 17/07/2010.

6595F is a Ford Transit high-roof crew van in the Tube Lines fleet, based initially at Stratford Market but apparently reallocated in 2009 to Finchley Central, where it was photographed on 10th July 2010. Two mid-height Transits were in the yard on the left, while on the right is the rear of rarely seen Vauxhall Corsa van 6710V.



Photo 3128, by **Thomas Young**, added to LTSV on 17/07/2010.

I trust you will forgive the 'thru-the-fence' for this view of a rare-ish vehicle. 6639 is one of seven Renault Traffic crew vans new in November 2008 and notable for being a new type for the central fleet and for carrying neither livery or any lettering. They are used by various departments, 6639 being assigned to the Distribution Services Manager then moving to BCV Operations. It was found at Lillie Bridge on 10th July 2010.



Photo 3129, by **Thomas Young**, added to LTSV on 17/07/2010.

Another rare vehicle seen at Lillie Bridge on 10th July 2010 was Renault Master dropside truck 6644. Three such vehicles were leased in December 2008 and, like the Renault Traffics, are anonymous and have been transferred between various operations. About a dozen other service vehicles are visible in this view but obviously none can be identified.

Photo 3130, by **Kim Rennie**, added to LTSV on 17/07/2010.

Mk7 Ford Transit dropside truck 6677F is assigned to the SSL operation and can usually be found at the outer reaches of the Metropolitan line. On 7th July 2010 it was photographed at Rickmansworth depot, parked next to a Vauxhall Combo van (6141V) that retained Metronet markings.

Photo 3131, by **Ray Monk**, added to LTSV on 17/07/2010.

The small Vauxhall Corsa has been used by several bus companies (notably vans with Go-Ahead and First and cars with Arriva), but until 2009 had never featured in the central fleet. It was in March 2009 that two Corsa 1.3 vans were leased for use by Tube Lines, being given numbers 6709V and 6710V. For their first year, reports were rare, the vans only been seen around Acton during the night. However, in mid-2010, one of the pair turned up at Finchley Central, perhaps as a result of reallocation or changing role. The sporty looking vehicle was photographed on 10th July 2010 with a variety of Transits in the background. Although not particularly apparent, the livery does include the blue skirt, albeit slightly thinner than usual. (By the way, thanks to JM and MM for the tip-off!)

Comment by *Steve Howard* on 31/07/2010: Sorry to correct you, Tom, but prior sightings of both vans were during the day at Acton.

Photo 3132, by **Kim Rennie**, added to LTSV on 17/07/2010.

Ford Mondeo estate cars are much rarer than the slightly smaller Focus model, with typically only three or four in the fleet at any one time (compared to around 50 Focuses). 6737F is the first Mondeo to be assigned to the SSL operation, and it is unusual in having gained the red stripe of the new livery but not the London Underground lettering. It was photographed at Rickmansworth depot on 7th July 2010.

Photo 3133, by **Thomas Young**, added to LTSV on 17/07/2010.

What you might call 'bog standard' this Ford Transit Mk7 crew van is used by Tube Lines from Lillie Bridge, where it was photographed (through the fence) on 10th July 2010.

Photo 3134, by **Colin Lloyd**, added to LTSV on 17/07/2010.

Another rarity in the central fleet is 6817T, a Toyota Hiace van used by BCV. It was delivered in anonymous white/blue in July 2009 and was treated to London Underground livery in mid-2010. The design of this Japanese-built van has changed slightly in recent years (compare this picture to 2003 model 5399T in photo 357), with the chrome grille surround giving it an American flavour. An earlier, and very different style of Hiace was Speedlink's L848SFG dating from 1993, see photo 1432. Colin caught 6817T passing through Kings Cross on 12th July 2010.

Photo 3135, by **Ray Monk**, added to LTSV on 17/07/2010.

A very elusive vehicle is Ford Transit Mk7 low-roof van 6834F. It is one of very few central fleet vehicles not to have been seen (yet!) by our Steve Howard, although Ray found it parked at Bollo House on 12th July 2010. It is also unusual in not carrying logos, despite being allocated to Tube Lines.

Photo 3136, by **Kim Rennie**, added to LTSV on 17/07/2010.

A nice shot of fairly new Ford Transit Mk7 dropside truck 6855F parked at Rickmansworth Depot on 7th July 2010. Can anyone explain the purpose of the flaps seen on the bottom of many tail-lifts?

Photo 3137, by **Thomas Young**, added to LTSV on 17/07/2010.

The vehicles to be found in the yard alongside West Kensington Station (which we treat as part of the Lillie Bridge complex) have changed several times over recent years. Having been host to groups of Ford Rangers (see photo 2178) then Vauxhall Combos (photo 2564), the use of the location seems to have declined somewhat. The portable buildings on site have also been reduced and rearranged. When we had a peek on 10th July 2010, just two Ford Transits were present, including 9-seat minibus 6863F. Unlike similar 6472F (see photo 2427), based nearby in the main depot, 6863F does not have rear chevrons.

Photo 3138, by **London Spotter**, added to LTSV on 17/07/2010.

The Volkswagen Caddy became more common as a service vehicle during the first half of 2010, with at least nine being leased (following from nine others leased over the previous four years). It seems to have taken over from the Ford Transit Connect as the light van of choice. Most of the new arrivals are crew vans, with a second row of seats and extra windows in both sides. As well as several at Stratford Market, one of the Tube Lines examples is based at Lillie Bridge. 6864VW was photographed at home on 4th July 2010, parked alongside Transit Connect 6662F (the similarity in size is apparent). Tube Lines are somewhat in a minority at this location, most vehicles being in the London Underground (former Metronet) fleet. Could it be that the blue markings painted on the ground read 'TUBE LINES ONLY'?

Photo 3139, by **Kim Rennie**, added to LTSV on 17/07/2010.

Although the Volkswagen Transporter is a common feature of the central fleet, very few are crew vans. Just four of the 112 Transporters that have been leased since 1991 are known to have had the extra side windows. This photograph taken at Hainault Depot on 16th June 2010 actually shows two of those four. Nearest is long-wheelbase 6879VW, new that March. Just visible beyond the Transit dropside is similar but short-wheelbase 6481VW. Both vans wear the London Underground livery.

Photo 3140, by **Ray Monk**, added to LTSV on 17/07/2010.

We have been expecting it for some time but a further batch of new vans for London Buses Infrastructure finally started entering service in July 2010. Among these was 6898VW based at Finsbury Park Bus Station. When we went to see it on 10th July, it tried to drive off but got caught at the traffic lights round the corner!

Photo 3141, by **Kim Rennie**, added to LTSV on 17/07/2010.

This picture came as a surprise for two reasons. Firstly it included two previously unreported vans and secondly it was taken at a previously unknown location. This is Uxbridge Station car park on the 8th of July 2010. The London Buses Infrastructure unit has started keeping a few vans here, perhaps following the move out of the Olympic Way (Wembley) offices. The car park is on the opposite (south) side of the station from the bus station, and cannot be accessed from the station itself (there is a path beside the Chimes shopping center). This photo provides a useful comparison between the Volkswagen Transporter T5 (rear) and the 'T5 facelift' (nearest and third), and also the styling similarities with the smaller Caddy van.

Photo 3142, by **Paul Snelling**, added to LTSV on 17/07/2010.

One of the London Buses Infrastructure vans is kept at the Tramlink depot at Therapia Lane (along with a car - see photo 2189). After nearly four years service, resident Volkswagen Transporter van 6072VW was replaced in 2010 by new delivery 6903VW. The new van has a higher roof-line, low-profile light-bar, and the 'facelift' front end styling. It was photographed at the depot (during an official visit) on 3rd July 2010.

Photo 3143, by **Ray Monk**, added to LTSV on 17/07/2010.

Another line-up of Buses Infrastructure vans, this time a straight flush of Transporters. Taken at Orpington Station on 16th July 2010, all four vans were less than a year old. Nearest the camera was brand new 'T5 facelift' Transporter 6904VW. This is a mid-height van, as is 6830VW two to the right. I believe the latest deliveries feature a very slightly darker shade of red but it is often hard to judge from photographs.

Photo 3144, by **Ray Monk**, added to LTSV on 17/07/2010.

Deliveries in mid-2010 included a large number of Ford Transit crew vans for London Underground, with numbers between 6907F and 6939F. It is not yet clear if these form a single batch but, if they do, it will be one of the largest to have been seen for years. The first to be photographed in service was 6910F, found parked on Wakering Road, Barking, on 6th July 2010.

Photo 3145, by **Ray Monk**, added to LTSV on 17/07/2010.

The Ford Transit Connect was restyled in 2009 but this seems to have coincided with a reduction in the quantity being taken into the central fleet. Seen on Bollo Lane on a test drive just after delivery on 12th July 2010, LS10YRT was yet to gain lettering.



Photo 3146, by **Ray Monk**, added to LTSV on 17/07/2010.

I have included this photo more for the location than for the subject matter. Taken on Union Street, Southwark, on 3rd July 2010, it shows TfL Streets Vauxhall Astra LM06FDY with Toyota Prius SM57JWY just visible through the windows. The building on the left is the Palestra, which includes offices for various TfL functions. The road in the background is Gambia Street, and service vehicles (including LBSL 'cover' 6312H) can sometimes be seen parked here. Gambia Street leads onto Chancel Street, where TfL have a largish garage. It appears that this is used for staff based at the Palestra.



Photo 3147, by **Kim Rennie**, added to LTSV on 17/07/2010.

Between 1991 and 2006, Locomotors demountable body DB7 served as the Emergency Control Unit for London Underground. Replaced by newer DB25, it was relettered as an Emergency Support Unit. The first report of it in use came in July 2010. Following a cable fire that led to the District line being suspended, the body was found parked outside Plaistow Station on the 6th. The fact that it was 'deposited' (ie the lorry that brought it had gone) is slightly unusual, especially as this is a public road. Apart from the change of lettering and chevrons, the only visible modification was the removal of the rear-mounted aerial/sign (compare to photo 128).



Photo 3148, by **Jack London (via Malcolm Conway)**, added to LTSV on 17/07/2010.

Almost glowing on a gloomy day in Hounslow in January 1990, you couldn't miss this vehicle! BHP479T was an Austin FX4 taxi used by London Buslines for crew ferry purposes. Already 12 years old, we don't know how long it remained in use, but it was delicensed in early 1994. London Buslines itself was later bought by First and absorbed into the Centrewest operation.



Photo 3149, by **J G S Smith (via Malcolm Conway)**, added to LTSV on 17/07/2010.

Here's one we missed. C612KWC was a Ford Transit Mk3 van used by Westlink in the mid-to-late 1990s (Westlink was taken over by London United in 1995 so it presumably predated this). On 19th June 1998 the van was found at Hounslow garage parked alongside a DWL class Dennis Dart. Note that the Westlink lozenge logo does not quite fit on the bodyside panel of the van. C612KWC was delicensed in the first month of 2000.

Comment by *David* on 17/01/2011: Although the photo show's a Hounslow Heath van & bus, the location is Hounslow Bus Station.

Comment by *Thomas Young* on 19/01/2011: Well spotted David, I've updated the caption and links.



Photo 3150, by **Malcolm Conway**, added to LTSV on 17/07/2010.

MTL was the company formed from the former Merseyside PTE bus operation, and they had a foray into London operation by buying the London Northern unit in October 1994. Over the next few years, several smaller operators were bought out, bringing unusual new vehicles into the fleet. Among these was Mercedes 207D minibus D203DLX, used as a crew ferry bus numbered 185. It was photographed at Ealing Broadway wearing the 'not-quite-LT' red livery. MTL sold London Northern to Metroline in 1998 and D203DLX was withdrawn a couple of years later. The vehicle parked behind is Ford Transit minibus D829UTF, new to the Berks Bucks Bus Co in 1987 and later used as a crew ferry by Armchair.



Photo 3151, by **Malcolm Conway**, added to LTSV on 17/07/2010.

This is the first Grey Green SV I have seen that actually carried the Grey Green livery. OK, so it is actually white, green and orange, but at least it matches with the livery on their buses and coaches. The bus livery was later changed to grey, green and orange, as seen on the Volvo bus (rebodied coach) parked behind. Ford Transit E45CVK may have been bought new. Grey Green was owned by Cowie, whose headquarters were in Sunderland. This could account for the Newcastle 'VK' registration. It was photographed at Finsbury Square on 3rd February 1992, and remained in stock until 2004 (albeit under Arriva ownership by then).



Photo 3152, by **Malcolm Conway**, added to LTSV on 17/07/2010.

Both MTL/Metroline and Centrewest used fleets (totalling 13 and 9 respectively) of Peugeot 106 cars as crew ferries in the late 1990s and early 2000s, but it seems there was little interest in such vehicles at the time and photographs and reports are rare. Slightly redressing the balance is this photo taken at Brent Cross Bus Station on an unrecorded date (but after the Metroline takeover of MTL in 1998). It shows two cars, with fleetnumbers P1 (N257LGK) and P2 (N971KGK). New in 1996, they had all gone by 2005.

Photo 3153, by **John Hillman**, added to LTSV on 17/07/2010.

A brief visitor to the open day at Potters Bar Garage on 10th July 2010 was Ford Transit Connect van LS06DZH of Uno (formerly UniversityBus). With a base in Hatfield, this company operates routes north of London.

Photo 3154, by **Ray Monk**, added to LTSV on 17/07/2010.

This unmarked Vauxhall Zafira car was seen in the Potters Bar garage car park during both the 2009 and 2010 open days. We believe that it is a company-owned crew ferry vehicle, and it has been included in the database. Due to its anonymous operation, it will most likely not be listed in any LOTS publications. Photographed on 10th July 2010.

Photo 3155, by **Colin Lloyd**, added to LTSV on 17/07/2010.

First London now have at least three of these anonymous long-wheelbase Volkswagen Crafter vans. All three wear a red livery with a yellow stripe and rear chevrons, and have rear-mounted light bars. VO59XRM has already been shown inside Uxbridge Garage but on 10th July 2010 Colin found it parked in the adjoining bus station.

Photo 3156, by **Thomas Young**, added to LTSV on 17/07/2010.

Metroline Ford Transit Connect van WK59YGL is based at Potters Bar Garage, where it replaced Mitsubishi L200 pick-up KC55OUM (see photo 2331) as the engineers vehicle. The new vehicle has a lot more lettering, including the curious application of legal lettering to the rear bumper. The allocation code (also on the bumper) could be mistaken for an international country code. Except that they aren't any countries that use PB... During the open day on 10th July 2010 it was parked in the corner of the garage.

Photo 3157, by **Thomas Young**, added to LTSV on 17/07/2010.

After visiting Potters Bar garage open day on 10th July 2010, Ray and I travelled south west towards Uxbridge. En route we stopped at Metroline's Cricklewood garage and found their new engineers van. Another Ford Transit Connect, it carries the informative livery common to the whole batch. The previous van (red Ford Escort Y562WGC) was also present, parked in the back yard.

Photo 3158, by **Ray Monk**, added to LTSV on 17/07/2010.

Hidden among the staff cars in the car park outside Potters Bar Garage on 10th July 2010, this Vauxhall Zafira is believed to be a Metroline service vehicle, most likely used as a crew ferry. Apart from the livery, it was identical to KM58MRY (see photo 3154).

Photo 3159, by **Colin Lloyd**, added to LTSV on 17/07/2010.

I mentioned recently that I was considering removing some contractor's vehicles from the database, namely those of Almex and the recovery firms (other than Sovereign). More recently I have been having second thoughts. The database is fairly flexible and could handle expansion rather than contraction. It should be possible to include vehicles from other firms connected with London Buses / London Underground, and perhaps even non-London service vehicles. I am open to persuasion on this so, if you have any views, let me know. One of the firms that could be included is Douglund, responsible for cleaning bus stations. They run quite a few silver vans, including Renault Kangoos (see photo 2239) and larger Traffics, such as HX56AHK seen leaving Liverpool Street on 28th June 2010. Perhaps the criteria could be whether or not LT roundels are carried...

Photo 3160, by **London Spotter**, added to LTSV on 17/07/2010.

Having used Volvo trucks (usually with huge cabs) for several years, Sovereign Recovery has recently been turning to other suppliers and lower-profile vehicles. Following on from several DAFs, their latest truck is the first Mercedes-Benz Actros bought new (red GM03TOW was second-hand). GK10VTL was photographed on 1st July 2010 parked in the yard of Arriva's Edmonton Garage, alongside DAF GN09ENF. The livery is slightly changed with yellow stripes on the front corners (instead of grey), while the 'Keeping London Moving' slogan on the sun-shield has been replaced with a web address.

Photo 3161, by **Thomas Young**, added to LTSV on 17/07/2010.

Model maker Oxford Diecast recently released a 1:76 replica of a Volvo tow truck in the familiar livery of Sovereign Recovery. Mainly metal with some plastic detail parts, this is an excellent model with some very fine printing. Apart from not exactly matching the real N8SOV (see photo 3013) the only other issue is a poor fit on some of the plastic parts (such as the front lights seen here). It was posed alongside Creative Master Northcord's Mercedes IRU van.

Photo 3162, by **Thomas Young**, added to LTSV on 17/07/2010.

Another view of the new Oxford Diecast Sovereign Recovery Volvo, again with the CMNL Mercedes van. The printing on both models is incredibly detailed, the Sovereign lorry featuring particularly effective checkerplates running up the tops. Never mind that the real lorry does not have these (see photo 3014)! The style of the body is not quite right either but it very much captures the impressive presence of these lorries. The (non-movable) lifting gear is quite detailed, with printing on several parts.

Photo 3163, by **Thomas Young**, added to LTSV on 17/07/2010.

I plan to add a listing of all 'ready-to-run' models of London Transport service vehicles in the not too distant future. This will include photographs and reviews. In the meantime, this photograph shows most of the 1:76 models that have been produced in recent years (apart from the two modern vehicles already illustrated). The front row features the four vans from the Corgi Trackside set (green Austin LD, grey Ford Transit, red Bedford HA and red Ford Anglia) plus the Base Toys Ford Cortina radio control car. At the back are three Ford Thames Traders, an EFE tipper and artic flanking a Base Toys dropside. On the far left is the Base Toys Leyland Hippo tipper, while on the right is their AEC Mercury dropside.

Photo 3164, by **Malcolm Conway**, added to LTSV on 01/08/2010.

In the late 1980s and early 1990s quite a few central fleet service vehicles operated with minimal lettering. A good example is this Mk3 Ford Transit van seen at Archway on 30th March 1991, carrying just a fleetnumber and tyre pressure markings. 3843F was allocated to the nearby Holloway garage and was used from 1990 until 1993.

Photo 3165, by **Malcolm Conway**, added to LTSV on 01/08/2010.

The London Buses Passenger Data section has had a small dedicated fleet of service vehicles for many years, mostly comprising minibuses for use by staff involved in passenger surveys. Cars have also featured, one of the earliest identified being Vauxhall Astra estate 4022B, photographed at Bromley North Station on 12th March 1991. New the previous month, it went on to serve for over four years. Note the three-door layout and the lack of fleetnumbers.

Photo 3166, by **Michael Mair**, added to LTSV on 01/08/2010.

This photo came as a bit of surprise. It shows Ford Fiesta van K255WLNK parked in the yard at Fulwell Garage on 17th July 2010 in plain red and still carrying the fleetnumber 4203F. Leased in 1992 and allocated to Hounslow garage, this van passed to London United upon the privatisation of London Buses in 1995. There were no sightings reported for many years after this but an official list for Transdev (successor to London United) stated that it was still in stock in April 2007, albeit out of use. It was then seen at Fulwell Garage in 2008, but appeared to have been delicensed later in the year. As such it was marked as withdrawn in the database. This photo proves that it again remained in stock, despite not being seen on the road or at the various Fulwell open days of recent years. London United/Transdev does have a reputation for eking out the life of former CDS vehicles, with 4070F, 4110F, 4193F and 4252F still being used many years after their contemporaries were withdrawn. They also seem to avoid repainting SVs for as long as possible, with many of these still displaying their former fleetnumbers. The 'No Children' sign inside the bus garage is rather odd!

Photo 3167, by **Malcolm Conway**, added to LTSV on 01/08/2010.

Ford Transit dropside trucks started entering the central fleet in quantity in the early 1990s and have been common ever since. Judging by the variety of vehicle licensing marks that appeared, the leased fleet in the early 1990s may have featured several suppliers and dealers. 4244F, seen here at Golders Green Bus Station, was one of a few to be licensed in Oxford. Later in the decade London area marks became more normal. Although barely visible, the cabside lettering reads 'London Underground Limited, Infrastructure manager, Northern line'.

Comment by *Kim Rennie* on 04/08/2010: Was the National Express office taken over from Green Line?

Photo 3168, by **Malcolm Conway**, added to LTSV on 01/08/2010.

Having been photographed in plain white/blue at Acton when brand new (see photo 2990), we can now show the (currently) unique Skoda Octavia estate car 6861S in full London Underground livery. It was caught passing Marble Arch on 17th October 2010 and shows that it carries the S suffix to its fleetnumber. This was last used on Seddon tanker 2000S bought second-hand in 1976 and sold in 1983. The C and N suffixes also reappeared in 2010, for Citroen and Nissan vehicles respectively.

Comment by *Dr Who* on 20/08/2010: I shall be at Marble Arch on 17th October to see this vehicle!

Comment by *Thomas Young* on 25/08/2010: Yes, thank you very much Doctor! The date should be 17th July 2010 rather than 17th October.

Photo 3169, by **Ian Jordan**, added to LTSV on 01/08/2010.

Photographed in heavy traffic at Hyde Park Corner on 17th July 2010 was recently delivered Vauxhall Astra van 6953V carrying full London Underground livery. The number of Vauxhalls being leased for the central fleet had dropped sharply over the previous year or so.

Photo 3170, by **Ray Monk**, added to LTSV on 01/08/2010.

Vauxhall Astra van LT10OGW was first licensed on 26th July 2010, and on that day it was caught leaving Acton Works on a post-delivery acceptance test drive. At this time it was un-numbered and carried no markings. Also visible is work ongoing on the embankment of the tube lines in the background. This has involved removal of the vegetation here, which now allows better views of the staff car park from passing trains. It would be good if they would similarly clear the south side of the track!

Photo 3171, by **London Spotter**, added to LTSV on 01/08/2010.

The contributor known only as London Spotter was able to take some photographs inside the Chancel Street base in Southwark on 20th July 2010. Among the residents were the usual collection of RE56xxx Toyota Prius cars, parked (as normal) next to the entrance. New in November 2006, this batch is likely to be replaced soon.

Photo 3172, by **Ray Monk**, added to LTSV on 01/08/2010.

Of the 30-odd Toyota Priuses operated by Transport for London between 2004 and 2009, the vast majority wore the standard white/orange livery of the Streets fleet, while at least two were in anonymous white. Falling between the two extremes were three delivered in 2007 in plain white but with 'London Streets' lettering. These were omitted from a company fleetlist of 2009 so were presumed to have been withdrawn. However, observations showed that at least two of them remained in use. MA07GPO is the last of the trio to be illustrated on this site, and was photographed on Blackfriars Road on 23rd July 2010. This is near to the Chancel Street depot where many of the type are based. Coincidentally, the hoardings in the background are round a building site that was until earlier in the year a public car park (Meymott Street). During the rebuilding of Chancel Street, several of the TfL Streets cars could be seen parked there.

Photo 3173, by **Ray Monk**, added to LTSV on 01/08/2010.

Also caught on Blackfriars Road on 23rd July 2010 was newly delivered TfL Streets Toyota Prius car FY10ZXU. This was one of two delivered in standard white/orange earlier in July, ending the hiatus of deliveries for this fleet since 2008. The design of the Prius model has changed in the interim, most noticeably around the front end. A further change is the fitting of low-profile LED light-bars.

Photo 3174, by **London Spotter**, added to LTSV on 01/08/2010.

As well as a pair in white/orange TfL Streets livery, several more Toyota Prius cars were delivered in summer 2010 in a bluish silver colour scheme. Although these are shown by the DVLA as being blue, I have described them as silver in the database, as this is more like their actual appearance. Among the first to be found were two seen inside Chancel Street on 20th July. One was for TfL Streets and carried their normal orange stripe. The other was for LBSL Infrastructure, with appropriate lettering and red roundels. This operation has a few parking spaces reserved at Chancel Street (one of their Vauxhall Astra estates is visible alongside). Note that the restyled Toyota Prius has a prominent battery charging point on the nearside front wing.

Comment by Ray on 24/01/2011: Prius PHV is a glimpse of what Toyota will be offering a limited number of customers from 2012 - a mass-production hybrid car that can be plugged in and charged from a domestic electricity supply. A 20-car lease programme is being run in the UK by Toyota and EDF Energy over the next three years. (Toyota website). Presumably TfL are also trying a pre-production batch.

Photo 3175, by **Ray Monk**, added to LTSV on 01/08/2010.

More silver (blue) Toyota Priuses appeared through July 2010, this time lettered for Bus Operations, and wearing the 'orange squares' striping. They have smaller lettering that reads 'Part of the new Transport for London electric vehicle fleet', as also seen on the recent Mitsubishi i-MiEV cars. It is too early to be certain but it is possible that these are intended to replace the 16 Honda Civic cars used by LBSL Operations, which are just coming up to being three years old. The new cars do not carry fleetnumbers but neither did many of the Hondas at first. GY10UHZ was photographed at Eltham Bus Station on 23rd July, in company with a pair of IRU vans and a Renault Kangoo van of cleaning contractor Douglond.

Photo 3176, by **Michael Mair**, added to LTSV on 01/08/2010.

Supporting the theory that the new Toyota Prius cars for LBSL will be to replace the existing Honda Civic cars was the sighting of new GY10VFU at the Isleworth base on 17th July 2010. Parked between Civics 6308H and 6303H, the lack of a light-bar is noticeable, as is the new 'Bus Operations' lettering. The low sun also highlights the fact that the lettering on the sides is applied as vinyls.

Photo 3177, by **Ray Monk**, added to LTSV on 01/08/2010.

Ray saw two of these small unlettered Peugeot Bipper vans being delivered to Acton Works on 19th July 2010, and shortly afterwards being taken for test drives. He managed to capture this view of LL10FZJ about to pass Acton Town station. This type has not previously been used as service vehicles, and the fitting of light-bars suggested that they could perhaps be destined for the British Transport Police fleet. However, a third van (LL10FZM) was seen later in the month in TfL Streets markings.

Photo 3178, by **Glyn Matthews**, added to LTSV on 01/08/2010.

Another view of Ensignbus' monster Scania recovery truck UJF182 at their Purfleet base, this time taken on the 22nd of July 2010 with a distinctly non-London bus hooked up. The bus is a Bus Eireann Wright-bodied single decker, presumably being handled by Ensign as a dealer. They have previously bought and re-sold a number of Olympian double-deckers from the associated Dublin Bus fleet.

Comment by *John G* on 18/09/2010: Ensign are currently handling a batch of between 50 and 60 single deckers for Bus Eireann. I managed to photograph about 20 of them for Buses Online during a recent visit. To correct the description slightly, Bus Eireann and Dublin Bus are completely unrelated operators. John.

Photo 3179, by **Ray Monk**, added to LTSV on 01/08/2010.

Ford Transit Mk6 minibus BV52OUW joined the Transdev fleet in early 2010 for use as a crew rest room at Mill Hill Broadway station. As this photograph taken there on 17th July 2010 shows, there are some odd features to this unmarked vehicle. Firstly, the vehicle is very unusual for a Transit minibus in having a high-roof (rather than a mid-height one). It also has a beacon light and a ventilator on the roof. Although seemingly fully-glazed, there is a further ventilator (or something) towards the rear, suggesting it may actually be a crew van. Finally, note the rear-facing seat alongside the driver's.

Photo 3180, by **Damon Cross**, added to LTSV on 01/08/2010.

Under Arriva ownership the once huge London Country South West fleet has contracted to a smallish operation with garages at Guildford and Cranleigh. They use very few service vehicles, and have not featured much on this website. Addressing that are two photographs, both taken at Guildford Garage on 17th July 2010 (the day of the Green Line 80th anniversary event). First up is Ford Transit Mk6 van LJ52FYZ, carrying Arriva lettering and a fleetnumber of V048. This van joined the fleet in June 2008.



Photo 3181, by **Michael Mair**, added to LTSV on 01/08/2010.

Seen at Arriva Guildford and West Surrey's Guildford Garage on 17th July 2010 are two (quite possibly all) of the fleet's service vehicles. Nearest is unmarked Vauxhall Astra van FD53LRA, latterly based at Cranleigh and assigned the fleetnumber V024. Beyond is already-illustrated Ford Transit van LJ52FYZ.



Photo 3182, by **Ray Monk**, added to LTSV on 01/08/2010.

Crew ferry runs between Arriva the Shires' Garston Garage and Edgware Bus Station are performed by a mix of cars and small vans. Present at the latter location on 17th July 2010 were three unmarked Vauxhall Combo vans, including NX55TUW in its unique light blue colour scheme nearest the camera.



Photo 3183, by **Ray Monk**, added to LTSV on 01/08/2010.

The small Metroline Garage at Kings Cross was moved to a new location in July 2010, involving a change of code from KX to KC and the reallocation of double-deck routes to other garages. At the same time, the fleet of unmarked crew ferry cars there was renewed, with two Vauxhall Zafiras and a Peugeot replacing older Zafiras. Blue KM10MLU was seen coming off new road Freight Lane on 17th July.



Photo 3184, by **Damon Cross**, added to LTSV on 01/08/2010.

Sovereign Recovery Volvo N9SOV has featured on this site before (see photo 2606) but this photograph taken at Dorking on 17th July 2010 shows some recent changes. The curious front bumper extension has been removed, and red/white striping has been applied to the headlight panel.

Photo 3185, by **Malcolm Conway**, added to LTSV on 09/09/2010.

With a typical lease period of three years, the survival into 2010 of a vehicle leased in 2003 is rather unusual. 5474F is one of very few Mk6 Ford Transits remaining in service, and it is in use by the waste collection team based at Acton Works. On 30th July 2010 it was photographed arriving back home, showing the rubbish cage fitted to its dropside tipper bodywork. The cage has hinged rear doors and appears to have a net roof. It seems probable that 5474F has in fact been bought.

Photo 3186, by **Malcolm Conway**, added to LTSV on 09/09/2010.

Several of the Tube Lines Ford Transit Connect vans in the 5839F to 5849F batch had slightly extended lives, although most seem to have been withdrawn in summer 2010. 5841F was seen about to arrive back at Acton Works on 30th July 2010. This example only had the logo on the doors (ie no larger logo on the bodyside).

Photo 3187, by **Malcolm Conway**, added to LTSV on 09/09/2010.

Although you probably wouldn't notice it, this Ford Transit van is part of the central service vehicle fleet. New in November 2006 it was assigned to the Jubilee Line track team working from Lillie Bridge, and carried its fleetnumber (6027F) and Tube Lines logos. In early 2009 it was reassigned to the Distribution Services Manager and transferred to Acton. At the same time the logos and lettering were removed, for reasons unknown. Over a year later the van was still operating in an anonymous state and was caught entering Acton Works on 30th July 2010.

Photo 3188, by **Malcolm Conway**, added to LTSV on 09/09/2010.

Fleetnumbers in the 6214 to 6220 block are all carried by Ford vans used by the Distribution Services Manager. As such, they can regularly be seen around Acton Works. However, the three larger Transit vans (6218F to 6220F) seem to have been very rarely photographed. Malcolm found 6218F returning home on 30th July 2010.



Photo 3189, by **Malcolm Conway**, added to LTSV on 09/09/2010.

6262V is a Vauxhall Combo van new to Metronet in July 2007. In 2010 it was one of the oldest service vehicles to be given the new London Underground livery. Note that the bodyside logo is on the door rather than the rear panel. Acton Works 30th July 2010.



Photo 3190, by **Malcolm Conway**, added to LTSV on 09/09/2010.

This Honda Civic hybrid power saloon car caught swinging into Acton Works on 30th July 2010 had latterly been 6301H in the London Buses fleet. Having been based at Wembley and Isleworth it is thought to have been replaced by the recent delivery of Toyota Prius cars. The light-bar, lettering and orange square livery have been removed and the vehicle is presumably about to be returned to the lessor.



Photo 3191, by **Malcolm Conway**, added to LTSV on 09/09/2010.

6316F is a fairly standard long-wheelbase Ford Transit crew van in the Tube Lines fleet, currently based at Northfields and seen at Acton Works on 30th July 2010.



Photo 3192, by **Colin Lloyd**, added to LTSV on 09/09/2010.

Ford Transit Connect van 6431F was new in Metronet livery in February 2008. It was given the new London Underground treatment in early 2010 and was photographed passing Victoria Coach Station on 27th July 2010.



Photo 3193, by **Malcolm Conway**, added to LTSV on 09/09/2010.
 Another former Metronet vehicle, this view of Vauxhall Combo van 6454V leaving Acton Works on 30th July 2010 shows the rear treatment of the new London Underground livery.



Photo 3194, by **Malcolm Conway**, added to LTSV on 09/09/2010.
 This Ford Transit minibus seen leaving Acton Works on 30th July 2010 is 6499F in the Tube Lines fleet, based at Finchley Central. Note that the glass in the middle of the offside door window appears to be missing. I had understood that the middle section was an emergency exit, it being standard on all Transit minibuses since the introduction of the Mk6 in 2000. It is however a bit small for this purpose! Any suggestions?



Photo 3195, by **Malcolm Conway**, added to LTSV on 09/09/2010.
 Although it would have given an interesting appearance, plain silver vehicles in the former Metronet fleet did not have the red stripe applied when they were given London Underground markings. Having said before that the relivering process often included applying fleet numbers to vehicles that didn't already have them, this example is the reverse. When operated by Metronet, Ford Transit Connect van 6501F had an offside fleet number (see photo 2734). But when photographed leaving Acton Works on 30th July 2010, it did not.



Photo 3196, by **Malcolm Conway**, added to LTSV on 09/09/2010.
 It only recently dawned on me that the Volkswagen Crafter van is in fact closely based on the Mercedes Sprinter design, differing only in engine, frontal styling and small details. This view of unique (in the leased fleet) 6558VW arriving at Acton Works on 30th July 2010 allows a clear comparison with Mercedes van 6057M (see photo 1859), although the latter is longer. 6558VW was originally based at Stanmore during the rebuilding work there but has now been transferred to Acton.



Photo 3197, by **Malcolm Conway**, added to LTSV on 09/09/2010.

It would be easy to miss this van if it passed you on the street, but when staking out Acton Works, every vehicle that comes and goes needs a second look! This is in fact 6627, a Renault Kangoo van leased in October 2008 as part of a batch of 20 unmarked vehicles assigned fleetnumbers in the 6627 to 6646 range. Perhaps as a result of its appearance, it has only rarely been reported! 30th July 2010.



Photo 3198, by **Malcolm Conway**, added to LTSV on 09/09/2010.

I commented on the rarity of this vehicle when a photo was published earlier this year (see photo 3047). Although seen again at Acton Works on 30th July 2010, it is not believed to be based there.



Photo 3199, by **Colin Lloyd**, added to LTSV on 09/09/2010.

An evidently rushed but nevertheless good shot of a Vauxhall Combo van passing Euston on 27th August 2010 allows me to show one of the 'special' fleet numbers. 6666V is (unsurprisingly) the sixth service vehicle to have a fleetnumber made up of four of the same digit, but only the second of which I have a photograph (5555F was photographed in 2005 - see photo 1082). Unlike similar vehicles, this one lacks the Underground logo on the bonnet.



Photo 3200, by **Ray Monk**, added to LTSV on 09/09/2010.

As well as the depot at the back of the car park, Rickmansworth also often has a service vehicle parked at the front of the station. On 19th April 2010 it was regular resident Vauxhall Combo van 6732V. New in July 2009 after the decision was made to drop the Metronet name, this van operated without logos until the following year. Note the fitting of roof bars.



Photo 3201, by **Ray Monk**, added to LTSV on 09/09/2010.

Another anonymous vehicle, this is 6753, one of ten Peugeot Partner vans leased in March 2009. About half of the batch have Tube Lines logos, while the rest are divided between several operators and run without logos. 6753 was used by the SSL operation of LUL (latterly Metronet) and has a fleetnumber on the offside only. On the 8th of August 2010 it was found parked on a residential street in Falconwood, perhaps having had the same driver as 6642 (see photo 3023).



Photo 3202, by **Kim Rennie**, added to LTSV on 09/09/2010.

Two Ford Transit minibuses were delivered in spring 2009 and allocated to Northumberland Park depot. They were notable in being all white, initially with Metronet logos but now with London Underground ones. On 29th July 2010 Kim found 6779F parked in the same location that I had earlier photographed 6801F (see photo 2779), although he had the privilege of being on the right side of the fence.



Photo 3203, by **Ray Monk**, added to LTSV on 09/09/2010.

The London Underground livery looks very smart on Ford Focus cars, and the front roundels make them easier to see coming! 6803F was caught coming down Bollo Lane on 7th June 2010.



Photo 3204, by **London Spotter**, added to LTSV on 09/09/2010.

As mentioned in the location notes, another view into the yard at Westdown Road, Leyton can sometimes be had from the adjoining playing field. London Spotter made the trek on 28th August 2010 and was rewarded with this excellent line-up of service vehicles. Nearest the camera is VW Transporter van 6866VW. Beyond are unmarked Vauxhall Astra LM57AVT and Ford Transits 6819F, 6773F, 6314F, 6125F and 6818F. Note the alternating liveries on the five Transits.



Photo 3205, by **Ian Jordan**, added to LTSV on 09/09/2010.

Fleetnumbers 6897 to 6904 are assigned to a batch of Volkswagen Transporter vans delivered in early summer 2010 for London Buses Infrastructure use (6899VW has yet to be reported but it believed to be RO10ZHB). 6901VW is based at Stratford Bus Station but was caught passing through Edmonton on July 2nd.



Photo 3206, by **Malcolm Conway**, added to LTSV on 09/09/2010.

A fine view of Ford Transit dropside truck 6905F arriving at Acton Works on 30th July 2010. The vehicle wears London Underground livery and has a crew-cab and a tail-lift.



Photo 3207, by **Ray Monk**, added to LTSV on 09/09/2010.

Large batches of vehicles have never been common in the leased fleet but one appears to be in the process of delivery at present. All the numbers reported between 6907 and 6939 have been on long-wheelbase Ford Transit crew vans for London Underground. Delivery is in no particular order and the batch may go as high as 6944. On the other hand, one of the vacant numbers may yet turn up on something completely different. 6923F was photographed in Welling on 15th August, where it appears to have replaced Volkswagen 6170VW. (This is of course not an allocation! It's just where its regular driver lives)



Photo 3208, by **Colin Lloyd**, added to LTSV on 09/09/2010.

Although the large batch of Volkswagen Transporter vans delivered in spring 2007 (6169-6188VW) are currently being replaced by Ford Transits, the German marque does appear to be gaining in popularity with the central fleet. A recent addition is short-wheelbase, low-roof Transporter 6945VW, photographed outside Victoria Coach Station on 27th July 2010.

Photo 3209, by **Ray Monk**, added to LTSV on 09/09/2010.

The intake of vehicles into the leased fleet has slowed over the past year or so. We initially predicted that the first vehicle numbered over 7000 would appear in early 2010. But it's now September and none have been seen yet. Getting us closer is this view of 6980P on Blackfriars Road on 4th August 2010. This is a Peugeot Bipper van for the TfL Streets operation, and had already been photographed by Ray on delivery the month before (see photo 3177). The van was evidently coming from the Chancel Street base (which is in the railway arches visible in the background) but it's not yet clear if this (and the three or four similar vans) is based there. It is slightly curious that while cars allocated to the TfL fleet are not given fleetnumbers, vans are. This policy may be spreading as the recent Toyota Priuses for London Buses have yet to be numbered.

Photo 3210, by **Malcolm Conway**, added to LTSV on 09/09/2010.

During a stint on Bollo Lane on 30th July 2010, Malcolm photographed loads of service vehicles. His photographs are of excellent quality so I am taking the opportunity to show second views of some of the larger vehicles. First up is Iveco Stralis demountable LK08LDY. The dropside body is DB22, built by Feltham Coachworks and one of three longer bodies that can only be mounted on this lorry and sister LK08LDV.

Photo 3211, by **Malcolm Conway**, added to LTSV on 09/09/2010.

Mercedes-Benz Axor dropside lorry WX08KUV makes a wide turn coming out of Acton Works on 30th July 2010. This truck looks very similar to that in the previous photograph, with a three-door dropside body. However, the body on the Mercedes is fixed and the wheelbase is longer with a shorter rear overhang. The latter is either the cause or the effect of not having an underslung tail-lift.

Photo 3212, by **Malcolm Conway**, added to LTSV on 09/09/2010.

What several people I know would call a 'proper' service vehicle, WX08KUM is a Mercedes Axor dropside lorry new in April 2008. Had the fleetnumbering system continued in use for such vehicles, this may well have become 2607M. Acton Works, 30th July 2010.



Photo 3213, by **Colin Lloyd**, added to LTSV on 09/09/2010.

A group of five plain white Ford Transit Connects was seen in the staff car park at Acton Works in late July 2010. The first one to be seen on the road was CP10JXZ, photographed at Terminus Place (Victoria) on 19th August 2010. As can be seen it retains white livery but has gained small Tube Lines labels. The registration series suggests these were not acquired through the normal lessors, and they may be short-term hires. Their arrival could have been a factor in the withdrawal at about the same time of several Transit Connect mail vans in the 58xxF series. I was going to suggest that these were the first Welsh-registered vehicles in the central fleet (Cx memory tags are for Cymru, Wx ones are for West of England) but then I found the Cardiff marks on 3329B, 3624F-3626F, 3644F (xKG), 3645F and 4761F (xTG), 3646F (xNY) and 5108F (xAX). Are there any others?

Comment by *K. PLY* on 13/09/2010: Vauxhall Astra Van 5417V was another Welsh speaking service vehicle being CP02JFG



Photo 3214, by **Malcolm Conway**, added to LTSV on 09/09/2010.

The three Toyota Prius cars delivered for LBSL Operations in July 2010 were thought to be the first of a batch to replace the 16 Honda Civics new in 2007. All three have settled at Isleworth, resulting in several Civics being reallocated and at least two withdrawn. However, as of mid-September, no further Priuses have been reported. GY10VGK was caught leaving Acton Works on 30th July 2010. Almost all liveried vehicles for London Buses (including cars) have been given fleetnumbers in the past. On the other hand, liveried cars for TfL Streets (including all the earlier Priuses) were not. Perhaps, like the Civics before them, these new cars will have numbers applied after entering service.



Photo 3215, by **Malcolm Conway**, added to LTSV on 09/09/2010.

The four Mitsubishi i-MiEV cars that joined the TfL Streets fleet in June 2010 have proved elusive and we still only have identities for three of them. Perhaps they are having teething troubles, which could explain the visit of WX10JSY to Acton Works on 30th July 2010. What isn't really apparent in these photographs is the diminutive size of the cars. They are quite a bit narrower than usual, with the other dimensions seemingly scaled down in proportion.

Comment by *Ray* on 12/09/2010: On 1st September at least two of these were in Acton and on 6th September at least three. They may be having pedals fitted! I subsequently found out that the annual Acton Works sports day was being held that week and they were short of hurdles. Three could also be seen on 12th October and two on 21st October so they seem a good buy (or goodbye).



Photo 3216, by **Glyn Matthews**, added to LTSV on 09/09/2010.

There is a certain irony in this photograph, but first the facts. Ensignbus bought two second-hand Mercedes-Benz minibuses for use as crew ferry vehicles in August 2010. Both had latterly served the same function in the East Thames Buses fleet and had originated as London Dial-a-Ride vehicles. P185OLC was photographed at Lakeside Bus Station on 26th August 2010, in company with Ford Transit S549XNP. At this stage the Mercedes still retained a full set of East Thames Buses lettering.

Now the funny thing is that East Thames Buses was formed to take over the operations of Harris Bus. Although latterly concentrated south of the river, the operation had originally been based at Grays in Essex (near Lakeside), with LBSL routes won in the Romford and Ilford areas and commercial services to Lakeside both within Essex and from North Kent.

Photo 3217, by **Glyn Matthews**, added to LTSV on 09/09/2010.

In a rare example of service vehicles being sold on to become service vehicles, Ensignbus acquired two former East Thames Buses Mercedes Sprinter minibuses in August 2010. Both were photographed at Purfleet garage on 12th August, the day after they arrived. P851OLL has had its lettering stripped off (although remnants are visible, including a Dial-a-Ride roundel on the roof dome) while P185OLC retained a full set of East Thames lettering. Alongside is Scania tow truck UJF182 while just visible at the far left (beyond the Mk6 Ford Transit) is Ford Transit Mk5 minibus M84TAK. This had been bought from Herberts Travel of Shefford a few weeks earlier for possible use as a crew ferry vehicle. Following the arrival of the Mercedes, it was put up for sale.

Comment by *Thomas Young* on 18/04/2011: P851OLL was not used by Ensign and was sold on. As such, I have reverted the database entry to show the East Thames Buses details.

Photo 3218, by **Ray Monk**, added to LTSV on 09/09/2010.

The next eight photographs cover the Abellio operations in south west London and Surrey, Ray having made visits to both Fulwell and Byfleet in the past month. The photographs concentrate on the former Travel London vehicles, with a lack of fleetnames being a common theme. Such vehicles are gradually being replaced by newer ones with Abellio names on a plain white livery. First up is Y392SBP, one of four Ford Courier Kombi vans acquired in 2008. This one was assigned fleetnumber 8946 by Travel London but carried SV3 on a paper in the windscreen. As the name suggests, the Kombi vans were a combination of passenger and goods vehicles. An additional pair of seats was fitted (although removed by Travel London) with a goods compartment behind. Side windows were provided for the extra seats but no doors. In plain silver, Y392SBP was photographed on Wintersells Road (near Byfleet Garage) on 21st August 2010.

Photo 3219, by **Ray Monk**, added to LTSV on 09/09/2010.

Travel London assigned fleetnumbers to its service vehicle fleet in late 2007, but the physical application to vehicles was very rare. Taken to the other extreme was Ford Escort van Y637WGO, with at least two sets. The large Travel London fleetnames originally worn have now been removed. On 1st August 2010 it was parked alongside Mercedes minibus T573FFC at Fulwell garage.

Photo 3220, by **Ray Monk**, added to LTSV on 09/09/2010.

Travel London bought quite a few former Royal Mail vehicles for use as service vehicles. These included Peugeot Partner cars and LDV minibuses. Typifying the latter is LDV Convoy BK03YGE, numbered 8978 by Travel London but known locally as RV5 (as shown in the top right corner of the windscreen). Now in use as a crew ferry vehicle, it has also served as a driver's rest vehicle at Cobham. On 21st August 2010 it was found at Brooklands Tesco undertaking a crew change on a route 451 bus. This route number disappeared in the restructuring that took place at the end of that month.

Comment by *Ray* on 10/09/2010: May I thank the driver for the lift!



Photo 3221, by **Ray Monk**, added to LTSV on 09/09/2010.

The garage at Byfleet has been operated under the names of Tellings Golden-Miller, Travel London and Abellio in recent years. There is a small engineering base nearby and on 21st August 2010 two service vehicles were found there, seemingly dumped. On the left is Ford Courier Kombi Y373SBP. This had a local fleetnumber of SV4 but seems to have been missed out of the fleetwide numbering exercise undertaken in late 2007. On the right is LDV Convoy minibus BK03YPZ, allocated 8979 but known locally as RV6.



Photo 3222, by **Ray Monk**, added to LTSV on 09/09/2010.

Although registered in the same BK03xxx series as several other Travel London/Abellio (ex Royal Mail) service vehicles, this is a more recent addition. It is also a crew van rather than a minibus, utilising the high-roof version of the LDV Convoy design. Assigned to engineering support duties, it was photographed without lettering at Fulwell Garage on 1st August 2010.



Photo 3223, by **Ray Monk**, added to LTSV on 09/09/2010.

Ford Transit van HN03VAV is one of few Travel London service vehicles to have been given new Abellio fleetnames. It latterly had Travel Surrey lettering and the unusual fleetnumber of FT42. Photographed parked opposite Byfleet Garage on 21st August 2010.



Photo 3224, by **Ray Monk**, added to LTSV on 09/09/2010.

With very prominent role lettering, but no fleetnames, this Ford Transit van is part of the Abellio fleet, having been acquired by Travel London. It is based at their Fulwell Garage, where it was photographed on 1st August 2010. Transit Connect BN54FPY was parked alongside, while Ray didn't mention the red van on the right, which was presumably a contractor's. The building in the background is the exercise tower of the adjoining fire station.

Photo 3225, by **Ray Monk**, added to LTSV on 09/09/2010.

The Abellio fleet includes a number of LDV Convoy minibuses acquired from the Royal Mail. Most now operate in anonymous red livery. BU53WOJ is typical of these and was photographed at Fulwell Garage on 1st August 2010 with another behind. Apart from the frontal styling, this design of vehicle has not changed much since it was launched as the Leyland Sherpa in the 1970s.

Photo 3226, by **Malcolm Conway**, added to LTSV on 09/09/2010.

The Go-Ahead London fleet (London Central and London General) has about 10 Ford Transit vans for use as engineering support vehicles. All are red and most have some lettering or logos. However, ET05GXG is completely anonymous, only the light-bar giving a clue to its role. On 30th August 2010 it was caught passing around Marble Arch. The van is based at Peckham Garage but none of their routes reaches this far. It could perhaps have been helping out with the extra work in connection with the Notting Hill Carnival. Transit experts (am I alone?!) will recognise this as a short-wheelbase, mid-height Mk6.

Photo 3227, by **London Spotter**, added to LTSV on 09/09/2010.

Metrobus now have 17 Renault Trafic minibuses for use as crew ferries, 12 based at Orpington, 4 at Crawley and 1 at Croydon. I have photographs on file of all but two of these (Crawley-based LX58DGO and LX59BCO) so I suppose I should get on with publishing them! Fleetnumber 8029 is LX58DDZ, based at Orpington and photographed at Lewisham Bus Station on 3rd August 2010.

Photo 3228, by **London Spotter**, added to LTSV on 09/09/2010.

Another Metrobus Renault Trafic at Lewisham, this time 8033 (LX58DFU) on 1st August 2010. There are plans to redevelop (again) the area in front of the railway station. This would involve moving the bus station (which is really just a bus stand, lacking passenger facilities) to the south-west side of the railway lines.



Photo 3229, by **Ray Monk**, added to LTSV on 09/09/2010.

Today's photo updates includes vehicles from three manufacturers that have not been represented before. The first is Suzuki, Transdev LL59DDN being an Alto 5-door hatchback car lettered for the CCTV support role (in which it might have replaced Fiesta VE04ECX - see photo 2805). It was seen parked in its dedicated slot inside Fulwell Garage on 1st August 2010. Beyond the sweeper is Fiesta van P822HJW, while beyond that is an unidentified MCW Metrobus in an unusual livery lettered as the Youth Cafe Project bus.



Photo 3230, by **Ray Monk**, added to LTSV on 09/09/2010.

The second new make covered by today's photo update is Hyundai. OE10NTU is a Hyundai I30 hatchback used as a crew ferry by Metroline. It operates from the recently relocated Kings Cross depot and was photographed on nearby York Road (the changeover point for route 274) on 16th August 2010. As with most Metroline crew ferry cars, fleetnames are carried only on labels in the windows.



Photo 3231, by **Glyn Matthews**, added to LTSV on 09/09/2010.

Although taken somewhat outside London (at Brentwood Station on 27th August 2010) this photograph has several London connections. Firstly the main subject is Sovereign Recovery DAF XF105 460 EU10DHL with Boniface bodywork. This is probably the same vehicle that was photographed prior to registration and liveried at Edmonton back in April (see photo 3036). Note the new additional branding mentioning TfL CentreComm. The bus in front is First Essex Marshall-bodied Dennis Dart 41235, once DML235 in the First London fleet. The bus behind, in the modestly named Regal Busways fleet, is a Plaxton-bodied Dennis Dart, many of which started life in London.



Photo 3232, by **Glyn Matthews**, added to LTSV on 09/09/2010.

Photographed through a rain-splattered windscreen, Sovereign Recovery Volvo FH480 GF10XSB was passing through Purfleet on 13th August 2010 with an Arriva Grays DAF Cadet on tow. Although not badged as such, the bodywork is presumably by Boniface.

Comment by *richard* on 10/09/2010: Yes bodywork is by Boniface, Veh was also at Boniface Bruntingthorpe Day, the Volvo was doing a static display. Also to be noted is the Cummins badge, the latest Sovereign vehicles have this added?

Photo 3233, by **Colin Lloyd**, added to LTSV on 09/09/2010.

Having used only Ford vans for several years, Sovereign Recovery took delivery of a couple of Volkswagen Transporters in 2010. One of these was LL10CVR, seen attending to a First London Routemaster at Aldwych on 19th August 2010. As with the recent recovery trucks, this van has the slogan 'Working in partnership with Transport for London CentreComm'. It also has a Cummins badge towards the rear. In fact there is very little of the body that is not covered with either stripes or lettering!

Photo 3234, by **Colin Lloyd**, added to LTSV on 09/09/2010.

The Transport for London Cycle Hire scheme started at the end of July 2010, and is supported by a fleet of vans and cars. Although not strictly service vehicles I felt it was worth illustrating some of them, while a list of the vehicles is also being compiled in the forum section. The vehicles wear joint Barclays/TfL branding and most have a white and two-tone blue livery somewhat similar to that of London Underground. They also carry fleetnumbers in a similar position to central fleet vehicles. First to be seen were some Nissan NV200 vans engaged in maintaining the roadside control points and bike stands. These were followed by a fleet of Ford Focus cars (mainly black or silver) that were used to tow bike-carrying trailers. After a few weeks, the latter were joined by several of these small electric trucks. Built in Italy by Alke (note the left-hand drive), they have a flatbed section and a cab that can (only just!) seat two. Fleetnumber AO1 was seen passing the Bank of England on 27th August 2010, towing trailer VT16.

Photo 3235, by **Ray Monk**, added to LTSV on 04/10/2010.

The Mercedes-Benz Vito van rarely features in the central fleet, just four having been operated in the last decade. Interestingly none were ever reported let alone photographed, suggesting that they may have been operated in anonymous white, perhaps for covert purposes. Whilst passing through Sidcup on a bus recently, I noticed a Vito van parked outside a house, with a registration number that seemed vaguely familiar. I looked it up when I got home and found that it was the erstwhile 5269M, now in private use. Ray then paid it a visit and took this photograph on the 19th of September 2010.

Photo 3236, by **Thomas Young**, added to LTSV on 04/10/2010.

With not a huge number of photographs being submitted in September it was lucky that I had arranged to do a nocturnal trip with our regular night-owl correspondent. Parked outside Shepherd's Bush (Central Line) Station was one of the few vehicles still to be seen carrying Metronet markings. 6191F was new in March 2007 so could go any time now. 29th September 2010



Photo 3237, by **Thomas Young**, added to LTSV on 04/10/2010.

An unexpected find at the bottom of Harcourt Street (near Griffith House) on the night of 29th September 2010 was this Tube Lines Ford Transit van. 6219F is one of three operated by the Distribution Services Manager, and it was perhaps on loan to London Underground.



Photo 3238, by **Thomas Young**, added to LTSV on 04/10/2010.

From the 24th to the 26th of September 2010, the London Transport Museum offered tours of the disused Aldwych Station. To mark the 70th anniversary of the blitz, the tours were themed around the use of tube stations as shelters. Recently restored bus RT8 was parked outside the side entrance to the station and was joined on the first morning (24th) by 6221F, the rarely seen Ford S-Max car used by the Duty Officer at Vandon Street. The slightly excessive use of traffic cones spoiled many photo opportunities!



Photo 3239, by **Ray Monk**, added to LTSV on 04/10/2010.

A full house at Smallbills. This garage, conveniently positioned near to Acton Works on Bollo Lane, does seem to get a lot of work fixing up service vehicles. On the 20th September 2010, Ford Transit crew van 6314F was parked outside. Normally based at Leyton Westdown Road, it is one of only three crew vans to carry the silver livery. Inside are high-roof crew van 6583F and one other unidentified vehicle.



Photo 3240, by **Thomas Young**, added to LTSV on 04/10/2010.

Griffith House is now only really worth visiting at night. The former yard has been excavated, and the shutters on the main building are nearly always down during the day. However, from about 11pm most nights the area becomes a hive of SV activity. Dozens of vehicles park up on surrounding residential streets while their drivers get their orders. Most then leave by 1am. Due to the number of vehicles they often have to park some distance away. On the night of 29th September 2010, 6329V was fairly lucky to find a slot on Harcourt Street. Treated to new Underground markings earlier in the year, this Vauxhall Astra van is now due for replacement.



Photo 3241, by **Thomas Young**, added to LTSV on 04/10/2010.

Ten service vehicles were parked around Warren Street station on the night of 29th September 2010, including many along the length of Warren Street itself. Among the latter was Volkswagen Transporter van 6392VW.



Photo 3242, by **Thomas Young**, added to LTSV on 04/10/2010.

Night photography is difficult to say the least. As well as the sheer hassle of having to lug about and set up a tripod you have to pay a lot more attention to other light sources and vehicles, exposure times, white balance, even ground vibration. In this day and age you also ideally want to avoid drawing attention to yourself! Even so, night is the only time to see many of the current SV fleet. I have quite a few rear-end shots today, just because parked cars and street furniture precluded front-end views. First up is low-roof Ford Transit crew van 6413F on Warren Street on the night of 29th September 2010. This van may have travelled from Griffith House earlier in the night, although it lacks the rear chevrons now carried by many of the vans there.



Photo 3243, by **Thomas Young**, added to LTSV on 04/10/2010.

Mid-height long-wheelbase Ford Transit van 6515F is one of many service vehicles that are only ever seen at night. Allocated to Tube Lines, it was found parked on Whitfield Street (near Warren Street Station) on the night of 29th September 2010. I didn't check but presumably the nearside is devoid of markings too.



Photo 3244, by **Thomas Young**, added to LTSV on 04/10/2010.

For night-time photography, under-exposure is a common problem. For my first few shots on the night of 29th September 2010 I went the other way and over exposed a few. This one is not too bad (15sec at f2.8), and shows logoless Ford Transit van 6580F parked on Seymour Place (not very near Griffith House) ahead of London Underground 6894F. A nice composition of another pair of Transits on the other side of the road was spoiled by passing cars leaving headlight trails.



Photo 3245, by **Thomas Young**, added to LTSV on 04/10/2010.
 I was going to say that Tube Lines liveried Vauxhall Combos were quite rare, but I've just checked and there are about 40 of them. Maybe it's just that I don't see them very often! On the night of 29th September 2010, 6585V was parked on Cardington Street, alongside Euston Station.



Photo 3246, by **Thomas Young**, added to LTSV on 04/10/2010.
 The lighting around the Central Line Station at Shepherds Bush is very bright (needing just 0.5sec exposure) but more white than normal. I had set my white balance to compensate for normal street lighting and hence the first shot here was rather blueish. Compare the above with the subsequent shot of 6191F at the same location (see photo 3236). Such imbalances are quite hard to rectify in later editing. The subject is high roof Ford Transit crew van 6600F, notable for carrying the incorrect fleetnumber 6660F on both sides.



Photo 3247, by **Thomas Young**, added to LTSV on 04/10/2010.
 As I have mentioned before, the seven Renault Traffic crew vans in the 6637 to 6643 range are completely anonymous, and (perhaps as a result) very rarely seen. On the night of 29th September 2010 I found 6639 parked near to Shepherds Bush Station. Equally anonymous Peugeot Partner 6633 was parked nearby but was boxed in by other vehicles.



Photo 3248, by **Ray Monk**, added to LTSV on 04/10/2010.
 On 6th of September 2010 Ray found Ford Focus estate 6746F parked near the top of Bollo Lane at Acton Town. This car is normally based at Stratford Market depot.



Photo 3249, by **Thomas Young**, added to LTSV on 04/10/2010.
 Another photo where the white balance is well off! Peugeot Partner 6749 is one of ten leased in March 2009. All are white and have varying degrees of markings, from anonymous (as on 6753 - see photo 3201) to a full set as seen here. On 29th September 2010 the van was found parked on Grafton Way near to Warren Street Station.



Photo 3250, by **Thomas Young**, added to LTSV on 04/10/2010.
 The short-wheelbase, low-roof Transit crew van is almost a standard vehicle of late, seemingly having taken over from the long-wheelbase, mid-height variant. London Underground (and Metronet before them) operates many but Tube Lines also employ about a dozen, mostly in the lifts and escalators section. Their 6785F was found parked near the old Euston tube station building on the night of 29th September 2010. Shortly after taking this photo I was stopped by the police who understandably wanted to know why I was taking photographs at 3am in such a 'sensitive' area (ie near a major station). After some lengthy explanations and a radio check I was allowed on my way.



Photo 3251, by **Thomas Young**, added to LTSV on 04/10/2010.
 Spot the difference 1. Back of a low-roof Transit crew van. This type of vehicle seems to be the current standard for lifts and escalators teams. Most of the London Underground examples work from Griffith House and many have had full chevron markings applied to the rear. Less than a year old, 6876F was found parked on Warren Street on 29th September 2010.



Photo 3252, by **Thomas Young**, added to LTSV on 04/10/2010.
 Spot the difference 1. Back of a low-roof Transit crew van. Although I noted over 150 different service vehicles over the night of 29th/30th September 2010, only a few were photographable. Many were on the move, or were parked inconveniently, or had too many people around. I managed about 24 usable photographs, of which I am publishing the majority, especially those showing vehicles not previously illustrated. So, that's my reason for including this one, despite the similarities to the previous. 6878F is another van that dropped in at Griffith House before heading to the worksite at Warren Street (where it was photographed). It is also another vehicle that is unlikely to be photographed during the day. And the difference? Well, in this shot, the van in front is still in Metronet livery (5978F).

Photo 3253, by **Thomas Young**, added to LTSV on 04/10/2010.

Another slightly over-exposed (but quite stylish??) shot from the night of 29th September 2010, this time of 6894F parked on Seymour Place. This Ford Transit is a long-wheelbase, mid-height crew van, carrying the standard London Underground livery.

Photo 3254, by **Ray Monk**, added to LTSV on 04/10/2010.

Spot the difference 2. Mid-height Transit crew van on a residential street. Lots of service vehicles are only ever seen at night. So, where are they kept during the day? Many are presumably hidden away inside the large depots and works such as Ruislip, Acton, Stratford Market and Hainault. But others (including for example the majority of vehicles that work out of Griffith House) are simply parked outside their driver's homes, on residential streets across London and the home counties. Ray has found a few such instances, including this one on Longlands Road in Sidcup. 6912F, photographed on 19th September 2010, is a recently delivered long-wheelbase Ford Transit crew van, one of the large batch numbered between 6907F and 6939F. At night this van works out of Acton Works, and it was one of 65 service vehicles seen leaving the works after midnight on my recent overnight excursion.

Photo 3255, by **Ray Monk**, added to LTSV on 04/10/2010.

Spot the difference 2. Mid-height Transit crew van on a residential street. 6930F was photographed on Little Heath Road in Bexleyheath on 20th August 2010. All the numbers reported between 6907 and 6939 have been on Transit crew vans similar to this one. The batch appears to be divided into two, the lower numbered examples having roof-racks. It is believed that these are replacing earlier Transit crew vans, while the higher numbered (rack-less) examples are to replace the batch of 20 Volkswagen Transporter vans leased in 2007 (6169VW to 6188VW). All of the new vans appear to work out of Acton Works.

Photo 3256, by **Thomas Young**, added to LTSV on 04/10/2010.

This was the first successful photograph I took on the night of 29th September 2010, the subject being London Underground liveried Ford Transit Connect van 6956F parked on York Street near Griffith House. I got the white balance right and gave it a 15 second exposure (luckily nothing drove in front during this) at f2.8. The results are quite pleasant, although could almost be mistaken for a daylight shot. Interestingly I also shot this at f8 over 50 seconds but the results were a lot darker. For convenience I reduced the exposure for later shots down to about 2 seconds, relying on post-editing to improve the balance. The larger aperture required did not result in any noticeable loss of depth of field.

Photo 3257, by **Thomas Young**, added to LTSV on 04/10/2010.

Another low-roof Transit crew van, oh how exciting! This one is at least well exposed and a decent composition. 6957F was new in June 2010, carries London Underground livery, and was photographed parked on Harcourt Street on the night of 29th September 2010. Just over 40 service vehicles were seen in this area in the hour up to midnight. Eleven of these were then seen again as we drove around central London, though 6957F was not one of them.

Photo 3258, by **Thomas Young**, added to LTSV on 04/10/2010.

The first '60 registered service vehicles were slow to appear (compared to the spate of '10s seen on 1st March 2010). Three were reported by London Spotter on 15th September but then nothing until 29th, when one of those three was found parked on Northumberland Avenue at the frankly unethical time of 3.42am! Now with the fleetnumber 6960F, and full London Underground livery, LT60YNY is a Ford Focus estate.

Photo 3259, by **John Hillman**, added to LTSV on 04/10/2010.

Unimog A456NWX was new in 1983 (although first licensed in 1984) and given the number L84 in the railway locomotive series. Fitted with road-rail equipment it was used as a depot shunter at Ealing Common and Lillie Bridge, being photographed at the former on 25th September 1993. The rail wheels are seen here in the raised position, and a coupling bar has been attached to the front. Note the high-level exhaust pipe (nearside middle) and air intake (offside front).

Comment by *Ben Williams* on 24/10/2010: We'd love to use this on the ontrackplant.com website if possible please! Can someone put me in touch with the photographer please? Likewise any other road/rail vehicles. Thanks

Photo 3260, by **John Hillman**, added to LTSV on 04/10/2010.

Photographed in rail mode at Ealing Common depot on 25th September 1993, Unimog L84 (A456NWX) uses its road wheels to provide traction on the railheads. The tiny rail wheels are only for guidance. The large air cylinders behind the cab are thought to be to provide train braking when coupled to rail rolling stock. Both this vehicle and similar L85 (C622EWT) remain in stock in 2010 but seem to be out of use at Lillie Bridge. Which reminds me, I really must publish a photo of L85...

Comment by *Catkins* on 27/11/2010: The airtanks mounted on the frame behind the cab provide the train air braking capability, as the Unimog, and any other truck, cannot provide enough air at the right pressure using the ordinary systems.



Photo 3261, by **John Hillman**, added to LTSV on 04/10/2010.

This vehicle has been illustrated before, but not in this form. Ford D0710 lorry BNJ92T was bought by London Country in 1979 as their fleetnumber 35F. It was given the body from one of the four Ford Thames Trader tree-loppers inherited from London Transport (1241F-1244F). Comparison with photographs of the latter vehicles (such as 1241F in photo 1114 and similar 1245F in photo 1091) show that several changes were made. Most noticeable a cut-out was provided above the cab, due to the tilting cab fitted to the D series. The shape of the side valances supporting the overhang was changed from curved to angled, while the main body skirting seems to have been lowered considerably. 35F was photographed at Hemel Hempstead garage on 19th June 1982, with an unidentified D-series lorry behind. In December 1984 both 34F and 35F were given new tree-lopper bodies of a boxier design (see photo 722).



Photo 3262, by **Richard Davis**, added to LTSV on 04/10/2010.

Sovereign Recovery is the primary bus recovery contractor in London, but they also perform other work. A recent addition to the non-bus fleet is a Mercedes-Benz Axor with the personalised registration BU51TOW. As can be seen this has a tilting flat-bed of the kind used to recover cars and light trucks. It was photographed at Edmonton on 5th September 2010 parked in front of DAF GN09ENF. A similar flatbed was photographed at Edmonton in 2006 (RN02ZFZ - see photo 1685).

Comment by *Adam Floyd* on 05/10/2010: They seem to have missed a golden opportunity here - that reg 'BUS I TOW' really should be on one of the bus recovery fleet!



Photo 3263, by **Ray Monk**, added to LTSV on 04/10/2010.

Sovereign Recovery has employed Ford Transits of various sizes over the past few years, all carrying a white livery with extensive red and/or green signwriting. EJ57DFY, seen at Aldgate Bus Station on 22nd September 2010, is a long-wheelbase high-roof example.



Photo 3264, by **Thomas Young**, added to LTSV on 04/10/2010.

On 24th September 2010 I paid a visit to the recently relocated Kings Cross garage operated by Metroline. The new base is sandwiched between the railway lines north of the station and is really small, with no covered accommodation and on-site parking for (I would estimate) no more than 25 buses. Presumably the remainder are parked on the approach road at night. Apart from a couple of plain crew ferry cars (which have already been illustrated here) the only vehicle present that was of relevance to LTSV was this small truck (a French-built Aixam Mega MultiTruck), operated by Tara Support Services. As has already been shown (see photo 2048), this company does a fair bit of work for Metroline.



Photo 3265, by **Keith Grimes**, added to LTSV on 24/11/2010.

738J is one of several AEC Regent breakdown tenders that survived into preservation. It was present at the Willesden Garage open day on 9th October 2010 but my photos were not very good. Luckily I also recently received this fine view taken at the Cobham Museum open day on 11th April 2010.



Photo 3266, by **Malcolm Conway**, added to LTSV on 24/11/2010.

Crane-fitted Mercedes-Benz Actros artic 2591 was bought in 2006 for a specific role (transporting and unloading containers loaded with tunnel shoring equipment), but it does see more general use as well. The first photo to show this vehicle on the road is this one taken outside Acton Works on 30th July 2010.



Photo 3267, by **Malcolm Conway**, added to LTSV on 24/11/2010.

The most distinctive vehicles in the central lorry fleet are the ten Mercedes-Benz Atego rescue tenders, which (livery aside) resemble fire engines. Two each are allocated to Battersea, Camden and Stratford, the remainder being based at Acton works (two 'live' and two spares). Short-cabbed 2601 was caught entering the works on 30th July 2010.



Photo 3268, by **Kim Rennie**, added to LTSV on 24/11/2010.

2007 saw 11 deliveries to the owned fleet, of which 10 were Mercedes-Benz Atego rescue tenders. The odd man out was Iveco EuroCargo dropside lorry 2602. Such vehicles are mainly used to carry tube train components and they can therefore be seen visiting various depots around the system. On 25th August 2009, 2602 was found at Upminster depot, with its side doors dropped.

Photo 3269, by **Ray Monk**, added to LTSV on 24/11/2010.

A delivery of Toyota Priuses to London Buses in summer 2010 displaced at least two of the Honda Civic hybrid cars leased in 2007. This pair have had their light-bars and lettering removed, but appear to still be in use, operating now from Acton Works perhaps as staff cars. The vehicle formerly known as 6298H was found parked on Bollo Lane on 7th October 2010.

Photo 3270, by **Thomas Young**, added to LTSV on 24/11/2010.

This photo highlights an error I made in the naming of the locations at Acton Town. Shown is the first building that you come to along Museum Way. In the past I had named this as Maxwell House and gave it the code ACM. However, the blue sign to the right (with the Metronet logo covered over) shows that Maxwell House, along with Hearne House, is in fact further along the road, behind the Museum Depot. The sign above names the location as the Track and Signals Operations Centre, with an address of Ealing Common Depot, Gunnersbury Lane. Ealing Common depot does adjoin this sight but there is no internal road connection. As such, I will retain this as a separate location with the code ACM now standing for Acton Museum Way. Lurking inside on 16th October 2010 was Vauxhall Combo van 6507V. There is also a large yard at the rear of the building, accessed through the blue gates just visible on the right, while vehicles also often park on the grass outside. Note the rather extreme security measures on the tall walls and gates.

Photo 3271, by **Thomas Young**, added to LTSV on 24/11/2010.

When new in September 2008, 6602VW was one of a pair of VW Transporter vans allocated to the TfL Highways operation based at Carlisle Lane, Waterloo, for which it was appropriately lettered (see photo 2666). This base was vacated later in the year, and the unit itself appears to have closed down in 2009 or 2010. The two vans were seen occasionally afterwards although it was not until 16th October 2010 that we were able to find out what had happened to 6602VW. On that date there was an open day at the LT Museum Depot in Acton, and 6602VW was found parked in the rear yard with the two education department Iveco exhibition units. As can be seen, it had had its lettering removed (apart from the fleetnumber), and was coupled to the small trailer used for schools visits. Note that the parking bay is still marked with the registration number of earlier Ford Transit 5494F (see photo 1353).

Photo 3272, by **Colin Lloyd**, added to LTSV on 24/11/2010.

Today's update includes no fewer than 8 Vauxhall Combo vans. First up is London Underground liveried 6667V, photographed at Aldwych on 27th August 2010. This Hainault-based van is rarely seen in central London.



Photo 3273, by **Malcolm Conway**, added to LTSV on 24/11/2010.

6695M is unique in the central fleet as the only Mercedes-Benz Sprinter dropside truck, although some broadly similar vehicles were in the owned fleet until the late 1990s. It was caught entering Acton Works on 30th July 2010. Note the Anteo tail-lift, and the curious rear light clusters.



Photo 3274, by **Colin Lloyd**, added to LTSV on 24/11/2010.

London Buses Infrastructure took seven high-roof Volkswagen Transporter vans in late 2009. Two are based at Stratford Bus Station, including 6825VW photographed on Great Eastern Road (near the Bus Station) on 23rd October 2010. Others are based at Kingston, Orpington and Uxbridge, while one (6822VW) has not yet been tracked down. Shortly after delivery the fleetnames were changed from 'Infrastructure Development' to 'Bus Infrastructure'.



Photo 3275, by **Malcolm Conway**, added to LTSV on 24/11/2010.

6839V is one of three silver Vauxhall Combo vans new in January 2008 and initially operated without fleetnumbers by TfL Highways. In mid-2009 they were transferred to Tube Lines and given contemporary fleetnumbers. They can often be seen buzzing around Acton Works, as here on 30th July 2010. Note the curious appearance of the Tube Lines logos on the silver bodywork.



Photo 3276, by **Ray Monk**, added to LTSV on 24/11/2010.

Parked on Museum Way, Acton (outside the Track and Signals Operations Centre) on 7th October 2010 was Tube Lines liveried Vauxhall Astra van 6865V. Once a common type in the leased fleet, only around half a dozen have been taken in the past three years.



Photo 3277, by **Ray Monk**, added to LTSV on 24/11/2010.

6893VW is a short-wheelbase crew van based on the T5 Facelift variant of the Volkswagen Transporter van. New in spring 2010, it was assigned to Tube Lines and was photographed on Museum Way at Acton Town on 7th October 2010.

Comment by *Thomas Young* on 07/01/2011: It looks like this might have been the final new vehicle to carry full Tube Lines livery.



Photo 3278, by **Colin Lloyd**, added to LTSV on 24/11/2010.

The new Peugeot Bipper vans with TfL Streets have proved to be rather elusive, and we are not even sure where they operate from (although Chancel Street, Southwark is a possibility). Colin found 6982P parked up on Horse Guards Avenue on 26th October 2010. These vans are the first vehicles in the white/orange livery to have fleetnumbers.

Comment by *Thomas Young* on 24/12/2010: It looks like the light-bar has been removed from this van.

Comment by *Ray* on 23/04/2014: Up to this date only 6088T had been numbered



Photo 3279, by **Ray Monk**, added to LTSV on 24/11/2010.

Four Toyota Prius hybrid electric cars were delivered for use by London Buses in summer 2010. Three are assigned to bus operations and at present are based at Isleworth. GY10UHZ, which was sent to Eltham when new, was found parked at Edgware Bus Station on 9th October 2010 keeping a pair of IRUs company.



Photo 3280, by **Ray Monk**, added to LTSV on 24/11/2010.

A fourth Toyota Prius for London Buses was delivered in summer 2010, this one allocated to the Infrastructure unit. On 26th October 2010 GY10VGG was found paying a visit to Golders Green Bus Station. The livery is similar to that on the Operations trio apart from the lettering and the omission of the orange squares. Note how the bodywork can appear pale blue in dull conditions.



Photo 3281, by **Ray Monk**, added to LTSV on 24/11/2010.

This object appeared at Eltham Bus Station at the end of October 2010. Given that a number of electric-powered service vehicles are due for London Buses shortly, it would seem likely that this is some sort of charging station, although it does seem rather on the large side. Time will tell. 5th November 2010.

Comment by *Ray* on 16/02/2011: GY10UHZ was being charged from this box today



Photo 3282, by **Thomas Young**, added to LTSV on 24/11/2010.

Visitors to the Willesden Bus Garage open day on 9th October 2010 may have been surprised to find M151 alive and apparently well. This was the bus that was converted into a mobile IT classroom in 2002. It was nominally replaced by Olympian AV33 in 2008, the latter bus also taking over the special 33LUG registration number. M151 reverted to its original mark of BYX151V but it was not in fact licensed and has presumably been confined to Willesden Garage ever since. The reason why I have included M151 in the vehicle database and not AV33 is um....



Photo 3283, by **Ray Monk**, added to LTSV on 24/11/2010.

A sixth second-hand Carbodies FX4 taxi for Arriva Kent Thameside at Dartford was acquired in autumn 2010, being assigned the number CF16. As this photo shows, it differs from the earlier examples in having (as yet) no Arriva logos. The registration K650FUL is very similar to that on earlier CF13 (K690FUL), but both were present at Eltham on this date (14th October 2010).



Photo 3284, by **Glyn Matthews**, added to LTSV on 24/11/2010.

Of the two former East Thames Buses Mercedes Sprinter minibuses acquired by Ensignbus in August 2010, P185OLC was treated to a repaint the following month. Looking smart alongside the pair of Ford Transit minibuses, it was photographed at Lakeside on 28th September 2010. Also visible is the rare Saffle-bodied Volvo B10L bus.



Photo 3285, by **Ray Monk**, added to LTSV on 24/11/2010.

GK52TVC is an LDV Convoy minibus operated by Abellio from their Fulwell garage (where it was photographed on 1st August 2010). It entered service in white livery with Travel London fleetnames, but was later repainted into anonymous red.



Photo 3286, by **Ray Monk**, added to LTSV on 24/11/2010.

Another service vehicle that you could be forgiven for not noticing. RK03JVD is a Renault Espace estate car and is allocated fleetnumber 1396 in the Arriva the Shires fleet. Used on crew ferry duties from Garston garage, it can often be seen at Edgware Bus Station, as here on 9th October 2010.



Photo 3287, by **Glyn Matthews**, added to LTSV on 24/11/2010.

Arriva Southern Counties uses a handful of Vauxhall Vivaro vans for engineering support duties. One is based at Grays and is assigned the fleetnumber V044, although this does not seem to be carried. It was photographed at Lakeside Bus Station on 17th August 2010.



Photo 3288, by **Glyn Matthews**, added to LTSV on 24/11/2010.

A recent addition to the Ensignbus fleet is this high-roof Ford Transit crew van, photographed at Lakeside Bus Station on 27th September 2010. As with sister Transit EX02YCC (see photo 2900), no lettering is carried.



Photo 3289, by **Malcolm Conway**, added to LTSV on 24/11/2010.

This Ford Transit Connect van is one of several that Stagecoach London bought in 2005 for engineering support duties. Originally given the fleetnumber 95091, this example was based at Barking before moving to the new West Ham Garage in 2008. However, it never managed to get itself photographed until Malcolm visited West Ham on 24th October 2010.



Photo 3290, by **Malcolm Conway**, added to LTSV on 24/11/2010.

This van has been shown before, but I have included this view to show the revised lettering and rear chevrons. Now that Stagecoach has re-acquired the East London and Selkent operations, it may be that a further new fleetname appears in due course. The location is the parking area outside the new West Ham Garage, with two of the three Renault Master crew ferry minibuses also visible in the background. 24th October 2010.



Photo 3291, by **Ray Monk**, added to LTSV on 24/11/2010.

Edgware Bus Station again, and this time a pair of anonymous Vauxhall Combo vans. These are in fact crew ferry vehicles working from the Garston garage of Arriva the Shires. Most of these vehicles are second-hand, Y005CVX being first reported in 2008. Although fitted with an extra pair of seats, the side doors do not have windows. 30th October 2010.



Photo 3292, by **Colin Lloyd**, added to LTSV on 24/11/2010.

Photographed at Waltham Cross on 13th October 2010, this van is number 1162 in the Arriva the Shires fleet, although being based at Ware, it is technically an Arriva East Herts and Essex vehicle.

Photo 3293, by **Ray Monk**, added to LTSV on 24/11/2010.

Observations suggest that this anonymous Vauxhall Corsa van photographed arriving at Edgware Bus Station on 26th October 2010 is in fact a Transdev service vehicle. The Transdev garage here started operating route 324 between Stanmore and Brent Cross a few days earlier, and this van seems to run between Edgware and Stanmore.

Photo 3294, by **Ray Monk**, added to LTSV on 24/11/2010.

Another Vauxhall Combo for the Abellio fleet, once again with no sign of external fleetnumbers. VO56LTJ was photographed at Clapham Junction on 12th October 2010, and is based at the garage in Battersea.

Photo 3295, by **Malcolm Conway**, added to LTSV on 24/11/2010.

Several of the eight Renault Trafic minibuses used as crew ferries by East London have not yet been illustrated on this site. Most of them run from West Ham Garage and number 96010 was photographed at home on 24th October 2010.

Photo 3296, by **London Spotter**, added to LTSV on 24/11/2010.

Fleet number 99 is one of 12 Vauxhall Corsa cars acquired for use as crew ferry vehicles from the Arriva London garage in Barking/Dagenham. However, on 10th September 2010 it was found at the Lea Valley garage. It is known that a couple of vehicles were reallocated to balance out mileages so this could be the explanation.

Photo 3297, by **Ray Monk**, added to LTSV on 24/11/2010.

Steve and I don't appear particularly interested in the sight of Metrobus Renault Traffic van 9101 sweeping round a corner near Crawley station on 28th September 2010.

Photo 3298, by **London Spotter**, added to LTSV on 24/11/2010.

Arriva London has operated a large number of Vauxhall Combo vans, but no new examples were acquired between 2005 and 2010. At least six have arrived this year, three of which are based at Lea Valley. Hemmed in by newly delivered DW class buses (destined for route 149), FD59OUJ was photographed on 10th September 2010. No fleetnumbers were carried.

Photo 3299, by **Ray Monk**, added to LTSV on 24/11/2010.

Also lacking fleetnumbers, FD59OUW was photographed at Lea Valley garage on 31st July 2010. In the background can be seen older Vauxhall Combo WR51DZG (latterly at Thornton Heath) and resident Corsa car 124 (LN58UVJ).

Photo 3300, by **London Spotter**, added to LTSV on 24/11/2010.

This van is slightly puzzling. Arriva London used to put large fleetnumbers on its crew ferry vehicles, but not on its engineering vans. The preceding two photographs showed Vauxhall Combo vans that appear to be ferries, but that did not display numbers. Conversely, this example is evidently an engineering van (note the light-bar and the rear chevrons), yet when I saw it it had a large number 95 on the front. As an aside, fleetnumber 95 is of course already carried on a Vauxhall Corsa car at Barking. One final point is that engineering vans used to wear an orange Arriva roundel rather than a blue one. Photographed at Lea Valley garage on 10th September 2010.



Photo 3301, by **Ray Monk**, added to LTSV on 24/11/2010.

Resting in the minimal bus station at Crawley on 28th September 2010, Ford Focus hatchback GV59GWE is number 9027 in the Metrobus fleet. Two of these cars were acquired that January, and were thought to be used on the lengthy ferry runs serving the Horsham area routes taken over from Arriva.



Photo 3302, by **Colin Lloyd**, added to LTSV on 24/11/2010.

Service vehicles from coach operators will sometimes be featured on this site, particularly those of London-based fleets. Clarkes is a long-established company, with a large fleet of modern coaches based in Lower Sydenham. Photographed at Marble Arch on 27th August 2010, W196VAB is their Mercedes-Benz Sprinter service van. Note the Scania badge on the light-bar.



Photo 3303, by **Paul Almeroth**, added to LTSV on 31/12/2010.

New contributor Paul sent this interesting photograph taken at the old AEC works in Southall in late 1984. At the time the location was in use as a storage point for withdrawn buses including a pair of unfortunate Routemasters. Also present was Leyland (or Austin-Morris if you prefer) Sherpa van 2208L. New in 1979, it was also withdrawn at about this time, although it is not known if the location was used for service vehicle storage. It does appear to have had its lettering removed, and there is what might be a red Bedford CF van parked behind.



Photo 3304, by **John Scotford**, added to LTSV on 31/12/2010.

Between 2003 and 2006 this Ford Transit minibus was fleetnumber 5596F in the Metronet BCV fleet. It later passed to the Vale of Berkeley College, although it retained its blue skirt livery making it fairly easy to spot. John found it parked at the NEC in Birmingham during a Clothes Show Live event on 8th December 2010.



Photo 3305, by **Kim Rennie**, added to LTSV on 31/12/2010.

For most of December 2010, the UK had varying degrees of snow coverage, bringing with it the usual transport disruptions. Kim once again braved the elements to capture this fine view of London Buses IRU van 6369M struggling past Plaistow Station on the 18th.



Photo 3306, by **Malcolm Conway**, added to LTSV on 31/12/2010.

As the sightings reports will show, the Bus Infrastructure fleet contains many vehicles that can very regularly be seen at the same location (particularly Stratford and Orpington) and a few that seem to be more elusive. Vauxhall Astra estate car 6396V (number not carried) is in the latter category, although it did spend its first few months in full view at Stratford. Since then its location has been something of a mystery, although a sighting in the car park opposite Stratford Station may be a clue. Malcolm found it parked at Leytonstone Station on 29th November 2010. As with most of the fleet, the lettering has been changed from 'Infrastructure Development' to 'Bus Infrastructure'.



Photo 3307, by **Ray Monk**, added to LTSV on 31/12/2010.

Role-related lettering is very rare on tube liveried vehicles, exceptions being the Staff Welfare vans and a lone 'cleaning' van (see photo 2567). I caught a glimpse of a van with this 'Plant Services Mobile Maintenance Unit' lettering at Lillie Bridge in spring 2010, but was unable to see its identity. However, when we got a fleetlist soon afterwards, two slightly non-standard vans were evident. 6858F and 6859F were both based on the more powerful 140 T350 Ford Transit, and were registered in Yorkshire. Most of the Staff Welfare vans were also registered in Yorkshire, having been converted by Clarks of Doncaster. I assumed that the two new vans were also some sort of conversion, but they proved to be elusive. Finally, on 13th December 2010, Ray caught one of the pair leaving Hainault Depot. Apart from the lettering it does appear to be a standard Ford Transit van. The pair are most likely based at Lillie Bridge and Ruislip depots.



Photo 3308, by **Kim Rennie**, added to LTSV on 31/12/2010.

The intake of new vehicles for the central fleet has slowed noticeably in the past year. Very few '60' reg vehicles have been reported, while fleetnumbers in the 69xx are taking a long time to fill. One recent delivery was 6976F, a Ford Focus estate car in the smart London Underground livery. It was photographed at Chesham Station on 11th December 2010, the last day of operation for the shuttle train service between there and Chalfont and Latimer. Chesham is now only served by less frequent through trains. I did a little 'digital cleaning' of this car, to remove a 'message' left by a bird.

Comment by Ray on 14/01/2011: This seems to have replaced 6227F at Harrow

Photo 3309, by **Colin Lloyd**, added to LTSV on 31/12/2010.

First London took delivery of a batch of Volkswagen Crafter vans around the end of 2009, joining a single example new two years earlier. Of the new batch, four have been reported so far, with VK59YBZ being the first for the east London operations. Based presumably at Dagenham, it was photographed arriving at Romford on a snowy 3rd December 2010.

Photo 3310, by **Ray Monk**, added to LTSV on 31/12/2010.

In 2008, Arriva London switched from white Vauxhall Combo vans to silver Vauxhall Corsa cars for its crew ferry fleet, although a handful of further Combo vans arrived in early 2010. A new addition later that year was this Vauxhall Corsa van, photographed at Leytonstone Station on 13th December. The Corsa van has been popular as a service vehicle with the likes of Go-Ahead London and First, but this is the first for Arriva. Believed to be a controller's vehicle, it has a rather over-sized light-bar. Ray suggested that this had been transplanted from Astra Van W134OHT (see photo 1575).

Photo 3311, by **Ray Monk**, added to LTSV on 31/12/2010.

Prolific contributor Ray Monk recently uncovered some colour photographs he took in the early 1970s and I will be publishing a selection of these over the next few weeks. First up is a fine view of 746P, one of the ex WD AEC Matador Breakdown tenders. Photographed at Finsbury Park Station on 7th October 1971, it was at the time based at Tottenham but moved later in the month to Poplar. This example ended up in preservation but was unfortunately destroyed in a fire.

Photo 3312, by **Ray Monk**, added to LTSV on 31/12/2010.

Saving the best to last today, this is a rather interesting photograph. Taken at Chalk Farm Garage on 17th June 1972, it shows a Ford Cortina estate car in grey (or beige?) livery with London Transport lettering on the doors. It had been new in 1968 as fleetnumber 1494F, and was one of just three examples of this long-lived model to join the numbered fleet (the other pair being red saloon cars used for radio control, 1463F and 1464F). Records show that this vehicle was transferred to the staff pool fleet in May 1972, while published sources state that it was originally red. Given that this photograph was taken after the transfer, and that the car has LT lettering (which pool cars did not), it seems likely that it was in fact grey from the start. The disposal date is not known but it remained licensed until 1982.

Comment by Ray on 22/04/2014: This seems to be a very lucky shot if one considers the history details now available. It would appear to have been grey from acquisition and had not been altered for its very short period (from 2nd June) as a 'pool car' prior to de-licensing some nine days (26th June) after the photograph was taken



Photo 3313, by **Graham Scrivener**, added to LTSV on 19/01/2011.

During both the 1983 and 1984 open days at Chiswick Works, a display of current service vehicles was arranged in the yard close to the Bollo Lane entrance. Although the larger lorries present seem to have been widely photographed, fewer cameras were turned on the more mundane small vehicles. It is nice therefore to be able to add this picture of Bedford CF van 3007B taken on 2nd July 1983. One of 33 Bedford vans to be given MHY/Y series registrations, most were CFs like this one and were assigned to the bus publicity role. 3007B however was one of several lettered for the Distribution Services Manager and was allocated to Parsons Green. Just visible in the background are the preserved AEC Mercury pole carrier parked on a low-loader trailer, a Ford Escort car, and Ford Cargo and Dodge Commando dropside lorries.



Photo 3314, by **Ray Monk**, added to LTSV on 19/01/2011.

Two new Ford Transits entered service with the LBSL Network Operations section over the turn of 2010/2011. These were notable for having had hybrid drive conversions by a firm called Ashwoods, whose badging is clearly visible on the radiator grille. They were given the same Incident Response Unit livery as worn by the large fleet of Mercedes-Benz Sprinter vans, and 6985F was sent initially to Kingston. It was photographed parked at Cromwell Road Bus Station on the 12th of January 2011.

Comment by *David C* on 09/10/2013: It's been at Vauxhall today and Crystal Palace last week.



Photo 3315, by **Ray Monk**, added to LTSV on 19/01/2011.

The other of the pair of Ashwoods hybrid Ford Transit Incident Response Units was 6986F, noted at Acton Works in October 2010 but not entering service until the very end of that year. It was photographed at Sycamore House on the first day of 2011, parked alongside fellow IRU 6604M. The latter was based initially at Finsbury Park, being transferred south in spring 2010.



Photo 3316, by **Ray Monk**, added to LTSV on 19/01/2011.

With very little official information forthcoming, a lot of what I put on this site is based on observations, deductions and a dose of guesswork. But these next three pictures have me stumped. The first subject is a Toyota Prius car parked in the yard at Stratford Station, photographed from the DLR platforms on 10th January 2011. As can be seen it carries a white livery relieved only by modest purple-ringed roundels lettered as 'TAXI - PRIVATE HIRE'. This was one of five such cars seen on delivery at Acton Works in December 2010. We weren't sure to what use they would be put but we certainly didn't expect them to turn up at LUL locations, or for that matter...

Comment by *Kim Rennie* on 22/01/2011: At a guess I would assume it's something to do with the station redevelopment and the taxi rank near where the NatEx coaches stop.

Comment by *Ray* on 22/01/2011: Perhaps this has something to do with the introduction of these cars:
<http://www.tfl.gov.uk/corporate/media/newscentre/17967.aspx> although the one at Eltham is apparently on trial with the bus station manager.



Photo 3317, by **Ray Monk**, added to LTSV on 19/01/2011.

... LBSL ones! Another of the new 'TAXI - PRIVATE HIRE' Toyota Priuses was found parked at Cromwell Road Bus Station in Kingston on 12th January 2011. Could it be that these are on loan to other operators (LUL and LBSL) pending further deliveries? Or is this a new role, related to the Public Carriage Office but based at partner locations? This photograph is a landmark for prolific contributor Ray Monk, being the 600th of his to be published. He therefore just edges in front of previous leader Colin Lloyd. Although I do have a distinct advantage, I am running somewhat behind in third place!



Photo 3318, by **Ray Monk**, added to LTSV on 19/01/2011.

The third of the new TfL Prius cars found by Ray recently was KV60KTK, parked at Eltham Bus Station on 12th January 2011. The mystery continues!



Photo 3319, by **Graham Scrivener**, added to LTSV on 19/01/2011.

Graham Scrivener has kindly sent me quite a few scans of service vehicle photographs he took in the 1980s and 1990s. The subject here is unique Bedford KGA tanker 5B, built in 1968, acquired by London Country in 1979 and given a re-used fleetnumber (5A was an Austin J4 van new in 1972 and withdrawn in 1978). Was this done to keep the fleetnumbers in roughly the order of vehicle age?! Normally based south of London (Dorking and Chelsham), it was photographed at St Albans Garage on the 11th of June 1983.



Photo 3320, by **Graham Scrivener**, added to LTSV on 19/01/2011.

Between 1981 and 1984, London Country took delivery of 11 Ford Cargo lorries, most of which were dropsides with partial tilt covers. 49F was the second of these, new in July 1982 and photographed at Garston Garage a few weeks later on 3rd September. When LCBS was split up in 1986, 49F stayed in the North West sector and was eventually renumbered 1037 in the Luton and District series. It had by then lost the tilt cover, but gained an equipment box under the rear of the body. It was also repainted into the short lived LCNW green and grey scheme.



Photo 3321, by **Graham Scrivener**, added to LTSV on 19/01/2011.

It is hardly surprising that the small London Country service vehicle fleet featured Ford Transits. Including those inherited from London Transport, 34 examples were operated. 59F was one of four Mk2 Transit vans delivered in 1983. Although not visible here, it was notable for carrying the number F59 on both sides. Based at Garston (where it photographed whilst still new on 25th September 1983) it later passed to London Country North West, was repainted in their dark green and grey livery and given additional lettering for the Publicity Department (I'll add a photo of this soon).



Photo 3322, by **Graham Scrivener**, added to LTSV on 19/01/2011.

When it comes to former buses, the rules for what constitutes a service vehicle tend to get a bit woolly. Although they may have modifications and/or dedicated liveries, training buses are not generally considered to be SVs. This example slips through though as it had served in another role. LN 13 was one of the 70 long (11.3m) Leyland Nationals bought by London Country in 1972. The first 23 were dual-doored buses, while the remainder were single-doored coaches, later demoted to bus work (and recoded from LNC to LNB). All subsequent Nationals for LCBS were to the shorter 10.3m design, and many of the early buses were disposed of while relatively young. In 1984, LN13 was converted into a mobile office and waiting room, for use by National Holidays at Scratchwood services. It was repainted into white with red and blue stripes (photo to be added soon). Later on it was further converted into a training bus, repainted yellow and passing through London Country North West to Luton and District. It was seen with lettering for the latter's Hemel Bus operation at Hemel Hempstead Garage on 3rd June 1993. Just visible is the solid plating over the original centre door. It was eventually withdrawn in 1995.



Photo 3323, by **Ray Monk**, added to LTSV on 19/01/2011.

Although the nearest three vehicles have already been shown on this site, I have included this picture as it shows the unusual situation of a line-up of five service vehicles all being from different manufacturers. The location is the rejuvenated Battersea garage of Abellio and present on the last day of 2010 were Citroen Berlingo RA53WKP (new to Metroline), Ford Transit Connect NH07EBF, Seat Alhambra car NC57UTV, Vauxhall Combo van VE07NNF and LDV Convoy minibus NX04BZW. Ford edges into dominance however as the roof of Transit van NA56VMT is just visible above the minibus! You could also argue that the Seat Alhambra is a Ford Galaxy in all but name....



Photo 3324, by **Ray Monk**, added to LTSV on 19/01/2011.

This vehicle is a sister to FP60GYZ illustrated last month (see photo 3310), but based south of the Thames. Photographed (with permission) at Norwood Garage on 31st December 2010, FG60XXV is a Vauxhall Corsa van used by Arriva London. It has a somewhat smaller light-bar and is believed to also be for use by route controllers. Or perhaps it is in fact the garage manager's, as suggested by the marking on the parking bay!

Comment by *Ray* on 20/01/2011: Has this one received the light-bar from VU04UBM?



Photo 3325, by **Glyn Matthews**, added to LTSV on 19/01/2011.

Now, open wide and say Ahhhhh! Ensign's familiar Scania recovery truck is seen at Purfleet on the 4th of October 2010, awaiting attention by the dentist. Sorry, the fitter.



Photo 3326, by **Graham Brown**, added to LTSV on 19/01/2011.

Sovereign don't have a complete monopoly on London bus recovery duties, although it has been a while since I have shown an OnTime vehicle. Their DAF 95XF R729DWY was photographed on the Strand on the 4th of December 2010. Note the prominent side stabilisers and the rather funky colour scheme. And for anyone wondering what a Docklands Buses Scania OmniCity was doing on the Strand, it had presumably been working on night route N551.



Photo 3327, by **Richard Davis**, added to LTSV on 19/01/2011.

It does seem that every vehicle in the Sovereign Recovery fleet is unique! DAF CF SOV402 was first reported on the 9th of January 2011, when it was photographed parked near the Tesco store in Dunstable. Regular visitors to this site may recall that Sovereign vehicles have been seen here before (N11SOV, GN58KTX and GN09ENF). Unless I am mistaken this is the first 4-axle truck operated by Sovereign Recovery, and it is also unusual for carrying an undated select registration. The SOV402 mark had latterly been on a Ford Fiesta van although we don't know if this was also operated by Sovereign.

Comment by *richard* on 08/02/2011: Saw it last night whilst out and about with camera at night and now shows SN08KWG , so not sure if new build on an older chassis or an ex somebodies
 Note: Edited by *richard*, 20/02/2011. Now found out it is an ex MTS of Scotland hence the SN reg plate

Photo 3328, by **Thomas Young**, added to LTSV on 19/01/2011.

A late addition to today's set is this shot of London Underground Mercedes-Benz Sprinter van WU58LFM parked at Marble Arch on 16th January 2011. New to Metronet BCV in November 2008, this van operated anonymously until it was given London Underground logos over the winter of 2009/2010. Sprinters in LUL-related roles are very rare. This medium-wheelbase high-roof 311CDI model is similar to the 47 London Buses IRU vans, although the latter are based on the 315CDI model. The Central Line was closed between Holborn and White City on this date, and numerous vehicles were parked here and at Shepherds Bush. The majority were hires or belonged to contractors, an exception being Ford Transit 6448F visible on the right.

Photo 3329, by **Malcolm Conway**, added to LTSV on 11/02/2011.

Malcolm had another stint on Bollo Lane at Acton on 25th January 2011 and captured a good number of SV pictures. Not clearly illustrated before is 2588, one of four MAN LE demountable lorries new in April 2006. It was carrying Locomotors dropside body DB17 (new in 1993) loaded with four railway carriage bogies. Note that the already tall exhaust pipe has been further extended, presumably to avoid the fumes discolouring box or crew-cab bodywork. Although the Tube Lines name and logo are now defunct, there seems to be no urgency to rebrand existing vehicles.

Photo 3330, by **Malcolm Conway**, added to LTSV on 11/02/2011.

Vauxhall Combo van 6245V was new in June 2007 but has only been seen rarely since. It is one of several assigned to Tube Lines and based at the large Jubilee Line depot at Stratford. On 25th January 2011 it was seen turning in to Acton Works.

Photo 3331, by **Malcolm Conway**, added to LTSV on 11/02/2011.

6437F is a short-wheelbase Ford Transit van on which the mid-height bodywork is rare. With Tube Lines logos, the van was photographed on Bollo Lane on 25th January 2011.



Photo 3332, by **Ray Monk**, added to LTSV on 11/02/2011.

6592F is another rarely seen vehicle, although is a not particularly notable long-wheelbase Ford Transit van. It is perhaps based at Hainault depot, near where it was photographed on 13th December 2010.



Photo 3333, by **Malcolm Conway**, added to LTSV on 11/02/2011.

Ford Transit 6670F is easy to see, being parked most days in the gap between the buildings at Bollo House, Acton. It is however almost impossible to photograph there. Luckily, on 25th January 2011, Malcolm found it leaving the works just along the road. This is an example of the medium-wheelbase, mid-height crew van.



Photo 3334, by **Glyn Matthews**, added to LTSV on 11/02/2011.

The nature of service vehicle work can produce some slightly misleading statistics. For example, I have listed over 60 vehicles as being allocated to Griffith House. However, since the closure of the yard there, most days there will only be one or two vehicles present (and these will be hidden behind the habitually closed shutter doors). The rest of the vehicles are kept elsewhere, only appearing at Griffith House in the late evening before heading off to overnight worksites. Ford Transit 6740F is one of these vehicles, and it was photographed somewhat further afield at South Ockendon on 9th September 2010, presumably close to its driver's home. This SWB low-roof crew van was new in anonymous white/blue livery in July 2009, gaining Underground branding early the following year.



Photo 3335, by **Malcolm Conway**, added to LTSV on 11/02/2011.

It was rather unfortunate that the focus on this shot was slightly off, as we required a fleetnumber for this van. However, it does appear to be numbered 6984P, thus filling another gap in the series. This Peugeot Bipper is one of 5 (that we know of) new in mid-2010 for the TFL Streets operation. Where they are based is still not clear, this example being photographed at a garage near Goldhawk Road.

Photo 3336, by **Malcolm Conway**, added to LTSV on 11/02/2011.

The Renault Kangoo has been a feature of the leased fleet since 2001, with the quantities increasing in recent years. In 2010 the design was refreshed, the first example seen as a service vehicle being 6992R. On 25th January 2011 it was caught leaving Acton Works.

Photo 3337, by **Ray Monk**, added to LTSV on 11/02/2011.

We soon discovered that 6992R had been allocated to the offices behind Baker Street Station (on Allsop Place), perhaps as replacement for Vauxhall Astra estate 6427V. Earlier Kangoo 6543R is still based here, thus allowing this comparison (5th February 2011) of the two variants. Note that the asymmetric rear doors have been replaced by a single tail-gate. 6992R is currently the highest numbered SV to be shown on this site, although the first 7xxx vehicle has now been reported.

Photo 3338, by **Ray Monk**, added to LTSV on 11/02/2011.

Dark blue Ford Focus estate car VN07CKO was new in 2007 but was believed to be part of the unmarked car fleet at first. In autumn 2009 it was seen at Stratford Market wearing non-standard white Tube Lines logos. Vehicles based there are very hard to see and impossible to photograph. In late 2010 the car was seen at Smallbills garage on Bollo Lane, and by 2nd February the following year, it had moved next door to Bollo House. It would appear that the practice of extending vehicle's leases and reassigning them to new duties is on the increase, no doubt as a result of the economic climate.

Photo 3339, by **Malcolm Conway**, added to LTSV on 11/02/2011.

Until recently I had no publishable photographs of this fairly well-known service vehicle. CJM830V was a Volvo F10 recovery truck, new in 1979. We don't have its full history but it was certainly part of the Epsom Coaches fleet by 6th April 1997 (when photographed near Cobham Bus Museum). The livery was later modified with a brown grille, an angled brown stripe along the bodysides and red/white striped bumpers. Later still it was repainted all red, but it appears to have left the fleet in the mid to late 2000s.

Photo 3340, by **Graham Scrivener**, added to LTSV on 11/02/2011.

This photo was taken on the 26th of April 1994 at London and Country's Croydon garage. Unless I am mistaken, this location is now operated by Arriva London and known as Beddington Farm. Wearing the vivid 2-tone green and red livery designed by Best Impressions, F423KMA is a Leyland-DAF Sherpa van that was given the fleetnumber A13. Registered in Wales, it was unlikely to have been bought new, although it could have been transferred from one of the other subsidiaries of the British Bus group.

Comment by *merfyn jones* on 25/12/2011: Registered in Chester. The last service vehicle bought by Crosville Motor Services.

Photo 3341, by **Ray Monk**, added to LTSV on 11/02/2011.

We're back! October 2010 brought the rather surprising news that the East London Bus Group had been bought from Macquarie by Stagecoach. This was surprising since it was Stagecoach that had sold the operations to Macquarie back in 2006! After a short period the Stagecoach name and beach ball logo started reappearing on their buses, replacing the Selkent and East London logos that themselves were re-incarnations of ones used in the last years of LBL! The first service vehicle to be seen with the new branding was previously unknown Ford Focus estate car FH57VSU, photographed at Eltham Southend Crescent on 2nd February 2011. It is not clear whether this is a recent transfer/acquisition, or if it was operated anonymously by ELBG. Note the fleetname on the roof and the legal lettering on the door.

Photo 3342, by **Ray Monk**, added to LTSV on 11/02/2011.

Apart from the silver crew ferry minibuses at West Ham and Rainham, we are not aware of any service vehicles being added to the East London Bus Group during their four year tenure. It is likely that there were some but they were probably unmarked cars. Possible candidates are this pair of Vauxhall Astra estates seen at Lewisham Bus Station on 21st January 2011, although being 60 reg they would have come near (or perhaps after) the time of the sale back to Stagecoach. It is curious that one was registered in Oxford and the other in Yorkshire, although of course Stagecoach do have operations in both areas. On the other hand, they could be Metrobus, or even LBSL vehicles. Stagecoach used to publish fleetlists that included their SVs. If this practice resumes, we might get the answer.

Comment by *Ray* on 12/02/2011: There were at least two Mondeo cars, seemingly attached to the vehicle inspectors team

Comment by *Thomas Young* on 12/02/2011: Ah yes, I forgot about those two. Which is funny seeing as I did publish a photo of one (see photo 2653)!

Comment by *Ray* on 01/02/2013: YT60HNY back here again today (1/2/2013)



Photo 3343, by **Graham Scrivener**, added to LTSV on 11/02/2011.

Looking a bit down at heel, this bus had been new in 1972 as one of the first production Leyland Nationals, one of very few to be given K suffix registrations, and the first of over 500 to be bought by London Country. LN1 was withdrawn from bus service in January 1979 but was then converted into a mobile engineering classroom, re-emerging in this green and yellow livery in May 1981. Its new role lasted less than 4 years and it was delicensed in spring 1984 and cannibalised for spare parts over the next couple of years. On 21st August 1985 it was photographed at Crawley works parked alongside sister vehicle LN7, by then converted into a mobile shop. I've just realised I haven't published any photos of the latter yet. This will be addressed soon.



Photo 3344, by **Graham Scrivener**, added to LTSV on 11/02/2011.

London Country LN13 was illustrated last month (see photo 3322) in its final role, and this prompted a contribution from Malcolm Conway of the same vehicle. First up though is another from Graham Scrivener. As mentioned, the vehicle's first service vehicle role was (from August 1984) as a mobile office and waiting room for use by National Holidays at Scratchwood Services on the M1 motorway. This photo taken at Garston Garage on 18th March 1987 shows what is believed to be its initial livery.



Photo 3345, by **Malcolm Conway**, added to LTSV on 11/02/2011.

The first of Malcom's pictures of LN13 is undated but was taken at Scratchwood Services. The livery is significantly modified from the previous view (included repositioning of the side stripes), suggesting this was taken after 1987. Note the lettering over the center doors and the long roof pod fitted. The lettering on the notices posted in the forward windows is not legible, but that on the red star towards the rear reads Britain, Jersey, Continental Canada.

Photo 3346, by **Malcolm Conway**, added to LTSV on 11/02/2011.

As already mentioned, LN13 later became a trainer bus with London Country North West and its successor, Luton and District. This view taken at Aylesbury Garage on 19th September 1992 shows the plating over of the center doors. The black headlight surrounds give the appearance of a B series National, although these were not introduced until 1978.

Photo 3347, by **James Mair**, added to LTSV on 11/02/2011.

Like London Country, London Transport also converted some redundant single decker buses for other roles in the late 1970s and early 1980s. Of the five AEC Swifts involved I only seem to have photos of two, the one shown here being former SMS753. In November 1978 this was rebuilt as a mobile publicity vehicle and renumbered SPB753. It lasted in this role until it was replaced by 1234L (see photo 475) in 1982, although it remained in stock until the end of 1985 and was eventually acquired for preservation. It was photographed at an unknown location (Potters Bar garage perhaps) before it was restored to original condition. By coincidence the other vehicle that I have photographs of (SMD/STB91 - see photo 1168) also started its second life in November 1978, and was also later preserved. Photos of the other three vehicles, all of which were scrapped, would be welcomed. They were stores vehicle SMS300, recruitment bus SMD441 and information bus SMS730.

Comment by *Ray* on 12/02/2011: Potters Bar - yes, but not quite the garage. It is in the frontage to the shops etc to the south of the garage, High Street/Parkside.

Photo 3348, by **Graham Scrivener**, added to LTSV on 11/02/2011.

One more bus to round off today's set, this is one of one only two 'modern' buses to have been converted specifically for use lopping trees. Alexander bodied Leyland Atlantean OYS200M was new to Greater Glasgow, passing in the late 1980s to London Country South West as their AN330 for use on LT tendered services. After replacement on these duties, it was converted into a partial open topper in late 1989 and given the new London and Country two-tone green and red livery. It was photographed at its home garage of Leatherhead on 26th April 1994. It was finally withdrawn the following year. The other tree lopper was a former Lincoln Bristol VRT converted by Luton and District in 1993.

Photo 3349, by **Richard Eversden**, added to LTSV on 04/03/2011.

A lot of service vehicles in the late 1980s and early 1990s wore unmarked liveries (apart from fleetnumbers). Typical of these is Mk3 Ford Transit van 4008F, new in March 1991 and allocated to Wood Green Bus Garage, where it was photographed on 2nd November that year. Records indicate that 4008F was prematurely withdrawn the following September. The reasons for this are unknown, though the van did remain licensed until 2003.

Photo 3350, by **James Mair**, added to LTSV on 04/03/2011.

4015F was a standard Mk3 Ford Transit van delivered in LUL white/blue livery in 1991 and remaining in use until 1995. It was photographed in Pinner sometime later, still in white/blue but with the addition of a thin red stripe and a large roof rack. The revised livery is reminiscent of the new LUL livery introduced in 2009, and also of that on unique Vauxhall Frontera 4479 (see photo 30).

Photo 3351, by **James Mair**, added to LTSV on 04/03/2011.

This is one of a handful of service vehicles that are stuck in a time-warp, and I did a double-take when I saw the date of the photograph. Most leased vehicles are taken on for a period of just three years, and Ford Escort van 4070F was new in July 1991. It still looks smart here, but the photo was actually taken on 2nd August 2003! 4070F had passed to London United upon privatisation in 1995, along with three similar vans (4071F is probably the vehicle on the right), a quartet of Ford Transit dropsides (including 4110F in the background) and a handful of other vehicles. It retained its fleetnumber and dual tyre pressure markings and remarkably remained at Fulwell Garage until at least 2010. It was by then almost certainly the oldest service vehicle with a London Bus Company. Ensign's Scania recovery truck (built in 1988) and the LUL Communications truck 2488M (new in 1990) are likely to be the only other older SVs that remain active.

Photo 3352, by **James Mair**, added to LTSV on 04/03/2011.

Over the past couple of decades a single van has always been allocated to the London Transport Museum, its use including taking sales stock to rallies and events. The first recognisably dedicated van was Sherpa 3011L between 1984 and 1992 (see photo 8). This was followed by three unmarked VW Transporter vans. The first of these was 4095VW, photographed here at Vincent Square during one of the LOTS ATS events in the early 1990s. It was replaced in 1995 by 4498VW (photo 262) which in turn was replaced by 4971VW (photo 271) in 1999. Since 2003, larger Vauxhall Movanos have fulfilled the role, although are again unmarked (5481V photo 120 and 5911V photo 2780).

Photo 3353, by **Colin Lloyd**, added to LTSV on 04/03/2011.

In the early 1990s, vehicles used in connection with bus stations and bus stops carried 'Bus Passenger Infrastructure' lettering. Most were white Ford Escort or VW Transporter vans, but one of the first was an Escort in the red livery that had been standard until then. 4098F was photographed at Harrow Bus Station on 10th January 1992.

Photo 3354, by **James Mair**, added to LTSV on 04/03/2011.

The yard at Griffith House used to be a good place to find LUL service vehicles, although as of 2010 it has been closed and is being built on. This view, taken through one of the gaps in the fence in about 1996, shows at least three Ford Transits present. On the right is Mk4 van 4406F, while towards the centre is Mk5 dropside 4533F. Most of the differences between these two versions of the Transit were in the front radiator area.

Photo 3355, by **Colin Lloyd**, added to LTSV on 04/03/2011.

4548F was a long-wheelbase Mk5 Ford Transit minibus, new in 1995 as one of several vehicles dedicated to the Jubilee Line extension project. With smart wheeltrims and suitable (but discrete) lettering, it was caught approaching Parliament Square on 9th September 1996. The black objects on top of the bumper appear to be headlight washing jets. Note that the registration number on the following Mercedes-Benz van falls between two SVs (flatbed lorry 2553M and East Thames Buses (ex London Dial-a-Ride) minibus N623FLA) but as the refrigeration unit on the roof reveals, this was not an service vehicle.

Photo 3356, by **James Mair**, added to LTSV on 04/03/2011.

There is a small yard in the corner of Golders Green Bus Station (adjoining the station) that has for many years been home to a single van. On 15th February 1998 the resident was Ford Transit long-wheelbase van 4753F. However, on this day it was joined by Ford Escort estate car 4591F. Both vehicles were lettered for LUL's Northern Line.

Photo 3357, by **Colin Lloyd**, added to LTSV on 04/03/2011.

You can't miss London Buses' Incident Response Units, with their extensive lettering and wrap-around chevrons. The first batch arrived in early 2008 and thus nominally became due for replacement from early 2011. Rather surprisingly, a new batch of broadly identical vans did start arriving in February, so this view of 6356M passing Mansion House on 17th February may be the last. Note the slight damage to the chevrons along the side skirt. This suggests that they are formed by applying red vinyl stripes on top of a yellow vinyl band.



Photo 3358, by **Colin Lloyd**, added to LTSV on 04/03/2011.

Another mystery van. New in July 2009, Volkswagen Caddy van 6733VW is assigned to London Buses but is rarely seen. We don't know what role it performs, or where it is based (although it has been seen parked in Cheshunt a couple of times). It is similar to equally shy 6462VW (see photo 2383) but has extra side windows. Colin caught it passing Grosvenor Gardens at Victoria on 10th January 2011.



Photo 3359, by **Ray Monk**, added to LTSV on 04/03/2011.

The second of the 2011 batch of LBSL Incident Response Unit vans to be found was 6996M, seen parked at Turnpike Lane Bus Station on 18th February 2011. It was notable that this was the only IRU present at the time, although another earlier van arrived shortly afterwards. It is more normal to see 4, 5 or even 6 IRUs parked here.



Photo 3360, by **Ray Monk**, added to LTSV on 04/03/2011.

A surprise to us was the arrival in February 2011 of a new batch of Mercedes-Benz Sprinter vans for use as London Buses Incident Response Units. The first to be seen was 6998M, photographed at Eltham Bus Station on the 17th. This van has regularly been assigned to the London Bridge duty since delivery. Although almost identical to the previous batch of IRUs, the side lettering has been changed from 'Network Operations' to 'Bus Operations'. The large grey object on the left is now known to be a charging station for electric service vehicles.



Photo 3361, by **Ray Monk**, added to LTSV on 04/03/2011.

This van, photographed at the back of the Palestra building in Southwark on 2nd March 2011 is presumably a replacement for similar-looking 6155F, and as such may be allocated a fleetnumber, although none is carried. As the front and side badging show, this Mk7 Ford Transit has an Ashwoods hybrid conversion, the same as on LBSL IRUs 6985F and 6986F. The purple roundels are the same as those recently applied to several Toyota Prius cars (see photo 3318).

Photo 3362, by **Ray Monk**, added to LTSV on 04/03/2011.

The Chancel Street base of TfL Streets is quite quaint, being a small old building on a quiet back road a short walk from Southwark Station. It was extended by opening up the arches of the railway viaduct above (just visible inside is a car parked in the new area) and it appears to be the main base for TfL Streets vehicles. Observations suggest that the staff actually work in the Palestra building around the corner. On 2nd March 2011 Ray caught one of the Toyota Prius cars leaving the base. After a hiatus in new vehicles for a year or two, a sizable batch of Prius cars has been delivered recently.

Photo 3363, by **Ray Monk**, added to LTSV on 04/03/2011.

Four Mitsubishi i-MiEV electric cars were delivered to TfL Streets in summer 2010 but they have proved to be elusive. I only identified the fourth car this month, and I am not certain of where they are based. Southwark Chancel Street would seem to be the obvious choice, and I have seen them on the move in that area. But whenever I walk past, none seem to be there. However, on 2nd March 2011, Ray found WX10JUW tucked at the back of the old shed. This area is normally filled with Toyota Prius cars. The photo was taken with permission, and Ray did a great job despite the gloom.

Photo 3364, by **John Hillman**, added to LTSV on 04/03/2011.

My comments last month prompted John Hillman to send in some pictures of some of the single-deck buses converted for other uses in the late 1970s and early 1980s. First up is mobile shop and information vehicle SPB753, converted from SMS753 in 1978. It was originally painted white with red skirt and roof (as illustrated in the Capital Transport SV book) but by 1981 was repainted into this attractive blue, white and red livery. On the 27th June of that year it was photographed at Finchley Garage open day.

Photo 3365, by **John Hillman**, added to LTSV on 04/03/2011.

As has been described recently, many of the early Leyland Nationals bought by LCBS had a relatively short service life before being sold or converted for other uses. The early examples were 11.3m long models (coded LN, LNB and LNC) while the bulk of the fleet was made up of 10.3m versions (SNB and SNC). LN7 was selected for conversion into a mobile shop and information vehicle, primarily for use during the Green Line golden jubilee celebrations of 1980. Its first outing was to Battersea Park on the 6th of April, where John took this photo.

Photo 3366, by **Glyn Matthews**, added to LTSV on 04/03/2011.

Ensignbus acquired this Vauxhall Vivaro van in February 2011 and soon had it repainted from plain white into this smart blue and silver livery. It was photographed at Purfleet garage early on the 26th of that month, the gloom allowing the numerous lights to be shown in action. These were already on the vehicle when it was acquired and it is believed it was previously owned by a security contractor.

Photo 3367, by **Malcolm Conway**, added to LTSV on 04/03/2011.

The various vehicles operated to support the Barclays TfL Cycle Hire scheme could be considered to be LTSVs, especially as they have fleetnumbers and a familiar-ish white/blue livery. Shown here near Mansion House Station on 17th February 2011 is van number N08. This is a Nissan NV200, a type that has not featured in any of the other SV fleets. Rather than towing cycle trailers, these vans seem to be engaged in dealing with faults on the bicycle docking stations and pay-points.

Photo 3368, by **Colin Lloyd**, added to LTSV on 04/03/2011.

Running the TfL Cycle Hire scheme involves a number of vehicles with bicycle carrying trailers. These move bikes around to try and balance supply with demand. Vehicles used have included Ford Focus cars and Alke electric trucks. At least in the area where I work (Southwark), the Alke trucks have been rare for the past few months, a further batch of Ford cars being the most commonly seen. The new cars are Mondeos like number M04, seen speeding past Bishopsgate Police Station on 6th February 2011. Note that the car is running on a spare wheel, and that the trailer is a hired one rather than one of the custom built examples seen in the photo linked above.

Photo 3369, by **Kim Rennie**, added to LTSV on 27/03/2011.

A lovely shot of Iveco EuroCargo 2585l resting outside Victoria Station in the early hours of 24th March 2011. This is (so far) the only lorry in the fleet to carry London Underground branding.

Photo 3370, by **Keith Grimes**, added to LTSV on 27/03/2011.

This Ford has given me some trouble. I have twice in the past reported its withdrawal, and I've been proved wrong twice! Visitors to the recent open weekend at the Acton Museum Depot might have noticed it parked at the top end of the yard. Comparison with previous photographs will show that it has recently had a repaint into a slightly darker shade of blue, losing its fleetnumbers in the process. It has also had some modifications. Changes to the underslung boxes are evident here, while the lifting panel that used to form the nearside of the bodywork was visible elsewhere in the museum (still in light blue). We will have to wait and see what the nearside looks like now. The vehicle beyond was also interesting. I assumed it was Citroen Relay AY58GDY without its bodywork. However, I was also to be proved wrong on that (see photo 3385)! Photographed on 13th March 2011.

Photo 3371, by **Alanna Young**, added to LTSV on 27/03/2011.

The London Transport Museum's van is often parked near the entrance to the museum during open days, as seen here on Sunday 13th March 2011. I am using Editor's prerogative here as I did receive a couple of better photos of the same subject. However, this one was taken by my 3 year old daughter, who was sitting on my shoulders at the time! As mentioned recently, the museum has used a string of anonymous vans over recent years. It is a shame they could not be given 'heritage' livery or markings.

Photo 3372, by **Colin Lloyd**, added to LTSV on 27/03/2011.

Coverage of the service vehicle fleet is better than ever these days, thanks to the numerous contributors to this site. However, a few vehicles remain elusive. For example, this Ford Transit Connect van seen leaving Lillie Bridge depot on 4th March 2011 was new in October 2006 but this was the first picture of it that I have seen. Given that it was by then over four years old, replacement is likely soon.

Photo 3373, by **Colin Lloyd**, added to LTSV on 27/03/2011.

The 16 Honda Civic cars leased for London Buses in 2007 are due for replacement later this year, most likely by Toyota Priuses. Photographed at Waltham Cross Bus Station on 19th February 2011, 6302H is normally based at Stratford. However it is usually hidden away in the 'Office Village' to the south of the Broadway rather than parking in the bus station.

Photo 3374, by **Malcolm Conway**, added to LTSV on 27/03/2011.

Malcolm paid a visit to Bollo Lane on 4th March 2011 hoping to be the first to photograph a service vehicle with an '11' registration. He was not successful in that respect, but he did capture this rather rare vehicle. 6391F is one of just two Transit box vans in the main fleet (the other being Metronet/Underground 6685F - see photo 2690). 6391F is believed to be one of the many service vehicles that are normally tucked out of sight within Stratford Market Depot.

Photo 3375, by **Ray Monk**, added to LTSV on 27/03/2011.

Volkswagen Transporter van 6826VW of the LBSL Bus Infrastructure fleet is normally kept at Orpington Station. However, on 9th March 2011 it was found parked outside the TfL garage at Chancel Street, Southwark. Note the orange lights built into the grille. These are presumably required as the rear-mounted light-bar would barely be visible from in front. The large glass building in the background is the Palestra, home to various TfL offices.

Photo 3376, by **Ray Monk**, added to LTSV on 27/03/2011.

Stratford Bus Station is home to several LBSL Bus Infrastructure vans, as well as the IRUs of the Network Operations division. 6827VW was one of several that arrived towards the end of 2009, and has been seen here (and nowhere else) on many occasions since. However, it usually parks against the back fence, making photography difficult. On 13th March 2011 it was positioned on one of the islands for a change.

Photo 3377, by **Ray Monk**, added to LTSV on 27/03/2011.

Where have you been?! A batch of 8 Volkswagen Transporter vans numbered 6897-6904VW was delivered for LBSL in summer 2010 and most were seen and photographed quite quickly. 6899VW was notably absent, although we could guess its registration from those of 6898VW and 6900VW. It eventually turned up at Finsbury Park, where it was photographed on 11th March 2011. 6898VW was latterly based here and it could be that the two have swapped allocations. If so, the question is now 'where is 6898VW'?

Photo 3378, by **Ray Monk**, added to LTSV on 27/03/2011.

Hammersmith Bus Station does not have any vehicles regularly allocated, but visitors from the LBSL fleet are fairly common. More unusual is to see an Underground vehicle there. On 21st March 2011, Ray found Ford Mondeo 6906F parked in the stub road in the corner. This vehicle, which habitually carries a ladder on its roof-rack, was new in July 2009 and has an unusually high fleetnumber for its age (all other 69xx vehicles are 10 reg or newer).

Photo 3379, by **Colin Smith**, added to LTSV on 27/03/2011.

Ford Transit Connect vans have become rarer in the leased fleet recently. We are only aware of two being delivered in 2010, 6956F and 6978F. The latter was photographed parked near Acton Town Station on 11th March 2011. It is a higher-roof version with a rack.

Photo 3380, by **Paul Snelling**, added to LTSV on 27/03/2011.

Roving Hybrid IRUs part1. 6985F is one of two Ford Transit vans with Ashwoods hybrid conversions delivered in late 2010 for use as Incident Response Units by London Buses. Normally based at Kingston, it was paying a visit to Uxbridge Bus Station when photographed on 8th February 2011.

Photo 3381, by **Ray Monk**, added to LTSV on 27/03/2011.

Roving Hybrid IRUs part2. 6986F is the other Ford/Ashwoods IRU, and is normally based at Sycamore House in Thornton Heath. During March 2011 it was loaned to Eltham, apparently to cover for some of the Mercedes Sprinter IRUs being away for servicing. It was photographed in the bus station on the 15th of that month.

Photo 3382, by **Ray Monk**, added to LTSV on 27/03/2011.

Delivery of a new batch of London Buses Incident Response Unit vans commenced in February 2011 but is a protracted process. One of the first to arrive was 6997M, active initially in central London but then moving to Eitham by March. It was photographed in the bus station on March 5th.

Photo 3383, by **Ray Monk**, added to LTSV on 27/03/2011.

A double scoop (and bonus LTSV points) for Ray with this photo that shows both the first 7xxx service vehicle, and the first to carry an 11 registration. Mercedes-Benz Sprinter van 7004M was first licensed on 4th March 2011, and it was photographed at Kingston Cromwell Road Bus Station 6 days later. It did appear that this batch of vans was going to be given incorrect fleetnumbers in the 67xx range but somebody must have noticed this and fixed them.

Photo 3384, by **Colin Lloyd**, added to LTSV on 27/03/2011.

The Toyota Prius cars new in 2006 for use by TfL Streets are now in the process of being replaced with newer versions, but a couple remain active. RE56LDA was photographed near Victoria Station on 28th January 2011.

Photo 3385, by **Damon Cross**, added to LTSV on 27/03/2011.

Damon visited the Museum Depot at Acton on 15th March 2011, a couple of days after the recent open weekend. Since that event, Ford Transit 5494F had been moved, allowing a clearer view of the un-bodied blue Citroen. As mentioned, I had assumed this was AY58GDX (see photo 2992) but the chassis had no rear numberplate. In fact there was very little behind the cab! The large aerodynamic fairing suggests that it was (or will be) fitted with a large profile body, similar to the two other exhibition units.



Photo 3386, by **Damon Cross**, added to LTSV on 27/03/2011.

A look at the front of the body-less blue Citroën at the Museum Depot proves that it is not AY58GDY. Aside from having a different style of front end, it has a number-plate in the windscreen, showing it to be AY07EZF. We shall have to wait and see what this vehicle appears as once it gains a body (and a rear axle). For now it remains very unique as the only two-wheeled Citroën service vehicle!



Photo 3387, by **Ray Monk**, added to LTSV on 27/03/2011.

Ray tracked down another of the slightly mysterious 'TAXI - PRIVATE HIRE' Toyota Prius cars at Wembley Park Station on 12th March 2011. The car park on this side of the station is normally home only to the LUL Incident Response car, most recently Ford Galaxy 6552F (see photo 2688). It may or may not be significant that the latter was not present on this occasion....



Photo 3388, by **Ray Monk**, added to LTSV on 27/03/2011.

The TfL Streets operation received at least six Toyota Priuses in early 2011, mainly to replace similar cars new in 2006. These are often parked in the front part of the base at Chancel Street, Southwark, as seen here on 12th March 2011. Also visible are one of the older Priuses (at the back, with an orange light-bar), one of the four Mitsubishi i-MiEV 'electric bug' cars, and the mobile generator that has recently been installed here. The latter is thought to be in connection with charging the electric cars.



Photo 3389, by **Ray Monk**, added to LTSV on 27/03/2011.

More of the latest Toyota Prius cars photographed at Chancel Street, this time on 5th March 2011. This particular batch is divided between TfL Streets (who have KV60KTE, KTG and KTJ) and the Private Hire operation (with KV60KTD, KTF and KTK).



Photo 3390, by **Glyn Matthews**, added to LTSV on 27/03/2011.

Ensignbus acquired Volvo FH12 recovery truck M3MJS in March 2011. It is intended to replace Scania UJF182, whose registration and smart appearance disguise the fact of it being over 20 years old. The newer Volvo will no doubt be repainted (and perhaps re-registered) before use but it was photographed in 'as received' condition, at Purfleet Garage on 16th March 2011.



Photo 3391, by **Colin Lloyd**, added to LTSV on 27/03/2011.

Ford Transit V172FPX has been the engineers van at Fulwell Garage for the past 8 years. It started out as a London United vehicle, was then rebranded as a Transdev one, and is about to become a London United one again! When photographed near the garage on 9th March 2011, the recently removed Transdev markings were still apparent. The black nearside wing looks a bit odd but the offside was identical! A small fleetnumber (2172) is carried above the filler cap.



Photo 3392, by **Glyn Matthews**, added to LTSV on 27/03/2011.

This Peugeot 406 car joined the Arriva Southern Counties fleet in 2010, being allocated to Grays garage and given the fleetnumber CF17. Prior to that, it had been number 1372 in the Arriva Shires fleet, based at Milton Keynes. On 16th March 2011 it was photographed at Lakeside Bus Station. Although licensed as 'blue' it looks more silver.



Photo 3393, by **London Spotter**, added to LTSV on 27/03/2011.

Renault Kangoo OE04JWP had been in the Travel London / Abellio fleet for over three years but has never been seen until now. Curiously, it was listed by the company as being a car, and was given a fleetnumber in the crew ferry series (8977). However, it is clearly a van assigned to engineering duties. It was eventually found at Hayes Garage on 8th March 2011.



Photo 3394, by **London Spotter**, added to LTSV on 27/03/2011.

This photo taken at Edmonton Garage on 14th March 2011 shows the two most common service vehicle types in the Arriva London fleet. On the left is Vauxhall Combo van VU04UCZ, part of the engineering support fleet as evidenced by the light bar and lack of bonnet fleetnumber. This example has recently gained a non-standard yellow stripe. On the right is Vauxhall Corsa car YS08GPJ with bonnet number 108.



Photo 3395, by **Colin Lloyd**, added to LTSV on 27/03/2011.

The Arriva London Tour operation based at Wandsworth now has two Ford Transit Connect vans lettered as Emergency Support Vehicles. Acquired second hand in about 2009, the two are almost identical. NL05MVR was captured passing Parliament Square on 18th January 2011.



Photo 3396, by **Colin Lloyd**, added to LTSV on 27/03/2011.

Ford Fiesta van NG56HNF is one of numerous small vans acquired by Abellio to replace former Travel London support vehicles. It acts as a crew ferry vehicle from the Byfleet garage, and it was photographed at Staines Bus Station on 9th March 2011.



Photo 3397, by **Ray Monk**, added to LTSV on 27/03/2011.

Go-Ahead London has nine Vauxhall Corsa vans registered in the GV57xxx series. Among these, GV57YCJ is unique in having company logos and a light-bar. It is a route controller's vehicle based at Camberwell Garage, where it was photographed on 5th March 2011.



Photo 3398, by **London Spotter**, added to LTSV on 27/03/2011.

More Arriva London SVs photographed at Edmonton Garage on 14th March 2011. Nearest the camera is Vauxhall Corsa LN58UVS. This has always been based here, but has recently lost its bonnet number (116). Alongside is slightly older Corsa YP08YOK with bonnet number 94, new to Barking but transferred to Edmonton during 2010.



Photo 3399, by **Ray Monk**, added to LTSV on 27/03/2011.

First London appears to have standardised on the Volkswagen Crafter van in recent months, with at least five being delivered to join one new in 2008. The latest addition is VN10NRE, seen leaving Willesden Junction Garage on 12th March 2011. Similar VO59XSD has also been at WJ recently (the two are sometimes parked side by side), while they may also have a new VW Transporter van (VK57ZCL) as well. This newish garage is one of several where a large part of the parking area is given over to staff cars.



Photo 3400, by **Malcolm Conway**, added to LTSV on 27/03/2011.

T315LHK is a four-axle DAF XF95 recovery truck operated by On-time. It was photographed near Fulwell Garage on 9th March 2011. Note the twin winches.



Photo 3401, by **London Spotter**, added to LTSV on 27/03/2011.

A few of the recovery trucks in the Sovereign fleet have been given names, usually with military connections. Volvo FH GN06CNZ is 'Vulcan' and carries graphics of the famous delta-winged bomber. It was parked outside the Abellio Garage at Hayes on 8th March 2011.

Photo 3402, by **James Mair**, added to LTSV on 02/04/2011.

Sixteen Bedford HA vans were acquired at the beginning of 1977 and numbered 2002B to 2017B. They were given registrations OUC2R to OUC17R, all of which would be worth a bit now (OUC1R was carried by equally mundane Ford Escort van 2001F). The HA vans were assigned to various departments, 2007B being one of a pair for the Signal Engineers. It was withdrawn in 1982 after over five years service, and was photographed at an unknown location some time later. It remained licensed until 1988.

Photo 3403, by **Julian Bowden-Green**, added to LTSV on 02/04/2011.

Several of the Bedford HA vans new in 1977 were assigned to the Publicity Officer. 2009B was one and was officially allocated to Walthamstow. On 31st May 1977, it was photographed at the other bus garage associated with service vehicles (and publicity vehicles in particular), Stockwell. Although it is sometimes hard to tell on monochrome photos, most of this batch of vans appear not to have had London Transport lettering applied, although all had the departmental titles.

Photo 3404, by **Julian Bowden-Green Collection**, added to LTSV on 02/04/2011.

Bedford HA van 2013B was assigned to the Plant Engineer and was photographed at Lillie Bridge Depot parked alongside Leyland Titan Breakdown Tender 1276LD (see photo 2130). The date is unknown but is probably soon after the van was delivered in January 1977.

Photo 3405, by **Julian Bowden-Green**, added to LTSV on 02/04/2011.

2015B was a Bedford HA van new in January 1977 and assigned to the Distribution Services Manager. It spent time at various locations including Parsons Green, Manor House and Hounslow Garage. On 12th May 1977 it was photographed parked on Wandsworth Road.



Photo 3406, by **Julian Bowden-Green**, added to LTSV on 02/04/2011.

Seen passing the distinctive exterior of Stockwell Bus Garage on 31st May 1977, 2016B was a Bedford HA van that had been new earlier that year. Although several of the batch were assigned to the Publicity Officer, 2016B and 2017B were used by the Commercial Advertising Officer. Note the circular mirrors mounted mid-way along the wings. This feature was to be the only significant change on the batches that followed.



Photo 3407, by **Julian Bowden-Green Collection**, added to LTSV on 02/04/2011.

Ford Transit van 2021F was new in January 1977 and assigned the following month to Barking Bus Garage. It was photographed still looking new at a location that I have been unable to identify. The canteen building on the left suggests it is a bus stand or terminus. The van is a fairly typical Mk1 Transit, with the sliding door option normally specified by LT.

Comment by *Kim Rennie* on 09/04/2011: That's Chingford station and the garage behind can still be seen on Bing Maps bird's eye view. The wooden LT canteen/and inspector's office (?) has given way to a brick, pitched roof, drivers' accommodation (no doubt offering minimum facilities!).



Photo 3408, by **Julian Bowden-Green Collection**, added to LTSV on 02/04/2011.

Here's another picture where I have neither the date nor the location. Ford D0607 Dropside Tilt lorry 2031F looks fairly new so it was probably taken around 1977. At that time, 2031F was allocated to West Ham Garage.



Photo 3409, by **Julian Bowden-Green Collection**, added to LTSV on 02/04/2011.

Apart from the 'Agent Smith' character in the passenger seat, the most notable thing about this service vehicle is not particularly apparent! New in April 1977, Bedford HA van 2036B was one of a pair delivered in a distinctly non-standard light blue livery. Both were allocated to the Works and Building Manager at Grays Inn Road, near where this photograph was taken that month. Note that the mirrors are still round but now elongated. Further Bedford HAs were delivered in blue livery (apparently due to Bedford not having any red ones in stock) in 1978 (2120B - see photo 190) and 1980 (2228B to 2234B).

Photo 3410, by **Julian Bowden-Green**, added to LTSV on 02/04/2011.

Amongst the shortest-lived service vehicles were the large batches of 'radio cars' used by bus inspectors, these being replaced generally every two years. Five batches of Ford Escort estate cars saw use during the 1970s, 2058F being one of 22 new in 1977. The illuminated roof roundels were carried over from the previous batch and were thus considerably older than the cars themselves. 2058F was allocated to Victoria Garage and was photographed at the nearby bus station on 28th February 1978. Note the duplicated mirrors, and the lack of buses.

Photo 3411, by **Julian Bowden-Green**, added to LTSV on 02/04/2011.

Between 1974 and 1982, almost every LT service vehicle had a registration number that related to its fleetnumber. Most of the exceptions were related to vehicles acquired second-hand, one of which was 2062F. This Ford A0609 van was taken on hire in July 1977 before being acquired two months later. It was then joined by three similar vans (2086F to 2088F) towards the end of the year. On 19th June 1978 it was photographed leaving Chiswick Works.

Photo 3412, by **Julian Bowden-Green**, added to LTSV on 02/04/2011.

This anonymous dark blue Ford Transit minibus is in fact 2063F, one of a pair of FS-class buses transferred into the service vehicle fleet in 1977 for use carrying visitors to the London Transport management training centre at Flagstaff House, Weybridge. This was a very rare example of former buses becoming service vehicles with little or no physical modification. Indeed the vehicles still retained their front blind apertures and running number plate holders. 2063F was withdrawn at the start of 1979 and sold to Ensign in the summer. Flagstaff House remained in use until at least 1989, being served by smaller Transit minibuses. At least one (3646F - see photo 674) was given dedicated lettering for the role.

Photo 3413, by **Julian Bowden-Green**, added to LTSV on 02/04/2011.

More Bedford HAs were delivered towards the end of 1977 with a batch of 13 red vans being numbered 2065B and 2067B to 2078B. As with the earlier batch, these were split across several departments, 2071B being assigned to the Electrical Engineer (Mains). It was photographed parked on Wandsworth Road on 18th May 1978. Note that the mirrors are now squared and mounted on the doors rather than the wings. The positioning of the fleetnumbers on the doors rather than in front of them is slightly unusual.

Photo 3414, by **James Mair**, added to LTSV on 02/04/2011.

2086F was one of three Ford A0609 vans delivered in 1977 following the hire of similar TVT834R (which became 2062F). New in grey, it was repainted red in 1982 following conversion into an emergency communications vehicle. In this role it replaced Ford Thames Trader 1282F and was based at Neasden Depot. This rare photograph shows it actually in use, although the date and details are not known. It might have been the same incident at Euston that saw 3409F and 3210B in attendance. 2086F was withdrawn in late 1991 following replacement by 2488M.

Photo 3415, by **James Mair**, added to LTSV on 02/04/2011.

Whilst Ford A0609 2086F had an extended life due to its conversion into a communications vehicle, the other two of the 1977 batch only lasted until 1983 and 1984 respectively. This colour picture of 2087F towards the end of its life is therefore rather rare. The unusual cab door lettering (with London Transport below the department titling, and the fleetnumber at the bottom) was carried from new, but the roundel in the windscreen was a later addition.

Photo 3416, by **Julian Bowden-Green**, added to LTSV on 02/04/2011.

Ford Escort saloon cars were far rarer in the numbered fleet than the estate versions. Some were used by the Training School Manager for initial evaluation and training of bus driver recruits (before they were let loose on anything bigger). One of these was 2092F, new in June 1978 and photographed that month on Bollo Lane. The driver appears to be indicating to make the turn into the back entrance to Chiswick Works, while the greenhouses in the background are on the site now occupied by the Acton Works staff car park.

Comment by *Ray* on 02/04/2011: The rear of the railway signal would indicate the NLL so the car would have passed the rear of Chiswick by then. Also the shot of 2062F, taken the same month, show buildings where the staff car park is 'shown' in this shot.

Comment by *Thomas Young* on 03/04/2011: The signal is actually on the South Acton to Kew East line (freight only) which runs beside the (now) staff car park. The entrance to Chiswick (and the buildings seen in the other pic) is just off frame to the left.

Comment by *Ray* on 03/04/2011: You may be right and I initially thought likewise but due to the NLL running at an (obvious) angle (whereas the freight line is straighter) the reverse of the signal would only be seen from the road if on the curve from the NLL signal box and, as I assumed, facing south. Looking at this again it could be the signal is in fact facing the opposite direction and protecting the level crossing thus being on the freight line. In which case a trick of the light (which I must stop drinking)

Comment by *1260F* on 03/04/2011: I too believe the original caption to be correct. The signal is definitely on the up Kew line from Kew East Jn to Bollo Lane Jn and protects Bollo Lane (Kew Line) CCTV level crossing. The waste land between the entrance to Chiswick Works and the Kew line was once an Express Dairy depot. I remember when there was a signal box and footbridge at each of the level crossings, which then had wheel operated gates.

Photo 3417, by **Ivor Norman**, added to LTSV on 08/04/2011.

A batch of nine Volkswagen Transporter vans was leased for the Bus Passenger Infrastructure unit in spring 1993, being joined by a further seven in 1994. All carried V suffixes to their fleetnumbers, Vauxhall vehicles continuing the use of the B (for Bedford) suffix. 4312V was photographed at Stratford on 30th September 1993. The location appears to be a parking area on the opposite side of Great Eastern Road from the old bus station (which would be off frame in the left background?). The taxi in the background could well be East London SUU616R, as such vehicles were also known to park here - see photo 3417.

Photo 3418, by **Colin Lloyd**, added to LTSV on 08/04/2011.

Bus Passenger Infrastructure unit Volkswagen Transporter van 4313V was photographed at Liverpool Street Bus Station on 28th May 1994. This batch of vans lasted until 1997, many gaining London Transport Buses lettering later on.

Photo 3419, by **Colin Lloyd**, added to LTSV on 08/04/2011.

Volkswagen Transporter van 4317V was allocated to Kingston for most of its four year life. It was photographed passing the site of the old bus station on 22nd September 1994. Note the roundel on the light-bar, and also the spot-lights fitted to all of these vans. This view is largely unchanged today, although C&A is now Wilkinsons, and the Westlink Titans on the 131 are long gone.

Photo 3420, by **James Mair**, added to LTSV on 08/04/2011.

LTA (London Transport Advertising) was sold to TDI Ltd in 1994, although the operation continued to use the existing fleet of CDS-leased vehicles. Ford Transit van 4341F was photographed at Queensbury Circle, showing its new livery. The cab door lettering states that the van is working on behalf of London Transport Buses, while that on the back shows that the Jamestown Road offices were still in use. New in October 1993, 4341F completed a standard three-year life.



Photo 3421, by **Kim Rennie**, added to LTSV on 08/04/2011.

Another of the former LTA vans to be operated by TDI was high-roof Mk4 Ford Transit van 4345F. It is believed that the vans were returned to CDS at the end of their lease periods, which in this van's case was in October 1996. This would account for 4345F being seen at Acton Works, where it was photographed parked on the stub-road, sporting a rather nasty scrape on the offside.



Photo 3422, by **James Mair**, added to LTSV on 08/04/2011.

L/HFU registrations were carried by 29 Ford vans added to the leased fleet in late 1993. Many were allocated to London Transport Advertising, and thus passed to TDI when that operation was sold in August 1994. Ford Escort van 4348F was returned off-lease in October 1996, but appears to have been retained by TDI, either re-leased or bought. It was photographed parked in Burnt Oak in February 2001, still with its CDS fleetnumbers.



Photo 3423, by **James Mair**, added to LTSV on 08/04/2011.

TDI Ltd was renamed Viacom Outdoor in July 2001, by which time most of the vehicles inherited from CDS in 1994 had been returned off lease. One that remained was Ford Escort van 4348F, photographed at the same location in Burnt Oak as before, still showing its fleetnumbers!



Photo 3424, by **Colin Lloyd**, added to LTSV on 08/04/2011.

Yet another L/HFU van, this time a London Underground liveried Ford Transit. Photographed stuck in traffic outside Westminster Abbey on a damp and gloomy 23rd February 1994, 4350F had been new the previous September. It carried lettering for Signal & Electrical Contractors, and served for nearly six years. Grey Green liveried buses feature in two of the photos added today, this example being on their flagship route 24.



Photo 3425, by **Colin Lloyd**, added to LTSV on 08/04/2011.

The departmental lettering carried by many London Underground service vehicles was a tradition started by London Transport, and it often provided useful information about vehicle's functions. For example, this Ford Escort estate car is lettered for the Infrastructure Manager, Victoria Line. It was photographed (appropriately) at Tottenham Hale Station on 13th October 1993.

Comment by *Thomas Young* on 16/04/2011: This is a Mk Vb (5b) Ford Escort. I wonder if I should include the version numbers in the database!!



Photo 3426, by **Colin Lloyd**, added to LTSV on 08/04/2011.

Standard Mk4 Ford Transit van 4374F was photographed on Buckingham Palace Road at Victoria on 14th March 1996. The location, along with the 'Support services' lettering, suggests it was one of the vans used for internal mail deliveries.



Photo 3427, by **Ivor Norman**, added to LTSV on 08/04/2011.

4377F was a long-wheelbase Ford Transit van new in January 1994. I don't have any information about its use or allocation, and it appears to be unlettered apart from the fleetnumbers. It does seem slightly odd to find a London Underground liveried vehicle at Lewisham however. It was photographed parked by the old bus station on 25th July 1994. And where the heck is 'Northend Road, Thames Road'? Neither are on route 21 as far as I can tell.

Comment by *Ray* on 07/04/2011: Northend Road, Thames Road is (still) a short turn on the 89



Photo 3428, by **Colin Lloyd**, added to LTSV on 08/04/2011.

Vauxhall Astra 4380B was a one-off in several respects. It was the only red Vauxhall Astra saloon to feature in the numbered fleet (alongside dozens of estate cars and vans). Correcting the information in the caption of the previous photograph of it (photo 280), it appears to have been delivered in 1994 with this curious arrangement of roof beacon, roundel, and side boards bearing the Centrecomm Road Team lettering and arrow logo. The fleetnumber was carried on the nearside only. It lost the boards and gained London Transport Buses lettering on the doors by 1995, then later lost the roof rack, beacon and roundel. The only other vehicle known to carry the Centrecomm name was similar but un-numbered K89HWF (see photo 232). The name has more recently appeared on Sovereign tow truck GM03TOW (see photo 2548). Photographed rounding Parliament Square on 4th October 1994.

Photo 3429, by **Colin Lloyd**, added to LTSV on 08/04/2011.

In February 1994, seven additional Volkswagen Transporter vans were delivered for the Bus Passenger Infrastructure (BPI) unit. 4383V was allocated to north London and was found parked at Waltham Cross Bus Station on 26th March 1994. Later generations of 'bus station vans' alternated between VW Transporters and Ford Transits (with a few Vauxhall Movanos for variety), until settling on Mercedes Sprinters from 2005. LBSL still uses VW Transporters for infrastructure duties however. The building in the background looks very similar to that in the photo of 2021F published last week (see photo 3407). It could however be a standard LT pre-fabricated design.

Photo 3430, by **James Mair**, added to LTSV on 08/04/2011.

Volkswagen Transport van 4387V was new in February 1994 and lasted for four years, spending some of this time at Harrow. Delivered with Bus Passenger Infrastructure lettering, this was later changed to London Transport Buses, Operating Services, as seen in this photo taken at Harrow Bus Station.

Photo 3431, by **Ivor Norman**, added to LTSV on 08/04/2011.

4388V was the highest numbered of the February 1994 batch of VW Transporter vans for London Buses. It was photographed at West Croydon Bus Station on 31st March 1995, by which time it had been given the later version of the lettering.

Photo 3432, by **Colin Lloyd**, added to LTSV on 08/04/2011.

4389F was the first Ford Mondeo to become a service vehicle, and was also to be the only one used by London Buses. Delivered in April 1994, it wore white livery with red-backed roundels. It is not clear from this photo whether the 'London Transport Buses' lettering featured. On 13th November 1997 the car was seen crossing Buckingham Palace Road outside Victoria Coach Station.



Photo 3433, by **Colin Lloyd**, added to LTSV on 08/04/2011.

Long-wheelbase Mk4 Ford Transit van 4400F was new in May 1994 and was assigned to the Jubilee Line extension project. Note that it lacked the bodyside brandings. Photographed at Parliament Square on 7th June 1994.



Photo 3434, by **Colin Lloyd**, added to LTSV on 08/04/2011.

4424F was another long-wheelbase Mk4 Ford Transit van, new in July 1994 and lasting for almost exactly 6 years. The cabside lettering reads 'London Underground Limited Signal, electrical & communication services'. When new, the titling had been 'Signal & electrical contractors'. Photographed on Victoria Street on 3rd June 1998.



Photo 3435, by **Colin Lloyd**, added to LTSV on 08/04/2011.

Starting in about 1993, London Underground began leasing numerous Ford Transit dropside trucks, usually specified with crew-cabs. 4430F was a Mk4 Transit new in August 1994, with a crew-cab and also a tail-lift. Note that on the Mk4, the crew-cab section lacked windows and an offside door. 4430F was photographed at Parliament Square on 19th April 1995.



Photo 3436, by **Colin Lloyd**, added to LTSV on 08/04/2011.

The Mk5 Ford Transit, with its 'smiley' grille, was introduced in 1994. One of the first to join the leased fleet was 4435F, photographed parked at Victoria Coach Station on 22nd May 1995. It was lettered for Distribution Services, and was most likely one of the mail vans, making deliveries to the LTB offices here. Note the damage to the offside indicator.



Photo 3437, by **James Mair**, added to LTSV on 08/04/2011.

James seemed to find lots of service vehicles parked on residential roads around London. This is Bolton Road in Harrow, with Ford Escort estate car 4450F. Note that, unlike similar 4353F (see photo 3425), this example has black door handles and white bumpers and rubbing strip.



Photo 3438, by **Colin Lloyd**, added to LTSV on 08/04/2011.

The smallest vehicles in the leased fleet in recent years have been Ford Fiesta vans. The model was quite popular between 1985 and 1995, with 52 examples being obtained. However, it seems to have then fallen out of favour, with no more arriving until just three came between 2005 and 2007. 4453F was new in September 1994 and lasted for just under three years. On 13th December 1994 it was photographed passing Parliament Square.



Photo 3439, by **James Mair**, added to LTSV on 08/04/2011.

Although some of the letters are missing, Ford Transit Mk4 minibus 4457F was allocated to the LUL Track contractors. It was photographed parked amongst autumn leaves outside Canons Park Station. Note that the Grey Green bus in the background has additional Arriva logos. These first appeared in October 1997. As 4457F was withdrawn in summer 1999, this picture must have been taken in either late 1997 or 1998.



Photo 3440, by **Colin Lloyd**, added to LTSV on 08/04/2011.

This slightly grubby Mk5 Ford Transit minibus photographed at Stratford Bus Station on 23rd January 1999 clearly has a CDS-style fleetnumber on the nearside, and indeed it had started out as 4458F. However, in February 1998 it was sold to First Capital. Little else is known!

Photo 3441, by **James Mair**, added to LTSV on 08/04/2011.

High-roof Mk5 Ford Transit van 4497F was one of a small number to carry the Emergency Response Unit variation of standard livery. As well as the red/blue chevrons on the front, these featured 'Emergency' lettering (repeated on the front dome) in place of the normal 'Support/Engineering Services'. The location is of course Bollo Lane at Acton.

Photo 3442, by **James Mair**, added to LTSV on 08/04/2011.

Ford Fiesta van 4499F was new in April 1995, but was destined to be the last of the model added to the central fleet for almost exactly ten years. Along with sister vehicle 4500F (delivered a few days earlier), the pair was allocated to the Metropolitan Line. 4499F was photographed at Rickmansworth Station. Note that the tyre pressure lettering includes both bar and PSI.

Photo 3443, by **Colin Lloyd**, added to LTSV on 08/04/2011.

On the Mk5 Ford Transit, crew-cabs were available with additional side windows, although they still had a second door on the nearside only. 4532F was new in September 1995 and lasted very nearly six years. It was however looking a bit worn when seen passing Victoria Station on 26th June 2000.

Photo 3444, by **James Mair**, added to LTSV on 08/04/2011.

The restyling of the Ford Escort van in 1990 resulted in a stepped roofline, requiring some ingenuity when it came to fitting roof racks. 4549F, photographed parked in residential Perivale, had three bars, the frontmost having longer legs. This compares with the more lightweight arrangement on earlier 4086F (see photo 896). The van was allocated to Power supply engineering, a service that was later outsourced to Seaboard.



Photo 3445, by **Colin Lloyd**, added to LTSV on 08/04/2011.

Having standardised on Volkswagen Transporter vans in 1993, London Transport Buses started taking Ford Transit vans in 1996. Among these was 4556F, photographed at Victoria Bus Station on 18th July that year. Note the additional radio antenna, and the 06 sticker in the windscreen.



Photo 3446, by **James Mair**, added to LTSV on 08/04/2011.

Ford Escort estate 4594F was reportedly used by London Underground in standard white/blue livery. However, it was photographed on an unknown date in plain white. The location is Osborne Road, just off Bollo Lane at Acton (Smallbills Garage is visible in the background). The Ford Escort underwent a further restyling in 1994/1995, with the elliptical grille now forming the gap between the bonnet and the bumper (rather than being wholly part of the bonnet).

Comment by *Thomas Young* on 16/04/2011: This is a Mk VI Ford Escort.



Photo 3447, by **Dave Smith**, added to LTSV on 11/05/2011.

Dave Smith recently sent me these pictures after he had discovered that a Land Rover he owned in the 1980s was once operated by London Transport. 1369LR was new in 1964, painted grey, and was listed as a personnel carrier. It had obviously had some changes made by the time Dave acquired it, including a repaint and the addition of a roll-bar and roof beacon. As a personnel carrier the vehicle presumably had a canvas top fitted originally, although being short-wheelbase it could hardly carry that many people. It was sold-on in the late 1980s but remained licensed until 2007.



Photo 3448, by **Colin Lloyd**, added to LTSV on 11/05/2011.

I haven't published an ERU photo for a while, so here is a nice shot of 2593 rounding the Imax at Waterloo on 25th March 2011. The application of allocation plates to these vehicles appears to be rather intermittent, perhaps because they are moved around on a semi-regular basis. Comparison to earlier photos shows that the 'look-down' mirror on the front has been replaced with a new design.

Photo 3449, by **Damon Cross**, added to LTSV on 11/05/2011.

The parking area at the rear of the Museum Depot in Acton is neatly marked out with spaces for the various vehicles operated by the museum. On 12th April 2011 five were present. From the left they are Citroen Relay exhibition unit AY58GD, Dennis Dart 'Learning Bus' X667LLX (formerly Metroline DLM150), Citroen Relay exhibition unit AY07EYZ, the box trailer, and Ford Transit exhibition unit 5494F. Changes to the bodywork on 5494F have been mentioned recently (see photo 3370) and this view confirms that the lift-up panel on the nearside (as seen in photo 815) has been replaced with conventional doors and a roll-out awning box. The identity of the trailer remains a mystery, although comparison of various photographs leads me to believe it is the same one as shown in photos 170, 2510 and 2602. If so then it has been extensively modified with new doors on the side and rear. It could be that this is T49, which does apparently remain in stock.

Comment by *Thomas Young* on 05/09/2011: Trailer is confirmed to be T49

Photo 3450, by **Kim Rennie**, added to LTSV on 11/05/2011.

Starting in late 2009, the new London Underground lettering was applied to most vehicles in the erstwhile Metronet fleet, although vehicles due for replacement (ie anything older than '07 reg) were left out. It was surprising therefore to see the branding appear on Ford Transit dropside truck 6055F. This does appear to have had its lease extended somewhat, and was still in use in April 2011 when Kim found it parked at Hearne House near Acton Town. As such it is the only Mk6 Ford Transit to carry the red stripe livery, and the oldest vehicle with the new logos apart from Iveco lorry 25851 (see photo 2961).

Photo 3451, by **Malcolm Conway**, added to LTSV on 11/05/2011.

The 16 Honda Civic hybrid cars used by London Buses are due for replacement in summer 2011, having clocked up almost four years and dozens of miles of service. Well probably rather more than that but I don't actually recall ever seeing one move! A fairly typical sight is this line-up of three cars at Eltham Bus Station on 28th March 2011. 6309H is to the fore, with 6300H and 6310H behind. All three retain their light-bars (some Hondas at other locations had theirs removed), while 6310H has lost its bonnet roundel. Replacement is likely to be with Toyota Prius cars.

Comment by *Derek Everson* on 23/07/2011: They are used all the time. Lights were not removed they were stolen.

Photo 3452, by **Colin Lloyd**, added to LTSV on 11/05/2011.

Ford Transit Connect van 6432F was perfectly captured as it turned outside Victoria Coach Station on 3rd May 2011. This is an example of the long-wheelbase, high-roof variant, and was new to Metronet in February 2008.



Photo 3453, by **Kim Rennie**, added to LTSV on 11/05/2011.

Between 2007 and 2009 fifteen Ford Transit 'Staff Welfare Facility' vans were delivered to Tube Lines. 6446F was one of two such vehicles parked near Bow Road station on 8th May 2011. The other vans visible in this view are both Balfour Beatty. This company uses a similar livery to London Underground but with a lighter shade of blue.



Photo 3454, by **Ray Monk**, added to LTSV on 11/05/2011.

6516F is the London Underground Pumps and Drainage RRV (Rapid Response Vehicle), based at Griffith House. It is unique in the fleet in having a custom-built body with roller-shutter doors. It was photographed near its home on 28th April 2011.



Photo 3455, by **Derek Everson**, added to LTSV on 11/05/2011.

Where have you been hiding? We know this Renault Kangoo joined the leased fleet in July 2008, but it was not seen by anyone until Derek found it parked at the Acton Museum Depot (note the buffer stops of the miniature railway on the left) on 19th April 2011.

Comment by *rtwbus* on 16/07/2011: Not owned by LTM, just parked there.



Photo 3456, by **Colin Lloyd**, added to LTSV on 11/05/2011.

6683F is a Ford Transit Connect van in London Underground livery. Often to be seen near Griffith House at night, it was caught crossing Waterloo bridge on the afternoon of 25th March 2011.

Photo 3457, by **Kim Rennie**, added to LTSV on 11/05/2011.

Almost unique is Ford Transit box van 6685F. New in 2009 with Metronet logos, it gained London Underground markings (and a red stripe) by early 2010. The vehicle is based at Hearne House (nestled between Ealing Common Depot and the Acton Museum Depot) where it was photographed in April 2011. The body on this long-wheelbase chassis is noticeably longer than that on similar but medium-wheelbase 6391F (see photo 3374).

Photo 3458, by **Kim Rennie**, added to LTSV on 11/05/2011.

Latterly used by (and lettered for) the TfL Safety and Policing Team (see photo 2813), the two Volkswagen Transporter minibuses new in 2009 were reassigned to other duties by spring 2011. In the process they lost their lettering and light-bars, the rear chevrons being the only clue to their former role. 6725VW was among several service vehicles parked near Bow Road station on 8th May 2011.

Photo 3459, by **Ray Monk**, added to LTSV on 11/05/2011.

Although only marked with temporary-looking labels on the doors, this Vauxhall Astra van is officially number 6793V in the leased fleet. New in 2009, it was not seen until 8th April 2011, when Ray found it paying a visit to Eltham Bus Station. The role and allocation of this vehicle remains unknown. Note the low-profile light-bar and the lack of wheeltrims.

Photo 3460, by **Graham Brown**, added to LTSV on 11/05/2011.

The London Buses Technical Services Group appears to have moved from Chingford to the former East Thames Buses garage at Mandela Way in early 2011. Their Ford Transit hoist truck 6794F has been seen there a couple of times (photographed on 3rd May 2011), as has Ford Transit van 6322F. Some of the LBSL Passenger Data fleet are also scheduled to move from Victoria to this location.



Photo 3461, by **Ray Monk**, added to LTSV on 11/05/2011.

Ray was lucky to find the doors at Griffith House open when he passed on 28th April 2011. Parked inside were Ford Transit van 6813F in the new LUL livery and Peugeot Partner van 6750 in all white with Tube Lines logos.



Photo 3462, by **Kim Rennie**, added to LTSV on 11/05/2011.

From 2002 onwards a small proportion of the leased fleet wore a silver livery instead of the normal white and blue, for reasons that are still not clear. However, since the introduction of the new London Underground identity in late 2009, no more silver vehicles have been delivered. The London Underground logos have been applied to most of the remaining silver vehicles, including Ford Transit van 6845F, photographed at Hearne House (Acton Town) in April 2011.



Photo 3463, by **Ian Jordan**, added to LTSV on 11/05/2011.

Fleetnumber 6853F is one of two Ford Transit minibuses new for the London Buses Passenger Data team in March 2010. It was photographed at Southgate Station on 25th March 2011. Note the local fleetnumber applied to the bumper using stickers. Because two '10' registered minibuses were received, these are known internally by the last two digits of their central fleetnumbers (52 and 53).



Photo 3464, by **Malcolm Conway**, added to LTSV on 11/05/2011.

After a gap of almost 49 years (since the disposal of AEC Monarchs 100N and 101N in 1961), the N suffix returned to use in 2010 on this Nissan Navara pick-up truck. It appears to be based at Hainault, a depot that often seems to have unusual or one-off vehicles assigned to it (including broadly similar Toyota Hilux 6467T - see photo 2971). Malcolm found the Nissan parked in Woodford Green on 6th May 2011. Although it has the red stripe and carries fleetnumbers it is also unusual for not having the London Underground lettering.

Photo 3465, by **Graham Smith**, added to LTSV on 11/05/2011.

6975F is a mid-height, medium-wheelbase Ford Transit crew van used by London Underground. It was photographed parked near Barking Station on 26th March 2011.

Photo 3466, by **Ray Monk**, added to LTSV on 11/05/2011.

Sycamore House is on the main London Road just north of Thornton Heath Pond, and presumably took its name from the trees that still stand on its forecourt (or from the adjacent Sycamore Way). On 6th April 2011 Ray found two of the latest batch of London Buses Incident Response Unit vans parked outside. Nearest the camera was 6999M with 7006M on the left.

Photo 3467, by **Colin Lloyd**, added to LTSV on 11/05/2011.

Some time ago I asked site visitors for predictions of what sort of vehicle the fleetnumber 7000 would appear on. Suggestions included a VW Caddy, a Seddon tanker (!) and a Sell Dongfeng Lotus Van Truck (!?!), but in the end it emerged on one of a large batch of LBSL IRU vans new in spring 2011. 7000M was photographed at Victoria on 3rd May 2011.

Photo 3468, by **Ray Monk**, added to LTSV on 11/05/2011.

With three of the original batch of Incident Response Units allocated to Stratford, it was no surprise that several of the 2011 batch were sent there. Number 7003M was photographed on 14th April 2011, parked in front of an Interserve 'Special Events Services' van. This company has taken over some functions formerly performed by the police, including the placing of traffic cones.



Photo 3469, by **Graham Brown**, added to LTSV on 11/05/2011.

A fine portrait of newly-delivered Incident Response Unit 7007M, parked at Harrow Bus Station on 5th April 2011. The 2011 batch can be distinguished from the 2008 and 2009 vans by being lettered for 'Bus Operations' rather than 'Network Operations'.



Photo 3470, by **Ray Monk**, added to LTSV on 11/05/2011.

All central fleet service vehicles are delivered to Acton Works before being assigned to operational locations. On 20th April 2011 new Mercedes Sprinter van 7008M left the works in company with older 6605M, but they stopped at the tea shack on Bollo Lane for a while. 6605M has been at Uxbridge and Kingston in recent months, so the new van could be destined for one of these two locations.



Photo 3471, by **Colin Lloyd**, added to LTSV on 11/05/2011.

Photographed at Victoria very early on the 3rd May 2011, 7010M is another of the 2011 batch of Mercedes-Benz Sprinter vans leased for use as Incident Response Units by London Buses. Delivery of the batch started in February and is a protracted affair, possibly because of the need to transfer equipment and fittings from the replaced vans.



Photo 3472, by **Colin Lloyd**, added to LTSV on 11/05/2011.

Mercedes-Benz Sprinter van 7013M was first licensed on the 15th of April 2011. It was delivered to Acton 3 days later, and then to Stratford Bus Station 2 days after that. A week later (27th April) it was photographed on duty in central Romford.



Photo 3473, by **Colin Lloyd**, added to LTSV on 11/05/2011.

The 2011 batch of IRU vans is expected to total 27 vehicles, acting as direct replacements for the 26 similar vans leased in 2008. As of early May, 19 had been reported (6996M to 7014M inclusive). Adjoining fleetnumbers 6993 to 6995 and 7015 to 7019 remain free and would take the batch up to 27. Colin managed to photograph 4 of the new vans passing through Victoria on 3rd May, including 7014M.



Photo 3474, by **Kevin Bullions**, added to LTSV on 11/05/2011.

Nobody could argue that the current service vehicle fleet lacks variety, yet new types and makes are still being added. A surprise was the arrival at Lillie Bridge Depot on 9th May 2011 of four Smart ForTwo diesel cars. They carried full London Underground livery and fleetnumbers 7066SM to 7069SM. The SM suffix has never been used before. The vehicles are evidently to be based here as they have their own outlined parking spaces, rather smaller than usual, although their role is not yet known. Regular visitors may recall that London Buses trialed a couple of Smart cars in 2006 (one red and one black - see photos 1370 and 1459), and that TfL used one for CCTV Enforcement between 2005 and 2008 (see photo 1379).



Photo 3475, by **Colin Lloyd**, added to LTSV on 11/05/2011.

The four Mitsubishi i-MiEV electric cars delivered to TfL Streets in mid-2010 are still somewhat elusive, although we are now fairly certain that they are based at Chancel Street. WX10JYW was caught passing through Victoria on 21st March 2011.



Photo 3476, by **Ray Monk**, added to LTSV on 11/05/2011.

The Dartford Garage of Arriva Kent Thameside has acquired at least 11 former London taxis over the past year or so, all for use as crew ferry vehicles. This appears to be rather more than would be required, so it could be that not all were in use at the same time. The age and condition of some of the examples would suggest that fairly rapid replacement might be necessary! First noted at Eltham Bus Station on 16th April 2011, M511WMC is typical of the most recent additions in being anonymous.



Photo 3477, by **Ray Monk**, added to LTSV on 11/05/2011.

Another anonymous Arriva taxi at Eltham, this time on 1st May 2011. P527RYT has been allocated fleetnumber CF22.



Photo 3478, by **Ray Monk**, added to LTSV on 11/05/2011.

This is the bus stand at the side of Golders Green Bus Station, on 8th April 2011, with an anonymous silver Vauxhall Zafira estate car parked up. Ray recognised this as being one of the Arriva the Shires crew ferry vehicles, but not one of the Garston-based ones that are usually seen here. Until recently, BK03ODY was allocated to Harlow. The Arriva operation there was rebranded under the TGM name in August 2010 and perhaps this car was transferred to Garston then.



Photo 3479, by **Ray Monk**, added to LTSV on 11/05/2011.

RJ03ERK is a high-roof, medium-wheelbase Ford Transit van, assigned number 8906 in the Travel London fleet (now renamed Abellio) and based at Beddington. It was photographed at the garage on 6th April 2011, trying to hide behind a Dennis Trident bus. Unless there is something on the front or offside, no company lettering is carried.



Photo 3480, by **Glyn Matthews**, added to LTSV on 11/05/2011.

A collection of Ensignbus service vehicles photographed in the Purfleet yard on 17th March 2011. Nearest the camera is unmarked Volkswagen Caddy van OE53VFR.



Photo 3481, by **Colin Lloyd**, added to LTSV on 11/05/2011.

Service vehicles of operators in the 'country' area are rarely featured on this site, mainly because there don't seem to be many of them. Uno (formerly Universitybus) has a few cars used for crew ferry duties. Their Ford Focus hatchback PL04CUA was seen passing St Albans City Station on 22nd April 2011. Note the small fleetname on the driver's door.



Photo 3482, by **Graham Smith**, added to LTSV on 11/05/2011.

FH54LSL was a Vauxhall Vivaro van based at the First London garage at Alperton for engineering support duties. It was photographed at Golders Green Bus Station on 20th April 2010, attending to an Enviro 200 bus.



Photo 3483, by **Ray Monk**, added to LTSV on 11/05/2011.

Wearing a livery variation that I don't think has been shown before, NX05ORN is a Vauxhall Combo van assigned fleetnumber 1154 in the Arriva the Shires fleet. Although based at Luton, it was photographed on 16th April 2011 at Willesden Junction Station. There was a railway replacement bus service in operation that day which presumably made use of some Luton-based buses.



Photo 3484, by **Ray Monk**, added to LTSV on 11/05/2011.

Several service vehicles added to the Transdev London fleet over the past few months were operated in anonymous white livery, including this Vauxhall Corsa van seen parked in its dedicated slot outside Hounslow Bus Garage on 4th April 2011. The operation was rebranded as London United from March onwards so presumably new logos will eventually be applied to these vehicles.

Photo 3485, by **Ian Jordan**, added to LTSV on 11/05/2011.

Looking at this picture has taught me something new about Ford Transits! Seen rounding the Elephant and Castle on 21st March 2011, EA60TGZ is a medium-wheelbase Mk7 van operated by London Central from Peckham Garage. It had replaced equally anonymous short-wheelbase Mk6 ET05GXG (see photo 3226) a few months earlier. Comparison of the two photographs will show that the difference in length is barely discernible. However, the position of the gutter rail (to which roof-racks are attached) does vary. It turns out that all short-wheelbase vans have the rail immediately above the doors, while medium-wheelbase vans have it further up (near the top on mid-height vans like this one, half-way up on high-roof examples).

Photo 3486, by **Ray Monk**, added to LTSV on 11/05/2011.

LTSV relies on (and is very grateful for) the support of a handful of devoted followers! As an example, I got an e-mail saying that there might be a new van at the First Berkshire garage in Slough. I passed this info on to Ray in case he had plans to explore that area soon. He didn't, but he made the long trip the very next day (4th April 2011), and came back with this, the first 11-reg bus company SV photo. VO11DLE is a long-wheelbase, mid-height Ford Transit van, in anonymous red but with the same yellow side stripes as seen on recent deliveries to First London.

Photo 3487, by **Ray Monk**, added to LTSV on 11/05/2011.

Ray also caught the second 11-reg bus company SV to be reported! This rather sporty-looking Ford Focus hatchback was photographed at Eltham Bus Station on 6th May 2011. Based at Bromley Garage, it has Stagecoach names on the front and sides, and also legal lettering. The car probably has an allocated fleetnumber in the Stagecoach national series (9xxxx for support vehicles).

Comment by Ray on 12/05/2011: Thanks to the controller for closing the doors!

Photo 3488, by **Glyn Matthews**, added to LTSV on 11/05/2011.

Sovereign Recovery has (at least) three 10-registered recovery trucks, each from a different manufacturer. Second photos of all three have been added today. EU10DHL is a DAF XF 105, photographed on 12th April 2011 in Brentwood, co-incidentally the same location as the previous photo (see photo 3231). Once again there is a London connection with the bus, this one being Imperial Buses Dennis Dart S520KFL, originally DMS20 in the Metroline fleet.

Photo 3489, by **Malcolm Glover**, added to LTSV on 11/05/2011.

GF10XSB is a Volvo FH480 recovery truck in the Sovereign fleet. On 4th May 2011 it was attending Turnpike Lane Bus Station to collect a dead Arriva London Dennis Dart (ADL67). A suspended rear tow was required, chains being attached inside the engine compartment. It therefore had to be towed with the bonnet open.

Photo 3490, by **Ray Monk**, added to LTSV on 11/05/2011.

Sovereign Recovery Mercedes Actros GK10VTL was photographed outside the Mercedes dealership in Beddington on 6th April 2011. Note the minibus on the right in CT Plus (Hackney Community Transport) livery.

Photo 3491, by **Colin Lloyd**, added to LTSV on 11/05/2011.

Sovereign Recovery bought three VW Transporter vans in 2010, having previously used mainly Ford Transits. They are often to be seen around London, attending to breakdowns where a full recovery vehicle is not required. On 3rd May 2011, Colin caught LM10OYG passing near Victoria Station.

Photo 3492, by **Graham Scrivener**, added to LTSV on 17/06/2011.

3078B was one of a large batch of Bedford CF2 vans with MHY/Y registrations that were new in 1982. Most were assigned to the publicity department, but 3078B went elsewhere. The new image editing software I am using doesn't seem to be able to sharpen and clean-up old photos as well as the previous one, and the lettering on the cab door is not quite legible. The top line appears to read London Regional Transport (which I have not seen on a service vehicle before), while the second line may be General Manager (Buses). There is also an Abbey District sticker on the bonnet. My records show 3078B as being allocated to Victoria, while it was photographed inside Chalk Farm garage on 19th April 1985.

Photo 3493, by **Graham Scrivener**, added to LTSV on 17/06/2011.

3201F was a 3-door Ford Escort saloon car, new in July 1984 (on my 13th birthday to be precise!), although curiously it was first registered two months earlier. It was photographed parked outside Baker Street Station on 25th July 1986.

Photo 3494, by **Ray Monk**, added to LTSV on 17/06/2011.

Ray found a couple of Ford Transit vans parked on Bowes Road (near to Arnos Grove station) on 24th May 2011. To the fore was Tube Lines 6218F, new in 2007 and now due for replacement. The van behind was rather more interesting though. In plain white with fleetnumber 6123F, it had external lights on the sides and front. The number 6123F properly belongs to a mid-height Transit van in Underground livery (see photo 2886), but the one here is a high-roof example. Registered LN08ZDS, it was new in 2008 and was originally used by the London Safety Camera Partnership (LSCP). It presumably carried a similar livery to their other vans, such as 6121F (see photo 2583). In fact the number 6123F was probably assigned in error to follow on from LSCP 6120F to 6122F. The LSCP unit appears to have scaled back its operations some time in 2009, but this is the only one of their vehicles to have been reported since.

Photo 3495, by **Graham Smith**, added to LTSV on 17/06/2011.

The initial batch of Incident Response Unit vans have now all left the fleet, being replaced by almost identical vehicles delivered in spring 2011. 6355M, photographed at Liverpool Street Bus Station on 3rd June 2010, was one of many to be sold through British Car Auctions.

Photo 3496, by **London Spotter**, added to LTSV on 17/06/2011.

Renault Kangoos lack confidence, and usually park themselves such that their faces are hidden! Someone should tell them they don't look any better from the back. Tube Lines 6429R was found in the small yard at Borough, Union Street on 28th May 2011. Latterly based at Stratford Market Depot, this may be a transfer. Reports please.

Photo 3497, by **Kim Rennie**, added to LTSV on 17/06/2011.

Kim found a pair of London Underground vans parked on Highlands Road, Northwood, on 9th May 2011, near to a bridge on the Metropolitan Line. Apart from both being the slightly rarer long-wheelbase Ford Transit Connect, the pair is notable for having slightly different liveries. On 6432F in front, the blue skirt is carried up to the rubbing strip, and is consequently continued around the rear. 6486F has a lower skirt (a mini-skirt?) on the sides only.

Photo 3498, by **Ray Monk**, added to LTSV on 17/06/2011.

Ford Transit 6937F is a fairly standard Mk7 long-wheelbase, mid-height crew van, part of a large batch delivered in mid-2010. It was photographed parked outside the traincrew offices at Hainault on 14th May 2011. Number 6937 has also been reported on a Citroen car, which curiously also has YMX in its registration.

Photo 3499, by **Ray Monk**, added to LTSV on 17/06/2011.

The TfL Streets Peugeot Bipper vans are rather elusive. The fourth (of the five) to be shown on this site is 6981P, photographed on the Fulham Road on 19th May 2011. I am now fairly certain that these vans are all based at Chancel Street in Southwark, although they cannot be seen there from the road.

Photo 3500, by **Ray Monk**, added to LTSV on 17/06/2011.

There are a lot of little things we just don't understand about service vehicles. For example, the latest batch of Incident Response Unit vans for London Buses started arriving in February 2011, 6996M to 6998M being the vanguard. Deliveries then continued roughly in fleet number order for the next few months. But in May, 6995M appeared, together with 7017M and 7018M. Numbers 6993 and 6994 may also be on similar vehicles. Anyway, 6995M was photographed at Eltham Bus Station on 15th May 2011, in company with previous batch example 6607M.