



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3f - Photographs 2501 to 3000

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 They may therefore contain incorrect assumptions or superseded information.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 2501 to 3000, originally published between January 2009 and March 2010.

Thomas Young, Abbey Wood, March 2015

Photo 2501, by **Colin Lloyd**, added to LTSV on 18/01/2009.

Vauxhall Combo van 5785V works for Metronet but is fairly elusive, only having been reported twice. On 19th December 2008 Colin found it arriving at (or is it leaving?) Loughton Station. Note the missing wheel trim and the offside cargo door (the nearside had both wheel trims and another door).

Photo 2502, by **Thomas Young**, added to LTSV on 18/01/2009.

Renault Kangoo 6092R is based at Bollo House, Acton Town, and can often be seen from passing trains in the gap between the two main buildings. Although it has already been illustrated on this site, this photo has been included as it shows a curious feature. Just visible on the nearside wing (above the sidelight) is the remains of a fleetnumber, peeled off but readable as being 5864! The offside had no number and it was only from an official fleetlist that we know the real fleetnumber. As regular visitors to this site will know, Kangoos do seem rather prone to having incorrect fleetnumbers applied. The picture was taken at Hatton Cross Station on 11th October 2008.

Photo 2503, by **Thomas Young**, added to LTSV on 18/01/2009.

Parked in the car park at Upminster Station during one of the regular District Line closures (on Saturday 10th January 2009), this Ford Transit crew van is number 6323F and used by Metronet. Judging by the sightings records, the regular driver of this vehicle appears to live in Iltham.

Photo 2504, by **Thomas Young**, added to LTSV on 18/01/2009.

More Kangoos! This picture may look very similar to a recent one by Ray (see photo 2477), but it does show the other 2 of the 4 Kangoos that now seem to be a regular feature of the small Metronet office alongside Barking Station. Taken on 10th January 2009, the gate was closed on this occasion, forcing me to use quite a wide angle. As with Ray's earlier shot, the other 2 vehicles are there but hidden behind the car on the right.

Photo 2505, by **Thomas Young**, added to LTSV on 18/01/2009.

Another Kangoo!! The location for this shot is the impressive looking offices at the back of Baker Street station (on Allsop Place). Present on 3rd January 2009 were Renault Kangoo 6543R and Vauxhall Astra estate 6427V, both of Metronet. The latter vehicle is of note as Vauxhall Astra estates are not particularly common. 6427V/LT57OTP was originally reported as a Vauxhall Astra van with the registration 'to be confirmed'. I could not read the fleetnumber on this occasion, so there is a possibility that there are in fact two vehicles; a van numbered 6427V and an estate registered LT57OTP.

Photo 2506, by **Thomas Young**, added to LTSV on 18/01/2009.

Parked outside Upminster Station on a murky 10th January 2009 was Metronet Ford Transit dropside truck 6561F. This is one of the revised style dropside (as first seen on 6386F - see photo 2313), with a tubular headboard and steps, and a new design of dropside panel. This example also features a crew cab and tail-lift.

Photo 2507, by **Colin Smith**, added to LTSV on 18/01/2009.

A notable arrival in December 2008 was the first small Mercedes truck (as opposed to van) to enter the central fleet since generator 2584M in 2002 (and the first dropside since 1993). Seen in the lorry yard at Acton Works on 3rd December 2008, exactly a week after first being licensed, this Sprinter dropside truck has standard livery and a tail-lift. Not lettered at the time, it was noted shortly afterwards at nearby Frank Pick House carrying the number 6695M. The object on the cab roof appears to be a very small light-bar. Fleet procurement policy is of course a mystery to us but this vehicle could have been obtained to allow comparison with the more common Ford Transit trucks. Or perhaps there was a requirement for a certain length of body. The open section on this vehicle does appear longer than that on any Transit.

Apologies for the quality of this shot, and also to the person who submitted a later view. I selected this one as it shows more of the bodywork.

Photo 2508, by **Thomas Young**, added to LTSV on 18/01/2009.

It is always nice to discover new SV locations, especially when they are ones where any resident vehicles can be clearly seen and photographed! I was rather surprised to find these two vans in a small yard on Union Street near the junction with Borough High Street, barely half a mile from my workplace. It may be a temporary allocation but the same pair have been there for most of the past month. The pair of Ford Transit crew vans are from the JNP signalling department, recognisable by the plain white livery and the tube and gubbins on the roof. Similar vehicles can often be seen at Neasden, Stratford and Finchley.

6436F (LS08BYX) on the left has 'Jubilee Line Signal Dept' lettering below the Tube Lines logo, and solid rear doors. LS07GBU lacks the extra lettering and has windows in the rear doors. It also lacks a fleetnumber, but I would not be surprised if it was allocated number 6341F. Picture was taken on Christmas eve 2008, whilst I was on my way to a very quiet day at work!

Photo 2509, by **Kim Rennie**, added to LTSV on 18/01/2009.

A development in the past year or so has been the delivery of a number of vans for use as Staff Welfare Facilities. The examples seen so far have all been 'Jumbo' Ford Transits, either crew vans (with additional side windows, like 6463F - photo 2302) or plain vans (like 6464F - photo 2384). YS08FSO has side windows on both sides, and seems to be based at Stratford Station, where this picture was taken on 9th December 2008. The most recent examples have been registered in Yorkshire, perhaps due to their conversion work by a firm called Clarks (badge visible on rear), although the earlier ones (see links above) were in more usual Kx series. One other curiosity on these vehicles is that the Tube Lines logos on the cab doors are applied lower down than standard. This vehicle is no doubt allocated a fleetnumber but it unfortunately does not carry it.

Comment by *Thomas Young* on 18/01/2009: Clarks are based in Doncaster (see <http://www.van-conversion.co.uk/home.asp>) so this could indeed be the reason for the Yorkshire regs.

Photo 2510, by **Damon Cross**, added to LTSV on 18/01/2009.

Ah, a small trailer! These have caused me a lot of problems over the years. First there was the confusion over which one CBT64 was (see photos 170 and 1827 for details). Then there are several others which we know nothing about (T49, T50, T63, T69 and T75). The photo here was taken at the back of the Acton Museum Depot on 2nd November 2008 and shows a small trailer in use as an exhibition/training unit by TfL's Safety and Citizenship program. Internally it is fitted out with mock tube station features, similar to Transit 5494F (see photo 813). Whether this is one of the numbered trailers listed above, or something else, is not known.

Comment by *Thomas Young* on 05/09/2011: This is T49, after modification but before repaint.

Photo 2511, by **Ray Monk**, added to LTSV on 18/01/2009.

East Thames Buses has been taking a relatively large number of Mercedes Sprinter minibuses from the associated London Dial-a-Ride fleet recently, mainly for use as crew ferry vehicles. However, a couple have been lettered as Driver Assesment Vehicles, this presumably being modern speak for Trainer! Such vehicles can also be distinguished by having their number prefixes amended from the original D to T instead of E (although as usual, they have difficulty obtaining letters to the same size as the numbers!). Ray found two such vehicles at Bexleyheath on 10th December 2008, with T19 to the fore. The slightly darker shade of red (plus the Dial-a-Ride logo above the windscreen) shows that these have not been repainted for their new role. Similar T197 behind can also be seen in the next photo.

Photo 2512, by **Glyn Matthews**, added to LTSV on 18/01/2009.

Showing off its new applied Driver Assesment Vehicle lettering, Mercedes Sprinter minibuss P851OLL is now T197 in the East Thames Buses fleet, having earlier been D197 in the Dial-a-Ride operation. It was seen at the somewhat unlikely location of Crawley on 22nd December 2008. Let's hope that the 'partial sight' and 'partial hearing' labels in the door window apply to the vehicle's original users and not to trainee bus drivers!

Photo 2513, by **Ray Monk**, added to LTSV on 18/01/2009.

A vehicle that has only recently appeared in London is W161JEU, a Vauxhall Astra van in the Arriva Kent Thameside fleet. Photographed at Eltham Bus Station on 22nd December 2008, this van may be a recent acquisition, or it may have operated elsewhere in the Arriva Southern Counties empire until now. The Vauxhall Vectra car behind is one of a couple that are used by Metrobus staff (as stated on the notice in the windscreen) but, being unlettered, will not be listed on this website.

Comment by *Ray* on 18/01/2009: The Vectra is one of two used by Arriva KT staff rather than Metrobus.

Photo 2514, by **Kim Rennie**, added to LTSV on 18/01/2009.

Since London Buses got rid of their baker's dozen in the mid-2000s, there have not been very many Vauxhall Movano vans used as service vehicles. In the central fleet there is one each with Tube Lines, the LT Museum (see photo 1979) and the LBSL Technical Services Group (photo 1882). Travel London had four used as crew ferries (photo 1281) but these have not been reported for a while. The only other bus company user is Arriva the Shires with three, based at Stevenage, Garston and Harlow. Fleetnumber 1188 is the one at Harlow and it was seen at Epping Station on 15th December 2008, attending to a poorly Volvo B6BLE. It carries the national standard livery of white with a blue sash and quaint 'Looking after our buses' slogan.

Photo 2515, by **Thomas Young**, added to LTSV on 18/01/2009.

I visited North Street Garage (Romford) on 10th January 2009, hoping to track down their engineers van. That was not in at the time, but this Ford Focus estate was, seemingly guarding the pits! HT05FDE was earlier based at Barking and Stratford Garages, and carries an unmarked red livery. Note the Trident bus in the background blinded for school route 608 (Gallows Corner to Shenfield) and the Scania single-decker in training green livery.

Photo 2516, by **Ray Monk**, added to LTSV on 18/01/2009.

This rather rusty-looking Ford Escort van photographed on the mud outside Plumstead Garage on 14th December 2008 is one of a small number of service vehicles to have come back for a second bite. As the Scottish registration might suggest, M938WSN was originally in the Stagecoach fleet, painted red and based at Bow Garage (see photo 998). It was disposed of that same year but resurfaced in late 2008, repainted white and in use by Sovereign Recovery. It may have gone direct to Sovereign (and kept a low profile for a couple of years!), or had an intervening owner. It has therefore had a similar career to former South London L145NMY (see photo 1685). Could it be that these vehicles were 'given' to Sovereign as payment for bus recovery work?!



Photo 2517, by **Richard Davis**, added to LTSV on 18/01/2009.

New contributor Richard Davis sent in this picture taken on 4th January 2009 at the unusual location of the car park of Tescos in Dunstable! The subject matter will be familiar to many of you, N11SOV having been one of the two Volvo recovery trucks on display at the Bow Garage open day in June 2008. There are numerous detail differences between members of the Sovereign Recovery fleet. N11SOV (named Invincible) has chrome mirror covers, a front bumper/step, and an offset registration plate with smaller than standard characters.

Comment by *richard* on 21/06/2009: now with Manchetts of Cambridgeshire



Photo 2518, by **Thomas Young**, added to LTSV on 18/01/2009.

Another Sovereign Recovery Volvo, this time P8SOV (named The Grenadier) on Edgware Road on 3rd January 2009. Note the engineer poking around under the rear wheel of the ailing Metroline Scania. This vehicle is broadly similar to N11SOV (see photo 2517) with detail differences in the livery and front-end fittings. Of note is that the registration P8SOV was earlier carried by a rather different Volvo recovery truck named Churchill (see photo 1540). With a small pool of 'select' registrations, such transfers are likely to take place as the fleet is renewed. Given that the vehicles are often essentially the same, I will not attempt to differentiate them on the database.

Comment by *paul blount* on 28/01/2009: I'm happy to see a photo of my truck in at last. The name the grenadier comes from the grenadier guards as I served 10 years in. this truck works the most of west London down as far as Croydon to Luton over to h/row many thanks Paul



Photo 2519, by **Kim Rennie**, added to LTSV on 25/01/2009.

On a misty 14th January 2009, Emergency Response Unit Atego 2593 was found at Finchley Central Station. Note the allocation plate at the bottom of the door. It is presumed that these are either stickers or magnetic, to allow for the reallocations which (so far at least) seem to be fairly regular. Reports of allocations of any of the other ERU vehicles would be appreciated.

Comment by *Damon* on 07/02/2009: This is curious as this one has never been seen at Camden. 2594 & 2597 were there today and were also seen there just before Christmas so it seems a bit weird that 2593 has slipped in and out in the meantime. I guess we'll never understand the ERU allocations system ..will we?

Comment by *Thomas Young* on 07/02/2009: So, were the Camden pair suitably 'plated'?

Comment by *Damon* on 08/02/2009: Yep. Both plated although 2594 had it higher up on the cab door on the white bit - different!.

Comment by *Kim Rennie* on 08/03/2009: I was talking to one of the ERU Duty Managers in Acton Works last week. Vehicles are no longer allocated to specific bases but are rotated around for maintenance, servicing etc. The 'allocation' stickers allow crews to remove/return equipment to their 'own' lorry if there is more than one team in attendance. The two types of lorry are equipped to handle either p-way or rolling stock incidents, hence the different shutter arrangement. Former ERU body DB6 is still used by the ERU for storage and is standing demounted on its 'legs' in Acton Works at time of writing.

Photo 2520, by **Ray Monk**, added to LTSV on 25/01/2009.

5470F was a standard long-wheelbase in the Tube Lines fleet, notable for having spent the early part of its service life on loan to London Buses. It later worked for Tube Lines itself, and gained a side window on the offside only. Since being returned off lease it has been seen at various locations in south east and east London, easily recognisable by virtue of retaining its blue skirt livery. On 11th January 2009, Ray found it parked at Belvedere.

Photo 2521, by **Thomas Young**, added to LTSV on 25/01/2009.

The yard at Neasden Station can be seen from the platforms but a better view can be had from the footpath that runs along the rear. On 23rd January the residents included the usual Metronet Transit crew vans. Nearest the camera is 5998F, quite a low number for an 07 registered vehicle. Getting down to the minutiae, the ladder that was loaded on its roof rack was marked 'C&E Acton' on one side and 'P&E Acton' on the other! The differences between 5998F and similar but newer 6582F on the left are minimal. Apart from the rear ladder on the latter, there is the colour of the lower hinges of the back doors and the style of registration plates. 5998F has plates marked 'Bank of Scotland', while those on 6582F appear to read 'www.leasedrivevelo.com'. If the supplier of leased vehicles has changed, this could account for the return of London registration series (such as LS) after several years of using provincial ones (mainly starting in K).

Photo 2522, by **Thomas Young**, added to LTSV on 25/01/2009.

Neasden Station yard is usually home to a handful of Metronet vans but, on 23rd January 2009, there were also a pair from Tube Lines. One was smart Ford Tourneo minibus 6249F. Features common to most Tourneos are single-piece rear doors and more stylish wheel trims. The other JNP van was Combo 6411V.

Photo 2523, by **Thomas Young**, added to LTSV on 25/01/2009.

An interesting fleet addition during 2008 was 6552F, a Ford Galaxy car for use as an LUL Incident Response Vehicle at Wembley Park. This role has mainly been performed by Vauxhall Zafiras in recent years. As far as we know, only three other Galaxy cars have carried LUL livery, and the design has changed markedly since the last of these was delivered in 2005. Note the LED light-bar, tinted windows and extended reflective markings on the rear. The positioning of the 'Incident Officer' lettering over the rear wheel is curious. Also, compare this view with photo 2118 of similarly-liveried Ford S-Max 6221F. Photographed on 23rd January 2009.



Photo 2524, by **Thomas Young**, added to LTSV on 25/01/2009.
6582F is a recently delivered Ford Transit long-wheelbase crew van, found at Neasden Station on 23rd January 2009.



Photo 2525, by **Ray Monk**, added to LTSV on 25/01/2009.
Vauxhall Combo van YD02NWE worked from Barking garage when new, only gaining the fleetnumber 29 when it moved up to Tottenham/Lea Valley in 2008. It was photographed parked near Dagenham East station on 10th January 2009, when it appeared to be in use in connection with a rail replacement service. It may at the time have been running from Barking once again but in any case it was withdrawn and offered for sale later that month.



Photo 2526, by **Colin Lloyd**, added to LTSV on 25/01/2009.
Spot the differences 1: TfL Streets Toyota Prius FH56TXG crosses Buckingham Palace Road on the 8th of October 2008.



Photo 2527, by **Colin Lloyd**, added to LTSV on 25/01/2009.
Spot the differences 2: TfL Streets Toyota Prius FL57CJU crosses Buckingham Palace Road on the 8th of October 2008. Answers: Logos on doors, positioning of light bar and badging above side light.

Photo 2528, by **James Mair**, added to LTSV on 25/01/2009.

Recently withdrawn, 2556M was one of a pair of 'mini dust-carts' bought in the late 1990s to work alongside the larger refuse collection vehicles. Based on a Mercedes-Benz 814 chassis, it had equipment by Farid designed to ease the emptying of standard LUL wheelie bins. This shot taken at Northwood Station shows the lifting gear in use and was taken before the LUL lettering was replaced with Tube Lines logos in 2003.

Photo 2529, by **Glyn Matthews**, added to LTSV on 08/02/2009.

This Tube Lines Ford Transit Dropside has been seen before, being based at Frank Pick House (see photo 1627). However, this view was taken on 6th November 2008 at the unlikely location of 'near Stourbridge' in the midlands. Glyn waited in vain for other SVs to appear here (actually he overtook this vehicle then laid in wait for it!)

Photo 2530, by **Colin Lloyd**, added to LTSV on 08/02/2009.

Ford Transit Connect van 6216F is another vehicle that has already been illustrated here, and is one of the internal mail vans in the Tube Lines fleet. This picture taken at Parliament Square on 28th October 2008 is notable for the fact that it was waiting at the traffic lights alongside identical 6217F (although you will have to take my word for this!). Sadly other queuing vehicles precluded a clearer view of the pair.

Photo 2531, by **Kim Rennie**, added to LTSV on 08/02/2009.

The snow that hit London on Monday 2nd February 2009 had a profound impact on transport in the capital, with all bus routes and many train services being suspended for most of the morning. Kim somehow managed to get along to Stratford Bus Station and captured this view of London Buses Incident Response Unit 6352M parked in the bus-free bus station. In the background is similar but even more snowy 6369M.



Photo 2532, by **Colin Lloyd**, added to LTSV on 08/02/2009.

With a jolly driver, this is Mercedes-Benz Sprinter IRU 6363M returning to its normal base at Edgware Bus Station on 22nd November 2008. I thought traffic lights usually had red at the top...



Photo 2533, by **Ray Monk**, added to LTSV on 08/02/2009.

This Metronet Ford Transit dropside truck has been seen on several occasions in the yard at Edgware Road station. The first time it was seen out and about was on 7th February 2009 when Ray found it parked near Mansion House station.



Photo 2534, by **Malcolm Conway**, added to LTSV on 08/02/2009.

LK08LDY was one of four Iveco Stralis lorries bought in mid-2008, but it managed to avoid being photographed until 21st January 2009, when Malcolm caught it turning onto Chiswick High Road at Turnham Green. Two of the lorries are demountables and these have taken over from earlier Ivecos 2554F and 2555F in the role of carrying bodies DB22-24. Curtainsided DB23 is the load in this case.



Photo 2535, by **Damon Cross**, added to LTSV on 08/02/2009.

Transport for London Citroen Relay exhibition unit AY07EYZ was present at the Acton Museum Depot open day on 2nd November 2008. The vehicle is used as part of the Safety and Citizenship program aimed at schoolchildren, and focuses on the use of buses in London. Although a three-axle vehicle, the twin rear wheels are covered on both sides by mock bus wheels when in use.

Photo 2536, by **Colin Lloyd**, added to LTSV on 08/02/2009.

This van has appeared on LTSV twice already, but this view shows some further aspects. New as 5479F in the Metronet fleet, Ford Transit van KJ03DYH was later bought by Travel London for use as an engineering support van, still in LUL white/blue livery. The original fleetnumber has been retained on the nearside only, while the additional side window fitted during its Metronet career can be seen to be on the offside only. Note also the snow on the roof, almost obscuring the light-bar. Taken at Parliament Square on 3rd February 2009.

Comment by **Ray** on 22/05/2009: Fleetnumber on offside also (just)

Photo 2537, by **John Forge**, added to LTSV on 08/02/2009.

This view of Blue Triangle Vauxhall Corsa van GV57YCM was actually taken at the Silvertown base of associated fleet Docklands Buses, on 18th January 2009. Note the small fleetnumber (7) applied towards the rear and the Buses roundel on the back.

Photo 2538, by **Ray Monk**, added to LTSV on 08/02/2009.

This vehicle was found by Ray at Blackfriars Station on 24th January 2009. Although wearing a sort-of white/blue livery and Metronet logos, it is not what we would call a real service vehicle. Owned by SEM (SE Maintenance Ltd), the Volvo FH12 tractor unit and box trailer are used as a mobile staff welfare facility in connection with major works. We don't know exactly what is inside but there is a set of steps set up at the rear doors. The trailer (or one very like it) was stationed at Hornchurch Station for some time recently, during which a TV aerial was visible fitted to the rear.

Comment by **Ray** on 08/02/2009: At Blackfriars again yesterday (7/2/09)

Photo 2539, by **Malcolm Conway**, added to LTSV on 08/02/2009.

Keeping track of the Sovereign Recovery fleet is made tricky by the application of 'select' registrations (mainly in the PxSOV range) and also by the fact that most are broadly identical Volvo units. YN04FYJ is unusual in operating for some time with a 'normal' registration. It was found at Addington Interchange on 21st January 2009 attending to an Arriva London DLA and sporting a typical proliferation of front-mounted lights.



Photo 2540, by **Malcolm Conway**, added to LTSV on 08/02/2009.

A rear view of Sovereign Recovery Volvo YN04FYJ at Addington Interchange on 21st January 2009 shows the scuffing on the underside of the vehicle hoist caused by its proximity to the road surface whilst in use. Note also the raised rear axle.



Photo 2541, by **Ray Monk**, added to LTSV on 08/02/2009.

Another very smart Volvo recovery truck from the Sovereign fleet, GN05CCF was seen at Travel London's Beddington garage on 7th August 2007. This particular unit has higher-sided bodywork than most of the other examples, and was unusually not bearing a select registration at the time. The fact that this registration is not showing as current on the DVLA website suggests that a select plate has since been applied.

Comment by *Thomas Young* on 17/04/2009: A careful study of detail differences would suggest that this truck became N8SOV, as seen at the Bow Garage open day and in photo 2286.



Photo 2542, by **Damon Cross**, added to LTSV on 08/02/2009.

As well as the huge towing lorries, Sovereign Recovery also runs a fleet of vans to attend less serious breakdowns. Damon captured this fine view of their Ford Transit EN56EJV on Vauxhall Bridge Road at Victoria on 7th February 2009. Quite what a 15 bus was doing there is anybody's guess.



Photo 2543, by **Scott Tillbrook**, added to LTSV on 08/02/2009.

Lantern is another company that provides vehicle recovery services for London bus companies. Their DAF XF unit ES04LRS was seen bringing a Metroline VP bus home to Harrow Weald garage on 6th April 2007. Most vehicles of this type seem to have the main light-bar mounted on a forward-raked arch, slightly resembling a backwards spoiler. Extended front bumpers are also common, although this is the first one I have seen with the radiator grille modified to match. It certainly alters the DAF's otherwise boxy cab design. The number (96) on the cabside may be a fleetnumber.

Comment by *richard* on 21/06/2009: now with SRE Rescue Recovery, Surrey

Photo 2544, by **Graham Brown**, added to LTSV on 08/02/2009.

Rather less 'showy' than some recovery vehicles, but sleek and impressive nonetheless, EU06HPA is a DAF CF from the C&S Motor Group. On 14th July 2008 it was in the Strand with an East London Dennis Trident.

Photo 2545, by **Damon Cross**, added to LTSV on 08/02/2009.

DAF CF EU06HPA from the C&S Motor Group has some pretty serious looking lifting gear at the back, supplied (as usual) by Boniface. It also has a curious variation on the 'spoiler' arrangement whose main role appears to be to support the light-bar! Seen on Vauxhall Bridge Road at Victoria on 26th April 2008.

Photo 2546, by **Malcolm Conway**, added to LTSV on 08/02/2009.

C Spearing is one of the 'lesser spotted' bus recovery firms that work in London (last seen in 2006 - see photo 1544), and should not be confused with the C&S group! One of their trucks was seen on 21st January 2009 coming down Chiswick High Road at Gunnersbury with a Transdev Enviro 200 on tow. These buses are based at Hounslow Heath for route 285 so it was presumably being taken somewhere for repairs. The truck is a four axle Scania 164G 580 with Boniface gear and a modest array of front lights. It does however have one of the trucker's favourites in the form of a chrome lady on the radiator grille.

Photo 2547, by **Colin Lloyd**, added to LTSV on 08/02/2009.

The contract to provide a London Buses-liveried recovery truck on standby in central London was recently awarded to Sovereign Recovery. This has meant the departure of Mercedes-Benz SK series L100JMH, the operator of which we never determined. A final view of this truck is provided in this photo taken at Victoria Bus Station on 22nd October 2008.

Photo 2548, by **Damon Cross**, added to LTSV on 08/02/2009.

A new LBSL red tow truck appeared in February 2009, the contract for the provision of this having been awarded to Sovereign Recovery. As well as the livery, the vehicle differs from the bulk of the Sovereign fleet in being based on a Mercedes chassis rather than a Volvo. According to the DVLA website, Actros lorry GM03TOW was built in 2003 and previously carried a silver livery. The new livery differs from that on L100JMH in that it has chevrons rather than squares along the sides, and the lettering now mentions Transport for London and CentreComm as well as London Buses (the CentreComm lettering was last seen on Vauxhall Astra car K89HWF in 1993 - see photo 232). One clue to the Sovereign ownership is the 'Keeping London Moving' slogan on the sun visor. As with its predecessor, the vehicle can usually be found parked on Achilles Way at the south end of Park Lane, as here on 7th February 2009.

Comment by *richard* on 26/02/2009: The silver livery was that of George McPhie of Scotland, the cab was silver and the bodywork in red, the boniface interstater gear was in silver, also veh went into service with Mcphies in late 2004 early 2005.

Photo 2549, by **Mark Penney**, added to LTSV on 08/02/2009.

Back to Blackpool now, although unlike last time (see photo 2474) there is at least a London connection in the picture. Blackpool Transport uses an ERF B series recovery lorry with Brimec lifting gear. It was seen at the garage on 20th October 2008 with a former Blue Triangle, East Lancs-bodied Dennis Trident on tow, the recently acquired bus having expired on delivery. Note the eight headlamps, and also the tram track in the foreground. Mark is involved in the preservation of several former SYT towing buses, details of which can be found on his M3 Preservation Group fotopic site. Fans of recovery vehicles should also take a look at his other fotopic site, Shifty's photos.

Photo 2550, by **Glyn Matthews**, added to LTSV on 08/02/2009.

Arriva London Vauxhall Combo van 87 is based at Croydon Garage and is a regular visitor to Addington Interchange, as here on 21st January 2009.

Photo 2551, by **James Mair**, added to LTSV on 15/03/2009.

Not the greatest of pictures but I have included this for a number of reasons. Firstly, it proved to be invaluable while I was looking into generators recently, demonstrating that even 'duff' pictures can turn out to be worthwhile. Secondly, it is the only photo I have yet seen of Mercedes demountable 2480M. Thirdly, it is the only photo I have to show the Junction Road location at Holloway. Taken sometime in the early 1990s, it shows 4 SVs in the small yard next to the railway. From the left are Mercedes demountable 2478M with a red generator, an unidentified (and anonymous) Vauxhall Astra van from the 3786B to 3797B batch, Mercedes demountable 2480M also with a red generator, and Vauxhall Midi van 4104B. Note the wheelclamp on 2478M and the trailer behind 2480M (possibly CBT46). The generators are thought to still be in use, repainted white and mounted on newer 2562M and 2563M. 2478M was later used as a vehicle transporter.

Photo 2552, by **Ray Monk**, added to LTSV on 15/03/2009.

The three Mercedes Sprinter mobile generators in the Tube Lines fleet are seemingly only used at night and are therefore rarely seen anywhere other than at their base of Lillie Bridge. Ray was lucky to come across 2563M at Acton on 12th February 2009. It parked for a while near the Smallbills garage on Bollo Lane. The generator fitted is thought to have been originally painted red and carried by either 2478M or 2480M.

Photo 2553, by **Kim Rennie**, added to LTSV on 15/03/2009.

Just three types of Honda vehicle have featured in the central fleet. 9 un-numbered ST1100 motorcycles and 15 Civic hybrid cars have been used by London Buses, while Metronet have had 5 CR-V cars, whose appearance suggests a 4-wheel drive off-road capability. The first pair came in March 2006 and were white without fleetnumbers. LD06CTZ is allocated the number 5900H, and is based at Acton Works, where it was photographed on 5th March 2009. Three subsequent CR-Vs came in a silver livery.

Photo 2554, by **Kim Rennie**, added to LTSV on 15/03/2009.

A trio of Metronet Ford Transits in the main yard at Lillie Bridge on 5th March 2009 is headed by single-cabbed dropside 5990F. Interestingly, this vehicle was delivered without a tail-lift, although one was fitted within a few months. The van behind is Jumbo 6205F, while the crew-cab dropside at the back is 6333F.

Photo 2555, by **Thomas Young**, added to LTSV on 15/03/2009.

While the main yard at Lillie Bridge tends to be dominated by Metronet vehicles, the small section including the parking area above the District Line is reserved for Tube Lines. Seen there on 3rd March 2009 was Ford Focus estate 6078F (fleetnumber not carried). This is one of four cars (6076F to 6079F) used by the Transplant workshops at Ruislip. Behind is a more normal resident in the shape of Transit crew van 5967F.



Photo 2556, by **Ray Monk**, added to LTSV on 15/03/2009.

A slightly fuzzy but very interesting picture here, taken at Bugsby's Way, North Greenwich, on 23rd February 2009. Although it may look like a police vehicle, a service vehicle fleetnumber is clearly visible below the side mirror. Tube Lines supplied a number of Vauxhall Vivaro vans to the London Safety Camera Partnership, replacing them with Ford Transits in 2007. The vehicle shown here is 6121F, while 6120F is known to be similar. 6122 is a notable gap in the reported vehicles, and there may be more. The livery, which is similar to that carried by LM55FJD (see photo 1828), features contravision panels to disguise the side windows, while a number of external lights are mounted at high level around the vehicle.



Photo 2557, by **Ray Monk**, added to LTSV on 15/03/2009.

Another view of London Safety Camera Partnership Ford Transit 6121F at North Greenwich on 23rd February 2009. Note the Metropolitan Police lettering, and the large cat-flap in the rear window!



Photo 2558, by **Kim Rennie**, added to LTSV on 15/03/2009.

Metronet's Volkswagen vans continue to be elusive, normally only leaving Acton Works in the dead of night. On 5th March 2009, 6172VW was parked inside the works. Note the additional lettering (below the cab door logo), which reads 'Signal Projects BCV'.



Photo 2559, by **Kim Rennie**, added to LTSV on 15/03/2009.

A line-up of Metronet SVs in Acton Works on 5th March 2009 includes a pair of Ford Focus estates, a VW Transporter van and a Ford Transit dropside. Focus 6192F (nearest) differs from 6086F in having a rear logo, black side strip and different wheeltrims.

Photo 2560, by **John Lloyd-Martin**, added to LTSV on 15/03/2009.

The number of Vauxhall Combo vans in the central fleet increased markedly from about 2007, most being supplied by the dealership on the Edgware Road (since moved). They have proved to be quite elusive vehicles, with some not being seen since delivery, while a look at the batches suggests that some of the remaining unreported vehicles may also be Combos. It could be just that these small vehicles are easy to hide away within the various depots. 6247V was new in June 2007 but then was not seen again until 4th March 2009, when it paid a visit to Neasden Station yard. This example has cargo doors on both sides, resulting in the logos being applied across the joins.

Photo 2561, by **Ray Monk**, added to LTSV on 15/03/2009.

Parked near Tower Hill Station on 8th February 2009, 6291F is a relatively rare Ford Tourneo Connect in silver livery with Metronet logos.

Photo 2562, by **Kim Rennie**, added to LTSV on 15/03/2009.

Two 'lesser spotted' Metronet Ford Transits are seen within Acton Works on 5th March 2009. On the left is mid-height van 6294F with ladder racks, while on the right is high-roof crew van 6239F. The LS07 registration on 6294F is unusual, the only other examples being on four Transit crew vans for the Tube Lines signalling fleet.

Photo 2563, by **John Lloyd-Martin**, added to LTSV on 15/03/2009.

Parked in Finsbury Park (Wells Terrace) Bus Station on 4th March 2009, 6358M is one of the 26 Mercedes Sprinters delivered in early 2008 for use as London Buses Incident Response Units. Note that since delivery (see photo 2151), the side and front roundels have changed from showing 'Buses' to the more normal 'BUSES'.

Photo 2564, by **Thomas Young**, added to LTSV on 15/03/2009.

For most of 2008, the small yard at West Kensington station was home to a number of Ford Rangers (as seen in photo 2178). However, none were present on 3rd March 2009, their place having been taken by no fewer than 6 Vauxhall Combo vans. 6402V is in the centre, with 6130V the nearest on the right. Others identified were 6129V, 6403V and 6404V. Providing some continuity is logoless Ford Transit crew van 6017F on the left.

Photo 2565, by **Thomas Young**, added to LTSV on 15/03/2009.

Caught just as the gates were closing, this view shows Ford Transit crew van 6482F in the yard adjacent to Golders Green Station on 4th March 2009. This is another of the Tube Lines Signals fleet, recognisable by the plain white livery and the tube on the roof. The black strips above the side window appear to be sticky tape! It is likely that this vehicle has replaced long-term resident 5577F (see photo 952).

Photo 2566, by **Kim Rennie**, added to LTSV on 15/03/2009.

Kim was at Acton Works on 5th March 2009 and managed to take a few photos of some of the service vehicles present. One that had not previously been seen was 6502F, a Ford Ranger pick-up with crew-cab and hard-top. This chunky vehicle has blue fleetnumbers and a Metronet logo without the red swoosh. Parked behind is Ford Transit 'Jumbo' crew van 6447F, while in the background can be seen one of the demountable box bodies latterly used by the Emergency Response Unit (believed to be DB6). This has had its lettering painted out and is used as a store. The ERU building is out of shot on the left.

Photo 2567, by **Colin Lloyd**, added to LTSV on 15/03/2009.

This Ford Transit was caught passing Hammersmith Station on 13th February 2009. Apart from the unusual lettering (slightly reminiscent of the Workforce advertising of the 1980s - see photo 438), the most notable feature of this van is that it appears to be a low-roof body on a medium wheelbase chassis, a combination not previously available. The difference between the two lengths is just over a foot, but this is disguised by the fact that the length of the side doors remains in proportion. The best giveaway is the slightly longer gap between the back of the side door and the front of the rear wheelarch. Also notable is that the van was registered in Yorkshire, perhaps by the same company that provided the Staff Welfare conversion Transits (see photo 2509).

Photo 2568, by **John Lloyd-Martin**, added to LTSV on 15/03/2009.

Delivery commenced in February 2009 of a second batch of Incident Response Units for London Buses. Using Mercedes Sprinters identical to the earlier batch, these are thought to be to replace the 20 Mercedes leased in late 2005. This view taken at Uxbridge Bus Station on 4th March 2009 shows new 6605M parked ahead of two of its predecessors; regular resident 5806M and Kingston-based 5808M.

Photo 2569, by **Ray Monk**, added to LTSV on 15/03/2009.

This is the first of three photos that compare the 2009 batch of LBSL Incident Response Units with the 2008 batch. Seen at Sycamore House on 2nd March 2009, new 6608M is parked alongside 6349M and a couple of other vans.

Comment by *Thomas Young* on 21/06/2009: Carries 6608M but should be 6619M!

Photo 2570, by **Damon Cross**, added to LTSV on 15/03/2009.

Another IRU comparison, with newly-delivered 6612M alongside class pioneer 6364M at Turnpike Lane Bus Station on 19th February 2009.

Comment by *Thomas Young* on 21/06/2009: Although lettered as 6612M, WR58VZF is actually 6609M.

Photo 2571, by **Ray Monk**, added to LTSV on 15/03/2009.

2008 delivery 6367M is parked next to 2009 delivery 6617M at Eltham Bus Station on 7th March 2009. The differences between the two batches of IRUs are minimal. Minor differences in the positioning of lettering and front lamps are not consistent, while the yellow dots on the wing mirrors (which all the new batch have) have also been applied to some of the first batch. The only other thing I have spotted is that the new batch all have a square no-smoking sticker in the top right corner of the windscreen!



Photo 2572, by **Ray Monk**, added to LTSV on 15/03/2009.

The first 67xx service vehicle to be reported and photographed was Ford Transit high-roof van 6711F, seen here near Tower Hill on 8th February 2009. Although carrying Tube Lines logo, it was parked among a number of Metronet vehicles involved in work during a possession on the District and Circle lines. It could be that this van is part of the Tube Lines 'hire' fleet. Note the fold-over hazchem plate on the front bumper.

Comment by *Kim Rennie* on 18/03/2009: This has traces of a Metronet logo under the Tube Lines one

Comment by *Thomas Young* on 10/05/2009: I can't explain the change of logo but we do now know that this van works from the Transplant workshop at Ruislip. Transplant is part of JNP, and they supply all the engineering trains. The van was presumably there in connection with this. Similarly allocated 6107F was seen yesterday in the same location and circumstances (ie surrounded by Metronet).



Photo 2573, by **Kim Rennie**, added to LTSV on 15/03/2009.

Seen inside the shed at Lillie Bridge on 5th March 2009, battery loco L25 looks as though it has recently been repainted. Built by Metro-Cammell in 1965, this example retains a full set of side louvres (unlike similar L23 in the background). Note the retracted buffers, drop-head buckeye coupling, and screw-link coupling kept on a hook to the left.

Comment by *Kim Rennie* on 19/03/2009: Isn't the presence/absence of the centre body plain panel dependent on which side you're looking at? Isn't it a hinged flap which is opened to allow the batteries to be removed?

Comment by *Kevin Bullions* on 31/03/2009: The louvered panels are all done one side of all batches of locos, whereas the other side has the plain panels, these plain panels are where the main isolator, circuit breakers and so on are, as this equipment is wall mounted, this is why the panels are plain. If you are looking at the 'D' end of the loco, the plain panels should be down the left hand side as you look at it. Its of note that the picture of 25 that Kim has taken shows one of our recent repaints, and is very much our 'show loco'!!! Note of interest is the window in the middle door above the number, this has been made to withstand impact by having a tougher frame and armoured glass.

Comment by *Thomas Young* on 31/03/2009: Thanks for the updates gents. Locos aren't my strong point! I do have a photo of the interior of a battery loco and I will publish this shortly.



Photo 2574, by **Thomas Young**, added to LTSV on 15/03/2009.

The recent extension of this website to include rail stock will cover wagons as well as locos and units. Seen at Lillie Bridge depot on 3rd March 2009 were a trio of ballast hopper wagons, with HW221 nearest the camera. Twenty-two of these 30ton capacity wagons were built by W H Davis of Shirebrook in 1981. The Gloucester bogies have brake control hand-wheels, while three wheels at each end of the wagons control the discharge chutes between and to either side of the rails. The slab sides of the hoppers originally had London Transport lettering, later replaced by Underground, but they are now plain.



Photo 2575, by **Malcolm Millichip**, added to LTSV on 15/03/2009.

The growing NCP Challenger operation acquired a second-hand Mercedes Vito minibus for crew ferry duties by early 2009. Seen parked at Manor Circus, Richmond, on 20th February is RN52EFU.



Photo 2576, by **Ray Monk**, added to LTSV on 15/03/2009.

Now part of the Go-Ahead group, Docklands Buses use at least three of these Ford Tourneo minibuses for crew ferry duties from their depot in Silvertown. I say 'at least three' because the total anonymity of the vehicles makes them hard to identify. The location (and the HV'd occupants) gives the game away at Stratford Bus Station on 8th March 2009.



Photo 2577, by **John Lloyd-Martin**, added to LTSV on 15/03/2009.

Metrobus re-equipped most of its ancillary fleet in 2008, acquiring 17 Renault Traffics and 4 Ford Transit Connects. Three of the Traffics were high-roof vans for use by the engineering department, including 9102, seen here near East Croydon Station on 4th March 2009. Listed as being based at the Orpington depot (rather than the closer Croydon base), it had been called out to deal with Orpington-based Dennis Dart 260 working on route 367. Note the curious side trim which swoops over the doors and then abruptly stops half-way along the body.



Photo 2578, by **London Spotter**, added to LTSV on 15/03/2009.

Compared to most Sovereign Recovery vehicles, this is a tiddler! Ford Transit Connect van EY58HXU was found parked in Terminus Place, Victoria, on 5th March 2009.

Photo 2579, by **Kim Rennie**, added to LTSV on 05/04/2009.

The main base of the Emergency Response Unit is a large shed almost at the centre of Acton Works, which is notable for having several smaller 'buildings' within it. The one at the far end has a roundel-like sign proclaiming it to be Joe's Cafe! Parked in front are a pair of Mercedes Atego rescue tenders, short-cabbed 2599 to the fore. With ten vehicles in the fleet, four are based at Acton, of which two nominally act as spares. Two other ERUs were parked outside so the ones seen here are presumably the spares. Given that the fleet is fairly frequently rotated to even out usage, I will no longer try to keep track of individual allocations. Photo taken on 31st March 2009.

Photo 2580, by **Kim Rennie**, added to LTSV on 05/04/2009.

Two Emergency Response Unit tenders were parked in the open at Acton Works on 31st March 2009, although interestingly both carried Camden allocation stickers. Short cab 2601 is nearest the camera, with 2592 beyond. The car parked between the pair was Vauxhall Vectra DN07YYK with removable ERU stickers on the doors and roof. The normal ERU car (Vectra estate LR06VZY - see photo 2233) was also present, but was parked in the DSM yard (see photo 2585), perhaps as a result of being repaired or relicensed.

Photo 2581, by **Thomas Young**, added to LTSV on 05/04/2009.

It's farewell to 5793M to 5812M, the batch of 20 Mercedes Sprinter vans leased for London Buses in late 2005. The arrival of a second batch of Incident Response Units in February and March 2009 saw the older vans all returned off lease by the beginning of April. On 4th March, 5804M was parked at Turnpike Lane in company with IRU 6353M and Honda car 6311H.

Photo 2582, by **Kim Rennie**, added to LTSV on 05/04/2009.

Is this the end for Tweedle-Dum and Tweedle-Dee?! These two VW LT minibuses never seem to go anywhere alone. New in spring 2006 they spent a year at Aldgate Bus Station then moved to Victoria Coach Station, with only very occasional sightings elsewhere. On 31st March 2009 they were parked at Acton Works, possible ahead of a return to the lessor. Interestingly a fleet list received the previous day confirmed the long-held suspicion that this pair were officially numbered 6010VW and 6011VW, although the order was the opposite to that expected.

Photo 2583, by **Ray Monk**, added to LTSV on 05/04/2009.

Ray found London Safety Camera Partnership Ford Transit 6121F at North Greenwich again on 27th March 2009, and this time photographed the offside. A recent list revealed that this fleet was larger than originally thought. As well as the expected Transits 6120F to 6122F, number 6123F was allocated to a fourth Transit (although this duplicates the number on a Metronet van), while five Vauxhall Vivaros are also operated (6058V and four un-numbered ones). The two LSCP-liveried box vans (LM55FJD and KJ06JXA) were also discovered to be assigned fleetnumbers.

Photo 2584, by **Kim Rennie**, added to LTSV on 05/04/2009.

Ford Transit dropside 6157F is one of three such vehicles based at Lillie Bridge that have been fitted with light-bars, the others being 6158F and 6159F. The vehicle parked alongside may be of interest. Lillie Bridge has long been home to a variety of un-liveried vehicles, many of which remain in use for several years (see photo 2177 for an example). However, in late 2008/2009 several batches of vehicles were taken into the leased fleet which seemed to have been acquired on a pool basis, being allocated to a variety of users. As such, the vehicles are likely to be unlettered and may not carry fleet livery. Among these vehicles were three Renault Master dropside trucks with crew-cabs and tail-lifts, numbered 6644 to 6646. The vehicle alongside 6157F here is a Renault (see wheelhub) and appears to have both a tail-lift and a crew-cab, so is possibly one of this trio. 5th March 2009.

Photo 2585, by **Kim Rennie**, added to LTSV on 05/04/2009.

Ford Transit van 6271F was used by the London Buses Technical Services Group during the development and implementation of iBus, being based at their offices in Chingford (see photo 1927). Along with several other vans in this role, 6271F had a platform mounted on the roof, onto which cameras or iBus pods could be fitted. In this photo taken at Acton Works on 31st March 2009, a pod is just visible. These streamlined white housings can now be seen on the rooves of most London buses. A fleetlist released the day before did not include 6271F, suggesting that it was at Acton for decommissioning prior to going off-lease. Although this would make it one of the shortest-serving SVs, the iBus project is presumably winding down at present. Other vehicles in the DSM yard included the usual selection of Transits, the ERU Vectra (being covered by another car as mentioned on photo 2580) and one of the elusive Metronet VW Transporter vans. The 4WD pick-up just visible between the TLS Astra van and 6271F is presumably a hired vehicle, although it could be unique Toyota Hilux 6467T!

Comment by *Thomas Young* on 10/05/2009: The 4WD to the left is a Toyota Hilux but it isn't 6467T as that is silver.

Comment by *Ray* on 20/06/2009: Vehicle was at Smallbills, Bollo Lane today. All markings present.

Photo 2586, by **Graham Brown**, added to LTSV on 05/04/2009.

Gotcha! I get sent a lot of photos of LBSL IRUs, probably as a result of their high-visibility livery and the fact that they hang out at bus stations! However, one seemed to elude our photographers, despite being seen many times at Victoria and elsewhere. The duty of completing the photographic record of the first batch therefore fell to Graham Brown, who found straggler 6346M parked on Waterloo Bridge on 19th March 2009. Right, now for the next batch....

Photo 2587, by **Keith Grimes**, added to LTSV on 05/04/2009.

There are more Vauxhall Combo vans in the fleet than we had thought, with many escaping detection by our spies. One that we had found was 6380V, part of a large batch for Tube Lines. On 19th March 2009 it was parked near Oakwood Park.

Photo 2588, by **Ray Monk**, added to LTSV on 05/04/2009.

To replace their four VW Golf estate cars (see photo 1145), the Infrastructure Development ('Stops and shelters') section of London Buses took delivery of four silver cars in late 2007. Two were VW Tourans but it was not until spring 2009 that we were able to confirm the identity of the second of the pair as being 6398VW. This has been seen in the Wembley area but, when seen on 27th March 2009, it had been paying a brief visit to Acton Works. The other Touran is South-East London based 6397VW (see photo 2301).

Photo 2589, by **Kim Rennie**, added to LTSV on 05/04/2009.

The central fleet continues to feature some oddities and one-offs to keep things interesting! Illustrating this is 6408V at Acton Works on 31st March 2009. This is a long-wheelbase Vauxhall Movano van in standard livery with Tube Lines logos. Movanos used to be common with LBSL (see photo 297) but, with the recent departure of 6026V from the Technical Services Group, 6408V and the LT Museum's anonymous 5911V are the only examples left. Having said that, recent deliveries have included some of the virtually identical Renault Master model (see photo 2597).

Photo 2590, by **Kim Rennie**, added to LTSV on 05/04/2009.

If it wasn't for the lone Vauxhall Combo, this could be used as an advert by Ford! The Metronet yard in Acton Works was photographed on 31st March 2009 containing a line up of 9 service vehicles. I have provided a database link for Jumbo crew van 6447F on the far right but, for the record, the other vans are (from right to left): Combo 6455V, Transits 6047F, 6560F, 6448F, one unidentifiable, 6323F, silver Transit 6533F and silver Connect 6501F). Note how the newer deliveries appear more white! I think there has been a change to the paint specification and this is not just down to cleanliness.

Comment by *Thomas Young* on 05/08/2009: While looking up something else I discovered that the most recent Transits (Mk7s) are 'Frozen White' instead of 'Diamond White'! It seems this is a whiter shade of white....

Photo 2591, by **Thomas Young**, added to LTSV on 05/04/2009.

Having glimpsed this unusual vehicle parked inside Griffith House on several occasions, I was happy to chance across it at White City station on 27th March 2009. 6516F is a Ford Transit chassis cab fitted with a 'fire engine' type body. Embarrassingly, this is the best shot I managed of the front!

Photo 2592, by **Thomas Young**, added to LTSV on 05/04/2009.

Another shot of Ford Transit 6516F at White City Station on 27th March 2009 shows the unusual body fitted. As the label on the rear shows, this was built by JDC (John Dennis Conversions), the same firm that did some work on the Mercedes Atego ERU tenders. The lettering on the side stripe reads 'Rapid Response Vehicle' and the vehicle is used by the Metronet P&D Operations Manager based at Griffith House. P is pumps, anyone know what the D stands for? Rather stupidly I forgot to note the ID of the Ford Galaxy car that parked itself in front, although it would appear to be an unlettered example.

Comment by *Kim Rennie* on 06/04/2009: Metronet "Pumps & Drainage" I believe

Photo 2593, by **Kim Rennie**, added to LTSV on 05/04/2009.

It is amazing what you pick out if you look at a picture long enough! What I have just noticed here is that the arrangement of the J, N and P coloured (ie silver, black and blue) segments of the Tube Lines logos is different on these two vans, the one on the front van being the more normal. Anyway, these are two more of the recent phenomenon of 'Staff Welfare Facilities' vans. An official fleetlist confirms our suspicions of what these are by recording 6517F as being fitted with 4 toilets! 6517F (nearest the camera) was converted by Clarks (hence the Yorkshire registration) but appears to have push-up roof vents as opposed to the 'spinners' seen on similar 6525F. 6464F has a more normal Kx registration. The pair were photographed at Acton Works on 31st March 2009.

Photo 2594, by **Ray Monk**, added to LTSV on 05/04/2009.

Thanks go to Ray for drawing my attention to one further difference between the 1st and 2nd batches of Incident Response Units (photo 2571 refers). As this rear shot of 6607M at Eltham Bus Station on 11th March 2009 shows, the new batch have external lights mounted low on the rear doors. There are also slight differences in the design of the rear step. Compare this photo to photo 2258 of earlier 6364M. Also visible are two of the resident Honda Civic cars and a Douglund cleaning contractors vans.

Comment by **Ray** on 03/02/2012: There are slight differences within the 58-reg batch. 6607M has, for example, hazard lights fitted within the grille whereas 6606M has them fitted below

Photo 2595, by **Paul Snelling**, added to LTSV on 05/04/2009.

Paul did a good job of photographing Ford Transit Connect van 6682F parked tight against the fence at Finchley Central Station on 20th March 2009. Running without operator logos, this van is part of the DSM fleet and may therefore only be on loan to the Northern Line Track Manager (who is responsible for the vehicles based here).

Photo 2596, by **Kim Rennie**, added to LTSV on 05/04/2009.

On delivery to Acton, new cars and vans are often parked on what we refer to as the stub road. This sloping area between the tube tracks and the Distribution Services offices used to be the road leading onto a bridge into Chiswick works. The bridge was demolished many years and the road is now marked out on one side as an additional parking area. On 31st March 2009, both sides of the 'road' were in use, with a batch of Peugeot Partner vans having recently arrived. All were white with blue fleetnumbers and minor lettering (tyre pressures and fuel capacities). 6750 nearest the camera additionally carried Tube Lines logos. The vans were not included on a fleetlist obtained the day before so it remains to be seen to what use they are put. Also visible here is a Ford Transit van that appears to be a former police vehicle.

Photo 2597, by **Kim Rennie**, added to LTSV on 05/04/2009.

Parked close to the familiar girder 'bridge' within Acton Works on 31st March 2009 was Renault Master van 6761. Part of a batch of five such vehicles, they mark a change in policy both in terms of the supplier and in being 'pool' vehicles. Although carrying Tube Lines logos, the vans could presumably be loaned to Metronet or any other operator with a short-term requirement. Note that the blue skirt is not (yet?) carried, and that the fleetnumber suffix has been dropped. In the background is former M1020, an MCW Metrobus that was latterly used as an exhibition unit in association with the police. I notice that I have not previously published any photos of this vehicle. I will dig one out for the next update.

Photo 2598, by **Kim Rennie**, added to LTSV on 05/04/2009.

The fleetnumbers just keep getting higher! Recently delivered to Acton Works where it was photographed on 31st March 2009, 6776F is a Ford Transit dropside truck with the new style bodywork. It was awaiting application of operator logos and delivery to the user.

Photo 2599, by **Kim Rennie**, added to LTSV on 05/04/2009.

As of today, the highest reported service vehicle fleetnumber is 6786, carried by this smart looking Ford Ranger. It was parked on the sloping stub road at Acton Works on 31st March 2009 having only just been delivered. The vehicle appears to have a blue skirt but also has a red bonnet and a light-bar, suggesting it might be destined for the ERU fleet. Note the way the fuel filler cap cuts across the exaggerated wheelarches. Parked behind was one of several new Peugeot Partner vans.

Comment by *Kim Rennie* on 05/04/2009: This can be confirmed as the new ERU duty managers' vehicle and is now in service. I understand further livery lettering/logos have been applied though have yet to see these myself.

Comment by *Thomas Young* on 10/05/2009: I haven't seen a good photo of it yet (sorry Ray, you know what I mean!) but this vehicle now has a broad yellow band on each side, edged in blue. Large ERU lettering on hardtop sides and cab doors, with a JNP logo squeezed into the thin strip of white remaining underneath.

Photo 2600, by **Ray Monk**, added to LTSV on 05/04/2009.

Rumbling over the bridge outside Acton Town Station on 13th March 2009, this was at the time the newest member of the Tube Lines lorry fleet. LK58HKN is an Iveco Trakker 360 4-axle tipper with Terex grab loader. This may be destined to replace similar Mercedes Actros 2578M (see photo 167).

Photo 2601, by **Les Savine**, added to LTSV on 05/04/2009.

The new batch of LBSL Incident Response Units seems to total 22 vans, but there has been some confusion! For example, this van seen at Shepherds Bush on 13th March 2009 was carrying fleetnumber 6617M, also worn by WR58VYX at Eltham. According to an official fleetlist, WR58VZE should be 6610M, but that number is carried by WR58VZC. WR58VZC should be 6612M but that is carried by WR58VZF. I am going to wait and see if the numbers are changed before committing this all to the database!



Photo 2602, by **Keith Grimes**, added to LTSV on 05/04/2009.

Ah, another small trailer! The location is rather unusual this time, being the rear of Hillingdon Fire Station. Taken on 29th March 2009, this photo shows a four-wheel trailer in Transport for London Safety and Citizenship livery. The fresh-looking paint suggests that this may be the same trailer as the white one Damon found at Acton in November 2008 (see photo 2510). The registration shows that it was towed here by Tube Lines Ford Transit 6218F, although we are still unable to determine an ID on the trailer itself. Keith did confirm that no maker's plate or markings were visible.

Comment by *Ray* on 02/02/2010: Noted at Lee Fire Station (SE12) today still carrying KD07DVZ registration. No sign of that in the yard. Also noted here on 25th February 2010.

Comment by *Thomas Young* on 05/09/2011: This is T49, quite soon after it was repainted blue.



Photo 2603, by **Ray Monk**, added to LTSV on 05/04/2009.

A new company to add to our list is CT Plus (also known as Hackney Community Transport). Although they have run LBSL tendered bus services since 2001, none of their service vehicles have been reported until now. Bearing the fleetnumber ENG1, X252AGX is a Ford Escort van which leaves us in doubt as to its role. It is possible that this vehicle has been operated since new in 2001. It was found on 9th March 2009 at the slightly unusual location of the Lea Valley Trading Estate in Edmonton. Arriva London have a base here, as do Sovereign Recovery and C&S motors. However, the main CT Plus base is at the former LT Ash Grove garage.

Comment by *Ray* on 05/04/2009: There's also the vehicle testing station where a CT Plus bus had been brought for testing, the van coming along for the ride!



Photo 2604, by **Keith Grimes**, added to LTSV on 05/04/2009.

The renumbering exercise undertaken by Travel London in late 2007 revealed the relatively large number of service vehicles used by this operator, although many are rarely seen or reported. It is also worth mentioning that only a very few vehicles actually carry their new numbers. Keith found this high-roof Ford Transit van at Elephant and Castle on 14th March 2009. Evidently used for engineering support from Walworth garage, it is surprising that nobody else has reported seeing it out and about.



Photo 2605, by **Ray Monk**, added to LTSV on 05/04/2009.

Go-Ahead London received a new Ford Transit dropside truck in March 2009, notable for featuring battery electric propulsion. As such it gained green leaves on its red livery, similar to the various hybrid powered buses entering service at present. Calling it 'Go-Aheads Little Green Van' is a bit much though. Apart from the missing apostrophe, it's not really green, and it's not a van! Anyway, the vehicle will be used to transport stores between its home at Camberwell and the other garages in the group, presumably replacing similar Transit EA53JVK (see photo 1445). By the time it was photographed leaving New Cross garage on 31st March 2009, it had gained a fleetnumber of MF1. Ray suggests that this may refer to it being 'Milk Float 1'! Note that Ray also managed to catch another hybrid SV in the form of a TfL Streets Toyota Prius passing in the background.

Photo 2606, by **Ray Monk**, added to LTSV on 05/04/2009.

Pictures of recovery trucks are always welcome, especially of ones not previously seen. Ray captured this fine view of Sovereign Recovery N9SOV departing the First London garage at Temple Mill Lane on 18th March 2009. This garage was opened in December 2007 to replace the one on Waterden Road that was due for demolition to make way for the Olympics park. The new base is referred to either as Hackney Olympic or Lea Interchange.

Photo 2607, by **Glyn Matthews**, added to LTSV on 05/04/2009.

'LTSV on-tour' ventures abroad again. Well, sort of! Parked in the bus station outside Cardiff Central station on 24th February 2009 is Cardiff Bus Peugeot Expert van 071. The van wears the cream and green livery that has ousted the traditional bright orange. As with the buses, the fleetname is in a different language on each side.

Photo 2608, by **Kim Rennie**, added to LTSV on 05/04/2009.

I have received some interesting photos of rail stock recently but I only have time to include one today. Seen at Ruislip depot on 21st March 2009 is tamper TMM774 in the yellow livery that is standard for on-track plant. Built by Plasser and Theurer, this is an 08-275/4ZW Tamper/Liner, the role of which is basically to align and settle ballasted track. Behind the nearest bogies are the tines that dig into the ballast and compact it by vibration, while further along are the guidance and alignment wheels. It is notable that the fleetnumber TMM774 (partly obscured in this view) is a reissue, having earlier been carried by a Unimog leaf-clearing machine (see photo 1167). Note also that both Transplant and Tube Lines names are displayed.

Photo 2609, by **Thomas Young**, added to LTSV on 12/05/2009.

My involvement with service vehicles has filled my head with lots of little bits of information such as registration numbers. This is sometimes useful, such as on 10th April 2009 when I was on a bus passing through Ilford and noticed this minibus parked outside the Baptist Church. Seemingly anonymous, the registration rang a little bell so I looked it up and found it was former Metronet 5717F. One of 6 taken on lease in March 2005, all were based at Lillie Bridge, where two remain at present. This example has had the blue skirt removed but retains the small lettering that often gives away former or unmarked service vehicles.



Photo 2610, by **Ray Monk**, added to LTSV on 12/05/2009.

Now slightly overdue for replacement, Ford Transit dropside 5874F was new in February 2006 and has been recorded at a wide variety of locations. On the 4th May 2009 it was among many vehicles in the car park at Finchley Central Station.



Photo 2611, by **Colin Lloyd**, added to LTSV on 12/05/2009.

Colin got a surprise when he arrived at Stratford Broadway on 17th March 2009 to see a convoy of four Ford Transit dropside trucks passing. All were from the rarely seen Jubilee Track team based at the depot nearby. Bringing up the rear was 5926F.



Photo 2612, by **Colin Lloyd**, added to LTSV on 12/05/2009.

The second of the convoy that Colin found at Stratford Broadway on 17th March 2009 was Ford Transit dropside truck 5928F, with 5930F and 5926F close behind (5929F was in the lead but has already been illustrated)



Photo 2613, by **Thomas Young**, added to LTSV on 12/05/2009.

The Tube Lines escalator department moved out of Griffith House sometime towards the end of 2007, some of their vehicles now being based at Frank Pick House, Acton. Ford Transit 6150F was one that had regularly been seen at Griffith House but only rarely since. On 9th May 2009 I visited the North Wembley garage of Metroline and found none of their SVs present. However, 6150F was parked nearby, for unknown reasons.

Photo 2614, by **Colin Lloyd**, added to LTSV on 12/05/2009.

Smart Ford Tourneo minibus 6280F is part of the Metronet Pumps and Drainage department based at Griffith House. The vehicle, which has chevrons but lacks a blue skirt, can often be seen around town, in this case passing Parliament Square on 14th April 2009.

Photo 2615, by **Colin Lloyd**, added to LTSV on 12/05/2009.

As a look at the database will show, I have seen 6292F on numerous occasions passing near my workplace in Southwark. It appears to operate to a timetable, going east in the morning and returning in the afternoon, and is habitually loaded with rail hoists. However, this picture was taken at about 10am on 6th May 2009 when it was heading west along Old Brompton Road. The vehicle is a Ford Transit dropside truck used by Tube Lines Plant Hire. Those interested in such things will notice the EVL class bus passing the other way. This is one of several displaced from Sutton and operating temporarily from Putney to cover for WVLS being refurbished.

Photo 2616, by **Thomas Young**, added to LTSV on 12/05/2009.

With the possible exception of Ford Transit 5695F, the main LBSL fleet is now made up of just two types. There are 46 Mercedes-Benz Sprinter 'Incident Response Unit' vans and 16 Honda Civic hybrid-electric saloon cars. Both types were found at Eltham Bus Station on 5th March 2009. Van 6347M is a regular here (with frequent excursions to London Bridge), as is Honda 6309H in the middle. Honda 6298H moved here in 2009 after a period based at Sycamore House.

Comment by *Derek Everson* on 19/09/2010: Honda 6298H is used between Thornton Heath and Eltham.

Photo 2617, by **Kim Rennie**, added to LTSV on 12/05/2009.

A very fine portrait of Honda Civic 6301H parked outside Stanmore Station on 21st April 2009. This car had been based at the Olympic Way offices at Wembley but recent observations suggest that the LBSL presence there has decreased or even ceased.



Photo 2618, by **John Forge**, added to LTSV on 12/05/2009.

This pair of IRUs at Edgware Bus Station on 5th April 2009 are from the first (left) and second (right) batches, although the differences are minimal. The 46 in stock represent the largest ever fleet of LBSL vehicles.



Photo 2619, by **Thomas Young**, added to LTSV on 12/05/2009.

A look into the lower yard at Lillie Bridge on 9th May 2009 showed it to be fairly empty. Nearest the camera is Ford Transit dropside 5982F, with an unidentified Vauxhall Combo behind. Towards the back are two more Combos, including 6402V, while on the right is one of the unmarked Renault Master dropside trucks assigned numbers in the 6644 to 6646 range. Its rather unfortunate position precluded identification but I can say it is not 6646!

Comment by *Thomas Young* on 11/10/2009: I am fairly certain that the Renault Master is 6644 (6646 was in the other yard at the time, while 6645 is at Hainault). I have added a photo link accordingly.



Photo 2620, by **London Spotter**, added to LTSV on 12/05/2009.

Recent work on the eastern end of the District Line has made Upminster a good place to visit for SVs. In the station car park on 2nd May 2009 was numberless 6526F, one of the growing number of Staff Welfare Facility vans. It is notable that all such vehicles are provided by Tube Lines.

Comment by *Kevin Bullions* on 14/05/2009: This particular vehicle is allocated to Trans Plant @ Ruislip Depot and is used as mobile messing facilities by Engineers Train Operators during weekend possession work, incidentally, that's my Honda Deauville just poking its nose in on the left!

Comment by *Thomas Young* on 15/05/2009: Thanks Mr B. Always good to have allocations for vehicles. I take it your bike is the one without an L plate!

Comment by *Kevin Bullions* on 19/05/2009: I can confirm, I am a fully-fledged two wheeled idiot!

Comment by *Thomas Young* on 16/07/2009: I have added '(Facilities)' to the description of these vans in the database, so that they can be searched for, etc. Please let me know if you find any I have missed.



Photo 2621, by **Malcolm Conway**, added to LTSV on 12/05/2009.

The Volkswagen Caddy is not a common type in the leased fleet, and this is the only silver example at present. Not carrying its allocated fleetnumber, 6532VW is part of the BCV fleet and therefore currently carries Metronet logos (it is still not clear what will replace these). Photographed on Bollo Lane, Acton, on 6th May 2009.



Photo 2622, by **Thomas Young**, added to LTSV on 12/05/2009.

We only know of two Volkswagen Crafter vans in use at present, and both are illustrated today. 6558VW represents the leased central fleet and is currently based in a small yard next to Stanmore Station (in connection with platform works there). Although now in full Tube Lines livery, this van may have originally worked for TfL in plain white. Seen on 9th May 2009.



Photo 2623, by **London Spotter**, added to LTSV on 12/05/2009.

Another van found in Upminster Station car park, this time on 4th May 2009, was Metronet Ford Transit 6563F.



Photo 2624, by **Thomas Young**, added to LTSV on 12/05/2009.

Parked near Mansion House station on 9th May 2009 at the head of a line of contractor's vehicles was Metronet Ford Transit crew van 6599F. This is a high-roof example.



Photo 2625, by **Damon Cross**, added to LTSV on 12/05/2009.

The new batch of Incident Response Units are now settled into their locations, 6604M being at Finsbury Park as seen on 19th February 2009.



Photo 2626, by **Ray Monk**, added to LTSV on 12/05/2009.

Mercedes-Benz Sprinter 6606M is based at Eltham Bus Station (where it was photographed on 14th March 2009) but, as with earlier vans here, is sometimes outstationed to London Bridge.



Photo 2627, by **Ray Monk**, added to LTSV on 12/05/2009.

Incident Response Unit 6613M is the only one of the new batch not to have fleetnumbers applied (although some of the others have incorrect numbers), and is based in West London. However, on 20th April 2009 it was seen passing Acton Town station on the back of a recovery truck, presumably having had a fairly major problem. Hopefully the repairs will include a visit from the man with the numbers!



Photo 2628, by **Colin Lloyd**, added to LTSV on 12/05/2009.

Incident Response Unit 6616M is based with several others at Stratford Bus Station. The vans here cover most of East London, resulting in appearances at places such as Romford, as here on 17th March 2009.



Photo 2629, by **Thomas Young**, added to LTSV on 12/05/2009.
Aldgate gained an additional IRU from the second batch in the form of 6618M, photographed at home on 9th May 2009.



Photo 2630, by **Colin Lloyd**, added to LTSV on 12/05/2009.
The last IRU to be illustrated today is 6621M, basking in the sunshine at Chapel Road, Ilford on 17th March 2009.



Photo 2631, by **Thomas Young**, added to LTSV on 12/05/2009.
Not a great photo but the best I can do for now. Seen from the flyover at Lillie Bridge on 9th May 2009, this unmarked Renault Master dropside truck is officially numbered 6646 and assigned to Metronet BCV. This is one of several vehicles delivered recently that carry no markings.



Photo 2632, by **Ray Monk**, added to LTSV on 12/05/2009.
Sitting in the rain at Finchley Central Station on 4th May 2009, 6675F was a recently delivered Ford Transit Connect van for Tube Lines.



Photo 2633, by **Ray Monk**, added to LTSV on 12/05/2009.

Another of the Tube Lines service vehicles parked at Finchley Central Station during work on the Northern Line on 4th May 2009 was Ford Transit dropside truck 6735F. The highest numbered '58 reg vehicle, it has a crew-cab, new-style dropside body with headboard and a mesh tail-lift.



Photo 2634, by **Colin Lloyd**, added to LTSV on 12/05/2009.

Regular visitors to this site may recognise Colin's camerawork in this shot taken outside Victoria Coach Station on 31st March 2009. The subject matter is TfL Streets Vauxhall Astra estate car LM06FFT, new in July 2006 and based just around the corner in Eccleston Place. Interestingly, the TfL Streets unit has received no new (liveried) vehicles since March 2008. By the way, I didn't crop this shot because I liked the extremely-stretched look of the National Express coach in the background. Reminds me somehow of a DC8 series 70!



Photo 2635, by **Colin Lloyd**, added to LTSV on 12/05/2009.

At present (May 2009), this vehicle is the newest in the TfL Streets fleet. RV08YOT is a Toyota Prius delivered in March 2008 and assigned to the Streetworks team based at Chancel Street in Southwark. TfL Streets did have a steady intake of vehicles (particularly the hybrid Priuses) through 2006 and 2007 and the reason for this drying up is not clear. The car was seen passing the TfL offices on Victoria Street on 31st March 2009.



Photo 2636, by **Ray Monk**, added to LTSV on 12/05/2009.

This Volkswagen Transporter minibus had been licensed for less than 2 weeks when Ray found it parked on the ramp at Victoria Coach Station on 6th April 2009. Although unlettered, the fitting of a low profile light-bar suggested that it was not just a short-term hire, as did the presence of identical RK09POU, parked at the bottom of the ramp. The recent disappearance of 6010VW and 6011VW from this location suggested that these two minibuses were their replacements.

Photo 2637, by **Malcolm Conway**, added to LTSV on 12/05/2009.

Exactly a month after Ray had photographed it at Victoria, Malcolm found VW Transporter minibus RK09POV on Bollo Lane on 6th May 2009. In that period it had gained fleetnames for 'Transport for London, Community Safety Enforcement and Policing' but sadly no fleetnumbers. This is one of two minibuses that have replaced larger VWs 6010VW and 6011VW at Victoria. The earlier minibuses did not carry their fleetnumbers either so it is entirely possible that the new pair are allocated numbers on paper at least. Note how inconspicuous the low-profile LED light-bar is.

Photo 2638, by **James Mair**, added to LTSV on 12/05/2009.

As recently promised, here is a view of former M1020 during its time in use as a joint exhibition vehicle for London Buses and the Metropolitan Police. The bus was sold by London United to London Underground (as managers of the central service vehicle fleet) in 2001, later coming under Tube Lines control. It had the windows covered with contravision, and some modifications to the staircase area (perhaps including a generator) but the interior fit is not known. When photographed in 2002 it had been attending the open day at Hounslow Garage. The vehicle has spent the last few years laid up inside Acton Works and is thought to be due for disposal. It is certainly not compliant with the Low Emissions Zone introduced in 2008.

Photo 2639, by **James Mair**, added to LTSV on 12/05/2009.

MCW Metrobus M151 of Metroline was converted into a mobile IT classroom in about 2002. This photo was taken at Holloway Garage shortly afterwards and shows the reversed livery applied. As comparison with a 2007 photo (number 2095) shows, the livery was later modified with a shallower red skirt (and no white dividing line) and some changes to the lettering. Interestingly, it also regained M151 fleetnumbers. It ran for a few years with the 'cherished' registration number 33LUG but reverted to BYX151V in autumn 2008 by which time it was out of use at Willesden Garage and effectively marooned by the introduction of LEZ restrictions. The 33LUG plate was transferred to newer trainer bus AV33.

Photo 2640, by **Malcolm Millichip**, added to LTSV on 12/05/2009.

I don't know how often service vehicles are usually repainted but this van evidently hasn't been treated for at least 13 years. The clue is the fleetnumber 4252F near the front, showing that it was originally part of the CDS fleet. New in 1992, the Ford Transit was allocated to the Fulwell garage of London Buses. On privatisation, it became part of the London United fleet, later renamed Transdev. The original London United fleetname, minus logo, is still carried, while it is now on the second version of the Transdev markings. Adding to the sorry state is the sheet of plastic replacing the driver's window. Seen coming off Richmond Bridge on 4th March 2009.



Photo 2641, by **Glyn Matthews**, added to LTSV on 12/05/2009.

Photographed at Newbury Park Station on 13th April 2009, Ensignbus Ford Transit minibus S549XNP was supporting a large rail replacement operation for National Express East Anglia. It had recently gained large fleetnames (compare with photo 2456). The buses in the background are an interesting collection, including an East Lancs Olympus of Stephenson, Essex, a former DublinBus Olympian pressed into use in still in Dublin livery (with unpainted metal patching over the former centre doors), an Ensign East Lancs Olympus and a former Metroline Olympian. Most interesting are the two MCW Metroliner 400GTs on the right. Designed as a more powerful (and more streamlined) version of the original Metroliner motorway coach, only three were built.



Photo 2642, by **John Forge**, added to LTSV on 12/05/2009.

LB51GGX is one of two Ford Fiesta vans based at the Transdev garage in Harrow. As with the more numerous examples at Hounslow Heath, this van has a local fleetnumber (3, not visible in this photo) and is thought to have been acquired from British Telecomm. It was photographed outside the garage on 5th April 2009.



Photo 2643, by **John Forge**, added to LTSV on 12/05/2009.

Wearing a very non-standard green livery, VW Caddy van LR52LXM is used by the Metroline Quality Control staff based at Perivale CELF (where it was photographed on 5th April 2009). This van may have been operated since new as the registration series is the same as used on many Metroline buses.



Photo 2644, by **Glyn Matthews**, added to LTSV on 12/05/2009.

Seen inside the former LT garage at Walworth on 5th April 2009, KJ04YDU is a Peugeot Expert in the Travel London fleet. Although it is assigned a fleet number in the crew ferry series (8970) it is thought to be used by the engineers. Since last illustrated in 2008 (see photo 2359), the front panel has been repaired.



Photo 2645, by **John Forge**, added to LTSV on 12/05/2009.

An interesting photograph taken at Metroline's Central Engineering and Logistics Facility (CELF) in Perivale on 5th April 2009 shows a pair of Mercedes Sprinter vans. KN05LZW on the left had been new in 2005 with full lettering as a 'London Bus Support Unit' (see photo 989). However, when seen, it had had the lettering removed. A week later the rear chevrons had also gone. It could be that it was due for disposal, or a repaint, or maybe it was going to operate incognito like the van alongside. On the right is newer KR57FUT, the last of a trio of unmarked vans acquired at the end of 2007.



Photo 2646, by **Glyn Matthews**, added to LTSV on 12/05/2009.

With no official information, and little in the way of reports, it is quite hard to keep up with the First London service vehicle fleet. EO57FNY is a high-roof, medium-wheelbase Ford Transit van, seen near Greenford on 15th April 2009. Although only evidenced by the badge on the rear, this is a rare example of the more powerful 140PS Ford Transit. It is thought to be based at Greenford garage.



Photo 2647, by **Malcolm Conway**, added to LTSV on 12/05/2009.

At the end of 2007, Metroline took delivery of three long-wheelbase Mercedes Sprinter vans in plain red livery. The only clues to their operation are the light-bars fitted atop the cab, and the locations at which they are seen. It would appear that all three are actually based at the large Central Engineering Facility (CELF) in Perivale, and KR57FUO was parked outside the building on 18th April 2009.



Photo 2648, by **Malcolm Conway**, added to LTSV on 12/05/2009.

The middle of the Metroline KR57 trio is FUP, photographed inside the CELF at Perivale on 18th April 2009.

Photo 2649, by **Glyn Matthews**, added to LTSV on 12/05/2009.

The Volkswagen Crafter design is easy to mistake for a Mercedes Sprinter, or even a Ford Transit from the front. It has not seen much use in the service vehicle fleets, First London VA57HXM being the only reported one among the bus companies. It carries their standard red livery with yellow lettering and skirt stripes. Its allocation is not confirmed but thought to be Greenford, supported by this photo of it passing the Red Lion pub on 15th April 2009. On the dashboard is what looks like a steering wheel cover with the First logo and the warning 'Do Not Move, Do Not Start'.

Photo 2650, by **Damon Cross**, added to LTSV on 12/05/2009.

Metrobus has a large presence in south east London but also operates a sizeable fleet in Crawley. Among the service vehicles based there is Ford Transit Connect van 9023, photographed in the bus station on 24th January 2009.

Photo 2651, by **Colin Lloyd**, added to LTSV on 12/05/2009.

The East London Bus Group took 11 Renault Minibuses in 2008, all for crew ferry work. Most are based on the Renault Trafic model such as 96008 seen at Hackney Central on 17th March 2009, although there are also three of the larger Renault Master type. The fleet numbers are 96006 to 96016 and apart from one at Rainham, and another that started life at Bromley, all are based at the new West Ham garage. Missing numbers 96001 to 96005 have never been reported and it is possible that they are used by Stagecoach elsewhere. ELBG was split from Stagecoach in 2006 but certain administrative functions (including fleet numbering?) continue to be provided by the former owner.

Photo 2652, by **London Spotter**, added to LTSV on 12/05/2009.

Metrobus acquired 14 Renault Trafic minibuses in autumn 2008 and we are slowly working our way through them all! Seen at Lewisham Bus Station on 11th March 2009 was 8028, the first of the batch, and one of 11 based at Orpington. A 15th vehicle arrived in spring 2009, also for Orpington.

Photo 2653, by **Ray Monk**, added to LTSV on 12/05/2009.

Ray found this Ford Mondeo hatchback at Eltham Bus Station on 8th April 2009 when it was barely a month old. As the labels on the door and bonnet show, it is used by the Vehicle Inspectors of the East London Bus Group. The labels include the logos of both East London and Selkent. Silver Ford Mondeo estate BF09WTZ was seen a few weeks earlier with similar labels on the dashboard.

Photo 2654, by **Malcolm Conway**, added to LTSV on 12/05/2009.

Another photo taken inside the Metroline CELF at Perivale on 18th April 2009, this time showing their smartly painted fork lift truck. This (or a similar machine) had been based at the Fourth Way engineering depot in Wembley prior to its closure in late 2007.

Photo 2655, by **Colin Lloyd**, added to LTSV on 12/05/2009.

GM03TOW is the new London Buses standby recovery vehicle, provided by Sovereign Recovery and often to be seen at the bottom of Park Lane. The vehicle is a Mercedes-Benz Actros with Boniface equipment, and it started life with a recovery contractor in Scotland. On 14th April 2009 Colin found it passing Victoria Station.

Photo 2656, by **Damon Cross**, added to LTSV on 12/05/2009.

A couple of Pseudo-SVs have been illustrated on this site before, and here is another one. Seen at Wisley during the Cobham event on 5th April 2009, LD53NJE is a Ford Transit van owned by the Routemaster Association. As can be seen, it carries London Transport style lettering including the fleetnumber of 1722F and an allocation to Watford Workshop (WT)! The real 1722F was a Ford D700 flatbed lorry new in 1971. I can't help but think that this van would have looked even better painted red.

Comment by *colin the doc* on 26/08/2009: vehicle is now registered G6CLT it owned by colin the RM doc and not the RMOOA is used as a mobile workshop

Comment by *Damon* on 07/09/2009: Another pseudo-SV which appeared at Leatherhead yesterday is a white Renault van numbered 4937R (why?) registered T549JBE. It has lettering on the doors reading "LONDON TRANSPORT BUS SUPPORT VEHICLE". Looks like the start of a trend!

Photo 2657, by **Kim Rennie**, added to LTSV on 12/05/2009.

A couple of rail items to finish with today. Seen at Ruislip Depot on 21st March 2009, 627 is a twin jib crane built by Cowans Sheldon in 1986. It was initially prefixed DHC (for Diesel Hydraulic Crane) but is now known as TRM627 (Track Repair Machine?), although it carries just the number. The design is built to tube gauge but is similar to many machines used by BR. The two crane jibs are mounted on turntables and the machines are most commonly used to carry track panels for laying parallel tracks. To facilitate this, such cranes are usually self-propelled, although they are not permitted to operate under their own power outside of work sites.

Comment by *Kevin Bullions* on 19/05/2009: TRM = Track Relaying Machine

Photo 2658, by **Kim Rennie**, added to LTSV on 12/05/2009.

We end today with another track tamper, again taken at Ruislip Depot on 21st March 2009. TMM773 is one of three Plasser and Theurer 07-16 Universal tampers delivered in 1980. The 07-16 was in production from the early 1970s and British Rail bought 80 along with similar-looking 07-275 and 07-32 models. The London Transport examples differed in being built to tube gauge, the design allowing for this by having all the equipment mounted low down below the raised main frames. As such, the main differences were in the cabs and the height of the end frames. TMM773 now has TransPlant fleetnames and appears to have been named Alan Jenkins.

Comment by *Kevin Bullions* on 19/05/2009: For the record, Alan Jenkins was a long time tamper operator in Trans Plant and 773 was very much his machine, when he unfortunately died, the, then, recently refurbished 773 was taken by lorry to Tilbury FC where it was named by his widow (Alan being a loyal Tilbury fan!)

Photo 2659, by **Moragh**, added to LTSV on 17/06/2009.

This is former 5673VW, one of the batch of 12 high-roof Volkswagen Transporter vans leased in early 2005 for use by London Buses. Despite now being over 4 years old most remain in daily use but two were returned earlier this year. The high-roof design makes the type ideal for conversion into a camper van, and a very smart job was done on 5673VW. Note the addition of windows in the sides and rear, and the rebadging as an AMDRO ANGEL! One thing the van did not get was a full repaint, and the LBSL roundel is apparently still in situ on the roof. These pictures were kindly sent in by its new owner, having been photographed on its maiden 'mission' to a country music festival in Anglesey on 9th May 2009.

Comment by *Ray* on 19/06/2009: 5673VW and the other sold vehicle (5676VW) were based at Olympic Way, Wembley which is often devoid of vehicles these days. Is there a new base, for the Hondas at least?

Photo 2660, by **Moragh**, added to LTSV on 17/06/2009.

A peer into former 5673VW in its new role as a camper van, seen in Wales on 9th May 2009. Further details on the conversion can be found at <http://www.facebook.com/pages/amdro-alternative-camper-conversions/49029340221> (scroll down to Mo's Angel).

Photo 2661, by **Ray Monk**, added to LTSV on 17/06/2009.

The largest block of continuous fleet numbers allocated to a single type of tube support vehicle is the range 6169VW to 6188VW. As the suffixes suggest, these are Volkswagen vehicles, being Transporter vans with the curious mid-height roof design and allocated to Metronet BCV. Until recently the batch was particularly camera shy, seemingly only coming out at night. However quite a few have been caught in the last couple of months. First up is 6171VW seen in the car park at Loughton Station on a sunny 8th June 2009. It was parked alongside 6198F, one of several Ford Focus Hatchback cars taken into the numbered fleet in recent years. 6197F to 6199F are allocated to the same operational pool as the VW vans, and wear white livery with varying amounts of lettering. 6198F has just the 'Working in partnership' portion of the standard logos.

Photo 2662, by **Ray Monk**, added to LTSV on 17/06/2009.

Found on a residential street in Bexleyheath on 12th June 2009, VW Transporter van 6176VW was rather far from its usual 'BCV' operating territory. Many service vehicles are allocated to particular members of staff so can be found parked at their homes during the daytime and weekends. 6176VW is one of several of this batch to have additional 'Signal Projects BCV' lettering on the doors.

Photo 2663, by **Thomas Young**, added to LTSV on 17/06/2009.

The mid-height VW Transporter van has a rather odd appearance from the rear, the roof appearing to be something of an afterthought. It probably results from a desire to use the same design of doors as on the low-roof variant. 6185VW was photographed on Trinity Square near Tower Hill Station on 9th May 2009. We had visited this location earlier in the day and found four Metronet Ford Transits present.

Photo 2664, by **Thomas Young**, added to LTSV on 17/06/2009.

6187VW was parked outside Mansion House Station on 9th May 2009 in company with some contractor's vehicles. It was however not ideally placed for photography. The picture seen was actually taken from the back window of a Routemaster on the 15. Note the 'tacked-on' appearance of the roof, and the spinning vent.

Photo 2665, by **Ivor Norman**, added to LTSV on 17/06/2009.

Following on from the batch of 20 for Metronet BCV, further single Volkswagen Transporter vans were added to the leased fleet for use by BCV, SSL, TfL and Tube Lines. SSL took two mid-height vans numbered 6524VW and 6575VW, the latter of which was found at Upminster Station on 4th May 2009.

Photo 2666, by **Colin Lloyd**, added to LTSV on 17/06/2009.

Almost as elusive as the Metronet VW Transporter vans were a pair delivered to TfL Highways in September 2008. Ray saw them at the Carlisle Lane depot soon after delivery but, while the Ford Transit Connect vans that they replaced were fairly often seen around town, the VWs kept themselves out of sight. Colin was therefore lucky to encounter 6602VW at the north end of London Bridge on 1st June 2009. The lettering is slightly unusual in not stating what the role or department is, while that on the doors is notably the same size as the others (usually smaller). The light-bar is unlike those used on other types.

Photo 2667, by **Kim Rennie**, added to LTSV on 17/06/2009.

This strange-looking contraption was photographed at Ruislip Depot on 21st March 2009. Lettered as a TUBEVAC I presumed it was used for tunnel cleaning. However a contact was able to put me right so I can reveal that this is in fact a DISAB Ballast Sucker! Its role is to deal with wet spots where the ballast has become waterlogged. Partly out of frame to the left is an articulated hose that can be lowered to track level to allow wet ballast and spoil to be sucked up. The materials are presumably collected in the yellow contraptions, while flexible hoses continue onto the next wagon. The equipment is mounted on a low-deck wagon numbered MW958. Procort built 12 wagons in 1987, formed into 2-car sets with an intermediate low-level coupling. Each pair originally comprised a cement mixer wagon (CM950-955) and a match wagon (MW956-961). CM951, 951, 954 and MW958 were modified as DISABs in about 2005.

Photo 2668, by **Kim Rennie**, added to LTSV on 17/06/2009.

The other half of DISAB2, photographed at Ruislip Depot on 21st March 2009, is former cement mixer wagon CM954 (it is worth mentioning that these wagons are now referred to as CWs but they still carry CM prefixes). Fitted to the wagon are 7 power units (each with a Tube Lines logo!), connected at the top to a pair of flexible hoses. These provide the suction required to clear out wetspots in the trackbed. In operation, the two DISAB twin-sets each operate with a pair of GP flat wagons. One GP has a crane while the other carries replacement ballast, membrane rolls, etc. A flat wagon is presumably also required to support the front-end hose structure whilst in transit.



Photo 2669, by **Julian Bowden-Green collection**, added to LTSV on 19/06/2009.

A fine view of Jones 2-ton crane 968R at Chiswick Works in June 1973, by which time it was 25 years old. This rather basic machine was based here and remained in stock until at least the mid-1980s. It had a cab on the offside and a jib that could be tilted by means of a screw jack. Just visible in the background is Bedford Lacre sweeper BL2.



Photo 2670, by **Julian Bowden-Green**, added to LTSV on 19/06/2009.

The numbered service vehicle fleet has only featured 6 pure cranes (as opposed to lorries that were also fitted with cranes). The first of these were built by Ransome and Rapier and were given R suffixes, this later being used to include cranes from other companies. 1292F was new in 1963 and wore a non-standard (at that time) red livery. A curious-looking machine, it had four wheels on two axles, the rear axle being considerably shorter than the front. The lattice jib was mounted on an A-frame beneath which an enclosed cab was fitted. Although the jib could not be turned, it could be tilted up and down by means of cables attached to the balance end. As such, the vehicle was rather similar to much older 352R (see photo 1946). By the time it was photographed in Chiswick Works in the 1970s, it had lost its front registration plate (originally underneath the Rapier badge on the cab front) but was very unlikely to have ventured onto the public roads anyway. 1292R remained in stock until the mid-1980s. It is worth mentioning that some similar-looking small cranes were operated by London Transport as un-numbered plant.



Photo 2671, by **Kim Rennie**, added to LTSV on 19/06/2009.

Steve reported this vehicle in Southwark in December 2008 but it has otherwise kept a low profile, until now! 6296F is a Ford Transit mid-height van modified with a roof-mounted Versalift man hoist. Such vehicles are often referred to as Cherry Pickers. It is operated by the Transport for London Highways department and is thought to be based at Carlisle Lane in Waterloo although Kim photographed it at Acton Works on 12th June 2009. Note the extra lights on the front grille, and the retracted stabilisers under the side door.



Photo 2672, by **Kim Rennie**, added to LTSV on 19/06/2009.

Another view of 6296F at Acton Works on 12th June 2009 shows the 2-man 'bucket' complete with controls, and the roof bar that supports the lifting arm. A second light-bar is mounted on this bar, offset to the right. Note the re-positioned number plate and the extra lights fitted near the top of the rear. Although the fleetnumber of 6296F is not carried, it is notable for being rather low for an '08 registered vehicle. Adjacent numbered vehicles entered service in late summer 2007, but 6296F was not licensed until the end of June 2008. Presumably there was a longer than normal lead-time for leasing such a specialised vehicle.

Photo 2673, by **Ray Monk**, added to LTSV on 19/06/2009.

An Iveco of EPL Access has already been illustrated on this site (Daily van AD0300U in 2006 - see photo 1461). The example seen here is also an Iveco Daily but a chassis-cab rather than a van, and the hoist fitted is rather more substantial. With 2 hinges and an extending final section, it is capable of lifting a 200kg load to a height of 16m. Registered AE08JUX, it was assigned to the Technical Services Group (TSG) of London Buses and was probably used in connection with the fitting of iBus transmission boxes to lamp-posts. Ray photographed it parked alongside a smaller Ford Transit-based cherry picker at the TSG offices in Chingford on 4th May 2009.

Comment by *Ray* on 20/05/2010: It would appear that the vehicle behind is 6794F.

Photo 2674, by **Kim Rennie**, added to LTSV on 19/06/2009.

Another puzzle solved. F561KNL has appeared on official fleetlists in recent years, with a nominal acquisition date of 1st January 2000. But nobody seemed to know where it was based. Aerial photos of Ruislip Depot showed a pair of yellow road cranes in a yard near the centre of the complex and, on a visit on 12th June 2009, Kim was able to confirm that one of these was indeed F561KNL. The vehicle has separate driving and lifting cabs, the former being on the centre-line and low-slung to allow the superstructure to swing above it. The main jib is raised by a single hydraulic ram and would appear to be extendable. Note the large stabilisers in use. The wagon in the background is one of several RW-series rail wagons modified to carry long-welded rails.

Photo 2675, by **Kim Rennie**, added to LTSV on 19/06/2009.

The other yellow crane at Ruislip Depot was also photographed on 12th June 2009, although not in a way that reveals either the make or whether it is road registered. There does appear to be a hirers label on the chassis though. Compared to F561KNL, this crane is smaller with a combined cab. The extending jib is raised by twin rams and the counterbalance is raised to allow 360 degree rotation.

Comment by *Kim Rennie* on 20/06/2009: The sticker refers to "Midland Safe Load Indicators Limited"



Photo 2676, by **Kim Rennie**, added to LTSV on 19/06/2009.

This photo taken at Ruislip Depot on 12th June 2009 includes no fewer than six cranes, or seven if you count both the twin jibs on track relayer TRM628 on the left! Despite its sun-bleached appearance, this is actually the newest vehicle in the picture, having been built by Cowans Boyd in 1993. Similar TRM627 was illustrated last month (see photo 2657). C623 and C624 are single-jib cranes built by Cowans Sheldon in the 1980s. Part of a third similar crane (either C625 or C626) is just visible above TRM628. Finally, raised in the background are the jibs of the two road cranes, F561KNL on the left and the unidentified example on the right.



Photo 2677, by **Kim Rennie**, added to LTSV on 19/06/2009.

A close-up of Cowans Sheldon crane C624 at Ruislip Depot on 12th June 2009. Built in 1984 and capable of running through tube tunnels, these cranes have similar bogies to the longer TRM machines, but mounted much closer together. The single extending jib has a lifting capacity of 7.5 tonnes.



Photo 2678, by **Kim Rennie**, added to LTSV on 19/06/2009.

The latest addition to the Sovereign Recovery fleet is a second DAF CF-series lorry, seen towing a Transdev (formerly London Sovereign!) Scania at Trafalgar Square on 13th June 2009. Compared to earlier GN07HRD (see photo 1909), GN09ENF has a longer cab with an aerodynamic foil on top. Note the street nameplate for Charing Cross on the building in the background. This applies to the very short stretch between Whitehall and the Strand, and is distinct from Charing Cross Road.

Comment by *Thomas Young* on 15/07/2009: This truck was first registered the day before this photo was taken! Unless it had a plate change....



Photo 2679, by **Ray Monk**, added to LTSV on 26/06/2009.

Since 2002 a small proportion of the central leased fleet has operated in a silver livery rather than the standard white and blue. The reasons for this are not clear, although most such vehicles were operated by Metronet BCV. Ford Transit high-roof crew van 6041F, seen here at Loughton Station on 8th June 2009, is used by the BCV ATC (Automatic Train Control) manager. Similar but mid-height 6042F from the same pool is also silver, as is Vauxhall Combo van 6669F.

Photo 2680, by **Ray Monk**, added to LTSV on 26/06/2009.

The elusive London Safety Camera Partnership vehicles are gradually being tracked down. As this photo shows, apart from the standard fleetnumbers, the vans could quite easily be mistaken for genuine police vehicles. Indeed 6120F was photographed on 20th June 2009 at the Hendon police training centre during an event there. The lack of blue lights is a clue however. 6120F differs from 6121F (see photo 2583) in having additional logos on the bonnet.

Photo 2681, by **Kim Rennie**, added to LTSV on 26/06/2009.

6222F, seen at Acton Works on 12th June 2009, is a fairly standard high-roof Ford Transit crew van. It is operated by the SSL Signals Projects team, as indicated by the small lettering below the logo on the door.

Photo 2682, by **Ray Monk**, added to LTSV on 26/06/2009.

Although the intake of Vauxhall vehicles has remained fairly constant over the recent years, the number of Astra Estates in use seems to have dropped. Just 10 were in the leased fleet in spring 2009, of which seven wore the white/blue livery. One of these was Metronet 6251V, found parked on Hythe Avenue in Bexleyheath on 15th May 2009. This street is often also host to a Metronet van, as on 12th June (see photo 2662).

Photo 2683, by **Kim Rennie**, added to LTSV on 26/06/2009.

A fine view of Metronet Ford Focus estate 6261F at Lillie Bridge on 20th May 2009 shows the rare silver/blue livery. This has been reported on just two cars (the other being 6258F) although it is possible that some of the other cars listed as being silver also actually wear it. Two more silver Focus estates (the nearest one lacking fleetnumbers) can be seen in the background.

Photo 2684, by **Ray Monk**, added to LTSV on 26/06/2009.

It took me a while to work out why this van looked slightly different! Ford Transit Connect vans usually have a prominent black rubbing strip above the three recesses in the bodysides, and the blue skirt is normally applied up to that level. 6318F, seen here near Hainault Depot on 8th June 2009, lacks the strip and has a very shallow skirt. The van is allocated to the Central Line Track Manager and hence carries Metronet logos.

Photo 2685, by **Ray Monk**, added to LTSV on 26/06/2009.

Not a fantastic shot but worth using anyway, this is Vauxhall Zafira 6342V making the turn from Bollo Lane into Gunnersbury Lane outside Acton Town Station on 23rd June 2009. It is based at the nearby Bollo House, replacing similar 5617V (see photo 388) in late 2007, and is used as an LUL Duty Officer's response car. As with most such vehicles, it carries white/red side markings and a light-bar, although the white EMERGENCY lettering on this example is unique. The livery on the cars varies with some having the blue skirt while others are all white. The lettering on the side also varies, 6342V being marked as an 'Emergency Incident Vehicle'. This car is actually very hard to see despite being habitually parked beside the entrance to Bollo House. You can walk past within five feet of it but a high wall and thick vegetation completely block the view, while the building itself means the car cannot be seen from passing trains.

Photo 2686, by **Kim Rennie**, added to LTSV on 26/06/2009.

The Emergency Response Unit makes use of two 'Jumbo' Ford Transit vans. 5862F (see photo 1150) has a tail-lift and a window in the offside only. It also retains the older livery with white/red side stripes. 6488F, seen at Acton Works on 12th June 2009, has windows in both sides and the newer livery featuring a blue-edged yellow stripe. An official list states that is also has a tail-lift but, unless it is a fully internal one, this would not appear to be the case. It is more likely that this is the current Signal Courier van, having replaced earlier 5813F (see photo 1317).

Comment by *Kim Rennie* on 27/06/2009: This has an internal tail-lift I understand.

Photo 2687, by **Ray Monk**, added to LTSV on 26/06/2009.

The number of Staff Welfare Facilities vans in the fleet appears to be still growing, with several new examples seen at Acton in recent months. As an aside, these vans now park at the south end of the lorry yard, making them much easier to spot. Ray found 6519F at work on Chenies Street, close to Goodge Street Station, on 25th May 2009. Note the push-up roof vents just visible. The vehicle behind is of interest, being a double-deck semi-trailer dining facility. Such trailers are becoming common at filming locations, supplanting the traditional use of elderly double-deck buses. This is the first time I have seen one being used in connection with rail works.



Photo 2688, by **Glyn Matthews**, added to LTSV on 26/06/2009.

The current London Underground Incident Response Vehicle at Wembley Park Station is Ford Galaxy 6552F. When Glyn visited on 23rd May 2009 he found it parked nose-out, thus making for a better picture than my earlier effort (see photo 2523).



Photo 2689, by **Malcolm Millichip**, added to LTSV on 26/06/2009.

The second batch of London Buses Incident Response Units was formed of 21 Mercedes vans identical to the first batch. However, things went astray with the fleet numbering, one number being used twice and five others differing from the official information. One that has not caused us any trouble is 6615M, based at Kingston Cromwell Road, where it was photographed on 20th June 2009.



Photo 2690, by **Ray Monk**, added to LTSV on 26/06/2009.

Metronet has for several years had a requirement for a single high-volume van, this being met by using a Ford Transit box van (as opposed to the more normal panel van variant) fitted with a tail-lift. 4958F (see photo 1676) was the first known example, replaced by 5519F (photo 2407) in August 2003. This gave a creditable five and a half years service before being replaced by new 6685F in February 2009. The vehicle is based at Maxwell House behind the Museum Depot at Acton and Ray caught it about to turn into Museum Way on 23rd June 2009.



Photo 2691, by **Ray Monk**, added to LTSV on 26/06/2009.

The Duty Manager's Incident Response car at Edgware Road Station has been a Vauxhall Zafira for several years, with 5318V (photo 203) being replaced by 5912V (photo 1309) in March 2006 and then by 6713V three years later. The differences between the two most recent cars are minimal.

Photo 2692, by **Ray Monk**, added to LTSV on 26/06/2009.

Ray has really been coming up with the goods recently. As well as tracking down the first trio of Citroen Berlingos, he has done a lot of licensing checks for the database and sent in loads of photos. One lead to the other recently when he noticed that Vauxhall Combo van 5868V had been delicensed. This was sometimes to be seen parked on Woodbine Road in Sidcup, so on 21st June 2009 he took himself down there and found this! It is always tempting fate to describe a vehicle as unique but 6714F is at present the only Ford Fiesta car in the central fleet. There are two other Fiestas as vans so the model as a whole is rare. The sight of Metronet logos on an '09 registered vehicle is also uncommon, as the decision to drop the name was made that spring.

Photo 2693, by **Kevin Bullions**, added to LTSV on 26/06/2009.

Seen fairly soon after entering service, Ford Transit 6723F was photographed at Lillie Bridge depot on 28th May 2009. It is a low-roof crew van, slightly unusual for featuring roof bars and a rear ladder. Note also the lettering on the rear relating to tracking devices. This notice has recently been seen applied to many vans in both the Tube Lines and Metronet fleets.

Photo 2694, by **Colin Lloyd**, added to LTSV on 26/06/2009.

A lot of vehicles added to the leased fleet are obtained for specific roles, which accounts for the relative rarity of large batches. Upon expiry of the leases, generally after three years, vehicles are often replaced by similar ones. A good example of this is Ford Transit van 6728F. New in May 2009 this was unusual for carrying Tube Lines logos on a silver livery. It is often to be found parked outside Frank Pick House at Acton Town, in a position formerly occupied by similar 5916F (see photo 2099). As mentioned before, we don't know why some vehicles are delivered in silver instead of white/blue but examples such as this suggest that it is a deliberate specification. Colin found 6728F leaving the West Brompton exit from Lillie Bridge depot on 1st June 2009.

Photo 2695, by **Colin Lloyd**, added to LTSV on 26/06/2009.

There are two entrances to Lillie Bridge Depot. One is alongside West Kensington Station while the other is on Lillie Road, some way south of the depot itself. Observations had suggested that a one way system was in operation, with vehicles arriving at the West Ken end and leaving via Lillie Road. However, this view shows new Peugeot Partner van 6754 turning into the depot from Lillie Road on 1st June 2009. One of about 10 such vans delivered that March, all were white while about half had Tube Lines logos and the rest were anonymous.



Photo 2696, by **Kim Rennie**, added to LTSV on 26/06/2009.

One week after Ray found the first example (see photo 2697), Kim came across several more Citroen Berlingo estates at Acton Works on 12th June 2009. All were newly delivered and had not yet had company logos applied. However, as the replacement for the Metronet branding had not yet been finalised it was likely they would enter service in this condition. 6764 was seen in the DSM yard surrounded by Ford Transits and Tourneos. The Tourneo on the left is 6195F, which has additional 'Signal Projects SSL' lettering.



Photo 2697, by **Ray Monk**, added to LTSV on 26/06/2009.

An unexpected find at Leytonstone Station on 5th June 2009 was this Citroen Berlingo estate car numbered 6771. This was the first reported Citroen in the main central fleet, the only earlier examples being a C5 estate car inherited by TfL Streets, and an exhibition unit based on a Relay chassis (see photo 2535). Sadly the C suffix was not resurrected, having last been seen on Leyland Cubs in 1962! The vehicle was parked in the slot reserved for the local Signal Manager, whose previous vehicle was a mis-numbered Renault Kangoo estate (see photo 1267). Within a week, Ray had tracked down two more Berlingos, also allocated to Central Line Signal Managers. One was at Loughton and the third at West Ruislip.



Photo 2698, by **Ray Monk**, added to LTSV on 26/06/2009.

Parked close to West Ruislip Station on 12th June 2009 was Citroen Berlingo 6772. Although unmarked this is thought to be operated by the Central Line Signals Manager and to have recently replaced Renault Kangoo 5836. As seen already, more Berlingos were in the course of delivery by this time and it remains to be seen whether this type will supplant the Renault Kangoo in the role of 'utility estate car'.



Photo 2699, by **Ray Monk**, added to LTSV on 26/06/2009.

Parked outside the Chapel pub opposite Griffith House on 25th May 2009 was Ford Transit van 6783F of Metronet. The most notable aspect of this vehicle is the curious positioning of the fleetnumbers (on both sides) in front of the mirrors. On Transits the usual position is below the mirrors.



Photo 2700, by **Kim Rennie**, added to LTSV on 26/06/2009.

As already illustrated (see photo 2599), Ford Ranger 6786F was delivered at the end of March 2009 in plain white and blue with a red bonnet. Within a few weeks its appearance was transformed by the addition of reflective markings, as seen in this view taken at Acton Works on 12th June 2009. The yellow band on the sides has left just enough room for a Tube Lines logo to be squeezed in beneath. However, the fleetnumbers (and the model badging) have been removed or covered over. As expected, this car is for use by the Emergency Response Unit Duty Manager, replacing Vauxhall Vectra LR06VZY (see photo 2233).



Photo 2701, by **Kim Rennie**, added to LTSV on 26/06/2009.

LN57UNX, seen at Acton Works on 12th June 2009, was one of three un-numbered Vauxhall Combo vans operated in silver livery by TfL Highways. As can be seen, they had light-bars and chevron rears but no operator markings. Note the DUALFUEL badging and the LPG filler point beside the petrol one. It would appear that the trio replaced the three silver Ford Transit Connect vans that had been based at Carlisle Lane (5774F to 5776F).

Comment by *Kim Rennie* on 28/06/2009: I think there were traces of "Transport for London" logos on some of these silver vans at Acton and I assumed they'd been de-branded prior to disposal.

Comment by *Ray* on 28/06/2009: Between us, Steve and I managed to note all three had TfL logos at some time. Carlisle Lane and Hercules Road arches have appeared deserted now for some months so they may have moved or closed down (as did the '?' division which seems to have passed to an outside contractor along with the Mondeo cars).



Photo 2702, by **Kim Rennie**, added to LTSV on 26/06/2009.

Another of TfL Highways' anonymous Vauxhall Combo vans is LN57USP, seen at Acton Works on 12th June 2009. In fact, all three such vans were at Acton that day (LN57UNM, LN57UNX and LN57USP). Could the lack of lettering be because their use was only temporary? Have they returned to Carlisle Lane or been replaced? Or has their work ceased? These and many other questions will be answered one day, maybe.....

Comment by *Steve Howard* on 27/06/2009: UNX was seen at Leytonstone Station (north side) on the night of 18th June between a pair of numbered service vehicles.

Comment by *Thomas Young* on 15/07/2009: Well, what do you know! This van has now reappeared with Tube Lines logo and a fleetnumber. The allocation of fleetnumbers retrospectively is not unique (Astra cars 4794B to 4797B were new in 1995 and numbered in 1997) but it does suggest that there is a logic behind the numbered/un-numbered distinction. It remains to be seen whether the other two silver LN57 vans also gain numbers.

Comment by *Ray* on 16/07/2009: As has LN57UNX. 1463/4F were also numbered late in life.

Comment by *Thomas Young* on 16/07/2009: Some other 'late numbering' examples are given on page 2 of LTSV article 7 (17/09/2006).

Comment by *Thomas Young* on 19/07/2009: LN57UNM is now 6840V and LN57UNX is 6841V. They appear to be in use as mail vans. Thanks to Kim, some photos will be added soon.



Photo 2703, by **Ray Monk**, added to LTSV on 26/06/2009.

The fleet of vehicles supplied by the Distribution Services Manager includes a couple of hundred unmarked cars for use by various operators. Details of these are not generally available and would not be published anyway. However, a handful have been seen carrying operator labels, which makes them eligible for inclusion here. A good example is Ford Mondeo estate MV58WCP, photographed passing Acton Town station on 18th May 2009. Interestingly, this vehicle is used by the BCV ATC Manager, as was the last such car illustrated (VN56YMD - see photo 2055) and numbered vans 6041F and 6042F. By the way, the café in the background is a good place to spot service vehicles from, especially if you can bag one of the tables in the window. It is also very popular with staff from the nearby works.



Photo 2704, by **John Forge**, added to LTSV on 12/07/2009.

On a rather dreary Sunday 17th May 2009, John Forge visited the Belvedere Garage of East Thames Buses and found several of their former Dial-a-Ride minibuses present. Nearest the camera is crew ferry vehicle E22 (R963SLL), repainted red for its new role. Alongside is trainer T19 (P185OLC) which retains the slightly darker red from its DaR days. Both vehicles have signs on the rear stating that they are limited to 60mph.



Photo 2705, by **John Forge**, added to LTSV on 12/07/2009.

The most elusive service vehicle in the Metrobus fleet is probably Ford Transit dropside truck EJ54RVE (the allocated fleetnumber of 9014 does not appear to be carried). Nominally allocated to the engineering base at Lagoon Road it can just as often (or just as rarely!) be found at the main Orpington Garage. When John visited the latter on 17th May 2009 he found the trucked parked in the bus wash, making photography difficult. Note the tail-lift.



Photo 2706, by **Damon Cross**, added to LTSV on 12/07/2009.

Ford Transit van EJ57PXY was new to London General, probably in late 2007, and allocated to Stockwell Garage where it replaced similar GD02FKX (see photo 929). The livery application is similar to the older van but includes the seemingly fashionable practice of missing out the chevrons on the centre panels (as on the IRUs). Photographed outside Victoria Coach Station on 10th May 2009.



Photo 2707, by **John Forge**, added to LTSV on 12/07/2009.

John found 3 small vans parked behind the offices at Merton Garage on 17th May 2009. Among them was Vauxhall Corsa van GV57XRJ. This had started life with the Blue Triangle operation in Rainham, and had gained a small fleetnumber (6) on the rear side panels. It is presumed that the vehicle has been transferred but further observations would be welcomed.



Photo 2708, by **Malcolm Millichip**, added to LTSV on 12/07/2009.

Having operated anonymously for over a year, at least one of the three Mercedes Sprinter vans acquired by Metroline in late 2007/early 2008 has now gained lettering. KR57FUT was parked outside the Old Vic at Waterloo on 18th June 2009. It seems likely that this van has replaced older KN05LZW in the roadside support role, both vans having been seen at Perivale works recently (see photo 2645).



Photo 2709, by **Ray Monk**, added to LTSV on 12/07/2009.

Vauxhall Corsa car 123 (LN58UTL) and 126 (FG58NVX) are part of a large batch operated by Arriva London as crew ferry vehicles from the Lea Valley garage. However, on 15th June 2009, both were parked outside Stamford Hill garage.



Photo 2710, by **Malcolm Millichip**, added to LTSV on 12/07/2009.

An unexpected arrival in May 2009 was this Dennis Dart bus, seen at Richmond Manor Circus on the 16th of that month. Formerly used by BBC Lancashire as a mobile exhibition and computer unit, it seems to now be in use with NSL Services as a crew canteen and rest room. Not quite an NS though! The only lettering visible is the Keillor branding on the front, this being the specialist vehicle conversion company that modified the Plaxton Pointer bodywork. It remains to be seen if this vehicle becomes a permanent member of the NSL Services (latterly NCP Challenger) fleet.



Photo 2711, by **London Spotter**, added to LTSV on 12/07/2009.

A Sovereign Recovery van can often be found parked at Aldgate Bus Station. On 15th May 2009 the resident was Ford Transit MF05DHJ. This example is slightly unusual in being a high-roof mid-length van. Note the LT roundel on the number plate.



Photo 2712, by **Damon Cross**, added to LTSV on 05/08/2009.

Not previously illustrated, 626X is a Fordson tractor now preserved at the East Anglia Transport Museum in Carlton Colville (near Lowestoft). Tractors were used by London Transport mainly to move buses, trams and trolleybuses within garages and works. 626X was one of four acquired in 1942 and it spent time at Hertford, St Albans and Edgware garages before disposal in 1966. To facilitate their use as shunters, most tractors were fitted with large buffering plates at front and rear, mounted on substantial metal sections that ran either side of the engine. The arrangement visible here, whereby the front of these sections is suspended by ropes that run over the radiator, suggests that the sections were pivoted from the rear. A similar tractor is preserved in the Acton Museum Depot (351X - see photo 491), though 626X differs in having pneumatic tyres and mudguards, while it lacks headlights and was never licensed, running on trade plates (013GJ and 046UL). Photographed on 1st July 2009.



Photo 2713, by **Ray Monk**, added to LTSV on 05/08/2009.

On this website, I treat vehicles involved in the recovery of buses as service vehicles. But what about this? Midway Recovery Volvo X50TOW was seen on the roundabout at Redbridge on 22nd June 2009 with Mercedes-Benz Actros artic 2560M on tow.



Photo 2714, by **Kim Rennie**, added to LTSV on 05/08/2009.

5946F was one of the more elusive Ford Transit Connect vans in the Tube Lines fleet. New in March 2006 it was seen at Acton Works on 31st March 2009, most likely for decommissioning.



Photo 2715, by **Kim Rennie**, added to LTSV on 05/08/2009.

A lot of vehicles are to be seen running without logos at present, as the branding to replace the Metronet name appears to not yet have been decided. However the example shown here (Ford Transit crew van 6007F) predates this and is thought to be one of several held by Tube Lines for loaning to any operator as cover (this was mentioned on photo 2414 in connection with 6006F and 6008F so it seems plausible). On 31st March 2009 it was parked at Acton Works ahead of a Metronet Transit dropside.



Photo 2716, by **Ray Monk**, added to LTSV on 05/08/2009.

6101F is a standard 'small' (i.e. short-wheelbase, low-roof) Ford Transit van in the Metronet fleet. On 8th February 2009 it was parked on Trinity Square near Tower Hill Station. The larger Transit in the background is 6711F, see photo 2572.



Photo 2717, by **Ray Monk**, added to LTSV on 05/08/2009.

Trinity Square at Tower Hill again, this time on 9th May 2009, with Tube Lines Ford Transit 6107F in attendance. This high-roof van is allocated to the Transplant workshop at Ruislip and supports the engineering trains. As such, it can be seen at worksites that are otherwise dominated by Metronet vehicles.



Photo 2718, by **Colin Lloyd**, added to LTSV on 05/08/2009.

Colin just managed to catch this shot of Vauxhall Combo 6111V as it passed him on Stratford Broadway on 17th March 2009 (just a few minutes after a convoy of Ford Transits -see photo 2612!). Like the Transits, 6111V is a standard but rarely seen vehicle.

Photo 2719, by **Ray Monk**, added to LTSV on 05/08/2009.

Ray is doing good work trying to track down the LSCP (London Safety Camera Partnership) vehicles that are allocated fleetnumbers in the leased series. Following a lead, he attended the family fun day at Danson Park, Bexleyheath on 5th July 2009 and was rewarded with this shot of 6122F just arriving. Although the official fleet list (and consequently SUP24D) showed this as being a long-wheelbase van, it is in fact a medium-wheelbase crew van very similar to 6120F and 6121F.

Photo 2720, by **Colin Lloyd**, added to LTSV on 05/08/2009.

Caught leaving Lillie Bridge depot on 27th April 2009, 6147F is one of over 20 silver Ford Focus estate cars in the current fleet. Like most examples, it is operated by Metronet.

Photo 2721, by **Thomas Young**, added to LTSV on 05/08/2009.

A long-zoom shot of Lillie Bridge depot taken on 9th May 2009 sees a number of Metronet vehicles parked in the gap between the buildings. The silver Ford Focus estate is 6201F (number not carried on nearside) with Ford Transit Minibus 6473F just visible on the right. The Transit dropside in the centre is BD56YCJ, a member of the unlicensed fleet since January 2007, while Transit van 6331F is on the far left. Two more silver Ford Focus estates can be glimpsed further back, along with a single Ford Fiesta van. There are two Fiesta vans in the current leased fleet (6279F and 6399F) but it is not known if this is one of them.

Photo 2722, by **Ray Monk**, added to LTSV on 05/08/2009.

6210V is a Vauxhall Combo van supplied by the Edgware Road dealership and allocated to Tube Lines. Note that the logos are only applied to the doors (the larger bodyside logos are not always applied on smaller vans). It was found on Westerham Road near Leyton Green on 22nd June 2009.

Photo 2723, by **Thomas Young**, added to LTSV on 05/08/2009.

Vauxhall Combo van 6246V is allocated to the Jubilee Line Track team within Tube Lines and has been seen at a variety of locations (including Derbyshire!). On 9th May 2009 it was parked in the JNP yard at Lillie Bridge, affording a comparison with Volkswagen Caddy van 6400VW. Both vans have a full set of logos.

Photo 2724, by **Malcolm Conway**, added to LTSV on 05/08/2009.

Metronet Ford Transit van 6264F was photographed at the back of the Acton Museum Depot on 18th April 2009. This gated area was thought to be known as Hearne House, but other photos have shown that there are a collection of temporary-looking buildings in this yard with a 'Maxwell House' sign on them (and we're not talking about the coffee). The area beyond the substantial fence on the right is the playground of Acton High School. The best way to see the various Metronet vehicles based here is to wait on the corner of Gunnersbury Lane and Bollo Lane, outside Acton Town station, and hope that something either comes in or goes out. The only road access to the yard is via Museum Way and around the back of the Museum Depot.

Photo 2725, by **Kim Rennie**, added to LTSV on 05/08/2009.

Among a variety of vehicles photographed at Acton Works on 30th July 2009 was Vauxhall Combo van 6273V. Although no logos are carried, the van is operated by the SSL Signals section. Most recent Vauxhalls in the fleet have been registered in London (for example the LR07xxx and LT07xxx series). 6273V is one of three Combo vans registered in East Anglia, the others being 6276V and 6277V. Interestingly, intermediate numbers 6274 and 6275 were not issued. Note the recently applied lettering on the rear, warning potential thieves of the tracking devices fitted. Also notable is the legal lettering on the skirt of Ford Transit minibus 6426F on the right.

Photo 2726, by **Colin Lloyd**, added to LTSV on 05/08/2009.

A very colourful composition at Kingston Cromwell Road Bus Station on 20th June 2009. Nearest the camera is Honda Civic hybrid 6305H in the maroon livery standard for that type alone. Next to it is VW Transporter van 5672VW, now one of the oldest vehicles in the leased fleet and surely due for replacement soon. One correspondent mentioned that this example had recently been spruced up, and the bonnet certainly looks sparkling clean. The treatment does not appear to have extended as far as the raised roof section though! Completing the scene is one of South West Trains refurbished 455 units, in their 'interesting' revised livery. Note that the block of buildings to the left (once home to 'The Smokebox' transport bookshop) has been flattened.

Photo 2727, by **Glyn Matthews**, added to LTSV on 05/08/2009.

Honda Civic hybrid 6306H is from the rather hard to find west London allocation, latterly based (sometimes) at Wembley Olympic Way. This allocation is thought to have moved elsewhere but on 10th June 2009 the car returned to the area in connection with an England football game at the stadium. Tube services were seriously affected by a 2-day industrial action at the time, and numerous extra buses were provided as cover. Several LBSL vans were parked nearby.

Photo 2728, by **Ray Monk**, added to LTSV on 05/08/2009.

Unlike the west London allocation, the Honda Civic cars in east London are easy to see, most being based at Turnpike Lane, Stratford or Eltham Bus Stations. Some of these locations are not ideal for photography though, the cars at the former often parking nose-in to the back wall, as seen in photo 2017. It would be interesting to know what role these vehicles fulfil, as they are very rarely seen away from their home bases. On one of those occasions, Ray found 6307H (from the Turnpike Lane allocation) parked at Becontree Heath Bus Station on 18th July 2009. This vehicle is slightly odd in that it gained fleetnumbers about a month after delivery but has now evidently lost them again, on both sides!

Comment by *Derek Everson* on 19/09/2010: The cars are allocated to London Buses Area Managers and are used to attend various meetings in specific boroughs.

Photo 2729, by **Colin Lloyd**, added to LTSV on 05/08/2009.

Honda Civic car 6311H was allocated to Stratford Bus Station when new in 2007 but moved to Turnpike Lane in mid-2008. It was photographed at home on 27th May 2009 in the parking bay reserved for 'LBS Vans'.

Photo 2730, by **Ray Monk**, added to LTSV on 05/08/2009.

As has been mentioned several times, we rely on the occasional release of official information to get a fuller picture of the fleet. Most vehicles are seen and reported by correspondents, but some would never have been noticed. A good example is this car photographed at West Croydon Bus Station on 17th July 2009. Although completely anonymous, this vehicle is officially 6312H, the last of 16 Honda Civic Hybrid cars taken on lease in 2007. All the other Civics have London Buses markings on a maroon base colour, and are fitted with light-bars. 6312H is allocated to the same operational pool and the reason for its 'covert' appearance is not clear.

Photo 2731, by **Kim Rennie**, added to LTSV on 05/08/2009.

For several years Tube Lines (and London Underground before it) has had a licence to operate one or two PCVs (passenger carrying vehicles). Such vehicles can generally be recognised by carrying the operator's address low on the nearside, and all such examples in the service vehicle fleet have been Ford Transit minibuses. The first known were Mark 4 Transits 2502F and 2503F (plus 2506F later), followed by Mark 5s 5076F and 5077F, then Mark 6 5724F and finally (for now) Mark 7 6426F. The latter two were both of the extended length variety, seating 17. The offside lettering gives instructions for shutting off the engine, while the nearside legal lettering can be seen here. On 31st March 2009 the minibus was parked at Acton Works alongside the disused community exhibition vehicle M1020. By the way, the Ford Transit designations given here are the correct (if unofficial) ones. Those given in my article on Ford Transits were wrong and will be amended in due course!

Photo 2732, by **Ray Monk**, added to LTSV on 05/08/2009.

Ford Transit crew van 6459F is allocated to the Victoria Line Depot at Northumberland Park and was seen nearby at Tottenham Hale Station on 15th June 2009. Not much notable about this vehicle apart from the badge on the rear, which appears to be a 'Van of the year' branding.

Comment by *Ray* on 05/08/2009: Not sure about a badge but the small round object on bottom r/h (in middle of the Metronet logo) is, I am told, an extra lock as Transits are easy to 'borrow'.

Comment by *Thomas Young* on 05/08/2009: I beg to differ ref the thing on the back. A lock would not be there. But it does look rather like this [Van of the Year badge](#). Cheers.

Photo 2733, by **Colin Lloyd**, added to LTSV on 05/08/2009.

Lillie Bridge depot is home to a large number of Ford Transit dropside trucks. 6492F was new in autumn 2008 and has a crew cab and the traditional style of plain-sided body without a tail-lift. It was caught departing from Lillie Bridge depot on 6th May 2009.

Photo 2734, by **Kim Rennie**, added to LTSV on 05/08/2009.

The Metronet yard at the centre of Acton Works (also seen in photo 2590) is used by vehicles from both BCV and SSL. From the former is Ford Transit Connect van 6501F, currently the only such vehicle to carry silver livery. It was photographed on 5th March 2009.

Photo 2735, by **Malcolm Conway**, added to LTSV on 05/08/2009.

Although a large number of service vehicles are based at Acton works, Ford Transit high-roof van 6508F is currently the only numbered vehicle allocated to support the REW (Railway Engineering Works). It replaced similar 5439F in autumn 2008 and can often be seen from trains, parked outside the works building opposite Frank Pick House. On 6th May 2009 it was caught leaving the main works entrance.

Photo 2736, by **Thomas Young**, added to LTSV on 05/08/2009.

Vehicles at Arnos Grove are usually parked in the car park at the south end of the main building (as seen in photo 1958), which can be viewed by walking down Highview Gardens. The entrance is actually off Palmer's Road, and Ford Transit crew van 6555F was found parked at the end of the approach road on 4th July 2009.

Photo 2737, by **Ray Monk**, added to LTSV on 05/08/2009.

Ford Transit 6571F is a single-cabbed dropside truck with the recently introduced Ford 'one-stop' style of bodywork, complete with ribbed dropsides and tubular-framed headboard and step. It is allocated to the Central Line Site Services team and was photographed near Hainault depot on 8th June 2009. This operation is notable for running vehicle in non-standard liveries. Among the six numbered vehicles in use in spring 2009 were a dark-blue Tourneo Connect (6272F), a blue VW Transporter (6295VW) and a blue Transit van (6493F).

Photo 2738, by **Thomas Young**, added to LTSV on 05/08/2009.

Another zoomed-in rear-end shot from 'Peeping Tom's' 12x optical Panasonic! The subject is another standard Ford Transit crew van but, being photographed at High Barnet station during line works on 4th July 2009, one would have expected it to carry Tube Lines logos. The recent official fleet list does not give much information except that 6577F is in a Tube Lines 'pool' with just two other vehicles, 6578F and 6580F. Notably, all three operate without logos. 6578F has been seen several times at Griffith House, suggesting that it is on loan to Griffith House.

Photo 2739, by **London Spotter**, added to LTSV on 05/08/2009.

'Short and low' Ford Transit 6580F has run without logos since delivery, although it is operated by JNP. It could be part of another group of 'pool' vehicles for allocation on an as-required basis. On 8th July 2009 it was found in the car park at Hatton Cross Station

Photo 2740, by **Kim Rennie**, added to LTSV on 05/08/2009.

A pair of Metronet high-roof Transit crew vans back-to-back at Acton Works on 31st March 2009 comprising 6583F and 5879F. The fleetlists obtained occasionally from Tube Lines do not give allocation details in a traditional format, instead using customer codes that are sometimes obscure (BCVZD42 BCV SRA TF OPS MANAGER is a good example) and which appear to be for accounting purposes as much as anything. The codes will naturally not be published but I will try to use them to provide some context when writing picture captions. Unfortunately the most recent list did not include the meanings for the codes and some of them have changed. For example, both the vans shown here are allocated to SSLMC24 which, apart from being Metronet SSL, tells us very little. However, by comparing the allocated vehicles to an earlier list (and ignoring the possibility of other changes!) I can deduce that this is probably the Power and Electrical department. 5879F would have just celebrated its third birthday so was probably due for replacement soon. 6583F was taken on lease in December 2008 and appears to have been an addition rather than a renewal.

Photo 2741, by **Colin Lloyd**, added to LTSV on 05/08/2009.

Since 2005 the vehicles used for staff uniform distribution have carried Transport for London logos rather than London Underground or Tube Lines ones. The third vehicle reported as such was high-roof Ford Transit van 6584F, new in about October 2008 to replace mid-height 5816F. On 16th July 2009 it was caught passing the Empress State Building on Lillie Road, close to the Lillie Bridge depot entrance.

Photo 2742, by **Ray Monk**, added to LTSV on 05/08/2009.

Ooh, I am getting caption writing fatigue now! I think trying to do 66 in one batch was a bit ambitious. I mean, I have drafted over 2,740 of the blighters since starting this venture, and though I try to always say something interesting it can get a bit repetitive, especially if the subject matter is a white and blue Ford Transit. If I took all the captions and put them in a book, it would be quite a weighty tome. We're talking Argos catalogues here! Hey, I could add the photos as well. Nice hard covers, glossy paper, £199 cover price. I could make a fortune... or I could keep providing it for free to you ungrateful lot!

Metronet Fxxd Txxxxt van 6594F is used by the BCV Electrical DLO (whatever that is) and was caught on camera as it left Hainault depot on 22nd June 2009.



Photo 2743, by **Les Savine**, added to LTSV on 05/08/2009.

The confusion caused by the incorrect application of fleetnumbers to the second batch of Incident Response Units may soon be over. Les spoke to the driver of this van at Brnet Cross Bus Station on 26th July 2009 and was told that they were expected to have the numbers corrected in September. The van shown is 6608M, allocated to Edgware Bus Station and carrying the fleetnumber 6613M.

Comment by *Alan* on 10/10/2009: Still carries 6613M, seen passing Harrow bus station (10/10/09) Alan Herbert



Photo 2744, by **London Spotter**, added to LTSV on 05/08/2009.

Stratford Bus Station is the allocation for six of the London Buses Incident Response Units. Four are from the 2008 batch while the other two are from the 2009 batch, including 6622M (and 6616M in the background) seen at home on 4th June 2009.



Photo 2745, by **Kim Rennie**, added to LTSV on 05/08/2009.

Vauxhall Combo van 6651V, photographed at Acton Works on 12th June 2009, seems to be allocated to the Metronet SSL Signal Projects Installation Delivery Manager (if I have decoded correctly!). It has bodyside logos (although these lack the red 'swirl') but none on the doors.



Photo 2746, by **Colin Lloyd**, added to LTSV on 05/08/2009.

Metronet Ford Transit dropside truck 6665F was caught as it turned onto Lillie Road on 1st June 2009. Visible in the background is the south entrance to Lillie Bridge depot, although the depot itself is at the far end of the Earls Court complex. Note the lights in the tunnel beyond the gate house. You can at least see vehicles coming from a long way off!

Photo 2747, by **Kim Rennie**, added to LTSV on 05/08/2009.

The DSM (Distribution Services Manager) yard at Acton Works is usually packed with service vehicles, including new deliveries and those waiting disposal. Present on 12th June 2009 were new Ford Transit high-roof crew van 6689F for Tube Lines and Citroen Berlingo estate 6770, thought to be for Metronet (as was). On the left is Ford Transit Connect 5922F which is based here but which may well be for disposal having just achieved three years service.

Photo 2748, by **Ray Monk**, added to LTSV on 05/08/2009.

Ford Transit dropside trucks with rubbish cages are not particularly common, although for several years one has been based at Pinner Station at the leafy end of the Metropolitan line. Actually, that may be a clue to the vehicles' role, as they have been seen loaded with cut-down branches and vegetation. The vehicles so far have been Mark Five 4916F (1999 to 2003), Mark Sixes 5474F (2003 to 2006) and 5957F (2006 to 2009) and now Mark Seven 6694F. On 18th May 2009 Ray found the latest vehicle passing Acton Town Station, presumably before it entered service (it had only been registered eleven days earlier). As with most recent deliveries to the erstwhile Metronet operations, no logos are carried.

Photo 2749, by **Ray Monk**, added to LTSV on 05/08/2009.

A lucky snap at Acton Town station on 27th May 2009 sees two service vehicles passing. Waiting to turn onto Bollo Lane is newly delivered Ford Focus estate 6696F. It lacked logos but gained Tube Lines ones shortly afterwards. Passing the other way is an unidentified Metronet Ford Transit dropside truck loaded with bags of building materials.

Comment by *Ray* on 05/08/2009: 5959F (alias '5995F') is passing. There were no logos on the nearside when seen on 25/8/2009.

Photo 2750, by **Kim Rennie**, added to LTSV on 05/08/2009.

Parked on some parched grass near Acton Town station on 4th July 2009, 6697F is a Ford Mondeo estate in the Tube Lines fleet. Recent changes have made the differences between the Mondeo and the Focus less obvious, but the shape of the headlamps and the metal trim around the front grille are key recognition points.

Photo 2751, by **Ray Monk**, added to LTSV on 05/08/2009.

Ford Transit Connect 6698F carries no operator logos, although it apparently has chevrons on the rear. On 13th July 2009 it was waiting at the traffic lights near Acton Town Station.

Photo 2752, by **Kim Rennie**, added to LTSV on 05/08/2009.

Oh look, another Ford Transit. Let's see... it's got a high roof, it's a crew van, and it carries Metronet logos. Seen at Acton Works on 30th July 2009.

Photo 2753, by **Kim Rennie**, added to LTSV on 05/08/2009.

Ford Transit dropside truck 6708F was new to Metronet in April 2009 and would have been among the last vehicles to have their logo applied. On 12th June 2009 it was parked in the DSM yard at Acton Works alongside similar but older 5888F. The newer truck has a crew cab, a 'one-stop' style dropside body and a mesh tail-lift. I have only just noticed that Ford Transit trucks always seem to have a different design of front wheel to Ford Transit vans.

Photo 2754, by **Kim Rennie**, added to LTSV on 05/08/2009.

There are now at least 14 Staff Welfare Facility vans in the leased fleet, all based on jumbo Ford Transits. Most were converted by Clarks of Doncaster and, since mid-2008, have been registered by them, resulting in the appearance of Yx Yorkshire registration series. 6727F is one of a couple to carry all-over white livery and it was photographed at Acton Works on 30th July 2009.

Photo 2755, by **Kim Rennie**, added to LTSV on 05/08/2009.

What sort of facilities do the Staff Welfare Facility vans provide? Well, this picture taken at Acton Works on 30th July 2009 should help answer that! Accessed from the rear are two small toilet compartments, complete with basins and mirrors. The compartment doors look like they are hinged from the centre partition, but there are notices to either side (under the no smoking stickers) that state 'In case of emergency turn here'. Any suggestions? The Clarks badge is just visible on the left of the rear step. There are apparently two types of these vans. Some have two toilets and a small kitchen/rest area in the front, these being the examples with additional side windows. Vans without side windows are presumably those fitted with four toilets.

Photo 2756, by **Colin Lloyd**, added to LTSV on 05/08/2009.

Less than 2 weeks old at the time, Ford Transit dropside truck 6766F was caught about to turn into Lillie Bridge depot on 16th July 2009. Unlike most of the similar vehicles based here, this example is branded for Tube Lines, and has the 'one-stop' style of bodywork without a tail-lift.

Photo 2757, by **Ray Monk**, added to LTSV on 05/08/2009.

Vauxhall Astra estate 6768V was seen passing Acton Town station on 18th May 2009, the day it was licenced. It latter gained fleetnumbers and Tube Lines logos and was allocated to the control room at Cobourg Street, Euston.



Photo 2758, by **Ray Monk**, added to LTSV on 05/08/2009.

Ray has been quite lucky/patient/successful at catching vehicles on delivery to Acton Works recently, and this is the second example of a vehicle seen on the day it was first registered. 6778F was a short-wheelbase Ford Transit crew van that later gained Tube Lines logos. It is slightly curious that some vehicles seem to be delivered without logos but with fleetnumbers already applied.



Photo 2759, by **Ray Monk**, added to LTSV on 05/08/2009.

I thought I could liven up this website by having a Jowitt-esque 'The girl and the service vehicle' photo selection, but the range of source images is pretty thin. This photo, taken at Acton Town Station on 13th July 2009, hardly qualifies, and the only other one that springs to mind was taken about 10 years ago (see photo 232 at Victoria Station, even the colours match). So, an appeal/challenge to all photographic contributors. Submissions that include SVs AND some totty will be especially welcomed!

As for SVs, the inexorably progress of fleetnumbers continues, this being 6810F, the first 68xx to be shown. Exactly one week old, the vehicle lacked logos, either due to the newness or the de-branding of the Metronet operations.



Photo 2760, by **Kim Rennie**, added to LTSV on 05/08/2009.

Now, this could be a 'girl and an SV' shot! But it's actually relatively interesting. LN57UNN was one of three dual fuel Vauxhall Combo vans that joined the un-numbered fleet in early 2008 to work for TfL Highways (where they replaced Ford Transit Connect vans 5774F to 5776F). They were registered in the same LN57 series as many of the numbered fleet, and were most likely supplied by the dealership on Edgware Road. By mid-2009 the TfL Highways operation had been cut-back or closed down and the three vans were reassigned to JNP. They lost their light-bars and any TfL lettering that they had and were given Tube Lines logos and new fleetnumbers. These numbers are by a fair stretch the highest so far reported, and are consequently some 500-odd higher than other vehicles that entered service at the same time. Kim found two parked on Petty France (for the Broadway mail room) on 17th July 2009, including 6840V.



Photo 2761, by **Kim Rennie**, added to LTSV on 05/08/2009.

An overview of one of the lines of vehicles in the DSM yard at Acton Works on 30th July 2009, this shot includes relatively few (at least 7) liveried service vehicles. The others are a mixture of contractors, anonymous, and police-related vehicles. Note the presence of two London Buses Incident Response Units. At least four such vehicles were in fact present, possibly in connection with 6-month checks. Also visible are a van with additional lettering for cleaning services (probably 6527F) and one of the red VW minibuses.

Comment by **Kim Rennie** on 05/08/2009: The estate car on the extreme left appears to be a "de-mobbed" BTP dog van.

Photo 2762, by **Kim Rennie**, added to LTSV on 05/08/2009.

A second line-up in the Acton Works DSM yard on 30th July 2009, this one has a fair variety of vehicle types and liveries. Nearest the camera is un-marked VW Transporter minibus RJ09RNO. Whether this is actually a service vehicle may not be known until we next get an official fleetlist. The next van is white Renault Master 6761 while beyond that is silver Ford Transit 6027F. Note that this vehicle has had its Tube Lines logos stripped off and may be for disposal although it is a few months away from notching up the normal three years service. The London Buses IRU is 6361M from Sycamore House.

Photo 2763, by **Colin Lloyd**, added to LTSV on 05/08/2009.

The blue beast! This un-numbered Citroen Relay exhibition unit is similar in configuration to the red-liveried AY07EYZ but the cab is to a later design and the bodywork is even larger, somewhat dwarfing the front end. First registered in February 2009, it was seen at the back of the Acton Museum Depot in early March in company with similarly-liveried Ford Transit 5494F. Although the lettering is different, it is thought to have replaced the latter vehicle in the role of instructing children about safety on the tube (as AY07EYZ does for bus travel). On 31st July 2009 it was parked outside Oakwood Station with its nearside awning extended. The week commencing 3rd August 2009 was 'be safe' week at the LT Museum and both the red and blue vehicles were thought to be attending. However, the tube function was actually performed by a small trailer (see photo 2602).

Photo 2764, by **Colin Lloyd**, added to LTSV on 05/08/2009.

This picture is quite old (taken at Elephant and Castle on 12th June 2008) but I have included it as this Toyota Prius is something of a mystery. Carrying the standard TfL Streets livery of white with an orange stripe, such vehicles are usually based at Eccleston Place (Victoria) or Chancel Street (Southwark) and can often be seen around town. However, this particular vehicle has never been reported by anyone else. Could it be that there is another base that we have not yet discovered? Or perhaps the vehicle has been out of service? Who knows!

Photo 2765, by **Ray Monk**, added to LTSV on 05/08/2009.

Ten new lorries joined the Tube Lines fleet in 2008 comprising 6 Mercedes and 4 Ivecos. The last of the 10 to be illustrated on this site is Mercedes-Benz Axor dropside lorry WX08KUY. Sister vehicles WX08KUT and WX08KUV were delivered in April while KUY did not turn up until June or July. An interesting aspect of these vehicles is that several were first registered some days after delivery to Acton, although the WX series are west country registrations associated with the Mercedes importer. On 23rd June 2009, KUY was caught passing Acton Town Station, loaded with a pair of tube bogie frames. Note that the front dropside panel is lowered although whether this was deliberate is not known.

Photo 2766, by **Colin Lloyd**, added to LTSV on 05/08/2009.

Perhaps the most lorry-like lorries in the current fleet are a trio of Mercedes-Benz Axor delivered in 2008 to replace earlier Ivecos. All have triple-dropsides and nothing else. No cranes, no tail-lifts, no light-bars or toilets! WX08KUY was the last of the three to enter service and was found at Lillie Bridge on 16th July 2009.

Photo 2767, by **Colin Lloyd**, added to LTSV on 05/08/2009.

VLT46 is a Volvo FM12 recovery truck operated by Go-Ahead London and usually based at Putney Garage. For such a high-profile and instantly recognisable vehicle, it has been reported by visitors to the website surprisingly infrequently. New in August 2004, just 13 sightings have been logged over the past 5 years. Admittedly some people chose not to log all (or any) of their sightings. On 1st June 2009 Colin caught the Volvo at work towing a Stockwell-based WVL-class bus across the junction at Bank.

Photo 2768, by **Malcolm Conway**, added to LTSV on 05/08/2009.

We do very occasionally get service vehicle fleetlists from the bus companies, although it has to be said that the accuracy of them is very variable! R823CNB was listed by Arriva the Shires as being a 12 seat minibus acquired in 1997. The date is suspect as the vehicle was first registered in February 1998. More fundamentally, the vehicle is evidently a van rather than a minibus, although to be fair it is possible this was a (very neat) mid-life conversion. Anyway, the Ford Transit is allocated fleetnumber 1171 (not carried) and is based at Harlow Garage, where it was photographed on 24th July 2009. I could continue the Arriva-bashing by pointing out the rather rusty condition (the rear was worse) and pondering whether they were 'looking after our buses' at the expense of their SVs... but I won't.

Photo 2769, by **Glyn Matthews**, added to LTSV on 05/08/2009.

This Ford Transit Connect van was added to the First London fleet by early 2009, and Ray has made several visits to their Hackney / Lea Interchange garage to try and photograph it. However, it was Glyn that eventually found it paying a visit to Stratford Bus Station on 30th July 2009.

Photo 2770, by **Thomas Young**, added to LTSV on 05/08/2009.

Potters Bar Garage held another open day on 4th July 2009. As with the event the previous July, this was a fairly low-key but pleasant day, with several vintage buses running a variety of services, and a handful of buses on display inside the garage. The resident Mitsubishi pick-up was present again but was parked outside, thus showing off the fleetname in the rear window. This is the only indication of its role.

Photo 2771, by **Ray Monk**, added to LTSV on 05/08/2009.

Metrobus operates buses in two distinct areas, namely south-east London and Crawley. Each has its own allocations of service vehicles and those from one are rarely seen in the other. Ford Transit Connect van 9008 is allocated to Crawley for use as an engineering vehicle (as indicated by the extended fleetnames). It has been seen in Orpington (presumably heading for the company's main base there) but on 15th June 2009 it was found further north at Lewisham.

Photo 2772, by **Colin Lloyd**, added to LTSV on 05/08/2009.

With a couple of exceptions, the Sovereign Recovery fleet has been formed of 3-axle Volvo FH-series units. Some variety has been seen recently with DAF and Mercedes-Benz lorries being acquired, but only two 2-axle lorries have been reported to date. The first was Volvo KX03ABF, followed in 2009 by DAF CF 85.430 N10SOV, as seen here at Trafalgar Square on 13th July. Such vehicles are evidently capable of shifting a standard double-decker (in this case Arriva London Volvo B7TL VLA160) on suspended tow, including backwards.

Photo 2773, by **Malcolm Millichip**, added to LTSV on 05/08/2009.

This DAF XF recovery truck, with its curious extended snout appearance, has been illustrated here before (see photo 2543). As the select registration suggests, it was latterly in the Lantern Recovery Services fleet but had passed to London-based SRE Rescue Recovery by 9th July 2009. On that date it was employed towing a WVL-class bus from Putney Garage out of Kingston Cromwell Road Bus Station. This is slightly curious as the route on which such buses operate into Kingston (85) actually terminates in the Fairfield Bus Station.

Photo 2774, by **Thomas Young**, added to LTSV on 05/08/2009.

Some restrained bling on display at the Potters Bar Garage open day on 4th July 2009. GJ58NUF was new to Sovereign Recovery in November 2008 and has not yet been 'treated' to a personalised registration. As advertised above the windscreen, this is a Volvo FH16 580 (16-litre engine, 580HP?) while the bodywork and lifting equipment was built by Boniface. It was on display with its nearside equipment lockers open and rear booms extended. Note that the metal bars fitted to the front are labelled as LoBar, MultiBar and HiBar!

Photo 2775, by **Thomas Young**, added to LTSV on 05/08/2009.

Another view of Sovereign Recovery GJ58NUF on display at the Potters Bar Garage open day on 4th July 2009, showing the impressive capabilities of the recovery equipment fitted. On the right is a dragster that was periodically started up for a minute or two. In the enclosed space the racket it made was unbelievable.

Photo 2776, by **Glyn Matthews**, added to LTSV on 05/08/2009.

My views on the First national bus livery have been expressed here before, but this is an example of how it can actually be made worse! Mercedes-Benz Sprinter 208D van R977BNE is part of the First Devon and Cornwall fleet and was photographed in Plymouth on 24th July 2009. The addition of a yellow reflective stripe, edged in blue, results in a rather discordant scheme.

Photo 2777, by **Glyn Matthews**, added to LTSV on 05/08/2009.

Back to Wales now, for another service vehicle from the Cardiff Bus fleet. Iveco Daily 35S14 van 080 (CN08BGX) carries a bright orange and green livery with a large dragon motif towards the rear. Unlike the previous example (see photo 2607), this van has identical lettering on each side, with the Welsh variation of the fleetname relegated to a subtitle.



Photo 2778, by **Thomas Young**, added to LTSV on 11/08/2009.

Seen in the lorry yard at Acton Works on the 11th of August 2009 are a pair of Mercedes-Benz Econic dustcarts. WP09SMX (left) and WP09SMV had been delivered just half an hour earlier and are expected to be joined by a third example shortly. These will replace the two oldest dustcarts (2582M and 2583M) and remove the need to hire in additional vehicles. Two smaller Iveco dustcarts are also due. The livery on the cabs is the same as on WX57UMV and not like 2-axle WX08KUT. The bodywork is by Geesink Norba and is similar but not identical to that on 2582M and 2583M. The 2008 deliveries had Farid bodywork.



Photo 2779, by **Thomas Young**, added to LTSV on 11/08/2009.

When visited on 11th August 2009, Northumberland Park Depot had at least 6 service vehicles visible from the perimeter roads. Among them were a pair of recently delivered Ford Transit minibuses that were unusual for having a plain white livery. They were also very late recipients of the Metronet logos, 6801F shown above having only been licensed in May. This photo was taken from Watermead Way, where you have to contend with three factors! Firstly, a rather fine mesh fence with extensive vegetation (SLRs are no good), secondly the steel barriers at the perfect heights to obscure both registration and fleet numbers of vehicles parked against them and thirdly the track in front of the fence which is often occupied by Victoria Line trains.



Photo 2780, by **Thomas Young**, added to LTSV on 05/09/2009.

Here's a service vehicle that visitors to the recent Upminster Depot open day could easily have missed. Carrying no markings of any kind, this Vauxhall Movano van is actually assigned fleetnumber 5911V and is used by the LT Museum mainly to take sales stock to events and rallies. It was photographed on 29th August 2009.



Photo 2781, by **omnicitylondon**, added to LTSV on 05/09/2009.

It is always nice to welcome a new contributor to the website. Omnicitylondon sent in some pics taken at the open day at Upminster depot on 29th August 2009, amongst which was this one of Ford Transit Connect van 6106F. It is not clear if this Tube Lines vehicle was present at the depot in connection with the open day or with the work being undertaken on the District line, but a different Tube Lines van was present on the Sunday. Getting into details now, note that the logo is split across the join of the side access door. This is the most common application on Transit Connects, but some (such as 5946F - see photo 2714) manage to fit it in further back. Comparison with an earlier photo (ref 2416) of this van will show that it has a cargo door on the nearside only, and that the model badging is normally carried on the offside only.

Photo 2782, by **Thomas Young**, added to LTSV on 05/09/2009.

What a nice pair! I have commented before that recent car service vehicles are far removed from the Escorts and Chevettes of old. This rather stylish pair of Ford Focus estates was found at Upminster Depot during the open day on August 29th 2009. Although seemingly identical, LM58OYB on the left is part of the un-numbered fleet while VO58VBK on the right is numbered 6548F.

Photo 2783, by **omnicitylondon**, added to LTSV on 05/09/2009.

Upminster depot has had a single van allocated to it in recent years. Ford Transit 6568F was new in late 2008 and replaced similar 5871F (see photo 2435). The new van was seen during the open day on August 29th 2009.

Photo 2784, by **London Spotter**, added to LTSV on 05/09/2009.

Here is one service vehicle at Upminster that (almost) everybody missed. I caught a glimpse of it as I left on the heritage bus service but fortunately London Spotter was on hand to capture the details and this photograph. Ford Focus estate 6780F was new in April 2009 and carries no logos, suggesting it is operated by one of the former Metronet infracos. During the open day on Saturday 29th August 2009 it was parked in the public car park adjacent to the entrance to the depot.

Photo 2785, by **Malcolm Millichip**, added to LTSV on 05/09/2009.

Another view of un-numbered Ford Focus estate car LM58OYB at Upminster Depot on 29th August 2009. The reasons for some vehicles not being allocated fleetnumbers still escapes us. At any given time, there are several hundred cars in use by LUL and the infrastructure companies, although most operate without any markings at all. They can often be seen at depots and stations, clues as to their operation being the markings on the registration plates (Bank of Scotland or Leasedrivevelo), or if they are registered in a similar series to numbered vehicles. Vehicles which have logos or fleet livery are eligible for inclusion on this website and therefore reports are always welcome.

Photo 2786, by **Thomas Young**, added to LTSV on 05/09/2009.

During the open day at Upminster Depot on the weekend of 29th/30th August 2009, a display of engineering trains was laid on at the nearby station. Well, actually these were employed on track renewal work along the District line and were just two of many such trains to be seen between here and Dagenham. Still, many of the enthusiasts getting off the c2c trains on the adjacent platform had a good look before heading towards the depot! Nearest the camera is battery loco L16, built in 1970 and carrying standard yellow livery. On the other track were two more battery locos, flanking a tamper. L47 at this end carries the yellow and blue livery variant.

Comment by *Kevin Bullions* on 08/09/2009: The tamper is TM774 for the record.

Photo 2787, by **Thomas Young**, added to LTSV on 05/09/2009.

L49 was at the western end of an engineering train sat in Upminster Station during the open day at the depot on Saturday 29th August. As will be seen, this carries the blue livery. I noticed that all the locos had an alternative fleetnumber, low on the bodysides just inboard of each cab door (73049 in this case). At first I thought these might be TOPS numbers for use when working on Network Rail track. However, the various ranges seen (eg 64029 on L29) suggested otherwise. It would appear that they are based on the year of ordering. For example, L49 was delivered in 1974 so could have been ordered in 1973 (73). Likewise, L29 was delivered in 1965.

Comment by *Kevin Bullions* on 08/09/2009: The (in this case) 73 refers to the year of build (1973) and 49 is the loco number, I'll get back to you to confirm the meaning of the middle number.

Photo 2788, by **Thomas Young**, added to LTSV on 05/09/2009.

Of the various wagons found in Upminster Station on Saturday 29th August 2009, this was the most interesting. HD873 was one of six high-deck flat wagons built by Procor in 1987. As can be seen, these are flat wagons that are used for carrying over-length pieces of trackwork. Wagons with normal floor heights (such as the RW-series on the left and the GP-series) are not suitable for such loads due to their raised headstocks. A notable feature of the HD wagons is the way the floor is narrower towards the centre of the wagon. This could be to keep the wagons within the loading gauge on curves, particularly if they are longer than other stock. On the adjacent track are a pair of battery locos flanking tamper TMM774.

Photo 2789, by **Thomas Young**, added to LTSV on 05/09/2009.

The only wagon to be seen at the depot during the Upminster open day was rail wagon RW814. One of 26 built by Procor in 1986, this example features several removable bolsters as well as stanchions in the side pockets. Note the C-stock train on the track behind. Such trains very rarely venture further east than Barking. 29th August 2009.



Photo 2790, by **Malcolm Millichip**, added to LTSV on 05/09/2009.

Perhaps the most curious vehicle to be seen at Upminster depot during the recent open day was this four-wheeled, battery-powered, remote-control 'locomotive', used to manoeuvre trains in the wheel lathe shed. Malcolm reports that it was built by Niteq Transport and Handling Systems of Holland in July 2004. It is their model 1500-E, number 04-B217. I'm not sure what the contraption on the front is (with a winch in the 'cab' to lower it) but it appears that the loco can only couple to trains at one end. 29th August 2009.



Photo 2791, by **Thomas Young**, added to LTSV on 05/09/2009.

Another view of the Niteq 1500-E remote-control loco at Upminster depot on 29th August 2009 shows the adaptor fitted on the 'rear' to permit coupling to LUL rolling stock.



Photo 2792, by **Thomas Young**, added to LTSV on 05/09/2009.

Apart from Emergency Communications truck 2488M, the oldest service vehicles in the numbered fleets are the trio of Mercedes-Benz Actros articulated lorries bought in May 1998. 2560M was recently illustrated under tow (see photo 2713) but it seems to have recovered and was photographed outside Acton Town Station on 24th August 2009. It was coupled to Crane Fruehauf single-axle dropside trailer CT34, new in 1984 and therefore more than twice the age of the tractor unit.



Photo 2793, by **Thomas Young**, added to LTSV on 05/09/2009.

The pair of Mercedes-Benz Eonic dustcarts acquired in summer 2002 are due for replacement by similar new vehicles very soon. Indeed when photographed arriving at Acton Works on 24th August 2009, 2582M had recently lost its Tube Lines logos. It was later seen parked up in the lorry yard, slightly away from the active vehicles. Reports of further sightings would help determine the actual disposal date.

Comment by *Ray* on 05/09/2009: I believe this is the first shot to show the deleted Metronet panel. The last time the sign was shown was 12 months ago.



Photo 2794, by **Thomas Young**, added to LTSV on 05/09/2009.

Mercedes-Benz Sprinter dropside truck 6695M was new in December 2008 and to date remains unique within the leased fleet. It is operated by the Tube Lines escalator management team based at Frank Pick House and carries appropriate cabside lettering. On 24th August 2009 I caught it heading for home along Bollo Lane at Acton (with a large dog leaning out of the nearside window???)

Comment by *Thomas Young* on 13/09/2009: A couple of minor mods have been made since this vehicle was delivered (compare the above with the photo 2507 from December 2008). Firstly there is a locker underneath the front of the dropside body. Second the headboard has had extensions to form a 'H' bolster. Thirdly the tail-lift now has mini beacon lights on it.



Photo 2795, by **James Mair**, added to LTSV on 05/09/2009.

Judging by the immaculate state of the rear wheelarches, this vehicle was most likely on its delivery run. Caught entering Acton works on 11th August 2009, 6814F is a low-roof Ford Transit crew van. It would be interesting to know which dealerships actually supply the vehicles. We know that most Vauxhalls come from Staples Corner, and I suspect that the Fords are from Colindale.



Photo 2796, by **Thomas Young**, added to LTSV on 05/09/2009.

Photographing moving vehicles is an art that I am still only beginning to learn. Most of my results are either blurred, mis-timed or have unwanted foreground intrusions. This one is not bad, the subject being Mercedes-Benz Axor dropside truck WX08KUV turning into Acton works on 24th August 2009. Note the relatively short rear overhang, the unusual lack of a tail-lift, and the odd handle on the rear dropside panel.

Comment by *Ray* on 07/09/2009: Looks like the handle is a new unpainted one!



Photo 2797, by **James Mair**, added to LTSV on 05/09/2009.

The other difficulty of photographing moving vehicles is that they often catch you unaware! James did a marvellous job when a pair of brand new dustcarts crept up on us at Acton Works on 11th August 2009. He managed to fire off a series of shots all of which are almost perfectly composed and focused. I can't even do that with stationary vehicles! The first shows WP09SMV turning into the works, with WP09SMX close behind.

Comment by *Ray* on 09/09/2009: Looks like these have rear-wheel steering.



Photo 2798, by **James Mair**, added to LTSV on 05/09/2009.

Another superb shot by James Mair taken at Acton Works on 11th August 2009 shows brand new Mercedes-Benz Econic dustcart WP09SMX arriving at its new home. Note the pre-fitted broom and shovel and the spotless condition of the compactor and hoisting equipment.

Comment by *John Lloyd-Martin* on 08/09/2009: It would appear the broom & shovel are standard fittings. I saw a similar vehicle in Leeds 07/08/2009, with same equipment !



Photo 2799, by **Thomas Young**, added to LTSV on 05/09/2009.

The bodywork on the 3-axle dustcarts delivered in 2009 is broadly similar to that on the 2002-vintage pair (see photo 2793) that they are intended to replace, most of the differences being in the areas of the compactor and lifting gear. The cabs are to a revised design, with conventional doors replacing the folding 'bus' type used previously, and a new front grille arrangement. Finally, the livery features a higher proportion of blue. WP09SMV was seen positioning itself in the yard at Acton works on 11th August 2009, just after delivery.



Photo 2800, by **Ray Monk**, added to LTSV on 13/09/2009.

Ah, there it is! We have known for some time that London Buses had a location somewhere in west London, certain vehicles having been seen on the road but never parked at any of the familiar places. Chief among these was Volkswagen Transporter van 6074VW, one of seven low-roof examples used by the Infrastructure Development team. In August 2009 Ray finally tracked the location down to the Victory Business Centre on Fleming Way in Isleworth. 6074VW was present on the 14th (exactly three years since it was first licensed, which would suggest it is due for replacement), along with four other vehicles (to be illustrated soon).



Photo 2801, by **John Lloyd-Martin**, added to LTSV on 13/09/2009.

The third example of a Volkswagen Crafter van to be illustrated on this site is Epsom Buses A6HRR, seen at the garage on 24th August 2009. New in December 2008 as LC58GFU, it was re-registered by the following June, using one of several 'select' marks held by the firm (the HRR refers to the initials of the proprietor). Note that, although the vehicle is red and has an LT roundel on the rear, the fleetnames are for Epsom Coaches. The Epsom Buses name has been all but dropped in favour of Quality Line. The rear chevrons are rather unusual. I would like to know what the yellow thing in the background on the right is. It looks somewhat like the cab of a 'landtrain' locomotive.

Comment by *John Lloyd-Martin* on 13/09/2009: That's what it looked like to me ! It wasn't very big, not much more than a cab for pulling a train.

Photo 2802, by **Thomas Young**, added to LTSV on 13/09/2009.

An interesting find at the Rainham garage of Blue Triangle on 29th August 2009 was this LDV Pilot van carrying the fleetnumber BD02. It was parked in the recently added annexe yard, the main garage and yard being beyond the fence in the background. The van itself has not previously been reported but the lettering would suggest that it was acquired before the company was bought by the Go-Ahead group in 2007. Another LDV van was lettered as BD01 (see photo 1555), these perhaps relating to BreakDown vans. Although the van looked in good condition, according to the DVLA website it had not been licensed since the end of March 2009.

Photo 2803, by **Les Savine**, added to LTSV on 13/09/2009.

This van is slightly enigmatic. New in Spring 2004 and based at the Westbourne Park garage of First London it was mysteriously absent from the sightings logs until March this year. Les was the second person to report it (and also photographed it) at Hammersmith on 29th August 2009. The van is a Vauxhall Vivaro in the usual First London livery of red with yellow hatches. It would have been interesting to see if it had a fleetnumber, the First numbering being particularly peculiar. However, where carried, fleetnumbers are usually on the offside. Presumably the vehicle has not been reported due to it spending most of its time hidden in the depths of the garage.

Photo 2804, by **John Lloyd-Martin**, added to LTSV on 13/09/2009.

Somewhat dwarfed by a very expensive line-up of Setra coaches, LB04DFF is one of 7 Toyota Yaris Verso cars used as crew ferry vehicles by Epsom Buses (aka Quality Line). No side lettering is carried on this example but it has an LT roundel on the front, and the Crew Shuttle wording in the rear window (as seen in photo 2352). Photographed on 24th August 2009.

Photo 2805, by **Ray Monk**, added to LTSV on 13/09/2009.

It is nice when a visit to a location turns up something new. When we arrived at Transdev's Hounslow Heath garage on the 24th of August 2009, this previously un-reported Ford Fiesta van was the first thing we saw. It was parked away from the other SVs (mainly crew ferries), and had lettering for CCTV support. A similarly lettered van of First London was illustrated in 2006 (see photo 1251).

Photo 2806, by **Thomas Young**, added to LTSV on 13/09/2009.

The Go-Ahead London group has a fleet of anonymous and elusive small vans. Ford Fiesta EJ56XAP was found paying a visit to Waterloo garage on 1st September 2009, the first day of the non-articulated Citaro buses on former Red Arrow route 521.

Photo 2807, by **Thomas Young**, added to LTSV on 13/09/2009.

Since it was taken over by Go-Ahead London, Blue Triangle has used a fleet of anonymous vans for its crew ferry and engineering support duties. Thought to be assigned to the latter are this pair of Vauxhall Combo vans, photographed (with permission) at the Rainham garage on 29th August 2009. Most (but annoyingly not all) of the vans have tiny fleetnumbers on the offside only. GP57MVC to the rear carried 9, while GP57MVH was showing 1 but could perhaps have started out as 10!

Photo 2808, by **Thomas Young**, added to LTSV on 13/09/2009.

Showing its fleetnumber 4, Vauxhall Corsa van GV57KJZ is one of at least six such vehicles that have been used as crew ferries from the former Blue Triangle garage at Rainham. The reason for buying vans rather than equivalent cars is not known, although most seem to only carry one person at a time. Photographed with permission on 29th August 2009.

Photo 2809, by **Thomas Young**, added to LTSV on 13/09/2009.

Rainham is one of the BOB (back of beyond) garages, and really needs its crew ferry vehicles. Among them is un-numbered Vauxhall Corsa van GV57XRE, photographed at home on 29th August 2009. The East London and Arriva Tour bus companies also have bases nearby (the blue gantry visible top right is in the Arriva yard), along with a motley collection of other industries. The wind turbine in the distance is within the Ford complex at Dagenham.

Photo 2810, by **Ray Monk**, added to LTSV on 13/09/2009.

This photograph has been catalogued as being at Hainault Depot but is actually the road junction outside the station, the depot entrance being a dozen or so yards behind the van (to the right of the following Mercedes car). However, as with many depots, nothing interesting can be seen from public areas. The subject here is a Vauxhall Combo van carrying non-standard Silver livery (the only known example apart from the trio that started life with TfL Highways) and also lacking its fleetnumber of 6669V. As with many silver Metronet vehicles, the logos show they were designed for white vehicles by having the roundel in-fills in that colour.

Photo 2811, by **Kim Rennie**, added to LTSV on 13/09/2009.

Kim gets into places where the rest of us can't! A good example of the difficulty of finding service vehicles is in those allocated to the Bakerloo Line. The depots at Stonebridge Park and Elephant and Castle (London Road) are anything but remote, but nothing can be seen from public areas. Despite its small size, it would appear that about 6 or 7 SVs are normally based at London Road, currently including this silver Renault Kangoo estate car. With its assigned fleetnumber of 6678R notable by its absence, the car was photographed in the tiny yard on 25th August 2009. Note the tracks at a lower level beyond the fence.

Photo 2812, by **Colin Lloyd**, added to LTSV on 13/09/2009.

Not previously reported, this Toyota Prius hybrid-electric car carries a livery and lettering very similar to the pair of VW Transporter minibuses at Victoria, although it has never been reported there. Colin caught the car at Marble Arch on the 3rd of August 2009.

Comment by *Ray* on 14/09/2009: Could this have, indirectly, replaced Smart car EJ55MPV?

Photo 2813, by **Thomas Young**, added to LTSV on 13/09/2009.

RK09POU and RK09POV are a pair of VW Transporter minibuses that replaced VW LT35 minibuses 6010VW and 6011VW in spring 2009. They work for the Transport for London Community Safety Enforcement and Policing team and can normally be found parked on the ramp at the back of Victoria Coach Station. Both were present on 29th August 2009, along with IRU 6356M, this angle showing off the rear chevrons and low-profile light bars. The vehicles are active at night when they respond to incidents on the night bus network. The notice in the window of RK09POV explains 'Why are we carrying out these checks on buses'. Given that 6010VW and 6011VW did not carry their fleetnumbers, it seems likely that the new pair are also numbered on paper only.

Photo 2814, by **Malcolm Conway**, added to LTSV on 13/09/2009.

The Big Bus Company is one of the two major providers of sightseeing tours in central London and has been classed as a bus operator in terms of the database on this website. Having used a couple of select-registered vans in recent years, their current engineering vehicle carries the less memorable mark of YH57JZT. A medium wheelbase, mid-height Ford Transit van, it is of the rare 145 T300 variant, and to GLX standards to boot! This probably accounts for the smart wheeltrims. On 31st August 2009 it was caught heading down Park Lane. Note that the rear chevrons are somewhat 'steeper' than usual, the opposite of Quality Line A6HRR (see photo 2801).

Photo 2815, by **John Lloyd-Martin**, added to LTSV on 13/09/2009.

The crew ferry minibuses with East London are relatively easy to see, shuttling between the new garage at West Ham and the nearby station (although they also run to other locations). Having said that, they have not been particularly well covered on this site yet. Helping redress that are two shots from John Lloyd-Martin. The first shows Renault Master EX08KZO (fleetnumber 96014 visible in the windscreen and low on the side) coming down from the bridge on Stephenson Street on 25th August 2009. Three Masters were acquired, the remainder being the smaller Traffic model. It would appear that the other two of the trio have now transferred to Rainham garage. Note that no logos are carried.

Photo 2816, by **John Lloyd-Martin**, added to LTSV on 13/09/2009.

Only a few of the East London crew ferry minibuses have been treated to company logos, among them Renault Master EX08KZV (fleetnumber 96006), seen here leaving West Ham garage by the new approach road on 25th August 2009. It is curious that the 11 vehicles reported have carried the numbers 96006 to 96016, with no sign of 96001 to 96005. One possibility is that some of the six LDV Convoy minibuses inherited from Stagecoach were renumbered from the 92401 to 92407 range into the vacant 9600x series, although it is hard to see why this would be done.

Photo 2817, by **Thomas Young**, added to LTSV on 13/09/2009.

This is the view of Arriva London's Edmonton Garage from the towpath of the River Lee Navigation, taken on 11th August 2009. Most of the numerous crew ferry vehicles allocated can be observed from here, with 10 being logged during my brief visit, and 5 visible in this photo. Most are now Vauxhall Corsa cars, numbered in the 104 to 119 range, and rather smart apart from the lack of wheeltrims. The red notices on the doors warn of tracking devices being fitted.

Photo 2818, by **Thomas Young**, added to LTSV on 13/09/2009.

Almex uses a fleet of cars to service the roadside ticket machines, most now being Vauxhall Astra hatchbacks. Typical of these is BL55AOU, found at the new White City bus station on 25th August 2009. Most of the vehicles are silver and unmarked. They can best be identified by the removable roof lights or the locations at which they are found. Or sometimes.....

Photo 2819, by **Les Savine**, added to LTSV on 13/09/2009.

... they helpfully carry notices in the windscreen! AU06UPS is another of the Vauxhall Astra hatchback cars used by Almex. It was photographed at the Elephant and Castle on 17th August 2009.

Photo 2820, by **Kim Rennie**, added to LTSV on 15/09/2009.

I have received four photos of this van at various locations recently, the one selected for publication having been taken at Plaistow on the 1st of August 2009. 5995F is a mid-height long-wheelbase Ford Transit crew van in the Metronet SSL Signal Projects section, this being one of very few departments to apply subsidiary lettering to the company logos. The number 5995F also appeared erroneously on Transit Dropside 5959F (see photo 2372).

Photo 2821, by **Thomas Young**, added to LTSV on 15/09/2009.

Ray and I had a long day visiting garages in east London after the Upminster open day on 29th August 2009. As we were heading for London Bridge for our respective trains home I noticed this Metronet van parked outside Lambeth North station. Completely blocking the pavement, 6022F is a low-roof Ford Transit crew van operated by the Bakerloo Line signal team. It (or a very similar vehicle) was seen shortly afterwards entering London Road depot.

Photo 2822, by **Kim Rennie**, added to LTSV on 15/09/2009.

Vehicles numbered 6020 to 6023 are reportedly allocated to the Bakerloo Line signals team, although 6020R was a Renault Kangoo seen a few times at Seven Sisters and other Victoria Line locations. The other three are all low-roof Ford Transit crew vans, including 6023F photographed at London Road depot on 25th August 2009. Unlike sister 6022F, this van lacked both the large Metronet logos and fleetnumbers.

Photo 2823, by **Thomas Young**, added to LTSV on 15/09/2009.

My efforts to gather photographs of all current service vehicles could be said to be both impossible and pointless. I wouldn't argue with the latter but the task might be achievable if I stood on Bollo Lane for long enough! On the 11th August 2009 I caught Tube Lines Ford Transit crew van 6194F backing out of Smallbills garage. This vehicle is one of many allocated to the Escalator Services department, in this case to their 'Team 2'. Many of the Tube Lines escalators vehicles can be seen at nearby Frank Pick House but sightings suggest that this van is not based there. Note the lack of roof rack normally found on this type. No, really!

Photo 2824, by **Thomas Young**, added to LTSV on 15/09/2009.

Another Tube Lines escalators Ford Transit crew van outside Smallbills garage on Bollo Lane. However, this was on the 24th August 2009 and the van was low-roof 6255F from 'Team 1'. This one does appear to be based at Frank Pick House, although it entered service while the operation was still based at Griffith House.

Photo 2825, by **Malcolm Conway**, added to LTSV on 15/09/2009.

Honda Civic saloon car 6297H is one of the lesser spotted members of the 16-strong fleet employed by London Buses. The few sightings suggest it is based somewhere in west London, perhaps at the newly discovered Isleworth office. However, on a sunny 31st August 2009 it was caught heading around flowery Marble Arch.

Photo 2826, by **Ray Monk**, added to LTSV on 15/09/2009.

As mentioned recently (see photo 2800), Ray has found the 'missing' LBSL location in Isleworth. When he visited on August 14th 2009, three Honda Civics were among the five service vehicles present. 6306H on the left had been resident at Wembley Olympic Way until that location appeared to close in early 2009. 6305H in the middle has often been seen in Kingston, and was unusual for not having its light bar in place (changing the vehicles appearance considerably), while 6303H on the right was one of the elusive ones.

Photo 2827, by **Thomas Young**, added to LTSV on 15/09/2009.

I waited quite a while for this guy to move but he was in no hurry. Unfortunately his presence means I can't really show the most interesting aspect of this vehicle, which was that it had an additional two seats behind the driver and passenger. We have known that some of the Vauxhall Combo vans in the fleet are listed as '2+2', but I presumed these were perhaps convertible, especially as no extra side windows are provided. It also means that the cargo compartment is not big as it looks, and can only be accessed from the rear doors. 6387V was new in November 2007 and was based at Stanmore for the third platform project. This project was completed in mid-2009 and the vehicle was perhaps being 'overhauled' prior to reassignment. The Bollo Lane Hand Car Wash is in fact on the junction of Stirling Road and Colville Road. The area around here is notable for the concentration of garages and automotive related businesses. 11th August 2009.

Photo 2828, by **Ray Monk**, added to LTSV on 15/09/2009.

This is the third picture I have published today that shows a Tube Lines escalators vehicle parked on Bollo Lane. This section is based at nearby Frank Pick House, but parking there is limited. As when they operated from Griffith House, many of the vehicles are probably kept at their driver's homes. Ford Transit Connect van 6510F was photographed on 25th August 2009.

Photo 2829, by **Ray Monk**, added to LTSV on 15/09/2009.

Metronet logoed Vauxhall Combo van 6576V was found in the small car park behind the shops at the top of Bollo Lane on 12th August 2009. The official fleet list shows this as being a 'crew van' so it presumably has a second row of seats (without much view).

Photo 2830, by **Kim Rennie**, added to LTSV on 15/09/2009.

Another Metronet Vauxhall Combo (stay with me, there might be some interesting stuff later), this time 6650V found at Plaistow Station on 1st August 2009. This is one of many vehicles operated by the SSL Signal Projects team and has gained the additional lettering beneath the smaller logos. It has lost its front wheeltrim though. It is another 'crew van', and a cargo dividing mesh is just visible through the passenger side window. However, it is hard to tell if this is behind the front seats or further back. One thing I have just noticed is that the sign above the tax disc is for Velo. As the lettering at the bottom of the number plate shows, this is one of many vehicles supplied recently by LeaseDriveVelo.

Photo 2831, by **Thomas Young**, added to LTSV on 15/09/2009.

Photographed from a passing train (with slightly mucky windows) on 24th August 2009, this is the south end of the lorry yard at Acton Works. The area has recently been given over to the growing fleet of Staff Welfare Facility (SWF) vans, of which the odd one out is illustrated here. 6706F is lettered as a Canteen Briefing Facility (has your canteen been briefed?!) and seems to normally be parked right at the end of the yard. Apart from the lettering it differs from the other vans in having a retractable awning mounted on the nearside and an external light above the side door (although 6464F appears to also have one of the latter). The standard SWF van alongside could not be identified.

Photo 2832, by **Kim Rennie**, added to LTSV on 15/09/2009.

An interesting comparison of sizes on a trio of service vehicles in the small yard at London Road Depot (Elephant and Castle) on 25th August 2009. On the left is mid-height, medium-wheelbase Ford Transit van 6722F while on the right is jumbo (high-roof, long-wheelbase, extended body) Transit crew van 6707F. Although it took a higher fleet number, 6722F arrived a few months before 6707F, and had Metronet logos applied (not visible in this view). 6707F came after the decision to drop that name and is therefore anonymous for now. Squeezed in the middle, and characteristically hiding its face, is Renault Kangoo 6045R. Having talked about LeaseDriveVelo a couple of times recently, I noticed that both the Ford vans shown here had been supplied by Lex. This name is shown above the tax disks, and also on the number plates. Note how the jumbo Transit doesn't quite fit in the painted parking space!

Photo 2833, by **Thomas Young**, added to LTSV on 15/09/2009.

Staff Welfare Facility vans are a recent phenomenon, but the central fleet already has at least 15 examples. From mid-2009 the south end of the lorry yard at Acton Works was cleared to provide a parking space for them and this view taken on 24th August 2009 shows at least 12 such vehicles resident. Although all are based on jumbo Ford Transits, there is some variety in the liveries (white or white/blue), the side windows and the roof ventilators. All white 6727F is nearest the camera, the others on the front row being (left to right) 6463F, 6525F, 6446F, YR09GMX, 6519F and 6517F. The four at the back were not positively identified but are thought to be 6464F, 6518F, 6705F and YS09CXC.



Photo 2834, by **Thomas Young**, added to LTSV on 15/09/2009.

Citroen Berlingo estate 6769 replaced Renault Kangoo 5835R as the resident car at Loughton in May 2009. It arrived after the decision to discontinue the Metronet name and hence has no logos. 25th August 2009.



Photo 2835, by **Ray Monk**, added to LTSV on 15/09/2009.

It would have been very easy to overlook this anonymous Ford Focus hatchback parked on Bollo Lane on 25th August 2009, but Ray knows his onions. X62FKN was new to the Streets Management unit that became TfL Streets in 2001, and originally had an orange stripe and lettering. By late 2007 it turned up at Acton Works in plain white, and was reported in the staff car park on several occasions. It is not known who currently operates the vehicle.

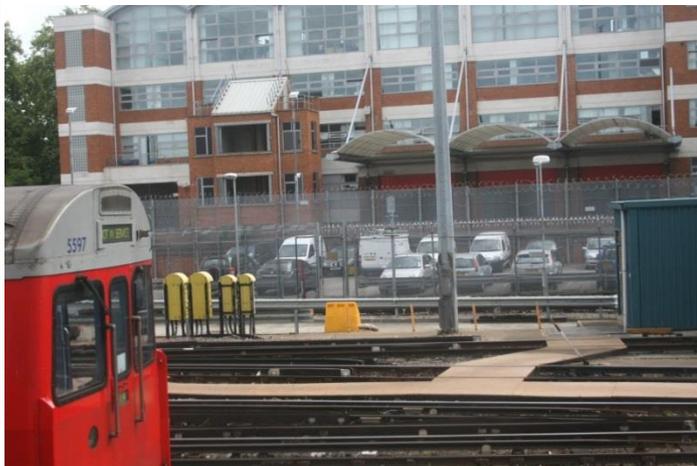


Photo 2836, by **John Lloyd-Martin**, added to LTSV on 15/09/2009.

Hammersmith depot is yet another location at which the service vehicles are well hidden. This view was taken from a passing train on 25th August 2009 and shows the small (and well fenced) car park between the depot tracks and the adjacent offices. Three of the vans within are believed to be from various contractors, while the Transit Connect on the left is almost certainly Metronet 6051F. The silver Ford Focus hatchback to the right is from the unmarked fleet supplied by Acton. The buildings in the background are on Shepherds Bush Road, and vehicle access to the depot appears to be via the covered way on the left.



Photo 2837, by **Kim Rennie**, added to LTSV on 15/09/2009.

Battery loco L19 was at one end of an engineering train found at Plaistow Station on 1st August 2009. The first three wagons are former BR 'Turbot' ballast wagons, while beyond is a DISAB ballast sucker set, as detailed on the next picture.



Photo 2838, by **Kim Rennie**, added to LTSV on 15/09/2009.

Here is another view of the engineering train Kim found at Plaistow on the 1st of August 2009. On the left are the two parts of one of the DISAB ballast vacuum. As already described (see photos 2667 and 2668), these vehicles are used to treat wet spots in the track bed. The business end comprises a large hose on an articulated arm, which is thought to be manually 'dipped' into the ballast in much the same way as gully emptiers work. However, in this view the hose is horizontal (just in front of the signal), perhaps because it was about to be stowed. To the right are the pair of GP series wagons that normally work with the DISABs. The nearest one has a hydraulic crane (for unloading bags of ballast). At the far end is battery loco L22. In the background can be seen the Ford van dealership. Service vehicles have sometimes been seen in the yard here, either awaiting delivery or repair.



Photo 2839, by **Ray Monk**, added to LTSV on 15/09/2009.

It does seem rather odd to apply select registrations to otherwise anonymous vehicles. This Ford Transit minibus is operated by Quality Line (aka Epsom Buses, originally owned by H R Richmond) and is usually used as a crew rest point at Wallington Station. It was photographed there on 28th August 2009. Acquired in November 2008, it was reregistered from OU04EZN by July 2009.



Photo 2840, by **Damon Cross**, added to LTSV on 15/09/2009.

Countryliner started life as the coaching arm of London and Country, based in Guildford. It was sold by Arriva in 1998 and gradually picked up bus work across a large swathe of south east England. The first of their vehicles to be illustrated on this site is smart Ford Transit van Y272RHR, found at Lewes Bus Station on 12th August 2009.



Photo 2841, by **Les Savine**, added to LTSV on 15/09/2009.

The National Express group has recently given up on London bus operations (again), selling its Travel London subsidiary to NedRailways. As the name suggests, the new owner is part of the Dutch railway company NS. The sale took place in May 2009 and there are currently plans to rebrand the London operations as Abellio. An earlier decision to change the name to Ravel Ondo was overruled, but not before it was applied to crew ferry car GP04ZXB! The Peugeot Partner estate was photographed at Waterloo Station on 13th August 2009.

Photo 2842, by **Ray Monk**, added to LTSV on 15/09/2009.

Arriva London Vauxhall Combo van 43 (NX54YTK) worked from Stamford Hill and Tottenham garages for a few years but managed to avoid being photographed. In 2009 it transferred south of the river to Beddington, and it was found nearby on the 28th of August. It has retained its original fleetnumber, although it appears to have been applied using rather smaller lettering than usual. There was no lettering on the offside.

Photo 2843, by **Glyn Matthews**, added to LTSV on 15/09/2009.

Back to Cardiff again (note the bi-lingual road works sign) for a view of Walls Rescue Iveco EuroStar tow truck C17TOW at work on the 24th of February 2009. Note the curious arrangement of the rear axle. The bus has London connections, 34137 having been new to Stagecoach London as their SLD137.

Comment by *richard* on 16/09/2009: the rear axle is a liftable / tag type , check the Roger Dyson website they build this type of bodywork , the red recovery boom can be slid down towards the rear axle forming a crane

Photo 2844, by **Glyn Matthews**, added to LTSV on 15/09/2009.

Continuing our occasional look at service vehicles outside London, this view was taken in the shadow of the city walls in York on the 28th August 2009. AJ02VRN is a jumbo Ford Transit operated by York Pullman. Now, I am not very up on my provincial bus operators but I do recall that an earlier incarnation of York Pullman was absorbed by the Yorkshire Rider group. The van is notable for having what looks like a retractable awning fitted on the nearside.

Photo 2845, by **Ray Monk**, added to LTSV on 11/10/2009.

An unexpected find at Merton garage on 6th September 2009 was Ford Transit Connect 5849F from the Tube Lines fleet. This vehicle has operated without company logos since delivery in early 2006. Although now overdue for replacement it was thought to be active when photographed. It is one of a batch of vans used for internal mail deliveries and can therefore turn up at any location associated with London Underground or London Buses. However, the fact that it was parked in the side yard, coupled with some previous sightings here and at Sutton garage, suggests that its regular driver may live nearby.

Visible to the right is evidence of the efforts to get smokers to quit! The company has provided a seat you can't sit on and a shelter that won't shelter you.



Photo 2846, by **Ray Monk**, added to LTSV on 11/10/2009.

Metronet Vauxhall Combo 6450V was found parked in Upper Belvedere on 13th September 2009. The company logo has lost the normal red 'swirl'.



Photo 2847, by **Ray Monk**, added to LTSV on 11/10/2009.

We do like oddballs! This Ford Transit van seen near Hainault Depot on 2nd October 2009 is numbered 6493F but carries 6439F on the offside. It has no other lettering, and is fitted with a non-standard roof-rack. Most significantly however, it carries a dark blue livery. The reason for this is not clear, although it is notable that Ford Tourneo Connect 6272F is similarly attired, and is also allocated to the same operational unit (Central Line Site Services). They also have a light blue VW Transporter van (6295VW). It seems likely therefore that there is a reason for all this....



Photo 2848, by **Thomas Young**, added to LTSV on 11/10/2009.

The two VW Transporter vans in the TfL Highways fleet are shown as being allocated to Carlisle Lane but are in fact believed to have moved elsewhere recently. 6602VW has been seen on a couple of occasions parked in Southwark Street (near to the Chancel Street base of TfL Streets), as here on 9th October 2009. I have included this shot as it shows the distinctive rear chevrons applied to the pair.



Photo 2849, by **Ray Monk**, added to LTSV on 11/10/2009.

Caught leaving Hainault Depot on 2nd October 2009 was Ford Focus estate 6647F of Metronet.

Photo 2850, by **Kim Rennie**, added to LTSV on 11/10/2009.

A very fine study of Metronet Ford Transit jumbo crew van 6704F at Acton Works on 8th September 2009. This is a Mark 7 Ford Transit, which reminds me that I really must correct my article on the subject!

Photo 2851, by **Damon Cross**, added to LTSV on 11/10/2009.

As regular visitors will know, I categorise vehicles as being crew vans if they have additional side windows. Ford Transit crew vans are fairly common, Ford Transit Connects and Vauxhall Combos much rarer (although many do have an additional pair of seats). A recent addition to the list is the Volkswagen Caddy, with a couple of examples being delivered in 2009. One of these was 6792VW, found at that hot-bed of service vehicle activity, Sainsbury's in Tunbridge Wells (!) on 20th September 2009. The lack of company logos would suggest it is allocated to the erstwhile Metronet fleet. Note the asymmetric rear doors.

Photo 2852, by **Ray Monk**, added to LTSV on 11/10/2009.

As I have mentioned before, a large number of unmarked cars are included in the central fleet. Details of these are not generally available and would not be published in any case. Many are fairly standard Ford and Vauxhall products, but there are lots of other makes represented. For example, London Buses uses at least 12 Skoda Octavia cars. One of these was found parked at Eltham Bus Station on 22nd September 2009, and could easily have been missed were it not for the chevron markings on the rear. In the background are some of the resident Honda Civic cars.

Photo 2853, by **Ray Monk**, added to LTSV on 11/10/2009.

A fine view of recently delivered Mercedes Eonic dustcart WP09SMX coming down Bollo Lane at Acton on 4th September 2009. Three such lorries arrived in late summer, though the third was delayed and gained a '59 series registration number.

Photo 2854, by **Kim Rennie**, added to LTSV on 11/10/2009.

Photographed at Acton Works on the 8th of September 2009, battery loco L24 has been treated to a prototype refurbishment for the fleet. As can be seen, the side cab doors have been sealed up and new handrails fitted around the front platform. The arrangement is therefore similar to that found on the batch built in 1985. There are also new headlights and spotlights, while the cab front handrails have been extended upwards. Interestingly the loco has been given Tube Lines logos instead of the TransPlant ones normally applied.

Photo 2855, by **Damon Cross**, added to LTSV on 11/10/2009.

For comparison with the previous photo, I dug out this shot of battery loco L65 at Upminster Depot during the open day on the 5th of May 1990. This is one of 6 locos built by Metro-Cammell in 1985 and 1986 to a revised design. The basic configuration was the same as the previous builds but the profile was changed slightly (compare with the older loco coupled behind) and the ends were tidied up with integrated lights. The side cab doors were replaced by large sliding windows, access normally being via the end platforms that were therefore fitted with substantial hand-rails. Interestingly this batch appears to have not been very successful, and all were taken out of service by the mid-1990s. Most of them can still be seen, off-tracked at the end of Ruislip Depot (visible from the Metropolitan Line). Note the train alongside is carrying one of several experimental liveries that were tried before settling on the blue skirted variant.

Comment by *Rob Morel* on 07/05/2012: All six of this type (L62-L67) of Battery loco reported cut up during March/April after standing stored off track and minus bogies in a corner of Ruislip Yard. Cut on site .

Photo 2856, by **Ray Monk**, added to LTSV on 11/10/2009.

Quality Line Ford Transit minibus-cum-restroom A9HRR (see photo 2839) now has a twin sister in the form of A8HRR, seen at Banstead on 21st September 2009. The only lettering is VVE on the nearside, this being the last three letters of the former registration number. Why?!

Photo 2857, by **Thomas Young**, added to LTSV on 11/10/2009.

The new bus garage at Cricklewood is a shadow of its former self, comprising an office block, a shed with some maintenance bays in, and a big open yard. Fittingly therefore, the open day held there on 19th September 2009 was but a shadow of the open days of old! There were about 10 trade stalls, and perhaps 6 buses on display. To be fair, a few 'vintage' buses were provided fairly lengthy rides along local bus routes. As for SVs, things picked up briefly when Sovereign Recovery GJ58NUF arrived with a bus in tow. This lorry had of course been one of the main attractions (for me at least) of the Potters Bar Garage open day earlier in the year. This photo shows the Volvo parked near Ford Escort van Y562WGC. The latter has been resident here since the mothballing of North Wembley garage a few months earlier. It still bears the 'fleetnumber' of 007, but has had its allocation code updated (by peeling off the N!).

Since writing this I have decided to be less cynical! The open day was an admirable attempt by the management to provide an event for enthusiasts within the constraints of modern health and safety restrictions. Also, the new garage is obviously far more suitable from an operational point of view and will even suit some enthusiasts, who can now see more of the buses from the road.

Photo 2858, by **London Spotter**, added to LTSV on 11/10/2009.

As usual, a few former Royal Mail LDV Convoy minibuses were parked at the front of Travel London's Beddington Cross garage on 18th September 2009. Among them was anonymous BK03YOY, a transfer in from Byfleet in 2008. Travel London is due to rebrand as Abellio over the next month or so.

Photo 2859, by **Ray Monk**, added to LTSV on 11/10/2009.

Found in the small yard beside Merton Garage (behind the former pub) on 6th September 2009 was this previously unreported plain red Ford Fiesta van. A number of similar vehicles have been operated by Go-Ahead London (indeed identical EJ56XAP was parked just in front) but the provenance of this vehicle is not known. Could it have been bought second-hand? Or transferred from a different part of Go-Ahead?

Photo 2860, by **Thomas Young**, added to LTSV on 11/10/2009.

Seen at Brent Cross Bus Station on the day of the open day at nearby Cricklewood Garage (19th September 2009) was this Vauxhall Zafira estate car of Metroline. Although un-lettered, it has a company board in the windscreen. It is believed to operate from the former Thorpes garage at Perivale, and I have since learned that some of the LDV Convoy minibuses latterly used for crew ferry duties from there have been sold.

Photo 2861, by **Richard Davis**, added to LTSV on 11/10/2009.

Seen ready to help 'keep London moving' at Achilles Way (Hyde Park Corner) on 19th September 2009 is Sovereign Recovery Mercedes Actros GM03TOW. There were suggestions that Sovereign would be operating a second vehicle in London Buses livery but nothing has been reported yet.

Photo 2862, by **Malcolm Millichip**, added to LTSV on 11/10/2009.

Many contractors are involved in the upkeep of the LUL network, and the vehicles of Cleshar, Morson, GJTV, Balfour Beatty and the like are a common sight around London at night. With perhaps the best livery (but the worst choice of name) is D and D Rail, whose Ford Transit Connect van EN54XBG was found at Waterloo (near the W&C 'hole') on 9th September 2009.

Photo 2863, by **Omnicitylondon**, added to LTSV on 11/10/2009.

A pair of Almex cars are seen at an unknown location on 17th August 2009. Nearest the camera is Vauxhall Zafira KP55LNW. This has the normal anonymous silver livery with Almex labels in the windows and a removable roof beacon. Parked in front is a black Ford Focus Titanium (top of the range) hatchback which unusually has a Buses roundel on the rear.

Comment by *Ray* on 10/10/2009: Going by the horse dung on the road and the cigarette end on the pavement, I would say this is the Mansion House!

Comment by *Thomas Young* on 11/10/2009: Going by the sightings records I would agree. In my defence, I did the captions while I was offline!

Photo 2864, by **Colin Lloyd**, added to LTSV on 11/10/2009.

Good lord, what a beast! I hardly need to tell you that this is Blackpool, the photo being taken on the 18th of September 2009. Blackpool Transport 938 is what could best be described as a 'Road-rail tower van' (!) and is based on an elderly Unimog chassis. Small retractable rail guide wheels are mounted at the front and back, while the design of the tower platform is remarkably similar to that used by London Transport in the 1930s.

Comment by *Mike Wilson* on 22/01/2010: This vehicle was previously with Midland Metro, upon arrival in blackpool it replaced an elderly Bedford Brush tower wagon. This is the only "wierd" looking tower wagon in the fleet now as the other bedford tower wagon has also been withdrawn.

Photo 2865, by **Colin Lloyd**, added to LTSV on 11/10/2009.

A back view of Blackpool Transport 938 on the sea front on 18th September 2009 shows the rear access ladder and the single hydraulic ram used to raise the platform. In front is 'centenary class' tram number 647, built in the mid-1980s with bodywork by East Lancs.

Comment by *Mike Wilson* on 22/01/2010: This vehicle was previously with Midland Metro, upon arrival in blackpool it replaced an elderly Bedford Brush tower wagon. This is the only "wierd" looking tower wagon in the fleet now as the other bedford tower wagon has also been withdrawn.

Photo 2866, by **Malcolm Conway**, added to LTSV on 11/10/2009.

Back to Cardiff again for a view of Cardiff Bus ERF recovery truck 073. Note the Scania badge on the front. 10th September 2009.

Photo 2867, by **Malcolm Conway**, added to LTSV on 11/10/2009.

Seen at the Cardiff Bus garage on 10th September 2009, Ford Transit van CA03LXT is fleetnumber 060 in standard livery.



Photo 2868, by **Damon Cross**, added to LTSV on 11/10/2009.

Bringing our quick tour of the UK to a close is this view of the Stagecoach South depot at Herne Bay, taken on the 9th of August 2009. Ford Transit Connect van YB08XLL carries fleetnumber 95167 in the national Stagecoach range, but no other lettering. Also visible is Ford Fiesta van 90672 (KD55MGY), a registration in series with quite a few London SVs).



Photo 2869, by **James Mair**, added to LTSV on 09/11/2009.

Ford Transit van 2022F was new in 1977 and served for just under 6 years, mainly from the bus garages at Victoria and Stockwell. Like many of the Mk1 Transit vans in the fleet it was fitted with sliding cab doors. Photographed some time into its second life as a private vehicle, the poor condition of the bodywork is evident, as is the retention of its fleetnumber. According to the DVLA it was off the road by March 1987.



Photo 2870, by **James Mair**, added to LTSV on 09/11/2009.

The rather tatty condition of this Bedford HA van would suggest that the photo was taken some time after it left London Transport service. However, it notably retains not only the fleetnumber but also the 'Publicity Officer' lettering. 2074B was one of 12 HAs delivered in November 1977 (following a batch of 16 earlier that year), and was allocated to Walthamstow garage for most of the next 5 years. It then saw a further 5 and a half years use with subsequent owners. AKA 'Back of a red HA under a bridge, number 1'.



Photo 2871, by **James Mair**, added to LTSV on 09/11/2009.

Former service vehicles were a lot easier to identify in the old days of block registrations being applied. No fewer than 37 London Transport service vehicles were given THV/S registrations, including 2083B, a Bedford CF220 from a batch of 7 assigned to the Publicity department. Although I have no other photos of vehicles from this batch, I suspect they were delivered with sliding cab doors. The presence of capped holes in the bodywork on this example (three below the cantrail, where the door-runner would have been, and two on the bonnet side, where the mirror would have been attached) suggests that the hinged door is a later modification.

Photo 2872, by **James Mair**, added to LTSV on 09/11/2009.

The lorry fleet got a bit more interesting in the late 1970s. After many years of total reliance on Ford products, a new policy of multi-sourcing saw vehicles coming from Bedford, Dodge and Leyland. The latter were the least numerous at first, with a handful of Terrier and Boxer lorries (both types fitted with similar 'G-cab' fronts). 2123L was the only Terrier dropside lorry, the rest being box trucks (although one of these was later rebuilt as a dropside), and it was found passing through Acton Central. Note the makers plate (BESCO) on the rear of the bodywork. Sister vehicle 2124L also had bodywork by this firm (see photo 573).

Photo 2873, by **James Mair**, added to LTSV on 09/11/2009.

I hope James doesn't mind me using this less-than-perfect photo but the subject matter is of particular interest. London Transport took dozens of Bedford CF vans between 1977 and 1987 but this is the only example of the long-wheelbase van. As with the similar Ford Transit, the longer version has a higher roofline and flared rear wheelarches. Note the curious arrangement of hinged side access door. It was photographed at an unknown location in the early 1980s.

Photo 2874, by **James Mair**, added to LTSV on 09/11/2009.

Not previously illustrated, 2270B was one of 17 Bedford TL lorries bought by London Transport in 1980 and 1981. Based on the 10-ton TL1000 variant, it had a crew-cab, dropside body and a tail-lift, and was based at Parsons Green. It lasted a mere 6 years and saw no further use after 1986. In happier times it was caught coming down a still recognisable Chiswick High Road.

Photo 2875, by **James Mair**, added to LTSV on 09/11/2009.

Another of the 17 Bedford TL lorries bought by London Transport was 2275B. Based on a TL1260 chassis, this had a box body with sliding side doors and a ladder hole in the front. It is carrying one of several variants of the grey livery introduced in the mid 1980s, with twin pinstripes, blue roundels and block script fleetnames. Withdrawn by early 1987 it gave a further 10 years service to subsequent owners, reportedly in a black livery. A grey box body similar to this one has been sitting at the back of the lorry yard at Acton for many years (visible in photo 1806), although I have not been able to determine which (if any) service vehicle it came off.

Photo 2876, by **James Mair**, added to LTSV on 09/11/2009.

A fine study of Bedford TL tractor unit 2300B making the turn into Acton Works sometime in the mid-1980s. One of a pair of TL1930s bought in 1981, these were the most powerful versions of the model taken. 2300B was withdrawn in late 1989 and scrapped (or exported) the following year. Sister vehicle 2301B was withdrawn earlier but had an extended life working for Billy Smart's circus. The trailer is CT37, one of 8 single-axle Crane Fruehauf trailers bought in 1984. Rather surprisingly, this remains in the fleet as of late 2009, repainted blue and without the equipment box visible here behind the lifeguards. The environs of Bollo Lane have changed little over the past 20 years, although the road is rarely this empty nowadays, and the vacancy board outside the works (which showed No Vacancies on this day) has long gone.

Photo 2877, by **James Mair**, added to LTSV on 09/11/2009.

This is Dodge Commando G1685 dropside lorry 2304D, new in December 1981. It is carrying grey livery with the twin stripes used from about 1985 though with a later form of lettering. It was photographed on Salter Street, in the industrial area amid the tangle of railway lines between Willesden and Old Oak Common. And it was evidently out of use, with no tax discs and a missing offside rear wheel (with seemingly minimal propping). Another Dodge Commando (2314D) was parked behind. The location is close to the works used by Bus Engineering Ltd following the closure of Chiswick, but the lorries were in fact owned by a company that provided mobile generators. Many were used for spares or storage, and this example was last licensed in June 1991 (when it was sold by CDS). The photo is thought to have been taken in December 1991.

Comment by **Ray** on 10/11/2009: Looking at Google maps, these are no longer on site (surprise!) but it would appear that they are parked on Fortune Way rather than Salter Street which was just around the corner. The building behind is still there and little changed.

Photo 2878, by **James Mair**, added to LTSV on 09/11/2009.

Another photo taken at Salter Street, Willesden, on a different day to the previous one but probably again in late 1991. Three Dodge Commando lorries sit forlornly, untaxed, stripped of most lettering and loaded with what looks like junk. The lead pair are crew-cabbed 2314D and 2317D, while single cab 2304D brings up the rear. Although comparison with the previous photos shows that the trio were moved within the confines of the industrial estate, none were ever licensed again.

Photo 2879, by **James Mair**, added to LTSV on 09/11/2009.

Numbers in the range 2320 to 2371 were applied to the last small vehicles to be numbered in the 'owned' series, although they were probably in fact leased. Later such vehicles were numbered from 3000 upwards. Among this range was a variety of cars and vans from Ford, Bedford and Vauxhall. Surprisingly few seem to have been photographed though. The only 'in service' image I currently have is this one of Ford Transit van 2324F, thought to have been taken near the Broadway offices. The Mk2 Transit van was allocated to the Publicity department (lettered for 'Bus Publicity') and was fitted with the toboggan-style of roof-rack for carrying ladders.

Comment by **Ray** on 13/11/2009: It looks like Jacob Epstein's 'Night' is on the building behind (55 Broadway) which makes this Petty France. The 'Passport Office' sign is another clue.



Photo 2880, by **James Mair**, added to LTSV on 09/11/2009.

London Transport took several largish batches of Bedford HA vans during the late 1970s and early 1980s, presumably as an alternative to the similarly-sized Ford Escort van. The last batch numbered in the owned series was a dozen that became 2326B to 2337B in summer 1981. All had left the fleet by the end of 1985. 2336B was later used by Thames Maintenance and had its red livery modified with a cream skirt. AKA 'Back of a red HA under a bridge, number 2'.

Comment by *Kim Rennie* on 20/11/2009: If that is bridge MR52, then the location is Chapel Lane, Pinner.



Photo 2881, by **Ray Monk**, added to LTSV on 01/12/2009.

Roving reporter Ray Monk scores a triple scoop with this photo taken on Bollo Lane on 1st December 2009. 6848F is the highest number reported so far, and it is the first example of the 2009 Ford Connect to be illustrated. This features a revised grille with similarities to the latest Transit design. Most significantly, it carries a new variant of the standard livery which we expect is the long-awaited replacement scheme for the vehicles in the former Metronet operations. Several vans and cars have been seen with the London Underground lettering and roundels (the latter also being worn on the fronts) including vehicles delivered earlier in the year. It would seem that they are also to gain a red stripe at the top of the blue skirt. This ties in with the livery on the new class 378 trains for London Overground, which are white and blue with an orange stripe. The vehicle by the way is a Ford Tourneo Connect, a type that is either a big car or a small minibus! Oh, and it's not yet on the database....

Comment by *Kim Rennie* on 04/12/2009: Shades of 4479?

Comment by *Kevin Bullions* on 07/12/2009: The first Transit in this livery has appeared at Lillie Bridge (6123F), I would take a picture but I am waiting for some decent weather!!!



Photo 2882, by **LTSV Collection**, added to LTSV on 20/12/2009.

The first of four new pictures from the 1950s, this one is very similar to one already published (see photo 1937). I have included it however as it is not so closely cropped and therefore shows the location of the Kingston Sub-station facility. The contributor gives the address as Queen Elizabeth Road, with Norbiton Church visible in the background. The identity of the AEC Mercury Tower Wagon is not confirmed but thought to be 83Q again, and the photo was taken sometime in the 1950s.

Comment by *aptisman* on 26/08/2013: I walked past here every school day from 1948 to 1953. This is London Road, Queen Elizabeth Road was not on a trolley route.

Comment by *Thomas Young* on 01/09/2013: Well spotted, thanks for that. The building in the centre of this photo is still recognisable today but where the tower wagon shed was is now occupied by a tyre fitters.



Photo 2883, by **LTSV Collection**, added to LTSV on 20/12/2009.

Ford vans have come a long way since the 1950s. This is E83W van 801F parked beside the station at Kingston. Although no allocation plate is carried, this van was based variously at the nearby garages of Norbiton and Kingston itself.



Photo 2884, by **LTSV Collection**, added to LTSV on 20/12/2009.

973J was one of five STL buses converted into tree loppers in 1952/1953 to replace earlier conversions from ST buses. These were the last ex-bus tree loppers, being replaced in 1962/1963 by Ford Thames Trader lorries. 973J (the former STL1512) spent time at various country area garages but was photographed at Chelsham. The bus alongside is an early RT (RT30?) in use as a trainer.



Photo 2885, by **LTSV Collection**, added to LTSV on 20/12/2009.

I am not certain of the location of this photograph. The contributor suggests it is in the Kingston area but it does not look familiar, and the numbers on the bus stop cannot be made out. However, the Doric building in the far left distance may be known by someone. The vehicle is 1048AS, an Austin LD van new in 1956 and allocated to Griffith House. If only we had traffic levels like this today! The registration number would also be worth a bit now, and is of course close to the ones carried by the prototype Routemasters.

Comment by *Kevin Bullions* on 23/12/2009: Only a suggestion, I realise that I am probably wrong, but could the building in question be the London Tabernacle at Elephant & Castle, which would probably make this shot on the road leading to London Bridge? As I say, I am probably wrong!

Comment by *Thomas Young* on 24/12/2009: I think Kevin may be on to something there. It does look rather like the 'Tab', and that would match with the buses crossing from the right. Of course every other building in the area is new so it is hard to be certain.

Comment by *aptisman* on 26/08/2013: I lived in Kingston when the van was new, I don't recognise the wide road.



Photo 2886, by **Kevin Bullions**, added to LTSV on 20/12/2009.

Taken on a gloomy 7th of December 2009, this photo shows the first Underground liveried service vehicle to appear at Lillie Bridge Depot. 6123F had been new in 2007 with Metronet logos, but now carries the Underground logos (including the roundel on the front) and the red stripe. I didn't tweak the lighting on this photo as it shows that the red stripe seems to be made of reflective tape. The vehicle is a fairly standard Mk7 Ford Transit crew van, the only notable aspect being that it carries a number also claimed by a Ford Transit in use with the London Safety Camera Partnership. Alongside is a Ford Transit minibus, while various other SVs can be seen in the background.



Photo 2887, by **Colin Smith**, added to LTSV on 20/12/2009.

Parked on the Acton Town entrance to Acton Works on 11th December 2009, 6388F is a Ford Transit Connect van, now carrying the new Underground livery. It is unusual for this type in having a roof-rack, here loaded with ladders. 6388F is the highest number carried by an '07 registered service vehicle, and it entered service without operator logos, despite this being some time before the decision to de-brand Metronet.



Photo 2888, by **Ray Monk**, added to LTSV on 20/12/2009.

A Ford Transit that was previously illustrated (see photo 2506) at Upminster in Metronet livery that is now shown carrying the new Underground livery at Woodford Station, Take 1. Not much I can add to that really, except the observation that the fleetnumber on the offside has been moved down slightly. Presumably all lettering was stripped off during the re-branding. Photographed on 12th December 2009.



Photo 2889, by **Ray Monk**, added to LTSV on 20/12/2009.

A Ford Transit that was previously illustrated (see photo 2623) at Upminster in Metronet livery that is now shown carrying the new Underground livery at Woodford Station, Take 2! 6563F is a crew van. It also has a relocated fleetnumber and was also taken on 12th December 2009. It would appear that only the lower parts of the vehicle were cleaned prior to applying the red stripe.

Photo 2890, by **Ray Monk**, added to LTSV on 20/12/2009.

Right, time to catch up with the latest batch of IRUs, a few not yet having been shown. 6603M was one of the batch not afflicted by mis-numberitis and was found at its regular haunt of Sycamore House, Thornton Heath, on 17th July 2009.

Photo 2891, by **Malcolm Millichip**, added to LTSV on 20/12/2009.

A reminder of the warmth of summer now, with Mercedes-Benz Incident Response Unit 6612M resting in the sunshine at Richmond bus station on 20th July 2009. The van is usually based at Kingston and actually carries number 6610M. Luckily (or not) the real 6610M carries the number 6617M! There was a rumour that the numbers were going to be corrected in the autumn but nothing has transpired yet.

Photo 2892, by **Colin Lloyd**, added to LTSV on 20/12/2009.

Three of the 2009 batch of LBSL Incident Response Units are nominally based at Uxbridge Bus Station, although it might be rare to find them all there together. On 23rd September 2009, 6614M was caught leaving on a job.

Photo 2893, by **Ray Monk**, added to LTSV on 20/12/2009.

One of the first service vehicles to be photographed in the new Underground livery was Ford Transit high-roof crew van 6700F, found on Bollo Lane at Acton on 1st December 2009. Like 6563F (see photo 2889), this shows signs of having had just its lower panels cleaned.

Comment by *Kevin Bullions* on 23/12/2009: With regards to the lower panels having been cleaned, certainly most of the rebranded SVs at Lillie Bridge have only had the panels wiped clean where the new vinyls are fitted, dependent on the weathering on the vehicle this is sometimes more obvious than not!

Photo 2894, by **Kim Rennie**, added to LTSV on 20/12/2009.

6703F is a very smart-looking Ford Tourneo Connect minibus/estate car, delivered in April 2009 and one of the last to be given Metronet logos. It seems to be based at Neasden depot, where this photograph was taken on 21st October 2009. The railway wagons behind the fence are notable. The tank wagon is actually a barrier, fitted with LUL couplings for use when delivering new 'S' stock trains (this photo was taken on the day the first of these arrived at Neasden). The yellow open wagon is used to provide brake force.

Photo 2895, by **Ray Monk**, added to LTSV on 20/12/2009.

About ten Peugeot Partner vans were delivered in March 2009 although we have had difficulty tracking them all down. All carried overall white livery, some having Tube Lines logos and others operating anonymously. One that is easy to find is 6751, allocated to Heathrow Airport Central. It is usually parked in a compound near the bus/coach station, as seen here on 21st November 2009 from the upper deck of a bus. The road in the background is the main airport exit road towards the tunnel.

Photo 2896, by **Ray Monk**, added to LTSV on 20/12/2009.

Five Renault Master vans were delivered in March 2009, unusual both for the model, and for the overall white livery they carried. As with the Peugeot Partners, these larger vans have proven difficult to see. Apart from one at Stratford Market, they appear to be based at Acton Works, but are rarely seen out and about. Ray was lucky to catch 6762 passing Acton Town station on 19th October 2009. Note that the bookmakers in the station has moved. Perhaps we could acquire the lease and open an SV observation lounge!

Photo 2897, by **Colin Lloyd**, added to LTSV on 20/12/2009.

Ford Transit van 6813F was one of many vehicles delivered through 2009 without company logos. It is based at Griffith House and is expected to gain the new Underground livery shortly. On the 1st of October 2009 it was found parked outside the Railway Tavern at Liverpool Street. Note that the doorway behind the van leads to the engine room!

Photo 2898, by **Ray Monk**, added to LTSV on 20/12/2009.

Frequent contributor Ray Monk has taken some very interesting photos over the years, often achieved through investigation, patience and persistence but sometimes through sheer luck. The latter must have been at play when he took this photo outside Acton Town station on 2nd November 2009, as he managed to catch two brand new vehicles on delivery to Acton. Curiously they are from different manufacturers but perhaps they are supplied by the same dealer. To the front is new-style Renault Kangoo van 6832R in plain silver livery (although listed on the DVLA as grey), while Ford Transit crew van 6812F is right behind.

Comment by **Ray** on 20/12/2009: I may be wrong, but I believe these are being driven by the post-delivery/pre-acceptance 'lads' and both returned back together, as they often do (from being fuelled?)

Comment by **Ray** on 09/01/2013: These two seem to have arrived together and left the fleet together, both being auctioned on 11/1/2013

Photo 2899, by **Glyn Matthews**, added to LTSV on 20/12/2009.

Most of the TfL Streets fleet has moved from Victoria (Eccleston Place) to Chancel Street in Southwark over the past year or so. Although mostly active in inner London, they do make forays into the suburbs, as shown by this picture of Toyota Prius RE56LCY passing Edgware Station on 29th October 2009. The unit has received no new (liveried) cars since spring 2008.

Photo 2900, by **Glyn Matthews**, added to LTSV on 20/12/2009.

With a livery designed by John Smith of Minimal Impressions Ltd, this Ford Transit van found parked at Pitsea Station on 11th October 2009 is a recent addition to the EnsignBus fleet. It is slightly unusual in being a more powerful 100 T280 model, most low-roof Transits having 85PS engines.

Photo 2901, by **Ray Monk**, added to LTSV on 20/12/2009.

The Arriva Tour operation based at Wandsworth has a surprisingly high number of service vehicles allocated to it. All are given fleetnumbers in an MV-prefixed series starting at 1 (with numbers being re-used). MV1 and MV2 are red engineering vehicles that are a common sight around central London. The rest are small vans in either white or red, that don't seem to do much at all! MV6 was found parked at Wandsworth garage on 14th October 2009, with side lettering as a 'Service Support Vehicle'. This van was by the way omitted from the recent SUP24D publication due to a long-standing error in reporting the registration number.

Photo 2902, by **Ray Monk**, added to LTSV on 20/12/2009.

One of my 'local' bus garages is Plumstead, home since 2005 to this Ford Transit van. It was unusual for a (then) Stagecoach vehicle in not carrying any livery or lettering, and it was also notable by being rather elusive. Ray finally managed to catch it on film at Bexleyheath on 13th November 2009.

Photo 2903, by **Ray Monk**, added to LTSV on 20/12/2009.

Metrobus Mercedes-Benz Vito crew ferry minibus 8026 had an unfortunate accident in July 2009 when it crashed into a shop at Crystal Palace. By the 6th of November that year (when it was photographed at Addington) it was back in use, with a new bonnet as yet without company logo. And yes, that is an LUL-liveried Ford Transit Connect van disappearing in the background.

Photo 2904, by **Ray Monk**, added to LTSV on 20/12/2009.

Arriva London took a follow-on batch of seven Vauxhall Corsa cars in late 2009, taking the total fleet to 52. One of the seven was an additional crew ferry for Tottenham garage but the remainder were the first for Arriva London South. Number 140 is one of three for Beddington Farm garage, and it was photographed at The Plough, Beddington, on 6th November 2009. As with the earlier vehicles, wheeltrims are omitted.

Photo 2905, by **Ray Monk**, added to LTSV on 20/12/2009.

Croydon garage received three Vauxhall Corsa cars in late 2009, including number 138 seen here at Addington on 6th November. These may have replaced the last of the crew ferry Vauxhall Combo vans in the Arriva London fleet (reports please?) although a few of the latter remain in engineering roles.



Photo 2906, by **Graham Brown**, added to LTSV on 20/12/2009.

Saving the best photo till last today, this is a fine shot of Sovereign Recovery Mercedes-Benz Actros GM03TOW at work on the Old Kent Road on the evening of 2nd October 2009. As mentioned before, this is the only member of the Sovereign fleet to carry London Buses livery. The fact that it is rescuing a Wright Electrocitiy (from the Travel London/Abellio fleet) hardly needs commenting on!



Photo 2907, by **Colin Lloyd**, added to LTSV on 02/01/2010.

I was hoping to get some snowy shots from last month but this is the best I can do. Ironically this van was last shown with snow on the windscreen. Passing through Elephant and Castle on 16th December 2009.



Photo 2908, by **Colin Lloyd**, added to LTSV on 02/01/2010.

Also photographed at the Elephant and Castle on 16th December 2009 was high-roof Ford Transit crew van 6322F. Although in normal London Buses livery (apart from the blue fleetnumbers), the roof-rack complete with iBus receiver give away the fact that this is part of the Technical Services Group fleet, based in Chingford. It had been presumed that most of their iBus-related service vehicles would have been withdrawn or reallocated by now.



Photo 2909, by **London Spotter**, added to LTSV on 02/01/2010.

Found on Harcourt Street (near Griffith House) on 20th December 2009 was Metronet-liveried Ford Transit crew van 6567F. Although a fairly standard mid-height, long-wheelbase example, it apparently has chevrons applied to the rear. Note also the dirt, probably from roads that had been gritted during the bad weather of that week.

Photo 2910, by **Malcolm Conway**, added to LTSV on 02/01/2010.

The highest numbered of the second batch of LBSL IRUs (and the last but one to be illustrated on this site) is 6623M, found by Malcolm in Victoria on 8th May 2009.

Photo 2911, by **Ray Monk**, added to LTSV on 02/01/2010.

The batch of high-roof Volkswagen Transporter vans used by the London Buses Infrastructure Development Unit are among the longest-lived members of the leased fleet, having been new in January 2005. A start was finally made on replacing them from December 2009, with a batch of similar vans with fleetnumbers around 1,150 higher. As this photo taken at Stratford Bus Station on 14th December shows, the new vans are virtually identical in design but have differences in lettering and the type of light-bar fitted. The faded roof panels of the older van are typical of the batch.

Photo 2912, by **Colin Lloyd**, added to LTSV on 02/01/2010.

Looking brand new, Volkswagen Transporter van 6826VW was captured passing through Elephant and Castle on 16th December 2009. One of several long-wheelbase, high-roof vans being taken by the LBSL Infrastructure unit, it was later seen at Orpington (see photo 2914). Note that the fleetnumbers (and tyre pressure markers) are in black on white patches, a feature also seen on the LBSL IRU vans. Could it be that white fleetnumbers are no longer available?!

Photo 2913, by **Ray Monk**, added to LTSV on 02/01/2010.

Another chance to compare the old and new Infrastructure vans, this time taken at Orpington Station on 2nd December 2009. Although first licensed in October, the new vans seem to have been delivered to Acton in mid-November, then to their operational locations in early December, 6821VW shown here being one of the first.

Comment by *Thomas Young* on 05/04/2010: Fleetnumber corrected from 6827VW to 6821VW



Photo 2914, by **Ray Monk**, added to LTSV on 02/01/2010.

Ray revisited Orpington on 27th December 2009 and found more new LBSL Infrastructure vans present, including the first example of a mid-height version. It remains to be seen how many new vans are being taken but it is possible that the high-roof vans are to replace identical vans in the 5668-5678/5781VW range while the mid-height ones will replace low-roof 6012-6014/6072-6075VW.

Comment by **Ray** on 02/01/2010: All these new vans carry TfL blue logos and 'Transport for London' lettering on the rear

Comment by **Thomas Young** on 05/04/2010: Van on left is 6821VW rather than 6827VW



Photo 2915, by **Colin Smith**, added to LTSV on 02/01/2010.

Found parked next to Acton Town Station on Christmas Eve 2009 was Honda CR-V car 6874H in silver livery with new Underground logos. This was by some way the highest fleetnumber reported during 2009. Note that the car design has completely changed compared to earlier versions such as 6053H (see photo 1479).



Photo 2916, by **Colin Smith**, added to LTSV on 02/01/2010.

A rear view of new-style Honda CR-V 6874H at Acton Town Station on 24th December 2009. Earlier versions had a side-hinged tailgate with a spare wheel (see photo 1714 of 6108H). The new design is more aerodynamic with a top-hinged tailgate (with some curious panel sculpting), while the spare wheel has been moved or dispensed with. Note the small London Underground logo on the rear.



Photo 2917, by **Malcolm Conway**, added to LTSV on 02/01/2010.

Malcolm Conway has been scanning his extensive transport photograph collection and has kindly shared quite a few SV pictures from the 1990s, most of which are of previously unseen vehicles. Shown here is Thamesway Austin FX4 taxi HYE545W at Romford Bus Station on 15th March 1997. Already over 16 years old at the time, the vehicle lasted only until the end of 1998. Although Thamesway had a large presence on LRT tendered work, most of the bus routes into Romford (apart from some Mobility Buses) were non-LRT and worked from depots at Brentwood and Basildon. The vehicle behind could also be described as a service vehicle, being one of seven Ford Transit minibuses acquired by Capital Citybus for crew ferry work. All came from the first batches of National Bus Company minibuses (in this case Midland Fox). However, as the vehicles were unmodified and were listed in bus fleetlists of the time, they have not been added to the database here.

Photo 2918, by **Malcolm Conway**, added to LTSV on 02/01/2010.

The London Coaches operation moved to the former Wandsworth Bus Garage in April 1988 and acquired this DAF 2500 articulated lorry about a year later. It's main role was as a driver trainer, as evidenced by the plates on the front, and the slightly nervous looking instructor in the passenger seat! This photo was taken outside the garage on 3rd March 1989, very soon after the vehicle was painted into company livery. Also visible are Duple, Berkhof and Van Hool bodied coaches, an MCW Metroliner of West Midlands Travel (who shared the Birmingham London Liner service) and one of the Routemasters used on the Sightseeing tour. The coach operations were eventually disbanded, leaving Wandsworth to work the sightseeing tour (and LBSL route 337).

Photo 2919, by **Malcolm Conway**, added to LTSV on 02/01/2010.

My database had this smart-looking Land Rover as entering service with First London by 2003 but this photo predates that by almost ten years, having been taken at Northumberland Park depot on the 3rd of October 1993, whilst the operation was still known as Capital Citybus. As the vehicle would then have been (exactly) six years old, it could perhaps have been operated since new.

Photo 2920, by **Malcolm Conway**, added to LTSV on 02/01/2010.

A previously unreported service vehicle, F305UFX was numbered 819 in the fleet of Capital Citybus. Note the legal lettering for Walthamstow Citybus Limited, and the Chinese characters included in the fleetname (reflecting the ownership by the Hong Kong-based CNT Group). The vehicle was a short-wheelbase Mark 3 Ford Transit van and the photograph was taken at Northumberland Park depot on the 3rd October 1993. Note that it appears to be carrying a bus seat in the back.

Photo 2921, by **Malcolm Conway**, added to LTSV on 02/01/2010.

Newly-formed bus operator Centrewest bought three high-roof Leyland DAF 400 vans in June 1989, basing them at Westbourne Park, Alperton and Uxbridge. This is the first photo seen of the Westbourne Park example, taken at its home garage on 10th July 1990. It is not known how long the vehicle was used for but according to the DVLA it was later repainted blue and was delicensed in mid-1999. Note the Dennis Dart bus (DT47) alongside. This was a Selkent bus, loaned to Centrewest for familiarisation prior to the arrival of a large fleet of DW class Dennis Darts (to replace the MA class minibuses such as the one seen on the right). And who remembers Westbourne Park working route 15?!

Photo 2922, by **Malcolm Conway**, added to LTSV on 02/01/2010.

Here is another photo that helps improve our records. Mark 3 Ford Transit van J415UTW was listed as being white with Arriva London by 2001, with the paper fleetnumber of GGCAR3. As the latter suggests, it originated with Grey Green (although was painted red!) and carried their fleetnumber 050. It was in use by 5th March 1997, when Malcolm found it parked on the bus stand at Hainault Street, Ilford. Although the vehicle has the extra windows that would classify it here as a crew van, it is not clear if any additional seats were fitted.

Photo 2923, by **Malcolm Conway**, added to LTSV on 02/01/2010.

Yet another previously-unreported service vehicle unearthed by Malcolm is this Vauxhall Corsa van of London Central, photographed at Trafalgar Square on Christmas Day 1996, when the company was involved in running a couple of commercial bus services. Although listed by the DVLA as a Vauxhall, it appears to have an Opel badge on the front. This vehicle is still licensed but the complete lack of sightings would suggest it is no longer in the fleet. Having said that, sister vehicle L206HYK has never been reported either but is still listed on company fleetlists.

Photo 2924, by **Malcolm Conway**, added to LTSV on 02/01/2010.

Yep, here is another previously unknown bus company service vehicle from the 1990s! Although unlettered, the yellow livery with red stripes, and the fleetnumber of 872, indicate it was part of the Capital Citybus fleet (as does the presence of one of their buses behind). Photographed at Crouch End on 1st February 1997, the first day of operation on route 91, the vehicle is a short-wheelbase Mk4 (note the rounded headlamps) Ford Transit minibus. It was new in November 1993, but may have been acquired second-hand, and was delicensed by May 2000. The Leyland Titans bought for the 91 were the first to carry the red-based livery (replacing the mainly yellow version), although they were very soon replaced by new Volvo Olympians.

Photo 2925, by **Malcolm Conway**, added to LTSV on 02/01/2010.

When I saw this photo I thought 'Ah yes, I know about this one'. But a check of the database showed that we had vans M447OKP and M449OKP but not M448OKP! Like the other two, it is a long-wheelbase, mid-height Mk5 Ford Transit van operated by London Central. Notably (and like M449OKP - see photo 560) it has lettering indicating it was on contract to South London. This seems a curious arrangement, as the two companies were in separate ownership by then. Equally, the photos suggest they actually worked mainly for London Central. For example, this photo was taken at the Prince of Wales bus stand on the Harrow Road on 29th August 1999. This location was served by London Central's route 36. The photo was taken during Notting Hill Carnival weekend, as evidenced by the First Centrewest Metrobus on one of the extra routes provided at these times.

Photo 2926, by **Colin Lloyd**, added to LTSV on 02/01/2010.

Colin did a good job of 'stopping' this van (and a pigeon!) in low light at Victoria on 19th December 2009. I have included this already illustrated vehicle as this view shows the standard Arriva service vehicle livery more clearly. It is also slightly unusual in that the vehicle is based at Luton and is clearly marked as being for bus stop maintenance. However, its presence so far from home suggests it was actually being used as an engineering van, probably to attend to a failed Green Line coach.

Photo 2927, by **London Spotter**, added to LTSV on 02/01/2010.

With their plain white livery and lack of wheeltrims, the 17 Renault Traffic minibuses acquired by Metrobus in 2008/09 for crew ferry work look quite dull. The majority are based at Orpington and can be found at various locations around south London. One of their favourite haunts is Lewisham Bus Station, where 8031 was photographed on 17th November 2009.

Photo 2928, by **Damon Cross**, added to LTSV on 02/01/2010.

Somebody recently suggested that I add this vehicle to the database, and as a bus that has had significant modifications for an ancillary role I suppose it does qualify. New to London General in 1996 as LDP35, this Plaxton Pointer-bodied Dennis Dart was loaned to Armchair between May and October 2004. Early in 2005 it was repainted white and green with Southern lettering for use by the railway company (also part of the Go-Ahead group) as a mobile classroom. It was photographed in this condition at Brighton Station on the 1st of May 2005. By June 2006 it was back in London but not used until April 2007, by which time it had been repainted red and further modified as a mobile medical centre for use by London Central and London General. It appears to also see use as a crew rest room and/or mobile information office, being seen for example at Barking during a rail replacement operation in September 2009.

Comment by *Ray* on 02/01/2010: I've seen that pod before on X186BNH (or one similar)

Photo 2929, by **Malcolm Conway**, added to LTSV on 02/01/2010.

Typical, you wait ages for a bus in railway company colours and then two come along together! Former London Transport DM1090 was in use as a mobile workshop in the Maidstone and District fleet by 1990, carrying fleetnumber P90. It was presumably open-topped to allow its use as a tree-lopper. I am not clear on the reason why, but it was repainted into the livery of train operator Network Southeast (complete with yellow ends), in which condition it was photographed at East Croydon station on 12th March 1991. The vehicle was sent for scrap in 1994.

Comment by *Ray* on 02/01/2010: Apparently for bridge maintenance/repairs - damage by high vehicles?

Photo 2930, by **Malcolm Conway**, added to LTSV on 02/01/2010.

Malcolm has sent in quite a few photos of non-London service vehicles recently, of which I am publishing two today. The first is ANA26Y (fleetnumber carried but not legible), a Leyland EA van of GM Buses, photographed at Manchester Piccadilly on 29th April 1989. I like this photo as the EA (the code stood for Easy Access) was for years a very familiar sight across the country, particularly in Royal Mail colours, but now looks most odd. This must have been one of the last to have been built, and was registered in a series also used on Leyland Olympian buses.

Comment by *Thomas Young* on 31/12/2011: DE wrote to let me know that the fleetnumber of this van was A148. He added that other ANA/Y registration appeared on other GMB service vehicles, including three Morris Marina vans.

Photo 2931, by **Malcolm Conway**, added to LTSV on 02/01/2010.

Saving the best for last again, this peculiar vehicle is an 'Air Cushion Recovery Unit' in the fleet of Bristol City Line. Photographed at Lawrence Hill Garage on 27th June 1992, the vehicle is based on a Dennis chassis/cab more normally associated with fire engines. The Q registration disguises the real age of the vehicle but I would guess it dates from the mid 1970s. It does seem odd to have a vehicle dedicated to such a specialised role. In London, air cushion equipment (for righting overturned buses) was carried by the Leyland Freighter recovery trucks, as demonstrated at a couple of Chiswick Works open days during the 1980s.

Comment by *Wayne Gilmore* on 26/07/2010: This is an ex Fire service rescue tender, ex Bristol Fire brigade

Comment by *Adam Floyd* on 18/12/2010: This is a Dennis F108 ex emergency tender, apparently new to the Fire Service College, Moreton in Marsh, as ALT 470H and acquired by Bristol in 1983.

Comment by *Derek Everson* on 04/01/2012: This was indeed new to the Fire Service College at Morton on the Marsh, however it wasn't Bristol Fire Brigade afterwards. Bristol City Line is that City's bus operator and this vehicle was an air cushion recovery vehicle. I don't know if it survives now though. This is an excellent website by the way!

Photo 2932, by **Malcolm Conway**, added to LTSV on 27/01/2010.

Malcolm Conway has been scanning his slide collection and has very kindly sent me lots of views of service vehicles from London and beyond. The latter include some very unusual looking beasts but I am staying nearer to home today with a well-known vehicle. As Malcolm pointed out, we had not previously shown it in this particular livery though. To recap, time-expired Land Rover 1761LR was overhauled by the apprentices at Acton Works in the early 1980s and repainted red (see photo 214). It spent the rest of the decade as a semi-preserved vehicle at Clapham and (later) Norwood garages. Although almost 20 years old, it then found a role as a response vehicle based at North Street garage in Romford. This photo was taken at the Hainault Street bus stand in Ilford on 27th September 1991, by which time it had gained East London unit logos and a grey skirt. It was later repainted green with Stagecoach logos (see photo 488). There have been no reports of this vehicle being seen since 1999, although it apparently remained licensed until 2007.

Photo 2933, by **Kim Rennie**, added to LTSV on 27/01/2010.

Kim Rennie's work took him to both Acton Works and Lillie Bridge on 19th January 2010, and he very kindly sent me a bundle of pictures taken that day. First up is this view of Iveco EuroCargo dustcart 2586 parked near the DSM yard at Acton Works. Although already well illustrated I wanted to include this photo for two reasons. Firstly a pair of new Iveco EuroCargo dustcarts were delivered in December 2009. They feature a slightly revised cab design and significantly smaller bodywork (not as tall as the cab). Photos of the new vehicles would be appreciated. The other point is that this photo includes former exhibition bus M1020 in the background. As will be noted, this has recently lost its London Buses / Metropolitan Police 'Community Vehicle' livery, this evidently having been applied almost wholly with vinyls. It has therefore returned to its former London United livery. Disposal is presumably imminent.

Photo 2934, by **Graham Brown**, added to LTSV on 27/01/2010.

I noticed that there had been few reports of ERU vehicles active over the winter, which could be said to be a good thing! Graham Brown found a pair parked at Waterloo (York Road) on 6th November 2009. Interestingly they are both short-cabbed versions, and the allocation plates suggest they had come from different bases (each location should have one of each type). 2597 on the left was showing a Camden plate while 2599 on the right was displaying Vauxhall.

Photo 2935, by **Kim Rennie**, added to LTSV on 27/01/2010.

A large proportion of the vehicles photographed by Kim Rennie at Lillie Bridge on 19th January 2010 had already had the new London Underground logos applied, with red stripes added to those vehicles wearing white/blue livery. This photo compares the old and new application to the Vauxhall Combo van. The inclusion of the roundel on the front of vehicles will certainly make it easier to 'see them coming!' Also visible is one of the ever-present mobile generator trucks, complete with trailer.

Photo 2936, by **Kim Rennie**, added to LTSV on 27/01/2010.

The new London Underground logos are being applied fairly rapidly to all the vehicles in the former Metronet operations. On silver and white vehicles the red stripe is omitted but all lettering is renewed. This is highlighted in the case of this plain white Ford Transit van seen at Lillie Bridge depot on 19th January 2010 by the fact that it did not originally have fleetnumbers. Even the fuel filler and tyre pressure markings are new, the former now featuring prominent advice of the correct type of fuel to be used. Although barely visible, the vehicle parked behind is of interest, being unmarked 6637, a Renault Traffic crew van.

Photo 2937, by **Colin Smith**, added to LTSV on 27/01/2010.

Vauxhall Combo van 6373V was originally registered LN57UMB, but this was changed to LN08NXE before it entered service. It was one of several vehicles allocated to Pelham Street (South Kensington) that carried Metronet logos with additional lettering for the Operations Group. On 18th January 2010 it was paying a visit to Upminster Depot, together with Depot Engineering Support Unit Ford Transit van 6544F. It remains to be seen if the Operations Group retains its identity when the time comes to rebrand its vehicles as London Underground. Note the missing front wheeltrim.

Photo 2938, by **Ray Monk**, added to LTSV on 27/01/2010.

The Tube Lines Signals department operates nine of these all-white Ford Transit crew vans with distinctive roof racks. Six are assigned to the Jubilee Line and are based at Stratford, Borough and Wembley Park. The remaining three work for the Northern Line, with two living in north London (Finchley Central and Golders Green). We now know that the third is based at Morden traincrew offices, where it was photographed on 6th September 2009.

Photo 2939, by **Kim Rennie**, added to LTSV on 27/01/2010.

Low-roof Ford Transit van 6533F was new in summer 2008, carrying plain silver livery with Metronet logos. It was operated by the Trackforce team, who seem to have a preference for this colour scheme (other examples being Transit Connect 6501F, Ranger 6502F and Caddy 6533VW). 6533F was one of the first to gain new London Underground logos (by 1st December 2009), and it was photographed at Acton Works on 19th January 2010.

Photo 2940, by **Colin Smith**, added to LTSV on 27/01/2010.

The Depot Engineering Support Unit received four new Ford Transit vans (6544F to 6547F) in December 2008, to replace earlier 5820F to 5823F. They were to the same configuration (long-wheelbase, mid-height) and wore the same silver livery. Their base appears to be in the complex behind the Museum Depot at Acton, although 6544F was photographed on 18th January 2010 paying a visit to Upminster Depot. The Metronet logos will no doubt be replaced soon by London Underground ones.

Photo 2941, by **Ray Monk**, added to LTSV on 27/01/2010.

Thirteen Ford Focus Estate cars numbered in the 65xxF range carry registrations in the VO58xxx series, along with at least six further cars in the unmarked fleet. Five of the thirteen are silver, including 6550F photographed at Uxbridge Sainsburys on 23rd January 2010. New with Metronet logos, these had recently been replaced with (larger) London Underground ones.

Photo 2942, by **Kim Rennie**, added to LTSV on 27/01/2010.

There are around 20 silver Ford Focus estates in the leased fleet, and most of them live at Lillie Bridge. However, many are generally kept in the small car park in the center of the complex and hence cannot be seen from public vantage points. Kim visited Lillie Bridge on 19th January 2010 and found at least 14 of the cars present. This photo shows four of them (with a fifth just visible behind the Transit). Notably all had already had the new London Underground logos applied.

Photo 2943, by **Kim Rennie**, added to LTSV on 27/01/2010.

The application of new London Underground logos (and the red stripe on white/blue vehicles) is proceeding apace, although there are around 400 vehicles to be done. Ford Transit Jumbo crew van 6704F was one of the last to be delivered with Metronet logos but had been dealt with by 19th January 2010 when it was photographed at Acton Works. This photo is useful as it highlights the differences between the Jumbo Transit and the largest standard Transit. Both the vehicles seen here are long-wheelbase and high-roof. However, 6704F has an extended rear overhang. The main visual clue is the presence of body panelling (and hence skirt colour) behind the rear wheel. However, there are also extra sidelights along the sides and on the bumper, while the main sidelight is replaced by a stalked one. The mark on the rear bodyside (below the logo) is thought to be the magnetic retainer for the fold-back rear doors, and can be seen more clearly in photo 2509.

Photo 2944, by **Ray Monk**, added to LTSV on 27/01/2010.

Unless there are some yet to be reported, the recent batch of Volkswagen Transporter vans for LBSL Infrastructure Development appears to total nine vehicles. Six of these are high-roof vans like 6823VW seen at Cromwell Road, Kingston on the last day of 2009.

Photo 2945, by **Ray Monk**, added to LTSV on 27/01/2010.

My theory that the new mid-height VW Transporter vans for the London Buses Infrastructure unit would replace the earlier low-roof examples may have been incorrect. Firstly, there do not seem to be enough of them to achieve this. Secondly, at least some of the low-roof vans are still in use. Thirdly, the mid-height vans have been seen at locations that previously had high-roof vans. Illustrating the last point is this view of mid-height 6828VW at Aldgate Bus Station on 29th December 2009. The previous resident was 5668VW.

Photo 2946, by **Kim Rennie**, added to LTSV on 27/01/2010.

The Ford Transit Connect design was 'refreshed' in 2009, the main difference being a completely new front bumper and grille unit. The first example of a van to be reported was long wheelbase 6838F seen at Acton Works on 19th January 2010 wearing the new London Underground livery. Interestingly this vehicle is to Ford's 'Trend' specification, with body-coloured bumpers, fog-lights (the standard model also has the circular recesses) and wheeltrims. As I have been reading the brochure I can tell it also has a 6-way driver's seat with armrest and lumbar support, and a map reading light! The white bumpers do somewhat jarr with the LUL livery however, the basic black version (as seen on Tourneo Connect 6848F) perhaps looking better.

Photo 2947, by **Kim Rennie**, added to LTSV on 27/01/2010.

Kim found this Jumbo Ford Transit van in the DSM yard at Acton Works on 19th January 2010, presumably newly delivered. Unfortunately the fleetnumber could not be made out so we will have to wait until it is seen in use. 'Fold-back' rear doors are standard fit on extended length vans, as evidenced by the bump-stops and larger hinges. According to the brochure, the doors open 256 degrees, and magnetic retainers are fitted to keep them held open against the bodysides. Also visible is unmarked Renault Kangoo van 6631, listed as grey but evidently more silvery.

Photo 2948, by **Kim Rennie**, added to LTSV on 27/01/2010.

Unmarked vehicles continue to be a feature of the central fleet. Details are not usually published here but this one has now been added since it can be seen quite regularly at Acton Town. A relatively rare short-wheelbase mid-height Ford Transit van, LT08UDV is allocated to the BCV operation and is one of six unmarked Transits registered in the LT08xxx series (otherwise used mainly on Vauxhalls). On 19th January 2010 it was found parked at Acton Works. Another reason for including this photo is the Renault Master dropside truck just visible in the background. This is probably one of the three numbered but unmarked vehicles (6644 to 6646). Based on information and sightings, I had shown these as being allocated to Lillie Bridge (6644/6646) and Hainault (6645). However, their unmarked livery suggests they were acquired for pool use, in which case one may now have been reallocated to Acton.

Photo 2949, by **Ray Monk**, added to LTSV on 27/01/2010.

Interestingly, the application of new London Underground logos to vehicles has included a few that latterly operated in anonymous liveries. As such, these become eligible for addition to the database. One such vehicle is Ford Focus LC58AZG, reportedly used by the Automatic Train Control managers section. It is notable however that some of the other unmarked cars used by this team latterly gained small Metronet logos (such as Focus VN56YMD and Mondeo MV58WCP). As such it may be that not all unmarked vehicles will be so treated. Photographed at Leytonstone Station on 18th January 2010.

Photo 2950, by **Damon Cross**, added to LTSV on 27/01/2010.

Preserved London Transport depot sweeper RL92 was moved during 2009 from Cobham Bus Museum to Twyford Water Works, where it was photographed on New Year's Day 2010. This view highlights the way in which the engine is mounted directly above the front wheel, and turns with it. The operator sits on the 'saddle' mounted on the main unit, and steers using the handle fixed to the engine housing. It would appear that there is no drive connection between the engine and the main unit, with the brushes being driven using chains from the trailing axle. However, there are at least four controls visible on the body (two levers, one pedal and one hand wheel). These presumably raise/lower the brush, move the brush scraper, control the water flow, etc.

Comment by *Damon* on 03/07/2013: RL92 is now at Cobham Hall at Brooklands.

Photo 2951, by **Graham Brown**, added to LTSV on 27/01/2010.

Of the three '57 reg Mercedes Sprinter vans operated by Metroline, at least two have now belatedly gained full lettering and rear chevrons. KR57FUO was found at Marble Arch on 20th January 2010, perhaps on breakdown standby duties. Unlike similar KR57FUT, this van has additional Buses roundels on the side doors and bonnet.

Photo 2952, by **Ray Monk**, added to LTSV on 27/01/2010.

Although I still list their vehicles as Epsom Buses, this name has been all but dropped in favour of the 'Quality Line' branding. Ford Transit Connect van LB09HXS is lettered as a Route Control Unit and was found parked near to Cromwell Road bus station in Kingston on 31st December 2009. As well as a light-bar it has low-vis rear chevrons (if that is not self-defeating!) and small LBSL roundels. It also has subsidiary fleet lettering under the Quality Line name showing 'Epsom Coaches Group'.

Photo 2953, by **Ray Monk**, added to LTSV on 27/01/2010.

Given that Arriva London seems to have just about got rid of its large fleet of Vauxhall Combo crew ferry vans, I was surprised to see this photo of a brand new example. FD59OVH was photographed at Brixton Garage on 21st January 2010, the day on which the new Dennis Tridents for route 133 were being moved from temporary storage here to their operational base at Norwood. It may be that this van was acquired to act as a crew ferry for the newly-won route (and it certainly goes nowhere near Norwood), or it could be that it was being used by the engineers. Time will tell.

Photo 2954, by **Malcolm Conway**, added to LTSV on 27/01/2010.

Staying at Brixton Garage now but going back a couple of years, this photo was taken on 8th December 2005. This was the penultimate day of normal Routemaster operation in London, route 159 being their last allocation. The photo shows previously unseen Volvo FH12 recovery truck P9SOV of Sovereign Recovery, towing an unidentified Routemaster out of the garage. The amount of green in the Sovereign livery was later reduced, while the fleet of Volvo trucks was joined by some DAFs.

Photo 2955, by **Richard Davis**, added to LTSV on 27/01/2010.

Talking of DAFs in the Sovereign Recovery fleet, here is one such recent addition. GN58KTX is a DAF CF model with dolly rear axle, new in early 2009. Note the usual array of mirrors and front lights. Photographed in Dunstable on 18th October 2009.

Photo 2956, by **Glyn Matthews**, added to LTSV on 27/01/2010.

Despite the London registration, this service vehicle breaks new ground Northward for us. Ford Escort van LC51NFJ was latterly part of the Rapsons fleet (this name is still visible on the bodysides) but is now part of the Stagecoach group. Photographed at the garage in Thurso on 21st January 2010. Bus breakdowns in this part of the country can be a lot more problematic than in London!



Photo 2957, by **Damon Cross**, added to LTSV on 28/02/2010.

Caption to be added later. For now, feel free to use the comments facility to add your own, humorous or not!

Comment by *Kim Rennie* on 02/03/2010: No doubt the white van on the extreme left turned up after someone was overheard saying they were about to "blow up" an Underground train... (OK, bad taste, I know...)

Comment by *John Lloyd-Martin* on 03/03/2010: ...and here, never seen before in the wild, we can see the baby train suckling from its mother. It hasn't gained its mother's colouring yet, but you can see how it has already found its way to the special roped-off area, where it knows it can get its sustenance undisturbed. When it grows up enough, it will take on the vivid colours of the parent, & from then on will be able to travel alone, independent of the parent - who knows where we might see it roaming next. Isn't nature wonderful. David Attenborough - eat your heart out.



Photo 2958, by **Ray Monk**, added to LTSV on 28/02/2010.

Caption to be added later. For now, feel free to use the comments facility to add your own, humorous or not!

Comment by *Ray* on 07/03/2010: Go-Ahead London have replaced their two Mk.6 Ford Transit 'Driver Evaluation Vehicles' with two new Renault Master dCi 100 minibuses. Although lettered for London Central they have appeared in other parts of the Go-Ahead territory. LV59EJA is shown in Camberwell garage on 26th January 2010.



Photo 2959, by **Malcolm Conway**, added to LTSV on 28/02/2010.

Caption to be added later. For now, feel free to use the comments facility to add your own, humorous or not!

Comment by *John Lloyd-Martin* on 28/02/2010: There must be a thriving Golf Section at West Ham garage. What time's tee-off?

Comment by *Ray* on 02/03/2010: Exterior of the Bus of the Future from Boris



Photo 2960, by **Damon Cross**, added to LTSV on 28/02/2010.

Caption to be added later. For now, feel free to use the comments facility to add your own, humorous or not!

Comment by *John Lloyd-Martin* on 01/03/2010: Damon - How many AA batteries does it take to run one of these then ? Or, are they AAAs ??

Comment by *Damon* on 02/03/2010: No bother, I think Duracell are on "3 for 2" in Boots at the moment. I think this is the inside of battery loco L38 which I took at Upminster open day in August 1990. I don't reckon that the boys from 'elf an' safety would let your near enough to take a picture like this nowadays and they'd do their best to prevent an open day in the first place. Those were the days ...nostalgia aint what it used to be is it?

Comment by *Ray* on 02/03/2010: Surely this is the interior of 6706F. The ovens are on the left and the pans etc are on the right. It looks like over 200 could be fed in a sitting, although I can't see where the servery is or where the bbq seating and tables are stowed.

Comment by *Ray* on 02/03/2010: Interior of the Bus of the Future from Boris. The 'Trident And Routemaster Displacer In Supremacy'



Photo 2961, by **Ray Monk**, added to LTSV on 28/03/2010.

Same vehicle, same location, different livery (part 1). Including in today's update are 4 photographs that show the same vehicle in the same location as photographs that have already been published. However, in each case there is a good reason! First up is a view of Iveco EuroCargo dropside lorry 2585 leaving Acton Works on 1st March 2010, comparable to another view taken back in 2006 (see photo 1565). This is the only lorry that does not come under the control of Tube Lines, and it originally had slightly wonky Metronet lettering. By early 2010 these had been replaced by London Underground lettering, including a roundel squeezed in on the front. Perhaps more interestingly it had a new fleetnumber applied that included an I suffix. It is unlikely that this will spread to the other Iveco lorries in the fleet. It is a shame that the red stripe normally a feature of the new livery was not applied. By the way, this vehicle is one of the most frequently reported, with over 70 sightings at present, most of which were at Griffith House.



Photo 2962, by **Colin Lloyd**, added to LTSV on 28/03/2010.

The various dustcarts operated by Tube Lines can be seen almost anywhere on the LUL network, collecting rubbish from stations and offices. On 26th February 2010, Mercedes-Benz Econic WX08KUT was parked near to Barking Station.



Photo 2963, by **Colin Smith**, added to LTSV on 28/03/2010.

Two small dustcarts were delivered in December 2009 but have so far been rather camera shy. This photograph, taken on the 18th of that month, is the only one I have so far. The vehicle, seen in the lorry yard at Acton Works, is an Iveco Eurocargo.



Photo 2964, by **Ray Monk**, added to LTSV on 28/03/2010.

Three Mercedes-Benz Econic 3-axle dustcarts were ordered for delivery during 2009, to replace the two existing lorries plus a hired one. The third of the new lorries was slightly delayed and appeared in September with a 59 registration. On the 25th of February 2010, Ray photographed the still-clean looking machine leaving Acton Works.

Photo 2965, by **Ray Monk**, added to LTSV on 28/03/2010.

Ray has managed to photograph quite a number of service vehicles at residential locations in the Bexleyheath, Welling and Eltham areas. These are no doubt kept at the driver's homes during the day and used at night. The vehicles have included several of the large batch of VW Transporters new to Metronet in 2007. As these are coming up for being three years old, none have been treated to the new London Underground logos. On 21st February 2010 6170VW was found on Avondale Road.

Photo 2966, by **Ray Monk**, added to LTSV on 28/03/2010.

Three Renault Kangoos delivered in 2007 were non-standard in that they lacked the blue parts of the standard livery. They also had their fleetnumbers in an unusual position on the front wheelarches (where you would expect to find the tyre pressure markings). Two of the trio worked for Tube Lines while the third was initially with Metronet, but none of them has ever been photographed. Until now! Ray found 6226R parked outside the Northern Line control room at Coburg Street (Euston) on 15th March 2010.

Photo 2967, by **Ray Monk**, added to LTSV on 28/03/2010.

Another example of a rarely-seen vehicle at a frequently-visited location is this view of Ford Transit Connect 6278F parked outside Bollo House on the 1st of March 2010. Although part of the Tube Lines escalators operations based at nearby Frank Pick House, this particular vehicle has never been reported there. It may have been visiting Bollo House (but would perhaps have parked in their car park if so) or the Smallbills garage that is just off frame to the right.

Photo 2968, by **Thomas Young**, added to LTSV on 28/03/2010.

New in September 2007, 6308H was the only one of the 16 Honda Civic hybrid saloon cars leased for London Buses to gain a 57 registration. It was also notable for being the only liveried example never to carry its fleetnumbers. For its first year and a half it was based at Victoria Coach Station and was hardly ever seen. However, during 2009 it migrated to Uxbridge Bus Station, making it much more visible! On 19th February 2010 the car was parked behind one of the resident IRU vans.

Photo 2969, by **Colin Lloyd**, added to LTSV on 28/03/2010.

We haven't shown the front of Aldgate-based Mercedes-Benz Sprinter Incident Response Unit 6368M before but (unsurprisingly) it is very like the other 46 such vehicles! It was photographed at Parliament Square on the 1st of February 2010.

Photo 2970, by **London Spotter**, added to LTSV on 28/03/2010.

Numbers 6377V to 6385V were given to a batch of Vauxhall Combos assigned to Tube Lines at Stratford Market. The batch is notable for generally only being active at night. On the last day of January 2010, 6383V was found parked at Chadwell Heath.

Photo 2971, by **Malcolm Glover**, added to LTSV on 28/03/2010.

Here is something slightly special from a new contributor. Very much a one-off in the current fleet, 6467T is a Toyota Hilux D4D pick-up with crew cab, delivered to the Central Line Track Manager in spring 2008. Based at Hainault (which seems to be home to quite a few non-standard service vehicles) it spent its first two years in unmarked silver livery, and hence might easily have been overlooked by observers. However, the program to relivery all Metronet vehicles with new London Underground logos fortunately included this one. It was photographed while parked near Chingford Station on the 6th of March 2010.

Photo 2972, by **Malcolm Glover**, added to LTSV on 28/03/2010.

Another view of Toyota Hilux 6467T at Chingford on 6th of March 2010. Aside from the fact that no logos have been applied to the rear (despite there being plenty of space), it also notable that the vehicle has a slide cover over its load space. Most pick-ups (which have primarily been Ford Rangers of late) either have open backs or hard-top covers. This suggests that the vehicle was obtained mainly to get crews to off-road locations rather than to act as a load carrier.



Photo 2973, by **Thomas Young**, added to LTSV on 28/03/2010.

Pumps and Drainage Rapid Response Vehicle 6516F has been rather camera-shy since delivery in spring 2008. On 19th February 2010 I caught up with it at Ruislip Station, although it was unfortunately parked nose in. The Metronet logos have been replaced with London Underground ones but a red stripe was not added.



Photo 2974, by **London Spotter**, added to LTSV on 28/03/2010.

Ford Focus estate car 6536F is one of many that I would categorise as 'lesser-spotted'! It works for the sub-surface lines division but we don't actually know where it is based. On 23rd January 2010 it was found parked at a residential address in Ardleigh Green (Essex), still wearing Metronet logos. Just over a week later it was seen near Acton Works in London Underground livery.



Photo 2975, by **Ray Monk**, added to LTSV on 28/03/2010.

Although the 2007 batch of mid-height VW Transporters have not gained new liveries, later deliveries of the same type have. 6575VW was caught as it was about to turn from Gunnersbury Lane into Bollo Lane at Acton Town on 25th February 2010. The London Underground lettering on the sides appears smaller than normal.



Photo 2976, by **Colin Lloyd**, added to LTSV on 28/03/2010.

We haven't shown the front of Aldgate-based Mercedes-Benz Sprinter Incident Response Unit 6618M before but (unsurprisingly) it is very like the other 46 such vehicles! Hmm, de ja vu. It was photographed on Wormwood Street (near Liverpool Street) on 2nd March 2010.

Photo 2977, by **Thomas Young**, added to LTSV on 28/03/2010.

It is only thanks to receiving an official fleet list last year that we know the identities of vehicles numbered 6627 to 6646, since they all operate in a totally anonymous condition. 6629 is one of five Renault Kangoo vans that were divided between various operations. This one was originally used by the Victoria Line Programme Manager but may have moved on since. It was photographed parked outside the Piccadilly Line track maintenance depot at Acton Town on 1st March 2010. I have referred to this location as Maxwell House in the past but evidence suggests the latter name applies to the former Metronet base behind the museum depot. The photo was taken from outside Acton Town station using my zooooooooooooooooooooom lens!

Photo 2978, by **Ray Monk**, added to LTSV on 28/03/2010.

Given that there are at least 15 Staff Welfare Facility vans in the current leased fleet, they are rarely photographed anywhere other than the lorry yard at Acton. 6706F is the odd one out being a 'Canteen Briefing Facility' vehicle. According to the Distribution Services brochure, this has a table with six chairs in the rear section (and a wash basin) instead of the toilets fitted to the others. It was caught heading down Bollo Lane on 15th March 2010.

Photo 2979, by **Ray Monk**, added to LTSV on 28/03/2010.

Same vehicle, same location, different livery (part 2)! Since we last showed it (see photo 2692), unique Ford Fiesta car 6714F has gained a full set of London Underground markings and red stripes atop the blue skirts. Seen on Woodbine Road in Sidcup on 14th March 2010, it is one of many vehicles that we have marked as being allocated to Griffith House but that in reality only turn up there at the beginning and end of overnight work.

Photo 2980, by **Colin Lloyd**, added to LTSV on 28/03/2010.

Ford Transit dropside trucks 6716F to 6721F were delivered in 2009 to replace similar 5925F to 5932F in the employ of the Jubilee Line track maintenance team. Like their predecessors, they are rarely photographed. Fittingly it falls to Colin Lloyd (who captured a convoy of four of the earlier vehicles shortly before their replacement - see photo 2612) to be the first to photograph one of the batch, 6720F being seen on Parliament Square on 1st February 2010. It is notable that the new vehicles have tail-lifts.

Photo 2981, by **Ray Monk**, added to LTSV on 28/03/2010.

Same vehicle, same location, different livery (part 3). At least six Citroen Berlingo cars were delivered in May 2009 for use by Metronet BCV, generally replacing Renault Kangoo's. Delivered in unmarked white/blue livery, several gained London Underground markings (and red stripes) over the winter of 2009/2010, including 6769C photographed at Loughton Station on 18th March 2010.

Photo 2982, by **Ray Monk**, added to LTSV on 28/03/2010.

Same vehicle, same location, different livery (part 4). Leytonstone-based Citroen Berlingo 6771C was in full London Underground livery when photographed on 18th February 2010. It is notable that the relettering included the application of a full fleetnumber (ie included manufacturer's suffix), thus negating my earlier comments on photo 2697.

Photo 2983, by **Thomas Young**, added to LTSV on 28/03/2010.

As I have mentioned before, Leyton Westdown Road is a tricky location! Nearest the camera when we visited on 18th March 2010 was Ford Transit crew van 6773F, delivered in unmarked white/blue in 2009. The man with the new logos has obviously not been here yet! Parked behind is another Ford Transit, registered LS59OAM and with Underground logo on the bonnet. This appears to be a silver minibus. Beyond that is Vauxhall Astra estate LM57AVT. We now know that this is not numbered, but we still can't tell if it carries any livery. Not visible here was another new Transit parked on the opposite side of the yard. All we got on that one was the number 6819F. No reg, no body details, not even sure of the colour!

Photo 2984, by **Thomas Young**, added to LTSV on 28/03/2010.

Ford Transit low-roof crew van 6778F was delivered on 13th of July 2009 (see photo 2758) and was soon allocated to Lillie Bridge depot. It was seen standing in its own puddle (showing up some of the underside detail) on 6th February 2010. Note the slightly posher wheeltrims on broadly similar 6723F, just visible at the top of the picture.

Photo 2985, by **Ray Monk**, added to LTSV on 28/03/2010.

Some of the Staff Welfare Facility Vans have been fitted with very large roundels on top of their cabs, reminiscent of inspector's cars of old. Oh, hang on. 1st April is next week. Let's start again...Ford Transit Staff Welfare Facility van 6805F was found parked outside Northfields Station on 13th March 2010. This is one of the two-toilet versions, all of which have additional side windows on both sides.

Photo 2986, by **Ray Monk**, added to LTSV on 28/03/2010.

March 1st 2010 was a nice sunny day and Ray and Steve decided to stake out Bollo Lane in the hope of being the first to see a service vehicle with a xx10xxx registration. I thought they were unlikely to see any but I was very wrong. Among the five seen were these two unmarked Ford Transit minibuses, LT10SKD and LT10SLZ. One of the pair was seen leaving the works shortly afterwards, presumably on an acceptance test drive. Over the next few days they had livery elements applied, then entered service as shown in the next two photographs.

Photo 2987, by **Richard Jones**, added to LTSV on 28/03/2010.

Minibuses in red livery tend to be for the Passenger Data section of London Buses, and the two delivered on 1st March 2010 were no exception. LT10SKD was the first to enter service, having been liveried and numbered as 6853F. Its first duty was on 15th March 2010 when several minibuses were parked at Plumstead Garage. The new pair were destined to replace similar 6063F and 6067F and differ from these only in details (switch of light-bars to the LED type, and the omission of fog lamps). Note also that all minor lettering, including the fleetnumbers and tyre pressure markings, is now applied with a white background.

Photo 2988, by **Richard Jones**, added to LTSV on 28/03/2010.

LBSL Passenger Data minibus 6852F entered service one day later than its sister 6852F, and its first duty saw it parked at Northumberland Park on 16th March 2010 in connection with a local survey. Passenger Data vehicles often gain local fleetnumbers, usually based on the registration 'year', applied to the front bumpers. As there are two vehicles that would be '10', these will most likely be referred to as 52 and 53.

Photo 2989, by **Ray Monk**, added to LTSV on 28/03/2010.

This smart-looking Ford Transit jumbo crew van has been reported three times already, and the fleetnumber has never been caught! Sadly this photograph was not sharp enough to help. Taken at Acton Town station on 25th February 2010

Photo 2990, by **Ray Monk**, added to LTSV on 28/03/2010.

A surprise appearance at Acton Works on 1st March 2010 was this Skoda Octavia estate wearing unmarked white/blue livery. As the registration would suggest, the vehicle was brand new. A number of Skoda Octavia cars have operated in the unmarked fleet for the past few years, but these are thought to have been used only by LBSL. FE10LYD is certainly the first to be seen in white/blue. It remains to be seen if the car is given logos and/or fleetnumbers.

Photo 2991, by **Ray Monk**, added to LTSV on 28/03/2010.

Another 10-registered vehicle photographed at Acton Works on its first day on the road (1st March 2010) was this plain red VW Transporter van. The livery would suggest that this is destined for LBSL, and it would seem logical that some vehicles are due to replace similar vans 6012VW to 6014VW and 6072VW to 6075VW in the Infrastructure Development fleet. However, such vehicles would need light bars, and these are normally fitted before delivery. We shall see. One thing we can say is that preceding registration RV10CYY is carried by a smaller VW Caddy van in LU white/blue livery.

Photo 2992, by **Damon Cross**, added to LTSV on 28/03/2010.

Here is TfL Citroen Relay exhibition unit AY58GDX, about to be 'unpacked' at the Museum Depot, Acton on 11th October 2009. It would appear that the inside of the vehicle is split in two, with different displays on the left and right hand side. There are similar doors (and roll-out awnings) on both sides.

Photo 2993, by **Colin Lloyd**, added to LTSV on 28/03/2010.

I have commented before about Vauxhall Combo vans having additional crew seats without side windows. Well, here is the first example seen with windows, and it is not even from the central fleet. Smartly lettered up as MV9 in the Arriva Tour support fleet, YA04HJG is based at Wandsworth Garage but photographed on Camomile Street (near Liverpool Street) on 17th March 2010.

Photo 2994, by **Ray Monk**, added to LTSV on 28/03/2010.

The fleetname Abellio started appearing on former Travel London buses at the end of October 2009. As seems to be usual with these things, there was no rush to extend the rebranding to the service vehicle fleet, and the Travel London name (plus anonymous vehicles) continued to be seen into 2010. In fact, the first report of the new logo on an SV was this Ford Transit van, caught about to enter Walworth Garage on 26th January 2010. The branding is notable for including the logo of NS Dutch railways (the new owners).

Photo 2995, by **Thomas Young**, added to LTSV on 28/03/2010.

Anyone perusing the sighting reports on this website may have been curious to know what the 'Annexe' to Arriva London's Barking Garage was. Well, here it is. Arriva took over a small industrial premises next door to the main garage, and use it mainly for parking of the fleet of 12 or so crew ferry cars. Single deck buses have also been seen in the building, while cars also park in the area to the right. On 18th March 2010 just two cars were visible, being Vauxhall Corsas 94 and 103. The main garage entrance is to the left of this view, although the yard does extend behind the building shown. One oddity is that the parking notices mention Arriva London but are headlined Sovereign Recovery.

Photo 2996, by **Ray Monk**, added to LTSV on 28/03/2010.

Metroline received a batch of Ford Transit Connect vans for engineering support duties during 2009. We don't have full details but it would appear that one has been allocated to each of their garages. Several carry the code for their home base, as seen here with Perivale East's (PV) YE09GYT photographed on 4th January 2010 near the Brentford base.

Photo 2997, by **Colin Lloyd**, added to LTSV on 28/03/2010.

A new Ford Transit Connect van for engineering support duties from Metroline's Perivale West garage was YE09ONO, photographed at Brent Cross Bus Station on 9th March 2010. Details are not available but we believe the anonymous silver Renault Trafic minibus behind is also a service vehicle, doing crew ferry runs to and from the same garage.

Photo 2998, by **Ray Monk**, added to LTSV on 28/03/2010.

Go-Ahead London operation Docklands Buses received a pair of Mercedes-Benz Vito crew vans in late 2009. Carrying a plain red livery, they are used for crew ferry runs to various points. On the 20th February 2010 Ray caught BG59EOX arriving back at the Silvertown garage.

Photo 2999, by **Thomas Young**, added to LTSV on 28/03/2010.

One of two Mercedes-Benz Vito vans used as crew ferries by Docklands Buses, BG59EOS belies its role both by its location (the bus stand at Hainault Street, Ilford) and the small LBSL roundel on the rear. 18th March 2010.

Photo 3000, by **Glyn Matthews**, added to LTSV on 28/03/2010.

Another landmark, this being the 3000th photograph to be added to the site! Searching for something a bit special I came across this photograph taken by Glyn at Purfleet on 29th January 2010. It was very murky that day but the photo tweaked-up OK. The subject matter is Ensign's mighty Scania 143M 450 recovery truck UJF182, one of very few such vehicles to have three axles at the back (the only other one on this site is a Peterbilt - see photo 1546). The next batch of photos will feature more recovery trucks, including some more weird and/or provincial ones from Malcolm Conway's collection.