



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3k – Photographs 5001 to 5500

Issue 1 – April 2021

Introduction

About this document

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

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

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

Because of the large number of photographs that have been published (6,673 as at 31st March 2021), this document has been broken down into sub-parts, each with a total of 500 photos. This has allowed the use of minimal image compression. Note however that some of the original photographs were not of particularly high quality.

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

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

Other than the hyperlinks, the captions are the same as they were when the photograph was originally published. They may therefore contain incorrect assumptions or superseded information. Also shown are any comments made by website members against each photo. Comments up to 31st March 2021 are included.

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

This part of the document contains photos 5001 to 5500, originally published between June 2015 and October 2017.

Thomas Young, Abbey Wood, April 2021

Photo 5001, by **Derek Everson**, added to LTSV on 28/06/2015.

Mercedes-Benz Sprinter van 7872M was new in February 2015 and is allocated to Finsbury Park, where it can be found on either side of the railway. On 18th March 2015 it was parked in Station Place with infrastructure van 7898VW.

Photo 5002, by **Ray Monk**, added to LTSV on 28/06/2015.

7879M is another London Buses Incident Response Unit van allocated to Eltham Bus Station, arriving there in early February as replacement for 7303M. In this photo taken on 7th February 2015, Ford Fiesta car LM61JHZ is also visible.

Photo 5003, by **Derek Everson**, added to LTSV on 28/06/2015.

LBSL IRU 7884M appears to be based at Acton Works, where it was seen on 28th April 2015. In the background can be seen a hydraulic hoist on a small trailer, being towed by ex 6238F if the number plate is to be believed. I have been trying to get a close look at this trailer for some time, to determine whether it is one of the numbered fleet. Trailers T63 and T69 are believed to be of this general type.

Photo 5004, by **Dave Hooker**, added to LTSV on 28/06/2015.

A rather unusual view of the LBSL compound at Morden Station on 10th June 2015 shows no fewer than 8 Incident Response Units present. Also visible are the TfL Toyota Yaris car (LL14VKO), the LBSL Toyota Prius car (LN61ZGS), one of the LBSL infrastructure VW Caddy Maxi vans (almost hidden at the rear left, most likely 7894VW) and an un-marked VW Transporter minibus. The last-mentioned was on loan for defensive driving training, similar vehicles having been noted at Stratford and Eltham bus stations recently.

Photo 5005, by **Derek Everson**, added to LTSV on 28/06/2015.

Many of the Volkswagen Caddy Maxi vans used by London Buses Infrastructure Development are easy to see, but this one is not. 7892VW was new in January 2015 and spent a few weeks in the front car park at Acton Works. It has barely been seen since, though this photograph taken on 28th April suggests it may in fact be allocated here. Rarer still is similar RE64KPX, for which a fleetnumber is not yet known. Delivered at the same time as 7892VW, it has not been reported since.

Photo 5006, by **Ray Monk**, added to LTSV on 28/06/2015.

Stratford Bus Station is a good place to see LBSL Infrastructure vehicles, with 4 VW Caddy Maxi vans being visible on 20th March 2015. The focus is on 7897VW, with 7893VW behind it and 7902VW and 7895VW on the right.

Photo 5007, by **Derek Everson**, added to LTSV on 28/06/2015.

Volkswagen Caddy Maxi van 7898VW was added to the London Buses infrastructure fleet in December 2014 and was allocated to Finsbury Park, where it was photographed on 18th March 2015. The allocations of these vans are not fixed, with similar 7901VW being here in May and June.

Photo 5008, by **Derek Everson**, added to LTSV on 28/06/2015.

Uxbridge Station on 1st April 2015 shows the car park on the opposite side of the railway to the bus station. This is home to the local LBSL Infrastructure vans, comprising Volkswagen Transporter 7836VW and Caddy Maxi vans 7899VW and 7900VW. It seems to be quite rare to find all three vans present. As mentioned recently (see photo 4929), they appear to sometimes work from Acton.



Photo 5009, by **Ray Monk**, added to LTSV on 28/06/2015.

Caught as it was leaving Acton Works on 7th May 2015, 7954F is a high-roof Ford Transit Custom van with rather unusual lettering. On the cab doors is 'Track Manufacturing Department, Calibration Section'. Although it was reported at Frank Pick House later that month, I would imagine it is allocated to Ruislip Depot. Writing this caption I have made a belated realisation. Vans in the original LUL white/blue livery (and also the Tube Lines and Metronet variations) usually had the company name and logos in two positions on each side. A larger version was placed near the rear on the bodyside, with a smaller copy on the doors. The red-stripe LUL livery has just one on each side, plus one on the front. There is therefore space on the doors for department lettering, but very few examples have been noted.



Photo 5010, by **Ray Monk**, added to LTSV on 28/06/2015.

When new Honda CR-V car 8005H appeared at Acton Works in April 2015 (see photo 4959) I speculated that it would perhaps replace LT59HWD, the unique Vauxhall Insignia estate used as the Morden Incident Response Vehicle (see photo 3051). I was wrong, and 8005H went instead to Harrow-on-the-Hill. However, a new car then turned up for Morden in the shape of Skoda Octavia estate 7974S. Photographed from the footpath on 23rd May 2015, staff welfare van 6804F is also visible in the background. As far as I can tell, all the Incident Response cars are now numbered, and are in white/blue/red with extra red/white battenburg striping. However, all six cars are of different models.

Comment by *Ray* on 13/07/2015: One that is still in Tube Lines (silver) livery is KR11XWK, which is probably due for replacement shortly.



Photo 5011, by **Ray Monk**, added to LTSV on 28/06/2015.

Renault Kangoo Maxi van 7977R was new in February 2015 and appears to be one of the Griffith House night-time allocation. However, on 6th May 2015, Ray photographed it parked nearby in the new yard at Edgware Road Station.

Photo 5012, by **Colin Lloyd**, added to LTSV on 28/06/2015.

The five Ford Fiesta vans leased for TfL in March 2015 are proving elusive, and fleetnumbers are only known for two of them so far. One of these is 7983F, caught rounding Hyde Park Corner on 19th June 2015.

Photo 5013, by **Ray Monk**, added to LTSV on 28/06/2015.

When it was illustrated at Acton Works last month (see photo 4959), I guessed that new Honda CR-V 8005H would be destined for either Morden or Bollo House (Acton). As is the norm with my predictions, it was actually delivered to Harrow-on-the-Hill Station! There seems to be a lack of consistency in the liveries carried by the cars allocated here over the years. 5111F was in standard LUL white/blue (see photo 1105) but was replaced in 2003 by 5529F in unmarked white (apart from fleetnumbers). In 2007 that gave way to 6227F in white/blue with red emergency markings (see photo 1904), which in turn was replaced by 6976F in normal LUL white/blue/red (see photo 3308). The stylish new car was photographed in its regular parking place on 9th May 2015.

Photo 5014, by **Ray Monk**, added to LTSV on 28/06/2015.

The Ford Fiesta has never been particularly common in the central fleet but has seen a surge recently, with at least 16 examples (cars and vans) delivered in 2015. 8042F was new in May 2015 and has become a regular sight in the front car park at Acton Works, as here on 13th June. Ford Transit crew van 6938F in the background was presumably awaiting disposal. It is somewhat unusual to see larger service vehicles in this car park.

Photo 5015, by **Ray Monk**, added to LTSV on 28/06/2015.

Another new vehicle seen in the car park at Acton Works on 13th June 2015 was Volkswagen Caddy Maxi crew van 8046VW.



Photo 5016, by **Traintest**, added to LTSV on 28/06/2015.

Despite the lack of official information, I can sometimes piece together good information about individual vehicles from photo contributions, sightings and other data sources. For example, from the DVLA website I know that this van was first licensed on 8th June 2015. It was spotted passing Hangar Lane that day, presumably on delivery to Acton. Then it was photographed on 18th June, having just been delivered to Hearne House at Acton Town. The photographer reports that it was to replace Ford Mondeo 7380F (see photo 4986) in the LUL Technical Services, Component Test section. 8049F is a long-wheelbase Mk2 Ford Transit Connect crew van. The revised Connect has the same height on both short and long variants, while the black trim between the windows also contributes to a sleeker look than the previous model (see photo 4882). Just 8 or 9 Connects remain in the central fleet, and at least 4 of them are at Hearne House.



Photo 5017, by **Derek Everson**, added to LTSV on 28/06/2015.

Looking fairly smart in Arriva turquoise and cream livery, N83OYW is a Carbody FX4 taxi allocated fleetnumber CF96 with Arriva the Shires at High Wycombe. It was photographed on 13th June 2015.



Photo 5018, by **Thomas Young**, added to LTSV on 28/06/2015.

An open day was held at the Epsom Buses garage in Epsom on 20th June 2015, to mark the 95th anniversary of the company. Many of the exhibits were similar to those at the 90th anniversary event in 2010 but on the whole it was an excellent day, with a great deal of effort put in to making it fun and interesting (something that I felt was lacking in some of the YotB open days in 2014). From a service vehicle point of view, this pair was quite interesting. Both carried 'Epsom Coaches Group, Facilities Management' lettering, while the sweeper also had the 'Quality Line' branding. Nearest is J542ONR, a JCB fork-lift truck, beyond is SN03OHC, an Applied Sweepers 525 'Green Machine' sweeper. Although both registered, neither vehicle is currently licensed. In the background is the 'Jungle Bus', former Centrewest Volvo Olympian V8, which my daughter says was great fun!

Comment by *Clive G* on 29/06/2015: That forklift is great - being of tractor configuration it makes me wish LT could have had a second generation of Fordson tractors like it!

Comment by *Thomas Young* on 29/06/2015: The fork-lift truck did indeed have a registration on the back (J542ONR) and it is a JCB, although it has not been road licensed since 2011. The database links have been updated.

Photo 5019, by **Derek Everson**, added to LTSV on 28/06/2015.

These four vans photographed at London United's Twickenham Garage on 30th May 2015 were all withdrawn and presumably awaiting disposal. All had previously worked from the London Sovereign garages at Edgware and Harrow, now home to four brand new Ford Fiesta vans. The white vans are all Vauxhall Corsas, the red one is a Peugeot 206.

Photo 5020, by **Derek Everson**, added to LTSV on 28/06/2015.

Peering into Atlas Road Garage on 11th March 2015, five of the six Vauxhall Zafira cars based here were visible. New to First in late 2011, they passed to Tower Transit in mid-2013, but have always operated in unmarked red. KN61KNO and KN61KGP are facing the camera, those on the right appear to be KN61KNL, KN61KNP and one other.

Photo 5021, by **Derek Everson**, added to LTSV on 28/06/2015.

Metroline took four red Ford Transit Connect vans in 2012 for use as engineering support vehicles. AV12VXY was based at the former Armchair depot in Brentford, as evidenced by the AH allocation code displayed. However, on 3rd December 2014 it was photographed near the CELF in Perivale. These vans may have been replaced by the new batch delivered in spring 2015.

Photo 5022, by **Derek Everson**, added to LTSV on 28/06/2015.

Two of London United's nine Ford Transit vans were found in the yard at Twickenham Garage on 7th May 2015. EK12OLB on the left carries fleetnumber FT6 but no other markings, while EK12OJU is FT3 with full London United lettering. Note also that FT6 lacks the grille lights (and light-bar) found on the rest of this batch.



Photo 5023, by **Derek Everson**, added to LTSV on 28/06/2015.

Although no longer in use as an operational bus garage, the former NCP depot at Twickenham is usually home to several London United service vehicles. On 22nd April 2015 Derek found Ford Fiesta van FF15 present, one of 22 delivered in spring 2012. In the background is the area used for parking redundant vehicles.



Photo 5024, by **Ray Monk**, added to LTSV on 28/06/2015.

First noted in May 2015, LV12WSE is a Ford Fiesta car used by Arriva Southern Counties. In unmarked red, it has a company notice on the dashboard and it was photographed at the bus stand in Bexleyheath on 27th May.



Photo 5025, by **Thomas Young**, added to LTSV on 28/06/2015.

On display during the excellent open day held at Epsom Buses' garage on 20th June 2015 was this Vauxhall Meriva car parked in the vehicle workshop. It was rather unusually filled with balloons in connection with a competition to win a Karcher car wash! Another curious aspect is that it has lost the yellow chevrons it carried when new (see photo 4786), although it still retains the Quality Support lettering.



Photo 5026, by **Derek Everson**, added to LTSV on 28/06/2015.

An unexpected find at Metroline's CELF works in Perivale on 13th June 2015 was that of two Ford Transit Connect vans lettered for Falcon Coachworks. This company, based in Iver, is now owned by Metroline's parent group Comfort Delgro. AX14AHN was in white livery with red chevrons on the rear.

Photo 5027, by **Derek Everson**, added to LTSV on 28/06/2015.

The other Falcon Coachworks van found at Perivale CELF on 13th June 2015 was Transit Connect AX15DLO in red livery with yellow rear chevrons. Although they do not carry Metroline names, I have added both vehicles to the database as Metroline vehicles until the relationship between the two companies becomes clear.

Photo 5028, by **Derek Everson**, added to LTSV on 28/06/2015.

More new vehicles for London United (or perhaps London Sovereign) arrived in April/May 2015 in the form of two Ford Transit Connect Mk2 vans. As with the earlier Fiesta and Transit Customs, they were initially parked up at Twickenham garage in unmarked red, where they were photographed on 7th May. The vans are to Ford's 'Trend' specification, the most visible difference being the body-coloured front bumper parts.

Photo 5029, by **Ray Monk**, added to LTSV on 28/06/2015.

The four Ford Fiesta vans delivered to London United's Twickenham Garage in April 2015 did not enter service until late May, when they were allocated to the former Transdev/London Sovereign garages at Harrow and Edgware. With suitable lettering, and fleetnumber FF23, LS15CWX was caught leaving Harrow garage on 1st June 2015. This location became a bus garage in 1990 when it was bought from Venture coaches, although it has been through various owners since then. As can be seen, it is one of very few 'red' bus garages that are unable to accommodate double-deckers.

Photo 5030, by **Ray Monk**, added to LTSV on 28/06/2015.

Ford Fiesta van LS15CZZ is allocated to London Sovereign's Edgware garage but carries fleetnumber FF25 in the series started by parent company London United in 2012. It was seen in the bus station on 1st June 2015. In the background are buses with two body styles that are now becoming rare in London, the Alexander ALX400 double-decker and Wright Cadet single-decker.



Photo 5031, by **Ray Monk**, added to LTSV on 28/06/2015.

An unexpected arrival at Stagecoach London's Plumstead garage in May 2015 was high-roof Ford Transit Custom van YE15EEU. This replaced earlier Transit YC11JYR (see photo 3592) which no longer appears on the DVLA, perhaps being written off. Most of the other 2011-vintage Transits with Stagecoach London remain in use. When photographed outside the garage on 7th June 2015, YE15EEU was in unmarked red (apart from the pigeon mess that is), although it is due to gain company lettering.



Photo 5032, by **Ray Monk**, added to LTSV on 28/06/2015.

The livery carried by Docklands Light Railway (DLR) emergency vehicles is distinctive to say the least. Seen at Abbey Road station on 8th June 2015, Ford Transit van BV13UGP carries fleetnumber 001 above the windscreen. The contract for infrastructure maintenance on the DLR passed from Serco to Keolis Amey in December 2014, and the new name has been applied to this van.



Photo 5033, by **Malcolm Conway**, added to LTSV on 28/06/2015.

For several years it has been normal to find engineering support vehicles parked either on Park Lane or at Marble Arch, these locations being convenient for rapid attendance of bus breakdowns in the west end. On 19th June 2015, Malcolm found three vans parked at Marble Arch including two Sovereign Recovery Mercedes-Benz Sprinters (EJ63OZA and EJ63OZB) and Metroline Renault Master LM61UOD. Both the Sovereign vans have been shown on LTSV before, and their slight livery differences noted. Since then, red-striped EJ63OZB has lost its 'Working in partnership with TfL Transport for London Buses' lettering.



Photo 5034, by **Ray Monk**, added to LTSV on 29/07/2015.

It's been a while since I've been able to show any photographs from within Acton Works but here is the first of several taken by Ray on 25th June 2015. Parked in the DSM yard were two vehicles with an electrical connection (so to speak). On the left is Mercedes-Benz Sprinter 2584M new in August 2002 and now the oldest 'normal' vehicle in the fleet. Since delivery it has carried this Petbow generator, which is believed to be numbered DB19, bought in 1993 and originally painted red and mounted on 2541M (see photo 31). Along with similar 2562M and 2563M, these generators were used by the ventilation team, working out of Lillie Bridge on night work, sometimes with trailers attached. It would appear that 2584M has never had any lettering apart from suffix-less fleetnumbers, while the generator retained faded pre-2002 LUL Engineering Services lettering. The two older Mercedes-Benz generator carriers were replaced by cascaded Ford Transits in 2010/2011 and it would appear that 2584M is also now withdrawn, but whether it has been replaced is not yet known.

On the right is Nissan Leaf electric car 7711N. A series of electric vehicle charging points has been installed on the wall of the building in the background. 7711N was new in January 2014 and spent some time at Edgware Road Station before moving to Acton Works. Several electric vehicles have been operated over the past few years. Most have additional graphics and lettering in green (as seen on Renault Kangoo ZE HN13MYU – see photo 5040) and, being un-numbered, are assumed to be long-term demonstrators. 7711N has just the slogan 'Part of the new Transport for London electric vehicle fleet' above the skirt. Two further Nissan Leaf cars are operated by LBSL in red livery. For unknown reasons, 7762N at Turnpike Lane is numbered while KE14FJO at Eltham is not.



Photo 5035, by **Ray Monk**, added to LTSV on 29/07/2015.

The Volkswagen Golf is a rare model in the liveried central fleet. LBSL had a quartet from 2004 to 2007, followed by a pair for London Overground in 2010. The first examples for LUL arrived in 2011 with one or two more each year since. 7779VW (lacking its suffix) was new in late 2013 and was found at Acton Works on 25th June 2015, flanked by new Mk8 Ford Transits. Note that the car lacks the usual LUL roundel on the bonnet.



Photo 5036, by **Ray Monk**, added to LTSV on 29/07/2015.

The new Mk8 Ford Transit finally started appearing in the LUL fleet in early 2015, this example being one of the first. Numbered 7948F, it is a long-wheelbase, extended-length high-roof van, otherwise known as an L4H3, or more commonly a 'Jumbo'. Notable features are the large skirt mouldings (which leave only a small area for the blue of the standard livery) and the bodysides which are much more vertical than on previous Transit models. The result is that the top of the body is almost the same width as the waist, most noticeable from the rear aspect. Other features visible are a large rear step, 270 degree hinges (fold-back) on the back doors, and a body pressing outline in the position where the cargo door runner would be. Seen at Acton Works on 25th June 2015.

Photo 5037, by **Ray Monk**, added to LTSV on 29/07/2015.

Large scale deliveries of the Mk8 Ford Transit van started in June 2015 and the type will no doubt become a very common sight over the next few years. Several recently delivered examples were photographed at Acton Works on 25th June 2015, including crew van 7959F. This variant is described as medium-wheelbase, mid-height (or L2H2) but is in fact the smallest version available. It would appear that the standardised descriptors encompass the smaller Transit Custom model. In the background can be seen Mk7 crew van 6938F.

Photo 5038, by **Ray Monk**, added to LTSV on 29/07/2015.

Seen in the main DSM yard at Acton Works on 25th June 2015 was newly delivered Ford Transit Mk8 van 7990F, first licensed the day before. Note that the nearside windscreen wiper appears to not be 'parked'. However, looking at other photos of Mk8 Transits, this seems to be the normal position for it. A variety of other Mk7 and Mk8 Transits can be seen parked around, along with accident damaged Citroen Berlingo van 7581.

Photo 5039, by **Ray Monk**, added to LTSV on 29/07/2015.

8045F is another 'Jumbo' Mk8 Ford Transit, this time configured as a crew van. The Jumbo (or extended length) variant can be recognised from the front by two features. The light built into the wing mirrors is orange rather than white, while an array of orange lights are mounted on the skirt panelling. The LN15xxx registration numbers were presumably booked some time previously. 8045F was licensed in mid-June but similar marks had appeared on smaller Ford vehicles from March onwards. It was photographed at Acton Works on 25th June 2015 keeping company with a couple of LBSL vehicles (Incident Response Unit 7855M and infrastructure van 7899VW).

Photo 5040, by **Ray Monk**, added to LTSV on 29/07/2015.

Seen at the electric vehicle charging points in Acton Works on 25th June 2015 was Renault Kangoo ZE van HN13MYU. Licensed in July 2013, it was first noted in fleet livery at the Renault dealers in North Acton in November 2014. It was then seen at Edgware Road Station (which has had a string of electric vehicles allocated recently, presumably on trial). It has been elusive though, with this being only the third time it has been reported. Note that the van carries the green plug graphic and lettering in addition to the TfL electric fleet slogan. It is also curious that this van is badged as a plain Kangoo but appears to be the same longer size as the Kangoo Maxi.

Photo 5041, by **Ray Monk**, added to LTSV on 14/09/2015.

An interesting trio of vehicles was photographed in the car park at Acton Works on 1st August 2015. At the back left is Tfl Streets Vauxhall Combo van LN11PJO, the last remaining from three leased in March 2011. The white/orange livery of Tfl Streets is still carried by seven cars but is in the process of being supplanted by white/blue. In the middle of the shot is Renault Modus car 7264R. Fifteen of these cars were leased for LUL in 2011/2012, with a further pair for Tfl Streets. The LUL cars were elusive and (it almost goes without saying) mainly nocturnal. I allocated them to Templar House in Holborn since they were sometimes seen there, but they were almost certainly kept elsewhere. Disposals of the Modus cars started in mid-2015 and it would appear they are being replaced by Ford Fiesta hatchbacks. On the right is an un-marked Peugeot Partner Tepee estate car, one of four to carry KX63xxx registrations.

Photo 5042, by **Thomas Young**, added to LTSV on 14/09/2015.

A large batch of Renault Kangoo estate cars was delivered in mid-2012, including 19 given fleetnumbers 7382R to 7400R. All were for Tube Lines with many based at Stratford Market Depot. 7385R and 7391R were withdrawn prematurely (following accident damage?) with the first 'routine' disposals starting in autumn 2015. The cars are mostly active at night and on 19th August 2015 7395R was found parked near Green Park station. It is curious that these were the last Kangoo estates for the central fleet (so far), while the van version of the model has since been taken in large quantities.

Photo 5043, by **Derek Everson**, added to LTSV on 14/09/2015.

New in September 2012, Volkswagen Caddy van 7573VW had an unusually short life for a central fleet service vehicle, going off-lease after about 2-and-a-half years. It is thought this may have been due to it having achieved a rather high mileage. The van still looked in good shape when photographed waiting to be auctioned at BCA in Blackbushe on 7th May 2015.

Photo 5044, by **Thomas Young**, added to LTSV on 14/09/2015.

For the first time ever, Volkswagen was the primary supplier of central fleet vehicles in 2014, a position usually held by Ford. It should be pointed out that 2014 was something of a 'dip' year, with less than 100 liveried additions (and a hiatus in Ford deliveries due to a changeover of Transit models). Of these additions, 32 were Volkswagens, and of those, 26 were Caddy or Caddy Maxi vans. 7795VW was one of five Caddy Maxi crew vans delivered in July. It has not been seen a great deal since then, but on the night of 19th August 2015 I found it parked near Gloucester Road station.



Photo 5045, by **James Mair**, added to LTSV on 14/09/2015.

A batch of thirteen Volkswagen Caddy Maxi vans was delivered to LBSL over the turn of 2014/2015, replacing larger VW Transporter vans in the infrastructure development section. As is often the case with this department, a couple of the vans are hard to track down. 7890VW was seen at Acton when brand new in January 2015 but was not reported again until James found it parked in Edgware Bus Station on 12th August. Any suggestions as to where this van may be allocated would be appreciated!



Photo 5046, by **Thomas Young**, added to LTSV on 14/09/2015.

About 30 examples of the new Ford Transit Custom van were added to the leased fleet in spring 2015, mostly for use by the Lifts and Escalators section based at Frank Pick House. Four of their fleet were parked at Green Park station on the night of 19th August 2015 and shown here is the rear of crew van 7918F.



Photo 5047, by **Thomas Young**, added to LTSV on 14/09/2015.

Ford Transit Custom crew van 7935F was parked near Green Park station on 19th August 2015. This view offers a comparison between the Custom model and the slightly larger Mk8 Transit. Morson is one of several contractors involved in LUL maintenance work and lots of their vans and trucks can be seen around London at night.



Photo 5048, by **Ray Monk**, added to LTSV on 14/09/2015.

I was rather surprised to learn that the new Ford Transit Courier van is available in 'Kombi' format. This layout has an additional pair of seats, doors and windows and is referred to on LTSV as 'Crew Van'. The Courier is the smallest of the new Transit family, being based on the Fiesta car chassis. The result is a vehicle with a very small cargo compartment. At least two of the new vans were delivered in August 2015, both in LUL livery. 8068F was caught leaving Acton Works on 1st September. Note that (as on the van version) the additional doors are sliders rather than hinged.

Photo 5049, by **Derek Everson**, added to LTSV on 14/09/2015.

The northern end of the Victoria Line was closed for a couple of weeks in August 2015, primarily to allow the renewal of the crossovers outside Walthamstow station. During this work, service vehicles could be found in the station car park, including this recently delivered Ford Focus hatchback car numbered 8069F. In its estate form the Ford Focus was the standard car in the leased fleet for several years, with a handful of hatchbacks also being taken. However, only two examples of the model have been added in the past two years, the other being estate 7806F. In the background can be seen mobile office WX08KUY. 19th August 2015.

Photo 5050, by **Thomas Young**, added to LTSV on 14/09/2015.

During a night trip on 19th August 2015 the most unexpected find was this Peugeot 308 estate car parked near Gloucester Road Station. With fleetnumber 8093P it soon transpired that at least a dozen were being added to the leased fleet. The Peugeot 308 has featured in the unmarked car fleet in recent years but these are the first to carry livery.

Photo 5051, by **Derek Everson**, added to LTSV on 18/09/2015.

This trio of London Buses vehicles photographed at Morden Station on 16th June 2015 is headed by Infrastructure Volkswagen Caddy Maxi van 7894VW. New in December 2014, it was reportedly transferred to Therapia Lane Tramlink depot in April 2015, but is still often to be found at Morden. Beyond this are two of the resident Incident Response Unit vans in the shape of 7853M and 7885M. 46 of these vans were delivered in the first half of 2015 although one (7862M) was withdrawn following accident damage in March. It remains to be seen whether this van is replaced.

Photo 5052, by **Ray Monk**, added to LTSV on 18/09/2015.

Two recently delivered LUL estate cars were photographed in the car park at Acton Works on 5th September 2015. 8084P on the left is one of a largish batch of Peugeot 308s leased from August onwards. On the right is Volkswagen Golf 8061VW which had spent all of August parked here. It is thought to be destined (along with similar 8060VW) for Leyton Westdown Road to replace older Golfs 7043VW and 7044VW.

Photo 5053, by **Ray Monk**, added to LTSV on 18/09/2015.

Numbers on the leased fleet took a jump forward in August 2015 with the arrival of a batch of Volkswagen Transporter crew vans numbered in the 812xVW and 813xVW ranges. The first to be photographed was 8124VW, found parked at Finchley Central Station on 5th September. Note the roof-rack (not often seen on VW Transporters previously) and the pipe/wire tube. The latter feature made me think these vans were going to replace Ford Transit crew vans 7409F to 7418F, which are split between Finchley and Stratford Market. However, the three Transits allocated to Finchley were all still present.

Photo 5054, by **Derek Everson**, added to LTSV on 18/09/2015.

Photographed at the CELF works in Perivale on 8th July 2015, 33LUG is a Volkswagen Caddy van used by Metroline in the Quality Control role. New as LR52LXM (see photo 2643), the van carries a non-standard green livery. The registration number 33LUG has appeared on LTSV twice before, first on MCW Metrobus M151 (see photo 2095), then on Volvo Olympian AV33 (see photo 3282), both of which were used as mobile classrooms. The mark came to Metroline from R&I Buses (via MTL London), who had applied it to a string of buses and minibuses between 1984 and 1995.

Photo 5055, by **John Hillman**, added to LTSV on 18/09/2015.

Arriva the Shires has continued to buy former London taxis for use as crew ferry vehicles outside London. S880FGU is a London Taxicabs International (LTI) TX1 model acquired in February 2015 and allocated fleetnumber CF114. When photographed at Welwyn Garden City Bus Station on 16th June 2015 it was still in as-acquired metallic blue livery, with side logos roughly painted out. It has since been treated to Arriva standard blue/cream livery.

Photo 5056, by **Paul Snelling**, added to LTSV on 18/09/2015.

Photographed at Dartford Station on 8th September 2015, VX04JHY is an LDV Convoy in use by Arriva Kent Thameside as a crew ferry vehicle from the nearby garage. Although not previously reported, this vehicle (and another similar one) was noted during the Dartford Garage open day in September 2014, at which time it still carried TGM markings.

Photo 5057, by **Derek Everson**, added to LTSV on 18/09/2015.

The new Turkish-built Vauxhall Combo D model has not seen much use as a London service vehicle yet, the Go-Ahead group and Arriva London having about a dozen between them. Newest reported to date is Arriva WR15VVO, believed to be based at Edmonton Garage. It was photographed parked near Finsbury Park Station on 2nd September 2015.

Photo 5058, by **Derek Everson**, added to LTSV on 18/09/2015.

This is not a service vehicle as such, being a Renault Midlum flatbed lorry of the type used to recover cars and vans. It has been included for a couple of reasons, firstly that the BU51TOW registration (which would be quite suited to a bus recovery vehicle) has been transferred from an earlier Mercedes of similar format (see photo 3262). Secondly, the truck was photographed parked outside Metroline's CELF works in Perivale on 7th May 2015.

Photo 5059, by **Ray Monk**, added to LTSV on 18/09/2015.

Sovereign Recovery appears not to have bought any new trucks over the past few years, taking a variety of Iveco and Mercedes-Benz vans instead. Then, in 2015, at least two new Volvos were added. GJ15PHO is a Volvo FH540 first licensed at the end of April and photographed leaving Acton Works on 27th August. On tow was Iveco Stralis lorry LK08BHX, which seems to have lost its dropside doors. Note the revised frontal design of the Volvo, compared to older examples such as GF10XSB (see photo 3562).

Photo 5060, by **John Godwin**, added to LTSV on 18/09/2015.

The logo of the RATP group (which features a stylised map of the River Seine arranged so that it resembles the outline of a face) is a familiar sight around London, appearing on vehicles belonging to London United, London Sovereign and The Original Tour. RATP also owns Epsom Buses as well as various other operators around Britain (such as Yellow Buses) and beyond. RATP has its origins in Paris, where it remains the main public transport provider, and actually remains in state ownership. This seems somewhat odd, especially if you imagine the situation being reversed, with an un-privatised London Transport buying operators in other countries! This Fiat Scudo van was photographed in Paris on 27th October 2009, displaying a somewhat random collection of high-visibility markings.

Photo 5061, by **Ray Monk**, added to LTSV on 09/10/2015.

Ford Transit staff welfare van 7430F is one of three added to the leased fleet during 2012 (although 7432F was written off in 2013 and replaced by new 7753F). Unlike all earlier welfare vans they were based on long-wheelbase bodyshells (rather than long-wheelbase, extended length body ones) and were dedicated to the Lifts and Escalators section. Because of this, they were not kept at Acton Works. 7430F was found parked in Upper Belvedere on 21st July 2015.

Photo 5062, by **Derek Everson**, added to LTSV on 09/10/2015.

Sixteen Smart Fortwo cars in LUL livery were added to the leased fleet between 2011 and 2013 although most have since been withdrawn. The newest example is 7669SM, believed to be based at Rickmansworth but infrequently reported. During an open day on 26th September 2015, it was found parked in the back yard of the LT Museum Depot in Acton. As can be seen, the fleetnumbers are not carried.

Photo 5063, by **Derek Everson**, added to LTSV on 09/10/2015.

A batch of six new staff welfare facility vans was delivered in 2013 (plus a seventh to replace 7432F). All carry LUL livery and are allocated to either Acton Works or Stratford Market Depot. 7676F was caught coming down Bollo Lane on 7th May 2015.

Photo 5064, by **Ray Monk**, added to LTSV on 09/10/2015.

Since 2011, about 64 Peugeot Partner Tepee estate cars have been added to the leased fleet, all but three of them in LUL livery. As with the similar Renault Kangoo estate (which it has largely supplanted), the van origins of the design are evidenced by the side doors being sliders rather than hinged. 7830P and 7831P were both delivered in August 2014 and are based at Acton Works. Both also have identity problems, being lettered as 7830R and 7831R. 7830P/R was in the car park at Acton on 25th June 2015.

Photo 5065, by **Derek Everson**, added to LTSV on 09/10/2015.

Incident Response Unit 7850M was seen passing Tottenham Hale Station on 2nd July 2015. I'm in no hurry to show all 46 of this batch of vans on LTSV, although we were lucky to have caught 7862M in February (see photo 4910). That van appears to have suffered accident damage a few days later and has not (yet) returned to service. The bus in the background is of interest, being one of 16 Wright Streetlight WFs (wheel forward) delivered to Go-Ahead London in January/February 2015 for route 192. Numbered WS33 to WS48 they lasted only six months, being replaced by newer WS49 to WS64 in August. The first batch were apparently on loan from Wrights pending the development of a flywheel-compatible version.

Photo 5066, by **Ray Monk**, added to LTSV on 09/10/2015.

Most of the Ford Transit Custom crew vans leased in 2015 were for the Lifts and Escalators section based at Frank Pick House. 7943F was a one-off delivered at the same time but allocated to Lillie Bridge. On the night of 30th September 2015 it was found parked near King's Cross Station.

Photo 5067, by **Thomas Young**, added to LTSV on 09/10/2015.

Most of the fleet of vehicles used by the former Tube Lines Lifts and Escalators section were replaced with new Fords in 2015. Large batches of Transit Custom crew vans and Transit Courier vans arrived in the spring, followed by half a dozen Transit Custom vans in July. 8054F was one of the latter and was found parked opposite Green Park Station on the night of 19th August. As with most of the vehicles 'based' at Frank Pick House, this van only rarely visits its home.

Photo 5068, by **Ray Monk**, added to LTSV on 09/10/2015.

At least 14 of these Peugeot 308 estate cars were delivered in August 2015, with missing fleetnumbers suggesting there will be at least another two. Going by observations, most of the cars are being allocated to Stratford Market Depot to replace Renault Kangoo estates. They are most commonly seen at night, such as when Ray found 8094P parked near Kennington Station on 30th September 2015.



Photo 5069, by **Ray Monk**, added to LTSV on 09/10/2015.

Another Peugeot 308 estate photographed on the night of 30th September 2015 was 8096P parked near King's Cross Station. Ray did well with a hand-held 1/6th of a second exposure.



Photo 5070, by **Ray Monk**, added to LTSV on 09/10/2015.

The first 65-reg vehicle reported for the central fleet was this Ford Fiesta car seen in the car park at Acton Works on 19th September. At least 21 Fiestas (a mix of cars and vans) have been added so far this year, compared to an average of about 1 a year over the preceding decade. This particular car is notable for having a high fleetnumber, lacking its F suffix and wearing LUL markings on an all-white livery.



Photo 5071, by **Malcolm Conway**, added to LTSV on 09/10/2015.

Of the nine Toyota Yaris cars delivered in TfL white/blue livery in 2014, LL14VOJ is probably the easiest to see. It is usually parked in the corner of Cromwell Road Bus Station in Kingston, as seen on 11th August 2015. Some of this batch are used by TfL Streets while this one appears to have replaced Public Carriage Office Toyota Prius KV60KTK (see photo 4385).



Photo 5072, by **Paul Snelling**, added to LTSV on 09/10/2015.

Arriva the Shires has a complex history and a very large territory, this being expanded further in 2006 with the takeover of MK Metro in Milton Keynes. In line with LOTS policy at the time, I initially ignored the Milton Keynes vehicles, especially as they could hardly be described as London related. However, increasing integration of the bus fleet has caused LOTS (and now LTSV) to extend their coverage to the entire operation. Hence I bring you this fine shot of Ford Transit Connect van KR05RVA in the Buckinghamshire town on 26th September 2015. This van was acquired in February 2015 and is allocated fleetnumber V224 in the new (Arriva Southern Counties inspired) series. Further changes to the company may be on the cards, with a merger of the country operation with Arriva Midlands being considered, while the TfL routes run from Garston may be transferred to Arriva London control.

Photo 5073, by **Ray Monk**, added to LTSV on 09/10/2015.

This unmarked Vauxhall Combo van photographed at the bus stand in Bexleyheath on 24th June 2015 was evidently being operated by Arriva Kent Thameside from Dartford (as per the Ford Tourneo minibuses on either side). However, it was first used as a service vehicle by Arriva the Shires, with whom it carried fleetnumber 1148 by 2010. Being based at Harlow it came under the TGM Essex operation when that was split off in 2010. It was allocated fleetnumber V592 but there is no evidence that this was ever applied. Similar van YB53YXZ was 1153 with the Shires then V612 with TGM Essex. This too turned up at Dartford in 2015, still carrying its original number.

Photo 5074, by **Derek Everson**, added to LTSV on 09/10/2015.

Abellio has standardised on second-hand Ford Fiestas for crew ferry work, buying at least 30 3-4 year old cars in a variety of colours over the past few years. Derek found three recently-added examples at Staines Bus Station on 2nd October 2015, including red YP61HVC. Curiously they all had Abellio London fleetnames instead of the Abellio Surrey names usually applied to Byfleet-based vehicles.

Photo 5075, by **James Mair**, added to LTSV on 09/10/2015.

Two (or three) for the price of one at Edgware Garage on 12th August 2015. Nearest the camera is Ford Transit Connect Mk2 van AX14FVS, one of at least 14 of the type added to the Metroline fleet in the past year. AX14FVS is unique in carrying a dark blue livery, the remainder being red or white. On the right is original design Transit Connect van AV12WXF, one of four new in May 2012. In the background is a Ford Transit van (most likely ND53YJE – see photo 1834) parked in the London Sovereign section of the garage.

Photo 5076, by **Ray Monk**, added to LTSV on 09/10/2015.

Metroline took a large batch of Ford Transit Connect Mk2 vans in spring 2015, for which some allocations are still unknown. AY15LHM was parked in Alperton Garage when photographed on 19th September 2015.

Photo 5077, by **Derek Everson**, added to LTSV on 09/10/2015.

The sponsorship of the London cycle hire scheme was changed in April 2015 from Barclays to Santander. This has resulted in the blue-based markings on the support vehicles (and also all of the bicycles themselves) being changed to red. Re-liveried Ford Transit bike-carrying box truck BF63LYR was seen crossing Oxford Circus on 3rd June 2015 and can be compared to similar BN12AEY in original livery (see photo 3936).

Photo 5078, by **Derek Everson**, added to LTSV on 09/10/2015.

Sovereign Recovery added at least two 65-reg vehicles during September 2015, one of which was this Skoda Octavia estate photographed passing Cricklewood Broadway on the 30th of that month. This seems to be the first time the company has applied their livery to a car, the smallest vehicles previously being a Ford Escort van (see photo 2516) and a Land Rover (see photo 2323).

Photo 5079, by **Derek Everson**, added to LTSV on 09/10/2015.

The Sovereign Recovery Renault Midlum flatbed truck BU51TOW (illustrated parked in the same location last month on LTSV – see photo 5058) was replaced in September 2015 by new FX65DWK. The newer vehicle is based on the Renault D12 model and features a crew-cab but lacks the crane fitted to BU51TOW. Truck design seems to be going through a new phase of wilful ugliness, the bumper/headlight area on this model being particularly weird. Several other recent models from Renault and Mercedes-Benz also have rather aggressive styling. Another feature on this vehicle is the re-use of the forward door components for the crew-cab doors (note the redundant wheelarch recesses), this being a common economy measure on double-cabbed lorries. Photographed near Metroline's CELF works in Perivale on 26th September 2015.

Photo 5080, by **John Godwin**, added to LTSV on 09/10/2015.

Green battenburg striping is usually associated with medical emergency vehicles, but here it is seen applied to a bus company service vehicle. CW04FND is a low-roof Mk6 Ford Transit van belonging to Arriva Yorkshire and photographed on 8th May 2011.

Photo 5081, by **Derek Everson**, added to LTSV on 25/11/2015.

The Vauxhall Combo van has been a significant fixture in the central fleet since the first was taken on lease in late 1996. A further 187 followed over the next 15 years, but the new version that was introduced in 2011 seems to have not been deemed suitable. As such, the number of Combos in the central fleet has been steadily reducing. By October 2015 just two were left, these being the pair allocated to Griffith House (7032V and 7033V). On 30th September 2015 7033V was found parked nearby on Old Marylebone Road - the same place it was photographed three years earlier (see photo 4112). 7033V was auctioned at BCA in mid-November, while 7032V may already have departed, not being reported since August.

Photo 5082, by **Thomas Young**, added to LTSV on 25/11/2015.

Not a great photo but bear with me. Taken from the car park adjoining Upminster Depot on 31st October 2015, the van nearest the camera is Ford Transit 7134F, one of the more elusive vehicles. It has only been reported a handful of times, most frequently around Hainault Depot. However, the van just visible in the building in the background may be even rarer. Ford Transit crew van 7632F was new in March 2013 and is reputed to be based at Upminster. Nobody has ever seen it though. Unfortunately I only had my daughter's camera with me on this occasion and it does not have a very powerful zoom. Having made several efforts to get a readable image of the number plate, I was 80 percent certain that this was in fact 7632F. Good enough!

Photo 5083, by **Ray Monk**, added to LTSV on 25/11/2015.

An unexpected development in autumn 2015 was the arrival of a batch of Mercedes-Benz Sprinter vans for use by LUL. London Buses has standardised on this type since 2005, taking 158 so far. LUL however has mainly stuck with the Ford Transit and has only had about a dozen Sprinters in the same period. The new vans are medium wheelbase, high-roof (the same as the LBSL Incident Response Units) but configured as crew vans and fitted with roof racks. Two are based at Finchley Central while several more are at Stratford Market Depot. On 24th October 2015, Ray found new 8139M parked at Finchley. I should add that the designation of 'high-roof' is Mercedes' own, and that there is a taller version referred to as 'super-high-roof'!

Photo 5084, by **Derek Everson**, added to LTSV on 25/11/2015.

Another unexpected find recently was this Volkswagen Transporter van caught leaving Uxbridge Bus Station on 14th October 2015. It is clearly marked as an LBSL Infrastructure vehicle, but that unit was restocked with new vehicles over the turn of 2014/2015. Numbered 8149VW, the van stands out from the rest of the Infrastructure fleet by being a low-roof Transporter van (the other Transporters are mid-height or high-roof) and also by having red bumper panels instead of black. We can be fairly sure it is a one-off since its fleetnumber falls between two LUL Renault Kangoo vans. Observations so far suggest it is another van that alternates between working from Uxbridge and Acton.

Photo 5085, by **Ray Monk**, added to LTSV on 25/11/2015.

I was a bit annoyed to see this photo. DY64YBN is a Volkswagen Crafter van that was reported in plain white livery but with LUL labels on a couple of occasions in spring 2015. I saw it in August, at which time it had no markings. As a result I left it out of the new SUP-24G fleetlist booklet then being produced for LOTS. Lo and behold it was then seen again with the labels put back on! This photo was taken at Frank Pick House on 24th October 2015. It is perhaps surprising that the Lifts and Escalators section needs to hire additional vehicles, given the quantity of new stock they have had in the past year.

Photo 5086, by **Colin Smith**, added to LTSV on 25/11/2015.

Ah, something big at last! This photo was taken at Lillie Bridge Depot on 29th October 2015 and shows a Renault T460.26 3-axle crane-fitted tractor unit in plain white livery with LUL labels. It was coupled to a Nooteboom extending trailer in a very LUL-like blue livery. However, I would be very surprised if either vehicle is properly taken into stock. The yellow object above the lorry cab is attached to the structure behind, while the photo was taken from the recently added train sidings.

Photo 5087, by **Ray Monk**, added to LTSV on 25/11/2015.

Arriva Southern Counties renewed much of its crew ferry fleet in early 2014 with a variety of minibuses transferred from the associated Tellings Golden Miller operation. Among them was long-wheelbase Ford Transit LT04CTV, given fleetnumber VF124 and sent to Northfleet. It proved to be rather elusive until winter 2015, when it appears to have transferred to Dartford to bolster the fleet of shorter minibuses used in support of TfL bus routes. Ray caught it at Bexleyheath bus stand on 3rd November 2015, with Vauxhall Astra estate CF12 (KS55VHV) parked behind.

Photo 5088, by **Ray Monk**, added to LTSV on 25/11/2015.

Epsom Buses has a pair of Ford Transit minibuses in its support fleet, these being used as crew rest facilities at Wallington Station and Banstead. When Ray visited the former location on 27th October 2015 he found that the previous resident (red A9HRR – see photo 4556) had been replaced by newer BG11AXR. Fleetnumber MB02 was carried on the nearside corner, and the vehicle had 'Epsom Coaches Group, Quality Line, Rest' lettering very similar to its predecessor (though in red instead of white). I figured that there was probably another minibus at Banstead with fleetnumber MB01, but a visitor there a week later found older A8HRR still in use. It may also be expected that the select registration marks will be transferred in due course.



Photo 5089, by **Ray Monk**, added to LTSV on 25/11/2015.

An open day was held at Westbourne Park Garage on 10th October 2015. Opened in 1981 to allow the closure of Middle Row and Stonebridge Park Garages, it was built underneath the elevated Westway roadway. In recent years it has passed from First London to Tower Transit, and its large allocation of buses was reduced in 2011 when the adjoining yard beside the railway lines into Paddington had to be closed to make way for Crossrail construction work. The displaced buses were kept at a new base at Atlas Road in Harlesden and a small fleet of crew ferry cars makes frequent trips between the two locations. First up were five Vauxhall Zafira estates in unmarked red but recognisable as a batch by having similar registration numbers (see photo 5020). It may be that more vehicles are now in use, this photo showing two plain red cars outside the garage during the open day. Nissan Micra LT10TXV was said to be an Atlas Road vehicle and had the remains of some company logo on the rear. Honda Jazz LR09SSZ arrived with some London Sovereign staff and later parked inside the garage, perhaps as a visitor. As usual, I am a bit reluctant to add vehicles like this to the database unless it can be confirmed that they do not belong to individual members of staff.

Comment by *Thomas Young* on 31/10/2016: LT10TXV has been added to the database as it is still in use with Tower Transit. The car was transferred from the co-owned Impact Group where it was used as a driver training vehicle.



Photo 5090, by **Thomas Young**, added to LTSV on 25/11/2015.

Westbourne Park was one of very few garages that I did not get into when I was kid, so I was quite interested in attending the open day held on 10th October 2015. What surprised me most was how small it seemed inside, kind of like the opposite of a Tardis. The engineering department here had recently taken delivery of new Ford Transit Custom van SP15XOW, and may also have briefly used Transit Connect van SP15GUC, the latter probably now at Lea Interchange or Atlas Road but not yet reported. The Transit Custom van was photographed from inside a bus that was giving rides through the bus wash.



Photo 5091, by **Colin Smith**, added to LTSV on 27/01/2016.

Ford Transit dropside truck 7472F has carried Tube Lines logos since it was new in November 2012. However, when photographed in Acton Works on 5th October 2015, it had also gained Emergency Response Unit labels.

Photo 5092, by **Thomas Young**, added to LTSV on 27/01/2016.

I visited Hainault Depot on 31st October 2015 and had a peer through the back fence. About a dozen service vehicles were visible but only the line-up shown here could be seen clearly. The four Ford Transit vans are (from left to right) 7137F, 7344F, Mk8 7944F and 7703F. Alongside was rarely seen Peugeot Partner Tepee estate 7705P. Note that the high-roof Mk8 Transit is slightly taller than the equivalent Mk7 version, though the higher bonnet line and deeper windscreen can make it look smaller. Just visible on the left are a Mitsubishi L200 pick-up (probably 7136) and a Volkswagen Transporter van. This view compares with one taken four years earlier, which also shows four Transits (see photo 3606). 7137F appears in both, first as the newest van and now as the oldest.

Photo 5093, by **Derek Everson**, added to LTSV on 27/01/2016.

I will probably eventually add a photograph of each of the 46 Incident Response Unit vans added during 2015, but I am in no hurry. Here is a nice view of lowest-numbered 7841M arriving back at Uxbridge Bus Station on 14th October 2015.

Photo 5094, by **Ray Monk**, added to LTSV on 27/01/2016.

Of the 46 Incident Response Unit vans added to stock in the first half of 2015, 7862M (LX64ARF) managed only about a month in service before being seriously damaged in an accident at the beginning of March. It spent the rest of the year dumped at Acton Works. A replacement eventually arrived towards the end of the year and was unusually given the same fleetnumber. The new 7862M was first licensed in September and first reported on 1st January 2016 at Turnpike Lane. Apart from the registration series, it appears to be identical to the earlier vehicles. On 4th January it was photographed parked next to 7868M.

Photo 5095, by **Ray Monk**, added to LTSV on 27/01/2016.

A current fleetlist was obtained in July 2015 and it contained about a dozen previously unknown vehicles. Most have subsequently been seen but the allocations (and indeed operators and liveries) for several remain unknown. 7887F was listed as a Ford Transit Custom minibus, first licensed in October 2014. It was not seen until Ray caught it leaving Acton Works on 25th January 2016.

Photo 5096, by **Thomas Young**, added to LTSV on 27/01/2016.

Another familiar angle, poking my camera through the fence at Westdown Road, Leyton. Taken on 31st October 2015 this photo has been included because it shows not only the entire fleet of LUL Renault Master minibuses (all two of them!) but also a fair proportion of their VW Golf estates. Around ten are in stock at present and four are (just) visible here. 8060VW is the nearest, partly obscured but with a confirmed identity. Beyond this are 8061VW, 7043VW and 7044VW. Four years (and a thousand fleetnumbers) separate the two pairs of cars and it looks like most of the bodywork details (eg lights, windows) have been changed in that time. Also present were two Ford Transit vans, the furthest being Ashwoods hybrid 7039F.

Photo 5097, by **Ray Monk**, added to LTSV on 27/01/2016.

Back in July 2015 I commented that deliveries of Mk8 Ford Transits had finally started after an apparent hiatus. However, after an initial batch of nine vans in mid-year, things then went quiet again, with batches of Volkswagen and Mercedes-Benz vans being taken instead. This could just be a coincidence of requirements and orders, and there were also deliveries of the smaller Ford models (Transit Custom and Transit Courier) throughout the period. 7958F was one of the Mk8 Transits delivered in June 2015 and is a medium-wheelbase, mid-height crew van. On 24th October 2015 it was found parked on Granville Gardens near Ealing Common Station.

Photo 5098, by **Ray Monk**, added to LTSV on 27/01/2016.

The family of liveries based on the original LUL white/blue scheme grew again at the end of 2015 with the addition of a variant for the Public Carriage Office department of Transport for London. This featured a lilac stripe and roundels and was first seen on Toyota Yaris car LL14VOH at Eltham on 28th December 2015. This was one of a batch of cars delivered in mid-2014 in plain white/blue with unmarked blue roundels. Some of the batch are used by TfL Streets but other PCO cars are LL14VOJ at Kingston and LL14VOK at Wembley. For the record, the list of liveries is now red stripe (LUL), orange stripe (Overground), green stripe (Tramlink) and lilac (PCO). Plus no stripe on generic TfL vehicles and those remaining in Tube Lines livery. Perhaps Streets vehicles could be given a yellow line....

Photo 5099, by **Ray Monk**, added to LTSV on 27/01/2016.

The car park of Arriva London's Watsons Road offices (at the back of Wood Green bus garage) contained a couple of unmarked vans on 4th January 2016. Nearest the camera was Vauxhall Corsa van FGM1YAW, with similar FGM1YHZ visible beyond.



Photo 5100, by **Rob Waughman**, added to LTSV on 27/01/2016.

The Orpington garage latterly run by Metrobus but now part of Go-Ahead London makes use of a dozen Mercedes-Benz Vito minibuses for crew ferry work. With several undergoing maintenance, a pair of extra vehicles were loaned from Rossetts Commercials of Crawley in early 2016. RV65VYL is a crew van in dark grey livery, while minibus RJ64RXA is in plain white. The two buses on the left still have Metrobus fleetnumbers (with no class prefix), while on the right is MEC59, one of nineteen Mercedes Citaro buses recently acquired to update the allocation for route 358.

Comment by **Ray** on 21/07/2016: Eltham Bus Station (am) and Bromley North (pm) 21/7/2016



Photo 5101, by **Ray Monk**, added to LTSV on 29/03/2016.

A crucial but rarely used service vehicle is the LUL Emergency Control Unit, kept at Acton Works and appearing only during major incidents or events. As such, the vehicles can last a long time. From 1991 until 2006, Mercedes-Benz lorry 2488M (see photo 129) was the nominated chassis, fitted with demountable body DB7. The body was replaced by DB25 in 2006 (see photo 1588) but 2488M soldiered on until 2014 (by which time it was 23 years old). It was then replaced by MAN LE chassis 2587, which had been in general use since delivery in 2006. The lorry had red/blue chevrons and emergency lettering added to its front, and it may have had its fold-under tail-lift removed. The elusive vehicle was caught leaving Acton Works on 25th February 2016, a month short of its tenth birthday.



Photo 5102, by **Ray Monk**, added to LTSV on 29/03/2016.

About 20 examples of the diminutive Smart Fortwo car were added to the central fleet between 2005 and 2013 but there have been no more since. Apart from a batch at Lillie Bridge, most have been elusive, and in any case most have now been withdrawn. 7625SM was the penultimate addition and was only seen once 'at work'. On 12th March 2016 it was in the car park at Acton Works, perhaps as a prelude to disposal.



Photo 5103, by **Ray Monk**, added to LTSV on 29/03/2016.

The first Mk8 Ford Transit dropside trucks were a pair leased in April 2015 for use by the lifts and escalators division (7909F and 7910F). It was not until the end of that year that further examples arrived, this time mainly to start replacing the numerous older dropside trucks based at Lillie Bridge. Several were numbered in the 799x range, somewhat behind the current allocations, perhaps suggesting a long lead-time. 7996F was new in February 2016 and was photographed leaving Acton Works on 3rd March. It has a crew-cab and a tail-lift.



Photo 5104, by **Ivor Norman**, added to LTSV on 29/03/2016.

Vehicles numbered 8006 to 8018 are all Renault Kangoo vans delivered in spring 2015 and allocated to Lillie Bridge to replace Volkswagen Caddy vans. 8017R was found rather further away, parked in Harlow on 7th February 2016.



Photo 5105, by **London Spotter**, added to LTSV on 29/03/2016.

After a couple of false starts deliveries of Mk8 Ford Transit vans for LUL started in earnest towards the end of 2015. 8032F was part of a batch of medium wheelbase, mid-height crew vans allocated to Acton Works, and was photographed parked near Barking Station on 26th March 2016. Points to note are the large rear step, somewhat curious roof-rack, and the very small area of the lower bodywork that is actually blue. I should also point out (again) that this is in fact the smallest version of the Mk8 Transit that is available. The short-wheelbase and low-roof options only apply to the smaller Transit Custom model.



Photo 5106, by **Steve Warman**, added to LTSV on 29/03/2016.

Photographed in Amersham on the grotty night of 26th March 2016 was Ford Fiesta hatchback car 8050F in London Underground livery. At least 25 Fiestas were added to stock in 2015, the type having been rare for the previous decade. 8050F is believed to be based at Lillie Bridge along with similar LP15YUN, which is probably numbered 8051F.



Photo 5107, by **Ray Monk**, added to LTSV on 29/03/2016.

Only the fifth Skoda vehicle for the numbered fleet was Octavia estate car 8155S, new in February 2016. On the 13th of that month it was seen in the front car park at Acton Works awaiting collection. The allocation of this car is not yet known, although it could be a replacement for similar 7517S or 7592S. Parked alongside was TfL Ford Fiesta car 8175F, new in December 2015 but seemingly needing to be attended to at the works. It had a 'ready to go' notice hanging in the windscreen.

Photo 5108, by **Ray Monk**, added to LTSV on 29/03/2016.

The Technical Services Group of London Buses finally disposed of elderly Ford Transit van 6322F (see photo 3505) in spring 2016. Its replacement was somewhat smaller, being a Ford Transit Connect crew van with the fleetnumber 8159F. Points to note include the department lettering on the doors, the TfL lettering applied to the side windows (it presumably wouldn't fit on the small rear panels), the iBus equipment mounted on the roof rack and the almost hidden light-bar. Parked alongside was Ford/Ashwoods hybrid Transit crew van 6987F of the taxi private hire department. This vehicle has operated in plain white since delivery in 2010 but had recently gained a blue skirt and lilac stripe, as already seen on some of this section's Toyota Yaris cars (eg LL14VOH – see photo 5098). The side lettering has been changed from 'Licensing Enforcement' to 'Compliance Enforcement'.

Photo 5109, by **Ray Monk**, added to LTSV on 29/03/2016.

In early 2016 a number of existing service vehicles were transformed into Incident Response Vehicles, usually by the addition of battenburg striping, suitable lettering and light-bars. This was in connection with a change in regulations that now permits such vehicles to use bus lanes when attending to incidents. Among the vehicles involved were the four Citroen Berlingo estate cars allocated to the Central line, such as 7511C seen on the right in this view of Loughton Station car park taken on 7th March 2016. The nearer vehicle has been similarly treated but started out as an un-marked car. Ford Focus estate LL13XNS was new in July 2013 and has now been given the fleetnumber 8171F. This sets it almost 500 numbers higher than the 9 other Focus estates with registrations in the LL13X--range.

Photo 5110, by **Ray Monk**, added to LTSV on 29/03/2016.

The London Safety Camera Partnership continues in a reduced form, and in early 2016 was still making use of Ford Transit crew vans 6121F and 6122F. Given the age of these vehicles, some replacements were not unexpected. Ray found this new Mk8 Transit parked at the back of Marlowe House in Sidcup on 14th February 2016. It carries the same livery as the earlier vehicles but has no visible fleetnumber. In fact the registration series (GK is a Kent prefix) makes me think this new vehicle may not have been supplied by Acton. Curiously, the two older vans were back here later in February. Beyond the fence in the background is the railway line between Sidcup and New Eltham stations.

Photo 5111, by **London Spotter**, added to LTSV on 29/03/2016.

There was major work being undertaken at Barking Station over the Easter 2016 weekend, with numerous rail and road service vehicles in attendance. This great photo shows 2007-built Plasser and Theurer 08-275 tamper TMM774 to advantage.

Photo 5112, by **London Spotter**, added to LTSV on 29/03/2016.

London Underground's fleet of track tampers was renewed at the end of 2015 with the delivery of two Matisa B45UE machines ordered in 2013. Both were in use at Barking on 26th March 2016 and this photo shows TMM775 coupled to battery loco L45. As will be apparent, the new machines are not to tube profile and hence can only be used on sub-surface and surface lines. The livery retains the use of yellow traditional for track maintenance machines but adds blue sections and a huge roundel. Note that the cab side windows are provided with sliding covers. Also visible is the EVN (European Vehicle Number) of 99 70 9128 003-9, this being a requirement for all such vehicles that will run on Network Rail tracks.

Comment by *Clive G* on 01/04/2016: It's not just a roundel, it's the old Underground arrow sign seemingly wrapped over the roof. It's used on the new concrete mixer wagon too. A "livery" that seems to epitomise style over substance in a graffiti like way IMHO.

Comment by *Andrew Colebourne* on 15/08/2020: In use on the Central Line south of Woodford on 7th June 2020 - tamping of crossover south of Broadmead Road bridge.

Photo 5113, by **Ray Monk**, added to LTSV on 29/03/2016.

Although many bus garages are surrounded by parked staff cars, there are a couple of clues that this pair of anonymous Ford Galaxy estates are in fact service vehicles. Seen at the Abellio garage at Beddington Cross on 15th March 2016, OE61YLZ has a fleetnumber on the filler cap (unfortunately not noted), while the parking bay has recently had 'ONLY - FERRY - CARS' painted on it.

Photo 5114, by **Ian Rivett**, added to LTSV on 29/03/2016.

Each March and September our devoted Acton-watchers are camped out (not literally I trust) in the hope of catching the first of a new registration year. In 2016 the pioneers were not central fleet vehicles but these Renault Grand Scenic cars for Metroline. Four were found parked outside the CELF works in Perivale on 3rd March, with LX16LZW/LZN to the fore and LX16LZJ/MBF behind. The red car at the back is believed to be Nissan Note BW11MWX. A fortnight later LX16LZW and LZN were in use at Holloway garage, still in unmarked maroon.



Photo 5115, by **Malcolm Conway**, added to LTSV on 29/03/2016.

Normal-control lorries (ie those with bonnets) are rare in the UK, although several have been illustrated on LTSV in use as recovery vehicles. The first such Volvo to be shown is NH12 CA03TOW of Cedars Assist (with fleetnumber 7), seen at Stratford Bus Station on 19th March 2016. The flaming artwork at the front is similar to that on Stathams Kenworth VX56KFV (see photo 4899).



Photo 5116, by **Clive Greedus**, added to LTSV on 17/05/2016.

The 24 Mercedes-Benz Sprinter vans leased for London Buses in 2011 were replaced by newer vehicles in early 2015, since when quite a few have been noted with new owners. It seems that a lot of them have been bought by builders in the London area. Clive found the former 7000M parked near Newbury Park on 13th April 2016. It has gained lettering for its new role but traces of the Incident Response markings are still visible above the windscreen. It is highly likely that the registration number and roundel on the roof are also still in place.



Photo 5117, by **Ray Monk**, added to LTSV on 17/05/2016.

The third (marked) Volkswagen Golf for LUL was 7156VW, added in February 2012. It is believed to be based at Pelham Street, South Kensington, but reports have been infrequent. On 14th May 2016 Ray found it in the car park at East Finchley Station. Parts of the Northern line were closed for engineering work and quite a few service vehicles were found.



Photo 5118, by **Ray Monk**, added to LTSV on 17/05/2016.

Peugeot Partner Tepee car 7229P was caught outside Acton Works on 16th July 2015. Part of a batch of ten cars (7221P to 7230P) new in late 2011 and based at Lillie Bridge, they are presumably coming up for replacement soon.

Photo 5119, by **Ray Monk**, added to LTSV on 17/05/2016.

The Renault Modus car looks set to disappear from the central fleet in the next year or so. A total of 17 were leased in 2011/2012 but no more have been taken since. The penultimate example was 7266R, new in February 2012 and photographed in Blackheath on 25th October 2015. It was to be withdrawn a few weeks later and was for sale in Ireland in January 2016.

Photo 5120, by **Derek Everson**, added to LTSV on 17/05/2016.

Ford Focus estate 7406F worked for a little over 3 years, mainly out of Stratford Market Depot. Being a nocturnal vehicle it managed to avoid being photographed until Derek found it, devoid of markings, at the British Car Auctions site in Blackbushe on 11th September 2015.

Photo 5121, by **Ray Monk**, added to LTSV on 17/05/2016.

Here is part 6 (roughly) of the occasional series 'Same vehicle, same location, different livery'. As mentioned recently (see photo 5109), certain vehicles are gaining revised 'Incident Response' markings in connection with changes in the rules about such vehicles using bus lanes. Among those affected are the four Citroen Berlingo estate cars allocated to the Central Line. 7508C has always been at White City depot, although it is actually kept in the car park of the Westfield shopping centre (which was built on top of the re-sited depot). Comparing this photo with one taken in 2012 (see photo 4205) shows the changes to the livery and the addition of a light-bar. 7th April 2016.

Photo 5122, by **Derek Everson**, added to LTSV on 17/05/2016.

The staff car park at Uxbridge Station has four spaces marked out for LBSL Infrastructure vehicles, but it is rare (though not unheard of – see photo 3141) to find that many present. Derek was lucky on 13th June 2015 to find (from left to right) VW Transporter van 7836VW along with VW Caddy Maxi vans 7899VW, 7898VW and 7900VW. 7900VW appears to be the main Uxbridge vehicle. 7836VW and 7899VW divide their time between here and Acton, while 7898VW seems to be a floating spare, having also been reported at Finsbury Park and Morden.

Photo 5123, by **Ray Monk**, added to LTSV on 17/05/2016.

Another of the vehicles to have been given a revised livery recently is Volkswagen Caddy Maxi crew van 7908VW. It was parked in its usual slot outside Rickmansworth Station on 4th April 2016, just as it was whilst in its previous livery last February (see photo 4913).

Photo 5124, by **Ray Monk**, added to LTSV on 17/05/2016.

Another occasional series on LTSV is 'I can't really explain this one', and here is the latest addition. Ford Fiesta car 7953F was new in March 2015 and was noted being delivered to Acton Works on the 2nd on the back of a transporter truck. It seems to have been in unmarked white/blue at this time. A photo taken of the Works car park 5 days later (see photo 4934) clearly showed it in full LUL white/blue/red livery. It was next seen about 2 months later, working the night shift off Griffith House, but curiously in unmarked white/blue livery once again. Ray managed to photograph the car in this state on 14th May 2016, when it was parked near to East Finchley Station. Were the markings (and stripe) removed, and if so why? Or perhaps the car was replaced and the number plates switched.... answers on a postcard please.

Photo 5125, by **Colin Smith**, added to LTSV on 17/05/2016.

The Mark 8 Ford Transit is finally becoming a common feature of the central fleet, with deliveries picking up over the winter of 2015/2016. Acton Works has a batch of 15 (assuming that 8027F does exist) numbered 8024F to 8038F. All are medium wheelbase, mid-height crew vans, probably leased to replace the last of the large batch of Mk7s taken in 2010 (6907F to 6940F). On 30th March 2016, 8025F was photographed in the works. The van in the background seems to also be from the same batch but it looks to me as though it is a longer example.

Photo 5126, by **Ray Monk**, added to LTSV on 17/05/2016.

I am very grateful to Ray for supplying this photograph. Steve and I had visited Westdown Road in Leyton on 30th April 2016 and noticed a new Ford Ranger parked in the yard. However, it was between two vans and we could only see the bonnet. Hence we didn't get its fleetnumber. Despite having an injured leg, Ray made the trek up to Leyton a few days later and found... the Ranger was gone. He suggested it might have been just visiting from Hainault Depot (which has more 'previous' when it comes to operating 4x4 vehicles). Even so, Ray decided to look again on 6th May and the Ranger was in. He even managed to persuade a passing member of staff to take a photograph of it for us.

8064F (as we now know it is) is the second Ford Ranger to be added recently, following from 8044F last summer. Prior to this, there had been no Rangers in the fleet since 2012, Mitsubishi L200s being the preferred model for such work. Parked alongside was new crew van 8062F, which is curiously described by the DVLA as a 'Ford Transit 350 (Motor Home/caravan)!'

Photo 5127, by **Ray Monk**, added to LTSV on 17/05/2016.

Perhaps because of problems with the new Mk8 Ford Transit, LUL took two batches of alternate crew vans in autumn 2015. 8121VW to 8133VW were Volkswagen Transporters while at least 8135M to 8145M were Mercedes-Benz Sprinters (the fleetnumbers of the latter batch are a little confused). Most vehicles from both batches are kept at Stratford Market depot and hence can only be seen out at night. However, two or three of each are based at Finchley Central, where they are a lot easier to see. On 3rd October 2015, Volkswagen 8125VW was parked in the yard.

Photo 5128, by **Ray Monk**, added to LTSV on 17/05/2016.

Oooh, here's something different. Caught leaving Acton Works on 12th May 2016 was a rather sleek looking car in full LUL livery (though without fleetnumbers). It turned out to be a Toyota Mirai hydrogen fuel cell car, first licensed at the end of January. Two Hyundai IX35 cars (see photo 4968) with similar propulsion systems had been seen in spring 2015 but seem to have disappeared.



Photo 5129, by **Ray Monk**, added to LTSV on 17/05/2016.

Twenty minutes after catching a new Toyota Mirai leaving Acton Works on 12th May 2016 (see photo 5128), Ray caught... a new Toyota Mirai leaving Acton Works! Consecutively registered WM65HZE differs from WM65HZZ in carrying TfL white/blue livery. Note that vehicles in this livery do actually have a stripe between the white and blue sections. However, since this is reflective white it is not always apparent.



Photo 5130, by **Ray Monk**, added to LTSV on 17/05/2016.

Looking at the database on LTSV might give the impression that London Transport stopped using unmarked cars in the early 1980s. They have in fact continued to be a feature, with several hundred in use at any one time. However, from 1981 such cars were leased rather than bought, and the registration numbers were not generally in batches. Plus of course they were unmarked (duh!) and came in a variety of colours, making identification virtually impossible. As such, even when likely candidates are reported, I will not be adding them to the database. Ray found this pair of Volkswagen Golf estate cars in the yard at Finchley Central on 14th May 2016. Both were plain white and they had consecutive registrations, making it highly unlikely that they belong to members of staff. These VWs have perhaps replaced Peugeot Partner Tepees KP62FVH/J/K/L (see photo 4422). By the way, the Peugeots did get added to the database since I assumed (wrongly) that they might be allocated fleetnumbers.

Comment by *Ray* on 17/05/2016: VO65NUK with VO65NUV noted at Acton 3/10/15 & 10/10/15. VO65NUJ noted at Acton with VU65NLP 12/12/2015. Both NUJ & NUK at Finchley Central 11/7/2016. VO65NUJ at Bollo House 03/10/2016



Photo 5131, by **Ray Monk**, added to LTSV on 17/05/2016.

When I produced the SUP24G booklet for LOTS last summer I had to leave out CT Plus, since nobody had reported any current service vehicles operated by them. For a company running over 60 buses for TfL this seemed odd. This photograph taken at Stratford City Bus Station on 4th May 2016 may provide an answer. It shows Renault Kangoo estate car DK04BXH with Hackney Community Transport lettering and fleetnumber C2. CT Plus is the bus operating division of Hackney Community Transport, as evidenced by the double C logo carried by both the car and the bus parked behind. Hackney CT operates a large fleet of minibuses and cars (many equipped to carry wheelchairs), and perhaps CT Plus simply borrows vehicles as required. This car was in fact being used by an engineer attending to the bus.

Photo 5132, by **James Mair**, added to LTSV on 05/07/2016.

A new service vehicle location recently discovered is Chorleywood Station, near the outermost end of the Metropolitan Line to Amersham (and only one stop beyond Rickmansworth, which we already know has an allocation of several vehicles). Renault Kangoo Maxi van 7712R is based at Chorleywood, probably since it was new in autumn 2013. It was photographed there on 21st February 2016.

Photo 5133, by **Thomas Young**, added to LTSV on 05/07/2016.

The first London bus garage open day of the 2016 season was held at Shepherd's Bush on 21st May and one service vehicle was among the items on display. 7855M is one of the 46 Mercedes-Benz Sprinter vans delivered in spring 2015 for use by London Buses. Reports suggest it is one of several based at Acton Works. The van was parked alongside a unique bus in the form of Wright Streetlite SN65OKM. This bus was delivered to London United earlier in the year but had yet to enter regular service. London United undertook a renumbering of its bus fleet in 2016, joining Stagecoach and First in using five-digit numbers. The new numbers have so far only been seen on new deliveries and repainted buses. SN65OKM is allocated number WS20225 but this has not yet been applied.

Photo 5134, by **Ray Monk**, added to LTSV on 05/07/2016.

Continuing the coverage of the 2015 fleet of Incident Response Unit vans, this view was taken at Edgware Bus Station back on 8th August 2015. Nearest the camera is 7871M with 7878M beyond. Both were new in February 2015.

Photo 5135, by **Ray Monk**, added to LTSV on 05/07/2016.

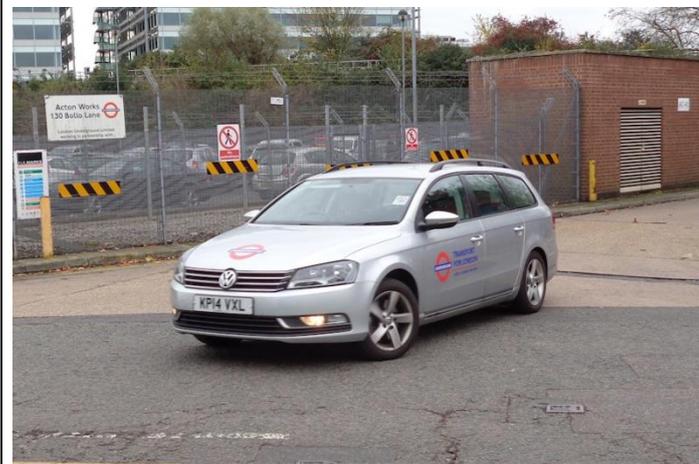
London Buses took delivery of a batch of 13 Volkswagen Caddy Maxi vans over the turn of 2014/2015 for use by its infrastructure development section. Most are fairly easy to see, being kept at bus stations such as Stratford, Uxbridge and Orpington. 7891VW was based at the last named but may not be seen any more. In February 2016 it was involved in a road traffic accident at Chislehurst, ending up on its side. The damage did not appear too severe but the van has yet to return to service. In happier times, it was found at Bexleyheath Clock Tower on 26th January 2016.

Photo 5136, by **Ray Monk**, added to LTSV on 05/07/2016.

The LUL lifts and escalators section based at Frank Pick House in Acton Town has a large fleet of Ford Transit Custom vans at its disposal. Most were crew vans delivered in spring 2015, but that summer they were joined by seven plain vans numbered 8052F to 8058F. 8053F has barely been seen after its arrival in July. However, on 21st June 2016 Ray found it parked outside Smallbills garage at Acton Town.

Photo 5137, by **Malcolm Conway**, added to LTSV on 05/07/2016.

At least three batches of the new Ford Transit Courier van have been delivered for LUL since the beginning of 2015 but all are proving to be quite camera-shy. First up were ten plain vans (7964F to 7973F) for Lifts and Escalators, nominally at Frank Pick House. These were followed in autumn 2015 by three crew vans which are probably based at Pelham Street (South Kensington). 8067F and 8068F have been seen at various locations, while LP15XXD is thought to be 8066F but has not been seen since delivery to Acton. The third batch comprised eight more crew vans (8099F to 8106F) which went to Lillie Bridge for night work, replacing Volkswagen Caddy crew vans. Of the Pelham Street trio, 8067F was caught at Marble Arch on 28th June 2016.

Photo 5138, by **Ray Monk**, added to LTSV on 05/07/2016.

Another rarely seen vehicle is Volkswagen Passat estate car KP14VXL. As with similar KR11XWK (see photo 4330), this car has a mainly silver livery and no apparent fleetnumber. On 9th November 2015 it was caught leaving Acton Works.

Photo 5139, by **Ray Monk**, added to LTSV on 05/07/2016.

The two Hyundai IX35 hydrogen fuel cell cars new in October 2014 have been very elusive. A lack of sightings, plus the delivery of two newer Toyota Mirai fuel cell cars in spring 2016 (see photo 5129), prompted me to suggest that they had been returned off lease. However, EK64ZNN was then found by Ray, parked with the LBSL vehicles at Stratford Office village on 4th June 2016. The few sightings reported suggest that it might be based here, and Ray wondered whether this was due to the hydrogen fuelling facilities at the relatively nearby Lea Interchange bus garage (from where Tower Transit operates eight VDL hydrogen buses for route RV1). Sister vehicle EK64ZNH appears to also still be in use, based at Acton Works.



Photo 5140, by **Ray Monk**, added to LTSV on 05/07/2016.

Peering through the long grass at Silwood Depot on 28th June 2016, Ray caught this view of silver Ford Transit Custom crew van HG64HND with an Overground roundel on the front. This vehicle (or a similar one) has been seen here on numerous occasions, but never in a way in which it could be identified. I have also seen a silver van with front roundels at Willesden Depot.



Photo 5141, by **Ray Monk**, added to LTSV on 05/07/2016.

The Arriva group is in the process of restructuring its companies running bus services around London. Garages that run TfL tendered bus services (principally Dartford, Grays and Garston) are now nominally under the control of Arriva London, and the buses are having their fleetnumbers changed to suit. So far this has had little impact on the service vehicle fleets, with Dartford still running mainly second-hand vehicles. A recent addition is Vauxhall Combo van DN57TZY, for use by the engineers. On 10th June 2016 the anonymous white van was parked at Bexleyheath bus stand.



Photo 5142, by **Ray Monk**, added to LTSV on 05/07/2016.

Similar but not the same. The next two photos both show silver Vauxhall Corsa cars at Arriva London's Barking Garage. To avoid confusion with the Stagecoach (formerly London Transport) garage at Barking, the Arriva garage is named 'Barking (Dagenham)' on this website, reflecting its actual location. The Go-Ahead group also now has a garage nearby, this being 'Barking (River Road)'. Anyway, on to the vehicles. The Vauxhall Corsa car has been the standard crew ferry vehicle for Arriva London for several years, and most were given large fleetnumbers. After using (and re-using) numbers in the 92 to 145 range, deliveries from early 2014 started a new series at 201. FL14HMO, seen here on 16th May 2016, was probably new in spring 2014 but was not seen until two years later. Barely visible, it has an Arriva name on the bonnet, and fleetnumber 215 on the rear. As with most Arriva London Corsas, this is a 3-door hatchback.

Photo 5143, by **Ray Monk**, added to LTSV on 05/07/2016.

This photo, taken on 23rd May 2016 (a week after the previous one), also shows a silver Arriva London Vauxhall Corsa car at Barking (Dagenham) garage. However, HV65OAZ is a 5-door car, and was unmarked. At least five such cars are now at Barking, with another at Edmonton. Note also that the frontal styling of the Corsa model has changed again.

Photo 5144, by **Ray Monk**, added to LTSV on 05/07/2016.

Currently unique in the Stagecoach London fleet is YE15EEU, their only Ford Transit Custom van. New in 2015, it seems to have been acquired to replace Ford Transit YC11JYR, which no longer appears on DVLA records (stolen and written-off perhaps?). The new van was operated in unmarked red for a while (see photo 5031) but now has lettering (but no fleetnumber, unusually), as seen here at Eltham, Court Road, on 16th May 2016.

Photo 5145, by **Ian Rivett**, added to LTSV on 05/07/2016.

New service vehicles for Metroline can often be found parked outside their CELF works in Perivale (such as in June 2012 (photo 4015), March 2015 (photo 4944) and March this year (photo 5114)). The latest additions were photographed on 11th June 2016 and comprised Ford Transit vans AV16YGJ (at the front), AV16YGG and AV16YGH (at the back). The vans had light-bars but were yet to gain company lettering. I was surprised to see Metroline take Ford Transits as they had previously standardised on the smaller Transit Connect model. They do have a Mk7 Transit based at Greenford, but this was inherited from First London. The last Transit acquired by Metroline before that was HJ54WCF back in 2004 (see photo 2090). In terms of full-sized vans, Metroline do have a trio of Renault Masters new in 2011, so perhaps the new Transits are to replace these.

Photo 5146, by **Malcolm Conway**, added to LTSV on 05/07/2016.

Seen passing Blackhorse Road on 3rd June 2016, EO16PKZ is a new Ford Transit Custom van for Go-Ahead London, used by its London General subsidiary from Northumberland Park garage. Go-Ahead becomes the fourth London bus company to take the Transit Custom model (after Stagecoach, London United and Tower Transit) and the new van has replaced Transit Mk7 EF10UUX (see photo 4597).



Photo 5147, by **Ray Monk**, added to LTSV on 05/07/2016.

Visitors to the Shepherd's Bush open day on 21st May 2016 may well have noticed this fork-lift truck parked at the back of the garage. Made by Jungheinrich and registered Q785XCY, it has been resident for at least a few months, possibly much longer. Vehicles such as this are somewhat problematic for LTSV. They could be classified as service vehicles and added to the database, especially if they have registration numbers. However, with no 'livery' or markings, it is hard to be sure that they actually belong to the company (London United in this case) and not to a contractor. As with the Epsom Buses 'vehicles' found last year (which were at least lettered – see photo 5018), this one is registered but not currently licensed.



Photo 5148, by **Colin Lloyd**, added to LTSV on 05/08/2016.

The new Toyota Mirai cars (see photo 5128) may be sleek and futuristic, but take a look at these babies! London Transport operated a fleet of agricultural type tractors mainly for use as shunters in garages and works. To facilitate this, most were fitted with large 'buffers' at front and rear. All were sold by 1966 but fortunately two ended up being preserved. 351X dating from 1937 is normally at the LT Museum Depot in Acton, while 626X of 1942 resides in the East Anglian Transport Museum at Carlton Colville. Both are Fordson 1.75t models. During 2016, 351X was moved to Carlton Colville, offering the chance to pose the pair together. This photo, taken on 10th July, shows the rear of 351X with 626X beyond.



Photo 5149, by **Colin Lloyd**, added to LTSV on 05/08/2016.

Although basically the same, the two preserved former LT tractors have a few significant differences. 351X on the left has solid tyres, electric lights and a registration plate. 626X on the right has pneumatic tyres, mudguards with a running board between them and what seems to be some sort of platform (or seat?) alongside the engine. Both tractors have a wire strop running over the radiator header tank that appears to hold up the beams to which the front buffers are attached. These two tractors probably never met during their LT careers. 351X was only ever at Charlton works, going from there straight to the British Transport Museum. 626X worked from Hertford and Edgware garages before spending its final ten years at Chiswick Works.



Photo 5150, by **Colin Lloyd**, added to LTSV on 05/08/2016.

Two of the ten Mercedes-Benz Atego rescue tenders used by the Emergency Response Unit were repainted in British Transport Police livery in 2011/2012. 2592 was the second of these, done in July 2012. Based at Stratford Market Depot, it managed to avoid being photographed until Colin caught it at Parliament Square on 27th June 2016. As is the way with such things, I have also been sent photos of it attending an incident at Gants Hill Station about a week later! These tenders are expected to be replaced by new Volvo units later this year.

Photo 5151, by **Ray Monk**, added to LTSV on 05/08/2016.

Service vehicles based at Neasden Depot can be found at four distinct areas within the depot. Best known is the small yard alongside the station, which can be viewed from passing trains or from Brendon Avenue (see photo 2521). The access road to the depot passes this yard, then goes under the North Circular Road bridge to the location shown above. Just visible on the right is the Service Control Centre, and one or two SVs are often parked outside. On 1st August 2016 Renault Kangoo estate 7388R was there, one of a batch of 19 new in 2012 of which about half have gone off lease already. On the left is a level crossing where the road into the actual train depot crosses the tracks leading to the stabling sidings. SVs in the main depot can only really be seen from passing trains, or in the distance from Great Central Way (see photo 2098). The final parking area is a yard at the north end of the depot and will feature here shortly (see photo 5155).

Photo 5152, by **Ray Monk**, added to LTSV on 05/08/2016.

Several visiting service vehicles were in the yard alongside Neasden Station on 1st August 2016. This photo shows Volkswagen Caddy Maxi crew van 7796VW new in 2014. One of a batch of six, 7796VW is based at Wembley Park Station while the rest are at Stratford Market Depot. Parked behind (and highlighting the extra length of the Caddy Maxi model) is Peugeot Partner Tepee estate car 7102P. This was based at Dagenham East for a while but seems to flit around all over the place lately.

Photo 5153, by **Derek Everson**, added to LTSV on 05/08/2016.

Two more of the current LBSL Incident Response Unit vans are being shown today, leaving just nine more that have yet to appear on LTSV. First up is Stratford City based 7861M, caught at Tottenham Hale on 19th August 2015. It was less than a year old at the time but had already lost some of its side chevron markings. By the way, I have yet to discover the rationale behind the rather odd layout of the markings. Why not continue the chevrons all the way round?



Photo 5154, by **Colin Lloyd**, added to LTSV on 05/08/2016.

We have had some splendid weather over the past few weeks but this photo is actually from last summer. Mercedes-Benz Sprinter van 7869M is one of several Incident Response Units based at Victoria Coach Station to cover duties in central London. On 9th July 2015 it was photographed at Marble Arch.



Photo 5155, by **LTSV Collection**, added to LTSV on 05/08/2016.

The least visible part of Neasden Depot is the north west end, accessed by a gate at the end of Quainton Street. This area contains an electrical sub-station and a large area in which a handful of vehicles are sometimes parked. These cannot be seen from passing trains, and it is a long walk down Quainton Street that might turn out to be fruitless. Luckily we have some people on the 'inside'. Photographed on 12th July 2016 was Volkswagen Caddy Maxi crew van 7907VW. Rather surprisingly, this vehicle has only been reported once, when it was visiting Acton Works in December 2015. As can be seen, the van has now been treated to Incident Response Vehicle livery and is thus very similar to consecutively numbered 7908VW at Rickmansworth.



Photo 5156, by **LTSV Collection**, added to LTSV on 05/08/2016.

At least 25 Ford Fiestas were added to the central fleet in 2015, many of which were noted on delivery through Acton Works. However, a lot of them have subsequently vanished! Van 8001F is a case in point. Seen at Acton in unmarked white/blue in Spring 2015, nothing more was reported until this photograph came in from an anonymous contributor. It shows the van parked in a compound at the end of the car park at Hillingdon Station. I have since been told it has also been seen at Uxbridge and Ruislip, so it does seem to be attached to the Metropolitan Line.



Photo 5157, by **RML2760**, added to LTSV on 05/08/2016.

A new car at a new location. Sort of. This is the third Toyota Mirai fuel cell car to be reported, and the second in TfL livery. It was found on 27th July 2016 in Redford Way, a backroad about 200 yards from Uxbridge station. TfL appear to have taken a couple of parking places outside Christ Church (also used by Hillingdon MIND) and Mirai WM65HZE is also kept here. I don't yet know if there are offices locally or if these are just the nearest places they could get to the bus station. The alley (see photo 4138) and yard (see photo 3720) off Bakers Road appear to have been redeveloped which could be a clue. Another thing I don't know is whether these cars are for use by LBSL (perhaps replacing the LN61Zxx Toyota Prius cars) or by some unknown function of TfL. Note the H2 labelling on the fuel filler cap.

Comment by **Ray** on 06/08/2016: Both LN61ZGO and LM61JHX have been sold and are shown as parked here on Google maps so it would seem this is an LBSL 'spot'. Plus, available colours are blue, white, silver and black



Photo 5158, by **Ray Monk**, added to LTSV on 05/08/2016.

The opening of River Road garage in Barking and the subsequent closure of Rainham appears to have led to some reshuffling of the Go-Ahead London crew ferry fleet. Seen at Eltham Bus Station on 27th July 2016 were a trio of Mercedes-Benz Vitos. The white minibus is clearly one of the 'native' Metrobus examples. Nearest the camera is crew van RK64OVH, which started life at Rainham while at the back is RK62OEX, latterly at Silvertown. The two red vehicles had gained London General logos in the past few weeks.



Photo 5159, by **Ray Monk**, added to LTSV on 05/08/2016.

Vauxhall Corsa van FH65CWY is a new engineering support vehicle for Arriva's Palmers Green garage, although you wouldn't know it to look at it. On 11th July 2016 the van was attending to a bus at Green Lanes on the North Circular Road.



Photo 5160, by **Ray Monk**, added to LTSV on 05/08/2016.

More unmarked vehicles, the bane of my life.... Seen outside Arriva's Watsons Road offices in Wood Green on 11th July 2016 were Vauxhall Corsa van FH65BZS in plain white, and Vauxhall Vivaro minibus FP16AZO in metallic grey. I have decided to add these two to the database but several others are going to be mentioned on the news page only, pending confirmation or otherwise.

Comment by **Ray** on 06/08/2016: Similar, but black, DA16THU is showing its offside front wing.



Photo 5161, by **Ray Monk**, added to LTSV on 05/08/2016.

Stagecoach have started replacing their five-year old Ford Transit engineering vans with new Ford Transit Custom vans. First to be seen was MD16SWO at Bromley Garage on 14th July 2016, at which point it was still in unmarked red. There is an open day at Bromley on 13th August.



Photo 5162, by **Ray Monk**, added to LTSV on 05/08/2016.

Another new Ford Transit Custom van for Stagecoach London is MD16SXL, lettered for use as the Rainham Garage Engineering Support vehicle. It also has a fleetnumber above the driver's door, which appears to be 90933. On 25th July 2016 Ray caught the new van on Ferry Lane, close to the garage. A new van has also been seen at Catford (not yet identified) while more should be expected at Barking, Bow, Leyton and North Street.



Photo 5163, by **Ray Monk**, added to LTSV on 05/08/2016.

Sovereign Recovery bought a batch of (at least) five Iveco Daily vans in 2014. GM14SVN was seen at Stratford Bus Station in 2014 but now seems to be used to cover west London. On 1st August 2016 it was parked outside Ruislip Station. The roadway in the background leads to the station car park, at the end of which is a small yard in which LUL service vehicles can sometimes be seen.

Photo 5164, by **Thomas Young**, added to LTSV on 05/08/2016.

Not for the first time, Metroline held a bus garage open day on my birthday (9th July). The 2016 event was at Holloway and the main attraction as far as service vehicles were concerned was this 4-axle DAF XF recovery truck of Sovereign Recovery. The registration number looks like a select mark but the vehicle was actually built in 2014. It was with Sovereign by December 2015 but I don't know who had it before then. Note that it is left-hand drive. There are some nice photos of RO14TOR on Flickr, some taken at Holloway before that green RF parked alongside, and some at the West Ham garage event later in July.

Photo 5165, by **Thomas Young**, added to LTSV on 05/08/2016.

The business end of Sovereign Recovery DAF XF RO14TOR, seen at the Holloway Garage open day on 9th July 2016. I've just noticed that there is a garage sweeper in the background.

Photo 5166, by **Damon Cross**, added to LTSV on 23/08/2016.

Both of the ex-military AEC Militant recovery lorries bought by LT in 1966 survive, although not much is seen of either. 6x4 example 1457MR was last reported at Ongar in 2006 and was found recently at Finmere Station in Oxfordshire, looking somewhat neglected. This location is owned by the Coulsdon Old Vehicle and Engineering Society and is home to a motley collection of road and railway vehicles, the latter including some EMUs belonging to the Network SouthEast Railway Society. Also visible in this view is an ex-Metropolitan Police armoured prison truck and a left-hand drive Enviro 500 open-top bus. 14th August 2016.

Photo 5167, by **James Mair**, added to LTSV on 23/08/2016.

Time for a quick dip into the archives. The first 'normal' Mercedes-Benz vehicles for the central fleet were a batch of eight 307Ds delivered in spring 1986. Two were fitted with curtain-sided van bodies, while the remainder had open bodies with twin drop-side doors. 2428M was photographed at Pinner Station carrying a fairly plain grey livery.

Photo 5168, by **James Mair**, added to LTSV on 23/08/2016.

Not previously seen on LTSV, 2433F was a Ford Cargo 0811 dropside lorry new in August 1986. It appears to be fairly pristine in this photograph, so it presumably had the Distribution Services pin-stripes livery from new. The location is High Street, High Barnet, suggesting that the lorry was coming from Potters Bar. The van in the background with what appears to be an LT roundel is in fact an Eastern Electricity vehicle, with their 'e' logo.

Photo 5169, by **Ray Monk**, added to LTSV on 23/08/2016.

6986F is one of two Ford Transits converted to hybrids by Ashwoods and added to LBSL stock in July 2010. Both were initially used by Bus Operations and hence wore Incident Response Unit livery, as carried by the large fleet of Mercedes-Benz Sprinter vans. In October 2013 6986F was transferred to the Infrastructure unit and had its lettering amended accordingly. It has since been seen at various south London locations but it managed to avoid being photographed until Ray found it at Orpington Station on 14th August 2016. Alongside are Volkswagen vans in the normal Infrastructure livery of red with orange squares.

Photo 5170, by **Thomas Young**, added to LTSV on 23/08/2016.

Camden Town is a good place to find service vehicles at night, the complex track arrangement at the station presumably resulting in increased maintenance requirements. On a recent occasion Steve found 19 service vehicles there. On the night of 18th/19th August 2016 there were eight, including this pair of consecutively numbered Ford Transit Custom vans. Both 8052F (behind) and 8053F belong to the Lifts and Escalators section. Note that the blue and red skirt is sloped to match the body design. The back door of 8052F was opened during the exposure, hence its ghostly appearance. The traffic cones seem to be in LUL blue!

Photo 5171, by **Thomas Young**, added to LTSV on 23/08/2016.

Bob Milner scored a scoop when he visited Arnos Grove recently and found no fewer than seven new Ford Transits present. All were long-wheelbase, high-roof Mk.8 vans with Pointcare lettering on the cab doors. The doubled fences at Arnos Grove make photography very difficult, but luckily I came across a couple of the vans at Camden Town on the night of 18th/19th August 2016. First up is this rear view of 8112F. As mentioned before, there is not a lot of blue on LUL Mk.8 Transits.

Photo 5172, by **Thomas Young**, added to LTSV on 23/08/2016.

The second Pointcare Ford Transit van found at Camden Town on the night of 18th/19th August 2016 was 8114F. This photo was taken at 2am on a Thursday but (despite appearances) there were still lots of people around.

Photo 5173, by **Ray Monk**, added to LTSV on 23/08/2016.

Ray took some hand-held photos on the night of 18th/19th August 2016, most of which came out surprisingly well. This is certainly not the best but it is the only photo I have of this interesting vehicle. Parked in its usual slot in Edgware Road Station yard is Nissan e-NV200 electric van 8158N. New in normal LUL livery in early 2016, it soon gained Incident Response Vehicle markings and a light-bar. Alongside is long-term resident Honda CR-V 7609H.

Photo 5174, by **Thomas Young**, added to LTSV on 23/08/2016.

First seen at Lillie Bridge but known to be based at Stratford Market Depot, this Ford Transit crew van has a bit of an identity crisis. On the nearside it has fleetnumber 8171F, while the offside shows 8166F. Since another vehicle has been seen with the number 8171 (see photo 5109), it seems likely that 8166F is the correct number. Photographed at Camden Town early on 19th August 2016.

Photo 5175, by **Ray Monk**, added to LTSV on 23/08/2016.

A second example of a previously unmarked car being given Incident Response Vehicle livery has been found by Ray. Following the appearance of Ford Focus estate LL13XNC as 8171F at Loughton (see photo 5109), this Toyota Yaris hybrid hatchback was photographed at Greenford Station on 20th August 2016. The only problem is that it carries number 8172T, while 8172F has already been reported on a Ford Transit dropside at Lillie Bridge. Ho hum! Possible further candidates for IRV treatment are a trio of Ford Galaxy estate cars allocated to the Jubilee Line.



Photo 5176, by **Thomas Young**, added to LTSV on 23/08/2016.

Ford Fiestas continue to be added to the central fleet, with another pair for LUL seen at Acton Works this weekend. A slightly earlier delivery was 8179F, new in June 2016 and since noted a couple of times at Griffith House. It was nearby on Harcourt Street on the night of 18th/19th August 2016.



Photo 5177, by **Ray Monk**, added to LTSV on 23/08/2016.

Another of the service vehicles found at Camden Town Station on the night of 18th/19th August 2016 was Volkswagen Caddy Maxi van 8183VW. This is one of the first Caddy Maxi vans (as opposed to crew vans) for LUL.



Photo 5178, by **Thomas Young**, added to LTSV on 23/08/2016.

An unexpected find at Griffith House at 3am on 19th August 2016 was 8187V, a new Vauxhall Movano minibus for LUL. While the new Ford Transit models have found acceptance in van and crew van variants, there seems to be a reluctance to take any minibuses. This has already resulted in the addition of two Vauxhall Movanos for LBSL (see photo 4747) and two of the similar Renault Master for LUL (see photo 4933). 8187V has most likely replaced Mk.7 Ford Transit minibus 6850F, which used to be a common sight around Griffith House at night.



Photo 5179, by **Derek Everson**, added to LTSV on 23/08/2016.

Some of the LUL refuse collection fleet have been delicensed recently, for unknown reasons. In their place a handful of hired vehicles have been used, including DAF LF DS16YNU, photographed at Edgware Station on 10th August 2016. It has a 'livery' of white with a reflective stripe and TfL/LUL markings on the cab doors.

Comment by *Thomas Young* on 14/11/2016: I have added this and similar DS16YNV to the database since both have been in use for at least 3 months now.

Photo 5180, by **Ray Monk**, added to LTSV on 23/08/2016.

Two Ford Fiesta cars were in the crew ferry parking bay at Beddington Cross garage on 13th August 2016. YR10BHY has been in the Abellio fleet for over 2 years but is only identified by its fleetnumbers. Conversely, similar YS11VPA (which may be black or very dark blue) has Abellio London logos but no fleetnumbers.

Photo 5181, by **Ray Monk**, added to LTSV on 23/08/2016.

Ray and I had a bit of an argument over whether or not this vehicle currently had any markings! Fortunately photographic contributions have settled the matter. Mercedes-Benz Vito minibus RJ62ZHH has the Metrobus logo and fleetnumber 8063 on the front (and possibly nearside), while the rear and offside are plain white. It certainly had markings all round when new in 2013. The Go-Ahead crew ferry fleet has seen big changes recently, with lots of vehicles moving from east London garages to Orpington. Photographed at Bromley North Station on 14th August 2016.

Photo 5182, by **Malcolm Conway**, added to LTSV on 23/08/2016.

An open day was held at Stagecoach London's Bromley garage on 13th August 2016. Although there was little of interest in terms of service vehicles, the photographers poised outside to see the vintage bus workings also captured a few passing Go-Ahead crew ferry vehicles. RK62OEV is a recent addition to the Orpington fleet, having worked from Silvertown since new in 2012. It has also recently been given company logos for the first time.

Photo 5183, by **Ray Monk**, added to LTSV on 23/08/2016.

Looking rather toy-like at Eltham Bus Station on 4th August 2016, HY13YUD is an example of the current Vauxhall Combo model, a type which has not seen much use as a service vehicle. HY13YUD was one of seven added to the Go-Ahead fleet in 2013 and used initially from Northumberland Park garage in unmarked red. The vans had additional side windows fitted by early 2014, while a few months later six of the batch were transferred to Croydon garage, where they were given Metrobus fleetnumbers. HY13YUD stayed behind, apart from a short spell at Rainham, until it was transferred to Orpington in July 2016. It gained London General logos, which suggests it will not be getting a fleetnumber in the Metrobus series.



Photo 5184, by **Malcolm Conway**, added to LTSV on 23/08/2016.

Parked near Bromley Garage during the open day on 13th August 2016 was Stagecoach London's Vauxhall Corsa car DN14XKW. It has Stagecoach logos and names all around (including the roof), although the white lettering... hang-on, I have already mentioned that (see photo 4850)!



Photo 5185, by **Malcolm Conway**, added to LTSV on 23/08/2016.

Passing Bromley Garage on 13th August 2016, RK64OVJ is a Mercedes-Benz Vito crew van new to Go-Ahead London's Blue Triangle operation in autumn 2014. It was seen at the new River Road garage in July 2016 but was evidently working from Orpington the following month. The odd buses in the garage yard in the background were on display as part of the open day being held.



Photo 5186, by **Ray Monk**, added to LTSV on 23/08/2016.

Two unmarked minibuses were photographed parked outside Metroline's Potters Bar garage on 11th August 2016. They are in fact two different badgings of the same design. To the fore is white Renault Trafic HK65YZO, while behind is silver Vauxhall Vivaro DY65NLO. Both were used as crew ferry vehicles pending the delivery of two new Ford Transit Custom minibuses (see photo 5187).



Photo 5187, by **Derek Everson**, added to LTSV on 23/08/2016.

Metroline used to use a variety of minibuses for crew ferry work (most notably Volkswagen Transporters) but in recent years has relied on Renault cars instead. Minibuses returned in 2016 when a pair of hired vehicles were used from Potters Bar (see photo 5186). They were soon replaced by two brand new Ford Transit Custom minibuses, one of which (AV16CNZ) was photographed on 10th August 2016 at the CELF in Perivale shortly after delivery.



Photo 5188, by **Malcolm Conway**, added to LTSV on 23/08/2016.

One of the exhibits at the open day held at Bromley Garage on 13th August 2016 was the LT Museum's AEC Renown six-wheel single decker LT1076. It was apparently not well enough to make the journey across from Acton itself so it hitched a lift on this low-loader. N7RMP is a Volvo FH prime-mover belonging to Stathams. Note the lifting centre-axle. The Scooter is seen being loaded back on the truck at the end of the day.



Photo 5189, by **Colin Lloyd**, added to LTSV on 23/08/2016.

GJ15PHN is one of two Volvo FH540 recovery units added to the Sovereign Recovery fleet in 2015. It was parked in the yard at Bromley Garage during the recent open day but this photo of it actually working was also received recently. On 4th August 2016 Colin found the truck towing an Abellio Volvo bus past Elephant and Castle (Bakerloo) Station. The FH model has been restyled more times than my wife's hair.



Photo 5190, by **Damon Cross**, added to LTSV on 23/08/2016.

A 'bus show' was held at Stagecoach London's West Ham garage on 23rd July 2016, with numerous vintage and current buses on display. Sovereign Recovery had three vehicles on show, including DAF XF RO14TOR (see photo 5164) and Skoda estate car DK65WUT (see photo 5078). The third vehicle was BV16ACU, a three-axle DAF CF lorry fitted with a tilting flat-bed. I wasn't going to add this to the database since this type is not normally used for bus recovery work. However, it is clearly capable of carrying at least smaller buses, with preserved Centrewest Mercedes-Benz minibus MA1 seen about to be hoisted on-board. A large fleet of these minibuses worked on Gold Arrow (routes 28, 31 and 70) and U-Line (Uxbridge area) services from the late 1980s. Curiously MA1 had blinds for the former but logos for the latter.



Photo 5191, by **James Mair**, added to LTSV on 05/09/2016.

Leyland introduced the first of its T45 range of trucks in 1980, these featuring an attractive cab created by Ogle Design. Different configurations of vehicles had different model names, London Transport buying two examples of the Cruiser articulated tractor and eleven of the rigid Freighter. Six of the latter were bodied as bus recovery vehicles while five became dropside lorries. 2401L was a Freighter 13.11 new on 6th December 1983, the same day as larger Freighter 16.13 2395L (see photo 4085). It was based at Chiswick Works, moving to Acton Works when Chiswick closed and finally being sold in 1992. This undated photograph shows it leaving Wandsworth Bus Garage with a portable compressor on board. All but one of the Freighter lorries were fitted with folding cranes behind the cab. Note the label on the front, which reads 'Special journeys only'!

Photo 5192, by **James Mair**, added to LTSV on 05/09/2016.

Some nice bodywork is on display in this photo taken at Canons Park Station in the late-1980s! The lorry is 2402D, a Dodge Commando G1085 dropside lorry with crew-cab and tail-lift. New in January 1984 it first worked from Parsons Green before moving to Chiswick and finally to Acton Works. Sold in June 1993, it was last licensed to January 1998. Note the weight lettering on the body. This reads W 4700kg, which I assume was originally shown as 'ULW' for unladen weight.

Photo 5193, by **James Mair**, added to LTSV on 05/09/2016.

Between 1982 and 1986 London Transport bought four examples of the original Ford Cargo model configured as articulated tractor units. 2444F, seen here passing through Willesden Junction, was the last and was acquired to replace unique Bedford TK artic 2251B (see photo 422). It lasted until 1995, by which time examples of the redesigned Iveco-Ford Super Cargo were being added to the fleet. The single-axle dropside trailer is not identifiable though it will be one of the batch CT33 to CT38, at least two of which remain in use in 2016.

Photo 5194, by **Derek Everson**, added to LTSV on 05/09/2016.

Several of the photos added today were taken at the British Car Auctions site at Blackbushe and show former service vehicles awaiting sale. Derek has made numerous trips to BCA over the past few years, photographing most of the SVs that they have had handled and thus enabling us to show some vehicles that would otherwise have been missed. The vehicles at BCA are usually parked very closely together in a large shed, meaning photography is often quite tricky. Parked more conveniently on 3rd March 2016 was Ford Transit Mk7 jumbo crew van 6800F. Along with similar 6799F (which was also present), this van was new in October 2009 and based at Stratford Market Depot, where it studiously avoided being photographed. The pair appear to have been replaced by new Mk8 jumbo crew vans 8164F and 8165F.

Photo 5195, by **Derek Everson**, added to LTSV on 05/09/2016.

One of the most elusive of recent service vehicles was 6914F, a Ford Transit crew van new in August 2010. It was part of a large batch of 34 similar vehicles numbered 6907F to 6940F, most of which were based at Acton Works. While most of the batch were seen fairly regularly, particularly on night work, 6914F was for some reason almost never reported. Perhaps it was kept as spare? Anyway, 6914F was photographed at BCA Blackbushe on 21st January 2016 parked alongside newer crew van 7411F.

Photo 5196, by **Derek Everson**, added to LTSV on 05/09/2016.

Another of the large batch of 2010-vintage Ford Transit crew vans to pass through BCA was 6925F, photographed on 3rd March 2016. As with most service vehicles here, all lettering had been removed.

Photo 5197, by **Derek Everson**, added to LTSV on 05/09/2016.

Both of the Ashwoods hybrid Ford Transit vans leased for London Buses in summer 2010 remain in use six years later. 6986F was transferred from Bus Operations to Infrastructure in 2013 (as recently shown – see photo 5169), but 6985F is still an Incident Response Vehicle. It has had various allocations during its career, the latest move being from Acton Works to Stratford City Bus Station in autumn 2015. It was photographed at the latter location on 25th May 2016. Note that it now sports a Ford radiator badge, rather than the AshWoods one originally carried.

Photo 5198, by **Derek Everson**, added to LTSV on 05/09/2016.

In recent years Lillie Bridge depot has operated a large fleet of Ford Transit dropside trucks. New Mk8 models started arriving in early 2016, enabling the withdrawal of earlier Mk7s. Among them were 7112F and 7110F (just visible behind), photographed awaiting new careers at BCA Blackbushe on 25th February 2016.

Photo 5199, by **Derek Everson**, added to LTSV on 05/09/2016.

Looking into Lillie Bridge depot from the Cromwell Road bridge on 29th June 2016, this view is very similar to one taken in February 2015 (see photo 4904), with one significant difference. The Earls Court exhibition centre, which used to dominate the backdrop, has been demolished. As such you can now see all the way to the Hotel Lily on Lillie Road. The main vehicle access to Lillie Bridge depot used to pass under the exhibition centre to come out opposite the hotel. Now, all vehicles have to use the narrow Beaumont Avenue alongside West Kensington Station.

In terms of the service vehicles visible, only Transit dropside 7237F (left) and 7243F (right) can be positively identified. At the back of the right-hand row is a high-roof Ford Transit Custom van, most likely 7954F. Note also that the new sidings in the distance are now being used to stable S-stock trains.



Photo 5200, by **Derek Everson**, added to LTSV on 05/09/2016.

The last picture from BCA for today shows Ford Transit crew van 7316F awaiting sale on 28th January 2016. This vehicle was notable for never gaining any company logos, and was another vehicle that managed to avoid being photographed during its working life with LUL.



Photo 5201, by **Derek Everson**, added to LTSV on 05/09/2016.

A couple of Renault Kangoo Maxi vans can usually be found parked on Museum Way at Acton Town. On 1st June 2016 7348R was to the fore, with 7352R behind. All of 7348R to 7352R appear to be allocated here, as was 7347R prior to its early demise in 2015.



Photo 5202, by **Ray Monk**, added to LTSV on 05/09/2016.

Although the Renault Kangoo and the stretched Kangoo Maxi are a major part of the current central fleet, the type is in a minority at Acton Works, as are vehicles in Tube Lines livery. Renault Kangoo van 7434R was photographed in the works on 30th August 2016, parked between LUL Ford Transit vans. It may have been transferred in from elsewhere, although the few reported sightings are all at night and hence do not really help.



Photo 5203, by **Derek Everson**, added to LTSV on 05/09/2016.

The small depot at Barking Station (off Wakering Road) is home to four consecutively numbered Peugeot Partner Tepee cars. The yard was extended in 2014 making it possible to photograph all four cars together, as here on 25th May 2016. 7449P is nearest on the left, with 7451P and 7450P beyond, while 7452P is on the right.



Photo 5204, by **Ray Monk**, added to LTSV on 05/09/2016.

A group of 16 service vehicles was delivered in plain white around the beginning of 2013, seemingly for use as pool vehicles. Several have since been treated to LUL or Tramlink livery, but Ford Transit crew van 7585F remains incognito. Reports suggest it has had various allocations since new, but on 30th August 2016 it was parked up at Acton Works.



Photo 5205, by **Derek Everson**, added to LTSV on 05/09/2016.

The six Fiat Doblo Maxi vans leased in 2013 are believed to be used for internal mail deliveries. I have listed them as being allocated to Acton Works, although they can also be seen at Broadway. However, the best place to see them is probably Allsop Place (behind Baker Street Station), where one or two are usually parked up. The last of the batch to be shown on LTSV, 7662FI, was found there on 8th June 2016. No further Fiats have joined the fleet since.



Photo 5206, by **Ray Monk**, added to LTSV on 05/09/2016.

The programme to apply Incident Response Vehicle markings to various service vehicles from early-2016 affected mainly cars. An exception was Ford Transit crew van 7820F, which looks good in its new guise at Acton Works on 30th August 2016.



Photo 5207, by **Derek Everson**, added to LTSV on 05/09/2016.

Time for a couple more IRUs now. Mercedes-Benz Sprinter van 7856M was one of sixteen new in May 2015. It has settled at Stratford City Bus Station from where it covers incidents in east London. On 25th May 2016 it was seen on the road in Barking.



Photo 5208, by **Derek Everson**, added to LTSV on 05/09/2016.

7882M was new in February 2016 and is based at Acton Works. On 16th March 2016 it was caught passing Marble Arch. Acton has quite a few IRUs at present. As well as the active vehicles, accident damaged 7852M, 7862M (the original one) and 7878M are currently dumped there.



Photo 5209, by **Derek Everson**, added to LTSV on 05/09/2016.

New-style Ford Transit Connect vans are very rare in the central fleet, although a couple of examples have recently been delivered to Lillie Bridge. An earlier arrival was 7930F, one of two long-wheelbase vans new in January 2015 and based at Hearne House in Acton. On 1st June 2016 it was parked nearby, outside the LT Museum Depot.



Photo 5210, by **Ray Monk**, added to LTSV on 05/09/2016.

Ford Transit van 7936F was a rather late arrival. Vehicles numbered in the 79xx range first appeared in autumn 2014, and the majority came the following spring, but 7936F was delayed until the end of February 2016, just missing out on getting a 16-reg (which 7995F did by the way). It is also slightly odd in being a long-wheelbase Mk8 van numbered within a batch of Transit Custom crew vans, and for having a light-bar but seemingly no other special features. It is based at Frank Pick House in Acton, where it was photographed on 21st May 2016.



Photo 5211, by **Ray Monk**, added to LTSV on 05/09/2016.

This Ford Transit Mk8 dropside truck seen at Acton Works on 30th August 2016 looked brand new but had in fact been first registered exactly 11 months previously. Numbered 7949F, it presumably joined the fleet very soon afterwards but has managed to avoid being seen until now. Note that it has a tail-lift but no crew-cab.



Photo 5212, by **Ray Monk**, added to LTSV on 05/09/2016.

The first batch of Mk8 Ford Transits for the central fleet (as opposed to ones and twos) were five crew vans that arrived in June 2015. Medium wheelbase and mid-height, they were numbered 7956F to 7960F and all but the last are based at Acton Works. Seen there on 30th August 2016 was 7956F. Many similar vehicles arrived from late 2015 onwards but these were mostly fitted with roof-racks.



Photo 5213, by **Ray Monk**, added to LTSV on 05/09/2016.

Fleetnumbers 8024F to 8037F have been applied to a batch of 14 Ford Transit Mk8 crew vans new at the end of 2015. All are medium wheelbase, mid-height examples, fitted with roof-racks and allocated to Acton Works, where they replaced most of the remaining 2010 crew vans. 8027F was licensed at the end of October 2015 but was not seen until it was photographed in Acton Works on 30th August 2016.



Photo 5214, by **Ray Monk**, added to LTSV on 05/09/2016.

Two more crew vans from the 8024F to 8037F batch seen at Acton Works on 30th August 2016 were 8035F (nearest) and 8029F (behind). These vans seem to park in various places around the works and the department/s that operate them are not known.



Photo 5215, by **Ray Monk**, added to LTSV on 05/09/2016.

Ford Transit crew van 8038F was initially thought to be part of the 8024F to 8037F batch as previously illustrated. However, as this photo shows, it is in fact a high-roof, long-wheelbase example, although it does have the same type of roof-rack. On 30th August 2016 it was photographed parked in an unfortunate patch of shade at Acton Works.



Photo 5216, by **Ray Monk**, added to LTSV on 05/09/2016.

After an absence of a few years, the Ford Ranger is once again a feature of the central fleet, albeit with only two known examples. The first to arrive was 8044F, new in mid-2015 and reported only a handful of times on the road. It is based at Acton Works, where it was photographed on 30th August 2016. As with newer 8064F at Leyton (see photo 5126), the vehicle features a crew-cab and a hard-top covering the load space, but the two are quite different in frontal appearance. Also visible in this view is Ford Transit Mk7 dropside 7701F, Mk7 crew van 7092F (with rear chevrons) and part of Transit Custom crew van 7915F.



Photo 5217, by **Ray Monk**, added to LTSV on 05/09/2016.

The only 16-reg Ford Transit seen at Acton Works on 30th August 2016 was dropside truck 8071F, new the previous month. Fitted with a crew-cab and tail-lift, it also has a large tool locker in the loadspace, resulting in the safety railings being shorter than normal. Crew van 8034F was parked alongside, while visible on the left is the tail-lift of DH65ACV, a Mercedes-Benz Sprinter dropside truck believed to be on hire. You could get some brilliant photos from the office block in the background...



Photo 5218, by **Derek Everson**, added to LTSV on 05/09/2016.

The Ford Fiesta is very popular in the central fleet at present, although they tend to be hard to track down. 8107F is one of a pair new in October 2015, both of which have sometimes turned up in the Griffith House nightly congregations. Derek found it parked in the sunshine at Westbourne Park on 5th May 2016.



Photo 5219, by **Derek Everson**, added to LTSV on 05/09/2016.

Having said last month (see photo 5173) that I don't have any good photos of 8158N, this turned up. 8158N is a unique Nissan e-NV200 electric van which now serves as an Incident Response Vehicle at Edgware Road Station, where it was photographed on 29th June 2016. It has the usual abundance of signs and notices on the rear, while the application of chevrons highlights the different sizes of the two back doors. No prizes for guessing the identity of the silver car on the left!

Photo 5220, by **Ray Monk**, added to LTSV on 05/09/2016.

The fleetnumbers on leased vehicles have only been creeping upwards recently, suggesting that the vehicle intake has reduced. 8200F and 8201F appeared in July and then there was a little jump up to 8224F the next month. Photographed at Acton Works on the 30th of August 2016 was the vehicle carrying this number, a Ford Fiesta van first registered the week before. Also visible (on the right) is 7711N, the Nissan Leaf electric car new in 2014 but which never seems to go out.

Photo 5221, by **Ray Monk**, added to LTSV on 05/09/2016.

Oh great, more Ford Fiestas! I wonder where this one will hide? The highest fleetnumber found at Acton Works on 30th August 2016 was 8229F on this Ford Fiesta car in the front car park. Just a week old it was no doubt awaiting collection. Alongside was Renault Kangoo Maxi van 7370R from Stratford Market.

Photo 5222, by **Derek Everson**, added to LTSV on 05/09/2016.

Since 2014 London Buses has used two Nissan Leaf electric cars. For some reason, LR14FFM at Turnpike Lane was given a fleetnumber (7762N) while KE14FJO was not. The latter car spent a few months based at Acton Works then moved to Eltham Bus Station in early 2015. It was photographed there on 13th April 2016 showing the charging cable attached.

Photo 5223, by **Derek Everson**, added to LTSV on 05/09/2016.

Several of the Toyota Yaris hybrid cars delivered in TfL white/blue livery in 2014 are operated by the Taxi/Private Hire department. These had their livery amended over winter 2015/2016 to this white/blue/lilac scheme. At least one also has additional 'Compliance Enforcement' lettering, as seen on LL14VOJ at Kingston, Cromwell Road Bus Station on 20th July 2016.



Photo 5224, by **Derek Everson**, added to LTSV on 05/09/2016.

The Abellio garage in Byfleet is in a small industrial area beside the railway line. The many crew ferry vehicles allocated here can usually be found parked on the roads nearby. On 26th June 2016 Derek found this trio comprising Vauxhall Combo van VO56MYA and Ford Transit crew vans BP06NDZ and YT56XNF, the latter unmarked.



Photo 5225, by **Derek Everson**, added to LTSV on 05/09/2016.

This plain white Mercedes-Benz Vito minibus was new to Metrobus in 2006 as their fleetnumber 8024. Replaced by newer examples in early 2012, it moved within the Go-Ahead group to the Blue Triangle operation based in Rainham. It then went further afield, to the Bluestar bus company in Hampshire (also part of the Go-Ahead group). It was seen at their Eastleigh garage on 23rd March 2016, with buses in University of Southampton livery in the background.



Photo 5226, by **Derek Everson**, added to LTSV on 05/09/2016.

More Abellio crew ferry vehicles parked near the Byfleet garage on 26th June 2016. To the fore is low-roof Ford Transit crew van NH07DTV (with "abellio urrey" fleetname!), followed by red Ford Fiesta car YP61HVC (abellio london) and high-roof crew van HV07FLG (abellio surrey). Parked on the corner is Seat Alhambra car NC57WTV while Ford Fiesta van NG56HNF is on the far left.



Photo 5227, by **Derek Everson**, added to LTSV on 05/09/2016.

Arriva the Shires seems to have finally given up on using former London taxi cabs as crew ferry vehicles. Recent additions have been mainly Vauxhall Zafira cars, such as FB57DCE seen at High Wycombe Bus Station on 15th June 2016. Identified only by a label in the windscreen, this car has been allocated fleetnumber CF119.

Photo 5228, by **Derek Everson**, added to LTSV on 05/09/2016.

Not previously reported, this Ford Transit van with Go-Ahead London markings was seen at the Farnborough air show on 14th July 2016. It was with Brighton and Hove bus company during 2015, although operated without markings or fleetnumber.

Photo 5229, by **Derek Everson**, added to LTSV on 05/09/2016.

Ford Fiesta car ND59HUY has been with Abellio since at least autumn 2013, based at the Byfleet garage (where it was photographed on 26th June 2016). It has abellio london fleetnames and fleetnumber 6758, barely visible on the bonnet.

Photo 5230, by **Derek Everson**, added to LTSV on 05/09/2016.

Seen at Edgware Bus Station on 1st June 2016 were a pair of Vauxhall cars used as crew ferries by Arriva. On the left is Corsa hatchback FP61YDO, which was originally based at the Edmonton Garage of Arriva London. It is not clear whether it remains there or has transferred to the former Arriva the Shires garage at Garston. On the right is unmarked Astra hatchback FE13ZXU, assigned fleetnumber V211 in the Arriva the Shires series.

Photo 5231, by **Derek Everson**, added to LTSV on 05/09/2016.

Tolworth garage has not featured on LTSV before, though it is really just a yard hidden behind a concrete depot. Found parked there on 20th July 2016 were two London United service vehicles. On the left is Ford Fiesta van EO12UDY with fleetnumber FF13. On the right is Suzuki Alto hatchback LL59DDO, previously based at Hounslow.

Photo 5232, by **Derek Everson**, added to LTSV on 05/09/2016.

Derek photographed a couple of Metroline's Ford Transit Connect vans at Edgware Bus Station on 10th August 2016, although curiously neither was from the adjoining garage. AV62YTG started life as the Potters Bar engineering van in early 2013. Replaced by newer AX14KYZ in 2014 it moved to Cricklewood, although it was listed as being for sale at British Car Auctions in July 2015. This evidently did not take place, and the van remains in use, now with W allocation code.

Photo 5233, by **Derek Everson**, added to LTSV on 05/09/2016.

The Ford Transit Custom looks set to become the standard support vehicle for Stagecoach London, with a fleet of minibuses split between Rainham and West Ham garage now being joined by vans for engineering support based at each of the group's garages. The Rainham minibuses can be seen regularly visiting Romford Station, where fleetnumber 90899 (YD13OCW) was photographed on 25th May 2016. Similar 90900 (YE13CWP) can be seen in the background.

Photo 5234, by **Derek Everson**, added to LTSV on 05/09/2016.

AX14KYZ is a Ford Transit Connect Mk2 van acquired by Metroline in autumn 2014 and based at Potters Bar garage. On 10th August 2016 it was photographed leaving the company's Edgware garage.

Photo 5235, by **Ray Monk**, added to LTSV on 05/09/2016.

Dennis Dart bus DP274 was new in 1997 but finished its passenger carrying career in 2002. It served as a trainer for a while and in about 2010 it was converted (along with similar DP275 – see photo 4432) for use as crew rest room at bus termini. The latter bus is used at East Acton and has already been shown on LTSV twice. The location for DP274 was not determined until 20th August 2016, when Ray found it parked near to Greenford Station.



Photo 5236, by **Derek Everson**, added to LTSV on 05/09/2016.

Vehicles of Hampshire-based Xelabus have featured on LTSV before, vans numbered 901 and 902 being illustrated in 2013 (see photo 4308). Here then is their number 903, a Vauxhall Astra van registered KM55OBP and found parked at Eastleigh on 2nd March 2016. EA04VLS, the black Ford Mondeo estate parked behind, also had Xelabus logos but no apparent fleetnumber.



Photo 5237, by **Derek Everson**, added to LTSV on 05/09/2016.

Yellow Buses, the former Bournemouth Corporation Transport, has also featured on LTSV before, Land Rover 300 being shown last year (see photo 4871). Fleetnumber 621 is carried by this Ford Transit Mk7 van, rather neatly lettered up as a Fleet Support Vehicle. It was seen in the south coast town on 12th April 2016.



Photo 5238, by **Derek Everson**, added to LTSV on 05/09/2016.

Sovereign Recovery has used at least four of these Mercedes-Benz Vito vans to help keep London's buses moving. They can sometimes be seen parked at bus stations (including Aldgate, Lewisham and Stratford) but can turn up almost anywhere. On 10th August 2016, LR13YMC was seen at Edgware Bus Station. In the background is Arriva Vauxhall Astra FL13AOS and an unidentified Ford Transit van. Note the banner advertising the staff canteen in the nearby garage.



Photo 5239, by **Derek Everson**, added to LTSV on 05/09/2016.

At present the newest big vehicles in the Sovereign Recovery fleet are a pair of DAF CF510 units new in early 2016. They are slightly unusual in being only 2-axle and for having very tall bodywork. On 27th April 2016 Derek captured GN65NHJ at Camberwell with a Tower Transit Enviro 200 bus on tow.



Photo 5240, by **Derek Everson**, added to LTSV on 05/09/2016.

Sovereign Recovery used to be noted for operating some of the largest service vehicles in London, with their 3- and even 4-axle tow trucks. They also have a fleet of medium-sized vans but now also have a couple of cars in their distinctive livery. YR65PJU is a Ford Fiesta car new in autumn 2015 and found on 10th August 2016 parked at Edgware garage. As the angle suggests, this photo was taken from the adjoining supermarket car park, looking down into the London Sovereign (no connection) yard.



Photo 5241, by **LTSV Collection**, added to LTSV on 06/10/2016.

For the second time, the owner of a Land Rover has contacted me having discovered that their car used to be owned by London Transport. Following from 1369LR a couple of years ago, we now know what happened to larger 1578LR. As this photo shows, it has been extensively modernised in recent years, most notably with new wheelarches. This vehicle spent almost ten years with London Transport, allocated to White City throughout.

Comment by *Kim Rennie* on 08/10/2016: Used for apprentice outward bound training?



Photo 5242, by **LTSV Collection**, added to LTSV on 06/10/2016.

Another view of the former 1578LR, now somewhat modernised and in private use. I could scarcely believe this was in fact the vehicle that was new in 1970, despite it having the correct AML755H number plate. However, the DVLA records show that this is still the original vehicle.

Photo 5243, by **Derek Everson**, added to LTSV on 06/10/2016.

Very nearly the oldest vehicles in the leased fleet are the batch of Ford Transit facilities vans new in 2008. 6518F has recently had its 8th birthday and is still active from Stratford Market Depot. On 20th August 2016 it was found parked on Cardington Street near Euston Station.

Photo 5244, by **Derek Everson**, added to LTSV on 06/10/2016.

New in November 2012, 7563F is a Ford Transit Mk7 crew van to short wheelbase, low-roof configuration. It is nominally allocated to Griffith House and most often seen at night but Derek caught it parked at the adjoining Edgware Road Station yard on 7th September 2016.

Photo 5245, by **Ray Monk**, added to LTSV on 06/10/2016.

There are at least 8 service vehicles in the white/blue/green livery of the Croydon Tramlink operation. Ford Transit crew van 7586F was new in January 2013 as part of a batch of vehicles delivered in unmarked white livery. It worked for LUL for a while but was with Tramlink by the end of that year, and was repainted by the end of 2014. On 29th September 2016 it was found parked near to Sandilands tram stop.

Photo 5246, by **Ray Monk**, added to LTSV on 06/10/2016.

Ford Transit dropside tipper 7627F was the first vehicle to carry the Tramlink version of standard fleet livery, which features a green stripe between the blue skirt and the white bodywork. It was new in June 2013 and is based at the main depot at Therapia Lane. Ray found 7627F parked at Addington Village Interchange on 29th September 2016.



Photo 5247, by **Derek Everson**, added to LTSV on 06/10/2016.

Catching some low morning sunshine as it departs from Acton Works on 30th August 2016, 8036F is a Ford Transit Mk8 crew van new at the beginning of the year. The tube train crossing the bridge in the background appears to have been 'wrapped' in promotional vinyls, most likely to advertise the new night tube service.



Photo 5248, by **Derek Everson**, added to LTSV on 06/10/2016.

A seventh example of the Mitsubishi L200 pick-up joined the leased fleet in early 2016 and was numbered 8152. Initial observations were at Eltham and Barnet but it has since settled at Frank Pick House in Acton Town, where it can often be seen from passing trains (as here on 30th August 2016). The lettering on the side reads 'Duty Manager Response'.



Photo 5249, by **Derek Everson**, added to LTSV on 06/10/2016.

Two new Ford Transit Mk8 dropside trucks were allocated to Edgware Road Station in late August 2016 to replace similar Mk7s 7212F and 7496F. Both were present on 7th September 2016 and here we see 8156F. Both vehicles have crew cabs and tail-lifts.



Photo 5250, by **Derek Everson**, added to LTSV on 06/10/2016.

8157F is one of two new Ford Transit Mk8 dropside trucks recently allocated to Edgware Road Station, where it was photographed on 7th September 2016.



Photo 5251, by **Ray Monk**, added to LTSV on 06/10/2016.

The Tramlink operation was allocated four new Renault Kangoo Maxi vans in 2014, joined by a fifth in spring 2016. The latter was 8173R, photographed in George Street (Croydon) on 29th September 2016. Earlier 7810R was parked behind.



Photo 5252, by **Derek Everson**, added to LTSV on 06/10/2016.

There are at least four Toyota Mirai hydrogen fuel cell cars in the liveried fleet, two each being based at Uxbridge and Acton. WM65HZC carries LUL livery and was photographed arriving back at Acton Works on 30th August 2016.



Photo 5253, by **Derek Everson**, added to LTSV on 06/10/2016.

The rear end of the Toyota Mirai fuel cell car is almost as distinctive as the front. LUL WM65HZD was caught heading up Bollo Lane at Acton on 30th August 2016.



Photo 5254, by **Derek Everson**, added to LTSV on 06/10/2016.

This photo taken outside Acton Works on 30th August 2016 shows two of the oldest vehicles in the central fleet. 2581M is one of two Mercedes-Benz Atego art tractor units new in September 2002 and now the oldest licensed vehicles in use. It was coupled to trailer CT34 which, having been taken into stock on 21st February 1984, is by far the oldest vehicle in the overall fleet. Three other trailers new on the same day may still be in stock but have not been seen in use for some time. Also visible in this photo are MAN lorry RV120EY heading up Bollo Lane and Ford Transit van 7651F.

Photo 5255, by **Derek Everson**, added to LTSV on 06/10/2016.

Ford Transit Mk6 van X185THJ served as the engineers van at London Sovereign's Harrow garage for about ten years. Replaced by new Ford Transit Custom van LS15OXJ in 2015, it was dumped at Twickenham Garage, where it was photographed on 8th May 2016.

Photo 5256, by **Derek Everson**, added to LTSV on 06/10/2016.

There was an open day at Abellio's Twickenham Garage on 17th September 2016. To avoid confusion with the former NCP garage now operated by London United, the Abellio garage is called Fulwell (Twickenham) on LTSV. It is after all part of what used to be Fulwell Trolleybus depot, the other half of which is now Fulwell bus garage, operated by London United.... (pause to take an Aspirin). Another difficulty is keeping up with Abellio's insatiable appetite for crew ferry vehicles. Several previously unreported cars (mostly Ford Fiestas) were seen during the open day, but at least this one had had company lettering applied. Black DN59KPU is a five-door hatchback Fiesta and has the missing wheeltrim that seems to be mandatory on crew ferry cars. Parked alongside was unmarked white Fiesta EN11EAW, which has not been added to the database pending further confirmation.

Photo 5257, by **Derek Everson**, added to LTSV on 06/10/2016.

Some nice colour co-ordination seen during the open day at Abellio's Twickenham (Fulwell!) garage on 17th September 2016. These three Ford Fiesta cars all have the exact same shade of blue livery but are not quite identical in frontal styling. Another difference is that NA62WMF on the right had no markings. I have added it to the database anyway as it is almost certainly a company vehicle. Lime green Fiesta EK10XLJ nudges in on the far right to spoil the composition.

Photo 5258, by **SLR**, added to LTSV on 06/10/2016.

An interesting line-up of red vans seen inside New Cross bus garage on 16th September 2016. In the centre is Mk7 Ford Transit van EK13LLP, the resident engineer's van since 2013. On the left is new Ford Transit Custom van EO16PVL, first licensed at the end of March but said to be here being prepared for use from Peckham garage. On the right is visiting London Buses Incident Response Unit 7863M, normally to be found at Eltham Bus Station.



Photo 5259, by **Ray Monk**, added to LTSV on 06/10/2016.

The new Vauxhall Combo van is still rare as a service vehicle. Arriva has a few, including HY13ZGX used as an engineer's van from Barking (Dagenham) garage. It was photographed leaving the garage on 1st October 2016.



Photo 5260, by **SLR**, added to LTSV on 06/10/2016.

Ford Transit Connect Mk2 van EU64SRY started life in unmarked red livery at Orpington garage. Sometime in spring 2016 it was given side chevrons and large Incident Response Unit lettering, along with a Go-Ahead London logo. In its new guise it was photographed at Stockwell Garage on 26th September 2016. Just visible in the background is Leyland DAF lorry chassis J263FYA (see photo 3107). An open day is to be held at Stockwell on Saturday 15th October 2016.



Photo 5261, by **Derek Everson**, added to LTSV on 06/10/2016.

Two new Ford Transit Custom vans were delivered to London United in spring 2015 and, after a couple of months storage at Twickenham, they were allocated to the former London Sovereign garages at Edgware and Harrow. LS15OVF was sent to the former and was photographed in the adjoining bus station on 10th August 2016. Allocated fleetnumber FT10, this van unfortunately remains in unmarked red livery.



Photo 5262, by **Ray Monk**, added to LTSV on 06/10/2016.

The first 66-registered service vehicle to be reported was a bus company one, the prize going to Stagecoach this time. MV66GNK is a Ford Transit Connect Mk2 van allocated to West Ham garage. It replaced Mk1 Connect YB12CXE, and carries the same unmarked red livery. The new van is to the Trend specification and hence has body-coloured bumpers (as did YB12CXE). It was photographed approaching its home base on 22nd September 2016.



Photo 5263, by **Ray Monk**, added to LTSV on 06/10/2016.

The NxSOV registration numbers held by Sovereign Recovery have appeared on several vehicles. N10SOV was first noted on a DAF CF recovery truck in 2009 (see photo 2772), then on a Volkswagen Transporter van during 2011. It now adorns this DAF XF recovery truck new in 2010. On 29th September 2016 it was at Addington Village Interchange keeping company with members of two other service vehicle fleets. On the left is central fleet Ford Transit 7627F in Tramlink livery, while on the right is Go-Ahead London Vauxhall Combo van HN13YMZ.



Photo 5264, by **Ray Monk**, added to LTSV on 06/10/2016.

Sovereign Recovery used to operate several Ford Transit vans but in recent years has preferred to take Mercedes-Benz, Volkswagen or Iveco products. At least one example of the new Transit Custom model was added at the end of 2015, this being LN65CJU. It can regularly be found parked in the new Lewisham Bus Station (which is really just a bus stand and is across the railway from the previous bus station), as here on 26th September 2016.



Photo 5265, by **James Mair**, added to LTSV on 02/11/2016.

Photographic coverage of owned vehicles numbered in the 2501-2599 range is pretty good, with a couple of exceptions. The biggest gap is of the ten high-roof Ford Transit vans numbered 2512F to 2521F new in January 1993. The only photos I have of any of these vans were taken either before entry to service (see photo 365) or after disposal (see photo 1408), so I have never been certain what livery they carried. One of the ten lasted just two months, 2519F being withdrawn in early April 1993, presumably with accident damage. It never worked again. The rest did not last much longer, all being taken out of stock on 6th November 1993. The vans were allocated to LT Advertising at Jamestown Road, and this operation was sold off (and rebranded as TDI), although I thought this took place in August 1994. Sightings suggest that the vans continued in the same work for some years still carrying their fleetnumbers. This is supported by this photo of the former 2512F parked in Streatham Hill (near Brixton bus garage) in February 2002. TDI had been renamed Viacom Outdoor in July 2001 and the van shows the new name, with traces of the TDI lettering towards the front. James has also photographed Ford Escort van 4348F carrying both TDI (see photo 3422) and Viacom (see photo 3423) lettering.



Photo 5266, by **Malcolm Conway**, added to LTSV on 02/11/2016.

Congregations of London Buses Incident Response Unit vans at bus stations are a common sight, but here is something different. On 30th September 2016 Malcolm found four of the vans parked at the cafe by Hollow Pond in Whipps Cross. The two LX64 registered vans nearest the camera are both based at Stratford City Bus Station, while the two LX15 vans beyond come from Turnpike Lane.

Comment by *Ray* on 03/11/2016: This is a common watering hole for LBSL vans. For example, 5588F was noted there in 2006.



Photo 5267, by **Ray Monk**, added to LTSV on 02/11/2016.

8066F to 8068F are a trio of Ford Transit Courier Kombi crew vans new in August 2015 and believed to be based at Pelham Street (South Kensington). Shown here is the shyest of the three, 8066F not being seen until Ray found it parked on Leopold Road (near Ealing Common Station) on 15th October 2016. 8067F was also present.



Photo 5268, by **Ray Monk**, added to LTSV on 02/11/2016.

By autumn 2016 most fleetnumbers in the 80xx and 81xx ranges had been delivered, and 82xx and 83xx numbers were starting to be used. However, a few vehicles often appear somewhat later than expected. 8072F and 8073F were a pair of Ford Transit dropside trucks new in September 2016, over a year after the arrival of 8074R. On the 17th of October, Ray caught 8072F leaving Acton Works.



Photo 5269, by **Ray Monk**, added to LTSV on 02/11/2016.

Vauxhall Movano minibus 8187V replaced Ford Transit minibus 6850F in July 2016, and is a common sight in the Griffith House area at night. However, like 6850F, it has never really been seen parked up during the day, hence I have been unable to assign an allocation to it. Having said that, Ray found it resting at Edgware Road Station on 24th October 2016, parked with the two recently delivered Ford Transit dropside trucks (8156F and 8157F).

Photo 5270, by **Ray Monk**, added to LTSV on 02/11/2016.

A new livery variation for 2016 marries the white/blue/green Tramlink colours with the red and white battenburg striping applied to emergency vehicles. It is seen on recently delivered Volkswagen Transporter van 8199VW at Therapia Lane depot on 22nd October 2016. You would be forgiven for not realising this is the first 6th generation VW Transporter to feature on LTSV. The visible changes are minor, mainly around the tail edge of the headlight and bumper, although a key recognition feature is the chrome strip across the front grille. The Transporter range dates back to 1950 but the 6th (here), 5th (introduced 2003 and typified by 7524VW – see photo 4322) and 4th (introduced 1990 and seen with 5199VW – see photo 1583) generations are all broadly identical.

Photo 5271, by **Kevin Bullions**, added to LTSV on 02/11/2016.

The Ford Fiesta has become a common feature of the central fleet, with over 40 added over the past 2 years. Most are hatchback cars for LUL, which have a tendency to be hard to track down. 8203F and 8204F were new in August 2016 and seem to be allocated to main tube depots. 8204F has been seen at Upminster, while 8203F was photographed at Hainault on 29th October. Parked alongside were Ford Transit dropside truck 7269F and Peugeot Partner Tepee car 7904P.

Photo 5272, by **Ray Monk**, added to LTSV on 02/11/2016.

Deliveries for the central fleet in summer/autumn 2016 were dominated by cars, including numerous Ford Fiestas (hatchbacks), Volkswagen Golfs (estates and hatchbacks) and VW Jettas (estates). 8209VW was one of the Golf estates, new at the end of September and seen leaving Acton Works on 10th October.

Photo 5273, by **Ray Monk**, added to LTSV on 02/11/2016.

Three Nissan Leaf electric cars have been used since 2014 and a further three were delivered in October 2016. 8210N and 8211N were for TfL Streets and are based at Chancel Street in Southwark, where both were photographed on 24th October 2016. It has never been clear to me what criteria determine whether a vehicle joins the numbered or un-numbered fleet, but most cars for TfL in the past have been in the latter.



Photo 5274, by **Ray Monk**, added to LTSV on 02/11/2016.

Nissan Leaf electric car LR66EYW was first licensed on 10th October 2016 and was delivered to Acton Works that day, loaded onto Peugeot Boxer flatbed transporter DK15AZN. Ray was on hand to record the moment (and to give the delivery driver some navigation help!). The car was soon given LUL livery and fleetnumber 8301N.



Photo 5275, by **Ray Monk**, added to LTSV on 02/11/2016.

Having been photographed on delivery on October 10th 2016, Ray found Nissan Leaf electric car 8301N in full LUL livery at Edgware Road Station on the 26th of the same month. It was plugged in to the electricity supply (as was Nissan e-NV200 van 8158N alongside) and appears to be allocated here. The number 8301N represented quite a leap, other deliveries at the time mainly being in the low 82xx range. However, a VW Golf hatchback numbered 8340VW also arrived in early October.



Photo 5276, by **Damon Cross**, added to LTSV on 02/11/2016.

The 'traditional' Land Rover model achieved an amazing 67 year production run, with the first appearing in 1948 and the last at the beginning of 2016. London Transport bought three in 1963 and followed this with small quantities over the next 30 years, while a handful have featured in the fleets of various bus companies and recovery contractors. What looks set to be the final addition was LV16HSG, a long-wheelbase model fitted with a generator and video display equipment for use by the London Transport Museum. First licensed in August 2016 it initially carried unmarked white but soon gained the fleetnumber LTM003. LTM001 was the number given to a red Fiat Ducato van new in 2013 (see photo 4296), while LTM002 is assumed to be allocated to blue Ducato LC61FMU (see photo 4722). The new Land Rover is described as a multi-purpose vehicle. As well as forming a small mobile exhibition unit, it is also capable of towing trailers and smaller buses. It was photographed at the back of the Museum Depot in Acton on 15th October 2016.



Photo 5277, by **Ray Monk**, added to LTSV on 02/11/2016.

New Mercedes and Volkswagen vans for the central fleet are usually supplied by two adjoining dealerships in Bedfont near Heathrow. Seen in the yard of Cordwallis on 31st October 2016 was Volkswagen Transporter van RE66FJY, a long-wheelbase, low-roof example. Similar RE66FJX was parked nearby.



Photo 5278, by **Ray Monk**, added to LTSV on 02/11/2016.

Mercedes vans for the central fleet are supplied by Rygors of Bedfont and Ray found this Sprinter crew van at their premises on 31st October 2016. While London Buses has standardised on the Sprinter model, LUL made little use of the type until a batch of 14 was delivered in late 2015. Most are based at Stratford Market and hence are not often seen or photographed. WN66YEX already had the blue skirt and will most likely also be for LUL.



Photo 5279, by **Ray Monk**, added to LTSV on 02/11/2016.

Tower Transit is somewhat unusual in operating a crew ferry service between two of its bus garages, Atlas Road in Harlesden being run as an outstation of Westbourne Park. When it took over the garages from First Group in 2013, these duties were being performed by a fleet of 6 leased Vauxhall Zafira cars in unmarked red. From autumn 2016 the last of these cars was disposed of and the crew ferry work was taken over by various vehicles transferred or loaned from the Impact Group of Perivale. Impact had a large fleet of mainly minibuses used on contract work and had been bought by Tower Transit in October 2014. Among the vehicles now in use are four LDV Maxus high-roof, long-wheelbase minibuses new in 2006. MX56AXD, seen leaving Westbourne Park garage on 27th October 2016, was in unmarked white. Also seen at work here were at least one Mercedes-Benz Sprinter minibus still in Impact livery (MX03SZC) and a Nissan Micra car (LT10TXV).

Photo 5280, by **James Mair**, added to LTSV on 02/11/2016.

I recently learned that Abellio currently operates 70 crew ferry vehicles along with 11 engineers vans, and that allocated fleetnumbers have reached as high as 6811. Unfortunately, many of the recent additions do not carry their numbers, while others have no markings at all. Seen at the Fulwell (Twickenham) open day on 17th September 2016 was silver Ford Fiesta CF12FWY, with fleetnames but no sign of any numbers.

Photo 5281, by **James Mair**, added to LTSV on 02/11/2016.

Two more Abellio Ford Fiesta cars, again seen at the Fulwell (Twickenham) garage open day on 17th September 2016. SD61KTC on the left has been in use since at least spring 2015 but has yet to gain any lettering. HG12WWC on the right is a more recent addition and has company logos and a fleetnumber on the fuel filler cap. Unfortunately that number was not reported.

Photo 5282, by **Malcolm Conway**, added to LTSV on 02/11/2016.

Go-Ahead took three Ford Transit Connect Mk2 crew vans in October 2014, operating them in unmarked red from Rainham (2) and Belvedere (1) garages. When Rainham closed in July 2016 their pair moved to the replacement Barking (River Road) garage but they were soon reallocated to Plough Lane near Wimbledon. EK64CFZ was photographed at its new home on 18th October 2016. Plough Lane latterly operated three Renault Kangoo Maxi crew vans (also in unmarked red) and it is not yet clear if any of these remain.

Photo 5283, by **Ray Monk**, added to LTSV on 02/11/2016.

Despite much shuffling of allocations in recent months, it seems that Go-Ahead still needs to hire a few vehicles for its support roles. A Mercedes Vito minibus in unmarked silver has been at Orpington for a couple of months, while this Ford Transit Connect Mk2 van in anonymous white seems to now be operating from Croydon garage. It was initially seen at the recently closed Rainham garage in east London in late July but was photographed at Addington Interchange on 22nd October 2016. I have decided not to add this vehicle to the database, yet....



Photo 5284, by **James Mair**, added to LTSV on 02/11/2016.

Abellio has a large support vehicle fleet, currently comprising 70 crew ferries and 11 engineering vans. The vast majority were acquired second-hand, the first exception being a Nissan van new to Battersea garage in 2014 (see photo 4787). At least two more new additions followed in mid-2016, these being Ford Transit Mk8 vans allocated to Battersea and Walworth. LO16GJZ from Battersea was photographed at Kennington in September 2016.



Photo 5285, by **Scott Tillbrook**, added to LTSV on 18/12/2016.

Despite reports that new vehicles were expected in Autumn 2016, the existing fleet of ten Emergency Response Unit tenders has continued in use as normal. Scott found two outside Waterloo Station back on 28th May 2016, with long-cabbed 2598 parked in front of short-cab 2600. Note that the latter vehicle has gained a new type of front mirror and mount.



Photo 5286, by **Derek Everson**, added to LTSV on 18/12/2016.

I am very grateful to Derek Everson for making regular trips to the British Car Auctions base at Blackbushe Airport each time a former service vehicle comes up for sale. Thanks to him I have been able to show quite a few vehicles that would otherwise have 'got away'. On 20th October 2016 it was the turn of Ford Transit van 7133F, new in 2011. This was one of the lesser spotted vehicles, seeming to spend most of its time hidden away at Ealing Common Depot. The vehicle in front (with the chevron rear) is Transit minibus 7037F, an altogether more outgoing member of the fleet.



Photo 5287, by **LTSV Collection**, added to LTSV on 18/12/2016.

A new contributor (who prefers to remain anonymous) has sent several photos taken at Lillie Bridge and Hainault depots. Seen here is what I call the 'car yard' at Lillie Bridge on 7th November 2016. I reckon there are 18 service vehicles visible in this photograph, the majority of which are Peugeot Partner cars or Renault Kangoo vans. Nearest the camera is Peugeot 7228P, from the batch of ten (7221P to 7230P) new in late 2011. Note the missing wheeltrim. This is a recurring feature in today's set of photos.



Photo 5288, by **LTSV Collection**, added to LTSV on 18/12/2016.

Parked in a quiet corner of Lillie Bridge depot on 7th November 2016 were Ford Transit crew van 7231F and Ford Focus estate car 7683F.



Photo 5289, by **Derek Everson**, added to LTSV on 18/12/2016.

Large numbers of Renault Kangoo Maxi vans joined the central fleet from late 2011, and these vehicles are now coming up for replacement. 7326R spent its career at Acton Works and was generally only seen out at night. On 3rd October 2016 it was seeking a new owner at BCA Blackbushe. It looks as though replacements will not be of the same type, indeed only one Kangoo has been added in the past year (Tramlink's 8173R – see photo 5251). Though it is not clear in this photo, 7326R had a missing (or mis-matched) front wheel trim.



Photo 5290, by **LTSV Collection**, added to LTSV on 18/12/2016.

Lillie Bridge depot on 7th November 2016, and this must be 'Kangoo Corner'. This photo shows two different liveries, two different lengths and two different versions of the Kangoo van. To the left and right are Maxi vans 7361R and 7365R in Tube Lines livery. Part of a large batch that mainly went to Stratford Market Depot, these two (plus 7364R which was parked nearby) transferred to Lillie Bridge in 2014/2015. Centre left is newer and shorter 8018R, sporting the LUL/TfL livery. Tramlink 8173R gets a mention again here since it carries a very similar registration number to that on 8018R. The Maxi in centre right was not identified but since it also has TfL lettering I presume it is one of 7823R, 7824R or 8150R. Note that this picture has been made by stitching two photos together.



Photo 5291, by **LTSV Collection**, added to LTSV on 18/12/2016.

Lillie Bridge Depot, 7th November 2016. Ford Transit crew vans 7479F and 7671F. Enough said.

Photo 5292, by **Derek Everson**, added to LTSV on 18/12/2016.

Back to Blackbushe, this time on 11th November 2016. Two of the LUL Smart cars were auctioned that day, this being previously unseen 7566SM. The diminutive Smart Fortwo car looks set to disappear from the central fleet soon, with just one example (7669SM) thought to remain. At the back of the line was Renault Kangoo 7262R (see photo 4027) which never did manage to gain a red stripe.

Photo 5293, by **LTSV Collection**, added to LTSV on 18/12/2016.

Lillie Bridge depot covers a large area but its layout is not ideal, having several small parking areas at differing levels and with limited clearance for movements of other vehicles. With an allocation of around 100 vehicles, parking spaces have to be carefully planned and clearly marked. Seen on 7th November 2016 are two Ford Transits parked correctly in spaces marked Flatbed. Nearest is late Mk7 model 7670F while facing the other way is one of the newer Mk8s, most likely from the batch 7992F to 7998F. On the higher level behind are 7 more Transits of various configurations.

Photo 5294, by **LTSV Collection**, added to LTSV on 18/12/2016.

The last Mk7 Ford Transit dropside truck added to the central fleet was 7821F, new in spring 2014. It was thus the only example to be given TfL lettering and was seen at its home depot of Lillie Bridge on 7th November 2016.

Photo 5295, by **Derek Everson**, added to LTSV on 18/12/2016.

Former Incident Response Unit Ford 6986F now provides some variety in the Volkswagen-dominated LBSL Infrastructure fleet. It was photographed at Orpington Station on 12th October 2016 alongside Caddy Maxi vans 7894VW and 7896VW and Transporter 7837VW.



Photo 5296, by **Derek Everson**, added to LTSV on 18/12/2016.

This photo taken at Turnpike Lane Bus Station very early on 19th October 2016 shows LBSL Mercedes Sprinter van 7862M. As regular visitors will know, this fleetnumber was used twice. The original 7862M (registration LX64ARF) was written-off when only two months old in March 2015 and a replacement 7862M (registration WX65VRD) was delivered about six months later. Another replacement IRU arrived towards the end of 2016 but this time was given a new fleetnumber (8212M).

Comment by *Rob Morel* on 26/12/2016: Out of interest what equipment to these vehicles carry ?? Buses on Diversion signs, cordon tape etc any internal shots??

Comment by *Thomas Young* on 15/01/2017: No internal shots yet. Ref the equipment carried I can add a few things: Bullhorn, Dolly stop and base, sacks of grit (for oil spills) and a shovel.



Photo 5297, by **Ray Monk**, added to LTSV on 18/12/2016.

Ten Ford Transit Courier vans were delivered for the Lifts and Escalators fleet in early 2015, to be followed by a dozen examples of the Kombi crew van variant over the next year. Van 7969F was found at North Greenwich Station on 28th November 2016. The vans were to the 'Trend' specification, with body-coloured mirrors and door handles and smart wheeltrims but this example seems to have lost the latter.



Photo 5298, by **Colin Lloyd**, added to LTSV on 18/12/2016.

There are at least 8 Ford Fiestas in TfL white/blue livery (six vans and two cars) and they are proving to be difficult to track down. Malcolm recently sent in a nice photo of 7986F parked at Edmonton, but since that one has already been featured on LTSV twice I opted to instead use this photo caught by Colin Lloyd at the Imax roundabout at Waterloo on 8th September 2016. It shows van 7984F passing, perhaps on its way back to Chancel Street.



Photo 5299, by **LTSV Collection**, added to LTSV on 18/12/2016.

Another photo taken at Lillie Bridge depot on 7th November 2016 shows the Mk8 Ford Transit in the ascendant. Van 7989F is to the fore, parked across the spaces that were marked out specially for the batch of (now departed) Smart cars (see photo 3728). Similar van 7990F is parked in front of TransPlant House on the left. For a long time the Lillie Bridge allocation has featured a trio of Jumbo Ford Transit vans, the previous examples being 7113F (see photo 3696) to 7115F. Although the two vans seen here are smaller (being medium wheelbase), it would appear that 7989F to 7991F have replaced the previous Jumbos. Also visible is dropside truck 7993F and Mk7 Plant Services van 6859F.



Photo 5300, by **LTSV Collection**, added to LTSV on 18/12/2016.

With Empress State building in the background, this is evidently Lillie Bridge depot again. Seen on 7th November 2016 was Ford Transit Mk8 dropside truck 7997F, one of a batch of seven delivered at the beginning of the year. More can be expected soon, as the allocation here includes nine Mk7 Transit dropsides new in 2012. The vehicles in the background can be seen in the next photo.



Photo 5301, by **LTSV Collection**, added to LTSV on 18/12/2016.

New in April 2015, a batch of 13 Renault Kangoo vans was given fleetnumbers 8006R to 8018R and allocated to Lillie Bridge. Seen there on 7th November 2016 was 8007R. Tube Lines liveried Kangoo Maxi van 7361R is visible beyond on the left (see photo 5290), while no fewer than six Peugeot Partner Tepee cars can also be seen. All are believed to be from the batch of 10 new in late 2011 (7221P to 7230P).



Photo 5302, by **LTSV Collection**, added to LTSV on 18/12/2016.

Providing a little variety in the vehicles seen at Lillie Bridge depot on 7th November 2016 was un-numbered Volkswagen Passat estate car KP14VXL in silver livery with LUL/TfL lettering. To the left is Renault Kangoo van 8015R while yet more Peugeot Partner Tepees are on the right.



Photo 5303, by **LTSV Collection**, added to LTSV on 18/12/2016.

Our new contributor visited Hainault Depot later in November 2016 and photographed more service vehicles. Curiously, few of the resident vehicles were captured (apart from 7904P and 8203F which were covered last month) but several visitors were. Here we see Ford Transit Mk8 van 8030F, one of the large batch delivered to Acton Works in late 2015. All sport this unusual type of roof-rack, the function of which I am not sure about.



Photo 5304, by **LTSV Collection**, added to LTSV on 18/12/2016.

Following from a trio at Pelham Street, a larger batch of eight Ford Transit Courier Kombi vans was delivered to Lillie Bridge at the end of 2015. Vehicles numbered 8099F to 8106F replaced VW Caddy vans of similar configuration. As with most Lillie Bridge vehicles, they are mainly active at night and thus photos are scarce. I was rather surprised that the contributor who visited Lillie Bridge in early November did not catch any, but then he was at Hainault depot a few weeks later and found two there! Nearest the camera is 8105F with 8106F beyond. Note the somewhat 'humped' appearance, accentuated by the rising waistline.



Photo 5305, by **LTSV Collection**, added to LTSV on 18/12/2016.

Although dominated by three types (Ford Transit, Peugeot Partner and Renault Kangoo), other types do feature in the allocation at Lillie Bridge Depot. Seen there on 7th November 2016 was 8180P, a Peugeot Bipper van new in March 2016. The Bipper model had previously been used between 2010 and 2015 by Tube Lines and TfL Streets but this was the first in LUL livery. 8186P is another Bipper, though its operator and allocation is not yet known. Curiously, despite the similarity in registrations (KY16FXT and KY16FXV), 8186P was first licensed over 4 months after 8180P. Alongside is Ford Transit dropside truck 7602F.



Photo 5306, by **LTSV Collection**, added to LTSV on 18/12/2016.

The Emergency Response Unit got a new car in late 2016 with the arrival of Volvo XC60 estate LM66UNH, caught approaching Aldgate on Commercial Street on 13th November 2016. This is only the second Volvo for the liveried fleet and it replaced the first, 7481 (see photo 4203). Neither car carried a fleetnumber and it remains to be seen whether the new example is actually allocated one.

Comment by *Thomas Young* on 24/12/2016: I should clarify that this was the second Volvo CAR for the liveried fleet. Several Volvo lorries have been used, including by the Emergency Response Unit.



Photo 5307, by **Malcolm Conway**, added to LTSV on 18/12/2016.

A surprising survivor seen at East Acton on 7th November 2016 was Mercedes-Benz Sprinter van RCZ7361 of Metroline, tending to bus VW1207. New in September 2001 with registration WV51PZE, it was a common sight in central London for a few years. In spring 2009 it was re-registered, since when it has only been reported a couple of times each year. It is evidently still in use though, and is thus one of the oldest 'normal' service vehicles in London. The application of dateless registrations from Northern Ireland shows no sign of abating since the first appeared on the mainland in the 1980s. Fortunately very few service vehicles have been so treated. I can't help thinking that this registration would be much more apt on Renault Kangoo van 7361R!



Photo 5308, by **Ray Monk**, added to LTSV on 18/12/2016.

Epsom buses has renewed its 'rest bus' fleet of two minibuses used at bus termini. The latest incarnation of fleetnumber MB02 appeared at Wallington in autumn 2015 (see photo 5088) but it was not until a year later that a new MB01 was found at Banstead, as seen here on 7th November 2016. It differs from its sister in being long-wheelbase (instead of medium) and having a schoolbus sign on the front, presumably from its previous owner. In issue 628 of TLB (The London Bus newsletter) I stated that this minibus could be found at Banstead Station. I should point out that this vehicle is in fact usually parked in the town centre.



Photo 5309, by **Ray Monk**, added to LTSV on 18/12/2016.

Arriva London operates quite a few small vans in unmarked liveries, usually silver or white. It would appear these are used for administrative functions since there are other vehicles for crew ferry and engineering duties. Not previously reported was this rather sorry looking example found at Edmonton on 24th November 2016. Luckily Ray was able to get an angle on the rear which showed it to be registered YB11EKR, a Vauxhall Corsa van new in July 2011 and delicensed since November 2015.



Photo 5310, by **Scott Tillbrook**, added to LTSV on 18/12/2016.

Stagecoach London renewed its engineering support fleet in summer 2016, Ford Transit Custom vans replacing 5-year old Transit vans. We don't have information on all of the new vans yet, let alone photographs. Here instead is the last of the previous batch to be illustrated on LTSV. YC11KSV had national fleetnumber 95254 and was based at North Street (Romford) Garage. It could often be found parked on its own launch ramp at the south end of the garage, as here on 28th February 2016.



Photo 5311, by **Derek Everson**, added to LTSV on 18/12/2016.

Ford Transit van HJ61LPA is used by the engineers at Arriva London's Enfield garage, where it was photographed on 19th October 2016. Its side lettering has been amended since it was new (see photo 4192). Note that this parking space is reserved for YF03XCG, a van that actually transferred to TGM Stansted back in 2012.



Photo 5312, by **Ray Monk**, added to LTSV on 18/12/2016.

The garage beside the River Lee Navigation in Edmonton has had mixed fortunes over the years. Latterly operated by Arriva it was closed in 2012 but re-opened in 2014 when the nearby Lea Valley base had to be shut. Recent tendering losses and allocation changes means it now only operates a couple of single-deck bus routes, and it is otherwise used as an engineering and storage base. Seen beside the towpath on 24th November 2016 were two Citroen Berlingo vans (a third was nearby) and New Routemaster bus LT834, one of a batch intended to convert Stamford Hill's route 253 to the type. The Citroen vans were previously operated by Arriva the Shires at Garston. That garage is now under Arriva London control and some of Edmonton's Vauxhall Corsa cars have been transferred there. The vans presumably came here in exchange.



Photo 5313, by **Derek Everson**, added to LTSV on 18/12/2016.

First London mainly used Volkswagen vans but in 2012 took three Fords. When First decided to withdraw from London operations, the Transit Connect van stayed in the group by transferring to First Essex. The two Transit vans (which differed in length and livery application) passed to the new operators of the former First garages. Both were shown on LTSV when fairly new and carrying First branding. Today I am showing them both again. SP12LUO was a long-wheelbase van based at Lea Interchange. As such it became a Tower Transit vehicle in 2013. As well as a change of lettering it has also gained a light-bar and on 21st September 2016 it was found parked at Walthamstow Bus Station. I was surprised to discover recently that Lea Interchange is now the largest bus garage in London, with a current allocation of around 280 buses. Conversely, Westbourne Park (also a Tower Transit garage) has dropped right down from being one of the biggest to having to just 45 buses.

Photo 5314, by **Derek Everson**, added to LTSV on 18/12/2016.

The largest part of the First London operation was taken over by Metroline in 2013, including Greenford Garage. This was home to Ford Transit van ST12EVD, a medium-wheelbase example with yellow chevrons around its skirt. The van was rarely reported, and was photographed outside the Metroline works in Perivale on 21st September 2016. It was sold through British Car Auctions in December 2016. It seems odd to dispose of a 4-year old van when 15-year Mercedes RCZ7361 remains in use (see photo 5307), but perhaps the Fords were leased rather than owned.

Photo 5315, by **Ray Monk**, added to LTSV on 18/12/2016.

Plough Lane Garage now has three unmarked Ford Transit Connect Mk2 crew vans for use as crew ferry vehicles, replacing a trio of similarly anonymous Renault Kangoo Maxi crew vans (see photo 3934). Two of the Fords had started life at Rainham in east London, including EK64CDZ seen at the garage on 7th November 2016. The third (EU16KXR) may have been new here but it has not yet been photographed. Note that Go-Ahead actually calls this location Waterside Way Garage.

Photo 5316, by **Malcolm Conway**, added to LTSV on 18/12/2016.

Still looking smart, apart from the missing wheeltrim, Ford Fiesta van LS15CZY is used by London Sovereign but carries fleetnumber FF24 in the series started by co-owned London United. Based at Harrow garage, it was photographed in the town's bus station on 4th November 2016.

Photo 5317, by **Malcolm Conway**, added to LTSV on 18/12/2016.

More mis-matched wheels, this time on Ford Transit Connect Mk2 van SP15GUC of Tower Transit seen at East Acton on 7th November 2016. Initially listed as being a Westbourne Park vehicle, it is actually based at the Atlas Road outstation in Harlesden.



Photo 5318, by **Ray Monk**, added to LTSV on 18/12/2016.

Arriva's Edmonton Garage has always needed a sizeable fleet of crew ferry vehicles, due to its location some distance from the nearest bus routes. Vauxhall Corsas have been the favoured type for the past few years and most of the batch acquired in early 2014 with fleetnumbers 201 to 214 are based here. Seen at the garage on 24th November 2016 were two more recent additions, both being silver 5-door Vauxhall Corsa cars with Arriva lettering in the windscreens. HV65OBD dates from December 2015 and was part of a batch that went otherwise to Barking (Dagenham). It now has fleetnumber 217. FL16SNX was new in March 2016 along with a couple based at Dartford.



Photo 5319, by **Ray Monk**, added to LTSV on 18/12/2016.

Seen outside the Arriva offices on Watsons Road (Wood Green) on 24th November 2016 was unmarked white Vauxhall Corsa van WO16PHV. Similar FH65CWM was parked nearby.



Photo 5320, by **Phillip Hambling**, added to LTSV on 27/12/2016.

Today's photos start with a look back at the early years of the leased fleet. Baker Street Station always seemed to have two or three service vehicles parked outside. On 3rd May 1986 these included two Ford Escort vans, with Distribution Services 3006F parked ahead of 3016F used by the Electrical Engineer (Lighting). The Ford Escort van was a common part of the central fleet from 1968 until the last arrived in 2002. During the 1980s, the type accounted for a fifth of all fleet additions.



Photo 5321, by **Colin Lloyd**, added to LTSV on 27/12/2016.

With a wave from the driver, Freight Rover Sherpa van 3162L heads into the back entrance of Chiswick Works on 20th June 1986. Although the cab lettering reads Plant Contracts Manager, this van was actually used by Cleaning Services, along with most of LT's Sherpa-derived vans. Note the water filling point high-up towards the rear.



Photo 5322, by **Keith Grimes**, added to LTSV on 27/12/2016.

Photographed on 27th March 1988, this Mk2 Ford Transit van was used by LT Advertising and was found at their Ferry Lane base between Walthamstow and Tottenham. I may have mentioned this before but grey livery was used on almost all of LT's Ford Transits up until the change from the Mk2 to the Mk3 in about 1987. The standard then became either red or white.



Photo 5323, by **Richard Eversden**, added to LTSV on 27/12/2016.

Stockwell Garage was a good place to see service vehicles. As well as maintaining a large part of the lorry fleet, there was also a publicity office in the entrance roadway, usually with a group of small vans parked outside. On 3rd January 1988 Ford Escort van 3252F was there along with similar 3256F and one of the D/YBB batch of Bedford CF vans (3426B-3443B).



Photo 5324, by **Phillip Hambling**, added to LTSV on 27/12/2016.

Despite the lack of visual clues, most LT enthusiasts will be able to recognise the location of this photo, even if they don't notice the 'Telford Avenue' lettering on the bus shelter! It is of course Brixton Bus Garage (in Streatham!), the site of the departure from normal service of the Routemaster bus in December 2005. Rewind to the mid-1980s and we find Bedford Astra van 3266B parked on the entrance roadway. One of several generations of vans and cars to use (and re-use) roof-mounted roundels, this example was new in May 1984 and lasted until January 1987. In the background is the distinctive read-end of a B20 DMS bus.



Photo 5325, by **Keith Grimes**, added to LTSV on 27/12/2016.

I have always listed Ford P100 pick-up truck 3353F as being new in white/blue livery, changed to cream in about 1988 but I think this is incorrect. For a start, the LUL white/blue livery did not appear until 1990. New in January 1986, 3353F was allocated (along with similar 3352F and 3354F) to the LT Builders department at Parsons Green. The other two trucks were in red livery and there was no mention at the time of 3353F being different. What is certain is that in early 1988 it was transferred to the new Bexleybus operation at Bexleyheath and gained appropriate blue lettering on a cream base livery. The repaint was very thorough and included the re-application of a P100 transfer, but no fleetnumber. It was photographed passing through Woolwich on 28th March 1988. 3353F was one of just six of the original P100 model (which featured the front half of a Ford Cortina) operated by LT. The later, Ford Sierra-based P100 was slightly more successful, with 17 being leased between 1988 and 1997. Among these was 3806F, which replaced 3353F at Bexleyheath, though the special livery had by then been abandoned. By co-incidence, the other service vehicle in Bexleybus livery (Astra van 3366B) also started out with LT Builders.



Photo 5326, by **Derek Everson**, added to LTSV on 27/12/2016.

3435B was a Bedford CF220 van new in summer 1987 which served in the advertising section for three years. It was based at Stamford Brook garage, where it was photographed on 27th August 1987 still looking fresh (note the white wheels). It appears that none of the D/YBB batch ever carried fleetnumbers, nor did they have standard lettering. At first they had yellow labels as seen here, later replaced by London Transport Advertising lettering as seen on 3434B (see photo 515).



Photo 5327, by **Richard Eversden**, added to LTSV on 27/12/2016.

Parked near Kings Cross Station on 14th June 1988 was Ford Escort van 3457F, with an un-identified similar van parked in front. I didn't crop this photo because the car behind is of interest. The registration of D25MJV suggests that this dark blue Ford Escort car was a member of the 'private car' fleet. I can't confirm this because it appears to fall in a gap between two of the fleetlists that I have from that period. However Escort estate D24MJV was in the leased fleet as 3388F. The Cleaning Services department had a small office here (behind the photographer) but both of the vans here are lettered for the Department of Civil Engineering.



Photo 5328, by **Keith Grimes**, added to LTSV on 27/12/2016.

3478B was an inspector's van often to be found parked in Victoria Bus Station and hence was one of the most frequently photographed service vehicles, despite only being in stock for about 15 months. Acquired on lease from Avis in November 1986, it was reportedly withdrawn in February 1988 while the majority of the same batch lasted until 1989 or 1990. I liked this photo (taken on 12th April 1987) because it also includes a Green Line TDL coach, a very unusual sight in the bus station.

Comment by *Kim Rennie* on 03/01/2017: BR yellow vans in background?

Comment by *Thomas Young* on 15/01/2017: Ref the two Ford Transits and one Sherpa van, they are quite likely to be BR vans, although no lettering is apparent. Were BT vans still yellow in 1987?



Photo 5329, by **Ray Monk**, added to LTSV on 27/12/2016.

A new Mercedes-Benz Sprinter van in London Buses IRU livery was noted at the Bedfont dealership in early December 2016. It was still there on the foggy 17th when Ray photographed it through the fence. It is presumed to be a replacement for one of the accident-damaged IRUs. However, unlike the case of 7862M being replaced by a new 7862M in 2015, this one has a 'fresh' fleetnumber of 8212M.



Photo 5330, by **Ray Monk**, added to LTSV on 27/12/2016.

Ray holds on to his 'highest numbered SV photo' title with this view of similarly registered Ford Fiesta vans 8352F (left) and 8353F (right) in the front car park at Acton Works on 17th December 2016. Numerous Ford Fiestas have been added over the past two years although where they are all now is largely a mystery. And since that appears to be a robin on the ground in front, this is going to be my Christmas picture for this year....

Photo 5331, by **Derek Everson**, added to LTSV on 27/12/2016.

Two new MAN lorries were spotted in the Bedfont dealership in early December 2016 in a white/blue livery that suggests they will be destined for LUL. Both are based on the TGM model, although the configurations are not yet clear. LV66XYC has a flatbed body with safety railings and a very smooth loadspace. It also has a fold-away tail-lift. It may actually be a demountable, in which case this is presumably a new body. Seen on 20th December 2016.

Photo 5332, by **Derek Everson**, added to LTSV on 27/12/2016.

MAN lorry LV66XYD was photographed in the dealer's yard in Bedfont on 20th December 2016. It is a TGM 15.250 and it features runners atop the chassis that suggest it could be a demountable lorry. Having said that, it could yet be fitted with a permanent body. LV66XYC is just visible on the left and looks to be very similar but based on a TGM 16.250 (or 18.250) chassis.

Photo 5333, by **Derek Everson**, added to LTSV on 27/12/2016.

A largish batch of Volkswagen Caddy Maxi crew vans has been coming through the Bedfont dealership over the past few weeks. They could be destined to replace some of the many Renault Kangoo vans leased in 2012. Photographed on 20th December 2016 was RF66HZJ, with an un-registered example alongside.

Photo 5334, by **Ian Rivett**, added to LTSV on 27/12/2016.

Metroline added a Ford Transit Custom van to its fleet in late 2016 with the arrival of AY66WKG. Photographed outside the CELF works in Perivale on 11th December 2016, the allocation of the new van is not yet known. The fact that Ford Transit van ST12EVD from Greenford garage (see photo 5314) was recently sold maybe a clue...

Photo 5335, by **Ray Monk**, added to LTSV on 14/01/2017.

Old and new 1. There are several points of interest about this photo taken at the Volkswagen dealership in Bedfont on the last day of 2016. On the right is Caddy van 7322VW in full LUL livery. This van has been based at Acton Works and has often been seen on Bollo Lane. Despite this, the only other photographs I have of it were taken at this same dealership when it was brand new in 2012 (see photo 3871). It is not yet known if 7322VW has been withdrawn or was just here for repairs. It could have been visiting to allow equipment and fittings to be removed for transfer to a new vehicle, of which quite a few were also present. On the left is Caddy Maxi crew van RF66HZD in unmarked white/blue livery. This is an example of the 'New' Caddy although, as with the larger Transporter van, the differences between marques are minimal. A very obvious difference is the fitting of a top-hung rear door on RF66HZD. This has always been an option on the VW Caddy model but, as far as I know, this is the first time it has been seen on a service vehicle, all others having the asymmetric, side-hung doors as seen on 7322VW. The final point concerns the recessed side windows and panels on Caddy Maxi RF66HZD, compared to the smooth bodysides of Caddy 7322VW. I have never noticed this before but it appears to be a standard difference between the two lengths.

Photo 5336, by **Ray Monk**, added to LTSV on 14/01/2017.

Old and new 2. Yet another peer into the front car park at Acton Works, this time on 31st December 2016. For once the older vehicle is the more interesting one, this being Volkswagen Caddy crew van 7630VW new in 2013 and disposed of to auction in January 2017. Based at Hainault Depot it had been seen quite a lot, usually at night, but never before photographed. It was most notable for carrying the wrong fleetnumber 7930VW. Larger VW Transporter van 7629VW was also delivered to Hainault at about the same time and carried a similarly wrong number of 7929VW. In the background is new Ford Fiesta van LM66MYV, the fleetnumber of which could not be read. Delivered at the beginning of December 2016 it spent most of the next month here.

Comment by *Steve Howard* on 28/03/2017: Fiesta van now known to be numbered 8356F

Photo 5337, by **Ray Monk**, added to LTSV on 14/01/2017.

The fleet of vans operated by London Overground has seen some changes over the past few months. Of the 8 Renault Kangoo Maxi vans new over the turn of 2013/2014, one has been delicensed (7766R, possibly accident damaged) while three were disposed of to BCA in mid-January 2017 (7768/69/88R). These are amongst the highest numbered withdrawals to date, though they all achieved about three years' use and quite high mileages. One of the remaining four was 7763R, photographed on Reculver Road in Bermondsey on 10th January 2017. This location is just around the corner from the Infrastructure Maintenance Facility on Oldfield Grove, and is the same place where 7769R was found back in 2014 (see photo 4589).

Photo 5338, by **Ray Monk**, added to LTSV on 14/01/2017.

Neatly showing the livery similarity to that on the class 378 trains, this is London Overground VW Golf estate 7982VW, found on Oldfield Grove on 10th January 2017. This car was added to stock in March 2015 as a replacement for one of the two un-numbered Golf estates operated since 2010. Note that the new car has a shallower skirt than its predecessor (see photo 4650). Renault Kangoo van 7981R arrived at the same time and may have replaced the other Golf (unless unseen Golf 7889VW turns out to be an Overground vehicle). If you are wondering why an un-numbered car should be replaced by a numbered one then join the club!

Photo 5339, by **Ray Monk**, added to LTSV on 14/01/2017.

The Mk8 Ford Transit is now a common sight in various service vehicle fleets but, for some reason, no examples of the minibus version have been taken so far. When Mk7 minibus 7489F (see photo 4227) at Northumberland Park Depot became due for withdrawal its replacement was VW Transporter minibus 8333VW, seen at the depot on a misty 28th December 2016. Note the 'cage' separating the seating from the very short cargo area at the rear.

Photo 5340, by **Derek Everson**, added to LTSV on 14/01/2017.

The two new MAN lorries illustrated last month were delivered to Acton Works shortly after Christmas 2016 but have yet to be photographed. What has been sent in is this excellent photo of a new Mercedes Econic dustcart. LO66ZRE was new in December and has a 2-axle chassis and Geesink Norba bodywork. As such it may be a belated replacement for 2-axle WX08KUT which was sold in mid-2016. The new lorry was caught in Chiswick on 4th January 2017.

Photo 5341, by **Ray Monk**, added to LTSV on 14/01/2017.

Full details of the new Stagecoach London engineering van fleet are still not available although it is believed that they were all delivered by autumn 2016. MC16FGV was in use from Catford by July, initially in unmarked red livery. It had gained lettering by 3rd January 2017, when Ray caught it passing through the revised road layout at Lewisham. One curious aspect is that it carries fleetnumber 95252 towards the rear, which would appear to be a mistake. 95252 was of course the fleetnumber carried by the previous Catford van (Mk7 Ford Transit YC11KSJ – see photo 3574). Only one of the other Transit Custom vans has so far been reported with a fleetnumber that being 90933 on MD16SXL at Rainham. If anyone has any additional info, or details of new vans at Bow, Leyton or West Ham garages, I would be interested to hear from them.



Photo 5342, by **Clive Greedus**, added to LTSV on 14/01/2017.

Prolific modeller Clive Greedus recently sent in some photos of his latest project, namely a batch of 1:76 scale AEC Regal and Regent lorries as widely used by London Transport in the 1940s and 1950s. This picture shows a line-up of eight such lorries posed on a diorama of Aldenham Works. Six of the lorries are Regals (converted from T-type single deckers), while the second and third from the left are Regents (former STL double-deckers). The full list is (L-R) 401W, 743J, 1016J, 400W, 389W, 402W, 407W and 392W.



Photo 5343, by **Clive Greedus**, added to LTSV on 14/01/2017.

These AEC Regal and Regent lorry models are based on the Little Bus Company kit released in 2016. The resin kit comes with metal radiator and rubber wheels. Clive has added extra details and made modifications to represent actual vehicles. Four are modelled with the lower valances removed, while various lengths of tilt cover are featured.



Photo 5344, by **Clive Greedus**, added to LTSV on 14/01/2017.

AEC Regal 400W was converted from T246 in 1939 and spent ten years at Tottenham Garage, moving to Upton Park in 1949 for another decade of service. Clive's model of the lorry (built from a Little Bus Company kit) was photographed posed in a diorama of Upton Park, alongside some local buses. The kit has been modified with cut-away side valances.



Photo 5345, by **Clive Greedus**, added to LTSV on 14/01/2017.

743J was rebuilt from bus STL297 in late 1949 and was initially configured as a rail carrier. Curiously both 743J and similar 744J were further converted to towing lorries less than a year later. In this form, 743J was sent to Sutton bus garage in August 1950 before moving on to Merton the following month. It stayed at Merton until withdrawn in 1965. Clive has modelled 743J using the Little Bus Company kit, leaving the side valances in place and adding a small hoist.



Photo 5346, by **Ray Monk**, added to LTSV on 27/01/2017.

A large quantity of Volkswagen Caddy Maxi crew vans were added to the leased fleet around the end of 2016 and into 2017. Typical of these is 8238VW, seen parked up in Welling on 27th January 2017.



Photo 5347, by **Ray Monk**, added to LTSV on 27/01/2017.

Volkswagen Transporter van RF66HZY was seen in the yard of the Bedford dealership in early January 2017 and it was noted that it had a light-bar, suggesting that it was not destined for LUL. Later in the month (on the 24th) it was seen in Welling in TfL livery and with fleetnumber 8267VW. Two earlier VW Transporter vans carried TfL markings (6601VW and 6602VW of 2008 – see photo 2666) but both were later transferred to LUL work. Note that this van has the same noise abatement notices as most LUL vehicles.

Comment by *SLR* on 11/02/2017: Following internal restructuring, the 'Bus Infrastructure' department is now part of TfL Asset Management rather than London Buses and deal with more than just bus infrastructure. That, coupled with the lightbar and the fact the vehicle appears to be parked in a bus stop (thick yellow line) leads me to believe that this is probably a new livery for the department - and this van will probably be based at Orpington. The van is also consistent with previously used vehicle types for this department.



Photo 5348, by **Derek Everson**, added to LTSV on 27/01/2017.

Another of the recent Volkswagen Caddy Maxi crew vans is 8269VW, caught leaving Acton Works on 18th January 2017.

Photo 5349, by **Colin Smith**, added to LTSV on 27/01/2017.

99 Renault Kangoos were added to the central fleet in 2012, with reducing numbers in the years that followed. 2016 saw just one arrival in the spring (Tramlink's Kangoo Maxi Van 8173R – see photo 5251) then nothing more until near the end of the year. Short Kangoo van 8344R was first licensed on 19th December and was given LUL livery. It was photographed at Ealing Common Depot on 20th January 2017. There may be more yet to be reported, as similar 8348R arrived in January.

Photo 5350, by **Colin Smith**, added to LTSV on 27/01/2017.

Along with lots of VW Caddy Maxi crew vans, a number of larger Transporter crew vans have also been delivered recently. This pair was photographed at Acton Works on 19th January 2017, having only been licensed and delivered in the previous two days. Still in unmarked white/blue, they are probably due to receive LUL livery but could perhaps be for London Overground. It is interesting that the registration numbers flank that on Caddy 8269VW (see photo 5348).

Photo 5351, by **Derek Everson**, added to LTSV on 27/01/2017.

There were in fact three new dustcarts delivered around Christmas 2016, and Derek has already managed to photograph each of them. They are all based on the Mercedes-Benz Econic chassis/cab with compactor bodywork by Geesink Norba. LO66ZRC and LO66ZRD are 3-axle Econic 2630Ls, of which the former is seen here approaching Acton Works on 18th January 2017.

Photo 5352, by **Derek Everson**, added to LTSV on 27/01/2017.

LO66ZRD is a 3-axle Mercedes-Benz Econic 2630L with Geesink Norba refuse collection bodywork. New around Christmas 2016, it was photographed in King Street, Hammersmith on 18th January 2017. The Econic chassis/cab is almost exclusively used for dustcarts. Having said that, I have noticed a few bodied as tipper trucks, mainly with Conway. These are curious for UK lorries in having three axles at the back.

Photo 5353, by **Ray Monk**, added to LTSV on 27/01/2017.

The third new dustcart (LO66ZRE) has already been shown on LTSV (see photo 5340), but not from behind. This is the only 2-axle vehicle in the batch, and is based on a Mercedes Econic 1830 chassis. On 17th January 2017 it was seen passing Acton Town Station, still looking fairly pristine.

Photo 5354, by **Ray Monk**, added to LTSV on 27/01/2017.

The two MAN TGM lorries that appeared at the Bedfont dealers in December 2016 (see photos 5331 and 5332) were delivered to Acton Works towards the end of that month. The first to be seen on the road was LV66XYC, now in full LUL livery and caught leaving Acton Works on 17th January 2017. Although I originally thought it was a demountable, looking at this photo makes me think it is actually a normal flatbed lorry. I can't report on LV66XYD though as it has yet to be clearly seen. A minor livery difference between this and the crew-cabbed MAN TGM lorries delivered in 2014 (see photo 4824) is that the red stripe is not carried onto the front corner air scoops.

Photo 5355, by **Ray Monk**, added to LTSV on 27/01/2017.

As already shown on LTSV (see photo 4942), Vauxhall Vivaro van FP64WZB was new to the Arriva PSM maintenance operation. During 2016 it seems to have transferred to the engineering support fleet, most likely based at Dartford bus garage. The original lettering has been replaced, and it has also gained a light-bar and what appears to be a pair of roof rails. Ray caught the van leaving Bexleyheath bus stand on 18th January 2017.

Photo 5356, by **Colin Smith**, added to LTSV on 30/01/2017.

Most of the new Emergency Response Unit tenders were present at Acton Works today (30th January 2017) and here is a first view of them. The biggest surprise is that they have been given fleetnumbers in the main numbering sequence, last used in 2008. The vehicles are Volvo FL-series units with crew cabs and bodywork by JDC. Five (2603 to 2607) are in TfL/LUL/ERU livery while the other five have a Police livery with dual fleetnumbers 2608 to 2612 and B880 to B884. More photos and database entries will be added in the next few days.



Photo 5357, by **Colin Smith**, added to LTSV on 28/02/2017.

At least nine of the new Volvo Emergency Response Unit rescue tenders were at Acton Works on 30th January 2017, and our correspondent very kindly sent me a batch of photos. Unfortunately, pressure of work has delayed their appearance on LTSV until now. Seen here is 2603 in ERU livery and with a ladder on the roof. The fleetnumber 2603 is also carried by Mercedes-Benz Actros artic WX57NPV (see photo 2368), but it appears that the decision to drop fleetnumbers (for 'normal' lorries at least) was made at about the time of its delivery, and it was referred to officially as '57NPV'. The vehicle partially visible on the right of this photo is older ERU tender 2601, showing the general similarity in the bodywork.



Photo 5358, by **Colin Smith**, added to LTSV on 28/02/2017.

This photo taken at Acton Works on 30th January 2017 shows the two livery variants on the new Emergency Response Unit rescue tenders. In the centre are ERU liveried 2606 and 2605, with a blue skirt topped by a broad yellow band and with a red panel on the front. Flanking these are 2612 and 2608 in British Transport Police livery, on which the side band is made up of yellow and blue squares, while the front panel is white. Both variants have a reflective safety stripe half way up the blue skirt. Note also that all vehicles have full-length double-cabs. The previous vehicles (Mercedes Ategos 2592 to 2601) featured a mix of short double-cabs (with only one door per side) and long ones.



Photo 5359, by **Colin Smith**, added to LTSV on 28/02/2017.

Volvo FL816 rescue tender 2607 is one of five to carry ERU livery. Beyond the cabs, the bodywork (by JDC) is very similar to the previous generation of tenders. Features carried by all the new vehicles are sun visors above the windscreens and large roof-mounted horns. They do not appear to have light-bars as such but I expect the small LED fittings all around the tops of the vehicles can produce various warning indications. Acton Works, 30th January 2017.



Photo 5360, by **Colin Smith**, added to LTSV on 28/02/2017.

Police-branded rescue tender 2610 was photographed at Acton Works on 30th January 2017. As can be seen, it has fleetnumber 2610 on the front corners with BTP number/callsign B882 towards the rear of the cabsides. Parked behind is Iveco Daily KE05JLV, transferred from BTP to the ERU in 2012. Along with similar KE05JLX, these were used alongside the ten MB Atego tenders and it remains to be seen if they are going to be kept.



Photo 5361, by **Colin Smith**, added to LTSV on 28/02/2017.

The rear of the bodywork on the new ERU tenders is slightly different from that on the previous generation. MB Ategos 2592 to 2601 had a 2/3rds height roller shutter in the centre, as seen on 2595 (see photo 4900). The new trucks have a pair of full-height 'cupboard' doors, above which is what looks like a dot-matrix message board. 2610 (also known as BTP B882) was seen at Acton Works on 30th January 2017.



Photo 5362, by **Malcolm Conway**, added to LTSV on 28/02/2017.

After spending several weeks at the Rygor dealership in Bedfont, one-off Incident Response Unit 8212M entered service at Edgware in January 2017. This suggests that it was leased as a replacement for accident damaged 7878M. It was photographed in Edgware Bus Station on 1st February 2017.



Photo 5363, by **Ray Monk**, added to LTSV on 28/02/2017.

The Mk2 Ford Transit Connect van was introduced in 2013 but has not seen a great deal of use in the central fleet so far. A batch of four was delivered to Stratford Market Depot in winter 2016, including 8262F seen leaving the depot on Cam Road on 2nd February 2017. These four are all long-wheelbase examples to the Trend specification, as evidenced by the smart wheeltrims and body-coloured front bumper.



Photo 5364, by **Ray Monk**, added to LTSV on 28/02/2017.

I published a photo of TfL-liveried VW Transporter van 8267VW last month (see photo 5347), at which point I didn't know which department it was allocated to. One of our 'inside' correspondents mentioned that LBSL Bus Infrastructure was now part of TfL Asset Management, and indeed it does look as though these vehicles will now carry TfL white/blue livery. On 12th February 2017 8267VW was parked with the other Infrastructure vehicles (including high-roof van 7837VW) at Orpington Station. Smaller VW Caddy 7891VW from this location was written off following an accident early in 2016 so perhaps 8267VW is its replacement.



Photo 5365, by **Colin Smith**, added to LTSV on 28/02/2017.

The batch of ten Peugeot Partner Tepee cars allocated to Lillie Bridge was renewed in December 2016 when 8289P-8298P arrived to replace 7221P-7230P. On the night of 30th January 2017 three of the new cars were found at home. From left to right they are 8292P, 8296P (fleetnumber not yet confirmed) and 8295P.



Photo 5366, by **Traintest**, added to LTSV on 28/02/2017.

Hearne House at Acton Town has a small and varied allocation of vehicles, including several of the otherwise rare Mk2 Ford Transit Connect. Latest addition is 8342F, a long-wheelbase crew van, acquired in November 2016 to replace similar Mk1 7275F, and photographed at the base on 15th February 2017.



Photo 5367, by **Ray Monk**, added to LTSV on 28/02/2017.

There was a lull in deliveries of Renault Kangoo vans from mid-2015 until late 2016 but they are now arriving in some quantity again. As before, most are to the longer Maxi variant but there are a few regular vans as well. One of these was 8357R, new in January 2017 and allocated to Griffith House as a replacement for similar 7483R. As with most Griffith House vehicles, it is kept elsewhere during the day, and on 12th February 2017 it was found boxed in on Crookston Road in Eltham.



Photo 5368, by **Ray Monk**, added to LTSV on 28/02/2017.

Another new livery variation appeared in February 2017 with the arrival of four Toyota Yaris hybrid cars to replace the un-numbered Ford Fiesta and Toyota Prius cars used by London Buses in south London. The new cars were given fleetnumbers 8417T to 8420T, quite a jump from the highest seen so far (8373R). Their livery is TfL-standard white/blue with the addition of a red stripe and red Buses roundels. The use of a red stripe for London Buses is logical except for the fact that it is already claimed by LUL. 8417T and 8420T were sent to Eltham Bus Station on 23rd February, being photographed the following day flanking earlier design LL14VOH in TfL Private Hire livery.

Photo 5369, by **SLR**, added to LTSV on 28/02/2017.

Two Toyota Yaris hybrid cars were delivered to Morden Station on 22nd February 2017, these carrying Buses roundels on a livery which could otherwise be described as LUL! Seen the next day, the cars are numbered 8418T and 8419T. With Bus Operations and Bus Infrastructure now switching to variants of the white/blue livery, it will be interesting to see what colours the next generation of Incident Response Unit vans wear.

Photo 5370, by **SLR**, added to LTSV on 28/02/2017.

The new LBSL cars in pseudo-LUL livery are more distinctive from the rear, having yellow/orange chevrons. 8419T and 8418T were at Morden Station on 23rd February 2017.

Photo 5371, by **Ray Monk**, added to LTSV on 28/02/2017.

8420T was photographed at Eltham Bus Station somewhat earlier on the 24th of February 2017, with a painter's sky reflecting in its windows. A fifth similar car was reported at Acton Works, this perhaps to replace the last LBSL Toyota Prius at Turnpike Lane.

Photo 5372, by **Derek Everson**, added to LTSV on 28/02/2017.

With three new dustcarts delivered at the end of last year, I wasn't expecting to see any more for a while. Then in February I got reports of one, then two, then three more additions! Two were three-axle versions like W066HHT seen approaching Acton Works on 22nd February 2017. This might have been its delivery or test run, as it seemed to be lacking the application of reflective safety markings seen on such vehicles. It is also noticeable that the bodywork is slightly different to the earlier deliveries, and there is NTM branding on the side (close to the belisha beacon!). Note also that this vehicle has the bus-style folding cab doors on the nearside. This was a feature on the first three of LUL's Mercedes Econics (2576 and 2582/2583) but later deliveries had a conventional door. Not apparent from the (offside) photos published last month is the fact that the three additions in December also had the folding doors. Iveco Stralis demountable LK08LDY is in close pursuit.

Photo 5373, by **Malcolm Conway**, added to LTSV on 28/02/2017.

This unmarked red Nissan Note car was seen in the bus station at Richmond on 23rd November 2016. It is most likely operated by Metroline from Brentford Garage. Metroline is the only operator known to have used the Nissan Note, taking two in each of 2008 and 2011. Could this one have a partner?

Photo 5374, by **Ray Monk**, added to LTSV on 28/02/2017.

With recent bus route changes, Arriva's Norwood Garage now has an allocation of crew ferry vehicles for the first time. Two minibuses and nine cars have been noted so far, all in unmarked silver livery. The minibuses are both Vauxhall Vivaros, including KP16ZTZ, seen leaving the garage on 6th February 2017.

Comment by **Ray** on 28/02/2017: This had just arrived, there being a one-way system around the front of the garage. It seemed to be in use as a driver assessment vehicle (as was the second one based here).



Photo 5375, by **Ray Monk**, added to LTSV on 28/02/2017.

The crew ferry cars at Norwood Garage are, unsurprisingly, Vauxhall Corsas. Three were found parked at the front of the garage on 21st February 2017.



Photo 5376, by **Ray Monk**, added to LTSV on 28/02/2017.

Arriva London crew ferry car WP66SXU is a Vauxhall Corsa 5-door hatchback in unmarked silver. It was caught leaving Norwood Garage on 6th February 2017.



Photo 5377, by **Peter Osborn**, added to LTSV on 05/03/2017.

Peter Osborn (of Red-RF fame) recently got in touch to say he had found and scanned a dozen-or-so photos he took of service vehicles in the 1960s. He has posted the images on Flickr but he kindly agreed to my re-using them here. The first four are being posted today, starting with this excellent shot of AEC Regent lorry 1017J taken in White City. 1017J was built using the chassis from bus STL2669 in 1955 (the low chassis frame is clearly visible here) and was based at Southall Bus Garage for the next 10 years. This photo may have been taken after its disposal in June 1965. There is no London Transport lettering or allocation plate, and the trade plate 820GF is not one officially listed as being used by LT.



Photo 5378, by **Peter Osborn**, added to LTSV on 05/03/2017.

Ford Thames Trader lorry 1178F is seen in what I believe is Shepherds Bush Bus Garage in 1966. New in 1961 it was allocated to the Works and Building Engineer at Parsons Green right up until its withdrawal in 1972. Fitted with a crew-cab (lacking side windows and with a door on the nearside only) and a half-tilt cover, it also had an Epco crane according to official records. The original SUP15 publication listed this lorry (and similar 1179F) as being in Green and Grey livery. Some lorries new in the early 1960s did have grey cabs and green bodywork but this pair appear to have always been all green. Visible in the background is Leyland Titan Railway Breakdown Tender 1276LD.

Photo 5379, by **Peter Osborn**, added to LTSV on 05/03/2017.

A rare find at Wood Green Garage sometime in the late 1960s was this pair of buses, both of which had been renumbered into the service vehicle series. To the fore is Guy Vixen 1311CD, converted from bus GS82 in 1964. Its official description was a 'Mobile Gas Unit', which puzzled me for a long time. Thanks to the Kim Rennie and Bill Aldridge history of LT SVs published in 2003, I now know that these vehicles were used to demonstrate decontamination and protection procedures in the event of an enemy gas or nuclear attack. The CD in the fleetnumber stood for Civil Defence and 1311CD replaced former bus Q75 which was allocated number 1035CD but actually carried Q1035! 1311CD was withdrawn in 1968 following the disbanding of the Civil Defence Corps, and in 1970 was sold to Tillingbourne who re-converted it to a bus.

Behind 1311CD is 1037J, a mobile engineering instruction unit with a complicated history. Taken into service vehicle stock in 1956, it had the chassis from bus RT1420 with the body from service vehicle 1019J, the previous instruction unit. 1019J had had the chassis of bus SRT45 (originally STL2551) while the body had come from RT19 but was originally fitted to pioneer RT1! 1037J was kept in stock until 1978 then sold for restoration as RT1. Another livery puzzle is that SUP15 listed 1019J as being red but 1037J as being green then red. As the bus still had adverts it seemed unlikely to have been repainted. Can anyone confirm that 1037J was never green?

Comment by **Ray** on 06/03/2017: If ambushed by the Foreman, the exit into River Park Road was a handy escape.

Photo 5380, by **Peter Osborn**, added to LTSV on 05/03/2017.

The Bedford HA van was introduced in 1963 as a derivative of the Vauxhall Viva 'HA' car. Initially the 6-cwt models were coded HAE and the 8-cwt ones HAV but these were later changed to just HA. London Transport bought 4 HAVs between 1965 and 1967, of which the third is shown here. 1405B was new at the end of 1965, entering service at Camberwell Garage but soon being transferred to Stockwell. It was withdrawn in 1969 but later returned to service with the Signal Engineer and finally at Aldenham Works before being sold in 1974. There was a ten year gap before LT bought any more Bedford HAs, but a total of 74 were added between 1977 and 1982, the model being discontinued in 1983. It is notable that the design was changed very little over its 20-year life, 1405B being almost identical to much later vehicles such as 3082B (see photo 499). This photo was taken at Stockwell Garage in 1966, and also visible are a pair of Civil Defence Corps Operations Vehicles. A similar vehicle (Thames SXF186) is preserved and can usually be seen parked at Charlton Station.

Photo 5381, by **Malcolm Conway**, added to LTSV on 05/03/2017.

The fleet of new Emergency Response Unit rescue tenders entered service during February 2017 and one of their first major jobs was an incident at Hounslow Central Station on 1st March. Three of the Volvo trucks attended, along with numerous fire, police and ambulance vehicles. Here we see the back end of LUL-liveried 2603. As already mentioned, this one has a ladder rack, including a pull-down handle at the rear, the only one so far noted. Other differences from the police-liveried vehicles are the square hatches either side of the black box at the top of the rear (these being for hose storage), the single (compared to double) light-blocks beside these, the two (as opposed to four) hazard diamonds at the lower left and the noise abatement notice at the front of the side of the body.



Photo 5382, by **Malcolm Conway**, added to LTSV on 05/03/2017.

New Volvo rescue tender 2608 was photographed at Hounslow Central Station on 1st March 2017. What is curious about this is that when seen at Acton Works at the end of January (see photo 5358), 2608 was in Police livery. A closer inspection of this photo showed that parts of the broad yellow band on the side were formed of removable panels. Hence the blue squares (and Police crest) could be covered up (or swapped) with yellow ones, complete with TfL lettering. The front panel had also been changed over from white (Police) to red (Emergency). The only giveaways are the BTP callsign/fleetnumber of B880, visible at the rear bottom of the cab, and the light-blocks mounted on the front corner spoilers (these not featuring on the LUL vehicles). (Ed.- Too many brackets in this (caption))!



Photo 5383, by **Malcolm Conway**, added to LTSV on 05/03/2017.

Police-liveried Volvo rescue tender 2609 was the third found at Hounslow Central Station on 1st March 2017. Comparing this photo with the one of 2603 (see photo 5381) will show the detail differences mentioned in the other caption.



Photo 5384, by **Malcolm Conway**, added to LTSV on 05/03/2017.

A fourth service vehicle attending the incident at Hounslow Central Station on 1st March 2017 was Volkswagen Caddy Maxi Life 7034VW, this being the Incident Response Vehicle based at Bollo House in Acton. Delivered on 18th April 2011 and taken into stock three days later, it is no doubt due for replacement soon.



Photo 5385, by **Derek Everson**, added to LTSV on 05/03/2017.

The next nine photos are all of vehicles that have recently left (or are about to leave) the central fleet. Ford Transit minibus 6852F was licenced and delivered with sister 6853F on 1st March 2010 (see photo 2986), being officially taken into stock four days later. Both served the Passenger Data department of London Buses until 2014 and were then transferred to LUL use. The livery was amended and (not previously mentioned) the light bars were removed. Both finally left Acton Works on 18th January 2017 as seen here, sadly five minutes apart rather than in convoy. They were then sold through the Birmingham branch of British Car Auctions on 3rd February.

Photo 5386, by **Ray Monk**, added to LTSV on 05/03/2017.

Ford Transit minibus 7060F was one of a pair delivered in May 2011 and based at Stratford Market Depot. Both were night-time vehicles and hence never photographed. 7059F was withdrawn and sold at the beginning of 2015 but 7060F soldiered on until early 2017. On 2nd February Ray caught it being towed out of Stratford, perhaps for the last time. It appears to have had its Tube Lines logos removed already.

Photo 5387, by **Derek Everson**, added to LTSV on 05/03/2017.

7221P to 7230P were a batch of ten Peugeot Partner Tepee cars allocated to Lillie Bridge from winter 2011. They were all withdrawn in December 2016 having been replaced by ten new cars of the same type (8289P to 8298P). Nine were put up for sale by BCA at Blackbushe on 5th January 2017, the first having already gone before Christmas. This view taken on the day of auction shows consecutively registered and numbered 7226P and 7227P. Ford Transit Connect 7275F is also just visible but we will get to him later...

Photo 5388, by **Derek Everson**, added to LTSV on 05/03/2017.

Derek found a very rare vehicle at the Cordwalis Volkswagen dealership in Bedfont on 11th January 2017. 7261VW was a Caddy Maxi crew van new in January 2012 and reportedly based at the 'secret' Westferry Circus. I say 'secret' because this base is underground (near the lower half of the double-deck roundabout), virtually impossible to see into and has an allocation of vehicles which are very rarely seen out and about. Prior to its arrival at Bedfont, our 'spies' managed to see this vehicle just three times. It is presumably here to pass on its 'confidential' contents to a replacement vehicle, although it could just be for repairs. I did not say this, I was not here....

Photo 5389, by **Derek Everson**, added to LTSV on 05/03/2017.

Back to Blackbushe again, this time on 3rd January 2017. Awaiting sale in 2 days' time were Peugeot Partner Tepee 7225P from Lillie Bridge and Ford Transit Connect crew van 7275F. The latter vehicle had been based at Hearne House in Acton Town until replaced by new 8342F (see photo 5366). Nine of the Partners were at BCA and an additional three are just visible in this photo.



Photo 5390, by **Derek Everson**, added to LTSV on 05/03/2017.

The Renault Kangoo is available as a car as well as a van. LUL took several from 2001 onwards, but since 2012 has only added vans. Estate 7315R was new in April 2012 and worked from Hainault Depot until it was sold through BCA in January 2017. It was photographed at Blackbushe on 12th January.



Photo 5391, by **Derek Everson**, added to LTSV on 05/03/2017.

BCA Blackbushe again, this being 23rd November 2016. The subject is high-roof Ford Transit van 7560F, latterly a Griffith House/Edgware Road vehicle. Note that the rear badging states 'Ford 4WD', but I suspect this is an unofficial modification!

Comment by Ray on 17/01/2018: FWD shows on Car Tax Check.



Photo 5392, by **Derek Everson**, added to LTSV on 05/03/2017.

I am very grateful to Derek for his numerous visits to BCA Blackbushe. On 1st December 2016 he photographed four former service vehicles there, the most interesting of which was Ford Transit van 7582F. It is fortunate that this van still had its fleetnumbers as it would have been easy to miss otherwise. One of several vehicles new in late 2012 which operated in unmarked white livery, 7582F was mostly seen at night so undoubtedly worked for LUL.



Photo 5393, by **Derek Everson**, added to LTSV on 05/03/2017.

One more! Both 7630VW and 7631VW were sold through BCA Blackbushe on 26th January 2017, but the latter vehicle was hemmed in on all sides and could not be photographed as clearly as 7630VW. These two VW Caddy crew vans were based at Hainault, and 7630VW was notable for claiming to be 7930VW. Sadly the fleetnumbers had already been removed.

Photo 5394, by **Ray Monk**, added to LTSV on 05/03/2017.

As mentioned earlier this week (see photo 5372), three more Mercedes Eonic dustcarts were delivered in February 2017. As with the batch at the end of 2016, there are a pair of 3-axle examples and one 2-axle, but the bodywork on the latest trio is by NTM rather than Geesink Norba. A more noticeable difference is the absence (so far) on the NTM vehicle of the yellow safety markings that are applied around the bottom and top of the Geesink vehicles. WO66HFL was calling at Eltham Bus Station on 1st March 2017. Given that these vehicles collect from London Buses locations as well as LUL ones, would generic TfL livery not be more suitable?

Photo 5395, by **Derek Everson**, added to LTSV on 05/03/2017.

The rear of the NTM bodywork is shown on 3-axle Mercedes Eonic as it returns to Acton Works on 27th February 2017. With six new dustcarts added recently, the two hired DAFs (DS16YNU – see photo 5179 – and DS16YNV) are presumably gone, perhaps along with the 2009 Eonics (see photo 2797).

Photo 5396, by **Derek Everson**, added to LTSV on 05/03/2017.

Just one bus company vehicle is being shown today, this being London Sovereign Ford Transit Custom van LS15OXJ. Officially allocated fleetnumber FT11 in the London United series, this van is unmarked apart from a pair of small white roundels on the bonnet. It was new in April 2015 but spent, along with sister LS15OVF, several weeks at Twickenham Garage before entering service. Now allocated to Harrow, it was seen at the local bus station on 11th January 2017, attending to elderly Dennis Dart DPS637.

Photo 5397, by **Peter Osborn**, added to LTSV on 01/05/2017.

A few more oldies from Peter Osborn are first today. Shown here is 743J, a lorry that Clive has recently modelled (see photo 5345). As I mentioned at the time, it was unusual for being delivered as a rail carrier but fairly soon afterwards converted into a towing lorry. Withdrawn and sold in 1965 it went to Birds Commercial Motors of Stratford-upon-Avon, where this photo was taken. It still carried fleetnumbers and had been slightly overloaded with pipes.

Photo 5398, by **Peter Osborn**, added to LTSV on 01/05/2017.

Victoria Garage in 1966 and two service vehicles are visible near the pits. To the fore is Ford Anglia van 1263F lettered for the Catering Department. Less than four years old at the time, it was allocated to Manor House but was destined to be replaced by newer 1434F before the end of the year. Behind is Austin LD van 1403AS, shown more clearly later (see photo 5400). The Routemaster buses are of some interest. The one in the middle is missing its offside corner panel and is blinded for route 37, which GM never worked. Beyond that is a Green Line RMC (1507?) with blinds for the 716A.

Photo 5399, by **Peter Osborn**, added to LTSV on 01/05/2017.

Leyland Titan Railway Breakdown Tender 1276LD was allocated to the Permanent Way Engineer and based at Lillie Bridge. So what was it doing in Shepherds Bush Garage in about 1966? Was this one of the garages that 'docked' (ie maintained) service vehicles? This batch was certainly docked at Stockwell Garage by 1972.

Photo 5400, by **Peter Osborn**, added to LTSV on 01/05/2017.

Austin LD van 1403AS was new in January 1966 and allocated to the engineers at Victoria Garage, where it was photographed later that year. It replaced similar 1029AS but in 1971 was itself replaced by Ford Transit 1689F.

Photo 5401, by **Frank Messenger**, added to LTSV on 01/05/2017.

The ten Mercedes-Benz Atego rescue tenders were out of use by March 2017, following delivery of new Volvo units. On 14th March most were to be found at Acton Works, including six parked near the ERU depot. 2600M is nearest on the right, while at the opposite end is one of the Police-liveried pair. Some were seen later in the month having had their lettering removed, and most were sold through Mannheim Auctions at Coventry in the first week of April.

Photo 5402, by **Keith Grimes**, added to LTSV on 01/05/2017.

A fine view of Volvo FL816 rescue tender 2605 passing Old Street Station on 11th March 2017. Note the application of Camden allocation plates (or stickers to be more exact).

Photo 5403, by **Ray Monk**, added to LTSV on 01/05/2017.

Definitely one of the 'lesser-spotted' members of the current fleet is Ford Transit van 7436F. New in September 2012, it has only been noted five times, most recently at Kings Cross on 12th March 2017 as seen here. It would appear to be based at Ruislip and used by TransPlant to support engineering train operations, although it carries standard TubeLines livery. If correct it would have replaced similar 6711F, which was equally elusive. It is notable that both vans had a fold-over hazard plate on their front bumpers. Parked behind the Transit is new Volkswagen Transporter minibus 8258VW, while mobile office WX08KUY is just visible on the other side of the road.

Photo 5404, by **Frank Messenger**, added to LTSV on 01/05/2017.

Here is an oddity: A service vehicle that only got its fleetnumber after it was disposed of! Ford Transit jumbo crew van LM62YSR was new in late 2012 and, although allocated fleetnumber 7478F, never actually carried this on its Tube Lines livery. Disposed of via BCA in autumn 2016, it was later bought by LOTS (the publishers, rather confusingly, of "The London Bus" magazine and the "London Bus Magazine"). A van or minibus has been used for many years to move staff and sales stock to and from bus events such as open days and rallies. The last couple of these have been given pseudo-fleetnumbers, based on the then highest membership number. With the Transit it was decided to use its actual fleetnumber. The newly re-lettered van was seen in Kennington on 23rd March 2017.

Photo 5405, by **Ray Monk**, added to LTSV on 01/05/2017.

Citroen Berlingo estate car 7510C is normally based at West Ruislip Station but is shown here (for the second time!) at White City depot on 10th March 2017. Parked alongside is regular resident 7508C, both cars having been reliveried as Incident Response Vehicles in 2016.

Photo 5406, by **Ray Monk**, added to LTSV on 01/05/2017.

Guess what, it's another 'lesser-spotted' service vehicle! Ford Focus estate cars 7683F to 7686F were new in summer 2013 and have popped up quite infrequently but at a variety of locations over the past few years. I am thus unsure of where they are actually allocated, although Ruislip is a contender. 7684F is the rarest of the four but was found by Ray parked at White City Station on 10th March 2017. Ruislip's Ford Transit Connect van 7435F was parked nearby.

Photo 5407, by **Ray Monk**, added to LTSV on 01/05/2017.

Central fleet vehicles can sometimes be found on Colville Road, near to the entrance to Acton Works, having a valet at one of the numerous automotive businesses based here. On 1st April 2017 Ray came across Renault Kangoo van 8048R having treatment. This van has not been seen since it passed through Acton Works when new almost two years ago (see photo 4960). It has a non-standard roof-rack and no fleetnumbers.

Photo 5408, by **Ray Monk**, added to LTSV on 01/05/2017.

On a murky 10th March 2017, Ford Transit dropside truck 8118F was caught entering Acton Works. New in autumn 2016, it is most likely based at Stratford Market Depot.

Photo 5409, by **Ray Monk**, added to LTSV on 01/05/2017.

While Renault Kangoo van 8048R lacks fleetnumbers (see photo 5407), longer 8148R is only missing its suffix letters. 8148 was photographed parked on Museum Way at Acton Town on 25th March 2017. It has been seen here a couple of times but also at Stratford Market Depot. Only three Renault Kangoos were added to the central fleet in the second half of 2015 and just two followed in the whole of 2016.

Photo 5410, by **Ray Monk**, added to LTSV on 01/05/2017.

Museum Way at Acton Town has been host to several Stratford-based vehicles recently, perhaps due to local work being undertaken. On 16th March 2017 Ford Transit Custom van 8160F, hitherto only seen at night, was on the slope along with Transit dropside 7472F (whose allocation is not confirmed).

Photo 5411, by **Ray Monk**, added to LTSV on 01/05/2017.

This van caused me some grief when it was new! Mercedes-Benz Sprinter crew van WX65VRK carries fleetnumber 8174M on the nearside and 8177M on the offside. Since WX65VRJ was 8137M and WX65VRL was 8139M I surmised that both 8174M and 8177M were wrong and WX65VRK was actually 8138M. It appears that it was indeed intended to be numbered 8138M, but three of the batch of fourteen of these vans were reassigned and given new fleetnumbers 8176M to 8178M, the vacated 8138, 8146 and 8147 remaining unused. Unfortunately, WX65VRK is officially now 8178M but I have decided to ignore that and call it 8177M, especially as the official 8177M (WX65VRU) actually carries number 8178M! Most of the batch are nocturnal out of Stratford, and I have yet to photograph any of them. Two or three are usually to be found at Finchley Central Station (as here on 28th March 2017), making them much more accessible.

Photo 5412, by **Ray Monk**, added to LTSV on 01/05/2017.

Several examples of the Volkswagen Transporter minibus have been added to the central fleet over the past few months, joining a single example (7791VW – see photo 4822) leased in 2014. Among them was 8258VW, caught leaving Acton Works on 10th March 2017. 8256VW is a similar vehicle and both were seen at King's Cross station during work there the day after this photo was taken. Curiously the intervening number has been applied to a Mercedes Sprinter crew van 8257M.

Photo 5413, by **Ray Monk**, added to LTSV on 01/05/2017.

Ford Transit Connect van 8259F is one of a batch of four based at Stratford Market Depot but was seen leaving Acton Works on 10th March 2017. I hadn't previously noticed that these vans have roof-bars.

Photo 5414, by **Ray Monk**, added to LTSV on 01/05/2017.

The most common single type added to the central fleet recently has been the Volkswagen Caddy Maxi crew van, over 30 being taken over the past six months. 8306VW was taken into stock in early March 2017 and was seen in the Acton car park on the 11th. It has since been seen at Camden Town, suggesting it is allocated to Edgware Track Depot as a replacement for one of the similar vans in the 7545VW to 7550VW batch. To the right is Ford Mondeo estate 7697F from Stratford Market Depot. One of only about five Mondeos in the fleet, this one can be recognised by the yellow ladder it always seems to be carrying.

Photo 5415, by **Derek Everson**, added to LTSV on 01/05/2017.

The batch of Renault Kangoo vans allocated to Museum Way at Acton Town were replaced by newer versions of the same model in spring 2017. Seen outside the base on 27th March 2017 was 8309R.

Photo 5416, by **Derek Everson**, added to LTSV on 01/05/2017.

Ford Fiesta van 8319F was new in November 2016 but not seen until Derek found it parked on Museum Way at Acton Town on 27th March 2017. 8316F to 8319F are believed to be based at Stratford Market Depot but all have been seen visiting Museum Way recently.

Photo 5417, by **Ray Monk**, added to LTSV on 01/05/2017.

No Ford Focus estate cars were added to the central fleet after the arrival of 7806F in spring 2014. That is until 8324F turned up at Acton Works car park on 11th March 2017. Alongside was resident Ford Fiesta hatchback 8042F.

Photo 5418, by **Ray Monk**, added to LTSV on 01/05/2017.

Following the delivery of two new Toyota Yaris cars to each of Eltham and Morden in February 2017, a fifth was sent to Turnpike Lane to replace the last LBSL Prius. As per 8417T to 8420T, it carries white/blue livery with a red stripe and Buses roundels. Curiously it carries fleetnumber 8357T. We are fairly certain this is wrong, as 8357R is carried by one of the recently delivered Renault Kangoo vans (see photo 5367). Hopefully we will get an official fleetlist at some point, which may clarify. Photographed on 4th March 2017.

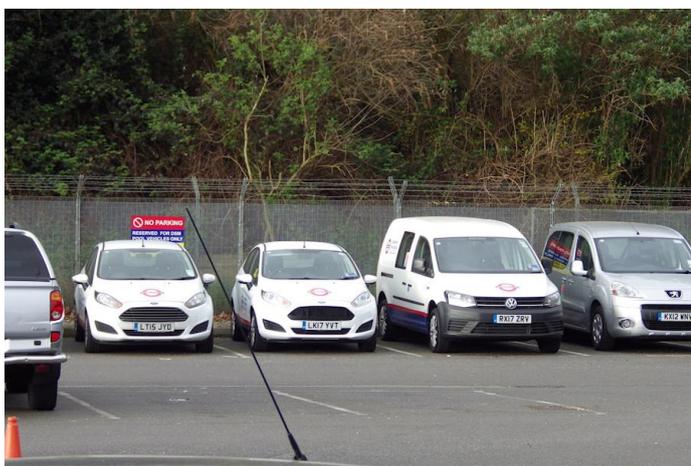
Comment by *Thomas Young* on 14/05/2017: Now known to be officially numbered 8416T.

Photo 5419, by **Ray Monk**, added to LTSV on 01/05/2017.

Acton Works car park on 1st April 2017 and Ray has focused on new Ford Fiesta car 8379F. Also in LUL livery is the Ford Focus hatchback just visible on the left. This was registered LK17YUU, but the fleetnumber could not be read. On the back row are two Renault Kangoo maxi vans, one in Tube Lines livery and 7727R of the Emergency Response Unit. Note the unmarked silver Smart car on the left. Although most of the earlier examples have been disposed of, a new Smart in livery was reported at Acton later in the month.

Photo 5420, by **Ray Monk**, added to LTSV on 01/05/2017.

The Lifts and Escalators section at Frank Pick House received a large number of new vehicles in 2015, with just a couple of older vehicles retained. No doubt a replacement for one of those few is 8400F, a long-wheelbase Ford Transit Custom crew van seen leaving Acton Works on 16th March 2017. Note that this vehicle is described in the database as being medium wheelbase. This is because the length designations are shared across the Transit Custom and Transit ranges. Each model has two basic wheelbases, those on the Custom being SWB and MWB, while those on the Mk8 Transit are MWB and LWB.

Photo 5421, by **Ray Monk**, added to LTSV on 01/05/2017.

Another car park photo, this time featuring four service vehicles and taken on 1st April 2017. On the left are two Ford Fiesta hatchback cars, 8041F and new LK17YVT (the fleetnumber of which is not yet known). Next to them is Volkswagen Caddy Maxi crew van 8322VW, taken into stock a couple of weeks previously. New vehicles often spend a few days here but this one seems to have stayed put throughout most of March and all of April. On the right is Peugeot Partner Tepee KX12WNV which, although technically an unmarked car, made it onto LTSV since it carried LUL labels for a while. The silver Mitsubishi L200 pick-up just visible on the left is not believed to be one of the examples of this type in the fleet.

Photo 5422, by **Ray Monk**, added to LTSV on 01/05/2017.

A visit to Acton Works (or at least a peer through the bushes on Bollo Lane) often turns up some surprises. On 25th March 2017 Ray did a good job of photographing this new car in the staff car park. Registered LT17UZB, it is a new-style Toyota Prius hybrid car in full LUL livery. It is not clear from this angle but the car may have a fleetnumber. The pioneering Prius has been used by TfL Streets and LBSL since 2004 but has lately been supplanted by other models such as the Toyota Yaris. Just one Prius is thought to remain with TfL Streets. It should be mentioned that this model has also featured in the un-marked car fleet, including some used by LUL. LT17UZB is however the first liveried example. In the background are a new VW Caddy Maxi crew van and unmarked Peugeot Partner Tepee car KP62FVH.

Comment by *Ray* on 02/05/2017: A second 'Streets' Prius was found the day this photograph was put up!

Photo 5423, by **Ray Monk**, added to LTSV on 01/05/2017.

Toyota Yaris car LM13PBU was new in June 2013 for use by TfL Streets at Southwark, for which it carried their livery of white with an orange stripe. It was one of the last cars new in this livery, as later additions wore white/blue. Nobody managed to photograph this car during its three and half years of service for Streets, but it seems it has been retained. On 10th March 2017 Ray found it approaching Acton Works, now in unmarked white and with an LUL sign in the windscreen.

Comment by *Ray* on 03/05/2017: The LUL sign seems to say Emergency Response Unit.

Photo 5424, by **Derek Everson**, added to LTSV on 01/05/2017.

This lorry was new as a flatbed (see photo 5354) but I'm not sure what to call it now! MAN TGM lorry LV66XYC was caught leaving Acton Works on 27th March 2017. It has recently been fitted with mesh drop-sides and side-hinged rear doors. The fold-away tail-lift is also apparent, while it will be noted that the yellow safety 'bars' on the sides are in fact straps, only the rear one being solid.

Photo 5425, by **Ray Monk**, added to LTSV on 01/05/2017.

Seven new dustcarts have been delivered over the past few months, and I would be very surprised if there will be any more for a while. WO66HFM is identical to WO66HFL (see photo 5394), being a 2-axle Mercedes-Benz Econic 1830 with NTM bodywork. It was caught passing White City Station on 10th March 2017.

Photo 5426, by **Malcolm Glover**, added to LTSV on 01/05/2017.

As per the last batch of photos, there is just one bus company vehicle this time, and it just happens to be another high-roof Ford Transit Custom van. Stagecoach London renewed their engineering support fleet in summer 2016 and it is taking a long time to get details of all the new vans. First seen at Chingford Station on 17th March 2017 is West Ham's MD16SXM, quite a long way from home. As can be seen, this has a full set of lettering and national fleetnumber 90931.

Photo 5427, by **Derek Everson**, added to LTSV on 20/07/2017.

Fifteen Renault Modus cars were leased for LUL in 2011/2012 (along with two for TfL Streets). The last to remain in stock was 7265R, seen in the car park at Acton Works on 7th May 2017.

Photo 5428, by **Derek Everson**, added to LTSV on 20/07/2017.

An interesting vehicle, delivered in November 2016, was Mercedes-Benz Sprinter van 8207M. Normally kept at Griffith House or (as here on 9th May 2017) the adjoining Edgware Road Station, it carries Incident Response Vehicle markings on LUL white/blue/red livery.

Photo 5429, by **Ray Monk**, added to LTSV on 20/07/2017.

An unusual vehicle new in spring 2017 was 8232, a Mercedes-Benz Sprinter 314 flatbed fitted with a Versalift hydraulic hoist. Although it carries generic Transport for London livery, it has no doubt replaced Ford Transit 6794F (see photo 3460), which carried London Buses branding. It is believed that both vehicles were used for fitting iBus equipment to new buses. 8232 was seen at Mandela Way garage on 9th May 2017.

Photo 5430, by **Ray Monk**, added to LTSV on 20/07/2017.

Three new Vauxhall Movano minibuses were delivered to the London Buses Passenger Data section in April 2017, all carrying the new (to LBSL) white/blue/red livery. They replaced three red Ford Transit minibuses (7131F, 7466F and 7467F). It is notable that the minibus version of the Mk8 Ford Transit has not yet featured in the central fleet, with models such as the Movano, Renault Master and Volkswagen Transporter being taken instead. This has meant that Vauxhall, once the main alternate supplier to Ford, has not quite disappeared from the central fleet. It is now represented by just six Movano minibuses, five with Passenger Data and one with LUL (see photo 5178). 8302V was seen at Bexleyheath bus stand on 21st June 2017, supporting surveys related to proposed changes to bus services connected with the opening of the Elizabeth Line to Abbey Wood next year.

Photo 5431, by **Ray Monk**, added to LTSV on 20/07/2017.

Lots of newly delivered vehicles were visible in the Acton Works car park on 15th July 2017. Nearest the camera was Volkswagen Caddy Maxi van 8475VW, one of at least six for LUL, perhaps to replace the Fiat Doblo Maxi mail vans. On the left is Peugeot Partner Tepee 8023P, while just visible above 8475VW is RE17ADX, a newer example of the same type. On the right are three Toyota Prius hybrid cars, including LL17EFD.

Photo 5432, by **Ray Monk**, added to LTSV on 20/07/2017.

Three new trailers were delivered to Acton Works in early 2017, although none appears to carry a fleetnumber. All three were made by Dennison and comprise two 3-axle flatbeds (with two different types of headboard) and one curtainsider. The latter was seen entering the works on 10th July 2017 behind Mercedes-Benz Actros tractor WN12NDV. The sides are all white but there is some red and blue on the rear end so I have marked the livery as standard white/blue/red. This trailer has no doubt replaced similar TT51, built by Tinsley in 1992.

Photo 5433, by **Derek Everson**, added to LTSV on 20/07/2017.

This remarkable photo was taken from the footbridge at Hammersmith (Met) Station on 22nd April 2017. A number of engineering trains occupy most of the track as far as Goldhawk Road Station, each with a battery loco at each end. As far as I know there are 29 of these still in stock, with probably 16 just about visible here. In fact a further 6 were on trains in the station behind the photographer. Most of the locos have been refurbished with new cab-front walkways and handrails. Nearest the camera is L50, built by BREL Doncaster in 1974. This one was notable for lacking high-level drawgear and buffers.

Comment by *Schoman* on 14/01/2018: Great picture, and yes there are 29 battery loco's. The last loco with the original cab layout, L15 is just about to be modified at Acton TMU.

Photo 5434, by **Derek Everson**, added to LTSV on 20/07/2017.

Tower Transit got a new Ford Transit van for its Lea Interchange garage in late 2016. Mk8 high-roof van BG66VKT replaced Mk7 SP12LUO (see photo 5313), and was seen passing Mile End on 12th April 2017.

Photo 5435, by **Ray Monk**, added to LTSV on 20/07/2017.

With so many bus company service vehicles having little or nothing in the way of identification, it is nice to be able to show a new van with a very 'full' livery. Ford Transit Connect Mk2 van GD66HEV was new to Arriva Southern Counties in February 2017 and is allocated fleetnumber V072. The number is not carried but the livery does include recruitment advertising. It was allocated to Northfleet garage, where it was seen during the open day on 8th July 2017.

Photo 5436, by **LTSV Collection**, added to LTSV on 20/07/2017.

And now for something completely different! Leyland National bus NFM853M was new to Crosville as their fleetnumber ENL853 in January 1974. By 1991 it was sold for use as a mobile hairdressing salon with the Hair Bus Company of South Mimms. Amazingly it was still there 26 years later, although it may not be so mobile these days. Photographed on 29th May 2017.



Photo 5437, by **Ray Monk**, added to LTSV on 28/07/2017.

The Ford Focus estates with LL13xxx registrations seem to get photographed quite frequently. It took me a minute to realise that this was not one of them but was in fact 7668F, a Ford Mondeo estate and a much rarer find. New in 2013, it has only been seen four times. Although three of those sightings were at Stratford Market Depot (where it was photographed returning on 25th July 2017), we have the car listed as being allocated to Ruislip Depot.



Photo 5438, by **Ray Monk**, added to LTSV on 28/07/2017.

Three Mercedes-Benz Sprinter chassis cabs were delivered in spring 2017. One was given a hydraulic hoist and numbered 8232 (see photo 5429). The other two got dropside bodies with tail-lifts. Unlike the similarly configured Ford Transits, the bodywork is grey rather than blue. On 25th July 2017 Ray caught 8185M returning to Stratford Market Depot.



Photo 5439, by **Traintest**, added to LTSV on 28/07/2017.

Hearne House, behind the Museum Depot at Acton Town, seems to have a penchant for the long wheelbase Ford Transit Connect van. Two more were delivered in spring 2017, including 8378F seen at home on 12th May 2017. Both this and 8429F have cargo doors on both sides.



Photo 5440, by **Ray Monk**, added to LTSV on 28/07/2017.

The Volkswagen Golf has appeared in small numbers in the central fleet since 2004, usually in estate form. Four hatchback cars have been added more recently, including 8398VW seen at Edgware Road Station on 1st May 2017.



Photo 5441, by **Ray Monk**, added to LTSV on 28/07/2017.

At least eight Toyota Prius cars in LUL livery have been delivered over the past couple of months. Seen in the car park at Acton Works on 8th July 2017 was 8489T.



Photo 5442, by **John Hillman**, added to LTSV on 28/07/2017.

Tellings Golden-Miller is a name with a long and complicated history. To summarise, it became a significant operator of London bus services in the 1990s but later sold out and re-focused on coach operations. Bought by Arriva, the name was also used at times for bus operations in Essex. Vauxhall Vivaro HT05YDC was one of several minibuses, latterly used on Heathrow airport duties, which transferred to Arriva bus operators in 2014. When seen at Welwyn Garden City Bus Station on 8th May 2017, it still retained TGM livery and legal lettering. By the way, this may look like a 'crew van' (according to the LTSV definition), but it appears that the rear side window has in fact been plated over.



Photo 5443, by **Derek Everson**, added to LTSV on 28/07/2017.

Abellio London has taken many second-hand Ford Fiesta cars over the past few years. GN13MUO arrived at Hayes garage in spring 2016 and was initially unmarked. Following the take over of trunk bus route 427 in April 2017, several support vehicles have gained markings which include the route number, depot code (HA is presumably an internal Abellio code for Hayes since it is known as WS by TfL) and fleetnumbers, all on the bonnet. Now known to be 6805, the car was seen at its home garage on 28th May 2017.



Photo 5444, by **Derek Everson**, added to LTSV on 28/07/2017.

With Metrobus now confined to operations from Crawley garage, it appears on LTSV less frequently. Having said that, many of the former Metrobus vehicles now with Go-Ahead London still carry Metrobus fleetnames. Seen at Crawley Bus Station on 19th April 2017 was 8032 (RF15DKD), one of two Mercedes-Benz Vito minibuses acquired in July 2015.



Photo 5445, by **Dean Sullivan**, added to LTSV on 28/07/2017.

Sullivan Buses took over two more TfL bus routes in 2017 and acquired two Renault Zoe electric cars to support them. Seen at the South Mimms garage were EC2 (LN17XXG) and EC1 (LP66WVN). Note that the cars carry lettering promoting the three services operated. A third car was expected to be added soon, although the electrical supply had to be upgraded first. Mr Sullivan reports that the cars have a range of about 70 miles following a three hour charge.



Photo 5446, by **Ray Monk**, added to LTSV on 28/07/2017.

Seen at Eltham Bus Station on 24th June 2017 were a pair of Mercedes-Benz Vito minibuses. To the rear is RJ62ZHG, new to Metrobus as their 8062 in 2013. Although the London Metrobus operations transferred to Go-Ahead London in 2014, the original markings are still carried. The vehicle in front is RX17PCU in unmarked white. This may be a dealer loan or a new acquisition. It was still in use a month later when seen at Belvedere garage. If there are any more sightings I will add it to the database. Note that the Vito design has undergone a facelift with major changes to the detailing around the front and sides.

Comment by *Ray* on 17/10/2017: RX17PCU operating out of River Road on 16/10/2017.

Comment by *Thomas Young* on 19/10/2017: RX17PCU now added to database.



Photo 5447, by **Ray Monk**, added to LTSV on 30/07/2017.

The fourteen Mercedes-Benz Sprinter crew vans leased in autumn 2015 for LUL are quite difficult to see. Most are kept at Stratford Market Depot and hence can only be seen when they venture out, usually at night. There is a pair at Bollo House in Acton but these are well hidden by vegetation from public vantage points on either side (the tube tracks run behind the bushes seen in the background). Ray was granted an official visit to Acton Works and some of the neighbouring locations on 27th July 2017 and caught this view of 8140M with 8141M just visible on the left.

Photo 5448, by **Ray Monk**, added to LTSV on 30/07/2017.

A surprise find at Bollo House in Acton on 27th July 2017 was Volkswagen car 8193VW. A batch of five was delivered in June 2016 but not all have been reported yet. Because of this the operator and livery of two is not yet recorded, although it is almost certainly going to be LUL white/blue/red like this one. A further confusion with this batch was that they were listed on the DVLA as being Volkswagen Jettas, while DSM had them as Golfs. The photo here confirms that they are badged as Golfs, although the differences between the two models seem to be minimal.

Comment by *Adam Floyd* on 22/09/2017: The Jetta is the Golf saloon so these estates are indeed Golfs. Interesting that VW have reverted to the original Jetta name as the previous generation was sold in the UK as the Bora and the one before that as the Vento.

Photo 5449, by **Ray Monk**, added to LTSV on 30/07/2017.

Mercedes-Benz Sprinter dropside truck 8219 (no M suffix is carried) was new in spring 2017 and appears to be based at Bollo House in Acton. It can often be glimpsed in a small yard to the south of the main building, as here on 27th July 2017. This and similar 8185M at Stratford (see photo 5438) are both based on the long wheelbase Sprinter, which may have been a factor in selecting them rather than the usual Ford Transit truck.

Photo 5450, by **Ray Monk**, added to LTSV on 30/07/2017.

Lots of recently delivered Ford Transit vans were in evidence at Acton Works on 27th July 2017, including both Mk8 and Custom models. 8410F was a long-wheelbase, high-roof example of the former, complete with a roof-rack of sorts.

Comment by *Ray* on 31/07/2017: A ladder-rack is on the roof.

Photo 5451, by **Ray Monk**, added to LTSV on 30/07/2017.

The Ford Transit Custom model is becoming increasingly common in the central fleet, most examples being short-wheelbase low-roof. Shown here at Acton Works on 27th July 2017 is one of the larger variants, 8414F being a medium-wheelbase high-roof van in LUL livery. The length designations are shared with the larger Mk8 Transit and it should be noted that there is no 'long-wheelbase' Transit Custom. In terms of recognition, the height is fairly obvious. For the length, look at whether the black side trim reaches to the rear wheelarch pressing (SWB) or not (MWB).

Photo 5452, by **Ray Monk**, added to LTSV on 30/07/2017.

Glimpsed in the Acton Works car park a fortnight ago (see photo 5431), Peugeot Partner Tepee car 8484P had been delivered to nearby Bolo House (where it was photographed) by 27th July 2017. It had just replaced unique Volkswagen Caddy Maxi estate 7034VW (see photo 5384). Most of the vehicles with this style of high-conspicuity markings are lettered as 'Incident Response Vehicle'. However, this (and 7034VW before it) shows 'Emergency Incident Vehicle'. The only other recent SV I could find with this lettering was Land Rover Freelander 7429LR (see photo 4887). The Peugeot Partner has had another facelift, now with metal trim around the grille. The ten delivered to Lillie Bridge last winter are also to this design, but I have only seen them from the rear (see photo 5365)!

Photo 5453, by **Ray Monk**, added to LTSV on 30/07/2017.

A large shed has recently been erected at the north end of the lorry yard at Acton Works, in the corner where LS334 was dumped back in 2007 (see photo 1806). It is used to allow the preparation of newly delivered vehicles to be done under cover. This activity used to be undertaken in the front car park (see photo 4962). Present on 27th July 2017 were two new Ford Transit Custom vans gaining LUL markings. 8509F on the left and 8508F on the right are both low roof examples.

Photo 5454, by **Ray Monk**, added to LTSV on 30/07/2017.

The highest-numbered service vehicle photographed at Acton on 27th July 2017 was LUL Toyota Prius car 8536T, seen in the front car park. Five similar cars were also here (8489T, 8490T, 8491T, 8512T and 8524T) but 8536T was the only one to have roof bars.

Photo 5455, by **Ray Monk**, added to LTSV on 30/07/2017.

Although it is not marked as such, I am fairly sure this is T70, the Indespension 2-axle mini fuel tanker trailer bought in 1999. If so, it has had some modifications since it was last seen on LTSV (the pump at the front has been changed, some pipework has been added at the top rear and the tank appears to now be secured with a strap!). Most notably though it now has LUL/TfL white/blue/red livery in place of the previous Tube Lines markings. This trailer is very rarely seen out on the road, and even then it is usually carried on a lorry rather than being towed. Seen in the lorry yard at Acton Works on 27th July 2017 with body DB14 in the background.

Photo 5456, by **Ray Monk**, added to LTSV on 30/07/2017.

The two recently delivered Dennison flatbed trailers were both in the lorry yard at Acton Works on 27th July 2017, and it was confirmed that neither of them carries a number. However, they are slightly different, as can just be seen here. Both are three-axle flatbeds, but the trailer to the rear has a slightly taller headboard. At the time of this photograph it was also fitted with stanchions and safety straps, but this may not be a reliable recognition feature. The metal items stored diagonally under the nearer trailer are probably removable stanchions. Just visible on the left is the new vehicle preparation shed.

Photo 5457, by **Ray Monk**, added to LTSV on 01/08/2017.

Ford Ranger pick-up 8078F is a rarely-seen vehicle. New in January 2016 we didn't even know who operated it until Ray caught it emerging from Colville Road (near Acton Works) on 16th May 2017. There are three Rangers in the current fleet, all in LUL white/blue/red livery. 8078F seems to be to the same design as Acton-based 8044F (see photo 5216), while Leyton's 8064F (see photo 5126) has a different front grille. 8078F is the only one not to have a hard-top over the loadspace.

Photo 5458, by **Ray Monk**, added to LTSV on 01/08/2017.

Coming and going at Acton Works on 10th July 2017. Arriving was Ford Transit dropside truck 8157F, based at Edgware Road Station. Departing was 8473VW, one of at least six recently delivered Volkswagen Caddy Maxi vans. These look likely to be replacements for the Fiat Doblo Maxi vans 7660FI to 7665FI, which were often used for internal mail deliveries between various locations.

Photo 5459, by **Derek Everson**, added to LTSV on 01/08/2017.

The jumbo variant of the Mk8 Ford Transit van has only been taken in small quantities so far. Stratford Market Depot has three crew vans delivered around the end of 2015, one of which (8165F) was photographed coming down Bollo Lane in Acton on 12th April 2017. Due to the large bodyside mouldings, these vehicles have only a very small portion of blue in their livery.

Photo 5460, by **Ray Monk**, added to LTSV on 01/08/2017.

Acton Works on 27th July 2017 and, as usual, a variety of vehicles were parked in the DSM yard. 8288F is a medium-wheelbase, mid-height Mk8 Ford Transit crew van new that February.

Photo 5461, by **Malcolm Conway**, added to LTSV on 01/08/2017.

LBSL Passenger Data now runs a fleet of five Vauxhall Movano minibuses. Two are in the original red/orange livery but the three added in spring 2017 carry white/blue/red. 8302V was found at Tulse Hill on 25th April 2017, showing its rear chevrons and light-bar.

Photo 5462, by **Ray Monk**, added to LTSV on 01/08/2017.

Northumberland Park depot had two Ford Transit Mk7 crew vans allocated between 2012 and 2017 (7323F and 7433F). Although these were to two different sizes, they were replaced by a pair of identical Ford Transit Custom medium-wheelbase low-roof crew vans in February 2017. 8335F was seen at the depot on 24th April 2017.

Photo 5463, by **Ray Monk**, added to LTSV on 01/08/2017.

Until this year the Volkswagen Transporter minibus had rarely featured in the central fleet. However, it seems that it is now preferred to the Ford Transit model for this role and at least 8 have been added. 8422VW was new in spring 2017 and was allocated to Neasden station yard, where it was photographed on 1st May 2017. There may have been a problem with this vehicle as it was back at the dealers in mid-July, then seen at Acton Works later in the month. Consecutive registration RV17PZP is on an unmarked white Transporter minibus based at Stratford Market depot. Amongst the other vehicles visible are two Renault Kangoo Maxi vans, 8348R in LUL livery and 7443R in Tube Lines.

Photo 5464, by **Derek Everson**, added to LTSV on 01/08/2017.

Citroen Relay exhibition unit AY07EZB has been featured on LTSV several times, but this photo has been included to show that it now has a fleetnumber of LTM002. It was photographed at the back of the Museum Depot in Acton on 7th March 2017, with Optare Excel bus R197DDX on the left. This number series first appeared with LTM001 in January 2013 (see photo 4296). When Land Rover LV16HSG was lettered as LTM003 in 2016 (see photo 5276) I speculated which vehicle was allocated LTM002. As seems to be the norm, I guessed wrong!

Photo 5465, by **Derek Everson**, added to LTSV on 01/08/2017.

Two DAF LFs with NTM refuse collection bodywork were added to stock in mid-2016. Both were plain white with small lettering, suggesting they may have been on hire rather than bought, but they remained in use for most of the next year. DS16YNV was seen on Bollo Lane in Acton on 12th April 2017. It looks like these replaced mid-sized Iveco dustcarts EK59ZKL/ZKM. The fleet of heavy dustcarts now comprises 8 Mercedes-Benz Econics, all in LUL livery.

Photo 5466, by **Ray Monk**, added to LTSV on 01/08/2017.

MAN TGM demountable lorry LV66XYD was new at the end of 2016 and is usually used with dropside body DB10, recently overhauled with new side doors and extended stanchions. The combination was seen entering Acton Works on 10th July 2017. It would appear that the stock of demountable bodies has been slimmed down in recent years, and I have just 'withdrawn' 8 that have not been seen for a long time.



Photo 5467, by **Derek Everson**, added to LTSV on 02/08/2017.

A stranger in the camp. The four Peugeot Partner Tepee cars allocated to Barking (Waking Road) have been well covered on LTSV, usually at their home base. On 24th May 2017, 7450P was there, with 7451P at the back. Parked in between though was unmarked white car KX63SVF. I would guess that this was a cover vehicle while one of the allocation (either 7449P or 7452P) was away for maintenance. A recent change also visible in this photograph is the erection of overhead wiring on the adjacent railway track, this being the Gospel Oak platform.



Photo 5468, by **Derek Everson**, added to LTSV on 02/08/2017.

The Mark 8 Ford Transit is now becoming commonplace in the central fleet with about 85 added so far, while the number of Mark 7 Transits remaining is around double this amount. The base at Museum Way in Acton Town gained its first Mk8s in spring 2017, comprising crew van 8315F and dropside truck 8321F. Both were present on 2nd July 2017, flanking Mk7s 7709F (crew van) and 7756F (dropside). Three more Mk7s were parked on the row behind.



Photo 5469, by **Ray Monk**, added to LTSV on 02/08/2017.

We don't have allocations for most of the Ford Fiesta vans delivered over the past couple of years. A batch of four (numbered 8316F to 8319F) was added in late 2016 and it initially appeared that they were for Stratford Market depot. However, they have all been seen at Museum Way in Acton Town at different times so I have added this as their allocation. 8317F was parked outside on 22nd May 2017.



Photo 5470, by **Ray Monk**, added to LTSV on 02/08/2017.

Yet more Ford Fiesta vans arrived in summer 2017, a pair numbered 8426F and 8427F being delivered in mid-June. Rather oddly, they were both still in the Acton Works car park over a month later, as seen by 8426F on 27th July 2017. On the left is Renault Kangoo Maxi van 7714R from Tufnell Park, while Toyota Prius car 8524F is just visible on the right.

Photo 5471, by **Ray Monk**, added to LTSV on 02/08/2017.

Probably awaiting collection by its user, Ford Transit Custom van 8481F was just a week old when seen at Acton Works on 27th July 2017. This is a low-roof, medium wheelbase example, as evidenced by the gap between the side moulding and the rear wheelarch. It was parked on the long-disused H Pooley rail weighbridge. Just visible on the right are Transit dropside 8072F, Transit minibus 7572F and Renault Kangoo Maxi van 7328R.

Photo 5472, by **Ray Monk**, added to LTSV on 02/08/2017.

Although a large quantity of Volkswagen Caddy Maxi crew vans have been leased in recent months, the fleetnumbers are spread widely over the 82xx and 83xx ranges. We don't know of any in the 84xxs yet but 8504VW was found at Acton Works on 27th July 2017. It was parked next to consecutively numbered 8505F, a Ford Transit Custom van. The red van partially visible in the background is one of 6985F or 6986F, the two Ford Transits with Ashwoods hybrid conversions that were used by LBSL.

Comment by *Ray* on 22/08/2017: 6986F is the LBSL vehicle.

Photo 5473, by **Ray Monk**, added to LTSV on 02/08/2017.

Six recently delivered Toyota Prius cars in LUL livery were in the car park at Acton Works on 27th July 2017, including 8512T seen here. It remains to be seen where these cars are going to be allocated. This view also provides an interesting comparison of 'smoothness' between the Prius design, the Peugeot Partner (with wrongly numbered 7833R at the rear) and the Renault Kangoo (unmarked 7343R in the middle).

Photo 5474, by **Ray Monk**, added to LTSV on 02/08/2017.

An unusual angle on an unusual livery. Seen at Abellio's Hayes garage on 15th April 2017 was Ford Transit crew van HV07KMY. One of quite a few second-hand, high-roof Transits bought by Abellio in the early 2010s, this one initially worked as a crew ferry vehicle from Twickenham (Fulwell) garage in unmarked white, gaining a fleetnumber (6739) on the nearside by 2014. It moved to Hayes in about 2016 where it was used as an engineering support van and given appropriate lettering, a red/yellow stripe on the sides and rear chevrons. Ironically it also lost its fleetnumber. The van may see other uses too since, when photographed, it had rail replacement bus posters in the side windows.

Photo 5475, by **Derek Everson**, added to LTSV on 02/08/2017.

Hounslow Heath bus garage is rather remote and uses a large number of crew ferry vehicles, running most notably to Hatton Cross. I last visited in 2012 and managed to get seven ferries plus the engineering van in one photo (see photo 4100). Derek now beats that with this view taken on 21st May 2017 featuring no fewer than nine Ford Fiesta ferries plus the Transit van. A slight problem is that I only have eight Fiestas listed as being allocated here! The nearest example is FF15 (EO12UEN), which was previously at Twickenham. Fourth from the left is FF2 (EO12UEP), transferred to the main Hounslow garage in 2013. More noticeable is the fourth from the right, with a different grille design. This is FF25 (LS15CZZ) which is/was a London Sovereign vehicle based at Edgware. I will await further reports before updating the allocations of these vehicles.

Photo 5476, by **Ray Monk**, added to LTSV on 02/08/2017.

Since Dartford garage transferred from Arriva Southern Counties to Arriva London in 2016, its motley fleet of crew ferry vehicles has been slightly updated with a few new Vauxhall Corsa cars. None of the additions have fleetnumbers, and at least one has no company markings at all. FL16SKF, with Arriva logos, was seen at Bexleyheath bus stand on 5th May 2017. Arriva has just won three more bus routes in this area (99, 269 and 401) so they will presumably need more crew ferries when these are taken up in January 2018.

Photo 5477, by **Thomas Young**, added to LTSV on 28/09/2017.

A large number of service vehicles can be seen in the lorry yard at Acton Works from trains passing on the District and Piccadilly lines. I have found that the best way to identify them all is to use a camera, setting it to burst mode and with a fast shutter priority. The results are not usually good enough for publication (especially given the fence in the way) but I have included a few today for various reasons. First up is this view featuring Mercedes-Benz Actros 3-axle artic tractor unit 2591. New in 2006 this lorry features a large folding crane behind the cab, specified to enable the unloading of containers of emergency equipment from trailers. Of perhaps more interest is the white lorry alongside. The cab design is that of the Mercedes-Benz Eonic, common as a dustcart and sometimes now also as a tipper. However, this appears to be an artic tractor (going by the apparent length and the shadow), which is not a standard option on the Eonic range. Registered YN17CXV, the lorry was presumably hired, perhaps for evaluation. Also visible are (from left to right) mini tanker trailer T70, vehicle-carrying trailer T61 and Ford Transit box truck 7749F. 1st September 2017.



Photo 5478, by **Derek Everson**, added to LTSV on 28/09/2017.

The 'new' Emergency Response Unit fleet has been in use for nine months now, although I have somehow managed to avoid seeing any of them. Fortunately many others have, and Derek caught this fine view of 2606 leaving Acton Works on 8th July 2017. No allocation plate is carried but this one is believed to be based here, and it was in standard ERU livery when seen.



Photo 5479, by **Derek Everson**, added to LTSV on 28/09/2017.

The Emergency Response Unit depot at Camden has two of the new Volvo rescue tenders allocated, including 2612 seen there on 19th July 2017. This is one of five to also have British Transport Police numbers (in this case B884) and it was carrying BTP markings when seen. The front and side panels can be switched to change the livery if needed, since police-liveried vehicles can only be driven by police personnel. Standard ERU liveried tender 2605 is just visible on the left.



Photo 5480, by **Thomas Young**, added to LTSV on 28/09/2017.

The south end of the lorry yard at Acton Works is home to most of the Staff Welfare Facility vans, all of which are based on high-roof Ford Transit vans. On 1st September 2017 a line-up of nine vans was parked facing the fence. Nearest the camera are two elderly examples in Tube Lines livery (6519F on the left and 6517F on the right) both of which lack the additional side windows. To their left are five of the six added in 2013, all of which are crew vans (with the extra window) and carry LUL livery, while beyond that were another pair in Tube Lines markings. There are sometimes a couple more vans parked at the back (in front of the trees), but these are usually impossible to identify from passing trains. Stranger in the camp is the mid-height Ford Transit van at the far right. This is 7209F, one of two leased in 2012 and carrying Transport for London markings. These were based at the uniform store in North Acton. Sister 7210F was sold in the summer and it seems likely that 7209F was about to follow suit. What has replaced them is not yet known.

Photo 5481, by **Derek Everson**, added to LTSV on 28/09/2017.

Volkswagen Transporter crew van 8280VW was photographed at Acton Works when brand new in January 2017 (see photo 5350). At the time it was in unmarked white/blue, and it was to be several months before we could confirm that it was given standard LUL livery. On 12th July 2017 Derek found 8280VW parked near to New Addington tram stop. Based on sightings of earlier vehicles here, this van is most likely 'allocated' to distant Hainault Depot.

Photo 5482, by **Ray Monk**, added to LTSV on 28/09/2017.

Ten new Peugeot Partner Tepee cars were allocated to Lillie Bridge Depot in late 2016, 8289P to 8298P replacing similar 7221P to 7230P. The batch is mostly active at night, but Ray found 8298P parked at Rayners Lane Station during an engineering closure on 23rd September 2017. Note the revised frontal design of the Partner model.

Photo 5483, by **Damon Cross**, added to LTSV on 28/09/2017.

An open day was held at the Acton Museum Depot recently and, as usual, vintage bus rides were offered, this time using RM1 and newly-restored RML3. Because the rear yard of the depot was given over to entertainment and catering facilities, the buses entered adjoining Hearne House to turn around, albeit not whilst carrying passengers. Contributor Damon Cross was acting as a conductor for the weekend and was able to grab this interesting view on the Saturday (23rd September 2017). Visible are two of the Ford Transit Connect Mk2 vans which this location seems to have a fondness for (8429F on the left and 7931F peeking in from the right). Note the offside cargo door on 8429F. Of more interest is the newly-delivered Toyota Prius car in the centre. Numbered 8567T, this carries LUL livery of white with a blue skirt and red stripe but lacks the normal roundel on the bonnet, and the side lettering is on a removable label. Furthermore the frontal design is markedly different from other recent Prius deliveries, while the rear end has a slightly flatter roofline and a kick-up on the windowline. This reveals that this is in fact a Prius+, the station-wagon variant. All Prius cars are technically hatchbacks but the Prius+ has three rows of seats and is in essence an estate. The original Prius has two rows of seats and looks like a saloon car. It seems likely that 8567T had just replaced un-numbered Ford Mondeo estate LT63WXS (see photo 4966), which also carried labels (though on a plain white livery), and which was in the works car park that day (see photo 5484).



Photo 5484, by **Ray Monk**, added to LTSV on 28/09/2017.

Another batch of new Toyota Prius cars for LUL was visible in the Acton Works car park on 23rd September 2017, including LT67LUJ with the highest fleetnumber reported to date (8583T). Also visible are 8551T (on the far left) and Ford Mondeo estate LT63WXS. At least 16 Prius cars have been added in recent months, the first for LUL having been 8433T in March 2017 (see photo 5422). It is slightly ironic that LUL has now turned to the Prius given that LBSL and TfL Streets have recently replaced virtually all of theirs with smaller Toyota Yaris hybrids.



Photo 5485, by **Damon Cross**, added to LTSV on 28/09/2017.

This newly-acquired vehicle was visible during the recent Acton Museum Depot open day but it was parked at the inaccessible top end of the yard. Fortunately Damon was there the day before (22nd September 2017) and sent in this excellent photo. GX52ZGR is a Fiat Ducato with a curious configuration of bodywork. At first I thought it was a catering truck but it is in fact a motorcycle transporter, the unique feature of which is that the floor in the rear section can be lowered almost to ground level to ease loading and unloading. The LT Museum will not be moving motorbikes around but it was chosen to transport items such as the kid's inflatables, which are rather bulky and heavy when deflated and folded up. Two other notable features are the twin light-bars and the fleetnumber LTM008. We knew about LTM001-003 and LTM004 has now been applied to the Optare Excel exhibition bus R197DDX (see photo 4674). I assume that LTM005/6/7 are on the two Citroen Relay exhibition units and Fiat Ducato van LC61FMU, none of which were present that weekend. Also notably absent were the two learning buses (see photo 4655), neither of which has been seen for a couple of years. I have since been advised that these are still owned but kept in a yard in Kent, along with at least one of the exhibition units.



Photo 5486, by **Ray Monk**, added to LTSV on 28/09/2017.

With his usual combination of luck, patience and intuition, Ray was able to capture this excellent photo of the first 67-reg service vehicle on 4th September 2017. WU67AKF is a MAN TGS 26.420 artic tractor unit, seen about to enter Acton Works for the first time. It was in unmarked white/blue livery but is almost certain to now be in LUL white/blue/red. As can be seen, the middle axle is of the lifting type, deployed only when needed. This is only the third 3-axle artic tractor, after 2551M (see photo 4401) and specialist 2591 (see photo 3266).



Photo 5487, by **Ray Monk**, added to LTSV on 28/09/2017.

Three minutes after photographing the first 67-reg service vehicle, Ray also bagged the second! WU67AKG is another MAN TGS 26.420 3-axle artic tractor, seen approaching Acton Works on delivery on 4th September 2017. This pair look set to replace some or all of the Mercedes-Benz Actros artics. Also visible in this photo is one of the new Enviro 200 MMC buses now being used by London United on route 70.



Photo 5488, by **Thomas Young**, added to LTSV on 28/09/2017.

My 'fly-pasts' of Acton's lorry yard on 1st September 2017 were to try and obtain the fleetnumbers on the two recently-delivered Dennison flatbed trailers. I was not particularly successful in this (one was still un-numbered and the other 'may' be T78!) but I did capture these interesting views of one of them. Extendable trailers have been used since the arrival of T52 in 1992, followed by T60, T68 and T74 over the next decade. However, I don't think I have ever seen any of them in extended mode. When I passed Acton in the morning, one of the new Dennison trailers was being checked over and was extended. When I passed the other way about an hour later it was still there but had been retracted. These photos, although of poor quality, do show the significant difference in length. Assuming that this is in fact one of the two Dennison trailers photographed in July (see photo 5456), this is the one with the taller headboard. The one with the lower headboard appeared to be numbered T78, so I am going to risk assuming that this one will eventually become T77.



Photo 5489, by **Derek Everson**, added to LTSV on 28/09/2017.

Sullivan Buses has a varied portfolio of work, including regular railway replacements, several school bus routes (both of which employ the eclectic fleet of mainly second-hand double-deckers), local routes in Hertfordshire, special services (such as the Staines to Thorpe Park shuttles) and three (soon to be four) all-day TfL bus routes. Engineering support is provided by this Ford Transit van, seen at the South Mimms base on 19th July 2017, which either replaced or supplemented similar BT06JVG (see photo 3031) recently. The previous owner of this van is not known but it is notable that similarly registered EY12JGV (see photo 4134) is with Go-Ahead London.



Photo 5490, by **James Mair**, added to LTSV on 28/09/2017.

With quite possibly the largest lettering yet seen on a service vehicle, Vauxhall Vivaro van HV63MDK was seen at Harrow Bus Station in April 2017. This van originally wore a much plainer white livery and was used by Arriva's PSM (Premises Services Maintenance) division (see photo 4683). It was transferred to Garston as an engineering support van in about 2016.



Photo 5491, by **Thomas Young**, added to LTSV on 28/09/2017.

A news item on the Go-Ahead London website recently mentioned that a BYD electric car had been obtained. BYD (which rather unbelievably stands for Build Your Dreams) is a Chinese automotive manufacturer which has developed a specialisation in electrically powered vehicles. Two BYD K9E single-deck electric buses were operated on trial by Go-Ahead London from 2013 onwards and were evidently successful since an order for 51 more was placed. These were delivered in 2016 and took over operation of routes 507 and 521 (previously branded as the Red Arrow routes). The buses were based at the Waterloo garage so I thought that might be a good place to find the car. In July 2017 I noted unmarked silver BYD E6 car FJ64OWO there, but I assumed this was a loan since the website had stated the car was new rather than nearly three years old. However, this car has been seen on several occasions since so must be the one. On 22nd August 2017 it was parked, as usual, just inside the gates. Behind are the electric charging stations, and a line of BYD buses (class code SEe) being topped up. A couple of Commercial Services double-deckers were also present. The only markings on the car are a pair of small, outward pointing chevrons on the rear.



Photo 5492, by **Derek Everson**, added to LTSV on 28/09/2017.

Derek visited the Crawley garage of Metrobus on 29th August 2017 and found a couple of Brighton & Hove service vehicles among the normal residents. Ford Fiesta van EX15KXZ did however start out with Metrobus, being new in summer 2015 but transferred to Brighton eleven months later. Ford Transit van FY63TBU was parked alongside.

Photo 5493, by **Ray Monk**, added to LTSV on 28/09/2017.

Watford Junction is one of those places I sometimes pass through but never really 'visit'. Luckily we have contributors dotted all over and Bob mentioned seeing two new Ford Fiesta cars there in September 2017. Ray was dispatched to investigate and photographed GM66EYF at the station on 7th September 2017. It had an Arriva fleetname in the back window (barely visible in this view) and the number 134 on the fuel filler cap. I wasn't sure at first whether these were Arriva London or Arriva Southern Counties vehicles, but Ray was able to confirm that they are operated from the Hemel Hempstead garage of the latter. Indeed I later saw a fleetlist that showed that the cars are officially numbered CF133 and CF134. A recap of recent changes is probably needed here! Until 2016, Garston garage (near Watford) was operated by Arriva the Shires and ran a mix of red (London) and blue (country) buses. Then the red fleet was transferred to Arriva London control, and Arriva Southern Counties took over the country operation, resulting in the garage technically having two users. This lasted until mid-2017 when the blue buses moved out of Garston and now run from Hemel Hempstead (another former Shires garage now in the Southern Counties empire). The future of Garston garage is looking rather precarious since several of the TfL routes it operates have been re-awarded to other companies.

Photo 5494, by **Derek Everson**, added to LTSV on 28/09/2017.

Metrobus recently took delivery of three new service vehicles, starting a new numbering series at 8101. One was present at Crawley Garage on 29th August 2017 when Derek visited (with permission). EF17YOV is numbered 8103 and is a Ford Transit Custom van with a short-wheelbase and high-roof. It has a basic but neat livery of white with a yellow reflective safety stripe and large company and department lettering. Actually, the fleetnames almost rival those on HV63MDK (see photo 5490)! Well-trained SV-neds will also have noticed the red Renault Kangoo peeping in on the right. LV61EYF was with Go-Ahead London at Plough Lane until autumn 2016 and may now be with co-owned Metrobus. However, I don't recall seeing it included on the latter company's excellent fleetlists.

Photo 5495, by **Ray Monk**, added to LTSV on 28/09/2017.

Sovereign Recovery seems to remain the primary contractor for bus repair and recovery in London but I have found it hard to keep up with their ever-changing fleet, especially the vans. What might help is a new fleetnumbering scheme which appears to have started earlier in 2017. Several vans have been noted with numbers in the SV3xx range in a circle near the front wheel, while tow-truck RO14TOR is now H123. Previously unseen Mercedes-Benz Vito van GN66OYV was at Waterloo Bus Stand on 1st September 2017 showing SV328. The numbers seem quite high but I will await further reports before trying to deduce any significance to this.

Photo 5496, by **Derek Everson**, added to LTSV on 18/10/2017.

It doesn't seem long since I was reporting the arrival of vehicles numbered in the 7000-7200 range, but most have now served their time and been disposed of, with fewer than a dozen remaining. Two recent departures are Ford Transit vans 7093F and 7192F, seen at British Car Auctions in Blackbushe on 16th August 2017. 7093F on the left is low-roof (similar 7094F was parked nearby) while 7192F on the right is a mid-height crew van. Observations suggest that both had been allocated to Acton Works.

Photo 5497, by **Ray Monk**, added to LTSV on 18/10/2017.

Regular visitors to this site will know that I often comment on the rarity or elusiveness of particular vehicles, but this one scores highly on both counts. Ford Kuga car 7739F was new in October 2013 and was seen passing through Neasden later that year. There was nothing more until one un-logged sighting at Broadway in late 2015 and it was then seen at Acton Works a year later. We finally managed to get a picture of it when it again came to Acton on 12th October 2017, and indeed it was left in the corner of the car park for the next few days. The car, the only one of its type in the fleet, has Incident Response markings on a white base (the black skirt is not part of the livery). It may have been allocated to the underground car park at the Palestra in Southwark but was never noted there. Following it out of the works was one of the unmarked white Peugeot Partner Tepee cars.

Photo 5498, by **Ray Monk**, added to LTSV on 18/10/2017.

The first of several 'triples' from Ray is this one taken at North Greenwich Station on 9th May 2017 featuring three LBSL Volkswagen Caddy Maxi vans. To the fore is 7748VW, one of the first pair acquired in autumn 2013. This pair can be recognised by having roof-racks as well as light-bars, and sister van 7747VW is at the rear here. In between is 7890VW, one of 13 added over the turn of 2014/2015. While most of this batch are based at one of the known bus infrastructure locations, the home of 7890VW is not known.

Photo 5499, by **Ray Monk**, added to LTSV on 18/10/2017.

Ford Transit dropside truck 8073F was new in autumn 2016 but has not been seen very much. It is probably based at Acton Works, which it was leaving when photographed on 2nd October 2017. Note that the crew-cab windows are covered over. The lettering on them is not clear but the lower line appears to read 'Tool storage not permitted'.



Photo 5500, by **Ray Monk**, added to LTSV on 18/10/2017.

LUL-liveried minibuses can often be found attending engineering works, perhaps to transport track staff to work locations. On 5th August 2017 there was work on the Piccadilly line at Alperton (note the battery loco on the viaduct in the background) and Ray found three minibuses parked on Atlip Road. From the left they were Volkswagen Transporter 8258VW, similar 8256VW and Ford Transit 7572F. The two VWs were new in December 2016 and are identical apart from the positioning of the logos and labels on the sides and rear. 7572F was new in December 2012 and spent a while at Northumberland Park Depot before moving to Acton Works in 2014. Apart from one Tourneo Custom (7887F – see photo 5095), the minibus variants of the new Ford Transit range have not yet appeared in the central fleet.