



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3I – Photographs 5501 to 6000

Issue 1 – April 2021

Introduction

About this document

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

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

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

Because of the large number of photographs that have been published (6,688 as at 13th April 2021), this document has been broken down into sub-parts, each with a total of 500 photos. This has allowed the use of minimal image compression. Note however that some of the original photographs were not of particularly high quality.

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

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

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 They may therefore contain incorrect assumptions or superseded information.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

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

This part of the document contains photos 5501 to 6000, originally published between October 2017 and July 2019.

Thomas Young, Abbey Wood, April 2021

Photo 5501, by **Ray Monk**, added to LTSV on 18/10/2017.

Ray and I had a day out on 9th October 2017, covering some of the locations in North West London. Passing through Ruislip on a 114 bus, I saw an LUL van out of the corner of my eye and we jumped off to investigate. Well, I jumped, Ray limped! The van turned out to be 8474VW, one of the six Volkswagen Caddy Maxi vans new in June 2017. We had thought these were going to be mail vans, replacing the Fiat Doblo vans which went off lease shortly after their arrival. A couple do seem to be used in this role but observations of the others have been scarce.

Photo 5502, by **Ray Monk**, added to LTSV on 18/10/2017.

I don't know how Ray manages to get such clear shots of vehicles in the front car park at Acton, given the double fences and the amount of vegetation growing on them. Plus there are usually lines of cars parked in front. Anyway, on 7th October 2017 Ray found newly delivered Volkswagen Caddy Maxi Crew van 8518VW present, along with an unidentified VW Transporter crew van at the back.

Photo 5503, by **Ray Monk**, added to LTSV on 18/10/2017.

Deliveries of Ford Fiesta vans and cars continue, with the majority of them proving hard to track down. 8539F was new in July 2017 and carried incorrect registration number LK17TRV for a few days before entering service. On 6th October 2017 the van was found parked in Hayes (Kent).

Photo 5504, by **Thomas Young**, added to LTSV on 18/10/2017.

There is a bit of irony to this photo. Towards the end of September 2017 I was putting the finishing touches to a new SUP24 booklet for LOTS, listing the current service vehicle fleets. On the 28th I decided it was as complete as I could make it, and I sent off the 'final' draft. I decided I needed a bit of a break from service vehicles so, the next morning, I headed out for a day of doing something else. However, almost the first thing I saw was this Renault Kangoo Maxi van parked on Faraday Avenue in Sidcup. Numbered 8576R, it had been in service for a couple of weeks but had not been seen, and hence was not included in SUP24H. So, the book was out of date even before it had been published. Ho hum....



Photo 5505, by **Ray Monk**, added to LTSV on 18/10/2017.

Another car park shot, and another triple, from Ray. Seen at Acton Works on 14th October 2017 were Toyota Yaris LK67YDC (fleetnumber not yet known), unmarked Ford Fiesta hatchback LS62FDM and Toyota Prius 8550T. The two Toyota cars had only recently been delivered while the Ford was no doubt on the way out.



Photo 5506, by **Ray Monk**, added to LTSV on 18/10/2017.

One of the locations Ray and I visited on 9th October 2017 was Edgware Bus Station, to see if the recent route changes had resulted in any new crew ferry vehicles. As usual a gaggle of Arriva vehicles were parked at the end of the central island. From the right they were Vauxhall Astra FL13AOT (inherited from Arriva the Shires), Vauxhall Corsa HK63YYG (transferred from Edmonton in 2016) and an un-marked Ford Focus estate WR17WRF. I was going to ignore the latter, especially as it had a quite sporty specification, suggesting it was unlikely to be a company vehicle. However, another Focus came in later, in unmarked blue and to the same spec although as a hatchback. This was registered WR17EPA, which made me think these are in fact Arriva vehicles. They may just be hires pending the possible closure of Garston garage in the next few months. Further reports would be welcomed.



Photo 5507, by **Ray Monk**, added to LTSV on 18/10/2017.

Arriva London seems to have given up on applying any markings to their service vehicles, most recent deliveries being completely anonymous. FJ64WZD, seen at Croydon Garage on 6th October 2017, is typical in that respect, but is somewhat unusual for being a Vauxhall Combo van. Arriva London has taken six of these over the past few years, compared to dozens of the smaller Vauxhall Corsa.



Photo 5508, by **Ray Monk**, added to LTSV on 18/10/2017.

Ray pays regular visits to the Arriva offices behind Wood Green Garage, and usually finds at least a few service vehicles present. Unfortunately these are usually unmarked these days, and can be hard to tell apart from the private vehicles that are also parked there. On 4th October 2017 previously unreported Vauxhall Corsa van WM16CJX was found, with similar WO16PUA visible in the background.



Photo 5509, by **Ray Monk**, added to LTSV on 18/10/2017.

Seen leaving Arriva's Barking (Dagenham) Garage on 16th October 2017, EO67RRV is a compact Hyundai i10 car with four bus drivers crammed inside. I would probably have dismissed this as a private vehicle but for the paper in the windscreen. Arriva London had a batch of Vauxhall Corsa cars new in 2014 which started a new number series at 201. The highest we know of was 217, which makes the 218 on this car seem too much of a coincidence. On the other hand, the more recent deliveries (including some working from Barking) have managed without any numbers, so....



Photo 5510, by **Ray Monk**, added to LTSV on 18/10/2017.

River Road Garage near Barking is one of the newest bus garages in London, having been opened in May 2016. It has recently become the largest, following several bus route tendering gains and an extension. According to information from LOTS, 285 buses are now based there, just edging out Lea Interchange with its 284. By the way, Camberwell has 295 buses 'on paper', but 42 of these are trainers which are often based elsewhere. Anyway, back to the plot. Ray visited on 16th October 2017 and photographed three newly delivered service vehicles. RX67OLM/N/O were all Mercedes-Benz Vito minibuses in unmarked red livery, as shown by RX67OLO departing. Several of the earlier Vito minibuses, most of which were transferred from former Metrobus garages, were also still working. I have kept this photo wide as it shows two interesting buses. On the left is DMN8, still also carrying its First London fleetnumber of DMS41476. This has Marshall Capital bodywork which was once common in London but now down to just a handful. Among the buses on the right is one of the 'New Routemasters' recently given East London Transit livery.



Photo 5511, by **Derek Everson**, added to LTSV on 14/11/2017.

A very useful system has developed between a couple of LTSV contributors. Ray frequently trawls through the vehicle listings on the BCA (British Car Auctions) website, looking for former service vehicles. If he finds one he puts a note against the vehicle record. The main aim of this was to enable me to then mark the vehicle as withdrawn. However, it is also used by Derek who takes his camera down to Blackbushe (almost) every time any SVs come up for auction. On 19th October 2017, Derek visited to photograph several vans that Ray had flagged. However, he also found this Ford Transit Custom van. I was quite surprised that any of these had gone off lease already, although it is in fact over three years since the first entered service. 7829F was the second of the type for LUL, new in July 2014 and based at Stratford Market Depot. As is often the case with their vans, it was mainly seen out at night.

Photo 5512, by **SLR**, added to LTSV on 14/11/2017.

From a van leaving the fleet (see photo 5511) to one just joining. Several of these Renault Kangoo Maxis were found in Acton Works on 24th October 2017. There are two unusual aspects to them. Firstly, vehicles usually arrive with the main blue skirt already applied, and have the red (or otherwise) stripe and lettering added at Acton. This one appears to have a fairly complete set of lettering (including a fleetnumber that is not quite legible), and skirt/stripe on the rear, but not yet on the side. The second aspect is shown by the markings on the fuel filler cap and on the rear. The van is an electrically powered ZE model, a type which is now not unusual on the streets of London but which has only been used as a service vehicle once (see photo 5040). But it has also been fitted with a Hydrogen fuel cell power pack to extend its range. These are produced by French company Symbio, whose logo features on the back, along with those of the FCH (Fuel Cells and Hydrogen Joint Undertaking) and the EU.

Photo 5513, by **Derek Everson**, added to LTSV on 14/11/2017.

As shown on LTSV at the time (see photo 3936), the London Cycle Hire system gained a fleet of new Ford Transits in spring 2012. Fitted with custom-built bodies with open backs, their role was to move bikes around the network to match demand. Five years on and the vans, now in the white/black/red livery of sponsor Santander, are being replaced by newer vans. Derek found BN12AEA at BCA Blackbushe on 5th October 2017. Rather strangely it had had the box body removed, a new flatbed fitted and then the old body strapped on top.

Photo 5514, by **Derek Everson**, added to LTSV on 14/11/2017.

While on holiday in Nice (France) in September 2017, Derek witnessed a Heuliez bus catch fire and burn out (see inset). The remains were later taken away by Renault Magnum tow truck 531.AMR.06 of Millo Depannage (meaning repair or troubleshooting). The Renault Magnum was a distinctive design built between 1990 and 2013 and also available in Australia badged as a Mack. It was never a common sight in the UK.



Photo 5515, by **Derek Everson**, added to LTSV on 14/11/2017.

Given the previous picture, the appearance of a fire engine is quite appropriate, except that this isn't actually a fire engine! A 'Transportfest' event was held at the London Bus Museum at Brooklands on 22nd October 2017 and the theme was service vehicles. Many of the preserved service vehicles were present and photos of several will be added shortly. Some other vehicles with peripheral connections were also present (such as a British Aerospace Land Rover ambulance) and among these was London Fire Brigade BL14 (314FLM). This vehicle was new in 1964 and was based on a Dennis F107 chassis cab, resembling a typical London fire engine of the time. 314FLM was in fact a recovery truck and the Herbert Morris bodywork has the swept-down sides typical of this type of vehicle (as seen on LT 746P for example – see photo 3311). Presumably intended to recover broken-down fire appliances, it is possible that it sometimes saw use dealing with buses, although the authenticity of the 'London Transport Urgent' board above the windscreen is not known.

I have had a passing interest in the London Fire Brigade fleet for many years, partly because of their long-standing and logical fleetnumbering scheme (prefixed by type codes, for example BL=Breakdown Lorry), and partly because, as a child, I lived just round the corner from Clapham Fire Station. This was a divisional headquarters and often had unusual vehicles inside. The vehicle shown here actually carries the B21 plates that indicated allocation to Clapham. It is now H21 and demoted in status. A few years ago there were several websites detailing the LFB fleet, usually with lots of photos. It seems that there was some concern about the sensitivity of making such information publically available, and very little now remains.

Comment by *Kim Rennie* on 15/11/2017: You have been unnecessarily pessimistic regarding the latter! A search of "London Fire Brigade Fleet" on the WhatDoTheyKnow F.O.I. website brings up a current LFB fleetlist, including allocations etc, correct to Sept 2017 and the LFCDA say this information is updated annually.

Comment by *Thomas Young* on 19/11/2017: Thanks for the pointer to that fleetlist. Perhaps I was wrong, but an expert in the field did show me evidence (admittedly about a year ago) of photos of a particular type of support vehicle being published on the internet and then disappearing. Photos of that type are now available again.

I am slightly disappointed that they have introduced a discontinuity in their fleetnumbering. The most common type of fire engine is a pump/ladder, which the LFB classed as DPL. Fleetnumbers reached as high as DPL1308 in 2007. There was then a gap of almost 10 years before deliveries resumed. However, as this was in the 150th year of the service, they numbered the first DPL150, and later deliveries have followed on from this.

Still, at least nobody has complained about my spelling of 'publicly'!

Comment by *Thomas Young* on 19/11/2017: I stumbled across a photo of BL14 on the LFB website and it appears that it was not used to recovery fire applicanes but to attend incidents where heavy lifting capability was required. It also had 'LTE heavy lifting jack' (sic), so the board above the windscreen may indeed be authentic. Here's a linky dink: <http://www.london-fire.gov.uk/150/dennis-f127-breakdown-lorry.asp>

Comment by *Kim Rennie* on 21/11/2017: I was surprised that some of what were at one time called "New Dimension" units (mass decontamination bodies etc introduced post 9/11) are shown.

Comment by *Rob Morel* on 25/11/2017: In LFB use 1964-1977 Located to station 'B21' Old Town Clapham , former 'South West' area , fleet number BL14 BL13 SLD661 a Dennis F23 in use before that 1956-60 hd a damaged crane after hitting a RSJ BL11 BYV317a Dennis F23 in use 1936-56 donating crane to BL13 Meanwhile !
<http://www.fdneytrucks.com/images/specialunits/shops/FDNYMM16002.jpg>

Comment by *Kim Rennie* on 30/12/2017: <https://www.youtube.com/watch?v=DTBXphY87eo> At 4.59 there is another b&w view of this vehicle though with revised bells and blue light arrangement.



Photo 5516, by **Andy Lambert**, added to LTSV on 26/11/2017.

Six well-known service vehicles are visible in this photograph, as are three well-known bald patches (sorry guys!). The location is Brooklands Museum, home to an array of aviation and motor racing exhibits and also now the London Bus Museum collection. Their open day on 22nd October 2017 had service vehicles as a theme, and the resident vehicles were joined by a few other preserved examples. Parked outside the club house were AEC Regent breakdown tender 832J (recently repainted and not yet lettered, it has worn red/cream livery for many years), AEC Militant recovery truck 1456MR (in National Rescue Group brown livery and owned by Andy Lambert, who sent in this photo), and 738J, another AEC Regent tender but this time in all red. Beyond that were the trio of smaller vehicles based here, namely Bedford OSS artic tractor 702B, Ford 100E van 1096F and Bedford CALV ambulance 1492B. All have been featured on LTSV before. The canteen trailer that goes with 702B was undergoing restoration inside the museum and photos of this will be added soon.



Photo 5517, by **Paul Nicholls**, added to LTSV on 26/11/2017.

The Volkswagen Caddy van was first used as a service vehicle by the central fleet in 2006, hence they missed out on having any of the earlier, stepped-roof variety. Several more followed over the next few years but it was 2010 before any sizeable batches were taken. The first were six for Tube Lines in February 2010, which took fleetnumbers 6882VW-6887VW. They lasted a bit over three years but were mainly nocturnal and none were ever photographed while in service. 6882VW was withdrawn in July 2013 and was not seen again until Paul found it in a car park in Grays on 15th November 2017.



Photo 5518, by **Ray Monk**, added to LTSV on 26/11/2017.

We got hold of an updated list of central fleet vehicles in May 2017 and I was rather surprised to see two Peugeot Bippers included. TfL and Tube Lines had used this diminutive type before, the last being withdrawn in 2015. Of the two new vans, 8180P was soon tracked down to Lillie Bridge (see photo 5305), but the details of 8186P remained unknown until Ray found it on 1st November 2017. It was parked at Therapia Lane tram depot and carried the white/blue/green livery of that operation. As an aside, Tramlink also has at least one new Ford Transit dropside truck, but details have not yet been obtained.



Photo 5519, by **Ray Monk**, added to LTSV on 26/11/2017.

Toyota has been the main supplier of cars to the central fleet over the past year or so, with over 20 of the Prius model being taken. There have also been a few of the smaller Yaris, including this pair seen in the car park at Acton Works on 28th October 2017. Although both were new that month, their fleetnumbers are 101 apart. In the foreground is Ford Focus estate 7683F, disposed of to British Car Auctions a few days later.



Photo 5520, by **Kevin Bullions**, added to LTSV on 26/11/2017.

Here is a better view of unique Toyota Prius+ estate car 8567T, taken at its home base of Hearne House in Acton Town on 13th November 2017. Kevin confirms that the car does have three rows of seats but that the back ones are somewhat cramped!



Photo 5521, by **Ray Monk**, added to LTSV on 26/11/2017.

Here is a surprise! Mercedes-Benz Actros artic WX57NPV was seen leaving Acton Works on 6th November 2017 with Cartwright trailer T74 loaded with train bogies. The lorry had recently had its livery updated from Tube Lines to TfL/LUL, complete with a red stripe. Although the Tube Lines livery was discontinued on new deliveries from early 2013 there have been virtually no instances of existing vehicles being re-liveried. The lorry fleet would have seemed to be prime candidates due to their generally longer service lives. However, two new MAN artic lorries had been delivered in autumn 2017 (see photo 5486) and it was thought these would replace the oldest of the earlier artics, including WX57NPV. Curiously this lorry still carries the fleetnumber 2603. It is believed that it was order under this number, but delivered at the time the use of fleetnumbers for lorries was dropped. The number has since re-appeared on the first of the new Emergency Response Unit tenders (see photo 5357).

Photo 5522, by **Ray Monk**, added to LTSV on 26/11/2017.

Ray and Steve visited the Hartwell Ford dealership in Dunstable on 11th November 2017 and found a number of vehicles awaiting delivery. Here we see short-wheelbase Ford Transit Custom van LN67KHF, with a similar van beyond and some Transit dropside on the left. The thin gap between the black bodyside moulding and the blue skirt will be taken up by the red stripe after delivery.

Photo 5523, by **Ray Monk**, added to LTSV on 26/11/2017.

More new Fords seen at Hartwells in Dunstable on 11th November 2017, this time a group of Transit dropside trucks. LN67KHJ is certain to be a service vehicle, given its blue skirt and bodywork. LN67KJX behind is interesting since the DVLA show this vehicle having been first licensed in mid-October. It is possible there has been an administrative error, as another Transit dropside seen in service earlier in November (8459F LN67KJU) appeared not to have been licensed yet. The other Transits visible had white bodywork and may be awaiting painting, or could be for other customers.

Photo 5524, by **Derek Everson**, added to LTSV on 26/11/2017.

Two new MAN demountable lorries were seen at the dealership in Bedfont in mid-October 2017. They were registered towards the end of that month and at least one had made it to Acton Works a week later. Since at Bedfont on Halloween was WU67AJY, still in unmarked white/blue. This view shows the runners for the demountable body, and also the fold-away tail-lift. This pair would logically be intended to replace 2006-vintage MAN lorries 2587 and 2590, although 2587 is now dedicated to use with the Emergency Control Unit (see photo 5101), a low-mileage role for which a tail-lift would not be required. The only other demountables in the fleet are two longer Iveco Stralis lorries new in 2008 and a MAN that arrived at the end of 2016.

Photo 5525, by **Simon Dixon**, added to LTSV on 26/11/2017.

I don't get a lot of photos of the 'country' area operators but two contributors visited Luton recently. Simon photographed some Arriva the Shires crew ferry vehicles outside Luton Station on 13th November 2017, including LTI TX1 taxi CF108 (the fleetnumber is displayed in the rear window). Apart from the Crew Shuttle lettering, the two-tone green livery promotes Green Line and is almost certainly a Best Impressions design. Former taxis have seen a lot of use as crew ferry vehicles since the late 1980s (see photo 4429) but this is one of the last examples. A couple more are at Ware (a former Shires garage now in the Arriva Southern Counties operation) while Sullivan Buses retains one as backup to their electric cars.



Photo 5526, by **Derek Everson**, added to LTSV on 26/11/2017.

Abellio's Byfleet operation was closed down on 1st September 2017 following bus route tendering changes, the remaining services being operated from Fulwell garage. Derek visited the erstwhile garage on 22nd October 2017 and found a handful of buses and service vehicles present, seemingly all dumped awaiting disposal. To the fore in this photograph of the engineering annexe is Ford Focus estate car EF56KBJ, which operated from Beddington Cross garage between 2011 and 2015 at least. It would appear it also later worked at Hayes, since it has traces of 'E-ROUTES' lettering across its bonnet. I don't think I have seen this lettering before, although some newer cars at Hayes do have similar markings for route 427 (see photo 5443). On the right is silver Ford Fiesta NL57ZHV which started its Abellio life at Byfleet before moving to Beddington Cross. This also had evidence of the E-routes lettering, suggesting another transfer that we missed. Tucked in the corner is Ford Fiesta van NG07HRX. Would you be surprised if I said this one was also rather nomadic? It was reported working from Hayes, then Fulwell, then Byfleet, then Hayes again...!



Photo 5527, by **Simon Dixon**, added to LTSV on 26/11/2017.

This van has been a service vehicle with Arriva the Shires for at least 9 years. Until about 2013 it was based at Garston and supported the TfL bus services worked from there. As such, it could be seen at locations such as Edgware and Golders Green, although its unmarked white livery made it rather inconspicuous. It was then moved up to Luton, and at some point has gained neat company lettering. The fleetnumber of 1159 does not appear to be carried, unless that is it at the top right on the rear. Seen outside Luton Station on 13th November 2017.



Photo 5528, by **Ray Monk**, added to LTSV on 26/11/2017.

The recent visitors to Luton have shown that the majority of Arriva the Shires service vehicles based there now carry a full complement of lettering. Typifying this is CF130, a Vauxhall Zafira estate new in 2009 and acquired in 2016. It was one of several bought around that time, mainly to replace former London taxis. On 11th November 2017 it was seen leaving the bus garage, with some training and Green Line vehicles parked-up in the background. Note the application of the fleetnumber in an unusual position towards the rear.

Photo 5529, by **Ray Monk**, added to LTSV on 26/11/2017.

Go-Ahead London has taken a variety of Ford vans recently, mostly with EY67xxx registrations. The smallest reported so far are a pair of Transit Connect crew vans based at Morden Wharf. As with most Go-Ahead crew ferry vehicles, they are in anonymous red livery, as seen on EY67WUB on Tunnel Avenue on 17th November 2017. Morden Wharf garage, which is about a quarter mile up the road from here, had taken over bus route 188 from Abellio the previous weekend. Although the 188 terminates at North Greenwich, not too far from the garage, route working documents show that crew changes are actually undertaken at Canada Water.

Photo 5530, by **Derek Everson**, added to LTSV on 26/11/2017.

Another whopper for Sovereign. R999SOV is a 4-axle Volvo FH built in 2015 and first reported in October 2017. The fact that it is left-hand drive (as highlighted by one of the two Caution notices) suggests it was not bought new. On 14th November 2017 Derek caught it tugging an Arriva London HV bus past Kennington park, probably back to Brixton garage. This is the third reported 4-axle truck for Sovereign, following on from SN08KWG (see photo 3594) and RO14TOR (see photo 5164). The new fleetnumbering scheme remains a bit of an unknown. RO14TOR has been reported as H123, while R999SOV is H101. Could it be that the H1xx are for heavy recovery vehicles, ?2xx for mid-sized vehicles (perhaps the flatbeds – see photo 5058) and SV3xx for the vans?

Comment by *Richard* on 04/12/2017: poss ex Neil Yates , was called Hercules with reg of V100 NYR

Comment by *Thomas Young* on 14/12/2017: Ref the fleetnumbering, my guesswork was (for once) right! I noted a Sovereign Recovery flatbed with number S220 the other day

Photo 5531, by **Derek Everson**, added to LTSV on 20/12/2017.

Two well-known preserved service vehicles start today's batch but for the first time they are being shown on the move. AEC tower wagon 89Q and Fordson tractor 351X from the LT Museum collection attended the event at Brooklands on 22nd October 2017, and 89Q is seen here arriving at the site. I left this shot uncropped as it also provides a new angle on two other vehicles previously seen on LTSV. On the left is LTM003 (see photo 5276), the LT Museum's Land Rover exhibition unit, while on the right is the back of former London Fire Brigade wrecker 314FLM (see photo 5515).

Photo 5532, by **Derek Everson**, added to LTSV on 20/12/2017.

Fordson tractor 351X from the LT Museum collection is seen arriving at Brooklands on 22nd October 2017. While 89Q could possibly have made the trip from Acton under its own steam, the journey would have been rather epic for this solid-tyred tractor. Both vehicles were actually moved on a low-loader. This will be shown at the end of today's batch but it can be seen here in the background, with 89Q still on-board.

Photo 5533, by **Derek Everson**, added to LTSV on 20/12/2017.

Keeping LTSV up to date is a lot easier now that we have access to various on-line sources of information, plus fleetlists that sometimes come our way. However, a bit of assumption and guesswork is still involved, and this sometimes leads to mistakes. For example, when the new batch of Volvo Emergency Response Unit tenders was delivered in spring 2017, it was assumed that all ten of the previous Mercedes vehicles would be replaced. The eight that carried LUL livery were in fact traced through to Mannheim Auctions in Coventry. The two in police livery were not listed but a lack of reports suggested they had also gone. But then Derek found 2593 at the Mercedes dealership in Bedfont on 24th October 2017, still in full livery (shown here somewhat dwarfed by the Actros on the left). 2593 was seen again in December, entering Acton Works, so one or both are perhaps still in stock. Come to think of it, the ERU fleet did comprise ten Mercedes tenders and the two former BTP Ivecos (which were also sold by Mannheim in April). It could be that the current fleet is ten Volvos and the two remaining Mercedes. Observations or information would be welcomed.

Photo 5534, by **Kevin Bullions**, added to LTSV on 20/12/2017.

This is the third photo of this supposedly rare van to be published on LTSV. New in July 2012, Renault Kangoo Maxi van 7427R was allocated to Cockfosters Depot and was very seldom seen out and about. Over winter 2014/2015 it spent a couple of weeks at Bollo House in Acton, enabling Ray and Steve to finally mark it off! However, it looks like it has since returned to its reclusive ways. Kevin found it parked at Cockfosters Depot on 2nd December 2017 and was able to confirm that it appears to be the only service vehicle based there. 7427R had a twin (7428R) that was allocated to Northfields Depot (also on the Piccadilly Line) but this was replaced by a new van (8432R) in June 2017.

Photo 5535, by **Kevin Bullions**, added to LTSV on 20/12/2017.

It is very useful to have a couple of 'inside' contributors, enabling us to show vehicles that have otherwise avoided being photographed. This view, taken on 2nd December 2017, shows Volkswagen Golf estate car 7798VW at Arnos Grove depot. New in spring 2014, this is (as far as we know) the only Golf in Incident Response Vehicle livery, and it replaced un-numbered Vauxhall Zafira LT58CNY (see photo 2453). Note that the lettering, as seems normal on such vehicles, suggests that the Incident Officer is kept in the back! Also, unlike most incident cars, this one has no light-bar.

Arnos Grove is a slightly frustrating location. The response car parks in front of the office block and can be seen from passing trains. I have photographed it but the results were not very good. The other vehicles here are normally kept in a yard at the end of the building, and can be seen from a public road that runs past. However, double fences make photography almost impossible. Luckily Kevin photographed all the SVs present and there are more photos coming up soon...

Photo 5536, by **Derek Everson**, added to LTSV on 20/12/2017.

Most of the LBSL Incident Response Unit vans are now coming up to being three years old but there are still several that have not yet been shown on LTSV. Starting the mop-up, here is a view of 7886M, the highest-numbered of the main batch, taken at Stratford City Bus Station 10th October 2017. This van has been here since new and has also been noted at work in east London, notably in Romford. Not much else I can say....

Photo 5537, by **Derek Everson**, added to LTSV on 20/12/2017.

London Buses took a baker's dozen of VW Caddy Maxi vans over the winter of 2014/2015 for use on infrastructure duties. One has since been withdrawn following an accident (7891VW, which has recently been seen back on the road with a private user). Two of the batch had not yet been illustrated on LTSV but that is being remedied today. 7893VW was sent initially to Stratford Bus Station but was soon moved on to Turnpike Lane, where it was photographed on 19th July 2017. Three of the batch are still listed as being at Stratford Bus Station but it has been noted that they are no longer kept there and their parking space has been given over to bus stands. It is not yet clear where they have been moved to.

Photo 5538, by **Ivor Norman**, added to LTSV on 20/12/2017.

Volkswagen Caddy Maxi van 7901VW can usually be found parked at Finsbury Park Bus Station, and it has been photographed there a couple of times. Here is a slightly more interesting view though, taken on 2nd November 2017 when the van was at work in Oxford Street. The long-held ambition of pedestrianising this street now seems to be edging closer to fruition (can an ambition fruit?). Various bus routes have already been (or will soon be) altered, either by cutting back the terminal point or re-routing.

Photo 5539, by **Kevin Bullions**, added to LTSV on 20/12/2017.

Back to Arnos Grove now. This location has had a small allocation of service vehicles in recent years but it came as something of a surprise when it received 7 new Ford Transit vans in summer 2016. All were high-roof examples with Pointcare lettering, previously only seen on a handful of vehicles (including 7474R, 7475F and 7478F). All 7 vans were present on 2nd December 2017 and we start with a look at the back of 8117F and 8110F.

Photo 5540, by **Kevin Bullions**, added to LTSV on 20/12/2017.

Another Pointcare Ford Transit at Arnos Grove on 2nd December 2017, this one being 8111F. The hazard plate on the front has been folded open but has nothing on it. Parked alongside is LP15VJA, a Land Rover Defender Station Wagon that has been here for a while. Two such cars were added to the unmarked car fleet in 2015, the other being LP15VHN. They came near the end of production of this classic design, although were followed by one special for the LT Museum (see photo 5276).

Comment by *Rob Morel* on 27/12/2017: Vehicle Hazard Markings may be mixed load of various packages - more here - <http://www.hse.gov.uk/cdg/manual/consignment.htm#placarding>

Photo 5541, by **Kevin Bullions**, added to LTSV on 20/12/2017.

More Pointcare Ford Transits, again at Arnos Grove on 2nd December 2017. This line-up features 8114F, 8112F and 8115F. I was going to comment that 8114F was the only one not to have hazard plates, but it did have them earlier on (see photo 5172)! So, instead, I will mention that this batch of seven vans is numbered 8110F to 8112F and 8114F to 8117F. The number 8113 has not been used, although it is not known if this was due to a cancellation or superstition! By the way, 8116F was parked just out of shot on the right but I think we've had enough of these for now...

Photo 5542, by **Kevin Bullions**, added to LTSV on 20/12/2017.

Having just shown the 'only' service vehicle allocated to Cockfosters (see photo 5534), coming up are two more photos taken within the depot. Ford Transit Connect van 8260F is almost certainly just a visitor, having been seen at Stratford Market depot several times (along with similar 8259/61/62F). 2nd December 2017.

Photo 5543, by **Ray Monk**, added to LTSV on 20/12/2017.

New Addington is probably as far as you can get from the LUL network without leaving London. However, an LUL van is often to be found there, usually one 'based' at Hainault. Previous examples have included 6972VW (see photo 4372), 7216VW (see photo 4516) and 8280VW (see photo 5481). The latest to be seen is VW Caddy Maxi crew van 8270VW, photographed on 13th November 2017. You need to be careful if reporting this vehicle since identical 8240VW (RF66DPV) carries the number 8270VW on at least one side!

Photo 5544, by **Derek Everson**, added to LTSV on 20/12/2017.

A new van for the Emergency Response Unit was delivered in October 2017, this being a short-wheelbase Volkswagen Transporter crew van. It replaced smaller Renault Kangoo Maxi 7727R (see photo 4480) and carries the same livery of white/blue with a blue/yellow/blue stripe and red bonnet. Derek found it parked at Morrisons in Acton on 5th November 2017. A couple of observations. There is what appears to be a camera in the windscreen, alongside the rear-view mirror. The blue notice nearby does state that CCTV recording is in operation and has also been seen on various recent deliveries (including the London Buses Toyota Yaris cars – see photo 5369) although I was not sure what, where or when they would be recording. The second point is the rectangular aperture just above the number plate. This is not a VW item (compare with similar 8199VW – see photo 5270) and I have noticed a similar object on several new National Express coaches. I presume it is either a camera or a sensor of some sort but please send your answers on a postcard to the usual address!

Photo 5545, by **Derek Everson**, added to LTSV on 20/12/2017.

Lots of smart new Toyota Prius cars have been delivered for LUL in recent months, although some seem to have lingered in the Acton car park for ages. One that is in use is 8587T, seen at Waitrose in Wimbledon on 7th November 2017. Supermarket car parks have featured on LTSV several times over the years (see photo 2851), but in this case the car was one of several vehicles attending to a derailment on the LUL tracks alongside. The train that came off was actually a Desiro EMU belonging to South Western Railway, formerly known as, er..., South West Trains. Fantastically imaginative re-branding there! And before I get a flood of one e-mail, I know the train actually belongs to leasing company Angel Trains. Anyway, getting back on topic, this car also sports the CCTV camera and notice.

Photo 5546, by **Kevin Bullions**, added to LTSV on 20/12/2017.

Back to Cockfosters Depot again, doubling the number of published photos from this location. Toyota Yaris car 8589T was present on 28th November 2017. This car had only been delivered the previous month (see photo 5519) and it is probably too soon to say whether it is allocated here or was just visiting.

Photo 5547, by **Derek Everson**, added to LTSV on 20/12/2017.

A rather empty car park at Acton Works on 9th December 2017 allowed Derek to capture this view of newly delivered Volkswagen Transporter minibus 8599VW. It carries the white/blue/lilac livery of TfL Private Hire, and is lettered for Compliance Enforcement. This suggests it will be a replacement for Ford/Ashwood Transit 6987F (see photo 3361), latterly kept at Mandela Way. Note that this new minibus appears to be to a slightly different specification to others delivered to the central fleet recently (such as 8258VW – see photo 5412), featuring body coloured bumper and mirrors (instead of black) and three chrome strips across the grille (instead of just one). Perhaps unsurprisingly, a couple of LUL Toyota Prius cars were also present, including 8489T peeking in on the left.

Photo 5548, by **Ray Monk**, added to LTSV on 20/12/2017.

Fleetnumbers are now into the 86xx series, the first being a batch of six Renault Kangoo electric+hydrogen vans, as shown last month (see photo 5512). Ray caught 8612R leaving Acton Works on 26th October 2017, by now in full LUL livery. Clues to the unique propulsion system are in the small green diamond labels (showing H₂ GAS), the 'cleaner air' branding on the sides and also by the front grille design. On the standard Kangoo (such as 8309R – see photo 5415) the chrome strip is at the bottom of the grille, whereas the ZE model has it across the middle.

Photo 5549, by **Ray Monk**, added to LTSV on 20/12/2017.

The two MAN tractor units delivered in September (see photo 5486) are now in service in full LUL livery and with dayglo wheelnut covers. The red band has been added between the blue skirt and the silver 'safety' stripe, but does not extend around the front. However, the main reason for including this photo is the trailer. Ray reported that this carried the number T78, thus confirming that this is the number allocated to one of the two new Dennison flatbed trailers. This is clearly the one with the lower headboard (see photo 5456 for a comparison), which means that the only unknown now is whether this one is extendable or not. Oh, and it would be good to have confirmation that the other one (the extendable one with the taller headboard) is in fact T77! Seen leaving Acton Works on 4th December 2017. It would be interesting to know what the low-loader visible in the background was going to collect. It does not look like the type used to carry tube carriages.

Photo 5550, by **Derek Everson**, added to LTSV on 20/12/2017.

There's something different about you....This is one of the most frequently featured vehicles on LTSV, although you wouldn't know it by clicking on the 'View vehicle details' link. It is of course the former VLT46, a Volvo FM recovery truck bought by Go-Ahead in 2004 and which carried a former Routemaster registration from new. In autumn 2017 Go-Ahead was persuaded to part with the valuable number plate, which is now on a van belonging to the person who also owns a car plated VLT47! The Volvo was given new (but age-appropriate) mark LN04CHL and was seen at its home base of Putney Garage on 3rd October 2017. As for the link, the database behind LTSV has difficulty handling vehicles that change registration. For example, if I changed the registration of the original record to LN04CHL, you would not find it by searching for VLT46. The workaround has been to add a new vehicle record for such instances, which is why there are two Volvo FM trucks listed when there has only of course been one. A better solution is planned for LTSV v3 but that is a long way off.

Photo 5551, by **Derek Everson**, added to LTSV on 20/12/2017.

This photo illustrates two problems I have in maintaining the database on LTSV. The first is a design 'feature', whereby vehicles can only have a status of Active or Withdrawn, where withdrawn means 'no longer current'. A lot of our information comes from vehicle licensing checks (Ray has done thousands of these, for which I am very grateful). If a vehicle is shown as being delicensed or SORN (declared as being off the road), then it is marked on LTSV as being withdrawn. However, it might still be owned/held by the company but just not in use. A future upgrade to the site will include an intermediate status to remedy this. The other problem is that most companies do not provide fleet information but, when they do, the information is often inaccurate or out of date.

Shown here is Volkswagen Transporter minibus RY05AEZ at Guildford Garage on 11th October 2017. This was one of several minibuses from the Tellings Golden-Miller airport fleet which were transferred to Arriva bus operations in 2014. This one gained 'paper' fleetnumber VF139 with Arriva Southern Counties. A licensing check in spring 2017 showed that it was SORN and had an expired MOT. It was duly marked as being withdrawn, but that autumn we received a list from the company which showed it as still being in stock. So I de-withdrew it! It was parked with some clearly out-of-use buses when Derek found it.

Ironically the other service vehicle visible in this photo also suffered from premature withdrawal! Beyond the buses is the back end of a Ford Transit minibus, believed to be LS06YCR (photo 4727). This was another former TGM vehicle, but it went to Dartford. It was then stolen in 2015 and reportedly written off. Naturally I marked the database entry as being withdrawn! It was evidently recovered though, as Arriva were listing it again by summer 2016, albeit showing the allocation as Harlow. A later list did have it as being at Guildford so perhaps it did work from both. Anyway, with two minibuses off the road, can anyone say what the current crew ferry vehicle at Guildford is? It might be HT05YDB (another ex TGM, photo 4846), but that has not been reported for over 4 years....



Photo 5552, by **Ray Monk**, added to LTSV on 20/12/2017.

A very seasonal photo from Ray here. London had a couple of inches of snowfall during Sunday 10th December 2017, although it very kindly all disappeared before the Monday rush-hour. This photo is also topical because it shows some recent re-allocations. Go-Ahead London's Belvedere garage (which was really just a yard and an office) was closed operationally at the beginning of December 2017. Bus route 180 transferred to the new Morden Wharf base, while the 244 went to Bexleyheath. EK64CFY, the Ford Transit Connect crew van that used to serve route 244, went as well, and can be seen in the background here. It remained unlettered but now has an FB1 sign in the windows. The number FB2 was carried by Vauxhall Combo van HN13YMV, a vehicle which has had quite a complicated history. New to Northumberland Park Garage in unmarked red in 2013, it originally had no windows in the cargo doors. Windows were added by early 2014, then later that year the van was moved to the former Metrobus garage at Croydon. Here it gained Go-Ahead logos and the fleetnumber 9034, which is still carried but hidden by the snow in this view. It moved again to Bexleyheath in December 2017, although I am not sure why they need two vehicles. In contrast to the Ford, the Vauxhall had gained a depot code and a variety of labels, most of which seem to have come from buses. These include 'Mind your head when standing', 'Emergency Door Control', 'Stand clear of doors' plus what appears to be an Oyster notice and an OAP priority label!



Photo 5553, by **Derek Everson**, added to LTSV on 20/12/2017.

This van was found in Slough Bus Station on 10th October 2017 and seems likely to be in use with First Berkshire. As with other recent vans here, it has unmarked red livery apart from a reflective safety stripe. VO64WCK is a short-wheelbase, low-roof Volkswagen Transporter.



Photo 5554, by **Derek Everson**, added to LTSV on 20/12/2017.

Among several new Ford vans for the Go-Ahead London fleet in autumn 2017 was a high-roof Transit Custom with registration number EY67FTA. It was allocated to Putney Garage, where it was photographed on 3rd October 2017, at which point it was still in unmarked red with a yellow safety stripe.



Photo 5555, by **Derek Everson**, added to LTSV on 20/12/2017.

As already mentioned (see photo 5532), the two service vehicles from the LT Museum were taken to Brooklands on a low-loader for the event on 22nd October 2017. This view was taken shortly after their arrival. The truck is Stathams' Volvo FH N7RMP, which regular visitors to this site may recall was also used to take an LT bus to the Bromley Garage open day last August (see photo 5188). The trailer was a different one though.



Photo 5556, by **Derek Everson**, added to LTSV on 30/12/2017.

Very early on 6th November 2017 a South Western Railway Class 450 'Desiro' train derailed outside Wimbledon station. This was a low-speed incident and only one bogie came off the rails. The train was working one of the few SWR services to be routed via East Putney and was on LUL-owned track at the time. Because of this, the re-railing exercise was led by LUL, with quite a few service vehicles in attendance. Seen in the Waitrose car park the following morning was Emergency Response Unit tender 2609. The additional fleetnumber (B881) towards the rear of the cab shows that this is one of the five tenders delivered in British Transport Police livery. Since the livery-specific elements are on removable panels they can be switched as required. When seen, 2609 was in TfL/ERU livery, apart from the front offside cab door, which was still in BTP yellow/blue. Comparison with photo 5358 shows how it should appear. The train (450 025) is visible in the background.



Photo 5557, by **Derek Everson**, added to LTSV on 30/12/2017.

Former service vehicles can often be recognised by retaining their blue skirts. This example goes one better by also still having fleetnumbers (as the photos taken at BCA show, all lettering is normally removed when vehicles are withdrawn). 6059F was one of a pair of 'jumbo' Ford Transit crew vans (the other being 6060F) taken into stock on the same day in September 2006. Both were allocated to Stratford Market Depot, and though both were reported quite a few times, neither was ever photographed. Interestingly they were both returned off lease on the same day in July 2011 and were sold through BCA the following month. Derek found the former 6059F in Eastleigh, Hampshire, carrying lettering for railway contractor S&T Cover.

Photo 5558, by **Derek Everson**, added to LTSV on 30/12/2017.

Given the relatively minor nature of the derailment at Wimbledon on 6th November 2017 I was rather surprised that at least 11 service vehicles attended. Four (and a bit) are seen here the next day, making use of the Waitrose car park. Nearest the camera are a pair of Ford Transit dropside trucks from Lillie Bridge. 7242F has LUL lettering, while newer 7821F has TL (plus a large poppy on the bonnet). Beyond them are Emergency Response Unit tenders 2603 and 2608, both carrying TFL/ERU markings. Just visible on the right is 7673F, one of three 'facilities' vans present.

Photo 5559, by **Derek Everson**, added to LTSV on 30/12/2017.

Numbers 7448 to 7455 are carried by a batch of Peugeot Partner Tepee cars new in May/June 2012, of which four went to Barking Station and four to Earls Court. The Barking quartet are easy to see and have all featured on LTSV before. Conversely the Earls Court group are usually hidden away in their tiny base and only come out at night. A daytime visit by 7448P to Acton Works on 12th December 2017 was caught on camera by Derek.

Photo 5560, by **Ray Monk**, added to LTSV on 30/12/2017.

After a bit of a lull, deliveries of Renault Kangoo vans have picked up again over the past year. Some recent additions will be shown on LTSV soon but here is one from a couple of years ago. 7950R to 7952R were a trio of Kangoo ML19 vans delivered in November 2014 for LUL. The allocations for these three vans are still not known and they are mainly nocturnal. Ray found 7951R parked on Colville Road in Acton, close to the works, on 12th October 2017. Vans and cars often visit the workshops here for servicing. The basic Kangoo van is relatively rare in the central fleet, being significantly out-numbered by the longer Kangoo Maxi.

Photo 5561, by **Ray Monk**, added to LTSV on 30/12/2017.

With the exception of minibuses, the Ford Transit Mk8 has now settled as the standard model for mid-sized vehicles in the LUL fleet. One of a batch of long-wheelbase high-roof vans delivered in 2017 was 8405F. It was noted several times at the Baker Street offices (not a location associated with larger vans) but was caught by Ray leaving Acton Works on 12th October 2017.

Photo 5562, by **Derek Everson**, added to LTSV on 30/12/2017.

Indespension mini-tanker trailer T70 can often be seen in the lorry yard at Acton Works. I had assumed it was no-longer roadworthy, since the last few times it has been seen on the move it has been on the back of a lorry. However, Derek saw it entering the works on 12th December 2017 being towed by Volkswagen Transporter minibus 8430VW. I have never really looked at which service vehicles are fitted with towing bars but the addition of one on a minibus seems slightly odd.

Photo 5563, by **Derek Everson**, added to LTSV on 30/12/2017.

Comings and goings outside Acton Works on 12th December 2017. On the way in is recently delivered 8482F, a medium-wheelbase low-roof Ford Transit Custom van. Behind is Ford Transit Mk8 crew van (medium-wheelbase, mid-height) 8285F, which has been fairly elusive since delivery in February. I may have mentioned this before but the size designations of these two new Transit models are actually shared. Medium wheelbase vans feature a 3300mm wheelbase on both. But the MWB Transit Custom is the longest Transit Custom, while the MWB Transit Mk8 is the shortest Mk8. Or put another way, there is no LWB Transit Custom, and no SWB Transit Mk8!

Photo 5564, by **Ray Monk**, added to LTSV on 30/12/2017.

Ford Transit Custom van 8505F was caught on Bollo Lane in Acton on 24th August 2017. It is fairly clear that this is a low-roof example, but the length is harder to determine visually, especially from the offside. It is actually a short-wheelbase variant (2933mm) and it has had an uncredited appearance on LTSV before (see photo 5472).

Photo 5565, by **Ray Monk**, added to LTSV on 30/12/2017.

Apart from a batch of ten for Lillie Bridge (see photo 5365), only a handful of Peugeot Partner Tepee cars have been added over the past couple of years. The most recent is 8565P, seen leaving Acton Works on 19th December 2017.

Photo 5566, by **Derek Everson**, added to LTSV on 30/12/2017.

Back to Wimbledon again, and here we see the Transplant mobile office, built on Mercedes-Benz Axor WX08KUY. This started out as a dropside lorry in 2008 but was rebodied as shown in 2014. It was attending the derailment of a South Western Railway 'Desiro' on LUL tracks outside Wimbledon Station. The most interesting aspect of this photo is that the nearside wheels are not touching the ground! I presume it had been jacked up to make it level, which I suppose would help with the kitchen inside. However, in the photos that Derek provided, I could see no sign of how or where it was jacked. Also just visible in this view (taken on 7th November 2017) are Toyota Prius car 8587T (see photo 5545) and facilities van 7678F.

Photo 5567, by **Derek Everson**, added to LTSV on 30/12/2017.

This photo is almost a clone of one taken over five years ago (see photo 3976), with a couple of notable differences. Mercedes-Benz Actros artic tractor unit WP61ZXE has recently been given TfL/LUL lettering and a red stripe, in place of the Tube Lines markings it carried from new. Similar 2603/WX57NPV has also been so treated (see photo 5521), but the newest of the trio (WN12NDV) retains Tube Lines livery for now. Further changes are the addition of two orange roof beacons and fluorescent wheelnut tell-tales. The trailer is vintage (33 years old!) Crane Fruehauf single-axle CT36, new as a dropside but currently operating as a flatbed. Seen entering Acton Works on 12th December 2017.

Photo 5568, by **Derek Everson**, added to LTSV on 30/12/2017.

One more visit to Wimbledon. By the way, I arrange pictures within each batch in order of fleetnumber and/or registration, but perhaps it would make more sense to group them by when/where they were taken. Anyway, attending the derailment of a Desiro train on 6th November 2017 (but seen the following day) was the Emergency Response Unit manager's car. The current vehicle is un-numbered Volvo XC70 estate car LM66UNH.

Photo 5569, by **Derek Everson**, added to LTSV on 30/12/2017.

The mobile canteen at the London Bus Museum is currently undergoing restoration, following the completion of work on its tractor unit 702B. During the open day held on 22nd October 2017, the trailer was tucked away in the workshop while 702B took part in the line-up outside (see photo 5516). Most of the bodywork was still in undercoat, though the roof looked finished in the darker of the two shades of green these vehicles carried. The normal entrance is half-way along the nearside, and the smaller door in the front is believed to have been for emergency use only. The description of these trailers as being Scammell-Spurlings is slightly misleading. Scammell built the chassis and Spurlings the bodywork. Similarly the tractor units are usually referred to as Bedford-Scammells, even though the latter company's contribution was just the coupling.

Photo 5570, by **Derek Everson**, added to LTSV on 30/12/2017.

A peek inside the canteen trailer at Brooklands on 22nd October 2017 shows that interior restoration is quite well advanced. Taken from the front (emergency) door, this shows the seating provided in the raised front area. There appear to be a couple of tables at the lower level beyond, while the entrance is behind the bulkhead on the right. The kitchen area is out of sight at the far left, and a fold-down flap across the middle would have made the serving counter. The menu shows a fairly limited selection!

Photo 5571, by **Derek Everson**, added to LTSV on 30/12/2017.

The next four photos all show pairs of (almost) identical bus company vehicles. First up are two of London United's fleet of Ford Fiesta vans with FF14 (EO12UDT) to the fore and FF17 (EO12UGY) beyond, photographed on 2nd December 2017. These vans were officially renumbered to FF75014 and FF75017 in 2016 but only a couple of the London United service vehicle fleet have been physically renumbered so far. The location provides some interest as well, being Atlas Road garage in Harlesden. This location was opened by First London in 2011 to act as an overflow for Westbourne Park garage while the yard at the latter location was in use for Crossrail construction work. Given the garage code of AS, it was a stone's throw from PK, the small base inherited by London United from NCP Challenger and given the name of Park Royal. The actual location is something of a hinterland, Old Oak Common, North Acton and Willesden Junction being other potential names, although the latter two had already been used for other bus garages. Anyway, Atlas Road (AS) passed to Tower Transit when First London sold out, and was closed in June 2017 when the yard at Westbourne Park was re-opened. This could have been the end of the story but for London United being awarded the tender to operate trunk bus route 18 from November 2017. PK was too small for the quantity of buses needed, so they instead took over AS, moving the existing PK allocation across the road and adding a fleet of new Volvo B5LH buses for the 18 (a couple of which can be seen in the background). Just to make things confusing (!), London United assigned a new garage code of RP.

Photo 5572, by **Ray Monk**, added to LTSV on 30/12/2017.

No prizes for guessing the location of this photo taken on 1st November 2017. There aren't many clues but it has been shown on LTSV several times before. On show this time were a pair of Ford Fiesta hatchback cars, pretty much the standard vehicle for Abellio over the past few years. All were bought second-hand and the interest comes from variety in the base colour and how much lettering gets applied. GF12DMU (on the left) is black and appears to be anonymous, while EA60UOB is brown (or 'red' to the DVLA!) and has Abellio London logos. Neither car carries a fleetnumber but they are allocated 6802 and 6765 respectively.

Photo 5573, by **Derek Everson**, added to LTSV on 30/12/2017.

No prizes for knowing this location either, again despite visual clues. New deliveries of service vehicles for Metroline have been featured on LTSV several times before, parked up at the Perivale Central Engineering and Logistics Facility (CELF) prior to entering service. The latest additions are a trio of Ford Transit Connect Mk2 vans, which arrived in mid-November 2017. They were photographed there in unmarked red but Derek returned on 16th December and found that they had been lettered-up. This view shows AV67HXD and AV67EUM, while AV67EUK was also parked nearby. Metroline has four Transit Connect vans that are more than five years old, so the locations to watch for these new vans at are Holloway, Brentford, Harrow Wealdstone and Edgware.

Photo 5574, by **Ray Monk**, added to LTSV on 30/12/2017.

Two anonymous cars parked in a fairly non-descript bus station, I would not have guessed this location were it not for the two buses in the background. Routes 370 and 372 are the only 'red' bus services to reach Lakeside in Essex, most other services here being operated by Ensignbus. The two cars are both Hyundai i10 hatchbacks, one of which has already been shown working from Barking garage (see photo 5509). This pair no doubt work from Grays garage, once part of Arriva Southern Counties but now in the Arriva London group. Neither car had any markings and it remains to be seen whether more of this type are taken in place of the previous standard Vauxhall Corsa. By the way, the silver car behind EY67VCO is EO67RNJ.

Photo 5575, by **Robin Morel**, added to LTSV on 30/12/2017.

The advent of London Overground and TfL Rail/Crossrail has somewhat blurred the distinction between what used to be LT and BR rail services. London Overground is covered on LTSV since some of its vehicles were supplied (and numbered) by LUL Distribution Services, but most vehicles supporting the 'mainline' rail routes are of course operated by Network Rail. I haven't had much interest in these because most carry fairly plain white liveries with just company logos and, most importantly, no fleetnumbers. Defying both of these comments is this Mercedes-Benz Sprinter van seen at West Hampstead (Thameslink) station on 8th December 2017. It has a smart, emergency-style livery and carries fleetnumber RISU1. The meaning of this is fairly obvious from the lettering on the bonnet and bodysides, while a very similar vehicle was seen at the same location earlier in the year carrying number RICP1 (this was DK55YCY, a Rail Incident Command Post).



Photo 5576, by **Malcolm Conway**, added to LTSV on 22/01/2018.

The first two photos added to LTSV in 2018 were both taken on the last night of 2017. Malcolm found rarely-seen Emergency Control Unit DB25 parked across the road from Waterloo Station. Since 2014 this body has been normally carried by MAN lorry chassis 2587, which has had suitable Emergency markings applied to its front panel.



Photo 5577, by **Kevin Bullions**, added to LTSV on 22/01/2018.

This photo was taken in the last hour of 2017 and shows Emergency Response Unit Volvo rescue tender 2609 parked on standby on Millbank. Since being photographed at Wimbledon (see photo 5556) in November, this vehicle has regained a full set of Police liveried panels.

Comment by *Kevin Bullions* on 25/01/2018: This vehicle reverted back to LU ERU livery at the end of that shift, joys of reversible panels.



Photo 5578, by **Malcolm Conway**, added to LTSV on 22/01/2018.

Malcolm did well to spot this former service vehicle at Gants Hill on 3rd January 2018. Once number 7009M in the LBSL fleet, it now carries a plain red livery. The fact that the bumper and side rubbing strips have also been repainted changes the appearance of the design considerably.



Photo 5579, by **Derek Everson**, added to LTSV on 22/01/2018.

7271F to 7274F were a batch of four Ford Transit vans that were delivered in early 2012, seemingly as replacements for similar 6544F to 6547F. Because of this, we assumed that they were assigned to the Depot Engineering Support Unit based at Hearne House in Acton. Although all four vans were seen there at least once, it appears that they were soon transferred elsewhere. Two in particular were very elusive. 7271F was seen at Ruislip a couple of times, while 7274F was noted in Hainault in 2012 but never again. This was bad news for our most 'completist' member, Steve, who didn't manage to see either of them. All four vans were withdrawn and passed through BCA at Blackbushe during 2017, including 7274F seen there on 9th November.

Photo 5580, by **Derek Everson**, added to LTSV on 22/01/2018.

Only two Peugeot Partner Tepee estate cars were added to the central fleet during 2017 (8484P and 8565P), although there are still about 36 older examples in use. One of these is 7606P, nocturnally active from Lillie Bridge since delivery in early 2013 but seen approaching Acton Works on 12th December 2017.

Photo 5581, by **Derek Everson**, added to LTSV on 22/01/2018.

I wasn't going to publish any more photographs from the Wimbledon derailment of November 2017 but recent developments have made this picture rather topical. In recent years, LUL has held a fleet of around 15 'Facilities' vans, these having toilets and kitchen/messing areas for use at remote work sites. From late 2017 these started to be disposed of, with no apparent replacements. So far all but four have been traced through the vehicle auction websites. Those four may be going too, or perhaps they will be kept to meet a reduced demand. It certainly did seem to be the case that most of them were parked up at Acton whenever I went past (see photo 5480). 7678F, from the batch of six delivered in 2013, was one of three facilities vans that attended the Wimbledon incident, seen here on 7th November 2017. It left the fleet in early January 2018 having amassed a mileage of 11,451. Similar 7673F only did 5,734 miles! Visible on the ground are four wheelchairs (used to move disabled railway vehicles) and the remains of the ERU's lunch!

Photo 5582, by **Derek Everson**, added to LTSV on 22/01/2018.

Very few of LUL's numerous Renault Kangoo vans have roof-racks, although conversely, most of those used by London Overground and Tramlink do. LUL 7713R is one of two added to stock in autumn 2013 for use by the power supply division, then freshly taken over from UK Power Networks. On 14th November 2017 it was found parked on what was the northern roundabout at the Elephant & Castle, which has now been remodelled to improve walking routes and confuse drivers. This van has been parked here for at least two days a week over the past few months. The reason I know this is that I can see it from my (temporary) office desk!



Photo 5583, by **Derek Everson**, added to LTSV on 22/01/2018.

Three years after they were delivered there are still several current LBSL Incident Response Unit vans that have not yet been shown on LTSV. 7854M has been photographed before, as it is one of the batch of vans based at Eltham Bus Station. However, Derek found it leaving Acton Works on 21st November 2017.



Photo 5584, by **Derek Everson**, added to LTSV on 22/01/2018.

A large batch of Ford Transit Custom crew vans was delivered for use by the Lifts and Escalators section based at Frank Pick House (Acton) in 2015. There were 23 in total, taking numbers 7911F to 7938F apart from 7930/7931 and 7936. 7933F was one of the vans that is not normally based at Acton, although it does make the odd appearance, as here on 5th August 2017. I should mention that, since the changes in the lorry yard at Acton Works, there is now a roadway through from Frank Pick House. Their vehicles can therefore be seen leaving via the main Works entrance.



Photo 5585, by **Derek Everson**, added to LTSV on 22/01/2018.

The Ford Fiesta is now a significant feature of the central fleet, with over 60 in stock at present, divided roughly 50/50 between vans and cars. On 9th December 2017 two were visible in the car park at Acton Works. Hatchback car 8082F was to the fore, with van 8353F visible beyond. Six other service vehicles were on the back row, including (from left to right) new Renault Kangoo maxi vans LV67HWL and LV67OES, an unidentified VW Caddy van, Toyota Prius 8572T, Ford Mondeo estate 7742F and an unidentified Peugeot Partner Tepee.



Photo 5586, by **Derek Everson**, added to LTSV on 22/01/2018.

A better look at the Ford Fiesta hatchback car design is shown by this view of 8234F heading into Acton Works on 12th December 2017.

Photo 5587, by **Derek Everson**, added to LTSV on 22/01/2018.

Although not matching the 99 taken in 2012, about 80 Renault Kangoos were added to the central fleet during 2017. All were vans and most were of the longer Kangoo Maxi design. This is typified in this fine view of 8415R arriving at Acton Works on 5th August 2017.

Photo 5588, by **Derek Everson**, added to LTSV on 22/01/2018.

175 Ford Focus cars have featured in the numbered fleet since 1999, of which all but 14 were estates. Just three hatchbacks are current, of which two are seen in this photo. Taken at Edgware Road Station Yard on 21st November 2017, recently delivered 8501F is to the fore, with slightly older 8376F beyond. The third hatchback (8069F – see photo 5049) had been elusive but has recently been discovered to be based at Victoria Coach Station basement, not a location that was known to house LUL vehicles.

Photo 5589, by **Kevin Bullions**, added to LTSV on 22/01/2018.

A batch of Renault Kangoo Maxi vans delivered in November 2017 has been dispatched to various locations around the network. 8554R went to Arnos Grove, where it was photographed on 2nd December 2017. I had not noticed before the fact that most Renault Kangoo Maxi vans have cargo doors in both sides, whereas the normal length Kangoo vans only have one on the nearside. Note the early Ford Escort rally car on the trailer in the background.

Photo 5590, by **Ray Monk**, added to LTSV on 22/01/2018.

The six Electric+Hydrogen Renault Kangoo Maxi vans delivered in autumn 2017 were thought to be destined for use as mail vans, but reports have been minimal so far. On 19th January 2018 Ray noted a couple running out of Acton Works, including 8613R seen here waiting for the level crossing. The logo of Symbio (who undertook the hydrogen conversion) can be seen above the numberplate.



Photo 5591, by **Derek Everson**, added to LTSV on 22/01/2018.

Left-hand drive Hyundai IX35 fuel cell car EK64ZNN has been based at Stratford for the past few years, but spent a week at Acton Works in January 2018. On the 13th, Derek photographed it in the front car park, showing the side logos and rear chevrons.



Photo 5592, by **Ray Monk**, added to LTSV on 22/01/2018.

Three more Volkswagen Transporter Minibuses were found at the Cordwallis dealership in Bedfont on 11th January 2018. Two featured light-bars and white fittings (bumpers, mirror housings and door handles), similar to 8599VW (see photo 5547), suggesting they may also be destined for TfL Private Hire. RE67WOA is seen here, while similar RE67WOD is just visible between the black and red vans in the background.



Photo 5593, by **Ray Monk**, added to LTSV on 22/01/2018.

The third Volkswagen Transporter minibus found at Cordwallis in Bedfont on 11st January 2018 was RE67WOH. This one had black bumpers, mirrors and door handles, and I would assume this will end up in LUL livery.



Photo 5594, by **Brian Pask**, added to LTSV on 22/01/2018.

New contributor Brian sent in this fine shot of Go-Ahead London Mercedes-Benz Vito minibus RJ62ZGY at Queens Hospital in Romford on 20th December 2017. New to Metrobus as their fleetnumber 8054 in January 2013, it moved north to River Road Garage in Barking in summer 2016. The fleetnumber has been removed but the defunct Metrobus logo is still on display. Crew ferries at some garages have local operating numbers on paper in the windows, this one being number 3.



Photo 5595, by **Derek Everson**, added to LTSV on 22/01/2018.

C&S Motor Group have been active in London for several years, their star vehicle being DAF CF Recovery Truck EU06HPA, first noted in 2008. It gained red/white stripes on the bumper and mirror covers by 2014, and more recently has had TfL and Buses logos applied to the cab front and sides. It can often be found parked on Achilles Way, near Hyde Park Corner, as here on 14th October 2017. Joining it on this occasion was Ford Transit Connect van EN56BFE.



Photo 5596, by **Derek Everson**, added to LTSV on 22/01/2018.

Having used Iveco, Mercedes and Volkswagen vans in recent years, Sovereign Recovery seems to have gone back to liking Ford products. One of at least two Ford Transit Custom vans new in late 2015, LS65CGU was seen attending to a Metroline TE at Horn Lane in Acton on 2nd December 2017. Fleetnumbers are now applied to most Sovereign Recovery vehicles, this one carrying SV323 on the driver's door.



Photo 5597, by **Neil Knowlden**, added to LTSV on 20/03/2018.

An interesting set of photos has been sent in by Neil Knowlden, showing former 1468W parked at the site of the goods yard in Crystal Palace on 10th November 1977. New to British European Airways in 1952, this AEC Regal bus was one of four acquired by London Transport in 1967 and modified as uniform issue lorries. They were replaced by the well-known Ford D box lorries from late 1976 and all were sold. The history of this particular vehicle is a bit complicated. It was originally set aside for preservation and, whilst at Crystal Palace, it had its interior fittings stripped out. A month later it moved to the fledgling bus museum in Woolwich but it was destined to change hands a few more times and it ended up in use as a travelling home. For more details on the history, and a photo of it taken in 2005, see photo 956. This view shows the mid entrance and the livery of grey with a black stripe. The London Transport lettering had been removed while the BEA shield on the front had been refitted.



Photo 5598, by **Neil Knowlden**, added to LTSV on 20/03/2018.

A rear view of former uniform issue unit 1468W at Crystal Palace on 10th November 1977 shows the emergency escape door. Through the windows in and above this you can see the ends of the sizable shelving units fitted along each side. Work on restoration was started at this time, with the interior fittings being stripped out. However, it was later sold on for use as a caravan and it was not until 2006 that the bus re-entered preservation, firstly with Ensign then (from 2014) with the London Bus Company.



Photo 5599, by **Neil Knowlden**, added to LTSV on 20/03/2018.

These two photos show the interior of uniform issue unit 1468W in as-withdrawn condition. On the left is a view looking through the open rear door, with the shelving along the nearside visible. Beyond that is the serving counter. The photo on the right was taken from the serving counter looking backwards towards the open rear door. As can be seen, the shelving occupied most of the length on both sides. Taken at Crystal Palace Goods Yard on 10th November 1977.



Photo 5600, by **Neil Knowlden**, added to LTSV on 20/03/2018.

Two more photos of the interior of uniform issue unit 1468W, taken at the former Crystal Palace Goods Yard on 10th November 1977. Both views were taken from just behind the cab, looking rearwards towards the customer entrance (the mid-ships door is on the right) and serving counter. In the left view, the 'shop' is closed up, while on the right the various flaps are all open, giving a glimpse through to the shelving in the rear part of the vehicle. According to the Rennie/Aldridge service vehicle book, these vehicles also featured two changing rooms. From these photos I would assume these must have been just behind the cab, which would make them just out of frame on the left of these photos. The interior was painted in a cream colour.



Photo 5601, by **Malcolm Conway**, added to LTSV on 20/03/2018.

Volkswagen Transporter crew van 7752VW was new in 2013 but is based at Hainault Depot and hence not often seen out during the day. As with Ruislip Depot at the other end of the Central Line, vans are often used for runs to the shops, it being quite a long walk otherwise. This was probably why 7752VW was parked on New North Road at midday on 13th March 2018.



Photo 5602, by **Ray Monk**, added to LTSV on 20/03/2018.

The five Volkswagen Golf estate cars delivered in June 2016 have been problematic for LTSV. Firstly, going on DVLA information, we listed them as VW Jettas. Observations were rare but eventually proved that they were in fact Golfs. Secondly, the lack of observations means that allocations for several are still unknown. 8195VW had not been reported since it was seen brand new at Acton Works. It was back there on 12th February 2018 and was fortunately captured by Ray. A lovely shot but it doesn't really help with the allocation....



Photo 5603, by **Malcolm Conway**, added to LTSV on 20/03/2018.

Once the standard estate car in the central fleet, the Ford Focus is now largely passed over in favour of types such as the VW Golf and Peugeot Partner Tepee. A few are still being added to stock, including 8446F new in July 2017. Not seen since delivery, it was photographed in Barkingside on 12th February 2018, suggesting that it is based at Hainault Depot.



Photo 5604, by **Derek Everson**, added to LTSV on 20/03/2018.

The front car park at Acton Works is often relatively empty at weekends, making it a lot easier to see (and photograph) any service vehicles that may be present. As shown in numerous photographs on this site, the car park is often host to recently delivered vehicles, but older ones are also sometimes to be seen. On 10th March 2018 Derek found LUL Toyota Prius car 8491T (new in July 2017) and TfL Hyundai ix35 fuel cell car EK64ZNH. Both of the left-hand drive ix35s have been resident here in recent weeks.



Photo 5605, by **Derek Everson**, added to LTSV on 20/03/2018.

Another Acton Works car park view, this time on 13th January 2018 and dominated by newly delivered vehicles. To the fore are Renault Kangoo Maxi vans 8495R and 8497R, both of which were soon in use from Edgware Road Station. At the left-hand end of the back row is Toyota Yaris hybrid car 8621T while on the right are Toyota Priuses 8572T (new last September) and one un-identified.



Photo 5606, by **Traintest**, added to LTSV on 20/03/2018.

Seen at Hearne House (Acton Town) on 16th March 2018 was Ford Transit Custom 8515F, used as the Technical Services workshop van. It was parked beside recently delivered Transit box van 8541F.



Photo 5607, by **Ray Monk**, added to LTSV on 20/03/2018.

Acton car park yet again, the subject being Renault Kangoo Maxi van 8516R. Delivered on 5th December 2017 it was seen here on several dates over the next few months and was still there on 17th February 2018 when Ray photographed it. Four days later it was in the night gang at Griffith House but was then back in the car park a few days after that. So, um.... What I can say is that this van was acquired as a one-off. A lot of vehicles are ordered and numbered in smallish batches, but the number 8516 is bracketed by other makes. In the background is Toyota Yaris 8575T which... guess what... was new in September 2017 but has been seen parked here on numerous occasions since.



Photo 5608, by **Traintest**, added to LTSV on 20/03/2018.

No 18-reg service vehicles have been reported as of today (20th March), but a few vehicles delivered in early 2018 started a new registration series of LO67xxx. One was 8531F, a Ford Transit Courier van for use by LUL Technical Services EES section at Hearne House and seen at home on 16th March 2018. The Transit Courier model fills a fairly narrow gap in the size range between the Fiesta van and the short wheelbase Transit Connect. It does seem to be popular with various users though, including LUL who have taken 23 so far.

Photo 5609, by **Traintest**, added to LTSV on 20/03/2018.

In recent years the central fleet has required just two box vans (as opposed to panel vans). One is based at Acton Works (currently 7749F – see photo 4525), while the other is with LUL's Technical Services AVI (Auto Video Inspection) section based at Hearne House (Acton Town). The latter allocation has recently been renewed with 8541F replacing 6685F (see photo 3457). Apart from being a Mk8 Transit, this van differs in having an over-cab extension. I'm not sure if this streamlined type is classified as a 'Luton' van, this name usually applying to vans with a full-width extension over the cab, as seen on 5494F (see photo 3370). The van also has a tail-lift and was photographed parked at Hearne House on 13th March 2018 alongside Transit Custom van 8515F. The departure of 6685F means there are now only nine service vehicles remaining with 6xxx fleetnumbers.

Photo 5610, by **Ray Monk**, added to LTSV on 20/03/2018.

The first Toyota Prius car for LUL was new exactly a year ago and there are now thirty in the fleet. Allocations for most of them are unknown but 8550T has settled at Golders Green Station, making it one of the easiest to see. I have been sent three photographs of it in its new home, including one of it unusually facing outwards. However, as the front of 8550T has already been shown on LTSV, I have used Ray's shot of its behind, taken on 8th February 2018. I need to amend the database entries for these vehicles. The fact that they have a clearly marked Petrol filler cap shows that they are hybrids rather than pure electric.

Photo 5611, by **Derek Everson**, added to LTSV on 20/03/2018.

Edgware Road Station has had a string of electric vehicles allocated over the past few years, some being just for short trial periods. Nissan Leaf 8301N has been based here since October 2016 and was recently joined by similar 8595N. Both were parked nose-in (to allow connection of the charging cables?) on 6th March 2018, 8301N being at the far left in this view. Also present were three of the four Renault Kangoo maxi vans new in January. 8495R is centre-left while 8496R is just visible on the right.

Photo 5612, by **Derek Everson**, added to LTSV on 20/03/2018.

Six Renault Kangoo ZE electric vans with hydrogen range-extenders were delivered in October 2017 and are believed to be intended for use as mail vans for a three-year trial period. That said, they do not seem to be as frequently seen as previous generations of mail vans (such as the Fiat Doblos – see photo 4383). Derek found 8614R parked on Alsop Place, Baker Street, on 6th March 2018. Although badged as Kangoo ZEs, these have the same longer bodywork as the Kangoo Maxi.



Photo 5613, by **Malcolm Conway**, added to LTSV on 20/03/2018.

The two MAN demountable lorries new in November 2017 appear to be identical to the example delivered at the end of 2016 (LV66XYD – see photo 5466), apart from having a locker in front of the rear wheels, and consequently shorter life-guard rails. WU67AJX was seen passing through Palmers Green on 2nd February 2018 with refurbished dropside body DB10 on-board.



Photo 5614, by **Traintest**, added to LTSV on 20/03/2018.

Something of a mystery is this Volkswagen Caddy van found parked near the substation on Durward Street, Whitechapel, on the night of 14th March 2018. It had a huge Underground roundel on the side and was most likely involved in work at the station. However, it is not an LUL vehicle, perhaps belonging to a contractor. Given that the use of the roundel may be somewhat unofficial, it was suggested that I obscure part of the registration number. Don't want to get anyone into trouble!



Photo 5615, by **Malcolm Conway**, added to LTSV on 20/03/2018.

CT Plus (the trading name of Hackney Community Transport) is now a sizable operator of TfL bus services, running from part of Ash Grove garage and a small base in North Walthamstow. The company also has a large fleet of welfare minibuses and cars, and these seem to be borrowed for use by the bus operator when needed (see photo 5131). Malcolm found this Toyota Hiace minibus at Hainault Street, Ilford, on 8th March 2018 and reported that it was being used by a CT Plus engineer. Bus route W19 terminates here and is the most easterly point served by CT Plus buses. The minibus had a fleetnumber 17 on the back, suggesting it was part of the welfare fleet rather than a permanent feature. The company does have one van, a Nissan eNV200 registered WN66HXY, but this has yet to be photographed.



Photo 5616, by **Derek Everson**, added to LTSV on 20/03/2018.

I was rather surprised to see this photo, as the Renault Trafic van on the left had been 'written-off' by LTSV as not being a service vehicle last year. The details are explained in the caption to an earlier photo and I thought no more about it until Derek found the van parked at Metroline's CELF works in Perivale on 10th March 2018. So perhaps it was a Metroline vehicle after all, or is it possible that Metroline is just handling the disposal of the van for a sister-company? Either way, I reckon it is likely to be on the way out. Similarly, Ford Transit Connect van AV12VXY is probably awaiting sale, having worked from Brentford bus garage since 2012.



Photo 5617, by **Malcolm Conway**, added to LTSV on 20/03/2018.

Arriva Vauxhall Corsas on LTSV seem to be like buses, in that they often come in bunches. Brace yourself because this is the first of six photos being published today. This one is different though because it is a van version and it is white (the rest are silver cars). FM65BWG was found at the bus stand in Hainault Street, Ilford, on 8th March 2018. The nearest Arriva garage is at Barking/Dagenham, but this van is believed to work from Edmonton, whose route 123 terminates here. The van was first registered in February 2016 but it is not known if it was new to Arriva London. Having said that, I've just noticed that Ray mentioned this vehicle as a possible SV last year, having seen it in Tottenham Hale on 24th April. The van is unmarked and has a small light-bar and chevrons on the rear.



Photo 5618, by **Ray Monk**, added to LTSV on 20/03/2018.

Keeping track of service vehicles seems to be getting harder all the time. Most of the LUL vehicles only come out at night, while a lot of the bus company vehicles are unmarked. Fortunately we do now have a regular supply of official information on the central fleet, but for the rest some leg work is required. Luckily we have the tenacious Ray on the case. This anonymous Vauxhall Corsa thought it would be safe, hiding itself in the car park of Lidl's in Romford on 29th January 2018. But Ray noticed the running number card in the windscreen, and also recognised this as a car he had previously photographed in Bexleyheath. Crew ferry cars at Arriva London's Dartford and Grays garages seem to swap around fairly frequently and I don't intend to report each change as a re-allocation.



Photo 5619, by **Ray Monk**, added to LTSV on 20/03/2018.

Another anonymous silver Arriva London Vauxhall Corsa car, again at Lidl's in Romford, again on 29th January 2018. HK66FLH is a five-door variant, like most of the recent additions, and was showing running number 103 in the windscreen.



Photo 5620, by **Ray Monk**, added to LTSV on 20/03/2018.

Arriva London's Norwood joined the ranks of garages running crew ferry vehicles in 2016 and now operates about eleven Vauxhall Corsa cars in unmarked silver livery. Seven of these were visible when Ray visited on 25th January 2018, including WP66SXZ, WM66ADZ, WM66AFE and WM66AAO on the front row.

Photo 5621, by **Ray Monk**, added to LTSV on 20/03/2018.

The small layby alongside the bus station in Golders Green is the terminus point for routes H2 and H3 (plus associated, school-day route 631). These are currently operated by Arriva from Garston, and crew ferry cars from there are also often present. On 8th February 2018 Ray found a pair of Vauxhall Corsa cars. Five-door WN17UHE was new in April 2017 but had not previously been reported. Three-door HK63YYG behind was part of a batch new to Edmonton garage in 2014, transferring to Garston in 2016. The Golders Green local routes have been operated by Optare Solo buses for several years, first by Metroline then by Arriva the Shires. The Shires operation was transferred to Arriva London in 2016 and the routes are being lost on re-tendering in June this year. The new operator will be Metroline, with Optare Solos! I wonder if the passengers will even notice....

Photo 5622, by **Ray Monk**, added to LTSV on 20/03/2018.

The last Arriva Corsa for today, and we are back in a supermarket car park. The venue this time is Tesco in Rainham, where Ray found FP67PLF on 1st February 2018. This car had no markings or running numbers but Ray also found similarly-registered FP67OOU at Barking (Dagenham) garage the same day.

Photo 5623, by **Derek Everson**, added to LTSV on 20/03/2018.

The first Mk8 Ford Transit for the Go-Ahead London group was this long-wheelbase, high-roof van delivered in September 2017. I see it fairly regularly at the erstwhile Red Arrow garage in Waterloo but it is actually based at Camberwell, where Derek photographed it on 20th February 2018. TfL now specifies that company logos on buses must be in white only, and the Go-Ahead version looks slightly odd without the traditional yellow lettering.

Photo 5624, by **Derek Everson**, added to LTSV on 20/03/2018.

Carrying a registration number very similar to that in the previous photo, EY67WYO is also a Go-Ahead vehicle but a much smaller one. To serve the recently opened bus garage at Morden Wharf (North Greenwich), two Ford Transit Connect crew vans were acquired in autumn 2017. As seen in this view taken at Greenwich on 20th February 2018, no lettering is carried.



Photo 5625, by **Malcolm Conway**, added to LTSV on 20/03/2018.

Malcolm reported seeing a Hyundai i800 minibus with Stagecoach London in early 2018, following use of a demonstrator towards the end of 2017. Ray duly dispatched himself to track it down and, though it took two trips, he did eventually photograph it at the Tesco's in Rainham. This however is a photo taken later by Malcolm, showing the minibus resting in Romford on 16th March 2018. As can be seen, it has red lettering on its silver bodywork, including 'Operations, Rainham' and a national fleetnumber of 93642. The registration number is repeated inside the windscreen. A second vehicle of this type is believed to also be working from Rainham but full details are not yet to hand.



Photo 5626, by **Derek Everson**, added to LTSV on 18/04/2018.

Derek recently found another 'back-from-the-dead' vehicle, after LL61KPR at Perivale (see photo 5616). In the back yard of the LT Museum Depot in Acton on 24th March 2018 was Ford Transit exhibition unit KJ53UNW. This had been new in 2003, at which time it carried fleetnumber 5494F. It was modified and repainted in about 2010, gaining an awning box and new doors on the nearside, replacing the original single-piece lift-up door (seen in photo 813). It was last reported in 2014 and was assumed to have been disposed of, hence it was left out of the latest LOTS SUP24 booklet. However, as seen here, it remains in stock and apparently in use.



Photo 5627, by **Malcolm Conway**, added to LTSV on 18/04/2018.

Over the Easter 2018 weekend there was major work undertaken on the Northern Line at both Archway and Camden. This offered a rare chance to see vehicles from Edgware Track Depot out in the daylight. On 1st April Malcolm found Ford Transit dropside truck 7552F parked at Archway. The Tube Lines livery that this vehicle carries is gradually becoming quite rare, all deliveries since spring 2013 wearing LUL white/blue/red. Indeed on a recent night trip around central London, this was the only JNP vehicle seen out of a total of around 125.



Photo 5628, by **Dave Warby**, added to LTSV on 18/04/2018.

Parked outside the same Pound World shop in Archway as the previous photo, but the day before (31st March 2018), new contributor Dave Warby came across Volkswagen Caddy Maxi crew van 7805VW. Based at Edgware Track Depot, this vehicle has been reported many times but (apart from when it was seen on delivery) always at night.



Photo 5629, by **Thomas Young**, added to LTSV on 18/04/2018.
 Leyton Westdown Road (also known as Drapers Field) is home to nine service vehicles, which are usually quite easy to see from the entrance gate. The gate does limit the photographic opportunities though, hence this image, taken on 11th April 2018, is very like ones from 2015 (see photo 5096) and 2011 (see photo 3607). The latest additions to the allocation here are Ford Transit crew van 8328F (at the far end here) and two Skoda Octavia estate cars which replaced VW Golf estates 7043VW and 7044VW. For some reason the two Skodas were not given consecutive fleetnumbers and seen here are 8218S (nearest on the right) and 8184S (third from the right). All nine vehicles were in fact present, but one of the two VW Golfs was just peeping in on the far right and has been cropped out.



Photo 5630, by **Ray Monk**, added to LTSV on 18/04/2018.
 Ray had a productive visit to Chancel Street in Southwark on 16th April 2018. Caught leaving the base was TfL Ford Fiesta van 7985F, reported only a handful of times since it was new in 2015. TfL has 6 such vans, all of which are highly elusive. They don't appear to be based at Chancel Street but do visit from time to time. Just visible in the shadows behind is LBSL Passenger Data minibus 7828V.



Photo 5631, by **Malcolm Conway**, added to LTSV on 18/04/2018.
 Another Edgware Track Depot vehicle seen at Archway on 1st April 2018 was Ford Transit dropside truck 8154F. Like 7805VW, this vehicle has previously only been reported at night, always at Northern Line stations.



Photo 5632, by **Ray Monk**, added to LTSV on 18/04/2018.
 Based at Chancel Street in Southwark are a pair of Nissan Leaf electric cars in TfL white/blue livery. They are usually fairly easy to see as their charging points are quite near the entrance. We have previously illustrated 8210N parked here (see photo 5273) so I was hoping for something different for 8211N. However, as it turns out, these cars have never been seen anywhere else. So here we have 8211N on 16th April 2018. No prizes for guessing the identity of the car behind!



Photo 5633, by **Ray Monk**, added to LTSV on 18/04/2018.

Most of the London Buses Passenger Data minibusses (used by staff conducting bus use surveys) are kept at Chancel Street when not at work. The latest additions are three Vauxhall Movano minibusses in the LUL-alike white/blue/red livery. Ray found 8304V reversing in on 16th April 2018.



Photo 5634, by **John Lloyd-Martin**, added to LTSV on 18/04/2018.

The depot on Museum Way at Acton Town has featured on LTSV many times, with the front yard (see photo 3270) and much of the rear yard (see photo 4793) visible as you walk to the LT Museum Depot. However, this photo shows a part you won't see, namely the section of the back yard behind the main building. Hiding 'round the corner' on 10th April 2018 were two Renault Kangoo Maxi vans in the shape of 8312R (nearest) and 8440R.



Photo 5635, by **Peter Terry**, added to LTSV on 18/04/2018.

This high-roof Ford Transit van was new in spring 2017 but has proved very elusive since. For once, it is not a night-time vehicle, and I suspect it may be with the engineering train unit at Ruislip. On 1st April 2018 it was parked near Camden Town Station and was duly caught by new contributor Peter Terry.



Photo 5636, by **Thomas Young**, added to LTSV on 18/04/2018.

One of the advantages of running this website is that I get to choose which photos get featured. Hence I can use my own, even if they are not all that good! This photo was taken primarily to identify the various vehicles visible. However, I decided to publish it as it does continue a series. Taken from the estate behind Hainault Depot on 11th April 2018, very similar views were obtained in 2015 (see photo 5092) and 2011 (see photo 3606). As can be seen, the Mark 8 Ford Transit is gradually taking over from the Mark 7 as the standard fleet vehicle. For the record, the vehicles visible are (left to right) Volkswagen Caddy Maxi crew van 8272VW and Ford Transit vans 7944F, 8109F (mid-height, all the others are high-roof), 8406F, 8409F and part of 7703F. About a dozen other SVs were visible from this vantage point but only three could be identified.



Photo 5637, by **John Lloyd-Martin**, added to LTSV on 18/04/2018.

At least 30 Toyota Prius hybrid cars have been added to the leased fleet in the past year. Most (if not all) are with LUL but we don't have solid allocation information for a lot of them. 8573T was new in autumn 2017 and was found in the central yard at Acton Works on 10th April 2018, suggesting that it may be based here. It was surrounded by Ford Transits of various types and sizes.



Photo 5638, by **Steve Warman**, added to LTSV on 18/04/2018.

TfL Private Hire recently took delivery of four Volkswagen Transporter minibuses in their white/blue/lilac livery, but they are rather shy and they also suffer from an identity mix-up. Seen at Aldgate Bus Station on 21st March 2018 was 8598VW. This carries its correct fleetnumber, unlike the 'other' 8598VW (see photo 5639). I have been to Aldgate a couple of times recently but only found this minibus present on a visit in the middle of the night.



Photo 5639, by **Derek Everson**, added to LTSV on 18/04/2018.

Parked near North Greenwich on 3rd April 2018 was TfL Private Hire minibus 8598VW. Except that it isn't! The number 8598VW belongs to similar RE67WOA, while RE67WOD should actually be numbered 8600VW.



Photo 5640, by **John Lloyd-Martin**, added to LTSV on 18/04/2018.

It is now mid-April but the highest reported fleetnumbers to date are still those on a pair of Toyota Prius cars delivered at the end of January (8629T and 8630T). Both were seen in Acton Works on 10th April 2018 and shown here is 8629T, parked in front of Ford Transit van 8411F.



Photo 5641, by **John Lloyd-Martin**, added to LTSV on 18/04/2018.

A press release by TfL in early March 2018 showed the first of three electric Ford vans being taken on a year-long trial. None were seen by LTSV reporters until 10th April, when ET66AKF was noted heading into Acton Works. This short-wheelbase, low-roof Ford Transit Custom van has a distinctive white/green livery and ENERGI badging on the skirt. It was photographed inside the works later that day. No fleetnumber was apparent, and the van itself is over a year old and licensed by the DVLA as being black! One each is due to be based at Acton Works, Lillie Bridge and Stratford Market Depot.



Photo 5642, by **Dave Warby**, added to LTSV on 18/04/2018.

LUL's fleet of (mainly) Mercedes-Benz Econic refuse trucks are a familiar sight around London, picking up rubbish from tube and bus stations. On 7th February 2018, 3-axle WO66HHS was parked close to Clapham South Station. I still have no idea where they unload....



Photo 5643, by **Neal Marshall**, added to LTSV on 18/04/2018.

The London operations of bus company Metrobus were officially absorbed by Go-Ahead London in 2014, but the name is still carried by many vehicles four years later. Among these is Ford Transit van EY63XGG, allocated fleetnumber 9107 and one of three such vans new for engineering duties in autumn 2013. Van 9105 remained with the 'country' Metrobus company, based at Crawley and has since been renumbered 8033. The other two are used from 'red' garages at Orpington and Croydon. EY63XGG is at Croydon and was seen, looking rather worse for wear, at Five Ways in Purley on 6th March 2018. It was attending to 948, one of ten Scania OmniDekka buses remaining from a large quantity bought by Metrobus.



Photo 5644, by **Neal Marshall**, added to LTSV on 18/04/2018.

As mentioned last month (see photo 5617), Arriva London's engineering vans can be hard to spot, since most are in anonymous white livery. Neal found this one parked in front of Thornton Heath Garage on 16th April 2018. This is useful as we have not had information on any vehicles based here recently, although Vauxhall Combo van HY13ZHA may have been one.

Photo 5645, by **Neal Marshall**, added to LTSV on 18/04/2018.

Something of a mystery was what Neal Marshall found at Thornton Heath Garage on Sunday 15th April 2018. Ten unmarked silver Vauxhall Corsa cars were parked on the small patch of garden between the main road and the back of the engineering section. All were latterly at Norwood Garage, as shown last month (see photo 5620). The puzzle is what they were doing here and where they went next (they were all gone the next day). Norwood Garage had seen some changes in its bus routes in the preceding weeks, when it took over route 468 from Go-Ahead. However, it did not lose any routes so it would seem odd that the cars were no longer needed. Perhaps they have been replaced.... Answers next time, hopefully.

Photo 5646, by **Derek Everson**, added to LTSV on 18/04/2018.

New 2018 registration numbers have been slow to appear on service vehicles (and indeed on London buses too). Just four have been reported so far. LX18ZUA is on 8617R, while RV18LNH is the new mark for RE67WOH (see photo 5593), although it has still not actually been delivered. Two bus company vehicles have been seen, this one being Falcon Coachworks Ford Transit Connect Mk2 van AY18NKE. Falcon Coachworks is a brand owned by ComfortDelgro and associated with bus company Metroline. AY18NKE was parked at Metroline's CELF works in Perivale on 31st March 2018.

Photo 5647, by **Neal Marshall**, added to LTSV on 18/04/2018.

Seen near the route X26 stand on Wellesly Road, Croydon on 1st April 2018 was Mercedes-Benz Vito minibus RX18LLE. The location and livery suggest that this is a Go-Ahead London vehicle, most likely operating from the former Metrobus Croydon garage at Beddington. Several Go-Ahead crew ferry vehicles have been withdrawn in recent weeks so there may well be more new examples, either here or at River Road in Barking.

Photo 5648, by **John Lloyd-Martin**, added to LTSV on 07/05/2018.

The London Underground service vehicle fleet does seem to suffer from a lot of accidents, no doubt due to their being used mostly at night. Damaged vehicles are often dumped at Acton Works before being disposed of. Whilst they are sometimes left in the lorry yard, it seems to be more normal to park them on the 'stub' road, where they can sometimes be glimpsed through the trees from passing trains. Present on 10th April 2018 were a pair of Ford Fiesta hatchback cars, both of which had operated out of Templar House in Holborn. 8081F at the top was delicensed in March 2018 and had already had its lettering removed. Nearer 8230F had recently had a SORN applied (Statutory Off Road Notification) and still retained logos.



Photo 5649, by **John Lloyd-Martin**, added to LTSV on 07/05/2018.

As usual, a variety of service vehicles could be found in the van yard at Acton Works on 10th April 2018. Nearest was Ford Transit Custom van 8506F, new the previous November. Beyond that was Mercedes-Benz Sprinter crew van 8257M, one of two delivered in 2016. Coincidentally, both of these vehicles have featured on LTSV before, with both photos being taken at dealerships prior to delivery. The other vehicles are Ford Transits of various types, plus Nissan Leaf electric car 7711N visible at the end.



Photo 5650, by **Ray Monk**, added to LTSV on 07/05/2018.

Catching up on some Acton 'gate-watcher' photos now, this one having been taken on 19th December 2017. Ford Transit 8327F is a long-wheelbase crew van, without the roof-racks often fitted to this type. The allocation of this vehicle is unknown, it only having been seen on three other occasions, each time in central London at night.



Photo 5651, by **Derek Everson**, added to LTSV on 07/05/2018.

Another rare vehicle, caught as it approached Acton Works on 12th December 2017, was Ford Transit Connect van 8341F. It has only been noted on two other occasions, both at Templar House (Holborn) at night.



Photo 5652, by **Ray Monk**, added to LTSV on 07/05/2018.

Renault Kangoo van 8348R is not a 'rare' vehicle, and it can often be found in the car park next to Neasden Station. Having said that, its sister 8347R has never been reported. 8348R was seen entering Acton Works on 24th August 2017.



Photo 5653, by **Ray Monk**, added to LTSV on 07/05/2018.

Fleetnumbers 8401 to 8412 are on a batch of long-wheelbase Ford Transit vans new in summer/autumn 2017 but which are mainly quite shy. Indeed two of the group have yet to be seen at all. 8403F is from the first four, which are mid-height rather than high-roof. It is based at Hainault Depot but was seen leaving Acton Works on 4th September 2017.



Photo 5654, by **John Lloyd-Martin**, added to LTSV on 07/05/2018.

Most of the vehicles in the van yard at Acton Works are parked such that only their backs can be properly photographed. This line-up, seen on 10th April 2018, comprises three Ford Transit Mk8 vans. Crew van 8287F on the left and van 8408F in the centre are 'rare', neither having yet been reported out on the road. Jumbo van 7948F on the right was one of the first Mk8s taken into stock and has at least racked up a few sightings, always at night of course.



Photo 5655, by **Ray Monk**, added to LTSV on 07/05/2018.

8459F was the first of a trio of Ford Transit dropside trucks new in late 2017 and allocated to Stratford Market Depot. It was noted in service on 2nd November 2017 but, according to the DVLA, was not actually licensed until the 8th, suggesting a paperwork mix-up. On the 27th of the same month, Ray caught it leaving Acton Works. As with most LUL Transit dropside, this one is based on the LWB ECF (Long WheelBase, Extended Chassis Frame) variant. It has a tail-lift and single cab, resulting in the longest possible load space. Having said that, a further stretched Transit chassis is now available, with wheelbase increased from 3.95m (on LWB and LWB ECF) to 4.52m. Designated the L5 variant, none have yet been taken as service vehicles.



Photo 5656, by **Malcolm Conway**, added to LTSV on 07/05/2018.

Crystal Palace bus station is an unlikely place to see LUL service vehicles, but that is where Malcolm found 8476VW on 18th April 2018. One of six Volkswagen Caddy Maxi vans new in summer 2017, they may be in use as internal mail vans, which could account for this appearance.



Photo 5657, by **John Lloyd-Martin**, added to LTSV on 07/05/2018.

Back to Acton Works and this view taken on 10th April 2018 shows four vehicles, each of a different make. From left to right they are Toyota Prius hybrid car 8512T (which seems to be often used by the Emergency Response Unit), Volkswagen Transporter minibus 8479VW, Renault Kangoo ZE electric+hydrogen van 8615R and Ford Transit Connect crew van 8049F (normally based at Hearne House).



Photo 5658, by **Derek Everson**, added to LTSV on 07/05/2018.

The Ford Transit Custom comes in two lengths (SWB and MWB) and two heights (low-roof and high-roof) and can also be configured as a van, crew van (with additional seating and side windows) or minibus. 8480F is a MWB, low-roof van, a combination which has so far only appeared on four central fleet vehicles (7815F and 8480F-8482F). The latter trio appear to be based at Acton Works, from which 8480F was departing on 26th August 2017.



Photo 5659, by **John Lloyd-Martin**, added to LTSV on 07/05/2018.

Four of the six Renault Kangoo ZE electric+hydrogen vans were seen at Acton Works on 10th April 2018 (with a fifth parked nearby – see photo 5657). It is believed that these vans are to be used as internal mail carriers, although observations of them on the road have been infrequent so far. The vans seen here are (left to right) 8612R, 8614R, 8613R and 8616R. Beyond them are 8506F and 8257M, as already illustrated (see photo 5649).



Photo 5660, by **John Lloyd-Martin**, added to LTSV on 07/05/2018.

One of the Cobul box trailers previously based at Lillie Bridge was moved to Acton Works a year or more ago. We finally got a chance to take a close-up look at it on 10th April 2018 and, unfortunately, it carried no identification marks. It is labelled as a 480D model, which confirms it is either CBT57 or CBT58. These were used by the ventilation department in conjunction with their mobile generators, and they appear to have been replaced by a pair of Peugeot Boxer vans in late 2014. The registration plate on the rear of this trailer shows KJ03DXA, this belonging to Ford Transit 5474F which started life as a dropside truck but was converted to a generator in about 2011. It was last licensed in February 2016.

Two other items of interest are just visible in this photo taken in the lorry yard. First is mini tanker trailer T70, which was carrying the registration number of Ford Transit 7653F, sold in November 2017. Curiously, T70 has been seen in use since then (for example with 8430VW in December 2017 – see photo 5562) so it is odd that it regained the plates of a withdrawn vehicle. It may have been withdrawn more recently though, as a possible replacement was seen elsewhere in the works (see photo 5661). Lastly is a demountable box body, now resting on the ground and in use as an electrical waste store. This carries a Tube Lines logo but its identity is also not currently known.

Comment by **Ray** on 21/11/2019: This was marked as CBT57 on 21/11/2019 and is therefore still in stock.



Photo 5661, by **John Lloyd-Martin**, added to LTSV on 07/05/2018.

Seen in Acton Works on 10th April 2018 was a mini tanker trailer, presumably a replacement for older T70 (see photo 5562). The make is not known and it did not appear to have a fleetnumber.

Comment by **Ray** on 08/05/2018: As it says on the can, this carries a Fuel Proof Limited, Morecambe, Lancs., tank fitted to one of their bowsers. <https://www.fuelproof.co.uk/product/1000-litre-highway-tow-diesel-bowser-twin-axle/>



Photo 5662, by **Derek Everson**, added to LTSV on 07/05/2018.

Optare Excel exhibition bus R197DDX has been shown on LTSV twice before but this photo has been included to show two recent changes. Firstly, the livery has been changed from 2014's 'Year of the Bus' to 'Transported by Design'. Secondly the fleetnumber LTM004 has been applied near the front door. Numbers LTM001/2/3/8 have also been recorded, while LTM005/6/7 are presumably carried by some of the other exhibition units. Seen in the rear yard of the Museum Depot at Acton on 5th November 2017.

Photo 5663, by **Derek Everson**, added to LTSV on 07/05/2018.

Go-Ahead's bus operations in Southampton have traded under various names, including Solent Blue Line and BlueStar. Unilink is another brand name used here and was seen applied to Mercedes-Benz Vito minibus RE56JFN at Eastleigh garage on 24th April 2018. Now numbered 7999, it was new to Metrobus in 2006 as their fleetnumber 8018. Similar RJ56TYO was also here a while back and had fleetnumber 7997 (see photo 5225), so there may be one more yet to find.

Photo 5664, by **Malcolm Conway**, added to LTSV on 07/05/2018.

The bus fleets of London United and London Sovereign (both now owned by the French RATP group) were renumbered during 2016/2017. New numbers were also allocated to the service vehicle fleets but, unlike the buses, very few have actually been physically renumbered so far. One of the first to be noted was Ford Fiesta van FF16, now FF75016, and photographed at Shepherds Bush Garage on 3rd October 2017.

Photo 5665, by **Ray Monk**, added to LTSV on 07/05/2018.

Ensignbus has an operating base at Purfleet and runs bus services in Thurrock and Brentwood. Crew ferry vehicles are used to focal points such as Lakeside Shopping Centre, where Ford Transit minibus MJ12KFK was seen on 19th April 2018. This vehicle was first noted last autumn but had recently gained a fleetnumber (805) above the windscreen. Reports of other vehicles operated by Ensign (and indeed other 'country' area operators) are always welcome.

Photo 5666, by **Malcolm Conway**, added to LTSV on 07/05/2018.

Metrobus was almost unique amongst London bus operators in publishing details of its fleet (including service vehicles) on its website. Because of this, we know that Ford Fiesta Sport van EX62VOP was operated by them as fleetnumber 9031, initially from Crawley. It later moved to Orpington but it was never reported by any of our contributors until Malcolm caught it leaving Merton Garage on 24th April 2018.

Photo 5667, by **Derek Everson**, added to LTSV on 07/05/2018.

A new name to LTSV is Falcon Buses, this company having taken over some of the services previously run by Abellio Surrey until 2017. They also took over Abellio's operating base in Byfleet, and several smartly turned out service vehicles were seen there on 15th April 2018. First up is PK13USZ, a Citroen Nemo van. The livery is quite similar to that of LUL, but with the blue and red portions swapped around.

Photo 5668, by **Malcolm Conway**, added to LTSV on 07/05/2018.

Epsom Buses has been part of the RATP Group since 2012 and is thus co-owned with the larger London United and London Sovereign operations. A combined fleet numbering system was introduced during 2017, under which the six Vauxhall Meriva crew ferry cars, latterly numbered 8 to 13, became VM75030 to VM75035. Showing its new number VM75033, LG63ODE was photographed at Wallington Station on 27th April 2018.

Photo 5669, by **Derek Everson**, added to LTSV on 07/05/2018.

Two Vauxhall Corsa vans were seen at the Falcon Buses base in Byfleet on 15th April 2018, comprising MK14NRY (seen here) and WR62VWF. I will be adding these vehicles to the database shortly.

Photo 5670, by **Neal Marshall**, added to LTSV on 07/05/2018.

This photo was taken on the evening of 17th April 2018 and shows a Vauxhall Vivaro minibus parked on the forecourt of Thornton Heath bus garage. Although unmarked it is likely to be an Arriva London vehicle, although I am slightly hesitant to add it to the database until further reports are received. Other Vauxhall minibuses have been seen at Arriva London garages over the past few years but reports are scarce, no doubt due to the lack of company markings. They may in fact just be short-term hires. The bus behind is ENX31, one of two Enviro 200 MMC buses allocated here recently to increase the service on route 289.

Photo 5671, by **Ray Monk**, added to LTSV on 06/06/2018.

A trio of LUL service vehicles seen in the car park of Acton Works on 12th May 2018 including one just coming into the fleet, one about to leave, and one that seems to live here. On the left is Renault Kangoo LX18ZSZ, fleetnumber not yet known. This is a ZE model with electric power, as shown by the position of the chrome strip in the front grille. Although not clear from this angle, this may be a crew van, with windows in the sliding doors. Many of the LUL Renault Kangoo Maxis are officially listed as crew vans, presumably because they have a second row of seats. However, none have so far featured additional side windows and all are therefore listed as plain vans on LTSV. The Kangoo Maxi is available as a proper crew van (as used by Go-Ahead London - see photo 3708) and their use by LUL would seem likely, given the quantity of broadly similar VW Caddy Maxi crew vans now in use. By coincidence, the vehicle in the middle is a VW Caddy crew van, though not a Maxi. 7127VW was one of 18 (in two batches) used from Lillie Bridge from autumn 2011. Most went off-lease in 2015 or 2016 but three soldiered on into 2018, making them nearly seven years old. 7122VW and 7125VW went to BCA in May 2018 and 7127VW is likely to have followed by now. Finally, Toyota Yaris 8488T on the right was new in October 2017 but seems to be kept parked here (usually with newly delivered vehicles) most days.

Photo 5672, by **Ray Monk**, added to LTSV on 06/06/2018.

Ford Transit van 7529F has 'emergency' livery for its role as an Escalator Services Emergency Incident Vehicle. It can usually be seen resting in its own private shed at the south end of Frank Pick House in Acton (just by the north end of the lorry yard), but Ray managed to catch it on the move on 10th May 2018, leaving Acton Works. This van carried Tube Lines livery when new. The Morgan Sindall sign on the wall behind is new.

Photo 5673, by **Malcolm Conway**, added to LTSV on 06/06/2018.

Older visitors to this site should recognise this location as the former Parsons Green Works, once home to many a service vehicle but closed in 1985. Since then the layout of the site has remained largely intact, now occupied by a variety of companies. During engineering work on the nearby District Line on 19th May 2018 several service vehicles parked in the yard, and Malcolm caught Mitsubishi L200 pickup 7838 leaving in the early evening. This photo could be compared with one from 1977 (see photo 1025), and also with the superb model of the location built by Clive Greedus (see photo 3581).



Photo 5674, by **Ray Monk**, added to LTSV on 06/06/2018.

About 45 vehicles are allocated to Frank Pick House in Acton, though in reality only about a dozen are regularly on-site, the remainder being kept elsewhere (often at driver's homes). Over half of the allocation is made up of Ford Transit Custom crew vans like 7925F, seen parked on Coburg Street in Euston on 26th May 2018. The escalators at Euston always seem to need work, as several of the department's vans have been parked near here on almost every night hunt I have been on.



Photo 5675, by **Malcolm Conway**, added to LTSV on 06/06/2018.

Ford Transit crew van 8026F is part of a batch of fourteen such vehicles (8024F to 8037F) based at Acton Works. On 19th May 2018 it was found parked in the yard of the old Parsons Green Works (with Mercedes-Benz Sprinter 8257M in front). The yellow sign on the wall appears to pre-date the site's closure by London Transport in 1985.



Photo 5676, by **Ray Monk**, added to LTSV on 06/06/2018.

This is Cam Road in Stratford. All vehicles from Stratford Market Depot have to pass this point, the entrance to the depot being round the bend in the road and beyond the flats. Also visible on the right is a footpath that leads past the large vehicle yard. Unfortunately this is at a lower level and there is a wall of about 8 feet height making views almost impossible. Your best bet is to loiter here for a while around midnight on a weekday, and you will then see a steady flow of (normally) around 50 service vehicles heading out to various worksites. Daytime visits are never so rewarding, though Ray seems to catch a few comings and goings. Heading in on 24th May 2018 was Ford Transit Custom van 8163F.



Photo 5677, by **Ray Monk**, added to LTSV on 06/06/2018.

You need to be careful when spotting service vehicles. This Ford Transit crew van, seen leaving Stratford Market Depot on 24th May 2018 is clearly numbered 8171F. However, if you had seen it going the other way you would have logged it as 8166F! This is one of the small number of vehicles that somehow managed to gain an incorrect fleetnumber on one side only. It is in fact 8166F, as shown on the offside (see photo 5174).



Photo 5678, by **Ray Monk**, added to LTSV on 06/06/2018.

For some reason, Volkswagen Caddy Maxi crew van 8222VW missed out on gaining full livery before entering service in spring 2017, although it turned out to be very elusive. Ray finally managed to photograph it by poking his camera through the fence closing off the area around Camden Town Station during works there on 26th May 2018. The fact that the fleetnumber is carried suggests that the omission of the other lettering and red stripe was deliberate.



Photo 5679, by **Malcolm Conway**, added to LTSV on 06/06/2018.

Mercedes-Benz Sprinter crew van 8257M makes its third appearance on LTSV, it being one of several service vehicles parked in the old Parsons Green Works during engineering work on the track nearby on 19th May 2018. This van was one of two added in November 2016, though sister 8255M has yet to be photographed. Note that on Sprinter vans, the LUL livery features a sliver of white below the side rubbing strip. This compares to the current Ford Transit design where the rubbing strip is lower, resulting in the red stripe being added above.



Photo 5680, by **Derek Everson**, added to LTSV on 06/06/2018.

Edgware Road Station yard on 31st May 2018 and Ford Focus hatchback 8501F makes its second appearance on LTSV. Its partner this time is Renault Kangoo Maxi van 8498R, a few numbers 'older' but actually two months younger, having been delivered in January 2018.



Photo 5681, by **Malcolm Conway**, added to LTSV on 06/06/2018.

Ford Transit crew van 8608F was added to the fleet in January 2018, sitting numerically between electric Citroen vans 8605C to 8607C and Toyota Prius 8609T. It was listed by LUL as being high-roof but this photo proves that it is actually mid-height. Seen parked near Earls Court station on the evening of 20th May 2018.

Photo 5682, by **Derek Everson**, added to LTSV on 06/06/2018.

Toyota Prius car 8630T was thought to be one of several based at Acton Works but it was seen at Edgware Road Station on 31st May 2018. It remains to be seen if this is an allocation. Also, until the number of the Renault Kangoo van shown earlier (see photo 5671) is known, this is the highest-numbered service vehicle to be shown on LTSV.

Photo 5683, by **Steve Warman**, added to LTSV on 06/06/2018.

The two Toyota Mirai hydrogen fuel cell cars at Uxbridge seem to have reverted to being kept in the alley off Bakers Road (ie virtually in the bus station), as shown by WM65HZE on 31st May 2018. WM65HYW was also present. During building work in 2016/2017 they had been allocated parking spaces in nearby Redford Way, though one was also seen there as recently as April 2018.

Photo 5684, by **Ray Monk**, added to LTSV on 06/06/2018.

Two new DAF LF dustcarts were added to the LUL fleet in October 2017, replacing similar (but plain white) DS16YNU/YNV. I first saw DX67KXJ in the lorry yard at Acton and I thought it carried full white/blue/red livery. Photos of the pair were notably absent until Ray caught DX67KXH coming down Bollo Lane on 10th May 2018. This shows that this one at least carries a partial livery, being all white apart from the blue front bumper. I will double-check the livery on DX67KXJ next time I am passing Acton. On the left is London Dial-a-Ride minibus D7048. There are 229 (originally planned to be 400) of these Volkswagen Transporters with Bluebird Tucana bodywork.

Comment by *Thomas Young* on 07/06/2018: I now have a photo of DX67KXJ and it is in the same white/blue livery (no red apart from the logos). The database entries have been updated.

Photo 5685, by **Malcolm Conway**, added to LTSV on 06/06/2018.

RJ11ZWX was one of two Mercedes-Benz Vito minibuses acquired by Epsom Coaches in 2011 for use as passenger transfer vehicles in connection with coach tours and holidays. They also saw some use as crew ferry vehicles for the associated Epsom Buses operation. The coach side of the business was wound up following the sale of the company to RATP, while the bus operations have been gradually merged with those of neighbouring London United. RJ11ZWX now displays RATP group fleetnumber MV70021 (having earlier been MV02) but is otherwise in unmarked brown, having lost its holiday advertising. It should also be mentioned that this minibus carried select registration A9HRR for a while in 2016/2017 but has now reverted to its original mark. Seen at Banstead on 22nd May 2018.



Photo 5686, by **Malcolm Conway**, added to LTSV on 06/06/2018.

This anonymous red van was seen various times in south east London from 2015 onwards and I figured it was likely to be a Go-Ahead London service vehicle. Their SVs are often in unmarked red, and they already had several similar vans in the EX64Yxx series. The guess proved to be right as the van was later seen at Bexleyheath Garage then at the Go-Ahead offices alongside Merton Garage (as seen here on 18th May 2018).



Photo 5687, by **LTSV Collection**, added to LTSV on 06/06/2018.

One of Sullivan Buses' two Renault Zoe electric cars (EC2 LN17XXG) was damaged in an accident in March 2018. A replacement was sought but, as there was a waiting list for new deliveries, a second-hand example was taken. FL65UOP arrived in April in blue livery but was soon treated to red complete with the route branding and 'green' graphics as carried by the earlier pair. It was seen parked alongside EC1 (LP66WVN) at South Mimms on 20th May 2018.



Photo 5688, by **Neal Marshall**, added to LTSV on 06/06/2018.

Neal Marshall visited Hemel Hempstead on 30th May 2018 and found three cars in use as crew ferries between the bus station and the Arriva Southern Counties garage. One was Ford Fiesta hatchback GM66EYF (as already illustrated at Watford – see photo 5493), while the other two were new and rather interesting. Both were Kia Soul electric cars, LN18XZE being in unmarked silver. Both cars had Arriva labels in their windscreens, complete with the new 'A' logo, although it is not known if these relate to Arriva being the operator or the supplier.



Photo 5689, by **Neal Marshall**, added to LTSV on 06/06/2018.

The second Kia Soul electric car seen at Hemel Hempstead on 30th May 2018 carried this unusual white and blue livery. The blue almost matches the lighter blue of the new Arriva bus livery but its use on the mirrors and various items around the front makes me think this is actually a factory finish. The only other Kia service vehicle known was a Sedona estate car used briefly by Arriva from Garston in 2015/2016.



Photo 5690, by **Malcolm Conway**, added to LTSV on 06/06/2018.

Sovereign Recovery N10SOV is a Renault D12 flatbed recovery vehicle, seen passing through Archway on 27th May 2018. Trucks like this are used for recovering cars and light commercial vehicles, rather than buses, so they are not considered to be service vehicles as such, and are not included in the database. Note the fleetnumber (S229?). The 200-series appears to be used for flatbeds like this one. H1xx are for heavy recovery vehicles and V3xx for engineering support vans (both of which types are covered in the database). One other point to note is that the registration number N10SOV has been used on at least three other Sovereign vehicles. First seen on a 2-axle DAF in 2009 (photo 2772), it switched to a VW Transporter van by 2011 and then to a 3-axle DAF by 2016 (photo 5263).



Photo 5691, by **Derek Everson**, added to LTSV on 01/07/2018.

The batch of eight Peugeot Partner Tepee estate cars numbered 7448P to 7455P have recently achieved 6 years in service and so must be ripe for replacement. Four each are based at Barking (Wakering Road) and Earl's Court Gardens, the latter's vehicles being much the harder to see. On 14th April 2018 Derek found Earl's Court's 7455P parked outside the LT Museum Depot in Acton.



Photo 5692, by **Derek Everson**, added to LTSV on 01/07/2018.

The fact that British Car Auctions publishes information on when and where individual vehicles are going to be auctioned gives us a 'last chance' to catch service vehicles that have otherwise avoided being photographed. Illustrating this is Ford Transit jumbo crew van 7613F, latterly based at Acton but only generally seen at night. It was at BCA in Blackbushe on 22nd March 2018, having achieved a mileage of just 19,252 during its four-and-a-half year stay in the fleet.



Photo 5693, by **Derek Everson**, added to LTSV on 01/07/2018.

At the risk of sounding repetitive, vehicles at Bollo House in Acton are surprisingly difficult to see, unless they are parked at the top end of the small yard. That was the case with Ford Transit crew van 7645F on 31st May 2018. This van, along with similar 7647F, has been based here since summer 2013 but each has only been caught on camera once.

Photo 5694, by **Derek Everson**, added to LTSV on 01/07/2018.

Three Mitsubishi L200 pick-ups new in 2014 were all based at Allsop Place, behind Baker Street, although they seemed to work shifts and I don't think all three were ever seen together. 7839 has since transferred to Rickmansworth to replace one of their Ford cars. The two remaining at Baker Street were both at home on 31st May 2018, 7840 being in front of 7838.

Photo 5695, by **Derek Everson**, added to LTSV on 01/07/2018.

The current batch of London Buses Incident Response Unit vans are now just over 3 years old, despite which several have yet to make an appearance on LTSV. I know you want me to show them all, and photos are certainly available, or fairly easy to get. 7848M is one of several based at Eltham Bus Station but, for a change, has been illustrated at North Greenwich Station on 3rd April 2018. Previous generations of these vans were replaced when they were 3 to 4 years old, but I would not be surprised if the current ones are kept a bit longer.

Photo 5696, by **Derek Everson**, added to LTSV on 01/07/2018.

Not many 'Phase I' Renault Kangoos are left in the central fleet, these being recognisable by having a body-coloured panel between the headlights compared to the 'grille' of the 'Phase II' design. Maxi 7482R, on the left in this photograph taken at Edgware Road Station on 31st May 2018, was sent off to BCA a couple of weeks later. 7976R on the right is also a Maxi van and spent some time here when new. Judging by reported sightings, it then moved to Templar House at Holborn but may now be back.

Photo 5697, by **Derek Everson**, added to LTSV on 01/07/2018.

The London Overground service vehicle fleet grew from just 2 to about 15 over the winter of 2013/2014. However, whatever role was taken in-house has recently been placed back in the hands of contractors and the fleet has contracted back down to a pair of vehicles. Most of the replaced vans had just about achieved an average service life. The newest was Volkswagen Transporter 8043VW, which only just managed three years. It was seen at BCA in Blackbushe on 26th April 2018 awaiting a new owner.

Photo 5698, by **Ian Jordan**, added to LTSV on 01/07/2018.

The fantastic weather in recent weeks has resulted in some great photos being sent in. A good example is this one of Volkswagen Transporter van 8221VW paying a visit to Golders Green Bus Station on 6th June 2018. New in late 2016, this long-wheelbase van is based at Neasden Depot, being kept near the control centre. Behind the van is one of Arriva's DWL buses (originally with Arriva Shires but now Arriva London), the 'classic' Wright single-deck design now being rather rare. Also visible is a Bus Station Controller who seemed to be filming all coaches and other vehicles entering the station.

Photo 5699, by **Derek Everson**, added to LTSV on 01/07/2018.

My excuse for showing yet another Acton car park shot is that some of the subjects are rather rare. Present on 3rd February 2018 were Volkswagen Golf hatchback 8399VW, Ford Fiesta hatchback 8377F and Peugeot 308 estate 8170P, plus some more normal vehicles in the shape of a Renault Kangoo Maxi van and Toyota Prius car. Just four Volkswagen Golf hatchbacks have featured as service vehicles, all of them current with LUL and rarely seen. Fiestas are not that rare now, but 8377F has never been reported anywhere except here. Peugeot 8170P was a one-off, following a batch of 16 similar cars numbered 8083P to 8098P. All of them are pretty elusive.

Photo 5700, by **Ray Monk**, added to LTSV on 01/07/2018.

It would appear that Volkswagen Transporter 8430VW is now the designated fuel delivery vehicle for LUL. Rather an odd role for a minibus, but it is used in conjunction with a mini-tanker trailer, and it is believed that its function is to re-fuel track maintenance machines. Latterly used with trailer T70, a new (and larger) trailer by Fuel-Proof was delivered in early 2018, and was seen behind 8430VW arriving back at Acton Works on 7th June 2018.

Photo 5701, by **Derek Everson**, added to LTSV on 01/07/2018.

LUL currently uses over 50 of these Volkswagen Caddy Maxi crew vans, but they are not the most frequently seen or photographed vehicles. 8449VW is one of a pair (with 8450VW) delivered in May 2017 and based at Acton Works. It was caught leaving the works on 5th June 2018.

Photo 5702, by **Ray Monk**, added to LTSV on 01/07/2018.

The Ford Focus estate has been a feature of the central fleet since 1999, though only seven are current as of mid-2018. 8452F was new in July 2017 and is probably based at Acton Works but has only been seen a couple of times. On 7th June 2018 it was being returned from servicing and was caught by Ray as it was about to enter the works.

Photo 5703, by **Derek Everson**, added to LTSV on 01/07/2018.

If you stand outside Acton Works you will see some service vehicles coming and going, although what (and how many) depends on the time of day/night. As with Lillie Bridge and Stratford Market, there is a large night-time run-out around midnight, while daytime visits will usually see smaller numbers but include things like the dustcarts. If the EXIF data is to be believed, this photo was taken at 7:02am on 5th June 2018, which must have meant a very early start for Derek! Ford Transit 8456F does still have its headlights on. New in July 2017 this is a medium-wheelbase, mid-height, middle-of-the-road van.

Photo 5704, by **Ray Monk**, added to LTSV on 01/07/2018.

A surprising (but not totally unexpected) appearance at Acton Works on 16th June 2018 was the first reported service vehicle to carry a new variant of TfL livery for the Elizabeth Line (nee Crossrail). The first sections of this new railway service will start (hopefully) at the end of this year, with the full operation in place a year or so later. As with London Overground, the routes will effectively still be part of the national rail network but the service will be marketed as something more akin to a tube line. The vehicle seen here is a Toyota Prius numbered 8653T, and it features a purple stripe and roundels. This presents LTSV with two problems. Firstly, where is this car going to be based? The new railway depot at Old Oak Common would seem to be a prime candidate. I tend to assign allocation codes ending in D to railway depots (and xxS to stations, xxB to bus stations etc). So, instead of the obvious OOC, Old Oak Common would either be OOD or OCD. Hmmmm... Secondly, the livery uses a darker (more regal) shade of purple than that on the TfL PCO vehicles (like Toyota Yaris LL14VOJ – see photo 5223). To distinguish the two liveries, I am considering changing the latter to white/blue/lilac.

On the right can be seen recently delivered Renault Kangoo Maxi van 8659R. Ray photographed this in unmarked white/blue six days earlier (see photo 5710), but it has since gained the green stripe livery of Tramlink.

Photo 5705, by **Derek Everson**, added to LTSV on 01/07/2018.

According to the LTSV database, there are just 26 vehicles remaining in Tube Lines white/blue livery, made-up of 16 leased vehicles and 10 un-numbered lorries. A couple of the Tube Lines articulated lorries were given LUL white/blue/red but the remainder seem to be destined to stay as they are. Seen leaving Acton Works on 5th June 2018 was Iveco Stralis demountable LK08LDV, which has just achieved ten years' service. It was fitted with Feltham Coachworks dropside body DB22, somewhat older at 23 years. This body has had extended stanchions fitted for mounting safety straps or rails, but none were in place when seen. As for the contraption forming the load, it is tall and yellow but beyond that I have no idea.

Photo 5706, by **Derek Everson**, added to LTSV on 01/07/2018.

Another lorry leaving Acton Works on 5th June 2018 was Mercedes-Benz Axor WX08KUW. Three of these were bought in 2008 but one was rebuilt as a mobile office in 2014 (see photo 5566) and another was withdrawn at the end of 2017. Since WX08KUW was last shown on LTSV in 2010 (co-incidentally at the exact same spot – see photo 3212), the body has had extended stanchions fitted and the dropside doors have been changed from solid to mesh.

Photo 5707, by **Derek Everson**, added to LTSV on 01/07/2018.

Another excellent photo of one of the lorry fleet, not at Acton Works for a change. Un-numbered MAN TGM demountable LV66XYD was new at Christmas 2016 along with slightly larger flatbed TGM LV66XYC. It was often seen with body DB10 mounted, but on this occasion was partnered with DB13. This body has also been modified with extended stanchions and mesh drop-sides, but retains the curious arrangement of having doors/sides only around the rear third of the vehicle (see photo 4874). It was carrying a railway carriage bogie through Marble Arch when seen on 31st May 2018.

Photo 5708, by **Ian Jordan**, added to LTSV on 01/07/2018.

I said last month that the two DAF dustcarts new to LUL in October 2017 had barely been photographed, and, true to form, a small bundle of photos of the pair arrived soon afterwards. Ian met DX67KXH at a sunny Golders Green on 6th June 2018. This photo shows that the bodywork is by NTM (as is that on larger Mercedes-Benz Econic dustcarts WO66HFL, HFM, HHS and HHT) and that the livery is plain white apart from the blue bumper and a barely visible reflective safety stripe along the bottom of the body and continuing onto the cabsides.

Photo 5709, by **Derek Everson**, added to LTSV on 01/07/2018.

DX67KXJ, the second new DAF dustcart, seems to be the shyer of the pair. Derek found it approaching Acton Works on 5th June 2018. The livery is the same as that on sister DX67KXH.

Photo 5710, by **Ray Monk**, added to LTSV on 01/07/2018.

The car park at Acton Works appears yet again, this time on 10th June 2018, when three newly-delivered Renault Kangoo Maxi vans were visible. Centre and right are 8618R and 8619R, which are 'ze' electric variants in LUL livery. Two other ze Kangoos, but configured as crew vans, have recently entered service from Lillie Bridge with fleetnumbers 8602R and 8604R. Note that the red stripe on the side of 8618R isn't totally straight. On the left is 8659R, a diesel Kangoo Maxi with a roof-rack and small light-bar. At the time, this was in unmarked white/blue. A week later it was in Tralink white/blue/green (see photo 5704). Also visible is ever-present Toyota Yaris 8575T.

Photo 5711, by **Derek Everson**, added to LTSV on 01/07/2018.

A recent addition to the Arriva the Shires fleet at High Wycombe is Vauxhall Zafira estate GD08JHE, possibly a replacement for similar FB57DCE (see photo 5227). Unmarked apart from a driver recruitment poster on the door, it was seen in the town's bus station on 22nd May 2018.

Photo 5712, by **Derek Everson**, added to LTSV on 01/07/2018.

Ford Fiesta van EX64YCS was new to the Go-Ahead London fleet in September 2014. It spent nearly two years in unmarked red working from the Blue Triangle base at Rainham before being transferred to the former Metrobus garage at Orpington. There it quickly gained Go-Ahead London General logos and, a month or two later, the fleetnumber 9044 in the erstwhile Metrobus series. On 13th February 2018 Derek found it parked in the small bus station at Orpington station.

Photo 5713, by **Derek Everson**, added to LTSV on 01/07/2018.

An occasional series on LTSV is 'same vehicle, same location, different livery' and here is the latest instalment. Vauxhall 'Turkish' Combo FJ64WZD operates from Arriva London's Croydon garage, probably since it was new in 2014. I say 'probably' because nobody actually reported it until 2017, no doubt due to it operating in totally anonymous white livery (see photo 5507). The good news is that has now been treated to a new livery, including red/yellow chevrons around the skirt, and the new Arriva logo ('tangled wheels?') and lettering. It also now has a small light bar. Seen at Croydon Garage on 12th June 2018.

Photo 5714, by **Paul Nicholls**, added to LTSV on 01/07/2018.

As noted a couple of months ago, Ensignbus service vehicles are now being numbered in a new 800 series (see photo 5665). The latest addition is a Vauxhall Vivaro carrying the traditional blue and silver livery with number 808. It was seen attending to a broken-down bus in Grays on 26th June 2018.

Photo 5715, by **Ray Monk**, added to LTSV on 01/07/2018.

A lucky catch at Tunnel Avenue (which I can't decide should be called East Greenwich, West Charlton or Westcombe Park!) on 21st June 2018 was a pair of crew ferry vehicles from nearby Morden Wharf garage. EY67WUB has already been shown on LTSV and is a Ford Transit Connect crew van. Close behind was RX18LLP, a recently delivered Mercedes-Benz Vito minibus, a type widely used by the Go-Ahead group. Similar RX18LLE works from Croydon garage (see photo 5647) and we suspect that several of the intervening registration numbers will be on vehicles at Barking (River Road). As normal for Go-Ahead crew ferry vehicles, anonymous red livery is carried. It will be noted that both vehicles have a duty number holder in the windscreen, though neither is in use.

Photo 5716, by **Ian Jordan**, added to LTSV on 01/07/2018.

On 9th June 2018 Metroline took over bus routes 268, H2 and H3 and schoolday 631 from Arriva London, for which six Optare Solo buses were ordered (the 268 will use existing fleet Enviro 200 buses). Delivery of these buses was delayed until July/August and it was arranged that the Arriva London vehicles (also Optare Solos) would be used on hire until their arrival. To enable type and route training, Metroline hired a plain white Optare Solo from late May. When this was not available, this plain silver Mercedes-Benz Vito minibus was used, as seen here passing Golders Green on 6th June 2018. As this vehicle may only be a short-term hire, I have not added it to the database. If it is retained (for crew ferry work), it will be added.



Photo 5717, by **Derek Everson**, added to LTSV on 01/07/2018.

It has proved quite difficult to keep up to date with changes in the Sovereign Recovery fleet, particularly their vans. Various makes and models have been used in recent years, the latest known deliveries being a batch of four Ford Transits and two Mercedes-Benz Vitos in winter 2016/2017. GL66UMX, one of the Transits, was parked at Marble Arch on 31st March 2018 and was joined briefly by earlier Mercedes-Benz Sprinter van EJ63OZA. The similarity in size and general configuration is notable. The Ford is an L4H3 (long-wheelbase extended-length, high-roof) Mk8 van with two light-bars and a curious sunshield-like object on the front of the bonnet. It carries fleetnumber SV325 and is lettered as both an 'Incident Support Unit' (along the top) and 'Engineering Support' (above the skirt, not visible in this view). The other three Fords are probably similar but I have not yet seen photos (hint....).

EJ63OZA has featured on LTSV before (see photo 4833), but several changes are apparent. The bull-bars and chrome mirror covers have gone, as have the red chevrons along the skirt and the yellow stripes on the side of the bonnet. It still has its sunshield (in the more normal location!) and has recently gained fleetnumber SV319.



Photo 5718, by **Damon Cross**, added to LTSV on 01/07/2018.

Mick Gould Commercials of Flimwell in Sussex is well-known for its rather exotic recovery vehicles, two of which have featured on LTSV before, in 2006 (see photo 1546) and 2010 (see photo 3010). A more recent addition is this International Lonestar, built to order in the USA in 2014. The design is even more ostentatious than the other two examples, and the sheer number of orange blimp lights is amazing, as is the amount of chrome, the size of the exhaust 'chimneys' and the huge wheelbase. As per the previous two, this monster was engaged in bus recovery work in Eastbourne when snapped on 21st June 2018.



Photo 5719, by **Malcolm Conway**, added to LTSV on 01/07/2018.

Rather restrained styling (especially compared to the previous photo) and very tall, slab-sided bodywork are features of Sovereign Recovery H119, a 2017 DAF XF 510 truck. It was seen passing Cromwell Road bus station in Kingston on 7th June 2018.

Photo 5720, by **Kim Rennie**, added to LTSV on 01/07/2018.

Seen at Canary Wharf on 8th June 2018, GF67KTK is a Peugeot Boxer van used by Keolis Amey as a DLR Emergency Response vehicle. Its fleetnumber of 001 suggests that it is a replacement for earlier Ford Transit van BV13UGP (see photo 5032), and the livery is pretty much identical. The 'Emergency Response Team' branding is in LT/TfL standard Johnston typeface, with at least three other fonts appearing in the other lettering. Note that the van does not appear to have any maker's badging at the front.

Photo 5721, by **Neal Marshall**, added to LTSV on 01/07/2018.

And now for something completely different! Ending today's batch of photos is this one taken under the flyover near Reeves Corner in Croydon on 17th June 2018. It shows fleetnumber 482 of Quattro plant hire, a Mecalac 11cx wheeled excavator fitted with a platform lift. This road-rail vehicle has been used by Tramlink for overhead wiring maintenance access for a while now. The use of convertible road-rail vehicles for railway maintenance work really took off during the 1990s and a wide variety of types can now be seen including lorries, tracked bulldozers and excavators, and wheeled cranes and platform lifts. Some road-rail vehicles are capable of driving on public roads and these will obviously need to have road number plates. The vehicle shown here is plated as AJZ9912 but it does not appear to have been licensed as such. In most cases, the road-rail capability is used more for getting to the actual work site without having to run too far on rail tracks. A typical job would see the vehicles moved by road low-loader to a nearby access point. They would then be driven on to the tracks, switch to rail mode and driven to the worksite.

I like machines of this type, and I often find myself wondering what all the parts do. For example, the function of the hydraulic ram along the top-most 'limb' is not clear. Does it perhaps slew the end arm from side to side? I also often ponder how I could make a version of the machine using Lego Technic, though this one would be very challenging.

Comment by **Ray** on 05/08/2018: Photo of AJZ9911 at <https://www.flickr.com/photos/99728509@N02/16448196358>

Photo 5722, by **Ray Monk**, added to LTSV on 16/08/2018.

The first VW Transporter vans for London Underground usage appeared in 1992 but until 2007 there were generally only two in the fleet at any one time. One of the early pairs was 5650VW, new in 2004 and used by Tube Lines. Since disposal in 2007 it has been a common sight in south east London, retaining white/blue livery in the service of a builder/plumber. On 10th August 2018 it was found parked in Belvedere Village.

Photo 5723, by **Derek Everson**, added to LTSV on 16/08/2018.

The vans leased in 2013 when the power supply maintenance contract was brought back in-house are now beginning to be disposed of, although no particular replacements have yet been reported. 7731F was a low-roof Mk7 Ford Transit van and was seen at the BCA auction site in Blackbushe on 22nd February 2018.

Photo 5724, by **Ray Monk**, added to LTSV on 16/08/2018.

A batch of 16 Peugeot 308 estate cars was added to the leased fleet in mid-2015, 8083P to 8098P all carrying LUL livery. They were rarely reported, being mostly active at night, and some of the allocations were never determined. It looks like it will be too late now, as they are starting to go back off-lease. Three were in the car park at Acton Works on 26th July, comprising 8094P, 8090P and 8097P.

Photo 5725, by **Derek Everson**, added to LTSV on 16/08/2018.

Between 2015 and 2017 a large number of Ford Fiestas were added to the central fleet (both cars and vans) and it was noticeable that they were generally rather elusive. Things seem to have changed, with some recent trips finding several examples, including at locations such as Griffith House and Edgware Road. 8107F, seen at Edgware Road Station on 6th March 2018, is unusual for having lost its logos.

Photo 5726, by **Derek Everson**, added to LTSV on 16/08/2018.

8108F is a Ford Fiesta hatchback used by LUL since October 2015 and sometimes to be found at Griffith House. On 31st May 2018 it was parked at nearby Edgware Road Station. Unlike sister 8107F (see photo 5725), this car retains a full set of lettering.

Photo 5727, by **Ray Monk**, added to LTSV on 16/08/2018.

I haven't seen many photos of 8289P to 8298P (the batch of ten Peugeot Partner Tepee cars new in late 2016 and based at Lillie Bridge), probably because - you guessed it - they are generally only active at night. Ray caught 8289P leaving Acton Works on 19th June 2018.

Photo 5728, by **Derek Everson**, added to LTSV on 16/08/2018.

Two LUL service vehicles were photographed outside the Allsop Places offices on 31st May 2018. On the right is regular resident 7742F, the Ford Mondeo estate in emergency livery, which may be due for replacement soon. On the left is less-commonly seen VW Caddy van 8329VW. There has been a distinct preference in recent years for the longer Caddy Maxi model.

Photo 5729, by **Derek Everson**, added to LTSV on 16/08/2018.

LUL Ford Transit 8483F was seen leaving Acton Works early (note the headlights) on 5th June 2018. This long-wheelbase, high-roof van was new in September 2017 and appears to be based here. I may have commented on this before but note how the Mk8 Ford Transit van uses the same body pressings for both sides, hence the outline of the cargo door runner location on the offside.

Photo 5730, by **Paul Nicholls**, added to LTSV on 16/08/2018.

Another long-wheelbase, high-roof Ford Transit Mk8 van, this one differs in having a light-bar and chevrons on the rear and it is normally based at Edgware Road Station. However, on 4th August 2018 it was found at Stanford-le-Hope in Essex. This van's main claim to fame is that it is one of several to suffer from mis-numberitis. Officially 8493F, this number is carried on the offside, but the nearside claims to be 8439F.



Photo 5731, by **Ray Monk**, added to LTSV on 16/08/2018.

Seen outside the new vehicle preparation shed at Acton Works on 26th July 2018 is recently delivered Ford Transit dropside truck 8527F. There must be a longer lead-time for dropside Transits at present, since most other vehicles in the 85xx number range were delivered in the second-half of 2017.



Photo 5732, by **Ray Monk**, added to LTSV on 16/08/2018.

Another recent Ford Transit dropside seen at Acton Works on 26th July 2018 was 8590F. Leased dropsides used to nearly always be specified with a crew-cab, but most of those added over the past 2 years have single cabs. Tail-lifts are still featured though.



Photo 5733, by **Derek Everson**, added to LTSV on 16/08/2018.

A further batch of Volkswagen vehicles was delivered in July 2018. Seen at the Cordwalis dealership in Bedfont on 24th July were four Caddy Maxi crew vans, headed by RV18LNE. Behind are (in order) RV18LNT, RV18LNG and RV18LNF. Links for these vehicles will be added once the fleetnumbers are known.



Photo 5734, by **Ray Monk**, added to LTSV on 16/08/2018.

When Ray visited Acton Works on 26th July 2018 it was learned that a batch of eleven Volkswagen vehicles in the process of delivery was destined for use by the Elizabeth Line. Parked in the lorry yard were Caddy Maxi crew vans RE18KOV and RE18KOX (with one of the remaining facilities vans beyond). Similar RE18KOU had already been moved to the new vehicle preparation shed to have its lettering (and purple stripe) added.

Photo 5735, by **Ray Monk**, added to LTSV on 16/08/2018.

Along with nine VW Caddy Maxi crew vans (and already-illustrated Toyota Prius car 8653T – see photo 5704) the new vehicles for the Elizabeth Line include a pair of VW Transporter minibuses. RV18LMX and RV18LMY were seen in the lorry yard at Acton Works on 26th July 2018, waiting their turn to be liveried. The full fleet of 12 vehicles were finished in white/blue/purple livery and were handed over on 3rd August 2018. We're not yet sure where they are now based....

Photo 5736, by **Ray Monk**, added to LTSV on 16/08/2018.

Having learned that the Elizabeth Line was getting an allocation of 12 service vehicles, one further example was found at Acton Works on 9th August 2018, a week after the initial fleet was handed-over. Photographed in the car park in full white/blue/purple livery, 8643VW is a long-wheelbase Volkswagen Transporter crew van.

Photo 5737, by **Ray Monk**, added to LTSV on 16/08/2018.

Along with the Volkswagens for the Elizabeth Line, deliveries for use by LUL have continued through summer 2018. This line up in the car park at Acton Works on 28th July features three new VW Caddy Maxi crew vans. Left to right are 8676VW (RX18LBO), 8677VW (RX18LAE and the highest reported fleetnumber to date) and 8655VW (RV18LNA). Interspersed are three older vehicles. Peugeot 308 estate 8093P on the left awaits disposal, while Caddy Maxi van 8476VW and Ford Fiesta hatchback 8228F were presumably here for other reasons.

Photo 5738, by **Malcolm Conway**, added to LTSV on 16/08/2018.

Go-Ahead London's special purpose bus, the former LDP35, has seen various uses over the years, but acting as a crew rest room seems to be the most common. In recent months it has been parked at Purley Station car park, although I am not clear if this is for use by bus crews or staff from the Southern railway company (which Go-Ahead has a stake in). It was photographed looking a bit down-at-heel on 15th May 2018.

Photo 5739, by **Derek Everson**, added to LTSV on 16/08/2018.

Of the four Renault Grand Scenic cars delivered to Metroline in March 2016 (see photo 5114), three later worked from Holloway Garage, while the fourth (LX16LZJ) headed further west. Reported once at Uxbridge, it was at Perivale Garage on 5th June 2018, still with no markings.

Photo 5740, by **Michael Mair**, added to LTSV on 16/08/2018.

London United took a batch of nine red Mk7 Ford Transit vans in 2012 for use as engineering vans at each of its main garages. The Hounslow example (FT8, officially now FT70008, EK12OMA) seems to have been taken out of use in spring 2018, with a couple of anonymous silver Mk8 Transit vans seen in use as (temporary?) replacements. Michael found CX18PNO in Isleworth on 27th July 2018, attending to recalcitrant Optare Tempo bus OT30211 on route H37.

Photo 5741, by **Thomas Young**, added to LTSV on 16/08/2018.

Two things have their roots in Sunderland; the Go-Ahead group and my family. Because of the latter, I recently took my daughter for a visit to some of the places I spent my childhood holidays. Go North East uses extensive branding for most bus routes, with vehicles appearing in a multitude of colours. The branding is sometimes based on the places served, sometimes a pun on the service number (such as the 50 which becomes the 'Why-Aye Five-O' with beach themed graphics!). One link to the sensibilities of the London operation was this plain red van found parked at Sunderland (Park Lane) Interchange on 4th August 2018. A Ford Transit Connect Mk2 crew van, it is very similar to those used in London, even down to the EY67Wxx registration. Differences are that the company logo is carried, and it has a fleetnumber (1059). Several more examples in the same range were later seen at Washington.

Photo 5742, by **Ray Monk**, added to LTSV on 24/08/2018.

Former service vehicles can often be recognised by their retaining parts of the original livery (for example the blue skirt on LUL vehicles). Ray did well to spot this one in Avery Hill Road (Eltham) on 12th August 2018 since it was now in plain white. Mercedes Sprinter dropside truck WR58GFU was fleetnumber 6695M between 2008 and 2015, being based at Frank Pick House. It still has the light-bar and tail-lift but has lost the underbody storage lockers. 6695M was the first Mercedes-Benz dropside in the leased fleet.



Photo 5743, by **Ray Monk**, added to LTSV on 24/08/2018.

The stub road at Acton Works is sometimes used to store newly-delivered vehicles but more recently appears to be a dumping ground for vehicles involved in accidents. The four vehicles seen in this photo taken on 26th July 2018 have all been here for at least three months. Nearest is Peugeot Partner Tepee 7604P, latterly at Lillie Bridge but delicensed in October 2017. Behind is Ford Transit crew van 7231F, also from Lillie Bridge and delicensed in February 2018. Further up are Ford Fiesta hatchbacks 8081F and 8230F. All the vehicles have had their lettering stripped off and, although no major damage seems to be visible, none are likely to work for LUL again.



Photo 5744, by **Derek Everson**, added to LTSV on 24/08/2018.

High-roof Ford Transit van 7728F from the power supply operation based at Tufnell Park was caught passing through Marble Arch on 31st May 2018.



Photo 5745, by **Derek Everson**, added to LTSV on 24/08/2018.

Twenty-four examples of the Ford Transit Courier model introduced in 2014 have so far been added to the leased fleet, the largest block being ten for the Lifts and Escalators section based at Frank Pick House at Acton. One of these, 7968F, was found parked at nearby Bollo House on 10th February 2018. It may have been awaiting entry to the adjoining Smallbills Garage for maintenance.



Photo 5746, by **Ray Monk**, added to LTSV on 24/08/2018.

Know your Transits, lesson 27! These two Mk8 Transit crew vans photographed at Acton Works on 26th July 2018 look broadly similar but are of two distinct sizes. 8024F to the fore is a medium-wheelbase, mid-height example, while 8038F behind is a long-wheelbase, high-roof variant. Key points to note are the skirt panel ahead of the rear wheels and the gap beyond the end of the door runners (for the length) and the extra height above the bodyside crease (for the height). By the way, I have just remembered that my article about Ford Transit detail differences has not yet been updated with the new 2014 range (Mk8, Custom, Connect Mk2 and Courier). This is on my to-do list....



Photo 5747, by **Ray Monk**, added to LTSV on 24/08/2018.

A bundle of service vehicles were present at Stratford (Jubilee Line) station on 7th July 2018 during engineering works, many of them having come the short distance from Stratford Market Depot. In this view taken from the Docklands Light Railway platforms, four are visible. To the left is Mercedes-Benz Sprinter crew van 8136M, one of a batch of fourteen which are very rarely photographed. Beyond is Volkswagen Caddy Maxi crew van 8237VW which is one of several at Stratford to feature tail-gate rear doors. Further back are two Ford Transit high-roof vans. Of these, 8115F from the Point Care team based at Arnos Grove is identifiable.



Photo 5748, by **Ray Monk**, added to LTSV on 24/08/2018.

A couple more service vehicles were parked under the DLR platforms at Stratford Station on 7th July 2018, including rarely-seen Volkswagen Caddy Maxi crew van 8240VW. Another of the tail-gate versions from Stratford Market Depot, this one actually carries fleetnumber 8270VW. Unfortunately, the 'real' 8270VW is an identical vehicle, though believed to be based at Hainault. The identity of the VW Transporter crew van in the background is not known.



Photo 5749, by **Ray Monk**, added to LTSV on 24/08/2018.

Ford Fiesta vans are now fairly regularly to be found at Museum Way, Acton Town. Parked in the small front compound on 28th July 2018 were consecutive 8316F and 8317F.



Photo 5750, by **Ray Monk**, added to LTSV on 24/08/2018.

A less common sight at Museum Way are Ford Transit Custom vans, though 8320F appears to be based here on paper at least. On 28th July 2018 this short-wheelbase, low-roof van was parked near the front gates. Note that the sign now refers to this location as Ealing Common Track Office.



Photo 5751, by **Ray Monk**, added to LTSV on 24/08/2018.

Just eight Skoda cars (all Octavia estates) have featured in the leased fleet, the first arriving in 2010. Most have been quite elusive but we have now managed to show all but one (7592S) on LTSV. The newest example is 8326S, possibly based at Ruislip but seen in Acton Works on 26th July 2018. A variety of other vehicles are visible in the background, including a Tramlink Renault Kangoo Maxi van and Ford Transit Custom crew van 7911F.



Photo 5752, by **Derek Everson**, added to LTSV on 24/08/2018.

After a lull in 2016, deliveries of Renault Kangoo vans to the central fleet picked-up again in 2017, with no fewer than 78 additions. A lot of the new vans went to the Griffith House operation but others were spread far and wide, some being vary rarely (or never) seen. 8375R is one of the rare ones, seen approaching Acton Works on 5th June 2018. As with most of the Kangoos, it is a Maxi model in LUL livery.



Photo 5753, by **Ray Monk**, added to LTSV on 24/08/2018.

Volkswagen Caddy Maxi crew van 8450VW was seen in Acton Works on 26th July 2018. I was going to say this one was notable for having cargo doors on the offside but, on reviewing photos of other recent additions, it appears that many do have this feature.



Photo 5754, by **Ray Monk**, added to LTSV on 24/08/2018.

Another vehicle seen at Acton Works on 26th July 2018 was Ford Focus estate car 8451F. From its introduction in 1999 until about 2013 the Ford Focus was the standard car for the leased fleet but it is now outnumbered by other types such as the Ford Fiesta, Peugeot Partner, Toyota Prius and Volkswagen Golf.



Photo 5755, by **Malcolm Conway**, added to LTSV on 24/08/2018.

The Volkswagen Transporter has become the standard minibus for the central fleet in the past few years, taking over from the Ford Transit in this particular role. One of at least eleven in LUL livery is 8479VW, seen parked outside the LBSL offices at Victoria Coach Station on 30th July 2018.



Photo 5756, by **Ray Monk**, added to LTSV on 24/08/2018.

Renault Kangoo Maxi van 8560R was new in late 2017 and we are not sure where it is based. Stratford Market Depot seems a likely candidate based on the few sightings. On 7th July 2018 it was found parked at North Greenwich Station.



Photo 5757, by **Ray Monk**, added to LTSV on 24/08/2018.

The Lifts and Escalators section at Frank Pick House in Acton received a large number of new vehicles in 2015, replacing almost its entire fleet. A couple of more recent additions appear to be replacements for vehicles written off in accidents. 8568F (seen here at Frank Pick House on 26th July 2018) is a Ford Transit Custom van, which may have replaced 8054F. 8569F is similar but to crew van configuration as a replacement for 7914F.



Photo 5758, by **Ray Monk**, added to LTSV on 24/08/2018.

Trying to find something interesting to say about this van... um. It's another Renault Kangoo Maxi in LUL livery. It's not electric. Err. Five other service vehicles are just visible, including Ford, Toyota and Volkswagen models. Acton Works 26th July 2018.

Photo 5759, by **Derek Everson**, added to LTSV on 24/08/2018.

Insert rubbish here! DAF LF dustcart DX67KXH was visiting Uxbridge Bus Station on 1st May 2018.

Photo 5760, by **Derek Everson**, added to LTSV on 24/08/2018.

The application of new fleetnumbers to the RATP (London United / London Sovereign / Epsom Buses) fleet has been somewhat limited, most still carrying the original, shorter numbers. Showing this feature, and its recent transfer from Hounslow Heath to Shepherds Bush, is Ford Fiesta van FF4. Officially FF75004 since 2016, it was seen at its new garage on 31st May 2018.

Photo 5761, by **Peter Terry**, added to LTSV on 24/08/2018.

New in 2013, for its first year of service this van lacked lettering and side windows. Based at Northumberland Park, it was modified with side windows for the back seats when about 6 months old, and was then transferred south to the former Metrobus operation another 6 months later. Here it gained fleetnumber 9035 and Go-Ahead logos, as seen at Purley Station on 16th June 2018.

Photo 5762, by **Derek Everson**, added to LTSV on 24/08/2018.

Go-Ahead's operations in North London are centred on the former First / Capital Citybus depot at Northumberland Park. Due to the rather remote location of this garage, crew ferry vehicles are needed to take bus drivers to various terminus points. One of the shortest runs is to Tottenham Hale Station, where RK64OVG was seen on 6th March 2018. Fairly typical of the fleet in being an unmarked red Mercedes-Benz Vito minibus, this example has been based at Northumberland Park since new in autumn 2014. Four similar vehicles new at the same time were based at Rainham, moving to River Road when Rainham closed in 2016, then soon transferring to Metrobus garages at Croydon and Orpington.

Photo 5763, by **Ray Monk**, added to LTSV on 24/08/2018.

In the past couple of years Go-Ahead London has opened two new garages in East London, one each side of the river. North of the river is River Road, between Barking and Creekmouth. Crew ferry vehicles are used between the garage and locations such as Barking and Ilford. Parked in the yard on 10th July 2018 were two unmarked red Mercedes-Benz Vito minibuses with RX67OLM to the fore. This was one of three new in late 2017, recently joined by further examples. The identity of the Vito behind is not known, nor is that of the high-roof Ford Transit Custom van in the distance.

Photo 5764, by **Derek Everson**, added to LTSV on 24/08/2018.

Following reports of RX18LLE at Croydon and RX18LLP at Morden Wharf, several more RX18LLx minibuses have turned up with Go-Ahead London, all in unmarked red. RX18LLD was first seen at River Road in early July 2018, but on the 18th of that month it was in use supporting the bus services to the Farnborough Air Show in Hampshire. Also present were RX18LLM (FB3, behind RX18LLD), RX18LLJ (FB1, just visible on the right) and white RX17PCU.

Photo 5765, by **Ray Monk**, added to LTSV on 24/08/2018.

Some pretty impressive recovery trucks have featured on LTSV over the years, the biggest being those with four axles. Joining that elite is CA57TOW, Cedars Assist number 49, a MAN TG-A 35.400 8x4 with a 10-litre engine producing 394bhp and driven by 'Borris'. On 19th July 2018 it had been called to Eltham Bus Station to collect Go-Ahead London Enviro 200 bus number 176. Cedars are one of those 'modern' companies that don't see the need for capital letters.



Photo 5766, by **Derek Everson**, added to LTSV on 24/08/2018.

The last photo for today is another cross-over from LTSV Wagons. It may not be immediately apparent but these rusty yellow ballast wagons seen at Eastleigh Works in Hampshire on 24th April 2018 belong to London Underground. Numbered 288 (right) and 268 (left), they were originally prefixed SB and were part of a fleet of 60 acquired from BR in 1995. Overhauled at ABB Crewe, they had their vacuum brakes changed to air brakes, control wiring and corner footsteps fitted and end spill plates removed. Since that time, the dropside doors (three on each side) have been modified or replaced (now featuring a lot of diagonal bracing), the footsteps have been removed and the underframe trussing reinforced. The reason for their being at Eastleigh is not currently known, although I am aware of plans to replace these wagons with a new build in the near future.

But wait, there's more. In BR service these wagons were coded 'Turbot' and were used to carry ballast and spoil in connection with engineering work. But the underframes of the wagons were actually rather older, having been built at Ashford in 1961 as 'Bogie Bolster E' steel-carrying wagons. This type proved impractically short for that role so almost 1000 were rebuilt as ballast wagons during the 1980s. SB268 started life as B924167, becoming Turbot DB978408 upon conversion at BR Shildon in about 1983. SB288 was originally B924114, rebuilt as DB978892 at BR Swindon in about 1985.

But wait, there is more! The green carriages in the background are preserved former BR diesel multiple units which also have a tenuous connection with LUL. Several cars have been at Eastleigh having a protracted overhaul for use on a new service connecting the Swanage heritage railway with the national network at Wareham. This service was trialled in summer 2017 using hired diesel locos and LUL's 4-TC push-pull set of carriages. The 4-TC, like the Turbots, was bought by LUL from BR and, coincidentally, also had two 'lives' before this, having been built as loco-hauled coaches in the 1950s then converted into a push-pull set in the late 1960s in connection with the Bournemouth line electrification.



Photo 5767, by **Derek Everson**, added to LTSV on 26/10/2018.

Several of today's batch of photographs show service vehicles in somewhat unusual locations, or at least not the places they are most commonly seen. Kicking off is this fine view of LBSL Ford Transit Connect crew van 8159F at Romford Hospital on 2nd October 2018. This van is used by the Technical Services Group (although the lettering on the door has since been changed from this to 'Technology & Data') and can usually be found parked at Mandela Way in Bermondsey. It's exact function is not known, although it has what looks like an iBus transmitter on the roof-rack.

Photo 5768, by **Ray Monk**, added to LTSV on 26/10/2018.

Another feature of today's batch of photos is a fair bit of jumping around, geographically. I usually add photos in the order of the subject matter (ie by vehicle fleetnumber or registration), regardless of when or where the photo was taken. However, this is the first of three pictures all taken at the same place on the same day. Beaumont Avenue in West Kensington is now the only road access to Lillie Bridge Depot and consequently sees a fair amount of service vehicle traffic, especially at night. Ray spent 45 minutes here on 3rd September 2018 and caught several vehicles leaving, including Ford Transit Connect van 8200F. The Mk2 Connect is not common in the leased fleet, just 15 having been taken since its introduction in 2014. 8200F and 8201F are both based at Lillie Bridge, these being short- and long-wheelbase respectively.

Photo 5769, by **Ray Monk**, added to LTSV on 26/10/2018.

Volkswagen Transporter van 8213VW is believed to be based at London Road Depot in Elephant and Castle, but on 3rd September 2018 Ray found it departing from Lillie Bridge Depot. The Transporter van is now increasingly used for roles that would previously have been fulfilled by Ford Transits.

Photo 5770, by **Ray Monk**, added to LTSV on 26/10/2018.

Lillie Bridge Depot in Kensington is home to a large number of service vehicles, including quite a lot of Ford Transit dropside trucks. Added to the fleet in 2017 was single-cab Mk8 Transit dropside 8538F which is one of few not to feature a tail-lift. It was seen leaving the depot on 3rd September 2018.

Photo 5771, by **Ray Monk**, added to LTSV on 26/10/2018.

A rare visitor to Hatton Cross Bus Station on 23rd August 2018 was Nissan Leaf electric car 8595N, normally based at Edgware Road Station. It was parked in the area usually used by bus company crew ferry vehicles (such as Abellio Ford Fiesta ND59HUY seen alongside).

Photo 5772, by **Derek Everson**, added to LTSV on 26/10/2018.

There are now six variations to the basic white/blue livery (or seven if you differentiate LBSL white/blue/red from LUL white/blue/red), and all but one are covered in the next five photographs. By chance, the set starts with the most basic livery, the 'no-stripe' white/blue as used by TfL Streets. Except that, as can be seen here, there is a stripe between the two base colours. As far as is known, the stripe is actually a safety feature, being highly reflective to aid visibility. So, on this livery, the stripe is white. I'm not going to start calling it white/blue/white though! Anyway, onto the photograph...

A somewhat unusual visitor to Go-Ahead London's Waterloo Garage on 21st August 2018 was TfL Streets Toyota Yaris car 8597T. This garage runs the erstwhile Red Arrow bus routes, now operated with battery electric buses, several of which can be seen plugged in and charging in the background. It is also home to one electric car, built by the same company as the chassis of the buses (BYD of China). FJ64OWO is just visible on the left. Given that the TfL Streets base is less than half a mile from here, the reason for 8597T's presence is not known. Perhaps its driver was making use of the canteen at this location, which is now open to the public as well as to bus drivers.

Photo 5773, by **Ray Monk**, added to LTSV on 26/10/2018.

The Elizabeth Line has been in the news recently with the not completely unexpected announcement that the introduction of the service, originally planned for December 2018, was to be postponed for up to a year. On LTSV we had reported the delivery of a fleet of twelve service vehicles for the operation in August 2018, followed by at least one further van shortly afterwards (see photo 5736). Rather surprisingly, more vehicles have now followed. Unlike the first batch, which (apart from one Toyota car) were all Volkswagens, the latest additions are Fords. Seen in the car park at Acton Works on 13th October 2018 was 8647F, a long-wheelbase, high-roof Transit Mk8 crew van. Similar 8646F was also present, while four more of the type (including LR68HYG – see photo 5778) were delivered in plain white/blue later in the month, although it remains to be seen if these are also destined for the Elizabeth Line.

Photo 5774, by **Ray Monk**, added to LTSV on 26/10/2018.

Although only a few months old, this van has managed to chalk up three appearances on LTSV, this being the first to show it 'in service'. Renault Kangoo Maxi van 8659R was delivered in June 2018 and, after commissioning at Acton Works, was delivered to the Tramlink operation. As far as we know, all the Tramlink service vehicles are kept at Therapia Lane Depot. 8659R was seen in East Croydon on 25th September 2018, showing its green stripe livery, roof-rack and light-bar.



Photo 5775, by **Ray Monk**, added to LTSV on 26/10/2018.

Anyone who has peered into the Acton Works car park from Bollo Lane will appreciate how difficult it is to see the vehicles clearly let alone photograph them. There are two fences in between, and a lot of vegetation. Ray has produced some excellent images over the past few years, allowing us to show topical views such as this one, taken on 15th September 2018. Present on that day were two Toyota Yaris cars in the white/blue/lilac livery of TfL Taxi - Private Hire. These are no doubt to replace the similar cars leased in 2014, although there were three of them (one each at Eltham, Kingston and Wembley). The new cars differ in having Compliance Enforcement lettering on the second doors, the earlier cars had this lettering on the rear only. More interestingly (to me at least!), the new cars have fleetnumbers (8691T here and 8690T on the left), which the earlier cars did not. I was once told that the reason that some service vehicles are not numbered is because of the type of role they are used for. However, there do seem to have been numerous cases where un-numbered vehicles have been directly replaced by numbered ones (and sometimes vice versa). Are they just making it up as they go along, or does anyone out there know the real reason....? By the way, later in the month 8691T was seen at Wembley and 8690T made it to Eltham. So Kingston will be the place to watch for a possible third new car.

Comment by *Ray* on 26/10/2018: The Eltham car had lettering on the rear only. The other two had it on the doors as shown here with LL14VOJ (at least) having it on both positions



Photo 5776, by **Derek Everson**, added to LTSV on 26/10/2018.

Seen in the car park at Acton Works on 16th October 2018 was Toyota Prius car 8692T, in LUL white/blue/livery. Over 30 Priuses have been delivered since spring 2017, though this is example is a Prius+ 'estate' version. As with 8567T (the only other Prius+ to date – see photo 5520), this variant can be identified by the higher rear-end and also by the black 'tusks' below the headlights.



Photo 5777, by **Ray Monk**, added to LTSV on 26/10/2018.

Ford's domination of the central fleet has been reducing in recent years, and it looks like they are going to be vying with Renault and Volkswagen for the top supplier slot in 2018. I reckon Volkswagen are slightly in the lead at present, with 29 additions to date, compared to 25 Fords and 23 Renaults. The Volkswagens have all been Caddy Maxis or Transporters, an example of the latter being crew van 8694VW, seen in the car park at Acton Works on 8th September 2018. Two more of the same type can be seen in the background.

Photo 5778, by **Ray Monk**, added to LTSV on 26/10/2018.

Just four Ford Transit vans were added to the central fleet in the first half of 2018, although there were slightly more deliveries of Transit dropsides and a few of the smaller Transit models (Courier and Custom). October saw the arrival of at least six new Transits, two of which were liveried for the Elizabeth Line (see photo 5773). The others were of similar configuration (long-wheelbase, high-roof crew vans) but were seen in unmarked white/blue and could be for any of the operating divisions. LR68HYG was caught arriving at Acton Works on 16th October 2018, the day after it was first registered.

Photo 5779, by **Derek Everson**, added to LTSV on 26/10/2018.

Most of the Volkswagens for the central fleet are supplied by Cordwallis from their premises in Bedfont, and a visit there will often find one or two vehicles in unmarked white/blue livery awaiting delivery. On 2nd October 2018 there were two Transporter crew vans present, including RX68ZFC seen here. We will have to be careful with these vehicles since similar registration RX68ZCF is on an identical van (already in service as 8695VW with LUL).

Photo 5780, by **Derek Everson**, added to LTSV on 26/10/2018.

Derek did a great job of this view at Canning Town flyover on 4th September 2018, especially as he had to run from the other side of the roundabout to catch it! The subject is LUL MAN TGS artic unit WU67AKG, new exactly one year earlier (see photo 5487). The trailer is a bit more of a problem to identify. Two Dennison trailers were delivered in 2017, both 3-axle flatbeds. One is extendable and has a taller headboard, while the other appears to be of fixed length and with a low headboard. One trailer has been seen carrying the fleetnumber T78, and it is believed to be the rigid one, which would make it the one shown here. Unless of course there are more than two....

Photo 5781, by **Thomas Young**, added to LTSV on 26/10/2018.

Another open day was held at Holloway Bus Garage on 15th September 2018, Metroline being the only company to now do these events on a regular basis. The garage was still working normal services and was divided in two for safety reasons. Parked just on the operational side was resident engineers van AX15DLV, a Ford Transit Connect Mk2 new in 2015. As can be seen, this van features a small light-bar (and coffee cup!) and strangely it was only reported once prior to the open day. Parked in front is one of the Volvo double-deck buses with which Grey Green started running central London route 24 in 1988. These buses had underfloor engines and therefore had several steps at both the entrance and exit doors, in marked contrast to today's universally low-floor bus fleet.

Photo 5782, by **Ray Monk**, added to LTSV on 26/10/2018.

This van has already appeared twice on LTSV but I have included this rather unusual view since it shows a slight change. New in spring 2015 in unmarked red, it was officially numbered FT10 in the London United series but was eventually allocated to the Edgware garage of co-owned London Sovereign. In the fleet renumbering of 2016 it became FT70010, and this number is now carried on the front. London Sovereign lettering and the RATP Group logo have also been applied, but only on the offside, the nearside still being anonymous. In case you hadn't guessed, this photograph was taken from the supermarket car park at Edgware, looking down into the garage yard, on 25th August 2018.

Photo 5783, by **Thomas Young**, added to LTSV on 26/10/2018.

Photographed during the Holloway Garage open day of 15th September 2018, this car was part of a display advertising bus driver recruitment. Metroline has used a few Nissan Note cars over the past ten years, and similarly registered LP65TUW is a crew ferry vehicle based at Brentford (see photo 5373). LP65MJO has not been reported before but is probably based at the company's head office in Cricklewood. Just visible on the right is a small trailer with large recruitment posters, this having been towed here by the car (note the tow-bar). I didn't examine the trailer closely but I assume it did not have a fleetnumber!

Photo 5784, by **Ray Monk**, added to LTSV on 26/10/2018.

Metroline's three Ford Transit Mk8 vans are based at the CELF 'works' in Perivale but get out and about to the company's numerous garages. Two of the three visited Edgware on the morning of 25th August 2018, first up being AV16YGG. The green diamond in the nearside of the windscreen states 'Shut Up and Deal With It' in the style of the 'Keep Calm and Carry On' posters. And I think that is Basil Brush to the left....

Comment by *KeithD* on 27/10/2018: Definitely not Basil Brush but could be Simon from the Chipmunks??

Comment by *Thomas Young* on 30/10/2018: Of course, the tail is too 'un-bushy' for a fox. Not Simon though. Based on the orange coat I reckon this is Jaq from Cinderella.

Comment by *KeithD* on 05/11/2018: I don't think Jaq wore glasses but I bow to your superior knowledge on this subject Tom LOL

Photo 5785, by **Derek Everson**, added to LTSV on 26/10/2018.

Stagecoach London has nine of these Ford Transit Customs in use as Engineering Support vans, one at each of the company's garages (the tenth 'garage', Kangley Bridge, is an outstation of Catford). Most were delivered in summer 2016 and they were given a variety of gap-filling fleetnumbers in the Stagecoach national series. The sixth van to be shown on LTSV is Romford (North Street) based 90796, seen at its home base on 2nd October 2018. Photos are still required of the vans at Barking, Bow and Leyton.

Photo 5786, by **Derek Everson**, added to LTSV on 26/10/2018.

Arriva Southern Counties took delivery of a batch of Ford Transit Connect vans in spring 2017, five of which were allocated to garages in the area covered by LTSV. I haven't seen photos of all of them yet but it looks like they might all carry this white-based livery with recruitment advertising images. These present a slight problem for LTSV in deciding how to catalogue the livery. I initially put them as White (or the useful but slightly vague 'White+') but I think White/Blue would be more accurate. GM66WWG is allocated fleetnumber V074 (not carried) and is allocated to Harlow Garage, where it was photographed on 9th September 2018.

By the way, in case you are confused, the LTSV 'area' is the same as that used by LOTS, ie the traditional (1933-1970) LT area. Of course the 'green' parts, which were LGCS, became LCBS, then LCNE et al before coming under various names. Most are now re-united as part of the large Arriva SC empire. Hope that helps!

Photo 5787, by **Derek Everson**, added to LTSV on 26/10/2018.

The Metrobus operation in Crawley is now managed by Brighton & Hove and their service vehicle fleets were integrated in 2015. This put all vehicles in the 80xx series, requiring re-numbering of some. Three new vehicles were delivered in spring 2017, starting a new 81xx series. Two of the three were listed as Ford Transit Connect vans but, as Derek's photo taken (with permission) at the garage on 15th August 2018 shows, they are actually crew vans with additional side windows. As can also be seen, they are used as crew ferry vehicles.

Photo 5788, by **Ray Monk**, added to LTSV on 26/10/2018.

RATP-Dev (owners of London United, London Sovereign and Epsom Buses) have had some success in bus tendering recently, gaining additional routes in North West and South West London. This has resulted in the delivery of numerous new buses, and also an increased requirement for crew ferry vehicles. A curious choice of vehicle for this role is the Ford Transit van, a long-wheelbase high-roof van not being the most efficient vehicle for moving just people around. Several such vehicles have been noted at Edgware recently, though their anonymous liveries suggest they may just be short-term hires. Caught leaving the bus station on 18th September 2018 was silver MK18YOJ.

Photo 5789, by **Derek Everson**, added to LTSV on 26/10/2018.

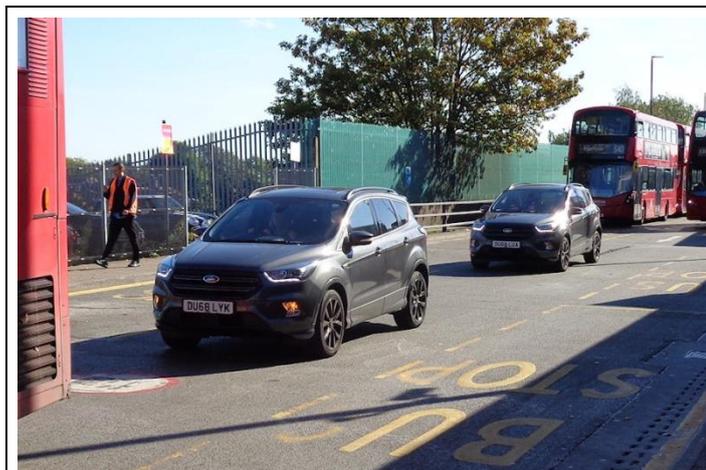
The Mercedes-Benz Vito has been the standard crew ferry vehicle in the Go-Ahead London fleet for the last decade or so, being taken in both crew van and minibus formats. A large batch was delivered in spring 2018, comprising at least ten minibuses registered in the RX18LLx series, most of which were allocated to the new garage at River Road (Barking). RX18LLA was seen at Canning Town Bus Station on 2nd October 2018.

Photo 5790, by **Derek Everson**, added to LTSV on 26/10/2018.

So many bus company service vehicles are now used in anonymous condition that it is almost the default livery for such vehicles. This makes it hard for us to give accurate information about the current fleets, especially as no (reliable) information is ever made available by the companies. No problems with this example though, RX18LLK being part of a large batch of similarly-registered red Mercedes-Benz Vito minibuses all used as crew ferry vehicles. It was parked at Canning Town Bus Station on 2nd October 2018. I was going to say we can't be sure of the allocation though, as vehicles from both Silvertown and River Road garages can be seen here. However, I then noticed that RX18LLK has already been reported at the latter location. Based on a recent visit to Pontoon Dock, Silvertown uses only white Vito minibuses, still carrying Metrobus lettering.

Photo 5791, by **Ray Monk**, added to LTSV on 26/10/2018.

If you visited the Holloway Garage open day on 15th September 2018 you probably walked past this vehicle. First registered only three days previously, AV68AYZ is a 2018 facelift Ford Tourneo Custom minibus. The main external differences in the facelifted model (which apply to both the Tourneo Custom and the Transit Custom) are the change from a split front grille to a single, larger, trapezoidal one (similar to the design on various other Ford models) and slightly reshaped headlights. The main Transit model is also being updated, branded the 2019 facelift, though the visual changes are more minimal. Metroline has had some hired vehicles recently but the colour and registration series of this example makes me think it is a normal fleet addition, the lack of lettering not being unusual.

Photo 5792, by **Ray Monk**, added to LTSV on 26/10/2018.

Having used several (hired?) Ford Transit high-roof vans as crew ferry vehicles recently, London Sovereign then obtained a couple of Ford Kugas. This seems to be a case of one extreme to another in terms of suitability for crew ferry use, although I'm sure the drivers aren't complaining! Two cars have been noted at Edgware, both in unmarked grey livery. The pair were seen passing through the bus station together on 9th October 2018. Note the Wright Streetdeck bus on route 340 parked behind. This route runs from Harrow to Edgware, not a huge distance and with bus garages near each terminus. However, it is tendered to Arriva so they ran it from Garston, requiring lengthy crew ferry runs. With the run-down and closure of Garston, the 340 was transferred to the next nearest Arriva London garage, which was Palmers Green! I reckon this makes the crew ferry runs (and dead bus runs) at least twice the distance of the route itself. Edit: Just checked it. According to londonbusroutes.net, the 340 is 6 miles long, while the AA reckons Palmers Green to Edgware is between 9 and 10 miles, depending on the route taken.

Photo 5793, by **Ray Monk**, added to LTSV on 26/10/2018.

I was just rambling about some of the lengthy crew ferry runs around London and then this picture comes up next. It shows a brand-new, anonymous red Mercedes-Benz Vito minibus parked at Eltham Bus Station on 1st October 2018. It is no doubt operated by Go-Ahead London, most likely from their Orpington Garage. Orpington-based crew ferries have been a common sight here for many years, and I have published dozens of photos of them, both under Metrobus and Go-Ahead London. However, it has never occurred to me that it is quite a distance between the two locations. 8.1 miles in fact. The situation is not as perverse as the 340 though, since Eltham is not exactly handy for any bus garage. Several are nearer than Orpington (including Stagecoach's Plumstead and Catford and Go-Ahead's Morden Wharf and Bexleyheath, all of which also have routes passing here) but not by a huge margin. However, both the bus routes operated by Orpington from Eltham pass points closer to the garage, the 162 at Chislehurst and the 233 at Sidcup. In fact, both routes end at points that are closer to Orpington (the 162 at Beckenham Junction and the 233 at Swanley). Can someone explain the logic here please?

Photo 5794, by **Derek Everson**, added to LTSV on 25/11/2018.

2591, the unique Mercedes-Benz Actros 3-axle tractor unit with crane, was given LUL livery around the beginning of 2018. It surprised me to realise that this vehicle is very nearly twelve years old. It doesn't feel long since it was shown off to us at Acton (see photo 1798). I wonder how often the impressive crane sees use. Anyway, on 19th November 2018 the lorry was found parked at the dealerships in Bedfont. Both Mercedes and MAN/VW have facilities here but 2591 was curiously parked in the yard of the latter.



Photo 5795, by **Derek Everson**, added to LTSV on 25/11/2018.

Volvo Emergency Response Unit tender 2609 was in Police mode when seen parked outside the Battersea base on 8th May 2018. Just visible inside is ERU-liveried 2604.



Photo 5796, by **Derek Everson**, added to LTSV on 25/11/2018.

Some of today's photos are ones that have been sitting in my 'to publish' folder for a while, and I felt it was time to have a clear out. This one was taken on 7th February 2017 but almost everything else I was going to say about it has already been said when I published a similar photo also taken last year (see photo 5447).



Photo 5797, by **Ray Monk**, added to LTSV on 25/11/2018.

LUL currently makes use of about 20 liveried Volkswagen Golf cars, most of which are estates but all of which are quite rare. 8196VW is from a batch of 5 estates new in June 2016 and had only been seen out at night until Ray found it parked at Acton Town on 29th October 2018. Vehicles from Stratford Market Depot have been seen visiting here before (see photo 5410). Parked behind is one of the more normal residents, Ford Fiesta van 8317F.



Photo 5798, by **Paul Nicholls**, added to LTSV on 25/11/2018.

Ford Transit Custom crew van 8494F can sometimes be found parked in the yard at Edgware Road Station or at nearby Griffith House, but on 22nd October 2018 it was catching some sunshine in Stanford-le-Hope.

Photo 5799, by **Ray Monk**, added to LTSV on 25/11/2018.

The fleet of service vehicles in Elizabeth Line livery continues to grow. An initial dozen were supplied in August 2018, which we now know were given fleetnumbers in the 8634 to 8653 block. Subsequent additions (mainly Fords) have used up more of this block, while at least two isolated numbers are also in use. 8688F is a Ford Transit Connect van, while 8656F is a Ford Transit crew van. The latter was seen leaving Acton Works on 19th November 2018. It seems likely that this fleet was ordered to arrive in time for the planned December 2018 opening of the Elizabeth Line. The opening has now been pushed back to sometime in 2019 and it may be that the vehicles have little to do until then. It is believed that the vehicles are being kept at the Railway Operating Centre in Romford, although there have been no positive reports. The ROC is next to the railway line but much of it is out of sight. Another unknown is why so many vehicles are required. The Elizabeth Line is rather like the Overground network, in that it includes a portion of what would have been LUL infrastructure, but the majority is under the control of Network Rail.

Photo 5800, by **Ray Monk**, added to LTSV on 25/11/2018.

This is not the first 87xx-numbered service vehicle that I received a photo of. That was 8708VW, which just happens to be parked behind! The main subject is VW Caddy Maxi crew van 8704VW, parked at Barking Station (Waking Road) on 13th November 2018. This location previously had an allocation of four Peugeot Partner Tepee estate cars, and these were being disposed of later in the month. Another Caddy Maxi (8702VW) was parked nearby, while larger Transporter crew van 8708VW has been here since late October. There will presumably be one more vehicle yet to be identified002E

Photo 5801, by **Ray Monk**, added to LTSV on 25/11/2018.

VW Transporter crew van 8708VW was delivered around the beginning of October 2018 and after a week or so at Acton Works, was delivered to Barking Station (Waking Road), where it was seen on 23rd October 2018. This location latterly had an allocation of four Peugeot Partner Tepee estate cars, two of which can be seen in the background. It was expected that the VW Caddy Maxi crew vans being delivered at about the same time would be more likely replacements for this location (and for Earls Court Gardens) and indeed two were noted here a few weeks later (see photo 5800). It remains to be seen if 8708VW is permanently based here.

Photo 5802, by **Ray Monk**, added to LTSV on 25/11/2018.

LUL took delivery of a batch of five unmarked silver Mitsubishi L200 pick-ups in March 2013, with a couple more following over the next year or so. Although unmarked cars are not normally added to the LTSV database, the first set were included as they formed an identifiable batch and because this type of vehicle could be classed as trucks rather than cars. There was also the possibility that they were actually allocated fleetnumbers, though lists received since then have discounted this. Due to their lack of markings, and the usual reason that they were mainly active at night, reports were scarce. Two of the five were withdrawn in spring 2018 (including AE13SRY seen here in the car park of Acton Works on 27th January, with Ford Transit crew van 8036F in the background) and the rest seem likely to follow soon.

Photo 5803, by **Ray Monk**, added to LTSV on 25/11/2018.

Two new MAN demountable lorries were delivered in November 2017. WU67AJY was seen turning in to Acton Works on 25th October 2018, fitted with a curtain-sided box body still carrying Tube Lines lettering. This body is almost certainly DB15, new in 1993 and normally to be found standing on its own legs in the lorry yard at Acton. In fact the only report I have of it being used was from 2014.

Photo 5804, by **Derek Everson**, added to LTSV on 25/11/2018.

Epsom Buses in transition. This photo captures two recent(ish) changes to the Epsom Buses fleet, namely the adoption of RATP-DEV group 5-digit fleetnumbers and the arrival of ADL Enviro 200 buses to replace some of the variety of Optare buses previously operated. Seen parked at the Epsom garage on 21st October 2018 were two of the Vauxhall Meriva cars used as crew ferries. KE15PVT on the left now carries its new fleetnumber of VM75035, while LB62KWZ on the right should be VM75032 but still displays its previous number of 10. The buses are a bit more complicated. Just visible on the right is a newly delivered Enviro 200 MMC bus, one of seven 11.5m examples ordered for the takeover of route 293 from Go-Ahead London on 1st September. Delivery of these was delayed and, as an interim measure, several Optare Tempos were loaned from the main London United fleet, two of which can be seen parked in the background. Curiously these were given Quality Line fleetnames, even though they were not expected to be needed for more than a couple of months.



Photo 5805, by **Ray Monk**, added to LTSV on 25/11/2018.

Another photo from last year, taken at Luton Garage on a damp 11th November 2017. Ford Transit van SB55CJO is allocated number V201 in the Arriva the Shires fleet.



Photo 5806, by **Ray Monk**, added to LTSV on 25/11/2018.

Stagecoach London received at least four more Hyundai I800 minibuses in October 2018, joining two which arrived a year earlier. All six are allocated to Rainham Garage, replacing the Ford Transit Custom minibuses latterly used from there as crew ferry vehicles. The newly-delivered examples wear the same grey/silver livery with discrete red lettering as on the earlier pair (see photo 5625), although the frontal styling is noticeably different. Their duties take them to Romford (where they normally park on Regarth Avenue) and the Tescos in Rainham, where DV68TTU was photographed on 23rd October. There may be a further example around, as the Stagecoach national fleetnumbers on those seen are 93647/93648/93650 and 93651. There may also be more of the same for use from West Ham Garage, which also has/had several Ford minibuses. Unmarked white Hyundai minibus EO17GGA was noted in use there in July.



Photo 5807, by **Michael Mair**, added to LTSV on 25/11/2018.

The Ford Transit van used by the Hounslow Garage engineers (see photo 4732) was withdrawn in spring 2018, presumably following accident or mechanical damage. It was replaced by a series of unmarked silver vans, presumably hired. First up was MK18YPT, replaced by similar CX18PNO in July (see photo 5740), which was in turn replaced by MV68XBD in September. The latest incumbent was photographed inside the garage on 26th September 2018, showing that it has been given rear chevrons. Whether this means it will stay any longer than the other two remains to be seen! Note also the black VW Transporter van parked in the bus wash. This is not thought to be a service vehicle but it does have an interesting registration of R33DY E



Photo 5808, by **Derek Everson**, added to LTSV on 25/11/2018.

About a year ago, Sovereign Recovery vehicles started carrying fleetnumbers. Numbers in the SV3xx range were allocated to the various vans used to attend minor breakdowns. The highest reported so far is SV330, but another van new last year was seen carrying SV313, suggesting that old numbers are 'recycled'. Backing this up is this view of a more recent delivery, VW Transporter van GC18LJV, with fleetnumber SV308. It was seen at Edgware Bus Station on a murky 19th November 2018. Several Transporter vans were used by Sovereign between about 2010 and 2014, with later deliveries varying between Mercedes Sprinters and Vitos, Iveco Dailys and Ford Transits and Transit Customs.



Photo 5809, by **Malcolm Millichip**, added to LTSV on 22/12/2018.

Included in today's batch of photos are a couple of gems from Malcolm Millichip, taken in either 1959 or 1960. The first shows Austin K4 dropside lorry 913AS at a location which is readily identifiable as the forecourt of Hounslow Bus Garage. This lorry was new in 1949 and spent most of its life at Parsons Green until sold in 1961. Notably it had a couple of spells out of use, including a six-month period from late 1950. Perhaps it was accident damaged. As can be seen, the lorry had a half-tilt fitted and wore the standard Chiswick green livery.

Comment by *Clive G* on 22/12/2018: I think you'll find that all these Austin K4s except for the last one were delicensed in a similar way at times during 1950/1/2/3 after being sent to Aldenham Works or various bus garages. I suspect there was a modification required by LT, and maybe this is why no more were bought. What intrigues me with this photo is that it shows the bottom half of the radiator covered, and I've not seen that before in any other pictures of this type.



Photo 5810, by **Derek Everson**, added to LTSV on 22/12/2018.

Although it made a sneak appearance last month (see photo 5795), this is the first proper showing of 2604 on LTSV. One of the ten Volvo FL8.16 tenders that form the main Emergency Response Unit fleet, this one is based at Battersea and was on a call out to nearby Vauxhall Station when seen on 17th July 2018.

Photo 5811, by **Derek Everson**, added to LTSV on 22/12/2018.

There are 45 of these Incident Response Unit vans in the current London Buses fleet, most of which were new in the first half of 2015. A handful of them have yet to be illustrated on LTSV but I can now cross off 7844M. Normally to be found parked at Stratford City Bus Station (as here on 23rd October 2018), I have had surprisingly few photos of this one. A decision has yet to be made as to whether these Mercedes-Benz Sprinter vans will be replaced in early 2019 (possibly with Volkswagen Crafter vans) or have their leases extended.

Photo 5812, by **Derek Everson**, added to LTSV on 22/12/2018.

The LTSV database currently shows Morden Station as having an allocation of eight of the Mercedes-Benz Sprinter vans used as Incident Response Units by London Buses. However, vehicles from here cover a large area, including some locations where vans can be outstationed (Kingston and Croydon spring to mind), so it would be very unusual to find them all 'at home' together. I have published a photo of five vans together (see photo 4911), but now Derek goes one better (again – see photo 5475) with this view of six vans lined up on 6th November 2018. I have provided a database link for the nearest van (7858M), but for the record the others are 7885M, 7864M, 7874M, 7853M and 7845M. Oh hang on, I have actually published a photo of 8 IRUs at this location (see photo 5004). Doh!

Photo 5813, by **Ray Monk**, added to LTSV on 22/12/2018.

7907VW is one of a pair of Volkswagen Caddy Maxi crew vans which serve as Incident Response Vehicles for the Metropolitan Line, and it is normally based at Neasden Depot. Initially it was parked at the north end of the depot and was hard to see, but from autumn 2018 it was more regularly to be seen in the main depot area and hence visible from passing trains. On 18th December 2018 it was in the van yard at Acton Works, its role at Neasden seemingly being covered by similar 7908VW from Rickmansworth. It remains to be seen if its trip to Acton is one way, given that it is now four years old. Parked alongside was another visitor, Ford Transit Connect van 7931F from Hearne House.

Photo 5814, by **Ray Monk**, added to LTSV on 22/12/2018.

Parked in the 'van yard' at Acton Works on 18th December 2018 was Peugeot Partner Tepee estate car 7940P alongside another un-identified example (possibly sister 7939P). I have always classed these vehicles as estate cars but, being van-derived, they are often referred to as MPVs (multi-purpose vehicles). Along with the similar Renault Kangoo and Citroen Berlingo, the key difference is that the second doors are mounted on sliding runners rather than being hinged.



Photo 5815, by **Derek Everson**, added to LTSV on 22/12/2018.

I have hardly published any night shots this year, and this is technically not one of them! It was in fact taken at 7am on 16th October 2018, on Allsop Place (Baker Street). Parked opposite the LUL offices was Volkswagen Caddy Maxi van 8477VW, one of several believed to be involved in the movement of internal mail. The reflective nature of the red stripe is evident.



Photo 5816, by **Ray Monk**, added to LTSV on 22/12/2018.

There are around one hundred Volkswagen Caddy vans of various descriptions in the current central fleet, but very few of them have roof racks fitted. Among those few are the trio of 8533/4/5VW, all Maxi crew vans based at Acton Works. On 18th December 2018, Ray photographed 8535VW at the works, with 8533VW alongside. 8534VW was also parked nearby, while consecutively numbered Toyota Prius 8536T (which also has a rack and is often seen with a ladder on top) is just visible on the left.



Photo 5817, by **Ray Monk**, added to LTSV on 22/12/2018.

8553R is a Renault Kangoo Maxi van new in late 2017 and based at Bollo House in Acton. It was photographed there on 18th December 2018.



Photo 5818, by **Derek Everson**, added to LTSV on 22/12/2018.

Fleets numbers 8553 to 8563 were allocated in November 2017 to a batch of eleven Renault Kangoo Maxi vans for LUL. Although their function is not known, they have been dispersed to a variety of locations, several of which have already been shown on LTSV. Adding to the list is this view of 8559R in its regular parking slot at Morden Station on 6th November 2018.

Photo 5819, by **Ray Monk**, added to LTSV on 22/12/2018.

8591F is one of a quartet of Ford Transit dropside trucks new in mid-2018, although it actually arrived almost two months after similar 8590/2/3F. 8592F may be based at Upminster, the others at Acton, but all four are very rarely seen out and about. 8591F was photographed at Acton Works on 18th December 2018.

Photo 5820, by **Derek Everson**, added to LTSV on 22/12/2018.

The six electric Renault Kangoo vans leased in late 2017 continue to be seen tooting about near Acton Works, but rarely further afield. They have since been joined by a few further examples, which seem to be more a part of the normal 'night-time' fleet. 8611R from the first batch was caught leaving Acton Works on 16th October 2018.

Photo 5821, by **Ray Monk**, added to LTSV on 22/12/2018.

The first '2018 facelift' Ford Transit Custom reported for the central fleet was low-roof van 8626F, seen here at Acton Works on 18th December 2018. Comparison to photos of earlier Customs (such as 8568F) will show the slight changes to the headlight shape, as well as the more obviously different one-piece front grille.

Photo 5822, by **Ray Monk**, added to LTSV on 22/12/2018.

Ray photographed no fewer than five Elizabeth Line Ford Transit crew vans at Acton Works on 18th December 2018, four in the van yard (including 8648F seen here) and one in the front car park. As mentioned last month, it could be that these vehicles are not yet required due to the postponement of the opening of the new line. All of the fleetnumbers in the block 8634 to 8653 have now been allocated to Elizabeth Line vehicles (8644 not yet visually confirmed), and they also have 8656F and 8688F for a total of 22 vehicles. Having said that, the operator/s of Renault vans 8632/3R and Ford Transit dropside 8654F are not yet known and these could be further additions to the group.



Photo 5823, by **Ray Monk**, added to LTSV on 22/12/2018.

Resident in the front car park at Acton Works for at least a week in December 2018 were four newly delivered Renault Kangoo vans in LUL Incident Response Vehicle livery. One was parked against the back fence, the other three nearer the middle, as seen here on the 18th. These are the first Renaults to carry this livery, which differs from the standard LUL white/blue/red in having a waist stripe made up of red/white squares. Three of the vans are diesel Kangoo Maxis, including 8678R nearest the camera and 8680R in the middle. 8681R at the back is rather different as will be seen...



Photo 5824, by **Ray Monk**, added to LTSV on 22/12/2018.

The fourth new Incident Response Vehicle seen in the car park at Acton Works on 18th December 2018 was 8681R. As can be seen, this is a crew van, with additional side windows, unlike the other trio which are plain vans. 8681R also differs by being an electric Kangoo ZE, as evidenced by the different front grille design, and the green graphic applied to the front doors. One more difference is the neater wheeltrims fitted, though this may not be a reliable recognition factor. Speculating as to where these vehicles are destined for, I suspect they will be to replace the four Citroen Berlingo estate cars based along the Central Line (at West Ruislip, White City, Leytonstone and Loughton). If so, I would expect 8681R to be for Loughton, which is known to have a charging point for electric vehicles.



Photo 5825, by **Derek Everson**, added to LTSV on 22/12/2018.

Another photo taken early on the morning of 16th October 2018 at Allsop Place (Baker Street), shows a second Volkswagen Caddy Maxi van parked outside the LUL offices. As with similar 8477VW (see photo 5815), newer 8685VW is also thought to be an internal mail van.



Photo 5826, by **Ray Monk**, added to LTSV on 22/12/2018.

Four new Volkswagen crew vans were allocated to Bollo House (Acton) towards the end of 2018, comprising two each of the Transporter and Caddy Maxi model. Seen at the base on 18th December 2018 were Caddy Maxi 8698VW and Transporter 8695VW. Also just visible are the two resident Mercedes-Benz Sprinter crew vans (see photo 5796).

Photo 5827, by **Ray Monk**, added to LTSV on 22/12/2018.

Tramlink and Elizabeth Line vehicles will not normally be seen together but this is what Ray found in the Acton Works car park on 8th December 2018. Nearest the camera was newly-delivered Renault Kangoo van 8722R in white/blue/green livery, with Ford Transit crew van 8649F in white/blue/purple parked behind it. Adding to the variety were the pair of unmarked white Land Rover Defenders on the left, these having recently been replaced at Arnos Grove by two new Nissan Navaras (see photo 5829).

Comment by Ray on 16/01/2019: LP15VJA & LP15VHN Auctioned at BCA Wolverhampton 18/1/2019

Photo 5828, by **Ray Monk**, added to LTSV on 22/12/2018.

Tramlink seems to be getting quite a few new vehicles recently, mainly Renault Kangoos but also at least one Toyota Yaris car. The Kangoos are a mixture of the regular van (like new 8728R seen in the Acton Works car park on 18th December 2018) and the longer Maxi model (see photo 5774), but all have roof racks and light bars.

Photo 5829, by **Ray Monk**, added to LTSV on 22/12/2018.

Two new Nissan Navara pick-up trucks were processed through Acton Works in mid-November 2018. Just two examples of this model have appeared in the leased fleet before, both 6891N and 7476N being allocated to Hainault Depot. The first of the new pair to be tracked down was 8730N, which Ray photographed through the fences at Arnos Grove Depot on 10th December 2018. Note the additional 'Point Care' lettering, also carried by several Ford Transits based here (see photo 5540). It looks like the Nissans have replaced the pair of unmarked Land Rover Defenders, one of which is also seen in the photo linked above. By the way, the other white vehicle just visible on the far left was also a 4wd pick-up but was an unmarked Volkswagen type.

Photo 5830, by **Ray Monk**, added to LTSV on 22/12/2018.

Hidden behind Tramlink 8722R in the photo taken 10 days earlier (see photo 5827), Renault Kangoo Maxi van 8735R was still in the Acton Works car park on 18th December 2018. With no further deliveries expected, this looks set to be the highest fleetnumber allocated during 2018.



Photo 5831, by **Ray Monk**, added to LTSV on 22/12/2018.

Having been elusive for the past five years, some of LUL's unmarked silver Mitsubishi L200 pick-ups have been a bit less camera-shy recently. AE13SRZ was photographed by Ray at Stratford Station on 10th December 2018 but then on the 18th he found it in the car park at Acton Works, and the latter photo has been chosen. Note that, unlike similar AE13SRY seen here earlier in the year (see photo 5802), no hard-top is fitted.



Photo 5832, by **SLR**, added to LTSV on 22/12/2018.

Seen in the Morden Station car park on 11th December 2018, this Peugeot Partner van is in a bit of a grey-area in terms of whether it is a 'proper' LTSV or not. It had recently been delivered to replace a London Highways Alliance van, but the only lettering it carries is for TfL. The London Highways Alliance, which I believe is a consortium of contractors, has a fleet of vehicles in the livery seen on the car in the background. As their main function was to do with road maintenance rather than public transport, I had no intention of including these vehicles in the LTSV website. However, the change of LBSL Infrastructure Development to TfL Asset Management seems to be seeing more of a merging of operations. Highways Alliance vehicles have been seen at Morden for the past year or so, while some of the former LBSL red/orange vans are now believed to be based at Highways yards (notably at Harlesden and Picketts Lock).

I am open to persuasion but my initial view is not to include this vehicle in the LTSV database. It may appear to be a TfL vehicle but I suspect it is actually operated by a contractor, and that it will have certainly not have been procured by the nice people at Acton Works! Having said that, when a similar situation arose in 2012, I did add the vehicle (see photo 4062). Umm.

Just to confuse the issue even further, I have just noticed that the car in the background has a small London Buses logo in the passenger window! Both vehicles are parked in bays marked for 'Asset Operations South'.

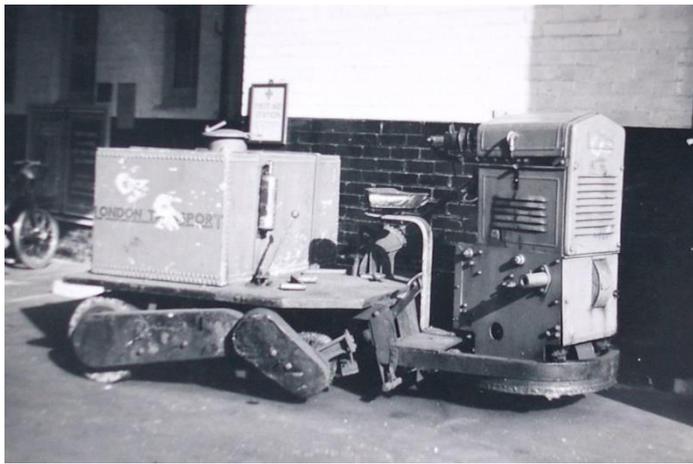


Photo 5833, by **Malcolm Millichip**, added to LTSV on 22/12/2018.

Things were a lot simpler in the 1950s and 1960s, when everything was London Transport. But even then there was some ambiguity about what constituted a service vehicle. Garage sweepers were given fleetnumbers but, with a few exceptions, were not road licensed, and the scarcity of photographs suggests they were of little interest to enthusiasts of the time. Fortunately there were exceptions, and Malcolm Millichip took this photo of RL82 at Twickenham Garage in either 1959 or 1960. He added some useful information: 'The livery is red, RL82 was painted in white on the other side. It was always kept in a corner of the garage by a set of doors which were not used operationally and only opened on hot sunny days to let the air flow through.'

LT's Twickenham Garage (code AB) was actually in East Twickenham, closer to Richmond in reality. It closed to buses in 1970 but was used by London Underground as a store, then by a coachpainters in 1991 and finally as a base for preserved buses from about 1992. Inevitably it was demolished to make way for flats later that decade. Two other bus garages have used the Twickenham name in more recent years, neither of which is much closer to the actual location of that name. Part of the old Fulwell trolleybus depot was used by Tellings-Golden Miller from 2000 onwards. TGM was taken over by Travel London in 2005, and they named this base Twickenham Depot (see photo 1392), despite it being over a mile and a half from Twickenham. Travel London was later renamed Abellio and the garage remains in use. About a mile to the North of Twickenham, NCP opened a base on an industrial estate near to the rugby stadium in 2005. This operation was later rebranded as NSL, then taken over by Transdev, which renamed itself back to London United and the base is currently in use by their United Motorcoaches subsidiary although this is due to be wound up soon. I am not making this up! I suppose I should also mention that the AB garage code has also now been re-used, for a small base in Southall opened by Abellio in 2017.

Comment by *Clive G* on 22/12/2018: LT also seemed confused in how to treat the RLs, with the first few being given record cards, just like motor vehicles, before they were all redesignated as 'plant' and allocated asset numbers. Those bought for the buses were mostly painted red and became 80/****, whilst those bought for the trams and trolleybuses were 200/***, 210/***, and 220/****, and were painted green and not given RL numbers. This system required potentially confusing identity changes for some transfers so by 1946 they had all been given RL numbers, and it appears the asset numbers may have been discontinued soon afterwards. Evidence shows overhauls taking place alongside other service vehicles at Chiswick and Aldenham, though by 1969 they were all concentrated on the Chiswick Plant workshops, where some identities were again changed, possibly whilst swapping parts as some were withdrawn. RL82 was new to Twickenham in 1951, spotted by LTSV fans at Bexleyheath garage in the mid 1960s and at Chiswick Plant workshops in 1969. Next sighting was at Staines garage in 1974, with the last being there in September 1978.

Photo 5834, by **Simon Dixon**, added to LTSV on 22/12/2018.

Given the quantity of bus company service vehicles operated with little or nothing in the way of markings, it is nice to show a properly-dressed example for a change. Arriva the Shires CF131 was a Vauxhall Zafira estate acquired in 2016 and, when seen at Luton Station on 13th November 2017, it had a full suite of operator logo, name, function and fleetnumber on both side and rear. Mind you, the positioning of the fleetnumbers is a bit odd...

Photo 5835, by **John Hillman**, added to LTSV on 22/12/2018.

Staying in the Home Counties, this view was taken in St Peter's Street in St Albans on 23rd November 2018 and shows a Peugeot Partner van belonging to Red Eagle Buses attending to one of their Dennis Darts. Bus operations outside of London are a bit of a mystery to me and I had to look Red Eagle up. According to LOTS they are one of the three 'Aylesbury Reds', having connections with Redline Buses and Red Rose Travel. It has about 20 buses and operates in Hertfordshire and Buckinghamshire. Note that the light bar on this van appears to be green rather than the more normal yellow/orange!

Photo 5836, by **Ray Monk**, added to LTSV on 22/12/2018.

I'm back to talking about Twickenham now, although as the plane tails in the background suggest, this photo was taken at Hatton Cross Bus Station (on 24th November 2018). Abellio has a large fleet of service vehicles, including many Ford Fiesta cars used as crew ferry vehicles. All of its vehicles are allocated four-digit numerical fleetnumbers, most of the service vehicles being in the 67xx and 68xx series. These numbers are however not carried by many of the vehicles. Some garages used local fleetnumbers, often on papers in the windows. More recently, several vehicles from Twickenham Garage have been seen with large TW x fleetnumbers on their bonnets. Ford Fiesta NL62VJG is officially 6790 but carries TW3, as seen here. As with similar examples at Hayes (see photo 5443), the company code for the garage is used rather than the official TfL one, which for Twickenham is TF. Coming up next, the Frost Report....

Photo 5837, by **John Hillman**, added to LTSV on 22/12/2018.

Crumbs, we're back in Luton again! A year after the previous photo (see photo 5834), here is another silver Arriva crew ferry vehicle with full lettering at Luton Station. But in this case it has a bit too much lettering! Arriva introduced a revised corporate image a year or so ago, with the old 'wheels in wheels' logo and uppercase fleetname replaced with a stylised A logo and lowercase fleetname. What is odd about this vehicle is that it is displaying both the old and the new. There is also an enigmatic 'Working in partnership with....'. I reckon this vehicle was acquired from one of the patient transfer services which Arriva now runs. I have seen minibuses (larger than this one) at Homerton Hospital in London branded as 'Arriva Transport Solutions, working in partnership with the NHS', and there are similar operations in other parts of the UK. The vehicle itself is a Peugeot Expert Tepee minibus and it has the fleetnumber 9747 in the windscreen. Arriva the Shires used to give its service vehicles numbers in the 1xxx range. Then it switched to using alphabetically-prefixed numbers (like CF131 linked above) based on the practices of Arriva Southern Counties. The remaining parts of Arriva the Shires are now managed by Arriva Midlands and I suspect this 97xx series is inherited from them. I doubt they will renumber any of the existing vehicles though. Picture was taken on 13th December 2018 by the way.

Photo 5838, by **Derek Everson**, added to LTSV on 22/12/2018.

The Renault Zoe electric cars used by Sullivan Buses have featured on LTSV before, but only from behind! The same applies to LUL's sole example (see photo 4780) but I digress. So, for everyone who asked to see Zoe's face, here it is! Yup, you plug-in in her nose! Fleetnumber EC3 is carried by car FL65UOP which was, unsurprisingly, the third Electric Car acquired to support the companies growing TfL bus operation. However, one of the first pair had an accident and was replaced by a fourth, although the damaged car was later repaired and returned to service. All four cars were in fact present at South Mimms Garage on this occasion (9th September 2018), although what became EC4 is out of shot on the left and was still in unmarked white at the time. Also visible is the world-famous Hair Bus (see photo 5436).

Photo 5839, by **Derek Everson**, added to LTSV on 01/01/2019.

I commented last month (see photo 5816) that few of the VW Caddy vans in the central fleet were fitted with roof racks, and most of those that were had simple 'bar' types as seen in the linked photo. One exception was Caddy Maxi crew van 7575VW, which carried a very large, traditional roof-rack. This appears to have been fitted a few months after delivery but, unfortunately, the van was only seen out at night and almost escaped being photographed. Luckily, Derek caught it at British Car Auctions at Blackbushe on 14th June 2018.

Photo 5840, by **Derek Everson**, added to LTSV on 01/01/2019.

Another vehicle seen at BCA Blackbushe, this time on 13th September 2018, was Ford Transit minibus 7706F. New in November 2013, this vehicle could often be seen parked in the rear yard of the Museum Way depot at Acton Town. It was replaced by VW Transporter minibus 8713VW, after the latter had spent over six months sitting at the dealerships.

Photo 5841, by **Derek Everson**, added to LTSV on 01/01/2019.

The trio of Mitsubishi L200 pick-ups new for LUL in 2014 were most commonly seen at Allsop Place (Baker Street) but 7839 appears to have transferred further into Metroland in late 2017. We have listed it as now being allocated to Rickmansworth but it can also sometimes be seen at Harrow-on-the-Hill Station, as here on 18th September 2018.

Photo 5842, by **Derek Everson**, added to LTSV on 01/01/2019.

With replacement possibly starting in a few months, it is time to catch up with the last few LBSL Incident Response Units. 7847M is a West London vehicle, most commonly parked at either Uxbridge or Harrow bus stations. On 27th March 2017 Derek found it parked on Bollo Lane in Acton, blocking the entrance to Bollo House. Vehicles awaiting attention at Smallbills Garage are often parked here, which probably accounts for the presence of Hainault's Ford Transit van 7137F in front. The red van was on active duty though. Note the dimensional similarity between the two vans.

Photo 5843, by **Ray Monk**, added to LTSV on 01/01/2019.

I have had no shortage of photos of 7881M, since it is easily seen at Turnpike Lane Bus Station most days. This photo was taken there back on 4th January 2016, when the van was less than a year old. By my reckoning the only current IRU not yet shown on LTSV is Morden's 7883M, and I do not have any usable photos of that one yet. Hint hint...



Photo 5844, by **Ray Monk**, added to LTSV on 01/01/2019.

Another largish batch of vehicles which are gradually being shown on LTSV are the Ford Transit Custom crew vans used by LUL's Lifts and Escalators section. Coverage is somewhat lower than for the LBSL vans though, as the LUL vans are mostly seen out at night. There is the odd exception, such as when Ray found 7919F parked at North Greenwich Station on 12th November 2018.



Photo 5845, by **Ray Monk**, added to LTSV on 01/01/2019.

8029F is one of quite a few Ford Transit crew vans based at Acton Works, which it was seen leaving on 18th November 2018.



Photo 5846, by **Derek Everson**, added to LTSV on 01/01/2019.

I have published loads of photos like this, showing vehicles leaving Acton Works onto Bollo Lane. 8313R is a Renault Kangoo Maxi van new in March 2017 and more usually to be found parked at Museum Way just up the road. 5th June 2018.



Photo 5847, by **Derek Everson**, added to LTSV on 01/01/2019.

The LTSV database currently shows four Ford Fiesta vans as part of the allocation to Museum Way in Acton, these being consecutively numbered 8316F to 8319F. The last of the four to be shown on LTSV is 8318F, parked at the front of the depot on 22nd July 2017. The green markings on the roadway behind show the official walking route to the Acton Museum Depot.

Photo 5848, by **Derek Everson**, added to LTSV on 01/01/2019.

Ford Focus estate car 8324F has made Harrow-on-the-Hill Station its home since delivery in spring 2017. It used to park in the outside car park alongside the platforms (beyond the trees in the background here) but is now more normally to be found in the small multi-storey car park round the corner, as on 18th September 2018.

Photo 5849, by **Ray Monk**, added to LTSV on 01/01/2019.

A lucky find at Euston (Cobourg Street) on 28th December 2018 was Ford Fiesta van 8351F of the LUL Pumps and Drainage section. It is nominally based at Griffith House/Edgware Road Station but has not been reported there very often. Service vehicles used to be a common sight parked here, or round the corner on Euston Street, but since the control room functions moved to Northumberland Park and Highgate in about 2013, they have been less easy to see. This is because they are now kept in the small rear yard, hidden behind the doors visible on the left here.

Photo 5850, by **Ray Monk**, added to LTSV on 01/01/2019.

The yard at Edgware Road Station absorbed the allocation of nearby Griffith House a few years back, and there is a regular set of vehicles to be seen there, often joined by one or two of the 'night' fleet, the latter vehicles seeming to change quite frequently. On 17th February 2018 Renault Kangoo Maxi van 8371R was seen in the yard, this being a much less regular visitor than Ford Transit dropside 8157F parked beyond.

Photo 5851, by **Ray Monk**, added to LTSV on 01/01/2019.

The allocation of Renault Kangoo Maxi van 8374R is a bit hard to pin down. It initially appeared to be part of the Griffith House night fleet but it has also made numerous appearances in the Acton Works car park, as here on 8th September 2018. The application of rear chevrons used to be a sure sign of a Griffith House allocation but it seems to have become less common recently.

Photo 5852, by **Ray Monk**, added to LTSV on 01/01/2019.

I have already published a photo of VW Golf 8399VW in the car park at Acton Works, but this photo taken there on 26th July 2018 shows its rare hatchback configuration more clearly. As far as we know, there are four hatchbacks in the current fleet, compared to 18 of the estate variant.

Photo 5853, by **Derek Everson**, added to LTSV on 01/01/2019.

8497R is a fairly standard Renault Kangoo Maxi van new in January 2018 and based at Edgware Road Station, where it was photographed on 6th March 2018. The decorative murals in the background are on the power supply building located where the Griffith House vehicle yard used to be.

Photo 5854, by **Derek Everson**, added to LTSV on 01/01/2019.

The back end of Ford Transit Custom van 8508F makes its second appearance on LTSV. Derek did in fact photograph it from the front as well, but I chose this photo as it shows the narrow entrance to London Road Depot (Elephant and Castle). There is a small yard here which often contains up to about ten service vehicles. However, from the gate you will only see any that happen to be parked at the nearest end (Ford Transit dropside 7821F can just be glimpsed here). You can see everything from the other end of the depot, particularly from the upper deck of a bus passing the Imperial War Museum, but they are then much too far away to be identified. 4th December 2018.

Photo 5855, by **Ray Monk**, added to LTSV on 01/01/2019.

I just mentioned the enclosed yard at Euston Cobourg Street (see photo 5849). On Ray's visit on 28th December 2018 a passing member of staff opened the pedestrian doorway to allow him to take this photograph. Inside was Toyota Prius car 8564T, which appears to have been based here since new in September 2017. Also present was an unmarked silver Ford Transit Custom minibus, believed to be KF15OED. The latter has appeared on official fleetlists and we even have a 'paper' allocation for it (Highgate). I usually add unmarked vehicles other than cars, so I don't know why I haven't done this one!



Photo 5856, by **Thomas Young**, added to LTSV on 01/01/2019.

A puzzle developing in autumn 2018 was where the Elizabeth Line vehicles had gone. Some of the Ford vans are still at Acton Works (see photo 5822), but the initial batch of mainly Volkswagens had pretty much disappeared following delivery in August. Romford was mentioned by staff, and there is a very large Network Rail facility there. The Elizabeth Line has its main depot at Old Oak Common (where you can currently see a very impressive line-up of class 345 trains awaiting entry to service), and a smaller depot is currently being developed at Plumstead, the site having been used as a base for construction trains for the past few years. While cycling to Plumstead along the Ridgeway on Christmas day, I spotted one white/blue/purple van in a recently opened (but temporary) yard otherwise occupied by contractor's vans mainly in unmarked white (with yellow safety stripes). I returned with my camera the following day (26th December 2018) and identified the van as 8641VW. I also noticed that at least one of the vans close to the fence nearest the camera was also an Elizabeth Line vehicle, but I could not get an ID on it.



Photo 5857, by **Ray Monk**, added to LTSV on 01/01/2019.

I am very grateful for the 'extra mile' that some of LTSV's contributors go to to get photos. I had told Ray about my Plumstead Elizabeth Line sighting on 25th/26th December, and he made a visit himself the next day (27th December 2018). Not only that but he battled through the undergrowth and found a small gap in the fence through which he could get a picture. And it was worth it because, hidden from my view the day before, there were at least another six Elizabeth Line vehicles here. Identifiable are Transporter minibus 8651VW and Caddy Maxi crew van 8637VW on the left, with similar Caddy Maxis 8636VW and 8642VW on the right. Behind the Transporter was a Toyota Prius, almost certain to be 8653T. There is something else beyond that, and at least one more Caddy against the far fence. I suspect these vehicles are being stored here pending opening of the line, after which they might be kept in the new depot (on the other side of White Hart Avenue), or elsewhere.



Photo 5858, by **Ray Monk**, added to LTSV on 01/01/2019.

Four new Renault Kangoo vans in Incident Response Vehicle livery were delivered in late 2018. Three were shown on LTSV last month (see photo 5823) but I thought I would include the fourth as well, in case it turns out to be elusive once it enters service. So, in the car park at Acton Works on 18th December 2018 is Renault Kangoo Maxi van 8679R.

Photo 5859, by **London Spotter**, added to LTSV on 01/01/2019.

The batch of eight Peugeot Partner Tepee cars shared equally between Barking Station and Earls Court Gardens was replaced by new Volkswagens in autumn 2018. Barking gained three Caddy Maxi crew vans (including 8702VW seen there on 4th December 2018) and one larger Transporter crew van (8708VW, parked on the left). The allocation at Earls Court includes Caddy Maxi crew vans 8700VW and 8701VW but I suspect that the very tight confines of that location would preclude the use of Transporter vans. Reports are awaited...

Photo 5860, by **Ray Monk**, added to LTSV on 01/01/2019.

The 'central' fleet is mainly comprised of vehicles in the liveries of the various subsidiaries of TfL (LUL, LBSL, Tramlink etc) but there is still a fairly large number of unmarked vehicles in use. LTSV policy is to not list unmarked cars, since some were traditionally allocated to individual members of staff and were allowed to be used away from work. One or two do slip through and get added to the LTSV database, usually for a particular reason. These two unmarked silver Toyota Yaris cars were photographed in the car park at Acton Works on 18th December 2018. 8 other Toyota Yaris cars in the same LL14Vxx registration series carried TfL livery and are in the database. LL14VKW was also added because I got a report of it being seen at Chancel Street and the reporter didn't mention that it was unmarked!

Photo 5861, by **Derek Everson**, added to LTSV on 01/01/2019.

Bus company Abellio has a large number of service vehicles, including many cars used as crew ferries along with vans for engineering support. Almost all were acquired second-hand, notable exceptions being a pair of new Ford Transit vans that arrived in 2016. LO16GFV is allocated fleetnumber 6223 (not carried) and is based at Walworth Garage. It was seen stuck in the traffic at Brixton on 14th November 2017.

Photo 5862, by **Ray Monk**, added to LTSV on 01/01/2019.

The Vauxhall Corsa model has been the standard vehicle for Arriva London in recent years, a mixture of silver cars and white vans being taken. Many of the latter are based at the head office at Wood Green, though a few are at other garages. WM16CJY is at Croydon, where it was photographed on 6th October 2017. As with most of the Corsas, the vehicle carries no markings.

Photo 5863, by **London Spotter**, added to LTSV on 01/01/2019.

Found at Royal Victoria in London Docklands on 17th December 2018 was Peugeot Boxer van GJ18ELV which is numbered 013 with DLR Keolis Amey. Compared to GF67KTK, another Boxer with DLR, this van is shorter in length and height, and it lacks the green bonnet and Emergency Response lettering.

Photo 5864, by **Ray Monk**, added to LTSV on 13/03/2019.

One of the most elusive central fleet vehicles is unique Land Rover Freelander car 7429LR, believed to be based at Palestra but generally only seen when it pays (infrequent) visits to Acton Works. Such was the case on 5th March 2019, when it was found in the front car park. Given that it has served for nearly seven years, it could be due for replacement.

Comment by *Thomas Young* on 09/05/2019: I've just noticed that the white van in the background is Peugeot Boxer WF18PCO. This is believed to be a hire but, since it was added to the database, I have added a link to this photo.

Photo 5865, by **SLR**, added to LTSV on 13/03/2019.

A couple of months ago I dropped a hint that I was after a photo of 7883M, the only Incident Response Unit van to not yet appear on LTSV. The very next day I received this excellent shot of it, taken at its home base of Morden Station. These Mercedes-Benz Sprinter vans are all now around 4 years old and it is understood that their replacement is being considered. Hmm, perhaps for completeness I should add a photo of 7876M (see photo 4858) in livery! Don't worry though, I have several available.

Photo 5866, by **Ray Monk**, added to LTSV on 13/03/2019.

LUL service vehicles do seem to suffer from a lot of bumps and scrapes, perhaps because they are mostly driven at night. The latest victim is Ford Transit Custom crew van 7911F from the Lifts and Escalators section. On 26th February 2019 it was seen being brought into Acton Works on the back of a transporter.



Photo 5867, by **Malcolm Conway**, added to LTSV on 13/03/2019.

When we do night-time SV-hunting trips, we tend to focus on stations in central London, simply to increase the chances of seeing multiple vehicles. Obviously there are many other stations further out at which vehicles may be working but it does take much longer to get to (and between) them. As such, pictures from the outer stations are rarely seen. I was quite pleased to receive this image, taken at Gants Hill Station at 4am on 20th September 2018. Renault Kangoo Maxi van 7975R is not a rare vehicle as it works out of Griffith House. However, it had never been photographed before.



Photo 5868, by **Derek Everson**, added to LTSV on 13/03/2019.

The newest Mitsubishi L200 pick-up in the central fleet is 8152, delivered in February 2016 and based for the next couple of years at Frank Pick House in Acton. In about spring 2018 it gained a hard-top cover for the rear, while later that year it started making appearances at Edgware Road Station. It was photographed parked there on 5th March 2019.



Photo 5869, by **Malcolm Conway**, added to LTSV on 13/03/2019.

Having just shown a vehicle at Edgware Road Station which perhaps is not based there, here is a photo of one which is based there and indeed is rarely seen elsewhere. 8158N is a unique Nissan e-NV200 electric van which carries LUL Incident Response Vehicle livery. On the night of 3rd March 2019 it was found parked opposite Victoria LUL station.



Photo 5870, by **Ray Monk**, added to LTSV on 13/03/2019.

As far as we know there are four LUL emergency response vehicles based at Palestra in Southwark, all of which are very rarely seen. Land Rover 7429LR (see photo 5864) and Ford Kuga 7739F (see photo 5497) have mainly been reported when they visit Acton Works, and now the newer pair of vehicles have joined them. 8205VW and 8206VW are both Volkswagen Caddy Maxi crew vans news in January 2017. Both vehicles can sometimes be seen parked on the ramp to the underground car park at Palestra, but the gates (and adjacent security hut) preclude photography. On 9th March 2019 both the vans were in the car park at Acton Works and fortunately Ray was on hand to capture them (even more fortunately they were parked such that they could be seen from Bollo Lane). First up is 8205VW, parked next to Ford Fiesta car 8041F.



Photo 5871, by **Ray Monk**, added to LTSV on 13/03/2019.

The second LUL Incident Response Vehicle seen at Acton Works on 9th March 2019 was 8206VW, parked on the other side of Fiesta 8041F. With this and 8205VW at Acton (and 7429LR there a few days earlier) I wonder what is covering the response duties from Palestra. Could it be that the new Renault Kangoo vans delivered in late 2018 (see photo 5824) have gone there?



Photo 5872, by **Ray Monk**, added to LTSV on 13/03/2019.

Ford Fiesta cars can no longer be classed as rare, since there are currently around 30 in the central fleet. Many remain elusive however. 8226F is one of several which we have 'allocated' to Templar House in Holborn, though it has also been seen at Griffith House. It was not seen in daylight until it spent a few days at Acton Works in February 2019, being photographed in the front car park on the 5th.



Photo 5873, by **London Spotter**, added to LTSV on 13/03/2019.

8553R to 8563R are a batch of eleven Renault Kangoo Maxi vans new in November 2017 and spread across a number of locations. Finchley Central Station has two, including 8556R seen at home on 25th January 2019.



Photo 5874, by **Ray Monk**, added to LTSV on 13/03/2019.

Ray paid another visit to the Plumstead Crossrail site on 11th March 2019, and found some changes in the vehicles parked there. Once again he got to the gap in the fences and captured this view. VW Transporter minibus 8651VW was still present (on the left), but against the far fence were several of the Ford Transit high-roof crew vans which had latterly been parked up at Acton Works (see photo 5822). From left to right these are 8646F, 8647F, 8650F, 8648F and 8649F. Similar 8645F was also present.

Photo 5875, by **Derek Everson**, added to LTSV on 13/03/2019.

The LUL Emergency Response Unit took delivery of a new Ford Transit Mk8 crew van in February 2019, presumably to replace Mk7 van 7726F (see photo 4890). The livery is very similar except that the yellow/blue stripe is applied at a slope, rather than parallel. 8684F was caught approaching Acton Works on 5th March 2019.

Photo 5876, by **Ray Monk**, added to LTSV on 13/03/2019.

First licensed that day, Ford Transit Mk8 crew van KE68BVY was seen on delivery to Acton Works on 26th February 2019. As normal, it arrived without any markings but with the blue skirt already applied. Within a week it had been marked up as LUL 8712F and allocated to Museum Way (see next photo).

Photo 5877, by **Derek Everson**, added to LTSV on 13/03/2019.

With a couple of recent additions, Mk8 Ford Transits are now dominant at Museum Way in Acton. Photographed in the rear yard on 5th March 2019 were dropside truck 8321F and crew vans 8711F, 8712F and 8315F.

Photo 5878, by **Ray Monk**, added to LTSV on 13/03/2019.

Photographed in the Acton Works car park on 5th February 2019, this newly-delivered, long-wheelbase Ford Transit Custom van was clearly numbered (on both sides) 8731F. However, that number had already appeared on a Nissan Navara pick-up truck allocated to Arnos Grove. Hopefully the next time we get a fleetlist it will reveal which one is correct.

Photo 5879, by **Derek Everson**, added to LTSV on 13/03/2019.

Three electric Ford Transit Custom vans were delivered in Spring 2018 but have proved to be very elusive. It was said at the time that one each would be based at Acton, Lillie Bridge and Stratford for a year-long trial. ET66AKF was photographed at Acton Works that April (see photo 5641), while Ray spotted EG66EZZ on Bollo Lane in July. There have been no reports of ET66KAA. Derek was therefore quite lucky to catch EG66EZZ coming out of the works on 5th March 2019. Unless extended, the trial will presumably be ending about now.

Photo 5880, by **Ray Monk**, added to LTSV on 13/03/2019.

Metroline currently has about 20 Ford Transit Connect Mk2 vans, including a large batch delivered in spring 2015. AY15LHK is based at Willesden Junction garage and was photographed at the nearby station on 23rd February 2019.

Photo 5881, by **Derek Everson**, added to LTSV on 13/03/2019.

An operator which has not previously appeared on LTSV is Galleon Travel, trading as Trustybus. Bus services centred on Harlow are run from a garage at Roydon. Seen there on 24th February 2019 was Citroen Nemo van LB65ZGX. Somewhat unusually, extensive lettering is carried.

Photo 5882, by **Ray Monk**, added to LTSV on 13/03/2019.

Mercedes-Benz Vito minibus RX18LLA was one of several new to Go-Ahead London in spring 2018 and used initially from River Road garage in east London. On 5th March 2019 it was photographed at Eltham Bus Station, suggesting it had recently transferred to Orpington Garage. Though still unmarked, many similar transfers in the past have seen anonymous red vehicles gaining lettering for the first time (see photo 5158).



Photo 5883, by **Malcolm Conway**, added to LTSV on 13/03/2019.

Seen in the arrivals hall of Victoria Coach Station on 8th February 2019 was DAF XF artic AY08EDK belonging to Edwards of Llantwit Fardre in Wales. Edwards is one of several companies to provide vehicles for National Express services, and the truck was attending to their Volvo B11RT BN64FKZ. As with most current National Express coaches, this one has Caetano Levante bodywork. Although it looks like a normal artic tractor unit, the DAF is lettered for Recovery. It had brought a recovery trailer with it, just visible parked on the left. This was of the 'sliding bogie' type, shown on LTSV back in 2008 (see photo 2240). It is not known if recovery was needed but, if so, the manoeuvre out onto Elizabeth Street must have been tricky!

Comment by *Malcolm Conway* on 13/03/2019: The recovery did take place. The tractor unit towed the coach out using chains across to Elizabeth Bridge. The coach was left there whilst the tractor returned, collected the trailer and returned to Elizabeth Bridge where the coach was loaded and then transported back to South Wales.



Photo 5884, by **Colin Lloyd**, added to LTSV on 05/04/2019.

I was very saddened to hear that Colin Lloyd, who was diagnosed with cancer a couple of years ago, died earlier this week. Without Colin there would be no LTSV, for it was his regular updates on the service vehicle fleet in the LOTS newsletter that fostered my interest in the subject. Colin was the vehicle news editor for LOTS for almost 30 years, mainly covering the buses but thankfully not neglecting our 'niche' interest. When I created the first version of this website, Colin started sending in regular batches of photos taken all over London, as well as giving me access to his huge collection of photos from the 1980s and 1990s. And he introduced me to his friends Ivor, Keith, Malcolm, Phillip, Richard and Scott, several of whom have continued to provide pictures ever since. Colin also gave me reams of documents, including fleetlists which were instrumental in populating the LTSV database. Lastly, he supported the production of the SUP15B book, which then led to the re-introduction of a monthly SV column to the LOTS magazine.

There are still quite a few of Colin's photos that have not yet appeared on LTSV, but there will be additions from time to time, when I feel a dip into the archives would be of interest. Here then is a view of the lorry yard at Acton Works taken on 30th November 1990. Present were at least four of the Railway Emergency Ford D box trucks which had just recently been replaced by new Mercedes-Benz demountables. 2140F on the right has the original D-series grille, with round headlamps, while the other three have the modernised design that the type featured for its final few years. 2200F, peeping in on the left, was apparently sold in October 1990. Perhaps it had just not yet been collected. The truck behind 2201F is almost certainly 2199F, as the only red D-series vans with the later grille were 2199F to 2201F and 2217F, and 2217F was sold in 1985.



Photo 5885, by **Derek Everson**, added to LTSV on 05/04/2019.

Completing our coverage of the 2015 batch of LBSL Incident Response Unit vans, here is a view of 7876M in livery, taken at Eltham Bus Station on 23rd September 2015. Apart from one night-time sighting in central London, this van has always worked in south-east London. I have belatedly realised that calling these vans high-roof is not technically accurate. Mercedes themselves call this 'high-roof', but the other options are 'standard roof' and 'super-high roof'. By my book that makes these vans mid-height! I don't fancy changing them all though...



Photo 5886, by **Ray Monk**, added to LTSV on 05/04/2019.

Rarely seen since delivery in mid-2017, Ford Fiesta van 8427F was caught heading into Stratford Market Depot on 28th March 2019.



Photo 5887, by **Ivor Norman**, added to LTSV on 05/04/2019.

At least 37 Renault Kangoo vans were added to the central fleet during 2018, a couple of which have not yet been seen. Maxi van 8623R is in LUL livery and appears to be based in the north-east corner of London. After delivery it was not reported again until Ivor photographed it parked at Epping Station on 6th March 2019. Later the same month it was noted at Hainault Depot.



Photo 5888, by **Ray Monk**, added to LTSV on 05/04/2019.

One of several VW Caddy Maxi crew vans new in late 2018, the allocation of 8699VW is not yet known. It was seen leaving Acton Works on 21st March 2019.



Photo 5889, by **Ray Monk**, added to LTSV on 05/04/2019.

An unexpected find in the front car park of Acton Works in March 2019 was a Ford Transit Custom van for Tramlink, the first Custom model to appear in the white/blue/green livery. Numbered 8729F, it was photographed on 26th March 2019. Also present here during the month were a batch of at least 6 new Custom crew vans in LUL livery, seemingly destined for the Lifts and Escalators department at Frank Pick House.



Photo 5890, by **Ray Monk**, added to LTSV on 05/04/2019.

With new deliveries still mainly numbered in the early 87xx series, it was surprising to find a few 88xx-numbered vehicles arriving in March 2019. Among them was high-roof Ford Transit Mk.8 van 8803F, seen in the van yard at Acton Works on 26th March.



Photo 5891, by **Ray Monk**, added to LTSV on 05/04/2019.

A slightly rushed but pretty decent shot ensued when this van caught Ray by surprise at Canning Town Bus Station on 28th March 2019. A mid/mid (medium wheelbase, mid-height) Ford Transit Mk.8 crew van in LUL livery, it had a surprisingly high fleetnumber of 8831F. There must be a lot of vehicles on order to fill all the gaps.



Photo 5892, by **Ray Monk**, added to LTSV on 05/04/2019.

Seen just after delivery to Acton Works on 26th March 2019 was Toyota Yaris hybrid hatchback car LM19LZD. Similar LM19OEL also arrived the same day and was later noted in LUL livery.



Photo 5893, by **Derek Everson**, added to LTSV on 05/04/2019.

From vehicles recently delivered to a couple that had not got that far yet. Seen at the Cordwallis VW dealership in Bedfont on 25th March 2019 was RJ19WLC, a VW Caddy van. As normal, the blue skirt had been applied here.



Photo 5894, by **Ray Monk**, added to LTSV on 05/04/2019.

Also seen at Cordwallis in Bedfont, this time on 23rd March 2019 was VW Caddy Maxi crew van RK19YAD. Part of a batch of at least seven similar vans, they were licensed and delivered to Acton over the following week, with at least one (RK19YAE) subsequently noted in LUL livery. Fleetnumbers are not yet known. Note that Caddy Maxi vans are actually badged as plain Caddy, although the extra length is usually noticeable.



Photo 5895, by **Paul Nicholls**, added to LTSV on 05/04/2019.

Ensignbus service vehicles have recently started gaining fleetnumbers. Perhaps because the bus fleet features numbers up to the 700-series, the support vehicles are numbered from 801 upwards. Seen at Tilbury Asda on 2nd April 2019 was Vauxhall Vivaro van YR07KWB, now numbered 807. The device sticking out from the roof is presumably a spot-light, though of a non-standard design. It was fitted when the van was acquired (see photo 3366). Reports of which vehicles carry fleetnumbers 802, 806 or anything from 809 upwards would be welcomed.

Photo 5896, by **Ray Monk**, added to LTSV on 05/04/2019.

An open-day was held at Stagecoach London's Barking Garage on 30th March 2019, to mark the 40th anniversary of the last London Transport RTs in passenger service. The event was very well attended, although it has to be said that a large proportion of the visitors looked like they might have been there in 1979 as well! Two service vehicles were present, this one being the one that was easy to miss. Anonymous red OV65DSY is based at West Ham garage and used for unknown general purposes (ie not engineering support). A Mercedes-Benz Sprinter, it is to the longest of four lengths, a whopping 7.3 metres. A slip-up in LTSV database consistency means I have recorded this van as being mid-height. It is technically mid-height, but Mercedes call this 'high-roof', and this was used on LTSV for the description of the LBSL IRUs. Which are the same height. As this van. So, um. Anyway, the van was parked inside the garage, next to a stall selling bus-related items such as moquette cushions!

Photo 5897, by **Thomas Young**, added to LTSV on 05/04/2019.

The other service vehicle at Barking Garage during the open day on 30th March 2019 was much more noticeable. Parked in the side yard, MC16YUK was a high-roof Ford Transit Custom van, one of which is allocated to each Stagecoach London garage for engineering support duties. Most (now) carry full lettering, as seen here. And we also now know that this van has Stagecoach national fleetnumber 95261. This is a recycled number, having previously been carried by Bow's YC11KTO (see photo 4237). Numbers on the Plumstead van and the new Bow van are not yet known, but the remainder are a mixed bunch, including two in the 907xx range, two in 909xx, one in 931xx and one other 952xx.

Photo 5898, by **Thomas Young**, added to LTSV on 05/04/2019.

As well as a display of buses at Barking Garage, and various local routes operating with RT-class buses, the RT 40th anniversary event on 30th March 2019 featured a small array of preserved buses at Go-Ahead's River Road Garage. This was not in the garage itself but in a large yard to the south east of the main yard. Access was from Creek Road instead of River Road, although I forgot to check whether there was a connection between the two yards. The elusive engineering van was hiding in the main garage, meaning only the crew ferry minibuses could be photographed. Seen in the 'new' yard were two of the RX18LLx batch. RX18LLA was new here but was operating from Orpington earlier in the month (see photo 5882). In the background is an interesting array of single-decker buses, including the unique MDL1, an MCV-bodied VDL SB180.

Comment by *Thomas Young* on 05/04/2019: There is a road connection between the two yards. The imagery on Google Maps is out of date, showing the new yard not yet in use. Indeed the main garage seems to have been photographed both before and after it became a bus garage as there is a curious stitching together of buses and cars parked on top of each other! However, the imagery on Google Earth is more recent and shows the new yard in use, with exactly 100 buses parked in it, along with 5 or 6 of the crew ferry minibuses. A further 48 buses and 4 or 5 SVs are visible in the main garage.

Photo 5899, by **Thomas Young**, added to LTSV on 05/04/2019.

Another Go-Ahead crew ferry minibus seen in the 'new' yard of River Road Garage on 30th March 2019 was Mercedes-Benz Vito RX18LLJ. This was one of several to have been seen working at the Farnborough air show in July 2018 but had not been reported since. Perhaps it is the spare!

Photo 5900, by **Derek Everson**, added to LTSV on 05/04/2019.

Red Astra vans and estate cars were common as service vehicles in the 1980s and early 1990s (see photos 5328 and 871) but much rarer in recent years (see photo 2476). This rather smart pseudo-SV was photographed at 'The Heights' during the Brooklands RF running day on 24th March 2019. It carries (traditional) underlined LT fleetnames, (not so traditional) gold roundels and lettering for Routemaster Support. On the rear was advertising for Route 24 bus hire. The addition of fleetnumbers would round it off nicely. Note that this Vauxhall van has apparently been fitted with a Leyland windscreen and an AEC front bumper!

Photo 5901, by **Malcolm Conway**, added to LTSV on 05/04/2019.

Two contributors photographed this recovery on 20th March 2019, so I have decided to include one photo from each. Merton's Wright Streetdeck bus WSD10 came to grief opposite Victoria Coach Station while working route 44. Cedar's Assist (I couldn't stop myself from adding capitals and an apostrophe!) attended with their Volvo FM DV64WWR.

Photo 5902, by **John Godwin**, added to LTSV on 05/04/2019.

An hour and a half (if the EXIF data is accurate) after Malcolm photographed it, John found Cedar's Assist DV64WWR still dealing with London General WSD10 outside Victoria Coach Station on 20th March 2019. The bus was by now raised on the spectacle hoist.

Photo 5903, by **Derek Everson**, added to LTSV on 05/04/2019.

Hants and Dorset Trim of Eastleigh undertakes many refurbishments and repaints of London buses. On 2nd April 2019 Derek was visiting their base (adjacent to the Bluestar garage) and photographed Sovereign Recovery DAF CF GN65NHJ having recently arrived with London United ADH45022 on tow. The only noticeable change to this 2-axle tow truck since it was new in 2016 (see photo 5239) is the addition of fleetnumber H128. Parked behind the truck is Go-Ahead London Wright Streetlite bus WS31.

Photo 5904, by **Malcolm Conway**, added to LTSV on 05/04/2019.

Breakdowns in Victoria seem to be a recurring theme recently, and I have just received some more excellent photos which will appear next time around. Last in the series for today is this view of Statham's Volvo FH SR16TOW, named 'Sidney', in the distinctive 'toyland' yellow and red livery. I've just noticed that the apostrophe in the fleetname is in the form of a hook!

Photo 5905, by **Thomas Young**, added to LTSV on 05/04/2019.

The bottom seems to have fallen out of the model bus market in recent years, with both EFE and (particularly) Corgi releasing far fewer new models. Prices also seem to have shot up, which could be either a cause or an effect. Conversely, relative newcomer Oxford Diecast has produced a huge number of modern and vintage car, van and lorry models, and has also diversified into railway rolling stock. Among recent releases are three in 'service vehicle' liveries, all to OO scale (1:76). The recent open day at Barking gave me the chance to buy these for just £4.50 each. Shown here are the three Ford vans, comprising (left to right) a high-roof Mk.7 van in DLR Emergency Response livery, a low-roof Mk.7 van in standard LUL livery and a Transit Connect Mk.1 in Tube Lines livery. Photos of the actual vans these are based on are all available on LTSV and links have been added to allow comparison. From the front, everything looks good, although the middle van does not have fleetnumbers applied (which the Connect does).

Completing the line-up is a kit-built model of an AEC Militant recovery truck which I bought (already made-up and painted) a few years ago. Curiously this is lettered as 1456MR on one side and 1457MR on the other, but in all other respects it is identifiable as 1457MR.

Photo 5906, by **Thomas Young**, added to LTSV on 05/04/2019.

A rear view of the three Oxford Diecast Ford vans in LTSV-related liveries. A couple of points about the Transit Connect (on the right here) are questionable. The Tube Lines logo looks to be too large, that on the nearside being more correct. The rubbing strip has been painted white, whereas 6144F was one of few Connects to not actually have a strip. This is fair enough, given that the strip is part of the casting. Finally, I don't believe 6144F had rear chevrons, although I do not have photographic evidence. These minor quibbles aside, the models are really rather good, and more are on the way including unique Land Rover Freelander 7429LR, and a Transit dropside and Transit Connect both in LUL livery. Older Ford marques (such as the Cargo lorry and Transit Mk.3/4) are also available from Oxford, so these could form the basis of future SV models.

Photo 5907, by **Derek Everson**, added to LTSV on 02/05/2019.

Restoration work on MC11, the preserved mobile canteen trailer, was completed at the London Bus Museum earlier this year, and it was re-united with Bedford tractor unit 702B. This interesting view taken at the Museum on 7th April 2019 shows the coupling between the two units, and also the lengthy ramps fitted to the back of the tractor. Presumably these were to make it easy to reverse onto the trailer for coupling. I believe the trailers had their number painted on the chassis (once separate numbers were allocated in about 1955) somewhere in this area, but nothing is visible in this shot. That set me thinking about how we know this is actually MC11. It is mentioned in the Rennie/Aldridge book that 702B and MC11 were preserved after serving with Liverpool Corporation. However, that operator did buy 4 of the ex London Transport tractor/trailer combinations. Hmm...

Photo 5908, by **Malcolm Conway**, added to LTSV on 02/05/2019.

Not shown since it was new in early 2017, 2611 is one of the ten Volvo FL816 rescue tenders used by the Emergency Response Unit. It also carries BTP fleetnumber B883 and is normally fitted with Police livery panels. Observations suggest that it is one of the pair allocated to Stratford Market Depot. On 27th April 2019 it was found parked opposite Victoria Coach Station. Note the dot matrix sign on the rear.

Photo 5909, by **London Spotter**, added to LTSV on 02/05/2019.

This Volkswagen Caddy crew van was used by LUL between 2011 and 2015, being numbered 7119VW and based at Lillie Bridge. It was returned off-lease and sold through BCA in July 2015. As normal, it had all lettering removed (almost - the tyre pressure markings are still present) and it also lost its red stripe. On 21st March 2019 it was spotted in King's Cross.

Photo 5910, by **Derek Everson**, added to LTSV on 02/05/2019.

I'm not sure which (or how many) leasing companies provide vehicles to the central fleet. Registration plates sometimes have a name on them (Grosvenor in the case of the van shown here), while tax disc holders also used to often have names on them. One thing is known though, and that is that the majority of vehicles, once returned at the end of their lease, seem to end up being sold by British Car Auctions. This is good news for us, since the BCA website lists all vehicles coming up for sale along with their registration numbers. Probably as a result of the introduction of the Ultra Low Emission Zone in April 2019, a large number of vehicles have been disposed of in the past few weeks, including at least 17 that were put up at BCA Blackbushe on 18th April. Fortunately Derek paid a visit on this date. Unfortunately, a lot of the service vehicles had already gone. Among the vehicles that were on site were some that were to be auctioned the following week. These included Renault Kangoo van 7783R, latterly based at Stratford Market Depot and very much a 'night-time only' vehicle. When photographed it still had a full set of lettering. Also visible in this view are high-roof Ford Transit van 7722F in LUL livery, and Cycle Hire Fiat Ducato box truck LD65WBT.

Photo 5911, by **Derek Everson**, added to LTSV on 02/05/2019.

These two vehicles seen at BCA Blackbushe on 18th April 2019 are (or were) both rare types in the central fleet. In front is Ford Transit box truck 7749F, this angle showing the roller rear door and tail-lift. The minibus is Renault Master 7945R, one of a pair that were based at Westdown Road in Leyton. Twin 7946R was also sold here the same day. The disposal of so many vehicles (because of the ULEZ) does not seem to have been matched by deliveries of new vehicles, and it is expected that hired vehicles will have to be used for a period. Westdown Road is notable because about two thirds of its allocation have been withdrawn in the past month. I will try and get up there soon to see what they are now using.

Comment by **Ray** on 02/05/2019: 7749F has been replaced by 8833VW.

Photo 5912, by **Ray Monk**, added to LTSV on 02/05/2019.

The service life of leased vehicles seems to have increased over the past decade, going up from 3 years to 5 or more. However, the introduction of new emissions restrictions in central London in April 2019 has resulted in a lot of relatively young vehicles being disposed of. Ford Fiesta car 8080F chalked up over three and a half years use (mainly at night) before leaving in April. On the 16th it was caught leaving Acton Works for the last time. Not visible here is the fact that it was running on trade plates. Towards the end of the month it was put up for sale at BCA Bedford.

Photo 5913, by **Ray Monk**, added to LTSV on 02/05/2019.

Not previously illustrated, 8174F and 8175F were a pair of petrol Ford Fiesta cars delivered at the end of November 2015. They were given TfL white/blue livery and were allocated to Chancel Street in Southwark, the base of many TfL Streets vehicles. Rather typically for vehicles from this allocation, they were never seen 'at work' and the exact nature of their role is unknown. We do know that they both notched up over 13,000 miles though. By the end of March 2019 they were back at Acton, presumably not being suitable for use within the ULEZ. On 5th April they were photographed in the staff car park, this view neatly showing both the front and rear (the latter with chevrons) and also the small light-bars fitted. The pair left for BCA Blackbushe a week or so later.

Photo 5914, by **Ray Monk**, added to LTSV on 02/05/2019.

An excellent find in the lorry yard of Acton Works on 16th April 2019 was Ford Transit van 8470F. Rather obviously this is no standard Transit van, being fitted with a Versalift hydraulic hoist (or 'cherry picker'). Steve noted this vehicle at the Hartwell dealership in Dunstable in November 2017, when it was in unmarked white/blue and parked with several other vans destined for SV use. A week later Ray saw it being delivered to Acton Works. It was fortunate that it had been seen because the official lists that we occasionally receive showed this vehicle as being a normal van. But where was it and who used it? No further reports were received until Ray caught it entering Acton Works again in April 2019. He obtained permission to go to the lorry yard (where it was to remain for over a week) to photograph it. It could be that it had returned for repairs to the damage visible behind the rear wheelarch. As to where it has been, we do at least now know that it carries LUL livery. Perhaps it is with the power supply section (whose Renault Kangoo van 7713R was coincidentally parked alongside). The only other cherry picker van was equally elusive, 6296F carrying TfL livery and lasting for less than two years (see photo 2671). There have also been a couple of hoists mounted on chassis cabs and used by LBSL (6794F (photo 3460) and 8232M (photo 5429)).

Mention should also be made of facilities van 6517F parked on the right. The three remaining facilities van (this and newer 7674F and 7675F) were thought to have been withdrawn earlier this year based on their licensing details. However it looks like this might have been an error and all three are still normally to be found parked here. 6517F is nearly eleven years old and still carries Tube Lines lettering.

Photo 5915, by **Ray Monk**, added to LTSV on 02/05/2019.

The Volkswagen Caddy Maxi crew van is now established as a 'standard' type in the central fleet, with over 100 being leased since the first in 2010 (see photo 4025). 8533VW is one of a trio (8533VW-8535VW) based at Acton Works, where it was photographed on 16th April 2019. Some of vans of this type have one-piece 'tail-gate' rear doors (like 8241VW on the left in photo 5335), while most have the asymmetric, side-hung doors as seen above. I was trying to find a photo of a new-style Caddy with a solid rear (ie no windows) but there don't seem to be any, at least not in the service vehicle fleet. Having said that, some vans (such as 7322VW on the right in the same photo) have black rear 'windows' which appear to actually be panels.



Photo 5916, by **Ray Monk**, added to LTSV on 02/05/2019.

New in November 2017, Renault Kangoo Maxi van 8548R is one of several that congregate most weekday nights at Baker Street Station before heading out to job sites. Night vehicles are often parked in residential areas during the day, and Ray found 8548R in Leytonstone on 6th April 2019.



Photo 5917, by **Ray Monk**, added to LTSV on 02/05/2019.

Since the introduction of the Mk8 Ford Transit, the number of dropside trucks being added to the leased fleet seems to have reduced down to about 10 per year. There has also been a shift away from specifying crew-cabs. One of the 2018 additions was 8588F, usually parked at Neasden Station but caught leaving Acton Works on 16th April 2019. This is a long-wheelbase example, without the ECF (Extended Chassis Frame) that is often featured. Compare this photo with photo 5655 of ECF 8459F at the same location.



Photo 5918, by **Ray Monk**, added to LTSV on 02/05/2019.

The Ford Transit Mk8 van comes in an array of lengths and heights, this example being long-wheelbase and mid-height. On earlier Transit models, this combination was almost standard for LUL use. However, only seven Mk8s vans of this variant have been taken, four of which are based at Hainault (8401F to 8404F). Crew vans of this size are rather more common though. 8689F was seen leaving Acton Works on 5th April 2019.



Photo 5919, by **Ray Monk**, added to LTSV on 02/05/2019.

At least 50 new vehicles were delivered in March and April 2019, the most numerous of which were Ford Transit Custom crew vans for LUL. Most of these are destined for the Lifts and Escalators section to replace similar 7911F to 7927F. The L&E section is based at Frank Pick House in Acton and regular readers will recall that there is now a road connection between this location and the lorry yard of Acton Works. This connection is however treated as a one-way road. Vehicles arriving at Frank Pick House use the existing entrance off Bollo Lane (near Bollo House), while departing vehicles use the lorry yard and the ramp down to the main works exit. On 12th April 2019 a batch of seven vans was ferried from the works (where they had been prepared and liveried) to Frank Pick House, and fortunately Ray was on hand to photograph each of them over a half hour period. Rather than show several, I have composited them all together. The main image is of 8757F while along the bottom (left to right) are 8739F, 8740F, 8744F, 8746F, 8747F and 8753F. Ray did well to catch all of these from across the road without traffic getting in the way, although the last was very slightly obscured by a passing lorry. Note that the livery application now includes a sliver of white between the skirt/stripe and the black 'rubbing strip'. It should be mentioned that, although these vans were taken to Frank Pick House, they will most likely be kept elsewhere once in service.



Photo 5920, by **Ray Monk**, added to LTSV on 02/05/2019.

The deliveries in March/April 2019 were of four main types. Ford Transit Custom crew vans have already been shown, the other three being Renault Kangoo vans, Toyota Yaris cars and Volkswagen Caddy vans. New Renault Kangoo Maxi van 8774R was photographed in the car park of Acton Works on 5th April 2019, sandwiched between similar 8823R on the left and older VW Caddy Maxi van 8478VW. Note the similarity in size and shape between the two different models.



Photo 5921, by **Ray Monk**, added to LTSV on 02/05/2019.

More new vehicles in the Acton Works car park on 5th April 2019 were Ford Transit Custom crew van 8745F (destined for the Lifts and Escalators section) and Renault Kangoo Maxi van 8824R.



Photo 5922, by **Ray Monk**, added to LTSV on 02/05/2019.

In between the brand new Ford Transit Custom crew vans leaving Acton Works on 12th April 2019 (see photo 5919), Ray snapped this unmarked Custom minibuss arriving. Registered KF15OED, it is actually a Tourneo Custom rather than a Transit Custom, the Tourneo name being used for higher-specification minibuses. New in July 2015 it is nominally allocated to Highgate Depot but usually kept behind the gates at Euston, Coburg Street (see photo 5855).



Photo 5923, by **Ray Monk**, added to LTSV on 02/05/2019.

At least nine Toyota Yaris hybrid cars were delivered in March/April 2019, including this pair seen at Acton Works on 16th April. They had just arrived and were parked outside the Distribution Services offices, the sign of which has had the Tube Lines logo removed. A further change is needed now as this department was renamed Vehicle Logistics about a year ago. Both of these cars were seen in the front car park later in the month, the livery on LL19FXF being LUL.



Photo 5924, by **Ray Monk**, added to LTSV on 02/05/2019.

Main news on the bus company front this month is the arrival of another batch of Mercedes-Benz Vito minibuses for Go-Ahead London. I first saw one scooting around Abbey Wood in the first week of April but was never near enough to get its identity. Ray tracked it down at Bexleyheath Garage on the 10th April 2019, as shown here. As with previous batches, unmarked red livery is carried. We learned that the new batch was to total eleven and, within a week or so, there were reports of similar vehicles at Orpington, Silvertown and Northumberland Park.



Photo 5925, by **Ray Monk**, added to LTSV on 02/05/2019.

RJ19HSN and RJ19HSO are new crew ferry minibuses allocated to Orpington garage and, as such, make regular visits to Eltham Bus Station. RJ19HSO was seen there on 11th April 2019.



Photo 5926, by **Ray Monk**, added to LTSV on 02/05/2019.

Having just dropped off a driver, Go-Ahead London Mercedes-Benz Vito minibus RJ19HSY was seen leaving the side road adjacent to Stratford Bus Station on 25th April 2019. It seems most likely that this example is based at Silvertown garage.



Photo 5927, by **Malcolm Conway**, added to LTSV on 02/05/2019.

Time to resume the 'breakdowns in Victoria' series from last month! Photographed outside the coach station on 31st March 2019 was this rather impressive Kenworth truck belonging to J&A. Kenworth is an American make that is very rarely seen in the UK. This example is the third to be shown on LTSV, all of which were recovery vehicles. Note that this one has an extended cab, normally this being used to create a sleeping space for long-distance truck drivers. The registration is J70WSU but arranged to look like J Tows U.



Photo 5928, by **Malcolm Conway**, added to LTSV on 02/05/2019.

Two recurring themes in one here, with a 'coach recovery at Victoria', and a 'man under a bus'! Four-axle Volvo FM12 GN56HKZ has appeared on LTSV before, with Malcolm also photographing it in 2014 when it had Mansfield names applied over the white/purple livery of On Time recovery (see photo 4755). It is now all white with a red boom and, on 28th April 2019, was attending to Skills of Nottingham coach BD65JFJ. The coach had broken down in the arrivals shed and had already been towed out on to Elizabeth Street, where it was photographed.



Photo 5929, by **Derek Everson**, added to LTSV on 02/05/2019.

Aldgate instead of Victoria now, and another four-axle Volvo is seen on bus recovery work. DX65SYU is fleetnumber 26 with Boleyn Recovery and was towing one of the East London Transit New Routemaster buses. These buses normally work routes centred on Barking but they do sometimes make forays into central London on the 15. Photographed on a somewhat murky 9th April 2019.



Photo 5930, by **Malcolm Conway**, added to LTSV on 02/05/2019.

Four-axle recovery trucks seem to be becoming more popular recently. This new example, photographed passing through Victoria on 27th April 2019, may be the new TfL standby vehicle, since it has been noted parked up at Hyde Park Corner. Previous vehicles there carried either C&S white (see photo 5595) or LBSL red (see photo 4103) liveries, but this Volvo FH540 wears a distinctive black with white, orange and red stripes.

Comment by *Richard* on 23/05/2019: Old School C&S colours



Photo 5931, by **Ray Monk**, added to LTSV on 02/05/2019.

The heavy haulage tractors of Allelys have featured on this website several times before, since they seem to be the main contractor used for road movements of underground cars. This work has presumably declined in recent years, following the completion of disposals of the replaced stock from the Victoria and sub-surface lines. Six cars of 1967 stock from the Victoria Line were retained at Acton Works. Two were for use in Emergency Response Unit training, the others being intended to haul a new tunnel cleaning train. The latter project was eventually cancelled and the four 1967 stock cars were sent away for scrap. Ray caught one (believed to be 3107 though the number was obscured by graffiti) leaving Acton Works on a trailer on 23rd April 2019. The lorry had reversed out of the works and then pulled forward onto Bollo Lane. The driver is in the cab (note left-hand drive) but the trailer was being attended to (note the man under the front bogie!). The destination of the cars is not known, though earlier examples were taken to Eastleigh railway works for scrapping.

Comment by *Thomas Young* on 03/05/2019: As this car has a white cab front (rather than red), I now believe it is actually 3107 and have amended the caption.

Comment by *Kevin Bullions* on 13/05/2019: Confirm, these cars are now at Eastleigh.



Photo 5932, by **John Godwin**, added to LTSV on 02/05/2019.

Although RATP runs about 1,000 buses in London, its origin and main business is in the provision of public transport in the French capital of Paris (RATP stands for Regie Autonome des Transports Parisiens). We can now show a 'home' RATP service vehicle in the form of Renault Premium truck BJ-350-NS, photographed in Paris on 31st March 2019. This box-bodied lorry is used as a breakdown tender (depannage translates as 'troubleshooting', 'help' or 'fixing') and it was seen attending to MAN Lion's City articulated bus 4680. Note the 1/3rd width tail-lift and the various doors and compartments. The RATP logo (which is either a stylised map of the River Seine in Paris or an upturned face depending on how you look at it) is carried towards the rear of the side.



Photo 5933, by **Malcolm Conway**, added to LTSV on 06/06/2019.

The Mark 6 Ford Transit was produced from 2000 until 2006, so it is not surprising that very few are still in use as service vehicles, particularly in the central fleet. Two examples remain, both of which were originally in the leased fleet but which have now presumably been bought. LM55FJD, seen here at Lillie Bridge depot on 10th May 2019, started life as a box truck used as an exhibition unit by the London Safety Camera Partnership (see photo 1828). In about 2010 its box body was removed and a generator latterly carried by Mercedes Sprinter 2562M (see photo 52) was fitted. In this form it was used by the ventilation department based at Lillie Bridge, only active during the night. This unit received two new Peugeot Boxer vans in 2014, replacing two of the other generators. Although these look like regular panel vans, a vent on the roof suggests they may contain a generator set. No photos of either of these vans have been received, although one of them is visible in the background here.

LM55FJD was allocated fleetnumber 5909F when new but this has never been carried and, as with other owned vehicles, it is believed that it is officially referred to by its registration number alone. Note finally that Tube Lines logos are still carried. By my reckoning, no more than 17 vehicles still retain these, plus perhaps a couple of bodies and trailers.



Photo 5934, by **Ray Monk**, added to LTSV on 06/06/2019.

Looking in good shape for a seven-year old vehicle, Ford Transit Mk.7 crew van 7095F was caught leaving Acton Works for the last time on 16th May 2019. The next day it was listed on the British Car Auctions website and, on 30th May, it was auctioned at Blackbushe.



Photo 5935, by **Ray Monk**, added to LTSV on 06/06/2019.

The then-new Ford Transit Courier model was briefly popular in 2015, with 21 being added to the central fleet, followed by just two more in more recent years. Of the initial 21, ten were for the Lifts and Escalators section based at Frank Pick House at Acton, although many of the vans were outbased elsewhere. This department renewed almost its entire fleet in spring 2015, and again in spring 2019. The nine remaining Transit Courier vans were returned off lease during May, including 7971F seen leaving Acton Works on the 2nd. It is not yet clear what has replaced them, recent small vans being either Renault Kangoo or Volkswagen Caddy types.

Photo 5936, by **Ray Monk**, added to LTSV on 06/06/2019.

The car park at Acton Works is interesting because it is used to hold vehicles that are entering and leaving the fleet. Examples of both were seen on 28th May 2019. On the left was newly arrived Toyota Yaris LO19YVF in unmarked white/blue. This later gained TfL lettering and fleetnumber 8895T. On the right is Peugeot 308 estate car 8083P. A batch of sixteen of these cars was leased in summer 2015 (8083P to 8098P), followed by one more at the end of the year (8170P). A few went off-lease in summer 2018 (see photo 5724), and at least seven followed suit in May/June 2019. Also visible is Ford Fiesta hatchback LT14USU, one of many unmarked cars in the fleet (these are not listed on LTSV).

Photo 5937, by **Ray Monk**, added to LTSV on 06/06/2019.

More Peugeot 308s seen awaiting disposal in the car park of Acton Works on 28th May 2019. Of the sixteen leased in summer 2015, thirteen had registration numbers in the KU15Nxx series. 8086P was the only one in the KJ15xxx series, while 8098P was one of two with KM15TZx marks. The allocations of these cars were never really pinned down, although it is believed that several worked out of Stratford Market Depot.

Photo 5938, by **Ray Monk**, added to LTSV on 06/06/2019.

A batch of five consecutively numbered Volkswagen Golf estate cars was leased for LUL in June 2016, and they have proved to be quite elusive. One is based at Bollo House in Acton and the rest most likely at Stratford Market Depot. Sightings have not been frequent enough to back this up though. 8197VW was caught coming down Bollo Lane on 13th May 2019.

Photo 5939, by **Derek Everson**, added to LTSV on 06/06/2019.

Many of the central fleet vehicles end up with British Car Auctions after being returned off-lease. Seen at BCA Blackbushe on 2nd May 2019 was Ford Transit Connect Mk2 van 8201F still in LUL white/blue/red, albeit without lettering. The van was rather hemmed in (including by Ford Transit dropside truck 7949F on the left) and Derek did well to get it all in frame. This Connect is to the Trend specification, as evidenced by the body coloured bumper, and it was one of two based at Lillie Bridge.

Photo 5940, by **Derek Everson**, added to LTSV on 06/06/2019.

In contrast to the jam-packed previous photo, here is a more spacious view of a consecutively numbered van also at BCA Blackbushe on 2nd May 2019. Ford Transit Custom van 8202F was based at Edgware Road Station and was only new in August 2016. It is rare these days for a leased vehicle to last less than 3 years, but presumably the new Ultra Low Emission Zone was a factor.

Photo 5941, by **Paul Nicholls**, added to LTSV on 06/06/2019.

The Toyota Prius hybrid car has been used by TfL Streets since 2004, with LBSL also using a few. Then, in 2017/2018, LUL took 33 examples of the type. No more have been added since, with the smaller Toyota Yaris model being the current choice. Prius 8609T is believed to be based at Lillie Bridge but was found visiting North Greenwich Station on 9th May 2019.

Photo 5942, by **Ray Monk**, added to LTSV on 06/06/2019.

The Lifts and Escalators section had a fleet of about 30 Ford Transit Custom vans, of which 23 were crew vans and 7 plain vans. Having taken delivery of 22 new crew vans in March/April 2019 it was no surprise when 6 vans followed in early May. What was a surprise was that Ray managed to be on hand to photograph them being delivered from Acton Works to Frank Pick House, just as he had done for several of the crew vans (see photo 5919). Shown here is 8780F and an un-identified sister leaving the works.

Photo 5943, by **Paul Nicholls**, added to LTSV on 06/06/2019.

New in April, LUL Renault Kangoo Maxi van 8825R was found parked in Little Thurrock, Grays on 3rd June 2019. Ford Fiesta hatchback 8080F was seen in this exact spot a couple of years ago (and is at present still visible in Google Streetview), so the Renault has presumably replaced this.

Photo 5944, by **Ray Monk**, added to LTSV on 06/06/2019.

The central fleet has contained 2 box vans in recent years, one each at Acton Works and Hearne House. Acton's Ford Transit 7749F was withdrawn in April 2019 and a replacement turned up a few weeks later in the form of Volkswagen Crafter 8833VW. This is only the second Crafter for the numbered fleet, and the first since the model was redesigned (having previously been based on the Mercedes Sprinter). On 2nd May, the new van was outside the vehicle preparation shed in the lorry yard at Acton. The red stripe was being applied to the nearside at the time.

Photo 5945, by **Ray Monk**, added to LTSV on 06/06/2019.

This Toyota Yaris car has already appeared on LTSV (see photo 5923) but three more photos of it are being added today. The reasons for this will become clear. LM19VWH was delivered on 16th April 2019 and was seen that day parked outside the 'CDS' offices at Acton. Behind was similar LL19FXF, while further back can be seen older Yaris 7761T, this having recently been replaced at Northumberland Park Depot by a new VW Caddy Maxi crew van.

Photo 5946, by **Ray Monk**, added to LTSV on 06/06/2019.

Two weeks after they were delivered, Toyota Yaris cars LL19FXF and LM19VWH were still at Acton. Having arrived in unmarked white/blue, they had been given LUL lettering and a red stripe above the skirt and were now numbered as 8836T and 8841T respectively. In this view taken in the car park on 2nd May 2019, they were joined by similar 8842T, which had been delivered a day later.

Photo 5947, by **Ray Monk**, added to LTSV on 06/06/2019.

On 13th May 2019 several Toyota Yaris cars in TfL white/blue livery could be seen in the car park at Acton Works. Closer inspection revealed that these were the same cars that had been seen in LUL livery eleven days earlier. The reason for the change is not known. It could have been an error, or perhaps a change of plan. Of the seven Yaris cars new in April (8836T to 8842T) all but 8842T have been confirmed as now being in TfL white/blue.



Photo 5948, by **Malcolm Conway**, added to LTSV on 06/06/2019.

I haven't done a night trip this year (yet) but fortunately some of our contributors are out and about in London in the wee small hours, usually for better reasons than hunting service vehicles! On his way home on 19th May 2019, Malcolm came across this trio of Volkswagen Caddy vans parked on Grosvenor Gardens, Victoria. Not a place you might expect to find service vehicles (although there was a small base nearby until the early 1990s – see photo 499), I presume this was the closest to the underground station that the vans could easily park. The allocation of these vans is not yet known, but I can tell you that they had only been delivered three weeks earlier.



Photo 5949, by **Ray Monk**, added to LTSV on 06/06/2019.

Under the new vehicle registration system introduced in 2001, the first letter tells you the area in which the vehicle was registered. An effort was made to make these logical, hence London is L, Manchester and Merseyside is M etc. Over the past few years, most central fleet service vehicles have had registrations starting in L, exceptions being Volkswagens (which are nearly always R for Reading), Mercedes (W for West of England) and Peugeots (K for Kettering). Renault became a significant supplier from 2004 onwards, early additions having a mixed bag of registration areas including K, L and W and also F (Fens and Forest, Notts/Lincs), G (Garden of England, Kent/Sussex), S (Scotland) and Y (Yorkshire). From spring 2012 onwards, all Renaults had L marks, until a batch of electric Kangoos arrived in autumn 2017 with Ms. Diesel Kangoos remained with Ls until April 2019, with everything since then being M. I suppose this may be down to which dealership supplies each vehicle. Anyway, registered in Manchester and Merseyside on 8th May 2019, and seen in the Acton Works car park twenty days later, 8882R is a standard Kangoo Maxi van in LUL livery.



Photo 5950, by **Ray Monk**, added to LTSV on 06/06/2019.

The Toyota Yaris hybrid hatchback car is becoming more common in the central fleet. So far this year, 16 have been delivered (2 in March, 7 in April and 7 in late May). LO19YVC was licensed, delivered and photographed on the 28th of May, along with similar LO19YVD parked behind in the Acton Works car park.



Photo 5951, by **Ray Monk**, added to LTSV on 06/06/2019.

Six days after Ray photographed Toyota Yaris LO19YVC freshly delivered to Acton, he returned (on 3rd June 2019) to find it had been given TfL white/blue livery and the fleetnumber 8893T. It was parked with other similar additions including one with the number 8899T, the highest so far reported. There are still about 85 numbers in the 87xx and 88xx ranges unused, suggesting a large quantity of vehicles are on order. It looks as though all 14 Yaris cars new in April/May 2019 are destined for TfL, which makes me wonder what role they are for. TfL Streets has 6 older Yaris cars, so one of the batches of 7 new cars could be replacements. But what about the other 7? Reports of sightings would be welcomed!



Photo 5952, by **Ray Monk**, added to LTSV on 06/06/2019.

Three Renault Kangoo Maxis were delivered to Acton Works on 3rd June 2019. Two were in the car park while the third (MD19CZF) was brought out briefly for Ray to photograph!



Photo 5953, by **Ray Monk**, added to LTSV on 06/06/2019.

Most Volkswagen vans for the central fleet are supplied by Cordwallis of Bedford, and most have the blue skirt applied before delivery. However, a couple have recently arrived at Acton still in plain white, including Caddy Maxi crew van RF19NKD seen in the car park on 3rd June 2019. I don't think this is a change of policy as there were other vans still at Bedford at the time which had had skirts put on. Perhaps these vans are destined to receive a different livery. Or perhaps they are going to be unmarked. Or perhaps Cordwallis ran out of blue sticky-back plastic that week! Time will tell.

Also just visible in this view are new Renault Kangoo 8882R and Mitsubishi L200 pick-up 7839, one of three new in 2014 and allocated to Baker Street and Harrow. All three have recently been withdrawn, though I don't yet know what has replaced them.

Photo 5954, by **Derek Everson**, added to LTSV on 06/06/2019.

This car passed me at speed a couple of weeks ago so I was pleased to receive a photo of it from Derek. It is a Hyundai Ioniq hybrid in silver with TfL lettering on the doors and a small London Buses logo on the back. It also has a light-bar, and was seen passing Lewisham Town Hall (in Catford) on 7th May 2019. Despite appearances, I don't think this is a 'central fleet' vehicle, and it does not feature in the latest fleetlist received from Acton Works. I suspect it is more like the Peugeot Partner van photographed recently at Morden Station (see photo 5832) and actually operated by a London Highways Alliance contractor. The question of whether or not to include these vehicles on LTSV is open to debate. For now, reports of any similarly-marked vehicles would be appreciated.

Photo 5955, by **Ray Monk**, added to LTSV on 06/06/2019.

Go-Ahead London took a new batch of Mercedes Vito minibuses in April 2019, finished in the usual anonymous red livery. We were advised there were to be eleven in total and, so far, we have tracked down nine. They are spread around five of the group's garages, RJ19HSU being one of a pair at Northumberland Park. It was seen at Tottenham Hale station on 8th May 2019, with crew ferry number 5 in the window (similar RJ19HSV was 1).

Photo 5956, by **Ray Monk**, added to LTSV on 06/06/2019.

Two more Mercedes Vito minibuses were expected for Go-Ahead London, to make up the eleven said to have been received. Checks on the DVLA website suggested that one of the two would be RJ19HSZ. However, at the end of April 2019 a new pair started work from Orpington garage. These were RF19UZN and RF19UZP, the latter being photographed at Eltham Bus Station on 22nd May. What is not yet known is whether these are the last two from the batch of eleven or the start of another batch. As usual, reports would be appreciated. This photo shows how the Vito model has changed over the past few years, with RK64OVJ from 2014 parked behind. The latest variant has revised headlights and front panels, and the slope of the bonnet has been reduced.

Photo 5957, by **John Godwin**, added to LTSV on 06/06/2019.

In sending this photo in, John asked whether it would stretch the boundaries of LTSV too far! Well, yes, probably. However, I also received a couple of photos of LUL wagons loaded on lorries and I was going to tie this in with them. Those photos have had to be postponed until the next batch but never mind...

Seen making a tricky manoeuvre in Mâcon, France on 27th September 2018 is a Volvo FH 750 tractor unit with an SNCF railway carriage loaded onto an extending trailer. The carriage has evidently suffered extensive damage, presumably from an accident. The trailer has a central spine and a four-axle rear bogie.

Photo 5958, by **Derek Everson**, added to LTSV on 23/06/2019.

As has been shown (many, many times) on LTSV, the front car park at Acton Works usually contains a few service vehicles, often being ones recently delivered or recently replaced. However, it is quite rare to find anything larger than a Kangoo/Caddy there. On 23rd April 2019 Derek spotted Ford Transit van 7744F in the car park. Always based at Acton, this was a night-time only vehicle, and was disposed of about a week later. I have left this shot wide as several other vehicles are also visible. On the left is 8047F, one of the rarest of the TfL Ford Fiesta vans. Above and to the left of that are two Toyota Prius cars belonging to facilities and security contractor Interserve. Along the back are various other cars and small vans, most of which cannot be identified. It is notable that several of the vans appear to be hires (two in plain white, one with SHB lettering). The introduction of the ULEZ that month had resulted in several vehicles being replaced by hired vehicles pending new deliveries. Finally, at front right is Ford Mondeo estate LL13XOU, part of the unmarked car fleet.

Photo 5959, by **Ray Monk**, added to LTSV on 23/06/2019.

The Lifts and Escalators section took delivery of ten Ford Transit Courier vans in spring 2015. Most were withdrawn in May 2019 following the wholesale renewal of that department's fleet (although it is not yet clear which vehicles have replaced them). 7967F was in the car park at Acton Works on 28th May 2019 and was auctioned at BCA in Wolverhampton a couple of weeks later. Alongside is Volkswagen Transporter van 7666VW, believed to have been based at Ruislip. This was auctioned at Wolverhampton the same day as 7967F. Curiously it had only accrued 8000 miles in almost six years' service. Also visible is Mitsubishi L200 pick-up 7839. This too was officially out of stock by this date, although it was still parked here several weeks into June.

Photo 5960, by **Ray Monk**, added to LTSV on 23/06/2019.

Six Ford Fiesta vans in TfL white/blue livery were delivered in 2015 although their service life was rather mysterious. It is presumed they were used by TfL Streets but their allocation is not known. The main base for TfL Streets is at Southwark (Chancel Street), but there have only been two sightings of these vans there. 7987F turned up at the Acton Works car park in April 2019, perhaps having been replaced by one of the new Toyota Yaris cars. It was still there two months later, as seen on 21st June 2019. Parked on the left is 8326S, one of the few Skoda Octavia estate cars in the leased fleet. New in January 2017 and initially elusive, since the start of 2019 it has been reported here many times.

Photo 5961, by **Ray Monk**, added to LTSV on 23/06/2019.

As we seem set to see the back of the LUL Peugeot 308 estate cars, I thought it was time we saw the back of them! Present in the Acton Works car park on 28th May 2019 was 8089P, rarely reported during its service life. Seventeen of these cars were leased in 2015, with no more since. That doesn't necessarily mean the type was unsuccessful. I am advised that, when a requirement is received, the actual type ordered can depend on what deals are currently available.

Photo 5962, by **Derek Everson**, added to LTSV on 23/06/2019.

Almost 150 Volkswagen Caddy Maxi vans have been added to the leased fleet since 2010 and observations of the dealership in Bedfont suggest that quite a few more are on the way. The majority have been crew vans (with additional side windows), just a few plain vans being used by LBSL and LUL. Several of LUL's appear to be used as mail vans and are commonly seen at Baker Street (Allsop Place). Present on 5th March 2019 was 8687VW, new the previous September. It was parked near to resident Ford Transit van 8405F.

Photo 5963, by **Ray Monk**, added to LTSV on 23/06/2019.

This minibus gained 'fame' for having sat at the dealership for over 6 months before delivery, during which its registration number was changed from RE67WOH (voided) to RV18LNH. It eventually made it to Acton Works in summer 2018 and was soon allocated to the nearby Museum Way. Normally it hides in the back yard there, but on 11th June 2019 it was parked at the front.

Photo 5964, by **Derek Everson**, added to LTSV on 23/06/2019.

The Renault Kangoo van has formed a significant portion of the leased fleet since 2011 and deliveries have continued ever since. It looks like the supplier may have changed in early 2019 as all additions since then have had M-series (Manchester and Merseyside) registrations. Most of the vans have been the longer Kangoo Maxi model and for use by LUL. 8822R was new in April and was photographed at Edgware Road Station on 20th June 2019. Note that it is missing the LUL roundel on the nearside, although it had one on the offside when seen in May. Parked beyond is VW Caddy van 8865VW.

Photo 5965, by **Ray Monk**, added to LTSV on 23/06/2019.

A small amount of variety amongst the flood of new Renault Kangoos in the second quarter of 2019 was provided by a pair of vans to the shorter length (plain Kangoo as opposed to Kangoo Maxi). Regular visitors will recall that there was also an even shorter model, dubbed the Kangoo Compact (see photo 4003). Three of that variant were leased in 2011/2012 but none since. Anyway, seen in the car park at Acton Works on 21st June 2019 was Renault Kangoo 8828R, with Kangoo Maxi 8857R parked alongside. The latter van had originally been delivered in April 2019 but it was found to be lacking sat-nav equipment and was returned to the dealership for a couple of months. Also just visible are two of the TfL Ford Fiesta vans (see photo 5960).

Photo 5966, by **Derek Everson**, added to LTSV on 23/06/2019.

Seen approaching Acton Works on 20th June 2019 was recently delivered Renault Kangoo Maxi van 8854R. As with all the 30-odd Kangoos delivered since April, it has a Manchester registration number.

Photo 5967, by **Derek Everson**, added to LTSV on 23/06/2019.

Fleetnumbers reached the high 88xxs in May 2019 then jumped over 30 ahead for a batch of Renault Kangoo Maxis delivered in mid-June. 8935R was seen parked outside the Allsop Place offices at Baker Street on 20th June 2019 in the company of LUL Toyota Mirai hydrogen fuel cell car WM65HZC. The van on the far left is believed to be equally new Kangoo Maxi 8937R.

Photo 5968, by **Ray Monk**, added to LTSV on 23/06/2019.

The highest fleetnumber reported to date is 8941R on Renault Kangoo Maxi van MD19CXA and seen here in the car park at Acton Works on 17th June 2019. The other van is just ten days older but has a much lower fleetnumber (8820R), while the flanking cars are Ford Focus hatchback 8376F on the left and one of the Peugeot 308 estates on the right.



Photo 5969, by **Ray Monk**, added to LTSV on 23/06/2019.

Slightly curious additions in April 2013 were a quartet of Renault Kangoo vans in unmarked silver. They operated alongside the normal Griffith House fleet and the reason for the livery (and lack of fleetnumbers) is not known. Two of the four survived into 2019 even though many newer vans had already been withdrawn. LX13VFH was seen in the Acton Works car park on 2nd May 2019, probably as a prelude to disposal.



Photo 5970, by **Derek Everson**, added to LTSV on 23/06/2019.

Volvo XC60 estate LM66UNH is used by the Emergency Response Unit Duty Manager and on 15th May 2019 it was found parked outside the former control room on Cobourg Street, Euston. This view shows the application of chevrons to the rear. This car is not allocated a fleetnumber, though I am not clear as to why. Several of its predecessors did have fleetnumbers, while several did not! What is clear is that un-numbered vehicles seem to be becoming less common in recent years. Nearly all liveried vehicles (apart from lorries) now have numbers.



Photo 5971, by **Derek Everson**, added to LTSV on 23/06/2019.

The newest artic lorries in the central fleet are two MAN TGS 3-axle units new in 2017. If you stand on Bollo Lane in Acton for a while, one or other of the pair will come past, although it is unusual to see one without a trailer attached. WU67AKF was caught arriving at Acton Works without a trailer on 4th June 2019, affording us a clear view of the coupling.

Photo 5972, by **Ray Monk**, added to LTSV on 23/06/2019.

I would say that LTSV is pretty accurate and up-to-date in terms of the central fleet (LUL, LBSL etc) but the same cannot be said for the bus company fleets. The problems here are the lack of official information and the fact that many vehicles operate without markings. The reason I mention this now is that I have just noticed that no additions to the Abellio fleet have been reported since September 2017. This company used to have a fairly regular turnover of second-hand cars used as crew ferries. Have they stopped, or are the cars just not getting seen/reported? Anyway, here are a couple of existing Abellio vehicles parked at Hatton Cross Station on 18th May 2019. MK12LBY is a Ford Galaxy, officially numbered 6783 (though this does not appear to be carried) and used initially from Beddington Cross. It moved to Fulwell (Twickenham) a few years ago. Ford Transit crew van YT06DDX is numbered 6741 and is also based at Fulwell, but perennially parked at Hatton Cross as a crew rest room.

Photo 5973, by **Ray Monk**, added to LTSV on 23/06/2019.

This is not the van I am looking for! Stagecoach London's Catford garage got a new engineer's van at the end of 2018, replacing relatively young MC16FGV (see photo 5341). However, the new van (MX68ZMU) has not yet been photographed. What Ray did find on 14th May 2019 was MD16SWO from Bromley garage, seen passing Bromley North station. This van has not been illustrated since gaining lettering and fleetnumber 90797. Each Stagecoach London garage has one of these vans, but the fleetnumbers are all over the place, ranging from 90796 to 95261. I believe that Stagecoach's national fleetnumbering scheme means that new vehicles are allocated vacant numbers almost at random.

Photo 5974, by **Ray Monk**, added to LTSV on 23/06/2019.

Arriva London used to have a fairly standardised service vehicle fleet, mainly Vauxhall Corsa cars and Combo vans. Dartford garage was added to the Arriva London group in 2016 but generally retained its existing (and mixed) service vehicles. Ray visited on 6th June 2019 and found several un-reported vehicles in use as crew ferries. A few were unmarked cars and these have not been listed as there is no guarantee that they are owned/leased by the company. A safer bet is this Vauxhall Astra hatchback with white fleetnames. The area between the garage (beyond the industrial buildings in the background) and the town centre has recently been extensively redeveloped.

Photo 5975, by **Ray Monk**, added to LTSV on 23/06/2019.

Another crew ferry seen working from Arriva's Dartford garage on 6th June 2019 was this Ford Tourneo Custom minibus. Unmarked vans and minibuses are 'allowed' on LTSV so long as it is clear they are being used by the company. The colour of CT68CKG is a bit hard to describe. I was going to call it gold but then I saw the next picture and I decided to go with the DVLA description of silver. By the way, an outstation of Dartford garage has been opened in Erith. It is currently being used for bus storage but is due to take over route 99 in the near future.

Photo 5976, by **Ray Monk**, added to LTSV on 23/06/2019.

Among the unreported vehicles seen working from Dartford garage recently were a pair of brand-new Seat Ibiza hatchback cars in this eye-catching gold livery. DK19ZDH was brightening up a drizzly Sidcup Station on 10th June 2019.

Photo 5977, by **Richard Davis**, added to LTSV on 23/06/2019.

And now we return you to our regular series, 'Recovery Vehicles at Victoria'. Ironically this vehicle is apparently a TV star, appearing - along with its driver 'Fluff' - in the show 'Trucking Hell'. The rather smart 4-axle Volvo FM carries the distinctive orange livery of Crouch Recovery and it was caught turning out of Elizabeth Street on 8th August 2017 with Midland Red South YX63NGV on tow.

Photo 5978, by **Derek Everson**, added to LTSV on 23/06/2019.

I recently promised you some more 'trains on trucks', and here they come. As has been seen (photo 5766), many of LUL's Turbot ballast wagons have been visiting Eastleigh Works, some for overhaul, others for scrapping. It seems that various other types have also been making the trip to Hampshire. Seen passing through the town on 19th March 2019 was Allelys DAF XF T200AHH (fleetnumber 37), last seen on LTSV in 2015 (see photo 4898). The trailer looks to be the same one seen behind T800AHH at Acton this April (see photo 5931). On the trailer is wagon GP906, one of 41 general purpose (hence the GP prefix) bogie opens built by Procor in 1985. Note the blue cargo straps, suggesting that the wagon was loaded. Closer inspection of the photo shows that it appears to be carrying several yellow panels, most probably the dropside doors latterly fitted to the Turbots.



Photo 5979, by **Derek Everson**, added to LTSV on 23/06/2019.

You wait ages for a wagon on a lorry and then two turn up. Well, not quite, as this photo was taken over a month after the previous one. Passing through Eastleigh on 30th April 2019 was Allelys MAN TGA tractor T800AHH (fleetnumber 45), no stranger to LTSV (see photo 5931). The trailer appears to be the same as in both other photos, but the load this time is wagon JLE7. LT/LUL wagons were traditionally given fleetnumbers with a prefix based on their function (for example, HW were hopper wagons, RW were rail wagons and CMs had cement mixers fitted). However, 23 new wagons were built by Bombardier in 1994 specifically for use on the Jubilee Line extension, and were given numbers starting from 1 and prefixed JLE. Even though the name is no longer relevant, they have never been updated. A closer look at the photo suggests that JLE7 (and presumably also JLE1 to JLE15) is very similar to the earlier Procor-built GP wagons, as seen in the previous photo. It does not have the lift-out side panels or the stanchions, but there are pockets for these along the solebars.



Photo 5980, by **Derek Everson**, added to LTSV on 23/06/2019.

Today's mystery vehicle is this white Ford Transit Custom van seen at Archway on 7th May 2019. BT17USE (possibly a 'select' registration) was unmarked apart from red roundels on the front and sides. It is presumed to be in use with one of the contractors responsible for repairs and renewals of bus stops and shelters.



Photo 5981, by **Andrew Colebourne**, added to LTSV on 23/06/2019.

Judging by photos received over the past few months, Sovereign Recovery is no longer dominant in bus recovery work, although its vans are still a common sight. Andrew came across Volkswagen Transporter GC18LJU (fleetnumber SV307) attending to Metroliner LT13 on 6th May 2019, the bus having unfortunately conked out in the middle lane of Hampstead Road opposite Warren Street station.



Photo 5982, by **Malcolm Conway**, added to LTSV on 23/06/2019.

I received two photos of this recovery truck recently. The first, from Richard Davis, showed it in sparkling new condition at Brands Hatch. However, I have selected to use Malcolm's photo as it shows the truck in use in London, and moreover it continues the 'recovery trucks at Victoria' theme. Seen in the departures area of the coach station on 18th June 2019 was KY19JRV, a 3-axle Volvo FH belonging to Dynes. The Routemaster buses in the background are used on 'Brigit's Afternoon Tea tours'!



Photo 5983, by **Derek Everson**, added to LTSV on 28/07/2019.

Ford Transit high-roof van 7469F was withdrawn after almost exactly 6 years' service, most of which seem to have been spent allocated to Acton Works. On 13th September 2018 it was seen at British Car Auctions in Blackbushe. Note the effectiveness of the reflective red stripe (and the high-visibility vest of the man in the background).



Photo 5984, by **Derek Everson**, added to LTSV on 28/07/2019.

Another view from British Car Auctions at Blackbushe, this time on 25th July 2019. Ford Transit 7620F is a short-wheelbase (as evidenced by the lower positioning of the roof rail) mid-height crew van that had been allocated to Hearne House at Acton Town. This combination of length and height have been quite rare in the central fleet, with 7285F and 7620F being the only known examples with a crew van layout.



Photo 5985, by **Ray Monk**, added to LTSV on 28/07/2019.

Another vehicle to have managed six years' service was Peugeot Partner Tepee estate 7622P. This car was based at Seven Sisters, where its front (or sometimes its back) could often be seen in the covered car park (see photo 2077). For a better view we had to wait until Ray found it at Acton Works on 2nd May 2019. This car has been marked as being withdrawn, since it had been removed from an official list received later that month. However, it lingered at Acton Works and was seen again in late July. It will likely appear at an auctioneers in due course.

Photo 5986, by **Derek Everson**, added to LTSV on 28/07/2019.

One more from BCA Blackbushe, this on 2nd May 2019. 7732F was one of at least sixteen vehicles that were taken into stock in 2013 to work with the power supply section when it was taken back in-house by LUL. Most of the vehicles were Ford Transits of various sizes (this is a short-wheelbase, low-roof example) and were based at Station Road in Tufnell Park. All but a handful have been withdrawn over the past year or so, but they don't seem to have been directly replaced by newer vehicles.

Photo 5987, by **Ray Monk**, added to LTSV on 28/07/2019.

Peugeot Partner Tepee estate car 7939P was new in 2015 but it kept a fairly low profile and was not photographed until Ray found it in Acton Works on 25th June 2019. The fleetnumber (on the offside at least) was incorrect, showing 7927P. I presume this has been carried since new. The car was withdrawn and passed to BCA at Derby about a month after this photo was taken.

Photo 5988, by **Ray Monk**, added to LTSV on 28/07/2019.

The 'van yard' at Acton Works cannot be seen from any public vantage point, which is a shame since it usually contains up to 30 service vehicles. In this view, taken on 20th July 2019, I reckon that thirteen liveried vehicles are visible, along with a couple of 'hires'. Note also that all the Ford Transits are Mk8s. The six nearest vehicles are (left to right) mid-height 8032F, 8029F and 8285F, car 8196VW, then high-roof 8411F and 8674F.

Photo 5989, by **Ray Monk**, added to LTSV on 28/07/2019.

Two Mercedes Sprinter crew vans were delivered in November 2016 for use by LUL. Although they had consecutive registration numbers, they were given fleetnumbers 8255M and 8257M. Curiously the numbers 8256 and 8258 were then applied to a pair of VW Transporter minibuses new the following month. Anyway, of the Sprinters, 8257M has appeared on LTSV three times already, so it is time to show 8255M. Ray did the honours, on a visit to Acton Works on 25th June 2019. The allocations of the two Mercedes are a bit hard to pin down. 8255M was at Lillie Bridge for a while, then at Arnos Grove.



Photo 5990, by **Ray Monk**, added to LTSV on 28/07/2019.

Caught leaving Acton Works on 16th July 2019 was 8470F, the once elusive Ford Transit cherry picker van. It seems to have made the lorry yard here its home since spring 2019, making it much easier to see.



Photo 5991, by **Derek Everson**, added to LTSV on 28/07/2019.

Dagenham East Station is one of many locations where the vehicles are quite easy to see but very hard to identify. They park in a yard alongside the eastbound platform, but there is a wall and/or buildings along almost the whole length. Access to the yard is via a roadway that comes out next to the station building (visible in the left background). So, you can see the vehicles from either end, but at some distance. Derek got permission to walk down to the yard on 9th July 2019 and found three vehicles present. Ford Transit Courier crew van 8105F was out of shot to the left, while dropside 8472F was parked close to the platform. Next to 8472F was CP19SOH, another Transit dropside but without a crew-cab and in unmarked white. This is presumably a hired vehicle, perhaps pending the delivery of more Transits.



Photo 5992, by **Ray Monk**, added to LTSV on 28/07/2019.

32 Toyota Prius hybrid cars were leased for LUL in 2017/2018, a couple of which have proved to be elusive. For example, 8584T was noted in Acton Works car park when new in September 2017 and then disappeared to an unknown location. It made a return visit to the works on 4th July 2019 and luckily Ray was also there. The plain white Prius alongside is either part of the unmarked fleet, or one of the cars belonging to facilities contractor Interserve.



Photo 5993, by **Ray Monk**, added to LTSV on 28/07/2019.

For some reason I had it in my head that high-roof Mk8 Ford Transits cannot have roof-racks. Well, this photo proves otherwise. It has made me notice though that the racks on Mk8s are actually fitted to the roof, rather than to a curb-rail on the side as on earlier Transit models. 8672F is a long-wheelbase crew van new in October 2018 and seen in Acton Works (the van yard is in the background) on 20th July 2019.



Photo 5994, by **Ray Monk**, added to LTSV on 28/07/2019.

About a third of the Mk8 Ford Transit vans supplied to the central fleet so far have been high-roof, the remainder being mid-height. 8674F is a long-wheelbase, high-roof van with a ladder rack on the roof and a large rear step. It was photographed at Acton Works on 25th June 2019.



Photo 5995, by **Ray Monk**, added to LTSV on 28/07/2019.

The IRV (Incident Response Vehicle) version of LUL livery adds a red/white Battenburg waist stripe, and is most commonly seen on cars and small vans. It has also appeared on a handful of larger vans. Ford Transit Mk8 crew van 8682F, seen at Acton Works on 20th July 2019, has most likely replaced Mk7 7820F (see photo 5206).



Photo 5996, by **Derek Everson**, added to LTSV on 28/07/2019.

TfL Private-Hire now has six of these Volkswagen Transporter minibuses for use in compliance enforcement of taxis and mini-cabs. 8715VW is based at Cromwell Road Bus Station in Kingston, having replaced Toyota Yaris car LL14VOJ. It was seen in the 'back' parking area on 2nd July 2019.



Photo 5997, by **Ray Monk**, added to LTSV on 28/07/2019.

Fleetnumbers 8738 to 8759 are carried by a batch of 22 Ford Transit Custom crew vans ordered for the Lifts and Escalators section. These vehicles are nominally allocated to Frank Pick House at Acton, though in reality only a handful are actually kept there, the remainder working 'from home'. 8759F was found parked on Townley Road in Bexleyheath on 3rd July 2019. This van was initially based at Frank Pick House but seems to have been reassigned to Griffith House in June 2019. Renault Kangoo Maxi van 8368R (also a Griffith House vehicle) used to park here, but is surely too young to have been replaced. It does seem that the allocation of vehicles is a bit 'variable' at present, perhaps as a result of needing to have ULEZ-compatible vehicles for inner-London work.

Photo 5998, by **Ray Monk**, added to LTSV on 28/07/2019.

The Lifts and Escalators section at Frank Pick House received ten Ford Transit Courier vans (7964F to 7973F) in early 2015 but they were all withdrawn in spring 2019, seemingly without replacement. However, some new Transit Couriers appeared at Acton in July 2019, including 8764F and 8765F seen in the car park on the 8th, just after they had been given LUL livery. The available fleetnumbers suggest that a batch of ten is probable (8764F to 8773F, note the similarity in the batch numbers!), while at least one of the new vans has been seen at Frank Pick House.

Photo 5999, by **Ray Monk**, added to LTSV on 28/07/2019.

There was a lull in deliveries of full-size Ford Transits in spring 2019, although there were quite a few of the smaller Transit Custom in the same period. Mk8 additions resumed in July with several batches of crew vans and dropsides commencing delivery. Fleetnumbers are in several blocks, one of the lowest being 8783F. This medium-wheelbase, mid-height crew van was found on the stub road at Acton Works on 18th July 2019. Similar but long-wheelbase 8806F was parked behind.

Photo 6000, by **Ray Monk**, added to LTSV on 28/07/2019.

It was not deliberate but I have ended up with something a bit special for the 6,000th photo to be added to LTSV. This Mitsubishi Outlander plug-in hybrid electric car was new in mid-July 2019, seemingly being nursed by our Ray Monk. He saw it being taken for a test drive without markings on the 16th, then sitting in the lorry yard in newly-applied incident response livery on the 18th, and then once more on the 20th when it was parked next to the CDS offices. This last encounter revealed that the car carries the fleetnumber 8830MIT (note the first ever use of a 3-letter suffix) and is lettered as an 'Engineering Response Vehicle'. We wait to see where it will be allocated.