



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3n – Photographs 6501 to 7000

Issue 1 – November 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 (7,014 as at 16th November 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 They may therefore contain incorrect assumptions or superseded information.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 16th November 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 6501 to 7000, originally published between November 2020 and November 2021.

Thomas Young, Abbey Wood, November 2021



Photo 6501, by **Malcolm Conway**, added to LTSV on 28/11/2020.

Another oddity to end today's batch. This is not the cost-cutting NNBfL (New New Bus for London) but a location dining vehicle. Such vehicles provide seating accommodation for people working at sites without suitable facilities, and the role has often been fulfilled by time-expired buses. They are most commonly associated with on-location TV and movie filming, but have also made appearances at railway engineering works. Examples seen on LTSV include an MCW Metrobus at Stepney Green in 2013 (see photo 4522) and a semi-trailer (very like the one shown above) at Goodge Street in 2009 (see photo 2687). This example was actually photographed in Cardiff on 9th September 2009 (possibly in connection with filming of Doctor Who), and it was being towed by a plain white MAN L 2000 8.163 tractor unit. More photos of these trailers (including interior views) can be found on the Delux Diners website at <https://www.deluxdiners.co.uk/>. All of the trailers seem to have the errant apostrophe in their lettering.



Photo 6502, by **Colin Lloyd**, added to LTSV on 01/12/2020.

For a brief period from mid-1980 to late-1981 the Bedford TL became the standard model for London Transport's lorry requirements. Seventeen were bought in total, most of which were dropside lorries. There were also three box trucks, two artic tractors and a single tanker, and all were delivered in the standard grey livery. One of the tractor units was 2301B, seen here parked (rather unusually) on Lexden Road, close to the junction with Steyne Road in central Acton, on 18th July 1986. It was coupled to BT30, a Buckingham 2500-gallon tanker trailer that was acquired second-hand in 1983 and used for carrying water. The trailer remained in stock into the 1990s but 2301B was withdrawn by early 1987, later seeing use with Billy Smart's Circus. None of the Bedford TLs (apart from tanker 2274B) lasted very much longer, and none are believed to have gained the post-1990 white/blue livery.



Photo 6503, by **Derek Everson**, added to LTSV on 01/12/2020.

Slightly more successful in LT service than the Bedford TL was the Dodge Commando type. Ten of these were bought in the last few months of 1981, followed by a further seventeen in 1983-1985. 2304D was one of the first ten (all of which had CGT3--X registrations) and was one of the largest, being a long dropside lorry based on the G1685 model. 2303D (see photo 4690) was similar and delivered in the same month, although it had the earlier design of front panel. 2304D was photographed whilst it was part of the CDS vehicle display at the Chiswick Works open day on 11th August 1985. Destined to last nearly ten years, it was one of several lorries to pass (in 1991) to a mobile generator company based very near the relocated Bus Engineering Ltd premises in Willesden. Licensing data suggest that it was never used as anything more than a static store, and was presumably scrapped not long after.



Photo 6504, by **James Mair**, added to LTSV on 01/12/2020.

Having just mentioned the mobile generator company in Willesden, here is the first of a few photos taken at their premises, most likely in 1991. They were located on an industrial estate off Scrubs Lane and they took at least eight lorries from the central fleet. The fact that BEL (Bus Engineering Ltd) had recently relocated to a small premises almost next door may have been a factor. One curious aspect of this situation is that hardly any of the lorries were ever licensed for road use following their disposal by LT/BEL. It appears that the generator company used them simply as static stores vehicles. Three lorries are visible in this view. On the left is crew-cabbed box truck 2306D, while the long dropside loaded with a container is 2303D. Just visible parked behind is 2379D, another crew-cab box truck. All of the lorries retained grey livery and most had had all lettering removed.



Photo 6505, by **Colin Lloyd**, added to LTSV on 01/12/2020.

The brief popularity of Dodge as a supplier of service vehicles to London Transport is highlighted by this photo taken at Chiswick Works on 13th August 1988. The three vehicles are all Dodges, the main subject being dropside lorry 2307D. This was to the most common configuration for the type, having a crew-cab and tail-lift, and it retains its original grey livery. The lorry on the left is similar and is probably 2314D, this having gained the short-lived blue/black pin-stripes. Note the '100' badging on both lorries (albeit in different positions). This model had originally been designed by Commer in the late 1960s. When Chrysler Europe acquired Commer (with the Rootes Group) in 1967 it was decided to brand the type as the Dodge 100, though the 'Commando' name was also used (but not on the vehicles themselves). The vehicles were built at the former Commer factory in Dunstable. Chrysler Europe was sold to PSA Peugeot Citroen in 1978, with the commercial vehicles section quickly sold on to Renault, although products for UK use continued to be badged as Dodges. On the right in this photo is 2390D, one of five S66 vans bought by LT, and which was withdrawn and sold the following month.



Photo 6506, by **Derek Everson**, added to LTSV on 01/12/2020.

Back to Salter Street (Willesden) again, I chose this photo more for the red lorry visible on the right than the main subject. The grey lorry is Dodge Commando 2314D, which has been shown at this location before (see photo 2878). However, this view shows that, even though these lorries were not licensed, they were moved around a bit. The side lettering had been overpainted, leaving just the pinstripes and roundel on the front, and a wheelclamp had been applied. The red lorry is the former 2199F, a Ford D0710 box truck previously used by LT as a railway breakdown tender. The January and February 1992 issues of TLB (The London Bus) state that eight lorries were used by this firm, comprising six grey Dodges along with 2199F and similar 2140F. I then went back to my photo folders and found that both James and Derek had indeed photographed the two Fords here in 1991. Perhaps I will upload one of those photos next time round. 19th March 1991.



Photo 6507, by **Derek Everson**, added to LTSV on 01/12/2020.

Salter Street (Willesden) again, and another photo taken by Derek on 19th March 1991, this time of former Butterwick (Hammersmith) resident 2317D. Derek gave the location as BEL Willesden, though I suspect that this is actually another one with the neighbouring generator firm. Although the lorry still has a full set of lettering, it is parked on the industrial estate roads (rather than in the BEL premises) and it had not been road-licensed since December 1990. The livery is slightly interesting, the pin-stripes and blue roundels being retained with a newer, white label applied on top. This had a red roundel, London Transport and the phone number 071-227-6497 (a Westminster code?). There may also be a line of text above the phone number but I can't make it out.



Photo 6508, by **James Mair**, added to LTSV on 01/12/2020.

London Transport seems to have been happy with the ten Dodge Commando lorries bought in 1981, because they came back for more in 1983. Eight were delivered in the spring, all with NYR3--Y registrations, followed by a further six (with A4--SJD plates) towards the end of the year and into 1984. A final three were added in 1985 bodied as dustcarts. All of these featured the revised cab styling, with a larger front grille panel and black plastic mouldings around the headlights and wrapping around to the wheelarches. Although a minor change, this gave the lorries a considerably more modern appearance. Seen arriving at Parsons Green works when still fairly new, 2376D was a dropside lorry with crew-cab and tail-lift. The grey front wheelarches are notable, most LT Commandos having these in black. For a heavy lorry, 2376D had a rather short life. Delivered in April 1983 and based mainly at Chiswick Works, it was delicensed in November 1987 (when less than five years old) and sold the following March.

There is a better photo of Parsons Green Works coming up in the next batch but, before I forget, I should mention that a look at Google Streetview might be of interest. This now includes a 'drive' right through the old works up to the small yard at the far end. A lot of the buildings along the way appear to be unchanged from when London Transport last used them in the late 1980s.



Photo 6509, by **James Mair**, added to LTSV on 01/12/2020.

Of the 27 Dodge Commando lorries bought by London Transport between 1981 and 1985, the majority (20) were dropsides. The remainder comprised four box lorries and three dustcarts. Three of the box trucks had crew-cabs and tail-lifts, though the first of these (2306D, see photo 6383) differed in having the earlier front panel design and also ladder hatches in the front of the box bodywork. 2379D was new in April 1983 and was photographed at Wandsworth Garage (outside the set-back western entrance) a few years later. The front wheelarches are grey, while a photo taken in 1988 (see photo 337) showed that they had been repainted black (and a Renault diamond had been added to the front grille). As will be shown next (see photo 6510), 2379D was one of six LT Commando lorries to end up with a firm in Willesden.

Comment by *Thomas Young* on 07/12/2020: The location of this photo is now believed to be Wandsworth Garage and the caption has been amended.



Photo 6510, by **James Mair**, added to LTSV on 01/12/2020.

One more visit to Willesden for today and this view shows the same three vehicles as another photo published today (see photo 6504). What I found interesting about this one is that it shows how cosmetic the changes made to the Dodge Commando design in the early 1980s were. As seen in photo 6509, 2379D was a crew-cab box lorry with the later design of front grille. However, by the time of this photo (most likely late 1991), the large black grille had been removed and the lorry now looked very much like the earlier design. Most of the larger 'grille' panel was aesthetic rather than functional, and the panels underneath were unchanged. Note also that the wheelarches had been repainted from grey to black, while the tail-lift on similar box truck 2306D (parked behind) has either been replaced or repainted from grey to reddish-brown. None of these lorries ever worked again. The industrial estate has not changed much over the past thirty years, except that the Magnet building in the background is now used by Car Giant. This area has been in the news recently, with plans for major redevelopment being opposed by some of the current users.



Photo 6511, by **James Mair**, added to LTSV on 01/12/2020.

The distinctive roof design shows this to be Stockwell Garage, which was a good place to find service vehicles until the late 1980s. Stockwell was used as a maintenance (or 'docking') base for many of the heavy lorries owned by London Transport, and it was perhaps unique in having a pit area dedicated to such vehicles (see photo 335). The garage evidently still had room to spare and it was also regularly used to park up Scottish coaches laying over between runs to Victoria Coach Station. Three of these (including an MCW Metroliner double-decker and a Duple 340) can be seen in the background of this photo, as well as one of the home-allocated DMS buses. 2383D was one of several LT Dodge Commando dropside lorries that had the longer bodywork. Such vehicles lacked the crew-cabs and tail-lifts normally found on the shorter variants, and were among the most long-lasting. 2383D had been new in February 1983 and lasted a shade over ten years.



Photo 6512, by **James Mair**, added to LTSV on 01/12/2020.

Today's batch of photos covers all four of the Dodge Commando lorries fitted with box bodwork. 2384D was one of the three that had a crew-cab and tail-lift, and it was another of the type to start out with grey wheelarches that were later repainted black (see photo 3965). Other changes apparent in the later photo are the addition of a roof beacon light, and a Renault diamond on the front grille. Following a conversation with James, I now know the location of this photograph, and it is a place I was not previously aware of. About 200 yards south-west of the main Parsons Green Works, there was a small vehicle yard at the corner of Whittingstall Road and Beaconsfield Walk. This appears to have been used for overflow parking, though it has long since been built over. This discovery is useful because I had a few photos marked as Parsons Green (such as the line-up in photo 573) which I could not relate to the main works. The wall in the background of both photos belongs to an adjoining small industrial premises, accessed from Lettice Street, and still there in 2020. An aerial view showing the area has since been added (see photo 6533).

Comment by *Thomas Young* on 07/12/2020: The location of this photo is now known to be Parsons Green's overflow lorry park and the caption has been amended.



Photo 6513, by **Colin Lloyd**, added to LTSV on 01/12/2020.

I hope you're not getting bored of Dodge Commando lorries yet, because I still have five more photos to show! 2385D is another of the 'long' dropside lorries and was photographed in Acton Works on 27th April 1990. Many of the Commandos were sold around this time but seven-year old 2385D was destined to remain for a few more years, and to gain a repaint. The dropside doors on most of the Commando lorries were of metal construction, except that the last three 'long' dropside (2383/85/87D) had planked wooden ones. When photographed, 2385D was operating with a mixture of both types.



Photo 6514, by **Colin Lloyd**, added to LTSV on 01/12/2020.

London Underground introduced its new white and blue livery for service vehicles in 1990, by which time the fleet of Dodge Commando lorries was already being depleted. A handful survived long enough to be repainted, just two of which have been confirmed by photographs. Dustcart 2420D was one (see photo 654), and shown here is the other. 2385D was one of the long dropside lorries, lacking crew-cab and tail-lift but enabling the movement of larger items. On 4th February 1992 Colin caught it heading north over Vauxhall Bridge, the land behind still being used as a coach parking area. The dark blue of the bodywork makes it hard to tell if it still retained a mixture of wood and metal dropside doors, while the lettering on the cabs reads 'London Transport, Distribution Services'. Despite the livery, such vehicles would still have been used on bus-related work in addition to jobs for the underground, and it seems likely that the lorry was coming from Stockwell Garage when photographed. The date of 2385D's eventual disposal is not known but was most likely in 1993 or 1994, and it was licensed until 2001.



Photo 6515, by **Colin Lloyd**, added to LTSV on 01/12/2020.

Another familiar location, this is Chiswick Works on 4th August 1989, less than a year before closure. Parked near the back yard were a number of service vehicles, headed by Dodge Commando dropside lorry 2386D. A fairly typical example with a crew-cab, tail-lift and metal dropside-doors, the only distinctive features are the weight lettering carried near the front of the body, and the grey wheelarches. The former has been noted on a few other lorries (such as Dodge 2402D, see photo 5192), while the latter can be compared to the black ones on the similar lorry parked behind. I don't have any photos of 2386D with black wheelarches so perhaps it retained the grey ones throughout.

I have been studying photos to see if there were any visible differences between the various Dodge Commando variants (e.g. G1085, G1185, G1285 and G1685). The first two digits are believed to relate to vehicle weight, with the heavier vehicles presumably having larger engines and/or wheels. Although there are slight height differences visible in some photos, they are too small to be relied upon for recognition. Of the other vehicles visible here, the white Ford Transit on the left was not part of the main service vehicle fleet. The blue Transit minibus just visible above 2386D could be 2458F (see photo 4177), while behind the second Dodge lorry is what looks like mobile laboratory 2375D (see photo 6486).



Photo 6516, by **Derek Everson**, added to LTSV on 01/12/2020.

2400D was unique among London Transport's Dodge Commando lorries in having a short cab coupled with a box body. It also differed from the other Commando box lorries in having sliding doors in the side of the bodywork in addition to the roll-up door in the rear. New just before Christmas 1983, it was allocated to Chiswick Works as part of the general haulage (Group 3) fleet and lasted until 1992. On 16th March 1987 Derek found it parked outside the canteen and offices at Allsop Place, Baker Street. Note that the box body has a ladder hatch in the front and full-length guard-rails below each side.



Photo 6517, by **James Mair**, added to LTSV on 01/12/2020.

Having already written 14 captions about Dodge lorries, I am now beginning to get Commando fatigue! But this is the last one and (as usual) I have found something to say about it. 2409D was a dropside lorry with crew-cab, new at the end of 1983. Unlike most of the crew-cab dropsides, it did not have a tail-lift, but it did have a crane (and stabilisers) fitted behind the cab. As this photo clearly shows, this has resulted in the bodywork being mounted further back. Similar lorry 2307D (see photo 2176) has been listed on LTSV as also having a crane but I now believe this to be incorrect. Firstly, 2307D did have a tail-lift, the provision of both seeming unnecessary. Secondly, the bodywork on 2307D started right behind the cab. In standard grey livery with 'London Transport, Department of Civil Engineer' lettering, 2409D apparently lasted until 1994, with 2420D and (possibly) 2385D being the only Commandos to survive longer. I have noted that 2409D was repainted to the white/blue livery, though I have no photographic proof of this.

The location of this photo was initially marked as unknown but further investigation makes me fairly sure it is Wandsworth garage. This garage had a western entrance set back from the main entrance, and this lorry looks to be just inside that. The photo would therefore have been taken from somewhere behind the location of Dodge 2379D in another of James' photos (see photo 6509), though they were not taken on the same day. The bus inside appears to be RMC1471, which was allocated to Wandsworth in the mid-1980s, while beyond and to the offside of that is the pits area.

Comment by *Thomas Young* on 07/12/2020: The location of this photo is now believed to be Wandsworth Garage and the caption has been amended.



Photo 6518, by **James Mair**, added to LTSV on 08/12/2020.

Leyland Freighter bus recovery truck 2372L has appeared on LTSV several times, but this photo shows it in an intermediate livery not seen before. New in 1982 as the first of a new generation of tow trucks, 2372L spent most of the decade based at Cricklewood Bus Garage. The photo here was probably taken in 1989 or 1990, following the introduction of the 'tape-grey' livery (as carried by the MCW Metrobus being towed) at the end of 1987. 2372L had lost the Cardinal District label from its front, replaced by the logo of newly-formed bus operating unit Metroline (applied in about February 1989), while the plain white roundels on the sides have been changed for the latest white/red/yellow London Buses ones (this occurred after March 1989). The lorry had also switched to its originally-booked registration of MYL372X, having initially operated on trade plates, and had gained a pair of additional front lights below the

	<p>bumper. Interestingly, it still carried the unique 'Fleet No 2372L' lettering it had from new. This livery was not to last long and, by August 1991, 2372L had been transferred to LUL at Acton Works, repainted into white/blue and given the incorrect fleetnumber 2372M.</p>
	<p>Photo 6519, by James Mair, added to LTSV on 08/12/2020.</p> <p>The last of 143 D-series lorries bought by London Transport was delivered in August 1981 (tipper 2319F, see photo 582) but it was not until the following May that the first example of the replacement Cargo model was taken. This was artic tractor unit 2373F, based on the Cargo 1313 variant and fitted with a crane behind the cab. It was officially a replacement for unique Leyland Lynx 1995L (see photo 196), and it was based at Chiswick Works, being photographed at the back (Bollo Lane) entrance. After 2373F's arrival, there was a gap of nine months until any further Ford Cargo lorries were delivered, resulting in 2373F being the only one with an X-suffix registration. When new, 2373F had a grey front bumper and wheelarches (as seen here), and these also featured on the three other Cargo artic lorries bought (2382F, 2394F and 2444F), while all the rigid Ford Cargos had them in black. Most of the artic were changed to black later on, while 2373F also had a black front dash panel for a time in 1988 (see photo 394). 2373F was disposed of in March 1993, following the arrival of Mercedes artic 2525M-2528M, and it is not thought to have been repainted in the post-1990 white/blue livery.</p> <p>Coupled to 2373F in this photo is CT39, a Crane-Fruehauf single-axle step-frame trailer new in 1984 (2373F would have initially operated with the York trailers bought in the 1970s). CT39 did last long enough to be repainted blue, and it was not sold until 2009, having spent a few years dumped at the back of the lorry yard at Acton Works (see photo 1806).</p>
	<p>Photo 6520, by James Mair, added to LTSV on 08/12/2020.</p> <p>If 2373F was the 'prototype' for the Ford Cargo with London Transport, then 2378F shown here represents the first 'production' batch. Seven were bought in spring 1983, comprising two further artic tractor units and five dropside lorries, all carrying NYR3--Y registration numbers. The five dropside were quite varied, two (2380F/2381F) being heavyweight Cargo 1613 versions with long bodies (three dropside doors each side) while 2392F was a light-weight Cargo 0809 with a quarter-tilt. The other two (2378F and 2388F) were both mid-weight Cargo 1011s with short dropside bodies (two doors) and tail-lifts. However, 2378F had wooden doors while 2388F had metal ones, and there were other minor differences suggesting that the bodies had been built by two different companies. Rather strangely, the only photos of 2378F that I have come across are a couple taken by James when the lorry was paying a visit to Edgware Garage. Judging by its relatively smart condition, these were probably taken in about 1983/1984. We don't have a withdrawal date for 2378F but it was most likely in the early 1990s. The lorry then remained in the UK until about 2005 before being exported.</p>



Photo 6521, by **James Mair**, added to LTSV on 08/12/2020.

Two more Ford Cargo articulated tractor units were delivered to London Transport in February 1983, numbered 2382F and 2394F. These differed from earlier 2373F in not having cranes, and also being heavier 1913 models (2373F had been a Cargo 1313. The first two digits of the designation indicate the gross weight and the last two the net engine power). The 1913 was the heaviest Ford Cargo variant used by London Transport, though the range included models up to 3424s for long-haul work. 2382F was caught departing from Parsons Green Works a few years later. It was coupled to one of the 1984 Crane-Fuehauf trailers (CT33) but still had the grey bumper and wheelarches (changed to black by 1988). 2382F was withdrawn in 1993 while trailer CT33 lasted until 2000 and was repainted blue.

This photograph is the first on LTSV to show both sides of the Parsons Green facility. Located on a long and relatively narrow site alongside the railway, there was a continuous building on the right (south-east) side, with a series of smaller buildings on the left. The roadway between the two was quite narrow, resulting in some care being needed when moving and parking lorries, and it led to a small yard at the far end. Compare this photo with that of the superb model built by Clive Greedus (see photo 3582). More about Parsons Green can be found towards the end of today's batch of photos (see photo 6533).



Photo 6522, by **Colin Lloyd**, added to LTSV on 08/12/2020.

Chiswick Works had an open day in 1983 to celebrate the Golden Jubilee of London Transport, and this was repeated in 1984 and 1985. At both of the latter events, Leyland Freighter lorry 2397L was on display in the back yard, and it had its crane extended both times. Photos taken of this lorry on both dates have already been published on LTSV, but I am adding this front view of 2397L at the 11th August 1985 open day because it shows a few differences to the similar 1984 photo (see photo 4021). The front bumper has been repainted from grey to black while the London Transport lettering on the cab doors has been replaced by Distribution Services in the curious cursive style used for a few years. This is linked to a pair of pinstripes (in blue and black) which wrap around the front of the cab, broken by a small blue roundel in the center. The stabiliser legs for the crane are in the extended position and the lorry was coupled to cable-drum trailer SEBT42. Beyond that is a cement mixer (still in Chiswick Green?) loaded onto one of the large York trailers, with Dodge Commando dropside lorry 2307D on the right. At the far left is another Dodge, dustcart 2419D, which brings me to the grey Ford Transit minibus. This vehicle appears in the background of several photos taken on this date, but I am still unable to determine its identity. It is registered in the LBK---Y series and has windows all round. This means it is most likely 3010F (LBK673Y), but if anyone is able to confirm this I would be pleased to hear from them. Note that this Transit features hinged side 'cargo' doors, a feature I discussed last month (see photo 6470). I have just realised that sliding side cargo doors do not appear to have been available on standard Mk1/2 Transits, only being introduced with the Mk3 (see photo 147).

Back to the main subject for a minute, 2397L was owned until 1995 and is reported to have been repainted in the post-1990 white/blue livery, although I have no photos to back this up.

Comment by *Thomas Young* on 15/12/2020: Derek very kindly dug out his notebooks for August 1985 and was thus able to confirm that the minibus seen here was indeed 3010F. Although it is only partially visible, I have added a subject link.

Photo 6523, by **Derek Everson**, added to LTSV on 08/12/2020.

Ford Cargo dropside 2398F was another lorry to be on display during the 11th August 1985 open day at Chiswick Works, and a photograph taken then has already been published (see photo 399). This view has been added as it shows a nice comparison between the Ford lorry designs of the 1980s and the 1960s. 2398F was one of six Ford Cargo lorries new in autumn 1983 with A---SJD registrations. Four of the six were Cargo 1613 lorries with long dropside bodies and no tail-lifts, the other pair comprising a short dropside (2408F) and a box truck (2404F). 2398F was one of the longest-lived of the London Transport Ford Cargos, managing a creditable thirteen years before disposal in 1996. As the next couple of photos show, it underwent some changes during that time. Parked behind is 1282F, a Ford Thames Trader box truck new in 1963 as one of a trio of auxiliary breakdown tenders. 1282F was later converted into a Communications Vehicle and remained in use until replaced by Ford A0609 van 2086F in 1982. As the last survivor of over 130 Ford Thames Traders bought by London Transport, 1282F was retained as a semi-preserved vehicle. It was restored by apprentices and repainted into Chiswick Green livery as worn by many of LT's Traders (though ironically never carried by 1282F itself). Displayed at various events, it was kept at Chiswick Works then at Acton Works before being sold for continued preservation in 2008. There are lots of photos on Flickr of this truck taken since, showing it at various locations and with various registration numbers, liveries and states (some without the box body), and its current status is not known. Finally, at the far right is part of AEC Mercury tower wagon 89Q. As a photo taken the following day (see photo 3872) shows, work on restoring the bodywork of this vehicle was at a fairly early stage, and the actual tower was yet to be refitted.

Photo 6524, by **James Mair**, added to LTSV on 08/12/2020.

Several of the Ford Cargo lorries bought by London Transport in the early 1980s lasted into the mid-1990s and managed to be repainted in the newish white/blue livery. 2398F was one of these, being a long dropside new in October 1983. It was photographed in Hounslow (between the bus garage and Hounslow East station) on an unrecorded date. The livery application is fairly standard, apart from the use of large white transfers for the fleetnumber (without the F suffix).

Photo 6525, by **James Mair**, added to LTSV on 08/12/2020.

Another view of Ford Cargo lorry 2398F in white/blue livery, this one taken on Bollo Lane (Acton) some time after the Hounslow photo (see photo 6524). The dropside doors have been removed, converting the lorry to a flatbed, while the non-standard white fleetnumbers have been replaced with normal ones on the front corner panels.

Photo 6526, by **James Mair**, added to LTSV on 08/12/2020.

2399F was another of the four Ford Cargo 1613 dropside lorries bought in October 1983 and was photographed heading up Bollo Lane in Acton on 1st May 1989. Although 2399F remained in stock for the same 13 years as 2398F, this is the only photo of it that I have seen. The lorry was last recorded by the DVLA as being white and licensed until June 1997. Since it was only sold in October 1996 it might be logical to assume that it had (like 2398F) gained LUL white/blue livery in the early 1990s.

Photo 6527, by **Derek Everson**, added to LTSV on 08/12/2020.

From about 1987 until at least 1994, half of Fulwell Bus Garage was used by LT/LBL as a storage point for withdrawn buses awaiting disposal, replacing the previous use of the former AEC factory site in Southall. The large yard at the rear was included as was the entrance on Stanley Road (visible in the distance in this photo). Derek visited on 11th December 1987 and found three service vehicles present, perhaps being used to move components recovered from withdrawn buses (such as the engines visible on the right) back to garages for use as spare parts. One of these was Ford Cargo dropside lorry 2408F, new in late 1983 and transferred to Cricklewood garage after a short spell at Parsons Green. It was later listed as being based at Fulwell, though it appears to have been withdrawn in 1990 after a relatively short life. When photographed it still had a quarter tilt cover fitted, though there was no fixed section to the bodywork as was previously normal (see photo 414). The tilt was removed by 1989 (see photo 401). 2408F was one of the lighter Cargo models, being based on an 0809 variant. The main visual indicator of this is the narrower wheelarches fitted. The other lorries present were both Ford D-series, with the back end of 1979F just visible behind 2408F. Photos of this and 2223F will be added soon.

Photo 6528, by **James Mair**, added to LTSV on 08/12/2020.

Following the adoption in 1982 of a new fleetnumber series (from 3000 upwards) for leased service vehicles, there was a fairly clear split between the two fleets. Cars and small vans went in the leased series, while heavy lorries remained in the original series. For some mid-sized types the distinction was less defined. Most Ford Transits were in the leased fleet, but a few were given 'owned' numbers. For the Sherpa vans, the split seems to have been based on the size. After 1982, Sherpas to the original size (later known as Sherpa 200s) were added to the leased fleet. However, a larger variant was later introduced (badged as Freight Rover Sherpa 300s or 400s), and several of these joined the 'owned' fleet in the 1980s. 2423L was one of a pair of 350 vans acquired in spring 1985. Similar 2422L lasted for almost 12 years, was displayed at one of the Chiswick Works open days and was later repainted from grey to white/blue. By contrast, 2423L only survived for a little over three years, being withdrawn in 1988. Fortunately, James (again) managed to catch it, the only photographs I have seen being a couple taken by him at a murky (and muddy) Pinner Station. This was during the construction of the supermarket on the station approach road. Note the slightly impractical use of white transfers for the fleetnumbers and department lettering.



Photo 6529, by **James Mair**, added to LTSV on 08/12/2020.

2435L was very similar to earlier 2397L (see photo 6522) in being a Leyland Freighter 1613 dropside lorry fitted with a HIAB crane behind the cab, the main difference being the solid headboard to the bodywork. New in grey in October 1986, it had a modified version of the 'pinstripe' livery, with 'Distribution Services' now in block lettering. Note that the registration number has no relation to the fleetnumber. The practice of obtaining matching numbers (wherever possible) ended with 2424D (C424BYH) in late 1985. James found 2435L at Jamestown Road in Camden, using its crane to place (or remove) something in the adjoining premises. Number 10 Jamestown Road had become a service vehicle location in about 1983 when the publicity vans previously at Baker Street moved here. As can be seen, there were offices above and vehicle parking spaces slightly below street level underneath. Most of the service vehicle photos (such as photo 1662) taken at this location were in the latter. The department was renamed London Transport Advertising (as seen on the sign here) and was later sold off as TDI, while this location is thought to have been used until the mid-1990s. It has now been redeveloped, with flats above and a string of restaurants on the ground floor.



Photo 6530, by **James Mair**, added to LTSV on 08/12/2020.

Here is Leyland Freighter 2435L again, this time entering Acton Works in 1993. The lorry had by then been repainted into the white/blue livery, but what is slightly interesting is that the dropside body had originally been repainted black (see Colin's photo from February 1991, ref 341). The strip under the windscreen was black on new Leyland T45s, it being designed by Ogle to give the impression that the windscreen was deeper than it actually was. Having said that, the panel was also used for the large Leyland lettering. On 2435L this had been repainted (or replaced) plain white, as also happened to 2372L (see photo 157) and 2395L (see photo 4442) when they were repainted. Curiously, later 2464L managed to retain the black strip (see photo 1633). 2435L remained in service until 1999 when it was sold and exported.



Photo 6531, by **James Mair**, added to LTSV on 08/12/2020.

Here is yet another 1980s lorry that only appears to have been photographed by James Mair. Having said that, I never did get to scan more than a portion of Colin Lloyd's large collection of service vehicle photographs. Fortunately his photos are now safe but they are not going to be accessible for a while yet. Anyway, this is Ford Cargo 0809 dropside lorry 2438F, new in 1986 and destined to last for less than six years. Note that the only lettering carried appears to be the fleetnumbers. Keeping 2438F company were Dodge Commando dropside 2385D and one of the Scottish Citylink MCW Metroliner double-deck coaches.



Photo 6532, by **James Mair**, added to LTSV on 08/12/2020.

Ten more Ford Cargo lorries were bought in autumn 1986, these getting a mixture of C- and D-prefix registrations. Three were given box truck bodies, including 2442F shown here. This is yet another lorry of which I only have the single photograph, and again it is thanks to James. He caught 2442F crossing the railway tracks on Bollo Lane (Acton) on 1st May 1989. 2442F was the lightest of the Ford Cargo box trucks, being a Cargo 0811 (note the slim wheelarches) and lacking a tail-lift. It remained in use until 1995 and was repainted white/blue. The attractive signal box in the background is still in place in 2020, though now unmanned and boarded-up. It has also lost the curious extension, which had presumably been added to allow the signalman a clearer view of both of the level crossings at this location.

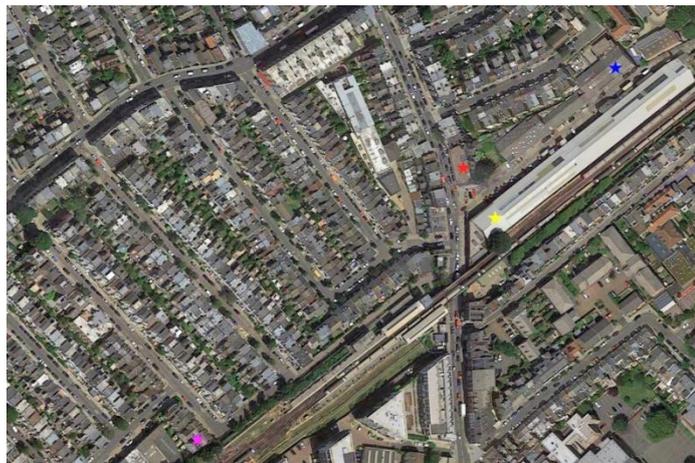


Photo 6533, by **Google**, added to LTSV on 08/12/2020.

The recent photos of Parsons Green prompted me to look into this location. Although closed in (about) 1987, the premises has remained largely the same as when it was used by London Transport. Shown here is an aerial view recently taken from Google. The long, grey-roofed building on the right is the main part of the works, with the yellow star marking the covered loading bay that appears in many photos (eg photo 1025) due to it being close to the entrance. The string of buildings on the other side of the roadway were also used by LT, and included some more covered areas, the one marked with a blue star appearing in the next photo. The red star marks the main office building, located on Parsons Green Lane and visible in other photos (see photo 6508). It is currently occupied by a variety of users, including a bridge playing club! I have left this photo wide to also include a location I did not previously know about. Marked with a pink star in the bottom left, this was a small yard that appears to have been used as an overflow parking area for LT lorries. On the corner of Whittingstall Road and Beaconsfield Walk, and adjacent to the District Line tracks, several photos previously published on LTSV are now thought to have been taken here (like photo 573, photo 651 and photo 6512 added last week). Although only a couple of hundred yards from the main works, the direct route looks like it has only ever been a pedestrian walkway. Lorries would presumably therefore have had to travel via Fulham Road (across the top left corner of this photo). The yard appears to have been redeveloped in the 1990s, with a short row of 4 new houses built adjoining the 3 older ones between there and the junction with Lettice Street.



Photo 6534, by **Google**, added to LTSV on 08/12/2020.

As well as aerial and 3D views, Google also provides 'street-view' images for most roads. Interestingly, the roadway that bisects the Parsons Green site is now publicly accessible, and it has been visited by the Google camera cars, with views available all the way up to the small yard at the far end. This view is taken from near the 'top' (North East) end, looking back towards the entrance on Parsons Green Lane. The buildings on both sides are now used by a variety of private concerns, while shown here is one of the covered areas which might have been used in London Transport days for the parking of lorries and plant. Having said that, there does appear to be a small yard at the other side of this area, with vehicle access also from Harbledown Road. This is presumably the location featured in Julian's photo (see photo 1420), and where a young Ray used to climb the walls!

Photo 6535, by **James Mair**, added to LTSV on 15/12/2020.

Correcting what I said in the caption to an earlier photograph of this vehicle (see photo 688), the first Mercedes service vehicles used by London Transport were actually some specialised vehicles acquired in 1983/1984. These comprised a pair of Unimog road/rail trucks and three 310 bullion vans. However, the 307D trucks that followed in 1986 were perhaps the first 'normal' Mercedes service vehicles, having the standard grey livery and fleetnumbers. Delivered in the spring of 1986 were eight 307D trucks, of which six had dropside bodies. Three (edit: now four) of those six are being shown today, but they all carry different lettering. First up is this view of 2427M (fleetnumber not carried), parked outside Wembley Park Station on 12th August 1990. Originally carrying 'work force' lettering for LRT Builders (as seen on similar 2431M, see photo 6536) and fleetnumbers, it later (see photo 688) lost its numbers and received new lettering in two round-cornered boxes per side, the upper box containing 'Distribution Services' and the lower box 'Transport Contractors' along with a phone number. The remains of the lower box can still be seen in this photograph, but the upper box has been covered by a larger label for London Transport Distribution Services. This was already out of date, since the 01 telephone prefix had been changed to 071 in May 1990. Perhaps more interesting is the marking on the bodywork, this reading 'London Underground, Machine Shop, Lillie Bridge' in stencil lettering. 2427M was replaced by similar 2544M in 1993 and was exported.

Comment by *Adam Floyd* on 18/07/2021: That's some amateurish lettering on the body - it looks more like it should be read as 'London Machine Lillie Underground Shop Bridge'!

Photo 6536, by **James Mair**, added to LTSV on 15/12/2020.

Another of the C-VOY registered Mercedes 307D trucks, 2431M is in the livery carried by several of the batch for their first few years. This featured large 'work force' lettering on the bodywork, with a smaller LRT Builders label, while the cabsides featured the Parsons Green Lane address. As this is the only photo I have of 2431M, I cannot say whether the livery was later changed. A couple of details of the vehicle are of interest (to me at least!). The locker below the bodywork seems to have been fitted on some (but not all) of this batch, and this one has had LRT Builders lettering applied. Just in front of this is what looks like an extendable support strut, of the type often found on demountable bodies. It is not very clear here, but also appears on several other photos I have of vehicles from this batch, both the drop sides and the curtainsiders. There is no sign of any support at the rear of the bodywork on this (or any other) photo, so I doubt that these were in fact demountable. Could it simply have been to support the vehicle while loading/unloading? Finally, and possibly connected to this, there is something orange in the body just behind the cab, which could well be a removable hoist. The location of this undated photograph is the small Junction Road premises in Upper Holloway. The houses in the background (with their distinctive buttresses) are on Monney Road, which leads to the back entrance to Holloway Garage.



Photo 6537, by **James Mair**, added to LTSV on 15/12/2020.

2432M is another of the C/VOY Mercedes 307D which seems to have only been photographed once, and I am grateful to James for capturing this view. It was found parked in Burnt Oak probably in about 1990. As with most of the dropside trucks, 2432M had been used by the Works and Buildings section when new, but had later been transferred to the Permanent Way Manager, as evidenced by the cabside lettering seen here. The only other lettering is the fleetnumbers, which appear to be smaller than those carried earlier by other trucks from this batch. Like 2431M, this truck has what looks like a small hoist in the front of the body. Unfortunately I cannot make out whether there is also a support strut underneath.



Photo 6538, by **James Mair**, added to LTSV on 15/12/2020.

After taking two batches of Mercedes 307D trucks in 1986, a pair of larger 814 lorries (see photo 657) were added at the very end of 1987, followed by a couple of artic tractor units in 1988/1989. It was in 1990 that Mercedes became a major supplier to the central fleet, with 21 vehicles of varying sizes taken into stock. The first of these was 2474M, a 1726 artic tractor with the familiar SK-series cab and delivered in February. Although new, it arrived in a red livery (see photo 430) rather than the standard grey, suggesting it may have been from dealer stock. The new LUL white/blue livery was introduced at about this time, and 2474M was soon repainted thus, with 'London Transport, Distribution Services' lettering. James caught it coming down Bollo Lane in Acton, showing traces of the former red livery underneath the radiator grille. I have included this photo mainly for the trailer, which is Boden 2-axle flatbed T59 acquired in 1994. This has not appeared on LTSV before, and it was disposed of in 2002 after a relatively short life.



Photo 6539, by **James Mair**, added to LTSV on 15/12/2020.

Another photo of 2474M, again by James, and again being shown more for the trailer than the lorry itself. Taken at the Dagenham Motors premises in Hayes on 19th December 2004, 2474M had by this time gained Tube Lines logos. The trailer is Crane Fruehauf single-axle step-frame CT39, new in 1984 in grey livery. As a photo added last week (see photo 6519) shows, this originally had removable side panels around the lower flatbed section. CT39 was taken out of use by early 2006 and was dumped at Acton Works for a few years before being sold in 2009, thus outliving 2474M by one year. The question now is why a Mercedes lorry was visiting Dagenham Motors, which specialised (unsurprisingly) in Ford vehicles. The Hayes premises were adjacent to the GW mainline and the yard could be seen from passing trains. It often contained a service vehicle or two, though it is not known if they were an actual supplier to the central fleet. It could be that vehicles were taken here for repairs and/or MOT, and indeed one-year old Transit van 5591F was also present on this date. So, could it be that 2474M and CT39 had been used to bring a broken-down van here for repairs? Perhaps, though CT39 lacked the rear ramps found on larger T60 (see photo 4401).



Photo 6540, by **Damon Cross**, added to LTSV on 15/12/2020.

One more photo of Mercedes 1726 artic tractor unit 2474M today, this one being taken at Acton Works on 6th March 2007, less than a year before the lorry was sold. The traces of the original red livery are still visible, as is the faded 'GLC exempt vehicle' label on the radiator grille. Come to think of it, the latter is a bit odd. The Greater London Council was abolished in 1986, yet 2474M was not delivered until 1990! Also visible are a pair of new Ford Transits for Metronet, and two British Transport Police vehicles. Leaning against the building on the left are some blue doors which are probably off a service vehicle, possibly being from the back of a dropside lorry.

Comment by *Kim Rennie* on 15/12/2020: Didn't the GLC "lorry ban" carry on after the authority was abolished but under a slightly different name?

Comment by *Thomas Young* on 15/12/2020: I suspect Kim is right but, if so, it looks like they didn't bother changing the plates. The text on this one still reads 'GLC Exempt Vehicle'.



Photo 6541, by **Colin Lloyd**, added to LTSV on 15/12/2020.

The 21 Mercedes lorries delivered in 1990 included two dustcarts based on the 2421 chassis with SK-series 'day' cabs and Norba compactor bodies. Replacing two of the 1985 Dodge Commando dustcarts, the Mercedes were in the new standard LUL white/blue livery with huge 'Support services' lettering and 'Working for a cleaner Underground' added underneath. 2482M seems to have been photographed a lot more than sister 2483M, and it was seen passing through Victoria on 12th July 1994. The 'Clinical waste' compartment below the bodywork, and the two circular items nearby (inlet/outlet pipes?) are not original features, having been added in about 1993. Note that a 'GLC Exempt Vehicle' label is also displayed.



Photo 6542, by **Colin Lloyd**, added to LTSV on 15/12/2020.

Mercedes dustcart 2483M was photographed in Alperton on 19th December 1990, when the lorry was just three months old. The large slogan along the bodysides still has the original lower-case u on underground, this being changed to a capital U not long after. There is a 'basket' under the nearside of the body, and this was later adapted (at least on similar 2482M, see photo 6541) to include a clinical waste container. The pipe ends later seen in this area on 2482M are not present and there is also no 'GLC Exempt Vehicle' label. The latter was soon applied (see photo 1640), even though the GLC had ceased to exist in 1986. 2483M was withdrawn in 1997 with no obvious replacement, while 2482M remained until 2000 and was replaced by the first of the Mercedes Econic dustcarts (see photo 1323).

Photo 6543, by **Derek Everson**, added to LTSV on 15/12/2020.

Fleetnumbers 2485M to 2490M were applied to a batch of six Mercedes 814 lorries all of which had been licensed on 1st August 1990 (the first day of H-prefix registrations), though they were not all taken into stock straight away. 2488M was a demountable and was the only 814 demountable alongside a dozen of the larger 1114 model. It was for use with the new Emergency Control Unit body DB7 but curiously, although DB7 was new in September 1990, 2488M was not officially taken into stock until almost exactly a year later. 2490M was a box truck, while the other four were all dropside lorries, similar to earlier 2469M/2470M apart from having two drop-doors on each side instead of three. 2485M, 2486M, 2487M and 2489M were all delivered in red livery, rather than the new LUL white/blue, perhaps because they were intended for use by the bus companies. Indeed 2485M and 2486M were allocated thus, and passed to Leaside and London United respectively upon privatisation. 2487M and 2489M were also allocated to bus garages (Brixton and Stockwell respectively) but their destinies were different. 2487M was taken over by LUL in about 1996 and repainted white/blue, also losing its dropside doors to become a flatbed. It was photographed parked on Park Royal Road on 4th November 2001, when it was carrying Indespension tanker trailer T70. T70 was mainly used to allow on-site refuelling of track machines, and it was often to be seen carried by a lorry rather than being towed, perhaps because of roadworthiness issues. 2487M remained in stock until 2008, while T70 was eventually replaced by a new trailer by 2018 (see photo 5661). The last of the dropsides (2489M) is a bit of a mystery. It seems to have also transferred to Acton in about 1996 and is reported to have been repainted white/blue, but the only photo of it which I have seen shows it in red livery in 1992, and it was sold in 1998. According to the excellent 2003 book by Kim Rennie and Bill Aldridge, all six 814 lorries were originally intended to be demountables for emergency use. It was soon realised that heavier chassis would be required, and a batch of Mercedes 1114 demountables was ordered in replacement.

Photo 6544, by **Colin Lloyd**, added to LTSV on 15/12/2020.

Mercedes 1114 demountable lorry 2491M has already made five appearances on LTSV, but I am adding a further two today. The first view is simply a good photograph, showing the lorry on Artillery Row, crossing Victoria Street, on 18th April 2000. 2491M was one of the demountable lorries that were used for emergency duties when new, as evidenced by the illuminated headboard that originally had 'Emergency' lettering but which now shows just the roundel. 2491M was to remain in general haulage use until 2006 (when it was replaced by new MAN LE demountable lorries), and it was often used in combination with curtainsided body DB15, as shown here. Built by Locomotors in 1993, DB15 was still in use as of early 2020.



Photo 6545, by **Colin Lloyd**, added to LTSV on 15/12/2020.

Another photo by Colin of demountable 2491M but this time there are a couple of points to note. Taken on Lambeth Bridge on 6th May 1997, the lorry is in general haulage use, with the Emergency lettering and chevrons removed from the front. However, most of the emergency Mercedes demountables were not replaced until the Volvo FL6 lorries arrived in October 1998. The answer again comes from the Rennie/Aldridge book. 2491M was in fact different to the other emergency demountables, in that it was allocated to (and lettered for) the permanent way department rather than the rolling stock department, and its body (DB1) was fitted out differently. The creation of the Emergency Response Unit in 1992 combined work for both departments, and the non-standard 2491M was deemed to be surplus to requirements. I now realise that 2491M was actually the only emergency demountable to have a second career in general haulage. The other ERU trucks were disposed of following replacement.

The other matter is to do with the body carried. There is a number painted on the 'solebar' of the body near the front. Although being in black lettering makes it hard to read, I am fairly sure this is DB13. Most demountable bodies were later modified with a cutout in the solebar to clear the larger wheels of the Volvo FL6 lorries. DB13 seems to have gone through various further changes. First it lost its twin dropside doors (see photo 1175), retaining just the head- and tail-boards. It was then modified to have three solid doors on each side (instead of two) and side-hinged rear doors, though when seen (see photo 4874) it only had the rearmost side doors fitted. More recently, the solid metal doors have been replaced by ones with mesh panels (see photo 5707), still only towards the rear.



Photo 6546, by **Damon Cross**, added to LTSV on 15/12/2020.

This interesting photo shows Emergency Passenger Services Mercedes 1114 demountable 2496M (most likely with body DB2 mounted) parked on the ramp to the Kingsway tram subway on 15th August 1992 during public visits. Following the formation of the Emergency Response Unit in 1992, the side lettering on the bodies was later changed from 'Passenger services' to 'Response unit'. When the ERU received a new fleet of Mercedes Vario and Volvo FL lorries in 1998/1999, 2496M was sold, along with similar 2492-2495M.

The Kingsway tram subway is a remarkable survivor, at least in part. Opened in 1906, the subway was originally intended as a means of joining-up (via Waterloo Bridge) the London County Council's two separate tram networks, but legal problems resulted in it emerging on the Embankment underneath Waterloo Bridge, rather than on it. The north entrance was on Kingsway near the crossing of Theobalds Road, and the tunnel included the only two underground stops on the London tram network. After the last trams ran in 1952, the tunnel was disused for several years, until most of its length was used for a new road underpass that opened in 1964. Due to the restrictive width of the tunnel, this was a one-way road, and it rose to the surface much nearer the Strand than the original tram tunnel. This left the northern section of the tunnel, and the access ramp (as shown here) intact and, as of 2020, no permanent use has been found for them.

I had a real sense of déjà-vu while researching and writing this caption, as if I had only recently been doing the same thing. However, I could not find any earlier photos in which I would have mentioned the subway. If I have unduly repeated the information then I apologise. Now, where did I put my slippers?



Photo 6547, by **Philip Hambling**, added to LTSV on 15/12/2020.

I have decided to add a couple more photos to today's batch, hence these appear out of fleetnumber order. The reason is to show the under-body props on the C/VOY-registered Mercedes 307D trucks, which I only discovered when writing the caption to photo 6536 a couple of hours ago. Unfortunately this area is not clearly visible in most photographs, due to a combination of the shade and of the print scanning process losing more detail and contrast. However, these two photos hopefully show what I am talking about.

This is Mercedes 307D truck 2426M at Ferry Lane on 27th March 1988. If the photo looks familiar, it is because I have already published a photo taken by Keith Grimes on the same day (see photo 684), though that was added over 16 years ago so you must have a really good memory! Anyway, Phil captured a slightly different angle, and there is something visible below the front of the body, just behind the corner post. There are a couple of further points about this vehicle that I did not mention first time around. Two of the eight C/VOY 307D trucks (2426M and 2429M) were bodied as curtainsiders, though to two different designs, and both were different again from the ten C/WLB curtainsiders (2445-2454M) delivered later in 1986. 2429M (see photo 339) was the most conventional-looking, with hand tensioners fitted along the bottom edge of the curtain. As an aside, I have just realised that the under-body prop is also visible in the photo of 2429M! Anyway, the C/WLB trucks (like 2454M, see photo 656) had curtains with horizontal ribs, suggesting that they opened by rolling upwards towards the roof. 2429M has curtains that appear to open sideways, but there are no tensioners. Also, while there are securing latches at each end, there don't appear to be any handles to open and close the curtains. Both 2426M and 2429M had ladder hatches in the front end, but 2426M's front was planked and had a Southfields label in the center (the body maker presumably) while that on 2429M was plain metal. The rear arrangement on 2426M and 2429M is not known, and there may have been doors. 2445-2454M are known to have had plain sheet fronts and backs.



Photo 6548, by **Colin Lloyd**, added to LTSV on 15/12/2020.

Now, this photo does (fairly) clearly show the support prop under the front of the bodywork on some of the C/VOY Mercedes trucks, here in a raised position but with the round, pivoted 'foot-plate' discernible. What were these for? It is hardly conceivable that there was a risk of these vehicles tipping over, even whilst using the small hoists some were fitted with (2430M did have one in the nearside front of the body, a hint of the orange device just being visible through the windows). As for the details, this is 2430M parked on the rear entrance roadway to Chiswick Works on 4th May 1987. It is in original 'work force' livery, albeit with some of the paint peeling off the body. Ironically the other photo of 2430M on this website was also taken by Colin at the same location, but a year earlier and on the other side of the roadway (see photo 340).



Photo 6549, by **Philip Hambling**, added to LTSV on 22/12/2020.

LUL vans in Essex part 1. Renault Kangoo Maxi van 8373R was new in early 2017 and has been noted a few times at Edgware Road Station or near the neighbouring Griffith House. On 10th August 2017 it was found parked in Basildon.



Photo 6550, by **Philip Hambling**, added to LTSV on 22/12/2020.

LUL vans in Essex part 2. Staying in Basildon, this view captured on 17th December 2020 shows Volkswagen Caddy Maxi crew van 8521VW. Part of the large Stratford Market Depot allocation, this van works mainly at night and had not been photographed before.



Photo 6551, by **London Spotter**, added to LTSV on 22/12/2020.

LUL vans in Essex part 3. A bit of a cheat on this one, as Barking has not officially been in Essex for many years. The small yard on Wakering Road, adjacent to Barking Station, is normally home to 3 or 4 Volkswagen vans, but when visited on 15th December 2020, the only occupant was Renault Kangoo Maxi van 8555R. We had allocated this van to Lillie Bridge, on the basis of a single sighting there in 2017. However, it has also been seen near Acton Works several times. In the absence of official information, the allocations shown on this website are only as accurate as the observations allow. Complicating the matter is that the ongoing COVID-19 pandemic has no doubt changed some working practices. Hopefully someone will pay another visit to Barking in the next month or two and let us know whether 8555R is still there. Or maybe someone will come across the Volkswagens (8702/4/5/8VW) somewhere else....



Photo 6552, by **Malcolm Conway**, added to LTSV on 22/12/2020.

LUL Power Supply section Toyota Prius car 8891T was caught on Redbridge Roundabout on 21st September 2020, when it paid a brief visit to the nearby station. I was going to make a joke about this moonlighting as a taxi (based on the positioning of the roof sign on the car behind) but I can't be bothered now.



Photo 6553, by **Ivor Norman**, added to LTSV on 22/12/2020.

LUL vans in Essex part 4. A very tight shot of Renault Kangoo Maxi van 8944R parked in Harlow on 14th November 2020. This is another night-time van, which we reckon works out of Lillie Bridge Depot.



Photo 6554, by **John Woolf**, added to LTSV on 22/12/2020.

Kingston Cromwell Road no longer appears to have a 'permanent' allocation of service vehicles, with vans from Morden attending when required. John found 9071VW parked in the corner bay on 5th December 2020, still showing its bonnet poppy.



Photo 6555, by **Derek Everson**, added to LTSV on 22/12/2020.

Stratford City Bus Station now has a full allocation of five Volkswagen Crafter Incident Response Unit vans. 9096VW was photographed on 6th October 2020 when it was parked in the main bus station on the opposite side of the railway.



Photo 6556, by **Ray Monk**, added to LTSV on 22/12/2020.

A pair of newly-delivered Ford Transit vans were found at Acton Works on 5th December 2020, and both were in the full white/blue/red livery of LUL. Following the addition of some plain white Volkswagen Crafter vans in October (see photo 6434), I had wondered if the livery was to be simplified as an economy measure. This photo shows long-wheelbase, high-roof 9137F, with slightly smaller (medium-wheelbase, mid-height) 9138F on the left (and reflected in 9137F's sides).



Photo 6557, by **Ray Monk**, added to LTSV on 22/12/2020.

The Mitsubishi Outlander car seen newly-delivered to Acton Works in October (see photo 6433) was soon given full LUL livery with emergency-style blue-edged yellow bands on the sides, and mirror writing on the bonnet. Assigned to the Emergency Response Unit and given the fleetnumber 9162MIT, it seems to be a belated replacement for Volvo car LM66UNH (see photo 5970), withdrawn in March 2020. The role had been covered in the interim by Toyota Prius cars in standard LUL livery. 9162MIT was photographed near the back of Acton Works on 5th December 2020.



Photo 6558, by **Ray Monk**, added to LTSV on 22/12/2020.

It looks as though Scania 4-axle grab-loader MV69KVM is indeed a full-time service vehicle rather than being a hire as was first thought. It can regularly be seen in the lorry yard at Acton Works (as here on 5th December 2020), and it has been confirmed that the side lettering is properly applied and not just on labels. This side-on view shows more detail of the hydraulic grab arm and the bar attached to a roll-out cover for the loadspace. I was wondering about the purpose of the horizontal handrail above the cab windows, but it is perhaps just to facilitate cleaning of the cabsides, as there is also a large footstep just behind the cab door handle. Looking at Ray's earlier photo of this lorry (see photo 6230), I noticed there is also what looks to be a handrail in the sunvisor above the windscreen, possibly for the same purpose.



Photo 6559, by **Ray Monk**, added to LTSV on 22/12/2020.

Two new Ford Transit 'Staff Welfare Facility' vans were seen at Acton Works on 5th December 2020, this view showing YT70VHC. Notable is the fact that lettering has been applied but no fleetnumbers, and that the vans are in plain white, lacking the usual blue skirt and red stripe. Ray speculated that perhaps both fleetnumbers and skirts were still to be added, though I reckon it is just as likely that these will be considered to be part of the lorry fleet and hence not be assigned fleetnumbers. Time will tell. Similar YT70VHD was parked nearby, while in the background can be seen ten-year old 6987F still in white/blue/lilac but having recently had its TfL Taxi-Private Hire 'Compliance Enforcement' lettering removed. The unknown with this van is whether it is awaiting disposal or has been reassigned to a different department. The final piece of guesswork associated with this photo concerns the two facility vans delivered in September 2020, YT70VHZ and YT70VJE (see photo 6419). It looks as though that pair may have only been on loan pending the delivery of YT70VHC and YT70VHD.



Photo 6560, by **Ray Monk**, added to LTSV on 22/12/2020.

On the basis of several observations at Bexleyheath Bus Stand (as here on 21st August 2020), we reckon that this unmarked white Peugeot Partner van is used by the engineers at Arriva London's Dartford Garage. It had perhaps replaced Vauxhall Vivaro FP64WZB, withdrawn in August. Arriva has taken over quite a few local bus routes over the past decade, including the 401 on which DW429 was working.



Photo 6561, by **Ray Monk**, added to LTSV on 22/12/2020.

This unmarked silver Volkswagen Transporter minibus seen at Eltham Bus Station on 30th November 2020 was initially thought to be an Arriva London vehicle, perhaps acquired as a replacement for recently-withdrawn CT68CKG (see photo 5975). However, further observations have shown that it is in fact operated by Go-Ahead London from Orpington Garage. Given Go-Ahead's use of a large quantity of red Mercedes Vito minibuses (like RF19UZN parked behind), I suspect GL68HGE will be a temporary addition, perhaps to facilitate greater social distancing by limiting the amount of people on each crew ferry run.



Photo 6562, by **John Woolf**, added to LTSV on 22/12/2020.

John captured this fine view of Metroline Ford Transit Connect van AV20AXG leaving West Perivale Garage on 12th December 2020. The van was new in mid-2020 and is based here, as evidenced by the PA lettering in front of the mirrors. We have had reports of seven 20-registered Transit Connects with Metroline, but I reckon there might be a few more. At least nine of the similar but 15-registered Connects were withdrawn at around the same time.



Photo 6563, by **Derek Everson**, added to LTSV on 22/12/2020.

Allocations for several of the thirteen Renault Master vans delivered to RATP in mid-2020 are still required. Derek knocked another one off the list when he found R70035 (MF20RZC) parked at Park Royal garage (the former First London premises on Atlas Road in Harlesden) on 15th December 2020. These vans are rather large, as shown by comparison with the bus parked alongside.

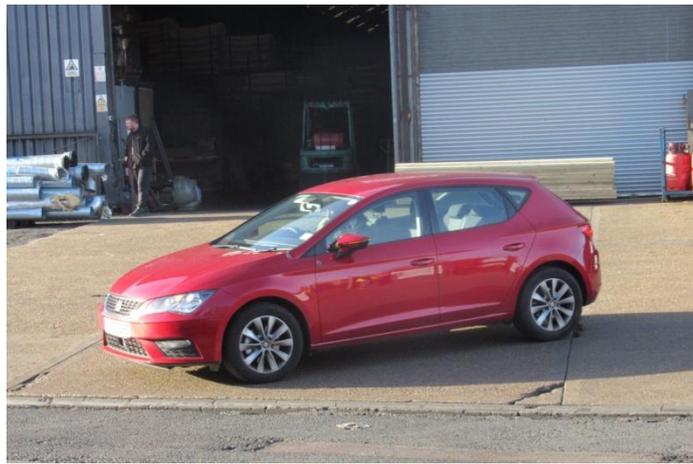


Photo 6564, by **Ray Monk**, added to LTSV on 22/12/2020.

From late-2019 the Seat Leon appears to have become the new standard crew ferry car for Arriva London, with seven added to the Dartford allocation, and at least one now at Palmers Green (q.v.). Dartford's newest so far is anonymous red GK70CPF, seen leaving the garage on 1st December 2020. The building in the background is attached to the bus garage but is used by a warehousing company.



Photo 6565, by **John Woolf**, added to LTSV on 22/12/2020.

Some late arrivals from John Woolf persuaded me to bump up today's batch of photos to a nice round 20. On a wet 19th December 2020 he visited Edgware Bus Station and found a couple of LUL vehicles present. First up is Ford Transit Custom van 8853F parked on the ramp down to the bus garage, with resident LBSL IRU 9065VW in the background. 8853F has not been reported since it was new at Acton in January 2020. It is most likely operated by the Power Supply section, as they have most vehicles in the number range 8843 to 8862, and they also use dropside 8989F which was parked nearby (q.v.). However, 8853F is one of several that have yet to be seen at the department's main base in Tufnell Park. It seems likely that a few smaller bases are also in use.



Photo 6566, by **John Woolf**, added to LTSV on 22/12/2020.

LUL Power Supply Ford Transit dropside truck 8989F was photographed at Edgware on 19th December 2020. It was parked on a short alley off the ramp down to the bus garages (where 8853F was parked) that serves a building adjacent to the railway tracks. It is presumed that this is a substation or similar, and it is perhaps notable that there used to be another largish building on the opposite side of the ramp here that also looked to be related to electrical supply. The latter building (visible in the background in photo 6296) has in recent years been demolished to make way for more bus parking space.



Photo 6567, by **John Woolf**, added to LTSV on 22/12/2020.

Seen at Edgware Bus Station during some mucky weather on 19th December 2020, this unmarked red Seat Leon hatchback car is actually used by Arriva London as a crew ferry vehicle (as is the unidentified silver Vauxhall Corsa parked alongside). Arriva has a presence in Edgware having operated several local routes from its Garston garage. When that closed the remaining routes were transferred elsewhere, and the cars now to be seen at Edgware are believed to come from Palmers Green. Garston to Edgware was 7 miles as the crow flies, while Palmers Green to Edgware is over 8 miles. At least seven Seat Leon cars like this one are now operated by Arriva's Dartford Garage, GK70COH being the first to be based elsewhere.



Photo 6568, by **John Woolf**, added to LTSV on 22/12/2020.

Uxbridge Bus Station has an allocation of three Incident Response Unit vans but it is normal to find only one or two present, the remainder being outstationed to locations such as Harrow. On 19th December 2020 John found 9079VW on site, with 9073VW parked behind. Both were from the batch delivered in February 2020 before the COVID-19 situation delayed further deliveries. As such, they both have 69 registrations, and both still carry remembrance poppies on their bonnets.



Photo 6569, by **Bill Taylor**, added to LTSV on 14/01/2021.

From 9079VW in 2020 to 979AS in 2021, except of course that this photo was not taken in 2021! Evidently cropped from a larger photo, this was taken in July 1962 by the late Bill Taylor, and reached me via his son Bernard and Clive Greedus. It shows unique Austin BMC 'tin-front' van 979AS parked outside Embankment Station, as viewed from the Charing Cross bridge footways. The quality is not great but colour pictures from this era are always of interest. 979AS was new in 1957 and initially used by the Lifts and Escalators section before transferring to CDS Group 3 in 1960. Note the sliding hatch in the roof, presumably to allow long loads such as poles to be carried. There were also hatches in the front of the body for the same reason. Service vehicles were often to be seen parked at this location. There was a large substation (or similar) nearby, plus it seems to have been used by some drivers as a place to take a lunch break. Indeed one of the two other photos of 979AS on this website shows it at the same location (see photo 2306). I would have liked to have seen more of the Pepsi-Cola truck in the foreground, while it is notable that there is still a flower stall nearby today.



Photo 6570, by **Ray Monk**, added to LTSV on 14/01/2021.

Ray recently unearthed this photo of Land-Rover MGX913L at the Crown Woods car show in Eltham (an event he organised) on 17th October 1999. In the background are preserved Guy bus GS15 and brand-new Stagecoach Dennis Trident TA56, the latter being borrowed from training duties at Plumstead Garage to attend (and also to provide bus rides to the equally-new Millennium Dome). MGX913L was of course new to London Transport as 1761LR in 1972. Withdrawn in 1982 it was restored by apprentices, repainted red and windows fitted in the previously plain sides. Used as a display vehicle for a few years, it later passed to bus company East London, being repainted emerald green with gold Stagecoach logos by 1995. By 1999, the gold East London logos had been replaced by white Selkent ones, and the spare wheel from the bonnet (added during its renovation) had been removed again. This reminded me that I was contacted in 2018 by the current owner of this vehicle who asked if I wanted any photos. Unfortunately he never got back to me. Perhaps I should send a nudge...

Photo 6571, by **Stuart Hicks**, added to LTSV on 14/01/2021.

A reminder of warmer and happier days now, with this shot of TfL Ford Fiesta van 7986F parked at Hyde Park Corner on 9th October 2018. For some reason, this van was often parked here, close to the Wellington Arch. Well, I say often, but it was just three occasions. Six Fiesta vans (and two cars) carried this generic white/blue livery between 2015 and 2019. It is presumed that the role is now performed by the Toyota Yaris cars new in 2019, though reports of the latter have been scarce.

Photo 6572, by **Stuart Hicks**, added to LTSV on 14/01/2021.

I had speculated in the past that the reason a couple of Mercedes Sprinter dropside trucks had been added to the central fleet was because they offered a longer loadspace than the Ford Transit. However, there is a new version of the Transit dropside that is even longer, though none have yet been seen as service vehicles. This side-on shot of 8219M passing Acton Town Station on 11th October 2018 shows that the body is fairly long. It is also unusual for being unpainted metal rather than blue.

Photo 6573, by **Paul Nicholls**, added to LTSV on 14/01/2021.

Volkswagen Caddy van 8307VW was new in March 2017 but has proved to be very elusive, with just one sighting later that year at Edgware Track Depot. It was eventually photographed when it was found parked in Corringham on 6th January 2021. If it commutes from Essex to Edgware, that might explain why it has not been seen much in inner London. By the way, I recently ran a query to find out how many current (central fleet) vehicles had not been seen by either Ray or Steve and the answer was 22. When I added Bob to the equation, the number came down to just 12 (i.e. about 1 percent)!

Photo 6574, by **Derek Everson**, added to LTSV on 14/01/2021.

Ford Transit Custom van 8809F was found at Edgware Road Station shortly after dawn on 1st September 2020, keeping company with Ford Fiesta car 8379F.

Photo 6575, by **Derek Everson**, added to LTSV on 14/01/2021.

Renault Kangoo Maxi van 8812R was new in June 2019 and is allocated to the Lifts and Escalators section. Though we have assigned it to Griffith House, it is just as likely to be found at the adjoining Edgware Road Station, as here on 1st September 2020. The van in the left background is unique Nissan e-NV200 8158N.

Photo 6576, by **Derek Everson**, added to LTSV on 14/01/2021.

Numerically the first of the recent large batch of Volkswagen Crafter vans for London Buses is 9055VW, seen at Morden Station on 24th November 2020 parked alongside similar 9068VW. Both vans still sported bonnet poppies, while just visible on the left is the 'battery shed', used to charge electric vehicles and similar to the one at Eltham Bus Station. Curiously, Morden does not have an allocation of electric vehicles, unless the facility can also be used by the Toyota Yaris hybrid cars. In case new visitors cannot find this location, it is in the car park north of the station itself. Vehicle access is from Kenley Road, though pedestrians can use a couple of footpaths from London Road, either side of the station.

Photo 6577, by **Lee Thatcher**, added to LTSV on 14/01/2021.

Seen in a gloomy Hounslow Garage/Bus Station on 29th October 2020 was London Buses Incident van 9088VW. As with many of this batch, 9088VW spent a couple of months at the dealership in Bedfont, delivery being delayed due to the COVID-19 pandemic. It is most likely now allocated to Acton Works to cover various locations in west London.

Photo 6578, by **Les Savine**, added to LTSV on 14/01/2021.

The closest TfL bus station to the Arctic Circle is the one in Waltham Cross, Hertfordshire, although Potters Bar is slightly further north and is served by a couple of TfL routes. I don't believe Waltham Cross has ever had its own allocated service vehicles, with vans from Turnpike Lane being dispatched there when required. On 23rd December 2020, Volkswagen Crafter 9092VW was in attendance.



Photo 6579, by **Neal Marshall**, added to LTSV on 14/01/2021.

Renault Kangoo van 9117R in generic TfL white/blue livery was caught passing Waterloo Station on 5th October 2020. This angle highlights the fact that this livery does in fact include a stripe above the blue skirt, this being reflective white. This van is believed to be used by TfL Streets from the nearby Chancel Street base.



Photo 6580, by **Derek Everson**, added to LTSV on 14/01/2021.

Nissan Leaf car KE14FJO has had a somewhat uneventful life. New in autumn 2014, it spent a few months working from Acton before moving to Eltham in February 2015, where it has remained ever since. Being over six years old, it has lasted longer than most central fleet cars, including similar Nissan Leaf LR14FFM which (for reasons that are not clear) was given fleetnumber 7762N but which was withdrawn in 2019. Although the shade of red on these two is much darker than standard 'LT' red, KE14FJO is now the only vehicle remaining in the red with orange squares livery introduced in 1999. Indeed, with the departure of the red Mercedes Sprinter IRUs (like 7848M and 7863M seen in the background of this photo taken on 22nd September 2020), the only red service vehicles are KE14FJO and perhaps a couple of vehicles used by the LT Museum. Actually, I need to add the qualifier of 'central fleet' to that statement, since many bus companies still specify red livery for their vans and minibuses.

Comment by *David C* on 04/02/2021: Due to go soon I understand.



Photo 6581, by **Derek Everson**, added to LTSV on 14/01/2021.

A fine study of LUL Mercedes Econic dustcart WO66HFL waiting at the traffic lights on Allsop Place (Baker Street) on 1st September 2020. The spherical beacon lights mounted on the nearside-front and offside-rear of the bodywork from new have at some point been replaced with more conventionally-shaped ones.



Photo 6582, by **Richard Eversden**, added to LTSV on 14/01/2021.

London and Country Mk3 Ford Transit van H394XCD was seen at the bus rally at Netley Country Park (near Southampton) in July 1996. The van was not a planned participant in the rally but L&C Dennis Arrow bus AD8 (which was) had suffered a puncture en-route. Since the earlier photo of this van when it was quite new in 1991 (see photo 793), extensive side lettering has been applied, including promotion of painting, signwriting and bodywork repairs, plus the fact that the company was an agent for Econocruise. A fleetnumber had also been applied near the front corner, though this was 012 while the originally allocated number was A12. The preserved bus just visible at the far right shows that the combination of green and red, though unusual, was not unique to L&C. Does anyone know the other operator/livery?



Photo 6583, by **Derek Everson**, added to LTSV on 14/01/2021.

Unmarked red Mercedes Vito minibus RJ13DYB has now chalked up over seven year's use as a crew ferry vehicle from Go-Ahead London's Northumberland Park Garage. It can often be seen doing the short runs to Tottenham Hale Station, but it also ventures further afield, with sightings at Edmonton, Southgate and Turnpike Lane. It was photographed at the latter location on 21st July 2020. Minibuses like this allow greater social distancing than the use of cars, and some minibuses at Metroline have been reported as being fitted with a plastic screen between the front seats and the 'passenger' compartment.



Photo 6584, by **Derek Everson**, added to LTSV on 14/01/2021.

Metroline has settled on the Ford Transit Connect as its standard van model since 2009, and has operated almost 50 of the type. A large batch of 10 were acquired in 2015 and these were all withdrawn towards the end of 2020. AY15LHO was one of the 'lesser-spotted' examples and I'm not sure where it had been based. On 18th August 2020 it was found parked at the CELF in Perivale, perhaps awaiting disposal. A batch of replacement Connects was taken in mid-2020, though only 7 have so far been identified. One slightly notable feature of the Metroline Connects is that all apart from the first 7 have been registered in Ipswich, with registrations starting in AV, AW, AX or AY. The lettering on the number plate of AY15LHO shows that it came from John Grose of Ipswich.



Photo 6585, by **Derek Everson**, added to LTSV on 14/01/2021.

Derek came across Abellio Ford Transit Mk8 van LO16GFV parked in Croydon on 13th October 2020 and he photographed it from every angle. I have chosen to use this rear offside view as it shows some changes since the similar view (also by Derek, see photo 5861) of the van earlier in its career. Initially based at Walworth, LO16GFV was moved to Beddington Cross in about 2019, believed to be due to its replacement by a more ULEZ-compliant Citroen van. At about the same time, it gained a green stripe along the sides and also carried its allocated fleetnumber 6223 for the first time. Comparison of the two photos shows that there were in fact more changes. The company lettering on the sides and rear were renewed, using larger lettering, and the chevrons on the rear were completely replaced. Finally, two external lights were mounted on the rear doors.



Photo 6586, by **Derek Everson**, added to LTSV on 14/01/2021.

Ford Transit Connect Mk2 van AV18ORO joined the Metroline fleet in mid-2018 but managed to avoid our cameras for over 2 years. Believed to be based at Harrow Weald Garage, it was finally caught on 8th September 2020 arriving at the CELF in Perivale.



Photo 6587, by **Lee Thatcher**, added to LTSV on 14/01/2021.

As predicted, one of the thirteen Renault Master vans acquired by RATP in mid-2020 has been left in unmarked red, presumably due to it being allocated to admin duties, or as a cover spare for the twelve vans used by garage engineers. On Boxing Day 2020 it was found parked at the back of Hounslow Heath Garage, showing that it had at least gained its R70036 fleetnumber.



Photo 6588, by **Google**, added to LTSV on 14/01/2021.

This is Garston garage in about 2017 (when it was still operating a mixture of red and blue buses), looking roughly south-east. This garage, located about 2 miles north of Watford, was built by London Transport but latterly operated by Arriva the Shires, running both TfL and commercial 'country' services. In 2016 the operation of the TfL services was transferred to Arriva London (still working from Garston), while the country operations were moved out to Hemel Hempstead in 2017. Finally, following the loss of some TfL contracts, the garage was closed on 1st September 2018, with one remaining route transferring to Palmers Green.

Since closure the garage has remained intact though there have been plans to demolish it to make way for new housing. The most recent plans were rejected, partly because they were felt to be inappropriate for the locality and partly because the garage building has been given listed status.

Looking at this photo, there is nothing remarkable about the design of the garage buildings. It was built in the early post-war years to relieve pressure on two smaller garages in Watford. At the time, London Transport had a reputation for high-quality design and architecture, combining functionality with a distinctive but not ostentatious appearance. The site chosen for Garston garage was almost rectangular, allowing the layout to be designed for maximum efficiency. Ironically it turned out to be the only garage built to this model, many others being constrained by the shape of their sites. Along the front was a large building containing the admin offices, crew rooms, canteen and so on. At either end of this were two access roads to the main garage building (one for inward movements and one for outwards), both of which were wide enough and long enough to allow buses to be parked up if required. Linking these two

roadways was a third, running behind the admin block and intended to be used by buses on layover. This link road also gave access to the docking area (i.e. the pits), which were in a separate building in the center of the site. I don't know how much of the garage has been listed but it seems likely that there might be an attempt to retain and re-purpose the front admin block at least.

Comment by *Kim Rennie* on 18/01/2021: Saw some recent internal views online. Not a single reminder of LCBS days left, let alone LT. The canteen area vastly reduced in size and probably relocated (I believe the original area - designed for a staff of 300 - was converted to offices under LCNW). A sad end. The glass entrance doors bearing roundels went even earlier.

Photo 6589, by **Derek Everson**, added to LTSV on 01/02/2021.

Derek Everson has very kindly sent me thousands of photos over the past decade, including many from the 1980s and 1990s. He is now able to tap into even older parts of his collection, following the arrival of a slide scanner from Santa Claus. I am presenting a few of the results today but the photos are so good that I have decided to ration them to just a few in each bundle. That should see me through the rest of this lockdown, hopefully!

First up is this view of AEC Regal IV uniform issue unit 1466W at Chiswick Works on 24th July 1973. Four such vehicles were converted from ex-BEA airport coaches in 1967 and remained in use until replaced by the Ford D box lorries in 1977. I was surprised to realise how few photos of these vehicles I had in my collection, which in fact only covered one of the four (1468W). Also visible in this view are two of the trailers used with the Regals. The fact that the two trailers appear to be different suggests that one is the unique Marshall trailer (UT1), while the other is one of the three built by BB Trailers (UT2-4). Note that the fleetnumber on 1466W, and the lettering on the trailers, is white.

Photo 6590, by **Derek Everson**, added to LTSV on 01/02/2021.

Land Rovers formed a very small part of the numbered service vehicle fleet, with a total of thirteen being bought between 1963 and 1974. Unique amongst these was 1670LR, a long-wheelbase example with open back and canvas cover. While most LT Land Rovers were supplied by dealers (mainly Mann Egerton or Henlys), 1670LR was listed as having come from Chipman Chemical Co. This is no doubt due to it having been fitted with weed-killing equipment, though there is no external evidence of this in the photo. New in December 1970, 1670LR was allocated to the Permanent Way Engineer at 'Acton', which may or may not mean Acton Works! Derek photographed it at Neasden Depot during an open day on 6th July 1971, and it was to remain in use until autumn 1980. Also visible in this view are trains of A-stock and 1938 stock (on the left) and a T-stock unit (on the right), presumably one that was retained for sleet clearance duties after the type was replaced by the A-stock in the early 1960s.



Photo 6591, by **Derek Everson**, added to LTSV on 01/02/2021.

We have got used to Ray capturing views of groups of newly-delivered service vehicles on his visits to Acton Works, but here is the equivalent from the 1970s. Seen at Chiswick Works on 30th May 1973 were a number of red Ford Escort estate cars, with 1799F to the fore and 1800F behind. London Transport used all the registrations in the block MGX901L to MGX998L on service vehicles, of which 76 went on Ford Escorts. Vans and estates were for the numbered fleet, while the 'private car' fleet got saloons. 1799F and 1800F were destined to become inspector's 'radio control' cars, forming part of the fourth generation of such. They would have been fitted with the illuminated roof roundels removed from the preceding batch (1729F-1747F) before entering service in June. One oddity I noticed was that 1799F has mirrors fitted to the wings only, while the remainder appear to have additional mirrors on the doors.

Photo 6592, by **Derek Everson**, added to LTSV on 01/02/2021.

Very much a one-off in the CDS fleet, 1995L was a Leyland Lynx artic tractor, featuring the 'Ergomatic' cab design used on several AEC and Leyland models. New in September 1976, it was the first Leyland lorry added to the fleet since the early 1950s (there had been some Leyland breakdown tenders in the 1960s but these were specialised vehicles based on the chassis of the Titan PD3 bus). Derek caught 1995L passing through Hammersmith on 19th June 1981, with its regular partner, York semi-trailer YT28 (new in 1977 and destined to remain in stock until 1995). 1995L was withdrawn in July 1982, having been replaced by new Ford Cargo 2373F, and it was sold in early 1983.

Photo 6593, by **Philip Hambling**, added to LTSV on 01/02/2021.

Time to show a few more of Phil's excellent 1980s photos, starting with a Ford Escort van that has already appeared on LTSV (see photo 434). When I published the earlier photo, I speculated that the non-standard gold roundel carried by this van was probably associated to its allocation to the Commercial Operations Unit (later 'Tours and Charters' and finally 'London Coaches'), based at the time at Battersea Garage. This new photo backs this up because, just visible on the side of the van body is the remains of lettering advertising the 'London Liner' service. This was a service between London and Birmingham, operated by double-deck coaches from West Midlands Travel and London Coaches. 3004F was photographed in May 1986 parked in the side yard of Victoria Bus Garage, a location which was often used by Tours and Charter coaches. The lettering must only have been carried for a short time, as the Birmingham service had only started in March 1986. A further service, to Eastbourne, commenced that May.



Photo 6594, by **Philip Hambling**, added to LTSV on 01/02/2021.

The Ford Escort was the standard car in the London Transport service vehicle fleet for most of the 1970s and 1980s. Most of the examples taken were estates, with just a handful of saloons. Cars such as 3290F were referred to as estates, but they are perhaps more like modern hatchbacks than modern estates. There are no doors to access the rear seats, and the space behind is relatively short. 3290F was new in September 1984 for use by LT Catering and was allocated to Baker Street (Allsop Place). It was photographed there in May 1986.



Photo 6595, by **Philip Hambling**, added to LTSV on 01/02/2021.

A couple of months ago I published a photo by Phil Hambling of a red Ford Transit Mk3 van in north London with an Eastern National Bristol VRT bus in advertising livery in the background (see photo 6473). Well, it's deja vu all over again! (Sorry if that pun sounds familiar. I see that I already used it about a year ago – see photo 6177) Actually there is even more of a coincidence, because the two Transits carry consecutive registration numbers. Seen passing through Barnet in March 1987, 3396F was only two months old. Allocation information for this van is rather sparse, partly because it only lasted for slightly under three years. It was leased for the Permanent Way Engineer and is likely to have been allocated (on paper at least) to Pelham Street, South Kensington.



Photo 6596, by **Ray Monk**, added to LTSV on 01/02/2021.

Back to the present now, with a photo taken in Acton Works on 5th December 2020. This shows that the Emergency Control Unit vehicle is still kept in its little tin shed. Since this building was last shown on LTSV in 2007 (see photo 1844), the occupant has changed from Mercedes 2488M to MAN 2587, though the body is still Lyntons pod DB25.



Photo 6597, by **Derek Everson**, added to LTSV on 01/02/2021.

During the lockdowns, access to the BCA (British Car Auctions) on-line information about vehicles being offered for sale has been unavailable, hence I am relying on other sources to determine which vehicles have been disposed of. The DVLA licensing data is the first port-of-call, but the Wheels Van Centre website has also been found to be useful. They have handled a variety of former service vehicles over the past few years, and their easy-to-use website features multiple photographs (including interior views) of all vehicles. I won't be publishing their photos of course, but Derek visited the Stanwell premises on 24th November 2020 and found three former LBSL IRUs being prepared for sale. On the left was 7868M, which spent time at various north London locations, while the other two were 7862M and 7882M (both from Acton).



Photo 6598, by **London Spotter**, added to LTSV on 01/02/2021.

8468F is a fairly standard high-roof Mk8 Ford Transit van, but it is yet another nocturnal vehicle, normally only venturing out of its Stratford Market base under cover of darkness. The first photo seen of this van was this one taken among the mock-Tudor suburbia of Corbets Tey (south of Upminster) on 22nd January 2021.



Photo 6599, by **Ray Monk**, added to LTSV on 01/02/2021.

Ford Transit Custom van 8724F was photographed in the car park at Acton Works on 22nd February 2020, when it was just a couple of days old. I hadn't published this photo at the time as I had hoped to get a photo of the van at a different location (and from a different contributor!) in due course. Given the lockdowns that were in place for much of 2020, the fact that no further photos have been received is perhaps not too surprising. As indicated by the livery, 8724F is allocated to Trams, and is likely to be based (at least sometimes) at the Therapia Lane depot. Parked alongside at the time was TfL Streets Toyota Prius LS13EVV, awaiting disposal. This was the last service vehicle to carry the livery of white with an orange stripe.



Photo 6600, by **Ray Monk**, added to LTSV on 01/02/2021.

Another Acton Works car park view, this one taken on 29th August 2020. 8726T was a Toyota Yaris that had been delivered in October 2018. It has only been seen a few times, always in or near Acton Works, and the actual working allocation of this car is not known.



Photo 6601, by **London Spotter**, added to LTSV on 01/02/2021.

Ford Transit Custom crew van 8753F is allocated 'on paper' to Frank Pick House at Acton. As with much of the allocation, it is not actually kept there, though it can be seen visiting. During the day, vans from the allocation can be found parked up on residential streets across London and beyond, while at night the vehicles can be seen going to various stations to attend to the lifts and escalators. LS found 8753F parked in Heath Park (near Romford) on 12th November 2020. Note that the similar van on the other side of the road has body coloured mouldings around the lower rear corners (compared to black plastic ones on the LUL van). This changes the appearance considerably.

Photo 6602, by **Ray Monk**, added to LTSV on 01/02/2021.

Here is another Acton Works car park photo that I didn't use at the time, expecting there to be plenty of later photos of this car 'in the wild'. 9103N was one of four Nissan Leaf electric cars delivered in August 2020 in TfL white/blue livery. Despite this, they have been allocated to bus stations, or at least some of them have. 9101/2/3N have all been noted at Turnpike Lane Bus Station, while 9100N has not been seen since it left Acton Works. We expected it to go to Eltham to replace veteran KE14FJO (see photo 6580), but anything is possible... The other vehicles visible in this 22nd August photo are rare Toyota Prius+ 8692T, VW Caddy Maxi 8909VW, Nissan Leaf 9102N, TfL Compliance VW minibus 8598VW and former LBSL IRU 7882M.

Photo 6603, by **Lee Thatcher**, added to LTSV on 01/02/2021.

The 30 Dacia Sandero cars delivered to RATP around the beginning of 2020 all had MJ69xxx registrations, apart from one. MD69KGA was the odd one out, and was given the highest fleetnumber, D75130. Reports of it in use have been notably absent, until it was found parked at Stamford Brook Garage on 21st January 2021. It seems likely that the car is based here, but I would prefer to wait for a second sighting to confirm this.

Photo 6604, by **Lee Thatcher**, added to LTSV on 01/02/2021.

Various parts of the UK had 'trouble with the white stuff' in the latter half of January 2021. Here in south east London it only snowed for about half an hour. I was rather surprised then to see this excellent photo taken in Hounslow on Sunday the 24th. It shows RATP Renault Master van MF20RVA (fleetnumber R70030) splashing out of Bridge Road and heading for the garage. Lee suggests that R70030 is the van based at Hounslow (AV) garage, rather than R70034. Hopefully when the lockdowns are eased, people will be getting out and about and reporting where all of the other RATP vans (and cars) are based.

Photo 6605, by **Les Savine**, added to LTSV on 01/02/2021.

Shortly before Christmas 2020, Metroliner replaced its three crew ferry cars at Potters Bar (Renault LX66OME and Fords AX19NAO/NAU) with a trio of hired minibuses. One was a white Ford Tourneo Custom, the other two Mercedes-Benz Vitos, one in grey and one in black. Newest of the three was black KN70SXP, seen in Waltham Cross on 25th January 2021. As they had been in use for more than a month, the minibuses have now been added to the database, though their use is expected to cease when (if?) COVID-related restrictions are eased.



Photo 6606, by **David Varley**, added to LTSV on 01/02/2021.

The next three photos are only indirectly related to service vehicles but I think they are interesting anyway. First up is this photo sent in by David Varley. Taken in about 1932, it shows his father standing proudly in front of the bus that he drove, AEC Regal T256. This bus had been new in December 1930, and entered service from Watford (where this photo was probably taken) a month later. It went on to serve at various other country garages, including High Wycombe, Staines, East Grinstead and Romford, being withdrawn at the end of 1938. It was then completely rebuilt and emerged as a lorry numbered 408W about seven months later (see photo 1949). In this form, it saw another 22 years' use with London Transport, finally being sold in 1962.



Photo 6607, by **Malcolm Conway**, added to LTSV on 01/02/2021.

Malcolm sent in this photo of London Northern RML2282 at the Royal Forest Hotel in Chingford, being used on special service 121A on 15th December 1991. This one-day only service was run between here and Oakwood Station in connection with a bus rally. He drew my attention to the Bedford TK lorry in the background. The lettering on the front reads 'The Dans (Mini-Bus Hire) Ltd Show Jumping Team'. I am fond of Bedford TKs but I don't think this one really qualifies as a service vehicle, and I will not be adding it to the database. I do like the combination of horse-box body and 'Passenger Transport Specialists' slogan though!



Photo 6608, by **Derek Everson**, added to LTSV on 01/02/2021.

London Transport operated a fleet of wagons, mainly for engineering trains, and these were often accompanied by a brake van. Most of LT's brake vans were very similar to those used by the mainline railway companies, but not this one! Seen at Neasden Depot on 17th September 1975, FB578 had been built by Gloucester in 1935 as a 10-ton flat wagon numbered F330. Rebuilt as brake van FB578 in 1950, this and similar FB579 (ex F327) were still in stock in 1980 but must have gone pretty soon thereafter. Slightly over half of the wagon length is still a flat wagon (the sides are removable), which presumably accounts for the FB prefix, other brake vans being just B. The shape and size of the cabin added to the other part of the wagon is unusual. Was the curious plan form used just to allow space for the fold-over buffers? And does the presence of what looks to be a chimney suggest that a stove or heater has been squeezed in somehow?

There is some cross-over with my other website (LTSV Rail-Data) here, as a BR TOPS diagram was issued for a type of wagon that looks almost identical to this. The diagram is PX031A, believed to be issued in about 1980, and it gives a basic side and end drawing along with key dimensions. The allocation of a TOPS diagram to LT wagons is not unusual, it technically being required before LT wagons could be used on BR tracks. Two TOPS stock numbers were also allocated to LT at about this time (LT5200 and LT5201), though it was suggested that these were one-journey allocations for new wagons being delivered. However, as I can't find any info on any two new wagons for LT around this time, I wonder if FB578 and FB579 were in fact the vehicles allocated these two numbers...

Update. Some further digging has found that TOPS diagram PX031A was related to TOPS stock numbers LT95800 and

LT95801. However, another source states that these numbers were applied in 1980 to ex B583 and B584, brake vans built for LT in 1961 to the standard BR design. These were replaced in 1990 by two former BR brake vans B955096 and B955112, which were given new TOPS numbers LT95802 and LT95803 and 'paper' LT numbers B586 and B587. However (!), B583 and B584 remained in stock and were later (erroneously) given duplicate TOPS numbers LT95803 and LT95802 respectively (see photo 2484). So, um.

Comment by *Damon* on 10/02/2021: FB578 is preserved at Quainton Road. Fully restored. I have photos if they're of interest Tom?

Photo 6609, by **Derek Everson**, added to LTSV on 18/02/2021.

Another photo of AEC Regal Uniform Issue unit 1466W at Chiswick Works, this time on 30th April 1973 when it was parked alongside similar 1465W. While most of the windows on the offside had been blanked out, those on the nearside remained, at least in the front half. Coupled behind is one of the three trailers built by BB Trailers.



Photo 6610, by **Ian Dyckhoff / Alan B Cross**, added to LTSV on 18/02/2021.

Having seen the photo of the uniform issue unit and trailer published last month (see photo 6589), Ian sent in a couple of photos of the trailers taken after their disposal. These were taken at the Cobham bus museum in Spring 1975 and show two of the trailers parked outside. There is no sign of the UTx fleetnumbers officially allocated to these trailers, though they do carry the numbers of the units that they worked with. These are rather indistinct (being in white lettering) but appear to be 1466W on the left trailer and 1467W on the one on the right (with the pallet leaning against it). Three trailers were built by BB Trailers of Leamington Spa, being taken into stock as UT2-4 in July 1968, almost a year after the former buses had started work in their new role.



The number UT1 had already been applied to a trailer new to British European Airways (BEA) as their N173. One of 88 baggage trailers (numbered N101-188) built by Marshalls in 1966-1967, these were used in combination with 65 new Routemaster double-deck coaches on the services run by LT between Heathrow Airport and central London on behalf of BEA. These replaced a fleet of AEC Regal coaches, 4 of which passed back to LT for use as mobile uniform issue units. N173 was also taken into stock by LT (officially on loan) on 4th October 1967, three days after the AEC Regal uniform issue units entered service, and was given the number UT1 (for Uniform Trailer). The Marshalls trailers had a distinctive appearance with sloping sides. The trailer behind 1468W in the photo bottom-right (taken by Alan B Cross at Chiswick Works on 24th July 1973) is evidently N173/UT1. Which leads me back to the identities of the BB trailers. Since the 'parent' vehicle number was painted on the trailers, it was suggested that they were semi-permanently associated, and that this would have been done in numerical order. This would mean that the trailers marked 1466W and 1467W would have been UT2 and UT3 respectively. However, the Alan Cross photo shows 1468W with

UT1, so perhaps UT2-4 worked with 1465-1467W, meaning that the two in the photos are UT3 and UT4. I guess we will never know for sure.

Another unknown is what happened to these trailers. The Regal uniform units remained in use until 1976/1977, when they were replaced by new Ford D-series lorries. However, the four trailers were reportedly sold to the British Bus Preservation Group in August 1974. This tallies with them being at Cobham in Spring 1975. What happened to them after this is not clear, though it is fairly certain that none survived.



Photo 6611, by **Derek Everson**, added to LTSV on 18/02/2021.

The switch to a light grey livery for London Transport lorries was said to be due to Ford not being willing to supply vehicles in primer, nor in factory-finished 'Chiswick' green. For a time, lorries delivered in grey did have some green paint applied, but only to the cab roofs. The colour used is usually referred to as 'light green', though this view taken at Chiswick Works on 14th August 1975 makes me think that it was actually the traditional 'Chiswick' green. Note that on this lorry, the bolster has also been painted green. The FORD lettering on the front, which was normally black or unpainted metal, has been overpainted in white. 1583F was a Ford D550 dropside lorry new in February 1970 and based at Chiswick Works for most of its 12 years with LT.



Photo 6612, by **Derek Everson**, added to LTSV on 18/02/2021.

Another gem from Derek. London Transport operated lots of examples of the Mk1 Ford Transit but they were nearly all diesel-engined. The only known petrol-engined Transit Mk1s were four minibuses bought in 1974 and numbered 1877F to 1880F. The petrol Mk1 Transit was easily recognisable as it had a flatter bonnet and a wider, shallower front grille. Compare this photo with similar (but diesel-engined) 1600F (see photo 938). The distinction no longer applied following the introduction of the Mk2 Transit in 1977. Three of these four minibuses were operated by the Permanent Way Engineer, including 1878F seen at Neasden Depot on 17th September 1975. The fourth (1880F) arrived a couple of months later and was used by the Signal Engineer. All four were sold in 1980.



Photo 6613, by **Ian Dyckhoff**, added to LTSV on 18/02/2021.

No strangers to LTSV are the Ford D-series box lorries used as railway breakdown tenders for most of the 1980s. Kept at Ealing Common and Neasden depots, 2199F and 2200F were seen at the latter location in July 1981.



Photo 6614, by **Ian Dyckhoff**, added to LTSV on 18/02/2021.

A look inside the back of Ford D-series breakdown tender 2199F at Neasden Depot in July 1981 shows the tail-lift and the translucent roof.



Photo 6615, by **Ian Dyckhoff**, added to LTSV on 18/02/2021.

This van has been listed in the LTSV database as being a Leyland Sherpa, though it was actually licensed as an Austin Morris and (as can be seen), only carried the model name externally. The Sherpa model was destined to appear under several different makes, later being produced by Freight Rover. 2204L was new in October 1979 in standard grey livery and lasted just over three years, being replaced by Ford Transit van 3043F in late 1982. Allocated to the Distribution Services Manager, when seen in South Ealing in April 1982 it was being used by the CME Railways department.



Photo 6616, by **Derek Everson**, added to LTSV on 18/02/2021.

London Transport used a total of 45 Vauxhall Chevette cars in the early 1980s, including some saloons configured for driver training duties and estates for use as radio control cars. Unfortunately, photos of the type are quite rare. Even rarer though are photos of the related Bedford Chevanne model, of which LT had just two. I was therefore pleased to receive this photo from Derek, showing Chevanne 2354B leaving the back entrance of Chiswick Works on 8th October 1981. As can be seen, the type was very similar to the Chevette estate, but with the rearmost two windows replaced by a plain panel. Somewhat curiously, this panel on 2354B appears to be white rather than red. Both Chevannes were sold in 1984, having been replaced by leased Ford Escort vans.



Photo 6617, by **Ian Dyckhoff**, added to LTSV on 18/02/2021.

When new Mercedes demountable lorries were delivered in 1990 an important test was whether they would fit in the Breakdown Garage at Neasden depot. Apparently the arrival of the Leyland Titan tenders in 1964 had required some modifications to be made both to the building and the doors! This view shows newly-delivered 2492M being carefully backed into the shed in mid-1990. The lorry had yet to gain markings (apart from fleetnumbers) and was operating on trade plates, while parked alongside is the Breakdown Foreman's Ford Sierra estate car 3642F. This building was used by the breakdown vehicles for many years and the painted markings on the ground in front are in fact to do with staff assembly points in case of evacuation of the main depot being required. 'Cleaners' appears under 2492M and 'Conciliation' on the right!

	<p>Comment by <i>Thomas Young</i> on 21/02/2021: Caption updated with corrected information about ground markings.</p>
	<p>Photo 6618, by Philip Hambling, added to LTSV on 18/02/2021.</p> <p>Another of the 'Bus Publicity' Bedford CF vans to make an appearance on LTSV is 3091B, seen at Enfield Highway in October 1986. New in January 1983, this was one of several based at Walthamstow to cover work in the north half of London.</p>
	<p>Photo 6619, by Philip Hambling, added to LTSV on 18/02/2021.</p> <p>Parked in the front forecourt of Enfield Garage in October 1986, 3260B was a Bedford Astra van new in June 1984 and fitted with the illuminated roof roundel from one of the Chevette estate cars that it replaced. 'Radio Control' cars/vans were often kept for shorter periods than other service vehicles, and 3260B was no exception, being replaced by re-styled Astra van 3458B in early 1987.</p> <p>Comment by <i>Kim Rennie</i> on 21/02/2021: Note the "slim" version of a standard 1970s LT Abacus bus shelter.</p>
	<p>Photo 6620, by Derek Everson, added to LTSV on 18/02/2021.</p> <p>Having previously shown this lorry near the end of its service vehicle career (see photo 6387), here it is near the beginning. Acquired by London Country from Wreckers International in June 1976, this AEC Mercury recovery truck was numbered M2 and painted in the normal yellow livery for such vehicles. Previously registered as WYC736H, it was operated on trade plates, carrying 6959P when seen on 12th June 1977. Comparison with the later photograph shows some alterations apart from the obvious livery change. The indicators mounted on the front corners were replaced by new ones mounted slightly higher up, while the side profile of the recovery bodywork was revised with a longer and taller raised section. The location of this photo is interesting, being the London Road garage in Romford. This was one of very few garages within Greater London to pass to LCBS when it was split from London Transport in 1970, the reason being that it was used primarily for Green Line coaches. As can be seen from the lettering on the cab doors, M2 was allocated here but not for long, as the garage was closed the following month. The fate of M2 after that is not clear, though it evidently ended up with the south east part of the company.</p> <p>Comment by <i>Kim Rennie</i> on 21/02/2021: For many years GY came under the SE District of the Southern Division of LT CB&C so I wonder if RE did too? Even in early LCBS days Grays and Romford were in the SE Area timetable book.</p>



Photo 6621, by **London Spotter**, added to LTSV on 18/02/2021.

Please choose one of the following captions.

1. During the COVID-19 pandemic, many working practices at organisations such as LUL have had to be revised, and this has resulted in vehicles being temporarily re-allocated. Unfortunately, with people not being able to get out and about, we are unable to provide much information on such changes. One vehicle that has been redeployed is this Ford Transit crew van numbered 8463F. Latterly allocated to Stratford Market Depot, it had found a new use as a garden ornament in Harold Wood, covering for a gnome that was caught up in quarantine restrictions whilst trying to visit its family in Texas.

2. I have sometimes wondered why LUL Ford Transit vans and crew vans come in various lengths and heights. Ford Transit 8463F was specified as a medium-wheelbase, mid-height crew van specifically so that it could fit (only just) in this front garden in Harold Wood.

3. Ford Transit crew van 8463F was new in October 2017 and, being based at Stratford Market Depot, was only ever seen out and about during the night. That was until London Spotter found it parked in Harold Wood on 4th February 2021.

Comment by *Bob Milner* on 19/02/2021: Got to be option 1 for me, Tom.



Photo 6622, by **Stuart Hicks**, added to LTSV on 18/02/2021.

Stuart Hicks recently sent in two photos of Stagecoach Ford Transit Custom vans seen at Barking Garage during the RT event on 30th March 2019. I initially thought that they were both of the same vehicle but it turns out that Plumstead's YE15EEU also paid a visit during the day. It was seen parked inside the garage, with Stagecoach's anonymous Mercedes Sprinter van OV65DSY visible in the background. The other photo was of resident MC16YUK and was very similar to my own photo (see photo 5897).



Photo 6623, by **Ray Monk**, added to LTSV on 18/02/2021.

Seen in the snow at Eltham Bus Station on 10th February 2021, VW Transporter minibus GL68HFF is most likely on hire to Go-Ahead London's Orpington garage, similar (but silver) GL68HGE having been noted here a couple of months earlier (see photo 6561).

Comment by *Ray* on 19/02/2021: Also at Eltham 19/2/2021.

Photo 6624, by **Ray Monk**, added to LTSV on 18/02/2021.

A pleasant surprise was the discovery that Arriva London's Dartford Garage had taken delivery of a new engineers van in 2020, and that it was actually treated to a full set of company logos and names. This follows from a string of anonymous vans being used over the past year or so. DN70XED is a Vauxhall Combo E van first licensed just before Christmas and photographed at Bexleyheath bus stand on 3rd February 2021.

Photo 6625, by **Ray Monk**, added to LTSV on 18/02/2021.

A few months ago I published a photo of Ford Tourneo Custom minibus YH19YWW (see photo 6405) which was being used as a crew ferry vehicle by Arriva London at Dartford Garage, and which had the number MF2 on a label in the windscreen. I can now show MF1, though I can't say for sure it is the first (or only) vehicle to carry this. Seen at Eltham Bus Station on 5th February 2021, GJ70UJU is a Peugeot 508 estate car in unmarked white.

Photo 6626, by **Richard Davis**, added to LTSV on 18/02/2021.

Richard Davis recently sent in a batch of photos, mostly of recovery trucks (some of which will be published in due course) but also including this odd-looking vehicle. Seen at Toddington Services on the M1 on 19th October 2020, this is a rail milling machine built by Linsinger of Austria and operated by sister-company Linmag. Rail milling machines grind the top surface of rails to remove irregularities, and Linmag has several of these road-rail vehicles which are hired-out for use by various railway companies. This example had been working in Ireland, which explains the road registration of the lorry. As an aside, the registrations in the Republic of Ireland changed at the end of 2012. They were previously formed of the last two digits of the year, a one or two letter area code and a sequential number. From 2013, the year was suffixed with a digit 1 (for January to June) or 2 (for July to December). Hence 162-D-25725 was registered in Dublin in the second-half of 2016.

There are four pairs of rail-wheels on this vehicle, which would be lowered to enable it to run on railway tracks. Two pairs are on the tractor unit (one in mid-wheelbase and another at the rear), while two more pairs are at the rear of the 'trailer' section. The milling equipment is in the middle of the vehicle, marked by the yellow/black striping. Note also the large Austrian flags (the 'State' variant, with the eagle crest) applied to both sections. These seem to have been applied on top of green shamrock emblems carried whilst it was working in Ireland.

Comment by *richard* on 04/03/2021: According to lads with it 7 million Euros worth!!

Photo 6627, by **Richard Davis**, added to LTSV on 18/02/2021.

Another view of the Linmag rail milling machine at Toddington Services on 19th October 2020 shows that the 'rear' in road-mode appears to be the 'front' in rail-mode! There is a rail-type cab here, though the diagonal panel break makes it look as though it would be removable. The rear rail wheels can just be seen in the raised position between the back road axles. The whole vehicle is liberally covered in safety and information notices, including the rail vehicle number of 99 80 9900 005-6. Readers of my other website may recognise that this denotes German registration. So, we have an Austrian-owned vehicle registered as a train in Germany and as a lorry in Ireland and seen in England!

Photo 6628, by **Ian Dyckhoff**, added to LTSV on 18/02/2021.

I did a double-take when I first saw this photo, thinking it was of an office somewhere. This is in fact the interior of Ford Thames Trader lorry 1282F, converted in the late 1960s or early 1970s into a Communications Vehicle. As can be seen, the interior was fitted with a desk, several chairs (fixed to the floor) and numerous telephones. This was probably considered 'hi-tech' at the time! Note also the translucent roof panels. Photographed in about July 1981, the vehicle was eventually replaced by Ford A0609 box van 2086F (see photo 3414) in 1983.

Photo 6629, by **Derek Everson**, added to LTSV on 12/03/2021.

Seen at Chiswick Works on 23rd August 1977, this AEC Matador Master Breakdown Tender was devoid of markings. However, I am fairly sure that it is 746P since this was the only one of eight such vehicles to remain in stock after January 1977. Interestingly, it had been withdrawn from Leyton Garage in June 1976 yet was not sold until July 1978. Although it then entered preservation it was unfortunately destroyed in a fire a few years later.

Photo 6630, by **Bob Greenaway** via **Ian Dyckhoff**, added to LTSV on 12/03/2021.

AEC Regent bus STL162 was rebuilt as service vehicle 832J in 1950 and spent the next six years as an auxiliary breakdown tender at various bus garages. It was then transferred to the railway side of London Transport and was based at Neasden Depot for the next 21 years. It was photographed at the depot on 14th March 1970 and I have left this photo uncropped as it shows how open this location was back then, with no fences between the depot and the running lines.

Photo 6631, by **Derek Everson**, added to LTSV on 12/03/2021.

Part of the fun of getting to go around bus garages was finding unexpected vehicles lurking at the back. This photo taken in West Ham Garage on 12th June 1977 shows AEC Regent Instruction Bus 1037J parked beside staff bus RMA11. Starting with the latter, this was one of 65 AEC Routemasters built for services from central London to Heathrow Airport. They differed from normal Routemasters in having a forward entrance and staircase (note the plain panel behind the cab), and they lacked opening windscreens. Twin headlamps were fitted, as also seen on the Green Line Routemaster coaches. Following the ending of the airport coach service, all 65 buses were sold to London Transport. A handful were tried in passenger service, while a few were converted to trainers (which entailed the removal of the staircase so that the instructor could sit behind the driver). The majority were used as staff buses, running between Aldenham Works and various parts of London. The buses were kept near to their destinations and hence could be found at many different garages. After the closure of Aldenham (and Chiswick) Works, a couple of the RMAs passed to London Coaches, while at least one saw service with East London on routes 15 and X15.

1037J was famous for having the body originally fitted to RT1, the first of about 7,000 broadly-similar vehicles to be built for LT. It was taken into service vehicle stock as a mobile instruction bus in 1956 and it is not clear how long it remained in this role. It certainly appeared to be out of use when seen, and it was sold for preservation the following year. Note also what appears to be a couple of complete bus chassis behind 1037J, perhaps also originally used for training purposes.

Photo 6632, by **Bob Greenaway** via Ian Dyckhoff, added to LTSV on 12/03/2021.

The eight Leyland Titan breakdown tenders bought by London Transport in 1962-1964 were divided equally between the Permanent Way and Rolling Stock departments, those with the latter being recognisable by having a sliding door near the front of each side. This view of 1279LD taken at Neasden Depot on 14th March 1970 shows the neatly-organised interior and also the translucent roof panels fitted. Tail-lifts were fitted to all of the Titans but could only be operated when the rear doors were opened. Note that the doors had 270 degree hinges, allowing them to rest along the bodysides when open. One final point is that the tail-lift is badged as being a product of USI. Permanent Way department 1275LD had a Burtonwood tail-lift, but information on the others is not available.

Photo 6633, by **Derek Everson**, added to LTSV on 12/03/2021.

Another of the four former airport service AEC Regals later used as uniform issue units makes an appearance on LTSV now with this photo of 1467W at Chiswick Works on 12th August 1974. The substantial wooden shelving fitted inside is visible through the windows in the back, while the rear emergency exit has been retained. The one on the offside is obviously no longer usable, and although most of the windows appear to still be in situ, they have been painted out. Note also the tow bar used to attach the trailers (I presume they probably also sometimes used trailers when in airport use) and also the unusual white outline roundel.

Comment by *Kim Rennie* on 12/03/2021: The white outline roundel looks like the type fitted to MB-family vehicles for a time.

Comment by *Thomas Young* on 14/03/2021: It seems I didn't do enough research when writing this caption! These buses did not have a door in the rear when new. There was instead a large boot, the top hinges of which were more-or-less in line with the



beading band (which originally wrapped around the rear). Above this were the registration plate (flanked by indicator lights), then two destination blinds (side-by-side) and finally the two windows as seen above. The rear door and towing attachment were added when the vehicles were converted to service vehicles, and the rear lights were also replaced. Thanks to Ian D for spotting this.



Photo 6634, by **Derek Everson**, added to LTSV on 12/03/2021.

A nice line-up of Ford service vehicles was found at Chiswick Works on 12th August 1974, featuring five D-series lorries and a pair of Transit Mk1s. Note how the same cab size was used across the D-series range, this being mounted higher up on the more powerful versions. Another difference is the chrome strip between the side indicators, this only appearing on the 9-10 ton models. Grey livery is standard to all the vehicles, though 1659F unusually has the London Transport lettering in white instead of the normal red. 1653F was one of only five London Transport Ford D-series lorries to have a full-length tilt cover, and it was noticeably taller than dropside 1641F (see photo 3779) and featured a solid front headboard. It also had fixed sides rather than dropside doors, and the white grille and bumper were later repainted grey (see photo 197). I have just noticed that the cab roof of this lorry appears to be green in the other photo. Was this a change after 1974?

Comment by *Kim Rennie* on 12/03/2021: The white lettering may have been culled from LTE legal address transfers.



Photo 6635, by **Phillip Hambling**, added to LTSV on 12/03/2021.

A fairly typical London Transport lorry of the late-1970s/early-1980s was Ford D0607 1983F, new in 1976 and photographed leaving Ash Grove Garage on 16th February 1987. It had a half-tilt cover from new, and hence the bodywork had fixed sides in the forward half and dropside doors in the rear half. A photo taken in 1984 (see photo 3952) shows the framework for the half-tilt, although the actual cover was missing at the time. By 1987 the tilt appears to have been shortened slightly, and the wheelarches have been repainted from grey to black. Always based at Holloway Garage, 1983F was to be sold before the end of the year.



Photo 6636, by **Google**, added to LTSV on 12/03/2021.

The early 1980s saw an ambitious programme of improvements to London's bus garages, which had remained largely unchanged since the mid-1950s. Several garages were extensively rebuilt, while there were also a number of completely new garages built. The first of these to open was Ash Grove on 25th April 1981 (the same day that the former Clapham tram shed/bus garage was reopened after serving as a transport museum for years, to allow Norwood and later Streatham garages to be rebuilt). Ash Grove replaced smaller garages at Dalston and Hackney and its name was unusually taken not from its locality but from a residential street over which it was built. The rump of Ash Grove (the road) remained as the main access route to the garage, passing under the Liverpool Street railway lines and joining Mare Street. The road can be seen in the bottom left-hand corner of this view, and is also the location of the previous photo. Another access point is at the opposite end of the yard, leading onto Sheep Lane. This was not normally used in London Transport days, though it appears to be open here (middle right). Ash Grove has had a somewhat chequered history since, with bus tendering losses rendering it surplus to

requirements for a time. It is now back in use and is one of the small elite of London bus garages that are actually shared between two operators, in this case Arriva London and CT Plus (Hackney CT). However, unlike Fulwell and Edgware, there is no clear distinction between the sections used by each. An open day had been planned for this April, to mark 40 years since the garage's opening. Understandably this has now been postponed. Another of 1981's new garages features at the end of today's batch of photos (see photo 6651).

Photo 6637, by **Derek Everson**, added to LTSV on 12/03/2021.

The mainstay of London Transport's bus recovery fleet from the mid-1970s to the early 1980s were ten Ford D1110 towing lorries. These short-wheelbase lorries had open bodywork with fixed sides and a small crane for lifting items such as replacement wheels. They were capable of towing any type of bus, though if a suspended tow was required, one of the larger Master Breakdown tenders would have to be called out. 1990F was based at Southall Garage (previously known as Hanwell but renamed to avoid confusion with Hanwell Trolleybus Depot) apart from a few months based at Merton shortly before it was withdrawn in 1985. It was seen at Southall Garage on 18th November 1977.

Photo 6638, by **Derek Everson**, added to LTSV on 12/03/2021.

In the 1970s, London Transport service vehicles were generally retained for 10-15 years in the case of heavy lorries, 7-8 years for mid-sized vans and 4-6 years for cars and small vans. An exception was cars used as 'radio control' vehicles by bus inspectors, these normally only lasting for 2-3 years. Fairly typical of such vehicles is Ford Escort estate 2041F seen outside Norbiton Garage on 30th March 1979. Picking up on a comment I made last month (see photo 6591), I notice that this car has dual mirrors on the offside at least.

Comment by *Kim Rennie* on 12/03/2021: This angle clearly shows how the later all-red roundel never fitted properly into a frame designed for a red & black lettered LT bullseye.

Photo 6639, by **Ian Dyckhoff**, added to LTSV on 12/03/2021.

Mercedes-Benz 1114 demountable lorries 2495M and 2496M were seen at Ealing Common Depot in about 1991. Each is fitted with a Locomotors box body featuring a crew compartment at the front. It is believed that these two lorries were based at Ealing Common, though official documents state that they were acquired to replace Neasden-based Fords 2200F and 2201F, yet were allocated to Acton and South Harrow respectively. Note that neither lorry carries its fleetnumber. This appears to have been the case for most of their lives, with just one photo of 2496M taken in 1997 showing it with a number. Both lorries were withdrawn following the delivery of new Volvo FL6 demountable lorries in late 1998, although the existing bodies remained in use.





Photo 6640, by **Phillip Hambling**, added to LTSV on 12/03/2021.

The advent of leased service vehicles in the early 1980s saw the appearance of many non-London registration series. Bedford Astra van 3283B was supplied by Wincanton and had a Southampton 'TR' registration. Assigned to the Operations Manager (Buses) it was primarily based at Victoria Garage. Curiously it did not have the roof-mounted roundel normally carried by such vehicles, even though Chevette estate 3074B (which it replaced) and Astra van 3478B (which replaced it) did. It was photographed on Allsop Place (Baker Street) in April 1986.



Photo 6641, by **Phillip Hambling**, added to LTSV on 12/03/2021.

All-white service vehicles were very rare before the mid-1980s, with no more than seven featuring in the numbered fleet (and two of those were ambulances which were more cream than white). Things changed from 1986 and white vans in particular became fairly common for a few years. Among the first to arrive was Ford Escort van 3381F, delivered in October 1986 and seen at Enfield Garage in February 1988. This van was allocated to Distribution Services and the reason for it not being in the standard red livery is not clear. The bus on the left is DMS1833, in use as a trainer and looking smart in the new Leaside livery of red with a thick white waist band and black skirt.



Photo 6642, by **Ray Monk**, added to LTSV on 12/03/2021.

The Peugeot Partner Tepee estate (more commonly referred to as an MPV) has been a feature of the central fleet since spring 2011, with over 75 having been used since, all in white/blue-based liveries. 7102P arrived in July 2011 and appears to have had spells allocated to Templar House (Holborn), Dagenham East and Griffith House. Sold in early 2017, it now resides in Falconwood, where it was photographed (with a smashed nearside quarterlight) on 9th December 2019.



Photo 6643, by **Keith Ward**, added to LTSV on 12/03/2021.

A nice surprise was to receive some photos taken inside Edgware Track Depot in February 2021, this being one of several locations which cannot be seen 'into' from any public vantage point. This view shows a line-up of vehicles with the (semi-permanent) office buildings in the background. The Northern line runs beyond these and in front of the trees in the background. The tower block being worked on in the right distance is located on Station Road, while the red brick building below this is part of Edgware Bus Garage.

Although only one of the LUL vehicles can be clearly identified, it was conveniently one that we did not previously know about. 9028F is a Ford Transit Mk8 dropside truck new in November 2020. Also visible are two high-roof Ford Transits, and three hired vehicles. Of the latter, two were Mercedes Sprinter



dropsides (though with differing frontal designs) and the third a Transit van. The fact that there are hired vehicles here (and there were more parked nearby) is perhaps because the normal supply of replacement vehicles has been disrupted by the COVID situation. If so, this might be a location to watch when deliveries return to normal. Two more points to mention. Firstly, note the broad similarity between the latest versions of the Ford Transit and Mercedes Sprinter (the two nearest vehicles). Secondly, a stream called Deans Brook runs beneath this location, more or less where this photo was taken.

Photo 6644, by **Keith Ward**, added to LTSV on 12/03/2021.

Also present at Edgware Track Depot in February 2021 was this Schweerbau RGU rail grinding train. Similar to the milling machine illustrated last month (see photo 6626), these machines grind the running surface of the rails to leave a smooth finish. What is special about this particular unit is that it is built to the tube loading gauge, allowing it to work on underground sections. A couple of service vehicles are also visible, including Ford Transit van LR20FEM, which has only been reported once and for which the fleetnumber is not yet known.



Photo 6645, by **Damon Cross**, added to LTSV on 12/03/2021.

After I added the photo of London Transport brake van FB578 last month (see photo 6608), Damon got in touch to say the wagon still survives, having been preserved at the Buckinghamshire Railway Centre at Quainton Road. He kindly supplied a couple of photos he took of it in recently-restored condition on 4th August 2013. You can read more about this unusual wagon at https://www.brc-stockbook.co.uk/lt_brake_2.htm. Also visible is ballast hopper wagon HW418, one of 23 (HW412 to HW434) built for London Transport by Gloucester in 1951 and used until the early 1980s. They are broadly similar to the BR 'Catfish' type. In the background are a grounded Mk2 coach body, a Mk1 coach and (at the left) an articulated, steam-powered 3-coach railcar built by Sentinel and Metro-Cammell in 1951 for use by the Egyptian National Railway.



Photo 6646, by **Phillip Hambling**, added to LTSV on 12/03/2021.

Following the mass withdrawals of AEC Swift buses by London Transport in the late-1970s, five examples were retained, having been converted for other roles. SMS753 had become SPB753 in November 1978 and saw a few years use as a mobile publicity shop. It was then converted into a plumbing and electrical workshop and store, being used at Bow while that garage was being rebuilt. Finally, towards the end of 1985 it was bought for preservation. Not a great deal has been seen of the bus since then, although it is believed to still exist. It was last licensed in 1996, but it had a new logbook issued (suggesting a change of ownership) in 2009. In October 1986 it was photographed on the farm at Northaw where SMS300 was seen a few months later (see photo 6445). The livery (which had been white/red then red/blue/white while in service vehicle use) was in the process of being restored to all red.





Photo 6647, by **Derek Everson**, added to LTSV on 12/03/2021.

London Country converted a trio of 20-year old RF-class buses into towing vehicles in the 1970s and they were given a curious grey and yellow livery. RF647 was based at Windsor Garage, where it was photographed on 21st October 1974. The Rennie/Aldridge book on the subject of SVs states that a total of six RFs were so converted, original RF79, RF556 and RF594 being added to in 1978 by RF125, RF175 and RF183. However, it also states that RF647 was a mobile recruitment bus, when it was in fact RF594 that served in that role.



Photo 6648, by **Derek Everson**, added to LTSV on 12/03/2021.

Towing bus RF647 is seen at Windsor Garage again, this time on 9th January 1977. The conversions entailed the cutting back of the lower body panels around the rear and presumably some modification to the chassis to allow towing chains/bars to be attached.



Photo 6649, by **Derek Everson**, added to LTSV on 12/03/2021.

A third photo from Windsor Garage, this time on 25th April 1975, and the subject is an Austin J4 van. Acquired new by London Country in June 1972, it was given the fleetnumber 5A. The original colour scheme is not known but it was repainted into National Bus Company corporate green in November 1974. Based at Garston, the van was used by the publicity department and remained in use until 1978. The fleetnumber was later re-used (as 5B) for a Bedford KGA tanker bought second-hand in 1979 (see photo 3319). Note that the van has the initial white double-N logo on the bodyside and the later red/blue variant applied to the windscreen.

Comment by *Kim Rennie* on 12/03/2021: I think this was grey to begin with. .



Photo 6650, by **Ray Monk**, added to LTSV on 12/03/2021.

An interesting find at Eltham High Street on 26th February 2021 was a Go-Ahead London van carrying a fleetnumber. Ford Transit Custom EF19HFT was new in mid-2019 in unmarked red (apart from a yellow safety stripe and rear chevrons) and was allocated to New Cross Garage. When photographed attending to a broken-down bus, it had gained the fleetnumber ES11. Some Go-Ahead London service vehicles have carried fleetnumbers, but these have mainly been crew ferry vehicles with 4-digit numbers derived from the erstwhile Metrobus scheme. ES is presumed to refer to Engineering Support, and it will be interesting to see if the vans at other garages have also gained numbers.

Photo 6651, by **Google**, added to LTSV on 12/03/2021.

The third completely new bus garage to open in 1981 (after Ash Grove and Westbourne Park) was Plumstead on 31st October. Situated in what was effectively a large roundabout close to Plumstead Station, it replaced a smaller garage with the same name (located about a mile to the south east) and also Abbey Wood. This view looking almost west shows the four doorways (one of which is used as an entrance, the rest as exits) and the bus parking area in front. The resident engineers van is often kept by the small 'control booth' facing the parking area, but on this occasion it was parked next to the access road. There is talk of the garage moving again, to vacant land between the prisons and the Crossrail depot. This would allow the land shown above to be released for residential development.

Photo 6652, by **London Spotter**, added to LTSV on 24/03/2021.

LUL has operated 17 of the diminutive Smart Fortwo cars since 2011, though from 2017 there has only been one in the numbered fleet. 8349SM was new that March and was to a revised design compared to the earlier examples. It also differed in being plain white rather than white/blue/red (the black sections seen here are part of the factory finish of the model). Showing the incorrect fleetnumber 8176SM that it has carried from new, the car was found in Harold Hill on 26th February 2021.

Photo 6653, by **Dave Hooker**, added to LTSV on 24/03/2021.

Another car with an incorrect fleetnumber, Toyota Yaris LO66YSV was one of five leased for use by LBSL in February 2017. It was officially numbered 8416T (the other four being 8417T to 8420T), but it somehow got the number 8357T applied and this has never been corrected. After serving at Turnpike Lane for three years the car was moved to Uxbridge in early 2021, being photographed in the bus station there on 27th February.

Photo 6654, by **Lee Thatcher**, added to LTSV on 24/03/2021.

Numbers 8473VW to 8478VW are on a batch of six Volkswagen Caddy Maxi vans that appear to be used for LUL internal mail duties. Last of the batch, 8478VW, was found parked near Acton Town Station on 28th February 2021.



Photo 6655, by **Paul Nicholls**, added to LTSV on 24/03/2021.

LUL Toyota Prius car 8653T was photographed in Little Thurrock, Grays on 24th February 2021, in the same location that Renault Kangoo 8825R was seen in 2019 (see photo 5943). This car's claim to fame is that it started life in 2018 wearing Elizabeth Line white/blue/purple. This was changed for LUL white/blue/red in early 2020, no doubt due to the continuing delays to the start of Elizabeth Line services.



Photo 6656, by **Ray Monk**, added to LTSV on 24/03/2021.

Another mystery solved, perhaps! Ford Transit Mk8 crew van 8863F was new in mid-2019. However, it was missed by our Acton watchers, so we were not sure of its livery. A couple of reports later in the year stated that it was in TfL white/blue, but it was then not seen again for some time. On 5th March 2021 it turned up at Eltham Bus Station, and luckily Ray managed to catch it. The reported livery had made me wonder if this van was allocated to the rump of the infrastructure services department (which seems to still make use of white/blue VW van 8267VW – see photo 5364). However, Ray's photo suggests that it may be with Passenger Data. Their Vauxhall Movano minibus 8302V is visible parked in the background (along with several of the resident Incident Response vans). So, I am now going to speculate that the white/blue/red applied to LBSL vehicles from early 2017 (and carried by 8302V) has been dropped because it is too similar to the LUL livery. This would seem to be supported by the fact that the four Nissan Leaf cars new in TfL white/blue in autumn 2020 have been allocated to LBSL work.



Photo 6657, by **Dave Hooker**, added to LTSV on 24/03/2021.

Talking of LBSL Nissan Leaf cars, here is one now! Four of these electric cars were delivered in August 2020. Three were soon dispatched to Turnpike Lane, while the fourth (9100N) lingered in the Acton Works car park for several months and has not been reported since. The three at Turnpike Lane can often be found visiting other locations, with 9102N being particularly well-travelled. During February 2021 it turned up at both Eltham and Uxbridge, being photographed at the latter on 27th February 2021. Note that the car has a poppy sticker on its bonnet, not previously reported but surely due for removal.

Photo 6658, by **Lee Thatcher**, added to LTSV on 24/03/2021.

I haven't featured any Abellio Ford Fiesta cars on LTSV for a few months now, so here is a three-in-one to make up. Seen at Hatton Cross Bus Station on 15th February 2021 were mid-blue 6806 (OY13LXF, initially at Hayes but since moved to Fulwell/Twickenham), dark-blue 6791/TW5 (FH61EDU) and an unidentified third example which appears to be black. The double-deck bus behind on route 285 shows a recent technological change, with the wing mirrors replaced by cameras.

Photo 6659, by **Lee Thatcher**, added to LTSV on 24/03/2021.

Lee has supplied quite a few photos recently, taken on various walks around his part of south-west London. A couple of these were taken in portrait orientation, which I have cropped to landscape. I have published portrait photos in the past but I am trying to stick to a 3:2 aspect ratio since it makes the page layouts neater. Lee's photos were still usable, though the cropping on this one was rather tight and I now realise I have chopped off one interesting aspect.

Taken from Wellington Gardens on 22nd February 2021, it shows the corner of the front yard of Fulwell Garage, with the large water/oil tank on the right being adjacent to the main garage building. Most RATP staff were on strike on this day and the yard was crowded with buses. Of interest to us were the service vehicles visible. Nearest is Ford Fiesta van LS15CZY, new in 2015 and used by London Sovereign from Harrow Garage. Replaced by new Dacia Sandero cars in early 2020, it was presumed to have been withdrawn.

Beyond is Renault Master van MF20RZK, one of a dozen delivered in July 2020. Most of these vans arrived with yellow/red chevrons on the rears and light-bars on the roofs, except that MF20RZE had neither. It appears that MF20RZE is also plain (the missing light-bar is the thing that I chopped off). RATP currently has eleven bus garages, so I had assumed that eleven of these Renaults would be garage engineer's vans, with RZE for admin duties. If RZK is also an admin van, then one of the garages will not have got a new van.

Just visible on the right is one of the white Dacia Sandero cars. Allocations for several of these are still unknown, though at least eight are at Epsom Garage and are likely to become spare when that location closes later this year.

Photo 6660, by **Lee Thatcher**, added to LTSV on 24/03/2021.

Here is another of the London Sovereign Ford Fiesta vans that we assumed had been withdrawn. LS15DXO was new as FF26, changing in 2016 to FF75026, and was based at Edgware Garage. Following the delivery of new Dacia Sandero cars in early 2020, LS15DXO was moved to Twickenham (ex-NSL) Garage for storage. However, in early 2021 it resurfaced at Hounslow Garage for a few weeks, being photographed there on 1st March. Just visible is the new fleetnumber, this being applied on the front and back while the original fleetnumbers were on the sides. Note also that the parking allocation still refers to EO12UBZ, a similar Ford Fiesta van that was withdrawn in early 2020.



Photo 6661, by **Lee Thatcher**, added to LTSV on 24/03/2021.

The large garage opened by Abellio at Southall (Great Western Industrial Park) in 2019 is typical of many recent bases in comprising mainly open parking areas. Covered accommodation is only provided for buses undergoing maintenance. All six of the bays are visible in this photo, though it looks like each might be long enough to take two buses. Parked in front when Lee was there on 11th March 2021 was a previously unreported service vehicle. LB17YAD is a Citroen Dispatch van in silver with orange side stripes and chevrons on the back. A fleetnumber is most likely carried but could not be discerned at this distance.

Another topical aspect is the Bus Full sign displayed by the bus on the right. During the COVID-19 pandemic, the permitted carrying capacity of buses has been reduced, to facilitate social distancing. The sign shown above is supposed to be displayed when a bus has reached its new limit, to inform passengers waiting at bus stops. Their use is understandably not always correct, and I have seen the sign being shown on virtually empty buses. There are also similar boards to show buses that are intended only for schoolchildren, and also those that are not for use by schoolchildren.



Photo 6662, by **Lee Thatcher**, added to LTSV on 24/03/2021.

As has been shown on LTSV in the past, a view into Abellio's Hayes garage can be obtained from the Grand Union Canal towpath, with the height difference producing some unusual photos (see photo 5474). Present on 11th March 2021 was previously-unreported Citroen Dispatch van LB67UZS. Abellio has been taking several vans of this type in recent years, either new or just a few years old. Most have been given fleetnumbers in a new 69xx series, and LB67UZS is 6909.



Photo 6663, by **Lee Thatcher**, added to LTSV on 24/03/2021.

The small garage at Hayes (currently operated by Abellio) can actually be viewed from three sides, making it relatively easy to see all vehicles present. Parked there on 11th March 2021 was recently-added Citroen Dispatch van LB67UZS with fleetnumber 6909. The van is white with a side stripe that appears to be orange (some of these vans have green stripes), and it also has the yellow front warning panel (or mask) as seen on newer MC19XNE (see photo 6403).



Photo 6664, by **Lee Thatcher**, added to LTSV on 24/03/2021.

Abellio makes use of a lot of crew ferry cars, including from its newest garage at Southall (Great Western Industrial Park), this being quite a long walk from the nearest bus routes. When COVID-19 became an issue in spring 2020, four minibuses were added to the Southall allocation to enable a bit more social distancing. All four were Ford Tourneo Customs in unmarked silver, as shown by HY68AZJ parked outside the offices at the garage on 15th February 2021. Various other operators and garages have also been using hired minibuses but the current travel restrictions mean that I am not getting enough reports to be able to provide comprehensive details.



Photo 6665, by **Bob Milner**, added to LTSV on 24/03/2021.

While the supply of reports and photographs from many parts of London (most notably Acton Works) has dried-up due to travel restrictions, I am being kept abreast of developments at Potters Bar thanks to three local correspondents. The fleet of crew ferry vehicles at the Metroline garage has seen numerous changes, with several hired vehicles being used. First reported in late February 2021 were a pair of Honda Jazz cars. It would appear that these were acquired new in January 2020, perhaps as replacements for the Nissan Note cars (see photo 5783). Found in the front car park at Potters Bar on 20th March 2021 was LG69ZDR. In unmarked red, it has been habitually coupled to a trailer bearing large bus driver recruitment advertising. The same trailer was in fact with the Nissan car in the photo linked above.

Parked alongside was another recent addition, Mercedes-Benz Vito minibus KN70SXX in unmarked grey. This joined similar but black KN70SXP which had been in use since December 2020.



Photo 6666, by **Lee Thatcher**, added to LTSV on 24/03/2021.

MF20RYV is one of twelve Renault Master vans added to the RATP fleet in mid-2020. It has been given fleetnumber R70033 but its allocation is not known. It has been seen at Kingston and Wimbledon, and was photographed passing through Hanworth on 23rd February 2021.

Photo 6667, by **Lee Thatcher**, added to LTSV on 24/03/2021.

It now appears that two of the twelve Renault Master vans added to the RATP fleet in mid-2020 are operating in plain red livery and lack light-bars. The one we already knew about (MF20RZE) was caught outside the Treaty Centre in Hounslow on 8th March 2021. It was passing a Metroline DEL bus on route 235, which has recently been re-awarded to RATP (London United), although the new contract does not start until January 2022! North Brentford Quarter seems a curious destination. The 'Quarter' suffix is normally used in conjunction with something more descriptive than a place name. Indeed a Google search for 'North Brentford Quarter' doesn't return much apart from information about route 235. It seems to be that the name is derived from 'Great West Quarter', a development of 900 new flats on the site of (and partially re-using) the old Beechams factory in North Brentford.

Photo 6668, by **Andrew Strachan**, added to LTSV on 24/03/2021.

The first 21-reg service vehicle to be reported was this Ford Transit Custom minibus photographed inside Potters Bar Garage on 17th March 2021, just two days after it was first licensed. The garage already had similar AV16CNY and AV16CNZ in use, and the new minibus is expected to replace one of these.

Photo 6669, by **Les Savine**, added to LTSV on 24/03/2021.

Metroline's new Ford Transit Custom minibus AY21KFT was soon put to use, and was photographed at Waltham Cross on 19th March 2021 when still less than a week old.

Photo 6670, by **Bob Milner**, added to LTSV on 24/03/2021.

Rather surprisingly I had received photos of Metroline's latest minibus from three different correspondents before it was a week old! I have published all three photos today since they are all good quality. Bob's photo, taken at Potters Bar Garage on 20th March 2021, has the bonus of showing several other service vehicles. On the left is Honda Jazz LG69XDR with its poster trailer. Next to that is grey Mercedes Vito KN70SXX, then white Ford Tourneo Custom MT19CZG. The latter had arrived in about February to replace similar MT19CZH which had been in use since December. Note that the differences between the Transit Custom minibus and the Tourneo Custom minibus are limited to the details of the exterior and interior specification. Notably the Tourneo has body-coloured mirror casings and bumpers. Hidden behind new AY21KFT was Renault Grand Scenic car LX66OME.

This photo makes an interesting comparison with one taken in the same place (also by Bob) in August 2019 (see photo 6053).

Photo 6671, by **Andrew Strachan**, added to LTSV on 26/03/2021.

A second new Ford Transit Custom minibus for Metroline arrived a week after AY21KFT. AY21KKT was photographed outside the garage on its first day in use, 25th March 2021.



Photo 6672, by **Google**, added to LTSV on 26/03/2021.

I continue to be amazed by the views available on Google. This is Plumstead Elizabeth Line depot, and I have included four different views to highlight the fact that this is a fully 3D-modelled environment which can be viewed from any angle. The level of detail does vary somewhat. At Acton for example, individual vehicles are modelled but they are a bit more blocky. Stratford Market has a higher level of detail but suffers more from ghosting (where a vehicle has moved between photographs). There is some ghosting in this view, with what appears to be a dropside truck that was parked beyond the line of four empty spaces. The other vehicles are all very clear though, and it can be seen that eleven were present, comprising 6 Caddy crew vans, 3 Transit crew vans, one Transit dropside and one Transporter minibus. I was interested to note that there are in fact 18 parking spaces in this small yard. Given that the entire Elizabeth Line service vehicle fleet (that we know of) comprises 22 vehicles, and that 2 are kept at the Romford Network Operations Centre, this location could hold almost the whole fleet, especially as there are also usually one or two in the main car park at the other end of the grey building.

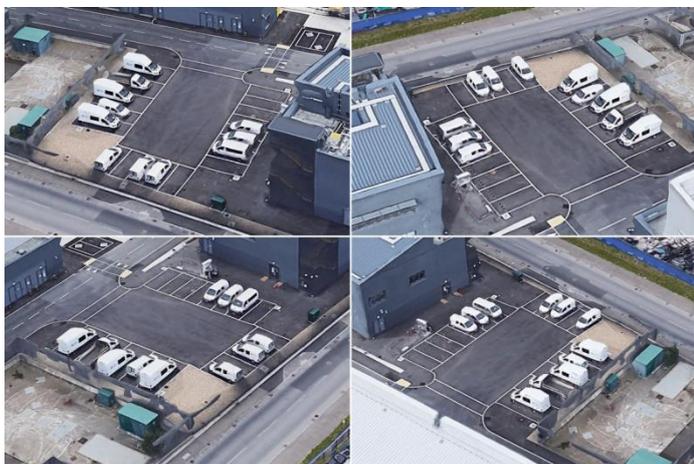


Photo 6673, by **Google**, added to LTSV on 26/03/2021.

One more Google picture for today. I was exploring the railway facilities at Eastleigh in Hampshire when I noticed this yard close to the station that was literally packed with Ford Transits. There were in fact almost 400 of them present, most being dropsides or bare chassis-cabs. Transits used to be built nearby (at Southampton) but since 2013 all Transits for the UK have been built in Turkey. They are most likely imported through Southampton Docks, and the vehicles seen here are presumably recent arrivals. The connection to LTSV is tenuous, although it is notable that quite a few of the vehicles (particularly in the center of the image) have white cabs with blue bodywork and could thus have ended up as LUL service vehicles.





Photo 6674, by **Derek Everson**, added to LTSV on 12/04/2021.

Kicking off today's batch of photos is this very interesting view of Chiswick Works taken on 23rd August 1977. The location appears to be part of the front yard, with the Scientific Laboratory building in the background. There was a road circuit around this yard, used by trainee bus drivers (and to build up speed before hitting the skid pan). A bus on this circuit is visible behind the red lorry on the right.

The service vehicles visible are mainly ones that would have been awaiting disposal. On the left are two single-axle trailers (one atop the other) still in old green livery. The lower one appears to be York YT7, which had been new as a dropside trailer in 1960 and which was sold in November 1977. YT6 was also sold on the same date, these being the last of the original batch of York trailers to go. It is therefore highly probable that YT6 is the trailer on top of YT7. Next to the trailers is a Ford Thames Trader towing lorry, recognisable by its fixed sides and the cut-out in the centre of the tailgate. Derek reports that this was 1309F, withdrawn from Upton Park in 1977 (following replacement by Ford D1110 1988F) but not sold until April 1979.

Next in line is AEC Mercury 1071Q, one of three new in 1958 and which were fitted with an early form of tail-lift. Delivered in Chiswick Green with unpainted metal dropside bodies, 1070Q appears to have ended up in allover green while 1071Q and 1072Q were repainted in the 'new' grey livery. The bolster behind the cab is certainly a different colour, probably green. This has been seen on other vehicles (see photo 6611), but usually in conjunction with a green cab roof, which does not seem to be present on 1071Q. 1071Q had been withdrawn in 1975 but was not sold until 1979. Curiously the other two Mercury lorries were both withdrawn in 1977 and sold within a few months.

Finally we come to the big red box thing. This is Leyland Titan Breakdown Tender 1278LD and, according to official records, it was the only vehicle in the line-up that was still in use. New in 1964 as a railway breakdown tender, it was switched to a bus breakdown role in 1976, being based at Cricklewood (although some official documents show it as still being allocated to 'Rolling Stock Technical Officer (Railways)' at the time). It was to remain in use until 1983 (as the last of its kind) so the reason for it being in the Chiswick dump is not clear.

Actually I can go a bit further with this photo. Just visible through the windows of the RT-type bus on the right is another red service vehicle. Although only a fragment is visible, I believe that this is AEC Mercury Tower Wagon 1077Q (see photo 3772). The only tower wagon to be retained after the dismantling of the last trolleybus overhead wiring, 1077Q was used for other jobs requiring high level access. It was withdrawn in 1975 but (yet again) not sold until 1979. There is something red at the opposite edge of this photo (behind the trailers). This could be a shed or something, with a low angled roof. Or it could be one of the AEC Regent auxiliary breakdown tenders. 830J was still in use from Cricklewood Garage at this time, while Neasden's 832J was withdrawn in July 1977 so seems to be a more likely candidate.



Photo 6675, by **Julian Bowden-Green collection**, added to LTSV on 12/04/2021.

Various Ford D lorries are seen near the top end of Parsons Green Works on an unrecorded date. To the fore is D550 crew-cab lorry 1516F, new in April 1969 and based here continuously until it was withdrawn in December 1980. As has been mentioned before, the roadway that runs the length of the Parsons Green site was not very wide. Two lorries could just about pass each other, but turning around would have been impossible. I now know that there was an additional entrance near the top end (see photo 6534), so perhaps this was used as an entrance, with the main entrance on Parsons Green Lane being an exit. It does seem that vehicles were always facing in that direction (see photos from the 1960s (ref 2308) and 1980s (ref 6521)). No, hang on, we also have photos of vehicles entering at the bottom end (such as 2376D, photo 6508).

Comment by *john marshall* on 22/04/2021: the exit/entrance at the top end was only for pedestrians (i.e. staff).



Photo 6676, by **Julian Bowden-Green collection**, added to LTSV on 12/04/2021.

This lorry appeared in a photograph published last month (see photo 6634) which confused me slightly due to a detail of the livery. Certain lorries in the standard grey livery received green painted cab roofs and I had thought this was a 1960s practice that had died out by the mid-1970s. Last month's photo was from 1974 and appeared to show this lorry with a grey cab roof. However in another photograph (ref 197), that was undated but which seemed to be from later in the vehicle's career, it had a green roof. Now we have a third photograph, unfortunately also undated, and it does not really help. The lorry clearly has a green cab roof, and there are a few details that make me think this was taken at about the same time as Derek's 1974 photo. The weathering of the planking on the front of the bodywork is similar, though the scuffing on the nearside corner of the bumper is absent. Another difference is that the FORD lettering on the grille is painted white, while it was picked out in black (or polished metal) in Derek's photo. So I am still not sure of the period during which cab roofs were green. What I can say is that 1653F was new in 1971, was unique in having a full-height headboard and full-length tilt-cover, and was withdrawn and sold in 1981.

The appearance of a Daimler Fleetline chassis in the background is slightly unusual, these normally being delivered directly to the body-builders (Park Royal and Metro-Cammell). I seem to recall reading that there were times when chassis manufacture outpaced the body building, hence bare chassis may have needed temporary storage. Several similar chassis are also visible in photo 1226 from Chiswick.



Photo 6677, by **Derek Everson**, added to LTSV on 12/04/2021.

Found near the back of Stockwell Garage on 25th June 1978 were several service vehicles including unique second-hand Seddon tanker 2000S and Ford D550 crew-cab lorry 1517F. Another Ford D is parked behind the tanker, while one of the Leyland Titan Breakdown Tenders is on the far right.

Seeing some of these old photos is almost like having a time machine. Although it was taken a few years before, this photo takes me back to numerous childhood visits to Stockwell in the early 1980s. I was only really interested in underlining numbers at the time, and I recall getting tired of seeing the ever-present 2000S! Unfortunately I only had a camera with me on one of those visits, and even worse, my dad somehow managed to re-use the same roll of film, and all of my photos were double-exposed and ruined.



Photo 6678, by **Phillip Hambling**, added to LTSV on 12/04/2021.

Ford Escort van 3311F was seen parked outside the Manor House offices in November 1987. This van was leased from Hertz in 1985 as part of the Distribution Services (Group 3) fleet, and it was allocated to Wood Green Garage. There is a lot I can say about this photo, or more specifically, about this location. Sited on Seven Sisters Road, this large building contained offices for London Transport. I had originally thought that Manor House was the name of the building but it turns out that the name was taken from the 'Manor House Tavern' that stood at the junction with Green Lanes (the back of this building is just visible in the top left corner). The office building does not seem to have had a name, although following sale in the late 1980s and redevelopment as housing, it was named 'Ivy House'. This is slightly ironic as the extensive ivy growth across the front of the building was completely removed at the same time. Adjoining and behind the office building was a large shed, accessed by a roadway (with tram tracks) round the corner on Green Lanes. This latter building is also still in situ, now used as a private warehouse. There is another London Transport facility nearby, this being a ventilator shaft and electrical substation on Woodberry Grove. This is the only one of the three to remain in its original use, although it is not thought it has ever had a service vehicle allocation. Manor House Station is served by the Piccadilly line, although it is notable that the Victoria Line (which follows the alignment of Seven Sisters Road) also passes through the location. There had been plans to include a station on the Victoria Line, but it was decided that the interchange at nearby Finsbury Park would suffice, enabling the Victoria Line to offer a faster service to points beyond.

My last comment is to say that I did go inside the Manor House offices when I was a kid. At the Edmonton Garage open day in 1983, I had entered a competition which I won. I had to go Manor House to be presented with the prize, by the head of Leaside District as I recall. Oddly I can't remember what the actual prize was, though a free travel pass of some kind rings a faint bell.

Comment by *Thomas Young* on 16/04/2021: Curiously I dug out my 1983 diary today, looking for something completely unrelated to this. And I found that on 2nd July that year I went to Manor House and met Mr W E Hillman, head of Leaside District. No mention of the prize, or of anything else in fact.



Photo 6679, by **Phillip Hambling**, added to LTSV on 12/04/2021.

Here is another of the 1980s Inspector's vans, this one being Bedford Astra van 3466B new in late 1986. It shows two features common to these vehicles, namely the roof-mounted roundel with the original inset sections not quite fitting the later shaped frames, and also the side lettering that seemed prone to rubbing off in places. 3466B was only used for 2-and-a-bit years, though we have listed it as being allocated to West Ham, Enfield and Wood Green during that time. However, I think the West Ham allocation may be incorrect. Being photographed at Edmonton Green Bus Station in February 1987, it was no doubt already based at Enfield.

The minibus in the background is slightly interesting. London local authorities operated many minibuses for social welfare work, this seeming to be a London Borough of Enfield Bedford CF type. What is notable is the way in which a full-height door has been provided in the high-roof bodywork. Do you remember when you had to go to a travel agent to book a holiday?



Photo 6680, by **Malcolm Conway**, added to LTSV on 12/04/2021.

The next two photos were both taken on 1st April 2021 and both were long-awaited, though for different reasons. The first was taken at Mile End and shows Renault Kangoo Maxi van 8633R. As can be seen, this carries Elizabeth Line white/blue/purple livery. The first sections of the Elizabeth Line had been planned to open in late 2018, and a few months before then, a fleet of about two dozen services was supplied by the DSM at Acton. Most were Ford and Volkswagen vehicles that were soon based as Plumstead Depot. Odd ones out were two Renault Kangoo Maxi vans numbered 8632R and 8633R. Little was known about these until it was noticed that they were parked in the Network Rail Railway Operations Centre (ROC) at Romford. The vans carried an emergency response variant of the new white/blue/purple livery, with a stripe of red/white Battenburg markings (so named because they resemble the alternating square colours of Battenberg cake, though the spelling differs). Although visible from passing trains at Romford (more so from trains on the fast lines), there was no chance of getting a decent photo. Thus we had to wait until Malcolm caught 8633R on the road.



Photo 6681, by **Ray Monk**, added to LTSV on 12/04/2021.

The second long-awaited photo (also taken on 1st April 2021) shows Nissan Leaf car 9100N at Eltham Bus Station. Four of these cars were delivered to Acton Works in early August 2020 and given TfL white/blue livery. Three (9101/2/3N) entered service at Turnpike Lane the following month, but 9100N seems to have been forgotten about and remained in the front car park at Acton Works for several more months. We had speculated that the new car was intended to replace rather elderly Nissan Leaf car KE14FJO at Eltham Bus Station. This turned out to be correct, but the actual swap over did not take place until the end of March 2021. Whether 9100N had indeed spent the whole 8 months parked up at Acton is not clear because of the lack of reports due to COVID restrictions. What we do know is that KE14FJO was still at Eltham on 31st March, but 9100N was there the following day. KE14FJO was then reported at Acton Works a few days later, no doubt pending disposal. The new car has red/yellow chevrons on the rear (as did KE14FJO). I presume the three at Turnpike Lane also have these, though I have not seen a rear aspect photo of any of them yet. Comparing this photo with a similar one taken in September 2020 (see photo 6580) shows the switch but also shows how the livery of bus station vehicles has changed. Traditionally red,

these are now all white-based. Indeed KE14FJO was probably the last red service vehicle to remain in use in the 'central' fleet, even though it was actually more maroon....

Comment by *David C* on 19/04/2021: The straight forward answer because of covid and resources we didn't collect it as it was low priority. It wasn't going to be used because of the lockdown.



Photo 6682, by **Malcolm Conway**, added to LTSV on 12/04/2021.

River Road Garage took delivery of a new Ford Transit Custom engineer's van in autumn 2017, though it has proved surprisingly elusive. The first person to photograph it was Malcolm, seemingly as he was falling over (!) at Wanstead on 7th April 2021. As with many of the Go-Ahead London fleet, the vehicle is unmarked apart from a yellow reflective safety stripe. A new fleet numbering scheme is underway for these vehicles, so no doubt this van will soon gain (or at least be allocated) an ESxx number.



Photo 6683, by **Neal Marshall**, added to LTSV on 12/04/2021.

This Abellio Ford Transit van has already appeared twice on LTSV, but both views were of the rear aspect. Thus I feel happier including this rather pleasing shot taken by Neal on the Purley Way on the evening of 26th February 2021. New to Walworth, LO16GFV migrated south to Beddington Cross in about 2019 having been replaced by a newer Citroen Dispatch van. Two aspects of the van's re-livering that were not evident in the previous photo (see photo 6585) are that the green stripe is not quite straight along the bodysides and that reflective strips have been added either side of the windscreen.



Photo 6684, by **Neal Marshall**, added to LTSV on 12/04/2021.

This Mercedes Vito minibus was new to the Metrobus fleet in 2013, being numbered 8069 and allocated to Beddington Lane. About a year later it moved to Northumberland Park as part of a reshuffling of the Go-Ahead London crew ferry fleet. Three years later it moved again to Morden Wharf, by which time it had lost its Metrobus fleetnames and number. Then in late 2019 it was reported to be at Merton, which was odd since this garage had never previously had an allocation of crew ferry vehicles. Licensing data suggested that it had been sold in early 2020, although it now appears that this was incorrect or perhaps reversed. Neal found it passing near Waddon Station on 5th April 2021. Still unmarked, it had gained yellow side stripes, while the notices in the window show that it was still in crew ferry use. The notices state that face coverings must be worn, that "this ferry vehicle" can only carry 2 passengers, and that passengers must sit in the designated seats! I am not sure if this minibus is still working from Merton, though it seems more likely that it has returned to its original home of Croydon (Beddington Lane).



Photo 6685, by **Daniel Butler** collection, added to LTSV on 12/04/2021.

This very interesting photo turned up on Facebook recently and I have been given permission to reproduce it here. Taken in about the mid-1970s, it is part of a set of photos showing activities at Acton Works. Taken from Quadrant House looking almost due south across the end of what is now the DSM van yard, several of the structures are still recognisably in place today. These include the skylighted building at the rear, the famous 'pipe bridge' and the small building in the foreground (which is adjacent to the old weighbridge - the buffer stop for the track over this is just visible at the far left). The buildings on the far left have changed, with the location of the wooden shed now being occupied by Portacabins.

Three regular service vehicles are visible, though none can be identified. Two are Ford D open lorries, most likely examples of the 10-ton bolster lorries numbered 1655/7/9F and 1661-1663F. An interesting aspect of these is that the tailgates are not as tall as the sides of the bodywork, and that they seem to include a metal framework which forms an access step when the gate is lowered.

The third vehicle is also a grey Ford D, this one being an artic tractor unit coupled to one of the single-axle dropside trailers. The trailer has cradles inside, most likely for the carriage of wheelsets. One of the bolster lorries is loaded with wheelsets, and probably had similar cradles.

Slightly more mysterious are the two cranes visible. The yellow one is clearly marked as being a Coles product, and it does look very similar to Parsons Green's WYL724 (see photo 3762). There was another Coles crane in the service vehicle fleet, this being SLT49 new in 1956 (three years before WYL724). I have never come across any photos or even information about SLT49, though Clive advises that it was based at Acton. So, it seems quite likely that it is SLT49 seen here.

The red crane on the right is to a different design, which Clive reckons is probably built by Jones. It is not thought that this was part of the service vehicle fleet or, if it was, it would have been part of the non-licensed 'plant' fleet, as would have been the yellow dump truck visible towards the left of this photo.

Comment by *Clive G* on 06/05/2021: The red crane may be the new Jones Super 22 crane I saw in Chiswick Works on 22/4/69, that bore the asset number 89/215 on a small brass plate. I would like to know a lot more about the administration of these asset numbers as it is IMHO problematic to view a newer Jones crane differently to its older brother 968R which was also a Super 22! .



Photo 6686, by **James Mair**, added to LTSV on 12/04/2021.

White City Depot and Wood Lane have always been listed on LTSV as two separate locations, based on various official documents. However, although the two served different purposes at times, I believe that they were both the same location, or at least adjacent to each other. In more recent times both of the locations have moved and are now distinct. White City Depot is underneath the Westfield Shopping Centre, while Wood Lane Control Centre is at the western side, closer to Shepherds Bush Green. This photo, taken by James in about 1990, shows what must have been the northern end of the original site, and I have marked it as being Wood Lane. That said, I now see that I have marked another of James' photos taken in the same area as being White City Depot (see photo 4709)!. The large building on the left still stands, having had a preservation order applied. Originally the power station for the



Central London Railway (which became the Central Line), it was later used by a firm called Dimco (hence is referred to as the Dimco Building). More recently it has been repurposed again. The western half (the set-back part on the left of this photo) now contains an electrical substation, while the eastern half has had large openings made in each end and serves as a unique covered bus parking area for the new bus station built nearby.

In this photo, White City Depot would be off-frame on the right, with the tracks running left to right just beyond the small red van in the distance. That van is most likely an LT service vehicle, as are the six Ford Transit vans parked at the left. The Transits all seem to be mid-height Mk3s (note the long rear overhang - the rear axle was moved further back with the Mk4 introduced in 1991). Five of the vans are in red livery, the sixth in white. Overall white (and overall blue) vans were briefly common in the late 1980s, before the introduction of LUL's new white/blue livery in 1990.



Photo 6687, by **Clive Greedus** collection, added to LTSV on 12/04/2021.

Here is another very interesting photo that has emerged recently. It shows a solid-tyred AEC lorry marked as a Dalston Garage Breakdown Tender and being used (most likely) for an exercise at righting a bus that had fallen over, possibly at Chiswick Works. Ropes have been attached to the front of the chassis, and also wound around a capstan fitted to the rear axle. The rear has been propped-up, lifting the wheels clear of the ground and allowing the vehicle to be used as a powered winch.

The vehicle is thought to be an AEC Tylor (or Tyler depending on your source) that was bought in 1919. Although the details have not yet been added to the database, I do have a copy of the Vehicle Record Card for this lorry. Registered as LU8031, it actually operated on trade plate 066LA until 1937, then on 015GH until it was withdrawn in 1938. It was allocated to various garages, including Dalston from May 1919 until February 1924 and again from April 1925 (although it might be 1935) until withdrawal. The card states that a glass windscreen was fitted in June 1931 and this (along with the buses visible in the background) suggests that the photo was taken in the 1930s. The lorry was sold in 1938 and hence was never allocated a fleetnumber in the new series. Note that the bodywork appears to have dropside doors with lettering to indicate which equipment can be found inside each.



Photo 6688, by **Richard Davis**, added to LTSV on 12/04/2021.

Richard caught this Scania R440 of Motor Services towing Arriva London's HV75 along the M1 near to Toddington Services (Bedfordshire) on 20th June 2020.

Photo 6689, by **Peter Terry**, added to LTSV on 28/04/2021.

I have returned to my normal practice of arranging photos within each batch in order of their fleetnumber or registration. By coincidence, the result of this is that the first 5 photos today (plus one later) were all taken by Peter Terry on Saturday 17th April 2021. Most of Peter's photos were of LUL vehicles found parked at Loughton Station, the Central Line being suspended at the time. Another coincidence is that most of the vehicles seen had never been photographed before, suggesting perhaps that they are allocated to nearby Hainault. First up is Volkswagen Caddy Maxi crew van 8274VW, which has previously been noted at Hainault. It was new in December 2016 as part of a batch of six similar vans (8268VW to 8274VW), which may all be based there.

Photo 6690, by **Peter Terry**, added to LTSV on 28/04/2021.

On his way to Loughton on 17th April 2021, Peter spotted this minibus parked at Snaresbrook. Although carrying what looks like LUL livery, it is in fact one of three Vauxhall Movano minibuses used by LBSL Passenger Data to assist with bus usage surveys (as shown by the lettering and red 'Buses' roundel). 8303V seems to be the most camera-shy of the three, all of which are believed to operate out of Chancel Street in Southwark. Apart from one similar vehicle used by LUL, these are the last Vauxhalls in the central fleet.

Photo 6691, by **Peter Terry**, added to LTSV on 28/04/2021.

8671F is a Ford Transit Mk8 crew van new in January 2019 but only reported a couple of times since. Possibly based at Stratford Market Depot, it was found parked in the sunshine at Loughton Station on 17th April 2021 during a Central Line engineering closure.

Photo 6692, by **Peter Terry**, added to LTSV on 28/04/2021.

Another rarely-reported vehicle found at Loughton Station on 17th April 2021 was Ford Transit crew van 8784F, new in July 2019. As evidenced by the buses in the background, the Central Line service had been suspended and bus replacement services were operating. Sullivan Buses is often involved in such work, and two of their Renault Zoe electric cars can also be seen.



Photo 6693, by **Peter Terry**, added to LTSV on 28/04/2021.

A dozen Ford Transit Mk8s new in July 2019 were given KF19xxx registrations, and Peter found three of them at Loughton Station on 17th April 2021. 8794F was the only one of the 12 to be a plain van (the rest were all crew vans) and since no-one has ever reported a sighting of it before, the allocation of the van is unknown.



Photo 6694, by **Paul Nicholls**, added to LTSV on 28/04/2021.

Renault Kangoo Maxi van 8823R was found in South Ockendon on 26th April 2021. New in April 2019 it is one of a large batch (8812R to 8829R) which are mostly allocated to Griffith House. Of course that location can only hold a couple of vehicles, the remainder being parked elsewhere during the day.



Photo 6695, by **Les Savine**, added to LTSV on 28/04/2021.

8877F was the middle one of three Ford Transit Custom SWB vans delivered in September 2019. Reports of the trio in service have been scarce so the allocations are unknown. On 23rd April 2021 Les caught 8877F leaving Edgware Bus Station.



Photo 6696, by **Ray Monk**, added to LTSV on 28/04/2021.

Fleetnumbers 8879R to 8882R are carried by four Renault Kangoo Maxi vans new in May 2019. Three have been seen fairly regularly at Griffith House but 8879R evidently went elsewhere and was very rarely reported. On 17th April 2021 Ray found it in the front car park at Acton Works. For some reason, Ray's camera often produces slightly blue-tinted results at this location, which has proved hard to rectify.

Photo 6697, by **Peter Terry**, added to LTSV on 28/04/2021.

One more photo from Loughton Station on 17th April 2021 shows Ford Transit crew van 8913F parked in front of Volkswagen Caddy Maxi crew van 8910F. Both vans are from sizeable batches of similar vehicles (8900VW to 8910VW and 8912F to 8923F), all of which are believed to be based at Acton Works.

Photo 6698, by **Ray Monk**, added to LTSV on 28/04/2021.

Another blue view of the car park at Acton Works on 17th April 2021, with a couple of larger than usual vehicles present. Nearest the camera is 8915F, a Ford Transit Mk8 crew van. Part of a large batch of similar vehicles numbered in the range 8912F to 8923F, delivery has been protracted, resulting in some of the vans (including this one) being to the 2020 Facelift design. Although deliveries of the batch started in mid-2019 there may be a few still to come, with fleetnumbers 8911, 8917 and 8924-8929 not yet reported. Parked beyond is 8599VW, one of six Volkswagen Transporter minibuses used by TfL Taxi-Private Hire Compliance Enforcement. 8599VW was at Mandela Way in Bermondsey for a while but seems to now work out of Acton. Beyond 8599VW is a Peugeot van which was either a hire or used by a contractor.

Photo 6699, by **Derek Everson**, added to LTSV on 28/04/2021.

Derek was out and about on 21st April 2021 and found this Transit Mk8 dropside truck parked at a Ford dealership in Alperton. 9002F had been new in November 2019 and, as with many dropsides, is based at Lillie Bridge. It is presumed to have been here for some repair work.

Photo 6700, by **Ray Monk**, added to LTSV on 28/04/2021.

The first 21-reg vehicles for the central fleet were found during a visit to Acton Works on 17th April 2021, although it is possible that some others had already been delivered and entered service. Two new Ford Transit Mk8 dropside trucks were present, this being LUL-liveried 9027F. There are still lots of 'gaps' in the fleetnumbers in the 90xx range, suggesting that more vehicles are still awaited. Parked behind 9027F were crew van 8921F, dropside 8118F and a hired box van.



Photo 6701, by **Les Savine**, added to LTSV on 28/04/2021.

I figured that it might take a while to get photographs of all 45 Volkswagen Crafter vans used as Incident Response Units by London Buses. However, I was surprised to realise that (after today), just five remain to be shown. 9078VW was one of the batch that was delivered just before the first COVID lockdown in March 2020. It was photographed at its home base of Edgware Bus Station on 23rd April 2021.



Photo 6702, by **Derek Everson**, added to LTSV on 28/04/2021.

9098VW is numerically the penultimate vehicle in the latest batch of LBSL Incident Response Units. First seen at the Bedfont dealership in June 2020, it was not delivered until September and is now one of 8 IRUs based at Morden Station. Vans from this location cover a large part of south and south-west London and Derek caught 9098VW in Kingston on 14th April 2021.



Photo 6703, by **Ray Monk**, added to LTSV on 28/04/2021.

The second 21-reg Ford Transit dropside truck found at Acton Works on 17th April 2021 was 9110F in the white/blue/green livery of London Trams. There are currently three dropside trucks shown on LTSV as being with Tramlink, although the oldest (7589F) has not been seen since September 2019 and may have already departed.



Photo 6704, by **Derek Everson**, added to LTSV on 28/04/2021.

In autumn 2017 the London Transport Museum acquired an unusual second-hand van, this being a Fiat Ducato with drop-floor van bodywork. This type is often used for transporting motorbikes but it was acquired mainly to move inflatable structures used for children's education and play during events. The van was numbered as LTM008 but we marked it as withdrawn in early 2019, based on the fact that its MOT had expired and it was declared as SORN (off the road).

I was rather surprised therefore to receive this photo taken by Derek in the back yard of the Acton Museum Depot on 21st April 2021. GX52ZGR is visible in the background, but the other van is identical GX52ZGS. This van is also unlicensed, and has been off the road for even longer than its sister. It is assumed that it was acquired to supplement or replace GX52ZGR, or to enable

one good vehicle to be made from the pair. However, until COVID restrictions are eased enough to allow the resumption of open days and events, the odd-looking vans are likely to remain out of use.

Photo 6705, by **Derek Everson**, added to LTSV on 28/04/2021.

Also seen at the back of Acton Museum Depot on 21st April 2021 were another pair of vans used by the museum. LB62EJA is a Fiat Ducato van new in January 2013 and which started the new fleetnumber series as LTM001. Its main use is to carry museum shop sales stock to rallies and events, hence it has seen little use this past year. The other vehicle is LTM003, a Land Rover Defender van bought new in 2016. I have classed this vehicle as an exhibition unit as it has a lift-up panel on the nearside with display screens inside, although it is also used for other purposes including towing trailers and even buses (the latter only within the museum site).

Photo 6706, by **Derek Everson**, added to LTSV on 28/04/2021.

Mercedes Actros artic WP61ZXE has made several appearances on LTSV since it was new 9 years ago. Here for a change is a photo of it not at Acton Works! It's not far away though, being caught passing through North Acton on 21st April 2021. The trailer is the short Cartwright flatbed numbered T74.

Photo 6707, by **Derek Everson**, added to LTSV on 28/04/2021.

Falcon Buses took over the Byfleet premises latterly used by Abellio in 2017 and uses it to run bus services in parts of Surrey. None are TfL tenders, though their buses do enter the TfL area at Kingston. The fleet is notable for its smart appearance, with even the service vehicles being treated to full livery and lettering. A recent addition is Ford Fiesta van KO16SXX, seen at Byfleet on 14th April 2021.





Photo 6708, by **Les Savine**, added to LTSV on 28/04/2021.

Unlike Falcon Buses, the much larger Arriva London does not generally apply markings to its service vehicles. Typical of the current fleet is Vauxhall Corsa van WP16HDF seen leaving Edgware Bus Station on 23rd April 2021. Although this van is listed on LTSV as being allocated to Wood Green, it is believed that the Arriva routes at Edgware are run from Palmers Green.



Photo 6709, by **Malcolm Conway**, added to LTSV on 28/04/2021.

The strange structure in the background of this photo is the bus station built next to Newbury Park tube station to form a transport interchange. Of concrete construction with a copper-clad roof, the building is now listed. The main subject of this 7th April 2021 photo is Sullivan Buses EC1, the first of five Renault Zoe cars acquired to serve as crew ferry vehicles. Sullivan Buses runs many of the planned railway replacement bus services (RRBSs) around London, either with their own buses or co-ordinating the use of buses from other companies. Also, although Newbury Park is on the Central Line, it is often used by other RRBSs. For example, when the Anglia services between Ilford and Romford are suspended, RRBSs often connect these stations to Newbury Park, to allow passengers to continue their journeys by tube. Several Enviro 400 buses with RRBS blinds can be seen parked in the station car park.



Photo 6710, by **Bob Milner**, added to LTSV on 28/04/2021.

Sullivan Buses pops up again. The small company recently added a newer Mk8 Ford Transit van for engineer's use, replacing Mk6 BT06JVG (see photo 3031). The new van has been smartly marked-up and was seen attending to an Enviro 400 bus at Turnpike Lane Bus Station on 19th April 2021.



Photo 6711, by **Andrew Lidinson**, added to LTSV on 28/04/2021.

Although a couple of Go-Ahead London service vehicles have recently been noted with new fleetnumbers applied, it looks as though it may be a while before the whole fleet is done. Mercedes Vito minibus RF19UZN was still in anonymous red when seen at Eltham Bus Station on 2nd April 2021.



Photo 6712, by **Les Savine**, added to LTSV on 28/04/2021.

At least 2 of the 30 Dacia Sandero cars acquired by RATP a year ago are based at Edgware garage. As has been commented on before, Edgware Garage is unusual in that it has been split into two separate premises, for use by Metroline and RATP (formerly London Sovereign). I have tagged this photo to the Metroline location, as most of what can be seen is part of the Metroline side. This includes the parking area on the far right, which was until recently occupied by an LUL power supply building. Interestingly, one of the buses parked there was an Arriva London Enviro 400. Dacia car D75121 (MJ69ZBZ) presumably came from the RATP side of the garage, and is about to drive up the short rise to the adjoining bus station. Photographed on 23rd April 2021.



Photo 6713, by **Derek Everson**, added to LTSV on 28/04/2021.

Derek visited RATP's Tolworth garage on 14th April 2021 and found a couple of service vehicles present. On the right is Dacia Sandero car D75102 (MJ69ZCA) which was originally allocated to Epsom. The premises in Epsom is being run-down ahead of a planned closure in mid-2021, with some of the bus routes being moved across to Tolworth. Some other routes will be novated (have the contracts changed without re-tendering) to be operated by Go-Ahead London. On the left is a Mk6 Ford Transit minibus which was in un-marked white. At around 17-year's old, this doesn't seem likely to be a company service vehicle, although with the changes in requirements resulting from the COVID pandemic, anything is possible. I have not added the minibus to the database but will do so if there are any further reports.



Photo 6714, by **Derek Everson**, added to LTSV on 28/04/2021.

Having just mentioned Epsom garage, here is a photo taken there, also on 14th April 2021. To the fore is D75101 (MJ69ZJY), numerically the first of 30 Dacia Sandero cars delivered to the RATP group in late 2019 and early 2020. When Epsom closes in July 2021, it is presumed that the allocation of cars will be dispersed to other garages. In the background are a pair of silver Optare Solo buses, these being used on a staff shuttle service for the NHS. This contract is due to finish at the end of May, the service then being run directly by the NHS. Finally, on the right is a Wright StreeLite bus with blinds for route 463. This route, with ten WS-class buses, passes to Go-Ahead London on 7th May 2021.

Photo 6715, by **Kim Rennie**, added to LTSV on 28/04/2021.

It has been good to see photos from so many different contributors this month, with the slight easing of lockdown restrictions coinciding with some pleasant weather. A name from the early days of LTSV is Kim Rennie and he sent in this nice view of Tower Transit's VW Transporter van VU69FYO passing through Hackney Wick on 19th April 2021. I know that I have already published a photo of this van, but I thought I would leave this in as it shows how different cameras and lighting conditions can significantly alter the appearance of red vehicles. For example, in Neal's photo (see photo 6438), the van appears darker than the bus following it. Yet in Kim's, the shade of red on the van looks quite bright. In a similar vein, I have recently been in dispute with Ray over whether some early Mk3 Transit vans were red or orange! More on that next time. Tower Transit is slightly unusual for operating over a large part of London from just two garages. Their entire fleet is based at either Lea Interchange in the east or Westbourne Park in the west. Having said that, they have seen some significant route tendering losses recently and are due to finish on routes 28, 69 and 328 this week.

Photo 6716, by **Les Savine**, added to LTSV on 28/04/2021.

I was pleased to see this photo taken by Les outside Edgware Station on 21st April 2021, since it answered a question from last year. Derek had noted a red Renault Kangoo registered MA20WZN inside Metroline's CELF works at Perivale in August 2020. However, only part of the vehicle was visible and we were not sure that it was actually a company vehicle. Well, we are sure now. MA20WZN is a Kangoo ZE, the electric version of the model.

Photo 6717, by **Derek Everson**, added to LTSV on 28/04/2021.

The allocations of the twelve Renault Master vans acquired by RATP in mid-2020 are gradually being discovered. R70040 was seen parked at Tolworth Garage on 14th April 2021. The yellow label on the Portacabin behind the van reads 'Run out supervisor office'. The garden shed on the right is presumed to be the garage manager's office!



Photo 6718, by **Malcolm Conway**, added to LTSV on 28/04/2021.

We have got used to the sight of service vehicles with police markings (such as ERU 2612 – see photo 5479), but there are also some police vehicles with service vehicle markings! The first were seen about five years ago and Malcolm photographed a more recent addition in Victoria on 3rd April 2021. OU70EDX is a Mercedes Vito crew van of the British Transport Police. The livery is fairly standard except that towards the rear it carries the same 'Transport for London, Every Journey Matters' lettering as seen on most service vehicles. It is also marked as belonging to the 'Network Incident Response Team' (NIRT?). Although some BTP vehicles were supplied by CDS/DSM in the past (and had 'shadow' fleetnumbers), it is not thought that the current vehicles have any connection with Acton.



Photo 6719, by **Ian Dyckhoff**, added to LTSV on 11/05/2021.

In the early 1960s London Transport ordered eight Breakdown Tenders which were based rather unusually on Leyland PD3 chassis, a type normally used for double-deck buses. Delivered between December 1962 and March 1964, the batch was split with four each for use by the Permanent Way Engineer (1273LD to 1276LD) and the Rolling Stock Engineer (1277LD to 1280LD). Permanent Way 1275LD was found parked at Park Royal Station in 1977, a couple of years before it was replaced by new Ford A0609 box trucks. From the rear the PWE and RSE Titans were very similar, with two hinged, fold-back doors, behind which was a tail-lift (the lower parts of the tail-lift rails were exposed). 1275LD was badged as having a Burtonwood tail-lift, while RSE 1279LD (see photo 6632) had a USI tail-lift, though it is not known if this also applied to the other Titans.



Photo 6720, by **Bob Greenaway via Ian Dyckhoff**, added to LTSV on 11/05/2021.

I don't think anyone could call London Transport's eight Leyland Titan breakdown tenders attractive, although the later 1416LD (see photo 6454) was an improvement with its continuous roof-line. 1279LD seen at Neasden Depot on 14th March 1970 was one of the four allocated to the Rolling Stock Engineer, recognisable by the large sliding doors in the bodysides (which the Permanent Way vehicles lacked). There were in fact several other differences between the two sets of Titans. The bodywork on the RSE vehicles was about a foot taller, with a more pronounced curve into the roof. The cabs of the PWE vehicles (such as 1276LD – see photo 2130) had a beading strip along the sides, round corners at the bottoms of the door windows, 2 foot steps below the crew-cab doors and none under the front doors, and there was a pronounced lip over the front windcreens. As seen above, the RSE vehicles had no cab-side beading, square corners all round on the door windows, a single large foot step under the crew-cab doors and an extra foot step under the front doors (both with kick-plates), and a smooth curve into the roof above the windcreens. 1279LD was withdrawn in 1980 following the delivery of new Ford D-series box trucks, though fortunately it survives in preservation.

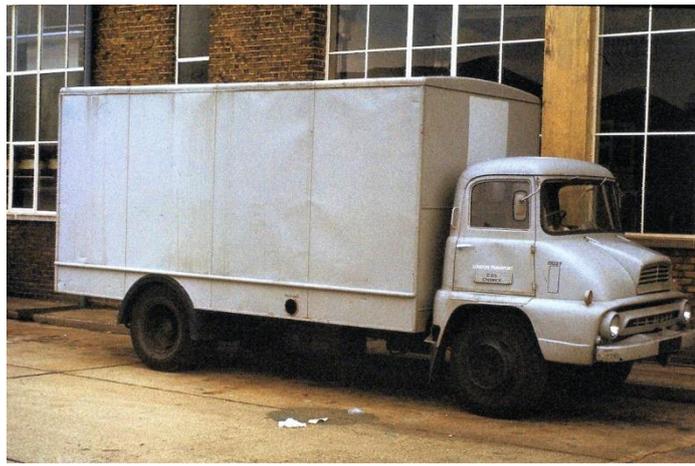


Photo 6721, by **Derek Everson**, added to LTSV on 11/05/2021.

The Ford Thames Trader was the standard lorry for London Transport from 1959 until it was replaced by the new Ford D-series in 1966. 136 examples were bought during that time, in a wide variety of configurations. 1302F was a 5-ton box truck delivered in December 1963 but not licensed until the following March. Always allocated to Chiswick Works, it was photographed there on 12th August 1974. Note the non-standard white London Transport fleetname, and the allocation plate showing 'CDS Chiswick'. Also the painting of the front of the box body is somewhat odd, perhaps as a result of repairs. Box-bodied Traders were not particularly rare but this is the first to be shown on LTSV (other than the crew-cabbed breakdown tenders such as 1283F – see photo 194).



Photo 6722, by **Derek Everson**, added to LTSV on 11/05/2021.

Seen on 7th August 1975 outside the shed that appears to have been its home, 1492B was the ambulance based at Aldenham Works from its delivery in 1968 until the closure of the works in the mid-1980s. Along with similar 1532B at Chiswick, these vehicles would be used to deal with any major injuries to staff, taking the victims to nearby hospitals where necessary. Hopefully the pair did not see much use and both have survived in preservation. The buses in the background include newly-delivered DMSs and an RT that was probably being used as a staff bus.



Photo 6723, by **Julian Bowden-Green**, added to LTSV on 11/05/2021.

143 Ford D-series lorries were delivered to London Transport between 1966 and 1981, in a variety of configurations and mostly painted in the standard grey livery. 1529F appears to have been unique in being a 7-ton bolster lorry with fixed sides. LT had a number of Ford D-series open lorries with fixed sides but these were mainly larger 10-ton variants, or short lorries used for towing. 1529F was new just before Christmas 1968 and lasted until early 1981. The date of this photo taken in the lorry yard at Chiswick Works is not known but it is assumed to be in the mid-1970s. 1529F had had its white grille overpainted grey and also featured a green painted bolster and cab roof. The lorry behind is slightly newer 1753F, a crew-cab dropside lorry with a half-length tilt. This has the original white painted grille and has a grey cab roof. In the left background is the roadway leading up to the bridge over the BR tracks. It then dropped down into Acton Works, this part of the road remaining today as what we call the Stub Road (see photo 6038).

Photo 6724, by **Derek Everson**, added to LTSV on 11/05/2021.

Six of London Transport's 143 Ford D-series lorries were articulated tractors, referred to at the time as Prime Movers. All six were delivered in 1971/1972 and they all lasted for at least 10 years. Derek caught 1668F passing through East Acton on 5th August 1981, this being one of two DA1610 tractor units that had a HIAB crane mounted behind the cab. It was coupled to a single-axle, step-frame York trailer, the fleetnumber of which is unfortunately obscured by the crane. It is likely to be either YT15 or YT20. These trailers were fitted with a high bolster at their front ends, which would enable them to carry over-length loads such as poles. However, it would also seem to limit the ability of the crane on the tractor to reach loads on the trailer (unless of course the tractor was uncoupled and then repositioned). When seen, the trailer was loaded with a mobile compressor which appears to still be in the traditional green livery.

Photo 6725, by **Julian Bowden-Green**, added to LTSV on 11/05/2021.

If you tuned-in last month (see photo 6674) you might recognise this location as being the front yard of Chiswick Works, with the Scientific Laboratory building in the background. The photo shown here was taken a couple of years before Derek's 1977 view and shows the rear of Ford D700 flatbed lorry 1722F. Flatbed lorries were exceptionally rare as service vehicles, and the two main examples were used exclusively for driver training. 1722F was new in November 1971 and was listed as having a bolster and fixed sides. If so, it was presumably the same as 'unique' 1529F (see photo 6723). I don't have any photographic evidence that this was the case, though I have just noticed something that makes it seem plausible. Open lorries with fixed sides would normally have an opening tail-gate, and this was often lower in height than the sides. Though 1722F clearly had a fixed rear end when photographed, there do appear to be bump-stops on the end of the chassis frame, suggesting that it originally had a drop tail. 1722F was transferred to the driving school in mid-1974, at which time it was presumably modified with the sides removed and end fixed. It remained in use, mainly within the confines of Chiswick Works, until 1983 when it was replaced by a Bedford TL lorry.

Parked on the left is York dropside trailer YT7, still in green livery. Comparison with Derek's photo (ref 6674) shows that YT7 did not move but it lost its sides and was loaded with YT6. Both were sold in late 1977.

Photo 6726, by **Derek Everson**, added to LTSV on 11/05/2021.

The second flatbed lorry used by London Transport for driver training was 1866B. This was in fact quadruply rare in the 1970s lorry fleet. It was a flatbed, it was a Bedford, it had three axles and it was acquired second-hand. Just three year's old when bought, this Bedford TK lorry was based at Chiswick Works until it was withdrawn in 1983. In this view taken on 23rd August 1977, 1866B is parked in the front yard at Chiswick alongside a pair of RT buses also being used for driver training. On the right is a Ford Escort estate car, several of which (like 1848F – see photo 1690) were allocated to the training school.



Photo 6727, by **Julian Bowden-Green collection**, added to LTSV on 11/05/2021.

I recently added a photo of an early Mk2 Ford Escort Estate (see photo 20019) with London Transport, to highlight the fact that some of these vehicles were delivered in a lighter shade of red than standard (sometimes referred to as orange or tangerine). Several Escort vans were also in this livery, but I don't have any colour photos of these. This view of van 1901F was taken in Camberwell Garage sometime between its delivery in 1975 and withdrawal in 1978. I was about to say that the lighter colour of the bodywork is evident in comparison with the buses in the background, until I noticed that the RT on the far right appears even brighter! So, inconclusive. Despite the evidence of engineering work all around, 1901F was in fact used by the Publicity Department. Camberwell seems to have been home to just one publicity van, and 1901F replaced grey 1704F, a photo of which is curiously similar to this one (see photo 1225). In turn, 1901F was replaced by Bedford HA 2076B.



Photo 6728, by **Julian Bowden-Green collection**, added to LTSV on 11/05/2021.

Here is another of the Orange/Tangerine/ Tomato-Soup liveried Ford Escorts, not that you would know it! 1908F was from a batch of 22 estate cars numbered 1906F to 1927F. Intended for use by bus inspectors, the cars all had illuminated roundels on their roofs. These roundels were passed from one generation of cars to the next, with each batch only being used for a couple of years. For example, 1906F-1927F replaced 1797F-1818F in 1975 and were themselves replaced by 2038F-2059F in 1977. 1908F was based at North Street Garage in Romford and was photographed parked in Dagenham. Judging by the police, banners and men with armbands visible in the background, the car was probably present in connection with a strike or demonstration by Ford employees. 1908F (along with 1926F) gained a reprieve following replacement and was transferred to the Signal Engineers. Based at Telstar House near Paddington, it worked for them - doubtlessly without the roof roundel - until withdrawn and sold in 1979.



Photo 6729, by **Ian Jordan**, added to LTSV on 11/05/2021.

I was going to add a recently-received photo of 1993F at Enfield but then I found this. 1992F is the only one of the four Ford D1010 uniform issue units not previously shown on LTSV and this photo was taken in Euston Bus Station in 1987. The role lettering beneath the LT fleetname had been removed but the vehicles were still in use and it was presumably parked here for the benefit of the staff at the nearby Underground station. The lorries actually lasted until spring 1993, by which time they were the last D-series lorries in the fleet. Their replacements were Carrymaster trailers with similarly tall bodywork. It is perhaps a shame that none of the Fords were repainted in the post-1990 white/blue livery.

The bus in the background is interesting. At this time, central London bus routes that served tourist hotspots were being treated to yellow waist bands. Most of the routes were still operated by Routemasters, where the existing white band was simply repainted yellow. Route 188 was included as it gave access to Greenwich, but it was operated by Leyland Titan buses, which had not previously had waist bands. The result was quite attractive, and foreshadowed the later application of white bands (and grey skirts) in the new LBL livery.



Photo 6730, by **Ian Dyckhoff**, added to LTSV on 11/05/2021.

The Leyland Titan breakdown tenders used by the Rolling Stock Engineer (such as 1279LD – see photo 6720), were replaced by new Ford D0710 box trucks between 1976 and 1980. Last to arrive was 2201F in February 1980, later 2217F being for the Signal Engineer. Based at Neasden Depot, 2201F was photographed at Ruislip Depot in about 1989, the reason for its visit being shown in the next photo. The revised frontal design (with square headlamps in a black grille) was introduced in 1979 and thus only featured on the final 10 lorries bought by London Transport.



Photo 6731, by **Ian Dyckhoff**, added to LTSV on 11/05/2021.

This photo taken at Ruislip Depot in about 1989 shows a Foden tractor unit of Vic Berry being used to move a withdrawn 1962 stock tube car. The carriage was being taken to Heathrow Fire Station where it was to be used on fire-fighting and evacuation exercises. Vic Berry was based in Leicester and became famous for being the last destination of many BR locos and coaches, the firm being contracted to scrap numerous trains which had asbestos insulation. Note that railway sleepers have been used to provide a hard-standing at rail height, enabling the lorry to align itself with the track. Also visible is Ford Sierra estate car 3642F, used by the Neasden Depot Breakdown Foreman, while tender 2201F (see photo 6730) was also in attendance.



Photo 6732, by **Philip Hambling**, added to LTSV on 11/05/2021.

I suspect that many of you will recognise this location as being Brixton Bus Garage, which of course is not actually in Brixton! Taken in November 1986, this view shows Dodge Commando dustcart 2419D about to turn towards the garage, no doubt to empty their bins. Three of these lorries were delivered in March 1985, these being the last of the Commando type bought by London Transport. In fact only one more Dodge was taken (S75 dropside 2424D in late 1985 – see photo 687), and the brand was soon to be dropped in favour of Renault. The Renault diamond logo was displayed along with the Dodge name for a while, as seen here. 2419D and 2421D were both withdrawn in 1990 following the arrival of larger Mercedes dustcarts. 2420D was kept as a reserve vehicle, lasting until 1996 and being the only one repainted to white/blue. The buses in the background are typical of the time, including three DMS Fleetlines and a single Routemaster. If you are interested in buses of this era, Phil's Flickr site at <https://www.flickr.com/photos/33955525@N05> is well worth a look. The album for Fleetline buses alone has 1,661 photos, most of which are LT DM/DMS types.



Photo 6733, by **Philip Hambling**, added to LTSV on 11/05/2021.

Until the late-1980s a visit to the raised roadway outside Baker Street Station would normally find at least three service vehicles present. Along with a breakdown tender (see photo 3071) there were usually a couple of vans, such as Ford Escorts 3126F and 3242F photographed there in March 1986. 3126F was new in August 1983 and was assigned to the Signals and Electrical Engineer. Baker Street was its official allocation, though it was to be withdrawn before the end of the year. Similar 3242F was almost a year younger, assigned to the Electrical Engineer (Cables) and officially allocated to Lillie Bridge.



Photo 6734, by **Philip Hambling**, added to LTSV on 11/05/2021.

A photo of this van at this location has already been published (see photo 4443), but I am adding this one as it shows the subject more clearly. The location is the industrial estate off Ferry Lane (near Blackhorse Road Station), which was used by London Transport's publicity department from about 1986. Ford Transit Mk2b van 3226F had arrived on lease from Avis in September 1984 and was initially based at Walthamstow Bus Garage. The van was kept for over four years, and was photographed in April 1988 parked beside a Mk3 Transit hired from Swan National.



Photo 6735, by **Philip Hambling**, added to LTSV on 11/05/2021.

Certain types of service vehicle do seem to have been photographed more than others, high on the list being breakdown lorries and Inspectors' cars/vans. Fortunately some people also turned their cameras on less prominent types but the coverage is notably lower. Seen at Harrow Bus Station in May 1986 is 3279B, a Bedford Astra van used by the Buses Operating Manager and officially based at Hendon Garage. The oldest part of this vehicle is of course the roundel on the roof, these being transferred from one generation to the next. 3279B was from the first batch of Astras used in this role. They replaced a single generation of Vauxhall Chevettes which themselves had replaced the last of numerous batches of Ford Escort estates. Two further rounds of Astras were to follow (in 1986 and 1989), although vans in the final batch were badged as Vauxhalls. Another change that also occurred in the late 1980s was that registration plates with 'special' numbers (like 444) were withdrawn from normal circulation and kept aside for sale at higher prices.



Photo 6736, by **Derek Everson**, added to LTSV on 11/05/2021.

Photographed during an open day at Stevenage Garage on 17th May 1980, JGF753K was former bus SMS753, converted in 1978 into a mobile shop and information centre. Officially renumbered SPB753, there is no evidence that this fleetnumber was ever carried. The vehicle was used in a mainly white livery during 1979 but was then repainted into the blue/white/red scheme as shown. The blue was carried around the front of the bus – photo 3347 being taken after the bus was sold and restoration to all red livery had begun. Note the socket near the rear blind box being used for connection to a shore power supply.



Photo 6737, by **Derek Everson**, added to LTSV on 11/05/2021.

Also seen at Stevenage Garage on 17th May 1980, London Country's LN7 had been converted for a similar role to LT's SPB753 (which it was parked in front of). By the beginning of the 1970s the UK's bus manufacturing and operating industries had been nationalised and rationalised. Most bus builders were either owned by or had been absorbed by British Leyland, while most bus companies in England and Wales (apart from those in larger towns and cities) had become part of the National Bus Company (NBC). Leyland proposed replacing a variety of single-deck models with one new type, and planned to restrict the options and paint finishes available. The new type was called the Leyland National, and initially all were to be fitted with dual doors. London Country (LCBS) was one of the largest NBC companies, and they ordered 70 long (11.3m) Nationals. These were mainly intended for use on Green Line services, though the bus seats and dual-door layout were not ideal for this. In the event, Leyland bowed to pressure to offer a single door option, and only the first 23 LCBS buses came with dual doors, these being classified LN. The LNs, along with the single-door LNB (bus) and LNC (coach) Nationals, did not prove very popular with LCBS, although the company went on to successfully operate almost 500 of the shorter (10.3m) model. Because of all this, several of the long Nationals were taken out of use while quite young, and were thus good candidates for conversion to other uses.

LN7 was rebuilt as a mobile information point and shop, emerging in spring 1980. That year saw several events to mark the 50th anniversary of the Green Line network, and LN7 - branded as InfoMotion - was prominent at many of these. It is not known how long the vehicle remained as such, though it seems likely it was out of use before the split-up of LCBS in 1986. Although LN7 is only a year younger than SPB753, it marks a watershed in single-deck bus design. SPB753 was a late example of the high-capacity single-deckers introduced in the 1960s (when one person operation of double-deckers was not permitted). Most such buses had been withdrawn by the early 1980s. LN7 represented a type that was to remain in production until the mid-1980s, and to be a common sight across the UK until the mid-1990s.



Photo 6738, by **Philip Hambling**, added to LTSV on 11/05/2021.

Another of London Country's long Leyland Nationals to see further use as a service vehicle was LNB57. New as a Green Line coach (numbered LNC57) in 1973, it was soon demoted to more suitable bus work and renumbered LNB57. By 1980, many of the batch were stored pending overhaul, with only a few returning to bus work. LNB57 was not one of these and in 1981 it was moved to the central works at Crawley for conversion into a uniform issue unit. In this role, for which it was repainted into this green and yellow livery, it replaced AEC Regent 581J (see photo 2263). The latter vehicle, converted from low-bridge bus RLH44, was sold for preservation, while LNB57 seems to have only been used until 1986 and is presumed to have been scrapped. It was photographed at Leatherhead Garage in June 1986, when it carried no lettering.



Photo 6739, by **Philip Hambling**, added to LTSV on 11/05/2021.

London Country Bus Services (LCBS) used a variety of number ranges on its service vehicles. Those inherited from London Transport either continued with their existing numbers (as with 1148F) or had them modified (for example the lorry ordered by LT as 1578F became LCBS 578F). Other vehicles continued the 5xx series (for larger vehicles) or started a new series at 1 (for smaller vehicles). The latter series eventually became standard for everything except recovery vehicles, though it should be noted that fleetnumbers were sometimes re-used. The main series only got as high as 71F, this being applied to a Ford Transit Mk2b van new in September 1985. 71F was photographed at Northfleet Garage in November 1986, by which time LCBS had been split into four new operating companies. 71F was then owned by London Country South East and, although barely visible in this view, the fleetname had been suitably amended. LCSE later transformed into KentishBus, and this van was given a new livery and fleetnumber as 927 (see photo 3958).



Photo 6740, by **Andrew Lidinson**, added to LTSV on 22/05/2021.

The five Toyota Yaris cars leased for LBSL in early 2017 and given white/blue/red livery have seen some allocation changes since. 8417T went initially to Eltham, then moved to Morden before it was a year old. It was seen in the yard next to Morden Station car park on 1st May 2021. I left this photo uncropped as it includes part of one of the VW Crafter vans allocated here. This shows the difference between the red/yellow chevrons applied to the rear of many service vehicles, and the orange/yellow stripes that are applied to the sides.



Photo 6741, by **Derek Everson**, added to LTSV on 22/05/2021.

Another of the LBSL Toyota Yaris cars to move around is 8419T. Ironically, this was one of a pair that started out at Morden, with reports suggesting that it transferred to Southwark in 2019 then to Acton Works by early 2020. However, on 6th May 2021 Derek found it parked near the covered part of Stratford City Bus Station. If there are further reports of it at this location I will add a transfer to the database.

Comment by *Thomas Young* on 23/05/2021: Derek advises that 8419T was also at Stratford City on 18th May 2021, so I have added this as a transfer.



Photo 6742, by **Andrew Lidinson**, added to LTSV on 22/05/2021.

Ford Transit crew van 8530F was new in late 2017 and since mid-2020 has been based at Morden Station (where it was photographed on 1st May 2021). Observations suggest that prior to this it was allocated to Edgware Track Depot, and this is supported by the 'No tools left in this vehicle' labels visible on the passenger and rear doors. Similar labels have been noted on several other vehicles based at Edgware (such as 7803VW – see photo 6106). Be careful if reporting a sighting of this fleetnumber, since it is also carried erroneously by Transit 8503F (LN67KAA). The latter differs in being a medium wheelbase van assigned to the Bakerloo Line, while the real 8530F is a long wheelbase crew van attached to the Northern Line.



Photo 6743, by **Andrew Lidinson**, added to LTSV on 22/05/2021.

Volkswagen Caddy Maxi crew van 8577VW seems to be allocated to the Victoria line, with sightings mainly at Northumberland Park Depot and Stockwell Station (the latter at night). It has also been noted in Catford, this presumably being where its regular driver lives. Andrew photographed it on Ringstead Road on 12th May 2021. The badging on the rear of these vans seems to vary, with many just showing 'Caddy' and 'TDI'. This example has the additional 'Maxi' on the left, and also 'C20' under the TDI on the right.



Photo 6744, by **Ray Monk**, added to LTSV on 22/05/2021.

Not much has been seen of this Ford Transit dropside truck since it was delivered in Autumn 2019. It was noted in central London at night a couple of times, but these did not help us to assign an allocation to it. 8789F was seen again at Acton Works on 1st May 2021, and it was photographed parked outside the building that I still refer to as the CDS offices. Note that this truck does not have a crew-cab. Until 2016, most Transit dropsides leased for LUL had crew-cabs, but there has only been one since (8472F – see photo 5991).



Photo 6745, by **Bob Milner**, added to LTSV on 22/05/2021.

Bob found a new Toyota Prius car parked outside Rickmansworth Station on 2nd May 2021. Although only delivered the previous month it had the surprisingly low fleetnumber 8911T, filling a gap among vehicles that were mainly new almost two years earlier. Four of the parking bays in front of the station here are marked as being for LUL vehicles. 8911T was parked in 'CSM Only', while the adjoining bay is marked 'Tech Officer Only' and was often occupied by incident vehicles such as 7908VW (see photo 5123).



Photo 6746, by **Bob Milner**, added to LTSV on 22/05/2021.

8972T is a Toyota Prius with a fleetnumber somewhat higher than similar 8911T (see photo 6745), but it was actually delivered almost a year and a half earlier. It can normally be found parked at Finchley Central Station, as seen here on 8th May 2021. Visible inside the compound is Mercedes Sprinter crew van 8177M, based here since new in December 2015 and somewhat overdue for replacement.



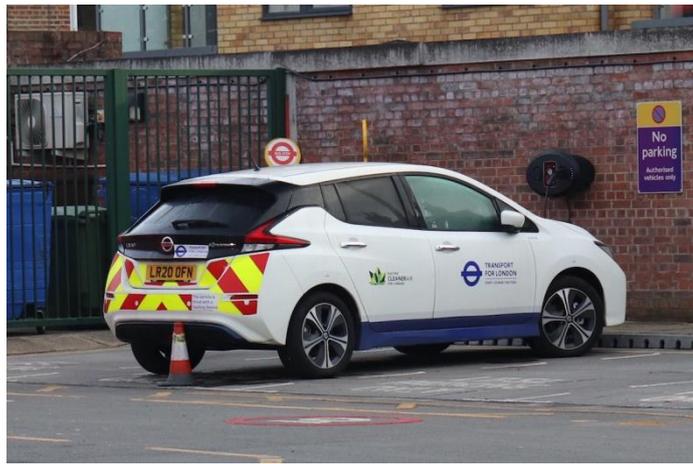
Photo 6747, by **Bob Milner**, added to LTSV on 22/05/2021.

9007VW is a Volkswagen Caddy Maxi crew van allocated to Finchley Central Station, where it was photographed on 11th April 2021. Several similar vans are based here, these having fleetnumbers in the 8966VW to 8971VW range. 9007VW was a one-off number allocation (being flanked by London Overground and Hainault vehicles). The fact that number 8968VW has not (yet) been reported makes me wonder if this van was originally intended to carry that number. This would not be unheard of. The Mercedes Sprinter van just visible behind the back of 9007VW was seemingly ordered as 8138M then changed to 8177M (although it is officially 8178M!). Also visible behind the fence is Toyota Prius car 8975T.



Photo 6748, by **London Spotter**, added to LTSV on 22/05/2021.

Several correspondents have sent in photos taken at Canning Town this month, their visits no doubt being to see the new Ee-class electric double-deck buses recently introduced on route 69. On 6th May 2021, Incident Response Unit van 9096VW from Stratford City was paying a visit. Also visible behind is CY68KKB, an unmarked black Ford Tourneo Custom minibus that was in use as a crew ferry vehicle from Go-Ahead London's newly opened Henley Road (North Woolwich) garage. The Ford has been added to the database, although it is believed to only be on hire.

Photo 6749, by **Derek Everson**, added to LTSV on 22/05/2021.

The four Nissan Leaf electric cars delivered in August last year are now all in service. Following the appearance of 9100N at Eltham (see photo 6681) in April 2021, I pondered whether the three similar cars in North London also had chevrons on the rear, and here is the answer. 9101N was found parked nose-in at Turnpike Lane Bus Station on 6th May 2021.

Photo 6750, by **Derek Everson**, added to LTSV on 22/05/2021.

Another Nissan Leaf rear-end, also taken by Derek on 6th May 2021. There are two reasons for showing this view of 9103N. Firstly, this car has recently moved from Turnpike Lane (where three of the four cars were initially based) to Stratford Bus Station. With most LBSL vehicles at Stratford now being kept at the City bus station, this is perhaps the first SV to be allocated to the 'old' bus station since the departure of the infrastructure vans about three years ago. The second point is that 9103N has gained two additional rear labels, both of which refer to the fact that the vehicle is driven to the speed limit. This seems odd. Firstly, why have two different labels? Secondly, why promote the fact that you are not breaking the law?

Comment by *Thomas Young* on 23/05/2021: Derek pointed out that the presence of an electric vehicle charging point adjacent to the orange building in the 'old' bus station is most likely the reason for the Nissan being here.

Photo 6751, by **Ray Monk**, added to LTSV on 22/05/2021.

Ford Transit Mk8 van 9138F was new in November 2020 and appears to be based at Acton Works. It was photographed there on 1st May 2021.

Photo 6752, by **Derek Everson**, added to LTSV on 22/05/2021.

Although no sightings have been logged since August 2019, it is believed that Go-Ahead London's two Renault Master minibuses are still in use as driver training and assessment vehicles at Camberwell Garage. This is backed up by this photo taken outside the garage on 11th May 2021 showing LV59EJA with at least three people on board. These minibuses are now over eleven years old, which is fairly good going for service vehicles these days. Notably they replaced a pair of Ford Transit minibuses (EX54DYP/DYU) which had only been used for about five years.

Comment by *Thomas Young* on 23/05/2021: Derek mentioned that this minibuss was actually being used as a crew ferry vehicle at the time of the photograph.

Photo 6753, by **Andrew Lidinson**, added to LTSV on 22/05/2021.

Quite a few of today's photos show vehicles which have already featured on LTSV not too long ago, though there is usually a reason for adding the second photos. In the case of this white minibuss, a view of the nearside published in April (see photo 6684) suggested that it was now unmarked. Andrew's photo above, taken on Therapia lane in Beddington on 1st May 2021, shows that the vehicle does retain a small part of the lettering it originally had as a Metrobus vehicle. RE13CJY had been withdrawn as time-expired in early 2020 but seems to have been reinstated, perhaps in response to the need for additional crew ferry vehicles to enable social distancing. The yellow stripe was added at around this time, while the red/yellow chevrons on the rear are also not part of the original livery.

Comment by *Lidinson* on 22/05/2021: Saw this again, at the same place, a few days later. It remains unmarked on the nearside!

Photo 6754, by **Derek Everson**, added to LTSV on 22/05/2021.

This van has been surprisingly elusive. New to HCT (Hackney Community Transport) in autumn 2016, it is based at the former London Transport garage at Ash Grove. It was actually there during the open day held in April 2017 but it was parked behind the bus wash and not really visible. Derek finally managed to get some photos of the van when it turned up at Walthamstow Bus Station on 6th May 2021. WN66HXY is a Nissan e-NV200 electric van, most likely used for engineering support. Note that the fog-lights are on, and the driver appears to have a torch headband, no doubt useful when poking about under the bonnet of a bus.



Photo 6755, by **Andrew Lidinson**, added to LTSV on 22/05/2021.

Five for the price of one at Edgware Bus Station on 15th May 2021. Nearest the camera are WN17UEF and WN17UHE, both unmarked Vauxhall Corsa cars used by Arriva London as crew ferry vehicles from Palmers Green Garage. Beyond them are three LBSL Incident Response Unit vans (9065VW, 9078VW and 9086VW, order unknown), and beyond them is the LUL power supply building where dropside 8989F was photographed last year (see photo 6566).



Photo 6756, by **London Spotter**, added to LTSV on 22/05/2021.

Two of Go-Ahead London's large fleet of Mercedes Vito minibuses were photographed at Canning Town Bus Station on 6th May 2021. RX67OLO was new in 2017 and based at River Road while RF19UZL arrived in 2019 and worked from Silvertown. Go-Ahead opened a new bus 'garage' at Henley Road (North Woolwich) in May 2021, this being a mere stone's throw from the existing Silvertown premises. The reason for the new garage was to operate the electric buses on newly-won route 69 and also to eventually take up some of the allocation from River Road Garage, which has had to give up part of its yard space. The Silvertown garage was not suitable as it is rather cramped with no prospect for expansion. It is quite likely that one of these minibuses was in fact operating from Henley Road, though there is no way of telling which.

I could also mention the fleetnumbering scheme started by Go-Ahead London in early 2021. This will see letter-prefixed fleetnumbers assigned to service vehicles, with reports so far of ES (engineering support) and FV (ferry vehicle) prefixes. The process seems to be taking some time, with only a handful done so far. Having said that, I did receive a report that RF19UZL had become FV21 by 5th of May, though the number is not visible in the photo above. Perhaps it is only on the offside, or on one of the window labels.



Photo 6757, by **Andrew Lidinson**, added to LTSV on 22/05/2021.

Photos of service vehicles belonging to coach companies in London (and beyond) are occasionally shown on LTSV, though the vehicles are not listed in the database. A nice example is this photo taken in Sydenham on 5th April 2021. Clarkes is one of the longer-established coach operators in London and has always had a sizeable fleet of quite modern coaches. They were bought out by the National Express group in December 2016 though they have so far retained the Clarkes name and livery. One result of the take-over is the appearance of Kingsferry coaches at the Clarkes base. This is another long-established company, running commuter services between Kent and London from the early 1980s, originally using exotic (at the time) Berkhof coaches. Kingsferry was based in Gillingham and took its name from the nearby bridge that provided the link to the Isle of Sheppey. The company was taken over by National Express in November 2007. Both operators use shades of green (and have the modern aversion to capital letters!), with a green Clarkes Mercedes Tourismo peeking in from the left, and a Chinese-built Yutong coach of Kingsferry in the background.

What about the service vehicle though? GL18XEB is a Dacia Sandero Stepway car in a sort of metallic brown livery. The

	<p>Stepway version of the Sandero is marketed as a 'Crossover' or 'semi-SUV'. In reality, it is the same as the normal Sandero (as seen with RATP MJ69 ZKV in photo 6316) apart from having raised suspension, roof bars, black plastic panels along the skirt and wheelarches and a slightly revised front grille and bumper.</p>
	<p>Photo 6758, by Derek Everson, added to LTSV on 22/05/2021.</p> <p>The merry-go-round at Arriva's Dartford Garage continues, with yet more unmarked vehicles reported in use as crew ferries. It is likely that these are hired, and that the earlier examples have since moved on. After all, we are currently showing 30 vehicles allocated to Dartford, which is considerably more than they could really use! One of the recent additions is this black minibus, photographed in Bexleyheath on 11th May 2021. Although clearly a Mercedes Vito, it is actually badged as a V220d, this being the car-like branding used for the more luxurious versions. Note the tinted windows.</p>
	<p>Photo 6759, by Derek Everson, added to LTSV on 22/05/2021.</p> <p>Here is another vehicle that has already been shown on LTSV but which appears again to show a change. EF19HHG is a high-roof Ford Transit Custom van used by Go-Ahead London. New in 2019, it was initially used (together with similar EF19HFV) to support that year's Wimbledon Tennis bus services, during which it ran in plain red with just the yellow side stripe. After the tennis, EF19HFV went to Camberwell and gained company lettering (as seen that August – photo 6033), while EF19HHG went to Peckham. However, it was not until Derek photographed it on 11th May 2021 that we were able to confirm that this van had also gained lettering. Ironically it was photographed leaving Camberwell garage, where it would have passed close to its former partner.</p>
	<p>Photo 6760, by Simon Dixon, added to LTSV on 22/05/2021.</p> <p>Now it is Nissan van LO19MUE's turn for a second appearance on LTSV, though in this case there are a couple of reasons for the repeat. First seen in August 2019 (see photo 6034), it had lettering that suggested it was run by Abellio. However, it transpired that it was actually operated by a contractor, which explained the original 'Working in Partnership' lettering. It was photographed again on 29th April 2021 at the London Gateway Services (previously known as Scratchwood) on the M1, by which time its lettering had been amended. A large Buses roundel now features on the mid-panel, while the rear panel has a web address for RGI Bus and Coach Refurbishment, a company set up in Southam (Warwickshire) in 2016 and specialising in bus refurbishment and re-selling. Below this, the fleetname has been changed from Abellio to 'London Rail Replacement, Part of Abellio London Bus', together with an LRR logo, though the lettering on the rear appears to be as before. I have not heard of LRR before but, being part of Abellio, it is presumably not responsible for all railway replacement services in London.</p> <p>The livery around the front of the van had been modified, with yellow now applied to the previously red parts below the grille. However, I chose to use this rear view because it shows that the base colour of the van is actually white. This can also be seen in the gaps between the vinyl panels around the front wheelarches, while looking again at the earlier photo it appears as though the roof might also be white. Presumably most of the red parts are</p>

	<p>actually vinyls.</p> <p>One thing that remains unknown is where this van is based. Photos on the RGI website suggest that it does sometimes visit the Warwickshire base. Perhaps it only comes down to London at weekends (when most rail replacement services run), in which case do we need to add a new location for Southam??</p>
	<p>Photo 6761, by Les Savine, added to LTSV on 22/05/2021.</p> <p>Having just talked about the fleetnumbering (see photo 6756) of Go-Ahead London's Mercedes Vito minibuses, a closer examination of this photo might provide an answer. I had assumed that the new fleetnumbers would be applied to the bodywork (as was the case with van EF19HFT, now ES11 – see photo 6650). However, Vito minibus RJ19HTA seen at Canning Town on 4th May 2021, has a number on a label in the rear side window. This shows FY03, which is presumably the 'local' number at its base of Silvertown. In the bottom right of this label is another number, which is too indistinct to read but which could be an FVxx number. No doubt all will become clear in due course. Note also that the apparently lighter shade of red on this minibus compared to the other photo is down to the differences in cameras used.</p>
	<p>Photo 6762, by Bob Milner, added to LTSV on 22/05/2021.</p> <p>Stagecoach London's Plumstead Garage now has a new engineering support van. Ford Transit Custom van MJ20UVH appears to have been new in autumn 2020, though it was not positively identified until Bob photographed it outside its home garage on 15th May 2021. Ironically Ray also submitted a photo taken at the same place on the following day. This van has replaced YE15EEU (see photo 5144), which had been notable for arriving about a year before further vans were delivered for the group's other garages. As such, can we expect to see more new vans later this year? Another perhaps interesting point is that the new van is low-roof, whereas all the earlier examples were high-roof. Finally, note the revised Stagecoach 'beachball' logo on the van, compared to the earlier version on the bus on the right. It always amuses me when corporate organisations announce new branding which seems to only minutely differ from that used before. To be fair, the new Stagecoach logo was part of a wider scheme, with the livery on their buses outside London being rather radically changed.</p>
	<p>Photo 6763, by Ray Monk, added to LTSV on 22/05/2021.</p> <p>The German make of BMW has not featured on LTSV before. There have been a couple of examples that we knew about, but these were all unmarked company cars used by management, which I have a policy of not listing. They do appear in photos sometimes, such as a Stagecoach example with a Routemaster registration, seen at Bow Garage in 2008 (photo 2325). Ray noted a couple of unmarked white BMWs in use as crew ferries from Arriva's Dartford Garage in Autumn 2020. I chose to ignore these, as it seemed likely that they actually belonged to members of staff. However, on 19th May 2021 he noted a further pair of similar cars at Bexleyheath bus stand. The fact that they were almost consecutively registered (as YB21LNV and YB21LOA) suggested that they were in fact company vehicles, albeit most likely hired rather than leased or owned. It also appears that the two 20-registered white BMWs were returned at about the same time as the new cars arrived. Both the new cars were BMW 216D models to a 'Sport' specification, not the sort of vehicle you would expect to be taken for crew ferry work. YB21LNV was photographed leaving the stand, with part of YB21LOA visible parked on the left. The former is registered by the DVLA as being black, while the latter as grey, though both</p>

	<p>look to be the same in the photos seen.</p> <p>Photo 6764, by Ray Monk, added to LTSV on 22/05/2021.</p> <p>One more 'second appearance' for today, although it is actually a third helping. Sovereign Recovery's GN65NHJ is a DAF CF 2-axle truck with fleetnumber H128. Since it was last shown in 2019 (see photo 5903), the livery has been amended, with parts of the red chevrons on the front (across the grille and around the headlamps) removed.</p>
	<p>Photo 6765, by Andrew Lidinson, added to LTSV on 22/05/2021.</p> <p>The last photo today is one of our occasional forays into the scene beyond London. Photographed in Newport Bus Station on the Isle of Wight on 21st April 2021 was Iveco Daily truck EY57EJK of Southern Vectis. This is one of relatively few bus companies not to have seen a change of name in the deregulation and privatisation era, although it is now owned by the Go-Ahead group. Ironically its name derives from an earlier period of corporate ownership. Originally known as the Vectis Bus Company (Vectis being the Roman name for the Island), it was bought by the Southern Railway in 1929 and renamed to Southern Vectis. The Iveco Daily type is notable for being a fairly common sight in the UK but being very rare as a service vehicle in London. Apart from a couple in the central fleet and a few with Sovereign Recovery, the only known example was a single van with SM Travel of Harlow.</p>
	<p>Photo 6766, by Bob Greenaway via Ian Dyckhoff, added to LTSV on 01/06/2021.</p> <p>AEC Regent Breakdown Tender 832J was photographed outside the Emergency Vehicle shed at Neasden Depot on 14th March 1970. At this point the vehicle had been a tender for almost 20 years, adding to the 15 years it spent bodied as bus STL162. When initially converted in 1950 it wore plain red and was allocated to Merton Bus Garage. Transferred to railway use in 1956 it was repainted to red/cream, though as seen here it later returned to red. Despite its age, it was destined to remain in use for another 7 years, and was eventually preserved (in which guise it reverted to its red/cream livery). Visible inside the shed behind is much newer Ford Thames Trader box truck 1282F.</p>



Photo 6767, by **Derek Everson**, added to LTSV on 01/06/2021.

London Transport bought 16 examples of the 1950s AEC Mercury model (plus one second-hand in 1971 – see photo 2174) and also operated the very different 1930s (photo 1003) and 1970s (photo 1689) versions. Many of the 1950s lorries were specialised vehicles to support the trolleybus network, and most of these were withdrawn in the 1960s. Three open lorries remained until the late-1970s, perhaps as a result of their being fitted with tail-lifts. One of the three was 1072Q, seen at Chiswick Works on 12th August 1974 parked with newer Ford D1614 open lorry 1663F. A couple of points to note about the livery of the AEC. New with a green cab and unpainted metal bodywork, it had by this time been repainted grey. It also has the green cab roof, and in this view it does look to be the same shade as used on the bolster, this being fairly close to the old Chiswick green. The London Transport fleetname is in white lettering rather than the normal red. This was non-standard but does seem to have been applied to several vehicles.



Photo 6768, by **Steve Smith via Ian Dyckhoff**, added to LTSV on 01/06/2021.

In April I published a photo of emergency service vehicles attending an incident at Holborn Station in October 1978 (see photo 20018). Two more photos taken at the time have now been received. The first again shows Ford Thames Trader 1281F from Neasden (having recently transferred from Hainault) with Leyland Titan 1277LD behind. The third lorry is now known to be 1283F, also from Neasden. Further back are a Bedford HA van in light blue (2120B from Pelham Street), a Land-Rover (believed to be 1762LR from South Kensington) and Ford D0710 box truck 1986F (see photo 6785). A couple of red cars are also visible but their identities are not known. The incident involved a flat wagon in an engineer's train which suffered a broken axle.



Photo 6769, by **Julian Bowden-Green collection (J A Gascoine)**, added to LTSV on 01/06/2021.

One of the rarest makes in the service vehicle fleet was Karrier. The Huddersfield-based company supplied 2 lorries and 7 tram breakdown tenders in the early 1930s. Taken over by the Rootes group as early as 1934, production was moved to the Luton factory of Commer, though the Karrier name remained in use. The early London Transport Karrier service vehicles had all gone by the end of 1952, but a couple more arrived in the 1960s. Two of the Bantam model were delivered in 1964, and finally there was a single Gamecock lorry in 1966. The Bantam and Gamecock models were intended primarily for municipal or special-purpose roles and featured smaller wheels than normal (13 inch on the Bantam and 16 inch on the Gamecock). Shown here is the sole Gamecock lorry 1404KG at Chiswick Works on 18th October 1973. The low floor height and tail-lift are apparent, both features suggesting that the lorry was used for items such as bus batteries. Bantam lorry 1303KB was officially listed as being a battery lorry, though it is not known if it also had a tail-lift. 1404KG was not withdrawn until early 1981, shortly after the delivery of low-floor Bedford TL battery lorry 2277B (see photo 520). The Karrier has a green cab roof to its otherwise grey livery. The final point to note is about the fleetnumber suffixes. The early Karrier lorries were given the suffix K, but the 1960s ones were either KB (for the Bantams) or KG (for the Gamecock). London Transport had initially assigned different suffix letters to different models (such as N, P and Q being for AEC Monarch, Matador and Mercury respectively), but it later became standard for the suffix just to indicate the make. KB and KG represent the only instance of the suffix letters being used to show both the make and the model.



Photo 6770, by **Julian Bowden-Green collection**, added to LTSV on 01/06/2021.

1416LD, the least ungainly of the Leyland Titan breakdown tenders, was initially allocated to the Signal Engineers at Lillie Bridge. It transferred to the bus support fleet in 1975 and photos from its earlier role are hence rare. Shown here is a view taken at Lillie Bridge on an unrecorded date. The 'LT URGENT' lettering on the headboard was in red (appearing as 'LTE URGENT' on some other Titans). This was soon changed to LONDON TRANSPORT in black on white above URGENT in white on black, as seen on Titan 1276LD (see photo 2130). Parked behind the framework on the left is what appears to be a half-cab coach, while a Bedford CA minibus is parked behind 1416LD. Neither are believed to be LT-related.



Photo 6771, by **Julian Bowden-Green collection (J A Gascoine)**, added to LTSV on 01/06/2021.

London Transport used about 70 examples of the van version of the Ford Anglia car, although the Anglia name was not generally applied to these. Most of the vans were withdrawn by the early 1970s and photographs of the type are quite rare. This well-known example shows a curiosity, 1439F being one of three vans loaned to the recently-formed London Country Bus Services in spring 1971. Two of the vans were returned after a couple of months but 1439F appears to have stayed for just over a year. Officially allocated to Reigate Garage, the van was photographed at Stevenage Garage on 20th February 1971, just three days after the loan began. It had already gained a 'London Country, Training Dept.' label on the doors and L plates. Having been assigned to the Mains Engineer before the loan, it was destined not to see any more use after its return, and was sold in September 1972.



Photo 6772, by **Julian Bowden-Green**, added to LTSV on 01/06/2021.

This photo shows one of the earliest Ford D-series lorries used by London Transport, and also the one with the oldest registration. Six dropside lorries had been delivered in spring 1966 but all ran on trade plates until 1970, when they were given new AML79xH registrations. Two more D-series followed in December 1966, one of which also ran on trade plates until 1970 (water tanker 1390F – see photo 1365). The other was 1443F, the first of the D500 model (the earlier ones had been D300s) and the first to be registered from new, due to its allocation to the CDS Group 3 fleet. There was then a gap until more D-series lorries arrived with G-suffix registrations from late 1968 onwards. 1443F was officially allocated to Parsons Green Works but was 'docked' (i.e. maintained) at Stockwell Garage, where it was photographed, most likely in early 1977 (going by the advert for the film 'Silver Streak' on the DMS bus in the background). A slight oddity is that the F suffix to the fleetnumber has been applied using a smaller, super-script font.



Photo 6773, by **Julian Bowden-Green collection**, added to LTSV on 01/06/2021.

Although always out-numbered by dropside/open lorries, London Transport did have a number of Ford D-series lorries bodied as box trucks. The first examples were general-purpose, 5-ton lorries based on the D550 model, and the very first was 1515F delivered in February 1969. Later examples were more specialised, including the railway breakdown trucks and the uniform issue units. The location of this undated photograph was given as Chiswick Works but I have my doubts. Behind 1515F on the left is a large crane, which to me looks like a rail-mounted one. That would suggest the photo was taken at Lillie Bridge. Any thoughts? Note also that the lorry has no department lettering under the LONDON TRANSPORT fleetname on the cab doors. 1515F was officially allocated to Parsons Green and remained in use until 1978 when it was replaced by Leyland Terrier 2124L (see photo 3875).



Photo 6774, by **Julian Bowden-Green**, added to LTSV on 01/06/2021.

Bedford CALV 1532B was the ambulance allocated to Chiswick Works and it has made several appearances on LTSV already, both during its LT career and in subsequent preservation. This photo was taken at Chiswick and has been included more for the cars in the background. London Transport always had a large fleet of unmarked cars for use by staff. These were listed on their official documents (such as Variation Sheets and Miscellaneous Vehicle Registers), and hence we have a lot of details of their use and allocation. The only missing piece of the puzzle is the livery. Many were in red but it is known that others were in black, white and various colours. MGX925L visible here was a Ford Consul 2000 saloon new in March 1973 and allocated to the Broadway Pool for use by staff at LT's headquarters. Most such cars were only used for a year or two, and MGX925L was withdrawn in autumn 1975. The car alongside is not identifiable but is almost certainly also an LT vehicle. 45 examples of the Morris Marina saloon featured in the fleet between 1971 and 1983, though not all at the same time.



Photo 6775, by **Julian Bowden-Green collection**, added to LTSV on 01/06/2021.

Although this vehicle has been shown on LTSV before, it is rather interesting. London Transport started buying Ford Transit vans in 1966, but most of those taken until the 1980s were of the short-wheelbase variety. The first known long-wheelbase vans were a pair added in 1970, to two very different configurations. Both of these vans are being shown today. Numerically the first of the pair was 1541F, though it arrived in February 1970 a couple of days after 1542F. This was a fairly standard long-wheelbase Mk1 Transit van. It had sliding cab doors and hence no bodyside cargo doors, access instead being by the unusual fitting of a roller-shutter door in the rear of the van. This undated photo appears to have been taken at Chiswick Works and shows the rear arrangements. There are a couple of cube-like items on the back, just in-board of the light clusters. They look like enlarged door bump-stops but that can't be their actual purpose. Other points to note are the lack of London Transport lettering on the cab doors (just showing 'LIFTS & ESC ENGR') and the green roof. This was a feature of many lorries at the time, but was rare on vans, though it would have been hard to detect on short-wheelbase Transits with their flatter roof profile. 1541F was allocated to Griffith House and was withdrawn in 1977 having been replaced by similar 2018F.



Photo 6776, by **Julian Bowden-Green**, added to LTSV on 01/06/2021.

The other early long-wheelbase Ford Transit was 1542F, which was a very different-looking machine. Julian photographed it at the ticket machine works in Effra Road (Brixton) on 15th April 1977. As can be seen, it had the bonnet and windscreen of the standard Mk1 Transit, but everything beyond that appears to be coach-built. There are additional quarterlight windows, sliding cab doors that are taller and flatter than those on the standard van, and a rather slab-sided body with hinged doors in the rear. It appears that the body is of the 'walk-through' type, whereby there is access into the load-space from the cab. It could be called a 'laundry' body, or it could be an early design of what became the 'parcels' body (as seen on 1718F in photo 6781). Interestingly, Effra Road was allocated a parcels Transit from 1971, and also had another long-wheelbase van from 1977 (2024F, whose configuration is not known). 1542F was withdrawn in 1978, seemingly replaced by Bedford CF van 2117B.

Note that this photo was taken while the van was in a covered loading bay. If anyone has any photos that show the buildings at Effra Road I would be very interested to see them.



Photo 6777, by **Julian Bowden-Green collection**, added to LTSV on 01/06/2021.

It seems slightly odd looking back but London Transport had quite a large catering section, with a food production centre in Croydon and a fleet of vehicles to take the goods out to the numerous staff canteens at bus garages, works and some stations. In the 1970s, most of these vehicles were Ford D-series lorries with box bodies and roller-shutter doors. They could be readily distinguished from more general-purpose box trucks because the bodywork was normally left in an unpainted metal finish. Showing both features when photographed in the CDS yard at Chiswick Works was 1584F, a D500 5-ton lorry new in May 1970. The appearance of these vehicles at Chiswick was slightly unusual as they were allocated to Croydon FPC and were normally docked (maintained) at the nearby Thornton Heath Bus Garage. However, official documents show that this example was transferred to Chiswick sometime between 1974 and 1978.



Photo 6778, by **Julian Bowden-Green**, added to LTSV on 01/06/2021.

No fewer than 138 London Transport service vehicles were given registrations in the AMLxxxH series in 1969/1970, though this number was inflated by the inclusion of 22 older lorries that had run on trade plates until the rules on their use were changed. The fifth AML/H registration to feature in today's batch of photos is AML767H, carried by Ford D800 tipper truck 1590F. As will be evident, there was no attempt made to match registration numbers to fleetnumbers, this practice only starting in 1973. The quantity of tipper trucks operated by LT was in decline at the time, perhaps as more civil engineering projects were being contracted out. 12 Ford Thames Trader tippers had been bought in 1961/1962, but just three Ford D-series tippers replaced them in the early 1970s, themselves replaced by a further three about nine years later. Most of the tippers were based at Parsons Green Works, and 1590F was photographed having just left there on 25th April 1977, with part of the buildings just visible before the railway bridge on the left.



Photo 6779, by **Julian Bowden-Green collection (Phil Picken)**, added to LTSV on 01/06/2021.

London Transport bought a total of 13 Land Rovers in the 1960s and 1970s, although some of the later examples were in fact replacements for some of the earlier ones. Illustrating this is 1624LR, new in April 1971. It was assigned to the Civil Engineer (Permanent Way) and was officially allocated to Chalk Farm Station as a replacement for 1287LR (see photo 255) from 1963. The configuration was very similar, both being long-wheelbase 'personnel carriers', with what looks like a canvas cover over the roof. Having just looked this up I now know that this was a 'safari roof', consisting of a second metal 'skin' to keep the interior cool while on safari! This seems to have been a standard feature on long-wheelbase station wagons (such as 1578LR – see photo 236). There are some differences between 1287LR and 1624LR. The former had lettering in the conventional format, while 1624LR has its fleetnumbers on the cab doors, above the department name, with London Transport relegated to the bottom line. The other difference is the livery. Although it is hard to be certain from these black and white photos, the bodywork on 1624LR looks distinctly lighter than that on 1287LR. Both were listed as being grey in the original SUP15 book but I suspect that 1624LR may have actually been cream. The same also applied to 1762LR (see photo 6768). 1624LR was withdrawn in autumn 1976, having served for five years and with no obvious replacement. Land Rovers tend to last and 1624LR almost certainly still exists. It was last licensed in 2017 and is currently SORN (off the road). The photo was taken on 4th July 1973 at Lillie Bridge.

Comment by *acned* on 06/08/2021: For nine years I drove a 1982 Land Rover very similar to this. What you describe as a canvas roof is actually known in Land Rover circles as a 'safari roof'. It is a second metal roof with a gap of around an inch between the actual vehicle roof. It is designed to help keep the vehicle cool in hot climates by reflecting heat from the sun and they were invariably painted white irrespective of the the rest of the bodywork. When I used to drive my Landy, people of African descent occasionally used to come up to me and congratulate me on driving what was for them, often the first car that they ever saw or drove back home. :)



Photo 6780, by **Julian Bowden-Green**, added to LTSV on 01/06/2021.

In the 1960s and early 1970s many cars and light vans for London Transport carried grey livery, with red becoming the standard from mid-1972. Illustrating this is Ford Escort estate car 1701F, numerically the last grey car. Delivered in February 1972, 1701F served the Works and Building Manager at Parsons Green until autumn 1978. Note the roof bars and the lack of lettering on the doors. The location of this undated photo is not known but it could be inside Parsons Green. On the other hand, the background looks a bit too untidy...



Photo 6781, by **Julian Bowden-Green collection (Mark Chapman)**, added to LTSV on 01/06/2021.

1718F was one of probably only 5 London Transport Ford Transit vans to feature this distinctive style of bodywork. Known as 'parcels' vans, only the bonnet from the standard van was retained. A new, more upright windscreen was fitted and the cab had through access into the cargo space. As such, it was more or less a cross between 'laundry' van 1542F (see photo 6776) and the FS-class of minibuses (see photo 3412). Five parcels vans were delivered in 1971 and lasted until near the end of the decade. 1717F was allocated to the ticket machine works at Effra Road, the others all at Chiswick Works. This photo of 1718F is dated 1st July 1977 and was marked as being taken in Richmond, though I believe it was actually at Hounslow.



Photo 6782, by **Derek Everson**, added to LTSV on 01/06/2021.

1725F was a Ford D550 box truck new in January 1972. The bodywork is very similar to that on 1515F, with vertical seams and a shallow arch to the roof. However, the body may be slightly shorter in height and is certainly shorter in length due to the cab of the lorry being longer. This type of cab, with a second row of seats and pair of doors, is normally referred to as a crew cab, and it can still be seen on many service vehicles today. Looking more closely at this photo I realised that the crew compartment does not actually have a door in the offside. There is a recess for a door handle, and traces of the door outline can be made out, but there is no door handle, no grab handle, no hinges and no footstep underneath. These features can be seen on 1986F (see photo 6785) which did have an offside door. Perhaps the construction made use of a standard door pressing but welded it in place if access was not required. Strangely, earlier 1514F (photo 1416) and 1517F (photo 1117) had a similar cab to 1725F but did not have the redundant door handle recess. 1725F was based at Parsons Green and lasted until 1983. It was photographed at Golders Green Station on 29th July 1975.



Photo 6783, by **Julian Bowden-Green**, added to LTSV on 01/06/2021.

Consecutive to the lorry in the previous photo both in terms of fleetnumber and registration number, 1726F was also a Ford D550 but to the much more common dropside lorry format. When seen at Chiswick Works on 28th July 1977 it clearly had a green bolster and cab roof, as did the similar lorry alongside (the one behind is a bit harder to call). Most Ford D-series lorries with green cab roofs also seem to have grey painted grilles, which suggests to me that they had had mid-life repaints. Note that 1726F had a tarpaulin over part of the load space. Dropside lorries with tilt covers usually had cleats along the bodysides, to which the cover could be tied. In the absence of these, the cover on 1726F has been tied to the body support beams, and also to the bolster. One unusual aspect to 1726F is that it was officially allocated to Aldenham Works for most of its life. Despite the size of that facility, it only had a couple of service vehicles allocated. 1726F was docked at Chiswick Works, and was probably also a regular visitor carrying parts to and from Aldenham.



Photo 6784, by **Julian Bowden-Green**, added to LTSV on 01/06/2021.

1909F was another of the Ford Escort radio control cars delivered in 1975 in the orange/tangerine/tomato-soup version of red livery. The bodywork does appear slightly lighter in tone than the BL-class bus in the background. This photo was taken at Hyde Park on 10th April 1977, presumably at some event or other, judging by the crowds and indeed the presence of a BL! Unfortunately, none of the official LT documents from the time show an allocation for 1909F and it was withdrawn in August 1977 after just over two years' service.

Comment by *Andrew Colebourne* on 26/07/2021: The event was the launch of the Silver Jubilee Routemasters. Escort van 1871F was also there. The bus was actually BS2, not a BL.



Photo 6785, by **Steve Smith via Ian Dyckhoff**, added to LTSV on 01/06/2021.

Back to Holborn in October 1978 and this photo shows the group of service vehicles parked nearest to the station in the aftermath of the derailment of an engineer's train. To the fore is a gleaming 1986F, a Ford D0710 new in late 1976. Initially allocated to Ealing Common, it spent a few months delicensed in 1977 (for reasons unknown) and transferred to Neasden in 1978. Six similar Ford D lorries followed in 1978-1980 to replace the Leyland Titans in the emergency role. These six had a revised design of crew cab, while the final four had an updated front grille design. Compared to the Titans and Traders, the large warning sign on the front was still a feature but no longer internally illuminated. Most of the Fords remained in service until replaced by Mercedes demountables in 1990. Behind 1986F is Leyland Titan 1279LD also from Neasden, while behind that is Ford Thames Trader 1282F (meaning that all three red Traders were in attendance). 1282F had by this time been converted into a Communications Vehicle, as evidenced by the additional white lettering on the bodysides. Unless there was something else tucked in behind 1282F, the last service vehicle in this photo is Morris Marina estate 1997M, this car being allocated to the Breakdown Foreman at (can you guess?) Neasden.



Photo 6786, by **Derek Everson**, added to LTSV on 01/06/2021.

Moving into the 1980s you may be surprised (or not) that there is quite a lot I can say about this seemingly innocuous photo! The subject is 2122F, a Ford Transit minibus in unmarked grey livery, parked at Heathrow Central station on 22nd May 1981.

Point 1 - This minibus had two goes at being a service vehicle. New in June 1978 as a replacement for 1600F (see photo 938), it was based at Chiswick Works until it was sold in February 1983. However, about a year later it was leased back from Hertz for another few months' use. There were in fact 12 vehicles that came back into stock, most of which were assigned as a cover/reserve fleet. When I saw this photo I thought that the lack of lettering suggested it was taken during the vehicle's second tenure but this was not the case. Perhaps it was unmarked from new.

Point 2 - It is a Mk2 Transit.

I had always listed this (and LT's other S-suffixed Transits) as being Mk1s. I had not seen any photos and I only knew that the R-suffix Transits were Mk1s while the T-suffix ones were Mk2s. Based on the fact that LCBS's six S-suffix Transits were Mk1s, I assumed that LT's were too. Looking at the chassis numbers it would appear that S-suffixed 2110F and 2121F were also in fact Mk2s.

Point 3 - The passenger compartment door is hinged. This has been raised on LTSV a couple of times recently. On Mk1 and Mk2 Transits, when a cargo/passenger compartment side door was fitted, it was always hinged from the front, and had a higher sill than the front doors. Also (where fitted) it would obviously preclude the fitting of sliding front doors, which were otherwise common on LT Transits. With the advent of the Mk3 Transit in the mid-1980s, the sliding cab door option was discontinued, while cargo doors became sliding as standard, and this has remained the situation with all subsequent models.

Point 4 - LT took fewer Transits than I thought. When digging into the details given above I was surprised to see that London Transport only took 3 Ford Transits with S-suffix registrations (1977/1978) and all were minibuses. 16 vans had come with R-suffix plates but this was an anomaly and the normal intake seems to have been fewer than a dozen Transits each year. In fact there were only four Transits added across registration years T, V and W (1978-1981). This is explained by the generally smaller overall fleet size at the time, the fact that the medium van requirements were also met by the Bedford CF and Leyland Sherpa models, and there was greater use of smaller vans (such as Ford Escorts).

Point 5 - Seeing this photo has triggered another side project. Again whilst digging into the details, I noticed that Ray had added a note about a photo of similar 2121F on the internet. However, when I went to look, the photo had been removed (or moved). This made me realise that the availability of photographs on other websites now does not guarantee their availability in the future. Because of this I decided to start saving copies of photos found online, not (generally!) for re-use here but for reference purposes.

Photo 6787, by **Derek Everson**, added to LTSV on 01/06/2021.

For a while the Bedford CF model was popular with London Transport as an alternative to the similarly-sized Ford Transit. A total of 91 were bought or leased between 1977 and 1987, the vast majority of which were short-wheelbase vans. There were five dropside trucks (of which at least three were long-wheelbase), but there appears to have only ever been one long-wheelbase van. This was 2261B, new in August 1980 and caught leaving the rear entrance of Chiswick Works on 8th October 1981. As with the Transit, the long-wheelbase Bedford CF van was quite curvaceous, with an almost domed roof profile and more prominent rear wheelarches. The van had a hinged cargo door in the nearside (see photo 2873) and most likely had twin hinged doors in the rear. As can be seen, 2261B was allocated to the Permanent Way Engineer and was based at Acton and Ruislip at times until it withdrawn in 1984, replaced by leased LWB Transit 3199F (see photo 505). Note the car (presumably privately owned) following behind. Was it just mismanagement and trade unions that wrecked the UK motor industry or did the naff colour options play a part?!

Comment by *Adam Floyd* on 18/07/2021: That looks a Lada following it, or possibly an early Polski-Fiat. Definitely not a British car anyway, so naff colours weren't limited to the UK motor industry.





Photo 6788, by **Philip Hambling**, added to LTSV on 01/06/2021.

3150L was a Freight Rover Sherpa van new in late 1983 and featuring the revised design with square headlamps (see 3150L's first appearance on LTSV way back in 2004 (photo 433) for a side-by-side comparison with the earlier design). London Transport bought or leased 73 Sherpas between the late-1970s and mid-1980s, followed by just one example of the Leyland-DAF version in 1992 (see photo 481). The type was perhaps unique in coming in a couple of sizes where the width as well as the length was changed. As a result, 300 and 400 series Sherpas appeared to retain the same proportions as the original 200 series. Most of LT's Sherpas were 200 series, and many of them were used by the Cleaning Services department. 3150L was assigned to the general-purpose 'Group 3' fleet and was based at Chiswick Works. When seen visiting Enfield Garage in the snow of February 1987, it had had its London Transport fleetname removed but retained the 'Distribution Services Manager' lettering. It was withdrawn a year later.



Photo 6789, by **Philip Hambling**, added to LTSV on 01/06/2021.

Time for another Inspector's car. 3276B was a petrol-engined Bedford Astra van leased from Wincanton in July 1984 as a replacement for Vauxhall Chevette estate 3067B. LOTS reported that it was initially allocated to West Ham Garage but had moved to Ash Grove within a few months. It was to remain there until withdrawn in early 1987, when it was replaced by revised-design Astra van 3471B. Phil photographed the van leaving London Bridge bus station on a rainy day in May 1986. Part of the station's distinctive brown 'plastic' cladding can be seen in the background. This area has seen extensive changes in recent years. The building on the right has been replaced by a new one, while the station has been totally renewed and the part seen here is now occupied by The Shard.



Photo 6790, by **Philip Hambling**, added to LTSV on 01/06/2021.

Another private car in a shocking colour scheme features here but the main subject is a Ford Escort in good old fashioned LT red. 3302F was one of the three-door estate variants that were still quite common, though 5-door layouts were soon to become the norm. Leased in November 1984, this car was allocated to the Development Director (Buses) and lasted for almost exactly 4 years. Note that the F in the fleetnumber is smaller than the numerical digits. What I find special about this photo is that it was taken at Clapham Bus Garage (in May 1986), though you would not know that by looking. Clapham had an interesting history, having started out as a horse tram depot in 1888. Expanded for electric trams in 1903 and adapted for use by motor buses in 1950, it was closed as surplus to requirements in 1958. A couple of years later it became the Museum of British Transport, with various preserved buses, trams and railway stock (including the famous Mallard steam loco). However, Clapham was hardly on the tourist trail and the venue was not a huge success, closing in 1973. The garage then reverted to London Transport and was used to store withdrawn buses. Operational buses returned in 1981 when the garage was reactivated to take over the work of Norwood Garage whilst it was being rebuilt. This lasted until 1984 when Norwood was completed but Clapham remained open to allow Streatham Garage to be rebuilt. It eventually closed for good in 1987 and some years later was demolished to make way for a supermarket.

I lived in Clapham for most of my childhood and I regularly

	<p>looked in through the garage entrances. I recall there always being lines of withdrawn DMS buses at the back and, if the Foreman was in a good mood, I was allowed to wander amongst these. There were also other oddities such as the last two LT Merlin buses, and a DMS chassis that was shortened for use in a technical college. The garage was also unusual for having entrances on three different roads, though the Clapham High Street one was never used by buses in my memory. The photograph here was most likely taken at the Triangle Place entrance. Sadly I never took any photographs at Clapham Garage, and there are very few on-line. If anyone can point me towards one, especially if it includes the rows of dead DMSs, I would be very happy.</p>
	<p>Photo 6791, by Ray Monk, added to LTSV on 21/06/2021.</p> <p>Renault Kangoo Maxi van 8827R was found in the car park at Acton Works on 22nd May 2021. This van is numerically the last member of a batch of 17 Maxis delivered in spring 2019, many of which are allocated to the Lifts and Escalators bases at Griffith House and Frank Pick House. 8827R does not seem to be one of these and has only been reported at Acton.</p>
	<p>Photo 6792, by Derek Everson, added to LTSV on 21/06/2021.</p> <p>Caught heading along Bastable Avenue in Barking on 15th June 2021 was TfL Toyota Yaris car 8836T. This is one of seven Yaris cars delivered in April 2019, numbered 8836T to 8842T and given LUL white/blue/livery. They were then changed to TfL white/blue before leaving Acton Works. Interestingly, only one other car from the batch has been reported since, 8842T having been seen a couple of times at locations that might suggest it was actually working for LUL (Tower Hill and South Kensington stations, both at night). A further batch of seven Yarises in TfL livery was delivered in May 2019 (8893T to 8899T) and has been equally elusive.</p>
	<p>Photo 6793, by Ray Monk, added to LTSV on 21/06/2021.</p> <p>Fleetnumbers 8912 to 8923 are on a batch of Ford Transit crew vans that have been delivered over a protracted period. The first four arrived in July 2019, then there was one in November, four in January 2020 and two in February. Number 8917 has not yet been reported but may well also be in service, while numbers 8924 to 8929 are also still vacant as far as we know. Most of the vans are allocated to Acton Works, though 8921F was reported to be based at Rayners Lane Station for a while in 2020. This particular van was photographed at Acton Works on 12th June 2021, showing some nearside damage. I also noted that the design of the hinges for the rear doors on Ford Transit vans has been slightly changed at some point in the past few years.</p>

Photo 6794, by **Paul Nicholls**, added to LTSV on 21/06/2021.

Another Ford Transit Mk8 crew van in LUL livery now, but a long-wheelbase example and seen a bit further away. 9052F was (with 9053F) one of a pair first licensed and delivered in late 2019. Curiously they then had their licensing dates changed to a December/January cycle, for reasons that are not clear. The vans do appear to have only entered service in January 2020 and both work out of Lillie Bridge. 9052F was found parked in Hastings on 22nd May 2021.

Photo 6795, by **Keith Ward**, added to LTSV on 21/06/2021.

One of our 'inside' correspondents sent some nice photos taken at Morden Station at sunset on 22nd March 2021. This first view shows a line-up of five Incident Response Unit vans, with 9062VW nearest the camera. The other examples are (left to right) 9068VW, 9085VW, 9071VW and 9099VW. IRUs from Morden cover a large part of South and South West London, as indicated by the boards behind each parking space. The two visible are for Croydon/Sutton and Kingston/Richmond.

Photo 6796, by **Derek Everson**, added to LTSV on 21/06/2021.

More IRUs and 9093VW was caught arriving at Turnpike Lane Bus Station on 25th May 2021. Rather unusually it was entering from the east along Carlingford Road, whereas most traffic into the Bus Station (certainly all buses) comes from the Green Lanes direction (behind the photographer). Note that a Portacabin structure has been placed over a couple of the parking spaces, perhaps to provide more office space and social distancing. Parked in the background are 9092VW and 9058VW.

Photo 6797, by **Keith Ward**, added to LTSV on 21/06/2021.

The sole Mitsubishi Outlander electric car in TfL white/blue livery is 9104MIT, delivered in early 2020 and based (at least until recently) at Southwark, Chancel Street. On 22nd March 2021 it was found parked at Morden Station. Note that the low-profile light-bar is mounted on a metal rail. The vehicle in the background (with the yellow stripe) is a London Highways Alliance van, which features later on in today's batch of photos.



Photo 6798, by **Ray Monk**, added to LTSV on 21/06/2021.

This van seen at Acton Works on 12th June 2021 turned out to be more interesting than at first sight. Numbered 9136F, this Ford Transit Custom was first licensed on 11th May 2021, though curiously it was issued with a new V5C (logbook) on 18th June, almost a week after this photo was taken. More significantly, this is the first known example of the hybrid Transit Custom for the central fleet. These vehicles have a small (one litre) petrol engine in series with an electric motor. Charging is achieved through a socket behind a flap below the nearside headlamp, and the open flap is indeed visible close to the traffic cone, with a cable seeming to run into the adjoining building.



Photo 6799, by **Andrew Lidinson**, added to LTSV on 21/06/2021.

Andrew Lidinson had a peer into Lillie Bridge depot on 5th June 2021 and found a couple of previously unreported vehicles. Both were Ford Transit dropside trucks and shown here is LL20DVK, as seen from the Cromwell Road bridge. The other dropside identified was LL20DVN, and both had been first licensed in August 2020. Since the start of the COVID pandemic we have not received any of the occasional fleetlist updates from Acton Works, and visits by correspondents have naturally been limited. Thus, even though vehicle deliveries were most likely somewhat reduced, there are probably quite a few vehicles that have not yet been reported. Fleetnumbers for these two Transit dropside are not known, though I would bet they will be either 9044F/9045F or in the 9048F-9050F range.

I noticed two other things about this photograph. Firstly, the newish sign on the building in the background points to the EJM Academy. EJM probably refers to 'Every Journey Matters', this being the slogan that appears under the TfL fleetname on virtually all current central fleet service vehicles. I don't know what you might learn at the EJM Academy though! Secondly, and also a change since the last time I was here, several orange-armed pneumatic manipulators have been installed in the area outside the end of Ashfield House. I have no idea what these are for.



Photo 6800, by **Andrew Lidinson**, added to LTSV on 21/06/2021.

An interesting vehicle seen during a 'flypast' of the lorry yard at Acton Works on 5th June 2021 was this Renault C380 3-axle flatbed lorry in the brown and red livery of B R Saunders of Walton-on-Thames. The lorry had a large folding crane behind the cab and (although obscured by the chromed mirrors in this view) had TfL/LUL labels applied to the doors. The registration is of course a 'select' one, and disguises the fact that this lorry was new in 2015. Other service vehicles visible include dustcart WO66HHS on the left, demountable body DB10 and Scania tipper MV69KVM behind, one of the MAN dropside lorries on the right and VW Crafter box van 8833VW and more dustcarts behind that.

Comment by *Thomas Young* on 25/06/2021: I have just noticed that this lorry also appears in some (unpublished) Acton 'flypast' photos taken on 11th February 2020. It seems likely that it has remained on hire to LUL continuously since at least that date. Does that mean it should be added to the database?!

Comment by *Thomas Young* on 03/07/2021: This lorry also appears in the background of a photo taken at Acton on 12th

	<p>September 2019! See photo 6063 of 8888T.</p> <p>Photo 6801, by London Spotter, added to LTSV on 21/06/2021.</p> <p>The Arriva bus companies in the Home Counties received a number of Peugeot Expert minibuses from late-2017, these being transferred from Arriva's hospital patient transport operations when only a few years old. YF13XUR became fleetnumber 9750 at Luton, though the number does not seem to be carried. It still retains much of its original lettering, resulting in it having new Arriva logos on the bonnet and side windows, and old Arriva logos on the front doors. Photographed at Luton Station on 12th June 2021, the unmarked VW Golf car behind was also being used as a crew ferry. The car was probably on hire but, given that it could actually belong to a member of staff, it has not been added to the database.</p>
	<p>Photo 6802, by Derek Everson, added to LTSV on 21/06/2021.</p> <p>Caught leaving Westbourne Park Garage (in the shade of the A40 Westway) on 1st June 2021, SP15XOW is a Ford Transit Custom van operated by Tower Transit. There is a small company logo on the bonnet (and one towards the back of the offside) but the nearside is unmarked.</p>
	<p>Photo 6803, by Derek Everson, added to LTSV on 21/06/2021.</p> <p>This Vauxhall Corsa car of Arriva London (or ARRV!) appears to be at its third garage. First seen working from Dartford when new in spring 2016, it soon moved across the river to Grays. It has now moved again to Palmers Green in north London, resulting in it regularly appearing at Edgware Bus Station, as seen here on 25th May 2021. Visible inside is a sign on the offside rear seat, presumably deterring passengers from using this, for the benefit of COVID-19 related social distancing.</p>



Photo 6804, by **Malcolm Conway**, added to LTSV on 21/06/2021.

Several TfL bus operators have taken additional minibuses for crew ferry use over the past year, most likely due to social distancing measures reducing the practical capacity of vehicles. Most vehicles have been unmarked, though I have just been advised that some Mercedes Sprinter minibuses are in use at Rainham with large Stagecoach labels. Volkswagen Transporter minibuses have been a popular choice, and Go-Ahead London has taken at least seven, even though they previously standardised on Mercedes Vito vehicles. All seven minibuses have GL68xxx registrations, and four of them are at Northumberland Park garage. Their GL68LHO was seen on 27th April 2021 having driven the relatively short distance to Tottenham Hale Bus Station. I have listed this vehicle as being grey, though the DVLA records it as beige. Can you have metallic beige?!



Photo 6805, by **Les Savine**, added to LTSV on 21/06/2021.

The Abellio engineering support fleet has been transformed over the past few years, with the delivery of several new (or nearly new) vans, particularly for use from the inner London garages. 6902 is a Citroen Dispatch van based at Battersea and photographed at the Putney Bridge bus stand on 3rd June 2021. The bus in the background had probably been working on route 414 rather than 344, since the latter serves neither Putney Bridge nor Maida Hill. Note the NS (Dutch Railways) logo beside the fleetname on both the bus and the van. It is interesting how much of the privatised UK transport industry has ended up being controlled by state-owned rail operators from other European countries. Imagine if things had gone differently and BR now ran buses in France and Germany!



Photo 6806, by **Ray Monk**, added to LTSV on 21/06/2021.

Another hired-in VW Transporter minibus, this time in use with Arriva London from Dartford garage. GL69TTV was photographed at the bus stand in Bexleyheath on 9th June 2021. In this instance I agree with the DVLA's colour description of 'Grey'.



Photo 6807, by **Derek Everson**, added to LTSV on 21/06/2021.

RATP's Renault Master van MF20RYT carries fleetnumber R70031 and has been allocated to Edgware Garage, where it was photographed on 25th May 2021. Allocation details for a few of the 12 vans are still required.



Photo 6808, by **Derek Everson**, added to LTSV on 21/06/2021.

Also seen at Edgware Bus Garage(s) on 25th May 2021, Renault Master van MF20RZK is another of the 12 delivered to RATP in mid-2020. I showed a photo that included this van in March (see photo 6659), and at the time I believed that it was in unmarked red. Derek's photo clearly shows that this is not the case, though it is in fact different to most of the other vans. MF20RZK has fleetnumber R70039 on the front and 'Incident Support' lettering on the sides. The other vans show 'Engineering Support' and also differ in having roof-mounted light-bars and rear chevrons. Engineering Support R70031 is visible in the distance, while a pair of LBSL IRUs are edging in from the sides, 9078VW on the left and 9086VW on the right.



Photo 6809, by **Ray Monk**, added to LTSV on 21/06/2021.

Keeping track of the bus company service vehicle fleets has been rather tricky for the past year or so. The COVID-19 pandemic has disrupted the normal rolling replacement of vehicles with new deliveries, and has also seen an increased need for crew ferry vehicles due to social distancing measures, this often being met by the use of hires. Compounding the issue is that correspondents have not been able to get out so much to observe the changes. As a result, very few 70 and 21 registered bus company vehicles have been added to the database so far. Arriva London's Dartford garage seems to have had a lot of extra vehicles, perhaps because one of our chief reporters sees them a lot. They already had three 70-registered vehicles, including two which seem likely to be 'permanent' additions (DN70XED – see photo 6624, and GK70CPF – see photo 6564). A further arrival is KM70VWK, a Peugeot 3008 car in unmarked blue, as seen at Bexleyheath Bus Stand on 9th June 2021. This has not (yet) been added to the database.



Photo 6810, by **Keith Ward**, added to LTSV on 21/06/2021.

Three London Highways Alliance liveried vehicles were present at Morden Station on 22nd March 2021, including a pair of Toyota Yaris cars (NJ67WKL and NJ67WKM) and a Vauxhall Combo van VK69FWX. Yaris NJ67WKL (out of frame to the left) had small 'Buses' labels with Roundels in the windows but the other two vehicles carried only LHA lettering. Having said that, it will be noted that the phone number and web address shown are those for TfL. It could also be mentioned that another van seen at this location a couple of years ago (see photo 5832) had only TfL lettering! For the time being, these vehicles are not being added to the database.



Photo 6811, by **David Pearson via Ian Dyckhoff**, added to LTSV on 28/07/2021.

Some brilliant vintage shots by David Pearson have been made available, this first view showing the Neasden Depot breakdown shed on 4th November 1961. Parked inside were two breakdown tenders based on AEC Regent chassis. On the right is well-known (and now preserved) AEC Regent 832J, converted from bus STL162 in 1950. On the left is 111J, which also looks like a converted bus but which was actually bought new in 1935. Both vehicles carry the standard cream/red livery and both coincidentally served LT for 28 years. 111J was withdrawn in 1964 following the arrival of the Leyland Titan and Ford Thames Trader tenders, while 832J lasted until 1978 when it was replaced by Ford D-series vehicles. The illuminated headboard on 111J is standard but slightly curious in that it looks as though it was meant to contain a large LT roundel. However, the outline shape only has the bottom half of the circle.



Photo 6812, by **David Pearson via Ian Dyckhoff**, added to LTSV on 28/07/2021.

A large number of AEC Regal single-deck buses and coaches of the T class were rebuilt as service vehicles in 1939/1940. 16 saw relatively minor modification for use as ambulances, most of which reverted to bus use after the war. The remainder were more drastic conversions, including a new, full-width cab. Among these were three vehicles given box bodies for use as Permanent Way Department breakdown tenders. 441W to 443W were converted in August 1940 from 10-year old Green Line coaches. They lacked the illuminated front signs normally carried by emergency vehicles, this presumably being down to wartime expediency. Non-standard metal signs with 'LT Urgent' lettering were later fitted to at least 441W and 443W, while the latter appears to be the only one to have gained a large front-facing light. An interesting aspect of this trio is the liveries they carried. According to LT's own vehicle record cards, all three entered service in green but were soon repainted to khaki. Again this was no doubt due to the ongoing war but it is curious that these seem to be the only service vehicles so repainted. At the end of the war, the liveries were changed again. 441W and 442W reverted to green while 443W became red. 442W followed suit in 1948 and 441W in 1952. The vehicles were primarily based at Lillie Bridge, with 443W being outstationed to Baker Street for many years. It was photographed parked on the raised roadway in front of the station on 12th March 1961. Note the cabside lettering refers to Lillie Bridge, while a jacket has been tied to the front radiator, perhaps for frost protection. The three vans were withdrawn in early 1963 following the arrival of the purpose-built Leyland Titan tenders.



Photo 6813, by **David Pearson via Ian Dyckhoff**, added to LTSV on 28/07/2021.

Neasden Depot is one of the largest on the London Underground and is unique in handling trains of both 'tube' and 'surface' stock. Indeed both sizes can be seen in the background of this excellent photo taken on 4th November 1961. Despite its size, relatively few road service vehicles were officially allocated to Neasden, the main exceptions being the railway breakdown tenders. However, vehicles based at Chiswick Works could often be seen visiting, including a regular duty to move train wheels and parts between Acton Works and Neasden. This ran 2 or 3 return trips each weekday, and later used articulated lorries (as will be shown in some other photos being published today). This view shows what it presumably an earlier vehicle used on the duty; AEC Regent dropside bolster lorry 741J, rebuilt from double-deck bus STL42 in 1949. Allocated to the railway department at Hainault for a few months, it then moved to Chiswick Works and spent the rest of its career as a Group-3 'general purpose' vehicle. Withdrawn in late 1962, following the delivery of new Ford Thames Trader lorries, it was sold in 1963. Note that a slightly earlier photo taken at what looks to be almost the exact same place can be found at photo 4287.



Photo 6814, by **Malcolm Conway collection**, added to LTSV on 28/07/2021.

Before the 1960s, articulated lorries were quite rare in the London Transport fleet. The only examples were a couple of specialised low-loaders and of course the 10 Bedford mobile canteens. From late-1959, London Transport started buying artic tractors and trailers for more general-purpose duties, most of the early prime movers being Ford Thames Traders. 1223F was from a batch of six delivered in late 1961. It was photographed in July 1962 paired with YT19, one of three slightly unusual trailers delivered at about the same time. While most trailers were dropside opens or low-loader flatbeds, YT17-YT19 had fixed sides and full length tilt covers, making them effectively vans. The trio were apparently used for the movement of bus tyres, and official documents state that they were acquired to replace AEC Regal lorries including 445W and 451W. The YT19 fleetnumber is visible painted on the full-height headboard, while the number on the tractor unit includes the PM suffix, this standing for Prime Mover. Non-articulated Ford lorries from this era had their tonnage as the suffix. The covered trailers, and the Ford Thames tractor units, were withdrawn in the early 1970s.



Photo 6815, by **David Clinker**, added to LTSV on 28/07/2021.

London Transport bought 136 Ford Thames Trader lorries between late-1959 and early-1965, the type then being replaced by the new D-series. The Traders came in a variety of configurations including box vans, tippers and artic tractors, but perhaps the most numerous were open/dropside lorries. Typical of these was 1229F, a dropside lorry new in October 1961 and fitted with a half-length tilt cover. Although not visible here, this lorry was one of only a handful of LT Traders to be equipped with a tail-lift. Note that the vehicle tonnage is shown by a figure 5 after the fleetnumber and in a slightly smaller font. 1229F lasted just over ten years with LT, being based at Chiswick and Parsons Green. It was photographed on 22nd August 1962 parked at Shepherds Bush.



Photo 6816, by **Julian Bowden-Green collection**, added to LTSV on 28/07/2021.

Nine of London Transport's Ford Thames Trader lorries were fitted out as towing vehicles, to rescue broken down buses. The first three were bought in 1962 and replaced pre-war AEC Regal conversions. Two more followed in 1963, then a final 4 in 1965, these mainly replacing AEC Regent conversions from the 1950s. The Traders remained in use until 1977, when they were supplanted by Ford D-series lorries that were noticeably shorter due to a change in the regulations regarding towed train lengths. 1239F, from the first trio of Traders, would have been one of the busiest, since it was based at the very central Victoria Garage. As such it was probably called on to attend breakdowns of any bus in the area, since the home garage would likely be rather distant. Towing vehicles still carried trade plates at this time and 1239F was assigned 975GH from new (this plate transferring from Regal 444W), then 973GH and finally 635LA. Withdrawn in July 1976 it was stored at Chiswick Works until sold in January 1977. This undated photo was taken at Chiswick during this time. Parked near to 1239F are one of the AEC Matador breakdown tenders and what looks like an AEC Mercury in grey. Note the 7 suffix to the fleetnumber on 1239F, this denoting the vehicle's 7-ton carrying capacity, even though it was largely irrelevant in this role.



Photo 6817, by **Derek Everson**, added to LTSV on 28/07/2021.

Until the 1980s the work of trimming trees along bus routes (to prevent damage to passing buses) was undertaken by the bus companies. Initially former buses were used, either built as or converted to open-top. These were later replaced by purpose-built lorries. In the case of London Transport, five vehicles were deemed to be necessary, one for the central area and one for each quadrant of the country area. Five Thames Trader lorries were bought in late 1962, replacing a batch of former STL buses. The four allocated to the country area passed to London Country Bus Services on the first day of 1970, retaining their fleetnumbers and grey livery but gaining amended fleetnames (rather ironically, the one lorry that remained with LT was later repainted green). Interestingly, tree lopping was only performed for parts of the year, and most of the vehicles spent a couple of months each year (generally in the autumn) parked up and delicensed.

Thames Trader 1241F spent most of its life at Northfleet Garage in Kent. In summer 1965 it spent a couple of months allocated to 'Acton (Gardening Section)', while under LCBS control it also had spells at Dunton Green, Swanley and Crawley, though these appear to have been while it was non-operational. On 12th June 1977, Derek found 1241F parked at Grays Garage. Although north of the River Thames, this area was probably covered by the Northfleet lorry since it was closer than the north-east sector one at Hertford. Note that later Thames Trader lorries had the 'Trader' badging between the headlamps instead of together with 'Thames' below the grille snout. On the left is an RCL Routemaster bus, while on the right is T1, one of 4 Harrington-bodied AEC Reliance coaches built in 1961 and acquired second-hand from Maidstone and District in 1974 for use as manual gearbox driver trainers. A better view of T1 is in the next photo.

Photo 6818, by **Derek Everson**, added to LTSV on 28/07/2021.

London Transport's tree lopper lorries had a sliding door in the nearside for crew access, and large rear doors for unloading cuttings. Because these vehicles often had to park on narrow country lanes and roads with overhanging trees, the back doors were painted with yellow/black chevrons to provide warning to other motorists. 1241F was photographed at Grays Garage on 12th June 1977, although it was officially allocated to Northfleet. Alongside is a coach that never carried passengers for LCBS. T1 was one of 4 AEC Reliances bought second-hand in 1974 to train drivers in the use of manual gearboxes. The four Thames Trader tree loppers used by LCBS were withdrawn in 1979, following the delivery of two new Ford D-series lorries. These initially carried the bodywork removed from two of the Traders (see photo 3261), though they were given new bodies in 1984.

Photo 6819, by **Julian Bowden-Green collection**, added to LTSV on 28/07/2021.

Somewhat surprisingly, I only have photos of two of the four Thames Trader tree loppers inherited by LCBS from LT in 1970, even though they remained in use until 1979. The date, location and photographer of this view of 1242F are not known. 1242F was based variously at Garston and St Albans garages, covering the north-west quadrant of the country area. A Leyland National bus in Green Line livery is visible on the left, while the bus destination blinds on the right include one that appears to show 'Durrants Farm Est'. This location was either at Croxley Green or at Berkhamsted, so that does not really help identify the garage.

I had always assumed that bus wheels and lorry wheels were all generally the same size. However, the wheels on this Thames Trader are noticeably smaller than the loose wheels nearby. The latter are presumably off a bus of some sort.

Photo 6820, by **Steve Smith via Ian Dyckhoff**, added to LTSV on 28/07/2021.

The last Ford Thames Trader photo for today is rather special. This is a scan of a slide that was found discarded at Neasden Depot by Steve Smith. Taken in late 1963 or early 1964, it shows railway emergency vehicles at the old breakdown garage at the north end of the depot, with the power station visible in the background. The date was determined by the fact that Trader 1281F has red 'LT URGENT' lettering on its illuminated front panel. This was soon changed to the familiar black and white version once it was realised that it was illegal for vehicles to have a red light facing forwards. There is also the fact that 111J (the cream/red lorry alongside) was withdrawn in March 1964. The latter vehicle was a purpose-built AEC Regent new in 1935, of which colour photos are very rare. The third vehicle is one of the three Bedford KZ vans that carried cream/red livery, though unfortunately it is not possible to tell which.

Photo 6821, by **Derek Everson**, added to LTSV on 28/07/2021.

Ford's D-series replaced the Thames Trader as the standard lorry for London Transport use from 1966 until the late-1970s. LT's D-series lorries came in all shapes and sizes, some of the largest being D1000 10-ton open lorries. These came with either dropside doors or fixed sides, the latter being shown in this view of 1783F at Chiswick Works on 10th July 1974. The largest D-series lorries often had a chrome strip across the front panel (between the side indicator lights), while the bodywork was usually mounted higher up (relative to the cab) than on smaller variants. 1783F had been bought in August 1972 and was destined to last a little over 8 years.

Photo 6822, by **Derek Everson**, added to LTSV on 28/07/2021.

Ford introduced the A-series van in 1973 to plug a gap between the largest Transits and the smallest D-series lorries. Although remaining in production for 10 years, it was never a huge seller, and London Transport took just 8 examples alongside hundreds of the other two types. Of the 8, half were standard vans in grey livery, while the remainder were used as railway breakdown vehicles and carried red. 2062F was the first to arrive, having been initially hired as a demonstrator in mid-1977. This explains its non-matching registration - most other services vehicles at this time being given registration numbers that related to their fleetnumbers. It was joined towards the end of 1977 by three similar vans. On 29th April 1981 2062F was caught entering Hounslow Bus Station/Garage. Note the large sliding cab doors and the rather high ground clearance. Another oddity is the application of London Transport lettering either side of a roundel in the top of the windscreen. Three of the four grey vans were withdrawn in 1983/1985, while 2086F famously gained a stay of execution by being rebuilt as a mobile communications vehicle (see photo 3414) and repainted red. In this form it remained in the fleet until 1991. The four railway breakdown tenders were withdrawn in 1987/1988, seemingly without direct replacements.

Photo 6823, by **Steve Smith via Ian Dyckhoff**, added to LTSV on 28/07/2021.

By the 1980s the regular Acton to Neasden parts shuttle was being performed using articulated lorries. Due to the tight turning spaces within Neasden depot, only short trailers were suitable for use and this may account for why LT had so many single-axle trailers. Ford D-series tractor units would have been common on such work but the undated photo here shows an oddity. 2251B was a Bedford TK tractor unit new in April 1980. London Transport only bought 4 examples of the TK model. First was a 3-axle flatbed lorry acquired second-hand in 1974 (see photo 2175), followed by a (new) 2-axle tanker in late 1979 (see photo 574). Arriving with 2251B was dropside lorry 2252B (see photo 3964). The TK model was about to be replaced by the new TL, and LT did go on to buy a number of that type. There are two notable points about 2251B and 2252B. Firstly, they both had cabs that were in a slightly darker shade of grey than the Ford Cargo Grey normally applied. Secondly, they had out-of-sequence registrations when most vehicles bought at the time had matching ones. Ironically, the more suitable fleetnumbers of 2300B and 2301B were later used for a pair of Bedford TL artics. The trailer is most likely one of the six York ones bought in 1971 (YT22 to YT27) although unfortunately the number cannot be read.



Photo 6824, by **Steve Smith via Ian Dyckhoff**, added to LTSV on 28/07/2021.

Another articulated lorry being used on the regular Acton to Neasden shuttle (and parked in the same place inside Neasden Depot as 2251B in the previous photo) was Ford Cargo 2444F. London Transport bought a total of 28 Ford Cargo lorries between 1982 and 1988. As with the earlier Thames Traders and D-series lorries, the Cargo lorries were in various configurations, including 4 as articulated tractor units. Delivered in grey livery in July 1986, 2444F lasted until 1995 and is believed to have been repainted in the post-1990 white/blue livery. The Cargo artics were eventually replaced by Mercedes-Benz 1520 units between 1993 and 1995, that model also being small enough to get around the confines of depots such as Neasden. The trailer fortunately has its fleetnumber on the offside, showing it to be Crane Fruehauf CT33 from a batch bought in 1984. Compared to the preceding York trailers, these were also single-axle but had metal dropside doors (instead of wood) and lacked the bolsters at the coupling end. The 1984 trailers were also repainted blue and they outlasted several generations of tractor units. Although CT33 was withdrawn in 2000, several others remained in use into the 2010s, and at least one (CT36) is still in stock at present (July 2021).



Photo 6825, by **Philip Hambling**, added to LTSV on 28/07/2021.

The Ford Escort van was probably the most numerous single type of service vehicle in the 1980s. At the time of this photo (July 1986), there were 104 in the fleet, just over a fifth of the total. 3309F was fairly typical, having red livery and white lettering (apart from the gold London Transport titles). Assigned to the general purpose 'Group 3', it was found at Baker Street station, a location which always seemed to have a few such vans present. The only official allocation information for this van is from a list dated January 1986, which had it based at Shepherds Bush bus garage. 3309F was leased from Hertz and was returned to them in 1988, after exactly three years.



Photo 6826, by **Philip Hambling**, added to LTSV on 28/07/2021.

Regular visitors will recognise the ivy-covered building in the background as being the London Transport offices at Manor House, near the south-east corner of Finsbury Park. Parked outside in October 1988 was Ford Escort 3-door saloon car 3665F, which had entered service a couple of months earlier. Marked only with fleetnumbers, it was officially allocated here for its entire 3 year career with LT.



Photo 6827, by **Phil Eames via James Mair**, added to LTSV on 28/07/2021.

Interest in service vehicles probably reached its nadir in the 1980s and 1990s, with only a handful of individuals still photographing and tracking them. Fortunately, service vehicles do often appear as peripheral content in other photographs, such as this view of the covered forecourt of Norwood Garage taken by Phil Eames in about January 1994. On the left is Ford Escort van 4055F, new in May 1991. The livery of this van is slightly puzzling. As seen in Colin's photo (ref 894) taken the month it was delivered, the van had fleetnumbers and a large London Buses roundel on the offside at least. However, another photo from July 1992 showed it having a completely unmarked nearside. Phil's photo shows the offside and rear, both of which have roundels. The fleetname of South London has also been added, along with that well-known South London landmark of Tower Bridge!

Other points to note are that the L-class Olympian on the right carries the registration number from Routemaster RM1330, while the nearest RML has via points for route 2 applied along the cantrail panels. The route 2 has been associated with Norwood garage seemingly forever, and it still covers the core section between Norwood and central London.



Photo 6828, by **Derek Everson**, added to LTSV on 28/07/2021.

This is a rather special photograph, due to the fleetnumbers that were allocated to the two vehicles shown. When London Country Bus Services (LCBS) was created from the country area of London Transport in 1970, it inherited a small quantity of service vehicles from LT. Most retained their existing fleetnumbers in the range 1148F to 1413F, though a trio of Austin vans had their numbers reduced by 1000. For new deliveries and acquisitions, a new number series was started at 1B, initially only for smaller vans. Larger vehicles were numbered from 578F upwards, the reason being that a batch of Ford D550 lorries had been ordered by LT as 1578F-1580F. These were delivered after the split and became LCBS 578F-581F. Successive numbers were used until the arrival of 586F in 1974, after which it was decided that lorries would be numbered in the main series (the first being 19F of 1976) while recovery vehicles would get M-prefixed numbers (eg M1). There were therefore just nine vehicles numbered in the 5xx series and this photo shows two of them.

Taken at Staines Garage on 2nd May 1981, the vehicle on the left is well-known. Low-height bus RLH44 was converted into a uniform issue unit in 1971 and numbered 581J. It served until 1982 (when it was replaced by former Leyland National bus LNB57) and was sold for preservation in 1983. Interestingly it has since been kept in semi-converted state, rather than being returned to pure bus layout. On the right is Ford D0910 stores lorry 585F, delivered new in 1973 and kept until 1982. It is believed to have originally had a grey livery but was in standard National Bus Company green by the time of this photo. Note that there was no attempt to match fleetnumbers to registration numbers, and the more suitable number 584F had already been used on a similar lorry new the year before. Although designated as a stores lorry, LCBS often used such vehicles for driving training duties, as evidenced by the labelling on the front.



Photo 6829, by **Philip Hambling**, added to LTSV on 28/07/2021.

London Country Bus Services used an all-over yellow livery for its recovery vehicles, this perhaps being a National Bus Company standard. Seen in anonymous condition at Epsom Downs in June 1989, RTP209J was an AEC Matador that had been acquired in 1980 when it was already nine years old. It was assigned fleetnumber M3 and, when LCBS was split-up in 1986, it passed to London Country South West. The latter company was soon renamed to London and Country, and this name was later carried by M3, by then officially renumbered to A3. The eventual date of disposal is not known but is assumed to be in the early 1990s, and the vehicle appears to still survive somewhere, albeit now SORN (off the road).



Photo 6830, by **Philip Hambling**, added to LTSV on 28/07/2021.

AEC Swift bus SMD91 was rebuilt in 1978 into a mobile classroom, being officially renumbered as STB91 (not carried) and repainted with a white roof and an angled white stripe on each side. The vehicle was referred to as a video-bus, presumably having equipment inside to show training videos. Could it be that the V shape of the side stripes was related to this? Another change was that the original plain front panel was changed for one with a ventilation slot. It would appear that this came from an early DMS bus, these also having the narrow-spaced headlamps. It is not known how much actual use STB91 saw, and it was parked up at various garages for much of the time. It was to remain in stock until the early 1990s, and was then sold into preservation. When seen at North Weald in June 1996, it still retained its unusual livery. The AEC winged badge on the front and the late-1980s London Buses roundels on the front and sides are additions since preservation, while the bus was at the time fitted with a former Red Arrow Merlin blind.



Photo 6831, by **Philip Hambling**, added to LTSV on 28/07/2021.

43 long Routemasters were built as coaches for use on Green Line services in 1965, these being classified as RCLs. All passed to London Country Bus Services upon its formation in 1970, along with the shorter RMC coaches and a batch of RML buses. Following delivery of newer single-deck coaches, the RCLs and RMCs were demoted to bus work then withdrawn from service in the late 1970s. Faced with serviceable vehicle shortages, London Transport decided to buy back most of LCBS's Routemasters and the RCLs were initially used as driver trainers before being modified for use on bus route 149 from 1980. The exception was RCL2221, which was converted into a mobile cinema and exhibition vehicle. It was repainted into Shillibeer green/cream/red livery to take part in events in 1979 to mark 150 years of public bus services in London, then reverted to standard red. The bus saw occasional use through the 1980s and 1990s and was found parked at South Street in Romford in December 2000, when it appears to be advertising pollution awareness. Note the Dial-a-Ride Mercedes minibus parked behind. RCL2221 was eventually sold into preservation in 2008.



Photo 6832, by **Philip Hambling**, added to LTSV on 28/07/2021.

London Transport built up a large fleet of Daimler/Leyland Fleetline buses during the 1970s, a total of 2646 being taken into stock. Most had relatively short lives in the capital and were outlived by the buses they were intended to replace. Perhaps surprisingly, very few Fleetlines became service vehicles, although a large number were used as driver training vehicles. Of the three conversions known, DMS2559 became a mobile survey control centre in 1983. It was apparently repainted (at Loughton Garage), though details of its livery, and indeed its use, are not known. It was reported as sold in 1992 and seems to have eventually passed to a youth community group in Essex. It was photographed in Rochford in June 2001 in a hand-painted livery typical of such vehicles. Last licensed in 2002, it was not listed in the LOTS SUP44A publication of 2008, suggesting that it had by then been scrapped.



Photo 6833, by **Philip Hambling**, added to LTSV on 28/07/2021.

KPA101K was one of the very first Leyland National buses built, only a couple getting K-suffix registrations. It was delivered to London Country Bus Services as their LN1 in 1972, though it carried a yellow livery rather than the standard green. This was soon adapted with blue trim for use on SuperBus routes in Stevenage. In 1981 (some sources give 1978) it was converted into a mobile engineering training vehicle, and given the green and yellow livery shown here. Its use appears to have been limited and it was dumped at Crawley when photographed in December 1987. It is believed to have been sold for scrap not long afterwards. Alongside is another of the early LN buses, LN7, as shown in the next photo.



Photo 6834, by **Philip Hambling**, added to LTSV on 28/07/2021.

Of the five LCBS Leyland National buses converted into service vehicles, the best known is LN7. Rebuilt as a mobile shop and information vehicle in 1979, it appeared at many bus rallies and shows over the next few years. The oasthouses in the background give a clue to the location of this photo, it being a bus rally at Paddock Wood in Kent in August 1986. Note that the rear skirt panel has been raised and it looks like the back offside wheel was in the process of being changed. LN7 was sold in late-1989, most likely for scrap.



Photo 6835, by **Philip Hambling**, added to LTSV on 28/07/2021.

Leyland National LN13 makes its fifth appearance on LTSV with this photo taken at Garston Garage in February 1989. Taken out of passenger service in 1983, it was re-purposed the following year as a mobile waiting room for coach passengers at Scratchwood Services on the M1. It carried a white livery with two variations of National Holidays lettering, the small version shown here later being replaced by larger titles. It was further repainted in about 1990, to cream with Shearings National lettering (for the same role), and then again to all-over yellow in 1992, when it was sold to Luton and District for use as a driver training bus. According to the Ian's Bus Stop website, it was then sold to London and Country in 1995, assigned fleetnumber A30 and intended for conversion for a youth project. However, this was aborted and it went for scrap later that year.

As a curious aside, another company also used a former LN bus as a waiting room at Scratchwood. LN8 had an interesting history and seems to have never actually worked for LCBS. Delivered directly to Nottingham City Transport it was on hire from LCBS for evaluation. Its green livery was adapted with a cream waist band and orange roof. Returned to LCBS in 1973, it was stored for a month then passed to Hants and Dorset in a swap that saw three Nationals exchanged for 3 former King Alfred Metro-Scania single deckers. Initially used in plain NBC green, it was repainted to H&D's standard NBC red with a white waist stripe in about 1975. In 1982 it passed to Alder Valley in another exchange, this time of dual-door Nationals for single-door ones. Alder Valley did not put the bus in service but converted it into a mobile information and publicity bus (ironic, given the similar fate of sister LN7. Indeed the two vehicles appeared together at ShowBus in 1984, as seen at <https://www.flickr.com/photos/steves-travels/31959534354/>). The livery was white/red/black in the current coach style, changed to 'deregulation' green/yellow in about 1989. In 1992 the bus was sold to holiday firm Club Cantabrica and repainted into their blue and red livery. Used as a waiting room and booking office at Scratchwood Services, it stayed for a few years before being sold into preservation in 1998. It appeared at a few rallies in Cantabrica blue but was then repainted (again) into SuperBus yellow/blue.



Photo 6836, by **Ray Monk**, added to LTSV on 05/08/2021.

7755F was almost unique in the central fleet in being acquired second-hand. It was taken over from EDF Powerlink when the LUL Power Supply contract was brought back in-house in 2013, and was based (along with a fleet of new vans) at Station Road in Tufnell Park. The van is believed to have had some sort of specialised equipment fitted, accounting for its retention. 7755F was duly replaced by new Ford Transit 8859F in late-2019 and it was then moved to Acton Works and de-lettered. It was by then one of the oldest Transits in the fleet and, being non-ULEZ compliant, it was unlikely to see further use. However, it lingered at the works until mid-2021, being photographed there on 10th July. On another visit later the same month, 7755F was not seen and had presumably been disposed of. Note the emergency-style lights on the front grille.



Photo 6837, by **Ray Monk**, added to LTSV on 05/08/2021.

Ray has commented that, on his recent visits to Acton Works, far fewer vehicles than 'normal' have been seen. This seems to reflect both a decrease in the amount of fleet renewal taking place, and also perhaps a reduction in the amount of non-essential maintenance work being undertaken. Parked near the CDS offices on 26th June 2021 was Ford Transit crew van 8284F, notable for carrying a 'Thank you NHS' roundel on the rear. Although presumably an officially sanctioned decoration, it has not been seen on any other vehicle.



Photo 6838, by **Ray Monk**, added to LTSV on 05/08/2021.

This is 'Zippy', otherwise known as 8285F. This Ford Transit medium-wheelbase mid-height crew van has been found parked in the DSM yard at Acton Works on almost every recent visit. It has a fold-over Hazchem plate on the front bumper, which is normally folded closed (the reverse being blue). On this occasion the plate was open but carried no labels. Parked alongside on 26th June 2021 was 9016F, identical except for it being a '2020 facelift' model. The subtle changes around the front grille can be seen, most notably the lack of body colour between the grille and bumper.



Photo 6839, by **Andrew Lidinson**, added to LTSV on 05/08/2021.

We are currently showing over 30 vehicles as being allocated to Edgware Track Depot, including a run of 18 consecutively numbered vehicles 8380VW to 8397R. Edgware vehicles are a bit hard to photograph, as the location is not accessible and the vehicles only come out at night. Some examples were found at places such as Camden Town on night trips, while quite a few have turned up on visits to Acton Works. This example was found on the opposite side of London on 19th June 2021, Renault Kangoo maxi van 8394R being parked up in Blackfen near Sidcup.



Photo 6840, by **Ray Monk**, added to LTSV on 05/08/2021.

Most of the vehicles in the DSM yard at Acton Works on 10th July 2021 were Mk8 Ford Transits, including van 8503F. New in September 2017 this vehicle is notable for carrying incorrect fleetnumber 8530F on both sides. Rather annoyingly, the real 8530F (see photo 6742) is also a mid-height Transit, though it can be recognised by being a crew van and long wheelbase. The real 8530F seems to be a Northern Line vehicle, having been based variously at Edgware and Morden. The allocation of 8503F is less clear, although sightings at Lambeth North and Regents Park suggest that it is assigned to the Bakerloo Line. As such, it is most likely based at the small London Road depot near to Elephant and Castle. Visible on the right is Ford Transit Courier crew van 8105F from a batch new in late 2015 and initially based at Lillie Bridge. Two of the batch (8105F and 8106F) appear to have had a stay of execution, being

	<p>transferred to other roles, perhaps due to the disruption to fleet renewal caused by the COVID-19 situation. 8105F's presence at Acton may indicate that its time is now up.</p>
	<p>Photo 6841, by Ivor Norman, added to LTSV on 05/08/2021.</p> <p>Toyota Yaris car 8575T was new in September 2017 and, for a couple of years at least, could routinely be found parked in the front car park at Acton Works. Observations suggest that it was transferred to Stratford Market Depot in mid-2019, and Ivor found it parked at the Homebase store in Harlow on 25th June 2021. There are about 40 Yaris cars in the central fleet at present, though it has to be said that a lot of them are proving very elusive.</p>
	<p>Photo 6842, by Ray Monk, added to LTSV on 05/08/2021.</p> <p>Parked outside the offices at Acton Works on 31st July 2021 were examples of the two main types of small van used in the central fleet at present. To the fore is Renault Kangoo Maxi van 8663R in Trams white/blue/green, while LUL-liveried Volkswagen Caddy Maxi crew van 8903VW is parked behind (with Mercedes Axor mobile office WX08KUY beyond). Both of the vans have roof-racks, with the Renault van also having a light-bar. Most Trams service vehicles have these, no doubt because they sometimes have to be parked on roads. It is interesting to note that most Caddy Maxi vans have been specified as crew vans (i.e. with the additional side windows), while most Renault Kangoo Maxis have been plain vans.</p>
	<p>Photo 6843, by Ivor Norman, added to LTSV on 05/08/2021.</p> <p>Another Renault Kangoo Maxi van now, with 8683R basking in the sunshine in Harlow on 28th July 2021. This is one of the rarer examples of the type, with only a handful of sightings since it was delivered in September 2018. None of these helped determine the van's allocation, which is hence shown as 'unknown'.</p>

Photo 6844, by **Ray Monk**, added to LTSV on 05/08/2021.

The Lifts and Escalators section at Frank Pick House in Acton gained a large number of new vehicles in 2019, most being from the Ford Transit family. Most of the vehicles are not actually kept there, although they all do seem to visit from time to time. It also appears that there is now more interchange of vehicles between there and the L&E operation at Griffith House in Marylebone. For example, the Renault Kangoo visible in the background of this photo taken at Frank Pick House on 10th July 2021 is 8365R, previously a Griffith House regular. The main subject is 8754F, one of the large batch of Ford Transit Custom crew vans. Most of the vehicles at this location can be seen from passing District and Piccadilly line trains, the tracks for which are visible on the left.

Photo 6845, by **London Spotter**, added to LTSV on 05/08/2021.

This interesting van was found parked near Monument Station on 24th July 2021. Numbered 8993F it is a long-wheelbase high-roof Ford Transit Mk8 van, with a yellow band and 'Rapid Response Vehicle' lettering added to the standard LUL livery. Delivered in late 2020, this van has been noted parked inside Griffith House on several occasions, suggesting that it is based there, perhaps as the pumps and drainage emergency vehicle. This role was last fulfilled by Ford Transit van 7818F (see photo 4648), which carried an identical livery but which was withdrawn in spring 2019 and was not ULEZ-compliant. Could it be that 8993F was ordered as a replacement but was delayed? It is notable that other vehicles numbered in the 89xx range were delivered from spring 2019 onwards. Comparing the livery on this van with the similar scheme applied to 8684F (see photo 5875), it will be noted that the yellow stripe has been applied parallel to the skirt, rather than at a slight angle. 8993F also has a red stripe applied above the skirt, but it lacks the red bonnet found on 8684F.

Photo 6846, by **Derek Everson**, added to LTSV on 05/08/2021.

Seen passing the Marble Arch Mound on 13th July 2021 was London Buses Volkswagen Crafter van 9063VW. 45 of these vans were delivered in 2020 for use as Incident Response Units. 9063VW was one of the first, arriving in February, while the final 19 were caught up in COVID-19 lockdown restrictions and did not enter service until the autumn. The Marble Arch Mound is an 82 foot tall artificial hill that was built as a temporary tourist attraction, offering views over Hyde Park. It opened at the end of July but then was quickly closed again while improvements were made in response to early visitor feedback.

Photo 6847, by **Peter Terry**, added to LTSV on 05/08/2021.

At least 8 Incident Response Unit vans are allocated to Morden to cover south London. 9075VW is one of these and can often be found at West Croydon Bus Station or nearby, as seen here on 6th July 2021.

Photo 6848, by **Les Savine**, added to LTSV on 05/08/2021.

A fine view of LBSL IRU 9085VW parked on Coombe Road in New Malden during an emergency services incident on 23rd June 2021. The yellow object at the rear is a 'Safe-T bar' bumper, which doubles as a footstep. When the vans were first delivered to the dealership in Bedfont, these bumpers were black, as can be seen in photo 6130.

Photo 6849, by **Ray Monk**, added to LTSV on 05/08/2021.

The stock of demountable bodies has been reduced in recent years, with 8 believed to remain in stock for use with the 4 lorries capable of carrying them. DB14 is unique in being a box body with a crew compartment in the front section. When seen in the lorry yard at Acton Works on 10th July 2021 it looked to have been recently repainted in all white. Another change is the addition of two external lights at the top front corners.

Comment by *Thomas Young* on 08/10/2021: The yellow logo at the bottom left of the front is that of 'We Make Sparks', the brand for Sparks Welding Services of Slough. This company does vehicle maintenance and modifications, and also now vehicle leasing and hiring (the logo is also carried by the two newest staff welfare facilities vans). The logo seems to be of a bearded welder with tools behind, arranged to look like a horned Viking helmet!

Perhaps more interestingly, the blue plate below this logo states that the vehicle was 'Custom built by Feltham Commercial Coachworks Ltd'. Feltham Coachworks are listed as the manufacturers of bodies DB20, DB22, DB23 and DB24, but all of DB1 to DB18 have always been listed by LUL/DSM as having been built by Locomotors. .



Photo 6850, by **Ray Monk**, added to LTSV on 05/08/2021.

This Renault lorry in the livery of B R Saunders has been based at Acton Works for the last couple of years, its front being shown on LTSV in June (see photo 6800). This rear view, taken on 10th July 2021, shows more clearly the flatbed configuration and twin axles, the rearmost being of the lifting type. Note that there are stabilisers behind the rear axle in addition to folding ones beside the crane at the front.



Photo 6851, by **Derek Everson**, added to LTSV on 05/08/2021.

Go Ahead London's Volvo FM tow truck is no stranger to LTSV, but this is the first photo to show it in its current guise. New as VLT46 in 2004 (see photo 2767), it surrendered this mark in 2017 and became LN04CHL (see photo 5550). About a year later it was re-registered again to AF04TOW, this relating to the AF code of its home garage of Putney. It was photographed outside the garage on 20th July 2021 with a WHV class bus on tow. Since last being shown, the livery of the lorry has been amended. The grey skirt, which previously ran the whole length of the bodywork, is now confined to a short section of upsweep at the rear, while the thin stripe at mid-height has been changed from blue to yellow. The panel above the sun visor has changed from red to white and, although not visible in this view due to reflections, it carries the London General logo. Previously the three logos of London General, Go-Ahead and London Central were displayed here. The Volvo FM12 badging below the windscreen has been removed, with the Volvo name now appearing on the corner panels and on the mirror covers.



Photo 6852, by **Peter Terry**, added to LTSV on 05/08/2021.

I have had many requests for more photos of black Abellio Ford Fiestas (!), so here is their LV60MVD at the Plough in Beddington on 27th July 2021. This car has been based at Beddington Cross garage since it was acquired in about 2017, and is allocated fleetnumber 6772 although this does not appear to be carried.



Photo 6853, by **Andrew Lidinson**, added to LTSV on 05/08/2021.

Andrew visited Go-Ahead's Plough Lane Garage on 25th July 2021 and found this Ford Fiesta van parked with one of the commercial department's E-class buses. Although unlettered, the livery and registration series of the van make me certain that this a Go-Ahead vehicle. The only puzzle is how come nobody else has seen it since it was new over 5 years ago. Perhaps it originally worked for one of the other Go-Ahead companies around the country. As has been seen, some of these do have red service vehicles (see photo 5741), even when their buses carry other liveries. On the other hand, it could have been a second-hand acquisition that just happened to have a similar registration to existing Go-Ahead vehicles. This latter theory is supported by the fact that the vehicle had a new V5C (logbook) issued at the end of 2019, suggesting a change of ownership. Plough Lane only has a couple of service vehicles but one of them has the very similar registration of EU16KXR (see photo 6401).



Photo 6854, by **Andrew Lidinson**, added to LTSV on 05/08/2021.

In use as an engineer's van at Arriva London's Norwood Garage from at least early July 2021, FD17KKH is an unmarked Vauxhall Combo van with a roof beacon towards the rear. It was seen in the garage yard on 5th July with Vauxhall Corsa crew ferry car WM66ADZ in the foreground.



Photo 6855, by **Ray Monk**, added to LTSV on 05/08/2021.

Seen in the front building at Arriva's Barking (Dagenham) Garage on 17th July 2021 were a couple of silver crew ferry cars, recognisable by having fleetnumbers on large labels in the windshields. On the right is lettered Vauxhall Corsa 216, which seems to have been based here since new in 2014. The unmarked Vauxhall Insignia estate car on the left is a more recent addition, its licensing data suggesting acquisition in June 2021. The use of estate cars as crew ferries, especially relatively upmarket models such as the Vauxhall Insignia, is unusual for Arriva London.



Photo 6856, by **Andrew Lidinson**, added to LTSV on 05/08/2021.

First reported in May 2021, at least four of these Mercedes Sprinter minibuses are in use from the Rainham Garage of Stagecoach London. Several bus companies have taken additional minibuses for crew ferry use over the past year or so, most likely because carrying capacity has been reduced by COVID-related social distancing requirements. These Sprinters have 15-seat bodywork and are the largest minibuses so far seen. All are in white livery and unmarked apart from various labels, including for Enterprise flex-e-rent. At least a couple also have Stagecoach names and logos applied in a nearside window. FJ18UPR was seen departing from Atlanta Boulevard (close to Romford Station) on 17th July 2021.



Photo 6857, by **Ray Monk**, added to LTSV on 05/08/2021.

This photograph clarifies the situation with Go-Ahead London minibus numbering which I mentioned back in May (see photo 6761). To recap, it would appear that Go-Ahead has allocated new fleetnumbers to its service vehicle fleet, one of the engineering vans being noted with ES11 lettering applied in the traditional positions. I then got reports of some of the numerous Mercedes Vito minibuses being numbered in the FVxx series, although it was not mentioned where the numbers were applied. It would appear that only the minibuses at Silvertown have been done so far, and the numbers are carried on a yellow label in the side windows. The company fleetnumber is in the box in the bottom right of this label, and is prefixed FV, presumably for Ferry Vehicle. A larger number is also shown, these being in the FY0x series, and believed to be Silvertown's own 'local' fleetnumbers. Recent observations suggest that Vito minibuses from other garages are still operating without company fleetnumbers. The Northumberland Park minibuses have 'local' fleetnumbers on window labels, while the two at Bexleyheath have properly applied local fleetnumbers BX1 and BX2.

Ray photographed RX18LLN, FV16 (aka FY01), at Beckton Asda on 17th July 2021. The Stagecoach bus visible to the left is one of the growing number of electric-powered double-deckers now in use. 14123 is a BYD D8UR-DD with ADL Enviro 400 City bodywork (such evocative names they give them these days!). Visible in this view is the rear-facing video camera that has replaced traditional mirrors on many recent deliveries. The round object above that is believed to also be a video camera, one of several that are used to present a composited image of the vehicle's immediate surroundings to the driver.



Photo 6858, by **Andrew Lidinson**, added to LTSV on 05/08/2021.

After a gap of a couple of years, Abellio seems to have resumed adding young second-hand cars to its fleet. While the Ford Fiesta was previously the preferred model, the recent additions have been more varied and one such is Ford C-Max WM18NRE, seen at the Cheviot Road stand in Norwood on 28th June 2021. The C-Max started as a taller variant of the Ford Focus but is now marketed as a separate model. Abellio lettering had been applied but there was no sign of a fleetnumber, and it is not known if the 67xx/68xx series is still being used.



Photo 6859, by **Andrew Lidinson**, added to LTSV on 05/08/2021.

Another Abellio car at Cheviot Road in Norwood, this time on 16th July 2021. DS68KGA is one of at least three Vauxhall Astra cars added to the fleet in May 2021. It is likely that these were acquired specifically for the take-up of the route 315 contract from 1st of May. This back-roads bus route officially terminates at Norwood Garage but it stands nearby at Cheviot Road, off Knights Hill.



Photo 6860, by **Ray Monk**, added to LTSV on 05/08/2021.

The fact that the Stagecoach garage in Rainham has gained four hired Mercedes minibuses (and also a VW Transporter and a car) is surprising, given that the existing allocation was of no fewer than eight Hyundai I800 minibuses. Actually, it was probably seven as it looks like 93641 was withdrawn a while ago. Even so, that is a lot of crew ferries for a garage which runs a maximum of about 115 buses. Ray found three of the Hyundais parked at Rainham Tesco on 17th July 2021. Although barely noticeable, 93649 (DV68TTZ) on the right is unique in being unmarked, and it originally worked from West Ham Garage. 93651 (DV68TTU) on the left and 93650 (DV68TTO) behind have the normal set of red lettering, comprising the fleetnumber under the mirrors and 'Operations Rainham' on the passenger door. It is hard to see due to the reflections, but the Stagecoach name was originally carried alongside the logo on the bonnet.



Photo 6861, by **Ray Monk**, added to LTSV on 05/08/2021.

Google Streetview images had shown a black van with Arriva logos at their Grays garage a while ago. Ray eventually made the journey there to investigate on 17th July 2021 and found DO19GUA, a Combo E (the French fifth-generation model).

Photo 6862, by **Bob Milner**, added to LTSV on 05/08/2021.

Over the last couple of years Abellio has standardised on the Peugeot Expert (or the virtually identical Citroen Dispatch) for engineering support vans, with a mixture of new and nearly-new examples being added and numbered in the series from 6900 upwards. The most recently reported is 6910, a Peugeot Expert in white with a red/orange stripe. It also has the yellow around the front, which I presume is simply to improve conspicuity. The van was photographed at Beddington Garage (Depot) on 10th July 2021, with black Ford Fiesta (yay!) LR13LUW alongside.

Photo 6863, by **Ray Monk**, added to LTSV on 05/08/2021.

Three unmarked red Seat Leon cars were noted at Arriva's Palmers Green Garage in June 2021, with a fourth found working from Dartford later in the month and another at Palmers Green in July. All were registered in the CX70Lxx series, and had first been licensed in November 2020. The Seat Leon is almost the standard Arriva crew ferry car at present so it is presumed that these are 'permanent' fleet additions rather than hired. Dartford's CX70LVU was photographed at the bus stand in Bexleyheath on 30th June.

Photo 6864, by **Derek Everson**, added to LTSV on 05/08/2021.

Derek photographed Dynes Volvo FH recovery truck KN20YBM in Richmond at dusk (note the quantity of small lights on the truck's front and side) on 13th July 2021, when it was being used to rescue RATP bus DXE30353 off route H37. The bodywork of this truck looks very similar to that on some of Sovereign Recovery's and, although not visible in this view, the name George was painted on the panels behind the cab side windows. The ADL Enviro 200 bus comes in various lengths, and some bus companies use different class codes to distinguish these (although other companies lump them all together in the same class). At RATP, 8.9/9.0 metre buses are coded SDE, 9.3/9.75m ones DDE, 10.2m DE, 10.5m DME, 10.8/10.9m DLE and 11.5m DXE! These codes seem to derive from Short (S), Diddy/Dumpy (?), (D), Normal (-), Medium (M), Long (L) and Extra-long (X).

Photo 6865, by **London Spotter**, added to LTSV on 05/08/2021.

As will be fairly readily apparent, this is not a London service vehicle. Photographed in Cambridge on 30th June 2021, MX68ZLZ is a long-wheelbase Ford Transit Custom van used for 'fleet support' by Stagecoach East. It carries fleetnumber 92927, this being in the national Stagecoach series. It seems that most numbers starting in a 9 are assigned to ancillary vehicles, with various numbers in the 90xxx, 91xxx, 92xxx, 93xxx, 95xxx and 96xxx ranges being featured on London SVs. Numbers can be re-used when vacated by disposals, this accounting for the somewhat haphazard allocations.

Photo 6866, by **James Mair**, added to LTSV on 07/09/2021.

From mid-June 2021, South Harrow Station regained an allocation of service vehicles for the first time in about 20 years, although it is likely to be only temporary. During the 1990s, several railway emergency vehicles were based here (see photo 1911), staff using the old station building as offices. The recent vehicles are two or three of the staff welfare facility vans, kept in a new compound at the far end of the station car park. As this photo taken on 19th June 2021 shows, a couple of containers have also been placed at the site. Present at the time were 7675F and un-numbered YT70VHD, the latter being in all white livery. 7675F shows evidence of having had its LUL logos covered over recently, perhaps while it was on hire to another operator. Both vans have the usual collection of notices on the rear, with 7675F also having a Clarkes label, this being the firm that undertook the conversions. Interestingly, the logo at the bottom left on YT70VHD states 'On Hire From ...' and then something illegible. Is that perhaps why this van does not carry a fleetnumber?

Photo 6867, by **James Mair**, added to LTSV on 07/09/2021.

When James visited South Harrow Station on 19th June 2021, three Staff Welfare Facility vans were present. 7675F and YT70VHD were in the new, temporary compound (visible at the far left here), while 7674F was parked outside the old station building. Note that this parking space is marked as being for the IMCO. I don't know what this stands for but I suspect it might be 'Infrastructure Maintenance something'.

Photo 6868, by **Ray Monk**, added to LTSV on 07/09/2021.

A quantity of cars have always been a feature of the central (leased) fleet, and various makes and models have been used over the years. The current fleet is very varied with at least 8 different makes represented. 17 of the current cars are Volkswagen Golfs, mainly estates and including 8194VW, seen at Acton Works on 26th June 2021. This was one of a batch of five acquired in June 2016. I was going to say they were overdue for withdrawal but, looking at the stats in the LTSV database, it is not unusual for cars to be kept for around six years.



Photo 6869, by **Peter Terry**, added to LTSV on 07/09/2021.

The function of TfL-liveried Ford Transit crew van 8863F remains a mystery, mainly because it is very rarely reported. On 24th July 2021, Peter found it parked in the upper bus station at Hammersmith, together with LBSL VW Crafter van 9089VW. Given that the previous photo of the Transit was taken at Eltham Bus Station, it does seem to be bus related. Could it in fact be a new Passenger Data van, for use by staff conducting bus usage surveys?



Photo 6870, by **London Spotter**, added to LTSV on 07/09/2021.

A rather remarkable photo, and not just because it features a black Abellio Ford Fiesta that has not appeared on LTSV before! When London Spotter called at Hatton Cross on 29th July 2021, six Abellio Ford Fiestas were lined up, waiting to ferry bus drivers back to Fulwell/Twickenham and Hayes garages. What was rather special was that all six cars were in a different livery. From left to right the cars were red YP61HVC, green EK10XLJ, blue GY59MXR, brown GN13MUO, burgundy MF13PGO and black EY61UKJ.



Photo 6871, by **Ray Monk**, added to LTSV on 07/09/2021.

Arriva London's Dartford garage has had a rapid turnover of hired crew ferry cars in recent months. One of the latest additions is this distinctive gold Renault Captur car, seen at Bexleyheath bus stand on 4th August 2021.



Photo 6872, by **Derek Everson**, added to LTSV on 07/09/2021.

Derek's photo of Go-Ahead London Mercedes Vito minibus RJ19HSN at Eltham Bus Station on 10th August 2021 shows the notices in the windows relating to COVID-19 arrangements. There is also a piece of tape applied to the offside passenger door, presumably to prevent its use and hence deter people from sitting immediately behind the driver. Similar tapes were also seen on other Go-Ahead minibuses here.



Photo 6873, by **Ivor Norman**, added to LTSV on 07/09/2021.

As well as Transit 8863F (see photo 6869), another TfL-liveried Ford van whose allocation and role is not clear is Transit Connect 8688F. New in autumn 2018 and lettered for 'Technology & Data', it has been reported a few times, at various locations. On 12th August 2021 it was spotted parked at High Beach in Epping Forest.



Photo 6874, by **Ray Monk**, added to LTSV on 07/09/2021.

Yet another car being used as a crew ferry from Dartford Garage recently was Toyota C-HR FP700MM, seen (as usual) at the bus stand in Bexleyheath on 13th August 2021.



Photo 6875, by **Ray Monk**, added to LTSV on 07/09/2021.

About five years ago it was common to find two or three Arriva vans and minibuses at the bus terminal in Bexleyheath, when they used to park in the adjoining alley. Since then it has been rare to find more than one present, while most of the crew ferries are now cars and they park in with the buses. On 13th August 2021 Ray managed to capture (just) four Arriva service vehicles present. Departing was hired Peugeot 5008 car GL21KNC, passing Vauxhall Astra car HV17SVK (with Arriva lettering). In the background is Vauxhall Combo DN70XED (the engineer's van), while hired VW Transporter minibus GL69TTV is just peeping in on the right.



Photo 6876, by **Paul Nicholls**, added to LTSV on 07/09/2021.

Arriva has used a lot of Vauxhall Corsa cars over the past thirteen years, most of which were in silver. Early examples were mainly 3-door and carried company logos and large fleetnumbers, while more recent ones tend to be 5-door and anonymous. Illustrating this is FP67PKD from Grays garage, seen at Lakeside Bus Station on 14th August 2021.

Photo 6877, by **London Spotter**, added to LTSV on 07/09/2021.

A large batch of Ford Transit Connect Mk2 vans was acquired by Arriva Southern Counties in spring 2017, of which 5 are based at garages covered by LTSV. The vans are used by bus engineers and carry a white-based livery with large vinyls advertising aspects of Arriva's service or recruitment. GM66WFH is allocated to Hemel Hempstead, is officially numbered V078 and advertises the Arriva bus app. It was seen at Watford Junction on 16th August 2021 attending to a mechanical issue on a Wright-bodied single-decker. Strangely it does look like people are still getting on the bus. On the right is another Arriva single-decker but in the 'Max' livery variant, while behind that is a double-decker liveried for the service to the 'Making of Harry Potter' exhibition at the film studios in nearby Leavesden.

Photo 6878, by **Peter Terry**, added to LTSV on 07/09/2021.

Not previously reported, this VW Caddy van was first licensed at the end of August 2020 and presumably passed through Acton Works before entering service with Trams in Croydon. Numbered 9163VW, it is typical of the Trams van fleet in that it has a roof-rack and a light-bar. Although not visible, it is likely to have full chevrons on the rear. On 17th August 2021 it was found hiding under the bridge near Reeves Corner during work on the track nearby.

Photo 6879, by **Derek Everson**, added to LTSV on 07/09/2021.

Derek visited the 'new' South Harrow Station location on 19th August 2021 and found two Staff Welfare Facility vans present. 7674F is on the left with newer (and plainer) YT70VHD on the right. This photo also shows that there is a portable kiosk here in addition to the two containers, and that at least one of the containers is a 'walk-in' facility of some sort. The reason for the allocation of the facilities van here is not known, though it is presumed to be temporary, perhaps in connection with work on the nearby railway sidings. The presence of two vans was apparently so that one could be dedicated for female staff and the other for male.

Comment by *Thomas Young* on 08/10/2021: The logo on YT70VHD is now known to be that of 'We Make Sparks', a brand of 'Sparks Welding Services' of Slough. This company do vehicle modifications and repairs and also leasing/hiring.

Photo 6880, by **Derek Everson**, added to LTSV on 07/09/2021.

Unmarked service vehicles, particularly cars, are a bit of a nuisance. Unless you see them at particular locations, or clearly doing bus-related work, you would never notice them. Even then, there is no way of knowing if they are owned, leased, hired, loaned or perhaps belong to individual members of staff. Unfortunately there are a lot of them around at the moment. The situation with COVID-19 has increased requirements, as it is no longer appropriate for one car to carry several bus drivers. It also seems that further cars have replaced existing vehicles that have had to be withdrawn for whatever reason. Derek sent in this photo of Peugeot 308 car at Watford Junction on 19th August 2021, when it was no doubt undertaking crew ferries from Hemel Hempstead garage. A few days later I received a letter (in the post!) from another correspondent, which listed a dozen more cars with various Arriva operations.

Photo 6881, by **Derek Everson**, added to LTSV on 07/09/2021.

This Toyota Yaris car in LBSL white/blue/red livery has had rather a nomadic life. New in February 2017, it first went to Morden Station but within a few weeks had moved to Eltham. After a couple of years there it was sent to Southwark (Chancel Street) and later moved even further westwards to Uxbridge. It was photographed parked in the alley near the bus station/garage on 19th August 2021. The LBSL version of white/blue/red livery was only used for a brief period, appearing on five Toyota Yaris cars and three Vauxhall Movano minibuses used by Passenger Data. Since then, additions to the LBSL fleet (apart from the large batch of Incident Response Unit vans) have mainly been in TfL white/blue livery.

Photo 6882, by **Peter Terry**, added to LTSV on 07/09/2021.

I do like Ford Rangers and that is why Trams 9038F makes its third appearance on LTSV. It was under the flyover in Croydon on 24th August 2021. As far as we know, there are only 3 Ford Rangers in the current fleet, the other two being with LUL at Hainault and featuring glazed 'hard-top' bodywork.

Photo 6883, by **Derek Everson**, added to LTSV on 07/09/2021.

These two cars seen at Stratford Bus Station on 24th August 2021 both started life elsewhere. Toyota Yaris 8419T (in the short-lived white/blue/red LBSL livery) was at Morden Station when new, and later had spells at Southwark (Chancel Street) and Acton Works. It was noted at Stratford City Bus Station in May 2021 but now seems to be a regular in the main bus station. Alongside is newer Nissan Leaf electric car 9103N, plugged in to the mains. This was first noted at Turnpike Lane (along with similar 9101N and 9102N), moving to Stratford in early 2021.



Photo 6884, by **Phillip Hambling**, added to LTSV on 07/09/2021.

TfL's Taxi-Private Hire division is shown on LTSV as 'TfL PCO' since it originated as the Public Carriage Office. They operate a fleet of six minibuses (plus a couple of cars) which are mainly used by staff undertaking checks on taxis and mini-cabs. This suggests that the vehicles will be mostly used in the evening and around particular entertainment hot-spots. It also seems likely that they have not been very busy during the COVID-19 pandemic, when 'staying-in' became the new 'going-out'. Livery is an attractive white/blue/lilac variation of the TfL standard layout, as seen on VW Transporter minibuss 8601VW at North Greenwich Station on 24th August 2021. I initially referred to this livery as white/blue/purple, but then the Elizabeth Line vehicles appeared with a stripe that was darker and could only really be described as purple.



Photo 6885, by **Peter Terry**, added to LTSV on 07/09/2021.

There has been a lot of maintenance work on the tram infrastructure in central Croydon recently, offering the chance to photograph some of the surprisingly large fleet of support vehicles. Seen outside East Croydon Station on 30th August 2021 was Ford Transit dropside truck 8566F, new in late 2017. This vehicle has a tail-lift, carries standard white/blue/green livery, and has lost its front Ford badge.



Photo 6886, by **Neal Marshall**, added to LTSV on 07/09/2021.

Delivered in late August 2021 were the first of yet another batch of Mercedes Vito minibuses for Go-Ahead London. WP21YCW was seen in West Croydon on the 30th, having been first licensed just five days previously. The location suggests it was working from the former Metrobus garage in Beddington. Similar WP21YCV was also there, while WO21PGK was seen at Northumberland Park. Note that the vehicles are totally unmarked. This is standard for most Go-Ahead crew ferries, though it is notable that there are no notices about wearing face masks. It is not yet clear whether these vehicles are intended to replace the various hired minibuses, or the older Vitos in the fleet.



Photo 6887, by **Bob Milner**, added to LTSV on 07/09/2021.

Maintenance work was being carried out around Oakwood Station on the Piccadilly Line over the 2021 August bank holiday weekend. Parked nearby on the 30th was VW Caddy Maxi crew van 8953VW in standard LUL livery and believed to be based at Stratford Market Depot.



Photo 6888, by **Andrew Lidinson**, added to LTSV on 07/09/2021.

Ford Transit Mk8 van 8994F was allocated, at least initially, to Frank Pick House in Acton. It was in something of a minority there, being a long-wheelbase Transit van, whereas most vehicles used by the lifts and escalators section were smaller Transit Custom crew vans. 8994F is also slightly unusual for having a light-bar at the rear but no other signs of having an 'emergency' type role. On 30th August 2021 the van was found parked in Blackfen.



Photo 6889, by **Andrew Lidinson**, added to LTSV on 07/09/2021.

The second of Go-Ahead London's latest Mercedes Vito minibuses to be spotted was WP21YCV, found near the tram stop at Therapia Lane, Beddington on 2nd September 2021. The Vito model appears unchanged since the previous batch taken by Go-Ahead in mid-2019.



Photo 6890, by **Ray Monk**, added to LTSV on 07/09/2021.

When Ray visited Acton Works on 4th September 2021 he found an interesting batch of four new vans present. There are actually several non-standard aspects to these vehicles, including 9158F photographed on the stub road. Firstly, the vans were all first licensed in early March 2020, although do not appear to have been delivered until almost 18 months later. Secondly, they had been given a full set of LUL markings and lettering (including Point Care branding on the doors) but did not have blue skirts. As such, the livery has been marked as white/red in the database. It remains to be seen if the blue skirts are applied retrospectively. Thirdly, the vans are to the slightly higher 'Trend' specification, notable differences being the wheeltrims, chrome surround to the radiator grille and the presence of foglights. Most Transits for the central fleet have been to the basic specification, lacking all of these features.



Photo 6891, by **Ray Monk**, added to LTSV on 07/09/2021.

Another of the new-but-not-new Point Care vans seen at Acton Works on 4th September 2021 was 9159F, parked outside the DSM offices. A further curiosity with these vans is that another four similar vehicles were licensed about a week later in March 2020. For some reason, these four were delivered, and had entered service (numbered as 9153F to 9156F) from Arnos Grove by early July. Also to the 'Trend' specification, these vans are reported to be in normal white/blue/red livery, although I have not yet seen one (or a photo) myself.

Photo 6892, by **Ray Monk**, added to LTSV on 07/09/2021.

The omission of the blue skirt on a couple of batches of vehicles over the past few months does not appear to be policy change, as other vehicles are still getting them. Illustrating this is Ford Transit dropside truck LL21KPR, another vehicle seen at Acton Works on 4th September 2021. Licensed just over a week previously, it had yet to gain lettering or stripes. Note that this appears to be a relatively short truck, and it lacks a crew-cab and tail-lift. Various other LUL vehicles can be seen in the background.

Photo 6893, by **Ray Monk**, added to LTSV on 07/09/2021.

LBSL VW Crafter Incident Response Unit 9076VW has not appeared on LTSV before, even though it was one of the early arrivals, entering service at Eltham in March 2020. It appears to have had a minor accident in about early July 2021, with minimal damage but losing its front numberplate. It had evidently been recently repaired when Ray found it in the DSM Van Yard at Acton Works on 4th September 2021. To the right is Ford Transit Connect van 8260F from Stratford Market Depot.

Photo 6894, by **Derek Everson**, added to LTSV on 07/09/2021.

The Transplant mobile office is often to be found parked at stations during closures for engineering works, as seen at Hammersmith (City) on 5th September 2021. The vehicle is based on a Mercedes Axor chassis and carried a more normal dropside body from new in 2008. It was rebuilt with the current box bodywork in 2013/2014. There are two access doors, one in the rear and one in the nearside, and removable steps are fitted when the vehicle is parked up. In front of the lorry at the time was Toyota Prius car 8582T, while a couple of VW Transporter minibuses were also parked nearby.

Photo 6895, by **Derek Everson**, added to LTSV on 07/09/2021.

The last of RATP's dozen Renault Master vans to be shown on LTSV is MF20RZG, now known to be numbered R70037 and based at Shepherds Bush. This confirms the suspicion that the whole batch was given fleetnumbers in the same order as their registration numbers. R70037 was photographed at its home garage on 5th September 2021. In case you can't place it, this photo was actually taken in the staff car park on the opposite side of the railway viaduct from the main garage. Buses are too big to use this parking area, which is accessed through the arches of the viaduct.

Photo 6896, by **Ray Monk**, added to LTSV on 25/09/2021.

New in Autumn 2018, the allocation of this Renault Kangoo Maxi van is not known. It has been seen a couple of times at Acton Works but otherwise only once, in Roydon (Essex). On 26th June 2021 it was at Acton and was photographed in the front car park.

Photo 6897, by **Andrew Lidinson**, added to LTSV on 25/09/2021.

This month's black Abellio Ford Fiesta is LR13LUW, found at the Cheviot Road terminus of route 315 in Norwood on 30th June 2021. Initially operated from the small Hayes garage, this car has been based at Beddington Cross for the past couple of years.

Photo 6898, by **Derek Everson**, added to LTSV on 25/09/2021.

Although each of Metroliner's garages has a Ford Transit Connect van allocated to it, larger vans can also sometimes be seen visiting. Ford Transit Mk8 AV16YGH was seen at Alperton Garage on 19th August 2021, perhaps there in connection with the winding-up of operations ahead of the closure in September. In this photo it was parked in the engineering section, with the pits behind the doors on the left. The fork-lift truck in the background is believed to be based here but, being unregistered and unnumbered, has not been included in the database.

Photo 6899, by **Derek Everson**, added to LTSV on 25/09/2021.

Making what was believed to be its debut in fully restored form, this AEC Regal half-deck airport coach was seen at North Weald on 5th September 2021. The photo has been included on this site because this was one of four such vehicles that became service vehicles after they had been replaced by new Routemaster coaches on the airport services. With seats removed and shelving fitted, MLL735 became 1468W and served for a further ten years, delivering staff uniforms across the LT network. In 1977 it was sold and was saved for preservation. However, before it was restored it was sold again, and spent some time as a mobile home with new age travellers. It eventually re-entered preservation when it was bought by Ensigns in 2006. The bus has now been restored to its original condition, using many parts from a similar vehicle, and was just awaiting the fitting of blinds above the windscreen when seen.

	<p>To see photos of MLL735 in the other stages of its career, click on the 'View vehicle details' link above.</p> <p>Alongside MLL735 was RFW14, one of the AEC Regals fitted with skylight windows and used for tours and charters. The bodywork on these was 8-foot wide (hence the W in the class code) and was built by ECW to a quite different style to the standard RF type. This particular bus has been in preservation for a very long time and I remember seeing it at several events in the 1980s.</p>
	<p>Photo 6900, by Andrew Lidinson, added to LTSV on 25/09/2021.</p> <p>The LUL power supply depot at Tufnell Park is home to about 26 service vehicles, mainly numbered in the 88xx range. Some vehicles are actually kept elsewhere but it is not unusual to find a dozen or more vehicles parked outside. Andrew photographed mid-height Ford Transit Mk8 van 8845F there on 5th September 2021. Most of the fleet was replaced in the second-half of 2019, though 8845F did not arrive until summer 2020 and was not reported until that December. On the left is high-roof Transit 8859F, recognisable by its spot-lights and roof beacons, while 8890T on the right is one of seven Toyota Prius cars allocated to this section.</p>
	<p>Photo 6901, by Andrew Lidinson, added to LTSV on 25/09/2021.</p> <p>Another photo taken at Tufnell Park on 5th September 2021 shows Ford Transit Custom van 8850F. This was one of six such vans delivered in early 2020, a few months after the rest of the power supply fleet had been renewed. Transit van 8859F is in the background again, showing that it has spotlights on the offside as well as the nearside, while another of the Toyota Prius cars is on the left.</p>
	<p>Photo 6902, by Andrew Lidinson, added to LTSV on 25/09/2021.</p> <p>A batch of at least six new Seat Leon cars for Arriva London were first reported in mid-2021, with most allocated to Palmers Green Garage and just one at Dartford (where most of the earlier Seat cars were based). The cars are in unmarked red livery and have also been noted parked up at Edmonton Garage, for reasons that are not clear. On 5th September 2021 Andrew found CX70LUB (with CX70LWC beyond) at Palmers Green.</p>



Photo 6903, by **Andrew Lidinson**, added to LTSV on 25/09/2021.

Andrew Lidinson has contributed a lot of photos recently, including some taken on night-time visits to Griffith House. These were hand-held (i.e. not using a tripod) and the quality is pretty good under the circumstances. This view of Renault Kangoo Maxi van 8361R parked on Harcourt Street on the night of 7th September 2021 used a one third of a second exposure. 8361R has been seen at various locations since it was delivered in March 2017, but it has mainly been a Griffith House vehicle. Note the diplomatic-plated Mercedes car on the right.



Photo 6904, by **Andrew Lidinson**, added to LTSV on 25/09/2021.

The use of flash while photographing service vehicles at night is obviously only appropriate at certain locations. It should, for example, never be used near moving vehicles. Harcourt Street (near Griffith House) is a quiet road where numerous service vehicles can be found parked at night, and flash can fairly safely be used. On 7th September 2021 Andrew found Ford Fiesta van 8355F there. The allocation at Griffith House is dominated by Renault Kangoo Maxi vans, along with a number of Ford Fiesta cars and vans, Ford Transit Customs and VW Caddy vans. As has been mentioned many times, the 'allocated' vehicles are not actually kept at this location, but can be found parked nearby at the start of each night shift.



Photo 6905, by **Andrew Lidinson**, added to LTSV on 25/09/2021.

Another night-time shot taken by Andrew Lidinson on 7th September 2021, this showing a pair of Ford Transit crew vans parked on Baker Street. 8288F on the right was new in February 2017 and appears to be based at Acton Works. 9019F on the left is newer but has only rarely been noted since it was delivered in March 2020. The coach in the background is one of very few to carry Green Line lettering, with the latest design of the livery for this once-common brand.



Photo 6906, by **Derek Everson**, added to LTSV on 25/09/2021.

Falcon Buses is a relatively new name, having taken over most of Abellio's Surrey operations in 2016/2017. Vehicles are based at a depot in Byfleet (also taken over from Abellio) and carry a smart livery of white with red and blue relief. Unlike most operators, the livery is also applied to the service vehicle fleet, and a recent addition is Vauxhall Corsa van EY62UCN, seen near the garage on 10th September 2021.

Photo 6907, by **Derek Everson**, added to LTSV on 25/09/2021.

Abellio opened a large new garage at the Great Western Business Park in Southall in July 2019. Several crew ferry cars were based there, as the location was somewhat remote from the bus routes it operated. These were joined by four Ford Tourneo Custom minibuses in spring 2020, to enable more social distancing on crew ferry work. The four minibuses were all in unmarked silver and remained in use for well over a year. When Derek visited on 11th September 2021, three of the Tourneos were parked outside the offices at the front of the garage. HY68AZF was to the fore with HY68AZJ behind and HY68AZC on the left. Also visible was black Ford Galaxy car MK12LBY.

Photo 6908, by **Derek Everson**, added to LTSV on 25/09/2021.

New in June 2018 but not photographed until 11th September 2021, Ford Transit Custom van AV18ORT carries Metroline lettering on its red livery. It was photographed at Metroline's Central Engineering and Logistics Facility (CELF) in Perivale, which is most likely where it is based.

Photo 6909, by **Andrew Lidinson**, added to LTSV on 25/09/2021.

The first new (as opposed to second-hand) service vehicle for the Falcon Buses fleet was Ford Transit Courier van EA21KFK, seen outside the Byfleet garage on 11th September 2021. Falcon operates both buses and coaches, with suitably suffixed fleetnames. While the Vauxhall Corsa van shown earlier carried 'Falcon Buses' fleetnames (and was used for bus crew ferry work), the new van has 'Falcon Buses and Coaches', as it provides engineering support to both operations. The 'Falcon Coaches' name can be seen on the Ford Transit minibus in the background.

Photo 6910, by **Derek Everson**, added to LTSV on 25/09/2021.

Golden Tours has been operating sightseeing tours in London since 2011 and now has quite a large fleet of modern open-top buses, along with some closed-top vehicles used for services to the Harry Potter World exhibition at the Warner Brothers studios in Leavesden (near Watford). The fleet is based at a garage on the Athlon Industrial Estate in Alperton and is supported by this Citroen Relay van, which is believed to have been bought new in 2013. YY13EAG was seen at the Alperton base on 11th September 2021.



Photo 6911, by **LTSV Collection**, added to LTSV on 25/09/2021.

The location within Acton Works which we refer to as the 'stub road' used to lead to a bridge that crossed the railway line dividing Acton tube works and Chiswick bus works. The road is now often used to park vehicles awaiting entry to service. The slope of the road is not always apparent in photos, but is here obvious in relation to the former canteen building (now the DSM offices) on the right. The modern office block beyond is one of several built on the site of Chiswick Works. On 11th September 2021 the stub road contained four Ford Transit vans lettered for Point Care. These had been delivered a week or so earlier, although they had all been registered 18 months before that in March 2020. Numbered 9157F to 9160F, the vans still lacked the blue skirts on their LUL livery. Also present was Toyota Prius car 8583T with accident damage on its nearside. One of 14 Prius cars delivered in Autumn 2017, most have only rarely been reported and hence allocations are not known.



Photo 6912, by **LTSV Collection**, added to LTSV on 25/09/2021.

Service vehicles to be found at Acton Works typically include a mixture of vehicles that are based there and others that are visiting for various purposes. On 11th September 2021 this line-up was photographed outside Signal House (opposite the DSM offices). To the fore is Volkswagen Caddy Maxi crew van 9131VW, new the previous June. In front of that was Ford Fiesta car 8233F, latterly one of the night-time, Griffith House gang, while beyond that was Acton-based high-roof Ford Transit van 8411F. More service vehicles can be seen in the distance, on the roadway leading towards the traverser.



Photo 6913, by **LTSV Collection**, added to LTSV on 25/09/2021.

Two fairly common types in the LUL fleet are the Ford Transit Custom and Renault Kangoo vans. Seen at Acton Works on 11th September 2021 were one of each, 8486F being a SWB low-roof Transit Custom with the original frontal design, while 8627R is one of the longer Kangoo Maxi models, which usually feature cargo doors on both sides.



Photo 6914, by **LTSV Collection**, added to LTSV on 25/09/2021.

Several London Buses service vehicles have been based at Acton Works in recent years, and they are usually parked in the area between the van yard and the works traverser. Also kept here is the LUL vehicle cleaning van. This photo taken on 11th September 2021 shows LBSL VW Crafter van 9081VW parked with LUL 9141F. Note that the latter has rear chevrons, while the van which it replaced (6527F) did not. Also of interest is the 'Pool Cars Only' lettering painted on the wall, this presumably being quite old. The building in the background is long and thin, with the BR tracks behind it, and its current use is not known. A large metal shed occupied the area to the right of this photo until a couple of years ago, and has now been replaced by a smaller 'Portacabin' structure.



Photo 6915, by **LTSV Collection**, added to LTSV on 25/09/2021.

This photo was taken from near the traverser in Acton Works, looking back towards the DSM offices. The girder at the top of the photo spans between two of the larger buildings and appears in many photos, while the LBSL vehicle parking area is off-frame to the right. A line of service vehicles parked here was headed by TfL Volkswagen Transporter minibus 8714VW, based at Victoria for taxi and minicab compliance checks. It carries the attractive white/blue/lilac livery variation, and it seems to have a flat tyre, perhaps explaining its presence here. Beyond that is a high-roof Ford Transit van, then another Transporter minibus and a Ford Transit Custom van, all three in LUL livery. Note that the low-roof variants of the Transporter and Transit Custom are almost identical in height.



Photo 6916, by **LTSV Collection**, added to LTSV on 25/09/2021.

Since 1985 the LT/LUL fleet has always contained a few refuse trucks (or dustcarts), but the quantity has increased from an initial three up to the current establishment of ten vehicles. All are based at Acton Works and can often be seen parked up in the lorry yard beside the tube tracks. Almost the whole fleet was present on 11th September 2021 (a Saturday), and this photo shows the rear of 3-axle Mercedes Eonic LO66ZRC. This example has Geesink Norba bodywork, which differs in several details from the NTM bodies fitted to some of the other Eonics.



Photo 6917, by **LTSV Collection**, added to LTSV on 25/09/2021.

Although essentially similar, there is a fundamental difference between these two MAN TGM lorries seen in the lorry yard at Acton Works on 11th September 2021. LV66XYC on the left was new in late 2016 and is a normal lorry, while WU67AJX on the right was added about a year later and is an example of a demountable lorry. With these, the body (DB17 in this instance) is attached to the chassis using rails, and the two can be separated quite easily, allowing bodies to be changed to suit requirements. The main visual indicator of the demountable configuration is the telescopic leg fitted behind the rear wheels, this being used to support the body when the chassis is driven away. Both lorries have fold-away tail-lifts below the rear-ends (I need to update the database with this detail) and feature mesh drop-down panels. These have largely replaced solid metal

	<p>drop-side doors on central fleet lorries in recent years and I initially classified such vehicles as flatbeds. The doors can be completely removed but I suppose they should still be listed as dropsides. Also just visible is larger MAN TGS lorry RV120FK. This 3-axle lorry does retain solid dropsides, and can be recognised by the large folding crane fitted behind the cab.</p>
	<p>Photo 6918, by LTSV Collection, added to LTSV on 25/09/2021.</p> <p>Having just talked about demountable lorries and bodies, here is an example of a body on its own. DB10 is a senior member of the central fleet, having been acquired in 1993 to work with K-registered Mercedes chassis. Its dropside body was renovated a few years ago and it remains in the fleet, being photographed at Acton Works on 11th September 2021. I was considering how the process of demounting these bodies actually works. Presumably the extending sections of the rear legs are first lowered to ground level, then somehow jacked up a little to take the weight off the chassis. The chassis could then be driven forward until only the front of the body is supported. The front legs of the body must fold upwards (to clear the chassis wheels), so these would then be unfolded/lowered and jacked, taking all the weight off the chassis, which could then be driven away. Actually, it doesn't look as though the legs have any jacking/cranking mechanism, so perhaps the weight shifting is done using the air suspension on the chassis...</p>
	<p>Photo 6919, by LTSV Collection, added to LTSV on 25/09/2021.</p> <p>Although essentially a standard dropside lorry, MAN TGS RV120FK is quite a complicated bit of kit, as this photo taken at Acton Works on 11th September 2021 shows. A large Palfinger telescopic crane is fitted, which neatly folds away behind the cab. When the crane is in use, stabilisers under the front and rear of the bodywork would be extended and deployed. The rear axle is of the lifting type, which can be raised when not required, thus saving wear on the tyres and mechanical parts. Finally, there is a fold-away tail-lift under the rear of the bodywork (to allow this to be used, the doors at the rear of the body are hinged at the side). Parked alongside was hired DAF flatbed lorry NC14NDC in unmarked white.</p>
	<p>Photo 6920, by LTSV Collection, added to LTSV on 25/09/2021.</p> <p>More heavy equipment in the lorry yard at Acton Works on 11th September 2021. WU64ATO on the left was new in October 2014 and is the oldest of the ten dustcarts in the current fleet. Comparison with the photo of newer LO66ZRC also published today (ref 6916), shows that the bodywork and equipment fitted around the rear differs only in small details. On the right is a dropside lorry that is 2 months older, MAN TGM RK14ETU having been delivered in August 2014. This is one of two lorries allocated to the Lifts and Escalators section, who have always specified the fitting of extra-large tail-lifts. Note that the tail-lift does not have vertical rails. It is instead supported by powerful hydraulic rams attached to the chassis in a similar way to the fold-away types seen on some of the other lorries. RK14ETU is often to be found parked in the small covered parking space under Griffith House, while sister RK14ETT (q.v.) is habitually kept at Frank Pick House in Acton.</p>



Photo 6921, by **LTSV Collection**, added to LTSV on 25/09/2021.

Four large 3-axle semi-trailers built by Cartwright were acquired in 1999 (T65-68), followed by a single two-axle example in 2002 (T74). Two were disposed of a few years ago, but T65, T66 and T74 remain in use, and T65 was seen in the lorry yard at Acton Works on 11th September 2021. Brackets have been attached to the flatbed, believed to be to facilitate the carriage of train wheelsets and/or bogies.



Photo 6922, by **LTSV Collection**, added to LTSV on 25/09/2021.

The newest semi-trailers in the LUL fleet are three built by Dennison and delivered in about 2017. T76 is easily recognised, being the only curtain-sided trailer in the fleet. It has a mainly white livery with very large TfL/LUL branding, as seen in this photo taken at Acton Works on 11th September 2021. It was parked near the top end of the lorry yard at the time, most trailers having been kept here until the construction of the shed visible on the left. The shed is using during the preparation of newly delivered service vehicles (for example the fitting of internal equipment and application of lettering).



Photo 6923, by **LTSV Collection**, added to LTSV on 25/09/2021.

As well as the construction of the vehicle preparation shed, the amount of space available in the lorry yard at Acton Works has also been reduced by the opening of a through road-way from Frank Pick House. A one-way system has been applied, with vehicles entering from Bollo Lane using the Frank Pick House entrance and leaving via the ramp down to the main works access road. It is not known if this applies to all vehicles, as the turns at Frank Pick might be a bit tight for larger vehicles. Anyway, this roadway is to the left of the two trailers shown in this 11th September 2021 photo. The trailers are Dennison T77 and T78, both new in 2017. T77 on the left has a taller headboard and is extendable in length.

Comment by *Ray* on 26/09/2021: Vehicles entering the lorry yard do so by the main entrance. Only vehicles leaving Frank Pick House make the detour through the lorry yard.



Photo 6924, by **LTSV Collection**, added to LTSV on 25/09/2021.

Frank Pick House at Acton is in the gap between Bollo House and the lorry yard of Acton Works, and there is now through road access between all three sites. All three adjoin the LUL District and Piccadilly lines and can be clearly seen from trains, though the service vehicles at Bollo House are unfortunately hidden by the building itself. Frank Pick House is currently used by the Lifts and Escalators division, and about 45 vehicles are currently listed as being 'allocated' here. However, the location is similar to Griffith House in that many of the vehicles are actually kept elsewhere. Between 6 and 12 can usually be seen at Frank Pick House, and these seem to regularly change. If you pass by often enough, you will probably see all 45, eventually! Parked outside on 11th September 2021 were Toyota Yaris car 8781T (it is quite rare to see cars here) and regular resident 8400F. The latter is unusual for being a medium wheelbase Ford Transit Custom crew van. The type is the most common at this location, but all other examples are short wheelbase. The LUL tracks are on the right, while the two Transit dropside trucks that are normally here are just visible behind 8400F. MAN lorry RK14ETT has its own bay here (q.v.), the zebra crossing on the right of this photo showing its relative location.

Comment by *Ray* on 26/09/2021: There is no open connection from Bollo House to the other two sites. 8219 has a bay at the end of Bollo House which is self-contained.



Photo 6925, by **LTSV Collection**, added to LTSV on 25/09/2021.

The top yard at Frank Pick House in Acton can hold about 10 service vehicles, but only three were there on 11th September 2021. All three were short-wheelbase, low-roof Ford Transit Customs. 8568F on the left is a van that was new in early 2018 and features the original front end design. 8752F (centre) and 8745F (right) are both crew vans dating from spring 2019 and having the facelifted design with the large trapezoid grille. Note the distinctive chimneys/vents of Frank Pick House.



Photo 6926, by **LTSV Collection**, added to LTSV on 25/09/2021.

RK14ETU's twin is RK14ETT, usually to be found parked perpendicular to the track in a gap between two of the buildings at Frank Pick House in Acton (as here on 11th September 2021). Both lorries have the jumbo tail-lifts preferred by the Lifts and Escalators section. The strange pipes visible above the tail-lift in this view are the 'arty' vents/chimneys of Frank Pick House.



Photo 6927, by **LTSV Collection**, added to LTSV on 25/09/2021.

A handful of hired lorries have been a common sight in the yard at Acton Works in recent years and on 11th September 2021 there were three present. Shown here is Y29BRS, a Volvo FL with curtainsided bodywork. As with Saunders Renault flatbed J222BRS (which was also present and visible in the background), this Volvo has a dateless, 'select' registration mark, the BRS lettering suggests it may too have come from Saunders. The livery however was a completely unmarked white. Perhaps the most curious feature is the light-bar mounted on the sloped section of the wind-deflector above the cab. It is unusual for these not to be mounted horizontally.



Photo 6928, by **LTSV Collection**, added to LTSV on 25/09/2021.

Of the ten dustcarts in the current fleet, eight are Mercedes Econics (like W066HHS on the left) and the other two are smaller DAF LF's (like DX67KXH on the right). The two DAFs also differ in not having the red stripe on their white/blue livery. Photographed in the lorry yard at Acton Works on 11th September 2021.



Photo 6929, by **LTSV Collection**, added to LTSV on 25/09/2021.

The Tube Lines branding has now gone the same way as the Metronet one and is no longer displayed on any current fleet vehicles. It can still be found in odd places though, including on this former demountable box body now used as an electrical waste store in the lorry yard at Acton Works. Its fleetnumber has been removed but comparison with other photos suggests that it must be DB9, another of the Locomotors bodies acquired in 1993. Tube Lines was the trading name for the JNP infrastructure consortium, responsible for maintenance of the Jubilee, Northern and Piccadilly lines. The logo cleverly incorporated segments in the house colours of each line into a graphic that brought to mind the view along a tube tunnel. 11th September 2021.

Photo 6930, by **Thomas Young**, added to LTSV on 25/09/2021.

An open day was held at Metroline's Alperton Garage on 11st September 2021, the garage having actually closed to operations the night before. Being located right next to the tube station, the site of the garage was a prime candidate for redevelopment, and alternative premises have been secured in an industrial area not far away. The new site will not be ready for a few months though, and bus routes have been re-allocated to other Metroline garages for the interim. Despite having closed, some Metroline buses were still in the garage, including several of the 2009 batch of Wright-bodied Volvo B9TLs inherited from First London and renumbered to VW1752-1782. New deliveries elsewhere, and resultant cascades, had enabled this batch to be withdrawn and they are due to be returned off-lease. Two of these buses are visible in the background of this photo, along with preserved VP614, one of the once-numerous Plaxton President buses. The main subject is Ford Transit Connect van AY20YYR, based here since it was new the previous summer. Any reports of where this van is subsequently moved to be would be appreciated.

Photo 6931, by **Thomas Young**, added to LTSV on 25/09/2021.

The open day at Alperton Garage on 11th September 2021 (to mark its closure) was quite well attended, not just by enthusiasts but also what seemed to be local people and families. It was also nice to see some familiar faces after the lack of events during the past year and a half. I have always been interested in the layouts of London bus garages, as every one seemed to be different. As far as I know there is no single source of drawings/plans of garages, which is a shame, and I am hatching a long-term plan to possibly add some drawings to this website. For now, I will aim to take (or download) photos that show the interior layout, starting with this one at Alperton.

The main shed at Alperton was square and relatively small. In this view, the main entrance is behind me, the engineering pits are out of frame on the left and the opening onto the tiny yard beside the railway is out of frame on the right. Further back the layout got a bit more complicated, and there was also a change in floor level. The Plaxton President bus in the previous photo is the one facing me, nearest the centre in this view.

Photo 6932, by **Bob Milner**, added to LTSV on 25/09/2021.

Back to Tufnell Park now, with another previously unseen vehicle. Present on 11th September 2021 (amongst many others) was Ford Transit Custom van 8852F, another from the batch delivered in early 2020. I have just noticed that these vans all have foglamps in the sections below the headlamps, this presumably being part of Ford's 'Leader' specification. The majority of LUL's Ford Transit Custom vans have this section blanked off.



Photo 6933, by **Bob Milner**, added to LTSV on 25/09/2021.

Following the report of a couple of new Mercedes Vito minibuses at Go-Ahead London's Croydon garage (e.g. WP21YCW in photo 6886), more soon arrived for use from Northumberland Park. WO21PFG carries (unsurprisingly) an anonymous red livery and was photographed parked outside Turnpike Lane Bus Station on 11th September 2021. Since preparing these photos, a 71-reg Vito has turned up at Croydon (RX71SYV), but I will save that photo for another time.



Photo 6934, by **Andrew Lidinson**, added to LTSV on 25/09/2021.

An unexpected find by Andrew on 12th September 2021 was a pair of Nissan e-NV200 minibuses at Tower Transit's Lea Interchange Garage. He managed to photograph WM69GEJ through the fence, this accounting for the slight blurring at the bottom of this image. As can be seen, the vehicles are anonymous apart from a white 'Buses' roundel on the side. The electric-powered e-NV200 is more common as a van and has seen some use as a service vehicle in that form, most notably in LUL Incident Response Vehicle 8158N (see photo 5869). These two are the first minibuses reported, although they could almost be classed as estate cars or MPVs. Not previously reported, it is not known how long these vehicles have been here. Both were first licensed in February 2020, though they had V5s issued in September/October 2020, suggesting a change of ownership at that time. Interestingly, Lea Interchange had previously used three Mercedes Vito minibuses in unmarked white, but all had been SORN (declared as being off the road) in mid-2020. Reports of the new Nissans in use would be welcomed.



Photo 6935, by **Andrew Strachan**, added to LTSV on 25/09/2021.

The first 71-reg service vehicle to be reported (and photographed) was this Ford Transit Custom minibus, delivered to Metroline's Potters Bar Garage in mid-September 2021 (photographed on the 17th). It is believed to be a replacement for Renault car LX66OME and it joins two similar vehicles new six months earlier (AY21KFT and AY21KKT). With minibuses, the Transit Custom name is applied to vehicles with a basic specification, while those to a higher specification are badged as Tourneo Customs. The bodysells are identical but there are numerous differences in the interior fittings and exterior trim. If you would like to try spotting them all, compare this photo with one of Metroline's Tourneo Custom AV68AYZ (see photo 5791).



Photo 6936, by **James Mair**, added to LTSV on 19/10/2021.

The first 17 photos in today's batch are all devoted to the Ford Ranger, one of my favourite types. Based on an American-style pick-up truck, the Ranger has only been available in the UK since 1998 and fewer than 50 in total have been used as service vehicles. Unfortunately, the type tended to be quite elusive as well as rare, and there are at least a dozen of which I have no photos.

The first Ford Ranger service vehicles were a trio acquired in 1999/2000, of which 4985F was numerically the first, even though it arrived some 5 months after the other two. All were first generation Rangers (with the square front grille pattern) and were allocated to LUL Lifts and Escalators. Following the division of infrastructure work between Tube Lines and Metronet in 2003, the Rangers came under the BCV (Bakerloo, Central and Victoria) section of the latter company, and had the appropriate logos added. The trio all had double-cabs (with additional side doors) and seemed to be 4-wheel drive versions, based on the higher ground clearance and larger wheelarches. A 2-wheel drive option was also available. 4985F was photographed in Northwood on 27th July 2004, and it was to be withdrawn a couple of months later.



Photo 6937, by **James Mair**, added to LTSV on 19/10/2021.

The first three Ford Ranger service vehicles were relatively easy to see, normally being kept at Edgware Road Station. Even so, photos are quite scarce, and this is the only one I have of 4987F. Unlike the other two, 4987F was fitted with a 'hard-top' cover over the load-space. These covers came in a variety of configurations, with either solid or glazed sides and to two different heights. That on 4987F is the taller, solid type. The date and location of this photo are not known, though it looks to have been taken on Harcourt Street (near Griffith House), probably not long after the application of Metronet logos in 2003.



Photo 6938, by **James Mair**, added to LTSV on 19/10/2021.

Another three Ford Rangers were delivered in 2001, and thanks to James I can now illustrate the pair that arrived after the introduction of the revised vehicle registration system that September. 5243F was a double-cab pick-up and, when seen on Bollo Lane in Acton on 25th October 2004, it had a tarpaulin cover over the load-space. On other Rangers, a handrail was fitted along the top edges of the bodyside, and it is not clear if the tarpaulin has been attached to this, or if alternative fittings were used. Metronet logos had been applied, while the Ford Transit van visible heading the other way appears to have Tube Lines ones. Note that even 17 years ago, companies were already advertising their carbon reducing credentials.

Photo 6939, by **James Mair**, added to LTSV on 19/10/2021.

Also photographed on 25th October 2004, James was evidently tailing this Ford Ranger and managed to snap it as it turned from Oldfield Lane (Greenford) onto the Western Avenue. 5309F had been new in December 2001 and later gained Tube Lines logo as seen here. Also visible is the metal 'fence' that protects the rear window of the double-cab and which also acts as a bolster, enabling the carriage of over-length items.

Photo 6940, by **James Mair**, added to LTSV on 19/10/2021.

Five Ford Rangers were added to stock in 2003, including the first known example for the 'private car' fleet (KJ03DXF in unmarked silver – see photo 1517). The other four were in the normal white/blue livery, and at least two carried Tube Lines logos, as seen on 5643F in Queensbury. This view shows that the hard-tops (when fitted) always had a glazed rear, and that the side handrails and bolster behind the cab were absent when a hard-top was fitted. These Rangers were to the facelifted version of the first-generation design, although the changes were most noticeable from the front.

Photo 6941, by **James Mair**, added to LTSV on 19/10/2021.

Tube Lines logoed Ford Ranger 5644F appears to be identical to 5643F in the previous photo, and this front-end shot taken at Kingsbury on 24th April 2004 shows the revised front grille of the facelifted first-generation model. The squared grille has been replaced by one with horizontal bars, while the dip in the top of the bumper is more pronounced.

Photo 6942, by **Damon Cross**, added to LTSV on 19/10/2021.

2004 saw the arrival of another four Ford Rangers, although only 5653F seems to have been photographed (see photo 1476). Six more followed in 2005, and again, photographic coverage is very limited. Damon managed to catch 5740F as it departed from Acton Works on 3rd November 2006. Due to the angle I can't be certain but the silver vehicle appears to be unmarked.



Photo 6943, by **Ray Monk**, added to LTSV on 19/10/2021.

The 2005 intake of Ford Rangers included at least one in the 'private car' fleet. Such vehicles were unmarked but could often be recognised by their registration series. In this case, the KD05Pxx series was also used on several Ford Transit and Ford Transit Connect vans in the numbered fleet. KD05PGX was allocated to Metronet SSL and was caught leaving Acton Works on 6th February 2007. The load-space has a tarpaulin cover, rolled-up when photographed.



Photo 6944, by **Ray Monk**, added to LTSV on 19/10/2021.

5948F was one of seven Ford Rangers added to the fleet during 2006, and it was an example to the higher 'XLT' specification. Visible differences from standard Rangers were the two-tone bodywork (darker silver around the lower parts), body-coloured wheelarches and the metal tubes around the underside. The latter are apparently known as Sports Bars, although I am not sure of their function. Carrying Tube Lines logos, 5948F was new in February 2006 and was withdrawn less than 2-and-a-half years later. Ray found it parked at Motttingham Station on 5th February 2008.



Photo 6945, by **Thomas Young**, added to LTSV on 19/10/2021.

5953F was different from most Ford Ranger service vehicles. It had a 'super-cab', with additional seats and side windows but no access doors (later 'super-cab' Rangers had rear-hinged access doors for the second row of seats). More noticeably, it lacked the pronounced wheelarch fittings and appeared to have reduced ground clearance. This suggests that it was a 2-wheel drive variant, although these were not normally available with the crew-cab option. 5953F was found parked outside Baker Street Station on the night of 6th December 2006. There are no photographs for evidence but it is probable that 5958F was also to this configuration.



Photo 6946, by **Thomas Young**, added to LTSV on 19/10/2021.

For a time, several Ford Rangers were based at the West Kensington Station yard, technically part of the Lille Bridge complex. It was not unusual to see four (or even five) Rangers there, but the only view in was down the ramp from the main Lillie Bridge entrance road, and photographs taken from there were not particularly good. Illustrating this is this view taken on 28th July 2007, with four Rangers (partially) visible. A revised ('2nd generation') Ford Ranger had been introduced in 2006 and, while it retained the overall shape, there were numerous detail differences. In this view, the vehicle at the back is 6114F, a 2G Ranger. The shape of the tail-gate and the position of the Ford badge are changed (compared to 1G Ranger 5958F alongside), while the rear light cluster has also been revised and the crease pressing along the bodysides has been dispensed with. Another 2G Ranger (6115F) is the third vehicle from the

left, and it will be noted that both this and 6114F were fitted with extended height hard-tops, while the two 1G Rangers had regular height ones. The Ranger nearest the camera (and almost hidden behind the bushes) is 5953F.

Photo 6947, by **Thomas Young**, added to LTSV on 19/10/2021.

Only two Ford Rangers were added to the central fleet during 2007, these being consecutively numbered 6114F and 6115F. Unfortunately, photos are scarce, even though both were based at Lillie Bridge and were seen on a number of occasions. The only clear photo I have of 6115F is this rear-end view, taken in the main low-level yard at Lillie Bridge on 6th February 2010. It will be noted that 6115F no longer carried the 'hard-top' it had when seen in 2007 (see previous photo). It did however have the metal frame behind the cab, and it could be that this was fitted whether or not a hard-top was present. Closer inspection of the photo shows what appear to be hinged sections at each end of the top bar of this frame. These could presumably be folded upwards to make a 'H-frame', to ensure that over-length loads do not slide off. Both 6114F and 6115F survived until September 2011, although neither is thought to have gained the white/blue/red LUL livery that replaced the defunct Metronet-branded white/blue.

Photo 6948, by **Kim Rennie**, added to LTSV on 19/10/2021.

I need to backtrack a little now, as the first '2nd generation' Ford Ranger service vehicle was actually 6134F, new in late 2006. The size of the wheelarch mouldings and the clearance both appear to have been increased over the first generation model, and the wheels almost look too small. The height of the walls of the load-space also appears to have been increased slightly, no longer lining up with the bottom of the cab windows. Perhaps as a result of this, the 'normal' height hard-top is now a little taller than the cab. Kim found Tube Lines-branded 6134F in the DSM yard at Acton Works on 12th June 2009, a couple of months before it was returned off-lease.

Photo 6949, by **Kim Rennie**, added to LTSV on 19/10/2021.

Ford Ranger 6502F was virtually identical to 6134F in the previous photo, apart from the silver livery. It had carried Metronet logos when new in late 2008 but these had been changed for London Underground ones when seen at Acton Works on 19th January 2010. In the background are some of the old tube cars used for emergency rescue training and other tests. This area has now been cleared and a large new building erected.



Photo 6950, by **Derek Everson**, added to LTSV on 19/10/2021.

Un-numbered Ford Ranger LS58XBV was new in late 2008 and lasted for over three years but was never the subject of a proper photograph. It appears in the background of a couple, such as this one taken at Acton Works on 7th July 2011. The Ranger can be seen behind Emergency Response Unit Mercedes Ategos 2594 and 2601, while Ford Transit crew vans 6914F and 6915F are beyond. LS58XBV carried an unmarked silver livery and had a super-cab (additional seats and side windows but no extra doors) and an extended-height hard-top. It was thus similar to 6410F (also new in 2008 – see photo 3124). However, LS58XBV was 4-wheel drive (unlike 6410F) and thus featured the flared wheelarches.

Photo 6951, by **Colin Lloyd**, added to LTSV on 19/10/2021.

From the front, the 2nd generation Ford Ranger could be recognised by having slightly raked-back headlamps, in comparison to the almost vertical ones of the 1st generation. Just one Ford Ranger was added to the fleet in 2009, and it turned out to be the last for a while. As a result, no examples of the facelifted 2nd generation Ranger (which had revised head/sidelights) were used as service vehicles. The sole 2009 vehicle was 6786F, used by the Emergency Response Unit and carrying this distinctive livery of white/blue with a yellow bodyside stripe (edged in blue) and a red bonnet. It carried a normal-height hard-top and had a light-bar mounted on the cab roof. Colin photographed 6786F at Caxton Street (off Broadway, Westminster) on 23rd June 2010. It remained in use until September 2012 when it was replaced by Volvo estate car 7481 (see photo 4161).

Photo 6952, by **Ray Monk**, added to LTSV on 19/10/2021.

No Ford Rangers were added to the central fleet between March 2009 (when 6786F arrived) and July 2015. Breaking the hiatus was 8044F, seen here at Acton Works on 27th July 2017. This was the first example of a 2011 Ford Ranger, and the designations now get a little complicated. Prior to 2011, a Ford Ranger in the United States was not the same as a Ford Ranger in the rest of the world. The former was introduced in 1983 and went through 3 major redesigns, while the latter was based on a Mazda design and had undergone 2 revamps. The new model was designed by Ford Australia and sold in Europe and Asia from 2011 and in the USA from 2019. So, in Europe it would be a 3rd generation Ranger, and in the USA a 4th generation! Perhaps to avoid this confusion, the version is referred to as a T6.

The prominent wheelarches of the earlier Rangers (at least the 4-wheel drive versions) have been dispensed with, and the cab roof now has a slight hump compared to the previous flat roof. The new model has already gone through a couple of facelifts, mainly changing the front end details. Only six of these Rangers have so far been used as service vehicles. 8044F was followed in 2016 by 8064F (photo 5126) and 8078F (photo 5457) and then 9008F (photo 6415) and 9009F (photo 6182) in 2019, all being in LUL white/blue/red. Newest Ranger at present is Trams-liveried 9038F (photo 6882).



Photo 6953, by **Malcolm Conway**, added to LTSV on 19/10/2021.

Canning Town Bus Station is a good place to see Go-Ahead London crew ferries, with vehicles from three garages (Silvertown, River Road and now also Henley Road) regularly visiting. Most of the vehicles are Mercedes Vito minibuses in unmarked red livery, but there are some clues as to which garage each operates from. RX67OLN, seen on 4th August 2021, has a blue notice in the windows (this being about facemasks). Silvertown minibuses tend to have yellow signs, so this is probably from one of the other two. RX67OLN was new in September 2017 and has been noted at River Road Garage. There is still a lot of redevelopment going on along Silvertown Way, with various high-rise new-builds popping up. I was going to say that the McDonalds in the background must be new but then I noticed it also appeared in a similar photo published back in May (see photo 6756).



Photo 6954, by **Malcolm Conway**, added to LTSV on 19/10/2021.

Another photo of a Go-Ahead Mercedes Vito at Canning Town on 4th August 2021, RF19UZR has yellow signs in the windows, including one that shows both local (FY04) and company (FV22) fleetnumbers. This suggests that it was operating from Silvertown Garage at the time.



Photo 6955, by **Ray Monk**, added to LTSV on 19/10/2021.

TfL Taxi-Private Hire Compliance Enforcement car 8690T is a Toyota Yaris that was first allocated to Eltham Bus Station in September 2018. It was a fairly regular sight there until 2020, when it was re-allocated, perhaps as a result of the COVID pandemic. It has been back a couple of times, the most recent being when it was photographed on 17th September 2021. In the background are several of the VW Crafter vans which form the bulk of the allocation here.



Photo 6956, by **Alan Greenwood**, added to LTSV on 19/10/2021.

A batch of six new VW Crafter crew vans for LUL was seen at Acton Works in October 2020, being notable for having white bodywork with no skirts or stripes. Sightings since then have been scarce but suggest that they have been allocated to Stratford Market Depot and are mainly active at night. As such, they are likely to have been acquired as replacements for some of the 14 Mercedes Sprinter crew vans leased in 2015 (8134M-8145M plus 8176M-8178M). If this is correct it will be notable that the fleetnumbers of the new vans are almost exactly one thousand higher than those of the vans they replaced. Alan found 9149VW parked up in Lewisham on 20th September 2021.

Comment by *Lidinson* on 14/11/2021: I have worked in Lewisham for over 30 years. I am stumped to identify this location as are a couple of my colleagues!! That big building in the background should be a giveaway!

Comment by *Thomas Young* on 15/11/2021: Alan has advised that the photo was taken on Adelaide Avenue. Ladywell Close is on the left, Prendergast School in the background and Hilly Fields out of view on the right.



Photo 6957, by **Derek Everson**, added to LTSV on 19/10/2021.

Mercedes-Benz Vito minibus RX17PCU was used as a crew ferry vehicle in unmarked white from a variety of Go-Ahead London garages between 2017 and 2019. It was also reported to be part of the associated Brighton & Hove fleet, and this photo suggests that it has now made the coastal town its permanent home. Taken on 22nd September 2021, it shows the Mercedes at the bus stops on Western Road (outside the Churchill Square shopping centre). The role of the vehicle appears to have changed as it is now fitted with rear chevrons, warning lights and 'Response Unit' lettering. Passing on the other side of the road was an East Lancs Omnidekka bodied Scania, a type that has recently disappeared from service in London. Unlike many bus companies outside of London, Brighton & Hove has always used the same basic livery, even though the layout has been somewhat modernised. The current Brighton and Hove was formed in 1985 when the Brighton services of National Bus Company subsidiary Southdown were split off in preparation for privatisation. However, until 1969, Brighton and Hove had been a distinct company, and used a livery of cream and red.



Photo 6958, by **Bob Milner**, added to LTSV on 19/10/2021.

Bob visited the Croydon garage of Go-Ahead London on 24th September 2021 to see the two 21-reg Mercedes Vito minibuses delivered a few weeks earlier. However, he also found this even newer Vito there. RX71SYV, parked outside the front of the garage, had only been licensed two days previously. Note that (Go-Ahead branded) tape has been applied to prevent the offside passenger door being used, this being to improve social distancing measures. However, it does look as though the tape would also prevent the driver's door being opened! The garage on Beddington Lane was inherited from Metrobus, and this name is still carried on the main garage building.



Photo 6959, by **Ray Monk**, added to LTSV on 19/10/2021.

Six Renault Kangoo vans delivered in October 2017 were non-standard in having electric power and additional hydrogen range extenders. The vans (8611R to 8616R) were often to be seen near Acton Works and it seems likely that at least some of them were used for internal mail deliveries. Three of the batch appear to have been disposed of in early 2021, while it now looks as though the remainder are also going. 8612R was seen in the van yard at Acton Works on 25th September 2021. It was still at Acton a fortnight later but had had all of its livery and lettering removed. I was going to say that perhaps their period of trial operation had ended, but they in fact chalked up a fairly typical 4 years' service. I understand that larger vans will be acquired in the future, so that there is more space on the back to apply the various safety and warning signs!



Photo 6960, by **Malcolm Conway**, added to LTSV on 19/10/2021.

A nice night-time view of Ford Transit Custom crew van 8748F parked at Turnpike Lane Station on 26th September 2021. This is one of the numerous Lifts and Escalators vehicles nominally allocated to Frank Pick House in Acton, although this particular example has never been reported there. This photo was taken after 11pm, but you could still buy fruit and veg, or some Polish, Bulgarian or Romanian food!



Photo 6961, by **Ray Monk**, added to LTSV on 19/10/2021.

Ray found a new Mercedes Vito minibuses at Eltham Bus Station on 28th September 2021. Route 286 (operated by Morden Wharf Garage - MG) had recently switched its crew changeover point from Vanbrugh Hill (Greenwich/Charlton) to here and Ray pondered whether WO21PFE was running from MG. However, a closer look at the photo showed that the minibuses had a label in the offside passenger window stating 'Orpington Ferry Bus'. Note that there are no notices about facemasks or social distancing, and no tape has been applied to stop the offside passenger door from being used. Both of these features can be seen on the Vito crew van parked behind, this being RK64OVH, also from Orpington. This batch of crew vans has now been in use for seven years and early replacement seems likely.



Photo 6962, by **Bob Milner**, added to LTSV on 19/10/2021.

A very fine portrait of Toyota Prius 8974T parked outside the compound at Finchley Central Station on 3rd October 2021. Twelve Prius cars were delivered in September 2019, after a gap of almost a year since the previous delivery. Of the 12, seven went to the power supply section at Tufnell Park (8886T to 8892T), one went to Stratford Market (8869T) and the other four (8972T to 8975T) are mainly at Finchley. I say 'mainly' because 8973T is no doubt allocated to the same section but has not yet been seen at Finchley and remains quite elusive. Since then, I am only aware of two further Prius additions; 9004T in late 2019 (see photo 6123) and surprisingly low-numbered 8911T in spring 2021 (see photo 6745).

Photo 6963, by **Derek Everson**, added to LTSV on 19/10/2021.

Seen in the back yard of the depot on Museum Way at Acton Town on 5th October 2021 were a pair of LUL Ford Transit dropside trucks. 8321F on the left was new in June 2017 and features a tail-lift, while 8709F on the right dates from July 2019 and has a plain rear. Both vehicles were supplied by Hartwell of Dunstable and are based on the LWB ECF (extended chassis frame) version of the Mk8 Transit.

Photo 6964, by **Derek Everson**, added to LTSV on 19/10/2021.

If you walk down Bollo Lane towards Acton Works you will pass the premises of Smallbills, a small firm that undertakes vehicle maintenance. Service vehicles can often be seen here, or parked at the adjoining Bollo House awaiting attention - space at the garage is limited. On 5th October 2021 Derek found Skoda Octavia estate car 8218S parked outside. Just 8 Skoda cars have featured in the numbered fleet since the first arrived in 2010, and 8218S is one of a pair currently based at Leyton, Westdown Road. At Leyton, only the backs of the vehicles are normally visible, and this photograph usefully confirms that this car (along with similar 8184S) is in non-standard white livery.

Photo 6965, by **Derek Everson**, added to LTSV on 19/10/2021.

As well as Skoda car 8218S parked outside, two more LUL service vehicles could be found inside the shed at Smallbills Garage in Acton on 5th October 2021. To the fore is Ford Transit Custom van 8481F, a regular sight around Acton Works, and which Derek had photographed entering then leaving the works less than an hour earlier. On the right is 8479VW, only two fleetnumbers away and also based at Acton Works but a Volkswagen Transporter minibus. The roof of this shed has limited clearance and anything larger than a low-roof van has to be tended to outside (see photo 3939).

Photo 6966, by **Derek Everson**, added to LTSV on 19/10/2021.

Seven examples of the original, curvy version of the Nissan Leaf electric car were added to the central fleet before the model was superseded by a more angular version in late 2017. All of these cars have been shown on LTSV before, but it is notable that most photos are of the cars parked up at various locations, while views of the type on the move are relatively rare. Derek caught LUL 8301N leaving Acton Works on 5th October 2021. This photo was taken in the early afternoon but the lower headlights are on. Are these still called foglights?

Photo 6967, by **Ray Monk**, added to LTSV on 19/10/2021.

The procession of hired/leased/borrowed cars being used as crew ferries from Arriva London's Dartford Garage shows no sign of slowing down. In use since at least July, SH70SWW was seen at the bus stand in Bexleyheath on 6th October 2021. I didn't recognise the model but, having looked it up, I can tell you that this is a Vauxhall Grandland car/SUV, and it was in unmarked black livery.

Photo 6968, by **Ray Monk**, added to LTSV on 19/10/2021.

Ray found a couple of rarely-seen Renault Kangoo Maxi vans in the car park at Acton Works on 9th October 2021, though of course they don't look any different from the numerous other Kangoo Maxi vans in the LUL fleet. Both date from 2019, soon after the supplier of Renault vehicles was changed. Up to the end of 2018, most central fleet Renaults had carried London registration numbers (starting with L) and were most likely supplied by the dealership in Park Royal. From early 2019, all Renaults have had Manchester registrations (starting with M). 8817R on the left appears to be a Lifts and Escalators vehicle, based on limited sightings of it at Frank Pick House, and at Camden Town at night. 8795R on the right is more elusive, not having been reported since it was new almost two-and-a-half years earlier.

Photo 6969, by **Ray Monk**, added to LTSV on 19/10/2021.

A third LUL Renault Kangoo Maxi van in the Acton Works car park on 9th October 2021 also proved to be a rare one. 8963R was new in July 2019 but had only accrued a couple of night-time sightings, both at Lillie Bridge. Rather obviously, the yellow Ford Transit Mk7 in the background was not a service vehicle.

Photo 6970, by **Ray Monk**, added to LTSV on 19/10/2021.

A pair of Ford Transit dropside trucks in the van yard at Acton Works on 9th October 2021. 8990F on the left was one of 20 new in late 2019 but which were given fleetnumbers across a wide range. It normally works from Lillie Bridge depot. 8073F on the right is the oldest Mk8 dropside in the fleet, having been retained even though some younger examples have been disposed of. It has always been based at Acton Works.



Photo 6971, by **Ray Monk**, added to LTSV on 19/10/2021.

There was still a morning mist in the air when Ray visited Acton Works on 9th October 2021. Present that day were two of the five Renault Kangoo vans supplied to TfL in January 2020. Diesel 9117R was in the front car park, while electric 9115R (shown here) was plugged in in the van yard. Could it be that these vans are going to be transferred to replace the electric+hydrogen Kangoos latterly used on internal mail duties?



Photo 6972, by **Derek Everson**, added to LTSV on 19/10/2021.

Derek visited the former Brixton tram shed on 12th October 2021 and was given permission to take some photos inside. Located a couple of hundred yards north of Brixton bus garage, neither is really in Brixton, being nearer to Streatham Hill. The tram depot was operationally closed when trams ended in 1952, although the location was retained for the storage of buses. It was later sold (or leased?) and was used as a car dealership for a time, before eventually returning to bus use in about 2003, when Arriva started outstationing some buses from the main Brixton garage. More recently the garage has been modified with electric charging points for use by new BYD/ADL double-deck electric buses for use on route 319 (class EA). Two of the EA buses can be seen in this view looking towards the front entrance, along with HV1, an early (2009) hybrid double-decker which is believed to no longer be in passenger use. Note that the tram tracks are still present.

Comment by *Ray* on 21/10/2021: HV1 was in passenger use every day during October (and previous months).



Photo 6973, by **Derek Everson**, added to LTSV on 19/10/2021.

Another view taken inside the former Brixton Tram Depot on 12th October 2021, with HV1 and three of the new EA-class buses present. It will be noted that the floor has been marked with parking spaces and walkways, and that the charging points are along each side wall. A one-way system has been instituted, with inward vehicles using the three lanes to the right of the central walkway and leaving vehicles using the three to the left. The tram tracks (including points) are also visible and it would appear that the depot originally had seven tracks, more or less equating to the newer 'lanes' plus the walkway.



Photo 6974, by **Ray Monk**, added to LTSV on 19/10/2021.

Somewhat surprising was the sight of LUL VW Caddy Maxi van 8872VW at Eltham Bus Station on 14th October 2021. Fortunately it was there again the next day (enabling Ray to get this photo) and again a couple of days later. Could it be on loan to cover for one of the LBSL vehicles? 8872VW had already been rather enigmatic with no other reported sightings after its delivery through Acton Works over 2 years previously.



Photo 6975, by **Andrew Lidinson**, added to LTSV on 14/11/2021.

Bus services in the Wiltshire town of Swindon were for many years provided by the council-owned Thamesdown Transport. It was eventually sold to the Go-Ahead group in 2017, leaving fewer than ten UK bus companies running as 'municipals'. Go-Ahead combined the operation with its existing Go South Coast fleet, though the actual fleetname was changed to 'Swindon's bus company'. Andrew visited their depot on 22nd September 2021 and photographed Scania R480 recovery truck SF08JYR still carrying the now defunct fleetname. The name is also most likely carried by the preserved double-deck bus hiding inside the building behind. Parked alongside were three Ford Transit minibuses in plain white, believed to be in use as crew ferry vehicles but carrying 'Go South Coast' legal lettering.



Photo 6976, by **Andrew Lidinson**, added to LTSV on 14/11/2021.

The fleetname that replaced Thamesdown Transport is seen on this Ford Transit Connect van, photographed at the Swindon depot on 22nd September 2021. I have no idea whether there is significance to the highlighting of certain letters in different colours, but I do find the abandonment of capital letters somewhat IRKSOME.



Photo 6977, by **Andrew Lidinson**, added to LTSV on 14/11/2021.

Andrew headed even further west in September 2021, into the territory of First Cymru. I believe this operator evolved from the National Bus Company subsidiary South Wales Transport. Seen at their Port Talbot garage on the 22nd were two Ford service vehicles, and an unmarked Vauxhall van that may also be in use with the company. Ford Transit Mk8 van SM18WWK in the centre has red chevrons around its skirt, and similar SM18WWN and SM18WWP were seen at garages in Swansea and Bridgend respectively. FD19FUG on the right is a Ford Transit Connect van with a low-profile light-bar and reflective side stripe.

Photo 6978, by **Derek Everson**, added to LTSV on 14/11/2021.

Talking of municipals in the west, I was surprised to read that Reading Transport is still council-owned. What has that got to do with this Thames Valley service vehicle you may wonder. Well, Reading bought out 'independent' operator Courtney Buses in 2019 and started using the 'Thames Valley' fleetname for their services. This name harks back to the traditional operator that merged with Aldershot and District to form the NBC subsidiary Alder Valley. The vehicle shown here was originally with Courtney, as was similar LS14HGE, which was shown on LTSV last spring (see photo 6210). In fact LS14HGE was parked nearby when Derek photographed YJ65VXH at Bracknell Bus Station on 18th October 2021, both vehicles carrying the same livery of white with a grey panel (looking like an additional window at first glance). As with LS14HGE, YJ65VXH looks like a Renault Kangoo but is in fact a Mercedes Citan.

Photo 6979, by **Ray Monk**, added to LTSV on 14/11/2021.

The Renault Kangoo van has been a standard type in the central fleet since about 2011, with over 360 taken into stock, mostly of the longer 'Maxi' variant. Arrivals after spring 2019 had Manchester registrations, though (as far as we know) none have been added since mid-2019 apart from a handful for TfL and one for Trams. LUL's 8816R was delivered in June 2019 and has been more elusive than most. It was eventually photographed in the car park at Acton Works on 23rd October 2021.

Photo 6980, by **Ray Monk**, added to LTSV on 14/11/2021.

Also seen in the car park at Acton Works on 23rd October 2021 was VW Caddy Maxi crew van 9130VW, one of a batch of six delivered in June 2020. It was noted at the small Dagenham East Station base in spring 2021, and may be allocated there. Just visible on the right is Toyota Prius car 8512T, a regular sight here.

Photo 6981, by **Ray Monk**, added to LTSV on 14/11/2021.

Ford Transit dropside truck 8593F was new on May Day 2018 and is based at Acton Works. It seems that Ray has photographed it there almost every time he has visited, so I figured it was about time I showed it on LTSV. As with most of the recent Transit dropsides for LUL, 8593F has a standard cab (rather than a crew cab with an additional row of seats) and a tail-lift. Among the other vehicles present at Acton Works on 23rd October 2021, Elizabeth Line Ford Transit crew van 8648F stands out due to its purple roundels.



Photo 6982, by **Bob Milner**, added to LTSV on 14/11/2021.

Bob found a couple of vans from the large Stratford Market Depot allocation parked at High Barnet Station on 23rd October 2021. Shown here is Ford Transit Connect 8261F, from a batch of four long wheelbase vans delivered in November 2016. The Transit Connect used to be the standard small van in the central fleet but it has largely been supplanted by the Renault Kangoo and Volkswagen Caddy, and there are only about ten remaining in the current fleet.



Photo 6983, by **Derek Everson**, added to LTSV on 14/11/2021.

Seen in the revamped London Bus Museum at Brooklands on 24th October 2021 was Ford Thames 100E van 1096F. This van worked for London Transport for 5-and-a-half years from mid-1959, and is now over 60 years old. Note that the Ford name does not appear on this van. Rather confusingly, up until 1957 commercial vehicles built by Ford (UK) were not badged as Fords. The name 'Fordson' was used in the 1930s, then 'Fordson Thames', then just 'Thames', or sometimes 'Ford Thames'. The LTSV database generally refers to these as 'Fordson' or 'Ford Thames'.



Photo 6984, by **Derek Everson**, added to LTSV on 14/11/2021.

Another familiar resident of the Brooklands museum is AEC Militant recovery vehicle 1456MR. Built for the Ministry of Defence and acquired by London Transport in 1966, it was sold in 1981 and later saw some use with The National Rescue Group. Its current owner has decided to keep the vehicle in the brown livery applied by the latter company, although it has recently had its former LT fleetnumber reapplied, as seen on 24th October 2021.



Photo 6985, by **Thomas Young**, added to LTSV on 14/11/2021.

An open day was held at Stagecoach London's Plumstead Garage on 30th October 2021, marking the 40th anniversary of the original opening of the facility. The garage was built to replace smaller premises at Plumstead and Abbey Wood, and was originally intended to be called Thamesmead. Although built on a large 'brown-field' site, the design has a curious footprint and internal layout. It is somewhat like a letter C, with buses entering at the bottom and leaving at the top. The middle of the 'C' is occupied by offices and five different engineering areas, of which four have pits to enable work on the underside of buses. This photo was taken at the most westerly point inside the garage, looking north-east towards the (out of sight) exits. An array of (mainly) preserved buses was on display in this area, while some service vehicle interest was provided by the presence of a Dynes recovery vehicle (more on which shortly). The 'wall' on the right is part of a long 'shed' containing two double-length pits, though the doors at each end were unfortunately closed. One benefit of the layout is presumably that most vehicle movements inside the garage are generally always 'one-way'.



Photo 6986, by **Thomas Young**, added to LTSV on 14/11/2021.

Another photo from the Plumstead Garage open day on 30th October 2021, this one was taken from almost the same position as the last, but looking south-east towards the (out-of-sight) entrance. One end of the long 'shed' is visible on the left, while another maintenance area (with 5 pits) is behind the line-up of red buses in the background. This part of the garage was given over to a display of current vehicles, including types currently operated by Plumstead as well as visitors from various other Stagecoach group garages in London and beyond.



Photo 6987, by **Thomas Young**, added to LTSV on 14/11/2021.

Plumstead Garage open day on 30th October 2021, and this photo shows that the event was quite well attended, both by visitors and by traders. This photo was taken from near the front of the Dynes vehicle in the first photo (ref 6985), looking due east towards the three exit doorways. Two more maintenance areas are on the right, with roller-shutter doors on each of the 8 bays.

Photo 6988, by **Thomas Young**, added to LTSV on 14/11/2021.

Apart from the resident Stagecoach van (parked in the yard as usual – see photo 6762), there were two service vehicles present at the Plumstead Garage open day held on 30th October 2021. One was Ford Transit LM62YSR, once 7478F in the Tube Lines fleet and now used by enthusiast group LOTS (see photo 5404). The other was this Volvo FH540 recovery truck belonging to Dynes. Registered as OK70WME, the letters were arranged to make it look like "OK, TOW ME"!

Photo 6989, by **Thomas Young**, added to LTSV on 14/11/2021.

Another view of Dynes Volvo FH540 recovery truck OK70WME at the Plumstead Garage open day on 30th October 2021. The lorry (or perhaps its driver) appears to be named Edan.

Photo 6990, by **Andrew Lidinson**, added to LTSV on 14/11/2021.

On his way to the Plumstead Garage open day on 30th October 2021, Andrew called in at Eltham and found this previously unreported Mercedes Vito minibus RX71SZN. Crew ferry vehicles from Morden Wharf have been visiting Eltham recently (for route 286), but the labels in the windows of RX71SZN showed that it was one of the more frequently seen Orpington vehicles.

Photo 6991, by **Ray Monk**, added to LTSV on 14/11/2021.

A correspondent recently reported several cars in use as crew ferry vehicles from Arriva's Northfleet garage, apparently having replaced some Peugeot minibuses that had not lasted long. Ray visited Northfleet on 2nd November 2021 and saw the three cars, though photography was not possible. Fortunately he then saw them all again at Bluewater Bus Station. I have visited Bluewater quite a few times in recent years, and I don't recall ever seeing crew ferries there. Presumably drivers used to ride service buses to get back to the garage. One of the three cars was Kia Sportage RJ19YOY, in an unmarked black/grey/silver (take your pick!) livery.

Photo 6992, by **Ray Monk**, added to LTSV on 14/11/2021.

The other two Northfleet crew ferry cars seen at Bluewater Bus Station on 2nd November 2021 were both Vauxhalls in unmarked greyish silver. The more interesting of the pair was NV68KMK, a rather high-end Insignia saloon. The bus in the background is Ensignbus 162, a Wright StreetDeck new earlier this year. Although Essex-based, Ensignbus runs the hourly X80 linking Bluewater with Lakeside via the Dartford crossings.

Photo 6993, by **Derek Everson**, added to LTSV on 14/11/2021.

An interesting vehicle seen arriving at Acton Works on 2nd November 2021 was Y28BRS, a DAF XF 510 art tractor unit with a large folding crane behind the cab (similar in size to that fitted to LUL Mercedes 2591 – see photo 5794). The lorry was unmarked apart from small LUL/TfL labels on the doors, and the 'personalised' registration disguised the fact that it was actually new in 2018. It is believed that the 'BRS' reflects ownership by B R Saunders, rather than British Road Services! Renault flatbed lorry J222BRS in Saunders livery has been Acton-based for over a year (see photo 6800), while unmarked Volvo curtainsider Y29BRS has also been seen at Acton recently (see photo 6927). The trailer behind Y28BRS was a 3-axle Dennison flatbed, very similar in appearance to LUL T77 (see photo 6923), but with different lettering and presumably also on hire.

Photo 6994, by **Derek Everson**, added to LTSV on 14/11/2021.

A very nice capture of Volvo FL 816 rescue tender 2611 arriving at Acton Works on 2nd November 2021. The alternate fleetnumber (B883) at the rear of the cab shows that this is one of the five Emergency Response Unit tenders that are capable of being operated in British Transport Police markings, although at the time it had the TfL/LUL variant panels on display.

Photo 6995, by **Ray Monk**, added to LTSV on 14/11/2021.

Another in the procession of vehicles used as crew ferries from Arriva's Dartford Garage is Volkswagen Transporter minibus GL69SHJ, seen at Bexleyheath Bus Stand on 3rd November 2021. This vehicle was presumably supplied by the same company that has sent similar minibuses to various Go-Ahead London garages over the past year. A week later GL69SHJ had been joined (or replaced) by similar GL68HGY.



Photo 6996, by **Ray Monk**, added to LTSV on 14/11/2021.

Another new Mercedes Vito minibus for Go-Ahead London, this being Orpington's RX71SZO seen at Eltham Bus Station on 4th November 2021. At least 15 of these minibuses have been delivered over the past couple of months and there may be a few more that have yet to be reported. 22 were added in 2017/2018, with a further 21 in 2019.



Photo 6997, by **Ray Monk**, added to LTSV on 14/11/2021.

Go Coach is a fairly new operator based in North West Kent and running buses in a distinctive yellow and purple livery. They have recently started running services to a new Amazon distribution centre in Dartford and have acquired a trio of former London taxis for use as crew ferries. I have yet to see any photos of these vehicles but here is a related photo that may be of interest. The main Go Coach operating base is in Otford but they also now use the former London Transport garage in Swanley. This had passed to London Country Bus Services in 1970 and then to LCSE (KentishBus) in 1986. It was closed in 1989 but later saw some use by Metrobus. Ray visited the location on 5th November 2021 and found it in use but closed up. The main garage building has been extensively modified, with three new doors replacing the original wooden folding ones. The front and sides of the shed have also been re-clad, making them appear quite modern. In fact, the main clue to the location's LT heritage is the office building to the left, more clearly shown in the next photo...



Photo 6998, by **Ray Monk**, added to LTSV on 14/11/2021.

Swanley Garage, photographed on 5th November 2021. Several buses were parked in the roadway between the office block and the main shed, and in the yard at the back (including a red Routemaster). The offices building is quite clearly built to the 'modernist' style once favoured by LT, with rounded features and a flat concrete canopy. The small rotunda nearest the road originally had a large LT roundel mounted on top, while the square chimney visible further back is presumably the same one that can be seen in Ray's 1974 photo (ref 3797).



Photo 6999, by **Thomas Young**, added to LTSV on 14/11/2021.

As mentioned here a couple of years ago (see photo 5905), Oxford Diecast has been producing various OO scale (1:76) road vehicle models decorated as London service vehicles. I recently managed to obtain two more of the models released so far, these being the Land Rover Freelander and Ford Transit Mk7 dropside truck, both in LUL white/blue/red livery. The detail and finish on both models is very good, although this large photo does highlight a couple of areas that could be improved with a bit of touch painting. Bear in mind that the car on the left is only 2 inches long! As with the vans shown earlier, the Land Rover comes in a small box and retails for around 5-6 pounds. The dropside truck requires the use of a considerably larger box and, perhaps as a result, seems relatively over-priced at 12-15 pounds.



Photo 7000, by **Thomas Young**, added to LTSV on 14/11/2021.

Another view of the Oxford Diecast model of unique LUL Land Rover Freelander car 7429LR, showing the excellent livery application.