



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3o – Photographs 7001 to 7500

Issue 1 – December 2024

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 (8,006 as at 16th December 2024), 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 They may therefore contain incorrect assumptions or superseded information.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 December 2024 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 7001 to 7500, originally published between November 2021 and June 2023.

Thomas Young, Abbey Wood, December 2024

Photo 7001, by **Thomas Young**, added to LTSV on 14/11/2021.

I lined up my two newest models with the Oxford Diecast Ford Transit van bought in 2019, and also the Creative Master Northcord Mercedes Sprinter van released way back in 2008. One of very few quibbles I have with these models is the size of the roundels on the bonnets of the three LUL releases. Looking at photos of the real vehicles on LTSV suggests that these should all be more-or-less the same size.

Photo 7002, by **Thomas Young**, added to LTSV on 14/11/2021.

Purists will realise that Creative Master Northcord's 1:76 scale model of a London Buses Incident Response Unit van (released in 2008) is based on a long-wheelbase Mercedes Sprinter van, whereas the real IRUs used medium-wheelbase Sprinters. This is not a big deal for me personally, especially as the livery has been extremely well replicated. I wonder what rivet counters would make of the Lego Routemaster that I posed the van with?!

Photo 7003, by **Ray Monk**, added to LTSV on 14/11/2021.

Ray was at Acton Works again on 6th November 2021, and photographed this Volkswagen Caddy Maxi crew van parked outside the DSM offices. 8384VW was delivered in spring 2017 as part of a largish batch of Caddy and Kangoo vans for Edgware Track Depot. Vehicles from there are very hard to see - the location is inaccessible, and the vehicles generally only come out at night. In common with many Edgware vehicles, 8384VW has gained additional 'No tools left in this vehicle' labels.

Photo 7004, by **Ray Monk**, added to LTSV on 14/11/2021.

Another VW Caddy Maxi crew van seen at Acton Works on 6th November 2021 was 8214VW. The first of a group of four allocated to London Road Depot (Elephant and Castle), this is another location where the vehicles cannot normally be seen until they come out to play (work) at night.



Photo 7005, by **Ray Monk**, added to LTSV on 14/11/2021.

Providing a bit of variety at Acton Works on 6th November 2021 was Nissan Navara 8731N. Two of these large pick-up trucks were leased in late 2018 and allocated to the Point Care team at Arnos Grove (where they appear to have replaced two unmarked Land Rover Defenders). Given the very small number of 4WD pick-up trucks that are required for the central fleet, there has been a surprising amount of variety in recent years. The Ford Ranger has been the most popular choice since 1999 but there have also been several examples of the Mitsubishi L200, two earlier Nissan Navaras and a single Toyota Hilux. The odd-looking car in the background is Mitsubishi i-MiEV WX10JUW (see photo 6479).



Photo 7006, by **Ray Monk**, added to LTSV on 14/11/2021.

A rather surprising find at Acton Works on 6th November 2021 was 9142VW, a Volkswagen Crafter dropside truck with LUL markings but no skirt or stripe applied to its white bodywork. Interestingly, I had published a photo of this vehicle when it was seen at the Bedfont dealership back in November 2020 (see photo 6500), and I had speculated that it could perhaps be destined to be a service vehicle. The fact that nothing more was seen of it made me think I was probably wrong. The only solid fact about this vehicle is that it was not licensed until February 2021. Whether it was delivered to LUL then, or if it had only recently arrived when Ray photographed it, is unknown.



Photo 7007, by **Ray Monk**, added to LTSV on 14/11/2021.

8802R is another of the 'Manchester' Renault Kangoos and has been based at Acton Works (where it was photographed on 6th November 2021) since delivery in April 2019. It was seen parked round the corner from the DSM yard, with the LBSL parking area on the left (with three IRU vans present) and the traverser in the background. The increasingly overgrown appearance of the traverser pit suggests that it is no longer in regular use.



Photo 7008, by **Bob Milner**, added to LTSV on 14/11/2021.

There are not many locations where you can routinely get up-close with LUL service vehicles, but Bob visited two of them on 7th November 2021. First up was Finchley Central Station, where there is a fenced and gated compound but some vehicles are often parked outside. Present on this day were three Volkswagen Caddy Maxi crew vans (8970VW to the fore with 9007VW and 8971VW behind) and one Renault Kangoo Maxi van (8556R). Note that 8970VW and 8971VW have consecutive registration numbers as well as fleetnumbers, quite a rare occurrence these days. It is slightly curious that both these van models are available as plain vans and as crew vans, yet LUL seems to have a preference for van Kangoos and crew van Caddys.



Photo 7009, by **Bob Milner**, added to LTSV on 14/11/2021.

Another location where you can get in among LUL service vehicles is at Station Road, Tufnell Park. Visitors should be aware that, even though there is unrestricted access, the property is technically private and you may be asked to leave. Among various vehicles present on a sunny 6th November 2021 was Ford Transit van 8862F, new in late 2019. A batch of seven Toyota Prius hybrid cars is also nominally allocated here, and 8892T and 8886T can be seen parked beyond the van.



Photo 7010, by **Bob Milner**, added to LTSV on 14/11/2021.

Quite a variety of service vehicles are allocated to LUL's power supply section, many of which can be seen parked at the base in Tufnell Park. The fleet was renewed in 2019 and most of the current vehicles are numbered between 8843 and 8892. Seen at Tufnell Park on 6th November 2021 were Ford Transit Mk8 dropside truck 8846F and Ford Transit Custom van 8851F. Transit van 8859F (with its unique external lights) and a couple of Renault Kangos are also visible.



Photo 7011, by **Bob Milner**, added to LTSV on 14/11/2021.

One more photo from Tufnell Park on 6th November 2021 shows mid-height Ford Transit van 8860F parked with a couple of the resident Toyota Prius cars (8888T on the left and 8892T on the right).



Photo 7012, by **Kim Rennie**, added to LTSV on 14/11/2021.

Since early 2017 the only Vauxhall products in the central fleet have been a small number of Movano minibuses. Four remain in use, all in white/blue/red livery but actually split between three with LBSL Network Development and one with LUL. Kim caught 8303V (from the LBSL trio) on Colney Hatch Lane on 7th November 2021. I was going to give this location a name but it doesn't seem to have one, falling somewhere between Friern Barnet, New Southgate, Muswell Hill and Finchley! Also slightly confusing is that this is a second generation Vauxhall Movano, which is basically a badge-engineered third generation Renault Master. Following the merger of Fiat-Chrysler and PSA in 2021, the model has been replaced by a third generation Vauxhall Movano, which is based on the face-lifted third generation Fiat Ducato!



Photo 7013, by **Ray Monk**, added to LTSV on 14/11/2021.

Do we really need a third photo of an unmarked red Mercedes Vito minibus at Eltham? Well, perhaps. The allocations of several Go-Ahead London minibuses have changed recently, perhaps as a result of the delivery of (at least) 15 new examples. RJ19HSV had been based at Northumberland Park garage since new in April 2019. By the time it was photographed at Eltham on 10th November 2021 it had moved to Orpington. According to the notices in the side windows it is normally assigned to support route R7. Although there are no notices about COVID and facemasks, there is a length of tape on the offside door, as also seen on other minibuses. However, closer examination shows this to be marked with something like 'Compliant Cleaning', so it could be that the tapes are applied to indicate that the vehicle has been cleaned, rather than to prevent the offside passenger door from being used (as was originally thought). Newer Vito WP21YCZ may have also moved recently. New in late August, it was seen at Canning Town in October and in Croydon in November. As always, reports of observations would be welcomed so that we can try and keep up to date with such changes.



Photo 7014, by **Ray Monk**, added to LTSV on 14/11/2021.

Ray has been getting around a bit lately, and on 13th November 2021 he took this photo of Guildford Bus Garage. This location is in the news at present, with Arriva announcing that the base will close on December 17th this year. The site had in fact been sold to a property developer a few years ago, and leased back for continued use. Around 44 buses currently work from here and the location is not to be replaced, services instead being transferred to other operators such as Stagecoach and Hallmark. Guildford Garage is notable for being one of very few former LT premises still in use in the 'country' area, and also for the fact that it is a rather constricted site, squeezed between houses and the River Wey. The building seen here is believed to be based on the original structure. Built in 1932 (for what was then 'London General Country Services'), the main building lasted until about 2001 when it appears to have been reduced in length. The front half was demolished, leaving the rear half (containing the engineering bays) in place. The shortened building was extensively re-clad, giving it a more modern appearance. At about the same time, a single storey office block on the other side of the yard (out of shot on the right) was also demolished, the net result being a much larger yard for bus parking.

To keep the SV in LTSV, I should mention that three service vehicles are in this photo, although one can barely be seen. On the left is Ford Transit Connect van GM66WWL, the resident engineer's van. Parked in the fourth bay of the garage is Peugeot 308 car MD69ONF in unmarked dark greyish blue (or it might be blueish grey). Similar (but black) MD69RNA was parked in front of this, and both cars are used as crew ferry vehicles. The car in the yard on the right is believed to be private.

LCBS (London Country Bus Services) inherited 33 garages from London Transport upon its formation in 1970. Much has changed over the past 51 years and the majority of the garages have been closed and demolished. Just Northfleet and Harlow have remained in continuous use, while Swanley (see photo 6997) is still a bus garage but now with a new operator. Garston (see photo 6588) closed in 2018 and demolition is reported to now be going ahead. Do any others survive?

Comment by *Andrew Colebourne* on 16/11/2021: The frontage of Watford Leavesden Road has been incorporated into a new development called Leavesden Lodge. Here's a link to the

brochure prepared at the time:

https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwiEubau_pz0AhVNLewKHctQAfcQFnoECAMQAAQ&url=https%3A%2F%2Fsewellgardner.com%2Fwp-content%2Fuploads%2FCopsewood-Lodge-Leavesden-Lodge-Brochure.pdf&usg=AOvVaw1T2C26ijCoiP7xMRBWMWKn

Worth a look for those not aware of it is the Garages page on Jonathan Wilkin's site: <http://www.ampyx.org.uk/lcountry/>. Apparently some of the boundary wall of Addlestone still stands. It is also worth noting that the former Eastern National garage in South Street, Bishops Stortford, which was used by National to run Northern Country Area services, still survives. Ironically it is used by National Tyres and Autocare:

https://www.national.co.uk/branch/221/bishops-stortford/?utm_source=google&utm_medium=organic&utm_campaign=mybusiness See also Google maps here: <https://www.google.co.uk/maps/@51.8655939,0.1608682,3a,75y,71.94h,86.44t/data=!3m6!1e1!3m4!1smviPqU8TIOeemECZK4Oqqw!2e0!7i16384!8i8192>

Photo 7015, by **Colin Lloyd**, added to LTSV on 11/12/2021.

The first seven photos in today's batch all show vehicles with A-prefix registrations. These were first introduced in August 1983, when the existing registration system was simply reversed. The year was now indicated by a single letter at the beginning, rather than one at the end. I do remember thinking at the time how odd these 'backwards' registrations looked...

Seen crossing Buckingham Palace Road outside Victoria Coach Station on 5th May 1993 was Dodge Commando lorry 2406D, still in standard grey livery. In fact the lorry appears to still have the lettering applied when it was new in January 1984, namely 'London Transport' in red with 'Distribution Services Manager' in black underneath. London Transport had bought 35 Dodge service vehicles (mainly Commando lorries but also a few S-series trucks and vans) between 1981 and 1985. They were in decline by the time of this photo and 2406D was to be sold within a few weeks.

Perhaps of interest are the two minibuses visible, both of which are Optare products. The blue one on the left is a CityPacer that was used by Eaton Square Schools for staff and student transport. The CityPacer was based on the Volkswagen LT chassis and was also used by London Buses for some central area bus routes, including the C1. Those on the C1 were later replaced by larger minibuses, including the MetroRider just visible on the right. The MetroRider had started out in 1986 as an MCW product but was bought by Optare in 1989 and continued in production for another decade. The use of minibuses on London bus services was also in decline by the time of this photograph, with bigger Dennis Darts being added in large numbers. These were to be followed by low floor Dart SLFs and then Enviro 200s.



Photo 7016, by **Colin Lloyd**, added to LTSV on 11/12/2021.

A photo of this Freight Rover Sherpa truck in KentishBus cream/maroon livery was added to LTSV many years ago (see photo 791). However, this view taken at Catford Garage on 19th June 1986 shows that it had started out in white livery with National London fleetnames. National London was a fleetname of National Travel (London) Ltd, a National Bus Company subsidiary that only ran coaches and control of which passed to London Country Bus Services (LCBS) in 1984. The company had a garage in Catford, which proved to be useful when LCBS bid for some of the early LRT route tenders. A couple of fairly local routes (the 42 and P4) were awarded to LCBS and operated from Catford using Leyland National buses, some of which gained National London fleetnames. The National London coach fleet was gradually dispersed around LCBS (which was split into four regional companies in September 1986), with the last vestiges becoming part of London Country South East (later KentishBus) in February 1987. The Catford base, which has not yet been added to LTSV as a location, is believed to have closed at the same time.

Photo 7017, by **James Mair**, added to LTSV on 11/12/2021.

This photo shows how peripheral details in a photograph can sometimes provide new information about a particular service vehicle. The main subject is DAF 2500 articulated lorry A869GRU, one of a pair acquired second-hand by London Coaches in the late 1980s to serve as driver training vehicles. London Coaches had evolved from the Tours and Charters section of London Buses, and ran open-top buses on London sightseeing tours and coaches on excursions and commuter services. It initially used Battersea bus garage before moving to the larger garage in Wandsworth. One of the first parts of London Buses to be privatised (in 1992), it was re-sold in late 1997 to Arriva, the recently-adopted new name for the Cowie Group. A869GRU was allocated fleetnumber DT1 on paper (with DT2 being similar B221PFX), and was thought to have been sold in about 2001. However, this undated photo has some clues that indicate it was taken in late-2002. The two buses alongside are MCW Metrobus double-deckers, many of which were transferred from the former Leaside and South London fleets under Arriva ownership. Most were converted to open top but this pair are closed top and, more interestingly, are blinded for London bus route 185.

At the start of the new millennium there was an effort made by LRT/TfL to attract more companies to bid to run London bus services. One of the results was the unlikely involvement of Durham Travel Services, a company that had only been created a couple of years previously and which mainly ran National Express coach services from a base in Peterlee in the North East. Perhaps unsurprisingly, the company chose to use a different fleetname (London Easylink) when it was awarded the tender to operate route 185 in early 2001. It later added single-deck route 42 (which had earlier been operated from the National London base in Catford), but in August 2002 the company went into receivership. At 3pm on the 21st, all drivers working on the two routes were radioed and told to disembark their passengers and return to the depot immediately, where the buses were effectively impounded. This was an unprecedented and intolerable situation and within a few hours a limited service was restored to both routes using buses from various operators. Blue Triangle was tasked with coordinating the service on route 185 but, not having enough buses of its own, also employed an amazing variety of vehicles from Amberlee, Carousel, First London, London Central, Metrobus, Red Route and Sullivan Buses. From early September, 'Arriva The Original London Sightseeing Tour' became involved, this being the new name for the former London Coaches sightseeing operation and usually

	<p>abbreviated (thankfully) to Arriva TOLST! They used closed-top Metrobuses, initially without blinds, though as this photo shows, fairly good blind displays were soon sourced. After six months the service was reassigned to East Thames Buses, at the time TfL's in-house 'operator of last resort', and used the buses originally acquired by Durham Travel to run the route! It was not to be the last time the 185 was involved in complications though, as I tried to describe back in 2006 (see photo 1344).</p> <p>The bottom line (finally!) is that A869GRU remained in stock until at least late-2002, and I will update the database shortly.</p>
	<p>Photo 7018, by Derek Everson, added to LTSV on 11/12/2021.</p> <p>This Freight Rover Sherpa van was photographed in Crawley Bus Station on 27th October 1992 and was in use with London and Country. Although lacking fleetnames, the emerald green livery and the fleetnumber 76A suggest that A286VMB originated from elsewhere. Rather usefully, the van still carried the legal lettering of its former operator, this being Crosville Wales Ltd, with an address in Llandudno Junction. Crosville was one of the larger National Bus Company subsidiaries, running buses in mid and north Wales and in adjoining English counties. In the run-up to privatisation, it was split into two sections, the Welsh operation becoming Crosville Wales. Things were a bit complicated (but interesting) for the next few years, with most operators having their own livery and identity but with a trend for ownership passing to ever larger groups and for numerous transfers of vehicles between companies. At this time, Crosville Wales and London and Country were both owned by Drawlane (or was it British Bus Group by then?), this later being taken over by Cowie and rebranded as Arriva. When I saw this photo I did wonder if the fleetnumber (76A) was an LCBS one. London Country Bus Services had a main numbering series which reached 71F before the company was split into 4 parts in 1986. They also applied suffix letters to indicate the make, and the letter A had been used for a single Leyland Sherpa bought in 1975, the Sherpa having originally been an Austin design. However, further research suggests that 76A was a Crosville fleetnumber, these being a simple numerical sequence, all with an A suffix (presumably for Ancillary). As an aside, Crosville had a unique system for numbering its large bus fleet. There was a 3-digit number with a 3-letter prefix, the letters indicating the class, model and engine make respectively. I remember this because they had some buses classified as DOGs (Double-deck, Olympian, Gardner engine)! A286VMB only lasted a couple of years with London and Country and it was out of use by 1995.</p>
	<p>Photo 7019, by James Mair, added to LTSV on 11/12/2021.</p> <p>The next three photos all show A-prefixed vehicles that are not as old as their numberplates suggest. From the early-1980s, many coach operators started applying 'date-less' registrations to some of their vehicles. These were mainly either pre-1964 plates (for example WSV541) or ones issued in Northern Ireland (e.g. HIL2361). Later, dated but personalised registrations were also used, sometimes with the 'correct' year (as in J111SAS) but more often not. For example, Excelsior Coaches of Bournemouth applied A--XEL and A--EXC plates to most of its large (and modern) coach fleet. In our area, Epsom Coaches got in on the act, acquiring several A--HRR plates. This is curious since few people would recognise that the HRR refers to the proprietor (and registered company name), H R Richmond. Initially used on coaches, three of the marks were later used on service vehicles, and in each case they were also later re-applied to different service vehicles.</p> <p>Tracing re-registrations is rather tricky since there is no official and freely available source of information that gives changes</p>

and dates. Looking at this photo has made me realise that the data currently on LTSV is not correct, or at least not complete. A6HRR was seen on a Ford Escort estate car in early 2005. A few months later it was reported to have been applied to a Volkswagen Transporter Caravelle minibus that had previously been N678JGP. This photo, taken at the Epsom garage in April 2005, does show a VW Transporter, but it is clearly a van rather than a windowed minibus. N678JGP is listed by DVLA as a Caravelle, so this is evidently not the former identity of the van. Perhaps A6HRR was carried by a VW van and then a minibus? What we do know is that, by 2009, the plate had been moved onto a VW Crafter van (see photo 3106) and in July 2016 to a Mercedes Vito minibus (see photo 7021)!

Photo 7020, by **Ray Monk**, added to LTSV on 11/12/2021.

Another of the A--HRR 'select' registration marks used by H R Richmond (trading as Epsom Coaches) was A8HRR, which was applied to a Toyota Corolla car by 2005. When photographed at Wallington Station on 3rd July 2007, it was no doubt being used as a crew ferry for the Epsom Buses operation, although it was lettered for Epsom Coaches. Note that the car also has a 3-digit fleetnumber (301), displayed in the front and rear windscreens. No other Epsom service vehicles had numbers of this sort, as far as we know. The A8HRR plates had been removed from this car by March 2009, though they were to reappear a few months later on a Ford Transit minibus used as a crew rest room normally to be found at Banstead (see photo 2856). A similar vehicle was usually parked at Wallington, this becoming A9HRR (see photo 2839). Epsom Buses was later acquired by RATP and was gradually integrated into the London United operation. Most of the A--HRR marks are now defunct, apart from A8HRR now with a new owner on a BMW car.

Photo 7021, by **Derek Everson**, added to LTSV on 11/12/2021.

Epsom Coaches acquired a pair of Mercedes Vito minibuses in July 2011, these being intended for picking up passengers booked on coach excursions and holidays. The vehicles also saw use as crew ferries to support the Epsom Buses operations. In July 2016 both of the minibuses were re-registered, using the 'select' marks held by the company. RJ11ZWW became A6HRR and was photographed at the Epsom Garage on 9th April 2017, while similar RJ11ZWX became A9HRR. Both reverted to their original marks in about June 2017 and have since been seen working from various London United and London Sovereign garages.

Photo 7022, by **Richard Eversden via Phil Hambling**, added to LTSV on 11/12/2021.

London Transport bought 4 AEC Mercury pole carrying lorries in 1958 and numbered them as 1078Q to 1081Q. These were the last generation of pole carriers used, and much of their work was related to the dismantling of trolleybus overhead wiring infrastructure as the network was gradually withdrawn. Two of the lorries were sold in 1967, while the other pair remained until 1975/1976. It is not clear what they were used for during their last decade, though they were both allocated to the Electrical Engineer at Hammersmith. For some reason I have always listed 1080Q as being preserved, though it is actually 1081Q that survived. It was sold in June 1976 to the London Trolleybus Preservation Society and was displayed at the Chiswick Works open day in July 1983 (see photo 1163). It then 'disappeared', with just a couple of reports of it being in Sussex and/or Kent, until it was photographed at an event at the EATM (East Anglian

Transport Museum) in 2012 (see photo 4012). Some restoration had been undertaken but it looked like there was still a fair bit to do. Helping fill the gaps in the history is this new photo, taken at Carlton Colville (the EATM location) in September 1988. 1081Q seems to be parked in a field, along with parts of several other vehicles, and was looking rather decrepit. The missing front bumper changes the appearance considerably. Hopefully we will one day see this lorry fully restored with London Transport lettering.

As an aside, I reckon that 1081Q may have been the last London Transport service vehicle to carry green livery, apart from Tree Lopper 1245F which was not sold until 1977 but which (oddly) had started life in grey. And before anyone mentions it, there was also the Thames Trader box truck 1282F which was red while active but repainted green to act as a 'heritage' vehicle in 1984.

Comment by *Clive G* on 13/12/2021: Shortly after the trolleybuses were withdrawn I remember seeing one of these pulling cables out of the pavement from an underground conduit. As a result of that I assumed the retention of two at Acton, together with a cable carrying trailer, were for the same purpose. There were obviously many underground cables linking substations with power stations and various sections of the tram and trolleybus system, and I believe the redundant conduits are now used privately for telecommunications.

Photo 7023, by **Derek Everson**, added to LTSV on 11/12/2021.

Moving on to more recent photos (and shorter captions), this is a view of London Buses Incident Response Unit 9066VW at Eltham Bus Station on 10th August 2021. This was one of the pre-COVID deliveries and has been at Eltham since February 2020. Before today, just three of the 45 VW Crafter IRUs had yet to appear on LTSV. Curiously, two of those three are based at Eltham, which is normally one of the best covered locations on LTSV. Remaining after today are 9060VW at Stratford City and 9094VW at Eltham, though in both cases I am waiting for more interesting photos to use! There are also a few vans that have only been photographed at the dealership before delivery.

Photo 7024, by **Derek Everson**, added to LTSV on 11/12/2021.

Another LBSL IRU at Eltham on 10th August 2021 was 9084VW. I had not previously noted the non-matching bumpstops on the rear doors, the one on the nearside door being much more pronounced. These vans have so-called 270 degree hinges, allowing the rear doors to open such that they rest alongside the bodywork. Such fittings are of particular use in scenarios like loading bays with restricted width. The nearside door bumpstop is presumably longer so that the side door can still be slid open when the rear door is fully open.





Photo 7025, by **Derek Everson**, added to LTSV on 11/12/2021.

I like photos taken at night, and I like photos that show a line-up of service vehicles, so this one ticks two boxes for me. Having said that, I should point out that this photo was actually taken shortly before dawn on 12th October 2021, as Derek is one of these enviable people who are able to get up very early! The location is the car park behind Morden Station, base for the London Buses Incident Response vans covering much of South London. Five vans were present at the time, the nearest being 9071VW.



Photo 7026, by **Derek Everson**, added to LTSV on 11/12/2021.

Derek caught another line-up of service vehicles, this time at Falcon Buses' Byfleet base on 24th October 2021. Falcon has applied a smart white, red and blue livery to its fleet, including most of its service vehicles. This is shown on Ford Fiesta vans YL15THF and KO16SXX and also on Vauxhall Corsa van EY62UCN at the back. The interloper is Ford Fiesta van BF16MHV, still in as-acquired white/blue.



Photo 7027, by **Derek Everson**, added to LTSV on 11/12/2021.

Apart from the slightly unfortunate shadow, this is a lovely shot of LUL Mercedes Actros WN12NDV coming down Bollo Lane in Acton on 2nd November 2021. This lorry has the new TfL/LUL lettering but has not gained the red stripe normally carried, unlike similar WP61ZXE (see photo 6706) which did. Both lorries are coming up for their tenth birthday, while crane-equipped 2591 (see photo 3266) has just turned fifteen. What is interesting about this photograph is the trailer. The single-axle flatbed is numbered CT36 and was new as a dropside trailer in grey livery way back in 1984. It is the last survivor of eight Crane Fruehauf trailers bought in 1984 and its retention is believed to be down to its short length, making it able to negotiate the tight turns at Neasden Depot and other locations. Having also published some photos of A-prefix registered service vehicles today, it is interesting to consider that this trailer was new at the same time. Will it reach its 40th birthday?



Photo 7028, by **Ray Monk**, added to LTSV on 11/12/2021.

This Ford Transit truck was delivered to Acton Works in early September 2021 (see photo 6892), but it was destined to remain there for over two months before it had lettering applied. When photographed on 20th November it had recently gained green side stripes, Trams lettering and the fleetnumber 9108F.



Photo 7029, by **Ray Monk**, added to LTSV on 11/12/2021.

Also seen at Acton Works on 20th November 2021 but in the lorry yard across the railway lines was hired DAF CF flatbed lorry NC14NDC. This has been in use for at least a few months and has gained small TfL/LUL logos on the cab doors. Interestingly these appear to have been applied using transfers/vinyls rather than on temporary labels.

Comment by *Adam Floyd* on 04/01/2022: This one belongs to NDC Services of Addlestone



Photo 7030, by **Ray Monk**, added to LTSV on 11/12/2021.

The hired DAF XF artic lorry that Derek photographed at Acton on 2nd November 2021 (see photo 6993) was still around when Ray visited on the 20th of the same month. This view taken in the lorry yard shows a bit more of the large folding crane fitted behind the cab, and also of the accompanying Dennison flatbed trailer.



Photo 7031, by **Bob Milner**, added to LTSV on 11/12/2021.

An interesting development in November 2021 was a series of vehicle swaps between Stagecoach London and Stagecoach South East. A total of six red Ford Transit Custom vans dating from 2016 were moved out of London, being swapped one-for-one with newer Ford Transit Connect vans in white. The moves were said to be to do with emissions standards, presumably to avoid London vehicles incurring ULEZ charges when attending breakdowns within the North and South Circular Roads. Barking Garage's MC16YUK (see photo 5897) (which was allocated national fleetnumber 93106 but carried 95261) now resides at Thanet, while their MT70ANP (national fleetnumber 90693) moved the other way. Bob found the newer van at Barking garage on 20th November 2021, although it was unfortunately parked hard against the fence making photography difficult. This view does show the recruitment advertising carried, this reading

	<p>'Help keep us on the road. Engineering vacancies across the South East'.</p>
	<p>Photo 7032, by Andrew Lidinson, added to LTSV on 11/12/2021.</p> <p>Although at least five of the 14 Mercedes Sprinter crew vans acquired for LUL in 2015 have been withdrawn, several remain in use. These vehicles are mostly active at night and daytime sightings are scarce. Providing an exception was Andrew's discovery of 8142M parked in Norbury on 23rd November 2021.</p>
	<p>Photo 7033, by Paul Nicholls, added to LTSV on 11/12/2021.</p> <p>Another nocturnal LUL vehicle caught 'sleeping' is Renault Kangoo maxi van 8367R. A regular sight amongst the midnight gatherings at Griffith House, it was found in Ockendon (Essex) on 25th November 2021.</p>
	<p>Photo 7034, by Andrew Lidinson, added to LTSV on 11/12/2021.</p> <p>Stagecoach South East sent six Ford Transit Connect vans to London in November 2021 to replace an equal number of 2016-vintage Ford Transit Custom vans, the aim being to place vehicles with lower emissions into London service. Interestingly the Transit Connects varied in age with the oldest being only a few months younger than the van it replaced. This was MW66XNV (national fleetnumber 90760) which moved from Ashford to Bromley in exchange for MD16SWO (90797). Aside from being white (instead of red), the replacement vans are considerably smaller than the high-roof vans used before. It remains to be seen whether these are temporary replacements, pending the delivery of new vans. Also of note in this photograph taken at the side entrance to Bromley Garage on 27th November 2021 is that MW66XNV is completely unmarked. Reports (and photographs) of the newer vans now at Bow, Leyton, Romford (North Street) and West Ham would be welcomed. Plumstead and Catford had already gained newer vans in the past couple of years, while (so far) Rainham has continued with its 16-reg Transit Custom. Perhaps they figured that a Rainham vehicle was unlikely to have to enter the Ultra Low Emission Zone of inner London.</p>



Photo 7035, by **Derek Everson**, added to LTSV on 11/12/2021.

Two different contributors sent in photos of this van recently, both being taken at virtually the same time (the gent in the green coat in the background was somewhat further from the building in a photo sent in by Paul Nicholls!). This is not as strange as it may sound, as the photos were taken at Lakeside Bus Station on 4th December 2021, and this was the date of the (normally) annual Ensignbus Running Day. During this event, special and vintage buses are used on routes linking Lakeside Shopping Centre (in Essex) with Bluewater Shopping Centre (in Kent) and various other points. You'll find photos of many of the buses on Flickr and elsewhere, but the subject here is Renault Trafic NL66OLU. This van has been in the Ensignbus fleet for a couple of years but had not previously been photographed. We now know that it has been given fleetnumber 807, suggesting that it was a replacement for the previous 807 (YR07KWB, see photo 5895), and that it carries the full standard blue and silver livery.



Photo 7036, by **Derek Everson**, added to LTSV on 11/12/2021.

Another vehicle seen at Lakeside during the Ensignbus running day on 4th December 2021 was this rather impressive Volvo FH recovery truck registered EB20TOW. Ensign had acquired a new Volvo FH540 in March 2020, registered AY20TXB. Although I never got a photo of that vehicle, there are plenty of images on-line and these suggest that the vehicles are one and the same. In addition, the licensing data provides evidence that the vehicle was re-registered in September 2021. The standard Ensignbus blue and silver livery has been adapted to suit the lines of the cab and bodywork, while the minimal lettering and absence of 'bling' give this vehicle a very attractive appearance.



Photo 7037, by **Paul Nicholls**, added to LTSV on 11/12/2021.

This is the business end of Ensignbus Volvo FH recovery truck EB20TOW, seen at Lakeside Bus Station on 4th December 2021. The lifting gear was made by Boniface and is painted red, providing some contrast to the blue and silver bodywork. Note the back of the large spoiler mounted behind the cab. As well as providing a place to fit the light-bar, these increase the down-force (and hence grip) when operating at high-speed. Actually, that might not be so relevant in this case...



Photo 7038, by **Paul Nicholls**, added to LTSV on 11/12/2021.

One more service vehicle photographed at Lakeside Bus Station on 4th December 2021 was this Vauxhall Insignia car in unmarked dark blue. Signs on the dashboard showed that HN66XPE was being used by Arriva, most likely from the garage in Grays. Does anyone know the purpose of the drive-through shed in the background?

Comment by *Paul Nicholls* on 23/01/2022: I believe the shed was a car wash/valet.



Photo 7039, by **Andrew Lidinson**, added to LTSV on 11/12/2021.

As well as a large number of crew ferry minibuses and engineer's vans, Go-Ahead London also has a number of smaller vans for other roles. Several Ford Fiesta vans have been sold recently and we were wondering what might have replaced these. On 5th December 2021 Andrew found this unmarked white van parked outside the company offices next door to Merton Garage. Signs inside the vehicle suggested that it was a Go-Ahead vehicle so it could well be one of the replacements. The previous vans were also unmarked, although most were red, which made them a bit more noticeable. The most interesting aspect about HG21XBL is that, even though it looks very familiar, it is a new type not seen before on LTSV. Evidently based on a Renault Kangoo, it is actually a Nissan NV250. Launched in late-2019, this is the second case of badge-engineering for the Kangoo model, with the Mercedes Citan (see photo 6210) having been available since 2012.

While looking up this information, I also discovered that an all-new Renault Kangoo is on the way. Referred to as the Kangoo III (or Third Generation), it has a slightly sleeker design, losing some of the type's individuality. There will also be a Nissan-badged version, the Nissan Townstar, and this will replace both the NV200 and NV250 models. And there will be a Renault Express, similar in appearance to the Kangoo III but slightly smaller and based on the Dacia Dokker (which was actually built by Renault). All slightly confusing, but I look forward to seeing photos of these new types if/when they are acquired by any of the service vehicle operators! Given LUL's extensive use of the Kangoo model over the past decade, they are likely to at least try the new variant.



Photo 7040, by **James Mair**, added to LTSV on 05/01/2022.

Seen parked on Melton Street (close to Euston Station) during an incident in the mid-1980s, 2413L was one of a pair of Freight Rover Sherpa 350 long-wheelbase vans allocated to the Signals and Electrical Engineer at Lillie Bridge. As can be seen, the vans had large Emergency signs mounted above the cabs, and they were used from 1984 until 1990. Although the date of this photo was not recorded, it could have been during the same flooding problems when Kim Rennie photographed service vehicles 3210B and 3409F (see photo 1810). In fact, the Vauxhall Astra estate car parked beyond 2413L could well be 3210B. Although the larger Sherpa van models were only slightly bigger than a Ford Transit, they appear to have crossed a line in terms of purchasing policy. After 1982, all vehicles up to and including Ford Transits were leased and given fleetnumbers in the 3xxx series. Anything larger (including 300-series Sherpas and Dodge S-series vans) were purchased and numbered in the 2xxx

	<p>series.</p> <p>Photo 7041, by Colin Lloyd, added to LTSV on 05/01/2022.</p> <p>This vehicle has appeared several times on LTSV, but each photo shows variations in the livery carried. 2415L was one of six Leyland Freighter bus recovery trucks bought to replace smaller Ford D-series vehicles. 2372L was the first to arrive (in spring 1982) and was followed by 2391L in early 1983. While 2372L had a single, telescoping boom, 2391L was fitted with twin cranes, these also being fitted to the batch of four bought in 1984 (2415L to 2418L). The cranes do not appear to have been very successful and two of the vehicles (2415L and 2416L) were extensively rebuilt in about 1991 with new bodywork and a low-mounted spectacle hoist. 2415L turned out to be the longest-lasting of the type, passing to London General in 1995 and remaining in use until the arrival of a new Volvo lorry in 2004. When seen on Buckingham Palace Road in Victoria on 4th August 1993, its livery had recently been amended (compared to a 1992 photo, see photo 427). The large London General logo on the front and the London Buses roundels on the cab doors had been displaced by 'THUNDERBIRD 3' titles. The London General B-type bus logo was now carried on the front corners, this in turn displacing the 2415L fleetnumbers to a non-standard position at the very rear of the bodywork. The London Buses roundels were now carried on the lockers of the revised bodywork while another change was the addition of a white stripe below the windscreen. Although bus recovery trucks were photographed more than most other types of service vehicles, photos of 2415L in its as-built condition are surprisingly rare. There is at least one on Flickr and I may add this in due course.</p>
	<p>Photo 7042, by Damon Cross, added to LTSV on 05/01/2022.</p> <p>Another vehicle that is no stranger to LTSV is Leyland Freighter bus recovery truck 2416L, with 8 photos already published. Added today are another two, both taken during an open-day at Wood Green Garage on 23rd June 1990. Interestingly, these photos show a livery variant that has not previously been seen, namely red with a grey skirt along both the cab and bodywork. The grey skirt livery (with white waist-band) had been adopted as standard by London Buses at the end of 1987, but this appears to be the only one of the six tow trucks to have been given it (2415L later gained the London General variant with a slightly darker grey skirt topped with a yellow stripe). As with 2415L, 2416L was rebuilt with new bodywork and booms in about 1991, and it remained in use with Leaside until about 2001.</p>
	<p>Photo 7043, by Damon Cross, added to LTSV on 05/01/2022.</p> <p>Another view of Leyland Freighter bus recovery truck 2416L at the Wood Green Garage open day on 23rd June 1990. As well as showing the original bodywork and the recently applied grey-skirt livery, this photo shows the arrangement for towing buses. The twin booms (which could be rotated to either side if required - see photo 218) were used to lift the bus, while a pair of metal bars at the bottom of the lorry were used to actually pull (and steady) the bus. The new lifting gear fitted in about 1991 was of the spectacle-hoist type, which reached under the front axle of the bus. It should also be mentioned that the non-matching B73-XJD registrations carried by the four tow trucks bought in 1984 were only actually applied in early 1990. Prior to that, the trucks had operated on trade plates.</p>



Photo 7044, by **James Mair**, added to LTSV on 05/01/2022.

Apart from the four Leyland tow trucks (which only gained their marks following changes in trade plate rules in 1990), the only B-prefix registered large lorries were a trio of Dodge Commando dustcarts bought in March 1985. These were the first 'modern' refuse vehicles for London Transport and were used to collect rubbish from tube and bus stations. As an aside, does anyone know what arrangements were in place before these vehicles arrived? The Dodges wore standard grey livery but were slightly unusual for having four fleetnumbers each. The numbers were applied on the front (either side of the radiator grille) as well in the more normal positions of the front corners. This feature can be seen in this undated photo of 2419D on Station Road in Edgware. The three lorries had been modified with bin-lifting equipment a couple of years after delivery. Although the equipment is not visible in this view, the four additional hydraulic lines on the left side of the front of the bodywork can be seen. Two of the Dodges were withdrawn in 1990 (following the arrival of a pair of larger Mercedes dustcarts), while 2420D was kept until 1996.



Photo 7045, by **Derek Everson**, added to LTSV on 05/01/2022.

London Transport organised open days at the large Chiswick/Acton Works complex in 1983, 1984 and 1985, and it was normal for a display of service vehicles to be put on. At the 1985 event (on 11th August), Dodge dustcart 2419D was one of the vehicles on show. New a few months earlier, the vehicle still looked fairly pristine, or perhaps it had been cleaned up especially. On the right is another B-prefix service vehicle in the shape of Freight Rover Sherpa 350 van 2422L, while on the left is older Ford Transit minibus 3010F.



Photo 7046, by **James Mair**, added to LTSV on 05/01/2022.

James photographed this dustcart in a low sun at Edgware sometime in the latter half of the 1980s. Although his photos taken of the front were better, I have chosen to use this one of the rear, as it shows the fitting of a bin lift. These appear to have been fitted some time after the lorries were delivered in 1985, and can be seen more clearly in Derek's photo of similar 2421D (see photo 4196). Because the lifting gear obscured the original rear hazard markings, new markings were carried on plates added to the bodywork on either side. Note also that the exhaust pipe runs up inside one of the bodyside ribs to exit at roof level.



Photo 7047, by **Richard Eversden**, added to LTSV on 05/01/2022.

56 B-prefixed vehicles were added to the leased fleet in 1984/1985, with a further pair added second-hand in 1988. As was normal at the time, the majority of vehicles were supplied by Ford, with Transit and Escort vans being the most numerous. I have already published most of the photos I have of these vehicles, but I did find this one of a former service vehicle which shows a rather unusual feature. Ford Transit Mk2 van B267TKE had been leased by London Transport in September 1984 and given fleetnumber 3220F. It was allocated to the Commercial Advertising department at Jamestown Road in Camden and remained in use until February 1989. It was photographed a few years later while in private use, when it retained its grey livery albeit unlettered and with the addition of foglamps and a thin coachline around the waist. The interesting feature is the hinged side cargo door. Some of LT's long-wheelbase Transit vans had these doors but they were very rare on the smaller variants. Although some other Transits new at the same time were also allocated to the advertising department, most seem to have lacked cargo doors. Indeed the department often specified sliding cab doors which would preclude the fitting of cargo doors. With the advent of the Mk3 Transit a few years later, cargo doors became more common, though they were then sliding doors rather than hinged ones.



Photo 7048, by **Derek Everson**, added to LTSV on 05/01/2022.

The Ford P100 was available in the UK from 1982 onwards and married the front end of the Cortina car to a pick-up style rear end. In 1988 it was replaced by a new variant, based on the Ford Sierra. London Transport leased just six examples of the original model, three each in 1984 and 1986. 3295F was new in late 1984 and was allocated to LT Builders at Parsons Green. Photographed at Hatton Cross Station on 5th November 1985, the dropping tail-gate can be seen. Note the large doors in the station building. I have never seen these open but they presumably lead to an equipment room of some sort, and are large enough for a vehicle to enter. A couple of Ford Transit vans were officially allocated to Hatton Cross at this time (assigned to the Permanent Way Manager), though I don't know if they were actually kept here.



Photo 7049, by **Ivor Norman**, added to LTSV on 05/01/2022.

Very few bus company service vehicles with B-prefix registrations are known of. It is likely that some of the companies involved in the early years of bus tendering did operate such vehicles, but details were rarely published. The photo shown here was taken at Chingford Mount on 1st October 1991 and shows Ford Escort van B45MLP lettered for LeaValley. Things always get complicated when talking about the former London Country operations but here is a quick summary. London Country Bus Services (LCBS) was split into four separate companies in 1986. One was London Country North East, and this was further divided in 1989 into 'County Bus and Coach' and 'Sovereign Bus and Coach'. Vehicles with County did not carry that fleetname, being branded either as LeaValley (Hertford and Edmonton), TownLink (Harlow and Debden) or Thameside (Grays). There was a common livery of cream with green stripes. The company gained several LT bus routes, leading to the opening of a base in Edmonton, while it was eventually to become part of the Arriva empire (along with most of the other former LCBS operators). The bus behind the van is an Alexander-bodied Leyland Olympian of Capital Citybus, an operator that originated as Ensignbus with blue buses, and was sold in 1990 to Hong Kong Citybus with a new yellow livery. These operations later passed to First London and are now

	<p>mainly in the hands of Go-Ahead London. Note the coloured patch on the side of the van bodywork, perhaps indicating repairs or graffiti removal.</p>
	<p>Photo 7050, by Damon Cross, added to LTSV on 05/01/2022.</p> <p>As mentioned last month (see photo 7019), 'select' registrations in the prefix series became quite popular in the 1990s. A-prefix marks were perhaps the most common, but there were others, particularly when the letter could have 'significance' A good example is this view of the Big Bus Company garage in Wimbledon, taken on 30th June 2006. Two vans are visible inside, the one on the right being registered B16BVS, no doubt to look like 'BIG BUS'. Presumably the even more suitable B16BUS was already in use. The original registration of the van is not known, though it is a Mk5 Ford Transit (as evidenced by the black 'grilles' in the upper rear corners) so must date from after 1994. On the left is N957WJM, a Ford Escort van in the brown livery used by the company. Neither of these vans have (yet) been added to the vehicle database on LTSV, though it is notable that a brown Ford Escort van registered B16BBC had been noted in 2005. It is possible that this later changed (or reverted) to N957WJM.</p> <p>The Big Bus Company was a new entrant to the London sightseeing tour market in the early 1990s, though it was owned by the Maybury family who had run tours using that name in the 1980s. With a smart brown and cream livery, the initial fleet was mainly former LT DMS class Daimler Fleetlines converted to open-top. Former LT T class Leyland Titans were added later in the decade, while in the 2000s, 3-axle buses were repatriated from Hong Kong (Dennis Condors, Leyland Olympians and MCW Metrobuses). The last Fleetlines were taken off service in 2006, followed by the first purchase of brand-new vehicles (Volvo B9TLs in 2009 and Chinese-built Anhui Ankais in 2012). In this photo, the bus on the left is a 3-axle Dennis Condor, that on the right a Leyland Titan.</p>
	<p>Photo 7051, by Dave Warby, added to LTSV on 05/01/2022.</p> <p>The new Crossrail train service linking East and West London had been due to start at the end of 2018 and, in preparation for this, a fleet of 24 service vehicles was delivered between July and October. These wore a smart new livery variant of white and blue with a purple stripe. Unfortunately the opening of the line was seriously delayed, with no firm date set as of the end of 2021. A couple of the vehicles were redeployed to LUL and re-liveried accordingly, while others can be seen parked up at the Plumstead Depot. Although the public services are not yet running, there is a need for vehicles to support the commissioning and testing of the trains, stations and equipment, and the service vehicle fleet has indeed been bolstered by a couple of LUL-liveried Ford Transit dropside trucks. The most numerous vehicles are Volkswagen Caddy Maxi crew vans, of which there are 9. On 17th March 2020, the last of these (8642VW) was photographed somewhat off the beaten track at Chesham. The van may have been in use with LUL, though it is equally likely that it was just parked 'at home'. Note the Elephant and Castle pub sign in the background, the building having since been converted into a private residence.</p>



Photo 7052, by **Simon Dixon**, added to LTSV on 05/01/2022.

In 1992 the University of Hertfordshire set up a company to operate bus services between its campuses. Originally intended mainly for students, UniversityBus services were run commercially and also carried the general public. The company gradually expanded, rebranding itself as Uno in 2005 with a new purple and pink livery, and today operates numerous bus services around Hatfield, Northampton, Milton Keynes and Bedford as well as a small involvement in TfL tendered work in London. Seen at Northampton on 9th December 2021 was black Vauxhall Vectra car NA08BWK, used as a crew ferry vehicle and carrying the Uno logo in the rear window.



Photo 7053, by **Ray Monk**, added to LTSV on 05/01/2022.

Ray scored a double scoop with this photo taken at Eltham Bus Station on 10th December 2021, as it shows both a new operator and a new vehicle make. This small van had lettering for 'Works for London', but Ray noticed that the phone number and e-mail address shown were for TfL. Some digging revealed that Works for London (WfL) is a new joint venture set up in Spring 2021 to maintain TfL's infrastructure. This covers not only bus stops, bus stations, river piers and Victoria Coach Station but also the trunk road network (amounting to 5 percent of all London roadspace) and associated bridges, tunnels, streetlights, green spaces etc. The new eight year contract involves three companies (Ringway, FM Conway and Tarmac Kier JV) and has replaced the previous London Highways Alliance Contract which had run from April 2012 until March 2021. As with the Highways Alliance, vehicles used by WfL are in a 'grey area' as to whether or not they should be classed as service vehicles. It may be that some central fleet vehicles will be assigned to the operation, but most are likely to be sourced directly, and I don't think it will be practical to try and list these. I will be happy to publish photos of any related vehicles though.

The vehicle itself is also of interest, being a Chinese-built Maxus E Deliver 3 electric van. If the Maxus name sounds familiar it is because it was a van model introduced by Birmingham-based LDV in 2004 (see photo 1460). LDV had been formed in 1993 and was named to reflect its parentage as the van division of Leyland-DAF. They continued to build vans at Washwood Heath that were based on the venerable Leyland Sherpa model, albeit updated as the Convoy (larger vans, based on the Sherpa 350/400) and Pilot (smaller versions, based on the Sherpa 200). The Maxus was launched in 2004 and was originally to have come in two sizes, though in the event only the larger variants were ever built. LDV was bought by the Russian GAZ Group in 2006 but the company was losing sales and the Birmingham factory was closed at the end of 2008. The designs were sold on and ended up with SAIC (formerly the Shanghai Automotive Industry Corporation) in 2010. A year later, they set up a new company called Maxus, to build vehicles in China. One of their first products was a van based on the LDV Maxus, but now called the Maxus V80. This was sold in the UK from 2016, though was replaced in 2019 by the V90 (which looks very much like a Ford Transit Mk8). Also in 2019, a smaller, electric van was launched as the EV30, with sales to the UK (where it is branded as a Maxus E Deliver 3) starting in 2020.

Six 'real' service vehicles can also be seen in this photo, comprising four Volkswagen Crafter Incident Response Unit vans, TfL Toyota Yaris 8690T on the left and Nissan Leaf 9100N behind the charging 'shed'.


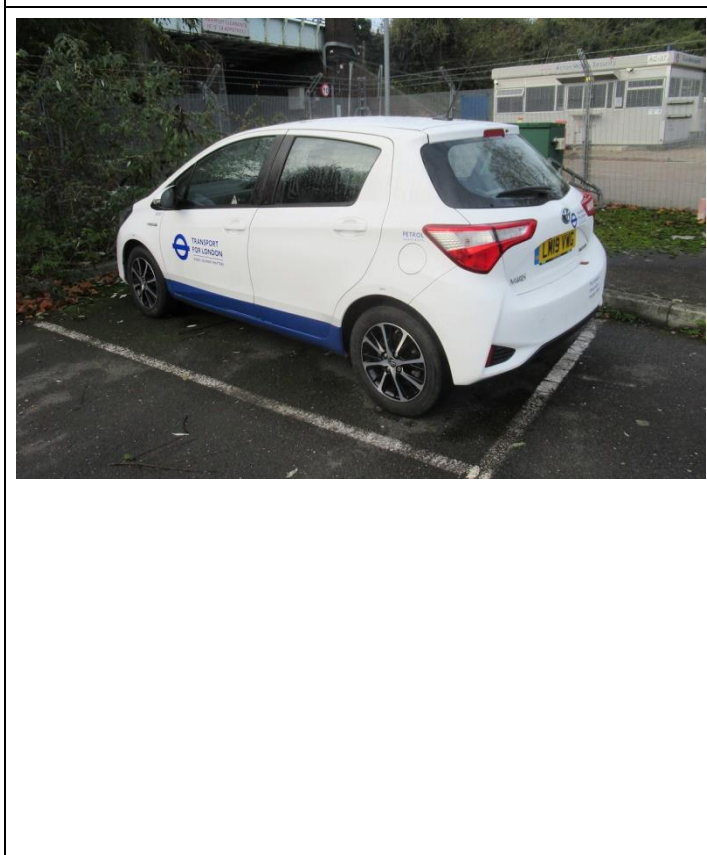

	<p>Comment by <i>Ray Monk</i> on 09/09/2022: Seen again at Eltham Station on 22/07/2022 and 09/09/2022</p>
	<p>Photo 7054, by Andrew Lidinson, added to LTSV on 05/01/2022.</p> <p>This Vauxhall Combo van has been used by the engineers at Arriva London's Norwood garage for at least the past year, though it was in unmarked white for most of that time (see photo 6854). By December 2021 it had been treated to a smart set of lettering and chevrons, and it was photographed at the garage on the 10th, parked close to one of the resident Vauxhall Corsa crew ferry cars.</p>
	<p>Photo 7055, by Ray Monk, added to LTSV on 05/01/2022.</p> <p>Ray paid another visit to Acton Works on 11th December 2021 and, although there was very little in the way of new vehicles, some interest was provided by the presence of several TfL Toyota Yaris cars. Two batches of seven each had been delivered in spring 2019, the first seven curiously being given LUL white/blue/red livery before being changed to TfL white/blue before leaving the works. Ray had photographed most of the cars when they were first delivered to Acton, but I chose not to use all of these photos and instead to wait for photos of them in service. However, the cars were to prove remarkably elusive. Of the first seven (8836T to 8842T), 8836T was photographed in Barking in June 2021, 8840T was noted twice in south east London in July 2021 while 8842T was seen on LUL night work on a couple of occasions. Of the others, nothing was heard. The second batch were equally rare, with just a handful of sightings, mostly suggesting use by LUL. I had speculated that the cars would be for TfL Streets and/or Infrastructure, but perhaps they were for use by LUL. The use of generic TfL white/blue livery on cars could be a new policy, as evidenced by the allocation of white/blue Nissan Leaf cars 9100N to 9103N to LBSL work. As for the reason for their return to Acton Works in late-2021, it is believed to have been in connection with the fitting of updated tracking equipment. As they may not be seen again for a long time, I am showing four photos of these cars today! First up is 8838T from the first batch, seen in the front car park at Acton. This particular car was not actually seen in LUL livery but it is likely to have gained it then lost it, as with the others of the batch.</p>
	<p>Photo 7056, by Ray Monk, added to LTSV on 05/01/2022.</p> <p>Three more TfL Toyota Yaris cars in the car park at Acton Works on 11th December 2021, with 8898T nearest the camera. Parked beyond are 8895T (nearer) from the same batch, and 8597T (further), one of a pair delivered in late 2017.</p>

Photo 7057, by **Ray Monk**, added to LTSV on 05/01/2022.

TfL Toyota Yaris car 8895T in the Acton Works car park on 11th December 2021. New in late May 2019, it has only been reported 'in service' once, coming out of Stratford Market Depot at night (suggesting use by LUL despite the TfL livery) in July 2019.

Photo 7058, by **Ray Monk**, added to LTSV on 05/01/2022.

Renault Kangoo Maxi van 8369R is normally part of the night-time Griffith House gatherings, but was photographed at Acton Works on 11th December 2021. Coming up for being 5 years old, it could be due for replacement, or it might have been here due to some slight accident damage around the rear and a flat tyre. Other vehicles parked in the DSM van yard at the time were one of the Mercedes Sprinter crew vans and ever-present Ford Transit 8286F.

Photo 7059, by **Ray Monk**, added to LTSV on 05/01/2022.

8840T is another of the Toyota Yaris cars that were delivered in unmarked white/blue, given LUL lettering and red stripe, then changed to TfL white/blue before delivery. As with most of the batch, we have no idea where it was actually delivered to, with just two sightings reported. These were in Catford and Sydenham, which would tend to suggest the car was working for Streets rather than LUL. What we do know is that a number of the Yarises were returned to Acton Works in late 2021, believed to be for the fitting of new tracking equipment. 8840T was photographed in the works on 11th December 2021.

Photo 7060, by **Derek Everson**, added to LTSV on 05/01/2022.

Looking very smart for an 18-year old van, this Ford Transit Connect is number 9068 in the fleet of Bluestar and based at Eastleigh, where it was photographed on 14th December 2021. Vehicles of this vintage are all but extinct in London, especially following the introduction of restrictions such as the Ultra-Low Emission Zone. Bluestar (note the 'Shining across your city' tagline on the bus alongside) is a company with a complicated history but which is now part of Go South Coast in the Go-Ahead group. Go-Ahead has built up quite an array of operations in the south of England, and runs buses in Brighton, Crawley, Southampton, Salisbury, Poole, Bournemouth, Swindon, Plymouth and on the Isle of Wight. Parked in the background is a Bluestar Iveco Daily dropside truck. Derek has actually sent me 8 different photos of this 2004-vintage vehicle over the past few years and I could have sworn I had already published one of

them. It seems I was mistaken, so I will pencil it in for a future batch. The vehicle on the far right is also of interest, although it is not known if it is operated by Go-Ahead. This 71-reg van is an example of the new Maxus Deliver 9 van, a Chinese-built van designed as a successor to the Maxus V80 which (if you have been reading all of today's captions you will know) was derived from the UK-built LDV Maxus. The new model (which looks a lot like the Mk8 Ford Transit) was introduced in 2019 as the Maxus V90, UK exports being badged as Maxus Deliver 9s. Curiously, the model is also sold in Australia, where it is badged as the LDV Deliver 9!

Photo 7061, by **Derek Everson**, added to LTSV on 05/01/2022.

Former LUL Ford Transit van 7678F appears to now be in use with one of the mainline railway maintenance companies, presumably still as a staff welfare facilities vehicle. On 21st December 2021 it was found parked at Woking yard.

Photo 7062, by **Derek Everson**, added to LTSV on 05/01/2022.

As mentioned recently (see photo 7014), Arriva closed its former London Transport garage in Guildford on 17th December 2021, bus services passing to other companies. When Derek visited on 21st December, only one Arriva bus was present (Dennis Dart 1558 KX56HCP, on the right) was present, while work was underway to recover reusable equipment. SN64WJG, a DAF artic lorry of D&G Assist was loaded with steps, vehicle jacks, a metal press and a fork-lift truck. The curious trailer is of a type shown on LTSV before (see photo 2240), whereby the rear of the trailer is lowered to ground level by moving the wheels forward.

Photo 7063, by **Clive Greedus**, added to LTSV on 05/01/2022.

LUL Ford Transit Mk8 crew van 8443F was parked at Newbury Park Station for a couple of weeks in late 2021, being photographed there on 22nd December. New in July 2017, this is a decidedly rare vehicle, with just two previous sightings, both of which suggested it was allocated to Hainault Depot. A slightly sad aspect is that this reminded me of Steve Howard. He was very keen on seeing all service vehicles, particularly central fleet ones. Whenever there was a report of a vehicle he had not yet seen, he would usually nip out the next day in case it was still present. Steve tragically died in early 2021, and 8443F was one of the few vehicles he never saw.



Photo 7064, by **Peter Terry**, added to LTSV on 05/01/2022.

Sullivan Buses has five Renault Zoe electric cars, mainly used as crew ferry vehicles to support its varied bus operations. Four of the cars are red and feature yellow graphics referencing the TfL bus routes operated. The fifth car is green, almost the old London Transport country area green, and references Borehamwood/Watford routes 306 and 398. It can also be seen elsewhere though, as on 27th December 2021 when it was photographed at Willesden Green in London. Sullivan Buses is often employed to provide railway replacement services for LUL and on this occasion was working a Jubilee Line cover service between Willesden Green and Stonebridge Park (for connections to the Bakerloo Line).



Photo 7065, by **Bob Milner**, added to LTSV on 05/01/2022.

The last photo in today's batch is the first to have been taken in 2022, on 1st January to be precise. It shows Metroline Ford Transit Custom van AY21KKH parked outside its home garage of Uxbridge. First reported in July 2021, the van had likely been delivered soon after it was licensed in April.



Photo 7066, by **Derek Everson**, added to LTSV on 18/02/2022.

Having looked at A- and B-prefix registered service vehicles over the past couple of months, I am now continuing on to the C-prefix ones, which date from August 1985 to July 1986. A healthy 26 C-prefix vehicles were added to the owned fleet, though two thirds of these were Mercedes 307D trucks. Since the split of the leased vehicles in 1982, additions to the owned fleet had mainly been full-sized lorries. The Mercedes 307D was a relatively small truck, barely larger than a Ford Transit. The first 307Ds to arrive were 8 with C/VOY registrations, delivered in March 1986. Six had dropside bodies, the other two having curtainsided box bodies. One of the latter was 2426M, acquired for use by the LT Builders but seemingly later allocated to the Commercial Advertising section.

On 27th May 1988, Derek found 2426M in the rather unusual location of Heathrow Central Bus Station. Alongside was a Green Line liveried Leyland Tiger with Plaxton Paramount 3200 bodywork. The Paramount body was quite ubiquitous at this time, and was available in several lengths and heights. London Country had leased 60 in 1983/1984, classifying them as TP or TPL (depending on the length), with two more batches following before LCBS was split-up in 1986. The split saw the type divided between the four new regional companies, and TP37 ended up with London Country South East. The company was soon renamed Kentishbus, and the coach was renumbered 249 in the new prefix-less series. It was working on the lengthy Green Line route 726, running from Heathrow, through Kingston, Croydon, Bromley and Bexleyheath to Dartford. Unlike most Green Line routes, the majority of the length of the 726 was within Greater London, and the route was eventually to become a TfL route. Today only the western section remains, as the limited-stop X26 using double-deck buses between Croydon and Heathrow.

Photo 7067, by **James Mair**, added to LTSV on 18/02/2022.

Six of the 8 Mercedes 307D trucks new in March 1986 had dropside bodies and were used by the Works and Building department (although some were later used by other sections). 2428M was seen at Neasden Depot while it was still quite new, with no markings on its grey livery. The disposal dates for these vehicles are not known, but were most likely around 1993/1994.

Photo 7068, by **James Mair**, added to LTSV on 18/02/2022.

The only full-sized LT lorries to get C-prefix registrations were six Ford Cargo lorries new in July-September 1986. These comprised two dropside, two box trucks, a curtain-sider and an artic tractor. Rather surprisingly, I have never seen photos of two of these six (curtainsider 2434F and dropside 2440F). James photographed dropside 2433F in the yard of Edgware Garage in about 1990. The DMS-class trainer bus in the background shows the Metroliner name introduced in 1989. This high-level view shows the inside of the lorry bodywork, in this case looking rather grotty. 2433F was sold in 1992 after less than six years' use.

Photo 7069, by **Keith Grimes**, added to LTSV on 18/02/2022.

2439F and 2441F were both C-registered Ford Cargo 1011 box trucks with tail-lifts and quite long rear overhangs. Keith caught 2441F passing Oxford Circus on 13th July 1988.

Photo 7070, by **James Mair**, added to LTSV on 18/02/2022.

A second batch of Mercedes 307D trucks was delivered in summer 1986, this time totaling ten. All were bodied with a curious type of curtain-sided box body, where the curtain appeared to retract upwards. The trucks were registered in the C7xxWLB series, with some of the (non-matching) numbers duplicating those on the slightly earlier C7xxVOY batch. They were at least numbered in registration order. Vehicles from this batch were allocated to the Commercial Advertising section, and they appear to have been rarely photographed. This view of 2454M at an unknown location has been selected as it shows the large 'London Transport Advertising' later applied to the plain rear of the bodywork. All ten trucks were sold in 1993.

Photo 7071, by **Derek Everson**, added to LTSV on 18/02/2022.

48 C-prefix registered vehicles joined the leased fleet, though I only had two photos on file that had not already been shown on LTSV. The first is this one showing Bedford Astra van 3360B at St Pancras Station on 21st April 1986. This was one of a large batch of 15 petrol Astra vans with C8xxFME registrations, and which initially operated without fleetnumbers. LT documents show that they were 'additional' vehicles (i.e. not acquired as replacements for existing vehicles), and were intended for use by LT Builders. The vans were given large 'work force' fleetnames and labels on the cab doors showing the Parsons Green address of LRT Builders. The focus on this photo is a little off, being centred on the vehicles in the background. Among them are an MCW Metrobus (which looks fine in unrelieved red) and a Bristol LH single-decker (which does not - they originally had white relief). The 95 Bristol LHs in the London Transport fleet (along with a smaller batch of shorter LHS buses) were a bit of an oddity. They were the only Bristols bought since the 1950s and they were used on routes that could not handle the standard single-decker at the time (the Leyland National). Most of these routes were in outer London, but the C11 came in as far as Kings Cross.

Photo 7072, by **Colin Lloyd**, added to LTSV on 18/02/2022.

Colin Lloyd made regular visits to Acton Works in the late 1980s and took lots of photographs. He kindly let me take copies of many of these but there were lots more that I had not yet done when Colin sadly became ill and died a few years ago. His huge photograph collection has apparently been saved but I am told it will not be accessible for some time. Perhaps one day we will get to see the rest.

This photo is interesting as it shows a completely unmarked Ford Fiesta van in the DSM van yard at Acton Works on 8th May 1989. First licensed in August 1985, this van was taken on lease by LT in December 1987 and given fleetnumber 3577F. This was unusual as most vehicles were leased from new. I don't know if Colin took this photograph because he was aware of the vehicle's status, or because he just photographed everything. It was fortunate though, as the van was officially taken out of stock the following day. Another interesting point is that very few of the other vehicles visible appear to be 'proper' service vehicles. There is a Volkswagen minibus from London Car Rentals, and various unmarked cars. The Astra estate on the left may be 3212B (A196OHO), although that was reportedly returned off lease in March 1988.

Photo 7073, by **Damon Cross**, added to LTSV on 18/02/2022.

Various London Transport buses have been used for alternative roles over the years, sometimes with modifications and sometimes without. I have not been too concerned about including these on LTSV, as the information about them is often included in books and websites detailing the bus fleets. As such, there are some that are not listed but perhaps could be. An example is this Ford Transit minibus seen at Potters Bar Garage on 9th June 1990. Although looking little different to when it was in passenger service, the blind indicates that it was in use as mobile classroom.

London Transport's FS class was started in the early 1970s when a number of 16-seat Ford Transits were acquired for use on several new services around the suburbs. The routes were generally successful, leading to the introduction of larger vehicles, and the last two to remain with FSs were the H1 serving the Hampstead Garden Suburbs and the PB1 in Potters Bar. FS27 was from a batch of 3 additional Transit minibuses bought in 1986 to replace earlier versions. They almost bridged

	<p>the gap between the first and second 'wave' of minibus use, as it was in 1986 that various UK bus companies embraced the use of smaller vehicles. Most of the early vehicles were Ford Transits or Freight Rover Sherpas, followed by slightly larger types such as the Optare Citypacer and MCW Metrorider. London Buses caught the Minibus bug about a year later, and used many of the latter types, before moving onto even bigger models such as the Optare StarRider.</p>
	<p>Photo 7074, by Colin Lloyd, added to LTSV on 18/02/2022.</p> <p>Kentish Bus inherited one of the Ford Cargo lorries bought by London Country Bus Services (46F FCD243X - see photo 6424) and also operated two Cargo artic tractors as driver training vehicles. VCH20Y was given Kentish Bus lettering and a fleetnumber (920 - see photo 806), but C765FKN only had the name on a banner across the front, other lettering showing that it was on hire from KT Group Truck Rental. C765FKN was a Cargo 3224 and was noticeably larger than VCH20Y, with an extra 'layer' of front bumper, and a longer cab. It also had a huge air-dam mounted on top of the cab. Its first use by Kentish Bus was reported in autumn 1989, and this photo was taken at Dartford Garage on 28th October of that year. VCH20Y joined the fleet in July 1990, so it is possible that C765FKN was only hired until it was replaced by the latter vehicle.</p>
	<p>Photo 7075, by Colin Lloyd, added to LTSV on 18/02/2022.</p> <p>Another of Colin's photos of a vehicle that many of us would have ignored. This unmarked white Ford Escort van was seen inside Dartford Garage on 4th September 1986, just three days before the division of London Country into four regional companies. C541UPK was later (1989) reported as fleetnumber 928 in the Kentish Bus fleet, but it would appear that it was actually delivered to LCBS. Presumably it was not numbered/lettered since it was known that the break-up of LCBS was imminent.</p>
	<p>Photo 7076, by Colin Lloyd, added to LTSV on 18/02/2022.</p> <p>When LCBS (London Country Bus Services) was broken-up into four regional companies in September 1986, new fleetnames were applied with the addition of 'South East', 'South West', 'North West' or 'North East' as appropriate. None of these names lasted more than a few years, giving way to new names such as County, Sovereign and Kentish Bus. London Country South West became 'London & Country' in 1989. Just before the change they had acquired this van, photographed at Chelsham Garage on 15th July 1989. C821VLN was a Renault Extra van in white livery and was apparently numbered A8, although this does not appear to have been carried. It may have later being renumbered R1. The Renault Extra was the UK and Ireland name for the Renault Express model, the change being to avoid confusion with the Talbot Express van (a badge-engineered Fiat Ducato built between 1982 and 1994). The Renault Express was based on the Renault 5 car and was introduced in 1985. It remained in production until 2000, when it was replaced by the Renault Kangoo. In the background is one of the ex-Southdown Leyland Atlantean buses acquired second-hand by LCBS mainly for LRT tendered route awards. These had Park Royal bodywork and thus looked very similar to the existing AN class buses.</p>



Photo 7077, by **Derek Everson**, added to LTSV on 18/02/2022.

8684F has been the Emergency Response Unit van for the past three years and on 5th October 2021 Derek caught it arriving back at Acton Works. I have commented on the side stripe before, which is applied at a slight angle. The previous van (7726F, see photo 4890) had a stripe parallel to the skirt stripe, whereas the stripe on 8684F does not line-up with either the skirt or the body paneling.



Photo 7078, by **Ray Monk**, added to LTSV on 18/02/2022.

Renault Kangoo Maxi van 8881R was new in 2019 and is often to be found among the vehicles congregating around Griffith House at night. It has also been reported parked in Hextable (near Swanley in Kent), but on 20th November 2021 it was paying a visit to Acton Works when Ray photographed it in the front car park. Similar 8374R was parked nearby.



Photo 7079, by **Ray Monk**, added to LTSV on 18/02/2022.

Ford Fiesta van 8346F has been fairly elusive since it was delivered in late 2016. Seen once at Baker Street at night, the only other reports were when it was visiting Acton Works. Ray found it in the car park there on 20th November 2021. In the background is TfL-branded Toyota Yaris car 8597T, and this angle highlights the slightly protruding 'nose' of the current design.



Photo 7080, by **Ray Monk**, added to LTSV on 18/02/2022.

Another rare Kangoo Maxi at Acton on 20th November 2021, this time 8561R in the DSM van yard. This van has only been reported four times, despite having been in use for over four years.

Photo 7081, by **Paul Nicholls**, added to LTSV on 18/02/2022.

Paul Nicholls has supplied a lot of the photos used today, and he also contributed a large bundle for the new LTSV-RRV (Railway Company Road Vehicles) website. It would seem that lots of LUL employees live in Essex and Kent, and their vans and cars can often be seen parked up in residential areas. Ford Transit Custom van 8350F is often to be found at Edgware Road Station, but on 4th January 2022 it was in Stanford-le-Hope (Essex). A little over 5 years old, under normal circumstances we would have expected this van to be due for replacement soon.

Photo 7082, by **Paul Nicholls**, added to LTSV on 18/02/2022.

Another service vehicle found by Paul in Essex, though this time it is an ex-service vehicle ('It has ceased to serve!'). Ford Transit Connect van 6168F was new in April 2007 and was used by the Tube Lines Lifts and Escalators section, often being reported at Griffith House. Slightly unusually, it didn't get Tube Lines logos, being unmarked apart from fleetnumbers. Withdrawn in 2011, it has been reported a few times since, and seems to have passed through a couple of owners. It is currently used by a car mechanic and has what appears to be the remains of another companies' lettering. 'London Services' is carried on each bodyside, while a house/plug logo is on each cab door. Photographed in South Ockendon on 5th January 2022.

Photo 7083, by **Derek Everson**, added to LTSV on 18/02/2022.

Metroline added another Ford Transit Connect van to its collection in autumn 2021, AY71JDF being given Falcon Coachworks lettering and nominally based at the Central Engineering and Logistics Facility (CELF) in Perivale. Derek found it there, with a covering of frost, on 6th January 2022.

Photo 7084, by **Derek Everson**, added to LTSV on 18/02/2022.

Derek visited the RATP garage in Harrow on 6th January 2022. Having fairly recently been modified to allow the accommodation of double-deck buses, it was undergoing further work, this time for the charging of electric buses. Parked amidst the contractor's vehicles was resident engineers van R70038 (MF20RZJ), one of 12 Renault Master vans acquired in July 2020. Two of the new BYD/ADL electric single-decker buses can also be seen.



Photo 7085, by **Paul Nicholls**, added to LTSV on 18/02/2022.

Back to South Ockendon in Essex now, with LUL Volkswagen Caddy Maxi crew van 8903VW found on 10th January 2022. Fleetnumbers 8900 to 8910 form a batch of similar vans, which are often (bit not always) to be found at Acton Works. 8903VW is one of several of the batch to have a roof-rack.



Photo 7086, by **Paul Nicholls**, added to LTSV on 18/02/2022.

Lakeside Bus Station in Essex is served by London Buses and Ensignbus, and service vehicles from both companies make appearances there. On 10th January 2022, Paul photographed several, first up being Ensignbus Renault Trafic van NJ17YXM. New in March 2017 and registered in Newcastle, it is thought to have been acquired in July 2019, and was given the standard blue/silver livery with fleetnumber 806.



Photo 7087, by **Paul Nicholls**, added to LTSV on 18/02/2022.

Two Vauxhall Corsa cars from Arriva London's Grays garage were found at Lakeside Bus Station on 10th January 2022. As with most of this type, the cars are in an unmarked silver livery.



Photo 7088, by **Paul Nicholls**, added to LTSV on 18/02/2022.

Several London bus companies have been using additional minibuses as crew ferry vehicles over the past couple of years, believed to be to enable greater social distancing when undertaking crew ferry work. Volkswagen Transporters registered in Kent and hired from Thrifty (note the blue logo in the windscreen) seem to be the most common type, and they include GL69SFK seen at Lakeside Bus Station on 10th January 2022. This vehicle was first noted in Romford and was thought to be working from Stagecoach London's Rainham Garage. Subsequent sightings have shown that it is in fact based at Arriva London's Grays Garage.

Photo 7089, by **Derek Everson**, added to LTSV on 18/02/2022.

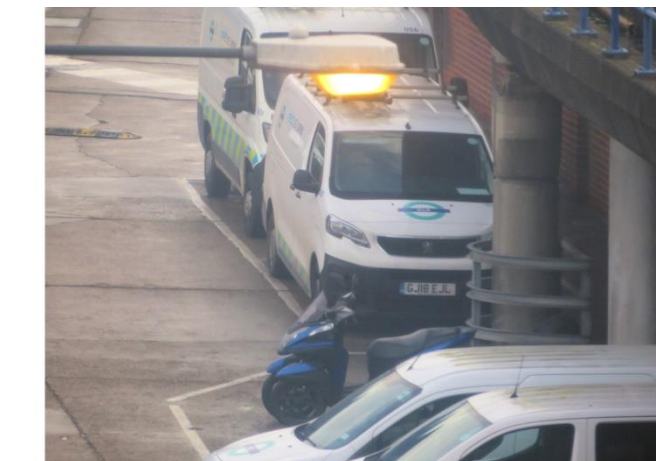
TfL acquired a batch of Toyota Yaris cars in summer 2014. Three were allocated to the Taxi-Private Hire section and these were disposed of in late 2018. The others were assigned to TfL Streets, and these appear to still be in use, despite now being over 7 years old. However, there are some unknowns. The cars were initially based at Chancel Street in Southwark, a base which no longer appears to be used. Similarly, the TfL Streets name is no longer used (the grey/blue Streets roundel was withdrawn from use in 2014). In any case the cars carried a generic livery with a solid blue roundel. LL14VKP was caught passing through Catford on 11th January 2022.

Photo 7090, by **Derek Everson**, added to LTSV on 18/02/2022.

A pair of DLR Keolis Amey vans were found parked outside the Docklands Light Railway station in Lewisham on 11th January 2022. This operator has standardised on Peugeot for its support vehicles in recent years, and nearest the camera is Partner van 026 (GN18LNX). The other vehicle is a bit different, being a Nissan eNV200 electric van numbered 039 (ET19RZY). Note the label on the cargo door. These are normally applied to buses and tube trains and advise passengers that face masks must be worn. This rule has remained in place even though a similar one applied to national rail services was recently relaxed.

Photo 7091, by **Andrew Lidinson**, added to LTSV on 18/02/2022.

As has been shown on LTSV a couple of times, a view into the Docklands Light Railway depot at Poplar can be obtained from the adjoining station. This view was taken from the footbridge, with the roof of a train at the platform visible on the right. At a lower level is a car park where a number of Keolis Amey service vehicles can usually be found. When Andrew visited on 16th January 2022, nine Peugeot vans of various sizes could be seen. The majority dated from 2018, when the fleet was renewed (Keolis Amey had taken over the franchise from Serco in 2014), and these all showed fleetnumbers on the front and side. One newer van (Boxer GL21ZPH) was also present, with no visible fleetnumber.

Photo 7092, by **Andrew Lidinson**, added to LTSV on 18/02/2022.

Another photo taken from the footbridge at Poplar Station on 16th January 2022, this one was sent to me mainly for information, as it showed some previously unreported vehicles. I hope Andrew doesn't mind that I have used it. The area shown is partially underneath the tracks in the station, and hence not visible from the platform or from trains. Parked here were Peugeot Expert van 005 (GJ18EJL) and Peugeot Boxer van 006 (reg unknown). The two vehicles at the bottom of the image were also in the white/green/yellow DLR Keolis Amey livery. Although neither could be identified, they do not match up with any known vehicles. One was a Ford Transit Connect van, while the other was a Nissan eNV200 crew van (or minibus) with fleetnumber 037.

Photo 7093, by **Derek Everson**, added to LTSV on 18/02/2022.

A recovery vehicle is often to be found parked on Achilles Way (between the north and southbound parts of Park Lane), just north of Hyde Park Corner. This is a standby vehicle to deal with any buses that breakdown in central London. Vehicles used have in the past been given London Buses livery (for example L100JMH, GM03TOW and GN58KTX), but the current regular is C&S Motors Volvo AX19FZW in a distinctive black livery. Derek photographed it there on 18th January 2022. A front view of this lorry was published in 2019 (see photo 5930).

Photo 7094, by **Bob Milner**, added to LTSV on 18/02/2022.

The rather remote Go-Ahead London garage at Northumberland Park makes use of lots of crew ferry vehicles and, following the introduction of social distancing guidelines as a result of the COVID-19 pandemic, these were joined by a number of hired Volkswagen Transporter minibuses. The delivery of further new Mercedes Vito minibuses in 2021 seems to have rendered the hired vehicles surplus. One of them was GL68HFG, which has since been noted with a new user in Welwyn Garden City, as photographed on 21st January 2022. GL68HFG was a bit of an odd-one-out, since most of the minibuses hired (not just by Go-Ahead) had been long-wheelbase examples in silver liveries. This one was short-wheelbase and brown.

Photo 7095, by **Paul Nicholls**, added to LTSV on 18/02/2022.

Vauxhall Movano minibus 8302V makes its fifth appearance on LTSV with this photo taken on the oddly named Thors Oak (no apostrophe) in Stanford-le-Hope, Essex, on 25th January 2022. 8302V was one of three similar vehicles leased in spring 2017 for use by London Buses on passenger survey work. They were given a livery of white and blue with a red stripe, very similar to the standard LUL livery but with all-red roundels. It is thought that this was to become the new standard livery for LBSL service vehicles (it was also applied to five Toyota Yaris cars), though it seems to have later been dropped in favour of generic TfL white/blue. The minibuses were originally based at Chancel Street in Southwark, though their current home is not known. It is also possible that the COVID-19 pandemic has seen them switched to other roles, as a couple of sightings have suggested they were working for LUL.

Photo 7096, by **Paul Nicholls**, added to LTSV on 18/02/2022.

Another photo from our Essex correspondent, though this one was taken in London (just). Seen on Gaynes Park Road in Upminster on 27th January 2022 was LUL Ford Transit Custom van 9021F. This previously unreported vehicle was first licensed in July 2020 but had a V5C (change of ownership) issued in October that year. This suggests that its delivery was delayed by the COVID-19 situation, as had occurred with the VW Crafter vans for LBSL. We have not received an official fleetlist for the past couple of years, and visits to Acton Works have not been permitted at times. As such, even though the delivery of new vehicles has doubtlessly decreased, it is possible that we have missed some. Ten fleetnumbers in each of the 8900s and 9000s remain unreported. It is of course possible that some new vehicle orders were cancelled or deferred.

Photo 7097, by **Derek Everson**, added to LTSV on 18/02/2022.

A bit of a mystery are the 'vehicle cleaning' vans. The first was Mk7 Ford Transit 6527F new in 2008 (see photo 2567). This was eventually replaced by Mk8 Transit 9141F in spring 2020. Both vans had large lettering, advertising their role, and were usually to be found parked at Acton Works. Derek was lucky to catch 9141F passing Marble Arch on 1st February 2022. The mystery (to me at least) is exactly what these vans do. Do they have a schedule for regularly attending to certain vehicles, or are they only called out when vehicles get very dirty? Do they only do LUL vehicles? The fact that the service is promoted suggests they also do outside jobs. But how effective is the advertising. If you ran a fleet of vans and saw this one passing, would you think 'ah, just what I need'?! Another mystery slightly related to this photo is The Marble Arch Mound, the artificial hill that was built here in 2021 as a tourist attraction. It is now being dismantled, having only been open to the public for a couple of months. It was only ever meant to be temporary but surely they could have found some way of making the millions spent on it seem less wasted...

Photo 7098, by **Ray Monk**, added to LTSV on 18/02/2022.

Arriva London's Dartford Garage seems to have had dozens of service vehicles over the past few years, many used only for a short period. It is presumed that most are hired, and that social distancing has meant that more vehicles were required than before. One of the most recent additions is Volkswagen Transporter minibus GL69SFE, very similar in registration and appearance to GL69SFK across the river at Grays (see photo 7088). Hired from Thrifty, it was first noted in December 2021, and was photographed by Ray at Bexleyheath Bus Stand on 2nd February 2022.

Photo 7099, by **Peter Terry**, added to LTSV on 18/02/2022.

The on-street sections of the Croydon tram network seem to require a lot of maintenance, judging by the numbers of times I have been sent photos. The area around Reeves Corner and underneath the flyover has some very tight curves and is often being attended to. The service through central Croydon was suspended again during the half-term week in February 2022 and on the 14th Peter photographed Renault Kangoo Maxi van 8660R parked on the track below the flyover, along with several contractors' vehicles. Note the TWS and TPS labels on the seats. These are identifiers normally worn as arm-bands by staff with particular responsibilities. They stand for Tramway Worksite Supervisor and Tramway Possession Supervisor respectively. A Possession is the term used for when a section of track has its tram (or train) service suspended and is fully under the control of the engineers. Peter sent some more photos taken later in the week but these will be held over until the next batch.



Photo 7100, by **Richard Currie**, added to LTSV on 13/04/2022.

As I didn't publish any photos during March I am catching up with recent views today, meaning that there is only one 'archive' shot in this batch. I will pick-up the 1980s retrospective with some D-prefix vehicles next time. So, this is a really old photo (almost certainly the oldest on LTSV so far), and it is not even of a service vehicle. But there is a connection...

Leyland LB5 bus MH2484 was photographed outside the house of its owners in Hornsey in about 1925. Edwin and Ernest Webber bought the Dodson-bodied bus that January and branded it as Empire's Best, believed to derive from the slogan of the Canadian Club Whisky, for which the bus carried exclusive advertising. Rather surprisingly, Empire's Best only ran one bus, using it on route 294 (related to present-day route 29). The Webber brothers sold out to City Omnibus in March 1928, the bus being numbered A35 and was soon fitted with pneumatic tyres to replace the solid originals. The Webbers then started Empire's Best Coaches, using new Leyland Tiger coaches from a base in Commerce Road, Wood Green. That company survived until 1961 when the brothers retired. The Leyland LB5 meanwhile passed to the newly formed London Transport in November 1934 and was renumbered L63, although it was immediately withdrawn. During 1935 the bus body was removed and a new tower wagon body was fitted, the vehicle then being used by the Tramways department from Rye Lane as fleetnumber 145. Under the 1939 service vehicle renumbering scheme it was allocated new fleetnumber 214L and it was eventually sold in 1946. Unfortunately there don't seem to be any photographs of this vehicle as a tower wagon, though there are some of similar vehicles 212L, 213L, 215L and 218L in various books (refer to notes on the respective vehicle detail pages for details).

Many thanks to Richard Currie (the nephew of one of the Webber brothers) for sharing this photo and the background information.



Photo 7101, by **Andy Bensted**, added to LTSV on 13/04/2022.

Having closed in autumn 2018, Garston Garage was finally demolished in the first months of 2022. In its final week of use (on 25th August 2018), a 'Garston Garage Farewell' event was held, and this photo shows AEC Regent tree lopper 971J outside the 'exit' side of the main shed, with the admin and engineering block visible on the left. Note that the vehicle has one of its upper-deck working platforms open. New as bus STL1470, 971J was converted to its new role in 1953 and served for 10 years. It was based mainly at Hemel Hempstead and St Albans so was likely to have been seen at Garston from time to time.



Photo 7102, by **Derek Everson**, added to LTSV on 13/04/2022.

8679R was one of four Renault Kangoo Maxi vans in Incident Response livery, delivered in late 2018 but spending a couple of months at Acton Works before being delivered to Central Line locations. For 8679R, that was White City Depot, or at least the nearby car park beneath the Westfield Shopping Centre. It was photographed there on 15th February 2022.



Photo 7103, by **Derek Everson**, added to LTSV on 13/04/2022.

Up to a dozen LUL service vehicles can normally be found parked at Finchley Central Station, the allocation including several different types. The most numerous at present are five Volkswagen Caddy Maxi crew vans, of which three were lined up against the fence on 22nd February 2022. These vans appear to be identical except that the yellow speed limit notice on the rear has been applied in a different place on each. Note the disused signal box in the background.



Photo 7104, by **Andrew Lidinson**, added to LTSV on 13/04/2022.

This anonymous white Vauxhall Corsa van had been used by Arriva London from Norwood and Thornton Heath Garages for a few years. Towards the end of 2021 it was noticed that it had recently had a new V5C document (logbook) issued, this normally suggesting a change of ownership. As some similar vehicles of the same age had also been withdrawn, it was presumed that this one (FH65BYA) was no longer with Arriva and it was marked as withdrawn. However, it was then seen at Brixton Garage (photographed there on 25th February 2022). Perhaps it has been sold to a member of staff, or changed from being leased to being owned. In the absence of any official information from the bus companies, we just don't know for sure. The database entry has been re-instated, given that the van is still to be seen on Arriva premises.



Photo 7105, by **Ray Monk**, added to LTSV on 13/04/2022.

Eltham Bus Station is a good place to see service vehicles. As well as a large resident allocation of LBSL vehicles, crew ferries from various bus companies are also regular visitors. The latter have reduced recently, with Metrobus and Arriva crew changeovers now being done elsewhere. The only remaining crew ferries are from Go Ahead's Morden Wharf Garage for route 286. On 3rd March 2022 Ray caught their Mercedes Vito minibus RX71SZP making a flying visit. Of note is the sign in the side windows, which included the number FV76. This is believed to be part of a company-wide numbering scheme that was implemented a couple of years ago but which has only been actually applied to a handful of vehicles. Similar RX71SYU, recently transferred from Northumberland Park to Bexleyheath, was seen with fleetnumber FV65, although in that case the numbers were applied using traditional white transfers on the

	<p>bonnet.</p> <p>Photo 7106, by Bob Milner, added to LTSV on 13/04/2022.</p> <p>Sullivan Buses is one of the main suppliers of railway replacement bus services, and this often results in their Renault Zoe crew ferry cars turning up at unusual locations. On 6th March 2022 there was a job to cover the Central Line, and this photo was taken in the car park of Loughton Station. LN17XXG (fleetnumber EC2, nearest the camera) is one of four Zoes to wear red livery, while GY65EYS (EC5, far left) is the only green one. The vehicle in between is also a Sullivan service vehicle. DV59XFE is a Vauxhall Astra van acquired second-hand a couple of years ago and, according to the company website, normally outstationed to Thorpe Park to support the shuttle bus service between there and Staines. Unusually for a Sullivan vehicle, it has had no livery or lettering applied.</p>
	<p>Photo 7107, by Bob Milner, added to LTSV on 13/04/2022.</p> <p>Another Sullivan Buses service vehicle found at Loughton Station on 6th March 2022 (during Central Line replacement bus services) was Ford Transit van FE17UVV. Acquired in late 2020 to replace an older Transit, this vehicle was numbered F3 and given full livery and lettering, very similar to later addition F4 FP67JDZ (see photo 6710). The DVLA data for this vehicle record it as being white, and indeed the inside of the open passenger door appears to still be this colour, suggesting that the van had been repainted.</p>
	<p>Photo 7108, by Ray Monk, added to LTSV on 13/04/2022.</p> <p>Recent visits to Acton Works have been a bit disappointing in terms of finding new vehicles, and it appears that the flow of deliveries has not yet returned to normal. However, there is usually something of interest. On 12th March 2022 Ray found Mercedes Sprinter hoist 8232 in the DSM yard. New in spring 2017 this vehicle carries generic TfL white/blue but is believed to be used by LBSL Technical Services, and can normally be found parked at their Mandela Way base. It replaced Ford Transit 6794F (which had London Buses lettering - see photo 3460) and we have never been entirely sure of the function they perform. Best guess was that it was to facilitate access to iBus equipment mounted on the roofs of buses.</p>



Photo 7109, by **Derek Everson**, added to LTSV on 13/04/2022.

As far as we know there are five 'pick-up' trucks in the current fleet. Three are Ford Rangers (two with LUL at Hainault and one with Trams), while the other pair are Nissan Navaras used by LUL's Point Care section based at Arnos Grove. 8731N was photographed at home on 15th March 2022.



Photo 7110, by **Phil Hambling**, added to LTSV on 13/04/2022.

The central fleet currently includes around 50 Ford Transit dropside trucks, the majority of which are long-wheelbase Mk8s with single cabs. 8460F, photographed in Pitsea (Essex) on 18th March 2022, also has a tail-lift and is one of several that normally work out of Stratford Market Depot. The yellow frameworks at the back are hinged vertically and are folded out to form safety railings when the tail-lift is in use.



Photo 7111, by **Malcolm Millichip**, added to LTSV on 13/04/2022.

Lots of buses now perform ancillary roles which mean they could be considered to be service vehicles. Recently this has included a number of double-deckers positioned at bus terminals for use as crew resting facilities. I haven't bothered listing these in the database as they are likely to only be short term. I also take the view that I don't need to cover any buses that are still listed by LOTS in their 'Bus and Tram Fleetbook' series. The latter condition also applies to a number of minibuses that have been used as crew ferries over the years. Malcolm photographed this Mercedes Sprinter minibus at Alexandra Palace on 19th March 2022 when it was being used to support a shuttle bus service between the exhibition venue and the stations at the bottom of the hill (Alexandra Palace and Wood Green). Numbered as MB2 and wearing a pale blue livery, it was one of about a dozen similar vehicles acquired a couple of years ago for an experimental 'demand responsive' bus service around Sutton. A similar scheme in Ealing was run by RATP. DRT (Demand Responsive Transit) became fashionable a few years ago, although many of the schemes did not last very long. The two in London were suspended when the first COVID-19 lockdown was introduced and it was decided that they would not be resumed. Most of the minibuses passed to other Go-Ahead operators, but two were retained, mainly to support the commercial fleet operating from the Luton outstation.

Photo 7112, by **Ray Monk**, added to LTSV on 13/04/2022.

While most recovery trucks tend to have quite tall cabs and bodywork (see Dynes KN20YBM in photo 6864 for example), this one is distinctly low-profile, being just a little taller than the Enviro 200 bus it was rescuing. Also operated by Dynes, MX71BBZ is a 2-axle Scania P410, the same model as the 4-axle tipper used by LUL (MV69KVM, see photo 6230). Seen at Eltham Bus Station on 24th March 2022, it had the name Nellie painted on the cabside.

Photo 7113, by **Peter Terry**, added to LTSV on 13/04/2022.

A running day was held over route 101 in east London on 26th March 2022, with dozens of preserved buses providing a free service in addition to the normal allocation. This brought out the enthusiasts and it was also interesting to see Joe Public's reaction when a RT or DMS rolled up at their bus stop. Not related to the event, but seen at Beckton Bus Station that day was this plain white Vauxhall Combo E van. It had a Buses roundel on the bonnet and was most likely in use by one of the bus stop maintenance contractors such as Trueform. A bus on route 101 is visible in the background but unfortunately it is one of the 'normal' ones.

Photo 7114, by **Andrew Lidinson**, added to LTSV on 13/04/2022.

The South East Bus Festival was held at Detling Showground (near Maidstone) on 2nd April 2022. A couple of service vehicles were seen visiting, though were not on display as such. AK21TWZ is a high-roof Ford Transit Custom van used by Arriva's Roadside Publicity Team. Similar AK21OWO was also present, and it is presumed these were both from the Arriva Kent and Surrey fleet.

Photo 7115, by **Bob Milner**, added to LTSV on 13/04/2022.

Three Seats in a row? That's a bench isn't it? Seen at Edgware Bus Station on 3rd April 2022 were Seat Leon cars CX70LVF, CX70LWC and DG69AYN. All are based at Palmers Green, though DG69AYN worked from Dartford for a couple of years before moving North. It also stands out by having Arriva fleetnames whereas the others are anonymous.



Photo 7116, by **Ivor Norman**, added to LTSV on 13/04/2022.

A lot of LUL employees seem to live in Essex! This VW Caddy Maxi crew van was found parked in Harlow on 5th April 2022. 8908VW is from a batch of 11 vans (8900VW to 8910VW) new in mid-2019 and nominally allocated to Acton Works, though it has only been seen there a couple of times.



Photo 7117, by **Ray Monk**, added to LTSV on 13/04/2022.

Three service vehicles found in the car park at Acton Works on 9th April 2022 were quite interesting. On the right was previously un-reported Ford Transit Courier Kombi crew van 9124F. This vehicle was licensed in late July 2020, although its delivery may have been delayed by the COVID restrictions then in place. Similar vehicles 9120F, 9122F and 9123F had already been reported, and it looks likely that there will also be a 9121F with registration LR20FLE. It is believed that this batch was acquired to replace similar vans from the 8099F-8104F batch. Transit Couriers have asymmetric rear doors, that on the nearside being larger. On Kombi versions, the doors are glazed, with curious radiusing of the corners. The other two vehicles are both Toyota Yaris cars in TfL white/blue livery. Both were delivered in late May 2019, and the few sightings since of 8897T (in the centre) suggest that it is used by LUL. 8894T on the left was more elusive and had not been seen since leaving Acton when new. As such, allocations for the cars are not known.



Photo 7118, by **Ray Monk**, added to LTSV on 13/04/2022.

The adoption of electric-powered vehicles by LUL and others is slowly gaining pace. Found at Acton Works on 9th April 2022 was the first example of an electric Ford Transit Mk8 van. EU71HJD carries the white with green leaves' as seen on three Ford Transit Custom vans in 2018 (such as ET66AKF, see photo 5641) and has lettering for both Ford and TfL. This suggests that it may be a demonstrator on loan rather than a normal fleet addition. Note also that the van is referred to as an 'E-Transit'.



Photo 7119, by **Ray Monk**, added to LTSV on 13/04/2022.

A batch of nine Ford Transit Courier vans numbered 8764F to 8772F was leased in July 2019 as slightly belated replacements for ten similar vans operated from early 2015. Both batches were assigned to the Lifts and Escalators section and nominally allocated to Frank Pick House at Acton, although normally only one or two of the type could be found there. On 9th April 2022 8768F was parked in the bays between Frank Pick House and the railway lines, along with Renault Kangoo Maxi 8363R (previously a Griffith House vehicle) and Ford Transit Custom crew van 8752F. Note the similarity in the shape of the front grille on the two Ford vans.



Photo 7120, by **Damon Cross**, added to LTSV on 13/04/2022.

This Ford Cortina car was photographed at the London Bus Museum at Brooklands during their Spring Gathering event on 10th April 2022. Latterly owned by John Marshall, it was his regular transport for many years and could often be seen around the Chiswick area or parked at the Museum Depot in Acton. Perhaps sensibly, John had decided to keep it in unmarked red. John sadly passed away in spring 2022, and the car has passed to the London Bus Museum (pending probate) where it had its London Transport lettering reapplied. Unusually, the London Transport fleetname was not carried, the lettering just being 'Radio Control' and the fleetnumber 1464F that was allocated in 1967. Roof roundels were originally carried but have not yet been fitted to this example. 1464F, and similar 1463F, were the first cars acquired for use by bus inspectors. Delivered in autumn 1965 with C-suffix registrations, they did not enter service until the following February, resulting in new D-suffix registrations being applied. They were sold less than 2 years later but were evidently successful, being followed by numerous large batches of red cars (primarily Ford Escort estates).

John Marshall had actually owned several former service vehicles. He bought Ford Anglia estate 1407F (see photo 3777) direct from London Transport as well as Ford Thames vans 1378F and 1422F. He also owned bus RFW14, which cropped up in a recent photo on LTSV (see photo 6899).



Photo 7121, by **Andrew Lidinson**, added to LTSV on 17/05/2022.

Abellio London has a large fleet of crew ferry cars and had standardised on the Ford Fiesta model for many years. More recently, other types have started to appear, including this Vauxhall Astra hatchback seen at the Cheviot Road bus stand in Norwood on 2nd July 2021.



Photo 7122, by **London Spotter**, added to LTSV on 17/05/2022.

The Metrobus operation in Crawley continues to run under that name but is now managed within the Go-Ahead group by Brighton & Hove. In 2017 a new joint numbering series was introduced for the service vehicle fleets, this including an 81xx range for new vehicles. The first three numbers in this series went to Metrobus and comprised a pair of Ford Transit Connect crew vans (8101/8102) and a Ford Transit Custom van (8103, see photo 5494). One of the Connects was seen at Redhill Station car park on 11th November 2021, also displaying duty number FB1. Further 81xx numbers were assigned to Brighton & Hove vehicles, and one of these (Ford Transit van 8108) has recently transferred to Metrobus.



Photo 7123, by **Malcolm Millichip**, added to LTSV on 17/05/2022.

Three Vauxhall Movano minibuses were leased in 2017 for use by the London Buses Passenger Data section. These carried the LBSL version of white/blue/red livery, featuring red roundels but otherwise identical to the LUL livery. Initially based at the now-closed Chancel Street in Southwark, it is not clear where the vehicles are now allocated, or indeed which section they currently work for. They do seem to pop-up in various places, and 8304V is being shown twice in today's photos. First up is this view taken on Palmer Street in Westminster on 23rd February 2022. This location adjoins the Petty France offices used by TfL/LUL (which itself adjoins the former Broadway headquarters building), while the LT car garage at Vandon Street is nearby. Vandon Street garage is now a DPD parcels depot, but it had latterly been used by the police, while the location shown here is also clearly in use by the police. Coincidentally, the last service vehicle to be found here (6221F in 2012, see photo 4135) had also been photographed at Vandon Street garage in 2007 (see photo 2118). So, perhaps 8304V is now used by some police-related part of TfL. This location is evidently sensitive as it has been completely blurred out on Google Streetview, despite the fact that you can walk past and see everything there!

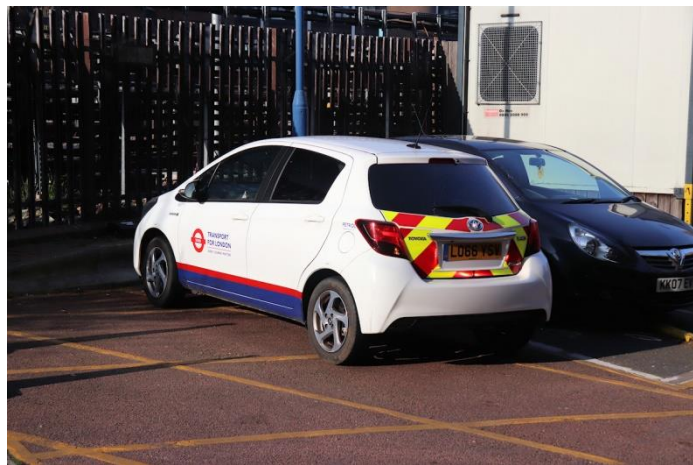


Photo 7124, by **Andrew Lidinson**, added to LTSV on 17/05/2022.

Although this car has been added to the LTSV database as a Citroen DS3, DS had become a separate brand from Citroen in 2015. Hence this car has the stylised DS logo on the front grille rather than the Citroen chevrons, and it should perhaps be listed as a DS DS3! The Arriva group has used at least nine of these cars as crew ferry vehicles in recent years, with both Arriva London and Arriva Southern Counties. Anonymous black LD69SHX works from Arriva SC's Northfleet garage and was seen at Bluewater Bus Station on 26th February 2022.

Photo 7125, by **Ray Monk**, added to LTSV on 17/05/2022.

New in August 2016, Ford Fiesta car 8225F has been pretty elusive, with just a handful of night-time sightings in 2018 and 2019. On 12th March 2022 it was found at Acton Works, parked on the stub road and with its LUL lettering removed. Although no damage was visible, it is presumed that the vehicle had had an accident. VW Caddy Maxi crew van 8958VW was parked in front (out of frame) and had also been de-lettered.

Photo 7126, by **Derek Everson**, added to LTSV on 17/05/2022.

After three years based at Turnpike Lane Bus Station, LBSL Toyota Yaris car 8416T moved west in late-2020/early-2021. First noted at Uxbridge, it has since made Harrow Bus Station its home, as seen on 22nd March 2022. This car is notable for carrying incorrect fleetnumber 8357T.

Photo 7127, by **Ray Monk**, added to LTSV on 17/05/2022.

Arriva London's Dartford garage has had a rapid turnover of vehicles over the past few years, with most being operated in anonymous liveries and some only staying for a few weeks. This mainly involves crew ferry cars but some vans have taken part as well. Ford Transit Custom van CT19UHD was seen at the Bexleyheath Bus Stand on 1st April 2022, and is believed to be in use with the garage engineers.

Photo 7128, by **Peter Terry**, added to LTSV on 17/05/2022.

8898T is one of a number of TfL-liveried Toyota Yaris cars that were delivered in spring 2019, went off to an unknown location for a couple of years then turned up back at Acton Works in late 2021. On 6th March 2022 it was photographed at Stratford City Bus Station, parked with the VW Crafter IRU vans that are the normal allocation here. It was still present the next day but has not been seen since. Similar 8838T was seen here later in March, but the allocation and role of these vehicles remains largely unknown.

Photo 7129, by **Derek Everson**, added to LTSV on 17/05/2022.

I was going to put this photograph in the 'Non-London' category, since White Bus Service only operates in Berkshire and Surrey. However, since the fleet is covered by LOTS in their TLB newsletter and Fleetbooks, I decided to add the vehicles to the database. The photo was taken at the base in Horsell (near Woking) on 10th April 2022 and shows Vauxhall Corsa car FL54HVF (with no fleetnames but carrying fleetnumber 96 on the front wing) and Citroen Nemo van YG10PBZ (numbered 99). White Bus started working routes in the Woking area in September 2017 following cutbacks by Abellio Surrey and Arriva.

Photo 7130, by **Derek Everson**, added to LTSV on 17/05/2022.

Falcon Buses uses several small vans as crew ferry vehicles from their base in Byfleet (previously used by TGM and Abellio). Ford Fiesta van BF16MHV was acquired during 2021 and was initially used in as-acquired white/blue livery, suggesting it had come from a Balfour-Beatty company. When Derek photographed it at Byfleet on 10th April 2022 it had been treated to a full application of company livery and lettering, though it still stands out by virtue of its roof-mounted light-bar.

Photo 7131, by **Ray Monk**, added to LTSV on 17/05/2022.

Arriva London's Edmonton garage used to be a regular destination for service vehicle hunters but it has seen a reduction in use over the past few years, and now only runs about 50 buses on 3 routes. Ray visited on 15th April 2022 and found a surprisingly large number of service vehicles still present, including several that had not previously been reported. One was red SEAT Leon car DF69PYU, very similar to other vehicles used at Palmers Green and Dartford garages. Note the windscreen label showing number EC903. EC905 was also seen, but any other EC9xx cars were either un-labelled or out on jobs.

Photo 7132, by **Ray Monk**, added to LTSV on 17/05/2022.

FL16SNX is a Vauxhall Corsa car with Arriva London that appears to have been based at Edmonton Garage since it was new in 2016. On 15th April 2022 it was photographed parked next to newer (and anonymous) SEAT Leon car CX70LTY. I had allocated the latter to Palmers Green garage, and it would seem that the two allocations are somewhat mixed, possibly as a result of bus route 34 being a joint operation. Another SEAT Leon (this time with Arriva labels) is visible in the distance, this being DG69AYN, previously of Dartford garage. At the far right are a pair of unmarked white vans (Ford Transit BK69UJ and Vauxhall Movano DL21ZKD). It is possible that these are also used by Arriva, perhaps for driver training and assessment. They were parked close to a line of Enviro 400 training buses.

Photo 7133, by **Ray Monk**, added to LTSV on 17/05/2022.

More Arriva service vehicles at Edmonton Garage on 15th April 2022, with Vauxhall Corsas predominating. Nearest the camera is white van WM16CPF, first seen at Croydon garage but based here for at least the past 4 years. Behind that is silver car HK63YYL from a batch of 14 new in February 2014. This originally had fleetnumber WN208 on the rear, and was noted at Wood Green once but otherwise has also been a long-term resident of EC. Similar HK63YZX is at the back and FP67OGC (with label number EC220) on the left. The other silver car with a windscreen label visible is EC905, a Peugeot 308.

Photo 7134, by **Ray Monk**, added to LTSV on 17/05/2022.

Go-Ahead London Mercedes Vito minibus WV71ZVS was found parked outside Northumberland Park garage on 15th April 2022. Unless any have escaped being reported, the latest batch of these minibuses for Go-Ahead totals 20, all delivered in autumn 2021. This example differed very slightly due to its registration number, since all of the rest had grouped WO21Pxx, WP21Yxx or RX71Sxx plates.

Photo 7135, by **Ray Monk**, added to LTSV on 17/05/2022.

Ford Transit Custom van EF19HFU has carried this anonymous red livery and been allocated to Go-Ahead London's Northumberland Park garage since it was new in 2019. It is slightly curious that some Go-Ahead garages give their engineering vans full lettering while others do not. And there seems to be no movement on the apparent plan to give such vehicles external fleetnumbers. Note the charging points in the background, Northumberland Park being one of the first London garages to have a large allocation of electric buses.

Photo 7136, by **Paul Nicholls**, added to LTSV on 17/05/2022.

LBSL (or not) Vauxhall Movano minibus 8304V pops up again, this time parked in Stanford-le-Hope (Essex) on 18th April 2022. If I mention that it was found on a road called Thors Oak, you may remember that similar 8302V was photographed in this exact spot back in January (see photo 7095).

Photo 7137, by **Derek Everson**, added to LTSV on 17/05/2022.

The influx of (at least) 20 new Mercedes Vito minibuses for Go-Ahead London in autumn 2021 saw off several hired Volkswagen minibuses and also some of the older Vitos. Four of the latter were sent down to Brighton to work for Brighton & Hove (also a Go-Ahead company) and RX67OLO was found parked on Western Road (Churchill Square Shopping Centre) on 19th April 2022. Previously run in anonymous red livery from River Road (Barking) garage, it has now gained lettering (including fleetnumber 8004 in unmissable bold) and red/yellow chevrons on the rear.

Photo 7138, by **Andrew Lidinson**, added to LTSV on 17/05/2022.

Moving a bit further afield now, this Peugeot Partner van was found in Warrington Bus Station on 20th April 2022. Warrington is one of very few former municipal bus operators to still be council-owned, and this was celebrated by rebranding of the operation as 'Warrington's Own Buses' in 2018. The livery was also changed from red/white to include varying amounts of blue and there was a new logo comprising two inverted blue triangles (to make a letter W) and what appears to be a wolf's head. The livery change presumably accounts for the blue labels on the red van, while the fleetname on the rear of the Enviro 200 bus reads (rather confusingly) 'Your Warrington's Own Buses!'. The lettering on the bus also highlights the fact that some non-profitable routes are run, though this has long been a feature of tendered bus operation across the UK.

Photo 7139, by **Derek Everson**, added to LTSV on 17/05/2022.

Another bus operator outside of London that has remained in public ownership is Reading Transport, which now uses the fleetname Thames Valley for certain services, including those taken over with Courtney Buses in 2019. This Ford Transit van was seen in Bracknell on 21st April 2022, parked at a bus stop that still displays the Courtney name. The black applied to the side panelling can make this van look more like a minibus from a distance.

Photo 7140, by **Paul Nicholls**, added to LTSV on 17/05/2022.

Ford Fiesta 8379F was new in 2017 and can often be found at Edgware Road Station. However, on 22nd April 2022 it was out in Stanford-le-Hope (Essex). The most notable thing about this car is that it has a FORS label applied, albeit on the offside only. FORS is the Fleet Operator Recognition Scheme, a TfL-run accreditation programme for commercial vehicle operators. The logo is carried by most of the LUL lorry fleet (such as MAN RK14ETU, see photo 4750) and some vans (like Renault Kangoo 8612R, see photo 6959) but I don't think I have ever seen it on a car before.



Photo 7141, by **Andrew Lidinson**, added to LTSV on 17/05/2022.

No trouble identifying service vehicles at Arriva's Green Lane depot in Liverpool, since they all carry company names and huge fleetnumbers. Photographed there on 22nd April 2022 were Mercedes Citan 40 (LS14HHK) and Vauxhall Vivaro 53 (YD61ARU). Closer examination shows that the larger van also has another fleetnumber (8602) above the rear numberplate, while several other vehicles carried similar numbers by their fuel filler caps. Presumably the 4-digit numbers are 'company' ones, while the larger 2-digits numbers are for local purposes. Also, the Mercedes Citan on the left (a Renault Kangoo in all but name) looks like a van but is believed to actually be a crew van with the window in the nearside cargo door plated over. The history of bus operators in Merseyside is complicated to say the least, but Arriva has a presence here mainly due to its ownership of the former North Western (formed from part of Ribble) and MTL (previously Merseyside PTE) companies.



Photo 7142, by **Andrew Lidinson**, added to LTSV on 17/05/2022.

Staying on Merseyside, this view shows Stagecoach Nissan Leaf electric car SM70XDL (national fleetnumber 97039) at Liverpool One Bus Station on 22nd April 2022. Note the green band on the number plate. Following Brexit, the previously optional blue band with the EU symbol was dropped, while a new (also optional) green band was permitted only for vehicles with zero emissions.



Photo 7143, by **Ray Monk**, added to LTSV on 17/05/2022.

Ray has made a couple of visits to Acton Works in recent months, but there have been no new vehicles to show. This is somewhat surprising given that things should be getting back to normal after the 2 years of disruption caused by the COVID-19 pandemic. However, perhaps the fleet is being reduced (and/or existing leases being extended) in an effort to save money. Among the vehicles in the DSM van yard on 23rd April 2022 was Ford Transit van 8674F, a high-roof Mk8. On the right are the last two Mk7 Transits in the fleet, facilities vans 7674F and 7675F, which have had most of their lettering removed.



Photo 7144, by **Bob Milner**, added to LTSV on 17/05/2022.

Photographed at Bromley North Station bus stand on 23rd April 2022 was Go-Ahead London Mercedes Vito minibus RX71SY. Wearing the standard anonymous red livery, there are notices in the side window about the wearing of face masks, while the label below these reads 'Orpington Ferry bus'. The blue container on the right has a 'window' in the end and is perhaps in use as a crew rest room.



Photo 7145, by **Ray Monk**, added to LTSV on 17/05/2022.

The Dartford merry-go-round continues. You would expect companies to use fairly low-spec cars for crew ferry duties, as they will see a lot of use but generally over relatively short distances. This is not always the case though, and one of the latest additions at Arriva London's Dartford garage is this rather sporty-looking Ford Puma (seen at Bexleyheath bus stand on 28th April 2022). The Ford Puma is not a car, it is a 'Subcompact Crossover Sport Utility Vehicle', but it is based on the chassis of the Ford Fiesta.



Photo 7146, by **Paul Nicholls**, added to LTSV on 17/05/2022.

Toyota Yaris 9113T carries standard LUL livery but it has only been reported in London (at Acton Works) once since it was new in early 2020. As such we have no idea where it is allocated. On 28th April 2022 it was seen parked in Little Thurrock. South West Essex seems to be a good area to find LUL vehicles!



Photo 7147, by **Paul Nicholls**, added to LTSV on 17/05/2022.

Continuing the 'LUL in Essex' theme, Paul found Ford Transit Mk8 crew van 8912F in South Ockendon on 28th April 2022. New in early 2020, this van is nominally allocated to Acton Works, as is VW Caddy Maxi crew van 8903VW which was photographed in almost the exact same location in January (see photo 7085).



Photo 7148, by **Ray Monk**, added to LTSV on 17/05/2022.

Abellio has a large fleet of crew ferry cars, most of which have company names applied. One that does not (now) is Ford Fiesta GL59VVJ. This car must have been acquired when it was only a couple of years old. Registered in February 2010, it was with Abellio by June 2014, spending the next five years working from Hayes and Southall garages in West London. It carried companies names, fleetnumber 6759 and large 'E-Routes, HA' lettering on the bonnet (see photo 6052 from August 2019). By mid-2021 it had moved to Beddington Cross garage and had had all lettering removed, though it did display number FB6 in its windscreen for a while. Ray photographed the anonymous car at the Cheviot Road bus stand in Norwood on 30th April 2022. Parked behind was a Hyundai I30 car in unmarked silver and with the unusual registration number RIG4837. This appears to also be an Abellio vehicle.



Photo 7149, by **Ray Monk**, added to LTSV on 17/05/2022.

Photographed at Arriva London's Norwood garage on 30th April 2022 was Vauxhall Corsa car WM66AOA, with similar WM66AEX and one other visible on the left. Ten silver Vauxhall Corsa cars have been based here from new in late-2016. This always seemed odd to me, since Norwood would not be expected to require many crew ferries. But some research has shown that only 3 of the 9 main bus routes currently worked by the garage (2, 432 and 468) actually pass the location. The others (137, 157, 202, 249, 417 and 450) do not, with Crystal Palace seeming to be a good place to do the change overs for several. But, Norwood cars have never been reported there, or anywhere else in fact, other than one sighting at Beddington and several at Thornton Heath garage. The regular appearance of these cars at Thornton Heath is a bit of mystery, but it was notable that all the cars seen at Norwood had labels in their rear windows proclaiming them to be Arriva Thornton Heath Garage Ferry Vehicles! Apart from these, the cars are anonymous, but see another Norwood photo later in today's batch for a development (see photo 7160). The final note about this photo is that grey Vauxhall Astra car HV66YYB is just visible parked in front of WM66AOA. Observations suggest that this is also a crew ferry vehicle.



Photo 7150, by **Bob Milner**, added to LTSV on 17/05/2022.

Following the disposal (seemingly without replacement) of three Ford Transits, the Metroline van fleet is now comprised almost entirely of Transit Connect Mk2 vans like AV20HYD seen at the Perivale CELF on a sunny 30th April 2022. Exceptions are a couple of Transit Custom vans and one Renault Kangoo electric van. Interestingly, Ford have launched electric and/or hybrid variants of the Transit and Transit Custom but the current Transit Connect has no 'green' versions.

Photo 7151, by **Peter Terry**, added to LTSV on 17/05/2022.

Go-Ahead London's Croydon garage is located on Beddington Lane, a stone's throw from the Abellio garage but about a mile from Croydon itself. Due to its remote location, crew ferry vehicles are numerous, with at least a dozen Mercedes Vito minibuses currently allocated. One of these (RK68GVZ) was photographed outside the garage on 1st May 2022, parked beside the resident engineer's van EO16PKZ. The latter vehicle was initially based at Northumberland Park garage, moving south in about 2019.

Photo 7152, by **Derek Everson**, added to LTSV on 17/05/2022.

Ford Transit Custom van 8777F was new in May 2019 and is allocated to LUL's Lifts and Escalators section, based nominally at Frank Pick House in Acton. On 3rd May 2022, Derek found the van at a Ford garage in Alperton. It was just coming up to three years old so perhaps it was here for an MOT.

Photo 7153, by **Paul Nicholls**, added to LTSV on 17/05/2022.

This van has already appeared twice on LTSV but I liked this photo as it also includes a couple of related vehicles. 9116R is one of five Renault Kangoos (2 electric and 3 diesel) delivered to TfL in early 2020. They seemed to be assigned to the Streets operation, or whatever that is now called. Perhaps backing this up is the van visible behind, this being a Volkswagen Crafter belonging to Trueform. Trueform is a contractor that undertakes a lot of work on bus stops and shelters. Also visible in this photo is TfL Taxi Private Hire minibus 8601VW. By the way, we don't know where the five TfL Renault Kangoos are now based. They were probably initially at Chancel Street in Southwark, and one of the electric pair has since been noted at Acton Works a couple of times. If you have any more information, do let us know.

Photo 7154, by **Ray Monk**, added to LTSV on 17/05/2022.

Although Ray has not seen many (any!) new vehicles at Acton Works in recent months, he does sometimes find older vehicles that have not been shown before. Renault Kangoo Maxi van 8547R was new in November 2017, meaning that it would be coming up for replacement under 'normal' circumstances. The van is a regular visitor to the area around Baker Street Station, but only at night. Presumably during the day it is parked up on some residential street. In fact the first day-time sighting of the van was on 7th May 2022 when it was left in the front car park at Acton Works.



Photo 7155, by **Peter Terry**, added to LTSV on 17/05/2022.

A photograph of this Mercedes Vito minibus at this same location has already been shown on LTSV (last August, see photo 6954), but there is a slight difference. I keep hoping that Go-Ahead London will apply fleetnumbers to its service vehicle fleet, and there have been a couple of isolated examples. For instance, this minibus was based at Silvertown garage and had a yellow card in the side windows showing 'company' fleetnumber FV22 and 'garage' fleetnumber FY04 (which presumably indicates Ferry rather than Finchley!). This card was still in place when photographed at Canning Town Bus Station on 7th May 2022, but it had now been joined by a second card, also yellow, which shows 'DS05 Henley Rd'. DS is the official TfL code for the new garage at Henley Road, which is barely a hundred yards from the existing Silvertown garage. The latter site had no room for expansion so, when bus route 69 was won on tender, a new base for its electric double-deckers was obtained on a vacant site nearby. On the LTSV database I do intend to record the FVxx fleetnumbers (that are believed to have been allocated to all Go-Ahead crew ferry vehicles) but not the local fleetnumbers.



Photo 7156, by **David Cooper**, added to LTSV on 17/05/2022.

New contributor David Cooper sent in this photo of LUL Ford Transit Custom crew van 8757F parked on a leafy road in Dartford on 10th May 2022. 8757F is another of the large number of vans new in 2019 for the Lifts and Escalators section. Nominally allocated to Frank Pick House, it has not been seen there since it was new, but it turns up at various tube stations during night-time work.



Photo 7157, by **Ray Monk**, added to LTSV on 17/05/2022.

Another new model for LTSV, and yet another new vehicle in the seemingly endless churn of cars used as crew ferries from Arriva London's Dartford garage, Nissan Qashqai PN69OHE was photographed at Bexleyheath bus stand on 11th May 2022. Perhaps more of note is the F1 label in the windscreen. Similar cards showing F2 and F3 have also recently been seen on the two Skoda Octavia cars based at Dartford (WV69FZS and WU69LHN). It would be nice to think that these are fleetnumbers and that they will be applied to all Dartford service vehicles. However, it is notable that the two Skodas have been in use for a few years (from new), whereas this Nissan appears to be a more recent addition, and hence perhaps only hired and/or temporary. We shall see. Interestingly another Dartford car was later seen with number S32 (see photo 7159)!



Photo 7158, by **Kim Rennie** added to LTSV on 17/05/2022.

TfL Taxi Private Hire Compliance Enforcement minibuss 8598VW can normally be found parked at Aldgate Bus Station during the day (as here on 12th May 2022). One of six Volkswagen Transporter minibusses to carry the white/blue/lilac livery, they are stationed around London and only seem to be active at night, undertaking checks on taxi and mini-cab operations. Two of the resident VW Crafter Incident Response Unit vans can also be seen, and it is good to see that the office building on the east side of the bus station finally looks like it is coming back into use.



Photo 7159, by **Ray Monk**, added to LTSV on 17/05/2022.

Shortly after he found an Arriva car with 'number' F1 at Bexleyheath (see photo 7157), Ray found S32 at Eltham. It was being displayed by SEAT Leon car DA69TFE when photographed on 13th May 2022 but this does raise a few questions. Firstly, what does the S stand for? Secondly, are there going to be vehicles numbered S1 to S31, or is the sequence different (perhaps starting at S31)? Thirdly, have Arriva now returned to using Eltham for changeovers after several months when they were done elsewhere?

Comment by *Ray* on 17/05/2022: Drivers sometimes arrive early to have a cup or a leak (or both) where time permits on the way to/from Kidbrooke

Comment by *David C* on 19/05/2022: They are meant to come back to Eltham but many just stay up at Kidbrooke.



Photo 7160, by **Andrew Lidinson**, added to LTSV on 17/05/2022.

A few days after Ray visited Norwood garage (see photo 7149), Andrew mentioned that the crew ferry cars were gaining new labels. This photograph taken there on 13th May 2022 shows Vauxhall Corsa car WP66TDX parked on the forecourt. The square label in the bottom of the windscreen shows 'Hitachi, Inspire the Next!'. Hitachi Capital Vehicle Solutions is (or was) a large supplier of leased vehicles and is known to also supply vehicles to other Arriva companies. However, the company was renamed as Novuna Vehicle Solutions in February this year. More interesting was the label in the top nearside of the windscreen. Although not clear in this shot, this comprised a blue star that appears to have been applied over an existing white circular label. On the blue star was the number S11, with S6 and S9 also seen on similar cars nearby. Again, not sure what the S stands for (service? support? silver?), or whether this will extend to all vehicles at this location (and/or others), but it is something to look out for.

Hang on a minute! After writing the above I dug out some other photos of the Norwood/Thornton Heath Corsas. The Hitachi labels have been displayed since new, perhaps unsurprisingly. However it seems that the blue stars are not new either, and they are visible in photos taken from October 2017 onwards! They are so small that the numbers on them cannot be made out. Another photo (from February 2017) shows car WM66AFE with S6 on a card on the dashboard. So, it would seem that these numbers have been allocated and displayed pretty much from when the cars were new in late 2016. It's just that nobody noticed!




	<p>Comment by <i>Ray</i> on 17/05/2022: The blue car alongside is more interesting. Presumably it is a crew vehicle (being parked in the area concerned).</p> <p>Comment by <i>Lidinson</i> on 17/05/2022: I am not sure all vehicles parked in that location are company vehicles! The Astra behind has a blue star badge but not sure about the blue one. I will be walking the dogs that way a few times to try and find others!</p>
	<p>Photo 7161, by Ray Monk, added to LTSV on 16/06/2022.</p> <p>Ray has been continuing his semi-regular visits to Acton Works and, although there have been virtually no new vehicles delivered in recent months, there are usually a couple of vehicles present that have not been shown on LTSV before. On 21st May 2022 the front car park was host to Renault Kangoo Maxi van 8441R. This was based at nearby Museum Way for a while when new but has since moved elsewhere and it has only been noted at night. On the right is VW Caddy Maxi van 8474VW.</p>
	<p>Photo 7162, by Ray Monk, added to LTSV on 16/06/2022.</p> <p>Parked in the DSM yard at Acton Works on 21st May 2022, this anonymous white Volkswagen Golf estate is part of the 'unmarked car' fleet. Such vehicles have been a part of the central fleet since at least the 1930s and until 1980 they were purchased and tended to be registered in recognisable London Transport series. Details of owned cars have been included in the LTSV website. Since 1980, cars have been leased and are less easy to identify. Some patchy information on the post-1980 car fleet has been uncovered but it was felt best to leave these off LTSV rather than have incomplete data.</p>
	<p>Photo 7163, by Ray Monk, added to LTSV on 16/06/2022.</p> <p>Another LUL Renault Kangoo Maxi van found at Acton Works on 21st May 2022 was a distinctly lesser-spotted example. It was noted at Acton when new in 2018, then just one other time in Dagenham in 2021. As such, it is a bit tricky to pin down where this van should be shown as being allocated!</p>



Photo 7164, by **Derek Everson**, added to LTSV on 16/06/2022.

Parked at the Allsop Place offices behind Baker Street Station on 24th May 2022 were a pair of Ford vans that started their lives elsewhere. Ford Transit Mk8 crew van 8492F (nearest the camera) was new in 2017 and was a regular sight at Neasden Depot until it moved here in 2020. Ford Transit Custom van 8414F in front was also new in 2017 and seems to be normally based at Hainault depot.



Photo 7165, by **Derek Everson**, added to LTSV on 16/06/2022.

A fine study of LUL Mercedes Econic dustcart LO66ZRC between Kings Cross and St Pancras Stations on 24th May 2022. Parked in front was an Ambulance Service mobile COVID testing facility.



Photo 7166, by **Derek Everson**, added to LTSV on 16/06/2022.

To meet new emissions standards, Stagecoach London swapped six of its Ford Transit Custom vans for slightly newer Ford Transit Connect vans from Stagecoach South East in November 2021. Leyton Garage gained MV18HLX (allocated national fleetnumber 92939) from Folkestone, the van being seen at Walthamstow Bus Station on 24th May 2022.



Photo 7167, by **Andrew Lidinson**, added to LTSV on 16/06/2022.

As mentioned last month (see photo 7160), we have recently discovered that the fleet of crew ferry cars allocated to Arriva London's Norwood garage carry what appear to be fleetnumbers. These are generally shown on a blue star in the top corner of the windscreen. Numbers S1 to S4 and S6 to S11 are carried by a batch of silver Vauxhall Corsa cars, while S5 is on this grey Vauxhall Astra estate. The numbers on the Corsas have been carried from soon after they were delivered in 2016. It is possible that HV66YYB was also new at this time, but was not noticed as it was a non-standard type and carried no lettering. It was seen at Norwood Garage on 19th May 2022.

Photo 7168, by **Ray Monk**, added to LTSV on 16/06/2022.

24th May 2022 was a big day for London, with the opening of the first section of the new Elizabeth Line between Abbey Wood and Paddington (low level). Delayed by over 3 years and not yet calling at Bond Street or running through to Reading or Shenfield, the service will nevertheless be very useful to many Londoners. I might be biased in saying that, since I live in Abbey Wood! Anyway, on the first day I took a ride to Whitechapel, where I found a new facility on Durward Street, close to the rear entrance to the station. Parked there was Renault Kangoo Maxi van LX68MHU, one of two vans in Incident Response white/blue/purple that had been delivered with the rest of the fleet back in 2018. Ray visited a few days later (28th May) and found the van still present, suggesting that it may now be based here. Both the Kangoos had latterly been kept at the Network Rail ROC (Rail Operations Centre) in Romford, but Google photos suggest that they may have both moved elsewhere. A sighting of the other van would be doubly useful since it appears the fleetnumbers we have listed are incorrect, though they were taken from an official list. LX68MHU was listed as 8632R but this photo shows that it carries 8633R, suggesting that LX68MJO (listed as 8633R) may in fact be 8632R. We have published a photo of the latter van but it was not clear enough to make out the fleetnumber.

Photo 7169, by **Ray Monk**, added to LTSV on 16/06/2022.

Most Go-Ahead London bus garages have a Ford Transit Custom van allocated for use by the engineers. All are high-roof variants, most being short-wheelbase like EY67ZCE seen at Canning Town Bus Station on 28th May 2022. New in 2017 and based at River Road (Barking), this van has never carried any company lettering, although it does now have a cool teddy-bear on the front!

Photo 7170, by **Ray Monk**, added to LTSV on 16/06/2022.

Another month, another 'new' service vehicle at Dartford Garage! I don't know why there is such a 'churn' of vehicles at this Arriva London outpost but it does at least give us something new to show. DY70ZCE is a Vauxhall Combo E van that was photographed at the bus stand in Bexleyheath on 30th May 2022.

Photo 7171, by **Peter Terry**, added to LTSV on 16/06/2022.

Peter found TfL Yaris car 8838T parked in the alley off Uxbridge Bus Station on 30th May 2022 (with TfL PCO VW Transporter minibus 8599VW nearby). 8838T is from a batch of white/blue cars that were new in 2019 and proved to be very elusive for a couple of years. Now they seem to be popping up all over the place, which doesn't really help determine allocations. 8838T was still here 5 days later but I would prefer to wait for another sighting before allocating it.

Photo 7172, by **Bob Milner**, added to LTSV on 16/06/2022.

LUL Ford Transit crew van 9029F was new in February 2020, just before the first COVID-19 lockdown started. Sightings have been sparse but several vehicles with adjacent fleetnumbers are based at Edgware Track Depot, so it is probably also there. Backing this up (somewhat) was Bob finding it parked at High Barnet Station on 2nd June 2022. As can be seen, the van is a long-wheelbase, high-roof variant.

Photo 7173, by **Andrew Lidinson**, added to LTSV on 16/06/2022.

The appearance of windscreen 'fleetnumbers' on several Dartford crew ferry cars was mentioned on two of last month's photos. Additions since then have included F5, seen at Bexleyheath Bus Stand on 3rd June 2022. Registered W021MJJ, this is Fiat 500, a type I never thought I would see as a service vehicle! To be fair, the modern 500X is quite far removed from the original (and diminutive) Fiat 500.

Photo 7174, by **Derek Everson**, added to LTSV on 16/06/2022.

I had a blast from the past recently when, while passing through Hatton Cross, I noticed a bus working staff shuttle services that was carrying Transdev fleetnames. Transdev was of course the fleetname used on buses of London United and London Sovereign for several years, until it sold the operators on to RATP. I don't know the background to the Heathrow operations but Derek photographed a Hyundai I40 estate car with the same fleetname at the Central Bus Station on 7th June 2022. Since the company is not likely to be involved with public bus services, I have decided (for now) not to add this vehicle to the database.



Photo 7175, by **Derek Everson**, added to LTSV on 16/06/2022.

Talking of Hatton Cross, I can't resist the colourful line-ups of service vehicles that can often be found here. On 7th June 2022, Derek caught three Abellio cars, including a black Ford Galaxy and two Ford Fiestas. On my visit a couple of days earlier I also noted a plain white Tourneo Custom minibus which seemed to be doing crew transfers for Metroline's route 90 (now worked from Brentford Garage).



Photo 7176, by **Bob Milner**, added to LTSV on 16/06/2022.

Sullivan Buses has five Renault Zoe cars for crew transfer work, four of which are in the red livery shown here. Unlike many bus companies, Sullivan's applies full lettering to (most of) its support fleet. Last to be shown on LTSV is EC4 (ND15XNR), seen at Potters Bar Station on 8th June 2022.



Photo 7177, by **Ray Monk**, added to LTSV on 16/06/2022.

Ray was back at Acton Works on 11th June 2022 and sent another batch of photos. By coincidence, my selections from this batch are the same as for his May visit, namely two Renault Kangoo Maxi vans that have not appeared on LTSV before. First up is 8716R, new in 2018 and reported at various locations. It is likely to be based at Stratford Market Depot. The black (as opposed to silver) rear wheels change the appearance somewhat.



Photo 7178, by **Ray Monk**, added to LTSV on 16/06/2022.

Renault Kangoo Maxi van 8856R is one of several allocated to the Power Supply section at Tufnell Park but was photographed at Acton Works on 11th June 2022.



Photo 7179, by **Ray Monk**, added to LTSV on 16/06/2022.

An open day was held at Go-Ahead London's Stockwell Garage on 11th June 2022, to mark 70 years since it was opened. Not part of the display but plainly visible were these two Ford vans parked near the main exit. EF19HFR at the rear is a Transit Custom van used by the engineers and based here since new in 2019. Transit Connect crew van EY67WYO in front was delivered in 2017 and was based at Morden Wharf Garage until a few months ago. It is presumed that the smaller van is still in use as a crew ferry vehicle, although Stockwell has not used these much in the past, with most of its bus routes either passing nearby or easily reached by other bus or tube services.



Photo 7180, by **Charlie Baldwin**, added to LTSV on 16/06/2022.

Ah, something interesting at last! This Ford Transit box truck was noted leaving Uxbridge Garage on 7th June 2022. It had Buses roundels on front and sides but was otherwise unmarked. The location, and the Ax registration series make it almost certain that the operator is Metroline, and the vehicle is perhaps used to ferry bus parts from the Central Engineering and Logistics Facility (CELF) in Perivale. This role was latterly performed by three Ford Transit vans (AV16YGG/H/J), all of which were recently withdrawn. It could therefore be that this new truck is not the only one.



Photo 7181, by **James Mair**, added to LTSV on 30/07/2022.

After a delay of a couple of months, I am now going to resume my review of service vehicles from the 1980s and 1990s. I covered C-prefix registrations last time, so now I'll look at the D-prefix ones, these being vehicles first licensed in 1986/1987.

A total of 12 D-prefix vehicles were added to the 'owned' fleet (with fleetnumbers in the 2xxx series), though a couple were later second-hand acquisitions. Perhaps the most conventional vehicles were four Ford Cargo lorries, delivered shortly after the registration letter change in August 1986. One was a box truck, while the others were dropsides (of which one also had a tail-lift), and all four were in the standard grey livery. 2438F was a Cargo 0809 dropside that was destined to last less than 6 years before being sold in 1992. James photographed it in Sutton Garage, along with a couple of B20 DMS class buses, in about 1988. The furthest bus has a revised grille, suggesting the fitting of an Iveco engine. This modification programme took place in 1987 and 1988, while later in 1988 many of the Sutton buses gained grey ('mushroom') skirts and Suttonbus fleetnames. The photo of this lorry taken at Stockwell Garage (see photo 6531) appears to slightly pre-date this one. In the former, the lorry has no fleetname, while here a red 'legal address' sticker for London Buses Ltd, as used on buses, has been applied.



Photo 7182, by **Kim Rennie**, added to LTSV on 30/07/2022.

The change from C to D prefix registrations also marked a major change in London Transport's Ford Transit fleet. Not only was the model changed from the bonneted Mk2 to the streamlined Mk3, but the standard colour changed from grey to red. The Mk3 Transit had actually been introduced at the beginning of 1986 and a couple of C-prefix registered examples eventually turned up as second-hand acquisitions in bus company fleets (notably Westlink C612KWC, see photo 3149). It is possible that 3378F (C667KWC) was also a Mk3, this being leased in September 1986 after use as a demonstrator. If anyone has a photo of 3378F I would be interested to hear from them.

Kim photographed Transit Mk3 3408F round the back of Ealing Common Depot in about 1988. The van is lettered for 'London Transport, Rolling Stock Engineer (Railways)' and had been delivered in March 1987 as a replacement for Bedford CF van 3037B. It was returned off-lease after a little over 3 years. It is notable that many of the early Transit Mk3s appear to be in a lighter shade of red than normally used by London Transport, though this may be partly down to the vagaries of colour photo processing and reproduction. Certainly this van, and the similar one visible in the background, do appear to be more towards the orange side of red. Curiously, Ford Escorts delivered in the same era seem to be a more exact colour match to LT red.

Comment by *Kim Rennie* on 08/08/2022: Although colour sides can suffer from decolourisation over the years, I do recall that these were in an orange/red shade.



Photo 7183, by **Richard Eversden**, added to LTSV on 30/07/2022.

The Bedford CF model was introduced in 1969 and, from 1977 onwards, was used by London Transport as an alternate to the similarly-sized Ford Transit. Most notably the bus publicity department operated successive large batches new in 1978, 1982 and 1987. The 1987 batch comprised 18 vans, some of which were used by other departments. These were destined to be the last CFs for London Transport, as the model went out of production in July 1987 (the same month that the last LT batch was delivered). All 18 vans had D3xxYBB registrations (originating in Newcastle) and sliding cab doors. It would appear that none actually carried their allocated fleetnumbers. The bus publicity vans just had a yellow label on the doors, though some later carried large 'London Transport Advertising' fleetnames (see photo 515).

The bus publicity department had an office beside the running-in road of Stockwell bus garage, and several vans could normally be found here. In Richard's photo taken on 13th February 1988, no fewer than 7 can be seen, comprising 5 CFs and 2 Ford Escorts. 3441B (D334YBB) is to the fore, and I noticed that the numerical part of the registration has been written in the dirt on the front wheelarch! Also visible are some of the buses (mainly B20 DMSs) allocated to Stockwell, and a Scottish Citylink coach taking a break between long-distance runs.

Photo 7184, by **Colin Lloyd**, added to LTSV on 30/07/2022.

Ford Escort van 3455F was found lurking in the shadows of Harrow Weald Bus Garage on 28th November 1987. New just over a year earlier, it was assigned to the Plant Engineer and remained in stock for a shade over 3 years (being replaced by similar 3819F in 1989). Note the roof-rack fitted. Part of the reason for choosing this photo is the bus in the background, which is clearly not a London Transport vehicle. A batch of 27 new-build MCW Metrobuses had been ordered for use on the new 'Harrow Buses' network from 14th November 1987. However, their delivery was slightly delayed and a similar number of 13-year old Leyland Fleetline buses were hired from Kirkby Central of Sheffield to cover in the interim. These buses were all former Greater Manchester Transport vehicles, and they remained in that operator's orange, brown and white livery throughout the short period that they worked in London.

Photo 7185, by **Derek Everson**, added to LTSV on 30/07/2022.

Seen at Heathrow Airport Central Bus Station on a rather dismal 17th January 1989, 3459B was a Vauxhall Astra estate that had been new in November 1986. Curiously, the official LT documents state that 3459B was returned to lessor Avis on 18th November 1988 (i.e. before the date of this photo). It seems that in, this instance, the official documents are incorrect, since Derek confirms that he also saw 3459B (at Fulwell) on 5th February 1989. It could be that 18/11/1988 was the scheduled date for return, being exactly 2 years from the delivery date. Perhaps tellingly, the vehicle that replaced 3459B (which was similar 3672B) did not arrive into stock until 23rd February 1989.

Note the Ford D-series lorry in the background, probably belonging to the airport and seemingly lacking a nearside headlamp.

Photo 7186, by **Richard Eversden**, added to LTSV on 30/07/2022.

The 10th generation of inspector's vehicles were all Astras but there was a mix of 13 vans (badged as Bedfords) and 8 estate cars (Vauxhall). They carried the hand-me-down illuminated roof roundels and lasted for the 2 years normal for such vehicles. A new London Buses corporate identity was introduced during the tenure of this batch and van 3466B was seen carrying the new roundel at Enfield Garage on 19th February 1989. The white 'General Manager Buses' lettering is still in situ, but the space above (where the gold 'London Transport' was when new) now bears the swan logo of the Leaside bus operating district. 3466B was returned to Avis exactly 2 months later, having been replaced by similar 3681B.

Photo 7187, by **Derek Everson**, added to LTSV on 30/07/2022.

The 8 Astra cars in the 10th generation of inspector's vehicles were all estates with a 3-door layout, and the whole batch was registered in Norwich. 3473B was based at Stamford Brook Garage to cover West London, and it was found parked in Southall on the last day of 1988.

Photo 7188, by **Colin Lloyd**, added to LTSV on 30/07/2022.

The majority of the 135 leased service vehicles new in 1986/1987 were of four basic models, the only exceptions being four Peugeot 504 pick-ups and a single Ford Fiesta van. You could also count the single Astramax supplied as being different to the standard Astra vans but, otherwise, everything was an Astra, an Escort, a Transit or a Bedford CF. Both the Astra and Escort came in both car and van forms, with LT taking slightly more vans than cars. 3482F was a fairly typical Ford Escort Mk4 van and was new in November 1986. It was slightly unusual for being assigned to the Commercial Operations Manager's section (soon to be renamed London Coaches), which perhaps explains its anonymous red livery when seen at Battersea Garage on 3rd January 1987. As already shown (see photo 661), 3482F later gained large London Coaches fleetnames. Battersea had closed as an operational bus garage in late 1985, only to be reactivated for the new operation in early 1986. London Coaches moved to the larger Wandsworth Garage in 1988 but Battersea remained in use by them, and later by Kentish Bus / Arriva London as an operational garage, before finally closing for good in 2009. Note that what looks like a cupboard behind the van is in fact the door to the Union office!

Photo 7189, by **Colin Lloyd**, added to LTSV on 30/07/2022.

Red was the standard livery for service vehicles in 1986/1987, being worn by at least 114 of the 135 D-prefix vehicles added to the leased fleet. Of the other 21 vehicles, blue or white were the most common colours, with one each in beige, black and orange. The white vehicles comprised 6 Ford Escort vans and one Ford Transit (see photo 669), the latter being an ex-dealer vehicle acquired for cover purposes. The Escorts are thought to have been specified in white to distinguish their petrol engines from the normal diesel ones. 3485F had been allocated to the Cleaning Services department, though it was lettered for the 'Dept. of Civil Engineering', and it remained in stock for the (then) customary three years. Colin photographed it at Acton Works on 30th May 1990, just before it was returned off-lease.

Photo 7190, by **Richard Eversden**, added to LTSV on 30/07/2022.

The new Mark 3 Ford Transit was available in more size combinations than the previous models, and here we have an early example of a mid-height, short-wheelbase van. This may initially have been marketed as high-roof but is referred to on LTSV as mid-height since an even taller variant was added later on. It was seen parked outside Wood Green Garage on 28th April 1989, with Victor and Leonard (going by the windscreen sunvisors) presumably off doing some work in the nearby tube station. A fleet list dated April 1990 showed this van as being allocated to the LUL Change Manager based at Tower Hill Station. Not sure why a Change Manager would need a van....



Photo 7191, by **Colin Lloyd**, added to LTSV on 30/07/2022.

Ford Escort car 3492F was found parked on Broadway in Westminster (just opposite the LT headquarters) on 10th August 1988. This 3-door estate had been new in March 1987, was allocated to the Signal Engineer, and was returned to Avis quite soon after achieving three year's service. Comparing this photo to one of 5-door estate 3547F (see photo 7194), I wondered at first if the 3-door version was shorter, as there is less space between the doors and the rear wheels. However, it would appear that the doors on the 3-door version were simply a bit longer. The buildings in the background are still in situ, but now all form part of a Conrad hotel.



Photo 7192, by **Kim Rennie**, added to LTSV on 30/07/2022.

While many of the Astra cars and vans operated by London Transport were employed as inspector's vehicles, other departments also used the type. Kim's excellent photo shows 3-door estate car 3533B parked outside Euston Station. The date is not known but it is possible that it was during the flooding incident in 1987 or 1988 (see photo 1810). 3533B had been leased in 1987 for use by the Building Services Engineering Division (as shown on the side lettering), but was later listed as being with the LUL Fire Protection Engineer based at Lillie Bridge. Of note is that the car was registered in Preston. With suffix (1963-1983) and prefix (1983-2001) registrations the last two letters in the 3-letter block indicate the licensing office, though you would need a list to be able to decode them. FV was a block issued by Preston, while most other LT Astras had come from Norwich (AH, EX, NG, PW and VF) or Manchester (BU and NA).



Photo 7193, by **Colin Lloyd**, added to LTSV on 30/07/2022.

The initial sections of the Docklands Light Railway were opened in August 1987, and a small number of service vehicles were allocated to support the network. One (Ford Transit minibus 3337F, see photo 159) had arrived over a year earlier and carried a mid blue livery, with red upsweeps around the door. This was based on the livery carried by the trains themselves. The later additions wore a darker blue livery, sometimes anonymous, sometimes with lettering and a white/red stripe. The latter scheme is shown on Ford Escort van 3537F (fleetnumber not carried). It was photographed paying a visit to Acton Works on 28th February 1990, while it was eventually returned off-lease a few months later. The DLR continued to be supplied with vehicles by CDS/DSM until the early 1990s, since when it has managed its own fleet.



Photo 7194, by **Colin Lloyd**, added to LTSV on 30/07/2022.

Fleetnumbers 3542F to 3547F were applied to a batch of 6 Ford Escort estates new in 1987, all with D3xxOBE registrations (originating in Lincoln). I have them listed as being a mix of 3-door and 5-door versions, though I don't have photos of all of them to back this up. 3547F was certainly 5-door, and was photographed in Hainault on 8th December 1988. It has a slightly non-standard livery comprising an Underground roundel on a white square, along with 'Depot Mobile Team' lettering. Official documents listed all six being leased for use by the 'D.E. (Met)', which could be Depot Engineer, while they were later all listed as 'Fleet Manager Met LUL'. I presumed Met referred to the Metropolitan Line, and several of the cars were allocated to Neasden (including this one). However, 3542F was allocated to Ealing Common, 3543F to Hainault (!) and 3544F to Morden.



Photo 7195, by **Colin Lloyd**, added to LTSV on 30/07/2022.

Now here is something a bit special. This photo was taken on 19th March 1988 in the basement of Victoria (Gillingham Street) Garage. This garage was the only one in London to feature two levels and was opened shortly after the start of WW2. It included a basement area that was designed to hold up to 70 buses, although only single deckers could be accommodated. Access was via two separate ramps, one on each side of the main garage building. The plan had been to use this area for the parking of private hire and tour coaches, though the advent of war led to the suspension of all such services as being non-essential. It was utilised by airport service buses from 1947 onwards, and was then leased out to the GPO from 1957. It eventually started running London buses in 1986 when the minibuses for new route C1 were based here. A couple of other routes (also using minibuses) were added later, but the whole garage was closed in 1993 and later (1999) demolished to make way for a supermarket and flats.

Back to the subject of the photo, 3570F was a 3-door Ford Escort estate car registered in Worcester in late 1986. It most likely entered LT stock shortly afterwards, though we have not seen any documents that give details. As the side lettering shows, it was allocated to the Catering section and it remained in stock until the end of 1989.



Photo 7196, by **Malcolm Conway**, added to LTSV on 30/07/2022.

Although I had a lot of unpublished photos of D-prefixed service vehicles from the central fleet, the same could not be said for the bus companies. Mind you, most of the 'red' bus operators were still being supplied with central vehicles in 1986/1987. The LTSV database lists just 19 D-prefix vehicles with other companies, and most were second-hand acquisitions later on.

Here we see Armchair Passenger Transport Ford Transit minibus D829UTF at Haven Green (Ealing Broadway) on 26th September 1997. The history of this vehicle has already been covered in an earlier caption (see photo 4258), so I will instead talk about Transits. As mentioned in another of today's photos, the streamlined Mk3 Ford Transit had been introduced in early 1986, replacing the bonneted Mk2. As such, not many Mk2 Transits gained D-prefix registrations (first used in August 1986). However, the National Bus Company had bought a large number of Mk2 Transit chassis cabs, with the intention of giving them bus bodies and using them on new minibus schemes in various parts of England. Some of these were not completed until later in 1986, and thus gained D-prefix registrations. D829UTF had apparently been booked to be plated as C331RPE.



Photo 7197, by **Malcolm Millichip**, added to LTSV on 30/07/2022.

8836T is one of the batch of Toyota Yaris cars new in 2019 and given full LUL white/blue/red livery that was quickly changed to TfL white/blue. We are still unsure of where these cars are based and what they do, but 8836T was seen at the bus stand on Wakefield Road in Richmond on 19th April 2022. Its visit appears to have been in connection with building work being undertaken on the adjacent staff facilities block.



Photo 7198, by **Derek Everson**, added to LTSV on 30/07/2022.

Derek sent a couple of photos of this Mercedes Vito minibus at Beckton Bus Station on 14th June 2022. This into-the-sun shot of the vehicle departing was not the best, but it does show an interesting development. Go-Ahead London has recently seemed to have an on-off policy about the application of fleetnumbers to its service vehicles. RX18LLN is one of several allocated to Silvertown Garage, and these gained yellow window labels showing both a local (FY01) and a company (FV16) fleetnumber. These labels were still in situ when seen, but the vehicle also now has a 'proper' fleetnumber, albeit with two different lettering sizes, on the rear.



Photo 7199, by **Malcolm Millichip**, added to LTSV on 30/07/2022.

Richmond Bus Station again, this time on 21st June 2022. The Vauxhall Vivaro minibus seen parked there was totally anonymous but is believed to be in use as a crew ferry vehicle from Metroline's Brentford Garage. I left this shot uncropped so as to include the vintage 'Buses Turning' sign on the left, and also the container that has been dropped here to provide additional (temporary?) staff resting facilities.



Photo 7200, by **Ray Monk**, added to LTSV on 30/07/2022.

Last month I got excited (relatively!) about the appearance of numbers in the windscreens of service vehicles operating from Arriva London's Dartford Garage. However, subsequent observations have shown that the numbers do sometimes switch from one vehicle to another, suggesting that they are duty numbers rather than fleetnumbers. This is a pity as it could have helped us work out exactly how many crew ferry vehicles Dartford has. On the other hand it will still be useful to confirm that a vehicle is actually in company use. On 22nd June 2022 Ray found a couple of recently added vehicles at Bexleyheath bus stand. To the fore is DN20GXR, a Vauxhall Crossland SUV showing number F4, with Ford Focus YR20KBX (F3) behind.

Photo 7201, by **Derek Everson**, added to LTSV on 30/07/2022.

Derek visited the White Bus Service garage in Horsell (near Woking) again on 26th June 2022 and photographed a different pair of service vehicles to his previous visit (see photo 7129). Both of the cars seen had company names only on window labels, but fleetnumbers were also carried. Ford Fiesta AF06XXL was 97, while Nissan Micra RV55HUUH in the background was 94. The vehicle partly hidden behind the black Fiesta is likely to be Vauxhall Corsa FL54HVF (fleetnumber 96) as seen on the earlier visit. Derek was told that there is also a Nissan Note car with fleetnumber 98, but this was not seen and the registration number supplied (SV10ASV) appears to be incorrect. Another visit is therefore required at some point...

Photo 7202, by **Derek Everson**, added to LTSV on 30/07/2022.

Since it was photographed this April (see photo 7120), the Ford Cortina car now at the London Bus Museum has been refitted with an illuminated roof roundel. The white framing of the roundel looks odd but seems to be authentic, though the application of the fleetnumber 1464F to the front wing panel may not be - contemporary photos suggest that the number was either below the 'Radio Control' lettering on the door, or not carried at all. A pleasant array of vintage buses provides the backdrop to this photo taken on 26th June 2022.

Photo 7203, by **Derek Everson**, added to LTSV on 30/07/2022.

Former London Transport AEC Militant Master Breakdown Tender 1456MR has been resident at the London Bus Museum in Brooklands since it opened in 2011, and was at the earlier Cobham museum for many years before that. It still carries the brown livery of the National Rescue Group (NRG), who had bought the vehicle from LT in 1983. Retired in 1990 it was bought by the Managing Director of NRG (Andy Lambert) and has seen occasional use ever since, moving items around the museum (including aircraft). During an event held on 26th June 2022, 1456MR was on display with its jib raised. Its LT fleetnumber had been reapplied a couple of years ago, and a more recent addition was a label on the cab doors for 'Brooklands Recovery Engineering And Salvage Team', featuring a slightly saucy drawing of a young woman, alluding to the initials of the 'organisation'!

In the background is one of several buses adorned with purple and white vinyls to mark the Queen's Platinum Jubilee. This scheme was (to my eyes) not particularly attractive, and certainly less refined than the overall silver and gold schemes that appeared for the jubilees in 1977 and 2012 respectively. Also visible is former Go-Ahead London WVL1, one of the first Wright Gemini buses. I remember the impact these distinctive buses made when they first appeared in 2002. Many later examples of the so-called 'Nokia' buses are still in service in London and elsewhere, though the same can probably not be said for the phones that they supposedly resembled.

Photo 7204, by **Ray Monk**, added to LTSV on 30/07/2022.

Recent visits to Acton Works suggest that the hiatus in new vehicle deliveries is still ongoing. There is usually something of interest to be seen though, such as in this photo taken on 2nd July 2022. A number of Ford Fiesta cars and vans, and Toyota Prius cars were present. Many had not been seen much since delivery in 2016/2017, and the reason for their presence is not known. It is possible they were being prepared for return to lessors, though this seems unlikely given that there don't seem to have been any replacements. This photo taken in the corner of the DSM van yard shows Prius 8585T, Fiesta car 8228F and Fiesta van 8352F. Note the difference in livery treatment on the two Fiestas. The car has a plain white rear, while the van has a sliver of red and blue on the door. This does not wrap around to the sides, which is just as well as it would in no way line-up!

Photo 7205, by **Ray Monk**, added to LTSV on 30/07/2022.

Ford Transit Custom van 8626F has appeared on LTSV before, so I wasn't going to use this photo taken in the van yard at Acton Works on 2nd July 2022. However, something seemed different about it, and I eventually realised what it was. The van has a single piece rear door. This type of top-hinged 'liftgate' door is available as an option only on low-roof Transit Customs, the standard fit being two side-hinged doors. I can't recall seeing any other Transit Custom SVs with the liftgate door. Note the van on the left is also a Transit Custom, but of the longer variant, where the black rubbing strip ends well short of the rear wheels.

Photo 7206, by **Derek Everson**, added to LTSV on 30/07/2022.

It surprised me to realise that the number of service vehicles in the white/blue/green livery of Trams has more than doubled in recent years. Until 2018 there had typically been about 7 or 8, but now there are over 20. Most are probably kept at the depot at Therapia Lane, which certainly has the space, but it is one of many locations that are hard to see into. Derek did well to photograph Renault Kangoo Maxi van 8662R through the fences and bushes on 5th July 2022. 8662R was one of the late-2018 additions and features a roof-rack and light-bar.

Photo 7207, by **Derek Everson**, added to LTSV on 30/07/2022.

On a tour of South London locations on 5th July 2022, Derek visited the Go-Ahead London garage referred to as Croydon but actually located some distance from there on Beddington Lane. As usual several Mercedes Vito crew ferry minibuses were visible in the front yard, though this one in particular caught my eye. RX71SYU had been new in autumn 2021 and was initially based at Northumberland Park Garage. Within a couple of months it had moved south to Bexleyheath, and was noted working from there with the fleetnumber FV65 applied to the front (with transfers). It had evidently moved even further south in mid-2022 but, more interestingly, it seems to have lost its fleetnumber. I hope to obtain an official list from Go-Ahead London at some point, as this might be the only way to get all the allocated fleetnumbers given the variations in application policy. By the way, it is possible that the move of this minibus to

	<p>Croydon was temporary, perhaps in connection with the Wimbledon Tennis bus services. Further sightings would be welcomed. On the building behind the minibus is a sign made of a numberplate marked GL 45 SES. This will be a valid registration number in 23 years (!) but its significance here is unknown. Does Go-Ahead have its own Optician?</p>
	<p>Photo 7208, by Derek Everson, added to LTSV on 30/07/2022.</p> <p>Talking of the Wimbledon Tennis, several people sent in photos of this van parked at Wimbledon Station. I chose to use Derek's rear view taken on 5th July 2022 as it shows the addition of a camera mounted on the rear door. The neat labels in the side windows show that the van was being used as a crew vehicle for the tennis bus services, run each year by Go-Ahead London. EY67WUB is a Ford Transit Connect crew van that had been based at Morden Wharf garage since it was new in late 2017. It remains to be seen whether it returned there after the end of the special bus services.</p>
	<p>Photo 7209, by Derek Everson, added to LTSV on 30/07/2022.</p> <p>Abellio London opened a new bus garage on Dawley Road in Hayes in April 2022. This was given the code DH by TfL and was a belated replacement for the former Wings Buses base in North Hyde Road (Hayes) that had been closed in December 2021. Bus routes were dispersed to other nearby garages (notably Southall) during the interim period. Derek visited DH on 12th July 2022 and found a number of crew ferry service vehicles present. Ford Fiesta GJ13SRX has been in the fleet for at least 5 years and carries fleetnumber 6811 on its bonnet. It also has the WS code of the former Hayes garage and a 482 to indicate that its main role is to ferry crews for that route. Ford Galaxy car ET11KWV has also been in stock for at least five years and is allocated fleetnumber 6780 (suggesting that it predates the Fiesta). However, it has never been reported or photographed before, perhaps as a result of it being totally anonymous.</p>
	<p>Photo 7210, by Derek Everson, added to LTSV on 30/07/2022.</p> <p>Another two service vehicles found at Abellio London's new Dawley Road (Hayes) Garage on 12th July 2022. On the right is Ford Fiesta YP61HVC, a member of the Abellio fleet since at least late 2015. It is allocated fleetnumber 6788 (not carried) and has worked from several Abellio garages including Byfleet and Southall. On the left is a much newer Ford, in fact the first 22-reg SV to be shown on LTSV. EO22KJF is a Ford Transit Custom minibus in anonymous white but presumed to be another vehicle used to ferry bus drivers to route changeover points. Further observations of this vehicle would be welcomed, so as to confirm its use.</p>



Photo 7211, by **Derek Everson**, added to LTSV on 30/07/2022.

An overview of the new Abellio bus garage in Hayes, taken from the entrance on Dawley Road on 12th July 2022. Cars, including several crew ferry vehicles, are parked on the left, while a bus wash and staff building are on the right. The new garage does not feature any engineering facilities, work being undertaken at a nearby premises on Rigby Lane (see photo 7212). Note the Wright bus parked at the far end of the garage. As yet unlicensed, this was the first of a batch of Electroliners that are due to take over the operation of route 111 later this year.



Photo 7212, by **Derek Everson**, added to LTSV on 30/07/2022.

The new bus garage that Abellio London opened in Dawley Road, Hayes in April 2022 does not have any engineering facilities, perhaps as a result of planning limitations. Therefore a unit on an industrial estate on Rigby Lane has also been acquired. This is about half a mile south of the garage, and is on the same road that leads to the former First London and Metroline Hayes garage. The new location does not have an official allocation code (since it will never have an allocation of buses), but for the purposes of the LTSV database I have given it HRL.

When Derek visited on 12th July 2022, two single-deck buses were inside, both raised on portable hoists. It looks as though the building could hold three or four buses, but it only has the two doors shown here. Dawley Road's allocation includes a lot of double-deck buses, and I am not certain whether they can be accommodated here. The doorways look tall enough, but such vehicles could probably not be raised on hoists once inside. A curious feature was shown by looking at the location on Google Streetview. Both of the roller shutter doors have large notices at the bottom stating 'Stop - Height Restriction - Stop'. This would make sense if the bottom of the doors were still visible (at the top) when opened. However, as this photo shows, the doors do fully retract, meaning that the signs are no longer visible.

As to service vehicles, the images on Google show Ford Tourneo Connect minibus EJ57WVE (see photo 4678) parked outside, but Derek found only a single car. Peugeot 3008 car GF16PPV was anonymous apart from a notice in the windscreen showing 'Abellio - Recruitment Car'. It has been reported that the Rigby Lane base undertakes driver training work as well as engineering. A photo of the car will be included in the next batch.



Photo 7213, by **Derek Everson**, added to LTSV on 30/07/2022.

Every summer (or at least every 'normal' summer) Go-Ahead London's commercial services department runs bus services in connection with regular major events. Some (such as the Wimbledon Tennis and Chelsea Flower Show) are within the company's normal operating territory. One that is a bit further afield is the Farnborough Air Show. At this year's show, Derek found the bus services being supported by Ford Transit Connect crew van EK64CFY, as photographed on 20th July 2022. This van was local to me during its first five years, being based at Belvedere and later Bexleyheath bus garages. During that time it carried fleetnumber FB1, later changed to FB2. It moved to Croydon garage in about 2020, sparse sightings meaning we don't know exactly when. There it lost its fleetnumbers but gained a light-bar. The white van alongside is almost certainly Nissan NV250 HG21XBL (see photo 7039).

Photo 7214, by **Derek Everson**, added to LTSV on 30/07/2022.

Stagecoach South was also providing bus services in connection with the Farnborough Air Show, and these were supported by a number of cars. Two were Skoda Fabias, including SB21UCN seen here on 20th July 2022. Both were in unmarked blue and it is not known whether they are part of the normal Stagecoach fleet or were just hired especially for this job.

Photo 7215, by **Thomas Young**, added to LTSV on 30/07/2022.

I have been trying to get into the habit of taking photos with my phone. Although the options are more limited than on a 'proper' camera, the quality is reasonable, and of course it allows photos to be taken on days when I don't have my camera with me. Such was the case on 21st July 2022 when I found one of the two Elizabeth Line Renault Kangoo Maxi Incident vans parked near the new (lower) entrance to Abbey Wood Station. Unfortunately it was the same one that we had earlier seen at Whitechapel, which means we still don't know what fleetnumber is carried by sister LX68MJO.

Photo 7216, by **"60135"**, added to LTSV on 30/07/2022.

A number of LUL service vehicles are kept at Ruislip Depot, but it is hard to say which (or even how many), since virtually none of the large complex can be seen from public areas. Hence it is really useful to get the occasional photo from the 'inside'. This one, taken on 22nd July 2022, shows standard long-wheelbase Ford Transit van 8794F.

Photo 7217, by **Thomas Young**, added to LTSV on 30/07/2022.

Another of my phone camera photos, this time of LUL Ford Transit crew van 8672F. Often to be found at Acton Works, this has been noted a couple of times recently in the car park of North Greenwich Station, as here on 22nd July 2022.

Photo 7218, by **Ray Monk**, added to LTSV on 30/07/2022.

Seen in the front car park of Acton Works on 23rd July 2022, Volkswagen Caddy Maxi van 8473VW is one of several vans that we believe are based here for use delivering internal mail. Of interest was the recently applied red star on the bonnet. This has the number 4 on it, though the significance of this is not yet known. Just visible in the top right is TfL white/blue Renault Kangoo 9117R.

Photo 7219, by **Ray Monk**, added to LTSV on 30/07/2022.

Ford Transit dropside truck 8668F was new in January 2019 and carried standard LUL livery. It was not actually seen until a year later and its allocation during this time is not known. Later in 2020 it was noted at Plumstead Elizabeth Line Depot, with several more sightings suggesting it was part of the full-time allocation. The Elizabeth Line had one Ford Transit dropside truck in its white/blue/purple livery (8654F), but they have also made use of two LUL-liveried examples (8667F and 8668F). On 23rd July 2022 the truck was photographed at Acton Works.

Photo 7220, by **Derek Everson**, added to LTSV on 30/07/2022.

An open day was held at RATP's Fulwell Garage on 23rd July 2022, though it was rather a limited affair with only a handful of buses on display. Many visitors will have walked around to take a look into the Abellio base that uses what was the back half (and yard) of the former Trolleybus depot. There Derek photographed Vauxhall Astra car HK67ERJ departing on a crew ferry run. This is a relatively recent addition and has been given company names but with no sign of a fleetnumber. The buses in the background are of interest. Most are Abellio but there is also a coach belonging to Falcon Coaches (whose main base is the Byfleet Garage previously used by Abellio Surrey). Curiously an RATP BE class bus (BYD electric single-decker) was also present, for reasons unknown.

Photo 7221, by **James Mair**, added to LTSV on 25/08/2022.

Bedford Midi van 2457B was caught leaving Acton Works sometime around 1990. This van was used by the London Transport research laboratory and joined the fleet in late 1986. It remained in stock until about 1998, though interestingly it was shown as being allocated to the British Transport Police at Baker Street from at least 1994. From the offside 2457B looks like a standard van, and I have no photos that show the nearside configuration. However, it is known to have had a window in its rear tail-gate door.

The Bedford/Vauxhall Midi was built in Luton between 1985 and 1994 and replaced the Bedford CF van range. It was based on a Japanese design, the Isuzu Fargo, and was similar to but larger than the Bedford Rascal (see photo 670, which also originated in

	<p>Japan as the Suzuki Super Carry). 2457B was the first of 13 Midis that joined the central fleet between 1986 and 1995, though it was the only one that was purchased, all others being leased. Smaller vehicles tended to be leased, though interestingly, 2457B turned out not to be the smallest D-prefix vehicle added to the owned fleet. A former London taxi cab D98FHM was bought in 1990 and assigned fleetnumber 2500 (without a suffix). It is believed to have been used in a covert/security role, and little else is known.</p>
	<p>Photo 7222, by Derek Everson, added to LTSV on 25/08/2022.</p> <p>Ford Transit van 3446F was photographed at Kingston Bus Station on 18th August 1987. I presume this is the 'old' bus station in front of the railway station, this later being moved to the current Cromwell Road site. 3446F had been new that Spring and was allocated to Cardinal district, whose operations covered a large part of South West, West and North West London. The 'General Manager Buses' side lettering was common on inspector's cars and vans, but I don't recall seeing it on a Transit-sized vehicle before. As was mentioned recently (see photo 7182), LT's early Mk3 Ford Transits were in a slightly orange shade of red. In this photo the van does look red, but not quite as red as the buses in the background. The buses by the way include a Leyland National of London Country (by then either with London Country South West or London Country North West) and two Norbiton-based double deckers. On the right is an MCW Metrobus, while just visible behind is one of 35 elderly Daimler Fleetline (DMS class) buses recently returned to passenger service after having been used as training vehicles for many years. These formed the low-cost basis by which London Buses retained some tendered routes in the area.</p> <p>Comment by <i>Ray</i> on 26/08/2022: I would have guessed that this is the bus station in front of the old garage (K) which closed in 1984 but continued as a bus station until Cromwell Road opened in 1995. It is however the station stand comparing other photographs.</p>
	<p>Photo 7223, by Colin Lloyd, added to LTSV on 25/08/2022.</p> <p>The 1986/1987 batch of bus inspector's vehicles were all Astras but featured both the Bedford-badged van and the Vauxhall estate version. 3463B was one of the former and was initially allocated to Abbey District's Wandsworth Garage, though it was photographed at Riverside Garage in Hammersmith on 31st January 1987. Abbey District was responsible for the central London area but was disbanded in August 1987, its garages being shared out amongst the outlying districts. Wandsworth had closed in July 1987 (though was later to become a base for London Coaches) and 3463B was reallocated to Wandle District's Stockwell. As was common with these vehicles, the gold London Transport lettering has largely worn away. Talking of closed bus garages, astute readers may have noticed that Riverside Garage had actually closed in June 1983, over three years before this photo was taken. The garage was in fact retained for several years as a covered parking area for buses terminating in Hammersmith. It was eventually demolished, although part of the frontage was incorporated into the new commercial development that took its place.</p>

Photo 7224, by **Keith Grimes**, added to LTSV on 25/08/2022.

3468B was another inspector's vehicle new in early 1987 and allocated to Cardinal District, initially at Hanwell. It was photographed outside the garage on 28th May 1988 with a couple of the MCW Metrobus double-deckers that dominated services in the West of London. 3468B was one of the 3-door estate vehicles and has only the 'General Manager Buses' side lettering. I don't know if this was because the gold London Transport fleetname had already worn off (which was not unusual), or because the latter was never applied (its use being dropped at about this time). 3468B was withdrawn after just 2-and-a half years, being replaced by similar 3737B in 1989.

Photo 7225, by **Colin Lloyd**, added to LTSV on 25/08/2022.

Another Inspector's Astra, this time a Bedford van. All such vehicles had the illuminated roof roundel fitted, though only the vans had the rails along each side. 3474B was allocated to Leaside District and was photographed inside Harrow Weald Garage on 16th August 1987. A red Ford Escort van is also visible, along with a Leyland National and MCW Metrobus. Route 114 still works in this part of London but the number 136 has since migrated to South East London where it took over the outer section of the traditional 36 route.

Photo 7226, by **Keith Grimes**, added to LTSV on 25/08/2022.

There are several points of interest about this photo of Bedford Astra van 3476B at Lewisham Bus Station on 8th July 1989. Most notably, the van seems to be missing its front number plate. It is also lacking the smart wheeltrims that were fitted to most of LT's inspector's Astras (both cars and vans). It has the roof mounted roundel but this is mounted in a red frame (others were grey or unpainted metal), this feature also being seen on similar 3477B which was also based locally. The cabside lettering has been all but obliterated, and the fleetnumber looks more like 34763! While most of the 1986/1987 Astras were withdrawn when less than 3 years old, 3476B was one of several to soldier on for another year and was one of the last pair when it was returned off lease in June 1990.

The environs of Lewisham Bus Station have undergone two major transformations since this photo was taken. In 1999 an extension of the Docklands Light Railway to Lewisham was opened, the construction of the station involving the demolition of the houses seen in the background and the moving of the bus station (which became a bus stand only). More recently the area was further cleared to enable the construction of several high-rise residential blocks, with the bus stand now moved again to the other side of the train station. This area features junctions of both railway lines and rivers (the Ravensbourne and the Quaggy). The railways are elevated, while the rivers run in man-made channels, that for the Ravensbourne being visible beyond the van.

Comment by *Paul Nicholls* on 26/08/2022: I think the reg plate is fitted but the glare of the sun is making the plate look blank.



Photo 7227, by **Ivor Norman**, added to LTSV on 25/08/2022.

Seen outside Baker Street Station on 1st November 1987, 3481F was a Ford Escort van leased for the Signal Engineering department (as shown by the cabside lettering). All of the registration numbers in the block D952-963TTV were applied to LT Ford Escort vans, though the fleetnumbers were spread across a wide range from 3381F to 3484F.



Photo 7228, by **Colin Lloyd**, added to LTSV on 25/08/2022.

Another of the dozen Ford Escort vans with D9xxTTV registrations was 3483F, caught as it left the Bollo Lane entrance of Chiswick Works on 19th February 1987. Official documents state that this vehicle was leased for use by the CSM (Cleaning Services Manager), though the cabside lettering is not legible in this photo. It remained in stock for just over 3 years before being replaced by very similar 3831F (see photo 4695) in October 1989. Some service vehicles are visible parked on the approach road, including another Ford Escort van and two Bedford Astra vans. This area is much changed since, with only the railway bridge surviving. The road beneath it is now used by buses entering the Chiswick Business Park.



Photo 7229, by **Scott Tillbrook**, added to LTSV on 25/08/2022.

Four Peugeot 504 pick-up trucks were delivered at the beginning of 1987, these being the first from the French manufacturer to be used as service vehicles. A small number of similar vehicles followed over the next few years, before the model was discontinued in 1993. Three of the first four 504s were allocated to bus operations, one each in Abbey, Leaside and Wandle districts. All initially had white fleetnumbers as their only markings, as seen on Leaside's 3488P at Finchley Garage on 20th February 1988. Two London Transport lorries can be seen in the background, with a Ford Cargo ahead of rare Leyland Boxer 2305L (see photo 599)



Photo 7230, by **Colin Lloyd**, added to LTSV on 25/08/2022.

This Ford Escort 3-door estate was officially numbered 3493F, though the number was not carried at the time of this photo. New in March 1987 it was allocated - along with similar 3492F (see photo 7191) - to the Signal Engineer, and was to be seen at various locations mainly in the North West of London. On 13th August 1988 it was found parked at Wembley Park Station alongside a white Ford Escort van which could perhaps be 3320F (see photo 379).

Photo 7231, by **Colin Lloyd**, added to LTSV on 25/08/2022.

London Transport opened a new bus garage in Peckham in 1951, built on the site of Thomas Tilling's Bull Yard. Seen inside the garage on 22nd August 1987 was Ford Escort van 3518F, identified only with fleetnumbers. This van had been leased in June 1987 as a replacement for similar 3173F, and was assigned to Selkent District. It was withdrawn in 1990 but went on to serve subsequent owners for a further 10 years, during which time it was repainted yellow. The garage itself was closed in 1994 and demolished, buses then working from a smaller premises further from the town centre (see photo 6235). In 1987 the trunk 36/A/B family of routes was still in the hands of Routemaster buses, but the Leyland Titan was becoming dominant on other local services. Both types can be seen in the background.

Photo 7232, by **Scott Tillbrook**, added to LTSV on 25/08/2022.

A trio of typical 1980s vehicles were seen at Manor House on 18th February 1988. In the centre is service vehicle 3536F, a Ford Escort van leased from Avis in July 1987. As was common at this time, the only identification carried is the fleetnumber. On the right is a Vauxhall Cavalier car. London Transport had some similar vehicles in its unmarked 'private' car fleet but this was not one of them. Parked on the road outside is a long-wheelbase Ford Transit Mk2 van with a rather interesting registration of B402WUL. Similar marks from B56WUL to B305WUL were used by London Transport on MCW Metrobus double-deckers.

Photo 7233, by **Ray Monk**, added to LTSV on 25/08/2022.

What we call the Stub Road (or Ramp) at Acton Works is often used for the storage of vehicles awaiting disposal or repair, or for new vehicles awaiting commissioning. Present on 12th March 2022 were two LUL vehicles still in livery but with all lettering removed. Nearest is Volkswagen Caddy Maxi crew van 8958VW, less than 3 years old at the time and latterly allocated to Stratford Market Depot. Although no damage is visible on the offside, it is assumed it had suffered an accident, and it was still to be found here several months later (July 2022). Behind is Ford Fiesta car 8225F, a photo of which was added at the time (see photo 7125). It too was still present in July.

Photo 7234, by **Ray Monk**, added to LTSV on 25/08/2022.

Another VW Caddy Maxi crew van seen at Acton Works on 12th March 2022 was 8910VW, which (unlike similarly-registered 8958VW, see photo 7233) was still in use and fully lettered.



Photo 7235, by **Dave Wolstencroft**, added to LTSV on 25/08/2022.

It's always nice to see new people join the LTSV 'community', especially if they contribute either photos or sightings. David Wolstencroft recently signed up, having been interested in London's Transport for many years. He has already made several epic journeys around London looking for service vehicles (amongst other things) and has submitted hundreds of sightings and a few photos. His first shows elusive Ford Transit crew van 8919F in Upminster Station car park on 9th June 2022. New in July 2019 this van may be based at Stratford Market Depot but has generally only been seen at night.



Photo 7236, by **Ray Monk**, added to LTSV on 25/08/2022.

Gold service vehicles are few and far between, the only current examples being a pair of SEAT Ibiza cars added to the Arriva London fleet in April 2019. Licensing data suggested that one of these (DA19GOJ) had been sold in early 2022, but it returned to use later in the year. Perhaps it had just been temporarily delicensed. Ray photographed DA19GOJ at Eltham Bus Station on 27th June 2022, complete with an S33 duty number in the windscreen. For some reason this car has had plain Arriva fleetnames since new, while similar DK19ZDH also had the 'turning wheel' logos (see photo 5976).



Photo 7237, by **Ray Monk**, added to LTSV on 25/08/2022.

Now over 5 years old but not previously shown on LTSV, 8485F is a Ford Transit Mk8 long-wheelbase crew van. It is nominally allocated to Acton Works, though it is often absent. Ray found it parked in the DSM van yard there on 2nd July 2022, surrounded by various LUL vehicles.



Photo 7238, by **Clive Greedus**, added to LTSV on 25/08/2022.

Ford Transit crew van 8443F has been a regular sight in the car park at Newbury Park Station in recent months and I should perhaps create a new allocation code for it. However, it was also seen at Hainault Depot recently so I will hold fire for now. For a few days in July 2022 it was joined by Volkswagen Caddy Maxi crew van 8270VW (also from Hainault but often to be found parked in New Addington! See photo 5543). Clive photographed the pair on 8th July 2022.

Photo 7239, by **Derek Everson**, added to LTSV on 25/08/2022.

When Derek visited Abellio's new Engineering and Training base in Hayes (Rigby Lane) on 12th July 2022, the only service vehicle present was this Peugeot 3008 car. It was anonymous apart from a sign in the windscreen stating that it was an 'Abellio Recruitment Car'. I was going to allocate this vehicle to this location (using new code HRL) but it has subsequently been noted at Battersea Garage three times.

Photo 7240, by **Kim Rennie**, added to LTSV on 25/08/2022.

Four Renault Kangoo Maxi vans were delivered in November 2018 for use as Incident Response Vehicles at Central Line locations (West Ruislip, White City, Leytonstone and Loughton). All were photographed at Acton Works before entering service (see photo 5823), since when I have only added a photo of the White City example (see photo 7102). Here then is the Loughton van, which differs from the others in being electric (rather than diesel) and a crew van (with additional side windows). It was photographed in the car park at Loughton on 13th July 2022. Note that the charging cable is inserted behind the hinged logo in the front grille. A couple of weeks later this van was seen at Acton Works, with another of the four (8678R, see photo 7256) present at Loughton, perhaps as cover.

Photo 7241, by **Derek Everson**, added to LTSV on 25/08/2022.

Preserved AEC Regent Auxiliary Breakdown Tender 738J was photographed arriving at the Alton Bus Rally on 17th July 2022. The chassis of this vehicle is now 89 years old, having been new as bus STL169 in 1933. After 15 years carrying passengers it was converted with a new body in 1950 and went on to serve for another 19 years, spending time as both a bus breakdown tender and as a railway signal engineers vehicle. It was eventually sold into preservation in 1971, over 50 years ago! I am familiar with these vehicles but had never twigged that the windows and doors in the front part of the main body were for a compartment in which crews could travel to incidents!

Photo 7242, by **Simon Dixon**, added to LTSV on 25/08/2022.

July 2022 saw some very hot weather, with a new UK record of over 40 degrees centigrade being recorded on the 19th. Advice was not to go out unless necessary, but of course for many people involved in essential public services, it was business as usual. LUL Mercedes Econic dustcart WO66HFM was caught passing St Pancras International station a couple of days later on the 21st July. I hope the cab had air conditioning!

Photo 7243, by **Paul Nicholls**, added to LTSV on 25/08/2022.

LUL Renault Kangoo Maxi van 8372R is often to be found at Griffith House at night but on 28th July 2022 was photographed parked in Ockendon (Essex). If the location looks familiar it may be because I have published other photos of vans parked in front of this hedge last November (see photo 7033) and way back in September 2010 (see photo 3334)!

Photo 7244, by **Peter Terry**, added to LTSV on 25/08/2022.

A few years ago I published a photo of Southern Transit van V321KGW (see photo 6035) and mentioned that they also had V300KGW. The latter was photographed at a bus rally in Worthing on 31st July 2022. Compared to V321KGW, this van is plain (no side windows) and mid-height (rather than high-roof). It also has the black grille associated with basic specification Transit Mk7s (V321KGW had the body-coloured grille of the Trend specification). One further difference is that the lettering refers to Bus Engineering whereas that on V321KGW was for Bus Operations. V300KGW is slightly newer, having been built in 2011 (V321KGW was 2007), though neither is of course as old as their V-prefix registrations would imply.

Photo 7245, by **Derek Everson**, added to LTSV on 25/08/2022.

One of several Ford Transit Connect vans added to the Metroline fleet in summer 2020, AV20BYD initially carried incorrect registration AY20BYD (see photo 6421). This was soon corrected, and Falcon Coachworks lettering applied, though it is usually to be found at Metroline's Central Engineering and Logistics Facility (CELF) in Perivale, as here on 2nd August 2022.

Photo 7246, by **Derek Everson**, added to LTSV on 25/08/2022.

This DS3 car seen at Watford Junction Station on 2nd August 2022 was in use as a crew ferry vehicle from the Arriva bus garage in Hemel Hempstead. It carried an anonymous blue livery (with a white roof) and was one of several operated by Arriva Southern Counties. Three others were at Northfleet (including black LD69SHX, see photo 7124), while five were also used by Arriva London from Palmers Green Garage for a while in 2020. It is not known if the Vauxhall Combo van in the background (KP71RUY) was also a service vehicle. Watford is well outside the normal TfL operating area but the only buses visible are both RATP Enviro 400s on the two TfL routes that reach this far (142 from Brent Cross and 258 from South Harrow).

Photo 7247, by **Ray Monk**, added to LTSV on 25/08/2022.

8482F is a Ford Transit Custom van that is often to be seen in the vicinity of Acton Works. It is possibly involved in a TfL-wide role such as internal mail deliveries or lost property, which could account for a few sightings of it at other locations. For example, on 4th August 2022 Ray caught the van leaving the Stagecoach London bus garage in West Ham.

Photo 7248, by **Ray Monk**, added to LTSV on 25/08/2022.

LUL-liveried Ford Transit dropside truck 8940F was one of about 20 delivered in late 2019, the spread of fleetnumbers for which (8787F to 9002F) suggested that some at least had been on order for a while. Several were allocated to Lillie Bridge Depot, including 8940F, and almost half have not yet been shown on LTSV. 8940F was back at Acton Works for some reason when photographed on 6th August 2022. This revealed the fact that the truck was (like most of the others) equipped with a tail-lift.

Photo 7249, by **Ray Monk**, added to LTSV on 25/08/2022.

Ford Transit crew van 8578F was new in early 2018 and was initially quite elusive. It was usually only seen at night, often at stations on the southern section of the Northern line, and its allocation was unknown. In about August 2020 it moved to Frank Pick House in Acton, meaning that there were now daytime sightings. However, it managed to avoid being photographed until Ray found it parked outside the main Frank Pick House building on 6th August 2022.

Photo 7250, by **Ray Monk**, added to LTSV on 25/08/2022.

About 50 vehicles are allocated to Frank Pick House in Acton, though there are never more than ten or so there at any given time. The remainder are parked elsewhere but will visit from time to time. The current fleet includes nine examples of the Ford Transit Courier van, another nine being at other LUL locations. 8771F was photographed for the first time on 6th August 2022, when it was parked in the side yard (note the District Line train passing in the background). Note the similarity of the frontal design between the Transit Courier and Transit Custom van 8780F behind.



Photo 7251, by **Ray Monk**, added to LTSV on 25/08/2022.

The LUL Lifts and Escalators fleet based at Frank Pick House in Acton was largely renewed in 2019, mainly with Ford vans. Since then a few Renault vans from the other L&E base at Griffith House have moved across, leading to mixed line-ups such as this one captured on 6th August 2022. Renault Kangoo Maxi van 8367R sits between Ford Transit Courier vans 8769F and 8764F, with Ford Transit Custom crew van 8752F on the right.



Photo 7252, by **Bob Milner**, added to LTSV on 25/08/2022.

Sullivan Buses added a sixth Renault Zoe electric car to its fleet in spring 2022. When seen at South Mimms Garage on 8th August 2022, SE68VMM was still in unmarked white. It is likely to be reliveried to red (or perhaps green) in due course.



Photo 7253, by **Andrew Lidinson**, added to LTSV on 25/08/2022.

Still carrying the basic LUL livery (albeit without lettering), Ford Transit van 7139F was found in Ryde on the Isle of Wight on 16th August 2022, just about 5 years after it left the central fleet. It had served for 6 years and accrued an impressive 86 sightings by virtue of often being parked at Neasden Station. This was one of several vehicles new in 2011 that featured registration numbers with no curves in their characters! Fairly trivial, but also very rare...



Photo 7254, by **Bob Milner**, added to LTSV on 25/08/2022.

An interesting find at Cockfosters on 16th August 2022 was this Fiat Ducato van registered NX67NLP. It was parked outside the traincrew offices and was there again the following day. The vehicle had blue TfL markings and a large well@tfl slogan on the side, this appearing to relate to a programme to help taxi drivers with mental health issues. The body has a small window in the offside, though the nearside configuration is not known. It is presumably some sort of mobile exhibition unit. Interestingly the vehicle is shown as not having changed ownership since it was first registered in October 2017, and its road tax expired at the end of June 2022! I suspect the vehicle may in fact be owned/operated by some third party, but nothing is mentioned on the outside and further details would be welcomed.



Photo 7255, by **Dave Wolstencroft**, added to LTSV on 25/08/2022.

Not much has been seen of Renault Kangoo Maxi van 8735R since it was delivered from Acton Works in December 2018, most likely to Stratford Market Depot. On 18th August 2022, new contributor Dave Wolstencroft found it parked at Dagenham East Station, alongside resident Ford Transit dropside truck 8472F.



Photo 7256, by **Dave Wolstencroft**, added to LTSV on 25/08/2022.

Dave Wolstencroft's travels on 18th August 2022 took him to various locations, including as far out as Loughton. In the station car park there he found Renault Kangoo Maxi van 8678R in LUL Incident Response Vehicle livery. The normal IRV here is electric 8681R (see photo 7240), but this was (temporarily?) at Acton Works and 8678R had moved across London from West Ruislip Station to cover.



Photo 7257, by **Simon Dixon**, added to LTSV on 25/08/2022.

LUL Ford Transit Custom crew van 8508F makes its third appearance on LTSV with this photo taken in Bletchley (Buckinghamshire) on 19th August 2022. Simon actually sent two photos, with one from the rear being slightly better quality. However, as the other two photos on LTSV were both from the rear, I decided it was time this van 'showed its face'.



Photo 7258, by **Dave Wolstencroft**, added to LTSV on 25/08/2022.

Another vehicle that is no stranger to LTSV is LO19MUE, the Nissan NV300 operated by RGI Bus on behalf of Abellio London. On 20th August 2022 it was found at the unlikely location of Warminster Station in Wiltshire. It was there in connection with the 2022 Imberbus event, when vintage buses are used on services between here and the 'ghost' village of Imber. Imber is located on Salisbury Plain, large parts of which are used for military training exercises. The village was progressively taken over until the last residents were moved out in 1943. Since then it has been uninhabited, and inaccessible apart from on special occasions. Most years since 2009 have seen vintage buses being used on a one-day only route 23A, taking in Imber and other localities such as Brazen Bottom! The van was presumably here in case any of the buses experienced mechanical

	<p>problems.</p> <p>Photo 7259, by Thomas Young, added to LTSV on 25/08/2022.</p> <p>This photo has been included for information rather than for its quality! New contributor Dave Wolstencroft had reported seeing some Elizabeth Line service vehicles at Royal Oak Station recently, including one of the two Renault Kangoo Incident Response Vehicles. These had latterly been based at Romford Rail Operations Centre and it was only when LX68MHU moved to Whitechapel in May 2022 (following the opening of the central section of the Elizabeth Line) that we discovered it was numbered 8633R rather than the officially allocated 8632R. I wanted to check the other IRV but did not know where it was now based. So, when Dave reported it at Royal Oak, I paid a visit myself. This photo was taken on 22nd August 2022 from the LUL station platforms (alongside the lines out of Paddington Station) looking north towards the elevated A40 Westway road. Two vans can be seen, but the presence of fences and several containers meant it was hard to get a good viewing angle on them. Using my mega-zoom camera I was eventually able to confirm that this Kangoo (LX68MJO) is indeed numbered 8632R instead of 8633R. As the identities have simply been transposed, the LTSV database has been updated to reflect the actual numbers rather than the allocated ones.</p> <p>The Ford Transit van on the right is 8656F, though only the last two letters of the registration could be seen. VW Caddy Maxi crew van 8635VW was also present, but in another part of the yard to the west of the station and again requiring optical assistance to identify.</p> <p>I have added this location to the LTSV database, as Royal Oak Elizabeth Line with code ROE, though I suspect it may only be temporary. The Elizabeth line is currently being run as three separate sections. Trains from Reading and Shenfield still terminate at Paddington and Liverpool Street stations, as before, while the new service from Abbey Wood terminates at Paddington (Elizabeth Line) station. Trains then continue out of service, rising to the surface to reverse in sidings at Westbourne Park, just to the West of Royal Oak. The through service is now scheduled to commence in November 2022.</p>
	<p>Photo 7260, by Peter Terry, added to LTSV on 25/08/2022.</p> <p>Dynes Recovery Volvo FH truck OK70WME, one of the stars of last year's Plumstead Garage open day (see photo 6988), was seen earning its keep at Wimbledon on 23rd August 2022, towing a Go-Ahead London WHV class bus.</p>

Photo 7261, by **Peter Terry**, added to LTSV on 23/10/2022.

The trams operation in Croydon has been supported by central fleet service vehicles since 2008, with the white/blue/green variant of TfL livery first appearing in 2013. For small vans, Renault Kangoo Maxis were used at first, but three Volkswagen Caddy vans (not the longer Maxi version) were added in 2019/2020. 8995VW was photographed at the Therapia Lane depot on 5th August 2022.

Photo 7262, by **Peter Terry**, added to LTSV on 23/10/2022.

8863F is a Ford Transit crew van in TfL white/blue livery which we now know is used by the Passenger Data department of LBSL. Despite being in use for over 3 years, it has proved to be quite elusive. Except to Peter Terry, who has now come it across three times! On 27th August 2022 it was parked outside the southern entrance to Harrow-on-the-Hill Station. The LUL cars allocated here are now kept in the multi-storey car park visible on the left.

Photo 7263, by **Ray Monk**, added to LTSV on 23/10/2022.

Vehicles in the livery of Works for London are still quite rare, though perhaps people do not bother reporting or photographing them due to my decision not to count them as 'proper' service vehicles! This Kia Niro 3 electric car has been parked at Eltham Bus Station a few times recently, as seen on 27th August 2022.

Photo 7264, by **Ray Monk**, added to LTSV on 23/10/2022.

This TfL-liveried Toyota Yaris car has been in stock for very nearly 5 years, but we still have no idea where it is based or what it does. On 2nd September 2022 we finally managed to get a photo of it when Ray found it in the front car park at Acton Works. Similar vintage VW Transporter minibus 8599VW is visible in the background, though this is nearly always kept here.

Photo 7265, by **Ray Monk**, added to LTSV on 23/10/2022.

Hybrid cars for the central fleet over the past few years have featured two Toyota models. A handful of the smaller Yaris design were leased from 2013, but from 2017 preference seemed to change to the larger Prius type. Examples of both types continued to be added almost until the (temporary) suspension of new deliveries in 2020. On 2nd September 2022, Ray photographed one of each design parked outside the Distribution Services (now Vehicle Logistics) offices at Acton Works. Yaris 8488T was new in 2017 and has mainly been seen at Acton, while Prius 8973T behind has been more elusive and may be based at Cockfosters Depot.

Photo 7266, by **Ray Monk**, added to LTSV on 23/10/2022.

The financial difficulties faced by TfL since the COVID-19 pandemic have had an effect on the service vehicle fleet. Deliveries of new vehicles virtually ceased in late-2020, while it was evident that there was less work for the existing vehicles, with maintenance and renewal work either deferred or cancelled. It seemed possible that the fleet would be reduced in size, at least until things get back to 'normal'. It looks as though this is now taking place, with a relatively large number of vehicles taken out of use in recent months. In the absence of any official fleet information, what we know is drawn mainly from vehicle licensing data, and hence involves a bit of deduction and guesswork. For example, a change of V5C date usually occurs when there is a change of ownership. However, new V5Cs can also be issued if there are other changes, such as to leasing arrangements.

The three vans photographed by Ray in the DSM yard at Acton Works on 2nd September 2022 are all believed to have left the fleet later that month. On the left is 8387R, a Renault Kangoo Maxi van that had latterly been based at Edgware Track Depot. The licence of this van expired at the end of September and it has not yet been renewed. On the right are two Volkswagen Caddy Maxi crew vans, both with the rarer 'tail-gate' rear door arrangement. 8240VW and 8241VW were both based at Stratford Market Depot and were getting on for being 6 years old.

Photo 7267, by **Ray Monk**, added to LTSV on 23/10/22.

8811F is one of several Ford Transit dropside trucks taken into stock in late 2019 and can normally be found at Edgware Road Station. However, it was photographed paying a visit to Acton Works on 2nd September 2022. As with most Mk8 Transit dropside vans in the LUL fleet, 8811F has a tail-lift but only a single cab.

Photo 7268, by **Ray Monk**, added to LTSV on 23/10/2022.

I had recently decided that the vehicles operated by Works for London had nothing to do with the fleet managed by Vehicle Logistics at Acton Works. But then Ray found this example in the yard at Acton Works on 2nd September 2022. LM71HNC was a Chinese-built Maxus E Deliver 3 van, similar to LR71KYP that had earlier been seen at Eltham Bus Station (see photo 7053). LM71HNC had a different style of light-bar, mounted at the rear instead of the front. Reports and/or photographs of any Works for London vehicles would be welcomed, and it may be that I will need to re-assess their inclusion in the LTSV database.

Photo 7269, by **Ray Monk**, added to LTSV on 23/10/2022.

Nissan Leaf car 8211N was transferred from TfL Streets to LUL in 2019/2020 and can now often be found plugged-in at the top end of the DSM van yard at Acton Works. On 2nd September 2022 it was joined by Ford Transit Courier crew van 8105F. A batch of 7 of these diminutive vans had been delivered in late-2015, seemingly for use from Lillie Bridge. All but two went off-lease 4 or 5 years later, with 8105F and 8106F retained but moving to Stratford Market Depot. It seems that their time is also now up, and they were both delicensed later in September.

Photo 7270, by **Ray Monk**, added to LTSV on 23/10/2022.

A pleasant surprise recently was when LOTS passed on to me a list of Arriva London service vehicles that they had obtained. The list had several new (and not so new) vans that we did not previously know about, though this is perhaps not surprising since the default livery for most is anonymous white. The list also included allocations, and one van was shown as being at 'Purley Way iBus', a location we were not aware of. Ray went exploring on 4th September 2022 and found the location, complete with Vauxhall Combo D van WR15VTP.

Photo 7271, by **Clive Greedus**, added to LTSV on 23/10/2022.

The TfL Fiat Ducato van that had been seen at Cockfosters in August 2022 (see photo 7254) turned up at Leytonstone Station in early September, and was to remain there for a couple of weeks. The role and ownership of this vehicle are still not clear, though one person who saw it said it was like a mobile doctor's surgery, perhaps supporting the theory that it is used in a project to monitor mental health. Clive photographed the nearside of NX67NLP at Leytonstone on 6th September 2022, showing that it had an access door and a window. The back was plain apart from a hatch for equipment or storage. Note the pigeon awaiting a consultation.



Photo 7272, by **Brian Maguire**, added to LTSV on 23/10/2022.

Rather surprising news in September 2022 was that one of the Leyland Titan breakdown tenders had been discovered intact and had been rescued for preservation. 1278LD had been sold by LT in 1983 and I had always thought it had been preserved. It was seen at a couple of events but then disappeared. It seems to have spent some time in use by travellers, but had been parked up in a yard in a village in Derbyshire for at least the past 27 years. It was rediscovered and bought by a team including Brian Maguire and Barry Coward, and this photograph shows it having just been unloaded at its new Lincolnshire home on 14th September 2022.



Photo 7273, by **Brian Maguire**, added to LTSV on 23/10/2022.

Another view of Leyland Titan breakdown tender 1278LD in Lincolnshire on 14th September 2022. With the covers removed, this photo shows more clearly how much work will be required to restore the vehicle. Much of the metal skin of the bodywork was missing, while the roof was just a framework, the metal coving and translucent centre panels being absent. The team plans to fully restore the Titan and then offer it to a suitable museum for safe-keeping. If anyone reading this would like to make a donation towards the considerable costs of this restoration, please contact Barry Coward at 8 Woods Terrace, Gainsborough, DN21 2RP or call 01427 678169.



Photo 7274, by **Brian Maguire**, added to LTSV on 23/10/2022.

One more view of re-surfaced Leyland Titan breakdown tender 1278LD, this shows that, just 2 weeks after its arrival, restoration work was already under way. Shown here is the chassis and (remains of the) body around the nearside rear wheel.



Photo 7275, by **Dave Wolstencroft**, added to LTSV on 23/10/2022.

Since delivery in late-2017, Renault Kangoo Maxi van 8563R has been based at Wembley Park Station, and it can often be seen from the station, parked in the yard behind the police station. Surprisingly it was never photographed until Dave captured this view on 15th September 2022.



Photo 7276, by **Andrew Lidinson**, added to LTSV on 23/10/2022.

Not previously shown on LTSV, DG69BDV is one of the more permanent members of the crew ferry fleet based at Arriva London's Dartford Garage. It is a Seat Leon in unmarked red and has probably been here since new in January 2020. On 17th September 2022 it was seen on one of its regular trips to the bus stand in Bexleyheath. A recent change had been the replacement of the EU symbol on the number plate with a Union Jack. Note also the Arriva sign in the windscreen.



Photo 7277, by **Bob Milner**, added to LTSV on 23/10/2022.

VW Caddy Maxi crew vans 8702VW, 8704VW and 8705VW have been based at Barking (Waking Road) since new in October 2018. Intervening 8703VW eventually joined them in 2022, though we have no idea where it was based before then. On 19th September 2022, Bob found 8703VW in the small yard, packed in with several other LUL vehicles and staff cars. You'd need to do a bit of shuffling if you wanted to get one of the back ones out! Beyond the fence is platform 1 of Barking Station, which gained overhead wiring a couple of years ago but which is now largely redundant following the opening of the Riverside extension. Trains to and from Gospel Oak now use platforms on the other side of the station.



Photo 7278, by **Bob Milner**, added to LTSV on 23/10/2022.

Also on 19th September 2022, Bob found this unmarked red Vauxhall Vivaro-E electric van parked at Stagecoach London's Barking Garage. Given that he also noted similar DY22LDF at North Street (Romford), it would be fair to deduce that these are the first of a new batch of engineering support vans. Regular visitors may recall that Stagecoach London swapped its existing fleet of engineering vans for slightly newer vehicles from Stagecoach South in autumn 2021, believed to be in connection with the enlargement of the London ULEZ. The replacement vans were smaller and were perhaps only meant to be temporary. Reports of any other new vans with Stagecoach, or of these ones getting company markings, would be welcomed.



Photo 7279, by **Bob Milner**, added to LTSV on 23/10/2022.

Each month, Stagecoach London produces a document showing its current bus fleet and summarising recent changes. Mainly for staff use, these 'Fleet Cards' were for a while also made publicly available on the company website. They are useful to us since they also include the service vehicle fleet, and fortunately I am still sent copies due to my connections with LOTS. In mid-2022, the number of service vehicles listed increased when about a dozen vehicles marked as 'Hired Taxi' were added. This seems to be how they refer to crew ferry vehicles, though interestingly the additions were quite a mixture of cars and vans. I wasn't going to add these to LTSV at first. They were not given company fleetnumbers, were in a variety of colours and were believed to be unmarked. However, they remained on subsequent lists, suggesting that they had been in use for at least a couple of months, so I decided that they should be listed.

	<p>When Bob visited Barking on 19th September 2022 he saw a couple of the vehicles. Probably the smallest was this Toyota Aygo car parked outside the garage.</p> <p>Useful as the Stagecoach list is, it is not infallible. They are still showing a couple of Hyundai minibuses at Rainham which we believe have actually gone, while they have the Plumstead engineers van as being YE15EEU, which was actually replaced by MJ20UVH over 2 years ago.</p>
	<p>Photo 7280, by Derek Everson, added to LTSV on 23/10/2022.</p> <p>Derek visited High Wycombe on 20th September 2022 to see the new Carousel 'pick-me-up' minibus operation. Although the start date for this DRT (Demand Responsive Transit) scheme had in fact been put back by a week, he still found some things of interest. In the bus station were several crew ferry vehicles. Nearest is BF68ZVP, an Arriva vehicle which we had listed as a black Vauxhall Insignia car. It is clearly actually a silver/grey estate. The car behind was a smart but rather older BMW X4 in unmarked black. It was also in use as a crew ferry vehicle, though I am not even going to try to keep up with short-term hires out in 'the sticks'. Derek commented that it was perhaps the poshest-looking crew ferry car around! In the background is one of Carousel's Mercedes Sprinter minibuses, the destinations for which show that it was also doing crew ferries.</p>
	<p>Photo 7281, by Derek Everson, added to LTSV on 23/10/2022.</p> <p>On 20th September 2022, Derek visited the Carousel bus garage in High Wycombe and photographed a couple of service vehicles. Although operating within the (pre-1970) London Transport area, I am not keen on adding their vehicles to their database. The company is owned by Go-Ahead and is managed jointly with the Oxford Bus Company, sharing a fleetnumbering system and with frequent vehicle swaps. Parked seemingly out of use in the yard (along with a Routemaster bus) was CE57DSY, a Renault Master van with fleetnumber 997. Although relatively elderly, and most likely since replaced, licensing data suggests it had only been acquired in April 2021.</p>
	<p>Photo 7282, by Derek Everson, added to LTSV on 23/10/2022.</p> <p>Inside the Carousel garage in High Wycombe on 20th September 2022 was the van that perhaps replaced CE57DSY (see photo 7281). KT68XOZ is a Mercedes Sprinter van first licensed in December 2018 and seemingly acquired also in April 2021. Illustrating the common ownership, it has Oxford Bus Company, Thames Travel and City Sightseeing Oxford fleetnames in addition to Carousel ones. No fleetnumber was evident.</p>



Photo 7283, by **London Spotter**, added to LTSV on 23/10/2022.

London Spotter found seven LUL service vehicles in the car park at Upminster Station during engineering work on 24th September 2022. Among them was Ford Transit Mk8 crew van 8608F, which we have nominally allocated to Acton Works but which actually 'lived' at Eltham for a while.



Photo 7284, by **London Spotter**, added to LTSV on 23/10/2022.

Renault Kangoo Maxi van 8736R is believed to be based at Stratford Market Depot but has not been seen much given that it is over 3 years old. On 24th September 2022 it was among several LUL vehicles found in the car park of Upminster Station.



Photo 7285, by **London Spotter**, added to LTSV on 23/10/2022.

8916F was another of the LUL vehicles parked at Upminster on 24th September 2022. Comparing this photo with one of similar 8608F (taken on the same day) will reveal a few differences. 8916F is a '2020 Facelift' Ford Transit, with a slightly revised front grille that has no body colour beneath it. 8916F is also a medium-wheelbase van, whereas 8608F is long-wheelbase. The difference is not particularly noticeable, except in the fact the the runners for the side door reach all the way to the back of the shorter vehicle. 8916F also lacks the roof-rack fitted to 8608F. Alongside is a Ford Transit Connect van of Coyle Rail, one of numerous contractors that are often involved in engineering jobs on both LUL and Network Rail routes.



Photo 7286, by **London Spotter**, added to LTSV on 23/10/2022.

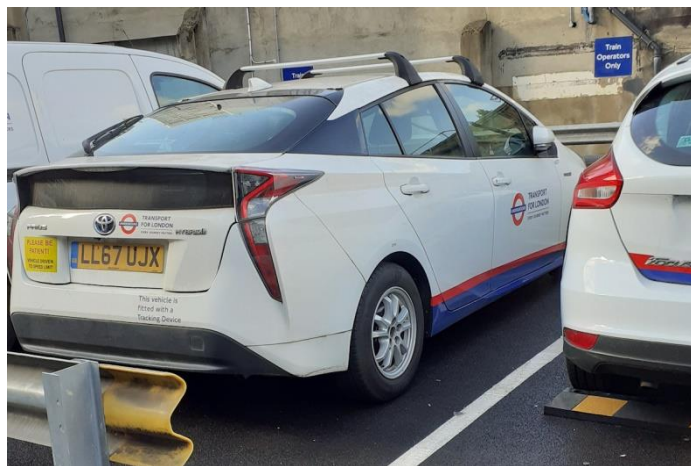
One more photo from Upminster Station Car Park on 24th September 2022. VW Caddy Maxi crew van 9133VW is one of a batch of six vans whose delivery was affected by the first COVID-19 lockdowns. The six vans were allocated to various bases and departments, with 9130VW and 9133VW being in the east of London. A slight curiosity is the taped-over rear number plate, this perhaps being to avoid racking up charges from the car park's cameras.

Photo 7287, by **Bob Milner**, added to LTSV on 23/10/2022.

Mercedes Sprinter crew van 8177M is easy to see, and has racked-up an impressive 61 sightings on LTSV. Notably, 55 of these sightings were at Finchley Central Station, where it is usually kept in the gated yard. For a change, it was parked outside the yard on 2nd October 2022, allowing Bob to capture this view of its offside. Fourteen of these vans were leased in late-2015 and were initially to have been numbered 8134-8147M. A change of plan saw the vans that would have been 8138M, 8146M and 8147M being numbered 8176-8178M instead, with the unused numbers remaining vacant. We don't know why this occurred, or whether it has also happened with other vehicles. In fact it is one of very few cases where the reasons for gaps in the sequence are (partially) known.

Photo 7288, by **Thomas Young**, added to LTSV on 23/10/2022.




I was cycling along the Thames riverside path on a fine 8th October 2022 when I found this van parked at a location I did not previously know about. A bit to the east of Woolwich, there was a circular building nearby which I assume is an emergency access point to the cross-river DLR tunnel. When riding the DLR between Woolwich and King George V stations, you do see signs for a couple of emergency exits, but I had not known where they came out. Anyway, the van was a Peugeot Expert in normal DLR Keolis Amey livery and with fleetnumber 005. It appears that renewal of the fleet had started in early 2022, with new Peugeot vans arriving and being given fleetnumbers that had already been applied to earlier examples from 2018. Two other vans were also present but were in unmarked grey and may have belonged to contractors.

Photo 7289, by **Dave Wolstencroft**, added to LTSV on 23/10/2022.

When the traincrew portacabins at Edgware Road Station were demolished quite a few years ago, the area was given over to service vehicle parking. Annoyingly, the fence along the perimeter was changed by having large boards added, making it virtually impossible to see what was beyond. Interestingly, these boards have recently been removed, allowing photos such as this one taken on 13th October 2022. Admittedly the existing metal fence does limit angles somewhat, but it is still an improvement. The subject here is Toyota Prius car 8629T, new in early 2018 and elusive for its first couple of years. It appears to have been reallocated to Edgware Road Station in late-2020 or early-2021.

Photo 7290, by **Tim Israel**, added to LTSV on 23/10/2022.

Saving the best for last again, Tim Israel recently got in touch with four excellent photos of service vehicles taken by him (or his father) in the late-1950s. First up is this shot of AEC Mercury Tower Wagon 76Q. I couldn't place the location, though I did note that Manor House was marked on the cabsides. However, it seems that all tower wagons carried this, perhaps because that was the headquarters of the Electrical Engineer's section. 76Q was in fact based south of the river at this time. It was variously listed as being at Earlsfield Sub-station and Garratt Lane Sub-station. Given that Garratt Lane is the main road through Earlsfield, I wondered if these were one and the same location. Some digging suggested otherwise, as the Miscellaneous Vehicle Advice Book shows a licensed transfer of 76Q on 12th June 1959 from Earlsfield to Garratt Lane. As the trolleybus network contracted, 76Q later had short spells at West Ham and

	<p>Stonebridge Park before withdrawal and sale in 1962.</p> <p>Comment by <i>Clive G</i> on 10/07/2023: This vehicle is parked across the entrance to the tower wagon shed at the substation located at 520, Garratt Lane, Earlsfield. There is no evidence of any other substation in Earlsfield or in Garratt Lane.</p>
	<p>Photo 7291, by Tim Israel, added to LTSV on 23/10/2022.</p> <p>Another photo from about 1958 taken by Tim Israel, this is apparently Hammersmith, though it is unrecognisable to me. Is that part of Riverside Garage on the left? And an entrance to the tube station behind the truck? The subject is 823B, a Bedford OLBD with a half-length tilt and allocated to the CDS Group 3 (general purpose) fleet at either Lillie Bridge or Parsons Green. It was sold a couple of years later, having served for 12 years. I did wonder if the vehicle behind was one of LT's 'Private Car' fleet, but it doesn't seem to match the types that would have been in the use at the time.</p> <p>Comment by <i>Kim Rennie</i> on 14/11/2022: What I can't figure out is the LT sign ending in "ON"?</p> <p>Comment by <i>Ray</i> on 15/11/2022: I believe it is the end of station.</p>
	<p>Photo 7292, by Tim Israel, added to LTSV on 23/10/2022.</p> <p>There is a famous photo of this curious-looking vehicle, taken by J C Gillham at Chiswick in 1955 and which has appeared in various books (including both the original SUP15 and the Rennie/Aldridge masterpiece of 2003). However, that photo was at an angle that did not reveal the arrangements at the rear of the vehicle. Thanks to Tim Israel, we can now see that it had an angled brush roller below its middle, and a single wheel at the rear. The number R41 is visible near the cab, along with 'Works Manager, Chiswick' lettering. But what is it?!</p> <p>R41 was a Lacre sweeper bought by London Transport in 1935 and given a fleetnumber that followed on from a batch of 40 garage sweepers built by Lacre in 1925-1930. R41 was however somewhat different, a bit larger and with a unique enclosed cab. Having said that, the only photos I have seen of the other R-type sweepers are of preserved Eastern Counties YL6093, which is thought to have earlier been LT R38. I cannot be sure that all the other R-types were the same. The date and location of this photo are not known, although it is evidently not at Chiswick Works. There are some clues in the next photo.</p>
	<p>Photo 7293, by Tim Israel, added to LTSV on 23/10/2022.</p> <p>R41 was a three-wheeled sweeper built by Lacre and bought by London Transport in 1935. LT had a lot of sweepers, most being used at bus garages. R41 was a bit different in that it had an enclosed cab and was allocated to Chiswick Works. Although sweepers did appear on official documents (such as Variations In Rolling Stock sheets and Vehicle Record Cards), they were at some point reclassified as items of mechanical plant rather than miscellaneous vehicles, and they were no longer covered by the documents that have survived. As such, we don't know the disposal details for many, including this one.</p> <p>Though the exact date and location of this photo are not known, it is clearly not Chiswick Works. I noticed that the sign over the premises in the background shows Lammas Motors. This company bought many former LT service vehicles over the years, and was variously quoted as being based at Wandsworth, Earlsfield or Garratt Lane. It would appear that they also bought R41, and the approximate date of 1958 would tie in with it having been replaced by the arrival of newer BL2 (see photo 3770) in</p>



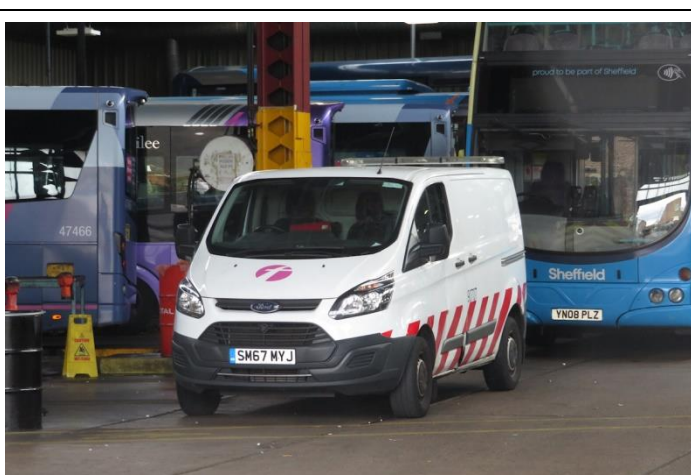
	<p>the mid-1950s. There appears to be an elevated railway line in the background, while the road is lined with poles which may have been for trolleybus overhead wiring. If anyone is able to clarify the exact location of these two photos, I would be interested to hear from them.</p>
	<p>Photo 7294, by Andrew Lidinson, added to LTSV on 25/11/2022.</p> <p>The Volkswagen Caddy Maxi crew van is one of the most numerous types in the current central fleet with over 120 examples in stock. 8949VW was new in 2019 and usually works out of Stratford Market Depot but on 30th September 2022 it was found parked in Norbury.</p>
	<p>Photo 7295, by Andrew Lidinson, added to LTSV on 25/11/2022.</p> <p>I don't know if TfL was the first organisation to use the 'Transport for ...' prefix but it has certainly been followed by several others, including Transport for Wales and (as seen here) Transport for Greater Manchester. In each case the name is used by the body that controls and coordinates transport services, rather than actually running them. Andrew photographed TfGM Citroen Berlingo electric van MD19OCO at Stockport Bus Station on 7th October 2022. The MD19xxx registration series is local to Manchester although it has also been used on 22 Renault Kangoo vans supplied to LUL. In the background is an Enviro 400 bus in the current Stagecoach national livery. The bus station has nose-in stands. These are common outside of London but the only example in the capital that I can think of is Cromwell Road in Kingston.</p>
	<p>Photo 7296, by Andrew Lidinson, added to LTSV on 25/11/2022.</p> <p>Seen inside Olive Grove Garage in Sheffield on 9th October 2022 was Ford Transit Custom van SM67MYJ which is numbered 90707 in the First national series (similar SM67MYL was also present). The First operations in Sheffield are based on the former South Yorkshire PTE, which was later known as Mainline. First has recently moved away from its earlier policy of having a single livery for the majority of its buses, and local variations are becoming more common. The Wright-bodied double-decker behind the van carries the blue and cream livery operation introduced for Sheffield buses a couple of years ago.</p>



Photo 7297, by **Andrew Lidinson**, added to LTSV on 25/11/2022.

The first service vehicle to be reported with a '72' registration was this Peugeot Expert crew van found parked at Royal Victoria DLR station on 15th October 2022. GJ72MKA had the standard DLR Keolis Amey livery of white with green/yellow striping, though it lacked a fleetnumber. Parked alongside was slightly older and slightly smaller Peugeot Partner van 010 GF71CHN, which has presumably replaced earlier Partner van GN18RGV (see photo 6014, also numbered 010).



Photo 7298, by **Andrew Lidinson**, added to LTSV on 25/11/2022.

Another DLR Keolis Amey service vehicle found at Royal Victoria station (this time on 16th October 2022) was this (Citroen) DS3 hatchback car. It seems that while a white livery is standard for vans, black is the colour normally specified for cars (see also FP68GCY in photo 6102).



Photo 7299, by **Derek Everson**, added to LTSV on 25/11/2022.

Just two of the current fleet of 45 Volkswagen Crafter vans used as Incident Response Units by London Buses have yet to be shown on LTSV, and here is one of them. 9060VW has been based at Stratford City Bus Station since it was delivered in February 2020 (just before the first COVID-19 lockdowns). It was photographed 'at home' on 18th October 2022 with similar 9056VW alongside.



Photo 7300, by **Derek Everson**, added to LTSV on 25/11/2022.

Stagecoach increased its presence on London bus work during 2022 when it bought two smaller operators. In June it took over the eastern half of Tower Transit, operating from Lea Interchange garage between Stratford and Leyton (the western half of Tower Transit had already passed to an RATP-led joint venture six months earlier). Then in September 2022 it absorbed the fleet and routes latterly run by Hackney Community Transport. Each take-over involved around 150 buses but only a handful of service vehicles. Volkswagen Transporter van VU69FYD was latterly with Tower Transit and when seen at Stratford Bus Station on 18th October 2022 the only evidence of the change was that the company logos on the forward panels had been removed (compare with a view from 2020, see photo 6438). Stagecoach logos, and perhaps fleetnumbers, may be applied in due course.



Photo 7301, by **Dave Elison**, added to LTSV on 25/11/2022.

You wouldn't know it to look at it, but this is an Arriva service vehicle, albeit not a London one. Nissan NV200 crew van BM68BRV works for Arriva North West and was photographed at Shudehill Interchange in Manchester on 22nd October 2022.



Photo 7302, by **Bob Milner**, added to LTSV on 25/11/2022.

Metroline's Potters Bar garage was in the news earlier this year when a major fire in the rear yard destroyed six buses. The fire had started in one of the Optare MetroDecker electric buses (like OME2656 in the background here), and all examples of the type were taken off service for a few days while investigations into the cause of the fire were ongoing. This also affected other users of the type (Go-Ahead London and RATP), though it was soon determined that the vehicle was not to blame. The return to service of the Potters Bar fleet was delayed somewhat since several of the electric charging points had been damaged.

Enough about buses, this photo shows the crew ferry parking area in the front yard and was taken on 23rd October 2022. The main subject is Vauxhall Vivaro minibus DL70RGZ in unmarked white. First noted in September, this vehicle is perhaps only on loan, the same applying to silver Mercedes minibus WR71ODV just visible on the left.



Photo 7303, by **Ray Monk**, added to LTSV on 25/11/2022.

If all of the 130-odd Renault Kangoo Maxi vans in the current LUL fleet were parked nose to tail you would have a line just over 2,000 feet long. Sorry, I was thinking what to say for this caption and it was just coming out a bit 'samey', so I thought I would spice it up with some silly statistics. 8390R is one of several Kangoo Maxi vans based at Edgware Track Depot and hence not photographed very much. Bob found it paying a visit to Finchley Central Station on 5th November 2022.

Photo 7304, by **Bob Milner**, added to LTSV on 25/11/2022.

Colourful line-ups of Abellio Ford Fiesta cars at Hatton Cross have featured on LTSV several times in recent years. Bob's photo taken on 5th November 2022 is bit more muted than some but it usefully shows EN11WVV, which has been operated since at least 2017 and which is allocated fleetnumber 6779. Reports of this car have been sparse, perhaps because (unlike most examples) it carries no markings. Alongside are ML13FNK, YP61HVC and AO13KKB.

Photo 7305, by **Derek Everson**, added to LTSV on 25/11/2022.

A couple of months ago we showed a photo of LUL Ford Transit Custom van 8482F at the unlikely location of West Ham Bus Garage (see photo 7247). Then on 8th November 2022 it was found parked at Stratford Bus Station in an area normally only used by LBSL vehicles (like Nissan Leaf electric car 9103N on the left). 8482F used to be a regular sight around Acton Works but less so recently, and it has perhaps been transferred to a different department/user.

Photo 7306, by **Derek Everson**, added to LTSV on 25/11/2022.

A good catch by Derek at Stratford on 8th November 2022 was this LUL liveried Volkswagen Caddy Maxi van. 8732VW had joined the fleet almost exactly four years earlier in November 2018 but only one sighting of it has since been logged on LTSV. This makes it a bit tricky to work out where it might be allocated, though it was likely heading for Stratford Market Depot when seen. In the current LUL fleet, there are 20 VW Caddy Maxi vans compared to about 130 of the crew van variant. Also slightly rare is the Scania Omnicity bus following behind. Stagecoach and London United both built up sizable fleets of this type between 2008 and 2011 but their numbers are now declining.

Photo 7307, by **Derek Everson**, added to LTSV on 25/11/2022.

Another good catch by Derek, also at Stratford on 8th November 2022, was DY22LDJ, a Vauxhall Vivaro-E electric van operated by Stagecoach London from West Ham garage. Engineering support duties at Stagecoach London had been fulfilled by a fleet of Ford Transit Custom vans until late-2021. Then a series of swaps with Stagecoach South East saw the vans replaced by smaller Ford Transit Connect vans that were better suited to use in the expanded Ultra-Low Emission Zone in London. It seems that this was just a temporary move, and that Vauxhall electric vans are to be the new standard. As mentioned in September, similar vans have been noted at Barking (see photo 7278) and North Street, while one for Bromley is coming up shortly. DY22LDJ was included on a recent company fleetlist, which showed it to be allocated national fleetnumber 91760.

Photo 7308, by **Derek Everson**, added to LTSV on 25/11/2022.

It doesn't look like fleetnumbers are going to be widely applied to the Go-Ahead London service vehicle fleet, at least for now. RF19UZK was one of several (mainly from Silvertown Garage) to be given numbers in an FVxx sequence some time ago, seemingly as part of a company-wide scheme. Very few have followed since. As this photo taken at Stratford on 8th November 2022 shows, the fleetnumber was applied on the rear using transfers of two different sizes. Also apparent is the 'local' numbering of DS03 carried on labels in the windows. This shows that the minibus is actually allocated to Henley Road Garage, but as this is less than 100 yards from Silvertown Garage I am inclined to treat the crew ferry allocations as being combined.

Photo 7309, by **Ray Monk**, added to LTSV on 25/11/2022.

Another new Vauxhall Vivaro-E van for Stagecoach London, and the first reported with a 72 registration, was DY72XMA found at Bromley Garage on 10th November 2022. At the time it had neither lettering or a light-bar but both will likely be added in due course. Since the sale of Vauxhall (and Opel) by General Motors to the PSA Group in 2017, the Vivaro name has applied to a design based on the Citroen Dispatch. It can also be seen badged as a Peugeot Expert, a Toyota ProAce and a Fiat Scudo, while a passenger variant is available as a Citroen SpaceTourer, Peugeot Traveller, Fiat Ulysse and (perhaps confusingly) a Vauxhall Zafira Life!

Photo 7310, by **Andrew Lidinson**, added to LTSV on 25/11/2022.

Andrew has been getting about a bit lately and took this photo in Dundee on 12th November 2022. The subject is ST20BVB, a Ford Tourneo Custom minibus in a distinctive silver/gold livery and lettered for Xplore Dundee. The main provider of bus services in Dundee has traded under several names over the years. Prior to 1975 it was Dundee Corporation, then changed to Tayside Buses. After a period of being management-owned it was sold to the National Express group and rebranded as Travel Dundee in 1997. This was changed again to National Express Dundee in 2008 and finally (for now) to Xplore Dundee in 2015. Interestingly this name has been retained even though the company was sold to the McGills group (latterly a small independent operator in Strathclyde) in 2020. The vehicle shown had a fleetnumber (7431) on a small label near the front number plate and a plural form of lettering for 'Operational Support Vehicles'. Curiously another Ford parked nearby had the singular version of this.



Photo 7311, by **Keith Ward**, added to LTSV on 25/11/2022.

I do like to see photos taken inside depots and a bunch from Edgware Track Depot were received recently. Taken as dusk fell on 17th November 2022, this first one shows Volkswagen Transporter minibus 8386VW parked beside a hired Mercedes Sprinter dropside truck. Now getting on for six years old, sightings suggest this minibus has been based here since it was new in spring 2017. Note that it has the 'No tools left in this vehicle' labels which seem to be unique to vehicles based here.



Photo 7312, by **Keith Ward**, added to LTSV on 25/11/2022.

Another VW Transporter minibus (and another hired dropside) seen at Edgware Track Depot on 17th November 2022 was short wheelbase 9105VW. Although new over three years ago, fleetnumbers on central fleet vehicles have only increased by 60 (to 9165VW) since.



Photo 7313, by **Keith Ward**, added to LTSV on 25/11/2022.

A trio of Ford Transit crew vans form the focus of this photo taken at Edgware Track Depot on 17th November 2022 and they were neatly parked in numerical order (left to right they are 9029F, 9030F and 9031F). Beyond is an unidentified Ford Transit dropside truck (possibly either 9027F or 9028F) while in the distance are a gaggle of Renault Kangoo vans plus some hired vehicles.



Photo 7314, by **Dave Wolstencroft**, added to LTSV on 25/11/2022.

Parked in the tiny extension at the far end of Camberwell Garage's back yard on 17th November 2022, this minibus appears to have only just been delivered (licensed in October but V5C issued on 16th November). BX72ATZ is a Nissan Interstar minibus, this being the same base design as the Renault Master and Vauxhall Movano (prior to 2021). It is presumed that this minibus has been acquired by Go-Ahead London for bus driver assessments, replacing older Renault Masters LV59EHP and LV59EJA. It remains to be seen whether a second new minibus is added and whether it/they are given company lettering.



Photo 7315, by **Dave Wolstencroft**, added to LTSV on 25/11/2022.

Following earlier requests I have been sent some photos and reports of vehicles in Works for London livery, though I am still inclined not to try and include them in the vehicle database on this website. Dave found these two Kia Niro electric cars at Morden Station on 17th November 2022.



Photo 7316, by **Ray Monk**, added to LTSV on 25/11/2022.

On a visit to Acton Works on 19th November 2022, no new vehicles were noted, but some slightly interesting older ones were present, most likely being prepared to be returned off lease. The front car park contained 8194VW, from a batch of five Volkswagen Golf estate cars delivered in June 2016.



Photo 7317, by **Ray Monk**, added to LTSV on 25/11/2022.

Coming up are two pairs of almost identical photos. I normally try to avoid these, but the vehicles are (almost) all making first-time appearances on LTSV so... In the car park of Acton Works on 19th November 2022 was Renault Kangoo Maxi van 8720R, with similar 8665R in the background. 8720R has been noted here a few times since it was new in September 2018 but it is believed to have been based elsewhere for most of the intervening period.



Photo 7318, by **Ray Monk**, added to LTSV on 25/11/2022.

Renault Kangoo Maxi van 8665R was new in September 2018 and appears to have been based at Hainault Depot. On 19th November 2022 it was found in the car park at Acton Works, perhaps as a prelude to it going off lease.



Photo 7319, by **Ray Monk**, added to LTSV on 25/11/2022.

LUL started taking Toyota Prius cars in 2017 and several examples have been withdrawn in recent months, although it is not clear whether this is due to their age or to changes in roles and requirements following the TfL cash crisis caused by the COVID-19 pandemic. A couple of cars were noted at Acton Works on 19th November 2022 and it is presumed that these will be leaving the fleet imminently. Parked opposite the Vehicle Logistics offices was 8572T, one which was often to be seen around Acton.



Photo 7320, by **Ray Monk**, added to LTSV on 25/11/2022.

LUL Toyota Prius car 8574T was parked outside the Vehicle Logistics offices at Acton Works on 19th November 2022, quite close to similar 8572T (see photo 7319). Indeed 8573T was also present (in the front car park), which leads me to think this batch is being prepared for disposal. Another batch of similarly-aged Prius cars (8582T to 8585T) have already been returned off lease earlier this year.



Photo 7321, by **Ray Monk**, added to LTSV on 25/11/2022.

Another vehicle seen at Acton Works on 19th November 2022 that is probably on the way out was Volkswagen Caddy Maxi crew van 8217VW. New in December 2016, most sightings of this vehicle have been at night, with the locations suggesting that it was based at London Road Depot near Elephant and Castle.



Photo 7322, by **Ray Monk**, added to LTSV on 25/11/2022.

On the left in this photo taken in the van yard at Acton Works on 19th November 2022 is Volkswagen Caddy Maxi crew van 8216VW. A sister to 8217VW (see photo 7321), this one was also based at London Road Depot. On the right is Volkswagen Transporter crew van 8281VW which was seen at this same location when it was new in January 2017 (see photo 5350). It worked from Hainault Depot for nearly six years but managed to avoid being caught on camera.

Photo 7323, by **Ray Monk**, added to LTSV on 25/11/2022.

8643VW was one of two Volkswagen Transporter crew vans that formed part of the initial allocation of service vehicles to the Elizabeth Line. Delivered in August 2018 it was given the purple skirt and roundels. Continued delays in the opening of the new line seem to have resulted in this van (together with Toyota Prius car 8653T) being reassigned to LUL. 8643VW was returned to Acton Works in early 2020 and had its livery amended to the standard LUL white/blue/red. It was then transferred, most likely to Stratford Market Depot. Ray found it paying another visit to Acton Works on 19th November 2022.

Photo 7324, by **Bob Milner**, added to LTSV on 25/11/2022.

8906VW is one of a batch of 11 VW Caddy Maxi crew vans delivered for LUL in mid-2019 and given fleetnumbers 8900VW to 8910VW. Most are based at Acton Works but Bob found 8906VW paying a visit to Cockfosters Station on 19th November 2022.

Photo 7325, by **Peter Terry**, added to LTSV on 25/11/2022.

You again! This van has already appeared on LTSV three times before, while I have actually been sent 19 photos of it since it was new in 2019. Initially assumed to belong to Abellio (since it carried their fleetnames), it soon emerged that it was in fact used by RGI Bus, a maintenance contractor. The lettering was revised to include a fleetname for LRR (London Rail Replacement) but has since been amended again. Although not particularly clear in this photo taken at Stratford City Bus Station on 19th November 2022, it now shows OBS as the main fleetname, with no apparent mention of Abellio or London. It does seem to still be doing the same work though, and was present in connection with an Abellio LT-class bus that had been working on railway replacements.

Photo 7326, by **Andrew Lidinson**, added to LTSV on 25/11/2022.

A slightly unusual find at Go-Ahead London's Orpington Garage on 20th November 2022 was Ford Transit Custom van EA69MXE. While this type is common in the Go-Ahead London fleet, all previous examples have been red. EA69MXE had been first licensed in November 2019 but had a V5C (change of keeper) issued in November 2020, suggesting that it was perhaps transferred in from another Go-Ahead group company at that time.



Photo 7327, by **Malcolm Millichip**, added to LTSV on 25/11/2022.

Malcolm has unearthed another trio of service vehicle photos he took in about 1960. First up is this view of Bedford OLBD lorry 656B at Friars Stile Road in Richmond Hill. The crew of the lorry was working on the bus stop flag mounted on a lamp post. Friars Stile Road was the terminus for very short bus route 235, which ran from Richmond Station and had a running time of just six minutes. It worked from 1955 until 1966 when it was apparently taken over by Isleworth Coaches. 656B had been new in 1946 and had worked for a variety of departments before settling with Works and Buildings at Parsons Green in 1951. It remained there for almost nine years, being withdrawn and sold in 1960. Note that the quarter tilt cover appears to be of sheet metal. It is sometimes not clear on older photos but canvas tilt covers certainly became more standard later on.



Photo 7328, by **Malcolm Millichip**, added to LTSV on 25/11/2022.

The location of this photo taken in about 1960 is still recognisable today, being the bus station / garage forecourt at Hounslow. Bedford KD truck 871B was the engineer's vehicle here between 1959 and 1965, it having already served almost nine years in a similar role at Enfield. The short truck has a half-length tilt cover which appears to have metal sides/top with a canvas front. Note that the buses in the background include one on route 73. This route ran from Stoke Newington at the time, though it was normally run in two overlapping sections with very few through workings. Curiously the route has nearly always stuck to Stoke Newington as its northern terminus, while the other end varied between Richmond, Hounslow, Kingston, Hampton Court, Hammersmith and (most recently) Oxford Circus.



Photo 7329, by **Malcolm Millichip**, added to LTSV on 25/11/2022.

972J was one of 5 forward-entrance STL class buses modified as tree pruning vehicles in 1952/1953 as replacements for former ST buses that had been converted during WW2. Four of the vehicles were allocated to the country ('green') area with just one left over to cover the central ('red') area, although all five carried the standard green livery. 972J was the central vehicle for most of its career, being officially allocated to Riverside Garage in Hammersmith but outbased when required. It was photographed in about 1960 at a location believed to be the back yard at Harrow Weald Bus Garage. Note that adverts have been applied to the front. Was this normal? The five vehicles were eventually replaced by custom-bodied Ford trucks in 1962, though fortunately 971J wound up being preserved (see photo 7101).

Comment by *Clive G* on 28/11/2022: Different photos of both 972J and 969J show them with and without adverts. I suspect those might all be for National Savings, but they're not all clear enough to see. What may be unique with 972J is the addition of that triangular topped panel on the upper deck above the entrance. It did not have it when first converted so I wonder what that was all about.

Comment by *Thomas Young* on 29/11/2022: The triangular panel also featured on the offside and I suspect it may have been for a bar to support a tarpaulin to cover the staircase. See <https://www.flickr.com/photos/rtw501/52023149955>. Also visible in both photos are additional (and larger) drainage slots cut in both sides at upper deck floor level, which also seem to be a later change. Finally, in the photo here, the front nearside window is uncovered. Others seem to have had this plated (or



	<p>covered) over.</p> <p>Comment by <i>Thomas Young</i> on 29/11/2022: New question! Were these vehicles allowed to operate with just one headlamp?</p> <p>Comment by <i>Ray</i> on 30/11/2022: Is this the former 972J as the fleetname looks rubbed off and there is no longer legal lettering?</p>
	<p>Photo 7330, by Derek Everson, added to LTSV on 25/11/2022.</p> <p>It seems that the breaking up of London Transport into separate companies in the latter half of the 1980s led to some uncertainties about how to letter service vehicles, and for a while it was not uncommon for vehicles to have no markings other than fleetnumbers. Illustrating this is this view of Ford Escort van 3413F at Heathrow Central Bus Station on 10th June 1988. The van had been leased in October 1986 for use by the Abbey bus operating district and remained in stock for a shade over 3 years.</p>
	<p>Photo 7331, by Richard Eversden, added to LTSV on 25/11/2022.</p> <p>A large batch of 18 Bedford CF2 vans was leased in mid-1987, all with Newcastle D3xxYBB registrations and for use by the bus publicity section. Unusually it seems that none of the batch ever carried their allocated fleetnumbers (3426B to 3443B), the initial markings just being a rectangular yellow label showing 'London Transport Advertising, Bus Stop Maintenance'. Stockwell Garage was a place you could always find a few of these vans, the publicity section having an office alongside the garage entrance roadway. Parked there on 3rd January 1988 was 3429B with Ford Escort van 3252F alongside. The racks of timetables can be seen inside the office behind.</p>
	<p>Photo 7332, by Colin Lloyd, added to LTSV on 25/11/2022.</p> <p>Seemingly the most photographed service vehicles with D-prefix registrations were the Bedford Astra vans that formed the 10th generation of bus inspector's vehicles. Fitted with the handed-down roof roundels, they were a common sight at bus stations and garages across London. 3464B was allocated to Abbey District and this excellent shot shows it speeding past the bus stand at Parliament Hill Fields on 12th April 1987. It had evidently fully recovered from its earlier accident (see photo 6487).</p>

Photo 7333, by **Colin Lloyd**, added to LTSV on 25/11/2022.

With a friendly wave from the capped driver, Bedford Astra van 3465B was seen opposite West Croydon Bus Station on 22nd August 1987. This was a Wandle District vehicle, initially allocated to Merton before moving to Croydon Garage. I seem to recall there was a model railway shop here at about this time, though the buildings have since been demolished.

Photo 7334, by **Colin Lloyd**, added to LTSV on 25/11/2022.

Allocation data for service vehicles of the 1980s is a bit sketchy to say the least. Leased service vehicles were never included on LT's detailed Variations in Rolling Stock documents, and what we know comes from a few official fleetlists that were obtained, along with observations, which often contradict each other. For example, this Bedford Astra van was shown as being taken on lease in late 1986 for use by Abbey District, yet it was allegedly at North Street (Romford) a couple of months later. It looks as though the latter might be a red herring, since it was photographed at Ash Grove Garage (Abbey District) on 14th December 1986 and was later associated with Hobson House (the Abbey District HQ). Note that 3471B still had its full set of cabside lettering. On most examples, the London Transport lettering was soon removed, leaving just 'General Manager Buses'.

Photo 7335, by **Colin Lloyd**, added to LTSV on 25/11/2022.

Another peak-capped inspector in his Bedford Astra van. 3472B was another Wandle District vehicle and was based at Sutton Garage by late 1988. Its earlier allocations are not clear and a reference to it being at Fulwell may be another red herring. Five points if you recognised the location of this photo taken on 12th November 1988. It is the slightly curious bus stand at the bottom of Longmead Road in Tooting, just round the corner from Tooting Broadway Station. Buses stand on both sides of the road here, as well as in painted bays marked in the middle of the road. The stand is still in use today but you won't see many of the distinctive B20 DMS buses there these days!

Photo 7336, by **Keith Grimes**, added to LTSV on 25/11/2022.

When I was growing up I had a particular fondness for T class Leyland Titan buses. They were still being delivered when I first became interested in buses, and I always preferred them to the competing MCW Metrobus type. However, looking at this photo I realised the Titan was quite a 'boxy' design. I think that cropping out the upper deck windows (which were tapered-in slightly) has emphasised this. Anyway, Catford Garage was a major user of Titans in the 1980s and it also had a couple of the Bedford Astra vans used by bus inspectors. 3477B was photographed on the garage forecourt on 3rd September 1988. Note that, as was common, much of the cabside lettering has worn off.

Photo 7337, by **Colin Lloyd**, added to LTSV on 25/11/2022.

In the 1980s domestically-produced vehicles still outnumbered imports in most fleets. A total of 147 vehicles with D-prefix registrations were added to what we now call the Central Fleet in 1986/1987, and the vast majority were from either Ford or Vauxhall/Bedford. A sign of things to come was the leasing of four Peugeot 504 pick-up trucks, the first from this French manufacturer. A further 20 or so Peugeots were leased over the following five years (mainly 504s but also four 205 vans) but it was not until the late 2000s that Peugeot became a 'routine' supplier of central fleet vehicles. Three of the initial four Peugeots were allocated to bus garages, with oddity 3486P going to Cleaning Services. Taken into stock in January 1987, it was photographed leaving the Bollo Lane entrance of Chiswick Works on 19th February 1987. The only lettering carried is the fleetnumber (plus tyre pressure markings), while it will be noted that the vehicle was operating with an open back (as were the three bus garage vehicles). When photographed again in 1988 (see photo 685) it had been given a 'hard-top' cover.

Photo 7338, by **Colin Lloyd**, added to LTSV on 25/11/2022.

About a quarter of the D-prefix service vehicles added to stock in 1986/1987 were Ford Transits, though they do not seem to have been photographed as much as other types. A fairly typical example was 3490F, caught passing through Hammersmith on 18th September 1989. Again the allocation information is a bit sketchy. Acquired for use by 'Supplies' (?), it was attributed to Lots Road Power Station at one point, then to the Electrical Engineer at Wood Lane. Curiously one fleetlist shows it as being at Wood Lane but used by the 'Change Manager'! It may not have been carried from new but, when photographed, the van had 'London Underground Ltd' cabside lettering. As seems to have been common at this time, 3490F was returned off lease after just 3 years.

Photo 7339, by **Richard Eversden**, added to LTSV on 25/11/2022.

In the 1980s you could still get 'estate' cars with just three doors (one on each side and one in the back). LT made use of a number of such vehicles over the years, including this Ford Escort Mk4 seen at Turnpike Lane Bus Station on 7th August 1989. 3506F was new in July 1987, was petrol-engined, allocated to the Catering Manager at Telstar House (near Paddington) and was kept for the normal 3 year period. The vans in the background may well be Grey Green service vehicles, in particular the Ford Escort van with green wheels.

Photo 7340, by **Keith Grimes**, added to LTSV on 25/11/2022.

One last D-prefix photo today. Here we have Ford Escort van 3517F, photographed on the Isle of Dogs on 19th November 1988. This was another petrol-engined vehicle, most SVs using diesel. It was registered in Lincolnshire and leased from Avis in spring 1987 for use by Group 3 (the 'general purpose' section of the fleet). When photographed it had gained the boxed Distribution Services lettering that was used for a couple of years in the late 1980s. The regeneration of the Docklands area was well underway by this time, with the first sections of the Docklands Light Railway opening in 1987. The elevated DLR tracks are in the background and I wonder if the queue of people is waiting for a replacement bus service.

Photo 7341, by **Dave Warby**, added to LTSV on 03/01/2023.

A fine shot of Sullivan Buses Renault Zoe car EC2 (LN17XXG) turning onto Darke's Lane in Potters Bar on 21st November 2022. So, I put an apostrophe in Darke's Lane, but should there be one in Potter's Bar?

Photo 7342, by **Derek Everson**, added to LTSV on 03/01/2023.

On 22nd November 2022 Derek found Abellio London Citroen Dispatch van 6909 (LB67UZS) at the small engineering base on Rigby Lanes in Hayes. One of several youthful second-hand vans acquired over the past few years, this example was initially based at the former Wings Buses base on North Hyde Gardens in Hayes. It is now most likely attached to Dawley Road. Abellio is the name used for operations owned by Nederlandse Spoorwagen (NS - the national rail company of Holland) in other countries, and the NS logo is carried alongside the fleetname. It was planned that NS would sell Abellio's UK operations (including several rail franchises) to its UK-based management in late 2022 but it is not known if this went ahead. Perhaps unconnected, Abellio London has been in the news recently due to its drivers going on strike on several dates in late 2022.

Photo 7343, by **Derek Everson**, added to LTSV on 03/01/2023.

Proving that you don't always need to have the sun behind you to achieve good photographs, Derek caught LBSL Incident Response Unit 9065VW in Harrow on 22nd November 2022. Harrow is often served by IRUs from the Uxbridge allocation, but 9065VW hails from Edware.



Photo 7344, by **Ray Monk**, added to LTSV on 03/01/2023.

Walworth garage has not featured much in the photographs on this website, partly because it has not had many service vehicles allocated in recent years and partly because any vehicles there are often parked in areas that cannot be seen from the outside. On 26th November 2022, resident Citroen Dispatch van 6901 (LG19BFU) was parked in the entrance roadway (off Camberwell Road) together with an LT class bus and an anonymous silver Volkswagen Transporter crew van. Another Citroen Dispatch van (MJ17USE) is also reportedly allocated here, but has not yet been caught on camera.



Photo 7345, by **Lee Thatcher**, added to LTSV on 03/01/2023.

Lee found three newly-delivered Dacia Sandero cars at Hounslow Garage on 26th November 2022, along with one of the 30 delivered in late-2019/early-2020. The new cars were almost identical apart from the lack of lettering and some slight styling updates, and it was not yet clear if they were replacements or additional. Note that NU72FZP (nearest) is parked in a bay that is allocated either to crew ferry vehicle EO12UBZ (withdrawn in spring 2020!) or the Operations Manager.



Photo 7346, by **Derek Everson**, added to LTSV on 03/01/2023.

The Ensignbus running day was held on Saturday 3rd December 2022, and various people sent in photos taken either at the event or on the way to or from it. Derek called at Upminster on the way and found this Renault Kangoo Maxi van in the station car park. Interestingly, 8392R has mainly been noted at Edgware Track Depot, virtually on the opposite side of London.



Photo 7347, by **Neal Marshall**, added to LTSV on 03/01/2023.

Neal travelled via London Bridge on 3rd December 2022 and found two Emergency Response Unit tenders parked near the station. Both were from the Battersea allocation and were displaying LUL (rather than British Transport Police) panels. 2604 was on London Bridge itself, and was about to be passed by one of several former Stagecoach London Scania OmniCity buses now converted to open-top for tour work.



Photo 7348, by **Neal Marshall**, added to LTSV on 03/01/2023.

Parked under the railway tracks on the approach to London Bridge Bus Station on 3rd December 2022 was ERU tender 2609. Although in LUL livery, the truck was sporting a panel on the front offside cab door that properly belongs to the British Transport Police variant.



Photo 7349, by **Paul Nicholls**, added to LTSV on 03/01/2023.

Lakeside Bus Station (between Grays and Purfleet in Essex) is the focal point of the (normally) annual bus running day held by Ensignbus. During the 2022 event on 3rd December, this Ford Fiesta van was parked there and was photographed by several people. Almost anonymous, the 810 fleetnumber carried on the rear (and above the windscreen) pointed to it being an Ensignbus vehicle. Parked in front was 233 (MRJ233W), a 'jumbo' (33ft long) Leyland Fleetline with Northern Counties bodywork. Despite the Manchester registration, this bus was new to Southend Corporation.



Photo 7350, by **Paul Nicholls**, added to LTSV on 03/01/2023.

One of the special bus services operated on the Ensignbus running day on 3rd December 2022 was the X55 from Upminster, through Lakeside and across the river to Bluewater and Gravesend. As a result, some photographers also visited Bluewater, though I have not seen anything from Gravesend. Seen at the bus station was LBSL Incident Response Unit 9076VW from the Eltham allocation. I always thought that Whitecliffs would be a more descriptive name for this location...



Photo 7351, by **Peter Terry**, added to LTSV on 03/01/2023.

Back to Lakeside Bus Station on 3rd December 2022, this van was also parked up and photographed by several people. Numbered 802, WG14FMZ is a Peugeot Partner van new in 2014 which has been with Ensignbus for at least three years. Licensing data suggests that it was sold later in December.



Photo 7352, by **Neal Marshall**, added to LTSV on 03/01/2023.

The smart Ensignbus Volvo FH recovery truck EB20TOW again made an appearance during the running day on 3rd December 2022 and was photographed at Lakeside Bus Station parked ahead of preserved Leyland Fleetline DM2646. The bus was the last Fleetline supplied new to London Transport and currently carries the colour scheme originally applied in 1979 for the Shillibeer anniversary.



Photo 7353, by **Derek Everson**, added to LTSV on 03/01/2023.

On his way back from Lakeside on 3rd December 2022, Derek called in at Dagenham East Station and found 6 LUL service vehicles (more than the usual 2 or 3) in the yard just north of the platforms. Shown here are Renault Kangoo Maxi 8374R and Ford Transit dropside truck 8472F, with Kangoo Maxi 8941R just visible beyond.



Photo 7354, by **Derek Everson**, added to LTSV on 03/01/2023.

Renault Kangoo Maxi van 8941R was one of six LUL vehicles found at Dagenham East Station on 3rd December 2022. Only reported a few times before, this van had been working from Lillie Bridge earlier in the year. More sightings will be needed before I can say whether it has now been reallocated.



Photo 7355, by **Derek Everson**, added to LTSV on 03/01/2023.

Another vehicle found at Dagenham East Station on 3rd December 2022 was Volkswagen Caddy Maxi crew van 8979VW. As with Renault Kangoo 8941R, this van had latterly been based at Lillie Bridge.



Photo 7356, by **Bob Milner**, added to LTSV on 03/01/2023.

While many contributors were at the Ensignbus running day on 3rd December 2022, Bob visited Hounslow to check on the new Dacia Sandero cars. The three NU72FZ- examples were still present, and had been joined by NU72GBE. The numberplate fixing bolt on the latter makes it look more like NU72GDE. At about the same time we obtained a list of RATP service vehicles which showed that there were in fact eleven new Dacias, with fleetnumbers D75132 to D75142. As well as the four at Hounslow, there were four at Hounslow Heath and three at Westbourne Park. It remains to be seen whether any of these gain company lettering and logos.



Photo 7357, by **Malcolm Millichip**, added to LTSV on 03/01/2023.

The impressive frontage (or rearage!) of the former Fulwell Trolleybus depot forms an instantly recognisable backdrop to this photo of an Abellio service vehicle taken on 6th December 2022. The van is DV69EOO, a Vauxhall Vivaro that appears to have been acquired in 2021, when it was less than 2 years old. It has the orange stripe livery, which I believe relates to emissions. Vans at inner London Abellio garages tend to have green stripes, perhaps to indicate they can be used within the ULEZ area. The fleetnumber for DV69EOO is unknown but may be 6911. Note the apparent 'stranger in the camp' in the shape of an RATP BE class BYD electric single decker bus on the left. I had wondered if this was perhaps in store but Malcolm reminded me that the terminus and stand of route 33 is on this side of the garage, an arrangement that started when the route was lost on tender to NCP in 2005. Despite now being back with London United, TfL has apparently decreed that the terminus is to stay here.



Photo 7358, by **Derek Everson**, added to LTSV on 03/01/2023.

London had some snow on 11th December 2022, lasting just about a week. On the 12th Derek visited South Harrow Station and found VW Caddy Maxi crew van 8906VW present in the car park. Normally based at Acton Works, this example had only recently been photographed at Cockfosters (see photo 7324).



Photo 7359, by **Derek Everson**, added to LTSV on 03/01/2023.

Making its third appearance on LTSV, AY20YYR is a Ford Transit Connect Mk2 van operated by Metroline and photographed at the CELF in Perivale on 12th December 2022. Based at Alperton Garage since new in 2020, when that location closed in September 2021 this van perhaps moved to the CELF pending the opening of a replacement facility in Alperton.



Photo 7360, by **Derek Everson**, added to LTSV on 03/01/2023.

Metroline's West Perivale Bus Garage (PA) is almost next door to their CELF (Central Engineering and Logistics Facility) and is sometimes used to store new or withdrawn vehicles. On a snowy 12th December 2022, Derek found brand-new Ford Transit Custom minibus AY72UCO present, in the anonymous red livery that is normal for Metroline crew ferry minibuses. Also present were a number of 22-reg BDE class electric double-deck buses that are awaiting the completion of charging facilities at Edgware Garage before entering service on route 204. These delays have been a common event over the past couple of years.



Photo 7361, by **Derek Everson**, added to LTSV on 03/01/2023.

Found at Hatton Cross Bus Station on 12th December 2022 parked with some of the more typical Ford Fiesta cars was Abellio SG67VFV. A Vauxhall Astra hatchback, it is one of several acquired by Abellio over the past two years. Unlike the colourful Fiestas, all of the Astras have (so far) been grey, black or silver.



Photo 7362, by **Paul Nicholls**, added to LTSV on 03/01/2023.

Ford Transit crew van 9019F is often to be found parked at Neasden Depot but on 13th December 2022 was in a snowy Corringham (Essex).

Photo 7363, by **Derek Everson**, added to LTSV on 03/01/2023.

Derek was out again on 19th December 2022, this time contending with rain rather than snow. At Go-Ahead London's Croydon Garage (which is actually in Beddington), he photographed a trio of Mercedes Vito minibuses. This location has as many as 15 such vehicles allocated for crew ferry duties.

Photo 7364, by **Derek Everson**, added to LTSV on 03/01/2023.

Parked outside Croydon (Beddington) Garage on 19th December 2022, Go-Ahead London Mercedes Vito minibus RK68GYV shows the unmarked red 'livery' worn by the majority of the large fleet. New in Autumn 2018, this example worked from Orpington briefly before moving to Croydon. In the background are more electric buses awaiting entry to service, in this case Ee class double-deckers ordered for routes 119 and 264. The use of the lower-case letter e (to indicate electric) in the class prefix is unique to Go-Ahead London and often causes problems with autocorrect features on computers, particularly with the single-deck SEe class! Fortunately, LTSV is not that advanced...

Photo 7365, by **Derek Everson**, added to LTSV on 03/01/2023.

The Trams service vehicle fleet has become more varied (and larger) in recent years, with additions of several types new to the white/blue/green livery. Photographed at the Therapia Lane Depot on 19th December 2022 were two of three Volkswagen Caddy vans currently used. Note that while LUL prefers Caddy Maxi vans, these three are all to the shorter length. 8995VW (on the left) was new in autumn 2019 with 9164VW (on the right, with roof bars) following a year later. Interestingly, fleetnumbers have hardly advanced over the past couple of years, and the highest reported to date is still only 9165VW.

Photo 7366, by **Derek Everson**, added to LTSV on 03/01/2023.

On a grotty 19th December 2022, Trams Renault Kangoo Maxi van 8660R makes a dash to squeeze through the gates at Therapia Lane Depot. The sign attached to the gate still refers to social distancing.



Photo 7367, by **Derek Everson**, added to LTSV on 03/01/2023.

First Line Recovery have not featured on LTSV before, although they are based on Blenheim Road just around the corner from the former Epsom Buses Garage. Derek caught their DAF XF truck V100FLR, named Alfie, towing Go-Ahead London WHV42 through Kingston on 19th December 2022. Despite the 1999/2000-vintage registration, this truck was actually built in 2022.



Photo 7368, by **Derek Everson**, added to LTSV on 03/01/2023.

Although this Works for London car looks a lot like the pair shown last November (see photo 7315), it is actually a different type. The Morden cars were Kia Niros, while this one is a Hyundai Kona. It was parked at Cromwell Road Bus Station in Kingston on 19th December 2022. While some Works for London vehicles do seem to be kept at bus-related locations, the majority are not, and I am still unsure of whether or not to try and list them on LTSV.



Photo 7369, by **Paul Nicholls**, added to LTSV on 03/01/2023.

Five SPT service vehicles were photographed at Buchanan Street Bus Station on 24th December 2022. For more about what SPT is, take a look at another photograph that I published over 11 years ago (see photo 4284). The only change to the livery seems to be that the SPT logo, already quite restrained, has been changed to a 'stealth', low-visibility version. Of note is that the two cars in the centre of the line on the right are clearly based on the Peugeot Partner design (like the van on the left). However, since a new variant was introduced in 2018, passenger versions of the Partner have been badged as the Peugeot Rifter.



Photo 7370, by **Paul Nicholls**, added to LTSV on 03/01/2023.

Another of the SPT vehicles found at Buchanan Street Bus Station in Glasgow on Christmas Eve 2022 was Peugeot 308 hatchback SD70WLC. This view shows the logo more clearly.



Photo 7371, by **Thomas Young**, added to LTSV on 03/01/2023.

Henley Road Bus Garage in North Woolwich opened in spring 2021 and is not particularly photogenic, being an open yard surrounded by blue hoarding. It was initially used to operate route 69, with new BYD double-deckers, and is barely a stone's throw from the existing Silvertown Garage, also run by Go-Ahead London. No buses run in London on Christmas Day, so most garages are full to the brim. This didn't seem to be the case when I passed Henley Road - perhaps some of the buses had been moved elsewhere. One difference was that vehicles had been used to block the three entrances, including two crew ferry minibuses and one training bus. This view was taken from Albert Road, looking south-east across the parallel Factory Road. For many years these two roads were separated by the North Woolwich railway line. Part of that route has now been used by the Elizabeth Line, and the tunnel portal for this is just out of shot to the right, while a ventilation/access point is just out of shot to the left. The minibus by the way is RX18LLJ.



Photo 7372, by **Thomas Young**, added to LTSV on 03/01/2023.

Henley Road Garage in North Woolwich is an open yard surrounded by a tall blue fence. On Christmas Day 2022, crew ferry vehicle RF19UZR had been used to block the entrance on Henley Road itself. As can be seen, this Mercedes-Benz Vito minibus has a bit of an identity crisis. It carries fleetnumber FV22, in the company-wide series that has not (yet) been widely implemented. It also has window signs proclaiming it to be Silvertown vehicle FY04/FV22, and Henley Road DS05! Given that the two garages are only about a hundred yards apart, perhaps the crew ferry vehicles are shared. Inside the yard can be seen an LT class double-decker, and one of the MEC class Mercedes Citaro single deckers that are now used as driver trainers in a cream and purple livery.



Photo 7373, by **John Godwin**, added to LTSV on 03/01/2023.

Some older (but not OLD) photos have been submitted recently, including two taken by John Godwin at Byfleet on 2nd May 2011. This base was operated by Abellio at the time, and both of the photos show former Royal Mail LDV Convoy minibuses in use as crew ferry vehicles. First up is high-roof BX02EPK, which was numbered 6311 by Abellio but which has no sign of its new ownership. Indeed some of the former Royal Mail markings are still visible, particularly on the front roof dome. Royal Mail vehicles all have a national fleetnumber, parts of which are based on the year of acquisition and the type of vehicle. I don't know how to translate 1780968 though. Most vehicles also have a local fleetnumber, with a prefix for the post code or area they are based in. This minibus was SW11, which was presumably South West London. Rumours that there will be a new LTSV website covering Post Office vehicles are completely unfounded!



Photo 7374, by **John Godwin**, added to LTSV on 03/01/2023.

The other Abellio LDV Convoy minibus photographed at Byfleet on 2nd May 2011 was low-roof BK03YGE, technically now numbered 6309 but looking fairly anonymous. Its former Royal Mail fleetnumber of 3751004 can just be made out above the windscreen, but perhaps more interesting are the traces of Post Bus lettering on the sides. A small number of Post Office minibuses and cars were used to carry passengers as well as mail, primarily in remoter regions such as the highlands of Scotland but also in more unexpected areas like Surrey. The number of Post Bus routes was gradually reduced until the last was withdrawn in 2017.



Photo 7375, by **John Godwin**, added to LTSV on 03/01/2023.

A familiar vehicle at an unfamiliar location. LUL Mercedes Axor mobile office WX08KUY was found (along with minibus 8479VW) at the Sandhurst Military Academy on 27th September 2019 during a recruitment event.



Photo 7376, by **Malcolm Conway**, added to LTSV on 03/01/2023.

The next six photos were all taken at Beehive Lane Roundabout (near Gants Hill) on 21st May 2021, when Malcolm encountered the aftermath of an accident. An articulated tipper truck had overturned, losing most of its load of sand and effectively blocking the whole roundabout. Among a surprisingly high number of response vehicles in attendance was J&A Recovery DAF XF BN68GHD.



Photo 7377, by **Malcolm Conway**, added to LTSV on 03/01/2023.

Another J&A recovery truck attending the accident at Beehive Lane Roundabout on 21st May 2021 was Scania CS02REC. This particular vehicle has actually appeared on LTSV four times before (in 2009 [photo 2546], 2011 [photo 3631], 2014 [photo 4689] and 2019 [photo 6156]) and, perhaps surprisingly, it is as old as its personalised registration suggests, being built in 2002. Still looks smart though.



Photo 7378, by **Malcolm Conway**, added to LTSV on 03/01/2023.

A third recovery truck found at Beehive Lane Roundabout on 21st May 2021 was this anonymous DAF XF unit with high-sided bodywork. The livery shows that it was new to Sovereign Recovery, but it is believed to have been with J&A since at least March 2020 (see photo 6348).



Photo 7379, by **Malcolm Conway**, added to LTSV on 03/01/2023.

Carrying more cones than an ice cream van, this Iveco EuroCargo dropside truck was in attendance following the overturning of an articulated lorry at Beehive Lane Roundabout (near to Gants Hill) on 21st May 2021. It has no branding other than a TfL phone number and web address, and it is presumed to be operated by Works for London. Note the curious structure at the rear. This can be folded down to form a 'crumple' zone, and is deployed when the vehicle has to work on Motorways or dual carriageways.



Photo 7380, by **Malcolm Conway**, added to LTSV on 03/01/2023.

One 'real' service vehicle was in attendance at Beehive Lane roundabout on 21st May 2021 following the overturning of a lorry. LBSL Incident Response Unit 9095VW is normally based at Turnpike Lane and was presumably involved due to bus routes 123, 179 and 462 having to be diverted.



Photo 7381, by **Malcolm Conway**, added to LTSV on 03/01/2023.

There are at least two unknowns about this vehicle, seen attending an accident at Beehive Lane Roundabout near Gants Hill on 21st May 2021. The first is what sort of Mercedes it is, as it has no badging. The second is why it was in attendance, when the only vehicle involved in the accident appears to have been an articulated lorry carrying sand (the trailer of which can be seen on its side in the background). What I can say is that the truck is not as old as its M-prefix 'select' registration suggests, and it was actually built in 2007. Another H&A Truck Assistance vehicle can be seen in the background in the shape of Mercedes Sprinter van BE57HNA (actually new in 2018).



Photo 7382, by **Malcolm Conway**, added to LTSV on 03/01/2023.

An impressive array of recovery equipment seen at Beehive Lane Roundabout on 21st May 2021, as three J&A vehicles wait to start the removal of an articulated tipper that had overturned. The cab of the artic can just be seen at the far left, while some of its load of sand is visible between the two red recovery vehicles.



Photo 7383, by **Derek Everson**, added to LTSV on 03/01/2023.

Until today, 9094VW was the only one of the current fleet of 45 Volkswagen Crafter Incident Response Unit vans not to have appeared on LTSV. I was hoping to receive a photo of it NOT taken at Eltham Bus Station, but I lost patience so here is a view of it 'at home' on 10th August 2021.



Photo 7384, by **John Godwin**, added to LTSV on 03/01/2023.

One more LBSL IRU today, with this fine study of 9071VW at Waterloo Station on 31st March 2022. Curiously this is a Morden van, whereas you might expect central London locations to be covered by the Victoria allocation.



Photo 7385, by **John Godwin**, added to LTSV on 03/01/2023.

Ford Transit Custom high-roof van 9003F was one of several whose delivery was affected by the COVID-19 pandemic. First licensed in July 2020, its actual date of delivery is not known, though it was certainly in service by late October. It then proved troublesome in that we kept missing its fleetnumber, and it was not until 2022 that the match was made. On 11th April 2022 John caught 9003F crossing Blackfriars Bridge.



Photo 7386, by **Andrew Lidinson**, added to LTSV on 03/01/2023.

The list of RATP service vehicles that was received recently had some further vehicles that we did not know about (in addition to the new Dacia Sandero cars). Perhaps the most interesting was a Mitsubishi Fuso Canter flatbed truck that was given fleetnumber FB10000. It turns out that this was present during the mini open day held at Fulwell Garage on 23rd July 2022, though it was parked at the back of the garage and only appears in the distant background of photos. There were also four BYD E6 electric cars, and Andrew recalled seeing one at the same event. He didn't know it was a service vehicle at the time, but fortunately he photographed it anyway, meaning I can now show RATP B77006 (LK66KVVH). Similar B77007-B77009 are all based at Shepherds Bush Garage and have the same unmarked black livery.



Photo 7387, by **Richard Davis**, added to LTSV on 23/02/2023.

Dynes recovery trucks seem to have become a more common sight on London bus related work of late. However, this example was seen kicking up dust at the Truckfest show in Newark on 2nd October 2022. AY72UHV was a four-axle DAF first-licensed the month before, and named Lisa.



Photo 7388, by **Richard Davis**, added to LTSV on 23/02/2023.

Dynes also had a 4-axle Volvo FH recovery vehicle at the Truckfest show in Newark on 2nd October 2022. KM22UUZ has the name Reuben painted on the cabsides.



Photo 7389, by **Richard Davis**, added to LTSV on 23/02/2023.

As part of the PRDC (Professional Recovery Driver's Club) demonstration during the Truckfest show at Newark on 2nd October 2022, Reuben and Lisa (aka Dynes Recovery Volvo KM22UUZ on the left and DAF AY72UHV on the right) teamed up with an orange Volvo FH truck of Crouch Recovery (center background) to demonstrate the techniques for righting heavy goods vehicles.

Photo 7390, by **Thomas Young**, added to LTSV on 23/02/2023.

Although many of the Go-Ahead London Mercedes Vito minibuses are still operating without fleetnumbers, the pair at Bexleyheath have tried to compensate by carrying multiple applications of numbers. These are however local numbers BX1 and BX2, rather than the company-wide FVxx numbers. I see both vehicles passing through Abbey Wood on a regular basis, and it seems that the quantity of fleetnumbers applied keeps changing. Or maybe it is just my memory playing tricks. Anyway, when I caught RJ19HSK passing Sainsburys on 24th October 2022, it was showing BX1 twice on the rear and twice on the offside.

Photo 7391, by **Ray Monk**, added to LTSV on 23/02/2023.

Most LUL vehicles seem to turn up at Acton Works sooner or later. 8457VW is a Volkswagen Caddy Maxi van new in May 2017 but which has only been reported a couple of times, and not at all since Autumn 2020. As such we have no clue as to where it may be based. On 2nd January 2023 it was parked outside the Distribution Services (or Vehicle Logistics as it is now known) offices at Acton Works. The sign in the background made me wonder whether LUL will do anything to celebrate the 75th anniversary of the department next year.

Photo 7392, by **Lee Thatcher**, added to LTSV on 23/02/2023.

It looks like all eleven of the Dacia Sandero cars added to the RATP fleet in late 2022 are going to be operated anonymously. NU72GBX is from the Hounslow Heath allocation and is officially numbered D75139. On 2nd January 2023 it was found on nearby Green Lane doing a crew change on route 423.

Photo 7393, by **Clive Greedus**, added to LTSV on 23/02/2023.

Dynes pops up again, and this time it is on London bus work. Clive found their AY22UKT helping an Arriva DW bus at Newbury Park Station on 2nd January 2023. Unlike the example seen at the Truckfest show (see photo 7387), this DAF XF has only three axles, while the red stripe along the sides is positioned higher up. Just visible on the left is a blue and silver double-decker of Ensignbus. This company is often involved in railway replacement services, and Newbury Park is sometimes used by services replacing the Liverpool Street to Shenfield trains, so as to provide an access to the Underground. Ensignbus has been in the news recently, having been bought by First group.



Photo 7394, by **Bob Milner**, added to LTSV on 23/02/2023.

There are still lots of RATP's original 30 Dacia Sandero cars that have yet to make an appearance on LTSV. Six are based at Hounslow Heath Garage (along with four of the newest batch), and Bob photographed D75115 (MJ69YWA) there on 7th January 2023.



Photo 7395, by **Bob Milner**, added to LTSV on 23/02/2023.

Bob visited several RATP garages on 7th January 2023, and photographed quite a few service vehicles. Outside Shepherd's Bush Garage was Dacia Sandero D75127 (MJ69ZPH). This is quite an interesting garage because, although it is at the end of a dead-end road, there is a public footpath that cuts through to a nearby street. As such you can walk past (and see) most parts of the location.



Photo 7396, by **Bob Milner**, added to LTSV on 23/02/2023.

Following the breaking-up of Tower Transit in 2021/2022, Westbourne Park Garage is now operated by RATP, although technically run by a separate subsidiary called London Transit. Its buses have been renumbered into the RATP series and it received three of the eleven new Dacia Sandero cars delivered to the group in late 2022. NU72GCF and NU72GBZ were seen in the canal-side yard on 7th January 2023 and are officially numbered D75141 and D75140 respectively. No markings are carried.



Photo 7397, by **Thomas Young**, added to LTSV on 23/02/2023.

On 18th January 2023 I found myself in Crystal Palace and I was thinking of the reports of an Arriva Ford Transit Custom van seen there recently. As if by magic, the van itself appeared, and I just managed to grab a hasty photo using my phone. One of three similar vans new in May 2021, the company had listed AJ21CPX as being allocated to Grays. Given that Grays also had similar (but newer) AK22LXS, and that AJ21CPX had been seen at Crystal Palace and Selhurst Park, this seemed doubtful. Indeed this van has since been reported at Croydon Garage, which seems likely to be its current allocation.



Photo 7398, by **Keith Ward**, added to LTSV on 23/02/2023.

Clive Greedus has forwarded a set of photos taken at Hainault Depot by Keith Ward on a gloriously sunny 21st January 2023. Photos from within locations are always of interest, particularly of depots with large allocations that cannot otherwise easily be seen. Hainault has often had a couple of four-wheel drive vehicles, and indeed both of the Ford Rangers in the current LUL fleet are based here. Both have crew cabs and glazed hard-tops, as shown by 9008F. Beyond are Ford Transits 8444F and 8666F, though these will be shown again in a minute!



Photo 7399, by **Keith Ward**, added to LTSV on 23/02/2023.

Although 21st January 2023 was sunny, many of the service vehicles found at Hainault Depot seemed to be lurking in the shade. Shown here is the one part of the depot that can be seen from a public vantage point, although it is a long walk to get there. The vans here were all Ford Transits for a few years (as seen in 2018, see photo 5636), but some were ousted by a trio of Volkswagen Crafter vans in autumn 2020. From right-to-left, the vans are Transit 8409F, Crafters 9127VW, 9126VW and 9125VW and Transit 8406F. Volkswagen Caddy Maxi 8268VW plus one other are visible at the far left.



Photo 7400, by **Keith Ward**, added to LTSV on 23/02/2023.

Another shaded line-up at Hainault Depot on 21st January 2023, this time made up entirely of Ford Transit vans. Four of the vans are mid-height (8401F to 8404F, all with LS17X-- registrations), with high-roof 8412F being the odd one out.



Photo 7401, by **Keith Ward**, added to LTSV on 23/02/2023.

I don't think Keith would have known the significance of this van when he photographed it at Hainault Depot on 21st January 2023. Seemingly a bog-standard LUL Renault Kangoo Maxi van, 8421R is rather special for having avoided being seen by anyone on LTSV since it was delivered in autumn 2017. Given the dedication of some of our members, that is quite an achievement!



Photo 7402, by **Keith Ward**, added to LTSV on 23/02/2023.

Another interesting vehicle found at Hainault Depot on 21st January 2023 was Ford Transit dropside truck 9110F. Delivered in spring 2021, this truck was given Trams lettering and a green stripe, but then remained at Acton Works for a few weeks. It was then not seen for over a year, by which time it had been changed to LUL white/blue/red. It is presumed it was reliveried before leaving Acton.



Photo 7403, by **Keith Ward**, added to LTSV on 23/02/2023.

A slight numerical coincidence was the parking of Ford Transits 8444F and 8666F together at Hainault Depot on 21st January 2023. Both are long-wheelbase, mid-height Mk8 vans, although 8666F on the right is to crew van configuration. Both also seem to have always been based at Hainault. Sightings suggest that such vehicles do make the odd appearance at Acton or Lillie Bridge, particularly at night. Note the cardboard on the windscreen of 8444F - there were some frosty nights at the time.



Photo 7404, by **Keith Ward**, added to LTSV on 23/02/2023.

One last photo taken at Hainault Depot on 21st January 2023 and unfortunately the vehicles were all too far away to be positively identified. The Toyota Prius is most likely 8624T, while the Ford Ranger beyond must be 9009F, since 9008F had already been photographed elsewhere in the depot. As for the Transit dropside beyond the fence, I have no idea, and 9110F (already shown) is the only vehicle of this type we currently have listed as being allocated here.

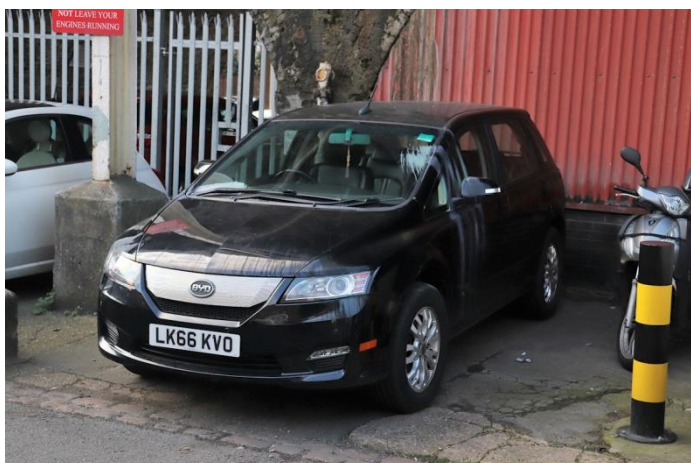


Photo 7405, by **Derek Everson**, added to LTSV on 23/02/2023.

Since we learned that RATP had a batch of four BYD E6 electric cars in its service vehicle fleet, several people have submitted photos of LK66KVO at Shepherd's Bush. The garage here is officially home to three of the four cars, though only this one seems to be seen. Also, since the photo of similar LK66KVH at Fulwell was taken from behind (see photo 7386), I really wanted to show the front. I had to wait until Derek found it parked the right way round on 24th January 2023.



Photo 7406, by **Keith Ward**, added to LTSV on 23/02/2023.

Ford Transit van 8993F is usually parked behind the shutters at Griffith House and it is believed to be a Pumps and Drainage response vehicle, accounting for its emergency-style livery enhancements. On the night of 26th January 2023 (note the N5 night bus in the background) it was found outside Edgware Station.



Photo 7407, by **Dave Wolstencroft**, added to LTSV on 23/02/2023.

8691T is one of a pair of Toyota Yaris cars delivered in TfL Taxi-Private Hire white/blue/lilac livery in autumn 2018. Since then, it has normally been based at Wembley Park Station (as seen here on 3rd February 2023) with just a couple of sightings of it elsewhere. I believe the main use of these vehicles is for night-time checks of taxi and mini-cab operations.



Photo 7408, by **Ray Monk**, added to LTSV on 23/02/2023.

Peugeot Partner Tepee car 8484P carries Emergency Incident Vehicle lettering and Battenburg striping on LUL white/blue/red livery and, as seen here, has rear chevrons. Delivered in June 2017, it was allocated to Bollo House in Acton Town as a replacement for similarly-liveried Volkswagen Caddy 7034VW (see photo 5384). It then moved to Arnos Grove Depot as a replacement for their Incident Vehicle (car 7798VW, see photo 5535), though more recently it seems to be covering both locations. On 4th February 2023 it was at Bollo House, but was parked near the end of the compound for a change, meaning it could be photographed from the road.



Photo 7409, by **Ray Monk**, added to LTSV on 23/02/2023.

Until recently, the central fleet would normally see around 200 additions each year, and a visitor to Acton Works would usually find at least a couple of new vehicles present. The post-COVID financial situation has resulted in an unprecedented suspension of fleet renewal, and it has been well over a year since any new vehicles have been seen at Acton. On 4th February 2023, one new vehicle was found in the lorry yard at Acton, but being a rather specialised item, it is possible it had been ordered before the freeze. Carrying the standard blue livery and with number T80 applied to the headboard, it was a 3-axle flatbed trailer built by Nooteboom. This Dutch firm specialises in trailers for oversize or overlength loads, and T80 looks to be one of their Teletrailer Longrunner models. These have steerable rear axles and can be extended in length up to 30 meters. As an aside, the fact that this has been numbered T80 would suggest that the


	<p>mini fuel-tanker trailer bought in about 2018 (see photo 5661) is most likely allocated T79.</p>
	<p>Photo 7410, by Derek Everson, added to LTSV on 23/02/2023.</p> <p>On a misty 7th February 2023, Derek visited Abellio's Beddington Cross Garage and photographed several crew ferry vehicles. Among them were Ford Fiesta CK11MDZ and Vauxhall Astra DS68KGA. The Fiesta has been owned since at least 2014 (when it was just 3 years old), is allocated fleetnumber 6775 and has always been based at Beddington. The Astra was added in about 2021 (when it too was 3 years old) and it is not known if a fleetnumber has been allocated. Note that the cars are parked in bays marked as FV15 and FV17, showing just how many ferry vehicles this garage uses. In the background are a couple of the new Caetano e.City Gold buses due to enter service shortly on route 433.</p>
	<p>Photo 7411, by Malcolm Millichip, added to LTSV on 23/02/2023.</p> <p>A fine study of RATP Renault Master van R70032 (MF20RYU) seen on Sheen Road in Richmond on 8th February 2023. A recent list from the company showed this van as being based at Hounslow Heath. However, when seen it was attending to a broken-down bus on route 33, which is run from Fulwell Garage. As is often the case, more sightings and reports would be useful to determine if the van has indeed moved.</p>
	<p>Photo 7412, by Dave Wolstencroft, added to LTSV on 23/02/2023.</p> <p>Dave Wolstencroft has recently been doing almost weekly night trips to London, which is pretty devoted for someone who lives about 90 miles away! On 9th February 2023 he looked at the Griffith House area. This location is almost unique in that the many vehicles that visit at night are parked on public streets and hence can be photographed relatively easily. Dave used his phone to capture some of the vehicles, most of which have not been shown on LTSV before. The results are surprisingly good, though his habit of taking the photos in portrait format (rather than landscape) means that I have had to crop them quite tightly to suit my standard aspect ratio. Shown here is Renault Kangoo Maxi van 8370R. Getting on for 6 years old, this van is a regular visitor, though it can also sometimes be seen (in daylight) at nearby Edgware Road Station.</p>



Photo 7413, by **Dave Wolstencroft**, added to LTSV on 23/02/2023.

Parked right outside Griffith House on the night of 9th February 2023, 8739F is one of a large batch of Ford Transit Custom crew vans delivered in spring 2019 for use by the Lifts and Escalators department. Most of the vans were nominally allocated to Frank Pick House at Acton, but 8739F is one of several that are now seen more often at Griffith House. Behind the van are the shutters of the parking bays, which unfortunately seem to be kept closed a lot more these days, while Renault Kangoo Maxi 8364R is also visible.



Photo 7414, by **Dave Wolstencroft**, added to LTSV on 23/02/2023.

While Renault Kangoo Maxi vans are the most numerous type to be seen on night visits to Griffith House, other types do turn up. Seen on Harcourt Street on the night of 9th February 2023 was Volkswagen Caddy Maxi crew van 8998VW, with a Toyota Prius behind (coming up next).



Photo 7415, by **Dave Wolstencroft**, added to LTSV on 23/02/2023.

Almost 50 Toyota Prius hybrid cars were leased for use by LUL between 2017 and 2019, and one of the first arrivals was 8489T. This is a regular night visitor to Griffith House, and was found parked on nearby Harcourt Street on 9th February 2023. Possibly as a result of cutbacks, some of the slightly newer Prius cars went off lease during 2022.



Photo 7416, by **Dave Wolstencroft**, added to LTSV on 23/02/2023.

The central fleet (used by LUL, London Buses, TfL and so on) has been reduced somewhat over the past couple of years. Renewal has been frozen, while withdrawals have continued. One type that has almost disappeared is the Ford Fiesta. At the beginning of 2022, there were about 32 in stock, comprising a mix of cars and vans, and all in LUL white/blue/red livery. A year later, there were no more than 6 left, and some of these may have also gone. One of the survivors is van 8354F, evidently still in use since it was photographed on Harcourt Street (near Griffith House) on the night of 9th February 2023. Renault Kangoo van 8828R is in the background, this being one of the relatively rare, 'normal' length variants.



Photo 7417, by **Dave Wolstencroft**, added to LTSV on 23/02/2023.

An interesting find on the night of 9th February 2023 was this TfL-liveried Toyota Yaris car parked near Baker Street Station. 8842T was one of seven delivered in April 2019 and which were notable for initially gaining LUL white/blue/red livery before having it changed to TfL white/blue. A second batch of seven Yarises arrived a month later and went straight to TfL livery. All of the cars have been somewhat elusive ever since, and we don't have allocations for most of them. Some have been seen at night, which would suggest that they are being used by LUL. It occurred to me that perhaps the white/blue livery was a new policy for a generic livery for cars, irrespective of operator. However, this seems unlikely as at least a couple of cars were later delivered in LUL livery (such as Yarises 9112T and 9113T and Prius 9004T).



Photo 7418, by **John Scotford**, added to LTSV on 23/02/2023.

Arriva Ford Transit Connect van GM66WFH is allocated to Hemel Hempstead, and was photographed in the town on 10th February 2023. Company fleetnumber V078 is allocated, though it does not appear to be carried, and the van has promotional graphics on the sides. That on the offside is for recruitment, while the nearside advertises the Arriva Bus App (see photo 6877).



Photo 7419, by **Bob Milner**, added to LTSV on 23/02/2023.

The numerous vehicle sightings logged by members such as Bob Milner are invaluable when it comes to trying to keep LTSV up to date, especially in terms of allocations. For example, he recently visited Abellio's Southall Garage and noted two of the white 22-reg minibuses at work. Four of these Ford Transit Customs had been acquired in 2022, initially for use from the new garage in Hayes (Dawley Road). We speculated whether the allocations of crew ferry vehicles were perhaps shared between the two locations, but then I realised that the four similar minibuses added to the Southall allocation during the COVID pandemic (silver HY68AYX, HY68AZC, HY68AZF and HY68AZJ) had not been reported for a while. It seems probable that the silver minibuses have now gone off-hire, with the white minibuses now based two each at Hayes and Southall. EO22KKU was photographed at Southall on 11th February 2023 with Ford Fiesta HG12WWC beyond. The car probably also need updating, as it was previously based at Fulwell.

Photo 7420, by **Derek Everson**, added to LTSV on 23/02/2023.

Stagecoach London produces a monthly update on changes to its vehicle fleet, known as Fleet Cards. For a while, these were made available on the company's website. They now seem to be unpublished, though copies are provided to organisations such as LOTS. In mid-2022, a Fleet Card was seen which listed a new Vauxhall Vivaro electric van based at West Ham and allocated national fleetnumber 91760. The card also listed the various ex-Stagecoach South East vans that were then in use as engineering vehicles, plus a number of hired vehicles used as crew ferries. Observations have shown that further Vauxhall Vivaro vans were delivered in autumn 2022, allowing the South East vans to return home. However, the most recent Fleet Cards do not reflect these changes, still showing information that we know to be out of date. As such, we are reliant on reported sightings, and we also don't know what the fleetnumbers for the new vans are. Possibly the last of the new Vauxhalls to be reported was DY22LBG, seen at Walthamstow Bus Station on 14th February 2023. While several of the vans have been given company lettering, this one is anonymous, and is presumed to be based at Leyton Garage. Note that these vans have sliding cargo doors on both sides. Many vans have these only on the nearside.

Photo 7421, by **Malcolm Millichip**, added to LTSV on 23/02/2023.

This silver minibus is now a regular sight at Richmond Bus Station, ferrying drivers for bus route 190 (as seen on 20th February 2023). It is therefore no doubt based at Metroliner's Brentford Garage and possibly replaced hired Vauxhall Vivaros DS68SYF (see photo 7199) and DS68TPY. Online resources state that MF72ZDR is a Ford Tourneo Custom 320 L1H1 minibus. However, if you know your Fords you will see that this is actually an L2H1 (ie long-wheelbase) version. Another Tourneo Custom (white MT19CYV) was also working from Brentford last year and reports of this would be helpful to determine if it remains in use.

Photo 7422, by **Brian Maguire**, added to LTSV on 23/02/2023.

Last year Clive Greedus set up a Facebook group entitled 'London Transport Service Vehicles - Historical Research Group'. This has already accrued lots of members, with photos and discussions about old service vehicles. I have been given permission to show a couple of photos from the group, starting with this one taken near Kidwelly (South Wales) in the late-1960s or early-1970s. Ford Anglia car 592BXV was owned by Brian's brother at the time, but it was originally with London Transport. As well as the numbered/liveried vehicles, LT also had a sizable fleet of unmarked cars. These were generally assigned to particular members of staff and could often be recognised by having registration numbers in series with other LT service vehicles or buses. Having said that, photos of such cars are very rare and, as a result, we don't know the livery for most of them (this not being mentioned on the LT documents that covered them). 592BXV was new in June 1961 and was allocated to Northfleet Garage as a 'Joint Car'. I have never been clear if this title relates to vehicles that were shared between different departments (such as Operations and Engineering) or between different garages. Many LT cars were only kept for a year or two, and 592BXV was no exception, being sold in 1963 following replacement by similar 483FJJ.



Photo 7423, by **Robin Newell Collection**, added to LTSV on 23/02/2023.

Another photo from Clive's LTSV-HRG Facebook group is this one from Robin Newell's collection. It was posted in the hope that someone would know more about it but, having drawn a blank, Robin agreed to showing it here too. Clearly an official photo, it shows a pneumatic-tyred van in a dark livery with LONDON'S UNDERGROUND lettering on a side panel. At least I assume the U and the D are there but in a lighter colour that does not show clearly. Unfortunately it has no fleetnumber, while the registration plates are out of view. Vehicles of this vintage are well beyond my knowledge, but I reckon it could be a Ford Model T and that it was probably operated in the 1920s or early 1930s. It could possibly be one of the vehicles we know about (such as 30-cwt vans GH9550 and GH9593) but I have no way of knowing. Do get in touch if you can add anything. By the way, I found myself wondering what this van would look like in modern-day LUL white/blue/red livery!

Comment by *Andrew Colebourne* on 17/04/2023: The U and D are there faintly as is some of the border decoration. The photographic emulsion was not very sensitive to blue. A similar effect can be found in pictures where there are Union flags, the red seeming darker than the blue. In this case I think the remaining lettering is likely to be black. A version of the "London's Underground" logotype can be seen in this 1921 "Suggestions" sticker in the LTM collection:
<https://www.ltmuseum.co.uk/collections/collections-online/posters/item/1983-4-8>

Comment by *Andrew Colebourne* on 17/04/2023: Use of this logotype or versions of it seems to have peaked in about 1922 certainly a few years later it had been superseded by much simpler branding.

Comment by *Phillip Walton* on 21/04/2023: The van is a Ford model T. It has the post 1916 radiator and the curved edges to the wings suggest it dates from the mid twenties.



Photo 7424, by **Bob Milner**, added to LTSV on 09/03/2023.

Numerically the last of the dozen Renault Master vans added to the RATP fleet in August 2020 is R70041 (MF20RZN). It was photographed at its home base of Stamford Brook Garage on 28th January 2023.

Photo 7425, by **Derek Everson**, added to LTSV on 09/03/2023.

London's fleet of New Routemasters are now going through a mid-life ~~erisis~~ refurbishment program, with some of the work being undertaken by Hants and Dorset Trim in Eastleigh. This company (which is owned by the Go-Ahead group) deals with the body and interior but does not do any mechanical work. When Derek visited on 28th February 2023 he found Arriva London's LT184 about to be towed back to Edmonton Garage by a Mercedes Actros of Ashley Wood Recovery. The truck is not quite as old as its N50TOW registration suggests, having been built in 2004.

Photo 7426, by **Simon Dixon**, added to LTSV on 09/03/2023.

Simon sent in some recent photos of service vehicles seen in Milton Keynes, including a couple of Mercedes Sprinter minibuses that appear to be in use as crew ferries. BT66UAM is in Arriva blue and retains a few bits of the swoop graphics originally applied when it was used in passenger service. Given fleetnumber 1001, this vehicle was used on various minibus schemes around Kent and Surrey, though none appear to have been particularly successful.

Photo 7427, by **Simon Dixon**, added to LTSV on 09/03/2023.

Another service vehicle seen in Milton Keynes recently was Arriva-branded Ford Transit Custom van RV20XON. I was going to add this vehicle to the database but then I considered whether it was really eligible. After all, Milton Keynes is about the same distance from London as Brighton. The fact that LOTS did cover the Milton Keynes operation for a while is really down to a quirk of history. To recap, the London Omnibus Traction Society was set up in 1964 and provided information about buses running in the London Transport area. They continued to do this as the operations beyond the Greater London boundary were split off to form London Country Bus Services. This company was then split into four, and the North West company was eventually bought by Luton and District (formed from part of National Bus Company subsidiary United Counties) and merged to form the Shires. It was then bought by Arriva and became Arriva the Shires, and it took over bus services in Milton Keynes following the purchase of MK Metro by Arriva. Phew! All that to explain that I don't intend to cover the Milton Keynes fleet in the LTSV database. Happy to show the occasional photo though...



Photo 7428, by **Lee Thatcher**, added to LTSV on 09/03/2023.

Having standardised on second-hand Ford Fiesta cars for many years, Abellio has recently been buying other models for use as crew ferries. On 1st March 2023 Lee found YE67VPJ at the Tesco in Twickenham, with fleetnames applied to its silver bodywork. This is the first known example of the Corsa model with Abellio, and it will be noted that it is very similar in size and shape to the Ford Fiesta (represented by EK61WWA - still with its transplanted roof [see photo 6436]- alongside).



Photo 7429, by **Ray Monk**, added to LTSV on 09/03/2023.

There are four Mitsubishi Outlander cars in the central fleet at present, three of which are used by LUL. The fourth is in TfL white/blue livery, and we are not really sure where it is based or which department it is assigned to. Several sightings suggest that it may be used by LBSL (London Buses), including when it popped-up at Eltham Bus Station on 2nd March 2023 as seen here. The white/blue livery is also carried by the four Nissan Leaf cars that are with LBSL (one of which can be seen in the background).



Photo 7430, by **Peter Terry**, added to LTSV on 09/03/2023.

Having just published a photo of this 'elusive' truck last month (see photo 7402), I then received another! Ford Transit dropside 9110F was caught passing Warren Street on 2nd March 2023. The curious back-lighting is sunlight reflected off the office buildings on the other side of Euston Road, while this vehicle's claim to fame is that it carried Trams white/blue/green livery for a short while when new.



Photo 7431, by **Dave Wolstencroft**, added to LTSV on 09/03/2023.

Given that they can all (normally) be seen quite easily, there are relatively few sightings or photos of the four Renault Kangoos used as Incident Response Vehicles for the Central Line. Actually, the Leytonstone van is not so easy to see these days, as it is now normally kept in the private yard to the west of the station rather than in the bus station to the east. Dave photographed 8680R at the former on 2nd March 2023.

Photo 7432, by **Peter Terry**, added to LTSV on 09/03/2023.

There were more Abellio service vehicles than usual at Hatton Cross on 4th March 2023, presumably because the company was also working a Piccadilly Line replacement bus service. Seen here is previously unreported Vauxhall Astra estate MV17LVH in black livery. Beyond is Ford Tourneo Connect minibus 6742 (EJ57WVE), a surprising survivor. Over 15 years old, it has been with Abellio for at least 11 years.

Photo 7433, by **Lee Thatcher**, added to LTSV on 09/03/2023.

Lee also passed through Hatton Cross on 4th March 2023, and he too found a previously unreported black Vauxhall Astra with Abellio! His was hatchback MV16OUK, as compared to Peter's estate MV17LVH. Lee took 2 photos of this car, and I have chosen to use the one lower in quality but higher in artistry! I can't call it a night shot though, as it was only taken at dinner time. Abellio London has been in the news again recently. The long-running strikes have ended following a resolution to the pay and conditions dispute. More significantly, the management buy-out agreed in August 2022 was finally completed in February 2023. Abellio London, along with several railway franchises, are now run by Transport UK Group. The NS logo (of Dutch Railways, the former owners) will no doubt be removed from fleetnames in due course, though it is not yet clear if the Abellio name will be retained.

Photo 7434, by **Ray Monk**, added to LTSV on 09/03/2023.

Seen at Acton Works on 4th March 2023 was Volkswagen Caddy Maxi crew van 9042VW, one of a batch of three such vehicles delivered in January 2020 and all based at Stratford Market Depot. They are normally only seen at night, though interestingly 9043VW was also present at Acton Works on this date, parked on the stub road with evidence of accident damage.

Photo 7435, by **Ray Monk**, added to LTSV on 09/03/2023.

Two new lorries were delivered to Acton Works in late February 2023, though it is not yet clear if they are 'proper' fleet additions or just more hires. Both are based on the Volvo FMX (which appears to be a 'ruggedised' version of the FM model) and both currently have white cabs with no markings. KM72XPP is a four-axle tipper/grab-loader, and was photographed in the lorry yard at Acton Works on 4th March. To the right is hired flatbed lorry NC14NDC, which has been with LUL for a couple of years.

Photo 7436, by **Ray Monk**, added to LTSV on 09/03/2023.

A rear view of newly-delivered Volvo FMX grab-loader KM72XPP at Acton Works on 4th March 2023 shows the tipper body (made by Charlton and finished in a shade of blue very similar to that used by LUL) and the lifting rear axle, which has a considerably narrower track than the others. Note also that a FORS (Fleet Operator Recognition Scheme) sticker with LUL's ID of 000016 has already been applied to the rear. The fact that no LUL livery or lettering was applied at the same time might suggest that this lorry is only on hire. Other hired lorries do display the LUL FORS label, as visible on the Saunders flatbed lorry on the right (see photo 6850).

Photo 7437, by **Ray Monk**, added to LTSV on 09/03/2023.

The other new lorry at Acton Works on 4th March 2023 was Volvo FMX KM72XPV with a curtainsided box body and a tail-lift. The front and rear of the body are blue (with red safety markings on the rear), while everything else is white. The lorry was parked next to similar but longer Y29BRS (see photo 6927), which has been on hire from Saunders for well over a year. The latter truck also differs in having a tuck-under tail-lift. I kind of hope that the new Volvos are 'permanent' fleet additions, and that they will be given full LUL livery. It is equally possible that they are just on hire though. I don't add hired vehicles to the database, so these two will not be listed unless/until they are given lettering.

Photo 7438, by **Ray Monk**, added to LTSV on 09/03/2023.

Ray had a look at Museum Way in Acton on 4th March 2023 and found a number of vehicles parked outside. Almost hidden among a gaggle of Renault Kangoos was VW Caddy Maxi crew van 8996VW. New in autumn 2019, very little had been seen of this van until mid-2022, when it appears to have been reallocated here.

Photo 7439, by **Scott Tillbrook via Phil Hambling**, added to LTSV on 18/04/2023.

Most of today's photos were taken over the past few months but first here is a slightly older one, showing LUL Mercedes Sprinter van 8207M passing King's Cross Station on 31st July 2022. It shows more clearly the emergency style livery carried by this Griffith House based van, and it also shows what modern SVs might have looked like if roof-mounted roundels were still in use! The roundel of course belongs to the tube station entrance behind the van. 8207M was withdrawn in late 2022, seemingly having been replaced by Ford Transit 8993F (although this was new two years earlier). Regular visitors will recognise the name of the photographer. Scott contributed a lot of photos around 2007 but I have not heard from him in over 12 years, so it is good to know he is still active.

Photo 7440, by **Neal Marshall**, added to LTSV on 18/04/2023.

LUL Toyota Prius car 8512T has often been used by the Emergency Response Unit since it was delivered in summer 2017, this usually being evidenced by a card carried in the windscreen. The card was in place when Neal caught the car passing St George's Circus heading for the nearby London Road Depot on 30th January 2023.

Photo 7441, by **Neal Marshall**, added to LTSV on 18/04/2023.

A lucky catch by Neal on 6th February 2023 was this pair of Go-Ahead London service vehicles seen near Merton Garage. To the fore is Merton's engineers van, Ford Transit Custom EF19HFP. Some of Go-Ahead's engineering vans carry lettering but this is one of several to have nothing but a yellow 'safety' stripe. Following behind is Ford Transit Connect crew van EY67WUB. New in late 2017 this vehicle has generally been used as a crew ferry, initially at Morden Wharf before moving to Merton in early 2022. As with most Go-Ahead crew ferries, it is unmarked.

Photo 7442, by **Neal Marshall**, added to LTSV on 18/04/2023.

Go-Ahead London does sometimes move its crew ferry vehicles around, perhaps to even out usage. WO21PFE is a Mercedes Vito - very much the Go-Ahead standard - and it was initially based at Orpington garage. In about spring 2022 it moved across to the former Metrobus garage in Croydon, and on 26th February 2023 it was photographed awaiting custom at Therpia Lane tram stop. More recently there has been another round of shuffling and WO21PFE is now based at Northumberland Park.

Photo 7443, by **Neal Marshall**, added to LTSV on 18/04/2023.

Arriva still has a premises in Beddington, not too far from the Abellio and Go-Ahead bus garages. Located on Beddington Farm Road, this is not the same base that Arriva inherited from London & Country (closed in 2014 and now in use by building materials firm CCF), but as it is only about 200 yards away, I have linked this photo to that location rather than adding a new one. The newer location is known as Sidney House Outstation and is formed of a smallish open yard just at the bend in Beddington Farm Road. It is not used for any regular bus operations, just for driver training and vehicle storage. When Neal visited on 26th February 2023 there were three unmarked vans present, comprising Ford Transit Customs HK19UBO and BC19HZF and Peugeot Expert NU20KZX. It is possible that these are used by Arriva for driver training (as with the unmarked vans seen at Edmonton last year, see photo 7132),


	<p>but I don't think there is much point in adding them to the database.</p>
	<p>Photo 7444, by Neal Marshall, added to LTSV on 18/04/2023.</p> <p>Neal encountered this Dynes recovery truck twice in early 2023, this occasion being on 6th March in Croydon. It was attending to an Arriva London Enviro 400 bus that had conked out near the bottom of Dingwall Road, close to East Croydon Station. This road has a one-way bus lane at this section, the other lane being reserved for cyclists, with poles to separate the two (the van visible would appear to be somewhere it shouldn't have been). A breakdown here could therefore have been rather awkward, though it looks as though there would be room for other buses to squeeze past. MX71BBZ is a Scania P410 with a rather low-profile cab and body and which had been seen by Ray at Eltham a year previously (see photo 7112). As well as the name Nellie painted on the cabsides, a numberplate in the windscreen shows it to be Junior 2.0. I wonder what happened to Junior 1? I also don't know what the object on the cab roof (between the two beacon lights) is.</p>
	<p>Photo 7445, by Ray Monk, added to LTSV on 18/04/2023.</p> <p>The delivery of new Vauxhall Vivaro electric vans for Stagecoach London has seen the replacement of most of the Ford Transit Custom vans previously used as engineering support vehicles. Just two remain, these having been delivered some time after the main batch arrived in 2016. MX68ZMU arrived in late 2018 for Catford Garage and was given national fleetnumber 95252. This was a (perhaps) unique example of a fleetnumber being reused for the same purpose, two earlier generations of Catford van also being numbered 95252. The new van managed to avoid being photographed until Ray found it dealing with a broken-down Enviro 200 in Southend Crescent, Eltham, on a damp 10th March 2023.</p>
	<p>Photo 7446, by Peter Terry, added to LTSV on 18/04/2023.</p> <p>Another Go-Ahead Vito minibuss, but another topical view. WO21PFX was photographed outside Plough Lane Garage on 12th March 2023. Referred to as Waterside Way by Go-Ahead, this location was only opened in 2003 but it was closed after operation on Friday 24th March 2023, with routes moved to Merton or to the new Goat Road Garage (q.v.). Being somewhat remote, Plough Lane had always needed some crew ferry vehicles, though the vehicle shown does not appear to have been here for long. WO21PFX was new in autumn 2021 and was based at Northumberland Park Garage. It was still there in early March 2023, and appears to have been back there by early April, so its use at Plough Lane must have been fleeting.</p>

Photo 7447, by **Neal Marshall**, added to LTSV on 18/04/2023.

Go-Ahead London acquired two new Nissan Interstar minibuses in late 2022, and allocated them to Camberwell Garage. Larger than the normal crew ferry minibus types used, it is believed that these vehicles are primarily for driver training and assessment, a role previously carried out by a pair of similarly-sized Renault Master minibuses. Having said that, the two Renault Masters do seem to have been retained as well. Unlike the Renaults, the Nissans have no markings, as seen in this view of BX72ATZ on Camberwell Station Road on 13th March 2023.

Photo 7448, by **Neal Marshall**, added to LTSV on 18/04/2023.

It is surprising how many companies seem to be involved in bus recovery work in London. One that had not been seen before was Eastern General Recovery which (going by the lettering) operates nationwide but has a South London base. Their smart DAF XF 530 JL21TOW was seen on Norwood High Street on 13th March 2023, taking Arriva HV295 back to the nearby garage. Both the Eastern General fleetname and the style of application are reminiscent of traditional bus fleets.

Photo 7449, by **Neal Marshall**, added to LTSV on 18/04/2023.

Arriva's Norwood Garage updated most of its crew ferry fleet in February/March 2023, with a batch of 8 new SEAT Ibiza cars in white replacing a similar number of 6-year old silver Vauxhall Corsas. As with the older cars, the new ones are unmarked but carry a local fleetnumber on a blue sticker in the top corner of the windscreen. BP72YYF (S6) and BP72DVV (S8) were seen on the garage forecourt on 13th March 2023.

Photo 7450, by **Andrew Lidinson**, added to LTSV on 18/04/2023.

The 8 new SEAT Ibiza cars at Norwood Garage have a somewhat confusing array of registration numbers, and care will have to be taken when spotting! For example, this photo of three examples in the garage yard on 15th March 2023 includes BP72HJF and BJ72UJF as well as BJ72SVY. Also visible is WP66SXU, one of two of the older Vauxhall Corsa cars that appear to have been retained for now.

Photo 7451, by **Derek Everson**, added to LTSV on 18/04/2023.

Four new Ford Transit Connect vans were delivered to Metroline in spring 2023 although as they were licensed on the last day of February, they just missed out on getting new '23 registrations. New service vehicles for Metroline have often been seen at the Perivale CELF (Central Engineering and Logistics Facility) in the past, but these examples were actually photographed (in unmarked red livery) at West Perivale Garage on 14th March. West Perivale is on the same industrial estate and is only about 100 yards from the CELF. It operated TfL bus services (as garage code PA) until March 2022 and the location appears to have since been retained as an overflow parking area for the CELF.

Photo 7452, by **Derek Everson**, added to LTSV on 18/04/2023.

Most of the fleet of vehicles used by the London Transport Museum for exhibition and training functions were delicensed in spring 2020 (due to the COVID-19 pandemic), and none seem to yet be back in use. Indeed some have not been seen since and may well have been disposed of. One that is still in stock (albeit out of use and SORN) is Citroen Relay AY07EYZ. This 3-axle vehicle was used to teach children how to use London buses. The interior had a mock-up of a typical bus layout, while the rear and offside of the exterior were decorated to resemble a single-decker bus similar to a Mercedes Citaro. For the past few months, AY07EYZ has been parked near the entrance to the Museum Depot in Acton, as seen on 14th March 2023. The graphics of the bus windows seem to have deteriorated with lots of cracks that make them look curiously like a road map.

Photo 7453, by **Derek Everson**, added to LTSV on 18/04/2023.

Derek had a look into the yard at Hearne House in Acton (behind the Museum Depot) on 14th March 2023 and found several interesting vehicles present. Renault Kangoo Maxi van 8785R is a fairly standard vehicle that appears to have transferred here by 2022 after some use elsewhere. Just visible on the left is hired Ford Transit Connect van CV18YLB in unmarked white but which had TfL/LUL labels applied on the cab doors.

Photo 7454, by **Derek Everson**, added to LTSV on 18/04/2023.

With no fleetnumber on the offside, this Ford Transit Mk8 crew van is 8693F, and has been rather elusive since delivery in mid-2019. It was noted at Northumberland Park Depot when quite new but then nothing further until Derek found it at Hearne House in Acton Town on 14th March 2023. Alongside is Renault Kangoo Maxi van 8785R while Peugeot Partner 8565P in the background had recently been marked on LTSV as having transferred from here to Stratford Market Depot, seemingly erroneously.



Photo 7455, by **Derek Everson**, added to LTSV on 18/04/2023.

8310R is a standard Renault Kangoo Maxi van that is often to be found at Museum Way in Acton Town, though surprisingly it was never photographed until Derek found it parked nearby on Bollo Lane on 14th March 2023. The notice about tools on the cargo doors suggests that this van has been based at Edgware Track Depot for at least some of the time.



Photo 7456, by **Derek Everson**, added to LTSV on 18/04/2023.

Derek had a fruitful session at the Acton Works entrance on 14th March 2023. One very neat catch was this view of Ford Transit dropside truck 9002F passing on Bollo Lane while numerical adjacent Ford Transit Custom 9003F headed into the works. Sightings suggest that both vehicles are actually based at Lillie Bridge Depot.



Photo 7457, by **Derek Everson**, added to LTSV on 18/04/2023.

Crumbs, it's another rare one. Ford Transit crew van 8442F is nothing special to look at but it has only been reported twice in the nearly six years since it was new. Derek caught it entering Acton Works on 14th March 2023.



Photo 7458, by **Derek Everson**, added to LTSV on 18/04/2023.

The LUL Emergency Response Unit does make use of 'regular' cars (such as Toyota Prius 8512T, see photo 7440) but their main car is Mitsubishi Outlander 9162MIT. This has suitable adornments including a red bonnet and yellow side stripes. It also has a light-bar. Although now two-and-a-half years old, the freeze of fleet renewal means that 9162 is still one of the highest numbers allocated. The car was caught returning to its main base (Acton Works) on 14th March 2023.

Photo 7459, by **Derek Everson**, added to LTSV on 18/04/2023.

9032F was delivered just before the first COVID-19 lockdowns and, being allocated to Edgware Track Depot (along with similar 9029F, 9030F and 9031F), it has been rather hard to get a photo of. Derek did the honours by catching it leaving Acton Works on 14th March 2023.

Photo 7460, by **Derek Everson**, added to LTSV on 18/04/2023.

The large batch of Ford Transit Custom crew vans delivered for the Lifts and Escalators section in spring 2019 have fleetnumbers 8738F to 8759F and are nominally allocated to Frank Pick House in Acton. However, in reality, most are kept elsewhere and only occasionally visit their 'home' depot. Several have still to make an appearance on LTSV, though I do have photos of most. Vehicles from Frank Pick House now exit via the Works lorry yard and main entrance, as demonstrated by 8751F on 14th March 2023.

Photo 7461, by **Bob Milner**, added to LTSV on 18/04/2023.

When Bob visited Perivale on 19th March 2023 he found the four recently-delivered Ford Transit Connect vans still present, but now with fleetnames applied. Rather neatly, the van that was not in Derek's line-up shot (see photo 7451) was the one that Bob caught. He returned a couple of weeks later and found older Transit Connects AV67EUK, AV67HDX and AY18NKE present, presumably having been replaced by the new vans.

Photo 7462, by **Kim Rennie**, added to LTSV on 18/04/2023.

Catching some of Stagecoach London's new Vauxhall Vivaro vans has proved tricky, as they seem to spend most of their time tucked away inside the larger garages. They do of course attend breakdowns and other incidents, and Kim found Bow Garage's DV72OBK with New Routemaster LT258 on Fairfield Road, only a hundred yards or so from the garage. I suspect that the bus had a navigational problem rather than a mechanical one, as the railway bridges between here and the garage have only 13ft 6in clearance and are thus impassable to double-deckers. The bus driver, returning to the garage, perhaps forgot about this and maybe the van was summoned to assist with what must have been a tricky turning or reversing manoeuvre.



Photo 7463, by **Derek Everson**, added to LTSV on 18/04/2023.

Among the last vehicles added to the central fleet before the current renewal freeze were a trio of hybrid Ford Transit Custom vans. Two are numbered 9135F and 9136F while the fleetnumber of the third has not been confirmed but is almost certainly 9134F. 9135F has latterly been based at Edgware Road Station, as seen on 21st March 2023.



Photo 7464, by **Derek Everson**, added to LTSV on 18/04/2023.

Derek found two Ford vans from the Tufnell Park-based Power Supply fleet parked near Baker Street Station on 21st March 2023. To the fore is Transit Mk8 8862F, with Transit Custom 8852F behind. The designations of Transit van sizes have become a little confusing since the advent of the Custom model. 8862F is referred to as medium-wheelbase and mid-height, although it is the lowest and shortest variant of the Mk8. Conversely, 8852F is referred to as medium-wheelbase and low-roof, though it is the longest variant!



Photo 7465, by **Dave Wolstencroft**, added to LTSV on 18/04/2023.

Another of the Lifts and Escalators Ford Transit Custom crew vans makes a showing on LTSV with this view of 8744F parked outside Griffith House on the night of 23rd March 2023. During the PPP years (2003 to 2008), there were two bases used by Lifts and Escalators. Metronet was the main user of Griffith House, while Tube Lines was at Frank Pick House in Acton. Since then, the operations have become more mixed, with vehicles liable to turn up at either location.



Photo 7466, by **Dave Wolstencroft**, added to LTSV on 18/04/2023.

Renault Kangoo Maxi vans are definitely the most common vehicles to be found parked around Griffith House at night these days (if that isn't an oxymoron) and Dave photographed several examples on the night of 23rd March 2023. 8826R is one of several new in spring 2019 and was parked on Old Marylebone Road opposite Homer Row.



Photo 7467, by **Dave Wolstencroft**, added to LTSV on 18/04/2023.

The allocations of Renault Kangoo vans 8547R to 8549R have always been shown on LTSV as being Baker Street Station, though in reality they are only regularly seen there at night. I have no idea where they are kept during the day. Of the three, 8547R and 8548R are Kangoo Maxis, while 8549R is a shorter Kangoo. Dave photographed the latter parked on the now two-way Baker Street, very close to the 221B address made famous by Arthur Conan Doyle.



Photo 7468, by **Peter Terry**, added to LTSV on 18/04/2023.

A vintage bus running day was held on 25th March 2023 over routes 174 and 175, bringing some photographers out to Romford. While there, Peter managed to catch Arriva London's unique black Vauxhall Combo van at the Atlanta Boulevard Bus Stand. D019GUA is an example of the fifth-generation Combo, to a French design but built in Ellesmere Port (Cheshire) as well as in Spain and Portugal. It is based at Grays Garage. Note that the rear doors are asymmetric, though the chevrons have been applied centered.



Photo 7469, by **Paul Nicholls**, added to LTSV on 18/04/2023.

Also seen at Atlanta Boulevard in Romford on 25th March 2023, but this time by Paul, was this unmarked Ford Tourneo Custom minibus. MA71NLZ is almost certainly in use as a bus company crew ferry vehicle, but we don't actually know which company it was with! If any further observations can shed light on this, I will add the minibus to the database.

Comment by **Ray** on 22/04/2023: Seen at Romford bus terminus 22/4/2023



Photo 7470, by **James Mair**, added to LTSV on 18/04/2023.

Crew ferry cars at Arriva London's Palmers Green Garage have recently started gaining fleetnumbers, applied in the top nearside corner of the windscreen. James found Seat Leon CX70LTZ in the yard beside the garage on 26th March 2023 showing number AD207.

Photo 7471, by **James Mair**, added to LTSV on 18/04/2023.

James also peered into Palmers Green Garage on 26th March 2023, which was fortunate as he discovered a recently-delivered service vehicle. FD72ZVF is a Vauxhall Combo E van with a yellow safety stripe, what appears to be a tiny light-bar on the roof and (most significantly) Arriva names and logos. Many Arriva London garages have used anonymous vans for engineering functions in recent years, and I can't remember the last time Palmers Green had a marked one. Hopefully this will be the start of a new policy!

Photo 7472, by **James Mair**, added to LTSV on 18/04/2023.

Until the COVID-19 pandemic we had received official fleet information from LUL about every year or two, which meant that we knew the fleetnumbers and registrations of all vehicles, even if we didn't know their livery or allocation. In general this was fine, since the vast majority of vehicles were soon seen and reported, either when they passed through Acton Works or when they were in use. However, there were always a couple of vehicles that seemed to slip through the net. A case in point is Renault Kangoo Maxi van 8311R. New in March 2017, it was not seen until almost exactly 6 years later when both Bob and James had a look in on Arnos Grove Depot on the 26th March 2023. James did very well to get this photo through the fences and vegetation. As we might have guessed, the van has standard LUL white/blue/red livery, but it would be interesting to know where it has been all this time, and also whether it has now moved to here.

Photo 7473, by **Kim Rennie**, added to LTSV on 18/04/2023.

The Docklands Light Railway has been renewing its service vehicle fleet recently, with new Peugeot vans replacing similar 4-5 year old ones. Vehicles are allocated fleetnumbers in a series starting at 001, and the new vehicles are being given re-used numbers, presumably inherited from the vehicles they have replaced. Fleetnumbers run as high as 039 but we have not (yet) had enough reports to compile a comprehensive list. Kim found Peugeot Boxer van 008 (GJ72NGU) parked near Bow Church Station on 27th March 2023. The previous 008 had been very similar GJ18ELU. Note the Spirit of London lettering on the bus in the background. This is Stagecoach 11377 (SK20BBF), which was so adorned following the withdrawal of older bus 18500. The latter had gained the branding as it was bought to replace the bus destroyed in the terrorist bombings of July 2005.



Photo 7474, by **Peter Terry**, added to LTSV on 18/04/2023.

A new garage was opened by Go-Ahead London on 25th March 2023 to replace the one at Plough Lane near Wimbledon. The new base (and it can hardly be described as a garage) is on Goat Road, Mitcham Junction and is reported to have been allocated the code GM. It is slightly annoying when garage codes get re-used. Obviously there is no chance of the current users mixing up the new use with that of a long-closed garage, but to many of us GM will always mean Gillingham Street Garage in Victoria. The new base is an open parking space with some portacabins, but does not have a fixed allocation. The 13 WHV double-deckers for route 280 and 8 SE single-deckers for route 470 are nominally allocated to Merton Garage. When Peter visited on 28th March, the base was virtually empty, containing just one bus and this van. Although not previously reported, it seems likely that this is a Go-Ahead London vehicle. The type, colour and registration region are all similar to other vans in the fleet. I have added it to the database although further sightings would be helpful.

Note the electricity pylon in the background. Plough Lane was notable for having one of these within its perimeter (as seen in 2007 photo 1959). The pylon at Goat Road is outside the garage but it is in fact on the same cable route as the Plough Lane one, running from Waddon to Summerstown.



Photo 7475, by **Andrew Lidinson**, added to LTSV on 18/04/2023.

Here's something a bit different. Y747TGH was photographed near East Cowes (Isle of Wight) on 30th March 2023. Named Son of Vlad, it is a Volvo B7TL Plaxton President bus converted to open-top for use as a tree lopper. The bus was new to Go-Ahead London as their PVL247, later transferring to fellow Go-Ahead company Southern Vectis for further passenger use as number 1947. It, along with similar PVL246/1946, was then rebuilt with an open top to allow access for staff to cut-back trees that could otherwise damage service buses. 1947 remained on the Isle of Wight, while 1946 moved back to the main-land with Go South Coast.



Photo 7476, by **Paul Nicholls**, added to LTSV on 18/04/2023.

VW Caddy Maxi crew van 8997VW has only been reported a handful of times since it was new in January 2020. This may be down to it apparently living in Essex, with a couple of sightings of it in North Stifford (not far from Lakeside), as here on 31st March 2023.

Photo 7477, by **Dave Warby**, added to LTSV on 18/04/2023.

There was a vintage bus running day centered on High Wycombe on 2nd April 2023, which probably explains why I received two lots of photos of this van taken in the town's bus station. LS13VEU is a Ford Transit Mk7 van first licensed in 2013 and which has been number 9756 in the Arriva the Shires fleet for at least the past couple of years. It has a neat livery including a chevron skirt and full company lettering.

Photo 7478, by **Peter Terry**, added to LTSV on 18/04/2023.

Another view of Arriva the Shires Ford Transit van LS13VEU at High Wycombe Bus Station on 2nd April 2023 shows the full-height chevrons applied to the rear. Fleetnumber 9756 (in the Arriva Midlands series) is allocated but does not appear to be carried.

Photo 7479, by **Andrew Lidinson**, added to LTSV on 18/04/2023.

Broken-down buses are usually towed back to their garage, but there are other ways! Andrew caught this DAF lorry of Dynes Recovery passing through Catford on 3rd April 2023 with a Stagecoach Enviro 200 bus on board. The van alongside spoils the view of how the bus was loaded but just hang on a minute....

Photo 7480, by **Andrew Lidinson**, added to LTSV on 18/04/2023.

Dynes Recovery articulated lorry SN72YDK was seen in Catford on 3rd April 2023 with Stagecoach bus 36610 loaded on-board. This is a somewhat unusual way to move a broken-down bus, though it has been seen on LTSV before (see Damon's 2008 photo of a National Express coach being similarly loaded, photo ID 2240). As with the earlier example, it would appear that the 'bogie' of the trailer can move forwards, so that the rear of the trailer comes down to form a ramp. Unlike the earlier example, it looks as though this trailer can also be detached and lowered at the front as well. I don't know why this bus was moved this way but it looks as though there was not much wrong with it. According to LVF it was back in service on route 336 the next morning.



Photo 7481, by **Bob Milner**, added to LTSV on 18/04/2023.

Another colourful line-up of Abellio cars at Hatton Cross, this time on 7th April 2023. Red Fiesta YP61HVC and blue Fiesta NA62WMF have both appeared on LTSV more than once, so the newcomer is black Vauxhall Astra DU66VSV in the middle. Abellio seems to have switched allegiance from Ford to Vauxhall for crew ferry cars, though all are still acquired second-hand.



Photo 7482, by **Andrew Lidinson**, added to LTSV on 18/04/2023.

Andrew paid a visit to the new Goat Road Garage in Mitcham on 7th April 2023 and found three service vehicles present, though curiously not the one that Peter had seen 10 days earlier (see photo 7474). First up was a pair of BYD E6Y electric cars in unmarked black livery. Interestingly these had very similar registrations (OU19EWL and OU19FDD) to a pair that were said to be in use with RATP (OU19EWO and OU19FDP) but which nobody has yet seen! I did wonder if these vehicles were used by BYD engineers, as seems to have been the case with earlier FJ64OWO (see photo 5491), but the fact that Goat Road does not operate any electric buses made this seem unlikely. Bob visited a week later and noted that the cars had labels in the rear windows showing FV1 and FV2 respectively, which would seem to confirm that these are Go-Ahead London crew ferry vehicles. Quite why this base uses BYD cars when the company has otherwise standardised on Mercedes Vito minibuses is not clear. The bus alongside is Enviro E400 double-decker E281 in a special livery for services for the University of Roehampton.



Photo 7483, by **Andrew Lidinson**, added to LTSV on 18/04/2023.

Also seen at Goat Road garage on 7th April 2023 was Ford Fiesta van EX64YCS in unmarked red (apart from a tiny notice above the door handle that reads 'NOT ULEZ COMPLIANT'). This van had been operated by Go-Ahead London since it was new in autumn 2014, first at Rainham then at Orpington. Licensing data had suggested it had been sold in early 2020 but this was evidently not the case. Unless it had been moved to a different Go-Ahead operation and then returned.... Anyway, it was still at Goat Road a week later so it seems to be allocated here. However, with the ULEZ planned to be expanded to cover the whole of London this August, it may not be around for long.



Photo 7484, by **Andrew Lidinson**, added to LTSV on 18/04/2023.

Andrew spotted this unmarked white Seat Ibiza car near Lakeside Bus Station on 8th April 2023 and wondered whether it might be an Arriva vehicle, given that a batch of similar-looking cars had recently been delivered to Norwood. The discovery of more cars at Edmonton the next day seemed to confirm that BJ23EYH is with Arriva London, presumably working from Grays Garage. Reports of any other examples would be welcomed.



Photo 7485, by **Andrew Lidinson**, added to LTSV on 18/04/2023.

I don't know whether Bob and Andrew know each other (or have ever met), but they seem to have been following each other around lately! On 9th April 2023 they both visited Arriva's Edmonton Garage and found a mother lode of new service vehicles. The most prominent were at least nine white Seat Ibiza cars with varied registrations in the BG23xxx and BJ23xxx series. All were unmarked but they all had window labels stating 'Arriva Ferry Vehicle' and with numbers in the EC2xx and EC9xx ranges. This view shows BG23CKP (EC211) with several similar vehicles parked in front of it. To the left is slightly older (and slightly more colourful) Seat Leon DF69PYU (EC903). There doesn't seem to be a great deal of difference between the Seat Ibiza and Seat Leon designs....



Photo 7486, by **Andrew Lidinson**, added to LTSV on 18/04/2023.

More brand-new Seat Ibiza cars seen at Edmonton Garage on 9th April 2023 included BJ23FFT (EC206), BG23LBY (EC904) and BJ23OCR (EC218). If anyone knows (or would like to guess) the significance of the two distinct number series (2xx and 9xx) then do get in touch!



Photo 7487, by **Andrew Lidinson**, added to LTSV on 18/04/2023.

Also found at Edmonton Garage on 9th April 2023, but on the opposite side of the yard, was a further line of 8 cars. These were mainly 2-year old Peugeot 208s, all in silver or black and with labels in the rear window proclaiming them to be 'E Ferry Van E1' and so on up to E9. It looks as though KP70DYJ shown here may also have had a label on the dashboard. This poses a few questions. Why does Edmonton need so many crew ferry cars? Why are they numbered in three distinct series (EC2xx, EC9xx and Ex)? And does E actually refer to Edmonton at all? E is the official code for Enfield, which is also an Arriva Garage. But if they are Enfield's, why were they all at Edmonton? All will/may become clear in due course.



Photo 7488, by **Andrew Lidinson**, added to LTSV on 18/04/2023.

After a busy week off, Andrew didn't expect to see any more SVs for a while. Except that he did! Found on Wickham Road in Brockley was Ford Transit Custom crew van LN17JSV, still showing evidence of having been an LUL vehicle. It had been fleetnumber 8334F and, along with similar 8335F and 8336F, was one of a trio of Custom crew vans that were withdrawn in autumn 2022. This angle highlights the various recognition points for the Medium Wheelbase (ie longer) variant of the Transit Custom.



Photo 7489, by **Chris Jennings**, added to LTSV on 29/04/2023.

Some of Go-Ahead London's Mercedes Vito crew ferry minibuses started appearing with driver recruitment adverts from April 2023. As this photo of RX71SYU at Turnpike Lane on 17th April shows, the adverts are formed of a vinyl wrap applied to much of each side plus the back window. RX71SYU has been rather nomadic since delivery to Northumberland Park in Autumn 2021. It went to Bexleyheath in early 2022, then to Croydon before going back to Bexleyheath. It may have been at River Road or Silvertown in early 2023 but it has now returned to its original base at Northumberland Park.



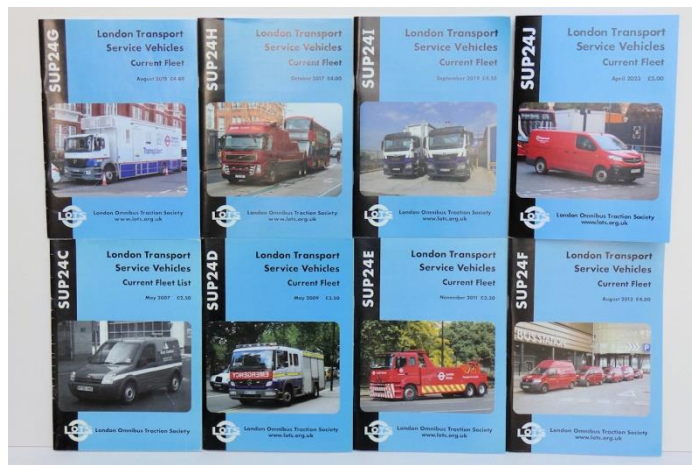
Photo 7490, by **Andrew Lidinson**, added to LTSV on 29/04/2023.

The bus driver recruitment adverts have also appeared on Go-Ahead London crew ferry minibuses south of the river. RX71SZO was seen at Bromley North Station on 18th April 2023. This example has been based at Orpington since new in October 2021, but it was parked near to RJ19HSZ which has had spells at Luton (Airport commercial operations), Croydon and Bexleyheath. It still carried the local BX2 fleetnumber applied by the latter.



Photo 7491, by **Ray Monk**, added to LTSV on 29/04/2023.

An open day was held at Stagecoach London's North Street (Romford) Bus Garage on 22nd April 2023 and if you visited you would have walked past this van. DY22LDF is one of seven Vauxhall Vivaro-E electric vans acquired during 2022 which now provide most of the engineering support to the fleet. The application of lettering to the vans varies, and this example was still anonymous.

Photo 7492, by **Thomas Young**, added to LTSV on 29/04/2023.

On sale at the North Street Garage open day on 22nd April 2023 (and at the Brooklands event the week before) was the latest edition of LOTS' SUP24 series of books. These list the current service vehicle fleet and have been issued about every two years since 2007. This photo shows all eight issues which I have produced for LOTS. If you're wondering about SUP24A and SUP24B, they were actually published in the early 1980s and were rather different both in content and layout.

Photo 7493, by **Kevblokey**, added to LTSV on 29/04/2023.

Stonebridge Park Depot is one of those that are really hard to see into, and as such, we haven't listed any vehicles as being allocated there for a while. I tried the footbridge over the West Coast Main Line (visible in the background here) a few years ago, but it was a long walk and I saw nothing. Fortunately, we have some 'inside' contacts, and this photo taken on 24th April 2023 is rather interesting. To the fore is TfL liveried Renault Kangoo van 9114R. Originally part of the Streets fleet, it is not known whether this now works for LUL, though the fact that it was plugged in suggests that it may be a regular here. Also visible is Ford Transit Van 8431F, which has only been reported a handful of times. This would seem to indicate that it might also be based here.

Photo 7494, by **Ray Monk**, added to LTSV on 29/04/2023.

Ray visited Norwood Garage to see the recently delivered SEAT Ibiza cars on 29th April 2023 and he found a couple of even newer cars. BG23KYF was another Ibiza and was at the south end of the yard. It was marked as S10 on the blue star in the windscreen, suggesting it had replaced Vauxhall Corsa car WP66SXU, which had the same number. Six of the (only slightly) older Ibizas were in a line in the middle of the yard, and I will be showing some more photos of them next time around.

Photo 7495, by **Colin Smith**, added to LTSV on 29/04/2023.

Some welcome news about the central fleet concerns new lorries at Acton Works. The two Volvo FMX lorries delivered in February 2023 have now received lettering, and they have been joined by a third. On the left in this view taken from the railway on 28th April 2023 is 3-axle flatbed lorry KY23LNO. This has a crane behind the cab and a lifting rear-axle. On the right is 4-axle grab-loader KM72XPP. Both lorries appear to have all-white cabs, and all-blue bodywork, while the lettering is the generic TfL with blue roundel. These could be on labels (which would suggest they were only hires), but the next photo made me think otherwise.



Photo 7496, by **Colin Smith**, added to LTSV on 29/04/2023.

On 29th April 2023 Colin captured this view of Volvo FMX curtainsided lorry KM72XPV in the lorry yard at Acton Works. The lorry appears to be in the same condition as when seen in March (see photo 7437), except that large TfL lettering has been applied to the curtains. I reckon this confirms that these are 'permanent' additions to the fleet, rather than hires. The use of generic TfL roundels (solid blue), rather than red/blue Underground ones is a change from the normal for lorries, as is the lack of any lettering or skirt/stripe on the cabsides.



Photo 7497, by **Lee Thatcher**, added to LTSV on 06/06/2023.

Of the new Ford Transit Connect vans delivered for Metroline in spring 2023, AV72ZPB has settled at Brentford. It was photographed at Hounslow Bus Station on 1st April 2023. The bus in front is one of a number of second-hand Enviro 400s that were acquired by RATP in 2020/2021, in this case from Tower Transit.



Photo 7498, by **Derek Everson**, added to LTSV on 06/06/2023.

Derek paid another visit to White Bus Service's Horsell garage (near Woking) on 16th April 2023 and again found a few service vehicles present. Carrying fleetnumber 95, this Ford Transit Connect van was slightly unusual for carrying lettering for the Rowgate Group, this being the owner of White Bus along with coach companies Fernhill and Baileys. Alongside was a pale blue Citroen C1 car which also carried a fleetnumber (92) in the windscreen.



Photo 7499, by **Clive Greedus**, added to LTSV on 06/06/2023.

Clive found LUL Renault Kangoo Maxi van 8683R at Newbury Park Station on 20th April 2023. Although not a particularly rare example, the sightings that have been logged do not help determine where this van is allocated.



Photo 7500, by **Ray Monk**, added to LTSV on 06/06/2023.

A surprising find in the car park at Acton Works on 30th April 2023 was Ford Transit van KD07DXW. The blue skirt gives away the fact that this was previously an LUL vehicle, having been fleetnumber 6238F from March 2007 until about 2010. It then lost its fleetnumber and lettering but continued to be seen quite regularly around Acton Works and elsewhere, although its ownership at this time is not clear. It was last reported in 2016 but re-appeared almost 7 years later. In the interim it appears to have been converted into a crew van, with a window in the nearside cargo door. It looks as though the other side panels have been covered over with black window blanks, one of which is not the right length! The van was still here (or was here again) a few weeks later.