



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3p – Photographs 7501 to 8000

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 They may therefore contain incorrect assumptions or superseded information.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 7501 to 8000, originally published between June 2023 and December 2024.

Thomas Young, Abbey Wood, December 2024



Photo 7501, by **Ray Monk**, added to LTSV on 06/06/2023.

Another view of Volvo FMX grab-loader KM72XPP at Acton Works, this time on 30th April 2023, not long after it had gained TfL lettering. I believe that the three new lorries have been bought or leased (rather than hired) but they do all have a 'budget' livery application, with no skirt or stripe on the cabs.



Photo 7502, by **Ray Monk**, added to LTSV on 06/06/2023.

Also seen at Acton Works on 30th April 2023, this view of new Volvo FMX flatbed lorry KY23LNO shows the rather unusual rear aspect. There is no tail-lift, though there are stabilisers mounted behind the (lifting) rear axle. These are for use in conjunction with the folding crane fitted between the cab and the headboard.



Photo 7503, by **Ray Monk**, added to LTSV on 06/06/2023.

Although in use for almost 4 years, Go-Ahead EF19HHE managed to avoid being photographed until Ray caught it on Factory Road at North Woolwich on 6th May 2023. This Ford Transit Custom van is nominally allocated to Silvertown Garage but can sometimes be seen parked at the nearby Henley Road Garage. The latter garage is visible in the background, while the entrance to Silvertown Garage is behind the following car.



Photo 7504, by **Ray Monk**, added to LTSV on 06/06/2023.

Arriva London has been taking lots of new vehicles recently, mainly in the form of Seat cars. Barking (Dagenham) has received several, most of which now show the fleetnumber cards that they inherited from the vehicles they replaced. This view taken on 6th May 2023 shows five of the cars in the front car park, including Seat Ibizas numbered 121, 132, 133 and 216 plus a Seat Arona as 219.

Photo 7505, by **Ray Monk**, added to LTSV on 06/06/2023.

Alongside a large number of SEAT Ibiza cars, Arriva London has also taken a handful of SEAT Aronas. These can be recognised most readily by having black roofs. BJ23RMY is allocated to Barking (Dagenham) as their number 220. Interestingly this number was last reported on a slightly older SEAT Leon car in red (DE69HYW), whereas most of the other vehicles replaced were Vauxhalls dating from 2014-2017.

Photo 7506, by **Bob Milner**, added to LTSV on 06/06/2023.

Most of the numerous new cars added to the Arriva London fleet this spring have been white SEAT Ibiza and Aronas, but there are some other types. Seen outside Palmers Green Garage on 7th May 2023 and showing fleetnumber AD210 in the windscreen, black LG23UKW is a Kia Xceed. Alongside is red SEAT Leon CX70LWC with number AD205.

Photo 7507, by **Dave Wolstencroft**, added to LTSV on 06/06/2023.

Having not been reported since it was new over three years ago, we had no idea where Nissan Leaf car 8960N was allocated. Dave then found it parked on the approach road to Stonebridge Park Depot on 11th May 2023. As was mentioned recently (see photo 7493), Stonebridge Park is one of those locations that cannot easily be seen into, so perhaps 8960N has been based there. 8960N is the only example of the updated ('angular') Nissan Leaf in the LUL fleet, though TfL/LBSL has four (9100N to 9103N).

Photo 7508, by **Dave Wolstencroft**, added to LTSV on 06/06/2023.

Six year old Volkswagen Transporter minibus 8300VW appears to have spent most of its career based at Lillie Bridge Depot and active in inner London at night. Observations suggest it may now have moved out to leafy Rickmansworth, and it was photographed in the small depot there on 15th May 2023.



Photo 7509, by **Dave Wolstencroft**, added to LTSV on 06/06/2023.

Parked under the trees at Rickmansworth Depot on 15th May 2023, Renault Kangoo Maxi van 8792R has been based here since new in 2019 and has (so far) never been reported anywhere else.



Photo 7510, by **Simon Dixon**, added to LTSV on 06/06/2023.

LUL Volkswagen Caddy Maxi crew van 8982VW can be seen working out of Lillie Bridge Depot at night, but it may live elsewhere, since Simon found it parked in Milton Keynes on 18th May 2023.



Photo 7511, by **Dave Wolstencroft**, added to LTSV on 06/06/2023.

Dave used the sightings data logged on LTSV to track down LUL Renault Kangoo Maxi van 8821R to Blendon (between Bexleyheath and Sidcup) on 19th May 2023.



Photo 7512, by **Kim Rennie**, added to LTSV on 06/06/2023.

It seems to me that Museum Way has had an increased allocation of late, with more vehicles being parked outside the front yard. On 25th May 2023 a gaggle of Renault Kangoo Maxi vans was present, including 8309R, 8312R and 8310R.



Photo 7513, by **Ray Monk**, added to LTSV on 06/06/2023.

Ray visited the (relatively) new Abellio garage at Dawley Road (Hayes) on 27th May 2023, and photographed some of the many crew ferry vehicles based there. Abellio had a preference for Ford Fiestas for many years, and black GJ13SRX and FP10AON (with differing frontal stylings) are seen here along with a more recent addition in the form of Vauxhall Astra hatchback UHZ3496. The Irish registration number is unusual and may have been applied before it was acquired by Abellio. Having said that, Abellio has also had cars registered AFZ6025, PJZ6903 and RIG4837.



Photo 7514, by **Ray Monk**, added to LTSV on 06/06/2023.

Electric vans have become increasingly common on UK roads over the past few years and when (or if!) the central fleet resumes taking new deliveries, I expect that they will feature prominently. For now, the only examples currently in stock are 8 Renault Kangoos, 3 Ford Transit Customs and a demonstrator Ford Transit. 8619R is one of the Renault Kangoos and was photographed at Acton Works on 27th May 2023.



Photo 7515, by **Ray Monk**, added to LTSV on 06/06/2023.

First reported in March 2023, this Nissan Primastar van carries a very distinctive livery of white with red side panels, yellow/orange stripes along the waist and a yellow 'mask' front. It is lettered for 'LRR, London Rail Replacement, Part of Abellio London Bus, Technical Engineering Support' and was photographed on Bollo Lane in Acton on 27th May 2023. The van appears to have replaced older Nissan NV300 LO19MUE (see photo 6034) (the design is the same, the NV300 having been rebranded as the Primastar in 2021). The latter vehicle turned out to be operated by a contractor rather than by Abellio itself, and the same thing may apply to this new van.

Comment by Ray on 29/06/2023: Operated by 'Abellio London Bus' providing rail replacement services. There are also operations by other parts of the Company across the U.K. See the website on <https://www.abellio.co.uk/rail-replacement>

Photo 7516, by **Derek Everson**, added to LTSV on 06/06/2023.

Derek visited Guildford Garage again on 31st May 2023 and found this recovery truck present. RS11REC is a MAN TGX and has been with R&S Recovery since at least January 2013 (when Derek had seen it in Reading). Alongside is Nissan e-NV200 van SL71ORX which appears to have Stagecoach advertising on its sides. When Guildford Garage was operated by Arriva (and originally by LT/LCBS), it was covered by LOTS, and hence by LTSV. However, it is now run as part of the large Stagecoach South operation and is hence no longer covered. I may add photos, but their vehicles will not be added to the database. Gotta draw the line somewhere!

Photo 7517, by **Lee Thatcher**, added to LTSV on 06/06/2023.

This photo taken at Staines Bus Station on 31st May 2023 actually has five service vehicles in it. To the fore are three Dacia Sandero cars from RATP's Hounslow Heath Garage. Older MJ69ZDR on the left has company lettering and fleetnumber D75118. The two newer examples on the right are anonymous but are allocated fleetnumbers D75136 (NU72GBF) and D75138 (NU72GBV). Note that two of the cars have missing wheeltrims, a sight that used to be common with crew ferry cars. In the background are two White Bus Service vehicles in the form of Citroen Nemo van YG10PBZ and Ford Fiesta AF06XXL, although the latter was recently marked as being withdrawn on LTSV due to it having an expired licence. It has since been renewed.

Photo 7518, by **LTSV Collection**, added to LTSV on 06/06/2023.

It is always nice to be able to show photos taken by insiders, giving us views not normally available. This one, taken on 2nd June 2023, shows Ford Transit dropside truck 8938F at London Road Depot in Elephant and Castle. As we showed a couple of years ago (see photo 6075), this location has a parking area at street level which can hold about 15 vehicles but which cannot easily be seen from any public vantage point. The truck here however was at the lower level, having come down the ramp. Sightings suggest that 8938F is not based here, being kept instead at Northumberland Park Depot.

Photo 7519, by **Phil Hambling**, added to LTSV on 06/06/2023.

Ford Transit crew van 8464F is a regular participant in the night-time run-outs from Stratford Market Depot. As such I had no photos of it until Phil came across it parked in Pitsea on 2nd June 2023.



Photo 7520, by **Steve Warman**, added to LTSV on 06/06/2023.

On recent visits to Uxbridge Bus Station, I noticed that Abellio cars no longer seemed to park there, and this photo may provide an explanation. On 3rd June 2023, Steve found Abellio Ford Fiesta EO13DNU in the underground car park off Bakers Road, very close to the Bus Station. EO13DNU is from the Dawley Road allocation and, like most Abellio cars, has a neat application of company names on the doors. It also has fleetnumber 6808 on the rear.



Photo 7521, by **Ray Monk**, added to LTSV on 06/06/2023.

Ray paid a visit to Dartford Garage on 5th June 2023, as it had been reported that there were some new Seat cars there. He did find some Seats, but other (hired) cars were still in use, including Peugeot 5008 KW21BKO seen leaving the garage. Note the curious body styling below the headlamps. The cars in the background seem to mainly be private ones.



Photo 7522, by **Ray Monk**, added to LTSV on 06/06/2023.

Ray found at least three new Seat cars working from Dartford Garage on 5th June 2023, and he photographed BG23TWW nearby turning off Central Road.



Photo 7523, by **Derek Everson**, added to LTSV on 20/07/2023.

Seen at the White Bus Service base in Horsell (near Woking) on 16th April 2023, this Peugeot 307 estate car had a black livery with graphics and lettering advertising a car locksmiths. However, it also had a fleetnumber in the top corner of the windscreen (94), suggesting that it was actually a White Bus service vehicle. The livery may be for an associated company, or it could simply be advertising.



Photo 7524, by **Dave Wolstencroft**, added to LTSV on 20/07/2023.

Having been somewhat peripatetic since the closure of the Chancel Street (Southwark) base a few years ago, one of the LBSL Passenger Data Vauxhall Movano minibuses turned up at North Greenwich Station in April 2023 and stayed for a couple of weeks. 8304V was photographed there on the 27th, with TfL VW Transporter minibuss 8598VW. The latter has also had a change of allocation recently, but it gets its own photo later on (see photo 7531).



Photo 7525, by **Ray Monk**, added to LTSV on 20/07/2023.

If you visit Norwood Garage to look for their crew ferry cars, you will usually find a couple parked around the front entrance. However, you should also walk around to Rothschild Street (along the south side of the garage) as more can be found there in a yard that is mainly used for car parking. Ray was there on 29th April and photographed this line of five Seat Ibiza cars, all of which had been delivered a couple of months earlier. Nearest the camera is BP72HJF.



Photo 7526, by **Ray Monk**, added to LTSV on 20/07/2023.

The two Nissan Interstar minibuses delivered to Go-Ahead London's Camberwell Garage in late 2022 are still being used in anonymous red livery, while the two older Renault Master minibuses (which were lettered, and which we presumed the new minibuses were to replace) have also remained in use. On 29th April 2023 Ray found BX72ATV parked in the little rectangular extension at the back of the garage yard.



Photo 7527, by **Ray Monk**, added to LTSV on 20/07/2023.

Bus route 315 terminates a stone's throw from Norwood Garage, but since the route was tendered to Abellio (and the garage is run by Arriva), buses have to terminate nearby at Cheviot Road. There is a short stretch of bus-only road which acts as a stand, and which is curiously equipped with four 'saw-tooth' parking bays. It would appear that these are more for crew ferry cars than the buses, and the route is actually worked from Beddington Cross, over three miles away. Seen at Cheviot Road on 29th April 2023 was Vauxhall Astra hatchback DV68J TZ.

Photo 7528, by **Ray Monk**, added to LTSV on 20/07/2023.

Renault Kangoo Maxi van 8545R has been mainly based at Ruislip Station since delivery in late 2017, though it has not been reported there since late-2022. It may now have moved to Acton Works, where it was photographed on 30th April 2023. Note that the offices behind are still highlighting the 70th anniversary of Distribution Services (which occurred in 2019). Ah well, they can change them to 75th anniversary posters next year!

Photo 7529, by **Ray Monk**, added to LTSV on 20/07/2023.

Where have you been? 9011F is one of two Ford Mondeo estate cars delivered in November 2019 (the other was 9036F). Ray managed to catch both of them at Acton Works when they were brand new, which was fortunate as they then effectively disappeared. There has been one report of 9036F (at Edgware Track Depot) but nothing was seen of 9011F until it made a return visit to Acton Works in April 2023. Remarkably, Ray was again on hand to capture this view (on 30th April), which also seems to include the full allocation of five LBSL Volkswagen Crafter Incident Response Unit vans.

Photo 7530, by **Ray Monk**, added to LTSV on 20/07/2023.

This photo taken in the DSM van yard at Acton Works on 30th April 2023 shows how the Ford Transit is still a major part of the central fleet, despite the adoption of several alternative models. It also shows the subtle differences between the 2020 facelift version of the Mk8 Transit (9017F on the left) and the original Mk8 (all others), and between the high-roof van (8674F, second from the left, plus 8672F beyond the VW Caddy van) and the mid-height version (all others). Regular readers will know that there is no such thing as low-roof Mk8 Transit!

Photo 7531, by **Paul Nicholls**, added to LTSV on 20/07/2023.

The fleet of six minibuses used by TfL PCO (taxis and private hire compliance) was reduced to four in spring 2023 with the departure of 8599VW and 8601VW. This led to some reallocations of the remaining vehicles, with 8598VW moving from its long-term home of Aldgate Bus Station to North Greenwich Station (where it replaced 8601VW, see photo 6884). Its place at Aldgate was taken by 8715VW, formerly of Kingston. The whereabouts of similar 8600VW are currently unknown, as it has not been seen at Stratford Station since late 2022. Paul photographed 8598VW at North Greenwich on 4th May 2023.



Photo 7532, by **Dave Wolstencroft**, added to LTSV on 20/07/2023.

Seen parked near Griffith House on the night of 4th May 2023, 8829R is an example of the shorter (and less common) Renault Kangoo van.



Photo 7533, by **Ray Monk**, added to LTSV on 20/07/2023.

Ray peered into Barking Garage on 6th May 2023 and found the resident engineer's van parked inside. Most Stagecoach London garages now have a Vauxhall Vivaro-E electric van allocated, the one at Barking being DY22LCJ. This is allocated Stagecoach national fleetnumber 91762, although this does not seem to be carried.



Photo 7534, by **Kim Rennie**, added to LTSV on 20/07/2023.

Kim found London Buses Incident Response Unit van 9087VW parked near the bus garage on Fairfield Road in Bow on 5th May 2023. This van can usually be found resting at Stratford City Bus Station.



Photo 7535, by **Lee Thatcher**, added to LTSV on 20/07/2023.

Although only a mile or so from Victoria (where several IRUs are based), Vauxhall Bus Station is within the area managed by vehicles from the South London allocation at Morden. Paying a visit on 12th May 2023 was VW Crafter 9068VW.



Photo 7536, by **Clive Greedus**, added to LTSV on 20/07/2023.

During engineering work on the Central Line, Clive found this pair of Volkswagen Transporter minibuses parked at Leytonstone Station on 13th May 2023. Both are nominally allocated to Acton Works, and 8832VW was the one nearest the camera with 8430VW beyond.



Photo 7537, by **Dave Wolstencroft**, added to LTSV on 20/07/2023.

Gathering seeds at Rickmansworth Depot on 15th May 2023, 8655VW is a Volkswagen Caddy Maxi crew van that appears to have been allocated here since new in summer 2018. Interestingly, this LUL vehicle is flanked numerically by Elizabeth Line vehicles 8654F and 8656F. Perhaps 8655VW was originally intended for the Elizabeth Line, or perhaps their 8656F was a late addition.



Photo 7538, by **Thomas Young**, added to LTSV on 20/07/2023.

Parked beside the River Thames at Twickenham on 16th May 2023, the main reason I noticed this former Abellio service vehicle was because it still retained the 'Engineering Support' part of its lettering. Ford Transit Connect van NH07EBF was based at Abellio's Battersea Garage from at least 2010 until 2018. It has subsequently gained a roof-rack, and a parking ticket!



Photo 7539, by **Dave Wolstencroft**, added to LTSV on 20/07/2023.

LUL Toyota Prius car 8892T was found parked at the substation near the top of Bollo Lane in Acton on 17th May 2023. A sign on the gate of this premises states that it is the 'Powerlink Training Centre', and 8892T is indeed one of the vehicles allocated to the Power Supply section at Tufnell Park. I noticed that the fleetnumber on the nearside was lacking the T suffix, even though it had this when new. Looking through file photos, it would appear that a new front nearside wing was fitted in spring 2020. Ray photographed it at Acton Works on 1st March 2020, when it had a wing with no lettering (and no red stripe). Derek then caught it a couple of days later by which time it had returned to Tufnell Park and regained a fleetnumber (without suffix) and the missing piece of red stripe.

Photo 7540, by **Derek Everson**, added to LTSV on 20/07/2023.

Photographed inside Metroline's Central Engineering and Logistics Facility (CELF) at Perivale on 17th May 2023, AY71JKF is the only Ford Transit van in the Metroline fleet (they also have a Transit box van, plus lots of Transit Customs and Transit Connects). This van appears to divide its time between here and the bus garage at Harrow Weald. Note the rolls of material on the right, which I guess may be replacement floor coverings for buses.

Photo 7541, by **Derek Everson**, added to LTSV on 20/07/2023.

RATP has retained the former NCP/NSL bus garage at Twickenham for use as an engineering and storage base. Seen inside on 17th May 2023 was Renault Master van R70032 MF20RYU, which Derek was told was only visiting. However, it was seen here again a few weeks later, while sightings logged on LTSV are somewhat inconclusive as far as allocations are concerned! The double-deck bus in the background is one of the batch of Volvo B5LHs with Egyptian MCV EvoSeti bodywork that were ordered by Tower Transit as their MV38201 to MV38251. When Tower Transit was broken up, this was one of 30 that were at Westbourne Park and hence passed to RATP London Transit, being renumbered from MV38229 to VMH45346.

Photo 7542, by **Derek Everson**, added to LTSV on 20/07/2023.

RATP Renault Master van R70036 was photographed outside the Twickenham engineering base on 17th May 2023. This van had operated anonymously since new (apart from the fleetnumber above the windscreen). It had recently gained lettering for engineering recruitment, although the open side (and rear) doors mean this is not fully visible.

Photo 7543, by **Ray Monk**, added to LTSV on 20/07/2023.

Despite being less than a mile from Hainault Depot, Fairlop Station on the Central Line appears to have its own service vehicle allocation. A single Ford Transit van has been seen parked outside the old station building on several occasions since early 2023. The location is at the end of the station car park and is gated, though the van can be clearly seen, as shown by this photo taken on 21st May 2023. The van is Ford Transit crew van 8784F, new in mid-2019, but only reported once before this year.



Photo 7544, by **Lee Thatcher**, added to LTSV on 20/07/2023.

Victoria-based Incident Response Unit 9063VW was photographed on 26th May 2023 parked close to home outside the National Audit Office on Buckingham Palace Road.



Photo 7545, by **Ray Monk**, added to LTSV on 20/07/2023.

As with Toyota Prius 8892T (see photo 7539), VW Caddy Maxi crew van 8322VW is missing the letters from its fleetnumber. I have several earlier photos of this van, but all were taken from the offside (with a full fleetnumber). Seen in the car park at Acton Works on 27th May 2023.



Photo 7546, by **Ray Monk**, added to LTSV on 20/07/2023.

I suspect that this Ford Transit van is used in support of engineering train operations. It has been noted at Ruislip Depot (where most of the railway stock is based) and the licensing dates suggest it replaced Mk7 Transit 7148F (see photo 4248). In mid-May 2023 it was seen at Bollo House, perhaps awaiting entry to Smallbills Garage for attention, while on 27th May it was parked within Acton Works, as seen here.



Photo 7547, by **Ray Monk**, added to LTSV on 20/07/2023.

40 Ford Transit Couriers have been added to the central fleet since 2015, the current examples including nine used by Lifts and Escalators and five crew vans based at Lillie Bridge. 8771F is one of the former, and was seen at Acton Works on 27th May 2023.

Photo 7548, by **Ray Monk**, added to LTSV on 20/07/2023.

The Toyota Yaris cars in TfL white/blue livery continue to be elusive, but it seems apparent now that some are actually used by LUL. For example, 8899T (seen here at Acton Works on 27th May 2023) has been noted at Neasden Depot and Ruislip Station. Note that the sign on the (temporary?) building in the background states that 'This Bus Station is ---- Property'!

Photo 7549, by **Ray Monk**, added to LTSV on 20/07/2023.

Given that many are unmarked, crew ferry vehicles can often be noticed by where they park as much as anything else. For example, this plain white Dacia Sandero car was at the bus stops on Haven Green (Ealing Broadway) on 27th May 2023. It is actually D75132 in the RATP fleet, bringing drivers for route E1 from Hounslow (AV) garage. The bus behind is from Edgware (BT) garage, also with RATP. Route 226 was won on tender from January 2023 and was supposed to be operated by BE-class electric single deckers. As has happened quite regularly, there were delays in completing the charging equipment at the garage and the route has mainly been run using 11-year old DE-class diesel buses.

Photo 7550, by **Thomas Young**, added to LTSV on 20/07/2023.

It looked as though Arriva London had taken some new vans for engineering use at its South London garages in spring/summer 2023, so on 30th May I visited Croydon (TC), Thornton Heath (TH) and Brixton (BN) to look for them. I didn't do very well, only finding one new van (at BN) and it was not in a position to photograph. However, I did notice a couple of Norwood's Seat Ibiza cars were also parked at BN, including BP72YYF seen here (actually photographed while I was sitting at the bus stop on the other side of the main road!). We have seen in the past that Norwood crew ferry vehicles sometimes turn up at Thornton Heath (see photo 5645). Their presence at BN seems more understandable, since route 137 is operated jointly by BN and N.

Photo 7551, by **Lee Thatcher**, added to LTSV on 20/07/2023.

The equivalent of a secret handshake for crew ferry cars seems to be to have one wheeltrim missing! This is another anonymous RATP Dacia Sandero, this time D75138 (NU72GBV) seen at Hounslow Garage on 31st May 2023. Hounslow (AV) has its own allocation of Sanderos (see photo 7345), which usually park outside the garage exit door. However, D75138 is actually from Hounslow Heath (code WK, recently changed from HH), and it was parked by the garage entrance. Comparing this photo to the Arriva Seat Ibiza at Brixton (see photo 7550), I was struck by how similar the two designs appear. However, there is no connection between them, the Dacia having Renault roots while the Seat is from the Volkswagen family.



Photo 7552, by **Terrence Williams**, added to LTSV on 20/07/2023.

Making a nice change from plain white identikit cars, here is a 'proper' service vehicle! Ford Thames Trader box truck 1283F was one of three bought in 1963 for use as railway breakdown tenders and hence painted (rather liberally) in red rather than grey. Following withdrawal in the early 1980s, two were preserved, while the third ended up with travellers and was eventually scrapped in the 1990s. 1283F has been at the Castle Point Transport Museum at Canvey Island (Essex) for many years and has not been road-licensed since the start of 1988. It was seen at the museum on 6th June 2023, looking fine apart from missing a front number plate.



Photo 7553, by **Bob Milner**, added to LTSV on 20/07/2023.

9020F is a fairly standard Ford Transit Custom van in LUL livery. Being allocated to Stratford Market Depot, it has been reported a fair few times, but mostly at night. On a rare daylight outing, it was found in the car park at High Barnet Station on 8th June 2023.



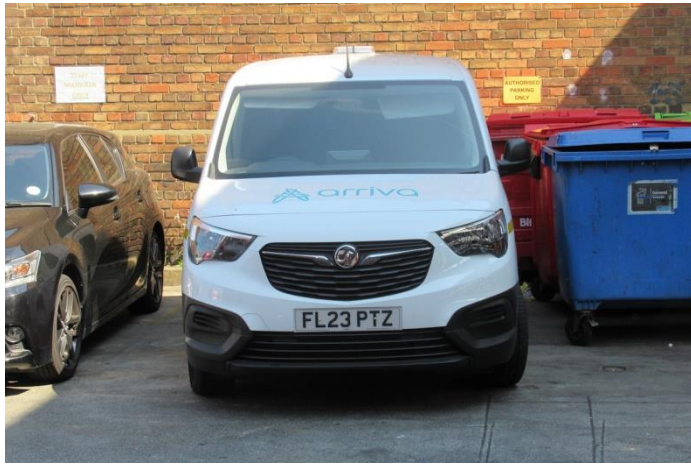
Photo 7554, by **Bob Milner**, added to LTSV on 20/07/2023.

Peugeot Partner Tepee car 8484P is an Incident Response Vehicle for the Piccadilly line, and divides its time between Bollo House at Acton and Arnos Grove Depot. However, on 9th June 2023 it was found parked at Cockfosters.



Photo 7555, by **Ray Monk**, added to LTSV on 20/07/2023.

Ray had better luck than me when looking for new Arriva vans on 10th June 2023. First, he visited the iBus office on Purley way, where he had found WR15VTP last year (see photo 7270). Parked in the same place was new Vauxhall Combo van FL23TTK with a full set of company lettering.

Photo 7556, by **Ray Monk**, added to LTSV on 20/07/2023.

Ray also visited Brixton (BN) garage on 10th June 2023 and photographed their new Vauxhall Combo van. FL23PTZ is presumed to be for use by the garage engineers.

Photo 7557, by **Derek Everson**, added to LTSV on 20/07/2023.

Not really visible from the entrance on Stanley Road, the south-west corner of the yard at Abellio's Fulwell (Twickenham) garage is where most of the service vehicles are parked. Derek was given permission to visit on 11th June 2023 and sent in a few photos. This view covers most of the area, and shows how the vehicles are packed in and almost hidden behind buses. To the fore is Ford Fiesta GY59MXR, while visible towards the back are Ford Transit crew vans YS55NHH and YT06DDX (both believed to be out of use). On the left is one of 30 Wright StreetDeck Electroliner buses delivered in late 2022 and now used mainly on lengthy route 111 after a spell when some were sent to Dawley Road garage to work the U5.

Photo 7558, by **Derek Everson**, added to LTSV on 20/07/2023.

More Abellio cars packed into the corner of the yard at Fulwell (Twickenham) Garage on 11th June 2023. Most were Ford Fiestas, including blue FH61EDU and black SH12XBU both with local 'TW' fleetnumbers on their bonnets. WG67EPU, the Vauxhall Astra parked in between, was unmarked and has not yet been reported in use. It may have been acquired for spare parts but, if you see it out and about, please let me know.

Photo 7559, by **Andrew Strachan**, added to LTSV on 20/07/2023.

Seven newly-delivered Ford Puma cars were noted at the Metroline works in Perivale in April 2023 and have recently been added to the database once it was determined that they were indeed for use as crew ferry cars. The unmarked cars have been spread around several garages, with AY23KWO now at Potters Bar. It was photographed in the front yard of the garage on 13th June 2023. Note that the shade of red is slightly darker than the normal 'LT' red used on other service vehicles. Note also the OME-class Optare Metrodecker electric bus blinded for route 317 in the background. This route has recently been converted to the type, following reductions in frequency of the route they were obtained for (134).



Photo 7560, by **Bob Milner**, added to LTSV on 20/07/2023.

Bob found new Vauxhall Combo van FL23JDF at Arriva London's Thornton Heath Garage on 17th June 2023. Curiously it was parked in the front 'garden' (where the Norwood cars were seen before, see photo 5645), rather than in the garage itself. This may be because it had just been delivered, having only been licensed two days earlier.



Photo 7561, by **Andrew Lidinson**, added to LTSV on 20/07/2023.

LUL Toyota Prius car 8973T was reallocated (from an unknown location) to Bollo House in Acton in early 2023 and seems to be used in connection with the Piccadilly line. This is supported by this fine photo of it taken at Hatton Cross Bus Station in the small hours of 20th June 2023.



Photo 7562, by **Peter Terry**, added to LTSV on 20/07/2023.

The Metrobus operation at Crawley has been managed by Brighton & Hove Buses for the past few years but this relationship became closer in October 2021 when the separate ownership of the buses (and the operating license) were combined. In terms of service vehicles, the fleets had remained distinct, albeit with occasional transfers, but it now looks as though they are treated as one. Most vehicles now have dual Brighton & Hove / Metrobus fleetnames, and transfers between the two areas have become more common. Recent additions have included a batch of second-hand silver Ford Focus estate cars, as shown by EO66JUA at Crawley Bus Station on 21st June 2023. These changes present a problem for LTSV in that it will be hard to determine which vehicles are at Crawley at any given time. As such I have decided to effectively stop reporting changes to the Metrobus fleet as of October 2021, though service vehicles may still be shown in photographs. I should add that both the Brighton & Hove and Metrobus websites provide a lot of information for enthusiasts, including fleetlists, photos and vehicle histories. Companies that do this are few and far between, especially those that also cover their service vehicles. Having said that, there is an issue in that the list on the B&H site shows EO66JUA as being fleetnumber 8116 (with a photo of the rear to back this up), while the Metrobus site shows 8116 as being EO66ZNG (which B&H have as 8120)!



Photo 7563, by **Andrew Lidinson**, added to LTSV on 30/07/2023.

Andrew had better luck than me when looking for the new van at Arriva's Croydon Garage, and it was parked in the usual place when he visited on 21st June 2023. FD72ZVE is one of at least 11 new Vauxhall Combo vans added to the Arriva London fleet in recent months.



Photo 7564, by **Thomas Young**, added to LTSV on 30/07/2023.

Over the past 20-odd years, Sutton Garage has mainly operated bus types that are different to other Go-Ahead London garages. First were the EVL class of East Lancs bodied Volvo B7TLs, then replaced by the DOEs which were Alexander Dennis Tridents with Optare Olympus bodies (the Olympus started out as an East Lancs product by the way). This local distinctiveness is now being lost as the garage is receiving a large number of group-standard Ee class BYD/Enviro 400 electric double-deckers. When I visited on 24th June 2023, there were still a few DOEs working, including DOE33 parked by the side of the garage. Note the grey diamond stickers on the front and sides of the bus. These were applied to almost all London buses in spring 2023 and are intended to help Fire Brigade staff identify the type of power source the bus has. The use of water or foam on a bus with electric motors may not be advisable! Diesel buses have grey diamonds with a graphic of a petrol pump. Alongside was resident engineers van EF19HFS, a standard high-roof Ford Transit Custom van, and one of several which have never gained any company markings.



Photo 7565, by **Peter Terry**, added to LTSV on 30/07/2023.

Delivered in spring 2023 (just before the change to 23 registrations), Metroline Ford Transit Connect van AV72ZNL has been allocated to Edgware Garage. On 27th June 2023 it was caught passing through the adjoining bus station. Amongst the buses in the background, an Alexander ALX400 in a red and grey livery stands out. This type is no longer used by any of the TfL operators, and this example is believed to be with RedRoute buses and used on railway replacement work.



Photo 7566, by **LTSV Collection**, added to LTSV on 30/07/2023.

Another insider job here, with a view of Renault Kangoo Maxi van 8415R at Stonebridge Park Depot on 28th June 2023. It was parked in a bay marked as being for the Depot Van, and it could well be allocated here. New in 2017, it was seen around Acton a few times, but not since 2019. Also visible is the long roadway (apparently called Argenta Way) which runs behind the depot to the car park at the far (west) end. Behind the wall is a stream (Wembley Brook), and then back gardens, so this location cannot be viewed from anywhere public.



Photo 7567, by **Ray Monk**, added to LTSV on 30/07/2023.

Despite the allocation of a few new Seat cars to Dartford garage, there are still plenty of hired crew ferries in use. Ray photographed two at Bexleyheath Bus Stand on 28th June 2023, first up being grey Citroen C5 KM72PXN.



Photo 7568, by **Ray Monk**, added to LTSV on 30/07/2023.

The second Arriva London crew ferry car Ray photographed at Bexleyheath on 28th June 2023 was LC22OPP, an MG HS. I never thought I would see an MG product in use as a service vehicle, as the company traditionally specialised in rather sporty cars. However, the former British Leyland subsidiary is now Chinese-owned and produces a wide range of vehicle types. The HS, like most, is built in China.



Photo 7569, by **Ray Monk**, added to LTSV on 30/07/2023.

Metroline's Holloway garage has had a pair of Ford Tourneo Custom minibuses for crew ferry work since autumn 2018. Both are in unmarked red and AV68BCK was seen near the garage on 30th June 2023.

Photo 7570, by **Ray Monk**, added to LTSV on 30/07/2023.

Ray found two Renault Grand Scenic cars at Holloway Garage on 30th June 2023. This is a bit of a surprise since the type had been the standard crew ferry vehicle for Metroline until a few years ago when the last known examples departed. The two new cars were MF70NFD (shown here) and MD69OCR, both first licensed in 2020. It could be that they were operated from new and used at the King's Cross garage (which didn't get visited very much by LTSV correspondents). This garage was closed on 10th June 2023 with its two routes (30 and 274) transferred to Holloway. The unmarked maroon or burgundy livery is the same as that worn by earlier Metroline Grand Scenics.

Photo 7571, by **Andrew Lidinson**, added to LTSV on 30/07/2023.

Andrew found another new Arriva Vauxhall Combo on 1st July 2023, in the shape of FL23JCU parked at Crown Point (Upper Norwood). The van was only a week old at the time, and it was assumed to be based at the nearby Norwood Garage, although it has not yet been reported there.

Photo 7572, by **Peter Terry**, added to LTSV on 30/07/2023.

According to our records, there are currently 22 service vehicles in the white/blue/green livery of Trams, though it has to be said that they are hard to see. Some (but not all) are kept at the depot at Therapia Lane and while there may perhaps be another base somewhere, we have not found it yet. Peter came across Renault Kangoo Maxi van 8659R attending a job at Dundonald Road Tram Stop (Wimbledon) on 3rd July 2023.

Photo 7573, by **Derek Everson**, added to LTSV on 30/07/2023.

Derek visited Crawley on 3rd July 2023 and photographed quite a few service vehicles. Seen in the bus station were native Ford Transit Connect van 8101 (EJ17HNE) together with red Mercedes Vito crew van RK64OVH. The latter had Brighton & Hove fleetnames but was of course new to Go-Ahead London.

Photo 7574, by **Derek Everson**, added to LTSV on 30/07/2023.

At the Metrobus garage in Crawley on 3rd July 2023 were several service vehicles that had dual Metrobus / Brighton & Hove fleetnames. Ford Transit Connect van E068PNF (fleetnumber 8128) originated with the Brighton fleet but, according to the company website, is now allocated to Crawley. Curiously, Derek also photographed this van at the Southdown PSV premises in Copthorne a couple of hours later.

Photo 7575, by **Derek Everson**, added to LTSV on 30/07/2023.

Southdown PSV was an independent bus operator in Surrey and Sussex, with no connection to the more famous Southdown Motor Services. In February 2023 the company was bought by the Go-Ahead group and it has since been run as a subsidiary of Brighton & Hove Buses. Derek visited their Copthorne base on 3rd July 2023 and found a large number of service vehicles present. Most were former Brighton & Hove or Metrobus vehicles that appeared to be in storage pending disposal. However, there were also three Go-Ahead London vehicles. Shown here is Ford Transit Custom van E016PKZ, new to Northumberland Park garage and later used at Croydon. Given the van's age, it has perhaps been replaced, though we don't know by what.

Photo 7576, by **Derek Everson**, added to LTSV on 30/07/2023.

Another Go-Ahead London service vehicle seen at Southdown PSV's Copthorne base on 3rd July 2023 was Renault Master minibus LV59EJA. The presence of this vehicle is less surprising. One of a pair acquired in late 2009 and based at Camberwell garage for duties that included assessment of trainee bus drivers, they were nominally replaced by a pair of new Nissan minibuses in late 2022. However, the Renaults remained at Camberwell for at least a few more months. Parked behind is one of several Brighton & Hove SVs also apparently dumped here.

Photo 7577, by **Derek Everson**, added to LTSV on 30/07/2023.

The third Go-Ahead London service vehicle at Copthorne on 3rd July 2023 was more of a mystery. Unmarked EF19HFP was only 4 years old and had previously been the engineering van at Merton garage. It remains to be seen if it has been disposed of, or if it was just visiting the Southdown PSV premises.

Photo 7578, by **Ray Monk**, added to LTSV on 30/07/2023.

At least five new Seat cars have been seen working from Arriva London's Dartford garage recently, although one has since moved to Edmonton. Of those remaining, Ibiza BG23LBU was photographed at the bus stand in Bexleyheath on 4th July 2023.

Photo 7579, by **Derek Everson**, added to LTSV on 30/07/2023.

July means Tennis, and some bus photographers head to Wimbledon to see the vehicles being used on the special services up the hill (one is visible in the background here). On 4th July 2023 Derek caught Dynes Scania 540S recovery truck LX71APO, name Daisy Rose, towing Go-Ahead London WHV132 from Putney Garage. Note that the bus is missing one of its nearside skirt panels, and that it has the yellow diamonds with an electric 'flash', to inform fire brigade staff that it is a hybrid with electric motors.

Photo 7580, by **Derek Everson**, added to LTSV on 30/07/2023.

Although Metroline only received its last batch of Ford Transit Connect vans earlier this year (see photo 7451), another lot were delivered in July. AY23KSF was first licensed on 4th July 2023 and was photographed at Perivale CELF the following day. A light-bar was already fitted but company lettering had yet to be applied.

Photo 7581, by **Derek Everson**, added to LTSV on 30/07/2023.

Three new Ford Transit Connect vans were noted at Metroline's Perivale CELF on 5th July 2023, this being AY23KUN. Reports of where these new vans end up being allocated to would be welcomed.

Photo 7582, by **Paul Nicholls**, added to LTSV on 30/07/2023.

Trueform continues to be the main contractor responsible for bus stops and related infrastructure in London, although their vehicles are rarely photographed. This may be because they are relatively inconspicuous in their white livery, or perhaps there just aren't very many of them. Anyway, Paul caught their Volkswagen Crafter van GH19VCA passing Aldgate on 8th July 2023.

Photo 7583, by **Steve Warman**, added to LTSV on 30/07/2023.

TfL Nissan Leaf car 9101N was a common sight at either Turnpike Lane or Walthamstow bus stations until late 2022, after which no sightings have been reported. This photo offers a potential clue, showing the car parked at Edmonton Green Bus Station on 10th July 2023. This location has normally been served by vehicles from other allocations but perhaps this car has now moved here. Note the poppy on the bonnet, rather early for 2023 or very late for 2022! Actually, it had a poppy when I saw it in July 2021, so perhaps this could be considered to be a permanent change of livery!

Photo 7584, by **Thomas Young**, added to LTSV on 30/07/2023.

On 10th July 2023 I joined Ray Monk and Dave Wolstencroft to visit a few locations in North London, first up being Northumberland Park Garage. This Go-Ahead London base has a large allocation of electric buses and, being rather remote, also has lots of crew ferry vehicles. Three of the Mercedes Vito minibuses are visible in this view (WV71ZVS, RX71SYS, RX71SYU), all of which have the blue driver recruitment advertising on the sides and rear. Indeed of 9 Vitos noted during our visit, only one remained in the previous unmarked red livery. Beyond the minibuses on the right is an SEe class bus displaying blinds for former Red Arrow route 507. This, and route 521, were withdrawn at the end of April 2023, being replaced by changes to various other routes. The buses used on Red Arrow routes always had fewer seats than normal, as they were short journeys carrying heavy loads. The SEe buses are now being fitted with additional seats for use on normal services elsewhere in London.



Photo 7585, by **Ray Monk**, added to LTSV on 30/07/2023.

LUL's Northumberland Park Depot is just over the road from Go-Ahead London's Northumberland Park Garage. On 10th July 2023 the only service vehicle in the front yard was MAN lorry LV66XYC, in the process of being loaded with wheelsets. Note the mesh dropside doors.



Photo 7586, by **Thomas Young**, added to LTSV on 30/07/2023.

Having been loaded with wheelsets on 10th July 2023, LUL MAN lorry LV66XYC then left Northumberland Park Depot, perhaps bound for Acton Works. I have included this photo as it shows another part of the depot in the background. Osborne House is the building on the right, situated at the junction of the roads and somewhat separate from the main depot. One SV is usually parked here, and VW Caddy Maxi crew van 8762VW can just be seen.



Photo 7587, by **Thomas Young**, added to LTSV on 30/07/2023.

One other service vehicle seen at Northumberland Park on 10th July 2023 was Boleyn Recovery Volvo FH DX65SYU, carrying fleetnumber 26. This had come from the nearby Go-Ahead London garage and was another vehicle to have a very early (or very late) Poppy adornment. DX65SYU has been seen doing London bus related work since at least 2019 (see photo 5929).



Photo 7588, by **Dave Wolstencroft**, added to LTSV on 30/07/2023.

On the night of 10th July 2023, Dave Wolstencroft visited both Griffith House and Lillie Bridge, though the former is much better for photography than the latter. Among various vehicles seen on neighboring streets was Ford Transit Custom crew van 8580F.



Photo 7589, by **Dave Wolstencroft**, added to LTSV on 30/07/2023.

VW Caddy Maxi crew vans 8998VW and 8999VW are regularly seen among the nighttime congregations at Griffith House. On 10th July 2023 Dave photographed 8999VW parked on Harcourt Street ahead of a couple of LUL Renault Kangoo Maxi vans.



Photo 7590, by **Dave Wolstencroft**, added to LTSV on 30/07/2023.

VW Caddy Maxi 9001VW is also a regular sight at Griffith House, but differs from 8998VW/8999VW in being a van rather than a crew van. It was caught on nearby Harcourt Street on 10th July 2023, parked in front of 8354F, one of the (now) rare Ford Fiesta vans.



Photo 7591, by **Dave Wolstencroft**, added to LTSV on 30/07/2023.

Although delivered nearly 3 years ago, VW Caddy van 9165VW still has the highest reported fleetnumber in the central fleet. Or at least it did until this month (see photo 7598)! Since it was new, 9165VW has only been reported at night, mainly at Griffith House but also at Stratford Market Depot. On 10th July 2023 it was parked on Harcourt Street (near Griffith House) at the head of a line of LUL vehicles.



Photo 7592, by **Lee Thatcher**, added to LTSV on 30/07/2023.

An official list from RATP in late 2022 showed that they had four BYD electric cars, including three nominally allocated to Shepherd's Bush Garage. Although LK66KVO has been seen there a few times (see photo 7405), the other two were notably absent from reports. That is until Lee found OU19FDP plugged in at the garage on 11th July 2023. The 70 is the only route operated from here that does not pass Shepherd's Bush (or White City) so perhaps these cars are used to ferry drivers to Chiswick Business Park.



Photo 7593, by **Malcolm Millichip**, added to LTSV on 30/07/2023.

This photo is rather remarkable in that it was taken from an Overground train passing Abellio's Battersea garage on 11th July 2023. Two consecutively numbered Citroen Dispatch vans were visible parked outside the engineering bays in the form of 6903 LG19DJE nearest and 6902 LG19BFV beyond. Note that 6903 is missing the back part of its side trim, while 6902 is missing the front part! Note also that the NS (Dutch Railways) logo is still carried alongside the fleetnames, even though the sale to Transport UK Group was completed in February this year.



Photo 7594, by **Dave Wolstencroft**, added to LTSV on 30/07/2023.

Dave went to South Ockendon on 14th July 2023, in the hope of seeing LUL 8775F. This was rather risky, as it had only been reported there once, some 5 months earlier. Fortunately for him, the van was there again, as seen in this photo. 8775F is a Ford Transit Custom van used by the Lifts and Escalators section and nominally allocated to Frank Pick House in Acton.



Photo 7595, by **Ray Monk**, added to LTSV on 30/07/2023.

VW Caddy Maxi crew van 8983VW was seen catching some sunshine in the car park at Acton Works on 15th July 2023. Sightings suggest that this van alternates between being based at Lillie Bridge and Dagenham East.



Photo 7596, by **Ray Monk**, added to LTSV on 30/07/2023.

Larger service vehicles are only rarely seen in the car park at Acton Works. Ray found Ford Transit crew van 8805F there on 15th July 2023. New in 2019, this van was elusive for its first few years but appears to have become a more regular Acton resident since early 2023.

Photo 7597, by **Ray Monk**, added to LTSV on 30/07/2023.

A relatively unusual visitor to Acton Works on 15th July 2023 was Volkswagen Caddy Maxi crew van 8242VW, outwardly a standard vehicle but one of the few to be fitted with a tailgate rear door. Mainly allocated to Stratford Market Depot, it had a stint at Griffith House in 2022, and was seen at Smallbills Garage a couple of days before this photo was taken.

Photo 7598, by **Ray Monk**, added to LTSV on 30/07/2023.

In mid-2023 I received reports of a black van with well@tfl markings seen in the lorry yard at Acton Works. I presumed that this was a follow-on (or addition) to the Fiat Ducato box van seen the previous year (NX67NLP, also with well@tfl lettering but on a white livery, see photo 7254). When Ray visited Acton on 15th July 2023 he was able to get a closer look at the new van, which turned out to be a black Citroen Relay registered LC70VLO. The biggest surprise was that it carried a fleetnumber (9168C), in white lettering in the usual position near the front quarterlights. The allocation of new fleetnumbers had got as high as 9165 (with a few gaps) in 2020, then stalled due to the financial difficulties resulting from the COVID-19 pandemic. It is possible that this van - first registered on 31st December 2020 - has been operated since new but this seems unlikely. DVLA data shows it as being grey and with a V5C issued on 12th May 2023. V5Cs are usually issued in connection with a change of owner/keeper. So, if this vehicle is second-hand, it represents only the second such addition in recent years, the first being specialised Power Supply department van 7755F (see photo 4482). We still aren't too clear on what well@tfl is, nor whether NX67NLP remains in use. If it is, the Ducato may also now be numbered.

Photo 7599, by **Dave Wolstencroft**, added to LTSV on 30/07/2023.

On 15th July 2023 Dave was not specifically looking for service vehicles (for a change!), yet he stumbled across a gang of them in the car park at Colindale Station. 8 vehicles were present, in connection with engineering work on the Northern Line, and a couple of them were quite rare. For example, Ford Transit van 8570F (shown here) had only been reported 5 times in its almost 6 year career. In fact, with no sightings since 2020 and a V5C issued in June 2022, we had assumed that the van had been withdrawn. Presumably the V5C was actually issued for some other reason, as 8570F is clearly still an LUL vehicle.



Photo 7600, by **Dave Wolstencroft**, added to LTSV on 30/07/2023.

Another of the vehicles seen at Colindale Station on 15th July 2023 was VW Caddy Maxi crew van 9000VW. Dave therefore managed to photograph all of 8998VW to 9001VW in the same week! Judging by reports, 9000VW had initially been allocated to Griffith House (with the other 3), but then moved on, most likely to Stratford Market Depot.



Photo 7601, by **Richard Davis**, added to LTSV on 30/07/2023.

Richard attended the Truck Cruise Weekender at the Hertfordshire Showground in Redbourne on 16th July 2023. Dynes Recovery had several vehicles in attendance, including brand-new DAF AY23VTM (Lottie) seen here.



Photo 7602, by **Richard Davis**, added to LTSV on 30/07/2023.

A very expensive line-up of hardware seen at the Truck Cruise Weekender on 16th July 2023. Three Dynes recovery trucks show their business ends, comprising Scania AV23BOF, Volvo KM22UUZ and DAF AY23VTM. Just visible at the right is the cab of DAF artic SN72YDK (see photo 7479).

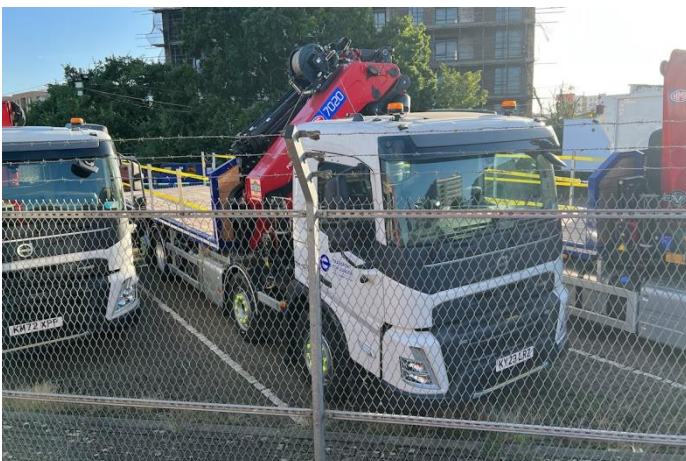


Photo 7603, by **Colin Smith**, added to LTSV on 30/07/2023.

An unexpected arrival at Acton Works in about May 2023 was another Volvo FMX flatbed lorry, joining the one delivered a month or so earlier. KY23LRZ is similar to earlier KY23LNO (which is just visible on the right in the photo here) but has 4-axles and a considerably larger crane behind the cab. The cranes on both lorries are made by Danish firm HMF, KY23LNO having their model 4020 while KY23LRZ has a 7020. The larger crane looks to be similar in capability to that on Mercedes Actros 2591 (see photo 1799), so perhaps the new lorry is a belated replacement. Photographed on 16th July 2023.



Photo 7604, by **Andrew Lidinson**, added to LTSV on 30/07/2023.

Four Ford Transit Custom vans were included on a list of Arriva London service vehicles received last year, but they are proving to be a bit enigmatic, with reports and photos scarce or non-existent. For example, nobody has seen the van supposedly allocated to Wood Green, while the Enfield one was not visible when I visited earlier this month. The other two were listed as being at Grays but this appears to be incorrect or outdated. AJ21CPX has been seen at Crystal Palace, while AK22LXS has been noted at Dulwich and Catford (where Andrew did well to catch it on 17th July 2023). With no sightings at garages, it is not entirely clear where these vans are based.



Photo 7605, by **Phil Hambling**, added to LTSV on 30/07/2023.

Toyota Prius car 8669T was delivered in June 2018 but was very elusive. Just two sightings were reported (both at Waterloo at night), so we had no idea where it was based. In spring 2023 it was spotted at Hainault Depot twice, so it is presumably now based there. It may have been there all along of course. On 18th July 2023 Phil found it parked in Basildon, in a location where he has previously found Hainault vehicles.



Photo 7606, by **Andrew Lidinson**, added to LTSV on 30/07/2023.

Arriva's Norwood Garage received a large batch of Seat cars in February 2023, topped up with a handful more in April, the latter seemingly replacing the last of the older vehicles. Seat Ibiza BD23KRU is from the second batch, as is Seat Arona BG23KYJ visible in the background. The Ibiza is numbered S11 by means of a paper in the back (is that still called the parcel shelf?), this number having previously been allocated to Vauxhall Corsa WP66TDX (see photo 7160).



Photo 7607, by **Steve Warman**, added to LTSV on 30/07/2023.

Edgware bus garage is shared by Metroline and RATP, both companies using the ramped access road at the end of the bus station. Latley RATP has taken to parking their service vehicles along this road, as seen here in late July 2023. To the fore is Dacia Sandero car D75120 (MJ69ZKA), with similar D75122 (MJ69ZBP) and van R70031 (MF20RYT) visible in the background. Dacia D75121 (MJ69ZBZ) was also parked nearby, with front and rear damage, while the white car with red wing mirrors behind D75120 is a Toyota Aygo that is believed to have been hired to cover (see photo 7608). On the left is a new parking area for Metroline, opened following the demolition of the LUL power substation a few years ago.

Photo 7608, by **Ray Monk**, added to LTSV on 30/07/2023.

Edgware again, this time on 24th July 2023. Ray spent over an hour at this location and, apart from two Arriva cars parked, the only service vehicle seen was this unmarked Toyota Aygo car which put in four appearances, each time with different drivers. This shows that it was in use as a crew ferry, presumably on hire to RATP to cover for accident damaged Dacia Sandero D75121. I was going to ignore this as a short time hire but it turns out to have been in use for at least a couple of months. Stagecoach London had a hired Toyota Aygo at Barking for a few months in late-2022/early-2023 (see photo 7279).

Photo 7609, by **Ray Monk**, added to LTSV on 30/07/2023.

This Ford Fiesta van appears to have been used by Arriva London's Dartford Garage since it was new in late 2019. I had presumed that it was a hire at first, since Arriva is not known for taking Ford service vehicles. However, the fact that it is still in use 3 and a half years later suggests that it is a full-time member of the fleet. At least it is now a bit easier to spot, having gained engineering recruitment posters on the doors. Seen at Geddes Place bus stand in Bexleyheath on 25th July 2023.

Photo 7610, by **Malcolm Conway**, added to LTSV on 30/07/2023.

The distinctive orange livery of Crouch Recovery makes a second appearance on LTSV, ironically at the same location as last time (see photo 5977). V31TOW is a Volvo FMX recovery unit built in 2016 and seen at Victoria Coach Station on 10th July 2023. Apart from having 3-axes instead of 4, there are not many differences between this and A4TOW in the earlier photo.

Photo 7611, by **Malcolm Conway**, added to LTSV on 30/07/2023.

Somewhat dwarfed by the Caetano Levante coach behind (though which it looks like it is about to tow!), this Ford Transit Connect van is lettered for Clarkes of London. This established coach operator was acquired by National Express in late 2016 but has continued to trade using its traditional name and green livery. The coach behind is owned by National Express itself and has fleetnumber SH292. When first established, National Express did not own any vehicles, instead using coaches supplied by contactors (often the regional National Bus Company subsidiaries but later also private coach firms). Being co-owned, Clarkes are presumably better placed to attend to any breakdowns in London than Birmingham-based National Express.



Photo 7612, by **Ray Monk**, added to LTSV on 30/07/2023.

Parked outside Signal House at Acton Works on 30th July 2023, 8686VW is a VW Caddy Maxi van that has been notably absent from reported sightings of late. It was seen at Acton Works when new in autumn 2018, then again around late-2019 and early-2020 but nothing since. As such, I have no idea where this van may be allocated.



Photo 7613, by **Ray Monk**, added to LTSV on 30/07/2023.

Another view of TfL Citroen Relay 9168C at Acton Works, this time on 30th July 2023 and showing the front and offside. The fleetnumber is more apparent in this view, as is the rather tall bodywork. As often happens, I am drawn to things visible in the background. On the right is Isuzu caged truck LM72ZBE of Enterprise Flex-e-rent. A caged truck has been a part of the fleet for many years, used for waste collection jobs that don't warrant a full-sized dustcart, and usually parked near the top of the ramp to the lorry yard. Since the departure of liveried BN07YAV (see photo 3613) in about 2016, this role has been fulfilled by hired vehicles. To the right of that, and almost hidden behind 9168C, is DB9, the demountable box body now used as a junk store (see photo 6929), while on the right are trailers including T66, the new Nooteboom T80 (see photo 7409) and long-withdrawn Cobul box CBT57 (see photo 6131).

Comment by **Ray** on 01/08/2023: LM72ZBE is on the left. Tom has trouble with his reft and light!



Photo 7614, by **Ray Monk**, added to LTSV on 30/07/2023.

A rear view of recently delivered Volvo FMX flatbed lorry KY23LRZ at Acton Works on 30th July 2023 shows that it is almost indistinguishable from smaller KY23LNO (see photo 7502). Indeed the main differences are at the front, where KY23LRZ has an additional axle and a much larger crane. On the right is an unidentified free-standing demountable flatbed. Loose bodies are usually left on the opposite side of the lorry yard, as seen with DB10 in 2021 (see photo 6918).

Photo 7615, by **Ray Monk**, added to LTSV on 30/07/2023.

This Ford Transit van was first noted at Westbourne Park Garage in early 2023, though it may have been operated since new in late 2021. This garage passed from Tower Transit to RATP London Transit in 2021, although the vehicle was not shown on an RATP fleet list seen more recently. The reflections in this 30th July 2023 photo disguise the fact that this van carries no markings whatsoever.

Photo 7616, by **Peter Terry**, added to LTSV on 30/07/2023.

Three of London Transport's nine Leyland Titan Breakdown Tenders were preserved, though little has been seen of any of them for a few years. 1278LD was recently recovered in poor condition and is undergoing a long-term restoration in Lincolnshire (see photo 7272), while 1416LD was at the Pump House Museum in Walthamstow until at least 2015 (see photo 3069) but seems likely to have since moved. 1279LD has not been reported since 1994 but was said to be under restoration by bus company Southern Transit. It was therefore a pleasant surprise to see that it attended the Worthing Bus Rally on 30th July 2023. This photo taken at the rather damp event shows that the tender appears to be in good condition, though it had to run on trade plates (198DY).

Photo 7617, by **Peter Terry**, added to LTSV on 30/07/2023.

At the Worthing Bus Rally on 30th July 2023, preserved Leyland Titan Breakdown Tender 1279LD was carrying a portable generator to provide power to 'tea bus' RML2333. This view of the rear shows the fold-back doors, the rudimentary tail-lift and some of the interior shelving. It makes for an interesting comparison with a similar photo taken in 1970 whilst 1279LD was still with LT (see photo 6632).

Photo 7618, by **Peter Terry**, added to LTSV on 30/07/2023.

Seen at the Worthing Bus Rally on 30th July 2023, this Ford Transit van belongs to bus company Southern Transit and has a personalised registration that is connected to London buses. It was actually photographed in almost exactly the same place last year (see photo 7244) and this new photo has been added mainly because it is better quality!

Photo 7619, by **Peter Terry**, added to LTSV on 23/08/2023.

This Land Rover Defender was photographed at an event at the London Bus Museum in Brooklands back in 2014 (note the Year of the Bus logo in the windscreen). Operated by Southern Transit and given their smart red and grey livery, the most interesting aspect was perhaps the registration number. D162FYM was originally applied to L162, a Leyland Olympian double-deck bus new to London Buses in 1987. The bus later passed to Arriva London South and was withdrawn in 2005, while the Land Rover is somewhat younger, having been new (with an unknown registration) in 1997. D162FYM is still on this vehicle but it is currently off the road.

Photo 7620, by **Dave Wolstencroft**, added to LTSV on 23/08/2023.

Go South Coast is a group of bus operators owned by Go-Ahead and with quite complicated histories. Seen in Salisbury on 8th August 2023 was their Ford Transit Mk8 van EA67YNE. It was marked as a Bus Stop Maintenance Vehicle and displayed the five main brands used by buses within the group. The moustache on the bonnet is not part of the standard livery....

Photo 7621, by **Ray Monk**, added to LTSV on 23/08/2023.

The turnover of hired vehicles at Arriva London's Dartford Garage has continued, one of the latest being KT21DXZ. This was a Seat Arona similar to some new examples delivered to other Arriva garages in plain white. It was photographed parked behind Peugeot 5008 car GD21ENX at the bus stand in Bexleyheath on 9th August 2023.

Photo 7622, by **Bob Donaldson**, added to LTSV on 23/08/2023.

Toyota Prius 8887T was from a batch of 7 such cars (8886T to 8892T) delivered in autumn 2019 and mainly allocated to the Power Supply base at Tufnell Park. 8887T was noted there a couple of times but has been notably absent since 2020. On 10th August 2023 it was photographed in Warlingham (Surrey).



Photo 7623, by **Dave Wolstencroft**, added to LTSV on 23/08/2023.

Dave Wolstencroft has now managed to photograph most of the vehicles that are regular participants in the night-time congregations at Griffith House. The majority are Renault Kangoo Maxi vans, but 8828R is an example of the shorter variant. It was photographed on Harcourt Street on the night of 10th August 2023, with Kangoo Maxi 8366R parked behind. The photo is remarkably sharp given the tenth of a second exposure.



Photo 7624, by **Dave Wolstencroft**, added to LTSV on 23/08/2023.

Not previously seen at Griffith House, VW Caddy Maxi crew van 9130VW had latterly been based at Dagenham East Station. Photographed on Harcourt Street on 10th August 2023.



Photo 7625, by **Dave Wolstencroft**, added to LTSV on 23/08/2023.

Unmarked black Peugeot 308 car MD69RNA had been added to the Arriva Southern Counties fleet a couple of years ago, initially based at Guildford. Following the closure of that garage in December 2021 it appears to have moved across to Hemel Hempstead, and was photographed in the bus station at Watford Junction on 14th August 2023. It was parked in front of anonymous white Peugeot Partner van OV68VZC, which is presumably also an Arriva vehicle. I saw the van in the same location back in May, so it has evidently been in use for a while, and it has now been added to the database.



Photo 7626, by **Andrew Lidinson**, added to LTSV on 23/08/2023.

Seen through the trees at the bus stand on Cheviot Road in Norwood on 15th August 2023, RIG4837 is a Hyundai I30 car operated by Abellio from its Beddington. It is slightly unusual for not having been given Abellio logos, but more unusual for bearing a dateless Irish registration number.

Photo 7627, by **Thomas Young**, added to LTSV on 23/08/2023.

There is now a very small yard on the side of Camberwell Garage, with a gated entrance off the short cul-de-sac called Station Terrace. This appears to have been added when the new engineering block was built in about 2009, and it is near the point marked E on the aerial photo (see photo 6360). When I had a look in on 15th August 2023, a Mercedes Vito minibus was present. Go-Ahead London uses loads of these minibuses as crew ferry vehicles, but Camberwell has not previously had such a requirement. RF19UZK still had the dual fleetnumbers on the rear (FV20 and DS03), which mark it out as a Silvertown/Henley Road vehicle. Perhaps it was here for maintenance, or maybe for the application of driver recruitment adverts. Further reports would be appreciated.

Photo 7628, by **Thomas Young**, added to LTSV on 23/08/2023.

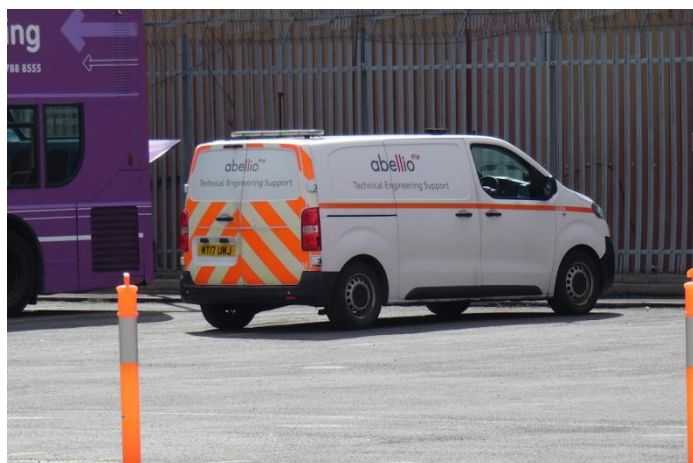
The only van in the side yard at Camberwell Garage on 15th August 2023 was unmarked white HG21XTH, a Nissan NV250 (Renault Kangoo lookalike). I believe this is a Go-Ahead London service vehicle though, since similar HG21XBL was seen at the Merton head-office back in 2021 (see photo 7039). Furthermore, HG21XSA, and one other un-identified, have recently been seen in the vicinity of Silvertown and Henley Road garages.

Photo 7629, by **Thomas Young**, added to LTSV on 23/08/2023.

On 15th August 2023 I paid my first visit to Abellio's Battersea garage, and it was quite rewarding. Parked near the entrance were Ford Transit Custom minibus EO22KJF and Citroen Dispatch van LG19DJE. The former was one of four added to the fleet in 2022, which we had initially assumed to be hires to allow greater social distancing due to the COVID-19 situation. All four were initially based at west London garages (Southall and Hayes).

Photo 7630, by **Thomas Young**, added to LTSV on 23/08/2023.

The second LTSV website was launched in 2008, and covered railway wagons, being extended in 2021 to cover all UK trains. There have been a few photos that could legitimately be added to both sites, but this is probably the first to combine a London service vehicle and a freight train. It was taken, almost by chance, at the entrance to Battersea Garage on 15th August 2023 and shows Abellio Ford C-Max car WM18NRE (latterly based at Beddington) arriving while Freightliner 59203 passed overhead with a train of hopper wagons. By the way, if you haven't looked at the LTSV Rail Data website, just click on the LTSV logo in the top left corner of this page.

Photo 7631, by **Thomas Young**, added to LTSV on 23/08/2023.

Seen in the large yard at Abellio's Battersea Garage on 15th August 2023, this Citroen Dispatch van MT17UMJ had fleetnumber 6904 marked on the back. This suggests that it was acquired in about 2019/2020, although it had never previously been reported. A clue may be in the secondary lettering, which reads 'Technical Engineering Support', unlike other vans which just show 'Engineering Support'. There is also the matter of the side stripe. Some vans have a green stripe, some an orange one. I had guessed that the green stripe might indicate ULEZ compliance, but this now seems unlikely, and is in any case now largely irrelevant. It could in fact be a policy change. Vans numbered 6901 to 6903 have green stripes, while 6906 upwards have orange. By the way, I can now add that MJ17USE at Walworth (with an orange stripe) is numbered 6905, which completes the set of numbers 6900 to 6910. The fleetnumber for DV69EOO (at Fulwell) has not yet been reported but could perhaps be 6911. Finally, the purple bus alongside is a driver trainer.

Photo 7632, by **Thomas Young**, added to LTSV on 23/08/2023.

This is a view of Battersea Garage as seen from Stewarts Lane (the name is perhaps better known as the name of the railway depot it leads to) on 15th August 2023. As with many modern bus garages, covered accommodation for buses is limited to the engineering bays, other buses parking in the large yard. Over 180 buses are based here, including 74 New Routemasters like LT610 seen here. However, the reason for including this photo is the white vehicle visible parked in the background amidst the staff cars. This turned out to be ex Hackney CT Toyota Hiace minibus DG53DPY (see photo 5615), and I only noticed this since it still carried the yellow C logos on the bonnet and doors. The minibus is not believed to be an operational Abellio vehicle, though it is ironic for it to end up here, as the location has previous for using 'second-life' service vehicles. 15 years ago Ford Transit van KJ03DYH (ex Metronet, see photo 2275) and Citroen Berlingo estate RA53WKP (ex Metroline, see photo 2276) were both based here.

Photo 7633, by **Thomas Young**, added to LTSV on 23/08/2023.

Over the last year or so, at least 44 Seat cars have been added to the Arriva London fleet, all in unmarked white and with Birmingham registrations. The majority have been of the Ibiza model, with just six of the Arona. Both models share the same mechanical basis, the main difference being that the Arona is marketed as an SUV and has slightly taller bodywork. You can play spot the difference with this view of Ibiza BP72VAO (left) and Arona BG23KYJ (right) in the yard at Norwood Garage on 15th August 2023.

Photo 7634, by **Thomas Young**, added to LTSV on 23/08/2023.

Arriva London Vauxhall Combo van FL23JDF has already been shown on LTSV (see photo 7560), just after it was delivered to Thornton Heath Garage. I have included this photo partly because it proves that the van is indeed based there, partly because I was chuffed that it emerged from the depths of the garage just after I got my camera out (on 15th August 2023) and partly because I am trying to include photos that show a bit more of the locations. Thornton Heath is an attractive garage in as much as that it has a very wide entrance which leads onto a front yard where buses often pause before heading out. It is also south facing, something I had never really considered until I recently needed some good quality photos of London bus garages!

Photo 7635, by **Thomas Young**, added to LTSV on 23/08/2023.

Another recent Vauxhall Combo van for Arriva that has already been shown on LTSV (see photo 7555), this photo of FL23TTK at the Purley Way Ibus offices on 15th August 2023 has been included as it may help visitors to find the location. The red car in the background is heading south on Purley Way, while the building behind the van is mainly occupied by Matalan. There is a sign near the parked blue car that shows that this access road is for Matalan deliveries and the Arriva Control Centre only.

Photo 7636, by **Thomas Young**, added to LTSV on 23/08/2023.

Beddington Cross was among the last of many locations visited on 15th August 2023 (thanks to Dave for the driving). Parked outside were Peugeot Expert van 6910 (KV69NNP) and Ford Transit Custom minibus EO22KLF. Most of Abellio's current engineering van fleet are numbered in the 69xx series and all are essentially the same, despite being badged as Citroen Dispatches, Peugeot Experts or Vauxhall Vivaros. Each of these models does come in two lengths, and KV69NNP is an example of the longer variant, with more body behind the rear wheels. The minibus is another that started life in the west (Southall/Hayes) before moving to BC in 2023.

Photo 7637, by **Dave Wolstencroft**, added to LTSV on 23/08/2023.

Dave visited Griffith House again on the night of 16th August 2023. Among the vehicles seen was 8765F, a Ford Transit Courier van nominally allocated to Frank Pick House in Acton.



Photo 7638, by **Dave Wolstencroft**, added to LTSV on 23/08/2023.

Toyota Yaris car 9112T is allocated to the LUL offices on Allsop Place, behind Baker Street Station, and it was photographed parked outside on the night of 16th August 2023. I like this slightly close-up view as it shows how the frontal styling has a pronounced snout, somewhat reminiscent of 1930s streamliners!



Photo 7639, by **Dave Wolstencroft**, added to LTSV on 23/08/2023.

This Ford Transit Mk8 crew van is somewhat elusive, apparently only ever being seen by Dave Wolstencroft! It was probably new in late 2020 but we only learned of its existence in autumn 2022, and it was several months until we managed to obtain its fleetnumber. It appears to reside in the north yard at Neasden Depot, making it hard to see during the day. On the night of 16th August 2023 it was one of several vehicles found parked near Baker Street Station.



Photo 7640, by **Dave Wolstencroft**, added to LTSV on 23/08/2023.

On the night of 16th August 2023 Dave caught this line-up of 5 LUL service vehicles near the top of Baker Street. To the fore was Renault Kangoo Maxi van 8546R, followed by similar 8936R and 8935R, regular Kangoo 8549R and Ford Transit 9015F. The Kangoos have all been shown on LTSV as being allocated to Baker Street, as they are rarely seen elsewhere, while the Transit had come down from Neasden. The premises in the background include the London Beatles Store and The Sherlock Holmes Museum!



Photo 7641, by **Dave Wolstencroft**, added to LTSV on 23/08/2023.

TfL liveried Renault Kangoo van 9118R had been quite elusive at first, but in Spring 2023 it took up residence at North Greenwich Station, where it was photographed on 17th August 2023. I should point out though that it is not always there...

Photo 7642, by **Thomas Young**, added to LTSV on 23/08/2023.

The condition of the road leading to Rainham Bus Garage is terrible, with huge potholes, often filled with water, and requiring slow and careful navigation. The heavy lorries using adjoining premises are no doubt partly to blame, but buses (with their lower ground clearance) have a very hard time. It could perhaps explain why the garage has had a steady influx of hired crew ferry vehicles in recent months. I wouldn't be surprised if the vehicle suspensions were shot after a few dozen passes. The parallel road (now called Steel Approach, and which used to lead to the Blue Triangle and Arriva Tour garages) has recently been resurfaced, but I suspect that access requirements will make any renewal of the road into the Albright Industrial Estate difficult. When I visited on 17th August 2023, there was a steady flow of both buses and crew ferry vehicles, the latter including the established Hyundai minibuses plus some of the unmarked hired cars. But there were also three new Vauxhall Corsa electric cars, all in white with 'Stagecoach Operations Team Rainham' lettering. DS23SRZ was caught after making the turn onto Ferry Lane, with a fairly typical splattering of mud. A Stagecoach list received a few days later showed that the new cars have been given national fleetnumbers 91786-91788.

Photo 7643, by **Thomas Young**, added to LTSV on 23/08/2023.

Following the takeover of Hackney Community Transport's TfL bus operations by Stagecoach in August 2022, their vehicles started appearing on the Stagecoach Fleet Cards. This was how we learned of two Mercedes Sprinter vans that had been acquired in 2021, as neither had previously been reported. On 17th August 2023 I visited the Walthamstow Avenue garage to try and find one of the pair. KM21OWB was indeed present, though it was not positioned well for photography. This view shows its front end, as well as the admin block of the garage, while a peer through the fence showed that the van had gained Stagecoach lettering all round, and was a high-roof van rather than a low-roof crew van.

Photo 7644, by **Thomas Young**, added to LTSV on 23/08/2023.

In June 2021 I received reports of a red Mercedes Sprinter van with LBSL-style lettering and the fleetnumber E01. FX58ZRO had been new to Humber Refinery (where it was used as a fire engine!), but we didn't know who now operated it. Photos on Flickr didn't help, with one showing it inside Bexleyheath Garage, although it had initially been seen in Edmonton. On 17th August 2023 I found the van (in Edmonton again) and took a couple of photos. This rear view shows that the livery looks official, and TfL are famously very picky about letting other organisations use its roundel. Yet some of the lettering is a bit odd. The Arriva circles logo appears twice but with no mention of the Arriva name, while the 'LONDON NORTH' on the rear and 'company' on the side both appear to have bits missing.

Photo 7645, by **Thomas Young**, added to LTSV on 23/08/2023.

A view of the front of mystery Mercedes Sprinter van FX58ZRO in Edmonton on 17th August 2023 shows that it once had Arriva lettering above the windscreen. Motability (in the side lettering) is not a proper word, being instead a charity that provides cars to people in exchange for their Mobility Allowance benefits. And there is some weird antenna on the roof just ahead of the light-bar. So, we still don't really know whether this is a real service vehicle or not. If you see this van out and about, please let me know.

Photo 7646, by **Thomas Young**, added to LTSV on 23/08/2023.

Another new Vauxhall Combo van for Arriva London was found on 17th August 2023, when FL23JCV was seen at Wood Green Garage. The van itself is very like the other examples shown recently, so I have used this wider shot to illustrate more of the interior of the garage. Note the gentle curve to the long, thin sheds, the opening onto the parallel shed, and the hanging signs showing buses where to park.

Photo 7647, by **Ray Monk**, added to LTSV on 23/08/2023.

Whilst adding the photo of the new Wood Green van, I realised I had not yet shown the previous resident. Vauxhall Corsa van WM16CSZ was new in mid-2016 and was based at Wood Green from at least late-2017. It seems to have never gained any lettering, nor did it have the chevrons or light-bars normally applied to engineering support vehicles. Ray photographed the anonymous van inside Wood Green garage on the 2nd of January 2020.

Photo 7648, by **Dave Wolstencroft**, added to LTSV on 23/08/2023.

Dave W has had several night trips in recent weeks and in the early hours of 18th August 2023 he found 8205VW parked at the Sainsburys near Gloucester Road Station. This is one of two VW Caddy Maxi crew vans that have Incident Response Vehicle markings and which are normally kept in the basement at Palestra in Southwark. Being over 6-and-a-half years old, they would probably have been replaced by now under normal circumstances.



Photo 7649, by **Dave Wolstencroft**, added to LTSV on 23/08/2023.

TfL Toyota Yaris car 8898T returned to Stratford City Bus Station in August 2023, being photographed there on the 18th.



Photo 7650, by **Ray Monk**, added to LTSV on 26/09/2023.

Ray passes through Bexleyheath a couple of times each week and, as often as not he finds a previously unreported crew ferry vehicle parked at the bus stand on Arnsberg Way. On 2nd August 2023 it was this silver Peugeot 308 estate car BF21VPP.



Photo 7651, by **Dave Wolstencroft**, added to LTSV on 26/09/2023.

Ford Transit Custom crew van 8749F is one of the regular Griffith House night gang, and it was found parked nearby on Chapel Street on 10th August 2023.



Photo 7652, by **Dave Wolstencroft**, added to LTSV on 26/09/2023.

Another of the regular Griffith House night-time visitors is Renault Kangoo Maxi van 8364R seen parked on the pavement outside on 10th August 2023. This van is over six and a half years old and would probably have been replaced by now under normal circumstances.



Photo 7653, by **Dave Wolstencroft**, added to LTSV on 26/09/2023.

This anonymous white Peugeot Partner van OV68VZC has become a bit of a fixture at Watford Junction Bus Station lately, normally parked in a bay marked for ferry vehicles only. It is presumed to be from the Hemel Hempstead garage of Arriva Southern Counties and I suspect it is actually an engineer's van. Crew ferry duties are mainly in the hands of cars or Mercedes Sprinter minibuses like the one just visible behind. Also visible is a London Overground train in the bay platforms of the adjoining station. Photographed on 14th August 2023.



Photo 7654, by **Lee Thatcher**, added to LTSV on 26/09/2023.

Seen heading west on Brentford High Street on 17th August 2023 was Trams Ford Transit Custom van 8723F loaded onto a transporter and with evidence of frontal damage. It was perhaps on its way from Acton Works to a Ford garage, though it was back at Acton looking fully recovered a couple of weeks later.



Photo 7655, by **Ray Monk**, added to LTSV on 26/09/2023.

Ray travelled to Rainham (Essex) on 21st August 2023 but instead of heading to the Stagecoach garage off Ferry Lane he looked around the station and the nearby Tesco supermarket. At the former he found a gaggle of Arriva Seat Ibiza cars, parked in a small yard at the end of Old Station Lane (the station platforms are visible in the background). All the cars were from Grays garage, whose route 103 terminates nearby. It would appear that the cars are used as places for drivers to take their rest breaks as much as to ferry them to and from the garage, while looking at Google maps suggests this has been the case for at least the past few years.



Photo 7656, by **Ray Monk**, added to LTSV on 26/09/2023.

In Rainham, between the supermarket and the petrol station both run by Tesco, is a small bus station which is frequented by crew ferry vehicles from the nearby Stagecoach London garage. The Hyundai I800 minibuses appear to be used for the longer runs (such as to Romford), with more local runs handled by cars, many of which are hired and have no markings. A typical example was Peugeot 2008 MD72TVK, seen on 21st August 2023.



Photo 7657, by **Ray Monk**, added to LTSV on 26/09/2023.

Another Stagecoach London hired crew ferry car seen at Rainham Tesco's on 21st August 2023 was Ford Puma AO71FND. Metroline has recently taken a batch of similar vehicles, two of which appear later in today's batch of photos.



Photo 7658, by **Ray Monk**, added to LTSV on 26/09/2023.

Having said that the Stagecoach London Hyundai I800 minibuses are used for longer runs, here is a photo showing one having made the shorter journey to Rainham Tesco's. DV68TTO is on the left, while just leaving is DS23SRX, one of three electric Vauxhall Corsa cars recently added to the fleet. As can be seen, both vehicles have lettering that refers to 'Operations (Team) Rainham', presumably to distinguish them from vehicles for use by the engineers. The car is allocated national fleetnumber 91787, although this does not appear to be carried. Photographed on 21st August 2023.



Photo 7659, by **Derek Everson**, added to LTSV on 26/09/2023.

Derek photographed this Ford Transit Connect van in Guildford Bus Station on 21st August 2023. Although lettered for Farnham Coaches, KR58ZGF was being used to ferry Safeguard bus drivers, and the two companies are in fact co-owned. Note that this rather elderly van has a one-piece rear door, instead of the more common twin, side-hinged doors.



Photo 7660, by **Lee Thatcher**, added to LTSV on 26/09/2023.

Lee supplied some excellent photos of bus garages for use in the new SUP45A publication. However, the print deadline had been moved forward a week and they unfortunately arrived just too late. This photo is worth showing here, since it includes a service vehicle as well as a couple of other interesting aspects. Taken on 22nd August 2023, it shows the garage at Cornwall Road in Waterloo. Opened in 1990 on the site of a long-established bus terminating stand, it initially operated single-deck buses on the Red Arrow routes, and hence was given the code RA. The Red Arrow network was reduced, debranded and finally abandoned in April 2023, the last two routes (507 and 521) being covered by changes to other services. The garage was retained and was used as a base for routes 153 and 214, both of which had previously worked from Northumberland Park. The routes both used SEe electric single-deckers similar to

those on the 507 and 521, although without the large standee area. I had assumed that most of the standee SEe buses would have been moved elsewhere pending upseating and reallocation, and indeed some have been noted at Northumberland Park. However, visible here are SEe27 and SEe28, neither of which had been used for almost 4 months. The standee area is evident by the yellow handrail visible inside SEe27 on the left.

Another point of interest is the red and white double-deckers parked in a line in the center. TfL has decided to develop a network of express bus routes, most of which will together form a circuit around outer London. This led to the idea of branding these services as 'Superloop', although the branding has also been extended to other express routes. The X68 was introduced in 1986 as a peak-hours only service from Croydon to Russell Square in the mornings, returning in the afternoon. It was run with normal double-deck buses that were used on other routes during the day. In July 2023 the route was renumbered to the SL6, and its buses were given the smart new red and white livery with Superloop lettering. It was planned that such vehicles would not be used on other routes, hence the buses spend most of the day just parked up. Curiously, even though the route is run by Camberwell (which is only a few miles south of here), the buses are parked at Waterloo Garage during the day, and indeed 10 were lined-up when Lee visited (the route requires 10 buses, with a total of 12 EH buses suitably reliveried).

Finally, to the service vehicle. FJ64OWO is a BYD E6 electric car that has been based here (off and on) since at least mid-2017. It has never had any lettering, and it was sometimes joined by similar FJ64OWP, though I did suspect that they were perhaps owned by BYD themselves. The fact that FJ64OWO is still here suggests that it is now a Go-Ahead vehicle, and any reports of FJ64OWP being seen would be welcomed.

Photo 7661, by **Lee Thatcher**, added to LTSV on 26/09/2023.

MF20RZG is a Renault Master van numbered R70037 in the RATP Dev fleet and allocated to Shepherds Bush Garage. On 22nd August 2023 it was caught heading up Park Lane in central London and passing one of the Stagecoach London Scania OmniCity buses now converted to part open-top for use on sightseeing tours.

Photo 7662, by **Ray Monk**, added to LTSV on 26/09/2023.

Ray was back in Rainham on 26th August 2023 and photographed some more of the hired cars used as crew ferry vehicles from the nearby Stagecoach London garage. First up is Nissan Juke YJ23DBS, one of three similar cars added to the fleet recently. It has the spattering of mud typical to vehicles working from Rainham.



Photo 7663, by **Ray Monk**, added to LTSV on 26/09/2023.

The Toyota Corolla name has been in use since 1968, though (as with the Ford Transit) it has applied to various designs over the years. SC21VKN is an example of the 12th generation Corolla, introduced in 2018. This one is on hire to Stagecoach London for use as a crew ferry vehicle from Rainham Garage and it was photographed at the bus stop near Tesco's in the town on 26th August 2023. Despite the global success of the Corolla model, this is only the second example known to have worked as a London service vehicle, the first being Epsom Coaches A8HRR (see photo 7020).

Photo 7664, by **Ray Monk**, added to LTSV on 26/09/2023.

TfL-liveried Toyota Yaris car 9111T was delivered in early 2020 and was soon allocated to Blackwall, Naval Row as a replacement for Toyota Prius LS13EVV (the last service vehicle to carry the white/orange TfL Streets livery). As with LS13EVV, the car is kept in a yard alongside the north portals of the Blackwall Tunnel, and can be viewed through the fence from an adjoining footpath, as here on 28th August 2023.

Photo 7665, by **London Spotter**, added to LTSV on 26/09/2023.

The Docklands Light Railway has been receiving new service vehicles in recent months, though keeping track of them is proving difficult. Some carry fleetnumbers previously carried by older vehicles, while others have no numbers applied. One of the latter is Peugeot Expert crew van GL23VKR, seen at Stratford Station on 30th August 2023.

Photo 7666, by **Kim Rennie**, added to LTSV on 26/09/2023.

Dynes Recovery 4-axle Volvo FH truck KM22UUZ (named Reuben) has appeared on LTSV several times already, but this is the first view of it earning its keep. Taken outside Bow Garage on 1st September 2023, it had presumably just brought one of the allocated LT class New Routemaster buses back to the garage for attention.



Photo 7667, by **Ray Monk**, added to LTSV on 26/09/2023.

Seen in the front car park at Acton Works on 2nd September 2023, CJ23HBE is a Hyundai Kona electric car operated by Mitie. This firm is contracted to provide security and facilities services to LUL, and this is reflected in the dual branding applied on the sides, although from the front it could appear to be an LUL vehicle. A couple of genuine LUL service vehicles are visible in the background.



Photo 7668, by **Ray Monk**, added to LTSV on 26/09/2023.

8701VW is quite an elusive vehicle, with relatively few sightings since it was new almost five years ago. I suspect that it is allocated to Earls Court and hence usually hidden away in the small shed off Earls Court Gardens. It was found visiting Acton Works on 2nd September 2023.



Photo 7669, by **Ray Monk**, added to LTSV on 26/09/2023.

Also photographed outside the offices at Acton Works on 2nd September 2023 was Ford Transit Connect van 8465F. This 6-year old van has been noted numerous times working out of Stratford Market Depot but, being generally seen on the move at night, this is the first time it has been photographed. The Transit Connect was once the standard small van for the LUL fleet, but just 4 are in stock at present.



Photo 7670, by **Richard Davis**, added to LTSV on 26/09/2023.

Richard was at another TruckFest show on 2nd September 2023, this time TruckFest South West at Shepton Mallet in Somerset. Dynes Recovery were in attendance again and here we see their 3-axle DAF AY22UKT which carries the name John.



Photo 7671, by **Richard Davis**, added to LTSV on 26/09/2023.

Demonstrations of recovery equipment and techniques are a feature of the TruckFest shows, and at TruckFest South West in Shepton Mallet on 2nd September 2023, Dyne Recovery AY22UKT was teamed with Egertons Scania UK51WSX to lift an elderly Dennis Dart bus onto a flatbed recovery truck.



Photo 7672, by **Ray Monk**, added to LTSV on 26/09/2023.

I have in the past moaned about the fact that some garages seem to use an endless stream of anonymous hired cars as crew ferry vehicles, most notably Arriva London's Dartford. However, I suspect that the bus drivers who use these vehicles do not mind at all. If the cars were bought, they would probably be lower-spec or second-hand, while some of the hired vehicles seem to be quite posh and are no doubt more comfortable. Seen at the Arnsberg Way bus stand in Bexleyheath on 6th September 2023 were two such cars, with Peugeot 5008 GD21ENX parked in front of Citroen C5 KM72PXN.



Photo 7673, by **Andrew Lidinson**, added to LTSV on 26/09/2023.

The Mk6 Ford Transit is now becoming a rare sight as a service vehicle. Apart from the possibility of exhibition unit KJ53UNW still lingering at the Acton Museum Depot (reports please), the only other examples are three with Abellio, and it would appear that none are in active use. BP06NDZ was new in 2006 and acquired by Abellio by 2012. It was usually to be found at Hatton Cross Bus Station in use as a rest vehicle, and was no doubt home-based at Fulwell. It was also noted in 2022 and 2023 at a commercial garage in South Croydon. On 6th September 2023 it was photographed parked on Haling Park Road in South Croydon. This would seem to suggest that it had been disposed of. However, it retained Abellio lettering all round (except on the offside), and its licensing data gave no indication of a change of ownership.



Photo 7674, by **Andrew Lidinson**, added to LTSV on 26/09/2023.

Another DLR Keolis Amey vehicle without a fleetnumber is Peugeot Partner van GJ72MJY, found at Lewisham Station on 7th September 2023.

Photo 7675, by **Laurence Carty**, added to LTSV on 26/09/2023.

1279LD, the preserved Leyland Titan breakdown tender that recently resurfaced at the Worthing Bus Rally, paid a visit to Acton Works on 12th September 2023. It was parked alongside its modern equivalent in the form of Volvo FL rescue tender 2609 (KS66XZV) outside the ERU shed. The Emergency Response Unit is celebrating its 30th birthday this year, having been established as a single operation in 1993.

Photo 7676, by **Laurence Carty**, added to LTSV on 26/09/2023.

Another excellent view of preserved Leyland Titan breakdown tender 1279LD alongside current rescue tender 2609 at Acton Works on 12th September 2023. It would be interesting to see how each of these vehicles would look in the livery of the other!

Photo 7677, by **Ray Monk**, added to LTSV on 26/09/2023.

Is it time for another anonymous Dartford crew ferry car yet?! With some jolly bus drivers, this is Peugeot 508 estate car MJ22WMC in Bexleyheath on 13th September 2023. I get confused by Peugeot model designations, and the 508 seems to have no relation to the 5008. Still, at least Peugeot put the model numbers on the front of their cars as well as the (more normal) rear.

Photo 7678, by **Dave Wolstencroft**, added to LTSV on 26/09/2023.

On the night of 14th September 2023, Dave photographed this line of five LUL vans parked on Chapel Street near Griffith House. Nearest was Renault Kangoo Maxi 8366R, with 8370R, 8999VW, 8881R and 8829R in front. Note that chevron rears, once standard on Griffith House vehicles, are no longer generally applied.



Photo 7679, by **Dave Wolstencroft**, added to LTSV on 26/09/2023.

Also on Chapel Street on 14th September 2023 was Renault Kangoo Maxi van 8880R. 8999VW and 8370R are on the opposite side of the road.



Photo 7680, by **Dave Wolstencroft**, added to LTSV on 26/09/2023.

Renault Kangoo Maxi vans 8935R to 8937R were all new in June 2019 and initially seemed to be allocated to Allsop Place at Baker Street. The first two are no longer kept there, although they do still turn up nearby at nighttime. This 14th September 2023 photo shows 8936R parked near the top of Baker Street, with 8937R directly behind.



Photo 7681, by **Dave Wolstencroft**, added to LTSV on 26/09/2023.

Most night trips do not really cover the suburbs, as the chance of coming across vehicles is considerably slimmer and the distances involved greater. On the 14th of September 2023 (or more accurately the early hours of the 15th), Dave decided to call in at Hatton Cross on his way back to base, and there he found four LUL SVs parked in the bus station. Curiously all four were from different bases. Shown here is Renault Kangoo Maxi van 8559R (with sun-bleached front roundel), normally resident at Morden Station. Similar 8557R (even down to the faded roundel) from Wembley Park Station was nearby, while alongside was VW Transporter minibuss 8713VW from Acton, Museum Way.



Photo 7682, by **Dave Wolstencroft**, added to LTSV on 26/09/2023.

The fourth LUL vehicle found at Hatton Cross on the night of 14th September 2023 was the largest and had travelled the furthest. Long-wheelbase Ford Transit van 8401F is allocated to Hainault Depot on the opposite side of London, and it has only been reported a handful of times during its 6-year career.



Photo 7683, by **Dave Wolstencroft**, added to LTSV on 26/09/2023.

At least 8 of these Ford Puma mild-hybrid cars have been added to the Metroline fleet this year. Seven were delivered in April, while AY23KWN came about four months later. It appears to have remained at the CELF in Perivale since August, as seen here on 18th September 2023.



Photo 7684, by **Malcolm Millichip**, added to LTSV on 26/09/2023.

Malcolm found this Renault Trafic minibus MD23RHZ parked at Richmond Bus Station on 18th September 2023. It is most likely allocated to Brentford Garage for crew ferry runs in connection with bus route 190. I have described the livery as Maroon, although Renault refer to it as Carmine Red, and it looks to be the same as found on the Grand Scenic cars also used by Metroline.



Photo 7685, by **Ray Monk**, added to LTSV on 26/09/2023.

On 19th September 2023 Ray and I joined Dave and his friend Steve for a day out. Taking advantage of Dave's driving, we called in at 17 bus garages, an itinerary that would have been impossible to do in one day using public transport. First surprise was this Ford Transit Connect van found at the back of the yard at the former West Perivale Garage. AV18ZTU was no doubt new in mid-2018 along with three similar vans for Metroline, but we somehow managed to miss this one. Perhaps it was kept at one of the Falcon Coachworks premises, since it carries their lettering. It was most likely here for disposal.



Photo 7686, by **Ray Monk**, added to LTSV on 26/09/2023.

Spring Grove in Lampton is one of the newer London bus garages, having only opened in 2019. It was previously a base for coach company Westbus, co-owned with Metroline since 2005. Westbus moved to the former First London depot in Hayes (Rigby Lane), allowing Metroline to use Spring Grove to run TfL services. Coded SG, it currently works routes 81 and 120 using a fleet of about 30 double-deck buses. It is technically an outstation of Brentford Garage (AH) and has no on-site engineering facilities. Basically just an open parking yard, the base was initially shared with another coach company (Imperial?), while there are some commercial auto firms at the bottom end of the site, meaning that you can walk or drive through the yard. Doing so on 19th September 2023, we hadn't expected to find any service vehicles but came across Ford Puma AY23KUE parked amongst the staff cars.

Photo 7687, by **Ray Monk**, added to LTSV on 26/09/2023.

The RATP garage at Hounslow Heath changed code from HH to WK a few years ago. This reflects its origins as the Westlink low-cost unit in the late 1980s. The location is well known for having lots of crew ferry vehicles allocated, though when we visited on 19th September 2023, only one was visible. Dacia Sandero car D75139 (NU72GBX) was squeezed between two of the large Renault Master vans. R70034 (nearest) is the van used by the local engineers, while R70039 beyond is lettered as an Incident Support vehicle and can turn up at various RATP garages.

Comment by *Ray* on 21/10/2023: WT21EFX is also a service vehicle numbered MTR75214 (on paper)

Photo 7688, by **Ray Monk**, added to LTSV on 26/09/2023.

RATP acquired three of these Citroen Berlingo vans from new in 2018, all being operated in anonymous white livery. LC18GJO is the only one remaining, and is allocated company fleetnumber ST75069. It appears to have taken over from LC18GHF as the van based at the former NCP/NSL garage in Twickenham, as seen here on 19th September 2023. Once coded NC when it ran TfL services, this location has been retained for engineering, training and storage purposes.

Photo 7689, by **Ray Monk**, added to LTSV on 26/09/2023.

Over the past few years, Abellio has been acquiring more modern second-hand cars to replace the large quantity of Ford Fiestas added about 10 years ago. Many have been Vauxhall Astras, and most (thankfully) have been given company fleetnames. Silver FG68WDF was seen at Fulwell (Twickenham) on 19th September 2023.

Photo 7690, by **Ray Monk**, added to LTSV on 26/09/2023.

At Abellio's Fulwell (Twickenham) Garage, a far corner of the yard is given over to service vehicle parking. Seen there on 19th September 2023 were two of the Ford Fiesta cars that still form the bulk of the Abellio crew ferry fleet, along with venerable Ford Tourneo Connect minibuses EJ57WVE. New in 2007, the latter has been with Abellio since at least 2012, making it one of the longest-serving members of the fleet. Also visible is one of the remaining Ford Transit Mk6 crew vans, believed to be out of use. We did not get an ID on this vehicle but it is presumably either YS55NHH or YT06DDX.

Photo 7691, by **Thomas Young**, added to LTSV on 26/09/2023.

This is the best photo I could manage of unique vehicle HX15OTK. Normally kept at the back of RATP's Fulwell Garage, it is a Mitsubishi Fuso Canter flatbed truck with a large tail ramp (the yellow visible above the cab), and it was added to the fleet in about August 2021. We know that it has been allocated fleetnumber FB10000, though we still don't know whether it carries any markings, nor what role it serves. It was photographed from the other side of Wellington Road using my super-zoom on 19th September 2023.

Photo 7692, by **Ray Monk**, added to LTSV on 26/09/2023.

We currently have no fewer than 23 service vehicles allocated to London Trams, although only a handful can normally be found at the main depot in Therapia Lane. And I should point out that seeing these can involve some undignified peering through bushes and fences on the side of a busy road with no pavement! Still, repeated visits do seem to be the only way to get to see their vehicles. On 19th September 2023 Ray did well to obtain this view of Renault Kangoo Maxi van 8658R without any of the obstructions getting into the frame.

Photo 7693, by **Peter Terry**, added to LTSV on 26/09/2023.

Dynes Recovery DAF 530 AY23VTM (named Lottie) was caught in Whitehorse Road, Croydon on 20th September 2023 having just picked-up Arriva London bus HA36.

Photo 7694, by **Dave Wolstencroft**, added to LTSV on 26/09/2023.

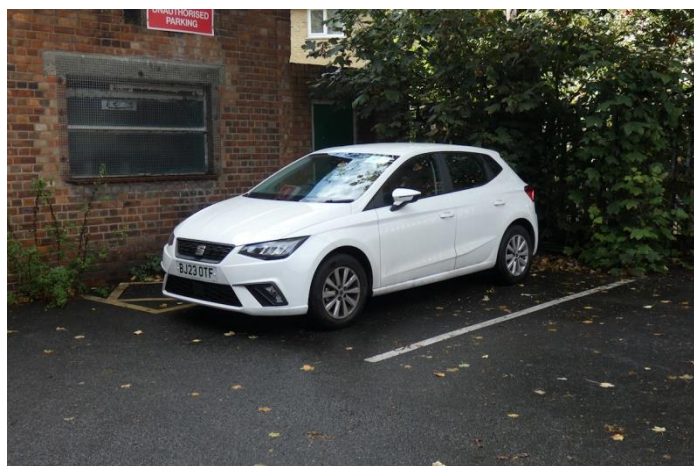
Night visits to Cam Road at Stratford can be productive, since all vehicles entering or leaving Stratford Market Depot go this way. Photography is not normally possible however, as the vehicles are on the move and the road is not very well lit. When Dave visited on the night of 20th September 2023 he found 8271VW parked outside the depot for some reason. More curiously, 8271VW is one of a batch of VW Caddy Maxi crew vans new in late 2016 that are mainly allocated to Hainault Depot.

Photo 7695, by **Peter Terry**, added to LTSV on 26/09/2023.

Peter has had several encounters with Norwood's new engineering van lately. Vauxhall Combo van FL23JCU was new in June 2023 as a replacement for older FD17KKH and, as with most of the recently delivered engineering vans, it has full Arriva lettering. It was photographed on Selhurst Road at Norwood Junction on 21st September 2023.

Photo 7696, by **Thomas Young**, added to LTSV on 26/09/2023.

If, like me, you are familiar with a lot of current vehicle designs, you might do a double take when you see this one. It looks like a Ford Transit Connect, but then again it doesn't! AV23LBN was added to the allocation at Metroline's Potters Bar Garage in mid-2023 and it is badged as a Ford Tourneo Connect. It turns out that it is the first example seen of the third generation Connect model, initially only available in passenger-carrying Tourneo format. The new design was introduced in 2021 and is based on the fourth generation Volkswagen Caddy design of 2020. It is the first outcome of a new partnership between Ford and Volkswagen, and it remains to be seen if this is carried over to the Transit Connect cargo variants. Just visible on the left of this view taken on 21st September 2023 is Ford Transit Custom minibus AY71JDZ.

Photo 7697, by **Thomas Young**, added to LTSV on 26/09/2023.

The large Arriva bus garage at Tottenham never seems to have any service vehicles inside these days, which is unusual. The crew ferry cars that used to be common here are no longer required, but there must be an engineering van or two. Reports would be welcomed. A recent discovery was of a small parking area at the back of the garage, accessed by a cul-de-sac called Library Court, off Tottenham High Road. The area is marked as being reserved for crew ferry vehicles, though in reality it appears to mainly be used by staff cars. When we visited on 21st September 2023, there was one service vehicle present, lurking in the far corner and trying to look anonymous! Seat Ibiza BJ23OTF has previously been noted at Edmonton Garage, and indeed it still had windscreen labels showing fleetnumber EC212.

Photo 7698, by **Dave Wolstencroft**, added to LTSV on 26/09/2023.

Plough Lane Garage, coded PL but referred to by Go-Ahead London as Waterside Way, technically closed in March 2023, with its routes redistributed to Merton Garage and the new base at Mitcham, Goat Road. Much of the location has since been taken over by construction materials firm Cappagh, but Go-Ahead has retained a small part of the yard and it was understood that this was to house some of the fleet of buses used for commercial services. Dave visited on 22nd September 2023 and found no commercial buses present, though there were three double-deck trainers parked (an E and two ENs). Also present was Mercedes Vito minibus RK68GVT, latterly allocated to Croydon. A return visit will be required to determine whether this becomes a permanent reallocation.



Photo 7699, by **Colin Smith**, added to LTSV on 26/09/2023.

I was very surprised to see this photo, showing that a fifth new lorry has been delivered to LUL at Acton. Not only that but it is the first 73-reg service vehicle to be reported. As with the lorries delivered earlier this year, KY73JXF has a white cab, blue bodywork and TfL (rather than LUL) lettering. It is a 2-axle dropside truck with tail-lift, the latter still in sparkling white when seen, and is based on a Volvo FE250 chassis cab. Note that the cab is low-profile, mounted lower and further forward than standard. The cutout in the cab door shows where the wheelarch would normally come to, while the front looks odd without any sort of bumper at the bottom. Speculating a bit, it could be that this lorry is intended to replace one of the two vehicles used by lifts and escalators (RK14ETT and RK14ETU), and perhaps the lower cab was specified so that it could fit inside Griffith House or other height-restricted locations. Time will tell. Photographed in the lorry yard at Acton Works on 24th September 2023.



Photo 7700, by **Ray Monk**, added to LTSV on 26/09/2023.

We had visited Abellio's Southall Garage on 19th September 2023 and noted a couple of Audi cars that may have been in use as crew ferry vehicles. Ray returned on 25th September and, though he did not see the Audis, he did find out where the Ford Transit Custom minibuses work to. This photo shows EO22KHT parked at a bus stop marked as St Bernard's Gatehouse, Windmill Park. This is on the main Uxbridge Road, is the first stop after Ealing Hospital and is virtually opposite the old Southall bus garage. This may be a recent change as I'm sure that crew changes used to be done at the next stop (after the railway bridge). EO22KHT is the last of Abellio's four white minibuses to be shown on LTSV. When they were acquired, we assumed that they were hires to enable COVID-related social distancing. However, their continued use suggests that they are permanent additions. Do I need to comment on the fact that EO22KHT is missing one wheeltrim?!



Photo 7701, by **Ray Monk**, added to LTSV on 26/09/2023.

Seen on the Uxbridge Road in Southall/Hanwell on 25th September 2023 was Dynes Recovery DAF AY22UKT with an E200 bus on tow. Just visible in the right background is a white Abellio Ford minibus parked for crew changes at the bus stop, while the location of the old Southall Bus Garage is in the left background.



Photo 7702, by **Ray Monk**, added to LTSV on 26/09/2023.

Brentford Garage and its surroundings are currently being redeveloped, and the area is a bit of a building site. This photo, taken for us by a member of staff on 19th September 2023, confirms that the garage does have two engineering vans allocated. Both are Ford Transit Connect vans, with AX19FLA on the left and newer AV72ZPB on the right. There was no sign of the various crew ferry vehicles allocated here, while I'm not sure what the curious-looking vehicle immediately behind AX19FLA is.



Photo 7703, by **Ray Monk**, added to LTSV on 26/09/2023.

Most of the Dacia Sandero cars that were allocated to Epsom Bus Garage were moved to Tolworth when it was closed in 2021. Seen at Tolworth on 19th September 2023 were two of the cars, D75101 (MJ69ZJY) on the left and D75106 (MJ69ZDM) on the right. Reflected in the window in between is the rear of resident engineers van R70040 (MF20RZL), while similar R70032 (MF20RYU, latterly at Hounslow Heath) was also present.



Photo 7704, by **Ray Monk**, added to LTSV on 26/09/2023.

One of the last locations we visited on 19th September 2023 was Goat Road in Mitcham, home since March 2023 to a small Go-Ahead London operating base. There were no buses at all present at the time, and no sign of the two vans that had been seen here earlier in the year. Fortunately, both of the crew ferry cars were on site. This photo of the rear of OU19EWL shows the fleetnumber FV-1 applied by means of a label in the rear window. Beyond is the fence along Goat Road itself. This has recently had hoardings applied to it, reducing the view into the yard considerably. The hoardings are advertising the redevelopment of an adjoining industrial estate and looking at the plans, it would appear that this will include absorbing the space currently used for bus parking. It may therefore be that this location only has a limited life span.



Photo 7705, by **Ray Monk**, added to LTSV on 26/09/2023.

The other BYD E6 electric car allocated to Goat Road (OU19FDD) was being charged when we visited on 19th September 2023. Although not checked, this is presumed to have a label in the back window showing it to be FV-2.



Photo 7706, by **Temihems**, added to LTSV on 30/11/2023.

Seen parked outside Canary Wharf Station on 2nd July 2023 (in a bay marked as being for DLR Vehicles Only) was DLR Keolis Amey van 022 (GJ23UUX). This Peugeot Partner electric van was new that March and seems to have been a replacement for earlier GF18NFT, a similar but diesel Partner van that had also carried the fleetnumber 022.



Photo 7707, by **Phil Hambling**, added to LTSV on 30/11/2023.

Parked outside the recently opened Cannon Street entrance to Bank Station on 23rd August 2023, 9074VW is one of the Incident Response Units based at nearby Aldgate Bus Station.



Photo 7708, by **Ray Monk**, added to LTSV on 30/11/2023.

Ray has photographed this TfL Renault Kangoo van (9117R) in the front car park at Acton Works on several occasions, most recently on 2nd September 2023. It may have initially been based at Chancel Street in Southwark, but the truth is that we don't have solid allocation information for any of this batch (9114R to 9118R).



Photo 7709, by **Lee Thatcher**, added to LTSV on 30/11/2023.

8687VW is not a rare vehicle, having chalked up 61 sightings on LTSV over the past 5 years, most of which were in the car park at Acton Works. However, on 18th September 2023 it was found parked on a residential street between Chiswick and Kew.

Photo 7710, by **London Spotter**, added to LTSV on 30/11/2023.

Citroen Dispatch van MJ17USE has been with Abellio London for at least the past 2 years but it has been a bit elusive, with few sightings and no photos. Until now. The van is based at Walworth Garage, which also has similar LG19BFU, this most likely being the white van just visible behind. Interestingly, the latter has a green stripe and 'Engineering Support' lettering, while MJ17USE has an orange stripe and 'Technical Engineering Support'. I'm not too clear on what the distinction is. On 27th September 2023, MJ17USE was found parked in the front yard at Walworth Garage. This area was formerly occupied by an LT building (either offices or a canteen), this being demolished a few years back to provide more parking spaces. This included access to the railway viaduct arches beyond, though as seen here, care must be taken due to the low-height of the arches.

Photo 7711, by **Peter Terry**, added to LTSV on 30/11/2023.

Trams VW Caddy van 9163VW was found parked at Wandle Park Tram Stop on 28th September 2023. Although it was new over three years ago, there are (so far) only three vehicles known to have higher fleetnumbers.

Photo 7712, by **David Cooper**, added to LTSV on 30/11/2023.

Ray has sent me no fewer than ten photos of this truck, all taken at Acton Works over the past four years. However, I was holding out for a photo of it taken somewhere else, to provide a bit of variety. My chance finally came when David found the truck parked in Crayford on 4th October 2023. 8992F is a Mk8 Ford Transit dropside with a tail-lift and standard LUL livery.

Photo 7713, by **Ray Monk**, added to LTSV on 30/11/2023.

On a visit to Acton Works on 7th October 2023, Ray found Renault Kangoo Maxi vans 8716R, 8717R, 8719R and 8720R all parked together. Here we see 8717R, with 8716R on the left and Ford Transit crew van 8672F on the right.

Photo 7714, by **Ray Monk**, added to LTSV on 30/11/2023.

With virtually no new vehicles entering the central fleet over the past three years, the use of some hired vehicles has become inevitable, both for new roles and to replace existing vehicles that were withdrawn or away for repairs. Most of these hires are believed to operate anonymously, meaning that they are virtually impossible to keep track of. Even when vehicles are labelled, there doesn't seem to be much point in adding them to the database, as they may only be used for a short period. On 7th October 2023, this Ford Transit Custom crew van (LC23ENR) was found parked outside the Emergency Response Unit building at Acton Works, with appropriate labels applied.

Photo 7715, by **Ray Monk**, added to LTSV on 30/11/2023.

8706VW is from a batch of ten Volkswagen vans delivered in autumn 2018 and seemingly attached to the District Line, with most being based at either Barking (Waking Road) or Earls Court Gardens. The Barking vans can be easily seen during the day, but the Earls Court ones tend to be hidden away in the small shed, only coming out at night. In fact, it was assumed that the Earls Court shed was so small that only Caddy vans could fit within, although one sighting of 8706VW seems to suggest that it was seen inside. Anyway, on 7th October 2023 8706VW was caught paying a visit to Acton Works, being photographed in the DSM van yard.

Photo 7716, by **Ray Monk**, added to LTSV on 30/11/2023.

The newest lorry in the central fleet at present is Volvo FE KY73JXF, delivered in September 2023. It differs from the other Volvo lorries new earlier in the year in that it has a low-profile cab, which is actually just a normal cab but mounted further forward and lower down. It was seen in the lorry yard at Acton Works on 7th October 2023.

Photo 7717, by **Ray Monk**, added to LTSV on 30/11/2023.

A rear view of recently-delivered Volvo FE lorry KY73JXF at Acton Works on 7th October 2023 shows that it has a fairly normal dropside body along with a rear tail-lift.

Photo 7718, by **Ray Monk**, added to LTSV on 30/11/2023.

MAN LE demountable lorry 2587 was new in 2006 and for the next eight years was a fairly regular sight in the lorry yard at Acton Works. However, in about 2014 it was nominated as the vehicle to be paired with body DB25 as the LUL Emergency Control Unit. As such it was given emergency style markings and kept in a dedicated shed elsewhere in the works, only coming out during incidents or major events. By 2023 the lorry was 17 years old and ripe for replacement, so newer MAN demountable WU67AJY was assigned to the role. 2587 was moved to the lorry yard pending disposal, as seen on 7th October 2023. It was loaded with curtain-sided body DB15, itself over 30 years old and also due for the chop, most likely having been replaced by new lorry KM72XPV (see photo 7437). It is worth mentioning that 2587 is/was the last normal lorry to be numbered in the original number series that was started in 1939. Lorries delivered since 2008 have been un-numbered, although an exception was made for the ten ERU tenders delivered in 2017 and numbered 2603 to 2612. Also, the note in the windscreen of 2587 appears to read 'DO NOT USE BEFORE DISCO', although the wipers obscure the last line so I may have mis-read it!

Photo 7719, by **Ray Monk**, added to LTSV on 30/11/2023.

Ford Transit Custom crew van 8400F is one of the most visible LUL service vehicles. It is often parked in front of Frank Pick House at Acton (being visible from passing trains), whilst it is also seems to be very active in the Bollo Lane area during the day. In fact it has accrued an impressive 162 sightings on LTSV, only a handful of which were not in Acton. I have included this photo of the van taken at Frank Pick House on 7th October 2023 because of a minor livery embellishment. It had gained a red star either side of the LUL logo on the front, these showing the number 2 on the left and 5 on the right. The significance of this is not known. Could it be 25 years since Lifts and Escalators moved into Frank Pick House perhaps? This photo also provides another comparison between the original Ford Transit Custom design (as on 8400F) and the revised design introduced in 2017 (as on 8757F on the right).

Photo 7720, by **Ray Monk**, added to LTSV on 30/11/2023.

Following reports of some new crew ferry cars at Abellio's Southall garage this autumn, Ray and Dave visited on 7th October 2023. Several Audi cars were noted, a make that has only appeared once before on LTSV. A1 hatchback GJ23ODN in unmarked grey livery was caught leaving the garage.

Photo 7721, by **Ray Monk**, added to LTSV on 30/11/2023.

Ray and Dave were granted permission to take photos inside Southall (Great Western) Garage on 7th October 2023. Several new and newish cars were noted, which may or may not be service vehicles (such as white Nissan Leaf electric car LS71PHN in the background here). However, there was a small batch of Audi A1 cars all in grey with GJ23xx registrations that did appear to be in use as crew ferries. GJ23TSZ was trying to hide between two of the short (single-door) Enviro 200 buses that are based here.

Photo 7722, by **Ray Monk**, added to LTSV on 30/11/2023.

As well as the new Audi cars, Ray and Dave's visit to Abellio's Southall Garage on 7th October 2023 offered the opportunity to obtain better photos of the two engineering vans based here. Both are silver with an orange stripe and yellow 'masks' on the front. Both were lettered for Engineering Support, which spoils my observational theory that the orange-striped livery is for 'Technical Engineering Support' vehicles. Both the Southall vans are also to the same basic design, although they are two different lengths and branded under two different makes. LB17YAD seen here is long Citroen Dispatch (note the rear overhang) and is numbered 6908. This photo also shows the large open yard in which most of the buses are parked.

Photo 7723, by **Ray Monk**, added to LTSV on 30/11/2023.

The second engineering van at Southall Garage (GW) on 7th October 2023 was MX17AEJ, a short Peugeot Expert - note the lack of rear overhang. This van started a new series for engineering vehicles, being numbered 6900.

Photo 7724, by **Ray Monk**, added to LTSV on 30/11/2023.

Another grey Abellio Audi A1 car was found in the far corner of Southall Garage on 7th October 2023, GJ23PXL being parked near the bus-wash. Also in this corner was Ford Transit crew van YT56XNF, which has been with Abellio since at least 2011. It has not been reported on the road since 2019 though it is still licensed.



Photo 7725, by **Dave Wolstencroft**, added to LTSV on 30/11/2023.

Metroline crew ferry vehicles seem to be moving around a bit lately. MD69OCR was one of two Renault Grand Scenic cars noted at Holloway Garage in June 2023, and which may have been previously based as Kings Cross Garage. However, both have since been seen several times parked up at the CELF works in Perivale. Dave photographed MD69OCR at the latter location on 7th October 2023.



Photo 7726, by **Clive Greedus Collection**, added to LTSV on 30/11/2023.

Just for a change, here is an older photo, and a rather interesting one to boot. Taken in July 1957, seemingly from a quite tall crane or gantry, it is a view over the western end of the Lillie Bridge Depot complex, looking towards West Kensington Station. This area is much changed today, so I have added a contemporary view for comparison (see photo 7727).

The sidings, containing a variety of wagons plus a rail-crane with a grab-bucket, represent the far end of this large depot, while the tracks curving across the left are those which joined the District Line (just west of West Kensington Station) to West Kensington Goods and Coal Depot. These tracks were at a lower level, which partly explains the curious low-level parking area in this area today. On the right are several garage-like buildings, outside of which several service vehicles were parked. Of note are the four lorries, three of which each has a different length of canvas tilt cover. Somewhere near the small van in front of the tree, there was a bridge that crossed the District Line and joined West Cromwell Road. It is not known if this was the main road entrance to the depot, as there was also access from Lillie Road at the south end. The bridge is still in situ today, but no longer used for vehicles. There is still an LT-era sign at the West Cromwell Road gate reading 'No Entry, One Way Only', so perhaps this was just an exit. In any case, once the goods depot closed in 1965 it was possible to build a new roadway (running across the mid-left of this view) joining to Beaumont Avenue and hence coming out alongside West Kensington Station. In recent years, this has become the only road access, following the closure of the Lillie Road entrance.



Photo 7727, by **Google**, added to LTSV on 30/11/2023.

For comparison with the July 1957 view (see photo 7726), I generated this contemporary image using the Globe View tool in Google Maps, the angle being as similar as possible. Notably the large buildings in the background (pub centre left and flats centre right) are visible in both views. The canopies of the platforms at West Kensington station are much more apparent in the modern view, while the drastic changes to Lillie Bridge depot are apparent. Aside from the construction of the Ashfield House office tower block, all railway tracks at this end of the depot are long gone. Just left of centre is the low-level parking area, built on the alignment of the tracks to the goods depot, and now accessed by a ramp somewhere off the bottom of the view. More service vehicles are parked in the area previously occupied by sidings, while the small garage buildings are again long gone. This does mean that the old access road bridge crossing the District Line is fully visible.

Photo 7728, by **Ray Monk**, added to LTSV on 30/11/2023.

The Seat Arona is a subcompact crossover SUV, although mechanically it is almost identical to the Seat Ibiza hatchback. Arriva London took delivery of quite a lot of Ibizas for use as crew ferries during 2023, along with a smaller quantity of Aronas. This photo of Arona BG23KYJ and Ibiza BJ72SVY at Norwood Garage on 14th October 2023 shows many of the differences between the two models.

Photo 7729, by **Derek Everson**, added to LTSV on 30/11/2023.

In a livery that I would describe as antiseptic blue, this is CK62XNJ, a Citroën C1 car used by White Bus Service and seen at their Horsell Garage (near Woking) on 22nd October 2023. Although the body is unmarked, the windscreen has a White Bus label and also the fleetnumber 92.

Photo 7730, by **Derek Everson**, added to LTSV on 30/11/2023.

A line-up of four White Bus service vehicles at the Horsell base on 22nd October 2023 features three that have already been shown on LTSV. The newcomer is the blue car registered LC08ETF, and this introduces another new make to our photos, being a Chevrolet Matiz. The last Chevrolets on LTSV were a trio of American-built vans operated by LGOC/LPTB in the late 1920s and early 1930s. This new example is a very small car and the design, perhaps unsurprisingly, had origins elsewhere, having been introduced by Daewoo of South Korea. Daewoo went bankrupt in 1999 and the automotive division was sold to General Motors in 2002, with products being re-badged variously as GM Korea, Chevrolet or Holden.

Photo 7731, by **Derek Everson**, added to LTSV on 30/11/2023.

London Transport introduced six breakdown tenders in 1949/1950 that were rebuilt from STL-class double-deck buses. Two were withdrawn in the 1960s but the remainder lasted into the 1970s and all four ended up being preserved. Plans were hatched in mid-2023 to try and get all four vehicles together for the Transportfest event at Brooklands in October. This was intended to mark the 90th anniversary of these vehicles first entering service (as buses) and there was also to be a road-run through central London the day before. Sadly, things did not quite work as planned. 739J was not able to be made ready in time, while the LT Museum's 830J was not roadworthy. Adding to the problems, a large demonstration in London on the day of the roadrun forced the planned route to be curtailed. Things went a little better on the Sunday, with three Regents lined-up and the weather being kind. This photo taken on 22nd October

2023 shows (left to right) 738J, 830J (which came on a low-loader) and 832J. Resident AEC Militant breakdown tender 1456MR can also just be glimpsed parked behind. Note that 738J and 830J were both displaying period trade plates instead of registrations. 738J had carried 866GF from 1962 until 1964, while 830J had 305LA from 1977 until withdrawal in 1980. 832J had its original registration (JJ4379) as this was carried for most of its time as a service vehicle. Note also that the headlights on 830J are different to those on the other two. Other photos suggest that the headlights were changed sometime between 1963 and 1973. As for getting all four Regents together, there is always next year!

Comment by 1260F on 07/12/2023: It isn't correct to say that 830J wasn't roadworthy. It was driven on public roads, quite legally, a short distance from where it was offloaded, entering the Brooklands site with the other service vehicles that attended. Because it had only been passed fit a few days earlier and has seen little use for many years, the LTM decided to transport it from and to Acton, to avoid any potential problems.

Comment by 1260F on 07/12/2023: Regarding 739J, the vehicle was ready to attend but, despite all the planning and organizing that had taken place, its owners were unable to bring it from Yorkshire.



Photo 7732, by **Derek Everson**, added to LTSV on 30/11/2023.

Another view of preserved AEC Regent breakdown tender 830J in the sunshine at Brooklands on 22nd October 2023. This vehicle has not been seen outside of the LT Museum sites for many years, and it was brought to Brooklands on a low-loader. This photo usefully shows the hinged door to access the crew compartment, the large sliding door in the side of the van portion, and also the fold-back hinged doors in the rear. The offside has just one door, for the driver.



Photo 7733, by **Derek Everson**, added to LTSV on 30/11/2023.

Several other preserved service vehicles attended the event at Brooklands on 22nd October 2023 and here we have the curious combination of AEC Regent tree-lopper 971J and Leyland Titan breakdown tender 1279LD. These two vehicles would not have met during their LT careers, since 971J was withdrawn and sold in 1963 while 1279LD was delivered in early 1964. Although I recently commented that 1279LD looked to be in fine condition, this view highlights a couple of areas that still need attention, such as the front nearside pillar around the mirror and indicator and also the base of the panels on the side of the cab. I have never commented on the non-matching front windscreens that featured on the LT Titans, whereby the offside screen had a metal surround and a top-mounted wiper, while the nearside had rubber surround and a bottom wiper. It seems obvious now that the offside screen is in fact top-hinged, to allow it to be opened for ventilation. Finally, you may have noticed that 1279LD has a tax disc that shows expiry in May 2006! The requirement to display the current tax disc was dropped quite a few years ago, and 1279LD is in fact currently licensed, with a new V5C having been issued at the start of October 2023. 971J is also taxed, which is not bad for an 87 year old.

Photo 7734, by **Derek Everson**, added to LTSV on 30/11/2023.

This chunky lorry was photographed at the Transportfest event at Brooklands on 22nd October 2023 and is a Scammell Constructor dating from 1958. Nothing to do with LTSV really though, nor is the Land Rover parked on the right, despite the MLK354L registration being in series with several LT Ford Transit vans and many LT DMS and FS class buses.

Photo 7735, by **Andrew Lidinson**, added to LTSV on 30/11/2023.

Hatton Cross is usually good for a few service vehicles, and there are three line-ups of Abellio cars there in today's batch of photos. These also serve to show how the Abellio fleet is gradually moving away from being dominated by Ford Fiestas. This first view was taken on 24th October 2023 and features a couple of Fiestas on the left (both with 'local' lettering/numbers on their bonnets). In the middle is a recent addition in the shape of Kia Ceed estate AJ17MJK, still in unmarked black. On the right are Vauxhall Astra SG67VFW and Ford Galaxy ET11KWV.

Following the management buy-out of Abellio's UK bus and rail operations in early 2023, I had expected the name to be changed. The Abellio name belongs to NS (Dutch Railways), the previous owners, and is still used for operations in Germany. The new owner was called Transport UK Group and this name has recently been seen applied to a new bus on delivery to what was Abellio London. Having said that, several other buses in the same batch still had Abellio London names applied, so we shall have to wait and see.

Photo 7736, by **Peter Terry**, added to LTSV on 30/11/2023.

On a murky 26th October 2023 Peter caught Dynes Recovery KY19JRV bringing an Arriva London Wright StreetLite bus into Thornton Heath Garage. The bus is SLS13, one of several made redundant at Norwood when route 450 was retendered to Go-Ahead London. Most of the buses have now transferred to Thornton Heath for use on route 410.



Photo 7737, by **Peter Terry**, added to LTSV on 30/11/2023.

Peter was in Croydon on 27th October 2023, but the weather was still grim. On Hogarth Crescent (a little north of West Croydon) he found several buses working rail replacements and these were accompanied by Abellio LRR Nissan Primastar van LL72YBB in its unmistakable livery.



Photo 7738, by **Ray Monk**, added to LTSV on 30/11/2023.

Metroline disposed of the two 2018 Ford Tourneo Custom minibuses used as crew ferries from Holloway Garage (HT) in October 2023. Two Renault Grand Scenic cars had also been seen at HT in the summer but these appear to have moved elsewhere. Curious about what was currently in use, Ray paid a visit to the garage on 3rd November 2023 and found Ford Puma car AY23KWN. This had been delivered in August 2023, about four months after seven other Pumas with AY23K-- registrations. KWN had then spent a couple of months seemingly parked up at the CELF in Perivale before being moved to Holloway. There may be more crew ferry vehicles at HT so any reports would be appreciated.



Photo 7739, by **Lee Thatcher**, added to LTSV on 30/11/2023.

Ford Transit van LN15CYC was number 7990F in the LUL fleet from June 2015 until February 2020, being one of the last disposals before the COVID lockdowns took effect. With LUL it had mainly been a night-time vehicle, working out of Lillie Bridge. It is slightly ironic then that this photo of it in its new 'civilian' guise should also be taken at night. The van was found parked in Hounslow on 10th November 2023, when it retained its blue skirt and fuel filler lettering.



Photo 7740, by **Ray Monk**, added to LTSV on 30/11/2023.

As has been noted before, the short bus-only road at Cheviot Road in Norwood has saw-tooth parking bays for buses and/or crew ferry vehicles, though it seems these are used by neither. Seen there on 11th November 2023 was Abellio London Seat Leon car KW65ZVP. This model was popular with Arriva London for a while before they switched to the Seat Ibiza and Arona models. KW65ZVP joined Abellio by mid-2022 but has yet to get any names or logos.

Photo 7741, by **Lee Thatcher**, added to LTSV on 30/11/2023.

Another Hatton Cross line-up, this time from the back, on 14th November 2023 and taken in a brief lull of a rainstorm. Four Abellio cars were present, with previously unreported Kia Cee'd hatchback RJ66YXC nearest. Actually, this a Kia Cee'd, the apostrophe being dropped from the name in 2018, and it is (according to the DVLA) silver! The DVLA reports the second car as being green, which is almost as debatable. This is Vauxhall Astra WG67EPU, which was unwittingly photographed at Fulwell Garage back in June (see photo 7558). For the record, the other two cars are brown Fiesta GN13MUO and Astra HK67ERJ, the last being the only one to officially be black!

Photo 7742, by **Steve Warman**, added to LTSV on 30/11/2023.

Although I no longer cover Metrobus vehicles in the database, I will still show the occasional photo. On 16th November 2023 Steve caught the Ford Transit Connect crew van twins (8101 and 8102) at Redhill Station. The presence of the City Circle coach behind suggests that a railway replacement service was in operation.

Photo 7743, by **Malcolm Millichip**, added to LTSV on 30/11/2023.

Go-Ahead London has been using some white Ford Transit Custom vans with EA69M-- registrations lately, which I suspect are transfers in from other Go-Ahead companies. The first was EA69MXE at Orpington from late-2022 (see photo 7326), this one being given company lettering. EA69MWJ was then noted at Camberwell in August 2023, although it appears to have since been delicensed. Two more were reported in November 2023, first being EA69MXB, most likely at Morden Wharf. Finally (for now) EA69MWK was seen attending to a Go-Ahead London SE-class bus that had broken down in a very awkward position in central Richmond on 17th November 2023. The van is presumed to be based at Putney, but more reports (and of course photos) of any of these vehicles would be useful.

Photo 7744, by **Derek Everson**, added to LTSV on 30/11/2023.

About 15 years ago, Arriva London standardised on silver 3-door Vauxhall Corsa cars (very like the one shown here) for crew ferry use. Most were only kept for a few years before being replaced by newer examples, while over the past couple of years Arriva has switched to using Seat cars instead. The car shown here though has nothing to do with Arriva. Photographed at Staines Bus Station on 21st November 2023, NG08HTJ is used by White Bus Service. It has company labels in the front and back windows, and appears to have a fleetnumber in the offside top of the front windscreen, although the angle makes this impossible to read.

Photo 7745, by **Derek Everson**, added to LTSV on 30/11/2023.

One more visit to Hatton Cross Bus Station, this photo being taken on 21st November 2023. As usual, a gaggle of Abellio cars was parked along the far side. Five are already in the LTSV database, while the other two (grey Vauxhall Astra MT68FNA and red Kia Ceed RE67CUH) will be added if second sightings prove that they are Abellio vehicles. Of the other vehicles, the three Ford Fiestas are notable for their bonnet lettering. Blue FH61EDU shows TW5, TW being the company's internal code for Twickenham (TfL code TF). Black ML13FNK shows 482 HA, with HA being the company code for Hayes (TfL code WS). However, Hayes closed in 2021 and route 482 (and this car) now work from Dawley Road. Finally black GJ13SRX shows 482 WS, which is odd that in that Abellio seemed to refer to Hayes as either HA or WS. Plus of course it is also out of date!

Photo 7746, by **Derek Everson**, added to LTSV on 30/11/2023.

I have mentioned the mid-life refurbishment of LT-class buses recently, with a photo showing an Arriva LT about to be towed from Eastleigh back to London (see photo 7425). While Go-Ahead London and Arriva have been using Hants and Dorset Trim, Metroline has been sending their LTs even further, to Thorntons Bus Refurbishment of Ashington in Northumberland! When Derek visited the CELF in Perivale on 21st November 2023, he found freshly-overhauled LT645 on the back of a Thorntons low-loader headed by Volvo FH NK66NYH. It is not known if all such movements are done by lorry, but the driver did mention that he was taking another bus back north that day. He also added that getting under the railway bridge at Perivale was very tight! The ground clearance on the trailer also looks tight, and I would imagine there must be a facility to raise the suspension to clear bumps and humps!

Photo 7747, by **Derek Everson**, added to LTSV on 30/11/2023.

Another view of Thorntons low-loader NK66NYH loaded with Metroline LT645 at Perivale CELF on 21st November 2023. Note that the trailer now seems to actually be on the ground. This is presumably part of the unloading process, as the only way I can see this being done would be by lowering the trailer to the ground, then detaching either the front or rear end to allow the bus to be driven off.

Photo 7748, by **Derek Everson**, added to LTSV on 30/11/2023.

Whilst visiting Perivale CELF on 21st November 2023, Derek found Renault Grand Scenic car MF70NFE, seemingly out of use. First licensed in September 2020, the first report of this car only came in August 2023, when it was seen working from Brentford. By early October 2023 it had moved on to Perivale. The Grand Scenic was once Metroline's standard crew ferry type, but perhaps the latest variants have proved to be unsuitable...



Photo 7749, by **Simon Dixon**, added to LTSV on 28/03/2024.

8993F is a high-roof Ford Transit van often to be found parked at Griffith House. It is believed to be the Pumps and Drainage Rapid Response Vehicle, which makes me wonder if it gets called out more after there has been heavy rain. It was certainly damp when Simon caught it passing Charing Cross Station on 1st November 2023.



Photo 7750, by **Andrew Lidinson**, added to LTSV on 28/03/2024.

These two Ford vans were found at the Inverness Depot of Stagecoach Highlands on 24th November 2023, with Transit Mk8 SP71ZSN to the fore and Transit Connect SR19LWP beyond. The revised font used by Stagecoach for its fleetnames is notable.



Photo 7751, by **Paul Nicholls**, added to LTSV on 28/03/2024.

Many enthusiasts were at Lakeside Bus Station on 2nd December 2023 to see the various special buses being used on the Ensignbus running day, one of which (RTL453) is in the background here. The subject however is LC66FKH, one of a pair of Renault Kangoo vans acquired by Ensignbus in about 2018. Similar LC66FKJ appears to have been disposed of in 2022. Ensignbus was bought by First in February 2023, although this has not (yet) led to any visible changes.



Photo 7752, by **Peter Terry**, added to LTSV on 28/03/2024.

Also seen at Lakeside Bus Station on 2nd December 2023 was FE23ZZC, one of at least 14 Vauxhall Combo vans added to the Arriva London fleet in 2023. This one is based at Grays. Just visible in the background is preserved former Southend Leyland Fleetline bus 233 (MRJ233W).



Photo 7753, by **Simon Dixon**, added to LTSV on 28/03/2024.

Found in Milton Keynes on 2nd December 2023, this Mercedes Citan van is not a service vehicle as such, although it does have the red Buses roundel as well as TfL lettering. BTC Technical Solutions provides engineering support to the Bus, Truck and Coach industry (hence the name) and are based in South Ockendon, Essex.



Photo 7754, by **Ray Monk**, added to LTSV on 28/03/2024.

Ray visited Acton Works on 16th December 2023 and found no new service vehicles present. The hiatus in fleet renewal has now been ongoing for about 3 years, with hardly any new deliveries. How long this continues remains to be seen, although there is speculation that there will be increased use of contractors and/or hired vehicles in the future. One of the vehicles Ray did find was 8378F, a Ford Transit Connect Mk2 van new in spring 2017 and allocated to nearby Hearne House. The Transit Connect is now a rarity in the central fleet, with no more than 4 in use.



Photo 7755, by **Ray Monk**, added to LTSV on 28/03/2024.

Of the four Mitsubishi Outlander cars delivered in 2019/2020, this is the easiest to see. 9054MIT is usually to be found at Harrow-on-the-Hill Station (or in the adjoining car park). On 16th December 2023 Ray photographed it in the DSM Van Yard at Acton Works alongside various LUL Ford Transit vans.



Photo 7756, by **Ray Monk**, added to LTSV on 28/03/2024.

One interesting find at Acton Works on 16th December 2023 was this box trailer, still displaying pre-2003 Engineering services lettering. Numbered CBT57, this is the last survivor of eight Cobul box trailers bought in the 1990s (in this case 1993). Based for a long time at Lillie Bridge for use by the ventilation team, it is believed to have been withdrawn by 2015 (along with the Mercedes Sprinter mobile generators that used to tow it). By 2021 it was dumped in the lorry yard at Acton Works. It would appear that it has recently been cleaned up, perhaps ahead of a sale. Parked behind is Indespension fuel tanker trailer T70, which has also been out of use for some time.

Photo 7757, by **Paul Nicholls**, added to LTSV on 28/03/2024.

Volkswagen Caddy Maxi crew van 8999VW is one of many vehicles that congregate at Griffith House at night before going to work. On 22nd December 2023 it was photographed parked in East Tilbury, perhaps its daytime home.

Photo 7758, by **Ray Monk**, added to LTSV on 28/03/2024.

Arriva London acquired at least seven white SEAT Arona cars in 2023, and has also hired a number of similar cars in other colours over the past few years. BJ23RXG is one of two based at Dartford and was photographed at the bus stand in Bexleyheath on 3rd January 2024. Sister BG23KYA was parked nearby - see the next photo.

Photo 7759, by **Ray Monk**, added to LTSV on 28/03/2024.

Unmarked BG23KYA is a SEAT Arona car used by Arriva London as a crew ferry vehicle from its Dartford Garage. As such, it often turns up at Bexleyheath, as here on 3rd January 2024.

Photo 7760, by **Ray Monk**, added to LTSV on 28/03/2024.

Arriva London added almost 40 SEAT Ibiza cars to its fleet in 2022/2023, all in plain white and used as crew ferry vehicles from various garages. Dartford (which also had two slightly older SEAT Ibizas in a curious gold livery, see photo 7236) received two of the new cars, including BG23LBU seen at Bexleyheath bus stand on 10th January 2024. The car behind is also a Dartford crew ferry, being another in the seemingly endless stream of short-term hires. Blue YC21HJN is a BMW X2 hybrid.

Photo 7761, by **Derek Everson**, added to LTSV on 28/03/2024.

RATP-Dev took a batch of 30 Dacia Sandero cars in 2019/2020 for use as crew ferries. These are the only Dacia vehicles to have been used as service vehicles and they were obviously successful as a further 11 followed in 2022. The cars in the second batch were in the same white, but lacked the company lettering and fleetnumbers carried by the first batch. NU72GBO is one of 9 that are based at Hounslow Heath Garage, where it was photographed on 12th January 2024. Thanks to some 'inside' information, we know that this car is allocated fleetnumber D75137.

Photo 7762, by **Derek Everson**, added to LTSV on 28/03/2024.

A well-timed catch at High Wycombe Bus Station on 16th January 2024 shows Arriva the Shires Ford Transit van BG72JNK passing Carousel Buses Mercedes Sprinter KT68XOZ. Both are used as engineering support vehicles from garages in the town.

Photo 7763, by **Malcolm Millichip**, added to LTSV on 28/03/2024.

Several bus companies have started using their crew ferry vehicles to advertise for bus driver recruitment. Notably, Go-Ahead London has a number of Mercedes Vito minibuses now adorned with large blue adverts (see photo 7489), while Metroline has a few with smaller adverts on the door. Seemingly a one-off is the treatment given to Metroline AY23KVM, one of eight Ford Puma cars acquired in 2023. All were delivered in an unmarked dark red livery, but this example has since been given this pale-blue all-over advert (the rear is in bright red). It is presumed that the advert is applied using self-adhesive vinyls, as are the adverts carried by many London buses. The car is based at Brentford and was photographed at Richmond Bus Station on 17th January 2024.

Photo 7764, by **Ray Monk**, added to LTSV on 28/03/2024.

Back to Bexleyheath again, for another Arriva London hire! KS23WXZ is a Citroen C4 car in unmarked red and was photographed on 19th January 2024.



Photo 7765, by **London Transport**, added to LTSV on 30/03/2024.

The first of several official 'publicity' shots recently obtained shows AEC Regal stores lorry 396W at Chiswick Works and was most likely taken in June 1939, just after it had been converted from Green Line coach T279. The lorry is unregistered and has a shiny coat of green paint, complete with a cream cab roof. The latter was presumably an effort to avoid heat build-up but it appears to have been dropped quite soon afterwards. Note the rather odd-looking drop-side doors half-way along the open bodywork. T279 served for 8 years, while 396W managed to last for 25 years, during which time it was modified with a rear loader and converted from petrol to oil engine. It was finally withdrawn in 1964.



Photo 7766, by **London Transport**, added to LTSV on 30/03/2024.

With partially enclosed rear wheels and what appears to be an opening roof, this is 419M, a Morris S2 van with a 12hp engine that was new to London Transport in August 1939. It was photographed at Chiswick Works when new, lettered for the Parsons Green Building department.



Photo 7767, by **London Transport**, added to LTSV on 30/03/2024.

The eight AEC Matador breakdown tenders London Transport bought from the War Department in 1947 were used to deal with various incidents involving buses, including turn-overs. This official photo shows 748P demonstrating the method of righting a bus, in this case an LT-class six-wheeler. 748P was bought in December 1947, but did not enter service until January 1949, following some modifications. It was initially allocated to Cricklewood Garage, and the railway line visible in the background makes me think this is where the photo was taken.



Photo 7768, by **London Transport**, added to LTSV on 30/03/2024.

Another official view of an ex-War Department AEC Matador breakdown tender, in this case 751P of Dalston Garage. Note that the crane jib on the rear could be rotated through 180 degrees for travel. Three of the Matadors survived into the 1970s but 751P was sold in 1969.



Photo 7769, by **London Transport**, added to LTSV on 30/03/2024.

925B was one of three Bedford KZ vans delivered in 1949 for use as railway breakdown vans. As such they carried the attractive red and cream livery rather than the rather drab overall green worn by similar vehicles. As can be seen, the van was initially allocated to Neasden Depot, though it had moved to Hainault Depot by the time it was withdrawn in 1964. The projection above the windscreen is an illuminated 'LT URGENT' sign.



Photo 7770, by **London Transport**, added to LTSV on 30/03/2024.

This photo, most likely taken at Lillie Bridge depot in about 1951, shows Leyland Hippo tipper 951L parked next to a rail-mounted steam crane. The fact that the tipper is backed-up to the cab of the crane makes me think that perhaps the staff visible were shovelling coal out of the tipper into the crane. 951L was the only Hippo in the London Transport fleet, and the only 3-axle tipper until the delivery of 2538M in 1993. It was new at the end of 1950 (around the same time as a fleet of 7 slightly smaller Leyland Beaver tippers), and surprisingly only lasted until 1955.



Photo 7771, by **London Transport**, added to LTSV on 30/03/2024.

Yet to gain fleetnumbers, this is 1034F, a Ford Thames E83W Utilecon new in June 1955 and photographed about then at Chiswick Works. A Utilecon was a van with side windows which enabled it to also be used as a minibus, and Clive Greedus wrote an article about their use by LT back in 2011. 1034F was the last of LT's Utilecons, following on from a batch of 16 similar vehicles 6 years earlier. All were withdrawn in 1960/1961, meaning that 1034F was kept for less than 6 years.



Photo 7772, by **London Transport**, added to LTSV on 30/03/2024.

London Transport bought 79 examples of the attractive Austin LD between 1955 and 1966, most being 1-ton vans like 1051AS seen when new. This van was used by the publicity department from various bus garages until it was withdrawn in 1966. Note that the department name is shown on a removable plate, making it easier to cater for transfers or loans.



Photo 7773, by **London Transport**, added to LTSV on 30/03/2024.

This photo was marked as showing '1951 Aluminium coach being transported from Acton Works to Aluminium Centenary Exhibition - Festival Hall - South Bank, May 14 1955'. Undertaking the move is Scammell tractor NCF120, which was fleetnumber M8427 in the famous Pickfords fleet. Note that the carriage appears to be loaded onto two four-wheel flat trailers, with a long draw-bar between them.

Comment by *Clive G* on 31/03/2024: Registration is NGF120, and M8427 was later renumbered to M750 to avoid five figure fleet numbers.

Comment by *aecsouthall* on 07/09/2024: The car is R49 NDM 23567 delivered from Metro-Cammell in April 1952 and was LT's first fully unpainted car following the partially unpainted Festival of Britain R49 NDM 23231. The Pickfords Scammell 20MU survives in preservation (as at Sep'24). Neil F.



Photo 7774, by **London Transport**, added to LTSV on 30/03/2024.

A couple of the official photos recently received were said to show the early morning run out from Parsons Green Depot and were probably taken in about 1950. Five service vehicles are visible in this view, while it is possible that some of the cars on the right were also LT vehicles. The identity of the half-tilt dropside at the gate is not discernible, but it is being followed by Austin K4 dropside bolster lorry 908AS. Note that both lorries have staff in the load space, which must have been a hairy ride. In the loading bay are Bedford KZ van 839B, Albion KN127 lorry 369A and what is possibly Bedford OLBD lorry 820B.



Photo 7775, by **London Transport**, added to LTSV on 30/03/2024.

Another semi-posed shot at Parsons Green in about 1950 shows various building department lorries about to start the morning run-out. Unfortunately, due to angles or lowered tail-boards, none of the vehicles can be positively identified, although the lorry loaded with sacks near the gate is probably Austin K4 904AS. Note the cement mixer loaded onto a step-frame rigid trailer.



Photo 7776, by **London Transport**, added to LTSV on 30/03/2024.

Jumping ahead a bit, we received a handful of colour 'publicity' shots dating from the 1980s. First up is this view of Bedford TL lorry 2265B at Chiswick Works, presumably soon after it was delivered in September 1980. The TL model was a successor to the TK type and London Transport bought 17 in 1980/1981 to various configurations. 2265B was the largest, being a 16-ton dropside lorry based on the TL1630 variant.



Photo 7777, by **London Transport**, added to LTSV on 30/03/2024.

Another new Bedford TL lorry at Chiswick Works in about 1980, this being 12.5 ton dropside lorry 2267B. LT's Bedford TL lorries were very varied and 2267B was one of six of the TL1260 model of which just two (this and 2268B) had a single-cab and a dropside body with tail-lift. Most of the TLs were withdrawn before the end of the 1980s, suggesting that they were perhaps not as robust as the Ford and Dodge lorries also bought at the same time. The Shillibeer livery bus in the background is probably mobile cinema and exhibition bus RCL2221.



Photo 7778, by **London Transport**, added to LTSV on 30/03/2024.

Renewal of London Transport's bus recovery fleet started in April 1982 with the delivery of 2372L, the first of an eventual six Leyland Freighter units that were considerably larger than the Ford D-series lorries they replaced. The new trucks also stood out by wearing red livery instead of the standard grey. 2372L was seen at Chiswick Works when new, with a few Ford D-series lorries visible behind. Uniquely, 2372L was later used by London Underground (presumably to recover service vehicles rather than trains!) and it was given the new white/blue livery in about 1991 (see photo 157).



Photo 7779, by **London Transport**, added to LTSV on 30/03/2024.

The last of the publicity shots shows leased Ford Transit Mk2 van 3293F at Parsons Green in about 1985. This photo was presumably taken to show the new lettering promoting LRT Builders, as it tried to become a more commercial operation by seeking outside work.



Photo 7780, by **Ray Monk**, added to LTSV on 30/03/2024.

It has been over three years since the last bulk delivery of new vehicles for the central fleet, the hiatus presumably being due to the financial difficulties resulting from the COVID pandemic. There had been some speculation as to whether normal renewal would ever resume, given that some of the work is now perhaps performed by contractors or using hired vehicles. Finally, at the end of March 2024, a large batch of new vehicles was delivered to Acton Works, and it was pleasing to see that these have continued the use of the fleetnumbering series that was started in 1939. This view taken at the south end of the Acton Works lorry yard on 30th March 2024 shows nine of the new vans (another ten were on the other side and are coming up next). All of the vehicles were Ford Transit Connect crew vans, which is curious as this type has not been very common since the Mk2 version was introduced in 2014. The vans all had an 'economy' livery of all white with plain blue roundels and TfL lettering. Nearest the camera is 9213F with 9202F, 9209F, 9204F, 9215F, 9210F, 9194F, 9195F and 9192F beyond.



Photo 7781, by **Ray Monk**, added to LTSV on 30/03/2024.

Backing onto the railway at Acton Works lorry yard on 30th March 2024 were ten brand new Ford vans (with another nine on the other side). All were Ford Transit Connect crew vans with LD24Oxx registrations and TfL lettering. Unless these are for some new function that we don't yet know about, I suspect that this will be the new default livery for vehicles used by LUL, LBSL and TfL itself (perhaps also Trams). Seen here are (right to left) 9217F, 9198F, 9208F, 9200F, 9191F, 9205F, 9206F, 9203F, 9201F and 9192F. The fact that there are ten gaps within the number range suggest that more of this type are on the way.



Photo 7782, by **Ray Monk**, added to LTSV on 30/03/2024.

A close-up view of brand new Ford Transit Connect crew van 9194F at Acton Works on 30th March 2024 shows the plain blue roundel on the bonnet, and the TfL lettering squeezed in behind the side windows. Other lettering (fleetnumbers and tyre pressures) and notices (eg Do not slam doors) are fairly standard, so this suggests that the blue skirt livery is now defunct. Note that the vans include a mix of some with roof bars and some without (as on 9195F on the right).



Photo 7783, by **Ray Monk**, added to LTSV on 30/03/2024.

Just visible on brand new 9195F at Acton Works on 30th March 2024 is another change to the livery. On the rear corner is a grey diamond with a graphic of a petrol pump. Similar stickers were applied to most London buses a few months ago, and their purpose is to inform fire-fighters what power source the vehicle has if they need to attend a fire. Other colours are used for hybrid, electric and gas-powered vehicles. Despite the 'budget' livery, the white bumpers and smart wheeltrims suggest that these are not basic specification vehicles.



Photo 7784, by **Colin Smith**, added to LTSV on 31/05/2024.

Emergency Response Unit Volvo tender 2612 was found at Heathrow Airport Central Bus Station on 25th January 2024. Although these vehicles are fitted with removable panels to enable the livery to be switched between LUL and BTP (British Transport Police), this example seems to have a problem with them. The side panels show the BTP livery, but with black tape applied over the police crest. Another slightly interesting point is that I received two photos of this vehicle parked here. But the photos were taken 4 hours apart, unless somebody has their camera EXIF data set incorrectly....



Photo 7785, by **Chris Jennings**, added to LTSV on 31/05/2024.

Following the management buyout last year, Abellio London was rebranded as Transport UK in an exercise that started in early 2024. The first service vehicle to be noted with the new name was Ford Focus car YF17ZKL, seen at Hatton Cross Bus Station on 31st January 2024. Note that a fleet number is also applied, which shows that the series previously used by Abellio has been continued. Fleet numbers had been applied to most (but not all) cars up until about 2017, with number 6811 being the highest known. A variety of additional second-hand cars were acquired after that date, but these did not show their numbers. So, unless Transport UK starts applying numbers to existing vehicles, we may never know which vehicles were allocated numbers in the range 6812 to 6858.



Photo 7786, by **Dave Wolstencroft**, added to LTSV on 31/05/2024.

Parked on Chapel Street (near Griffith House) on the night of 1st February 2024 were several LUL vans, with Ford Transit Courier 8770F nearest the camera. Beyond that is Renault Kangoo 8829R, Kangoo Maxis 8370R and 8366R and Ford Transit Custom crew van 8749F. Lifts and Escalators Transit Courier vans are sometimes seen at Griffith House, although they mostly seem to be associated with the Frank Pick House (Acton) operation.

Photo 7787, by **Derek Everson**, added to LTSV on 31/05/2024.

The first Chevrolet to be used as a London service vehicle in about 90 years is White Bus Service number 93, a Matiz car seen at their Horsell base on 9th February 2024. It has white fleetnames on the sides and a green one on the front, while the fleet number appears as a wonky black circled one on the nearside, a straight white circled one at the back of the offside, and with 'wheelie-bin' type stickers in the windscreen. Just in case any doubt remained, a White Bus label has also been added in the windscreen.

Photo 7788, by **Derek Everson**, added to LTSV on 31/05/2024.

Three for the price of one at Woking on 9th February 2024. Leading this line-up is White Bus Service 92 (CK62XNJ, a Citroen C1 car in 'hospital' blue), while their number 94 is behind. RK58UPD is a dark blue Ford Fiesta van, even though it claims to be a 'white bus'. Bringing up the rear is another Ford Fiesta van in the shape of Safeguard Coaches' slightly newer and more sporty-looking LN10XUV.

Photo 7789, by **Ray Monk**, added to LTSV on 31/05/2024.

Having renewed its engineering support fleet with electric Vauxhall Vivaro vans in 2022, Stagecoach London has now started modernising its crew ferry vehicles. For Lea Interchange garage (taken over from Tower Transit in 2023), a pair of Vauxhall Combo Life electric cars have been acquired, including DV73FRR seen outside the garage on 15th February 2024.

Photo 7790, by **Bob Milner**, added to LTSV on 31/05/2024.

The only really notable aspect of this photo, although it is not readily apparent, is the location. Royal Wootton Bassett is a town in Wiltshire just west of Swindon and about 80 miles from London. Found parked there on 16th February 2024 was LUL Renault Kangoo Maxi van 8363R, a vehicle that has previously been seen at Frank Pick House (Acton) and Griffith House. More recently, new TfL-branded Ford Transit Connect crew van 9215F has been seen parked in the same place.

Photo 7791, by **Peter Blake**, added to LTSV on 31/05/2024.

Following on from my rather poor photo shown last year (see photo 7691), here is a better view of RATP Dev Mitsubishi Fuso Canter lorry HX15OTK. Taken inside Fulwell Garage on 20th February 2024, it shows that the truck is fully lettered, including the fleet number FB10000 below the windscreen and 'CCTV Support' on the doors. The role of this vehicle is to carry a portable hydraulic hoist that is used to provide access to CCTV cameras and other high-level infrastructure.

Photo 7792, by **Derek Everson**, added to LTSV on 31/05/2024.

The 'white with blue skirt' livery that was virtually standard for LUL service vehicles from 1990 onwards does make it easier to spot former service vehicles, since the blue skirt is often retained. Derek noticed this VW Caddy Maxi crew van parked on railway premises at Eastleigh on 28th February 2024 and closer inspection showed it to be former Tube Lines 7549VW. It was one of several new in 2012 that were allocated to Edgware Track Depot and which managed to avoid being photographed whilst in London service. The strange pattern on the van sides is actually an enlarged and rotated VW logo.

Photo 7793, by **Bob Milner**, added to LTSV on 31/05/2024.

Ford Transit Mk8 crew van 8920F is one of many allocated to Stratford Market Depot and generally only seen at night. In spring 2024 it made a couple of appearances at Stanmore Station (as here on 15th March 2024), although this is not believed to constitute a reallocation.

Photo 7794, by **Andrew Lidinson**, added to LTSV on 31/05/2024.

The second-generation of Volkswagen Caddy van, with its distinctive stepped roof-line, was last produced in 2004 and hence is now quite rarely seen. Safeguard Coaches still uses KU52SNK and Andrew photographed it at Guildford Cathedral on 16th March 2024. An event was being held here to mark the 100th anniversary of the company, an occasion also marked by the graphic on the van doors.



Photo 7795, by **Andrew Lidinson**, added to LTSV on 31/05/2024.

Two other service vehicles were in attendance at the Safeguard Coaches 100th anniversary event held at Guildford Cathedral on 16th March 2024. These were Ford Fiesta van LN10XUV (which Derek had earlier photographed at Woking, see photo 7788) and Ford Transit Connect van KR58ZGF (which Derek had also caught before, see photo 7659). The latter vehicle is lettered for Farnham Coaches, although this is owned by the same group as Safeguard (and uses the same font for its fleetnames). The cathedral, visible in the background, is notable for being constructed of bricks. Work started in 1936 but, due to the war, was not completed until 1965.



Photo 7796, by **Derek Everson**, added to LTSV on 31/05/2024.

Go-Ahead London has applied these driver recruitment adverts to at least 25 of their Mercedes Vito minibuses, although that is less than half of the current fleet of 58 such vehicles. They are to be found at various garages, most notably Orpington and Northumberland Park, while other Go-Ahead garages still only operate anonymous red minibuses. The distribution presumably relates to which garages have bus driver shortages. Derek photographed RX71SZN at Bromley North station on 19th March 2024 and has perhaps unwittingly solved a slight puzzle. Bexleyheath garage has had a few crew ferry vehicles in recent years, and sometimes applies local fleet numbers (BX1 and BX2). For some reason, the numbers have often been applied multiple times. For example, I saw RJ19HSZ in 2021 with no fewer than four BX2s on the rear. RJ19HSZ later moved to Orpington and when I saw it there in 2023 it still had all of its BX2 numbers except those on the rear. As they are now carried by RX71ZSN, the logical assumption would be that the two vehicles have simply swapped rear doors, perhaps during repairs. By the way, Bexleyheath's current minibuses (RJ19HSN and RJ19HSN) are unfortunately unlettered.



Photo 7797, by **Derek Everson**, added to LTSV on 31/05/2024.

Is it just me or do hired crew ferry cars seem to be getting a bit 'posher' these days? One of the latest examples seen working from Arriva London's Dartford Garage has been Ford Puma AO73JZA, a type also favoured by Metroline. The unmarked car was seen at Bexleyheath bus stand on 19th March 2024 parked in front of Go-Ahead single-deck Enviro bus SE85. The grey skirt and gold lettering on the bus mark it out as being a member of the commercial fleet, rather than a TfL vehicle. One of these has often been parked here lately, to act as a rest vehicle for bus drivers following damage to the permanent crew facilities building at this site.

Photo 7798, by **Dave Elison**, added to LTSV on 31/05/2024.

Manchester is in the process of introducing an integrated transport network, including franchised bus services, trams and (in due course) national rail services. A unified brand name of The Bee Network is being applied, apparently based on the worker bee that is a symbol of the city. The name and logo were seen on Citroen Dispatch van CK23JSY on 19th March 2024.

Photo 7799, by **Paul Nicholls**, added to LTSV on 31/05/2024.

From Manchester we go even further north to Greenock, a town on the Clyde estuary west of Glasgow. However, there is a common theme as both photos show Citroen vans with Welsh registration numbers! CN68CNC is a Citroen Berlingo van used by McGill's, a name that has a long history as an 'independent' operator. The current operation is not directly descended from the original, which was bought out by Clydeside 2000 in 1997. The name returned to the streets in 2001 when the Greenock depot of Arriva Scotland West (which Clydeside 2000 had become) was sold. Growth and takeovers of other companies followed, and by 2012 McGill's was able to purchase the remainder of the once large Arriva Scotland West operation. Although it is technically still an 'independent', it now has a fleet of over 400 buses.

Photo 7800, by **Ray Monk**, added to LTSV on 31/05/2024.

Ray found another plain black Ford Puma in use as an Arriva London crew ferry vehicle on 23rd March 2024. A023OYN was parked in the front yard of Barking (DX) garage, along with numerous white Seat Ibiza and Arona cars. It is possible that this car was added following the start of Superloop route SL2 (Walthamstow to North Woolwich) on 2nd March 2024, the route being worked by DX using HA-class buses displaced from Brixton (BN).

Photo 7801, by **Derek Everson**, added to LTSV on 31/05/2024.

At least four of these white Ford Transit Custom vans were added to Go-Ahead London stock during 2023. Go-Ahead has not generally used second-hand service vehicles in the past, and it is possible that these were transferred from another group company. EA69MWJ was found parked near West Croydon Bus Station on 26th March 2024, at which point it was still in unmarked white. Yellow Go-Ahead logos were added by mid-May.

Photo 7802, by **Derek Everson**, added to LTSV on 31/05/2024.

Round the corner from West Croydon Bus Station on 26th March 2024, Derek found this recovery vehicle preparing to tow an Enviro 200MMC bus. V1FLR is a 2-axle Volvo FH belonging to First Line Recovery, whose larger DAF V100FLR was shown on LTSV in 2022 (see photo 7367). The bus is Transport UK 8217 from Beddington Cross garage. Note that this bus and the one behind (and a third that has been cropped out) are still carrying Abellio fleetnames. The rebranding to Transport UK had started in January 2024 but was only about 50% complete by this time.



Photo 7803, by **Derek Everson**, added to LTSV on 31/05/2024.

I was surprised to see this photo of Abellio Ford Fiesta van NG56HNF at Beddington Cross garage on 26th March 2024. First licensed in December 2006, it has been with Abellio since at least autumn 2010 (over 13 years) and it is one of the oldest service vehicles still in use in London. Having said that, the van does have a VOR (Vehicle Off the Road) sign in the windscreen, and Transport UK (as Abellio is now known) has been getting rid of many older cars and vans, so its days may be numbered. The van lurking in the shadows inside the garage belongs to Grayson Thermal Systems. This firm is involved in thermal management systems for electric buses (among other things), and various new buses for Transport UK have been noted at their premises in the West Midlands prior to delivery to London.

Photo 7804, by **Ray Monk**, added to LTSV on 31/05/2024.

The vegetation on the embankment backing on to the staff car park at Acton Works has been cut back in recent months, as seen in the background of this photo take on 30th March 2024. The subject is 8797VW, a Volkswagen Caddy Maxi crew van new in March 2019 and based at times at Hainault and Upminster Depots. It has been rather elusive, as the only other photo I have was also taken by Ray Monk in the Acton car park, when it was brand new.



Photo 7805, by **Ray Monk**, added to LTSV on 31/05/2024.

Ford Transit dropside truck 8773F was new in 2019 and based initially at Lillie Bridge Depot. It may have recently moved to Acton Works (based on sightings) and it was photographed there on 30th March 2024.

Photo 7806, by **Peter Terry**, added to LTSV on 31/05/2024.

In 2019 I published a photograph showing a Boleyn Recovery 4-axle Volvo FH towing an East London Transit liveried LT-class bus at Aldgate (see photo 5929). Here is the sequel, with their AV23OKK (fleet number 5) pulling LT933 out of Canning Town Bus Station on 30th March 2024.



Photo 7807, by **Ray Monk**, added to LTSV on 31/05/2024.

Among the vehicles whose delivery was disrupted by the first COVID lockdowns in 2020 was a batch of five Ford Transit Courier crew vans for Lillie Bridge (9120F-9124F). They have proved to be rather camera shy, but Ray caught 9122F at its home base on 6th April 2024.

Photo 7808, by **Clive Greedus**, added to LTSV on 31/05/2024.

Clive reports that this Ford Transit crew van is often parked at the side of Newbury Park Station (the opposite side to the bus stops), as seen in this photo taken on 10th April 2024. 8783F is nominally allocated to Hainault Depot, but perhaps we should add a new code for this location...



Photo 7809, by **Ray Monk**, added to LTSV on 31/05/2024.

A number of older LUL service vehicles have been noted at Acton Works in recent weeks. Given that deliveries of new vans has now re-started, these could well be the vehicles that have been replaced. Seen on 20th April 2024 was VW Caddy Maxi crew van 8272VW, over 7 years old and latterly a Hainault Depot resident.

Photo 7810, by **Ray Monk**, added to LTSV on 31/05/2024.

Also seen at Acton Works on 20th April 2024, but presumably not for replacement, was Ford Transit dropside truck 9027F. Just over 3 years old, it is normally based at Edgware Track Depot.



Photo 7811, by **Ray Monk**, added to LTSV on 31/05/2024.

Up in the lorry yard at Acton Works on 20th April 2024, there were still several of the new Ford Transit Connect crew vans delivered at the end of March. However, there were also several other LUL vehicles present, which could well be ones that have been replaced by the new arrivals. Of interest was 8567T, one of only two Prius+ cars in the central fleet. To be fair, the type can easily be mistaken for the more numerous Prius, the main difference being a raised roof-line towards the rear. 8567T is also unusual for not carrying permanent lettering. Labels with TfL/LUL lettering were usually applied to the front doors whilst in use, but the absence of the roundel on the bonnet was noticeable. 8567T was delicensed at the end of April, but has now been re-done, so it is not yet clear if it still in the fleet or not. Parked in the background are new Fords 9200F and 9198F.

Photo 7812, by **Ray Monk**, added to LTSV on 31/05/2024.

Various 7-year old Renault Kangoo Maxi vans have been noted at Acton Works recently, and it would appear that these are ones that have been replaced by the new Ford Transit Connect vans. In the lorry yard on 20th April 2024 was 8365R, new in February 2017 and often to be found in the night-time congregations at Griffith House. Alongside is new 9210F.



Photo 7813, by **Chris Jennings**, added to LTSV on 31/05/2024.

Stagecoach London received a batch of Vauxhall Vivaro electric minibuses in late 2023, mainly to replace the Hyundai I800 minibuses used as crew ferry vehicles from Rainham garage. The minibuses are often used on longer runs such as to Romford, where Chris caught DV73FSA on 24th April 2024. Rainham is a rather remote garage and hence uses multiple crew ferries. In addition to the five Vivaros, there are three electric vauxhall Corsa cars in white plus about a half-dozen hired cars in various unmarked liveries.

Photo 7814, by **Ray Monk**, added to LTSV on 21/07/2024.

Deliveries of new Ford Transit Connect vans in Transport for London (TfL) livery continued through April and May. With the former van yard at Acton Works currently out of use, newly delivered vehicles are being parked in the lorry yard. This makes them easier to see from passing trains but it is not expected to be a long-term arrangement since the lorry yard is also due to be redeveloped soon. Crew van 9216F spent about a month in the lorry yard (seen on 27th April) before being delivered to its new allocation, which is currently unknown.



Photo 7815, by **Peter Terry**, added to LTSV on 21/07/2024.

Queens Park Station on the Bakerloo Line has not had a regular allocation of service vehicles in recent years. On 27th April 2024 Peter found 3 SVs in the car park, presumably in connection with some local work. Among them was Renault Kangoo Maxi van 8736R from Stratford Market Depot.



Photo 7816, by **Paul Nicholls**, added to LTSV on 21/07/2024.

Back across the border once more, for another neatly-lettered Stagecoach van. ST70DNJ is a Ford Transit Connect van based at Stagecoach East Scotland's Arbroath Garage. It was photographed in the town's bus station on 28th April 2024.



Photo 7817, by **Peter Terry**, added to LTSV on 21/07/2024.

TfL-liveried Toyota Yaris car 8841T has been an elusive one, with very few sightings since it was delivered in 2019. It has recently been spotted a couple of times at West Croydon Bus Station, as here on 2nd May 2024.



Photo 7818, by **Dave Wolstencroft**, added to LTSV on 21/07/2024.

Another elusive Toyota Yaris car, this time in LUL livery. Apart from a few sightings at Acton Works when it was new in 2019, there were no reports of this car until it appeared at North Greenwich Station in spring 2024. It stayed there (in the public car park) for a few days, allowing several people to go and see or photograph it. Dave took this photo on 2nd May 2024.



Photo 7819, by **Dave Wolstencroft**, added to LTSV on 21/07/2024.

Among the first of the new TfL-liveried vans to be seen in service were three found parked near Griffith House on the night of 2nd May 2024. This view of 9217F on Harcourt Street shows the livery on the rear, the most notable aspect being the fire brigade diamond (which shows that the van is diesel-powered). These sightings confirmed that the vans are indeed for LUL use, suggesting that the TfL generic livery will be applied to all vehicles in future.



Photo 7820, by **Ray Monk**, added to LTSV on 21/07/2024.

When Ray visited Acton Works on 4th May 2024, work to clear vegetation from the embankment backing onto the front car park was almost complete. However, views like this one of Ford Transit crew van 8916F are not going to feature much, since the car park was closed a few weeks later, with excavations starting ahead of redevelopment as housing.



Photo 7821, by **Ray Monk**, added to LTSV on 21/07/2024.

The Ford Transit Connect van in TfL livery is fast becoming the new standard vehicle in the central fleet, with at least 88 delivered by mid-July 2024. The majority have been crew vans, but there have also been a dozen plain vans (without the additional side windows). Of these, 9252F was seen at Acton Works on 4th May 2024, with similar 9254F parked behind. In the left background is the former DSM van yard, now out of use and fenced off. It is understood that changes are to be made to make this area suitable for use by the lorries which are currently kept in the high-level yard.

Photo 7822, by **Ray Monk**, added to LTSV on 21/07/2024.

Ray called at Rainham Station on 10th May 2024. As on his August 2023 visit (see photo 7655), a number of anonymous white Arriva London Seat Ibiza cars were present. Perhaps curiously, two of the three had not been reported before, although the registrations suggested they were new at the same time as others. This makes me wonder whether Arriva have a vehicle provision contract whereby vehicles can be replaced by others from a 'pool' when required. The cars seen were BV72VGN, BJ23OET and BJ23OEV.



Photo 7823, by **Ray Monk**, added to LTSV on 21/07/2024.

If you want to see the numerous crew ferry vehicles based at Stagecoach London's Rainham garage, you can make the long (and rather grim) walk down Ferry Lane, or alternatively you can head to the Tesco nearer the town centre (such as it is). Seen at the latter on 10th May 2024 was anonymous blue Nissan Juke car LL23AYO.

Photo 7824, by **Ray Monk**, added to LTSV on 21/07/2024.

The recently-delivered Vauxhall Vivaro minibuses at Stagecoach London's Rainham Garage tend to be used for the longer runs (such as to Romford Station), but they also turn up on the much shorter turns to Rainham Tescos. Ray caught DV73FRP leaving on 10th May 2024. The vehicles are fully lettered (including a QR code weblink near the back corners), but there is no sign of any Stagecoach national fleetnumbers being applied.



Photo 7825, by **Ray Monk**, added to LTSV on 21/07/2024.

Stagecoach London has several new crew ferry cars and minibuses at Rainham Garage, all of which carry Stagecoach lettering. However, they also seem to still have a need for additional vehicles, which means the use of unmarked cars continues. Seen at Rainham Tescos on 10th May 2024 was Citroen C3 car LA23KLV with Nissan Juke YF23VBC just visible behind.

Photo 7826, by **Ray Monk**, added to LTSV on 28/07/2024.

The Volkswagen Golf is one of the less common types in the central fleet, with only 27 used over the past 13 years. 8252VW (and similar 8253VW) were new to LUL in autumn 2016 and based at Stratford Market Depot. Now almost 8 years old, both have been noted parked at Acton Works recently, perhaps ahead of being returned off-lease. 8252VW was photographed on 11th May 2024.



Photo 7827, by **Paul Nicholls**, added to LTSV on 28/07/2024.

LUL Ford Transit Custom van 8876F was new in autumn 2019 but very little has been of it since, meaning that we don't know where it is allocated. On 11th May 2024 it was found parked in Braintree.

Photo 7828, by **Ray Monk**, added to LTSV on 28/07/2024.

Stanmore Station has not had an allocation of vehicles in recent years, so any seen there are likely based elsewhere. For example, on 13th May 2024, Volkswagen Caddy Maxi crew van 8246VW was noted in the yard above the car park. This van had not been seen for over 3 years so we don't know where it is actually based. Curiously the last sighting (in September 2020) was also at this location.



Photo 7829, by **Dave Wolstencroft**, added to LTSV on 28/07/2024.

I occasionally get sent a fleetlist for RATP-Dev (latterly London United) which includes service vehicles. As a result we can identify some of the vehicles that have no markings. Seen at the former NCP/NSL base in Twickenham on 14th May 2024 was Seat Leon YF20CVC in a colour that I can't quite put my finger on! According to the list, this is fleet number MTR75145, allocated to Hounslow Heath as an extra crew ferry vehicle. Alongside is equally anonymous Citroen Berlingo van LC18GJO, which we already knew was numbered MTR75068 and which has been used since new in 2018.

Photo 7830, by **Ray Monk**, added to LTSV on 28/07/2024.

Three electric versions of the Ford Transit Custom van were taken into LUL stock in mid-2021. 9135F was based at Edgware Road and 9136F at Acton Works, but the allocation of 9134F remained unknown (I seem to recall that the original report of it mentioned it being seen parked in Essex somewhere). Anyway, in spring 2024 it appears that some of the allocations were switched, and 9134F became the regular resident at Edgware Road Station, making it easy to see. Note the flap for the charging point just below the nearside headlamp. Photographed on 18th May 2024.



Photo 7831, by **Dave Wolstencroft**, added to LTSV on 28/07/2024.

This unmarked white Ford Transit Custom van was photographed at the Southern Vectis bus garage in Newport on the Isle of Wight on 18th May 2024. It is most notable for carrying the registration WLT881, originally fitted to LT bus RML881. There was a bus running day on the island on this date, and I believe the van is used by one of the traders who has stalls at such events.



Photo 7832, by **Dave Wolstencroft**, added to LTSV on 28/07/2024.

Having been used in an anonymous condition for a few months, Go-Ahead London Ford Transit Custom high-roof van EA69MWJ gained company logos on sides and front by May 2024. On the 19th of that month it was found parked outside its home garage of Croydon.



Photo 7833, by **Bryn Dyer**, added to LTSV on 28/07/2024.

Several people sent photos of service vehicles attending engineering work in Hammersmith in May 2024. First up is this view of LUL VW Caddy Maxi van 8686VW outside the H&C station on 23rd May. I feel like I am getting a bit repetitive when I say that this van has been rather elusive, with only 7 sightings since it was new almost 6 years ago. Having said that, the photos were taken by correspondents who do not log their sightings.

Photo 7834, by **Ray Monk**, added to LTSV on 28/07/2024.

More new Ford Transit Connects in TfL livery were found at Acton Works on 25th May 2024, including crew van 9272F seen here in the lorry yard. About a week later the van was transferred to Westdown Road in Leyton.



Photo 7835, by **Ray Monk**, added to LTSV on 28/07/2024.

A second batch of Ford Transit Connect vans arrived at Acton Works in mid-May. Compared to the crew vans (which have the additional side windows), plain vans have been rarer, comprising about a tenth of the known intake so far. This line-up in the lorry yard on 25th May 2024 was headed by 9336F, with 9376F, 9333F, 9332F and 9335F beyond.

Photo 7836, by **Chris Jennings**, added to LTSV on 28/07/2024.

At least three of Metroline's Ford Puma cars have been treated to vinyl wraps to advertise bus driver recruitment. All three are in different colours, and all are based at Brentford. AY23KWO was seen at the garage on 23rd May 2024. The site has been a bit congested recently while work on a replacement garage was underway. This opened in mid-July 2024 and the old site has now been cleared.



Photo 7837, by **Chris Jennings**, added to LTSV on 28/07/2024.

Completing the trio of colourful Ford Pumas at Metroline's Brentford Garage, here is yellow AY23KUE on 23rd May 2024.



Photo 7838, by **Dryn Dyer**, added to LTSV on 28/07/2024.

A photograph of this vehicle at this location has been featured on LTSV before (see photo 6894). However, I have included this view taken on 27th May 2024 as it shows a change. The side lettering that used to read 'Transplant' has been altered to 'EV Welfare Vehicle'. EV usually stands for Electric Vehicle, but I don't know what it refers to here. Engineering Volunteers?? I have also just noticed that the box body has a Lyntons label on the nearest corner. Lyntons also built DB25, the LUL Emergency Control Unit 'pod' (see photo 6458). Oh, and in case you hadn't worked it out, the location is the Hammersmith & City Line station in Hammersmith.

Comment by *Kevin Bullions* on 16/08/2024: EV Operations, short for Engineering Vehicles in this case, you & I would know it as 'TransPlant' but somehow has come up with this, in no way liable to misinterpretation, title instead.



Photo 7839, by **Peter Terry**, added to LTSV on 28/07/2024.

As well as LUL vehicles, there were some Balfour Beatty ones found during the engineering work at Hammersmith on 27th May 2024. This photo shows Isuzu Forward box truck LN20YLP. Note that LUL roundels are carried on the front and sides. There is also a blue stripe on the bodywork, though this is a slightly lighter shade than that used by LUL.

Photo 7840, by **Peter Terry**, added to LTSV on 28/07/2024.

LUL's Volkswagen Transporter minibuses are often to be seen during engineering works, presumably to move staff around as required. On 27th May 2024 Peter found 8430VW parked outside Hammersmith Station, with the mobile office lorry beyond.



Photo 7841, by **Peter Terry**, added to LTSV on 28/07/2024.

LUL Renault Kangoo Maxi van 8562R was new in late 2017 and was initially elusive. By early 2023 it moved to Museum Way in Acton, making it much easier to see. Surprisingly, no-one photographed it until Peter visited on a damp 28th May 2024. This was just as well as the van was moved to Acton Works by mid-July, most likely for disposal having been replaced by new Ford Transit Connect vans.

Photo 7842, by **Jon Pye**, added to LTSV on 04/08/2024.

Five new lorries were supplied to TfL during 2023, but photos of them outside the lorry yard at Acton Works have been scarce. The first of two received recently is this one showing Volvo FMX 3-axle flatbed KY23LNO at Ruislip Depot on 1st December 2023. It would appear that this lorry has a steering rear axle.

Photo 7843, by **Ray Monk**, added to LTSV on 04/08/2024.

Seen leaving the bus stand in Bexleyheath on 2nd February 2024 was Nissan Qashqai car YF23UGA, which is one of the endless stream of unmarked cars that have been used as crew ferry vehicles by Arriva London's Dartford garage. In the background is Go-Ahead London EP2, one of 18 BYD/ADL E400EVs used on route 132. The class code denotes that they are equipped to be charged from overhead pantographs, although it is reported that the equipment installed on the forecourt of Bexleyheath garage has proved troublesome and is no longer used.

Photo 7844, by **Peter Terry**, added to LTSV on 04/08/2024.

At least 25 of Go-Ahead London's Mercedes Vito crew ferry minibuses now carry blue vinyls with driver recruitment advertising. RX71SYV is allocated to Orpington and was photographed at Bromley North Station on 24th February 2024. Not previously noticed is the camera fitted on the front dash, although it is not clear if this looks outward or inward! Several other Vitos also have this equipment.



Photo 7845, by **Derek Everson**, added to LTSV on 04/08/2024.

Following its closure by Arriva Southern Counties in 2021, Stagecoach South started using the former London Transport bus garage in Guildford in 2022. However, this turned out to be a short-term move, and the buses were moved back to their previous Peasmarsh depot in May 2024. Derek visited on 1st March 2024 and photographed their Nissan e-NV200 van SL71ORX, adorned with images of happy engineers.

Photo 7846, by **Dave Elison**, added to LTSV on 04/08/2024.

Seen on 9th March 2024 in Manchester, GL69GXV is a Peugeot 5008 car in the livery of tram operator Metrolink. The Manchester Metrolink was the first 'new-generation' tram system in the UK, opening in 1992. I was rather surprised to read that expansion over the past 30 years has resulted in the network now serving a total of 99 stops, more than twice the number on the Docklands Light Railway.

Photo 7847, by **Ray Monk**, added to LTSV on 04/08/2024.

Not previously shown on LTSV, RX18LLO is one 19 Mercedes Vito minibuses taken into Go-Ahead London stock during 2018. All were delivered in unmarked red, and it appears that none of this intake have been given the driver recruitment adverts. RX18LLO has always been based in east London, but has moved around between the three garages at River Road (Barking), Silvertown and Henley Road (North Woolwich). On 23rd March 2024 it was caught leaving Beckton Bus Station.

Photo 7848, by **Paul Nicholls**, added to LTSV on 04/08/2024.

One more photo from Paul's recent Scottish jaunt, this time showing Stagecoach Ford Transit Connect van ST20FGF at St. Andrews garage on 25th April 2024. A quick look on Google Maps showed that this location also includes a small bus station with 4 nose-in bays.





Photo 7849, by **Bob Milner**, added to LTSV on 04/08/2024.

With lots of new TfL Ford Transit Connect crew vans being photographed at Acton Works, and at Griffith House at night, the first daytime photo 'in the wild' appears to be this one, taken by Bob on 27th May 2024. Perhaps ironically, the photo was taken in Wiltshire! Bob had found LUL Renault Kangoo Maxi van 8363R parked in exactly the same place earlier in the year (see photo 7790), which suggests that new 9215F is allocated to LUL's Lifts and Escalators department.

Photo 7850, by **Ray Monk**, added to LTSV on 04/08/2024.

This photo taken at Acton Works on 1st June 2024 neatly captures the three main types of light van used by LUL. To the fore is Volkswagen Caddy Maxi crew van 8909VW, with Renault Kangoo Maxi van 8393R behind. Both these types were first taken in 2011/2012, with a combined total of more than 500 added since, along with a number of the shorter variants of each. Prior to this, the Ford Transit Connect had been the standard small van, and this has now had a resurgence in its Mk2 form, as exemplified by TfL liveried 9256F at the rear. 9256F was new in April and has so far only been seen at Acton Works.



Photo 7851, by **Ray Monk**, added to LTSV on 04/08/2024.

New Ford Transit Connects in TfL livery have been arriving steadily since Easter 2024, but they are not coming in numerical order. The highest fleetnumber reported so far is 9379F, which is on a long-wheelbase van, a type far outnumbered by long-wheelbase crew vans. 9379F was photographed in the lorry yard at Acton Works on 1st June 2024. It has subsequently been noted at both Lillie Bridge and Stratford Market depots, so further sightings are required before we assign it an allocation.



Photo 7852, by **Ray Monk**, added to LTSV on 04/08/2024.

The oldest dustcarts in the LUL fleet are (narrowly) the three with Geesink Norba bodywork that were delivered at the end of 2016. Two of the three were triple-axle versions, and it appears that these may now be out of use. LO66ZRC has not been reported since the end of 2023, while LO66ZRD has been delicensed since at least early 2023. The latter vehicle was seen in the lorry yard at Acton Works on 1st June 2024, still in LUL livery but with the large bodyside TfL lettering removed.



Photo 7853, by **Ray Monk**, added to LTSV on 04/08/2024.

A few service vehicles can often be found parked outside the front of the depot on Museum Way at Acton Town. Until recently, these were normally Renault Kangoo Maxi vans, but these were swapped in summer 2024 for newly-delivered Ford Transit Connect vans in TfL livery. However, when Ray visited on 1st June 2024 he found four Ford Transit crew vans present (along with one Kangoo). Larger vehicles based here are normally kept in the yard behind the building. Five-and-a-half years old but not previously shown on LTSV, crew van 8710F has been based here since new in early 2019.

Photo 7854, by **Ray Monk**, added to LTSV on 04/08/2024.

Another of the Ford Transit crew vans found at Museum Way (Acton) on 1st June 2024 was 8711F, which has a similar history to 8710F parked behind (see photo 7853).

Photo 7855, by **Bob Milner**, added to LTSV on 04/08/2024.

Transport UK has been acquiring a variety of second-hand cars lately, as replacements for the numerous Ford Fiestas latterly used as crew ferry vehicles by Abellio. Some (but not all) of the additions have been given Transport UK fleetnames, while a few also have fleetnumbers in the 68xx series. YY16WSX is a Citroen C4 car in a slightly unusual pale blue colour, and it was photographed at the Southall (Great Western) garage on 1st June 2024. Electric single-deck buses (by Wright and Switch) are now being allocated here, but there are still almost 60 diesel Enviro 200s like the ones seen in the background.

Photo 7856, by **Derek Everson**, added to LTSV on 11/08/2024.

The first Mazda to be reported as a service vehicle was MT17UOC, a Mazda 3 hatchback car with Transport UK. As this photo taken at Hatton Cross Station on 7th June 2024 shows, it is currently in unmarked white livery, although MV17LVH (the Vauxhall Astra alongside) has recently had its Abellio fleetnames replaced with Transport UK ones. It is curious to note that Abellio/Transport UK also have a Citroen Dispatch van registered in the same series as this Mazda (MT17UMJ, see photo 7631).



Photo 7857, by **Derek Everson**, added to LTSV on 11/08/2024.

MAN lorry RK14ETT - which celebrates its 10th birthday in a few days - is no stranger to LTSV. It can usually be seen at Acton, either at Frank Pick House or in the nearby lorry yard, and is used primarily by the Lifts and Escalators section. On 7th June 2024 Derek found it visiting the MAN/VW dealership in Bedfont.

Photo 7858, by **Derek Everson**, added to LTSV on 11/08/2024.

Also found at the MAN/VW dealership in Bedfont on 7th June 2024 was this plain white VW Crafter van. GL23UZH had a removable sign on the nearside door stating that it is used for bus stop maintenance, although the firm involved is not known.

Photo 7859, by **Ray Monk**, added to LTSV on 11/08/2024.

8205VW and 8205VW are both VW Caddy Maxi crew vans with LUL livery and 'Incident Response' markings. They are nominally based at Palestra in Southwark, though they are not seen very often. 8206VW was parked in the lorry yard at Acton Works for a while recently, as seen on 8th June 2024. It could be that it has been replaced by one of the new Ford Transit Connect vans, but if so, it would be interesting to know if this entailed a change from the new standard white/blue TfL livery.

Photo 7860, by **Ray Monk**, added to LTSV on 11/08/2024.

With delivery of new vehicles now in full swing but both the van yard and staff car park at Acton Works out of use, displaced vehicles are now usually parked at the south end of the lorry yard. As such, they can be seen from passing trains, offering a 'last chance to see' for some rather rare vehicles. Most so far have been Renault Kangoo or VW Caddy vans. LUL VW Caddy Maxi crew van 8534VW was present on 8th June 2024 but had departed for pastures new by July.



Photo 7861, by **Ray Monk**, added to LTSV on 11/08/2024.

As regular visitors will know, Arriva London's Dartford Garage uses various hired cars for use as crew ferries, with many only been kept for a short period. A recent addition has been VW Golf hatchback PK24VZO, seen at Bexleyheath on 9th June 2024.

Photo 7862, by **Ray Monk**, added to LTSV on 11/08/2024.

Another week, another VW Caddy Maxi crew van awaiting disposal in the lorry yard at Acton Works! Seen on 15th June 2024 was 8215VW with similar 8332VW alongside. Neither van had been spotted very much and it is believed that both had been based at London Road Depot near Elephant & Castle. Also just visible is LBSL Vauxhall Movano minibus 8303V, although whether this has been replaced (by a Ford Transit Connect?!) is not known.

Photo 7863, by **Ray Monk**, added to LTSV on 11/08/2024.

It would appear that the new batch of Ford Transit Connect crew vans is being used to replace some cars as well as vans. Toyota Prius 8524T seen in the lorry yard on 15th June 2024 had previously been based at Stratford Market Depot. Alongside is 9379F, still the highest-numbered SV reported and which entered service in July.

Photo 7864, by **Kim Rennie**, added to LTSV on 11/08/2024.

Several people have noticed these vans around London. Operated by contractor ABM but also carrying 'Works for London' and TfL lettering, they have a livery that is similar to the previous standard LUL scheme. The shade of blue on the skirt is a bit more purple though. Citroen E-Dispatch van BK24XNA was found in Rotherhithe in mid-June 2024.



Photo 7865, by **Ray Monk**, added to LTSV on 11/08/2024.

The VW Transporter van is something of a rarity in the current central fleet. 8523VW is the sole low-roof example, latterly based at Stratford Market Depot but seen at Acton Works on 22nd June 2024, suggesting it has now been replaced. 8675VW is a mid-height van at Edgware Track Depot, and there is also similar 8199VW with Croydon Trams. Apart from these and 22 minibuses, the only other Transporters are 11 crew vans. The larger van in the background is believed to be a hired vehicle.

Photo 7866, by **Peter Terry**, added to LTSV on 11/08/2024.

During Central Line engineering work on 22nd June 2024, Peter found and photographed a number of service vehicles at Loughton Station. Most of the LUL vehicles had already been shown on LTSV, so I have instead selected this view of Balfour Beatty van FA19OAY. This carries the same 'TfL - Balfour Beatty, Integrated Track Team' lettering as seen recently on an Isuzu Forward truck at Hammersmith (see photo 7839). FA19OAY is a Vauxhall Movano crew van, a type that has not found favour with LUL but which has been a staple of the Network Rail fleet over the past decade, with almost 3,000 operated (although this includes dropsides as well as vans). The large poppy on the front grille is a curious sight in June.

Photo 7867, by **Jon Pye**, added to LTSV on 11/08/2024.

TfL Volvo FE lorry KY73JXF has a 'low-entry' cab, mounted further forward than the standard model. It was delivered in September 2023 and was seen leaving Loughton Station on 23rd June 2024.

Photo 7868, by **Les Savine**, added to LTSV on 11/08/2024.

Go-Ahead London currently has about 58 Mercedes Vito minibuses in use as crew ferry vehicles, of which 13 had yet to be shown on LTSV. Les enables that figure to be reduced to 12 with this photo of RX71SYS arriving at Tottenham Hale Station (from Northumberland Park Garage) on 27th June 2024. This is one of many to have been given vinyl wraps to promote bus driver recruitment. The wraps cover the side windows, making the minibuses look more like vans at first glance.



Photo 7869, by **Ray Monk**, added to LTSV on 11/08/2024.

Oh look, another VW Caddy Maxi crew van in the lorry yard at Acton Works. Who is selecting these photos?! Well, there is a minor comment to make. When seen on 15th June 2024 (see photo 7862), 8332VW had similar 8215VW alongside. But by 29th June it had Ford Focus estate 8446F instead. As mentioned, 8332VW had latterly been at London Road Depot, and it was to be left here for about a month until it was delicensed in July. 8446F was a 'lesser-spotted' Hainault vehicle.

Photo 7870, by **Derek Everson**, added to LTSV on 30/09/2024.

We haven't seen any service vehicles from the sightseeing operation at Wandsworth Garage for a while now. Once branded 'The Original Tour', the services are now run under the Tootbus name, this apparently being derived from the initials of 'The Original Open Top'. Carrying just this name on a plain white livery was Ford Transit Connect van AV17JKF, photographed (with permission) inside Wandsworth Garage on 2nd July 2024.

Photo 7871, by **Derek Everson**, added to LTSV on 30/09/2024.

Seen just near the Clapham Old Town bus terminus on 2nd July 2024 was Dynes Volvo recovery truck AY69RHO, named Belle. It was attending to Go-Ahead London Enviro 400 EH307, which presumably expired just after leaving the terminus on route 88. The bus was able to get to a layby but the position of a lamp-post meant that the only way the truck could get to it was by blocking the whole of the (one-way) road. I used to live near here and I can imagine that this would have resulted in some serious problems, with no convenient alternative routes for traffic.

Photo 7872, by **Derek Everson**, added to LTSV on 30/09/2024.

Whilst in Clapham on 2nd July 2024, Derek found another of the ABM / Works for London Citroen E-Dispatch vans, similar to the one recently photographed in Rotherhithe (see photo 7864). This view shows the chevrons and lettering applied to the rear, and also a removable 'Maintaining bus stops and shelters on behalf of London Buses' label on the driver's door.



Photo 7873, by **Derek Everson**, added to LTSV on 30/09/2024.

EY67WUB is a Ford Transit Connect Mk2 crew van in the fleet of Go-Ahead London. Now based at Merton Garage, each summer it is used to support the bus services run to the tennis championship in Wimbledon. It was photographed by Derek on 2nd July 2024, parked outside the same shops as in his photo from 2 years ago (see photo 7208). One change to note is the addition of gold Go-Ahead London lettering.

Photo 7874, by **Ray Monk**, added to LTSV on 30/09/2024.

Yet another anonymous car working for Arriva London from Dartford Garage, though at least this one is of a more familiar type. CX23VTF is a Seat Arona, seen at Bexleyheath Bus Stand on 3rd July 2024.

Photo 7875, by **Ray Monk**, added to LTSV on 30/09/2024.

LUL VW Caddy Maxi crew van 8268VW kept a low profile during its 7-year working life, only being photographed at the beginning and (perhaps) the end. Even sightings were few and far between, with a couple suggesting that it was based at Hainault Depot. Ray found it in the lorry yard at Acton Works on 6th July 2024, which made me think it had been withdrawn for disposal. However, nearly 3 months later, it has not yet had a licence or V5C change, so it could have been retained for further use. Alongside was VW Transporter minibus 8422VW, and this one has gone, being auctioned at BCA later in July. This is interesting because, as far as we know, no new minibuses have been added to the fleet recently.

Photo 7876, by **Derek Everson**, added to LTSV on 30/09/2024.

LUL's Emergency Response Unit tenders can turn up anywhere on the network, and sometimes help out at incidents on Network Rail tracks. 2606 was seen passing Enfield Garage (actually in Ponders End) on 8th July 2024.



Photo 7877, by **Derek Everson**, added to LTSV on 30/09/2024.

By early July 2024 we had found over 50 of these TfL Ford Transit Connect crew vans, and they were evidently being allocated around the system, particularly to locations that had elderly Renault Kangoo or VW Caddy vans. 9277F went to Finchley Central Station, where it was photographed on 8th July.

Photo 7878, by **Dave Elison**, added to LTSV on 30/09/2024.

BT20ZPZ is a Mercedes Vito minibus used by Diamond North West and photographed at Ashton-under-Lyne Interchange on 12th July 2024. This operator was renamed from South Lancs Travel when it was bought by the Rotala Group in 2015 and it now has a sizeable presence in the Manchester area. Note the curious application of a GB sticker to the front bumper.

Photo 7879, by **Peter Terry**, added to LTSV on 30/09/2024.

Another vehicle being used by Go-Ahead London to support its Wimbledon Tennis bus services was Citroen C3 car MT24XMB, seen outside the station on 10th July 2024. It was unmarked and was perhaps just a short-term hire. Inside the windscreen was a notice stating that it was a 'Go-Ahead London. Staff Vehicle. Wimbledon Tennis' (sic).

Photo 7880, by **Ray Monk**, added to LTSV on 30/09/2024.

Museum Way in Acton Town latterly had several LUL Renault Kangoo Maxi vans allocated, but most have recently been replaced by new Ford Transit Connect crew vans in TfL white livery. Seen parked outside the facility on 13th July 2024 were 9370F (nearest) and 9369F.



Photo 7881, by **Ray Monk**, added to LTSV on 30/09/2024.

MAN LE demountable lorry 2587 was the dedicated carrier for the Emergency Control Unit body from 2015 until 2023, when it was replaced by newer WU67AJY. However, it seems that 2587 is not going to be disposed of as we predicted. Although unlicensed (SORN), it has remained at Acton Works and is moved around. On 13th July 2024 it was found parked outside the REW building. It was fitted with an unidentified demountable body, lacking a floor and finished in red primer. This combination was noted again in late September, this time in the lorry yard.

Photo 7882, by **Ray Monk**, added to LTSV on 30/09/2024.

Many of the Ford Transit Connect vans delivered from Easter 2024 onwards have replaced similarly-sized Renault Kangoo and VW Caddy vans dating from 2016/2017. The replaced vans can often be seen at Acton Works ahead of their being returned to the lessors. On 13th July 2024, the south end of the lorry yard contained several Renault Kangoos, including 8391R seen here. This example was new in April 2017 and had spent most of its career working out of Edgware Track Depot.

Photo 7883, by **Ray Monk**, added to LTSV on 30/09/2024.

LUL likes (or liked) Renault Kangoos, and they like crew vans, but not together. Over 360 Kangoo vans have been leased since 2008, but all except four were plain vans. The exceptions were four electric crew vans that arrived in 2018. One (8681R) was in LUL Incident Response Vehicle livery, and this left the fleet in late 2023. The other three were in normal LUL white/blue/red and based at Lillie Bridge, and Ray found two of them in the lorry yard at Acton Works on 13th July 2024. Nearest was 8603R with 8604R beyond. Their presence here would suggest they were due for disposal, but in the event it looks as though they did not leave until September. I should perhaps mention that it is possible that some of the other Renault Kangoos were 'secret' crew vans, i.e. with a second row of seats but without the windows in the cargo doors. Also visible in this photo is Ford Transit crew van 8284F, and this did leave the fleet later in July, even though we are not aware of any new comparable-sized vans being delivered.

Photo 7884, by **Ray Monk**, added to LTSV on 30/09/2024.

Lots of vehicles were parked at the south end of the lorry yard at Acton Works on 13th July 2024. To the fore is new Ford Transit Connect crew van 9189F in TfL livery. Although licensed at the end of April 2024, this appears to have been delivered in June, and it had been allocated to Stratford Market Depot by August. Parked in the middle is KS73MTY, one of a pair of plain white Citroen Berlingo vans that had perhaps been hired pending new deliveries, while beyond that are Peugeot Partner Tepee 8565P (far right) and TfL Toyota Yaris 8893T, neither of which seems to be old enough to be due for replacement. Other vehicles were mainly Renault Kangoo vans that were on the way out.



Photo 7885, by **Ray Monk**, added to LTSV on 30/09/2024.

Showing the size difference between the Ford Transit Connect and the tallest variant of the Ford Transit, this pair was found at the end of Bollo House in Acton on 13th July 2024. 8378F on the left was one of relatively few Transit Connect vans remaining in the central fleet prior to the large influx of new deliveries in mid-2024. It was primarily based at nearby Hearne House and it spent some time in the lorry yard later in the month before going off lease in August. 8483F on the right is a regular sight at Acton Works. Note that vehicles parked here are sometimes awaiting entry into the adjoining Small Bills auto repair shop, rather than being in use by Bollo House.

Comment by **Ray** on 01/10/2024: Smallbills Garage Limited, Cannon Works, Bollo Lane, London, W3 8QU

Photo 7886, by **Bob Milner**, added to LTSV on 30/09/2024.

Most of the Ford Transit Connect vans and crew vans delivered from spring 2024 have had London registration numbers (for example LD24xxx and LJ24xxx). However, there have also been a quantity with Yorkshire marks, as shown here by 9243F (YR24KZF). These vans are largely identical apart from having different wheeltrims. 9243F was new in June or July 2024 and it was allocated to High Barnet Station, where it was photographed on 14th July. Although many of the new Fords were used to replace Renault Kangoo or VW Caddy vans, this one appears to be a replacement for Toyota Prius car 8571T.



Photo 7887, by **Dave Wolstencroft**, added to LTSV on 24/10/2024.

There are about 20 Toyota Yaris cars in TfL livery in the current fleet, having been delivered between 2014 and 2020. Most are rather hard to track down, with few sightings and no solid allocation or function information. Apart from when it was new at Acton Works in 2019, 8837T had only been reported twice, both when it was on the move in South London. Dave found it parked at the Dial-a-Ride depot in North Wembley on 16th July 2024.

Photo 7888, by **Dave Wolstencroft**, added to LTSV on 24/10/2024.

The LUL Toyota Prius latterly allocated to Golders Green Station (8550T) was replaced in mid-2024 by TfL liveried Ford Transit Connect crew van 9285F. The new van was seen in the usual parking place (in the corner of the bus station) on 16th July 2024.



Photo 7889, by **Ray Monk**, added to LTSV on 24/10/2024.

It seems that some of the nine SEAT Ibiza cars allocated to Arriva London's Norwood Garage in early 2023 are now surplus and have been moved elsewhere. BP72VAO, still with its local fleetnumber of S2 in the windscreen, went to Dartford and was photographed at the bus stand in Bexleyheath on 17th July 2024.

Photo 7890, by **Thomas Young**, added to LTSV on 24/10/2024.

Metroline opened a completely rebuilt Brentford Garage in mid-2024, buses having been kept on an adjoining plot of land during the building work. When we visited on 17th July 2024, three of Metroline's Ford Transit Connect vans were present, although it is possible some were there in connection with the move rather than being allocated here. This view shows AY71JDF and AX19FLA. Brentford currently has an allocation of 112 double-deck buses, all Volvo/Wright Geminis (of classes VW and VWH) apart from 32 New Routemasters used on routes 9 and H91. The garage also maintains the 38 VW/VWH class buses allocated to the outstation at Lampton.



Photo 7891, by **Thomas Young**, added to LTSV on 24/10/2024.

Abellio was renamed as Transport UK at the start of 2024, although the old name could be seen on a few buses several months later, and was also still carried on most of the engineering support vans. This pair seen at Twickenham (Fulwell) Garage on 17th July 2024 appear almost identical but are in fact badged differently. DV69EOO on the left is a Vauxhall Vivaro (fleetnumber 6911) that has been here since it was acquired in 2021. MC19XNE on the right was acquired the year before, is numbered 6907 and is a Peugeot Expert. On the far right is bus 1726, one of 36 Wright GB-Kite electric single-deckers acquired in 2024 and which had only entered service the day before this photo was taken.

Photo 7892, by **Thomas Young**, added to LTSV on 24/10/2024.

I haven't had any photos from Westdown Road (Leyton) for a while, as shown by the fact that this is the first showing for four of the vehicles visible in this photo. Taken on 18th July 2024, it shows Ford Transit crew van 8804F (at the back), unique Renault Trafic minibus 8807R and three consecutively-numbered and registered Volkswagen Caddy Maxi Crew Vans (8799VW, 8800VW and 8801VW). Almost hidden is a sole new vehicle in the shape of TfL-liveried Ford Transit Connect Crew Van 9272F.



Photo 7893, by **Thomas Young**, added to LTSV on 24/10/2024.

The similarity in size of the Ford Transit Connect and Volkswagen Caddy is shown by this view of new TfL Ford 9237F parked beside LUL VW 8799VW at Dagenham East Station on 18th July 2024.

Photo 7894, by **Thomas Young**, added to LTSV on 24/10/2024.

Arriva London's Grays garage is the most remote 'red' bus garage, being over 18 miles from central London (Uno's Hatfield base is a bit further and does run some TfL routes but is mainly used for more local services). Perhaps unsurprisingly, Grays has quite a large allocation of service vehicles, since both crew ferry cars and engineering support vans might have quite a long way to go. When we visited on 18th July, just one of the crew ferries was present (BJ72SVV, recently transferred from Norwood), but there were three vans. The pair shown here were of particular interest. AK22LXS on the left is a high-roof Ford Transit Custom van, one of four added in 2021/2022 and which have all proved elusive. The few sightings reported suggest that they may not be engineering support vehicles, as they are seen at places not served by their home garage's bus routes. For instance, the first two sightings of AK22LXS were in Dulwich and Catford. FL73VMO on the right is a Vauxhall Combo E van, part of a large batch delivered in 2023. This one had not been reported before, and this might be down to its 'semi-stealth' markings, which comprise white Arriva names and logos on white bodywork!



Photo 7895, by **Phil Hambling**, added to LTSV on 24/10/2024.

On 20th July 2024, the 70th birthday of the Routemaster bus was celebrated with a large gathering of the type at Chiswick Business Park. This venue was chosen as it was built on the site of the former Chiswick Bus Works, which could be considered to be where the Routemaster was born (although they were of course not built there). The event brought a lot of photographers to the Acton area, and several sent in photos of service vehicles that they encountered. Phil found former 6238F parked on Bollo Lane. As regular visitors to LTSV will be aware, this van is now in private use but perhaps by someone who works at Acton Works, as it can often be found parked nearby. A few minor alterations since its time in the central fleet are apparent, with more on the nearside (see photo 7500).

Photo 7896, by **Derek Everson**, added to LTSV on 24/10/2024.

On 20th July 2024, Derek had a peer into Hearne House, behind the LT Museum Depot at Acton Town. Parked there was 9244F, yet another new Ford Transit Connect crew van in TfL livery. This is fast becoming the most numerous single type in the central fleet, usurping the Renault Kangoo.

Photo 7897, by **Ian Rivett**, added to LTSV on 24/10/2024.

Metroline maintains a modern fleet of service vehicles and in July 2024 the first of several new 24-reg examples was reported. This was Ford Transit Mk8 van AV24HBF, as seen here parked outside the offices at the Perivale CELF works on 20th July. The van had been delivered about a week previously but had yet to gain company lettering. It is presumed that this took place before it was delivered to its intended home garage (which we don't know yet).

Photo 7898, by **Ray Monk**, added to LTSV on 24/10/2024.

There are only six BMW vehicles in the LTSV database at present, and they were all unmarked (hired) cars operated as crew ferry vehicles from Arriva London's Dartford Garage. The most recent is grey M135 YF73VNT, seen at Bexleyheath Bus Stand on 24th July 2024. It remained in use until early October 2024 at least.





Photo 7899, by **Charles Baldwin**, added to LTSV on 24/10/2024.

Given that the new standard livery for central fleet service vehicles appears to be white with blue roundels and TfL lettering (as seen on recent lorries and Ford vans), I was quite surprised to receive this photo. Taken at Newbury Park Station on 25th July 2024, it shows a white Renault Kangoo van with LUL roundels and TfL lettering. The lettering does not seem to be on labels, suggesting it is not a just a short term hire. The Renault Kangoo van has formed a significant part of the central fleet since around 2011, but it has evidently had a major redesign since the last deliveries in spring 2020. I did wonder if this van had perhaps replaced one of the Kangoos used as Central Line Incident Response Vehicles (8678R-8681R), but there have been no further sightings reported as yet.

Photo 7900, by **Dave Wolstencroft**, added to LTSV on 24/10/2024.

Most of the new Ford Transit Connects delivered in 2024 have been L2 (ie longer) crew vans and vans, but there have also been a handful of L1 (shorter) variants. Museum Way at Acton Town is now home to examples of both length, and this photo taken on 25th July 2024 shows L1 van 9250F parked alongside the building, with one of the outgoing Renault Kangoo vans behind.



Photo 7901, by **Dave Wolstencroft**, added to LTSV on 24/10/2024.

Further renewal of the Metroline service vehicle fleet commenced with the arrival of more small vans from mid-July 2024. The type shown here was not immediately recognisable and it is in fact a new version of the Ford Transit Courier. The initial (2014) design was built in Turkey and had styling based on the contemporary Ford Fiesta car, including a sloping bonnet. The new design (launched in 2023 and which I have called the Mk.2) is built in Romania and features a flatter bonnet with an upright front grille that wraps into the headlights. AV24TGF was unmarked when photographed at Perivale CELF on 25th July 2024, and it features a shade of red rather less London-like than earlier vans. It was later allocated to Brentford Garage.



Photo 7902, by **Peter Terry**, added to LTSV on 24/10/2024.

Another new Ford Transit Connect in TfL livery, this is L2 crew van 9226F. It was photographed at Finchley Central Station on 27th July 2024, although it was interestingly parked in the station car park rather than in the permanent way depot (where the resident SVs are kept). Further sightings suggest that it is allocated here, though it has also been seen at Edgware Track Depot.



Photo 7903, by **Les Savine**, added to LTSV on 24/10/2024.

Renewal of the Transport UK service vehicle fleet has been taking place this year, though unlike Metroline, most of the additions have been second-hand cars for use as crew ferries. Dacia Duster car FN67KXY was seen at Hounslow Bus Station on 29th July 2024. No fleetnumber was visible, but it had the Transport UK name and logo on the side doors, and was evidently working from Southall (GW) Garage. LT-class New Routemasters from GW work route H32 between Southall and Hounslow, as evidenced by LT150 in the background. LT150 was notable for being one of a handful of the type to operate in a silver livery for a few years when new. It is also one of a growing number of the type to have had several operators. New to London United (RATP) in 2014, it passed to Abellio in 2019, back to RATP in 2021 (ironically based in Hounslow), then back to Abellio again in 2022. Abellio was then rebranded as Transport UK from late-2023 onwards.

Photo 7904, by **Les Savine**, added to LTSV on 24/10/2024.

A fine portrait of TfL Ford Transit Connect crew van 9364F taken on 29th July 2024. This is one of several of the type now based at Museum Way (Acton Town), and it was seen parked outside the facility.

Photo 7905, by **Les Savine**, added to LTSV on 24/10/2024.

Five new lorries were added to the fleet based at Acton Works during 2023, but photos of them actually in use have been slow to come. Les caught KY73JXF passing Stonebridge Park Station on 31st July 2024. It was evidently coming from Stonebridge Park Depot, the access road for which leads off the roundabout immediately behind the lorry. KY73JXF is notable for having a low-profile cab.



Photo 7906, by **Les Savine**, added to LTSV on 24/10/2024.

Plain black Puma cars have been used as service vehicles by both Arriva London (at Barking - see photo 7800 - and Dartford - see photo 7797) and now by Metroline. FG73SSX was based at Brentford Garage from summer 2024 onwards and was photographed at Richmond Bus Station on 5th August 2024.



Photo 7907, by **Ray Monk**, added to LTSV on 24/10/2024.

Ray found this Hyundai I20 car parked at the bus stops on Home Gardens in Dartford on 8th August 2024. Initially presumed to be working from the nearby Arriva London garage, he soon discovered that it was in fact from the 'Country Cousins' at Northfleet. Several routes operated by Arriva Kent Thameside reach Dartford, although this will decrease from November 2024 when the contract for the Fastrack operation passes to Go-Ahead London.



Photo 7908, by **Ray Monk**, added to LTSV on 24/10/2024.

At Bluewater on 8th August 2024, Ray found three more Hyundai I20 cars in the bus station, headed by DV23FFC. All were in use as crew ferry vehicles from the Northfleet garage of Arriva Kent Thameside.



Photo 7909, by **Andrew Lidinson**, added to LTSV on 24/10/2024.

With the front car park and the former DSM van yard at Acton Works both now out of use pending redevelopment, many of the service vehicles at this location are now kept in the car park nearer to Acton Town Station. We refer to this as the 'top car park' (or TCP) as it is nearer the top on the map (!) and it is also at a slightly higher level than the other parts. The change is perhaps good news for us, since the car park (which was previously used mainly for staff cars) can be seen slightly more clearly from passing trains than the van yard could. However, the distance (plus vegetation and 'window dirt') means that it will be a challenge to identify individual vehicles. Andrew did well to capture this overview on 8th August 2024. Ford Transit crew van 8625F is to the fore, with more of the same type (plus Renault Kangoo, VW Caddy vans and a VW Golf estate) visible beyond.



Photo 7910, by **Andrew Lidinson**, added to LTSV on 24/10/2024.

Another view of the Top Car Park at Acton Works, taken from a passing train on 8th August 2024. This view is looking more southwards than the last, and is also slightly more affected by window grot. However, I felt it was worth including to show the sheer quantity of service vehicles to be seen here. The majority are Ford Transit crew vans in LUL livery, but there is also an LBSL VW Crafter van visible on the right.



Photo 7911, by **Derek Everson**, added to LTSV on 24/10/2024.

With Metroline taking delivery of new service vehicles from July 2024 onwards, it would seem logical that the vehicles in this photo (taken at Perivale CELF on 8th August) are those that have been replaced. While 19 and 20-reg vans may seem a bit young for disposal, they are in fact among the oldest in the Metroline fleet. However, the most interesting aspect of this photo is the inclusion of AX19ZFG on the left. The registration suggests that this was acquired at the same time as the three other AX19ZF- vans (in August 2019). But ZFG was never reported or photographed (until this photo). It had company lettering so how it managed to avoid being seen for 5 years is a mystery! Of the others, AX19ZFR was previously at Edgware (EW) and AY20YYV at Willesden Junction (WJ), so these two garages would probably be good places to look out for new vans at. On the right is Renault Grand Scenic car MF70NFE, one of a pair which have seen some use as crew ferries but which mainly seem to be kept at the CELF.

Photo 7912, by **Derek Everson**, added to LTSV on 24/10/2024.

Metroline has been taking Ford Transit Courier Mk2 vans to replace some of its Ford Transit Connect vans, perhaps because the new variant is larger than the original Transit Courier. Derek found new AX24HRL at Perivale CELF on 8th August 2024, by which time it had received company lettering and rear chevrons. The darker shade of red carried is apparent.





Photo 7913, by **Andrew Lidinson**, added to LTSV on 24/10/2024.

Andrew visited Bluewater Bus Station on 9th August and (as per Ray the day before), found Hyundai I20 cars in use as crew ferries for Arriva Kent Thameside. His photo shows DV23FYF and DT23NJN. Beyond is Dart SLF/Pointer bus 1634, a type that can no longer be seen in London (TfL) service. I believe Arriva KT also use these for crew ferry work, and I have seen examples parked at Home Gardens in Dartford.

Photo 7914, by **Ray Monk**, added to LTSV on 24/10/2024.

Seen in the Top Car Park at Acton Works on 10th August 2024, 9319F is one of the ever-growing fleet of TfL-branded Ford Transit Connect crew vans. This example has a roof-rack with what might be a ladder on it. To the right is VW Transporter crew van 8643VW, notable for being one of a couple of vehicles (along with Toyota Prius 8653T) that were switched (and reliveried) from Elizabeth Line to LUL usage in early 2020.



Photo 7915, by **Ray Monk**, added to LTSV on 24/10/2024.

The new Ford Transit Connects being delivered at present appear to be replacing both existing vans and cars in the fleet, and it looks as though this will spell the end for some of the current oddities. For example, the Volkswagen Golf car has been used in small numbers since 2011, with about 14 in the fleet as of earlier this year. Most were estates, like 8209VW seen at Acton Works on 10th August 2024. This example had been fairly elusive and we don't really know where it was allocated during its 8-year career. It is presumed to have been at Acton for decommissioning, although as of mid-October there was no change of licensing data to evidence its departure.

Photo 7916, by **Ray Monk**, added to LTSV on 24/10/2024.

8652VW is one of a pair of Volkswagen Transporter minibuses delivered in mid-2018 for use by the Elizabeth Line. While sister 8651VW appears to be quite active, 8652VW was perennially parked up at Plumstead Depot. On 10th August 2024 it was found in the lorry yard at Acton Works, while the following month it was delicensed, suggesting it has been returned off lease. I wonder if anything has replaced it?



Photo 7917, by **Ray Monk**, added to LTSV on 24/10/2024.

Also in the Acton Works Lorry Yard on 10th August 2024 was Renault Kangoo Maxi Van 8594R. This vehicle could be classed as ultra-rare. It was new in September 2017 but was not seen until July 2021, when it was spotted in Aveley (near Thurrock, Essex). Then nothing more until it came back to Acton Works in August 2024. It was delicensed at the end of that month but was relicensed with a new owner in October.

Photo 7918, by **Peter Terry**, added to LTSV on 24/10/2024.

It may not look anything special, but this photograph was interesting (to me at least) for a couple of reasons. 9261F is yet another Ford Transit Connect in TfL livery, but it is an L1 (short) crew van, the first of its type to be reported. The L2 crew van has been the most numerous so far, followed by the L2 van then the L1 van. The other oddity was that it was photographed at Canning Town Bus Station (on 10th August 2024). The majority of the new vans have been allocated to LUL roles, but LUL vehicles are not usually to be found parked here. The new TfL livery gives no indication of which part of TfL actually operates the vehicle but, as it happens, we didn't have to wait long to find out...

Photo 7919, by **Paul Nicholls**, added to LTSV on 24/10/2024.

This van is the same one that Peter recently photographed at Canning Town (see photo 7918). A few days later (on 13th August 2024), Paul found it parked in Stanford-le-Hope, Essex. Tellingly, he had previously noted LBSL Passenger Data vehicles parked here (including 8304V), so it would be logical to presume that it is they who operate 9261F.

Photo 7920, by **Ray Monk**, added to LTSV on 24/10/2024.

Another Metroline mystery. The company added several Ford vehicles with AY71J-- registrations in autumn 2021. We knew about 4 such vehicles, but a fifth turned up nearly 3 years later in July 2024. AY71JJK is a Ford Transit Mk8 van in red with Metroline lettering and it was photographed at Brentford Garage on 13th August 2024. How did this van manage to go unreported for so long?



Photo 7921, by **Ray Monk**, added to LTSV on 24/10/2024.

RATP Renault Master van R70036 (MF20RZE) is one of a couple that are not used as a breakdown van (as the majority of the batch of 12 vans are). It is often to be found at the small Twickenham based inherited from NCP/NSL, as here on 13th August 2024, and it has minimal side lettering advertising engineering recruitment but seemingly with no mention of the name of the company.

Photo 7922, by **Ray Monk**, added to LTSV on 24/10/2024.

Also found at RATP's Twickenham base on 13th August 2024 was this anonymous white Renault Trafic van. We would probably have ignored this, except that I recalled seeing the registration (MD22MHN) on a list of vehicles received from the company. This showed that it was allocated fleetnumber MTR70046, which I believe indicates that it is a mid-term rental (as opposed to STR for short-term rental).

Photo 7923, by **Ray Monk**, added to LTSV on 24/10/2024.

Transport UK seems to have embarked on a program to apply lettering to many of its recently acquired crew ferry cars. Some also have fleetnumbers, while those without are no doubt allocated one. The number series used started (under Abellio control) at 6700 in about 2009 and is now in the high 6800s, although there are lots of gaps in our records. A recent addition is Vauxhall Astra hatchback LK18YGP, acquired in about April 2024 and numbered 6884. It was captured at the small Cheviot Road bus stand in Norwood on 13th August 2024. Other numbers up to 6897 had also been reported by this time, which suggests that they will now have a slight problem. Numbers from 6900 have been used for engineering support vans, so the series used for cars will presumably have to jump (either forwards or backwards) to avoid clashes. I await reports of any sightings that show which approach is taken.

Photo 7924, by **Ray Monk**, added to LTSV on 24/10/2024.

Not another TfL Ford Transit Connect! Bear with me, because this one is a bit different. LJ24YJV was first licensed at the end of March 2024, but appears to have got to Acton Works until that August. Ray photographed it in the Lorry Yard on 17th August, at which time it carried fleetnumber 9372F. More on that in a minute (see photo 7931), but note also that this is short (L1) van, a type that is greatly outnumbered by longer versions. The difference in length is most apparent if you look at the position of the cargo door handle in relation to the step-down in the rubbing strip. On L1 vans, these are almost in line, vertically.



Photo 7925, by **Ray Monk**, added to LTSV on 24/10/2024.

Apart from it being an L1 van, the only notable point about TfL Ford Transit Connect 9249F is that it has a fleetnumber on the offside only. It was seen parked outside the Museum Way depot in Acton Town on 17th August 2024.

Photo 7926, by **Dave Elison**, added to LTSV on 24/10/2024.

First has had a presence in Manchester since 1996, when it bought GM Buses North, a large operator which (as the name suggests) had been formed by the break up of former PTE operator GM Buses a few years previously. Over the intervening years, First has closed depots and passed routes to other operators, leaving it with just the garage at Oldham. Further changes took place in March 2024 when, as part of the new 'Bee Network' franchising scheme, Oldham depot passed to Stagecoach Manchester. This would have been the end of First in Greater Manchester but for the fact that they won the contracts to work Bee Network services in Rochdale, using the garage formerly run by Rossendale (Rosso). However, with a fleet of just 65 buses, the operation is only around a tenth that of the original First GM. Seen in Rochdale Bus Station on 17th August 2024 was DY23LBJ, a Renault Trafic minibus with First 'number for life' 90930.

Photo 7927, by **Ivor Norman**, added to LTSV on 24/10/2024.

The Ford Transit Connect Mk2 comes in two different lengths, which can best be shown by side-on shots. Most of the examples added to the TfL fleet in recent months have been to the longer (L2) variant, although there have also been some L1s, and both lengths come in either plain van or 'Crew Van' format. 9338F was photographed in Church Langley, Harlow on 18th August 2024. It is an L2 van, evidenced by the fact that the handle for the cargo door is some way forward of the dip in the side rubbing strip ahead of the rear wheel.

Photo 7928, by **Peter Terry**, added to LTSV on 24/10/2024.

Dynes now appear to be the primary recovery contractor for London buses. Seen departing West Croydon Bus Station on 21st August 2024 was their Mercedes Arocs BV23KSN, named 'Lewis'. It had Arriva London Enviro 400 T140 (from Thornton Heath garage) on tow. The single-deck bus on the right is a Go-Ahead London SEe-class BYD/Enviro200, most likely on route 450. However, LED blinds tend not to be captured by digital cameras unless you specify a low shutter speed. Actually, having just zoomed in, I can make out that it was actually displaying 'Not in service'.



Photo 7929, by **Ray Monk**, added to LTSV on 24/10/2024.

The Ford Fiesta was produced from 1976 until 2023, and it has come and gone from the central service vehicle fleet several times since the first examples were leased in 1985 (one car was also used in the pool car fleet from 1979 until 1982). The latest wave of Fiestas arrived in the period 2015-2017 and featured both cars and vans. While one or two of the vans may remain in use at present, the last of the cars appears to have been 8179F, which had been used by the lifts and escalators section from June 2016. On 23rd August 2024 it was found in the corner of the Lorry Yard at Acton Works, and it was to be disposed of less than 2 weeks later.

Photo 7930, by **Ray Monk**, added to LTSV on 24/10/2024.

Photographed in the lorry yard at Acton Works on 23rd August 2024, we don't know much about these three minibuses, but we can speculate. All three were Ford Tourneo Customs with no external markings. It seems likely that these are (or were) on hire to LUL, as there has often been a need for staff transport in connection with railway engineering work. However, we are not aware of any of the existing fleet minibuses having been disposed of recently, or of any new minibuses being delivered. As such, it is hard to say whether these hires were on their way in or out!



Photo 7931, by **Ray Monk**, added to LTSV on 24/10/2024.

Same van, same location, different number! This TfL Ford Transit Connect van had been photographed by Ray in the lorry yard of Acton Works on 17th August 2024, at which point it carried number 9372F (see photo 7924). Six days later (23rd August), it didn't appear to have moved, but the number carried was now 9251F. While we don't know if this was due to an error, or to a change of plan, it is slightly worrying for me. It is entirely possible that some of the other TfL vans seen newly delivered to Acton Works over the past few months may have also had their numbers changed. As a precaution, I would suggest that (where possible) observers should note both the registration number and fleet number of any such vans that they see.

Photo 7932, by **Andrew Lidinson**, added to LTSV on 24/10/2024.

Arriva London's large Edmonton Garage only operates a couple of TfL bus routes, but the surplus capacity is taken up by allocating training buses, and buses dedicated to railway replacement work, here. We have commented in the past on anonymous vans seen parked at the garage (see photo 7132), and they are quite possibly in use for training or assessing drivers. However, none of the vans seem to carry any lettering, and are not in a common registration number series, so I am inclined not to add them to the database. Andrew found a pair of Vauxhall Vivaros present on 25th August 2024, with DE24PNJ nearest and SK24EZA beyond. On the left are the two Seat Leon cars which also feature in the next photo.



Photo 7933, by **Andrew Lidinson**, added to LTSV on 24/10/2024.

Andrew knows that I like photos showing line-ups of service vehicles, so he was pleased to capture this view of nine white Seat cars at Arriva London's Edmonton Garage on 25th August 2024. What is more, the two red cars in the foreground are also service vehicles! The red cars are Seat Leons CX70LWC and CX70LUB, both of which were previously allocated to Palmers Green garage. This side of the yard at Edmonton has been home to a number of additional service vehicles over the past couple of years, mainly Peugeot and Citroen cars in unmarked black or silver but identifiable by having Arriva labels in the windows. The reason for their presence at Edmonton was never clear, and the majority now appear to have departed again.

Photo 7934, by **Ray Monk**, added to LTSV on 24/10/2024.

Arriva London has taken at least 16 Vauxhall Combo vans over the past couple of years, making it their standard type for engineering support. I was surprised therefore to see this photo of a new Vauxhall Vivaro working from Dartford Garage. BJ24CKV was seen at Ray's regular haunt of the bus stand off Arnsberg Way in Bexleyheath on 27th August 2024.



Photo 7935, by **Ray Monk**, added to LTSV on 24/10/2024.

Another SV found at Arnsberg Way, Bexleyheath on 27th August 2024 was Seat Ibiza car HK24KZU. In use as a crew ferry vehicle from Dartford, it looks as though this is a 'proper' fleet addition rather than just a hire. The reason I say this is that two other cars in the same registration series have been noted, one at Dartford (HK24KZS) and one at Barking/Dagenham (HK24KZT). Reports of any others would be welcomed.

Photo 7936, by **Derek Everson**, added to LTSV on 24/10/2024.

Derek caught new-ish TfL Volvo FMX 430 flatbed lorry KY23LNO passing through Stratford on 27th August 2024. The crane fitted behind the cab is a HMF 4020 made in Denmark.



Photo 7937, by **Michael Clark Collection**, added to LTSV on 22/11/2024.

This is the first photo added to LTSV from the CDS photo albums that were donated by staff at Acton Works in mid-2024. Many more will be added over time, but you can also download the complete albums from the Articles section (within the 'More' menu).

Taken probably in the late 1940s or early 1950s at an unknown location (possibly Rye Lane, going by the painted allocations), three service vehicles are visible, all of which were connected with trams and trolleybuses. The photo was labelled as showing AEC Regent 1000 gal Water Tanker 742J, which is fortunate as we would not have been able to identify the vehicle on the right otherwise. Perhaps unfortunately, this appears to be the only photograph in existence of this vehicle. Converted from double-deck bus STL332 in 1948, its function was actually as a conduit cleaner, being used to pump water into the tramway power conduits to remove rubbish and debris. 742J replaced the last of the steam-powered conduit cleaners and remained in stock (along with two similar vehicles converted from T-class AEC Regals in 1938) until May 1953.

Parked behind is tower wagon 728J, also converted from an STL (401) in 1948. Tower wagons were used to enable access to tram and trolleybus overhead wiring, for repairs or alterations. 728J was one of a dozen converted in 1948/1949 and it was primarily based at Bowles Road. While the first two vehicles were converted from double-deck buses, the third looks like one but was actually rebuilt from a single-decker! 114W was originally AEC Regal coach T320, being rebuilt as an overhead wire lubricator in 1938. It was given an open-top upper deck and fitted with two poles that had equipment on the ends that would coat the wires with graphite. Note that the poles also have a spot-light each, to enable use at night or in fog. The livery was red with two cream bands, and a large Trolleybus roundel was carried on the front panels. More photos of 114W, including interior views, can be found in the CDS photo albums recently uploaded to LTSV.

Photo 7938, by **Michael Clark Collection**, added to LTSV on 22/11/2024.

Photographed probably when it was new in late 1935, this is 111J which, despite appearances, was not converted from a bus. It was an AEC Regent 5-ton Master Breakdown Tender and it joined similar 110J dating from 1931, while in 1939, 417J and 418J were added, these being similar apart from having more modern cabs. Another official photograph of 111J when it was new appeared in the Aldridge/Rennie service vehicles book, but in that it had London Transport lettering applied to the front of the main body. By the time of the photograph here, this had been replaced by an illuminated box showing LT LT Urgent. Comparison with a later photograph (taken at Neasden in 1961, see photo 6811) shows several differences. The headlights were replaced with slightly smaller units and a nearside foglamp was added. The most inexplicable change was to the illuminated sign, whereby the top of the roundel shape was later cut off to form a straight line. 111J was based at Neasden Depot for its entire career, being withdrawn and sold in 1964 when it was nearly 29 years old.



Photo 7939, by **Michael Clark Collection**, added to LTSV on 22/11/2024.

The AEC Regent Master Breakdown Tenders bought in the 1930s had a bus-type half-cab, with a full width crew compartment at the front of the main body. The left photo above shows the inside of this compartment (complete with carpet!), while the right photo shows some of the equipment carried in the cargo compartment behind.

Photo 7940, by **Michael Clark Collection**, added to LTSV on 22/11/2024.

London Transport bought nearly 100 Ford E83W vehicles in the late-1940s and early-1950s. Most were normal vans (like 801F, see photo 2883) but there were also several minibuses (known as Utilecons, and illustrated by 1034F, see photo 7771), while 13 were bodied as 'Laundry Vans', these having a more upright windscreen and a taller, boxier body for bulkier loads. Most of the Laundry vans were actually used by the Publicity Department and other photos in the Michael Clark collection show how the interiors were fitted out. Shown here is 760F, probably when new in late-1949 or early-1950. It was later allocated to Putney Garage, with spells at Walthamstow and Clapton before it was withdrawn in 1961.





Photo 7941, by **Michael Clark Collection**, added to LTSV on 22/11/2024.

The batteries used in buses (and in some railway locos) required topping up with distilled water, leading to London Transport operating a couple of dedicated tanker vehicles. One of these was AEC Regent 1000-gallon 963J, rebuilt from 11-year old double-deck bus STL2649 in 1952. These posed photos were most likely taken before it entered service.

Photo 7942, by **Michael Clark Collection**, added to LTSV on 22/11/2024.

Another view of distilled water tanker lorry 963J when new in 1952. The slope of the tank is less apparent in this view, although it is clear that it was loaded at the front top and discharged from the rear bottom. The framework projecting beyond the rear was perhaps to protect the valves from damage in the event of a shunt. The registration shown on LTSV (FXT372) is actually the one this vehicle carried whilst it was a bus (STL2649). During its 8 years as a service vehicle, it operated on various trade plates.



Photo 7943, by **Michael Clark Collection**, added to LTSV on 22/11/2024.

For many years, London Transport had two ambulances, one based at each of its two largest works (Chiswick/Acton and Aldenham). 976B was one of a pair of Bedford CAVs acquired in 1953 and which served until replaced by similar but slightly larger Bedford CALVs in 1968/1969. This posed view of Chiswick's 976B when new shows the raked windows, the raised roof over the main body and the partially enclosed rear wheels. Note that the shape of the side windows is slightly different at each end.

Photo 7944, by **Michael Clark Collection**, added to LTSV on 22/11/2024.

A couple of detail views of Bedford CAV ambulance 976B when new in 1953 show part of the interior arrangement. There are clearly two single seats on the offside, and another on the nearside near the front door. However, the other seat on the nearside is not clearly shown. Perhaps it was a bench seat that could also be used as a bed when needed. Official documents described these vehicles as 5-seaters.





Photo 7945, by **Michael Clark Collection**, added to LTSV on 22/11/2024.

London Transport rebuilt a lot of time-expired AEC Regal and Regent buses and coaches for further use as service vehicles, although in many cases not much of the original vehicle was retained. 736J emerged in late-1949, having latterly been double-deck bus STL388. It now had a full-width cab, and an open body with a quarter tilt cover for use as a stores lorry. This photo appears to have been taken some time later, most likely in mid-1954 when it was modified by having its side valences removed. These were the side panels that had previously enclosed most of the space between the front and rear wheels, hiding the chassis members. Although giving a neater appearance, the valences were presumably a nuisance when maintenance was needed. 736J went on to see another six years of use, being withdrawn and sold in 1960.

Photo 7946, by **Michael Clark Collection**, added to LTSV on 22/11/2024.

This rear view of AEC Regent Stores Lorry 736J taken in mid-1954 shows that the only access to the body was through a hinged rear tail-gate, while the quarter-tilt cover appears to be solid metal. Along the bodysides are cleats to allow canvas covers to be tied down if needed. Note the sign and lettering showing the speed as 20mph. Not very impressive, but perhaps suitable for use in London in the 21st century! The car in the background may well have been an LT pool car but unfortunately the registration is not visible.



Photo 7947, by **Derek Everson**, added to LTSV on 16/12/2024.

33 Ford Escorts delivered to London Transport in 1975 were described as being 'tangerine' in colour. They were in fact in Ford 'Carnival' red, a shade that was slightly, but noticeably, lighter than the normal LT red. Numerically the first of these vehicles was van 1895F, given registration GHV507N. This followed on from the first batch of six BS-class Bristol LHS buses, which carried GHV501-506N. Although bus registration numbers were linked to fleetnumbers, service vehicles only started adopting this practice in 1974, and these Fords were among the last to not have matching numbers. 1895F was photographed at Chiswick Works on 14th August 1975, at which time it was part of the Group 3 fleet within Distribution Services. It remained in stock for just 4 years, being sold in 1979.

Photo 7948, by **Derek Everson**, added to LTSV on 16/12/2024.

Another Mk2 Ford Escort, this one believed to be in 'Venetian' red, which was closer to the London Transport shade. 2056F was one of 22 estate cars that formed the sixth generation of Bus Inspector's Radio Control cars. It was based at Wood Green Garage but was photographed not far away at Palmers Green Garage on 12th June 1977. It remained in stock for exactly 3 years, having been taken out of service in early 1980 following the arrival of the similar-looking seventh generation cars.



Photo 7949, by **Phil Hambling**, added to LTSV on 16/12/2024.

This photo appears on Phil's Flickr site, where the date and location are given as June 1986 at Chiswick Works. While I was preparing this photo I realised this couldn't be right. The buildings in the background are recognisably the ones adjoining the van yard at Acton Works, while the Freight Rover Sherpa van in the background was new in March 1988. This solves a puzzle though, as I was thinking that the van does not look like a current service vehicle. Bedford CF van MHY272Y was leased by LT in late 1982 and used by Publicity and Advertising section. Official records show it being returned to Hertz in March 1987. This would account for the lack of lettering in this photo, and also the various badges on the radiator and windscreen, and maybe even the slightly worn appearance of the paintwork. I would guess that it was by then in private use, perhaps by a member of staff.

Photo 7950, by **Phil Hambling**, added to LTSV on 16/12/2024.

London Transport's Sherpa vans were interesting in that they came in both grey and red, whereas most other types stuck to the same colour. By the time 3349L was delivered in early 1986, the model was being produced under the Freight Rover brand, and it had gained a more modern looking front grille. There were to be several further changes of brand and name in the years ahead, but I seem to recall that I have covered these here in the past. Suffice to say that 3349L was one of just 4 delivered that year, all in red and registered in Yorkshire. 3349L was initially used by the Plant Manager, which accounts for its appearance at Enfield Bus Garage in October 1987. By 1990 it was listed as being with the Signals Engineer at Earls Court, though it was to be withdrawn by the middle of that year.

Photo 7951, by **Ray Monk**, added to LTSV on 16/12/2024.

Vehicles that have been replaced by new deliveries are often parked for a few days in the lorry yard at Acton Works prior to disposal. For some, this gives us a good (but final) opportunity to see and photograph vehicles that have hitherto been elusive. Seen on 6th July 2024 was Volkswagen Caddy Maxi Crew Van 8243VW, latterly a Stratford Market Depot vehicle that was only seen out and about at night. It left the fleet the following month. Flanking the van are a Toyota Prius car and a Renault Kangoo Maxi van, both types that are also being replaced by the new Ford Transit Connects.

Photo 7952, by **Derek Everson**, added to LTSV on 16/12/2024.

Arriva the Shires closed its garages at Aylesbury and High Wycombe in late July 2024, with many routes passing to other operators such as Carousel. Derek visited High Wycombe a couple of days later (on 30th July) and caught this Arriva Fiat Ducato van in the town's bus station. Previously un-reported, FJ68KZW was lettered for the Roadside Publicity role, although in this case it was presumably removing publicity rather than posting it!



Photo 7953, by **Paul Nicholls**, added to LTSV on 16/12/2024.

I suspect that this vehicle was originally intended to be fleetnumber 8423VW. It was one of a pair of Volkswagen Transporter minibuses delivered in spring 2017. One (RV17PZO) was given full LUL livery and fleetnumber 8422VW. The other (RV17PZP) remained in unmarked white and was shown on official lists as being un-numbered, although the fleetnumber 8423 remained suspiciously vacant. At least we knew about its existence, and it was seen several times over the following few years, mainly engaged in night-time operations out of Stratford Market Depot. On 1st August 2024 it was found parked in a residential area of Little Thurrock, Essex.

Photo 7954, by **Derek Everson**, added to LTSV on 16/12/2024.

With the familiar smiling engineers on the side, this is MA21ZNL, a Ford Transit Connect van used by Stagecoach South. It was seen at Camberley Station on 5th August 2024.

Photo 7955, by **Bob Milner**, added to LTSV on 16/12/2024.

In 2024, Metroline started replacing its fleet of Ford Transit Connect Engineer's vans with the new Ford Transit Courier Mk2 model. Seen outside the company offices in Perivale on 17th August were two examples. AX24HRL in the middle had arrived earlier that month and had already been given Metroline lettering. AX24JXG on the left was a week or so newer and was still in unmarked red.

Photo 7956, by **Ray Monk**, added to LTSV on 16/12/2024.

By 31st August 2024, new Metroline Ford Transit Courier van AX24JXG had been given company lettering. These new vans are in Ford's 'Fantastic Red', which is slightly darker than London bus red but not as dark as the burgundy shade that featured on Metroline's Renault Scenic cars (like MF70NFE parked alongside).





Photo 7957, by **Bob Milner**, added to LTSV on 16/12/2024.

Belying its 21 year age, and its status as a current service vehicle, this Volkswagen Caddy van is actually part of the Metroline fleet. New as LR52LXM in 2003, it was re-registered to 33LUG by 2012. 33LUG was a registration that R&I Coaches had bought and used on a succession of their buses and minibuses. After Metroline bought R&I, it appeared on other vehicles, including mobile classroom buses M151 and AV33. By 2018 the van had been re-registered again, this time to RCZ7361. This was another re-used mark, having been carried by Metroline Mercedes Sprinter van WV51PZE from 2009. This small van has kept a low profile lately, and it seems to be based at the former First London garage in Hayes. No longer working any TfL bus routes, the base is used for engineering and storage, and also as home to part of the co-owned Westbus fleet of coaches and double-deck buses. This photograph was taken at Hayes Garage on 31st August 2024.

Photo 7958, by **Ray Monk**, added to LTSV on 16/12/2024.

Dynes Recovery vehicles are now a common sight on London bus jobs, and all carry this smart white, red and blue livery. Many are also personalised with names, often using slightly odd spellings. For example, AY24UFE seen at the Bexleyheath Bus Stand on 3rd September 2024 is named Kailey.



Photo 7959, by **Andrew Lidinson**, added to LTSV on 16/12/2024.

Duster seems an odd choice of name for a car model, although I see there was a Plymouth Duster available in the US in the 1970s before Dacia (and owners Renault) used it for their new 'subcompact crossover SUV' in 2010. Just two Dusters have been reported as service vehicles so far, both being crew ferry cars acquired by Transport UK in the past year. Blue HT67KMZ was given fleetnumber 6879 and based at Beddington, being photographed at the Cheviot Road terminus in Norwood on 5th September 2024.

Photo 7960, by **Dave Wolstencroft**, added to LTSV on 16/12/2024.

Transport UK has been replacing the Ford Fiesta-dominated fleet of crew ferry cars that it inherited from Abellio with slightly newer cars from a variety of makers. One of the more unusual examples is Fiat 500 BP66BVA, which also carries a slightly strange shade of blue. Like the British Mini, the Fiat 500 is a historical name that has been applied to a newer model. As comparison with the Vauxhall Astra parked behind shows, the new Fiat 500 is a much bigger machine than the tiny original, and it weighs more than twice as much. BP66BVA has worked from both the Southall (Great Western) and Hayes (Dawley Road) garages, and it was photographed at the former on the evening of 5th September 2024.



Photo 7961, by **Robin Morel**, added to LTSV on 16/12/2024.

One of our correspondents visited New York recently and kindly sent in photos of some service vehicles he noted. First up, found in Manhattan on 4th September 2024 was this Ford Super Duty F350 pick-up truck with a road-rail conversion. Belonging to the Metro-North Railroad it had fleetnumber 2462M and registration AB5322. Despite the globalisation of the automotive industry, vehicles of American origin (or design) are still rare in the UK. The Ford F350 is similar to the European Ford Ranger, but is considerably larger.

Photo 7962, by **Robin Morel**, added to LTSV on 16/12/2024.

This New York City Transit Dodge Durango car has a fleetnumber (SUM-S-118-18) that is considerably longer than its registration number (BA2649)! It was photographed in Brooklyn on 8th September 2024.



Photo 7963, by **Robin Morel**, added to LTSV on 16/12/2024.

While forward-control (or 'cab-over') lorries are now prevalent in Europe, the US seems to prefer the traditional layout with the engine under a bonnet ('hood') in front of the cab. This configuration is seen on Mack Granite 4-axle recovery truck AV7645, seen in Brooklyn on 8th September 2024. This vehicle is number SUM-E-057-10 in the New York City Transit fleet.

Photo 7964, by **Robin Morel**, added to LTSV on 16/12/2024.

Lettered for Bus Maintenance and with fleetnumber SUM-E-405-15, this is a Freightliner M2 lorry belonging to New York City Transit. It has the same white and blue livery as the larger Mack recovery truck, but the actual function of this vehicle is not clear. Seen in Brooklyn on 8th September 2024.



Photo 7965, by **Les Savine**, added to LTSV on 16/12/2024.

Seen at Chase Farm Hospital (Enfield) on 12th September 2024, this unmarked Kia Niro 3 electric car was in use as a crew ferry vehicle from Metroline's Potters Bar Garage. This location is the terminus for routes W8 and W9. The former is run by Metroline using double-deckers, while the latter was worked by Sullivan Buses until their withdrawal from TfL work in August 2024. Stagecoach London provided cover until a new contract was awarded to Metroline in September. Note the Optare Solo bus parked behind. Stagecoach London has recently disposed of the fleet of these buses that it inherited from Hackney CT, leaving just 7 examples in London, all with Metroline. Six are at Cricklewood for use on routes H2 and H3 (and 631), while an elderly ex-Arriva example is at Potters Bar to provide a reserve bus for commercial route PB1. The bus seen here is presumed to be the latter, perhaps parked up as a crew rest vehicle.

Photo 7966, by **Paul Nicholls**, added to LTSV on 16/12/2024.

KW23VVC is a Vauxhall Vivaro electric van used by First Essex from their Hadleigh Garage ('Depot'), where it was photographed on 15th September 2024. First has been in the news a bit lately. A new corporate image was announced in late 2024, which would see the familiar 'f-in-circle' logo replaced by a more basic version, along with a new purple and grey bus livery. Then it was revealed that First plans to re-enter the London bus market by buying RATP Dev's operations (London United, London Sovereign and London Transit). If approved this could go ahead in spring 2025 and will mark the first major involvement by First in London bus work since they sold off First London and First Capital in 2013.



Photo 7967, by **Ray Monk**, added to LTSV on 16/12/2024.

During 2023 the livery of MAN TGM demountable lorry WU67AJY was modified with red/blue chevrons and Emergency lettering applied to the front. It then took over the role of carrying the Emergency Control Unit body (DB25) from older MAN lorry 2587. The combination is only rarely seen, normally being kept in a dedicated shed within Acton Works. On 28th September 2024 it was parked in the lorry yard (between two free-standing box bodies), as seen here. 2587 was also still present, although the reason for its retention is not clear.

Photo 7968, by **Peter Terry**, added to LTSV on 16/12/2024.

New Ford Transit Connect vans have replaced a lot of the Renault Kangoos in the LUL fleet, although over 100 are thought to remain at present. 8558R was new in November 2017 and was briefly based at Golders Green Station before moving out to Ruislip Station in the spring of 2018. In about 2023 it moved again, to Rickmansworth, and it was photographed not far away at Northwood Station on 5th October 2024.



Photo 7969, by **Paul Nicholls**, added to LTSV on 16/12/2024.

Found on a grassy verge in South Ockendon (Essex) on 5th October 2024, this TfL Ford Transit Connect was in a location where several LUL Lifts and Escalators vans have been photographed in the past. Indeed 9196F has also been noted among the night-time gatherings at Griffith House. 9196F is a long-wheelbase (L2) crew van and this rear view shows the collection of labels now applied as standard, including the grey diamond that informs fire-fighters that the vehicle is diesel powered.

Photo 7970, by **Paul Nicholls**, added to LTSV on 16/12/2024.

The small LUL yard at Woking Road (alongside Barking Station) has featured several times on LTSV over the past 20 years, but it may be no more. A visitor in late November 2024 reported that, although the building was still there, the yard was now a building site. Any news of whether this is permanent or where the vans are now being kept, would be welcomed. Back on 5th October 2024, the yard was still crammed with vehicles as usual. Among them was Volkswagen Caddy Maxi crew van 8705VW, based here since new but making its first appearance on LTSV.



Photo 7971, by **Clive Greedus**, added to LTSV on 16/12/2024.

Clive caught a very rare van at Fairlop Station on 7th October 2024. Ford Transit Custom 8878F was new over 5 years ago in September 2019, but it has only been reported a handful of times, often at night. Note that there appears to be a cargo cage inside the van body, the open door of which is visible behind the member of staff.

Photo 7972, by **Peter Terry**, added to LTSV on 16/12/2024.

The best places to see crew ferry vehicles working from Transport UK's Beddington garage seem to be the garage itself or Cheviot Road in Norwood, as reflected by the photos on LTSV. For a change, here is Vauxhall Astra estate 6878 (VU18DHV) at Thornton Heath on 7th October 2024, presumably awaiting a crew change on a route 130 bus.



Photo 7973, by **Peter Terry**, added to LTSV on 16/12/2024.

Docklands Light Railway (DLR) service vehicles continue to be hard to keep track of, with few reports and also re-use of fleetnumbers to contend with. Seen at Lewisham Station on a damp 8th October 2024 was Peugeot Boxer van 009 (GJ72RZF). This number was previously on similar GJ18EJF, suggesting that perhaps the numbers are role-related. In October 2024 it was announced that Keolis Amey has been re-awarded the contract to operate the DLR franchise for 8 years starting from April 2025. Another ongoing development is the introduction of new 5-car B23 trains, with the first of 54 units having been delivered in early 2023. However, there have been problems with the signalling system and, as of late 2024, there is still no planned date for the entry to service of the new trains.



Photo 7974, by **Peter Terry**, added to LTSV on 16/12/2024.

LL72YBB makes its third appearance on LTSV to show that its lettering has been revised to show the new Transport UK name that replaced Abellio from early 2024. On 12th October 2024 it was parked at Hammersmith, ahead of a long line of buses awaiting use on a District Line replacement service.



Photo 7975, by **Peter Terry**, added to LTSV on 16/12/2024.

Mercedes Vito minibus RX18LLG has been moving Go-Ahead London bus drivers around (mainly) East London for nearly 7 years, but had yet to be shown on LTSV. It is not hugely different from the many other Vitos in the Go-Ahead fleet of course. This rather nice shot taken at Canning Town Bus Station on 12th October 2024 shows it passing New Routemaster LT427. At 11.3m, the LTs are around a metre longer than 'normal' London double-deckers.



Photo 7976, by **Dave Wolstencroft**, added to LTSV on 16/12/2024.

It seems that space to store redundant vehicles at Acton is currently at a premium, no doubt due to the closure of both the front car park and the former Van Yard. On 17th October 2024 Dave found three vans parked at the south end of the Bollo House yard, backing onto the railway. All were VW Caddy Maxi vans that had presumably been replaced by new Ford Transit Connects. Left to right they are 8478VW (RE17UOX), 8477VW (RE17UOW) and 8475VW (RE17UOP). On the right is an Iveco Daily light recovery truck in white and blue livery. It has been here for the past few years and is thought to be privately-owned.



Photo 7977, by **Ray Monk**, added to LTSV on 16/12/2024.

Quite a few cars have been noted in the lorry yard at Acton Works lately, suggesting that these, along with Renault Kangoo and VW Caddy vans, are being replaced by the new Ford Transit Connects. Some of the cars are surprisingly youthful. For example, present on 19th October 2024 were 3.5 year old Toyota Prius 8911T and slightly older Toyota Yaris 8781T. The Prius had been based at Rickmansworth Station since new in 2021 and had just been replaced by van 9360F (see photo 7987). Despite its age, it left the fleet later the same month. 8781T was new in 2019 and had been attached to Frank Pick House, Acton. It is currently delicensed but has not yet had a V5C issued, this suggesting it may still be in stock.

Photo 7978, by **Ray Monk**, added to LTSV on 16/12/2024.

The central fleet may be seeing a reduction in variety at present, with a whole range of types seemingly being replaced by standard Ford Transit Connect vans. Volkswagen Golfs were never very common and they may now have all gone. Two estates were in the lorry yard at Acton Works on 19th October 2024. 8299VW on the left was new in late 2016 and spent time at Lillie Bridge, although it had never been photographed before. 8193VW on the right was the last survivor of a batch of six leased in June 2016 and had been based at Bollo House. Both cars were later moved to the storage area between Bollo House and Frank Pick House but appeared to still be in stock as at early December.



Photo 7979, by **Ray Monk**, added to LTSV on 16/12/2024.

Another rarely seen vehicle that turned up at Acton Works recently and that had never been photographed before was Toyota Prius car 8631T. The few sightings suggest that this had been based at the Control Centre on Wood Lane near Shepherds Bush, though vehicles at this high-security location cannot be seen from the outside. Ray photographed it in the lorry yard on 19th October 2024, suggesting that there might be a new vehicle now hidden at Wood Lane.

Photo 7980, by **Clive Greedus**, added to LTSV on 16/12/2024.

Clive had another lucky encounter at Fairlop Station, this time on 23rd October 2024 when he photographed Ford Transit Connect crew van 9355F (with a flat-tyre) outside the old GER (Great Eastern Railway) station buildings. Although less than a mile from Hainault Depot, one or two service vehicles can often be found here, and the unmarked Renault Trafic van parked behind may indeed be on hire to LUL. As for 9355F, there have been no further sightings yet.



Photo 7981, by **Dave Wolstencroft**, added to LTSV on 16/12/2024.

Although seen at the Perivale CELF alongside a number of newly-delivered Metroliner buses on 24th October 2024, this Renault Kangoo van is believed to have been in use by TfL. The reason for this is that it was parked nose-to-nose with TfL Technology & Data Ford Transit Connect van 8688F. Perhaps they were there to oversee the fitting of some TfL equipment to the new buses. What we don't know is whether this van is hired or leased. Similar MW24VRU was noted with LUL/TfL lettering at Newbury Park in July (see photo 7899), while examples with MT74xxx and MW74xxx registrations are now being delivered with fleetnumbers and TfL markings.



Photo 7982, by **Ray Monk**, added to LTSV on 16/12/2024.

Living in Abbey Wood, I do occasionally see Elizabeth Line service vehicles out and about, but they are generally quite hard to photograph. As has been shown, the depot at Plumstead has 'fence issues' (see photo 6358). So I will take this opportunity to show Ford Transit crew van 8650F paying a visit to Acton Works on 26th October 2024. It was seen in the top car park and is not thought to be here for disposal. Since it was new in October 2018, it seems more likely it was here in connection with an MoT. According to DVLA data, it had a new V5C issued in May 2024 but I am going to guess that this was just due to some administrative change. Parked alongside is LUL Transit 8915F. Note how the panel crease above the windows on high-roof 8650F corresponds with the one near the top on mid-height 8915F.



Photo 7983, by **Ray Monk**, added to LTSV on 16/12/2024.

Staying in the top car park at Acton Works on 26th October 2024, this view shows Volkswagen Caddy Maxi crew van 8697VW. This van had been delivered in November 2018 and spent most of its life at Bollo House, just across the tracks from the location shown here. It may well return there, since it has not (yet) had a change of licensing data. Parked behind is VV Transporter 8643VW (which started life as an Elizabeth Line vehicle before transferring to LUL) and various other vehicles can be seen in the background.

Photo 7984, by **Ray Monk**, added to LTSV on 16/12/2024.

There are several differences between these two cars seen in the lorry yard at Acton Works on 26th October 2024. Both are Toyota Yaris hybrids in the initial TfL livery (white with a blue skirt). However, the frontal design was changed between the 2014 model on the left and the 2019 one on the right, while the former also sports a light-bar. LL14 VKU on the left was new in 2014, at a time when such vehicles were not given fleetnumbers. It was based at the TfL Streets base in Southwark, then moved to Morden Wharf Highways Alliance Depot in 2019. After that it pretty much disappeared for a couple of years, which does not bode well for our prospects of finding out what has replaced it! 8896T on the right was new in May 2019, by which time fleetnumbers were allocated to TfL cars. It too has been pretty elusive over the past five years. By the way, the van just visible on the left is one of several unmarked vans seen around Acton lately, possibly on short-term hire pending new deliveries.



Photo 7985, by **Ray Monk**, added to LTSV on 16/12/2024.

Another type that looks set to disappear from the central fleet soon is the Ford Focus car. Among the last few was estate 8451F, seen in the lorry yard at Acton Works on 26th October 2024 and which left the fleet shortly afterwards. This had been another elusive vehicle, with few sightings but at various locations. Bleached-out bonnet roundels have been noted on several stored vehicles lately.

Photo 7986, by **Neil Fraser**, added to LTSV on 16/12/2024.

The batch of six VW Caddy Maxi vans new to LUL in June 2017 (8473VW to 8478VW) were all disposed of in October/November 2024. 8476VW was noted on a transporter truck in Market Harborough (Leicestershire) on 26th October. Curiously it still retained a full set of lettering. Previous policy had been to remove these before disposal.





Photo 7987, by **Dave Wolstencroft**, added to LTSV on 16/12/2024.

As mentioned earlier (see photo 7977), the 21-reg Toyota Prius car latterly allocated to Rickmansworth Station was somewhat surprisingly replaced by a new Ford Transit Connect crew van in autumn 2024. 9360F was seen in the parking bay outside the station building on 28th October.

Photo 7988, by **Ray Monk**, added to LTSV on 16/12/2024.

You thought I was going to add a batch of photos without including at least one Dartford crew ferry? Well, think again. This is Ford Puma AO74DTF, new to Arriva London (but probably only on hire) in October 2024. In unmarked black, it was photographed at the bus stand in Bexleyheath on 30th October. Note that the requirement for crew ferry vehicles at Dartford should reduce from 18th January 2025, when TfL routes 99, 269 and 401 are lost on tender to Go-Ahead London.



Photo 7989, by **Kevin Bullions**, added to LTSV on 16/12/2024.

This photo may help those of you who cannot tell the difference between an L1 (short wheelbase) and an L2 (long wheelbase) Ford Transit Connect! Taken outside the depot on Museum Way in Acton Town on 31st October 2024, it shows L2 crew van 9370F on the left and L1 van 9249F on the right. Note where the kick-down of the black side-rubbing strip occurs in relation to the back of the driver's door. This photo of course also shows the key difference between what we call a crew van and what we call a plain van, although the presence (or lack) of additional side windows does not always indicate the presence (or lack) of a second row of seats. If anyone can get a similar comparison photo between two vans (or between two crew vans), I would appreciate it!

Photo 7990, by **Bob Milner**, added to LTSV on 16/12/2024.

There are 4 varieties of Ford Transit Connect van that have been added to the central fleet so far this year. The rarest is the L1 (short) crew van (with side windows), of which just 3 have been positively identified (out of a total of 172). 9260F is the latest and was found in Royal Wootton Bassett in Wiltshire on 5th November 2024, where it appears to have replaced VW Golf hatchback 8399VW. Renault Kangoo Maxi van 8363R was also seen not far away in February, itself then replaced by TfL Transit Connect 9215F from May onwards. Must be quite a commute for them both!





Photo 7991, by **Dave Wolstencroft**, added to LTSV on 16/12/2024.

Another new vehicle for Metroline, found parked outside the offices at Perivale CELF on 7th November 2024. AV74FLZ is a Ford Puma, a type which Metroline has standardised on since 2023, and it was followed by similar AV74LNF a month later. Arriva London has also used Ford Pumas as crew ferry vehicles, though theirs are believed to have all been just hires. Note that the front grille design on AV74FLZ is quite different to that on Arriva's similarly-aged AO74DTF (see photo 7988).

Photo 7992, by **Dave Wolstencroft**, added to LTSV on 16/12/2024.

LUL's Power Supply section has a fleet of vans and trucks but also used a batch of seven Toyota Prius cars. In about October 2024 the latter were replaced by an equivalent number of new Ford Transit Connect crew vans in TfL white livery. Seen at the section's main base in Tufnell Park on 7th November 2024 was 9282F. Four of the new vans were present that day, with a fifth seen the following month. As with the cars, it is likely that one or two will normally be out-based elsewhere.



Photo 7993, by **Dave Wolstencroft**, added to LTSV on 16/12/2024.

Another of the new TfL Ford Transit Connect crew vans seen at Tufnell Park Power Supply Depot on 7th November 2024 was 74-reg 9282F. What is slightly interesting about these vehicles is that their fleetnumbers are spread over a wide range (9211F, 9220F, 9282F, 9343F and 9351F identified so far). It is believed that fleetnumbers were assigned to vehicles when they were ordered. When batches of vehicles were ordered for a particular role or department, they would therefore often have consecutive fleetnumbers. This can be seen with the Toyota Prius cars latterly used by the Power Supply section, which were 8886T to 8892T. Could it be that a large batch of new Fords was ordered, with individual vehicles then allocated to departments as and when needed?



Photo 7994, by **Dave Wolstencroft**, added to LTSV on 16/12/2024.

The LUL Ford Focus estate car latterly allocated to Harrow-on-the-Hill Station (8324F) was replaced in October by new Ford Transit Connect 9326F in TfL livery. As before, the vehicle is most often to be found in the multi-storey car park outside the southern entrance to the station. As this photo taken there on 9th November 2024 shows, new 9326F is a short (L1) crew van, only the third of this configuration to be seen.



Photo 7995, by **Paul Nicholls**, added to LTSV on 16/12/2024.

Paul found TfL Ford Transit Connect crew van 9283F parked in Little Thurrock on 28th November 2024. He has previously found Renault Kangoo van 8825R (see photo 5943) and Toyota Prius car 8653T (see photo 6655) in the exact same spot.

Photo 7996, by **Ray Monk**, added to LTSV on 16/12/2024.

More Transit Connects! LJ24YLK seen in the lorry yard at Acton Works on 30th November 2024 was a bit different in that it was still in unmarked white. Similarly anonymous LJ24YKY was also nearby. All previous deliveries appear to have been lettered before reaching Acton. The fact that these vans were both first licensed some seven months earlier made me think they were perhaps being used in a 'secret squirrel' role. LUL does appear to have a requirement for a few such covert vehicles, as with minibus RV17PZP (see photo 7953) and 8930VW to 8933VW (see photo 6007), all of which seem to work out of Stratford Market Depot. However, observations from the following week suggest that the delivery of these two Fords was simply delayed, and they were given normal TfL lettering.

Photo 7997, by **Ray Monk**, added to LTSV on 16/12/2024.

Ford Transit Connect van 9388F was delivered in October 2024, but was still parked in the lorry yard at Acton Works a month later on 30th November 2024. Note that this is a long wheelbase (L2) van. As with most such vehicles, there is no cargo door in the offside. On the right is (then) unmarked L1 van LJ24YKY.

Photo 7998, by **Ray Monk**, added to LTSV on 16/12/2024.

8426F is a Ford Fiesta van from a batch of four (8425F to 8428F) that have caused me a few problems over the years! Delivered in June 2017, all had new V5Cs issued in May 2022. This, combined with a lack of subsequent sightings, suggested that they had been withdrawn, and I duly updated the LTSV database. However, 8427F was then noted still in service in early 2023 and had to be reinstated in the database. In late 2024, both 8426F and 8428F also came out of hiding, being seen at Acton Works. 8426F was photographed in the lorry yard on 30th November 2024. This makes me wonder whether 8425F (last reported in September 2021) is also still out there somewhere!





Photo 7999, by **Ray Monk**, added to LTSV on 16/12/2024.

Peugeot Partner Tepee estate 8484P, with its distinctive Battenburg livery, has made several appearances on LTSV since it was delivered in June 2017. Used as an Emergency Incident Vehicle, it was based variously at Arnos Grove or Bollo House in Acton (both on the Piccadilly line of course), but on 30th November 2024 it was parked in the lorry yard of Acton Works. It has perhaps been replaced, and it will be interesting to see if the replacement has any additional markings on the fairly plain TfL livery. Another reason for including this photo is that the car was coincidentally parked next to consecutively numbered 8483F, a high-roof Ford Transit van. Surely the latter has not been replaced by a Transit Connect?!

Photo 8000, by **Ray Monk**, added to LTSV on 16/12/2024.

This is the 8000th photograph to be added to LTSV. I normally try to mark such occasions with something a bit special but, the way today's batch has worked out, what we have is yet another TfL livery Ford Transit Connect van! But wait, there is a glimmer of interest. 9396F, seen in the lorry yard at Acton Works on 7th December 2024 is an L2 (long) van, but it also has an offside cargo door, which most similar vans lack. There is also a large square plate towards the back of this door, and what appear to be small marker lights on the back edge of both the driver's and cargo doors. I can't say much more than that. On the right is 9408R, one of the new Renault Kangoo vans delivered during the week. Photos of these are coming up...

