

Vehicle Profile: JUO 992

A close look at a vehicle in the TV&GWOT collection



2932 (JUO 992) is one of sixteen Leyland PD1As supplied new to Western and Southern National in 1947. These carried 53-seat lowbridge ECW bodies, similar in design to the intake of Bristol K-types from that year, but with a very different frontal appearance around the dashboard and cab areas caused by the higher mounting of the Leyland radiator.

The PD1As worked mostly in North and South Devon, with some straying to Somerset in later life. 2932 was one of four Southern National vehicles in the batch, based initially in North Devon. It is seen above awaiting departure outside the Sunny Corner Library (now the Zuma Jay Surf Shack) on the Strand, Bude on the joint Western and Southern National service 135 to Plymouth. Behind LS5G No. 1770 (RTT 989) rests outside Barclay's Bank (still there!).

Transferred to Western National in March 1956, it survived in service until 1962. In March of that year it was sold to Glenside and Barrow Hospitals in Bristol, both now closed (although the former is commemorated with its own museum in Stapleton). During this period, 2932's between-decks panels were painted yellow, a common measure taken by the former Tilling group operators to distinguish their former 'sold on' vehicles from those in the current fleet.

2932 passed to David Hoare of Chepstow in March 1971 and had several subsequent owners in preservation, though was never fully restored.

Prior to purchase by TV&GWOT Chairman Colin Billington in October 2011, 2932 was stored on a farm in Derbyshire and had not been driven on the road since the mid-1980s. In order to extract it from the

shed and get it to a location where it could be hitched to a tow truck it had to be started and moved under its own power. Before attempting to start it, Supporter Graham Green checked, bled and primed the fuel system, pumped up the tyres and attached a starter pack. The engine fired after a few turns and 2932 saw the light of day.

2932 was driven a short distance down the lane to a handy lay-by in which former owner David Hoare's ex Wigley ERF tow truck was waiting. 2932 was moved to Fifield via Chepstow on suspended tow and safely put back to rest surrounded by Bristols and AECs.

Since then several missing parts have been acquired and the day when restoration can start is approaching.



The Leyland Titan PD1A

The Titan was Leyland's flagship forward-control bus chassis, built to carry double-deck bodywork. It was produced in various forms from 1927 until 1942, and post-war between 1945 and 1969. Pre-war chassis were designated TD1-8, while post-war vehicles were of the completely redesigned PD (Passenger, Double-deck) variant. The suspension of the initial PD1 design was modified in the autumn of 1946 and future chassis, as 2932, were classified PD1A. Subsequent developments resulted in the OPD1 (for Overseas), PD2 and OPD2, the PD3 and others. The final Titan (of this kind) was built in 1969.

DATA PANEL

Registration: JUO 992
Type: Leyland PD1A
Built: 1947
Engine: Leyland E181 7.4-litre
Body: ECW L27/26R
Operator: Southern/
Western National