



## Information about 335 - 335 AOW

<b>New to:</b>	Southampton City Transport	<b>Built in:</b>	1963		
<b>Registration No.:</b>	335 AOW	<b>Fleet No.:</b>	335		
<b>Chassis:</b>	LEYLAND 'Titan' PD2A/27	<b>Bodywork:</b>	Park Royal H37/29R		
<b>Engine:</b>	Leyland 0.600 9.8 Litre	<b>Body No.:</b>	B47003	<b>Chassis No.:</b>	621727

- Park Royal first supplied bus bodies to Southampton Corporation in 1930 when three Thornycroft BCs were delivered, and built almost all bodies until this last order were bought on Leyland PD2A/27 chassis between February and November 1963. No. 335 entered service on the 1<sup>st</sup> March 1963.
- One of the second batch of Southampton Leyland PD2A/27s with the "St. Helens" moulded fibreglass front which was delivered to Southampton Corporation in February 1963 and numbered 333 – 333 AOW to 342 – 342 AOW. Fitted with Park Royal highbridge bodywork and the first batch of post-War Leylands painted from new in a reversion to the traditional Southampton scarlet and cream livery, with central silver-painted roof section. These were the last half-cab Leylands were purchased by Southampton.
- No. 335 was one of the last seven Titans operated by Southampton, being taken out of service in April 1978. This followed a year after route revisions associated with the opening of the Itchen Bridge linking Southampton with Woolston in 1977.
- Sold to the dealers Brakell of Surrey who retained it awaiting sale or breaking for spares, before being purchased by members of the Solent Transport Trust (now called Southampton & District Transport Heritage Trust) on 3<sup>rd</sup> August 1981 for preservation and was restored. Initially taken to SCT Shirley bus garage in Southampton for storage.
- Further restoration work took place at Brijan Tours workshop near Botley Railway Station. This began in 2006 and was completed in late 2013. Repair work included window re-rubbing, replacement of a completely rotten lower deck floor, corroded rear framing, faulty wiring, and rusted-out roof ventilators. Some work was completed by Quality Conversions of Botley.
- One other ex-Southampton Leyland PD2A/27, No. 337 - 337 AOW, is known to survive, others having been scrapped some time ago.