

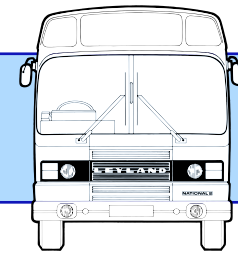


**LEYLAND NATIONAL 2 WBW735X**

**BEST BUS 2015**

**THE ROLAND WILLIAMS TROPHY  
SCOTTISH VINTAGE BUS MUSEUM**

# LEYLAND NATIONAL 2



## VEHICLE DETAILS

Chassis	:	Leyland National Mark 2 (NL116AL11/1R)
Chassis number	:	07648
Body type	:	Long with one door and no roof pod
Seating	:	B52F, 23 standing, 75 total
Original owner	:	Atomic Energy Authority, Harwell
Registration number(s)	:	WBW735X (16 February 1982), 635GBU (1991 - 2010)

## WHAT THE CODES MEAN

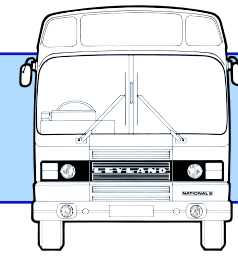
Chassis: **NL116AL11/1R**

**NL** (National), **116** (11.6 metre length), **AL11** (Leyland AL11 engine), **1** (1 door), **R** (right hand drive)

Seating: **B52F**

**B** (single deck bus), **52** (seating capacity of bus), **F** (door position - front)

# LEYLAND NATIONAL 2



## FIRST OWNER (1982 - 1991)

The Atomic Energy Authority in Harwell owned four virtually identical Leyland National 2 buses for staff transport.

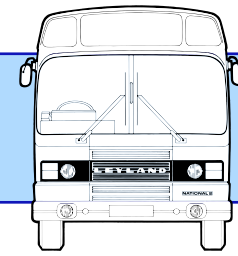
JTF971W and JTF972W were bought new in April 1981 and in February 1982 WBW735X and WBW736X were added to the fleet.

They operated WBW735X until 1991 when, apparently, it suffered from engine failure.

Note the heated windscreen and the four vents down the nearside of the bus.



# LEYLAND NATIONAL 2



## SECOND OWNER (1991 - 2010)

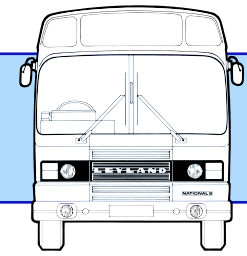
WBW735X was registered by Tom Tappin Limited (Tappins Coaches Limited from 2007) of Didcot on 18 June 1991 for use on a shuttle service from Reading to the Thames Valley (Industrial) Park.

At this time the registration number of the bus was changed to 653GBU and the original Leyland AL11 engine changed to a Leyland turbo B-series TL11 245bhp 'Tiger' engine. The seats were reupholstered and advertising boards fitted to the bus sides.



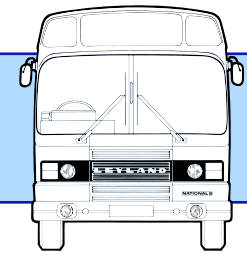


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# LEYLAND NATIONAL 2



## THIRD OWNER (2010 - 2014)

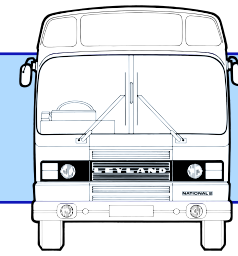
Routemaster Buses Limited bought WBW735X on 1 November 2010 and it was painted into their two-tone "London Country" livery in July 2011. The bus was mainly used for school and other contract work, including rail replacement duties over a wide area.

By this time it had lost the heated windscreen, the rearmost pair of vents on the nearside and the advertising boards, although the rivets can still be seen on the sides of the bus. It was withdrawn from service on 24 June 2014



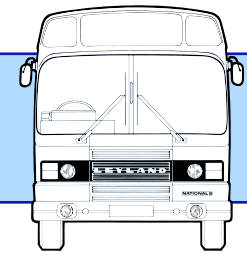


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## IN PRESERVATION (2014 - 2019)

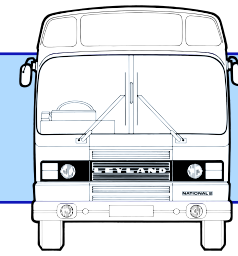
WBW735X was officially purchased for preservation on 1 August 2014. During its 32 years, four months and nine days of service work the bus has only had three owners and has never been linked with a major operator making it quite a rare survivor.

To mark the thirtieth anniversary of the establishment of Strathtay Scottish Omnibuses Limited WBW735X was brush painted into the second version of their livery (with white stripe) and returned to the road on 17 May 2015.





# LEYLAND NATIONAL 2



## Strathtay SCOTTISH

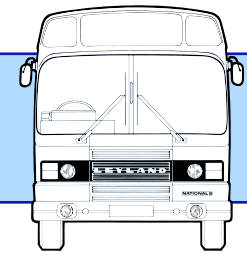
Strathtay Scottish Omnibuses Limited operated a fleet of 11 Leyland National 2 buses which they inherited from Northern Scottish and Midland Scottish.

Seven of the buses from Midland Scottish were of the long 11.6m variant with a single door and no roof pod:

SN1: DMS20V; SN2: DMS21V;  
SN3: DMS22V; SN6: NLS986W;  
SN7: NLS987W; SN8: NLS988W;  
SN9: NLS989W.



# LEYLAND NATIONAL 2



## Strathtay SCOTTISH

Strathtay Scottish Omnibuses Limited operated a fleet of 11 Leyland National 2 buses which they inherited from Northern Scottish and Midland Scottish.

Two of the buses from Northern Scottish were of the short 10.6m variant with a single door and no roof pod:

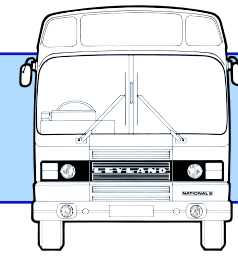
SN4: GS07V/KRS541V;

SN5: GS08V/KRS542V/PIL2755



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# LEYLAND NATIONAL 2



**Strathtay**  **SCOTTISH**

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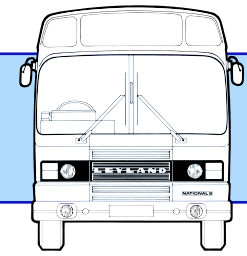
SN10: MS0 9W;  
SN11: MS0 11W.



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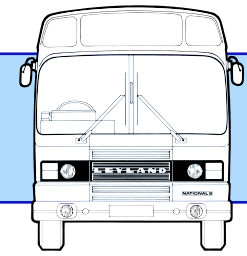
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# LEYLAND NATIONAL 2



**IT'S NOT JUST A BUS, IT'S A BENDY BUS AND A TRAIN TOO**



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