

Red & White Services Fleet List 1930-1975

3. Double Deck Buses

3.5 1940-47 Daimler

Daimler's works in Coventry were badly damaged in the air raids of 1940-41 and production of chassis ceased. However production of a new wartime model the CWG5 (Commercial Wartime Gardner 5LW) started in December 1942 at a requisitioned factory in Wolverhampton. 100 of this model were eventually produced, 40 of which had utility lowbridge Brush bodies and 60 having utility highbridge bodies equally divided between Duple and Massey. These were some of the last utility specification double deckers to be built with upholstered seats before the change to slatted wooden seats. Red & White were allocated eight of these vehicles including one highbridge variant. However four were originally intended for the associated Cheltenham District Traction fleet. Only one of the lowbridge variants was included in the rebodding programme after the war, EWO 470, which was converted at the newly established Lydney Coachworks. The Gardner 5LW-engined COG5 DWN 2 was one of the last COG5s to be built before the Daimler factory was turned over to war work in 1940. It was acquired from Swan Motors of Swansea in 1947. The fleet no. H140 was allocated in 1951 but was not applied as it was transferred to United Welsh Services in that year. Swan Motors was itself acquired by United Welsh in 1952. GAX 332 designated CVA6 (Commercial Victory A.E.C. 6-cylinder) was acquired new in 1947, but was originally intended for Western S.M.T of Kilmarnock, and was fitted with a second hand 1936-38 Burlingham body ex-Ribble. It was also rebodied by Lydney Coachworks in 1949.

Original Fleet No.	1951-75 No.	Registration	New	Chassis	Body	New Body	New / Previous owner; Transfers to or from other Red & White companies	Out
840	H140	DWN 2	7/1940	Daimler COG5 (11169)	Willowbrook H30/26R		ex-Swan Motors (20) 1947 Transferred to United Welsh (840) 1951	1951
470	L143	EWO 470	4/1943	Daimler CWG5 (11306)	Brush UL27/28R	1949 Lydney L27/26R	New	2/1958
471	L243	EWO 471	4/1943	Daimler CWG5 (11325)	Brush UL27/28R		New	1/1954
472	L343	EWO 472	5/1943	Daimler CWG5 (11336)	Brush UL27/28R		New	by -/1952
473	H443	EWO 473	9/1943	Daimler CWG5 (11399)	Massey UH30/26R		New	5/1952
485	L543	EWO 485	9/1943	Daimler CWG5 (11394)	Brush UL27/28R		New	11/1951
486	L643	EWO 486	9/1943	Daimler CWG5 (11402)	Brush UL27/28R		New	-/1952
488	L743	EWO 488	9/1943	Daimler CWG5 (11391)	Brush UL27/28R		New	10/1951
489	L843	EWO 489	6/1943	Daimler CWG5 (11349)	Brush UL27/28R		New	9/1951
727	L147	GAX 332	1947	Daimler CVA6 (14260)	Second-hand 1936-38 Burlingham L27/26R	1949 Lydney L27/26R	New	1955

Fleet No. in red is a reallocated number from a withdrawn vehicle.

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Daimler CWG5 / Brush UL27/28R EWO 486 as delivered to Red & White in 1943 in wartime grey paint and white painted mudguards and platform edging (*Brush Coachworks Ltd*)



A later photo of Daimler CWG5 EWO 471 with Brush bodywork.
(*Omnibus Society / S N J White*)



Daimler CWG5 EWO 470 (L143) with 1949 L27/26R bodywork by Lydney Coachworks.
(*Omnibus Society / S N J White*)

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1943 Daimler CWG5 EWO 473
(later H443) with highbridge
Massey UH30/26R bodywork.
(Alan B Cross)



1947 Daimler CVA6 GAX 332 (L147) after 1951 renumbering and with Lydney L27/26R bodywork.



ex-Swan Motors Willowbrook-bodied highbridge Daimler COG5
DWN 2 (840) after transfer to United Welsh.



The staff of Chepstow Depot pose in front of ex-Swan Motors Daimler DWN 2
(840) ca. 1949. (Richard Smith Collection)