

Clayton & Shuttleworth Ltd Stamp End Works / Titanic Works, Lincoln

A comparative latecomer to the wagon scene, it was not until 1912 that Clayton & Shuttleworth belatedly decided to become involved in the ever-increasing steam wagon market. Why the long delay is not clear, although a shortage of factory space that could be made available for building a new product range could be as possible reason.

Browsing through my copy of the firm's first steam wagon catalogue, which is dated July 1912, I note that July 1912 is also the date of their first wagon, No. 45126, is recorded as being built! The catalogue contains six photos of wagons, although I contend that all of them are one and the same 'first wagon' – presented to give an impression of six different vehicles. My reasoning for such a statement is that this prototype wagon, built at the Stamp End Works, was approximately eight months

prior to the next wagon to appear.

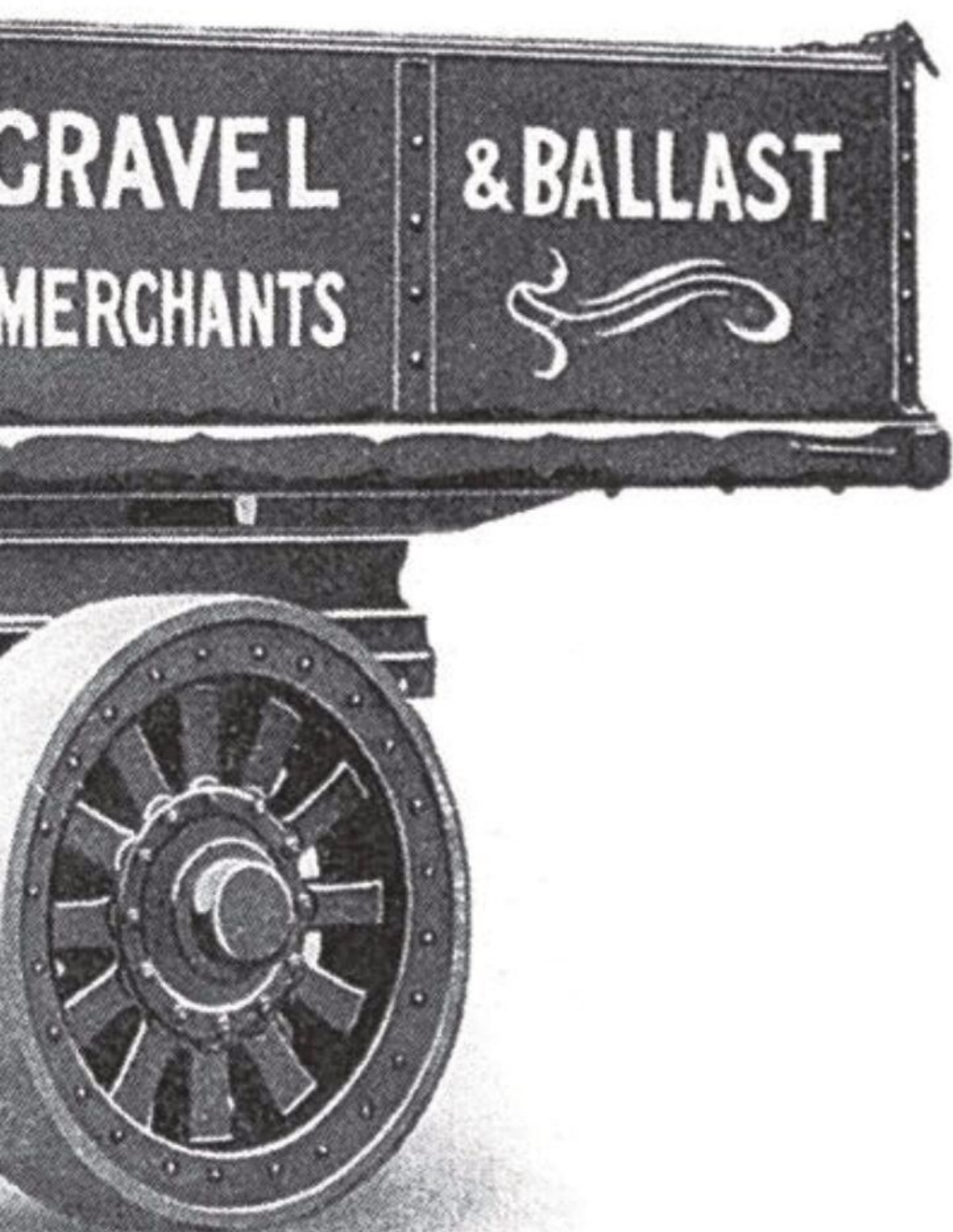
During this time the company was involved in the building of its new manufactory – the Titanic Works – where the new range of wagons would be built.

While the works numbers for the new wagon range are listed numerically, they are not in a range exclusively allocated to wagons but also used for other products. The build dates thus bear no resemblance to the order in which the works numbers were allocated to them – as an example the first wagon listed is No. 42055; given as being built in June 1913. There are at least 11 wagons that were built before this one – the earliest being in January 1913. This anomaly could possibly indicate that the first wagons built each suffered some problems which delayed their completion, hence completion dates that are way out of sequence. One thing that is very strange

is why the first wagon to be built and sold (No. 45126), is given a works number that numerically makes it the ninth wagon in the works register? It would seem therefore that 5-ton wagon No. 45362 of December 1912 was the first wagon to come out of the new Titanic Works.

By the outbreak of the Second World War on August 14, 1914, the company had built 72 wagons and looked well-placed to supply the military; but the War Dept had underestimated the amount of mechanical transport needed – perhaps due to the Army's love of horses – for it was to be May 15, 1915, before the War Dept took delivery of its first Clayton vehicle, 5-ton wagon No. 47083. By the time the department had ordered its last wagon from Clayton (5-ton end-tipping wagon No. 48048 of February 21, 1918) it had supplied them with 222 examples, consisting of 5-ton fixed bodied

Fig. 1. Five-ton end-tipping wagon No. 42059, fitted with Artillery wheels. According to Clayton's works register, this was the third wagon to be built.



Clayton

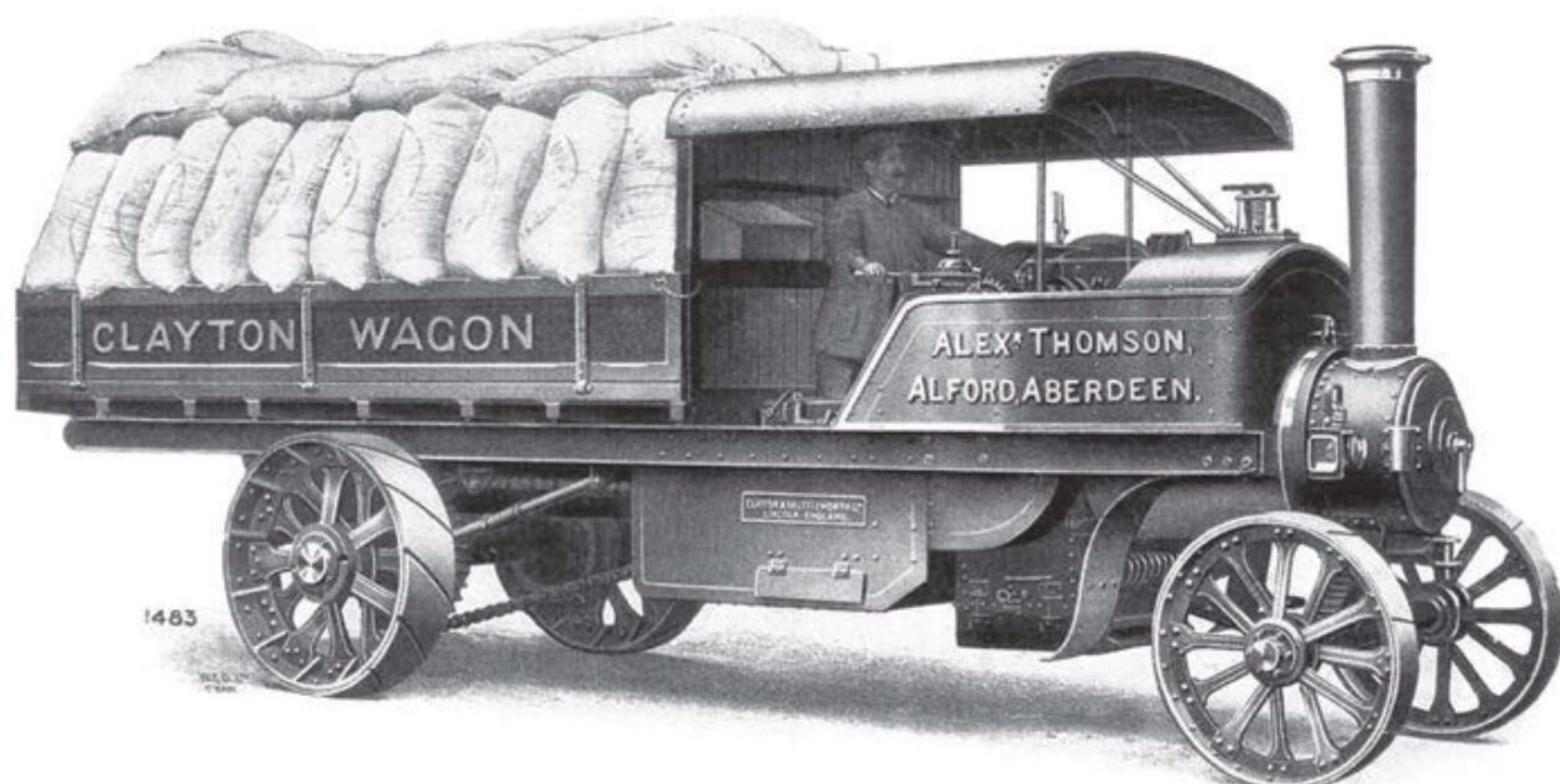


Fig. 2. The first wagon to be built by the company made its first appearance at the Royal Show at Doncaster in 1912. It was sold in August of that same year to Alexander Thomson of Alford, Aberdeenshire.

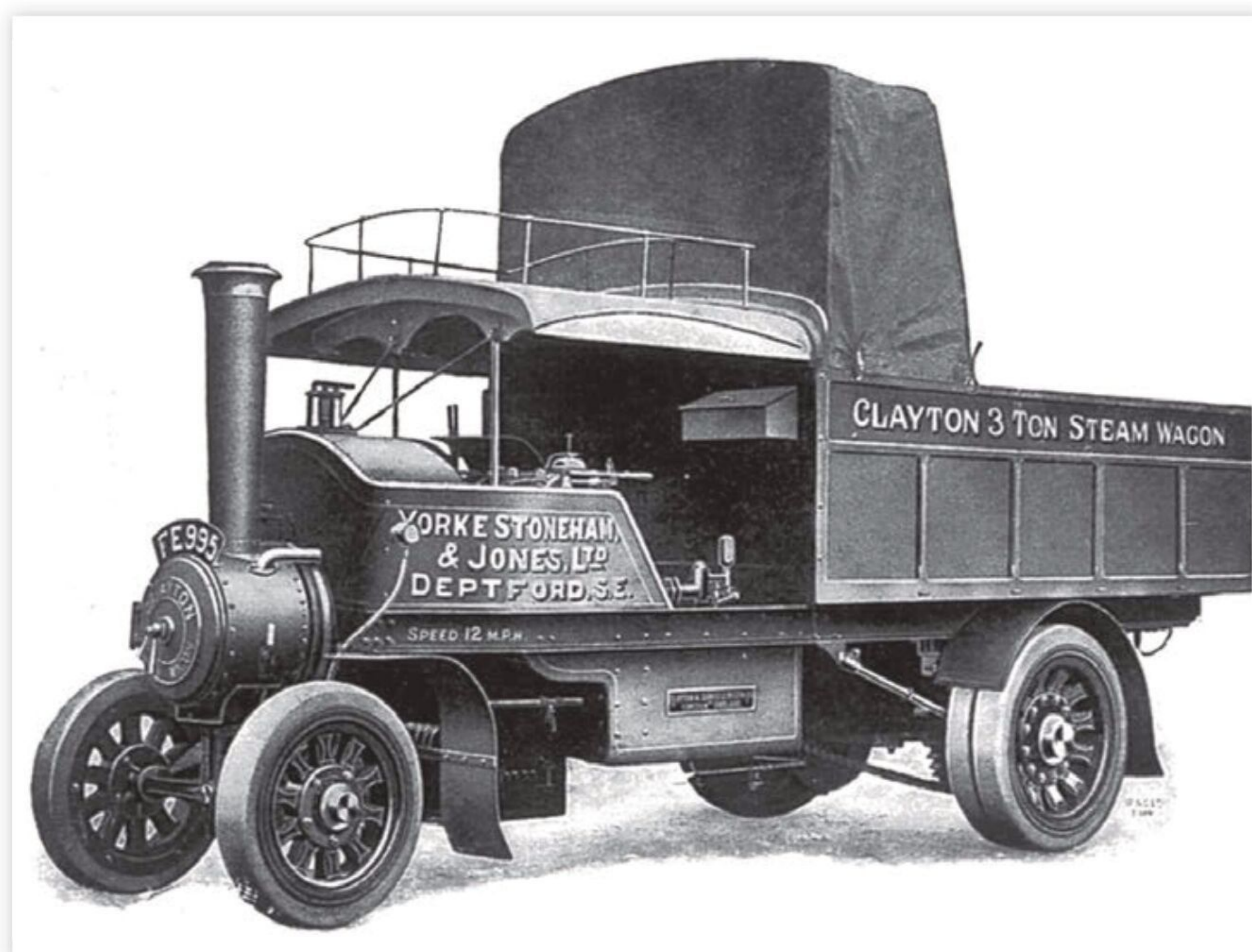


Fig. 3. Right-hand drive 3-ton wagon No. 45518 – used for the distribution of rubber tyres.

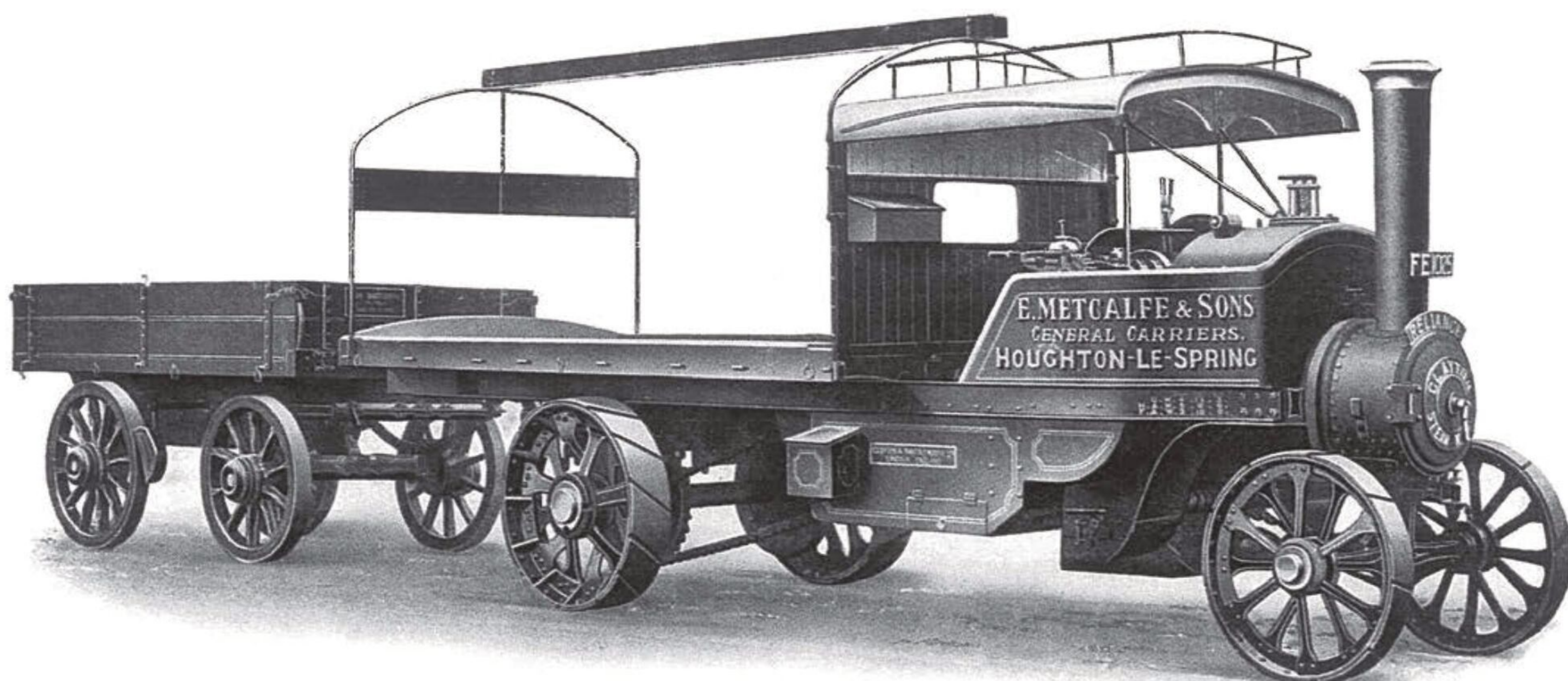


Fig. 4. Five-ton wagon No. 45581 with trailer. The company advertised the fact that by using one of its trailers, a wagon can transport eight tons at a legal speed of 5mph.

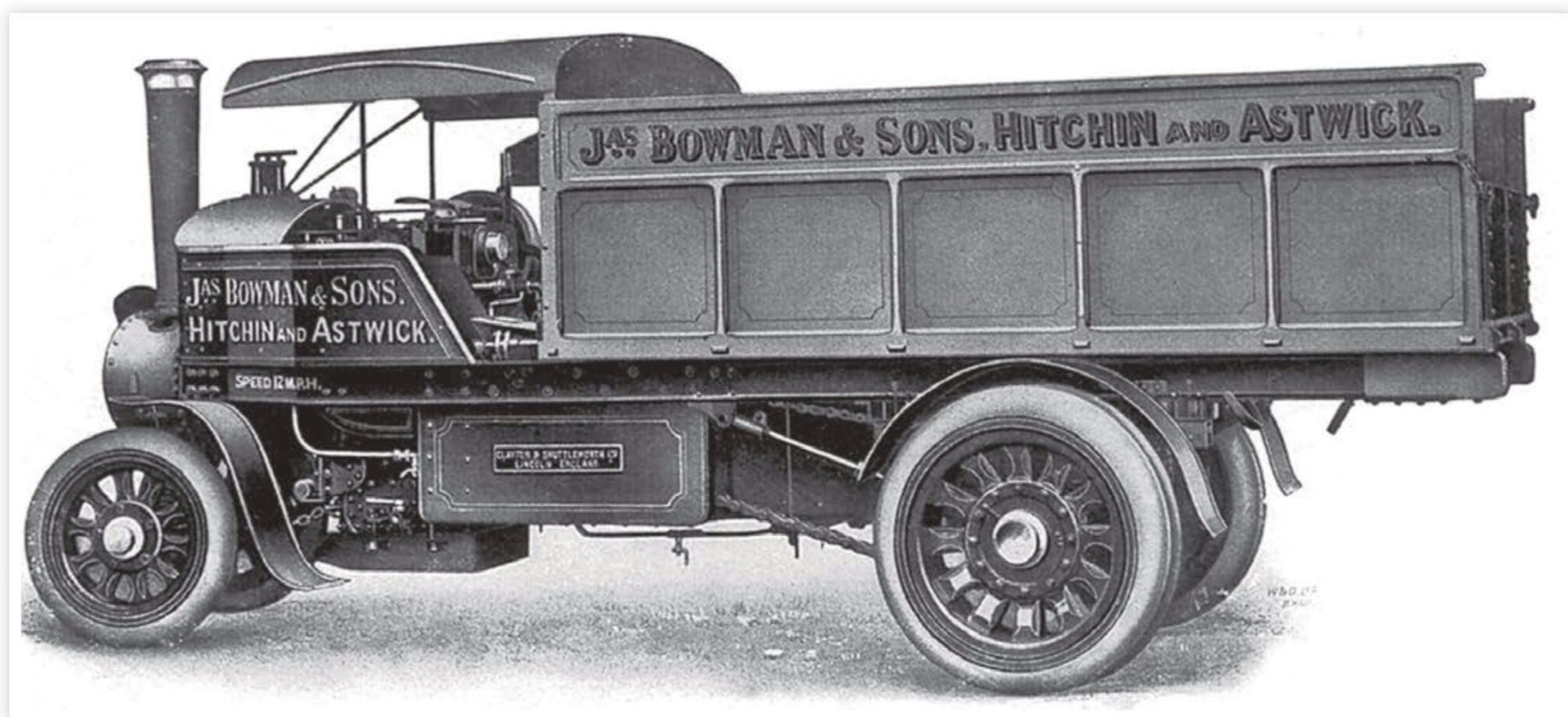


Fig. 5. Three-ton wagon No. 45625 is fitted with a very substantial metal high-sided body for James Bowman of Hitchin.

and 5-ton end-tippers and 11 of the smaller 3-ton versions.

Fig. 1 shows Clayton's first 5-ton end-tipping wagon No. 42059, which was supplied as a chassis and cab on Thursday June 5, 1913, and registered FE 1903. It was supplied to Messrs Andrew & Co, who presumably fitted the body and tipping gear, for their customer William Boyer & Sons Ltd of Irongate Wharf, Paddington Basin, London, from where their supplies of sand and gravel arrived by barge. By April 1919 it had been sold to George P Fuller of Corsham, Wiltshire – the last recorded owner.

Fig. 2 depicts the first wagon built by Clayton & Shuttleworth – No. 45126. Built in July 1912, it made its debut on Clayton's stand at the Royal Agricultural

Society's show, which was held at Doncaster that year, having been registered FE 897. On Wednesday August 14, 1912, it was sold to Alexander Thomson of Alford, Aberdeenshire. It then had a succession of owners; Frank Sime of Inverness (Nov 1918); Charles Thomas of Edinburgh (1921); J.C Sword of Airdrie, Lanarkshire (1922); Robert Harris of Edinburgh the same year and finally John Trotter of Leith in 1925, where it was last licensed in 1929. It certainly seems that as it got older it became more unreliable, although the last owner managed to get a few years out of the old girl.

Fig. 3 shows 3-ton right-hand drive wagon No. 45518, which was built on Friday February 28, 1913, registered FE 995 and sold to Yorke Stoneham & Jones Ltd of

Deptford, London SE. Returning to works in early 1914, on August 18, 1914 it was sold on to Showells Brewery Co Ltd of Langley, Warwickshire.

Clearly all was not well, for it was again returned to works for quite severe remedial work before re-emerging triumphantly three months later with the new number of 47078 and registered FE 1463. In its new guise, it was with two owners and was last licensed in December 1924.

Five-ton wagon No. 45581 (Fig. 4) was built on Saturday March 15, 1913, registered FE 1025 and sold to Elizabeth Metcalfe & Sons, general carriers, of Houghton-le-Spring. Later it was with Leslie Parsone & Co of London SW1, the last recorded owner.

Fig. 5 depicts 3-ton wagon No. 45625, which was built on Thursday April 3, 1913, receiving the registration FE 1035 and sold to James Bowman & Sons of Hitchin, Hertfordshire. After just over two years, it was returned to the works in August 1915 before returning to Bowman. It later passed to E.A Prince & Co of Hitchin but by May 1919 had again been sold, this time to T.W&P Franklin, also of Hitchin. By 1925 it was with Henry Smith of Ware, Herts, who were probably scrap merchants as it was not relicensed.

Fig. 6 shows 5-ton wagon No. 47136, which was built on Wednesday April 14, 1915, receiving the registration FE 1591 and sold to Turner & Son Ltd of Nottingham. Here it was fitted with a rather square-looking box body.

A right-hand drive wagon, it was sold on a date not recorded to Barsby & Co of Nottingham and by 1920 was with William Burgess of Hazel Grove, Stockport. Its last



Fig. 6. Five-ton wagon No. 47136 takes water from a stream at Daybrook, Nottinghamshire c1917.



Fig. 7. In Lincoln and this photo is supposed to be of a wagon 'on test'. If it was, would the driver and his mate stop and pose for a photo? Could they be taking part in a parade (note the engine behind) perhaps raising funds for comforts for the troops or money for war bonds?

owner was Jeremiah Carley of Chatteris, Cambs, where it was last licensed in 1926.

Fig. 7 shows one of the 5-ton wagons built for the War Department. Regretfully, as it is running on trade plates, we cannot identify it. The photo is supposed to show the wagon

'on test' but I don't think this is the case as it appears to be in a procession of some kind.

Fig. 8 depicts 5-ton wagon No. 47250 in later years. Built on Wednesday August 11, 1915, it was sold to the War Dept but by 1921 had become surplus to requirements

and was presumably sold at public auction. It was bought by William Hailstone of Yarwell, Northamptonshire, where it received the registration BD 5605. It would seem that he was a dealer as it was sold the same year to showman Samuel Smart &



Fig. 8. Wagon No. 47250, carrying a caravan body. This was quite a good idea as it enabled the showman to put the wagon to good use in the winter months, such as delivering coal.

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Sons of Bedminster, Bristol, where it was last licensed in September 1929.

Presumably, before the license ran out, it was sold to Teddy Andrews of Tunbridge Wells, Kent – its last recorded owner.

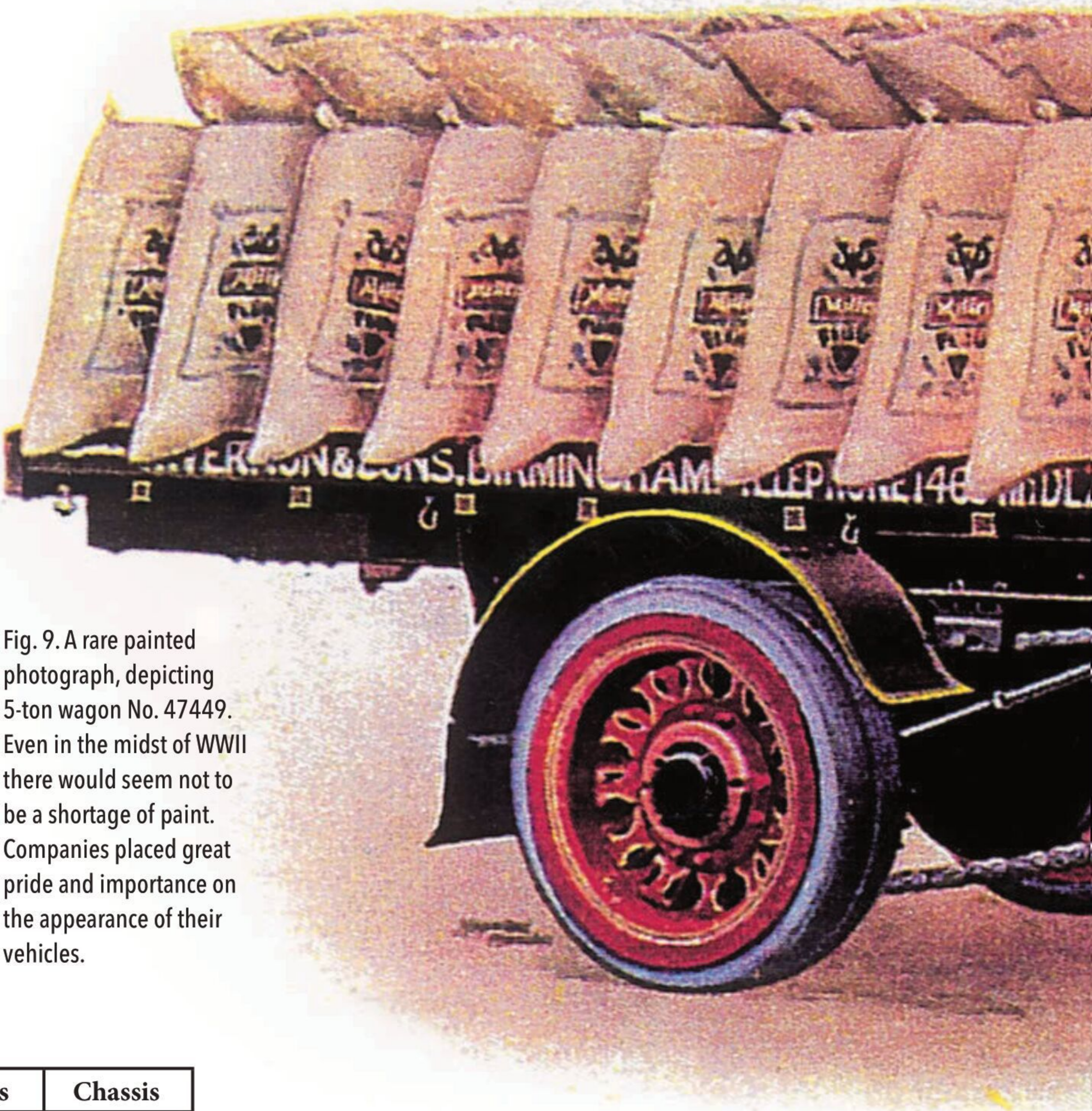
A painted photograph of 5-ton wagon No. 47449, which would have been painted from sight at the time the wagon was new (Fig. 9). It was built on Saturday February 12, 1916, where it received the registration FE 1923 and was supplied to their dealer in road wagons for their customer W Vernon & Sons Ltd of Liverpool. This firm was famous for its Millennium Flour – a high quality product which gained them the Millers Cup in 1899.

By September 1919 it had been sold to John Hopley & Sons of Little Sutton, Cheshire. It was later sold to George Pick of Heswall, Cheshire, where it was last licensed in June 1924.

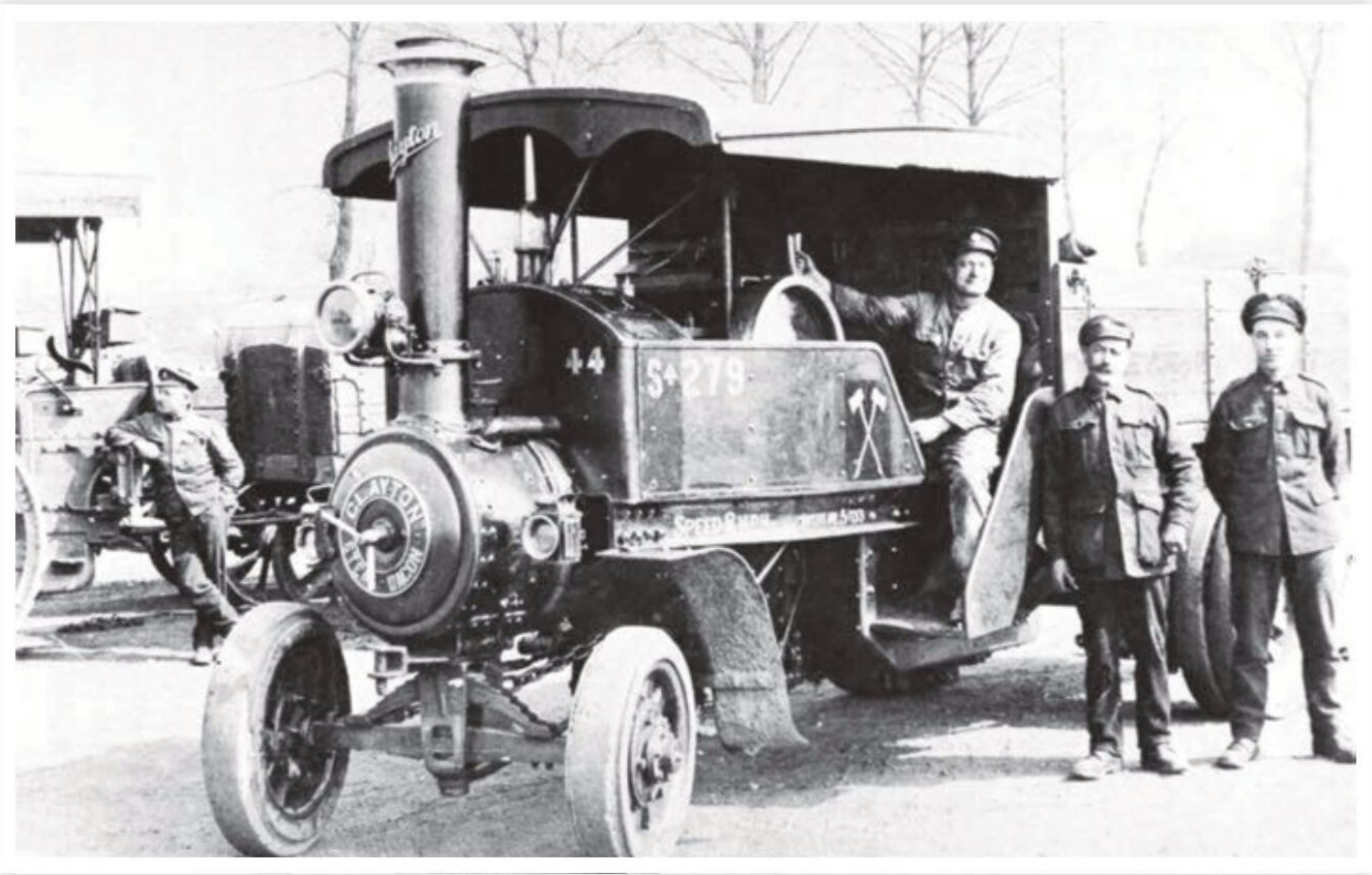
Fig. 10 shows an unidentified 5-ton wagon on duty with the Army Service Corps in France in the spring of 1919. As the war had been over since November 1918, it was possibly employed moving supplies to the Channel ports for return to the UK. In the photograph it appears to be waiting in a queue with a tractor and trailer load awaiting shipment.

Fig. 11 shows 5-ton end-tipping wagon

Fig. 9. A rare painted photograph, depicting 5-ton wagon No. 47449. Even in the midst of WWII there would seem not to be a shortage of paint. Companies placed great pride and importance on the appearance of their vehicles.



Weight	Wagons	Tipplers	Chassis
3-ton	61	2	x
4-ton	2	x	x
5-ton	489	287	49
7-ton	2	x	x
TOTAL ALL TYPE 892			



BELOW: Fig. 10. A 5-ton Clayton wagon in France in 1919. On the wagon is W Walken, along with his mate Bricknell and J.J Jones.

No. 48410, which was built on Wednesday December 31, 1919, and given the registration FE 904. It was sold to S.T Rosbotham Ltd of Bickerstaffe, Lancashire, where it spent all of its working life, being last licensed in June 1929.

With the cessation of hostilities in 1918, steam wagon sales started to suffer as a direct result of the sale by public auction of surplus military vehicles, both petrol and diesel. A number of design changes were made to Clayton's overtypewagons, but the biggest change came when a new company was registered on Thursday April 8, 1920, under the name of Clayton Wagons Ltd – for the sole purpose of handling all future sales of steam wagons.

I can't locate the number of the first wagon to be built that would have carried a Clayton Wagons Ltd works plate but the first wagon to be built after April 8 was No. 48472 of April 14, 1920. So how many wagons were built under Clayton & Shuttleworth? For the purpose of giving as near as possible a figure, I have only counted wagons built up to the formation of the new company in 1920 in the attached table.

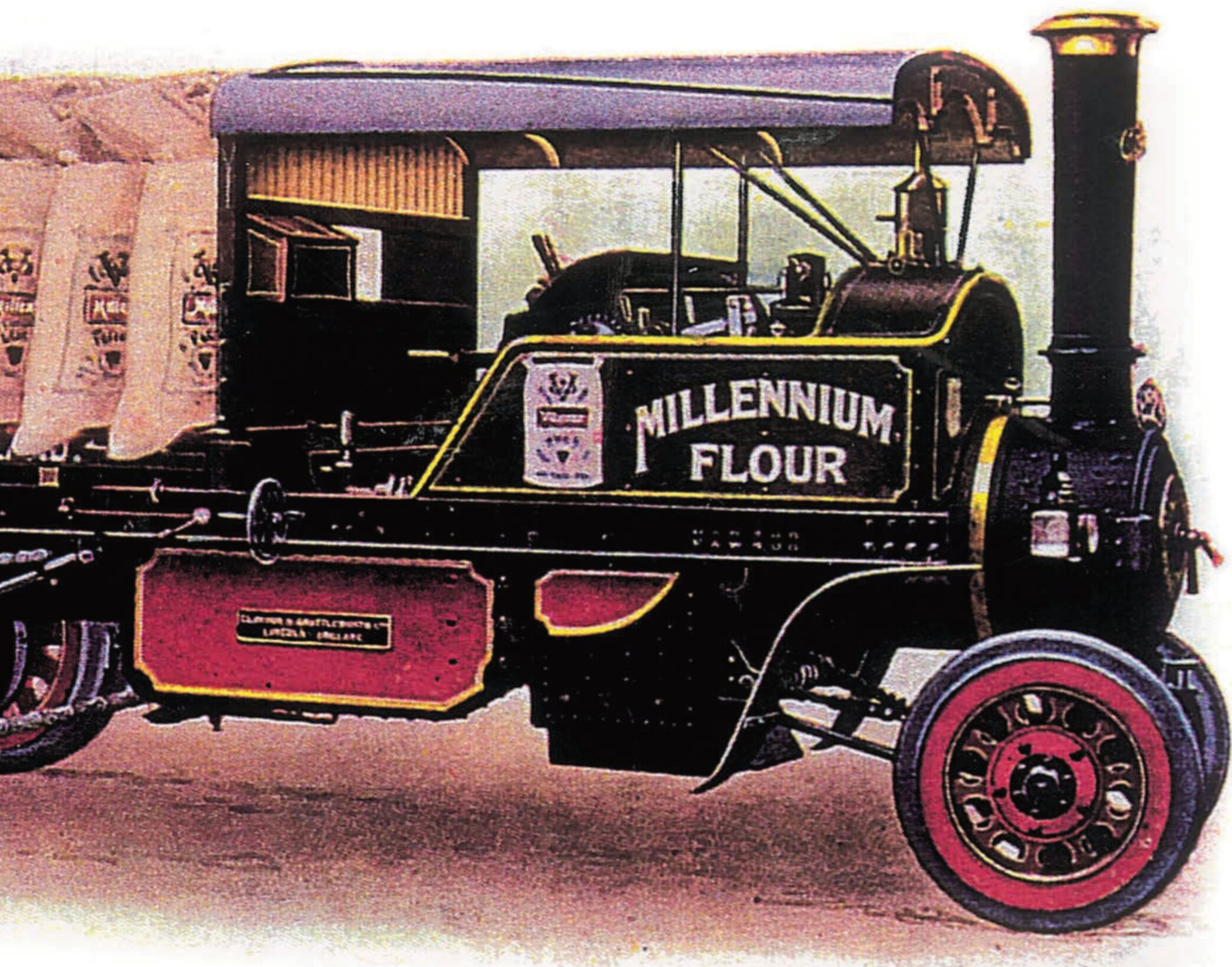
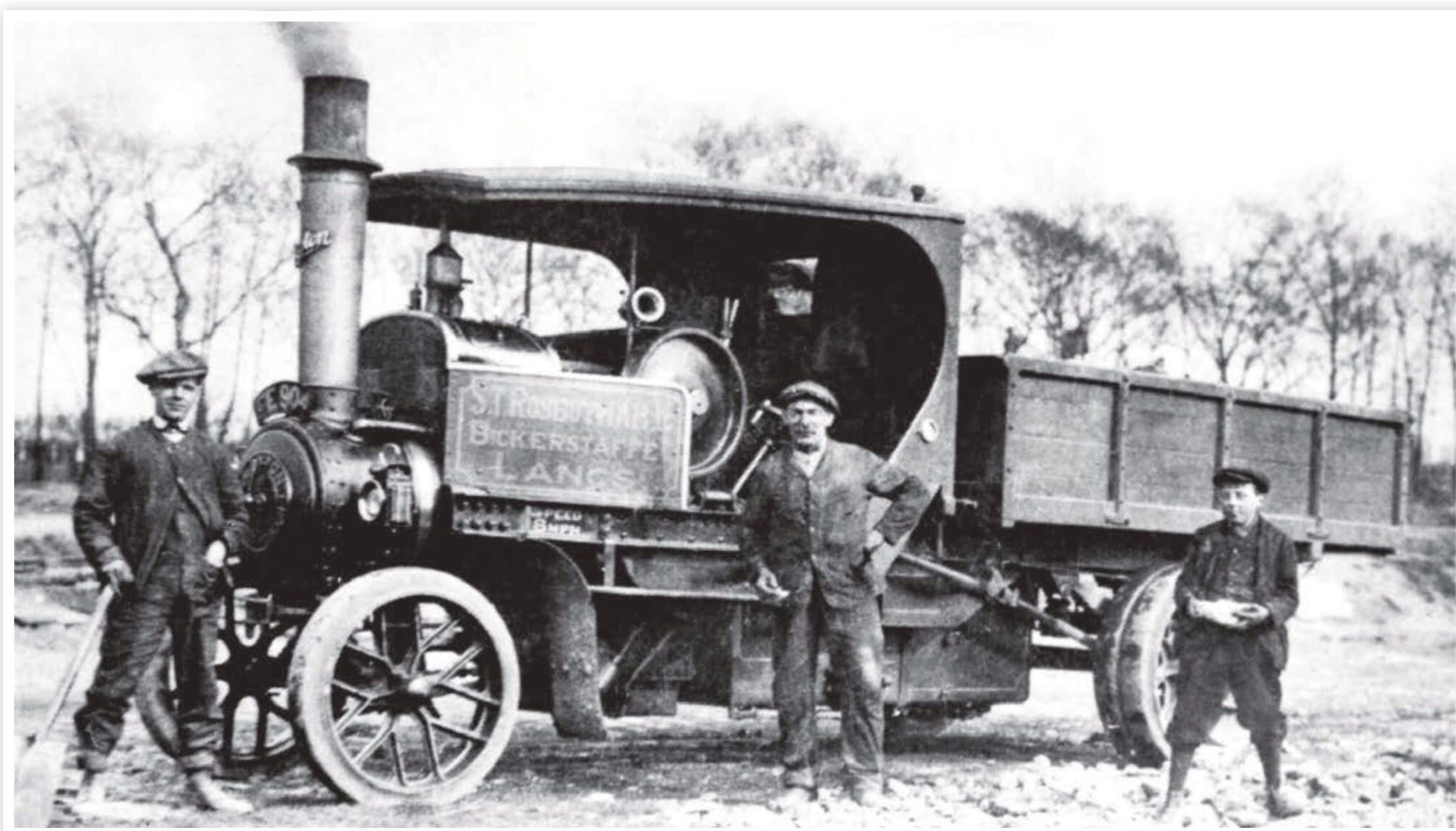


Fig. 11. Five-ton end-tipping wagon No. 48410 with its crew while on a roadmaking job.



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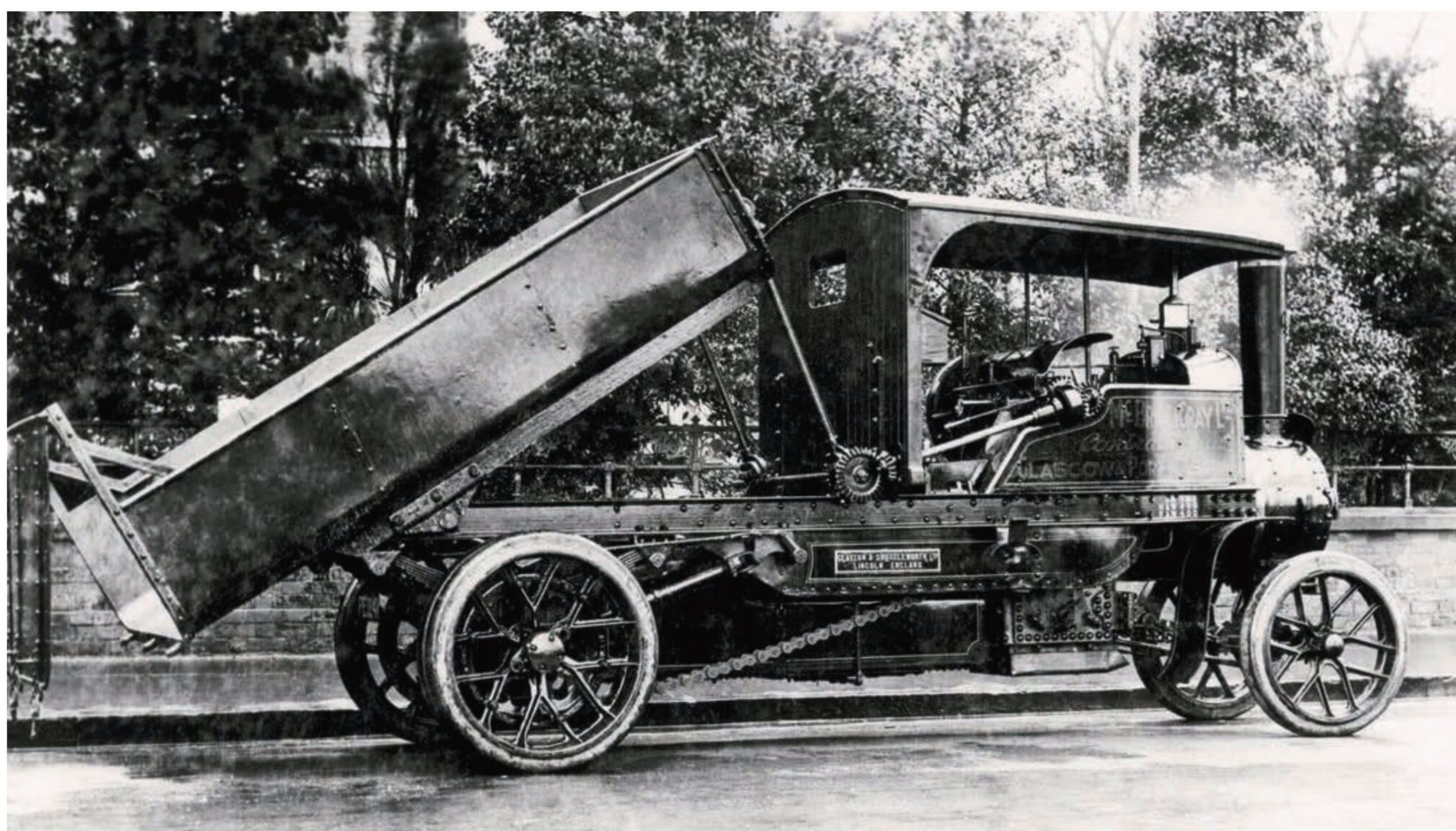


Fig. 1. Clayton 5-ton end-tipping wagon No. 48484 (FE 3241) at the Lincoln works on April 23, 1920. Fitted with an all-metal body, what the health and safety brigade would say about all of that exposed gearing beggars belief.



Fig. 2. 5-ton wagon No. 48709 with showman's fittings for Howden & Sons of Boston poses outside the Titanic Works in February 1921.

Clayton's Overtyping wagons

In the years succeeding the war, a number of improvements were made to Clayton's range of overtyping wagons, including Ackerman steering if required.

On April 8, 1920, a new company was registered to take over the sale of all wagons under the name of Clayton Wagons Ltd. After its formation, at least 154 'updated' former Clayton & Shuttleworth wagons were built (both before and after the new series of overtypes). Bearing the prefix 'T' to their works numbers, they were introduced on Saturday June 12, 1920, with the appearance of 5-ton wagon No. T1001. This received the registration FE 3471 and was sold to Jackson & Co in Lincoln – it was not an unusual practice by any maker to place the first of a new type locally to be able to keep an eye on it and monitor its performance under working conditions.

A number of modifications were carried out during the life of the series – not least being the fitting of a new design of boiler. Perhaps the most obvious modification was the flywheel and the driver's position being moved to the right-hand side of the vehicle

– along with all the other necessary controls (with the exception of the change gear levers, which were located on the fireman's side, out of reach of the driver).

The idea of this modification was to prevent the driver changing gear while on the move – a dangerous practice which had been the cause of many accidents over the years. This involved the driver having to synchronise the speed of his engine with that of the gear wheel, revolving at the speed of the wagon. This could prove difficult and failure to engage the two revolving gears left the wagon with only the hand brake to rely on, which on a loaded wagon was inadequate, with the result that the wagon ran away out of control.

Access to the cab could only be gained from the driver's side, as the coal bunker was situated between the fireman and the side of the vehicle.

The last wagon in this series was No. T1189 (registration VL 388), which left the works on Tuesday June 12, 1928 – a remarkable coincidence as the first wagon was introduced on June 12, 1920. It sold to the Etna Stone & Shingle Co Ltd of Batley, West Riding.

The first two photographs show two of the Clayton & Shuttleworth wagons built under the auspices of the new company. Fig. 1 shows 5-ton end-tipping wagon No. 48484 of April 23, 1920, which sold to McBride & Co Ltd of Glasgow, and registered FE 3241. By 1922 it was with James Anderson of Greenock, where it was last licensed in September 1923. In this photo the means of driving the tipping gear is clearly seen. It consists of a diagonal shaft driven by bevel gears off the end of the crankshaft, connecting with a cross-shaft by a further set of bevel gears which provides the power to raise and lower the body by means of the two threaded shafts. Like so many of its kind, it had a very short working life, of three and a half years.

Fig. 2 shows 5-ton wagon No. 48709 complete with showland fittings. Built on Saturday February 12, 1921, it sold to amusement caterer Benjamin Howden & Sons of Boston, Lincolnshire, where it was registered DO 1982. It spent its working life with this concern and was last licensed in 1928.

Fig. 3 shows 5-ton dropside wagon No. T1007,

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which was built on Friday July 23, 1920, receiving the registration FE 3637 and was sold to the Upper Nithsdale Dairy Farmers Association Ltd of Sanquhar, Dumfriesshire. Sometime during 1924 it was sold to James Wyllie & Son of Dumfries but they couldn't have been very impressed with it as by March of the following year, 1925, they traded it with the Sentinel company against one of their Super Sentinels, No. 6030.

Sentinel later sold it to James Reeves of Workington, Cumbria and on a date not recorded, it was sold to Walter Vet of Sunderland. In 1926 it sold to Joseph M Prior Ltd of Sunderland where it was eventually scrapped around 1930.

The 5-ton wagon No. 1033 was built on Saturday December 12, 1920, and was fitted with a twin ram covered tipping body (Fig. 4). Registered FE 3970, it was sold to Hendon Urban District Council where it was No. 1 in their fleet. This wagon appeared to have boiler trouble, as it received a second-hand boiler in February 1925, which had come from wagon No. T1084. This wagon had been exported to Johannesburg but had returned to works with a problem which had not affected the boiler. Upon the local government reorganisation of 1935, it came under the ownership of Hendon Borough Council, where it spent the rest of its working life.

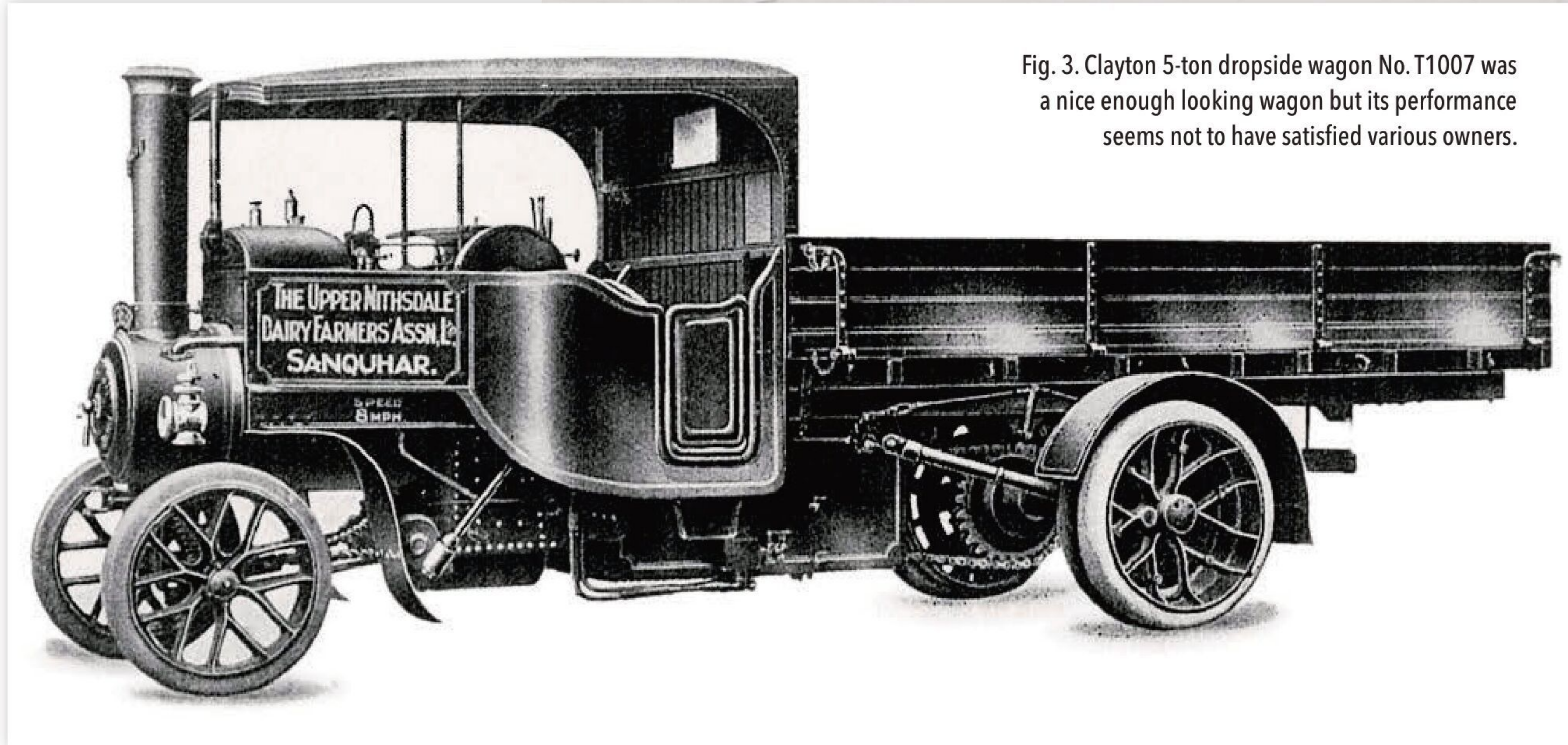
Fig. 5 shows 6-ton wagon No. T1136, originally built as a tar-sprayer on Friday June 28, 1929, and sold to Norwich Corporation where it received the registration VG 1825, becoming No. 8 in their fleet.

By 1948 it had been sold to Max Cremer of Cromer, from where it was sold to the late

Fig. 4. 5-ton tipping wagon No. T1033 poses for her official photograph, displaying her twin ram tipping gear.



Fig. 3. Clayton 5-ton dropside wagon No. T1007 was a nice enough looking wagon but its performance seems not to have satisfied various owners.





George Cushing for preservation. It is now in the museum founded at Thursford, Norfolk.

Fig. 6 depicts Clayton 6/7-ton wagon No. T1148, which was built originally as an end-tipping wagon on Saturday April 30, 1927, and was sold to the North of England Spraying & Grouting Co Ltd of Horrocksford, Lancashire, where it received

the registration TE 129.

It then had a further two owners on dates not recorded; William Metcalf Ltd of Church, Lancs, and W&J Glossop Ltd of Hipperholme, Halifax – where it became No. 162 in their large fleet.

It was probably the latter owner that had it converted from a tipper into a tar-spraying

wagon, and it was last licensed by them in July 1934.

Fig. 7 shows 6/7-ton three-way tipping wagon No. T1182, which was built on Wednesday January 4, 1928, and sold to Lacey & Lincoln Ltd of Norwich, where it was registered VG 259. It spent all of its working life with this concern,



Fig. 7. 6/7-ton 3-way tipping wagon No. T1182 is seen towards the end of its life, photographed in the owner's yard at Norwich on August 28, 1934.

Weight	Wagons	Tippers	Chassis	Tar Sprayers
3-ton	6	3	1	x
5-ton	39	49	3	2
6/7-ton	x	32	x	x



Fig. 5. No. T1136 with her spraying equipment removed, lies awaiting restoration when photographed in August 1955.



Fig. 6. No. T1148 fitted with tar-spraying equipment on her original short tipper chassis.

being last licensed in July 1935.

So how many of the ‘T’ works numbered series were built? Based on information available to the writer, the attached table gives a good indication but of course cannot be guaranteed 100 per-cent.

In addition to the above, a further nine wagons have been identified by their registration numbers, but their works numbers cannot be ascertained. There are gaps in the number sequences, so it is possible that they existed in addition to those listed above – in which case the total number of overtyp wagons built by Clayton Wagons Ltd would total 144.



Fig. 3. Wagon No. UW 206 about to set out on a delivery run from Beer & Rigden's Faversham brewery. From left, foreman Jack Kirby, mate Fred Sparrow and driver Bob Quantrel.

Clayton's Undertype wagons

Many improvements on designs for overtype wagons were considered by Claytons, but the major thinking was the need to introduce an undertype wagon if the firm was to compete in the post-war market.

The board having decided to go ahead, the design stage got underway with the first wagon (appropriately called No. 1) making its appearance on Wednesday December 21, 1921, and subsequently sold to Damgar Gedy Co of Sydney, Australia.

The board in its wisdom also decided to continue with an updated overtype wagon (many customers still favouring this design) but the reception given to the new undertype was a trifle disappointing – one press report referring to it as looking 'rather old-fashioned'.

To be fair it must be admitted that it did look very much like the 1912 design of the Standard Sentinel which had ceased production around the time the Clayton was introduced!

Orders were not easy to come by and matters were made worse in 1923 when

the company suffered another setback at the hands of Sentinel which introduced their new Super Sentinel wagon with a much uprated performance - see table for comparison.

Orders continued to be sparse as the country, and indeed the world,

was beginning to feel the effects of the forthcoming recession. Claytons had their sights set firmly on targeting existing and future Sentinel users but sadly for the company the wagon did not live up to their expectations and Sentinels remained the undisputed market-leaders.

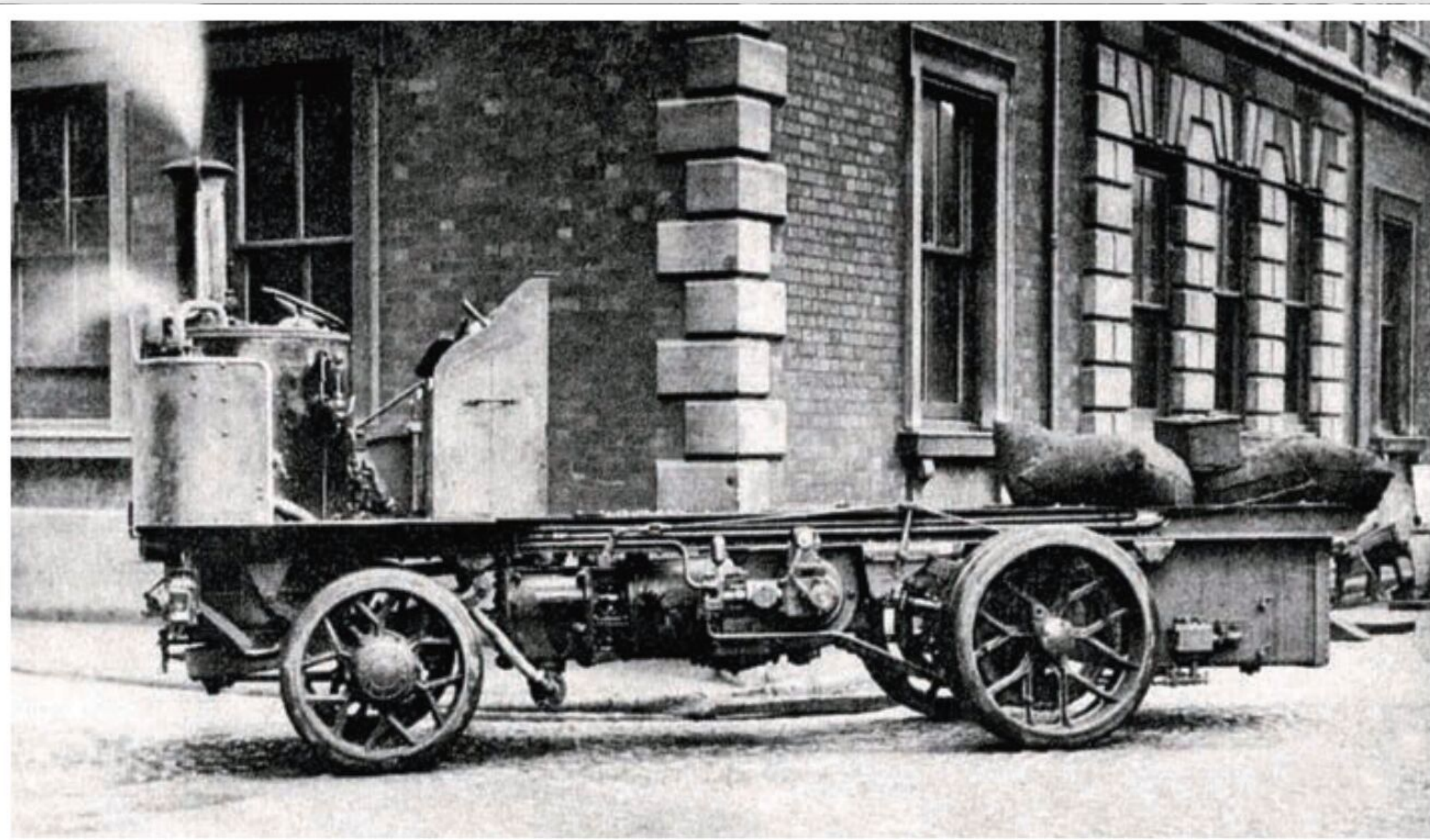


Fig. 1. Wagon No. 1 photographed at the works in 1920 while in the course of road testing.

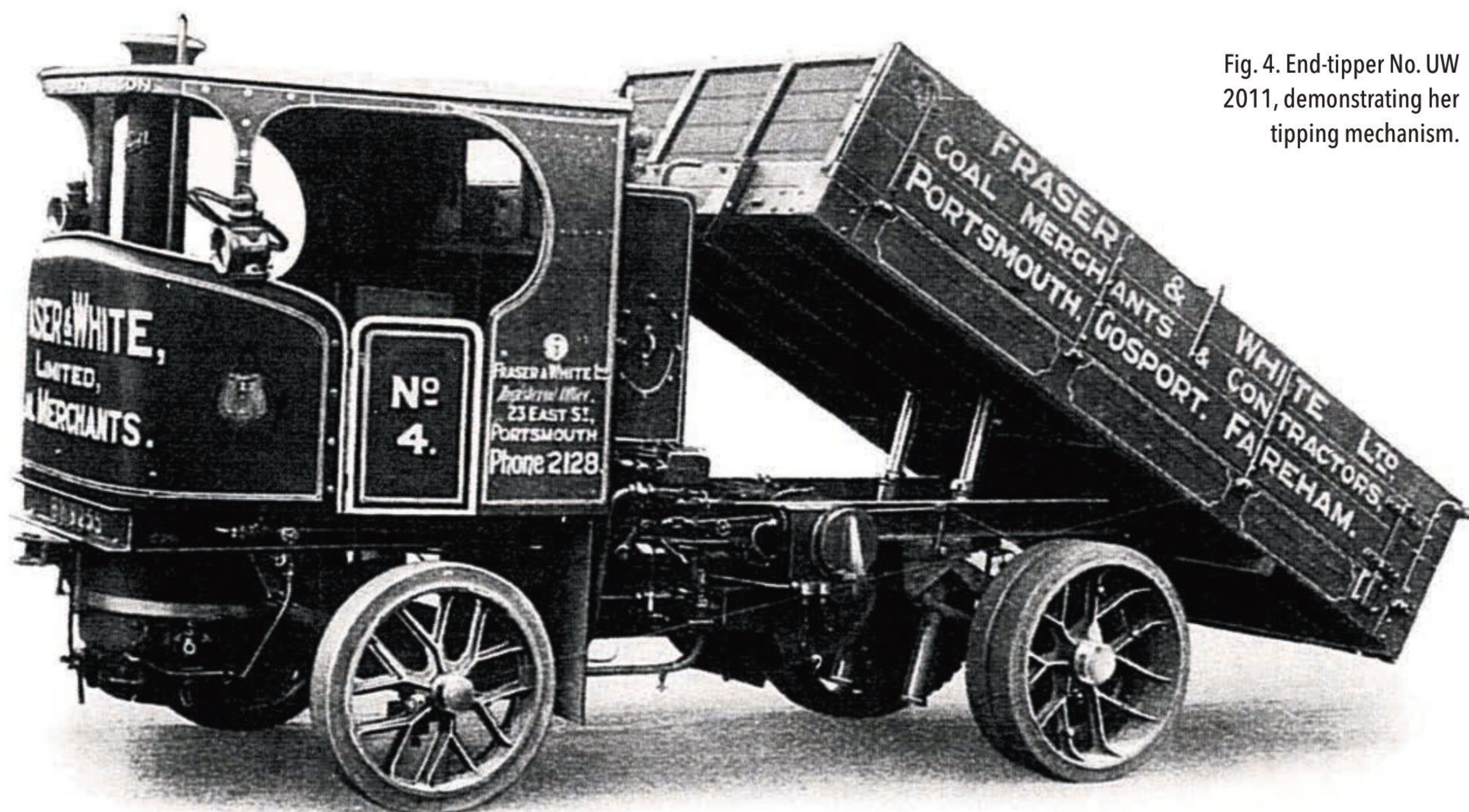


Fig. 4. End-tipper No. UW 2011, demonstrating her tipping mechanism.

A total of 47 undertype wagons were built, 48 if you include UW 2050, which had been rebuilt as a tipper from wagon UW 2026, which had been returned to the works by a customer who was presumably dissatisfied with it.

Records show that seven or eight wagons were returned to the works – many customers getting rid of them very soon after purchase. Yet to be fair there were exceptions where they obviously gave reasonable service, but at what cost we don't know. With such a small production run the company must have suffered

significant losses, especially when one takes into consideration the time at the drawing office, the special tooling required, testing, and not least the time and money spent on promotion, advertising catalogues and instruction manuals.

There is little doubt that this wagon was considered a failure – a failure that Claytons could ill-afford at this time. It seems that they were put into production too quickly with insufficient time given to extensive testing under working conditions, which resulted in poor reliability. This loss, together with recent loss of their Russian

business due to the revolution, was the start of the writing on the wall. With orders hard to get the company struggled on until, in February 1930, the business was put into voluntary liquidation.

Our first photograph (Fig. 1) shows the prototype wagon simply referred to as 'No. 1'. The date of build is given as Saturday December 24, 1921 (the date given as the build date is usually the day that the wagon was made available to the sales dept, either for sale or delivery if already sold). In the case of this wagon I do not think that these criteria applied as the photograph taken four days earlier clearly shows that she's not yet ready to be dispatched to her new owners, Damgar Gedye Co in Australia.

Fig. 2 shows wagon No. UW 2001 which was built in January 1925 for stock, having received the registration FE 6646. On Saturday January 17 she was sold to Alfred Hinder & Sons of Thornbury, Bristol, where she had her registration changed to DD 6140. She was last licensed in November 1929.

Fig. 3 shows No. UW 2006 which was built on Friday October 27, 1922, and sold to Wingham Engineering Co at Wingham, Kent, where it was registered KK 1642. They then supplied her to the appropriately named brewers George Beer & Rigden Ltd of Faversham, Kent, her only recorded owners.

Fig. 4 depicts No. UW 2011, an end-tipping wagon which was built on Thursday April 5, 1923, and sold to Fraser & White Ltd of Portsmouth, where she became No. 4

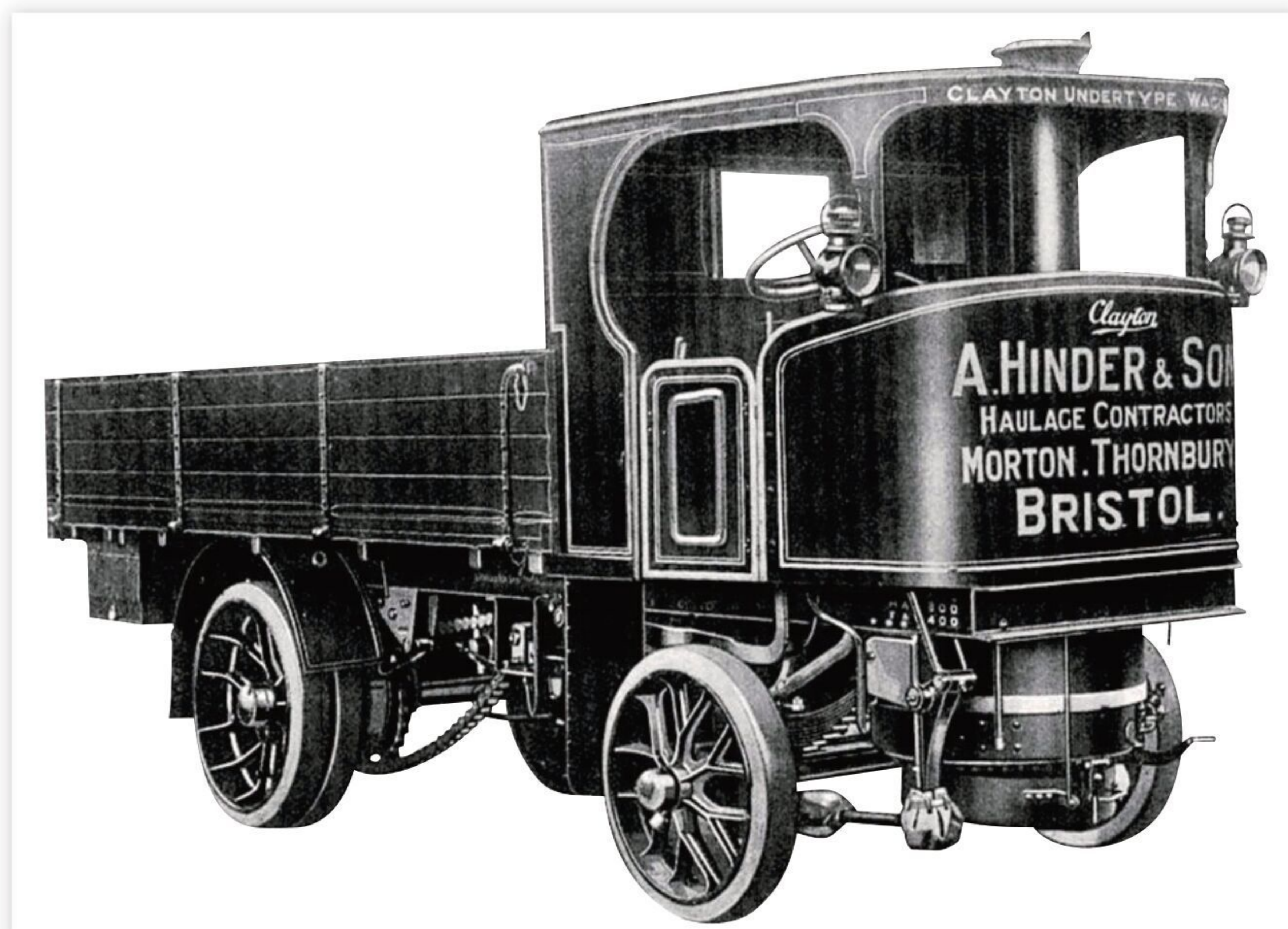


Fig. 2. 6-ton undertype wagon No. UW 2001. Fitted with a dropside body, she was sold from stock.

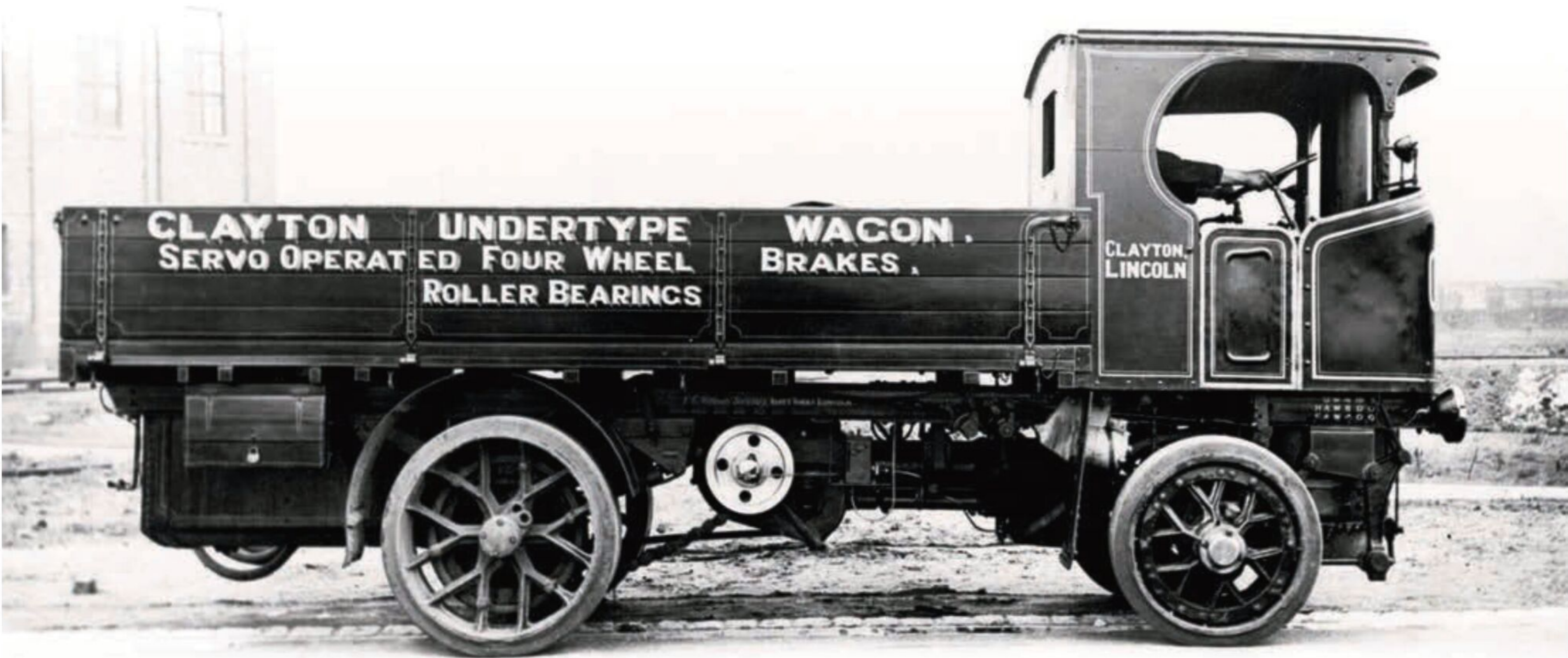


Fig. 8. Demonstrator wagon No. UW 2025 suitably advertises her virtues.

in their fleet receiving the registration BK 8255. No further details are recorded.

Fig. 5 shows an unidentified wagon which is possibly No. UW 2017. This assumption is made as having gone through the list of customers this is the only one that was sold into the Liverpool area. According to the sales register she was built in May 1924 and exhibited on the company's stand at the Bath & West Agricultural Show that year. On Saturday September 6, 1924, she was sold to Liverpool & North Western Roadways who possibly sold her to William Harper & Sons, Liverpool, whose name she carried on her front apron. It must be reiterated that this is all assumption, but it is as near as I can get to identifying her up to now.

Fig. 6 shows No. UW 2019 which was built on Saturday April 20, 1924, and sold to North Eastern Breweries Ltd of Sunderland, where she received the registration BR 3202. She was scrapped c1932/3. This wagon had a working life of around seven to eight years, so was one of the better ones. For example the next wagon, No. UW 2020, was new in

Comparable dimensions between the Standard Sentinel Waggon, Clayton Wagon and the Super Sentinel			
	Standard Sentinel Wagon 5/6-ton	Clayton Wagon 1921 6-ton	Super Sentinel Waggon 6-ton
Bore	6½in	6½in	6¾in
Stroke	10in	10in	9in
Working pressure	230psi	230psi	230psi
Wheelbase	10ft 4½in	9ft 4in	10ft 9½in
Length overall	20ft 6in	17ft 4¾ in	21ft 6in
Width overall	7ft 0in	6ft 6in	7ft 0in
Platform length	15ft 3in	12ft 0in	15ft 6in
Coal capacity	10cwt	4.37cwt	10cwt
Water capacity	167 gallons	152 gallons	175 gallons

July 1924 to brewers Samuel Allsop & Sons Ltd of Burton-upon-Trent, and she only worked approximately for two and a half years, being last licensed in December 1926 and that is assuming she was licensed for the whole year.

Fig. 7 shows UW 2021, a three-way tipping wagon which was built on Saturday

February 14, 1925, and sold to John Percy & Sons of Launceston, Cornwall, where she was registered RL 480 and was noted as advertised for sale in 1929.

Fig. 8 shows No. UW 2025 which was built for stock in February 1926 and used as a demonstrator, receiving the registration FE 7779. On Saturday April 26, 1929, she was sold

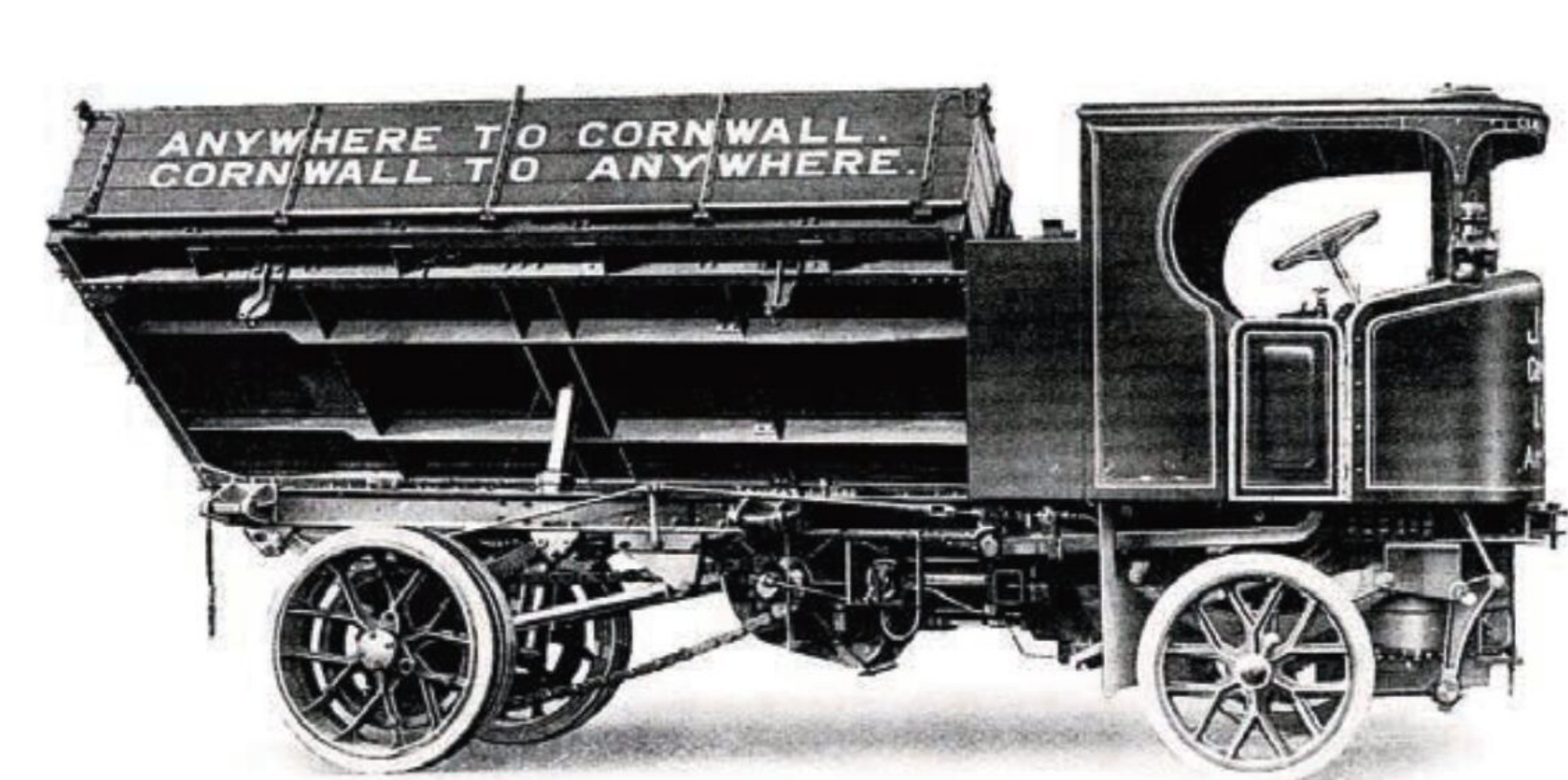


Fig. 7. Undertype wagon No. UW 2021, demonstrating her 3-way tipping capability, no doubt for a catalogue demonstration.

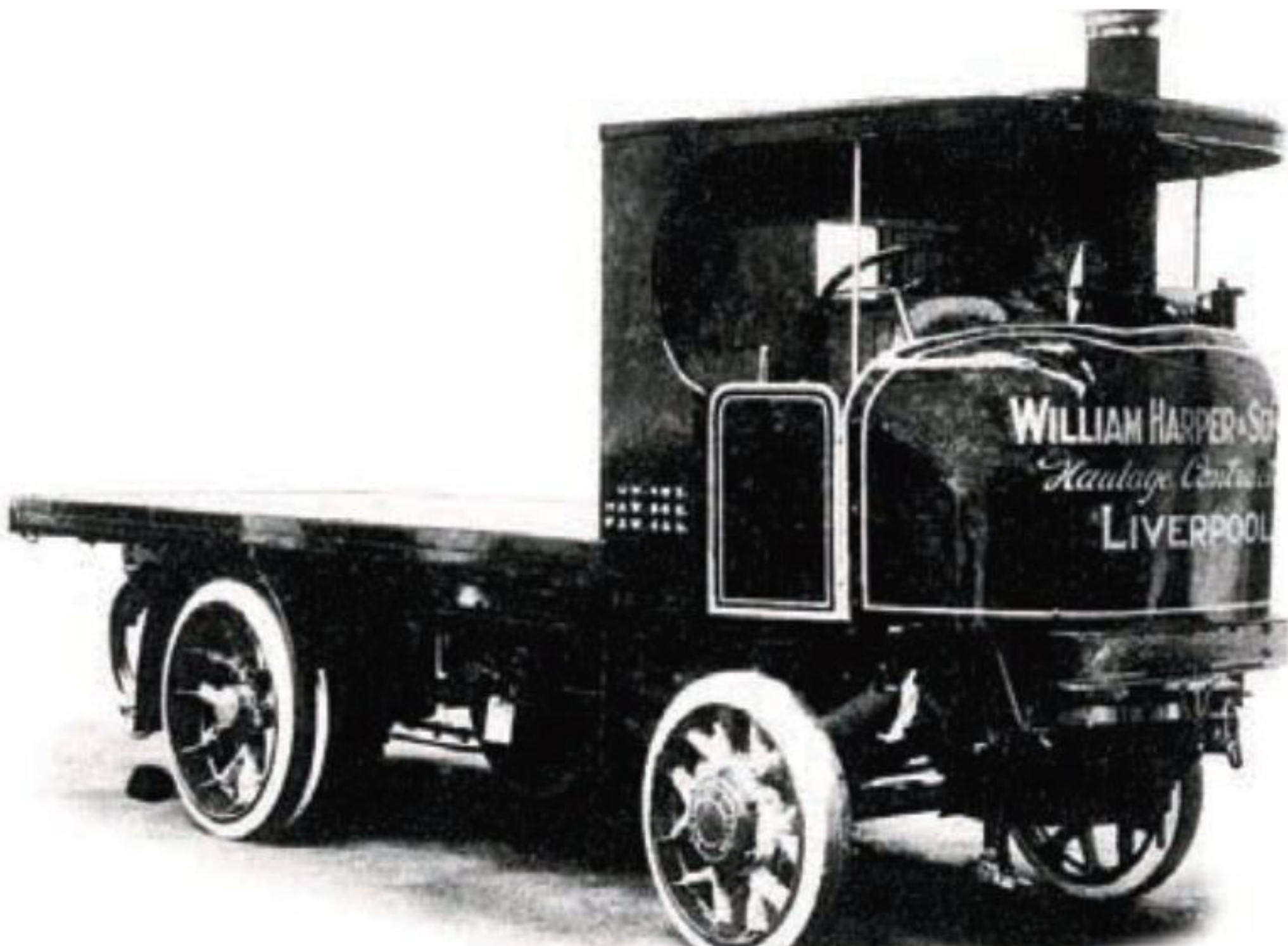


Fig. 5. An unidentified wagon but believed to be UW 2017 built in May 1924.

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to millers W.H & J Rogers of Bedford. They appeared not to be able to get on with her and she was last licensed in December 1931.

Fig. 9 depicts wagon No. UW 2040 which was built in November 1927 for exhibition on their stand at Olympia. Fitted with a brewer's body, she was sold on Friday December 30, 1927, to Simpsons Brewery Ltd of Baldock, Herts. Here she received the registration RO 8502. This wagon was one of the better ones and the brewery managed to get seven years' work out of her until December 1934, when she was traded in at Sentinels against a new Sentinel S4 No. 9151.

The following year Sentinels sold the Clayton to scrap metal dealers A Webster Ltd of Willesden, Middlesex, where she was cut up in their yard at Old Oak Common.

Fig. 10 is a Clayton-inspired photograph showing the fleet of vehicles belonging to George Beer & Rigden Ltd of Faversham, Kent. Only the first four wagons are Claytons: Nos. UW 2005; 2006; 2007 and 2014 (not necessarily in that order!) The remaining wagons I think are Sentinels and



Fig. 9. Undertype wagon No. UW 2040 is still proclaiming that 'Beer is Best' while awaiting the cutter's torch at Webster's yard at Old Oak Common on February 9, 1935.

also some of their petrol lorries.

The four Claytons were supplied to the brewery by Wingham Engineering Co Ltd, to whom they were originally delivered.

No. UW 2005 built October 23, 1922 (KK 1641)

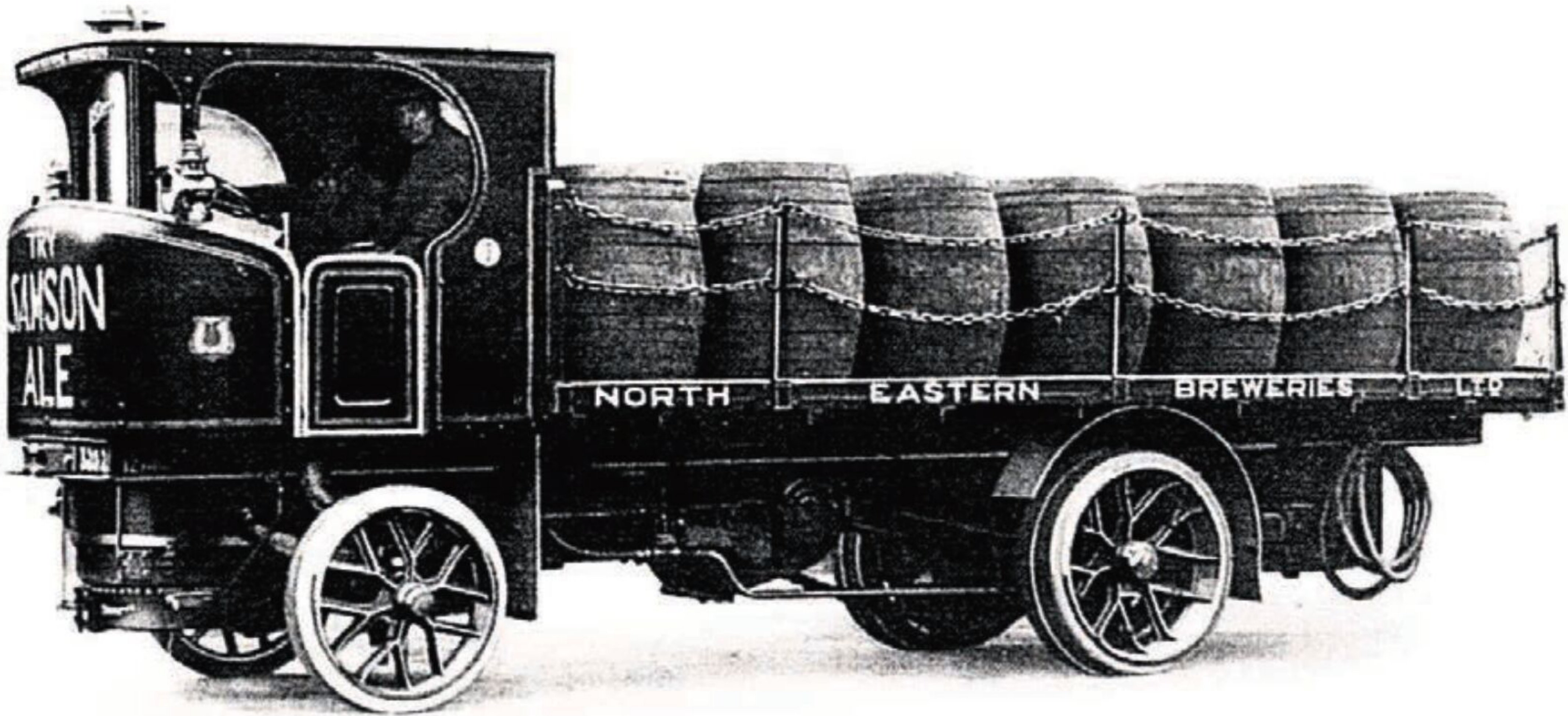
No. UW 2006 built October 27, 1922 (KK 1642)

No. UW 2007 built December 16, 1922 (KK 2464)

No. UW 2014 built July 23, 1923 (KK 6099).

So how many undertype wagons did Clayton build?

My best estimate from the build records is 30 wagons, 14 tippers, two 6-wheel artic tippers and one tar sprayer.



LEFT: Fig. 6. No. UW 2019 making a delivery full of good cheer. The wagons appeared to be popular as brewery drays.

BELOW: Fig. 10. The appropriately named George Beer & Rigden Ltd's fleet of wagon drays are depicted c1922-3 with their four Clayton undertypes nearest the camera.

