

Manns Patent Steam Cart Pepper Road Works, Hunslet, Leeds

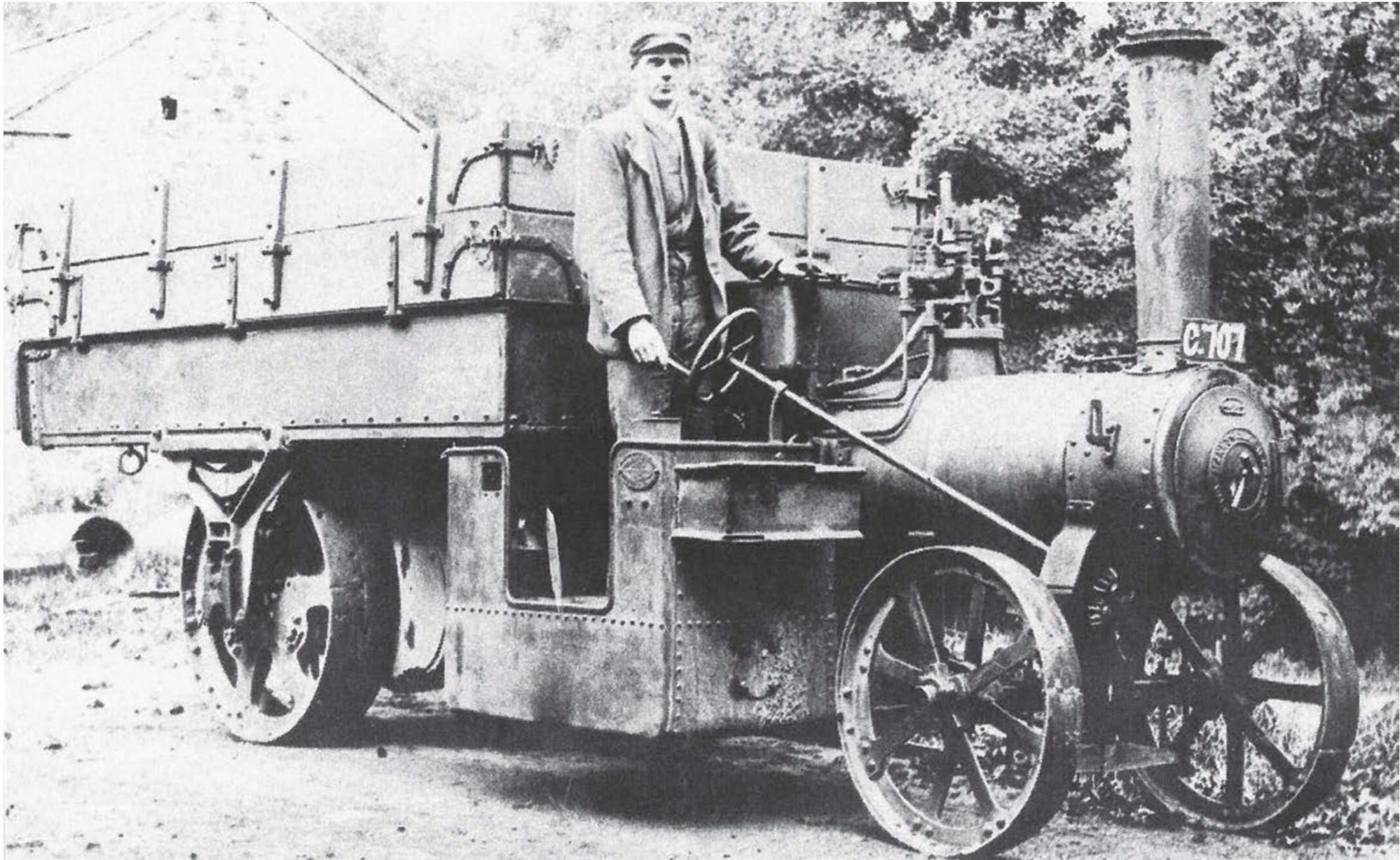


Fig. 1. A Mann's 1902-built 'lurry', carting between four and five tons of bricks inside its hinged extensions whilst travelling from Ripon station to Carlesmoor Tunnel.



Fig. 2. Mann's 5-ton undertype wagon delivering beer via the Midland Railway Co to a pub in Bath, probably consigned from one of the Burton Union breweries.

James Hutchinson Mann was born in Leeds in May 1860 and upon leaving a local school gained an apprenticeship at J&H McLaren at their Midland Engine Works in the town. He later left McLaren for a position with Marshall, Sons & Co at Gainsborough.

After a short while, he returned to Leeds to his former employer for a short time then, in partnership with Sidney Charlesworth, he founded the company Mann & Charlesworth at Canning Works, Dewsbury Road, Leeds, for the building of traction engines. This partnership was dissolved in June 1899, but just prior to the ending of the partnership the company had completed its first 'steam lurry', which they exhibited on their stand at the 1899 Royal Agricultural Society's Show at Maidstone.

Fig. 1 shows one of these early luries. Despite the registration C 707 I have not been able to identify the engine number or

& Wagon Co. Ltd

build date, which I put at 1902-3. Note that the body is fixed with hinged extensions to increase the carrying capacity.

Mann's Patent Steam Cart & Wagon Co moved to new premises in Pepper Road, Hunslet, in around 1902, as they required more production space with the boom in steam wagon production generally.

Fig. 2 shows a 5-ton undertype wagon built in 1905 and sold to the Midland Railway Co where it was given the fleet number 6974 and allocated to Bath Goods Depot. No works numbers were recorded but they took delivery of three wagons with consecutive registrations FR 015/6/7.

Fig. 3 depicts 4-ton wagon No. 627 of c1912 which sold to Woodhead Bros, hauliers of Wortley, Leeds. Here it received the registration U 1498. It would appear that it spent its whole working life with Woodhead Bros, being last licensed in March 1926.

Fig. 4 depicts 3-ton overtype wagon No. 1078, which was built in June 1915 and sold to Morris & Co (Amphill) Bedfordshire, having received the registration U 3287. This small local brewery was taken over by J Green Ltd of Luton in 1926 but by the following year had found it surplus to requirements and the wagon was sold

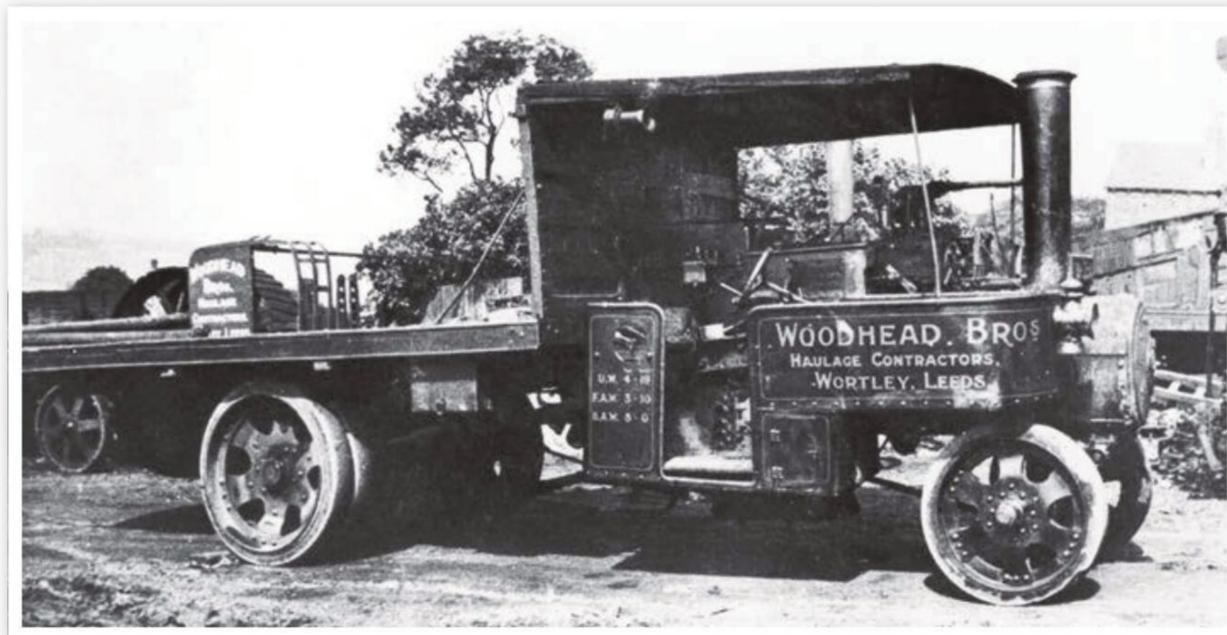


Fig. 3. Mann 4-ton wagon No. 627, a handsome looking vehicle but it appears to have had a working life of only 14 years or so.

to Thomas Oakley of Luton, who was presumably a dealer, as it passed the same year to Thomas T Boughton of Amersham Common, Buckinghamshire, where it was last licensed in December 1928.

Fig. 5 was in a Mann's catalogue and shows how times have changed. The company extols the 'ease in which the fire can be de-clinkered whilst standing on the road'. If the driver, with his long-handled clinker shovel, didn't knock a cyclist off his bicycle, then he stood a good chance of being swiped himself by a passing motorist. The low volume of traffic in the 1920s was such that the company could make such a claim.

Fig. 6 shows overtype 4-ton tipping wagon No. 1337 of c1918 and given the registration U 4684. This wagon was of a special narrow track design. By December 1924 it was with the Lancaster Corporation Gas Company, where it was to see out the rest of its working life before being last licensed in December 1935.

Fig. 7 is 3-ton overtype tipping wagon No. 1369 which was built c1919 and given the registration U 4868. Its first owner is not recorded but by January 1927 it was in the employ of James Critchley & Sons of Batley, West Riding. It was last licensed in March 1933.



Fig. 4. Wagon No. 1078 when new, about to set out on a delivery round with brewers Morris & Co (Amphill) Bedfordshire. It is being driven by Monty Humberstone.

STEAM WAGONS

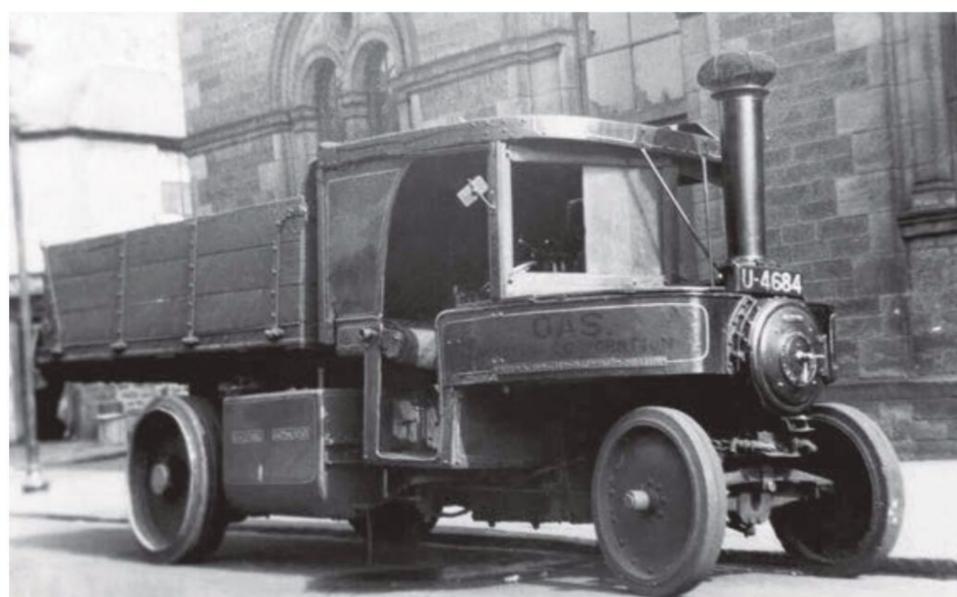
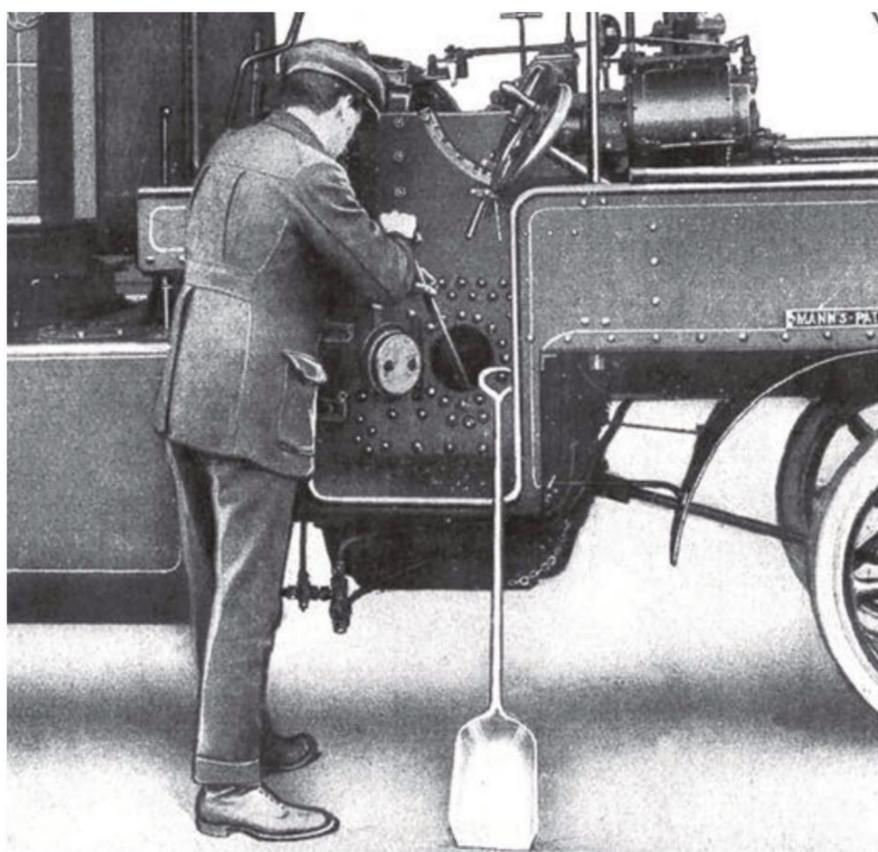


Fig. 6. Four-ton tipping wagon No. 1337 with what appears to be a do-it-yourself windscreen – no glazing but a means of blanking off parts of it when the rain is blowing in.

LEFT: Fig. 5. In the early 1920s it was claimed to be 'so easy to de-clinker your wagon whilst standing in the road'. How times have changed!

Into the 1920s and Fig. 8 shows 5-ton three-speed overtype tipping wagon No. 1565 which was built in May 1922 and sold to George Armitage & Sons of Robin Hood,

Leeds, West Riding, where it was registered WY 3810. After six years service it was sold in 1928 to P.W Spencer of Giggleswick, West Riding. No further details are recorded.

Fig. 9 shows overtype wagon No. 1639, which was built in April 1924 and sold to McMullen & Sons Ltd, brewers of Hertford, established in 1827 and still in business. Here it received the registration NK 7650 and after working for them for a decade it was sold in 1934 to scrap dealer George Taylor of Redbourn, Hertfordshire, where it was eventually cut up.

With the country in recession and the National Strike only a couple of years away, 1924 saw the launch of Mann's 'Express' undertype 6-ton wagon. Although it received a good press, it failed to bring in the much-needed orders, with only a dozen or so built and they never entered full scale production.

Fig. 10 shows what is believed to be the first 'Express' 6-ton wagon, No. 1683, which was introduced at the 1924 Yorkshire Agricultural Society's Show. This wagon was used as a demonstrator until August 1929, when it was sold to Frederick T Sokell of Ferryhill, Co. Durham. Later, on a date not recorded, it passed to Backworth Collieries

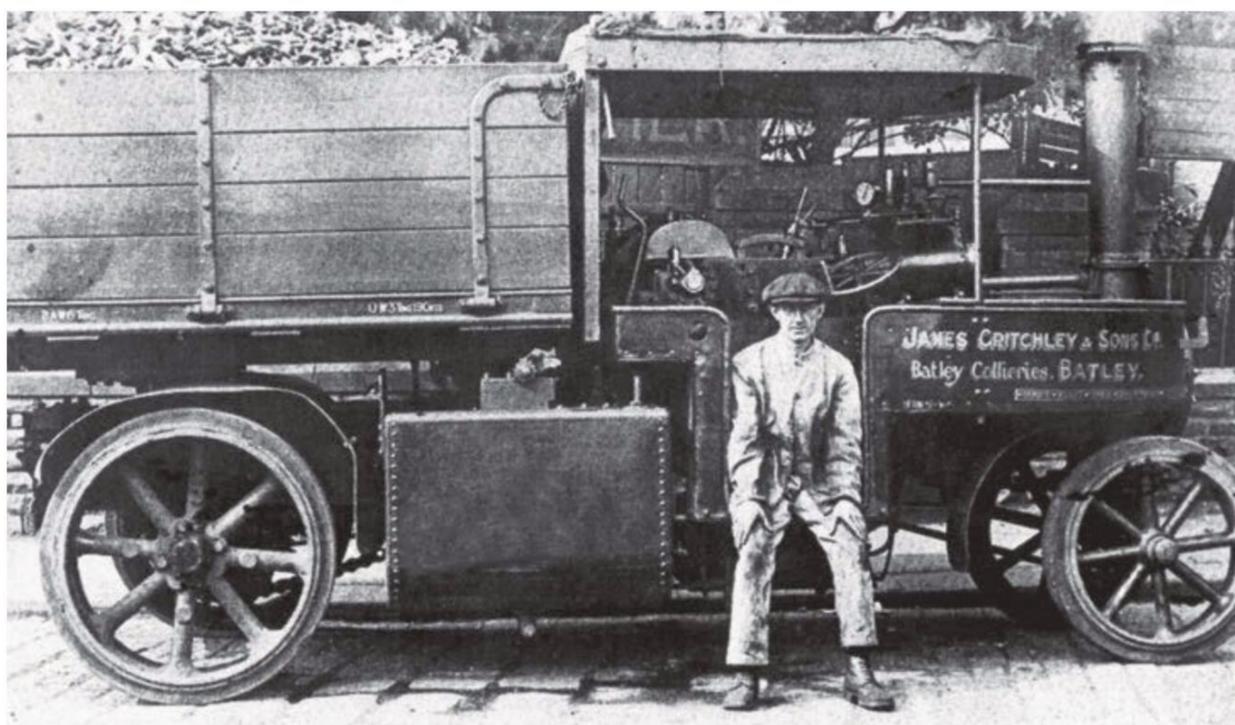


Fig. 7. The driver of James Critchley & Sons' tipping wagon No. 1369 takes a rest (and poses for the camera) after having loaded his wagon.

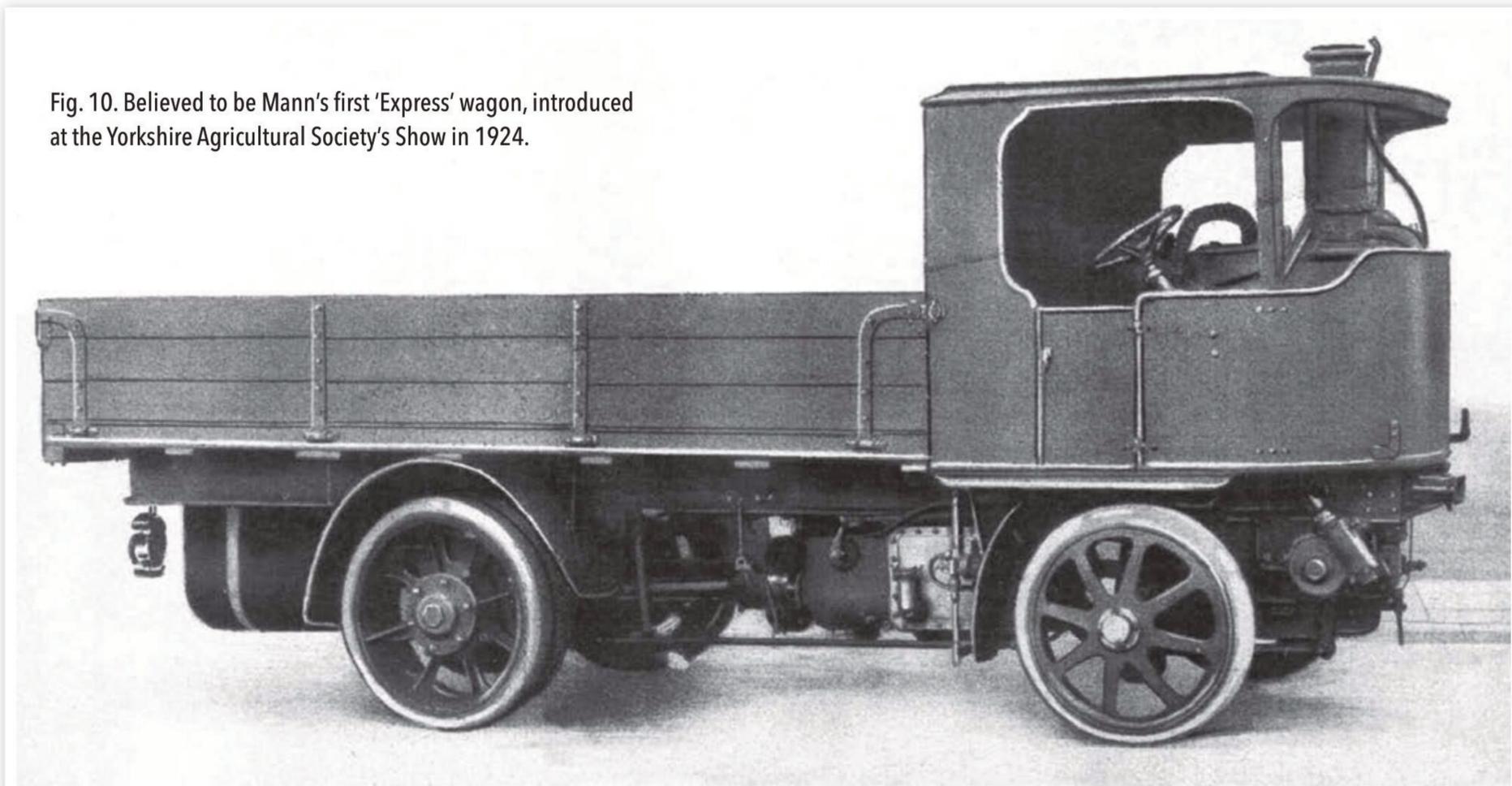


Fig. 8. Tipping wagon No. 1565, driven by one of George Armitage's sons, about to set off with a load of bricks.



Fig. 9. Overtype wagon No. 1639 makes a sorry picture as it sits rusting away in George Taylor's scrapyards when photographed on June 22, 1936. The McMullen brewery lettering is just discernable.

Fig. 10. Believed to be Mann's first 'Express' wagon, introduced at the Yorkshire Agricultural Society's Show in 1924.



Ltd, Northumberland, where it worked until last licensed in June 1932.

Six-ton 'Express' tipping wagon No. 1695 was built in May 1925 and received the registration NU 6209 (Fig. 11). After being used as a demonstrator it was later sold to M Furness & Sons of Eyam, Derbyshire and no further details are recorded.

By 1926 Manns was being run by a receiver appointed by its bank. By 1929 Mann had got the company back on course sufficiently for him to sell off the assets, goodwill and the Pepper Road works, thus bringing to an end a chapter in this world-famous manufacturer of steam vehicles. After 1929, one patching roller is recorded as being built in June 1931 by Mann's London agents – G Scammell & Nephew Ltd – from parts in their extensive stock of spares. Nothing further is recorded and in 1932 the company was legally wound-up, although James Hutchinson Mann lived just long enough to witness the start of the preservation era, and died in November 1956.

We leave with a rather sad photo of overtyp wagon No. 1722 (Fig. 12) which was built in March 1926 and sold to George Hattersley & Sons Ltd of Keighley, West Riding. Here it was registered WU 5251 and subsequently spent all of its working life with this concern until last licensed in August 1936. Somehow it managed to survive the scrap metal drives of the Second World War. Little thought had been given to post-war trading conditions but with the urgency of wartime the development of the internal combustion engine continued apace. Worse was to follow as large numbers of War Dept lorries were sold off at very low prices. ■

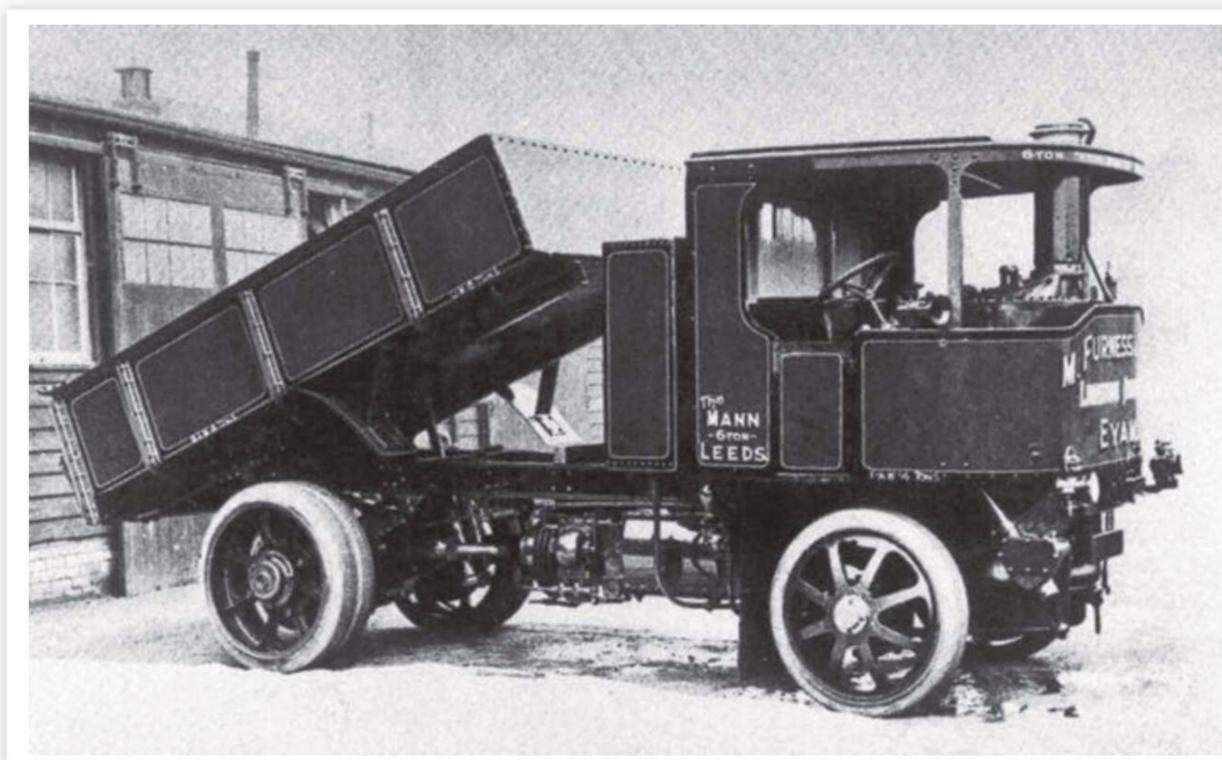


Fig. 11. 6-ton 'Express' tipping wagon No. 1695, which was used as a works demonstrator.

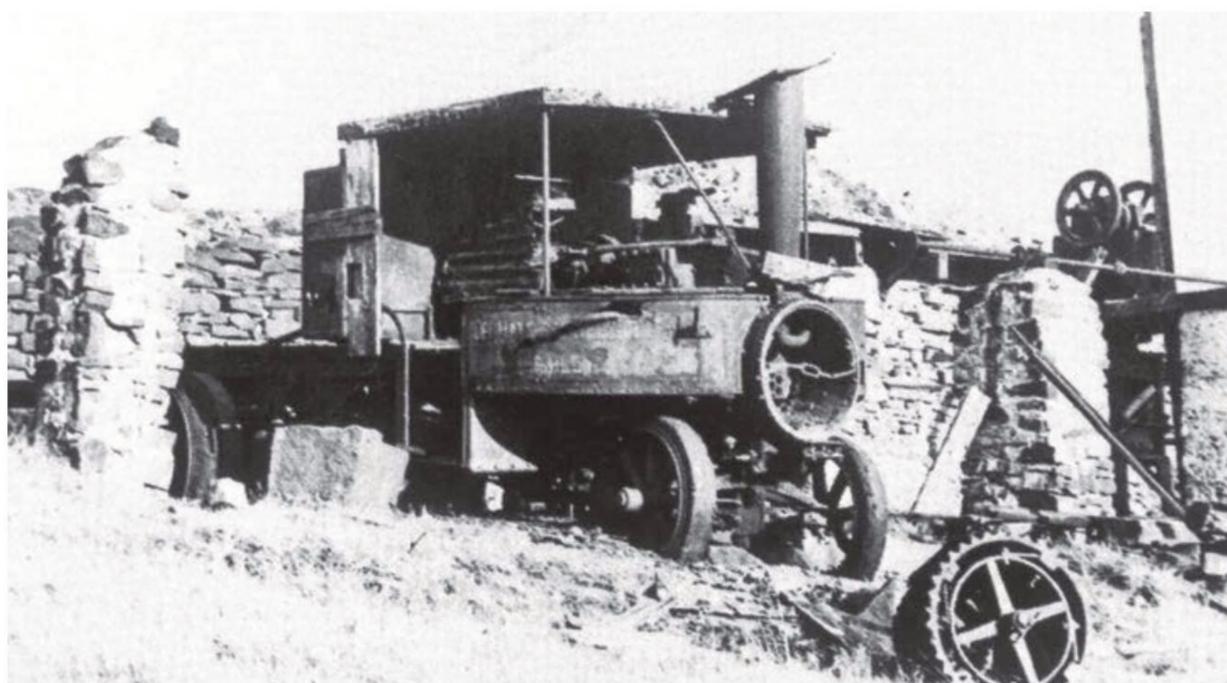


Fig. 12. Overtyp wagon No. 1722 was last licensed in 1936 and is shown here derelict in September 1951. Just imagine what it would make at auction today!