



Richard Garrett & Sons Ltd Leiston Works, Leiston, Suffolk

Garrett wagons today are a rather rare species, with only six examples surviving, only one of which is an overtype – No. 30826 of 1912, rebuilt by the Worbey family.

One other overtype exists overseas – a superheated 6-ton three-way tipper new to William Aitken of Stourbridge, Worcs, in 1926. After a number of owners, it was sold to an enthusiast in Canada around 1959.

The other four survivors are all undertypes, which were built at Leiston between 1921 and 1932; namely two 6-ton and two 8-ton examples – built in 1926, 1929 and the remaining two in 1931.

My first photograph (Fig. 1) shows 3-ton superheated wagon No. 30244, which was built on Monday February 19, 1912, and sold to R Simmonds & Sons of Aldershot, Hants; it was registered BJ 1232, becoming No. 2 in their fleet. It then had a succession of owners – in 1918, Burroughs Welcome & Co of Dartford, Kent; in 1922 George Higgs of New Cross, London and in 1923 Sir Edwin A Cornwall BART of Deptford, London.

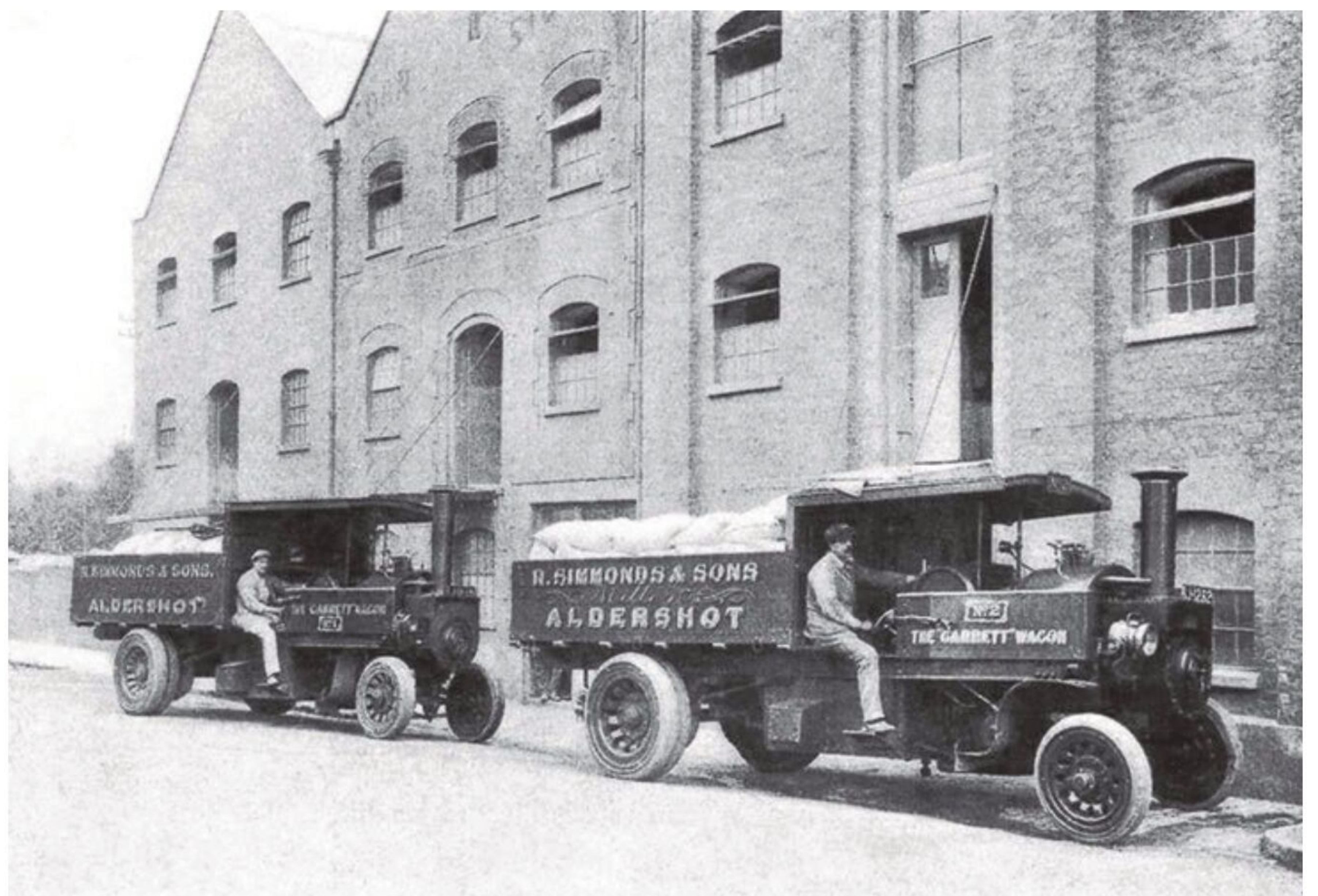


Fig. 1. The two wagons of R Simmonds & Sons of Aldershot. The front wagon is their No. 2 (No. 30244), the second is their No. 1 (No. 29028) – a 3-ton wagon built in 1911.

TOP: Fig. 3. Five-ton wagon No. 32882, supplied to Boots Manufacturing Chemists at Nottingham as a chassis and cab in order that it could have a van body fitted to the customer's requirements.

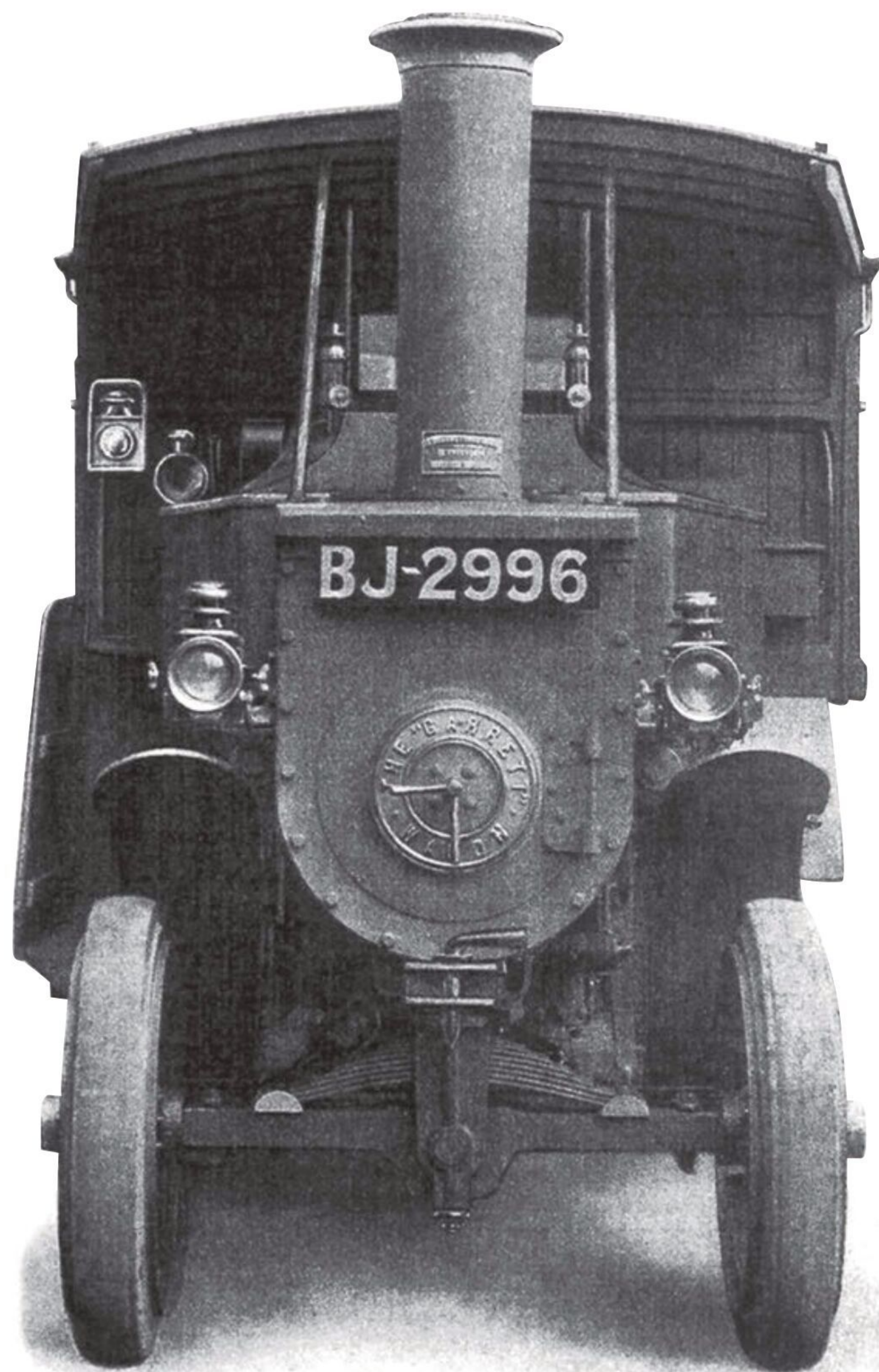


Fig. 2. Overtyp 3-ton wagon No. 32825. The flat top to the smokebox clearly identifies it as being superheated.

In June 1925 it was returned to works from where it was sold the same year to W.K McDowel & Sons of Bandon, Co. Cork, after which no further details are recorded. With five owners in 13 years, it would seem that it was not universally loved – did they find it underpowered? Alas we shall never know.

Fig. 2 shows 3-ton superheated wagon No. 32825, which was built on Thursday March 30, 1916 and sold to the Gas Light & Coke Co (no address being recorded). Here it received the registration BJ 2996 and became No. 13 in their fleet. No other details are recorded so it would seem that it spent its working life with this concern.

Fig. 3 depicts 5-ton superheated wagon No. 32882, which was built on Saturday May 6, 1916. It was supplied as a chassis and cab to Boots Manufacturing Chemists of Nottingham, who made their own arrangements for fitting a body built to their requirements. They registered the wagon BJ 3006. In 1924 it was sold to Lynx Motors Ltd of Malvern Link, Worcs, where it is recorded as being last licensed in 1927.

Five-ton superheated tipping wagon No. 32887 (Fig. 4) was built on Wednesday August 23, 1916, and sold to Cleckheaton Colliery Co in the West Riding of Yorkshire where it received the registration BJ 3079. In 1928 it was sold to Lee Waddington, also based in the West Riding, where it was later scrapped.

Fig. 5 shows 5-ton non-superheated tipping wagon No. 33996, which was built on Wednesday November 10, 1920 and sold to Woodbridge Rural District Council, Suffolk, where it received the registration BJ 5602.

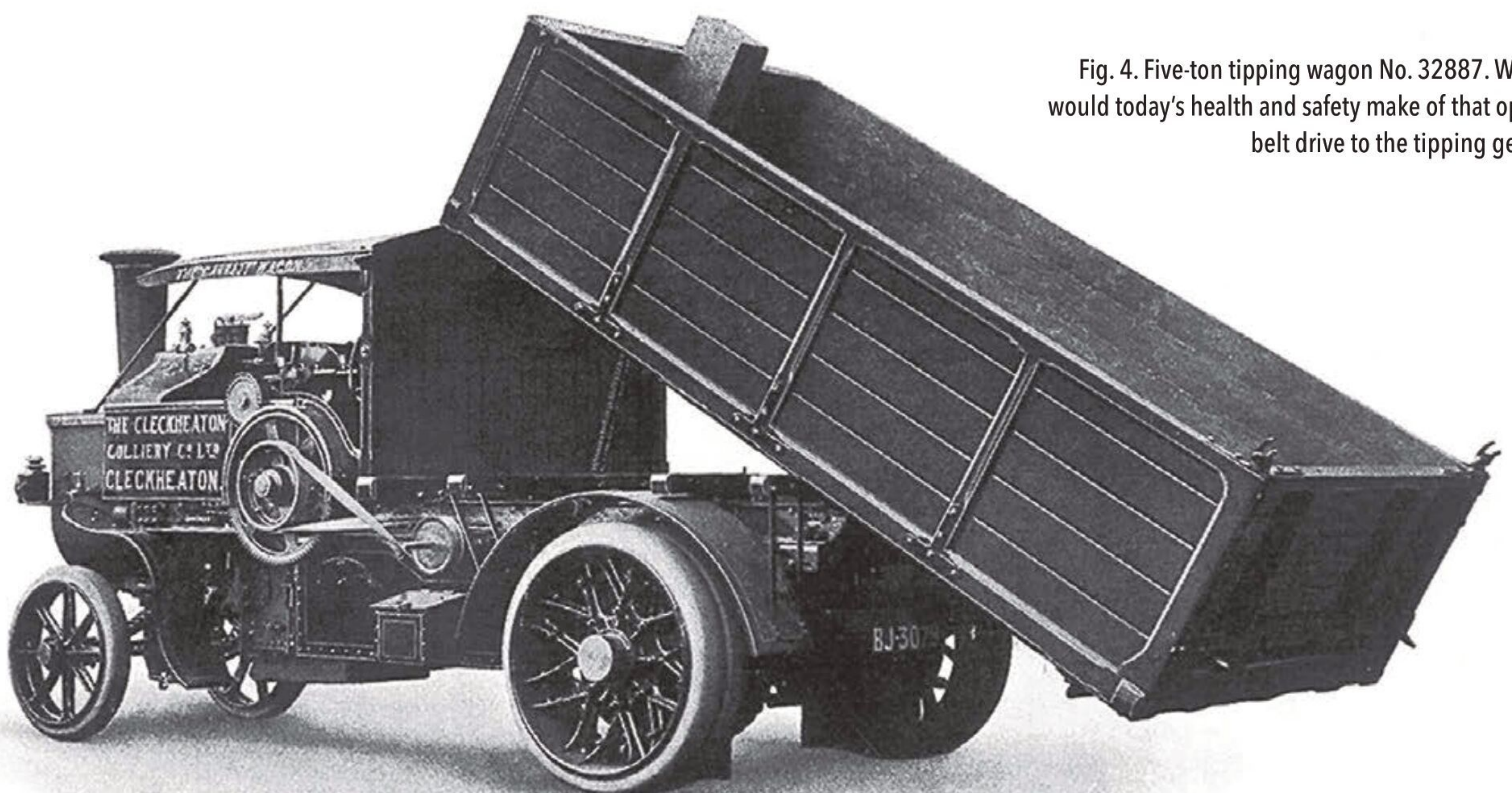


Fig. 4. Five-ton tipping wagon No. 32887. What would today's health and safety make of that open belt drive to the tipping gear?



Fig. 5. Five-ton end-tipping wagon No. 33996 poses by the roadside while in the employ of East Suffolk County Council.



Fig. 6. The first four-wheel underbody wagon built by Garretts, No. 34143, with a proud driver and his mate.

STEAM WAGONS



Fig. 7. Six-ton underframe wagon No. 34247, working for John Brown & Son of Shoreham-by-Sea, West Sussex.

On April 1, 1930, ownership was transferred to East Suffolk Council where it spent the rest of its working life. By 1939 it had been scrapped.

Fig. 6 shows 6-ton underframe wagon No. 34143. This was Garrett's first underframe wagon and was built on Wednesday April 5, 1922. It sold to John Heath Junior, a haulage contractor in Nottingham, where it received the registration BJ 7157. It spent its working life with this concern until it was scrapped around 1935.

Another 6-ton underframe wagon is shown

in Fig. 7. No. 34247 was built on Thursday March 22, 1923, and sold to John Brown & Son, sand and gravel merchants of Shoreham-by-Sea, West Sussex, where it received the registration BP 9839. It worked for this firm for the next eight years, being finally licensed in 1931.

Fig. 8 depicts 6-ton underframe wagon No. 34252, which was built on Wednesday June 13, 1923. It sold to Kenneth P Miles, contractor of Charminster, Dorset, where it received the registration PR 697. After nearly seven years with this company, it was



Fig. 9. The Peterborough Co-op's Garrett 6-ton underframe wagon No. 34642 – and not a speck of road dirt to be seen!

returned to Garretts in March 1930 in part exchange for a new 8-ton tipping wagon No. 35376 (TK 4100). Later that year, on September 22, Garretts sold No. 34252 to Malcolm Bloomfield of Debenham – the last recorded owner.

Six-ton underframe wagon No. 34642 was built on Friday October 24, 1924 (Fig. 9) and sold to Peterborough Equitable Industrial Co-operative Society, where it received the registration FL 3957. On a date not recorded, it was sold, probably in part exchange, to Reeds Garage Ltd,



Fig. 8. Looking smart, possibly at the time of delivery in June 1923, is 6-ton wagon No. 34252.

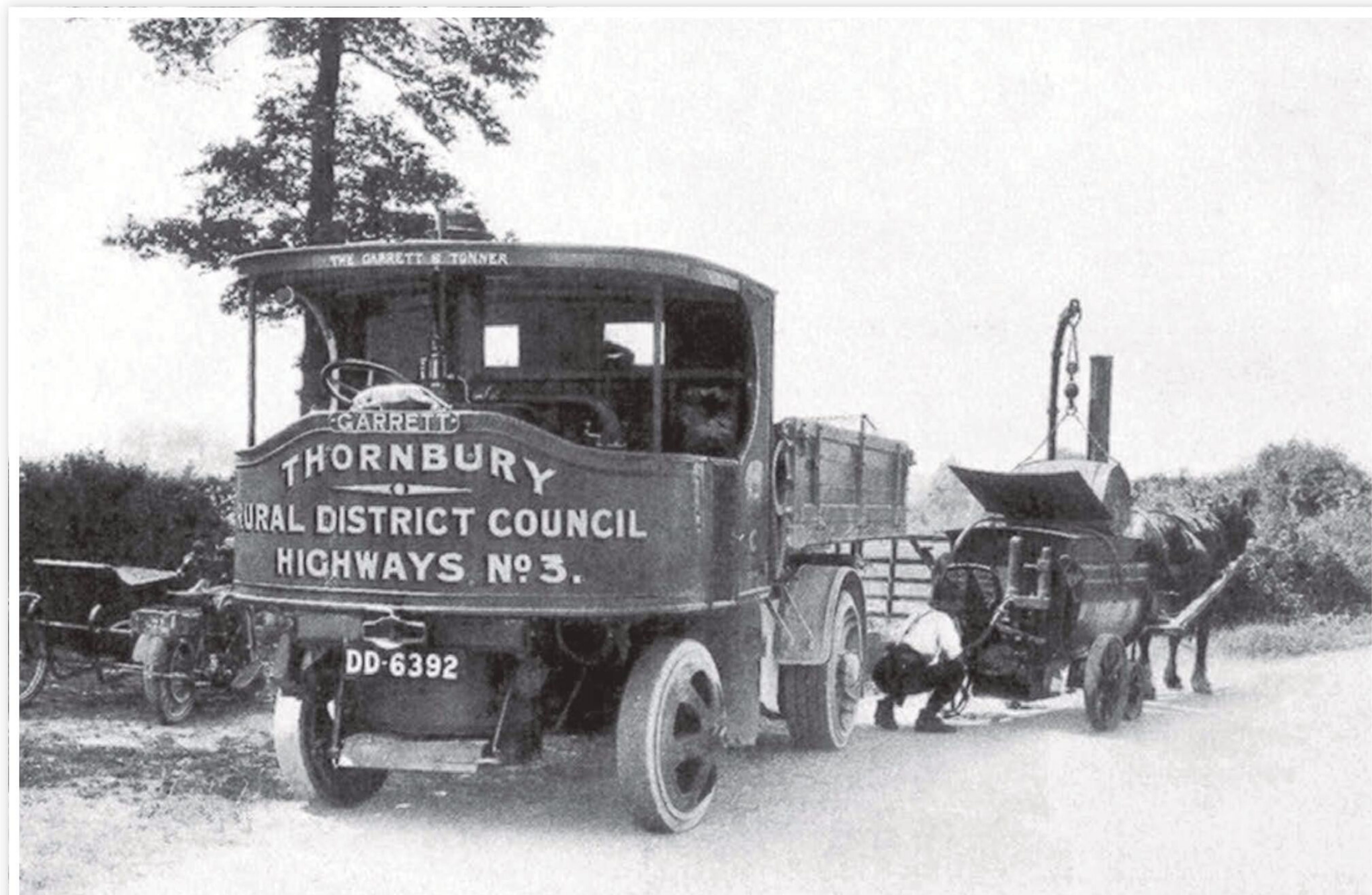


Fig. 10. The tar wagon is being set up behind No. 34682, carrying a load of gravel.

Peterborough, where it was noted for sale in 1928. No further details are recorded.

Fig. 10 shows 6-ton undertype wagon No. 34682, which was built on Thursday March 5, 1925, and sold to Thornbury Rural District Council, where it was registered DD 6392 and became fleet No. 3. It would seem that it spent its working life with this council as no other information is recorded.

Fig. 11 shows 6-ton undertype wagon No. 34760, which was built on Tuesday July 21, 1925, and sold to G Samways & Son of Weymouth, Dorset. Later, on a

date not recorded, it was returned to the works, where it found employment as a demonstrator.

There is no indication as to why it went back but if it was subsequently used for demonstrating then it must have looked clean and tidy and have been in good mechanical condition. Possibly resold, but the wagon was last licensed in December 1933.

Fig. 12 shows what is probably 8-ton undertype tipping wagon No. 35055. Built on Friday April 12, 1927, it sold to Herts Gravel & Brickworks Ltd of Welwyn Garden

City, where it received the registration RO 6478 and became No. 11 in their fleet. The assumption that this wagon is No. 35055 is based solely on the fact that Garretts received an order from Herts Gravel & Brickworks Ltd for eight of the 8-ton wagons and it was usually the first one that was delivered that was photographed. The succeeding seven wagons were Nos. 35056, 35057, 35058, 35102, 35104 and 35105 – the last being delivered in July 1927. It is possible that they all spent their working lives with this company as no further details are recorded. ■



Fig. 11. Wagon No. 34760 poses on the sea front at Weymouth. Surely with all that space the photographer could have found somewhere without a lamp post intruding into the picture!

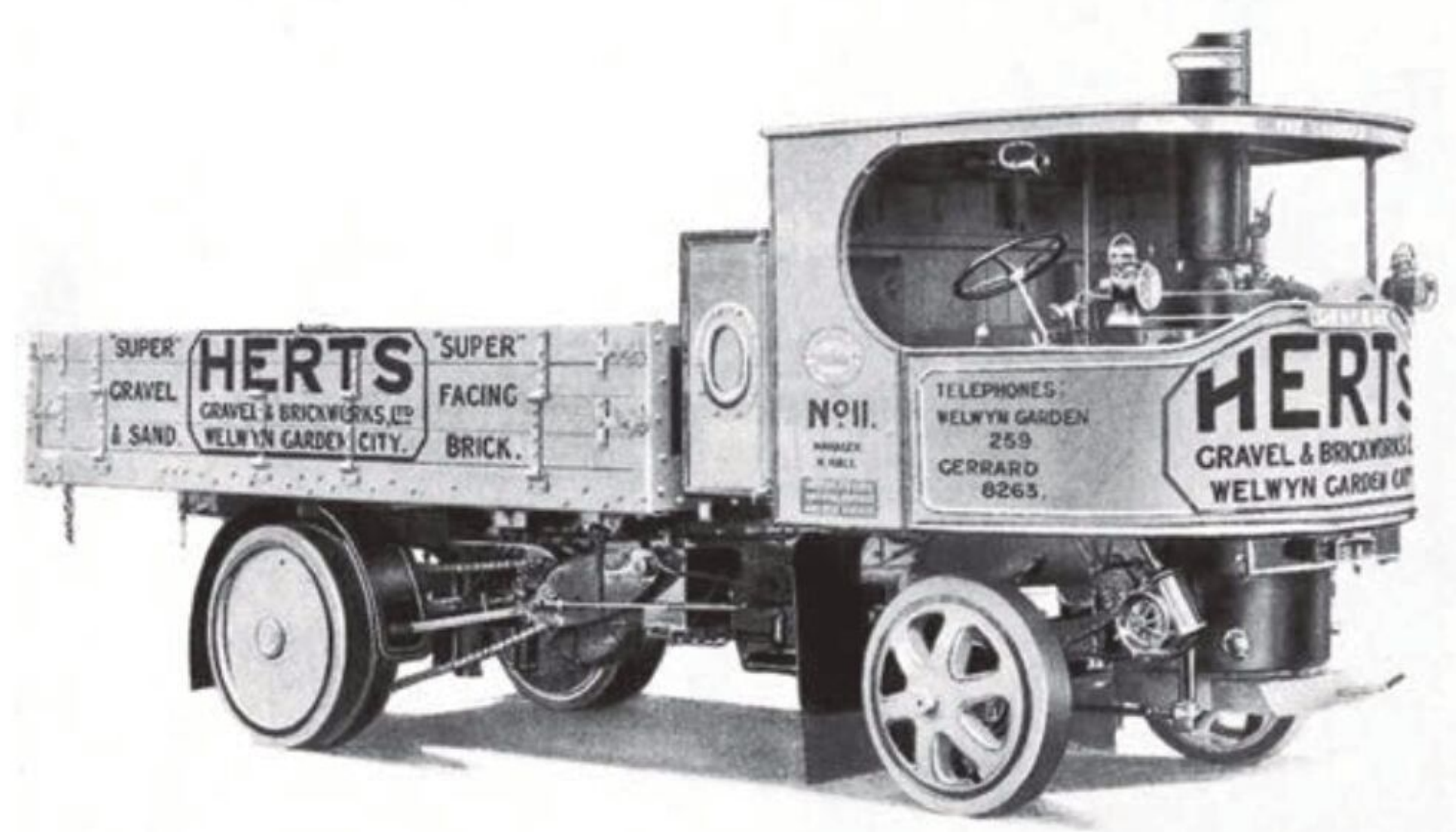


Fig. 12. Eight ton 3-way tipping wagon No. 35055, the first of eight delivered to this concern.