

W Tasker & Sons Ltd

Waterloo Iron Works, Anna Valley, Andover, Hampshire

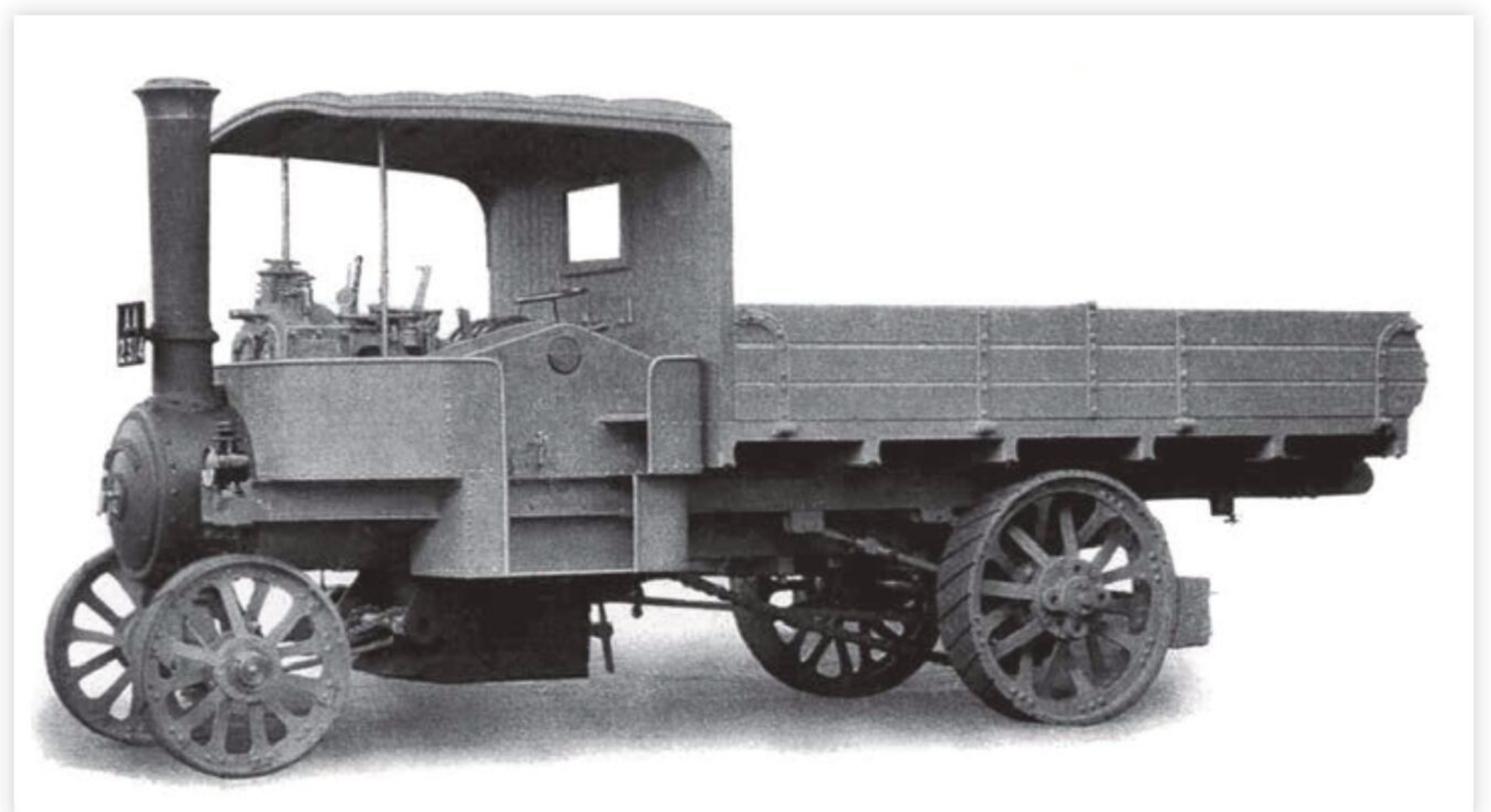
Tasker's 'Little Giant' wagons were built utilising many of their 'Little Giant' tractor parts. Their first wagon was built in November 1909 (Fig. 1). Having received the registration AA 2028, it was sold a short while later, in March 1910, to E.P Siggers & Co of Tunbridge Wells, Kent.

By November 1913 it had been sold to Mr Turner of East London and by February 1915 was recorded as being with John I Thornycroft & Co at Southampton. By December 1931 it had been scrapped.

Like many of the other early wagons, it would appear from photographs to be without a flywheel. Instead of the normal flywheel, which ran outside of the hornplates, they were fitted with four 15in diameter balanced flywheels – all mounted within the frames.

A feature of this arrangement was that it made the engine very nearly free of vibration when running. I do not know why this arrangement was later discontinued – probably on account of the cost, as it would have certainly been more expensive to make.

Another feature of Tasker's early wagons was that the first 13 built all had firehole doors in the side of the firebox! The first



wagon with the firehole in the normal position was No. 1475, built in January 1912.

The next four photographs (Figs. 2-5) all show wagons built with inboard flywheels and with side-fired boilers.

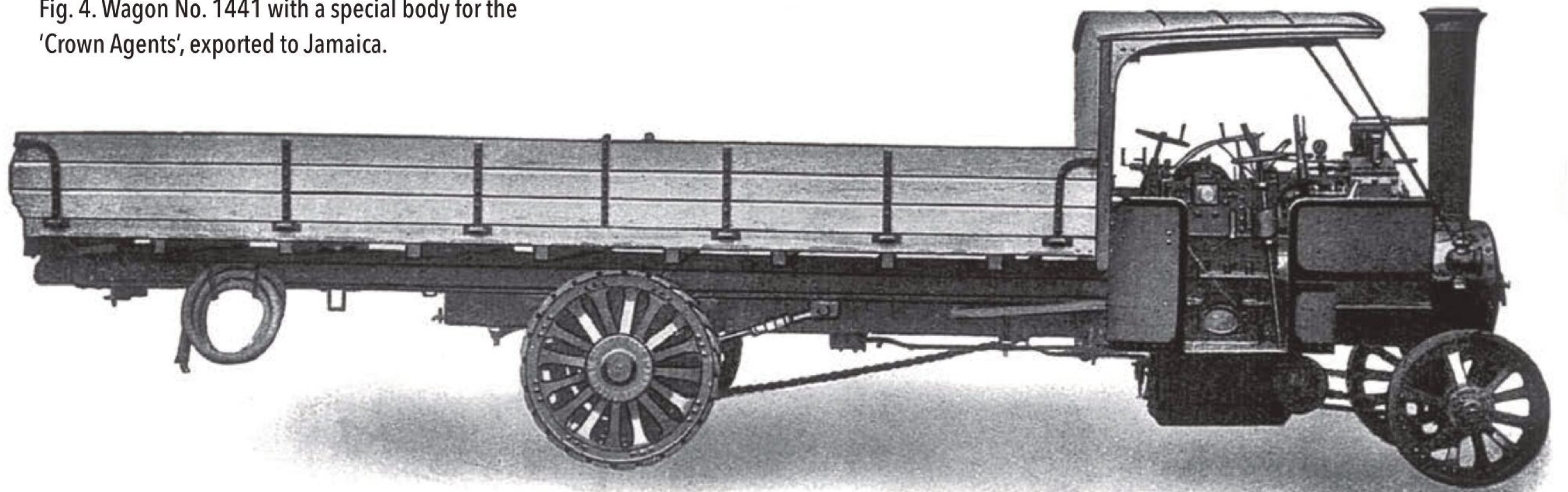
Fig. 2 shows 5-ton wagon No. 1430 fitted with a water tank, which was built on Thursday July 28, 1910, and sold to Southend-on-Sea Corporation, where it received the registration AA 2331. After

ABOVE: Fig. 1. The first Tasker wagon, No. 1418. In this works photograph it is carrying the registration AA 2314. As to why this is, we will probably never know, for this number had already been allocated and fitted to B2 tractor No. 1412 and sold to Read & Andrews of Bletchley, Bucks. Its correct registration was AA 2028.

TOP: Fig. 2. No. 1430 was a 5-ton wagon that spent the best part of 20 years watering the streets of Southend-on-Sea-Essex. The fourth wagon built, note the steering wheels each side.

STEAM WAGONS

Fig. 4. Wagon No. 1441 with a special body for the 'Crown Agents', exported to Jamaica.



the best part of 20 years service, it was advertised for sale in 1930. Its subsequent fate is not recorded.

Five-ton wagon No. 1432 (Fig. 3) was built on Saturday August 27, 1910, and sold to Downer & Co Ltd of Southampton, where it received the registration AA 2374. When built, it was fitted with a box van body for general work but in October 1913 it was replaced with a tank. On a date not

recorded, it was sold to London & Counties Haulage Co (Sanders Ltd) of Peckham, London. It was later with the Weymouth Steam Haulage Co and no further details are recorded.

Fig. 4 depicts wagon No. 1441 of Wednesday January 20, 1911, which sold to the Crown Agents for a customer in Jamaica, who had specified this extra long dropside body. No other details are recorded.

Wagon No. 1454 was built on Monday May 29, 1911 (Fig. 5) and sold to the Enderby & Stony Stanton Granite Co Ltd of Leicestershire, where it was registered AA 2429. Along with sister wagon No. 1455, it was supplied with an all-steel end-tipping body. They both spent their working lives with this concern.

Fig. 6 shows 5-ton wagon No. 1475, which was built on Monday January 15, 1912, and sold to Rhoda Valley Breweries Ltd of Treherbert, Glamorgan, where it was registered AA 2499. By May 1922, it had been sold to William J Jones, also of Treherbert – its last recorded owner. This was the first Tasker wagon to have the firehole door in the orthodox position. Up until now all the wagons had firehole doors on the side of the boiler.

Fig. 7 shows 5-ton wagon No. 1488, which was built on Tuesday February 13, 1912, and exhibited on their stand at the Manchester Show. It had already been sold to Elgar Brett & Son, haulage contractors of Canterbury, Kent, who were no doubt happy for the publicity to be seen at the show as the purchaser of a new wagon. Registered AA 5013, by January 1921 it had been sold to the Southern Transport Co of Brighton, who had finished with it by 1924. No further details are recorded.

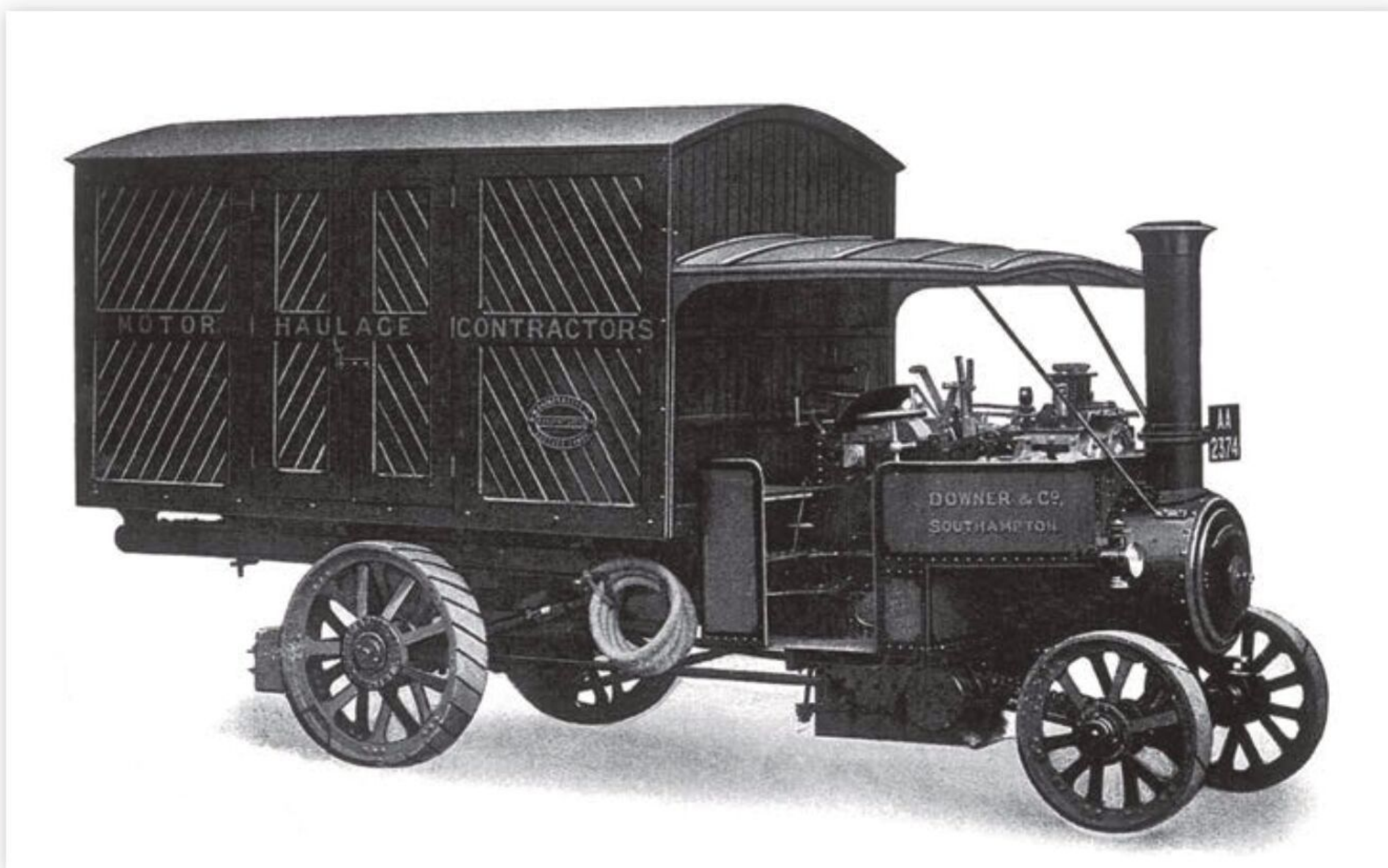


Fig. 3. Tasker 5-ton wagon No. 1432 sports a box van body while working for hauliers Downer & Co of Southampton. In 1913 the van body was replaced with a tank.

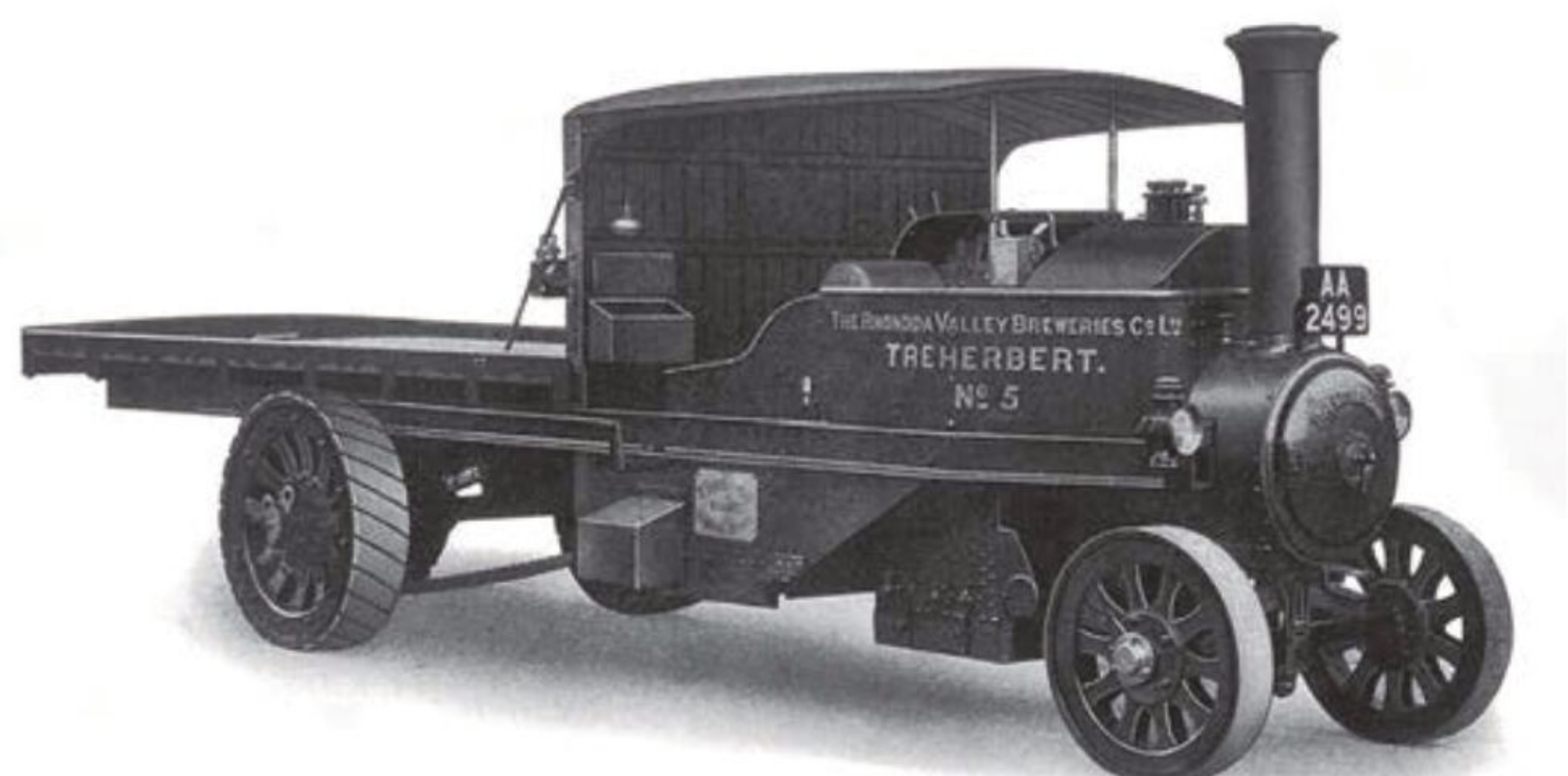


Fig. 6. No. 1475 was the first Tasker wagon to have the firehole door in the orthodox position.

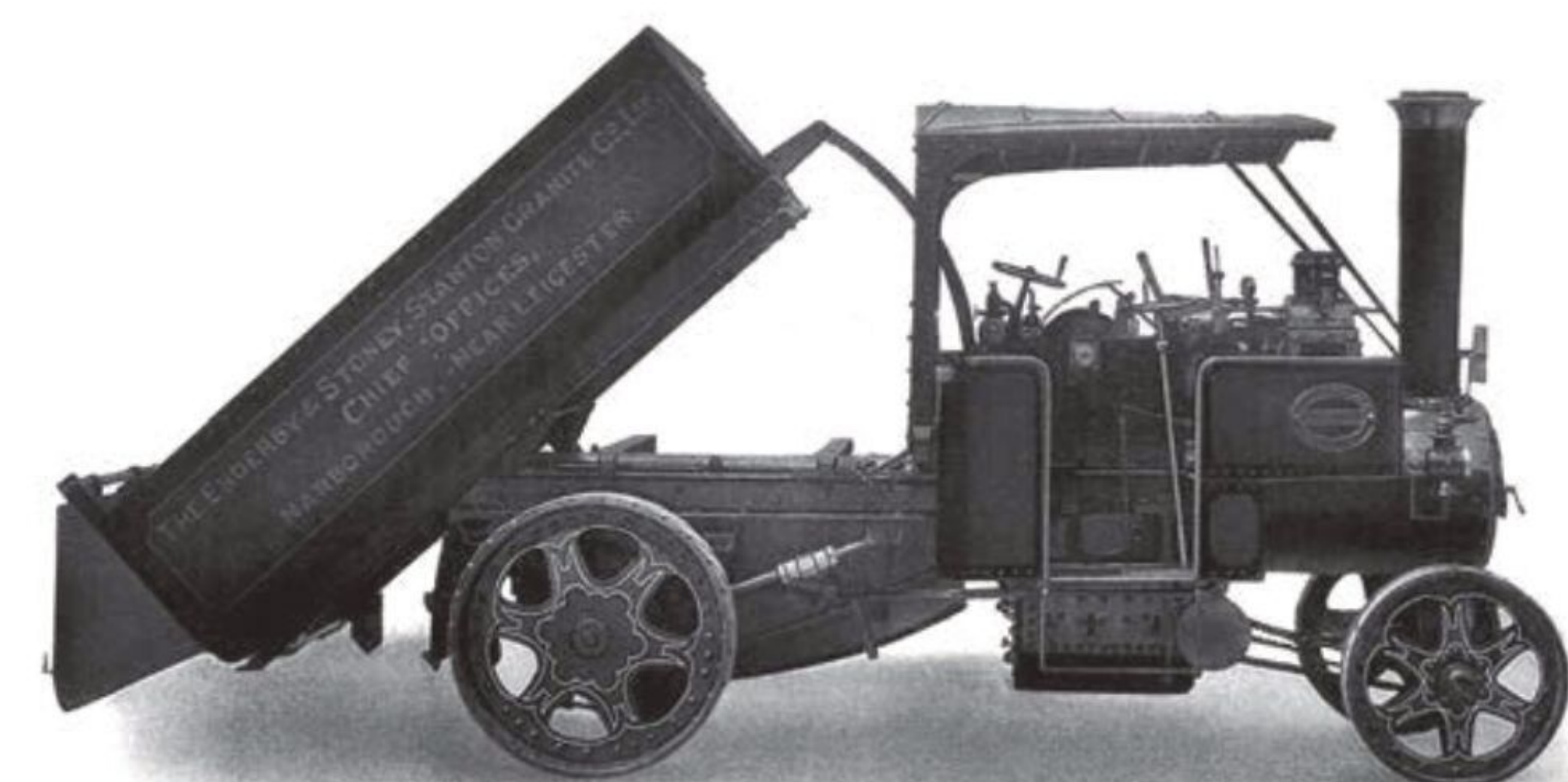


Fig. 5. Wagon No. 1454 is fitted with an all-steel end-tipping body.

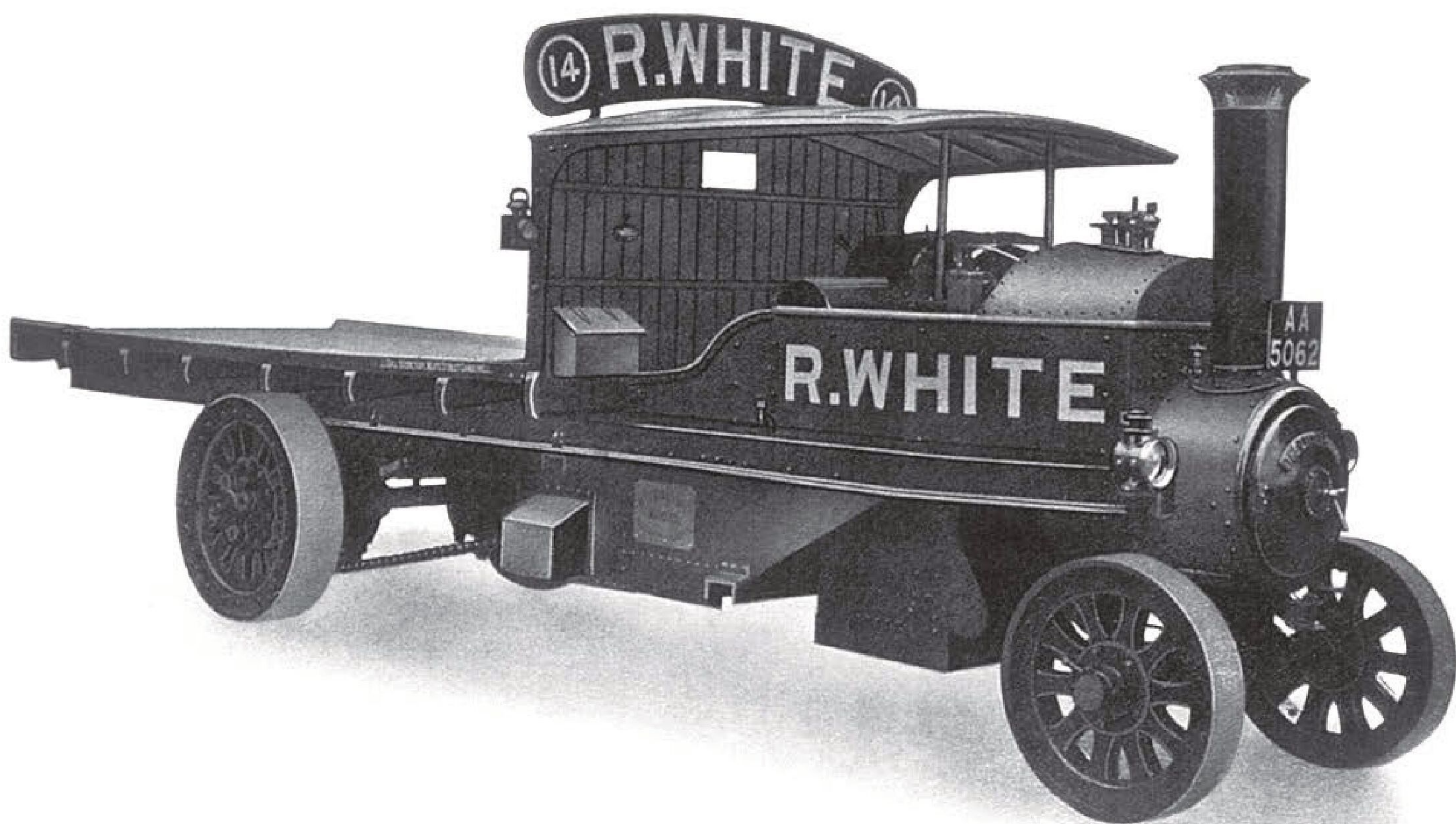


Fig. 8. Tasker wagon No. 1529 – with 14 or more wagons in its fleet, R White must have considered themselves well-known enough as no indication is given as to their soft drinks trade, founded in 1845.

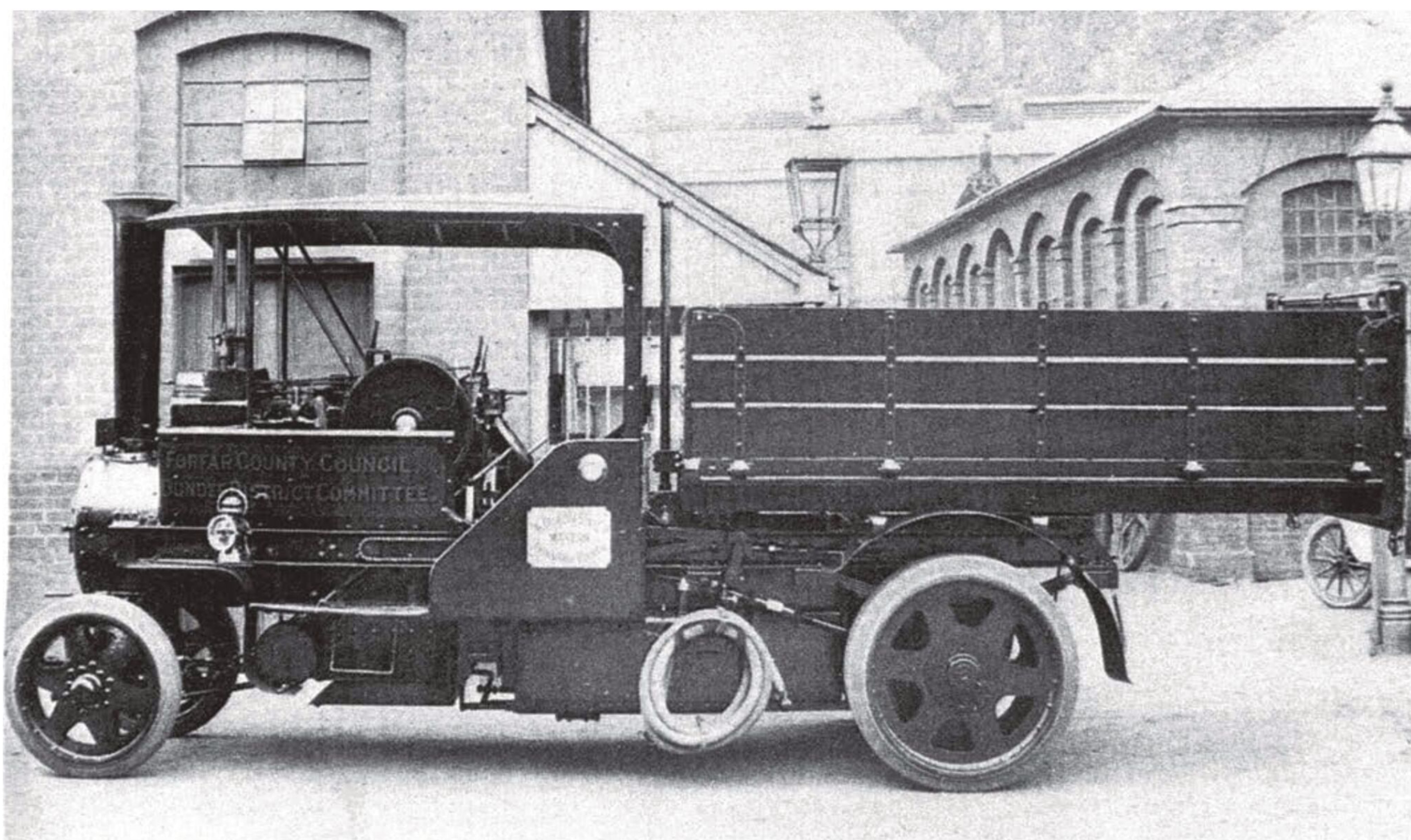
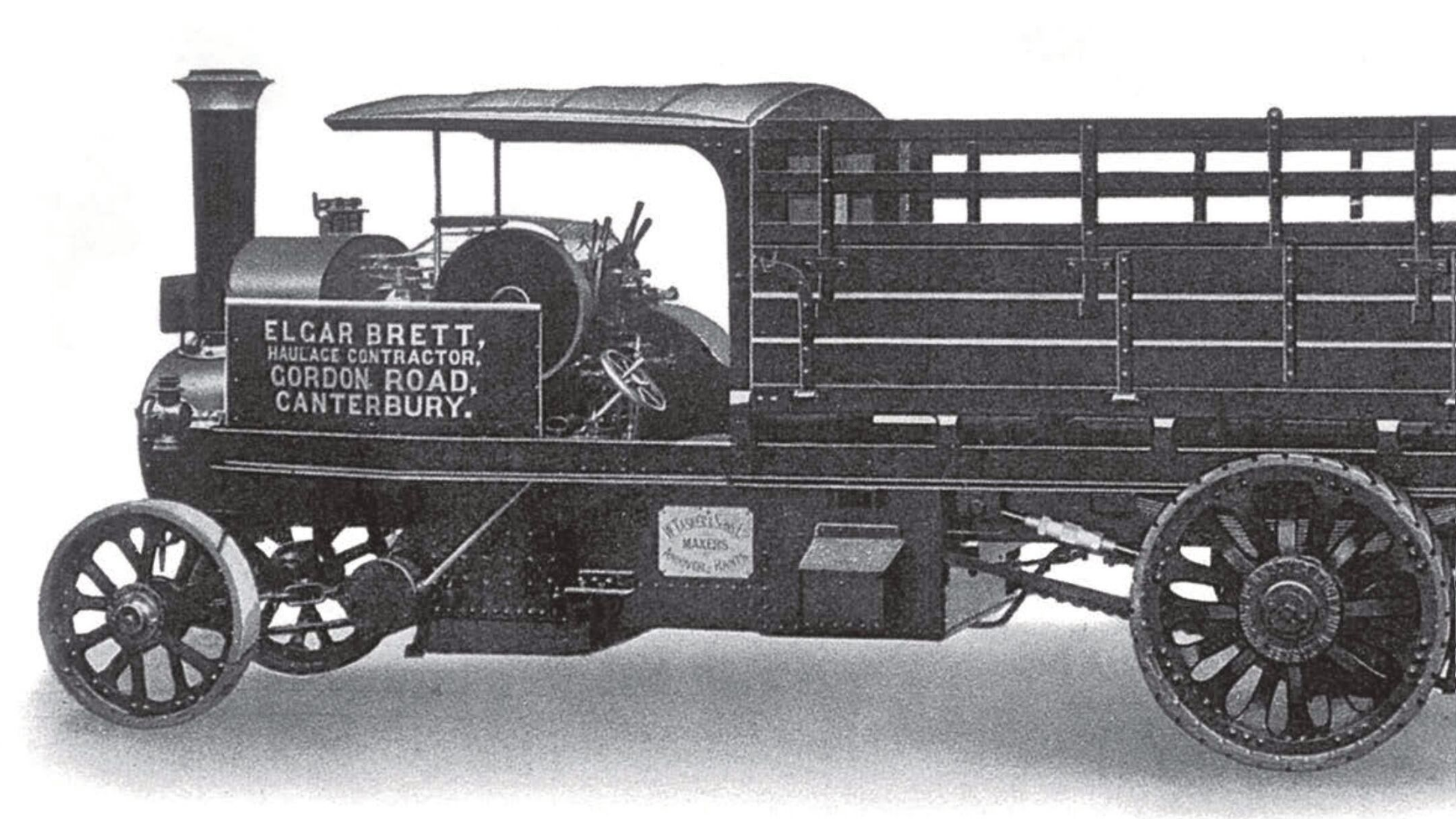


Fig. 11. End-tipping wagon No. 1912 outside the Anna Valley works when new in 1924.



Tasker engines at Chilcomb House

Semi-portable	No. 111
Portable	No. 1228
‘Economic’ Traction Engine	No. 1352
B2 Chain Tractor	No. 1726
B2 Road Roller	No. 1906
Steam Wagon	No. 1915
‘C’ Class Road Roller	No. 1933

Fig. 8 depicts 5-ton wagon No. 1529, fitted with a flatbed body. Built on Friday November 29, 1912, it was sold to R White & Sons Ltd of Camberwell, London, where it received the registration AA 5062. Here it became No. 14 in the soft drink company’s fleet of vehicles. Later, on a date not recorded but possibly in the early 1920s, its registration number was changed to T 1591. No further details are known.

Five-ton wagon No. 1534 (Fig. 9) was built in January 1913 and was sold to Shears & Sons of Bishopstoke, Hants, having received

the registration AA 5078. By December 1924 it had been sold to John Kiln of Cosham, Hants. It would seem that for some reason he was not happy with it (unless he was a dealer) as he sold it the following year, 1925, to E Miller of Pewsey, Wiltshire – the last recorded owner.

Our next photograph (Fig. 10) shows 5-ton end-tipping wagon No. 1903, which was built in May 1923 and sold to Bird Bros of Yeovil, Somerset, where it was registered YA 5871. It is recorded as then being for sale in 1929. The next owner was William Pearl

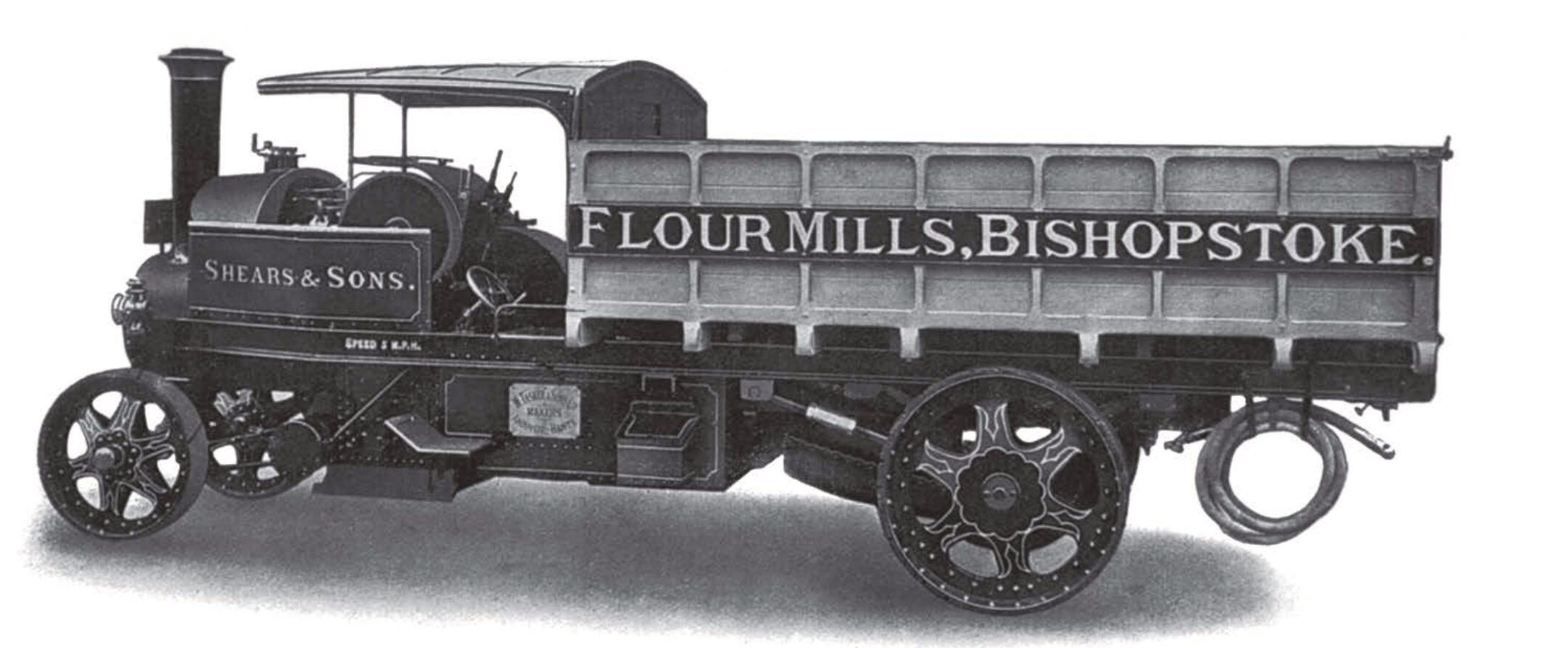


Fig. 9. A nicely painted and lettered wagon No. 1534, with rather elaborate lining on the wheel spokes.

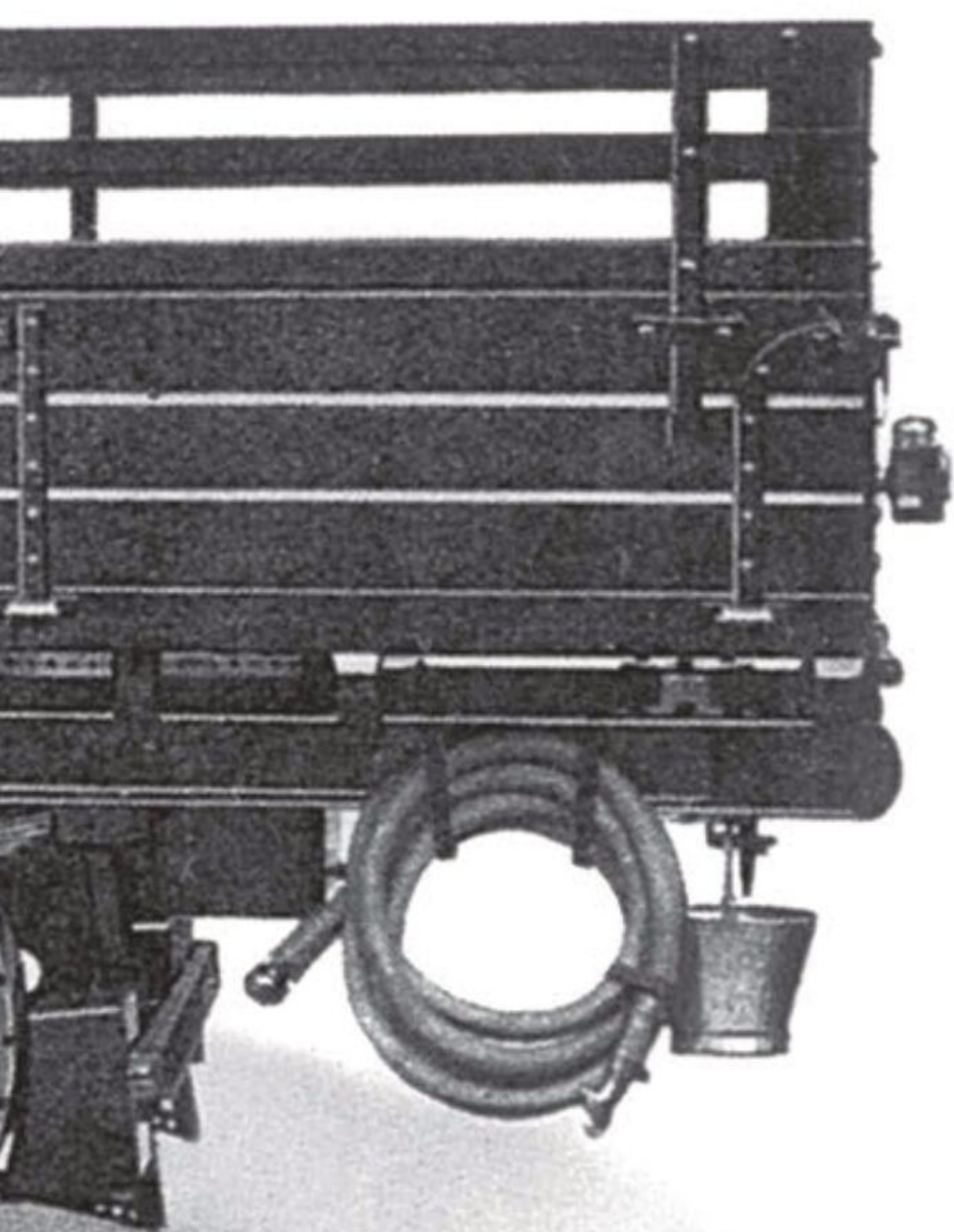


Fig. 10. Three-speed end-tipping wagon No. 1903 when owned by William Pearl & Sons of Abotts Ann nr Andover, Hampshire,

LEFT: Fig. 7. 5-ton wagon No. 1488, as exhibited on Tasker's stand at the Manchester Show in 1912.

& Son of Abotts Ann, Hampshire, where it was last licensed in 1933.

Fig. 11 shows 5-ton end-tipping wagon No. 1912. Built on Monday June 2, 1924, it was sold to Fred Payne of Red Ball, Devon, where it received the registration TT 306. On a date not recorded, it was sold to Taylor

Bros of Bildeston, West Suffolk. Sometime during their ownership, it was converted to a tractor and used by them for timber hauling. It was last licensed by them in 1934.

The last photograph (Fig. 12) shows this engine (No. 1912) in tractor form, laid aside in Taylor's yard at Bildeston around 1935.

I would like to thank the Hampshire Museum & Archive Service for its assistance, especially in regard to the list of Tasker engines in their care. As not all of these engines are on show at any one time, it would be advisable to check with Chilcomb House (hat@hampshirearchivetrust.co.uk) on viewing availability. ■

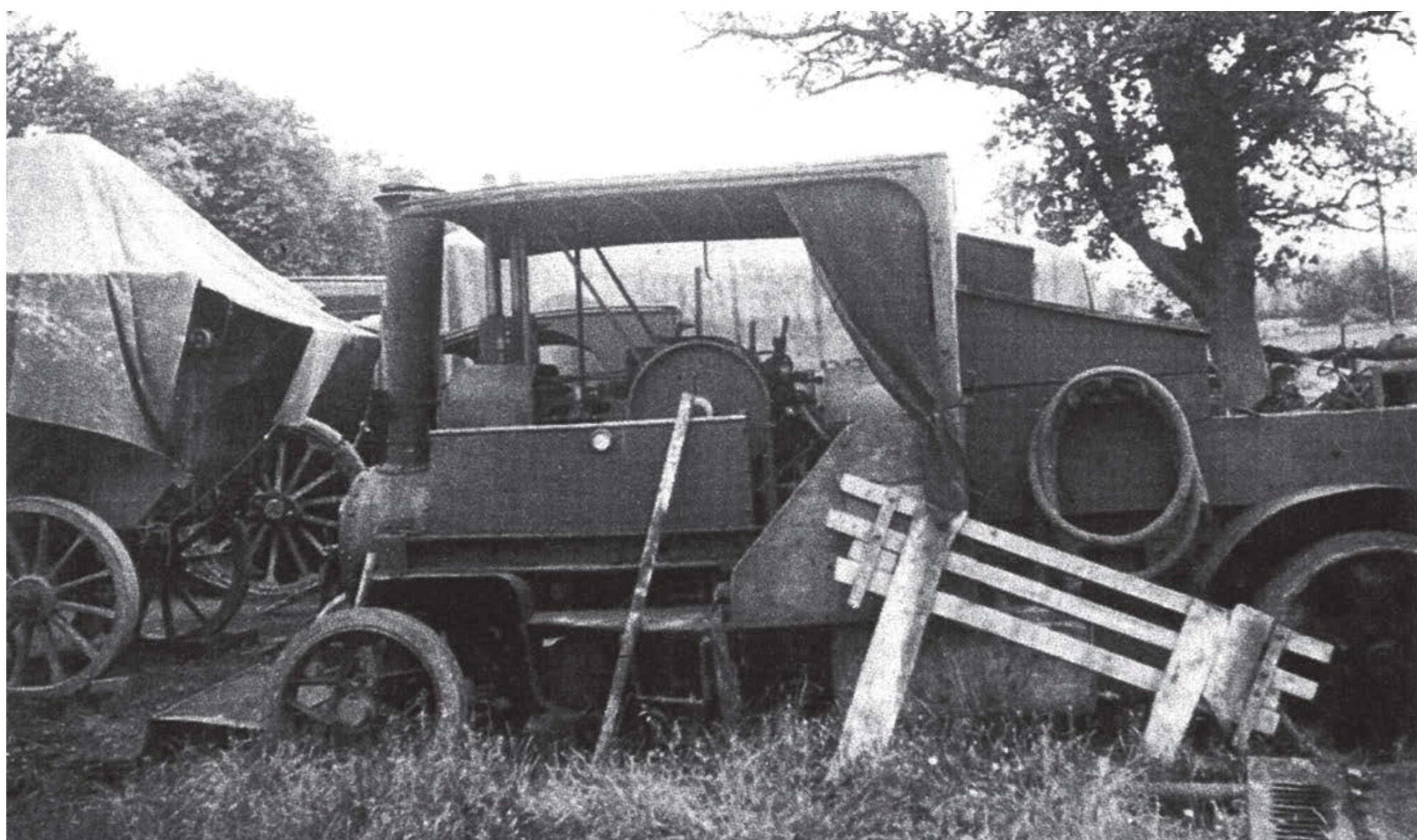


Fig. 12. This tractor was converted from wagon No. 1912 (Fig. 11) and is seen laid aside at Bildeston, West Suffolk.