



1912 Mann Steam Wagon

There are five known Mann Steam wagons in the world today. Two are located in the UK, one in Australia, and two in Canada.

Of the two in Canada, one (#811) is located in Kamloops and is owned by Roger Blagborne, and the other (#761) is owned by the BC Forest Discovery Centre.

Manufactured by the Mann's Patent Steam Cart & Wagon Co. (Leeds, West Yorkshire), they were known as the pioneers of self propelled load-carrying vehicles. The company name is in reference to an 1898 patent, which in part is as follows;

The Mann Steam Tractors, Carts and Wagons.

We herewith give four illustrations and a description of the steam vehicles built by Mann's Patent Steam Cart and Wagon Company, Limited, of Pepper Road Works, Leeds. The latest and most interesting of these is the new tractor which has been designed to meet the requirements of the new Local Government Board regulations, which make it necessary that all heavy motorcars must have smooth tyres or, when shod with cross plates, the grooves between two adjacent plates so narrow as to give very little extra "bite" on the road surface. Consequently, tractors can only have limited loads over greasy roads. To obviate the slipping of the driving wheels Mr. Jas. H. Mann, the managing

of the boiler. The high and low-pressure cylinders are, respectively, 4in. and 6in. in diameter, with a stroke of seven inches. The whole of the wearing surfaces are extra large, and all necessary parts are case-hardened, The engine has separate small lubricators where required, but the whole of the machinery is completely covered in to exclude dust and extraneous matter. A steam tractor of this type has certain advantages over other types of vehicles which have the whole of the machinery placed underneath a platform. Of these, the accessibility of all parts of the engine is an important feature, to which attention should be paid when considering the best type of vehicle for hard daily work.

Originally purchased by the Municipality of Oak Bay for road building, it was acquired in 1955 for \$220 by Our founder Gerry Wellburn. It was fully restored in 2003 by BCFDC volunteers & staff including Jim Birrell, Al Bonhorst, Ron Cooke, Bill Smith, John Smith, Brian Stewart, Brian MacRae, George Pasteur and George Williamson.

In February 2020, Chris Rueby, a modeler and artist, from Rochester New York, contacted the BCFDC regarding our steam wagon in particular that to do with the drivetrain and boiler, as he was having trouble finding information to help him complete his model.



Overall dimensions, 32" long, 12.5" tall, 10" wide, and weighs 25 pounds. Butane fired copper boiler, rest is 303 stainless steel with bronze bearings, cargo deck is wood. Three speed transmission, chain final drive, rear axle has working differential.

Below is a link to Chris's YouTube video.

<https://youtu.be/ghINqgpNeBk>

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