



### From the Editor.

This issue of the SD Newsletter owes a great deal to the Facebook Group that was set up last year. The amazing number of photos that have been posted that are new to me has been an unexpected reward from this new enterprise. This has allowed the article on page 2 concerning Dublin's 'Keep Dublin Tidy' campaigns to be illustrated. And many of the news items appeared first on Facebook. It's good to find that enthusiasm for SD is still alive and well.

*Brian Carpenter. Editor. 1<sup>st</sup> June 2017.*

### SAVED FROM THE SCRAP YARD.



The remarkable Rees brothers from Bristol have been busy rescuing some surviving SD's that otherwise would have been scrapped. Aled and Matthew have purchased this TY despite it being without a body or gearbox, confident that it can be restored and preserved.

Their "fleet" of SD's now includes :- an early Freighter, a TZ chassis cab, an NY Revopak, a PY Revopak, a PY Maxipak, a Freightlifter Defiant forklift and two spare Revopak bodies one being a Bulk Loader, in addition to this TY. They have also accumulated a number of other makes which aren't our concern here, but are now part of what will be an amazing collection of vehicles that few people regard as having any importance. We hope to keep bringing you news on how restoration is proceeding on the collection of vehicles.

The story of the NY Revopak's return from Malta featured in the Summer 2016 issue of the SD Newsletter.



This photo shows the TZ chassis cab which was a former Gully emptier in service with Southend council.

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**Next Issue :- 1<sup>st</sup> September 2017 Autumn Issue.**

## CIVIC PRIDE.



In the Spring Newsletter I used a photo taken in Oldham Market in 1976 to muse about how refuse collection has changed since as a result of EU Health & Safety regulations causing working practices to change.

The above photo, which was posted on Facebook by Phil Tallant was taken in Dublin in either 1969 or 1972 and shows a procession of the city's cleansing dept. vehicles being used to advertise a 'Keep Dublin Tidy' campaign. An SD 'T' type Pakamatic leads the procession.

Competitive tendering put an end to all that. Where local authorities maintained their own fleets costs were tight and there was no longer room for displays of civic pride.



With almost military bearing a road sweeper leads the parade. And how about this 'W' type?



There is a sense that Dublin took pride in its fleet of vehicles. Most local authorities regarded their cleansing fleet as an example to ratepayers of how they cared about the money invested. I know that Manchester used to have an annual parade at which the Mayor would inspect the impressive range of refuse collection vehicles in use in the city. And photos exist of civic dignitaries inspecting their newly acquired SD vehicles. In Whitstable, Kent, the council always provided a refuse wagon to take part in the annual carnival parade and act as a giant collecting box.



## Back to the SD Service Depot.

When I visited the Garden City Collection last September I was shown a little model of the Folkestone SD Freighter that was restored to 1922 condition by SD apprentices. It was evident that the model had suffered some damage and was in need of some t.l.c.

I put the Collection in touch with Kevin Green from Barnsley who is a member of the National Association of Road Transport Modellers (NARTM) who I'd met several years ago at one of the Association's meetings. Kevin readily agreed to undertake the necessary repair. So in March his home temporarily became an SD Service Depot.

Kevin reported that the front axle assembly, body front panel and top covers had come apart, with just a slight distortion of the chassis immediately behind the cab. I suspect that someone picked it up by the body, which then tipped and unbalanced the model, resulting in a fall. Repairs took about fifteen minutes, with just a tiny touch-up needed on the black paint where the front springs met the chassis.

He told me that the model was built from a SUPERSCALE 1/43 scale whitemetal kit, which is now obsolete. It had been very well finished using the transfer set supplied with the kit.

Aimee Flack, the Garden City Collection's collections officer wrote: "Kevin has done a fantastic job on the model, thank you for putting us in touch with him."

As in the old days SD 's Service Depot came up trumps.

Our thanks are due to Kevin for willingly offering his skills in this way.



The repaired model

## Is That an SD Freighter?



This could easily be mistaken for a Shelvoke & Drewry Freighter, but note the name 'Electriccars'. Perhaps this is why some people wrongly insist that SD Freighters were electrically powered. Also note that the rave height is much higher than an SD despite the small diameter wheels that are a lot thinner than SD's. On the SD Freighter 'greedy boards' could be fitted to raise the rave height as the body filled with refuse. It's a shame we don't have a date for this photo. But Dave Booth who posted the picture on Facebook tells me that Sheffield bought the vehicle in 1926 to complement the fleet of electric vehicles Sheffield had from 1920.



Tim Byrne sent in this delightful photo of employees of Crayford Urban District Council proudly standing in front of their SD Mk II Freighter with the skips they used for collecting and emptying the dustbins of the district.

It has all the appearances of a fine sunny day. No mechanical hoists to lift the wheelie bins for these men!



William Bear posted this photo on Facebook of 1970's Hong Kong with a TY Pakamatic in the City's busy streets.

**Another Survivor.**



Tony Cauchi sent in this photo of a Defiant 22 fork lift truck which is still at work in Malta.

**Last Issue's Picture from Oldham Market.**

Darren Fuller commented that after reading the article with the 1970s Revopak he would suggest the trade waste theory was incorrect, well based on his childhood experiences. The domestic rounds in the late 1970s and early 1980s were done with an open back Revopak bypassing shops and social clubs etc. leaving them for dedicated trade waste Revopak with the paladin bin lifter. It was only in the mid 1980s when Dennis trucks with the Phoenix bodies and bin lifters were introduced that every truck had a bin lift and the trade bins brought into the rounds. The comment about the driver is true, he never left the cab, we had a driver and 4 crew on my council's rounds. So 2 men on each side of the road going round the back of the houses to collect. Not like that now, is it? On some days when the regular Revopak was in for service or repair the crew would get the spare truck, this had a bin lift and the 2 doors on the back as in the picture, the crew didn't like this as it restricted access to the back and the doors swung shut when the truck went round a corner, dodgy catch probably. No H&S in the late 1970s.

**Of Special Interest to former SD Employees.**

When John Richardson was clearing out his late uncle's effects he came across five SD tool checks and asked on Facebook what they were. His uncle was Harry Prichard and it is believed that he worked in the Machine Shop. Has anyone memories of Harry that we can pass on to his nephew, please?

**Marshalls of Cambridge.**

Philip Clifford posted the next picture showing a Marshall refuse collection vehicle at Paignton. The Marshall C23 was an unsuccessful attempt by Marshall to break into the RCV market after the demise of S&D. I understand that some former SD employees were involved in that project. Were any of these my readers, please?



**From Perth Australia.**

Rose Earle has written to say that her partner, Maurice, has had their SD Freighter running. With serial number 53119 making it a 1925 Freighter the 119<sup>th</sup> built, this is believed to be the oldest surviving SD Freighter. Its restoration is now almost complete.



**THANKS.**

On reading through this issue you may have realised that a large number of people have contributed to its production. Space in this shortened version of the Newsletter doesn't permit me to give credit to all those people nor always name the photographer, as I try to do in the longer version.

But special thanks are due to Phil Tallant who alerted me to the Dublin City Libraries' Archive allowing the article on page 2 to be written.

I'm also certain my readers would wish to thank Kevin Green for repairing the Freighter model. Without you the Newsletter wouldn't be possible, and I'm grateful.

**Brian. Editor.**