



SHELVOKE & DREWRY ENTHUSIASTS' CLUB

NEWSLETTER

Volume 2. Issue No. 28.

Winter 2017.

From the Editor.

Your final Newsletter for 2017 is largely devoted to a description of the remarkable collection of memorabilia that was collected by the late Ernie Harmes. I think my readers will find it as interesting and fascinating as I have. We also have news of three surviving SD's. It is pleasing to learn how the Company's products are being preserved.

Brian Carpenter. Editor. 1st December 2017.

OF SPECIAL INTEREST TO FORMER SD EMPLOYEES.

With sorrow we record the death of Roy Tindall on 22nd October at the age of 86. Roy spent much of his working life as an Inspector at S&D and will be remembered by some of you.

We also learned of the death of Cicely Quin, widow of Stan Quin who was SD's Managing Director, on 5th November at the age of 87.

To those most affected by their deaths our condolences and remember with gratitude those who were once our work colleagues.

FACEBOOK GROUP.

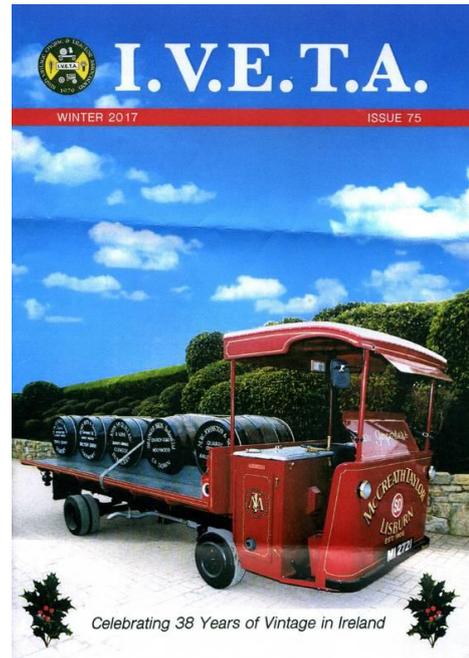
In recent weeks we have welcomed to the Group:-

Ronnie Farrington who worked for the S&D Manchester Depot in the 1970/80's including fire appliances. He wrote that he remembers taking the auto box out of a fire appliance when it was on the line at CFE at Winsford having its body fitted. "We had to modify the flitch plate. I think it had a Perkins V8 engine and an Alison box in it happy days. There were around 15 of them in a line and we had to modify them all and we were on 3 days a week!"

And also Mark Taylor whose father, Bill Taylor, was manager of the Birtley Service Depot in County Durham.

The Shelvoke & Drewry Enthusiasts' Club Newsletter is published four times a year on 1st March, 1st June, 1st September and 1st December. Items for inclusion may be e-mailed to me at: [pinnerboy\[at\]btinternet.com](mailto:pinnerboy[at]btinternet.com)

Next Issue :- 1st March 2018 Spring Issue.

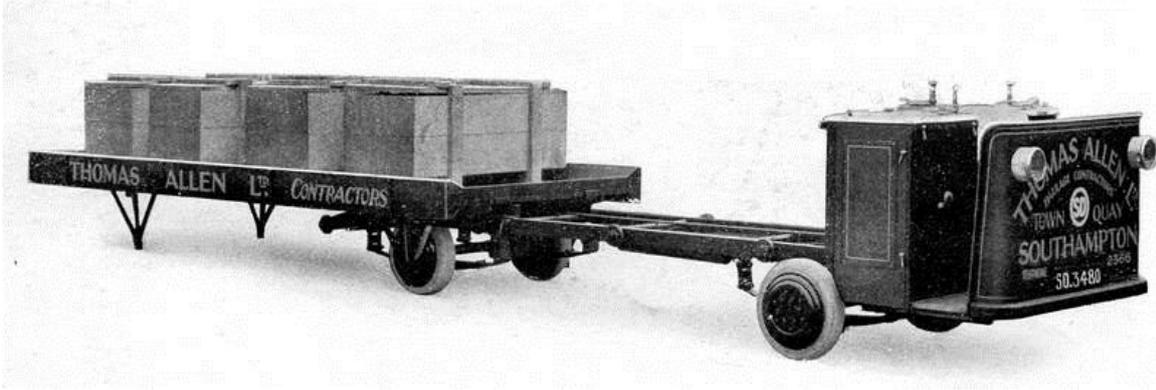


The Winter 2017 issue of the Irish Vintage Engine & Tractor Association (I.V.E.T.A.) has this delightful photo of Peter Johnston's SD Freighter as its cover photo. Complete with Christmas holly. I use this to send my readers my best wishes for Christmas 2017 and for the New Year.



In Northern Ireland Peter Johnston's T type former BP tanker is undergoing a thorough restoration and we hope to bring you news as the restoration proceeds.

ERNIE HARMES MEMORABILIA.



When in July a package arrived from Michael Harmes containing memorabilia collected by Ernie Harmes, a former SD demonstrator driver and chauffeur, I had no idea that it would contain such a fascinating and interesting collection of material with some dating back to the early years of Shelvocke & Drewry.

Perhaps the most interesting items were two booklets measuring 8 ins x 5 ins. The first dates from 1925 and has the title: "The Two-Tonner with the One-Tonner's Running Costs – The S.D. Freighter." We have become accustomed to thinking of S&D as primarily the manufacturers of refuse collection vehicles. This booklet is a reminder that Harry Shelvocke and James Drewry originally thought that their ingenious invention would sell as a conventional lorry. The booklet only contains two photos of dust carts, but includes a Worthing Tramocar and numerous clever designs for the specific needs of customers as for example the demountable body for Thomas Allen. A testimonial from that Company reads: "We had to discharge a ship-load of grain in sacks, and deliver to one of our warehouses. The Freighter hauled 220 tons a distance of 300 yards in twelve-and-a-half working hours, on a petrol consumption of about four gallons, making approximately 110 journeys. We believe such a performance is unequalled." The price quoted for a standard chassis is given as £445 with £15 extra for a driver's cab with side and back curtains, a metal windscreen and rainguard.

The code on the back of the second booklet suggests that it dates from 1950. To my surprise it includes versions of the Freighter despite the advent of the 'W' type in 1946/47. Clearly Harry Shelvocke had yet to accept that the days of the ingenious Freighter were over.



This little N type was bound for the Borough of Erith and carries an 8 cu. Yd. Chelsea type body. No less than three pages are devoted to the NN freighter with a Fore & Aft body for Stockton on Tees shown below.



[We believe that this Freighter survived into preservation but have been unable to discover its whereabouts.]

The booklet states that its purpose is to illustrate some of the vehicles that the Company has made for Public Cleansing at home and abroad including numerous vehicles specially designed to meet unusual local conditions. It notes that except for a few proprietary items every part of these vehicles, chassis, engine, hydraulic equipment, body and cab, is made in our own works.

Photos include Chelsea and Newcastle type side loaders, barrier loaders, gully emptiers and cesspit emptiers often referring to the eventual customer.



THE PHOTOGRAPH COLLECTION.



In addition to the two fascinating booklets described on the previous page the package included 45 photographs on range of SD topics. Twenty-five of these are of a 5 ½ x 3 ½ inch format and feature SD Freighters of which six are on solid tyres with the remainder on pneumatics. I imagine that Ernie will have carried these with him when demonstrating the restored "1922" Folkestone Freighter.

A selection of the photos show this restoration in progress as the Company sought to create a reminder of the origins of S&D as a manufacturer. The only colour photos feature the Folkestone Freighter. Just three of the photos show the Freighlifter fork lift truck which I recalled was a part of Ernie's working life in our previous Newsletter.

A small number of photos are from sources other than Clutterbuck's usual factory photos. The one shown at the top of the page has a back stamp from Manchester but otherwise I am unable to give any details about the incident or the date. Clearly the front apron of the Freighter gave little protection to the driver in such a collision.

From the driver's point of view the mishap to St. Helen's gas department Freighter was less serious. It demonstrates, I believe, the dangers of driving on landfill sites as the ground appears to have given way under this Freighter. A second photo gives more detail of the damage caused.

An aspect of the smaller freighter photos was the extent to which the designs shown reflected a desire by the various local authorities to demonstrate the careful use of ratepayers' funds. An example shown below is in making the Chelsea type shutters removable to provide a dual use vehicle.



There are several examples of this type of design as well as a number of solutions for bulk handling of refuse from blocks of flats. A fascinating variety.

I am very grateful to Michael Harmes for allowing me to share the contents of this collection with you.

A GREAT JOB COMPLETED.



In what seems to me to have been a remarkably short time a small team in Australia have fully restored a 1925 SD Freighter. The Freighter is now housed in the Whiteman Park Car Museum in Sydney.

I believe this to be the oldest Freighter in existence and the vehicle has the serial number 53119. The engine is an E.H. White one. It appears that the vehicle was unused since 1927 but carried a tax disc from 1937. It is thought that the chassis was stored outside since that time in a scrapyard. It was rescued by Eddie Riggs who hoped to restore it. Sadly Eddie died before he could achieve this objective. But Rose Earle and Maurice Mcgregor purchased the chassis just a couple of years ago and set about restoring it.



The photos show the splendidly restored Freighter which now attracts a great deal of interest at the Museum.

The restoration team shown in the photo are left to right Tony Gibbs, Nick Rykers, and Maurice Mcgregor owner.

RESCUED FROM EAST LONDON.



To my knowledge, and as previously reported, this 'T' type gully emptier has been standing at an East London Industrial Estate at least from 2009. The recent sale of the land resulted in the need to remove the vehicle, and Duncan Law From Walthamstow negotiated its purchase. Dating from 1971 and with registration number KLK 464 K the vehicle carries an 1,100 gallon tank.

The vehicle has been transported to a contractor in Ireland to have the body removed in order to determine the work required. A consortium of SD enthusiasts also have an interest in this project.