



# SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

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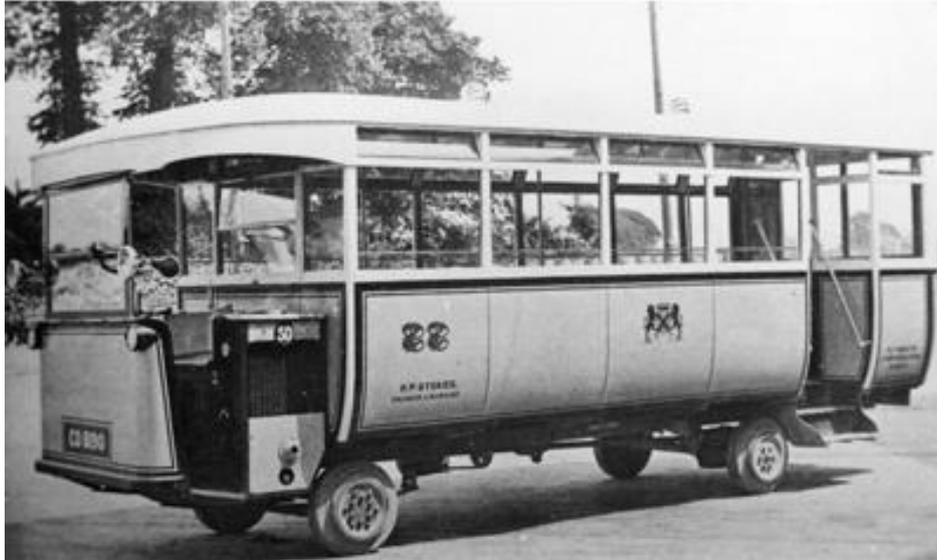
## From the Editor.

In this first issue for 2019 we feature two unusual SD Freighters, we have readers memories of refuse collection, plus a page of news items. We are now into our ninth year as an Internet only news magazine.

Brian Carpenter Editor 1<sup>st</sup> March 2019.

## PLYMOUTH CORPORATION SD BUSES.

By Robert Crawley.



This picture shows one of the six Freighters operated by Plymouth Corporation under the transport manager of the time, H P Stokes. The first three (numbers 22-24) had Hickman bodies and were introduced in June/July 1922 and the second three (numbers 45-47) had similar Vickers bodies and arrived in May 1926. All six were withdrawn and sold in 1929/30.

The disposal history we have on these is as follows:

**No. 22** was converted to a gully cleansing vehicle in November 1929, withdrawn by December 1941, believed converted to an ambulance (!) by May 1946 as fleet number 7521 and sold in 1948 to unknown buyer (probably scrap by then).

**No. 23** was converted to a crane by the Corporation transport department in March 1930 and scrapped in 1932

**No. 24** was scrapped in 1932 by the Corporation after a period of no use.

**No. 45** Sold to C J Dowell, Sidmouth in January 1930 (possibly via Leyland Motors acting as a dealer) and withdrawn by them in December 1930

**No. 46** was converted to a lorry for the Corporation transport department in December 1930 and withdrawn 1939

**No. 47** was transferred to Plymouth Corporation health department and converted to a lorry in 1932

None of these vehicles have survived into a museum as far as I know. However, at the Chalkpits Museum at Amberley in West Sussex they do have a Freighter once owned by the Southdown Company. It is restored and run up on open days.

Two SD Freighters once operated along the sea front at Exmouth. Both were acquired second-hand by a local operator in the town. They had come from two different owners, one of whom was at Penarth near Cardiff. Both these vehicles were sold for scrap to a breaker in Honiton (year unconfirmed) and the story goes that the Penarth vehicle broke down on its way to Honiton and was simply buried at the roadside in Clyst St George. I was told this by a man living in Thorverton, who has since died, who used to live at C St G and saw it happen. At the time he said he could direct me to the very spot – so could this be an exhumation job?

Thank you for contacting us and I hope the above information is helpful.

Yours sincerely, Robert Crawley

Chairman May 2011.

West Country Historic Omnibus & Transport Trust 2011.

## Reactions to two photos of 'T' types.



Ron Waghone posted the above photo in the Facebook Group at the end of January. This very well equipped SD T Type gully emptier demonstrator included street washing, gully emptying and night soil collection all in one vehicle.

Trevor Wood commented:- "I remember a strange anomaly with these, as a cesspool emptier, and I presume a gully emptier too, they were classed as 'street cleansing' for road tax purposes and no duty was payable, but when fitted with the nightsoil box they became 'goods' and commercial vehicle road tax became payable.

In a similar vein dustcarts that towed a salvage trailer were classed as 'trailer goods' at a higher rate than 'goods'. This was one of the considerations that lead a lot of councils to give up recycling paper and cardboard in the 1970's, together with the cost of repairing the trailers that often got damaged while reversing. Also a 'free' market for waste paper existed where the mills would drop the price to an uneconomic level or stop taking waste paper altogether for a period of time, leaving councils with large amounts of waste paper they couldn't even give away."



The photo above of a TN 1972/73 F&A tipper was posted by Phil Tallant. Trevor Wood said that it was nice to see that the steps on the back still intact, as they often got removed entirely because of reversing damage. Philip Clifford agreed:- "Speaking from experience, the rear loading steps were eventually removed to stop crews riding on the back. I personally told my crews that, if they damaged them through reversing, they would be removed and not replaced. Didn't take long to get rid of them all (this was back in the early 1980s with N series Revopaks!)"

Getting the right specification which suited the crews as well as the local authority was often a case of 'trial and error.'



This 'W' type Fore & Aft tipper in service with Old Fletton, Peterborough, Council is towing a waste paper trailer.

## An Unusual SD Freighter.



This photo which was kindly sent in by Shaun Taylor appears in Kaleidoscope of Shelvoke and Drewry as caption 92. Using information from that book, a Google search and from Wikipedia I found a fascinating story behind the photo.

Clucas Laundry was situated in Tromode, Bradden to the North West of Douglas Isle of Man and is on the boundary with and partly within the borough of Douglas. The Laundry operated from around 1905 until the early years of this century. It was housed in a former flax mill which produced Moore's sail cloths. The mill dated back to a former corn mill on the site. In 1814 Edward Moore started his business in Tromode. In the 1840's William Moore started to build a village for his workers, which of course, has similarities to the building of Letchworth Garden City, SD's base.

The mill was powered by a 19 ft, diameter water wheel unless the supply of water was inadequate when a horizontal steam engine with a 16 ins diameter cylinder took over. The boiler house and stone chimney are regarded as of historical importance and have protective status.

The laundry was primarily formed to carry out the cleaning of linen from the hotels of Douglas as the Isle of Man experienced a growing tourist trade. To accommodate the seasonal nature of this work the works also produced brushes. The company flourished and a 1923 advertisement stated that:- "The Laundry is one of the largest and best equipped in the United Kingdom, and the Brush Factory is steadily growing into one of the largest Brush Factories." It also pointed out that the Clucas' Laundry was the only laundry in the British Isles that provided housing for its workers.

The advert went on to say:- "The Company owns the whole village of Tromode, and their employees occupy all the houses. The village is lighted by electricity, and is worth a visit any evening to see the decided improvement of lighting by electricity instead of gas. The electric current for both village and works is generated by Water Turbines, which were recently added to the laundry plant to replace the water wheel formerly used by the Sail Cloth Works."

At some point the laundry purchased an SD Freighter with a locally bought body by Corkish and Neale. The Freighter was a dual purpose vehicle used for collecting linen in baskets and sacks and delivering the cleaned linen around the island. But each morning it collected workers from their homes and returned them in the evening. It isn't known whether seats were provided or the workers had to stand! In 1935 a second Freighter was purchased but details of the bodywork aren't known.

A forum website asked:- "Does anyone know anything about an electric vehicle operated by Clucas' Laundry which used to trundle round Douglas before the Second World War picking up employees and taking them to the laundry at Tromode? I gather it was like a minibus and known locally as the Ghost Train."

I think this is the not unusual confusion caused by the quietness of the SD petrol engine and the similarity to an electric milk float. One person wrote about having seen it most mornings in Derby Road where he lived in the 1930's, and wondered if it was an ex-milk float as it didn't have much of a turn of speed and he recalled them being flat out at about 10mph.

## THE EDITOR'S POSTBAG.

### OF SPECIAL INTEREST TO FORMER EMPLOYEES.

#### Audrey Rayment Accounts 1971 to 1981.

I have sad news as another friend and colleague has passed away, namely Audrey Rayment who was Cashier in the Accounts Dept. Audrey and her husband were great travellers visiting Papua New Guinea, the Galapagos Islands, India, Sri Lanka and many other places that were then not on the tourist trail.

It was lovely that Pam and Terry Street, Mary and Bill Parkins, her friends and colleagues from the Accounts Dept. were able to come to Royston for her funeral.

Kind regards,

Val Withey 6<sup>th</sup> December 2018.

#### OXFORD DIECAST NEWS.



Oxford Diecast have announced that they have two further models of the SD Model 100 Dualdrive Freightlifter in their development programme. These consist of a British Railways Western Region in 'N' scale and a British Road Services in OO scale.

**THANKS.** My thanks to all my readers for their continuing support and especially those whose contributions are featured here.

*Brian – Editor.*

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

**Next Issue :- 1<sup>st</sup> June 2019 Summer Issue.**



Paul Warnock sent in this photo of an SD WY Turn table ladder **YVN 67 Y** that was based at Harrogate fire station with North Yorkshire fire and rescue. The ladders were transferred from an AEC appliance and fitted to the SD cab and chassis. On seeing this photo Ronnie Farrington wrote:- "I remember that a turntable ladder came to Manchester S D depot. I think gear box problems were discovered on a pre delivery inspection."



Twelve months ago Tony Cauchi sent in this photo from Malta of a NY Revopak one of very few SD's still operating in Malta. He says this one is used for collecting cardboard.



Bill Stiles from the Amberley Museum reports that their replica Tramocar is being converted to electric starting. Into the 21<sup>st</sup> Century!