



# SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 36.

Winter 2019.

## From the Editor.

It's been quite a busy period since the last Newsletter. News has come in of surviving vehicles, a whole lot of names of former SD employees have arrived, the series about Freighters for commercial use continues and we take a look at Manchester's civic pride, and lots, lots more. I hope you enjoy the read.

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

## NEWS OF SURVIVING VEHICLES.

I often think that we now know of all the surviving SD vehicles and then news comes along of three more. Paul Underhill wrote to say that he is the owner of the unusual fire appliance pictured below.

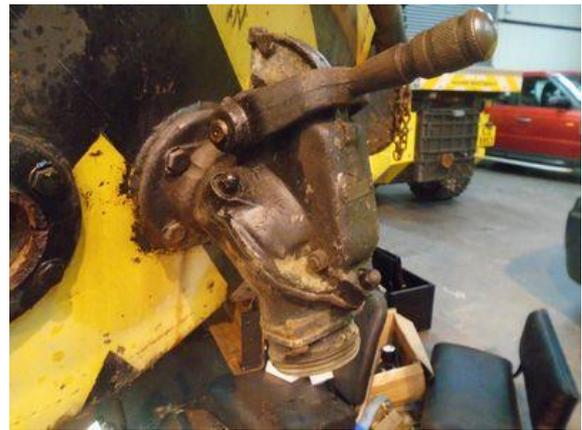


Q 66 VOE is a 1977 SD SPV WX which was in service with the West Midlands Fire Service. It was one of five rebuilt by Carmichael in 1988 in its current form. Paul also says that Q 68 VOE has survived into preservation. Photo by Ken Reid.

Ryan McFarlane sent in a photo of his Defiant fork lift at work in his boat yard in North Wales. I'm unsure of which model this is.



The news from Northern Ireland is that restoration of the 1972 T type Gully Emptier Reg. No. KLK 464 K is proceeding with the front fibreglass radiator now looking as good as new. One of the items giving difficulty is that two of the release valves have been subject to vandalism. From my days at S&D I know that these were manufactured 'in house' so replacing them is going to be difficult. Any suggestions will be very welcome.



The surviving valve. Photo:- Tommy Moore.

News also came in that Richard Wilson's Model 82 Freightlifter is now in action at his premises.

## Keeping the SD Name Alive.

Tommy Moore sent in a report to Irish Vintage Scene magazine of his participation in the Ayrshire Road Run and it was published under 'Reader's Photos'. He described the route the five SD's took:- "The Ayrshire Run started in Ayr going north on the coast road through Irvine and Lards, and to Kilmarnock for lunch. Then southbound to finish at Portpatrick for overnight stay. On Sunday we followed the A75 to Castle Douglas. The Run finished at Lockerbie, but we had to turn back there to catch the ferry at Cairnryan." Along with three photos Tommy kept the SD name alive for the Irish Vintage Scene readers.



To My Readers.  
Best Wishes for Christmas and  
The New Year  
Brian



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> March 2020 Spring Issue.

## CIVIC PRIDE.

On 22<sup>nd</sup> October 2005 Chris Heaps from Denton, Manchester wrote about the Annual Parade and Inspection of their refuse collection fleet which took place in Wythenshawe Park.

Chris went to the event twice, first in 1964 and then in 1970. He writes:- "It was a quite astonishing event and I have no idea if any other authority did anything like it. By the same token, I don't know if any other authority had such an immaculate fleet of dustcarts and associated vehicles – it could put many a bus operator's menagerie to shame. I never counted how many vehicles came to the event – it couldn't have been much less than 200 and it wasn't just dustcarts but included lorries and even tractors and shovels from the tips.

The Annual Parade and Inspection was not promoted or advertised in any way and I can't recall how I came to hear about it, or how long it had been going on for prior to my first visit to it in 1964. A dais was erected for speech making and prize giving by officials and councillors. Maybe the official party walked the ranks, but clearly it would be impossible to select winners on the day. This would have been determined by observations over the previous year. I believe that drivers were given paid time each week to carry out cleaning and basic maintenance, and would be assessed thereon. There must have been a worthwhile pay-back on this in the form of a reduction in breakdowns on the road.

I don't know if 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> were already chosen or whether the final order of these three were selected by the judges on the day. The first prize was allegedly £12 – not a lot, even in the Sixties, especially if it was divided between the vehicle's crew.



**A 1938 Austin 20.**

The Director of Cleansing was R.E. Bevan MIPC and his official car was there. This was a highly-polished Austin 20 in dark blue with a small city coat-of-arms on each of the rear doors. It was absolutely spotless – and in 1964 it was twenty-six years old!

It was 12 September 1970 when I made my second attendance at Wythenshawe Park. The mixture was much as before but with a disturbing difference. The official party was still on the dais but if speeches were still being

made they could not be heard over the roar of Perkins engines.

Ranks were broken and the vehicles raced away in increasing numbers, no doubt with the pub or match in mind. It was massively discourteous but symptomatic of the times and I have never bothered going again. From a photo [mentioned in our Autumn issue,] clearly the event took place again in 1971 but for how long after that I have no idea."

As a footnote Chris added:- "I have a City of Manchester Handbook for 1984 and although it points out that Refuse Disposal Management is a function of the County Council, under CLEANSING DEPARTMENT it lists Central Engineering, Motor Transport Maintenance and Main Stores Depot, and six Depots dealing with refuse collection. It also shows a fleet of 294 Operating Vehicles including 62 "Street Sweeping Freighters" – make of that what you will!"

Manchester's association with S&D went back a long way and in addition SD had a Service Depot in the city.



**A Freighter on solid tyres.**

**Photo supplied by Shaun Taylor.**



**A 'W' type Fore & Aft tipper.**

**Photo Classic Refuse Trucks – Jaap Mikkers.**

My thanks to Chris Heaps for this interesting insight into Manchester's Cleansing Department in the 1960's/70's.

## SD FREIGHTERS FOR COMMERCIAL WORK.

### Part 3. Running Costs and Maintenance.

In continuing the series based on a photo copy of a brochure believed to be from around 1926, again there are additions to the text shown in italics. The photo is also an addition at this point although it appears later in the brochure.



A lovely example of a Freighter for Milk Delivery. 12 ft. x 5 ft. 9 ins. x 6 ft. 6 ins. Load 2 Tons..

Price: £575

The preceding paragraphs explain the economy of the Freighter in actual service, but when costs are considered standing charges must be taken into account. These are also lower with the Freighter than in the case of the conventional petrol-driven vehicle.

#### ***Low Taxation and Insurance.***

Taxation, whether on the basis of weight or horsepower, is lower than for other petrol-driven vehicles of similar capacity. Insurance premiums are less, because the Freighter is regarded as a comparatively slow-moving vehicle. Less garage accommodation is required, because of the smaller overall length for a given body.

#### ***High Quality.***

The Freighter is constructed on sound engineering principles. It is British-made throughout, and only the finest materials and workmanship are used in its manufacture. Maintenance costs are therefore low. Its adoption by the War Office, the General Post Office, The Royal Air Force, and the Crown Agents for the Colonies, is evidence of its sound design, and also the fact that it is in service with such well-known engineers as Babcock & Wilcox, Ltd., Johnson & Phillips, Ltd,

and Joseph Lucas, Ltd. There are several hundred Freighters used by Municipal authorities and public bodies in Great Britain and abroad.

#### ***Two Year Guarantee.***

Every Freighter is guaranteed for two years from the date of delivery, and we send service inspectors who call upon our users periodically. These inspectors examine and advise upon Freighters without charge and can often prevent the incidence of troubles which would have otherwise resulted in expense.

#### ***Low Depreciation.***

Because of these safeguards, a lower figure than usual may be allowed for depreciation, so that all operating costs are less than for a conventional vehicle.

The Freighter thus combines economy with convenience, and is, therefore, then ideal vehicle for city transport.

## THE EDITOR'S SNIPPETS.



### Down Memory Lane with Kim Syder

In August Kim, who is the daughter of Jack Arnold, SD's well respected Service Manager, asked for people's memories of the Company on a Facebook page. She received over 30 replies and around 50 names of ex-employees are given. Full details are on the website version of this Newsletter.



Martin Blatch sent in this photo of the maintenance team circa 1983. The names as he recalls asking us to excuse the spellings are:-

Left to right:- Tom Mc Guinness, Bill Overton, Mick Waldock, Doug Warren, Jim Munnerly, Ian ?, Mick Hiscocks, Doug Flint, Reg Burley, can't remember? Hope someone can help, Terry Drewitt, Wally Woods, Andy Addison.

Can anyone fill in the missing names, please?



### Letchworth Hall Hotel.

On 12th September it was fifteen years since 200 people including many former employees met up at Letchworth Hall Hotel for SD Remembered. Some memories of the day are in the website version of this Newsletter.

### Sherlock Carpenter



I think many engineers have a bit of Sherlock Holmes in our makeup. We like to solve problems. I enjoy trying to identify photos which arrive on Facebook without captions. There's an awful lot I still don't know about SD's products but I enjoy exercising the Sherlock in me. I believe a photo loses a lot of its value without a caption.

### A Born Optimist?

Recently I've renewed my ownership of [www.shelvoke-drewry.co.uk](http://www.shelvoke-drewry.co.uk) for a further five years. Optimist or what?

### A Fascinating Archive.

In October John Howard, from Southport who used to work for Sefton Council shared some of his archive of refuse collection vehicles photos on Facebook. Over 50 of these were SD related and I shall be sharing some of them with you in future Newsletters.

### Newsletter Extra.

In October I published my first ever Newsletter Extra. Harry Wright had lent me a remarkable set of documents and photos belonging to his late father, Stanley Wright who was Harry Shelvoke's chauffeur in the 1930's. Included was Stanley's passport and I was able to piece together the Shelvokes' annual holidays mostly in France but including Spain and Italy from 1931 to 1934.

Mr. Shelvoke, I'm told, didn't like having his photograph taken and so this photo of Harry and his wife, Minnie, are quite rare.



This is a close up section of one of the photos loaned to me.

**THANKS.** Once again I am indebted to the many people whose information has made this Newsletter possible.

**Brian. Editor.**