



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 37.

Spring 2020.

From the Editor.

I've been in the enviable position of having to decide what to leave out of this issue of the Newsletter rather than wondering what to put in. So we've six pages once more – and subjects left over for a future issue. There is a wide variety of topics here, so I hope you will all find something of interest. The series on 'Freighters for Commercial Work' continues. Roger Morrisroe and Mick Hursey share some memories with us, and Richard Tomkins takes us back to the early days of SD. Tom McWilliams challenges us to find a photo of a very unusual SD, and I report on the generosity of Malcolm Easton in sending some more of his grandfather, James Drewry's papers.

Brian Carpenter Editor 1st March 2020.



I start 2020 with this photo of Letchworth's Freighter No. 2 purely because I liked this picture when it was sent in by Martin Blatch, and I wanted to share it with you.

Also in the same category is this photo which was sent in by Jack Ferguson.



The photo shows a T series Pakamatic being delivered to Fermanagh District Council at Enniskillen Northern Ireland in 1967. FDC ran a fleet of Pakamatics, Revopaks and Routechiefs from the 1960s right up until 1988 when they bought their last Routechief. The last Routechief was sold

out of service in 1996 due to wheelie bins being introduced. It was seen as uneconomical to put bin lifts on their aging fleet at the time.

Jack Hubbard, SD's Chief Demonstrator Driver, is shown handing over the keys to Noble Connor-Johnston who was the Town Clerk and Chief Executive with Teddy Kilfedder who was the Cleansing Manager for the council on the right.

Mike Cooper from Maybole, Ayrshire Scotland sent me this photo in November of progress on his 1964 'T' type water carrier restoration.

Maybe in 2020 we'll see this vehicle back on the road.



A fourth photo sent in by Tony Cauchi shows a vehicle where at first glance the body could be mistaken for an SD Pakamatic.



Apparently two Bedford TK chassis were fitted with these replica bodies for a re-make of the film 101 Dalmatians. One of the TK's was to be blown up or set on fire. Some of the filming took place in Greenwich, South London.

SD in the Specialist Press.

By sheer chance I bought a copy of *Vintage Roadscene* December 2019 issue (Issue No.241). I was delighted to find that over seven pages Malcolm Bates has written about the SD Freighlifter with over fifteen photos. Parts of his version of the history of this heavy duty fork lift truck don't quite follow the story as it was told to me, which is a problem with trying to be historically correct. But his article did point out to me that the Dual Drive version of the Model 100 later received a steel cab at the fork lift end, to replace the wooden framed cab which as Malcolm says:- "resembled a domestic greenhouse!" It is always good to see the Shelvoke & Drewry name given the prominence it deserves and we are so fortunate that Malcolm continues to write about the company.

Then I was told about an article in *Heritage Commercials* January 2020 issue in which the late Alan Barnes writes an eight page article under the title 'Rubbish – the Dustcart.' He starts by describing horse drawn carts before moving on to mechanically propelled vehicles. There are just three photos of SD's compared to ten Bedfords, which to me, at least, seems unbalanced in the history of refuse collection covered in this article.

Sadly in regard to S&D there are a number of errors including mis-spelling Drewry on every occasion the company is named. Then for inexplicable reasons a photo of a Freighter in service with the Borough of Hampstead is captioned "Shelvoke Drewery electric dustcart evolved from their Freighter"! I wrote to the editor expressing my disappointment at these errors. I included the sentence: "I am sure that many people enjoyed Alan Barnes writing and photographs over the years and it seems unfortunate to me that I should feel that I need to write this letter." In 2005 I had been in correspondence with Alan Barnes and together we produced a brief history of S&D for the

January 2006 issue of *Classic & Vintage Commercials* magazine.

Accident Prone?



Joseph Studd sent me this photo of London Fire Brigade's 1979 WX Pump Escape Reg. No. YHV 191 T following an accident. Alasdair MacKenzie also sent photographs of WY hydraulic platforms Reg. Nos GYW 664 W and GYW 666 W following accidents. According to records, kindly sent to me by Terry Prince, London Fire Brigade had 21 T reg. and 27 W Reg. Pump Escapes and 10 WY Hydraulic Platforms.

Following their accidents these three vehicles were fitted with Saxon cabs and also YHV 204 T Pump Escape following a fire.

Fulham Honours its Drivers.

Richard Nash has sent me photos of medals awarded to his Grandfather, Bertie Hoare.



Richard wrote:- "My late grandfather started with The Fulham Borough Council in 1920. I remember him telling me that Fulham had horses when he joined and he used to have to climb a ladder with a bin - sounds hard work to me! I also found these safe driving and free from Accidents medals which I assume he was given by the Fulham a Borough Council."

The above is the 5 years Accident Free award and bars 1934 – 38 & 1950-57 plus 25 year bar. The Safe Driving Awards and bars date from 1939-48 both awarded by the National Safety First Association.

SD FREIGHTERS FOR COMMERCIAL WORK. Part 4. Special Transport Problems.

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



Home and Colonial purchased this large capacity van for bulky loads. 20 ft. x 6 ft. x 8 ft. Load 2 tons.
For the Price of **£600**

Photo supplied by Malcolm Easton.

Every business has its individual problems, and this is true no less of its transport than of its other phases. We are always ready to assist in the solution of transport problems, and we are often able to base our suggestions on previous experience of similar cases.

The range of chassis is particularly wide, and our standard models vary from the works truck, with a body 9 ft. long to, for example, the van with a body 20 ft. long. The one is used for carrying heavy machinery and castings in a confined factory yard, the other for carrying a bulky load such as empty packing cases, for which it provides a capacity of a thousand cubic feet.

Any type of body can be fitted to a Freighter, and the low loading level makes it possible to have the opening at the side of the body, which is frequently more convenient than the usual arrangement.

Although the low loading level of the Freighter is generally advantageous, there are occasions when it is necessary to have a high level to suit existing loading docks, or such work as loading sacks. In such cases a suitable body can always be provided. When the need for a high level is not continuous, detachable trays are supplied, which can be fitted to the body to raise the loading level when necessary.

For special work special designs have been evolved,

and our various types of demountable bodies have eliminated waste of time in loading and unloading

We are always ready to submit quotations for Freighters for any service, together with estimates of operating expenses. These estimates are based on actual results of Freighters in service.



Factory truck. Steel deck and timber sides.
9 ft. x 4 ft. 9 ins. x 1 ft. 6 ins. Load 2 TONS.
Price: **£482 10s. 0d.**

Photo supplied by Shaun Taylor.

Photo similar to brochure.

OF SPECIAL INTEREST TO FORMER SD EMPLOYEES.

Bill Davies.



Sadly we have to report the death of Bill Davies. Bill's wife, Brenda, wrote to me at Christmas to say that her husband, Bill, died on 2nd December at Addenbrookes Hospital at the age of 89. Bill suffered from dementia for several years and unfortunately Brenda became unable to look after him at home, so he was cared for by others. Bill was an SD apprentice and became Chief Demonstrator Driver and above he is shown at the controls of a Defiant 4 fork lift truck. He was a popular employees and his son, Colin, also passed through the apprentice training.

On your behalf I have offered our condolences to Bill's family.

Percy Tomkins.

Richard Tomkins has sent in this photo of his grandfather Percy Tomkins an early employee of S&D. From 1922 to 1929 he was the Works Manager.

A newspaper article describes him as being very popular with his colleagues and staff, with a special interest in the sports club. He was presented with a silver coffee service of which the tray is engraved with:-



"Presented to Mr. P.J. Tomkins by the staff of Shelvoke & Drewry as a mark of esteem. 1922 – 1929" Mr. Tomkins left to take up a position with the Lanston Monotype Corporation, Horley, Surrey.

Walter Bunyan.

Following on from the story in the last issue of Mr. Shelvoke's travels in Europe, Roger Morrisroe recounted

this episode when Walter Bunyan was the company chauffeur.

"Back in the 1960's the Service Dept. were using Commer Cob 1400cc vans. These were quite quick for the era and were capable of well over 70mph. On the day in question Walter was driving the Works Daimler with Harry Shelvoke ensconced in the back seat returning to Letchworth, when they were passed by a service van with the SD logo on the side and this was noticed by Harry. "Walter," he said, "catch up with the van and see who is driving." Walter's reply was, "We are going as fast as possible and I cannot catch it."

Next morning Harry wished to know who was driving the service van and when he had a name (no names no pack drill) said that man is fired. The Unions stepped in and said:- "You cannot fire a man for breaking the speed limit", but I suspect it was for overtaking the boss in the Daimler. The fitter kept his job but I believe with recriminations. Another blast from the past, the good old days. Regards, Roger.



This Commer Cob van is very similar to the SD vans including the colour.

Apprenticeships at S&D.

On the next page we have the first part of an account by Mick Hursey of his apprenticeship with the company which started in 1970.

By coincidence Trevor Upchurch who started in the same year has sent in a copy of his "Agreement of Apprenticeship." I, myself, started as an apprentice in 1953 and I am fascinated by the changes that had taken place by 1970. The Engineering Industry Training Board (E.I.T.B.) had been set up under the 1964 Industrial Training Act.

When I signed on I was an indentured apprentice, the name arising from the original system where apprentices signed a document which was then cut in half with a wiggly line i.e. "indentured", with the employer keeping one half and the apprentice the other. A standard apprenticeship was for five years, with one day at Technical College plus one evening. By 1970 apprentices received more formal training over four years.

Mick Hursey Remembers – Part 1.

My name is Mick Hursey and I'm one of the many people that was fortunate enough to not only work for Shelvoke & Drewry, but I was also lucky to have served my EITB apprenticeship there. I say this as even now that I'm retired, I still use the skills taught to me by some the great S&D engineers and although I suppose in the big picture I'm a relatively new boy having not started my time until September 1970, I still consider this time to be one of the best and most important periods of my working life. Some of my contemporaries that I can actually remember were Pete Naughton, Alan Brosnan, Ron Fink, Trevor Upchurch, Chris Pearson and Chris Kirk who was the cool one as he was the only one with a car. There were others, but sadly my memory is struggling to recall their names.

The Apprenticeship started with a year of what was termed as "Off Job" training that took place in the apprentice school that was run by Doug Sparrow and Jock Stewart. The school was situated so that we had to walk through the carpenters shop to gain access and the smell of fresh cut timber still evokes many memories. Anyway, we were taken through an induction period that included talks from Mr Ryan the sports club secretary, a first aid talk from Eddie Carpenter, a company history lesson from Mr Melot, who was another training officer and a talk on the companies products given by Mr Butcher who was the Chassis line superintendent. The training received during this first year was pretty intensive but we were taught so many basic skills including an introduction to turning and milling, sheet metal skills, welding brazing and soldering and things like how to use a file and hacksaw correctly and the big one – how to sharpen drill bits - it still drives me insane when I see people throwing drills away rather than sharpening them!

Following the first year, we had to make a choice whether to follow the mechanical engineering path or the fabrication and metalwork path each with its own distinct training timetable. I chose the mechanical route and so graduated to the Module Training Unit (MTU) that was basically a workshop placed in the heart of No1 factory that was home for the main machine shop and the vehicle chassis line. Here we met Keith Masters the senior training officer, Dave Porter and Doug Flint who were the hands on trainers. As the name suggests, from this point the training took the form of different modules and my next module was the H1 module, machining for toolmaking and experimental work. This involved more advanced training on all the machines within the training school before working in each department in the machine shop. The machine shop foreman was if my memory is correct, Jack Dawson and this training included stints on the broaching and milling machine and capstan lathes which was my personal favourite because the office door was next to my work station and I could chat to the girls as they went to and fro from the office. Then finally, a period working in the toolmaking shop working on surface and cylindrical grinders amongst other duties under the supervision of the tool room superintendent Paul Hyde.

A Drewry Treasure Trove.

Malcolm Easton, a grandson of James Drewry has been sorting through his grandfather's papers and very kindly has sent me scanned documents and photos.

Among these was a menu from November 1929 of a dinner to celebrate the completion of Freighter 1,000. This, and other material, has already been published on the website as Newsletter Extra No. 2. Similarly a re-print of an article from Motor Transport magazine dated 21st May 1923 is now available on the website.

But for future use there is a photo of a Freighter with a car on its platform, some details of the Drewry Instrument Company and evidence that James Drewry seriously considered forming a company 'Drewry Freighters Ltd.'

We must consider ourselves fortunate to have access to this early part of the history of the company.

The 2019 Dimpleby Lecture. Sir Tim Berners-Lee. BBC 1 17th November 2019.



I was fascinated when Sir Tim Berners-Lee gave the Richard Dimpleby Lecture on BBC 1. He was working on the CERN Project, the European research organization that operates the largest particle physics laboratory in the world, from 1984 to 1994. He realised that everyone on the project had their own computers with their own systems etc. and there needed to be a communication system to foster collaboration. From this insight the World Wide Web was born in 1989 and the Internet as we know it was created. From the outset Tim stipulated that it was to be an open platform free to use.

Without the Internet the SD Enthusiasts' Club could not have been formed; a small example of the way our lives have been transformed by the World Wide Web.

In his lecture Sir Tim expressed his concerns about the Internet. He reminded us that everyone has a responsibility to pause and think whether or not their action will make them feel better the next day. The sorts of actions and web activities he referred to include angry responses, what we decide to click on or even just something that we decide to like or dislike. He said that we should all take a moment to be careful, thoughtful and mindful of what we are doing on the Internet. Wise words, I think from someone who has altered our world beyond anything we could imagine.

A Puzzle from a Reader.

Tom McWilliams who lives in Belfast has posted on Facebook and given me an interesting puzzle. He wrote on 8th January:- I wonder if anybody would have any photos of the Shelvoke & Drewry truck that may have been a Demonstrator with the Pak-Mor H type body that Castlereagh Borough Council in Northern Ireland had in the mid-1980s it was classed as the Special Collections lorry.

I confess I'd never heard of Pak-Mor but I turned to the excellent Classic Refuse Trucks website (U.S.A.) and learned that Pak-Mor dates back to 1940 and remained a producer of refuse collection vehicles until 2003 but has continued in business in a new set up.

The photo shown on the right is of a Pak-Mor H series from the 1960's. It was a side loader with a hydraulic pusher plate. Classic Refuse Trucks says:- "Unlike its rivals, Pak-Mor mounted the double-acting telescopic packer ram horizontal, close to the floor, rather than at an angle from top to bottom. It was claimed to transmit more of the packing force, 78,000 pounds of pressure, directly on the load, without frictional losses that occur in angled designs. The packer plate was carried on six rollers guided by two rails at the base. A large protrusion in the lower part of the packer plate accommodated the cylinder.

The design also featured dual side packing controls, and a large capacity hydraulic oil reservoir located at the upper front of the body to improve cooling. A *Dynamic Sweep* lever allowed an operator to rapidly clear the loading area (in ten seconds) to speed up loading. Full pressure packing could then be applied later as needed."

Tom McWilliams request is a strange one as it appears that the Pak-Mor was confined to the American market. However I find that in October 1966 Commercial Motor magazine reported that an American trade mission included a representative of Pak-Mor who were looking for a distributor or licensee for their refuse collection equipment.

Bill Forest has reported that Motherwell District Council had very similar, if not the same, barrel packer mounted on Dodge chassis. They used it for salvage/Cardboard collections.

Thanks.

I think you will realise that the production of this Newsletter has involved a large number of people.

For written contributions I have to thank:- Richard Nash, Mike Mullarkey, Roger Morrisroe, Richard Tomkins, Mick Hursey, Malcolm Easton, Eric Voytko, Bill Smith and Tom McWilliams.

For photos thanks are due to:- Martin Blatch, Jack Ferguson, Mike Cooper, Tony Cauchi, Joseph Studd, Eric Voytko, Bill Smith and Shaun Taylor.

My thanks to you all.



A Pak-Mor H series from the 1960's

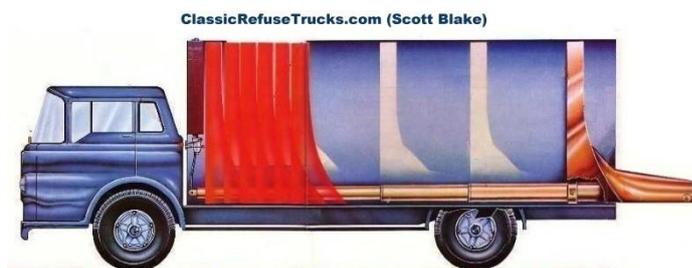


Diagram of the Pak-Mor Mechanism.

Tom McWilliams writes:- "I remember when my uncle Charlie was allocated his SD with the body on it he loved it, but sadly I never got any pictures."

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 June 2020 Summer Issue.