



# SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 41.

Spring 2021.

## From the Editor.

It scarcely feels possible that this issue of the Newsletter marks the start of the eleventh year of publication. Regrettably I've lost some contact with my readers since discontinuing the Magazine but by going to an Internet only format I secured the future of this source of information. In another bumper six page issue we carry a wide variety of articles and I'm grateful to those who have provided these. Sadly on page 5 we have to report the deaths of three long serving SD employees. I hope you'll enjoy our Spring issue.

Brian Carpenter Editor 1<sup>st</sup> March 2021.

## SD 100

At the time of writing it seems to me that it's impossible to predict how far the present restrictions on all our lives will have been lifted by the Summer of 2022. So for the time being I would ask you to reserve the weekend of 11<sup>th</sup> & 12<sup>th</sup> June 2022 for the Grand Display of preserved SD Vehicles at the British Motor Museum at Gaydon.

I'm hoping that the celebration in Letchworth Garden City will take place in September 2022 but feel unable to give any more definite information at this time. But I strongly feel that SD's formation should be marked in its home town.

### THE WELFREIGHTER.



Photo of the model of the Welfreighter.

Tom Colville's account of the Welfreighter submersible was particularly picked out for praise from readers of the Winter 2020 Newsletter. Thanks again Tom!

The series about SD Freighters for Commercial Use concludes in this issue and we are grateful to Mike Mullarkey for providing the document on which this eight part series was based.

It has been suggested to me that Cecil Saunders Ltd. Coach Builders of Works Road, Letchworth, carried out the building of some bodies for Shelvoke & Drewry. Has any reader of the Newsletter heard of this suggestion?

### HITCHIN HISTORICAL SOCIETY.

David Redd wrote on Facebook on 21.12.20 The Hitchin Historical Society, has recently published a book, Hitchin Glimpses Of The Past edited by Simon Walker. On page 33 there is a photograph of Hitchin's first motorised S&D Freighter registration number UR 2128 .On the front is:- "Hitchin Urban District Council". On the side is:- "Burn More Refuse And Reduce Your Rates".

### SD FREIGHTERS FOR COMMERCIAL USE.



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 2021 Summer Issue.

## THE MOD HAD THEIR OWN WAY OF DOING THINGS.

By Roger Morrisroe.



An SD Freightlifter Model 82 at RAF Bahrain.

Roger Morrisroe did his National Service in the Royal Air Force from 1960 – 1962. He sent the above photo with the following explanation:-

This was taken by me on National Service at RAF Bahrain, in the Persian Gulf probably in 1961. This Freightlifter was finished in beige/sand colour. I went into the MT section one day to collect a Land Rover as I was to visit the Navy station on the other side of the Island. This FLT was in the workshop with a problem. I asked the Chiefy:- "What is the problem?" and he said that it would not lift the load. I replied:- "Do you want me to have a look at it?" explaining that I had spent the last two years of my apprenticeship in the SD Service Dept. He asked:- What trade are you? I replied:- "Signals, but I used to work for SD who built and serviced these trucks." The reply was:- "You are not qualified to work on these trucks." I bade him goodbye and went on my way to see the Navy.

On this station the RAF flew Scottish Aviation single Pioneers. A mod came out on this aircraft and the RAF asked MOD to arrange a S.A. fitter to come out to do the mod. S A told MOD they already had a fitter in the RAF in Bahrain and they would not send anyone. The fitter was a cook, on National Service. He was taken out of the cookhouse, told to wear civilian clothes, and report to the SGT's Mess and then report to the Hangers to carry out the mods. He spent two weeks in the SGT's mess, two weeks modifying the aircraft and then went back to being a cook. On this occasion MOD had to do as they were told. When reading Owen Whitehand's account about the MOD FLT contract I was reminded of when the first truck ( a Freightlifter Model 82 ) was ready for MOD inspection. Their inspector was checking the depth of the yellow paint on various areas around the truck by scraping the paint back and then measuring the thickness. He was not satisfied and the truck had to be repainted.

It transpired that when the trucks were received by the forces they were immediately resprayed in the appropriate forces colour. RAF Blue, RN Navy Blue and RA Green and Camouflage. Even back then MOD knew how to waste time and money. Nothing seems to change.

**Roger Morrisroe July 2020.**



I believe the above photo was taken at RAF Wittering (It was taken by the Stamford Mercury) but it appears to be a Canadian aeroplane. (Roger identifies this as a R.C.A.F. C 82 Fairchild Packet.) Note the non-telescopic mast on the Model 82 Freightlifter.



This photo was taken at the Bristol Aeroplane Works at Filton, Bristol, and shows the Freightlifter removing a Proteus Power Plant from the engine stand.

## SD FREIGHTERS FOR COMMERCIAL WORK. Part 8. Prices & Conclusion.

This final part of the series based on a photo copy of a brochure, believed to be from around 1926, completes the text of the brochure and shows SD's price lists. As previously there are additions to the text which are shown in italics. The photos are also an addition although a similar photos appears later in the brochure.

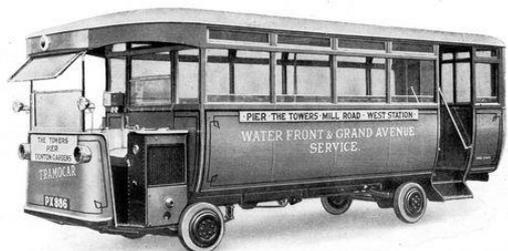
**Bodies.** We are always ready to prepare estimates and submit quotations for bodies for any service. When it is preferred that the construction of the body should be undertaken elsewhere, we give every assistance possible, providing drawings of the chassis and any other information which may be necessary.

*There follow 17 pages* of illustrations which give some indication of the wide range and general utility of the Freighter. These have been reproduced by the kind permission of the owners of the vehicles, and we take this opportunity of thanking them.

The illustrations on pages 9 – 15 inclusive are to a scale of three-quarters that of the other illustrations.

As explained previously these illustrations unfortunately are not of sufficient quality to reproduce here. But I have on my files some of the photos and here are two.

The well known Worthing Tramocar bus 20/21 seater.  
Price : **£860**



**THE S.D. FREIGHTER SALOON BUS**  
The Freighter is especially suited to passenger carrying owing to the low chassis and smooth riding. The above shows one of a fleet of Freighter Buses in service on the South Coast.

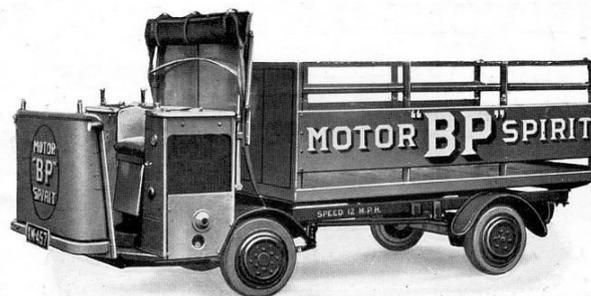
### Prices for Extras.

Standard Canopy, with curtains and glass windscreen	£17 10 0
Standard Canopy, with curtains and metal windscreen	£15 0 0
End Tipping Gear	£70 0 0
Side Tipping Gear	£90 0 0
Demountable Gear, Stillage Type	£35 0 0
Demountable Gear, Roll-off Type	£30 0 0
Wide Wheels and Twin Tyres to rear axle on 50 cwt. and 60 cwt. Types, if fitted at time of building	£20 10 0
Electric Lighting, 6 volt	£20 0 0
Electric Lighting, 12 volt	£27 10 0
Mileometer	£4 15 0
Speedometer and Mileometer	£7 10 0

### STANDARD PRICES.

#### Frame Loads, Body Length and Price.

Wheel - Base	Turning Radius	50 cwt.	60 cwt.	70 cwt.	80 cwt.
Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
6 0	10 3	9 0 <b>£445</b>	10 0 <b>£450</b>	-	-
6 6	11 0	10 0 <b>£445</b>	10 6 <b>£450</b>	11 0 <b>£510</b>	11 6 <b>£515</b>
7 3	12 4	11 0 <b>£445</b>	12 0 <b>£450</b>	12 0 <b>£510</b>	13 0 <b>£525</b>
8 0	13 8	12 0 <b>£445</b>	13 0 <b>£450</b>	13 0 <b>£520</b>	14 0 <b>£525</b>
8 9	15 0	13 0 <b>£455</b>	14 0 <b>£460</b>	14 0 <b>£520</b>	15 0 <b>£525</b>
9 6	16 4	14 0 <b>£455</b>	15 0 <b>£460</b>	15 6 <b>£520</b>	16 0 <b>£525</b>
10 3	17 8	15 0 <b>£455</b>	16 0 <b>£470</b>	17 0 <b>£550</b>	17 0 <b>£555</b>
11 0	19 0	16 0 <b>£465</b>	17 0 <b>£490</b>	18 0 <b>£550</b>	18 6 <b>£555</b>
11 9	20 4	17 0 <b>£485</b>	18 0 <b>£490</b>	19 0 <b>£550</b>	20 0 <b>£555</b>
12 6	21 8	18 0 <b>£485</b>	19 0 <b>£490</b>	20 0 <b>£550</b>	-
13 3	23 0	19 0 <b>£485</b>	20 0 <b>£490</b>	-	-



AN S.D. FREIGHTER

Van for petrol deliveries. 10 ft. X 3 ft. 6 ins. Load 2 tons.  
Price : **£500**



## S & D Memories No. 2.

By Barrie Woods.

“You couldn’t make it up!” A well-heeled saying which sums up this story perfectly!

Having completed several deliveries of brand new refuse vehicles successfully in my new role as Demonstration Driver at S & D in 1969, I came to my first Demonstration. This was in a TY 70 cu yd Pakamatic, sadly I cannot recall which authority we visited, I say ‘we’ as I was accompanied by a more experienced Demo Driver on this first demo. It must have gone successfully as I was soon out on my own on these duties, often being away for a week at a time. One of my very early Demos was to Brentwood Urban District Council as it was named prior to the local government reorganisation in 1974. It was probably a three-day demo as most were in those days, occasionally we might get a four or even five-day one, especially if the Council concerned had a couple of its own vehicles off the road for servicing!

This particular week was with the TN 20 yd Pakamatic. Single cab, so, space just myself and two loaders. All went well the first day if recall. The next morning we were working in one of the plusher areas of Brentwood, along the route of their side-loader. Some of the properties along this main road laid back some way from the road, so normal practice was to drive down the driveway to collect the bins. There was room to turn at several of the properties, this system saved the guys an awful lot of walking.

We did just that at a very smart looking house with lovely garden, I drove along the tarmac drive. Now at this point I was nearly full, so probably weighed around 8 tons. I was directed to the rear of the property which was ‘L’ shaped, and instructed to turn in to what was the crook of the ‘L’ shaped building, at this point we couldn’t be seen from the road. The men jumped out, I reversed in to the crook, my rear end then being quite close to the house in order to negotiate a three-point turn. Suddenly I had this sinking feeling! I was going down! The TN being far heavier than their side-loader was too much for the lightly laid tarmac through which the rear of the TN sank up to the rear axle! The guys saw it happen and I jumped out to examine the situation, the vehicle was leaning over to the off-side with the top corner of the body about 3-4 inches away from the kitchen window – we had a problem!

I decided on a tentative move forwards to see what reaction the vehicle would make. The only direction I went was down even further with the front axle breaking through the tarmac as well! We had by now established there was no one in. One of the guys informed me it was the house of a local Vicar. It would have been fairly easy to communicate in this day of mobile phones, but not in 1969. One of the chaps decided to walk back to the road to find a phone-box. In doing so he flagged down a Council highways wagon, a Bedford tipper, probably a 13 tonner. He came back in that. The crew on the tipper had a

radio, so managed to call in to the depot. Meantime we decided to try and haul my stricken vehicle out of the mire. Chains were attached and with me engaging gear the tipper driver tried valiantly but hopelessly to move me. The vehicle was simply too light and its rear wheels spun wildly.

A Council van turned up to survey the scene, probably the Foreman or similar I believe. A discussion took place and another call to the depot resulted in an empty 16ton TY Pakamatic trundling down the drive. We shunted the Bedford and the van out of the way to allow the Pakamatic to position itself, chains were again employed, not sure what they were attached to on the TY, but the result after several attempts was the same, I was still stuck fast and had now leant a bit further towards the Kitchen window, now perilously close to actually breaking through it.



A TN Pakamatic. Jaap Mikkers photo.

So there we were my TN stuck fast, a TY Pakamatic, A Bedford Tipper and a Council van all in this back garden. Another call to the depot managed to procure a JCB Digger. Now this was a bit meatier, it came down the drive, the driver in it had a good laugh when he saw us all and our predicament. We shifted the TY out of the way, it was getting a bit crowded now as you can imagine and the lovely rear garden was beginning to suffer! Chains were again brought into use and attached to the digger’s bucket, again I engaged gear and with the power of hydraulic rams we managed to pull me out of the hole. A quick study of the underside of the TN revealed no apparent damage, apart from one of the rear wings had bent rather. So there we were relieved and congratulating ourselves on a job well done, all standing there in the midst of my TN, the TY the Bedford tipper the Council van and a JCB Digger! At this point I happened to look around the corner of the house to see a green Triumph Toledo heading along the drive towards us. It was the vicar! He pulled up alongside me in full view of the instant lorry park that his garden had been converted to and just uttered those immortal words “Oh my God”.

It took some time to clear all the vehicles from his garden. Although I related the incident to Gilbert on my return to Letchworth I never heard of any repercussions about it, the story quickly circulated around the works though! I presume the Council footed the bill for the Tarmac and landscaping of part of the chap’s rear garden.

**Barrie C. Woods 20<sup>th</sup> August 2020**

## OF SPECIAL INTEREST TO FORMER SD EMPLOYEES.

We were saddened to learn of the deaths of three long serving SD employees.

### Tony Corbyn.



Tony Corby is shown above on the right with from the left:- Bob Gill and Roger Morrisroe, at SD remembered on September 12<sup>th</sup> 2004.

Tony died in January after having to spend several years in residential care. He joined SD as an apprentice in 1955 and then became a Service Engineer. In this position he undertook several overseas visits. I believe he was then appointed as a Service Inspector based at Letchworth. He was among those made redundant in 1991.

On your behalf I have offered our condolences to his family.

### Colin Humble.



Colin Humble died on 16<sup>th</sup> December at his home in Torquay at the age of 92.

Colin told me that he was the last person to be interviewed by Harry Shelvoke when he asked to become an SD apprentice in 1949 following National Service in the Royal Engineers. On completion of his apprenticeship Colin joined the sales force and eventually became Area Sales Manager for the South West Area. He left SD in 1985 and joined NORBA. Colin was highly respected both in the company and by his customers. Your condolences have been offered to Colin's family.

### Dennis Nelson.



Dennis Nelson, a former SD demonstrator driver died on 31<sup>st</sup> January after a short illness. He was employed from 1960 to 1975 and then moved on to work at Norba. Dennis contributed an article to the Magazine under the title 'The Suitcase Man.' We offer our condolences to the families of these former SD employees.

## PHOTOS IN THE WINTER 2020 NEWSLETTER.

It seems that the photo of the SD 40 Club members shown in our last issue is too long ago for readers to recognise any more of the people shown. It seems a pity that we were unable to share this photo at a time when we were in contact with many more long serving employees.



However we've had more success with the above photo of employees who had served for 21 years in December 1973. Front row L to R.:- Reg Bowles, Service Engineer, Basil Barber, Sales Manager, Percy? Blacksmith, Paul Hyde Toll Room Foreman.

Back row L to R. :- Eddie Carpenter, ?, Stan Quin , Managing Director, Fred Halford, Works Convenor, ?  
My thanks to Roger Morrisroe, Alan Brosnan and Phil Dent for these identifications.



## WE'RE OFF TO SAINT LUCIA.

By Mick Waldock.



By my calculations there are ten Shelvoke 'P' types lined up in the above photo. The one nearest to the camera has a sign which reads:- "Please Help Keep St. Lucia Clean & Beautiful." But more strangely both the door and the cab front bear the name:- " Marshall SPV". When Mick Waldock sent in the photo he explained:-

"This photo is of the fleet of vehicles sent to St Lucia at the end of 1991 for hand over on 31st January 1992.They are all lined up ready to be presented to the St. Lucia Minister of Community Development and Social Affairs. The Presentation was also attended by Mr Michael Marshall, Managing Director of Marshall's Cambridge, and his wife."

As Shelvoke was nearing its sad end Marshalls had gained an order to supply a fleet of refurbished vehicles which included ten Shelvoke vehicles. The Eastern Caribbean island of St. Lucia had a population of 181,889 in 2018 and this 1991 order was to update their refuse collection facility. For several Shevoke employees this Marshall order came at a very useful time as the vehicles were re-furbished from September to December 1991 just as they were made redundant. Les Spencer sent in this photo in July 2007.



I believe that the photo shows:- L to R Peter Whyatt, Bill Nesbitt, John Roden and Les Spencer.

Les Spencer had been the manager of SD's Manchester Service Depot and in 1989 had completed 21 years with the company.

Mick sent two further photos from December 1992. He wrote:- "Some of the vehicles did not fair to well in service due to the fact that, from memory, only four had manual Gear Boxes whilst the rest were Automatics which did not suit the climate and terrain. The ones with automatic gear boxes were scrapped and used as spares."



Mick also remembers that the sweeper sent did not like the sea journey and the donkey engine failed to start and a new engine had to be sent over and fitted, but it worked perfectly afterwards, as did the Skip lorries and Tipper truck also supplied to them at the same time.



**Mick Waldock August 2020**

A fascinating story of an unusual part of the SD story. Ed.