

Common as M

Looking dirty and unloved is the 8.75 gvw Shelvoke & Drewry dust cart which was made at Letchworth in 1972.



The rear door compartment which was used by the dust men has had the door panel ripped off and the spare tyre certainly does not fit this lorry.

By Alec Kermotschuk

We welcome Alec Kermotschuk, who is to keep us in touch on the preservation and restoration of a 1972 Shelvoke & Drewry Ltd refuse wagon. This vehicle is in the process of being restored at this very minute! The wagon is expected to be finished and back to its former glory later in the year and, through Alec's work, we will keep you in full touch with progress on this unusual project.

This project, which we will follow in detail, is to be carried out by members of the City of Bradford transport vehicle maintenance section (as was the Dennis Pax II gully emptier restoration).

The restoration team is based at the Shearbridge Depot of the Housing and Environmental Protection Cleansing

Section of the City of Bradford Metropolitan Council. Yes, this restoration is certainly a little different, however the principles are similar to any mainstream commercial vehicle restoration. The project will involve the complete stripdown, and upwards restoration, to bring the vehicle back to its original condition in 1972.

Our story starts when the vehicle was

found at a village called Denholme, on the outskirts of Bradford, by assistant works manager Paul Wright and project fitter Allen Freer. The vehicle was new to Oldham Engineering Public Services, a division of Oldham Council. However, the vehicle had changed hands a few times since then and is what one would call in scrap condition and is a non-runner. Following discussions with the various parties, the vehicle was purchased on behalf of the Bradford City Council's Transport Department for a nominal sum.

Shelvoke & Drewry Ltd of Letchworth, Herts is an old established company that launched its new concept, the S & D Freighter, in 1923. It was a small wheeled vehicle for short distance work. It was fitted with a ET White mono-block engine mounted transversely. The original Freighter had a turning circle of just 21ft which was exceptional and ideal for work in towns and cities.

The first vehicles S & D supplied in those early orders as refuse vehicles went to Deptford Corporation - that was back in 1923. From that time onwards the

