



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

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From the Editor.

This issue marks a new stage in the life of the SD Enthusiasts' Club. For those of you who used to subscribe to the Magazine this is your down-loadable form of quarterly communication. Plenty of material is still coming in and I am confident that the Newsletter will be a worthy replacement for the Magazine.

Brian Carpenter. 1st March 2011.

Contents:- This page:- The Model scene. The Last Horse. **Page 2.** Revopaks in the Netherlands and Curno & Co. **Page 3.** The Editor's Postbag and Items 'Especially of Interest to Ex-employees', which continues on:- **Page 4.** where we also reveal how S&D came to the help a neighbour.

THE MODEL SCENE.

Kevin Green, who featured in the Winter 2010 issue of the magazine, has completed a further two S&D models to 1:76 (00) scale. The one below re-creates a scene from the 1950's.



A Freightlifter Model 82 stands ready for despatch on a low loader powered by S&D's own 'W' type. Kevin modelled the 'W' from a photo I sent to him. For the Freightlifter he travelled to Harrison's yard in Sheffield to get the measurements he needed.

And another view of the low loader.



Meanwhile Oxford Diecast have announced a fifth version of the 'W' type Fore & Aft tipper. A model in the livery of the City of London should be in the shops towards the end of the year.

THE LAST HORSE.

Famously in the early days of the SD Freighter Harry Shelvoke would present a small brass statue of a horse to local Councils. With the title "The Last Horse" the gift was a clear indication that the day of the horse was over and that the future lay in mechanised refuse collection.



In this photo the crane attachment is in use for loading timber.



Two views of the Last Horse statuette.

My thanks to Tony Drewry for this photo.

REVOPAKS IN THE NETHERLANDS.

Jaap Mikkers has written:- The first S&D Revopak in the Netherlands was mounted on DAF chassis and was imported by BeHam company in Vlaardingen.

I went to the city-archive in my home town (Zwolle) and found this old photo (March 1977) of the vehicle. Between 75 and 80 Revopak's were sold in the Netherlands. My city bought another five of them and one NN-Revopak for the town centre.



I would follow the Revopak on the whole round on the Monday when the refuse was collected in my neighbourhood. I could only do that when I had holiday from school. The refuse collectors let me help them out with throwing in small sacks, boxes and stuff like that. I might also drive with them on the steps on the back or in the cabin. Really a wonderful time.

The Revopak's could be used for loading plastic bags, but also had bin lifting equipment (for 4 wheel bins) on them. Later on some of them got a frame for wheelie bins (240 litre bin/2 wheeler), because the plastic bags would be displaced by the wheelie bin. That was the end for the Revopak, because they didn't need refuse trucks anymore that would tear the plastic bags.



The next story is of particular interest because it shows an SD Freighter bought for commercial use some time in the 1930's by which time most Freighters were for refuse collection duties.

CURNO & Co.

Martin Curno has written:- I have been going through some old photographs at home and found the attached photograph. The lorry looks very smart and I suspect my grandfather took the picture soon after it was delivered.



The lorry was used to transport Soft Drinks (Mineral Waters) around to the various cafés, shops and pubs in and around Plaistow, West Ham – the factory was located in Southern Road Plaistow and was demolished to make way for a new school.

Apparently a lot of Mineral Water Manufacturers sprang up in the late 19th Century and Curno & Co. must have been moderately successful, only going out of business in about 1963 (it was established in 1880). The company's only claim to fame was that it was the first Mineral Water Manufacturer to successfully make a grapefruit drink. The key to making this was the need for absolute cleanliness during the manufacturing process it was a big boost for the factory. The firm stopped trading due to competition from the likes of R. Whites, Tizer and Coca Cola, as you would expect.



The photo of my grandfather, Henry Curno, on horse drawn transport obviously predates the SD picture. My grandfather looks very proud sitting on the seat. I think this was taken at the side entrance to the factory which was in Northern Road (I think!).



THE EDITOR'S POST BAG.



Ken Reid from St. Andrews in Scotland was a member of Fife Fire Brigade for 34 years. Over that time he amassed over 8,000 images of fire appliances including around 150 of Shelvokes.



Among the images he sent was this fine shot of **CWY 159 Y** in service with the West Yorkshire Fire Service.

My thanks to Ken for getting in touch.



I feel I must write in to congratulate Trevor Wood on his EXCELLENT series of 'A DUSTMAN REMEMBERS'. This for me has been a very interesting read especially as the era covered was the one in which I grew up. I remember all the types of lorries he mentions — Eagle Crushloaders, Pakamatics, Dennis Paxits, Fore and Afts, Musketeers and of course the Revopak, of which I have two myself. This must have been 'the' era for Dustcarts as there were so many weird and wonderful types on the market all with, their own faults and merits.

The characters from the old days on the Dust always stick in my mind. Men who spent their entire working life on the Dust and the Drivers too, many of them could handle the lorries with expert precision—others could not! I like Trevor Wood can remember the loading hopper coming unlatched when a locking hook dropped on an SD NY Revopak. This just happened to be as the lorry was driving between houses on an estate and all the smaller waste - glass, ash, cinders, etc., left a trail in the road like laying a carpet over the tarmac. Great! We borrowed brooms and shovels from the householders and swept it all up.

The writing by Trevor Wood has inspired me to write my own series for the SD Enthusiasts Club Magazine, **My Lifetime Fascination with Dustcarts**. Anyone out there who knew/knows me will be welcome to add their comments and contributions to the series.

I would love to get an N series Revopak for 16 tons GVW. back from Malta for total restoration, as at the moment we do not have one in preservation. This will entail quite a bit of effort —any offers of help? I have my eyes on one in EXCELLENT condition, built in

1974, that has been doing 6 days a week and is now being retired as a spare.

Finally I would like to thank Brian Carpenter for the excellent Mag. he produces. Is this a reflection of his training in his former days with the Great company itself — Shelvoke and Drewry?

Steve Jones, Isle of Wight.

SD IN AUSTRALIA.



Winston Brocklehurst from Melbourne, Australia, sent in this photo of the 1954 Royal Easter Show held in Sydney. On the Britstand Distributors stand can be seen an SD Freightlifter with a 3.5 ton Crawler Tractor hoisted 18 feet in the air on its forks.

OF PARTICULAR INTEREST TO EX-EMPLOYEES.

ERNEST MOULES.

We were sorry to learn of the death of **Ernest Moules** on Sunday 2nd January at the age of 95. Stan Quin has written: "When I joined the Company in 1936 Ernest was working as assistant to the buyer, Cliff Hacket, but a few years later he was made Manager of the Progress Department where he remained until his retirement. Ernest was a member of the SD Forty Club and I suspect that he must have completed 50 years service with the Company. Until his death he was certainly the longest living/longest service ex S&D employee."

A fair number of former employees attended the funeral service at Luton Crematorium on Wednesday 19th January. Ernest leaves a widow – Kathleen, a daughter, Susan, two grandchildren and four great-grandchildren.

RONALD HILL.

Ronald Hill, of Letchworth, passed away in May 2010 aged 72 years having suffered from mesothelioma, an asbestos related cancer. Ronald worked for the company for 28 years from 1960 - 1988 as an electrician and it is believed that he came into contact with asbestos during his lengthy term of employment.



Ronald Hill pictured whilst working at S&D.

The family of this former Shelvocke & Drewry employee are asking for assistance from ex colleagues/ friends following his death due to an asbestos related condition.

Mr Hill's family have asked the National Asbestos Helpline (www.nationalasbestos.co.uk) to assist them and ask that any information regarding the presence of asbestos in the Shelvocke & Drewry works be given to the National Asbestos Helpline by calling Jan Garvey on 0800 043 6635 or email jan@nationalasbestos.co.uk.

EX-APPRENTICES REUNION DINNER.

Bob Bowker, who was an apprentice in the 1950's, is organising a reunion dinner for all ex-apprentices in the Autumn of this year. Will you please make sure everyone who was an SD apprentice is aware of this. I can give you Bob's contact details.

OUR LETCHWORTH.

A new website has been launched which records people's memories of the First Garden City. A page is devoted to Shelvocke & Drewry and I have submitted some memories. Why don't you record your memories on this site?

FOR SALE.

In an auction held by Anderson & Garland of Newcastle-upon-Tyne on 14th December 2010 two SD Freighters were offered for sale. Dating from 1929 & 1932 one had no body and a guide price of £2,000 to £2,500 the second with a body was estimated at £2,300 to £2,600. Lot Numbers were 3256 & 3257. Only one photo appeared and this showed the vehicle in a completely un-restored state for an eighty year old vehicle. The two Freighters remain un-sold.

Meanwhile in the West Midlands S. Chamberlain Ltd. are offering a Shelvocke SPV ex-fire service 6,000 litre water tanker at £3,500 + VAT.

When Computers were BIG brutes.

S & D's neighbours in Icknield way - the British Tabulating Machine Company were commonly known as 'The Tab'. Their factory was built in 1921. By the 1950's the Company was known as ICL.

There is an account of the commissioning of a computer for the production control function at the factory in an 'ICL Anthology' published in 1996 by Laidlaw Hicks (ISBN 0-9527389-0-2) a collection of recollections of people connected with ICL edited by Hamish Carmichael. An A 1201/588 HEC 4 computer was ordered by the Production Division in 1956. This computer was ready for installation on 3rd May 1957. ICL called on their neighbour for help in installing the giant machine. An S & D Freightlifter was employed to lift the 1201 unit at the East end of ICL's No. 1 factory. As staff looked on anxiously the unit was lifted some 18 to 20 feet up to a platform from which it could be rolled into the newly completed Computer Room. The lift was made without mishap.

ICL were the first company in England to use a computer for a complete production control system, and among the first three or four in the world. The size of these early computers ensured that it was fortunate that excellent lifting facilities were available from their neighbours.

THANKS.

My thanks to the many people who have made the publication of this Newsletter possible. Their names appear alongside the information they have provided.

Unfortunately due to pressure of space I have been unable to include the promised article on 'Dating the 'N' series' nor start the series on the Defiant range of fork lift trucks. These will now appear later this year. Next time we report on some interesting news from Northern Ireland.

Brian. Editor.

The Shelvocke & 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) Brian Carpenter – Editor.