



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 2.

Summer 2011.

From the Editor.

A number of people have written in and added interest to this issue of the Newsletter. It's lovely that people still want to share their memories of S&D – its people and its products.

Brian Carpenter. 1st June 2011.

Contents:- This page:- Dating the 'N' series and the Folkestone Freighter on the move. **Page 2.** The start of a series of articles about the Defiant range of fork lift trucks. **Page 3.** McCreath Taylor in Northern Ireland keep the SD flag flying. **Page 4.** Your letters and news.

DATING THE 'N' SERIES.

By Steve Jones.

To follow the successful 'T' series, Tom Tillson and his team designed the 'N' series which went into production in 1972 to be succeeded by the 'P' series in 1978. The N series cab was manufactured by Motor Panels for S&D. Early Seddon Atkinsons used the same cab with a slightly different roof and front panels. The earlier cabs had larger indicators on the front, later cabs from 1976 had a smaller indicator & side light combined.



Side Lights 1972-76



Side Lights 1976-78

I don't know the exact date of the lights change but going by English Reg. Nos. on SD Revopaks it must have been late 1976. Another change was to the hydraulic oil filler. On earlier models it was located in the floor of the body, later it was moved to below the body access door.



The visible oil filler on the picture right denotes a later manufacture.

The switch to control the pump was also changed from a pull up/push down switch to a black rocker switch located on the cab floor in front of the gear lever.

FOLKESTONE TILLER ON THE MOVE.



Malcolm Bates reports that in March his Freighter was transported to Trash UK, the hire and repair company in Evesham where Dave Pugh (ex SD sales rep) now works.

He says that the old girl had been kept in a decent barn, but over the last few months, the roof had started to leak, so it was time to move it. Dreading a major logistical problem in getting it out from the back of a building which is used to store vans which are for sale - shifting them normally takes an hour - I was in for TWO pleasant surprises. Firstly, even though the weather was freezing, all the vans started on the button. Then, having decided that getting the Tiller out would surely involve me using the winch on my range Rover, followed by a tricky bump start (yes, you can bump start a Tiller), I decided I had nothing to lose in trying to start the old girl and drive her out.

I turned on the fuel tap, set the choke and using a trick learned by my Dad on Diamond 'T's in the desert campaign in WW2, hooked a rope with a looped end over the starting handle and... rather than a 'push' from BDC with a foot, gave the rope a short tug to get the engine over TDC. They always used to say that a tiller in good condition would always go after three attempts. One, Two.... Three - and she burst into life for the first time in over 12 months! Not bad eh?

Oh, to conclude the Freighter move story, Trash UK will be displaying it in their two story high reception area where it will form part of a 'museum' of RCV history. But before they can do that, they have to knock an internal wall down to get it in!!! I hope we'll be able to enter it in more old vehicle runs over the next year or so as they are really keen to have it seen in public - as indeed so am I.

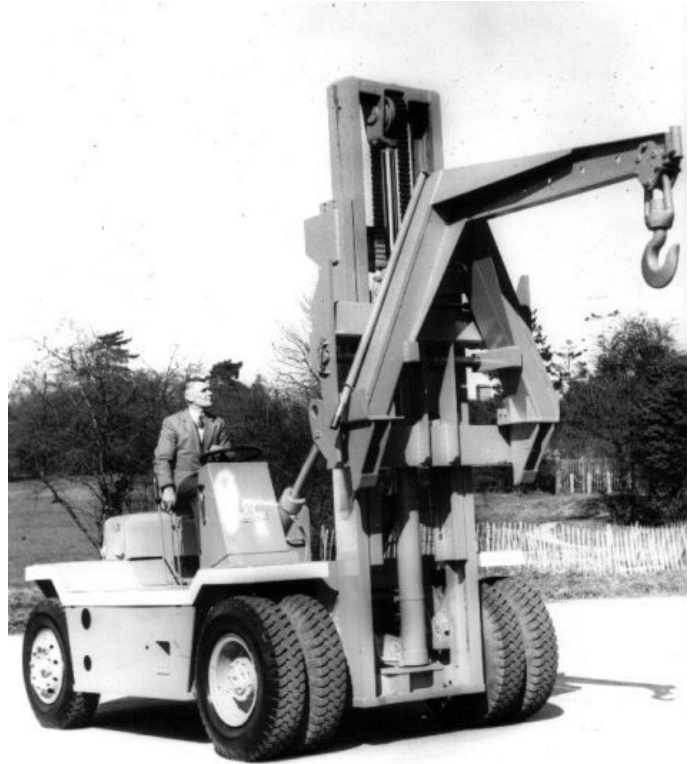


DEFIANT range of fork lift trucks. Part 1.

The SD Freightlifter fork lift truck was in production for 10 years from 1952 and gained a reputation for rugged and reliable service. The range was re-designed commencing in 1962 with three basic models. These initially were termed SD Freightlifter Defiant fork lift trucks but were later simply called SD Defiants.

They followed the Freightlifter practice by being designated according to their wheelbase in inches. The Model 96/15 could lift 15,000 lbs at 24 ins centres from the fork face, and the Model 96/18 lifted 18,000 lbs. The Model 118 had a capacity of 12 tons.

Options for the transmission were a manual gearbox providing four speeds forward and reverse, a torque converter giving three speeds forward and reverse, or a power operated torque converter.



Among the most obvious differences from the earlier models was the absence of the overhead tilt frame, and the reduction in the overhang from the counterbalance weight. All three models were powered by Perkins 6-354 diesel engines.

Here the truck is shown with a crane attachment.

The dimensions for the range are shown below.

Model Freightlifter Defiant	O/All Length	O/All Width	Wheel-Base	Capacity lbs.	Centres	Capacity Tons
96/15	152"	90"	96"	15,000	24"	6.69
96/18	152"	90"	96"	18,000	24"	8.03
118/12T	180"	96"	118"	26,880	24"	12.00

EX-SD Apprentices Reunion Lunch Autumn 2011.

Bob Bowker has written to say that he still needs a few more names in order to make the proposed reunion lunch a viable proposition. These events need a lot of forward planning. So if you were an SD apprentice please give Bob your name and come along to share your memories of the excellent training you received.

ONE OF THE VERY LAST SHELVOKES BUILT.

Peter Johnston, who is the Chairman of McCreath Taylor (N.I.) Ltd. most kindly sent me a whole lot of information from Northern Ireland. McCreath Taylor were appointed agents for Shelvoke & Drewry in 1926 and continued as their agents for Northern Ireland and Scotland for 66 years.

Peter is now the owner of the 1991 'P' series pictured below.



Supplied new by McReath Taylor to Omagh District Council the vehicle was one of the last Shelvokes to be produced, the other was for Preston Borough Council.

OJI 2936 was supplied to Omagh District Council in June 1991, the last SD sold in Northern Ireland by McReath Taylor. In September 1998 it was sold at auction and eventually acquired by James McAleer of Fintona, Co Tyrone who removed the body, the rear bogie and the automatic gearbox were replaced with a manual box and an Eaton 2200 rear axle and recovery equipment was fitted. The vehicle gave excellent service as a recovery vehicle for commercial vehicles over many years. In July 2010 it was purchased by Peter Johnston and fitted with a beavertail body. By that time the vehicle had only recorded 35,000 miles and came complete with many spare parts.



OJI 2936 as supplied to Omagh District Council. In the top photo the vehicle carries the first of Mr. Johnston's SD's. This is the ex-BP tanker that Michael Copper restored and fitted with a Chelsea type body.

Just after Christmas in 2009 two Directors and a driver from McCreath Taylor travelled to Scotland on the early morning ferry, did a deal with Michael Copper for **GJD 121 N** and were back in Lisburn in time for lunch.



Mr Johnston's latest acquisition is a 1929 SD Freighter Reg. No. **MI 2721**, which he purchased from the An Dun Transport and Heritage Museum near Athlone in Co West Meath in October 2010.

It is currently being overhauled and re-furbished by James McAleer at Fintona, Co Tyrone.

The Freighter was registered in 1929 to Pierce & Co. in Co Wexford who were manufacturers of farm implements and machinery founded in 1839. It is reasonably assumed that the Freighter was used to transport raw materials to the Company and completed machinery to the docks and railway station for onward transportation.

After possibly being idle for 43 years the engine was started again last year and now looks resplendent with a fresh coat of paint.



It's great to see these SD's being preserved and cared for by a Company that has such strong connections with Shelvoke & Drewry.


We are most appreciative of Mr. Peter Johnston's efforts in preserving them for future generations.

OF PARTICULAR INTEREST TO EX-EMPLOYEES.

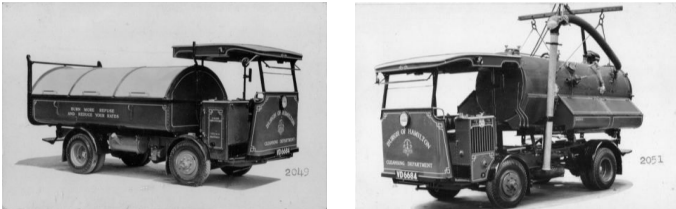
FRANK VOWLES.

With sadness we received the news that Frank Vowles had died some 12 months ago. Frank joined S&D in 1953 and served an apprenticeship. He then worked in the Service Department working with Frank Hoggood and John Holt on re-conditioning engines. On leaving S&D Frank joined Weatherley Broaching Machines in Biggleswade and completed 42 years with the Company. Frank kindly wrote of his experiences for the Magazine which appeared in the Summer 2004 issue.

THE EDITOR'S POSTBAG.

 By e-mail Bill Tait has written:-

Hi
Just came across your Website and I thought you might like these pictures of an old S&D Tiller model with interchangeable Side Loader and Gully emptier body's.



I worked as a mechanic with the Burgh of Hamilton in 1965 and had missed working on these old vehicles. Only the pictures were left, but I did work on the old Fore and Aft type S&D then the Pakamatic then the Revopack, the Hamilton Burgh council only used S&D vehicles at that time, our local S&D dealer was McCreath Taylor in Glasgow,


Hope this was of some interest to you.

Regards Bill

 By e-mail Barrie Woods has written:-



Terry Prince's SD SPV Pump Escape YHV 187 T
I thought I'd send this shot to you of an SD fire appliance which I took at Dunsfold on 10th April 2011. This was the occasion of the London Transport Preservation group big bus rally, where there are always a few fire engines as well.

 By letter Tony Fitch sent in the October 2010 issue of 'Post Horn' the magazine of the Post Office Vehicle Club which carried a photo of an SD Freighter on its front cover.

The GPO Engineering Department bought seven Freighters in 1930 which were registered as **GK 341** to **GK 347**. The photo shows **GK 343** with substantial front damaged caused in an accident whilst allocated to the Sectional Engineer, West India Dock Road. The vehicle appears to have solid rubber tyres.

 By e-mail Michael Cooper wrote:-

I have been contacted by Mr MacFadzean from Fife, He is looking to sell his SD 'W' type side loader which he has been storing in a container for the last 25 years. He is kindly giving me the first chance of sale as he has seen my restoration of SD in the past. I am going up in April to have a look and a possible sale.

OXFORD DIECAST MODELS.



There are now four versions of the model SD 'W' type Fore & Aft tipper available from Oxford Diecast. From the left:- West Bromwich, Manchester, Coventry and West Lothian. More models of the 'W' type have now been manufactured than SD ever produced! At around £8.00 each these 1/76th scale models represent very good value. They are available at your local model shop.

THANKS.

My thanks are due to the many people named above without whom this Newsletter would be impossible.

The next Newsletter will be on the Website by 1st September 2011.

Brian Carpenter – Editor.

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)

Brian Carpenter – Editor.