



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

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Spring 2012.

From the Editor.

2012 is a historic year for Shelvoke & Drewry as it marks 90 years since the Company was formed and 21 years since that sad day when the factory gates closed for the final time. By coincidence news has come in of a number of surviving SD Freighters including two of which I was previously unaware. The little brain child of James Drewry and Harry Shelvoke has a unique place within the history of British commercial vehicle manufacture and I'm delighted to be able to write about these survivors. 2012 also marks ten years since the SD Website was created.

Sadly I too have to report on the deaths of two former SD employees. Long service was one of the hallmarks of S&D and I attempt to pay tribute to these two gentlemen.

Brian Carpenter. 1st March 2012.

AMBERLEY MUSEUM.



There's something about this photo that I absolutely love. I think it's the expressions on the faces and the body language. The photo was sent in by Bill Thornycroft and shows the latest acquisition at the Amberley Museum. The Museum got it together with a lot of spares, because their poor old Tramocar replica is wearing a bit thin. This is not surprising as they have never replaced anything of the mechanics. It is still running however, giving rides to visitors to the Museum, some times several times a week.

Bill Has also written a series of articles for us about SD Freighters which will appear from our next issue.

If you're ever in the area please visit the museum and see for yourself this fascinating Freighter.

A SURVIVOR IN WALES.

Barrie Woods has sent in a couple of photos taken in Wales by an old school friend, John Webb.

The National Museum of Wales has kindly confirmed that the vehicle has the museum accession number 86.631, and is stored at the National Collections Centre of Amgueddfa Cymru – the National Museum Wales.



Its registration number is **JDE 512**. Chassis/frame number N70146, and Engine number EU20250. First registered on 21st December 1947 this must be among the last Freighters manufactured.



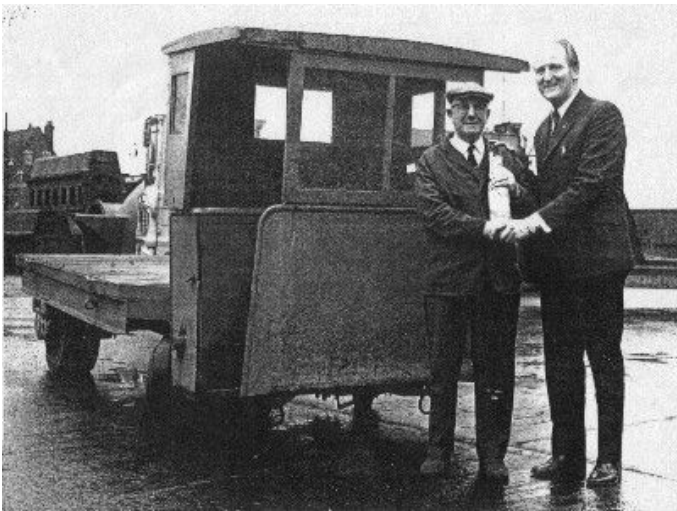
The 'N' will denote that it is a 'New' type Freighter and clearly it carries a Chelsea type body. The whole vehicle looks to be in good condition. I think this is a unique survivor of its type. It's amazing how these SD's are still being discovered.

ANOTHER FREIGHTER SURVIVOR.

When Barrie Woods sent in the photo below I thought "That looks familiar." Barrie found this ancient Freighter in a Bedfordshire barn along with many more elderly machines. Barrie noted that the chassis had been strengthened and also the wheels.



Unless anyone can tell me I'm wrong this Freighter looks very similar to this one: _



This photo was sent in by Kim Syder the daughter of Jack Arnold who was a very popular Service Manager for S&D.

The story of this Freighter is told in Kaleidoscope of Shelvoke & Drewry. In 1925 S & D produced this specially for WH Allen Sons & Co. of Bedford, manufacturers of marine and aero engines. Modified to carry an amazing ten ton load the altered gear ratios restricted the Freighter to just 3 m.p.h. The Freighter returned to Letchworth in the mid 1970's for retirement. A worthy working life of some 50 years.

How it came to a barn in Bedfordshire has yet to be discovered. But this is a truly historic part of the SD Freighter story.

FROM NORTHERN IRELAND.

In our Autumn 2011 Newsletter we reported on the sale of two Freighter chassis from North East England. We

now have our first photos of the one purchased by Mark Kennedy from County Down.



We look forward to seeing further photos as the restoration proceeds. Another photo shows the serial number punched into the control base. Can anyone interpret: 012751 please? The information I give about chassis numbers doesn't fit in with the believed date of this chassis as late 1920's/early 1930's.

SD Freighter Chassis Numbers.

Following a recent enquiry about chassis numbers on the SD Freighter Peter Johnston kindly examined his vehicle. The Instruction Book merely states that "the chassis number will be found upon the control nameplate." Peter found three numbers stamped on the aluminium plate over the engine/gearbox. The number nearest to the clutch control tiller was 98814.

David Kaye, who in 1963 wrote an extensive account of Freighters used as buses, tells us that the first number of the chassis number represents the year of manufacture. So chassis number 98:814 denotes a 1929 vehicle the 814th chassis to be produced. The second number is purely fictional but if you add this number to the final digit they always add up to either 2 or 12.

HCVS London to Brighton 1980.



This photo shows the presentation of trophies for HCVS London to Brighton run held on Sunday May 4th 1980.

SD Freighter - Ernie Clinton Memorial Trophy as runner up in Concours d'Elegance (large cup) Paul Adorian Challenge cup as winner for Special Purpose Vehicles.

Left to Right:- Fred Hooson (MD), Jack Hubbard (Chief Demonstrator Driver who drove the vehicle) Ted Wright (Rally Secretary), Bill Negus, Stan Quin (Chairman), former Folkestone driver.

WE VALUE YOU AS A CUSTOMER. 2.



As I write I have a little copper dustbin on my desk in front of me. About 3 ½ ins. tall and 2 ½ ins. diameter it has the SD roundel stamped on its base. It's been in my family as long as I can remember and in her time my mother will have polished this little dustbin.

The dustbin was the preferred receptacle for refuse until the arrival of the wheelie bin.

I think Harry Shelvoke will have had these dustbins made up in the works. By presenting them to customers he ensured that S & D remained in their memories.

Ours arrived because my father was the Company's Auditor. It survived because it is an attractive object in its own right.

A PAKAMATIC ON A FORD D 750 CHASSIS.



In the mid 1960's S&D were offering the Pakamatic body on a Ford D.750 cab/chassis. The 156 in wheelbase model would accommodate the 35 cu. yd. body with the larger 50 cu.yd. capacity was mounted on the 182 in. wheelbase model. In order to produce a crew cab it will be seen that an extra pair of standard doors were utilised mounted back to back.

Offering SD bodies on other manufacturers chassis was always problematic as it contradicted the Company's claims that their heavy duty but more expensive chassis was necessary for the arduous conditions of refuse collection.

The VERTIPAK Stationary Compactor.

As an addition to their range of Refuse Collection Vehicles, Shelvoke & Drewry introduced a stationary compactor for use in industrial and public service applications.



Occupying a floor space of 4' 6" deep by 6' 3" wide refuse was compacted into a two cubic yard container.

The compression mechanism was mounted above the loading aperture to give completely uninterrupted access to the refuse container whilst loading. In just 25 seconds the refuse was compacted.

Used in conjunction with container loading equipment fitted to a Revopak hopper, the Vertipak formed a fully integrated refuse disposal system.



A 'Failsafe' interlock was employed which prevented the crusher unit from operating unless the container loading door was fully closed. The Vertipak was designed for one man operation. Powered by a 7.5 hp electric motor the packer plate was actuated by a hydraulic cylinder.

The Vertipak was an interesting addition to the Company's more traditional products.

OF SPECIAL INTEREST TO FORMER EMPLOYEES OF S&D

Derrick Bennett

Too late for inclusion in the last magazine we received news of the death of Derrick Bennett on 23rd September 2011. Derrick was among the many people from S&D who kindly shared their memories of the Company with me. Derrick also generously loaned me a number of his precious photographs.



Photo shows Derrick Bennet in 1981 with bin lifter destined for Singapore.

Derrick worked for S&D for 28 years from 1963 until 6 months before its closure. As a fitter he worked on the chassis line, and fork lift trucks before transferring to the Experimental Department under Keith Dunham. When Keith was moved to No. 2 Factory Derrick was promoted to Foreman of the Experimental Dept.

Derrick's wife, Hazel, also worked at S&D.

At the funeral service for Derrick there was a good attendance from his former work colleagues as well as many friends he had made through dancing. I have offered our condolences to Hazel.

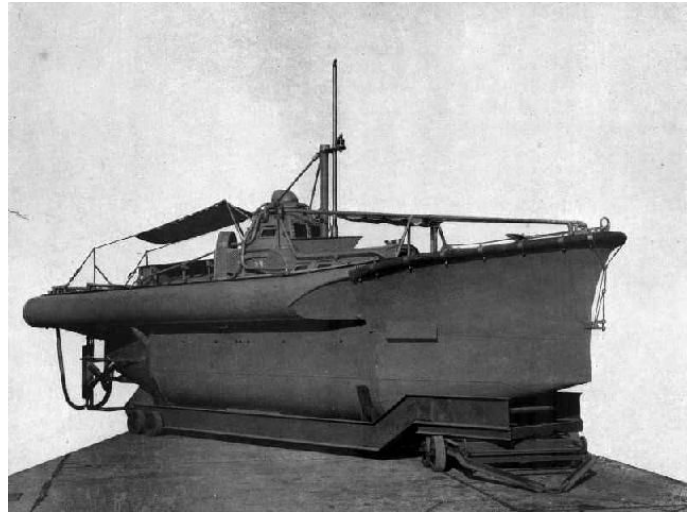


A Crash Tender chassis on the tilt test at Chobham.

Vic Negus.

Sadly we have to report the death of Vic Negus in February. When a young Vic joined S&D during the Second World War he was joining both his father and his Uncle, Vic French, at the Company. Vic French supervised the Welding Section and quite soon the young apprentice found himself welding, alongside the women who had been recruited for war work.

When the Company was awarded the contract for the Welfreighter submarine Vic was among those allocated to welding up the hulls.



A completed Welfreighter. Photo sent in by Bill Smith.

Vic told me that he had some anxious days when having received his 'call up' papers he was told by Harry Shelvoke that he could ignore them. It took quite a while before Vic received official confirmation that his job was 'reserved'.

After the War Vic continued with S&D completing 42 years service. In his later years he was Superintendent at No. 2 Factory in Blackhorse Road. Vic is among those who gave me great encouragement in setting up the SD Enthusiasts' Club. It was great to see him once more at the re-union for ex-apprentices in November.

Vic was held in high regard by his work colleagues. In retirement he was especially fond of dancing. Over the last few years he faced ill health with courage and cheerfulness.

His funeral on Wednesday 15th February was attended by many who knew him at S&D.

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.