



# SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 8.

Winter 2012.

## From the Editor.

In the final Newsletter of 2012 we look back sixty years to see what S&D were exhibiting in 1952. We have the third of a series of articles about the SD Freighter as a bus by Bill Thornycroft, several items of correspondence and lots more. I send you my best wishes at Christmas and for the New Year of 2013.

*Brian Carpenter December 2012.*

## Remember the 1952 Exhibition?



The above photo of the Shelvokes Exhibition stand, which was sent in by Trevor Morgan, is from the 1970's as it shows 'N' types which were introduced in 1972.

Such exhibitions were important events for S&D. The 1952 Public Works and Municipal Services congress and exhibition was held at Olympia from 3<sup>rd</sup> to 8<sup>th</sup> November. S&D occupied stand 121 in the National Hall. The exhibits were:-

Six 'W' types and the newly introduced Freighlifter fork lift truck.

The 'W's included two Fore & Aft tippers of 16/18 cu.yds capacity. One fitted with dustless loading equipment and the other with an open entry to the hopper. One was powered by SD's own petrol engine, the other by a Perkins diesel engine.

Two Chelsea type bodies were exhibited – one with a full crew cab, the other a single cab. Alongside these was a cesspool emptier of 1,100 gallons capacity and a combined gully and cesspool emptier of 800 gallons capacity.

The exhibition booklet lists the advantages of the Fore & Aft tipper as:-

**ELIMINATION** of Manual Trimming – reduces fatigue  
**ABSCENCE** of moving parts in contact with refuse reduces wear and tear.

**LARGE** capacity body saves journeys to tip –  
Reduced fuel consumption.

**ROBUST** construction ensures reliable and long life.  
**SIMPLICITY** of operation and accessibility facilitates regular attention.

The 'W' had only been introduced some six years earlier and it is interesting to reflect that Chelsea type bodies were as prominent as the Fore & Aft tipper.

Shelvokes didn't miss this opportunity to display their new fork lift truck – I don't think many municipal authorities purchased heavy duty fork lift trucks!



**A 'W' type gully emptier.**

## A PERK OF THE JOB?



I was surprised recently when I examined the bus ticket I was given when travelling from Huddersfield to Hebden Bridge. Clearly printed on the ticket was: "Free S&D" Fame at last? Or a perk of the job for ex-S&D employees? Sadly I later realised that S&D stood for "Senior & Disabled" but it was great to see those initials once more.

**The Shelvokes & 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)**

**Brian Carpenter – Editor.**

## My S&D Memories. Part 3. The Replica Tramocar.

Bill Thornycroft.

I was always hoping to build a replica Tramocar. And I started to remove the remains of the dustcart body together with the ram – it was a tipper from the ex-City of Truro Freighter chassis that I had acquired from Colin Shears. I had the chassis extended at the back but could not rise to lengthening the wheelbase, so it is still a bit too short overall. The knee room is very inadequate.

Work stalled and the chassis was moved to the Amberley Museum where it was incorporated in our first, very small bus exhibit housed in an old Longley's site hut. There were plans for Worthing Technical College to rebuild it but the body part never got going. The chassis, however, moved to the Shoreham Airport site of the College, then amalgamated with the Chelsea College of Aeronautical and Automobile Engineering, where work on the chassis re-commenced. Re-assembly was almost complete when it was returned to the Amberley Museum. The restoration then got going in earnest and eventually the new bus body was built there by the Bus Group volunteers. We even learnt how to make the rear body panel corners using a wheeling machine. Our very skilled ex-cobbler upholstered the seats, the cushions of which were constructed from modified tram seats.



The replica Tramocar appears in public in 1994.

We have recently acquired another S & D Freighter chassis complete which we intend to overhaul and install the running units in our original so, hopefully, that will eventually be restored to run another day.

Freighters are truly indestructable !

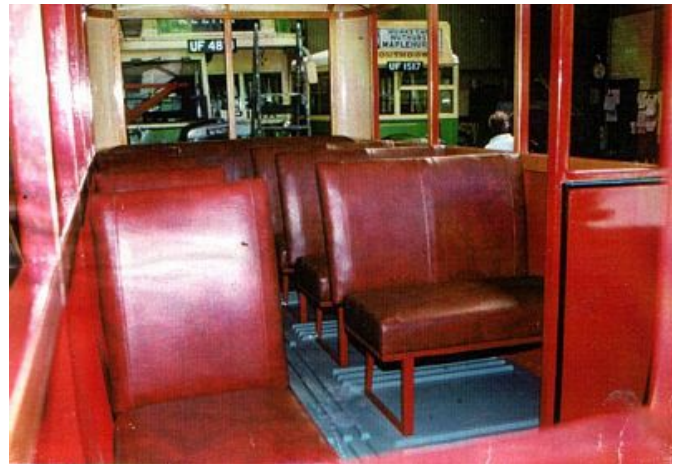


The replica body under construction.

The Tramocar passed its first M.O.T. in 1994 and we had a ceremonial launch from the original Tramocar premises and the ribbon was cut by the Lady Mayor.

In 2004 we ran a service on the sea front from its original terminus at Splash Point as part of the 100<sup>th</sup> anniversary celebrations of Worthing's first motor buses.

It has now run at the museum every year covering many kilometres and carrying hundreds of passengers. It is perfect for days that are not busy as it can be operated by one person. It has survived many, many drivers some of whom have been less than good. Considering that when we restored it, no new parts were used in any of the transmission, it is a tribute to the original manufacture that it still goes!



The interior of the replica Tramocar.

**Footnote:** Both the ex-Epsom & Ewell SD Freighters still exist. The Worthing one **BPL 73** is maintained by the Southern Counties Historic Vehicles Trust and the other **DPF 432**, after many years rotting at Carlton Colville Museum, is now in private hands and maybe, one day will be restored.



## THE EDITOR'S POSTBAG.

Jesse Carpenter (No relation) very kindly sent in a large bundle of SD related items. He tells me that his interest in S&D started in 1972 when his father took him to the Commercial Motor Show at Earls Court where he was a representative for Watford Corporation. Included in the bundle was this photo:-



**PNK 840** was a 'W' type Fore & Aft tipper which was new to Watford on 20<sup>th</sup> August 1953 with the Fleet Number 36. The delightful photo was taken in East Drive, Watford, in the late 1950's by Mr. P. Shepherd.



Jesse says that the above photo dates from the 1930's. It shows a Schneider lorry operated by the City of Paris with a body fitted with compression equipment based on the Rey patent. This operated in the same way as the SD Pakamatic of the 1960's. An article on this development will appear in a future Newsletter.



Jesse also sent brochures on the Rapid range of roadsweepers and street washers. The Rapid 15 is pictured on the left. Can anyone please send in some information about these?

There's loads more which will appear in future issues of the Newsletter.

## By Email:-

We have just found your site and Newsletter. Please can you add me to your list so that we get all letters and info. My dad **George Finch**, now 84, of Letchworth worked for Shelvokes for over twenty years. He retired from carpentry in 1991.

Don't know if you know him or Carl, Ted, Roger, Dean or any of his lot? Please get back to us if you do.

We are trying to get him a model of a Shelvoke dustcart as a gift so if you have any links that would be very helpful. Do you have a list of members past workers that I could access at all?

Many thanks **Shirley Finch** (daughter)

## FROM AUSTRALIA.

Andrew Willox, Editor of the Journal of the Friends of the Royal Australian Air Force Museum 'Aerogram' generously sent me their September 2012 issue. In a two page article John Williams, a volunteer engineer at the Museum tells the history of Shelvoke & Drewry and the 'W' type fire truck housed at the Museum.



Photo: Winston Brocklehurst.

John played a significant part in the restoration of the 'W' type. Sadly Aerogram also reports the death of John in mid-September.

Your Editor had been pleased to assist John with compiling his article for Aerogram.

## Jack Allen Collectomatic.

Your Editor was pleased to be able to help John Forrester to find a purchaser for a Jack Allen Collectomatic smoked glass paper weight.

John was selling it to raise funds for the Motor Neurone Disease Association and thought I might just know someone who might want the paper weight.

John was right, and I was pleased to have been able to help in a small way his fund raising efforts.

## The SD Freightloader.



## Jesse Cooper Dawes (1878-1955)



**Keighley Town Hall Square in 2009.**

When in 1911 the Yorkshire Borough of Keighley appointed 33 year old Jesse Dawes as Chief Sanitary Inspector and Cleansing Superintendent, they obviously had no idea that this man would go on to have enormous influence over the means of collection and disposal of refuse throughout the

British Isles in the first half of the twentieth Century. Dawes remained in Keighley for some 10 years.

They say that hindsight is a wonderful thing. In the 1960's S&D developed the Freightloader. The Civic Amenities Act of 1967 gave local authorities responsibility for disposing of abandoned cars and S&D thought that this concept would be ideal for the purpose. The 'T' type pictured above was destined for St. Albans. Unfortunately S&D gave up producing what has become the universal skip loader that is so familiar on our streets these days.

S&D also offered a full range of skips and containers including tanks that could be used for emptying cesspits or for street washing.

Since about 1870 refuse collection and disposal had increasingly become controlled by municipal undertakings who generally favoured incineration of refuse. During the First World War Dawes established a reputation for slum clearance and salvage recovery. Indeed he travelled throughout Britain encouraging local authorities to salvage and was seconded to the Department of Supply to encourage this activity.

In the neighbouring Borough of Bradford, Earnest Call, their Cleansing Officer, had introduced controlled tipping in 1915. Dawes became an advocate for separation, pulverisation and controlled tipping of waste as opposed to indiscriminate burning or dumping of refuse.

In 1919 he was appointed Inspector of Public Cleansing and Salvage at the newly formed Ministry of Health. His 'tipping precautions' of 1922 provided a code of practice for controlled tipping. In 1926 he introduced a costing system for local authorities which rationalised management practices.

In 1929 his report 'An Investigation into the Public Cleansing Service in London', which became known as the 'Dawes Report', argued that public cleansing must be sanitary and economically efficient. This report was highly influential throughout the rest of the Twentieth Century. By 1930 Dawes felt able to state that: 'taking England as a whole it is, probably, better cleaned than any other European country, and the work is being done at a much lower cost than elsewhere.'

Dawes was President of the Sanitary Inspectors' Association from 1938 until 1952. During the Second World War he became director of salvage and recovery within the Ministry of Supply. He was awarded the CBE in 1947 in recognition of the part he played in the re-use and recycling of materials during the war. In 1949 he became technical consultant to the World Health Organisation in matters of refuse collection and disposal.

Dawes lived in retirement in Harrow where he died in 1955.

### SUNDERLAND CORPORATION

**S.D. FREIGHTER N° 1 STILL COLLECTING**

**AFTER 9 YEARS CONTINUOUS SERVICE**

**21,619 TONS COLLECTED AT 5s/7d PER TON**

Malcolm Bates has this painted notice board. It appears that Sunderland purchased their first Freighter in 1926. The cost of collecting refuse using horse drawn carts was in the region of 10 shillings per ton.

**From the London Gazette 1<sup>st</sup> January 1964**

**Most Excellent Order of the British Empire  
Ordinary Officers of the Civil Division.**

Ritson Morris Davenport, Chairman & Managing Director,  
Shelvoke & Drewry Ltd., Letchworth, Hertfordshire.

**Supplement to the London Gazette 1 January 1957**

The QUEEN has been graciously pleased to approve the award of the **British Empire Medal (Civil Division)** to the undermentioned:—

UNITED KINGDOM.

Charles, Benjamin James, D.C.M. Centre Lathe Operator  
Shelvoke & Drewry Ltd, (Letchworth, Hertfordshire.)

**Next issue:- 1<sup>st</sup> March 2013.**