



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 12.

Winter 2013.

From the Editor.

In this final Newsletter of 2013 I have a number of requests for a response from you my readers. First there is a request to try to gauge whether there is any interest in getting together as a group to visit Northern Ireland to see the remarkable collection of SD vehicles assembled in Lisburn and pictured on page 2. Secondly it has been suggested that an SD 'N' series ought to be preserved. If you agree, are you willing to be involved? Then a reader is looking for an SD vehicle badge, can anyone help Alan, please? We're looking for an SD Freighter with a fore & aft tipper body, has anyone heard of this vehicle? And finally can you identify the people in a photo on this page?

I hope to hear from some of you. Then as we celebrate the Christmas season I send you my best wishes, and look forward to the New Year and a further round of Newsletters for you.

Brian Carpenter 1st December 2013.



Jaap Mikkers from the Netherlands has recently acquired the photo shown. On the back it says it was taken at Perkins Diesels in Peterborough. Roger Morrisroe has identified Mick Walker on the left and John Holt second from the right. The white coated gentleman will probably be from Perkins and Roger thought the other two could be SD Depot Managers. Mike Mullarkey who managed the Exeter Depot could not recognise these two. Does anyone recognise these men, please?

Stockton-on-Tees Council when it was returned for a complete overhaul. In the April 1962 photo Jack Lawton is driving the little fore & aft bodied vehicle.

I discovered on the Internet a photo of the same vehicle. This says that the vehicle was presented to the Teeside Museums Department in 1969 by Stockton Cleansing Department.

Derek Coulson, who used to work for Stockton Council maintaining their fleet of vehicles, told me he thought the vehicle had passed to the Beamish Museum in County Durham. That organisation denies any knowledge of the little Freighter and so far Teeside's Museum Service has no recollection or record either. Does anyone have any idea what has happened to this charming little vehicle, please?

OBITUARIES.

We were sorry to learn of the death of Tony Lawrence from Biggleswade on November 4th. Tony was aged 71 and a much loved husband, father, grandfather and brother. Tony lived in Baldock before moving to Biggleswade. He was an SD apprentice and it is remembered that his father and an uncle both also worked at Shelvoke & Drewry.

We have also learned of the death of Edwin Savory at the age of 89. Although not an employee of the Company Edwin was a familiar figure at S&D as he ran a local waste disposal Company using SD vehicles and would often call in for minor repairs. Customarily on a Friday afternoon for a "five minute job" – you know, the ones that so often take so much longer! Edwin was the brother-in-law of Bob Edlin, who is known to many former SD employees.

We offer our condolences to those who will be most affected by these deaths.

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)



The late Peter Lear, Service Engineer, sent in this photo in 2003. It shows a narrow bodied Freighter belonging to

Next Issue :- 1st March 2014 Spring Issue.

Brian Carpenter – Editor.

HAVE THEY GOT THE NAME RIGHT?

A visitor to McCreath Taylor's works at Flush Park Industrial Estate, Knockmore Road in Lisburn Northern Ireland could be forgiven for thinking they'd time travelled back to Icknield Way in Letchworth Garden City, England. On 12th November 2013 in glorious early Winter sunshine, almost exactly sixty years after I'd started as a Shelvoke & Drewry apprentice in Icknield Way, and by the kind invitation of Peter Johnston, Chairman of McCreath Taylor Ltd., I witnessed no less than five S&D's lined up for inspection.



Resplendent in shiny maroon livery a 'W' type Fore & Aft tipper was driven out from the garaging at McCreath Taylor's training base. Exactly the sort of vehicle that was coming from Icknield Way in 1953. Peter's son, David, put the vehicle through its paces for me.



Sure enough it tipped forwards ...



... and it tipped backwards.

Then it was off for a short trip to experience the 'W' in motion. The Company's own lovely little Freighter was then driven out for me, and how great it looks! Every bit as good as the photos I'd seen.



The 1920's met the 1950's and still from the 1970's the 'T' type remained in the garage. Whilst from the 1990's 'Big Brother' the 'P' series watched on from a distance. I just have to share the photos with you.



The "1922" ex-Folkestone Freighter didn't get an airing that day of re-creation of S & D Icknield Way in Lisburn.

All too soon my time was over and it was into the car to Fintona to meet the legendary Jimmy McAleer whose skills and ingenuity had transformed the Freighter and the 'W' type, where a complete body and sub frame had been created without the help of drawings or those huge turnover welding jigs from S&D's West Works. It was a privilege to meet Jimmy and talk over all the work that has gone into these two restorations and prior to that his conversion of the 'P' series for his own use in recovery work.

A truly memorable day.

Peter has extended an invitation to SD Enthusiasts to visit to see his collection. We want to hear from anyone who would like to join a group to visit Northern Ireland in 2014. Please get in touch and we'll see what can be arranged.

On the Wednesday Peter drove me round Belfast to see the sights including the rather sad site of the Harland & Wolff shipyard that built the Titanic. More of the shipyard remains than there is of the S&D factory but still sad to see an industry decimated that provided employment for so many. Then we went to the excellent Ulster Folk and Transport Museum. I'll tell you about that another time. But it is so well worth a visit. Then it was back to the airport for the flight home. It was great to meet up with a true SD Enthusiast.

THE SD 'N' SERIES

In the Autumn Newsletter a list of those SD vehicles known to exist was published. A notable omission from the list is the 'N' series of which 3,000 were produced from 1972 to 1979. The only known survivors are in Malta. That is unless someone knows otherwise!



Apart from the narrow bodied version the 'N' series utilised a modified Motor Panels cab. Jaap Mikkers photographed this example on a visit to Malta. The 'N' was

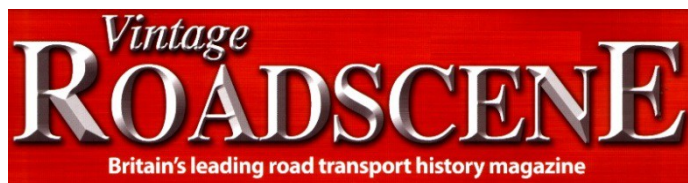
predominantly supplied with the highly successful Revopak body.

Derek Coulson, who in the Seventies worked for Stockton on Tees Council maintaining their fleet of refuse collection vehicles, wrote in to say that he felt it was a great pity that no 'N' Type Revopaks were preserved. I found that a number of other people share Derek's view that at least one ought to be preserved in the UK. To this end Derek has been making enquiries about the possibility of obtaining a vehicle from Malta, where many have been working after their service in the U.K. came to an end, but are now being once more retired. Derek has not got the space or time to restore a vehicle, but is interested in supporting an effort to do so with any others willing to get involved.

At this stage we would like to hear from anyone who would want to be involved in this scheme, either in a practical way, or by offering financial support, or by assisting in formulating a working plan to achieve this objective.

If you contact me I will pass all names on to Derek.

In the meantime Peter Johnston has advertised in the specialised press for a 'N' series to complete his fine collection of SD's but as yet has not discovered any of these vehicles apart from those in Malta.



Vintage Roadscene Magazine November 2013 Issue 168.

The November Issue of Vintage Roadscene Magazine had as its cover picture the newly restored Shelvoke & Drewry 'W' type Fore & Aft tipper. In a six page article Malcolm Bates described his recent visit to Northern Ireland where Peter Johnston of McCreath Taylor Ltd. has had the vehicle beautifully restored by James McAleer of Fintona. Malcolm describes driving the 'W' type and refers to the vehicle as 'new' since so much of it was missing when Peter Johnston acquired it. I found it a fascinating read and the photos are lovely. It's an amazing sight to see two Freighters (Tillers), the 'W' type, a 'T' type and a 'P' series lined up for Malcolm's camera.



By Email.

Mike Mullarkey tells me that on Monday 7th October BBC 1's Escape to the Country programme visited the Amberley Museum and featured the replica SD Tramocar. Further publicity for S&D.



By Email

My apprenticeship was a period of my life which I enjoyed and I often think back to those austere times where there was little money, hard work but a great feeling of comradeship and friendship between us. Many of us moved on to hopefully to a fulfilling life together with memories which have stay with me.

Bob Bowker



By Email



Just to update you GYW 614 W has now passed in to the loving care of Terry and Chrissy as I did not have the time to fully do justice to the vehicle. Ceri Mobbs

GYW 614 W is pictured above at SD Remembered at Letchworth Hall Hotel on Sunday 12th September 2004.



By Email



Alan Skinner spotted this 'T' type gully empier in East London. I had a photo of **KLK 464 K** from 2009. I understand the vehicle is definitely NOT for sale.

Alan Ratcliffe from Manchester has a remarkable collection of over 500 commercial vehicle badges, but as yet does not have an SD badge in the collection. Do any readers have a vehicle badge they would pass on to Alan? I'll give Alan your details if you'll contact me.

Alan tells me that when his wife was a young girl she lived in front of the Irlam Council yard where the vehicles were kept. While looking over his shoulder when Alan was reading his S&D book she spotted a Freighter and said she used to play in one of those and had always wondered why they had no steering wheel. Manchester were good customers of S&D over the years.



By Email.

Hi Brian I am still amazed that after such a long time you still have new items for your Newsletter. Also that so many vehicles are still in existence - and a much loved existence judging by the pictures of restored vehicles in the latest edition. The company's devotion to quality and reliability have clearly stood the test of time.

Keep on editing . Regards Darren Fuller



By Letter. From Tony Peacock.

In 1928 the Great Western Railway purchased an SD Freighter with dropside type body Reg. No. **EP 3627** Fleet No. 1113 overall colour brown. The L.M.S. operated a flat bed Freighter for transporting milk churns. The vehicle was painted in a grey livery.

In 1995 I spotted an SD 6 wheel drilling lorry marked "geotechnical". It was painted yellow and had a Motor Panels cab which was very similar to a Foden cab.