



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 13.

Spring 2014.

From the Editor.

Another year and another issue of the Newsletter. Thanks to those of you who keep sending news and memories to me we have the usual mixed variety which I hope is of interest to all of you. On this page Barrie Woods tells us something of the life of a demonstrator driver. On page two I tell you more about my visit to Northern Ireland in November with a little history of the Drewry Railcar. Page three is the Editor's Postbag and on our final page I report on the part Malcolm Bates through Vintage Roadscene Magazine is playing in keeping the name of S&D alive. So read on ...

Brian Carpenter 1st March 2014.

STRAWBERRIES FOR TEA.

Barrie Woods has many happy memories of his years with S&D as a demonstrator driver, but a favourite memory is of a wonderful week's demonstration at Barnstable in 1970.



That's Barrie hanging out of the cab of the narrow bodied 'T' type Pakamatic. He stayed in Branksome at a lovely private house and was looked after like a king! The home cooked food was superb and Barrie particularly remembers the wild strawberries that the lady picked one day for him. Each day involved driving round the wonderful Devon countryside including the Doone valley.

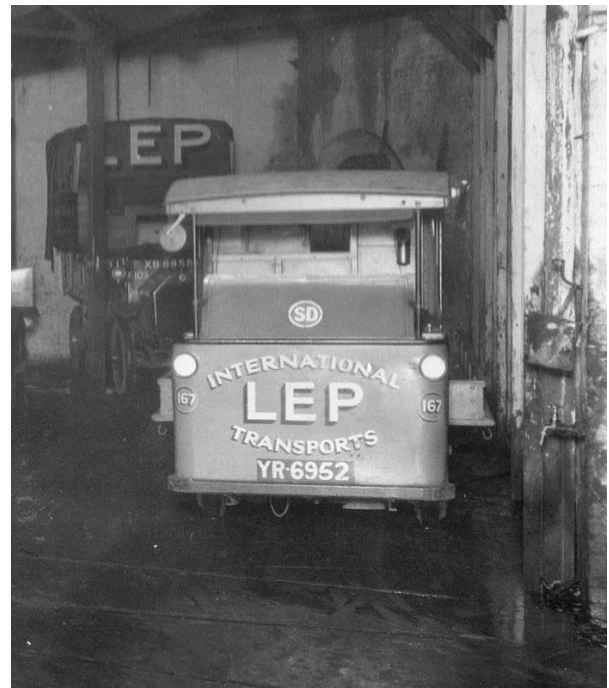
The second photo was taken on the tip at Barnstable and shows the precarious situation that could arise when discharging a full load from a new vehicle.



Barrie writes:- "The load could often stick in the body, causing a great problem with stability. In the situation shown the vehicle is already sloping back at a considerable angle, which exacerbated the problem. So with the load stuck the only options were to either go under the raised tailgate with shovels and try to ease the load out, if it came out a bit urgently you can imagine getting out of the way could be a little difficult! The other method, (usually preferred) was to engage second gear and 'jump' the vehicle on the clutch. This often resulted in the front end rising up off the ground (Despite the 3cwt front bumper!). It was essential when carrying out this rather unofficial discharge method, to have the driver's door wide open just in case!

Needless to say neither of these operations were to be found in any instruction books!" I imagine the strawberries were particularly welcome after such an episode.

LEP TRANSPORT



Richard Nash, who has recently retired from LEP Transport, sent in this charming photo of an SD Freighter in LEP's garage. A great period picture.

THE ULSTER FOLK & TRANSPORT MUSEUM.

In The Winter Newsletter I promised to tell you more about my visit to the Ulster Folk & Transport Museum which is just outside Belfast on 13th November 2013.

Set in over 170 acres of rolling countryside, this outdoor museum tells the story of life in early 20th century Ulster and includes the excellent transport museum with exhibits covering road, rail and air travel. Naturally the museum features the De Lorean motor car, which was expected to bring much needed employment to Northern Ireland, but sadly was ill fated.



James & Alfred Drewry in an inspection railcar.

The railway section has several examples of railcars which appear to have been more popular in Ireland than here in England. On my visit we paid particular attention to a Drewry railcar, which has a fascinating history.

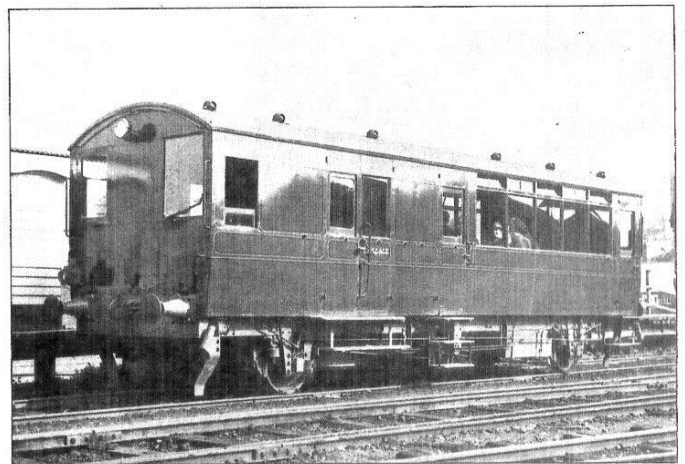
Built in 1926 for the Dublin & Blessington Steam Railway the railcar was to the standard Irish 5ft 3ins gauge and powered by a 35 h.p. petrol engine. A very attractive body was fitted in Ireland capable of carrying 3 passengers and became railcar No. 3. The Railway specified that the railcar should be able to travel at up to 16 m.p.h. The Steam Railway closed in 1934 and there is evidence that the railcar gave very satisfactory service. It was then sold to the County Donegal Railways Joint Committee where it was converted to 3ft. 0 ins gauge, which would appear to be quite an undertaking. The railcar operated on this railway for a further 10 years when it was converted to a trailer carriage. When the Donegal Railway closed in 1959 the railcar was presented to the Belfast Transport Museum.

The railcar is now on display at the Ulster Transport Museum in unrestored state.

The history of the Drewry Railcar Company appears to be as follows. It seems that Charles Stewart Drewry (1843 -1929) who was the father of James Drewry owned a bicycle manufacturing company, known as Drewry & Sons, which was located in three railway arches at 286- 290 Milkwood Road, beneath the south end of Herne Hill railway station in South London. James and Alfred were the sons. James served his apprenticeship with his father's company.

By 1905 Drewry & Sons are recorded as being motor engineers. James Drewry is believed to have invented the Drewry railcar in 1903 and in 1906 the Drewry Car Company Ltd. was registered and manufacture was moved to Teddington. The initial product is thought to have been a Birmingham Small Arms (BSA) engined railway inspection railcar. A ready market was found in South America, Africa, and India. The premises at Teddington proved to be too small and in 1908 BSA agreed to undertake the manufacture of the railcars at their Birmingham premises. It is believed that James Drewry only remained with BSA for a further six months. Although the business was growing steadily BSA were unable to make it profitable, so in 1911 the business was sold to Baguely Cars Ltd. of Burton on Trent. Ernest Baguely the proprietor has been BSA's manager of their motor division.

It will be seen that although the railcar bore their name the Drewrys were not involved in their production or development beyond 1911. Never the less it's good that the Drewry name is commemorated at the UlsterTransport Museum.



A typical Drewry Railcar

THE EDITOR'S POSTBAG.

Jaap Mikkers from the Netherlands kindly sent in a fascinating series of photos. As space allows I intend to use these photos over coming issues of the Newsletter and to tell you a little bit about them.

This issue's picture is of a Six wheeled TY from 1968 and features as Caption 161 in Kaleidoscope of Shelvocke & Drewry. Destined for the City of Westminster the 3,000 gallon street washer has a look out tower on it's roof where the operator could control the water nozzles.

The streets of Letchworth Garden City are being given a bath as the vehicle is put through its paces for the photographer.

By Email

The 6 wheel SD with drilling rig and Motor Panels cab (as reported by Tony Peacock) was if I remember correctly one of two built with Hands England oilfield drilling equipment, for water drilling, for UNESCO. We also built some aircraft refuellers on a SD 27ton two axle chassis with Motor Panel cab. Unfortunately Foden did not like our mods to the cab, they said it was too similar to theirs, so we had to modify the modifications to please Foden. I believe the refuellers went to the Scottish Isles for BP.

Roger Morrisroe.

OF SPECIAL INTEREST TO FORMER SD EMPLOYEES.

It is with sadness that we learned of the sudden death on 10th January of Michael Albon at the age of 74. Michael came to Shelvokes in 1954 at the age of 15 and served an apprenticeship as a carpenter and coach builder. He left the Company in 1963 and was employed in construction both in the U.K. and overseas. He returned to England in 1987. In 2004 he was working for London Underground ensuring that work to bridges and structures was carried out to the correct standards.

Michael's funeral took place at Arlesey, his home village. He was described as a much loved husband, an incredible dad, step father and grandpa and a friend to many. We offer to his family our condolences.

The design, manufacture, sale and servicing of SD vehicles involved a large number of people with a wide variety of skills :- Draughtsmen and designers, machine operators, welders, fitters, office staff, salesmen, service engineers, and drivers for example and the members of the Joiners' Shop displayed woodworking skills of a high or-



der. In 2005 we published the picture shown below of Michael Albon along with his fellow workers marking the retirement from the Joiners' Shop of Bob Haynes in December 1956. I felt it appropriate to show it once again. The photo was sent in by Bill Smith.



Foreground L to R.:- Tony Tiplady, Bill Watkins, Ernie Hill, Tom Goodwin, Ken Smith, Albert Smith, Maurice Melton, Gordon Howard, Harry Hare.

Background L to R.:- Bill Dudley, Dennis Williamson, Frank Page, Jack Hudson, Bob Haynes, Stan Revil, Brian Edwards, Tom Kilby, Bernard Simmons, John Thompson, Cyril Britton, Michael Albon (obscured).

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)

**Next Issue :- 1st June 2014 Summer Issue.
Brian Carpenter – Editor.**

Vintage ROADSCENE

Britain's leading road transport history magazine

Regular readers of Vintage Roadscene Magazine have enjoyed extensive coverage of Shelvoke & Drewry over the last three issues. Starting with the January 2014 Issue (No. 170), where the cover picture was of one of the London Brick Company's Defiant fork lift trucks, Malcolm Bates uses his extensive knowledge of S&D as he tells the story of how mechanical handling came to Britain after the Second World War.

Unfortunately space didn't allow him to include a photo of what I feel was one of S&D's most ingenious designs – the Model 100 Freighlifter Dualdrive – so here it is:-



It's all too easy to find minor criticisms of magazine articles where Malcolm's space and time for preparation are limited, but it seemed a shame that space wasn't found to recall how the London Brick Company loaned S&D their Hyster fork lift truck to allow a British design of heavy duty fork lift trucks to be available to overcome import restrictions.

In their February Issue Roadscene focussed on the changing nature of refuse in the 1950's that led to the decline in the side loader and Malcolm's article featured S&D's Fore & Aft tipper under the title: "Binwagon History, BC" i.e. Before Compaction.

In pre-War days refuse consisted mainly of ash from domestic coal fires, which of course flew all over the place when emptied into the side loaders on windy days and which gave refuse collection vehicles the popular title of 'dustcarts'. Increasing use of food packaging heralded the

requirement for some form of compaction and S&D's initial response was the Fore & Aft tipper.



Photo: Courtesy Barrie Woods.

Again space prevented Malcolm from discussing S&D's efforts to reduce dust spillage as the above Freighter shows with its treadle operated "dustless" shutters.

In the March issue of Roadscene Malcolm told of the coming of compaction bodied vehicles and in particular S&D's Pakamatic designed by Tom Tillson on the new 'T' type chassis of 1960 and the later Revopak a decade later.



Again space prevented Malcolm from discussing bin lifting equipment for bulk loads which were a feature of SD vehicles. But we are greatly in Malcolm's debt for reminding us of the prominent part S&D played in modernising both materials handling and refuse collection.

Also over four pages in the February Roadscene Steve Jones tells of his desire to see an 'N' series Revopak preserved. It is still believed that the only examples of these vehicles in existence are in Malta.