



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 16.

Winter 2014.

From the Editor.

For the final Newsletter for 2014 our major features concern Colin Glendinning's collection of Corgi 'N' series Revopak models in various liveries, and Ken Reid's account of SD SPV Fire Appliances with the West Midlands Fire Service. As usual we carry news items, including three occasions in which S&D has appeared in the specialist press, and your correspondence.

Brian Carpenter 1st December 2014.



A seasonal picture of an 'N' series converted for gritting duties in a wintry scene in Dunstable. My thanks to Bob Hakewill for permission to use his photograph.



Over recent weeks a number of publications have featured Shelvoke & Drewry. In the November issue of **Vintage Roadscene** Malcolm Bates reminds readers that throughout its history S&D supplied chassis for other duties in addition to its main products for refuse collection. The rugged design and availability of narrow bodied vehicles appealed to a variety of customers prior to the advent of the SPV (Special Purpose Vehicle) Division and Malcolm's article has examples from the early Freighters, the 'W's, 'T's and 'N's.



This is an example of a 'T' type with skip handling facilities.

I believe that Malcolm has now written a total of nineteen articles for **Vintage Roadscene** that mainly concern Shelvoke & Drewry ensuring that the SD name isn't forgotten, and increasing awareness of the company's products. Thank you Malcolm.

In October **Old Glory Magazine** devoted three pages to describe the fleet of preserved SD's held at McCreath Taylor's premises in Lisburn, Northern Ireland in an article by Hugh Dougherty. Once again giving that magazine's readership a reminder of S&D.

And finally **Classic and Vintage Commercials Magazine** in their October issue carried a news item about the ex-Epsom & Ewell Freighter which is now on display at Bressingham.



Recently I came across this version of the SD 'T' series Pakamatic Matchbox model with its curious protrusion from the radiator grille. Turning the socket headed screw raises the body as if tipping to discharge the refuse. It operates via a worm and wheel situated by the back axle. I wonder how many of this model were produced by Matchbox?

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)

Next Issue :- 1st March 2015 Spring Issue

THE CORGI 'N' SERIES REVOPAK.



Back in the Summer 2014 Newsletter it was reported that Colin Glendinning had been in touch to say that his late father used to drive for Dunstable Council in the 1970's and 1980's. He recalled that his father particularly liked SD's 'N' series vehicles. As a result Colin has accumulated a wide variety of versions of the Corgi model of the 'N' Revopak. Famously we know that Mr. Heinz produced 57 varieties and Colin's collection set us to wondering how many variations of this model were produced by Corgi. Colin has eleven. Does anyone know of more?



Above:- The top model has the legend 'City Sanitation' whilst the Biffa version is now in all over white.



Left:- These two are still in their boxes (which increases their value – I'm told). The top one bears the name 'Refuse Service' and the Keep Britain Tidy logo.

I find it remarkable that Corgi found it worthwhile to produce all this variety with the one basic model. A further three models display a variety of liveries.



WEST MIDLANDS FIRE SERVICE'S SHELVOKES SPV'S



The above photo of a Shelvoke SPV Fire Appliance delivered to the West Midlands Fire Service as a Mobile Control Unit in 1977 carries bodywork by Carmichaels of Worcester using a 'Benson' cab and with the registration number **UOF 638 S**.

When Shelvokes decided to cease manufacture of fork lift trucks in 1974 the capacity released was used to form the Special Purpose Vehicle Division (SPV). Shelvokes collaborated with Carmichael to produce a variety of fire appliances to fill the gap in the market when ERF terminated fire appliance chassis manufacture.



After 11 years service with West Midlands the chassis still had a very low mileage and it was decided to return the

chassis to Carmichael for new bodywork to be fitted so that the appliance could have further life as a pumping appliance for use in their Training School. The appliance was re-registered as **Q 70 VOE**.

Similarly four other Shelvoke chassis were re-bodied in 1988 and given registration numbers **Q 66 to 69 VOE**.



One of this batch **Q 67 VOE** later went on for further usage at the Goodyear Tyre Factory in Birmingham.

These five SPV's maintained S&D's reputation for long service.

I am indebted to Ken Reid for these photos and information.



THE EDITOR'S POSTBAG.

 **By Email.**

That Mishap on the Tip at Teignbridge.

Both Tim Byrne and Darren Fuller wrote in with similar comments on the hopper pivot bracket failure Mike Mullarkey described in the Autumn edition of the Newsletter, pointing out that the bin lifting equipment will have added very considerable additional weight on the hopper. Sadly after all these years it isn't possible to determine the effect of adding this equipment.

 **By Email.**

Bill Aldridge has kindly sent in some fascinating Freightlifter photos that will appear in a future issue.



The preserved Keighley TBN Pakamatic has been donated by Bradford Council to the Keighley Bus Museum along with their Dennis Gully Emptier and pavement sweeper. Time alone will prove whether this makes the vehicle more accessible for public viewing than has been the case in recent years. The above photo is from 2009.

OF SPECIAL INTEREST TO FORMER SD EMPLOYEES.

KEITH DUNHAM.

Sadly we have to report the death of another long serving employee of S&D. Keith Dunham died on 10th September at the age of 84.

When Keith joined S&D as an apprentice he was following in his father, Arthur's, footsteps who worked for the company for over 40 years. He made it a condition of his apprenticeship that he wouldn't be asked to work under his father. During this time he became the first apprentice to be taught to weld. On completion of his apprenticeship Keith spent two years in the army on National Service. Returning in 1953 he was put on the section making

masts for the newly introduced Freightlifter fork lift trucks. He then had a brief spell at The Tabulating Machine Company before returning to S&D in 1960 in the Development Department, which consisted of Jim Hacker and Keith. Here he built the first Tillson designed Pakamatic and the first Revopak. When Jim Hacker retired Keith became Superintendent of the Development Shop for the next 20 years until he was made redundant. In this role Keith spent long periods at the Motor Industry Research Association test track at Nuneaton, the Fighting Vehicles Research Establishment at Chobham and overseas trips to South and West Africa and Holland among other places. He was heavily involved in the development of the WX chassis for London Fire Brigade, the BP tankers and the Chubb Fire 27 ton chassis as well as developing various one off SPV chassis.

When Keith spoke to your Editor back in 2003 he said:- "Shelvokes was a great place to work. In retirement it's good to be able to look back and say:- 'I was part of that, even though sadly S&D is no more'"

To Keith's family we offer our condolences.

RON FARR.

Also with sadness we learned of the death of Ron Farr on 29th October at the age of 88.

Ron arrived at S&D as the Personnel Manager and was later created a Director of the Company.

A husband, father and grandfather who will be greatly missed.

THANK YOU.

The continued publication of this Newsletter is only possible because people generously send in their memories and news items. To each of these people I say "Thank You."



 **TO MY READERS** 

 **BEST WISHES FOR CHRISTMAS** 

 **AND THE NEW YEAR.** 

 **Brian.** 

