



#### From the Editor.

In a varied issue I hope there's something to suit my variety of readers. On page 2 Phil Clifford solves a mystery I posed in the last issue whilst on page 3 is the promised article about Walkers of Wigan who traded under the Pagefield and Paladin names. I've a good collection of photos and news sent in by readers to give a good start to 2015 – which will mark thirteen years since the SD Enthusiasts' Club came into being.

Brian Carpenter 1<sup>st</sup> March 2015



Jaap Mikkers from the Netherlands sent in this delightful photo of Steve Jones' preserved PN Revopak seen in old Shanklin on the Isle of Wight when Jaap visited Steve last summer. It's always good to see an action shot.



Tony Cauchi from Malta provided this photo of an SD Revopak fitted with a Jack Allen Britannia cab. It looks pretty smart to me and gives a fresh idea of where S&D might have gone had the business not ceased. Sadly this conversion by a local fabricator was never completed and another SD was sent to the scrap man.

Tony tells me that increasingly the smaller Maltese operators are losing contracts to larger companies who are able to import newer euro 4 and 5 refuse trucks with weighing systems and the latest technology, despite these being less economical to run with their automatic gearboxes and complicated electronics.



In the January 2015 issue of Vintage Roadscene magazine Malcolm Bates turned his attention to Shelvoke's SPV Division.

At the 1978 Commercial Vehicle Show the SPV range was launched as SD tried to capture a share of the specialised vehicle market. The centre piece of the exhibition stand was the aircraft loader shown below which in its elevated position formed a first-floor meeting room.

Malcolm's design flair was much in evidence throughout the SPV range which included fire appliances, air field crash tenders, and low floor delivery trucks.

A fascinating but short lived period of S&D's proud history.



Nigel Kenworthy provided this photo.

**The Shelvoke & 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)**

**Next Issue :- 1<sup>st</sup> June 2015 Summer Issue.**

## THE MATCHBOX BIG MX SETS



In the Winter 2014 Newsletter I showed a photo of a Matchbox model of the 'T' type Pakamatic with a screw projecting through the radiator. Phil Clifford has kindly supplied photos and details of the origin of this model.

In the 1960's Matchbox produced a number of model sets termed the Big MX series. These were supplied as two separate kits. One containing the models the other the power activator which would operate any of the model kits.

The power activator was battery operated and was a bit like a drill with a socket type screwdriver bit. It can be seen on the right of Phil's photo above. Among the range of model sets was a mechanised tractor plant and winch transporter, a mechanised coal hopper and tipper truck, a mechanised quarry site with an excavator, a building construction site with a mechanised crane truck and a mechanised incinerator site and refuse truck, which is shown below.



There are three sockets to which the power activator can be attached. The first, at the base of the ramp, propels the refuse truck up the ramp by means of a protrusion under the front of the model truck.

The second socket is the one protruding from the radiator of the SD T type Pakamatic. The activator tips the body and the contents fall onto a conveyor belt. Small plastic beads are supplied to imitate the refuse.



A third socket then powers the conveyor belt to take the refuse into the incinerator where it drops to the other side to be re-used. Phil tells me that his set dates from 1972 – that's over forty years old and clearly it's still in immaculate condition complete with the boxes.

I'm confident that several readers will be green with envy.

My thanks to Phil for solving this mystery for me, and for the trouble he took in locating his set and photographing it for our enjoyment.

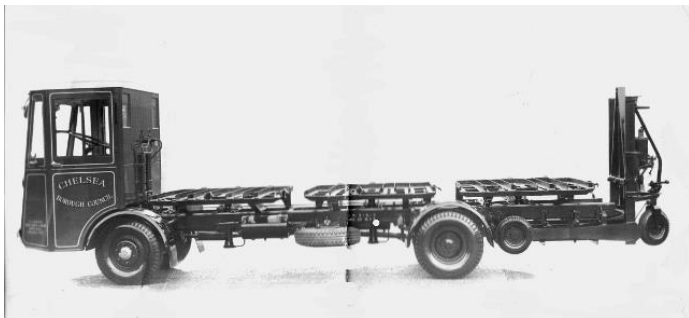


Phil also sent in this photo of his Corgi model Revopaks.

## PAGEFIELD & PALADIN – Walker Bros. Wigan.

Walker Bros. of Wigan manufactured refuse collection vehicles under the name Pagefield from around 1908 until the Company closed in the late 1950's. Walker Bros was founded in 1866 by John Walker who was aged 24 at that time. The Company developed to produce a wide range of products which included coal cutting machinery, air compressors and fans. From 1890 railway locomotives were also built. Pagefield Motor Vehicles was formed in 1904 and 519 Pagefield 3 ton lorries were produced for the army during the First World War. The Walker family home was in Southport where the Council used a system of wheel mounted refuse containers which were winched onto horse-drawn carts for disposal at the refuse tip. At the tip the loaded container was unloaded and an empty container replaced it and was then returned to another area where a gang of men were operating.

The early Pagefield refuse collection vehicles were very narrow and became popular with Councils where there were many narrow streets and back alleys to negotiate. Pagefield fitted their lorries with lifting frames to accommodate Southport's wheeled containers and the frames were hydraulically tipped. The containers were hauled onto the frames by means of a winch powered by a take-off from the engine's gearbox.



Other Councils adopted similar methods of refuse collection especially from blocks of flats and the above photo shows an SD 'W' type equipped to carry three wheeled containers for the London Borough of Chelsea.

A further development of the container system of refuse collection was the use of cylindrical containers. Often these were placed at the bottom of a refuse chute at a block of flats so that residents no longer needed to carry refuse to the ground floor. Some of these containers were wheeled whilst others had to be lifted by a hand drawn lifting trolley. In 1937 Pagefield introduced their Paladin model with a hydraulic lift to empty containers into the body.

Again the Shelvoke & Drewry 'W' type Fore & Aft tipper was adapted to handle these containers which slightly confusingly were also named Paladin as well as the vehicle itself.



Here a Paladin container is lifted on the hand trolley ready to be fitted to the rear of the vehicle for discharge.



As the Fore & Aft body is tipped forward the contents of the container are discharged into the body.

The brief history of Paladin is taken from An Illustrated History of Dustcarts by Hinton J. Sherwyn published by Ian Allan Publishing in 2000 and based on a history of Walker Bros. by Tom Meadows.

## OF SPECIAL INTEREST TO FORMER EMPLOYEES OF S&D.

Sadly we have been notified of the deaths of three former SD employees. Some of you will have worked alongside these men and to all their families we offer our condolences.

### TOM BAKER

Tom Baker died on the 30<sup>th</sup> November 2014 at the age of 93. For many years he was the Superintendent on the chassis line. A much loved father, grandfather and great grandfather. His funeral notice commented on his cheerful disposition and big smile.

We believe that in all probability Tom was a member of SD's 40 Club as a long serving employee.

### STEVE GASH

Steve Gash, who covered sales in the North-West area, died on 22<sup>nd</sup> December 2014. His funeral took place in Spain where he had made his home in recent years. On leaving S&D he joined Norba's sales team and was subsequently appointed Sales Director at Norba.

### FRED HOUGHTON.

As an apprentice your Editor worked alongside Fred for several months on the axle bench. With the introduction of the 'T' series in 1960 SD no longer manufactured their own axles and Fred moved on to assembly elsewhere and towards the end of the company's existence was part of the "Finish Off" team.

Popularly known as "Big Fred", Fred died on the 20<sup>th</sup> January aged 83. He was a father, grandfather and great grandfather. His funeral was well attended at an almost full St. Mary's, Stotfold. Below Fred is pictured second from the right with the Finish Off team.



## From Production to Producer.

In an excellent and comprehensive history of Letchworth's Settlement Players, which was founded in 1923, it is recorded that Mr. Kevin Doherty, Shelvoke & Drewry's Works Manager became the theatrical group's producer in 1926. Previously he had worked with Mr. Claud Sykes' short lived Citizens' Company as stage manager.

Mr Doherty's four years as producer for the Settlement Players are described as adventurous and rewarding ones. Productions included Shaw's *Man of Destiny* and *Pygmalion*, Shakespeare's *Twelfth Night* and part of *A Midsummer Night's Dream*. Mr. Doherty also supervised the remaking of the Little Theatre's stage. He continued in acting parts with the Players into the 1930's. Happily the Settlement Players continues to this day.



This photo serves as a reminder that I sometimes keep your communications on file for a very long time. David Stratton kindly sent in this photo of a cigarette lighter, that was made in house by S&D, not very long after the ending of the Second World War. Designed as a reminder that S&D were back in the refuse collection vehicle market the brass lighter was sturdily made and I believe that quite a few examples finished up in the homes of SD employees.

From the early days with the 'Last Horse' statuette S&D liked to have little keepsakes to keep the SD name to the fore.

I am grateful to all those who have sent in correspondence that has made this Newsletter possible.

Brian – Editor.