

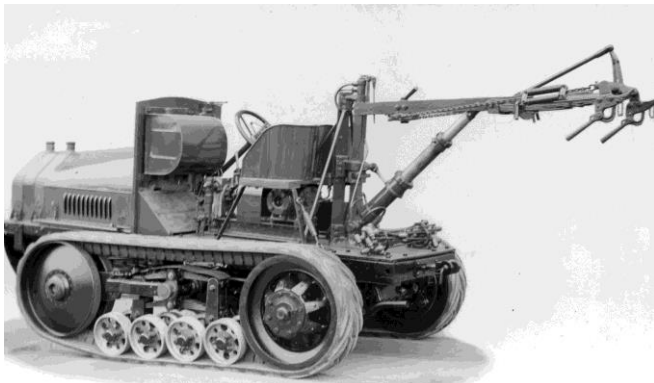


From the Editor.

In this issue we return after a lapse of two years to the story of the Defiant range of fork lift trucks (Page 2.), and below we follow up to a story we carried a year ago. We have plenty of news items and as usual my readers have been busy sending me items that I hope you'll find as fascinating as I do.

Brian Carpenter 1st June 2015

Those Rubber Tracks.



In the Summer 2014 issue of the Newsletter we featured this photo of a Latil tractor unit that had been sent in by Christopher Randall. Mervyn Spokes identified the unusual tracks fitted as the Kègresse system.

Adolph Kègresse, a French military engineer born in 1879, moved to St. Petersburg in 1905 to work for the Russian Tsar Nicholas II and invented these tracks which consist of a flexible rubber belt that is far lighter than conventional interlocking metal segments. In Russia the system was fitted to convert Rolls-Royce cars from the Royal garage and Packard trucks to half-tracks. For their army the Russians fitted the tracks to some of their Austin armoured cars.

In 1916 Kègresse returned to France where between 1921 and 1937 Citroën used the system for off-road and military vehicles. The U.S. Army were so impressed by the Kègresse tracks that they produced their own design of trucks and over 41,000 vehicles in 70 versions were produced between 1940 and 1944.

One of the advantages of the Kègresse system is that it did not require a particularly powerful vehicle. Citroën demonstrated the advantages of the system when in 1922/23 five Citroën Kègresse B2's completed the 3,000 mile journey from Touggourt in Algeria to Timbuktu in French Equatorial Africa in just 21 days. The vehicles were similar to that shown on the right..



A Citroën Kègresse P17

With their French origin it is no surprise that the tracks were specified for this British built French designed Latil.

A Mystery for you to solve.

When sorting out some old items belonging to her parents Jenny Read came across a small silver presentation chalice, about 2.5" high, with the following inscription:

H & L M R C
Shelvoke & Drewry
Winners
TEAM 1931 32
W.O. WEBB

Walter Owen Webb who was Jenny's grandfather was a naval architect who worked at Chatham Dockyard.

I have my own theory about a possible meaning for the initials H & L M R C but can any reader give an explanation for the presentation of this trophy?

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 September 2015 Autumn Issue.



DEFIANT

range of fork lift trucks. Part 3.

The DT10, DT12, DT14 & DT15

We return to the series concerning SD's range of Defiant fork lift trucks which came into production from 1962 onwards. In Part 2 (Issue No. 10 Summer 2013) the smallest of the Defiant range of fork lift trucks was described. Here we describe the next range of capacities.

The DT15 was offered with a larger 4.06 litre Perkins diesel engine, and again with torque converter transmission.



A further picture of a DT12 with brick handling equipment.

Lift heights up to 15' 0" were standard. The DT10 & DT 12 had a wheelbase of 80 ins, the DT14 87 ins and the DT 15 had a wheelbase of 92 ins. and an overall length of 147 ins. At 85 ins. wide the truck was 14 ½ ins. wider than the DT 14.

The DT10 & DT12 were available in a narrower version with single tyres on the front axle which reduced the width of the truck from 70 ins to 54 ins.

As with the Freightlifter the London Brick Company was a major customer for the Defiant fork lift trucks. The photo shows a Defiant DT12 in operation transporting bricks.



This DT14 equipped for paper handling has a tilt frame fitted because of the extra lifting height provided.

The DT10, 12 & 14 were offered with either a Ford Diesel engine of 3.96 litres, a Perkins Diesel of 3.86 litres, a gas engine or a petrol engine. Transmission was via a torque converter.

The usual S&D policy of offering a wide variety of specialised handling equipment is illustrated in this range of Defiants catering for loads from 10,000 to 15,000 lbs (4.46 tons to 6.69 tons)



Richard Nash sent in this photo from Feltham, Middlesex.

The Council are busy cleaning out the pond in 1964 and the SD 'W' type with a Chelsea type body waits for its next load.

Is it just me, or do other readers agree that the SD has an air of patience about it as it carries out this unusual duty?

Photos of vehicles in working situations are comparatively rare and it's good that someone recorded this scene over fifty years ago.

THE DAYS OF THE COUNCIL TIP.



encouraged this development with charges now at £82.60 for every tonne deposited.

Our photo shows the prototype TN Pakamatic on the tip at Hitchin having discharged its load. Now it has become a historic record of how things used to be.

YOUR TV VIEWING

Many people complain about too many repeats on TV but a repeat on the Quest Channel on 24th April gave viewers another chance to see Steve Jones' ex-Isles of Scilly PN Revopak restored by the Salvage Squad team.

Under the title "Wastemen" BBC2 took us to Newcastle-upon-Tyne to see their refuse operation in three one hour programmes. The series concentrated on the Byker Plant where refuse is sorted for recycling and on the city's efforts to encourage their residents to recycle more refuse.

Large quantities of waste are sorted, baled and shipped to Sweden where it is burned to produce electricity. Sweden only sends 1% of its refuse to landfill – we in the U.K. have a long way to go yet.

On BBC1 an episode of Inspector George Gently shown on Wednesday 13th May again showed Newcastle-upon-Tyne's refuse collection but back in the 1960's. The bin men were out on strike and their leader was a very unsavoury character. But very briefly we were given a glimpse of a garage full of SD 'T' types.

Where new scenes were created, the programme makers made do with a preserved Karrier Bantam with a Chelsea type body.

A good Spring for TV viewers.

In the 1920's when Shelvoke & Drewry began to obtain orders for their Freighter to be used in refuse collection every local Council had its own tip where the refuse was deposited. This meant that the vehicles had to be sufficiently robust to operate on the unstable ground and indeed S&D offered steel girders to form a firm base for their Freighters when discharging their loads.

Until fairly recent times this method of disposal was common practice. It was only as local tips became full that more distant landfill sites began to be used.

A recent newspaper report [The Guardian Saturday 28th February 2015] relates how landfill is also set to become a thing of the past. The annual volume of waste sent to landfill in 1997 was 100 million tonnes, in 2013 it had fallen to 39 million tonnes. In 2009 90% of our waste went to landfill, in 2015 the figure is around 50% and is forecast to fall to just 10% by 2020.

Recycling of waste is the modern preferred method of disposal and the imposition of the landfill tax has

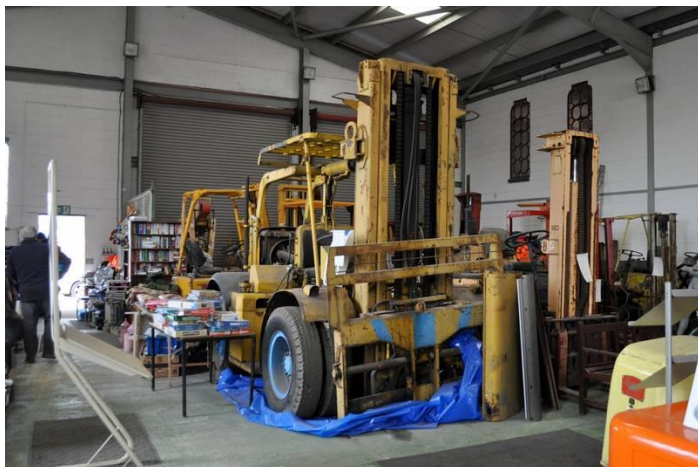
Another Corgi Version of the Revopak



Following on from Phil Clifford account in the Spring Newsletter Eric Voytko wrote to say that he owns this Corgi model in Pinder's Circus livery. We are now aware of thirteen different versions of the model.



The June issue of Vintage Roadscene includes an article sent in by Peter Johnston from Belfast. In it he tells of the work of resurfacing roads to make them fit for motor racing and utilised an SD Freighter for spreading the tar. As part of the article Peter is shown as a true SD enthusiast with his collection of preserved SD's.



Barrie Woods visited the National Fork Truck Museum at Swanwick Junction and found this Model 82 Freightlifter undergoing a cosmetic restoration. The curator says he hopes that before long the truck will be resplendent in R.A.F. livery.

OF SPECIAL INTEREST TO FORMER EMPLOYEES OF S&D.



JOHN CARTER

With sorrow we learned of the death of John Carter on 3rd March.

John, who was a night shift foreman painter and is pictured in his work gear, was with the Company for 18 years. He was one of many former employees who kindly sent in photos to me in the early days of the SD Enthusiasts' Club.

To his family we offer our condolences.

NEWS OF A SURVIVOR.



To your Editor's delight the 1972 TBN Pakamatic in the livery of the Borough of Keighley was outside the Keighley Bus Museum's premises to greet visitors when the Museum held an open day on Sunday 26th April.

THANKS

The creation of this Newsletter would not have been possible without content from :- Mervyn Spokes, Jenny.Read, Richard Nash, Jeff Robson, Eric Voytko (Classic Refuse Trucks), Peter Johnston, Barrie Woods and Roger Morrisroe

My thanks to each of you for news items, photos etc.

Brian Carpenter

Editor.