



#### From the Editor.

Since two amazing stories have come in during the past few weeks I've decided to enlarge this issue to six pages. In the Spring 2016 issue we will revert to the customary four pages. On Page 2 you'll find a report on an early SD Freighter in Australia, whilst Page 3 reports on an 'N' Revopak that has returned to the U.K. from Malta. Page 4 contains Bruce Donovan's account of working as a Demonstrator driver and on Page 5 the series about the Defiant range of fork lift trucks is continued. Our final page contains the Editor's Postbag with your letters and news items. My thanks are due to the many people who have made this bumper issue possible.

Brian Carpenter December 2015.

### THE FREIGHTLIFTER MODEL 100 DUALDRIVE. SD REMEMBERED IN NORTHERN IRELAND



When a Freightlifter operated by British Railways Western Region was involved in a traffic accident Slough magistrates convicted the railway of operating a vehicle where the driver's vision was obscured by a 'jungle of steel'. SD's response was to develop the Freightlifter Model 100 Dualdrive.

Ingeniously a second cab was added with duplicate controls all operated by mechanical linkages so the driver had an unobscured view of the road.

Oxford Diecast has announced that in the second quarter of 2016 a model of the Freightlifter will become available in 1:76 scale. It was back in February 2010 that I was asked to supply photos and dimensions to the designer of the model. It's been a long wait but I'm sure many of my readers will want to add this model to their collection. [And no I don't get a commission on sales.]

On a lovely sunny evening in September a group of around 70 people met at the premises of McCreath Taylor in Lisburn, Northern Ireland, at the invitation of Peter Johnston. Peter's fine collection of SD vehicles was on display in the yard and Malcolm Bates addressed the gathering on "The Rise and Fall of Shelvoke & Drewry".

Reports suggest that everyone enjoyed a lively account of Malcolm's time with the company and of its history.



In September our Queen became the longest serving British Monarch. The photo of SD's Icknield Way works shows the flags flying in 1953 to mark the Queen's coronation. Shields painted by the company's sign writers were attached to the building with the words; "God Bless The Queen. Long May She Live."

**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> March 2016 Spring Issue**

## A FREIGHTER IN AUSTRALIA.



It was in September that Rosemary Earle and Maurice McGregor from Perth in Western Australia wrote in to say that they were the owners of a 1925 SD Freighter and were in the process of “fixing it up.”

The flat bed Freighter is shown above in glorious Australian sunshine showing what a magnificent restoration the vehicle is undergoing. Although a Freighter survives that was restored to 1922 condition by SD’s apprentices in the 1960’s, your Editor believes that this is the oldest Freighter in existence.

Rose has sent me the following account of the Freighter:-  
Written in the words of Eddie Riggs .

“My freighter came from North Coburg , a suburb of Melbourne, where it lay in a scrap yard since 1937. According to old records it was first registered in 1925 with number 2031 and sold to the dealer in 1937. Although unused since 1927 it remained licensed, and I have its last wind screen disk for 1937, mounted on a glass disk as it never had a wind screen.

The story goes like this. Eddie and his friend were in the yard looking for A E C MATADOR 4x4 parts, and as we moved a pile of rubbish, I stood on an old truck tray to get a better access and fell through the rotten timbers, after regaining my dignity I noticed the offset prop shaft realised it was something unusual, and proceeded to uncover it after many years of hibernation. After discussion with the owner I made the purchase, and was given the rego disk, the front S&D badge, together with most of the original tool kit in its drawer. Despite all of its years in the weather the engine[ no 653 E H WHITE ] still runs, gear box, steering and rear axle are in good order, but needs front brakes with all fittings to pedal, front engine panel and small controls mounted thereon.

Excerpt from a letter Eddie wrote to Mr Nigel Cook, of Newark U.K. Unfortunately Mr Cook could not help Eddie with the parts but did help with the book “ KALEIDOSCOPE” an invaluable insight into the history of Shelvoke & Drewry.”

Our part of the story has begun, Maurice had noticed a sale of car stuff at Eddie Riggs place, at this time we had never met and it was only through friends at Whiteman Park that we now knew of him. Eddie had been a volunteer there and had been involved in the Museum for some time. Eager to check out Eddie’s bits and pieces we arrived at Eddie’s place. A very sad meeting Eddie was very sick and the prognosis was terminal . We got chatting over a cup of tea and I said that I was English and Maurie a Kiwi. He said he might have something to interest us, he showed us the old Shelvoke wreck and the book Kaleidoscope, something magical happened and I felt Eddie knew it too. Where would you ever find another like this. Maurie and I felt that it would probably be the ultimate challenge so took charge of her and the books plus other things that are another story.

Having got all of the bits and pieces home Maurie, started to work out what was what, he realised that the truck tray had been stretched and could be short or long depending on what back the customer might require. He had seen a picture of a bus used on the Blackpool front, as an open top tourer and thought that could work.

Although there was a stumbling block eventually with the help of Nick and Tony, Maurie using a large electric drill in the special crank handle finally she started. I would like to say the champagne flowed but we will save that for her unveiling. But we did have a couple of beers and a lot of laughs.

## BACK FROM MALTA.



I'm only too happy to admit that I thought it would never happen. The obstacles to be overcome seemed so enormous to me. It is thought that the only SD 'N' series vehicles that have survived were in Malta where they have given sterling service since being retired in the U.K.

With its distinctive modified Motor Panels cab the 'N' superseded the 'T' series and was in production from 1972 until 1978 when the 'P' series was introduced. The vast majority of N types were fitted with the Revopak body.

The vehicle shown above has been carefully maintained by the Grazzja brothers in Malta but Maltese regulations have meant that the Revopak is no longer permitted to be used.

Aled Rees, and his brother Matthew, who operate Great Western Recycling in Keynsham, Bristol, learnt that Steve Jones [of Salvage Squad fame] had met the Grazzja brothers when he visited Malta on a trip to see old SD's still at work. And the brothers were determined that one should be saved.

The most economical way to bring the Revopak back to England was mostly overland on a low loader and in August the 'N' duly arrived in Keynsham.



With invaluable assistance from Peter Johnston and Tony Cauchi the purchase was achieved and here the Revopak is shown on the low loader with a Jack Allen Britannia cab which also came back from Malta.

It's truly great news that this 'N' series has been rescued.

# WORKING FOR SHELVOKE DEMPSTER.

By Bruce Donovan.

When I started working for Shelvokes in 1986 the Company was owned by the American company Krug International Ltd., which included the Dempster Corporation and the products were branded as Shelvoke Dempster.

Refuse Collection Vehicle design had come a long way since Harry Shelvoke and James Drewry began producing the SD Freighter in 1922. The nature of refuse had also changed both in respect of quantity and density. The diminutive Freighter couldn't possibly have coped with the volumes of refuse produced in the 1980's that needed to be collected and transported.

But the Company still used the tried and tested sales method of employing demonstrator drivers to take the vehicles out to demonstrate their effectiveness to prospective customers. And I became a Shelvoke Dempster demonstrator driver.

Contractor on a Leyland chassis. It's not ideal conditions but we had to demonstrate whatever the weather!



In addition to the Dempster RouteChief and RouteKing Shelvokes also produced the Dempster Front End Loader [FEL]. I drove one of these to an exhibition in Padua in Italy and above I photographed it on leaving the Mont Blanc tunnel.



That's me squeezing a 'P' series three axle vehicle with a Dempster RouteChief body through a narrow lane in the Mumbles area of Swansea. The Dempster system utilising a hydraulically operated sweeper/packer plate was offered in addition to the well tried Revopak with its continuously rotating packing tines.



In Padua we also exhibited the smaller County roadsweeper.

My final picture is of the FEL I took to the Bayer in Essen Germany.

It was sad that the Company closed in 1991. I enjoyed my five years working for Shelvoke Dempster and



I got to see some interesting places and meet interesting people. **Bruce Donovan.**



The Company were also producing roadsweepers at the time and here I am in a wintry scene with snow on the ground demonstrating one of the larger version known as the



**DEFIANT**

range of fork lift trucks. **Part 4.**

**The DT18, DT22, & DT26**



In this part we describe the Defiant range of trucks that exceeded the description of the Freightlifter as "Heavy Duty". With wheelbases of 104 ins the DT18 and DT 22 could lift 8.03 tons and 9.83 tons at 24 ins centres respectively. A DT22 is shown above handling timber. Powered by either a Perkins 6.354 six cylinder 5.8 litre engine or a Ford 2.704 E six cylinder 5.95 litre engine and equipped with torque converter transmission the trucks were capable of travelling at up to 23 miles per hour.

With a wheelbase of 118 ins the DT26 had a lifting capacity of 11.60 tons at 24 ins centres and an overall width of 97 ins. Powered by a Perkins 6.354 diesel engine with torque converter transmission.

An example of the DT26 is shown below.





OF SPECIAL INTEREST TO FORMER SD EMPLOYEES.

ROY MASON

With sadness we received the news that Roy Mason had died on 29<sup>th</sup> August.

Roger Morrisroe has written:- "When I started at SD in 1954 Roy was operating the big centre lathes. Roy was born in 1931 and lived in the local area. He started his apprenticeship at SD around 1946/7 not surprisingly as his father Jack Mason was also there. I am sure Roy did National Service and I am pretty sure it was in the RAF. He rose through the ranks from Chargehand to Superintendent. Roy was there right up to the final days when we all got made redundant. He then went to George Kings at Stevenage and stayed there until his retirement at 65. Roy was a very keen amateur racing cyclist and a massive Aston Villa fan. During his retirement Roy and Wife Margaret moved to Yaxley nr Peterborough and that was where he lived out his retirement.. He was a true gentleman and is sadly missed by his relatives and all who knew him.

My thanks to Janet and Jason Simmonds (Sister and Nephew) for their help."

Your Editor notified those former employees for whom he has email addresses at the time and Dave Chapman Replied :-

Hello Brian, thank you for passing this sad information on. My wife Sue worked with Roy and we used to visit him and Margaret when they lived near Hitchin, he was a true Gentleman.

**Dave Chapman**

TONY TIPLADY

Again we were saddened to learn of the death of Anthony (Tony) Tiplady on Saturday 21<sup>st</sup> November at the age of 83. Tony was an S&D apprentice in the Joiners' Shop. Eventually he rose to become Superintendent of the Joiners. The Tiplady family played an important part at Shelvoke & Drewry.

Tony's father was employed by the company and by the 1960's ran the Drawing Office Print Room. His Brother, Leslie also worked at the company as did Janet and Yvonne Tiplady.

The coach built cabs on SD vehicles were a feature of the Freighter, the 'W' type and the 'T' type continuing on into the narrow versions of the 'N' series. A considerable number of skilled craftsmen were employed in their construction.

To Tony's family we offer our condolences.



This photo shows the members of the Joiners' Shop in December 1956 On the occasion of Bob Heaynes retirement as Superintendent.

Photo: Bill Smith

 By Email.

Alec Munro wrote:

I'm trying to trace down some family history. I believe a relative worked for Shelvoke and Drewry. Was wondering if you had any info. The name was Bertram W. Monk.

I replied:- When I was at Shelvoke & Drewry (1953-62) a Bert Monk was second in charge in the Sheet Metal Department. The foreman was Charlie Draper. As an apprentice I worked in the Sheet Metal Department for three months. Bert will have taught me some of the "tricks of the trade". I believe that both Bert and Charlie were long serving employees. The Department was responsible for producing all the parts of the vehicles made from sheet metal, which involved guillotining sheets, bending, drilling, spot welding etc. Charlie and Bert made the more complicated parts as well as supervising two apprentices and two workers.

Your Editor has tried to assist the Ambereley Museum who were looking for a replacement cylinder head gasket for their replica Tramocar based on the SD Freighter.



TO MY READERS

I WISH YOU A VERY HAPPY

CHRISTMAS

AND BEST WISHES FOR THE

NEW YEAR.

Brian.

