



#### From the Editor.

And so another year of the Newsletter begins. I've taken up some of the space with my concerns for the future, but felt I needed to let you know my thinking. Your responses will be most welcome. But we've news of an excellent new publication, we look back over forty years to local government reorganisation and twenty-five years since SD closed. Then we have the giant of the Defiant range of fork lift trucks and much more.

**Brian Carpenter 1<sup>st</sup> March 2016**

#### OVER FORTY YEARS AGO.



**Nick Davis** kindly sent in this photo.

From its registration number **SFU 844 H** will be a 1969/70 'T' type Fore & Aft tipper. I imagine the photo shows the change over from Horncastle Council to East Lindsey District Council (Lincolnshire) which took place on 1st April 1974. At least one of the crew doesn't look too delighted at the change. Although based on a pre-World War II Faun design the F&A proved to be a very successful design for S&D. Nearly all later F&A's were fitted with Powerpress as this one is. The compacting plate mounted in the roof of the body increased the body capacity by 50% as refuse became less dense with the increase in packaging material. Thanks Nick for the photo.

Colin Humble who was SD's Sales Manager for the South West Area recalls that 1973 was a bumper year for S&D for orders, as under local government reorganisation the soon to disappear Councils did their utmost to hand over as little funds to their successors as possible. One Council even ordered a vehicle as a spare for when their only SD was being serviced.

#### TWENTY - FIVE YEARS AGO.

This year will mark twenty-five years since the gates of S&D closed for good. I'm trying to put together as accurate a picture as I can of the final eleven years of S&D. Having survived for 58 years from 1922 until 1980 with just four Managing Directors, those final years seem to be strewn

with names. When I started the SD Website in 2002 I was so fortunate that Kaleidoscope of Shelvoke & Drewry had been published in 1980 and I take it to be predominantly an accurate account of the years 1922 to 1980. After that date I've relied on the memories of former employees to gain a picture of the Company's activities etc. I now find, sadly, that those with memories are becoming a diminishing band. I don't want to be guilty of passing on false information.



**Photo from Mick Light.** SD gates close for the last time.

As Malcolm Bates has written for Vintage Roadscene magazine, some gaps in my knowledge have been filled. Names and dates of Managing Directors from 1980 onwards remain something of a mystery. I gather that the workforce hardly got to recognise a face or a name before they were replaced!

I have some evidence of Managing Directors :- Fred Hooson, Alan Harris and Tom Hutchinson [It seems that a surname beginning with an 'H' was a distinct advantage!] but little idea of dates etc.

The products I know least about are:- the Maxipak, RouteChief, SPV's in general, Fire Appliances, Front End Loaders and the various road sweepers. If you're able to give dates, even if approximate, it would be most helpful. I'll wait to hear from you.

## A SPECIAL PAGE FROM THE EDITOR.

Last year I reached a significant birthday and it has seemed both prudent and necessary for me to think about the future of the SD Enthusiasts' Club.

When I formed the Club in 2002 I didn't consider it necessary to formulate any specific constitution etc. and I would have been amazed to find it continuing fourteen years later. I have consulted those former SD employees for whom I have email addresses and reached some conclusions.

### FACEBOOK.

Purely as an experiment I have formed a Facebook group at: <https://www.facebook.com/groups/sdenthusiasts/> I feel that this may have a role to play in twenty-first century times.

### ARCHIVE MATERIAL.

Over the years people have been very generous in passing on SD related material to me – brochures, photographs, memorabilia. I am intending donating these to the Garden City Collection [see below] as I am very anxious that no one should seek to gain financial reward from these donations freely entrusted to me. In no case did anyone place any restrictions on my use of this material. A Letchworth location seems to be the logical place.

In addition I have all your memories entrusted to me and that have appeared in the magazine, newsletter and on the website. I have begun to collate these into a volume entitled *The People Behind the Product*. On completion this will be donated to the Garden City Collection, and hopefully also made available on my website.

### THE GARDEN CITY COLLECTION.

The Garden City Collection opened as a study centre in 2014 and is an internationally significant collection of historical artefacts cared for by Letchworth Garden City Heritage Foundation. Based in Wilbury Hills Road, Letchworth Garden City.

The collection can be found at:-

<http://www.gardencitycollection.com> If you search "Shelvoke & Drewry" you'll find 194 items are held at the collection.

In all there are over 50,000 items to discover, including: The archives of the early Garden City Movement and the architectural plans of the world's first Garden City; furniture; art and a wealth of social history telling Letchworth's fascinating story. This represents less than a quarter of the items held and work is progressing to add these to the system. The items were previously in store

from the Heritage Museum which has now become the International Garden Cities Institute.

### THE NORTH HERTS MUSEUM HITCHIN.

Later this year an exciting new museum is to open in Hitchin. Their display will include the beautiful Basset Lowke model of an SD 'W' type with Chelsea body which used to be on display at SD's Icknield Way works. The former Letchworth Museum has been absorbed into the new museum.

### A FIND AT THE GARDEN CITY COLLECTION.



This model of SD Freighter Reg. No. **KP 7670** is part of the Garden City Collection and measures 11 cm long. Have any readers seen this before? It would be interesting to know its history.

**Photo:** Copyright permission obtained from the Garden City Collection.

### THE FUTURE OF THE WEBSITE.

Whilst I'm perfectly willing to continue to produce a quarterly Newsletter, and to answer the emails I receive about S&D, I am also willing to hand on this work to someone who would like to ensure the work continues.

I have suggested to the ex-employees that a completely new format for the Enthusiasts' Club might be a way of proceeding, and I am willing to work with anyone to formulate plans for the future. Your thoughts will be most welcome.

**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 2016 Summer Issue.**



**DEFIANT**

range of fork lift trucks. **Part 5.**

**The DT48 T 10, & DT48 T 26**



In the final part of the series about the Defiant range of fork lift trucks the largest in the range are described.

With a wheelbase of 130 ins, 97 ins wide and an overall length of 195 ins the DT48 T10 could lift 11.09 tons at 40 ins centres – truly a heavy duty truck.

But this was dwarfed by the massive DT48 T27 shown above with a capacity of 27.68 tons at 48 ins centres.

Unladen the truck weighed 90,000 lbs and was powered by a Leyland 680 six cylinder 11.1 litre diesel engine. A torque converter and power shift gave two pedal control. Loads could be lifted at 55 ft. per minute and lift heights from 12 ft to 20 ft were offered.

Sadly only one truck was built, but perhaps this was the most memorable of the Defiant range and a fitting conclusion to the 22 years (1952 to 1974) that S&D produced heavy duty fork lift trucks.



**A DT48 T27 lifting a container**



**A Trio of Defiants posed for the camera**





## OF SPECIAL INTEREST TO FORMER SD EMPLOYEES.

### Don Ayling.

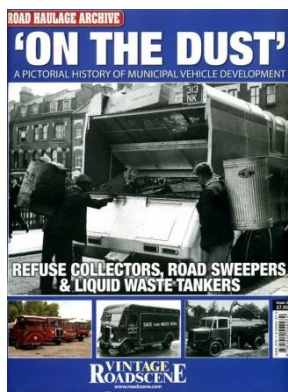
With sadness we learned of the death of Don Ayling on 11<sup>th</sup> January at the age of 88. Don operated a lathe in the Machine Shop at Icknield Way for many years, and his wife, Jean, to whom he was married for 64 years, worked in SD's offices for a time. Roger Morrisroe has written: "As an apprentice I remember Don well. Colin Pearson and I both had motorbikes and he would help us with any problems."

I wrote to offer our condolences to Jean and her family and Don's son, Glenn wrote: "We are proud to say my Dad did work at Shelvoke's and had many happy years there whilst I was growing up in the 50's & 60's."

I also fondly remember going to a number of children's Christmas parties at the rainbow room over the Co-Op in Eastcheap, Letchworth & also going on trips to pantomimes in London.

Dad had 2 very close friends that he stayed in touch with throughout the years, their names were Fred Brown who lived in Stotfold, although he died about 10 years ago, I believe, but they were great friends right up to the end.

The other is Colin Pierson (known as Sandy) who lived in Ickleford, he was an apprentice who was around 10/12 years younger than Dad, but they shared a love of motorbikes. He became a lifelong family friend even after moving to Denmark after marrying his Danish wife Vebeke." Colin was due to fly over to attend Don's funeral.



With the publication of 'On the Dust' by Malcolm Bates we have an excellent and valuable addition to the literature available concerning refuse collection vehicles, liquid waste disposal, gully emptiers and road sweepers. Well done Vintage Roadscene (Kelsey Publishing), Mike Forbes, the series editor, and ex-SD's Malcolm Bates.

Malcolm has taken full advantage of the larger format available to him over Barrie Woods' 'Municipal Refuse Collection Vehicles' which arrived in 1999 from Vintage Roadscene's previous publisher. And Malcolm clearly has access to a wide range of archive material. I particularly liked the two brochures reproduced as pull out pages.

Malcolm comprehensively covers a lot of ground. You can almost feel him saying: "I can't get away with too much S&D stuff." But for SD enthusiasts there's plenty here. My copy will

reside alongside Kaleidoscope and will soon be as well thumbed as that volume is.

I did find it slightly confusing whether to follow the text or the photo captions at times. But having said that the captions are great, and perhaps I was in too much of a hurry to follow the story. I always feel a photo without a caption loses 75% of its value. 'On the Dust's captions are very informative.

Excellent value at £7.95 from your usual stockist of Vintage Roadscene.

### A REALLY GOOD DAY.

On Saturday 30<sup>th</sup> January Darren Ainsworth drove up from Buxton on a visit and it was good to meet up with a fellow former employee even though I had left S&D many years before Darren arrived there. He was among those who were at the Company as it closed. Readers may remember that in Issue 19 Autumn 2015 we featured an Email from Darren about his days in the Paint Shop at the Blackhorse Road factory.

On his visit Darren told me about his final days at the Company as the Icknield Way works were vacated. "List everything, and then throw it in a skip," were the instructions. It's fairly general knowledge that not everything finished up in the skip. Thank Goodness! Darrell kindly donated to me around fifty photos that "missed" the skip. I'll share some of these with you in future Newsletters. We are fortunate that some people were far sighted enough to realise that such things were of historical interest, despite management's instructions.

The "really good day" of shared memories was finished off with a visit to Keighley's Bus Museum where we found that the 1972 TBN Pakamatic has had its brakes overhauled and we were assured will be appearing at events in 2016. The Bus Museum Trust's Secretary, Iain Simpson, told us that the SD creates a great deal of interest whenever it is on show, and we were able to tell him a bit about the Company who designed and built it. And I shared a little of my knowledge of its restoration.



That was what I call "a really good day." Brian.