



From the Editor.

We've some unusual production photos for you in this issue, news of existing vehicles and on this page a reminder of S&D's links with the London Brick Company. My thanks to those without whose help this issue would not have been possible.

Brian Carpenter 1st June 2016



At the end of last year Bill Smith, the son of Ken Smith, who was the Superintendent of SD's Joiners' Shop, kindly sent in six photos he took in 1972 at the London Brick Company's works at Stewartby in Bedfordshire. Stewartby had once been the largest brick works in the world. Unfortunately Bill doesn't remember what the occasion was, but believes it was early in the year, possibly February.

In the photo above Stan Quin, SD's Managing Director is handing over the keys presumably to the new Defiant fork lift truck on the left. Towards the right Jack Wilkinson, Sales Director, stands alongside Tom Tillson, Technical Director who has his customary pipe in his mouth. Works Director, Roy Pike is seen fourth from the left at the rear. Clearly an important event for S&D. Another photo shows a Defiant alongside a Freightlifter fork lift truck.



The London Brick Company were major customers for Shelvokes fork lift trucks which transformed brick handling for them. A further photo shows the Freightlifter driver being presented with a silver cup.

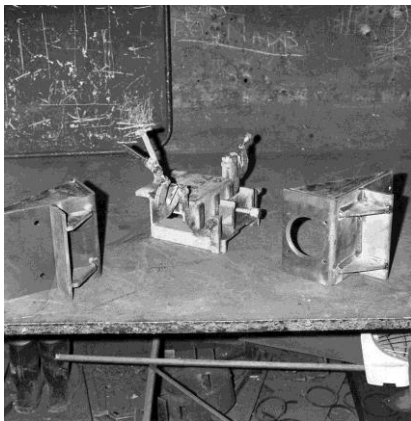
PAKAMATIC PRODUCTION.



When the 1,000th Pakamatic on the 'T' series chassis emerged from SD works the workforce felt the occasion needed to be marked and adorned the vehicle with a long list of customers and on the rear the legend: "Never was so much achieved by so few for so little."

When Tom Tillson came to S & D from Dennis in 1959 as Chief Engineer a replacement for the aging 'W' type was urgently needed. And by 1960 the 'T' type Pakamatic was ready to be unveiled.

Recently obtained photos reveal some of the work that went into the production of the new product.



For example numerous welding fixtures like those shown above had to be designed, manufactured and tested.

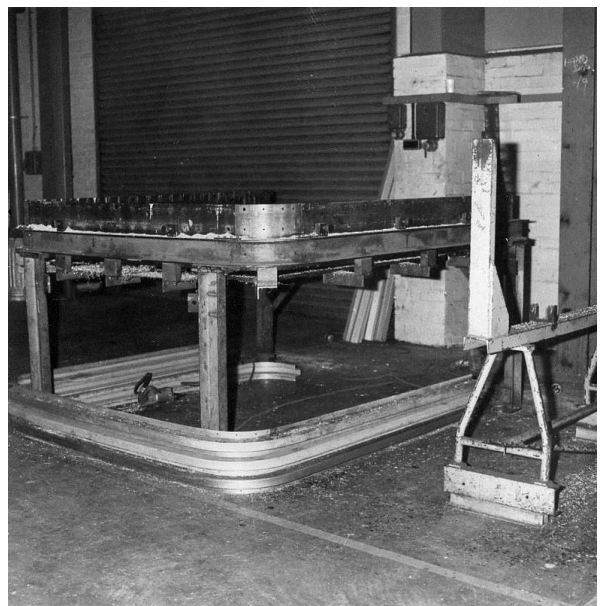
S & D had extensive expertise in welding techniques which they had developed in the Second World War where they fabricated the hull of the Welfreighter submersible. To test that it was water tight the hull was pressurised with

compressed air and soapy water applied to the welded joints to reveal any leaks. And for many years the Fore & Aft tipper bodies had been fabricated on large turn over jigs.



Here a welder works on a Pakamatic fabrication.

But the aluminium alloy body brought new challenges in manufacture involving the riveted construction. The jig below was for creating the body frames.



Photos inside the works are much rarer than those of completed vehicles, and once more we are grateful to Darren Ainsworth for donating these pictures.

A SPRINGTIME ADVENTURE.

On Wednesday 9th March I found myself very early in the morning at Leeds/Bradford Airport to catch the 6.50 a.m. flight to Southampton. It was the start of two memorable days.

Earlier in the year Peter Johnston, the Chairman of McCreath Taylor Ltd Northern Ireland, had invited me to join him and two of his friends on a 'Dustcartology Trip', and I was en route to meet the group and to travel to the Isle of Wight that day. When we arrived by ferry at Ryde Steve Jones was there to meet us and soon we were at the barn where he keeps his two SD Revopak. After inspecting the two vehicles it was off for a spot of lunch before going to Isle of Wight Textiles to load up with waste cardboard. Then on to Westridge Recycling to discharge the load.



Here SCY 786 X waits to be weighed in and below Steve shifts the compacted cardboard.



Then it was back to Sandown, an evening meal and a chance to view Steve Jones' extensive range of memorabilia.

Next morning our party of four were on the 9.00 a.m. ferry back to Southampton – just! Here Malcolm Bates took us on to Bristol to Trans Thomas where we found Aled and

Matthew Rees' NY Revopak that they have brought back from Malta.



It truly is remarkable that the vehicle looks so good after all those years of service in Malta after 'retirement' in the U.K.



Malcolm was in his element photographing the NY from all angles, but all too soon it was on to Keynsham to Great Western Recycling's yard where among the delights was this Defiant fork lift truck.



Malcolm has written about this part of the trip in Vintage Roadscene's May issue. My thanks to Peter Johnston for inviting me along to share in this rare opportunity to see these SD products that have avoided the scrapman's torch. What a couple of days!

OF SPECIAL INTEREST TO FORMER SHELVOKE & DREWRY EMPLOYEES.

Peter Shuttlewood.

With sadness we received the news that Peter Shuttlewood had died on 2nd May at the age of 78 after a long battle with cancer. Peter joined S&D in 1973 and continued until the last year of the Company. After serving in the armed forces Peter trained as a welder at the Ascot Works in Letchworth. At S&D he became known as Mr. Bulkloader as he built and tested the many varieties of bin handling equipment. Peter was a popular and well regarded work colleague. In recent years he has been very helpful to me in providing news for the SD Enthusiasts' Club and I have many emails from him of appreciation of my efforts.

On your behalf I have offered condolences to his family.

Peter is pictured during his days working at the Company.



Photo: Nigel Kenworthy

IN RESTORATION.



On a visit to my son in Scotland at the end of February I took the opportunity to call in on Michael Cooper in Ayrshire and witness the restoration of the PN Revopak that came from the Isle of Man. This is the third SD that Michael has restored and work was well underway. Peter intends to enter the vehicle in the Ayrshire run in early June, and I hope to report on that in the next issue of the Newsletter.

FROM MALTA.

Tony Cauchi has sent in four photos of SD's still in operation in Malta. These are used for trade waste by owner drivers. Councils are insisting on Euro 5 vehicles so these old warriors are getting few and far between. Here are an 'N' type and 'P' type.



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 2016 Autumn Issue.