



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

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Autumn 2019.

From the Editor.

It's a mixed bunch of items in this Newsletter. The series based on a brochure entitled "SD Freighters for Commercial Work" continues and these are several items of news about SD vehicles that amazingly still survive. There's a mystery photo on this page and even news of a wedding. I hope you'll find it all of interest.

Brian Carpenter Editor 1st September 2019.

AN SD 'W' TYPE LOOKALIKE.



Eric Voytko who edits the Classic Refuse Trucks website sent me the above photo asking whether we could identify the refuse truck in the picture which had been sent to him by Peter Draper from the U.K.

Eric knew that it had been taken in Manchester and from the other vehicles it looks like the 1960's. At first glance it's an SD 'W' type Fore & Aft tipper. But no, that's a Glover Webb & Liversidge Dual Tip body and that's highly unlikely on an SD chassis of the 1950's. Trevor Wood pointed out to me that the radiator cover looked like a Commer or Karrier one. I remembered that in An Illustrated History of Dustcarts by Hinton J. Sherwyn, published by Ian Allan in 2000 on Page 91 there is a photo of the Manchester Annual Vehicle Parade which states it's 18th September 1971. Running down the centre of this photo and also on the left hand side of the photo are vehicles similar to the one shown here. (For copyright reasons I can't reproduce the photo here.) I'd assumed these were SD 'W' types but closer inspection shows that they are not. I asked Barrie Woods whether he could shed any light on this mystery. And, yes, he could. Barrie had heard that Manchester had made coachbuilt cabs for some of their vehicles, or had had them made locally. It seems reasonable to assume that these cabs were given Commer/Karrier radiator grilles and that the GWL body was mounted on a Karrie or Commer chassis which was not unusual.

Does anyone know more about these mystery vehicles, please?



The SD Enthusiasts' Club Facebook Group.

In January 2016 I decided to experiment with forming a Facebook Group for the SD Enthusiasts' Club. Over its three year life this Group has come to be the main source of the information that I carry on these pages and contact by email has declined considerably. This is due to the ease that people have to contact the Group via their mobile phones including sending photos. The Group now numbers over 300 members, although it is only a small minority that regularly post on its pages.

I am grateful for the people who keep me informed and we have reached the stage where it might have been difficult for me to continue with producing this Newsletter. So I wish to thank them for all the assistance that they give to me.

I know many people have reservations about Facebook and I share these. It was a bit scary when Facebook informed me that we had 21 members who had never looked at the Group page. I deleted these members but it was a reminder of how much Facebook knows about its members habits.

Fortunately I've only had to remove one offensive comment and there has been a great deal of interesting information posted. If you haven't looked at the Group you may be surprised at the variety of its contents. Go to:- <https://www.facebook.com/groups/sdenthusiasts/>

I'd be delighted to welcome you as a member of the Group.

Brian Carpenter – Editor.

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 December 2019 Winter Issue.

SD FREIGHTERS FOR COMMERCIAL WORK.

Part 2. The advantages of the Freighter.

Continuing the series of articles based on a photo copy of a brochure produced around 1926. The headings in italics are my additions to the wording of the brochure. Photos are also my additions.

Loading Height.

The deck of any body need be no more than 2 ft. above ground level. This makes for easy loading and unloading, and, when necessary, a high body can be used without making the overall height too great.

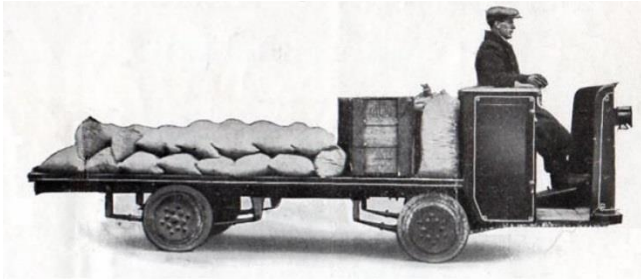


Photo supplied by Malcolm Easton.

Load Capacity.

More than three quarters of the overall length of the Freighter is actual carrying space, and unusually long bodies are possible. With a body 20 ft. long the length is less than 24 ft. When this feature is considered in connection with the increased height which can be allowed, it will readily be seen that an unusually large space is available for the conveyance of bulky goods.

Small Turning radius.

The radius of the turning circle is very little greater than the length of the body. This gives extreme mobility, which is useful not only when working in narrow streets and restricted areas, but also for manoeuvring in traffic.

Can reverse at full speed.

Full speed can be obtained in reverse as well as forward, an important feature when negotiating long lanes or cul-de-sacs, or when repeating a short journey several times (for example in the yard of a factory).

Light weight Chassis.

The tare weight of the chassis is less than 30 cwts. Apart from any question of taxation, this feature ensures that a minimum of engine power is absorbed in moving the vehicle itself. This is one of the factors in design which makes it possible to use a somewhat smaller engine than usual, and the petrol consumption on straight runs is 15 miles per gallon, with a full load.

One Handle Control – Gear change, Clutch, Hand Brake.

One handle controls all the operations usually covered by the gear-change lever, handbrake lever, clutch pedal, and ignition lever. It also provides a supplementary control over the throttle, which cannot be opened beyond a fixed minimum, unless a gear is engaged. Excessive petrol consumption by a

standing vehicle is thus prevented.

Epicyclic Gearbox.

The transmission box itself has epicyclic gears, which are always in mesh, and there is no risk of damage as a result of careless or unskilful handling.

Easily Driven.

It follows, therefore, that there is no necessity for a skilled driver, and in cases where Freighters replace horse drawn vehicles it is usual for drivers of these to take charge of the new vehicles. The driver's platform is so near the ground that it is easy for him to carry out the work of loading and unloading, or at least to assist the loader.



The last horse statuette used for sales promotion by S&D

Photo courtesy of Tony Drewry.

Practical Lubrication System.

Lubrication of a commercial vehicle is of considerable importance, and is often neglected owing to its great difficulty and to the time necessary for it. A complete lubrication chart is provided for with every Freighter. The engine, transmission box and differential are the only places where oil is required - weekly for the engine, and monthly for the other two. The few other parts requiring lubrication are provided with grease-gun fittings. The transmission is on ball bearings throughout.

Economy of Use.

Vehicles carrying commercial loads in city traffic do not often run at a speed comparable to their capacity. It is uneconomical to use an engine of high horse-power at a low speed. The Freighter engine is governed to give a maximum speed of 15 miles per hour, which is adequate for city work. It has sufficient power to negotiate all gradients, but is small enough to effect considerable savings in petrol consumption and tare weight.

Even Load Distribution.

Owing to the design of the Freighter, the gross load is equally distributed over all wheels. It is, therefore, possible to use long flexible springs, with resultant smooth running even over very rough roads.

NEWS OF SURVIVING VEHICLES.

An Unusual SD TZ Type.



Kevin Steele took this photo of **251 BJD** when it appeared at Old Warden in 2005. Built in 1961 for the Borough of West Ham this TZ tanker was designed for sewer and drain flushing and street watering. When the London Boroughs were reorganised **251 BJD** passed to Newham Council. It was no longer required for sewer flushing but rather than scrapping the vehicle it was re-built for breakdown duties along with its sister vehicle. In the mid 1980's the vehicle was retired and stored to be used as an exhibit in the Council museum. However this didn't happen and it was advertised for sale in 1999 and Clive MacDonald acquired it.

When we saw it in 2005 it was evident that Clive had done a first class job in restoring the breakdown vehicle.



Aled Rees.

Recently Clive decided it was time for **251 BJD** to move on, and on 2nd July Aled Rees announced that he and his brother Matthew are now the owners.

This makes it the ninth SD vehicle owned by the brothers. It is pleasing that it has found another good home.

In the Summer Newsletter it was reported that Richard Wilson from Redditch had a Model 100 Freightlifter. Subsequently we learned that in fact it is a Model 82.

At the end of May Richard told us:- " The fork lift is slowly coming back to life. We have rebuilt the ram, replaced a few hydraulic lines and tyres, obtained a pair of batteries and 4 dozen BSF bolts later and she's running. The next job is to pull the hubs and see why the foot brake isn't working." He attached the photo shown top right.



It's amazing to learn that this truck is still working.

Restoration Updates.

In April Terry Prince sent in photos showing progress on restoring two of his SPV WX Fire appliances.

An update on **YHV 187 T**, new engine and gearbox being fitted this week plus numerous other parts including new power steering box and pump.



This is an ex-London Fire Brigade Pump Escape (That's the ladder with large wheels) from 1979.

Meanwhile **GYW 628 W** a 1980 had almost completed its restoration.



Hours and hours of work are going in to restore these vehicles to pristine condition and a great credit to Terry for his enthusiasm.

NEWS PAGE.

CONGRATULATIONS.



Chris Shelly Houghton and Terry Prince, both owners of SD SPV WX Fire Appliances, were married on 8th June with, of course, three fire appliances in attendance. We offer them our best wishes for a long and happy marriage.

From Northern Ireland.



Peter Johnston's latest acquisition is a 1930's three wheel Lacre road sweeper. This is to James Drewry's patented design and very few have been preserved. Already a replacement Meadows engine has been obtained as restoration commences. Photo:- Tommy Moore.

On Saturday and Sunday 12th & 13th July five of Peter's SD's took part in the annual Ayrshire Run. Tommy Moore one of the drivers says that the SD Freighter was the star of the show as the oldest vehicle there. Malcolm Bates drove the SD tar tanker.



Photo by David Smith from Facebook.

Semi-retirement in Guernsey.



Mike Mullarkey sent in this photo of a PN Revopak Reg. No. **WYB 273 W** which was in service many years ago on the island of Guernsey. Its registration number denotes it was from 1980/81 and first registered in Somerset.

An SD Demonstrator.



Bill Aldridge sent in this photo from 1924 of an SD Freighter on demonstration in Burnley. It's an impressive load!

Dennis Eagle.

The major shareholder in Dennis Eagle is now Terberg RosRoca. Terberg are well known for their bin lifting equipment but are now also a U.K. based manufacturer of complete refuse collection vehicles.

THANKS.

I have tried to credit all those who have contributed the material for this Newsletter. I am grateful to all those mentioned here and apologise if I have failed to give credit to anyone.

Please keep sending in news and memories to share with others.

Brian Carpenter – Editor.