



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 50.

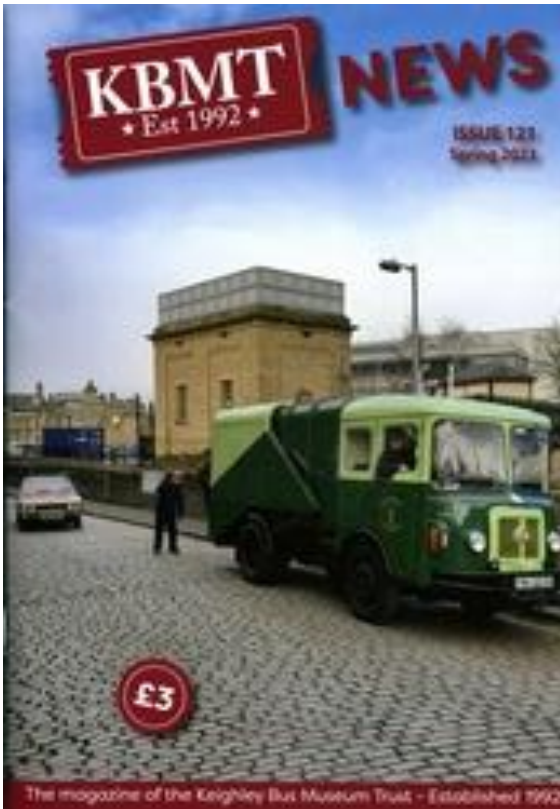
Summer 2023.

From the Editor.

This issue of the Newsletter is almost a celebration of all the help I get from those who provide all the information which I rely upon in order to produce the quarterly Newsletter. Major contributors are Arie Hendricks, Martin Blatch, Lesley Filmer, Phil Clifford and Terry Prince. In addition several people have provided interesting photos and information. These have arrived by post, email and via our Facebook Group. Some of you kindly thank me for my efforts at publishing these Newsletters, but my task is only possible because of all the help I get from fellow SD enthusiasts. So, my thanks to those I've named, and to all those who over the years have enhanced my knowledge of Shelvoke & Drewry and who have taken the time to contact me. I hope you all enjoy this issue as much as I have from receiving the information contained here.

Brian Carpenter Editor 1st June 2023.

KEIGHLEY BUS MUSEUM.



The cover photo of the news magazine from the Keighley Bus Museum is shown above. On Sunday 26th February 2023 a group of volunteers from the museum staged a number of photos of FBU 227 K the 1972 TBN Pakamatic that was donated to the museum by Keighley Town Council in 2014. The magazine carries a further 17 photos of the vehicle which also appeared on the museum Facebook group.

The magazine reports that the museum is moving towards being more transport orientated rather than simply a bus museum. Moves to own their own building are progressing well. It is anticipated that the Pakamatic will be seen out and about in the Summer.

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 2023 Winter Issue.

THE MAXIPAK



When in March I posted copies of a brochure for the Maxipak on Facebook, one of the comments I made was :-
"It was a direct response to the ever increasing popularity of the phoenix but as we all know didn't have the same robustness..SD sold hundreds with massive cost implications repairing and strengthening."

I know that I still have lots to learn about the Company and its products, and this was news to me.

Can anyone please add their comments?

Photo from the late Roy Rowland.

A SECOND LIFE



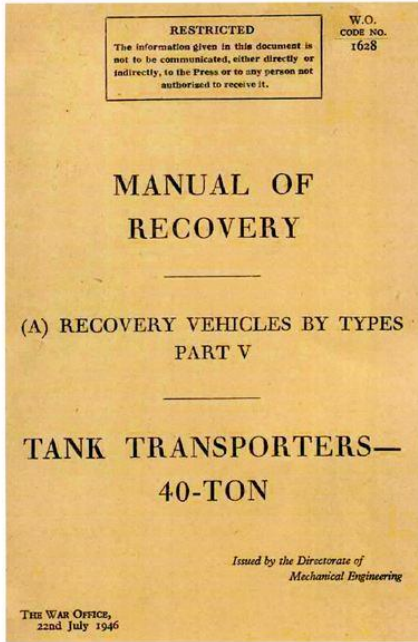
Phil Clifford sent in this photo of a City of Worcester T type given a second life as a gritter.

It was not uncommon that retired SD's were converted in this way.

SD and PRODUCTION OF TANK TRANSPORTER TRAILERS IN WORLD WAR II.

An SD brochure produced shortly after the end of the Second World War reports that among the war production at SD's Icknield Way works were 30-ton Tank Recovery Trailers and 40-ton Multi-wheel Tank Transporters.

Mervyn Spokes alerted me to the Website:- <http://www.model-maniac.nl/articles/Diamond%20T/diamond-T.html> This Website gives an extensive account of Diamond T tractor units in use in World War II and is the work of Arie Hendricks from the Netherlands. Towards the end of the page the units produced by S&D are described. Arie kindly sent me a scan of the document from 1946 whose cover is shown below.

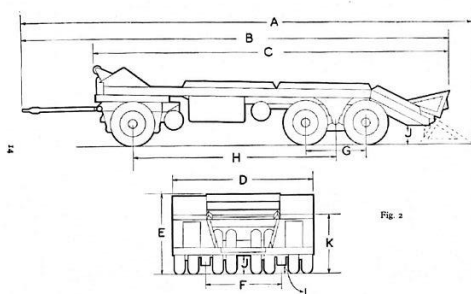


I believe the original to be roughly A4 size and runs to 60 pages, and I presume the 'Restricted' status no longer applies.

Previously I had learned that the War Office awarded S&D a contracts to modify 220 Diamond T tractor units to allow them to haul semi-trailer tank transporters when Scammell were unable to produce tractor units in the quantities required.

[I have yet to discover photos of the draw bar tank transporter trailers that S&D manufactured.] The document reveals the care that the War Office devoted to ensuring that those who were to operate the tank transporter should be aware of all the features of the vehicles.

The tractor unit is described as:- 6x4, Heavy, Diamond "T" Model 980 or 981. Weight:- 12 tons. Twelve forward and three reverse gears. " " m.p.h. Max speed.



A diagram of a draw bar tank transporter trailer.

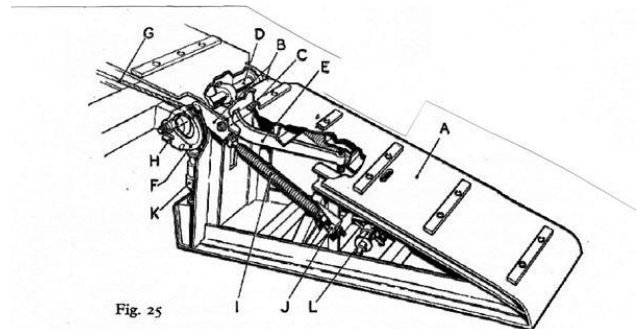
There are comprehensive instructions for the use of the winch supplied with the Diamond T tractor unit and a photo of the unmodified Diamond T along with a draw bar trailer.



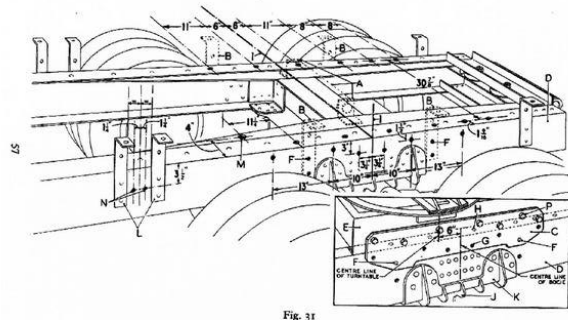
Tank Transporter, 40-ton—Diamond "T" Tractor with "Rogers" Trailer

So far as the SD modifications are concerned there is a full description of the spring counterbalanced loading ramps of which the following diagram is a part.

It is understood that the loading ramps were an SD design and that War Office officials were amazed to see that they could be handled by one man due to the spring loaded counterbalance. It is aid that James Drewry was involved crossing the road from Hands Trailers Ltd. which he had joined as joint Managing Director on leaving Shelvoke & Drewry in 1935.



A final surprise for me was to find details of how to modify a Diamond T to fifth wheel coupling. Apparently a kit could be supplied with the semi-trailers, the diagram shows the drilling required after the Diamond T's ballast box has been removed.



It is so good to learn more about this part of the SD story. My thanks are due to Mervyn Spokes and Arie Hendricks for directing me to these sources of information. Through the wonders of the Internet once more we are able to know in a bit more detail some of the detailed work undertaken in trying to ensure that the best was achieved with the equipment available to the armed forces of World War II.

MY FASCINATION WITH SD SPV WX FIRE APPLIANCES. PART 2.

Terry Prince.



Ex-London Fire Brigade WX Pump Ladder



Terry & Chris on their Wedding Day.

In 1990 when I was 16 and working in McDonalds, I started saving to own my own fire engine. But just a couple of weeks later came a blow when I learned that YHV 194T used in London's Burning and being used as a reserve at Heston Fire Station had been involved in an accident and would not be repaired, and therefore would be withdrawn from Ruislip Workshops. A week later came the news that GYW 607W would be withdrawn from Lambeth Workshops following a gearbox fault. Time was clearly of the essence.

I started looking at the vehicles in a different way, based on condition and what I could learn from the workshops to select the best example I could. Appliances used for training were not subject to the same abuse that the reserves were exposed to, and rust was a factor, typically this was rather crudely repaired by pop riveting aluminum over the top of the infected area. This was particularly noticeable of appliances in East London as these were maintained by Barking Workshops who didn't have a bodyshop. I got down to a shortlist of two, YHV 187T, a driver training appliance based at Harrow Fire Station which was in very good condition, and used only for a drive a couple of times a week. GYW 614W, was a reserve appliance that was based in South West Area, before being reallocated to East under Barking Workshops, I always seemed to find it wherever it went and it was also in good condition. GYW 614W was first to come to auction of the two at a huge fire brigade sale at Martson's Motor Auction in Tottenham in 1991. I attended but my savings weren't sufficient to meet the £700 bid by a motor dealer from Heston who purchased 6 Shelvoke pumps and a Hydraulic Platform. GYW 614W was then advertised for £2,999 the following week!

It was October 1992 before YHV 187T went to auction, fortunately it was the only Fire Engine in the sale and I managed to secure it. At the time I was 17, without a driving license, and my brother helped with the collection (volunteers are not hard to find for Fire Engine driving!). YHV187T was the 46th withdrawn of the 48 LFB Shelvokes so I had left it late!

So now having fulfilled my ambition, I then looked to previously disposed Shelvokes that I could find which was a challenge in the days before the internet. Unbeknown to me, a further 4 LFB Shelvokes were also in private collections, these being YHV 186T, GYW 613, 628 & 631W. Having met with private

collectors, I learned of a breaker in Paddock Wood, Kent where four of the Shelvokes bought by the motor dealer in Heston had been found (presumably because he couldn't sell many at his asking price). I went to the yard and found a number of remains and "almost" complete vehicles (minus radiators, wheels and tyres). The radiators had been removed by ripping off the front panels and cutting through the front bumper, damaging everything in the way, it was a shame to see vehicles that had saved lives now on the brink of scrap. Ironically one of these vehicles was GYW 614W, and despite the damage, £960 later she was mine and brought home to be restored before appearing on East Enders in 1996.

I continued to seek out further vehicles, I purchased GYW 613W with a damaged engine, however the parts were used to complete GYW 614W and my brother purchased YHV 193T from a factory before selling it on. Sadly GYW 613W & YHV 193T are no more, if I could turn back the clock I would, however at the time the infrastructure and storage I have today wasn't there. I had a very close call to purchasing YHV 191T having found it in a yard on a Sunday in Iver, Bucks in 1993. The following morning I went back to find it had gone, taken to a scrap yard behind Blackhorse Road Tube Station, despite travelling straight up there, by the time I had arrived the chassis was already cut with the engine still warm from the drive! In the early 00's children came along and I sold GYW 614W as my priorities changed. Later divorced and remarried Chris who I met at a fire rally and she has since purchased GYW 614W which attended our wedding in 2019 with YHV 187T. We also have GYW 628 & 631W which are both under restoration.

Shelvokes continue to be a main interest for us, even taking a holiday to Malta in 2018 to search for vehicles where we found two examples. We still look out for any updates with the brand as well as keeping it alive ourselves. Of course with time passing the likelihood of finding further vehicles is reducing, however as S&D reaches its centenary, 2022 marks a personal milestone of 30 years of Shelvoke ownership. My advice is simple, the chances that come your way never come along again, so grab them and make the most of it!

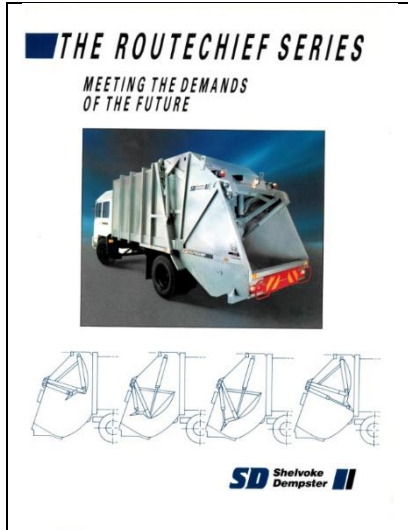
Terry Prince 12.12.21

DONATIONS.

For many voluntary organisations this title would refer to financial affairs. Not so the SD Enthusiasts' Club. Starting one's career at S&D you soon learned how to operate on a shoe string! And the SD Enthusiasts' Club needs minimal finance in order to survive. The donations I'm referring to are gifts of documents, brochures and photos which from time to time are kindly sent to me. This Spring has seen three such donations.

From Martin Blatch.

In January Martin sent scans of six brochures and later nine photos. I found I could alter the format of the scans and share their contents to our Facebook Group where they were greatly appreciated.



The Route Chief was one of the brochures.

From the late John Johnson.

A great package arrived from John's daughter, Lesley, which included around thirty brochures and fifty photos. Their contents will be shared with you over future Newsletters. Among the photos were a set of photos taken at London Transport's Chiswick works of fire appliances being tested on their tilt frame.



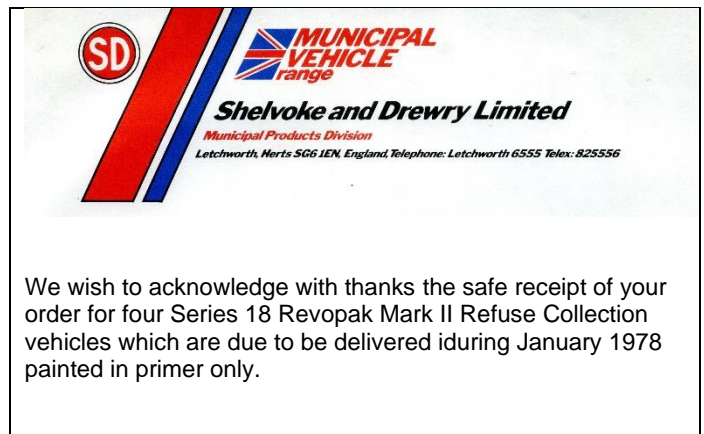
Other photos include a cab crash test carried out at the Motor Industry Research Association (MIRA).

John Johnson was originally a member of the Fork Lift Drawing Office and clearly from his collection brochures and photos transferred to the newly formed SPV Division in 1974 when it was created.

From Phil Clifford.

Phil sent in a fascinating collection of documents. These included a quotation for four NYR Revopaks from the sales office and confirmation of the receipt of an order from the Borough of St. Edmundsbury, four brochures and a Data Sheet, one photo, one drawing and four documents relating to Cobridge Sweepers. This is the first time that I've seen Sales department documents relating to a sale.

Part of a letter dated 23rd September 1977 to the Borough of St. Edmundsbury :-



We wish to acknowledge with thanks the safe receipt of your order for four Series 18 Revopak Mark II Refuse Collection vehicles which are due to be delivered during January 1978 painted in primer only.

The letter is signed by Bill Negus, the co-author of Kaleidoscope of Shelvoke & Drewry and names the Company as a Butterfield Harvey Company. It also includes S&D's customary three year Guarantee. Other signatures on letters are:- Len Newman – Sales Manager and George Dawson - Sales Office Manager.

The vehicles were priced at £23,308 each giving a total of £93,232 for the order exclusive of VAT

From December 1976 a letter invites St. Edmundsbury Borough to send representatives to Slepe Hall Hotel in St. Ives, Cambridgeshire to witness a demonstration of the new SD intermittent loader – the Intapak. The reply slip is still attached so presumably the Council's Engineer & Surveyor didn't fancy a winter journey to St. Ives.

I am most grateful to Martin Blatch, Lesley, John Johnson's daughter and Phil Clifford for supplying these interesting items to the Enthusiasts' Club.

There is still so much for me to learn about the history of S&D and these have filled in some of the gaps in my knowledge.

THANK YOU!

Brian – Editor.

THOSE MAGNIFICENT MATCHSTICK MODELS.



On a wonderful autumn day last year some of us enjoyed a great time together to celebrate the centenary of the founding of Shelvoke & Drewry.

When we were putting together our ideas for that day I hoped that we could display four matchstick models made by Jack Kilby an SD Demonstrator Driver. Jack's son, Phil, reported that the models were in quite poor condition but he contacted his cousin, Ray Kilby, a retired pattern maker, who very kindly agreed to restore the four models. It must have taken many hours of Ray's time to put the models back into condition. The most damaged was the Freighter model seen below.



It's hardly recognisable as the same model shown at the top of the page.

Ray Kilby is a volunteer at Stofold Mill and the four models are now on permanent display at the Mill. A fitting tribute to the quality vehicles produced for nearly seventy years in Letchworth Garden City.

The models also remind us of the great affection held by its employees for this company, sufficient for someone spending hundreds of hours crafting thousands of match sticks into remarkable working replicas of the vehicles produced.

The model of a TY Revopak was slightly less damaged but with Ray's skilled hands it once more resembled the model made by his uncle Jack. In all, three Kilby brothers were SD employees as often family members found employment at the company.



At the Broadway Hotel Ray demonstrated the workings of the models. We remain indebted to Ray Kilby for all the time he dedicated to restoring these magnificent models.

THE EDITOR'S PAGE.

I have selected a number of photos that have arrived to share with you. They interested me, and I hope you'll enjoy them also.

A 1929 SD FREIGHTER.



The above photo was sent in by Aedan Coffey from Wicklow, Ireland, and shows his father with MI 2791 which he bought after Pierce & Co. of Wicklow no longer had use for it and it was to be scrapped. Aedan wrote:- " My father bought it for a pittance, and enjoyed it for about ten years and then sold it due to lack of space. A recently found photo is attached, that's Dad in the truck."

The Freighter then spent a number of years in a museum until being purchased by Peter Johnston of McCreath Taylor Ltd of Lisburn N.I. in 2010. It was then beautifully restored by James McAleer and remains in Peter's fleet.



Above:- the restored Freighter in McCreath Taylor livery in August 2017.

THE ENTHUSIAST'S CLUB IN NUMBERS.

In March the number of visits to the website passed the 46,000 mark since we started counting in 2003. When I started the website I had no idea that it would create so much interest.

Membership of the Facebook Group stands at nearly 900 a figure that has to be treated with caution as I have no control over those who can join the group apart from being able to vet those who wish to post. A significant proportion of new members express an interest in SD's SPV Fire appliances.

The next story relates to the advances in technology which are a feature of our lifetimes.

HOW TIMES HAVE CHANGED!



Martin Blach sent in this photo of a printing block featuring an SD Freighter flat bed lorry. In order to produce printed photos these blocks had to be created, an expensive process compared to modern digital processes.

The documents sent in by Phil Clifford and referred to on page4 were each individually typed by a typist. So very different from the computer age where much of the information can be retrieved at the click of a button. The invitation to a demonstration had been created using a Gestetner duplicating machine which could produce around 200 copies from one master copy. Today's office workers won't know these processes, but this may arouse memories for some of the readers of this Newsletter.

THE CHUBB PATROLLER.



Rob Mason sent in this photo of a Chubb Fire 'Patroller' built on S&D chassis. He wrote:- " During it's relatively short lifespan 1977 - 1985 well over 100 vehicles were sold around the world, 46 being on the Boughton Phoenix chassis and 65 on the S&D platform. Both chassis were powered by a 12.1 litre turbocharged Detroit V8 producing 550hp through an Allison HT750DRD auto gearbox and were equal in looks and performance. Sharing the same height, width and 18.00 x 25" tyres as the 'Chubb Pathfinder' it exceeded it's big brothers performance by carrying approx. half the amount of water and weighing only 23.500kg. Specifications varied with the order, but with around 6800 litres of water, 900 litres of foam concentrate and a 5,500 lpm pump, it made the Patroller a number one at significant airports around the world !"