



SHELVOKE & DREWRY ENTHUSIASTS' CLUB

NEWSLETTER

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Spring 2018.

From the Editor.

When I started the Facebook Group two years ago I had no idea that it would become a prime means of learning more about S&D. This issue relies very heavily on items posted on the Facebook Group. Plus some thoughts from me about the enjoyment I receive from being Secretary of the SD Enthusiasts' Club.

Brian Carpenter. Editor. 1st March 2018.



The above photo was taken on 20th January in Malta where two Shelvoke P's are loaded ready for the long journey to Bristol. The front vehicle is a Revopak with a Maxipak behind. The hoppers are to follow on a later load. They are the latest additions to the feet being collected by Aled Rees and his brother Matthew with the aim of creating a collection of restored refuse collection vehicles. Their fleet now numbers an impressive nineteen vehicles.

I was pleased to learn that these two arrived safely in Bristol.

This PT for Metro Waste has the registration number H 845 DGS and the picture below supplied to me by the late John Carter, a Paint Shop Foreman, shows one of the earlier G registration PT's.



Either this vehicle or an identical second one was written off after just 8 weeks service when it overturned in Salford. The shortest ever life for an SD?



Paul Southwell posted this photo on Facebook saying that this was the last S&D he drove. He believes it was the one of the last produced. "We had earlier ones in the fleet. I remember the owner saying this new version has wind down windows!"

A new member of the Facebook Group is Lloyd Whellams whose father served in Essex County Fire & Rescue Service. He sent in this account of the SPV's purchased by Essex.

Three identical rescue tenders with bodywork by Pilcher Greene of Burgess Hill Sussex, were built for Essex with Reg. Nos. **UTW 421W 422W & 423W**, and based at Colchester, Grays and Harlow respectively. Next came a turntable ladder **ANO 169 X** based at Harlow. These were followed by a couple of hydraulic platforms on Shelvoke chassis with Saxon coachwork and Simon SS263 booms. Both of these **A 353 MVX** (Southend) and **C 831 GNO** (Colchester) were written off in RTA's on roundabouts.

Lloyd would be particularly interested to find out the fate of **UTW 421 W** as this was the Rescue Tender at Colchester where he lives.



Turntable Ladder ANO 169 X Ken Reid photo.

Jack Hubbard



Samantha Hubbard has posted some more photos of her grandfather, Jack Hubbard, who was SD's Chief Demonstrator driver. I believe that this picture is of Jack

being presented with his '40' tie to mark 40 years service at S&D. Jack is at the centre of the photo, with Stan Quin on his right and Morris Davenport on his left. I don't know who the other two gentlemen are.

Accidents will happen.

In January Trevor Upchurch posted for us:-

"As a young engineer starting at S&D, after finishing my apprenticeship I can remember moving a Revopak body down the workshop in the service shop on the over head cranes when a mighty bang occurred, the other crane had smashed the windscreen on a new vehicle. I then heard a huge sigh from Jack Arnold the service manager who just said: "I think you've broken that Trevor." No rollicking - he just carried on walking."

Roland Taylor's reply to that was:- "Not changed much then Trev."

My own response was:- "Jack Arnold was highly respected as SD's Service Manager. My memories of the Company are of very pragmatic skilled engineers. Mishaps will happen, it's how we overcome them is what matters was the attitude. I remember Arthur Chapman, the Machine Shop Superintendent saying to me:- "There's more than one way of skinning the cat" when a job I was doing on the centre lathe went wrong." I also remember in my early days as an apprentice in the Inspection Department when I took a faulty piece to Frank Nason, the Chief Inspector, and he said "Lets go and see what it does." These was no sense in scrapping off a component if it would do the job it was designed to do.

Here is a photo supplied by Kim Syder, Jack Arnold's daughter of some of the Service Dept.



Jack Arnold is on the right in the front row. A 1925 Freighter supplied to W.H. Allen of Bedford has been returned to Letchworth.

IN KEITH STEWART'S FOOTSTEPS?

When I was an SD apprentice in the 1950's my favourite author was Nevil Shute. He later also became a favourite of my late wife, Dorothy. On my bookshelves I have thirteen copies of Nevil Shute novels in paperback that Dorothy carefully collected from charity shops.

Nevil Shute was the pen name for Nevil Shute Norway a distinguished aeronautical engineer who in 1929 was appointed Deputy Chief Engineer to Barnes Wallace (of bouncing bomb fame) on the R100 airship project. This was a successful design competing with the ill fated government funded R101. Later Shute formed Airspeed Ltd. which produced over 8,000 Airspeed Oxford multi-engined trainer aircraft for the R.A.F.



Nevil Shute Norway 1899-1960.

Nevil Shute produced 24 novels between 1924 and 1960. He believed in the basic goodness of people and was a wonderful story teller. To the present day reader he is somewhat outdated. For example his heroes are all smokers as this is part of daily life, but the story he tells is still gripping. Five of his novels were made into films. I remember *A Town Like Alice* starring Virginia McKenna and Peter Finch, which was released in 1956, enthralling me.

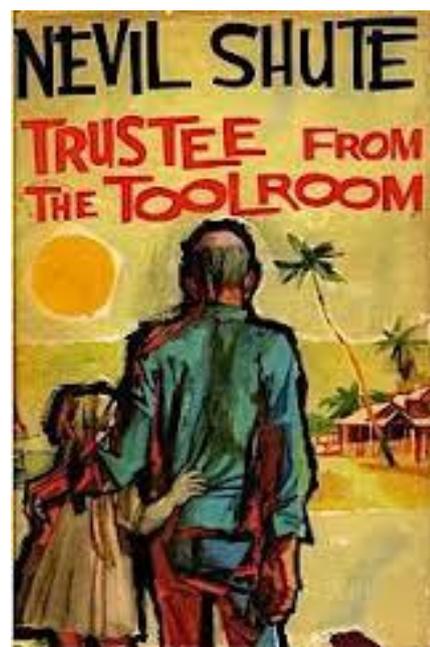
His *What Happened to the Corbetts* published in 1938 foretold the bombing of Southampton in the Second World War. The Government were so impressed by his insights into what a modern war would mean that they purchased a large quantity of copies to distribute as a civil defence training aid. The 1957 *On the Beach* examined the effect of an atomic war. Both Dorothy and I were quite disturbed on reading it for the first time, imagining what could have been a possible future for all of us, especially after the 1962 Cuba brinkmanship crisis.

But this article is inspired by Nevil Shute's final novel from 1960 – *Trustee from the Toolroom*. Its hero is Keith Stewart an engineer working in a London based company making aircraft parts. His sister and brother-in-law set off on an adventure in a round the world yacht journey but the ship is wrecked in the South Seas, and as trustee of their estate Keith sets out to retrieve the inheritance due to their daughter – his niece.

As a hobby Keith is a highly skilled model engineer who writes a series of articles in *Miniature Mechanic* magazine. He describes the tiny petrol powered engine he has created that drives an equally small generator that can illuminate a small lamp bulb. Plans for the models are included in the magazine and many readers try to emulate Keith's creation. As they encounter difficulties his readers write to him for advice, and Keith meticulously answers their letters working away at his desk after a full day's work in the Toolroom.

The novel made a big impression on me when I first read it. And a recent re-reading was once more very enjoyable. I like to think that in a very much less knowledgeable way I am following in Keith Stewart's footsteps as I try to answer the emails I receive asking about various features of the Shelvoke & Drewry story. More recently this activity has expanded to the Facebook Group. I often wish I knew more about the Company and its products, but over the years I've been doing this, my understanding of SD's history and its products has increased, and it's good to be able to point people in the right direction.

Like Nevil Shute Norway I'm an engineer and a writer, wouldn't it have been nice to have his skills?



What Might Have Been.



Roland Taylor posted this picture of two Marshalls refuse collection vehicles outside the FAUN factory, in Llangefni, Anglesey, in 1999 which he believes were destined for Chelmsford. I understand that when S&D closed some employees moved to Marshalls in Cambridge, so we might have had an SD low entry cab like these.

Water Carrier.



Ross Pusey spotted this unusual T type water carrier for sale. Hopefully someone will purchase it for preservation.

From 'Down-under.'

The December issue of Museum Musings the Newsletter of the Motor Museum of Western Australia features their new display of the restored 1925 SD Freighter. It includes a photo of the vehicle as it is now, and when purchased by Maurice McGregor.

We reported on this in our Winter 2017 issue.

From 1965.

On 23.7.65 the local newspaper reported a £69,000 order for Hong Kong for 'T' type Pakamatic refuse collection vehicles.

On 17.12.65 'The Pictorial' reported a £200,000 order for Defiant fork lift trucks for Libya. SD's Managing Director, Morris Davenport said:- " It is a useful addition to a volume of orders already in excess of the total in hand at this time last year. We shall stride into 1966 with every confidence that we shall be working to maximum capacity throughout the year. In fact we are gravely apprehensive regarding the extreme shortage of work people prevailing in this district."

The big Libya contact followed a £30,000 order for fork lift trucks just completed to Nigeria.

Those were the days - Brian.

THANKS.

My thanks to all of you who have provided information and photos for this issue. Without you this publication wouldn't be possible. Brian – 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 June 2018 Summer Issue.