

# Rolling

Summer 2018

Issue 173



Road Roller  
Association  
Journal



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The views expressed herein are not necessarily those of the Editor or of the Association.

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## Chairman's letter

In spite of the appalling weather conditions causing reduced numbers, the AGM held in Oxford was extremely good, with excellent hotel accommodation, good company and visits. We saw some extremely interesting exhibits, thank you to Paul and Allison for taking so much time in the organisation. I understand a more detail report of the AGM is included in this edition for your information.

How many spotted on the last page of *Old Glory* our trophies and read the report. If the cap fits, wear it! It is very true we are an aged Committee with the exception of one. It gives me great pleasure to welcoming Steve Milns as our new President and P K Smith, both well known roller men, P K, having recently got his roller back on the road following a rebuild. We look forward to new blood, new ideas, and hopefully a brief resume of their rollers/history in *Rolling*.

I personally know that during the last two or three years, the Committee has been dogged by the Pudsey roller. My views are well known on this subject and it has caused me stress. This is now behind us, so we can concentrate on real Association business as outlined at the AGM.

There is lots to do this year. If necessary, we will have additional Committee meetings to make sure things are done – Constitution, Website, Archives. If you have anything else the Committee should be considering, please contact me.

We do need more Committee members. I realise not everyone has the time or inclination to sit on a Committee. Young people of today have far too much pressure but what about 40-50 year olds? You do not have to have a roller, just an interest in everything associated with road making. We need at least four more Committee members – Sales Officer, Motor Roller Archivist, two general. If it is of interest, please contact me or one of the Committee members. What do you want from the Association apart from the excellent journal which suffers from lack of copy?

NTET membership is falling; I do not now why. Every person with an active interest in steaming has a vested interest in what they do for the steam fraternity. Likewise, our membership is falling; WHY? If you are not pleased about what we are doing – rather than walking with your feet – tell us! NTET £30, RRA £16 equals 12 pints, nothing in real terms to make sure we have a hobby we can all enjoy.

My rally season might be curtailed a bit this year but we will be at GDSF with the marquee, and our rollers will be there. If you would like a steer, please contact me. First come first served. New members are especially welcome. Let's all have a recruitment drive at our rallies this year. Membership forms are available. Come on, recruit one new person this year.

**Michael**

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**Front cover picture:** *With his father, young Connor White (seen right cleaning) is the proud owner of Aveling & Porter E Class roller No.12081, Evelyn. He is one of the younger generation of engine owners who we need to encourage to join the RRA. Brian Gooding*

# 2018 Annual General Meeting

## Richard Newman

The past few years have seen really good weather for the AGM weekend but this year things were very different. Snow and blizzards were the order of the day in the days prior to the weekend and this meant that some members felt unable to travel to Oxford. However, for those who braved the conditions, the weather warmed up and the thaw began as we enjoyed our visits and meeting.

Members began to arrive on the Friday evening when the most usual greeting was: "Didn't expect you to make it in this weather, what was your journey like?"

As usual, members gathered in the bar before making their way into the dining room for dinner which turned out to be a little slow for some. The publicity officer managed to get himself a free bottle of wine after he complained of the slow service. Although he had already drunk most of the previous bottle, he did not refuse it and felt rather light headed by the end of the evening. (I'm not convinced that the service sped up any but we enjoyed the wine.)

The Saturday morning visit to Combe Mill was cancelled because the approach road was too icy and dangerous but the organisers quickly found a replacement in the form of Oxford Castle and Prison. We were given a very informative guide to both, although the number of steps we had to climb (both up and down again) was a challenge to the fittest amongst us. We returned to the hotel for the usual buffet before settling down for the meeting.

The AGM followed its usual form with reports, elections and presentation of trophies. The treasurer reported a deficit on the Association accounts but was able to explain the reasons for this and did not propose an increase in the subscription rate. A fairly substantial legacy has been left to the association and it is beginning to be paid. For some reason, unknown to us, it is coming in instalments, the first of which arrived recently.

Following a fraught year with the Pudsey roller, we were pleased to report that following the appointment of a different boilermaker, some progress is being made. The old boiler barrel has been refitted so that a jig can be made to facilitate the positioning of the cylinder on the new barrel. We look forward to continued progress with this.

The main changes for the year to the Association Officers is that, following the resignation of the Secretary and the President, Charlie Swaffield was elected Secretary and



*Steve Milns, the new RRA President.*  
Photo: Colin Tyson

Steve Milns President. PK Smith was also elected new to the committee. The complete list of officers can be seen inside the front cover of this issue.

There are a number of vacancies on the committee, notably General Archivist, Sales Officer, Webmaster and two general committee members. If anyone feels they could fulfil one of these roles, please contact a committee member with a view to being co-opted to the committee.

The association trophies were awarded as follows:

The **RRA Shield** was awarded to Chris Munt for his work as Secretary.

The **Walton Hall Trophy** was awarded to Robert Deards for his restoration of his 1930



*P K Smith receives the Driving Trophy from the Chairman. Photo: Colin Tyson*

Barford Perkins Pioneer roller. (See the complete story in *Vintage Spirit* April 2018.)

The **Driving Trophy** was awarded to P K Smith.

The **Rolling Trophy** for the best article in *Rolling* was awarded to Derek Rayner.

The **Armstrong Whitworth Trophy** was not awarded this year.

Following the meeting, a visit was made to Loop Farm where we viewed a large collection of various machines. Although there were four steam engines present (three in steam) and many other interesting items, the main part of the collection was about 70 stationary engines, the majority of which are operational and included 36 Amanco engines. Many of these engines were operating and many others were started if requested. After this, we returned to the hotel for more food and reminiscences before tiredness caught up with us and ended an enjoyable day.



*Robert Deards was the recipient of the Walton Hall Trophy. Photo: Colin Tyson*

Sunday dawned bright and the snow was definitely thawing fast. The first visit was to the Oxford Bus Museum where we saw a lot of

buses! The museum is very well laid out and many members were transported back to their youth with memories of school buses and other similar journeys. Included on the site is the William Morris Museum, again with many interesting items, and members spent some time in this area remembering various cars that they had owned and mourning the loss of the British car industry.

At the end of the visit most members adjourned to the café for tea and cake which immediately brought on thoughts of lunch. Word was that our next visit would include soup and sausage rolls so rather than finding a pub, we all set off for John Wharton's yard where we were treated to the aforementioned food and a chance to see his own collection of engines and also those of other members who keep their engines in his yard. There were also a number of engines undergoing restoration and John tells me that they now have sufficient expertise (and certificates!) to enable them to undertake complete restoration of engines without needing to outsource any work. Yet another fascinating visit.

Donations for the soup, sausage rolls and cakes amounted to £75.00 which was very generously donated to the Association.

Most members dispersed after the visit for their own homes but a few stayed another night before returning home on the Monday. Our thanks to Paul & Alison Green for organising the weekend which appeared to go very smoothly although, as with all things, I know that there are a few problems that they overcame to ensure that members had the best possible weekend.



*The Rolling Trophy was awarded to Derek Rayner.*  
Photo: Colin Tyson



*One corner of the Morris Motors Museum.*  
Photo: Richard Newman

## And so to Oxford

**Tony Smith**

This year, the AGM was held in Oxford, and being just over an hour's journey from home, I decided that we would travel Saturday morning and stay one night. That so nearly went horribly wrong with snow fall all week and heavier snow on Friday afternoon. However, a combination of an overnight thaw and lighter than usual traffic meant that we arrived at the hotel having made good time, with the trickiest bit being getting into the car park which was up hill and under a couple of inches of snow.

The morning visit was to have been to Combe Mill Museum, but this had to be cancelled at short notice due to the weather. I heard someone say that the entrance track is down hill with a bend at the end and get it wrong you end up in the river.

Around 70 members and family were expected to attend the weekend, but the weather conditions reduced that number to about 40, and of those only 12 ventured out on the hastily arranged alternative visit to Oxford on the local bus service for a guided tour of the Castle Museum & Gaol.

Our guide acted the part of a prisoner in the mid-1700s, explaining what life was like with a hard labour sentence. The labour was completely useless, to be more dispiriting to the prisoners.

We all made it up the spiral stairs to the top of the tower for the views over the city and surrounding area, and back down again, before going down to the crypt and then moving on to the later, 1850s cells. Here we heard the stories of the treatment of prisoners held in the stocks and of a young woman who was sentenced to death and hanged in 1752 for poisoning her father. She had put a 'love potion', given to her by her suitor, which contained arsenic into her father's food. The youngest prisoner held was a seven year old girl sentenced to one week's hard labour for stealing a pram.

Having reached the end of the tour, we were each stood against the wall for front and side mug shots to be taken, not with a period glass plate camera but with a modern digital camera, the images then being available for purchase in key rings, etc. before leaving. There is a door out onto a balcony from where visitors can look into the communal areas of the adjacent hotel which has retained the floors and stairs of the old prison, and visitors



*Association members in jail at the end of the castle tour.*

can stay in converted cells, paying a premium for the privilege. With the visit concluded we headed back to the bus stop and returned to the hotel for lunch.

Having had the EGM last year, the AGM returned to a far less heated discussion with reports and elections and presentations of awards. Some old chestnuts surface every year, such as we still need a volunteer to run the sales stand, and what to do about members under paying their subscriptions for years and not responding to requests to amend their standing orders.

In a change from previous years, after the meeting we went to Loop Farm to see a collection of steam and internal combustion engines. It is one of those sites where on getting home with a new bit of kit you find there is nowhere to put it, so build another shed. This makes for interesting exploring. In steam were a 1924 Marshall roller, a Ruston & Hornsby boiler providing steam for two stationary engines mounted on it and a third engine



*Marshall roller No.77550 of 1924 at Loop Farm.*



*Portable boiler providing steam to three stationary engines at Loop Farm.*

on the ground beneath it, and a Ransomes, Head & Jefferies portable also providing steam to another stationary engine. Some of the I.C. engines were also running. After about an hour & a half, we left to go and find where we were to stay overnight.

On Sunday morning we set off for the Oxford Bus Museum at Long Hanborough, built in the former railway goods yard. Having parked at the end of the car park near to the path to the museum, a large coach arrived on rail replacement service, turning around me, so I moved away to avoid collecting paint. As we assembled outside the gates, 10 o'clock came and went and about a quarter past someone told us they didn't open until 10.30; the people opening up hadn't been told we would be there at 10am.

The first exhibit inside the museum building is of a junk yard with a derelict bus amongst the rubbish and trees, unusual for a museum. The next bus is

in an 'as found' condition, and the walls between exhibits covered in photographs of buses out on the streets of Oxfordshire. There followed the restored vehicles with examples of charabancs, horse trams and buses. The Commer Car charabanc displayed, loaned by coach company Tappins of Whitney, was new to Lord Lonsdale for use on his estate, at which time it was painted yellow as were all his vehicles. He was one of the founders of the Automobile Association and it is claimed that is why AA vehicles came to be painted yellow.

AEC appears to have been the favoured bus constructor for the Oxford Bus Company with Regent and Regal chassis with single and double-deck bodies.

Since 2004, part of one building has housed the Morris Motors Collection of 12 cars and small vans, and details of William Morris's life and work.

As lunchtime approached, we headed off to John Wharton's premises just outside Whitney. Having seen a bit more of the town than intended, I was pleased to find that I wasn't

the only one to have fallen off the route provided, and that included the person who had written it. Lunch was provided in the form of tomato or mushroom soup, sausage rolls and cake, which was gratefully received. Standing outside next to the gas cylinder storage area and in steam was Marshall general purpose engine *Eynsham Hall*, a Morris Minor pick-up and an Austin Seven. Under open cover were two Aveling rollers, a couple of living vans and a Pheonix Rapid tar sprayer. This machine was bought by Reading Borough Council in 1931 and passed to Greenaway's business after the war. Eventually it fell into disuse, was robbed of its working parts and left to rot. The current owner bought the remains, tracked down the missing parts and has rebuilt it.

Thanks are due to Paul & Alison Green for organising the weekend and to those who opened their premises for us and provided refreshments.



*Commer Car WP3 charabanc of 1913 alongside a Morris charabanc and horse bus, Oxford Bus Museum.*



*Members taking lunch at John Wharton's yard.*

## Chairman's Report 2018 AGM

2017 will be a year I would very much like to forget as Chair. Personally it has been very difficult with all the problems caused mainly by a difference of opinion within the committee over the Pudsey roller. The vote of no confidence in myself, proposed by Steve Arrowsmith and seconded by Paul Wood, was a great personal blow, with all I have ever tried to do for the Association. The vote was just carried in my favour and I decided to remain as Chair to try to maintain continuity. We were forced to have an EGM and you will all know I offered to stand down after coming under pressure at that EGM. I have offered myself for re-election but will stand aside if another Chairperson is proposed from the floor. As a direct result, Steve Arrowsmith has decided to step down as President. I thank him for his hard work, a position he has held for many years doing a stalwart job, with his wisdom and Presidential opening remarks at the AGM. On behalf of the committee, I thank him for his dedication to the Association; he has been a good ambassador for the Association.

You will see from the agenda form that Steve Milns offers himself for the position and before the election he will give us a bit of background about himself. We must move on.

Agreement has been reached on the Pudsey roller of which you are all aware. This has also had an effect on the Committee with Tim Harris resigning and Andrew Eyre giving up his position as General Archivist. I have already thanked Tim through the pages of *Rolling* and now thank Andrew for his work as General Archivist, but also helping members with their motor roller enquiries. Andrew is prepared to look after the archive material but we do desperately need some person to take up this role, as indeed we do with General Secretary, a position Charlie Swaffield has temporarily filled since the resignation of Chris Munt. Chris did a fantastic job as General Secretary and his shoes will be hard to fill. I thank him for his hard work and keeping the Association business in order. We also require a Minutes Secretary, a position Paul Green, assisted by Allison Green, has looked after and I thank them. We still need a Sales Officer. Martin Oliver has invited us to GDSF again this year, which should be a fantastic event with 500+ engines.

All committee meetings have been well attended but have not gone at all smoothly.

As I have said, we must move forward. The Association has been left a rather large legacy of approx. £23,000 by the late John Millbanks and we have received the first payment of approx. £8,000 with a second instalment due soon of around the same amount.

We as a committee are looking at a professionally put together website. A possible book of a motor roller register with pictures has been mentioned. Here I thank Andrew Watson, a non-committee position, for keeping the motor roller register up to date. We are well financially secure; it would be a shame if through a lack of committee members and membership we should fail. We must all double our efforts and get new members.

It is also a milestone for Derek Rayner as he has been a member for 40 years and has held many positions within the Association and we should all thank him for his time and effort.

Dorothy, his wife, also gave the Association many years of loyal service as Membership Secretary. We thank her for her work and welcome Alison Green as our new Membership Secretary.

It is I feel a crucial time for the Association. What does the membership want? Alan Holmes sent out a questionnaire some years ago. Out of a membership of 500 we got 20 responses. We have tried to organise two weekends to drive a roller with only three enquiries. Are you all happy to receive *Rolling*, which under the editorship of Brian Gooding ably assisted by Derek and a few others, is an excellent journal. Brian does need more copy, though. What can we do for you? I would, as would other committee members, be pleased for your ideas. NTET membership has fallen as indeed has ours; we must reverse the trend.

I do hope you all have a good rally season and please speak with one of us. I am positive for the future of the RRA despite this rather gloomy report. Please give us some feedback.

**Michael**

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## **Committee Meeting**

### **Stoke Bruerne Village Hall, 28th April**

A committee meeting was held as above with apologies received from Allison, Brian and Richard. Our new President Steve joined us, as did our new committee member PK and they were welcomed.

Normal matters were quickly dealt with – last meeting's minutes and correspondence, AGM review, for which Paul & Allison Green were thanked for an enjoyable weekend. One item discussed was why a motion received from two members, concerning the vote of no confidence in Derek, received in within the time scale was not put to the AGM. In hindsight, this was a mistake on my behalf and I have contacted the members who put the motion forward. I make no excuses though the meeting on 3rd February was very fraught and I was not firing on all cylinders. We have been unable to adopt the 2017/18 accounts as our previous auditor has passed away, making it difficult for Paul to get the paperwork back. We now have a new auditor in place and the position will be rectified shortly.

Richard had prepared a revised Constitution, for which I thank him, and time was spent going through the amendments and alterations. Three minor points were taken away for possible tweaking but the Committee will be presenting a revised Constitution at next year's AGM for adoption.

Much discussion took place on the quoting and proposals for the Association's revised website which we hope to have up and running before GDSF.

A brief progress report was given on the Pudsey Roller.

Paul confirmed that to date the Association had received £12,613.54 from the estate of the late John Millbanks which has been placed in a separate account. We appreciate this legacy and while Mr Millbanks had been a member for many years, none of us on the Committee had ever met him. Can any member give us any background please? It would be nice to know a little bit about him as he obviously had an affection for the RRA. The Association's accounts are in a healthy position.

Paul confirmed that he would no longer be involved in sales, something he and his wife Karen have done for a number of years, for which we have been grateful. With GDSF later in the year, one or two of us will cover the sales but we do need a permanent Sales Officer, likewise a Motor Roller Archivist.

Officers' reports were received.

One item that is most important to the Association and to you as members, is the introduction of the GDPR. Members who belong to the NTET will have received with their *Steaming* very detailed information on the requirements. In a nutshell, we require all members to return the enclosed form in the SAE provided by 25th May. That gives us permission to hold on a secure data site your name address and other information you may have given to us when you joined the Association. This information is shared with no one other than Committee members.

If you do not return your form, whilst your Membership will still be active until renewal, we will be prohibited from contacting you or sending you future copies of *Rolling*. It is therefore essential for the Association and membership in general that you return the form which we have made as easy as possible for you all to complete. Even Committee members are obliged to fill the form in. Thank you in anticipation. If you have any concerns please contact me.

**Michael**

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## **Aveling Barford GA Manual sought**

**Dear Editor**

I am currently restoring an Aveling Barford GA road roller and I am looking for a copy of a workshop manual.

I would be willing to buy the original copy you may have or pay for a photocopied version of the original manual.

My number is 07772 630 141 and email address is: [benjamin.hobster@outlook.com](mailto:benjamin.hobster@outlook.com)

Thank you in advance.

**Benjamin Hobster**

*by email*

## The President's Roller

### Lady Hesketh

#### Aveling & Porter GND convertible 9264, EJ 966

The roller was new in 1920, coming out of the works as a tractor with a complete set of roller fittings, but not sold until 1922 when she went to Aberystwyth Rural District Council.

On 1st June 1927, she was involved in a 'runaway' accident in Aberystwyth, crashing through a stone wall and ending up in the hospital car park! Signs of the repairs to the wall were still visible when my son Doug went up as an Aber student in 1974!



She was 'retired' in 1957 and was purchased for preservation soon afterwards. In 1961, she attended the County of Salop Steam Engine Society's first rally at Church Stretton but was 'mothballed' soon afterwards.

I purchased her in 1976 and embarked on a major overhaul which ended up involving replacement of the firebox. I had no shed so the majority of the work had to be done on our front lawn – with only minimal lifting equipment! She was completed just in time for the COSSES' 21st anniversary road run and rally in 1982.

In 2008, we were involved in a 'rear end shunt' and therefore gave her a very thorough check-over. This led to fitting new tubeplate, boiler barrel and throatplate, overhaul of the firebox (including replacement of studs and stays), motion and cylinder block! This time she was completed just in time for COSSES' 50th anniversary road run and rally!

In October 2016, we held a steam party for her to celebrate her 40 years as a member of our family. She and her friends went for a road run, and just as she was reversing back down the drive at home her back axle broke! (What could have ensued if this had happened somewhere else just doesn't bear thinking about!) Repairs included a new axle and axleboxes, and rebuild of differential and final drive gear. Reassembly was completed on the Tuesday and on the Friday she once again set off for the COSSES' 2017 rally!

We have no low-loader so she continues to travel to most events by road, often towing our Tasker living van (circa 1930), also restored by our family, 'people trailer' built by my son Ken, and service trailer.

**Steve Milns**

## A Wartime Mystery!



The RRA was recently contacted by John Fisher with a request for assistance. John is the Coordinator of the Air Britain Information Service (ABIS). The attached picture had come to the attention of his group who were unclear of the purpose of the attachment to the roller. He also asked as to the make of the motor roller – which most members will recognise as a Wallis & Steevens petrol roller. As far as could be ascertained by the ABIS, based on the aircraft markings and uniforms worn, the picture was taken in either late 1939 or early 1940. The location is probably Feltwell airfield.

Suggestions included the attachment being an aid to adjusting navigational systems or weaponry or its use as some sort of warning device. The most plausible answer comes from a previous Motor Roller Archivist, Bill Dickins, to whom we offer our thanks. His suggestion is as simple as it is logical.

He suggests that the camouflage paint used to protect rollers and their drivers from attack by hostile aircraft was so effective that it made the motor rollers hard for our own planes to see when landing or taking off. You may wonder what the roller might be doing on the runway at all. On grass landing strips, a 'heavy' or 'rough' landing could cause considerable damage to the grass surface and the quickest and easiest solution was to get the motor roller out to roll it flat again ready for the next aircraft to land or take off. Whilst the rollers could have been painted in brighter colours, this would have made them easy prey for attacking aircraft, so the erection of this warning sign was considered safer.

Do you have any further information? For instance, we do not know what was on the 'front' of the disc. It also begs the question that the disc could only be seen from one direction and the roller would be moving up, down and across the landing strip so for some of the time at least, it would be invisible to pilots. All suggestions to the editor please!

**Chris Munt**

## Pudsey Roller

After being appointed to carry out the boiler repairs on the Pudsey roller on behalf of the RRA, I enclose an update of the roller's current state of repairs.



As no jig had been made prior to the removal of the motion and cylinder block, I reassembled the old boiler barrel, cylinder, motion and then made the required jig to ensure correct alignment when the new barrel is fitted, as partially shown in the photo.

You will see in the next two photos the damage caused to the throatplate while the removal of the boiler barrel was undertaken, and the jig to hold the hornplates in position, not only to facilitate the throatplate removal, but also the backhead.

The last photo shows the removal of the backhead which had previously received a tombstone repair, but once at Statfold Barn, further cracking was discovered, so the repair was condemned.

Currently, Bicknells are pressing the new throatplate, backhead, three sections of the firebox, which I will rivet up, and the new foundation ring which was badly twisted during removal of the firebox. Bicknells had the patters for these pieces with the exception of the throatplate, for which they are making one. I anticipate collecting these items within the next few weeks, and will recommence work once I have them.

I do hope that the roller, partially reassembled, will be at GDSF this year on display outside the Association's marquee.

### David Goakes Engineering



## Another selection of steam rollers – mainly from Rochester

**Derek Rayner**

Following on from the selection of steam roller images from the collection of the late Joe Powell which featured in Rolling No.167, here's a further offering from the same source, with captions again researched by Derek Rayner with the help of the records of the Road Locomotive Society.

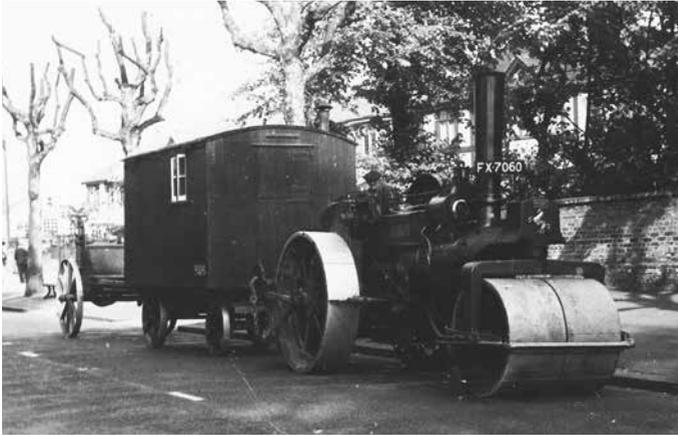
This roller, Aveling & Porter R10 Type No.4747 of 1901, was originally supplied to Essex County Council and later passed (undated) to Bomford & Evershed by which company it was registered NX 371. It's pictured in their ownership with an accompanying Bomford & Evershed living van and a Baker-type water cart in tow. The roller was purchased for preservation by Lambe's of Bromsgrove in around 1965, later passing to Geoff Hayes who, at that time, lived at Towyn, Merioneth. It's now in preservation in Cornwall.



A very nice 'arboreal' image of a typical Edison single cylinder piston valve roller. It's presumed to be somewhere in south London since it was last licensed in 1955 and was consigned to Hardwick's scrapyards at West Ewell in 1956 along with many other steam rollers.

This example, towing its Baker water cart is Edison Plant Ltd Fleet No.466 and was a 10 ton 'E Type' Aveling & Porter roller, No.10518, delivered in February 1923 – and registered PR 120.





This Aveling roller, No.9064, was new to Eddison's on 20th September 1919 and was their Fleet No.275. It was registered FX 7060 around 1921. Like the picture below left, it appears to be in a somewhat leafy London suburb and eventually passed (undated) to T Ellis of Ifield, West Sussex. It no longer

survives and it's possible that it went, like many other rollers, to the big yard (in the sky!) of Hardwick's at Ewell where it was scrapped.



10 ton F Type Aveling compound roller No.11793 was new to Wandsworth Corporation in London on 27th June 1927. It was registered YT 1265. Believed to have been sold to AM Cole, engine dealers of Sleaford, Lincolnshire, in the mid-1930s, in 1954 it passed to William Taylor of Stutterton and by 1960 it was with Jim Hebden of Little Steeping, both villages being in Lincolnshire. In 1970, it was owned by R Carnaby of East Halton and remains in the north of that county in preservation.

A rather splendid side elevation of this conventional Wallis & Stevens roller provides little in the way of identification of the machine. It's possible to just make out the manufacturer's name on the rectangular works plate on the valve chest cover but this cannot be sufficiently magnified to provide the all-important works number. There is a small oval No.9 plate on the left hand side motion cover but



whether that's a fleet number of a council or a plant number relating to a contracting firm is not known. If anyone can answer that question, the editor would appreciate knowing.



A line-up of Manchester Corporation's rollers, presumably at rest at the end of their working day. On the right is single cylinder Aveling & Porter No.3788, new in October 1896. It was purchased from the Lancashire Road Rolling Company in 1946 and was registered MA 7888; being last licensed in December 1954. To its left is another single cylinder roller, Marshall No.36657, new in January 1902, which came from R Jackson of Butley in Cheshire (MA 9350). This was also last licensed in December 1954. Next to the Marshall is an unidentified Aveling-Barford GD Type motor roller and finally, at the very far end of the line is Fowler No.14010, a D2 type, new in May 1914. This overhead valve compound roller was bought secondhand from AJ Mullen and was registered TB 4576. All these rollers are no longer in existence.

## More – and more – on Aveling No.8601

### Derek Rayner

Following the publication in *Rolling* No.170 of my article in which I tried to unravel the mysteries of the registration of A&P No.8601, I'm grateful to Chris Barber who got in touch and advised me that, for his sins, he attempts to keep a register that cross-references information in various publications relating to engines. He drew my attention to entries relating to this roller in the letters pages of the National Traction Engine Club magazine *Steaming* in 1985.

### From Kevin Lockyer: Volume 28 issue 2 - page 93

'I was also puzzled to read in the Cheshire notes in 'Steaming Around' of Aveling RC10 roller 8610, belonging to Peter Warby, having the registration number OT 4239. My research has shown Aveling roller 7177 of 1910 owned by Petersfield RDC had this number; this is confirmed by Alan Duke's records. So, how can this be? I would be grateful to anyone who can enlighten me'.

*Kevin Lockyer, Liss, Hampshire*

### From Neville Melhuish: Volume 28 issue 3 - page 140

'I read with interest Kevin Lockyer's letter in our last issue (page 93). The following information may be of use. Aveling & Porter RC10 roller 7177, having the registration number OT 4239 was purchased by my late father in 1946. After using it for several years, it was sold to Jesse Vines of Gloucester. The roller was eventually broken up, but, apparently, the number plate lives on'.

*Neville AC Melhuish, Stratford-on-Avon*

### Also the following letter from Alan Duke - Volume 28 issue 3 - page 140

'In his letter in the last issue Kevin Lockyer asks about the Aveling roller now carrying the registration number OT 4239. This number was, as he says, originally allotted to Aveling & Porter roller 7177 owned by Petersfield RDC; the roller passed to Hampshire County Council in 1930 as part of the general administrative reorganisations of local government at that time. Hampshire sold the machine after the war and it thereafter passed through several hands without being earmarked for preservation; as far as I am aware, the roller was broken up. The registration was transferred to 8601 (not 8610 as printed in *Steaming*) about this time and has remained with it'.

*Alan Duke, London*

When Chris Barber first mentioned Aveling No.7177 to me, I initially thought that there had been a typographical error somewhere along the line since I had referred to Aveling No.3177 in my previous article. However, when I saw Alan Duke's letter (above), this was obviously an incorrect assumption.

I approached the Hampshire County Archives for some clarification regarding the registration details of the steam roller belonging to Petersfield Council. Their response was

in the form of a copy from the original registration records which indicated that OT 4239 was an Aveling & Porter roller registered to Petersfield RDC, High Street, Petersfield, on 25th March 1927. However, unfortunately no Aveling Royalty Number was given in the records for this machine.

It therefore appears that, for whatever reason, Aveling No.7177 was not registered by Petersfield RDC until 25th March 1927. It's therefore quite possible that this was one of the instances where the local authority didn't comply with the requirements of the 1920 Act requiring all motor vehicles to be registered in 1921 and didn't get round to complying until 1927 when this roller was registered OT 4239.

As a result of subsequent correspondence with the RLS Records Officer, it's been established that this Aveling roller was sold by Jesse Vines to the MacLellan family in 1970 at which time it carried the incorrect registration of OT 4329. It was a photograph of the roller at that time which accompanied the previous article. Since Jesse Vines had Aveling No.3177 at some previous time prior to this, the incorrect attribution of OT 4239 obviously happened during the time he owned the roller. The reason for this is not known and probably now never will be.

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## A Southern Counties Marshall

This roller was purchased for restoration some years ago but, sadly, the time has come for it to pass on to a new owner to finish the work. Before it leaves, I thought members might be interested in its background.

This 6-8 ton roller, works No.88530, was recorded in the works register by Marshalls on 29th December 1938 to the order of H Campbell Gouling (or Golding according to the Institute of Municipal & County Engineers 1938 year book), Engineer & Surveyor for East Sussex RDC. Coming towards the end of the steam era, much of the framework is rivetted. It is recorded as having been registered by East Grinstead UDC as BNJ 585 on 31st December 1938. It would appear to have spent the bulk of its working life there, having



been taxed (according to the Kithead Trust) until 1968-9. It is recorded as being stored as of 14th September 1972.

Its subsequent history is rather vague, but it next appears in South London parked up on waste ground following damage to its sump. It was clearly intended that it would be revived as a very professional repair was carried out on the sump and brass

and other valuable castings were removed for safekeeping. This did not happen, and it was later sold into preservation in Staffordshire (with the repaired sump and fittings) from whence I purchased it. It is instantly recognisable as an early machine both by the absence of welding in construction and by the vertical exhaust. Later machines had one that sloped back slightly.

The engine is also a tell-tale as it is the original twin cylinder Blackstone BHV unit No.199760. This engine was only produced between 1927 and 1931 and produced 10bhp per cylinder at 1,000rpm. According to the archivist for this make, the two cylinder versions of this engine are now very rare. He knew of only a handful, with a single working example in a crane in a Welsh slate mine. Later models of the RD had a variety of more commonly available engines and many have louvred engine panels. Rollers fitted with the Blackstone unit did not require these. The engine is complete and turns freely. The image is of the larger 4-cylinder version of the BHV.

The roller was originally painted in drab with black lining. Its recorded weight is 6 tons 9cwt and 2qu. The engine is largely complete with just the bonnet and side panels missing but, as the pictures show, needs almost full restoration. Some items have been replaced/restored since the above photo was taken. They include the clutch operating mechanism; starter mechanism and scarifier retaining arms. The rear wheels will need replating at some point as they bear evidence of heavy use in and around East Grinstead.

As an aside, I investigated the background of the East Sussex Surveyor who instigated the purchase of this roller. Harold Campbell Goulding was born in 1895 in Barton Regis, Gloucestershire and died in 1988. He married a Miss Coates in East Grinstead in 1927. Whilst inference plays a part here, with such an unusual surname, it would appear safe to say that he had two children, Audrey born in 1929 and Robert born in 1936.

The engine is available to view just outside Newark. All the necessary paperwork including a copy of the works entry, a certified extract from the East Sussex Record Office and letter from the Kithead Trust (as well as an original number plate!) is available to allow Derek Rayner to advise on registration with the roller's original registration number. If you are interested, please get in touch either by email at [chris.munt@talk21.com](mailto:chris.munt@talk21.com) or by phone (9am to 7pm only please) on 07759 560 631.

**Chris Munt**

### **AVELING-BARFORD DISPLAY AT GRANTHAM RALLY**

The Wheels in the Field rally is to be held at Gonerby on the outskirts of Grantham, Lincolnshire on 1st-2nd September this year. As one of the features, the organiser wishes to have a 'Made in Grantham' feature, part of which will be a display of Aveling-Barford products. This is likely to be primarily rollers but all other products including dumpers, power barrows and calfdozers are invited. If you are interested in taking part, please contact the organiser, Tony Critchley on 07974 691 191 or [witf.ng31@gmail.com](mailto:witf.ng31@gmail.com)

## RRA – Is there a future?

### Dear Editor

It was good to hear at the recent AGM that a contract has finally been agreed and signed for the necessary boilerwork and restoration of the Pudsey roller. Hopefully the Association can now return to a situation where the Committee can now concentrate on other more pressing matters, allowing the Pudsey Roller Restoration sub-committee to control and monitor the restoration and report regularly to the Committee and the Membership, and the Friends of Pudsey Roller can raise the remaining funds for the restoration and future operation of the Roller.

Unfortunately the last two to three years have seen the Pudsey roller dominate the business of the Committee, to the detriment of the Association as a whole. It has taken a big toll on the Committee, with several members either resigning or standing down. The Committee is probably now the smallest size it has been for many years such that there are several roles that are now vacant that could mean that the Committee and the Association cannot function fully in the way it would wish.

N.B. I should point out that when I stood down from the Committee at the 2017 AGM, it was for purely personal reasons, and NOTHING to do with the Pudsey roller. I had intended to stand down at the 2016 AGM but I was persuaded to stay, which retrospectively was shown to be the wrong decision as that extra year took a big toll on me and I was not able to contribute as I would have wished and the Membership would expect.

Since the recent AGM, I have been out and about doing other things, but I've had the opportunity to speak to several past and current Members. What is clear is that several have not renewed their Memberships because of the sole focus on the Pudsey roller and there will probably be several more who will not renew the next time their membership is due.

It is therefore essential that the Committee gets back to looking after the running of the Association and meeting the needs of the Members. One example of this not happening is a rework of the Association's Constitution to bring it up to date. This is long overdue. The Committee started to review the existing Constitution after the 2016 AGM, while I was still involved, so it's being ongoing for at least two years, and back then it didn't get discussed as much as necessary because the Committee were spending too much time talking about the Pudsey roller. At the recent AGM, we were told that there were several proposals that were to be discussed at a Committee meeting in early February and then put before the AGM in March, but because of discussions on the Pudsey roller, they never got discussed at the Committee meeting, so didn't get added to the AGM Agenda and therefore could not be discussed and voted on at the AGM. As a Member, I find that totally unacceptable.

One other, hopefully positive, matter reported at the recent AGM was of a legacy that has been left to the Association. Hopefully this can be used to provide benefits to the Membership, and also to the preservation movement as a whole. Some suggestions from me on how it could be used are:-

- As mentioned at the recent AGM, some of the legacy is to be used for a new, modern website that will provide services to members, to non-members, and hopefully provide an income stream for the Association. The quoted cost seemed high, but hopefully several quotes have been obtained to ensure that there is a cost benefit case, that it offers value for money and that it is fit for purpose.
- Back in the late 1990s, the Association applied for a Millennium grant, grants of approximately £1-2,000 which were available to small organisations, to help cover the costs of purchasing a small portable tent, a TV, a video/CD player, small generator, and also a trailer. This was to allow the Association to keep all the things together that it required for display stands at events, and an easier way of getting it all around the country. Unfortunately the Association's application was unsuccessful, but now might be an opportunity to revisit this to see if some/all of these things are still required.
- It has been intended for several years to get all issues of *Rolling* digitised, but there was never the time available to do it. Issues 92 onwards are already available in an electronic form, but issues 1-91 will need scanning. Some of the legacy could be used to have this done professionally and to a high standard. The library of *Rolling* issues would provide a useful reference source and could then be available for free to Members and for a charge to non-members.
- The Association has a large collection of archives, with many objects, photographs and documents. There is no catalogue of what there is. Some of the legacy could be used to fund getting the archives fully catalogued, in the process photographing all objects and scanning all photographs and documents. The catalogue could then be available for editors and authors to see what is available, with a small charge made for use of the photographs or documents. The scanned documents, which include parts manuals, operator's manuals, etc., would then be available to owners of historic machines to enable them to restore, repair and operate their machines, available for free or a small cost to members and a larger cost to non-members.

Finally, to try and answer the question "Is there a future?". The answer is, of course, yes but ONLY if :-

- the Association gets back to concentrating on normal business, providing the benefits and services that current and potential Members require and expect, and trying to continually improve and increase those benefits and services as has happened in the past.
- there are more recruits to the Committee, to bring new ideas and new enthusiasm to help revitalise the Association.

**Alan Holmes**



*I think this picture goes back to 1989-1990 when I visited Roger Pridham's boiler works in the Devon village of Lamerton. Roger's team steamed his ex-Dingles Aveling & Porter roller No.11220 for the occasion. It is seen climbing the steep hill in the village, quite a spectacle!*  
**Brian Gooding**