

Rolling

Winter 2018

Issue 175



Road Roller
Association
Journal



Officers and Committee

President	Mr Stephen Milns. Invicta House, Crosemere, Cockshutt, Ellesmere, Shropshire, SY12 0JS shmilns@invserv.co.uk
Chairman	Mr Michael Goakes. The White House, Grange Road, March, Cambridgeshire, PE15 0YH chairman@r-r-a.org.uk
Vice Chairman & Steam Archivist	Mr Derek Rayner. "Invicta" 9 Beagle Ridge Drive, Acomb, York, YO24 3JH vicechair@r-r-a.org.uk
General Secretary	Charlie Swaffield. 8 East Street, Crewkerne, Somerset, TA18 7AB charlieswaff@tiscali.co.uk
Membership Secretary	Ms Alison Green. 18 Ellen Walk, Aylesbury, Bucks, HP21 8YJ memsec@r-r-a.org.uk
Treasurer	Vacant
Archivist	Vacant
Sales Officer	Vacant
Publicity Officer	Mr Richard Newman. 8 Church Road, East Huntspill, Highbridge, Somerset, TA9 3PG publicity@r-r-a.org.uk
Webmaster	Vacant
'Rolling' Editor	Mr Brian Gooding, Steam Heritage Publishing Ltd, Unit 1, Alfold Business Centre, Loxwood Road, Alfold, Cranleigh, Surrey, GU6 8HP editor@r-r-a.org.uk
Committee Members	Mr Paul Green. "St Winifreds" Honor End Lane, Prestwood, Great Missenden, Buckinghamshire, HP16 9HQ committee2@r-r-a.org.uk Mr P K Smith, 6 Lenborough Close, Buckingham, MK18 1SE pkpasmith@btinternet.com
Ex Officio Motor Roller Register	Mr Andrew Watson. Willow Corner, Main Street, Marston, Grantham, Lincolnshire, NG32 2HH

Editor: Brian Gooding, Steam Heritage Publishing Ltd, Unit 1, Alfold Business Centre, Loxwood Road, Alfold, Cranleigh, Surrey, GU6 8HP

Submissions for 'Rolling' can be sent by post to the address above or emailed to: editor@r-r-a.org.uk. Please ensure emailed images are good quality Jpegs or Tiffs.

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

PRESS DATE FOR THE NEXT ISSUE IS 31ST JANUARY

Website: www.r-r-a.org.uk

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Chairman's letter

Now Autumn is here and most rallies are finished, it is time to wash out boilers, do general maintenance and repairs, whether it is your steam or motor roller. I do, however, hope to have one final ride out early December. There is even talk of cooking the turkey in the smokebox of *Rupert*, the rest in *Sarah's* on Christmas day. We will have to see what the weather is like first.

The Committee held a meeting on Saturday 27th October at Stoke Bruerne. The first item was the resignation of Paul Wood, the Association's Treasurer for several years now. Paul has been involved over the last 30 years, and on behalf of the Committee' I thank him for all his hard work and dedication and wish him and his family well; they have supported Paul, especially in the Sales Marquee until this year.

The Committee looked at three quotes we had received for the website and after careful deliberation, decided to accept the quotation from Wilson Design. The site will be very good as it will have many new features, enabling much better access for members young and old. It is hoped to have the website up and running as soon as possible. Alison, Brian and Richard have kindly agreed to manage the website. Once it is in place, I will ask one of them to give a more detailed appraisal of the site. Funds for this will come from the late John Milbank legacy fund, for which we are extremely grateful.

In an effort to promote the Association, we have decided to hopefully get an appearance at an additional three rallies next year – Welland, Hollycombe and Haddenham, dependent on the organisers and volunteers.

Talking of volunteers, the Committee needs dedicated younger people to assist in the running of the Association. You do not have to have a roller, just a passion for the Association. You are all aware that we have needed a Sales officer for several years now. A Treasurer is now required as indeed a general Committee member. Charlie is doing a good job as General Secretary but ideally we need a dedicated Minutes Secretary. We meet 5/6 times a year, always a good social event and the current venue of Stoke Bruerne is central, apologises for those up north!

You will find details of next year's AGM with this edition, and my thanks to Colin Tyson for his input and Paul and Alison Green for giving up their time to finalise the weekend. It is always a good social occasion, with plenty of visits. If you have never been, please join us.

Finally, any input or ideas you might have please contact me. It is difficult knowing what the membership would like. We have tried to organise two Rolling events now with no success.

We have a strong and dedicated Committee and my thanks to them for giving up their time.

Wishing you all a relaxing and peaceful Christmas.

Michael

Front cover picture: *Kevin Bragg's 1925 Aveling & Porter single cylinder roller No. 11216, Obby Oss, was seen last summer at an event in Cornwall.* **Brian Gooding**

ROAD ROLLER ASSOCIATION (RRA)

PRIVACY POLICY

The General Data Protection Regulations (GDPR) came into force on 25th May 2018 and as an organisation which stores personal data, we need to comply with these. This policy sets out the basis on which any personal data we collect from you, or that you supply to us, will be processed by us.

This privacy notice applies from the time you give consent for your data to be held. It explains how we collect, store and use the personal information you provide to us.

Your personal data is collected and processed for the purpose of sending you quarterly copies of 'Rolling', information in respect of RRA activities and other relevant RRA information.

In order to hold and process your data, we need your consent. Therefore please ensure that you either complete the consent form or sign the appropriate section of the membership application/renewal form.

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The membership secretary's contact details are: Alison Green, 18 Ellen Walk, Aylesbury, Bucks. HP21 8YJ. Email: memsec@r-r-a.org.uk

The last steam roller

Derek Rayner

It's a well known fact that the last steam roller constructed for the home market is that which is owned by the Association's Chairman, Michael Goakes. This is Aveling-Barford No.AH 425 (JRM 966) which was supplied in April 1950 to Cumberland County Council.

It has only been relatively recently that a similar roller has been found in Thailand with a works number higher than that – this one being AH 430. However, no details exist in Aveling-Barford's records at Lincoln about this particular roller – but the presence of its worksplate on the machine is positive proof of its existence, even though the date it left the factory is not known. It could therefore be the last Aveling-Barford roller produced. This one was found by 'super steam sleuth' and Thai resident Mark Robinson on one of his many journeys around the 'far reaches' of Thailand, away from the regular tourist spots. He located AH 430 in the grounds of the Wiang Sa District Highways Office, Nan Province, in the north-east of the country, almost on the border with Laos.

Steam rollers in Europe continued to be constructed, particularly in France, for some time after Aveling's ceased their production. It's known from Mark's continuing explorations



Michael Goakes driving his Aveling-Barford roller (No.AH 425 of 1950) round the arena at Lincoln in August 2015. Alan Holmes



Aveling-Barford roller No.AH 430, which was an unexpected and extremely surprising discovery in Thailand. Mark Robinson



The AH 430 plate on the roller. Mark Robinson

in Thailand that Albaret No.1987 is plinthed at Lom Sak Highways Depot and it's believed to have been made in 1953 – but it may have been the following year when it was completed. This French firm was at Rantigny and Liancourt in the district of Oise to the north of Paris. There is, however, a later one than this one somewhat further away, in Indonesia, in Purwokerto, Central Java. This is No.2120 of 1954 where it was seen by Andi Slender in March 2013.

Another late manufacturer was the firm of Henschel in Kassel, Germany. Their No.5063 was built in 1953 and was



French-built Albaret 'BM Type' roller No.1986 of 1953 at Phrae, Thailand. Mark Robinson



A later Albaret of the smaller 'DN Type' (6 to 8 tonnes) at Purwokerto, Central Java. This is No.2120 of 1954. Andi Slender



Henschel roller No.5053 of 1953 pictured in the Association's marquee at the Great Roller Gathering at Dorset in 2013. Derek Rayner



Đuro Đaković roller No.681 of 1961 on display outside the firm's works in Slavonski Brod, Croatia. Derek Rayner

imported from Germany into the UK in 2004 for preservation and is now in Kent.

However, the youngest steam roller presently known to exist was made in Yugoslavia but as a result of relatively recent past circumstances, it now finds itself in eastern Croatia. This one is located at Slavonski Brod, extremely close to that country's border with Bosnia and Herzegovina to the south and about 120 miles to the east of Croatia's capital, Zagreb.

The manufacturer is probably a name unfamiliar to British road steam enthusiasts, it



The front of the roller carries the Đ Đ emblem. Derek Rayner

being the firm of Đuro Đaković. Not only did this company build steam rollers but they also manufactured railway locomotives and trams, and there are examples of these products on display outside the firm's factory which is adjacent to the railway station in Slavonski Brod.

There are only four steam rollers manufactured by the firm known to still exist, the other three all being in Serbia – No.433 of 1954 at Kragujevac; No.538 of 1955 at Planinica and an unidentified (by works number) example at Krasava. How many steam rollers were actually made by Đuro Đaković in total and over what period is not known. However, the maker's plate on this exceptionally rare and historic machine in Slavonski Brod is No.681 of 1961.

Should anyone know of a 'younger' steam roller than this Đuro Đaković example, anywhere in the world, the Editor would be delighted to learn of it.



A close up of the roller's 'duplex' cylinder – a design similar in some respects to that of the early 1920s Wallis 'Advance'. The roller's mechanical lubricator can be seen at the bottom left.

Derek Rayner



*The Đuro Đaković factory sign as seen from Slavonski Brod railway station. **Derek Rayner***

A First World War Roller Story

Derek Rayner

The following is adapted from an extract in 'The Sapper', the Journal of the Corps of Royal Engineers. It relates to an incident towards the end of the Great War in 1918 and it's therefore felt appropriate to reproduce it here at this time, November this year being the 100th anniversary of the end of the war.

During the Great War, Frank Coleby was a Sergeant in the Corps of Royal Engineers and later became Chief Engineering Assistant to the Borough of Swindon.

During the final nine months of the war, the Germans made a tremendous effort and succeeded in driving the Allies back very many miles towards Arras before the tide was stemmed and turned, thus resulting in the Allied victory of November 1918. The set back was known as the March Retreat and lasted for more than a week. In March 1918, during this 'Great Retreat', Frank played a part in helping to save a steam roller which at the time was under fire from the enemy.

Sgt FH Coleby, as he was then, had been engaged on some last minute operations, and was travelling northwards on a motorcycle. He was passing through an abandoned village when he saw a British Army steam roller in the main street. The driver, who was alone,



At another time during the war, an Aveling roller had been deliberately abandoned across a road in order to slow down the German military's progress. Here German soldiers are attempting to move it, perhaps unsuccessfully, by any means available to them at the time. 'Google translate' provides a literal translation of the publicity postcard's caption – Im siegeslaut, hält uns kein Hindernis - to be 'In the song of victory, holds us no obstacle'.

hailed him and said that he was almost out of water and coal but did not want to leave his roller behind for the Germans.

Although they were already within range of small arms fire, Sgt Coleby dismounted and told the driver to move up to the village pump. The two of them then worked at top speed transferring water from the pump to the hopper of the roller's tank by means of a bucket. Leaving the driver to complete this operation, Frank Coleby made a rapid search for coal and was fortunate in finding some in the cellar of a nearby house. The two of them carried as much as they could to the engine in the short time available. The driver, having stoked it up, set the roller off at top speed up the hill leading out of the village in a cloud of steam and smoke. As Sgt Coleby passed it on his motorcycle, it was bumping and skidding along the pavé road surface with rifle and machine gun bullets whining past.

Frank Coleby eventually got back safely and later heard that the roller did also. He also heard that the driver was subsequently awarded the Military Medal for Gallantry in saving his roller whilst subjected to enemy small arms fire.

What type of roller it was, we shall perhaps never know, but the description of it having as 'hopper' into which the water was transferred does point to it possibly being a product from Kent.



Seen at the GDSF were David & Charlie Swaffield with their Aveling & Porter roller No.10780, and Steve Vaughan with his Aveling & Porter roller No.12205 on the right. Both were sold in the Thursford Reserve Collection Sale in September 2010.

45th Haddenham Rally

Michael Goakes

The 45th Haddenham Steam Rally & Heavy Horse Show was held on 8th & 9th September this year. It was a very well organised and compact site with plenty to see and enjoy. This year there were two Burrell Scenic Showman's along with three others, 31 other steam engines from various marques, and, best of all, seven rollers, numerous miniatures, lorries, and tractors, along with the usual stalls.

The show has an excellent road making demonstration and this year we took a back seat on the road making. Instead, the rolling was carried out by a 12 ton Burrell roller, No.3388, *Jeanette*, which did a good job.

There was a selection of plant, including a very unusual stone crusher and grader imported from Ireland some years ago; I would love to have this. The stone crusher was driven by Burrell 6nhp TE No.2626, *Spitfire*. Also there was a very interesting crane, a Thwaites digger dumper, living van, and a very unusual tar boiler by Bristowes Machinery Ltd, London, all in working order powered by an oil burner





and Lister diesel engine. If any reader can shed any light on this company or has any information, please contact me.

The highlight of the show for me was when David's 1901 Aveling & Porter 10 ton roller No.4824, *Rupert*, received the Stan Burgess Memorial Shield for the best restored engine, being only the second show in its finished state after a ten year rebuild by David and family.

Stan Burgess had his boiler works in the town, and I remember calling in to see him at work. He was also a great help to me when I got our first roller, such a wealth of information and skill.

I enclose a selection of photos of the road making, and if you are in the area next year, I can thoroughly recommend a visit to a very friendly show.



Returning from the Front

Derek Rayner

Towards the end of World War 1, Richborough Port in Kent covered some 2,200 acres, had five railway yards, approximately 60 miles of track and could handle some 30,000 tons of traffic per week.

This facility had been established close to the existing railway at Minster Junction so that it could be used for shipping war materials, etc. to France and further, as required. By 1917, the port had its own engineering works and was building its own barges rather than just assembling them; railway wagons were also being repaired there and they were operating their own railways.

It was here in February 1918, together with a similar terminal at Southampton, that the first train ferry was established across the Channel. This service continued to operate on a daily basis until late 1919; the vessels involved being Train Ferries Nos 1, 2 and 3. The final sailing from Calais was on 5th February 1921 following which the two ships at Richborough and the one used between Southampton and Dieppe were laid up.

These vessels and the linkspans which were used from shore to ship were later to become the origins of the Harwich to Zeebrugge train ferry service.



Two Aveling steam rollers along with a number of WD tank wagons waiting for the unloading operation at Richborough to start. Both: A Henwood Collection

After the war had concluded in November 1918, this ferry service was then used for the repatriation of the many vehicles that had been previously sent over to assist in the various military activities. Later, there were extensive repairs carried out on some of these and large auction sales were subsequently held to dispose of them. Well known types of vehicles in this respect were London buses and also Foden steam wagons.

However, we are fortunate that we are able to commemorate the end of the war in 1918 by the use of two images which have come, courtesy of Kevin Hoggett and Tony Henwood, showing a couple of Aveling & Porter steam rollers which had been shipped back across the Channel to Richborough at an unknown date in 1918.

Both are Aveling singles – of either 10 or 12 tons – and both appear to be very similar in looks. They probably date from the turn of the century. The military ‘commandeered’ quite a number of steam rollers (and some motor rollers as well) for use on the other side of the Channel for patching up roads, etc. during the conflict.

Unfortunately, not enough can be seen of either of them to be able to provide further identification. It should be noted, however, that they don’t appear to be chained down onto the railway wagons. If they were only ‘secured’ by the bits of wood under the rolls, then that could have been a recipe for disaster, especially when the vessel was underway in the Channel. However, they may already have been ‘unchained’ prior to leaving the vessel but one is forced then to ask the question why that had happened at that stage in the proceedings, when they had not even left the boat?

The shunting exercise which was still to come could equally well have spelt disaster for them with broken saddles, not making it worth the effort in fetching them home!



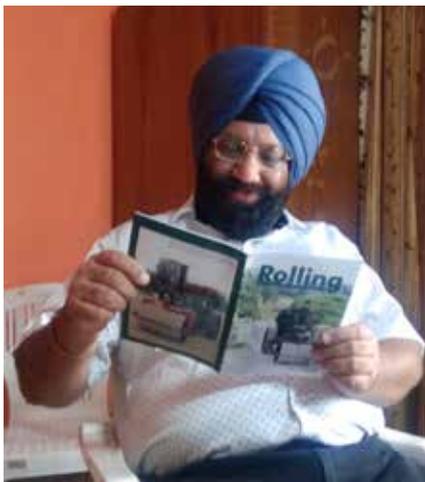
Sizing up the unloading job at Richborough following the docking of Train Ferry No.3.

Satinder reads Rolling

Members may recall that in 2014, at the Association's AGM, it was agreed to present Indian railwayman, Satinder pal Singh Bhatia, with honorary membership of the Association as a result of him finding and causing to be restored, Indian-style, a rare 1908 sloping cylinder Aveling & Porter steam roller.

This roller, No 6465, owned by the Railways, had been lying in a local railway yard, somewhat derelict for a large number of years, and through Satinder's efforts, it's now mounted on a concrete plinth in front of the Railway Divisional Manager's Offices close to the station at Firozpur. This is a border town in the Punjab close to the border with Pakistan.

Satinder has subsequently discovered another roller, this one of Indian manufacture,



RRA honorary member Satinder pal Singh enjoying the article on Indian rollers in the latest issue of Rolling.
Satinder pal Singh



Aveling roller No.6465 of 1908 at Firozpur. Derek Rayner



The Aveling roller's Royalty plate. Derek Rayner

a TATA-Marshall, the design of which used a boiler unit supplied by Marshall's of Gainsborough. This one, the works number of which is not known, is also outside a DRM's office, but in Moradabad, over 300 miles away where he was working until just recently.

Satinder expressed his delight in reading in the last issue of *Rolling* about various rollers in his native country and has very kindly forwarded a photograph of himself reading that same article.



The 1949-built TATA-Marshall at Moradabad. Satinder pal Singh

Aveling Barford Motor Roller Type GB3 with Dorman 2AB petrol engine

Brian Eagles

Serial No. GB00850. Engine No. 50310. Supplied to: City of Rochester, 66 Maidstone Road, Rochester, Kent on 12th September 1950.

Nothing is known of the roller's working life until circa 2008 when it came to the attention of the present owner, David Nichols, whilst being used by a local cricket club. They had used the roller for pitch maintenance duties and, allegedly, abused it to the point of being a non-runner only fit for scrap. However, it is thought that the county of Kent has been its only home.

It was 'rescued' by David and barn stored until 2014 when Ivor, a good friend with mechanical knowledge, offered to get it running. History recalls the engine being in a dreadful state: "The con-rods and dippers had cut full depth grooves into the solid sludge contained in the sump" A piston and cam follower were required which created a major problem in that there were (are) no original spares available for the AB engines.

A similar piston was sourced from the USA and machined to suit by a local engineering





company. Subsequently rebuilt, the engine started and the roller was driven around the yard by a proud Ivor who had “A grin like a Cheshire cat”.

Shortly after, Ivor sadly passed away and the GB3 sat in the barn undisturbed until the writer’s visit in early June 2018. The intention was to try and start the engine and collect details and photographs of what is – as far as known – only the second surviving Dorman 2AB. Does anyone know of or have information on another 2AB?

Despite fresh fuel and a replacement magneto, the engine could not be run due to having very low compression – possibly due to standing? The roller was towed from the barn to facilitate taking pictures then returned to slumber on...

The machine appears (to the uninitiated) to be pretty well complete and, with the engine compression issue resolved, could be returned to working condition.

Sincere thanks to David & Olive Nichols for their warm welcome and help during the visit.



Letters

Off to Little Leigh

Dear Editor

We took our Thomas Green & Son roller No.2135, *Well Chuffed*, to the 50th Anniversary of the 'Little Leigh' steam party, held at the Leigh Arms public house near Northwich, over the weekend of 6th-7th October.

On the Sunday before the event (30th September), after preparation and getting up steam, along with my crew, Darren Curryer, Keith Anderson and Helen, I set off from our base in Knutsford for the 15 mile journey to Little Leigh.

Earlier in the day, I had done the reconnaissance to ensure that there were no obstacles, road closures, etc. All was clear and good progress was made to the first water stop, near the 'Windmill pub'. After a crew change and 'oil up, progress continued down the Cheshire country lanes to our next water stop.

However, we did converge on the next water point almost simultaneously with Burrell roller No.3535, *Old Ernie*, (belonging to Alan Porter, who was also going to the Little Leigh steam party). This was en route from Plumley. Much rollerman's 'banter' was exchanged, before *Old Ernie* moved off.

We then had to wend our way through the village of Comberbach, being careful not to spook the horses at a local gymkhana, and safely on to Little Leigh. Arrival was at about 3.00pm, in good time to 'sheet up' and enjoy a well earned 'pint'.

Phil Braithwaite



Scottish Engines

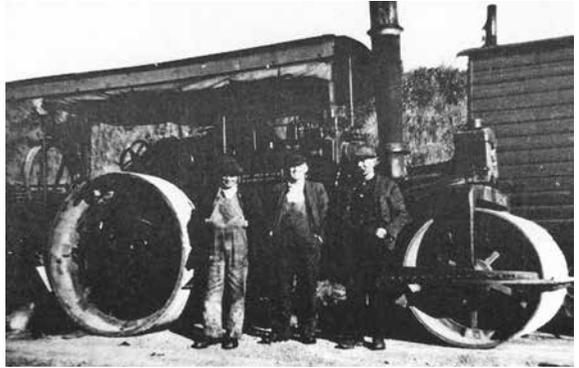
Dear Editor

A few photos for *Rolling*; the quality is not too good but I hope you can use them. These were taken in the late 1940s/early 50s, at Angus County Council's Brechin District depot at Puggieston, between Brechin and Montrose. The roller is Aveling & Porter 10 ton, 2CS No.9213, SR 2240; note the living van. The driver nearest the hind roll is Dave Clark. I remember him as the driver of the council's brand new Road Marshall RD2. Next to Dave is Eck Grant who drove a Foden S tipper in the mid-50s.

Note the squad with the living van – and bunnets and pipes. I still remember the smell of boggy roll mixed with tar fumes, hot oil, steam and engine smoke!

Eddie Valentine

Laurencekirk



Posing for the camera in front of a tar boiler, which is being towed by the roller;



Arthur Hendry with the roller.



Military operations on the Rock

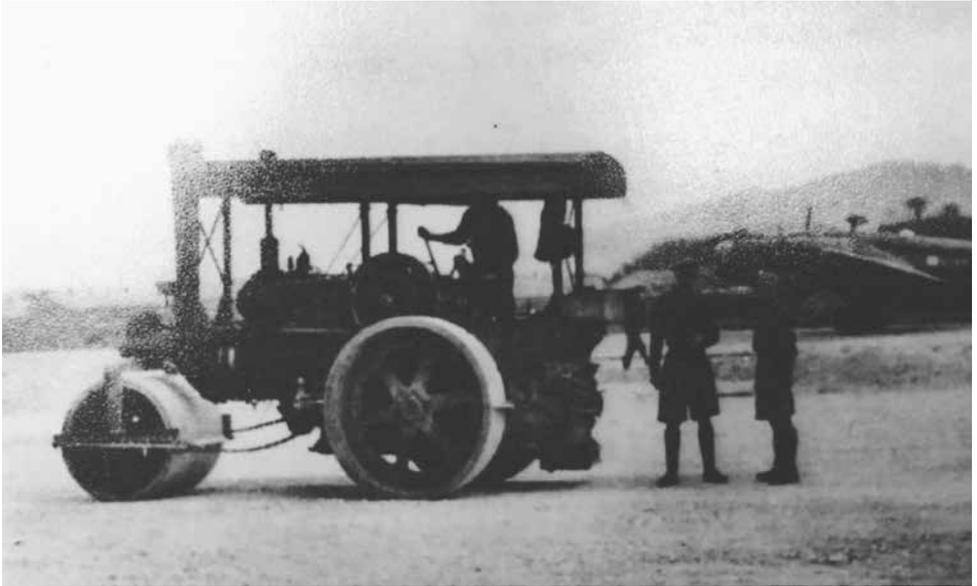
Derek Rayner

Courtesy of a friend, Allan Edgar, who has previously researched files from the Imperial War Museum, three photos of Marshall rollers in use have come my way from Gibraltar, kindly sourced by Joe Olivero. These are from the Gibraltar Heritage Trust (gibraltarheritagetrust.org.gi), courtesy of the Imperial War Museum and show a Marshall steam roller and also a Marshall motor roller at work on the Rock.

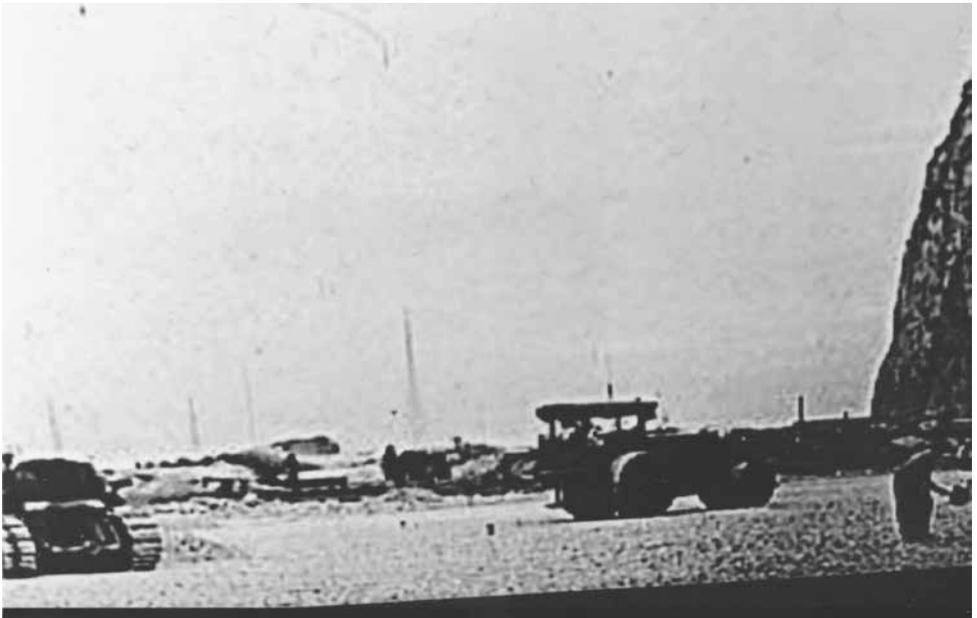
Unfortunately the quality of the images is quite poor but it is felt that their content deserves reproduction here since they seem to show the rollers engaged in operations involving the military and perhaps associated with the construction of a runway for an airbase during the last war.



The unmistakable lines of an 'S' Type Marshall steam roller working alongside a large bulldozer. Military uniforms are in evidence.



Another view of the Marshall steam roller with an aircraft in view on the right hand side.



*A different Marshall roller, this one a RD type motor roller at the base of a huge cliff – maybe the rock itself – with a tracked vehicle at its left hand side. It's difficult to determine whether this is a tank or not. **ALL: Courtesy the Gibraltar Heritage Trust***

Ex-Dingles 1937-built 12 ton Marshall roller No.88096 is Cornish registered and is still based in the county.

