

# Rolling

Spring 2021

Issue 184



Road Roller  
Association  
Journal



# Officers and Committee

President	Stephen Milns. Invicta House, Crosemere, Cockshutt, Ellesmere, Shropshire, SY12 0JS shmilns@invserv.co.uk
Interim Chairman	Richard Newman. 8 Church Road, East Huntspill, Highbridge, Somerset, TA9 3PG treasurer@roadrollers.org
Vice Chairman & Steam Archivist	Derek Rayner. "Invicta", 9 Beagle Ridge Drive, Acomb, York, YO24 3JH derekinvicta1915@gmail.com
General Secretary	Charlie Swaffield. 8 East Street, Crewkerne, Somerset, TA18 7AB aveling10780@aol.co.uk
Treasurer	Richard Newman - contact details as above
Commercial (Membership / Sales / Publicity)	Matt Shipton. Roadmenders Cottage, 20 Gloucester Road, Stonehouse, Gloucestershire, GL10 2HG enquiries@roadrollers.org
Archivist	Vacant
Webmaster	Brian Gooding
'Rolling' Editor	Brian Gooding. Steam Heritage Publishing Ltd, Unit 1, Alfold Business Centre, Loxwood Road, Alfold, Cranleigh, Surrey, GU6 8HP editor@roadrollers.org
Committee Member	P K Smith. 6 Lenborough Close, Buckingham, MK18 1SE pkpasmith@btinternet.com
Minutes Secretary	<b>Ex Officio</b> Rosemary Gooding
Motor Roller Register	Andrew Watson. Willow Corner, Main Street, Marston, Grantham, Lincolnshire, NG32 2HH 01400 250 840 andrewwatsonmarston@gmail.com

**Front cover:** *It must be around 30 years ago that 1906-built Fowler D2 roller No.10714, The Bishop, stopped for lunch at the Boy & Donkey pub in Cranleigh, Surrey, on its way from Uckfield to the Rushmoor Rally at Aldershot. Neither the rally or the pub have been with us for a long time, sadly.* **Brian Gooding**

Submissions for 'Rolling' can be sent by post to the Editor's address above or emailed to: editor@roadrollers.org. 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.

CLOSING DATE FOR THE NEXT ISSUE IS 30<sup>TH</sup> JUNE 2021

Website: [www.roadrollers.org](http://www.roadrollers.org)

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## Chairman's Notes

It has been a difficult time for the Association. The lockdown restrictions have had a very great effect on all of our lives and has led to a complete shutdown of many of the activities that we rely on both personally and for the continuation and enjoyment of our hobby. For the Association the problem was made much worse with the passing of our chairman, Michael Goakes, a man who had quietly got on with running affairs without complaint and who was greatly admired by many of us. I volunteered to fill the gap left by Michael and hope that I can do his memory proud until such time as we are able to elect his successor.

The 2021 AGM, which has been postponed because of the pandemic, will now be held on Saturday 10th July. It will be via Zoom and the format will be a little different from normal AGMs. Details of the meeting are attached to this edition of *Rolling* and I urge members to make the effort to attend. (This should involve turning your computer on and making yourself a cup of tea!) We are hopeful that later this year we will be able to hold a social event (at March where we were originally planning to hold the AGM) so that we can catch up with other members and combine it with memories of Michael.

The committee have co-opted Andrew Goakes (Michael's son) onto the committee and he will continue the work that Michael was doing to get the Pudsey roller back to working order. Although progress has been slow with the roller in the past few years, the restoration is making some progress; a new firehole blocking ring has been made and once fitted, the roller will then be ready for its hydraulic test. The committee has just agreed to have the broken castings replaced, this work to be carried out by Dave Ragsdale who is well known to many of us for his castings. However, once this work is completed, there will be very little money left in the Pudsey Restoration Account and we will need more finances to keep the restoration going. I believe that John Knapton has an article elsewhere in the magazine giving some of the historical background to the roller. John, as many of you will know, is the treasurer of the Friends of Pudsey Roller (FoPR) and he is always looking for more members. If anyone would like to help by either becoming a member (subscription is only £6.00 per year) or by making a one-off donation, please contact John.

For some time now we have been trying to become a registered charity. Although the Charity Commission is, like all of us, suffering hold ups because of the Covid pandemic, we are very nearly there and I hope to be able to report very soon that we have been successful. Of course, the downside to registration will, most probably, be a need to re-write parts, if not all, of our constitution.

As with many similar organisations, our membership numbers are declining, fortunately not as fast as some but declining nonetheless. In the absence of rallies and other events, we are not able to meet face to face and therefore cannot persuade enthusiasts to become members. We have to rely on the Association website and other forms of media to attract new members. If you know anyone in your area who is either the owner of road making equipment or is interested in it, please feel free to suggest to them that they may care to become a member.

**Richard Newman**

## Lancashire Road Rolling Company artefacts

### *Our Steam Archivist writes:*

I was tipped off about some button pins which were available on Ebay – they are stove enamel and were produced by the Lancashire Road Rolling Company of Altrincham in Cheshire, obviously in the 1920s-30s.

The diameter of each button – as seen in the accompanying photograph – is 13/16 inches. The pins themselves are 5/16in. long and somewhat rusty in places due to age.

I was not aware at all of the existence of such items and they were subsequently secured for the RRA archives since they were felt to be very important items in the overall scheme of steam roller preservation.

It was subsequently ascertained from the vendor that they were once the property of the late Gordon Howell – someone who used to own a 1930s Foden steam tractor – but where he got them from and when, is not known.

Having now acquired them for the Association, I felt the committee needed to discuss a way forward with regard to these six pins since it was pointed out that there were probably members whose rollers were, at one time, owned by the LRRCo and for whom such an item would be intrinsically valuable. They might not have wanted to obtain the whole six pins which were on offer on Ebay – but would probably be quite happy to part with a much lower price, just to have one of them.



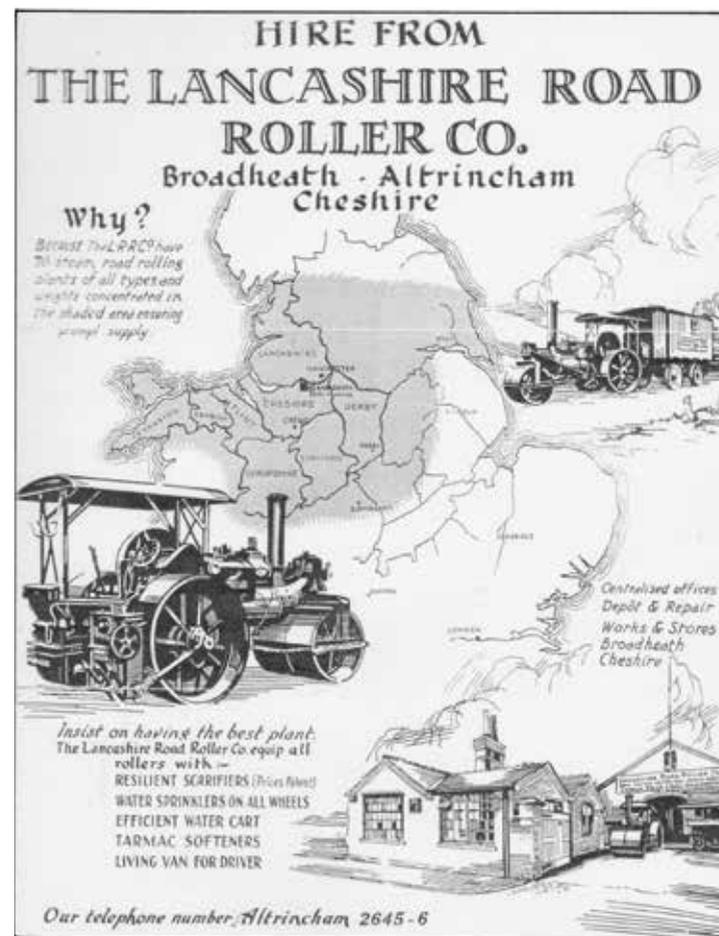
*The six LRRCo button pins as purchased for the RRA Archives.*

So, rather than put this collection of pins in its entirety into the RRA archive collection, the Association is now in a position to offer them as a service to members at £11 each including p&p. One, at least, will be kept as part of our RRA archive collection, along with the cork backing in which the pins are presently displayed.

Applications should be made to Derek Rayner (address inside front cover) and include a cheque for £11.00 made out to the RRA prior to 15th June.

For those members who are not aware, Charles Price & Sons, Engineers & Boilmakers of Broadheath near Altrincham in

Cheshire, also traded as the LRRCo. In addition to roller hire, they also undertook repairs to steam road engines belonging to others and they manufactured and sold spares for rollers. Included in the latter were sets of sprinklers, tarmac heaters and flywheel brakes. In addition, they sold Jointless Steel Tyres – which it is believed were shrunk onto rolls in a similar way as tyres were fitted onto railway wheelsets in the past.



*A contemporary advertisement for the Lancashire Road Rolling Company. Derek Rayner collection*

## 1894 – That was the year that was

P K Smith

In those seemingly now long ago summers when we all used to take our engines out and about to shows and such like events (which hopefully we will be able to do once again sometime soon), one of the most often asked questions I used to get about my roller, beside 'what's it worth' and 'how much does it weigh', was almost inevitably 'how old is it?' Many are satisfied with a simple '127 years' or 'built in 1894'. Some are incredulous and admiring that something so old is still getting out and about (as am I sometimes myself!) but I have noticed that an increasing number simply look bemused, and or blank, seemingly unable to equate the age, or year, to anything they are otherwise familiar with. In a by no means to be taken as a comprehensive or definitive listing, the following is my attempt to put the year my roller was built into some historical context – what else was happening in the world in 1894?

Queen Victoria was 75 years old, in the 57th year of her reign, and would celebrate her Diamond Jubilee three years later in June 1897. The British Empire embraced a quarter of the earth's surface and nearly a quarter of the world's population. British sea power and commercial influence were supreme in the world. The 4th, and last, Gladstone government resigns and he retires from parliament. At the general election that March, Archibald Primrose, 5th earl of Rosebery, became Prime Minister. Overseas in Russia, Nicholas II became (the last) Czar on the death of Alexander III and in the USA Grover Cleveland (Democrat) was in his second term as the 22nd President.

The Manchester Ship Canal first opened to traffic on 1.1.1894 and London's Tower Bridge opened on 30.6.1894.

The first city to city 'automobile race', Le Petit Journal Horseless Carriages Contest, is held in France on 22.6.1894 - from Paris to Rouen (78 miles) – 19 cars competed but the winner, the Count De Dion, in a De Dion-Bouton, although achieving an average speed of 12mph, received only the second prize (2,000 francs) as his steam-powered car, although deemed 'an interesting steam tractor that works like a horse and gives both absolute speed and pulling power on hills', required a stoker! First prize (5,000 francs) was shared between two Daimler petrol engine Peugeots and a Panhard as they were deemed 'the competitor whose car comes closest to the ideal'. Surely an early example of blatant bias in favour of the 'infernal' combustion engine! Elsewhere Henry Ford began working on experimental gasoline engines in Detroit – culminating in his first 'horseless carriage' the Quadricycle in 1896.

The International Olympic Committee was founded in Paris although the first 'modern' games were not held until 1896 in Athens.

12th March saw Coca-Cola being sold in bottles for the first time in a sweet shop in Vicksburg, Mississippi. April saw the first public showing of Thomas Edison's 'kinetoscope' – the birth of moving pictures and cinema! On 26th June, Karl Benz received a US patent for a gasoline-driven auto and on 19th November, John H Kellogg accidentally invents a 'toasted grain flake' – (US Patent No.558,393) – Cornflakes. The pneumatic hammer

or jackhammer is patented by Charles Brady King of Detroit (No.558,324). Incidentally, the Wright brothers (Wilbur & Orville) were repairing and selling bicycles from their shop in Dayton, Ohio and would not take to the air in the world's first successful airplane for a further nine years on 17.12.1903!

Rudyard Kipling publishes 'The Jungle Book' and the novelist Robert Louis Stevenson (Treasure Island, Kidnapped and The strange Case of Dr Jekyll and Mr Hyde) died on 3rd December.

Some other notable 'arrivals' of the year included Jack Benny (American entertainer and comedian) on 14th February. Harold Macmillan (politician and Prime Minister 1957-1963) on 10th February. Nikita Khrushchev (first secretary of the USSR 1953-1964) on 15th April. My own dear/late paternal grandmother – May Field on 23rd April. Rudolf Hess (one time leading member of the German Nazi party and subsequently long term inmate of Spandau prison) on 26th April. Edward VIII (King until abdicating in 1936 in favour of American divorcee Wallis Simpson) on 23rd June. The poet and novelist Aldous Huxley (26th July) and the novelist and dramatist J B Priestly (13th December). Finally and perhaps, most importantly, on 26th September, Stephen Kavanagh took delivery of his second Aveling & Porter road roller, a 10 ton compound No.3430... which, incidentally, was a Wednesday!



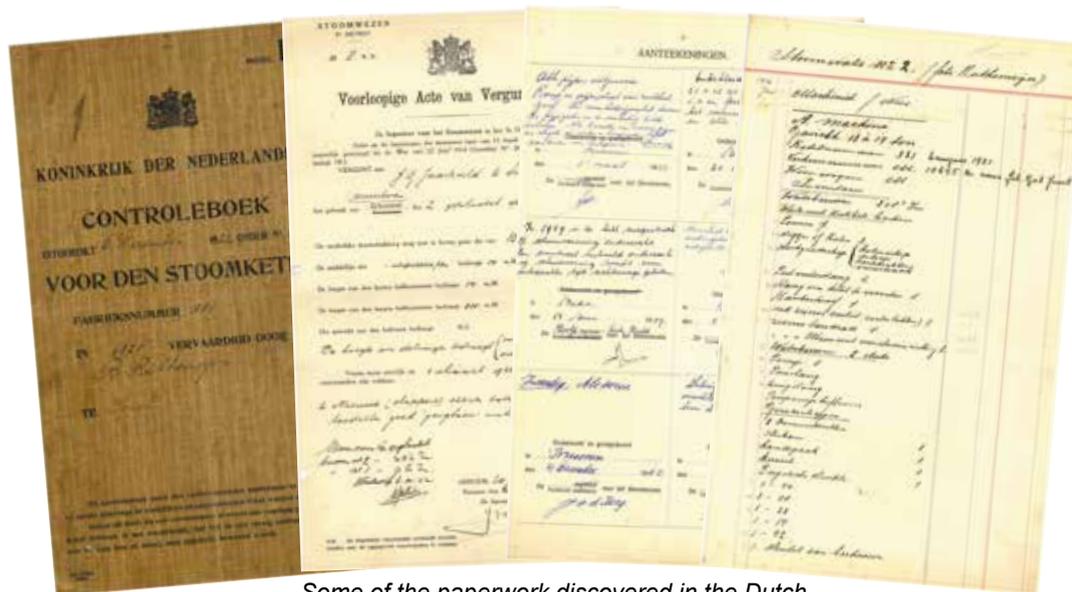
*This photo of my roller has only recently come to light from a collection of photos inherited by Mr Alan Stevens who has kindly sent it to me and is quite happy for it to be published. It was taken when the roller was in Hardwicks scrap yard and from the looks of her, she had only recently arrived there, from WC French, as she is surprisingly complete! This is now the earliest known / confirmed photo that I have of my engine – despite her long working life from 1894 to 1957! If any members have anything earlier, especially from her working days, I would be delighted to hear from them. I have searched, unsuccessfully, for working day photos for as long as I have had the roller (30+ years now) and as this one has only recently surfaced there is always hope that there might still be something out there somewhere.*

## One Stoomwals' Story: from Silvolde NL to Pontefract UK

Sam Booth

It all started in July 1921 when Hubertus Antonius Jaartsveld of The Jaartsveld Wegenbouw Bedrif (Road Making Company) placed his order for the single crank compound Ruthemeyer steam roller No.321. This, and the two water carts that he ordered to go with the engine, cost approximately 5,600 Dutch Guilders which I believe is roughly equivalent to £490 back in 1921. The Jaartsveld company of Silvolde in the Netherlands was already well established by this time having been in business since 1848, with the company now being run by the third generation, Hub and his two brothers Jos and Theo. This engine was one of a few that the brothers purchased, with Jos purchasing (in all the companies records) No.1 and as this engine is always referred to No.2.

To many eyes, it is very hard to differentiate between a Burrell SCC and a Ruthemeyer SCC, especially the early ones. Originally in the early 1900s, Ruthemeyer, who were based in Soest, Gemany, did use Burrell cylinder blocks and also the same slide bar arrangement as their English counterpart. Later on (I believe after the First World War) going on the drawing dates, Ruthemeyer had developed their very own cylinder block, a near identical copy of the Burrell one but had replaced the slide bars with a rather large trunk guide. Otherwise it is very similar, so much so that even some Ruthemeyers have the same style text on the headstock as the Burrells.



Some of the paperwork discovered in the Dutch archives give lots of detail about the life of the roller.



A picture of the roller with its travelling work family in 1925.



A local choir's photoshoot with No.321 in the 1970s.

The engine started being built in mid-1921 with the boiler drawing dated May 1921 and the plaque on the hornplates stating it was complete in December of the same year.

As can be seen, it passed and was granted its permit to work by the Dutch authorities and Steam Engineer on 20th January 1922. It then began its working life creating the roads of Holland up and down the country for Jaartsveld for many years to come! The engine was given the registration M0175 and a family was assigned to the steam roller with a living van and they travelled with the roller to the different jobs undertaken. As can be seen in the pictures, the family sat in front of the steam roller in 1925, along with their living van in the background, backed up with a handwritten manifest stating that with the engine was complete with a caravan, two lanterns, two mattresses and a stove.

Luckily for us, the Jaartsvelds and the Dutch authorities kept very comprehensive records and documents that still exist today in the archives in Holland. What can be seen is the original 'Control Book' which shows the whole history of the engine from 1922 all the way through to its retirement in 1968. The engine was tested every year by an approved steam engineer and signed off safe for work. Along with the stamps of many years, it also shows work undertaken at that point such as in 1939 the valves were machined and the distances they were set at. But unfortunately with a lot of the notes being handwritten and not being literate in Dutch, a lot of it is very hard to translate.



*Pictured outside the Jaartsveld offices in 1975.*

The engine missed five years of stamps between 1942 and 1947 so it would be very interesting to find out whether it was laid up during WW2 or whether it was enlisted by the German occupation forces to create the roads they needed.

As the 1950s went on, the stamps became fewer and further between and also for some reason in 1959 it has four stamps that year with lots of work being done. With an increase in motor rollers and advancing technology, the company had a lesser need for a big bulky slow steam roller. The inevitable came for the engine in the 1960s with it being tested in 60, 62, 66 and finally in 1968. On 7th October, the Dutch authority for steam issued the certificate withdrawing the engine from service and also from being run again (but it does state that if the engine is to be run again, they are to be informed immediately). The engine gave a very good innings of 47 working years to the company though!

The death of Huberts in 1950 (at only 51 years old) left the company to be run by his son Jan Jaartsveld. I can only surmise that due to the sentimentality of the steam roller being it his father's first steam engine (bought at 22 years old), that Jan decided to keep the engine and save it from the scrap yard. I am not entirely certain but am pretty positive this is when the engine underwent a big overhaul, renewing a lot of the parts and also its new paint change going from (I believe) its original green to a brown with cream lining in a very creative scheme. The canopy was then adorned with the large Jaartsveld sideboards and now began its life of a different kind of fame all the way to 2007, sitting outside the offices of the Jaartsveld company! This is backed up by many newspapers clippings of directors, etc. standing next to the engine in the 1980s and 90s and even attracted a photoshoot from the local choir! The company was then sold to Van den Herik, a hydraulic engineering company, from Sliedrecht in that year and the Jaartsveld base was moved to Varsveld where I believe the roller was stored.

In 2013, the Jaartsveld company sadly went into administration, meaning all assets were sold at auction. That including Ruthemeyer No.321 and after its roughly 45 years of being a 'Gate Guardian', it would move again. The engine was sold through BVA Auctions and was moved to the auction but this was when the worst of the damage was done!

The transport company apparently attempted to tow the engine while in gear (and probably seized) which in turn broke the headstock of the roller, sending the engine crashing to the ground, breaking the



*Hessekkars steaming the engine after the auction in 2013.*

steering bracket and flattening the ashpan! After a quick 'repair', the engine was sent for auction and sold to Heesekkers tractor dealers (Holland).

Heesekkers can be seen on his website steaming the engine. We don't know whether it was much of a success or not, but he does seem to have driven it. After this he decided to completely strip the engine probably for a full restoration. Unfortunately some of his methods were a bit archaic, as such the scarifier was gas cut off on the ends and also the tender mounts all the way down. But nothing can be done now. He did, however, compile a very comprehensive photo book of his time with the engine including stripping it all down.

In 2019 for whatever reason Heesekkers decided to sell the engine, to which Berrybrook Steam and Classics bought and transported it to their workshop in Exeter in the UK. The engine was sold very quickly in January 2020 and delivered to their customer Richard in Aberdeenshire. Then the situation that has effected the whole world happened and Richard decided he wanted something complete and ready to play with.

I work for a company called John Rex Model Engineers. We manufacture miniature traction engines completely, supply parts and castings, steam fittings and also manufacture CE Marked boilers for model engineers all over the UK. John has been in business since 1993 and coincidentally his first traction engine build for a customer was a Burrell SCC agricultural traction engine, albeit not a steam roller, but that was one of over 50 models he has produced over the years and the 400+ boilers since 1993. When



*Metcalfe Farms delivering the roller.*



*The engine on the trailer.*

I saw the engine re-advertised at Berrybrook, I was bitten by the bug and had to have it! After a little convincing, John and I purchased the engine, putting the deposit down just before Christmas 2020 (who could ask for a better present?).

We were now hit by the logistical nightmare of owning a full size engine! (Where would we store all the bits, how do we get it delivered, etc.) After a bit of making space, we contacted Metcalfe Farms haulage company who agreed to collect and deliver the engine for a very good price. So on 20th January 2021, the roller arrived at our workshop (still in pieces), taking up nearly the entire length of a 40ft trailer. After an hour of unloading



*Storing parts nice and close together.*



*A good view of the boiler.*

and a day of realising the mass difference in weight of parts on a 4in. scale Burrell to a full size engine, we were very pleasantly surprised to see the whole condition of the engine, the first impressions of the boiler, etc. All bearings seem like they have little to no wear, (probably changed late in its working life); the cylinder bores are in great shape and just everything is not what you would expect a 100 year old engine to be like.

The engine is currently awaiting a visit from a boiler inspector for inspection and advice for any work that we may have to undertake on the boiler. Due to our very busy order book, the engine is going to be restored over the next few years in our spare time. But is a great project and will hopefully be driving around the rally field someday

soon. If you would like to follow the progress of the Ruthemeyer and also any more of our work, please follow us on Facebook under John Rex Model Engineers.

I would like to thank one of my greatest sources for a lot of the history on the engine, Mr Robbie Wolters of Silvolde, along with his friend Hein Bisterbosch. Together they wrote the book 'Five Generations of *Tender and scarifier, as can be seen the gas cut off parts!* Jaartsveld' which can be found on the website: <https://www.silvoldepedia.nl/index.php?home>. The book contains a lot of information about the family and also pictures of the Ruthemeyer. Robbie has been a great help in finding all of the documents in this article at the archives in Holland and scanning them in for us all to see.



*The crank next to the rear rolls after the crank and gears have been removed.*



*Lots of smaller parts of the roller.*

## Pudsey's Steam Rollers

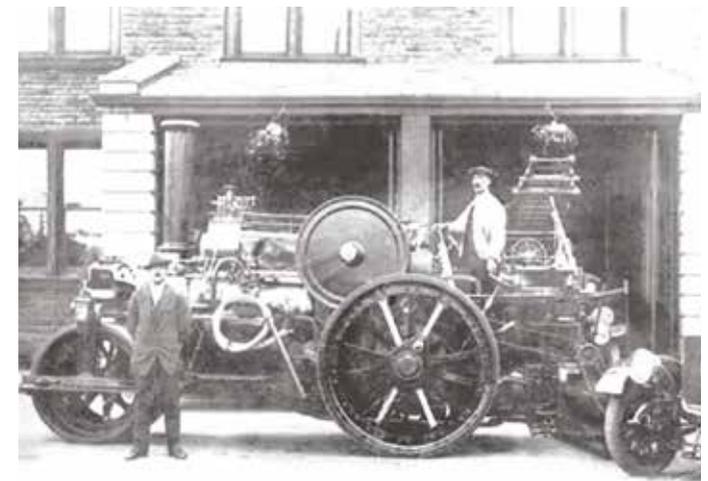
**John M Knapton**

Exactly 140 years ago, in 1881, the Pudsey Local Board bought its first steam roller from one of Leeds' four steam roller manufacturers, Thomas Green & Son Ltd. Green's had premises on North Street and like the other steam roller manufacturers' premises, is rightfully commemorated by a Leeds Civic Trust Blue Plaque. This roller was an early product of Green's, a 10 ton single cylinder machine works No.1081, and served Pudsey well for about forty years; the illustration, from the Martin Hallows' collection, was taken in Church Lane with the Unitarian Church in the background. Local readers will know the area well; the railings on the right of the picture are part of the boundary of Pudsey Park, where, in the playground there, once stood Pudsey's last steam roller.



*In 1921 the old Tommy T. Green & Son No.1081 of 1881 on Church Lane, Pudsey.*

Green's roller was part exchanged for another Leeds manufacturer's roller, this time a John Fowler product looking more like contemporary steam rollers of the day, and fitted with the patented Fowler-Woods tar spraying equipment, comprising of belly tanks to hold the tar and a spreader brush at the rear. The hot tar, heated by steam pipes in the tanks, would be pumped to the spreader brush, a series of open chains



*John Fowler No.15816 of 1921 outside Pudsey Fire Station.*

originating from the flywheel driving both the pump and spreader brush. The white coiled up asbestos-covered tar lance implies either its newness or lack of use! In the photo, from Derek Rayner's collection, the roller stands outside what was Pudsey Fire Station on Crawshaw Hill, opposite the Leisure Centre, and the steam roller's shed was just a few yards away to the right of this building.

This was Fowler DN class No.15816, registration C 2186 (a number which pre-dated the roller) and built in the same year (1921) as the Pudsey Roller we all know. Thanks to Derek Rayner's exhaustive enquiries, we know that the chap standing near the front is William Pearson, the Highways foreman, with the driver, John Rayner (no relation) on the footplate. John was entrusted with going down to Fowler's works in Hunslet and driving the brand new steam roller back to Pudsey.

To the rear of the roller and in the fire station proper can be seen one of Pudsey's fire engines with its polished brass bell, hose reel and wooden ladders, while on the extreme right of the photograph is possibly another fire engine; there certainly appears to be space for it in the adjacent bay beyond the roller. The hanging baskets over the doors are a nice touch.

This Fowler also gave Pudsey Borough Council, for that is what it had become, long service and about 1954 it was replaced by a diesel roller, the old Fowler being sold to Claude Richardson, a contractor in Hensall near Goole, and last licensed for use in 1959. It is presumed to have been scrapped soon afterwards as there is no further record of its existence.

But then, only a few years later, another DN class Fowler steam roller (No.15752) came to the town in 1959, but this time not to roll the roads. A gift to the town from Sir Walter Ward,

one time alderman and mayor of Pudsey, he bequeathed the ex-West Riding County Council roller (registration WR 7508) to the children of Pudsey to play on – quite a fashionable thing to do with old steam rollers in the 1950s and early 60s. The photo, from the Friends of Pudsey Roller collection and dated 19th February 1959, was taken within days of its arrival in Pudsey Park and many of children, obviously pleased to hang on for the



*John Fowler No.15752 of 1921 in Pudsey Park.*

photographer's benefit, may well have remembered the previous steam roller trundling along the streets where they lived. Now they have their own proper steam roller and a chance to "drive it" in Pudsey Park without the old driver chasing them away, wielding a coal shovel and threatening them with a clip round the lug 'ole! Its condition, freshly lined and painted in dark green, complete in every detail, would be a credit to any rally organiser today. It is very easy to sympathise with those Pudsey residents who thought the roller in the park was the one that rolled the roads of Pudsey.

This roller also served the people, and particularly the children of Pudsey, well for over 30 years before it was, like its predecessors, considered no longer fit for purpose. It was lifted from the park in 1990 and languished in a few local council yards until 2007 when, still owned by Leeds City Council, it was loaned to the Road Roller Association for restoration. It has become the only Pudsey steam roller of the three to survive, and has been in council ownership for over sixty years.

My photo (February 2021) shows how the fire station and steam roller shed look today; the extension built to house the fire engines, seen in the old photograph, has long gone but the two big doors remain on the completely rebuilt house front. The original mullioned window on the extreme left can also be seen in the old photo. Pudsey's working steam rollers would have been housed in the building on the right, with access through the archway under the Vets4Pets sign; the whole area in front of these two buildings was, for many years, the old council yard.

My thanks to Derek Rayner for the technical details relating to Pudsey's steam rollers.



*Site of Pudsey Fire Station and roller shed today.*

## 'What did you do during the Great Lockdown, Grandad?'

P K Smith

Sadly, unlike many I know, I do not actually live in the immediate vicinity of the yard where my engine resides (*Aveling & Porter roller No.3430, Sarah -Ed.*), so the recent 'stay home' initiative has proven immensely frustrating, writes *P K Smith*. If truth be told, being in the next county meant that, in all conscience, even a sneaky visit was not really in the spirit of things and the yard's proprietor, being in one of the 'vulnerable groups' himself, had, quite rightly, closed up for engine business early on. So working on the roller was out. Not that there was anywhere to go anyhow as one after another, this year's events fell victim to the pandemic.

Having only very limited facilities to undertake anything engine related at home – 'management' prefers to keep the two separate – I fell back upon reading those articles one finds in preservation magazines that usually just get glanced at casually, then skipped over, intending to return to one day but never actually do! Having dabbled briefly with tracing the family history back a little further and now reaching back into the mid-1750s – which is tricky with the surname Smith – I even resorted to creating an index for all my back issues of *Rolling!*

There was one bright spot amid the gloom of lockdown, however. Just prior to everything shutting down, I had spent a happy afternoon at the yard making a sign board, potentially to display the engine's story on at shows, etc. Nothing fancy, just from a couple of old pallets and some timber out of a neighbour's skip. By chance, my good friend Tomo, who is well-known for his exquisite painting work on engines, was also visiting the yard that day and following a discussion, and some gentle persuasion, agreed to letter up the board to read 'Road Works Ahead' for me instead.



I was obviously in no rush for it so was pleasantly surprised when it suddenly appeared in the early weeks of January. Tomo, presumably bored over Christmas, had excelled himself, in my humble opinion, and the brief – for which he is also known! – and had not only lettered but also given the road sign a 'distressed and antiqued' look, front and back, making it look just like something out of one of those roadworks of yesteryear photos.

It was, to be fair, not a cheap exercise but just ponder the cost of acquiring, let alone the chance of, actually finding an original – which should possibly qualify as a museum piece anyhow nowadays – and it becomes a viable alternative.

Tomo enjoyed himself doing my job and after putting some photos of it up on the web, has perhaps unsurprisingly, received several further commissions.

My interest and relief from lockdown continues in as much as I am currently engaged in making up the sign boards for him. Each one is 'bespoke', as per the customer requests, and as such, is effectively unique. Anything can be considered and I understand most things are possible. Price is per the individual commission and so has to be negotiated with the artist! As each one is unique, it is unobtrusively signed and dated by Tomo – in the hope that there will be no attempt in the future to try to pass it off as an 'original'.

For further details and to discuss your particular requirements please email: [tomo8717@hotmail.co.uk](mailto:tomo8717@hotmail.co.uk) or ring him on 07763 219 584.

### Lost Registrations

The RRA Fact Sheet Number One, entitled **LOST REGISTRATION NUMBERS**, explains how to re-register your motor roller with its original registration mark (the V765 Scheme).

Fact Sheet Number Two has details of how to register a previously un-registered machine – or see the website.

Send two first class stamps to:

**Derek Rayner, 9 Beagle Ridge Drive, Acomb, York, YO24 3JH.**

## Letters

### The Harley-Davidson Link

#### Dear Editor

I was very interested to read the letter from Eddie Valentine regarding the link between Marshall 91565 and Harley-Davidson Motorcycles. However, William Harley, who emigrated to the United States, did not come from Ely in Cambridgeshire, but from the large village of Littleport which is a few miles north of the city of Ely. As Eddie writes, it was William's son (William Sylvester Harley) who went into partnership to create the Harley-Davidson Motorcycle Company of Milwaukee. Littleport (like Netherton of Melgund) is now also a place of pilgrimage for H-D bikers and in 2003, a monument was unveiled to William Harley near Littleport parish church.



Nothing to do with rollers I know, but thought this might interest our members,

#### Peter C Wells

Norwich

### Missed opportunity

#### Dear Editor

Going through old correspondence the other evening, I came upon a letter dated May 1982.

I had responded to an advert, I think in *Rolling*. C & F Construction Co. of Wakefield, had advertised a Marshall RD1 for sale, I believe a 12 ton, 88613 of 1939, Reg. BV 9281, new to Blackburn Corporation, the original Blackstone having been replaced by a Ford 4D. The RD had been sold. However, Mr Harry B Flavell offered me two Marshall Utilities at £400+ VAT each and also a quantity of utility spares. What an offer! I turned it down due to transport costs. How I kick myself now!



I understand there was also a Fowler diesel for sale at that time as well. There are seven Utility rollers in the Motor Roller Register. I wonder if the C & F rollers are included?

The image is of Fowler DN No.16437, ES 7547 *Ben Chonzie* or *Ben-y-Hone*. New to Perthshire County Council, Central District Committee, Crieff, it shows her in preservation days at a Deeside rally. Perthshire County Council named their rollers after local mountains. Ben Chonzie is 5½ miles north of Comrie, altitude 3,048ft.

#### Eddie Valentine

Marykirk

### 'Rollerman'

#### Dear Editor

I recently read 'Rollerman' by Lyndon Shearman, the story of Lyndon and his wife's adventures chasing a dream. It is excellent reading, really good. I enjoyed reading of Lyndon's efforts to save the UK deadweight roller makers, and how the manufacturers allowed the industry to quietly slip away.

Now, of course, you very seldom see a deadweight roller at work. I sat down with a scrap of paper and wrote down the deadweight rollers I saw at work as a boy between 1954 and 1958, all within a radius of five miles of my home – 23 deadweight and one vibratory.

Where have all the rollers gone?

#### Eddie Valentine

Marykirk

Aveling & Porter			Eddison
Fowler A9	No.20434	SR 8962	Angus C.C.
Fowler DNB	No.18664		Angus C.C.
Fowler DNA	No.19546		Angus C.C.
Miller Marshall	No.76945		Horsburgh & Murray
Aveling Barford DX x2; GC x2	Eddison	Aveling Barford GC	Angus C.C.
Aveling Barford GC	H V Smith	Aveling Barford GD, GB	Briggs
Huber	Briggs	Huber	Wilson
Marshall RD1	Angus C.C.	Road Marshall RD2	Angus C.C.
Road Marshall RD2	Betts	Wallis & Steevens	Betts
Greens DR X, DR M, Greens Handguided vib			Cunmont Quarrying
Aveling Barford A Series, Victor (handguided deadweight)			Angus C.C.
Horsburgh & Murray, Wm Briggs, Bett Brothers		Dundee	
Wilson	Rutherglen; Cunmont Quarrying	Forfar	
H V Smith	Hanover Street, Edinburgh		

## Kincardine County Council's B&P Y5 rollers

### Dear Editor

Derek Rayner recently sent me photos of a B&P roller which had been taken by Keith Jones just prior to its journey south into preservation. They were taken at Stonehaven Cricket Club and I was overjoyed to see the photos since the roller in question was one of a pair that had been despatched from Peterborough on 7th April 1931 to Kincardine County Council. Both were delivered by rail, one to Johnshaven depot, the other to Stonehaven itself.

My records tell me that these were numbered NN099 and PP001 and registered by the makers – FL 9662 and FL9664 respectively. In B&P terms, they were consecutively numbered, even though they don't appear to be so. They were originally fitted with Scott single cylinder engines and weighed just 19cwt 2qrs. Later in life they were both fitted with JAP engines.

Incidentally, the reason that the roller is orange is that it was later painted by the council in Aveling-Barford orange to match their recently supplied 'G-Series' rollers.

An interesting anecdote on this subject: when I worked for Kincardine & Deeside District Council is that on one occasion I had reason to call on Allan Gammie, a ground maintenance supplier at Laurencekirk. Knowing of my interest in rollers, Mr Gammie took me out into the yard and showed me a 'trade-in' against a new piece of kit that he'd just supplied to Lathallan School, Johnshaven. The incomer was a 'Y series' roller, painted orange and he asked if I would be interested in it. I was, but at that time, unfortunately not to purchase. It's to my regret that I don't recall the registration number.

The roller pictured is known to have been in the Stonehaven area and at the Cricket Club since the 1960s. However, I was aware that one of these two Y5s went to a landowner near Banchory and I thought it may well have been the other one (FL 9664) and that he'd later sold it to Lathallan. But the question is, where is it now?

Rather coincidentally, back in 1958, my late dad decided to have our fairly long driveway



tarmacked and he engaged a local Stonehaven contractor to tackle the job. He was therefore somewhat surprised when the KCC Roads Department turned up at the house, obviously having been sub-contracted to do the work. As well as one of the council's Maudslay tipper wagons, what else should be brought along but a small Barford & Perkins 'Y-series' roller – but which one of this pair, I now don't know – but it's likely to have been the Stonehaven example – the one which is pictured! But what a coincidence that I should be offered such a roller some time afterwards and that it's still about!!

If the roller's new owner should read this, I'd be very pleased if he would get in touch (via the editor).

**Eddie Valentine**

*Marykirk*

## Marshall roller project

### Dear Editor

I was last in contact with Andrew Watson around August 2017 regarding two examples of wartime built austerity rollers that during their working lives had the original Ford V8 engines replaced by Turner 4V95 diesels.

The current location of the 8-ton example, serial No.90217, registration mark JAC 476, is still not known to me. I last saw it in working order in Herefordshire.

The ownership of the 10 ton example is known to me. (The owner also has a Turner 'Yeoman of England' tractor). He has recently offered to sell me the roller – which presents me with some problems. Much as I like road rollers, my storage is very limited, my workshop facilities are minimal and I do not have a Group G licence. My primary interest is in the Turner engine which is in need of some major work. A previous owner of the roller lent it out for some work on a farm driveway. It slipped into a ditch and was left running whilst the 'operator' went to fetch a tractor to recover it. The engine had seized by the time the roller was rescued and now needs, at the very least, a crankshaft regrind with a full set of bearings and new cylinder liners and rings.

Despite these problems, I would like to acquire the engine and get it repaired by working with my good friend Bob Laurie, who has the expertise and facilities to work on Turner engines.

So, I would like to ask: Is there any chance one of your members would be interested in working with me on acquiring the roller? The roller would need to be moved to a workshop so that the Turner engine could be removed for me to get restored. Your member could then keep the rest of the roller which, with the acquisition of a Ford 'flat head' V8 petrol engine, would be returned to its original war time build specification.

If anyone is willing to get involved with such a project, we could discuss the logistics and costs involved.

**Larry Hopkins**

Phone 01592 561912 or 07724 153995.



Former Horsham Council 10 ton Aveling & Porter BS Class roller No.8974, Roslyn, then in the ownership of Michael Oldham, is seen trundling around at Hollycombe Working Steam Museum in July 2016, with the museum's 1912 Tidman Gallopers in the background. **Brian Goodling**