

Rolling

Summer 2021

Issue 185



Road Roller
Association
Journal



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Front cover: Alec & Graham Avery's Aveling & Porter F Type compound roller No.10893 was seen at a small gathering at the Sir Roger Tichborne pub at Alfold Bars on the Surrey/West Sussex border at Easter 2018. **Brian Gooding**

Chairman's Notes

The AGM on Saturday 10th July passed off fairly uneventfully with no surprises. As usual we were unable to find any volunteers to fill the vacant committee positions.* We may, this year, take a more active role to get a more representative team and we may resort to a bit of arm twisting, so be warned! I am particularly keen to relieve some of the members who are doing two roles. I find being Treasurer and Chairman quite arduous and would gladly hand over the Treasurer role to someone else.



For those of you who missed the AGM, one of the main items was that we are planning / hoping to hold a social event on 16th October. This will be held at March and will essentially comprise of the events that were originally planned for the March 2021 AGM (at March). We will also use this event as a memorial to our past Chairman, Michael Goakes, whose wife Linda was elected a life member at the AGM in recognition of all the hard work she put in supporting Michael throughout his time as Chairman. At the time of writing, the hotel is not yet taking bookings so you will need to keep an eye on the website and social media. Please email Charlie, the Association's General Secretary, at: Aveling10780@aol.co.uk if you would like details of the social event as they become available.

Next year's AGM will be held in the South East and will be used as an opportunity to commemorate the 140th year since the death of Thomas Aveling. Derek will be organising this and he is already in negotiation with at least one hotel in the area.

On a more personal note, my roller has been in the shed for more or less two years and I have now started the process of getting it back on the road. Fortunately I had done the ten year hydraulic test the year it came off the road and my inspector was happy to do just the visual and steam test. Unfortunately he didn't like the look of the ends of the tubes and has asked me to replace them next winter which will, of course, mean another hydraulic to test them! However, there are a couple of events that I aim to attend before the end of this season and I'm really looking forward to them, as I'm sure many of you are also starting to get out and meet up with old friends.

I just hope that the pandemic does not flair up so much that we have to suffer another lockdown. So, in the meantime enjoy what remains of this season and please keep safe and I look forward to meeting many of you in October.

Richard Newman

* Copies of the 2021 AGM Minutes are available by applying to the Association's General Secretary, Charlie Swaffield, at: Aveling10780@aol.co.uk

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 30TH SEPTEMBER 2021

Website: www.roadrollers.org

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Rollers in south-west Scotland

Derek Rayner

A memory was sparked for Keith Fenwick, the President of the Great North of Scotland Railway Association (GNRSA) and editor of their *Great North Review*, when he saw the recently published article in *Rolling* on Scottish coincidences. This had been sent to him by another member, Keith Jones. This article featured photos by the late Norris Forrest who had left them to the GNRSA in whose custodianship they now are.

Keith Fenwick remembered a trip he made with Norris to south-west Scotland and the fact that he had taken some black & white images of a steam roller at work at the same time as Norris was taking some colour shots. He kindly sent his black & white images to me, feeling that they may be suitable for future use in *Rolling*. He also alerted Keith Jones of this and asked whether he may be able to find Norris's colour slides in the GNRSA archives which had been taken at the same time.

The black & white photos were of particular interest to me since, when I saw the roller's registration number – SW 1558 (SW = Kirkcudbrightshire), it immediately rang a bell with me. The roller, Aveling No.10890, was, at one time, not very far away from where I live in Yorkshire having been purchased by a local enthusiast. At some time during its working life I recalled that it had been converted by having a diesel engine mounted on top of the boiler – presumably because the boiler had passed its 'sell by' date by then. That's the



Dieselised Aveling steam roller No.10890 with the foot of Cardoness Castle just visible in the background – pictured in November 1965. Keith Fenwick

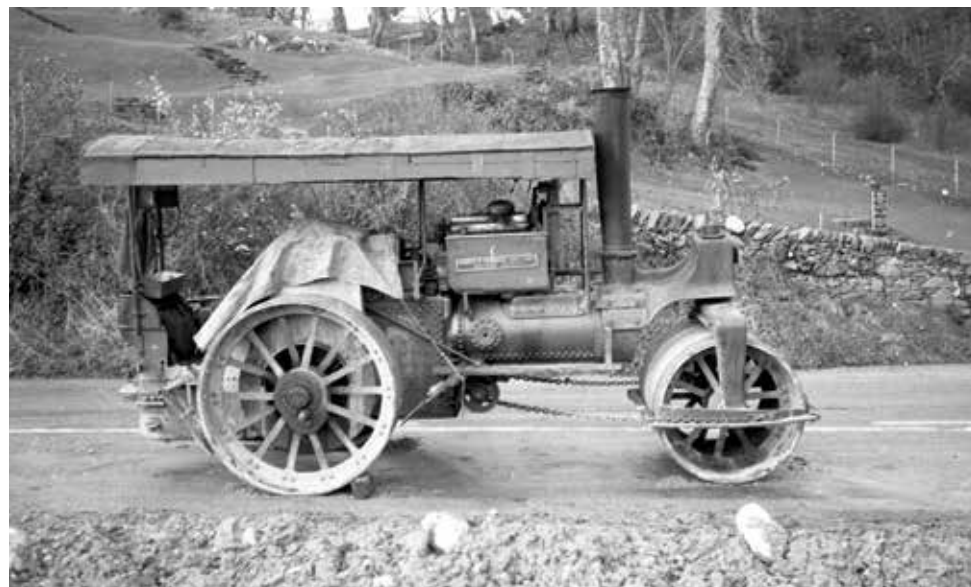
condition in which it's pictured here – obviously fairly late on in its life – and it would have gone into preservation like that. I don't recall ever seeing a photo of this particular roller in this condition previously, so what Keith has captured on film here are obviously somewhat rare images.

However, despite the various components that were obviously removed from the roller in order to effect its conversion – important items such as the cylinder, for example – a quick look in the *Traction Engine Register* (TER) revealed that the roller has now been returned to steam and is resident on the Isle of Wight – almost as far away from its original home as one can get!

Keith Jones very kindly searched in the GNRSA archives and found Norris Forrest's slides which had been taken at the same time, some of which are used here for us all to enjoy. He also, quite remarkably, discovered some more steam roller photos taken by Norris – which he also sent along to share with RRA members.

The photos by the two of them were taken in November 1965 by Cardoness Castle, the road being the old A75 which at that time was the main road to Stranraer. The cottage is now the Cardoness Castle Visitor Centre and is about a mile south-west of Gatehouse of Fleet.

Incidentally, it was pointed out that owner's plate on the roller's motion cover – which reads: Stewartry of Kirkcudbright County Council Southern District – may well win the prize for the longest nameplate on a steam roller – unless anyone else knows different!! Amazing!!



A closer view of the 1924-built roller – note the nameplate is sloping for some reason and there is no lagging on the boiler barrel. The steps leading up to the castle can be seen behind the roller. Keith Fenwick



*The white building in the distance is the Cardoness Castle Visitor Centre which is located about a mile south-west of Gatehouse of Fleet. **Norris Forrest***

While looking for Norris's colour slides, Keith Jones also came across some earlier images of another of the same County Council's steam rollers engaged on road maintenance work. It's thought that the Fowler concerned, No.16402 of 1925 (SW 1854), was being used for improvements on the road as a result of the closure, following the Beeching cuts, of the line from Dumfries and thence over the ex-Portpatrick & Wigtownshire Joint Railway to Stranraer, in view of the expected heavier traffic which was going to be using the road. The location is believed to have been close to the hamlet of Beeswing on the A711, about five miles to the south-east of Dumfries on the way to Dalbeattie, but this, unfortunately, is not now able to be confirmed.

Rather remarkably this second roller also still exists. It is plinthed in a park in Aberfeldy, further north in Perth & Kinross,



*Cardoness Castle itself adds interest to this photo of the Aveling roller. **Norris Forrest***



*The road improvement exercise, believed to have been close to the hamlet of Beeswing involving Fowler roller No.16402. **Norris Forrest***



*Another view of Fowler No.16402. Note the 'chimney extension' to improve the draft. These two images were taken on 6th July 1964. **Norris Forrest***

and, as such, is one of the only two remaining steam rollers in the UK which are still in that sort of place where they were installed for children to play on around fifty years ago. This one was exchanged some time ago for Fowler No.18882 which turned out to be in a better condition. The latter roller was restored and has subsequently been rallied in the Midlands.

The other parked up example is the Aveling roller in a park at Dorchester, the main base for the Eddison firm which at one time had the largest number of rollers owned by a contractor in the UK. This company was extremely benevolent and donated a relatively large number of their rollers, both steam and diesel, to worthy recipients in various places in the country for this purpose.

Memories of Marshalls

Charles Quinn

Member Charlie Quinn from Grimsby joined the Gainsborough firm of Marshall Sons & Co. in 1953 as an apprentice fitter. At that time he was only 15 years old but was unable to 'sign articles' until he became 16. He considered himself lucky in this respect to have been taken on.

All apprentices started in the Training Bay on the gallery above the General Machine Shop in Marshalls North Works. In there, you were given a Stores 'chit' for a three square, 12-inch second cut file and a handle. You were told where the Stores were and then had to find your way there to pick up these items. Returning to the bay, Percy Marriott, the Fitter Chargehand, fitted the file handle for you. Percy then picked up a roller scraper arm and top. These were the road roller spring-loaded adjustable scraper arms on which we 'cut our teeth'.

On one of these items, there were four lugs where a top bracket was fitted to the arm. These lugs had to be filed so that a good fit was obtained. You used soft chalk on the lugs and then rubbed the top bracket backwards and forwards to obtain some marks on the lugs. You then had to file the areas where chalk had been rubbed off, until you got a good 'bedding in' on all four lugs. This could take you a considerable amount of time and, in hot weather with a glass roof above you, the sweat literally poured off.

When you thought that it was good enough, you asked Percy to inspect it. If he was satisfied, you then assembled it with its component parts. These parts consisted of: a cotter pin; two $\frac{1}{8}$ in split pins; an eye bolt; a very strong coil spring; a large cast washer; a plain nut; a locking nut; a plain machined washer; a cast 'pot' to cover the spring; two $\frac{3}{16}$ in. setscrews and some grease.

You had to use a reamer to



This group photo has Charlie Quinn standing at the rear, fifth from the right, with the bib and brace overalls and arms folded. Percy Marriott is pictured seated second from the right.

clear the hole in the top bracket and a $\frac{3}{16}$ in. BSF tap to tap out the holes in the arm for the 'pot'. All was assembled and the spring tensioned but before you locked up the spring, Percy would come along to make sure it was tight enough. Once he was satisfied, then you locked the nuts, applied some grease to the spring, fitted the 'pot' and that was IT!

At one time, only fitter apprentices worked on these assemblies and when another supervisor was later put in charge, things changed – since it was realised that no less than 28 of these scraper arms had to be built-up every month in order to satisfy the requirements for all the rollers being produced by the firm at that time.

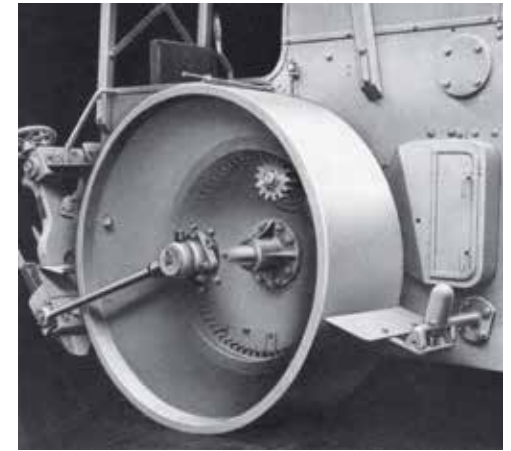
So a change was made and all fitter and turner apprentices worked on these scraper arms in the mornings, together as a team – and in the afternoons, they all worked on making tools for themselves which were to be used in the works as they progressed into there.

So we set about these new arrangements and made as many assemblies as possible in the mornings until midday. In the afternoons, we were able to make thread vices, scribing blocks, half-round bearing scrapers, etc., etc. The new supervisor had been a Tool Room turner, so all the items which we made had to be to a Tool Room finish – i.e. polished up so that they shone like chrome, with absolutely NO scratches. He used to come around and inspect what you had made in order to make sure that this rule was adhered to. To this day, I still have some of these tools and I also use the thread vice from time to time.

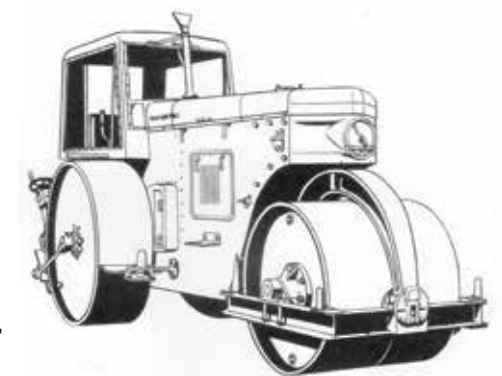
Happy memories from a time now long ago – but a time which I thoroughly enjoyed.

Acknowledgements

This article first appeared in Britannia News, the magazine of The Marshall Club. It has been adapted and is used here by kind permission of Ian Palmer, the magazine's editor and that of the author – to whom we are grateful.



A typical Marshall motor roller under construction with the relevant scraper bar in front of the rear roll.



A Marshall Specification illustration of an RD Series 2 roller fitted with the type of scrapers under discussion.

A follow up to Elizabeth's Special Birthday

Richard Hullah

In Derek Rayner's piece in the autumn issue of *Rolling* about the 110th birthday celebrations for Elizabeth, my ex-Southend Corporation, ex-Cumberland County Council, Garrett steam roller, he mentions a report that Cumberland Council had done on the roller in 1953. This report on her mechanical condition ultimately lead to her disposal and replacement with a motor roller. I'm fortunate that this documentation relating to the inspection and her subsequent disposal have survived and were passed on to me by the previous owner when I bought the roller back in 1992.

I thought it may be of interest for members to see the type of inspection / report which was used by councils to justify the replacement of steam rollers. It makes very interesting reading, because some of the information reported isn't able to be determined without stripping things down and taking measurements and one wonders how rigorously this was actually done. The particular report relates to my Garrett roller, No.28408 and as it states, this was carried out at a roadside location at Wallthwaite, only about three miles away from Threlkeld – a location mentioned recently in *Rolling*.

As an aside, Cumberland CC had only purchased their last new steam roller in 1950, this being Aveling-Barford works number AH425, which had been owned by RRA Chairman, the late Michael Goakes for some time now.

The council took the surveyor's advice and disposed of the Garrett in October 1954. She was sold in running condition, with a full working pressure of 180psi together with the last boiler inspection report carried out by the council's insurer, which mentioned no areas of concern. The new owner's boiler inspector promptly condemned the boiler, because the front tubeplate was only 1/8th inch thick at the bottom when the washout plug was removed – but that's another story!!



The Garrett roller being driven from Penrith to Morland following boilerwork at Stalker's in 1954. Her then owner, John Winter Halmshaw, is riding on the rear scraper.

Guardian Assurance Company Limited.			
Head Office: 48, KING WILLIAM STREET, LONDON, E.C.4			
THOROUGH EXAMINATION OF ROAD VEHICLE.			
Policy No. K. 41000.		Date of Examination 12th October, 1953.	
Name: Cumberland County Council.			
Address: The Courts, Carlisle, Cumberland.			
Situation of Plant: Wallthwaite, Cumberland.			
Item No.	No.	Is Road Roller.	Reg. No. W 4001.
Engine No.	28400.	Makers: P. Garrett & Sons Limited.	Date of Maky: 1900.
1. Boiler, Firebox, Ashpan, Funnel.	In order.		
2. Pistons, Con. Rods, Crossheads, Link Motion.	The crank pins are worn oval.		
3. Cylinders, Valves and Seatings.	The cylinder block is cracked above the H.P. cylinder.		
4. Pumps, Lubricators, Valves, Pipes.	The feed pump is inoperative.		
5. Transmission, Gearing, Rollers and Road Wheels.	3 spokes are cracked on the offside wheel, and 7 spokes are slack. The driving and intermediate gear wheels are badly worn. <i>Repaired</i>		
6. Axles and Fork.	In order.		
7. Brakes and Steering.	In order.		
8. Tank, Injector etc.	The coal bunker is corroded through. The injector pipe is corroded in way of the coal bunker. The water tank plates are thin.		
9. Other Repairs.	See observations below.		
10. General observations, maintenance, appearance.	This Road Roller is in generally poor condition and the repairs required would be uneconomical. It is recommended that the Roller be scrapped within the next twelve months.		
(For continuation, see overleaf.)			
Signed <i>A. H. Hullah</i>		Counter-signed <i>A. H. Hullah</i>	
Engine Surveyor.		Chief Engineer.	

The October 1953 Guardian Assurance Company inspector's report on the roller. Note the references to the 'coal bumper', one of which has been corrected.

Motor rollers in South Africa

From member Phil Braithwaite comes some information about a couple of motor rollers which he came across while working in South Africa some time ago.

The first is a single cylinder Aveling & Porter DX6 model, built in 1932, No.12836.

This 6-tonner is fitted with a Blackstone engine, made in Stamford, Lincolnshire, No.188206. At the time that Phil saw the roller, it was located in the Tram Shed Mall in Pretoria in a cosmetically restored condition.

The second roller was an American-built and somewhat more modern Huber diesel roller, the details of which were unfortunately unable to be established at the time. It was, however, in the Wilfred Mole collection at the time and may therefore now be a resident at Sandstone.



The Aveling & Porter DX6 roller at the entrance to the Tram Shed Mall.



Above: The other side of the same roller in Pretoria.



This American-built Huber roller was constructed in Marion, Ohio.

Roadmaking in Reading

P K Smith

These photos were given to me, many years ago now, by my good friend Reg Dore. Knowing the source of these we are both reasonably sure they have not have been published anywhere before but, of course, we stand to be corrected!

Photo 1 was taken on Grovelands Road, in west Reading (looking north), and was probably taken as a publicity shot showing Philip Shepherd & Co. Ltd (Acton) laying asphalt, which must have been quite a new medium at the time. I would think it was taken in the early years of the 20th century, looking at the vehicles? There is a steam roller in the far distance.

Photo 2 is at the junction of Russell Street and Tilehurst Road, in west Reading (looking west), and is utilising the same contractors, so probably taken at the same time; note the gas street lighting.

Photos 3 & 4: Friar Street, Reading (looking west), which was/is one of the main shopping streets in the town centre. I would guess that they were taken between the wars, and the tipper is probably one of the Reading Corporation Foden wagons.

That's about all I can say about them although there's quite a nice 'ROAD CLOSED' sign in photo 4, and note the living van further along the street. I have never been able to trace anything on or about the contractors Philip Shepherd and am hopeful that perhaps those with greater knowledge than myself could provide some further enlightenment.



1

• Photos from the Reg Dore Collection.



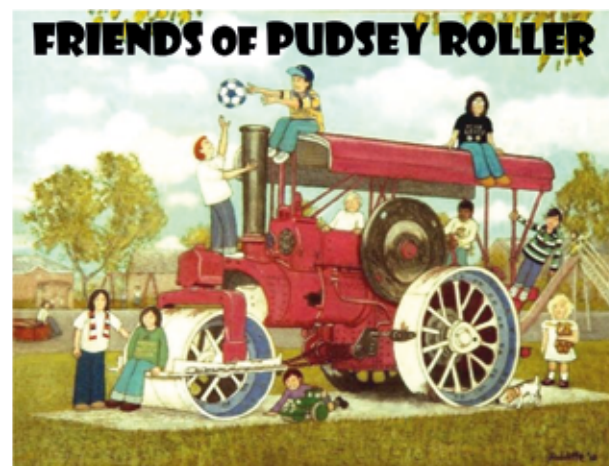
2



3



4



This 1921 Fowler steam roller is owned by Leeds City Council and relies entirely on subscriptions, bequests and donations for its restoration and future upkeep.



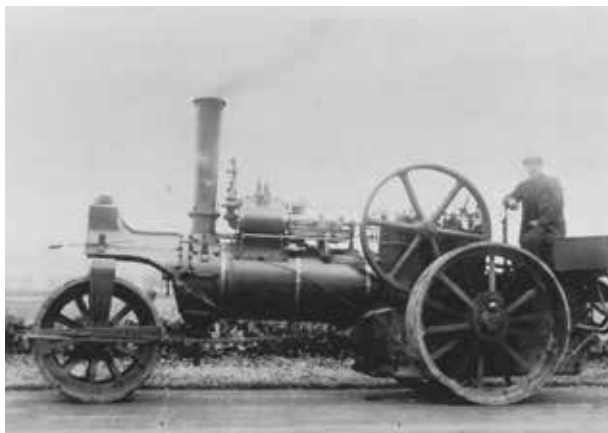
To make a donation to the roller's restoration, or to join the *Friends of Pudsey Roller* and get updates on its progress and all our activities including socials, etc., visit – web: www.pudsey-roller.co.uk e: pudseyroller@yahoo.co.uk t: 0113 2570371

More Scottish Rollers

Eddie Valentine

Just before last Christmas, I received a package from Derek Rayner. The contents were a wonderful record of road rollers employed by Kinross-shire County Council, Perthshire County Council, even the Burgh of Alloa.

The information and photographs in this collection were obtained from Jack Steele. Jack's father John Steele senior served for many years with Kinross-shire as did Jack.



John Steele on Aveling & Porter convertible No.3850.



Jack thinks this photo was taken around the 1920s. His father is the roller man John Steele. Aveling & Porter convertible No.3850 of 02/1897 again.

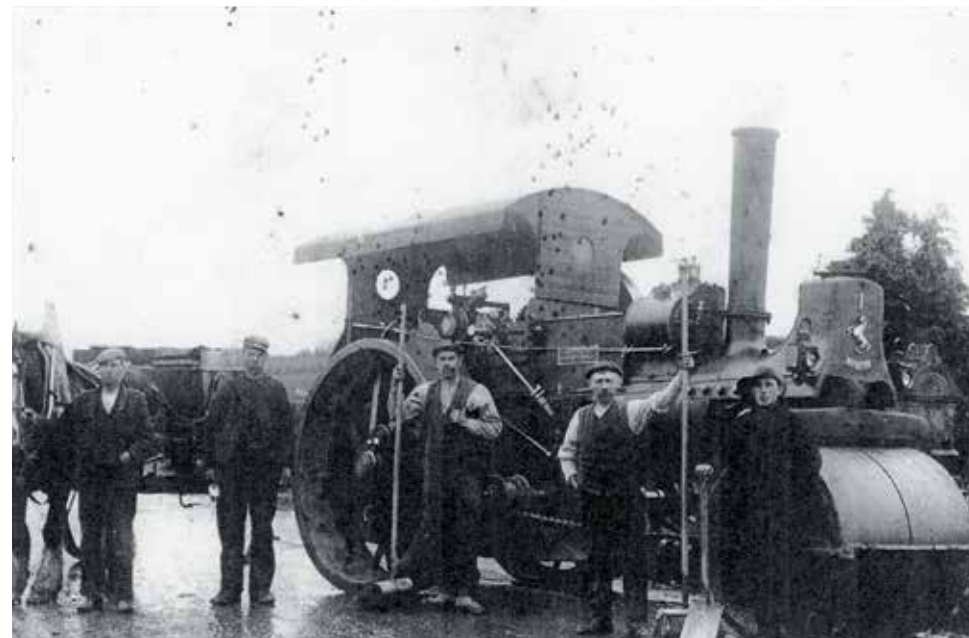


The Aveling & Porter tractor is either 8927 of 1913 or 9315 of 1920. Beyond is Aveling & Porter convertible No.3850, having gained a canopy!

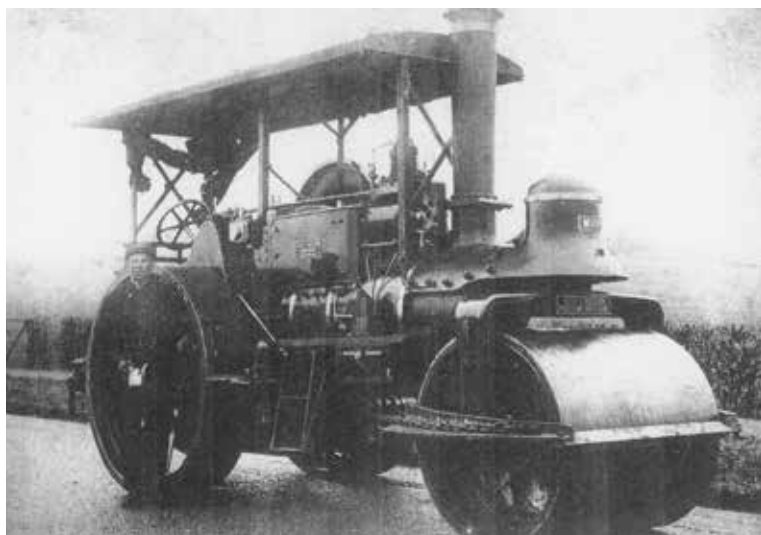
I shall do my best to provide greater detail over the coming months. Great detail and time has been put into this mass of information.

The photographs I can send you are photocopies, and unfortunately not of good quality.

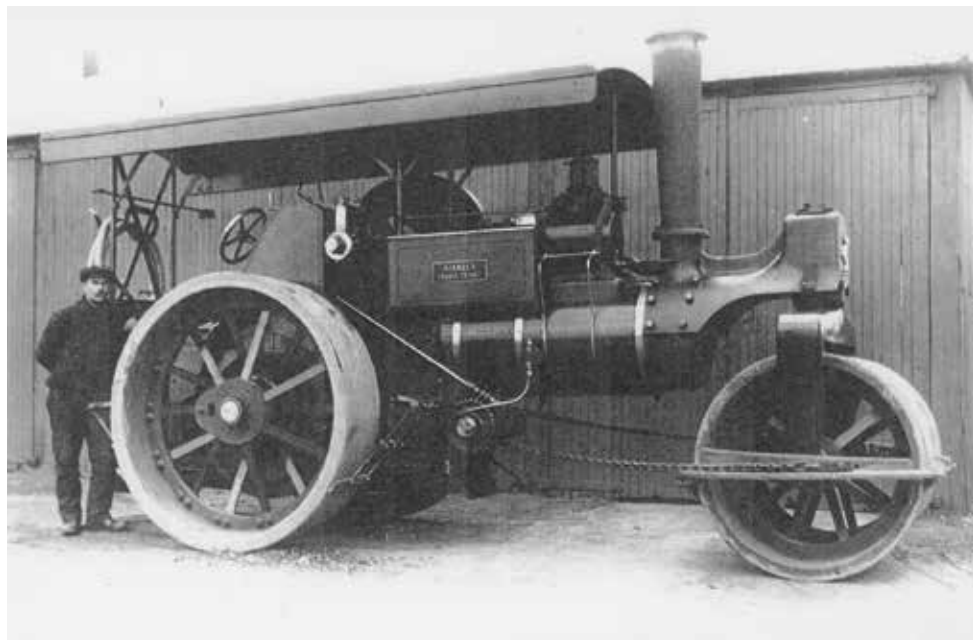
Another coincidence: way back in 1988, I was in correspondence with a lady who was a relation of Jack Steele, and she provided me with excellent images.



This roller is 15 ton single Aveling & Porter of Perth & District Roads, No.2572 of 1899. I like the canopy.

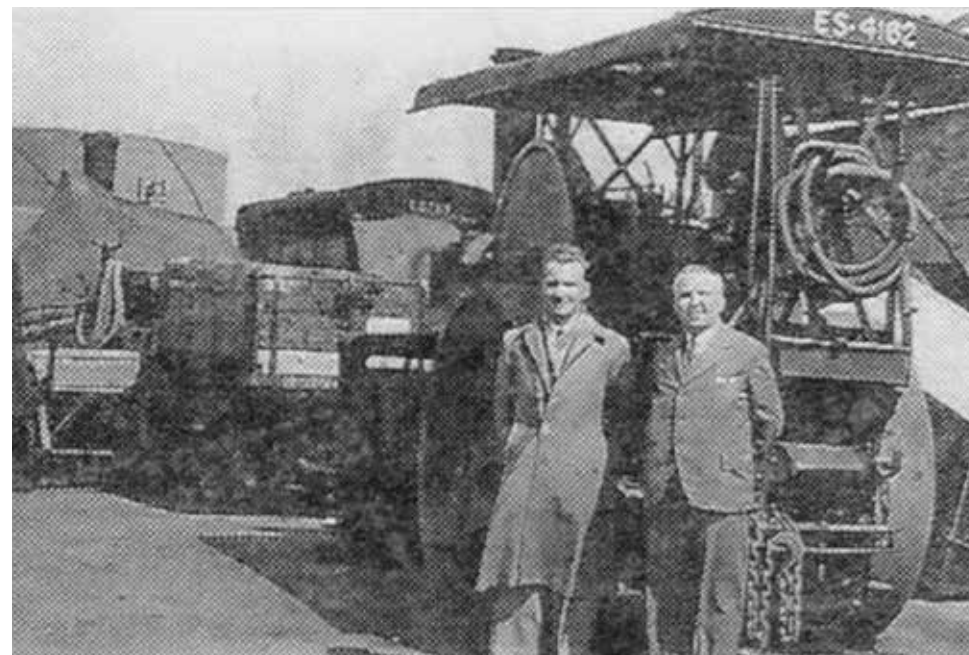


Marshall 71278, was new to Heggie & Robertson of Priory Bank, Dumfermline, in June 1919, and named Meteor. It was later with George Craig of Edinburgh, Reg. SP 5455.



Aveling & Porter 8632, SV601, with John Steele standing by. This engine later went to Donald C Stewart contractor Bridge of Don, Aberdeen. The roller seems brand new.

Time has moved on and internal combustion has taken over at Kinross County Council. This shows Jack Steele 'rolling' tarmac. The roller is Aveling-Barford DY10 AC 302 of 1936, SV 1124, Ruston 4C SB. The roller now resides in Stourpaine, Dorset.



This photograph was taken in the Perth & Kinross Eastern Division Roads yard in the late 1940s. It shows Aveling & Porter 10121 of June 1921, which served P&KCC for 43 years, in this image she appears to be in steam, with the roller man on footplate. The two gentlemen in the foreground were the then Eastern Division Road Surveyor, Mr JF McKellican, and a French Roads Engineer who was visiting. (The site is the Blairgowrie yard). Note the Fowler in the background!

Stop and Start

Lyndon Shearman

When you are a roller driver doing it for a living, you soon come to realise that sometimes the routine is interrupted by a breakdown, and you just have to get on with it. Here are a few examples from my life with rollers, between 35 and 55 years ago.

Contractors J W Mitchell & Sons had a big clumsy Aveling-Barford SD10 roller, and we had finished using it on a trench reinstatement project and I had to bring it back to the yard, about three miles away. I had not gone far when the throttle cable broke, and the engine would only tick over at idling speed. There was nothing else to do but plod on at 2mph or less. Getting through the busy road junction at Kings Cross was not easy, as it took the roller some time to get through, and a lot of other vehicles had to wait (drivers not happy!).

I had a similar incident with a Stothert & Pitt tandem roller, taking it on the road to a job. These rollers were not very fast anyway and when I came to a hill, I had to go into low gear, and was barely moving. I was overtaken by an old man walking on the footpath and he waved his stick and made a joke about my progress! I never liked these rollers and this incident didn't help, but I did get it to the job site.

Later, when I had my own business, I had a Marshall RD Series 2 roller, a lovely machine on which the water sprinklers were fed from the reciprocating pump, eccentric-driven, much like the boiler feed pump on a steam roller. I was taking it by road to a job in Lancashire (...how far we used to travel), and somewhere around Hebden Bridge the pump rod broke. I disconnected it, carried on, and then returned home on the bus bringing the pump rod with me. I managed to get it welded back together and installed it in time to start work on this job, and it never gave any more trouble.

This same roller needed a new shaft in the gearbox – I can't remember why – and this was a fiddly job. I took the top off the gearbox, placed a wood beam over and used a rope to suspend the gears in position so that I could withdraw the old shaft and install the new one. By the way, on this roller the drive from the engine to the gearbox was by a triple chain drive, and I always carried a spare chain just in case. I still have it, and if anyone has a Marshall RD Series 2, I would be happy to donate the chain.

We then had a Wallis & Steevens roller which did a lot of work. I was travelling it to Harrogate and the engine started making a lot of smoke through the exhaust. I stopped and checked it over, and it appeared there was some fault, possibly a broken piston ring, or just heavy wear. I parked it on the grass verge and my customer hired a roller from Vibroplant, and I drove that for the duration of that job. Meanwhile, I arranged for the Wallis to be transported to the yard of Hampshire Brothers, near Dewsbury. Before that could happen, North Yorkshire Police telephoned me to ask why the roller was there at the roadside! I took the roller to Hampshire's because they had a large hand crane, which we used to remove the old engine and install a refurbished one, which I had managed to obtain. There were no more problems with the Wallis after that, and I later sold it to a contractor; a few months later it was stolen from them! How and why do you steal an 8-ton roller?

I then had a Marshall M Series. This had twin-disc transmission, in which forward, reverse, and gear ratios were selected by hydraulic pressure. When it warmed up, it was a little jumpy when I reversed it, and that is NOT what you want when you are rolling tarmac or asphalt, so I had a special valve inserted into the hydraulic system to smooth it out, and it worked fine.

Some time later, my customer was resurfacing the main road in Knaresborough town centre, and I realised that some servicing would soon be needed, and this would mean taking off the rear roll. We worked Saturdays, so on Sunday my wife Barbara and I came out, jacked up the roller, took off the roll and I did what was necessary, then we put the roll back on and lowered the roller back down. Barbara, as always, was a great help, but it was a strange way to spend a Sunday, dismantling and reassembling a road roller at the side of the main street in a town centre!

I should add that while these events might seem dramatic, our rollers were serviced and maintained thoroughly according to the maker's instructions. Other roller owners had far more and far worse problems, but it was a fact of life that breakdowns could occur and you did your best to reduce the risk and cope with things when they happened. This was what roller operating was like.

Fund raising

Early in February this year, our member Keith Wear drew the attention of the committee to the possibility of an application to the Association for Industrial Archaeology (AIA) for one of its annual awards which could have amounted up to a figure of £20,000. The committee agreed to go forward with an application to the AIA in respect of the Pudsey Roller for the 2021 season – for which the closing time was midnight on 31st March.

Some considerably intensive work was necessary to meet this date. The application was left in the hands of Keith and our Vice Chairman – specifically in connection with the additional monetary requirements in respect of the Pudsey Roller. With the assistance of some other committee members, the application was submitted with just three hours to spare. The response to that in June was to advise the Association that it had not been successful because the available AIA funds were heavily over subscribed and some very worthy projects were unsuccessful – simply due to lack of funds at their end.

The judges on the Restoration Grant Panel commiserated with the Association and wished it every success with our fund raising and the project regardless of this setback.

Fund raising will therefore need to continue in order to conclude the necessary work required on the roller after its already contracted hydraulic test. Friends of Pudsey Roller continue to help in this respect but inevitably, the income from this source has been severely restricted by the pandemic.

Letters

Dear Editor

Isn't this a classic image? An MB McCarroll, Aveling-Barford, a GB? The roller sprinkler tank is topped up using buckets, rather than a hosepipe.

The year, at a guess, is early 60s. The scene is Argyllshire, perhaps a croft. Note the oval works numberplate. When did Aveling-Barford stop using them?

I remember McCarroll rollers on hire to Wimpey Asphalt on contract with Argyll County Council, and their rollers parked up on a remote highland roadside, complete with living van. Note the ball hitch attached to the roller drawbar; there probably was a living van parked nearby.

PS: MB McCarroll was taken over by Hewden Stuart in 1969, becoming MB McCarroll (Road Rollers) Ltd. As the smartly liveried roller does not display '(Road Rollers) Ltd', it can be assumed the image was taken before 1969.

Eddie Valentine

Marykirk

McCarroll roller



Fractured forks

Dear Editor

I have just remembered another incident Andrew and Fowler 19546, *Bonny Lass*, were involved in. I am not sure when the incident occurred but it involved the rollers' front fork. The council had been carrying out works at a place called Cononsyth on the high ground to the north of Arbroath.

19546 had to negotiate some steep gradients on her daily duties. Parked up for the night just off the road, a wayward car collided with the front roll, causing the fork to fracture.

On this occasion, Andrew's blacksmithing skills came into play and he manufactured a head brace at the depot smithy. This brace held the fractured forks together for many years and only in early preservation was a permanent repair made.

Eddie Valentine

Palace of Engineering

Dear Editor

After the 1959 'Steam Engine Inquiry' regarding Mr Fraser's battle to build his "Palace" in Arbroath to house his gas works locomotive and traction engine, he won a resounding victory over the enemies of steam and permission was granted to build his Palace of Engineering. On completion of the building, the yard and roadway were laid down. Mr Fraser decided it would be appropriate that only a 'steam roller' should compact the materials.



Angus County Council was approached with a view to 'hire' one of their Fowlers. The Arbroath District Committee Class DNA No.19546 of June 1935 was, I believe, either sold or not available for whatever reason. The ACC depot was just along the road from the Palace of Engineering. Fowler 16438, SR 6849 from Kirriemuir depot was hired to carry out the honour at the Palace of Engineering. Kirriemuir is about twenty miles from Arbroath.

Early one morning in the late summer of 1960, 16438 with roller man Jimmy Dewer set off for Arbroath. In the meantime, Mr Fraser had taken the bus to Forfar, about five miles from Kirriemuir, and started walking out to the road to meet the roller. Jimmy and Mr Fraser continued the journey sharing the footplate, arriving in Arbroath in the afternoon.

The work at the Palace of Engineering was completed over four days. The story goes that at one point Jimmy ran out of tobacco, and accompanied by Mr Fraser took the roller into town to stock up at the tobacconist!

Eddie Valentine

Marykirk

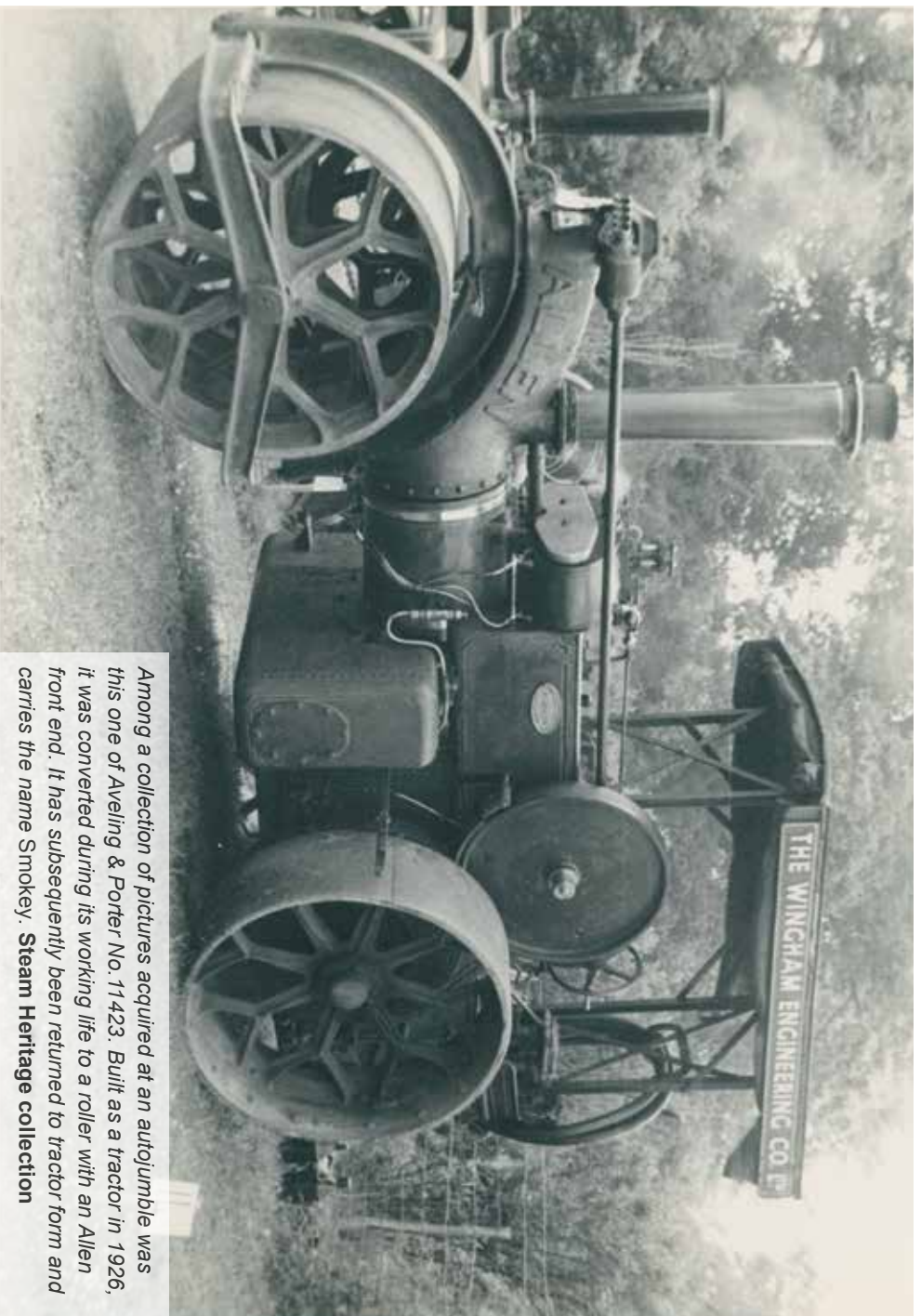
Lost Registrations

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.



Among a collection of pictures acquired at an autojumble was this one of Aveling & Porter No. 11423. Built as a tractor in 1926, it was converted during its working life to a roller with an Allen front end. It has subsequently been returned to tractor form and carries the name Smokey. **Steam Heritage collection**