

Rolling

Spring 2022

Issue 188



Road Roller
Association
Journal



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Front cover: *Another one from the 2021 SoDEM Run sees Jason Howard's nippy Fowler T3 roller No.15964 approaching The Trout at Lechlade on 13th November 2021.*
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 30TH JUNE 2022

Website: www.roadrollers.org

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Chairman's Notes



Yet another few months have passed and we are now into this year's rally season. This afternoon is the first steaming of our local pumping station (some of you will remember it from the AGM held in Clevedon a few years ago) and although it hasn't opened for some time, the volunteers have taken the opportunity to make a number of improvements around the site. I am looking forward to renewing acquaintances and seeing the improvements that have been made.

Unfortunately the planned AGM in March was not quorate so we were unable to proceed as planned. Those present agreed that the best way forward is to postpone the meeting until after the end of the rally season. Fortunately the hotel that was originally booked for March is available in October and we intend to run the AGM more or less as originally planned. You will find amended information with this copy of 'Rolling' and I urge you to put the dates (8th-9th October) in your diaries and try to attend, as there is still the issue of registration of the Association as a charity and the revised Constitution needed to satisfy the requirements of the Charity Commission. We would like there to be a wide cross section of members present to discuss this.

We are hoping to present our usual sales and information stand at the Great Dorset Steam Fair this year although we are still waiting to hear from the organisers.

A new event we will be attending this year is an RRA weekend at the Great Central Railway at Quorn on 18th-19th June. This is being organised by the railway and they are expecting to have some local rollers to be present. We will attend and be selling our usual array of goods and using it as an opportunity to meet members and hopefully recruit some new ones.

My own engine still has a few jobs to be completed before I can take it out and like many of you, I am finding difficulty obtaining satisfactory coal to run her smoothly. I'm beginning to wonder how many events I will be able to participate in as the cost of transport could become prohibitive. I am seriously considering only attending local events that I can reach by roading the engine. (But then we are back to the coal question!)

I trust you will all have a successful rally season this year and I look forward to meeting as many of you as possible at various events.

Richard

An Aillot-manufactured mobile stone crusher

Derek Rayner

The accompanying promotional postcards appeared on the website of the French equivalent of Ebay – Delcampe. One can buy many interesting items on there, including postcards of steam rollers which are priced at over £300, if that's what takes your interest.

However, what's pictured on the accompanying image is a French-built mobile stone crusher where the steam engine which powers the machine's jaws also, presumably by means of a belt or a clutch, also provides its motion backwards and forwards, as required.

The firm of Aillot manufactured steam rollers, and at least a dozen examples of these are known to still exist in France. Member Martin Clarke, a French resident, has kindly provided a translation of the printed French text for our benefit.

The printed title of the card reads: 'Machine for breaking stone, for use as surfacing on Macadam roads. Built by J.-B. Aillot – Engineer & Constructor – at Montceau-les-Mines (S. et L.)'. Saône-et-Loire is the 'departement' or county; the town being about 80 miles north of Lyons.

The machine was apparently the idea of one Monsieur Conat, a regional roads supervisor based at Wassy in the Haute-Marne department, some 170 miles away to the north.



One of the promotional postcards – with the engine seen above the boiler and the stone crusher above the front wheels.

As can be seen, the steam engine is positioned above the machine's boiler and would normally be behind covers, presumably to protect it from the inevitable dust which would come from the crushing process. It was steered in the conventional steam roller fashion by a worm and wheel plus chains to the front axle.

Aillot's description of its new product reads:

'This new model of machine is characterised by the jaws developed with conical teeth that work on both sides, and by the ease of moving it (around?). It works equally in the quarry or on the road, (en cordon – being conveyor-fed?) or from a single pile, in sizes of 6, 7, 8 or 9 cms (it's assumed 'cms' – it doesn't actually say...) with chalk or hard stone. The normal output is 3 metres an hour. The crushing obtained is as good as breaking by hand. The motor, of 10 or 12 hp, consumes between 200 and 230 kgs of coal and 1,000 litres of water a day. You obtain, at the same time, the broken stone and the 'sable' (literally 'sand' but probably means 'grit' in this context) in suitable proportions for rolling in.

Result: Economy of manual labour, and speed of 'execution' (i.e. getting the job done).'

All together an impressive machine – but whether it was successful, or how many were built, is unfortunately not known.



The stone crusher in use along with the gang feeding it. Note the attendant 'roulotte' (living van) – which presumably it towed to the site of works.

Lights, Camera ... "I'm ready for my close up!" ... and ACTION....

Part 2

P K Smith

The Tar Pot.... An Unexpected Journey

Following on from our brief encounter with TV 'stardom' in Downton Abbey – series four (episode three) – attention quickly returned to the more mundane tasks of the 2013 rally season at the Witney yard. While it was most satisfying that we had avoided the cutting room floor, albeit a case of 'blink and you miss us', it is still a matter of some debate, conjecture and dispute amongst us all as to whether John's much quoted line, "Get back to work", was 'dubbed'. The appearance fees did cover the year's engine insurance and inspection fees and it is an interesting chat up line that one was, and I believe still is, available on DVD in HMV and in Blue-Ray from Amazon – and so cannot be considered, in anyway, cheap!

The more eagle eyed viewer may have wondered how the tar pot was capable of making so much smoke without the aid of a firegrate, merely a strategically positioned 'danger hot tar' sign. Ah – the magic of film special effects – all that work and so little of it actually gets used on screen. Needless to say, however, that in the months following filming this was attended to and so the pot now, at least looked, a little more complete and seemingly functional. Concerns about any 'continuity' issues, should we be recalled for more filming, swiftly receded and were long forgotten by the time our invite to the BAFTAs had sadly been 'lost in the post'.

The last time I recall getting a phone call from John was some years ago now, at home, to tell me that he had to sell one of his showman's engines, into which I had put in much



Man with clapper board.



Setting up the camera to film Foyle's War.

work over the years, to fund the return to the yard of another which had gone 'out' of the family following the death of his father. So when I received a text, at work, asking me to ring him 'at my convenience', an emergency tea break was swiftly called from the meeting I was attending. "They want us to go back to the Abbey," he announced "tar pot, all the stuff and both of us – are you up for it?" Well, of course I was, in principle, but when? The getting of 'leave' from my then employer, especially at short notice, usually required stealth, subterfuge and often some form of deception – "soon, not confirmed yet, they will let us know – oh nearly forgot filming is in... Liverpool". When I let my boss know that I am soon to be required on 'Downton Abbey duty' again, she simply enquired whether the job could not be better dealt with on our premises rather than at theirs – such are our leaders!!

Several weeks passed during which the pot was extracted from its now lowly position – behind seemingly everything else in the yard – and all the tat and clutter was gathered together ready. Then in early February another text – at work – "There is bad news and good news – not wanted for Downton... it's for a programme told "they want us on 10th February" – ahh... 2015, this will not be a problem – "no 2014" – ahh... that's Monday next week!! "it's Ok" said John reassuringly, "we'll go up on Sunday. I allowed for hotel and travel expenses in the quote". It took some considerable negotiation skills, more than a little arm twisting and what some may even class as bribery but I managed to arrange for the day off although am still not totally unconvinced to this day that my dear boss, bless her, thought it was all something to do with or involving rival bookshops!

John's trusty Range Rover, aka 'the White Charger', with its accompanying trailer load of tar pot and accessories, attracted much attention and admiration on the M6 heading north, mostly from 'suspect' looking characters in white vans or pick-ups with similar, albeit more modern looking, tar spraying type equipment on board. By late afternoon we reported to the location production office for that day's filming, conveniently located at The Robert Cains Brewery in Stanhope Street, Liverpool and having deposited the trailer where instructed to by 'Scurity', retired to find both our hotel and a convenient pub. Followed a most convivial evening in The Pump Room PH on Liverpool's Albert Dock rounded off with a curry and much Jameson's back at the hotel – which incidentally was within sight of 'yer actual Liver birds' – two gems the ones at hotel reception were too!

We returned bright and early next morning to the brewery yard to find the trailer looking sad and lonely being the only thing left at the site as overnight seemingly everything else had moved on to the day's new unit base. Fortunately the pot, etc. was all still on board and the trailer still had a full set of wheels. Second to arrive, after us, once we had made our way to the new location, was Pete 'the car wrangler'. "PJ isn't it, how are you chap, not seen you since... Mr Selfridge, wasn't it" – no actually it was Downton... and it's PK – I reply trying my best not to sound too 'luvvy'. It transpired that as filming had finished late the previous night, nobody was expected to arrive much before 10:30.

Having followed Pete to the day's filming location in Wavertree and unloaded the pot, etc. it was back to base to be introduced to the second assistant director – an arty type with a clipboard who went by the name of 'Pebbles'. John was summarily dismissed in the direction of wardrobe & make up. His protests of "but what about my colleague?" etc. fell

on deaf ears. Seemingly some weeks previously he had been contacted and asked for the sizes, etc. of those who were to be 'camera side' and so had given the ones he knew, i.e. his own, but not knowing mine had left it at '6ft (ish) – big old boy!' "I shall need help to raise/lower the barrel, etc." John continued. Pebbles decreed that I would be there to assist but was adamant that I was not to be in shot. In these circumstances an owner could well have been within his rights to, and perhaps opted to, pack up his tar pot, let them all whistle, and gone home. I, however, decided to think of the money – and was directed toward the staff to location shuttle minibus.

"What a fabulous thing – this is exactly what I had in mind" enthused the director, Stuart Orme, "what exactly is it again?" After a brief history lesson on road making both he and the producer John Cameron were soon asking me "PK, where do we site it? PK, which way round would be best if we site cameras here or here and, PK, where should we position the other actors and what should they do to make it all look correct?". I must confess it was the case that in the land of the blind the one eyed man is king and I have to admit to 'blagging it' somewhat. Special effects also got in on the act wanting to know how best to make it all look 'smokin' – even bringing filming to a halt temporarily at one point by overdoing it! Got a question about 'the road mending scene' then ask the 'technical advisor - roads'; the guy in

the oily trilby and donkey jacket seemed to be the order of the day! "It will all be fine" said Stuart; "they can all follow your lead anyway when the cameras are rolling" – but I was told I was not to be camera side – "rubbish, surely you have already been through wardrobe?" – No, I replied, trying not to sound too overly indignant, – this is just what I normally wear!!

Unlike Downton Abbey I have actually watched an occasional episode of Foyle's War although I stopped after the war ended as it seemed to be stretching the idea a bit. Mind you, how many series of 'Taggart' were made, even after the actor who played him had died in real life! In short, the scene we were involved with, set in post-war East End London, (Liverpool apparently doubles most accurately!) seemed to revolve around a poor Eastender who tries to cure his small sick kiddie on the cheap by holding him over a 'smokin' bucket o' tar hoping the vapours will cure him (!) but is then given means to pay for a doctor by a passing kindly little old foreign lady – who I think is then killed in the riot scene they were due to film much later that night. Presumably Foyle then steps in and solves the case so avenging the death of said kindly little old foreign lady. All went off without incident and central casting had managed to find a most realistic sickly and snivelling child – whose mother admitted to me on the quiet that this filming lark really was money for old rope as he was actually having 'one of his good days'!



Getting ready to shoot in Liverpool.



John Wharton in character for this shoot in Foyle's War.

John got used in an earlier scene, while I was setting up the tar pot, so some of him appears twice, as different characters, in the same episode! We are also to be found in the background of the follow on scene where Foyle's female chauffeur, Sam, delivers aforementioned sickly child back home after his doctor's visit. The actress who plays her is the delightfully charming Honeysuckle Weeks. During a scene reset, she bounded over to ask me all about the tar pot she was driving past at speed. "Just call me Honey, don't call me Hun," she gushed – wow!!! and incidentally she really could throw that big old Wolseley car around for real as well. Fortunately we were excused from being in the backdrop of the 'riot scene' (much anticipated by the local on-looking youth) which was due to be filmed much later that night. So, after a good feed at the catering unit, and yes they really are as good as you have heard, we loaded up said our goodbyes and headed back to 'real life' arriving back in the Witney yard at about midnight.

The results of our labours, entitled 'Trespass', were aired in episode 2 of series 9 early the following year. Personally I was a bit suspicious of the 1960s precast concrete lamp post in the background, as the scene is supposedly set in early 1946, but I did not want to spoil things for them and mention it at the time... after all, they might want to use us all again!!

To be concluded...



The tar boiler in all its glory on a Liverpool street.

Steam at Chatham Dockyard

A selection of pictures from the Easter event at Chatham Dockyard in 2019.

RIGHT: Robert Deards' immaculately restored H Pattison & Co. Ltd of Stanmore Middlesex Roller / tractor Mk3 No.13661. Pattison specialised in the construction of golf course maintenance equipment.



LEFT: Aveling Type AC No.14073. Ex-Blackpool Corporation & recently returned to use after nine years in storage.

BELOW: Aveling 8-ton roller No.10399. The brass plate & canopy signwriting are for Henry Thorn, George Green, near Slough.



ABOVE: Greens TVRL 1965 roller, one of the first patented vibrating rollers powered by an early PJ1 electric start Petter engine. It has been completely stripped down and rebuilt. One owned by High Halstow Cricket Club.

An accident at Horsleyhope Mill, near Castleside, Co. Durham

Derek Rayner

Member Ian Corfield very kindly sent me a newspaper cutting relating to roadworks involving a steam roller. These were taking place in August 1925 at the above location and the roller was owned by the well known south country Dorset firm of Eddison's at Dorchester. It's presumed that the roller was on hire to Durham County Council – but this has not been confirmed since the location could have still been under the jurisdiction of the local Rural District Council at that particular time.

When the newspaper cutting which described the problem was discovered in the edition of the *Consett Guardian* dated Friday 28th August, it was perhaps naturally assumed that the roller concerned would have been an Aveling & Porter machine since it's well known that the Eddison firm had a considerable number of the Rochester products in their fleet over a very long period.

However, it turned out that the assumption of an Aveling roller being involved on Thursday 20th August, when the photo was taken, was actually far from the case. The



The roller with the local bobby and the inevitable crowd of curious on-lookers – almost all wearing hats – pose for their photo to be taken along with the roller in its somewhat undignified position after its unexpected tumble.

accompanying images show what is obviously a Fowler roller dating from around the time of the last century, it having a 'ring of bolts' around its front end – indicating that it was a 'D' type machine. It's known that the 'D' type boilers could have been built up into either a steam roller, a traction engine or even a road locomotive; the actual proof of such a machine's origins in this respect being only able to be positively determined from the original Fowler works records.

Many of Eddison's early purchases of steam rollers were Rochester (Strood!) produced Avelings, but there were some Leeds-built Fowlers as well. Several of them received consecutive registration marks when 1921 came around at the time that all vehicles required to be allocated registration marks. Dorset registrations were issued to the firm's rollers since they were dealt with from Head Office at Dorchester and this situation continued for new rollers through until 1924. On the front of this roller when it was pictured having been lifted back on to the road, it can be seen that the registration is FX 688x, where the last figure is unable to be specifically determined.



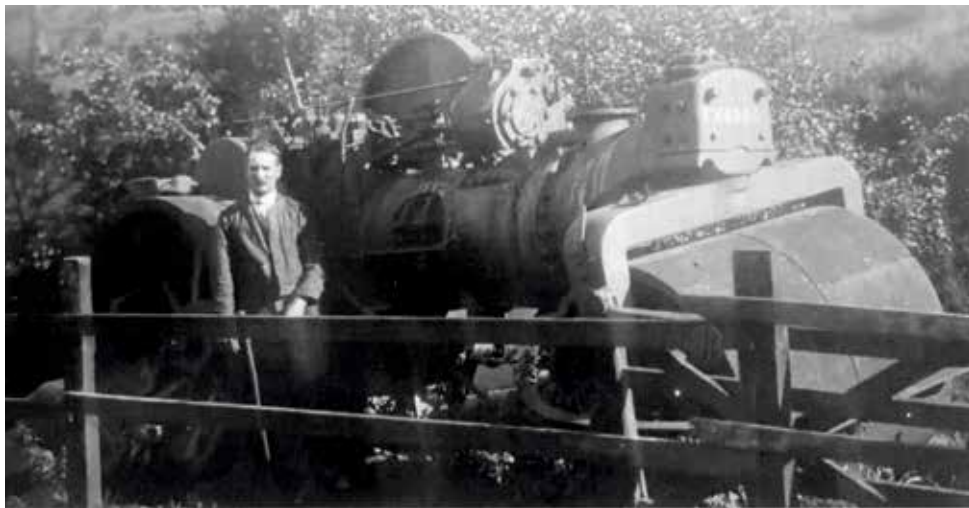
Another view, taken from further down, showing the roller on its side at the bottom of the banking.

Access to the book on Eddison's history has revealed that some of the earliest Eddison registration marks issued in 1921 were those in the short consecutive sequence of FX 8885 to FX 8889 – of which all were actually Avelings with the one exception of FX 6886 which was a Fowler. The pictured roller was therefore identified as Leeds-produced No.7168 of January 1895, Eddison's Fleet No.12 – which was rather an interesting and perhaps unexpected discovery!

In the Road Locomotive Society's records, this Fowler was also noted as having been issued in 'D' County Council's 'County plate' listings as having County Plate No.19. It's presumed at this distance that this referred to Dorset. However, later, it was noted as being in Devon Council's 'County plate' listings as No.121, obviously prior to it receiving its 1921 registration in the FX series. This implies that the roller worked in Devon at some time prior to it being sent up north into Co. Durham for further work.

When the accident happened, the newspaper account indicated that the roller was being driven by Thomas Davidson when, as noted in the article, the road suddenly gave way and the roller crashed through the wall and turned a complete somersault into Horsleyhope Burn, a distance down of some 12 to 14 feet.

Fortunately the driver escaped practically unharmed – but his flagman, named Robert Harkness, who was near to the wall at the time was caught by the roller and was injured as a result of that. It was thought back then that the mishap occurred as a result of the roller being too close to the wall when it happened.



After the Fowler's rescue, it's standing upright again on the road. Its registration number of FX 688x is fortunately plain to see in this view and this has enabled a positive identity of the roller to be made. All photos: Courtesy the History of Castleside FB group.

Aveling Attachments: the Road Indenter

Derek Rayner

As well as manufacturing and selling steam rollers, literally by the thousand, Aveling & Porter also produced and sold attachments for them at various times during their long history.

In this short articles, we'll look at their Road Surfacer or Road Indenter which was designed in the mid-1920s and subsequently patented to Patent No.748/25. It fitted into the frame of an existing scarifier of either the Price Resilient or the earlier Morrison types, it being interchangeable with the scarifier tool holder.

The device was in the form of a cylindrical block which was capable of being raised or lowered by the scarifier's own mechanism and it was fitted with a set of special wheel spikes which could be screwed into the block – but it was stressed that they should be only finger tight...

As the roller was worked either forward or backward, the cylinder revolved and the spikes entered the surface of the road, thus indenting the surface at regular intervals leaving a pattern of holes in the surface. This regular indentation then formed the base for any new surfacing material that was used and prevented the movement of the newly-laid surface in any direction. Prior to its introduction, the indenter had been tested over a long period of time before being marketed and all the tests had proved very satisfactory.

To prove its efficacy, the roadway has been indented with a large number of holes by the device fitted to the same Aveling roller in the distance.



The Aveling Road Indenter in use when fitted to one of their piston valve rollers. This was Aveling 10 ton single No.11250 of June 1923 owned by Bedfordshire County Council, their fleet No.2.



A rarity – a Lambert Scarifier

Derek Rayner

I received an enquiry a while ago about a scarifier which had an 'Aveling-style' horse cast into its frame. It also said on the frame: 'LAMBERT'S PATENT MACADAM SCARIFIER'.

It is owned by the Weald of Kent Traction Engine Society and the enquirer wanted to know whether it had been made by Aveling & Porter as a result of the horse it carried which looked very much like the one which graces so many of Aveling's products. [Figs 1 & 2] Some research in Bob Whitehead's excellent 1975 book, '*A Century of Steam Rolling*' provided the answer that the machine had been invented by William M Lambert, a road contractor of Horsmonden, Kent, in about 1880. Bob's caption to the image of the scarifier in his book [Fig 3] indicates that the scarifier was manufactured by W Weeks & Son Ltd at Maidstone.

As we know, trailed scarifiers were never numerous in Britain – the other major maker of them was Barford & Perkins – which firm manufactured the Thackray-Barford scarifier, invented by Thackray in the village of Brawby, near Malton in North Yorkshire. These types remained in service with Somerset County Council, for example – and perhaps other



Fig 1: The Lambert scarifier under discussion. David Main

organisations that had very narrow roads to contend with – since a conventionally-mounted scarifier on the side of a roller was unable to reach the centre of the road... This type of scarifier was considerably more popular in Europe!!

William Lambert was born in 1851 at Broadford Mill, Horsmonden. He married Mary Ann Thompsett in 1875 and his occupation at that time was recorded as a Miller, Farmer, Engineer / Machine Owner – plus Haulage contractor and Road repairs.

He sold his Weald of Kent Engineering Works in November 1901 and listed among the items for sale at that time were 'three Lambert patent double-action macadam road scarifiers'. After this sale, the company went into the ownership of F Oakley, later Burgess & Oliver then, later still, just Oliver after the dissolution of the partnership. Eventually it became Roe Roads.

As an interesting aside, a local newspaper report from Friday 24th April 1885 reads: 'A caution to locomotive proprietors'.

William Lambert of Horsmonden was summoned: 'for, that being the owner of a locomotive propelled by steam on the highway, he did not have the same worked according to law'.



Fig 2: A close up of the scarifier frame sideplate showing the Aveling horse. David Main

The article indicated that the locomotive should have had one man driving it and another man preceding it, on foot, by at least 20 yards. This second man, however, was seen to be riding on the engine and not walking in front while the locomotive was in motion on Catts Lane, heading towards Pearson's Green.

The bench said:- "These locomotives often frighten horses" – and as such, they were obviously determined to make an example of the defendant this instance. He was fined £5 and 10 shillings costs.

Research in the Road Locomotive Society's archives revealed that at the time, there were just four engines owned by William Lambert, all of which were, not surprisingly, local products of Aveling & Porter. These were:- Nos.134 of December 1864; 896 of January 1874, 1427 of May 1878 and 1523 of May 1879.

The first three of these were 8hp traction engines, but No.1523 was a convertible. No.1427 was second hand at an unknown date. However, No.1523 was new to Lambert and, given the date of the newspaper report, is probably the most likely to have been the engine involved.

Incidentally, a very well known proponent in the early Kent preservation scene was Chris Lambert of Horsmonden, who had a large collection of e-gines and organised open days for enthusiasts in the 1950s. William Lambert was Chris Lambert's father.

Many thanks to David Main for his enquiry and later assistance with this article.

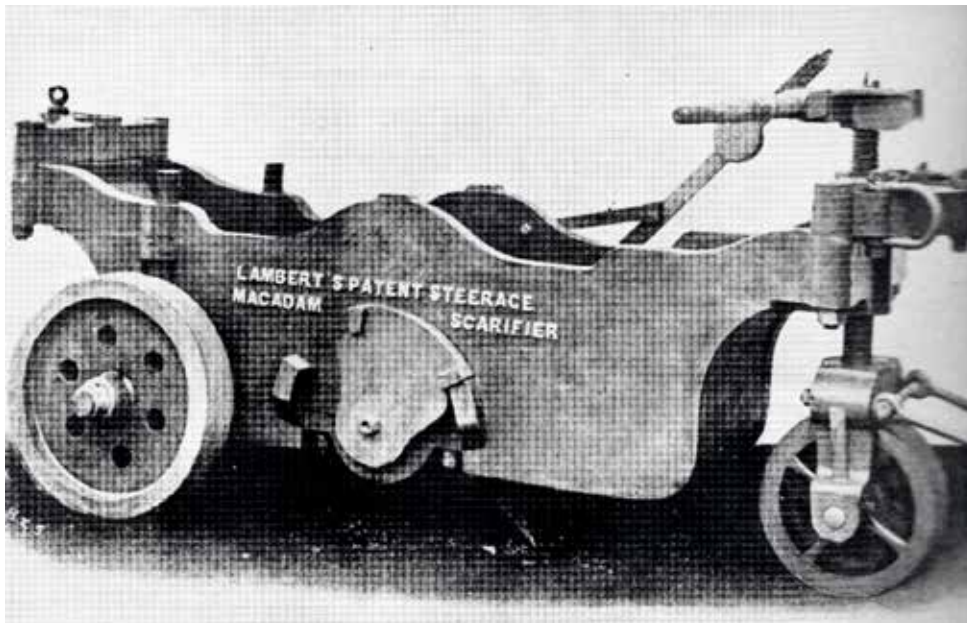


Fig 3: The image of the scarifier taken from Bob Whitehead's book.

Aveling Attachments: the Morrison's Patent Scarifier

Derek Rayner

This time, we'll look at the Morrison's Patent Scarifier of which, up to 1920, over 1,600 of the type had been supplied by Aveling.

For very many years, Aveling & Porter provided Morrison's Patent Scarifier to those customers who required such an item for their roller. On occasions, rollers were supplied with just the necessary strengthening plate on the side of the tender, if the customer already had a suitable scarifier from a previously-owned steam roller when purchasing a new one.

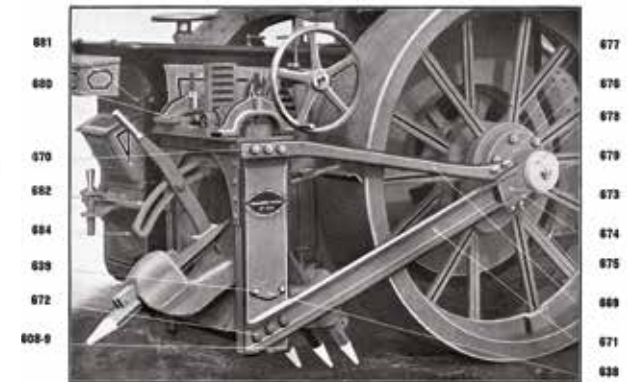
The Morrison type was introduced in 1895 and would scarify both when the roller was working in the forward direction or backwards – and special provision was made to enable the tynes to be raised or lowered quickly in order to avoid crossings or other obstructions in the road.

The firm's recommendation was for an 8-ton roller to be fitted with a 2-tyne scarifier and rollers of 10 ton size or larger to be fitted with a 3-tyne example.

Note the spelling of the word 'tyne' in this instance, since this is how Aveling's used it at the time.



The Morrison Patent design of scarifier as fitted to a 10-12 ton Aveling slide valve compound roller.



Some components of the scarifier as detailed in Aveling & Porter's 1906 List of Parts for Morrison's Patent Scarifiers – which also included those wonderful Telegraphic Codes which could be used to order a specific part direct from the firm.

Road building at Welland

Another look back to 2019

Paul Green's road building group attended the Ross-on-Wye Steam Engine Society's 55th rally held on 26th-28th July 2019. As in previous years, the Ruston, Proctor 10nhp portable engine of 1913 was driving the W S Barrow & Sons of Gloucester stone crusher. We have a safe working plan whereby one youngster at a time is allowed into the work area to lob a rock into the crusher, and quickly step back to watch it come out down the chute. As they are about to leave, they get handed a shovel, either the engine coal shovel or a full size one, to put the bits into a barrow. Some struggle with the shovel while others want to get every last bit of stone and sweep up as well.

New for the year was a demonstration, organised by John Brice, of tar and chipping surface treatment, with three 45 gallon barrels of bituminous emulsion and chippings supplied by Ayton Products of Wymondham, Norfolk. With each barrel weighing 200kg, we had a machine load one each morning onto a truck on the railway and moved to the end of the line until needed for the afternoon demonstration. With the front end of the drum slightly raised and the bung at the top, it could be opened without spillage. When the drum



A general view of the rolling and the road gang.



Pouring the tar into can.



Applying the tar.



Spreading the chippings for rolling.



Rolling the chippings with the Motor Units roller.

was rotated, the flow of bitumen could be directed into the cans for spreading. John applied the bitumen to the road surface and the gang spread the chippings until no tar showed. Rolling was undertaken with an ex-Buncombe's 3-ton Wallis & Steevens Advance petrol roller PE/C 38495 and a small Motor Units roller.

As there wasn't a roller available with working roll sprinklers, the spare watering can was used to manually wet the rolls.

For a first attempt, the result looked passable. We shall have to wait until next time to see how it has survived.



Lunch time!

Letters

Thomas Green & Sons

Dear Editor

Reading 'The History of Thomas Green & Son Ltd', on page 113, I came upon an image of an 1878 horizontal-boilered roller built by Greens, the first of which was supplied to Forfarshire Commissioners (later Angus County Council). William Grant, Civil Engineer & Road Surveyor. The roller was order No.1044, no works number, dated 30th October 1877, price £500.

The roller was despatched via the London & North Western Railway to Forfar Railway Station.

Eddie Valentine

Marykirk

Slough park roller

Dear Editor

I have a picture of a road roller from a playground in Salt Hill Park in Slough, Berkshire, taken in March 1978.

I did some simple Googling and have not found any other photos although I found it mentioned briefly on a Slough Memories website. It was quite a cool thing when you a kid.

I don't know when the roller was removed and there is no sign today of even the hard standing it was on. The only thing in the picture that is there today is the building at the top of the slope.

It would be interesting if anyone knows the history of the roller and when it was removed (I am guessing in the early 80s.)

Mark Wilson

by email



Wallis on last issue's back cover

Dear Editor

I sold Wallis 8095 to Rex Curtis in 1975 when I bought *Conqueror*; he is on the back. It has clearly just been repainted so it is likely to be the mid-1970s.

Richard Sandercock

by email

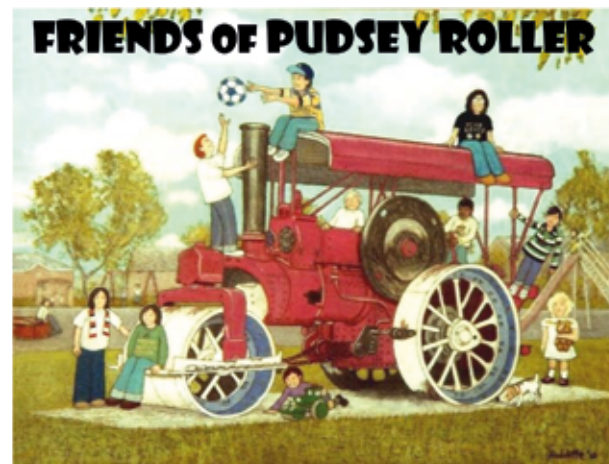
Lost Registrations

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.



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

1926-built Avelling & Porter 6-ton A Class roller No. 11618,
Poppel, is seen at an unknown rally back in the 1960s.
Vintage Spirit magazine collection

