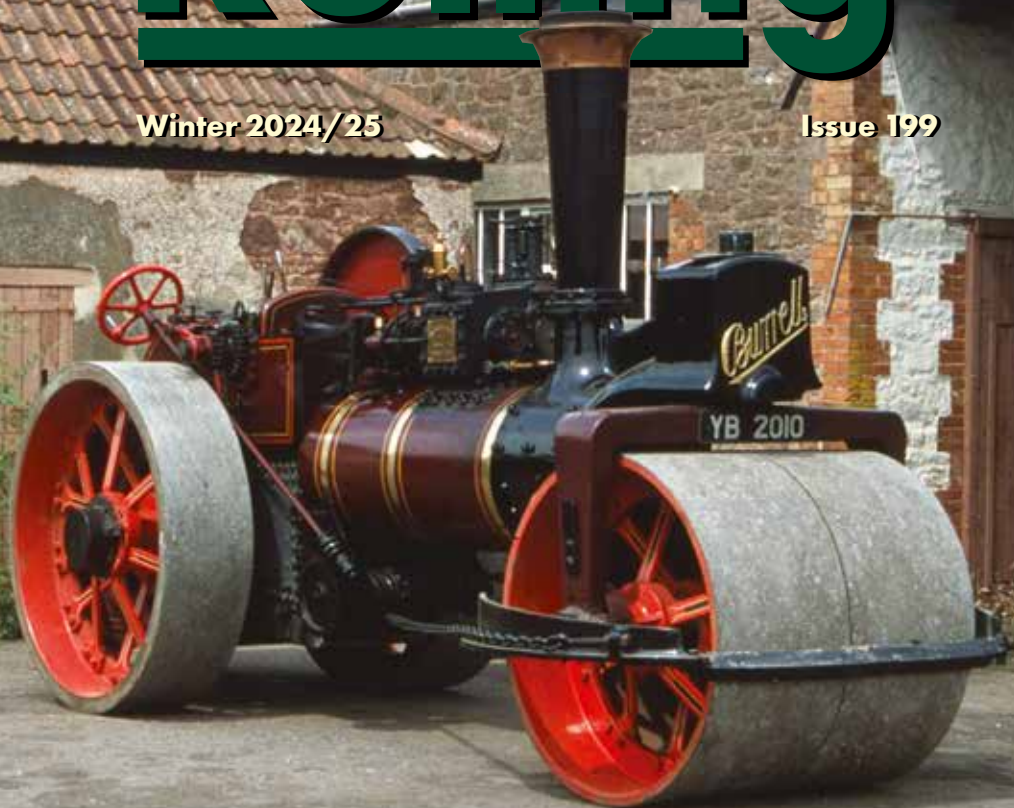


Rolling

Winter 2024/25

Issue 199



Road Roller
Association
Journal



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| | |
|------------------------------------|--|
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Front cover: 1925 Burrell 8-ton roller No.4004, Pride of Somerset, was photographed some years ago in a rural farmyard location. This was one of John's favourite engines.
The late John Reeves/Vintage Spirit magazine collection

Chairman's Notes

It is just after Christmas that I am writing these notes and I sincerely hope that you all had an enjoyable festive period and are now thinking about the forthcoming rally season. I dare say that there are still many maintenance tasks to be completed before the machines are ready for the season. I know that I have quite a few minor repairs to do to my roller before it will be ready for next season.



You will find in this issue details of this year's AGM. There are a few differences to the usual format this year as the weekend is being planned around the Trevithick Day celebrations in Camborne. This means that we will not be able to hold the AGM itself on the Saturday but are moving it to Sunday morning, hopefully allowing members sufficient time to make the homeward journey in the afternoon, although I suspect that some members will decide to stay overnight and return home on the Monday.

Trevithick Day is one of the biggest celebrations in Cornwall when the main area of Camborne is closed to traffic to allow the celebrations to go ahead unhindered. I, for one, have not been to Camborne for this previously and am really looking forward to it. I realise that it is a long way for some members to travel but from what I've heard it is well worthwhile and I urge as many members as possible to make the trip.

You will see from the AGM papers that the Association is still looking for a General Archivist and a Publicity Officer. Although we now have a fuller committee, we are always willing to take anybody who is keen to join the committee and is prepared to give a little time to the Association.

Some of our older members will remember the plaque that the RRA positioned on the wall of the old Aveling offices. When the officers were demolished, we managed to retrieve the plaque and have been trying to find a suitable site for its re-location. This has not been as easy as may appear at first sight and although we may have some form of agreement, it seems that the local council have at last passed a planning application for the re-development of the site. From what I've been told, there is some local opposition to the current plan and it could well be many years before any development takes place. All of this leaves us with little option with regard to our plaque and it remains to be seen if and when we will be able to permanently display the plaque and commemorate Thomas Aveling near the site of his old office and works.

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 31st MARCH 2025

Website: www.roadrollers.org

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I am taking a holiday for six weeks in February and early March and will not necessarily be readily available. I am sure that other committee members will be able to help you with any queries and I hope that I will be able to keep in touch electronically. In the meantime, I trust that you all will keep well and I look forward to seeing as many of you as possible at the AGM.

V765 OFFICER

The association is still looking for a member to take over the V765 applications from Derek who has stated his desire to retire from this part of his post. Most applications now are for motor rollers and the applicants will either be looking to re-register to an original number plate or to obtain an age-related plate. The job requires the officer to assist and guide the applicant to ensure that they collect the information required by DVLA and supply the necessary evidence for their application to be successful. The officer will also be responsible for the vehicle to be inspected either by themselves or by another responsible member.

It would be preferable if the V765 officer was a member of the RRA committee but at the moment it is more important to find someone who is interested and prepared to take on this role. Anyone who feels they may be able to meet the requirements of this role is more than welcome to contact me or any other committee member to discuss the requirements in more detail.

It is essential that we find a person to take on this important role as we may have to consider our ability to continue offering this service if no-one is prepared to take it on.

Richard

New V765 Charges

With increasing costs, the Association will now charge the following to those seeking to find or recover an original registration for a roller (V765 scheme): £30 for members; £60 for non-members.

Age related plate (a registration relevant to the vehicle but not its original one) £20.

Travel to inspect a roller for authentication (required by the DVLA): 45p per mile.

Those wishing to find or recover an original registration should contact: Derek Rayner, 9 Beagle Ridge Drive, Acomb, YORK, YO24 3JH, or email: derekinvicta1915@gmail.com

The Hole in the Road

Eddie Valentine

During the mid 1950s, the roads department of Angus County Council Eastern Division was engaged in roads restoration works following the instillation of mains water services and sewage works in the village of Letham. These had been major works, their completion allowing new housing and industrial developments. Contractors had carried out the works in two stages, excavating using venerable Ruston Bucyrus 10RB Lincoln type Universal excavators; the 10RBs were also used to backfill.

The Dundee-based contractor interestingly used ex-Burgh of Dundee Millars Marshall double cylinder tandem steam roller No.76945, Dundee registration TS 4231, to compact the backfilled trenches, the tandem layout being suited to such works.

In those days the County Council was responsible for the final reinstatement; they were using Marshall RD1 6-8 ton Diesel road roller No.88691, engined with twin cylinder BHV No.199771, Angus Reg. BSN 865, to scarify, using the Allen Sliding Scarifier to break up the surface. The arisings were then hand loaded onto the lorries, back breaking work, even at my young age, I used to think. Why not use a 10RB with back actor shovel to load the lorry? My motto even then, was 'If there is a machine that can do the job, use it!' And that is what I did all my working life. I diverge, sorry.

The roller was busily working back and forwards, coming to a halt, rear rolls slipping as an obstruction was encountered by the scarifier, the scarifier operator desperately raising the tine to free the roller, then on again. Suddenly everything came to a halt, the front roll slowly slipping down into what appeared to be a large hole or subsidence. Great consternation by all! Even some of the locals from the nearby pub came over to observe and give advice. After a few futile attempts by the roller to do the impossible and free itself failed, a heavy chain was obtained from one of the lorries. The roller driver always had a bucket attached to the roller's drawbar and when the bucket was removed to attach the chain some of the pub customers joked that it had been removed to lighten the roller before the extraction attempt!

The chosen lorry was a Leyland Comet of 1952 vintage, almost new at the time. Chain attached to roller and lorry and after much burning rubber, and possibly clutch, the roller was hauled free. To everyone's amazement, the towing chain had been stretched so much it now formed a solid bar! And so ended the story of the Great Pothole.

A three-roll Steam Roller

Following on from Francis Pierre's long article about three-drum rollers which was published in Rolling, Derek Rayner writes that the article reproduced below was published in the Model Engineer - Vol.114, No.2869 - dated 17th May 1956. Derek found it of great interest, so he sought permission of the editor and it is reproduced here by kind agreement.

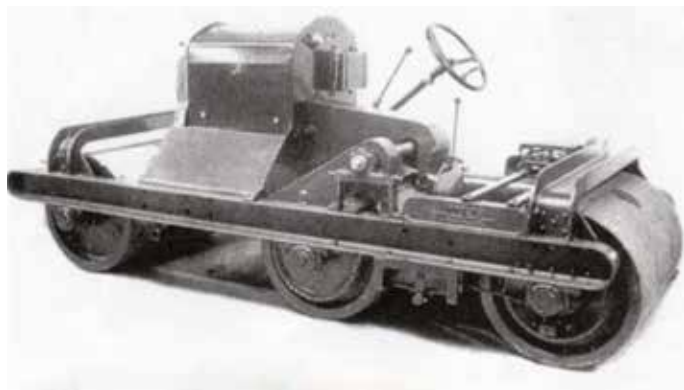
There cannot be another steam roller in the world like that built in the 1930s. Perhaps some of our readers will remember it, as I believe it was shown at the 1931 Roads & Public Works Exhibition at the Agricultural Hall, Islington.

This roller was a typical Heath Robinson affair, but in practice it had some very good points. The owner and designer was a Mr Arnold of Kelvedon, Essex. He tried out his theory initially by building a frame and three rollers which he assembled and tested in his garden. The rollers were coupled together and driven by a bicycle chain which he worked off a crank.

He dug and raked the garden and tried his small roller, which gave him a waveless surface. He then built a small motor roller on the same lines, put a 5hp two-stroke engine in it and took it on various council jobs. It proved very successful on small tarmac and sometimes on asphalt footpaths. As these small ones proved so successful he decided to build a full scale steamer on the same lines and eventually he entrusted Messrs Kryn & Ley of Letchworth with the task of making the castings, and assembling it in their works.

He still needed a boiler and gearing to drive it and after a time he came across a 'Yorkshire' steam wagon intact. He purchased this and dismantled it and then he had to make it fit the chassis. He fitted the boiler across the chassis at the front and allowed a bit of space at the back for the driver, with the coal bunker at the side. Next he fitted the wagon engine a bit further back so that the reverse and gear change were within easy reach of the driver and the stop valve was just at the front of the boiler.

He used the slow speed pinion and slow speed gear to drive onto a countershaft, 2½in. diameter, the full width of the chassis.



A 2-ton Waveless roller, believed to be that which is mentioned in the accompanying article.

On this countershaft was fitted a Reynold toothed sprocket and this took the drive to the main shaft by Reynold's toothed chain. For adjustment there was a forked arrangement on each shaft, and this was adjusted by a radius rod, right and left hand thread. The main driving shaft was right across the chassis with an adjustable bearing on each side, so if needed the bottoms could be taken off and the shaft dropped out.

The next drive was taken up by countershaft gears with a drive to the rollers through gearing fitted to both ends of the shaft and each side of the rollers. Dogs were fitted on the main shaft so that either side could be out of gear, although when I drove it I never saw the necessity for it as you cannot fit a differential to a tandem roller unless you split the driving roller. The water feed to the boiler was by two injectors, Gresham and Cravens.

Modifications

After taking it on a few trials, he displayed it at the Roads Exhibition where quite a few people spent a lot of time around it but he had no buyers, so he took it on several jobs and eventually brought it to his home at Kelvedon. It stood in his yard for a time and eventually it was bought by Wirksworth Quarries Ltd who had it taken to Messrs Sharman Engineering works at Hitchin on a low-loader and I went there to see it taken down and have various jobs done to it, including doubling the amount of water carried in the tank by fitting another tank, thus increasing the amount from 90 gallons to 180 gallons.

We strengthened it up in many places and then tried it on a cindered road heading into the local gas works. We had not gone far down this road before one of the countershaft gears driving the rear rollers fell out, and this we discovered was caused by the chassis distorting through being on soft ground. We took it in and fitted strengtheners on each corner of the chassis. While in the shop that time, I fitted a cranked lever to the auxiliary valve, this allowing the steam to go into the low pressure cylinder so that it would start when the h.p. was not on dead centre. Previous to fitting this, I had to climb up so that I could press the button.

We brought it out again and it did not do too badly, so it was decided that we should have a lorry to tow it to the Barnet bypass at Bignell's corner. Next day we set forth with a Dennis lorry on the front. I was on the roller to keep steam up and help it up the hills. We did all right like this until we reached Welwyn. We thought that the hill going out of Welwyn, with the pub named 'The Steamer' at the top, was a little too stiff so we decided to go through Welwyn via the old North Road to the Clock restaurant then turn right here and so go up the Welwyn bypass.

Too slow

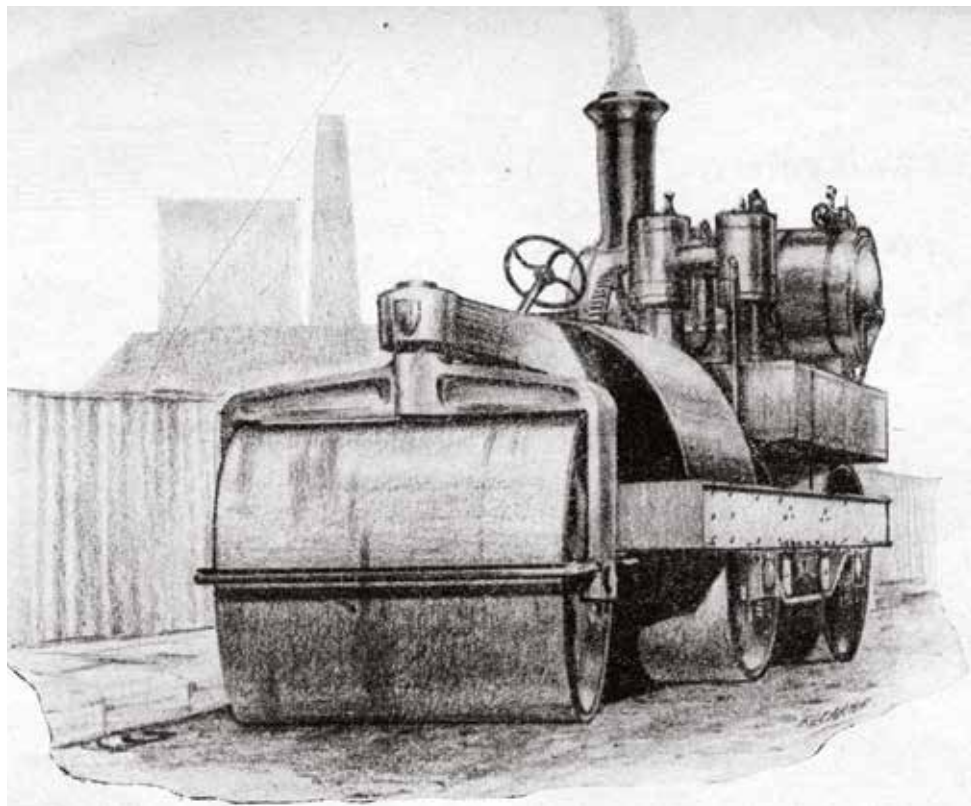
After a few shunts, we eventually got straightened out and then found out that the vibration had burst the flange at the stop valve, so I had to let the fire die down and fill the boiler with water and I could be of no more assistance to the lorry. I

should like to add here that it was never above third gear at any time and more often in low gear. However, we struggled up the hill to Ayot Green on the A1 road and then the road was not so bad and we were able to make up a bit of time and arrived on the job at about 2.30pm.

I took the regulator valve down – it was cast iron – and managed to get it welded and get steam up again. I was supposed to roll granite chippings into asphalt. I got a start but it was very slow. You have to move around quickly with asphalt rolling or it will get cold before it is topped up, so I had to be helped out with a Robey roller that we already had on the job. After two days we decided that it was a washout for two reasons – it was geared too slow for asphalt rolling and also it was so wide that you had to go so far up the work to straighten up to reverse that you could not keep up with your work.

Joys of the open road

In the meantime we bent the 2½in. countershaft by reversing the engine and it had a great deal of whip in it, as it was the full width of the chassis. Then the roller



The 'rough sketch' of the Yorkshire-boilered steam roller – by F.W.B.

that carried the steering chains was so small that you had to chase the steering wheel round to get anywhere. And again the engine was underpowered for the weight of the roller, 14½ tons. This incidentally made the roller die a natural death as we put her on the side of the road, and after a time I steamed it up to bring it to our Woolmer Green depot under its own steam and didn't I have a journey!

I set off at 9am on a Tuesday and soon discovered that I wanted some water and had to ring one of our depots for a lorry to bring me some water in drums. I managed to keep going until I got the water and at 6pm that night I arrived at Hatfield, about six miles. I had used one ton, five cwt of coal and about twenty 40 gallon drums of water, as I had one injector at work the whole time that the roller was on the road. If it came to a bit of stiff pulling, I often had to put the two to work. This, of course, knocked the steam back a bit; the engine was revving pretty fast and therefore kept a good draught on the fire and it soon pulled the steam up.

However, I came to it on the Wednesday morning and after cleaning the tubes out and the nozzles of the exhaust – there is one for each tube on each side of the boiler, as some of our readers will know, the 'Yorkshire' boiler is double-ended with two sets of tubes and two smokeboxes – I set forth and kept the lorry with me all day and he dumped the drums at various places en route at the edge of the footpath. Down the hill we went and along Welwyn bypass and then as I was going up the Mardly Hill, trouble began. As I said previously, the countershaft drive was bent and this caused the Reynold toothed chain to jump the teeth, so I had to get my mate to keep up with the block and after about an hour I managed to get up the hill and down the other side and into the depot. She stood there for several years until they took the boiler off her for some steaming purposes and she was eventually loaded up and taken for scrap.

I should just like to give a few details of this 'space ship': Arnold roller chassis No.1, year 1930-31; speed 1 mile in 1½ hours; 'Yorkshire' boiler and engine with 'Yorkshire' steam wagon gearing; main drive by Reynold toothed chain, thence final drive by gears; Fowler steering wheel, worm and worm-wheel, thence by chain to the front roller.

The forerunner

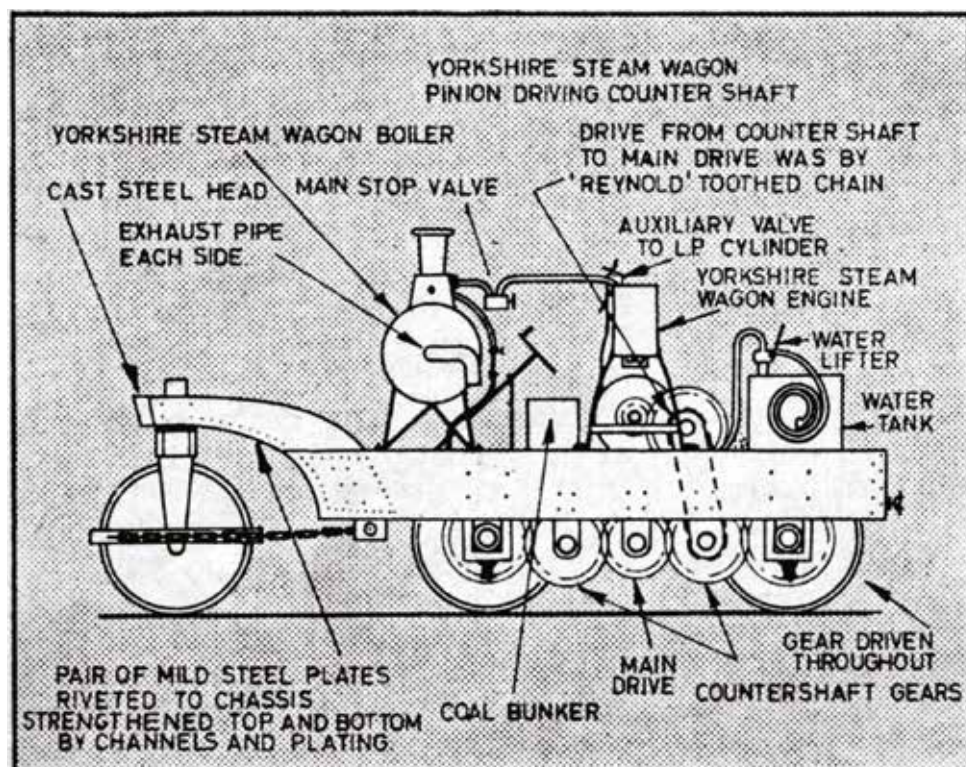
I have enclosed a very rough sketch of this roller that I did from memory while I was recently laid up in hospital. If any of our readers have seen the three Robey rollers that were altered into waveless rollers from tandem, I don't want them to confuse them with this roller as this was the forerunner and they were copied from this design. The Robeys are all chain drive and are much quicker and they make a very good job on asphalt. The Kelly-Springfield people also made a three roll job but they only drove on the rear roller. They were not a success, as each time they were reversed with driving only on one roller, they pulled a hole in the work.

I wish to give Mr Arnold a lot of credit for making this roller, as if it could have been made to a different specification, it would certainly have been a success, as

was his little petrol roller which was also bought by Wirksworth Quarries. I know that the three roll waveless roller has been copied but with this roller you could run the middle roller up on a block and rock the roller off either the front or rear roller. **F.W.B.**

COMMENTS

Sadly the author of this article is known only by his initials – FWB. He was obviously an employee of Wirksworth Quarries and these insights into his efforts in driving and using the roller as described for the purpose for which it was intended are extremely interesting. What he's outlined is perhaps the only 'Yorkshire' steam-powered roller and this, together with the rough sketch provided from his hospital bed, are therefore both of major interest to readers of this Journal. **DAR**



The diagrammatic layout of the roller which accompanied the magazine article.

Rollerman? Rollerboy!

Eddie Valentine

It was a lovely summer evening in the mid 1950s. I was out on my New Hudson bike; well the badge on the frame said New Hudson, the mudguard had a Phillips badge, so it must have been a hybrid! I was on my way to where the tar sprayers were at work. Sure enough, I was soon on a newly surface dressed roadway, the smell of real tar, and the grass edges splashed with the stuff.

The tar sprayer itself, an Ashurst mounted on a Big Bedford S type long chassis with overhead valve six cylinder petrol engine, was parked off road in an disused quarry where the Council had stockpiled chippings for use in the area. The Reg. No. 16 HMU, a London number? The livery of the Bedford was green with lettering, 'HV Smith, Public Works Contractor, Hanover Street, Edinburgh'. Nearby was a Fordson-based loading shovel, a Chaseside 55 BMV. Three 7-ton tippers, another S type Bedford, again with green livery and HV Smith lettering Reg. DS?, a Peebleshire Reg., another HV Smith tipper, this time an Austin Loadstar LWS, Edinburgh Reg., a hired in Morris Commercial in the red livery of local company Copeland Brothers looking very smart. All the tippers were fitted with Hornsey gritting equipment.

A Briggs of Dundee tar distillers supply tanker, mounted on an early 1950s Leyland Beaver platform lorry, owned by Thomson Haulage, Broughty Ferry Dundee, was replenishing the sprayer. I propped my bike against a convenient fencepost and wandered across to the roller, whose driver, a young man from the Edinburgh area was enjoying a smoke. The roller, an Aveling-Barford GC, an open canopy model, was ticking over. It was a crank handle start with decompression levers, probably the reason it was left running, Reg. No. JTL 16, hired in from Eddison, Lincolnshire, covered in 'stoor' dust after many days chip chasing. "Do you fancy a shot?" grinned the driver. It took me a minute to take it in. "Come on." The driver indicated to the roller; of course I wouldn't be driving just steering but that was thrilling enough.

Aboard I stood holding the steering wheel, as the gears were engaged and we moved slowly onto the highway. A bit of throttle and we were trundling gently ahead, the rolls singing. We covered perhaps a quarter of a mile, then into reverse and slowly we retraced the route, nothing really exciting, but to me at that time, it was the thrill of my short lifetime.

It was a moment in my life that could never happen today with all our rules and regulations, how lucky we were!

Progress on the Pudsey Roller



The front end of the roller with the cylinder now bolted in position.



This shows the roller on its 'carrying wheels', fabricated in order to make for ease of moving it around.

Following a visit to March in October last year to view progress on the Pudsey Roller, Derek Rayner took these photos. As can be seen, the cylinder is now bolted in position and the end of the contract which was let to David Goakes in respect of bringing the roller to 'Hydraulic Test standard is therefore now approaching.

Derek discussed with David the next steps which David, along with volunteers at March, are to take with regard to the necessary continuing work required on the roller.



Another view of the all-important cylinder in position on the boiler barrel.



An assortment of newly refurbished, new and other items recently received following a contract being placed for them in the Nottingham area.



Newly purchased nuts and bolts have been fitted to both rolls after some remedial work which was required to some them. For the necessity of appearance and safety in the future, all the old and extremely rusted ones have been replaced and despite being ordered together of the same size, some were received in a condition which didn't allow them to be screwed together and had to be altered such that they would do. This was extra work which was not anticipated.



Because of damage to the key which secures the flywheel onto the crankshaft, attempts to remove this have so far proved unsuccessful. Consequently, the assembly has been up-ended and penetrating oil flooded over the top in the hope that the two items will eventually be released by the use of a suitable 'puller' and a hydraulic jack. A newly manufactured key will be inserted in place of the damaged item in due course.

The Fowler roller is owned by Leeds City Council and is on long term loan to the Road Roller Association from the Council. This Loan Agreement was negotiated and signed by the Association in 2007.

Derek is also Chairman of the Friends of Pudsey Roller, which organisation is presently the sole fund raiser in respect of the monies required for the roller's restoration.



Having turned the roll around, the new bolt heads are very noticeable.

A trio of rollers

P K Smith

Looking through my archive I discovered some photos sent to me some time ago by my good friend Reg Dore. These originate from a collection belonging to Mr Burden that Reg had been asked to scan / digitise for him. They are mostly of trains, as that is their main interest, but knowing of mine, he kindly forwarded these roller related ones to me which were tucked away among the rest. I do not know if they will have seen the light of day before, but I am sure our members will be quick to advise differently! I have checked and he is happy for them to be used in *Rolling* as credited to the Burden/Dore collection.



A working day classic study of 12½ ton Aveling & Porter No.3791 (FX 7047) of 1896, Eddison fleet No.260. It was bought by Eddison in 1917 from Messrs G Emnor. It is fitted with a vibrator and scarifier and sporting a splendid Fowler style cylinder block! The photo of her with her crew was captured in Tolpuddle, Dorset during the 1930s. By July 1946 it no longer appears in the Eddison list of steam rollers, so presumably scrapped?



Fowler traction engine Pioneer helping a road roller at Brymers Avenue, Portland. It answers that age old conundrum – however did they manage to roll such a steep bit of road!



The Weymouth Corporation Roller working on the new town bridge, circa 1930.

A major untruth about the Padiham roller

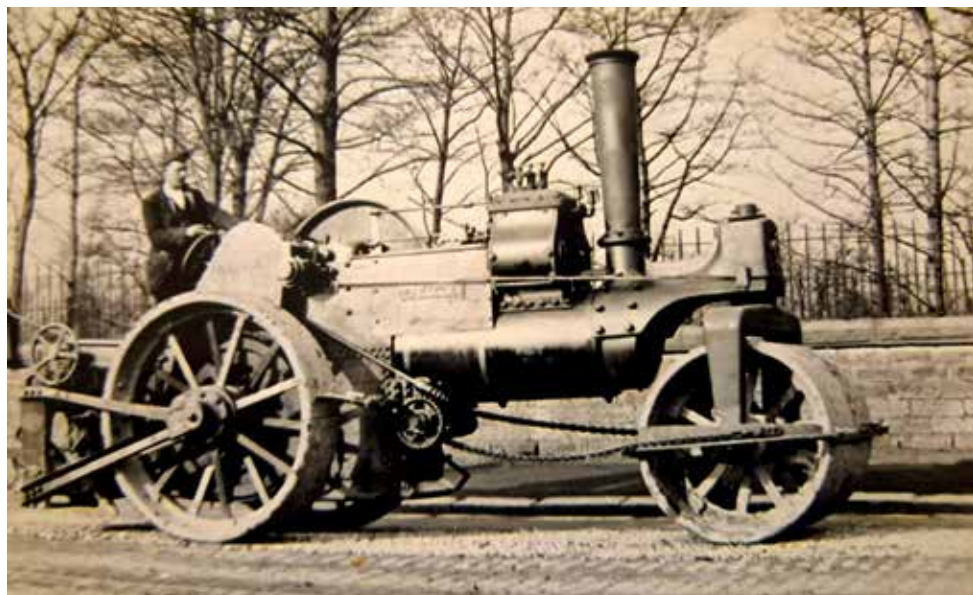
Derek Rayner

This image of an overhead valve Aveling & Porter roller was acquired some time ago. It forms part of a collection of glass negatives taken in the early years of the last century in the Padiham area of north-east Lancashire which are now in the care of the County Council Museum's Service.

Tram tracks can be seen in the road in the foreground and the location is near the entrance to Gawthorpe Hall on the main Burnley to Padiham road. This was the only road in the Padiham area with such tracks and the steam tram service which initially used them ran from Burnley to Station Road, Padiham, from 30th September 1881 to 17th November 1901 when electric cars took over.

The records of the Road Locomotive Society provided the identification of the roller in that it was a 12½ ton Aveling & Porter overhead valve machine, Royalty No.4493, which was later registered TB 4074 presumably around 1921. It was new to Padiham UDC in March 1900 and there were no other owners listed. It was scrapped in 1947.

Information from Lincolnshire Archives revealed a little more detail about the roller in that its date of release from Strood was 2nd March 1900. Technical details included information that the rear rolls were 5ft 6in. diameter by 3½in. thick,



Aveling & Porter roller No.4493 poses for the photographer near Gawthorpe Hall in Padiham, Lancashire, in the early years of the last century.

Courtesy Lancashire County Council Museum's Service

whereas the front ones were 4ft dia. and 2ft wide, with a thickness of 2¼in. The flywheel was 4ft diameter and 4¾in. wide. The roller was fitted with 13 firebars, 2ft 8½in. in length and it had 33 tubes, 1¾in. dia., with a length of 4ft 2¼in. A further fitment was a Morrison scarifier (No.262) and the roller's manufactured weight was 13t 0cwt 0qr.

Rather intriguingly, the customer was noted in the Aveling records as Padiham Rural District Council – the RDC had then been crossed out and UDC substituted. The nameplate however was specified to be 18ins long and 4½ins deep and to state PADIHAM RURAL DISTRICT COUNCIL. As a result of this find, further local enquiries were discovered about this apparent anomaly in regard to the Rural / Urban District Council question. It seems that Padiham was never a Rural District Council; it was initially a Rural Sanitary Authority and, after an act of Parliament allowing the creation of Urban District Councils, Padiham chose to rename or reorganise itself into an Urban District Council on 1st April 1895.

It therefore appears that even some five years later, a mistake was made by someone at the council when the wording for the roller owner's plate was specified to Avelings. One might have expected when ordering such an item those several years later, they would have got used to the new title by then! Apparently such a mix-up between the titles of 'Rural District Council' and 'Rural Sanitary Authority' was a common mistake or misunderstanding at the time and it is something that anyone who investigates histories of similar authorities today is likely to encounter many times during the course of their researches.

Rather interestingly, the Aveling Royalty Book at the Lincolnshire Archives also included a 'flimsy' copy of a letter from Messrs Percy Wilcox & Son Ltd, Dickens Street, Audley, Blackburn, dated 4th March 1946 – requesting Aveling-Barford at Grantham to supply them with six new boiler tubes for A&P roller No.4493. The enquiry went on to ask the firm to please state price and delivery. Aveling-Barford's response then was that they had to advise the enquirer that the roller would now be some 46 years old and they were afraid that they did not have records available which would enable them to meet the order. Under these circumstances, they asked to be excused.

Having just found that 'flimsy' and having just copied exactly that information regarding tube sizes from the roller's Royalty Book page, this was actually rather a major untruth from Aveling-Barford – but, truth be told, having seen similar replies elsewhere in the records, the firm used that as a standard response to all enquirers at the time for items for steam rollers for which attempts to repair them were being made in order that they could be put to further use in those austere times just after the war! Whether it was this response which was a problem for the council, or possibly the lack of other more difficult to obtain spare parts for the roller, but it did not last much longer – for, as we have seen, it met its end during the following year.

Rollers over 40 years ago at the Bushes

A selection of steam rollers photographed at the Great Dorset Steam Fair's Stourpaine Bushes site between 1981 and 1984. They are all taken by the late John Reeves and are from the

at the Great Dorset Steam Fair's and 1984. They are all taken by *Vintage Spirit* collection. Enjoy!



1931 8-ton Marshall No.86104 on road making duties at Stourpaine Bushes in 1984. It is now named Major Henry. Note the late Len Crane's van behind.



1928 8-ton Tandem Aveling & Porter No.12023, Murphy, at a dry Stourpaine Bushes in 1984.



Seen at Stourpaine Bushes on 18th September 1983 is Wallis & Steevens 'Simplicity' No.8023, still part of the Hollycombe Collection. With other Simplicity rollers to either side, this was clearly a gathering of the marque.



1905 12.5 ton Aveling & Porter R12 No.5623 seen at a muddy Stourpaine Bushes in 1981. A former W W Buncombe engine, it was No.123 in their fleet and is a very familiar engine to our Chairman, Richard Newman.



1923 10 ton Clayton & Shuttleworth No.48751, W W Buncombe fleet No.49, seen at Stourpaine Bushes in 1982.



1924 10 ton Fowler DN1 No.16134, Progress, at a very muddy Stourpaine Bushes in 1981.

Archives Acquisitions

The Association is pleased to announce that a number of interesting papers have been donated for the archives in connection with an organisation entitled the Roller Owners Association (ROA). These relate to the period between 1965 and 1970. Meetings were held on a regular basis, generally at 4&5 Copthall Court, London EC2, and there are various copies of the ROA minutes from 24th August 1965 to September 1970. There are other papers of roller-related issues in respect of the Construction Industry Training Board and the Ministry of Transport.

The Roller Owners Association was a trade body and included such well known company names as Bomford & Evershed; R. Dingle & Sons Ltd; Road Rollers Limited; Samuel Jackson & Sons Ltd and Marshall Sons & Co Ltd, together with lesser known companies such as General Roadwork Ltd. and Swan Road Rollers Ltd.

This donation, from Michael Walters, who is the son-in-law of the late Bob Whitehead from Kent, is very much appreciated.



A copy of the Road Rollers Review, dated October 1967, was also included in the collection of papers. The firm had recently returned the pictured roller to steam, an achievement of which it was justifiably proud. A positive identity of the roller concerned has not yet been established, even today, as a result of it previously being owned by the Lancashire Road Rolling Company.

The Barber Greene is Coming Tomorrow

Eddie Valentine

As a young lad way back in the mid-50s, I often heard the local roadmen mention Barber Greene and used to imagine they went to Barber Greene for a haircut!

I had often been witness to the County Council Roads Department resurfacing the local highways, the road metal being placed by road groups' rakes and perhaps shovels as well as wheelbarrows being used. Eventually I realised Barber Greene was a tar metal spreading machine. According to the local roadmen it was coming tomorrow!

Full of excitement I couldn't wait for school to finish so I could see and wonder at this machine. I rushed home, but no Barber Greene. The local roadmen had a storage shed across from my home where they stored their tools and wheelbarrows, etc. The shed was adjacent to the large lay-by where the Council rollers and HV Smith normally parked up when in the area, so I assumed this would be where the Barber Greene would park up. By chance, the roadmen were there, yes don't worry it is coming but after tea, they are finishing a job some way away.

Sure, enough, after tea I heard a heavy diesel engine pulling up outside. A Foden tipper, hauling a low-loader loaded with this wondrous machine; the Barber Greene had arrived. I still remember the Reg. No. NSR 26. I watched intently as

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With the increase in subscriptions from £16 to £20 from 1st August 2024, please remember to amend your standing order to the new amount before it is due as many members have still not done so and we are having to chase for the outstanding £4 which is adding additional expense for the Association.

If you use online banking, it is easy to change your standing order; if you do not, you will need to contact your bank to change the amount.

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For any membership queries, please email Rosemary at: membership@roadrollers.org, or phone on 01483 274855.

Thank you.

the low-loader's rear end was jacked up and the tandem wheels removed and ramps fitted; then the machine operator removed his motorbike, his transport to and from his work. Then he clambered aboard his charge. The Perkins diesel burst into life, then guided by the Foden driver and his mate, he set the machine in motion. Slowly it clambered down the ramp onto the roadway, its tracks clattering, then gently it went forward marking the road surface to its night time stance in the lay-by. The first time such a machine had ever been in the village, I suppose in a way a tiny bit of history.

The Gardner diesel growled as Foden and trailer departed, then another surprise: an hour or so later the outfit had returned, this time carrying an almost new Road Marshall JSR 922. This was the first time this roller had been in this part of the division, and this green machine soon joined the Barber Greene in the layby, both sheeted up for the night. Next morning they would be joined by 1939 Marshall RD1, BSR 865, to commence resurfacing work.

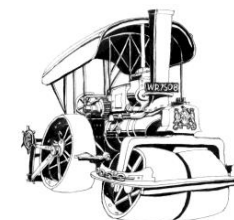
Next morning I was up at the crack of dawn. The operators arrived and uncovered their machines, Perkins diesels burst into life and soon the small convoy was on the move to the work site. BSR 865 was already there, its brown livery gleaming in the morning sun.

Already a small trench had been cut in the road surface to receive the tar metal from the pavior. Two Dennis Pax tippers already parked, loaded with the tar metal, their Reg. Nos. LSR 708, LSR 709, numbers I have never forgotten. 710 was also on this job along with a couple of Bedfords and Leylands. Fascinated, I watched as the first machine-laid resurfacing work was carried out in the village, 70 years ago. Yes, a little bit of local history long forgotten by the majority.

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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.



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1925 8-ton Avelling & Porter roller No. 11208, Reg. EP 3339, is seen at rest at Rhayader in mid Wales in 1972. The late John Reeves/ Vintage Spirit magazine collection