

# Rolling

Spring 2025

Issue 200



Road Roller  
Association  
Journal



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**Front cover:** A regular attendee at Cornish events is 12 ton Fowler DNB roller No.22596, Evening Star, seen early on in the steam parade at Camborne Trevithick Day 2025. **Brian Gooding**

## Chairman's Notes

Looking back at the last edition of 'Rolling' I see that it was soon after Christmas that I wrote my last notes, and this time my engine has just been transported to the first rally of this season. It seems that a lot has happened since the last edition of 'Rolling' but from an Association point of view, the most important thing has surely been the AGM. As advertised this year, we went to Cornwall to be able to see Trevithick Day which meant that the usual format for the weekend had to be slightly altered.



Unfortunately the distance to the far west of England did put many members off travelling but those who made the journey had a really enjoyable weekend. The weekend started on the Friday with those travelling down having a chance to visit Sam Henwood's engineering works. I thought that I may have been out of luck because as we approached his works, we passed a steam roller going in the opposite direction. Fortunately he was only doing a short test run on it and soon returned to give us a fascinating tour around his works.

It was good to arrive at the hotel in time to check that all necessary arrangements had been made and it was not long before other members started to arrive. As usual on the Friday evening, it was good to renew old acquaintances and also meet one or two members who had not previously attended an AGM.

Saturday's visit to Camborne for the Trevithick Day celebrations was a really enjoyable day and the travel to and back in a classic coach added to the experience. There were 21 engines booked in and I think most of them were present although I did lose count. (I've only got ten fingers so it became difficult.) Sadly there was a medical emergency later in the day that did hold up the final procession through the town and it was beginning to look as though we might have to cut it short to meet our deadline to catch the coach back to the hotel.

The Saturday evening meal was again a very good evening with 19 members sitting down to eat. Unfortunately we were not able to find any suitable guests who were available to attend so we had to eat without guests. As usual the evening concluded in the bar as members swapped tales and caught up with each other's progress. It is particularly pleasing that the committee are able to get together as the zoom meetings we have do save time and travel but are a little bit impersonal.

I suppose the main change to usual came on the Sunday when we held the AGM in the morning before going on an afternoon visit. As with all AGMs, the main business seems to be the reading of and accepting reports from the various officers, and the election of officers. There were no motions brought to this AGM

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 2025

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so it appeared to me to go rather quickly. We are still looking for a Treasurer, a General Archivist, a Publicity Officer, V765 Officer and at least one more committee member. The presentation of the trophies did become a bit spread as some of the recipients were present in Camborne on the Saturday, others did attend the AGM and one was at the railway on the Sunday. We did manage to get to all the trophy winners but it was sometimes tricky to get all the relevant people together at the right time.

The afternoon visit to the Heston Railway, complete with a buffet lunch, brought the weekend to a conclusion with some members departing for home after the visit while others returned to the hotel for another evening and not returning home until the Monday.

I must thank Charlie and Brian for all the hard work they put into the organisation of the weekend as most of the work needed doing during my absence.

Next year's AGM will be held in the north of England and we are looking for a member who is prepared to assist in the organising of this event. It has been suggested that the weekend of 18th/19th April 2026 would be suitable for the AGM. It is hoped that someone, preferably in the North West, will come forward soon the help arrange the weekend.

**Richard**

Any member who would like a copy of the draft minutes from this year's AGM can do so by contacting the General Secretary, details on page 2.

This issue of *Rolling* has been delayed by a couple of weeks so we could report on the AGM weekend without delay. We hope this hasn't inconvenienced anyone.

## Marder's Yard Open Day: Sunday 26th October

Each year, the steam team at Marder's Yard in Andover hold an open day and road run to which they invite members of another organisation. This year, they have kindly invited members of the Road Roller Association to attend and bring along a roller to participate in the run if anyone would like to.

More details and contacts next time.



## A weekend in Kernow

**Brian Gooding**

It may have been a bit far for some members who normally attend the AGM weekends, but those who did make it all the way south-west into deepest Cornwall were rewarded with an experience many had not had before, the sight of 20 or so traction engines and rollers parked up in an urban street for some hours before parading around a set route in front of pavements full of thousands of spectators.

The weekend started with an optional visit on the Friday to Henwood Engineering at Summercourt, just off the A30, to see what work Sam Henwood had on hand. That gave the opportunity to meet up with fellow RRA members too as they dropped in en route to the Penventon Park Hotel in Redruth, our base for the weekend. While there, the weather turned decided wet and we wondered how long it would last, with the Saturday booked to go to the annual Trevithick Day celebrations in Camborne.

Overnight it rained, and it rained, and in the morning when intrepid members sat down to breakfast, it rained. We had booked a coach to take up the few miles to Camborne to save a potential parking problem. Just before 0930, a lovely 1964 AEC Reliance with Harrington Cavalier body, new to Greenslades of Exeter, now owned by King Harry Coaches of Falmouth, arrived in the care of driver David, who also happened to be the owner of the business, whose other coaches are a trio of classic Bedfords. It was still raining as we boarded. We set off and it was lovely to listen to a classic diesel engine with manual gearbox at work, a sound rare these days.

Soon enough, we arrived at the end of Basset Road, where the engines were already parked, and disembarked in the entrance road of the police station. The coach went off to find somewhere to park, in the hope that David and his mate Graham could also enjoy the day – which they managed.

At this point, luckily the rain had more or less stopped and it stayed dry



*Transport for the day was this 1964 AEC Reliance coach from King Harry Coaches, driven by David.*

for the rest of the day. We all dispersed to have a look at the engines and other attractions as well as to look around the town and, for some, to try the local hostelries. My progress was slow as it wasn't long before I bumped into local steam people I knew and hadn't seen for some years. And so it continued, a regular catch up with folk I knew, so much of my time was spend chatting (nothing new there, then)... Among the 20 or so engines attending this year, there were only a few rollers but that didn't stop the enjoyment of the day.

Trevithick Day is not only steam engines – including the replica of Richard Trevithick's 'Puffing Devil', which went "...up Camborne Hill, coming down...", to quote from the song, though on this occasion it only puffed a short distance along a side street. The day is about celebrating being Cornish and local primary school children did a traditional dance as they



*The replica of Richard Trevithick's 'Puffing Devil' attracted a lot of interest.*



*Ready for the off: RRA members on the coach on a dismal, damp Saturday morning.*



*The Jacka family from Redruth's Wallis & Stevens 10 ton roller No. 7247 in the morning gloom.*

took part in a long parade, led by the silver band. The town was full of stalls and food outlets while choirs sang on stages, and classic vehicles and stationary engines were lined up in different areas. St Martin & St Meriadoc C of E Church was turned over to model displays of all sorts while here too was a stand for the West of England Steam Engine Society being looked after by Jenny Thomas, the wife of the late Alan Thomas who was so well known as one of the most knowledgeable people about road steam in his day.



*A long way from its working home of Staffordshire is Steve Corbett's Aveling & Porter roller No. 9128.*



*Dean Parkin shares a handshake with Richard.*



*Another Aveling & Porter roller present was the Viant family's E Type No. 10159, Blackberry Jack.*



*Andy Perchard was given the Motor Roller Trophy.*





*Andy Perchard's Aveling DX roller. Andy Perchard*

Normally RRA award are presented at the AGM but as this was to be held on the Sunday morning and most recipients wouldn't be able to attend the meeting, some were tracked down in Camborne and hands shaken by the Chairman as it was not thought prudent to carry cups and shields around a crowded town... However, some of the four recipients for awards this year were in Camborne, so the opportunity was taken for a photocall, though one was later to attend the meeting to receive his award. The RRA Shield was awarded to Dean Parkin for taking his ex-Dingles Marshall S type on many road trips, while the Motor Roller Trophy went to Andy Perchard for the restoration of his Aveling DX roller.



*Alan 'Pasty' Caple was the steam engine organiser for Trevithick Day. Here he is filling the tank of a Garrett showman's tractor before the main parade.*



*Road steam models on display in the church.*



*A damp member, Matt Gunn, was there with a miniature showman's engine.*

The steam parade that ends the day started from Basset Road and always includes the saluting of 'Cap'n Dick', whose statue stands outside the Town Hall. The streets were lined with spectators to watch and video the spectacle. I took up a position by the police station to see the engines head off on the parade, after which they would head home. All around this roundabout it was wall-to-wall people, which was good to see.



*Breamore's Burrell No.4053, The Dreadnought, was the furthest travelled engine to the event.*

Soon afterwards, the coach returned to take us back to the hotel for dinner which was held in a private room and a convivial evening was had by all.



*Ruston, Proctor roller No.48359 in the early stages of the steam parade, watched by pavements full of onlookers.*





*Returning from Trevithick Day, RRA members line up in front of the coach for the editor's camera. A good time was had by all.*

Sunday dawned bright and sunny, a contrast to the day before, but the first order of the day was not to go out and enjoy the better weather but to hold the Annual General Meeting. For this, we were joined by two of the locals, one of whom was Alan 'Pasty' Caple, who received the Driving Trophy for using his Aveling roller on runs to raise money for charity. Committee members who were standing again we reappointed though the resignation of Michael Stokes from the Treasurer's post, has resulted in a vacancy for this again. PK Smith had the sales stand present and showed off the new pop-up banners that has just been produced for the show season.

With the AGM concluded, we set off for the next and final item on the programme, a visit to the Helston Railway at Prospidnick, north of Helston. This is one of our nascent heritage railways, currently about a mile long, but one with ambitions to extend both north to Nancegollan and south to the edge of Helston, just short of where the terminus station once stood. A longer term ambition is to go north back to Gwinear Road where the branch left the Great Western main line. It was from Helston that the first ever railway-operated bus service was operated from August 1903 to the Lizard.

One of the first tasks, and a pleasant one, was to present an award – the Armstrong Whitworth Cup – to member Josh Menear for spending several days



*The Driving Trophy is presented to Alan Caple (left) in front of one of the new banners which depicts Burrell No.4040 at work rolling the new road at the Helston Railway, for which Josh Menear received the Armstrong Whitworth Cup. compacting the base for the railway's new access road (as featured on the cover of issue 197 Summer 2024; and see feature on the railway in that issue).*

We had a light lunch in the buffet at the railway, in one half of a classic DMU set, before setting off for our train which would take us to the current end of the line at Truthall Hall. We were joined by Colin Savage, the line's manager, and owner of Garrett 4CD tractor *Lesley*, with which he did the John o' Groats to Lands End run some years ago. I have known Colin for many years and he and his colleagues did us proud. The train was diesel-hauled, well pushed southbound and pulled northbound, their steam engine being away for a retube.

It is a pleasant trundle at slow speed which gives the chance to admire the alternating views in between the flower-filled cuttings, the line running through some quite undulating countryside. Half way along is Trevarno Halt, which was once the base for the line, visitors being able to visit Trevarno House and gardens and its museum of gardening. Sadly the house was sold some years ago and the new owners did not want visitors so the railway had to relocate its base to Prospidnick. Since then, the railway has established itself as a popular attraction, though this season has got off to a quiet start.







*Truthall Halt on the Helston Railway is the current southern terminus of the line. The two coach train was propelled here by an industrial diesel locomotive.*



*The view the opposite way to the above, showing the trackbed already cleared to extend the line south towards Helston, visible in the distance. The track curve sharply to the left and swings round to cross a six-arch viaduct before reaching the outskirts of Helston.*

Also present at the railway were two engines from 'up country', were Chris & Laura Lawson from Dorset with their Marshall traction engine, and the Burrell TE from the Breamore House Museum in Hampshire, definitely the two furthest travelled engines to the event. They had spent the Saturday at the Trevithick Day commemorations and attracted a lot of interest at both locations, being visitors to the county.



*Colin Savage (right) explains the route south to some RRA members.*

Thus ended our official weekend in Cornwall though, while most members headed home from the railway, there were still eight of us at the hotel for dinner that night and so we all sat together before saying our farewells at breakfast the following morning.

Rosemary and I managed to drop in on a few places on the way down and on the way back which helped break the journey. However, returning from the Helston Railway on the Sunday afternoon, with the sun shining, we set off the few miles north to Portreath to unwind with a walk along the historic harbour where the sea was surprisingly rough, but a beautiful green colour in the sunshine. A perfect end to an enjoyable weekend.



*The three engines on display at Trevarno Farm, with Colin Savage's Garrett 4CD tractor Lesley nearest.*



## An Interesting Pre-WW1 Postcard

### Derek Rayner

The Association's long-time German friend, Busso Hennecke, has very kindly sent an old postcard which features a steam roller somewhat hidden beneath a host of young men. From the postal franking stamp, he's identified the date of posting as being 25th June 1909 and the location it was posted was Königsbrück in Saxony, some 25km (16 miles) north-west of Dresden. The location concerned is now a 70 square km (27 sq. miles) nature reserve.

Back then, it was a centralised military training centre, having been established in 1893. Prior to that, there were some eight similar but smaller centres for military training and the card illustrates new recruits from both the army and the navy in grey uniforms and officers in smart white uniforms. Over time, the establishment was used by the Kaiser's soldiers, the Reichswehr and also the Third Reich were there and – following the Second World War – the Russians took it over until 1994. It was also used as an infantry shooting range and, even now, there are certain locations in the nature reserve where it's forbidden to go because there are still munitions buried in the ground.

But what can be seen? The scene appears to show a bit of tom-foolery taking place in front of the roller, perhaps in celebration of some major achievement by



The front of the postcard.

the trainees – possibly at the end of their training. Looking carefully between one or two of them standing on the front of the roller, most of a circular brass casting can be made out on the saddle, pointing to the fact that the roller was an import from Leiston in Suffolk, it having been built there by Garrett's. Unfortunately, because a significant number of the firm's rollers at that time were exported to Germany, a positive identification of the machine is obviously not possible. However, the roller is similar to one which is now in the UK which dates from around the same period – namely a 'Monarch' class machine – which itself went to Germany – badged for the German roller firm of A Henninger & Co. of Darmstadt.

The chalked legend on the roller's front rolls – 90Km – could give some credence to an unlikely suggestion that the trainees, as a somewhat laborious exercise, may have pulled it the distance indicated – namely 90 kilometres (56 miles) – at a very low speed – on a task set by their somewhat 'sadistic' instructors. But there are other chalked-on figures of around 90 – on the chimney and on the flywheel – but it's not known to what these refer. So the first suggestion may not be the case and there may well have been some other reason for them being there.

Busso very kindly has provided a translation of the reverse of the card which indicates that it was addressed to Soldier Oskar Fasold, 4th Company, 12th Infantry Regiment 177, Dresden Neustadt; the message being: 'Dear friend – I received your card. I am happy that you've written to me. I will be home with you on Saturday at 14.00 time.

With my best wishes and best regards, from Schiller. [This latter is a common name in Germany...] Your friend, B Kluge'.



The reverse of the card. Both courtesy of Busso Hennecke.



## A Water Cart Scam...

Derek Rayner

Nowadays we hear a considerable amount about Scams – on occasions involving people's losses of many thousands of pounds to others.

This sort of thing is apparently nothing new, as indicated in regard to what's below. This was picked up from newspaper searches by a friend of mine, Howard Benson, who is aware of my fascination with steam rollers and who sent it to me since he felt it would be of interest as it happened in the village of Woodlesford, near Leeds where I used to live and where I kept my Aveling & Porter steam roller for a considerable length of time several years ago now.

On Wednesday 18th June 1930, a 'Wanted' advertisement was placed by the local steam contractors, Young & Doggett (Y&D) of Woodlesford, in the Leeds-based newspaper the *Yorkshire Post & Intelligencer* indicating that they were wishing to acquire a steel water cart complete with a pump and sprinklers. This, today, is perhaps what we would probably recognise as a Baker water cart as used extensively nationwide by Eddison's.

Howard also kindly also sent me details taken from the *Wakefield Express* newspaper dated 14th February 1931 of a case which took place in the West Riding Court in Leeds during the previous week relating to the later relevant dealings about this water cart.

Apparently an 87 year old man from Plumstead near London was in court in Leeds and was being charged with 'false pretences'. He was described as being John W West, but the police had discovered that his real name was actually William Evans. The prosecution alleged that Evans represented himself as

conducting a bona fide business of some substance by using the titles of 'Public Works Contractor' and also Steam Roller Maker'. He had responded to the aforementioned advert in the newspaper and enclosed with his letter an illustration of a water cart. Later, after accepting the offer, a letter was received by Y&D indicating that the water cart would be put on rail on receipt of a cheque for £26.

As a result of this, Young & Doggett sent off a cheque for £26 in payment for the steam roller water cart which they had been offered by the man in the dock – but who, on that occasion, had called himself J Butcher. Numerous other letters were also exchanged but the cart never arrived and Y&D were still waiting for it on 28th October later in the year.

The newspaper report of the court case in Leeds went on to indicate that a witness, Miss Teresa Duley of Limehouse, London, who was a waitress for the Express Dairy Company, gave evidence that West lodged with her in London under the name of Butcher. He had apparently been taken into custody by PC Finbow at Plumstead. Further research by Howard Benson revealed that PC Ernest Finbow was the Woodlesford constable who had apparently travelled all the way to London in order to catch his man! Finbow had been born at Thornhill, near Dewsbury, in Yorkshire's West Riding in 1889 and had been a miner before he became a constable at the age of 21 in 1911. It's not known whether his involvement in this case is relevant or not – but after 1931 he was promoted to sergeant and retired in 1936!

On arrival in Leeds, when questioned, West said: "All right, I never saw the money." However, in his possession were found ten £1 notes, six 10/- notes and 7/6d in silver. Giving evidence, Superintendent Lewendon then detailed a long list of previous convictions against West which began in 1889 and included three sentences for false pretences, one for fraud, and three for stealing.

The court's Chairman, Mr J W Morkill, concluded the case by saying: "You know you are an old scoundrel. You have been in prison for false pretences over and over again and you have been living under half a dozen or more different names". He sentenced the prisoner to six months imprisonment...

**LEFT:** One of Young & Doggett's Aveling & Porter steam rollers. This one is a 6hp compound 'combined engine' which was new on 15th July 1897. It was Royalty No.3941 (CT 5525) and is pictured outside the half-timbered house, 'The Nookin', a Grade II\* Listed building that dates back to the 16th Century and is close to the roundabout at Oulton, near Leeds. The roller was purchased by Y&D from dealers A M Cole of Sleaford, Lincolnshire, in 1928 and was scrapped by February 1937. Joe Doggett, one of the founders of the firm, along with Frank Young, is driving. Unfortunately, Joe was knocked down by a motor van only a few yards from this spot in 1930, suffering a fractured skull. This was an injury from which he never recovered and he subsequently died about a month after the accident.  
Derek Rayner Collection



## Progress down-under over a century ago

Derek Rayner

Courtesy of a contact in Australia, Emile, we are pleased to be able to bring some most interesting photos of an Aveling & Porter steam roller, the likes of which can only be described as locally having been made 'Fit for purpose' for the task in hand.

The 8hp 20 ton roller concerned, No.1884, was sent away from Strood on 21st July 1883 destined for Adelaide Corporation in South Australia. It was therefore a very large roller, having a cylinder of 9ins diameter by 12ins stroke. The driving rolls were 5ft 9ins diameter by 2ft 0ins wide by 5ins thick on the driving axle which was 8ft 2½ins long by 5¾ins diameter. The front rolls were 3ft 9ins dia by 2ft 4½ins wide by 5ins thick. The solid flywheel was 4ft diameter by 5½ins wide.

The pump was mounted on the boiler barrel and there was also an injector provided. There were 23 firebars which were 2ft 2½ins long and 48 x 2ins diameter tubes which were 5ft 6ins long. The roller's Boiler Test Number was 225. The Aveling-provided owner's plate read, as perhaps was to be expected, 'CITY OF ADELAIDE'.



*The roller is using its scarifier to loosen the existing top surface of the road in order to eventually prepare a suitable base for the new tram tracks.*

Some 25 years after the roller arrived in Adelaide, modernisation of the city's public transport arrangements brought this somewhat antiquated steam roller into use [again?] in a heavily modified form for preparation works in connection with laying tram tracks in the city's thoroughfares.

Contemporary photos from around 1908/9 show it to have had the front rolls mounted on the outside of the forks with a toolbox apparently suspended in between which used the original front scraper 'eyes' on the front of the forks to hold it in position.

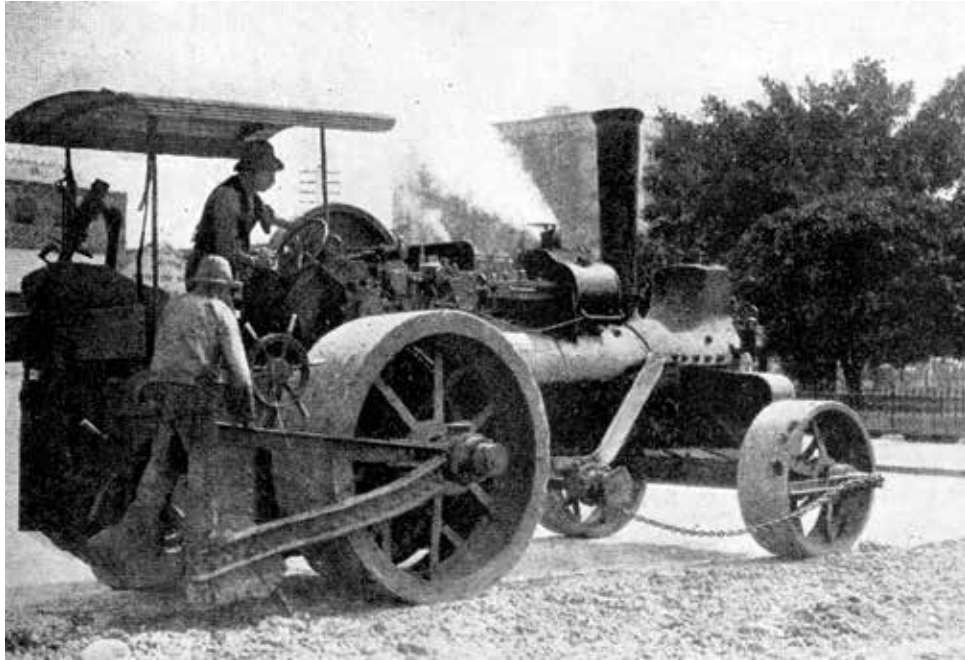
Rather interestingly, trams still run along King William Street in Adelaide over a 115 years later and there is now no charge for travelling on them in the immediate city centre area.

Thanks are extended to the contributor of the photographs which accompany this article.



*At work among the hustle and bustle of King William Street in Adelaide in 1909 with the inevitable by standers at the side watching what was going on.*





*The thickness of the rolls can be clearly seen in this view – and also what appears to be an additional stay between the steering bracket below the boiler and the roller's saddle.*

## Letters

### Dear Editor

When I received the latest issue of *Rolling*, I was surprised and delighted to see the late John Reeves' photograph of our roller on the cover!

I can add a little detail – the photo was taken when we visited the rally at the West Somerset Railway's Bishops Lydeard station, in the late 1990s – I don't remember exactly which year!

The location is rather special, though, because it is the former yard of W J King, the roller's original owners, well-known contractors in the Taunton area and, of course, known for the sale of a significant collection of, derelict, mostly Foden, wagons in 1988.

The yard was sold and cleared for housing not long after this and so this is a scene that cannot now be recreated.

**Richard Bridge**

## FBHVC Survey

I'm sure that most readers will be aware that the RRA is affiliated to the Federation of British Historic Vehicle Clubs (FBHVC). The decision to become affiliated was taken very many years ago and it has proved to have been a valuable asset in so far as the Association is concerned. Via that organisation, admittedly very car orientated, we are kept advised in respect of legislation which affects the vehicles which our members own and there are fortunately people in high places who can assist us as and when our members have a problem.

Nationally, it has been estimated that there are some 34,000 people employed in the historic vehicle sector, which is obviously a very significant and important number from anyone's point of view.

The Federation's primary focus is to protect all owners of historic vehicles (which obviously include both steam and motor rollers) and allow them the freedom to continue to use 'yesterday's vehicles' on the roads of tomorrow. The FBHVC have indicated that the last time they organised a survey of participants and owners of 'historic vehicles', more than 15,000 enthusiasts replied and it has asked that the current 2025 survey be brought to the attention of all RRA members who should respond accordingly.

The survey is now live and will remain open until 23.59 on 31st May. Please access the survey at: [www.fbhvc.co.uk/survey](http://www.fbhvc.co.uk/survey) and complete it on behalf of yourself if you are the owner of a historic road roller, be it steam or motor, which is over 30 years old. The RRA committee has already organised a response on behalf of the Association itself. **DAR**

### Dear Editor

I was interested to read in *Rolling* about the archive material from the Roller Owners Association; I had never heard of it.

I started driving rollers for a living in 1966, and then started my own business in late 1974, shortly after the formation of the RRA, and continued running it for a further ten years.

I suppose I could have been a member of the Roller Owners Association, but I knew nothing of it.

I wonder how long it continued.

**Lyndon Shearman**

### Dear Editor

I thought the enclosed photo might be of interest in *Rolling*. I took the photo in the early eighties in Ireland, on the Glenbeigh to Cahersiveen road, i.e. 'The Ring of Kerry' which is very close to the Atlantic Ocean.

The weather gets very wild in that part, hence why enormous rocks have been placed with ropes to hold the living van down during road repairs.

I don't know what happened to the many living vans that were in lay-bys all over the south-west at that time.

Also enclosed is a photo of a chap in Glenbeigh painting road signs, a sight you don't see nowadays!

**Andrew Craske**



### Dear Editor

#### Nostalgia

My memories of road rollers and associated equipment are not so much of steam rallies as of working days.

During periods of deep nostalgia, I feel so lucky and privileged to have experienced the last of the steam rollers in their working clothes, along with the early diesels, the Sentinel steam sprayers, all going about their business, along with the smells and sounds.

Now I can only revisit these wonderful halcyon days through the mists of nostalgia, which like everything else in life, fades with time.

**Eddie Valentine**

### Sales & Wants. Winter 1987 Issue 50

**Eddie Valentine** looks back at what was for sale or wanted in *Rolling* almost 38 years ago. (Full addresses and telephone numbers have been redacted – Ed.)

**Wanted:** Crude oil/early diesel roller. Anything interesting considered, running of derelict. A T Fraser, Sleaford, Lincs

**Wanted:** For Aveling & Porter 1901 10 ton roller (R10). Spring scarifier assembly for nearside rear roll. Brian Camps, Cambridge

**For Sale:** 8-ton Aveling Barford DX road roller, Ruston & Hornsby JCSB engine, built in 1940. Contact Rob Cook, Purley, Surrey

**Wanted:** For Aveling & Porter E Type, 10 ton roller, set of road lamps and brass or copper chimney top. Contact Mike Berry, Banbury

**For Sale:** 1935 Aveling Barford DX roller, 6-ton Experimental rope drive, brand new injector, in running order but requires finishing. Any reasonable offers to Steve Whitelock, Lincoln

**Wanted:** Urgently, set of front forks for 1929 Aveling & Porter 10 ton F-type. Also set of Pickering governors and water lifter hose. Peter Jacobs, Burton-on-Trent

**For Sale:** For Aveling & Porter E Type rear wheel hub and scarifier bar to suit two tine Price resilient mounted scarifier. Contact Bernard Bartram, Derby

**For Sale:** Official Aveling & Porter painting and lining sheet, 50p each, S.A.E. please to Bernard Bartram, Derby

**Wanted:** Off-side rear scraper assembly for A&P roller. Please contact Bernard Bartram, Derby

**For Sale:** The Association has been offered for sale the following motor rollers from contractors:

- 1) Aveling Barford CCT 8-ton, 1957, located Cheltenham
  - 2) Greens, 5-ton, 1949, located Walsall
  - 3) Wallis & Steevens, weight not known, 1934, located Anglesey
- Please contact the Chairman, Bernard Bartram, Derby

**For Sale:** 1930 Barford & Perkins Type A, 2½-ton roller, ref. No. HH016, Reg. No. FL8478, petrol engine with Simms magneto. Only one to leave the works painted red. Partially restored to high standard. Also Patisson 2 wheel tractor complete with trailer for stability and original roller wheels to convert to a roller. These items must be sold in the near future, offers to Mrs M Voce, Leicester



*Ruston, Proctor roller  
No.48359 stands on a damp  
Basset Road in Camborne  
on the morning of Saturday  
25th April. Brian Gooding*

