

Rolling

Summer 2022

Issue 189



Road Roller
Association
Journal



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Front cover: Looking like a Robey roller, 7-ton Volund 'Junior' tandem roller No.1501, was built in 1927 and belongs to the Damptomleklubben, Denmark. It is seen in the roller working area at the 2018 Great Dorset Steam Fair. **A C Smith**

Submissions for 'Rolling' can be sent by post to the Editor's address above or emailed to: editor@roadrollers.org. Please ensure emailed images are good quality Jpegs or Tiffs.

The views expressed herein are not necessarily those of the Editor or of the Association.

CLOSING DATE FOR THE NEXT ISSUE IS 30TH SEPTEMBER 2022

Website: www.roadrollers.org

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Chairman's Notes

We are now well into the summer and the rally season is in full flow. I managed to get my roller back together although there are still a few little jobs to do in time to go to a couple of one day events for the Platinum Jubilee. They were both fairly local so we were able drive to them both; neither of them gave any coal but I managed to get some Welsh steam as the supply seems to be back on and the grading machinery repaired. The only down side was that the price had shot up. It appears that they are mining a different seam and we found that although it burnt as well as the previous coal, it seemed to go faster especially when just sitting and ticking over.

You will read elsewhere in this issue about our visit to Quorn and the Great Central Railway with the sales stand. I thought that it was a very worthwhile event and although the (torrential) rain on Saturday obviously put many people off, we met some very keen members and the rain didn't seem to affect those present. I hope that we will be able to repeat this event next year. Our thanks must go to Michael Stokes for organising the local rollers and ensuring that everything was in place when we arrived. As an added bonus, we were treated to the passing of trains (steam and diesel) and we all managed to get a trip on the line between manning the sales stand. As you are probably aware, the Association is still seeking a Sales Officer and I would like to plead to any member who feels they may be able to help in this capacity to come forward.

The Great Dorset Steam Fair is our next planned appearance and we look forward to meeting as many of you as possible there after a two year absence. I know that many of you use that event as an opportunity to renew membership and meet up with old colleagues. As usual, we will be selling various items, providing tea and coffee and Charlie is organising an evening get together on the Saturday evening when we would like as many of you as possible to attend.

With the AGM fast approaching, our efforts to get together the visits and the agenda items is beginning to come together. Derek is working hard to produce the itinerary for the weekend and we are all doing our bit to get the agenda sorted.

It was our original intention to bring a proposal to the AGM to make the Association into a charity but recent findings have left us not certain that this is the right way forward. With this in mind we hope to be able to open a wide ranging discussion at the AGM outlining the merits of either becoming a charity or alternatively a limited company. The reason for both of these is to limit the liability of the directors and the members. Although we have operated for nearly fifty years without this safety net we need, in this era of increased number of people thinking they can sue organisations for negligence, etc., to be certain that we are covered. We have recently taken out Director/Officer insurance but this may not be sufficient to cover all members' liability. I hope that by the AGM we will have enough information to make a reasonably informed decision as to the way forward.

I look forward to meeting many of you at the Great Dorset Steam Fair and later at the AGM.

Richard



RRA at the GCR – The Quorn & Woodhouse weekend

P K Smith

By kind invitation of the good people at the Great Central Railway – RRA member Michael Stokes to be more specific who is the events and marketing manager there – the RRA was invited to attend, along with our trusty (rusty!) sales stand, to ‘fly the flag’ at a Road Roller specific event being held at the Quorn & Woodhouse station yard of the GCR over the weekend of 18th-19th June. The lure of a weekend of steam, both road and rail, along with the opportunity to blow the cobwebs off some of the Association sales stock and to potentially raise some funds from the sale thereof, combined with the possibility of attracting some new members was just too good an opportunity to pass up. We were not to be disappointed as, with the exception of the weather on the Saturday, over which we naturally had no control, it proved to be a thoroughly excellent and most enjoyable weekend.



The GCR's poster advertising the RRA weekend at Quorn.



The Mountsorrel Railway Museum building with some wagons on display outside.

Chairman Richard, and Association secretary Charlie accompanied by their respective wives, braved both traffic and weather respectively to make their way ‘up country’. My wife and I, having considerably less distance to travel, broke our journey up there, on the Friday – which turned out to be one of the hottest days of the year to date – with a visit to the Mountsorrel & Rothley community heritage centre. If you are ever in the area I thoroughly recommend a visit to this relatively new site. Work there really only started in 2007 and the local volunteer labour has since rebuilt the 1¼ miles of the Mountsorrel railway, the station and car park, reinstated two stone bridges and created the heritage centre, café and the many other areas of interest the site contains before opening in 2016. Entry to the site is free – a rare and wonderful surprise in this day and age for such a venue – as they rely entirely on visitor donations and the sales from their excellent coffee shop – which serves fabulous cakes! Another nice touch I noted is that they currently do not take school party visits (an insurance and infrastructure thing apparently), so one is in no danger of being ‘overwhelmed’ by massed hordes of noisy ‘ankle-biters’! The railway museum there is in the base of the old quarry and has an arrangement of standard gauge sidings as well as a short section of narrow gauge track. The rail exhibits are all kept and are viewable under cover and include carriages, wagons and various locos including the only surviving steam loco from the Mountsorrel railway, P1759 *Elizabeth*, built in 1928. Sadly nothing was in steam that afternoon but they do have ‘steaming and shunting days’ so do check their website in advance for details.

Unfortunately the next day, after a week of exceptionally fair culminating in the positively roasting Friday weather, was wet – it absolutely tipped it down – nearly all day. Mercifully the three of us had arrived in time to unload and set up the Association sales stand early enough to avoid the deluge. We were allocated an excellent ‘pitch’ inside a large marquee adjoining the railway’s ‘Tin Shed Bar’ which serves a selection of most drinkable ales and ciders alongside the usual teas and coffees, etc. Sales were steady and by the time many of the attending engine crews had settled in, a proper ‘beer tent ambiance’ was successfully achieved. The GCR was running its usual full timetable throughout the weekend which also provided us with a steady flow of curious public as well as the added train interest.



A tar wagon at the Mountsorrel Railway Museum.

Association editor Brian Gooding had organised a new updated printing of the RRA ‘who we are, what we do and how to join’ leaflets which were kindly sponsored by *Vintage Spirit* magazine and many of these were handed out to the interested over the weekend.

Engines in attendance included Michael Stokes’ 1910 A&P R10 *Thistle-down* (5163), Mick George with his

Armstrong Whitworth 10R2 of 1923, Phil Bates 1925 A&P F type 10 ton *Louise* (11240), Simon Tansley with 1925 Wallis & Stevens 6-ton Advance roller *Betty*, Dave Crampton with 1936 Wallis & Stevens Advance roller (8099) *Chichester*, Jamie & Kathleen Tuckwood with 1943 Marshall 10 ton motor roller (91253) *Trundle*, Richard Taylor with his 1937 Aveling Barford DY roller *Bez*.



A rather soggy scene with one of the Wallis Advance rollers with ex-Great Western Railway Witherslack Hall on the CGR's double track mainline.

Four wheeled steam interest was provided by the 1995 Association's 1884 A&P 6nhp agricultural engine (1995) and Simon Tansley & Ed Crane's 1928 Marshall S type 6nhp portable was to be found driving the small stone crusher during any breaks in the weather. We were also joined, in the beer tent, by the 1760 Association's 1882 A&P 1760 – which is currently under restoration so it was actually only the royalty plate, horse and valve chest cover that joined us but I felt it should still be counted!

More engines had been anticipated to attend but had seemingly been put off by the grim weekend forecast which was a shame as the station yard is huge and all good solid



Michael Stokes' 1910 A&P R10 No.5163, Thistledown, with Mick George's 1923 Armstrong Whitworth 10R2 behind.

hardstanding and therefore an ideal venue for a steam roller biased event. There was a road run, of sorts, around the village later on the Saturday evening but we had pre-booked ourselves into the excellent pub/restaurant, conveniently situated opposite the station yard entrance, to treat our respective wives to a good dinner in recognition of them having been so patient with us during the day!

Sunday, and the weather was much better; there was more public and so more, although steady, sales. My wife and I took the opportunity for a ride on one of the GCR trains from Quorn up to Leicester and back again via Loughborough stations and a very pretty line it is too. I must confess to not really speaking 'train', but the one pulling us was a black one and it got us there and back on time! Too soon it seemed it came around to packing up time which, with less than we had all arrived with, did not take too long and so we made our respective ways home.

Everyone there agreed it had been a most enjoyable and worthwhile weekend and certainly something that we, as an Association, should wish to be involved with again in the future. It is, after all, a good central location which, with a little more promotion perhaps on our part, could become a good venue for a social weekend gathering. The Association would like to thank Michael Stokes for organising and the GCR for hosting the event which we hope can look to becoming a regular fixture in years to come. Being the first time out for the sales stand for some years now and at a brand new event, sales were not in the range we would usually hope to achieve at GDSF but nonetheless still totalled a worthwhile £270.50 over the weekend which was perhaps more than we were expecting after the soggy start! If, however, you feel you could increase on our takings, the Association does have a vacancy for a full time Sales Officer, an unfilled position for many years now, so please do contact the Chairman for more information.



Simon Tansley & Ed Crane's 1928 Marshall S type 6nhp portable, driving the small stone crusher.

Three drum rollers, a deceptive spectacular engineering design

Francis Pierre

All illustrations are from Francis Pierre archives and photos are from Francis Pierre unless specified.

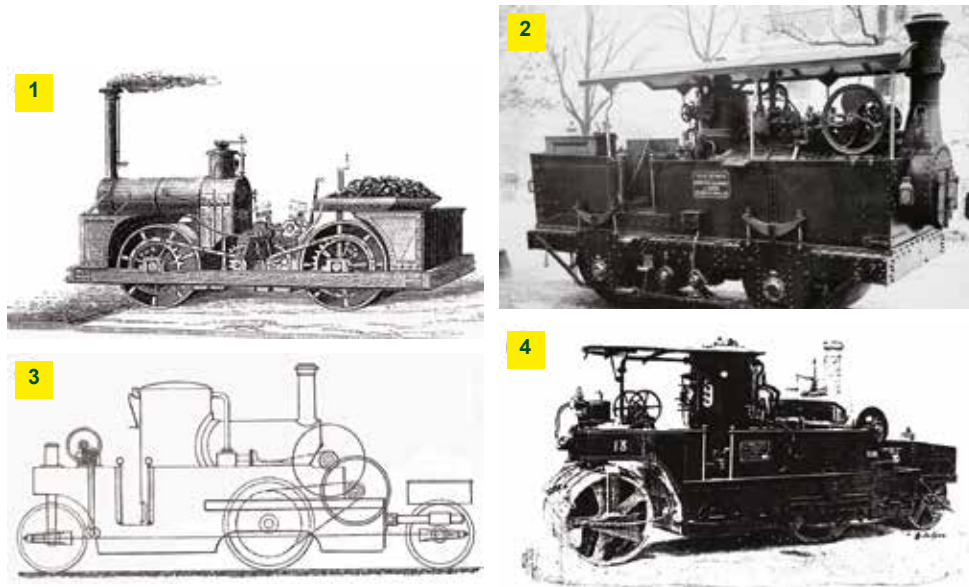
The very first steam tandem roller in the world was designed by a Frenchman named Gellerat. One drawing of this machine was published in 1866 under the name of Ballaison, who probably was the manufacturer of this machine (Fig.1). It was used by the City of Paris for street maintenance but the steering was somewhat 'difficult'. (Fig.2). However, tandem rollers were produced in great numbers sometime later, both in the United States, UK and in France since the beginning of the 20th century.

The earliest three-wheel tandem rollers

In 1893, another Frenchman by the name of Jean François, took out a Patent for his invention which is a steam tandem roller with a third drum mounted as a 'trailer' at its rear (Fig.3). This machine was built by André Didier in 1900 (Fig.4); Didier's workshop produced equipment for road maintenance. Later, in the 1930s, three conventional Robey tandem steam rollers were modified to three-drum tandem rollers for Wirksworth Quarries in Derbyshire. They were truly magnificent machines (Fig.5 is a scale model).

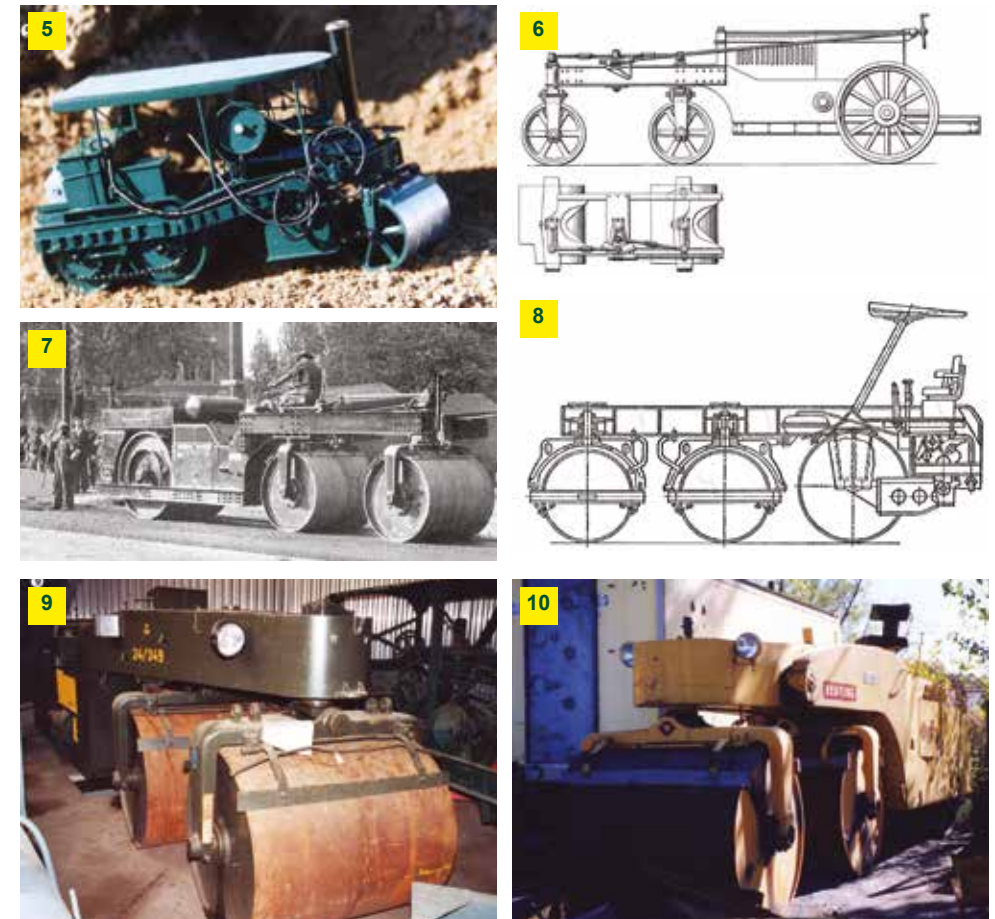
A large number of rigid three-wheel tandem rollers

In 1934, one Carl Greiner took out a patent (US 2015891) for a three-drum roller (Fig.6). Buffalo-Springfield of Ohio, a dynamic American company produced these in quantities



over time with some detail differences which included a sliding central roller (Fig.7). Twenty years later, an unknown named firm in the Soviet Union produced a similar machine, but with its engine at the back (Fig. 8). However, this was not an acceptable way of manufacturing a machine with a uniform distribution of its weight – but it was probably easier to build.

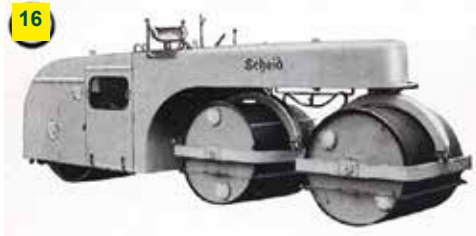
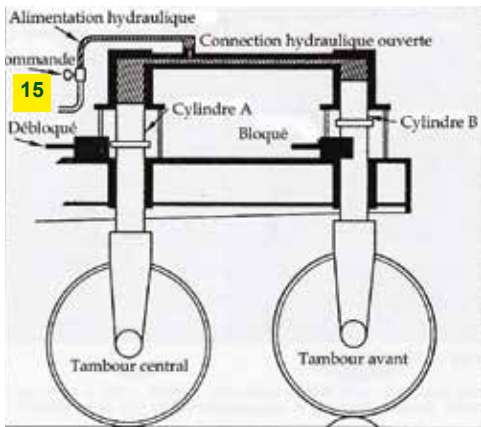
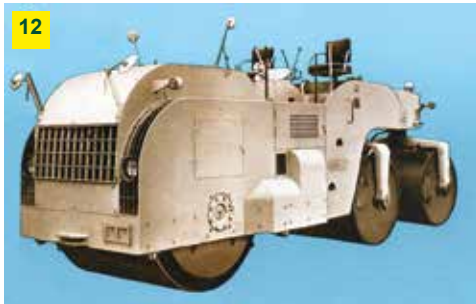
In the early 1950s, Buffalo-Springfield updated its three-drum tandem roller with a more modern design but without the sliding drum (Fig.9). In the next decade, the firm used an oscillating beam to easily follow ground defects (Fig. 10). The ultimate evolution of this machine saw the addition of a small engine on the middle drum to provide vibration (Fig.11). This was just before the removal of this monster from their catalogue. In Japan, Watanabe, a company specialising in road rollers, produced a copy of the Buffalo-Springfield roller with the oscillating beam (Fig.12).



In the roller world, Galion in the US had been a strong competitor of Buffalo Springfield. In consequence, in the 1950s, it made a three-drum roller looking virtually the same as the Buffalo-Springfield example (Fig.13).

However, Galion did not have a design to compete with the oscillating beam and created an hydraulic arrangement for both the front wheels named the 'Roll-O-Static' (Figs.14 & 15). The Galion roller was copied by Scheid in Germany (Fig.16) and also by Soviet factories for their DU9V 50ch machine which was powered by a 50hp diesel engine (Fig.17).

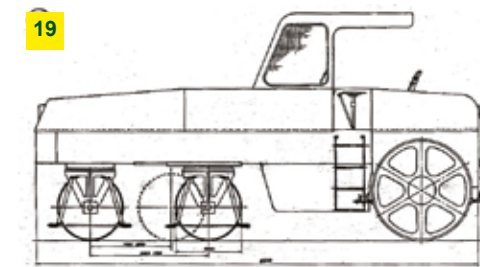
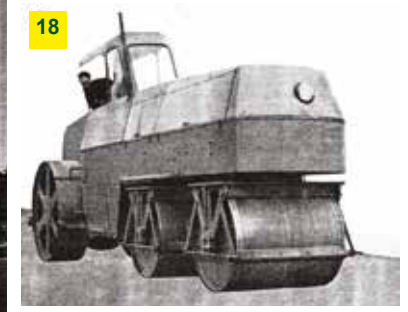
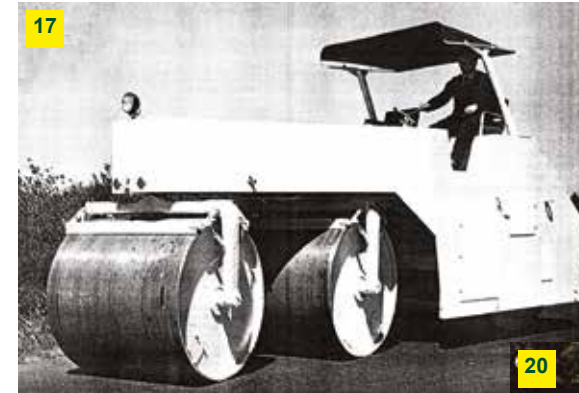
During this time Hovers, a company from the Netherlands, designed a big three-wheel roller with a middle sliding wheel named 'Duowals' (Figs.18 & 19). Only eight units of this type were constructed. The single surviving example was rebuilt by the team of the



Wegenbouw [Road-works Contractors] Museum in Holland (Fig.20). This museum has now closed down and it's not now known where this unique roller is presently located.

The Danish firm of Pedershaab built a massive three-drum roller – their TA3 – with its engine high in the front (Fig.21). In addition, the largely unknown firm of Kastrup, also in Denmark, built a similar machine. It was for sale in Holland in the late 1990s, but the vendor at the time knew nothing more about it (Fig.22).

To be continued...



21 22



Aveling Attachments

Part 4: the Resilient Scarifier

Derek Rayner

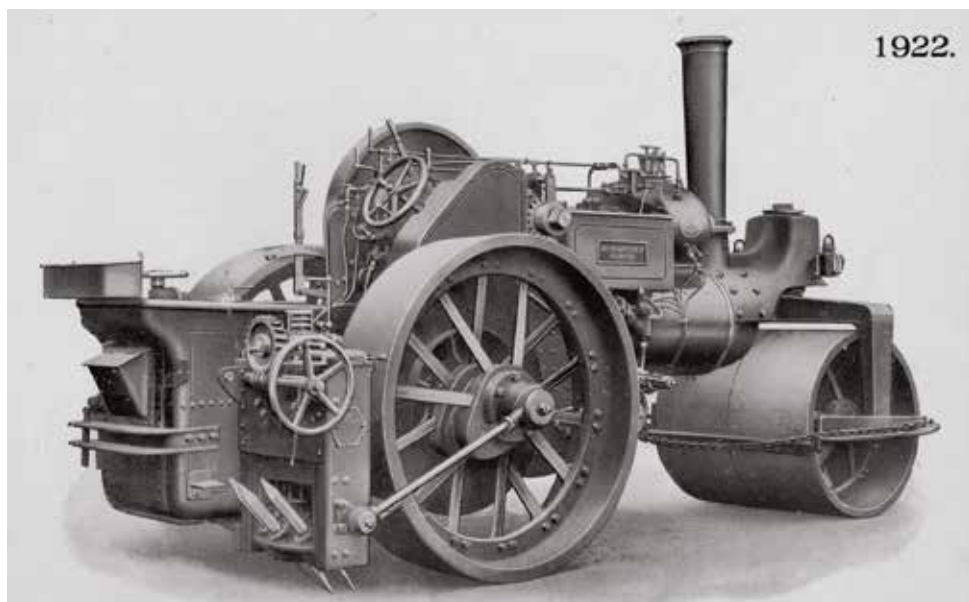
As well as manufacturing and selling steam rollers, literally by the thousand, Aveling & Porter also produced and sold attachments for them at various times during their long history.

In this fourth and the last part of five short articles, we'll look at their Resilient scarifier which came into production around the time when piston valve rollers were introduced in the early 1920s. Aveling's were the sole manufacturer of this type of scarifier - they also supplied the Morrison type as well. The firm did, however, believe that the Price type provided a much better means of reducing vibration transmitted from the scarifier to the roller than the previous Morrison type when it was in use, even under extremely severe conditions.

With a smaller roller, such as an 8 or 10 ton machine, a scarifier with two tines was supplied and for heavier rollers, a three tine device was provided.

The integral tool holder was produced from toughened cast steel and supplied with standard 1½in. square picks along with forged steel cotters.

The frame was built up from steel channels which method produced a great strength combined with lightness. The rising frame was in two parts and the shock absorber consisted of a series of springs between the tool holder and the operating mechanism.



A catalogue image dated 1922 of an Aveling piston valve compound 10 ton roller fitted with a Price Patent 3-tine Resilient scarifier.

By this method, scarifying shocks were neutralised and stresses and strains on both the tender and the axle box bolts were reduced.

One major point stressed by the manufacturer was that, with the scarifier being permanently attached to the roller, it was always readily available for small jobs such as patching work or for larger tasks such as breaking up a long length of road. It could also be used alternately and quickly for scarifying and rolling, should the need arise.

It was designed to work when the roller was only going forward and one other important aspect was that it was quite independent of the water tank since there were no bolt holes going through the tank to secure it to the roller.

The raising and lowering mechanism was easily worked from ground level and the roller was thus able to be used to pass manholes, crossings or other obstructions on the road and the depth to which the scarifier was used could be easily altered when required.

The plate on the side of the frame was either rectangular or in the shape of a hexagon – whereas on a Morrison scarifier, the plate was oval.

The Aveling firm, over time, solicited testimonials from various organisations to which they sold their rollers fitted with the Price Resilient scarifier. They received these from Councils which included Battersea; County of Lanark; West Lancashire RDC; Maldon RDC; Whickham UDC; Eastbourne RDC; Castle Douglas; Kiveton Park RDC; Greenock; and Stanley UDC together with rolling contractors: Henry Osman & Co, Southampton; W&C French, Buckhurst Hill; John Knight, Blackhill, Carlton; Thompson & Son, Chester-le-Street, BH Hale, Romford and Henry Bell, Ryhope.

Part 5: the Independent Scarifier

In this last part of five short articles, we'll look at their Resilient scarifier. A device which was somewhat more popular in Continental Europe than it was in Great Britain was the Independent scarifier which was hauled along in trailer fashion behind the roller. In Europe, it was also towed behind the roller when the roller was going backwards, so as to lessen the time involved at the end of a run in respect of reversing.

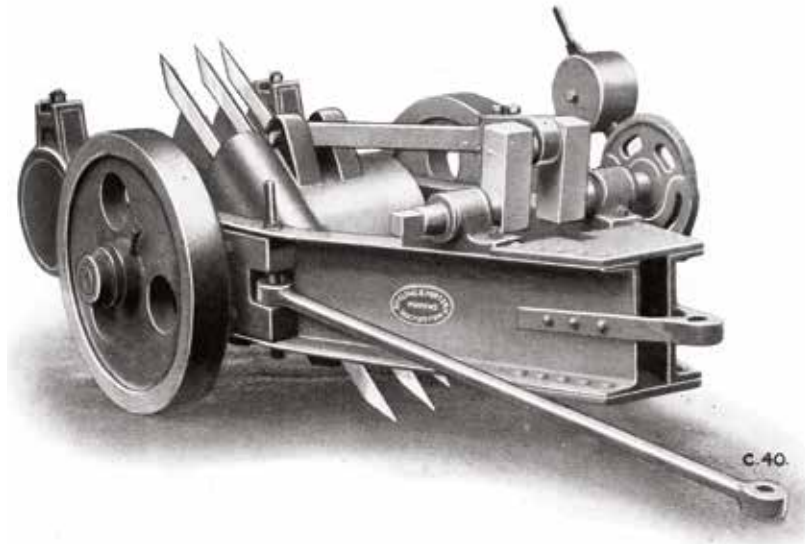
It did see use in the West Country, for example, on narrow roads where it was not possible to easily turn a steam roller in order to scarify both edges of the road under repair. For this purpose, the roller would have a strong hauling eye attached to the front of the machine, something which the majority of Aveling rollers were not supplied with unless it was a customer requirement.

Aveling & Porter did offer a scarifier of this nature which they designated the 'Continental Type'. Whether any examples still exist in the UK is not known; there are, however, other similar types which have seen use from time to time when they have been used in road making demonstrations. One notable type in this respect is the Thackray-Barford.

Aveling's example was of the three-tine type and the tool holder was able to be worked by a single lever, such that the device could be put into use instantly. The firm's description

was such that it was attached to the hauling roller with a transverse shaft running the whole width, the ends of which were attached to the bosses of the driving rollers by channel section drawbars; this transverse shaft was fitted with two couplings so that the scarifier was able to be worked close to either side of the road, as required.

In order to change from one side to the other, it was only necessary to uncouple the drawbar and the replacement of the side bar kept the scarifier in line. The machine was adapted to scarify only in a forward direction but the roller could be reversed for a fresh cut in the same direction without disconnecting the scarifier.



A catalogue image of the Aveling Continental Type of independent scarifier.

Standing Orders – Membership renewals

When members set up standing orders to pay their membership subscriptions, it is essential that the membership number is quoted when paying, especially if the payer is not the member as sometimes happens.

During June, a standing order payment of £16 was paid into the Association's bank. The initials of the payer are A B-T but there is no reference attached to the payment. There is no such person listed on the membership records so we assume this is a payment on someone else's behalf; thus we cannot allocate the payment to the appropriate member. If this is your membership, would you please let us know so we can allocate the payment accordingly to avoid your membership being cancelled.

Please email: membership@roadrollers.org. Thank you.

A brush with Steam

Phil Braithwaite

The author is known for his ownership of a 12 ton Thomas Green steam roller but his interest in steam covers a wide range, from railways to road, to marine steam, some of it in the UK but also in South Africa where he lived for a number of years. Thus the 'brush with steam' is wide ranging, from a trains spotter in the 1960s to a chance invitation to a steam rally at Rugeley where he discovered a world of traction engine games, much in vogue at the time.

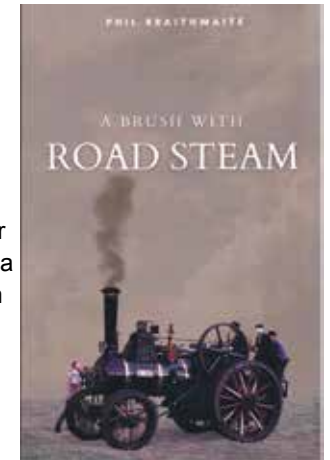
A move to South Africa led to the formation of Resteamers, a group of friends who went on to restore a Fowler roller, a project that inevitably became much more involved than originally anticipated, including a number of moves for the engine.

The chance came for Phil to purchase a South Africa-based steam roller, Green No.2135, in 1997. Inevitably boilerwork would be required and this was carried out in South Africa, although Phil and his family had returned to the UK in 1988. Eventually the engine was repatriated to Cheshire in 2007 via Statfold Barn where UK certification was carried out over time. Now home in Cheshire, further work was required and it wasn't until 2015 that this was completed.

The whole 'brush' covers a wide range of steam, as mentioned earlier, over more than 50 years and is an easy to read account of the author's adventures which still continue. All the illustrations are in black & white which is a bit of a pity but they do not detract from the overall excellent story.

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Available from Amazon. Price £9.99.



Great Dorset Steam Fair 2022

To all members

The RRA will be having its normal marquee at the Great Dorset.

Please come and say hello, to renew membership, buy merchandise or just for a chat.

We will be having a social evening on the Saturday of the show at 7pm.

Please come and join us.

Charlie Swaffield
General Secretary

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

Part 3

P K Smith

Tar Pot ... Never say Never... again!

Following this second brief brush with stardom, Hollywood again seemingly failed to spot our potential star qualities, the phone stopped ringing and things quickly returned to normal. I started to build a new trailer to both house and transport the tar pot and so allow me to exhibit it at the shows and rallies that I regularly attend alongside my steam roller as that was, after all, always my intended purpose for it.

Fast forward several years to 2019 and finally, suddenly and without warning, having found our telephone number (which really had apparently been lost behind a filing cabinet!) Hollywood called again. This time it almost nearly actually was as well as following on from their success with 'Game of Thrones', HBO were filming their successor blockbuster series called 'The Nevers' in London. Created and written by Joss Whedon (whose credits also include Buffy the Vampire Slayer, Avengers (various), Agents of S.H.I.E.L.D. (the series) and The Cabin In The Woods, etc...), it is a Mutant Enemy production, starring Laura Donnelly, Ann Skelly, Olivia Williams, James Norton and Tom Riley and is an epic tale following a gang of Victorian women who find themselves with unusual abilities, relentless enemies and a mission that might change the world. Best described as an action sci-fi, drama fantasy thriller, it is set in 1899 era London. They wanted the tar pot as part of the roadmaking backdrop to the street scenes they were filming in Trinity Church Square, Newington, Southwark in June.

The tar pot was ready to go and its new trailer was nearly finished so this would also be its maiden voyage. Having swiftly completed the trailer wiring, boarding it out and giving it a coat of varnish to smarten everything up, the tar pot and associated kit was loaded, hitched to my Land Rover and on a late Tuesday afternoon before the Wednesday's filming John and I set off for London. The plan was a leisurely journey up to London and the filming location, then unload and park up, get to our hotel for the night and maybe enjoy a few beers as it was due to be an early start the following morning.



Loaded in the yard at Witney, ready to go...



John sits on the trailer which has had its wayward wheel recovered...

Initially everything went swimmingly, for the first eight miles or so, but then there was a terrific bang and I noticed, while wrestling to keep the Land Rover and trailer upright, a wheel bouncing away down the road behind me like a Barnes Wallis bomb! Thankfully at the time we were still on the A40, not the M40, so the traffic was light and I managed to hold everything upright and come safely to a stop. Dispatching

John to retrieve the trailer wheel from the hedge, I rang back to call out several of our friends working in the yard that afternoon who soon arrived armed with jacks, sockets and an assortment of replacement wheel nuts! Charmingly, two random passing Land Rover owners/drivers also stopped to offer assistance and check that we were ok.

Everything from that point on worked well until we reached outer London where John announced that his Sat Nav machine wasn't, but having a rough idea where to go, we headed on into town anyway in the hopes we could find some recognisable landmarks to guide us in. How hard could it be? It was getting quite late and very dark by our third pass over Tower Bridge so John phoned his daughter, in Swindon, Wiltshire who relayed, as best she could, directions to us from her Ipad's Google maps! Eventually we



The overall scene for the London filming with the tar boiler, etc. to the left.

stumbled, more by luck in all honesty, onto location where 'Scurity', who were not best pleased at our late arrival, let us park everything up and leave it all on set. We got a taxi to our hotel to find we were by now so late the bar had long ago closed and it was not the type of establishment with minibars in the rooms. Having to leave before breakfast was served the following morning hurt too!

After unloading and setting up the tar pot we were both quickly swept away into, the by now, familiar routine of off to wardrobe (who had interesting ideas on what a road mender of the 1860s would wear!) and make up, then back on set to wait for filming. There seems to be a lot of waiting involved in this filming lark but as this was a big budget production, there was lots going on to see and do as well as many interesting vehicles to see and people to meet – even caught up with Pete the 'car wrangler' again – and some of the other extras and characters on set we met and talked to were fascinating, One of our fellow road menders, who it turned out lived relatively local to us, had his wife/partner also in the production but filming elsewhere on set, regaled us with tales of his first 'corpse scene' in Casualty. It seems many of the extras knew each other and to listen to them list off some of film and TV work they had done I realise now why sometimes faces can look familiar across productions.



Another view of the set with the tar boiler in the middle.

The director liked the smoking Tar Pot and so he also wanted smoke in all of that days street scenes. Fortunately special FX had a plentiful supply even kindly giving me their unused leftover smoke tablets and canisters at the end of filming. As well as raising and lowering the tar barrel on the tar pot jib crane for the passing shots, we were also roped in to do some actual acting where during one crowd scene we had to look up at the sky and 'Oooh' and 'Aaahhh' and look increasingly alarmed and terrified at a green plastic bottle being waved enthusiastically about on the end of a long stick behind the camera. Some of the others around us took it all incredibly seriously but John and I just struggled not to laugh! Sadly I do not know what CGI effect was eventually to be inserted above us? John and I were also both volunteered for and used for some 'green screen' filming so may well have appeared as fish headed aliens or some such nonsense who knows?!

Mercifully, and after a very long day's filming, they let us go, eventually, although it was a lot later than we had anticipated and therefore very late by we time we had loaded everything up and got back home but it was certainly another grand day out. Sadly world events then intervened, with production and filming subsequently interrupted/stopped due to the global Covid pandemic. I have no idea at which point the scenes we filmed for will appear within the series but the Premier episode of 'The Nevers' was eventually broadcast on 11th April 2021 and drew over 1.4 million viewers across linear telecasts and digital, making it the best start for a new HBO Original series on HBO Max. The eventual UK release date on Sky was 17th May 2021 but sadly (!) neither John nor I subscribe to Sky so we shall never know if either of us or the tar pot made it beyond the cutting room floor. Here's waiting for the phone to ring again sometime soon though!!



The 'road works' corner of the set.

Mechanical Tar Spraying & Grouting Co.

Meadow Road, Reading

Photos taken in the summer of 1965 & spring of 1966 by **Steve Milns**, *Custodian of Aveling & Porter GND convertible No.9264, Lady Hesketh, reg EJ 966 (kept as a roller).* was i



Further away is Fowler T3B No.17951, reg EPJ 359, now in Andover. The nearest one I tried to buy for £60! Unfortunately before I could finalise the deal, MTS&G had been taken over by Amey Roadstone and the roller pushed into the scrapyard behind the engine.

Fowler T3 No.15969, reg NW 6093, now in Nottingham.



Fowler T3B No.17950, reg CYY 424, still in the Reading area; this roller was working on a new housing estate in Winnersh, near Reading.



Foden tar sprayer No.13764, reg TF 3106, again still working in 1966.



Fowler DNB No.17506, reg UA 3582, *Undaunted*, as it should look, complete with Fowler Wood tar spraying gear.



Fowler T3 No.15970, reg NW 6092, (now converted to a ST) with a general view of the yard.

Letters

Slough park roller

Dear Editor

I refer to Mark Wilson's letter in *Rolling* about the Aveling E type roller which at one time was in Salt Hill playground at Slough.

Aveling E type No.10350 (KX 6838) was new to Slough Urban District Council in 1922.

I photographed it in the park in about October 1973. It was rescued by a local purchaser some years later and I remember seeing it following restoration at a Chiltern Club rally in the area, but I believe it has now left for a more distant home. (*Now is Cornwall – Ed.*)



Sandy Ross

Redbourn, Herts

Scarifier tales

Dear Editor

Your correspondent Derek Rayner in his article 'Aveling Attachments: the Morrison's Patent Scarifier' quotes from the maker's publications that it would 'scarify both when the roller was working in the forward direction or backwards'.

When introduced in 1895, that was probably correct with the water bound roads of the time. However, with the introduction of tarred road surfaces, this was less true. When I purchased my Morrisons-equipped Aveling in 1968, I enquired why the rear facing tynes and wedges were missing. Norman Buncombe, who was selling his late father's



engine, made it quite clear that the scarifier would not work in reverse and declined to supply the necessary items. It is interesting to note that the later Price scarifier had no such facility.

I think sufficient time has now passed for me to recount an experience with the scarifier not long after we returned the roller to steam. Travelling along Harpenden High Street, the offside rear wheel went over a traditional cast iron cat's eye with a bump, which resulted in a tyne dropping down onto the road surface which completely extracted the offending cat's eye from the road. We stopped and attempted to replace the cat's eye, but decided all we could do was to proceed at maximum speed from the scene of the crime. Nowadays the cheap and nasty glued plastic reflectors just explode...

Sandy Ross

Redbourn, Herts

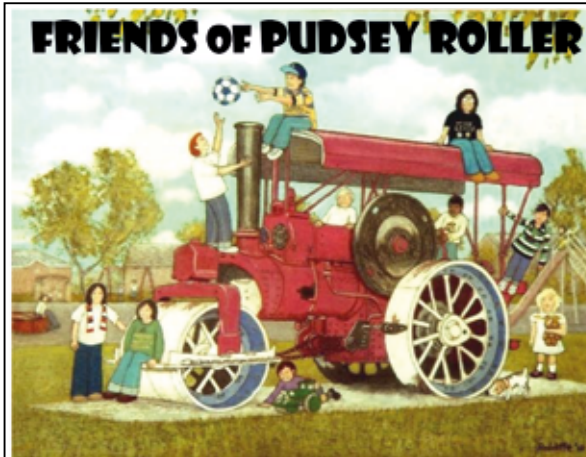
Lost Registrations

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

As the sun sets on the 2004 Great Dorset Steam Fair, John Young takes his 12 ton 1912 Aveling & Porter roller No. 7807 for a tundle in the Playpen. John has since sold the roller to the Pallot Museum in Jersey where it now lives. **Brian Goodling**

