

# Rolling

Summer 2023

Issue 193



Road Roller  
Association  
Journal



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**Front cover:** Robin Marshman's lovely 8 ton Burrell roller No.4058 of 1926 enjoys a break in the sunshine. The engine is back in the livery of its original owner, H Kay of Horsham, West Sussex. Robin is a member of 'The Creche' who crew the Searle family's engines, also based in Horsham.

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 30<sup>TH</sup> SEPTEMBER 2023

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## Chairman's Notes

Having forgotten that the editor stated at the last committee meeting that he wanted copy for the next edition of 'Rolling' sooner rather than later, it came as a bit of a shock this morning to get his reminder email that he was still waiting for articles, etc. It does give me an opportunity to remind you all that without articles from members there will be no 'Rolling'. I'm sure that many of you have interesting stories about restoration projects you are involved in or equally interesting tales from visits to rallies and/or various museums. Please try to put pen to paper (or even use the word processor) and send your contributions to Brian. Don't worry if your use of English is not great, we'd rather have something that we can mould into an article than nothing at all.

I presume that most of you are enjoying the weather from the last few weeks and have started rallying. The weather has been glorious for rallies but gardens are suffering from lack of water. (I'm lucky in that I am not yet on a water meter so can use a hosepipe in the garden without running up an enormous bill.)

From my own perspective I have at last got round to retubing my roller. It's a job that I have been putting off all through the winter but eventually I had to do something about it. Although a lot of the hard work is done by my assistants, it always seems to take so much longer to get things done than I anticipate, so with two days to go before my first rally of the season, I shall be doing the hydraulic test later today and, providing that is satisfactory, the steam test tomorrow before setting off later in the day for what, I hope, will be an enjoyable weekend.

The sales stand that we took to the Great Central Railway over the Easter weekend was successful and we got to meet a number of members old and new. We now look forward to seeing more of you at Onslow Park later in the summer.

As usual I wish you all well and hope that we all have a good rally season.

**Richard**



## Sales stand to Quorn

PK Smith

Following the success of last year's RRA weekend event held at the Great Central Railway's (GCR) Quorn & Woodhouse station near Loughborough in Leicestershire, the Association sales stand was delighted to be invited to attend their eleventh annual steam engine rally held at the Quorn station site over the Easter bank holiday weekend of 7th-10th April. Having been 'volunteered' to become your Association Sales Officer, a post that has been sadly vacant for many years now, I will admit that I was somewhat apprehensive initially about the weekend and how we would be received/perceived by the 'general public'.

Those of you who were at the Northallerton AGM will recall that the sales 'table' was well supported by those in attendance and sales were healthy but of course that was to what could be described as something of a 'captive audience'. Since having gathered all the Association sales stock together, I had been busily 'topping up' where necessary, although only to the modest levels the Chairman had decreed, as I was sure there would be no merit in attending a four day event and selling out on day three! I had also sourced some new lines including stickers, fridge magnets and keyrings, etc. which I hope offer a little something for everyone at an affordable price. Always welcome are donations of related books, magazines (Old Glory/Vintage Spirit) and traction engine related ephemera,



*A few of the engines in the railway yard at Quorn.*

toys and games, etc. so if you are having a clear out perhaps consider donating to Association sales rather than sending to landfill! All of the above items, and more, along with the various 'point of sale' display boards and stands that I had 'acquired' or manufactured (at no cost to the Association) were duly loaded into my pick-up.



The station yard at Quorn has been laid to gravel, making it

*The Chairman on duty on the sales stand at Quorn.*  
an ideal all weather hard standing location for the event. Arriving on the sunny, albeit chilly, late Thursday afternoon nearly all the engines were already in situ and Howard's funfair, including the 1866 Savage steam gallopers and 1947 Atlantic Star big wheel, were built up and ready to go. After managing to squeeze my caravan into what was probably the last available space at the bottom of the station yard, I went to explore and was delighted to find some old friends among the engines attending, including Tasker 1913 3-speed tractor 1765 *Jolly* along with Burrell SCC 2426 *Ted Haggard* of 1901 and Wallis Oil Bath Tractor 7641 of 1920 *Gunner*, all of which I have been lucky enough to have either steered or to have been involved with in years past while they were in the custodianship of their previous owners. In truth, it was almost like being back in the parish!

It proved to be a celebratory weekend in many ways as it was a little over 50 years ago that a group of enthusiasts got together to revive a length of the Great Central, closed in 1969 as part of Dr Beeching's report "The Reshaping of Britain's Railways", and who were determined to keep the line alive for the running of main line engines. They duly began the mammoth task of preservation and restoration and this year marking the 50th since the first train ran. Over the years, the GCR volunteers and staff have reinstated a double track section from Loughborough Central to Rothley and opened a single track to Leicester North, built and restored stations, signal boxes, carriages, wagons, steam and diesel locomotives. Others to be found celebrating major milestones over the weekend were event organiser and RRA committee member Michael Stokes, whose own A&P R10 roller 5163 *Thistledown* has reached her 120th along with the 1903 Wallis & Stevens

Advance roller 7784 *Winifred George* and the Armstrong Whitworth 10R2 roller, both of 1923, who were both marking their centenary year. Association Chairman Richard and his wife Marion, who were both ably helping me to man the stall for the event, were also to be found celebrating an 'umpteenth' wedding anniversary on the Saturday and even Association Secretary Charlie announced an imminent wedding anniversary when he came up to visit us for the day – albeit not on 'that' actual day!

The weather over the weekend was certainly in the event's favour and the crowds flocked in. The railway was operating a full timetable between Loughborough and Leicester North which obviously included steam trains – which I don't actually 'speak' – but it was often a 'black one', and they seemed to stop directly opposite the marquee that our sales table was situated in and were an impressive sight. Alongside our 'pitch' in the marquee-cum-beer tent was the railway's Tin Shed Bar which was offering a 'mini' beer festival along with a fine selection of ciders over the weekend, so we did not go thirsty! This also meant that we had a steady stream of potential customers coming past us at all times who would usually stop to look, chat and often purchase something. Several new members were signed up, always welcome; also many friends came to say 'hello' over the weekend and we were even treated to a visitation from Vice Chair Derek! Evening entertainment, by which time we were packed away, included The Syston Swing band, a 15 piece outfit, on



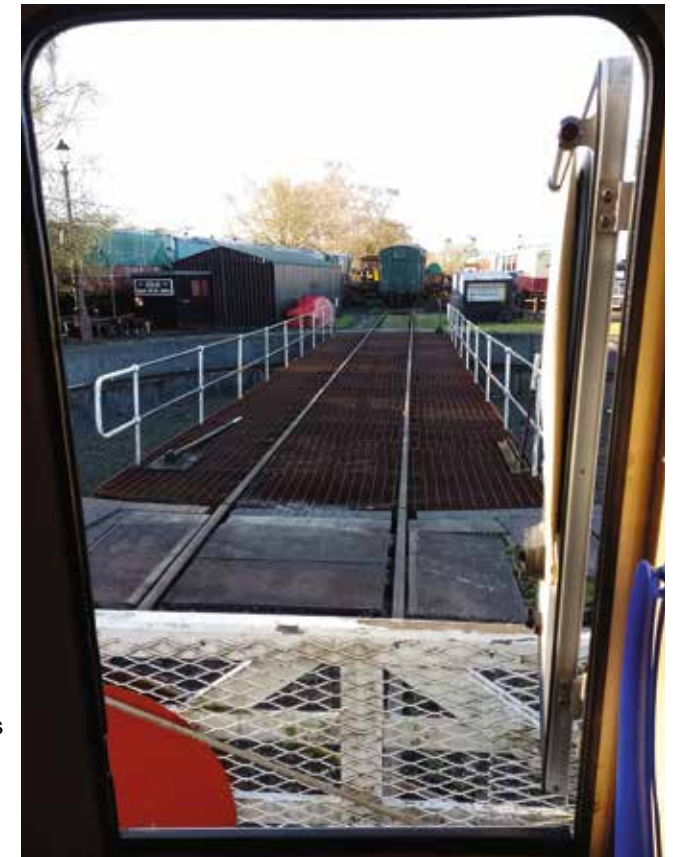
*BR Class 9F No.92214 with Michael Stokes' 1903 Aveling & Porter roller No.5163  
Thistledown and an International W6 tractor.*

the Friday night and a solo singer named Sarah Clarke on the Saturday night. Other rally organisers may care to note that both 'turns' were entertaining and yet you could still hear yourself think and have a non-shouty conversation over them which is always something to be aspired to! There was a road run, around Quorn village, late Saturday afternoon/evening which sadly we were unable to join as we were still on duty but I can report that apparently much chaos was caused and hostelrys successfully visited!

In all, it was a thoroughly enjoyable and successful Easter event. Sincere thanks must go to Michael Stokes, not only for organising the event but also for inviting the sales stand to attend and for looking after us; also to Richard and the redoubtable Marion for all

their help, company and friendship over the weekend. I was happy that I brought back less sales stock than I took and while not in quite the same league as our takings at the Great Dorset Steam Fair, our sales exceeded the £600 mark so the Treasurer was pleased. I was chatting to one of the uniformed railway platform staff (a gentleman about as round as he was tall so I think I may know which character he is when they host a Thomas event!) at the bacon roll van early on the Sunday morning who said the passenger head count had been equivalent to one of their big gala event weekends – so they were pleased too.

I am busily preparing my roller now for the coming season but I am also looking forward to taking the Association sales stand up to the Onslow Park event held over the last weekend in August so do come and visit, say hello and remember to purchase something!



*PK's view from the caravan – at the end of the railway turntable!*

## A singular accident in York – a tale of a snorkelling steam roller

Ian Corfield

Trawling through random newspaper reports on the internet in respect of a search for 'York steam roller', the 'system' homed in on the York-published paper, the *Yorkshire Evening Press* dated Tuesday 6th October 1896.

In that paper, the following account was seen which indicated that: *'At about two o'clock on Tuesday afternoon, a singular accident befell the larger of the steam rollers belonging to the York Corporation.*

*While turning from Lowther Street into Heslington Road, it appears that a pin in the steering gear came out and the driver being, in consequence, unable to manage the engine, it dashed across the road and displacing an iron seat on the Foss bank, entered the river. The driver stuck to his post, the water reaching up to his neck and he was rescued by means of a boat'.*

A later report in the paper provided the information that: *'Throughout Wednesday, endeavours, which unfortunately proved fruitless, were made to remove the steam roller, the river being partially turned off and two traction engines utilised. These efforts were not repeated on Thursday. The accident created a good deal of interest and crowds of people assembled during the operations. Some other means will be taken to get the submerged roller out of the river'.*

It was known from previous researches into steam rollers owned by York Corporation that it had purchased its first steam roller – 15 ton Aveling No.2134 – in 1886. It later



*An elevated view and carrying its Aveling-supplied CORPORATION OF YORK nameplate, taken on Lawrence Street looking towards St Lawrence's Church in York, this is Aveling No.2134 – a 15 ton single cylinder machine dating from 1886. The roller ended up in the River Foss in York ten years later as a result of a 'mechanical failure'. As the contemporary newspaper reported, the driver stuck to his position and ended up, up to his neck in the water... Whether he was suitably rewarded for his 'dedication' in this respect is not known. Courtesy of York Archives*

*'Throughout Wednesday, endeavours, which unfortunately proved fruitless, were made to remove the steam roller, the river being partially turned off and two traction engines utilised. These efforts were not repeated on Thursday. The accident created a good deal of interest and crowds of people assembled during the operations. Some other means will be taken to get the submerged roller out of the river'.*

purchased 10 ton Aveling roller No.s2507 in 1889 and a third, similar 10 ton machine, in 1903. This third roller, obviously too late to have been involved, carried an owner's plate supplied by Aveling's which read: 'City of York No.3', implying that the two previous rollers noted above were numbered 1 and 2 but it's not known whether they retrospectively carried plates to that effect or not.

The fact that the newspaper article specifically made reference to 'the larger of the steam rollers' indicated that the roller which was then in the River Foss was the 15 ton Aveling and it was therefore perhaps unsurprising that two traction engines were unable to retrieve it from its watery surroundings with what must have been a straight pull.

An additional report on the Thursday read: *'Attempts were made yesterday to pull the Corporation steam roller out of the river Foss into which it plunged on Tuesday. The operations were watched by some hundreds of spectators but when darkness put an end to the work, the roller had only been moved a few inches'.*

This was followed up by a further report in the *Yorkshire Evening Press* the next week – on Wednesday 14th October – which indicated that the roller had been in the river for eight days. Some obvious thought had been given as to how the 15+ tons of roller would be got out of the river and a rather ingenious plan was thus devised and described in the newspaper – as follows:

*'About a week ago, the York Corporation steam roller ran into the river Foss and this morning it was recovered and removed to the Corporation yard. The early attempts to drag the weighty machine from its muddy resting place by main force were unsuccessful and a more scientific method of procedure had to be adopted. A keel was brought to the spot and, by means of a windlass on the vessel, each side of the roller was raised in turn. The workmen were thus enabled to place the engine on a firmer foundation of timber. When this had been accomplished the traction engine was set to work and before the dinner hour, the roller was safely landed. No doubt the machine will have to have a thorough overhauling before it is fit for work as it is in a very muddy and rusty condition'.*



*A present day image of what the steam roller driver would have seen as he left Lowther Street in York and headed towards the River Foss before the roller 'dashed' into it, as the newspaper report of the time described it doing. Courtesy of Google Street View*

## The Marshall Baton Plate

CCJ Quinn, I Eng, M Inst NDT

*In the early 1950s, Charlie Quinn was an apprentice at the Gainsborough firm of Marshall's and tells us that during his time there, he learned much about methods of production and especially changes in these that were made over time. One specific example of this latter was the means of manufacturing the brass 'Baton Plate' which replaced the steam roller emblem of Britannia on the front of a Marshall in the motor roller era.*

The early examples of these 'Baton Plates' didn't show much of their intricate details until after World War 2 when the firm started to use the shell-moulding process. This was a method of production which was obtained from the Germans as a result of what could be considered to be 'war booty'.

The process involved the use of extremely fine sand which was very much like flour in its consistency. The pattern plates involved were made of aluminium and were in two sections. These pattern plates would be heated up in a small furnace for about half an hour per pattern and were then placed over a small distribution box, known as a 'hopper' and secured together. The 'hopper', which was filled with the very fine sand, was then inverted for approximately ten minutes which allowed the sand to cover the pattern of half the intended plate.

The pattern and the mould which, by then was integral with it, were then replaced in the furnace for about 30 minutes. After this time had elapsed, both were removed and the mould was ejected from the pattern plate and was then allowed to cool. The same happened for both sides of the emblem.



*This is a 'baton plate' made in the pre-shell moulding era. There is a considerable difference in quality compared with the later versions made by the process described above.*

Photo: Charles Quinn

The pair of moulds were then cemented together with a special resin mixture. When dry, the moulds were fitted with metal clamps which were manufactured from mild steel round bar. The completed two-part mould was then stood upright in a 'hill' made out of conventional moulding sand and the molten brass was poured into it until the brass came out of the outlet hole at which point, the pouring of the molten brass would stop. Then, as the newly-formed casting cooled, the sand would begin to flake off. When cool, the castings were broken out of the mould and then cleaned up.

The next process was to send them off to the buffing shop for polishing and they later passed into a 'machine shop' – in other words the apprentice's training bay, in this instance – where they were drilled.

This process provided the finished item with exceptional detail.

The finished plates then went to the paint shop where, after the painting was finished, they were fitted to the front of a completed roller prior to its dispatch to the customer.

In general and as time progressed, Marshall's fitted brass examples of the baton plate onto rollers and aluminium ones onto tractors.



*A Marshall RD type motor roller showing the baton plate on its front. This image is from a contemporary Marshall catalogue which the Association acquired recently having been noted for sale in the Netherlands. There were several other similar publications from different UK manufacturers. These have been added to the Motor Roller Archives.*

## A selection of rollers in Scotland

From non-member Keith Jones comes a number of steam roller photos which he took at the Castle Fraser rally near Inverurie in mid-June. May we express our grateful thanks to Keith for these.

*A piston valve Aveling roller, this one is No.11659 of 1927, named The Moonraker. It was exhibited by Sandy Arbuthnot and was originally supplied to Barnes Brothers of Southwick near Trowbridge in Wiltshire.*



*Among other rollers which travelled over 250 miles north to the event from the Tyneside area was Phil Moody's 1924 Robey 8 ton tandem No.41593. It was registered FE 6255 at its place of manufacture and went to Flintshire County Council as No.7 in its fleet, working there until 1961.*



*Marshall No.76913 is a 10 ton machine dating from 1923 when it was registered PU 804. The roller's first owner was Ilford Urban District Council for which it worked until 1955 when it was purchased by Taylor Bros of Wimbish, near Saffron Walden, Essex. It was exhibited by James Gregg.*



*Alfie Cheyne's 1907 Aveling 10 ton roller compound roller is No.6269. Its first owner was Lanark County Council and it has been restored to an exceptionally fine condition. It now carries the name Dauntless after the company with which the owner served his apprenticeship several years ago now...*



*Exhibited by Jim Low, this Tasker convertible No.1911 was new in 1924 to Aberdeen County Council. It saw use initially at Turriff, then Balmedie Quarry and finally at Aboyne. Bill McConachie became the machine's owner in 1981.*



*This 10 ton Aveling F Type of 1922 was part of a large order by Essex County Council and was delivered by rail to Brentwood Station along with a living van. It was exhibited at the rally by James West and was being shown at its first public event in steam for over twenty years. It's Aveling No.10346. Note the well-restored Baker water cart to the rear.*

## Letters

### Four Avelings and a Fowler

#### Dear Editor

Beamish Museum, located near Stanley, County Durham, operates a number of successful and well supported steam events each year. This year, following the recent Steam Gala held over the weekend of 1st & 2nd April, a number of engines, coincidentally all rollers, stayed on at Beamish after the event. A number of these rollers were staying locally, effectively en route to other local events, and made good use of the extensive roadways at Beamish which provided a fitting and period appropriate working display at the Museum.

With all five rollers out and in steam on a subsequent Saturday at the end of April, I thought it would be a good idea to arrange some photographs, and to this effect crews took their engines down to the pit village where we lined up for a few pictures.

Having never towed previously with 5499, I was grateful of James' offer to tow his living van out of the pit village and back to the roller depot at Rowley Station!

#### David Bickerdike



*From left to right: James West's 10 ton Aveling & Porter F Type compound No.10346 of 1922 Buster; Mark & Chris Bainbridge's Fowler No.16615 of 1925 Astonisher; Tony and Andrew Borthwick's Aveling & Porter 8 ton D Type compound No.11145 of 1925 Ayesha; Andrew Cook's 10 ton E Type No.10707 of 1923 Pegasus; Dave Bickerdike's Aveling & Porter R6 No.5499 of 1904.*



## Two rollers

### Dear Editor

I thought you may be interested in sharing these images from Easter with readers.

First is James West's stunning restoration of his F Type Aveling on Easter Saturday at Beamish Museum, making a contrast with Andrew Cook's E type behind it. James' roller is a former Essex Council machine now based in Aberdeenshire and Beamish was its first public appearance in England since its long overhaul. It was paired with a former Eddison living van and water cart for the event. The sight of further living vans in this picture belonging to Michael Davison of Trimdon prompted some of those present to suggest a new alternative website for those with such an interest of OnlyVans.com compared to the somewhat more risqué OnlyFans!



The second picture was taken on Easter Tuesday. This roller has featured in *Rolling* before; indeed, it was a letter or article from the late Mark Mullis around 1999 that made me aware of it and I did seek it out back then and found it in red oxide primer undergoing a cosmetic refreshment. It is in the Miners' Welfare Park in Bedworth, North Warwickshire and Mark's mentioning of it in the magazine prompted me to write on behalf of the Association to the local Council asking if it could be loaned or sold. However, it has had two repaints since then and stands in an enclosure which has a gate at the rear to allow closer inspection. Whilst the registration plate is clear, I was unable to find a roller number on it. Having always been led to believe it was a DY type, I was intrigued to see the awning describing it as a DX. No doubt members with access to the *Motor Roller Register* will be able to put me right.



**Anthony Coulls**

## Eddisons 1868-1968

### Dear Editor

Fifty-five years after their centenary celebrations, the Eddison name is now just history, the business lost in a series of takeovers.

Here is a reminder of those better days.

**Sandy Ross**

**EDDISON 1868-1968**

**EDDISON PLANT LIMITED**

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## The First 'Showler'?

### Dear Editor

A member of the Fairground Association of Great Britain (Dennis Hayward of Bideford) obtained a collection of letters written by the late Lincoln Davies. This gentleman was an early fairground enthusiast who appears to have grown up in the Bolton area but visited fairgrounds in Newcastle and Hull as well as his home town. When living at Andover in the early 1940s, he wrote a series of letters to W P Riley of Burnley – a fellow fairground enthusiast.

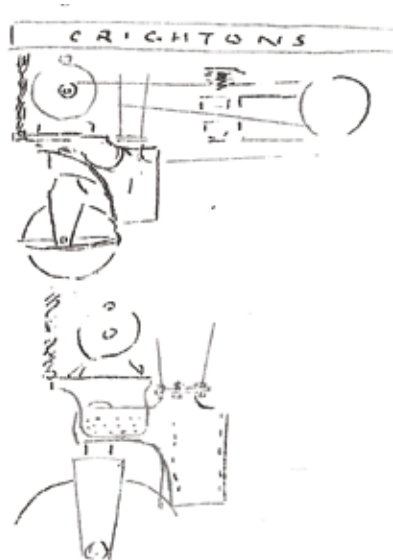
In a 16-page missive (illustrated with pencil sketches) Lincoln Davies writes of the showman James Crighton thus: "I think I would be right to say that James Crighton's Palace of Life or Light had two engines which was supplemented with a roller also having a dynamo on it. I seldom saw more than one engine driving the lights during their period of wintering". The fact Mr Davies couldn't remember the exact title of Crighton's bioscope show throws some doubt on his statement about the steam roller conversion. Mr Davies also mentions "wintering" which may need an explanation to RRA members. It was not unusual for a showman before the Great War not to have permanent winter quarters as they do today. So they would pull onto a market place or village green and show films over the winter period until the "fair season" restarted in the February.

If the above sounds doubtful, then Mr Davies also helpfully included a sketch of the steam roller in his letter with the caption stating "Too long ago for me to remember details other than it had Crighton's Palace, etc. on a full cab and am certain the dynamo plate was built over the front swivel plate. I remember the two engines side by side about year 1910, although the roller was never seen by me running." This does lend credence to this story as James Crighton's "Palace of Life" bioscope show (one of two he travelled) was operated until the outbreak of World War One in 1914.

Looking at the sketch, it makes me wonder why something like this has not been attempted in preservation days rather than fitting four wheels to a roller. Whatever, it's clear that the concept of a "showler" is nothing new!

In writing this article I would like to acknowledge the editor (Graham Downie) of "Fairground Mercury", the magazine of the FAGB, for permission to use extracts from Lincoln Davies' 1940s letter and his accompanying sketch.

**Peter C Wells**



## Aveling-Barford GBE81 Motor Roller

### Dear Editor

A year or so ago I arranged collection of an Aveling-Barford roller from Penallt cricket club near Monmouth which was in a very poor state but the engine ran. They had obtained the roller in 1989 from a lorry breaker's yard in Ross on Wye and it had no maker's identity plates, registration plates or log book. The only number I found stamped on it, apart from the number on the replacement engine, was GBE81 which didn't tie up with any AB number. Initially I contacted Derek Rayner who didn't recognise the number either.

I went to look at a similar roller owned by Martyn Williams, a 1948 GB1 which I noticed had GBE86 stamped on the same place as mine (Martyn hadn't noticed this before) and his identification plate reads GB00182. So after contacting Andrew Watson RRA motor roller registrations, I asked him if he could check the AB records for rollers; a few numbers back from Martyn's and – bingo – GB00179 had GBE81 recorded on it. It seems that these were built at their Scotswood plant and they stamped their own build numbers on when they were given batches of work orders to complete. The final machine serial number was almost certainly allocated at Grantham, when the machine was returned for paint and final despatch.

So, after a lot of research, we've managed to trace the correct roller number and it was built in 1948, registration JUV 328, and went to Sir Lindsay Parkinson & Co. Ltd, Shaftesbury Avenue, London WC2 and then sold on to W Bengry & Sons, Longmoor Garage, Nr Leominster. I now have a registration document thanks to Derek and am in the process of restoring it to a reasonable condition.

**Ken Hickson**



## ROLLING Back the Years

### Looking back at a random Association Journal

PK Smith

The receipt of one of our Editor's "Just a gentle reminder" email regarding the imminent press date for the next, potentially, slim edition of our Association Journal prompted me to delve once more into my archives for a look back at a random back issue of our Journal. Intended primarily for the benefit of those who may not have been members at the time to see what was occurring 'back in the day', I also hope that it might inspire some contributions to future issues of our magazine. How to achieve a truly 'random' pick is problematical as flicking through articles or photos catches the eye and sometime later having by then read the issue, it does not really qualify as a random choice. Inspired, in part, by my means of choosing those elusive winning lottery numbers (no it does not actually work but one has to try) I took my roller's boiler number and divided it by her registration number and hence arrived at....

#### Issue 35, Spring 1983 (40 years ago!)

At that time, Ronald Regan was busily invading Grenada, and the Motorola Company was busily introducing the first mobile phone to the public. Seatbelt use, for drivers and front seat passengers, became mandatory and Richard Noble set a new land speed record of 633.468mph driving *Thrust 2* in the Black Rock Desert in Nevada. At Heathrow Airport, the Brinks Mat warehouse was 'relieved' of three tons of gold bars valued at \$37.5 million and the U.S. deployment of Cruise Missiles at the Greenham Common air force base saw CND organising protest marches and rallies with over 200,000 people attending. Margaret Thatcher won a landslide victory in the General election and Breakfast TV was born. The video game Mario Brothers was first released as an arcade game in Japan in July which also saw Sally Ride become the first woman in space aboard the maiden flight of the space shuttle *Challenger*. This year also effectively witnessed the birth of the internet when ARPANET officially changed to use the internet protocol, and Lotus 1-2-3 as well as Microsoft Word were first released.

The Association Journal back then was A4 size (210 x 297mm) and ran to 16 pages, the front cover featuring, a presumably catalogue reproduction image of, an early Marshall motor roller. The inside front cover listed the Association officers: L.R. Sherman – President, D.A. Rayner – Chairman, etc. and noted that membership running from January to December cost £4.50 for the year. Association Sales – available from the Sales Officers Messrs Hutchinson and Crampton – included items such as Association Ties at £2.50, various books – nothing above £4.50! – and a selection of Shire and Discovering books which were still available at 'old prices' with the most expensive being 'Farming with Steam' by Harold Bonnett at £1.50.

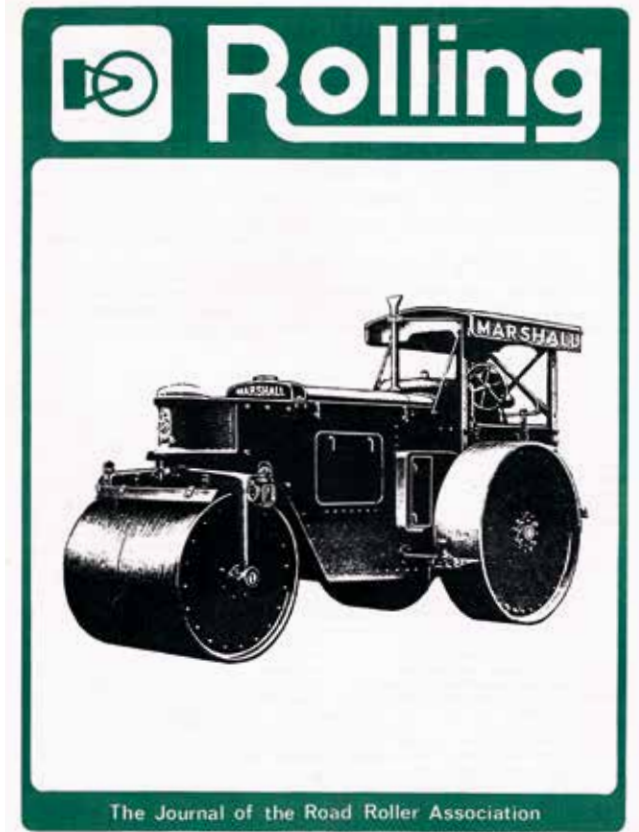
**From the Editor** saw the now familiar appeal for 'copy' with the season having started encouraging those attending rallies who had 'interesting happenings' to report to do so. An

appeal was also made for any bright ideas from rally organisers that were felt to be worth encouraging, such as not placing the motor rollers in the barn engine line up, and free beer for exhibitors on a Saturday night! Mike Hartley concluded his piece by wishing good Rolling for everyone in the 1983 season.

In his **Chairman's Notes**, Derek Rayner commented upon the 'average' attendance at the March AGM to the disappointment of not only himself but also those others who had worked so hard to ensure an enjoyable weekend. He encouraged all members to consider attending the following year's AGM. Welcome was extended to Peter Lorimer and Paul Wood who had been respectively elected and co-opted onto the committee

and Steve Milns was thanked for bringing along his Aveling roller to Blists Hill Museum and that the curator had been in touch expressing an interest in hosting regular displays of road making, or at least hosting rollers to attend for weekends. Interested members were to contact the museum direct but asked to keep the committee advised. Items of interest to members at Blists Hill in general were commented upon and there were then several paragraphs pertaining to the correct shade of 'Aveling Green' and where it could be purchased from. Finally mention was made of the fate of the Winget works at Strood (formerly the A&P works) to which a plaque had been affixed which the chairman was delighted to learn was to be acquired by the Rochester-Upon-Medway city council at a cost of some £4 million and be turned into a civic centre, meaning the plaque would be in good hands since the council would have an interest in continuing to look after it.

The **Photo page** included two works photos of Wallis & Steevens products, one steam one motor and Steve Milns' Aveling convertible No.9264 at Blists Hill Museum.



The **Secretary's Spot** contained extensive and detailed coverage of the AGM held in Ironbridge over the weekend of 5th-6th March. Numerous reports were presented, thanks extended and trophy presentations noted. Member Steve Durance suggested that 'old' roller drivers be encouraged to record their experiences for the benefit of future generations and matters relating to the NTEC disc scheme and roller driving licences were raised. The report concluded with notice of the following year's AGM to be held at the former Marshall & Sons works in Gainsborough.

**Rolling Around** included area reports from the North West, Southern and the South West area as well as from India and Australia, the detail of all of which I personally found fascinating. Included were notes of engines attending events and of the events themselves, potted histories of engines and sometimes owners as well and details of engines that had changed hands in the 'closed season'. It is probably sad to reflect that the reason these notes are so extensive and informative is because they of course pre-date the modern age of seemingly instantly available online information the birth of which can be traced back to that same year!

**DVLC Swansea Registration Marks** – claim it soon or risk losing it. **Driving Licences** – if in doubt play safe and display L plates. **Paint Supplies** as previously mentioned – mention the RRA when ordering – were all discussed next in greater detail. **Motor Roller Owners** were apologised to for the cancellation of a proposed event in May but offered an alternative rally to attend instead. An interesting piece entitled **Busmen's (or should that be Rollermen's) Holiday** listed places of interest for the road roller enthusiast to visit, should East Anglia be their choice of holiday destination that year. Coincidentally, I did, a few weeks ago, even visiting some of the places mentioned! The piece concluded by encouraging those in different parts of the country to put together and submit similar articles covering their areas.

The next three pages contained a family history cum obituary submitted by C.W.F. Mitchell detailing the life, works and career of his grandfather the late **Charles Albert Mitchell: Unconquered Pioneer**. Most certainly the story of a man of his time and generation as well as being about the engines he owned and operated.

**Letters To The Editor** started with a history of his engine by J.M. Evans – a Robey 3-wheeler (not a tri-tandem) but reg DE 2592 of 1912 named 'Sammie'. Mr E.F. Valentine submitted two interesting sounding photographs – which were sadly not reproduced and Howard Stenning, the assistant director of the Amberley Chalk Pits Museum, sent in details of road making related items on display/held in the collection there.

Finally, on the back page **Sales and Wants** offered books, postcards, metal spinning (chimney tops, etc.) and fibreglass replica Aveling horses for £6.50 (unpainted!). Wants included – perhaps inevitably – items to fill the section!

So that concludes another look back into the archives, a dose of nostalgia which I hope will spur you on to check through your back issues and pick one at random to comment upon – both the Editor and myself would be hugely relieved if you did!

## RRA Committee member changes job

After 12 years at the Great Central Railway, Michael Stokes has joined Stanton Collections as Operations Manager.

Michael commented "Having benefited from restoration work on my roller over the last few years by Matt, I had no hesitation in joining his team whereupon I am really looking forward to this new challenge."

Stanton Collections major in the restoration and complete rebuild of full sized and miniature steam engines, vintage cars and tractors from their unit in Longford in the East Midlands.

One of their latest contracts they have been awarded is the ten year boiler overhaul of Peckett 0-4-0 *Teddy*, now owned by Gary Boyd-Hope. Many readers will remember *Teddy* parked on the front lawn at Cadeby Rectory when owned by the Rev. Teddy Boston. He also owned Michael's steam roller *Thistledown*.



*Matt Stanton welcomes RRA Committee member Michael Stokes to the team at Stanton Collections Ltd.*

For further information please contact Michael on [michael@stantoncollections.co.uk](mailto:michael@stantoncollections.co.uk)

## Standing Orders – Membership renewals

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

Sometimes it is difficult to reconcile the information on the Association's bank statements, so to ensure your membership is not inadvertently cancelled, please ensure this information is correct. There are still a few members who have not updated their subscription to £16; if this is you, please amend your standing order to the correct amount.

For membership queries, please email: [membership@roadrollers.org](mailto:membership@roadrollers.org). Thank you.

*The first weekend in June saw a very successful Steam Festival held at the Hollycombe museum in Liphook, Hampshire. Very much a working weekend, a road making demonstration was carried out using a stone crusher driven by Derek Marder's Ruston Tractor with the rolling done by Alec & Graham Avery's Aveling & Porter F Type No.10893, often resident at the museum.*

