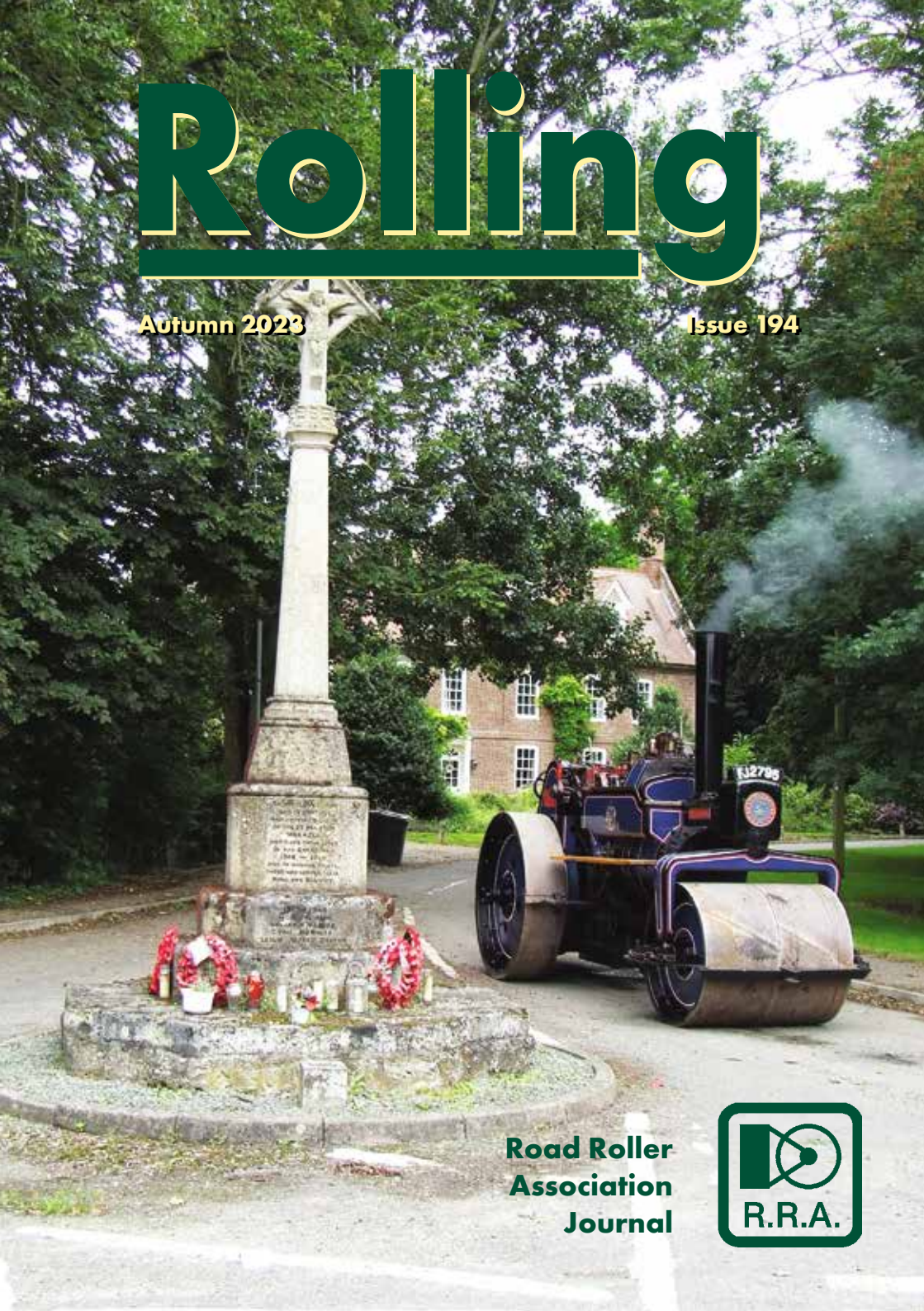


# Rolling

Autumn 2023

Issue 194



Road Roller  
Association  
Journal



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**Front cover:** A rare roller – Armstrong Whitworth No.10R19 of 1924 – is seen by the war memorial in the village of Wrangle, north-east of Boston in Lincolnshire.

**Derek Rayner**

# Chairman's Notes



For me, the rally season is over already and it has been a very short one. Because I got behind with retubing the roller, it was not until July that it was ready for action and by the middle of September, we had done the last rally on my list. As a result, we only managed to attend four events this season although we were booked into one other that was cancelled due to the weather. As we were prepared for the cancelled event, we took the opportunity to do a short road run to the local pub for lunch and a leisurely return home. We got soaked to the skin lighting up and preparing the roller in what must have been one of the heaviest rain showers of the year.

The weather has been a major influence on rallies this year so maybe we were lucky not to be doing so many rallies. We now look forward to next season when we plan to attend more events and hope that the weather is kinder to us all. Of course, before that, we have all the winter jobs that need doing.

As stated in previous editions of 'Rolling', we took the sales stand to Onslow Park at the end of August. The rally itself was excellent but despite the presence of huge crowds at the show and some good publicity on the public address system (thank you, Anthony), the number of visitors to our stand and others in the society marquee were relatively few. From a sales point of view, it was very disappointing and we may need to rethink where we attend next year. From reports on social media, it is possible that Dorset may run again next year but I suspect that if it does, it will not be Dorset as we know it. We eagerly await a definitive decision from the Directors of the show.

The committee has not met so often during the summer but the officers are still working behind the scenes to keep the Association ticking over. At the moment we have a relatively small committee and this does put a lot of pressure on a few people to do a lot of work. Please bear this in mind when you find things that may not necessarily be completely up to date and to your personal liking. We always welcome offers of help and new faces to join the committee. Please do not wait for the next AGM (13th April 2024) and expect us to contact you but feel free to let us know your skills and abilities.

I've just been out shopping and already the shops are full of Christmas which reminds me that the next 'Rolling' will not be out until after Christmas so I will wish you all a good Christmas and look forward to seeing you in the new year.

**Richard**

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 31<sup>ST</sup> DECEMBER 2023

Website: www.roadrollers.org

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## A Potted History of Caillard, Le Havre

### Derek Rayner

The origins of the Caillard company are in Le Havre where two brothers, Victor and Pierre Caillard, founded their business in the Perrey district of the city. In 1861, they transferred to premises on the Quai d'Orléans in the dock area of Le Havre, where they built their first crane. In 1883, the new Caillard factory and its 120 workers moved to a 2500m<sup>2</sup> space on rue de Prony, in the Leure district of the town. Pierre died in 1895 so, by 1898, the company had become a limited partnership, Caillard et Cie, managed by Victor. When Victor died in 1905, his son Georges took over, while Henri (Pierre's son) managed the ship repair business.

In 1877 they had launched a new type of steam crane and subsequently, with the arrival of new regulations in 1893 relating to steam propulsion, they started building marine boilers which, by 1902, had reached the power of 2,000hp. The company also continued to specialise in the manufacture of lifting equipment and gained a considerable reputation, being the first company to use electricity to drive the port's cranes.

By 1898, the company had 190 employees and changed its name from 'Maison Caillard' to 'Caillard et Compagnie', with Mr Victor Caillard remaining as its Managing Director. By 1960, the firm of Caillard was employing a thousand people across two sites at Rue de Prony and Rue Joseph Périer.

Georges died five months before the bombing and burning of the factory in July/August 1944 but during the reconstruction, in 1946, the factory extended its perimeter to rue Bellot.

In 1947, a third floor was added to the design offices. Later, in 1957 and 1960, Caillard successively absorbed the Béliard Crighton Cie factory and its 1,000 employees, as well as the technical services of the Compagnie des Chargeurs Réunis.

After the death of Jean Caillard in 1967, the company's fortunes began to decline. In 1980, Usine 2 Caillard (with 800 employees) filed for bankruptcy of its ship repair sector. Fives-Lille Babcock took control of



*A highly unusual design of motor roller manufactured by the firm of Caillard at Le Havre.*

the lifting equipment side of the business, which became Caillard Normandie, after merging with the Le Havre establishment of Chantiers de Normandie, but the business was sold to Rolls Royce in 1996. The English shareholders announced the closure to the last employees on 14th September 2000.

Among Caillard's main customers were the port of Le Havre, several major shipping companies, industrial companies, and SNCF – the French railways – which had a 50 ton emergency crane built by them.

French ports, including Dunkirk, Calais, Boulogne, Dieppe, Rouen, Brest, Lorient, Paris, Bayonne, Nantes and La Rochelle also used high-speed harbour cranes and boom balancing systems, all manufactured by Caillard.



*One of Caillard's steam cranes. Author's collection*



*The engine in the roller was a Mercedes, of a similar type to that used on certain buses in Paris.*

## Return of a Fowler

The Bloxham rally at the end of June 2023 saw the return of our Fowler road roller that had not been to a rally in 20 years. The engine in question is the Hockley Heath Steam Associations' Fowler T3 No.21629 of 1937 which was being exhibited after a lengthy restoration.

The engine was once owned by the late Tom Brown who was one of the early members of the Association and he acquired it direct from Merioneth County Council with whom the engine had spent all of its working life. Tom restored the engine and rallied it around the Midlands for some years before moving to Clevedon in Somerset, along with the engine. Upon the death of Tom, the engine was offered for sale to the Association by his widow, and after some swift fundraising, the engine came back to Hockley Heath in 1996. 21629 needed some attention to the stays and



the tender but it managed to attend that year's Town & Country Festival and it has subsequently been maintained by the Association ever since.

It was known that the boiler, which was the original, was coming to the end of its working life and in the Winter of 2003/04 the boiler tubes were removed and the inspector called in to take a look. It did not take him too long to come to the conclusion that the engine needed major boiler work, namely a barrel, firebox and tubeplate and anything else that might crop up.

The Association now had a dilemma in facing the fact that the cost of these repairs was a lot more than what was in the bank! A plan was needed. It was decided to take the engine apart and fully assess the extent of what else was required in addition to the boiler work. A full list was compiled and an application was prepared by one of the members for Heritage Lottery funding. A lot of written work was compiled and meetings attended in order to quantify what was needed to be done in order to gain the necessary funds. It became clear that the Assoc. could not jump through all of the hoops required in order to gain the funding and so dropped the proposal.

Plan B meant going it alone and raising the money ourselves. The idea was hit upon by one of our members that we should collect scrap metal. Members asked friends, family and work colleagues to save any metal they had, explaining the cause, and word soon got around. A great many trips were made to the scrap yard and soon the decision was made that work could really start in earnest on the engine. The boiler work was entrusted to Colin Hatch in Swindon who agreed to proceed as and when we had the funds. Fundraising also included attending rallies with a stall selling a lot

of the items that people had thrown away as scrap. It is amazing what some people throw away, and a lot more cash was made this way, so much so that boiler work never really came to a halt as money was regularly coming in.

We purchased the firebox plates and crown plus a welded barrel and tubeplate and took them down to Swindon. The old firebox was out by now and this revealed the



*Setting up the cylinder block in April 2015.*

need to build up the backhead just above the foundation ring because of grooving, and also some star cracks were found around some stay holes.

These were duly welded up and over the next few months the barrel was replaced, the firebox made up and fitted along with the front tubeplate, and a new smokebox was also made and fitted. All of the work was overseen by our boiler inspector Dave Wothers who generously gave his time.

Soon the day came to organise a lorry to bring the boiler home and through the generosity of Allelys Haulage, the engine arrived back at base, with many members there to greet it.

After the excitement of getting the engine back, it was now time to get cracking on all the other jobs that needed doing!

Over the coming months and years, the motion was overhauled, second shaft bearings made, new front axle and chimney and lots of other parts assessed and painted. One big job was the tender which need a complete new front and also a complete new bottom. The front part was not too hard a job but the bottom involved some compound curves which resulted in a bit of head scratching but it came together and doesn't leak! A new roof was also made and covered in the traditional way with canvas, along with of course a full repaint in Fowler purple brown.

The engine returned to steam in late 2021 and the following year a lot of local road runs to various pubs, purely to test the engine, of course, to gather some mileage and sort out any problems that occurred.



*A month later and the front tubeplate has been rivetted in place.*

The start of 2023 and we committed to attend the Bloxham rally and the engine was steamed in early Spring to make sure everything was OK. At 40psi a hissing was heard which was traced back to the take off pipe that feeds the injector which had developed a hole. The pipe was removed and a new one made which involved a couple of tight curves and a lot of to-ing and fro-ing in order to get the fit right.

It was also noticed that a knock had



developed on the pump eccentric which involved taking the crank out and finding the key needed replacing which was quickly done.

Soon the engine was readied for the first part of the journey to Bloxham which was a distance of 24 miles to Tysoe village and the trip went well with only a few minor problems en route. The following Friday, the day before the rally, the engine covered the last 10 miles and onto a rally field once more.

A great weekend was had and the Monday involved doing the reverse, reaching Tysoe with no problems and then the following weekend back to Hockley Heath, a total distance of nearly 70 miles.

All of this has been achieved by an Association with just over 20 members who I think can be justly proud of this achievement in keeping another T3 on the road.

You can follow the work of the Association on Facebook.

**David Marsh**  
**Treasurer & Restoration Project Manager**

## A Weekend Away...

### Onslow Park (Shrewsbury) Rally, August Bank Holiday

We left Somerset on the Thursday evening in good time to get to Shrewsbury in daylight and decided to take the M5 which was a bad mistake – as soon as we joined, it transformed into a car park. We crawled all the way to Bristol when it got marginally better. We eventually arrived at Onslow at 10pm, and after that horrendous journey, we encountered 'The Security Jobsworth of the Show' who wasn't going to let us in, so a quick phone call was made to RRA President Steve Milns, who tried to persuade our new friend to let us pass to no avail, so then a phone call to Ken Milns, Vice Chair of the show, who had to come down to the gate to escort us to our pitch (thanks, Ken). We found out in the morning that 10.30 was the cut off time!

Next day we set up the RRA sales stand and Edison display in the marquee, which we shared with the RLS, Fairground Society, NTET & Shrewsbury Show Society. We (myself, Sally & Henry, and Chairman Richard & Marion Newman) then decided to venture off for the afternoon to the Welshpool & Llanfair Light Railway, which was very interesting especially the motive power pulling us – *No.2 Zillertal*, one of two U-Class 0-6-2T locomotives built in 1900 by Krauss & Co. for the opening of the Zillertalbahn in Austria. The Zillertalbahn runs for nearly 32km from the mainline at Jenbach to its terminus at Mayrhofen. The locomotive arrived in Wales on hire



*The Austrian loco on the Welshpool & Llanfair Light Railway.*



*RRA President Steve Milns with Lady Hesketh outside the marquee at Onslow.*

from the Zillertalbahn on 13th August 2019 and entered service on 30th August, running at times with former Zillertalbahn carriages which arrived on the W&LLR during the 1960s and 1970s.

Day One of the show was exhibitors' day, which was quiet in the marquee. *Lady Hesketh*, our President Steve



**ABOVE:** The view from inside the marquee.

**TOP:** A very smart looking Wallis & Stevens 10 ton Advance No.7931.

**MIDDLE:** Former WW Buncombe of Highbridge, Somerset Clayton & Shuttleworth 10 ton roller No.48946, Ironside.

**BOTTOM:** Wallis & Stevens Simplicity No.7936, Pepperpot.



Milns' Aveling & Porter roller, was outside the marquee. A few members came in to say hello. Richard had to do an inspection on a motor roller for a DVLA registration.

Days Two & Three was very busy with public (never seen public queuing before the show starts) but not many ventured into the marquee although there was a nice cross-section of steam engines and other exhibits. The trade area was huge; in all it was a very good show although being a little cramped for space. Rollers were well represented (sorry I didn't take any details of them just pictures).

It was an enjoyable weekend and we flew the flag for The Association. Our thanks to the Milns family for inviting us.

**Charlie Swaffield**

**TOP:** The unique 1-ton A W Trotter roller, built in Gloucester in 1933.

**MIDDLE:** Aveling & Porter 8-ton D Type roller No.11833, formerly with Long Ashton Rural District Council in Somerset.

**BOTTOM:** A display of bygone roadworks signs to bring back memories.

## Barrow in Furness roller discoveries

### Derek Rayner

I was approached via the RRA's website over ten years ago now by Graham Robinson of Kirkby-in-Furness who was at that time involved with a local history project relating to the Corporation Yard in Barrow-in-Furness. Over the years, this location, adjacent to one of the main railway lines in Barrow, was the home to the town's general maintenance depot which looked after all manner of the various activities which were necessary to keep the fabric of such a town in an acceptable condition for its residents.

The Corporation Yard was also the home over time for Barrow's steam rollers and, later, motor rollers and that was the object of Graham's approach to the Association in the hope that some identification could be provided in respect of what rollers were employed there over the years. The enquiry was passed on to me from the website and I initially advised Graham to contact the Records Officer of the Road Locomotive Society. He was able to advise him that one of the steam rollers owned by Barrow-in-Furness Corporation was Aveling & Porter No.9398 – a BSD (10 ton compound) with a dispatch date of 27th February 1921 and it was registered EO 2617. It was supplied by the Kent firm to their Ramsden Street Depot – which was known locally as the Corporation Yard.

It should be noted that only *one* steam roller was mentioned in the RLS response – which I have to admit I found quite strange...

I had hoped that by providing him with this potential source of appropriate information, Graham would be able to find – and then supply me – with a suitable photograph of that roller or any others that were used in Barrow over time for eventual use in *Rolling*. However, despite extensive searches and publicity in the local Barrow area, this unfortunately has turned out not to be the case.

I was also able to point Graham in the direction of the Cumbria Record Office at Barrow where the appropriate local Barrow (EO) vehicle registrations records are held and from where he was able to determine that the last registration in respect of Aveling & Porter roller No.9398 – EO 2617 – was at the end of December 1938. There were other Barrow registrations there – which included EO 2599, a Barford & Perkins 5-ton roller; B 089 – last registered on 31st December 1933; EO 2597 detailed as an Aveling & Porter 10 ton roller No.2702 – Barrow 31.02.1925 [l/r 1933] and a further unspecified roller – EO 2614 – last licensed on 30th September 1934. There was also registration EO 8043 issued to the Council's Surveyor's Department dated 25th March 1946 in respect of what must have been a pavement roller since it weighed only 2 tons 18 cwt.

In addition, there was also EO 8108 to the Barrow Borough Engineers & Surveyor for an Aveling-Barford roller weighing 8 tons 6 cwt 2 qr for which an 'Exempt licence' was issued on 17th July 1946. This roller apparently went by the name of *The Eagle*. Details available at the Lincolnshire Archives in respect of Aveling-Barford AH 249

indicated that it was a GC8 model and was dispatched on 13th August 1946. Its total weight – full – was 9 tons 17 cwt and 1 qr. It was fitted with a Ruston & Hornsby 2VSOR engine, No.206174 and a two tine Price scarifier. The roller was turned out in a green livery, lined in red and gold – with an added note indicating that the scarifier was to follow. Interestingly, no registration number was given, indicating that the roller must have been registered at the location where it was going to work – namely Barrow. It will be noted that these details are sufficiently close to the information gleaned from the licensing records for EO 8108 – so that the roller in question can only have been that which is understood to have gone by the name of *The Eagle*.

Graham later accessed the Corporation's minute books and found reference to the fact that the Highways and Lighting Committee on 13th December 1920 received correspondence from Agricultural & General Engineers in respect of a quotation from Aveling & Porter who offered to supply a steam roller and scarifier for £1,400 net. Also from the local record office, he was able to obtain a copy of a letter from Barrow's Town Hall in respect of a steam roller driver – John Raymond Pascoe – who was employed by the Corporation between 1938 and 1945. After that time, John Pascoe was obviously involved in other activities, perhaps including road maintenance work and eventually left the Corporation's employment in 1960. There was also a note relating to the purchase of a Pegson Power Rammer and trolley for £152 (rammer) plus £7.50 additional for the trolley – both less 2½% discount.

Later, at a meeting of the Highways Committee on 8th September 1954, the Surveyor reported that the 'old steam roller' was not being used and he recommended that it be advertised for sale. At a later meeting which took place on 13th July the following year, titled: **Minute No.66 – Sale of Steam Roller** – there was a reference to the 'old steam roller' for which offers had been received and that it was resolved at the meeting: 'That the offer by Park Square Garage, Ossett, of £100 be accepted, subject to any necessary contract being entered into to the approval of the Town Clerk'. However, reference to the RLS West Riding of Yorkshire records in respect of this Ossett firm has not revealed its name in there and so whether this transaction actually happened is perhaps somewhat dubious. Equally, it's possible that the roller was purchased by the garage for non-road use and therefore the usually required official change of ownership didn't take place and after its intended use, the roller was scrapped.

Notwithstanding that, another reference in the RLS records – but under the name of Mitchell – was found and H & W Mitchell of the Park Square Garage, Ossett are noted as purchasing Ossett Corporation's 1923 Marshall steam roller No.75966 (WY 6314) which they sold on to J Adlington of Clay Cross, Derbyshire in 1952 but the sale of the Barrow roller does not feature – if it did, in fact, happen.

The Council Minutes dated 11th December 1957 also revealed that a 6-ton tandem roller was purchased for the sum of £2,446 although the manufacturer of this was not recorded. It was later reported that it was delivered on 12th March 1958. This roller has unfortunately not been able to be traced.



## ADDITIONAL INFORMATION GLEANED FROM RESEARCHES AT THE LINCOLNSHIRE ARCHIVES

### **A&P No.1710**                      **14th October 1881**

5hp 10 ton to Barrow on Furness (BiF) Corporation – W H Fox, Surveyor.  
5ft 0in. by 16½in. wide by 3in. thick driving wheels. Front: 3ft 6in. dia by 22in. wide by 2½in. thick. Flywheel 4ft dia by 5in. wide. 33 tubes 4ft 1in. long by 1¼in. dia. Standard roller of the time – but probably heavier than usual.

### **A&P No.2702**                      **11th September 1890**

5hp 10 ton to Thomas Cowman Ltd for BiF Corporation. **No.2**  
5ft 6in. by 16in. wide driving wheels. Front: 3ft 8in. dia by 22in. wide. Flywheel 4ft dia by 5in. wide. BTN 1198. Manufactured weight: 10 ton 15 cwt 2 qrs.

### **A&P No.5038**                      **5th December 1902**

5hp 12½ ton compound to BiF. **No.3**  
5ft 6in. by 17in. wide by 3½in. thick driving wheels. 8 spike holes. Front: 4ft 0in. dia by 2ft 0½in. wide by 2¾in. thick. Flywheel 4ft dia by 5in. wide. BTN 1198. Mfd wt: 13 ton 19 cwt 3 qrs. Two-line plate: BARROW IN FURNESS CORPORATION BTN 4065. Awning over tender. 150psi working pressure.

### **A&P No 9398**                      **5th February 1921**

5hp 10 ton RC10. 5ft 6in. by 16in wide by 2½in. thick driving wheels. Front: 4ft 0in. dia by 26in. wide by 2½in. thick. Flywheel 4ft dia by 4¾in. wide. Cylinder 5¼in. and 8½in. diameters and 10in. stroke.  
Two-line plate: BARROW IN FURNESS CORPORATION No.4.

### **Barford & Perkins motor rollers**

**Type C.** Dispatched 18th March 1907. Total weight full: 5 tons 2 cwt 2 qr. Simms 12-14hp engine No.2030.

**Ref B 099.** To Corporation of BiF.  
Dispatched 16th March 1912. Total weight: 5 tons 13 cwt 0 qr. Albion 2-cylinder engine No.5966A. Later overhauled (9th April 1923) and sent by B&P to HM Office of Works, Blackheath Station for Greenwich Park on 29th June 1923.

**Ref N 077.** Size E2 Dispatched 5th December 1922. Total weight: 7 tons 6 cwt.  
Dorman engine Type 2JO No.13824. Name: Borough of Barrow in Furness Highways Dept No.3. B&P Ref (fractional) 22/16 25.

**Ref X 006.** Dispatched 11th June 1927. 4-cylinder BB type petrol engine. Later to J Leck & Sons.

In addition to the above noted rollers, the records of the Road Locomotive Society indicate that Barrow Corporation also owned a steam Gulley Flusher manufactured by John Fowler of Leeds; this being No.17840 dating from December 1928. This must have been registered for the road to enable it to have been operated but, there is no registration provided in the records of a registration for it – so this remains unknown at this time. There was also a 5-ton steam tractor from Marshall's of Gainsborough, presumably for general light haulage duties. This latter machine was delivered during World War One – in May 1915 – and it carried the local (Barrow) registration EO 926.



*When I received these photographs from Charlie Swaffield of a roller in the Irish Agricultural Museum at Johnstown in Co. Wexford in the Irish Republic, there was no information with it of its identity. However, with a bit of searching online, I found a number of not very good pictures of the roller which showed its works plate, but not very clearly. However, with what I could see, and the help of Derek Rayner, it has been identified as 1915-built Aveling & Porter 10 ton BS roller No.8488.*

### Spring Rolling - Skipton RDC Rollers

Dear Editor

Over a recent last weekend I had a chance to catch up on reading back issues of *Rolling* that I'd not managed to get around to reading. I read with interest the article by Derek on steam rollers in the Skipton area.

In his article he said it wasn't possible to identify which OHSV compound Aveling was which in the two photographs he used to illustrate his article. On examination, and having some knowledge of the design changes throughout the production period of the OHSV series, it is possible to say with confidence that Fig.1 depicts works number 4258 of 1898 and Fig.2 is works number 3791 of 1896.

When Avelings introduced the OHSV compound cylinder block in around 1891, they used the R10 boiler, rolls and tank, etc., which had already been in production for about 14 years at that time. The OHSV of this period had the earlier design of saddle with horizontal bolt pattern, standard Aveling pump mounted on the flywheel side feeding in on the centreline of the boiler barrel. The only surviving example of this early layout in the UK is P K Smith's roller works number 3430 of 1894, which some readers will know well.

In 1895 Avelings revised / improved the boiler and saddle design and increased the front roll diameter to reduce pushing / rippling, this is the point at which we see what would become the standard Aveling 10 ton saddle appear and the R10 take its final form that would run until 1912, when the next step design change occurred. The pump on the RC10 was also changed in 1895; this included an arrangement behind the flywheel to remove lift out of the pump ram action, which is common and wears the packing and gland in the standard Aveling pump design. It was also moved forward towards the cylinder block to accommodate the boiler manhole being moved to this position from above the tubes in the front tubeplate. The check valve was separated from the pump body and placed lower down on the boiler barrel feeding in near the bottom row of boiler tubes just behind the front tubeplate. Despite the changes being implemented in 1895, it was a gradual transition from one form to the other during 1895 and 1896.

Anyway, less of the history lesson and back to our subject. If you look closely at Fig.2 you can see it has the earlier saddle and pump arrangement, therefore this must be works number 3791, because by 1898, when 4258 was supplied, these features had been discontinued and you can clearly see the later style of saddle in Fig.1 and the later style of pump arrangement on the roller at the front in the bridge testing photograph.

This slow transition in design was also common to the R10 design changes implemented from its inception in 1878 to demise in 1912-ish. It was more a case

of evolution not revolution. This means it is possible to determine the approximate manufacturing date of a roller, or traction engine from the 1880s and 90s period by studying the features of a machine. My interest in such details stems from owning works number 2481 of 1889 for the last 38 years and before that I worked on Barry Wood's OHSV compound works number 5308 of 1903.

I hope this has been of interest and one day, given enough supporting photographs, it might turn into an article for the magazine chronicling the development of the R10.

**Richard Hullah**  
by email

### Rolling No.11

Dear Editor

Rolling Issue No.11 April 1977, 16 pages of A4 print was the very first issue of *Rolling* to slip through our letterbox. I cannot remember where I first heard of the Road Roller Association. Was it in *Worlds Fair*?

Content in Issue 11 included RRA Members' plaques; yes I still have mine, cost £1.50 plus 20p postage and packing.

RRA Road Run Saturday 9th July, rollers will leave Benson village at 09.30 and travel to Woodcote eight miles away.

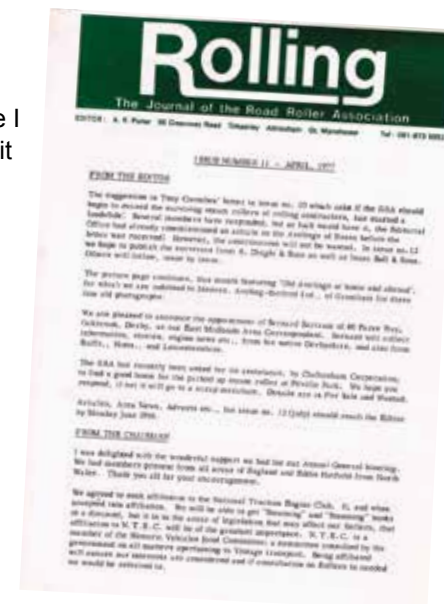
Visit to Derek Marder's yard, Andover Wednesday 20th July. Rollers on show will include Derek's unique 6-ton Ruston, Proctor, his Wallis & Stevens Advance, and Fowler No.15969.

Avelings of Essex County Council by R A Harding. This very interesting account covers two pages.

Ran also mentions Fowler 18503, a class DNB 12 ton compound, delivered new on 16th April 1931 to the Mechanical Tarspraying & Grouting Company, Reading, registered GO 5298, No.28 in their fleet.

News via the Scottish TE Society included mention of: Fowler No.18295; Marshall 72892 ES 4428, 75653; SR 3182, 79261; F8224, 79420; BW452, SY 3582; 85601, SC 7488.

Finally, an amusing item from one of our national daily papers. A thief hitched a £1,500 mechanical roller to his car and drove off yesterday while workmen were repairing a road in Kettering, Northants.



I must include an enquiry by Dave Smith of Boreham Wood, Herts. During the middle 1930s when the enquirer was a schoolboy, he was a Barnes Bros, Southwick, fan and spent many hours watching their lovely kept rollers. These rollers were all 10 tonners, slide valve singles.

North West Area News by A R Porter, includes the continuing saga of the then editor's troublesome Burrell roller No.3535.

East Midlands Area News by Bernard Bartram. Bernard states that, as a new member of the RRA, he finds that there is a lack of information about rollers in the East Midlands. His own Aveling & Porter 10235 had still to face the trials of a rally field. Bernard goes on to complete a full A4 page of information.

Page 7 – Old Avelings at home and abroad contain seven images – 6544, 7829, 1935, 1457 (the oldest Aveling roller in existence) 1241, No.1 Calcutta Tramways an Aveling single cylinder tandem.

Southern Area News by Ran Hawthorn mentions the completion of the restoration of N J Gutteridge's 1926 Barford & Perkins Pavement roller. This Type A is one of the oldest motor road rollers. The works No.T087, the reg. FL 4946, weight 1 ton 15 cwt. Reg Nos. HR4366, HR 4397 and HR4399, no serial numbers or makes.

**Eddie Valentine**

*Marykirk*



## 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.

## 2024 AGM Saturday 13th April 2024

As members are aware, it was agreed that the AGM would be held at Quorn in Leicestershire, and details of the hotel are below. Unfortunately, with the increases in costs that all hotels and catering establishments have suffered from recently, the prices for rooms and meals are a little higher than in previous years.

Hotel: Quorn Country Hotel, 66 Leicester Road, Quorn, LE12 8BB

Tel: 01509 415 050

Single room per night £90

Double room per night £100

Evening meal £35 per head.

The AGM will be held at Quorn Station on Saturday with the possibility of a trip on the railway.

A Sunday morning visit to somewhere like the National Space Centre.

Members are advised to book early and when they do to quote:

**Road Roller Association.**

Booking for visits and more details of the visits will be included in the next issue of *Rolling*.

## RRA Assets

It was proposed and agreed at the last AGM that we should try to find members who would like to restore the motor rollers currently situated at Beamish. As part of the discussion at the AGM, the question was asked why we own these assets when we do not have the manpower or facilities to either bring them up to working order or to maintain those that are working.

Since that AGM more discussion has been held and the general consensus appears to be that, even if there was somewhere to do the work, it is unlikely that anyone is likely to take them on unless they have ownership, and although the association would, where possible, assist with the funding of repairs, many possible members would not be likely to appreciate the, probably, long winded process of getting permission from the committee before any work could be undertaken.

I would very much like any thoughts of members on this so that we can bring any further proposals to the next AGM. I suppose the real issue is: Are we as an Association geared up to own and maintain these assets or should we consider selling them to one or more of our members?

Please let me know your thoughts on this very important issue via any of the contact details listed in the front of 'Rolling'.

**Richard**

## A Fowler with a right-handed flywheel

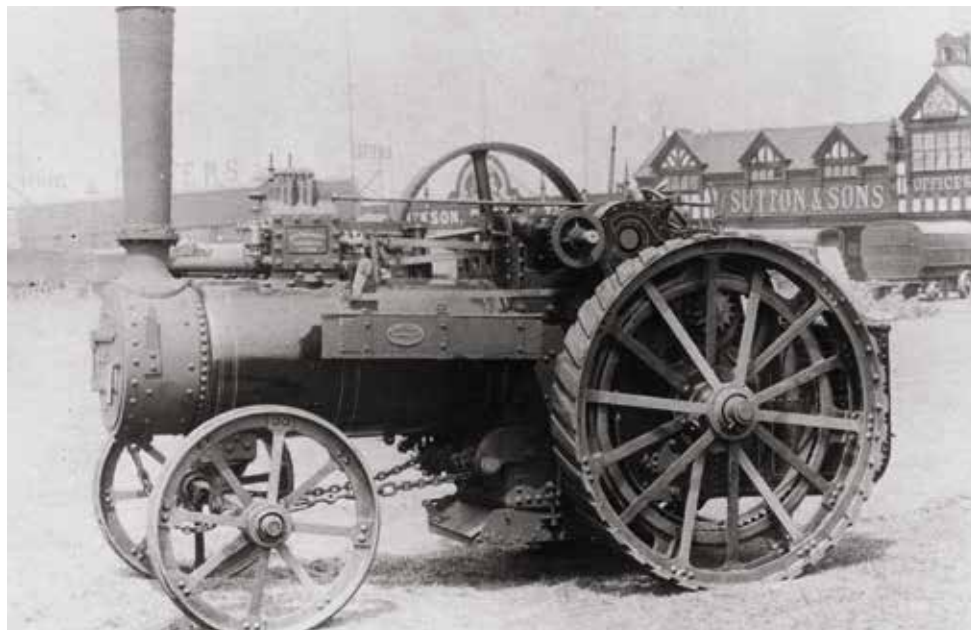
Derek Rayner

Readers may recall some German photos which appeared in *Rolling* No.167 back in 2017, in which the McLaren roller depicted had, for some unknown reason, its flywheel unusually mounted on the right hand side of the machine.

It has recently come to light that another Leeds manufacturer, John Fowler, also produced machines with similarly-handed flywheels. The accompanying illustration of Fowler No.3536 is a 3hp example of this strange-looking (to us today!) practice and, again, the reason for it being like this is not known. This small engine was supplied to Francis Eddison – trading as Eddison & De-Mattos, on 19th September 1878 – and was classed as a 3hp traction engine.

It's believed that around ten of this size of engine were built, becoming known in the Steam Plough Works as the 'Sutherland' type, due to one of the first of them being supplied to The Master of Blantyre, who was the famous Duke of Sutherland's nephew – both of whom were involved in the reclamation of huge tracts of land in that area of Scotland.

The reason for the inclusion of this illustration here in *Rolling* is because of the references to the McLaren roller mentioned previously and also because the



One of the photos of Fowler No.3536 showing it in its original traction engine form with the right-hand fitted flywheel.

illustrated small 3hp Fowler engine, No.3536, was later converted into a steam roller by the Oxford Steam Plough Co. and was still with them into 1899. Apparently, Fowler's took two excellent images of this small traction engine while it was exhibited on the firm's stand at the Manchester Royal Show in 1897. At that time, it was reputed to have travelled over 15,700 miles since new; however, how that somewhat high figure was arrived at is not known!! It is understood that the parts for the traction engine's conversion to a roller were supplied by Fowlers – with the necessary work taking place shortly after the Manchester Show.

In addition to the engines of the 3hp size already mentioned, it is believed that a further eight machines were constructed of a slightly larger 4hp size – some as traction engines and others as road rollers from new. It was a very neat and unusual design with four-shaft transmission and, like some of the larger Fowler products of that period, it had an annular gear drive to the hind wheels and also, as seen, with the flywheel on the offside rather than in the usual position on the left.

The records held at MERL, Reading, in respect of Fowler No.3536 describe it as a Class '3hp S Cyl Traction Engine'. Rather interestingly – a significant note was added which referred to the machine as 'Ploughing Traction' – inferring its use was to be for direct ploughing.

The records of the Road Locomotive Society, however, reveal more, in that the pictured engine, No.3536, was the third of a group of the three consecutive numbers 3534 to 3536. The next series were the four numbers 3660 to 3665 and then finally, another four – these being Nos.3768 to 3771, making an actual total of thirteen. Next were four 4hp examples numbered 4319 to 4322 and subsequent works numbers



The other side of the engine, in this instance being the flywheel side... Both: courtesy of the Museum of English Rural Life, (MERL), Reading.

were noted also to be of this size. It is possible that the only difference between the 3hp and the 4hp examples was their boiler pressure because the cylinder diameters were the same for both types.

I would like to thank Graeme Thirkell and member Peter Smart for much of the information included in this article.



*One from a few years ago: a rather sorry looking former Edison Aveling & Porter 10 ton single cylinder roller No. 10388 of 1922, is seen in muddy conditions with the firebars on the ground. The late John Reeves*