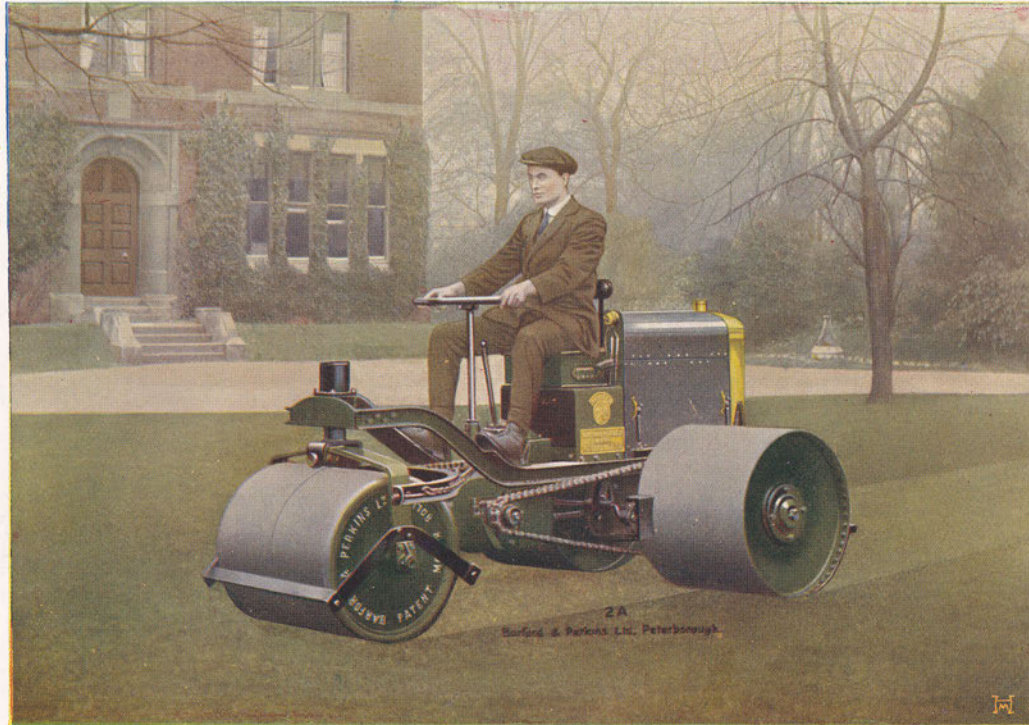


LIGHT MOTOR ROLLERS.

ACCEPTED

CRICKET
GROUNDS.
TENNIS
COURTS.
GOLF
COURSES.



FOOTPATHS
SCHOOL
PLAY—
GROUNDS.
ASPHALT.
ETC.

BARFORD & PERKINS, LTD.,
PETERBOROUGH,
ENGLAND.

Telegrams : " Barfords, Peterborough."
Codes : A.B.C. (5th & 6th Edition) and Bentleys.

Telegrams : Peterborough 28 & 479.



SPECIAL NOTE.



This Catalogue is a sectional List dealing with one series only of our rollers.

Our other publications are:—

- No. 597. General Motor Roller Catalogue showing the whole range of our Rollers.
- No. 602. Sectional List describing our Three-Wheel series of Rollers in weights 8 to 16 tons, for the heaviest forms of roadmaking.
- No. 596. Sectional List describing our “E & F” series of Tandem Rollers, in weights 4 to 10 tons, for light and medium road-making, tarmacadam and patching.
- No. 603. Sectional List describing our Quick-Reverse Rollers (6 to 10 tons), with power steering. A specially designed Roller for bituminous carpeting.
- No. 735. Sectional List describing our Type “A4Q” Quick Reverse Motor Roller, $2\frac{1}{4}$ to $2\frac{1}{2}$ tons.

LIGHT MOTOR ROLLERS.

“A” SERIES.



IN 1862, we secured our first patent for increasing the weight of horse and hand Rollers by means of water ballast.

Since then our continuous progress in this class of the engineering industry justifies our claim to be the largest and best known manufacturers of Rollers in the World.

This small booklet deals only with Motor Rollers of about 2 tons in weight. Particulars of other Rollers from 2 cwts. to 16 tons will gladly be forwarded on application.

Estate Managers, Golf, Polo and Sports Club Secretaries, Municipal and County Surveyors, Public Authorities and Contractors will find it advantageous to consult us for the most economical method of rolling their lawns, carriage drives, footpaths, etc.

ROLLING WIDTH 4 FT.

TYPE "A."

WEIGHT 1 $\frac{3}{4}$ TONS.

NON-WATER BALLAST.

These machines are of particular interest to Municipal Authorities and Contractors.

They are extensively used for the construction and maintenance of Footpaths, School Playgrounds, etc. This roller was re-designed about 3 years ago and now has an exceptionally low centre of gravity, giving greater stability and freedom from oscillation.

A water tank, with sprinkling attachments to both front and back rollers can be fitted at an extra price.

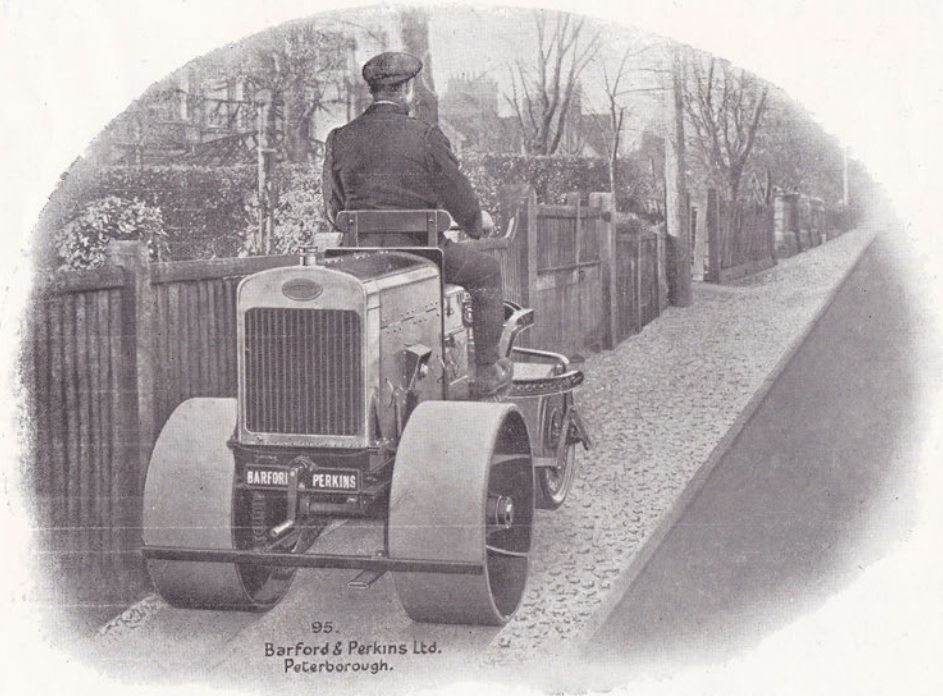
It is possible to roll close up to a wall or obstruction on both sides.

Figures submitted to us by users shew that one of these Rollers **will pay for itself in completing 16,000 square yards of Footpath or School Playground** or alternatively, **in under three months working**, see List No. 742, giving "Running Costs" of our Light Motor Rollers.

LIST OF USERS ON PAGE 15.

TESTIMONIALS ON PAGE 17.

TYPE "A."



WILL DO THE SAME WORK AS 7 HAND ROLLERS WITH 3 MEN ON EACH.
2 SPEEDS IN EITHER DIRECTION, SLOW ABOUT 2 M.P.H., FAST ABOUT 4 M.P.H.

ROLLING WIDTH 4 FT.

TYPE "A" 2½ TON.

WEIGHT 2½ TONS.

NON WATER-BALLAST.

This is a heavier Roller which can be used for patching as well as footpath work.

It is identical with "Type A" excepting that heavier back rollers are fitted.

The pressure per inch of width rolled is about the same as that of a 5 ton tandem roller, **it will therefore do the work of a heavier roller at a lower cost.**

It is particularly valuable for rolling chippings after tar spraying.

It is possible to roll close up to a wall or obstruction on both sides.

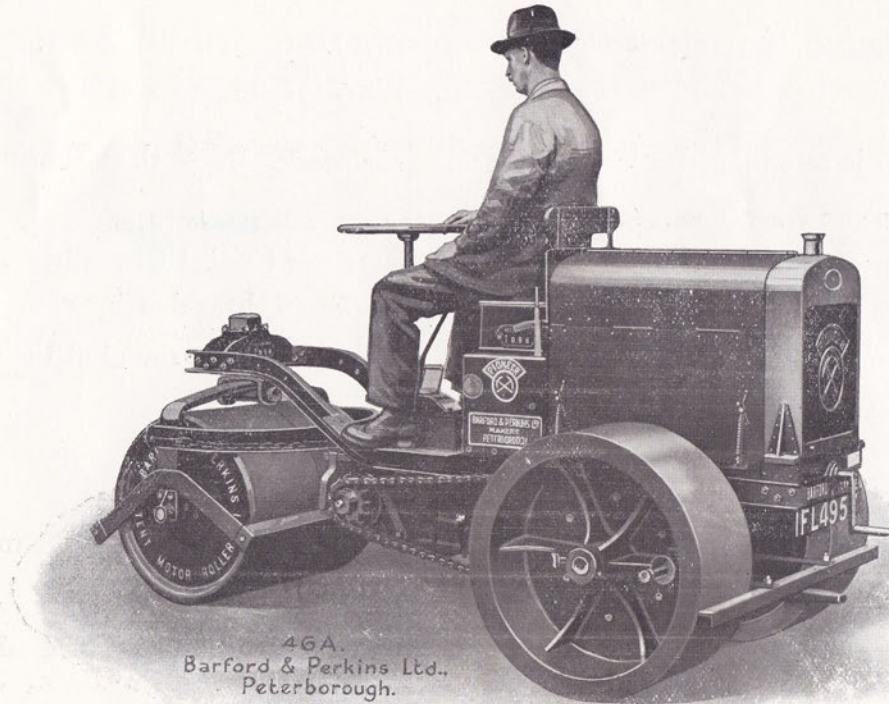
A water tank with sprinkling attachments to both back and back rollers can be fitted at an extra price.

When dealing with moderately large areas, **this Roller will quickly repay its initial cost.**

LIST OF USERS ON PAGE 15.

TESTIMONIALS ON PAGE 17.

TYPE "A" 2½ TON.



4 GA.
Barford & Perkins Ltd.,
Peterborough.

FOR FOOTPATHS, PATCHING, REPAIRS, ETC.

2 SPEEDS IN EITHER DIRECTION, SLOW ABOUT 2 M.P.H., FAST ABOUT 4 M.P.H.

TYPE "A3."

ROLLING WIDTH 6 FT.
WEIGHT 2 TO 2 $\frac{1}{4}$ TONS.

TYPE "A2."

ROLLING WIDTH 5 FT.
WEIGHT 1 $\frac{3}{4}$ TO 2 TONS.

TYPE "A3" is recommended for all kinds of grass work. Note the following points:—

1. No expense when not actually at work.
2. No fear of hoof or boot marks on Tennis Courts or Cricket Grounds.
3. Easy to manipulate. Visibility good. Seat provided for driver.
4. Compared with horse rolling, no time is wasted in turning round at the end of each run, reverse gear being fitted.
5. Low centre of gravity.
6. Can be used when the ground is too soft for horses.
7. By means of a special drawbar, mowing can be done at the same time as rolling and by one operator. See List No. 679.

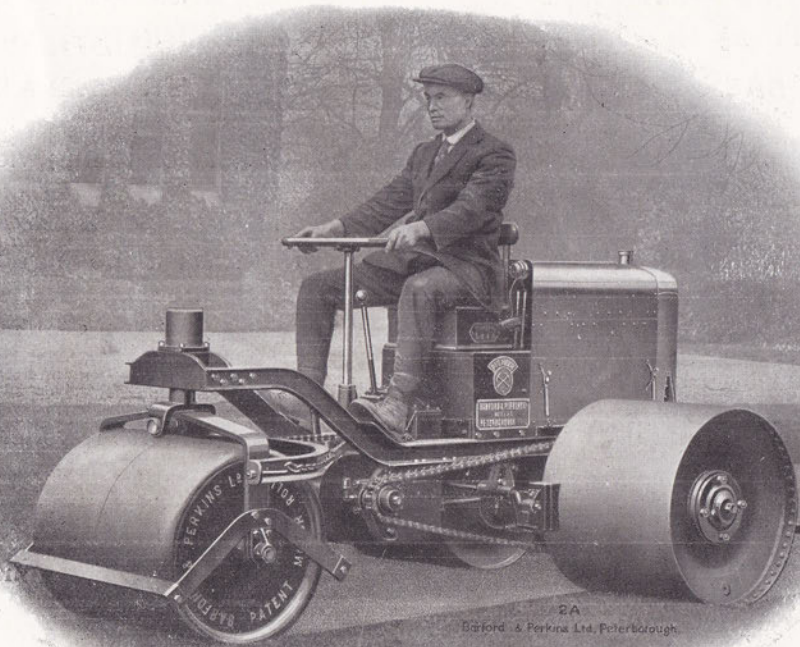
The Rolling of a Sports Ground can be completed in about a third of the time taken by a Horse-drawn Roller.

TYPE "A2" is a Roller similar to above but with narrower back rollers.

LIST OF USERS ON PAGE 14.

TESTIMONIALS ON PAGE 16.

TYPE "A3."



BACK ROLLERS DESIGNED FOR WATER BALLAST.
SPEEDS IN EITHER DIRECTION, SLOW ABOUT 2 M.P.H., FAST ABOUT 4 M.P.H.

TYPE "A4."

ROLLING WIDTH 3ft.

WEIGHT $2\frac{1}{4}$ to $2\frac{1}{2}$ tons.

TYPE "A4Q."

ROLLING WIDTH 3ft.

WEIGHT $2\frac{1}{4}$ to $2\frac{1}{2}$ tons.

BACK ROLLERS DESIGNED FOR WATER BALLAST.

TYPE "A4" is a light Motor Roller for use where a larger rolling width is not required and where a tandem type machine is preferred.

Having a rolling width of 3 ft., it is suitable for footpaths; more particularly in country districts where it will be unnecessary to roll right up to a wall as is generally the case in a town.

This machine was originally designed for rolling cycle tracks on the Continent.

A water tank, with sprinkling attachment to both back and front rollers can be fitted at an extra price.

TYPE "A4Q" is similar to the above roller with the exception that it is fitted with quick reverse gear. By means of two multi-plate clutches a smooth and instantaneous reverse is obtained.

A sprinkler tank as described above is recommended.

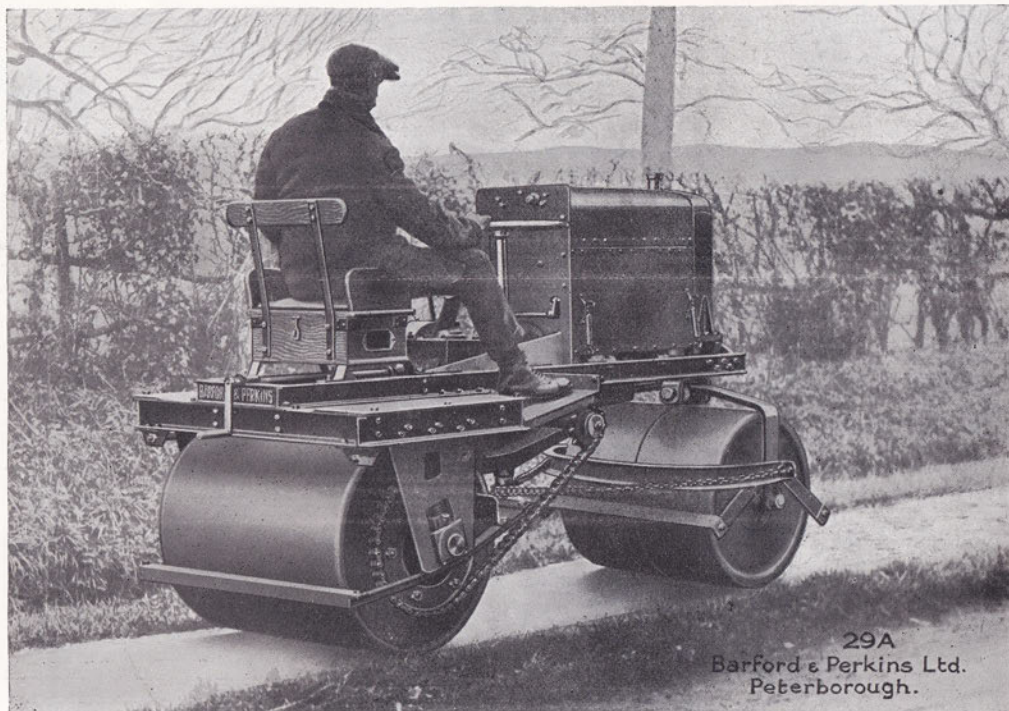
This machine is primarily intended for the initial rolling of asphalt; for further particulars see List No. 735.

LIST OF USERS ON PAGE 15.

TESTIMONIALS ON PAGE 17.

TYPE "A4."

TYPE "A4Q."



CENTRE OF
GRAVITY.

CYCLE TRACKS, ASPHALT, ETC.

2 SPEEDS IN EITHER DIRECTION, SLOW ABOUT 2 M.P.H., FAST ABOUT 4 M.P.H.



PARTICULARS OF ENGINE.



11 B.H.P. PETROL ENGINE, 4 CYLINDER $2\frac{9}{16}$ " \times $4\frac{5}{16}$ "

Fitted with—

Governor.

"Simms" High-tension Magneto.

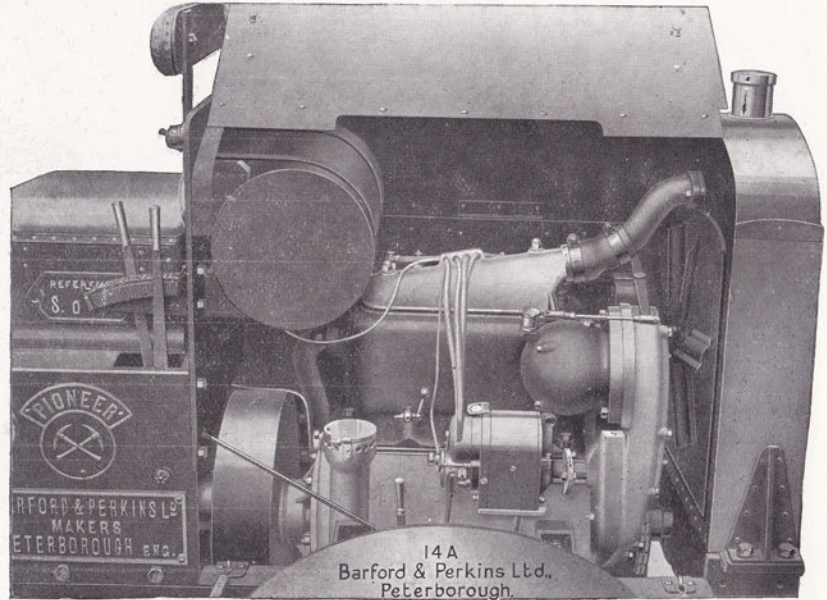
"Zenith" Carburetter.

The drive from the engine to the gear box is through a cone clutch and two flexible couplings of the "Hardy" Disc type.

Low fuel consumption.

All engine parts readily accessible.

Engine totally enclosed by bonnet.



The complete Engine is of high-class design and has an ample reserve of power.



CONTROLS.

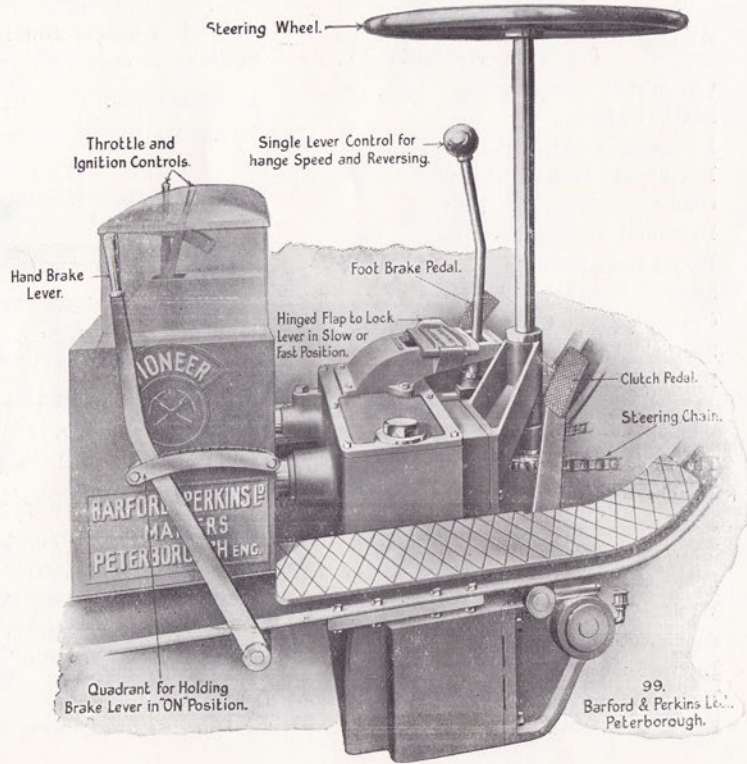


NOTE:—

Convenient grouping of controls.
Direct quick acting steering.
Ease and simplicity of handling.

Two speeds are provided in both forward and reverse, allowing for a slow speed of about 2 m.p.h. and a fast speed of about 4 m.p.h.

The machines can be easily handled and quickly steered and manœuvred.



SOME REPRESENTATIVE USERS OF THE TYPES "A2" AND "A3."

Tennis, Football, Cricket.

All England Lawn Tennis and Croquet Club, Wimbledon (2).
Queen's Club, Kensington.
M.C.C. at Lords.
Lancashire County Cricket Club.
Northants County Cricket Club.
Glamorgan County Cricket Club.
Northumberland County Cricket Club.
Bacup Town Cricket Club.
Stockport Cricket Club.
Grange Cricket Club, Edinburgh.
Sheffield Amateur Sports Club.
Plaistow Red Triangle Club, Plaistow.

Colleges, Schools, etc.

The Royal Military College, Camberley.
Manchester University Athletic Union.
Marlborough College.
Malvern College.
Fettes College, Edinburgh.
Wrekin College, Wellington.
Ampleforth College, York.
Rugby School.
Repton School.
Loretto School, Musselburgh.

St. Felix School, Southwold.
St. Heriot's School, Edinburgh.
Merchant Co. Education Board,
Edinburgh (2).
Brighton College.
Haileybury College, Hertford.

Golf.

North Luffenham Heath Golf Club.
Haywards Heath Golf Club.

Racecourses.

Hurst Park Race Syndicate.
Doncaster Racecourse.
Kingsclere Racing Co.

Estates.

Lord Lilford, Oundle.
The Late Sir Charles Friswell, Ewhurst,
Surrey.
F. C. Stoop, Esq., Byfleet, Surrey.
A. Richards, Esq., Bramley.
Capt. Harrison, Kingswolden, Bury.
C. Brooks, Esq., Kinmount, N.B.
E. Stevens, Esq., Pershore, Worcs.
Myles N. Kenyon, Esq., Stow-on-the-
Wold, Glouc.
Lord Astor, Taplow.
Sir Huge Cunliffe Owen, Maidenhead.

J. Waddell, Esq., Beenham.
Major Fredk. Thorne, Heacham.

Works Sports Grounds.

Pavlova Leather Co., Abingdon.
Palethorpes, Ltd., Tipton, Staffs.
Fry's Sports Club, Bristol.
Packer's Sports Club, Bristol.
Reyrolle & Co., Ltd., Hebburn-on-Tyne
The Lyons Club, Greenford, Middlesex.

Corporations, Park's Dept.

Portsmouth (2).
Manchester.
Birmingham.
Blackburn.
Northampton.
Bournemouth.
Norwich.
Hull.
Weston Super Mare.

Contractors.

Sir Robert McAlpine & Sons, Ltd. (5).
J. Coles & Son, Bristol.
Constable, Hart & Co., Ltd., London,
E.C.4.
J. Clay & Co., Bradford.
G. Curtis, Esq., Hull.

and at the British Empire Exhibition 1924 and 1925.

SOME REPRESENTATIVE USERS OF THE TYPES "A" AND "A4."

Public Authorities.

Midlothian County Council (3).
London County Council.
Northumberland County Council.
Denbighshire County Council.
Stirling County Council.
Accrington Corporation.
Barnsley County Borough.
Blackpool Corporation.
Bridlington Corporation.
Burnley Corporation.
Derby Corporation.
Edinburgh Corporation (2).
Hull Corporation.
Nelson Corporation.
Newcastle-on-Tyne Corporation (2).
Norwich Corporation.
Nuneaton Corporation.
Sheffield Corporation.
York Corporation.
Ashington Urban District Council.
Bedlington Urban District Council.
Cousden & Purley Urban District Council.
Paignton Urban District Council.
Weston-Super-Mare Urban District Council.
Salop County Council
Warwickshire County Council.
Bath County Borough.
Cambridge Corporation.
Colne Corporation.
Halifax Corporation.
Leeds Corporation (Sewage Dept.).
Huddersfield Corporation.

Monmouthshire County Council.
Rawtonstall Corporation.
Wigan Corporation.
Morpeth Rural District Council.
Slaithwaite Urban District Council.

Contractors.

H. Arnold & Sons, Doncaster.
Henry Boot & Sons, (London), Ltd.
Chittenden & Simmons, Ltd., Westminster, S.W.
Clarkson's Tar Macadam Works, East Boldon.
Coxhead & Co., Ltd., Middlesboro' (3).
J. Clay & Co., Bradford.
J. Coles & Sons, Bristol (3).
G. Curtis, Hull.
G. Duncan & Son, Glasgow.
H. Farrow, Golders Green Road, London, N.W.11
William Griffiths & Co., Ltd., London, E.C.2.
Peter Harle, Sunderland.
Jack. Son & Co., Ltd., Glasgow.
John Miller & Co., Inverkeithing.
Roads & Street Appliances Co., Greenock.
Thomas Swan & Co., Ltd., Stockton-on-Tees.
T. Waddington, Wakefield.
W. G. Walker & Sons, Ltd., Edinburgh.
W. T. Wallace & Sons, Newcastle-on-Tyne.
Western Electric Co., Ltd., North Woolwich.

C. J. Wills & Sons, Ltd., Chadwell Heath.
Wimpey & Co., Ltd., Hammersmith.
Ashton & Holmes, Ltd., Macclesfield.
Bristowes Tarvia, Ltd., St. Steven's House, S.W.1.
M. A. Boswell, Wolverhampton.
Bosworth & Wakeford, Daventry.
British & Natural Rock Asphalt Co., Edinborough.
C. S. Bunch, Newcastle-on-Tyne.
City Asphalt Co., Sheffield.
Fordyce Bros., Middlesborough.
Leicester Asphalte & Tar Paving Co., Leicester.
Peter Lind & Co., Westminster.
Roads Reconstruction, Ltd., Bristol.
H. J. Rosier & Co., Oxted.
Sangwin, Ltd., Hull.
F. & E. Small, Taunton.
L. J. Speight, Ltd., London.
Tarmac, Ltd., Wolverhampton (2).
C. Warren, Wallasey (2).
Shanks & McEwan Ltd., Edinburgh.

Estates.

J. Broughton Dugdale, Esq., Hatton, Warwick.
H. F. Watts, Esq., Stourbridge.
Charles F. Torrey, Esq., Heacham, Norfolk.
James Rollason, Esq., Hampton Manor, Warwick.
Sir Dhunjibhoy Bomanji, The Willows, Windsor.
Sir George Bullough, Isle of Rhum.

SOME REPORTS FROM USERS OF TYPES "A3" & "A2."

THE ALL ENGLAND LAWN TENNIS & CROQUET CLUB,
DEAR SIRS, WIMBLEDON.

You may remember supplying this Club with a Motor Roller before the war. This machine has worked to my entire satisfaction and has been of very great value in keeping the lawns of the Club at the high standard of excellence which is expected by the Players and Public alike for the championship meeting of the world.

Yours faithfully,
(Signed) G. W. HILLYARD, Secretary.

The above Roller was supplied in 1913. In 1922 a second Motor Roller was ordered to cope with the additional work on the new "All England" ground.

WEST HALL, BYFLEET, SURREY.
DEAR SIRS,

I am pleased to comply with the request in your letter of 30th March, to give you my experience of the 1½ ton Motor Roller which I bought from you about 10 years ago, and which has been in continuous use since without requiring any but insignificant repairs.

I use the Roller for rolling the roads on my estate, for rolling the fields in the early spring and to oblige the local cricket clubs and sports clubs to level their grounds.

I need hardly say that my Roller is a great favourite in the village. The great advantage of this roller is that it is practically foolproof, and any sensible man can learn to work it in one lesson. The chauffeur has no difficulty in putting right any slight thing that goes wrong with it. I would not be without it for ever so much.

Yours faithfully,
(Signed) F. C. STOOP.

MR. JOSEPH DAVIS, HURST PARK CLUB SYNDICATE, LTD.
Managing Director. LONDON OFFICES:—

Lt.-Col. Hon. C. J. COVENTRY, 83, PICCADILLY, W.
Club Secretary.

DEAR SIRS,

You will be pleased to hear that the Petrol Roller which you supplied to us in November last is giving every satisfaction.

We find it most economical and effective, and it is most simple to manage.

We have in the past always used horse drawn Rollers, but with such a large area to cover as we have, the saving with the Motor Roller is very considerable.

Yours faithfully,
(Signed) JOSEPH DAVIS.

THE LATE SIR CHARLES FRISWELL,
143, GREAT PORTLAND STREET,
LONDON, W.1.

DEAR SIRS,

Re my Motor Roller which, I believe, weighs about 3 tons.

As you state, I have had this machine in use now for 12 years, and I am very pleased to tell you that it has given so little trouble that I hardly know of its existence, except that I see it rolling my Estate covering some 120 acres of grass. It is continuously at work, and the only thing I know of that has worn is just the two guide rods, which support the chassis over the back axle, and I should be glad if you would quote me for two new ones.

With best wishes, Believe me, yours faithfully,
(Signed) C. FRISWELL.

SOME REPORTS FROM USERS OF TYPES "A" & "A4."

CITY ROAD SURVEYOR, CITY CHAMBERS,
EDINBURGH.

DEAR SIRS,

TYPE "A" FOOTPATH MOTOR ROLLER.

As you are aware, we have two of your Footpath Motor Rollers in use in the City of Edinburgh.

We find these exceedingly handy machines which it would be difficult to do without, as they are so expeditious and easy to handle. They enable a footpath to be thoroughly consolidated before being coated with tarred gravel, and they finish a tar surface in a very satisfactory manner.

They are easy and inexpensive to operate and have proved altogether very satisfactory.

Yours faithfully,

(Signed) J. R. FINDLAY,
City Road Surveyor.

THE BOROUGH ENGINEER AND SURVEYOR,
BOROUGH OF BRIDLINGTON.

DEAR SIRS,

TYPE "A" FOOTPATH MOTOR ROLLER.

I have pleasure in stating that the above, purchased by the Bridlington Corporation from you last year, has given every satisfaction and has more than come up to expectations.

The Roller has been in constant use, and up to the present time it has only been found necessary to provide petrol and oil. No expense has been incurred for any repairs.

Yours faithfully,

(Signed) PERCY HORSLEY,
Borough Engineer & Surveyor.

THE COUNTY ROAD SURVEYOR,
MIDLOTHIAN COUNTY COUNCIL,
ROAD OFFICE, COUNTY BUILDINGS,
EDINBURGH.

DEAR SIRS,

We purchased one of your Footpath Rollers in 1913.

I am very pleased to state that it has given every satisfaction, and since the introduction of Tar and Bitumin Macadam for Footpaths it has proved to be very useful, and when compared with the alternative of using three or four hand rollers with three or four men on each, the Machine saves its initial cost in a very short time.

I am, Sirs,

Yours faithfully,

(Signed) WM. ELLACOTT,
County Road Surveyor.

In 1915 a second Motor Roller was supplied and a third was delivered in 1925.

JAMES HORROCKS,
PUBLIC WORKS CONTRACTOR,
WESTHOUGHTON.

DEAR SIRS,

With reference to the type "A" Footpath Motor Roller I bought from you I may say I am very well pleased with its performance. It does the work of 4 or 5 hand rollers with 2 men each, and if it is a stiff gradient it takes 3 men to each roller. It is very easy and simple to handle, and is certainly an economy machine, and will soon save its initial cost.

Yours faithfully,

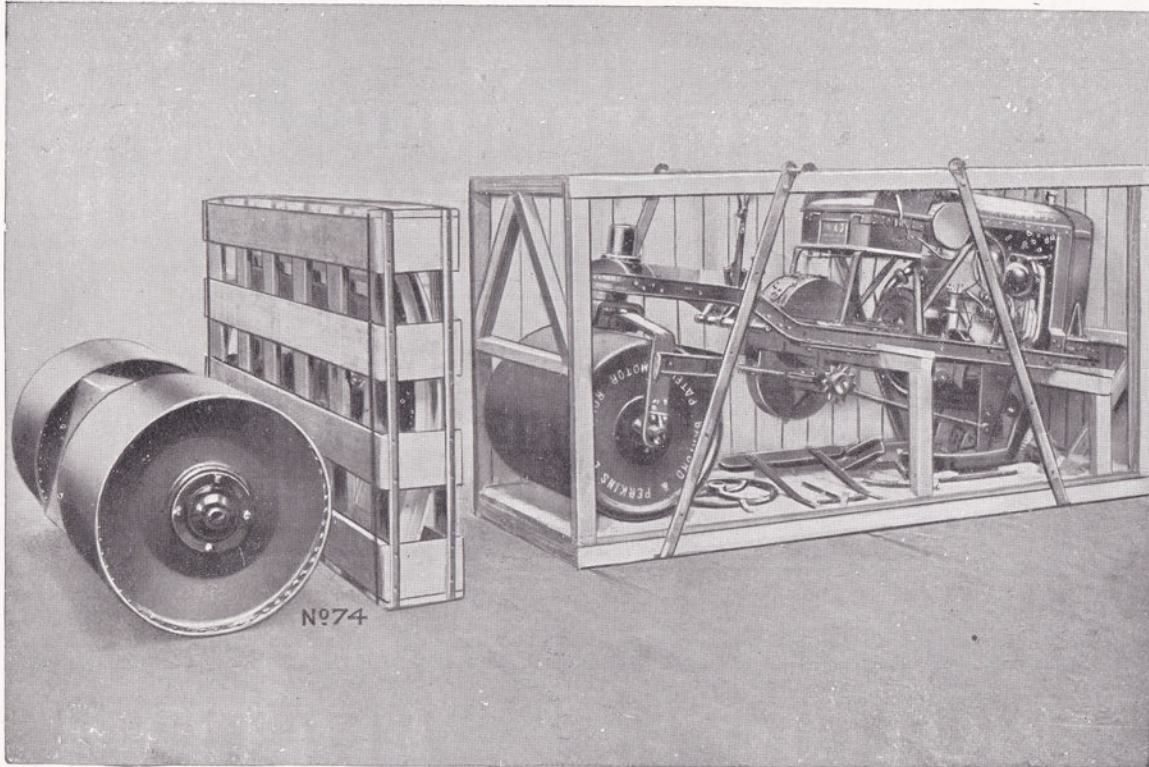
(Signed) JAMES HORROCKS.

APPROXIMATE SHIPPING PARTICULARS
(Close Packed).

Type		ENGLISH					METRIC					Code Word.
		Length	Width	Height	Gross Wt.	Nett Wt.	Length	Width	Height	Gross Wt.	Nett Wt.	
		ft. ins.	ft. ins.	ft. ins.	t. c. q.	t. c. q.	m/m	m/m	m/m	Kilos	Kilos	
A	MAIN CASE	9 4	3 6	4 3	1 15 0	1 8 0	2845	1070	1295	1775	1425	FANCY
	BACK ROLLERS	4 0	2 6	2 6	10 3	10 1	1220	765	765	545	530	
	AWNING, ETC.	8 3	4 5	1 0	4 1	2 2	2515	1350	305	215	170	
A2	MAIN CASE	9 4	3 6	4 3	1 15 0	1 8 0	2845	1070	1295	1775	1425	FARAD
	BACK ROLLERS	5 0	2 6	2 6	9 3	9 1	1525	765	765	495	470	
	AWNING, ETC.	8 3	4 5	1 0	4 1	2 2	2515	1350	305	215	170	
A2½	MAIN CASE	9 4	3 6	4 3	1 15 0	1 8 0	2845	1070	1295	1775	1425	FINER
	BACK ROLLERS	4 0	2 6	2 6	1 1 0	1 0 2	1220	765	765	1070	1030	
	AWNING, ETC.	8 3	4 5	1 0	4 1	2 2	2515	1350	305	215	170	
A3	MAIN CASE	9 4	3 6	4 3	1 12 0	1 5 0	2845	1065	1295	1625	1270	FAVUS
	BACK ROLLERS	6 0	2 6	2 6	10 3	10 1	1830	765	765	545	520	
	AWNING, ETC.	8 3	4 5	1 0	4 1	2 2	2515	1350	305	215	170	
A4	SINGLE CASE without Awning	9 0	4 6	5 2	2 9 2	2 2 1	2740	1370	1575	2515	2145	FEAST
	SINGLE CASE with Awning	9 0	4 6	5 7	2 12 3	2 5 1	2740	1370	1700	2680	2300	
A4Q	SINGLE CASE without Awning	9 0	4 6	5 2	2 13 0	2 5 1	2740	1370	1575	2695	2300	FEBER
	SINGLE CASE with Awning	9 0	4 6	5 7	2 16 3	2 8 1	2740	1370	1700	2885	2450	

MOTOR ROLLERS of the "A" Series, besides being used in large numbers in England, have been shipped to the following countries:—

○ ○
Argentine,
Australia,
Austria,
British
Guiana,
Ceylon,
Canada,
Egypt,
France,
Gold Coast,
Holland,
Iceland.



○ ○
Indo-China,
India,
Japan,
Malta,
New
Zealand,
Northern
Nigeria,
Siam,
Spain
Straits
Settlements,
Uruguay.

○ ○
View showing method of packing Rollers for Export (with side and end boards removed).

BP 107

MOTOR



ROLLERS.

THE ORIGINATORS AND THE
LARGEST MANUFACTURERS
OF MOTOR ROLLERS.

BARFORD & PERKINS, Ltd.,
Peterborough,
ENGLAND.