

C.S.

INDUSTRIES
(Miscellaneous)
No. *A64/27*

1927.

C.E. M'

Secretary of State.

SUBJECT.

1927
5th July, 1927

Information performance
STATISTICS REGARDING NUMBER OF MOTOR
VEHICLES IN THE FALKLAND ISLANDS

Previous Paper.

278/22

MINUTES.

PP 24/9/27 1-2 Despatch from S. of S. of 5. July. 1927

Col. Ry.

Ex. Ry.

For report please

Jullius

7.9.27

Subsequent Paper.

The Hon. Col. Secy.,

I beg to submit the following report regarding the P.W.D. 25 cwt lorry.

The engine is of 15.9 h.p. This is more than enough for work on wheels, and is sufficient for running with the roadless track attachment.

The clutch is not of the cork insert pattern, but is fitted with "Ferodo" discs, which is satisfactory.

The axles and frame, particularly the latter, are too light for the stresses which are encountered when working over rough ground with the roadless track attachment. They are of sufficient strength for work on wheels.

The front springs are too light.

The magneto (Lucas) is satisfactory.

Note:

The standard Morris one-ton chassis was fitted with a more powerful engine and transmission to drive the roadless track attachment. The springs and frame do not appear to have been strengthened proportionately, with the result that one side member of the frame has broken across the bolt holes, necessitating the removal of the roadless track attachment.

R. S. Askey

Colonial Engineer.

15th September, 1927.

The Executive Engineer, S.I.W.,

To you accordingly.

R. S. Askey

C/E. 15/9/27

Hon. Colonial Secretary.

Submitted. Particulars of the two Morris lorries employed under the Improvement Works:-

- (1). Morris 20 cwt. lorry with standard open body and pneumatic oversize tyres. Chassis No. 2484. Purchased... January, 1925.
- (2). Morris 20 cwt. Tipping lorry. Chassis No. 10022. Purchased... August, 1926.

2. Since arrival these lorries have been running daily (barring an occasional overhaul and cleaning) on rough work

mainly

mainly transporting concrete materials and stone for roads, and transport on an average 23 tons each per day.

They have been running over roads, some of which are of steep gradients and rough, and over 'tracks' of a very rough nature, and occasionally over hilly and boggy virgin ground.

The chassis and engines are still in excellent condition, and are running as well to-day as when received.

3. With regard to the points raised in letter of 5th July, 1927., I beg to report that:-

- (a). The engines are of 13.9 H.P., and after severe tests they have proved sufficient for local needs, and satisfactory in all respects.
- (b). The clutch (cork insert pattern) has been found to be satisfactory on the above lorries, and no trouble has so far been experienced with this part.
- (c). The axles and frames are considered to be of adequate strength for the Stanley roads, which are generally rough.
- (d). The front springs are a weak point. Inconvenience has been caused through the two top leaves continually breaking. I consider that the front springs should be strengthened for work over rough tracks. No trouble has been experienced with the rear springs.
- (e). The magnetos (Lucas make) have given no trouble and are considered satisfactory.

4. The bronze nut with female screw, being part of the tipping gear fitted to Morris tipping lorries is a weak part. After being used for 4 months the thread had worn completely through, rendering the tipping gear of this

Department's lorry useless until a replacement was obtained from England.

5. Although it is not possible to give any detailed comparison with other makes of lorries, it is known that the petrol consumption of the Morris 20 cwt. lorry is less than the Ford 15 cwt lorry in Stanley. The running costs would be lower, especially seeing that the Ford cannot transport 20 cwts. nett, and the first cost is equally low.

C. Roberts.
Executive Engineer.
19th September, 1927.

Despatch to S. of S. No. 189 of 21/9/27. 3-6.

P. H. J. v. e.
22. 9. 27
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DUPLICATE

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FALKLAND ISLANDS.

MISCELLANEOUS.

*For necessary expenses
and draft dispatch.
29/8/27. (ms) A.H.*



DOWNING STREET.

5 July, 1927.

Sir,

I have the honour to inform you that, with a view to assisting in the consideration of the general question of the relative suitability of British and foreign motor vehicles to meet the requirements of the Colonies in regard to road transport, I am anxious to obtain information regarding the performance in the Colonies of Morris, 20, 25, and 30 cwt. motor lorries.

I understand that such lorries have been, or are at present, employed by your Administration and I shall accordingly be glad if you will obtain and furnish me with reports by the local authorities on their experience of these lorries especially with regard to the following points:-

(a) Whether the engine power is sufficient for local needs.

(b) Whether the clutch (which is of the cork insert variety) has been found satisfactory in use under average local conditions or whether any modification in its design seems highly desirable to adapt it to local conditions.

(c)

GOVERNOR,

A. W. HOBSON, ESQ., C.M.G.,

&c.,

&c.,

&c.

(c) Whether the axles and frame are of adequate strength for your purposes.

(d) Whether the front springs are in general sufficiently strong for local needs.

(e) Whether the magnets (usually Lucas make) fitted to the Morris Morris have been found generally reliable.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) L. S. AMERY.

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GOVERNMENT HOUSE,

STANLEY,

21st September, 1927.

FALKLAND ISLANDS.

No. 189.

Sir,

With reference to your Miscellaneous despatch of the 5th of July, 1927, I have the honour to transmit in accordance with your instructions copies of two reports which have been prepared by the Colonial Engineer and by the Executive Engineer in charge of the Stanley Improvement Scheme on the subject of the performance in the Falkland Islands of Morris 20 and 25 cwt. motor lorries.

Enclosures I and II. in duplicate.

2. I would add that no Morris 30 cwt. motor lorry has hitherto been used in this Colony.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

ARNOLD HODSON.

THE RIGHT HONOURABLE

L. C. M. S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

(5)

ENCLOSURE No. I TO FALKLAND ISLANDS DESPATCH,

No. 189 of the 21st of September, 1927.

COPY OF MINUTE FROM COLONIAL ENGINEER TO THE
HONOURABLE THE COLONIAL SECRETARY, DATED 15th
SEPTEMBER, 1927.

I beg to submit the following report regarding the P.W.D. 25 cwt lorry.

The engine is of 15.9 h.p. This is more than enough for work on wheels, and is sufficient for running with the roadless track attachment.

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The front springs are too light.

The magneto (Lucas) is satisfactory.

Note:

The standard Morris one-ton chassis was fitted with a more powerful engine and transmission to drive the roadless track attachment. The springs and frame do not appear to have been strengthened proportionately, with the result that one side member of the frame has broken across the bolt holes, necessitating the removal of the roadless track attachment.

(SGD.) R. B. BASELEY.

Colonial Engineer,
15th September, 1927.

No. 189 of the 21st of September, 1927.

COPY OF MINUTE FROM THE EXECUTIVE ENGINEER, STANLEY IMPROVEMENT SCHEME, TO THE HONOURABLE THE COLONIAL SECRETARY, DATED 19th September, 1927.

Submitted. Particulars of the two Morris lorries employed under the Improvement Works:-

- (1) Morris 20 cwt. lorry with standard open body and pneumatic oversize tyres.
Chassis No. 2484.
Purchased..January, 1925.
- (2) Morris 20 cwt. Tipping lorry. Chassis No. 10022.
Purchased..August, 1926.

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of adequate strength for the Stanley roads, which are generally rough.

(d) The front springs are a weak point. Inconvenience has been caused through the two top leaves continually breaking. I consider that the front springs should be strengthened for work over rough tracks. No trouble has been experienced with the rear springs.

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(SGD.) G. ROBERTS

Executive Engineer,
19th September, 1927.