

C. S. O.

TRN/LAN/4#5

0 4 5 2

0
4
5
2

(Formerly)

199/39

SUBJECT:

Repair of Roads in, and about Stanley.

Stanley roads, repair of

Bu 10/12/47

CONNECTED FILES.

NUMBER AND YEAR.

199/39
132/42
0197

Same Title.
Erection of barriers at main crossings in Stanley.
Condition of Road to R.N. W/T Station.

ESTATE LOUIS WILLIAMS

SUCCESSORS TO CHAS WILLIAMS
Establ. 1863

GENERAL MERCHANTS

PORT STANLEY
FALKLAND ISLANDS.

3rd September 1947

RADIO ADDRESS
"WILLIAMS"
CODES USED:
BENTLEYS
A.B.C. SYSTEM
A.I.

The Hon.
The Colonial Secretary
STANLEY.

Dear Sir,

ASPHALT for ROADS

As far back as 28th September 1946 we wrote to you and to the Executive Engineer on the subject of obtaining Asphalt for Roads ex Messrs Standard Oil Company of Montevideo.

As a result we obtained a reply from the Executive Engineer on 2nd Oct. 1946 asking for firm quotations and also a small sample - 1 gallon.

Following a conversation on the telephone with Mr. Woodgate, we decided to order one whole drum of asphalt for test purposes, as one gallon could lead to no proper conclusions.

Unfortunately the Uruguayan Government would not grant an export permit until recently, so the sample drum only reached us on 9th July and the Invoices did not come in until last mail.

The details are as follows:-

1 drum 252 kilos Asphalt type 180/200	FOB	\$ 30.00
Exchange say		24. 5. 6
Freight per "Fitzroy"		<u>16.--</u>
		25. 1. 6
Overhead charges say 5%		<u>5. 1</u>
		25. 6. 7
Marine Insurance say		<u>1. 8</u>
Final cost		<u><u>27. 5. 5</u></u>

As Mr. Woodgate has now departed from the Colony and his successor has not yet arrived, we are consequently writing to you, to see whether this sample drum of asphalt can be put to some experimental purpose now.

The manufacturers' instructions as to method of use were communicated to the P.W.D. in our letter of 28th Dec. 1946.

If the experiment can be carried out on a section of the road adjacent to the "Globe Store" we are quite prepared to hand over the drum to P.W.D. without charge.

If the experiment is to be carried out on some other section of road we would expect our costs to be refunded.

We are, dear Sir,
Yours faithfully,
p.p. Estate Louis Williams.

Refs. in 1943/39 a.H.
51
51a
Copy of Williams' reply 1946 at 52a

72a + b
(m.r.a.)
I. Ad. 4/9/47
MSH.

Reply at 3

O.C. P.W.D.

1 ft. 0. in. As for hours,
the policy is to relay ^{the} ~~the~~ main
through road with concrete.

Ch
8-9

Hon. C.S.

may this stand over to the arrival of the
next E.E. ^{please} who may have other views.

In this country with continuous high winds
and varying temperature I consider heating tar to
a specified heat and depositing same has many
difficulties. If tar is to be used a cold tar
such as "Colas" is preferable.

D.S. O'le P.W.
8-9.

9th September, 47.

Sir,

I am directed by the Governor to refer to your letter of the 3rd of September, 1947, and to say that the matter will be held over until the arrival of the new Executive Engineer.

I am,

Sir,

Your obedient servant,

(Signed) J. W. NEWS

Colonial Secretary.

The Manager,
Estate Louis Williams,
STANLEY.

O.T.C. P.W.D.

Abel
9.9

Hon. B.S. noted, thank you 24/10/47.

B.S. 10/12/47
Abel 1947

WH.

4

Falkland Islands Labour Federation.

Formed 28th October, 1943.

Registered under the Trade Union and Trade Disputes Ordinance, 1942.



Our Ref. _____
The Hon Colonial Secretary,
Stanley.

Port Stanley,
Falkland Islands,
South America.
24th September, 1947.

Sir,

I am instructed by the General Committee of the Labour Federation to draw your attention to the state of the Common roads, notably those to Eliza Cove and Sappers Hill, which are in a very bad state of repair.

This is causing great concern to owners of motor lorries, who point out that tyres, spare parts, etc., are now more expensive than ever, and wear out so rapidly when the vehicles are used constantly on these roads, as they are in the peat season, that they fear they will have to increase their charges unless the roads are properly repaired.

Any increase in the cost of peat would cause considerable hardship to the consumer, who already faces high costs in other directions.

It is further pointed out that the necessity for more tyres etc., will not help the Colony to reduce imports, and since the Public Works Department's lorries also use these roads, it is in Government's own interest to keep them in the best condition.

In view of this, I am respectfully to request that steps be taken to have these roads repaired before the peat-carting season begins, and that consideration be given to the lorry owners' opinion as to which roads should be attended to first, that is, which ones are the most essential for the transport of peat.

Trusting that this will meet with His Excellency's approval,

I am,
Sir,
Your obedient servant,
L. Dewling
Secretary.

Reply at
10A

Ack. (true)
25.9.

5
O.C. P.W.D.

4

What is spent annually on these two roads, & how much does it come to per mile?

2. What is done for the money?

3. I sympathize with 4. They are in shocking condition.

4. This is a mistake made for 'back-work' (the deposit of Ctee. on which is "much overdue" sld. to be expended).

W.B.
25.8

Hon. C. S.

A

Practically nothing has been done during the last two years. This year 1908-8-4 has been spent up to the 26th Sept. An average of approx £824 per mile.

2. Reconditioning in general.
3. Men at present working on these roads.
4. Not until made good. Mr. Hamis asks that 'task-work' should stand over till after the peat has been cut. ^{I recommend this} So many younger men will be going on peat if we don't make use of the older men on usual full time work it will mean employing others.

D.J. O'c. P.W.
30-9-11.

B

O.T.C. P.W.D.

1. ^{2 2 4} pressure for concentrating on 'peat' roads?

2. £824 per mile is a lot of money having regard to the meagre results. How is this explained?

How much is 'labour'? U.S.

Hon. C. S.

concentrating on Eliza Cove Rd. at present.

2. The cost is made up from wages, transport and petrol used on the crushers.
- labour approx £602 p.m. please.

D.J. O'c. P.W.
8-10.

RECEIVED
14 OCT 1947
STANLEY ISLANDS

Stanley, F.I.
October 8th '47

W. J. C. Attorney
10/9/47

1057

Sir,

as there seems to be no hope of obtaining "Colfax" or anything suitable to surface roads at less than prohibitive prices and as concrete is out of the question also, I venture to suggest that the Government experiment with the fuel oil residue at the Naval Depot which is to be destroyed.

Having read of roads in North Africa surfaced with crude oil and sand and standing up well to heavy military traffic, I see no reason why our roads cannot be finished likewise or at least be given a trial.

It appears there is a large quantity of oil to be destroyed and should it prove to be satisfactory for road surfacing and used to put our roads in good condition once again, the benefit to us all would be incalculable.

Hoping the idea may prove to be practical.

I have the honour to be,

Sir,

Your obedient servant.

W. J. C. Attorney

The Hon.

Colonial Secretary.

Stanley.

I.A. 7.X.47.

Recalled to fill this letter.

8
A.

Ans
'I A.' to 7 pc. then ask
O.T.C. P.W.D. for his early views on
7 for a reply to 6 B.

O.T.C. P.W.D.

b.

Ans
6.x

In your early views on (7) & for a
reply to (6) b pl.

Ans
7.x

A.B.S.

The experiment is probably worth trying. I will obtain
some of the oil and report results in due course.

O.T.C. P.W.
8-10.

K10

YE

4-6

The report is obvious & I submit a ~~short~~ ~~summary~~ reply. There has clearly been lack of supervision, too.

2. 6A §4 Time enough. but I will ask O.C. P.L.D. to ensure that so far as possible 'piece work' is ~~practised~~ ^{practised}. My own close observation of several men who shd. be on 'task-work' leads me to doubt if they are in fact worth 35¢ a week. They are certainly not worth 1/5 an hour.

3. If the younger men go on to (contract) piece work for the P.L.D. that is all well. But if they go off the P.L.D. pay-sheets to do contract piece work for private individuals they shd. be put on a waiting list before they are re-employed?

4 7-8 I thought that the essence

10
of the N. African experiment was that
it was a sandy soil - or just sand.
Since, there is no harm in trying

Abe
10/12

A

October 10th, 47

Sir,

4 I am directed by the Governor to refer to your letter of September 24th regarding the state of repair of the Common roads, and to say that Government agrees that their condition leaves much to be desired, but very little work has been done on them in the last two years. In 1947, however, \$1908 had been spent on them up to September 26th, an amount of approximately \$824 per mile. Of this, \$602 per mile was paid in wages to labour employed in the work.

2. Your Federation will doubtless agree that this is a considerable sum, and share the hopes of Government that the results will give a satisfaction to the public commensurate with the expenditure of public funds involved.

I am

Sir,

Your obedient servant,

(S) H. J. MATHEWS

Colonial Secretary.

The Secretary,
Falkland Islands Labour Federation,
Stanley.

ARM:HS

YE.

9-10

may the above issue pl.?

Abe
10/12

✓ MC. 11/x

O.T.C. P.W.D.

8 The F.I.C. would let us have the residue of the oil if we could take it away. I gather it is very thick - that the chances of it being usefule for road surfacing may be low. Please go into this before the oil is destroyed by burning; ~~and before~~ which may be soon if the tank is needed for gas oil for F.I.C.S. ship.

C.B.L.
13.x

Hon. C.S.

Spoke Mr Young. Can't get same for 3 weeks. He has warned me dermatitis may arise from using this oil. Do you wish me to proceed please.

C.B.L. O/c. P.W.
13-10.

O.T.C. P.W.D.

Keen consult H.S.M.O.

C.B.L.
14.x

Hon. C.S.

H.S.M.O. consulted, will report when he has examined a sample.

C.B.L. O/c. P.W.
24-10.

B.
18711
C.B.L.
27+

2
EF.

Re furnish an early report. Other.
like the residue of the vic will be
wasted.

ABL
11.11

Honorable Colonial Secretary.

The present acute labour shortage and priority of other works does
not permit this experiment being carried out at the moment. It will
have to stand until the peak has been cut. I return the file because of
your telephone message.

E. S. Bunting

28.11.47

Falkland Islands Labour Federation.

Formed 28th October, 1943.

Registered under the Trade Union and Trade Disputes Ordinance, 1942.

Our Ref.
The Hon. Colonial Secretary,
Stanley,

Port Stanley,
Falkland Islands,
South America.
10th November, 1947.

Sir,
I am instructed by the General Committee of the Labour Federation to acknowledge the receipt of your letter No. 0452 of the 10th October, 1947, and to reply as follows:

The Committee agree that £602 per mile paid to labour employed on the Common roads is a considerable sum, but are of the opinion that this expenditure has achieved little in the way of satisfaction to the public, as is shown by the lorry owners again stating that, unless the roads are improved, they will have to increase their charges.

Excluded to 0219
P.W.D. - Complaints

The high cost of labour on these roads is due mainly to lack of organization, especially in the supply of materials, men cannot work if they have nothing to work with for long periods of the day, and the remarks about loafing this gives rise to are a very sore point indeed with members of the P.W.D., who know that very often they simply cannot help standing idle. The blame for this state of affairs attaches to no one, either in the past or at the present day. It is merely the unplanned system on which things have been run that is the trouble.

The Committee feel that now is the time for a change to take place, and I am respectfully to suggest that all concerned should set about working out a system, which will cope successfully with the present-day press of work and do away for good with the old comment, current in Stanley for so many years, that "Government never finishes a job."

One suggestion which has been made is the introduction of some kind of piece-work, which the Committee feel would be of the greatest benefit to Government and workers alike.

Trusting that these suggestions will meet with the favourable consideration of Government,

I am,
Sir,
Your obedient servant.

L. Darling.
Secretary.

See 15

See 17

I.A'd. 12/11/47.

Mr. [unclear]
12/11

VP

11/11/47

11/11/47

Falkland Islands Labour Federation.

Formed 28th October, 1943.

Registered under the Trade Union and Trade Disputes Ordinance, 1942.

Our Ref.

The Hon. Colonial Secretary,
Stanley.

Port Stanley,
Falkland Islands,
South America.
15th December, 1947.

Sir,

I am instructed by the General Committee of the Labour Federation to write in furtherance of our letter of the 10th November, 1947, regarding the Common roads and draw your attention to the following matters:

13

- 2 In a recent 16-day period at Eliza Cove, only 42 loads of metal were crushed. In the same length of time, and with the same number of men, 112 loads would have been crushed if there had been transport to take it away. The transport exists but is frequently not in running order, and there is considerable delay in getting repairs done. When a Government lorry breaks down, it often happens that it cannot get into the Government garage because "outside" lorries are being attended to, and Government machines are put out to make room for "outsiders" when they do get in first.

The Government's newest lorry, the only one it owns fitted with tipping gear, has been idle for months waiting to be repaired. It is understood that parts are now available for it, but the work has not been done. Another noteworthy fact is that the Government's old fleet of Morris lorries, which were condemned and sold cheaply are now running perfectly for private owners.

I am respectfully to request a reply to this and our previous letters on the subject of the Common roads as early as possible.

Attached to 0279
FWD - comp. 10/12/47

7413

I am,

Sir,

Your obedient servant,

L. Dewling.
Secretary.

J. A sent
15/12/47
dkm.

I must send 'I.A.'s

dkm
15/12

Reply at 17.

16
A

EE

15 I enclose reply, types,
in duplicate pl

Cable
16. 12

B

Honorable Colonial Secretary.

- 15
1. This letter constitutes a direct reflection on the integrity of the Government Motor Mechanic and the Executive Engineer if not amounting to actual libel
 2. I feel so strongly about it that the only satisfactory conclusion must be the withdrawal of the letter.
 3. To this end therefore and before adequate enquiries can be made I should wish to know
 - (a) The exact dates of the 16 day period mentioned in para (2)
 - (b) Whether the Federation have people prepared to substantiate the allegations contained in the statements X and Y.

E. S. Bunting

18. XII. 47.

0452

23rd December, 47.

Sir,

I am directed by the Governor to refer to your letter of the 15th of December, 1947, and to ask you to be good enough to state :-

- (a) the precise dates of the 16 day period mentioned in paragraph 2 .
- (b) whether your Federation is in a position to substantiate the statements in the second and third paragraphs of your letter.

2. As regards your letter of the 10th of November, 1947, to which it is regretted that no reply has yet been sent, I am to say that the delay has been due to the lack of precise information therein (paragraph 1 above is relevant) and to Government's wish to consult the new Executive Engineer after he had time to consider the matter.

3. The position appears to be that :-

- (a) Common roads are, primarily, and indeed mainly for peat-transport:
- (b) new roads have to be made periodically to open up new peat banks:
- (c) their constitution and maintenance costs should clearly be reduced to a minimum:
- (d) in the circumstances wear and tear to lorries is inevitably high:
- (e) but it is not reasonable that extra costs in depreciation should be borne directly or indirectly by Government revenue:
- (f) accordingly, if Government funds bear the cost of minimal upkeep it is for lorry owners to charge correct depreciation if necessary:
- (g) Government is advised that "task work" on such work as road maintenance is unpractical and will not bring about the much needed effect viz. road surface improvement. Whether the suggested

Extracted to 0279
P.W.D. - Comp Counts
46-10
15

13

See 14 b.

The Secretary,
Falkland Islands Labour Federation,
STANLEY.

"Task/

18

"task work" be measured by the yard super or by the pothole it will lead only to "skimping" of the work such as incorrect excavation, incorrect filling, and very hasty consolidation, all of which are vital considerations.

I am,
Sir,
Your obedient servant,

ISOBEL E. MATHEWS
Colonial Secretary.

Reply Aug 22

Extract from 0162 - page 52. - Public Works Programme - weekly
Query on Sl. no 0162 - Experiment on Roads - what is this?

E.E. Will you please answer H.C.S.'s query on (51)

(Intld) L.W.A.
22. 9. 47.

Honourable Colonial Secretary.

1. I had intended to give the oil from the Camber a trial (ref roads in Stanley file).
2. However it now appears from Mr. Reiver foreman F.I.C. that there are only 40 barrels available.
3. There is therefore not sufficient oil to justify the experiment.

(Sgdt) E.F. Bunting.

23/XII/47.

Y.E.

51-52

There will be plenty (39 tons) in O.C. 82.

(Intld) A.B. M.
23. 12.

A good thing to try it out.

E.E. was to let me know how much expanded metal "landing strip" would be required for Stanley: also how many R.A.F. fuel tanks could be accommodated on board "LAFONIA".

(Intld) M.C.

24/XII.

VP.

EE. 17-18 f.

Extracted to
0270/A-Landing
Strip.

Re. report in duplicate on 19.

Abel
29.12

Honourable Colonial Secretary.

1. 17-18 noted thank you.

2. Attached please find in duplicate reports on (a) oil

See 54 on 0270/A. (b) Landing Strip
E. F. Bunting 31/xii/47.

Extracted to
0270/A-Landing
Strip

No.

MINUTE.

2

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

2nd January, 1947.

To The Honourable,

From The Executive Engineer,

The Colonial Secretary,

Stanley, Falkland Islands.

Stanley.

With further reference to the oil experiment on roads I wish to state that the residue contained in O.C. 82 is not the same as that recovered from the fuel tanks on the "Camber".

I am assured by the Coxswain of the M.V. "Alert" that in addition to heavy fuel oil O.C. 82 has had Diesel stored in the tanks which if such be the case would have a marked detrimental effect on the adhesive properties of the residue, which quality is of great importance if success is to be assured.

Further the Shipping Manager of the Falkland Islands Company state that the value on O.C.82 is £5 per ton apart from labour charges involved in recovery.

E. J. Bunting

Executive Engineer.

EE

Notes. Re fuel vic is (1/2 gallon) n
charge - when removed from the vic O.C. 82 shd.
to place then F.I.C. Diesel. *6.1*

21
Honourable Colonial Secretary.

noted by E. S. Bunting 6.1.48.

YE.

20 - 21

for only

ABE
8.1

Seen

In memo. at case being dealt with separately, I had not seen it before.

MC. 8/

EXTRACT FROM LABOUR FEDERATION LETTER OF 15.1.48 filed in 0279 (P.W.D. - C at 12.

..... 7. I am respectfully to enquire when the repair of the Common road be undertaken.

(SGD) L. DEARLING,
Secretary.

54 in 0270/A 2/16 sl.
4.2.48

A

EXTRACTED FROM 16 in 0279 (P.W.D. - Complaints) Letter from
F.I. Labour Fedn.

.....
The new Committee have now studied the question of Common roads,
from which, it is considered, the matter of P.W.D. transport has arisen
as a side issue, and would be most grateful if Government would inform
them as to whether or not the repair of these roads is to be undertaken.

EE.

B

A chon, for reply to.

CSL
4.3

H.L.S.

C

Submitted for consideration please that until
the priority of works is established 'A' is a matter
of policy - and will ^{be decided} acely by HE in Ex Co ?

E. J. Bunting

Shanah 48.

D

YE. (on return)

last saw at 10. Now for
see 13, 14, 17 § 3, 22

Reply that such work as is
possible will be undertaken before
the next peak season but that
attention then is wishing that can
be added to 17 § 3?

Acay. inc. 10/iii

CSL
8.3

XXXXXXXXXXXXXXXXXXXX

Copy to Executive Engineer for inf.

12th March, 48.

Sir,

20

I am directed by the Governor to refer to your letter of the 21st of February, 1948, regarding repairs to common roads and to say that such work as is possible will be undertaken before the next pest season but that otherwise there is nothing that can be added to my letter No. 0452 of the 23rd of December, 1947.

to paragraph 3 § 17

I am,

Sir,

Your obedient servant,

(Sgd.) A. B. MATHEWS
Colonial Secretary.

The Secretary,
Falkland Islands Labour Federation,
STANLEY.

E.C.
By 2 pl.
Rifaces
12.3.48

H.C.S.
hatched by
E.H.S. 13.3.48

M. H. G.
15/3/48

EXTRACTS FROM 0040 (Development Policy).

Page 18 (Despatch No. 19 of 14.2.47 to S. of S.)

(b) The Town roads which were adequate for all potential traffic before the war proved quite inadequate for the heavy military traffic to which they were subjected and it is clear that they will have to be re-made; exclusive of the extensions to the Admiralty W. T. Station at the one end and to Surf Bay at the other the work is unlikely to cost less than £10,000. Here again a claim should have been made.

Page 44 (F.I. Development Schedule) 0040

Serial No.	Project.	Est. Cost.	Source.	Year.	Remarks
8.	Permanent Road Stanley & environs	-	C.D.W. and see remarks column	1948-54	Concrete road (a) from Stanley to Naval Wireless Station (b) through Stanley and to (c) Canopus Battery; total distance 9½ miles. It is suggested that the Admiralty and War Department, respectively, may be disposed to contribute cost of (a) £7,400 approximately and (c) £14,800 approximately; former is essential now and latter essential in time of war while guns in any event to be maintained. The road as a whole will be of great value to the community, permitting access to sea and providing escape from pent-up conditions in Stanley from which there is no other outlet.

Stanley.
2nd April 1946

25
Sir

I have the honour to inform you that a meeting of Stanley motorists was held on Thursday evening last for the purpose of renewing the activities of the "Stanley Motor Club" under which name it was registered on June 15th 1938.

I have therefore been directed by the Stanley Motor Club to forward the following for your careful consideration.

(1) It is the opinion of the members of this Club that all the roads in Stanley and all the roads leading therefrom are in a disgraceful and appallingly neglected condition and we would respectfully ask that Government proceed with the filling in of the innumerable holes in these roads as a temporary measure to improve conditions until such a time as the roads may be properly resurfaced.

(2) Reference the road leading to the Wireless Station from Stanley we would point out that over the last six years the transport vehicles of the Royal Navy have contributed most to the wear and tear thereof, we respectfully suggest that the Government should approach the Naval Authorities with a view to invoking financial assistance to meet the cost of its repair.

9th 1946 (3) We would also respectfully ask if the Government would consider making suitable provision in the next years estimates for the funds derived from taxes paid by motorists to be placed to meet part of the cost of the upkeep of the roads.

We urge that our legitimate complaint and reasonable requests receive the Governments early and close attention and that something of a substantial nature is done to facilitate road transport in the Colony in this a motor age.

I am,

Sir,

Your obedient servant,

E. Potley

Hon. Sec. Stanley Motor Club.

The Honourable,

The Colonial Secretary,

Stanley.

Reply at 29.

1. Ad. 3/4/48

MARCE
5.4

~~24~~ EF. A
 24-25/1-2 Wh. is a reasonable
 complaint.

1. intended
 2. ~~long~~ to send - something reply
 24 embodying the facts in 24? ~~and~~
~~can~~ ~~not~~ but first I shd. to
 shd of you comments: at least

H.C.S. B ALB
 T.B.V.

I could start a road gang but I fear it would
 make but little impression & the repairs would not last

ALB 18/4/48.

and
 Dist. to -
 24/4/48

0452

28th April, 48.

Sir,

25

With reference to your letter of the 2nd of April, 1948, on the subject of the condition of roads in and about Stanley, I am directed by the Governor to say that His Excellency is fully aware of the deplorable condition of some of the roads, but that owing to labour difficulties it has not been found practicable to divert a road gang to carry out lasting repairs, and the temporary expedient of filling pot-holes has been found by experience to be unsatisfactory.

2. The suggestion has been made to the Secretary of State for the Colonies that the Admiralty and War Office might feel disposed to contribute towards the repair of the roads which were damaged to a very large extent by heavy service vehicles during the War, but no reply has yet been received.

3. It is intended that the main roads shall be re-made in concrete with assistance from the Colonial Development and Welfare Fund, but they will have to take their turn for priority with other demands for labour.

4. Only £244 was derived from taxes paid by motorists in 1947: and Government expenditure on upkeep of roads is considerably more than this amount, towards which taxes on motor vehicles may already be held to make their contribution.

I am,

Sir,

Your obedient servant,

(Sgd.) A. D. MATHEWS

Colonial Secretary.

EE

R. see B n 28

AKL
28

H.C.S.

noted by

E.L.B. 30/4/48.

Secretary,
Stanley Motor Club,
STANLEY.

STANLEY MOTOR CLUB,
STANLEY.

12th May, 1948,

EE
for down early
14.5

Sir,

29 I have the honour to acknowledge the receipt of your letter dated 28th April 1948, in reply I am directed by the Stanley Motor Club to respectfully point out the following.

(1) With regard to labour difficulties we suggest that these may be overcome by putting out road repair work on a contract basis to local haulage contractors who are at present unemployed owing to the termination of the peat season. This would have the following advantages, (a) Being haulage contractors they would naturally provide their own transport for material, thus obviating the necessity of diverting Government transport from the usual routine. (b) It is reasonable to suppose that the costs to Government would be much less than those involved in a scheme utilising present Government labour.

We hope

(2) Your statement that "the temporary expedient of filling pot-holes has been found by experience to be unsatisfactory", is difficult to reconcile with the fact that on the top Surf Bay road one man has kept the surface in a sound condition by filling in pot-holes with metal and clay and pounding these materials well in. The surface has thus remained good in spite of the fact that this road takes the heaviest of the peat carrying traffic. The above can be verified by the Executive Engineer should he care to pay a visit to this location.

(3) If the roads are allowed to continue in their present state there is a danger of transport costs rising, especially those of peat conveyance. This owing to the high cost of motor spares and the excessive wear and tear on existing parts. There are two alternative ways of countering this.

(a) To cut down all taxes payable by motorists.

(b) To improve the condition of the roads.

The latter is obviously the more desirable and should our suggestion in (1) not be acceptable the following may be of some value.

Under the existing system, several men are employed on cleaning ditches, if dumps of metal were made at convenient points these men could fill in pot-holes during any slack periods. This could be done very satisfactorily if they followed the same method that has proved successful on the Surf Bay road.

(4) With further reference to the labour question it is on record that seven local men had applied for work in Government and had been refused, this seems to suggest that any shortage of labour is the result of a short sighted policy on the part of Government.

We urge that the whole aspect of the roads receive Government's early attention and we would esteem it a favour if their views were made known to us at an early date.

Does it have?
NA summary depends on their age?

I am,
Sir,
Your obedient servant,

E. Rottley

Hon. Sec. Stanley Motor Club.

The Honourable,
The Colonial Secretary,
Stanley.

Reply at 36

Recd. 14/5/48

A

L.L. (30) of 4. early observations pl

B.
15.5.

H.C.S.

B.

1. My observations on the road question remain as at
Bon 14 and Con 22
2. The seven men applying for work were all unskilled and as
I have pointed out repeatedly the ratio between skilled & unskilled
labour on P.W.D strength is already far too low.
3. To start an adequate road gang would mean starting up
the ~~road~~ crusher hiring lorries and putting men on excavating
filling and consolidating plus road roller & the results
achieved would not be lasting.

E.H.S. 17.5.48.

EE

C.

I think that something
must be done about temporary
repairs to the worst pot. holes in
the roads.

I would like you also to
experiment with laying a small
section of road in water-bound
macadam - properly laid and
using properly broken and screened
stone of the requisite mesh sizes;
not the smooth pebbles which were
being employed when I came here.

I think I asked you to give
me a report on the reasons for abandoning
the Quarry.

ME 15

H.C.S. has not
seen B. pl.

EE

To see report on C of 31
Rec'd dis. in file. L
19.5

H.C.S.

B

Seen by. Second crusher gang started today
may I please have the file relating to the quarry mentioned
in H.C. minute C on 31

Eff 26/1/48.

74/43

C.

EE

See ltr.

2. I shd. like to reply to 12 at
an early date.

L
31.5

H.C.S.

D.

I have presumed that 30 is meant and off the following
Comments

1. Local haulage contractors have little idea of correct road
repairs without adequate plant & supervision
2. The Executive Engineer does not agree that the surface
of Surf Bay road is in sound condition. That it is sound in
other sections is due entirely to better drainage less acceleration
& deceleration of traffic, less gear changing and probably
more even subgrade.
3. There is no doubt that transport costs will increase
unless the road surfaces are improved
4. Work along Ross Road East has commenced but the
repairs will not be lasting. All the roads of Stanley require
rescaffing and resurfacing & re-rolling - a big commitment
5. Revenue from motor vehicles in '46 was 213 in '47 estimated 220
neither of which is sufficient to pay & keep supplied in stone
one man for the year

Eff 8/6/47

I am sure EE is
right about this but
the roads are going from
bad to worse until soon
be unusable?

Quite.

YE

A

28-32

I think we should try a bit more about 30. It boils down to 2 factors - absolute lack of supervision; - con. sequentially on inability to employ to best advantage the limited labour force available.

2. Accordingly, I incline to try (1) a 30 experimentally.

3. (4) a 30 was discussed at my informal meeting with labour representatives - 2 June - they were informed as to S 2 of B - 31.

B

14.6

Could we not try one section on contract to work to EE's specifications? A small section would show whether or not there is any value in the proposal? Pl. discuss again with EE.

MUC 14 vi

C

EE

R. see & discuss early. It might be well to visit their Hon. Sec. & Chairman to discuss.

16.6

H.C.S.

I will prepare what I consider to be the necessary specification and discuss with this in mind. Delay is regretted but the Philadel. preparation of the Jones Case & the preparation of 1946/48.

23rd June, 48.

Sir,

30

With reference to your letter of the 12th of May, 1948, on the subject of the condition of the roads in Stanley, I am directed by the Governor to inform you that temporary repairs to the roads, as an interim measure, are now being undertaken.

2. Government agrees to try your suggestion of putting repairs out to contract. Accordingly, the Executive Engineer is preparing a specification of the work, and a further communication will be addressed to you in the near future.

3. I am to express regret for the delay that has occurred in replying to your letter, and to explain that it has been due to Government's anxiety to arrange to meet your wishes if possible.

I am,

Sir,

Your obedient servant,

(Sgd) A. B. MATHEWS

Colonial Secretary.

Secretary,
Stanley Motor Club,
STANLEY.

see 34

37

EE

36 f.i. by
24.6

H.C.S. B.
held to and will submit the Specification immediately
it is complete. Complications arise due to the facts that Government
must supply the crushed stone and will also have to loan rollers

EHB 25/6/48

c

EE

Are you now in the process?

29.7

B. 25.7

1077 L
266

A.

H.C.S.
Further to my minute above, as explained to His Excellency
the tender will be advertised in the better weather

Eff. 24.9.48

B.

C

I understand that
public opinion is exercised
about access to the peat-boys
and also that a suggestion
was put forward that
the peat cutters should
contract to repair the roads
leading thereto during the
winter months when they
are not cutting peat.

(30 para 1.)
32
36

Please refer to EE
and ask him to discuss
with me at convenience.

MC 24/11/48

C

EE

B

Supra

referred

Recall

2
C.B.L.
24/9

18 OCT 1948
FALKLAND ISLANDS

STANLEY MOTOR CLUB,
Stanley,
14th October 194

0452 with RE since 27/9/48
ack for it p.

Sir,

36

With reference to your communication of No. 0452 dated the 23rd June 1948 I am directed by the Stanley Motor Club to forward the following comments for your careful consideration.

1. We note that the temporary repairs to the roads were undertaken but we also note that these are now showing signs of deterioration. We suggest that this is due to lack of attention since the temporary repairs were concluded. Could not the men responsible for sweeping the roads sweep the metal back into the pot holes instead of sweeping it either to the side of the road or over the sea wall as is now the case.
2. Reference para 2 of your communication we note that Government agreed to put road repair work out to contract. The Executive Engineer was then preparing a specification of the work and to the best of our knowledge is still doing so although it was stated that a communication would be addressed to the Stanley Motor Club in the near future. It would appear that Government's idea of the "near future" does not agree with ours. The haulage contractors will shortly commence work on the peat banks and thus Government have lost the chance for this year at least of utilising their labour. Thus through lack of initiative and failure to tap possible sources of labour the roads in and about Stanley must continue in their deplorable condition.
3. I am further to add that the members of the Stanley Motor Club are deeply concerned by Government's failure to settle the road question and that your statement that Government is anxious to arrange to meet our wishes if possible cannot be reconciled with the above and that it is incompatible with the present state of the roads.

EE
19.7

The Honourable,
The Colonial Secretary,
Stanley.

I am,
Sir,
Your obedient servant,
E. Pottley
Hon. Sec. Stanley Motor Club.

Ack. 18/10/48
H.H.

P. sec 38 C.

A.

E.K.

(39) on your remarks, pl.

N.B. B & C on (38) require action pl.

J.C.S.
12.5.48.

H.C.S.

B

Incluse this file immediately and will deal with 39 on return pl

E.H. 11 Nov 1948.

E.E.

Dear, Thank you Now please go ahead.

H.C.S.

Aque.

1. The temporary repairs were undertaken although as I have stated more than once such repairs are completely ineffective from a durability point of view.
2. Contract could go out at any time BUT
 - (a) Government will have to supply the crushed stone (and I required all the crushed stone for my own needs until recently on peat cutting I stopped the crushers & blockshredders that progress to Town Hall could be maintained)
 - (b) Road rollers would have to be supplied to by Government & I require for consolidation on airfield
 - (c) There is no labour available other than those which the contractor would require from P.W.D who on completion would expect to return to P.W.D. notwithstanding disruption to my programme caused thereby ie Government suffers disorganisation by allowing contractor to make profit.
 - (d) It would be of little use in employing outside labour unless men were here to receive & work the metal & I need all the labour I have to work on other projects. Unless priorities change roads will continue to be in bad condition

E.H. 16 Nov. 1948

Opportunity to refer to the subject of this file.

2. They were kept - sympathetic with your difficulties - said they 'peet' roads were in the state in poor condition. They especially praised Surf Bay road - the work of the roadmen here (? has been).

3. But they would like x ~ 39 further considered india Stanley. They noted it is uneconomical - merely - his else time fundamental repairs can be carried out. They suggested 'Task' look' by road men, on the basis in contemplated some time ago. I said thought every town had been called to the ^{free line} pumps?
 L
 29.11

B.

H.E.S.

1. Unless the policy of Government is changed there is little hope of making a job of the roads. 2. As to when opportunity occurs the worst patches will be temporarily repaired.

16/1/46 73 p.m. 2 3. I have already stated my views on task work quite apart from shortage of labour.

4. I think I've stated somewhere that the total amount of revenue from motor vehicles in 1947 was £220 - just enough to keep one man working (not counting supplies of stone & carrying him to and from work

ETB 4xii/48.

6705 to R.R. Co

6/11
31/10/48
6/12

all

In view of B S 1 n 42 - A person
to may P.A. the h.c. more
an difficulties.

L
14.12

10/11/48
15/1/48

0583



Stanley Motor Club,
Stanley,
3rd January 1949.

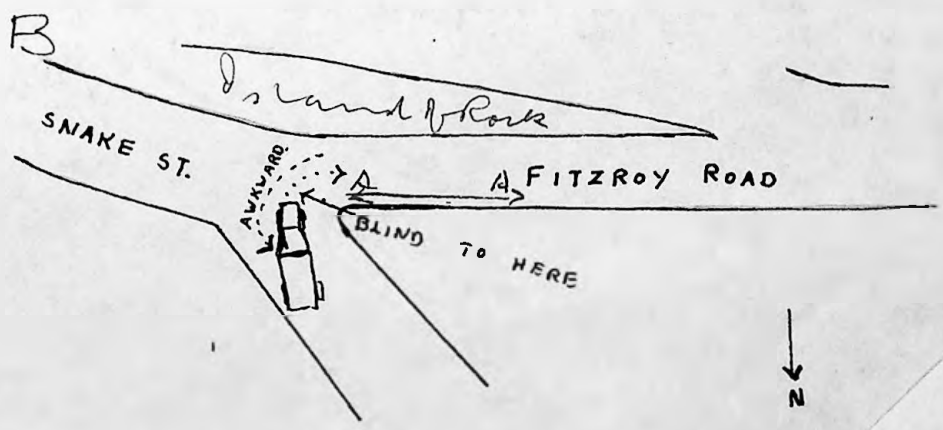
Sir,

I am directed by the Stanley Motor Club to forward the following for your careful consideration.

1. The attention of the Stanley Motor Club has been drawn by many drivers of motor vehicles to an awkward corner located at the east end of Fitzroy Road near the Cemetary (see diagram below) It is considered that apart from the difficulty encountered in negotiating the turn the fact of its being a "blind" corner makes it dangerous. We therefore respectfully request that the Executive Engineer be asked to investigate the location with a view to widening the road at the corner.
2. Mr. D.Middleton of Stanley who uses a garage situated on Dairy Paddock road has informed the Motor Club that he has experienced considerable difficulty in obtaining access to the garage because in and after bad weather the threshold degenerates into what can only be described as a sea of mud. Mr. D.McLeod acting on his behalf has addressed several requests to Government for the above state of affairs to be righted , without result. The Stanley Motor Club feel that this state of affairs should not be allowed to continue and request Governments early and active interest in the matter.

I am,
Sir,
Your obedient servant,
E. Rothery
Hon.Sec.Stanley Motor Club.

The Honourable,
The Acting Colonial Secretary,
Stanley.



Handwritten initials and date

ack. 7.1.49.

45.

E.F.

Ch. Com.

A

44 for your observations pl.

Kls.

10/1

H.Aq. C.S.

B

1. Cornes quoted is awkward and should be widened when other priorities permit.
2. This statement is correct but whether it should be a Government commitment is doubtful.

Byff 1.6.49.

Secs.

C

X

1. The corner could be made less dangerous if the iron fence at A—A on 44 were replaced by wooden rails or fencing for a distance of about 15 yards. The island of rock could be used as a roundabout at which less cost—imagine than widening.

2. This has been attended to by someone!

This file reached me today 20th June 1949.

ADce

D.

E.F.

fyg. on X re above pl.

Kls.

5/6.

Aq. C.S.

1. As I have said at B above the corner should be widened but pending this CC's suggestion is useful

Byff 5.8.49.

PA
Kls
8/8

Extract from Minutes of Legislative Council Meeting

21st July, 1950.

Questions by the Honourable Mr. A. L. Hardy, B.E.M., J.P.

Question III. When are the Stanley roads to be resurfaced?

Reply. The expense involved in re-conditioning the roads in Stanley will be considerable. The intention therefore is that the work should be spread over a number of years, but it is hoped to make a start this year and provision for this has been made in the current Estimates.

x/

Handwritten signature and date: 11/8/50

B.

EXTRACT FROM DESPATCH No. 93 of 31/7/50 TO THE SECRETARY OF STATE FOR THE COLONIES.

Original filed at 143 in concept Development Policy.

3. Re-conditioning of Roads, Stanley. The roads in and around Stanley were entirely ruined by tracked and other heavy vehicles used by the Army Garrison during the war years for which compensation was not sought in time. To save future maintenance it is proposed to re-lay the main road running parallel with the Harbour in concrete, but this method if adopted for all the roads would be too costly and the remainder will have to be re-made in tar macadam. It is proposed to share the high cost of this project between the C.D. & M. and Colony funds.

E.E.

x above. We shall be able to make a start this year?

12 AUG 1950

H.E.S.

Yes - the intention is to commence on the small section on the South Side of the Town Hall

Handwritten signature and date: E.H. 14.8.50.

E.E.
Good.

2) As we propose to pay for about half of the total cost of the road repairs from C.D. & W. moneys, we shall have to put up a definite scheme with full details, for approval.
Would you pl. prepare a draft.

15 AUG 1950

H.P.R.
Draft will be submitted when complete
16.8.50.

B.V. 1/9/50.
B.V. 18/9/50.

E.E.
Any progress?

15 SEP 1950

Recalled from P.W.D. today
3/4/51

B.V. 12/4/51.

Enclose extract from D/O letter I wrote to Mr. Panting a day or two ago pl

18/4/51

~~178~~
49

COLONIAL SECRETARY'S OFFICE,
STANLEY, FALKLAND ISLANDS.

18 April, 1951.

Dear Sir,

A brief note to serve as a reminder to you of one or two odd jobs that you were going to do for us while in England. Firstly, a Rooter in connection with the re-making of the Stanley roads. We have £6,000 in this years Estimates for the roads, so can spend some at least of it on buying the equipment which will be required. Will you have a look round and let us know by telegram what you recommend, then we can cable you authorising you to place the order. Shall we need a spare cement mixer as well? Secondly, furniture for Government quarters. The stuff for which we indented in June last year arrived by this "Fitzroy" (10 months!). We sent another indent in to the Crown Agents this January. Lest it should take them equally long to deliver the goods this time, would you mind giving them a prod or two. We want the stuff urgently.

Extracted to
0694 - Furniture
the Committee

We recently asked the Crown Agents to get us some square drain piping for the Town Hall, like that which is commonly used on public buildings in the United Kingdom. They replied that it was not obtainable, which seems nonsense to us. Could you make a few enquiries?

Extracted to
~~0022~~ 0022/111

Yours sincerely,
(Sd) Michael G. Baynes

E.F. Bunting, Esq.,
4, The Hermitage,
Richmond,
SURREY.

BUN
31/10/51

No 25.

TELEGRAM.

50

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched: 29th May, 19 51 Time 1730.

Received: 30th May, 19 51 Time 0900.

49 Your 0452/0022/A/III/0697 dated 18th April. Following from BUNTING. Begins.

Rooter. Please transmit to Crown Agents details PWD tractor asking them to obtain quotation for (a) power control unit suit tractor, (b) Rooter to be operated by power control unit and tractor.

Concrete mixer. Please order for two number 10/7 concrete mixers preferably Wingate.

~~Furniture. Have received several queries regarding this which am endeavouring answer.~~

~~Piping. Cost of square piping approximately four hundred and forty pounds as against one hundred and seventy pounds for round: do not consider extra cost justified: shall I place order for round please. Much regret delay caused by my now being in Germany.~~

~~Regards. Ends.~~

*Extracted
0697
Yes
E. S. S.
0022/A/III*

CROWN.

Y. E.

f.i. at this stage. I will discuss with A/E.

(Intld) M.R.R.

30/5/51.

(Intld) M.C.

Office.

Type and pass to A/E. to see and for any comments he may have to offer.

(Intld) M.R.R.

30/5/51.

Office.

I have spoken with A/E. who is providing the information asked for.

(Intl-d) M.R.R.

31/5/51.

P/L.
E. S.

No.

MEMORANDUM.

51

It is requested that in any reference to this memorandum the above number and the date may be quoted.

1st. JUNE, 19 51.

To/ The Honourable,
The Colonial Secretary,
STANLEY.

From/ O i/c Public Works.
Stanley, Falkland Islands.

SUBJECT :-

I have the honour to submit the details of P.W.D tractor.

Make. International T. D. 6.

No. T D B K 9275.

W. G. G. G. G.

O i/c Public Works Dept.

Reference 50

File

52
1951
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				2.6.51.

To

CABLE LONDON.

HOA/C.

50 YOUR TELEGRAM 29TH MAY FROM BERTING STOP CONFIDENTIAL YOU OBTAIN AND
 THROUGH BOYKINSON FOR BRACKET A POWER CONTROL UNIT TO
 WITH THE BRACKETED TRACTOR T.D. SIX NUMBER T D B X 9275 WITH COLOM
 BRACKET B BRACKET ROUTER TO BE OPERATED BY POWER CONTROL UNIT AND
 TRACTOR HAS PAKA

2. PLEASE ORDER TWO HOURS TEN OCEANIC GRADE GRAN GRAN GRAN
 MIXING REPAIRS BY SINGATA STOP CONFIDENTIAL INCIDENT FOLLOWS HAS PAKA

Extracted
 to
 CC22/A/E
 + I/17/51

3. YOUR TELEGRAM 9TH MARCH INCIDENT 17 DE 1951 STOP CONFIDENTIAL
 LINE SHOULD BE ORDERED AT HIGHER COST.

COLONIAL SECRETARY.

Order PWS
 Para 2 above Will you please
 prepare compensatory Incident?
 [Signature]
 11/6/51

Time

DECODE.

TELEGRAM.

From The Crown Agents' ~~for~~ The Colonies.

To The Colonial Secretary.

Despatched : 15th ~~15th~~ June, 1951 Time : 1700.

Received : 16th June, 1951 Time : 0900.

52 Reference your telegram 2nd June Winget quote non tilting mixer £490 with petrol engine five months delivery and £559 with diesel engine. Tilting mixer £374 with petrol and £412 with diesel engine both delivery seven months. Other firms offer similar with three months delivery. Stothert and Pitt quote £490 for non tilting mixer with petrol engine for delivery two weeks subject prior sale. All prices fob. All mixers with steel wheels. Please telegraph instructions.

A/E.
(In Hd) M.R.R.
16/6/51.

CROWN.

P/L.
S.S.

HEE

I consider it worth waiting 5 months for Wanger mixers (non telling). These Wanger machines have proved their worth.

AGL

20/6/51.

ACS

P. 54. Pl. reply in the sense advised by A/E above.

- 2) P. 52. last para. I think this is wrong. H.E. noted at p. 50 that we should order the round type.

23/6/51.

Para 2 Crown Agents advised accordingly on 9/7/51.

AGL
25/6/51

GOVERNMENT TELEGRAPH SERVICE

56

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				25.6.51
To				
CRO IN LONDON.				HONGK.

54

YOUR TELEGRAM 15TH JUNE STOP WINGEE NON FILING METER REQUIRED.

COLONIAL SECRETARY.

Time

DECODE.

57

TELEGRAM.

From... The Crown Agents for the Colonies.

To... The Colonial Secretary.

Despatched : 27th June, 19 51 Time : 1330.

Received : 28th June, 19 51 Time : 0900.

52

Reference your telegram 2nd June. International Harvester do not repeat not recommend operation of Rooter with TD6 but Blaw Knox quote manually operated ripper suitable for 30/40 h.p. tractor at £210 fob delivery ex stock. Onions quote ripper £274 fob and necessary pcu at £257 fob with delivery 4 weeks.

CROWN.

↙
A/E.
P/L. F.y.o.pl.
SS (Intld) M.R.R.
28/6/51

HCS I suggest Mr Buntley be contacted in England so as he can get the best possible
OK 2/7/57

58

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				5. 7. 51.
To				
CROWN LONDON.				H.C./G.

57 YOUR TELEGRAM 27TH JUNE STOP PURCHASE OF ROOSTER STOP GRATEFUL YOU REFER MATTER TO BUYING EXECUTIVE ENGINEER AT PRESENT ON LEAVE IN ENGLAND.

COLONIAL SECRETARY.

Time

15/9/51
~~10/1/51~~
~~25/7/51~~
~~4/1/51~~

no no ryle/s1

59

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

ACS

Pl b.v. with 17- printing papers
in a few days, not later than
4/9/51.

///
29/8

ELL 3/9/51
3/9/51

Fear we must wait a day or two
longer. Say 8/9/51

/// 4/9/51

attach Mr. B's office pd
4/9/51

17394 attached.

S. of W.

We discussed recently the question of the equipment needed for the repair of the roads. We have some money in this year's vote for its purchase, and I should like to get it ordered and paid for this year if that is possible.

2. The position with regard to the "Rooter" is as at pages 57 and 58. Subject to your views I think we had better wire the C.AA, referring to those telegrams, ask them if Bunting did give any advice, and saying that if he did not we would like them to obtain for us what they are advised is the most suitable equipment for use with our International Tractor. The Blaw Knox manually operated does not sound a good proposition to me, since I imagine that we don't want a manually operated job. I am not clear from p. 57 whether the "Onions" model is also manually operated.

3. We mentioned the possibility of getting one or two six-wheeled lorries against the Road Repair vote. H.E. has approved this in principle. Would you let me know exactly what model you have in mind, whether you would recommend one or two, and approximate cost.



28.9.51.

B

H.E. Blaw Knox or Onions is useless to us if manually operated. I have spoken with H.E. who suggests I find equipment when I go on leave. However I will find out about the lorries in the near future

AGL
2/10/51

Seen K.I.V.

3/10/51

BN
31/10/51

62

DECODE.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched: 9th October, 19 51 Time: 1600.

Received: 10th October, 19 51 Time: 0845.

Reference Indent 114/51 and your telegrams of 25th June and 5th July. In spite of frequent reminders we have not heard from BUNTING regarding Rooter since our letter to him of 12th July. Please telegraph instructions regarding Rooter and whether diesel or petrol engines are required for mixers.

CROWN.

File & pass to Supt. of Works early pl.,
(Intld) M.R.R.
10/10/51

S/S/accnt. P.
/10.X.

PYL.
SS

HEJ

Diesel engines required for mixers. I would like more details of the rooter before ordering. Suitable to use with TD 6 International.

WGL
11/10/51

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

63

Number

Office of Origin

Words

Handed in at

Date

11.10.52.

To

CROWN LONDON.

HOA/C

62

YOUR TELEGRAM 9TH OCTOBER STOP DIESEL ENGINES ARE REQUIRED FOR
 MIXERS NEWPARA ETC BEFORE MAKING DECISION REGARDING ROOPER GRATEFUL
 YOU AIRMAIL FULL DETAILS OF ROOPER SUITABLE FOR USE WITH TD6
 INTERNATIONAL TRACTOR.

COLONIAL SECRETARY.

BW 10/1/52
 14/1/52 (hand)

Time

13. 11/52

64

BN
15/10/52

DEPARTMENT OF DEFENSE
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

Extract from letter written in England by Mr. Bunting to Colonial Office,
dated 21st October, 1951.

Concrete Mixers. These have been ordered.

~~BN~~
~~15/10/52~~

BN
15/10/52

OS

When S/W goes on leave
I would like him to do an
attachment of say, one month,
to a firm of road construction
contractors to get an insight
into modern methods of construction.

(In H/d) M.C.

23/11

(M. Naor above)B.W.
30/11/52

Extract from loose memo from His Excellency the Governor.

of 21/4/52

G. H.

65

Will you please check up on the following points:-

Attachment of S/W to Road Contractor during leave - we should fix this with C.A. - I just want him to familiarise himself with modern methods such as can be used advantageously here.

~~ACS~~

Draft letter to ~~be~~ away, ~~at~~ s. f. c. pl.

25/4

ACS

Pre discuss urgently with s/w
first - he no doubt has preference
regarding contractors & area where he
wants to work? Given?

28/4

Called as directed;
20/4

~~ACS~~

He has no preference regarding contractors but would like us to say London or the Southern Counties! Draft amended 22/4

COPY TO S.W. f.i.

0452.

1st May. 52.

Gentlemen,

I am directed to inform you that Mr. A.B. Livermore, Superintendent of Works, Falkland Island, is due in the United Kingdom on leave about the 18th of July 1952.

2. This Government is arranging a substantial programme of road works later in the year and is desirous that Mr. Livermore should be attached for about a month to a firm of Road Contractors so that he may familiarise himself with modern methods and ascertain which can be used most advantageously here.

3. I am to ask you to be good enough to endeavour to arrange Mr. Livermore's attachment to a reputable firm in London or the Southern Counties, debiting the Colony's General Account with any expenses incurred.

I am,

Gentlemen,

Your obedient servant,

(SGD) C. CAMPBELL,
COLONIAL SECRETARY.

YF Ref. (66)
Pre see (67)
MC 2/5
2/5

The Crown Agents for the Colonies,
London, S.W.1.

See 71

See 71
2/5

Original in 0035

Sir,

*8-16.
in 0035*

We have the honour to refer to the recent exchange of telegrams relating to arrangements for Mr. Livermore to carry out investigations into matters connected with peat procurement, and note that you now wish him to carry out the Irish visit.

8 in 0035

In your letter No. 0035 dated 5th March, 1952, no authority is given for the payment of expenses incurred by Mr. Livermore while engaged on this visit but we presume that you intend that he should receive a refund of his travelling expenses and be paid the usual allowances.

67.

With reference to your letter No. 0452 dated 1st May, 1952, asking that arrangements be made for Mr. Livermore to be attached to a firm of Road Contractors, it occurs to us that he may gain a wider experience if arrangements can be made to attach him to a local authority, such as a County Council. This could however best be decided after discussion with Mr. Livermore, and we suggest that he may be instructed to call at this office as soon as he can after he reaches this country.

We have the honour to be,

Sir,

Your obedient servant,

(Sgd)

for the Crown Agents.

*Action in response
PA*

Reply at TZ

The Colonial Secretary,
Stanley.
Falkland Islands.

COPY

72

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched : 11th July, 19 52 *Time :* 1500

Received : 19 .. *Time :*

71

Your letter 28th May EC351/6F/338. Livermore should receive normal travelling and other allowances during attachments. I agree variations road construction attachment arrangements subject to approval of Governor arriving England with Livermore 17th July. Livermore calling yours on arrival and please advise him to call on Young-Falkland Islands Company before finalizing peat investigation programme. Young has already made certain investigations in Ireland and duplication should be avoided.

COLONIAL SECRETARY

B.O. for ...
5.12.52

8. The full programme will probably comprise - in order of priority

- (a) Road from the Air service Hangar to the Lighthouse House - approximately 2 miles of 20 feet wide road.
- (b) Other town roads in Port Stanley - approximately 5 miles of road of average 15 feet width.
- (c) Roads leading from Port Stanley to Surf Bay, Eliza Cove, Sappers Hill and to the Wireless Station, approximately 12 miles of 15 feet wide road.

¹⁵
This is not a task with the resources - particularly the labour resources - likely to be available. The engineering plan probably will show that it will require to be spread over about ten years at the rate of about 20,000 square yards a year. Even this is a considerable task. For instance Phase (a) Road, involves 20,000 square yards of surface, would take about 15 months to reconstruct and, if rebuilt in tar-surfaced water bound macadam, would require approximately 2,000 cubic yards of road metal. If it were reconstructed as a concrete road, 4,000 cubic yards of concrete would be required and the time taken might be 3 - 6 months longer.

9. Under the first specification, which uses the lesser amount of material, it would be necessary to quarry and crush approximately 8 cubic yards of road metal a day for 250 days of the construction period. Under the second specification about 15 cubic yards of aggregate - excluding sand - would have to be produced daily for 250 days of the 15 months. The first is just within the capacity of the portable crusher purchased from Ajax Bay, provided it is served by a gang of about 8 men. In the second case it might be possible to find an adequate source of supply of suitably sized and graded shingle but if it were decided to use crushed rock aggregate a second crusher and gang should be employed.

10. The proposal to adopt a concrete slab specification is attractive mainly on the score that maintenance after construction would be reduced; although too much should not be made of this as the skilled maintenance of joints in this type of construction is important if the road is to be kept in good condition. There are several factors to be weighed against it, notably, higher cost, larger material and labour requirements, greater tonnage of imported materials (cement against bitumen) and the slower rate of construction. The skill necessary to obtain a strong hard wearing surface and a smooth grade line is greater than in other forms of road surfacing, accurate setting out of formwork using survey instruments is essential. The disadvantages of covering existing drains and water-pipes with material which requires a great effort to open up should also be considered. On the other hand on the steeply sloping sections of road, where it will be difficult to operate a road roller successfully, construction in concrete might be an easier method than in water-bound macadam or tar-macadam. In my opinion it would not be wise to make the concrete slab less than 6" thick. Steel

re-inforcement could be omitted except, perhaps, at the corners of the slab. Load transference between slabs should be provided for by steel dowel bars. The existing road surface should be lightly scarified without disturbing the road foundations and the scarified material spread back and rolled to shape to receive the concrete slab.

11. An alternative specification providing a durable, more flexible and hard-wearing road surface at lower cost and with less labour and materials would be:-

- (a) Scarify the existing road surface, taking care not to disturb the foundations of the road. Collect, screen and grade the scarified material for re-use.
- (b) Provide additional road metal at the rate of about 1 cubic yard to 12 square yards of road surface.
- (c) Spread the mixture of new and salvaged road metal to a loose depth of about 3". Roll to shape, spreading clay hoggia material on a well watered surface in the later stages of the operation. The hoggia would be used at the rate of about 1 cubic yard per 40 square yards of surface to produce a closed and well cemented surface.
- (d) After an interval of some weeks and in fine dry weather clean the road surface by brooming with stiff brooms and apply a surface dressing of cut-back road bitumen (liquid at 90° F) at the rate of $\frac{1}{2}$ of a gallon per square yard.
- (e) Blind the surface with $\frac{1}{2}$ " gauge chippings, preferably, or, alternatively, but not so desirably, with coarse sand. Roll well in.

In my opinion this specification would produce a road surface adequately strong and durable to resist the traffic it will be required to carry and the winter climate of the Falkland Islands for several decades if it is treated at intervals of about 3-4 years with surface dressing of road bitumen as described in (d) and (e) above. It will be appreciated that this specification is the one under which the majority of country roads in the United Kingdom have been developed. The original water-bound macadam surfacing of these roads in general was treated between the years 1912-1925 with a tar - or bitumen - surface dressing - usually applied hot and they have been maintained in their present excellent condition by subsequent surface dressings using either tar or bitumen applied hot or cold.

12. Before deciding upon a specification - and there are others such as bitumen grouted construction

75

and pre-cast asphalt-macadam - it will be advisable to give careful consideration to the cost and engineering effort involved in each. No attempts have been made to give comparative costs of a concrete slab and bitumen surface macadam construction as I have been unable to find in the time available sufficient reliable data on which to base them. It may be, however, that water-bound/surfaced macadam construction will prove to cost about 40% less than concrete slab construction.

/bitumen

6. Around Port Stanley, quartzite, a tough, metamorphic rock forms the rock outcrops, stone runs, and beach deposits which are available as sources of aggregate for road metal. This rock shows varying degrees of hardness depending on the extent to which it has been weathered; metal crushed from it is of good cubical shape, resists abrasion and brittle fracture and can be classified as a good roadstone. Considerable quantities of rock lie around in boulders and smaller stones thus reducing the effort required in quarrying. The beach material at this place was until about 15 months ago used for building concrete aggregates and roadstone when the tar sealers installed there became unserviceable. The intention, I understand, is to rehabilitate at least one of the crushers. The distance the crushed rock requires to be transported is an important factor in the choice of a site for the setting-up of a crusher. For phase 1A of the road programme the site should be as near Port Stanley as possible. The proposed site on the shoulder of Sappers Hill should prove a good one. I suggest that when the crushing plant is erected there, it should be enclosed and protected from the weather, so that work can continue during the winter months. Only in this way will it be possible to produce sufficient road metal to carry out road reconstruction throughout the summer months. Thus the best use will be made of the labour available, providing continuity of work through summer and winter and guaranteeing the men the security of a permanent job.

Handwritten notes:
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 and guaranteeing
 the men the security
 of a permanent
 job.

76
Dep. for S/C
on 10/12

S/C

73-75 J. 4.0. P.

1.8.12.

HEL

I have seen overleaf. Whilst in England I spent a lot of time with the Devon County Council, and I was greatly impressed with the 2" carpet of hot chippings and bitumen laid down by them. This 2" carpet has a life of 10 years, and in my opinion this way is the cheapest and quickest in this colony. Enquiries are being made regarding cost of a bitumen mixer, stone drying plant, and sprayer. As I had to leave England in a hurry these prices were not a hand so I instructed the crown agents to forward all further correspondence to this Colony. The biggest problem in this colony is to get the labour to do the work. I am summing within a few days the complete work, staff of this Dept

G.H. above & i.

30/12

C.S. he cannot get much further in this matter the Government returns, but in the meantime S/C can press on with metal crushing.

31/12

A.S.L.

22/12/52

S/W. Pl see H.A.'s minute at 76.

J.P.B.
3/1/52

HCB
I expect to start crushing metal in Feb.

A.H.
3/1/53

Recalled for financial
correspondence furnished at
back cover 9/1/53

Now free - per to S/W pl
3/1/53

EXTRACT FROM LETTER TO CROWN AGENTS OF 19. 6. 52.

78

(Original filed at 47 A in O825/A - P.W.D.
Purchase of Equipment.

.....

3. He is also authorised to approve the purchase of the following equipment for which it has not yet been possible to prepare complete indents.

.....

(b) Road making machinery,

I am,
Gentlemen,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



4, MILLBANK,

EC2/Falkland Is. 6050

LONDON, S.W.1

TELEGRAMS (INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

26 NOV 1952

BY AIR MAIL

Sir,

76. We have the honour to refer to your letter No. 0825/A of the 19th June, 1952, and in connection with paragraph 3 (b) we were requested by Mr. A. E. Livermore to obtain details of plant suitable for the production of asphalt road stone.

80-86. 2. In pursuance of this request, we enclose a copy of the quotation, etc., submitted by Messrs. Goodwin Barsby & Company Limited for a stone drying and mixing unit.

87-88. 3. The hot bitumen required to feed the mixing unit could be supplied from a bitumen boiler of the type offered in the enclosed quotation from Messrs. Phoenix Engineering Company Limited. Their machine would also be suitable for bitumen spraying for surfacing.

4. We shall be glad to have your further instructions in this matter, and should you submit an Indent for any of the plant, would you please quote the reference given at the head of this letter.

We have the honour to be,
Sir,
Your obedient servants,

M. Morgan
for the Crown Agents.

The Colonial Secretary,
Stanley,
FALKLAND ISLANDS.

RJF/MR.

80

GOODWIN BARSBY & CO LTD

ROAD QUARRY GRAVEL & CONTRACTORS PLANT

ST MARGARETS IRONWORKS

LEICESTER ENGLAND

DIRECTORS
R. ERIC POCHIN
T. PANTON, A.C.A.
A. RUSSELL
J. GAVIN
G. E. POCHIN
R. A. STUART
G. A. POCHIN
L. FREEMAN, A.C.A.



PHONE LEICESTER
GRANBY 501
TELEGRAMS
GOODWIN LEICESTER
LONDON OFFICE
WINDSOR HOUSE
VICTORIA STREET
LONDON, S.W.1



OUR REF. JHA/HK/EX.

YOUR REF

24th November 1952. DATE

Crown Agents for the Colonies,
4, Millbank,
London, S.W.1.

Dear Sirs,

EC2/Falkland Isles/6050.

ok cover.
In referring to your etseemed enquiry for a Tar Macadam Plant we suggest that you could not economically produce such material with a simpler plant than that shown on the enclosed drawing No.A.967.

The outfit consists of a dryer standing on brick or concrete piers discharging into a batch measuring skip or bucket which raises the material to a mixer set on walls high enough to discharge into carts or lorries.

83
The dryer would have to be hand fed from a platform or higher level bank, but as an extra we could supply a dredger elevator for feeding from the ground level. The dryer is dealt with in detail on the attached list S.50, a dredger elevator being shown on the second page.

84
86
The Mixer itself is dealt with on the attached list T.52, the hoist being similar to that shown with portable out on list T.51 herewith. The binder would be applied from a tilting tank as shown.

The drawing also shows a pump to supply this binder from the heater.

We have quoted for plant based on 10 tons per hour, including 3'0" dia. dryer and 10 cubic ft. mixer, giving extra for dredger elevator, tar pump, engine, etc.

The plant could be operated by one man from a platform at mixer level, supports for which are included.

We trust we have given sufficient detail, but if you require additional information, please let us know.

Yours faithfully,
GOODWIN BARSBY & Co. Ltd.

ENCLOS:

ON ADMIRALTY, WAR OFFICE AND INDIA OFFICE LISTS

Plus-Plant

CONTRACTORS TO COLONIAL AND FOREIGN GOVERNMENTS

IMPORTANT NOTICE:

WE DO BUSINESS ONLY UPON OUR STANDARD CONDITIONS, WHICH APPEAR AT THE BACK OF OUR QUOTATION FORMS AND TO WHICH YOU ARE REFERRED

J. H. Atkins
J. H. ATKINS
LONDON MANAGER.

QUOTATION

81

GOODWIN BARSBY & CO LTD

ST MARGARETS IRONWORKS

LEICESTER ENGLAND

DIRECTORS
R. ERIC POCHIN
T. PANTON, A.C.A.
A. RUSSELL
J. GAVIN
G. E. POCHIN
R. A. STUART
G. A. POCHIN
L. FREEMAN, F.C.A.



GRANBY 501
PHONE (3 LINES)
LEICESTER 22024
T E L E G R A M S
GOODWIN LEICESTER
CODES: 5TH ED. A B C
WESTERN UNION
BENTLEY AND LIEBER
5-LETTER CODES

PLANT & MACHINERY FOR ROADS, QUARRIES, GRAVEL PITS, BUILDERS & CONTRACTORS.

OUR REF

YOUR REF

DATE

ECR.JC.EX.

21st November 1952.

The Crown Agents for the Colonies,
4, Millbank,
London S.W.1.

REF: EC2/FALKLAND ISLES/6050

PROPOSED TARMACADAM PLANT

10 T.P.H. DRAWING NO.A.967

ONE NO.3 PATENT 'PYRUS' OIL FIRED DRYER

Complete with the necessary steel framework, steel plate welded cylinder 3'0" dia. x 16'0" long and all internal fittings of the latest "Good-Win" design. Two heavy machined fabricated roller path rings are bolted to the cylinder and supported by rollers with spindles and bearings. The rollerpaths and chain ring are carried from the cylinder by means of special brackets designed to obviate the possibility of distortion due to the heat from the cylinder. Exhaust Fan is also included and "Urquhart" Oil Burner with housing, flexible oil and air connections, control valves, burner box, belt driven air compressor and fuel tank. A No.2 semi-rotary Pump with pipes is fitted to fill the fuel tank which is supplied with a gauge. The chain ring around the Dryer cylinder is driven by Renold chain from the driving shaft which is connected by a flexible coupling to a worm reduction gear box. The input shaft of the gear box is extended by means of a flexible coupling to drive the compressor and exhaust fan and is complete up to driven "V" rope pulley.

ONE STEEL PLATE SHUTE EXTENSION

To the Dryer Delivery box, constructed of 3/16" thick mild steel plate and fitted with door.

ONE 10 CUBIC FT. CAPACITY DOUBLE SHAFT PADDLE MIXER

The Mixer body is of cast iron fitted with renewable mild steel lining plates. The discharge door and hinge plates are of manganese steel.

LONDON OFFICE: WINDSOR HOUSE, VICTORIA ST., S.W.1. PHONE: ABBEY 4146. GRAMS: GOODBARSBY, SOWEST, LONDON

ON ADMIRALTY, WAR OFFICE AND HOME OFFICE LISTS

CONTRACTORS TO COLONIAL AND FOREIGN GOVERNMENTS

IMPORTANT NOTICE:

WE DO BUSINESS ONLY UPON OUR STANDARD CONDITIONS, WHICH APPEAR AT THE BACK OF OUR QUOTATION FORMS AND TO WHICH YOU ARE REFERRED

82

The paddle arms are of cast steel with renewable manganese steel paddle tips.

The gearing consists of equal wheels of cast iron, and a cast steel pinion on the countershaft gears with one of the equal wheels.

The Countershaft of mild steel is carried in pedestals fitted with renewable brasses, and keyed for cast steel pinion and a wrought iron driven pulley.

The Mixer is mounted on steel channels suitable for bolting to your concrete walls, as shown on our drawing, and is fed by means of a steel plate loading bucket complete with rollers and steel runway. The hoisting shaft, complete with rope drums and brake gear, is mounted on the steelwork, and we include for an automatic knock-out to prevent the bucket overrunning.

We also include for a tilting type tar trough sited over the Mixer. We also provide supports to carry a platform around the Paddle Mixer, but we do not include for the platform itself or an access ladder to same.

All driving gear is provided, including the driving belt from Dryer mainshaft to the Mixer countershaft, but we do not include for "V" rope drive from Engine to the Dryer mainshaft.

LUMP SUM PRICE OF THE FOREGING AS SPECIFIED £ 1779. 0. 0.

EXTRA For a Dredger type Feed Elevator to the Dryer, complete with supports from the Dryer framework, and drive from the Dryer mainshaft.

..... £ 159. 0. 0.

EXTRA For a Rotary Tar Pump with fast and loose pulleys and striking gear, suction and delivery branches, drive from the Dryer mainshaft through a countershaft, Tar Piping to and from the Mixer trough, and a steel section base for mounting the Pump on a concrete block of your provision.

..... £ 74. 0. 0.

EXTRA FOR DRIVING UNIT

1 - Lister type F.R.3 radiator cooled Diesel Engine developing 24 H.P. at 1500 R.P.M. under normal conditions of altitude and temperature, with water circulating pump, exhaust silencer, clutch, combined air silencer and oil bath type cleaner, fuel tank and piping, fuel filter, starting handle and set of tools. We also include for engine house and steel section base for mounting.

el Engine to Dryer mainshaft.

..... £ 421. 0. 0.

SUPPLEMENTARY CONDITIONS OF TENDER

Your attention is specifically directed to our Supplementary Conditions of Tender whereby it is provided that goods shall be invoiced at prices ruling at the date of despatch.

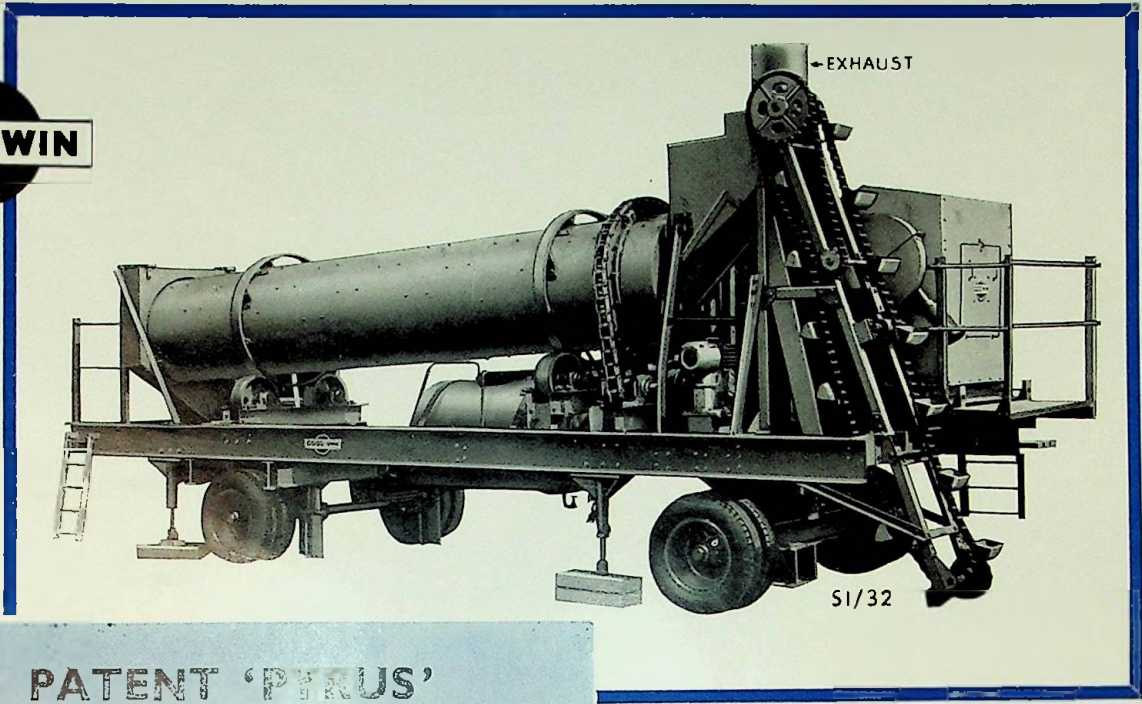
Orders therefore are accepted on these conditions.

concrete work, Tar Boilers, guards, platforms or hand- e, dust collection equipment gine, roofing or sheeting, ecified above.

ount.

83

GOOD-WIN



PATENT 'PYRUS'
OIL FIRED DRYER
PORTABLE MODEL

The 'Pyrus' Dryer is also built as a portable machine particularly for use in connection with Asphalt Plants. It can be mounted on pneumatic tyred wheels as illustrated, with suitable brakes and jacks, or solid rubber tyres or plain cast iron wheels. With this type of machine a regular feed is essential such as is provided by an elevator as illustrated above or an automatic feeder.

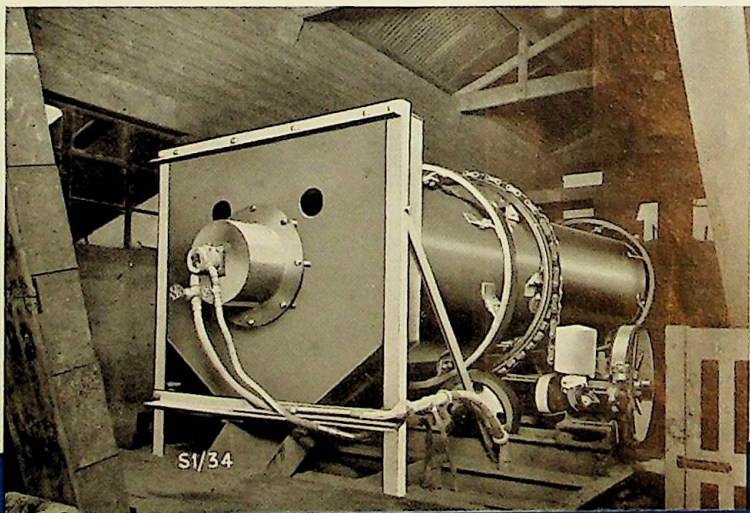
Code words for portable 'Pyrus' Dryers :

Size 2½	..	..	..	..	..	..	..	TOVMY
Size 3	..	..	..	..	..	..	..	TOWJK
Size 3½	..	..	..	..	..	..	..	TOXFU

The 'Pyrus' Dryer is extremely flexible and can be adjusted to suit the material, climatic conditions and the temperature requirements of the dry material.

Enquiries should give as much detail as possible of the stone, its condition, size, and the purpose for which it is intended. These machines can be adapted for gas burning.

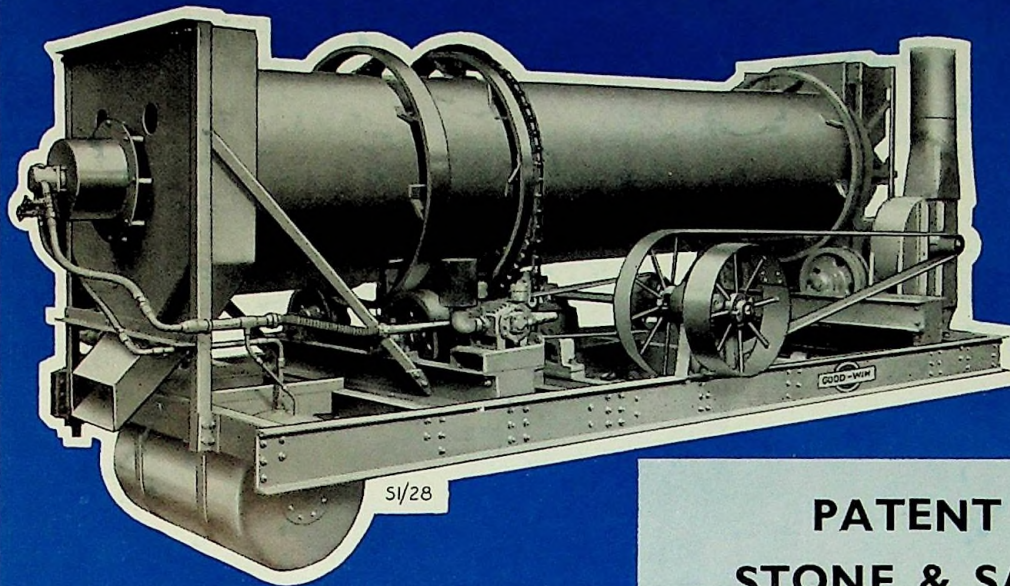
The lower illustration shows the delivery end of a fixed dryer in a limestone plant.



Nett weights of portable machines :

Size 2½	..	..	..	75 cwts.
Size 3	..	..	..	115 cwts.
Size 3½	..	..	..	212 cwts.

GOODWIN BARSBY & Co. Ltd., LEICESTER, ENGLAND



GOOD-WIN

**PATENT 'PYRUS'
STONE & SAND DRYER
OIL FIRED**

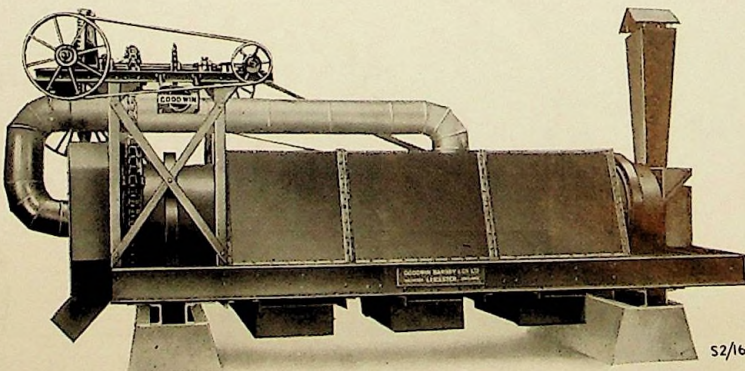
This dryer is designed to heat and dry broken stone, gravel, sand and similar materials for the preparation of aggregate in the manufacture of tarmacadam and asphalt. The machine, however, can be adapted for a like purpose in other processes. It consists of a steel plate cylinder with internal fittings running on machined rollers and driven by roller chain with suitable reduction gear. The oil burner which is adjustable, operates in a fire brick lined combustion chamber and equipment includes an air compressor, oil tank, feed pump, oil and air piping, and an exhaust fan. The whole is mounted on a substantial steel underframe for placing on suitable supporting piers. Feed and delivery chutes are included and can be arranged to suit customers' requirements. An exhaust chimney is also provided which, if desired, can be linked up with a dust collection device but the latter is not included unless specified.

Size	*Capacity tons per hour	†B.H.P.	Driven pulley 110-120 r.p.m. inches	Speed r.p.m.	Weight cwts.	Code Word
2½	3-5	6	21 × 6	420	55	TOYXL
3	6-9	9	21 × 6	460	95	TOZNS
3½	10-15	12	24 × 6	360	150	TOQWJ
4	16-24	15	28 × 6	360	230	TOJAM
4½	25-35	20	39 × 6	300	260	TOPUS
5	30-40	25	36 × 6	375	—	TOYFI
6	40-50	35	40 × 7	350	—	TOXYT

DETAILS OF THE 'PYRUS' OIL FIRED DRYER (approx. only)

*Dependent on working conditions. Add eleva to code word if a feed elevator is required.

†For low temperature duty. An increase in h.p. will be required for high temperatures. Portable models are listed overleaf.



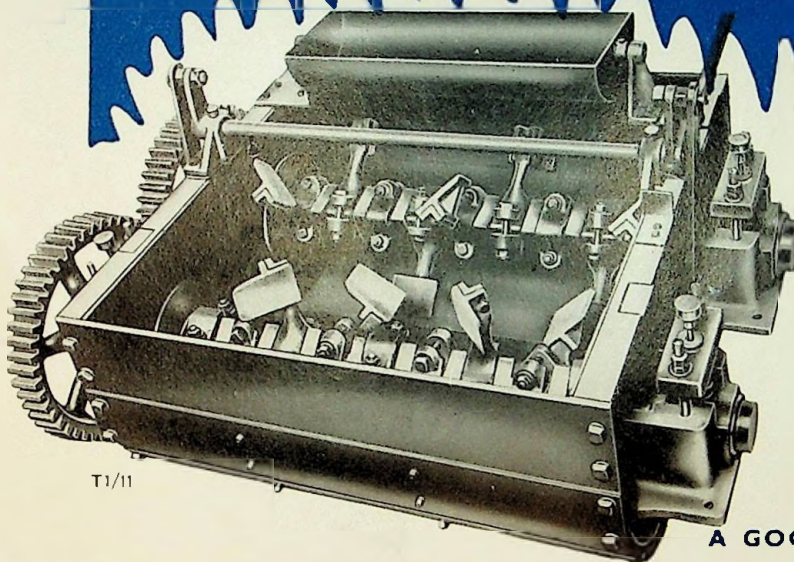
In place of the oil fired model, a coke or solid fuel machine is also built (see lower illustration). The main features of the machine are similar but in this case the cylinder rotates in a metal flue heated by three or four furnaces. The material under treatment is propelled forward by an arrangement of worm plates in the cylinder and at the same time cascaded through a stream of hot air drawn from the flue.

Steam and dust are drawn away at the feed end by an exhaust fan. These machines are offered to carry out all duties performed by the oil fired model.

GOOD-WIN

DOUBLE SHAFT MIXER

FOR TAR & BITUMINOUS MACADAM, ETC.



T1/11

**A GOODWIN DOUBLE
SHAFT MIXER WITH
MEASURING TANK.**

The Good-win Double Shaft Paddle Mixer is specially designed for the heavy duty involved in mixing aggregates with tar, bitumen or proprietary binders, either hot or cold.

The disposition of the mixing blades in opposite spirals and their relation to the trough, the design of which is the result of many years' practical experience, ensures a thorough mixing with a minimum consumption of power.

These mixers are incorporated on all Good-win Tarmacadam, Bituminous macadam, and and Asphalt Plants either stationary or portable and are extremely efficient under all conditions.

DETAILS OF DOUBLE SHAFT MIXERS FOR TARMACADAM, ETC.

Capacity per Batch Cubic ft.	Approx. quantity mixed based on 30 batches per hour cubic yards per hour	B.H.P.	Driven Pulley at 120 R.P.M.		Approximate Weights				Code Word without platform
			Diam. ins.	Face ins.	Total Netw. cwts.	Total Gross cwts.	Heaviest Piece cwts.	Total Freight tons	
7	7½	6—8	36	7	49	50	35	3.45	TUNEK
10	11	8—10	36	7	52	53	42	3.85	TUNNI
14	15	12—14	36	7	63	65	48	4.25	TUARD
21	22½	16—20	36	7	75	77	55	5.08	TUBAE
27	30	20—28	48	8	90	92	62	6.25	TUCIA
42	45	30—36	48	8	105	107	70	7.86	TUDOX

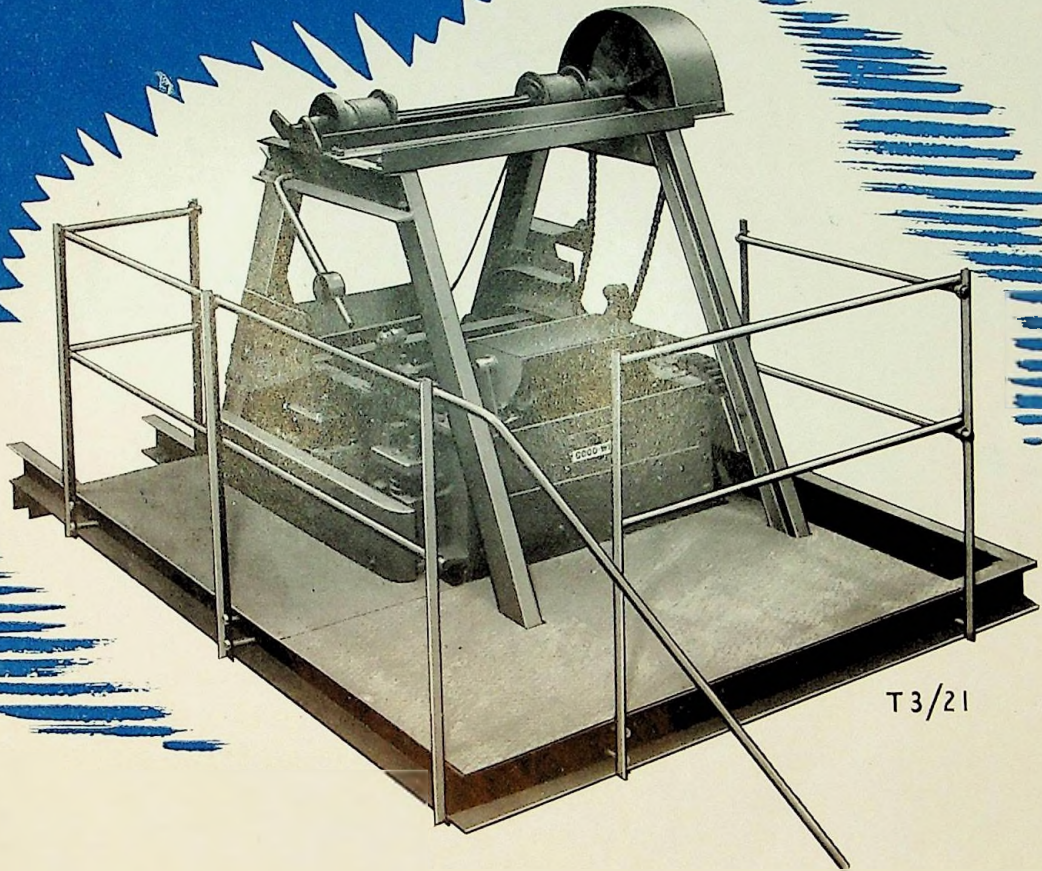
When Fast and Loose Pulleys and Striking Gear are required, add **PULLY** after Code Word.
Illustrations in all cases are typical only.

T. 52
Page 1

DOUBLE SHAFT MIXER

GOOD-WIN

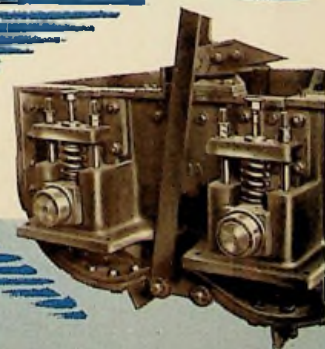
FOR TAR AND BITUMINOUS MACADAM ETC.



T3/21

The above illustration is a general view of the Mixer showing the platform on a portable outfit; whilst the lower photograph shows the bearings spring-mounted to minimise risk of breakage from material lodging between the mixer blades and body.

A tilting binder measuring trough is shown above to distribute the tar or bitumen over the width of the aggregate during the mixing operation, but batch measuring and weighing gear may be provided on fixed installations as required. Such devices are further illustrated and described on lists dealing with Tar Macadam and Asphalt Plant.

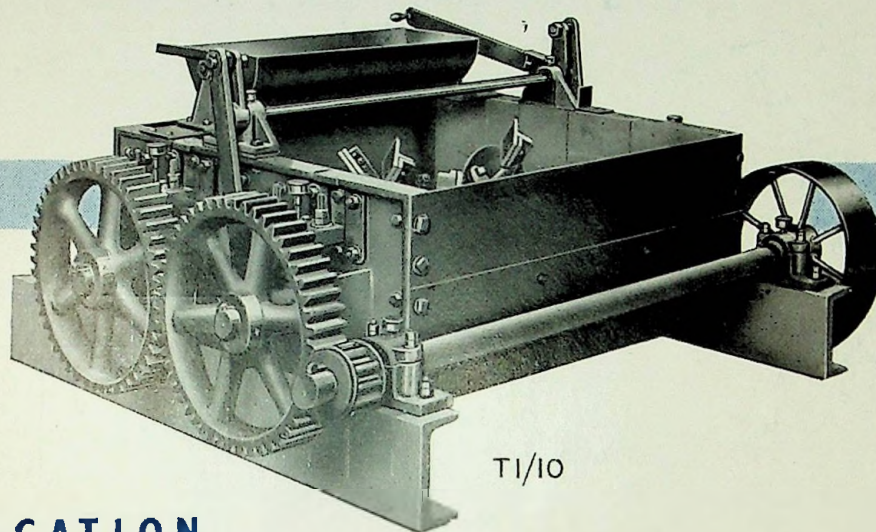


GOODWIN BARSBY & Co. Ltd., LEICESTER, ENGLAND

GOOD-WIN

DOUBLE SHAFT MIXER

FOR TAR AND BITUMINOUS MACADAM ETC.



T1/10

SPECIFICATION

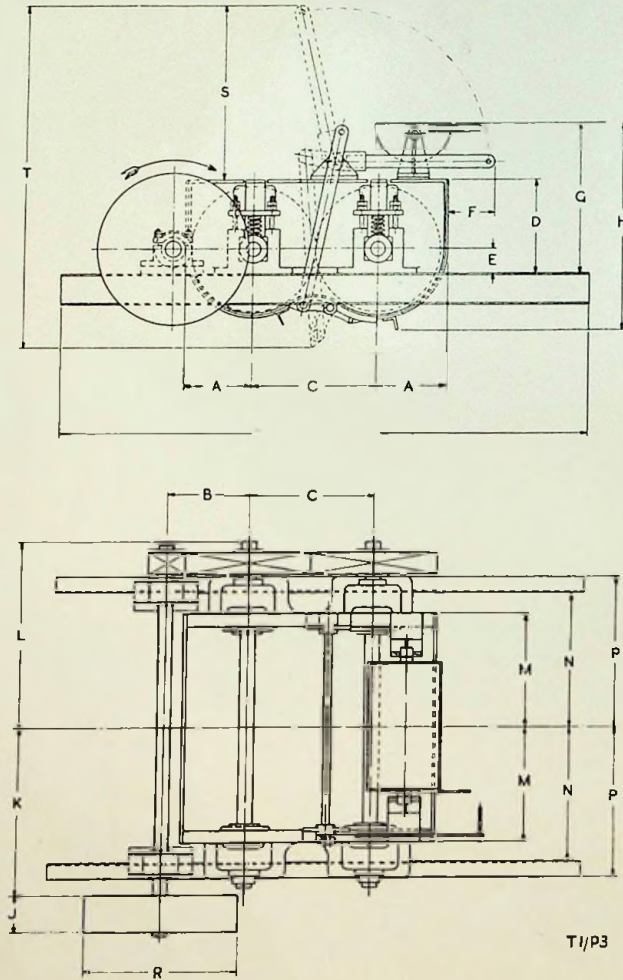
- MIXER BODY** The sides are of strong cast iron protected from wear by renewable lining plates. The end plates are in the best quality mild steel. The door, jamb and hinge plates are in manganese steel. The mixer is supported from the Underframe by means of large feet cast integrally with the body.
- SHAFTS** Of mild steel square section, accurately turned at ends for bearings and gear wheels.
- MIXER ARMS** The mixer arms are in cast steel with renewable manganese steel tips.
- BEARINGS** Are of cast iron of liberal dimensions, fitted with grease lubricators and provided with safety compression springs.
- GEARING** The gearing is in cast iron, with steel pinion meshing into one of the equal wheels in the smaller machines. In the larger machines the gearing is in cast steel throughout, equal and single purchase gearing being provided.
- DOOR OPERATING GEAR** Of improved design, self-locking, with wrought iron connecting rods, levers and pins.
- COUNTERSHAFT** Of turned mild steel of suitable length to carry cast steel pinion and fast and loose pulleys.
- UNDERFRAME** Underframe consisting of two channel members of suitable length provided.



DOUBLE SHAFT MIXER

FOR TAR AND BITUMINOUS MACADAM ETC.

Dimensional Details



APPROXIMATE DIMENSIONS IN INCHES

Ref. No.	Size of Machine		
	7 cu. ft.	10 cu. ft.	14 cu. ft.
A	12½	12½	12½
B	14¾	14¾	14¾
C	24	24	24
D	17¾	17¾	17¾
E	4¾	4¾	4¾
F	10	10	10
G	28¾	28¾	28¾
H	38¾	38¾	38¾
J	7	7	7
K	25	31	37
L	28½	34½	40½
M	15½	21½	27½
N	19	25	31
P	22	28	34
R	36	36	36
S	35	35	35
T	65	65	65

Dimensions of larger machines furnished on request.

T1/P3

Shipping Details ➔

Capacity per Batch Cubic ft.	Approximate Weights				Code Word without platform
	Total Nett cwt.	Total Gross cwt.	Heaviest Piece cwt.	Total Freight tons	
7	49	50	35	3.45	TUNEK
10	52	53	42	3.85	TUNNI
14	63	65	48	4.25	TUARD
21	75	77	55	5.08	TUBAE
27	90	92	62	6.25	TUCIA
42	105	107	70	7.86	TUDOX

PORTABLE HOT & COLD-MIX PLANTS

WITHOUT POWER UNIT



This arrangement of portable mixing plant, either for hot or cold tar and bituminous macadam or concrete, is very convenient as it provides a high discharge (seven feet under the doors) without packing up. The controls are operated from the spacious platform at mixer level where the running of the plant is under the eye of the operator the whole time. A steel ladder, guard rails and gearing guards are included and if required a roof to protect the operator from the weather can be provided.

For travelling, longitudinal steel channels are bolted to permanent brackets on the underframe to give the necessary rigidity. The machine illustrated has cast iron road wheels but solid rubber or pneumatic tyred wheels can be fitted.

Normally a fast pulley only is provided but a loose pulley and striking gear are also available. The plant can be equipped with power unit, petrol or diesel engine or electric motor and is so illustrated and described on pages 5 and 6 of this list.

Portable driers as List S.2 are also available to work in conjunction with this plant, the combined arrangement being illustrated on Lists U.3 and U.5, while Asphalt Plants are on Lists U.11 and 12.

DETAILS OF GOOD-WIN PORTABLE MIXING PLANT

Capacity per Batch cub. ft.	Approx. Output per hour cub. yds.	Power Required B.H.P.	Without Engine		With Petrol Engine		With Diesel Engine	
			Nett cwts.	Code Word	Nett cwts.	Code Word	Nett cwts.	Code Word
7	7½	6—8	85	TRUBE	93	TROLM	113	TROOM
10	11	8—10	90	TRUDI	99	TRIDO	119	TROOB
14	15	12—14	95	TRUFL	105	TROPE	125	TRAKL

The Double Shaft Mixer included in these portable units is fully illustrated and described on List T.1.

GOODWIN, BARSBY & CO. LTD., LEICESTER, ENGLAND

TELEPHONE : LEICESTER 22934 (THREE LINES). TELEGRAMS : GOODWIN, LEICESTER
CODES : Leiber's 5 letter ; Bentley's 5 letter ; A.B.C. 5th Edition ; Western Union 5 letter

LONDON
69, 72 WINDSOR HOUSE, VICTORIA ST., S.W.1
Telephone : Abbey 4146
Grams : Goodarsbi, Sowest, London

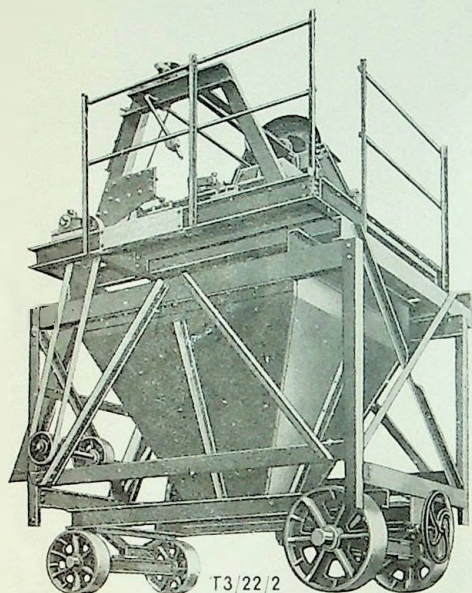
SCOTLAND
45 RENFIELD ST., GLASGOW, C.2
Telephone : Central 3443
Grams : Goodarsbi, Glasgow

EIRE
JAMESTOWN RD., INCHICORE, DUBLIN
Telephone : DUBLIN 21917
Grams : Goodwin, Dublin

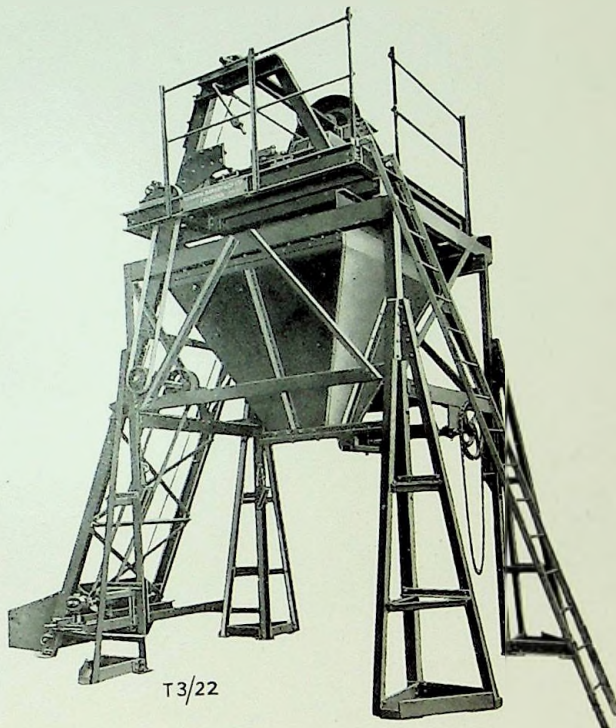
ON ADMIRALTY, WAR AND INDIA OFFICE, COLONIAL & FOREIGN GOVERNMENT LISTS
Illustrations to be taken as only approximate. This list is subject to alteration without notice

PORTABLE HOT & COLD-MIX PLANTS

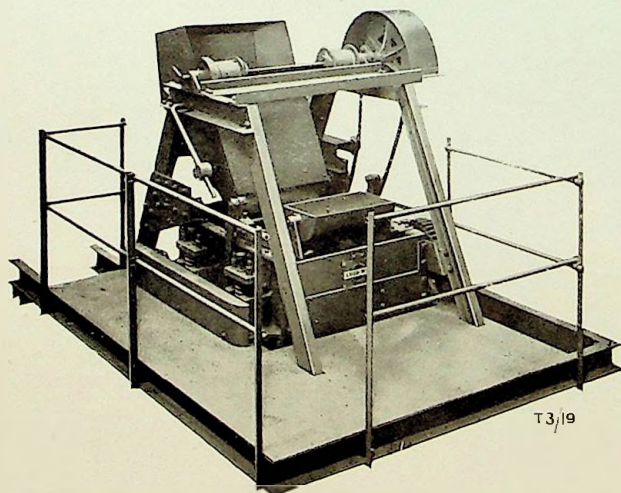
WITHOUT POWER UNIT



T3/22/2



T3/22



T3/19

These illustrations show a semi-portable outfit with large storage hopper to enable a full lorry load to be prepared without keeping transport waiting. The mixer and hopper are mounted on a telescopic framework.

Right-hand view shows working position. Left-hand view shows assembly ready for travelling.

Specification and details on request.

The lower view shows the detail of the control platform. The clean hopper discharge and compact controls will be noted and also the fact that the operator has full view of all operations and easy access to all parts.

The loading bucket has an automatic knock-out to prevent overwinding.

Illustrations in all cases are typical only.

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CODES : Leiber's 5 letter ; Bentley's 5 letter ; A.B.C. 5th Edition ; Western Union 5 letter

LONDON
69/72 WINDSOR HOUSE, VICTORIA ST., S.W.1
Telephone : Abbey 4146
Grams : Goodarsbi, Sowest, London

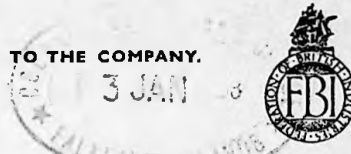
SCOTLAND
45 RENFIELD ST., GLASGOW, C.2
Telephone : Central 3443
Grams : Goodarsbi, Glasgow

EIRE
JAMESTOWN RD., INCHICORE, DUBLIN
Telephone : DUBLIN 21917
Grams : Goodwin, Dublin

ON ADMIRALTY, WAR AND INDIA OFFICE, COLONIAL & FOREIGN GOVERNMENT LISTS
Illustrations to be taken as only approximate. This list is subject to alteration without notice



ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY.



87

THE PHOENIX ENGINEERING CO. LTD.

GENERAL ENGINEERING

PRINCIPAL MANUFACTURES :-

- TAR and BITUMEN BOILERS and SPRAYING MACHINES.
- BITUMEN DISTRIBUTORS.
- ASPHALT MIXERS and CAULDRONS.
- HIGH CAPACITY HAND and POWER OPERATED PUMPS.
- EMULSION SPRAYERS.
- TUMBLER and WATER CARTS and SWEEPERS.
- GENERAL MUNICIPAL APPLIANCES.

Your Ref. : RJF/JO

Our Ref. : TGJ/TK.

ENCLOS.

CONTRACTORS TO THE ADMIRALTY, WAR OFFICE
 MINISTRY OF SUPPLY, AIR MINISTRY,
 MINISTRY OF TRANSPORT,
 H.M. POST OFFICE
 H.M. OFFICE OF WORKS & PUBLIC CORPORATIONS
 IN THIS COUNTRY AND ABROAD.
 CROWN AGENTS FOR THE COLONIES, Etc.

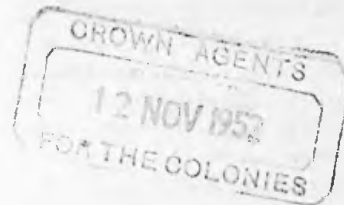
Telegraphic Address : PHOENIX, CHARD.
 Telephone : No. 3226 CHARD.
 Code : A.B.C. 6th Edition, Bentley's and Private.

Phoenix Works, CHARD,
 Somerset, England.

The Crown Agents for the Colonies,
 4, Millbank,
 LONDON. S.W. 1.

10th November, 1952.

EC



Dear Sirs,

EC2/Falkland Is. 6050.

We thank you for your letter of November 6th regarding an enquiry you have from the above Colony for a dual purpose Bitumen boiler and Sprayer.

We understand that what is required in the first instance is a boiler for heating the bitumen for grouting the base material and secondly for spraying the sealing coat and for this purpose we would suggest the machine as illustrated on page 12 of our new catalogue as being suitable and for this we have pleasure in quoting as follows:-

For supplying the "Phoenix Rapid" Engine operated & Oil fired Bitumen Spraying Machine of 320 Imperial gallons nominal capacity; mounted on 4 steel disc wheels; firebox arranged for oil firing with 2 RTF type burners fed from pressurised fuel supply tank with rotary air blower; all necessary oil and air lines and valves etc, Rotary gear type pump fitted internally and operated through friction clutch and chain gearing from 2 H.P. Petrol engine; 2-10ft lengths of spray hose with scythe spray pipe and nozzle; Jib Crane with block and tackle; Thermometer; hinged cover and chimney; draw off tap and draw bar; generally as illustrated on page 12 of our Catalogue No. P.P.10/52 attached.

PRICE.....£443. 0. 0.

EXTRA for protecting for shipment on own wheels. £10. 0. 0.
 " " delivery F.O.B. London or equal. £18. 0. 0.

Despatch:- 4/5 months at present.

Alternatively we offer our Hand operated and Oil fired machine generally as page 10 as follows:-

Continued.....

THE PHOENIX ENGINEERING CO., LTD., CHARD.

Date 11th November

194⁵²

88

To The Crown Agents for the Colonies.

- 2 -

For supplying the "Phoenix Rapid" Hand operated Tar & Bitumen Spraying Machine of 320 Imperial gallons nominal capacity; mounted on 4 steel disc wheels; firebox fitted with 3 galls. per hour self generative type Oil Burner with water and fuel tanks; pump; valves and all necessary connections; Hand operated all iron piston type pressure spraying pump with floating suction and hot air scavenging gear; 1-15ft length of armoured rubber spray hose with scythe spray pipe and nozzle; Jib Crane with block and tackle; hinged cover and chimney; barrel rollers; draw off tap and draw bar; generally as illustrated on page 10 of our Catalogue No. P.P. 10/52 attached.

W. 10/52

PRICE.....	£385. 0. 0.
EXTRA for protecting for shipment on own wheels.	£10. 0. 0.
" " Delivery F.O.B. London or equal.	£18. 0. 0.

Despatch:- 3/4 months at present.

In both these machines the draw off tap can be fitted at rear of boiler so that the heated bitumen can be drawn off into buckets for grouting or alternatively the cock can be fitted with a 10ft length of flexible metallic hose with fan shaped spreader plate for delivering bitumen direct to surface for an extra of £10, or again the machine can be fitted with a hand operated pump as illustrated on machine on page 6 for delivering hot bitumen to a mixing plant for an extra of £31. 10. 0.

We trust we have quoted in accordance with the Colony's requirements and that we shall be favoured with your instructions in due course.

Yours faithfully,
THE PHOENIX ENGINEERING CO., LTD.

Director.

We have quoted our current prices but orders can only be accepted on condition that the goods will be invoiced at the prices ruling at date of despatch.

88

89

S.W., PWD

To note 79 - 88 pl. and for
your comments.

recs. 14/1/53.

X Hel I would like this to be brought up as HR return

AHL

21/1/53

10/3/53

AW

copy in 0448/VI

90.

DECODE.

TELEGRAM SENT.

O.A.G.

From ~~GVERNOR~~ to SECRETARY OF STATE

Despatched : 9.2.53. Time : 1100 Received : Time :

Confidential No. 30. Grateful you pass to Sir Miles Clifford begins:-

Grateful for guidance as to statement I should make on roads in my Legislative Council address. Ends.

GTC: AIL

Reply at 91

ACS
copy filed.
ss. 12

copy in Leg. Council

BW 2

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 12.2.53 Time: 1725 Received: 13.2.53 Time: 0845

CONFIDENTIAL. 31. Your telegram 30. Following from Sir Miles Clifford begins:- Presume provision has been made Estimates for Stanley roads programme (I do not contemplate construction Camp roads) and it would not appear necessary to say any more than that work will be put in hand but that it may necessitate importation labour . Ends.

SECEP.

G.T.C./JB
CGG

File and p.u.
(Intld)
JB.

Bu. 15/4/53

15th/2/53

Port Stanley.
No 7. Brisbane Rd.



Sir

I was listening to the Acting Governor speech on the question of Roads. And water supply I have had practical experience in Road work, such as McKotam Roads. with Mortar and clay, And Mortar only. Also Dry Roads.

If this note interests you, let me know I will be at your service.

Yours Truly
James Deighton.

J.H. G.I. - Good human material?

[Signature]
2/13

CJ
Quite possibly - I think it was he who made a very good job of the sketches of great road.
2/13

Bv on file
[Signature]

Reply at 93.

28th March,

53.

Sir,

92. I have to acknowledge receipt of your letter of the 15th of March, 1953, the contents of which are duly noted.

I am,

Sir,

Your obedient servant,

(Sgd) J. E. Briscoe

Acting Colonial Secretary.

Mr. J. Clifton,
STANLEY.

Bu 15/4/53
rec 89

3/15

X on (89) file B.O. acct.

Q
12/15.

HCB I understand now these road will be let out to
Contract if so Contractor will bring his own plant

WGH
4/6/53

Bv. week.

Q
8/16

OCT 12

Extract from Minute by H.A. the Governor to Hon. Col. Sec. of 19/5/55).

94

(Original filed in O204/VI/34-41 - Estimates 1955/56).

Expenditure.

.....

Settlement
Schools

XVIII. (3) This will have to be considered with Water Supply scheme, drainage, sewerage and paving as a single project for a contractor and labour ex U.S.; we shall never get it finished with local resources and CBS grant runs out in 1957. S/S to furnish plan of requirements which we can send back with Mr. Page's scheme for consideration by C.A. Discuss meanwhile in ex. co.

Note taken
(initia) J.B.

.....

- Copies filed in :
- 0356 - Camp Schools
 - 0491 - Water Supply.
 - 0040/F - Sewerage System
 - 0372 - Importation of Artisans.

To: The Superintendent of Works,
 From: The Colonial Secretary,
 STANLEY.

Road repairs.

I am directed to inform you that it is now considered that the only practical method of repairing the Colony's roads and implementing the Pape report on water supplies is to put the work out to contract in the United Kingdom.

2. There are also a number of lesser works which must be allied to these two major projects and undertaken at the same time e.g. sewerage, drainage, pavements and power mains.

3. I am to request that you will submit as early as possible a comprehensive list of our requirements with regard to these various schemes with sufficient detail to enable the Crown Agents to make enquiries from the British firms of contractors.

4. Your report should be based on the memorandum of "Some aspects of Public Works in Port Stanley" prepared by Mr. Pape (a copy of which has been forwarded to you) and Mr. Pape's report on the water supply requirements which will be forwarded to you shortly for perusal.

5. Please discuss first if there are any points you wish clarified.

(Sgd.) C. Campbell

Colonial Secretary.

PA.

S/W. has
 now seen

10/6.

96

WAVERLEY HOUSE,
STANLEY,
FALKLAND ISLANDS.

29th June, 1953.

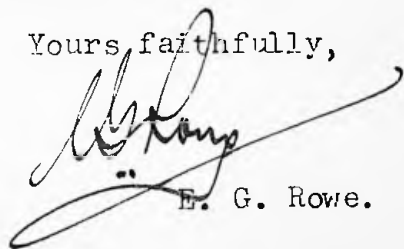
Sir,

I regret having to draw to your notice the fact that at 11.30 this morning, on my car drawing away from the Secretariat building, the whole of the silencer system was torn off.

This being due to the wretched state of the road - two water-filled holes, with a rock standing up between them.

I have the honour to be,

Yours faithfully,




E. G. Rowe.

The Hon.

The Colonial Secretary
Stanley
Falkland Islands.

*More haste less speed.
Formal ack + P/O 29/6*

Ackd. 30/6/53



COPY.

17
GOVERNMENT HOUSE,
STANLEY, FALKLAND ISLANDS.

4th September, 1953.

Just copy in 0040/II
Copy in 0825/I
- 0491

FALKLAND ISLANDS.

No. 162. COLONY.

Sir,

142 in 0040/II
I have the honour to refer to my Despatch No. 93 of 31st July, 1950, on the subject of the Colony's revised Development Plan and to submit formal applications for grants from the Colonial Development and Welfare Fund in respect of

- (a) Improvement of Water Supply, Stanley £6,000
- (b) Reconditioning of Roads, Stanley £34,000

99
23 in 0825/I
2. The basic plan for carrying out these projects is outlined in my Despatch No. 110 of 20th June, 1953, and I would like, in particular, to invite your attention to the question of water supplies.

142 in 0040/II
In my Despatch No. 93 of 31st July, 1950, I visualised that minor improvements would suffice to give the town of Stanley a water supply of adequate quantity - if not quality - but it is clear from the report of Mr. Pape the Water Engineer a copy of which I am asking the Crown Agents to send to you direct, that the actual source of supply is insufficient and also that all existing piping requires renewal at an early date.

If purifying machinery is included, which Mr. Pape considers an essential part of the scheme (and I accept his view) then the work will cost something of the order of £50,000.

23 in 0825/II
3. Turning to the question of roads, I have been forced on grounds of economy to abandon my original intention of reconstructing the main road in concrete and I now propose to resurface all roads in tarmacadam. Even so the cost must far exceed the original estimate, which as I have observed before, bears little relation to the present day costs of labour and materials.

39 in 0825/III
4. As you will appreciate from my Despatch No. 110 of 20th June, 1953, it is extremely difficult to make even an approximate estimate of the whole major works programme since the labour is not available here to undertake the work and it has proved necessary to call for tenders in the United Kingdom. I have since heard (your telegram No. 111 of 19th August, 1953, refers) that the Crown Agents consider my proposal to put the work out to contract to be impracticable. I do not know on what grounds they have reached this conclusion or what alternative they have in mind: but whatever it may be the realisation of this programme must depend on the importation of labour and supervisory staff so that all we shall save is the contractor's profit.

I have mentioned a figure of £300,000 but even this may prove to be a conservative one and in any event the final cost will constitute a formidable commitment in relation to the general state of the Colony's finances so that it will be essential to spread the load over 20 years.

5./

THE RIGHT HONOURABLE
OLIVER LYTTENTON, P.C., D.S.O., M.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES.

90

0040/II
213 h e t e m

5. I have to enquire therefore whether in view of the terms of your Circular No. 602/53 this Colony could expect any additional assistance ~~from~~ Colonial Development and Welfare Funds over and above the sums already hypothecated. My main ground for the application is the heavy and inevitable cost of the water scheme. I do not regard the roads and paving in quite the same light for whereas the water scheme is essential to health and well-being, the road programme is not so vital and the Colony should pay for this itself.

6. I would suggest that the first £40,000 of the water scheme might be met from Colonial Development and Welfare Fund and that the balance of the major works programme less £34,650 for roads be found from loan monies.

7. In my opinion this would be the last reasonable demand which the Colony could make on Colonial Development and Welfare Funds, as I cannot visualise any further projects which would properly fall within the scope of your Circular No. 601/53.

208 in 0040/II

The only real contribution the Colony can make towards increasing productivity and assisting the balance of payments is through the sheep industry and the buoyant wool prices in recent years have provided the Farms with ample funds for development work if they chose to make appropriate use of them; nor can one overlook the fact that the Colony has been generously treated with the provision of a Freezer.

I have the honour to b,e
Sir,

Your most obedient,
humble servant,

(SGD.) MILES CLIFFORD

GOVERNOR.

APPLICATION FOR ASSISTANCE FROM
COLONIAL DEVELOPMENT AND WELFARE FUND.

(1) Colony. Falkland Islands.

(2) Description of Scheme.

Reconditioning of Roads, Stanley.

The roads in and around Stanley were entirely ruined by tracked and other heavy vehicles used by the Army garrison during the war years for which compensation was not sought in time. These roads, approximately 13 miles in length, must now be remade and it is proposed to surface them with tarmacadam.

(3) Earliest date of Commencement.

On receipt of the Secretary of State's approval of the Major Works programme (my Despatch No. 110 of 20th June, 1953, refers) and when the necessary agreement has been entered into with a United Kingdom contractor or some other arrangement has been concluded but presumably not later than March 1954.

(4) Approximate period of Scheme.

Four years.

(5) Detailed Estimate of Cost (including paving, drainage, sewerage and cable-laying).

From £200 - 250,000 but firm estimate not yet available.

(7) It has not been possible to undertake the work before owing to lack of plant, materials and labour.

(8) Free grant of £34,650 from Colonial Development and Welfare Fund is sought towards the capital expenditure.

(9) The advantage of the proposed scheme is to provide adequate and properly drained roads for the Town of Stanley which can be easily and inexpensively maintained.

(10) (11) A direct grant from the Fund is required (see (8)).

bu. 3/11

S/W.

Att? looks as if it
might be the job for us?

Place at back of roads file.

to 5
X.

He? This is just the job. will discuss
when ordering plant.

Att
8/11. 1991

bu (97) 9/12
20/11 mail

No Pa/12

10/12/53

Bu 2/12/53 H.
15. 54
19. (mail)

Office

No
10/12/53
21. 54

97 is being processed up

from 0040/II? If so

Pa. this file.

Q.

22/1.

~~Att. 12/2/54~~

Yes Pa 12/2

OS.
SN.

Buf
12

The road programme should include service roads to

- (i) The Wireless Station
- (ii) The Power House

and provide for macadamising the immediate precincts of these buildings which should be surrounded with substantial heavy gauge fencing with a (double, to admit lorries) lockable gate to keep out all but persons authorised. I share the view, expressed recently by other Unofficial Members that,

in default of such precautions,
 some feckless or malicious
 hooligan (cf. recent attempt to
 catch the G.H. car) will go in
 and do a lot of damage.
 The value of the plant, in
 other cases, runs into thousands
 of pounds and it is irresponsible
 to leave it unguarded.

2. Please measure up and
 submit proposals.

MC 18

S.W. Para 2. P.M.K. ii. 54.

23

HEL I will measure this ground and
 submit details as soon as possible. 20.3 months
24

B.V. 1 m. 11. ©
 6/12/53 2012 A.P.L. 22/4/54