

C.S.

P. W. D.  
No. 11/24

1924.

Colonial Engineer

SUBJECT.

1924

2nd January

Previous Paper.

Requests quotation for a motor tractor and trailer.

MINUTES.

Minutes from Colonial Engineer  
2nd Jan'y 1924 (1)  
Particulars of tractor for purposes of quotation. (1a)  
Ltr to Crown Agents 2nd Jan'y 1924 (2)

Y.P. Submitted.  
The Colonial Engineer has asked that the quotation should be telegraphed.  
C.M.H. 13  
O.C.S. 2 Jan'y 1924

3 Jan'y '24

Subsequent Paper.

Colonial Engineer  
To write  
C.M.H. 13  
O.C.S.  
3 Jan'y 1924

The Hon. Col. Secy.,

Noted and returned.

*W. H. B. -*  
Colonial Engineer.

3/1/24.

*Mr. C.S.*

*Noted & returned.*

*W. H. B.*

*4-11-24.*

Telegram from Brown Agents of 30<sup>th</sup> May 1924 - Encl ③

*Road Roller / dealt with separately*

*Y.B.*

*Submitted with L.H. 23 and 108/24*

*W. H. B. 4 June 1924*

*H.S.*

*I have written at length in 118/24 on Roadless vehicles.*

*2. I had several interviews with officials at Crown Agents about Roadless vehicles for transport of gear. I am of opinion that a "half track" vehicle should prove sufficient & that a "full track" vehicle would be too costly. I am also of opinion that we should start with a self contained vehicle. A trailer can be purchased later if required but it is an awkward vehicle to work on a hill.*

- 3. I asked Crown Agents to obtain quotes for*
  - (1) Guy on some body with crane track of Roadless Tractor*
  - (2) Guy trailer with lighter*
  - (3) Self contained trailer recommended by Colonial Engineer.*

*4. I expected that these quotes would be despatched to the Colonies to mail on 12/4 if it is possible.*

5. Several points were discussed which will no doubt be dealt with fully in the Minutes. <sup>(in connection with Grey being)</sup>

(a) substitution of solid tyres for pneumatic on front wheels & possibly a wood flange to give greater bearing surface in peaty ground: weight would be on solid rubber tyre on wheels.

(b) Tipping arrangements: Grey being which I saw did not tip.

(c) Fitting of governor to engine in order to limit speed to 15 miles an hour.

(d) danger of fracture of track gear on wheels: this may perhaps be met to some extent by fitting rubber instead of metal wheels in tracks.

There are probably other points which were discussed but which escape me for the moment. In my view it would be well before any which is added that Models should be awaited in order that Colonial experience may have an opportunity of examining them in detail.

Sh

9 Nov 1924.

C.S. In information and return

H.H.H. 12 June 24

The Hon. Col. Secretary.

Thank you, Noted and returned.

R. B. Barclay,  
Col; Engineer.

8/7/24.

Telegram from Brown Agent  
of 22<sup>nd</sup> July 1924 - Encl (4)

E. B.  
Submitted  
9/1/24  
for Col.  
23 July 1924

H.C.S.

No tenders or specifications have been received from Brown Agent but on the paper of 11/8/24 I can give all information which I can.

2. Will you please send this paper to Colonial Engineer with request that he will say whether he considers that a Grey one ton lorry should be ordered for use in transporting the fuel required by the Govt. if there is any further information which I can give to Col. Engineer perhaps he will see me with the paper.

3. Will he also say what was number of loads of fuel which were sent last season & what number of loads has now been transported from the banks up to date.

AK  
27 July 1924

Colonial Engineer

Referred

G.H. Brown

for C.E.

24 July 1924.

The Hon. Col. Secy.,

I am of opinion that a half track roadless Guy one ton lorry would be of great assistance in connection with the transporting of the Government peat from the banks to the Township and that it would be of advantage if one were ordered. ~~From~~ From the information given by His Excellency and after careful perusal of the Roadless Traction Co's pamphlet in M/P 118/24 I see no reason why this type of lorry should not prove successful on the soft camp.

I note in Mr W.E. Hogg's letter of 29/1/24 (page 3, M/P 118/24) that the Roadless Traction Co. make the track mechanism "interchangeable with the maker's standard rear axle, wheels and tyres": This would be an advantage as the lorry could be run on ordinary wheels in the Township during the winter months, so saving the wear on the half track mechanism, which is only required on the camp.

2. There were 9236 cubic yards of peat cut last season which it was hoped would give 3000 loads, but owing to adverse weather conditions it is expected only to get about 2800 loads.

The number of loads carted from the banks to the Township to date is 2415 and estimated balance stacked on the banks is 400.

R.S. Asker

Colonial Engineer.

6/8/24.

4-1.

Submitted.

The cost of the lorry exclusive of the makers standard wear and tyres etc. will be £792. It will also be necessary to erect a shed for housing it.

~~15 Aug 24~~ 15 Aug 24

H.P.S.

The initial expenditure is certainly high & a shed will be necessary.

2. Can Colonial Engineer give an approximate estimate of cost of running the lorry? wages, fuel, lubricating oil, repairs etc.

3. Col. Engineer in para 6 of his Memoir of 27<sup>th</sup> February in 118/24 anticipated that if lorry was purchased, ~~that~~ there would be a reduction of expenditure under Carts - horses of £350: presumably these horses could be dispersed with, and number of carts could ~~be~~ be replaced by one. Is that what he intended to convey please?

4. It is necessary to consider financial aspect very carefully before incurring the heavy expenditure. Pl. 25 August 24

*C.S. Referred for early action plan*

*28 Aug. 24*

The Hon. Col. Secy.,

I beg to submit the following:

1. The estimated maximum annual expenditure to run the lorry is £400; arrived at in the following manner.

Estimated mileage per working day for 7 months (30 weeks of 6 days) @ 50 miles per day ..... 9000 miles.

Estimated mileage per working day for 5 months (22 weeks of 6 days) @ 20 miles per day ..... 2640 "

Total annual mileage .... 11640 miles.

Estimated petrol consumption @ 20 m.p.g. .... 582 gals

Estimated lubricating oil consumption @ 100 m.p.g. .... 116 gals.

582 gals. petrol, @ 5/- £145. 10. 0

116 " oil @ 2/6 14. 10. 0 £ 160. 0. 0

(per ann.) Depreciation and repairs, 10% on first cost, £800 ..... 80. 0. 0

Wages of Driver-Mechanic ..... 160. 0. 0

£400. 0. 0

2. For the first year there will not be a great saving as it would not be wise to dispose of the horses until the lorry has proved successful.

All being satisfactory, the estimated saving would be as follows:

Maintenance of 3 horses @ £40 per ann. .... £120

Maintenance of carts and shoeing of 3 horses ..... 72 192.

One cart from G. Warrant ... 136

Two carts on hourly pay .... 272 408

£600.

3. The question/

3. The question as to the transport of peat, not only by the Government, but by the public, is becoming yearly more serious as banks are being opened farther away from the Township. In the near future the present method of transport will be quite inadequate. It is anticipated that a one ton GUY motor lorry fitted with Roadless half-track would enable the Government peat to be removed during the season at a reduced cost. Should the lorry prove to be a success it will demonstrate a practical method of transport suitable to local conditions.

*R. S. Aschley*  
Colonial Engineer.

9/9/24.

*Y.P.*  
*Submitted*

~~10~~ 10 Sept. '24

*H.P.S.*

Conclude Capital Expenditure would be incurred in purchase of GUY or similar. There is serious risk of track plates getting crushed on rocks on which vehicle would have to pass. In all the circumstances I am of opinion that the expenditure should not be incurred at least for the present.

*H.P.S.*

20 Sept 1924.

*C.S.* To note please

~~25~~ 25 - Sept. 24



C.S.O. No. 10/24

Inside Minute Paper.

Sheet No. 25

The Hon; Col; Secretary.

Thank you.

Noted and returned.

*R.R. Barclay.*

Colonial Engineer.

25/9/24.

*Letter from Roadless Traction Ltd*

*3<sup>rd</sup> March 1925 — Encl (5)*

*Colonial Engineer*

*To see*

*R.R. Barclay*

*O.i.c/Sec*

*20 Aug 1925.*

O.i.c/Sec.

Thank you.

Noted and returned.

*R.R. Barclay.*

Col; Engineer.

20/8/25.

LETTER FORM.

Departmental Number.

From The Colonial Engineer.....

Date 2nd January, 1924...

To The Hon. Col. Secretary...

SUBJECT.

Suggested purchase of Caterpillar Tractor.

Reference Numbers.

The Hon. Col. Secy.,

I beg to request that a letter be sent to the Crown Agents asking for a quotation for a motor tractor and trailer. Particulars of work for which tractor is required herewith on separate sheet.

2. The tractor is required in connection with the transport of the peat from the banks. It is becoming each year more difficult to remove the peat from the banks owing to the large quantity required, shortness of carting season and distances of banks from the Township.

This year it will be still more difficult owing to the bad weather during the early part of the peat season, also that only four horses are available for the work.

3. I am of opinion that either a 2 ton "Holt" caterpillar tractor or a "Cletrac" caterpillar tractor with a Sentinel pattern of readily detachable trailer, would be most suitable.

*P. B. Basely*  
Colonial Engineer.

2nd January, 1924.

Nature of ground to be traversed by Tractor  
and particulars of work for which it is required.

-----

In selecting a tractor the following conditions require, as far as possible, to be met.

- (1) The nature of ground over which transport is required is:-
  - (a) Peat bog covered with matted and fibrous grass; fairly firm during summer months but very soft during the wet season.
  - (b) Rough and very uneven tracks with ridges and projections of rock.
  - (c) Gradients . in places 1 in 8.
- (2) If possible the engine should start on petrol and run on paraffin oil.
- (3) A two ton "Kolt" caterpillar tractor is suggested, but should there be a caterpillar tractor of equal power but lighter in weight a quotation might be given.
- (4) The trailers are required to carry partly dried peat. The New Sentinel trailer, with standard high-sided body (sides being hinged), platform of about 13' or 14' by 6'6" and weighing about 28 cwt, made by the Sentinel Waggon Works Ltd., is suggested as being suitable; other suggested makers, Carrosserie Latimer, Ltd, Pamber Street Works, Notting Hill.  
Trailer as used for dairy work, if sides are made to drop
- (5) Quotations are required for:-
  - (a) One Caterpillar Tractor not more than two tons weight.
  - (b) Two trailers, suitable to carry partly dried peat, not weighing more than 28 cwt each.

*R. B. Barclay*

Colonial Engineer.

11/24

2nd January,

24.

Gentlemen,

I am directed by the Acting Governor to enclose particulars of a motor tractor and trailer required for the transport of peat from the peat banks to Stanley, and to request that you will be so good as to telegraph the cost of a vehicle of the type specified, landed in the Colony.

I am,

Gentlemen,

Your obedient servant,

G. R. L. Brown,

for Colonial Secretary.

The Crown Agents for the Colonies,

4, Millbank,

Westminster,

London, S. W.

11/24.

3

TELEGRAM.

From : The Crown Agents for the Colonies

To : The Colonial Secretary

Dispatched : 30th May, 19 24 Time. 10 0 a.m.  
 Received : 31st May, 19 24 Time. 10.53 a.m.

SECRETARY

PORT STANLEY

YRIADLOUOT AMRIPTYTEM OVIAJOWURIN AVOEN XARKAHOPME (?)  
 (?)OVAIJOWURE ZARKAHOPME

PROUMLEUXU VYHAAFLUWU TRAOCREARO CRELPER TYPIMLOUOT

WIOLXONIRA OHIUDSEGEU VYPUYIABOD. WAGUE ZARKAHOPME

PROUMLEUXU VYHAAFLARO (?) CRELPER TYPIMVUBGE  
 VYHAAREARO

UMBPETRAOC TYTEMWEALP ONIRAHUUD (?) IABODVYKPI  
 ONIRAOHIUD

ZARKANYCPY VUEDETREELI VUGLUTUXME VUEDEUOIWO

TYTEMWAVYL ONIRAOHIUD IABODVYZIA EJWEN

Meaning:-

With reference to your letter dated 2nd January lorry and trailer quotations received as follows Guy's roadless 20 cwt end tipping semi creeper track lorry £698 packed spares £30 freight and insurance £64 | Guy's roadless 20 cwt semi creeper track 3 way tipping trailer £225 packed freight and insurance £22 | Sentinel 4 to 5 ton 4 wheel trailer £180 packed freight and insurance £42

Crown Agents for the Colonies.

4

11/24

TELEGRAM.

From : The Crown Agents for the Colonies

To : The Colonial Secretary

Dispatched :	22nd July.....	192	4	Time. 10.44
				a.m.
Received :	23rd July.....	192	4	Time. 10.25
				a.m.

SECRETARY  
PORT STANLEY

BUZAGVYHAA ROADLESS GUY LOAOT (LOUOT) UHEVAIHORG  
SFYRO CITROEN BYRHAGOHIE (BYRKAGOHVE) UGYNPAMRIP  
OIGEUTUAKO CIGOWODYDI HIEOT TEAL KAHI FELTON  
DEKAJEJWEN.

JA.

Meaning:

Believe 20 cwt Roadless Guy Lorry useful for Government  
service Stanley. Citroen better for farm use and passengers  
Hope bring one for Teal Inlet Felton ~~Carraiganshiry.~~ *care of.*  
Crown Agents for the Colonies.

THE COMPANY CANNOT ACCEPT LIABILITY FOR ANY INJURY CAUSED BY FIRE TO ANY VEHICLES OR PART THEREOF  
ENTRUSTED TO THEM FOR ANY PURPOSE, WHATSOEVER, ALTHOUGH EVERY PRECAUTION IS TAKEN AGAINST FIRE.

5

# ROADLESS TRACTION LIMITED.

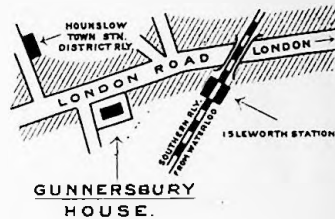
DIRECTORS:

SIR W. J. JONES, M.B.E.  
H. GECIL BOOTH, F.C.G.I. M.I.C.E.  
EDWARD J. HARDY  
P. H. JOHNSON, C.B.E., D.S.O., M.I.M.E. } JOINT MANAGING  
C. W. CLARK, D.S.O., M.C. } DIRECTORS.

TELEPHONE: HOUNSLOW 1586  
TELE-ADDRESS: "ROADLESS, HOUNSLOW"

## GUNNERSBURY HOUSE,

## HOUNSLOW MIDDLESEX.



CUSTOMERS' VEHICLES ARE ONLY DRIVEN  
BY OUR STAFF AT CUSTOMERS' OWN  
RISK AND RESPONSIBILITY.

3rd. March, 1925.



PHJ/FM.

J. Middleton, Esq.,  
Government House,  
Falkland Islands.

Dear Sir,

Referring to the correspondence we have had with yourself and Mr. Felton regarding Roadless vehicles we enclose herewith copy of a photograph of the Guy-Roadless 1 ton Lorry which is being supplied to the order of the Empire Cotton Growing Corporation.

Since we wrote you last very considerable progress has been made with Roadless vehicles, machines to the value of about £23,000 being in the process of building or completed to fill definite orders, for stock, or for demonstration purposes.

We are looking forward to the prospect of supplying you with one of the Guy 1 tonners or possibly one of the Austin 20 cars. The latter machine has given excellent results and in some recent War Office trials for cross-country vehicles was the only vehicle which completed a very difficult course without any hitch or difficulty of any kind, climbing steep loose slopes of 1 in 2 and yet maintaining a speed of over 30 m.p.h. on the level. In case this machine will be of interest to you also, we enclose herewith specification and estimate.

yours faithfully,

ROADLESS TRACTION LTD.

*See very good photograph of  
the machine: which may be  
seen with Mr. ...*

*Philip Johnson*

*21/3/25*

# ROADLESS TRACTION LIMITED.

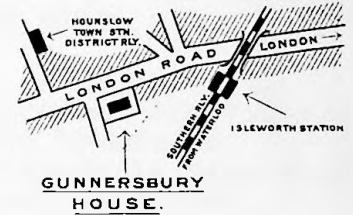
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3rd. March, 1925.



PHJ/FM.

## QUOTATION.

1 20 H.P. Austin-Roadless Chassis in accordance with the following particulars.

Chassis in accordance with the specification on pages 4 and 5 of Austin booklet attached with the exceptions of slightly heavier road springs and of a colonial type axle giving gear ratios rather lower than those quoted in the catalogue. In place of the rear wheels endless track units are fitted the essential particulars of which are as follows.

No modifications to standard design of steering involved by the Roadless units, in operation the steering being indistinguishable from the wheeled model and the minimum turning circle being identical. The endless tracks automatically lay themselves in a curve for steering entirely eliminating skid of the tracks over the ground. The tracks themselves consist of universally jointed stamped steel links and plates. The joint is based on the best driving chain practice, i.e. a dead hard and ground pin working in a hardened and ground bush. The outer diameter of the bush is partly spherical, giving the universal movement between links and plates required for steering and to allow the track to conform to road camber, etc. The material of the male end of the link itself is pressed over the spherical portion of the bush by a special process ensuring a perfectly fitting joint between bush and link. The universal movement of the joints ensures that any misalignment of the tracks when coming on to the sprockets cannot result in the pins getting "across corners" and thus being subjected under load to unfair treatment. Additional to chain practice the joint is lubricated from a reservoir of oil in the link and is protected from the intrusion of mud, dust or water by a special patented design of shrouded seal ring. The idler wheels round which the tracks pass at the forward ends of the units are free to rise over exceptional obstacles but are otherwise held clear of the ground as are also the sprockets. Both sprockets and



ROADLESS TRACTION, LTD.

idlers are rubber tyred, making the vehicle very quiet and smooth running.

The weight carrying bogies are universally mounted and the rollers fitted with solid rubber tyres specially prepared by Messrs Dunlop. A feature of the sprocket is that the track is permitted to ride laterally across it from side to side thus eliminating flange friction and allowing the track to pass on to the sprocket in true alignment with the point at which it leaves the ground when steering. Another feature of the sprocket is the method of drive which ensures that each tooth in engagement with it takes its share of the work.

The suspension of the Roadless units is so arranged that with 2 men the vehicle can be converted from tracks to wheels in 15 minutes and back again from wheels to tracks in half an hour. The actual official times for these changes at the recent War Office trials were 13 minutes and 25 minutes respectively, these times including a short run with the converted vehicle after the change over had been made. It is claimed that this has advantages when long distances at high speeds over good roads are called for or when the running at certain times of the year permits the use of wheels while other times necessitate the endless track.

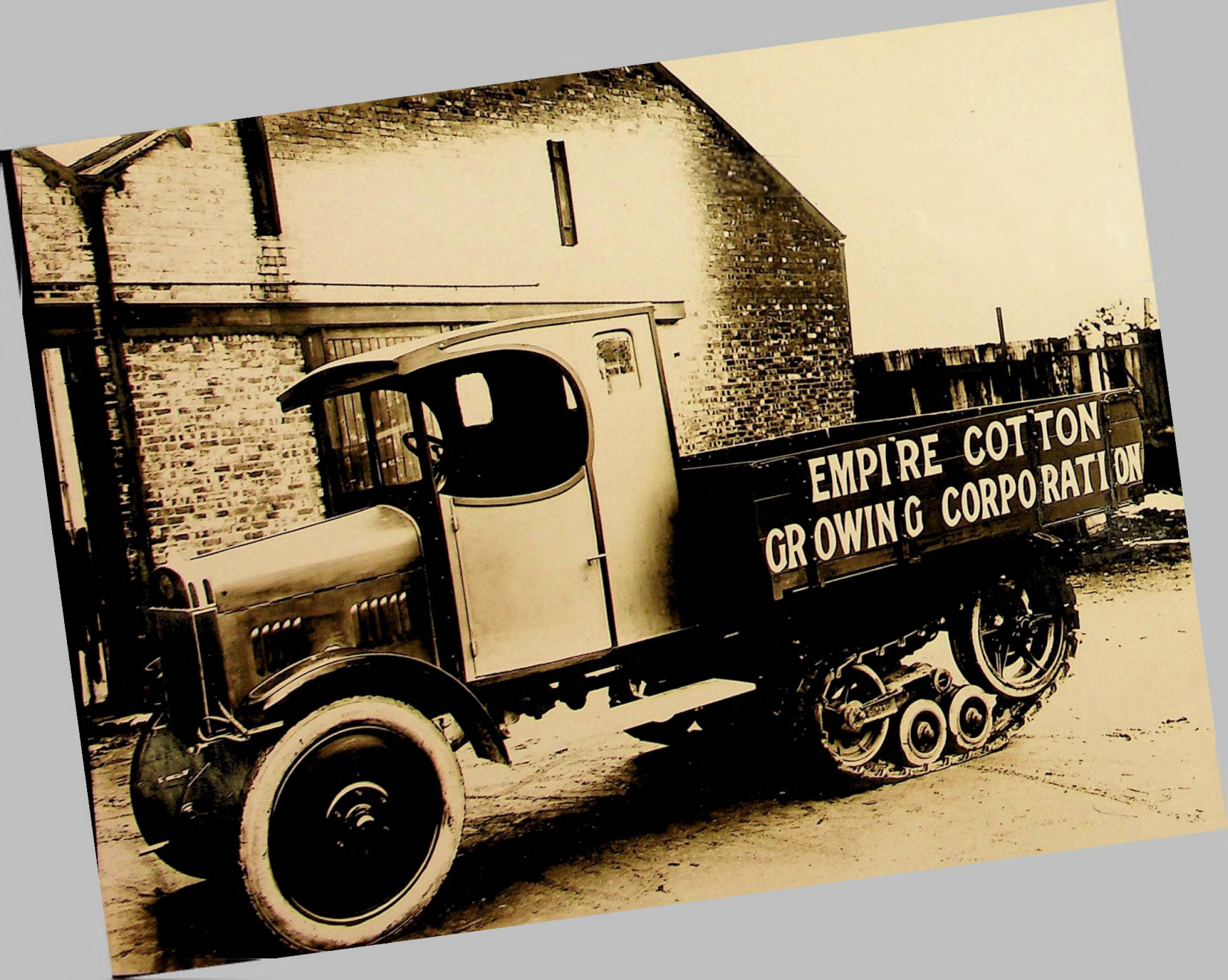
Price of chassis packed for shipment and delivered F.O.B. English port.

£652 : 12 : 0 nett.

Allowance for non-supply of rear road wheels and tyres if these are not required for conversion purposes...£12.

ROADLESS TRACTION LTD.

*Philip Johnson*



EMPIRE COTTON  
GROWING CORPORATION