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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1773

Press
~~Mis.~~

93-94

Dated 5. 6. 1866.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th June 1866.*

No. 93. Read the following Proceedings of the Government of India, Public Works Department, (Civil Works—Communications), dated Simla, 1st May 1866, Circular No. 38:—

Planked Roadways for River crossings.

Read the following entry from the Proceedings of the Punjab Government for the month of March 1866:—

Nos. 3,332—35, dated 19th March 1866, from the Secretary to Government, Punjab, Public Works Department, to the Commissioners and Presidents Local Committees, Umballah, Jullundur, Lahore, and Rawulpindie Divisions.

1. It has hitherto been the practice to metal those portions of the approaches to the Imperial boat-bridges which lie in the beds of the great rivers.

2. During this year a planked road has been sanctioned experimentally for the crossing of the Beas at Wuzcer Bhoolar. The Chief Engineer recently crossed it; about 1,250 running feet had been completed; the surface was excellent, and the arrangement is considered to answer perfectly.

3. The objections to a metalled approach are—

(1st.)—Its great cost, so much being destroyed every year during the flood season, and new pieces of metalling having to be made every time the site of the bridge is changed, to which the kunkur on the abandoned line cannot be applied.

(2nd.)—The great delay that occurs when a boat-bridge is put up early in the season in making a metalled road to it.

4. The advantages of the planked road are—

(1).—Facility and consequent rapidity of construction.

(2).—Economy, as no embankment is required, and the losses are likely to be but few.

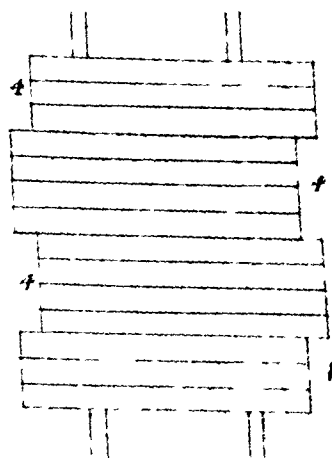
Indeed, the first outlay is not greatly in excess of that required to make a similar length of metalled road.

5. For Wuzcer Bhoolar, planks were sanctioned of twelve feet in length. In America, however, where planked roads are extensively used, experience has led to eight feet planks being adopted, as giving a road sufficiently wide for all purposes. Timber of eight feet in length is likely to be abundant and cheap.

6. His Honor the Lieutenant Governor considers it desirable that planked roads should be quickly introduced at all the rivers. For the present, an estimate is required for a road 1,000 feet long at each of the following rivers, viz., Jhelum, Chenab, Beas, and Sutlej.

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7. The planked road will consist of planks 3 by 1 by $\frac{1}{2}$ feet, laid upon longitudinal timbers of scantling 4 by 4 inches, placed 1 foot from centre to centre; the planks to rest evenly and solidly on the sand. All the planks to be of precisely the same length; but, in laying them down, each set of three or four planks should be set about two inches to either side of the true line, so as to present a jagged edge, as shown in the margin. When in use, the planks should be protected by a slight covering of damp sand. The timber should be all deciduous, quite sound, and free from sapwood, or large knots or other serious blemish.



8. The estimate should be furnished as speedily as possible for the crossings at Phillour, Ferozepoor, Wuzer Bhoolar, Wuzerabad, and Jhelum.

Madras, Bombay, Bengal, North-Western Provinces, Oudh, Central Provinces, British Burmah, Straits Settlements, Mysore, Coorg, Hyderabad, Rajpootana, and Central India

ORDER.—Ordered, that the above be forwarded for information to the Local Governments and Administrations marginally noted.

(Signed) C. H. DICKENS, Lieut.-Colonel, R. A.,
Secy. to the Govt. of India.

No. 94.

ORDER THEREON, 5th June 1866, No. 1,773.

CIVIL WORKS, No. 18.

Communicated to the Superintending Engineers for information.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineers.

Exd. S. T. Augustin.

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Superintending Engineer for
information*

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*Fort St George
6th June 1866*

Def. 11 June