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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General
Account.

READ—the following paper :—

From the Deputy Secretary to the Government of India, Public Works Department (Account—General), to the Secretary to the Government of Madras, Public Works Department, dated Simla, 26th Sept. 1893, No. 159 A.G.

[Classification of Roads.]

I am directed to forward copy of a letter No. 327 A.-1259, dated 12th ultimo, from the Government of Bombay, with enclosures, bringing to notice that the classification of roads prescribed in Public Works Department Code, volume II, appendix VI, page xxviii, is insufficient, and to request that the Government of India may be informed whether, in the opinion of the Government of Madras, any change in the present classification is considered necessary, and if so, what classification is preferred.

ENCLOSURES.

From the Acting Secretary to the Government of Bombay, Public Works Department, to the Secretary to the Government of India, Public Works Department, dated 12th August 1893, No. 327 A.-1259.

I am directed to submit, for the consideration of the Government of India, the insufficiency of the existing classification of roads prescribed in Public Works Code, volume II, appendix VI, and which necessitates the inclusion of roads under heads which cannot properly describe the state or nature of the road.

2. The difficulties referred to will be clearly understood from a perusal of the reports

No. 423, dated 24th January 1893, from the Executive Engineer, Ahmednagar.
No. 1961, dated 17th April 1893, from the Executive Engineer, Surat and Broach.
No. 1845, dated 21st April 1893, from the Chief Engineer, Northern Division.

marginally noted, copies of which I am directed to forward for information, and to say that this Government would be inclined to recommend the classification proposed by Colonel Osborn, B.E., except that in classes III and IV, instead of "murum" the more general and inclusive term "unmetalled" roads should be used.

From G. OWEN DUNN, Esq., C.E., Executive Engineer, Ahmednagar District, to the Superintending Engineer, Central Division, Poona, dated 24th January 1893, No. 423.

As desired in your No. D-27 of the 17th instant, I have the honour to state that I am quite in accord with the Executive Engineer, Poona District, as to the classification of our roads being very inaccurate. The fault is entirely due to the method of classifying them; there are not enough classes; there is nothing (for instance) between "murum roads drained throughout

but the large rivers not bridged" and "village or cleared roads," whereas nearly every road in this district comes, strictly speaking, between these. Not only are the large rivers not bridged but the ordinary naals are not bridged either except in a few cases. This is so on every road in this district with the single exception of the Nagar-Sigur road, which is metalled and drained throughout.

I would suggest a revised classification on the following lines:—

A. METALLED ROADS.

1st Class.

(Drained and bridged throughout).

2nd Class.

(Drained throughout but large rivers not bridged).

3rd Class.

(Partially drained only).

B. MURUM ROADS.

1st Class.

(Bridged and drained throughout).

2nd Class.

(Drained but large rivers not bridged).

3rd Class.

(Partially drained only).

4th Class.

(Banked and surfaced but not drained).

C. CLEARED ROADS.

(Neither banked nor surfaced).

1st Class.

(Having drainage works over bad naals).

2nd Class.

(Entirely undrained).

This would make nine classes instead of five as now, and would, I think, meet every possible style of road. If a murum road were in process of being metalled it would be classified under B in the proper class until the metalling is finished, when it would be transferred to the A classification. If a definite length of a road be metalled and the rest murum only, then the two lengths should appear, one under A and the other under B, under the same name, but with the mileage specified.

From the Executive Engineer, Surat and Broach, to the Superintending Engineer, Northern Division Bombay, dated 17th April 1893, No. 1951.

With reference to your circular No. 1375, dated the 21st ultimo, I have the honour to state that the present classification of roads is insufficient and might be revised with advantage. The Executive Engineer, Ahmednagar District's suggestion to divide the roads into nine classes appears to me to provide for nearly every sort of road in the Presidency; but it appears to me there is no necessity to have separate classes for "metalled roads drained throughout but large rivers not bridged" and "metalled roads partially drained only," as the former is included in the latter, which seems to me to be quite enough. For instance, a metalled road may have one or two large rivers bridged and one or two unbridged; it would hardly be correct to class it as metalled road drained throughout but large rivers not bridged, while it can properly be included in the more comprehensive class of metalled road partially drained and bridged. In the same manner class 2 of murum roads in Mr. Dunn's classification might, I think, be omitted, as it will be included in class 3, viz., murum roads partially bridged and drained.

2. There is one road in these districts, viz., that from Broach to Jambusar, which is neither murum nor metalled (except a short length near Broach), but is raised and bridged and drained throughout almost. This road can neither be correctly put in any of the present five classes, nor in any of the classes proposed by Mr. Dunn.

3. I think that the classes under different heads as A, B, C would be a little confusing and would suggest that they may be classed consecutively as at present without any sub-classes.

4. For the above reasons I would propose the following classification:—

Class I.—Metalled roads, bridged and drained throughout.

Class II.—Metalled roads, partially bridged and drained.

Class III.—Murum roads, bridged and drained throughout.

Class IV.—Murum roads, partially bridged and drained.

Class V.—Raised roads, partially drained and bridged but not surfaced.

Class VI.—Cleared roads, partially drained and bridged.

Class VII.—Cleared roads, entirely undrained.

Memo. by Lieutenant-Colonel OSBORN, R.E., Superintending Engineer, Northern Division, dated 21st April 1893, No. 1845.

With reference to Government memorandum No. 407-A of 18th March 1893 and accom-

No. 1643 of 11th April 1893 from the Executive Engineer, Presidency.

No. 1346 of 13th April 1893 from the Executive Engineer, Thana.

No. 1951 of 17th April 1893 from the Executive Engineer, Surat and Broach.

No. 1716 of 28th March 1893 from the Executive Engineer, Kaira.

No. 1641 of 23rd March 1893 from the Executive Engineer, Ahmedabad.

paniments, the Superintending Engineer, Northern Division, has the honour to forward to Government the opinions of the Executive Engineers of his division noted in margin as regards classification of roads.

2. The Superintending Engineer agrees with the opinions expressed by the Executive Engineer, Surat and Broach, and thinks that all roads not fully bridged and drained can be best described as partially bridged and drained.

3. Another class of roads moreover is brought to notice by two Executive Engineers, viz., one banked and bridged but unsurfaced.

4. Roads surfaced with kunker and hard burnt brick must, of course, be classed with murum roads, but there are certain roads surfaced with gravel which hold an intermediate position between metal and murum and vary much in quality. Such roads, I think, must be classified by the Executive Engineer to the best of his judgment under one or other of the given heads.

5. Doubtless other classes of roads will be brought to notice (for instance, the grass surfaced roads in Sind), but as regards the Northern Division the Superintending Engineer is of opinion that the following classification may be adopted:—

Class I.—Metalled, bridged and drained throughout.

Class II.—Metalled, partially bridged and drained.

Class III.—Murum, bridged and drained throughout.

Class IV.—Murum, partially bridged and drained.

Class V.—Banked and surfaced but not drained.

Class VI.—Banked but not surfaced, partially bridged and drained.

Class VII.—Cleared, partially bridged and drained.

Class VIII.—Cleared only.

ORDER—dated 13th October 1893, No. 2620 W., Public Works.

Communicated to Superintending Engineers and the Local and Municipal Department for remarks.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To Superintending Engineers,
the Local and Municipal Department.

Ed. C. A. Muniswamy.

Spate Copies

GENERAL
ACCOUNT

Govt. of (1893) Madras.
PUBLIC WORKS.

Dated October, 1893.

Recd

Encl.

G.O., 13th Oct. 1893, No. 2820 W.

OCTOBER.

Classification of Roads

Letter from the Government of India forwarding correspondence regarding the insufficiency of the existing — as prescribed in the Public Works Code, and requesting to be informed whether any change is necessary, and if so, what classification is preferred, communicated to Superintending Engineers and the Local and Municipal Department for remarks.

No. 159 A. G.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ACCOUNT.
General.

TO

THE GOVERNMENTS OF MADRAS, BENGAL, THE NORTH-
WESTERN PROVINCES AND OUDH, AND THE PUNJAB.

THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES,
BURMA, ASSAM, AND COORG.

THE RESIDENT AT HYDERABAD.

THE AGENTS TO THE GOVERNOR GENERAL, CENTRAL INDIA,
RAJPUTANA, AND BALUCHISTAN.

Simla, the 26th September 1893.

Classification of Roads.

SIR,

I am directed to forward copy of a letter No. 327-A-1259, dated 12th ultimo, from the Government of Bombay, with enclosures, bringing to notice that the classification of roads prescribed in Public Works Department Code, Volume II, Appendix VI, page xxviii, is insufficient, and to request that the Government of India may be informed whether in ^{the} opinion of the Government of Madras any change, in the present classification, is considered necessary, and if so, what classification is preferred.

I have the honour to be,

SIR,

Your most obedient Servant,

Deputy Secretary

Deputy Secretary to the Government of India.

Documents accompanying.

Letter No. 327-A-1259, dated 12th August
1893, from the Government of Bombay,
with enclosures.

J.

The Secretary to the Govt. of Madras
P. W. Department

(with 6 spare copies)

Regd. 13.10.93

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Accompaniment to Public Works Department letter No. 159 A.-G., of 1893.

No. 327-A.-1259, dated 12th August 1893.

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To—The Secretary to the Government of India, Public Works Department.

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No. 1845, dated 21st April 1893, from the Chief Engineer, Northern Division.

No. 423, dated 24th January 1893.

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To—The Superintending Engineer, Central Division, Poona.

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- Class V.—Raised roads, partially drained and bridged, but not surfaced.
- Class VI.—Cleared roads, partially drained and bridged.
- Class VII.—Cleared roads, entirely undrained.

No. 1845, dated 21st April 1893.

Memo. by LIEUTENANT-COLONEL OSBORN, R.E., Superintending Engineer, Northern Division.

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- Class VII.—Cleared, partially bridged and drained.
- Class VIII.—Cleared only.

N^o 2620 W of 13 October 1893

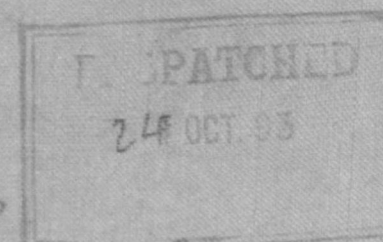
PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

Read the following

From the Govt. of India, N^o 159 of 26 Feb 93

Communicated
to Suptg. Engineer
and the Local and
Municipal Dept
for remarks.



Suptg. Engineer/
Local & Municipal Dept

24/10

24/10
6.10.93

Oct 2/10
Nov 7-10

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CN^o 8664

Govt. of Madras.
PUBLIC WORKS.

Dated

Recd.

Encl.

G.O. 13th Oct. 1893. No. 26206.

Classification of
Roads.

Letter from the
Ld. forwarding
concerning the
insufficiency of the
existing — as provided
in the P.W. Code and
requesting to be
informed whether
any change is
necessary, and if so,
what classification
is preferred concerning
to PEs and the Local
& Municipal Corp.
Remarks. 14/10.