The carriage of exportable agricultural produce to rail either by light railways or by mechanical transport was also examined. Mechanical transport has clearly more advantages as compared to light railway because of less initial investment. Money already invested in Mandis will be rather wasted if light railway is introduced because it would have to tranship direct to the broad gauge line.

The wear on an ordinary water-bound macadam road is largely, about 83% due to attrition. Wear due to traffic is only 10 percent and due to weather 5 percent. Attrition is due to mutual rubbing between the component stones of the crust. Traffic causes direct wear by rubbing stone particles into dust. In dry climate, because of less moisture, water bound macadam is not good for mechanical transport. Therefore stone of good binding properties sprayed with tar increases the life of the road. Excessive camber in less rainy areas of Punjab also causes enormous wear. Bullock cart damages the road beyond repair with crown and shoulders practically unworn because the bullocks straddle the camber more comfortably.

A 40-maund bullock cart exerts a load much in excess than that allowed in England and the larger diameter of the wheel of the local country cart does not materially reduce the intensity of pressure. Furthermore, bullock carts are frequently out of plumb and cutting action of the edge of the tyre and wrenching action are highly destructive. This wear is greatly aggravated by its concentration on two narrow strips, resulting in ruts.

Abrasion, simple attrition, impact, compound attrition, surface shear and tyre wear are the general types of wear caused y mechanical transport. High speeds can enhance the effect of compound attrition. Sudden acceleration, deceleration or slipping of the driving wheels owing to road jumps can increase surface wear. Although speed is a ruling factor in road destruction, it is possible that the motor lorry can be made less destructive than the bullock cart without adversely affecting commercial efficiency. However as it is not always possible to limit the speed and axle weights of vehicles, therefor research is necessary for improving the construction of roads which can better withstand the rigors of traffic.