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A FEW ASPECTS OF THE PUNJAB ROAD TRANSPORT PROBLEM

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Mechanical transport is the need of the time and more and better roads are necessary for the fulfillment of transport requirements. In addition to this, careful selection of road vehicle compatible to the quality of local roads will pay in the long run. The obvious advantage of road over railway is the free accessibility of the former.

In the assessment of the success of any proposed road, the appreciation of land values and revenues, the increased efficiency of administration, the reduction of crime and political enlightenment are the vital plus factors and must be considered. Commercial possibilities, probable effect on roads and possible future road policy are the subjects which are discussed in this paper.

Mechanical transport may be defined as the carriage of passengers and goods by mechanically propelled vehicles which can be steered unlike vehicles which run on fixed tracks. Bullock carts ruin the roads and need to be discouraged. The discussion in this paper is only on the commercial goods or passengers vehicles capable of carrying one ton or more in the first case and ten or more passengers in the second. The petrol motor lorry, the steam truck and the steam train are the various types of mechanical transport vehicles. The steam truck and steam train tried around 1873 are now ruled out as unsuitiable because of the heavy destruction caused to roads by steel tyres. Their design is based on wrong assumptions and ignores the well known theory of three point contact. Of the remaining two choices, steam lorry may also be