

HILL ROADWAY WORK

Suggestions For Making a Quick Drying Road.

HOW TO GET RID OF WATER.

Carry It Directly Across by Sloping Highway From Bank Side—Pointers on Grading—Change Suggested in King Drag For Hill Work.

I have always been very interested and observant in the matter of country roads and have read many valuable articles on the subject. But I still think there are some points that I have not seen touched upon relative to roadmaking, especially in the hill country along the Mississippi and Missouri slopes.

The great object of road work should be to get the water away as quickly as possible. We have a good soil for roadmaking, but the hills are of silt formation, and a stream of water crumbles them like so much loaf sugar.

Many of our experienced roadmakers will throw up a hill grade and carry the water down each side for long distances. Then comes a heavy rain-fall. Forty thousand rivulets from the hillside above pour into the ditches, and such a volume of water accumulates as to cut deep gorges. These make the road almost impassable and require several days' labor a number of times each year to repair. To avoid this trouble the road may be sloped from the bank side enough to carry the water directly across the road.

When a grade is desired on a side hill roadway plow in three furrows on the lower side, the outside furrow to be about twenty feet from the bank. When grading draw this loose dirt toward the center of the roadway with a slope of about one inch to the foot, carrying this slope across the entire grade. The ditch thus made should be opened at short intervals to let out the water.

After the grading is done headers should be put in to divert any water that might follow the wheel track. To make these headers scrape with the slusher a trench a little diagonally across the grade about two scrapers width and not deep. Deposit this dirt with more from the outside alongside the trench, making the ridge no higher than absolutely necessary to accomplish its purpose and not less than ten feet wide, thus causing as little obstruction as possible. This plan will always provide a quick drying hill road. With the occasional use of a King drag this can be kept like a boulevard.

Mr. King is an enthusiast on the merits of his invention and thinks lightly of any changes that may be made in it, but for the benefit of those not so sanguine I will describe my improvement, to be used more particularly in a hill country.

We are all familiar with the construction of Mr. King's drag. Now, instead of making this drag rigid by tight mortises, tenons, etc., we use two 4 by 6 inch crosspieces with 3 by 6 inch tenons six inches long on each end. The shoulders of these tenons are mitered each way from the center. These fit mortises in each end of the plank. The mortises are mitered from the center to each side. The tenons are secured with one inch hardwood pins outside of the plank, thus allowing the frame to oscillate. The utility of this may be seen when we want to carry the dirt all one way on side hills, etc. We pull through as far as desired, then change the team, hitch to the opposite side, turn around and continue moving the dirt as before. If properly made this drag will pull in a direct line and do better work.

When the highway is cut through a hill it is desired to keep reducing the grade. To this end work the road against one bank, leaving a ditch on one side only. Turn all the water from above and along the hill into this ditch. Plow it in repeatedly each season. After this trench has washed too much for safety smooth this side and change the ditch to the opposite side of the road and repeat. You will be surprised at the change in steepness effected in ten or twelve years.—W. S. Wiley in Good Roads Magazine.

A Gold Road.

At Oroville, in Butte county, Cal., a section of roadway has been found so rich in placer gold that an application has been made for permission to dredge it. The miner who makes the application to the authorities agrees, according to newspaper reports, to replace the road by one fully as good as or better than the present one. It would seem, however, that if the city owns a gold mine it would pay better to work it and get the money for the city treasury. Not many cities in the country can boast of paying gold deposits in the public streets, and there is probably a dearth of precedents to guide the city council in its action.

Automobiles to Haul Road Drags.

At Salina, Kan., an effort is being made to induce each automobilist to drag several miles of road after each rain. The theory is that the use of the drag places the earth on the crown of the road, where it dries and hardens. After another rain a repetition of the dragging carries on more earth, which in turn hardens, and after a few such applications of the drag there is a considerable hardened surface to the road which does not easily disintegrate. The employment of the motor car to haul the drag would demonstrate a hitherto unemployed utility of the machine.

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