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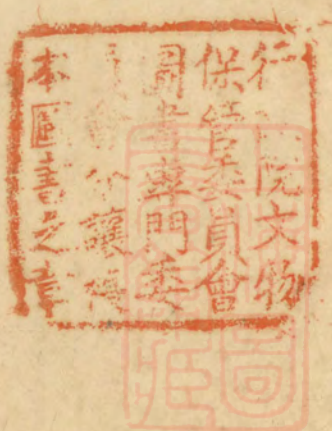


杭  
徽  
公  
路  
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車  
紀  
念  
刊

上海图书馆藏书



A541 212 0016 4833B



# 杭徽公路通車紀念刊

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### 一、引言

杭徽公路通車紀念刊

目 錄



312901

二、建築經過

甲、測量

乙、興築

三、工程概況

四、沿路設備

五、沿路物產

六、名勝古蹟

七、行旅須知

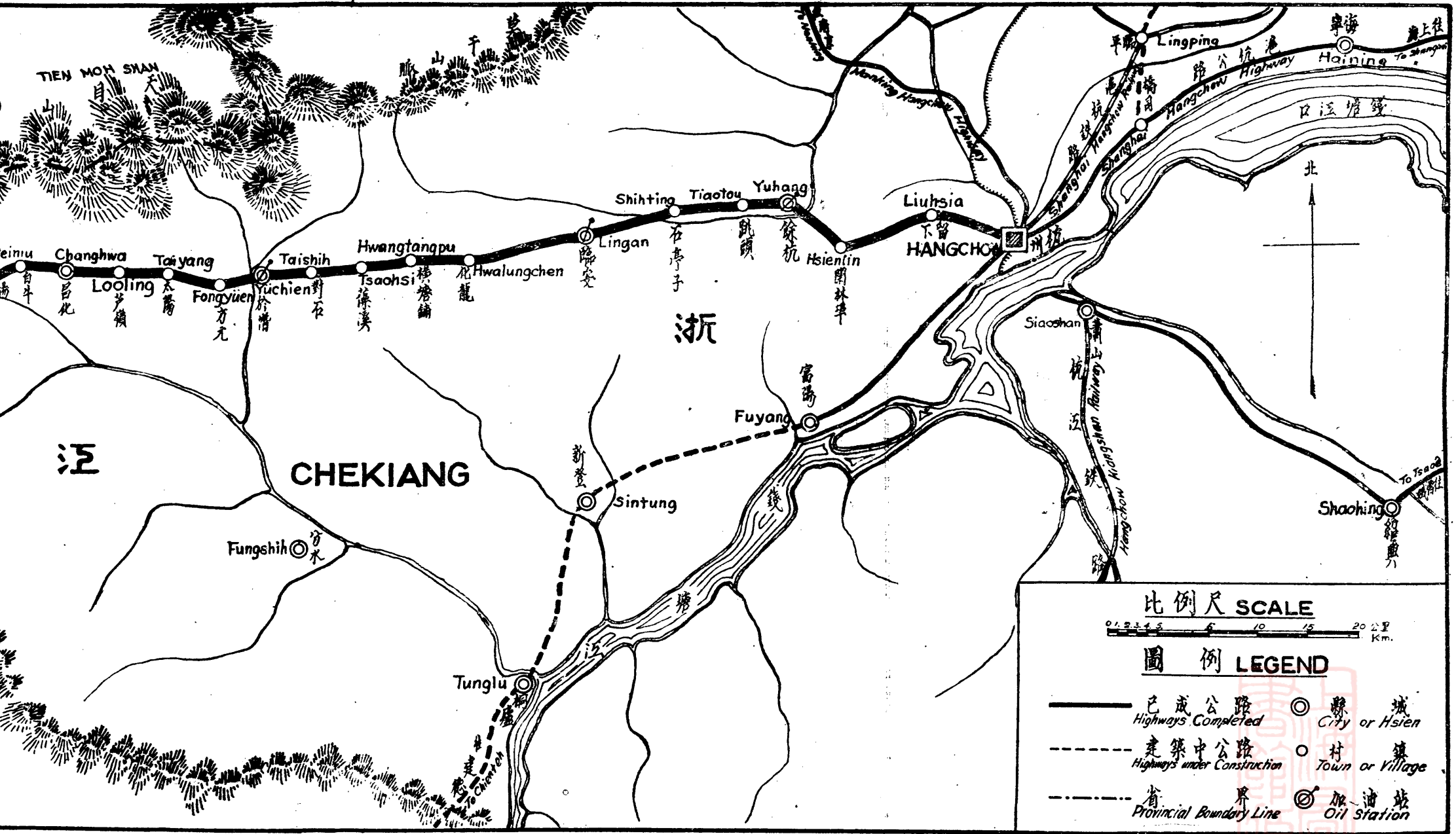
附全路里程表



# 杭徽公路交通形势简明地图

## MAP SHOWING HANGCHOW-HWEICHOW HIGHWAY & CONNECTING ROADS





TIEN MOH SHAN  
天目山

Shihmu Changhwa Taiyang Taishih Hwangtangpu  
石門 昌化 太陽 對石 橫塘鋪 花龍

Shihching Tiaotou Yuhang  
石亭子 跳頭 餘杭

Liuhsia  
下留

Siaoshan  
蕭山

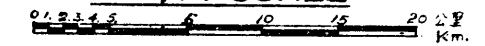
Fuyang  
富陽

Sintung  
新登

Tunglu  
桐廬

Fungshih  
分水

比例尺 SCALE

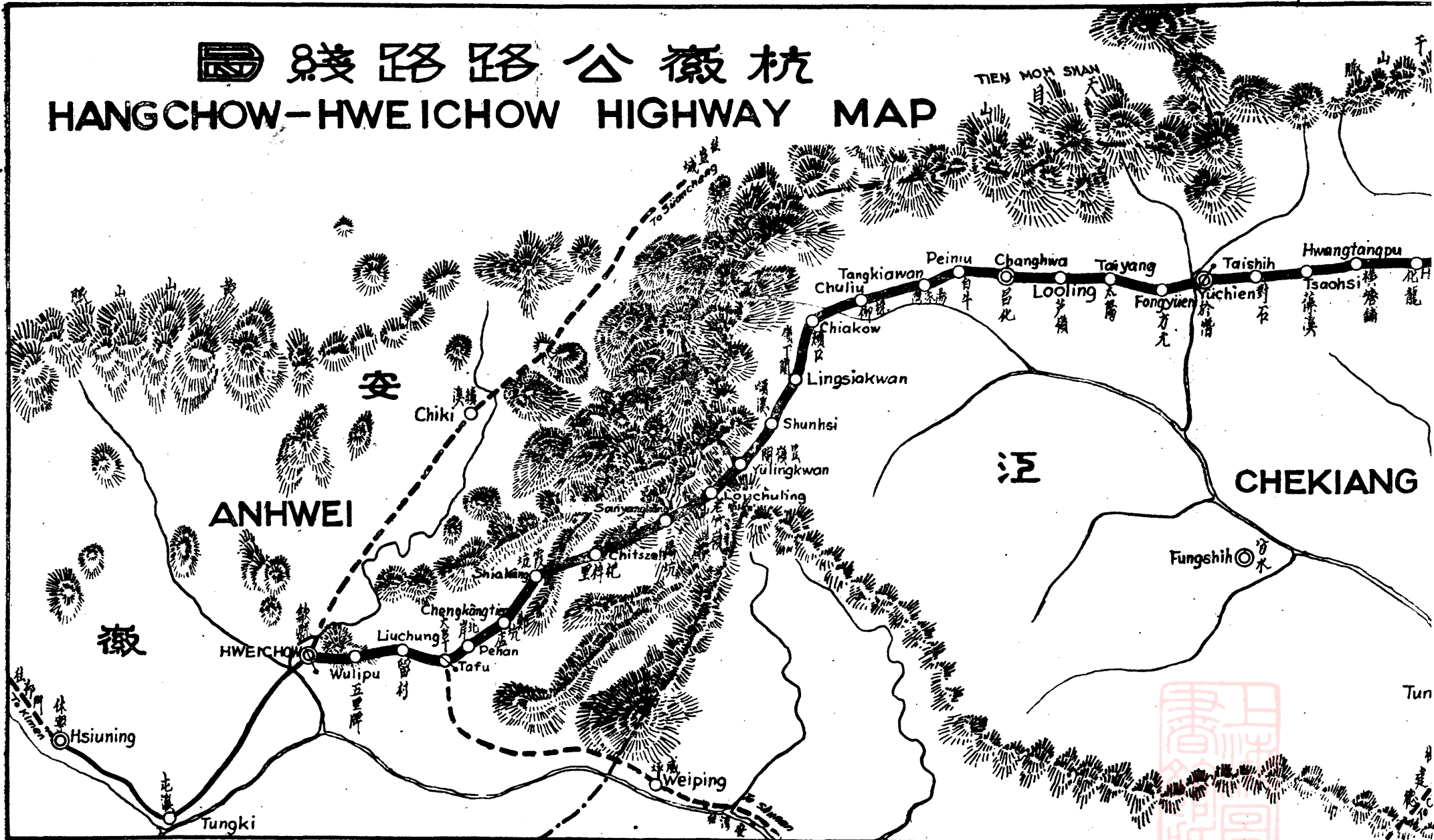


圖例 LEGEND

- 已成公路 Highways Completed
- - - 建築中公路 Highways under Construction
- · - · 省界 Provincial Boundary Line
- ◎ 縣城 City or Hsien
- 村鎮 Town or Village
- ⊙ 加油站 Oil Station

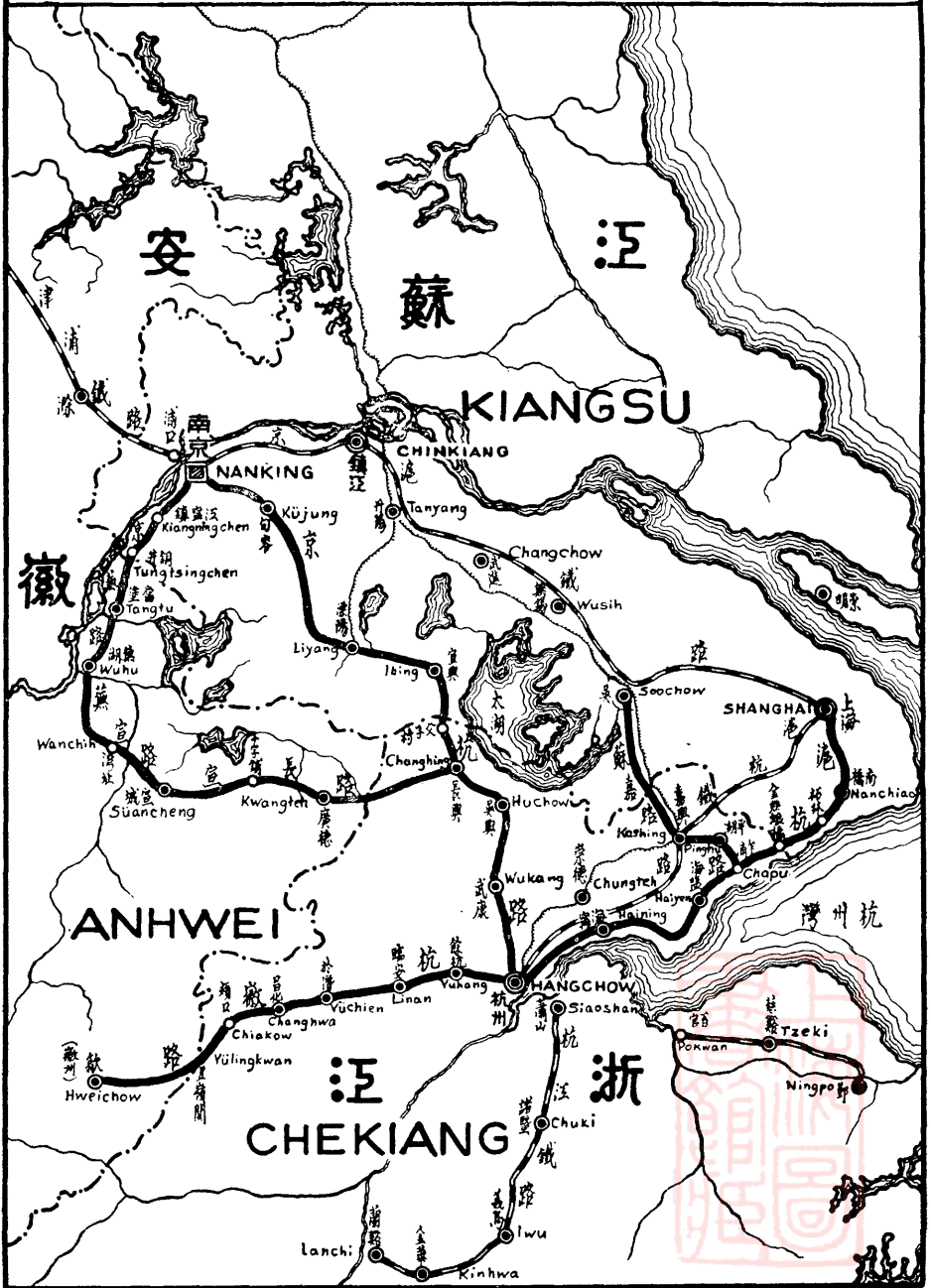
# 杭徽公路路綫圖

## HANGCHOW-HWEICHOW HIGHWAY MAP



# 蘇浙皖三省聯公路路綫圖

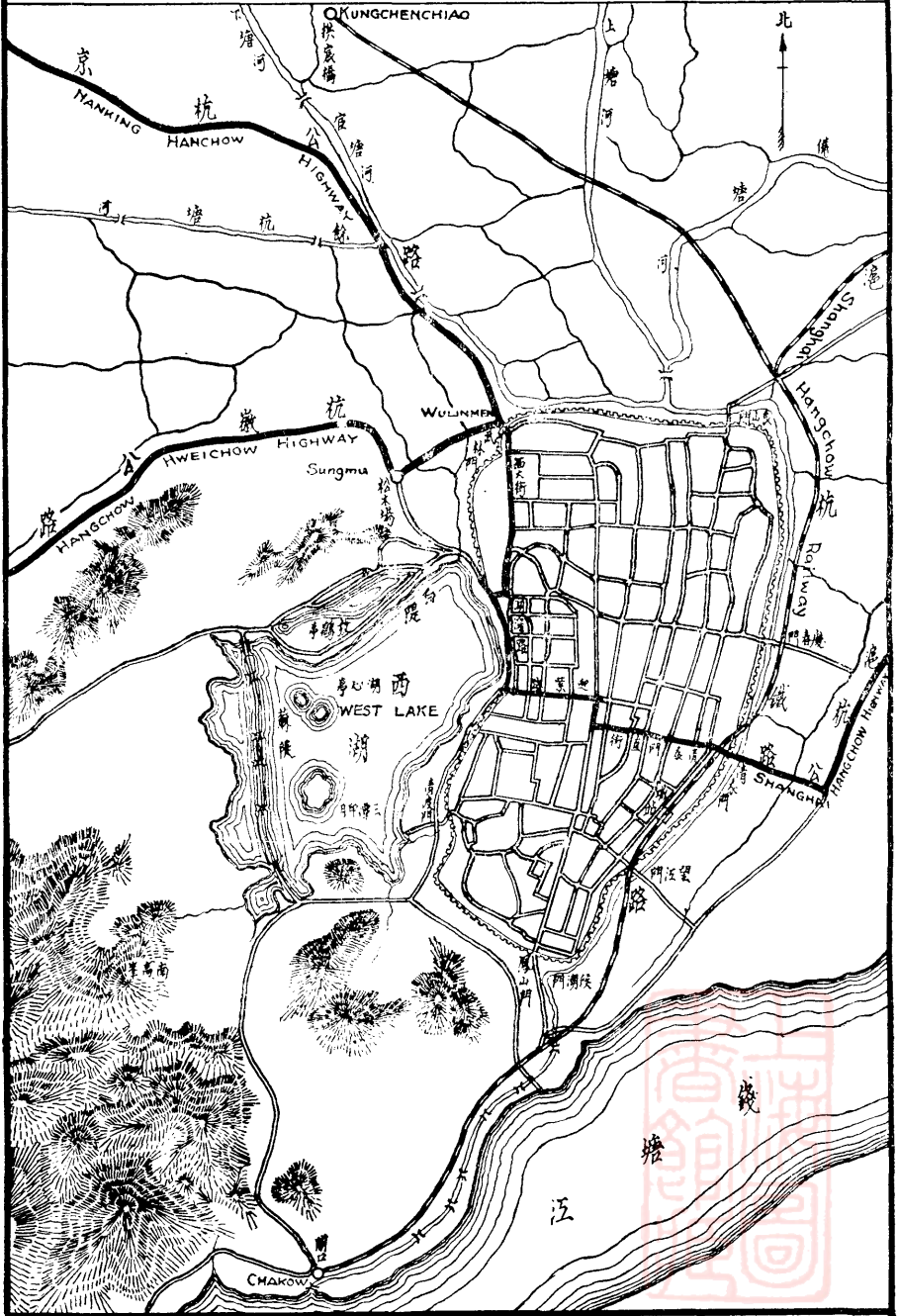
MAP OF INTER-PROVINCIAL HIGHWAYS IN THE THREE PROVINCES OF KIANGSU, CHEKIANG & ANHWEI





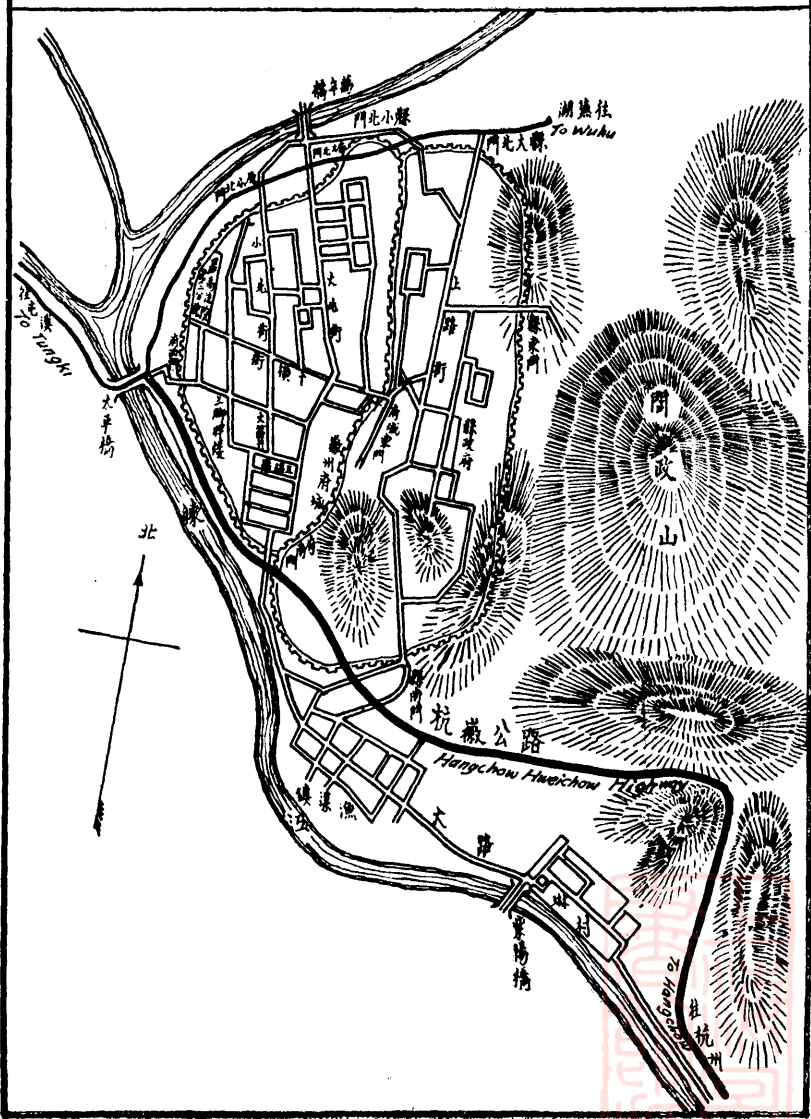
# 杭 州 市 郊 區

## MAP OF HANGCHOW CITY



# 徽州市郊圖

## MAP OF HWEICHOW CITY



# 圖較比線兩嶺越溪沿段嶺竹老路徽杭

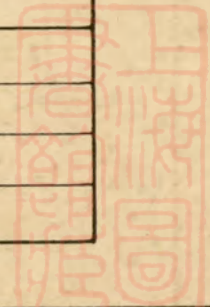
## MAP SHOWING ALTERNATIVE ALIGNMENTS IN THE LAOCHULING SECTION, HANGCHOW-HWEICHOW HIGHWAY



比例尺 = 1:10,000  
SCALE

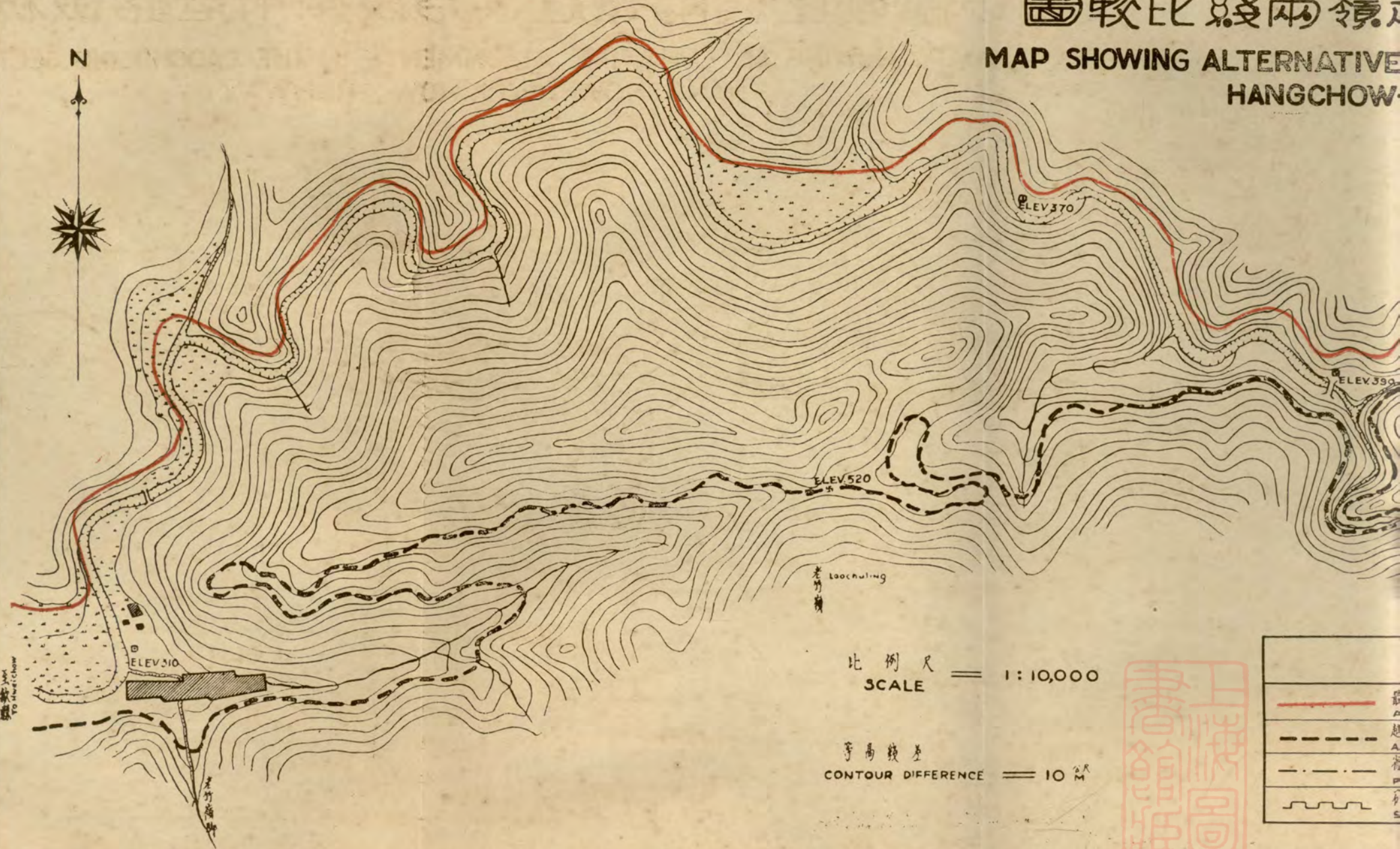
等高線差 = 10 M  
CONTOUR DIFFERENCE

圖 例		LEGEND	
	最後決定之沿溪線 ADOPTED ALIGNMENT		等高線 CONTOUR LINE
	越嶺比較線 ABANDONED ALIGNMENT		稻田 CULTIVATED LAND
	省界 PROVINCIAL BOUNDARY LINE		溪流 CREEK
	石牆 STONE WALL		房屋 BUILDING



圖較比綫兩嶺走

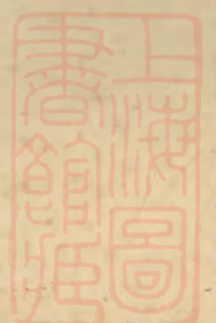
MAP SHOWING ALTERNATIVE  
HANGCHOW



比例尺 = 1:10,000  
SCALE

等高綫差 = 10 M  
CONTOUR DIFFERENCE

	第一
	第二
	第三
	第四



TO Hangchow

# 杭徽路杉樹嶺中鎮

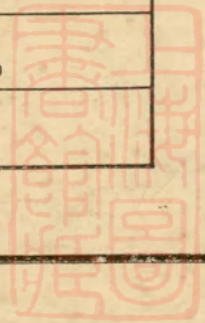
## ALIGNMENTS CHUNG-LING & HWANGTOHLING HIGHWAY



比例尺 = 1:10,000  
SCALE

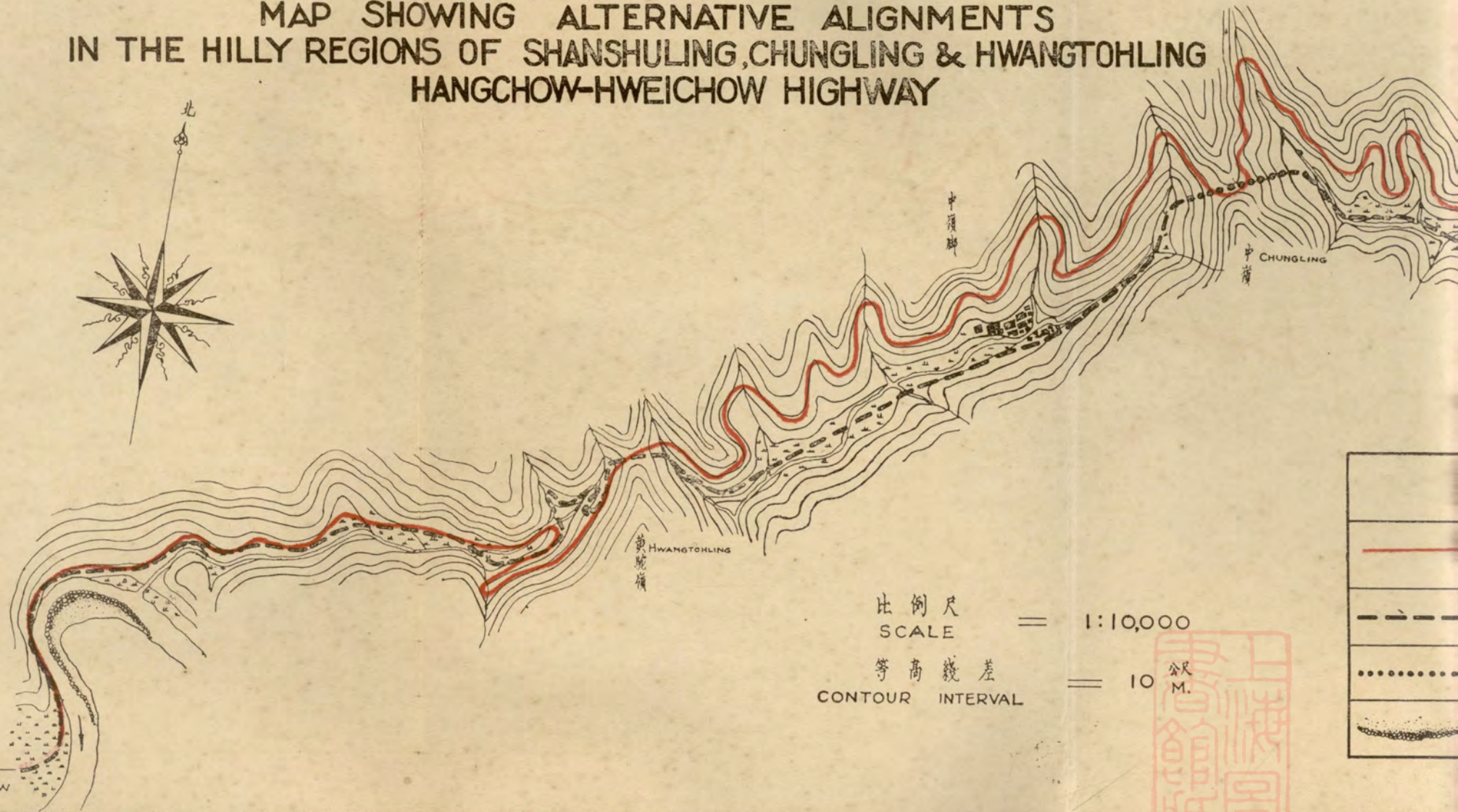
等高綫差 = 10 公尺  
CONTOUR INTERVAL

圖 例		LEGEND	
	決定路綫 ADOPTED ALIGNMENT		等高綫 CONTOUR LINES
	比較路綫 ABANDONED ALIGNMENT		河流 CREEK
	計劃山洞 PROPOSED TUNNEL		稻田 CULTIVATED LAND
	沙灘 SHOAL		房屋 BUILDING

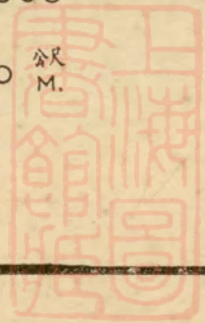
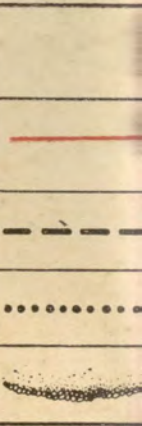


# 圖較比綫路帶一嶺駁黃嶺中嶺樹杉路徽杭

MAP SHOWING ALTERNATIVE ALIGNMENTS  
IN THE HILLY REGIONS OF SHANSHULING, CHUNGLING & HWANGTOHLING  
HANGCHOW-HWEICHOW HIGHWAY



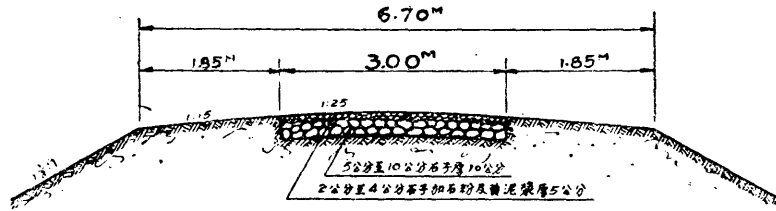
比例尺 = 1:10,000  
SCALE  
等高綫差 = 10 公尺  
CONTOUR INTERVAL = 10 M.



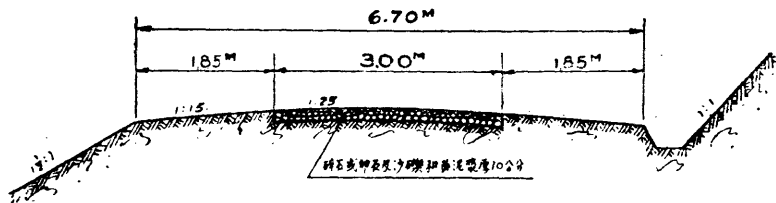
縣徽至  
TO HWEICHOW

# 圖 面 截 面 路 段 折 路 徽 杭

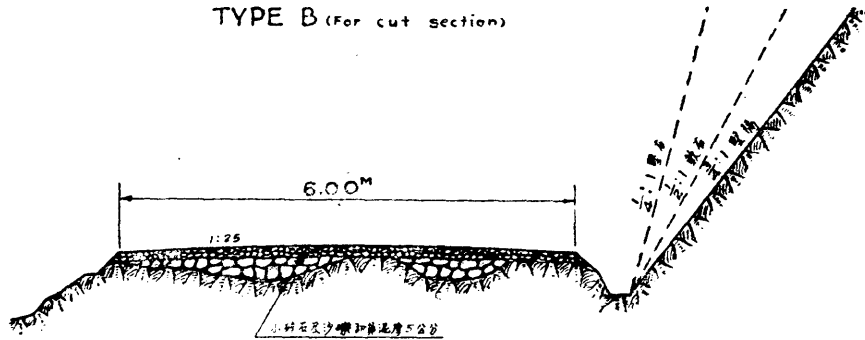
TYPICAL ROAD SECTIONS OF HANGCHOW-HWEICHOW HIGHWAY  
CHEKIANG SECTION



甲 種 路 面 (用於填土處)  
TYPE A (For fill section)



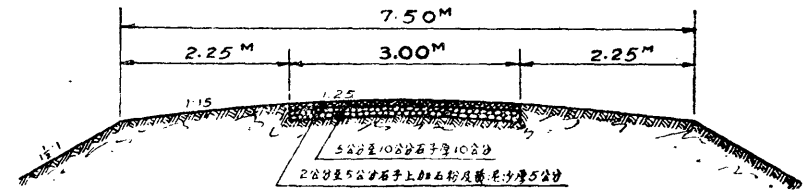
乙 種 路 面 (用於挖土處)  
TYPE B (For cut section)



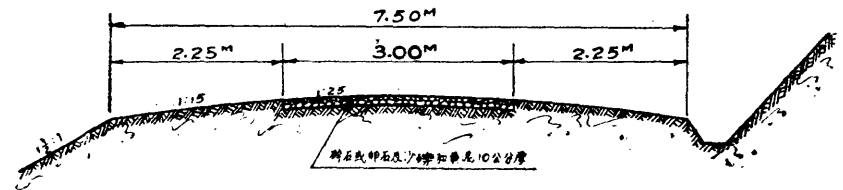
丙 種 路 面 (用於開山處)  
TYPE C (For rock cutting section)

# 圖 面 截 面 路 段 皖 路 徽 杭

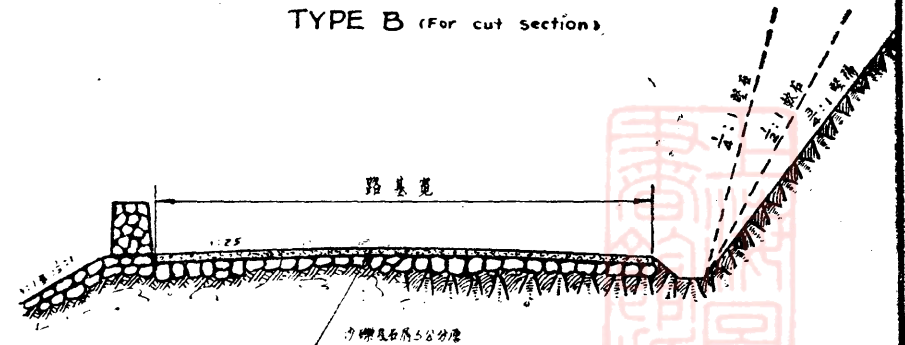
TYPICAL ROAD SECTIONS OF HANGCHOW-HWEICHOW HIGHWAY  
ANHWEI SECTION



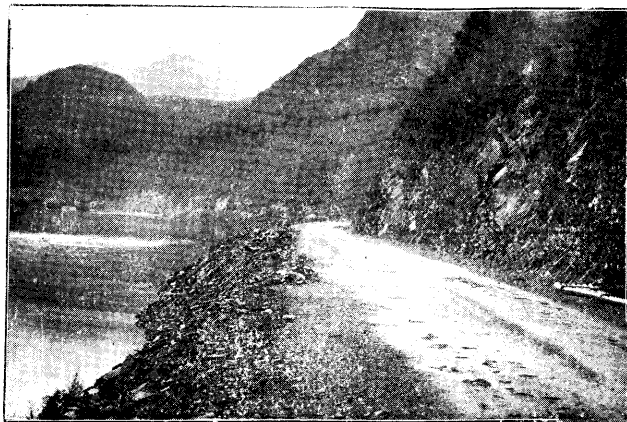
甲 種 路 面 (用於填土處)  
TYPE A (For fill section)



乙 種 路 面 (用於挖土處)  
TYPE B (For cut section)

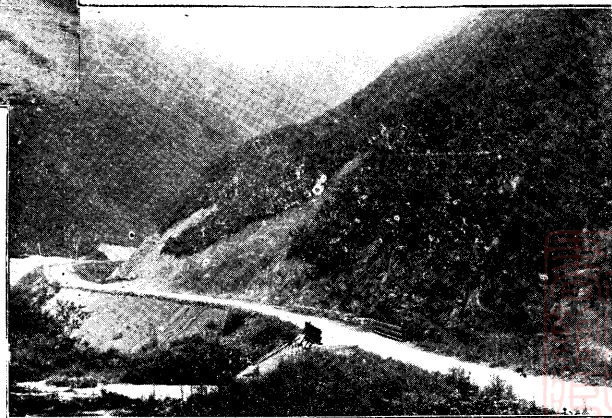


丙 種 路 面 (用於開山處)  
TYPE C (For rock cutting section)



形 貌 嶺 接 昌 下  
標 路 官 段 杭 :

Below—Road along Hillside at  
Chiehkwaling—Chekiang Section.



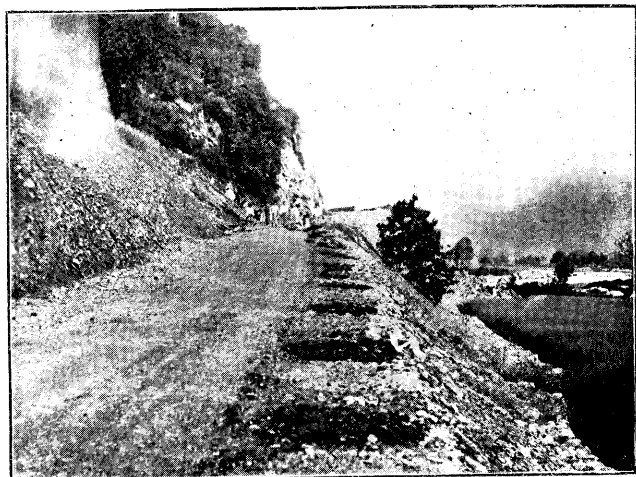
部 之 路 江 上  
一 面 段 浙 :

Above—Part of the Surfaced  
Road—Chekiang Section.



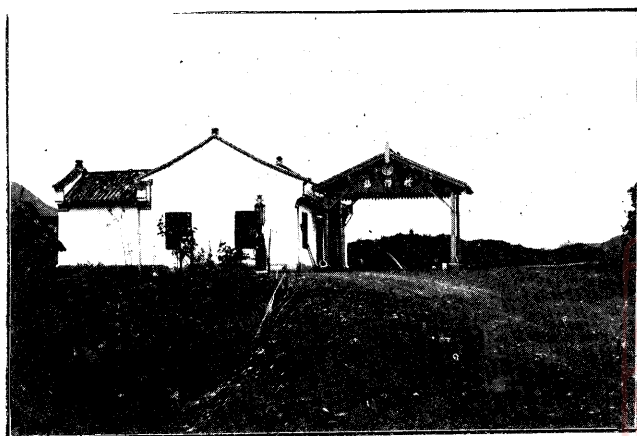


右：  
昌景段  
白石嶺  
開山工  
程  
附近



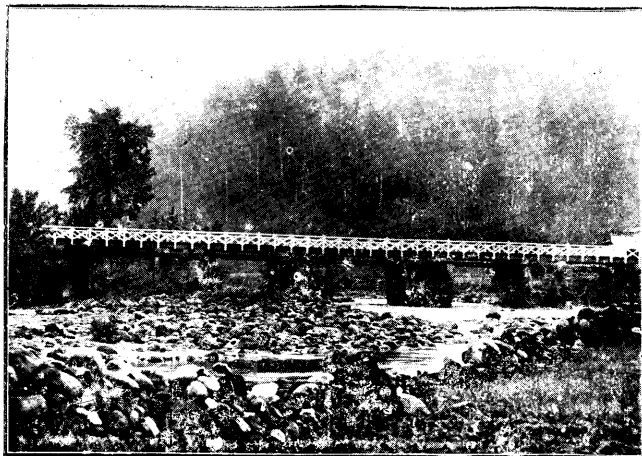
Above—Rock Excavation near  
Chiakow—Chekiang Section.

下：  
於潛車站



Left--Bus  
Station at  
Yuchien--  
Chekiang  
Section.



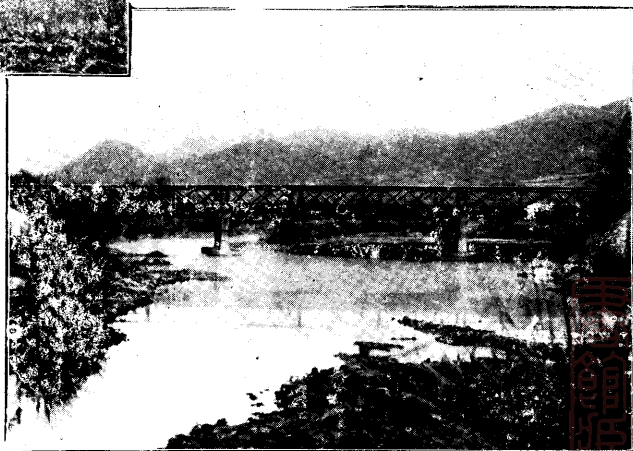


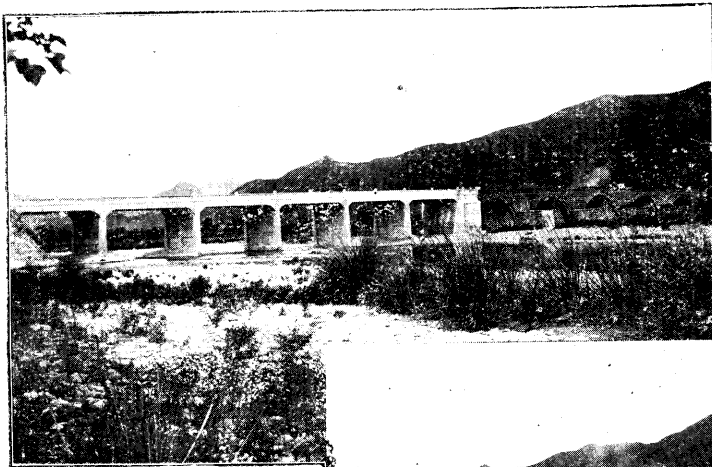
家之鋼工橋套洋昌 下  
橋凌梁字基筒灰段臨：

Below—I-Beam Bridge with Foundation  
of Concrete Caisson—Chekiang Section.

木近莊百昱 上  
橋之附菓段昌：

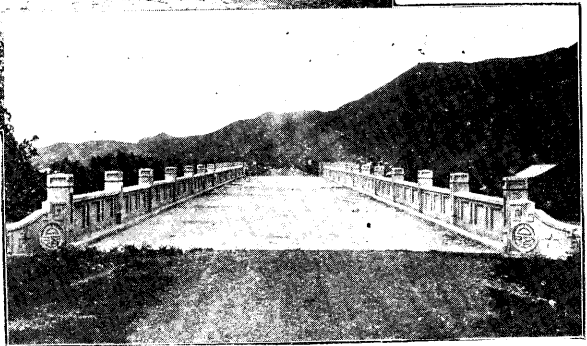
Above—Wooden Bridge near  
Peikuochwang—Chekiang Section.





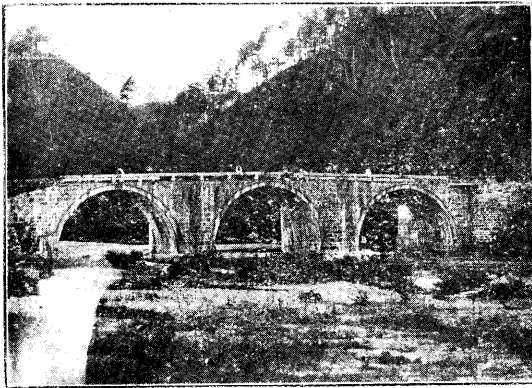
左：  
浙江段内下步  
溪橋之側面

Above: Side View of  
Hsiapulsi Bridge—  
Chekiang Section.



面正之橋溪步下内段江浙：上

Above: Front View of Hsiapulsi  
Bridge—Chekiang Section.



Above—A Remodeled Bridge—Chekiang  
Section.

左：

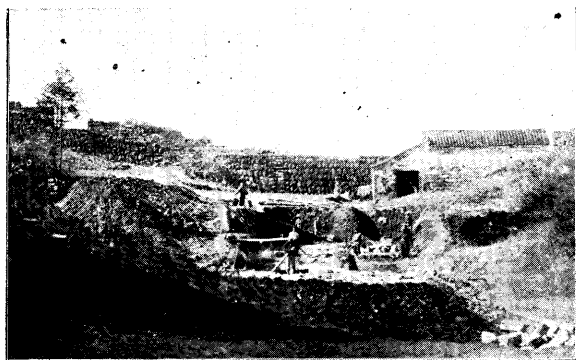
昌  
段  
內  
五  
改  
建  
之  
聖  
橋



右：  
豈嶺關未  
拆除前之  
情形



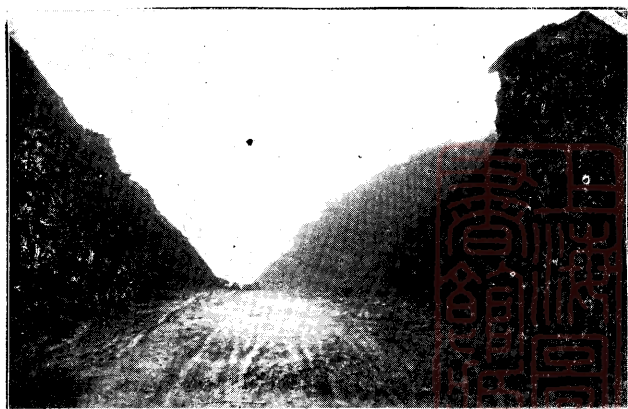
Above—Yulingkwan before Demolishing.



左：  
豈嶺關前  
正在興工  
挖築路基  
情形

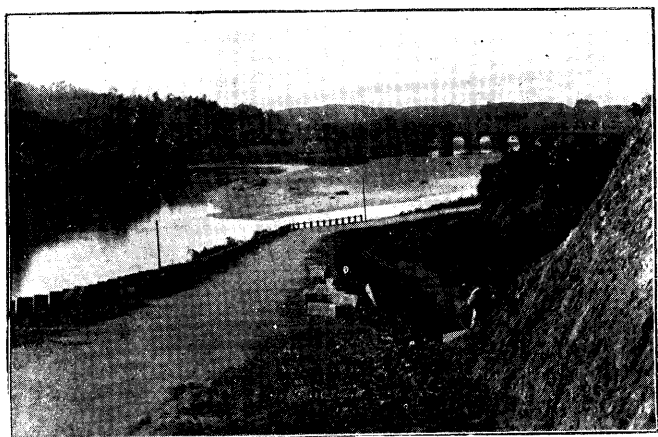
Above—Excavation of Road Bed at Yulingkwan.

右：  
路基完成後  
之豈嶺關遺  
址

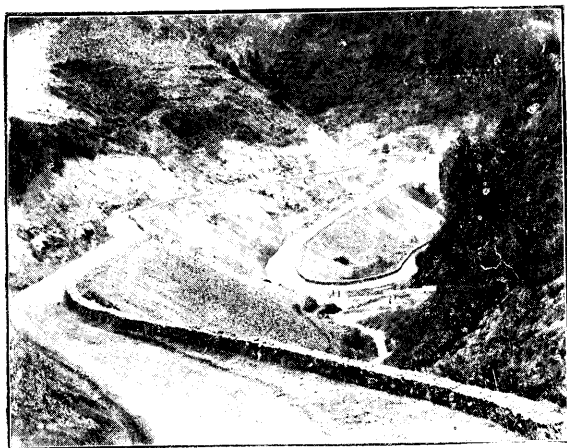


Above—Yulingkwan after Demolishing.

右：  
安徽段路面  
之一部



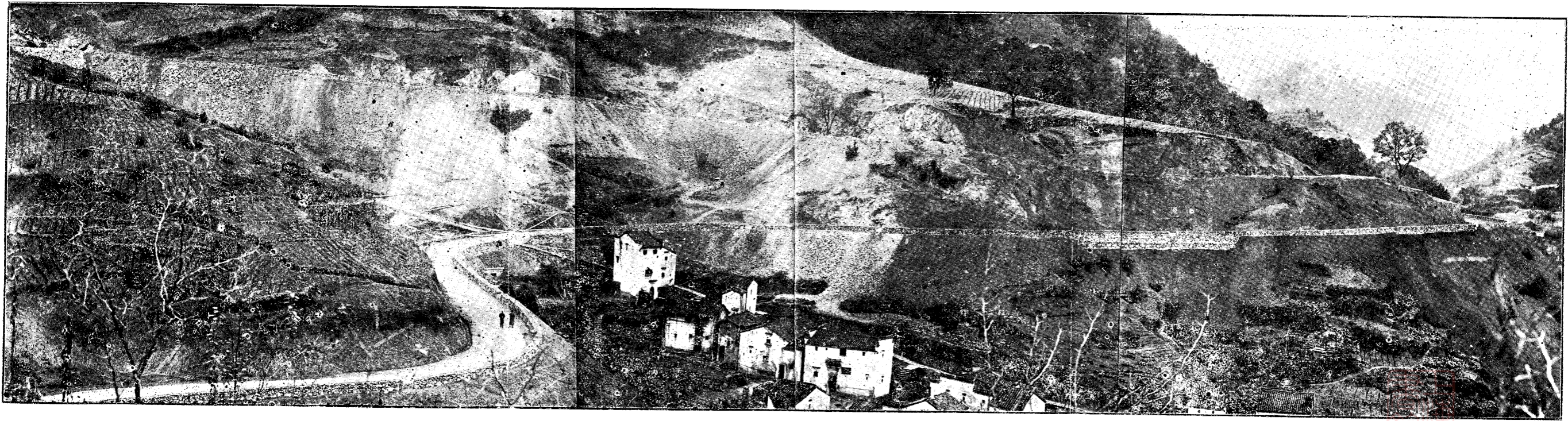
Above—Part of the Surfaced Road—Anhui Section.



Above—One of the loops at Hwangtshing—  
Anhui Section.

左：  
安徽段黃  
驛嶺  
之  
迴旋路線





形情纒路嶺樹杉段霞昱：上

Above--Road along Hillside of Shanshuling--Anhwei Section.



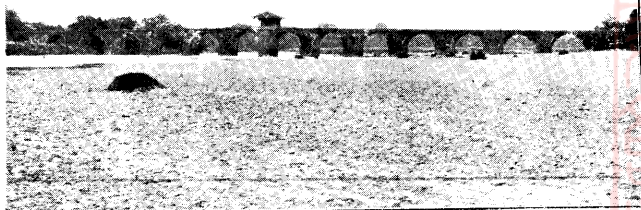


Above—Rock Excavation at Laochuling—  
Anhui Section.

左：  
景霞段老竹  
嶺開山情形

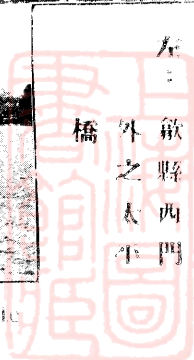
一之洞涵段徽：下

Right—One of the  
Culverts—Anhui  
Section.



Above—Taiping Bridge, Outside of the West Gate  
of Hweichow—Anhui Section.

左：  
歙縣西門  
外之太平橋



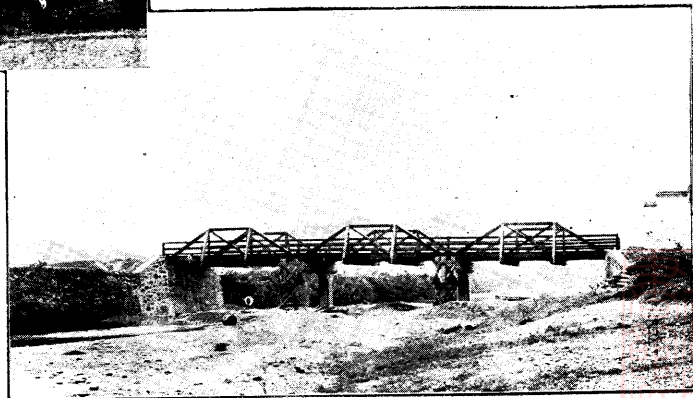


橋岸之霞 下  
河北段 歙：

Below—A Wooden Truss Bridge—  
Anhui Section.

高七口莊霞 上  
橋孔之塢段 景：

Above—A Seven-Span Bridge near  
Chwangwukow—Anhui Section.







左 瓏 瀑  
玲 山 布 :

Left--Water-Fall in  
Linglungshan--Chekiang.

Right--  
Letter En-  
graving on  
High Cliff,  
Linglung-  
shan--  
Chekiang.



左 :

玲 瓏 之 懸 壁  
玲 瓏 山 刻 書

右 瓏 古 之  
玲 山 蹟 :

Right--Monument of Su-Tong Pu,  
Linglungshan--Chekiang.





一 景 山 天 左  
之 風 月 東 :

Left--Scene of  
East Tienmohshan--  
Chekiang.

二 景 山 天 右  
之 風 月 東 :

Right--Another  
Scene of East  
Tienmohshan--  
Chekiang.



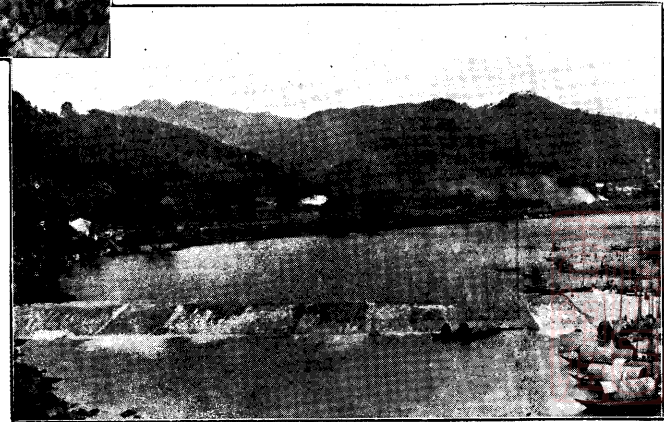


風 梁 縣 左  
景 之 漁 歙 ：

Left—Scene of Yuliang near  
Hweichow—Anhwei.

梁 之 江 縣 右  
壩 漁 中 練 歙 ：

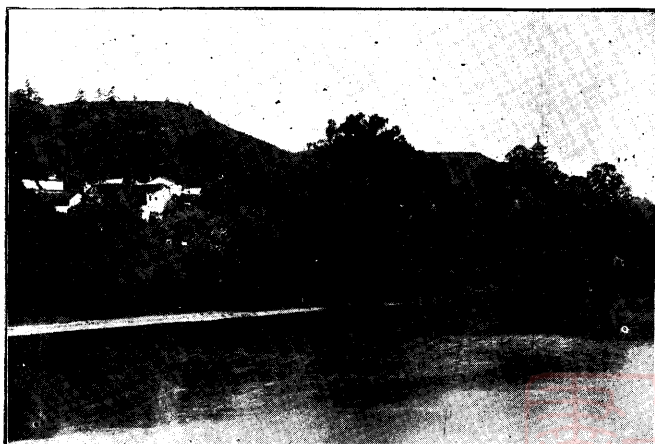
Right—Dyke across Lienkiang near  
Hweichow—Anhwei.





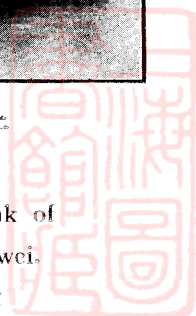
院書陽紫之縣歙：上

Above--Tzeyangshuyuan near Hweichow--Anhui.



灘碎寺如岸江縣 上  
月與意之西練歙：

Above--Temple on the West Bank of  
Lienkiang near Hweichow--Anhui.



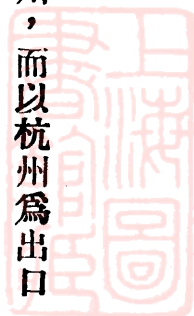
# 杭徽公路通車紀念刊

## 一、引言

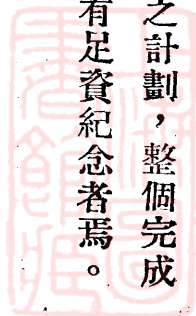
杭徽兩埠，爲浙皖兩省重要城市，皖南物產，多會集於徽州，而以杭州爲出口之樞紐。惟兩地之間，層巒疊嶂，行旅維艱，僅恃一綫河流，以資運輸，交通至不便利。

杭徽公路之建築，卽所以求暢利交通，發展經濟，啓發民智，以實現公路救國之旨者；惟該路沿綫山嶺重疊，工程至爲艱巨；去年四月，由本會及浙皖兩省，通力合作，施工建築，經多次之測勘，始定路綫，經年餘之努力，始告完成，其間足資紀述者極多；固不盡山谷盤旋，風景佳勝，使行旅別饒興趣已也。

溯自本會及蘇浙皖三省建設當局，會同規劃建築三省聯絡公路以來，閱時年餘，先後完成滬杭蘇嘉京蕪宣長等路。今者杭徽公路又踵繼完成，合計途程凡千餘公里，其因是而可以互通汽車之公路，不下二千餘公里；此後環行大江南岸，暢通蘇



浙皖各屬重要鄉鎮城市，交通稱便，固不待言，而三省聯絡公路之計劃，整個完成，使前此各省所築斷續之路，得以聯絡貫通，效用益臻顯著，尤有足資紀念者焉。



## 一、建築經過

杭徽公路，爲本會規劃蘇浙皖三省聯絡公路，最後完成之路，亦爲七省聯絡公路支綫之一。起自杭州武林門，經餘杭臨安於潛昌化昱嶺關霞坑大阜諸地，而達徽州，全路計程二百一十五公里，所經區域，爲浙皖二省，在浙境者長一百五十四公里，在皖境者六十一公里。浙境一段中，杭州至餘杭，及餘杭至臨安兩段，於民國十三年先後由商辦公司修築完成，臨安至昌化一段，於民國十九年由浙省公路局修築完成，其昌化至昱嶺關及皖境一段，計程一百零四公里，自經本會於二十一年春季會同蘇浙皖三省當局，規劃築造三省聯絡公路，將該段列入應築之路綫後，始由浙皖兩省，雙方分段進行，實施工程。本會則隨時撥借基金，並盡督促之責，歷時一載，始告完成。茲將測量及興築經過情形，分述於左：

### 甲、測量

杭徽公路，自昌化至昱嶺關及霞坑至徽州一帶，地勢平坦，施工尙易，惟自昱嶺關至霞坑一段，崇山峻嶺，峯巒蜿蜒。出關約二公里達老竹嶺，八公里磨盤山，

十四公里杉樹嶺，十七公里中嶺，二十公里黃駝嶺，三十公里霞坑。此段選綫困難，故測量路綫乃爲本段之重要工作焉。

自議定浙皖兩省分築後，昌昱段早由浙省測量完竣，比卽開工。昱歙段則經三次施測，始將路綫決定。最初由皖省於二十一年六月派隊測量，以歙縣西門外太平橋爲起點，向東施測。路綫行經霞坑崇村蘇村杞梓里一帶，皆有驛道可循，地勢尙屬平坦，進行較易。再進爲黃駝嶺中嶺而杉樹嶺，則山巒起伏，選綫維艱。因擬在中嶺開闢山洞而過，其他二嶺則擬繞越而行。所定坡度最大乃至百分之九，曲綫半徑最小者僅六公尺，於行車安全，實有未妥，故路綫未能遽爾決定。該測量隊於九月間測至大安橋止，計程五十一公里。同時本會以該段工程艱鉅，限期迫切，乃商同皖省，由會派隊測量昱嶺關至大安橋一段，以期迅速。該隊於二十一年八月初開始自昱嶺關向西施測，至大安橋而與皖隊測綫啣接。惟該段有老竹嶺橫亘其間，可通之路，有越嶺沿溪兩綫，因施測兩綫，以資比較。越嶺綫蜿蜒于山谷之中，開山工程甚大，里程較長，須以山勢爲轉移，其坡度曲綫視距之設計，於行車上均欠妥



善，惟橋涵不多，路基較高，可免山洪衝刷之虞，此其優點。沿溪綫則坡度平易，開山較省，惟橋涵駁岸工程，所費甚鉅，因此路綫問題遷延未決。

當是時，路綫未定，開工期迫，雖經費之範圍有限，而工程之設計，又不得不求其精確，遂不惜拋棄以前之計劃，重行施測。並由兩省會商，昱嶺關至霞坑一段，由浙省代築，以期雙方並進，早觀厥成。此議既定，遂於二十一年十一月由浙省公路局派員組織測量隊，複測路綫。因老竹嶺一段之越嶺綫，坡度曲綫，均難妥善，乃決定沿溪而行，但須避免多次之渡河，俾可減少橋涵駁岸等工程，以期用最經濟之方法，而得最佳之工程。歷時甚久，該段十公里之路綫，數經選測及實地之研究，至斯始定。當即於本年一月九日開工興築，而測量隊遂復前進。（參閱附圖六）

浙省測量隊至三陽坑西行不數里，而杉樹嶺中嶺黃駝嶺諸高峯在焉。選線之困難，與老竹嶺一段相伯仲，路綫亦有沿溪越嶺兩路可行。惟沿溪線里程較長，堅石甚多，工費太鉅，不能採用。原測之越嶺綫，則坡度及曲線又均有未合，原擬開鑿之山洞，費鉅需時，亦覺未妥，遂決定參照皖省原測，另定路綫，務求合於規定之

標準，並以節省經費爲原則。改線測量工作，於本年四月開始，六月中旬完畢。改線部份，共長七公里有半，較原線增長一公里餘。中嶺不鑿山洞，用迴轉法以緩和坡度路線盤繞於三大山谷中旋回而行者凡五次，其他沿山灣道，尙不計焉。然開挖最深處，猶達七公尺有奇，所幸工程設施，尙合標準，費用亦較預計爲廉，自此以西，至于霞坑，地勢平坦，則循原測線以施工焉。（參閱附圖七）

## 乙、興築

### 浙江段

浙段起自杭州，迄于昱嶺關，共長一百五十四公里，杭餘餘臨兩段，係由商辦，其餘由浙省公路局建築，茲分述如下：

杭餘段計長二十八公里，于民國十三年由杭餘省道汽車股份有限公司，以資本二十五萬元建築完成，開始營業，徒以管理不良，路面日就損壞，業務廢弛，旅客嘖有煩言，乃于二十一年冬由浙省公路局組織工程處，墊款代爲修理。嗣以該公司請求收回省辦，乃于二十二年三月一日，由公路局以二十萬元之代價，接收營業。

餘杭至臨安之化龍一段，計程四十四公里，由餘臨省道汽車股份有限公司，以資本三十五萬元于十三年建築完成，開始營業。二十二年昌昱段工程完成通車及杭餘段收回省辦後，乃于八月間由官商雙方議定聯運辦法實行聯運以便行旅。

臨昱段工程，于十七年由浙省公路局成立杭昌路區工程處後，即行先築化龍至昌化一段，民國十九年完成通車。本定續做昌昱段，并已將測量圖表預算造具竣事。嗣以省庫支絀，經費無着，無法進行，遂暫停頓。至二十一年四月蘇浙皖三省聯絡公路計劃經本會核定後，即於次月陸續分段興築，至同年十二月各段先後完成。

### 安徽段

皖段自昱嶺關經三陽坑霞坑大阜而至徽州，（即歙縣）共長六十一公里，分爲昱霞歙霞兩段，同時興築。昱霞段工程艱鉅，兼因皖省路工忙迫，無暇顧及，遂商由浙省代築，于二十二年一月開工，至十一月始底于成。

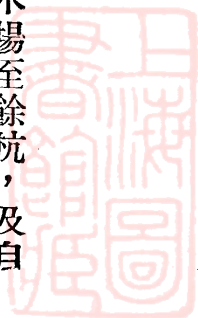
歙霞段起自徽州西門外太平橋，東行經大阜至霞坑，計程三十公里。二十一年六月間，由皖省公路局組隊開始測量，十月測竣。旋組織杭徽路皖段工程處，于本

年三月二日開工建築，至十一月中始告完成。

### 三、工程概況

#### 浙江段

本段自杭州武林門起，至松木場一段，爲市區內道路。自松木場至餘杭，及自餘杭至化龍鎮兩段，係商人承築，早經通車營業。惟路線選擇，頗多不合，坡度灣道，亦有不妥之處。本年三月杭餘一段，收歸省辦，已將路線不良之處，酌予改善。餘杭至化龍一段，雖仍爲商營，亦由浙省公路局促其改良，以期完善。自化龍鎮至昌化一段，係浙省公路局所修築。路基工程，以接官嶺之開山工程爲較鉅，橋梁工程，以於潛之下步溪橋爲最大，此橋係利用舊橋改造，全長達一百六十三公尺，其次爲蝴蝶岸橋凌家橋各長三十三公尺有奇。惟該兩橋所經河牀，均屬卵石沖積層，橋基施工時，極感困難，當大水漲發時，水流急湍，河床變遷，礙及橋基。二十一年春大水時，兩橋均遭沖毀，幾經變更計劃，結果改用洋灰套筒沉放，基礎乃固，其他橋梁則爲石台木面，及石台鋼筋混凝土面兩種。以上所述之各段，皆以前所



完成者也。

自昌化至昱嶺關，乃本會確定三省聯絡公路計劃應築之一段，計長四十三公里，路基寬度爲七公尺，土方約計四十二萬餘公方，石方約六萬公方。開山工程以石壁灣清風嶺等處爲較鉅，最大坡度爲百分之七，曲綫最小半徑二十五公尺。新建橋梁十四座，共長一百零四公尺，其中多爲石台木面，惟八公尺十公尺及十二公尺三種橋梁，多利用杭長杭平兩路剩餘工字鋼梁，利用老橋八座。涵洞共計五十座，均係石砌牆身，鋼筋混凝土蓋板之方渠。水管共一百四十一道，除洋灰管外，並採用美國金山廠之縐紋純鐵管。路面寬三公尺，以沿路石料豐富，土質堅硬，用碎石礫石或沙礫，分段鋪築，工費低廉，行車尙稱安穩。總計全段工程費，共爲二十五萬五千七百餘元，由本會撥借基金計洋八萬一千八百餘元。

### 安徽段

自昱嶺關至霞坑一段，計長三十一公里，係由浙省代築。開山工程數量既鉅，施工尤感困難，如老竹嶺杉樹嶺中嶺黃駝嶺等處，統計開山石方，約十三萬四千餘

公方，土方亦不下二十八萬餘公方，最大坡度爲百分之七，曲綫最小半徑十五公尺，灣道處皆有加寬及超高設備，路基寬度爲七·五公尺，惟於開山較大各段酌量減少，以資節省。又以路綫所經，皆在崇山峻嶺之間，駁岸護欄工程，爲數亦復不少，而本段運輸材料，較之昌昱段，更形困難。橋梁多用石台木面，有工字鋼梁及石拱橋各一座，其木料除少數利用化昌段剩餘洋松外，餘皆就地取材，惟橋涵水管等工程，所需洋灰一項，均賴汽車運輸，頗爲昂貴，祇得代以石灰，以資節省。全段橋梁計十二座，共長一百六十公尺，內新建橋梁八座，改建橋四座，涵洞水管共一百二十二道，式樣爲石拱磚拱石台木面等。路面寬三公尺，爲泥結馬克敦式及沙礫路，視路基情形，酌量增減厚度。全部工程概算爲三十一萬六千元，本會撥借基金約十萬零一千元。

歙霞段計長三十公里，地勢平坦，工程較易。土方計三十五萬五千餘公方，石方約四萬九千餘公方，全段最大坡度爲百分之八，曲綫最小半徑爲二十公尺，尙合標準。橋梁新建者十七座，共長一百三十二公尺，改建者二座，共長七十公尺，除

北岸大橋爲石座，鋼筋混凝土墩，木架橋面，金鷄石橋爲混凝土橋面外，餘均爲石拱，或石座木面橋。大涵洞三十四座，小涵洞四十三座，洋灰水管三十一道。路基寬七公尺半，路面寬三公尺，用碎石及礫石鋪築，曲綫處均有相當之加寬與超高，以利行車。全部工程概算爲十六萬元，本會撥借基金約五萬餘元。

綜計杭徽路自昌化至徽州浙皖兩段，共計一百零四公里。工程全部概算，共爲七十三萬一千餘元，其中由本會借助之築路基金約爲二十三萬四千餘元。

#### 四、沿路設備

(一)交通標誌 本路行經山谷之中，路綫迂回，爲行車安全起見，設置交通標誌，尤爲重要。計分警告指示禁令三種：警告標誌，用以警告前方道路情形。指示標誌，用以指示地名及到達距離等。禁令標誌，用以禁止車輛通行，限制速率載重等。各種標誌式樣及顏色，均照本會規定之標準。

(二)里程碑 自杭州武林門起至浙皖交界之昱嶺關止，由浙省公路局設置，自昱嶺關至歙縣太平橋止，由皖省公路局設置。里程碑之大小樣式，均照本會規定，

並一律以公里計算。

(三) 加油站 加油站 在浙境者，設置於餘杭臨安藻溪於潛四站。皖境之大阜歙縣亦有加油站之設備，以供自備汽車之需。而浙之藻溪並附有修理設備，俾行車機件發生損壞者，得以就地修理。

(四) 路警及長途電話 爲求行旅安全及便利起見，沿途各大站多設有長途電話，以便互通消息，並分段設有團警，專負沿路警衛之責。

(五) 長途汽車 全路除餘杭至化龍一段，爲商辦外，擬全由浙省公路管理局統籌辦理，以利運輸。沿路汽車站，暫用臨時房屋，俟經費充裕時，卽當改建正式車站。

## 五、沿路物產

浙境沿路各處，均有出產，如臨安之茶繭竹炭，於潛之於朮，而東天目山之茶葉筍乾，尤爲遐邇聞名，昌化之核桃木炭香菰，每年輸銷於外縣者，爲數頗多。

皖境沿路所經，山多田少，食糧出產不多，須賴鄰省接濟，其他出產以茶爲大



宗，每年產額約值二百萬元。珠蘭花木竹，產量亦夥，此外上豐之梨，深渡之蜜棗，品質特佳，徽墨歙硯，亦復久著盛名。

## 六、名勝古蹟

### 錢武肅王墓

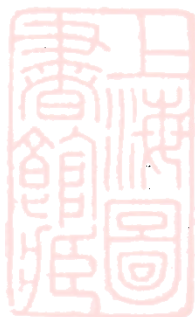
錢武肅王墓，在臨安縣城內東門附近，前爲祠堂，後爲陵墓，有碑誌翁仲之屬，堪資憑弔。

### 玲瓏山

玲瓏山爲臨安縣名山之一，在縣西約六公里，山徑曲折，宋蘇文忠公有九折岩三字題壁，名實洵符。登山遠望，衆山環拱，俯視阡陌，令人心曠神怡。廟前有石刊東坡遺像亭，年久失修，已傾圮矣。

### 東天目山

東天目山，在臨安縣西三十公里，自山麓至山巔，每里一亭，俾資遊人憩息。山之勝蹟有八；曰仙峯遠眺，曰雲海奇觀，曰經台秋風，曰平谿夜月，曰蓮花石座



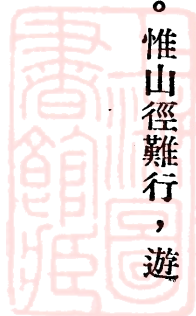
，曰玉劍飛橋，曰懸崖瀑布，曰古殿棲雲。登臨者，輒嘆觀止焉。惟山徑難行，遊人鮮有遍登者。

### 西天目山

西天目山，在於潛縣北約三十公里，其山景之勝，駕東天目山而上之。茲畧述於下：（一）開山老殿，在半山獅子崖左，崖洞幽奇，松石靈怪。（二）昭明峯，在太子菴後，下有洗眼池。（三）翠微崖，在南麓，茂樹修篁，異草靈藥，有亭曰倚翠。（四）陽和峯在寺左，截雲高鑊，冰雪易晞，有崗有菴，同名陽和。（五）天柱峯在山之絕頂，豎二石如柱故名，擊之其聲清越，有天下奇觀四字，登臨遠眺，東如臨安，南如富春，西如宣城，北如吳興，皆歷歷在目，其下金牛鳳凰回龍諸山，悉如蟻封，而烟雲盡出其下，與東天目山之大仙峯遙相對峙，洵奇境也。（六）張公舍在獅子崖西峭壁間，高丈餘，深可五丈，縱二十餘丈，傳爲張道陵舊廬，旁有煉丹池。

### 昱嶺關

昱嶺關爲浙皖兩省交界之處，昔時爲防禦邊圉計，於此疊石爲關，形勢險要，



足資固守。今則因與皖省公路啣接，將關拆除，惟昱嶺關三字石額猶在路旁，令人見之，有今昔防守技術不同之感。

### 太平橋

太平橋，在徽州府城西門外，建於明弘治年間，橫跨練江，凡十六孔，計長二百七十八公尺。東端爲本路終點，與蕪屯路銜接，蕪屯路卽利用此橋，以渡練江，爲皖南有名之建築。

### 太白酒樓

太白酒樓，在太平橋西端，相傳李太白訪許宣平後，曾在此舉杯。

### 如意寺

如意寺，距歙縣城半公里，在練江西岸，危樓一角，遠眺黃山諸峯，隱約可見，俯瞰碎月灘，清波微漾，爽沁心脾。

### 黃山

黃山在歙縣城北五十餘公里，其山水之勝，名聞大江南北。原名黟山，亦名小

華山，有峯三十六，水源亦如之。其衍爲溪者二十四，爲洞者十二，爲巖者八。風景幽奇，較岱岳牯嶺，殆有過之。

### 問政山

問政山一名華屏，距歙縣城約一公里，居民數十家，多藝珠蘭花爲業。翠竹蒼松，幽源曲塢，最爲秀逸。山產竹筍，鮮美絕倫，邑人稱之爲問政筍。

### 紫陽書院

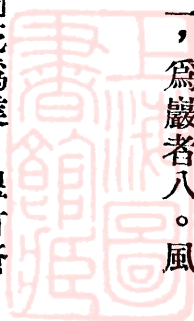
紫陽書院，在歙縣縣署後，清乾隆間徽屬鹽商捐資修建，今爲縣立第一小學。

### 紫陽山

紫陽山在歙縣城南二公里，朱文公父韋齋，曾卜居於此。後文公自閩解組歸田，止此講學，明正德間建有紫陽書院，清咸同間，毀於兵燹，今其遺址僅斷碣殘碑而已。

## 七、行旅須知

杭徽公路共長二百一十五公里，自杭州搭長途汽車以往徽州，行程約需八小時



較諸昔日由錢塘江舟行，需時五六日者，其便利商旅不可同日而語。茲將其要點畧述於次：

(一)旅客至安徽者，可由杭州武林門站，或延齡路湖濱站，乘聯運車至臨安，再改乘臨昱段客車，即可直達皖境。

(二)旅客如係遊覽名勝者，至玲瓏山，則由玲瓏站下車；至東西天目山，由藻溪站下車，再僱肩輿前往。至於膳宿，則寺內均有預備。

(三)旅客由徽州至杭州，可在西門外太平橋搭車。

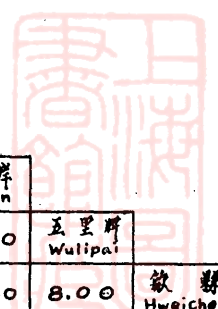


# 杭 徽 公 路 各 站 里 程 表

## HANGCHOW-HWEICHOW HIGHWAY DISTANCE SCHEDULE

各 站 里 程 概 以 公 里 計 算  
All distances in kilometers

林 林 Lienlin	餘 抗 Yuhang	桃 頭 Tiantou	石 亭 Shihing	臨 安 Lingan	冷 墩 Linglung	化 龍 Hwalung	深 溪 Tsaohsi	芥 漚 Yuchien	太 陽 Taiyang	昌 化 Changhua	湯 家 灣 Tangkiawan	烟 口 Chiakow	順 溪 Shunhsi	振 菊 Chenchau	三 陽 坑 Sanyangkang	齊 武 Chiwu	霞 坑 Hsiakang	北 岸 Pehan	五 里 牌 Wulipai	歙 縣 Hweichow
6.98																				
14.87	7.89																			
22.80	15.82	7.93																		
35.80	28.82	20.93	13.00																	
40.10	33.12	25.23	17.30	4.30																
50.81	43.83	35.94	28.01	15.01	10.71															
59.76	52.78	44.89	36.96	23.96	19.66	8.95														
69.96	62.98	55.09	47.16	34.16	29.86	19.15	10.20													
80.62	73.64	65.75	57.82	44.82	40.52	29.81	20.86	10.66												
89.22	82.24	74.35	66.42	53.42	49.12	38.41	29.46	19.26	8.60											
100.91	93.93	86.04	78.11	65.11	60.81	50.10	41.15	30.95	20.29	11.69										
115.35	108.37	100.48	92.55	79.55	75.25	64.54	55.59	45.39	34.73	26.13	14.44									
128.53	121.55	113.66	105.73	92.73	88.43	77.72	68.77	58.57	47.91	39.31	27.62	13.18								
139.40	132.42	124.53	116.60	103.60	99.30	88.59	79.64	69.44	58.78	50.18	38.49	24.05	10.87							
147.83	140.85	132.96	125.03	112.03	107.73	97.02	88.07	77.87	67.21	58.61	46.92	32.48	19.30	8.43						
158.27	151.29	143.40	135.47	122.47	118.17	107.46	98.51	88.31	77.65	69.05	57.36	42.92	29.74	18.87	10.44					
165.83	158.95	151.06	143.13	130.13	125.83	115.12	106.17	95.97	85.31	76.71	65.02	50.58	37.40	26.53	18.10	7.66				
177.63	170.65	162.76	154.83	141.83	137.53	126.82	117.87	107.67	97.01	88.41	76.72	62.28	49.10	38.23	29.80	19.36	11.70			
187.53	180.55	172.66	164.73	151.73	147.43	136.72	127.77	117.57	106.91	98.31	86.62	72.18	59.00	48.13	39.70	29.26	21.60	9.90		
195.53	188.55	180.66	172.73	159.73	155.43	144.72	135.77	125.57	114.91	106.31	94.62	80.18	67.00	56.13	47.70	37.26	28.60	17.90	8.00	







COMMEMORATION ISSUE

THE HANGCHOW-HWEICHOW  
HIGHWAY

Upon the Occasion of Its Opening to Traffic

上海图书馆藏书



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BUREAU OF PUBLIC ROADS  
NATIONAL ECONOMIC COUNCIL  
NANKING, CHINA  
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# THE HANGCHOW-HWEICHOW HIGHWAY.

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# THE COMMEMORATION ISSUE OF THE HANGCHOW-HWEICHOW HIGHWAY

## I. INTRODUCTION

Hangchow and Hweichow are important commercial cities in the Provinces of Chekiang and Anhwei. At Hweichow are concentrated all native products of southern Anhwei for shipment to Hangchow which is an outlet to the other parts of China. In spite of the close relations between these two cities, transportation along this region has been extremely difficult and greatly handicapped by mountainous barriers. The only means of transportation available heretofore has been by water.

With the idea of overcoming the transportation difficulties between these two cities and of making Hweichow easily accessible to the rest of China, the Hangchow-Hweichow Highway was projected. In the carrying out of the project, many engineering difficulties have been encountered especially in the hilly regions. Now that the road is completed and open to traffic, acknowledgment must be made to the Chekiang and Anhwei provincial authorities who have collaborated with N. E. C. in the construction of the most difficult and at the same time the most important highway in eastern China.

With the joint efforts of the Kiangsu, Chekiang and Anhwei Reconstruction Bureaux, the National Economic Council has in one year's time completed four highways, namely, the Shanghai-Hangchow, Nanking-Wuhu, Soochow-Kashing, and Hsuenchen-Changshing Highways. The completion of the Hangchow-Hweichow Highway adds another two hundred kilometers to the network of our highway development, and links with other lines which go through the important cities of the south of the Yangtze River, and fulfills our long-cherished project of the inter-provincial traffic between the three provinces of Kiangsu, Chekiang and Anhwei.

## II. A Brief Account of the Project

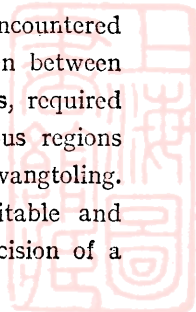
The new Hangchow-Hweichow Highway marks the completion of a system of inter-provincial highways in the three provinces of Kiangsu, Chekiang and Anhwei. Serving also as one of the important branch roads in the Seven-province Highway Project, the present line covers a distance of 215 kilometers, starting from Hanchow passing through Yuhang, Lingan, Yuchien, Changhwa, Yulingkwan, Hsiakeng and Tapu and terminating at Hweichow. It runs across the two adjoining provinces of Chekiang and Anhwei, 154 kilometers in the Chekiang side and 61 kilometers in the Anhwei side. The section between Hangchow and Lingan of Chekiang was constructed by private companies in 1923 and that between Lingan and Changhwa by the Highway Administration of Chekiang in 1929. No attempt was, however, made either by Chekiang or Anhwei to construct the Changhwa-Hweichow section, 104 kilometers long, because of its costliness and engineering difficulties.

When the Council carried out the Three-province Highway Project in spring, 1932, this section was considered as one of the most urgent lines in the project. The Chekiang and Anhwei authorities endorsed this view and agreed to undertake the construction of this line in the following autumn. After a year of strenuous work, the road was finally completed.

The following paragraphs will explain the project in detail.

### A. The Surveying

The section between Changhwa and Yulingkwan encountered practically no constructional difficulties, but the section between Yulingkwan and Hsiakeng, a distance of 31 kilometers, required huge engineering work, especially in the mountainous regions around Louchuling, Shanshuling, Chungling and Hwangtoling. Several surveys had been made for locating a suitable and economical alignment along these peaks but no decision of a



route was reached. In order to expedite the work, the Council despatched surveyors to assist in the surveying work between Yulingkwan and Taian Bridge, (Louchuling Section), a distance of 10 kilometers, and the remaining surveying work was left to the Anhwei authorities. There were two possible routes to be taken between Yulingkwan and Taian Bridge, one along the creeks and the other through the peaks. The first route had the advantages of better alignment and easy grade but it would require the construction of numerous retaining walls along creeks and bridges and thus incur more expenses. According to the second route, there would be many steep grades, sharp curves and deep excavation, which would not only involve high construction expenses but also endanger motor traffic. At this stage, the choice of the route presented a very acute problem.

The topography around the Shanshuling, Chungling and Hwangtoling appeared to be as bad as what existed in the aforesaid section. Surveying in this region was equally difficult. A decision as to the most suitable alignment could not be reached. In face of these difficulties and also of the limited time and finances at their disposal, the authorities concerned finally came to the conclusion that the section between Yulingkwan and Hsiakeng, a distance of 31 kilometers, was to be constructed by Chekiang Province in order to expedite an early completion. The line, originally planned to pass along the creeks of the Louchuling section, was chosen but with some changes in order to eliminate crossings of the creek so as to reduce the expenses of constructing retaining walls and bridges. The final survey was made in November, 1932. The route in the Louchuling section being agreed upon, construction was started in January, 1933. (See map 6)

In surveying the line along the three towering peaks of the Shanshuling, Chungling and Hwangtoling, it was found necessary to make some alterations in the original alignment. The tunnel through the Chungling as previously planned could be abandoned. In the place of the tunnel, a line from Sanyankeng to wind around

these three peaks was constructed in order to reduce the grade and lower the cost. Beyond these regions, topography was favorable and less difficulties were encountered. Construction was started simultaneously at both sections by the two provinces. (See map 7)

## B. The Construction

**Chekiang Section** - Length: 154 kilometers. Route: From Hangchow to Yulingkwan. The section between Hangchow and Yuhang, 28 kilometers in length, was built at a cost of \$250,000 by the Hang-Yu Motor Bus Company in 1933. Due to poor management, the road was in a very bad condition and was later purchased by the Highway Administration of Chekiang in May, 1932 at a cost of \$200,000. The section between Yuhang and Lingan was constructed in 1923 by another private company at a cost of \$350,000. This section is still under the management of that company and arrangement was made to provide through traffic between Hangchow and the border of Chekiang and Anhwei Provinces.

The construction work of the section between Lingan and Changhwa was started by the engineering office of the Chekiang Highway Administration in 1928 and completed two years later. On account of financial stringency, the construction of Changhwa and Yulingkwan section with a length of 43 kilometers was suspended. In spring of 1932, when the Inter-provincial Highway Project was carried out by the Council, the work on the Changhwa-Yulingkwan section was resumed and subsequently completed in December, 1932.

**Anhwei Section** - Length: 61 kilometers. Route: From Hweichow to Yulingkwan on the Chekiang-Anhwei border. For construction purposes, the Anhwei section was divided into two parts, namely the Yulingkwan-Hsiakeng section and the Hsiakeng-Hweichow section. At the request of the Anhwei authorities, the Chekiang Highway Administration undertook the construction of

the Yulingkwan-Hsiakeng section in January and completed it in November, 1933.

The Hsiakeng-Hweichow section, 30 kilometers in length, begins at the Taiping Bridge, West Gate of Hweichow and terminates at Hsiakeng. The survey was conducted by the Anhwei Highway Bureau in June, 1932 and completed in October of the same year. An engineering office was created to undertake the construction work in the beginning of 1933. The work was actually started in March and finished in the middle of November, 1933.



### III. Description of The Construction

**The Chekiang Section.** The section from Wulingmen to Sungmu is the municipal road. From Sungmu to Yuhang and thence to Hwalung, the construction was first undertaken by private companies, but owing to their inadequate planning and work, the Hang-Yu section was taken over by the Chekiang Provincial Government in March of this year. Since then much improvement was made. The Yuhang-Hwalung section, although operated by private ownership, has received due attention of the Chekiang Government. The Hwalung-Changhwa section required extensive excavation at Chekwangling and expensive bridge construction beyond Yuchien. The new bridge named Poochih (crossing the creek) was remodeled from the existing one, the entire length being 163 meters. Along the highway there are other bridges, namely, the Hutih Bridge and the Ling-Chia Bridge, each being 33 meters long. Owing to high current of the creek, these bridges were built with much difficulty and during the flood of 1932 they were badly damaged. After repeated repairs, it was decided to use concrete caisson in order to secure stronger foundation on the riverbed. The construction of the other bridges consisted of two kinds, (1) sub-structure of stone masonry abutment and super-structure of timber and (2) sub-structure of the same material and super-structure of reinforced concrete.

The construction of the Changhwa-Yulingkwan section was started after the Council's approval of the Three Province Inter-Provincial Highway Project. In this section which is 43 kilometers long there is a roadbed of 7 meters wide, with 420,000 cubic-meters of earthwork and 60,000 cubic meters of rock-cutting. This section has a maximum grade of 7% and minimum radius of curvature of 25 meters, which are within the Council's specifications. Deep rock excavation was encountered near the Shihpei Cliff and the Tsingfengling. There are 14 new bridges with a



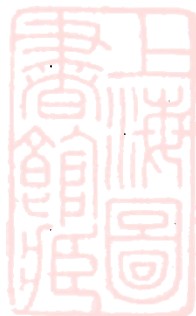
total length of 104 meters, built mostly on stone abutment and of timber floors. For these bridges having a span of 8, 10, or 12 meters, steel I-beams were used. There are 50 box culverts built of reinforced concrete with walls of stone masonry and 141 pipe culverts built of either concrete or Armco corrugated iron. The road has a pavement of 3 meters wide. Broken stone and gravel were freely utilized for surface construction so as to secure maximum durability at minimum cost. The whole Chekiang section was built at an estimated cost of \$255,700 of which \$81,800 was loaned by the Council from its Road Fund.

**The Anhwei Section:** The section between Yulingkwan and Hsiakeng, 31 kilometers in length, was the most difficult portion of construction of the Hangchow-Hweichow Highway. It was undertaken by the Chekiang Highway Administration. The rock excavation constituted the greater part of the work around the mountain regions of the Louchuling, Shanshuling, Chungling and Hwangtoling. The stone excavation and earthwork amount to 134,000 and 280,000 cubic meters respectively. The maximum grade of this section is 7% and the minimum radius of curvature is 15 meters. Widening and super-elevation along curves were provided for safety. The roadbed has a width of 7.5 meters in those sections where heavy rock-cutting was involved. The width was accordingly reduced in order to cut down the expenditure. The topography in these regions also demanded a great amount of work in building stone retaining walls to protect the embankments and in installing guard rails. The transportation of materials for construction was more difficult than in Chang-Yu section of Chekiang. The bridges were mostly built with stone abutment and timber floors. There are, however, one steel I-beam bridge and one stone-arch bridge. Local timbers were utilized to the fullest extent for bridge construction, except in a few cases where the Oregon pine, left over from constructing bridges in the Hwa-Chang section, was used. In view of the heavy expenses to be incurred from the transportation of cement to this section for the

construction of culverts and bridges, lime was used. The whole section has 12 bridges, 8 of which were built and 4 remodeled and also 122 culverts and pipes of difference kinds. The road was paved 3 meters wide either of broken-stone or of gravel, the thickness of which varied according to the existing conditions of the soil. The cost of the road was estimated at \$316,000 of which about \$101,000 was loaned from the Council.

The Hweichow-Hsiakeng section is 30 kilometers in length. The topography was very favorable for construction, the grade and curvature being built in accordance with the standard set by the Council. There were 355,000 cubic meters of earthwork and 49,000 cubic meters of rock excavation. A total length of 132 meters of new bridges and 70 meters of remodeled bridges were constructed, most of them being stone-arch and timber-truss bridges, except one which was made of timber floor, stone masonry abutments and reinforced-concrete piers. There were 77 culverts and 31 pipes. The width of the roadbed was 7.5 meters, with a 3-meter pavement of broken-stone or gravel. The cost of the section was estimated at \$160,000 of which about \$50,000 was the loan from the Council.

The total cost for the construction of the whole section, from Changhwa to Hweichow which is 104 kilometers long was estimated at about \$731,700 of which a loan of \$234,000 was made from the Road Fund of the Council.



## IV Highway Equipment

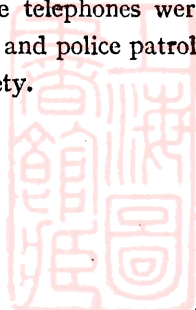
1. Traffic Signs: In order to prevent accidents in the mountainous regions, traffic signs for warning, direction and prohibition were installed. Warning signs serve to indicate dangerous sections of the road at necessary distances; direction signs to indicate names of towns and their respective distances; and the prohibition signs to regulate the driving of motor vehicles at high speed, the place of parking, and the use of the road by heavy trucks. The design and color of these signs were regulated according to the standards set by the National Economic Council.

2. Milestones: The signs from Wulingmen at Hangchow to Yulingkwan were installed by the Highway Administration of Chekiang and those from Yulingkwan to the Taiping Bridge at Hweichow, by the Highway Department of Anhwei. The design and size of these milestones were standardized by the Council and the mileage is shown in terms of kilometers.

3. Gasoline Stations: In the Chekiang section, the gasoline service is attached to the Yu-Hang, Ling-An and Yu-Chien stations, while in Anhwei section, to the Tapu and Hweichow stations. In Chao-Chih of Chekiang, repair service can be obtained.

4. Buses: Except the Yu-Ling section which is run by the private company, the bus service of the whole line is operated and administered by the Bus Section of the Chekiang Highway Administration.

5. Police Patrol and Long Distance Telephone: For the convenience and safety of passengers, long distance telephones were installed at several large stations along the road and police patrols were organized to regulate traffic and insure safety.



## V Commercial Survey

Tea, silk-cocoons, bamboo and charcoal in Lingan, "yushih" for medical purpose in Yuchien, tea and preserved bamboo shoots in East Tienmohshan and peaches, charcoal and sweet mellons in Changhwa are all noted products in Chekiang Province.

Owing to the mountainous regions in Anhwei, foodstuff is scarcely raised. The main product is tea which yields an annual production to the amount of \$2,000,000. Other noted products include flowers, bamboo and lumber. Moreover, pears from Shangfung, preserved figs from Shengling, and Chinese ink equipment from Hweichow are among the famous native products of China.



## VI Places of Interest

The Tomb of King Chien-Wu-Su is located near the east gate and outside the city of Lingan. The King's Memorial Hall stands at the front part of the estate with monuments inscribed with characters here and there to eulogize his achievements. Stone images of the King's guards are seen in front of the tomb.

Linglung Mountain, located about 5 km. west of the city is one of the famous mountains in Lingan. Curved mountain-paths lead to the top and command a beautiful scenery. Looking down from the top, one can enjoy a panoramic view of the city.

East Tienmohshan (East Tienmoh Mountain), located 30 km. west of Lingan, commands a charming view especially when one stands at the Fairy Peak at a Distance, the Bridge of the Flying Jade Sword, Waterfalls on the Dangling Cliff and the Old Temple Amongst the Cloud.

West Tienmohshan (West Tienmoh Mountain): Located 25 km. north of the City, the mountain is noted not only for its scenery but also the recorded events in connection with the monastery. The monastery has been handed down like an emperor's throne, from one generation to the other until it reaches, at present, the 45th generation. The sceneries at the Old Temple of Kwanshan, Chaoming Peak, the Jade Cliff, the Tienchu Peak, (Pillar of the Heaven) and the Honorable Chang's Hut are especially fascinating.

Yulingkwan (Yuling Gate): Situated on the border between Chekiang and Anhwei, the Yulingkwan was originally built for the protection of the city. The present highway construction demanded the removal of the gate but the characters engraved on the stone tablet denoting the name, "Yu Ling Kwan", can still be found at the road side.

Hwangshan: Situated about 50 kilometers north of Hweichow. The mountain is noted for its scenery. Places of interest include 36 peaks and valleys, 24 creeks, 12 caves and 8 cliffs which will

probably make Hwanshan more popular than Taishan and Kuling so far as scenery is concerned.

Tai ping Chiao (The Peace Bridge): Situated outside of the West City Gate of Hweichow, the bridge 278 meters in length across the Lien River, was built during the Ming Dynasty. At the east end where this Highway terminates, it connects the Wu-Teng Road. The bridge is one of the well-known architectural achievements of the southern Anhwei.

The Drinking Place of Li Tai-Pei: The famous poet was quoted as having his rendezvous at the west of the Peach Bridge.

Shu Yih Temple is located about half of a kilometer west of the Lien River. From the temple one can enjoy the sight of numerous mountain peaks at a distance.

Wen Ching Mountain: Another name of this mountain is Hwa Ping, (the Beautiful Screen). It is located about one kilometer from Hweichow. A handful of mountaineers constitute the population.

Chih Yang School Building: Built by the salt merchants during the Ching Dynasty the building is at present occupied by the First Elementary School of the Hsien.

Chih Yang Mountain: Two kilometers south of Hweichow is the mountain in which the Honorable Chu Wen Kung, the noted scholar of the Sung Dynasty, lived there after his retirement.



## VII Information to Tourists


The Hangchow-Hweichow Highway is 215 kilometers long. It requires approximately eight hours to travel on buses between the termini.


1. For all points in Anhwei, travellers may board the bus at the Wulingmen station, Hangchow or at the Huping (Lakeside) station on Yienling Road to Lingan and there transfer to another bus for Anhwei Province.
2. For the places of interest, travellers visiting the Linglung Mountain may leave the bus at the Linglung Station or those visiting the East and West Tienmohshan (Tienmoh Mountains), may leave the bus at the Chaochih Station and there proceed to the destinations on sedan-chairs. Rooms and meals can be obtained at reasonable rates in the temples.
3. To return from Hweichow to Hangchow, travellers may board the bus at Taiping Bridge (the Peace Bridge), outside of the West Gate in Hweichow, Anhwei.



00303

COMMEMORATION ISSUE

THE  HOW-HWEICHOW  
HIGHWAY

Upon the  of Its Opening to Traffic

BUP PUBLIC ROADS  
NATIONAL ECONOMIC COUNCIL  
NANKING, CHINA

November, 1933

