M.R.O. 1—77,006—8-6-37.

(1) Number of pages 14

(2) Date of repair 27-8-42

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1300 Press / Mis.

15-5-31.

Dated 9-6- 1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 9th June 1862.

No. 168. Read the following letter from Lieutenant-Colonel S. O. E. LUDLOW, Deputy Chief Engineer, Northern Circle, to Lieutenant-Colonel W. H. HORSLEY, Secretary to Government, Public Works Department, dated Chepauk, 21st May 1862, No. 310/K 56:—

SIR,

1 Letter from District Engineer, Kurnool, No. 40, dated 13th May 1862.

1. I have the honor to forward for the information of Government the further report promised by Captain Beatty (vide my No. 303, dated 14th instant) on the accident at the Kundéru bridge, after a personal examination of the scene of the accident.

2. The storm and fresh which caused the disaster seem to have been not only unseasonable but of an unusually severe character, and such being the case it would not appear that any blame attaches to the Officers who were conducting the work.

3. The District Engineer estimates the probable additional outlay that will result from the accident at 3,000 Rupees, but he will be called upon for an exact estimate of it for submission to Government.

4. From paragraph 5 it appears that the piers were not (as previously reported) of inferior materials and workmanship, their superficial appearance having apparently given rise at first to a contrary supposition.

No. 169. ORDER THEREON, 9th June 1862, No. 1,300.

1. The Government will await the receipt of the estimate promised in paragraph 3 of this letter for repairing the damages recently sustained by the Kundéru bridge in the Kurnool District.

2. From the information before them the Government observe that no blame attaches to the Officer in charge of the work.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

№ 40 of 1862-63

District Engineer's Office
Kurnool 13th May 1863.

From

Captain J. Beatty
A.D. District Engineer of Kurnool

To

Lieutenant Colonel J. Buchanterlony
Deputy Chief Engineer Northern Circle
Cuddapah

Sir,

In continuation of my letter № 28 of 8th May 1862, I have the honor to report further particulars regarding the accident at the Hundeeru Bridge, the site of which I examined on the 10th instant, as closely as the fallen mass of materials, not yet cleared away, would admit.

2 The accident occurred during a violent storm of rain, accompanied by the loudest thunder and most vivid lightning. This storm extended at much about the same time, with more or less intensity, early on the morning of the 5th instant, from the north western side of

of the District to the Kallah-Kallahs, and along the whole course of the Kundéru and its tributaries. At Kurnool it did some trifling damage, I understood, to the Kindry aqueduct; on the Nandikanama Ghat, it completely destroyed some 30,000 sun-burnt bricks; and the large tank of Nundial received a considerable supply. Mr. Paynter who was near the site of the Bridge at the time observed the thermo-meter fall nearly twenty degrees, and the river rose nine feet in an hour and a half.

3 The result of Mr. Paynter's enquiries of the inhabitants of the place quite con-firmed what they had previously led me to believe that the occurrence of a high fresh so early in the season was quite unprecedented, and that I had every reason to consider myself as running no risk in carrying on the work till the middle

middle of May. The Tahsildar of Nundial also, of whom I enquired on the 10th, told me that there was no doubt so high a fresh had not occurred at any period of the season during the last twelve years.

4 Mr. Paynter also feels certain that under ordinary circumstances he would have completed the arrangement for bringing the archwork to a standstill by the 15th to 20th at latest and securing it from danger, as I had agreed on with him.

5 The extent of the damage done is very much as I represented it in my last. Three completed and two incomplete en-arches fell, and this occurred by their lateral spread forcing three of the piers out of their natural perpendicular position on the fall of the two centrings. The piers have not been at all shattered, indeed not a crack was to be seen. The

cracks

cracks which occurred when they were thrust out of the perpendicular are near the foundation; I was prevented re examining them by the debris of the fallen arches and centrings not having yet been cleared away. In fact the whole matter ipued quite in accordance with the theory of bridge building, and showed (what I had not expected of the piers owing to the way in which their surface exposed to the atmosphere had suffered) that the materials and workmanship were of the best.

6 None of the timber of the centrings has been lost, and the whole of the stone will of course come into use again; probably one third of the large stone in the fallen arches will not be suited for arch work again, but it can be used in the centrings, walls, parapets, &c.

7 I calculate the expense of restoring the work destroyed by the freak at Rs 2500, including centrings but exclusive of the three piers of which it is doubtful whether they will recover their original position nearly enough to admit of their being again built on with safety.

8 Had the accident not occurred the experience of March and April, when the archwork was going on very fairly (considering the small number of stonecutters and bricklayers obtainable) showed that the sum allowed in the Budget for the current year would have been ample to complete the archwork and parts of the superstructure; but owing to the accident some additional grant will be required. Probably Rupees 3000 could be advantageously expended on this work, in addition to the

Budget

Budget grant before 30th April, as thirteen of the arches with their centrings have yet to be commenced; The four arches which stood the fresh uninjured were land arches resting on short piers.

I have the honor to be

Sir,

Your most obedient Servant

J Beatty Captain

Ag Dist Engr & Surveyor

No. 310

From
Lieutenant-Colonel A.C.G. Hadden
Deputy Chief Engineer N.B.

To
The
Military Secretary to Government P.W.D.

Sir,

I have the honor to forward for the information of Government the further report forwarded by Captain Beatty (Vide my No. 303 dated 13th inst.) on the accident at the Kindéra Bridge, by which one of the Arches fell.

2 Bridges of this description are considered safe.

3 The Arch and Spandrils which remained standing after the accident, are not considered safe, and will be taken down.

4 The Abutments do not appear to be damaged.

5 The Piers are uninjured.

6 Should any further information be required, I will forward it.

I have &c.

(Signed) A.C.G. Hadden
Lieut-Colonel
Deputy Chief Engineer N.B.

13

To Govt No 310 of 21 May/62.

K 56.

From
The Ag. District Engineer
Ag Distt of Kurnool

To
The Chief Engineer
Northern Circle
Chepauk

Dated 15th } May/62
Received 20 }
P.W. 1545/62
No. 40.

Reporting further particulars regarding the accident at the Kundéra Bridge.

J O R

Ag Asst Engr

from the accident at 3,000 Rupees, but he will be called upon for an Exact Estimate of it for submission to Government.

4 From para 5 it appears that the Piers were not (as previously reported) of inferior Materials and workmanship, their superficial appearance having apparently given rise at first to a contrary supposition.—

I have the honor to be
Sir
Your Most Obedient Servt
J. B. Hawkins Lieut. Colonel
Depy Chief Engineer No 6

Depy Chief Engineers Office
N. Circle
Chesaulk 21st May 1842

X/117

20th May 62 Nos 575-576.

from the information before them the Government observed that no blame attached to the Officers in charge of the works.

Lt Col. Engr.
2nd Corps
1st June 1862

From the Chief Engr.
D/26th July 1862 Con.
" " 2258
Nos 168. 169
Despd 16th

29th May 63 Lime

Dublin Dec 11th 1862
Con
Rec'd 1st June 1862
Item No 1545

Lieut Col S.C.C. Mullen
Dep Chief Engr &c &c

Lieut Col W.H. Mosley
Sec to Govt P.W.D.

Dated 21st May
Rec'd 22nd May 1862.

Encl returns No 310
17/7/62

Forwards a further report received from the District Engr Thurwood on the accident at the Thunderer Bridge.

No 1300-9 June.

WAR

Inform the Govt that no estimate for repairing a temporary bridge should be framed until a report may be received as to whether it was carried away by a flood or from defective materials or workmanship.

1 Copies
to
the Chief Engr
for
information

887

No 1300.

The Government will await the receipt of the Estimate promised in para 3 of this letter for repairing the damage recently sustained by the Thunderer Bridge in the Limerick District.

The Government observes that the fall of the Bridge is not attributable to inferior materials and workmanship, but to an unusually heavy and unprecedented storm which occurred while some of the Piers were being turned.

Engr