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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2455

Press
Mis.

250-91

Dated 12. 8

1867.

Not to be folded or roughly handled

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1.

*Proceedings of the Madras Government, Public Works Department,
12th August 1867.*

No. 290. Read the following letter from the Special Executive Engineer, Wynaad, to the Secretary to Government, Department Public Works, dated Luckady, 29th July 1867, No. 318:—

1. I have the honor to submit an original letter, No. 13, dated 11th instant, from Lieutenant Coningham, R.E., Executive Engineer in charge of South Wynaad Range, reporting the fall of the bridge over the Nadakany nullah, on the road from Karkoor ghaut to Goodaloor,* and causing thereby a loss of Rupees 2,540-7-3.

* Budget Item No. 277 of 1867-68.

2. Lieutenant Coningham having so fully entered into the details of the construction of the bridge, and the cause of its fall, I have nothing to add, except that I have not the slightest doubt that the cause of the accident was too rapid filling in of the earth in rear of the abutment. As the foundations of the bridge were commenced early in February, and before I had any opportunity of inspecting them, I am unable to give any opinion from personal knowledge of their strength and sufficiency.

3. Lieutenant Coningham has been instructed to submit an estimate for the re-construction of the bridge, and in this estimate he has been requested to deduct the value of material that can be used again.

4. I beg to add that Lieutenant Coningham is in general so careful about his work, that I have no hesitation in classing this as one of those unfortunate mishaps that the best Officers may be liable to; had he not been so anxious to get the bridge completed and open for use before the monsoon, he would doubtless have waited longer before filling in, and have avoided the failure.

From Lieutenant W. C. CONINGHAM, R. E., Executive Engineer, to the Special Executive Engineer, Wynaad, dated Goodaloor, 11th July 1867, No. 13.

1. I regret having to report that the abutments and portions of the wings of the bridge over the Nadakany nullah, recently erected, have been thrown down.

2. The foundations were only one foot below the bed, but rested on a solid substratum; the bed of the river was raised two feet by a good flooring of rough stone set in concrete, protected by retaining walls resting on the solid substratum. The foundations were thus made three feet deep. The foundations for the wings were built in steps.

3. I admit that I was wrong in making the foundations only one foot below the bed. I was without proper baling materials, and thought that as the old temporary bridge of rough stone abutments had stood for years on the same site, and at the same depth of foundation, and being anxious to get the work completed in last official year, I might build the foundations of the permanent structure at the same depth.

4. Although I have thus detailed my professional mistake, or what may be considered such, I am of opinion the abutments did not fail on this account.

5. The cause of the collapse I attribute to the quantity of rain which fell in May and June 1867, whilst the earth was being packed in rear of the abutments, the earth swelling from this cause, although it was tamped as it was thrown in, thrust out the new masonry, which had not set. This effect can be seen in one of the wings which has not fallen down, the masonry being bulged out at about two-thirds of the height from the top, the whole height of the masonry from bottom of foundation is 15 feet.

...and was anxious to get the bridge completed

height of the masonry from bottom of foundation
15 feet.

6. The section of abutment is at
foundation 1 foot deep. 8 ft wide.
above 4 1/2 . . . 6 . . .
4 1/2 . . . 5 . . .
4 1/2 . . . 4 . . .
1/2 . . . 3' 8" . . .

The section for wings is at
foundation 1 . . . 5' . . .
4 1/2 . . . 5 . . .
4 1/2 . . . 4 . . .
4 1/2 . . . 3 . . .
1/2 . . . 2' 9" . . .

7. From the news of the Masonry the earth
I now think should not have been put in entirely till
after the Monsoon. The masonry was commenced at the
beginning of February 1867 and the bridge was completed
with a temporary wooden platform over on the 13th June
It fell on the 16th June. Although plenty of rain had fallen
yet there was nothing to speak of in the river itself. There
was no scour in the flooring.

8. The cost of labour and Materials have been

Masonry	2884	4	9
Timber & filling	342	10	6
Lumbers	99	4	
Wood put up	14	4	
Total	2540	7	3

I have the honor to be
Your most obedient servant
Wm. James Esq. Capt. Engineer

Wm. James Esq. Capt. Engineer
Ap. E. Esq. Esq. Esq.

In a letter from the
Ap. E. Esq. Esq. Esq.
No. 318. of 29 July 1867

1867
10.3.18
Ap. E. Esq. Esq. Esq.
Tuesday 29 July 1867

From
The Special Executive Engineer
Wynnad
To
The Secretary to Government
Department Pub. Works
Maun.

I have the honor to submit an original letter
No. 15 dated 11th Instant from Lieut. Coringham R. S.
Executive Engineer in charge of South Wynnad, report-
ing the fall of the bridge over the Kadahany Nullah,
on the road from Harlow Ghant to Goodalor, and
causing thereby a loss of Rs. 2540. 7. 3

2. Lieut. Coringham having so fully entered
into the details of the construction of the bridge, and
the cause of its fall, I have nothing to add, except
that I have not the slightest doubt that the cause
of the accident was too rapid filling in of the earth
in rear of the Abutments as the foundations of the
bridge were commenced early in February and before
I had had any opportunity of inspecting them, I am
unable to give any opinion from personal know-
ledge of their strength or sufficiency.

3. Lieut. Coringham has been instructed to sub-
mit an estimate for the re-construction of the bridge,
and in this estimate, he has been requested to
deduct the value of material that can be used again.

4. I beg to add that Lieut. Coringham is in
general so careful about his work, that I have no
hesitation in classing this as one of those unfortunate
mistakes that the best officers may be liable to, had
he not been so anxious to get the bridge completed.

Wm

neglect and want of judgment, as regards both the evident insufficiency of the foundations, and the attempt to fill in the abutments during a rainy season, while the masonry was in a raw state.

The Govt will be prepared to consider the supplemental estimate which has been called for, when it is received from the Special Executive Engineer.

M.

470 Capt-Kennedy ✓
4 Carter M. R.

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P. W. 1867. Department.

Proc. of Govt. for August
No. 2455

PROCEEDINGS OF GOVERNMENT.

Madras

(4)

Dated 12th August 1867

Noticing the neglect
of Sir C. C. Cunningham B. E.
Executive Engineer, South
Mynasud, in connection with the
fall of the Bridge over the
Madakany Nullah on the
road from the Karkoor Ghant
to Goodahor.