

IRICEN PUNE

प्राप्त दि. 31.03.08
RECD. 0N

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2002/CE-I/(BR)/Seminar/1(73rd BSSC) New Delhi, dt. 20.03.2008.

Principal Chief Engineer/ Chief Engineer(Co-ordination),
CR, ER, ECR, ECoR, NR, NCR, NER, NFR, NWR, SR, SCR, SER, SECR, SWR,
WR, WCR and Metro Railway/Kolkata.
The General Manager (Const.), N.F.Railway, Guwahati.
The CAO/Const. All Indian Railways.
The CAO/Const., Metro Railway, Mumbai & Chennai.

Managing Director, Konkan Railway Corporation Ltd, Rail Bhavan, New Delhi.
Managing Director, IRCON, New Delhi.
Managing Director, RITES, New Delhi.
Managing Director, DMRC, N.B.C.C. Building, Pragati Vihar, New Delhi.
Managing Director, CONCOR, New Delhi.
Managing Director, RVNL, New Delhi.
Managing Director, DFCCIL, New Delhi.

The Chief Project Officer, DMRC, Pragati Vihar, New Delhi.

Director, IRICEN, Pune.
Director, IRIEEN, Nasik.
Director, IRISSET, Secunderabad.
Director, IRIMEE, Jamalpur.
Director, IRITM, Manak Nagar, Lucknow.
Director General, Railway Staff College, Vadodara.

FA & CAO, All Indian Railways.
Director General, RDSO/Alambagh, Lucknow.
Chief Commissioner of Railway Safety, Lucknow.

Genl. Secy., AIRF, Rail Bhavan.
Genl. Secy., NFIR, Rail Bhavan.
Genl. Secy., IRPOF, Rail Bhavan.
Genl. Secy., FROA, Rail Bhavan.
Genl. Secy., AIRPFA, Rail Bhavan.
Genl. Secy., DAI (Railways) Rail Bhawan, New Delhi.

कार्यालय अधीक्षक Office Supdt	20/3/08
निदेशक Director	20/3/08
संकाय अधीक्षक Dean	20/3/08
FA/c	
SP/B	20/3/08

Sub: Advance Correction Slip No.14 to Indian Railways Bridge Manual.

Ministry of Railways (Railway Board) have decided that correction/addition as indicated in the enclosed Advance Correction Slip No.14 dated 17.03.2008 to relevant para of the IRBM, be made.

Receipt of this letter may please be acknowledged. DA: As above

20.3.08

(M.K.Jain)
Director Civil Engg.(B&S),
Railway Board

INDIAN RAILWAYS BRIDGE MANUAL

(Edition 1998)

ADVANCE CORRIGENDUM SLIP NO. 14 DATED 20.03.2008

i) Delete the existing Para No 310 of Chapter III and insert as under:
310. Design Discharge For Foundations (Qf)

To provide for an adequate margin of safety against any abnormal flood exceeding the design discharge (Q) the foundations, protection works and training works except free board, shall be designed for a higher flood discharge. This discharge shall be computed by increasing the design discharge (Q) estimated according to para 309, by the percentage indicated below :

i)	Catchment up to 500 Sq.km	30%
ii)	Catchment more than 500 Sq.km and upto 5,000 Sq.km.	30% to 20% (decreasing with increase in area)
iii)	Catchment more than 5,000 Sq.km. and upto 25,000 Sq.km.	20% to 10% (decreasing with increase in area)
iv)	Catchment more than 25,000 Sq.km	Less than 10% (at the discretion of the Chief Bridge Engineer).

ii) Delete the existing Para No 312 (4) of Chapter III and insert as under:
312

4 While rebuilding bridges on existing lines or building new bridges on parallel doublings, the clearance stipulated above can be relaxed by Principal Chief Engineer/Chief Bridge Engineer with the consideration to the past history, to the extent shown below provided:

a) adoption of the prescribed values of clearance would result in heavy expenditure and/or serious difficulties in construction, and

b) the clearance can be safely reduced from those stipulated under sub para 1 above

Discharge (Cumecs)	Reduced Clearance (mm)
Less than 3	300
3 to 30	300 - 400 (Pro-rata)
31 to 300	400 - 1200 (Pro-rata)

This is in accordance with para 4.8.3 of IRS Bridge Sub Structure & Foundation code

iii) Delete the existing Para No313 (2) and 313 (3) of Chapter III and insert as under:

313.

2. In special circumstances, where the free board can be safely reduced and where adoption of the prescribed values would result in heavy expenditure and/or serious difficulties in construction, the free board may be relaxed at the discretion of the Principal Chief Engineer/Chief Bridge Engineer as indicated below:

Discharge (Cumecs)	Minimum free board (mm)
Less than 3	600
3 to 30	750
More than 30	No relaxation is permissible

3. While executing works other than rebuilding a bridge or extending it for doubling purpose, the existing free board may be retained after taking measures for safety as considered necessary by Principal Chief Engineer/Chief Bridge Engineer.