

2
11/8/08
3

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2002/CE-I/(BR)/Seminar/1(73rd BSSC)

New Delhi, dt. 05.08.2008.

Office Supd.	109/1
निदेशक	5703
Director	118
सकल	
Dep.	Post on web 32 128
T/C	
SECR, SWR,	
Lib	

3m

Principal Chief Engineer/ Chief Engineer(Co-ordination),
CR, ER, ECR, ECoR, NR, NCR, NER, NFR, NWR, SR, SCR, SER,
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 Bhawan, 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.

Sub: Advance Correction Slip No.15 to Indian Railways Bridge Manual.

Ministry of Railways (Railway Board) have decided that correction/addition as indicated in the enclosed Advance Correction Slip No.15 dated 05.08.2008 to relevant para of the IRBM, be made.

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

5.8.08

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

INDIAN RAILWAYS BRIDGE MANUAL

(Edition 1998)

ADVANCE CORRIGENDUM SLIP NO. 15 DATED. 05.08.2008

1.0 Para 410 (2) (b) : Para 410 (2) (b) is replaced as below:

" The minimum factor of safety with static or dynamic formula shall be 2.5. The value to be selected for the factor of safety shall, however, take into account, the allowable total settlement and differential settlement of the structure as a whole.

The ultimate load capacity should be obtained, whenever practicable, from a load test (initial) (as per IS: 2911(Part 4)-1985).

Factor of safety for assessing safe load on piles from load test data should be increased in unfavorable conditions where :

(i) settlement is to be limited or unequal settlement avoided as in the case of accurately aligned machinery or a superstructure with fragile finishing.

(ii) large impact or vibrating loads are expected.

(iii) the properties of the soil may be expected to deteriorate with time , and

(iv) the live load on a structure carried by friction piles is a considerable portion of the total load and approximates to the dead load in its duration."

2.0 Para 418(5) : '300 mm' is replaced by '300 mm or of appropriate'.

3.0 Para 430 : Para 430 is replaced as below:

"Construction of the top plug: The construction of the top plug should be started only after the sand filling has settled thoroughly and tested by ramming."

4.0 Para 3(ii) of 606 is proposed for deletion and Para 3(i) be renumbered as 3.
