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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2013/CE-III/BR/IRBM

New Delhi, dt. 09.02.2015.

General Manager (Const.), N.F.Railway, Guwahati.
Principal Chief Engineer, All Indian Railways
CAO/Const., All Indian Railways.
FA & CAO, All Indian Railways.

✓ Director General, RDSO/Alambagh, Lucknow
General Manager (Engg)- ICF/Chennai, RCF/Kapurthala, DLW/Varanasi,
CLW/Chittranjan, W&AP/Yelahanka, Bangalore & DMW/Patiala
Chief Commissioner of Railway Safety, Lucknow.

Managing Director, Konkan Railway Corporation Ltd, Navi Mumbai.
Managing Director, IRCON, New Delhi.
Managing Director, RITES, New Delhi.
Managing Director, DMRC, Metro Bhawan, Barakhamba Road, New Delhi
Managing Director, CONCOR, New Delhi.
Managing Director, RVNL, New Delhi.
Managing Director, DFCCIL, New Delhi.
Managing Director, Pipavav rail corporation ltd, New Delhi.
Managing Director, MRVC, Mumbai
Vice Chairman, RLDA, New Delhi

Director, IRICEN, Pune.
Director, IRIEEN, Nasik.
Director, IRISSET, Secunderabad.
Director, IRIMEE, Jamalpur.
Director, IRITM, Manak Nagar, Lucknow.
Director General, National Academy of Indian Railways, Vadodara.

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

Sub: Advance Correction Slip No.31 to Indian Railways Bridge Manual.

Ministry of Railways (Railway Board) have decided that correction/addition
as indicated in the enclosed Advance Correction Slip No.31 dated 09.02.2015 to
relevant paras of the IRBM be made.

12/2/15 Receipt of this letter may please be acknowledged.

DA: As above

13/2
V.K. Jain
12/2/15
Director Civil Engg.(B&S),
Railway Board

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
INDIA RAILWAYS BRIDGE MANUAL – 1998

ADVANCE CORRECTION SLIP NO 31 DATED 09-02-2015

Para 617 may be replaced by the following para:

Welded Girders

All fillet and butt welds for the fabrication of welded I- Section, are required to be made by submerged arc welding process, either fully automatic or semi automatic type. The entire length of fillet welds is checked by NDT methods and all the butt welds in flanges and web are required to be radiographed and cleared. In the case of composite girders, the top flange plate with channel shear connectors, welded in staggered arrangement, should be made first, before the I-section is made. Suitable jigs and fixtures are needed for fabricating the members by welding, to reduce the extent of warping and distortion.

Site welding is generally prohibited. However, in certain unavoidable cases such as repair/ maintenance work for girders in service it can be permitted by Chief Bridge Engineer/ officer equivalent to the rank of SAG officer and above. During construction, it can be permitted on case to case basis by an officer equivalent to the rank of Chief Administrative Officer/Construction and is confined to connections having low stresses, secondary members, bracings etc. The suitability of parent metal to take welding, should, however, be tested first.

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