

Recd. in R & D Dt. do.
Sent to DG Sectt Dt. do.
Back to R & D Sec Dt. 17/3
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RECEIVED 04/5
DATE 17/3

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2012/CE-III/BR/BSC/82/Seminar/pt

New Delhi, dt. 12.03.2015.

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.32 to Indian Railways Bridge Manual.

Ministry of Railways (Railway Board) have decided that correction/addition as indicated in the enclosed Advance Correction Slip No.32 dated 12.03.2015 to relevant para of the IRBM be made.

Receipt of this letter may please be acknowledged.

DA: As above

दिनांक 20/3/15
पुल एवं संरचना निदेशालय
कार्यनिदेश/पुल एवं संरचना
निदेशक/एल.एस.सी.
20/3

Dir/CSB
20/3

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

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

ADVANCE CORRECTION SLIP NO 32 DATED 12-03-2015

Para 222 2(f) may be replaced by the following para:

"In the case of roller bearings with oil bath, dust covers should invariably be provided to keep the oil free from dirt. Wherever oil bath bearings are provided, inspection of the bearings, after removal of the casings to the extent necessary, should be carried out at least once in 5 years. Checking of oil level, draining out as necessary to detect and remove any water collected at the bottom and replenishing the oil, should be done annually. The oil in oil bath bearing must be changed completely once in every 5 years."

