Sub: Advance Correction Slip No.21 to Indian Railways Bridge Manual.

Ministry of Railways (Railway Board) have decided that correction/addition as indicated in the endorsed Advance Correction Slip No.21 dated 2.7.2010 to relevant para of the IRBM, be made.

Receipt of this letter may please be acknowledged.

DA: As above

(M.K.Jain)
Director Civil Engg.(B&S),
Railway Board
Copy to: CRB, ME, ML, MS, MM, MT, FC, Secretary

AM/CE, AM(W), AM(Budget), AM(Elect.), AM(Fin.), AM(Sig.), AM(Plg.), AM(RS), AM(Mech.), AM(PU), AM(Tele.), AM(Traffic), Adv.(Vig.), Adv.(L&A), Adv.(Safety)

EDFX-II, EDCE(P), ED(Works), ED(WP), EDV(E), EDTK(M), EDTK(MC), EDTK(P), EDCE(G), ED(L&A), ED(L&A-II), EDCE(B&S), EDCE(B&S-II), & OSD/ME

DTK(MC), DTK(M), Dir(Works) I & II, Dir.(L&A), DVE-I & DVE-II, IPWE(I), DCE(P), DTK(P), Dir(WC)
(I) “Para 1107 (d) to be modified as below:

Underwater sub-structure inspection:

The sub-structure of the bridges which are normally underwater should be inspected by adopting suitable methods which may include engaging of divers and special equipments:

(i) Routine/swim by inspection should be done once a year
(ii) Detailed inspection should be done once in five years.
(iii) Special inspection- as considered necessary”

(II) “Add new Para 1107(15) (i) in IRBM as below:

1107 (15) (i) In case of PSC girders, measurement of loss of deflection should be done. Deflection measurement should be at centre up to 20m span and at centre & quarter points for spans more than 20m. Deflection measurements would be entered in column 8 of Annexure 11/9.”