**C.E.'s Circular No. 253 (P. Way)**

No. 219-W/24/0/Pt.III/TP Dated 16-10-2002

Sub. :-**Corrosion of Rail at Fastening location.**

It has been experinced that 90 UTs rail are more prone to corrosion. Corrosion of rail is due to adverse weather condition and dropping from the toilets of the train. Due to corrosion of rail at the location of fittings, rail develops dentations. Due to dentation rail foot become structurally weak and fracture prone. Following instructions are issued for avoiding corrosion of rail at fitting location.

1. Epoxy painting of rails at the location of the elastic fastening should be done. Epoxy painting at the location of elastic fastening must be done at the time of initial lay ing of rail and also subsequently when ever through or part renewal of fitting or destressing is done.

2. Galvanisation of ERC and metal liner should be done at all locations.

3. After destressing, as far as possible, supported rail portion on sleeper must remain supported by providing rail closure of suitable length to avoid any dented portion of rail becoming unsupported.

4. Regular lubrication of ERC and metal liners should be done to avoid excessive corrosion of rail foot under the ERC and liner as per CE's Circular No. 306/R2.

Sd/-
(R.N. Verma)
Chief Track Engineer