

# British Railway Stock Rails Blasted & Zingانىsed.

Zinga treated stock rails in a storage yard in Scunthorpe UK



## Note:

The rail crowns are never blasted and coated because the blast would reduce the hardness of the crown on which the wheels run.

Secondly, moisture trapped inside the zinc's surface can freeze over in winter and add on another 300 – 400 metres to the train's braking distance.

There are two photographs of the rail stockpiles, and you can see the orangey coloured rust on the newer rails and the dark brown rust on the older rails.

The older rails have been in storage for 4 – 5 weeks and are now ready for shipping to their new rails site for installation.

By the time they are shipped their adhesion has gone from the initial 6.4 MPa up to around 9.0 MPa, so they can be thrown around without any damage to the Zinga coating.

Zinga is in daily use throughout the UK for regular track maintenance.