

The public judges by what it sees.
Every day is judgment day for
your railroad.

Your railroad is judged by the stations it keeps

WHAT kind of stations
does your public see?
Are they dull, dirty, dingy
—or bright, clean, well
painted? This is a question
that you cannot afford to
ignore.

Many railroads today
make sure the public sees
clean, attractive stations by
painting them inside and
out with paint made of
Dutch Boy white-lead. And
at the same time they pro-
tect their property surely
and economically. They
have found that Dutch Boy
white-lead mixed with pure
linseed oil gives them good-
looking, long-lasting ex-
teriors. For interior walls
and ceilings they use Dutch
Boy white-lead and Dutch
Boy flatting oil. Either of
these paints may be tinted
to any desired color.

Our Department of Dec-
oration is always glad to
suggest color schemes for
single stations or an entire
line. If it can assist you in
any way, simply write to
our nearest branch.

Dutch Boy White-Lead

National Lead Company



New York, 111 Broadway; Boston, 131 State Street; Buffalo,
116 Oak Street; Chicago, 900 West 18th Street; Cincinnati,
659 Freeman Avenue; Cleveland, 820 W. Superior Avenue;
St. Louis, 722 Chestnut Street; San Francisco,
455 California Street; Pittsburgh, National
Lead and Oil Co. of Penn., 316 Fourth
Avenue; Philadelphia, John T. Lewis & Bros.
Co., 437 Chestnut Street.

This advertisement appeared in Railway Age, March 9 and 11

How many coats of paint for new metal equipment?

APROMINENT en-
gineering organiza-
tion recently sent a
questionnaire to a group
of representative rail-
way engineers. Each
was asked several ques-
tions about his painting
practice.

One question was,
"How many coats of
paint do you consider
necessary for new metal
equipment. The replies
of these railway men
showed a nation-wide
agreement of the forty-
six men from thirty-one
different states who re-
plied, 68 per cent—
thirty-one of them, to be
exact—said "Never less
than three coats."

These men were also
asked "What paint do
you use for next-to-
metal coats?" The
agreement on this ques-
tion was even more pro-
nounced. Forty-one of
the total forty-six said
they use, specify, or
recommend pure red-
lead for these important
coats. The nineteen
eastern roads who an-
swered the question-
naire favored red-lead
unanimously.

Many of these rail-
way men told why they
prefer pure red-lead.
Here are a few com-
ments that are typical:
"Because twenty years'
experience with red-
lead has proved its
value." "Test and ex-
perience have made me
favor red-lead." "Red-
lead is extremely dur-
able and economical."
"Red-lead is always
good; it is never an ex-
periment." "Experience
of ourselves and others."

The highest grade
red-lead obtainable is
Dutch Boy red-lead.
You can get it in both
the paste and liquid
form. The liquid comes
in the natural orange-
red for next-to-metal
coats, and also in
browns, greens, and
black for finishing
coats. The paste may
be obtained in the nat-
ural orange-red, and
may be shaded to any
desired dark color.

If you want any spe-
cial information on
painting, write our tech-
nical staff in care of
our nearest branch.

Dutch Boy



Red-Lead

NATIONAL LEAD COMPANY

New York, 111 Broadway; Boston, 131 State St.; Buffalo,
116 Oak St.; Chicago, 900 West 18th St.; Cincinnati, 659
Freeman Ave.; Cleveland, 820 West Superior Ave.; St.
Louis, 722 Chestnut St.; San Francisco, 455 California St.;
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Avenue; Philadelphia, John T. Lewis & Bros. Co., 437
Chestnut St.

"Save the surface and
you save all" — *Paint & Varnish*

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