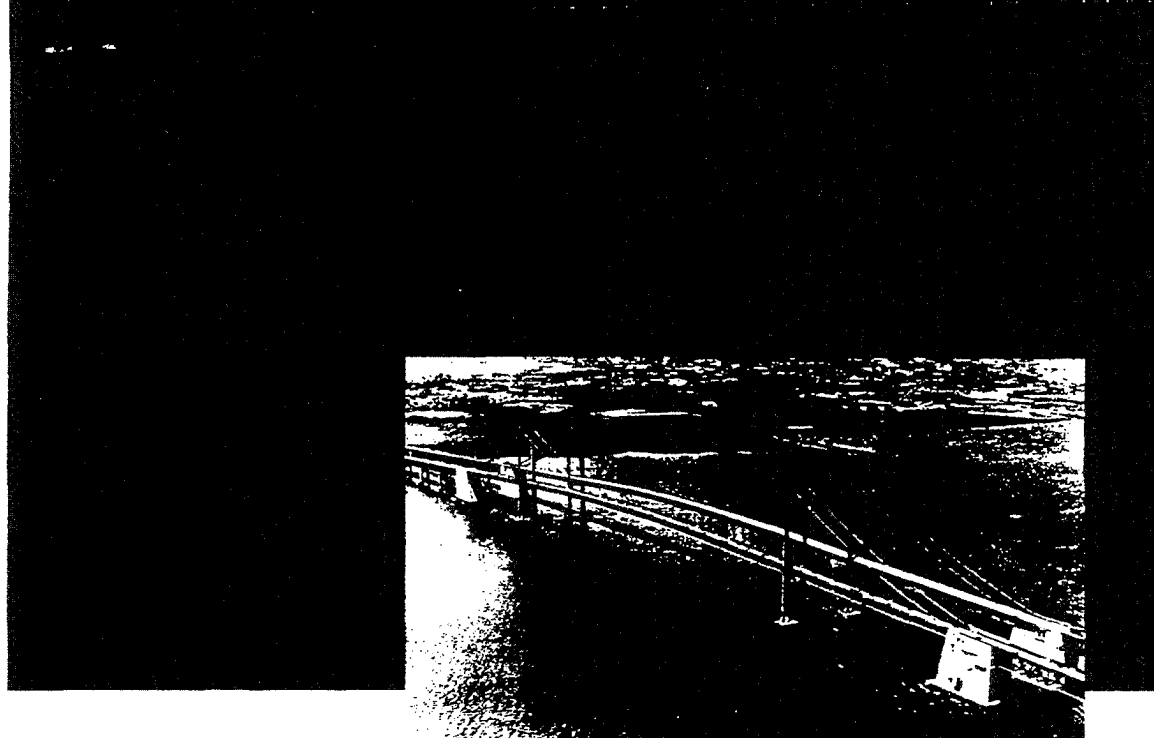




Over 15 years after the first bridge was opened, the Delaware River & Bay Authority dedicated its twin at the Deepwater, N.J., New Castle, Delaware crossing. Red lead has continuously protected the first span from the elements since its opening. It has also been chosen to defend the second span from attack by the harsh industrial and marine atmosphere at the site.

The superstructure of both bridges is now protected by a shop applied coat of proven red lead primer. The composition of the prime coat for the new bridge is 65.35% pigment and 34.65% vehicle by weight. The pigment consists of the following:

Red lead (95% Pb_3O_4)	77.43% Min.
Red iron oxide (85% Fe_2O_3)	22.34% Max.
Bentone #38	.23 Max.

The vehicle was composed of alkyd resin solids, linseed oil, chlorinated rubber together with a dryer, stabilizer and thinner. Upon erection, a field coat, containing a red lead pigment, similar in formula to the shop coat, was applied. This was followed by two coats of finish paint.

In addition to the superstructure, the suspension cable was impregnated with a heavy red lead paste prior to wrapping to insure maximum corrosion resistance and long life.

For further information in the selection of lead pigments to protect exposed structures from environmental corrosion, write to Lead Industries Association, Inc., Dept. 000, 292 Madison Avenue, New York, New York 10017.



Lead Industries Association, Inc.

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