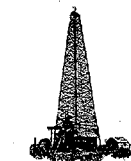


A Faithful Watchdog on GUARD against CORROSION

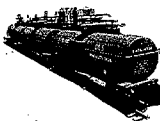
In every division of the oil industry red-lead is protecting metal equipment from corrosion



Oil well metal equipment can be kept in good condition indefinitely by the adequate use of pure red-lead.



Pipe lines whether buried or above ground need the standard three-coat red-lead protection.



Tank cars are subject to every possible weather condition. Red-lead protection is a necessity.



The ideal painting combination for oil storage and run-down tanks is an undercoating of red-lead and finishing coats of white-lead.

CORROSION—enemy of iron and steel—is constantly attacking metal equipment thruout the oil industry. Oil men are alive to this fact. Sound business management demands that corrosion loss be reduced to a minimum. Oil companies want the surest, most economical protection for their metal equipment. That is why pure red-lead is the accepted protective paint for metal in the oil industry.

3 out of 5 use pure red-lead

The following investigation is convincing: A representative group of oil men were asked what paint they use for metal protection. Of the 53 who replied, 32 (or 3 out of every 5) said "pure red-lead." These oil men represent every oil field in the United States.

Dutch Boy red-lead is highly oxidized, finely ground, uniform. It provides the surest protection you can give your metal equipment. Use three coats. Pay especial attention to bolt heads, edges, and out-of-the-way corners. You will find your

steel replacement costs materially reduced.

Dutch Boy red-lead is sold in both paste and liquid form. The liquid comes in the natural orange-red for next-to-metal coats, and also in greens, browns, and black for finishing coats. The paste is obtainable in orange-red, and can be shaded to dark colors.

To reduce evaporation loss

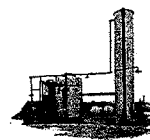
Tanks and tank cars painted in light colors guarantee a large yearly saving in oil. Dutch Boy white-lead is ideal for reducing evaporation losses in this manner. And used over an undercoating of Dutch Boy red-lead it not only cuts your evaporation losses to a minimum, but gives the same weather-protection.

We shall be pleased to help you solve any question of metal protection. Specialists in our Department of Technical Service have made a study of paint for the oil industry. Their knowledge is thoro. Their assistance is free of charge. Address our nearest branch.



NATIONAL LEAD COMPANY

New York, 111 Broadway
Buffalo, 116 Oak St.
Cincinnati, 655 Freeman Ave.
St. Louis, 725 Chestnut St.
Pittsburgh, National Lead & Oil Co. of Pa., 315 Fourth Ave.
Philadelphia, John T. Lewis & Bros. Co., 437 Chestnut St.
Boston, 800 Albany St.
Chicago, 900 West 18th St.
Cleveland, 820 West Superior Ave.
San Francisco, 485 California St.



Refinery metal equipment should be inspected frequently. Gases and rust-forming elements work together to produce corrosion.



Oil company industrial plants find repair bills are reduced when red-lead is used on all metal equipment.



Tank cars are constantly menaced by the rust-forming elements. Care should be taken to keep the red-lead shield intact.



Tank trucks should be inspected frequently for repainting. Bumps and scraping remove the toughest paint.



Filling station metal equipment should be painted for two reasons—looks and protection. Lead paint is ideal for both.

D U T C H B O Y R E D - L E A D

This advertisement appears in The Oil and Gas Journal, February 24, 1927; National Petroleum News, February 16, 1927.