

Unanimous!

19 railroads in the East
endorse this method of
protecting metal

NOWHERE is metal equipment under more severe test than in the eastern part of the United States, with its unusually damp climate. You can be sure, therefore, that a paint material possesses real protective qualities when the engineers of nineteen railroads in this section agree on it 100 per cent.

This is exactly what happened when a disinterested third party sent a questionnaire to these engineers on the subject of protecting metal from corrosion. Every single one of the nineteen was enthusiastic in his recommendation of pure red-lead.

These eastern engineers are but a few of the railway engineers the nation over who use, specify, or recommend pure red-lead. Of forty-three engineers from all parts of the United States who answered the questionnaire, thirty-eight of them—nearly 90 per cent of the entire number—indicated their preference for pure red-lead.

Why they use it

One railroad has had trouble with paints because its bridges are all low and the streams are

full of mine water, heavily charged with sulphur, which causes steel to rust more quickly. But this road writes, "Red-lead, from experience, appears to last better in this region than other paints."

Here's why some of the other roads use pure red-lead:

"We have never had a paint job done with red-lead go bad."

"Good results obtained with it for many years."

"Because of tests and experience."

"Protective quality and covering capacity."

"Good adhesive qualities; resistance to corrosion."

The highest grade red-lead obtainable is Dutch Boy red-lead. It comes in the natural orange-red color, as a paste for mixing with pure linseed oil, and also as a liquid ready for immediate application. The liquid red-lead also comes in black, greens and browns for finishing coats. The paste can be shaded to any desired dark color. If there is special information that you want on painting, write our technical staff in care of our nearest branch.



Dutch Boy Red-Lead

NATIONAL LEAD COMPANY

New York, 111 Broadway; Boston, 131 State Street; Buffalo, 116 Oak Street; Chicago, 900 West 18th Street; Cincinnati, 639 Freeman Avenue; Cleveland, 820 West Superior Avenue; St. Louis, 722 Chestnut Street; San Francisco, 485 California Street; Pittsburgh, National Lead & Oil Co. of Penna., 315 Fourth Avenue; Philadelphia, John T. Lewis & Bros. Co., 437 Chestnut Street.

Reprinted from Railway Age, February 13, 1926

0000-NLI-000017514