

BLOWLAMP NEWS

No 48

JUNE

2004

The Newsletter of the Blowlamp Society - Founded by Les Adams, August 1992

June has arrived and with some early sunshine the 2004 Rally season is off to a good start. In the March issue I published the early rally's to be attended by Keith Hawkins, he has now sent his list for the remainder of the year:- **June** 5 & 6th Leighton Buzzard; 26 & 27th Banbury; **July** 3 & 4th Chiltern - Prestwood; 17 & 18th Much Marcle; **August** 5,6,7 & 8th Pickering; 21 & 22nd Lincoln; 29 & 30th Honiton; **September** 1,2,3,4 & 5th Great Dorset; 11 & 12th Barleylands; 25 & 26th Power of the Past; **November** 7th Collectomania - Midhurst Grange Centre.

Also Dave Rees has sent his list as follows: - June 2,3,4 & 5th Royal Bath & West Show at Shepton Mallet; June 26 & 27th Banbury; **July** 3 & 4th Bromyard Gala; 10 & 11th Ardingly; 17 & 18th Much Marcle; 24 & 25th Netely March; **August** 6,7 & 8th Torbay; 21 & 22nd St. Agnus; **September** 1,2,3,4 & 5th Great Dorset.

Both Keith and Dave will be pleased to see you at any of the above venues.

We have had a good period of recruitment since the last newsletter and I would like to give a warm welcome to the following new members:-

Chris Colman from Suffolk; John Cripps from Vale of Glamorgan; Harold Doughty from Norfolk; Dave Firmin from Essex; A.S.Madeley from Derby; Lorraine Parrott from Cheshire; Mel Olson from USA; J. Claude De Marteleire from France and Mal Mutimer from Australia.

I have recently produced a new membership list, a copy of which is included with this newsletter.

Also included in this issue is the first part of Ken Longden's blowlamp safari in Poland.

MEETINGS

This year's Belgium meeting on 13th March was at a new venue, Lochristi, not far from Gent and congratulations must go to Brigitte and Willy Mouton for taking over the organisation.

The hall provided, had a large display area and at one end was set out with tables and chairs for the midday meal. As usual there was an excellent display of blowlamps and plenty on offer for sale and exchange. For those of us travelling from England, of which there were 8, the route was easy to follow and only about one and a half hours from the tunnel. If anyone is thinking about adding this event to next year's diary, it will be on the second Saturday of March.

All together there were 50 collectors gathered in the hall and with their guests there was a total of 70 in attendance.

The meeting at Lingfield, Surrey was another success and congratulations must go to Andy and Vera Feast for all their hard work in organising the event along with their band of willing helpers.

The day was enjoyed by over 50 members, travelling from various parts of the UK, France, Belgium and Germany, together with our long distance traveller, Graham Stubbs, from USA, who made the journey for the second year. I understand the official excuse for travelling to England in May is to visit relatives, but I suspect the blowlamp meeting had some bearing on his choice of dates.

In the afternoon Graham gave a talk on blowlamp collecting in the USA and the formation of The Blowtorch Collectors Association. He also mentioned the difficulty operators encountered when using a mouthpiece type of blowlamp. The problem was keeping a steady flow of air through the flame for continuous operation. The operator had to develop a method of breathing which would allow him to breathe in, while blowing a continuous flame on his work. By the look on Grahams face whilst demonstrating the technique, it was not easy.

As a result of arriving at the crack of dawn, Dave Rees has asked me to include the following letter and I am sure many of us will share his sentiments.

On Saturday 8th May, at 6-30 am I arrived at Lingfield Village Hall to set up my display of Tyres plumbers furnaces. On arrival, it was not a happy sight/site. It was raining, miserable and there was Andy Feast and Paul Whiddett beginning to unload the many blowlamp stands from his trailer – both getting wet in the process. In the hall, chairs were scattered everywhere. To me it was chaos.

I assisted Andy with about 3% of the work and eventually, after much lifting, dragging and positioning, the hall began to resemble what I had always taken for granted – a venue where you just walked in, selected a stand, placed your blowlamps and proceeded with your deals, swaps and sales.

In the meantime, Vera Feast had started to establish a working kitchen and was placing the day's refreshments on view.

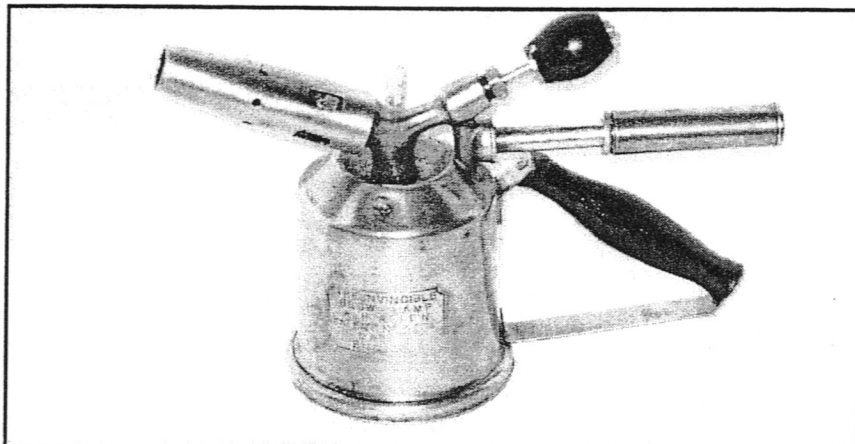
By 3-30pm, Joan and I had packed up, said our goodbyes and started our 160 mile journey home. We were happy, it was a good, enjoyable day for swaps, sales and other deals. We then wondered what time Andy and Vera would be finished, leaving the hall as they found it. In the past we had taken all this organisation for granted.

I know that Andy and Vera deserve our thanks and appreciation for taking on this responsibility. Well done to you both.

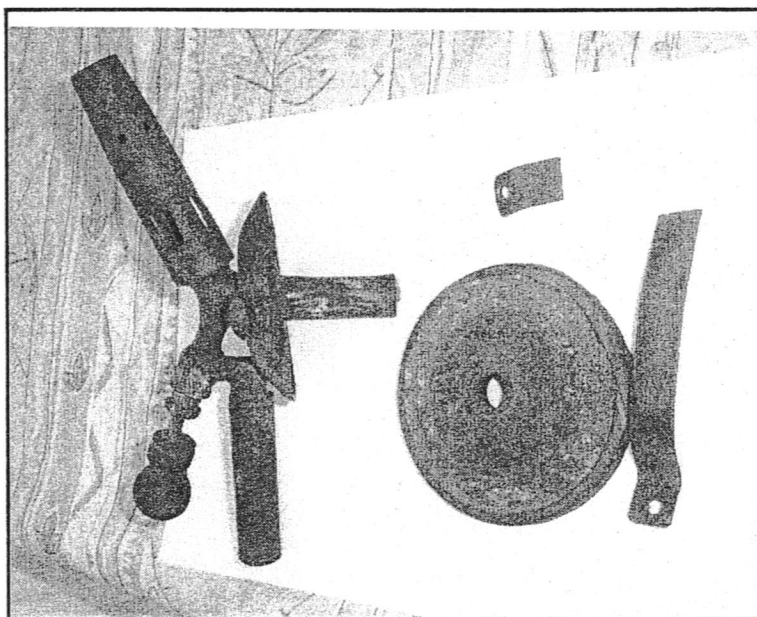
Dave (Taff)

MORE ON THE INVINCIBLE

Following the feature in BN45, two more Invincible blowlamps have come to light. Firstly, Keith Hawkins, while wandering round the 'Museum of Power' at Malden spotted one, minus its handle, on one of the displays. On approaching the person in charge, Keith offered to swap a 'complete' blowlamp in exchange for this incomplete one they had on display. They agreed (lucky devil) and Keith is the proud owner of the Invincible shown below, now complete with handle.

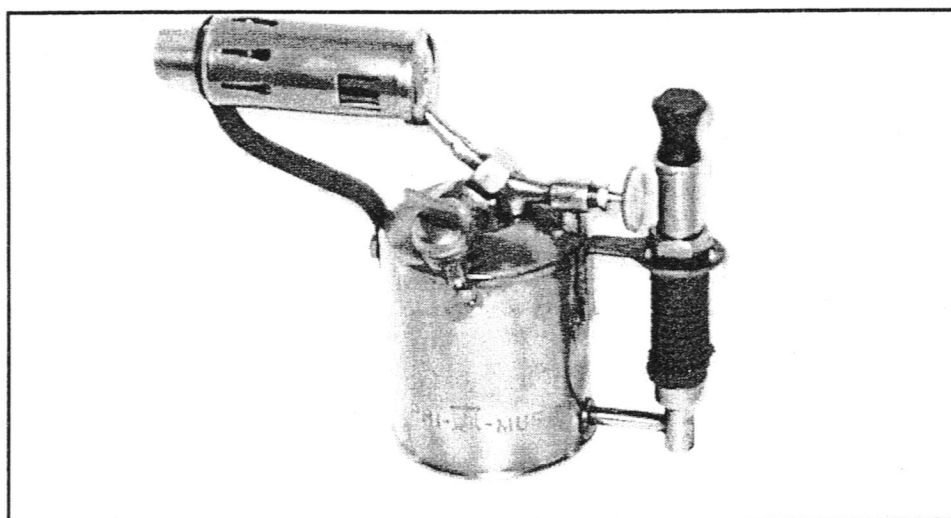


The second Invincible is owned by Ted Rawson who has somewhat of a challenge on his hands. The previous owner, who was an oil lamp collector, needed a tank to repair one of his oil lamps, so he cut the tank from the first blowlamp he put his hands on. Why couldn't it have been a Monitor 26. As you will see from the picture, all the important components have survived, so watch this space for the restored lamp.

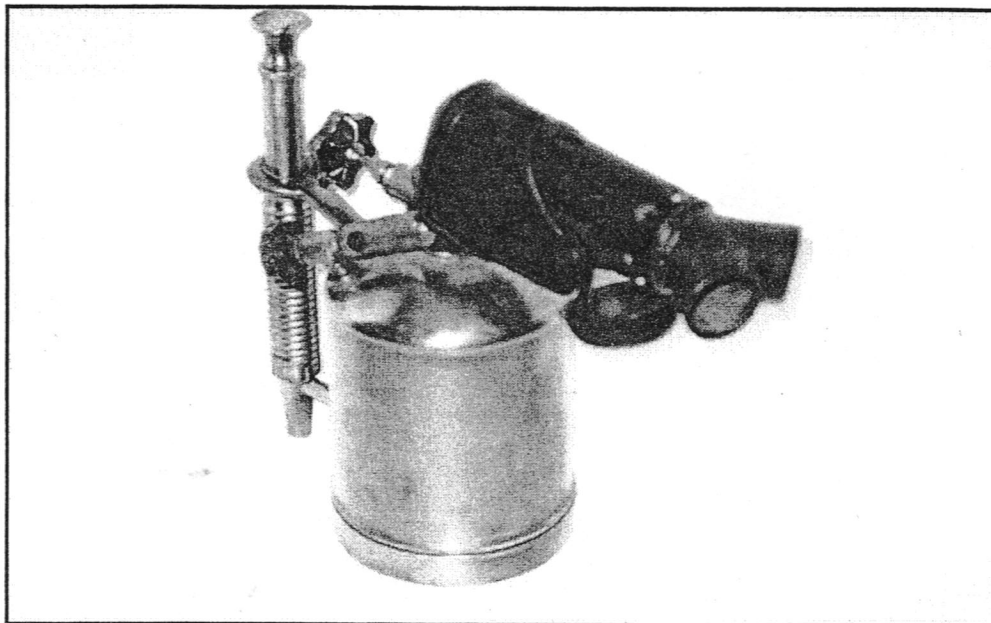


PRIMUS 611

Keith Hawkins has two Primus blowlamps, both number 611, but quite different in appearance. The first one is a one pint paraffin, with the unusual feature of a valve for controlling the fuel flow. It also has the name PETROLIA engraved into the right hand top surface of the tank.



The second lamp comes with either a single burner or as the picture shows, a double ended burner for use as an engine starting lamp for a Munktells-Bolinder, twin cylinder tractor. This lamp has a one litre capacity tank, so it actually bears little resemblance to the previous 611.



Can anyone suggest why the same number would have been used?

MEN AND THEIR COLLECTIONS

Ray Everett showed me a copy of a book, the title of which suggested that men are the collectors, and I must agree that there are not many that I know who do not collect something.

The book has a wide variety of collections illustrated, some of which (trainers and sugar packaging) makes you ask Why? But I have heard that question asked about collecting blowlamps.

It is nice to see our hobby getting some of the coverage it deserves and this book, together with the feature in Old Glory magazine (part 2 is in the June issue) can only go to convincing the masses that we blowlamp collectors are quite sane.



It's nice to see such an orderly shed!

HELPLINE

New member, **A.S.Madeley**, has a paraffin Barthel blowlamp, and above the logo, it is stamped C P P M 115. Can anyone suggest why this inscription is included on this particular lamp?

Keith Hawkins has turned up another make of lamp at Enfield. Despite several members, including me, scouring the auto jumble, on the Sunday afternoon Keith found a paraffin blowlamp with an unusual burner and 'COLUMBIA' inscribed on the top of the tank. Does anyone know if this is another make or just a model name?

Russell Harrower has turned up a nice example of a blowlamp made by Brown Brothers Ltd. It has a well preserved transfer on the tank, gold lettering on a brown background, stating

BROWN BROTHERS LTD
DUCO
THOMSON & BROWN BROTHERS LTD
LONDON – EDINBURGH
AND BRANCHES

Does anyone know the history of the company?

Ted Rawson has recently acquired a soldering torch marked VOGTMANN & WAPAK, VIENNA. He is unable to find any reference to this manufacturer and is hoping someone will be able to help.

PRIMUS 951

Having published a photograph of my recently acquired Primus 951 in the last issue, Graham Stubbs has provided a copy of a 1938 catalogue giving details of the paint stripper. Is this the earliest known reference to the 951?

STOVES & RANGES
SOLDERING LAMPS

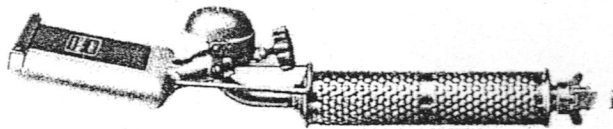


STORM LANTERNS
TABLE LAMPS, ETC.

Paint Stripper

FOR PETROL (gasoline)

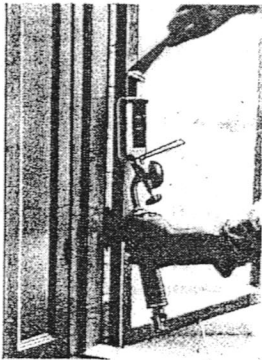
PATENTED



No. 951.



Showing position of apparatus for lighting up.



The paint stripper in use on a narrow sash.

Primus No. 951 is a special heating apparatus for removal of old paint. Instead of an open, flickering flame it produces a strictly confined heat radiation which is concentrated over a limited surface and thus gives maximum effect. As the heat is screened off at the sides, paint can be burnt off right up to any fragile parts such as glass, mouldings, sharp edges, etc., without damaging them. This means a great saving of time, as no extra repair work is needed after the paint has been removed, and it is proved by vast experience that the whole work of paint stripping and repainting is done at least twice as quickly as when using ordinary blowlamps or electrical appliances.

The paint stripper is self-pricking and has a built-in pump enabling maintenance of a powerful flame even in the coldest weather.

Number	951
Code-word	UJAO8
Nipple	No. 5686
Capacity of tank (handle), about	pint $\frac{7}{8}$
Hourly consumption of fuel	" $\frac{1}{16}$
Dimensions of flame gauze	inches $4\frac{1}{4} \times 3\frac{1}{4}$
Full length of apparatus	" 19
Weight of apparatus, about	lbs. $2\frac{1}{2}$

EUROPEAN BLOWLAMP HUNT 2003

By
KEN LONGDEN
(Part 1)

After retirement, it had always been my ambition to travel to America, Bali and Cairo, but the bank manager had different ideas, so I settled for Amsterdam and the Baltic, via Calais. I had left a little later than planned, as I intended to go up to the Russian border and be back in England for the Great Dorset Steam Fair on 24th August.

I left in my camper van on 24th July, arriving in Calais about 1-30am and decided to run to Antwerp, one of my favourite parking places by the river. The following day I motored up to Amsterdam where I found a Talisman 111, then coming down to Delph for the antique street market on Saturday morning. I had a good result there finding 3 nice blowlamps. (My notes are a bit sketchy here, with no details of the makes)

From Delph, I travelled across Holland to Cuijk, which has a covered bazaar from which I have bought a lot of lamps over the years. Unfortunately there were not the usual 'junk' stalls and I only bought one lamp. Leaving there in the early evening, I travelled down to Tongeren, near Maastricht, ready for the Sunday antiques street market. I am told that it opens at 5-00am, but I have never tested the truth of this. It took 2 hours to look round and I came away with 4 lamps, a Talisman 111, an Express, a LU-TECA K5512 and a Sievert 268. Dashing back to Antwerp, to the Sunday Vogul market, acquiring 3 more lamps, one of which was a small Phoebus, and on to an acquaintance at a little antiques market on the side of the Scheldt. He always has lamps and I must have bought 40 or 50 from him, over the years. I was greeted with 'Why did you not ring? I have especially for you 40 lamps at home'. I apologised and told him I would phone him on my return. After a short rest, I returned across to Nijmegen for a small antiques market, but with only 15 stalls, there were no lamps.

Having noted a rally, advertised in Old Glory, between Rostock and Berlin, I thought it would be an experience to see how they do it in Germany. Leaving Nijmegen on Monday morning, I arrived at Malchow Thursday afternoon, in time for the 3 day event. I called at Arnhem, down to the Rhine at Duisberg and up to Osnabruck for the night. My memories of this place were from when I was stationed there in 1952, while serving with the 5th Regiment Royal Horse Artillery, but I could not recognise it at all. While there, I visited the memorial on the hillside at 'Minden Gap', which I had photographed from an army lorry 51 years earlier. On to Celle, for an overnight stop, and then to visit Belsen camp, the museum of the 1st German oilfield and a small museum near to one of the airfields involved with the Berlin airlift, returning Thursday evening to the steam rally.

Unfortunately, I do not speak German and the manager at the rally did not speak English, but he saw the row of blowlamps across my windscreen and assumed I was an exhibitor, so he directed me to park amongst the model steam engines and I did not have to pay for entry. The event was well worth the visit although there was very little in the way of auto jumble stalls and there were no blowlamps. The event was held at a museum, by a small railway station and on the Sunday we were treated to the biggest steam train I had ever seen, hauling 13 coaches full of people. It stayed for an hour or so, a splendid sight.

Bearing in mind, I had not bought a blowlamp for 6 days, I struck up a conversation with a Dutchman, who said that a new stall had arrived and there was a vertical blowlamp on it. He had enquired as to the price and was told 150 euros, which he thought was expensive. I went to have a look and found it to be a steel bodied BAT, with a tatty burned nozzle. Trying not to appear too eager, I glanced at the stall opposite and by the time I returned the BAT had sold, for 120 euros. Perhaps it was lucky to have temptation removed from my grasp.

By Sunday, I decided it was time to move on to Poland, there are bound to be some interesting lamps there and 2 hours later we were crossing the border. After travelling for 2

days and visiting a few antique shops, the only lamp on offer was an incomplete Barthel soldering torch and with a price tag of £17-00, I left it there,

Over the years I have been told to 'Go to hell' on several occasions, but this time I decided I would go as Hel is at the end of a long peninsula in North East Poland. The road to Hel runs along a peninsula only a few hundred yards wide and about 30km long and swarming with holiday makers. The northern side of the peninsula is screened by trees and is protected from cars by a railway line. The only access is to walk through the trees, but the beach was breathtaking. As luck would have it, the camp site we chose had an attendant who could speak English. He enquired about the blowlamps in the windscreen of my camper and I asked him if he knew where I could get some more. He said there was an antiques market in Gdansk on Friday, Saturday and Sunday, the problem was that it was only Tuesday, so we had to stay in the area and sample the local night life. This turned out to be quite lively and had me wishing I was 40 years younger. First impressions of the market at Gdansk were quite disappointing, but eventually came across the antiques section and soon made my first purchase. I found two Jnowrock Awskie's, bought for 25 groties (£4-20) This made up for the past 12 day blowlamp famine and quickly followed with a LUAB 3, a Kovopodnik, Primus 849 and 817, G B Platin, a I pint Phoebus, a Sievert with a small diameter burner, a Hahnel 26 and a soldering torch.



Part of the antiques market at Gdansk. Just the sort of stall we all like to find.

(To be continued in the September issue)

Most of us will count a number of American blowlamps in our collections and one of the most familiar names is that of Turner. A few years ago, the Blow Torch Collectors Association published a history of the company which I am sure our members will find informative.

HISTORY OF THE TURNER BRASS WORKS

E.S. Turner established a small brass manufacturing company in 1871 on the north side of Chicago...the same year as The Great Chicago Fire. The early products manufactured consisted of a line of harness and saddle fittings, made of brass, and a line of bicycle fittings and trim.

It wasn't until a few years later, in 1880, that E.S. Turner company would be sold to Charles Rickett and incorporated as 'The Turner Brass Works'. *(It is not known what became of E.S. Turner or why the company was sold)* Mr Rickett became interested in gasoline fuel appliances, particularly blow torches, braziers, enamelling ovens and firepots. Early in 1904, he purchased the torch related patents, trademarks and manufacturing rights to the 'White Manufacturing Company' who were a prominent Chicago company, known for its gasoline and kerosene appliances, used for all mechanical and lighting purposes. *(The White Mfg Co was especially known for its mammoth 'HOT BLAST' brazier, a most powerful machine made for brazing and forging any metal up to 4 inches in diameter. The 2 or 3 burner device had an immense fuel tank that would burn 14 hours with one pumping, and in 1886 retailed for an incredible \$35 for the 2 burner and \$45 for the 3 burner.)*

A letter, dated June 1st 1904, addressed to The Turner Brass Works, from W.H. Eastland, the President of White Mfg Co, reads as follows:

Gentlemen

We hereby confer upon you the right to advertise and have printed such literature as you may find necessary to promote your interests in the line of blow torches, furnaces, brazing machines, enamelling ovens, etc., upon which you may deem necessary in the promotion of that branch of the business that you purchased from us.

*Yours truly
White Mfg. Co.
(Signed) W.H. Eastland, President*

Charles Rickett also acquired White's trade mark 'HOT BLAST', and for a period of time continued to produce torches and firepots under the name of 'WHITE MFG. CO.', manufactured by Turner Brass Works. It is believed that Mr Rickett not only purchased the patents and manufacturing rights, but also purchased unfinished blow torch components from the White Company, such as the air pump parts that included the distinctive 'W' cast into the plunger. There must have been a substantial stock of material, considering the large number of torches that have survived with the 'W' pump plunger and the unique nameplate depicting both White and Turner. It could also be that Charles Rickett recognised the brand acceptance that White Mfg. Co. had established in the marketplace for their torches and firepots, and was shrewd enough to continue with the White labelling until Turner would be accepted.

The north side of Chicago was becoming congested, and since there was insufficient room for the Turner facility expansion, in 1906 it was decided to relocate the Turner operation to an area not far from Chicago, 65 miles due west, to Sycamore, a thriving community of 5000. A facility was erected that covered an area of 60,000 square feet, with adequate surrounding land for future expansion. The relocation of the business included moving all the stock equipment, machines and approximately 100 employees to what would be Turner's permanent (and final) home.

From the early days in the Sycamore facility, to the mid 1920's Turners history becomes somewhat hazy and non-existent. From the various Turner catalogues that have survived, it is apparent that Turner continued to prosper and grow to be one of the three leading blow torch manufacturers in the U.S.

The Turner Brass Works applied for a trademark with the US Patent & Trademark Office on October 15th 1909 and it was registered on April 12th 1910 as trademark #77,498. Turner is the only known blow torch manufacturer with such a unique trademark that did not include any text, but a distinctive drawing of an athlete on a trapeze bar. (It is difficult to determine if the athlete is male or female, but I suspect that considering the year it was created and the short hair model, he is male) Other trademarks include HOT BLAST (acquired from the White Mfg. Co.) and DOUBLE JET (a double valve burner system that produced an extremely hot and pencil point flame). Other names or statements not adopted as trademarks, but used exclusively by Turner over the years are OLD RELIABLE (dates back to the early Turner Brass Works years in Chicago), SAFE AS A CANDLE, AS GOOD AS CAN BE MADE, YOU'RE A BETTER WORKER WITH A TURNER, FEARLESSLY GUARANTEED, and LIGHT WITH A MATCH.

Turner was 'the world's largest exclusive manufacturer of blow torches, firepots and braziers.

Just after the 1929 stock market crash, a young energetic man, John Slezak, took the helm at Turner as the new president. He took leadership of a waning manufacturing company that was struggling through the depression, like many manufacturers in the U.S. Mr Slezak found only 20,000 of the 60,000 square foot facility was being used by 35 workers in the manufacture of a limited line of products. By applying sound business principles, success and growth resulted, during a period of general nationwide recession. Before long, Mr Slezak not only recovered the business, but also increased the facility to 75,000 square feet, the work force was increased dramatically, and by the late 1930's and into the 1940's, new products were added to ensure year round employment. It is known that Mr Slezak remained with the company through the 1940's and took military leave of absence to serve as a Colonel in the US Army.

By the late 1950's, propane was gaining popularity as a safer, less expensive, and more reliable blow torch fuel, however, Turner continued through to the late 1960's to offer two gasoline blow torches, the T-15A economy model and the T-18B premium solid brass model. They also continued to offer two gasoline firepots, a standard model and a high capacity model.

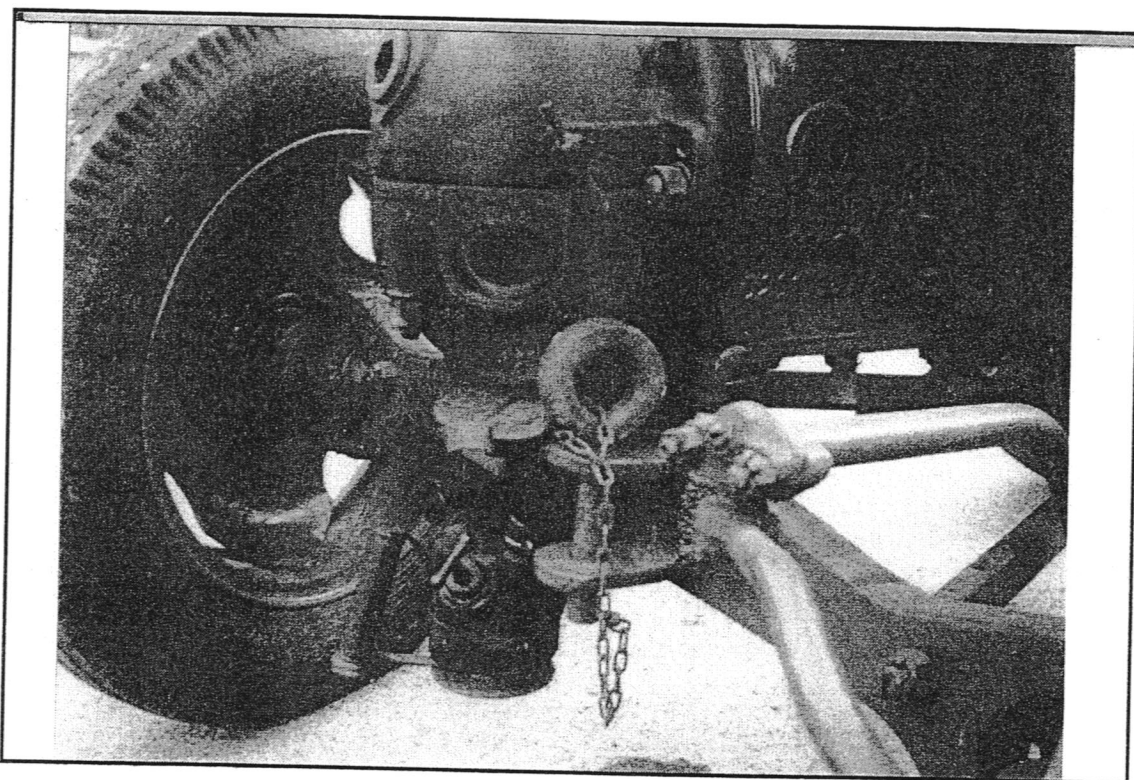
In 1959 the Turner Brass Works was incorporated as the Turner Corporation, to more accurately reflect the broad range of products offered.

Over the years of operation, the diverse product line of Turner included a wide variety of alcohol, gasoline and kerosene blow torches, soldering irons, firepots, brazing forges, cast bronze nameplates, various gasoline leak detectors, fire extinguishers, gasoline water heaters, oxy/acetylene torches and accessories. When propane gained popularity, Turner produced a line of propane fuelled devices that included camping stoves, camping lanterns, radiant heaters, leak detectors, torches and accessories, and a large propane fuel tank. The WELDIT CO., of Detroit, Michigan, was purchased by Turner in the late 1960's, became a division of the Turner Corporation and produced air/acetylene welders and cutting torches. Turner also designed and produced a diesel engine 'Quick Start' system, utilising a pressurised ether based system. Finally there was a small line of automobile accessories under the Pagel name, during the early 1900's (in 1925, the Vice President was H F Pagel, and it is assumed he had some connection with the Pagel automobile accessory business)

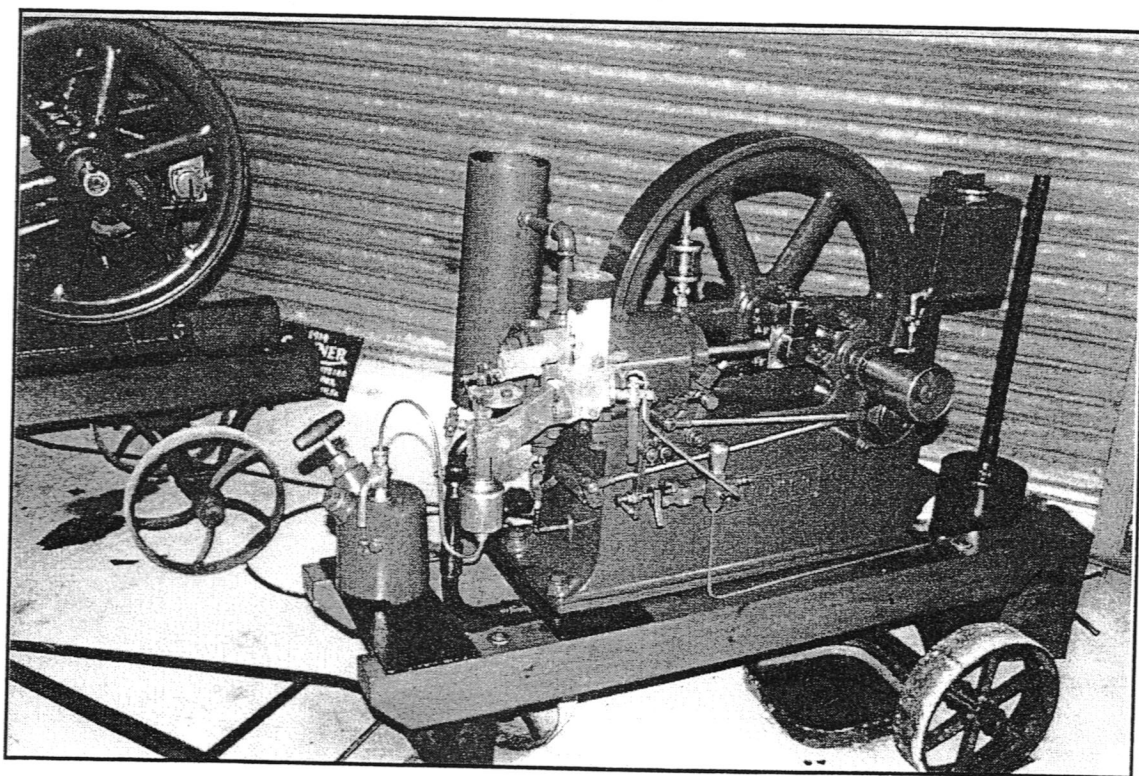
More on Turner in a future issue.

IN WORKING BOOTS

This month we have two pictures of blowlamps doing the job for which they were designed.



Barthel blowlamp used for starting a Lanz Bulldog tractor (Photo – Keith Hawkins)



There was a complete line of Gardner engines at the Jenny Jefferies open day, this model required a continuous lamp.

CLASSIFIED

For Sale Blowlamp Society Polo Shirts £17-00 plus P & P, Sweatshirts £18-50 plus P & P.
Contact Ray Hyland 01449 615648

For Sale A limited number of Blowlamp Society Lapel Badges £4-00 plus postage.
Contact Keith Hawkins 01525 290122

Back Issues of Blowlamp News available from the editor for the cost of printing and postage.

Wanted New collector would like to build up collection and would be interested in speaking to collectors who are downsizing or want to raise funds.
Contact Max Lewis 01892 530322.

Blowlamp News is published in March, June, September and December. Any items for inclusion in the next issue should be with the Editor at least one month before the issue date.

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