

# ***BLOWLAMP NEWS***

No 59

MARCH

2007

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

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We are through the worst of the winter now and looking forward to another year of blowlamp events, the first of which will be the meeting at Lochristi in Belgium on Saturday 10<sup>th</sup> March. I always look forward to this event which is organised by Brigitte and Willy Mouton, who continue to give us an excellent day.

There have been a few changes with the organisation of the Spring meeting at The Historic Vehicle Trust Centre on 5<sup>th</sup> May. The event will now be organised by the Blowlamp Society, with Keith Hawkins taking the lead role. You will find an invitation to the meeting included with this newsletter, so please support Keith and make this an enjoyable day for everyone.

While waiting in the queue at my local Copy shop, I was reading the notices on the wall, when I came across a poem, devoted to "The Shed". I am not sure if this is just a "British" thing or whether men all around the world have a garden shed, a place of retreat that is very much a male domain. Anyway, having read the poem, I could very much relate to it and thought I would like to share it with you; a copy is included with the newsletter. I would welcome your comments.

## ***2007 SUBSCRIPTIONS***

There are quite a number of you who have not renewed your subscription, so please, if you intend to continue your membership, send your cheque to Keith Hawkins, by the end of March. (A subscription form is included)

## ***AMERICAN BLOWTORCH BOOK***

Ron Carr has confirmed that he has received my order and payment for 35 books. The books will be sent to you direct and should be with you early April. I must say that I am really looking forward to seeing the result of the efforts put in by Ron, Graham Stubbs and Charles Smith.

## ***RESTORATION TIPS***

With the ever increasing values of our blowlamps it has become a much more viable proposition to restore badly damaged lamps which would have previously been discarded.

I know that many you like to carry out DIY repairs, but there are occasions when professional help is required.

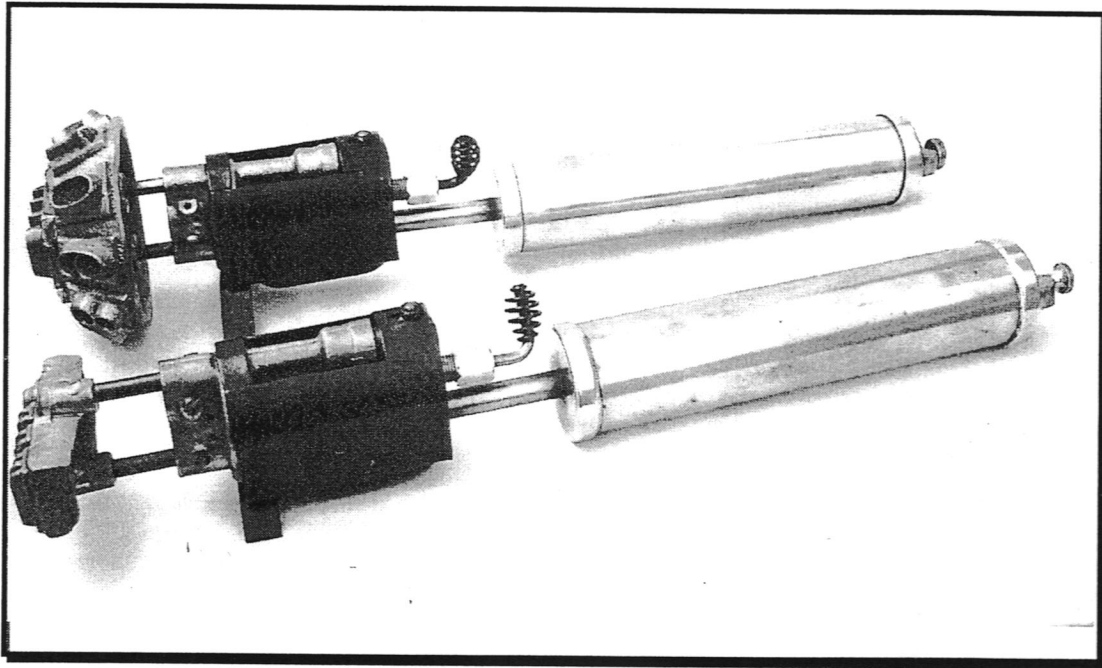
John Tingle has found a small engineering firm in Weston Super Mare, owned by Mike Russell, who seems to be able to turn his hand to making just about any part that John has asked of him to and his charges are very reasonable. He has even suggested that he could make complete lamps.

Mike can be contacted on 01934 420122 or 07966 765603.

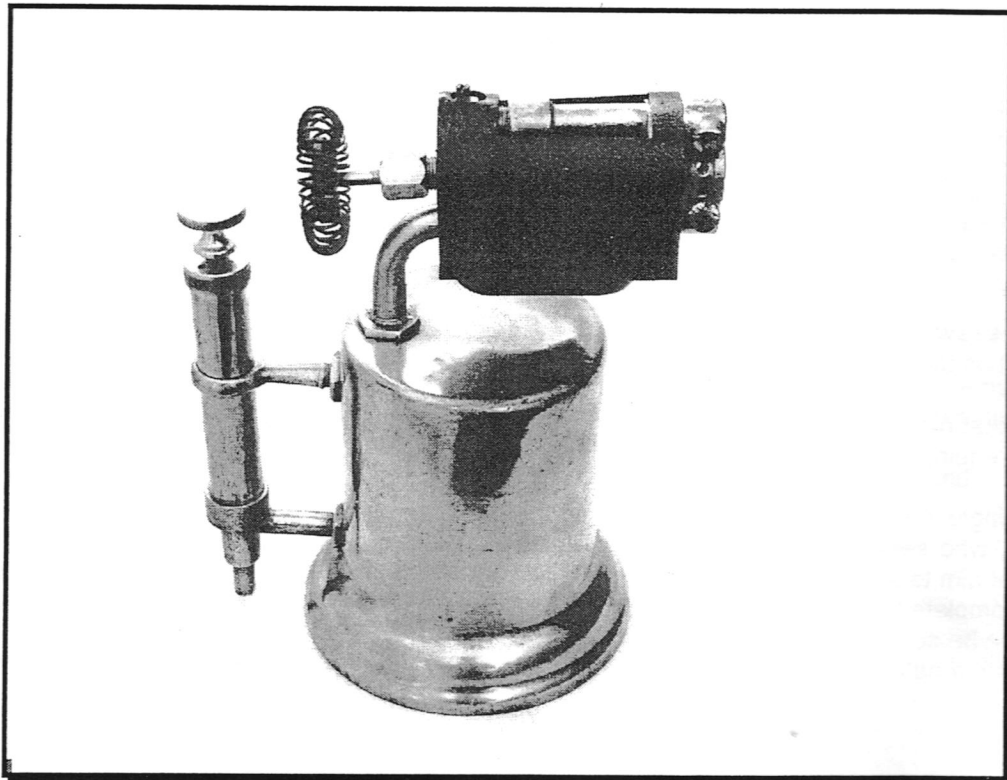
You will find details of blowlamp parts that Mike has made included with this newsletter.

## EVERHOT

Most of us would recognise an EVERHOT soldering / branding iron and recently Brian Grainger sent me a photograph showing two from his collection, one (nearest) with a copper tank and one with a brass tank.



What is less well known is that EVERHOT also made a conventional blow torch albeit with the same branding iron type head. I understand that these are classified as very rare. Brian's photograph shows his torch, with copper tank.



The EVERHOT Manufacturing Co of Maywood, Illinois, began life as the Peterson-Plummer Mfg Co and it was in 1919 they named the soldering torch EVER HOT because it could be used continuously for 8 hours.



Three more examples, owned by Keith Hawkins

### ***IDENTITY & ASSISTANCE***

Brian Grainger has sent in the following photograph of an ASMUS & LORENZ blowlamp, made in Berlin. This manufacturer does not appear on any list, not even Michel Duval's, so does this mean that this is a make previously not known. Can any of our members throw any light on the name?

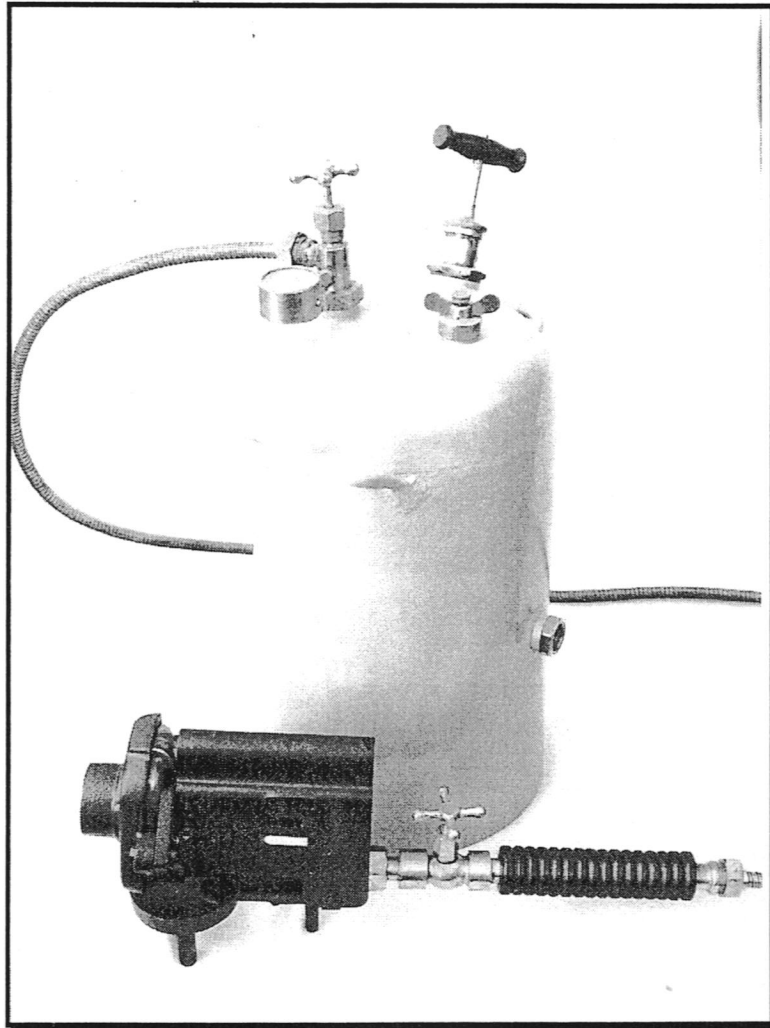


## ***“THE ONE THAT GOT AWAY”***

Brian's final offering for this Newsletter is of a DOESIT brazing lamp which he believes to be one of the rarest British lamps.

For a number of years, both Brian and Les Adams made regular visits to a junk shop near Dunster, North Somerset, which described itself as having “the best junk in the South West”. On one occasion, while browsing around at floor level, Brian's wife happened to look up and on a shelf about 10 feet high, she noticed a bit of brass that looked reminiscent of a blowlamp tap, poking out from a pile of bits and pieces. The proprietor was summoned, duly found a ladder and extricated the item for inspection. He commented that he had not visited that particular shelf for many years. At first it did not look much, the tank was heavily rusted and a couple of bits were missing, but it seemed to ring a bell. The proprietor asked if Brian knew what it was and not wanting to appear too keen, which always puts the price up, Brian decided not to mention he knew it was a blowlamp, and anyway there were some parts missing. On asking the price, £5-00 was agreed and a hasty retreat was made with the new acquisition. So for all those years both Brian and Les had been passing by a treasure sitting up on high.

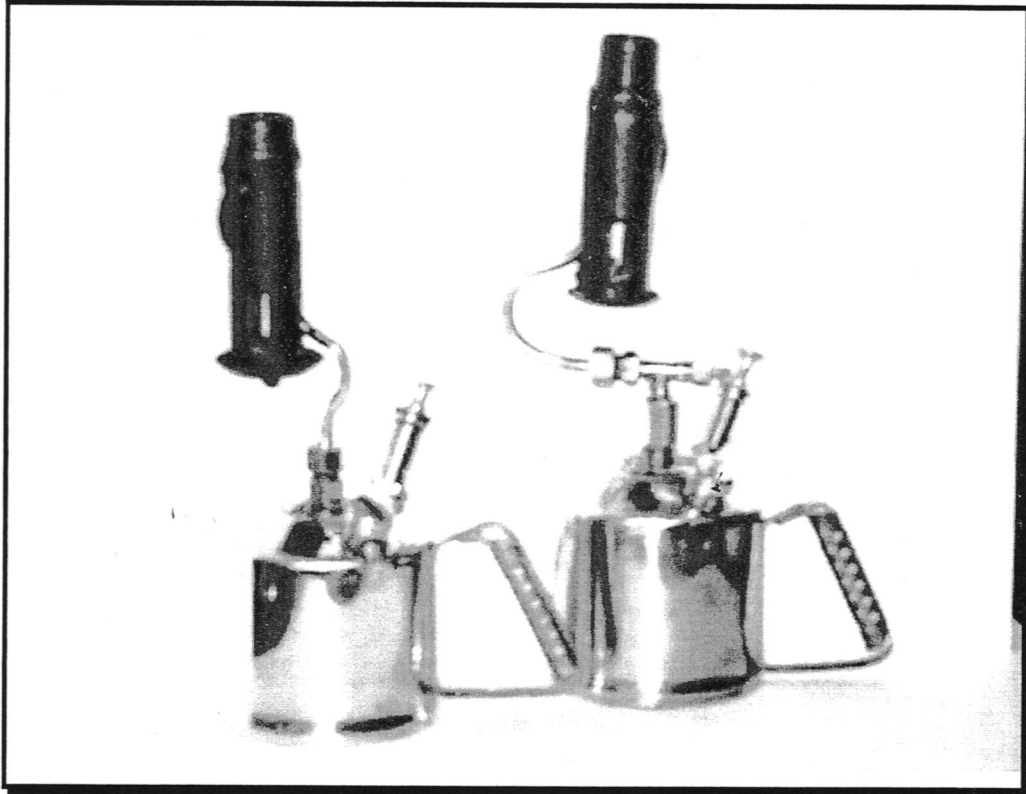
Back home, Brian quickly located the catalogue page which confirmed that the lamp was a DOESIT Large Portable Brazing Outfit. The missing parts were soon sourced and the result can be seen in the photograph. Brian would like to know if there any other examples about.



## ENGINE STARTING LAMPS

By  
Keith Hawkins

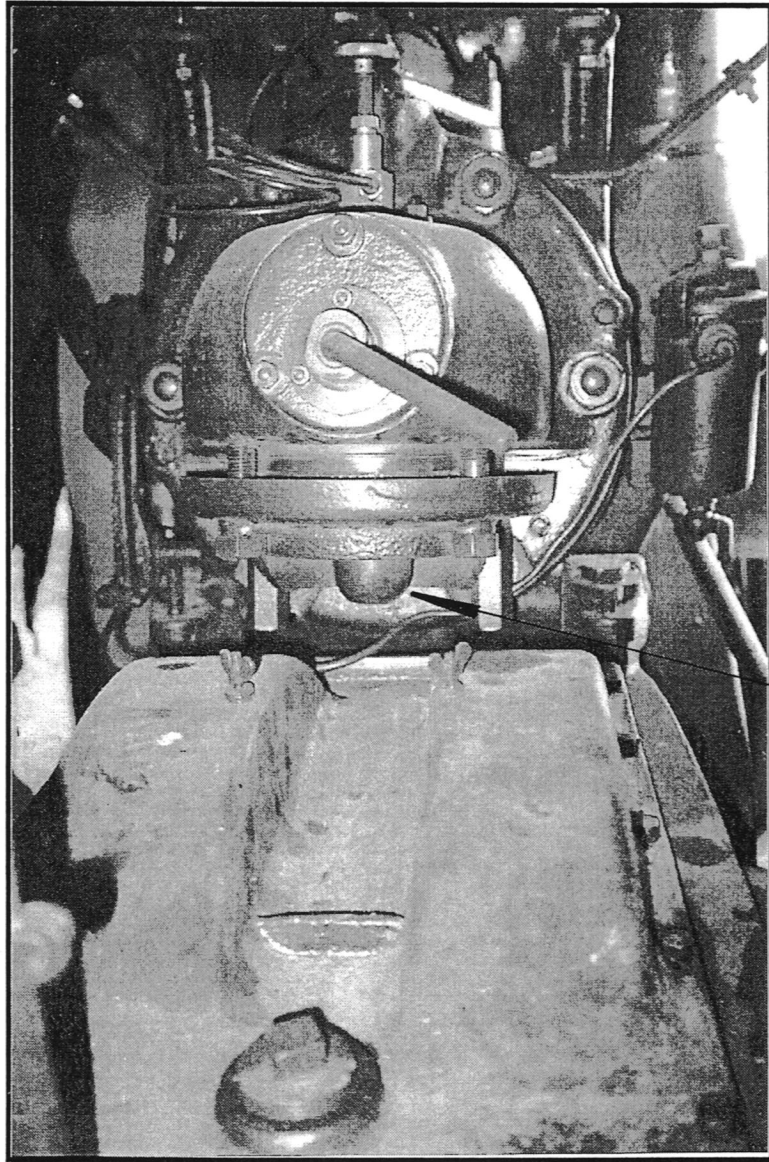
The first photograph shows 2 Companion vertical blowlamps which were advertised for sale as being starting lamps for the McDonald tractor.



They both appear to have the same tanks, although the one on the right has the pressure relief valve blanked off and a valve fitted above the tank. The burners appear to be the same as those on the Sievert Vapouria 3112.

The McDonald tractor has a different layout for its hot bulb, unlike the more conventional layout seen on tractors made by Lanz, Vierzon, Ursus etc. where the hot bulb is situated at the front of the engine, the McDonald hot bulb is found at the rear of the engine, under the steering column and accessed from the man stand. The clearance from the bottom of the hot bulb to the floor is only about 6 inches, so it is not possible for either of the above lamps to be used to start the tractor.

McDonalds did however make road rollers and stationary engines and it would be safe to assume that the road rollers would have a similar layout to the tractor, leaving the above lamps for starting stationary engines.

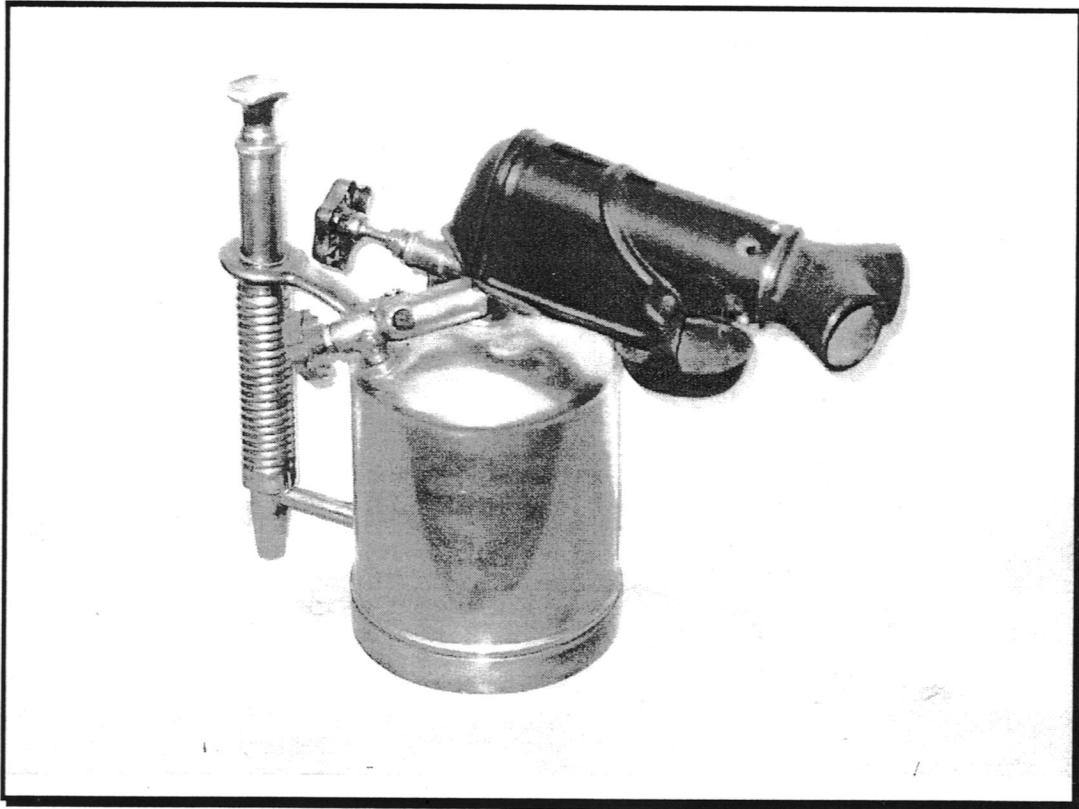


Hot bulb

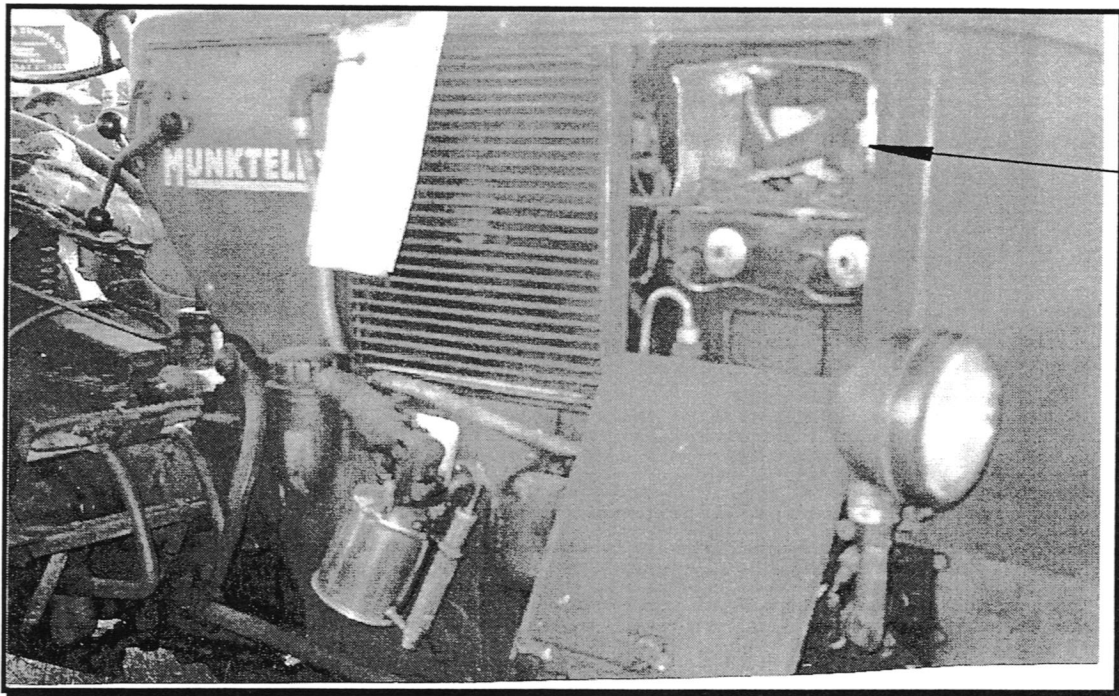
This photograph shows the position of the hot bulb, viewed from the rear of the tractor.

I spent the best part of a day recently talking to a gentleman from Banbury, who has a collection of 15 different lamp start tractors and we examined at length the McDonald catalogue and maintenance manual. I wondered why, before I had been out to examine the tractor, the parts for the blowlamp included a horizontal type burner. With the fuel feed pipe coming out of the bottom of the burner assembly and then being immediately bent rearwards, at right angles. Looking at the photograph, the burner must be attached to a long pipe which then angles away to the nearside and drops down approximately 7 inches to the tank, which is apparently situated in the tool box resting on the floor by the drivers left foot.

One other tractor, with its attendant blowlamp is the Swedish built Munktells Bolinder, which has a twin cylinder engine with hot tube ignition, supplied by either a "Y" nozzle Primus 611 or an unknown, at the moment, Sievert lamp, the tank of which is fixed to the offside of the engine, with connection to two burners fixed to the cylinder heads.

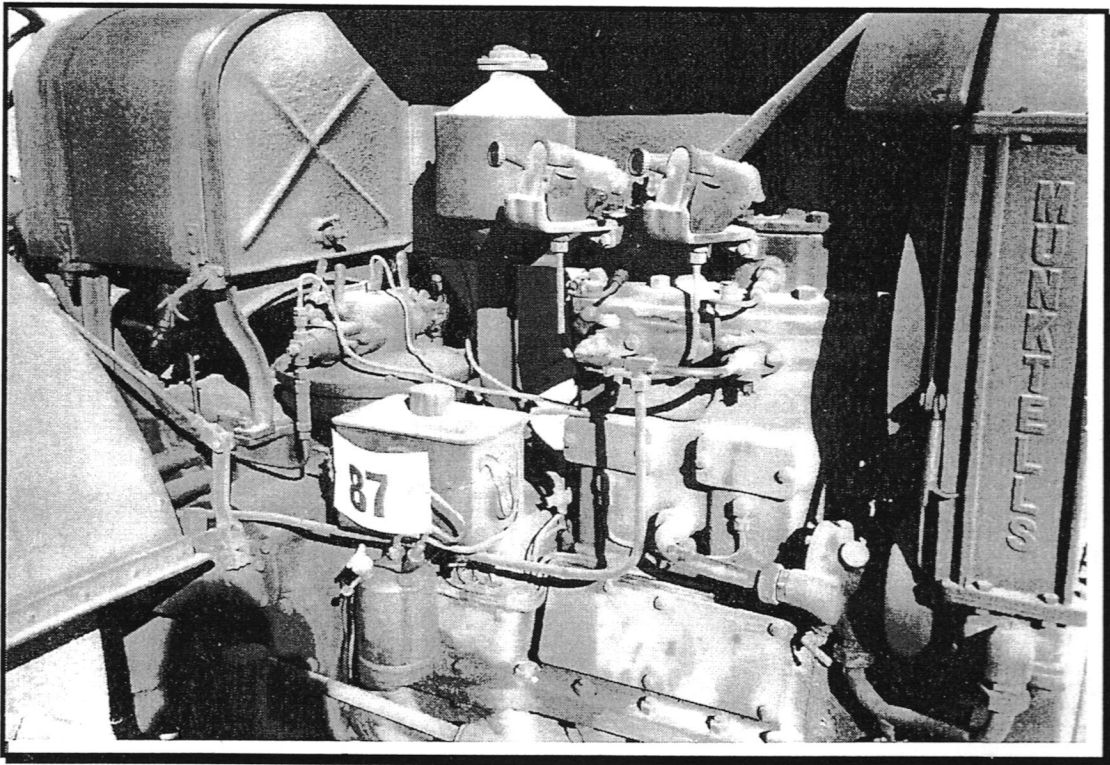


The Primus 611 with "Y" nozzle

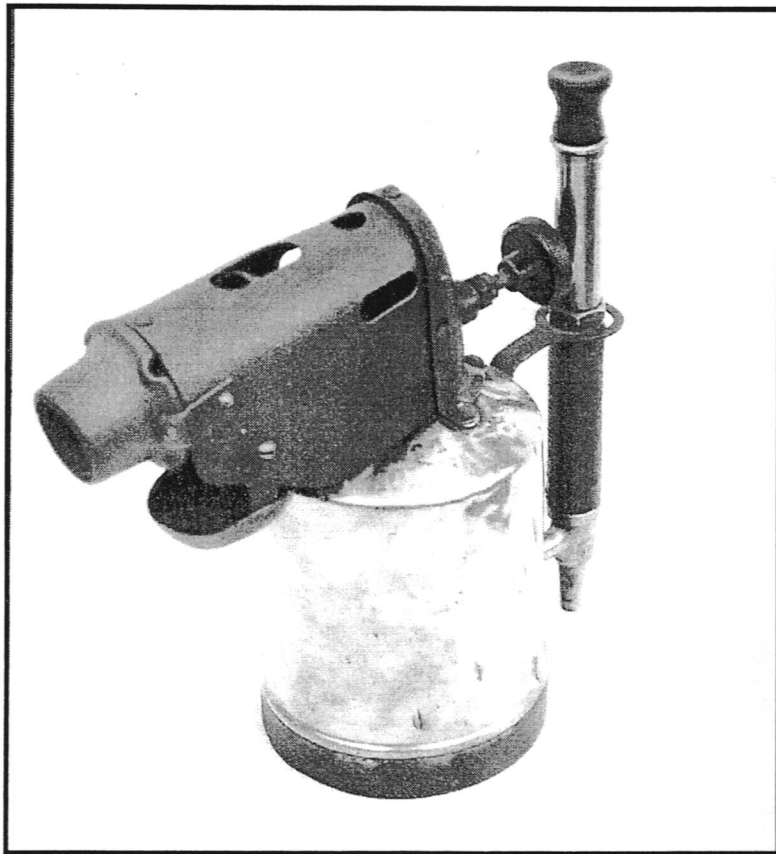


'Y'  
nozzle

Side view of the Monktells tractor showing the "Y" nozzle attached to the cylinder head and the Primus 611 blowlamp attached to the side of the tractor, when not in use.



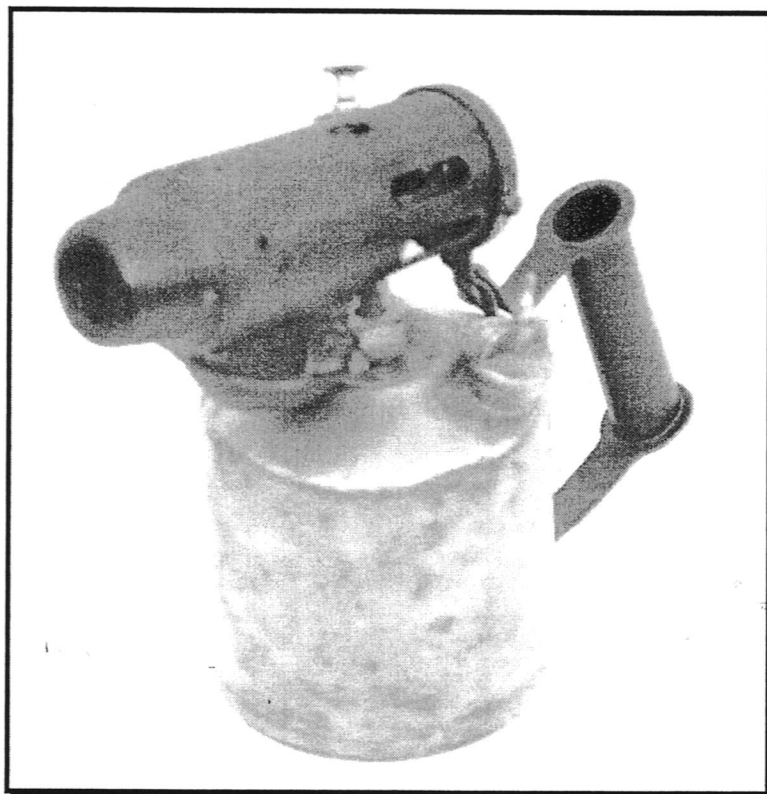
The Sievert blowlamp with the twin burners, permanently fixed to the tractor.



This lamp is a 1.5 litre Sievert Holmia No 1. It is listed in an early Sievert catalogue as being an engine lamp, but with no further information. Harping back to the McDonald and knowing how its handbook showed that the blowlamp used had a burner very similar to the Holmia, I wonder if this could be the answer.



Also knowing that Companion lamps were in fact mostly Sievert, made under licence, enhances the argument. Maybe one of our Australian members can provide an answer.



The final picture shows what is commonly described as a 2 pint lamp. However, as it is smaller than the Holmia it can be no more than 1.5 pints. This is a Governor Engine lamp, as distinct from others of a similar shape and size, i.e. Governor Paraffin or Governor Petrol and so far I have not been able to find any reference to it in any Governor catalogue. It is not a Governor 100 either, which is what I always thought it might be, as the burner is quite different. However, this one is used exclusively by Petter's for starting the 8hp and the 12/14hp marine engines. There is one, incomplete, in the Gloucester Narrow boat Museum.

The "S" Type engine has an ordinary paraffin lamp with similar sized tank, showing it as a 1.75 pint size "Governor 100" No7 and has a solid, tubular handle and is dated around the mid 1930's.

### ***JEAN DECKARDT***

On page 9 of Blowlamp News No 50, I published a photograph of a vertical blowlamp which Keith Hawkins had acquired, the only identifying marks being a plate with the Jean Deckardt name on it. Keith has done some further research on the lamp and has found that there is a company of that name still in existence in Ausburg, Germany and they are involved in the manufacture of catering equipment, so he feels it is unlikely that they were also involved with the manufacture of blowlamps.

The valve knob on Keith's lamp has IMBERT on it, so it is likely that the lamp is one of theirs.

Willy Mouton has a lamp with exactly the same tank, but with a 2<sup>nd</sup> WW MISSLER type burner, although it is still a vertical, unlike the more usual horizontal Missler burners.

Keith has never found out the precise use for his lamp, but opinion amongst tractor owners is that it could have been used as a starting lamp for a Lanz

## FROM THE PATENT OFFICE

This months patent shows a Governor blowlamp which has an adjustable burner, for use either horizontally or vertically or anywhere in between. I have seen one of these lamps in Ted Hewitt's collection, if anyone else has one, please let me know.



Application Date: Jan. 31, 1930. No. 3295/30.

**341,290**

Complete Left: Oct. 16, 1930.

Complete Accepted: Jan. 15, 1931.

### PROVISIONAL SPECIFICATION.

#### Improvements in or relating to Blow-lamps.

We, JOHN SHAW AND SONS WOLVERHAMPTON LIMITED, a British Company, of Fryer Street, Wolverhampton, Staffordshire, and ALBERT ALFRED MARTIN, British Subject, of the Company's address, do hereby declare the nature of this invention to be as follows:—

This invention relates to improvements in blow-lamps such as are commonly used for plumbing, soldering, brazing, paint-removing and like operations.

Such lamps usually consist of a brazed sheet metal fuel container provided with a handle, a jet leading into a fixed burner tube, a filling orifice with a plug, and in some cases an air pump, all the fittings being brazed to the container or screwed into lugs or bosses brazed to the container.

One object of our invention is to provide an improved blow-lamp in which all brazing is eliminated so that the metal of the container is not softened or weakened in any way and is capable of withstanding very high pressures without risk of explosion.

Another object is to provide a blow-lamp in which the burner tube is angularly adjustable with respect to the container so that the flame can be directed at widely differing angles and the handling and use of the lamp are greatly facilitated. Other objects are to eliminate all perishable washers or packing from the construction of the lamp and to provide a readily adjustable handle which is simple to manufacture and fit.

According to our invention the container of a blow-lamp is a cylindrical or other shell drawn, pressed, or spun from sheet metal and provided with a flanged closure which is screwed and sweated on to the shell. In the upper end of the container are coned openings screw-threaded at their inner ends, and one of these receives a screwed filling plug provided with a coned copper or like washer to engage the coned face of the opening. The other receives a similarly washered screwed tubular fitting in the upper end of which is a coned socket with a horizontal axis which receives a coned plug on a head carrying the jet and burner

or flame tube. The head is thus free to swivel about the plug as an axis so that it may be directed vertically upwards, downwardly towards the bench or other surface on which the lamp stands, or at any intermediate angle. The plug is retained in the socket by a nighting washer and milled nut, and an internal annular groove in the socket communicates with the bore in the tubular fitting so that continuity of the passage to the jet is maintained in any position of the head. This groove also forms a vaporising chamber in which the fuel is heated by conduction from the burner tube. The supply of fuel is controlled in the ordinary way by a needle valve entering the fuel passage.

When the burner tube is cold it can be moved easily to any position but when it becomes hot in use the joint locks itself and there is no risk of leakage even if the plug-retaining nut is only finger-tight initially. Immediately the lamp cools the joint again becomes free.

A handle for the lamp is conveniently formed by a substantial tube engaged at its ends in openings in a sheet metal bracket which is held against one side of the container by a strip metal band passing round the container. One end of the band is anchored to the bracket and the other has a nut in which engages a screw anchored to the bracket so that by tightening the screw the band is contracted around the container. By slackening the screw the handle can readily be moved round the container into any desired position. If desired an annular groove may be formed around the container to receive the band.

From the above description it will be obvious that a large number of the operations required in the construction of an ordinary blow-lamp are eliminated and as the container is never heated and has no projecting brazed-on parts it can be very easily cleaned up for packing and sale.

Dated this 30th day of January, 1930.

For the Applicants,  
BARKER, BRETTELL & DUNCAN,  
Chartered Patent Agents,  
75 & 77, Colmore Row, Birmingham.

## COMPLETE SPECIFICATION.

## Improvements in or relating to Blow-lamps.

We, JOHN SHAW AND SONS WOLVERHAMPTON LIMITED, a British Company, of Fryer Street, Wolverhampton, Staffordshire, and ALBERT ALFRED MARTIN, British Subject, of the Company's address, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to improvements in blow-lamps such as are commonly used for plumbing, soldering, brazing, paint-removing and like operations.

Such lamps usually consist of a brazed sheet metal fuel container provided with a handle, a jet leading into a fixed burner tube, a filling orifice with a plug, and in some cases an air pump, all the fittings being brazed to the container or screwed into lugs or bosses brazed to the container.

One object of our invention is to provide an improved blow-lamp in which all brazing is eliminated so that the metal of the container is not softened or weakened in any way and is capable of withstanding very high pressures without risk of explosion.

Another object is to provide a blow-lamp in which the burner tube is angularly adjustable with respect to the container so that the flame can be directed at widely differing angles and the handling and use of the lamp are greatly facilitated. Other objects are to eliminate all perishable washers or packing from the construction of the lamp and to provide a readily adjustable handle which is simple to manufacture and fit.

According to our invention the container of a blow-lamp is a cylindrical or other shell drawn, pressed, or spun from sheet metal and provided with a flanged closure which is screwed and sweated on to the shell. In the upper end of the container are coned openings screw-threaded at their inner ends, and one of these receives a screwed filling plug provided with a coned copper or like washer to engage the coned face of the opening. Another receives a similarly washered screwed tubular fitting in the upper end of which is a coned socket with a horizontal axis which receives a coned plug on a head carrying the jet and burner or flame tube. The head is thus free to swivel about the plug as an axis so that

it may be directed vertically upwards, downwardly towards the bench or other surface on which the lamp stands, or at any intermediate angle.

A handle for the lamp is conveniently formed by a substantial tube engaged at its ends in openings in a sheet metal bracket which is held against one side of the container by a strip metal band passing round the container. One end of the band is anchored to the bracket and the other has a nut in which engages a screw anchored to the bracket so that by tightening the screw the band is contracted around the container. By slackening the screw the handle can readily be moved round the container into any desired position. If desired an annular groove may be formed around the container to receive the band.

From the above description it will be obvious that a large number of the operations required in the construction of an ordinary blow-lamp are eliminated and as the container is never heated and has no projecting brazed-on parts it can be very easily cleaned up for packing and sale.

One practical form of blowlamp made in accordance with our invention for use with petrol or other volatile fuel is illustrated in the accompanying drawings in which:—

Figure 1 is a side elevation of the complete blowlamp.

Figure 2 is a plan.

Figure 3 is a plan in part section of the burner and its mounting with the parts separated.

Figure 4 is a side elevation of the fitting which carries the burner.

Figure 5 is a diagrammatic view showing the filling plug and the opening into which it is screwed the latter being shown in section.

Figure 6 is a fragmentary section through the upper part of the container wall.

Figure 7 is a fragmentary elevation of the inner side of the handle detached from the container.

In the blowlamp illustrated the body *a* is a cylindrical shell drawn, pressed, or spun from sheet metal with an integral domed bottom which merges into the side wall through a rounded bead or corner *b*. The upper end of the shell is closed by a flanged cover *c* of which the flange is internally screw-threaded to engage with

an external screw-thread on the upper end of the shell, as shown in Figure 6. The thread on the flange is machined off adjacent to its free edge to form a very narrow peripheral gap *d* between this edge and the shell into which solder is sweated. This forms an extremely strong joint which will not leak under pressure even at temperatures much higher than the melting point of solder.

Pressed in the centre of the cover *c* is a coned opening screw-threaded at its inner end to receive a screwed tubular fitting *e* provided with a copper or other soft metal washer adapted to engage the coned face of the opening. At the upper end of the fitting *e* is a coned socket *f* with a horizontal axis which receives a coned plug *g* on a head *h* carrying the jet and the burner or flame tube *j*. The head is thus free to swivel about the plug as an axis so that it may be directed horizontally as shown in full lines in Figure 1, downwardly at an angle towards the bench or other surface on which the blowlamp stands, or upwardly at an angle as shown in dotted lines, or even vertically upwards. The plug is retained in the socket by a washer *k* and milled nut *l* with lock-nut *l'*, and an internal annular groove *m* in the socket communicates with the bore in the fitting *e* so that continuity of the passage to the jet is maintained in any position of the head. This groove also forms a vaporising chamber in which the fuel is heated by conduction from the burner tube through the head. The supply of fuel is controlled in the ordinary way by a needle valve *n* passing through an extension of the fitting *e* and entering the fuel passage.

Normally the nut *l* is screwed up to such an extent that the burner tube can just be moved easily into any desired position. It will tighten up slightly when the burner becomes hot so that there is no risk of leakage even if the nut *l* is only finger-tight initially. For the cheaper types of blowlamp a swivelling burner tube may not be required, in which case an ordinary fixed burner fitting would be screwed into the coned opening in the centre of the cover in the same manner as described above for the fitting *e*.

A second coned orifice is pressed in the cover at one side to receive the filling plug *o*. The inner end of this orifice is screw-threaded and into it is screwed a sleeve *p* of which the outer end is spun over into the orifice and the inner end is fitted with a lock-nut *q* as shown in Figure 5. The sleeve is screw-threaded internally to receive the plug which is provided with a copper or other soft

metal coned washer *r* adapted to seat against the outer end of the orifice.

A similar sleeve may be provided in the opening which receives the fitting *e* but this is not essential as this fitting only has to be removed at very long intervals to renew the fuel wick while the filling plug is removed and replaced frequently.

A safety valve may be incorporated in the filling plug or it may be separately fitted into another opening in the cover in the same manner as the fitting *e*.

The handle for the blow-lamp is formed by a length of tube *s* of oval cross-section engaged at its ends in openings in lugs *t* integral with or secured to a sheet metal bracket *u* which is held against the container by a strip metal band *v* passing round the container. One end of the band is notched at *w* and fits into a slot in one side of the bracket while the other end which passes through the opposite side of the bracket is slotted and bent round to form an anchorage for a pin *x* which is transversely drilled and tapped. A screw *y* passing through the bracket is screwed into the pin so that by tightening the screw the band is contracted around the container to hold the handle securely in position. By slackening off the screw the handle can be adjusted into any desired position on the container. A key for operating the filler plug and a pricker for cleaning the jet may if desired be housed in the hollow tubular part *s* of the handle.

It will be obvious that as the construction of the container itself and the attachment of all the parts thereto are effected without brazing the metal of the container is never heated to soften or weaken it and in tests we have found that a blow-lamp made in this way will withstand a pressure several times as high as that which will cause a failure of the ordinary brazed blowlamp.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is:—

1. A new or improved blowlamp in which the container is a shell drawn, pressed, or spun from sheet metal and provided with a flanged closure which is screwed and sweated thereto, and the burner, filling plug socket, handle, and any other parts are secured to the container by screwing or like means without brazing.

2. A new or improved blowlamp as claimed in Claim 1 in which the closure is a flanged pressing, stamping, or

spinning of which the flange is internally screw-threaded to co-operate with an external screw-thread on the container and the thread is omitted adjacent to the free edge of the flange to leave an annular space into which solder is sweated.

3. A new or improved blowlamp as claimed in Claim 1 in which the burner or flame tube and jet are carried by a head which has a coned plug fitting rotatably into a coned socket on a tubular fitting screwed into the container so that the head with the burner tube is free to swivel about the plug as an axis.

4. A new or improved blowlamp as claimed in Claim 1 in which a filling plug is adapted to be screwed into a sleeve which is screwed into a coned opening in the container and is retained therein by spinning or swaging over its outer end

and fitting a lock-nut on its inner end, the plug having a copper or other soft metal washer adapted to seat against a coned surface at the outer end of the sleeve or opening.

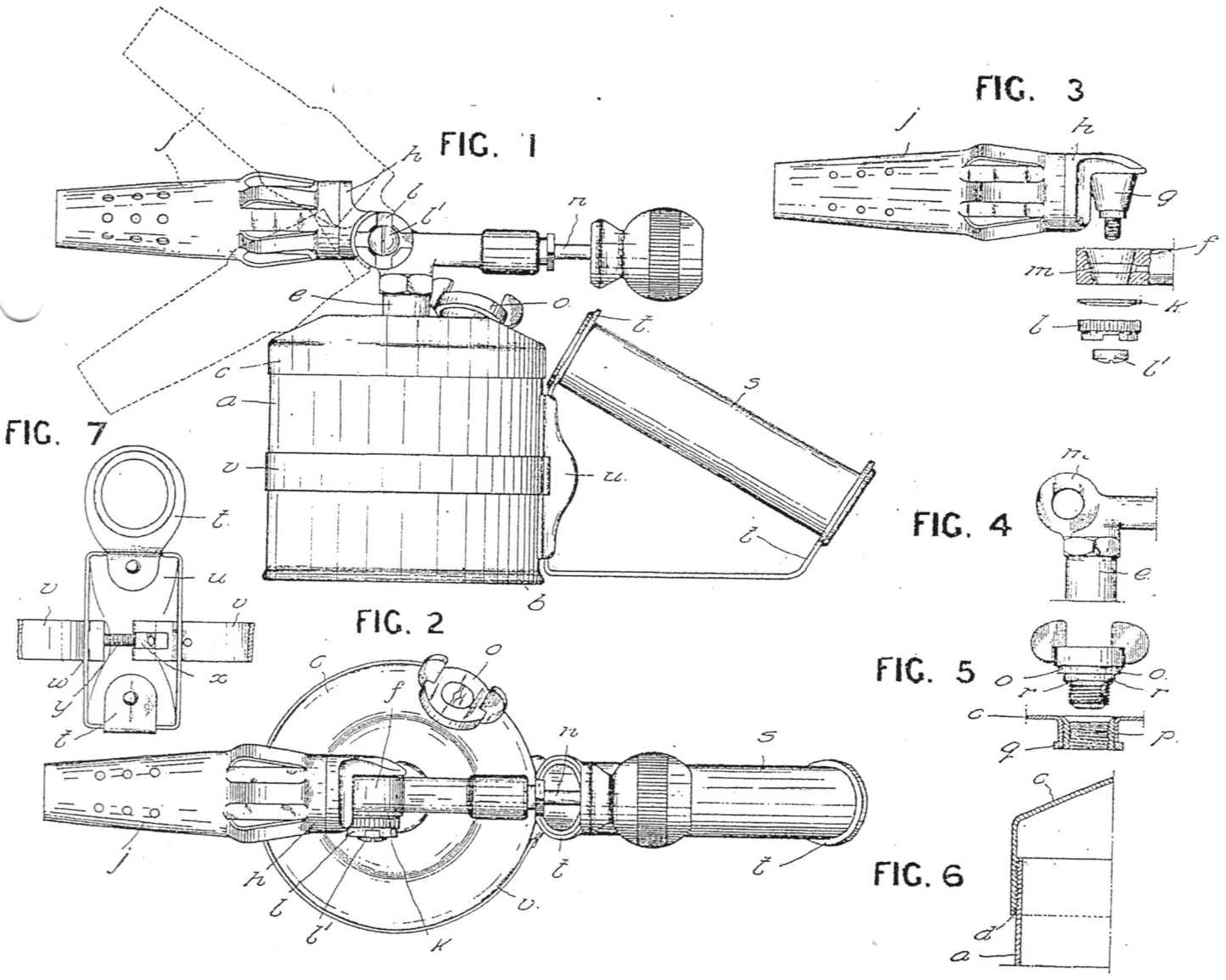
5. A new or improved blowlamp as claimed in Claim 1 in which a handle is carried by a bracket adjustably secured upon the container by a metal band encircling the container and capable of being contracted thereon.

6. The improved blowlamp substantially as described and as illustrated in the accompanying drawings.

Dated this 8th day of September, 1930.

For the Applicants,  
**BARKER, BRETTELL & DUNCAN,**  
 Chartered Patent Agents,  
 75 & 77, Colmore Row, Birmingham.

Redhill: Printed for His Majesty's Stationery Office, by Love & Malcomson, Ltd.—1931.



**THE WELLS LIGHT**  
WALLWORK & WELLS' PATENTS

OVER  
**500 RAILWAYS**

HAVE BEEN SUPPLIED WITH

THE **"WELLS LIGHT"**

(WALLWORK & WELLS' PATENTS).

**ELEVATED ARRANGEMENTS**

With LOWERING BURNERS.

In these arrangements the burner is connected to the tank by our special flexible tube and is raised and lowered by means of a wire and windlass, for cleaning, &c. This can easily be done whilst the lamp is burning.

The burner can be disconnected, and put on to the tank, forming a portable lamp (as shown on page 5), if required, the post being left standing.

We recommend a No. 4 size tank with a No. 3 Burner for these arrangements, if the light is required to run for long periods without attention.

**THE BASE POST**

is a permanent arrangement for lighting large areas. The base, which is sunk into the ground, is of cast iron and the hollow taper tube drops into it.

It is admirably adapted for Railway Goods Yards, Quays, and all places where one class of work is carried on night after night.

Taper Tube, standing 23ft. above ground,  
with fittings ... .. £7 0 0

LAMPS AND BURNERS EXTRA.

**THE SPIKE POST**

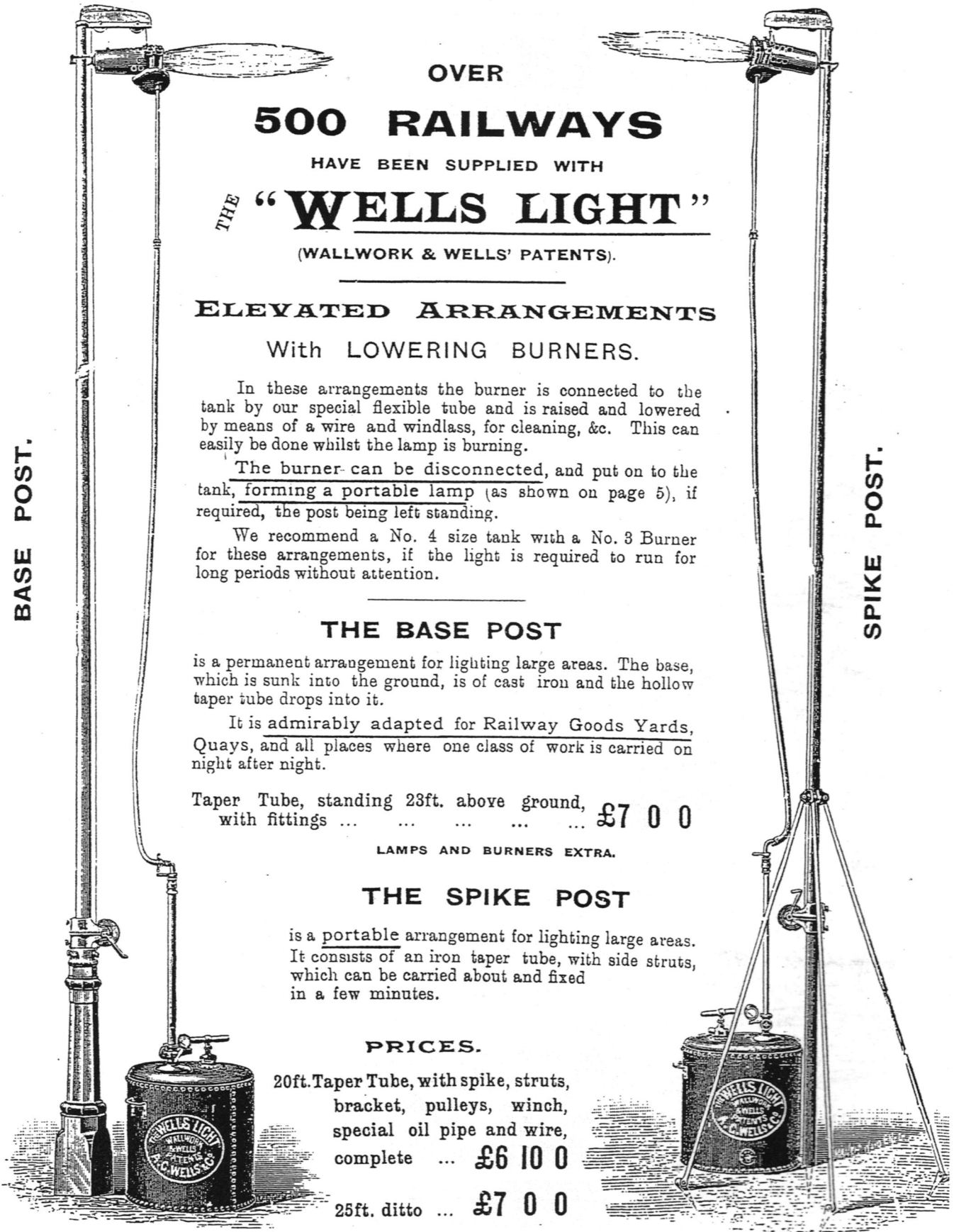
is a portable arrangement for lighting large areas. It consists of an iron taper tube, with side struts, which can be carried about and fixed in a few minutes.

**PRICES.**

20ft. Taper Tube, with spike, struts,  
bracket, pulleys, winch,  
special oil pipe and wire,  
complete ... £6 10 0  
25ft. ditto ... £7 0 0

BASE POST.

SPIKE POST.



FOR PRICES OF Nos. 3 and 4 LAMPS and BURNERS, to work with these Masts, see page 5.

# STANDARD SIZES AND PRICES.

**No. 0.**  
**500 Candles.**

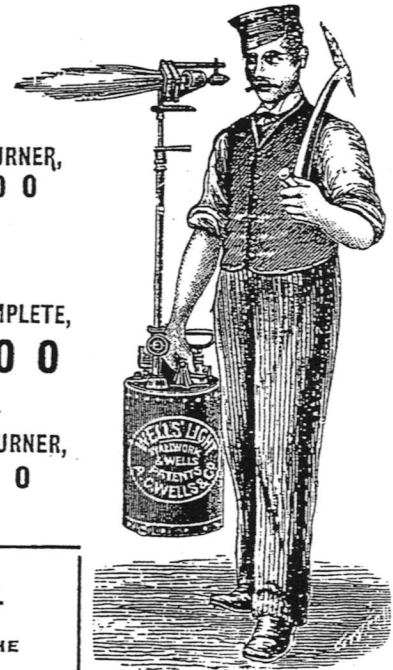
**SMALL HAND PATTERN. FOR PETROLEUM ONLY.**

Flame, 12in. long.  $\frac{1}{2}$ -gal. Oil per hour.  
**No. 1 size Burner.**

This small light lamp (weight 30lbs.) is carried by a boy, and is intended to meet the demand for a handy lamp at a low price to burn ordinary refined petroleum or kerosene, obtainable everywhere. Size of Tank 13 $\frac{1}{2}$ in. x 9in. diam.

PRICE COMPLETE,  
**£7 7**

\*EXTRA BURNER,  
**£1 10 0**



**No. 1.**  
**1,500 Candles.**

**HAND PATTERN WITH NO. 2 SIZE BURNER FOR TAR OIL,**  
as this oil being thick a smaller burner does not work so well.

Flame, 1ft. 6in. long.  $\frac{1}{2}$ -gal. Oil per hour.

**FOR ABROAD** this lamp is fitted with a No. 1 Burner for **PETROLEUM.** 500 candle power.

Unless specially ordered with a No. 2 size burner.

Tank 16in. x 10 $\frac{1}{2}$ in. diam. of galvanised plate, so as to be light (weight 40lbs. empty, 70lbs. when full) "Wells Oil" (refined tar) is used in this lamp, and the flame is exceedingly powerful compared with size of lamp. Holds oil for 4 hours, but (like all our lamps) can be replenished while working.

PRICE COMPLETE,  
**£10 0 0**

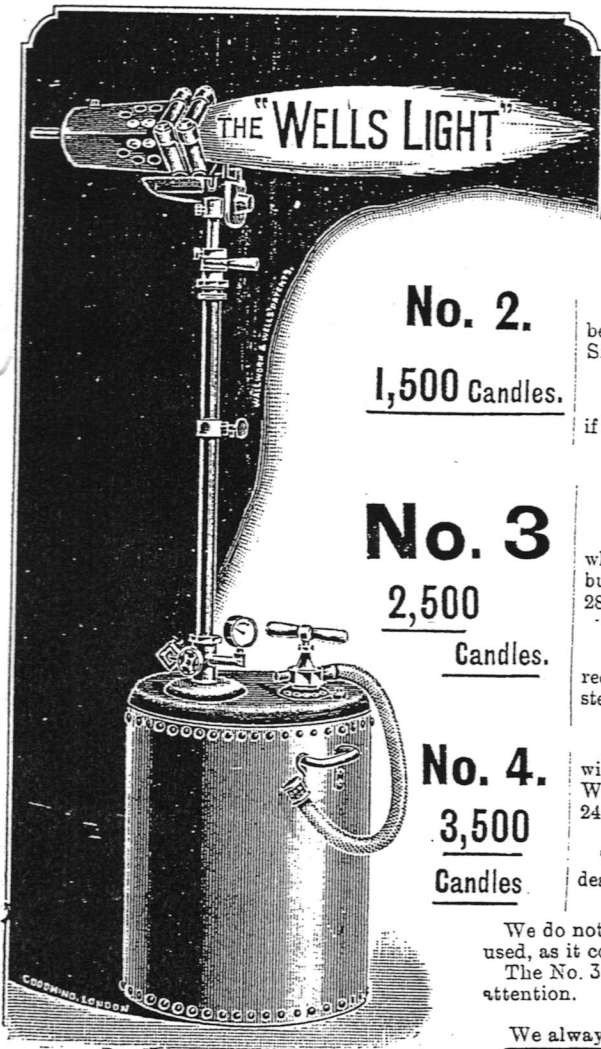
\*EXTRA BURNER,  
**£1 10 0**

**Nos. 2, 3, & 4**

ARE ALL FITTED WITH THE

**NEW PATENT SELF-STARTER.**

A MOST IMPORTANT IMPROVEMENT whereby the Lights are started in a few minutes without Smoke or Smell. The tanks are made in best steel boiler plate.



**No. 2.**

**1,500 Candles.**

Useful size for work on scaffolds or where light has to be moved quickly. Weight 120lbs. empty, 220lbs. full. Size of tank, 24in. x 15in. Carried by two men.

Flame 1ft. 6in. long.  $\frac{1}{2}$ -gal. Oil per hour.

May be fitted with No. 3 Burner, giving 2,500 Candles, if desired, at an extra cost of 5s.

PRICE COMPLETE,  
**£15 10 0**

\*EXTRA BURNER,  
**£1 10 0**

**No. 3**

**2,500 Candles.**

**MANCHESTER SHIP CANAL PATTERN.**

The largest number of our orders have been for this lamp, which is the most useful size for general contractors', builders' and engineers' work. Weight 150lbs. empty, 280lbs. full. Size of tank, 24in. x 18in. Carried by 2 men.

Flame 2ft. long.  $\frac{1}{2}$ -gals. Oil per hour.

Readily portable, but light is so powerful that it does not require moving so often as the smaller sizes. Tank of best steel boiler plate.

PRICE COMPLETE,  
**£16 10 0**

\*EXTRA BURNER,  
**£1 15 0**

**No. 4.**

**3,500 Candles**

A most powerful lamp. Generally used in conjunction with our elevated arrangements (see pages 4 and 6). Weight 200lbs. empty, 350lbs. full. Size of tank, 24in. x 24in.

Flame 3ft. long. Oil used 2 gals. per hour.

The No. 4 burner can be fitted on the No. 3 tank if desired.

PRICE COMPLETE,  
**£17 15 0**

\*EXTRA BURNER  
**£2 0 0**

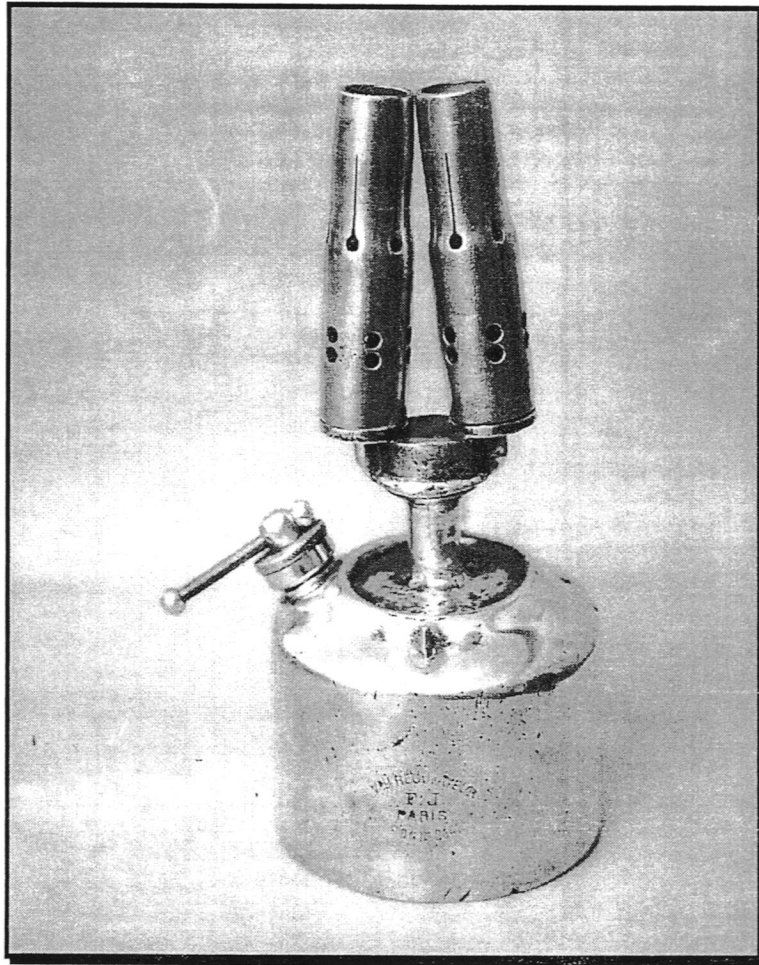
We do not advise any larger burner than the No. 3 size if petroleum or kerosene will be used, as it consumes too much oil.

The No. 3 burner can be fitted on a No. 4 tank, and then runs a very long time without attention.

We always send an extra burner with each lamp unless specially ordered otherwise

It is advisable to have them in case of unforeseen damage and to prevent stoppage of work.

For Class of Oil used in these Lamps see foot of page 2.



Finally a picture of an extremely rare vertical FJ, seen at the Autumn Gathering and owned by Paul Whiddett.

### **CLASSIFIED**

We have just extended the range of Blowlamp Society merchandise to include a Key Fob, which includes the Society Logo as produced on the lapel badges. These will be available in the next 2 weeks at a cost of £4-00 each. Contact Ray Hyland on 01449 615648.

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