

THE TORCH

NEWSLETTER OF THE BLOW TORCH COLLECTORS ASSOCIATION
Issue #61 March 2015



A John P. Hayes patented Paint Burner created by **Mike Gratz**, see page 9.

NEW MEMBERS

John Dockins of Hiram, Georgia.

Ahmed Ezzahi of Toronto, Ontario, Canada.

Ed Franklin Jr. of Longwood, Florida is relatively new to torch collecting. His first two torches were given to him by friends; a Lenk and a Preway. The Preway had been sitting outside in his neighbor's driveway for a long time and was very black and grungy. "I did not know who the manufacturer was since it only had Model 45 stamped on the burner. I used a friend's computer, and with a quick search we found an identical unit that was made by the Prentiss Waber Co. I have since cleaned and polished it...looks great!" Ed recently purchased ten torches at a flea market in Central Florida; one is a pint-size Ridgeley Trimmer and two are Wall torches. Ed also collects pressure gasoline and kerosene lanterns...many labels including Coleman, Nulite, Sunshine, and others. "I have about fifty lanterns, some of which I have restored, some are in mint condition, and all the way up to "man-that-thing-needs-some-work"! I also collect Griswold and Wagner cast iron cookware and I have a small collection of historic Florida Indian artifacts."

Mitch Gambrell of Taylors South Carolina.

David Mead of Georgetown, Connecticut.

WELCOME ABOARD!

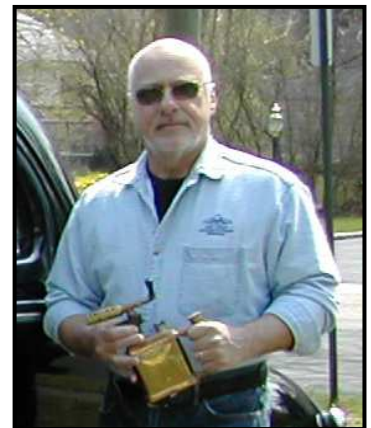


TED'S CORNER

BTCA member **Ted Maire** is an avid torch collector, but also an experienced restoration expert. Ted's restoration tips provide helpful suggestions to those many members that do restoration work on blow torches and other similar items. We always welcome feedback and would like to hear from members regarding these restoration tips....please let us know what you think. Have a restoration problem, contact us and let Ted provide a solution.

REMOVING EXCESS SOLDER REPAIRS

Many times I have seen torches with significant amounts of solder on seams or around fittings. In most cases it was an attempt by the user to repair a leak in the tank. It was always interesting to me that these torches were used by professionals that worked with lead and solder. And yet, the person doing the repair found it necessary to add nearly a pound of lead to seal a tiny leak. I have always considered myself lucky in that I was able to easily remove the excess solder and return the torch to its original form. I do, however, have an advantage... it doesn't matter to me if it still leaks after I am done. I just want it to look cosmetically correct. In most cases, I may have actually fixed the problem but I never test torches to see if they leak.



Knowing how to properly remove the excess solder enabled me to purchase these relatively ugly torches at an inexpensive price. The excess solder is very distracting and most collectors aren't prepared to properly remove it. It can also be a little intimidating since you don't want to attempt something that may ruin the torch.

I will explain how I remove solder and then you can decide for yourself if you want to attempt it. I assure you that it is not difficult. The hard part is getting up the nerve to do it. A good approach would also be to try the technique on the bottom of a scrap torch. I have more torches in my bone yard than I do in my collection. Almost all canister style torches are soldered on the bottom of the tank. The tank is formed and then the bottom plate is soldered on. Many of them have a lot of solder around the rim. This is a perfect place to practice until you feel comfortable.

There are very few tools required to do this properly. You will need a propane torch with a burner that has a trigger-activated igniter. This just makes it easier to work with since you will not have to continually turn it off and re-light the torch. You will also need a small brass or steel wire bush (just slightly larger than a toothbrush), fine steel wool, and 400 grit wet/dry sandpaper for metal.

This isn't so much about tools as it is technique. This technique requires patience so, if you are not a patient person, read no further.

The technique involves heating the surface of the solder one layer at a time. It is not about blasting it with the torch and melting all the solder in one shot. It is more like peeling an onion one layer at a time. The idea is to heat the surface of the solder by moving the propane torch back and forth across the solder as if you were using a paint spray can. In a short amount of time you will notice that the surface of the solder turns from gray to a very shiny chrome or mercury color. This is an indication that the surface of the solder has melted and just below the surface the solder is slushy. At this time the propane torch can be turned off (release trigger) and the solder can be briskly wire brushed. I always go in one direction with the brush and use long strokes. Always brush away from yourself because the solder is very hot coming off the wire brush. At this point it is just heat and brush as many times as you need to remove most of the solder. It may take five or six passes to get it mostly off. Remember, there probably should be some solder on the torch where the repair was and you don't want to remove any solder that belongs there and should remain. At this point there is still a lot of solder on the torch that is rough and uneven. It is also on areas of the torch that should be brass or bronze when polished. The next step is to use the propane torch in the same side to side motion as earlier, but you will now be using the fine steel wool to remove the solder. Remember, you don't want to remove too much material. The steel wool is used for shaping and smoothing. Long strokes will make the entire surface smooth.

On the Baum & Bender auto torch to the right, you can see that there was a significant amount of solder around the base of the tank. After removing the bulk of the solder, the key was to make the solder line look correct when finished.

I used steel wool to clean off any remaining excess solder. This allowed me to make a more presentable line as I heated the solder and then wiped the steel wool across the juncture of the tank and lower casting.





Be very careful when using steel wool because it will burn. If you hit it with the torch, it will ignite. I always do this outside. As you can see in the photo to the left, the solder repair extended significantly above the contact point between the base plate and the wall of the tank. After you have cleaned the excess solder off with a wire brush and steel wool,

there will be a thin layer of white solder in places where it doesn't belong. The majority of the remaining solder can be removed by heating the brass about an inch away from the solder. You will see that the white solder will turn wet and shiny looking as the solder heats. Steel wool can again be used to remove it once it is heated. On the torch above, I first got the line between the tank and lower casting very close to the way I wanted it to look. I then heated the brassy area just above the area that I wanted to give finishing touches. As you heat the brassy area you will see the solder melting in a pattern away from the heat. This allows you to clean up the areas that need attention without directly applying the flame to the solder. It also allows you to not heat and disturb any areas you are happy with. With a little practice you can control what areas should be heated and how much heat should be applied.

Even after you have removed the excess solder, the areas that were incorrectly covered with solder will still appear white in color.

To return them to the brass or bronze color, use a 400 grit wet/dry metal sandpaper. The layer of solder is very thin and sands off with ease. After buffing the area, the scratches from the steel wool and sandpaper will be gone. If you are repairing a seam such as the one on the Baum & Bender auto torch, it is sometimes difficult to make the solder in the seam smooth. If your solder is not smooth, apply some Flux to the area and gently pass the flame from the propane torch across the area you want to be smooth. Do this in the same manner you used to melt the excess solder. You will be melting the surface of the solder and it will find its own level. It will then appear to be smooth and level. Be careful not to apply too much heat. If you do, all the solder will melt and recede into the tank. You only want to melt the surface. This is accomplished by the back and forth motion of the propane torch and a total awareness of the color of the solder.

This technique can be used on any part of the torch but the theory is consistent. Do not blast the area with heat to remove the solder because you will be melting solder that should stay intact. Instead, gently heat the area until the surface turns shiny. Then remove small amounts at a time.

As you can see by the photo (to the right) of the finished torch, it makes a significant difference. Other than the excess solder, this torch was actually in very nice condition. I did not have to disassemble the tank, I just had to remove a less than professional repair.





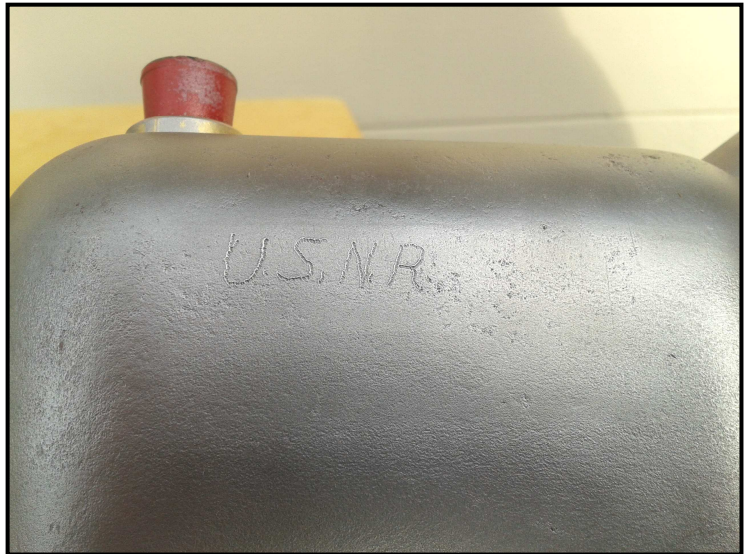
NOTES FROM ALL OVER



We heard from new member, **Ed Franklin** on a recent torch purchase.

"I discovered the engraving USNR (see photo at right) on the front of a Wall Dreadnaught No. 130 auto torch I recently purchased. The handle support bracket is stamped "TL130" and probably confirms that it was made under contract for the U.S. Government (see page 296 of MORE VINTAGE BLOWTORCES)."

"Someone in the U.S. Navy Reserve must have etched the USNR initials with an electric engraving tool. It is on the upper left side of the front as viewed from the side opposite of the fuel cap. I have since completely restored the torch (see photo below)."



"This is the second GPA (Gasoline Pressure Appliance) that I have found with an engraving of a branch of the U.S. Government. In 2013 I helped contribute to an article in the Coleman Light, the official publication of the International Coleman Collectors Club, Inc. In 2010 I found a Coleman Model 200 lantern dated 11-51 (November 1951) with an etching of OCD 63578 on the nickel plated front. For a couple of years I thought this was someone's initials and identifying numbers. Then in October 2013 I asked Bud Michael (editor of the Coleman Light) if he could do some research on this. I also got on the Coleman Collectors Forum website and heard from other members that this etching stood for Office of Civil Defense. All other lanterns etched with these letters had a different five-digit number (probably inventory numbers). It also seems that these lanterns were produced only in November 1951, and some

selling on eBay were stenciled on the boxes as going to the Office of Civil Defense in Sacramento, California."

"As of June 2014 less than a dozen of these lanterns are known to exist in the possession of club members. These OCD lanterns are the third variation of the Model 200 made in less than two years (1950-51) in the Wichita, Kansas factory. Coleman in Toronto made the Model 200 for several more years."

Gene Denu sent in photos and is seeking information on an odd blowtorch that he recently obtained as part of an auction lot.

The circular tank is about four inches high, eight inches wide, and the capacity is estimated at one half gallon. His best guess at the fuel tank material is plated steel. A very simple design, fuel loading through the top, and with no air pump. Our opinion is that the torch is made from various components and assembled to function as a blow torch. Can anyone identify the fuel tank?

Here is a real deal for anyone that needs a FREE Schaefer & Beyer air pump (see photo below). **Ed Barr** (not a BTCA member) found it in a box of stuff that belonged to his grandfather. He thought it was an air pump to inflate footballs or basketballs. Unfortunately there was no torch to be found in the box. It is stamped: Schaefer & Beyer, Newark, N.J., PAT. PEND. All you have to do is contact Ed at: EBRR@EARTHLINK.NET and he'll ship it to you for FREE...sorry only US locations. We do not have his snail mail address.



As a follow up to the December 2014 issue of The Torch, the following additional photos on page seven are from **Dave Pangrac's** display at the Mid-West Tool Collectors Association meeting last October.



"My interest is in collecting and documenting any items/tools that are related to early soldering. My main focus is on collecting non-electric soldering irons/coppers which includes externally heated (fixed and pivoting heads), gas heated and self-heated. I also collect furnaces and other various methods of heating irons which includes torches. I am also interested in any catalog ads, books on early soldering & patents. I would like to communicate with any BTCA members who collect soldering irons or soldering related items. I can be reached at pang71@comcast.net."

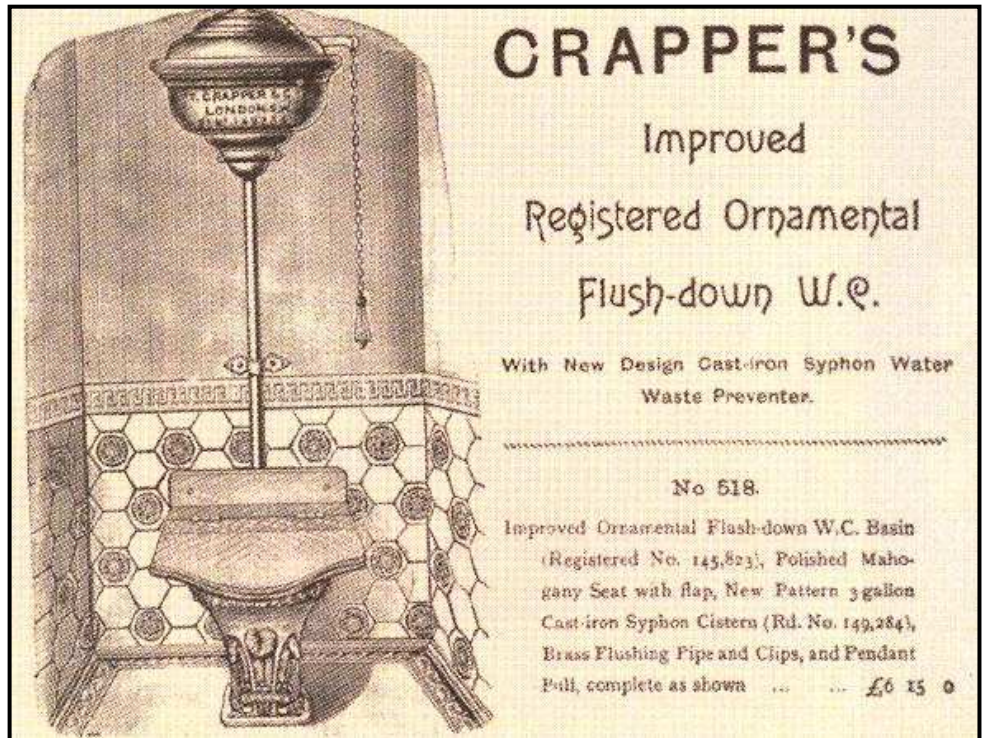
John Lawler sent in comments on the cover photo of the December 2014 issue of *The Torch*. "The plumber on the cover of December issue of *The Torch* reminded me of a discovery I made while living in Scotland. We lived in and directed a Study Abroad Program in a palace that had been reconstructed in 1701 from a 12th century castle. The roof was made of sheets of very thick lead and had been re-roofed in 1742 and signed by the roofer (in lead cut-out letters) with his name and title. Strangely, his title was "Plumber". It struck me as strange because they had not invented indoor plumbing at that time. What apparently happened was when indoor plumbing was introduced, it was made from lead and people enlisted the aid of roofers to work the lead. They were called plumbers, perhaps because of the symbol for lead on the Periodic Table. Hence, now we know of the pipes in our homes as plumbing."

Editor's note: A quick search on GOOGLE came up with the following for the word "plumber": The word "plumber" derives from the Latin word "plumbum" which means lead. Given that many words in English have varied etymology depending on how you use the (noun or adjective) the word is going to be written differently. That is the case with the word "plumber"; in Latin "plumber" is "plumbarius" which was used to describe someone whose work was to take care of the lead pipes and lead fixtures for the water channels of ancient Rome. The word "plumbers" has Latin roots, from "plumbus" meaning lead.

On the other hand the word "lead" has many possible roots, most likely from the West Germanic word "loudhom", but there are more stem words which are perfect candidates from Celts languages and other Indo-European languages. The plumbing profession has been around since the ancient Babylonia circa 6000-3000 BC. Babylonia in the arid deserts of the Middle East was known in the ancient world by its beautiful terraces with elevated gardens and beautiful fountains. Babylonia plumbing systems were very complex supplying a city in the desert with water aqueducts, perhaps without plumbing great civilizations like Babylon would have not progressed as fast as they did.

Taking the discussion a bit further and in the direction of plumbing fixtures, it is a fact that Thomas Crapper did not invent the first toilet but merely improved his toilet from earlier concepts. The first British patent for a flushing water closet was issued to Alexander Cummings in 1775, sixty years before Thomas Crapper was born.

On a further note regarding toilets; archeologists in China discovered a 2000 year old toilet in working condition. The toilet resembles the modern toilet system we have in use today. So, it seems that China came up with a concept for the modern toilet way before England and Alexander Cummings. The Chinese toilet is not only in working condition, it was designed with a very comfortable seat, and, it also has an arm rest!



Last but not least; the word *crap* does not even come from Thomas Crapper's name; it is actually of Middle English origin and first appeared in the Oxford English Dictionary in 1846 under a reference to a crapping ken, or privy. As Thomas Crapper launched his company in 1861, there is no direct link between his name and the colloquialism. Now you know the rest of the story.



A MAN AND HIS SCULPTURES, PART IV

By Mike Gratz

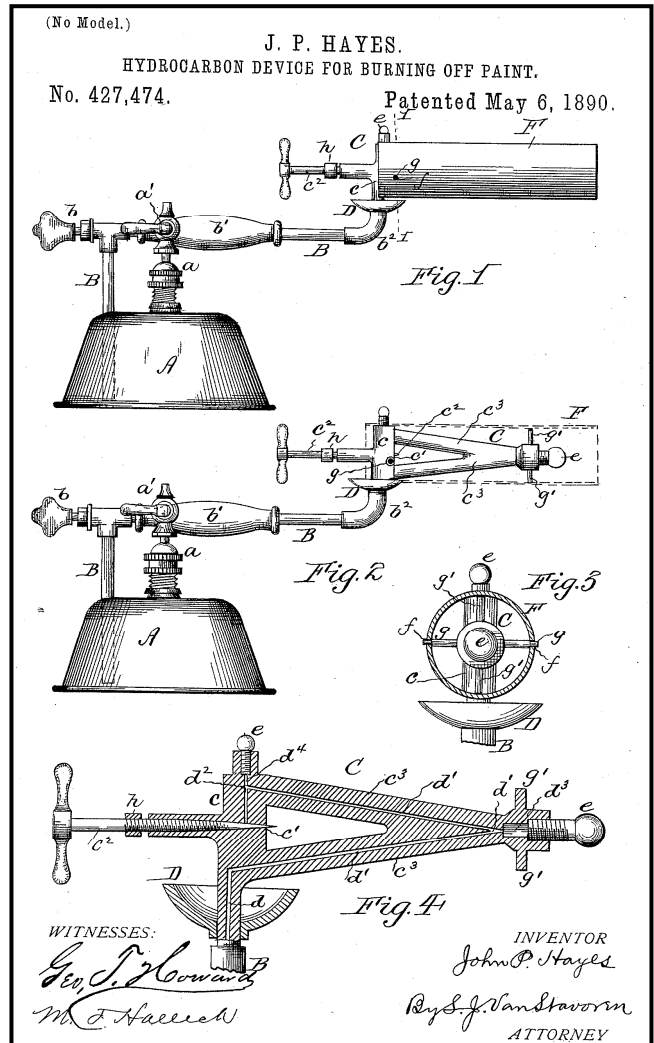
Editor Comments: This is the fourth torch “sculpture” that Mike Gratz has created. It is a replica of the John P. Hayes, May 6, 1890 patent No. 427,474, HYDROCARBON DEVICE FOR BURNING OFF PAINT. Mike produced the Hayes paint burner from raw materials and modified purchased items.

John Hayes was granted US patent No. 427,474 for his concept of a paint burner. In his patent letter, Hayes refers to his device as a paint breamer. (The term *breamer* is derived from the word *bream* which was a form of cleaning the bottom of a boat using the combination of a flame and scraping.) Hayes received other US patents for other types of paint burners. Patent No. 169,439 integrated the scraper into the burner design, and patent No. 558,948 was a breamer designed with an additional handle located on top of the fuel tank.

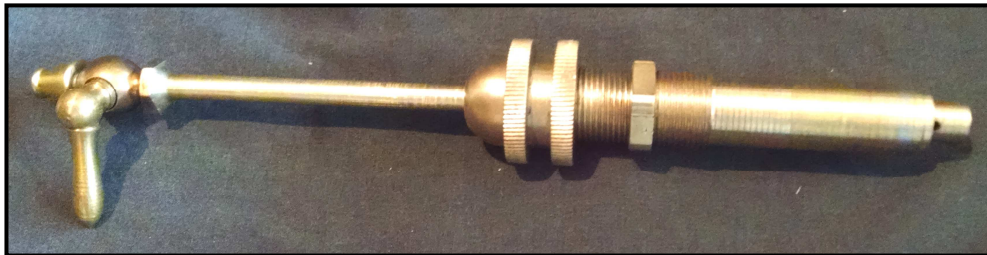
(Editor's note: John Hayes was awarded a total of eight US patents for blow torch related designs. There are only six other inventors that were awarded eight or more US patents for blow torch related designs. Topping the list at eighteen US patents in that same category is John S. Hull who we deemed to be the Father of the American Blow Torch...see page 229 of VINTAGE BLOWTORCHES for his story.)

The following are the construction details of the paint burner model. The fuel tank on the model was made from a small brass pail that I located on eBay. The brass pail was close in size, but did not completely match the dimensions of the patent drawing. I fabricated a wooden plug or pattern to match the scaled dimensions and shape of the patent drawing. The brass pail was re-spun on the pattern I made that resulted in the final required shape. I also fabricated another pattern to spin a piece of brass to fit the bottom of the fuel tank. After the bottom piece was completed, I rolled the edge and then soldered the bottom to the fuel tank. Two holes were drilled into the top of the fuel tank for the air pump and fuel line. I used two different sizes of brass stock tubing and turned them on a lathe into collars to match the hole sizes in the top of the tank. Both collars were then threaded and soldered into place.

The air pump was fabricated from a brass tube and threaded to match the threads on the fuel tank collar. ▶▶ Contours matching the patent were machined into the outside of the pump. A jam nut was added to lock the pump in place.

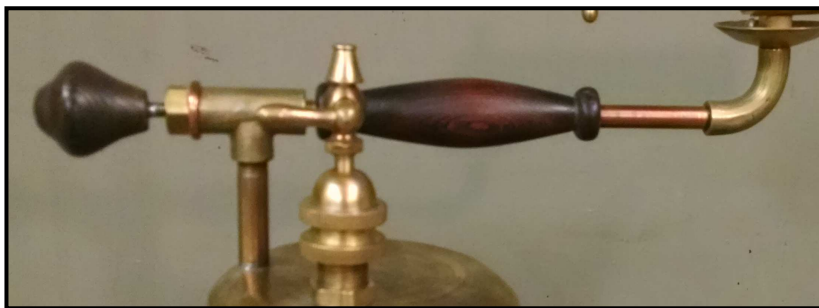


The top cap on the pump was turned from brass stock on a lathe to also match the patent illustration. The petcock that is shown on the top of the pump shaft was purchased on eBay and

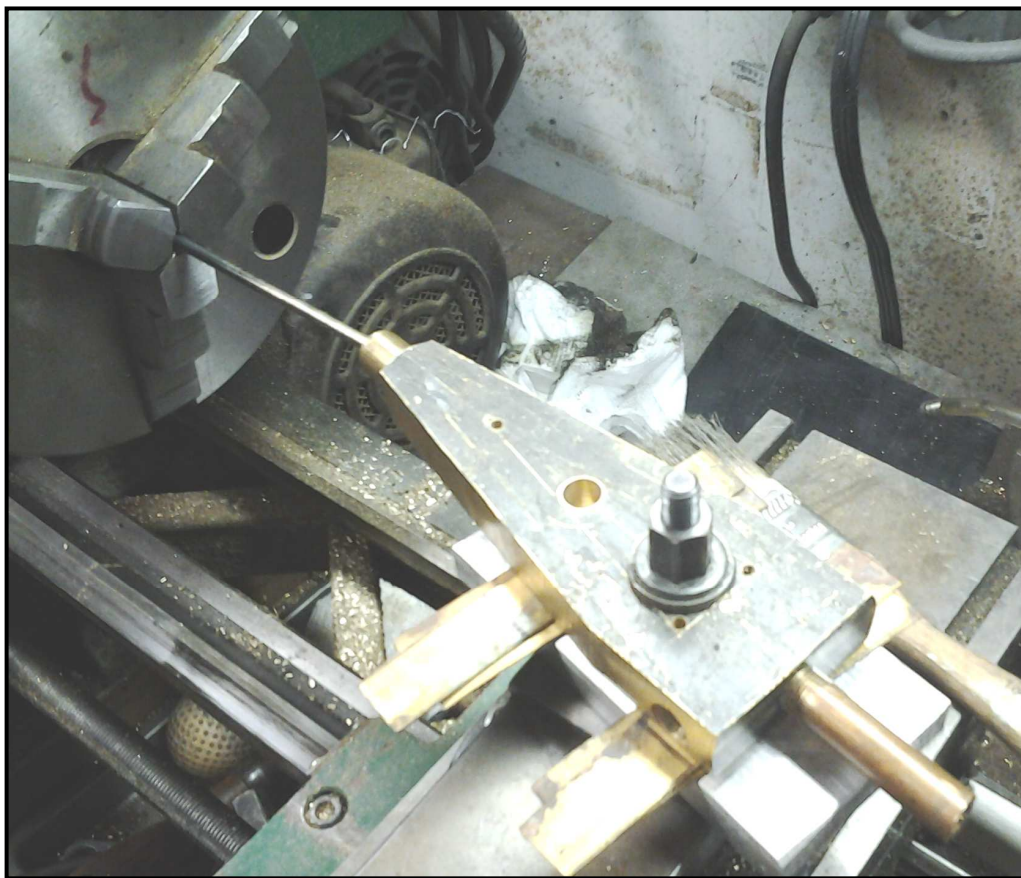


was brazed to the top of the plunger. The purpose of the petcock was not made clear in the patent letter and was included in my design to match the patent illustration. The air pump is actually functional since I added a leather cup and check valve at the bottom.

The piping from the fuel tank to the burner assembly was fabricated from a 1/8 NPT brass pipe and a piece of brass stock. The brass elbow seen in the top right portion of photo on the right was bent in special tooling that I fabricated for the purpose. Both ends were then threaded. The brass tee was fabricated from brass bar stock, drilled out and then threaded. The fuel shutoff valve knob seen on the far left side in the photo above was made from a flea market wood baseball bat turned on a lathe. The handle portion seen in the center of the above photo was made from a Home Depot dowel and turned on a lathe. Both wood items were stained, lightly burned with a propane torch, and then buffed on a buffing wheel to achieve that “aged” look.

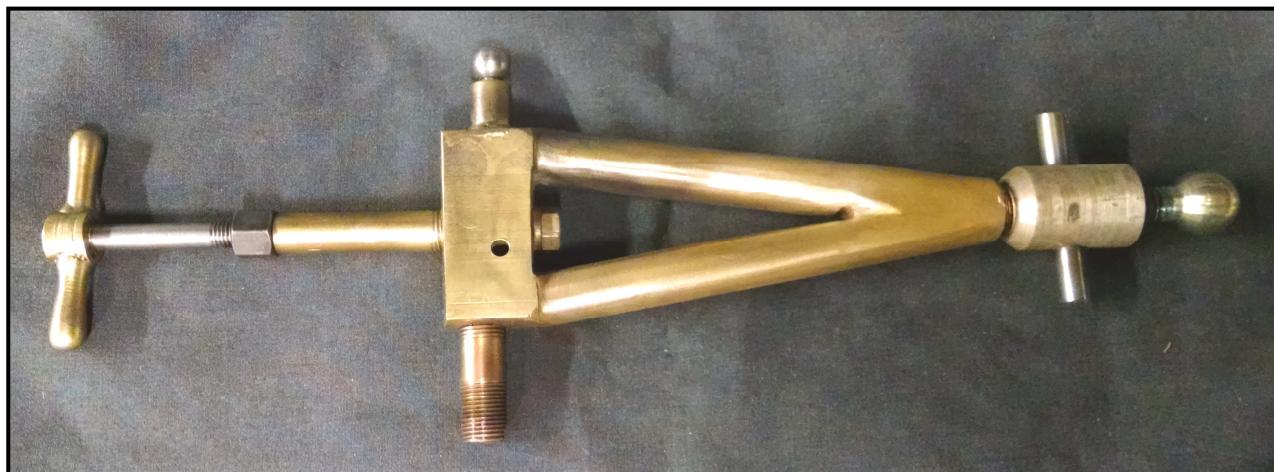


The most difficult piece that I had to fabricate was the “V” shaped generator (Hayes referred to it as a retort in his patent letter). The brass generator was machined from heavy thick stock as seen in the photo on the right. The upper and lower angled fuel passages were drilled into the brass block from the front. You can see the drill bit entering the brass block on the left side. The two vertical holes, top and bottom, were also drilled in the same manner. The last hole to be drilled was for the needle valve. You can see from the patent illustration where the fuel lines were drilled.



The holes drilled in the top and front were then each capped with a stainless steel plug. Each plug was machined from stainless steel stock and threaded to match the generator threads.

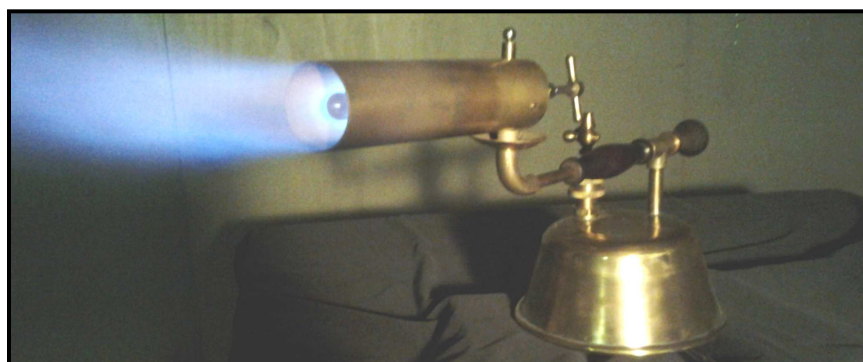
One has to appreciate how Hayes designed the fuel flow in the generator. If you follow the fuel flow in the patent illustration on page nine, you will notice that the fuel enters the generator from the bottom, takes a right turn to the front of the generator, takes a sharp left, then a downward turn to the needle valve, and out of the orifice. The flame generated out of the orifice bathes the front portion of the generator in intense heat to fully vaporize the fuel. Hayes' design intent with the "V" shaped generator was to burn a variety of fuels, including hydrocarbon oil, gasoline, and naphtha in an efficient manner.



(Editor's note: when you look at the finished generator shown in the above photo, you can see the amount of material that had to be removed to achieve the "V" shaped appearance for the generator compared to the raw piece shown on page ten. Mike was able to machine out some of the brass material; the remaining brass was hand-worked with a file and sandpaper.)

The brass tube covering the generator was made from heavy brass tubing and sized to a two inch diameter and eight inches long.

The completed burner was bench tested to determine a good orifice size. This burner is by far the best running burner that I have ever fabricated and tested. The propane fuel supply flows through the fuel tank so that propane can be supplied to the burner without filling the tank.



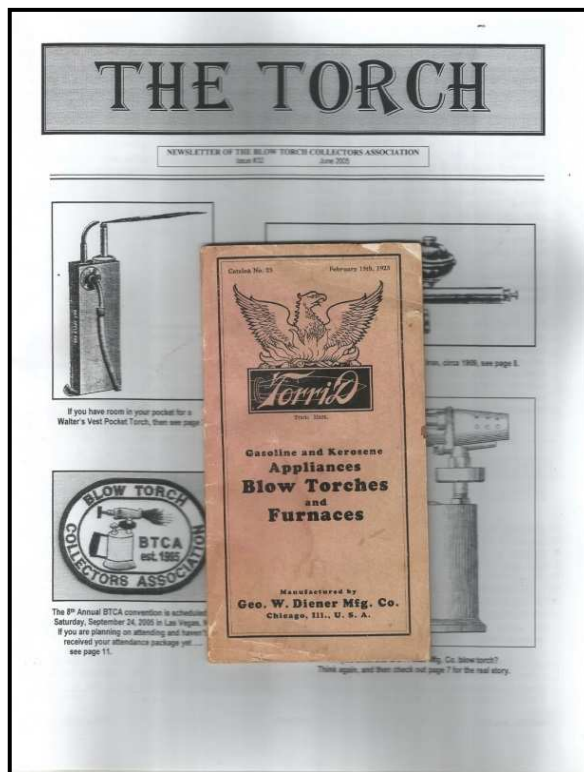
DIENER TORCHES – NEW INFORMATION, PART 1

By Ted Maire

I have been confused about Diener torches for years. Their model numbers seem to have no logic. There are less than thirty different known model numbers and they start at zero and go to 250. I have seen the same torch with different model numbers and the same model number on different torches. I have also found many models that have not been documented in the two BTCA reference publications.

I was lucky enough to find a Diener catalog from 1923. It is marked in the upper left hand corner as “Catalog No 23” and dated February 15th, 1923. It is a small catalog, more like a pamphlet, that contains both torches and furnaces. To demonstrate its size, I have included a picture of it atop a BTCA newsletter (on the right). The Geo. W. Diener Mfg. Co. began manufacturing torches in 1900. It would seem that they put out a catalog every year since 1901. Pictures from the 1930 Diener catalog can be seen beginning on page 160 of *Vintage Blowtorches*. Diener catalogs are hard to find, and that may be because of their unusual size. The 1923 and 1930 catalogs are the only two I am aware of. Hopefully, others will show up.

The 1923 catalog is thirty four pages long and contains torches, torch parts, furnaces, furnace parts, blast brazers, and gas cans. It contains many unlisted torches and key information about the method behind the numbering of some of the torch models.



Foreword

The word “quality” in relation to Torrid Torch and Furnaces is used in no idle sense. The first Torrid Blow Torch was made by the Geo. W. Diener Mfg. Co. twenty-three years ago and it was considered a model of efficiency, durability and safety. Improvements have been made and designs altered during these twenty-three years. The constantly lowering grade of gasoline has been met with construction that has increased operating efficiency. The engineering principles and scientific designing of Torrid Torch and Furnaces are acknowledged standard by every manufacturer of this type of tool, and numbers of these principles have been adopted and are fundamental necessities for the successful operation of present-day gasoline Blow Torches and Furnaces. The high standard of manufacture that characterizes our products is a guarantee of satisfaction to every user of a Torrid Blow Torch or Furnace.

3

The image on the left is on page three of the 1923 catalog. It is similar to what would be called a “Mission Statement” in today’s terms. In it, there is confirmation that their manufacture of blowtorches began in 1900, twenty three years prior to 1923.

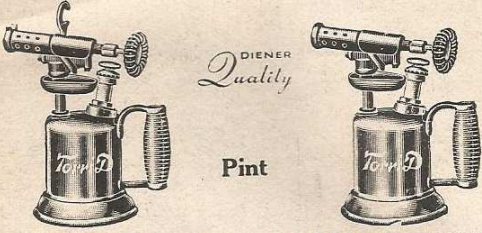
It is interesting that the Forward mentions “The constantly lowering grade of gasoline”. A selling feature of the Diener torches was that they adjusted to this problem by creating more efficient, durable, and safe torches. I’m not sure why there was degradation in the quality of the gasoline. Perhaps there was a substantial increase in the demand for gasoline that motivated refiners to take shortcuts. Some research will be required to find out what was really going on in 1923. Page three was actually the first page. They were apparently counting the cover and the blank inside of the cover.

This catalog provides insight into the background of assigning model numbers. It will be clear in the following pages that a leading zero indicates that the torch comes with a detachable rear soldering iron hook and a cast-in front rest on the burner. All model numbers without a leading zero have plain burners without a soldering iron hook or front rest.

This is true of this 1923 catalog; however, it is not true of the 1930 catalog presented in *Vintage Blowtorches*. In the 1930 catalog, there are no model numbers with a leading zero and all torches have soldering iron hooks. It would seem that sometime between 1923 and 1930 Diener stopped manufacturing torches without soldering iron hooks. At that time, they also eliminated the leading zero. That would explain why there are two torches that look exactly the same, yet one is a model 02 and the other is a model 2. Adding to the confusion was that Diener maintained the same model number over a long span of time that included many changes in the appearance and mechanics of the torch. Many different styles of model 02 torches can be found and the model 2 torch would be the most current version. It would be nice to have the catalogs between 1923 and 1930. We could then identify exactly when the change in model numbering took place. For now, we can only be relatively sure that a model number without a leading zero and with a soldering iron hook was manufactured sometime after 1923.

Unfortunately, in the Diener world there are no hard and fast rules. Within this catalog there are two torches that do not conform to the leading zero rule as all others do. Those torches are numbered 199 and 121 and both have soldering iron hooks. One would think that maybe it's because the model number is a three digit number. I thought that also until I found the model 0250 listed on page fourteen. I don't think we will totally understand this companies' logic but we are at least coming up with some vague guidelines.

Pages sixteen and seventeen below clearly identify Diener's models 06 and 07 as having removable soldering iron hooks and cast-in front rests, whereas their models 6 and 7 have burners without soldering iron hooks and front rests.



Torrid
DIENER
Quality
Pint

No. 06 List, Ea., \$8.40 No. 6 List, Ea., \$8.00

FOR GASOLINE

Distinctive in appearance Nos. 6 and 06 small torches are unsurpassed for giving maximum service where a small torch is desired.

SPECIFICATIONS

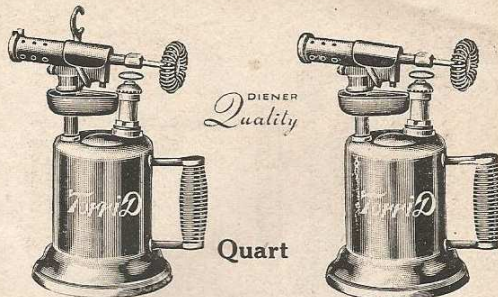
CONSTRUCTION—Bunsen tube and generator cast in one piece of "Torrid" metal. Heavily veined generator superheats the vaporized gasoline. Oversize drip cup. Heavy brass tank drawn seamless and reinforced. Powerful brass pump in tank.

ASSEMBLY—Burner is somewhat larger than ordinarily made for pint-size torches. Full-size grip makes it easy to handle. Each torch tested. Handsomely finished. Fully guaranteed.

PERFORMANCE—Will operate perfectly in any weather outdoors or inside. Flame is steady and of large volume. Strong blast. This pint torch will equal the performance of many other burners commonly supplied on quart-size tanks.

Shipping Weight, Each, 3¼ Pounds.

16



Torrid
DIENER
Quality
Quart

No. 07 List, Ea., \$9.30 No. 7 List, Ea., \$8.90

FOR GASOLINE

Sturdy, strong, perfect and easy generation and giving extreme heat; of graceful design and nicely balanced, Nos. 7 and 07 delight all lovers of fine tools.

SPECIFICATIONS

CONSTRUCTION—Bunsen tube and generator cast in one piece of "Torrid" metal. Heavily veined generator superheats the vaporized gasoline. Oversize drip cup holds enough fuel to generate the torch with one filling. Tank is drawn seamless from heavy brass. Powerful automatic pump in tank. Inside of tank is reinforced by heavy brass casting. Nickel plated wire grip and valve handle. Improved Diener needle valve.

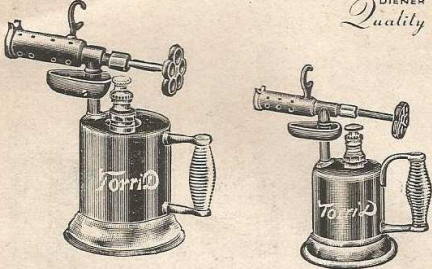
ASSEMBLY—Extra heavy fittings. Perfectly balanced. Handsomely finished. Each torch tested. Fully guaranteed.

PERFORMANCE—Will operate perfectly in any weather, outdoors or inside. Gives a large and steady flame. Powerful blast. Will develop 2100 degrees heat Fahrenheit under working conditions. Economical in fuel consumption.

Shipping Weight, Each, 4½ Pounds.

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The catalog also contained several previously unidentified torches such as the models 119, 121, and 70 shown below. The models 119 and 121 are less powerful than their standard line models as stated in catalog page 20. On page 21 is a model 70 Alcohol Blow Pipe. I don't recall ever seeing one of these and there are no alcohol torches listed in the BTCA reference books.



Torrid

*DIENER
Quality*

Quart **Pint**

No. 119 List, Ea., \$8.10 No. 121 List, Ea., \$7.20

FOR GASOLINE

Strong, durable and efficient, full-size flame but not so powerful as our No. 07, No. 119 is a general utility torch. No. 121 is same construction, pint size.

SPECIFICATIONS


CONSTRUCTION—Burner closed type, made of "Torrid" metal. Generator and nipple are cast in one piece. Oversize drip cup insures generation with one filling. Tank drawn seamless from heavy gauge brass and strongly reinforced with heavy brass casting. Powerful automatic brass pump in tank supplies air. Improved Diener needle construction. Burner tube extra heavy. Cast hook and soldering copper support.

ASSEMBLY—Fittings extra heavy. Each torch tested. Fully guaranteed.

PERFORMANCE—Gives large, steady blue flame. Powerful blast. Intense heat.

Shipping Weight, No. 119, Each, 4¼ Pounds.
Shipping Weight, No. 121, Each, 3¼ Pounds.

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Torrid

Alcohol Blow Pipe

*DIENER
Quality*

Size,
1¾ in. x 6 in.
Capacity,
One-half Pint

No. 70 List, Each, \$4.50

No. 70 is convenient size, well built and strong Alcohol Torch. It is light, complete and very compact for carrying in the pocket without inconvenience or in the tool bag without danger of breaking. Made entirely of brass and suitable for laboratory, light bench work and house wiring.

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The picture to the left is an actual example of the model 119 with the iron rear soldering iron hook and the front rest cast into the burner. Notice also that the catalog picture is reversed and the pump assembly is on the left instead of the right. On this torch the Torrid logo is stamped on the front of the tank.

The models 119 and 121 as shown in the previous page clearly break the rule of torches with soldering iron hook starting with zero. And yet, the model 0250 to the right demonstrates the rule being used on a three digit model number. A corresponding model 250 from the 1930 catalog can be found on page 161 of *Vintage Blowtorches*.

Torrid

DIENER Quality

Pint

No. 1 List, Each, \$9.50
FOR GASOLINE

No. 1 "Torrid" Gasoline Torch is especially adapted for use by electrical workers. It produces a fiercely hot pencil pointed flame, suited to all kinds of work where concentration of great heat is required and is unusually economical in consumption of gasoline. The tank is made of heavy seamless drawn brass with concave bottom with lead gasket inset for filler plug. Generates perfectly and in cold and windy weather. A favorite with wire workers.

Shipping Weight, Each, 3 Pounds.

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Pages 12 and 13 contain two very unusual torches that have previously been unidentified. On page 12 shown on the left is a one-pint torch with an unusual burner and a wire wrapped control knob. It is listed as a model number 1. It does not have any soldering iron hook and the burner does not have a shape that would accommodate a front rest. It is a one pint canister style torch that is intended for electrical workers and outdoor use. The model number 1 also appears on a significantly different one pint torch shown on page 162 of *Vintage Blowtorches*. The model number 1 in *Vintage Blowtorches* does not have a soldering iron hook but the catalog ad (not a Diener catalog) also lists a model 01 with a soldering iron hook. The answer was in *Vintage Blowtorches* all the time; I just never put it together. See issue No. 62 of *The Torch* for the rest of the story.

Torrid

DIENER Quality

Dual Needle Valve Torch

Quart

No. 0250 List, Each, \$10.00
FOR GASOLINE OR KEROSENE

No. 0250 Torch gives ultra hot flame of tremendous power and volume with either gasoline or kerosene. The scientific and practical construction that is inseparable from torrid torch design is fully expressed in this dual needle valve torch.

SPECIFICATIONS

Burner tube and generator cast in one piece of "Torrid" metal. Tank drawn seamless of heavy brass strongly reinforced. Powerful automatic pump in tank. The lower blunt needle controls the fuel and upper needle cleans the orifice. Either valve may be used to regulate the flame. The cleaning needle is turned in one piece of solid steel rod. No wire inset is used. No separate needle blocks or change of parts is necessary to burn either gasoline or kerosene. Regulation is by means of the valves. No bothersome cleaning wires or tools are required. Cleaning the orifice is by means of the upper valve. The auxiliary gas chamber below the burner tube superheats the vapor. Needle valves are seated so that the orifice will not be forced or enlarged.

Shipping Weight, Each, 5 1/2 Pounds.

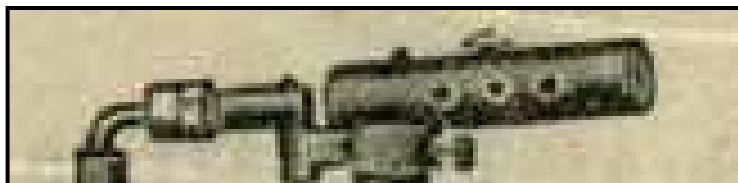
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BTCA WEBSITE

We are continuing work on our website, and our Webmaster, **Graham Stubbs** is making great progress. When you have a moment, go to: VINTAGEBLOWTORCHES.COM. The entire website is open to the public, except for the MEMBERS PAGE. Our plan is to set each BTCA member up with their email address and a unique password to allow access to the MEMBERS PAGE. You will receive more information in the June newsletter regarding email addresses and passwords. As always, we encourage feedback on the website design and content. We will continue to send out hardcopy newsletters until the end of 2015. A BIG THANK YOU for those members that sent in "donations", thank you for your support.

CLASSIFIED ADS

Ted Maire is interested in purchasing any American Stove Vesuvius torch with the burner as shown in the photo at right. The burner must have three holes on both sides and the barrel portion of the burner should measure approximately 3 inches long and 3/4" in diameter. It must be in good condition. I will pay \$75.00 for the torch and I will also pay for shipping. If the burner has the original rubber knob in excellent condition, I will pay \$100.00 for the torch. Please contact Ted Maire at (201) 652-6718 or tedamaire@aol.com.





From the collection of **Patrice Faye**
Optimus No. 1322, Hahnel No. 29, Sievert HLCC

**NOTE: THE BLOW TORCH COLLECTORS ASSOCIATION
DOES NOT ADVOCATE LIGHTING UP BLOW TORCHES.**

Having stated our position, do any members risk firing up their blow torches?

THE TORCH

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three times per year; March, June, & December.

Editor
Contributing Editor

Ronald M. Carr
Graham Stubbs

THE PURPOSE of BTCA is to preserve the history of blow torches and related equipment, to encourage the identification, classification, and exhibiting of such equipment, also to promote the study and better understanding of operation, purpose, and application.

Membership in BTCA is open to any person sharing its interests and purposes. For membership information, write to: Blow Torch Collectors Association, 6908 April Wind Avenue, Las Vegas, NV 89131, email to: BTCA@cox.net, or by phone: 702 395-3114.

THE TORCH encourages contributions from anyone interested in our purpose. Articles can be submitted in any format and should include supportive literature whenever possible. All submittals should be sent to BTCA at the above address.

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