

# Baldwin Ore Car Lamp

*Paul and Nancy Hyatt*

Recently in a pair of fine articles, Dave Des Marais expressed serious concern about the virtual extinction of certain carbide hand lamps. Many of our fraternity have wondered on numerous days full of baseball cards, "happy meals," dishes, etc. if everything is extinct! Then, once in a while, there are those days when we see the light! (pun intended).

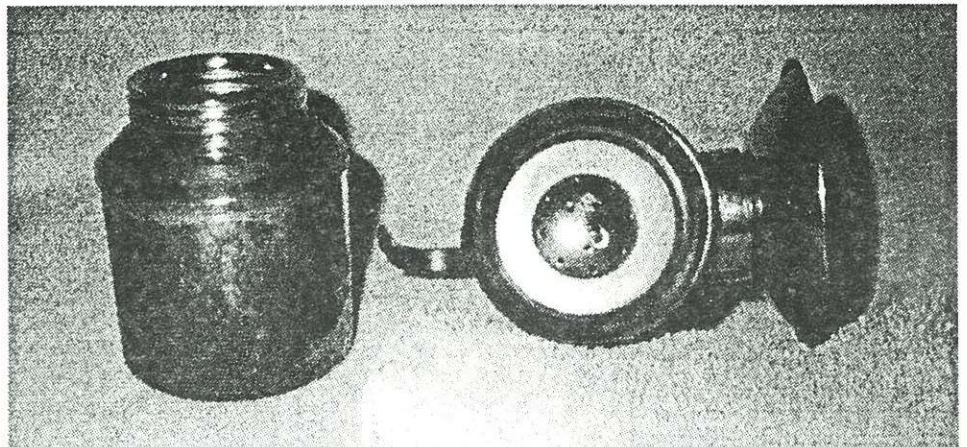
We are happy to report that while perhaps on the endangered species list, the Baldwin ore car lamp is still with us. Although it may not be as aesthetic as the pinchwaist cap lamps of Fred Baldwin, this is still a beautiful and well-made lamp. How the authors and the subject came together is a tale for another time. For now, let's bring the particulars to grass.

To accommodate banging around on an ore car, the body is constructed of tinned (spelter-coated) steel. With a slightly domed top, the lamp stands 5 5/8" tall at the shoulder and has a 2 3/4" diameter bottom. The carbide chamber (bottom) has an applied brass rim supplying male screw thread connection and gasket flange. Effectively the top half is a lamp within a lamp. It is entirely brass lined, comprising the water chamber and feed tube, and is formed with the corresponding upper screw threads and flange.

Basically, the water feed mechanism is the same as those found on Baldwin pinchwaist cap lamps with an "L" shaped wire lever, except of



*Baldwin ore car lamp with stamping shown above.*



course with larger dimensions. A threaded reflector, without striker assembly, is reinforced by a small tinned steel brace which slides over the threaded gas tube as a separate piece.

Completing the specs is a flat steel hook. Nicely topping off the picture on this unfired lamp is a brass name plate which reads:

"Baldwin Lamp  
Patented Under  
Pat. Aug.28, 1900 Dec.17, 1901 Mch.11,  
1913 Jan.6, 1914.  
John Simmons Co. MFR. N.Y."

Anybody got an ore car available?