

The Adams & Westlake Company

New York

CHICAGO

Philadelphia

In consequence of lower rates and higher wages, railroad managers are looking for a means to decrease maintenance costs, in order that railroad properties may pay dividends to stock holders.

The problem of reducing the maintenance cost is in large part a problem for the railway supply manufacturer.

The long-time burner for switch and semaphore lamps is a striking illustration of one method of reducing maintenance cost.

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|--|-------------|
| The average cost per annum of a one-day burner is.... | \$20.58 |
| The average cost per annum of a long-time burner is... | <u>9.76</u> |
| The saving per annum in main- tenance cost by a long-time burner is therefore..... | \$10.82 |

These figures include oil, wicks, repairs and the labor of tending the lamp, and are taken from the Proceedings of the Railway Signal Association Yearly Report for 1905, page 261.

A detailed description of the Adlake long-time burner and a discussion of the saving in maintenance cost effected by their use will be found in the following pages.

The Adlake long-time burner eliminates a large part of the maintenance cost which is necessary with a one-day burner. A one-day burner in a switch or semaphore lamp, or any lamp which is stationary, means an expense every day for extinguishing the lamp in the morning, for cleaning and refilling it, and for relighting it each evening.

While the labor charge is the main item of expense which is decreased by the use of the Adlake long-time burner, there is also a further saving made in the oil and material used, as against the one-day burner. Even if the Adlake long-time burner lamps were handled in the same manner as the one-day burner lamps: that is, extinguished each morning and relighted each evening instead of two or three times a week, which is all that is necessary there is still made possible by the Adlake long-time burner a saving in oil consumption. To this may also be added the saving in labor at oil houses together with the cost of transporting the oil.

The saving effected by the Adlake long-time burners is so generally recognized that it is a question that really permits of no argument.

The Railway Signal Association has adopted as standard the long-time burner for semaphore lamps. Their specifications for a standard read: "The long-time burner shall be used."

When the Adlake long-time burner was first introduced, the saving of oil by its use was considered the important item. When a greater saving was seen to lie in the decrease of labor for cleaning and trimming lamps only two or three times a week, instead of twice daily, it was deemed advisable to be somewhat more liberal in the matter of oil consumption. Therefore the conclusion was gradually reached that instead of the original round flame burner, a wider flame would be more practical and efficient in giving a broader sweep of signal and therefore allowing for some of the inaccuracies in the alignment of the lamp.

Keeping pace, therefore, with the development of the long-time burner, the Adlake No. 51 Flat Flame long-time burner, as illustrated in this bulletin, was developed, which, without doubt, up to the present, has proven the most satisfactory long-time burner of any that have been used. It has given universal satisfaction and is dependable in every respect. This burner has been in use now for several years, but there is a disposition to use a burner with even a wider flame, although it will consume more oil. As a result we have now developed the Adlake Flat Flame long-time burners No. 90 and 100. Both of these burners are similar to No. 51, with the exception of modifications that increase the width of and brighten the flame, at the same time somewhat increasing the oil consumption. No. 90 and No. 100 are identical, except that the former is designed for the No. 55-A chimney, and the latter for the No. 55-D chimney.

Adlake Flat Flame Long-time Burner No. 90



No. 90— $1\frac{3}{4}$ -inch shaft.

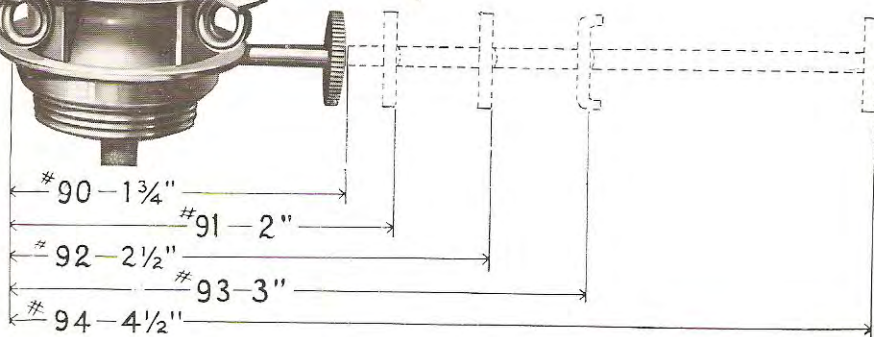
No. 91—2-inch shaft.

No. 92— $2\frac{1}{2}$ -inch shaft.

No. 93—3-inch shaft.

No. 94— $4\frac{1}{2}$ -inch shaft.

To take No. 55-A Chimney.



Adlake Flat Flame Long-time Burner No. 100



No. 100— $1\frac{3}{4}$ -inch shaft.

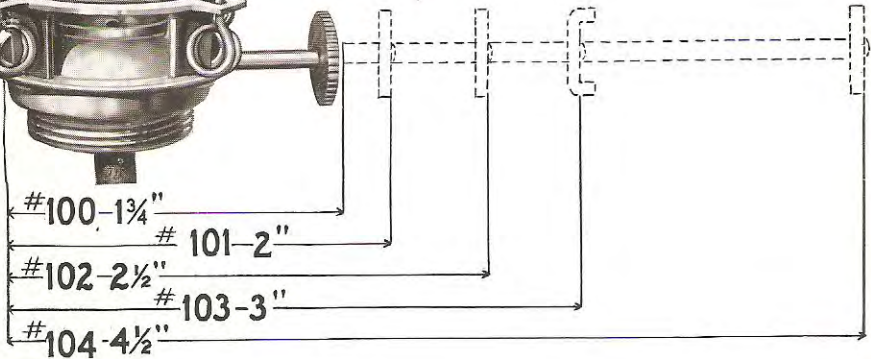
No. 101—2-inch shaft.

No. 102— $2\frac{1}{2}$ -inch shaft.

No. 103—3-inch shaft.

No. 104— $4\frac{1}{2}$ -inch shaft.

To take No. 55-D Chimney.



Adlake Flat Flame Long-time Burner No. 55



No. 55—With $1\frac{3}{4}$ -inch shaft.

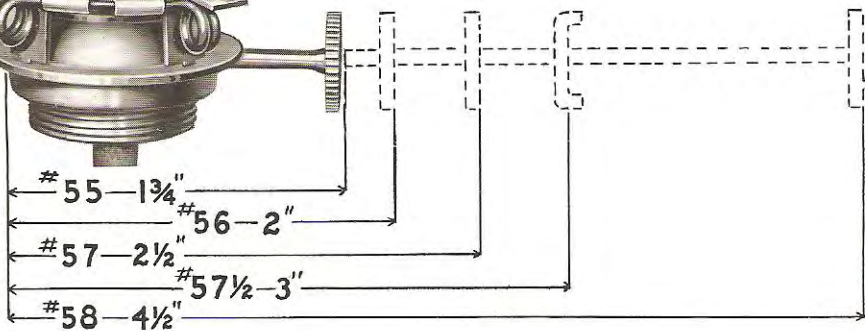
No. 56—With 2-inch shaft.

No. 57—With $2\frac{1}{2}$ -inch shaft,
oblong button for No. 169
Switch Lamp.

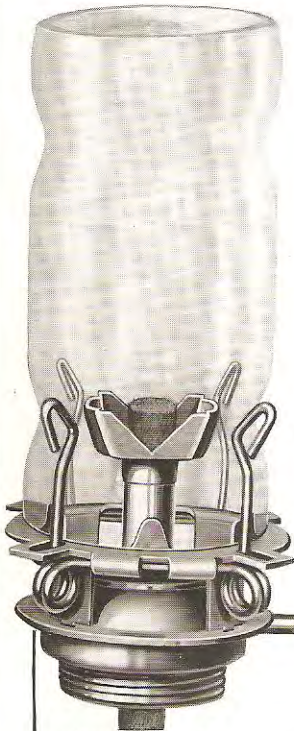
No. $57\frac{1}{2}$ —With 3-inch shaft.

No. 58—With $4\frac{1}{2}$ -inch shaft.

Above take No. 55-D Chimney.



Adlake Flat Flame Long-time Burner No. 51



No. 51—With $1\frac{3}{4}$ -inch shaft.

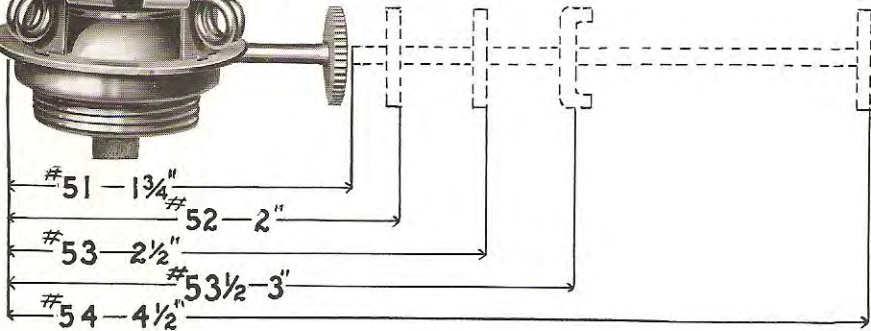
No. 52—With 2-inch shaft.

No. 53—With $2\frac{1}{2}$ -inch shaft,
oblong button for No. 169
Switch Lamp.

No. $53\frac{1}{2}$ —With 3-inch shaft.

No. 54—With $4\frac{1}{2}$ -inch shaft.

Above takes No. 55-A Chimney.



Adlake Round Flame Long-time Burners

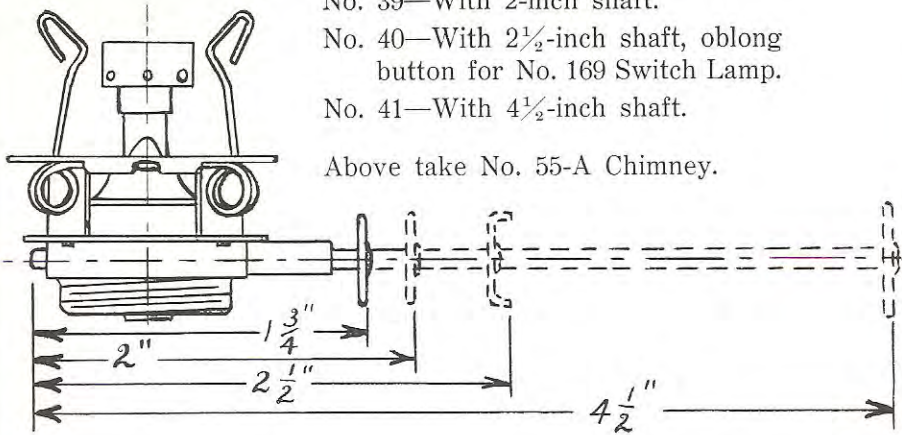
No. 38—With $1\frac{3}{4}$ -inch shaft.

No. 39—With 2-inch shaft.

No. 40—With $2\frac{1}{2}$ -inch shaft, oblong
button for No. 169 Switch Lamp.

No. 41—With $4\frac{1}{2}$ -inch shaft.

Above take No. 55-A Chimney.



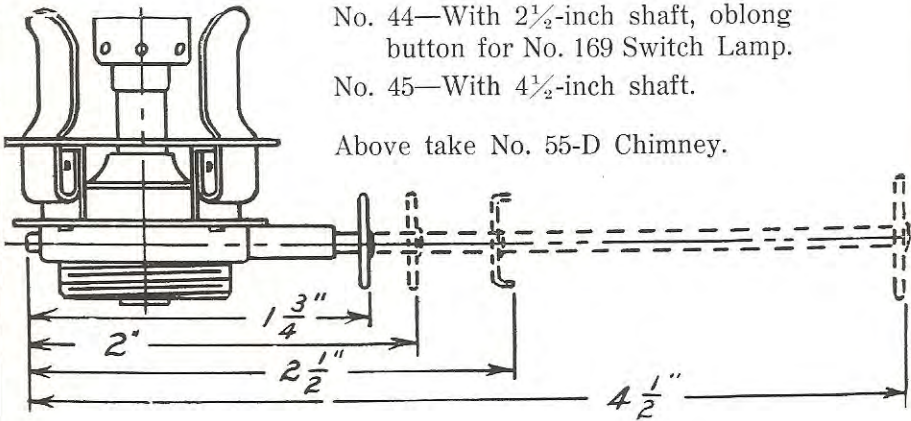
No. 42—With $1\frac{3}{4}$ -inch shaft.

No. 43—With 2-inch shaft.

No. 44—With $2\frac{1}{2}$ -inch shaft, oblong
button for No. 169 Switch Lamp.

No. 45—With $4\frac{1}{2}$ -inch shaft.

Above take No. 55-D Chimney.



Adlake Round Flame Long-time Burners

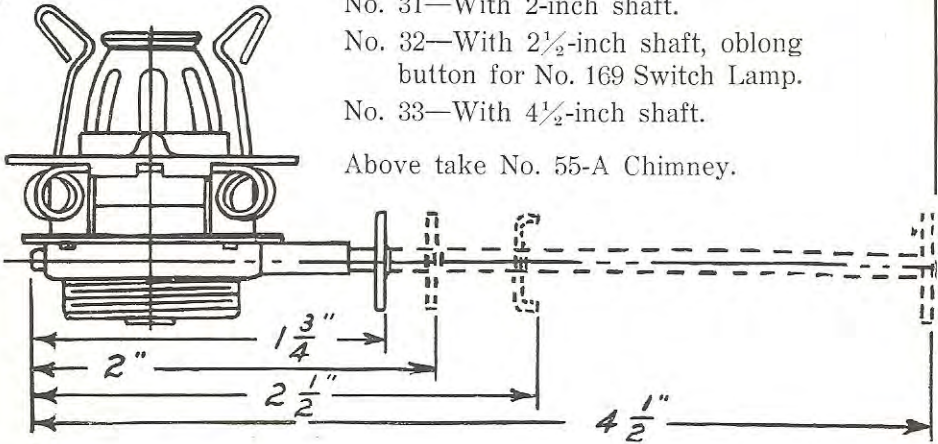
No. 30—With $1\frac{3}{4}$ -inch shaft.

No. 31—With 2-inch shaft.

No. 32—With $2\frac{1}{2}$ -inch shaft, oblong button for No. 169 Switch Lamp.

No. 33—With $4\frac{1}{2}$ -inch shaft.

Above take No. 55-A Chimney.



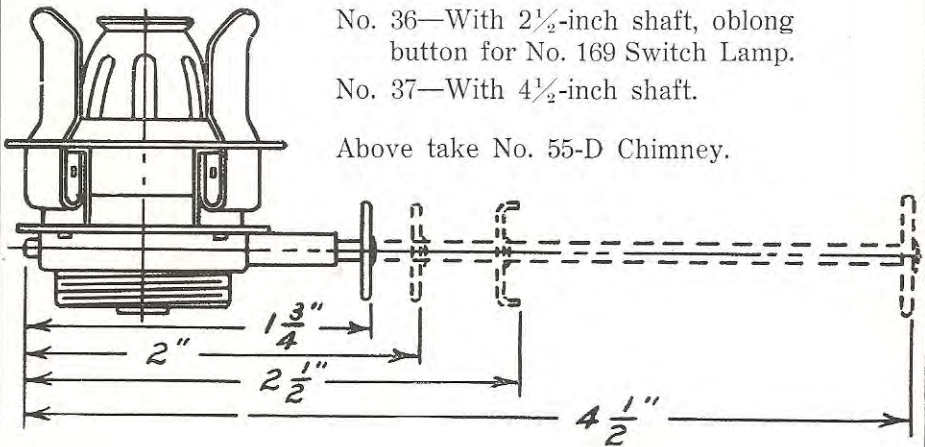
No. 34—With $1\frac{3}{4}$ -inch shaft.

No. 35—With 2-inch shaft.

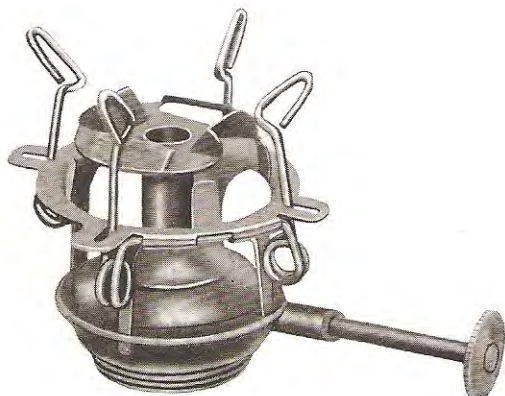
No. 36—With $2\frac{1}{2}$ -inch shaft, oblong button for No. 169 Switch Lamp.

No. 37—With $4\frac{1}{2}$ -inch shaft.

Above take No. 55-D Chimney.



Adlake Flat Flame Long-time Burner No. 46



No. 46—With $1\frac{3}{4}$ -inch shaft.

No. 47—With 2-inch shaft.

No. 48—With $2\frac{1}{2}$ -inch shaft, oblong
button for No. 169 Switch.

No. 49—With $4\frac{1}{2}$ -inch shaft.

Above take No. 55-A Chimney.



Male



Female

R. S. A. Standard Slip Collars.

Inside diameter of female collar
 $1\frac{5}{16}$ inch.



Adlake **CENTER CORE**
long-time burner wicks.
Highest capillary attraction.

List of Bulletins we have issued to date

- No. A1 —Adlake White Ajax Metal Washstands.
- No. A2 —Adlake White Ajax Metal Dental Lavatory.
- No. B1 —No. 192 Caboose Cupola Lamp.
- No. B2 —Adlake "Reliable" Lantern.
- No. B3 —Adlake-Small Train Indicating Lamp.
- No. B4 —Electric Attachments for Signal Lamps.
- No. B5 —Platform Tail Lamp No. 33.
- No. B6 —Semaphore Lamp 180 R. S. A. Standard.
- No. B7 —Crossing Gate Lamps.
- No. B9 —Reliable Lanterns.
- No. B10—Bracket and Stand Lamps.
- No. B11—No. 175 Switch Lamp with 28-oz. Oil Fount.
- No. B12—List of parts of No. 63 Switch Lamp.
- No. B13—List of parts of No. 180 Semaphore Lamp.
- No. B14—List of parts of No. 216 Switch Lamp.
- No. B15—Adlake Gauge Lamps.
- No. B17—Adlake Long-Time Burners.
- No. C1 —Sash Lock No. 763.
- No. C2 —Inspection Card Holder No. 169.
- No. C3 —Adlake Dry Closet No. 32.
- No. C4 —Adlake Rod Bottom Basket Rack.
- No. M1 —Adlake-Newbold Automobile Electric Lighting Systems.
- No. M2 —Adlake Auto Lamps.

List of Catalogues we have issued to date

- No. 120 —Signal Lamps and Lanterns.
- No. 121-A—Lanterns.
- No. 122 —Adlake Small Indicating Lamps.
- No. 124 —Car Lighting Fixtures.
- No. 126 —Locomotive Headlights.
- No. 127 —Trimming.
- No. 128 —Locomotive Gauge Lamps.