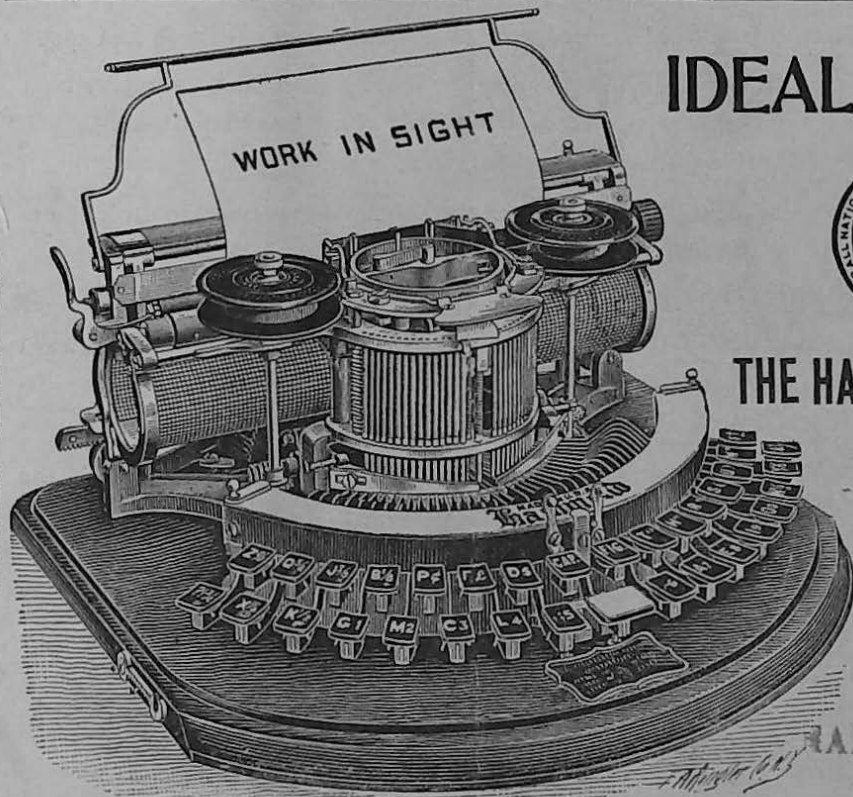


THE HAMMOND TYPEWRITER INSTRUCTOR

IDEAL KEYBOARD.



FOR
IDEAL AND UNIVERSAL



THE HAMMOND TYPEWRITER CO.

HOME OFFICES AND FACTORY:

403-405 East 62d Street,
NEW YORK, N. Y.

HAMMOND TYPEWRITER CO.

300 WASHINGTON ST. BOSTON



SPEED comes from practice alone. Learn the machine and the keyboard thoroughly, and speed will come gradually; the process cannot be reversed.

CORRECT FINGERING is necessary to insure ease of operation and speed.

UNNECESSARY FORCE in operating should never be used. A heavy blow upon the key does not increase the force of the hammer stroke.

RIBBON SPOOLS. Always have one loose.

RIBBON. Use all of the ribbon upon the spool, and reverse the direction of the ribbon as soon as the white tape appears.

RIBBON SHIELD should not be bent. Be sure to keep it clean.

FEED ROLL RATCHET PAWL. Always give it a light downward pressure when releasing it.

USE AN EXTRA SHEET OF PAPER back of the one written on.

ANVIL. Do not remove the anvil, nor the anvil arm from the slot in the anvil shaft when changing type shuttles.

MANIFOLDING. Increase the force of the hammer stroke by winding the spring. Always unwind it when you have finished manifolding.

KEEP THE MACHINE CLEAN and free from dust, and repairs will be unnecessary.

INFORMATION upon any point not understood will be cheerfully furnished by the Company or its selling agents.



Remember

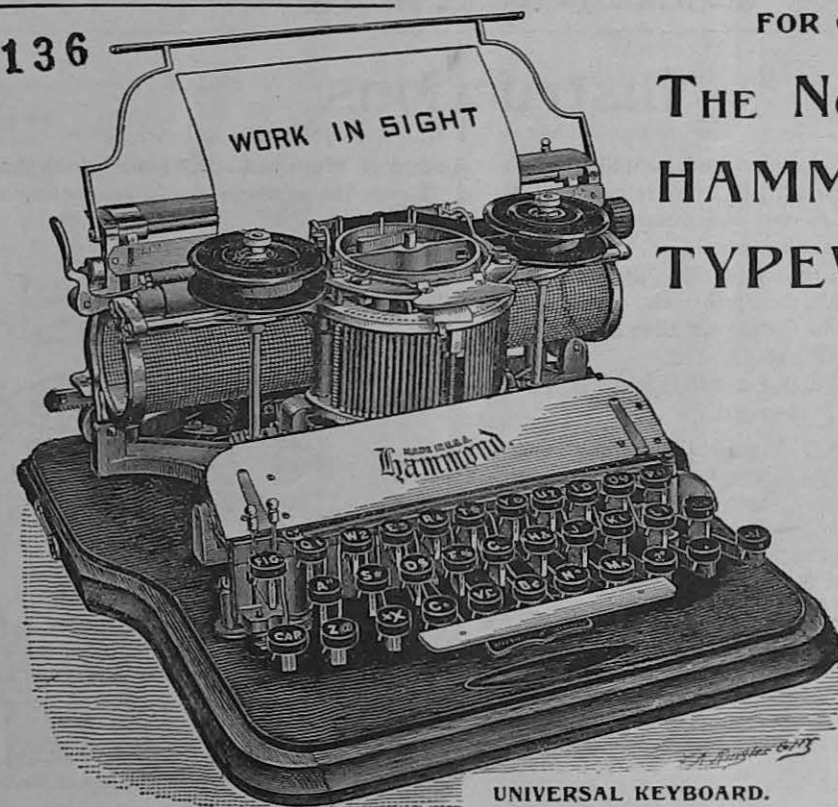
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INSTRUCTIONS

46136



FOR OPERATING

THE No. 2
HAMMOND
TYPEWRITER



UNIVERSAL KEYBOARD.

Instructions.

IN TRANSPORTATION the carriage is held firmly by two clamps 67 (Figures I., II.) placed over the ends of the carriage rack 22 (Figures I., II.). To release the carriage, loosen the carriage clamp screws 66, and turn the clamps back until they strike the escapement shield 68 (Figures I., II.), then tighten the screws.

Loosen the screws that hold the clasps 70 (Figures I., II.), which span the carriage ends, then swing the clasps down until they engage with the pins 72 below the screws, then tighten them.

Raise the paper rest 62 (Figures I., II.).

Loosen the line feed regulator nut 45 (Figure II.), at the left end of the carriage, by turning to the right.

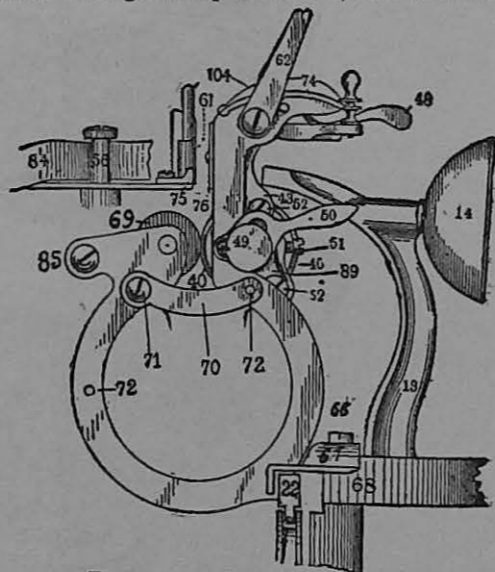


Figure I.—Right End of Machine.

RIBBON SPOOLS

The ribbon spools 59 (Figure III.) are fastened during shipment. Before operating the machine, loosen one of the spools by turning to the left the milled nut 60 above same. The other spool should remain fastened until the ribbon is unwound from the loose spool, and the white tape appears, then the nut on the loose spool should be tightened and the nut on the other spool loosened, which reverses the winding of the ribbon.

The ribbon, in correct position, travels inside the two guide screws 56 (Figure III.), and outside the ribbon guide flanges 129. When the ribbon becomes worn, reverse the spools upon their shafts. As the type is inked by the lower half of the ribbon, this brings the unused portion into use.

To remove the ribbon loosen both vertical ribbon spool shaft nuts, turn shuttle frame locks No. 135 (Figure III.) and lift shuttle shield frame, when the spools may be removed.

The ribbon shield frame 132 (Figure III.) should always be locked down by the shuttle shield frame locks No. 135 (Figure III.). In case surplus ink from the ribbon accumulates on the shield it can be easily cleaned by turning swivel locks and lifting frame. Wipe with a piece of soft cloth.

All new shields are furnished without the frame. They can be changed by lifting the frame and springing ends together slightly and hooking on at each end where frame is flattened, care being used to avoid hooking over the rounded ends.

In putting on a new shield remove the impression strip and notice if the hammer passes centrally through the hole in the shield when a key is depressed. If it stands too high or too low, the proper adjustment can be easily secured by raising or lowering set screw No. 136 at left of shuttle guard, first loosening the jamb nut with small wrench furnished with each machine. See that nut is tightened after right adjustment is obtained.

If any adjustment is required laterally, loosen screw that fastens angle piece in which shuttle shield frame rests, and shift it a trifle to right or left, as required, then tighten screw.

IMPRESSION STRIP

The rubber impression strip 76 (Figure III.), which provides a soft bedding to prevent the defacement of the type by the hammer, is first attached to the pins on the carriage by the outer holes. When the strip sags it should be attached by the inner hole in the right end, and the surplus end cut off.

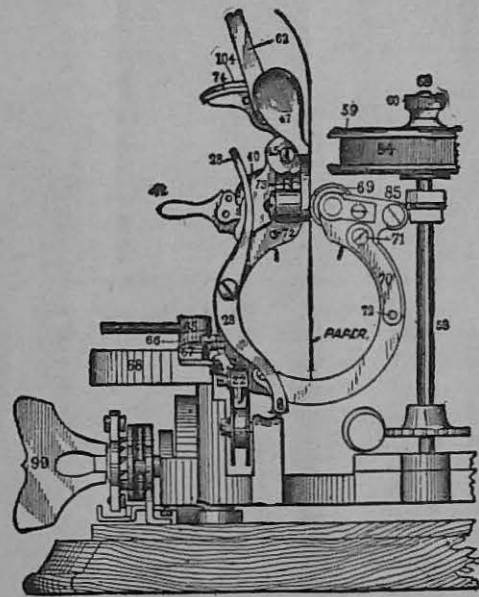


Figure II.—Left End of Machine.

If the lower parts of the letters print faintly, the impression strip is generally too loose and should be shifted. If in extremely warm weather the strip adheres to the paper and is lifted by it, it should be dusted with chalk.

TYPE SHUTTLE To fix the type shuttle 115 (Figure III.) in place, lift the anvil up with the left hand until the shuttle is free from the shuttle arm, then slide the shuttle around to the right until the bushing is opposite the hole in the anvil, when it will slip out.

Keep the inside of the type shuttle clean by wiping occasionally with a piece of soft cloth or chamois skin. Oil may be used on the driver arms at the point where they engage in the shuttle arm, but under no circumstances should oil be used on the inside of the shuttle or anvil.

INSERTING THE PAPER Depress the feed roll opener 50 (Figure I.), which will separate the feed rolls, then insert the paper between the rolls from the right end of the carriage until the left edge of the sheet presses against the paper guide 104 (Figure IV.) on the left, letting it fall so that the lower edge rests squarely upon the bottom of the paper cylinder. Then close the rolls by raising the

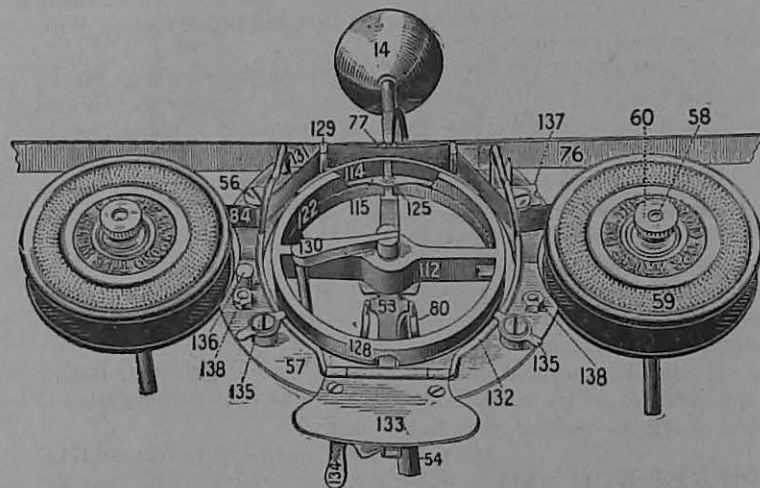


Figure III.—Centre of Machine.

feed roll opener. Raise the feed roll ratchet pawl 42 (Figure IV.), which projects back from the left end of the large feed roll, so that the paper may be freely raised or lowered. While the feed roll ratchet pawl is raised, turn the feed roll knob 49 (Figure IV.) on the right end of the feed roll with the right hand until the paper has been lowered to the desired position for writing, after which release the pawl and turn feed roll knob toward you, keeping thumb on the feed roll ratchet pawl so as to force it into tooth of ratchet.

It is advisable to roll a very long or wide sheet before inserting between the rolls, so as to avoid creasing. This especially applies to wax paper used for mimeograph work.

PAPER GUIDE The paper guide 104 (Figure IV.) is used as a guide for the left edge of the paper when placing it in the carriage. The guide can be set at any desired position by sliding it along the erasing plate.

MOVEMENT OF CARRIAGE To move the carriage to the right without feeding the paper up, push the carriage without touching the line feed lever 47 (Figure IV.).

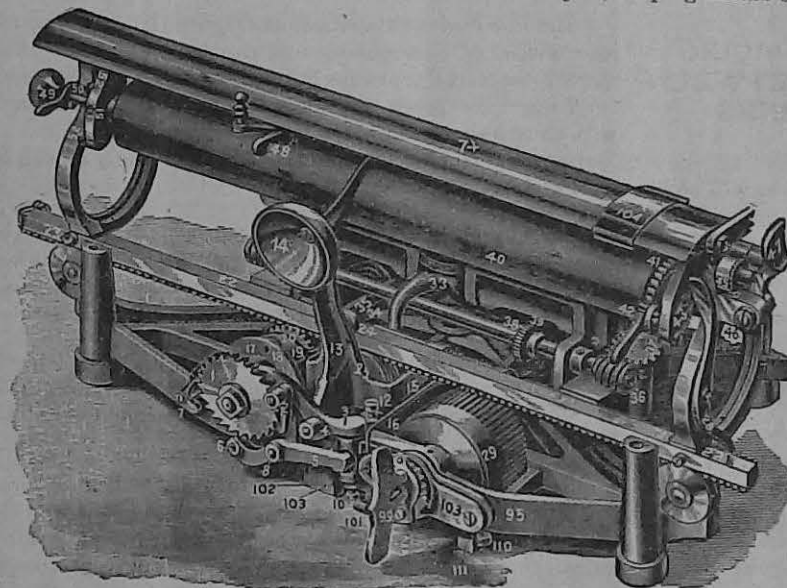


Figure IV.—Back of Machine.

To move the carriage to the left without writing or depressing the spacing key, press the disengaging lever 28 (Figure IV.) attached to the left carriage end, at the same time slightly moving the carriage to the right to overcome the force of the spring. The carriage can then be freely moved. Be careful not to release the disengaging lever until the carriage has been brought to a full stop.

SPACING BETWEEN LINES The line feed regulator nut 45 (Figure II.), at the extreme left end of the carriage, regulates the four widths of line spacing that can be used. Turn the nut to the right or left to space wide or narrow respectively, always bringing the slot in the nut in contact with the pin 73 beneath it.

To feed the paper upward without moving the carriage, press the line feed lever 47 (Figure IV.) with thumb against inside of paper rest arm.

While moving the carriage from left to right always press firmly on the line feed lever, upon releasing which the paper will be fed up for writing a new line.

RIGHT MARGIN The margin on the right side of the paper can be regulated by adjusting the bell striker 48 (Figure IV.), that slides on the rear edge of the erasing plate 74, so that its knob is set even with the right edge of the paper, when the striker will give warning upon the bell in time to allow the operator to avoid starting upon a word that the paper will not contain or that cannot be properly divided.

LEFT MARGIN The width of the margin on the left side of the paper is regulated by the position of the carriage stop 65 (Figure II.), which arrests the carriage in its movement to the right.

For the narrowest margin the carriage stop should be at the right end of the slot in the escapement shield 68 (Figure II.).

To secure a wider margin, the stop is loosened by turning the handle parallel with the slot, and moving to the left. Marginal notes may be written without altering the position of the stop block. Simply press the disengaging lever as the carriage is pushed back, which lifts the first stop, allowing the carriage to pass to the second stop. In returning, the first stop automatically raises and passes the stop block, when it is in position for the regular margin.

To adjust the stop for a desired margin, move the carriage to the right so that the notch 77 in the ribbon shield 61

(Figure III.) will be the width of the desired margin from the left edge of the paper. Move the carriage to the right one notch, then move the carriage stop to the left as far as it will go, and fasten it. Before writing depress the spacing key once.

When it is not desired to change the position of the carriage stop, the ribbon shield notch 77 obviates its use by moving the carriage so that the notch is directly below the first letter of the line above. The notch in the ribbon shield should also be used in indenting paragraphs, unless they are too far apart. In such cases use the scale, or with the spacing key count off the number of spaces the paragraph should be indented.

ADJUSTING THE FEED ROLLS

If the paper does not feed up evenly, loosen, without removing, the two feed roll adjuster screws 52 (Figure I.) which attach the feed roll adjuster 89 to the feed roll hanger 43, at the back of the right end of the carriage, and then adjust set screw 51 until two strips of paper inserted between the feed rolls two inches from each end show the same tension when pulled up. Then tighten the feed roll adjuster screws 52.

CORRECTIONS To insert a word or character omitted, if the omission is discovered before the paper is fed up for the next line, depress shuttle guard and move carriage back until the place where the omission has occurred is directly opposite notch in ribbon shield.

If the paper has been fed up, depress shuttle guard and lock it with catch; then feed paper down by lifting feed roll ratchet pawl 42 (Figure IV.), and turning feed roll knob 49 until the line of writing to be corrected is on a line with top of end of ribbon shield. The carriage may then be moved to the proper place and the character inserted.

ALWAYS RELEASE THE SHUTTLE GUARD LOCK BEFORE STRIKING A KEY.

ERASURES

To make an erasure, feed the paper up so that it can be laid upon the erasing plate 74 (Figure IV.), after which return the paper to its former position.

The use of the scale is twofold :

SCALE **First.**—To indent paragraphs uniformly. Should the paragraphs be of such length that it would be difficult to indent them correctly by the eye, then observe what number is opposite the pointer projecting under the right hand ribbon spool when the proper indentation has been made. Commence each succeeding paragraph at this number.

Second.—To locate a heading exactly in the centre of the page. Ascertain the number of letter spaces required for the heading, and the number of spaces covered by the width of the paper. Subtract the less from the greater, divide the remainder by 2, and the quotient will be the proper number at which to begin the heading, provided the left edge of the paper was opposite the notch in the ribbon shield when the figure 0 was opposite the right hand pointer.

MANIFOLDING In manifolding, the spring should be wound by the handle 99 (Figure IV.) until sufficient force is given to the hammer blow to make the number of copies desired. A stop will prevent the operator from winding it too far.

For ordinary work always unwind the spring ; a stop prevents it from being unwound too far.

CAUTION.—Invariably use an extra sheet of paper as a backer. No heavier blow on the key is required, as it does not increase the force of the hammer stroke.

CARE OF MACHINE When shipped, the machine is in condition not to require oiling for a year, except a drop once in four or five weeks around the pins on the upper ends of the driver arms 80 (Figure III.) where they engage with the shuttle arm 53, and on knife edge pawl 6 (Figure IV.) where it engages with the escapement wheel 1.

Keep the machine covered when not in use, and do not allow dust to accumulate in or upon it. The occasional use of a chamois skin, or a soft cloth free from lint, is desirable.

To clean the type remove the shuttle 114 (Figure III.) and use a "HAMMOND" type cleaning brush. Keep the inside of the type shuttle clean by wiping occasionally. **Under no circumstances should oil be used on the inside of the shuttle or anvil.** Oil should never be used on the stop pawl 7 (Figure IV.).

TOUCH AND FINGERING

As the hammer is moved by a spring, which the key levers release, it will readily be understood that no greater force need be used in depressing the keys than is required to bring the type shuttle to the printing position and release the hammer spring, and that to employ a greater force is a waste of power. A heavy blow upon the key does not increase the force of the hammer stroke. Simply give the key a light, quick touch, withdrawing the finger promptly. The key should be fully depressed so as to bring the type shuttle into proper position before the hammer is released. In operating the keys all of the fingers of both hands should be brought into use. The employment of the fingers, as well as the touch given the keys, should be like the movement in playing finger exercises on the piano. Properly operated, the "HAMMOND" typewriter is capable of almost incredible speed, over 700 characters per minute having been accomplished. The astounding speed of 3,023 correct finger movements has been made in five minutes ; and the limit has not yet been reached, as no operator can be found who is capable of overtaxing the machine.

SHIPPING THE MACHINE

Adjust the carriage clamps 67 (Figures I., II.) to bear upon the ends of the carriage rack 22, with a piece of paper or soft material interposed to prevent defacing, and fasten the clamp screws firmly.

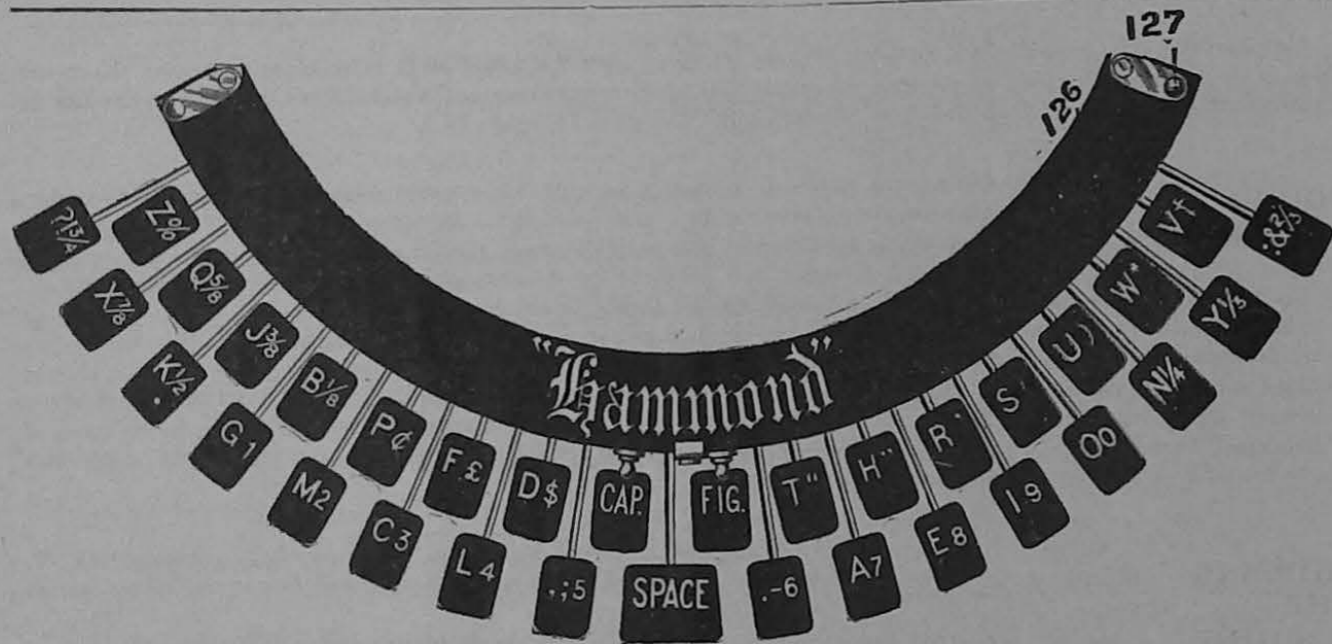
Adjust the carriage clasps 70 (Figures I., II.) to span the opening in the ends of the carriage. Turn the line feed regulator nut 45 (Figure II.) out against the line feed lever.

Fasten both ribbon spool nuts.

Wrap the type shuttle in tissue paper and place in the paper cylinder.

See that the clamps that fasten the machine to the baseboard are in proper position and screwed down tight.

Pack in a strong box at least three or four inches larger each way than the machine, filling up space with excelsior.



IDEAL KEYBOARD

To be used in connection with the Finger Exercises upon the four following pages.

FINGER EXERCISE FOR IDEAL HAMMOND.

IN operating, the keys to the right of the space key should always be depressed by the fingers of the right hand, and those to the left thereof by the fingers of the left hand. The letters below in *Italics* are situated on the left of the space key.

The figures, 1, 2, and 3, under the words of the exercises, indicate that the first, second, or third fingers are to be used.

To separate one word from another, depress the space key at the end of each word, using the thumb of the *left* hand, except where it cannot be conveniently done.

When a capital letter is desired, the cap key should be depressed by the forefinger of either hand, according to the position of the capital letter desired.

While the cap key is held depressed by the forefinger, another finger of the same hand may be used to depress the desired key—if not too far removed from the cap key. This rule applies also to the figure key.

at	an	<i>do</i>	<i>of</i>	<i>be</i>	<i>by</i>	us	in	he	we	<i>my</i>	it	on	<i>up</i>	<i>am</i>	is	or	so	as	<i>if</i>	no	to	<i>me</i>	I
21	18	22	22	22	23	32	23	22	31	23	31	23	35	13	23	32	23	12	22	32	13	22	2
a	<i>can</i>	<i>her</i>	<i>its</i>	<i>say</i>	has	<i>man</i>	any	<i>may</i>	see	<i>had</i>	out	now	one	<i>day</i>	the	<i>for</i>	<i>God</i>	how					
1	213	122	313	313	213	313	123	313	322	212	231	312	231	213	122	221	222	123					
are	who	our	thy	his	<i>all</i>	<i>let</i>	yet	<i>men</i>	too	you	him	but	<i>and</i>	not	was	<i>know</i>	upon						
122	312	321	123	132	122	221	321	313	133	312	123	331	132	321	312	2212	2223						
work	<i>long</i>	<i>time</i>	<i>well</i>	very	<i>part</i>	<i>only</i>	take	<i>good</i>	unto	<i>made</i>	<i>make</i>	<i>came</i>	ever	your									
2213	1233	1332	3222	3123	2121	1223	1232	2222	2313	3122	2132	2132	1312	3121									

thou what *Lord* thee *mind* *like* most into that *much* love were *been* give have
 1282 3221 2212 1222 3131 221 3321 1313 1221 3321 1221 3121 3113 3131 2132

life than *full* *come* *from* them this just with they will word *down* must more when
 2221 1213 2222 2231 2233 1233 1223 3321 3212 1223 3222 3212 2123 3321 3321 3212

world human where thing while would every these after great other under heart
 32121 13313 31121 12233 31221 21221 13123 12232 22122 32321 31212 23212 23131

 those their truth first death power think shall there never which should little
 12321 12332 12312 22121 13212 22312 12233 32122 12323 31312 31221 212321 221122

 truly dear gentlemen nature spirit though object without between favor desire except
 12323 1212 21312213 321321 222121 122331 222221 3212231 3213223 11321 112211 131221

 How long do you think we will have to wait before we hear from him in the matter?
 123 1233 22 312 12233 31 3222 2132 13 3121 222321 31 1212 2233 123 23 122 221122

 That others desire that which you state may be true, but I am sure I never will.
 1221 312123 112211 1221 31221 312 21212 313 32 1231 331 2 13 2321 2 31312 3222

 Their death was a great blow, and it will be a long time before their places can be filled.
 12232 13213 312 1 32331 2123 132 31 3222 32 1 1233 1332 22321 12232 211212 213 32 222231

While we are ever ready to meet all just demands, you have no right to expect more than we sent.
 31221 31 122 1312 22113 13 2221 122 3321 1221312 312 2132 32 23321 13 132221 3321 1212 31 2131

 Where, how, and when they managed to get out, our agent fails to state in his recent letter.
 31121 123 132 3212 1223 2131321 13 321 231 321 13131 21222 13 21212 23 132 212131 221122

 Without I first know the true reason, I can not and will not be a party to any such work.
 3212231 2 22121 3223 122 1231 221223 2 213 321 132 3222 321 32 1 21213 13 123 2321 3213

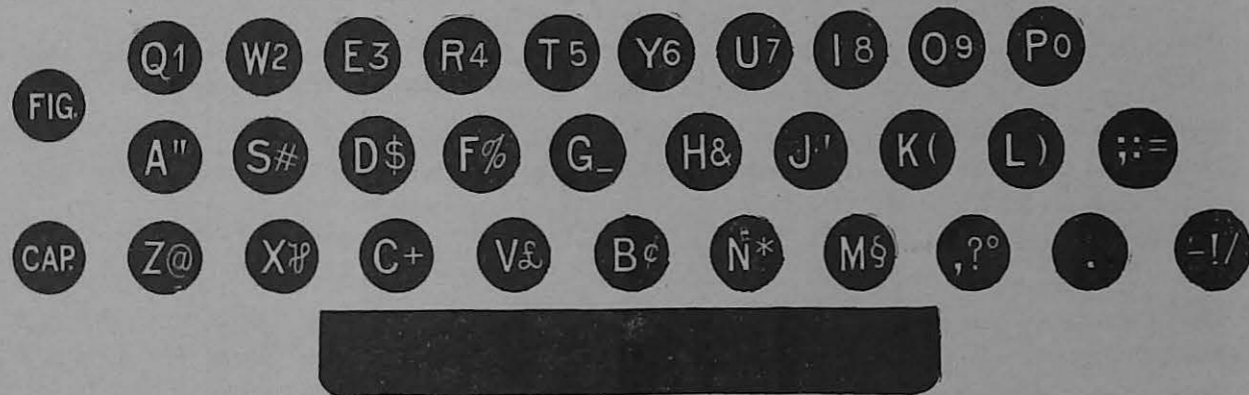
 That they will not come was to be expected as the notice given them was too short.
 1221 1223 3222 321 2231 312 13 32 13222121 12 122 321222 31313 1233 312 133 21321

 The first day he came I saw she would not like him, and so wrote you at once.
 122 22121 213 22 2132 2 213 212 21221 321 2231 123 132 23 31312 312 21 2322

 I have no reason to think that you would do anything but what was just and right.
 2 2132 32 221223 13 12233 1221 312 21221 22 12312233 331 3221 312 3321 132 22321

 I am confident these letters will meet every requirement, so will cheerfully await the summons.
 2 13 223221131 12232 2211223 3222 2221 13123 22332112131 23 3222 212223223 13121 122 2322232

 No one can object, I think, if we give the same favor to each and every one.
 32 231 213 223221 2 12233 22 31 3131 122 2122 11321 13 2121 132 13123 231



UNIVERSAL KEYBOARD.

To be used in connection with the Finger Exercises upon the following pages.

FINGER EXERCISE FOR UNIVERSAL HAMMOND.

THE author of "Practical Typewriting" * has kindly consented to figure the appended words and sentences according to the notation of that book.

The bold-face figures below refer to the four fingers of the right hand, and the light-face to the four fingers of the left. The space bar should invariably be attacked by the *right* thumb; the left has no office.

With the tips of fingers **4 3 2 1** (right hand) upon POIU, and those of the left upon QWER—with the thumb resting softly upon the space bar—*primary* hand position may be illustrated. The same fingers command the oblique rows of letters beneath. But the rows YHN and TGB are not neglected, for by shifting the position of each hand toward the other the index fingers fall upon these letters, and the second fingers naturally attack UJM and RFV. This is *secondary* hand position. The first and second fingers thus have to control double rows of letters, but the third and fourth fingers have the same duty in both primary and secondary positions. A very little practice on the accompanying words will demonstrate the method, which is a very simple one.

The Capital and Figure shift keys are depressed by the fourth finger of the left hand. When this finger is so occupied it is made expedient to finger the left-hand division of the manual as follows: QAZ³ WSX² EDC² RFV¹ TGB¹.

Practice the following words a portion of the time partially or all capitals.

Typewriting as an accomplishment is so educational in its tendencies that it deserves some study for its mastery; therefore we would impress upon the inquirer the importance of writing this exercise precisely in the manner indicated.

* "Practical Typewriting by the All-Finger Method, which leads to operation by Touch," by Bates Torrey, author of "Instruction in Practical Shorthand." Published by the Fowler & Wells Co., New York.

41 41 23 31 12 11 13 21 12 32 21 21 31 14 42 23 31 33 43 21 13
 at an do of be by us in he we my it on up am is or so as if no

13 22 2 4 241 121 213 341 143 241 41 241 32 142 311 133 312 241
 to me I a can her its say has man any may see had out now one day

112 132 132 133 412 313 311 11 123 43 321 121 221 13 131 121 121
 the for God how are who our thy his all let yet men too you him but

412 131 343 2133 1431 3312 3 11 1212 323 1211 4421 3131 1422 13 2
 and not was know upon work long time well very part only take good

2113 2412 2422 2422 2121 1311 1131 3141 3 12 112 1212 32 2 1331
 unto made make came ever your thou what Lor! thee mind like most

2113 1141 2121 3 12 3 212 12 1 1212 1412 3212 1141 113 2312 1231
 into that much love were been give have life than full come from

1122 1123 2131 3211 1121 323 3312 2331 2131 1312 3121 33132 12 41
 them this just with they will word down must more when world human

31213 11211 3 1 233 3 3132 21211 11232 42 121 12 41 31121 212 1 12421 11332
 where thing while would every these after great other under heart those

11221 12211 12231 2 411 43321 11212 3143 321 32 12231 2 41 12 1132221 141212
 their truth first death power think shall little truly dear gentlemen nature

342 121 113211 3122 1 3211311 12132 1 14132 2 3212 232 41 133 3 11 23 131
 spirit though object without between favor desire except. How long do you

11212 32 323 1412 13 3421 121312 32 1241 1231 121 21 112 241 212
 think we will have to wait before we hear from him in the matter?

1 141 311213 2 3212 1141 31221 121 31412 241 12 12122 121 2 42 3112
 That others desire that which you state may be true, but I am sure

2 12121 323 11221 2 411 343 4 12 41 13 32 412 21 323 12 4 3 11
 I never will. Their death was a great blow, and it will be a long

1212 12132 11221 4343 3 241 12 123 2 21232 32 412 2121 12421 13 22 1
 time before their places can be filled. While we are ever ready to meet

43 2131 2 241322 131 1412 13 12111 13 2342 1 1312 1141 32 3211 2 12122
 all just demands, you have no right to expect more than we sent. Where,

1332 412 3 121 1131 241412 13 121 3112 311 41211 14233 13 31412 21
 how, and when they managed to get out, our agent fails to state in

123 12 11 33121 2 211 311 2 12331 21 33 113 1212 1243312 2 241 31
his recent letter. Without I first know the true reason, I cannot

412 92 3 131 12 4 44211 13 41 3221 3 3123 1141 1121 323 131 23 1 2
and will not be a party to any such work. That they will not come

343 13 12 2312 12 43 112 13 122 12121 1122 343 13 313213 112 12 2 31
was to be expected as the notice given them was too short. The first

241 1 2 24 2 2 2 343 312 33132 131 32 2 12 1 2 4 1 2 33 3 2312
day he came I saw she would not like him, and so wrote

131 41 312 3 2 1 412 13 124331 13 11212 1141 131 33132 23 41 11211
you at once. I have no reason to think that you would do anything

121 3 141 343 2131 412 221 113 2 4 2 23 1 122 1 1 11232 321 213 323 22 1
but what was just and right. I am confident these letters will meet

21 211 12 412 12 2 2112 33 323 212 1 13 1 43 421 112 312 3133 13 312 241
every requirement, so will cheerfully await the summons. No one can

312 3 12 2 11212 21 32 1212 112 34 2 2 14132 13 2421 412 21 211 3223
object, I think, if we give the same favor to each and every one.

PARTS OF THE HAMMOND TYPEWRITER.

The figures at the left refer to the numbering of the parts in Figures I, II, III and IV, being the same numbers that are used for the several parts at the factory. Parties ordering parts should carefully designate the same by name and number as given below.

- | | | |
|---|-----------------------------------|--------------------------------------|
| 1. Escapement Wheel. | 41. Feed Roll Ratchet. | 76. Impression Strip. |
| 2. Escapement Pawl. | 42. Feed Roll Ratchet Pawl. | 77. Ribbon Shield Notch. |
| 3. Hammer Lever. | 43. Feed Roll Hanger. | 78. Line Guide Screws. |
| 4. Hammer Universal Joint. | 44. Feed Roll Ratchet Lever. | 80. Driver Arms. |
| 5. Escapement Lever. | 45. Line Feed Regulator. | 84. Ribbon. |
| 6. Escapement Lever Knife Edge Pin. | 46. Line Feed Lever Screw. | 85. Carriage Guide Rod. |
| 7. Escapement Lever Stop Pawl. | 47. Line Feed Lever. | 89. Feed Roll Adjuster. |
| 8. Escapement Lever Shaft. | 48. Bell Striker. | 95. Bed Plate. |
| 10. Escapement Lever Stop Screw. | 49. Feed Roll Knob. | 99. Mainspring Winder Handle. |
| 12. Trip Frame Adjusting Screw. | 50. Feed Roll Opener. | 101. Mainspring Winder Stop. |
| 13. Hammer. | 51. Feed Roll Adjuster Set Screw. | 102. Spring Winder Plate, Front. |
| 14. Bell. | 52. Feed Roll Adjuster Screws. | 103. Spring Winder Adjusting Screws. |
| 15. Trip Frame Arm. | 53. Shuttle Arm. | 104. Paper Guide. |
| 16. Hammer Spring. | 54. Anvil Shaft. | 110. Spring Winder Steadying Screw. |
| 17. Escapement Flange. | 56. Ribbon Guide Screws. | 111. Spring Winder Steadying Lug. |
| 18. Escapement Flange Pawl Screw. | 57. Shuttle Guard. | 112. Anvil. |
| 19. Disengaging Sleeve. | 58. Ribbon Spool Shaft. | 114. Type Shuttle. |
| 20. Escapement Flange Pawl. | 59. Ribbon Spools. | 115. Shuttle Web. |
| 22. Carriage Rack. | 60. Ribbon Spool Tightening Nut. | 123. Shuttle Bushing. |
| 23. Carriage Eccentric Stop. | 61. Ribbon Shield. | 128. Shuttle Hole in Anvil. |
| 24. Carriage Rack Roll and Angle Piece. | 62. Paper Rest. | 129. Ribbon Guide Flanges. |
| 25. Carriage Rack Angle Piece Screw. | 65. Carriage Stop Block and Nut. | 130. Anvil Arm. |
| 28. Disengaging Lever. | 66. Carriage Clamp Screws. | 131. Shuttle Shield. |
| 29. Mainspring Barrel. | 67. Carriage Clamps. | 132. Shuttle Shield Frame. |
| 33. Space Hook. | 68. Escapement Shield. | 133. Finger Plate. |
| 34. Hammer Hook. | 69. Feed Roll, Small. | 134. Finger Plate Lock. |
| 35. Trip Frame. | 70. Carriage Clasp. | 135. Shuttle Shield Frame Lock. |
| 36. Ribbon Shaft Worms (R. & L.). | 71. Carriage Clasp Screws. | 136. Shuttle Guard Adjusting Screw. |
| 37. Ribbon Shaft Worm Gear. | 72. Carriage Clasp Pins. | 137. Shuttle Shield Frame Adjuster. |
| 38. Ribbon Feed Ratchet. | 73. Line Feed Regulator Stop Pin. | 138. Shuttle Guard Shaft. |
| 39. Ribbon Feed Ratchet Pawl. | 74. Erasing Plate. | |
| 40. Feed Roll, Large. | 75. Line Guides (R. & L.). | |

PRICE LIST OF PARTS.

Parties ordering parts should use names listed below. If the name given to the part is not known or understood, it should be referred to by its number in Figures I., II., III., IV. of instruction book.

Bed Plate Clamps, per pair.....	Feed Roll Ratchet Pawl.....	Nuts.....
Bell.....	Feed Roll Ratchet Pawl Spring.....	Paper Rest.....
Bell Striker, complete.....	Feed Roll Ratchet Pawl Stop Pin.....	Paper Cylinder (Perforated).....
Bed Plate Feet.....	Feed Roll Adjuster.....	Paper Guide.....
Bed Plate Rubber Washers.....	Feed Roll Opener.....	Ribbon Feed Ratchet.....
Buttons (32 in set), each (Universal).....	Feed Roll Thumb Nut.....	Ribbon Feed Ratchet Pawl.....
Carriage, complete.....	Feed Roll Hanger.....	Ribbon Shield, per doz., \$1.00; each.....
Carriage Clamps, per pair.....	Feed Roll Hanger Springs, per pair.....	Ribbon Spools, per pair.....
Carriage End (right).....	Feed Roll Ratchet Lever.....	Ribbon Shaft Worm, each.....
Carriage End (left).....	Feed Roll Ratchet Lever, complete.....	Ribbon Shaft Worm Gear, each.....
Carriage Rack.....	Finger Plate (for No. 2 Hammond only), each.....	Ribbon Spool Expansion Sleeve.....
Carriage Eccentric Stop.....	Finger Plate Lock (for No. 2 Hammond only), each.....	Ribbon Shaft Thumb Nut.....
Carriage Rack Steady Piece.....	Feed Roll Knob (for No. 2 Hammond only), each.....	Ribbon Shaft Collar.....
Carriage Roll.....	Hammer, complete.....	Ribbon Shaft Top Cone.....
Carriage Rack Roll and Angle Piece.....	Hammer Spring.....	Shuttle Guard Adjusting Screw (for No. 2 Hammond only), \$1.00 doz.; each.....
Carriage Guide Roll.....	Hammer Lever.....	Shuttle Guard Shaft (for No. 2 Hammond only), \$1.00 doz.; each.....
Carriage Guide Rod.....	Index Pin, each.....	Shuttle Shield (for No. 2 Hammond only), \$1.00 doz.; each.....
Carriage Stop Block, complete.....	Impression Strips, 50 cents a dozen; each.....	Shuttle Shield Frame (for No. 2 Hammond only), each.....
Carriage Stop Block Nut.....	Keys, per set, Ideal.....	Shuttle Shield Frame Adjuster (for No. 2 Hammond only), \$1.00 doz.; each.....
Case Clasps, per pair.....	Keys, per set, Universal (except Space Key).....	Shuttle Shield Frame Lock (for No. 2 Hammond only), \$1.00 doz.; each.....
Case Clasp Buttons, each.....	Keys, each, Ideal.....	Stop Arm, Ideal or Universal.....
Case complete, Ideal or Universal.....	Keys, each, Universal (except space).....	Stop Arm Springs, per pair.....
Driver Fingers, pair.....	Key, Space for Universal, complete.....	Stop Arm Springs Stop.....
Driver Levers, pair.....	Key Lock Levers, Universal, each.....	Space Hook.....
Driver Lever Springs, pair.....	Key Lock Levers, Ideal, each.....	Space Hook Spring.....
Driver Lever Shafts, pair.....	Key Springs, Cap, Universal, each.....	Space Hook Spring Pin.....
Driver Arms, pair.....	Key Filing, per bottle.....	Scale Rod (Carriage Guide Rod).....
Driver Arm Stop.....	Key Lever Retainer, Ideal.....	Scale Pointers, each.....
Disengaging Lever.....	Line Feed Lever.....	Segment Keyboard.....
Disengaging Lever Spring.....	Line Feed Lever Spring.....	Shuttle.....
Disengaging Rod.....	Line Feed Regulator.....	Shuttle Arm.....
Disengaging Sleeve.....	Line Guides, per pair.....	Shuttle Guard.....
Escapement Wheel and Shaft.....	Line Guide (for No. 2 Hammond only), each.....	Type-wheel.....
Escapement Pawl.....	Line Guide Washers, pair.....	Type-wheel Guard.....
Escapement Stop Pawl.....	Mainspring.....	Type-wheel Shaft, complete.....
Escapement Stop Pawl Pin.....	Mainspring Barrel with Bushing.....	Type-wheel Shaft Spring.....
Escapement Flange, complete.....	Mainspring Barrel Bushing.....	Type-wheel Shaft Setter.....
Escapement Flange Pawl.....	Mainspring Barrel and Spring, complete.....	Type-wheel Catch.....
Escapement Flange Pawl Spring.....	Mainspring Winding Attachment, complete.....	Trip Frame.....
Escapement Lever Knife Edge Pin.....	Name Segment.....	Trip Frame Spring.....
Escapement Lever, complete.....	Name Segment Holders, per pair.....	
Escapement Gear and Ratchet.....	Name Segment Angle Piece.....	
Escapement Shield, complete.....		
Erasing Plate.....		
Feed Roll, large.....		
Feed Roll, small.....		
Feed Roll Ratchet.....		

Parties ordering parts should carefully designate the same by name or number as given; also giving number of machine for which same are ordered.



Home Offices and Factory:

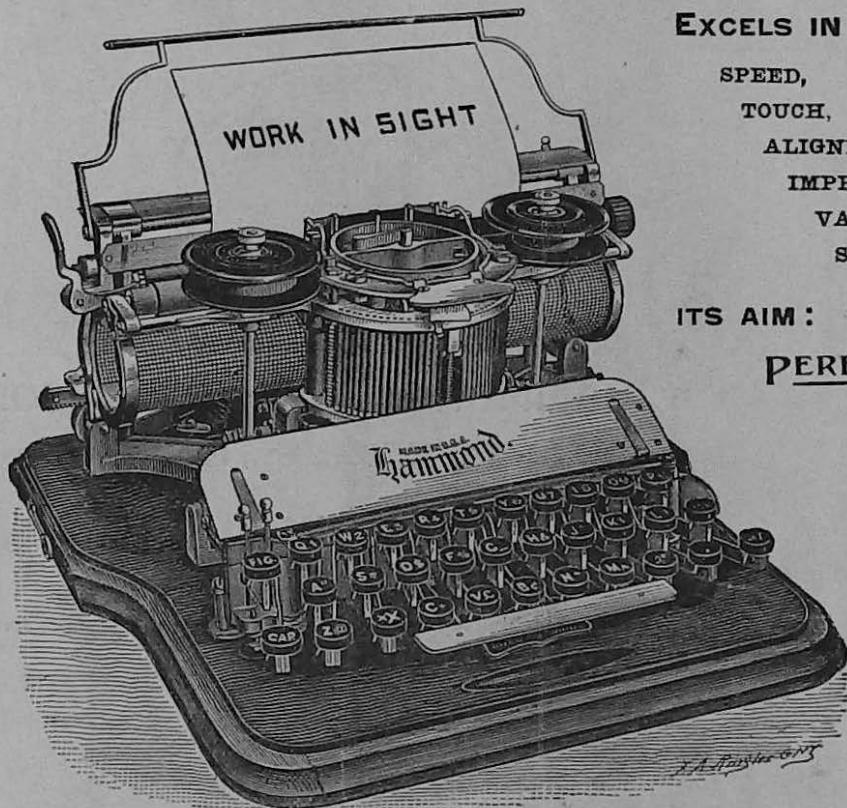
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