THE HAMMOND TYPEWRITER INSTRUCTOR...

FOR IDEAL AND UNIVERSAL.

The Hammond Typewriter Co.

WORKS AND
EXECUTIVE OFFICES:

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

BRANCHES:

NEW YORK. . . . . . . 139 Broadway.
PHILADELPHIA. . . . 116 South Sixth Street.
LONDON. . . . . . . . 50 Queen Victoria Street.
BOSTON. . . . . . . 300 Washington Street.
CINCINNATI. . . . . Neave Building.
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 slight 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.
INSTRUCTIONS FOR OPERATING

THE No 2 HAMMOND TYPEWRITER

WORK IN SIGHT

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 43 (Figure II.), at the left end of the carriage, by turning to the right.

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 the 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.

Figure I.—Right End of Machine.
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

RIBBON locks No. 135 (Figure III.). In case surplus ink from
SHIELD 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 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.

To fix the type shuttle 115 (Figure III.) in place, depress the figure key and secure it with the lock lever; also depress shuttle guard, locking it with catch underneath. Then slip the type shuttle in the groove of the anvil 112 (Figure III.) at the front, passing the bushing of the shuttle through the hole 128, making sure that the figure row is at the bottom. Slide the shuttle around to the right until the bushing reaches the shuttle arm 125 (Figure III.), then lift the anvil with the left hand by passing the fingers under the cross bar until the shuttle drops over the top of the shuttle arm. Release the figure key and shuttle guard, and the machine is ready to operate when the paper has been inserted.

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...
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** 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.

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.

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.

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 59 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 33, 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 astonishing speed of 3,025 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.

ADJUST THE CARRIAGE CLAMPS

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 clamps 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.

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| work | long | time | well | very | part | on/ly | take | good | unto | made | make | came | ever | your |
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| 8213 | 1233 | 1233 | 3222 | 3123 | 8121 | 1233 | 1352 | 3222 | 2313 | 3123 | 8132 | 8132 | 1312 | 3123 |
THE HAMMOND TYPEWRITER COMPANY.

thou what Lord thee mind like most into that much love were been give have

life than full come from them this just with they will word down must more when

world human where thing while would every these after great other under heart

those their truth first death power think shall there never which should little

truly dear gentlemen nature spirit though object without between favor desire except

How long do you think we will have to wait before we hear from him in the matter?

That others desire that which you state may be true, but I am sure I never will.

Their death was a great blow, and it will be a long time before their places can be filled.
While we are ever ready to meet all just demands, you have no right to expect more than we sent.

Where, how, and when they managed to get out, our agent fails to state in his recent letter.

Without I first know the true reason, I can not and will not be a party to any such work.

That they will not come was to be expected as the notice given them was too short.

The first day he came I saw she would not like him, and so wrote you at once.

I have no reason to think that you would do anything but what was just and right.

I am confident these letters will meet every requirement, so will cheerfully await the summons.

No one can object, I think, if we give the same favor to each and every one.
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 YIN 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: 3 QAZ 2 WSX 2 EDC 1 RFV 1 TGB.

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.

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* "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.
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day he came I saw she would not like him, and so wrote
you at once. I have no reason to think that you would do anything
but what was just and right. I am confident these letters will meet
every requirement, so will cheerfully await the summons. No one can
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 Figure IV. (page 5), 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.
2. Escapement Pawl.
3. Hammer Lever.
5. Escapement Lever.
8. Escapement Lever Shaft.
10. Trip Frame Adjusting Screw.
11. Hammer.
12. Bell.
13. Trip Frame Arm.
15. Escapement Flange.
17. Disengaging Sleeve.
18. Escapement Flange Pawl.
20. Carriage Rack Arm.
23. Carriage Clamps.
24. Mainspring Barrel.
25. Space Hook.
27. Trip Frame.
29. Ribbon Shaft Worm Gear.
30. Ribbon Feed Ratchet.
31. Ribbon Feed Ratchet Pawl.
32. Feed Roll, Large.
33. Feed Roll Ratchet.
34. Feed Roll Ratchet Pawl.
35. Feed Roll Hanger.
36. Feed Roll Ratchet Lever.
37. Line Feed Regulator.
38. Line Feed Lever Screw.
39. Line Feed Lever.
40. Bell Striker.
41. Feed Roll Knob.
42. Feed Roll Opener.
43. Feed Roll Adjuster Set Screw.
44. Feed Roll Adjuster Screws.
45. Shuttle Arm.
46. Anvil Shaft.
47. Ribbon Guide Screws.
48. Shuttle Guard.
49. Ribbon Spool Shaft.
50. Ribbon Spools.
51. Ribbon Spool Tightening Nuts.
52. Ribbon Shield.
53. Paper Rest.
54. Carriage Stop Block and Nut.
55. Carriage Clamp Screws.
56. Carriage Clamps.
57. Escapement Shield.
58. Feed Roll, Small.
59. Carriage Clasp Screws.
60. Carriage Clasp Pins.
61. Line Feed Regulator Stop Pin.
63. Impression Strip.
64. Ribbon Shield Notch.
66. Driver Arms.
67. Ribbon.
68. Carriage Guide Rod.
69. Feed Roll Adjuster.
70. Bed Plate.
71. Mainspring Winder Handle.
72. Mainspring Winder Stop.
73. Spring Winder Plate, Front.
74. Spring Winder Adjusting Screws.
75. Paper Guide.
76. Spring Winder Steadying Screw.
77. Spring Winder Steadying Lug.
78. Anvil.
79. Type Shuttle.
80. Shuttle Web.
81. Shuttle Bushing.
82. Shuttle Hole in Anvil.
83. Ribbon Guide Flanges.
84. Anvil Arm.
85. Shuttle Shield.
86. Shuttle Shield Frame.
87. Finger Plate.
88. Finger Plate Lock.
89. Shuttle Guard Adjusting Screw.
90. Shuttle Shield Frame Adjuster.
91. Shuttle Guard Shaft.
<table>
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<th>Part</th>
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<td>Feed Roll Ratchet Pawl</td>
<td>$0.13</td>
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<tr>
<td>Bell</td>
<td>Feed Roll Ratchet Pawl Spring</td>
<td>$0.04</td>
</tr>
<tr>
<td>Bell Striker, complete</td>
<td>Feed Roll Ratchet Pawl Stop Pin</td>
<td>$0.01</td>
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<td>Bed Plate Feet</td>
<td>Feed Roll Adjuster</td>
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<td>Bed Plate Rubber Washers</td>
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<tr>
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<td>Feed Roll Hanger</td>
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<td>Case Clamps, per pair</td>
<td>Impression Stamps, 50 cents a dozen; each</td>
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<tr>
<td>Case complete, Ideal or Universal</td>
<td>Keys, per set, Universal (except Space Key)</td>
<td>$0.16</td>
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<td>Keys, each, Ideal</td>
<td>$0.11</td>
</tr>
<tr>
<td>Driver Levers, pair</td>
<td>Keys, each, Universal (except Space Key)</td>
<td>$0.16</td>
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<tr>
<td>Driver Lever Springs, pair</td>
<td>Keys, each, Universal (except space)</td>
<td>$0.18</td>
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<tr>
<td>Driver Lever Shaft, pair</td>
<td>Key, Space for Universal, complete</td>
<td>$0.14</td>
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<tr>
<td>Driver Arm Stop</td>
<td>Key Lock Levers, Universal, each</td>
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<tr>
<td>Disengaging Lever</td>
<td>Key Lock Levers, Universal, each</td>
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<tr>
<td>Disengaging Lever Spring</td>
<td>Key Spring, Cap, Universal, each</td>
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<tr>
<td>Disengaging Rod</td>
<td>Key Springing, Per bottle</td>
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<td>Escape Pawl</td>
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<tr>
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<td>Line Feed Lever Spring</td>
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<tr>
<td>Escape Pawl, Spring</td>
<td>Line Feed Regulator</td>
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</tr>
<tr>
<td>Escape Pawl, Knife Edge Pin</td>
<td>Line Guides, per pair</td>
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<tr>
<td>Escape Gear, complete No. 3</td>
<td>Line Guide Washers, pair</td>
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<td>Line Guide Washers, pair</td>
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<tr>
<td>Escape Gear and Shaft</td>
<td>Main Spring, Barreled and Spring, complete</td>
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</tr>
<tr>
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<td>Main Spring, Barreled with Flying</td>
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<td>Escape Gear and Shaft</td>
<td>Main Spring, Winding Attachment, complete</td>
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</tr>
<tr>
<td>Name Segment Holders, per pair</td>
<td>Name Segment Holders</td>
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</tr>
<tr>
<td>Feed Roll, large</td>
<td>Name Segment Holders</td>
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<tr>
<td>Feed Roll, small</td>
<td>Name Segment Holders</td>
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<tr>
<td>Feed Roll Ratchet</td>
<td>Nuts</td>
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<tr>
<td>Paper Roll</td>
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<tr>
<td>Paper Cylinder</td>
<td>Paper Cylinder (Perforated)</td>
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</table>

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

TYPEWRITERS.

No. 2 Hammond, Ideal or Universal Keyboard, in Antique Oak case, with three type shuttles ........................................ $100.00
With two type shuttles ........................................ 95.00
With one type shuttle ........................................ 95.00

No. 3 Hammond, Ideal or Universal Keyboard, with special wide carriage ("Brief" size), otherwise same as No. 2, with three shuttles ........................................ 110.00
With two shuttles ........................................ 107.50
With one shuttle ........................................ 105.00

No. 4 Hammond, Ideal or Universal Keyboard (wide space for clergymen's use), otherwise same as No. 2, with three shuttles ........................................ 100.00
With two shuttles ........................................ 97.50
With one shuttle ........................................ 95.00

No. 5 Greek Ideal Hammond Typewriter, in Antique Oak case, with three type shuttles ........................................ 150.00
With two type shuttles ........................................ 127.50
With one type shuttle ........................................ 125.00

Additional type shuttles ........................................ each, 2.50
Type wheels ........................................ 5.00

CARBON PAPER.

Hammond Semi-Carbon, Black, Purple, or Blue.

Size: 8x10, per doz., $0.25, per hundred, $3.00
8x15, " 50 ........................................ 3.60
8x13, " 50 ........................................ 3.25
8x11, " 50 ........................................ 3.50
8x10, " 50 ........................................ 3.50
8x13, " 50 ........................................ 3.50
8x15, " 50 ........................................ 3.50

RIBBONS.

Copying Ribbon: Black (but copies purple), on spools, $2.00; without spools, $1.00 per doz. ........................................ $9.00
Copying Ribbons, purple, blue, green, or red, on spools, each, $2.00; without spools, $1.00 per doz. ........................................ 9.00
Record, or Non-copying Ribbons, same colors, on spools, $3.00; without spools, $1.00 per doz. ........................................ 9.00
Hekograph Copying Ribbons, on spools, $2.00; without spools, $.00 per doz. ........................................ 9.00
Hekograph Ribbons are subject to atmospheric influences: while using utmost care to obtain the best, we cannot guarantee results.
Lithograph Ribbons, for stone, on spools, $2.00; without spools, $1.00 per doz. ........................................ 9.00
Indelible Copying Ribbons, on spools, $2.50; without spools, $1.50 per doz. ........................................ 15.00
Re-inking Ribbons (except Black Indelible) ........................................ 6.00
Re-inking Black Indelible Ribbons ........................................ 1.00

MISCELLANEOUS.

Canvas Carrying Case, with Straps and Handle ........................................ $3.00
Spools ........................................ per pair, 1.00
Ribbon Shields, each 10 cents ........................................ per half doz. 30
Ink Pressure Strips, each 5 cents ........................................ per doz. 25
Copy Holders ........................................ 2.00
Reporters' Books ........................................ per doz. 1.00
Books of Oiled Tissue, 100 sheets, 8x10 ........................................ 16
Oil ........................................ per bottle, 20
Type Wheel Brushes ........................................ each, 20
Ribbon Guide Screws ........................................ per pair, 10

HAMMOND TYPEWRITER LINEN PAPER. SAMPLE BOOKS UPON APPLICATION.
The New Hammond No. 2

ExceLS in
SPEED, TOUCH, ALIGNMENT, IMPRESSION, VARIETY, STRENGTH.

ITs AIM....
PERFECTION.

UNIVERSAL KEYBOARD.