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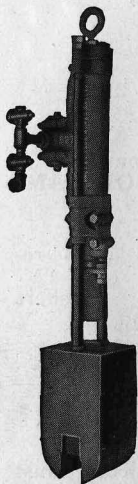
the website about
Vulcan Iron Works
Inc. and the pile
driving equipment it
manufactured

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**No. 5 STYLE
SHEETING HAMMER FOR STEAM OR AIR
FOR DRIVING WOODEN PLANKING AND STEEL
SHEET PILING**

Constructed on the style of the air drill (double-acting), with heavy base to rest on pile.

Very efficient on sewer work and coffer-dams.

Very much superior to hand mauling and drop-hammer driving.

The piston and ram are of steel, forged in one piece. The piston rings are of medium steel, cut from the solid.

The base of the hammer is hollowed out to receive the striking bar. This latter is a forging, with a tee-shaped head at bottom, to rest upon the pile, and upon the upper end of which the ram delivers its blow.

This striking bar is made in such a manner that while it is free to travel down some distance with the pile when struck, still it cannot drop out of the machine.

In operation, the hammer is suspended from the boom of a derrick or similar device, no leaders being used. The hammer is lowered on top of pile until it rests its full weight upon the striking bar. Steam or air is then turned on, and as the pile and hammer descend the tackle line is slackened off just fast enough to maintain the hammer in a vertical position.

With the hammer are provided the piping shown, throttle-valve and oil cup, with handles for same.

The hose required is 1-inch diameter, four-ply.

The cylinder is 4 inches diameter; its stroke from seven to eight inches.

The length of hammer over all is five feet eight inches.

Weight 700 to 800 pounds. - *714 * with out piston or exhaust pipe may 725 * - working condition*

The jaw in base is four inches wide, three and three-quarters inches deep vertically, and is ten inches long—this being the width of the base casting.

A ten horse-power boiler will supply the hammer with steam.

The number of strokes per minute is about 125.

LIST OF PARTS OF No. 5 STYLE, SHEETING HAMMER

When ordering repair parts, state their names and numbers as given below, and **ALWAYS GIVE SHOP NUMBER OF HAMMER**, which is cast on the cylinder in large figures.

- | | |
|-------------------------------|-------------------------------|
| 1. Cylinder. | 16. Valve Bumpers (two re- |
| 2. Cylinder Head. | quired). |
| 3. Eye Bolt. | 17. Valve Bumper Washers |
| 4. Spring. | (two required). |
| 5. Upper Gasket. | 18. Valve. |
| 6. Cylinder Cushion Block. | 19. Steam Pipe. |
| 7. Piston. | 20. Lubricator. |
| 8. Piston Rings. | 21. Throttle. |
| 9. Lower Gasket. | 22. Exhaust Pipe. |
| 10. Piston Guide and Stuffing | 23. Side Rods. |
| Box (in two pieces, with | 24. Base (in two pieces, must |
| studs and bolts). | be riveted up in field if |
| 11. Gland (in two pieces). | No. 26 is not ordered). |
| 12. Steam Chest. | 25. Base Rivets (fourteen re- |
| 13. Upper Steam Chest Cover. | quired, are "headed up" |
| 14. Lower Steam Chest Cover. | cold). |
| 15. Steam Chest Bolt. | 26. Anvil. |

DIRECTIONS FOR OPERATING NO. 5 SHEETING HAMMER

Fifty-five pounds steam or air pressure is enough to operate the hammer. When the hammer commences to dance on the pile its capacity has been reached; any greater rapidity would be destructive on itself, breaking gland and stuffing box.

One-inch, five-ply hose is furnished with the hammer when ordered, but generally contractors have their own hose. At least, one informed us he had used successfully $\frac{3}{4}$ -inch hose. Be careful to put a drain cock or valve at lowest point of hose which supplies steam and open same when starting up to avoid filling cylinder full of water, which requires time to get rid of. If water is well drained out of hose, the drain valves on the cylinder will not require to be used. Keep well oiled, using good quality of oil. One hammer was returned to us, the steam chest entirely gummed up, of course, unworkable.

