

No. 741,588.

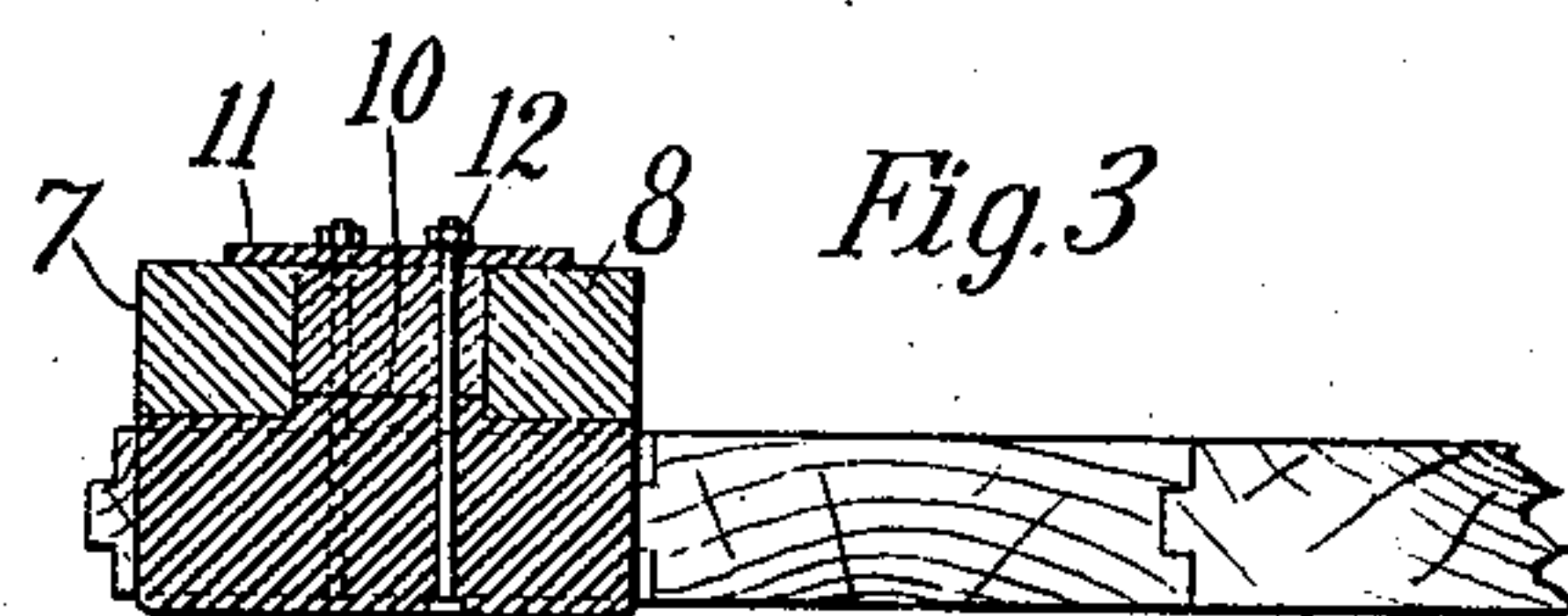
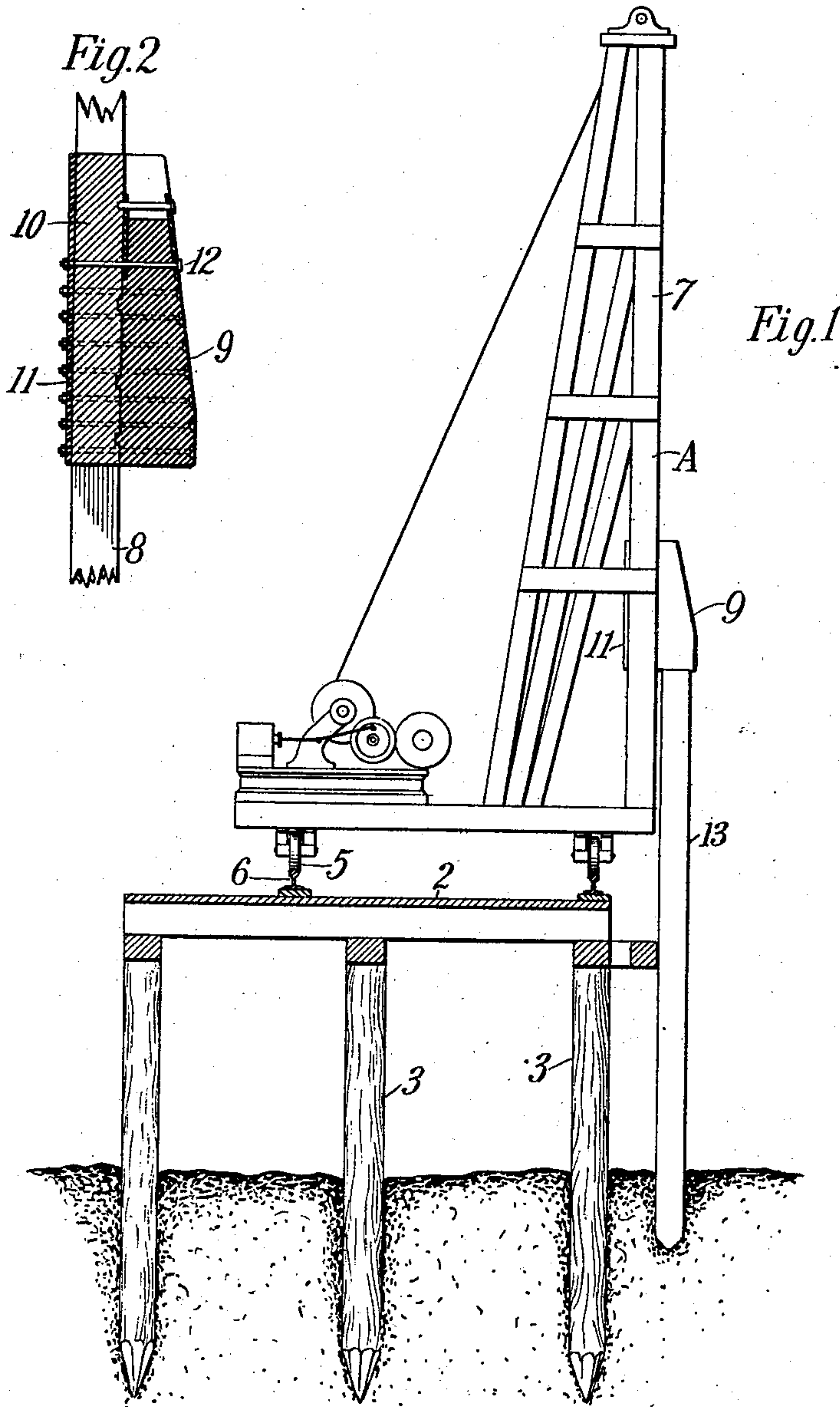
PATENTED OCT. 13, 1903.

D. D. McBEAN.
SHEETING DRIVER.

APPLICATION FILED MAY 9, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses:
Raphael Ketter
Pierce J. Powers

Duncan & McBeane Inventor

by *L. D. McBeane* Atty

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2 SHEETS—SHEET 2.

Fig. 7

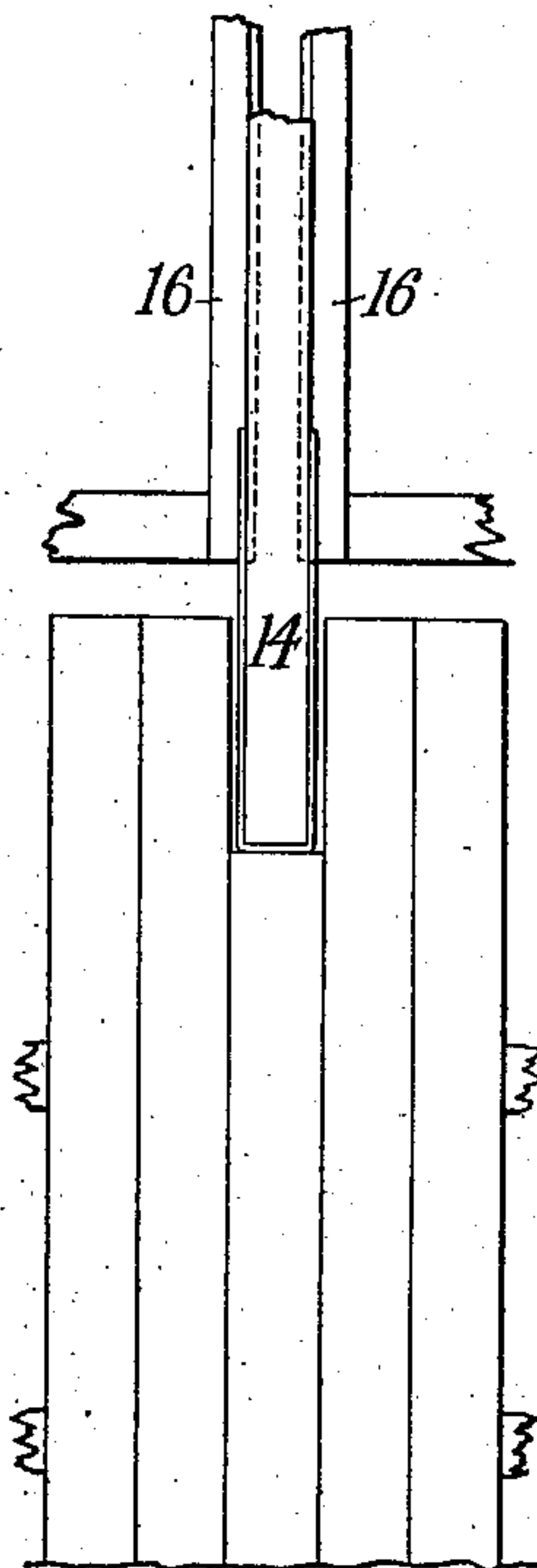


Fig. 4

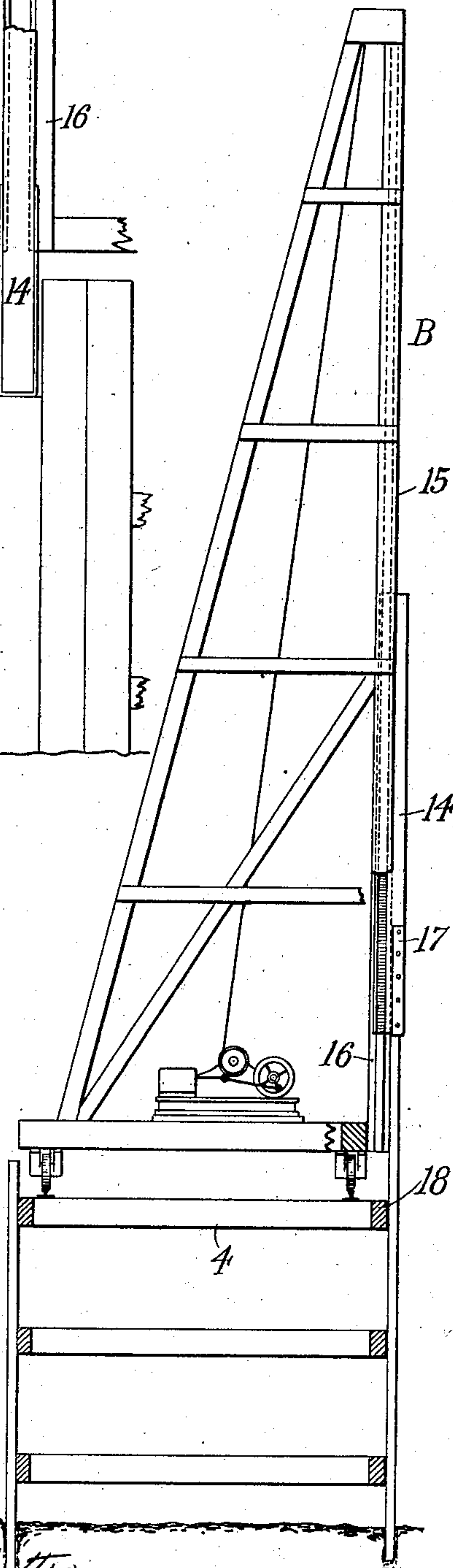


Fig. 5

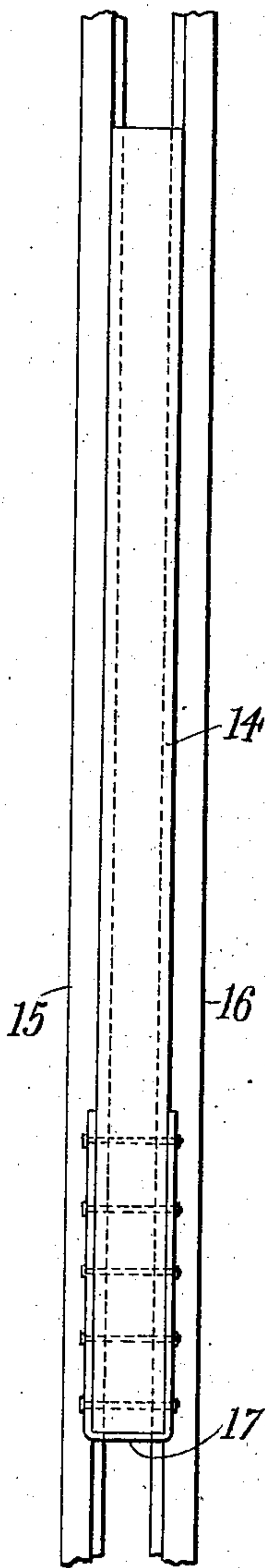
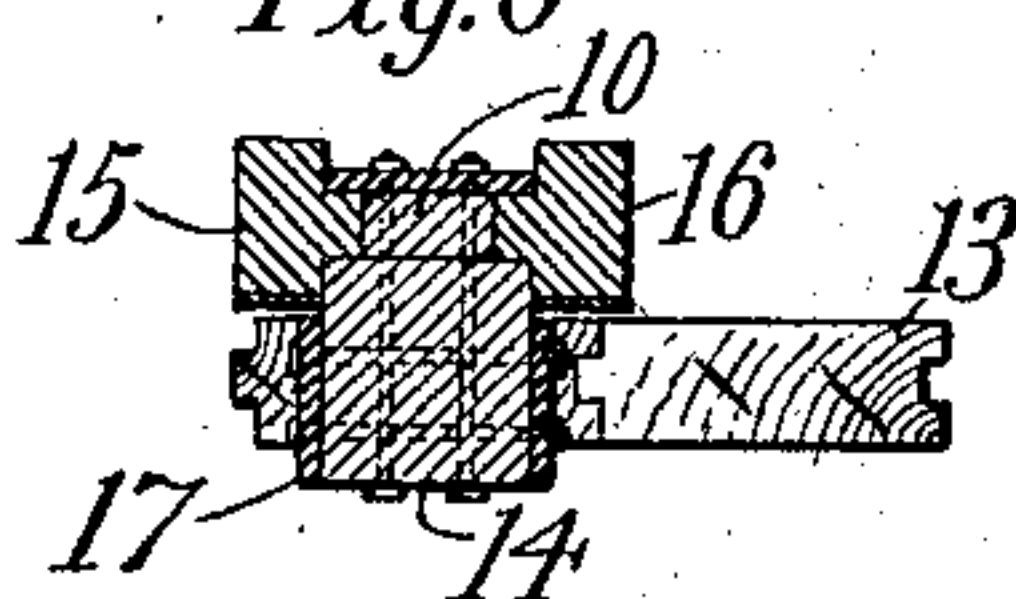


Fig. 6



Witnesses
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Duncan and McBean Inventor

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Att'y

UNITED STATES PATENT OFFICE.

DUNCAN D. McBEAN, OF NEW YORK, N. Y.

SHEETING-DRIVER.

SPECIFICATION forming part of Letters Patent No. 741,588, dated October 13, 1903.

Application filed May 9, 1903. Serial No. 156,409. (No model.)

To all whom it may concern:

Be it known that I, DUNCAN D. McBEAN, of the city, county, and State of New York, have invented a new and useful Improvement in Sheeting-Drivers, of which the following is a specification.

My invention relates to improvements in sheeting-drivers, its object being to provide a construction adapted for the driving of sheeting at the edges of excavations, which can be employed to drive serially and gradually a line of sheeting outside the face of the driver; and it consists in the features of construction hereinafter described and claimed.

In the drawings, Figure 1 is a side elevation of my improved sheeting-driver of the type used in heavy work shown mounted upon a platform supported on piles. Fig. 2 is a vertical sectional detail of the hammer; Fig. 3, a cross-section of the same. Fig. 4 is a side elevation of a type of sheeting-driver for lighter work, showing a modified form of hammer, the structure being mounted upon a light temporary framework either upon the bank of or on the timbers within the excavation itself. Fig. 5 is a detail front elevation of the hammer and its guides. Fig. 6 is a cross-section of the same; and Fig. 7 is a detail front elevation of the same, showing the manner in which the hammer is employed to drive a sheeting at a lower depth than the adjacent sheetings.

In the drawings, A and B represent, respectively, the two forms of sheeting-drivers of the same general character, except that A is adapted to heavy work and is mounted upon a platform 2, supported upon piles 3, whereas the driver B may be supported upon a lighter framework 4, either upon the bank of an excavation or within the excavation itself. The driver is preferably mounted upon carrying-wheels 5, running upon a track 6 in the ordinary way. The face of the driver A is provided with vertical guides 7 and 8 for the supporting and directing of the hammer 9. This hammer is usually of cast-iron and is provided with a block 10, which fits between the guides and is provided with the guide-plate 11, which is fitted to slide upon the rear face of the guides, the plate and block 10 being secured to the hammer preferably by bolts 12. It will thus be seen that the

hammer 9 projects beyond the face of the driver, and therefore is adapted to drive sheetings 13, which stand in a line beyond the face of the driver. This enables the apparatus to be employed to drive a series of sheetings progressively or each a few inches at a time, the driver being shifted to and fro along the line of sheeting in the progress of the work. I can therefore avoid the necessity of driving a sheeting to a point below the framework of the driver before it can be moved into position for driving another sheeting, as with the ordinary construction. In lighter work I prefer to employ a hammer 14, consisting of a piece of timber of considerable length fitted to the guides 15 and 16 and having its head provided with a face-plate 17, preferably consisting of a wide strap the ends of which are bent upward and bolted to the opposite sides of the hammer, as shown in Fig. 5. The great length of the hammer supported in its guides insures directness and accuracy of blow upon the sheeting, thereby preventing the breaking or "brooming" of the top of the sheeting.

Fig. 7 illustrates the driving of a sheeting a considerable distance below the level of the adjacent sheetings.

As shown in the drawings, the fixed hammer-guides are shown interspaced less than the width of a sheeting, and therefore serve as backing and guides for the projecting top of the sheeting, thereby serving to steady and hold the sheeting in alinement.

I claim—

1. In a sheeting-driver, the combination with fixed vertical ways upon the face of the derrick-frame, of a hammer slidable upon the outer face of the ways and having a rearwardly-extending part or fitting working closely between, and upon the rear face of said ways.

2. In a sheeting-driver, the combination of the permanent vertical ways upon the face of the derrick-frame interspaced less than the width of a sheeting, a hammer slidable upon the outer face of the ways, a block secured upon the back of the hammer and working between the ways, and a plate secured to said block and working upon the rear face of the ways, substantially as set forth.

3. In a sheeting-driver, the combination of
the permanent vertical ways arranged flush
with the face of the derrick-frame and inter-
spaced less than the width of a sheeting and
5 constituting a backing and guide for the pro-
jecting part of a sheeting, a timber slidable
upon the face of said ways and having a
metal face-plate upon its lower end, a block
secured to said timber and working between

said ways, and a plate secured to said block
and working upon the rear face of said ways,
substantially as set forth.

Signed at New York city this 4th day of
May, 1903.

DUNCAN D. McBEAN.

Witnesses:

T. L. MACBEAN,
J. T. CRANE.