

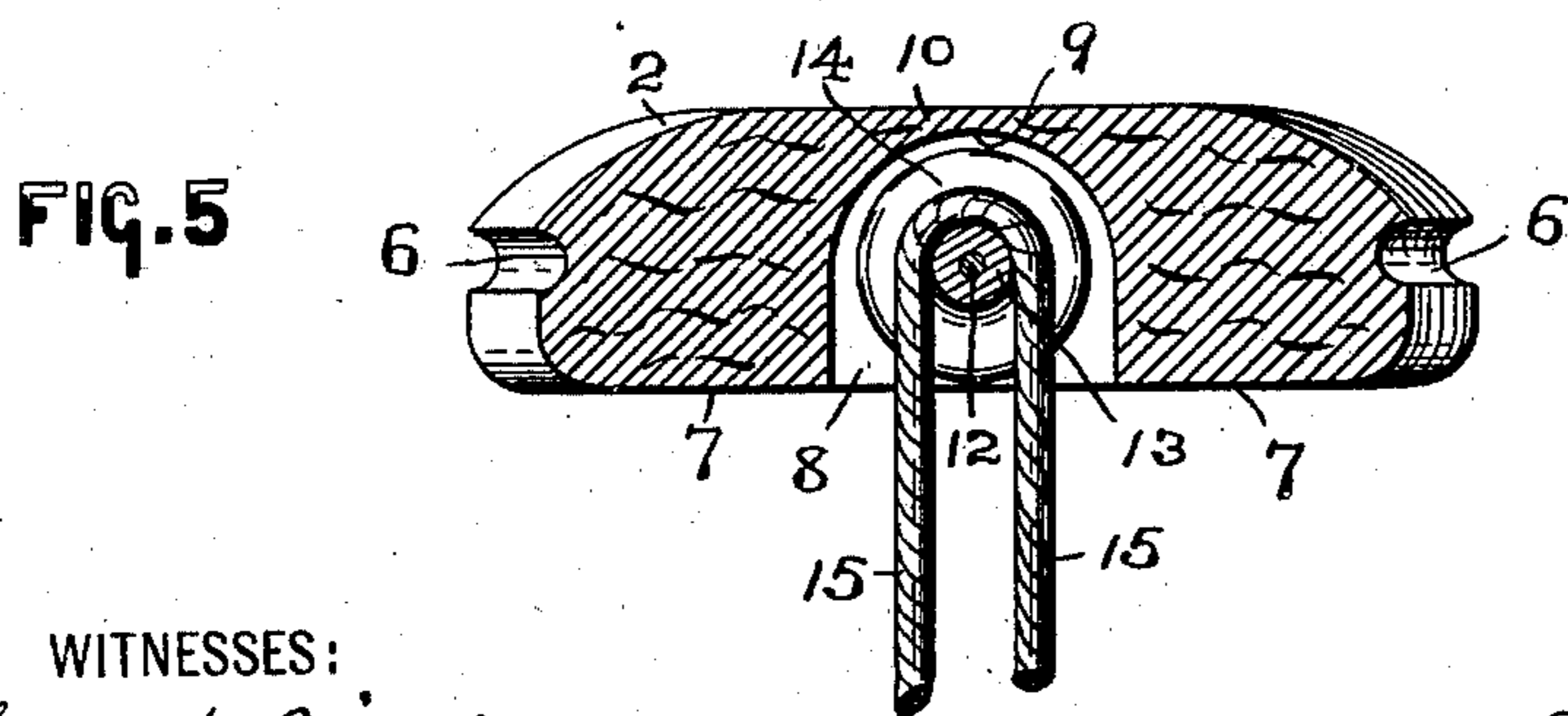
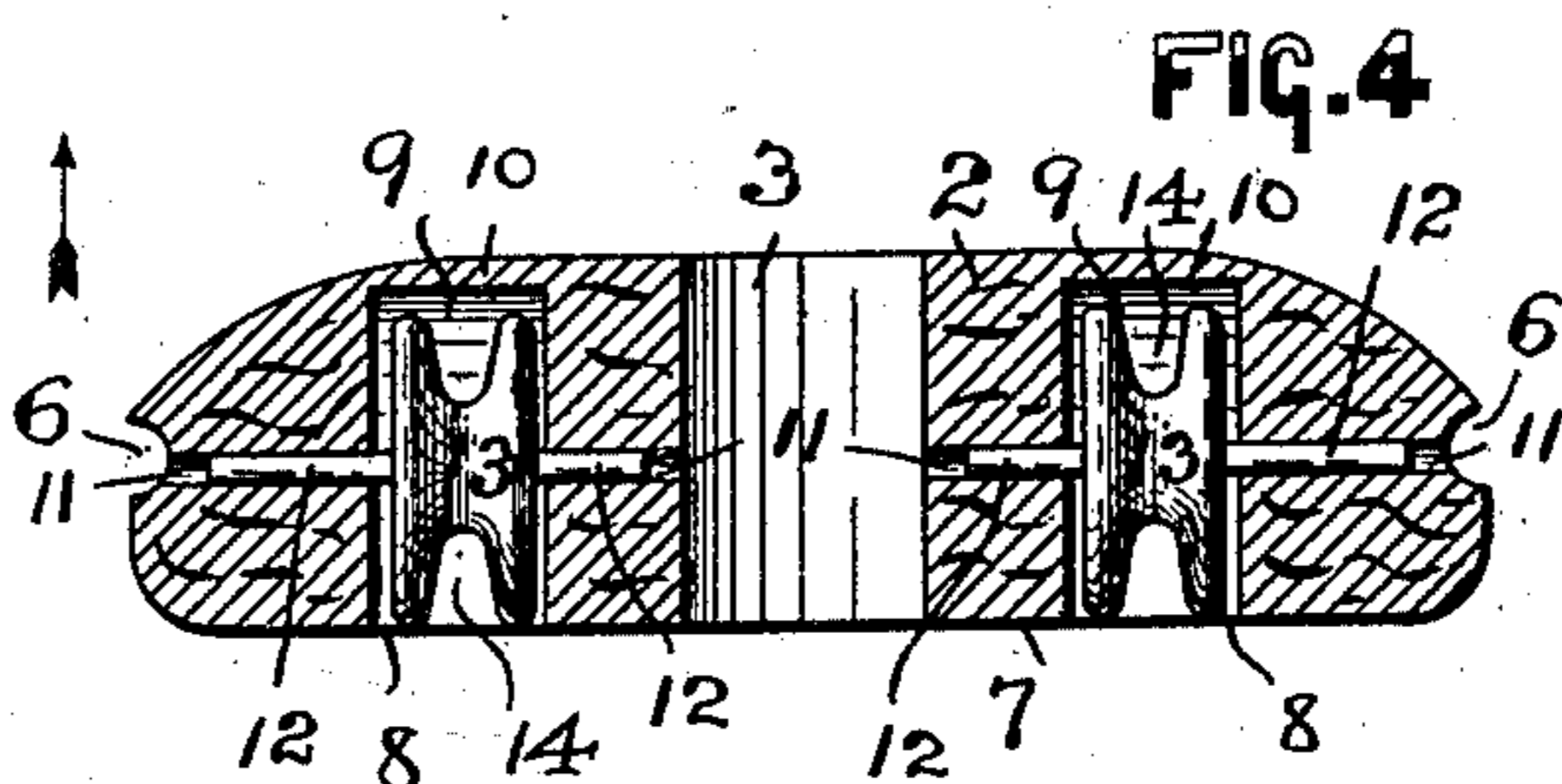
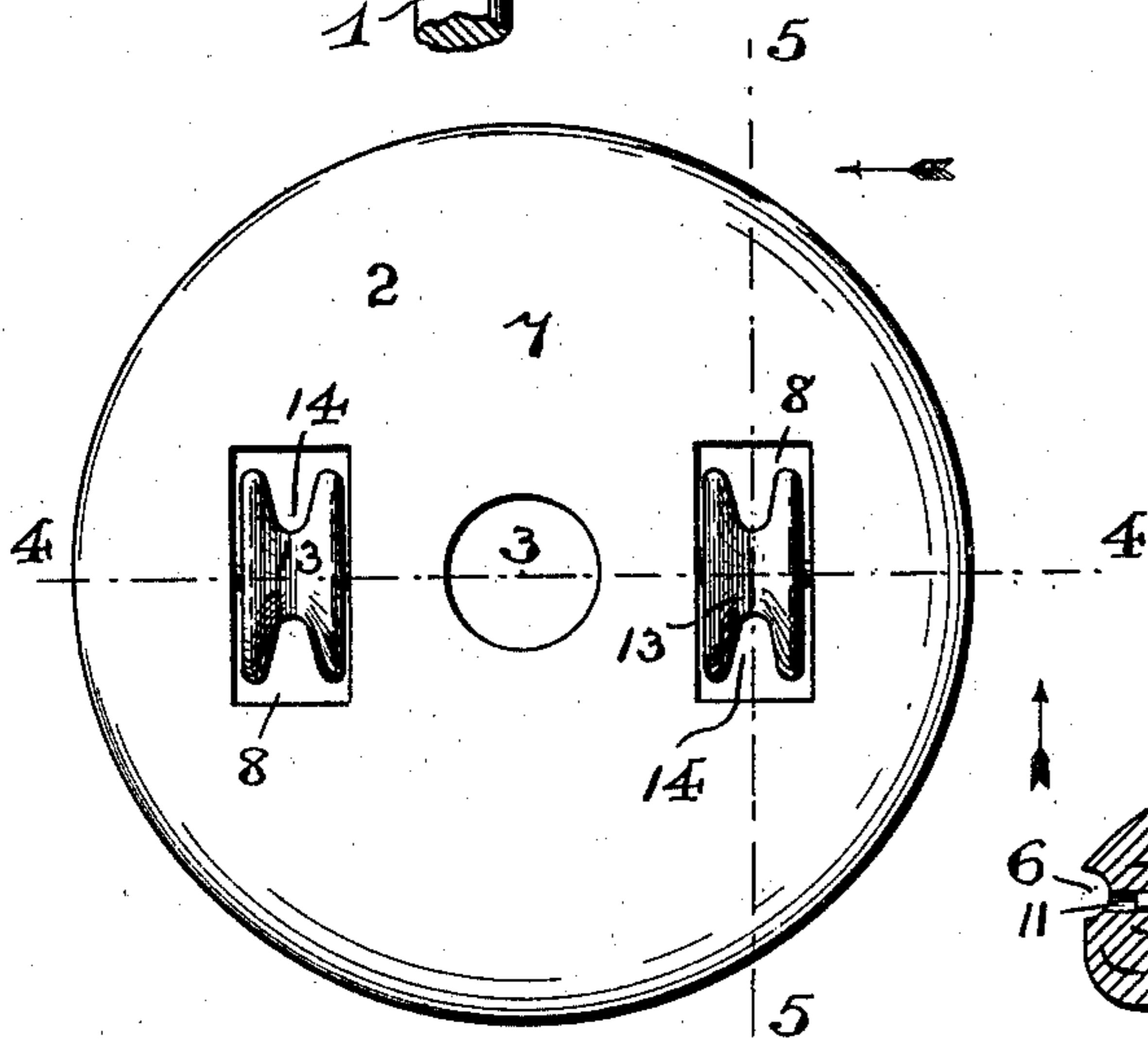
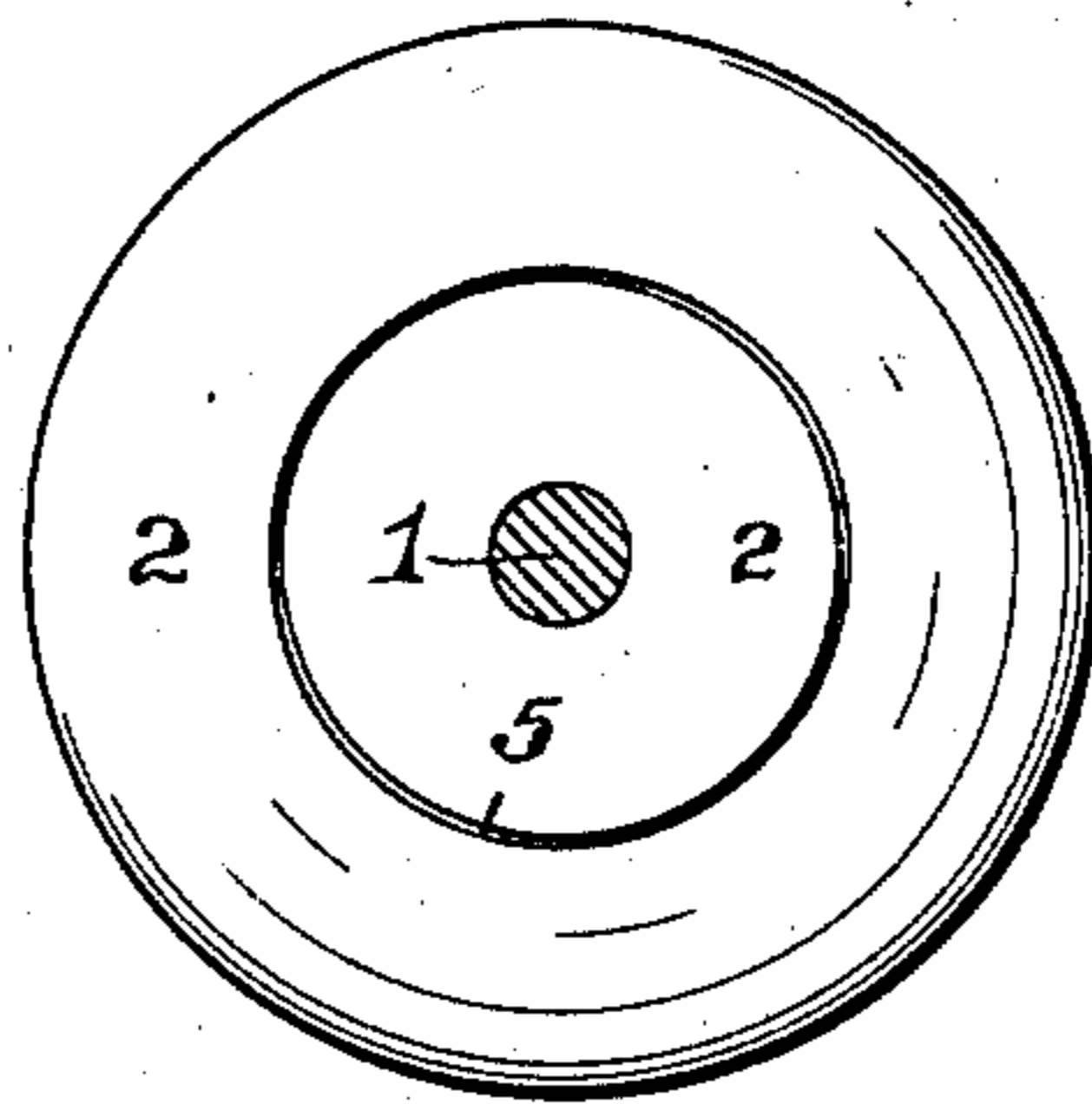
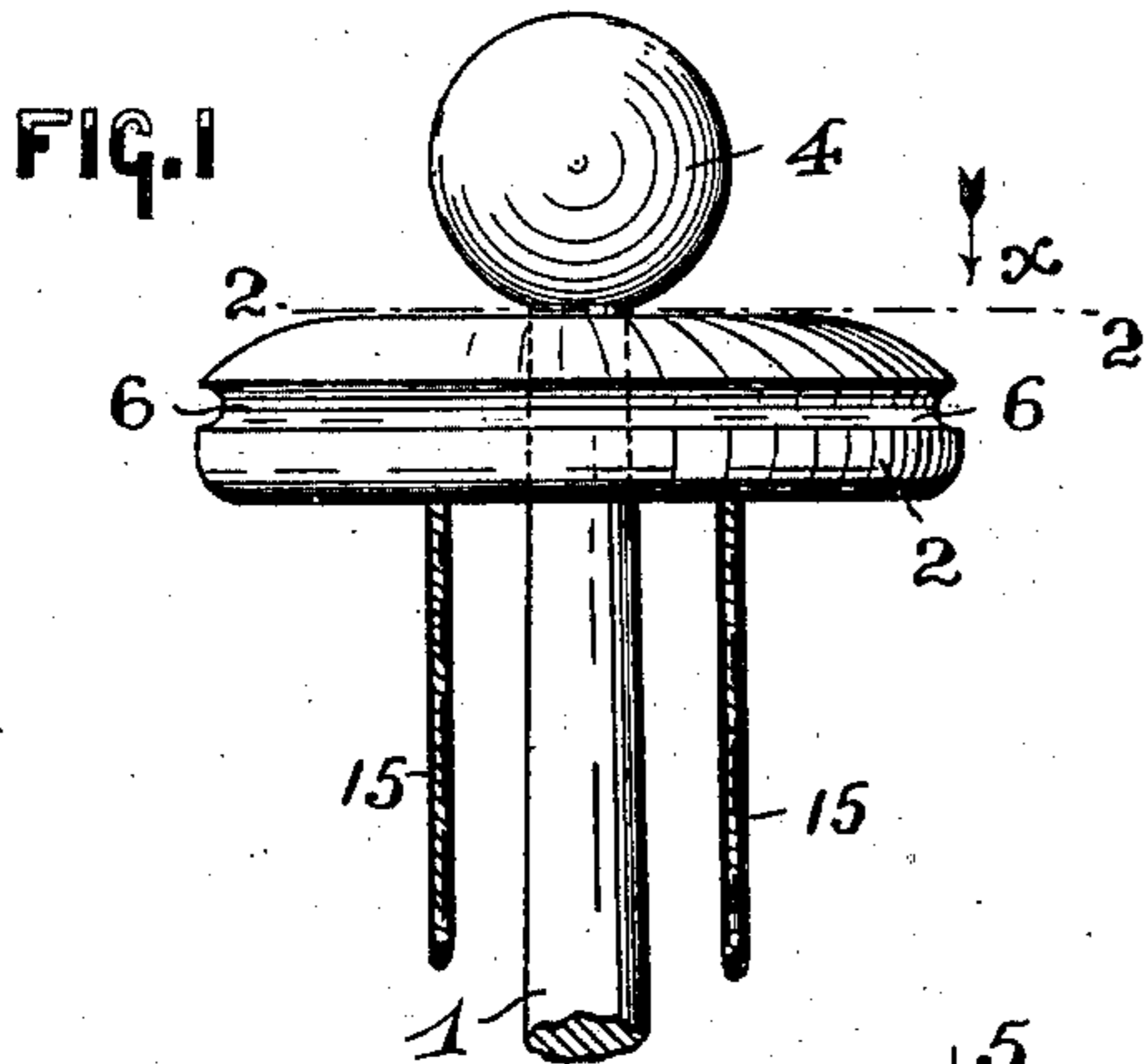
No. 691,976.

Patented Jan. 28, 1902.

S. H. M. SEIB.
TRUCK FOR MASTS OR FLAGSTAFFS.

(Application filed June 19, 1901.)

(No Model.)



WITNESSES:

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UNITED STATES PATENT OFFICE.

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TRUCK FOR MASTS OR FLAGSTAFFS.

SPECIFICATION forming part of Letters Patent No. 691,976, dated January 28, 1902.

Application filed June 19, 1901. Serial No. 65,148. (No model.)

To all whom it may concern:

Be it known that I, SIMON H. M. SEIB, a citizen of the United States, residing at Jersey City, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Trucks for Masts or Flagstaffs; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to numerals of reference marked thereon, which form a part of this specification.

This invention has reference to a novel construction of truck for masts of the various kinds, and more especially for flagstaffs.

The invention has for its principal objects to produce a simple and operative construction made in such a manner that the device will provide a better protection for the sheave or sheaves of the truck over which the rope is to be passed against rain and ice; and, furthermore, to provide a novel construction of cap having a recess or recesses in its under side in which the sheave or sheaves are arranged, each recess being formed above the sheave with an inner curved surface, which permits the end of the rope to be readily passed into the recess and around the upper portion of the sheave without the use of an additional tool or other means for pulling the end of the rope over the said sheave.

The invention therefore consists in the novel construction of mast-truck to be hereinafter set forth and also in the several novel arrangements and combinations of the various parts thereof, all of which will be fully described in the following specification and then finally embodied in the clauses of the claim.

The invention is clearly illustrated in accompanying drawings, in which—

Figure 1 is a side elevation of the upper portion of a mast-head and a mast-truck thereon. Fig. 2 is a plan or top view of the truck and horizontal section of the mast, said section being taken on line 2 2 in Fig. 1 looking in the direction of the arrow X in said Fig. 1. Fig. 3 is a bottom view of the truck, on an enlarged scale, illustrating the same detached

from the mast or flagstaff. Fig. 4 is a vertical section of the same, taken on line 4 4 in Fig. 3; and Fig. 5 is a similar section of the truck, said section being taken on line 5 5 in said Fig. 3.

Similar numerals of reference are employed in all of the said above-described views to indicate corresponding parts.

In the said drawings, 1 indicates the mast or flagstaff, and 2 is the truck or cap therefor, which is provided with a central hole 3 or any other suitable means for securing the said truck or cap in position upon the upper end of the mast or staff 1. This end of the mast may, if desired, extend directly through the body of said truck or cap and may be surmounted with a ball 4 or any other desired ornament, as shown in Fig. 1.

The truck or cap 2 is made in one integral piece, being preferably turned in wood; but it will be understood that any other material may be employed, if desired. In the present case the cap or truck represented in the drawings is made from wood, the same being of any ornamental configuration, in this instance being turned with a bead or groove in its upper surface and an annular groove in its circumferential edge. The lower surface 7 is left flat and is made with one or more recesses 8, forming a suitable chamber or chambers, as clearly illustrated in the several figures of the drawings. In the manufacture of the trucks or caps 2 the said recesses are formed by the use of rapidly-revolving circular cutters, made in the manner of a milling-cutter, whereby after the chambers have been completed each chamber will be provided in its upper portion with a curved surface 9, as clearly shown in Fig. 5. That portion 10 of the truck or cap 2 directly above the said curved part being integrally united with the remaining body portions of the truck or cap, it will be readily seen that there is a great saving in the cost of the manufacture, for the necessity of fitting other pieces or plugs into the upper parts of said recesses 8 is dispensed with. Furthermore, there is no danger of such plugs shrinking, as heretofore, when the truck is exposed to all kinds of weather, and hence a perfectly waterproof and weather-tight covering over each recess

or chamber is provided. The said truck or cap 2 is also provided with one or more laterally-extending ducts 11 for the reception of suitable pins 12, which are passed directly across the main part of the chamber formed by the recess or recesses 8, and upon each pin and on that portion of the pin within the chamber I have placed a rotatable wheel or sheave 13, as shown. The wheel or wheels 13 are formed with annular grooves 14, over which runs the usual line or rope 15, as illustrated in Fig. 5. From an inspection of the said Fig. 5 it will be seen that the circular configuration of the sheave closely follows the upper curved surface 9 of the chamber, which has this advantage: that the end of the rope or line 15 can be passed into said recess at the one end between its wall and the sheave, and by pushing on the end of the rope it will be caused to follow the inner contour of the recess and readily come out between the opposite end of the recess and the opposite side of the sheave, and this can be accomplished without the use of an additional tool for drawing the end of the line over the sheave.

The mast or flagstaff truck herein described is of a very simple construction, is cheaply made, and has many advantages over the mast or flagstaff trucks as now ordinarily made.

Of course it will be understood that the truck or cap 2 may be made of any other material, for it may be cast in metal or it may be made from a plastic material and properly pressed into shape in suitable molds.

Having thus described my invention, what I claim is—

1. A truck for masts or flagstaffs, consist-

ing, essentially, of a body, having a recess in its under surface, said recess being closed at the top by an integral part of the said body, and said recess being provided with a curved surface 9, and a sheave in said recess, the annular circular edge of which is in close proximity to said curved surface 9, and said curved surface 9 conforming with the said circular edge of said sheave, substantially as and for the purposes set forth.

2. A truck for masts or flagstaffs, consisting, essentially, of a body 2, having a recess in its under surface, said recess being closed at the top by an integral part of the said body, and said recess being provided with a curved surface 9, said body 2 being also provided with a laterally-extending duct, 11, a pin 12 in said duct, said pin extending directly across the said recess, and a grooved wheel or sheave rotatably arranged upon said pin, substantially as and for the purposes set forth.

3. The combination, with a mast, of a truck secured thereon, said truck having an entirely-closed upper surface, all in one integral piece, and a recess or chamber in its under surface, said chamber being provided with a curved surface 9, and a grooved wheel or sheave rotatably arranged in the said recess or chamber, substantially as and for the purposes set forth.

In testimony that I claim the invention set forth above I have hereunto set my hand this 15th day of June, 1901.

SIMON H. M. SEIB.

Witnesses:

FREDK. C. FRAENTZEL,
GEO. D. RICHARDS.