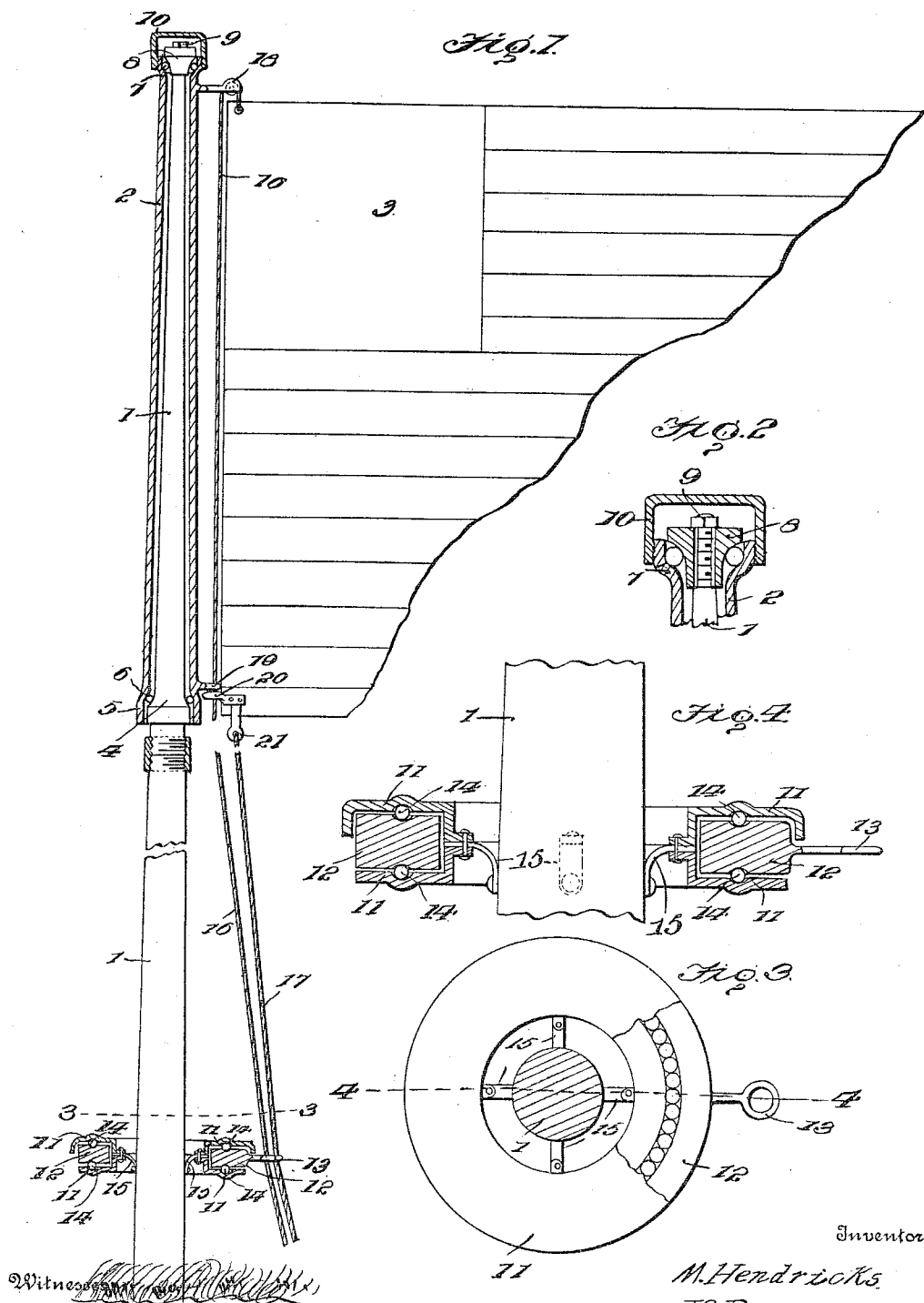


M. HENDRICKS & J. S. BURNAP.
FLAGSTAFF.

APPLICATION FILED MAY 21, 1908.

957,606.

Patented May 10, 1910.



Witness
F. V. Hillyard.
W. H. Woodson.

By

M. Hendricks
J. S. Burnap.
The Macey, Attorneys

UNITED STATES PATENT OFFICE.

MILTON HENDRICKS AND JAMES S. BURNAP, OF VANLUE, OHIO.

FLAGSTAFF.

957,606.

Specification of Letters Patent.

Patented May 10, 1910.

Application filed May 21, 1908. Serial No. 434,123.

To all whom it may concern:

Be it known that we, MILTON HENDRICKS and JAMES S. BURNAP, citizens of the United States, residing at Vanlue, in the county of Hancock and State of Ohio, have invented certain new and useful Improvements in Flagstuffs, of which the following is a specification.

The present invention has for its object to provide a flagstaff in which the halyards to which the flag is fastened may rotate with the flag around the staff, or pole, with any changes in the direction of the wind to avoid the likelihood of the flag-halyards becoming wrapped about the staff, or pole, and to keep the flag and halyards at all times on one and the same side of the pole; also, to otherwise improve the construction of devices of this character.

The invention further consists of the novel features and details of construction which hereinafter will be set forth, illustrated, and claimed.

Referring to the drawings forming a part of the specification: Figure 1 is a side view of a flagstaff embodying our invention, the flag-carrier and guide being shown in section and parts of the staff and halyards being broken away. Fig. 2 is a detail view of the upper end of the flagstaff and flag-carrier, showing the anti-friction bearing between them. Fig. 3 is a horizontal section on the line 3—3 of Fig. 1, some of the parts being broken away. Fig. 4 is a transverse section on the line 4—4 of Fig. 3.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The flagstaff, or pole 1 may be of usual construction, size and material. A flag-carrier 2 is mounted upon the upper portion of the flagstaff, or pole, so as to turn freely to permit the flag to adapt itself to the direction of the wind. The flag-carrier may be of any design or construction, and as shown, it consists of a tube which preferably tapers to correspond to the taper of the flagstaff, or pole, so as not to detract from the appearance thereof. Antifriction bearings are interposed between the flag-carrier and flagstaff to permit of the flag-carrier turning in a light breeze, and with a minimum amount of resistance. The antifriction bearings are located at opposite ends of

the flag-carrier, each in its specific formation, consisting of a race and a series of balls. The lower race consists of a cone 4 and a cup 5. The cone 4 forms a part of the flagstaff, whereas the cup 5 is a part of the flag-carrier and is formed by enlarging the lower end of said flag-carrier. Balls 6 are interposed between the cone 4 and the cup 5. The upper bearing consists of a cup 7 provided at the upper end of the flag-carrier, and a cone 8, the latter being fitted upon the upper reduced end of the flagstaff and held in place by a nut 9, the latter also serving as means for adjusting the bearing to compensate for wear. A cap 10 incloses the upper bearing and protects the same and is secured to the flag-carrier, being retained in place by means of screw thread.

A guide is located conveniently below the flag-carrier and the halyards pass there-through. The guide consists of a track 11 and a runner 12, the latter having an eye 13 through which the halyards pass. The track 11 is of circular form and consists of similar upper and lower members which are connected in any way and between which the runner 12 is mounted. The inner edges of the members come together, whereas the outer edges are spaced apart to admit of the eye 13 playing freely between them. In order that the runner 12 may move freely, balls 14 are interposed between the upper and lower sides thereof and the members of the track. The opposing sides of the parts 11 and 12 are grooved to form races in which the balls 14 are seated. Arms 15 are secured at their inner ends to the flagstaff and their outer ends are inserted between and secured to the track members and serve to connect the track 11 with the flagstaff, or pole 1.

The halyard 16 for hoisting the flag 3, is connected to the upper corner of the flag in any way and passes over a pulley 18 at the upper end of the flag-carrier, thence passes through an eye 19 near the lower end of the flag-carrier and through an eye 20 at the lower corner of the flag, whereas the halyard 17 for lowering the flag is attached to an eye 21 at the lower corner of the flag. Both halyards 16 and 17 pass through an eye 13 and are adapted to move with the flag-carrier and guide, so as always to remain on the same side of the pole as the flag, thereby permitting of the flag to be

under control at all times so as to be instantly raised or lowered, thereby preventing both the flags and the halyards from being wrapped about the pole.

- 5 From the foregoing description, taken in connection with the accompanying drawings, it will be understood that we provide a flagstaff of such construction which will admit of the flag quickly responding to
10 changes in the currents of air so as to float in the air without wrapping around the pole or becoming entangled with the halyards, and which at the same time will prevent the halyards from becoming twisted about
15 the pole and interfering with the flag when it is required to raise and lower the same.

Having thus described the invention, what is claimed as new is:

- 20 The combination with a stationary flag staff having a flag mounted for vertical movement thereon, of a carrier mounted for rotation on the flag staff and provided at its upper and lower ends with laterally ex-

tending eyes, a runner mounted for rotation on the flag staff beneath the carrier 25 and provided with an eye, an angular member carrying an eye at each end and secured to the lower corner of the flag, one of the eyes of the angular member being adapted to bear against the lower eye on the carrier 30 for limiting the upward movement of said flag, a hoisting halyard extending through the eye on the runner and through one of the eyes on the flag and through both eyes on the carrier for attachment to the upper 35 corner of said flag, and a lowering halyard fastened to the other eye on the flag and extending through the eye on the runner.

In testimony whereof we affix our signatures in presence of two witnesses.

MILTON HENDRICKS. [L. S.]
JAMES S. BURNAP. [L. S.]

Witnesses:

W. M. METZLER,
H. G. EARLEY.