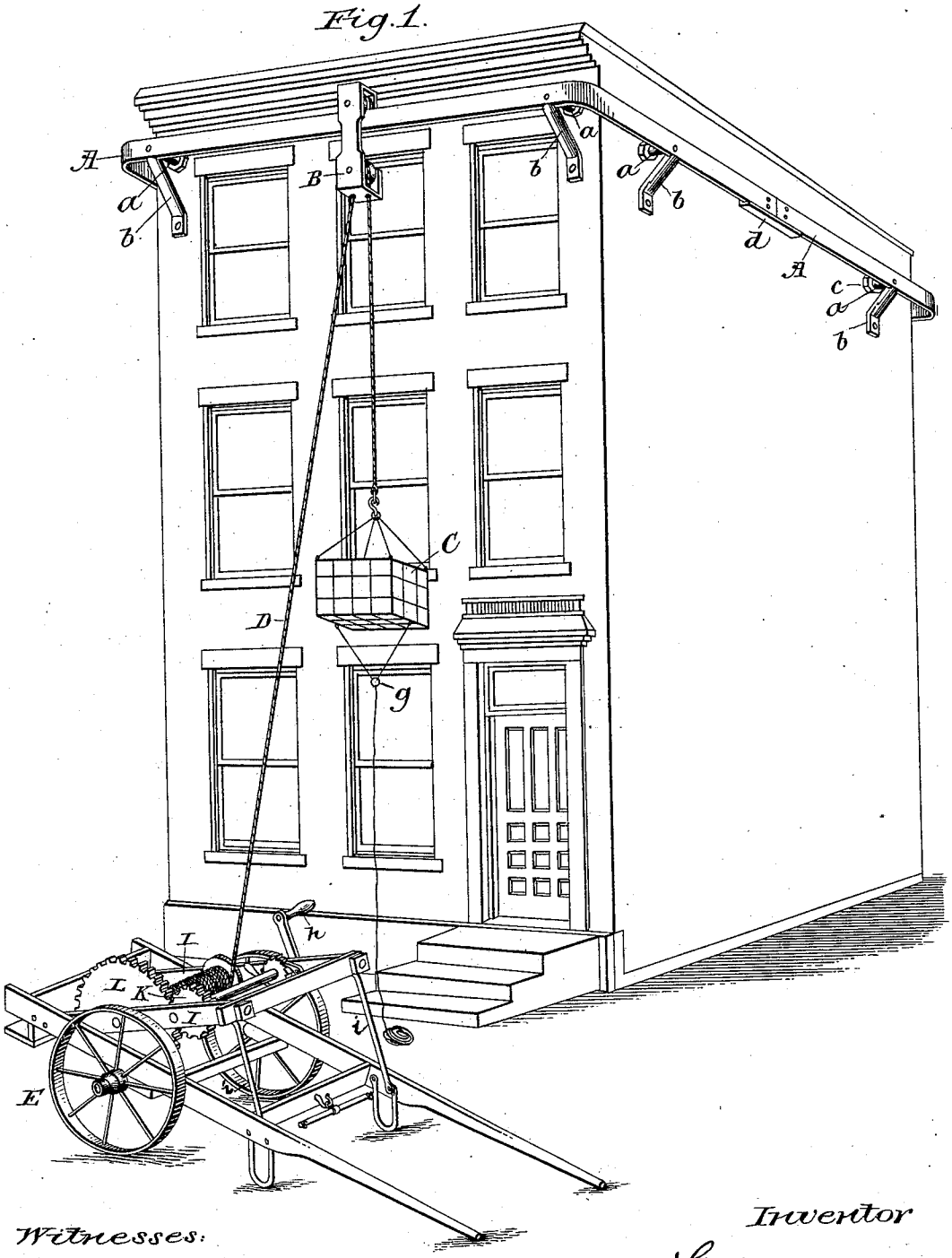
(No Model.) 2 Sheets—Sheet 1.

E. BRAUTIGAM.

FIRE ESCAPE.

No. 358,427. Patented Mar. 1, 1887.

Fig. 1.



Witnesses:

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(No Model.) 2 Sheets—Sheet 2.

E. BRAUTIGAM.

FIRE ESCAPE.

No. 358,427. Patented Mar. 1, 1887.

Fig. 2.

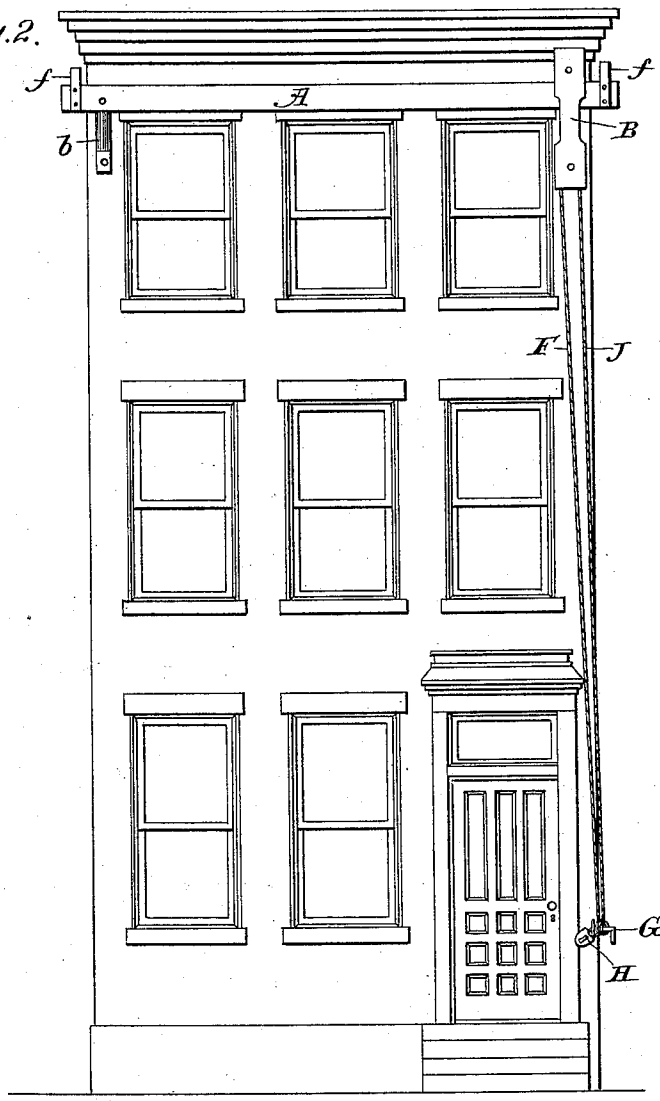


Fig. 3.

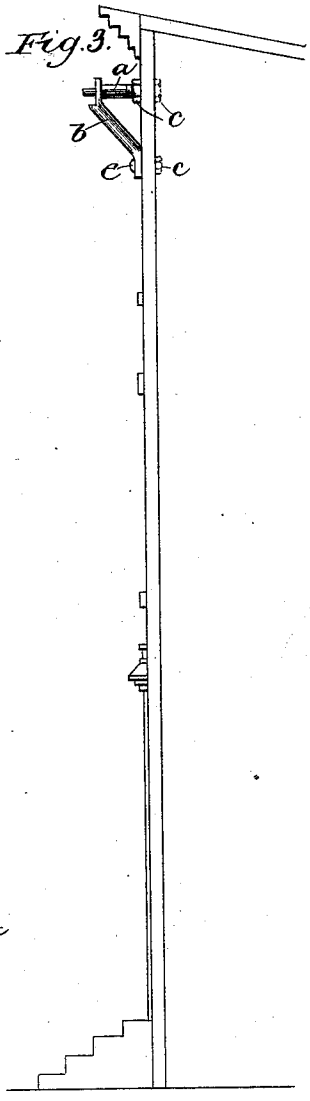
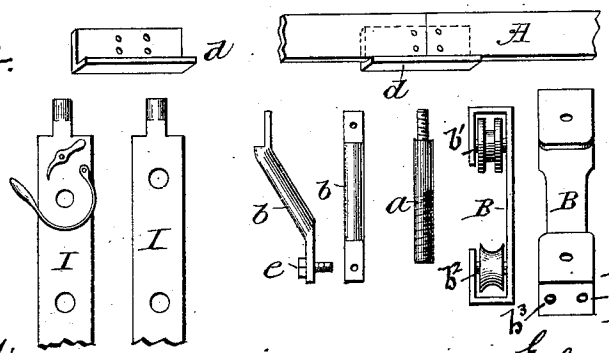


Fig. 4.



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UNITED STATES PATENT OFFICE.

ELIAS BRAUTIGAM, OF INDIANAPOLIS, INDIANA.

FIRE-ESCAPE.

SPECIFICATION forming part of Letters Patent No. 358,427, dated March 1, 1887.

Application filed April 6, 1886. Serial No. 198,029. (No model.)

To all whom it may concern:

Be it known that I, ELIAS BRAUTIGAM, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented something new in the way of a Fire-Escape, of which the following is a specification, reference being had to the accompanying drawings, forming part thereof.

My invention relates to the class of fire-escapes in which a roadway extending entirely around the building constitutes a permanent fixture, and its object is to allow a single cab or basket to give egress to any exterior opening of the building; and, further, it relates to a carrier or traveler traversing the roadway surrounding the building, and also to means for connecting and disconnecting the basket with the truck.

It consists in certain peculiarities of construction, which will hereinafter be fully pointed out in the specification and claims.

In the drawings which fully illustrate my invention, Figure 1 is a perspective view of a building provided with my escape, showing also the truck attached to the basket. Fig. 2 shows the same with basket and truck removed, as when not in use. Fig. 3 illustrates the method of attaching the roadway to the building, and Fig. 4 shows details of construction.

A is a metallic roadway surrounding the building and attached thereto by the brackets *b*, arms *a*, and bolts *e*. This roadway runs entirely around the building, and is curved or rounded at the corners (of the building) to allow the carrier to run freely round a corner, and has its section-joints connected by fish-plates *d*. Mounted on the roadway is the carrier B, which is a metallic frame or shell, carrying two pulleys, b' and b^2, the former, b', being doubly flanged to hold it on the roadway, and the latter hollowed to retain the basket-rope D and the securing-rope F in place.

When in use the wire rope D is passed through an opening, b^3, in the lower part of the frame B, carried over the pulley b^2, and brought down through another opening, b^4, in the frame, and attached to the basket or cab, its other end being wound round and secured to a drum mounted on the truck.

The cab or basket C is made in the usual manner, of strong wire, but is arranged to be easily detachable from the basket-rope, which has at its free end a ring to connect with the basket or the securing-rope F. The openings b^3 and b^4 serve as guides for the rope and prevent its fouling or slipping off from the pulley b^2. The rope D is coiled on the drum of the truck E by the winch *h*, and when not in use the basket C is detached and another rope, F, is attached and drawn through the openings in the carrier (the rope D being coiled upon the drum) and the carrier is drawn to one of the corners of the building and the ends of the rope F secured, as shown in Fig. 2. The basket is provided with the usual guide-line, *g*. The arms *a* are bolted or otherwise secured to the building near its top, and have their projecting ends made smaller, to pass through an opening in the upper part of the brackets *b*, which are secured at their lower ends to the building by bolts *e*, having nuts *c*.

The manner of attaching the roadway is as follows: The arm *a* is first secured to the building, then the upper end of the bracket *b*, which has an opening for the purpose, is passed over the small end of arm *a*, and the bolt *e* is secured through the opening in the lower end of the bracket. Thus the arm and bracket are secured to the top of the building, and the roadway, which is made in sections, is placed in a shoulder formed in the upper part of the bracket, and the projecting end of the arm *a* enters an opening in the section of the roadway and additionally secures it. The sections are connected by the fish-plates *d*, until the whole building is encircled by a continuous roadway, and it is obvious that it cannot be detached from its supports without removing the fish-plates. The truck E consists of the usual side rails, axle, wheels, and braces, and has a whiffletree for attaching a horse, the side rails being extended to form handles or shafts, according as it is drawn by man or horse.

Supported on vertical braces *i* is a frame, I, in which are journaled two gear-wheels, K and L, the axle of the latter carrying the drum on which the basket-rope D is coiled. The axle of K has at its opposite end a winch and wheel and ratchet to control the revolution of the

wheel and the drum round which the basket-rope is coiled.

The operation is as follows: The truck is rolled or driven to the point where it is desired to be used. The rope F, which has small rings at its ends, and also a hook at one end, is detached from the building where it has been secured, and the free end of rope D is attached to it and drawn up through the opening b^3 in the frame B, over the pulley b^2, and down through the opening b^4, and the rope F is then detached and the basket is attached. Then the basket can be raised to any height above the ground by turning the winch, and carried along the roadway to any point on the front or around to the sides of the building, to approach any external opening of the structure which is desired to be reached, and lowered to the ground with its contents. It will not be necessary to move the truck to command all the windows on the front; but if the carrier is drawn around a corner then the truck can be moved to accord with it.

It is obvious that my roadway can be applied to the front alone of a building, in which case the ends will be bent around and attached to the sides of the building, and projections or spurs *f* will be used to prevent the carrier running off of the ends of the roadway. The office of the rope F is to secure the carrier when not in use, and to connect the basket-line with the carrier when desired to be used.

Having thus described my invention, what I claim therein as new, and desire to secure by Letters Patent, is—

1. In a fire-escape, the combination of the roadway A, encircling the building, constructed in sections, connected by the fish-plates *d*, with the brackets *g*, provided with openings to receive the ends of the arms, and attached to the building by bolts, as described, the arms *a*, arranged to pass through openings in the brackets and the sections of the roadway, the attaching bolts *e*, and the attachable and detachable ropes D and F, all substantially as described.

2. In a fire-escape constructed as described, the combination of the encircling roadway, the carrier provided with the flanged and hollowed pulleys and having openings in its lower end, serving as guides for the ropes, the detachable basket or cab, the basket-rope, the attachable and detachable securing-rope F, for the purpose of connecting the cab with the basket-rope D, and the truck, all arranged and operating substantially as described.

ELIAS BRAUTIGAM.

Witnesses:
OLGA BAUER,
BELLE GOLAY.