(No Model.)

A. A. CAMERON.

FIRE ESCAPE.

No. 430,225. Patented June 17, 1890.

Fig. 1.

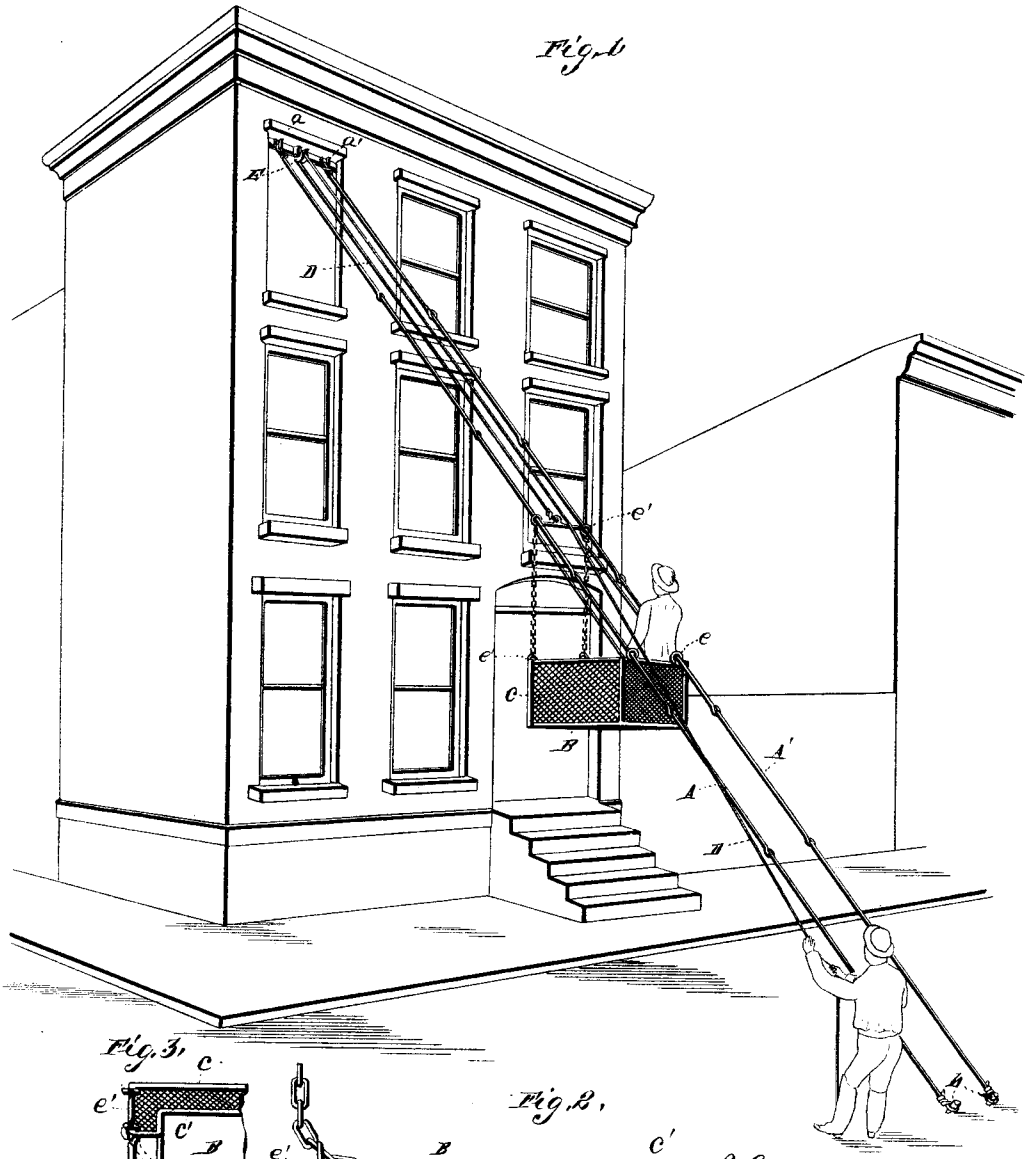


Fig. 3.

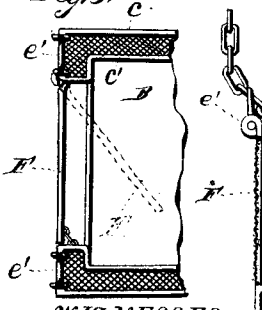
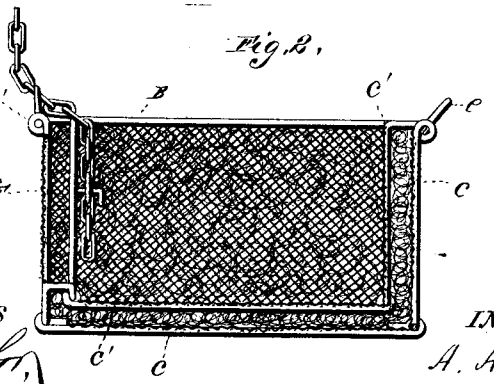


Fig. 2.



WITNESSES

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FIRE-ESCAPE.

SPECIFICATION forming part of Letters Patent No. 430,225, dated June 17, 1890.

Application filed March 6, 1890. Serial No. 342,849. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER A. CAMERON, a citizen of the United States, and a resident of Cobbville, in the county of Telfair and State of Georgia, have invented certain new and useful Improvements in Fire-Escapes; and I do 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 letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of my device in position for use. Fig. 2 is a detail of the car or carrier employed. Fig. 3 is a sectional view showing the hinged door of the car.

My invention relates to certain new and useful improvements in fire-escapes.

The object of the invention is to provide simple, convenient, and effective means for escape from burning buildings, which will be of such a character as to also enable persons to effect an entrance to the building to assist those imperiled. With this object in view the invention consists in certain novel features and combinations of features, as will be hereinafter fully described and specifically claimed, reference being had to the accompanying drawings.

In the drawings, A A′ represent ropes or guides, preferably of metal and of suitable size, such ropes being secured at their upper ends to the building by means of hooks or staples *a a′* and at their lower ends to the ground by any suitable means, such as the stakes *b* shown in the drawings.

B represents a car or carrier, preferably of metal, consisting of the outer walls *c* and inner walls *c′*, the space between such walls being filled with asbestus or other incombustible material. The car is provided at that end nearest the building with a door F, which opens into the car, the said door being so arranged that when the car is suspended beneath the ropes or guides in position for use the floor of the car will be on a level with the window-sill. This car is suspended beneath the ropes or guides by means of metal rings *e e′*, which are located one at each upper corner of the car, the rings *e*, which are on that end of the car nearest the ground, directly engaging the ropes or guides, the rings *e′* on the opposite end of the car being connected to similar rings, which engage the ropes or guides by means of short ropes or chains which may be adjusted at different lengths for keeping the car in a horizontal position at different degrees of inclination of the ropes or guides. Mounted upon the guides in this manner the car may be moved freely thereon, as will be hereinafter described.

To the upper end of the car is attached a rope or chain D, which passes thence under and around a pulley E, which is fastened to the building above the window between the staples *a*, or at any other convenient point, said rope thence passing over the car and to the ground.

The ropes or guides A A′ may be provided with links or joints, in order that they may folded more compactly when not in use, at which time they may hang in such folded position suspended from the building or window, the car and rope D being also suspended in a similar manner; or, if desired, they may be drawn inside the window and kept within the building.

The operation of the device is as follows: When it is required to use the escape, the lower ends of the ropes or guides are unfastened from their suspended position and allowed to fall to the ground, when they are carried a suitable distance from the building and firmly secured in the manner above described, the car and operating-rope D falling into position where they may be easily adjusted for use. The person wishing to escape takes his seat in the car and is gradually lowered to the ground, some one below operating the rope D, and by the same means the car may be again raised into position for use by the next person.

In case it is necessary to render assistance to those in the building a person may enter the car from below and be raised to the window.

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

1. In a fire-escape, the combination, with guides or ropes secured to the building and

the ground fastenings therefor, of a car or carrier adapted to ride thereon, its rings and leveling-chains for connection with said guides or ropes, and a rope or chain passing over a window-pulley from the car to the ground, substantially as described.

2. In a fire-escape, the combination, with ropes or guides secured to the building and to the ground, of a closed car or carrier adapted to ride thereon, said car being provided with rings at one end and rings and leveling-chains at the other end for suspending it to the ropes or guides, and a rope or chain secured to the car and passing over a window-pulley for operating said car, substantially as set forth.

3. In a fire-escape, a car or carrier consisting of outer and inner walls, non-combustible material between such walls, a hinged door in one end of said car, and rings and adjustable leveling-chains secured to said car, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

ALEXANDER A. CAMERON.

Witnesses:

J. W. CAMERON,

A. L. RYALS.