GEORGE D. McCULLEN.

Improvement in Portable Fire Escape.

No. 121,796. Patented Dec. 12, 1871.

Fig. 1

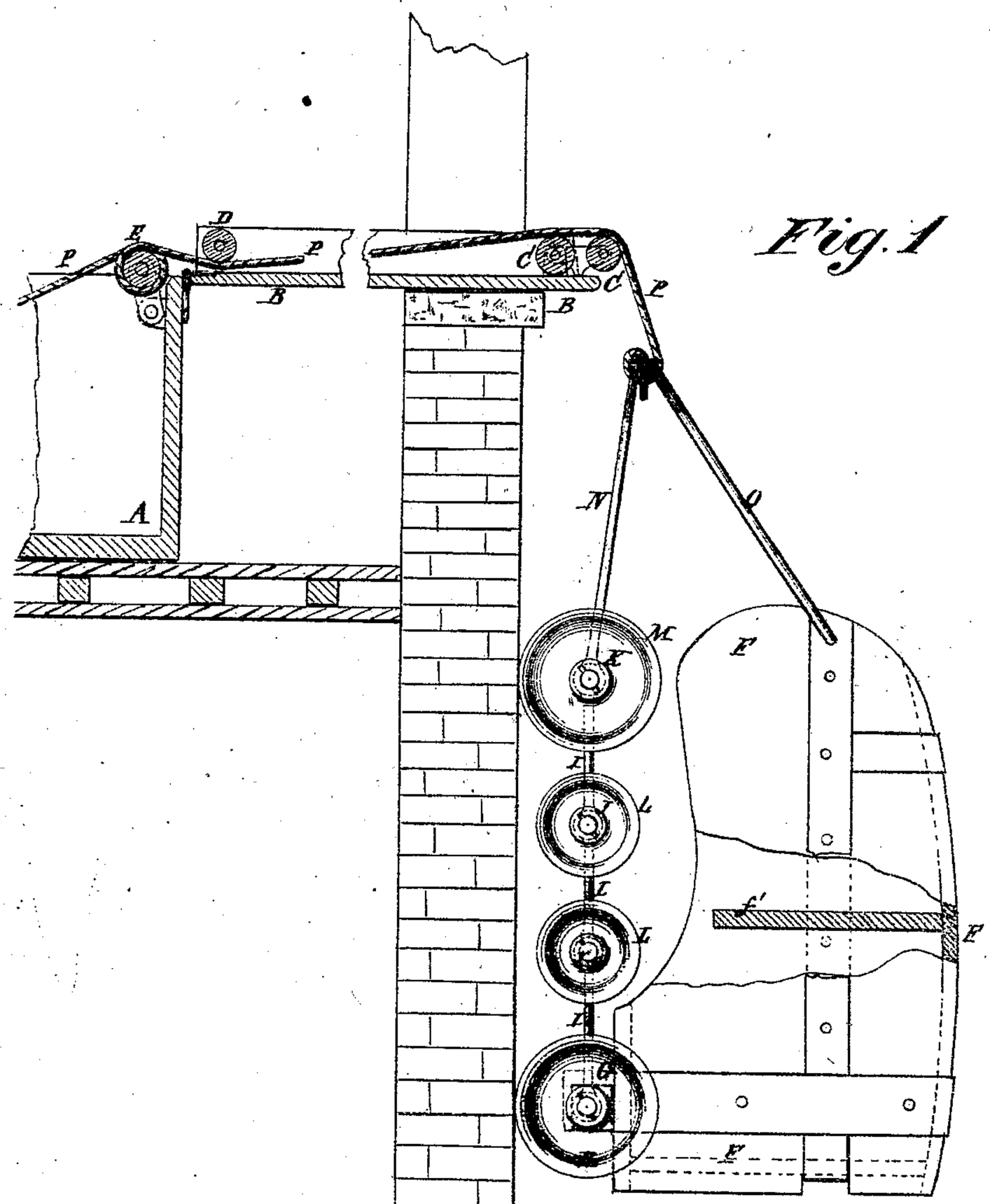
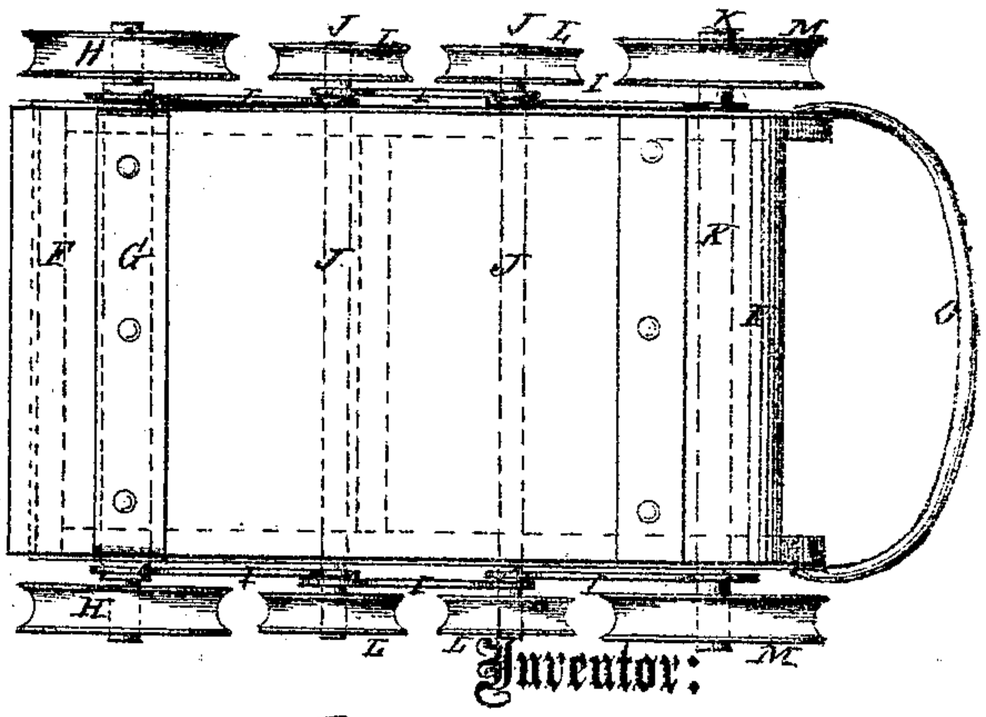


Fig. 2



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UNITED STATES PATENT OFFICE.

GEORGE D. McCULLEN, OF NEW ORLEANS, LOUISIANA.

IMPROVEMENT IN PORTABLE FIRE-ESCAPES.

Specification forming part of Letters Patent No. 121,796, dated December 12, 1871.

To all whom it may concern:

Be it known that I, GEORGE D. McCULLEN, of New Orleans, in the parish of Orleans and State of Louisiana, have invented a certain new and useful Improvement in Portable Fire-Escape; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming a part of this specification, in which—

Figure 1 is a side view of my improved fire-escape, parts being broken away to show the construction. Fig. 2 is a detail view of the car or chair.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved fire-escape, for the removal of women, children, and other feeble and timid persons from the building, and which shall be simple in construction, inexpensive in manufacture, convenient, safe and reliable in use, and shall be so constructed that it may be conveniently kept in the house and moved from place to place with the same facility as any other piece of furniture; and it consists in the construction and combination of the various parts of the apparatus, as hereinafter more fully described.

A represents a box, which is made of such a size as to receive the car or chair. The box A should be mounted upon casters so that it may be conveniently moved from one part of the room to another, and should be weighted or ballasted with lead, iron, or other heavy material to hold it securely in place when in use. B is the cover of the box A, which is firmly hinged at one of its end edges to the said box A, and is turned back to project from a window and rest upon the lower part of the window-frame when the apparatus is to be used. The cover B has rollers C D attached to the outer and inner parts of its under side for the lowering and hoisting rope to pass over. E is a roller attached to the box A to receive the said rope. F is the car, which is made of such a size as to receive one or more persons, and in about the manner shown in Figs. 1 and 2—that is to say, with its front, sides, bottom, and the lower part of its rear inclosed, the top and upper part of its rear being left open. The interior of the car or chair F should be provided with a seat, *f'*, for the convenience of the person or persons being lowered, and may also be provided with one or more short staves, finished like a boat-hook, to enable the said person or persons to push the said car or chair back from the wall while being lowered. The rear edge of the sides of the car or chair are also recessed, as shown in Fig. 2, for convenience in passing over cornices, the edges of awnings, &c. The chair or car F may be made of wood or iron. When made of wood it should be provided with a frame-work of metallic bands or straps to strengthen it, as shown in Figs. 1 and 2. To the lower part of the rear side of the car or chair F is attached an axle, G, upon the journals of which are placed wheels H. With the axle G, by means of flexible or jointed connections I, are connected the axles J K, upon the journals of which are placed the wheels L M. The connections I are made of such a length that the axle K may be opposite the upper part of the rear side of the car or chair F. The axles J, two or more, are arranged between the axles G K, and opposite the recess in the said chair or car F. The wheels M are made of the same size as the wheels H, so as to hold the chair or car F vertical when passing down a vertical wall. The wheels L are made smaller than the wheels H to enable the car or chair F to pass over cornices, the edges of awnings, &c., more steadily and with a more gradual change of position than would be possible if the wheels were all made of one size. To the axle K and to the upper end of the car or chair F are attached bails or chains N O to receive the rope P, by which the chair or car is lowered and raised. The rope or chain P may be connected directly with the bails N O or by means of rollers or pulleys attached to said bails. The rope or chain P is so connected with the bails N O that when the said rope or chain P is slackened the wheels and axles L M J K will drop to the ground, uncovering the open upper part of the rear side of the car or chair F, allowing the occupants to pass in and out conveniently. The rope or chain P passes over the rollers C D and makes one or more turns around the roller E, and may then

pass into the room or back into the car or chair F, according as the person to operate it may be in the room or in said car or chair.

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

The car or chair F, wheels H L M, axles G J K, flexible or jointed connections I, bails or chains N O, and rope or chain P, constructed substantially as herein shown and described, and arranged to operate in connection with the rollers C D E of the box A B, as and for the purposes set forth.

The above specification of my invention signed by me this 3d day of October, 1871.

GEORGE D. McCULLEN.

Witnesses:
JAMES T. GRAHAM,
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