

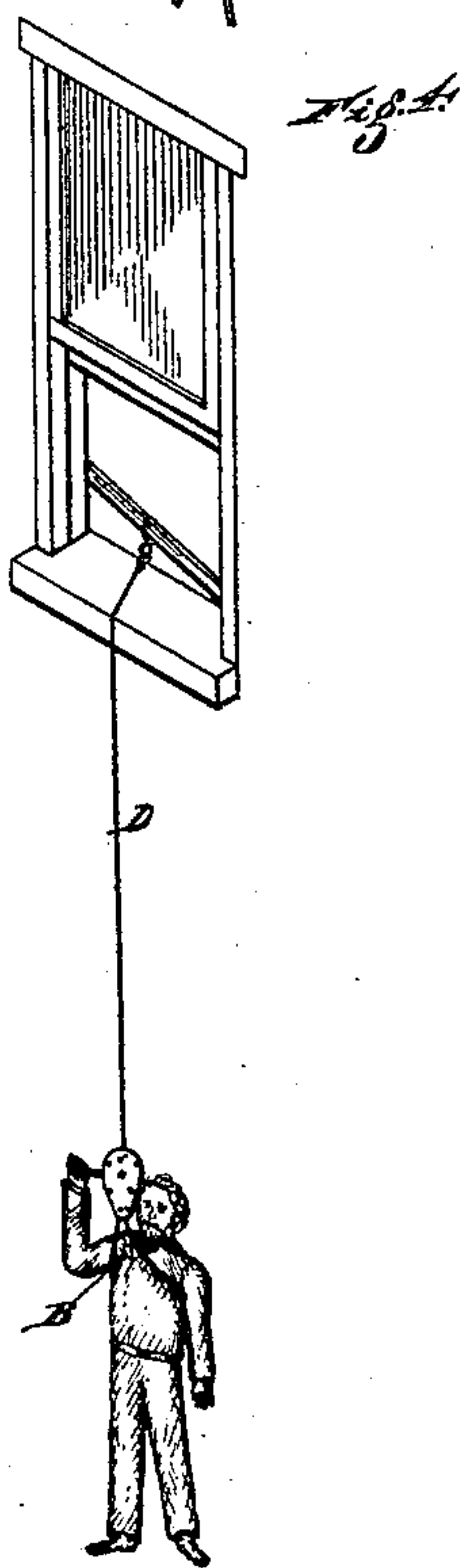
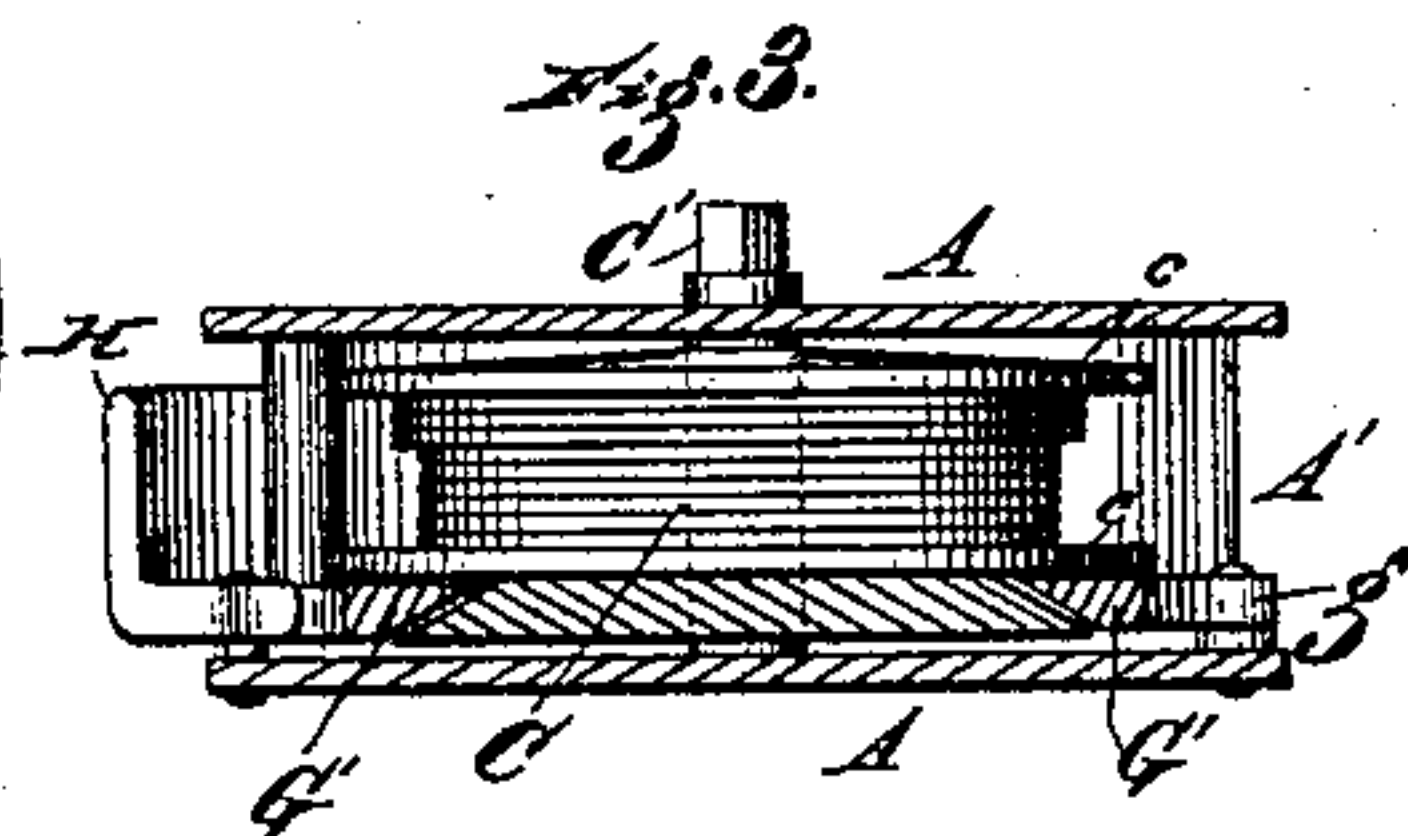
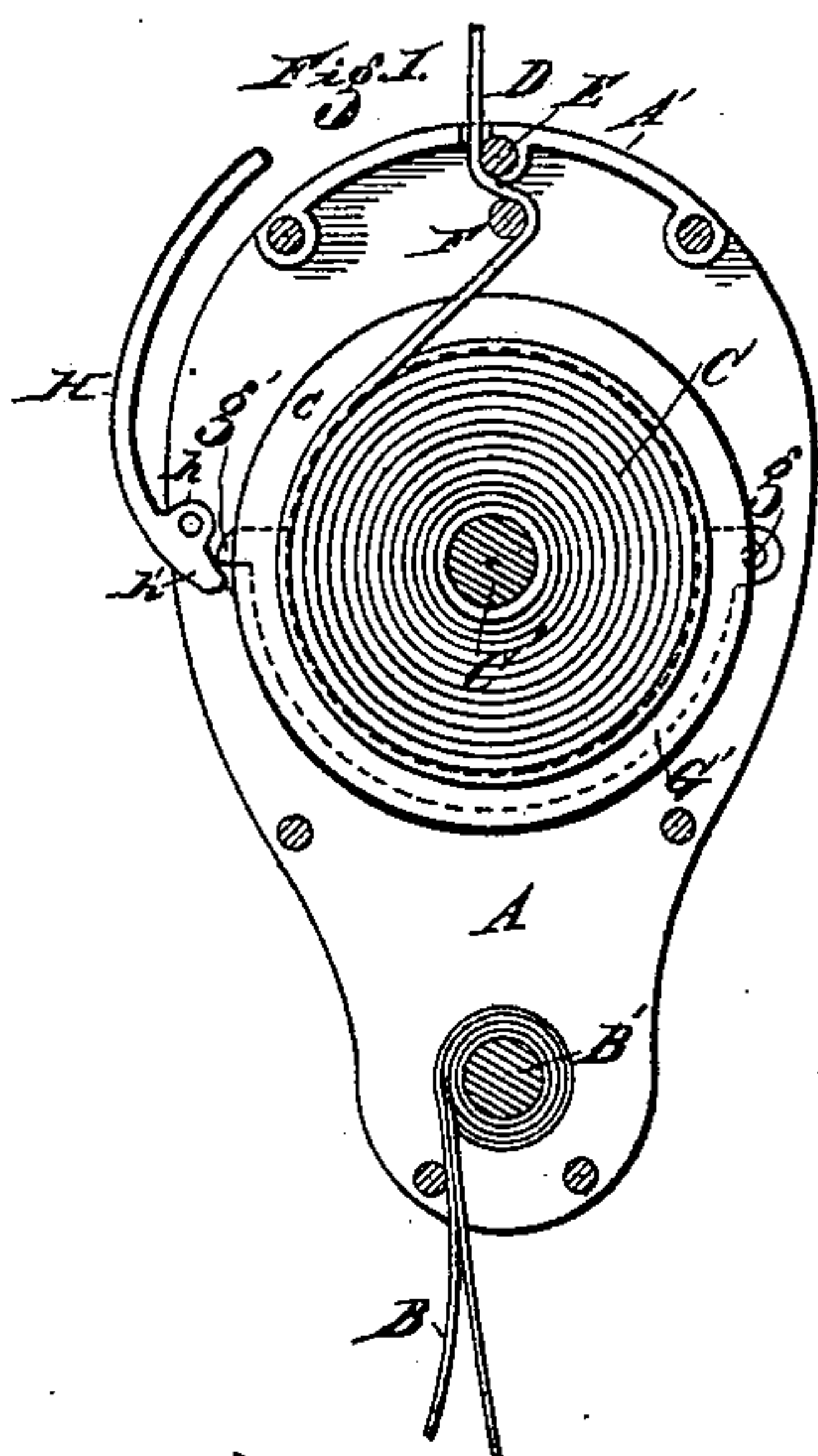
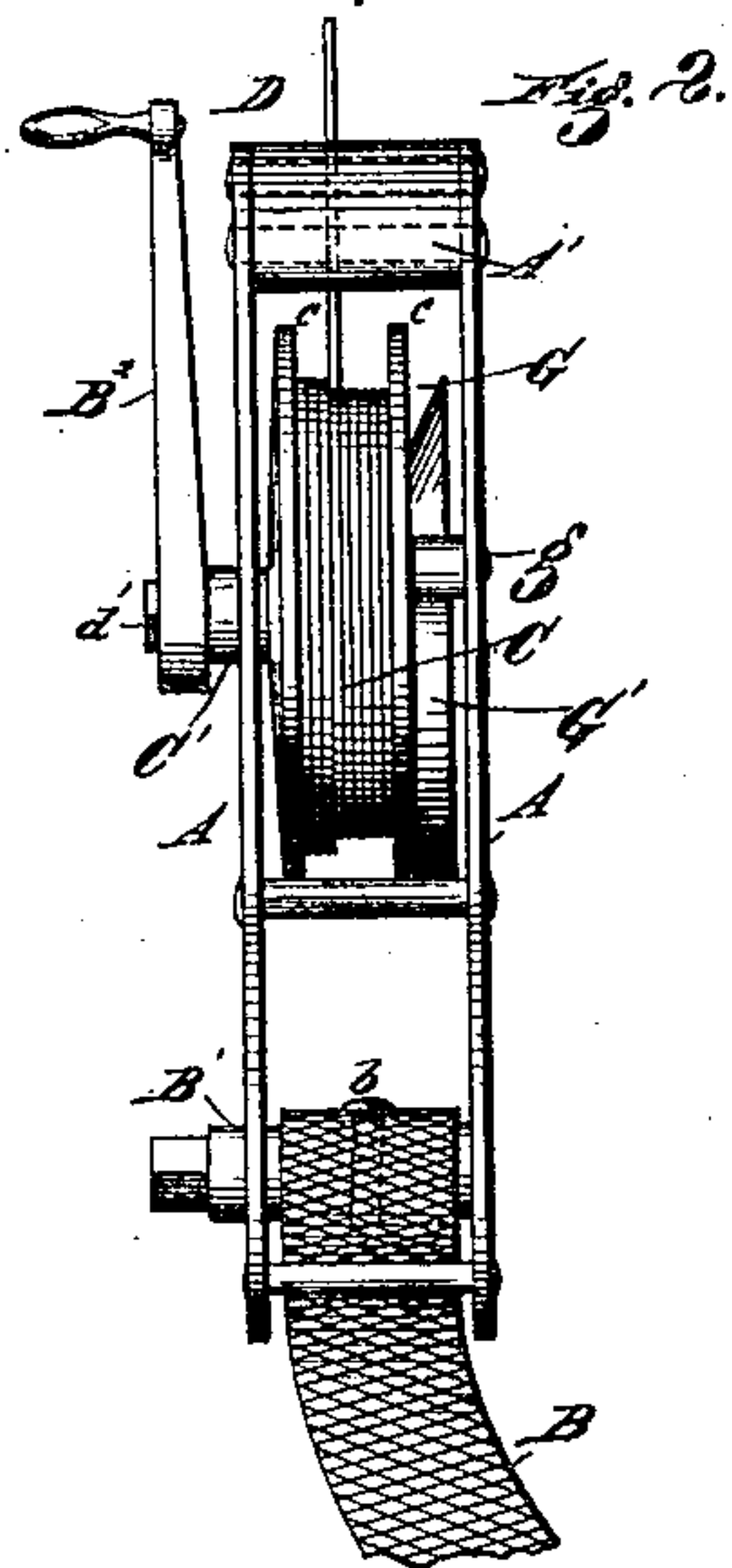
(No Model.)

G. W. MICKLE.

FIRE ESCAPE.

No. 300,622.

Patented June 17, 1884.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

GEORGE W. MICKLE, OF AMHERSTBURG, ONTARIO, CANADA.

## FIRE-ESCAPE.

SPECIFICATION forming part of Letters Patent No. 300,622, dated June 17, 1884.

Application filed March 28, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE W. MICKLE, of Amherstburg, county of Essex, Province of Ontario, Canada, have invented a new and useful Improvement in Fire-Escapes; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form a part of this specification.

My invention consists of the combinations of devices and appliances hereinafter specified, and more particularly pointed out in the claims.

In the drawings, Figure 1 is an elevation, partly in section; Fig. 2, a side elevation; Fig. 3, a cross-section; and Fig. 4 illustrates the device in use.

This invention contemplates a fire-escape device wherein the wire or cable is attached to a piece of furniture, a window-hook, or other device within the room, and the appliance is carried down with the person who descends from the room.

A represents the face-plates. A' is an end shield, which may or may not be employed.

B represents a suitable belt for embracing the body. This belt is made preferably as a continuous belt, and is passed around the axle B', to which it is preferably riveted at b. This axle is squared at its end, or otherwise attached to receive a small crank, B<sup>2</sup>, for winding up the belt when the device is in use.

C represents a reel, upon which the wire or cable D is wound. It consists of two face-plates, c, and a winding axle or drum, C', which is squared or otherwise provided at its extremity d' for the reception of the same crank. To facilitate winding the wire upon the reel the faces of the reel are inclined somewhat from the periphery to the shaft upon the outside, so as to obviate any danger of these faces coming into contact with the face-plates A, so as to afford a resisting friction.

D is the wire or cable, preferably the former. One end is securely fastened to the reel. The other end is passed to the exterior and adapted to be readily engaged with a piece of furniture, or a window-hook, &c., in the room.

E and F are friction-rolls, about which the wire is passed, as shown in the drawings, so as to bend the wire at this point, and thereby afford a friction as the wire is unwound from the reel.

On one side of the reel is an annular V-shaped channel, G.

G' is a brake-shoe, pivoted at g to the face-plate A. It is wedge-shaped in section, and enters the annular groove extending about half-way around the reel. At its opposite end it is provided with a shoulder, g'.

H is a brake-lever, pivoted at h, and provided with a shoulder, h', which engages the shoulder g' on the brake-shoe, and so crowds the shoe into the V-shaped groove in the reel, and produces an effectual brake entirely under the control of the person descending.

I am aware that a fire-escape has been composed of a frame having a grasping-handle and a body-belt, a reel journaled in the frame and carrying a wire cable, and a friction-belt encircling the reel and having its ends connected with a lever-handle pivoted to the grasping-handle of the frame, and also that a hinged case containing a reel and having a body-belt has been provided with friction-posts, between which passes a tape carried by the reel. Such features, therefore, I do not broadly claim; but

What I claim is—

1. A fire-escape consisting of the face-plates A, rigidly connected together, the reel C, the friction-posts E and F between the upper parts of the face-plates, the body-belt B, the wire or cable D, the brake-shoe G, pivoted at one end between the face-plates, and extending partially around the reel to act thereon, and the pivoted brake-lever H, having its pivoted end arranged between the face-plates, and resting against the free end of the brake-shoe, substantially as described.

2. A fire-escape consisting of the stationary connected face-plates A, the reel C, having the channel or groove G', the wire or cable D, the friction-posts E and F, the body-belt B, the brake-shoe G, pivoted at one end between the face-plates, and extending partially around the reel under the same to enter the channel or groove, and provided at its free end with a shoulder, g', and the pivoted brake-lever H, having its pivoted end arranged between the face-plates, and provided with a shoulder, h', to engage the shoulder on the brake-shoe, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

Witnesses: GEORGE W. MICKLE.

N. S. WRIGHT,

D. BISSELL.