

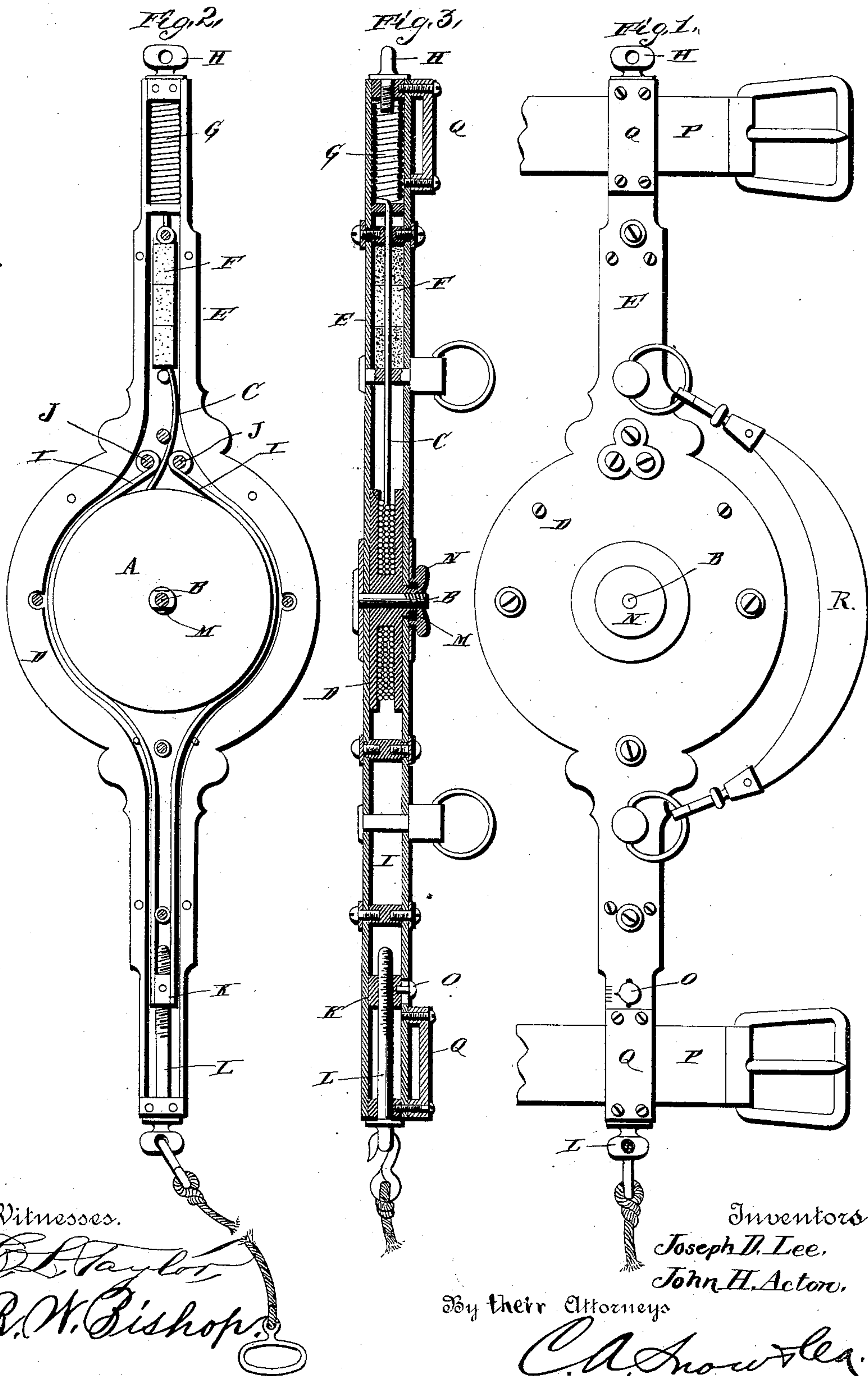
(No Model.)

J. D. LEE & J. H. ACTON.

SHAWL STRAP AND FIRE ESCAPE.

No. 384,631.

Patented June 19, 1888.



Witnesses.

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UNITED STATES PATENT OFFICE.

JOSEPH DANIEL LEE, OF DALLAS, AND JOHN HAYNE ACTON, OF
PORTLAND, OREGON.

SHAWL-STRAP AND FIRE-ESCAPE.

SPECIFICATION forming part of Letters Patent No. 384,631, dated June 19, 1888.

Application filed May 18, 1885. Serial No. 165,913. (No model.)

To all whom it may concern:

Be it known that we, JOSEPH DANIEL LEE and JOHN HAYNE ACTON, citizens of the United States, residing, respectively, at Dallas, in the
5 county of Polk, and at Portland, in the county of Multnomah, in the State of Oregon, have invented certain new and useful Improvements in Combined Fire-Escapes and Shawl-Straps, of which the following is a specification.

10 Our invention is an improved combined fire-escape and shawl-strap; and it consists in certain novel features hereinafter described and claimed.

15 In the drawings, Figure 1 is a plan view of our improved device. Fig. 2 is a similar view with the covering removed. Fig. 3 is a longitudinal section.

A reel, A, revolves on a stationary arbor, B, secured in the sides of the casing D, and
20 upon this reel is wound a metallic wire ribbon, cord, or cable, or other material, C, suitable for the purposes herein specified. This wire ribbon or other material passes from the reel into one of the arms, E, of the casing
25 of the device, thence through soft rubber, as at F, and is coiled, as shown at G, and the end attached to a thumb-screw, H. A double brake, I I, acts upon either edge of the reel A, and has its inner ends securely fastened to
30 the studs or pins J J. This brake is attached at its outer ends to the nut K, which is operated to tighten the brake by means of the thumb-screw L. A key-seat for rewinding the reel after use is placed at M, through which
35 the arbor passes. A screw-thread is cut upon the end of the arbor, and both it and the key-seat are allowed to project through the outer casing for use when the instrument is inclosed.

A thumb-screw, N, is mounted upon the screw-
40 threaded end of the arbor, securing it firmly, and protecting the key-seat when not in use. The nut K also has a projection passing through a slot in the casing and terminating in a point or indicator, O, operated by means of the
45 thumb-screw L. This indicator registers the pressure of the brake upon the reel. The thumb-screw L is provided with an opening through which a cord may be passed for use
50 by the foot of the operator while descending, thus giving additional control over the velocity of the reel.

P P designate the straps provided with the usual fastening-buckles, and passed through and secured in keepers Q, provided at the ends
55 of the arms E.

R is the handle by which the bundle is carried when the device is applied and used as a shawl-strap.

To employ the device as a fire-escape, the operator removes the thumb-screw H and draws
60 out the coiled wire G. He then fastens the instrument to his body by means of the straps P P, placing it upon his left breast with the end from which the wire has been drawn uppermost, and the strap at this end passing
65 around the body close under the arms. The projecting end of the wire is now fastened securely to any piece of furniture, such as a bed-post, table, or anything which will remain in its position, or to a screw, which can be se-
70 cured in the window or door-casing, taking care to take up all the surplus wire.

A cord, with a hook attached, can be fastened to the thumb-screw L, into which the operator places his foot and lets himself care-
75 fully over the window or door sill. His weight unwinds the reel A, the wire passes out over his shoulder, and he descends to a place of safety.

The decrease in the size of the coil by un-
80 winding overcomes the tendency to increased velocity, and the instrument is automatic in its operation. Before using, it should be adjusted to the required weight and tested and set by the thumb-screw L. The straps P P may be
85 made in lengths to suit and the lower strap adjusted to the body, so as to form a seat, passing below the operator's hips in the form of a loop.

Having thus described our invention, we
90 claim—

1. In a combined fire-escape and shawl-strap, the combination of the casing having the arms E, the reel arranged centrally in the casing, the soft rubber F in one of the arms,
95 and the cable wound on the reel and passing outward through the soft rubber, as set forth.

2. The combination of the casing having the arms E, the reel arranged centrally in the casing, the cable wound on the reel and pass-
100 ing out through one of the arms, the spring-brakes secured within the casing and bearing

upon the reel, and then passing out into the other arm E, the nut secured to the ends of said brakes, and a set-screw mounted in the end of said arm and meshing with said nut to
5 adjust the tension of the spring-brakes, as set forth.

3. The combined fire-escape and shawl-strap herein described and shown, comprising the casing having the arms E, the straps P at
10 the ends of said arms, the handle R, secured to the casing, the reel arranged centrally in the casing, the soft rubber F, arranged in one arm of the casing, the cable wound on the reel, passed out through the rubber F, and coiled

at the end of the arm, the spring-brakes se- 15
cured in the casing, passing around and bearing against the reel, the nut secured to the ends of the spring-brakes, and the set-screw mounted in the casing and meshing with said
nut, substantially as specified. 20

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

JOSEPH DANIEL LEE.
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Witnesses:

R. M. DEMENT,
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