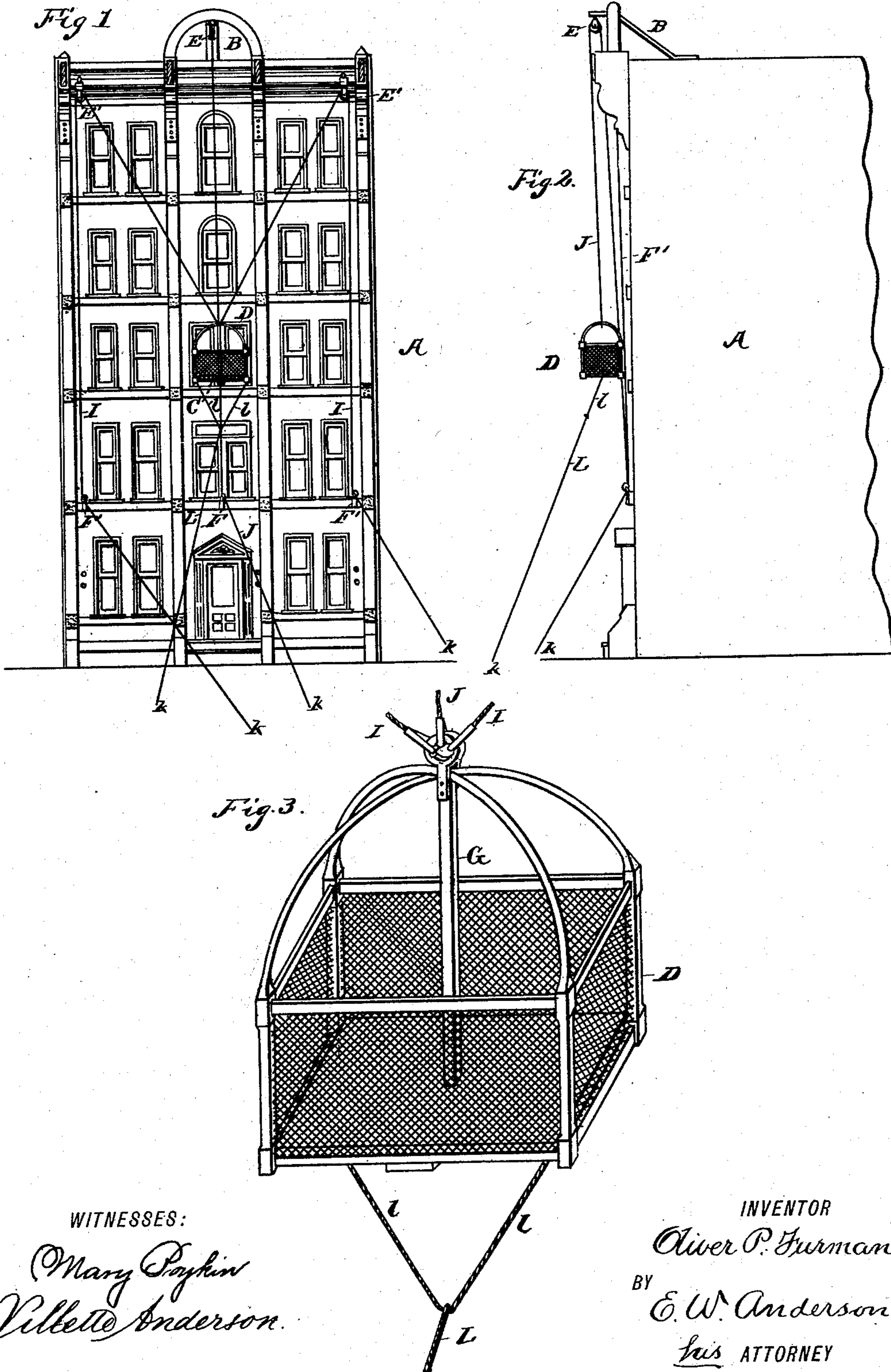


(No Model.)

O. P. FURMAN.
FIRE ESCAPE.

No. 406,831.

Patented July 9, 1889.



UNITED STATES PATENT OFFICE.

OLIVER P. FURMAN, OF HORNELLSVILLE, NEW YORK, ASSIGNOR OF ONE-HALF TO LUTHER T. MASON, OF SAME PLACE.

FIRE-ESCAPE.

SPECIFICATION forming part of Letters Patent No. 406,831, dated July 9, 1889.

Application filed March 16, 1889. Serial No. 303,513. (No model.)

To all whom it may concern:

Be it known that I, OLIVER P. FURMAN, a citizen of the United States, and a resident of Hornellsville, in the county of Steuben and State of New York, 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 or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of my fire-escape. Fig. 2 is a side view. Fig. 3 is a view of the car and its attachments.

This invention relates to that class of fire-escapes wherein is employed a basket or receptacle manipulated from window to window of a building by means of a central suspending-rope and side ropes actuated from the ground; and it consists of the novel construction and arrangement of parts, as will fully appear from the following description and accompanying illustration.

In the accompanying drawings, the letter A designates the face of a building; and B, a strongly-braced arch or projecting framework at the middle of the top thereof, located usually above the cornice.

C is a basket carriage or car having the diagonal crossing bails D rigidly attached to its corners.

E is the main central suspending-pulley, which is secured to the top of the arch B, and E' E' are the lateral eaves-pulleys, which are attached to the building near the upper corners thereof, projecting spikes or bracket-bearings being provided in the building-wall for the purpose.

F indicates the central lower steady-pulley, located on the face of the building about even with the first flooring above the ground-floor, and vertically under the main central suspending-pulley E.

F' F' are the lateral steady-pulleys, arranged vertically under the lateral eaves-pulleys and at the same height from the ground as the central steady-pulley, as shown in the drawings.

J is the central wire rope, which engages the central steady-pulley F and passes up over the central suspending-pulley E down to the car, to which it is attached at the intersection of the crossing bails, a bearing and suspension post G extending from said intersection to the floor of the car at its center, as shown.

I I are the lateral wire ropes, which engage the lateral steady-pulleys and pass upward over the lateral eaves-pulleys and downward and inward to the car, being attached thereto at the same point where the central rope is attached. The free ends *k* of these ropes are, when not in use, coiled and hung upon pins in the wall near the lower window and door casings. When, however, the fire-escape is to be used, their free ends are operated by persons upon the sidewalk. The branched steady-rope L is also held by a person on the sidewalk, and, as its branches *ll* are attached to opposite ends of the car, it enables the operator below to hold the car in level or nearly level position. The car is readily moved to any window of the building by manipulating the suspending-ropes. To move it to a middle window on the right, the middle and left-hand ropes are slackened, while the right hand is drawn upon until the car is brought to the required position.

When not in use, the basket or car remains at the top of the building under the suspension-arch out of the way, and if desired this arch can be covered in at the front and back to protect the car from the weather, an opening being left under the arch for the passage of the car downward when required.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. In a fire-escape, the combination, with the central suspending-pulley and the lateral eaves-pulleys, of the central steady-pulley and the lateral steady-pulleys, respectively located below the central and lateral suspending-pulleys, the three wire ropes engaging said pulleys, as shown, the suspended car connected to said wire ropes, and the branched steady-rope connected to said car, substantially as specified.

2. The fire-escape consisting of the central arch or brace and its suspending-pulley, the

lateral suspending-pulleys and the central
and lateral steady-pulleys vertically below
said suspending-pulleys, the cross-bailed car,
its branched steady-rope and central bearing-
5 post, and the central and lateral wire ropes
attached to said car at the intersection of its
bails, passing over the suspending-pulleys
downward, engaging the steady-pulleys, and
having the free operating ends $\frac{1}{2}$ extending

from said steady-pulleys, substantially as is
shown, and for the purposes set forth.

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

OLIVER P. FURMAN.

Witnesses:

AVERY MCDUGALL,
IRVING PAINE.