

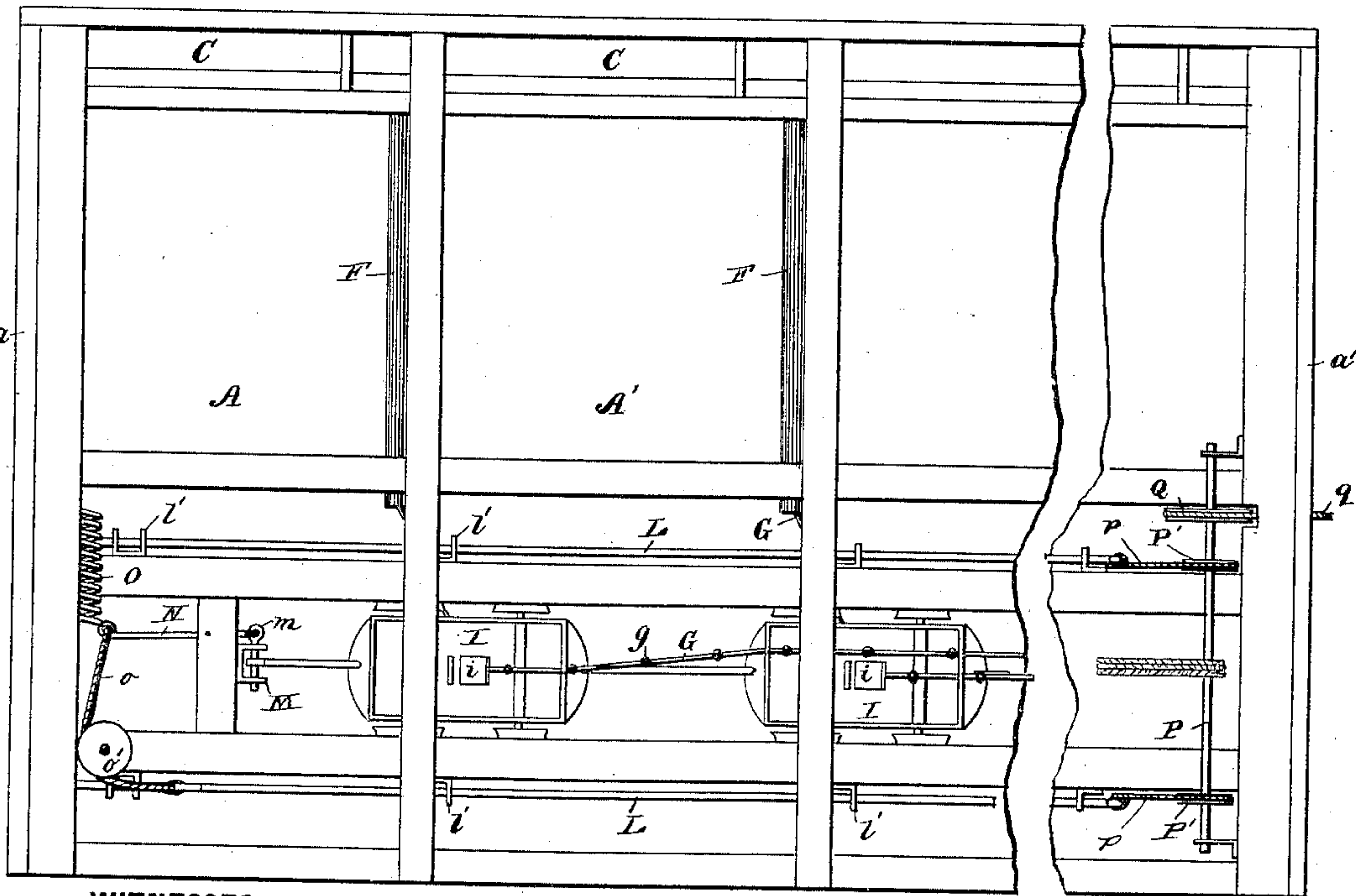
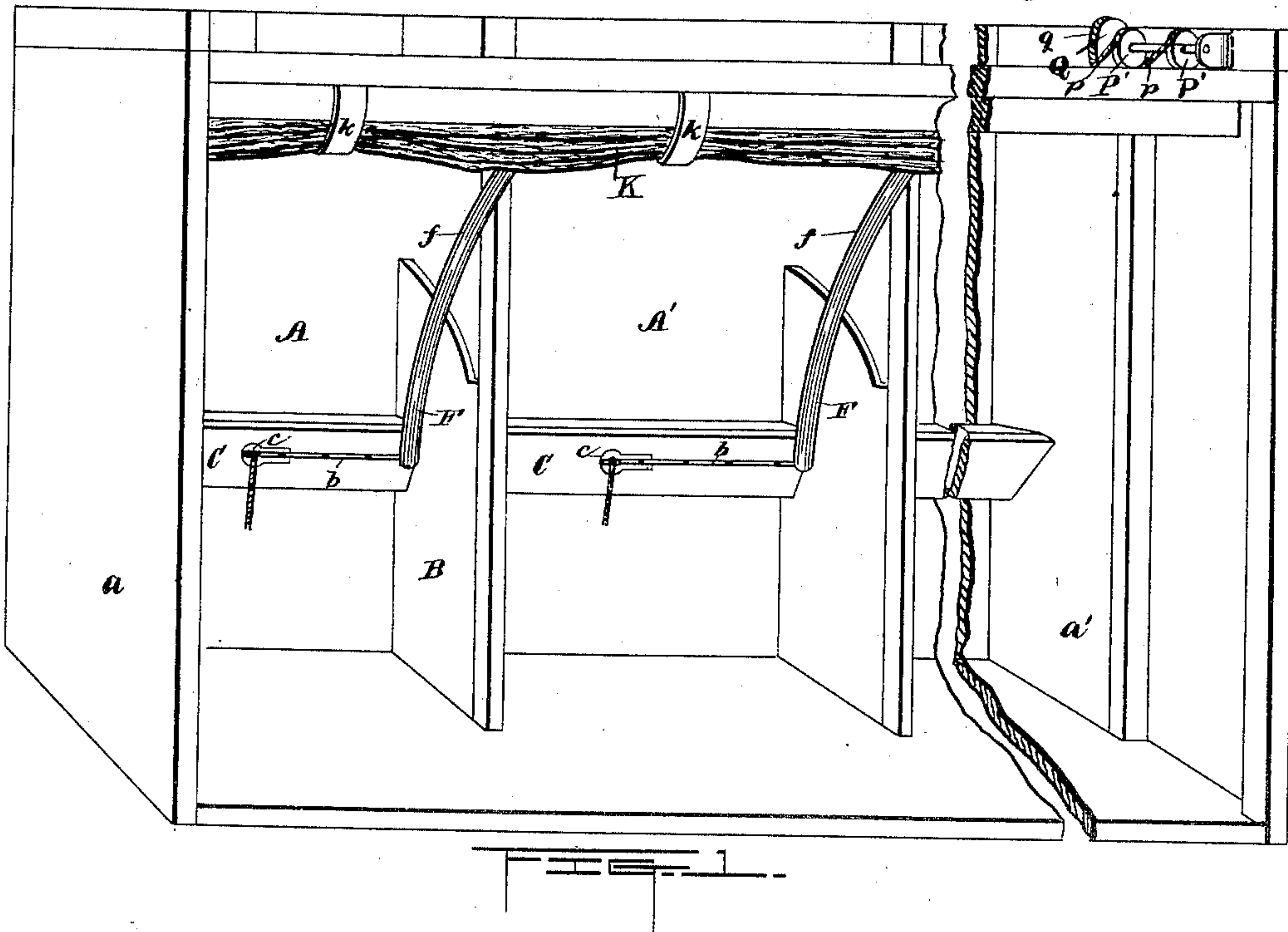
(No Model.)

3 Sheets—Sheet 1.

L. K. BARTLEY.
FIRE ESCAPE DEVICE FOR LIVE STOCK.

No. 435,028.

Patented Aug. 26, 1890.



WITNESSES

R. Seward
E. Seward

INVENTOR

Louis K. Bartley
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(No Model.)

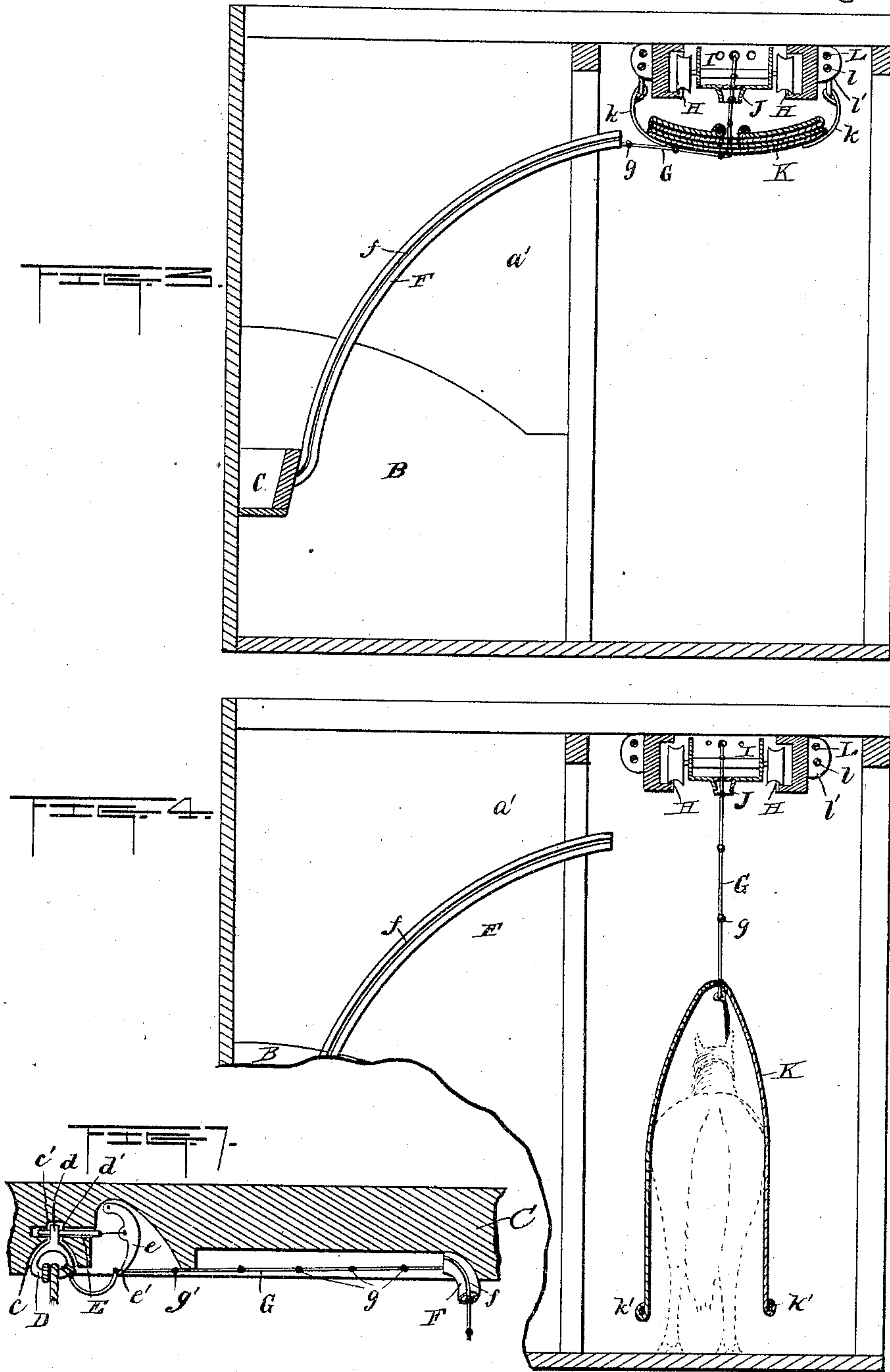
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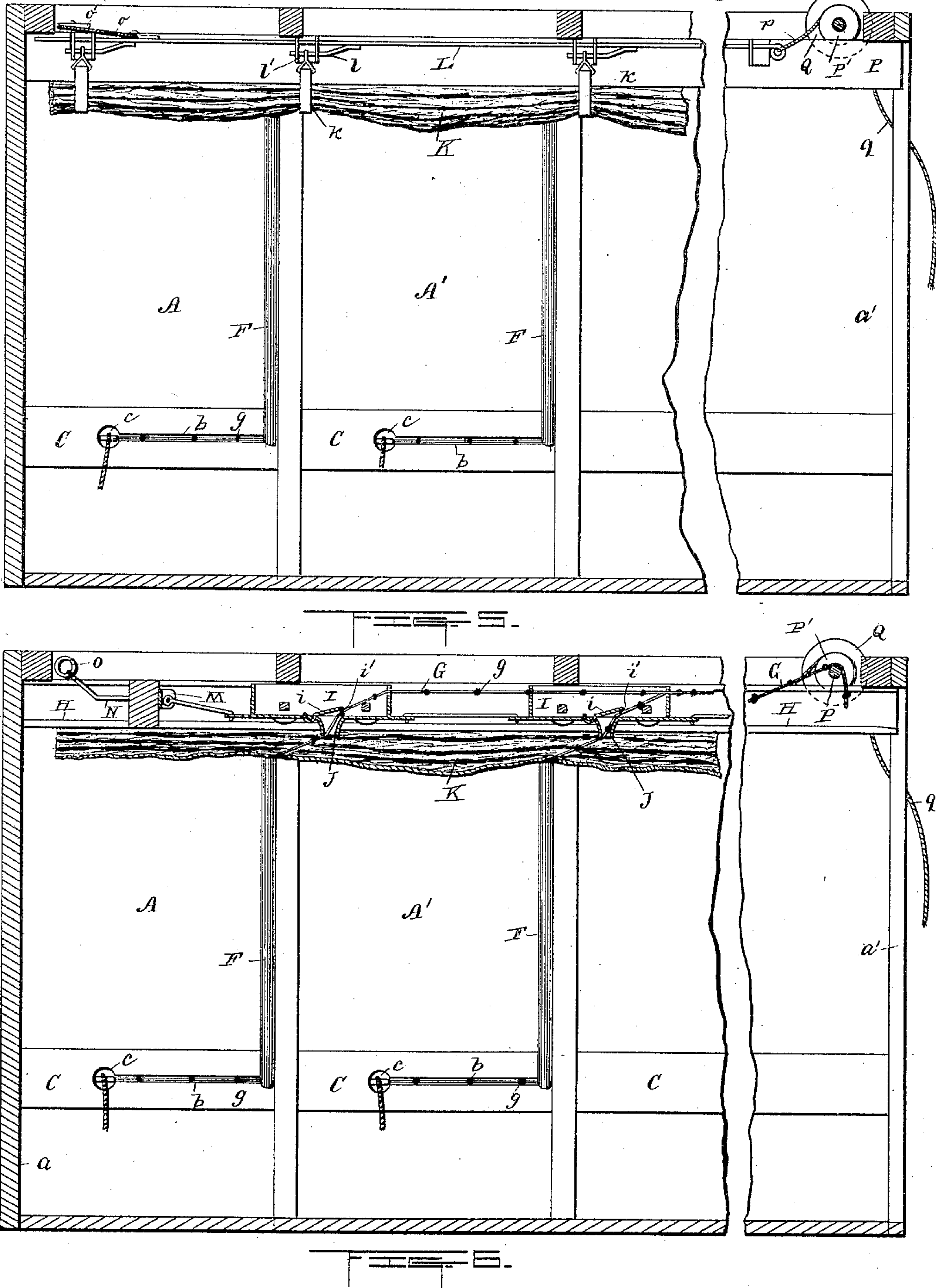
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WITNESSES

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UNITED STATES PATENT OFFICE.

LOUIS K. BARTLEY, OF WINONA, MINNESOTA.

FIRE-ESCAPE DEVICE FOR LIVE STOCK.

SPECIFICATION forming part of Letters Patent No. 435,028, dated August 26, 1890.

Application filed November 19, 1889. Serial No. 330,863. (No model.)

To all whom it may concern:

Be it known that I, LOUIS K. BARTLEY, a citizen of the United States, residing at Winona, in the county of Winona and State of Minnesota, have invented certain new and useful Improvements in Fire-Escape Devices for Live Stock; 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 the letters of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in fire-escape devices for live stock.

The object is to provide efficient means for simultaneously releasing the stock and leading them into the passage-way, shielding them from the blaze and smoke, and conducting them out of the building without liability of their becoming entangled in the guiding ropes or cables.

With these ends in view my invention consists in certain features of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view of two consecutive stalls looking from the rear. Fig. 2 is a plan view of the same. Fig. 3 is a transverse section through one of the stalls with shield-curtain furled. Fig. 4 is a partial transverse section with curtain lowered. Fig. 5 is a partial longitudinal vertical section showing the curtain-supports. Fig. 6 is a partial longitudinal vertical section taken vertically through the cable-supporting trucks or carriages, and Fig. 7 is an enlarged detail view of a portion of the manger and cable-guide leading therefrom.

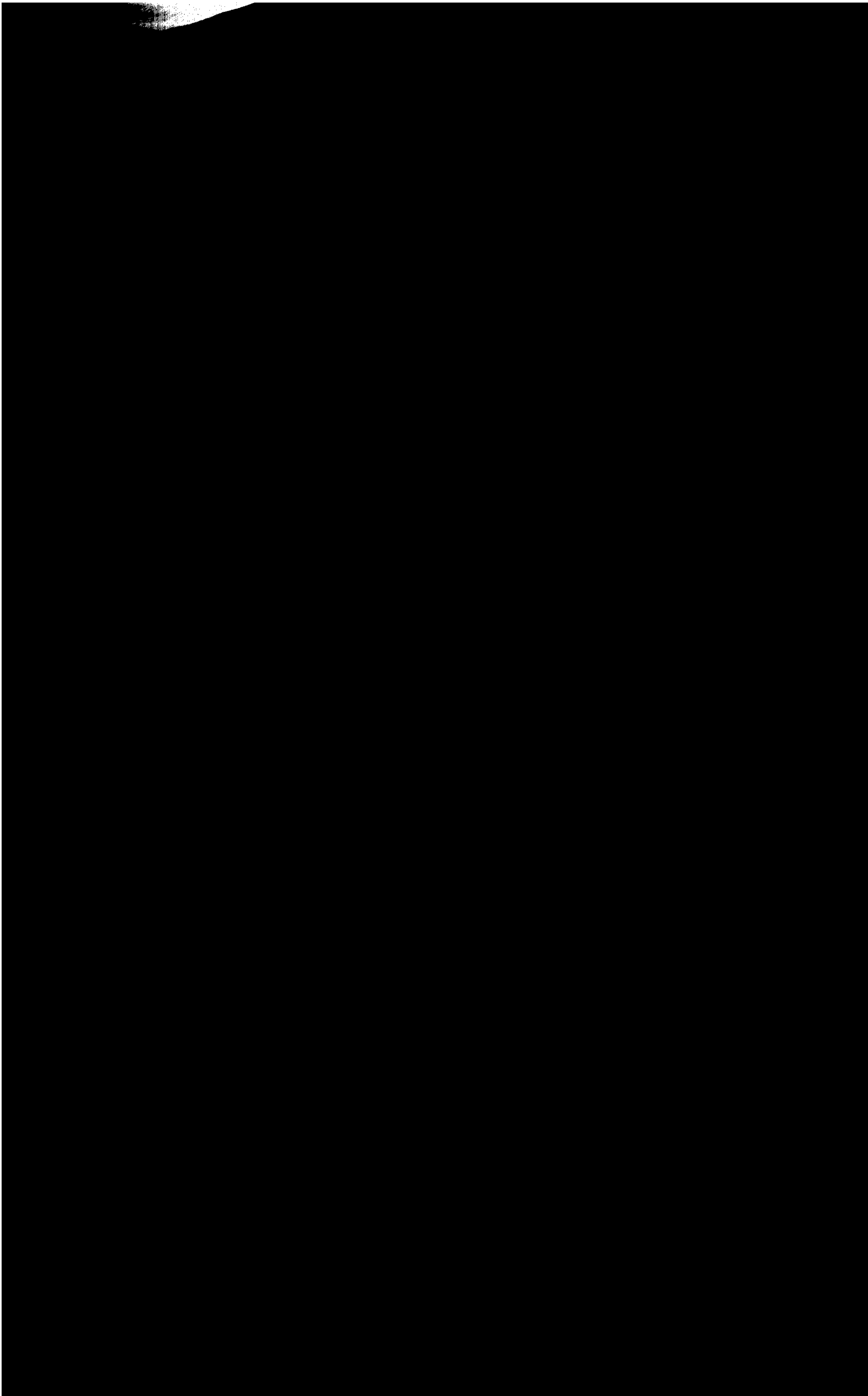
A A' represent two of a series of stalls. The series may contain as many as desired, two only being herein shown as sufficient to fully illustrate the invention.

A represents the stall farthest from the exit through which the stock leaves the building, and A' the one next to it.

a represents the end of the stable farthest from the exit, and a' the end of the stable through which the exit is made. The partition between the two consecutive stalls shown is represented by B. The manger C is pro-

vided near its upper edge with a horizontal groove leading from the partition B to a recess c. The groove is denoted by b. Below the bottom of the recess c there is a socket c', adapted to receive the perforated shank d of the hitching-ring D. There is also provided through the walls of the socket c' a perforation d' to receive a sliding pin E, which, when the shank of the hitching-ring is in position in its socket, is intended to project through the perforated shank and through the perforations in the walls of the socket, and thereby lock the hitching-ring to the manger. The groove b, as it nears the recess c, is cut out to a depth somewhat greater than the depth of the socket c', and there is pivoted in such cut-out portion a finger e, provided at its front end with a crotch e' to receive the leading cable or rope. At the end of the manger next to the partition a pipe F extends from within the groove upwardly and rearwardly toward the passage-way at the rear of the stalls. The said pipe is provided with a narrow slot f, extending from its upper rear end down to a point within the groove. The leading cable or rope G is fastened to the shank of the hitching-ring, and leads thence up out of the recess c along the groove b, resting in the crotched end of the finger e, thence into the pipe F and out of its rear upper end to a point which will be hereinafter described. The said cable is provided along its portion within the tube F with knots g sufficiently large to prevent the cable from pulling through the slot f in the pipe, while the cable itself is of such size as to slide freely along said slot. The finger e is attached to the end of the sliding bolt or pin E, and a knot g' in the leading-cable is so located with respect to the crotch on the end of the finger that when the cable is pulled along the groove b toward the partition it will carry the finger e along with it, and hence draw the pin E out of its engagement with the shank of the hitching-ring and allow it to fall freely away from the manger. It is evident that, instead of knots on the cable, any bulges or collars of ordinary construction and suitable size might be employed.

Along over the passage-way at the rear of the stalls a pair of rails H are secured, forming a track, on which a series of trucks or car-



what I claim as new, and desire to secure by Letters Patent, is—

1. In combination, a hitching-ring seated in a recess in the manger, sliding bolt or pin for holding the hitching-ring in engagement with the manger, an operating-finger connected with the sliding bolt, and a leading-cable connected with the hitching-ring and engaged with the operating-finger, whereby its movement releases the bolt from the hitching-ring and leads the animal from the stall, substantially as set forth.

2. In combination with a grooved manger, a leading-cable extending along the groove in the manger, a tube leading from the groove in the manger upwardly and rearwardly and provided with a slit along its side, the leading-cable extending through the said tube and provided with enlargements at intervals to prevent it from slipping through the slit in the tube, a hitching-ring attached to the cable, and means for supporting the cable along the passage-way at the rear of the stalls, substantially as set forth.

3. In combination, a series of leading-cables extending from hitching-rings upwardly and rearwardly, a series of carriages supported above the passage-way at the rear of the stalls and provided with openings therein to receive

the leading-cables, and means for releasing and drawing the series of carriages from the outside of the building, substantially as set forth.

4. In combination, leading-cables extending from the hitching devices to the passage-way at the rear of the stalls, a series of carriages supported over the passage-way at the rear of the stalls and provided with gripping devices in their bottoms to receive the cable and allow it to run freely in one direction and prevent it from receding, and means for releasing and drawing the series of carriages from the outside of the building, substantially as set forth.

5. In combination, a series of carriages supported over the passage-way at the rear of the stalls, a curtain suspended over the passage-way beneath the carriages, hitching devices, leading-cables extending from the hitching devices up to and through the carriages, and means for simultaneously releasing the carriages and curtain, substantially as set forth.

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

LOUIS K. BARTLEY.

Witnesses:

W. A. FINKELNBURG,
EDWARD LEES.