

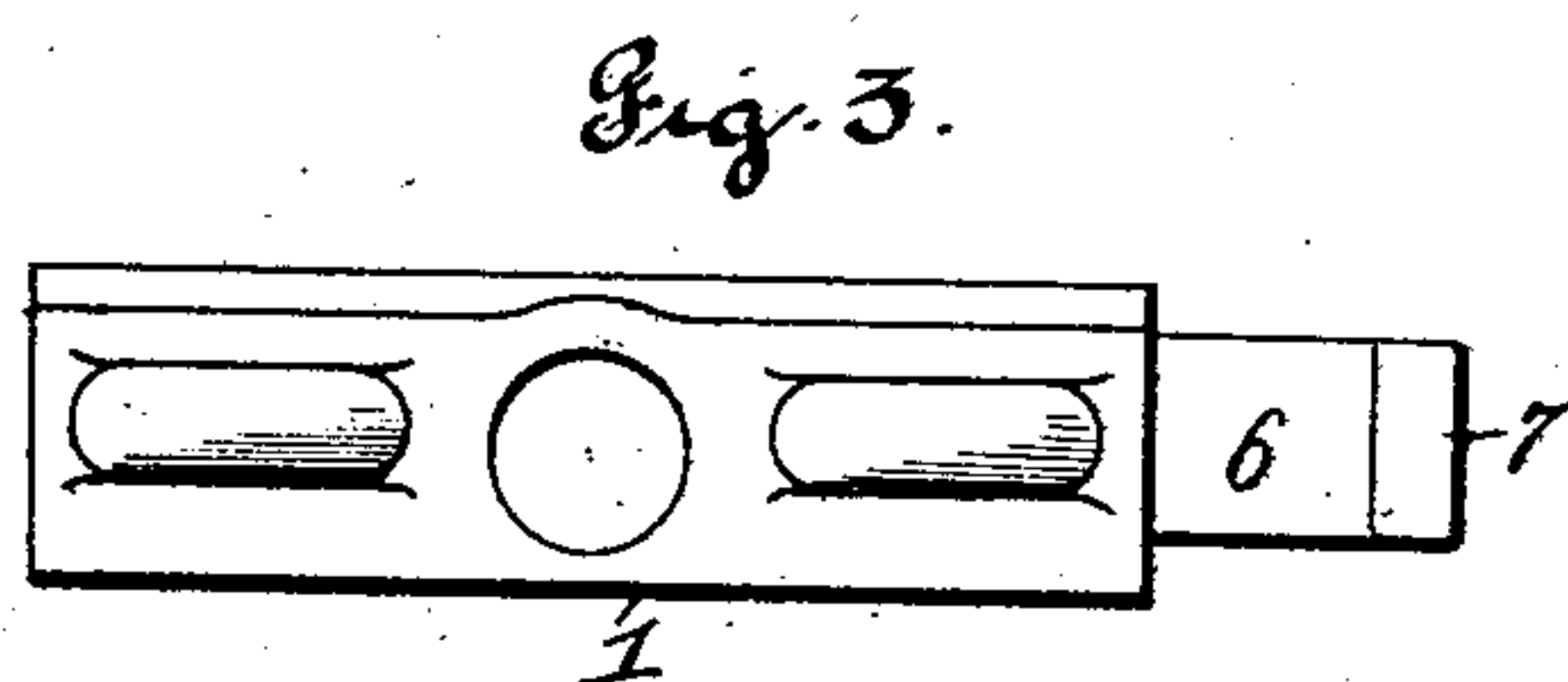
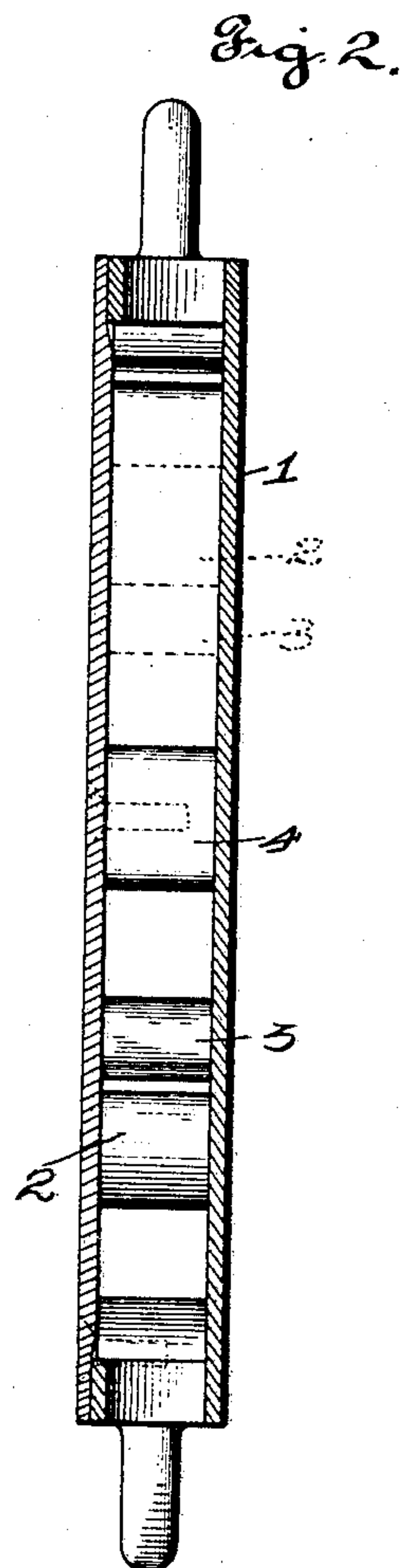
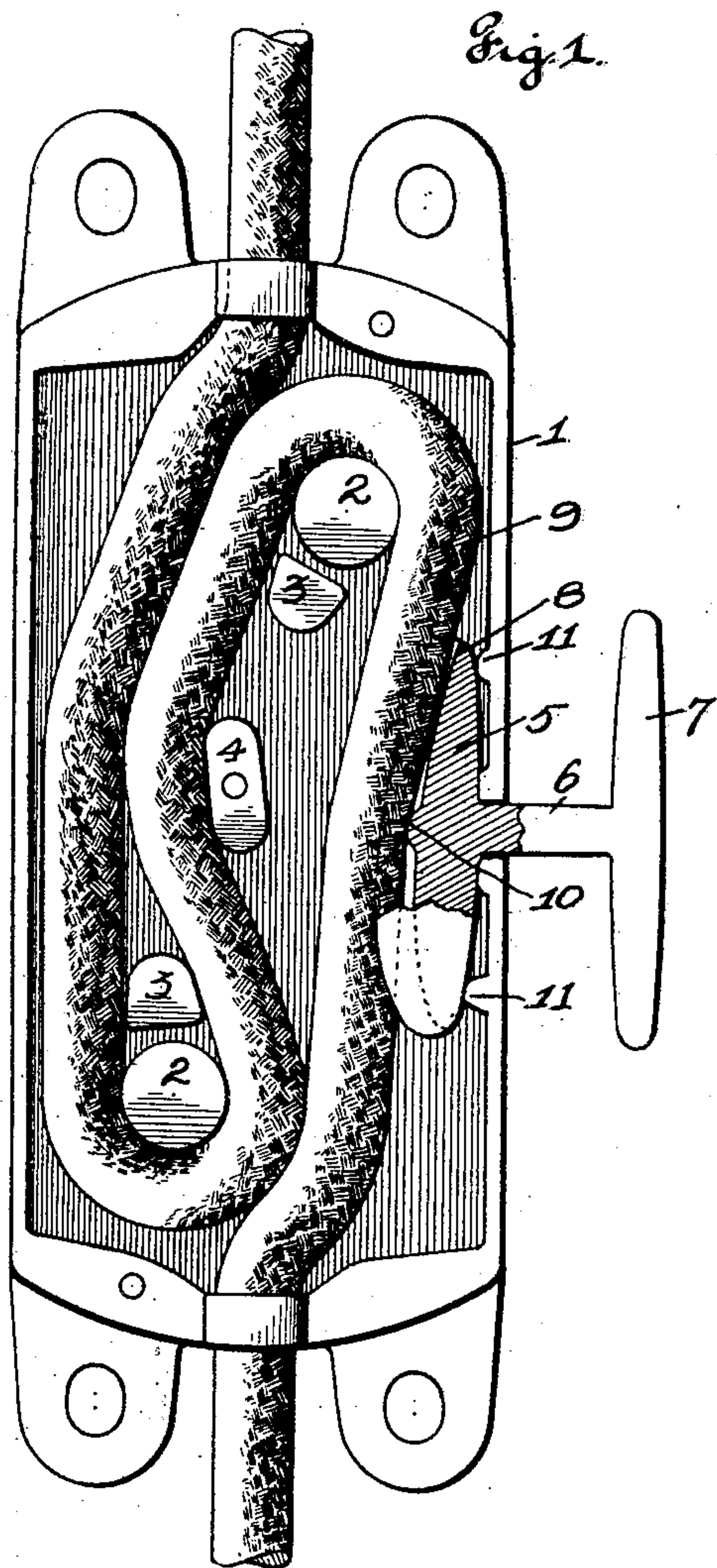
No. 771,794.

PATENTED OCT. 4, 1904.

O. F. DAVIS.
FIRE ESCAPE.

APPLICATION FILED JAN. 6, 1903. RENEWED AUG. 29, 1904.

NO MODEL.



Witnesses
Alfred A. Ecker
M. S. Drinn

Inventor
Oscar F. Davis
by Hedden & Longan Attys

UNITED STATES PATENT OFFICE.

OSCAR F. DAVIS, OF ST. LOUIS, MISSOURI, ASSIGNOR TO DAVIS FIRE
ESCAPE COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF
MISSOURI.

FIRE-ESCAPE.

SPECIFICATION forming part of Letters Patent No. 771,794, dated October 4, 1904.

Application filed January 6, 1903. Renewed August 29, 1904. Serial No. 222,604. (No model.)

To all whom it may concern:

Be it known that I, OSCAR F. DAVIS, of the
city of St. Louis, State of Missouri, have in-
vented certain new and useful Improvements
5 in Fire-Escapes, of which the following is a
full, clear, and exact description, reference
being had to the accompanying drawings,
forming a part hereof.

My invention relates to fire-escapes; and it
10 consists of the novel construction, combina-
tion, and arrangement of parts hereinafter
shown, described, and claimed.

The object is to improve upon the inven-
tion shown and described in my former Let-
15 ters Patent No. 651,653, dated June 12, 1900,
whereby the device will be rendered more
durable and efficient and less likely to get out
of order in operation.

Figure 1 shows my new fire-escape with the
20 cover removed, the brake in its normal posi-
tion. Fig. 2 is a central longitudinal section
with rope omitted. Fig. 3 is an end view with
the rope removed.

In the construction of the device I provide
25 the usual friction-box 1, having the cylin-
dric friction-studs 2 and adjacent semicircu-
lar friction-studs 3, and the center friction-
studs 4, against which the rope comes in con-
tact in the manner shown in Fig. 1. The studs
30 2 are made cylindrical in form, so that they
may be more readily finished by a machine-
tool adapted to finish cylindrical studs. A
single brake 5 is provided with a shank 6,
which extends through an opening in the edge
35 of the box 1 and carries upon its outer termi-
nal a handle 7. Said brake 5 is provided with
the usual groove 8 upon its inner side, into
which the rope 9 fits. The brake is provided
40 8 with a transverse rib or projection 10.

To prevent rocking of the brake, I provide
the box 1 with two lugs or projections 11, one
at either side of the shank-opening, so that
the back of the brake will normally rest upon
the said projections and hold the same firmly 45
in position, as shown in Fig. 1.

During operation the brake 5 is pressed in-
wardly by the operator, thereby causing the
lateral rib 10 to be projected into the rope
and generating a much greater amount of 50
friction than would be generated were the
groove 8 devoid of said rib. Further inward
movement of said brake will press the rope
firmly into contact with the center stud 4 and
greatly increase the friction and also presses 55
closely together the oppositely-moving coils
of rope. The weight of the person being low-
ered also draws the oppositely-moving coils
closer together. By these several means of
creating friction the operator can lower him- 60
self at any degree of rapidity desired and the
device is rendered more reliable, durable, and
efficient than heretofore.

I claim as new and desire to have secured
to me by the grant of Letters Patent— 65

In a fire-escape, the combination of the fric-
tion-box 1 having friction-studs 2 and 4, the
grooved brake 5 provided with shank 6 and
handle 7 and the transverse rib 10 located op-
posite the center stud 4, and lugs 11 to pre- 70
vent rocking of the said brake, substantially
as described.

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

OSCAR F. DAVIS.

Witnesses:

M. G. IRION,
ALFRED A. EICKS.