

R. J. BROWN.
FIRE ESCAPE.
APPLICATION FILED AUG. 26, 1908.

916,100.

Patented Mar. 23, 1909.
SHEETS—SHEET 1.

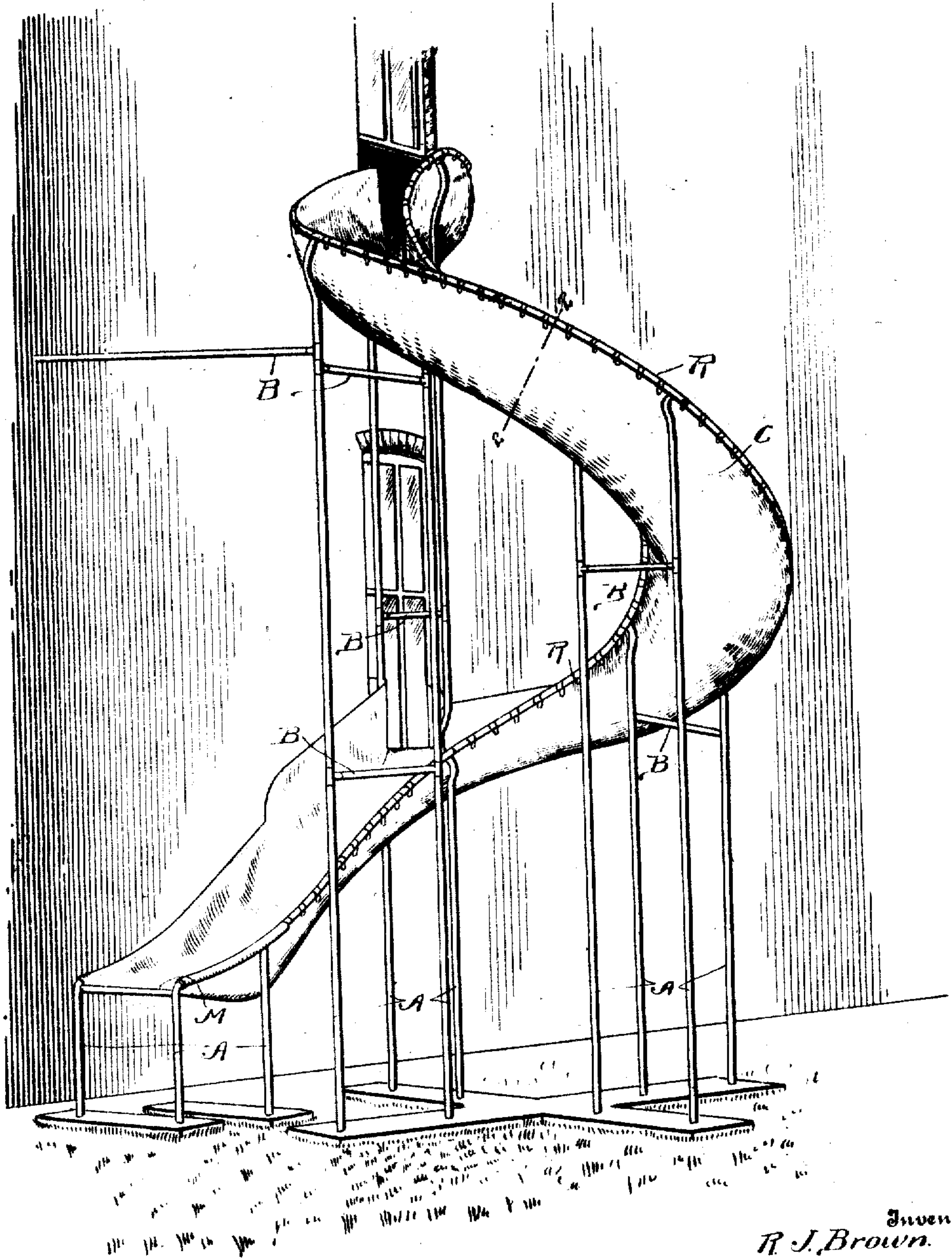


Fig. 1.

Witnesses

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Arthur Wesley

By

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Attorney

Inventor
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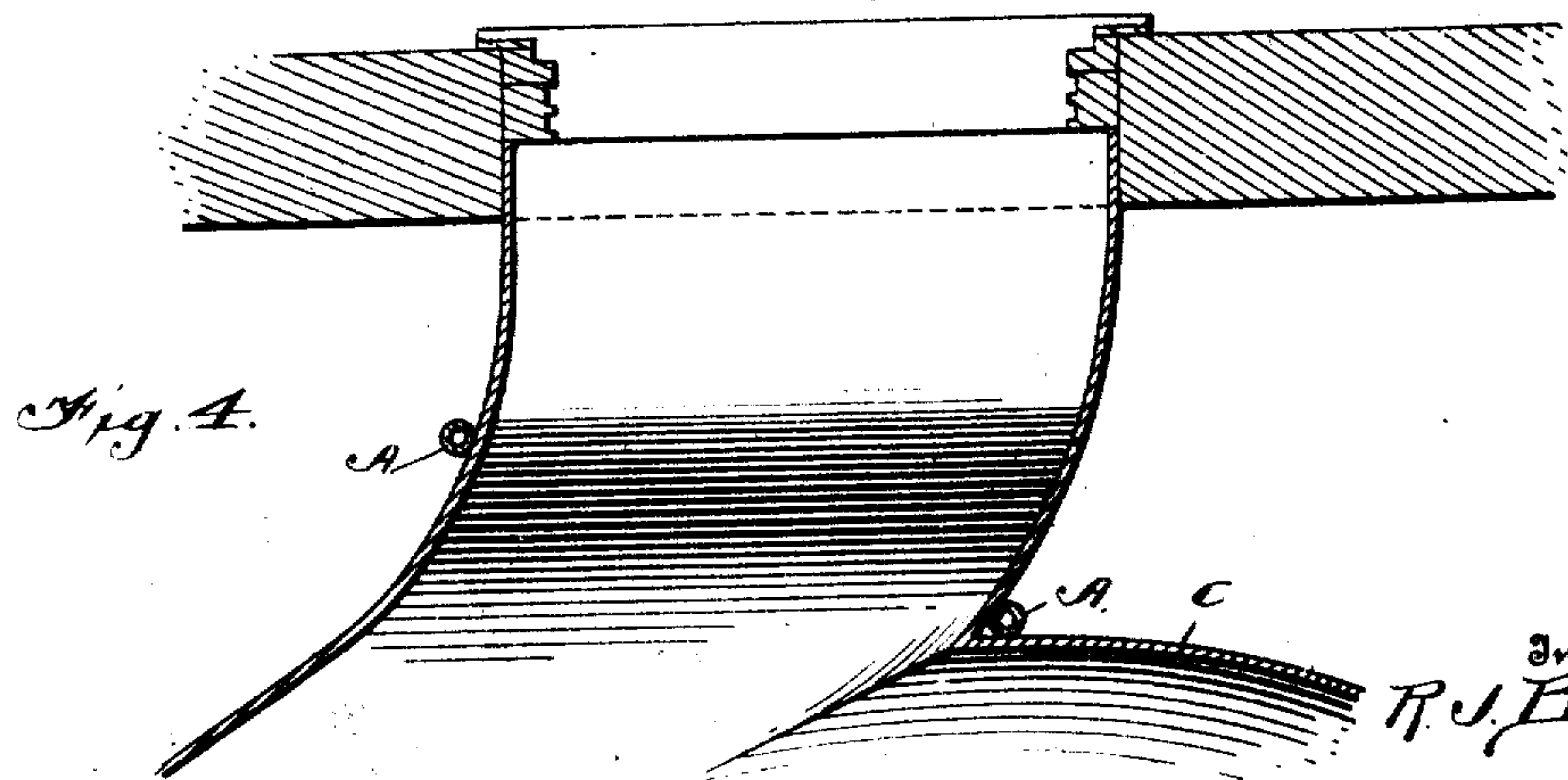
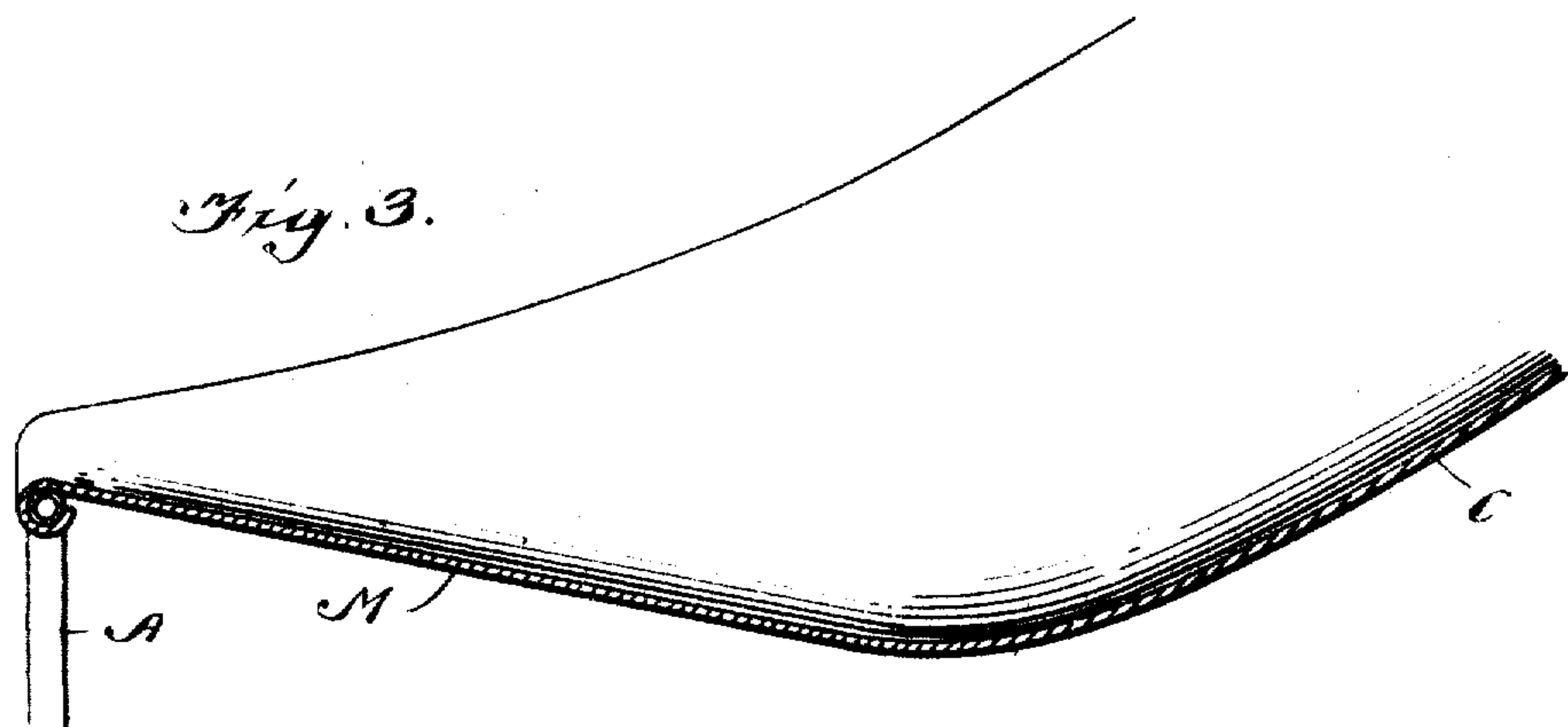
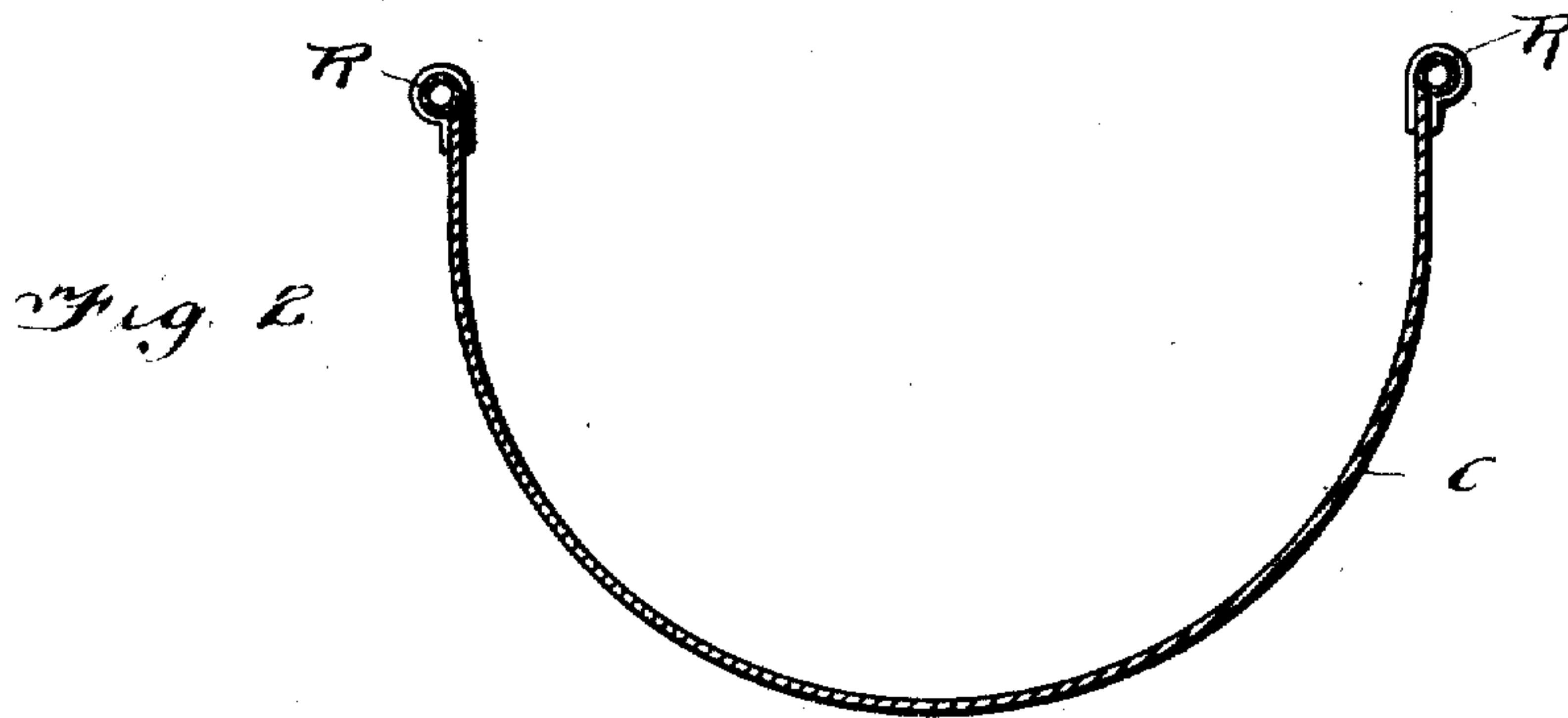
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2 SHEETS—SHEET 2.



Witnesses
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R. J. Brown
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UNITED STATES PATENT OFFICE.

ROBERT J. BROWN, OF CLEVELAND, OHIO, ASSIGNOR OF ONE-HALF TO JAMES D. McAFEE, OF CLEVELAND, OHIO.

FIRE-ESCAPE.

No. 916,100.

Specification of Letters Patent.

Patented March 23, 1909.

Application filed August 26, 1904. Serial No. 450,350.

To all whom it may concern:

Be it known that I, ROBERT J. BROWN, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Fire-Escapes, of which the following is a specification.

This invention relates to fire-escapes, and is particularly intended and adapted for the escape of persons who are unable to manually control or effect their own escape by means of ropes, ladders and similar devices which require more or less strength, judgment and agility for their successful use. It is therefore particularly useful on schools, hospitals and the like; but it may also be applied to any other buildings.

It comprises essentially a spiral concave chute accessible from the windows or doors of the various stories of the building to which the device is applied, the chute being supported partly by the building and partly by standards erected beside the building.

The invention is illustrated in the accompanying drawings, in which Figure 1 is a perspective view thereof; Fig. 2 is a section on the line 2—2 of Fig. 1. Fig. 3 is a section through the bottom portion of the chute. Fig. 4 is a sectional view at one of the windows of the building.

Referring specifically to the drawings, the supporting framework is built of six pairs of standards A, of angle iron, securely cemented into concrete piers in the ground, strength and firmness being secured by sufficient braces B, and the standards are braced at the top by the parallel spiral iron support rails or rods R, one on either side, which complete the framework. This framework carries a concave spiral chute C which is made of galvanized sheet iron, sectionally placed and riveted, so that one section overlaps the next section below, thus causing no impediment to descent. The trough or chute may conveniently be about thirty two inches from rail to rail, and twenty inches deep at the middle. These measurements are tentative. This chute starts from the lower sill of the uppermost story window, to the casing of which the rails are fastened, descend-

ing as a spiral, and the descent should not exceed about twenty two or twenty three degrees, completing the circle in one story and reaching the sill or projecting platform of the next story window below where the chute has wings or extensions W fastened to the window casing, and so continuously descending, meeting each consecutive window, to the ground. This spiral chute continues uniformly to a point where it brings the supporting rails, R, to within two or three feet of the ground surface, where the chute turns up to the horizontal, gradually losing the concave shape until merged into a flat surface M at the end of the rails R, which forms a platform or stop. The platform or flat surface completely overcomes the momentum of the descending body and brings the object or person to a complete stop thereon.

In use the persons escaping will simply step out of the windows and sit in the chute and will slide down to the lower platform without danger of falling, no skill or manipulation being required, and hence it may be used with safety even by small children, the insane, or invalids. The cost of construction is not great, and it is always available for the intended purpose.

I claim:

A fire-escape comprising pairs of supporting standards with cross braces connecting the same, a metallic chute comprising opposite side rails fastened to the standards, and concave sheet metal sections secured at their side edges to the rails, the chute being spiral in form and curved to complete a circle in each story and having recesses in the side thereof with projecting wings attached to the building adjacent openings therein, whereby access from each successive story is permitted, and a stop at the bottom of the chute.

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

ROBERT J. BROWN.

Witnesses:

GEO. E. MEIER,
JOHN A. BOMMhardt.