J. L. PETTERSON.

Fire-Escape.

No. 219,511. Patented Sept. 9, 1879.

Fig. 2.

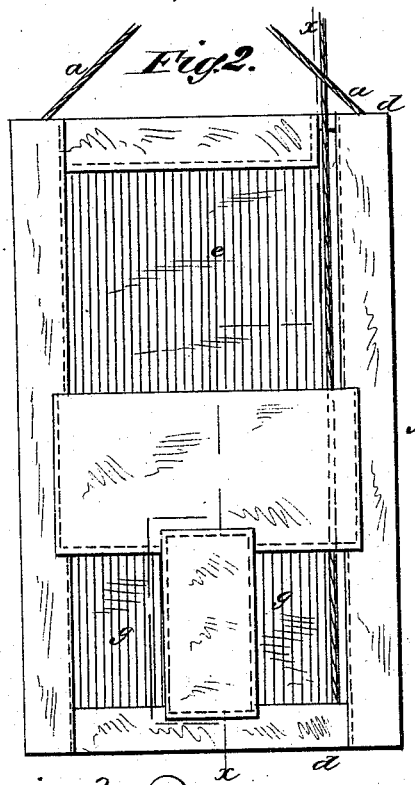


Fig. 1.

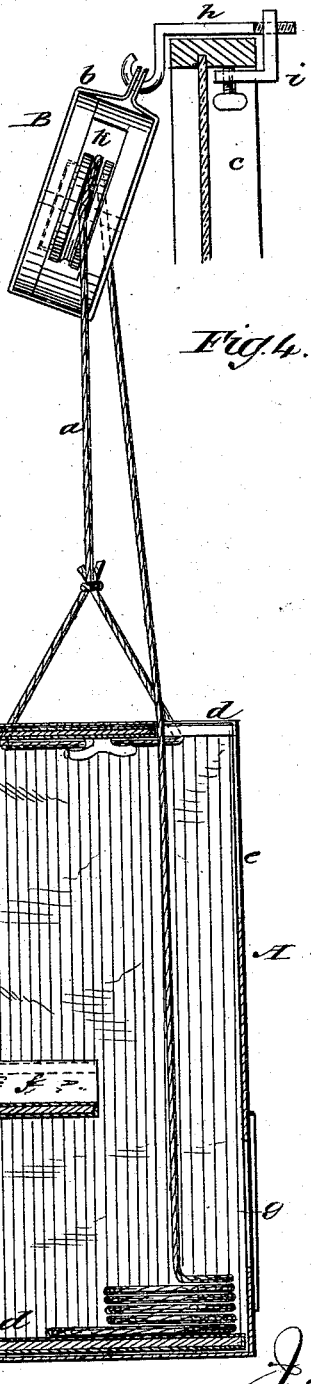


Fig. 4.

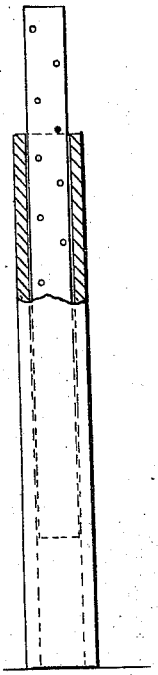
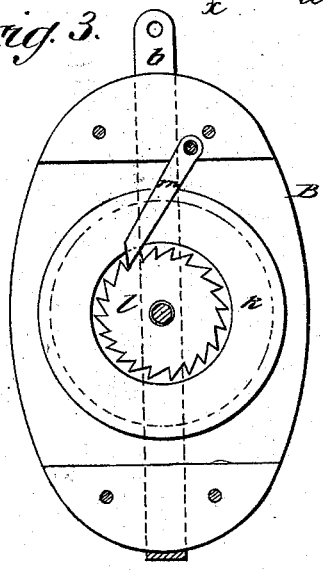


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN L. PETTERSON, OF BROOKLYN, NEW YORK.

IMPROVEMENT IN FIRE-ESCAPES.

Specification forming part of Letters Patent No. **219,511**, dated September 9, 1879; application filed May 28, 1879.

To all whom it may concern:

Be it known that I, JOHN L. PETTERSON, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Fire-Escape, of which the following is a specification.

The object of my invention is to furnish a portable fire-escape which can be readily fitted for use, easily manipulated, and is especially adapted for carrying sick persons.

The invention consists in a car inclosed on all sides by canvas, having top and bottom frames, entrance-openings, and foot-openings, as hereinafter described.

Figure 1 is a sectional side elevation of the apparatus as applied in use. Fig. 2 is a front elevation of the car. Fig. 3 is a side view of the pulley-block with the side piece removed.

Similar letters of reference indicate corresponding parts.

A is the car, suspended by the rope *a* from the pulley-block B, that is clamped to the sash *c*. The car A will be of a size adapted for receiving two or more persons, and is made of canvas or similar material attached to top and bottom wooden boards or frames *d d*, so that the car is inclosed on all sides. In the side next to the building there is an opening, *e*, in the canvas for ingress and egress, and within the car a seat, *f*, is fitted. There are two small openings, *g g*, beneath the opening *e*, which give opportunity for persons sitting to use their feet in keeping the car clear of projections on the building.

The block B is hung at the end of a clamping-bar, *h*, which is bent in a form to fit over the top of an upper sash, and the bar *h* is provided at its inner side with a set-screw, *i*, adapted for taking beneath the top rail of the sash, so that when the clamp is applied and the screw turned the parts are securely held.

The block is hung by the eye of its strap *b*, which eye is placed at one side of the center, so that the block will be held off from the window.

The rope *a* passes through a slot in the top of the car, so as to be held within the car; or it may be hung to the ground and be operated therefrom.

In the form shown the car A is especially adapted for sick or infirm persons, as they will be protected from falling, and the car is capable of sustaining great weight, and when not in use may be folded into a small compass, so that the whole apparatus occupies but little space when stowed away, and can be readily and quickly placed in position for use.

The fire-escape apparatus described is simple, having no complicated parts requiring skill to apply or operate them. It is durable and not likely to get out of order, and inexpensive.

In Fig. 4 I have shown a bar adapted for use to sustain the upper sash of a window when the fire-escape is attached. The same is made adjustable in length, for fitting any window to which it is applied.

I am aware that ratchets and detents employed in hoisting-blocks, as well as window-props of different construction, are not new for the same or analogous uses; but

What I claim is—

The car A, inclosed on all sides by canvas, having the top and bottom frames *d d*, the entrance-opening *e*, and the foot-openings *g g*, substantially as shown and described.

JOHN L. PETTERSON.

Witnesses:
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