

(No Model.)

J. P. CURRY.

FIRE ESCAPE.

No. 264,404.

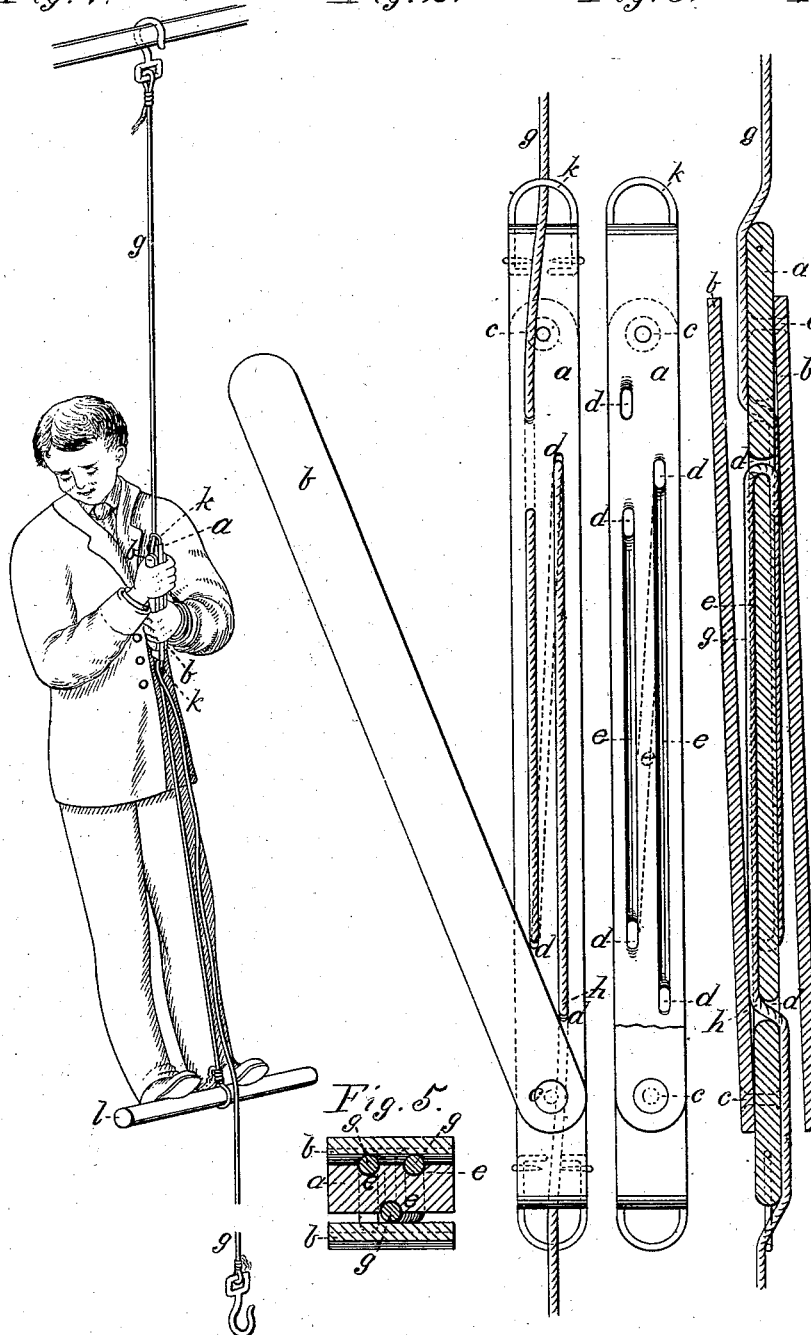
Patented Sept. 12, 1882.

Fig. 1.

Fig. 2.

Fig. 3.

Fig. 4.



WITNESSES

*Villette Anderson*  
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# UNITED STATES PATENT OFFICE.

JOSEPH P. CURRY, OF VINCENNES, INDIANA, ASSIGNOR OF ONE-HALF TO  
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## FIRE-ESCAPE.

SPECIFICATION forming part of Letters Patent No. 264,404, dated September 12, 1882.

Application filed May 20, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH P. CURRY, a citizen of the United States, and a resident of Vincennes, in the county of Knox and State of Indiana, have invented a new and valuable Improvement in Fire-Escapes; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of this invention in perspective. Fig. 2 is a side view with one clamp drawn aside to show the position of the rope. Fig. 3 is a side view of the longitudinal block without the rope. Fig. 4 is a section of the block taken through one of the lengthwise grooves. Fig. 5 is a cross-section of block, clamps, and rope.

The object of this invention is to provide a friction-slide and clamping device which will serve, in connection with an escape-rope, to enable the person descending to govern the speed of descent or to stop at any point.

The invention consists in the construction and novel arrangement of the perforated and laterally-grooved friction-block and the side clamps pivoted thereto, all as hereinafter set forth.

In the accompanying drawings, the letter *a* designates a longitudinal block, and *b b* indicate lateral clamp-pieces which are pivoted thereto, said block being between the clamp-pieces, and with them forming an article easily grasped by the hands in such a manner as to press the clamping-pieces toward the side faces of the block *a*. Each clamping-piece *b* is pivoted by one end *c* to an end of the block, its other end being free, so that it can be turned away from the body of the block, thereby affording easy access to its bearings.

The friction-block *a* is provided near each end, within the bearing range of the clamping-pieces, with perforations *d*, which are connected in pairs lengthwise by grooves *e*, which extend longitudinally in the faces of the friction-block, as indicated in the drawings. The depth of these grooves is somewhat less than the diameter of the escape-rope *g*, the coils and bends

of which lie therein when it has been rove through the perforations *d*. The clamping-pieces *b*, having been adjusted in line with the side faces of the friction-block, are in position to bear against the exposed portions of the rope in the grooves, and especially on the shorter bends *h*, which are arranged close to the pivoted ends of the clamping-pieces, in a position where great leverage can be exerted.

At each end of the friction-block a strong loop, *k*, is provided, which serves as an end guide for the block, and at the lower end for the attachment of a support or bight, *l*, for the person descending. In the descent the friction device is grasped by the hands, and by exerting more or less pressure on the clamping devices greater or less friction is produced on the rope as the block slides along the involved coils and bends, and the speed of descent is therefore easily governed; and the leverage near the pivotal points is so powerful that a complete stoppage can be effected at any time. The rope employed should be provided with end hooks, so that it can be readily attached when needed.

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

1. The fire-escape friction-slide and clamping device, consisting of the intermediate perforated and laterally-grooved friction-block, *a*, the side clamping-pieces, *b*, pivoted thereto, and the end attachments, *k*, substantially as specified.

2. In a fire-escape, the combination, with the perforated and laterally-grooved friction-block *a* and its pivoted lateral clamping-pieces *b*, of the escape-rope rove through the perforations of the block in coils and bends, which project a little from the grooves of the block for engagement with the clamping-pieces, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOS. P. CURRY.

Witnesses:

GEO. G. RAMSDELL,  
W. T. BRANSTOUP.