

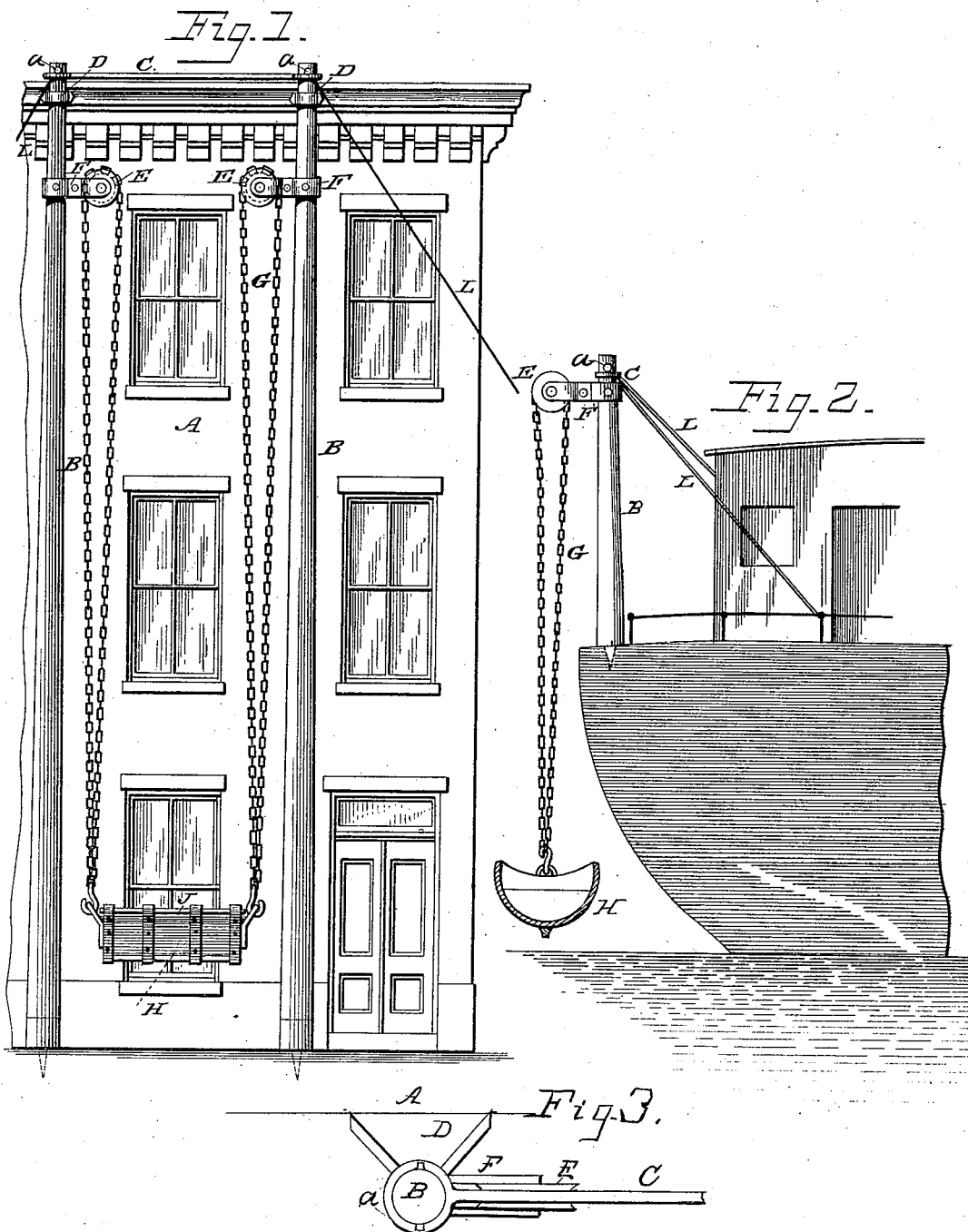
(No Model.)

T. D. McKINZIE.

FIRE ESCAPE.

No. 306,848.

Patented Oct. 21, 1884.



WITNESSES:
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UNITED STATES PATENT OFFICE.

THOMAS DUNCAN MCKINZIE, OF COLORADO, TEXAS.

FIRE-ESCAPE.

SPECIFICATION forming part of Letters Patent No. 306,848, dated October 21, 1884.

Application filed March 6, 1884. (No model.)

To all whom it may concern:

Be it known that I, THOMAS DUNCAN MCKINZIE, a citizen of the United States, residing at Colorado, in the county of Mitchell and State of Texas, have invented certain new and useful Improvements in Fire-Escapes, of which the following is a description.

This invention relates to that class of fire-escapes designed to save life from burning houses or ships; and its object is to provide means whereby a boat or car may be lowered from the side of a vessel, or a car may be raised or lowered to and from the windows of a house.

To this end the invention consists in the construction and combination of parts hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a front elevation of a portion of a house, showing my invention; and Fig. 2 is a side elevation of a portion of a vessel, showing a fire-escape in the form of a life-boat with my invention attached. Fig. 3 is a detail plan view of one mast and a part of its attachment.

A represents a house upon which my invention is to be used.

B B are two poles or masts of any length which can be conveniently handled. These masts are provided with a spike each at the bottom to prevent their slipping on the ground or on the deck of a vessel.

C is a stay-rod, having eyes formed in its ends to receive the upper ends of the masts. When placed upon the masts, this rod is secured by pins *a*, stuck into the masts over A.

D represents an arm or brace secured to each mast, and having two pointed ends to stick against the house or ship's side when the masts are leaned against them.

E represents a pulley mounted on an arm, F, on each mast.

G is an endless chain hung over the pulley E.

H is a car or boat to the ends of which two chains, G, are attached.

In operation the masts are placed leaning against the burning building, with the chains ready placed on the pulleys. Then the car is

attached to the chains by hooks or other suitable means, and by pulling on one half of each chain the other half will be drawn up over the pulley, thereby elevating the car to the story of the house where it is wanted. When the persons in danger are taken aboard, the car is lowered in a similar manner. The car is made of inconsumable material—such as galvanized iron—and provided with side rails, J, by which it may be handled or to which the occupants may cling. In case the device is to be used on shipboard, if the ship be on the coast, so that long masts may rest on the bottom, the masts B will be used as before described, but the car being already aboard the ship, it has only to be lowered to and from a boat alongside to take off the passengers. In case the ship is at sea, the two masts will be quite short—say ten feet each—and their tops may lean against the standing rigging or be stayed by guys L while the masts stand on the deck of the ship. The guys L will be used in elevating long poles or masts against the side of a house to keep them from toppling over sideways; but they are not needed after the masts are set, for the sharp-pointed braces engage the wall of the house and hold them.

What I claim as my invention, and wish to secure by Letters Patent, is—

1. The combination, with two independent masts, B, a double-pointed brace, D, an arm, F, and a pulley, E, attached to each mast, of a stay-rod, C, having two eyes to fit removably upon the tops of the said masts, substantially as and for the purpose specified.

2. The combination, with two masts, B, and the stay-rod C, having two eyes to engage the said masts, and pulleys E, journaled on the masts, of two endless chains, G, a car, H, and means for attaching the same to each of said chains, substantially as and for the purpose specified.

THOMAS DUNCAN MCKINZIE.

Witnesses:

WILLIAM M. DUNN,
DENNIS MALONEY.