

(No Model.)

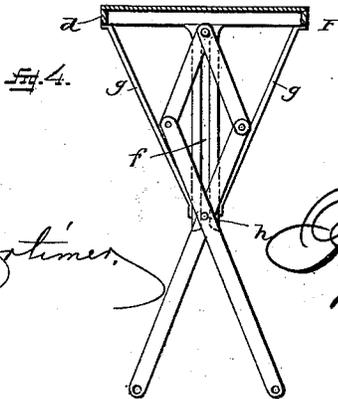
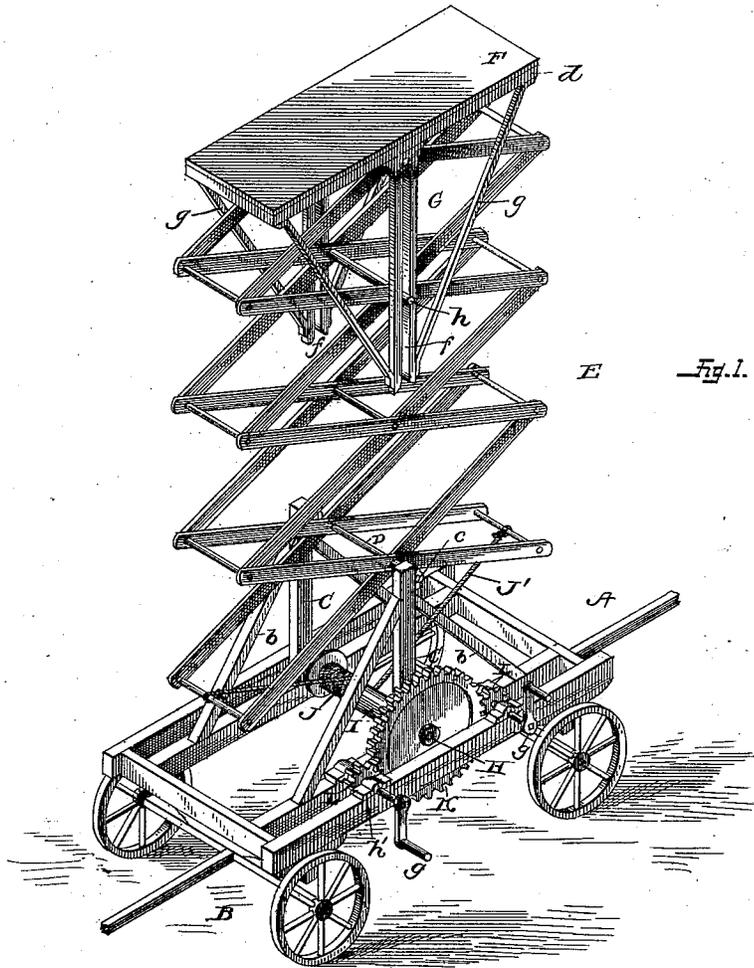
2 Sheets—Sheet 1.

P. G. PARIS.

FIRE ESCAPE.

No. 358,293.

Patented Feb. 22, 1887.



Witnesses:
N. N. Mortimer,
J. H. Mays.

Inventor:
Paul G. Paris,
 By his Attorney:
J. R. Littell,

(No Model.)

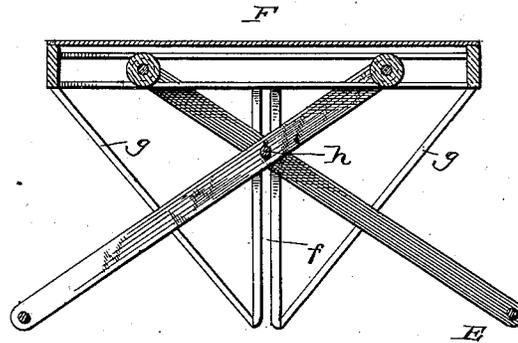
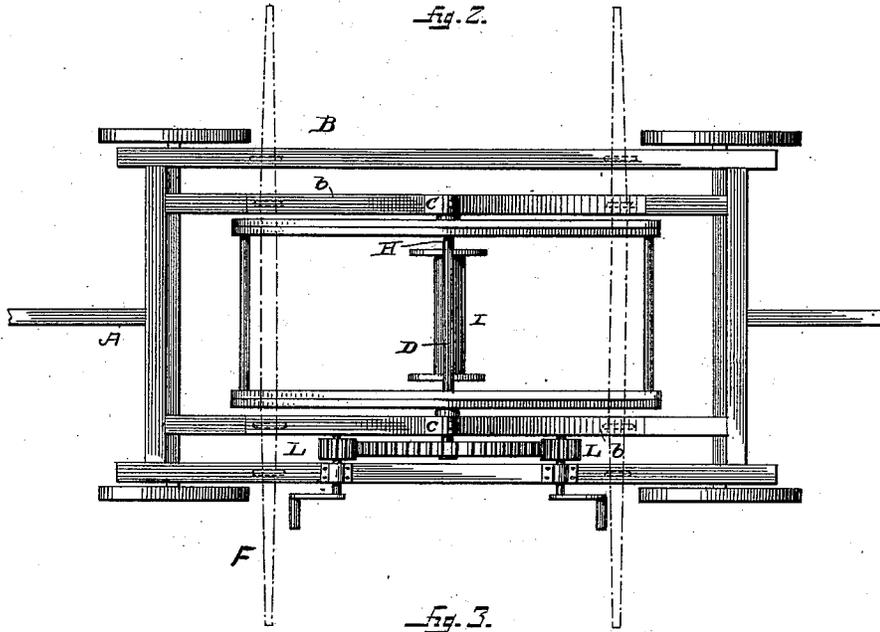
2 Sheets—Sheet 2.

P. G. PARIS.

FIRE ESCAPE.

No. 358,293.

Patented Feb. 22, 1887.



Witnesses:
W. H. Mortimer
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UNITED STATES PATENT OFFICE.

PAUL G. PARIS, OF COLUMBIA, SOUTH CAROLINA, ASSIGNOR TO HIMSELF,
PHILIP MOTZ, AND J. P. MEEHAN, ALL OF SAME PLACE.

FIRE-ESCAPE.

SPECIFICATION forming part of Letters Patent No. 358,293, dated February 22, 1887.

Application filed February 15, 1886. Serial No. 191,972. (No model.)

To all whom it may concern:

Be it known that I, PAUL G. PARIS, a citizen of the United States, residing at Columbia, in the county of Richland and State of South Carolina, have invented certain new and useful Improvements in Fire-Escapes; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to fire-escapes, and more particularly to that class known as "lazy-tongs;" and the object of the invention is to provide improved means for raising and lowering the tongs, and to provide the lazy-tongs with a platform and improved means for mounting the same.

With these ends in view the invention consists in the improved construction and combinations of parts, hereinafter fully described, and pointed out in the claim.

In the drawings, Figure 1 is a perspective view of a fire-escape embodying my invention. Fig. 2 is a plan view with the top or platform removed, and Fig. 3 is a detail longitudinal vertical section illustrating a modification. Fig. 4 is a vertical transverse section through the platform shown in Fig. 1.

Corresponding parts in the several figures are denoted by the same letters of reference.

Referring to the drawings, A represents a rectangular frame, designed to rest upon a truck, B, and from which frame extend uprights or standards C, which are braced by the beams *b*. Between the upper ends of the uprights or standards C is journaled a shaft, D, having bearing in boxes *c*, secured to the upper ends of the uprights or standards.

Journaled upon the shaft D near their lower ends are the lazy-tongs E, which are of the usual construction.

At the upper ends of the lazy-tongs E is mounted a platform, F, having downwardly-extending side rails, *d*, from which side rails extend downwardly midway the ends thereof arms G, which are provided with vertical slots *f*; or, if desired, the slot may be formed by constructing the arms of two separate pieces. Connecting the lower ends of the arms

with the top or platform are braces *g*. The shafts of two of the sections are extended, as shown at *h*, and fit in the slots of the arms G, thus guiding the platform when the lazy-tongs are raised, and as the extended shafts fit in the slots of the arms near the upper and lower ends thereof, all possibility of the platform tilting is obviated.

H represents a shaft, which is journaled between the uprights or standards C near their lower ends, and which carries a winding-drum, I.

J J' represent ropes or chains secured to the winding-drum I on opposite points of the same, and secured at their other ends to the lower ends of the lazy-tongs. It will thus be seen that when said drum is turned to wind the ropes or chains upon it the lower ends of the lazy-tongs will be drawn toward each other and the platform raised.

To facilitate winding and make the operation of raising the tongs easy, I have mounted on the shaft H a gear-wheel, K, meshing with which are cog-wheels L, which are located on opposite sides of the gear-wheel, and are mounted upon short shafts having crank-handles *g*, and journaled in boxes *h'*, secured upon the upper sides of the frame A.

F' represents handles or levers by which the truck may be tilted to throw the tongs to or from a building.

It will be understood that the platform will be lowered by the weight it supports, and that the speed of its descent will be controlled by the attendants at the cog-wheels K.

In Fig. 3 I have shown a modification in which the upper ends of the lazy-tongs carry rollers which travel upon tracks secured to and depending from the under side of the platform.

I am aware that fire-escapes of this class have heretofore been provided with raising and lowering mechanism mounted on the supporting-frame and embodying a drum, connecting-ropes, and operating-gears, and also that platforms have been secured at the tops of the lazy-tongs and adapted to be carried thereby; but my invention consists in the improved construction and arrangement of

parts, and in the relative arrangement of the platform and engaging parts, as set forth in my claim.

Having thus described my invention, what I claim is—

As an improvement in fire-escapes, the combination, with a supporting-frame carrying a drum and means for operating the same, and lazy-tongs mounted upon said frame and having ropes extending from their lowermost rungs to the drum, of the platform embodying the side rails, *d*, from which extend the arms *G*, provided with vertical slots *f*, and the con-

verging brace *g*, the two topmost shafts of the lazy-tong sections being extended at *h*, to engage, respectively, the top ends of the arms *G* and the slots therein, whereby the platform is braced at the upper and lower ends of the guide-arms to prevent tilting, substantially as set forth.

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

PAUL G. PARIS.

Witnesses:

JOHN H. PEARSON,
JOS. W. MULLER.