Feb. 21, 1933. C. M. WICKSTRUM 1,898,109

CASKET CARRIAGE

Filed Dec. 23, 1930 3 Sheets-Sheet 1

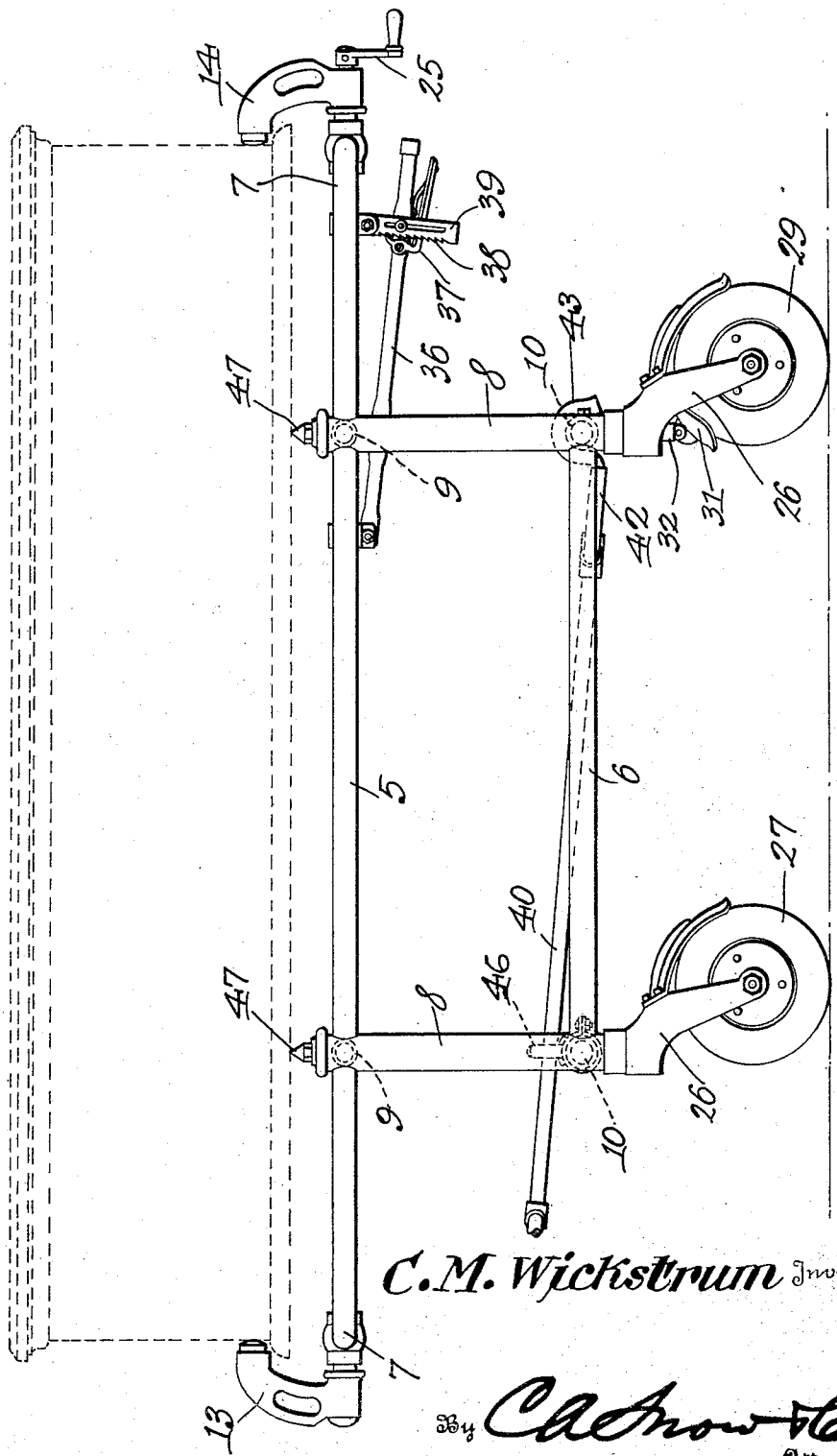


Fig. 1.

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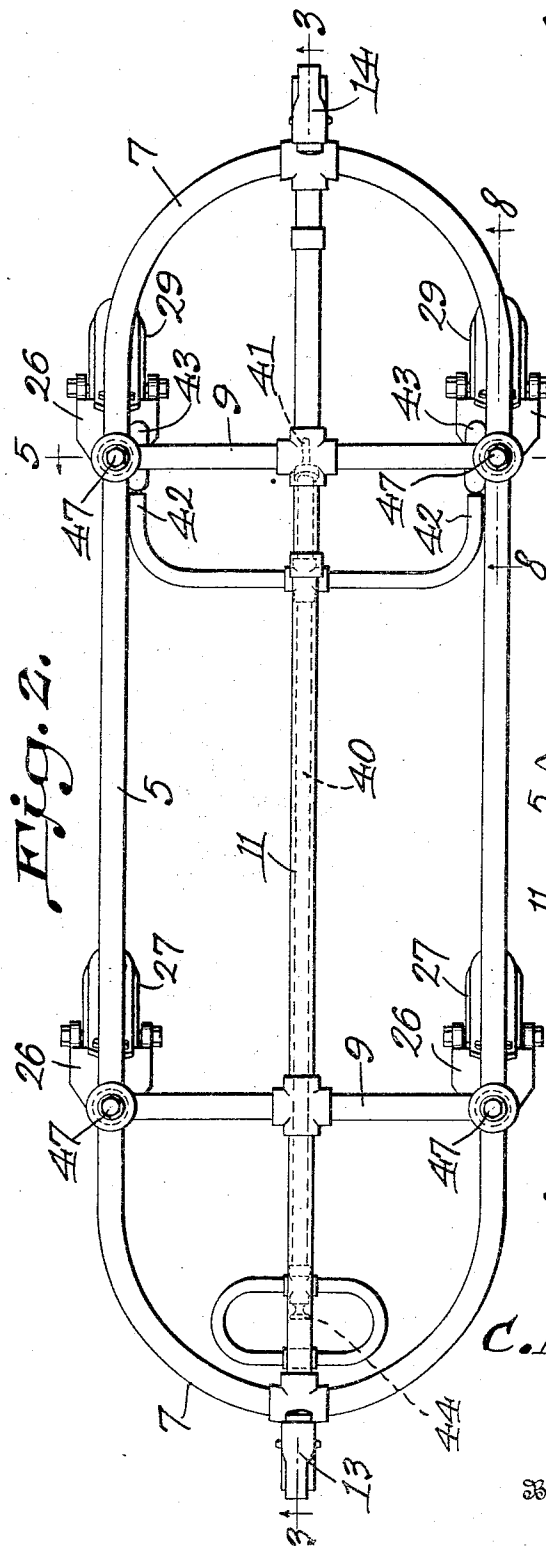


Fig. 2.

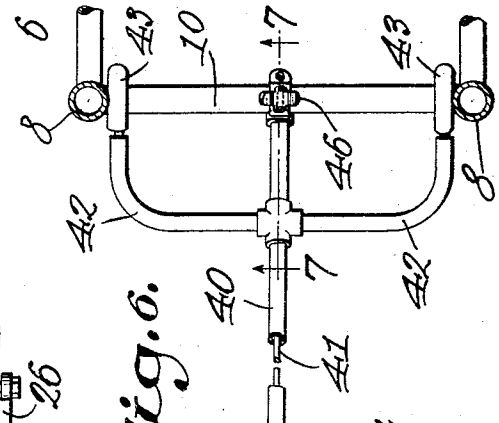


Fig. 6.

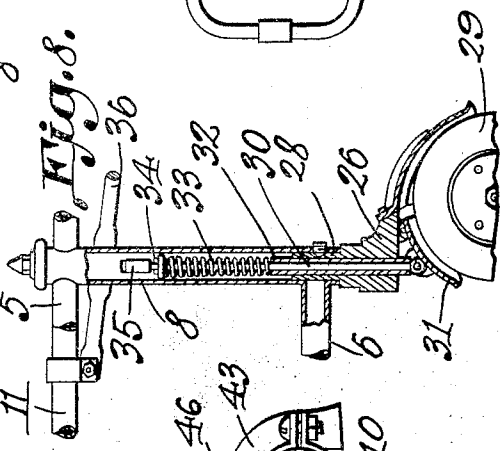


Fig. 8.

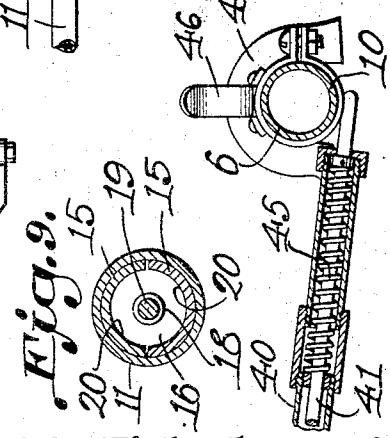


Fig. 7.

Fig. 9.

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CASKET CARRIAGE

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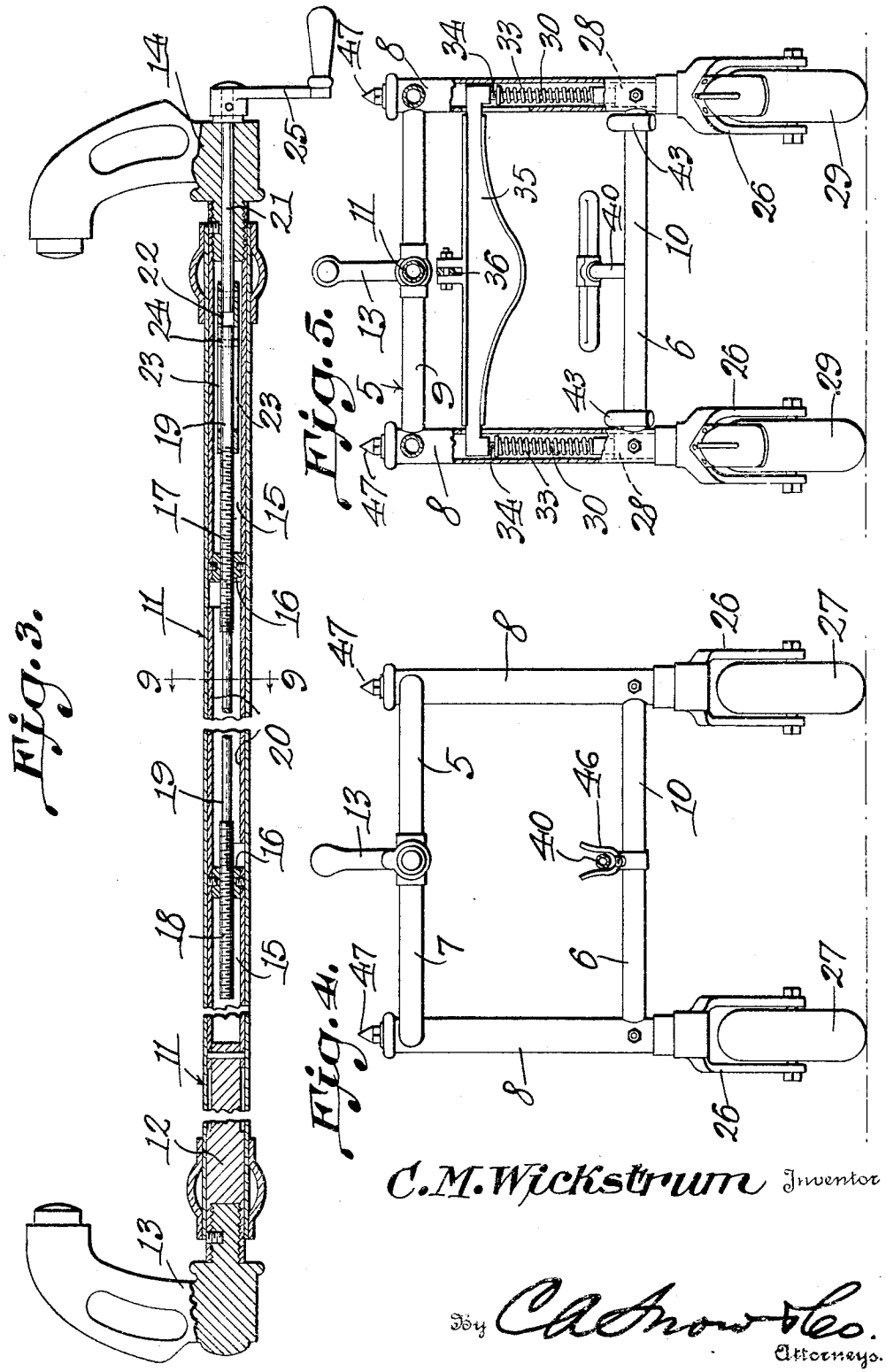


Fig. 3.

Fig. 5.

Fig. 4.

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Patented Feb. 21, 1933 1,898,109

UNITED STATES PATENT OFFICE

CECIL M. WICKSTRUM, OF OMAHA, NEBRASKA

CASKET CARRIAGE

Application filed December 23, 1930. Serial No. 504,378.

This invention relates to a pallbearer's casket carriage, the primary object of the invention being to provide a carriage for supporting and carrying a casket, to relieve the pallbearers of the weight of the casket, when the casket is being transferred from the hearse to the grave, or from the altar to the hearse, at the church.

Another object of the invention is to provide a device of this character having a floating clamping member for clamping the casket supported on the device, to hold the casket against displacement, when the carriage is being moved over irregular surfaces.

Another object of the invention is to provide a device of this character having a floating casket clamp for clamping a casket to the carriage, the construction of the clamp being such as to automatically adjust itself to the casket, should the casket be loaded off center, longitudinally of the carriage.

A still further object of the invention is to provide a braking means for holding the carriage against movement while a casket is being loaded, said braking means being operable to retard movement of the carriage, when the carriage is being moved down grade.

With the foregoing and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed, without departing from the spirit of the invention.

Referring to the drawings:

Figure 1 is a side elevational view of a casket carriage constructed in accordance with the invention, and illustrating a casket supported thereon.

Figure 2 is a plan view of the carriage.

Figure 3 is a sectional view taken on line 3—3 of Figure 2.

Figure 4 is a front end elevational view.

Figure 5 is a sectional view taken on line 5—5 of Figure 2.

Figure 6 is a view illustrating the front portion of the carriage, and showing the removable handle as positioned to pull the carriage.

Figure 7 is a sectional view taken on line 7—7 of Figure 6.

Figure 8 is a sectional view taken on line 8—8 of Figure 2.

Figure 9 is a sectional view taken on line 9—9 of Figure 3.

Referring to the drawings in detail, the carriage comprises a frame embodying an upper section 5 and a lower section 6, the upper section having curved ends 7 constructed in such a way that the ends extend appreciable distances beyond the ends of the lower section, to support a casket. The sections 5 and 6 are held in spaced relation with each other by means of the posts 8 that are connected at their upper ends by means of the horizontal pipe sections 9. The lower ends of the posts 8 are connected by means of the horizontal pipe sections 10.

Disposed intermediate the sides of the upper section 5, and extending longitudinally thereof, is a pipe section 11 which has open ends to receive the tubular clamp support that comprises adjustable tubular sections 15. The clamp that clamps the casket to the frame, comprises clamping arms 13 and 14 respectively, the clamping arm 14 being secured in the outer end of one of the tubular members 15, while the arm 13 is secured in a bore formed in one end of the bar 12. This bar 12 is secured in one end of the opposite tubular section 15. As clearly shown by the drawings, these tubular sections 15 closely fit within the tubular clamp support and are provided with nuts 16 that are secured within the tubular sections 15, the nuts being formed with oppositely disposed threads to receive the oppositely threaded portions 17 and 18 respectively of the rod 19.

Each tubular member 15 is cut away throughout substantially one-half of its diameter, providing extensions 20 that cooperate in providing a housing for the central portion of the rod 19, the construction permitting of sliding movement of the tubular sections 15 with respect to each other.

The reference character 21 designates the operating rod which is secured to the sleeve

22, formed with elongated slots 23 disposed in opposite sides thereof, which slots accommodate the pin 24, that connects the sleeve 22 with the rod 19. Thus it will be seen that as the rod 19 is rotated, the clamping arms 13 and 14 will be moved towards or away from each other, to clamp or disengage a casket supported thereon. The operation of the rod 21 is accomplished by the crank handle 25.

From the foregoing it will be obvious that due to this construction, the entire clamping mechanism will be freely slidable in the longitudinal tubular member 11 and the clamping arms 14 will automatically adjust themselves to engage the casket when the handle 25 is rotated, should the casket be loaded off center, longitudinally of the carriage, thereby eliminating the necessity of positioning the casket in any particular manner, to insure the operation of the clamp.

The lower ends of the posts 8 are open, to receive the shanks of the forks 26, in which the wheels 27 are mounted, the shank at the front end of the carriage being free to rotate within the posts 8, to guide the carriage.

The shanks 28 of the forks in which the rear wheels 29 are mounted, are hollow to receive the rods 30 which have pivotal connection with the brake shoes 31, the rods being held in the tubular guides 32. Mounted on the rods 30, are springs 33 that have their lower ends engaging the upper ends of the guides 32, while the opposite ends of the springs 33 engage the pins 34 that extend through the rods 30. Connected with the rods 30, are bars 35 that are adapted to move downwardly to operate the brake shoes 31 and force them into engagement with the wheels 29.

An operating lever 36 connects with the bar 35, and extends to a point near the rear of the carriage, where it may be operated to move the rods 30 and brake shoes connected therewith. A pawl 37 is mounted on the operating lever, and engages the teeth 38 of the bar 39, to hold the operating lever in its positions of adjustment. Thus it will be obvious that the rear wheels of the carriage may be securely held against movement, eliminating any possibility of the carriage moving, while a casket is being loaded thereon.

The reference character 40 designates a removable handle which is hollow and accommodates a rod 41 that is shown as extending therethrough, the rod 41 having its forward end extended beyond the forward end of the handle 40, so that it may be positioned to engage under the cross bar or pipe section 10, at the rear of the carriage, the forward end of the removable handle, resting on the front cross bar or pipe 10.

Forming a part of the movable handle 40, are laterally extended arms 42 that have forwardly extended end portions formed into hooks 43, adapted to hook over the rear cross bar or pipe section 10, when the handle is not in use. When the handle is to be placed in use, the hook portions 43 thereof are positioned over the front cross bar or pipe section 10.

At one end of the rod 41, is a finger piece 44 that may be grasped by the fingers of the operator, to move the rod 41 against the action of the coiled spring 45, which is shown as surrounding the rod 41, to release the handle. It might be further stated that when the handle 40 is not in use, it is held within the clamp 46 that is secured to the front cross bar or pipe section 10.

The wheels 27 and 29 are supplied with pneumatic tires having wide treads, so that the wheels will not sink into the ground surface, should the carriage be moved over the ground surface when the ground surface is soft.

Spurs 47 extend upwardly from the carriage and are adapted to engage the bottom of the casket, to hold the casket against movement, while the clamp is being applied. After a casket has been placed on the carriage, the clamp is applied, securing the casket in position. The pallbearers may now pull the carriage over the ground surface, by exerting a pull on the handles of the casket.

I claim:

1. A casket carriage comprising a wheel supported frame, a tubular member extending throughout the length of the frame and disposed intermediate the side edges thereof, inner tubular members movable within the first mentioned tubular member, a rod extending into the inner tubular members, and having oppositely disposed threads, means carried by the inner tubular members and engaged by the oppositely threaded portions of the rod to move the inner tubular members within the first mentioned tubular member, clamping arms mounted on the outer ends of the inner tubular members, and means for operating the rod.

2. A casket carriage comprising a wheel supported frame, a main tubular member forming a part of the frame, inner members movable in the same direction longitudinally of the main tubular member, a rod extending into the inner members, means for transmitting movement of the rod to the inner tubular members to simultaneously slide the inner tubular members longitudinally of the main tubular member in opposite directions, and clamping arms extending from the inner tubular members to clamp articles therebetween.

3. A casket carriage comprising a frame, a hollow supporting member mounted on the frame, clamping members, said clamping members embodying telescoping sections extending into opposite ends of the hollow supporting member, means for connecting the

telescoping sections to move the telescoping sections simultaneously in one direction longitudinally of the hollow supporting member, said connecting means adapted to operate to adjust the telescoping sections towards and away from each other, and clamping arms carried by the telescoping sections.

4. A casket carriage comprising a frame, a tubular support extending longitudinally of the frame and arranged intermediate the side edges thereof, the clamping member comprising tubular sections extending into the ends of the tubular supporting member, nuts secured within the tubular sections, and having oppositely disposed threads, a rod extended through the nuts and having oppositely disposed threads to move the tubular sections towards and away from each other as the rod is rotated, said tubular sections adapted to move longitudinally of the tubular supporting member, in the same direction, and clamping members carried by the tubular section.

5. A casket carriage comprising a frame, means on the frame for engaging a casket and holding the casket against movement longitudinally of the frame, casket engaging arms, means for moving the casket engaging arms towards each other to clamp a casket, and means for mounting the arms and the moving means as a longitudinally slidable unit upon the frame.

6. A casket carriage comprising a frame, means on the frame for engaging a casket to hold the casket against movement longitudinally of the frame, casket engaging arms adjustably mounted on the frame, means for moving the arms towards and away from each other, and means for mounting the arms and the moving means as a unit for longitudinal sliding movement with respect to the frame and casket supported thereon.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

CECIL M. WICKSTRUM.