May 14, 1946. M. E. MILLER 2,400,312

CASKET RACK

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Fig. 1.

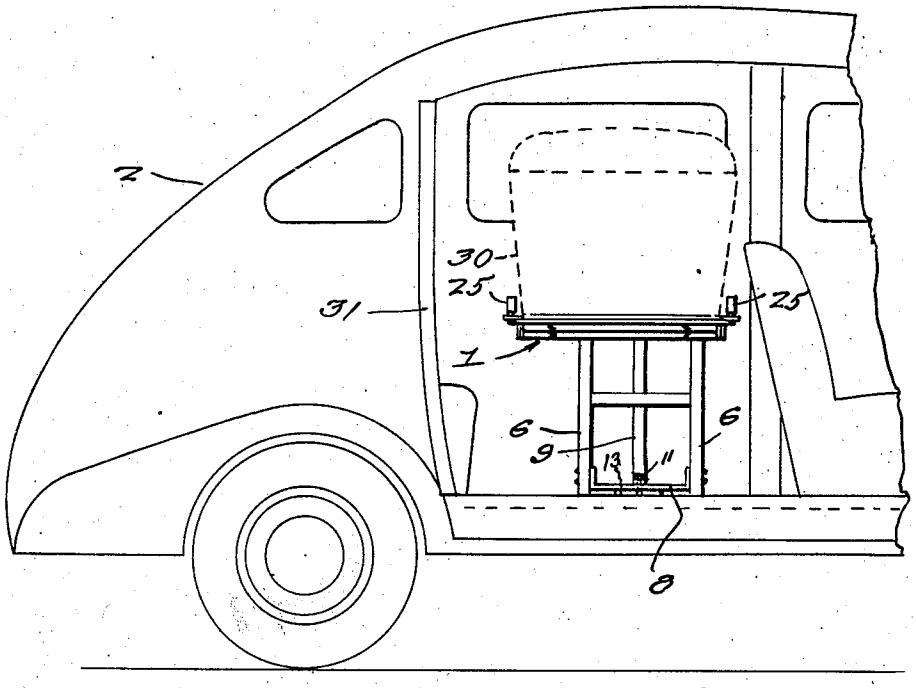


Fig. 5.

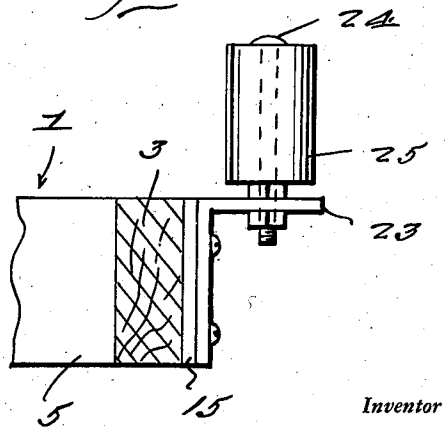
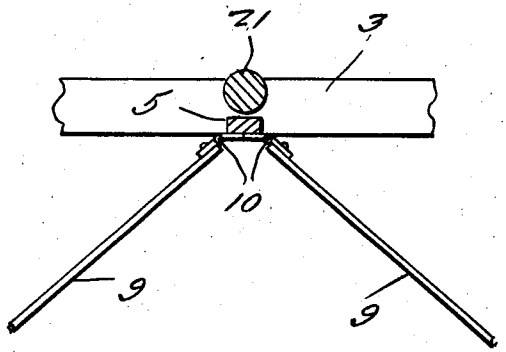


Fig. 6.



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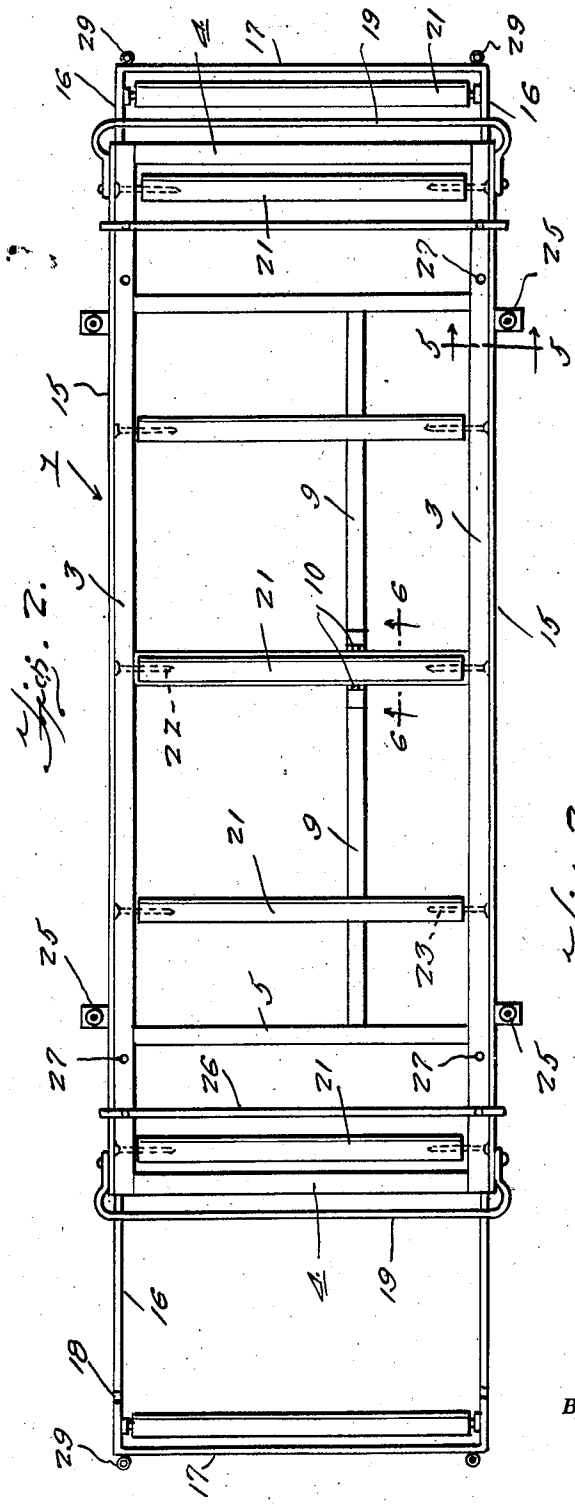


Fig. 2.

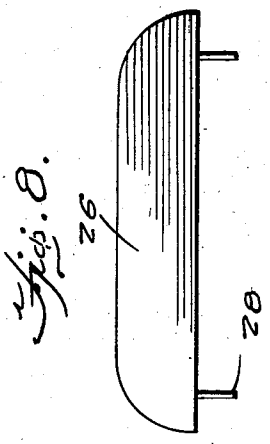


Fig. 8.

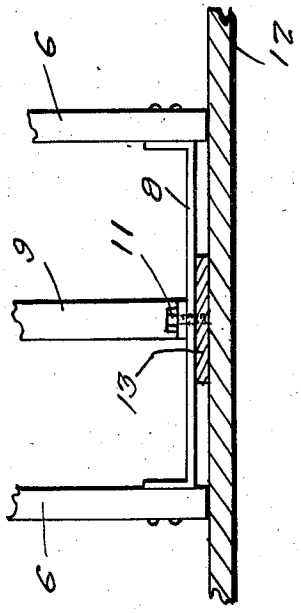


Fig. 7.

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CASKET RACK

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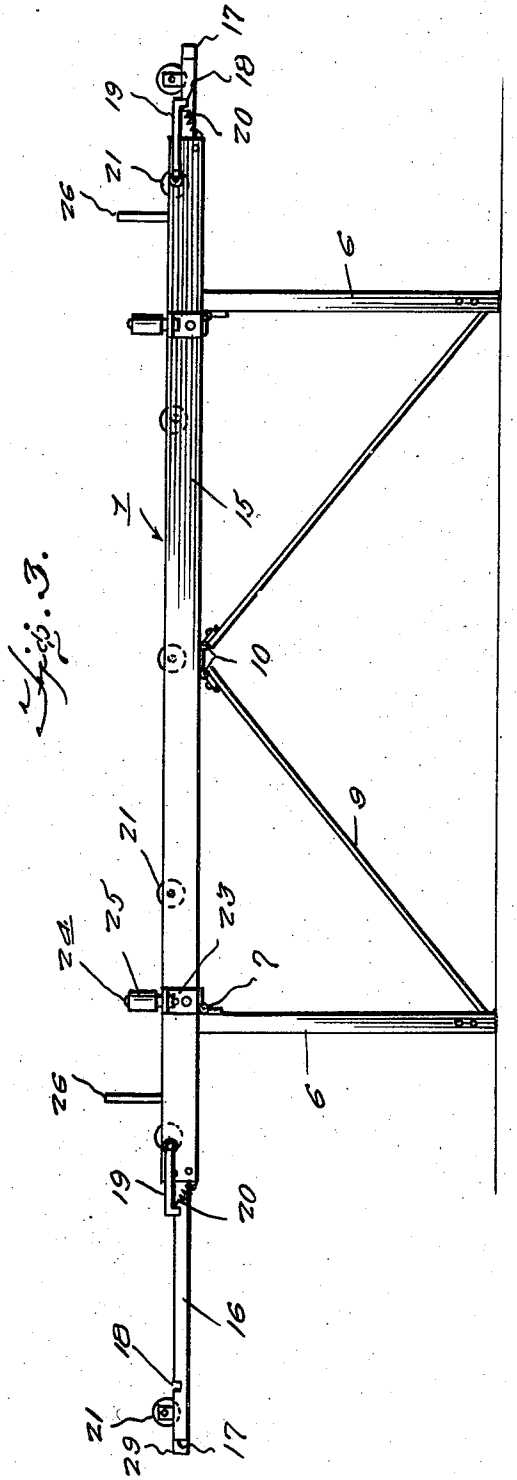


Fig. 3.

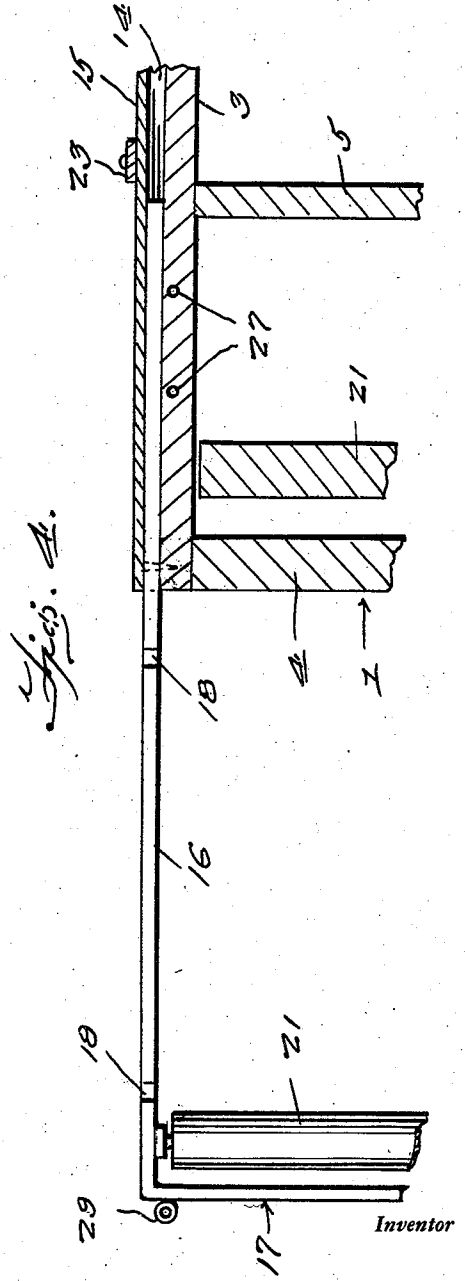


Fig. 4.

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UNITED STATES PATENT OFFICE

2,400,312

CASKET RACK

Mark E. Miller, Shelbyville, Ill.

Application September 11, 1943, Serial No. 502,016

2 Claims. (Cl. 214—84)

The present invention relates to new and useful improvements in casket racks for use particularly in the tonneaus of passenger automobiles, and has for its primary object to provide, in a manner as hereinafter set forth, novel means whereby infants' caskets may be conveniently placed in vehicles of this type and removed therefrom without the necessity of a person entering said vehicle.

Another very important object of the invention is to provide a rack of the aforementioned character which is adapted to be adjusted to accommodate caskets of different lengths.

Still another very important object of the invention is to provide a rack of the character described which will firmly and securely support the casket in transit.

Another important object of the invention is to provide an infant's casket rack which, when not in use, may be readily removed from the vehicle and folded in a manner to require a minimum of space.

Other objects of the invention are to provide an infant's casket rack which will be comparatively simple in construction, strong, durable, highly efficient and reliable in use, compact, and which may be manufactured at low cost.

All of the foregoing, and still further objects and advantages of the invention will become apparent from a study of the following specification, taken in connection with the accompanying drawings, wherein like characters of reference designate corresponding parts throughout the several views, and wherein:

Figure 1 is a view in end elevation of a casket rack constructed in accordance with the present invention, showing said rack in use in the tonneau of a passenger vehicle.

Figure 2 is a top plan view of the rack, showing one of the extensions in projected position.

Figure 3 is a view in side elevation of the device.

Figure 4 is a view in horizontal section through a corner portion of the device with the extension in projected or operative position.

Figure 5 is a cross-sectional view through one side portion of the frame, taken substantially on the line 5—5 of Figure 2.

Figure 6 is a longitudinal section through an intermediate portion of the frame, taken substantially on the line 6—6 of Figure 2.

Figure 7 is a fragmentary view in section through the floor board of the automobile, showing the means of releasably securing the device thereto.

Figure 8 is a detail view in elevation of one of the removable end stops.

Referring now to the drawings in detail, it will be seen that the embodiment of the invention which has been illustrated comprises an elongated frame which is designated generally by reference numeral 1, said frame being of wood, metal or other suitable material. In the embodiment shown, the frame 1 is principally of wood. The frame 1 may be of any desired dimensions so long as it can be expeditiously mounted in the tonneau of a conventional passenger automobile, as at 2.

The frame 1 includes side bars 3, end bars 4 and cross braces 5. Pairs of folding supporting legs 6 are hingedly mounted at 7 on the outer cross bars 5. Braces 8 (see Fig. 7) extend between the free end portions of the pairs of legs 6. Braces 9 are hingedly mounted at 10 on the intermediate cross bar 5. Plates 13 are fixed on the floor 12 of the automobile 2. The plates 13 are apertured to threadedly receive bolts 11 which are inserted in openings provided therefor in the members 9 and 8 for firmly securing the rack in open position and for anchoring same to the floor 12.

The end portions of the side members 3 of the frame 1 have formed in their outer sides longitudinal grooves or channels 14. Strips of wood 15 on the outer sides of the frame members 3 close the grooves 14 except at the outer ends thereof. The grooves 14 slidably receive the legs 16 of substantially U-shaped extensions 17 on the ends of the frame 1. The legs 16 of the extensions 17 have formed therein at spaced points notches 18. Substantially U-shaped latches 19 are pivotally mounted for swinging movement on the end portions of the frame 1 and are engageable in the notches 18 for releasably securing the extensions 17 in adjusted position. Springs 20 yieldingly secure the latches 19 in the notches 18.

Rollers 21 are journaled transversely at longitudinally spaced points in the frame 1 and in the outer end portions of the extensions 17. The rollers 21 which are in the frame 1 are journaled on spindles 22 in the form of countersunk screws in the frame members 3. Angular brackets 23 (see Fig. 5) are mounted at longitudinally spaced points on the side portions of the frame 1. Vertical spindles 24 are mounted on the brackets 23. Guide rollers 25 are journaled on the spindles 24.

Upstanding stops 26 are removably and adjustably mounted on the end portions of the

frame 1. Toward this end, the side members of the frame 1 have formed therein longitudinally spaced openings 27. Depending pins 28 on the stops 26 are engageable selectively in the openings 27. Eyes 29 are provided on the extensions 17 for receiving the pins 28 for mounting the stops 26 on said extensions if desired.

It is thought that the manner in which the device is used will be readily apparent from a consideration of the foregoing. Briefly, the rack is placed in the tonneau of the vehicle 2 and secured through the medium of the bolts 11. To mount a casket, as at 30, on the device, the door 31 on either side of the vehicle is opened and the extension 17 on that end of the frame 1 is pulled outwardly to projected or operative position. The casket 30 may now be readily mounted on the rack, said casket traveling on the rollers 21 between the upstanding guide rollers 25. The stops 26 are then mounted in position and the casket is ready to be transported. If desired, the extensions 17 may be permitted to remain in projected or partially projected position to accommodate different lengths of caskets. As hereinbefore stated, the stops 26 may be readily mounted on the extensions 17.

It is believed that the many advantages of a casket rack constructed in accordance with the present invention will be readily understood, and although a preferred embodiment of the device is as illustrated and described, it is to be understood that changes in the details of construction and in the combination and arrangement of parts may be resorted to which will fall within the scope of the invention as claimed.

What is claimed is:

1. A casket rack of the character described comprising an elongated frame including side and end members, said side members having longitudinal grooves in the outer sides of their end portions, substantially U-shaped extensions on the ends of the frame having their leg portions slidably engaged in the grooves, said leg portions of the extensions having spaced notches in the upper edges thereof, substantially U-shaped latches pivotally mounted for vertical swinging movement on the end portions of the frame and engageable in the notches for releasably securing the extensions against sliding movement, coil springs connected to the latches for yieldingly securing said latches in the notches, rollers journaled transversely in the frame and in the extensions, and supporting legs mounted beneath the frame.

2. In combination with a passenger automobile of the closed body type having a floor, front and rear seats and a rear side door opening between the seats, an elongated casket rack mounted on the floor of the automobile transversely of the body between the seats and removable endwise directly through said side door opening, said rack including a roller carrying frame having a pair of folding legs at each end hinged to swing longitudinally of the frame to unfolded position, braces rigidly connecting the lower ends of each pair of legs, further braces hinged to the intermediate portion of the frame and having their lower ends disposed to rest on the first-named braces when the legs are unfolded, plates secured to the floor of the automobile, and bolts passing through the braces and threaded into said plates to secure the legs in unfolded position and detachably fasten the rack to the floor.

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