

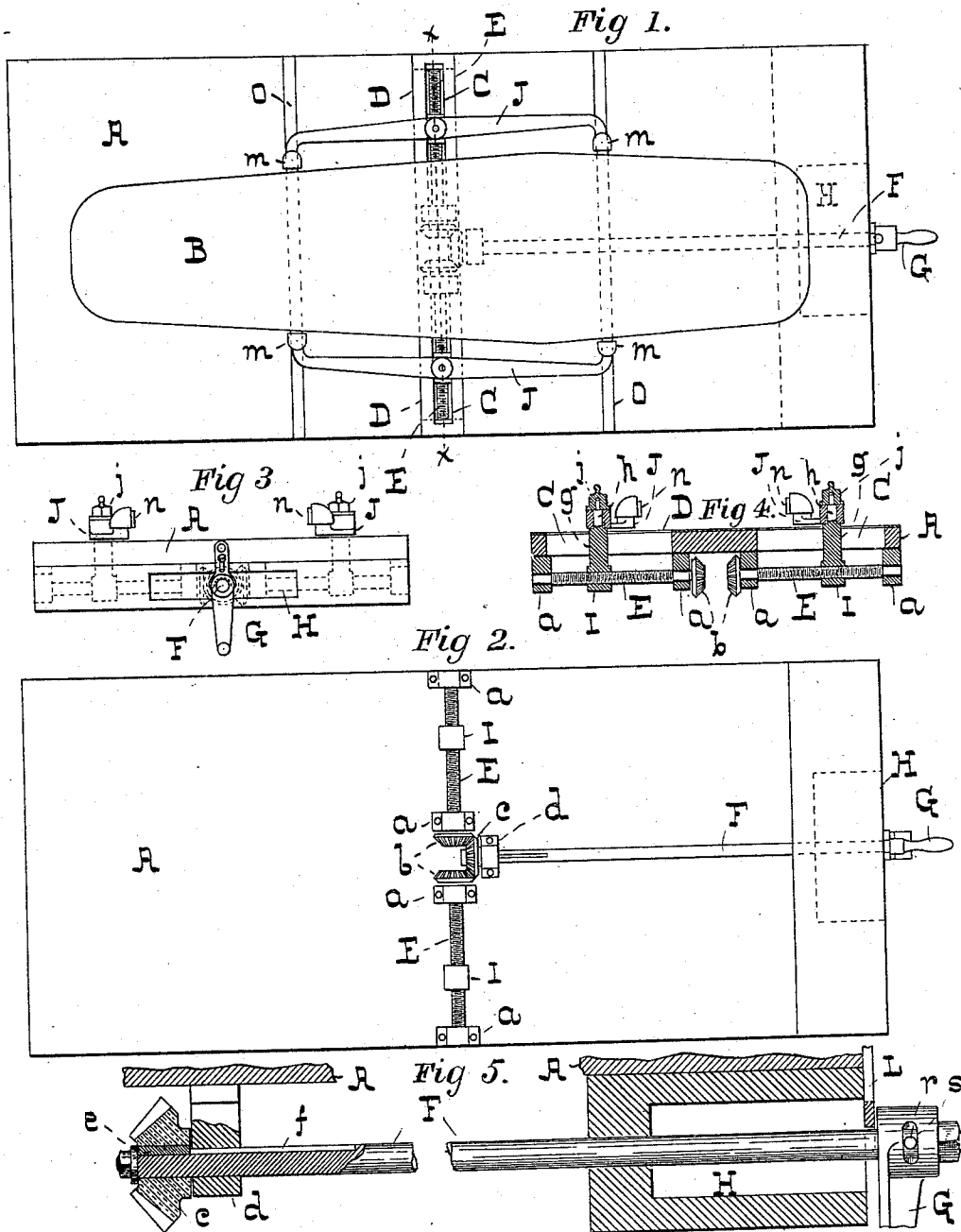
(No Model.)

2 Sheets—Sheet 1.

W. LEONHARDT.
CASKET CLAMP FOR HEARSESES.

No. 578,699.

Patented Mar. 9, 1897.



-WITNESSES-

David Fisher
Harry Constantine.

-INVENTOR-

William Leonard,
by G. H. T. Mead,
att.

(No Model.)

2 Sheets—Sheet 2.

W. LEONHARDT.
CASKET CLAMP FOR HEARSESES.

No. 578,699.

Patented Mar. 9, 1897.

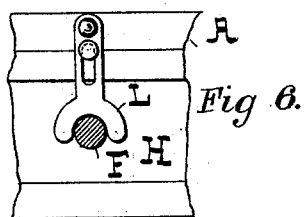


Fig. 6.

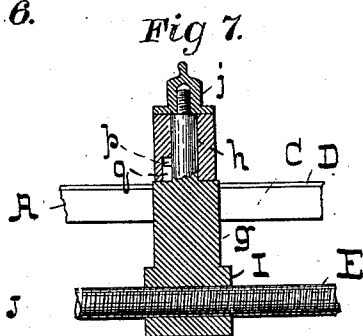


Fig. 7.

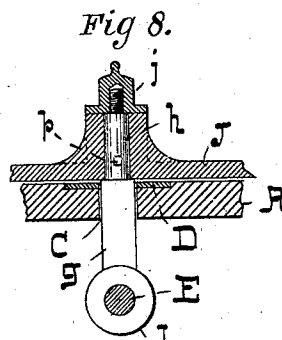


Fig. 8.

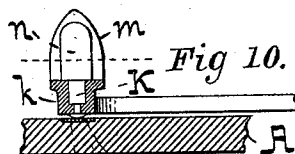


Fig. 10.

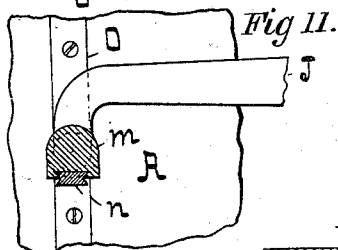


Fig. 11.

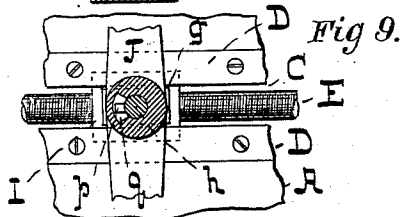


Fig. 9.

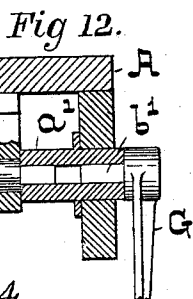


Fig. 12.

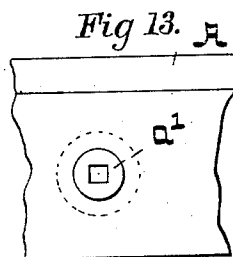


Fig. 13.

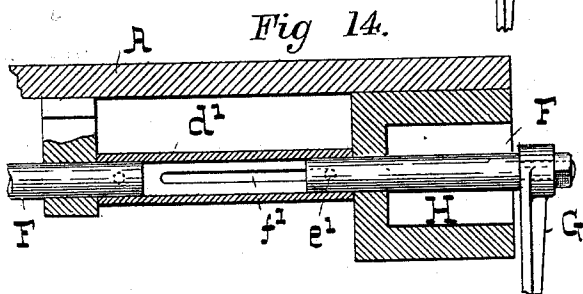


Fig. 14.

-WITNESSES-

Sam'l Fisher
Harry Constantine.

-INVENTOR-

William Leonardt,
by W. H. T. Mearns,
att'y.

UNITED STATES PATENT OFFICE.

WILLIAM LEONHARDT, OF BALTIMORE, MARYLAND, ASSIGNOR TO THE
LEONHARDT WAGON MANUFACTURING COMPANY, OF SAME PLACE.

CASKET-CLAMP FOR HEARSE.

SPECIFICATION forming part of Letters Patent No. 578,699, dated March 9, 1897.

Application filed June 29, 1896. Serial No. 597,336. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM LEONHARDT, of the city of Baltimore, and State of Maryland, have invented certain Improvements in Casket-Clamps for Hearses, of which the following is a specification.

In the description of the said invention which follows reference is made to the accompanying drawings, forming a part hereof, and in which—

Figure 1 is a plan of the platform or floor of a hearse with a casket thereon, together with the improved clamp for securing the casket. Fig. 2 is an under side view of Fig. 1. Fig. 3 is an end view as seen from the rear. Fig. 4 is a cross-section of Fig. 1, taken on the dotted line *x x*. Figs. 5 to 11, inclusive, are enlarged details of the invention. Figs. 12 and 13 illustrate modifications in the construction of certain parts of the invention. Fig. 14 illustrates a further modification in the invention.

Referring now to Figs. 1 to 11, inclusive, of the drawings, A is the floor or platform of the hearse, and B the casket.

C C are slots extending transversely of the platform A. The inner ends of the said slots come nearly together, as shown in Fig. 4.

D is a slotted plate secured over the slot C in the platform.

E E are revoluble screws supported underneath the slots C by means of suitable hangers *a*. At the inner end of each screw is a miter gear-wheel *b*, which engages with another miter gear-wheel *c* on a shaft F, extending to the rear end of the platform A, where it is provided with a crank-handle G. The shaft F is supported by the hanger *d* at its inner end, and at its outer end it passes through a box H, situate under the platform.

The miter gear-wheel *c* has a feather *e*, (see Fig. 5,) and the shaft F is provided with a feather-way *f* to allow of the shaft F being slid longitudinally of the platform and the crank-handle G being placed in the box H and out of the way when it is not in use, as will hereinafter fully appear.

I I are nuts on the screws E E. The nuts I have each a block *g*, (see Figs. 7, 8, and 9,) which extends upward through the slot C above it, and at the top of the block is a stem

h, integral with the block, having a nut *j* at its end.

J J are cross-arms pivoted to the stems *h*. The under sides of these arms are slightly above the platform A. (See Figs. 3, 4, 7, 8, and 10.)

At each end of the cross-arms J is a boss *k*, carrying a loose stem K with a head *m*. The inner faces of these heads are flat, (see Figs. 3, 4, 10, and 11,) and they are provided with soft-rubber blocks *n*, which in the clamping of the casket come in contact with its sides.

The bottom of the bosses *k* are rounded or provided with round-head screws *o*, (see Fig. 10,) which rest and slide on metal strips O on the platform A.

The object of the pivotal movement of the cross-arms J is to allow the heads *m* of the stems K to adjust themselves to the sides of the casket and admit of the clamping of caskets which are wider at one end than at the other, such as is shown in Fig. 1.

The pivotal movement of the cross-arms is limited by means of a pin *p* in the stem *h*, (see Figs. 7, 8, and 9,) the pin resting in an elongated slot *q* in the hub of the cross-arm.

To hold the shaft F when drawn out or in the extended position shown in the drawings and allow of the crank being revolved to either clamp the casket or release it, the front of the box H has a forked drop-latch L. (See Figs. 5 and 6.) This latch when dropped immediately in front of the hub of the crank-handle prevents the shaft being moved inward.

The crank-handle has to be placed in a practically horizontal position to admit of its entering the box H, and as this position cannot always be secured when the casket is clamped the handle is given some loose motion or movement independently of the shaft. This is effected by employing instead of a key a pin *r*, which rests in an elongated hole *s* in the hub of the crank-handle.

To prepare the clamp to receive a casket, the crank-handle is drawn out of the box and the forked latch dropped in front of its hub, as before described. The crank is then turned to separate the cross-arms to a width somewhat greater than the casket. The casket is then placed in position on the platform and

the crank-handle turned in a reverse direction until the rubber-faced heads on the cross-arms come in contact with and grip the sides of the casket. The forked latch is then raised
5 and the crank-handle moved back into the box, the loose motion effected as described being sufficient to allow of the handle being changed from a vertical to a horizontal position, should such extreme movement be re-
10 quired for that purpose.

It will be understood that with the pivoted cross-arms caskets and coffins of any size and shape may be clamped by the four heads, the cross-arms swinging around, so that the same
15 pressure or tension is placed on all the heads. In other words, with the pivoted cross-arms the heads automatically adjust themselves to the sides of the coffin or casket, no matter what its configuration may be. This is an
20 important feature of the invention, as with the ordinary clamping devices now in use certain of the heads often stand away from the casket or coffin and the casket is not fully protected against lateral sliding in the move-
25 ment of the hearse. Further, the pivoted arms automatically affect the centering of the casket on the platform, as well as clamp it firmly and uniformly at four points.

In Figs. 12 and 13 the box H is dispensed
30 with and the shaft F has no endwise-sliding motion. Its rear end is made square and fitted within a sleeve a' , and the crank-handle G, which is removable, has a square pin-
35 tle b' , which is inserted in the sleeve to turn it and the shaft.

In Fig. 14 the box H is used, as before described, but instead of a feather and feather-way the shaft is cut and connected by a sleeve

d' , and the portion of the shaft which is per-
manently secured to the crank-handle is pro- 40
vided with a pin e' , which rests in a slot f' in the sleeve. The slot allows the crank-handle to be pushed back into the box, as before described.

I claim as my invention—

1. In combination with the platform of a
hearse, two centrally-pivoted cross clamping-
arms having clamping-heads at their ends,
and means to contract and distend the said
pivoted arms, substantially as specified. 45

2. In combination with the platform of a
hearse, a slotted plate secured transversely
of the platform, two screws underneath the
platform which is slotted to correspond with
the slotted plate, a nut on each screw having
55 a pivot which extends through the slotted plate, a cross-arm on each pivot having clamp-
ing-heads at its ends and suitable gearing to
effect the rotation of the screws, substantially
as specified. 60

3. In combination with the platform of a
hearse, a slotted plate situate transversely of
the platform, two screws underneath the plat-
form which is slotted to correspond with the
slotted plate, a nut on each screw having a
65 pivot which extends through the slotted plate, a cross-arm on the pivot having clamping-
heads at its ends, a miter gear-wheel at the
end of each screw, another miter gear-wheel
in mesh with the others and a shaft and crank-
70 handle to revolve the third miter gear-wheel,
substantially as specified.

WILLIAM LEONHARDT.

Witnesses:

WM. T. HOWARD,
DANL. FISHER.