(No Model.) 5 Sheets—Sheet 1.

R. H. THORNE.

BURIAL APPARATUS.

No. 605,360. Patented June 7, 1898.

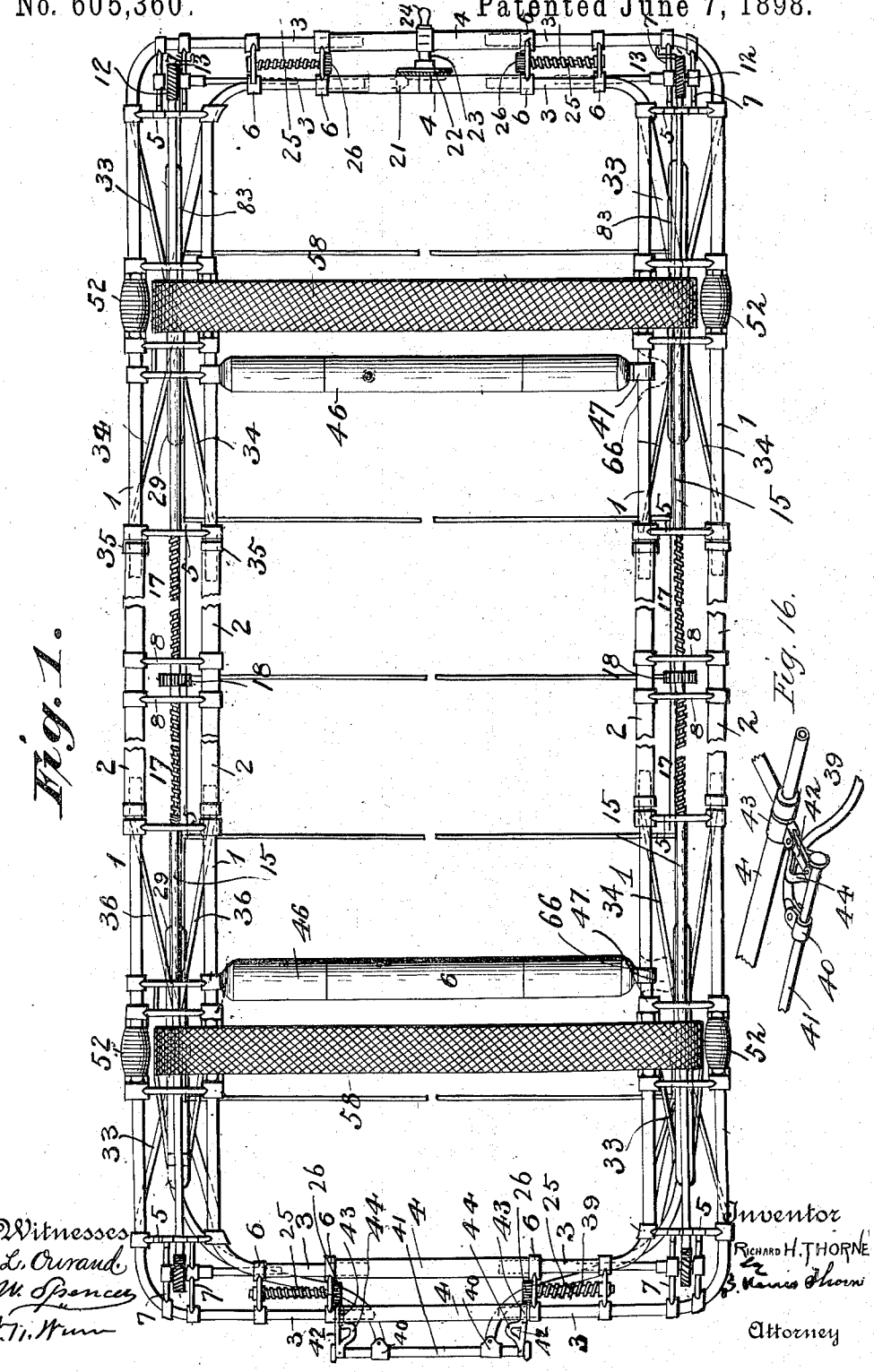


Fig. 1.

Fig. 16.

Witnesses
F. L. Ouvaud
A. W. Spencer
W. H. Winn

Inventor
Richard H. Thorne
By Harris Thorne
Attorney

(No Model.) 5 Sheets—Sheet 2.

R. H. THORNE.

BURIAL APPARATUS.

No. 605,360. Patented June 7, 1898.

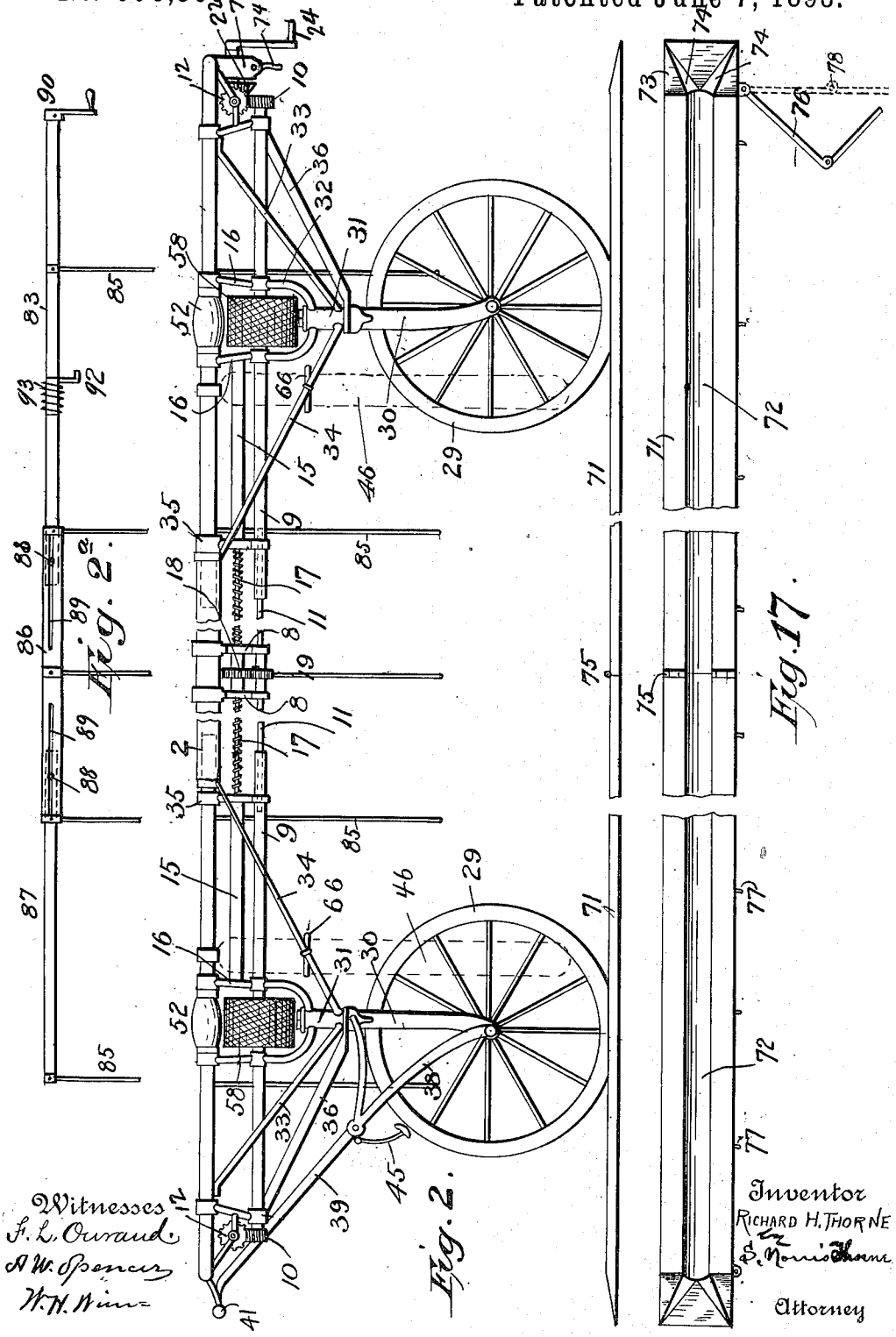


Fig. 2.

Fig. 17.

Witnesses
F. L. Ourand.
A. W. Spencer
W. H. Winn

Inventor
Richard H. Thorne
by S. Morris Thorne
Attorney

(No Model.) 5 Sheets—Sheet 3.

R. H. THORNE.

BURIAL APPARATUS.

No. 605,360. Patented June 7, 1898.

Fig. 3.

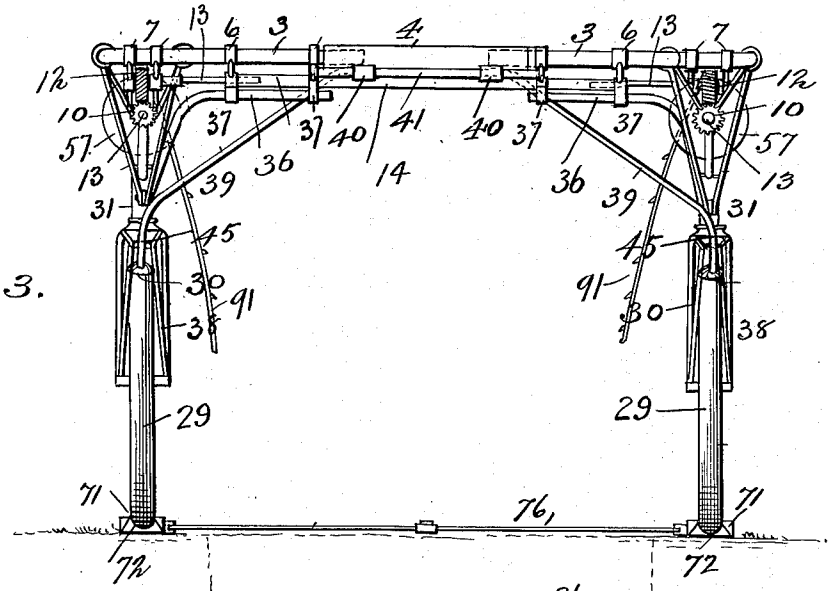


Fig. 3a

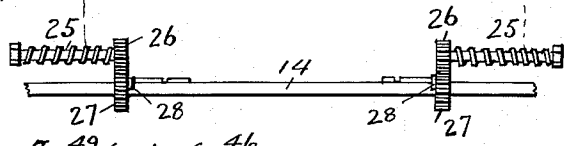
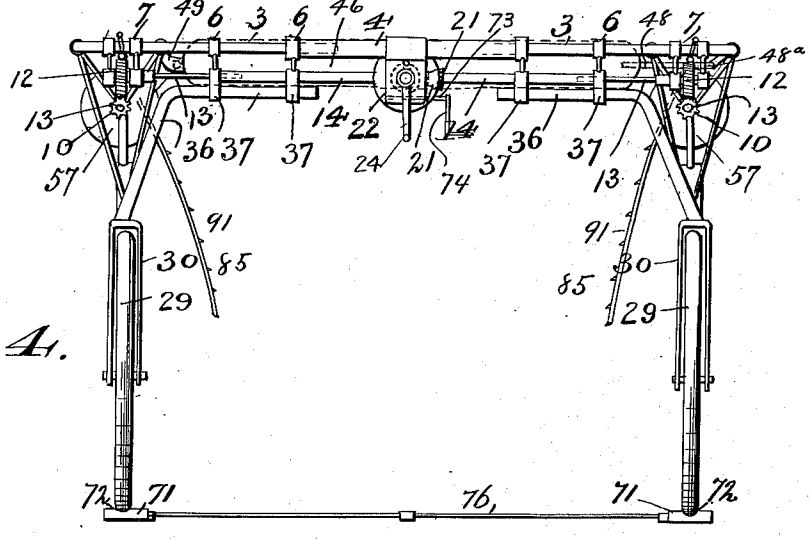


Fig. 4.



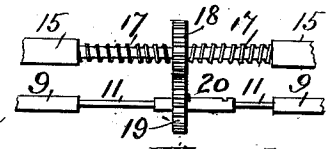


Fig. 5.

Witnesses
Franck L. Durand
A. W. Spencer
W. H. Winn

Inventor
Richard H. Thorne.
by S. Morris Thorne
Attorney

(No Model.) 5 Sheets—Sheet 4.

R. H. THORNE.

BURIAL APPARATUS.

No. 605,360. Patented June 7, 1898.

Fig. 10

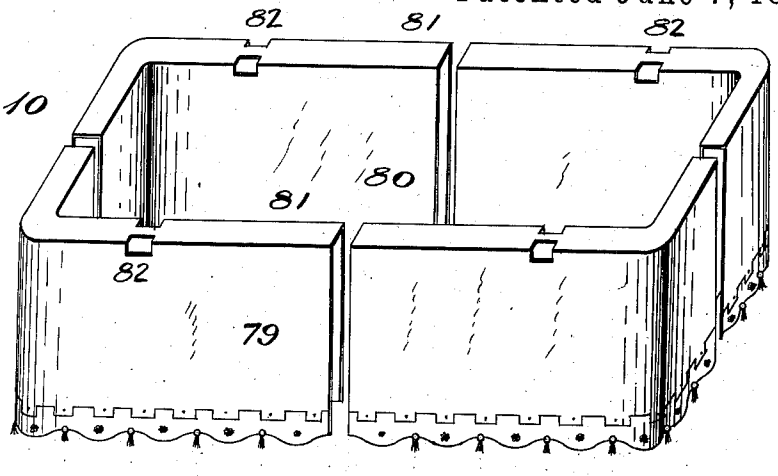


Fig. 6.

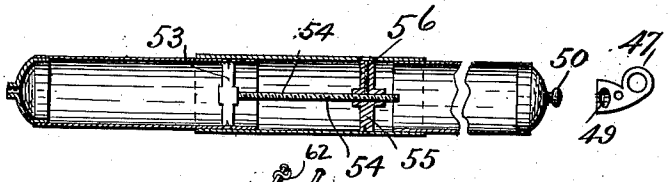


Fig. 8.

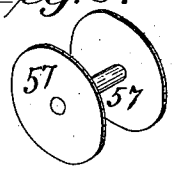
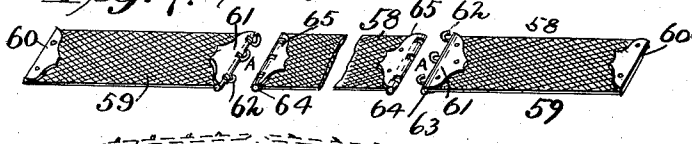


Fig. 7.



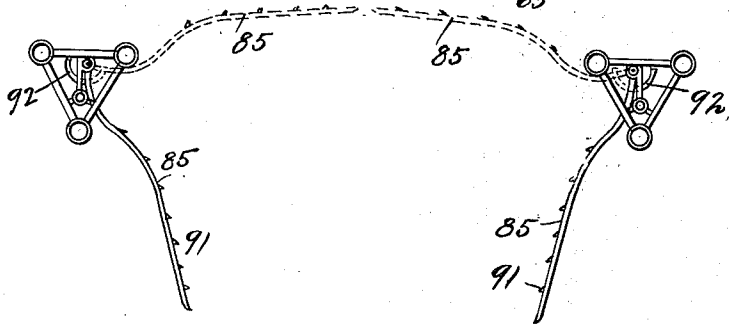


Fig. 9.

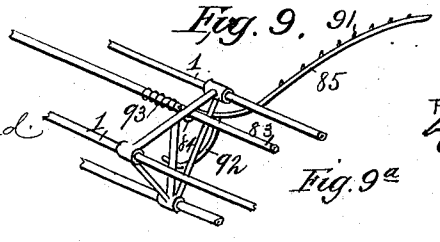


Fig. 9a

Witnesses

Franck L. Durand.

A. W. Brewer

W. H. Winn

Inventor

RICHARD H. THORNE.

by S. Morris Thorne

Attorney

(No Model.) 5 Sheets—Sheet 5.

R. H. THORNE.

BURIAL APPARATUS.

No. 605,360. Patented June 7, 1898.

Fig 11.

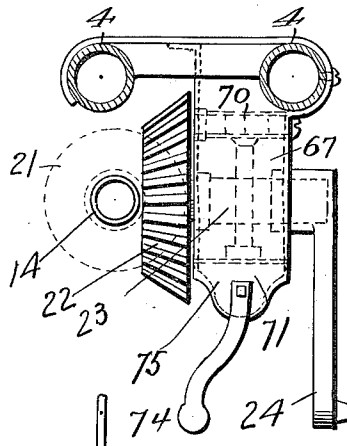
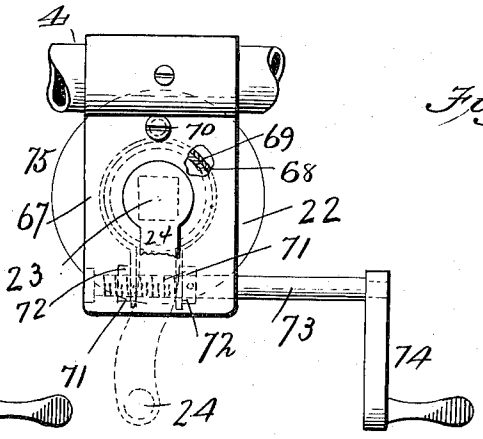


Fig 12.



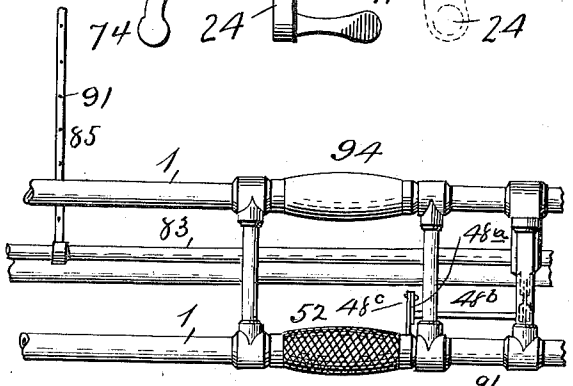


Fig. 13.

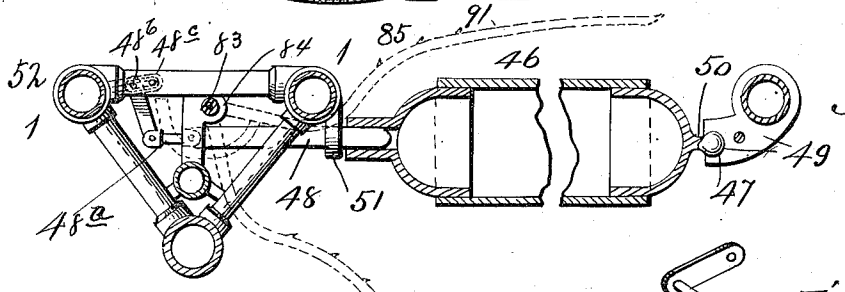


Fig. 14.

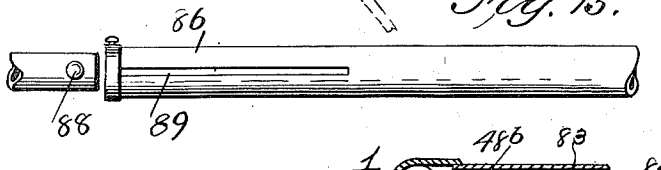


Fig. 15.

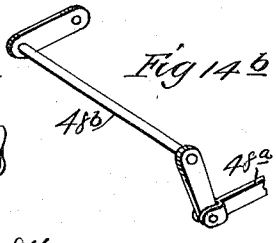


Fig 14b

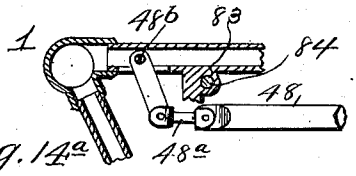


Fig. 14a

Witnesses
F. L. Durand.
Melville M. Merrill.

Inventor
Richard H. Thorne
by
S. Morris Thorne
Attorney

UNITED STATES PATENT OFFICE.

RICHARD HAMILTON THORNE, OF EL PASO, TEXAS.

BURIAL APPARATUS.

SPECIFICATION forming part of Letters Patent No. 605,360, dated June 7, 1898.

Application filed March 2, 1898. Serial No. 672,253. (No model.)

To all whom it may concern:

Be it known that I, RICHARD HAMILTON THORNE, a citizen of the United States, residing at El Paso, in the county of El Paso and State of Texas, have invented certain new and useful Improvements in Cemetery-Hearses and Burial Devices; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to a burial device adapted particularly for use as a cemetery-hearse and also for depositing the casket in the grave.

It has for its objects to provide a structure of the kind referred to by which the casket can be conveyed by the hearse, which will be mounted on wheels, to the grave, and thence deposited from the hearse into the grave while the hearse is standing over the grave.

It has also for its object to provide means whereby a canopy can be raised over the grave and made to cover the hearse at the same time and upon which the floral offerings may be sustained, so that the mourners may be spared the shock to the feelings so commonly experienced while witnessing the depositing of the casket in the grave and while standing about the grave until the conclusion of the burial services.

It has also for its object to provide improved features of construction and new combinations of parts entering into the formation of the hearse and also in the means by which the casket is lowered from the hearse into the grave.

To the accomplishment of the foregoing and such other objects as may be hereinafter made to appear the invention consists in the construction and in the combination of parts, all of which will be hereinafter particularly described, and then sought to be specifically defined by the claims, reference being had to the accompanying drawings, forming a part hereof, and in which—

Figure 1 is a plan view of the device, and Fig. 2 is a side elevation of the device, in both of which figures a portion is broken away. Fig. 2^a is a detail view of one of the canopy-rods and its arms. Fig. 3 is an end elevation from the front of the device. Fig. 3^a is a detail view of a portion of the end or lateral adjusting means. Fig. 4 is an end elevation from the rear of the device. Fig. 5 is a side elevation of a portion of the adjusting means for regulating the length of the device and also a side view of one of the gear-wheels, showing the manner of locking the same in position. Fig. 6 is a longitudinal section of one of the casket-supporting rollers and the means for supporting the same. Fig. 7 is a perspective of one of the straps or bands for lowering the casket into the grave, the same having a portion broken away and showing the several members detached from each other, and also showing detail views of the hook-and-eye rods. Fig. 8 is a perspective of one of the spools for carrying the strap or band. Fig. 9 is an end view of the means for elevating or raising and lowering the canopy, the same being shown in two positions. Fig. 9^a is a perspective of a portion of the canopy elevating and lowering means. Fig. 10 is a perspective of the mantle detached from the hearse. Fig. 11 is a detail view of the friction clamp or brake and main bevel-gear. Fig. 12 is a detail view of the same parts from the face or front. Fig. 13 is a plan view of a portion of the frame, canopy-rod, and roller-supporting-pin-operating mechanism. Fig. 14 is a sectional view of the same parts, partly in full lines. Fig. 14^a is a detail of portion of the supporting-pin-operating mechanism. Fig. 14^b is a perspective of the crank-shaft which is connected to the roller-supporting pin. Fig. 15 is a detail view, on an enlarged scale, of a part of one of the canopy-operating rods. Fig. 16 is a perspective showing connection of the tongue to handle with parts broken away, and Fig. 17 is a plan view of one of the track-rails with parts broken away.

The main frame is composed of the parallel side bars 1, which telescope with the middle connecting-bars 2, so that the frame may be lengthened or shortened, as desired, the bars 1 and 2 preferably being made of tubular steel. The bars 1 at opposite ends of the device are bent inwardly, so as to constitute parallel end bars 3, which at their inner ends telescope within the intermediate or middle sections 4, so that the device can be adjusted in width as desired, the portions 3 and 4 preferably being of tubular steel. The side bars

are spaced apart by suitable brackets 5 and the end bars by brackets 6, and at the corners additional brackets 7 are preferably provided, one end of the brackets 7 being connected to the outer end bars and the inner ends to the adjacent brackets 5 of the side bars, as illustrated, and the intermediate or middle sections 2 of the side members are spaced apart by the brackets 8. Through the lower portion of the brackets 5 on opposite sides of the frame are passed the revoluble shafts 9, which are provided at their outer ends adjacent to the corners of the frame with spiral gears 10, the inner ends of the shafts being connected by the shafts 11, the ends of the shafts 11 which fit into the shafting 9 being made angular in cross-section and the inner portions of the shafting 9 into which the shafts 11 fit being likewise made angular, so that the shafts 11 and shafting 9 may revolve together and the shafts 11 and shafting 9 at the same time rendered telescoping, so as to provide for the longitudinal adjustment of the frame. The spiral gears 10 at the outer ends of the shafting 9 mesh with spiral gears 12, secured to the outer ends of shafts 13, which are journaled so as to turn in the lower portion of the brackets 6 and 7, the inner ends of the shafts 13 being made angular and fitting inside of the tubular shafting 14, journaled so as to revolve in the lower portion of the brackets 6. The shafts 13 and the shafting 14 telescope with each other, so as to provide for the adjustment of the frame as to width, and the angular connections of the shaft provided for them turning together. Parallel with the shafting 9 on each side of the frame there is secured the bars 15, which preferably are made of steel tubing and which are rigidly secured at one end to the brackets 5 and at their opposite ends to brackets 16 or some other suitable part of the frame. The inner ends of these tubular bars are interiorly threaded or provided with internal nuts, with which will engage the threaded portions of the revoluble shaft 17, which is journaled in the brackets 8 and which have left-hand threads at one end and right-hand threads at the other end, so that when the shaft 17 is revolved the bars 15 and sections of the frame to which they are connected will be moved outwardly or inwardly, according to the direction in which the shaft 17 is turned, so as to lengthen or shorten the frame. The shafting 17 carries a gear-wheel 18, with which meshes a gear 19, which is mounted upon the shaft 11. The gear 19 is feathered to the shaft 11, so that it will turn with the shaft and may be moved into and out of mesh with the gear 18. When the frame is to be adjusted in length, the gear 19 is moved upon the shaft 11, so as to bring it into mesh with the gear 18 and may be locked in that position by means of the pivoted dog or pawl 20, which may engage a notch on the feather of the shaft 11, as illustrated in Fig. 5. When the frame has been adjusted, the gear 19 is moved sidewise out of mesh with the gear 18 and is held out of engagement by means of the pawl or dog 20 engaging another notch in the shaft 11, as illustrated in Fig. 5.

In adjusting the length of the machine motion is communicated to the gears 18 from the gears 19, which derive motion from the rotation of the shaft 9, which receives motion through its spiral gears 10 from the spiral gears 12, which derive motion from the rotation of the tubular shaft 14, which carries a beveled pinion 21, with which meshes a bevel-gear 22, secured to its shaft 23, journaled in suitable hangers from the tubular portions 4 at the end of the machine and formed with an angular end to receive a crank 24, by which the main bevel-gear may be turned. The side adjustment of the frame, so as to give the desired width, is secured by means of the screw-shafts 25, which at one end work in nuts secured to the brackets 6 and at the other end are provided with gear-wheels 26, adapted to have brought into mesh therewith the gear-wheels 27, which are feathered upon the shaft 14, so that by sliding them in one direction upon said shaft they will be brought into mesh with the gear-wheels 26 and impart motion thereto, so as to revolve the screws 25 and thus move sidewise the sections of the frame and so as to increase or lessen the width of the frame, as desired, the screws 25 being some of them right-handed and the others left-handed, as illustrated. After the frame has been adjusted in width the gears 27 are slid sidewise out of mesh with the gears 26 and locked in position by the dogs or pawls 28 engaging notches in the feathers of the shaft 14. It will thus be observed from the description given that from the main bevel-gear 22 the frame of the device can be adjusted in length without affecting the width, or may be adjusted in width without affecting the length, or may be adjusted in both length and width.

The frame is supported upon wheels 29, which are fitted with pneumatic tires and each one journaled in a fork 30, from the crown of which extends upwardly a stem or head 31, which is connected to a yoke 32, through the upper end of which pass the shaftings 9, so as to turn therein. Each of the wheel-frames is braced by rods 33, which at one end are connected to the stems or heads 31 and at the other end secured to the steel tubing 1. They are also braced by the rods 34, connected at one end to the stems 31 and at the other ends are provided with collars 35, which encircle the steel tubing 1, as illustrated. They are further braced by means of rods 36, which at one end are connected to the heads or stems 31 and at the opposite end are bent so as to extend parallel with the end bars and pass loosely through hangers 37, which depend from the brackets 6. The front wheels are swiveled in a manner like the front wheel of a bicycle upon ball-bearings, so as to be free to be turned in guiding

the hearse, the ball-bearings not being shown in detail, as the construction is well known.

To the forks of the front wheels are secured yokes 38, to which are hinged, by bolts or otherwise, the inner ends of the draft-tongues 39, said tongues being curved inwardly, as illustrated in Fig. 1, and at their outer ends have the collars or clips 40 pivotally connected thereto, through which clips passes loosely the handle 41, and upon which handle the clips will slide longitudinally in adjusting the width of the machine. The handle 41 is connected at its opposite ends by a pivot-bolt or otherwise to the outer ends of the brackets 42, which at their inner ends are hinged by a pivot or otherwise to the collars 43, which turn loosely upon the outer steel tubing 4. The collars 43 constitute a hinge which permits the handle to be raised and lowered, and by pivoting the inner ends of the brackets to these collars as specified the brackets are allowed to swing in a horizontal direction, so that a double hinge is formed having a vertical and also a horizontal movement, and a further movement is allowed the handle at the points where it is attached to the outer ends of the brackets 18. The inner faces of these brackets are provided with projections 44, which limit the longitudinal or end movement of the handles. The tongues 39 are provided with brakes 45, which are adapted to be brought into contact with the tire of the wheels by a downward movement of the handles, so as to brake the wheels and hold the hearse steady during the operation of lowering the casket into the grave. If desired, the wheels 29 may be removed and the forks 30 used as a support for the hearse, or, if desired, both the wheels and their forks may be removed and the hearse used without the same.

The numerals 46 designate rollers, which are hinged at one end to the steel tubing 1 at one side of the machine by means of swinging hangers 47 and are supported at the opposite side of the frame by journal-pins 48. The swinging hangers 47 are each made in two parts bolted together by a suitable bolt and provided with a socket 49, which receives a ball 50, secured to the end of each roller 46, so as to constitute a ball-and-socket joint, which will permit the roller to rotate when in a horizontal position and to drop to a vertical position when released at the opposite end. The journal-pins 48 pass through hangers 51, secured to the inner steel tubing 1 at one side of the device and thence into the end of the rollers, so that the rollers may turn thereon. The outer ends of these journal-pins are connected by links 48^a to suitable crank-shafts 48^b, operated by slotted arms 48^c, connected to the handholds 52, located at that side of the device, in such manner that by turning said handholds in one direction the journal-pins may be withdrawn from the ends of the rollers and thus permit the rollers to drop to a perpendicular position at the opposite side of the hearse. By turning these handholds in the opposite direction the journal-pins are thrust inwardly, so as to enter the ends of the rollers and thus sustain the same in a horizontal position. Handholds are located also at the opposite side of the frame of the device, so as to constitute means by which the hearse may be carried by the hand if not supported upon wheels. These handholds are secured upon the outer steel tubing 1 at the side of the frame of the hearse, so as to turn thereon. The rollers 46 are tubular and made in sections, so that one section will telescope within the other in order that they may be lengthened or shortened, as desired. For the purpose of adjusting them in length a bridge-piece 53 is secured rigidly in one section, and from it projects a screw-rod 54, which passes through a bridge-piece 55, secured rigidly in the other section, the bridge-piece 55 serving as a nut for the screw 54, so that by turning the section to which it is secured one section will be forced outwardly or drawn inwardly, depending upon the direction in which the section is turned, so as thus to lengthen or shorten the roller. For the purpose of holding the telescoping sections to their adjustment a screw 56 is passed transversely through the bridge-piece 55, so that its point will engage the threads of the screw 54 and when tightened will hold the screw and its nut against further movement. This set-screw 56 has its head fitted into a countersunk portion formed in the section through which it passes, so that its head will be flush or below the outside surface of that section and so that the crank 24 may be applied to the head for the purpose of loosening or tightening the set-screw. Upon the rotatable shafts 9 at opposite sides of the frame of the hearse are attached spools 57, so as to rotate therewith. These spools are preferably made of sheet metal and have the two end flange members connected by a tubular spindle, which fits upon the shafts 9 and secured by a set-screw or otherwise to turn therewith. These spools have secured to their shafts the ends of the bands or straps 58, by means of which the casket may be lowered into the grave after the rollers 46 have been dropped or swung to the side of the machine. These straps or bands are preferably made of a textile webbing, but may be made of other material, and they are composed of end strips 59, which may have their ends strengthened by metallic or leather tips 60, through which will pass the screws or pins that will secure the same to the spindles of the spools. The other ends of these end strips are likewise strengthened by the tips 61, which are provided with hooks 62. These hooks are preferably attached to a bolt 63, which passes through the loop end of the tips attached to the end strips, as illustrated clearly in Fig. 7. The other portion of the straps or bands 58 constitutes the middle portion of the straps or bands and is connected to the end portions by means of suitable eyes adapted to engage the hooks on the end portions. These

eyes are preferably formed by the bolts 64, which are passed through the loop or folded portions of tips 65, secured to the opposite ends of the middle portions of the straps or bands, said tips having portions cut out, as illustrated, so that the hooks on the end portions of the strap may pass through the cut-out portions and engage the bolts 64. This constitutes a strong means for connecting the sections of the strap or band and permits the middle portion to be detached from the end portion after the casket has been lowered in the grave and so that the strap or band may be withdrawn from beneath the casket. When the casket is first placed upon the hearse, it rests upon the rollers 46 until adjusted in position, after which the rollers 46 are released at one end, when they swing to the opposite side of the frame and are caught in spring-clasps 66, which may be attached to the brace-rods 34 and which will hold the rollers in their dependent position. The casket is now supported upon the straps or bands 58 and until it is to be deposited in the grave, which may be done by turning the main bevel-gear 22 so that the shafts 9 are rotated, so as to unwind the straps or bands 58 from their spools and permit the casket to be slowly lowered into the grave. After the casket has been lowered the straps or bands 58 are released at one end and withdrawn from beneath the casket and from the grave.

To guard against the possibility of a too-rapid lowering of the casket under any circumstances, a brake is provided, and which is designated by the numeral 67. This brake preferably consists of the two-part band 68, which passes around a disk 69, formed as a part of or connected to the shaft 14 of the main bevel-gear, the upper adjacent ends of the two parts of the band being hinged together by a pintle or pin 70 or otherwise and the lower ends formed with ears 71, provided with nuts 72, adapted to receive a screw 73, by means of which the two parts of the strap may be made to grip or clutch with more or less friction the disk 69, so as to control the rotation of the main bevel-gear and thus the lowering of the casket. The end of the screw 73 may be formed with an angular head to receive a crank-handle or wrench 74, by which the screw may be turned to tighten or loosen the grip of the clutch on the disk. By this means the adjustment of the clutch is so nicely adjusted or regulated that the casket may be slowly and safely lowered without the necessity of manually operating the main bevel-gear for the purpose of transmitting motion to the shafts carrying the spools around which pass the straps on which the casket rests, the weight of the casket being depended on for turning the spools and their shafts and the speed of rotation being controlled by the friction grip or clutch. The friction grip or clutch may be concealed from view by being contained within a boxing 75, which may be a casting of brass or other metal, which may be supported by the plate 76 thereof, secured by bolts or otherwise to the frame of the machine, as illustrated, which box may be made sufficiently strong to constitute the hanger for the shaft of the main bevel-gear and in which the shaft of said gear may be journaled.

When the hearse is at the grave, its wheels run upon tracks 71, which extend along opposite sides of the grave. These tracks are formed with grooves 72 to receive the tires of the wheels. The ends of the tracks are beveled, as illustrated at 73 in Fig. 10, and the beveled ends may be formed with the grooves 74 to serve in guiding the hearse-wheels upon the track. The tracks are made in sections, which are hinged together, as indicated at 75, so that they may be folded for being transported. The two tracks are spaced apart to the desired width by means of the connecting-rods 76, which have a hinged connection with the sides of the track, the meeting ends of the rods being provided with set-screws passed through eyes in the ends of the rods where they meet, so that by tightening said screws the rods may be held at the angle to which they are adjusted in spacing the tracks the desired distance apart. The inner faces of the tracks are provided with hooks 77, from which will be suspended a curtain that will form a lining to the inside of the grave. The end curtains for the same purpose will be suspended from rods 78, which will be extended from one track to the other at opposite ends thereof.

A mantle for the hearse is provided and is illustrated in Fig. 10 of the drawings. This mantle is made in sections, preferably four sections, so as to provide for the adjustments which may be made in the length and in the width of the hearse. The sections are adapted to overlap each other, so as to provide for the adjustments that may be made without separating the sections of the mantle entirely one from the other. This mantle is composed of an outer curtain 79 and an inner curtain 80, which are connected at the top by a middle portion 81, which will lie across the top frame of the hearse when in position, the outer curtain extending outside and the inner curtain inside of the frame. This mantle is provided with the openings 82, so that the handholds 52 may project through the same. The curtain is reversible, and one side will be black and the other white, so that either side may be used to suit the occasion.

For the purpose of elevating the inner curtain, so that it may form a canopy over the grave after the casket has been deposited, the following construction is provided: On opposite sides of the burial device or hearse there extend the shafts 83, which are supported so as to rotate in eyes or collars 84, formed as a part of the side brackets of the frame, and which shafts carry arms 85. Each

of these shafts is made of telescoping sections in any suitable way, preferably by forming the middle section 86 of larger diameter than the end sections 87, so that the latter may fit therein, the middle and end sections being connected together by headed studs 88 in the end sections passing through longitudinal slots 89, formed in the middle section, thus permitting the sections to telescope or slide one upon the other when necessary and yet at the same time connecting them, so that they may rotate together. The arms 85 are curved, as shown, and normally lie between the inner and outer curtains of the mantle, so that when the shafts are turned by cranks 90 or other means the arms will be raised inwardly, and being in contact with the inner curtains will lift the latter and thus form a mound or canopy over the grave, the sides of the outer curtain still remaining in their hanging position. In this way the grave is entirely concealed from view, and floral offerings may be placed on top of the canopy. The arms 85 are formed with spurs 91, which will catch in the inner curtains and prevent the same from slipping from off the arms.

The arms 85 are held in their elevated position by a stop suitably located to effect that result. The preferred form and application of such a stop consists of a lug 92, connected to each arm 85 in such manner that when the arms 85 are in their elevated position said lug will bear against an upright portion of one of the brackets or hangers which connect the side rods or tubing constituting the frame, as illustrated in the drawings, and thus prevent the shafts from turning, and consequently hold the arms in their elevated position. When it is desired to lower the arms, the shafts carrying the same are pushed lengthwise, so as to disengage the lugs from the brackets or hangers, when the arms may be lowered or dropped, after which the shafts may be moved in the opposite direction to bring the lug back of the vertical portion of the bracket, against which it has its bearing. A spring 93 may be employed to press the shaft outward or hold the lug in position opposite to the vertical portion of the bracket, so that the lug will be held against the bracket, said spring yielding to the pressure of the shaft in any direction and serving to move the shaft in the opposite direction when the pressure thereon is relieved. The foregoing is the preferred construction and mode of operation of the canopy shafts and arms; but other constructions may be employed, so as to be within the scope of this feature of the invention.

It may be mentioned here that where the straps 58 pass over the inner tubings 1 of the frame friction-rollers 94 are placed, so as to turn upon said tubings and thus reduce the friction of the straps 58 at such points. It may also be mentioned that, if desired, the wheels 29 may be removed from their forks 30 and said forks be used as legs for supporting the burial device.

I have illustrated and described with particularity the preferred details of construction of the several parts of my invention; but I wish it to be understood that changes may be made in the details without departing from the spirit of the invention.

Having described my invention and set forth its merits, what I claim is—

1. In a burial device, a frame composed of side members formed in sections and having a sliding connection with each other, end members formed in sections, having a sliding connection with each other, and screws operatively connected with the sliding members for moving both the side and the end members and holding the same to their adjustment, and means for supporting a casket between the side and end members of the frame, substantially as and for the purposes described.

2. In a burial device, a frame composed of centrally-located stationary members at both the sides and ends of the frame, adjustable members extended along a portion of the sides and a portion of the ends of the frame and adjustably connected at their ends to the stationary members at the sides and the ends of the frame, and mechanically-operated means for simultaneously shifting the movable members either longitudinally or laterally for the purpose of varying the dimensions of the frame, substantially as and for the purposes described.

3. In a burial device, the frame composed of end and side members, the side members being formed in sections which have a sliding connection with each other, screw-shafts provided with gear-wheels and formed with right and left handed threads which engage with the movable sections of the side members so as to adjust the same longitudinally, rotatable shafts located adjacent to said screw-threaded shafts and provided with gear-wheels adapted to be thrown into and out of gear with the wheels on the screw-shafts, a shaft extending transversely at the end of the frame and provided with gear-wheels engaging with wheels on the rotatable shafts at the sides of the frame, and means for rotating said end shaft so as to transmit motion to the rotatable side shafts and the adjusting-screws, substantially as and for the purposes described.

4. In a burial device, the frame composed of the side and end members, the end members having a sliding connection with each other to permit lateral adjustment of the frame to vary its width, screws provided with gear-wheels and having a connection with the movable members of the frame so as to adjust the same laterally, shafts located at opposite ends of the frame and each provided with shiftable gear-wheels adapted to be brought into and out of engagement with the gear-wheels on the adjusting-screws, means connecting the said end shafts with each other so that motion may be transmitted from one

to the other, and mechanism for rotating the shafts, substantially as and for the purposes described.

5. In a burial device, the frame composed of the adjustable side members and end members, screw-shafts for adjusting the side members and provided with gear-wheels, rotatable shafts located at opposite sides of the frame and provided with spools carrying straps adapted to be wound upon and unwound from the spools by the rotation of said shafts, a transverse rotatable shaft geared with said side shafts, movable gears on said side shafts adapted to be moved into and out of engagement with the gears on the screw-shafts, and means for rotating the transverse end shaft so as to transmit motion to the side shafts, substantially as and for the purposes described.

6. In a burial device, the combination of the frame provided with rotatable shafts carrying spools, straps or bands secured to said spools so as to be wound upon and unwound therefrom, said straps being secured at one end to the spools and formed with a separable intermediate strap-section, the meeting ends of the straps being provided one with hooks and the other with eyes to permit the connection and separation of the parts of the straps, said eyes being formed of tips with cut-out portions and a rod passed transversely across the cut-out portions, substantially as and for the purposes described.

7. In a burial device, the combination with the frame, of rollers suspended between the opposite sides of the frame, hangers secured to one side of the frame and having one end of the rollers secured thereto to permit rotation of the rollers and swinging of the same when released at one end, and journal-pins located at the opposite side of the frame and adapted to be inserted and withdrawn from the ends of the rollers so as to support the rotatable rollers and when retracted release the rollers, substantially as and for the purposes described.

8. In a burial device, the combination with the frame, of rollers supported between the opposite sides of the frame, said rollers being formed in telescopic sections and provided with means for securing the sections at their adjustment, substantially as and for the purposes described.

9. In a burial device, the combination with the frame, of the rollers supported between opposite sides of the frame, said rollers being formed in telescopic sections, one section having a screw extending therefrom into the other section, a nut in said section to receive the screw, and means for locking the screw to its adjustment, substantially as and for the purposes described.

10. In a burial device, the combination of the frame laterally adjustable to vary its width, supporting-wheels for the frame, pivoted tongues extending in front of one set of wheels and provided with brake-shoes to bear against the wheels to steady the frame, and a handle connecting the opposite tongues and permitting the adjustment of the tongues thereon to correspond with the width adjustment of the frame, substantially as and for the purposes described.

11. In a burial device, the combination of the frame for supporting the casket, wheels supporting the frame, the tongues hinged at one end to a portion of the frame of the wheels, a handle having a hinged connection with the tongues so as to move the casket-supporting frame, and means for limiting the movements of the handle both vertically and horizontally, substantially as and for the purposes described.

12. In a burial device, the combination with the frame, of the mantle formed with an outer and an inner curtain adapted to lie respectively to the outside and the inside of the frame and formed in sections so as to be adjustable to vary the dimensions thereof, substantially as and for the purposes described.

13. In a burial device, the combination with the frame, of the mantle enveloping the frame and having an inside curtain, and swinging arms adapted to contact with the inside curtain and when raised to elevate the inside curtain and form a canopy over the space inside of the frame, substantially as and for the purposes described.

14. In a burial device, the combination with the frame, of the curtain, the rotatable shafts, the arms attached thereto, means to rotate said shafts to elevate said arms, and means for holding the arms in their elevated position, substantially as and for the purposes described.

15. In a burial device, the combination with the casket-supporting frame and its supporting-wheels, of the track-rails adapted to lie on opposite sides of a grave and receive said wheels to support the burial device over the grave, and means attached to the rails for suspending a curtain inside the grave, substantially as and for the purposes described.

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

RICHARD HAMILTON THORNE.

Witnesses:
A. W. SPENCER,
W. H. WINN.