Aug. 18, 1925. 1,550,127

J. W. TSCHUMPERLIN

BURIAL APPARATUS

Filed April 7, 1924 2 Sheets-Sheet 1

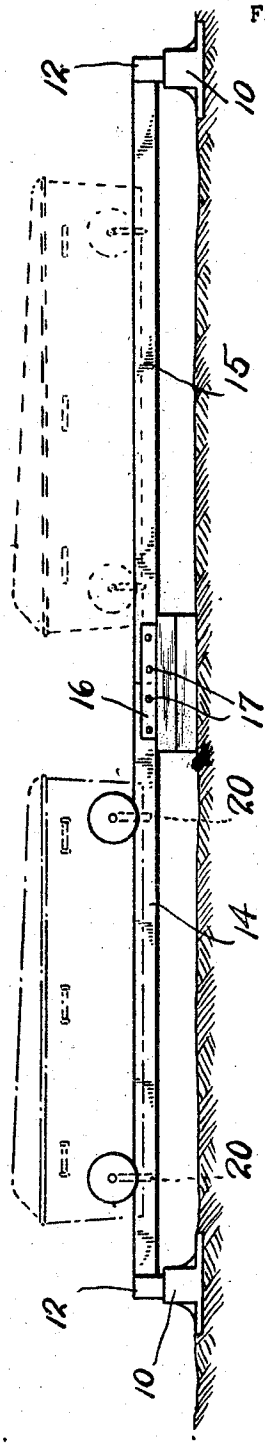


Fig. 1.

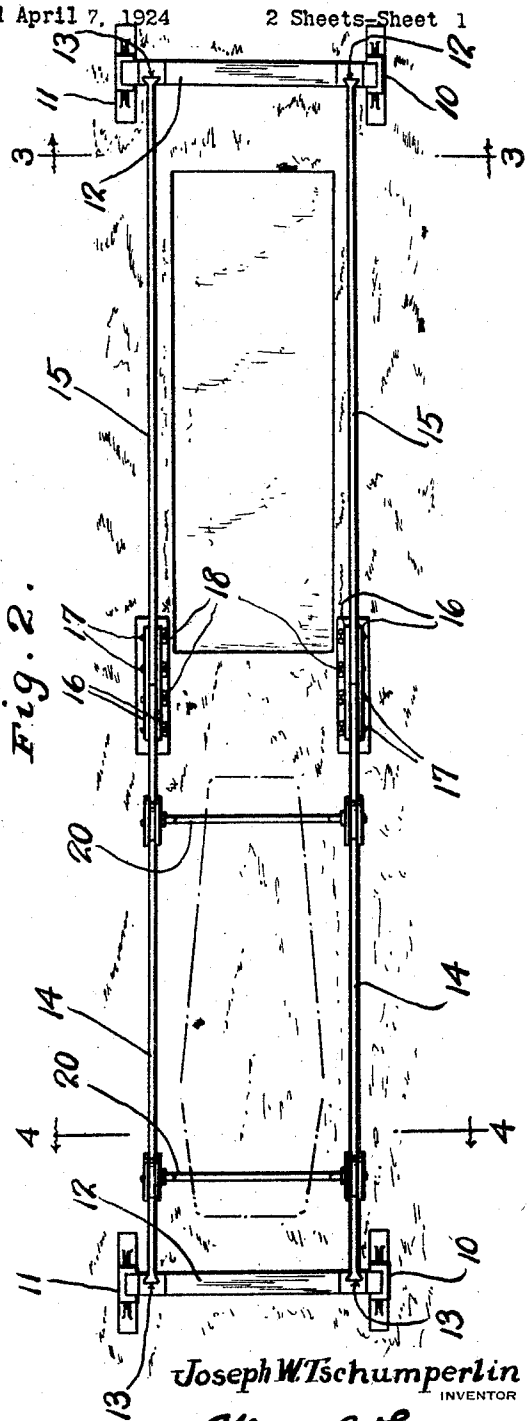


Fig. 2.

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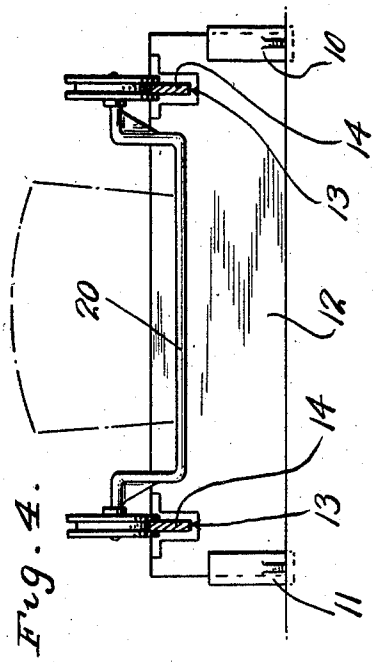


Fig. 4.

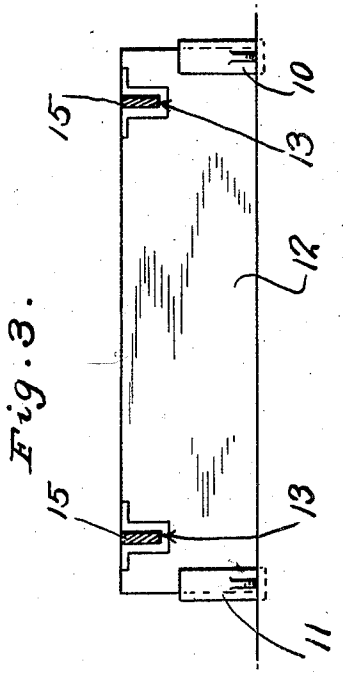


Fig. 3.

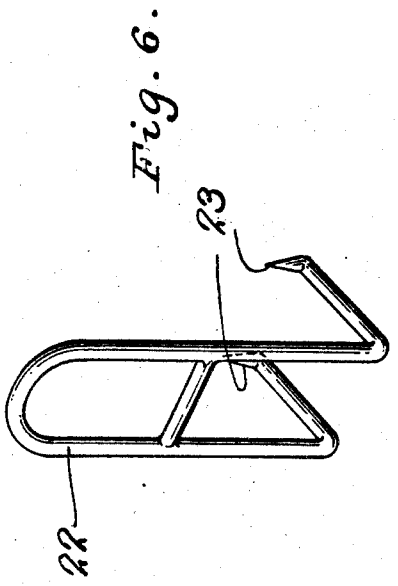


Fig. 6.

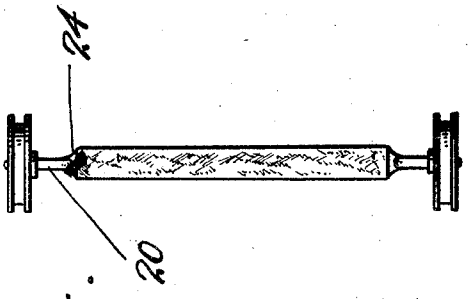


Fig. 5.

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Patented Aug. 18, 1925. 1,550,127

UNITED STATES PATENT OFFICE.

JOSEPH WILLIAM TSCHUMPERLIN, OF BISMARCK, NORTH DAKOTA.

BURIAL APPARATUS.

Application filed April 7, 1924. Serial No. 704,850.

To all whom it may concern:

Be it known that I, JOSEPH WILLIAM TSCHUMPERLIN, a citizen of the United States, residing at Bismarck, in the county of Burleigh and State of North Dakota, have invented new and useful Improvements in Burial Apparatus, of which the following is a specification.

The object of this invention is to provide means of special construction for receiving a casket at the edge of a grave and moving it to position over the lowering devices or straps employed for the purpose, thereby avoiding the necessity of direct approach, on the part of the bearers, to positions where the footing may be insecure.

A further object is to provide, in connection with a track formed in sections, a plurality of carriers adapted to move along the track, these devices being structurally independent of each other and adapted for use with caskets of different length.

A still further object is to provide a carrier with a drop axle which may be formed of plain stock or may have a flat supporting surface, suitably covered to provide proper contact and prevent relative movement between the casket and carriers during movement along the track.

With the foregoing and other objects in view, the invention consists in the novel construction and arrangement of elements described, illustrated, and claimed, it being understood that modifications may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings, Figure 1 shows the apparatus in side elevation; Figure 2 is a top plan view; Figure 3 is a vertical transverse section through the rails, the supporting means therefor being in elevation; Figure 4 is a similar view, with one of the carriers in position; Figure 5 shows a carrier in top plan, and the broad frictional surface for supporting a casket; Figure 6 is a perspective view of a hook for raising the ends of the casket when the carriers are to be removed.

The track is to be supported in end standards and may be supported at the center on a lowering device, if the latter is used, or on a wooden strip placed transversely of the grave. Each standard includes uprights or other suitable supporting devices such as 10 and 11, and a transverse member 12 provided with sockets 13 for the reception of the rails. If the element 12 is of wood, the socket members will be separately formed and properly mounted. The sockets are shown as having flared walls, the walls and narrow entrance portion providing interlocking engagement with the ends of the rails.

The rails each include a plurality of abutting sections 14 and 15, secured by plates or bars 16 retained by bolts 17 and nuts 18, one or both of these elements carrying thumb members. The track sections may be in six foot lengths, two sections being employed.

The carriers each include a drop axle 20, each mounting two wheels having grooved rims for cooperation with the rails, and the carriers being structurally independent of each other, so that they may be separated the required distance without the necessity of manipulating an adjusting device. Any length of casket is thereby provided for.

Special means may be employed for raising the ends of the casket, one at a time, to permit the carriers to be removed when the casket is in position, and I have shown U-shaped hooks 22 having end members or bill portions 23, these elements being suitably proportioned for the purpose intended to be served. When deposited on the lowering device, the casket is handled in the usual manner.

It will be understood that the rails are separated the distance required to permit the casket to pass therebetween, and that the standards are placed about as shown in the drawings. Emphasis is placed on the fact that no cumbersome apparatus is required, and that the devices described may readily be transported by the funeral director in charge of the services, without depending upon equipment which would otherwise be lacking or would have to be supplied by the cemetery management.

In one form I have shown carriers including drop axles formed with somewhat broad flat surfaces 24, which may be covered with a layer of thick felt, leather, or other material, for direct contact with the bottom of the casket, and designed to prevent relative movement between the casket and carriers as the latter travel on the tracks. If the pressure on the carriers is sufficient, this precaution is unnecessary, but when used it

is obvious that the flexible material may cover the crank portions of the axle as well as the central portion.

What I claim is:

1. In a device of the class described, a plurality of rails spaced apart, means for mounting the rails and preventing longitudinal movement thereof, the rails having sliding movement in a vertical direction, at the ends thereof, and with reference to the mounting means, a plurality of independent carriers movable on the rails, and frictional means secured to the carriers for preventing the displacement of a load held on the carriers by gravity.

2. A carrier of the class described, comprising a plurality of wheels and a drop axle mounting the wheels and including an upper flat surface, and a sheet of flexible material mounted on said flat surface, and providing increased frictional engagement when placed under pressure by a load to be supported by the axle.

In testimony whereof I affix my signature.

JOSEPH WILLIAM TSCHUMPERLIN.