Nov. 23, 1926. 1,608,419

C. H. PEACOCK

BURIAL APPARATUS

Filed Feb. 15, 1926 2 Sheets-Sheet 1

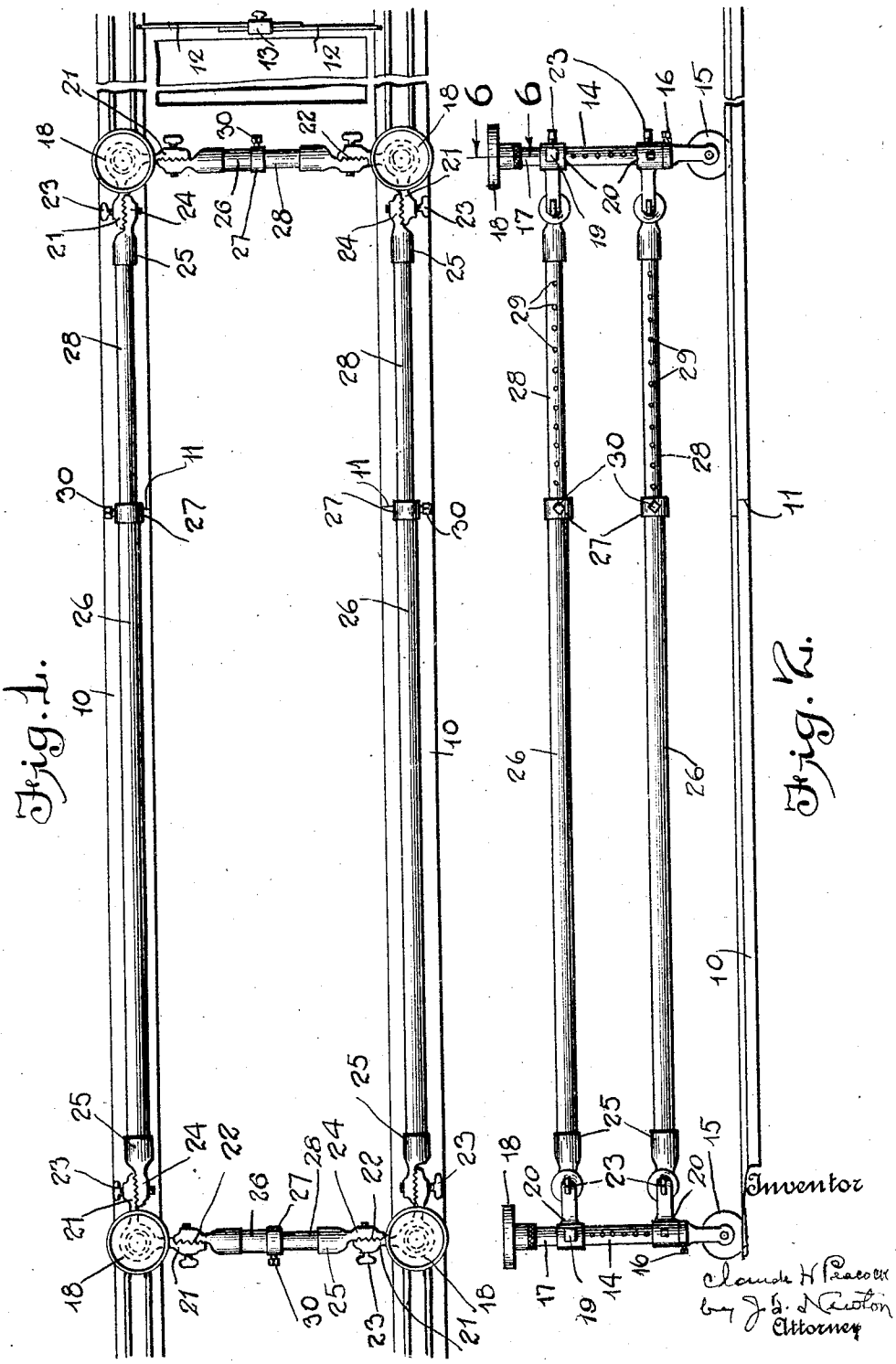

Fig. 1.

Fig. 2.

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Fig. 3.

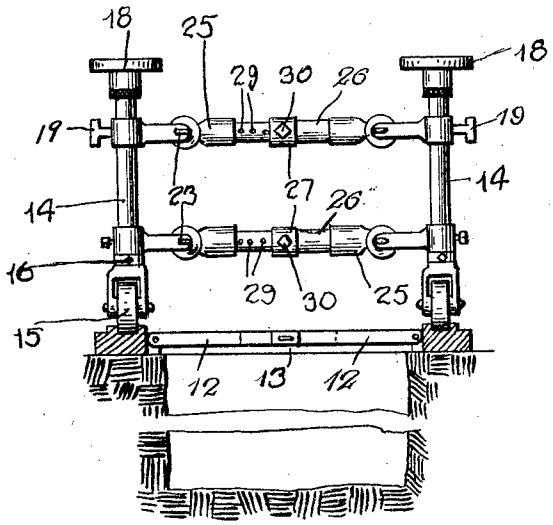


Fig. 4.

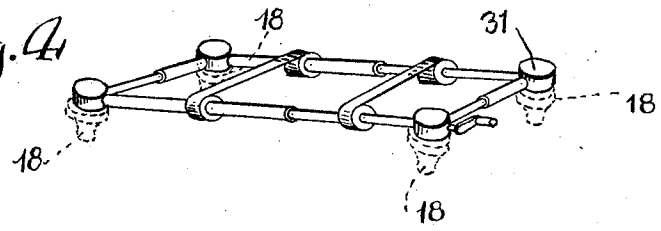


Fig. 5.

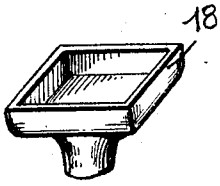
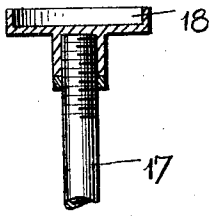


Fig. 6.



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Patented Nov. 23, 1926. 1,608,419

UNITED STATES PATENT OFFICE.

CLAUDE HOWARD PEACOCK, OF CANTON, GEORGIA.

BURIAL APPARATUS.

Application filed February 15, 1926. Serial No. 88,449.

This invention relates to burial apparatus and has special reference to a truck and track for casket lowering devices preferably termed a burial truck and track.

One important object of the invention is to provide a simple and improved truck for the purpose which is adjustable within limits to different widths and lengths of graves.

A second object of the invention is to provide an improved form of such device so arranged that the truck may be moved over the grave from either the end or the side thereof.

A third object of the invention is to provide an improved form of truck for supporting casket lowering apparatus so arranged that the truck may be adjusted to suit the inclination of the ground at the grave so that the lowering device and casket will be horizontal.

With the above and other objects in view as will be hereinafter apparent, the invention consists in general of certain novel details of construction and combinations of parts hereinafter fully described, illustrated in the accompanying drawings and specifically claimed.

In the accompanying drawing like characters of reference indicate like parts in the several views, and:

Figure 1 is a plan view of the device.

Figure 2 is a side elevation thereof.

Figure 3 is an end view thereof.

Figure 4 is a perspective of a lowering device suitable for use herewith.

Figure 5 is a view of a modified form of leg support.

Figure 6 is an enlarged detail on the line 6—6 of Figure 2.

In the embodiment of the invention herein shown there is provided a pair of tracks 10 each consisting of two portions hinged together at 11 and these tracks are each preferably made of wood provided on the upper surface with guide rails. Connecting these tracks are cross ties each consisting of a pair of members 12 provided with clamps 13. By this means the tracks may be adjusted toward and from each other so that they may be positioned either at the sides or the ends of a grave. Of course, the same cross ties may be adjusted for different widths or lengths of graves.

The truck itself includes four corner posts or legs 14 which are preferably formed of metallic tubing. At the bottom of each leg is fitted a swiveling wheel 15 which may be secured in adjusted position by a set screw 16. In the top of each leg is telescopically mounted a stem 17 threaded on its upper end to engage the shank of a socket 18 preferably consisting of a flat plate having a peripheral flange. These sockets may be circular as shown in Figure 1, square as in Figure 5 or any other desired form. Each stem is held in telescopically adjusted position by a set screw 19.

At the top and bottom of each leg is fixed a collar 20 and each of these collars has a pair of arms 21 arranged at right angles to each other and each provided at its extremity with a circular face provided with radial serrations 22 surrounding a central opening through which passes a clamping bolt 23. Mounted on each of these pivot bolts is a socket member having at one end a circular serrated face 24 corresponding to that on the arms 21. At the other end of each socket member is a socket 25 in which is fixed one end of a telescopic connecting bar. Each of these bars consists of a tubular member 26, having at its free end a collar 27, and a second tubular member 28 slidable in the first member and provided with a series of spaced openings 29 in which selectively engages a screw 30 threaded through the collar 27. By means of these telescopic bars the device may be adjusted for length and width.

In use the rails are placed at the sides or ends of the grave according as to whether it is desired to move the coffin endways or sideways over the grave. They are now adjusted in proper parallel position and there secured by the clamps on the cross ties. The truck is now adjusted for the desired width and length by suitably expanding or collapsing the tie bars, the bolts 30 being used to secure the tie bars when adjusted. The wheels 15 are also adjusted to aline with the rails and secured in adjusted position by the set screws 16.

If the ground be not level the sockets are now brought into a horizontal plane by adjusting the stems in the legs and there securing them by the set screws 19.

If the ground be inclined, the proper clamp bolts 23 are loosened and the serrated faces disengaged after which the legs are moved to vertical position and there secured by said clamp bolts. The heights of the sockets are then adjusted as before.

Any suitable form of lowering device such as is typically shown in Figure 4 may now be positioned on the truck with the corner members 31 resting in the sockets 18.

At the time of the funeral the truck will be in position on the track adjacent the grave. The coffin is placed on the straps 32 and, at the proper time the truck, with the lowering device and coffin is moved over the grave so that the coffin may be lowered when desired.

There has thus been provided a simple and efficient device of the kind described and for the purpose specified.

It is obvious that minor changes may be made in the form and construction of the invention without departing from the material spirit thereof. It is not, therefore, desired to confine the invention to the exact form herein shown and described, but it is desired to include all such as properly come within the scope claimed.

Having thus described the invention, what is claimed as new, is:

1. In a burial truck, corner legs, telescopic side bars connecting the legs on each side of the truck, telescopic end bars connecting the legs at each end of the truck, means to secure the bars in telescopically adjusted position, track wheels carried by the lower ends of said legs, stems telescopically mounted in the upper ends of said legs, means to secure said stems in telescopically adjusted position, and sockets carried removably on the upper ends of said stems and adapted to receive the legs of a coffin lowering device.

2. In a burial truck, corner legs, telescopic side bars connecting the legs on each side of the truck, telescopic end bars connecting the legs at each end of the truck, means to secure the bars in telescopically adjusted position, track wheels swivelly mounted at the lower end of said legs to move between longitudinally and transversely adjusted positions with respect to the truck, means to secure the wheels in adjusted position, stems telescopically mounted in the upper ends of said legs, means to secure said stems in telescopically adjusted position, and sockets carried removably on the upper ends of said stems and adapted to receive the legs of a coffin lowering device.

3. In a burial truck, corner legs, vertically spaced brackets carried by said legs each having a pair of arms extending at right angles to each other, pivot clamping bolts extending horizontally through said arms, sockets pivotally mounted on said bolts, telescopic connecting bars having their ends mounted in said sockets and extending from the sockets of one leg to the corresponging sockets on adjacent legs, means to secure said bars in telescopically adjusted position, track wheels carried by the lower ends of said legs, and lowering device supports carried by the upper ends of said legs.

4. In a burial truck, corner legs, vertically spaced brackets carried by said legs each having a pair of arms extending at right angles to each other, pivot clamping bolts extending horizontally through said arms, sockets pivotally mounted on said bolts, telescopic connecting bars having their ends mounted in said sockets and extending from the sockets of one leg to the corresponding sockets on adjacent legs, means to secure said bars in telescopically adjusted position, track wheels swivelly mounted at the lower ends of said legs to move between longitudinally and transversely adjusted positions with respect to the truck, means to secure the wheels in adjusted position, and lowering device supports carried by the upper ends of said legs.

5. In a burial truck, corner legs, vertically spaced brackets carried by said legs each having a pair of arms extending at right angles to each other, pivot clamping bolts extending horizontally through said arms, sockets pivotally mounted on said bolts, telescopic connecting bars having their ends mounted in said sockets and extending from the sockets of one leg to the corresponding sockets on adjacent legs, means to secure said bars in telescopically adjusted position, stems telescopically mounted in the upper ends of said legs, means to secure said stems in telescopically adjusted position, and sockets carried removably on the upper ends of said stems and adapted to receive the legs of a coffin lowering device.

6. In a burial truck, corner legs, vertically spaced brackets carried by said legs each having a pair of arms extending at right angles to each other, pivot clamping bolts extending horizontally through said arms, sockets pivotally mounted on said bolts, telescopic connecting bars having their ends mounted in said sockets and extending from the sockets of one leg to the corresponding sockets on adjacent legs, means to secure said bars in telescopically adjusted position, track wheels swivelly mounted at the lower ends of said legs to move between longitudinally and transversely adjusted positions with respect to the truck, means to secure the wheels in adjusted position, stems telescopically mounted in the upper ends of said legs, means to secure said stems in telescopically adjusted position, and sockets carried removably on the upper ends of said stems and adapted to receive the legs of a coffin lowering device.

In testimony whereof I affix my signature.

CLAUDE HOWARD PEACOCK.