

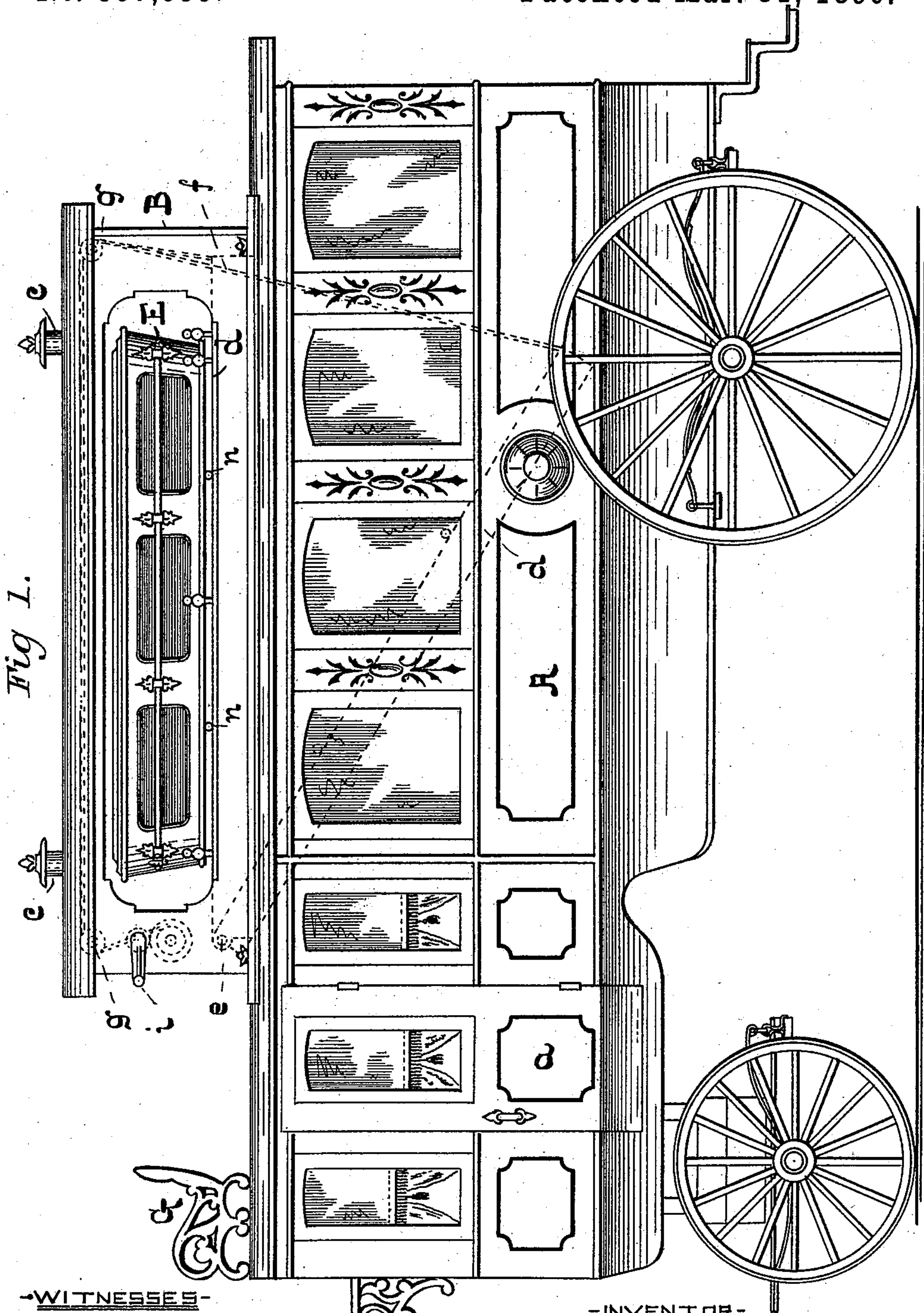
(No Model.)

4 Sheets—Sheet 1.

R. A. McCAULEY.  
FUNERAL CARRIAGE OR CAR.

No. 557,335.

Patented Mar. 31, 1896.



-WITNESSES-

Don't Fisher  
Harry Constantine

-INVENTOR-

Ruben A. McCauley,  
by Wm. H. J. Howard,  
Atty.

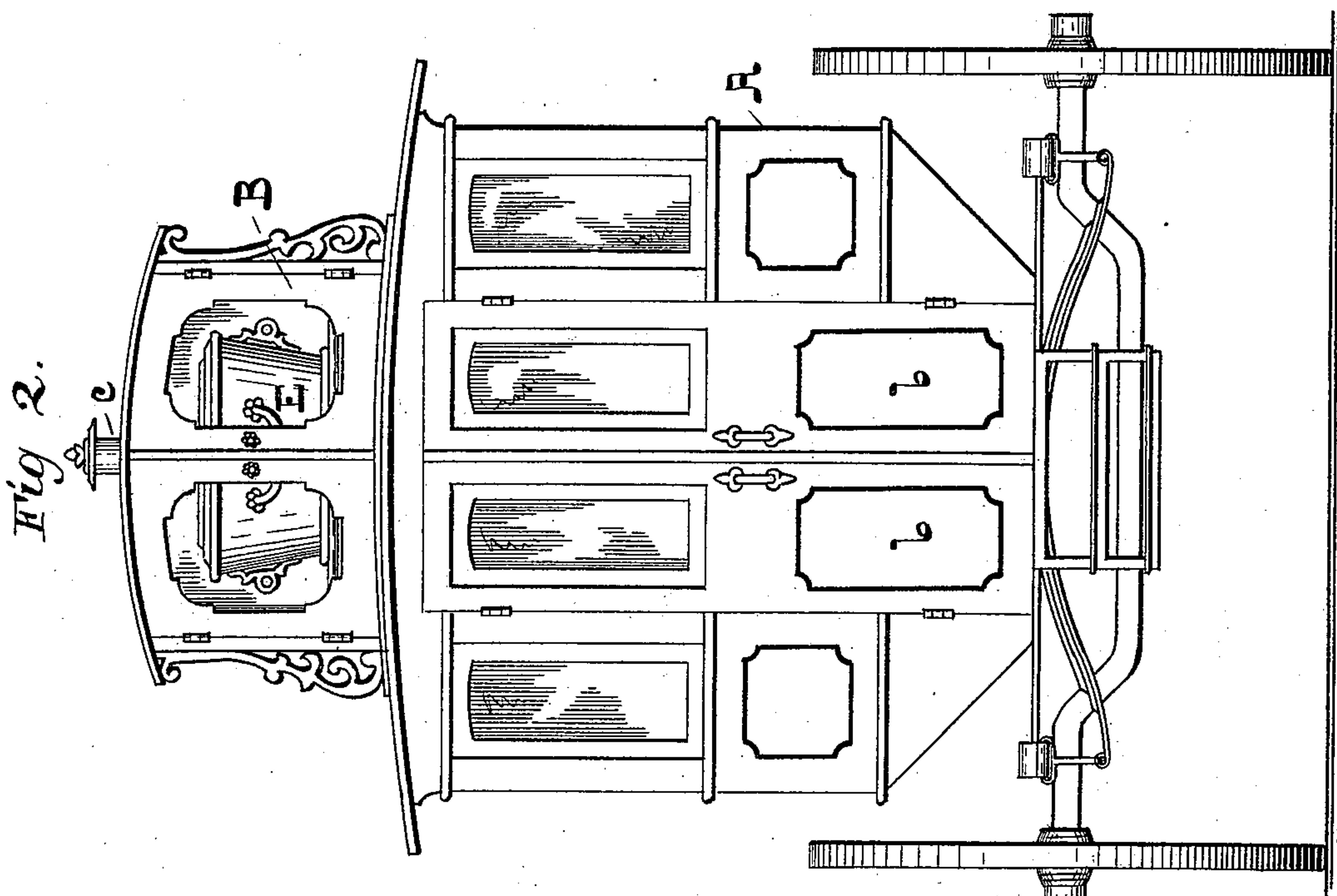
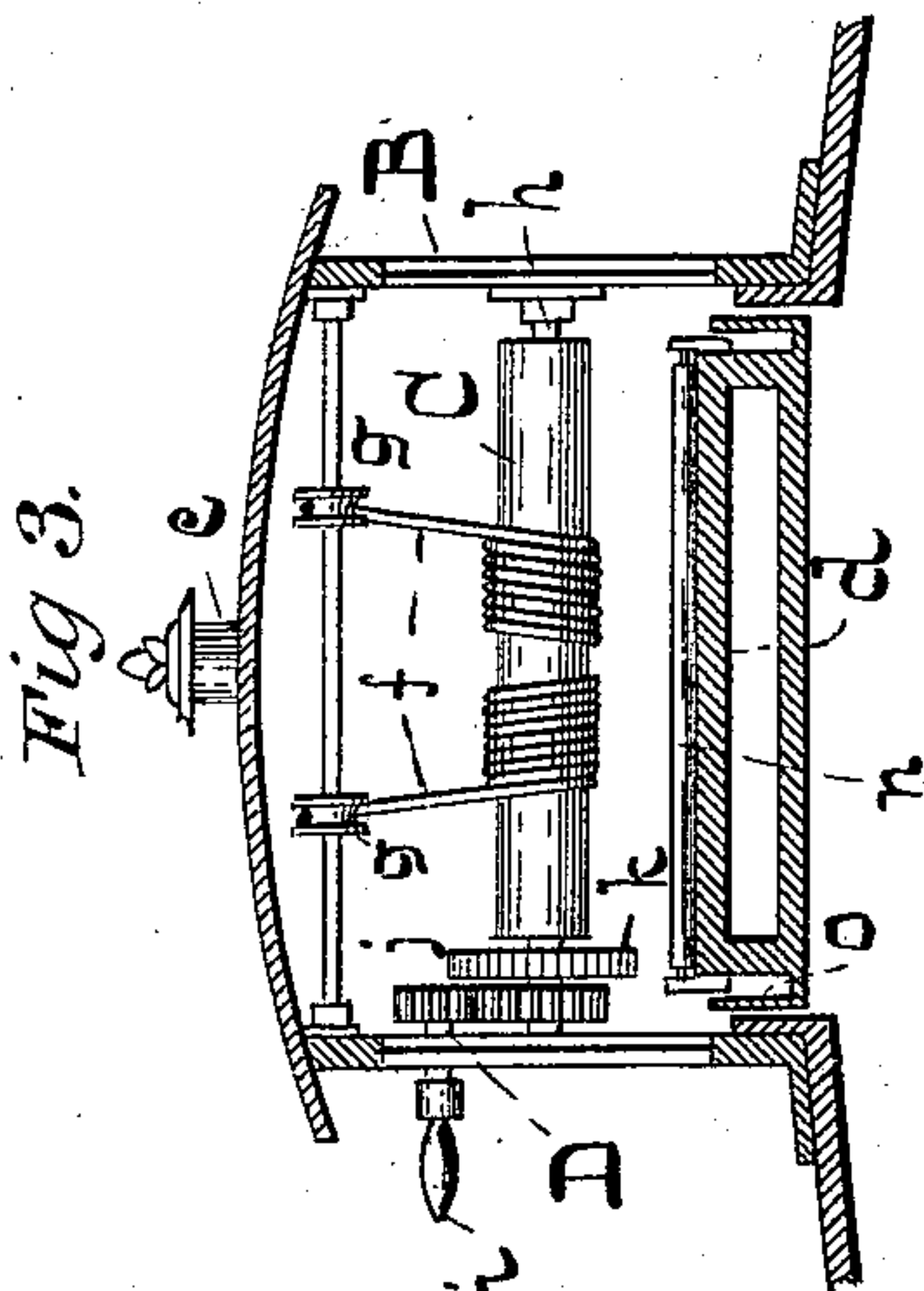
(No Model.)

4 Sheets—Sheet 2.

R. A. McCAULEY.  
FUNERAL CARRIAGE OR CAR.

No. 557,335.

Patented Mar. 31, 1896.



-WITNESSES-

Dan'l Fisher  
Harry Constantine

-INVENTOR-

Reuben A. McCauley  
by G. W. J. Howard  
attys.

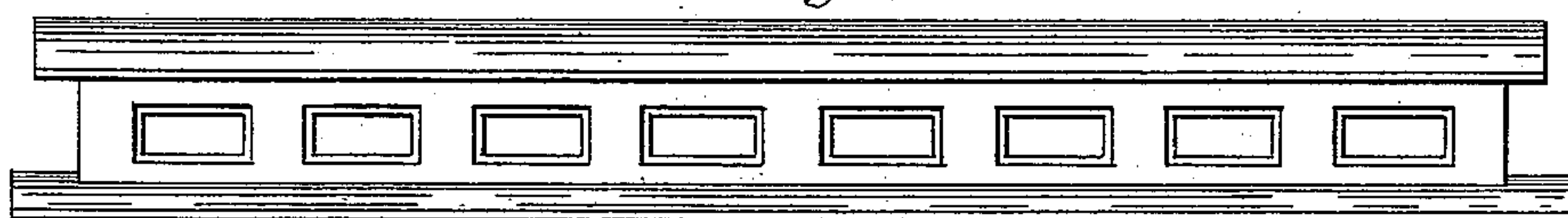
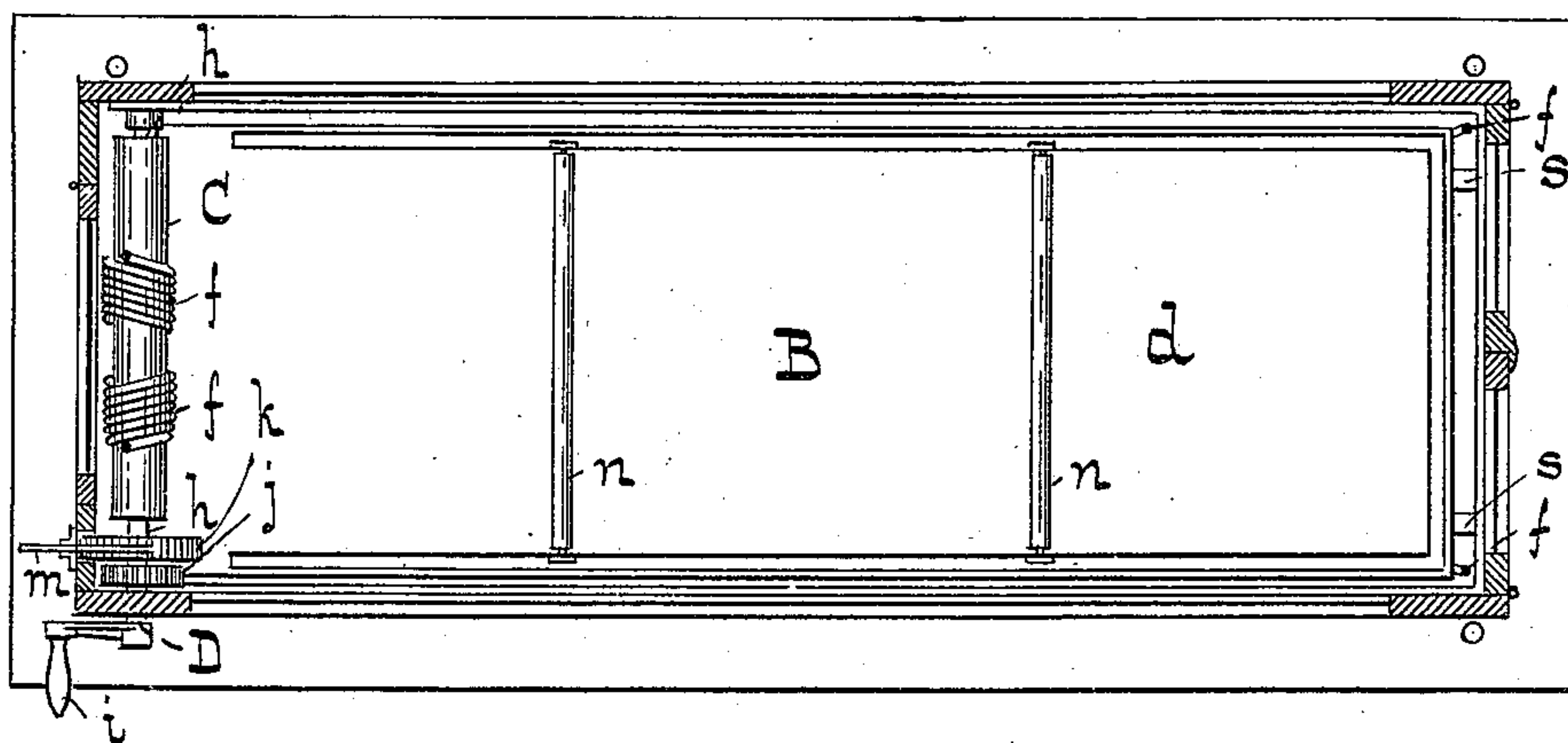
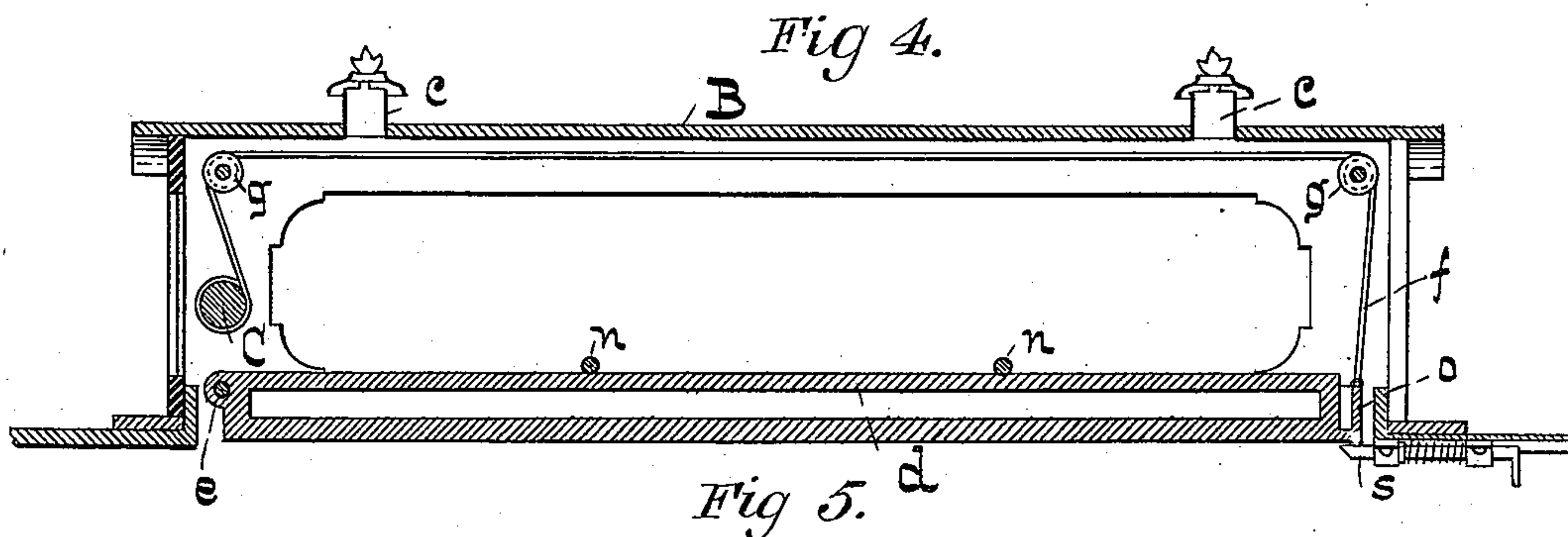
(No Model.)

4 Sheets—Sheet 3.

R. A. McCAULEY.  
FUNERAL CARRIAGE OR CAR.

No. 557,335.

Patented Mar. 31, 1896.



-WITNESSES-

Don't Fisher  
Harry Constantine

-INVENTOR-

Reuben A. McCauley,  
by Wm. H. J. Howard  
Atty.



(No Model.)

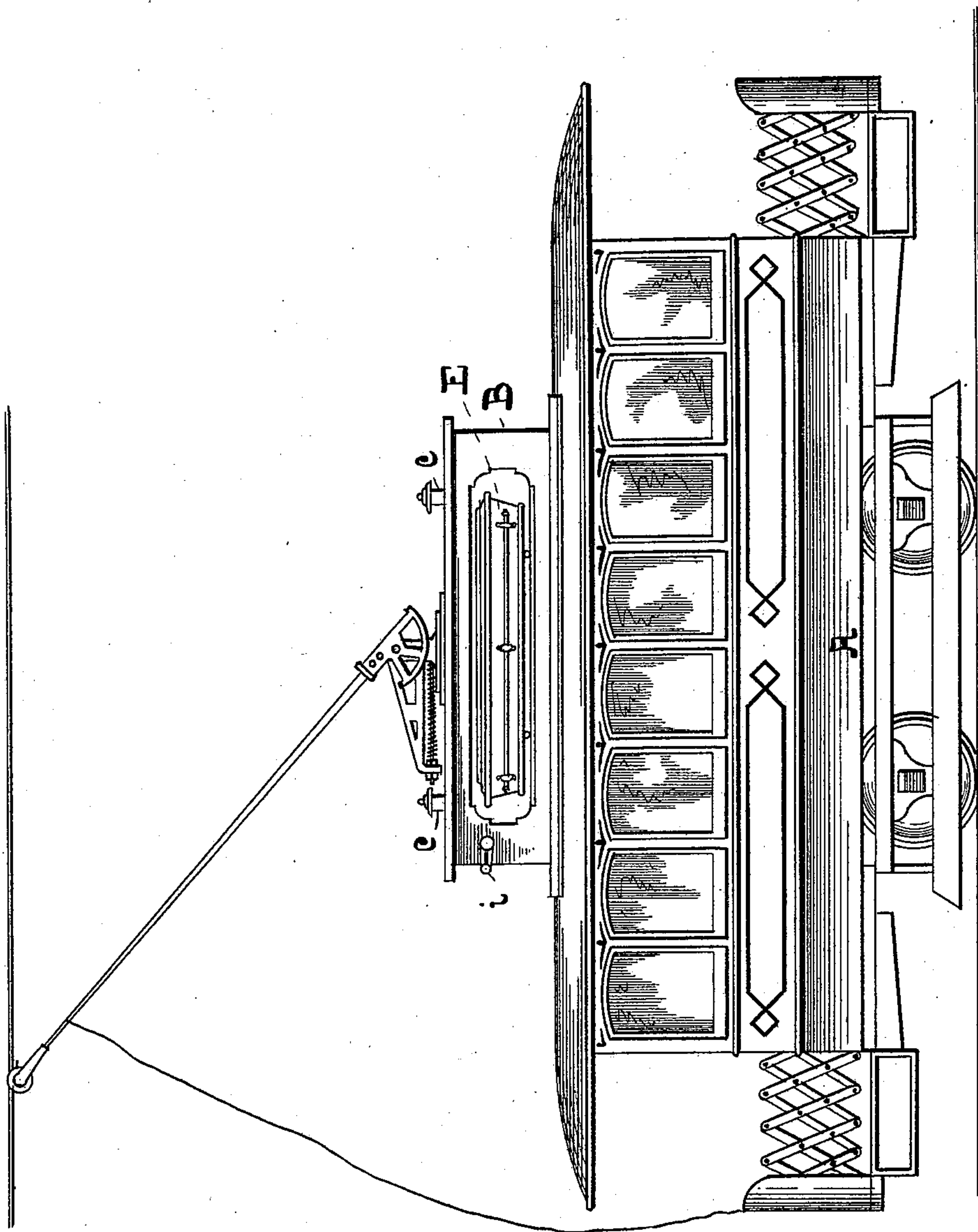
4 Sheets—Sheet 4.

R. A. McCAULEY.  
FUNERAL CARRIAGE OR CAR.

No. 557,335.

Patented Mar. 31, 1896.

Fig 7.



-WITNESSES-

*Dan'l Fisher*  
*Harry Constantine*

-INVENTOR-

*Ruben A. McCauley*  
*by W. J. Howard*  
*att'y -*



# UNITED STATES PATENT OFFICE.

REUBEN A. McCAULEY, OF BALTIMORE, MARYLAND, ASSIGNOR TO THE  
NATIONAL BURIAL COMPANY OF BALTIMORE CITY, OF MARYLAND.

## FUNERAL CARRIAGE OR CAR.

SPECIFICATION forming part of Letters Patent No. 557,335, dated March 31, 1896.

Application filed November 25, 1895. Serial No. 570,046. (No model.)

*To all whom it may concern:*

Be it known that I, REUBEN A. McCAULEY, of the city of Baltimore and State of Maryland, have invented certain Improvements in Funeral-Carriages, of which the following is a specification.

This invention relates to certain improvements in that class of inventions which are designed to effect economy in funeral expenses by dispensing with a hearse, the coffin or casket being carried on the top of a vehicle adapted for the conveyance of persons attending the funeral.

The present invention consists in improvements in the invention described and shown in Letters Patent No. 420,605, granted to me on the 4th day of February, 1890, to which reference should be made.

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

Figure 1 is an exterior side view of the improved funeral-carriage. Fig. 2 is an exterior rear view of Fig. 1. Figs. 3, 4, 5, and 6 are details of the invention hereinafter particularly described. Fig. 7 illustrates a modification of the invention.

Referring now to the drawings, A represents the body of a wheeled vehicle arranged and constructed to carry a number of persons, and with this in view it is provided with suitable seats arranged preferably on the sides of the vehicle, so that there is a longitudinal passage-way between them.

The body A may be divided by a partition, if desired, to separate the space into two compartments, and when such construction is adopted the forward compartment, which would be occupied by the immediate relatives of the deceased or the chief mourners, would have a side door *a*, so that they could enter without passing between the seats in the other and larger compartment. Both compartments will have properly-arranged windows, preferably draped and provided with blinds, as is common in carriages used for funerals. The rear compartment has folding or sliding doors *b*, through which the persons to ride enter.

B is a receptacle for the casket erected on

the top or roof of the vehicle. It is suitably ornamented and glazed to exhibit the contained casket and provided with ventilators *c* for obvious reasons.

The bottom *d* of the receptacle B is pivoted or hinged at one end at *e*, and at the other end it is suspended by cords *f*, which pass over suitable sheaves *g* to a winding-drum C secured to a shaft *h* journaled in the side walls of the receptacle B, where it is hidden from view from the outside of the carriage.

D is the winding-shaft provided with a crank *i*, which is removable, whereby the drum C is revolved through the medium of a train of gearing *j*. A ratchet-wheel *k* and pawl *m* are employed to hold the cords *f* in a wound condition and thereby support the bottom *d* in a horizontal position, or any position within range of its movement.

The casket, which is denoted by E, rests on rollers *n* on the bottom *d* in order that it may be easily placed in position and moved smoothly as it is taken from the vehicle.

The bottom *d* is flanged (see Figs. 3, 4, and 5, in which the flanges are denoted by *o*) to catch any water which may enter the receptacle through the ventilators in driving rain-storms. This provides for a contingency which will rarely occur, but it is thought best to have the bottom fitted with flanges, as described.

G is the seat for the driver who at the proper time manipulates the crank mechanism to lower and raise the floor or bottom of the casket-receptacle and the casket.

To prepare the carriage for the reception of the casket, the floor or bottom *d* is lowered, as shown by its dotted delineation in Fig. 1. The casket is then entered through the doors *b* and pushed onto the bottom and chocked by means of any suitable device. The bottom is then raised up by means of the hoisting appliances described until the casket assumes the position shown in Figs. 1 and 2.

The invention has been described as forming a part of a road-vehicle, but it may be used in connection with an electric, cable, or other car. In Fig. 7 it appears in an electric car.

It is evident that both ends of the bottom *d* may be fitted with winding-cords and the



bottom lowered and raised in a horizontal position. This alternative arrangement is not considered as good a one as the one first described, as it tends to complication and expense without any substantial advantages.

5 Catches *s* (shown in Figs. 4 and 5) serve to hold the bottom *d* in place when elevated. These catches may be operated so as to release the bottom from the inside of the carriage.

10 While this invention is specially adapted for a funeral-carriage, it may be employed for pleasure-excursions, in which case the casket-receptacle, which is removable, is taken off and a ventilator (shown in Fig. 6) substituted for it.

I claim as my invention—

1. In a funeral-carriage, the combination  
20 of a wheeled vehicle, a casket-receptacle situated on the roof of the vehicle, a bottom for

the receptacle susceptible of elevation and depression, and means to operate the said bottom whereby the casket is raised to its position on the vehicle or lowered so that it may be removed therefrom, substantially as specified.

2. In a funeral-carriage, the combination of a wheeled vehicle, a casket-receptacle elevated on the top or roof of the same, there being an opening between the receptacle and the interior of the carriage, a floor or bottom for the receptacle, adapted for elevation and depression, means to raise and lower the said bottom, and catches to retain the bottom in an elevated position, substantially as specified.

REUBEN A. McCAULEY.

Witnesses:

DANL. FISHER,

WM. T. HOWARD.