

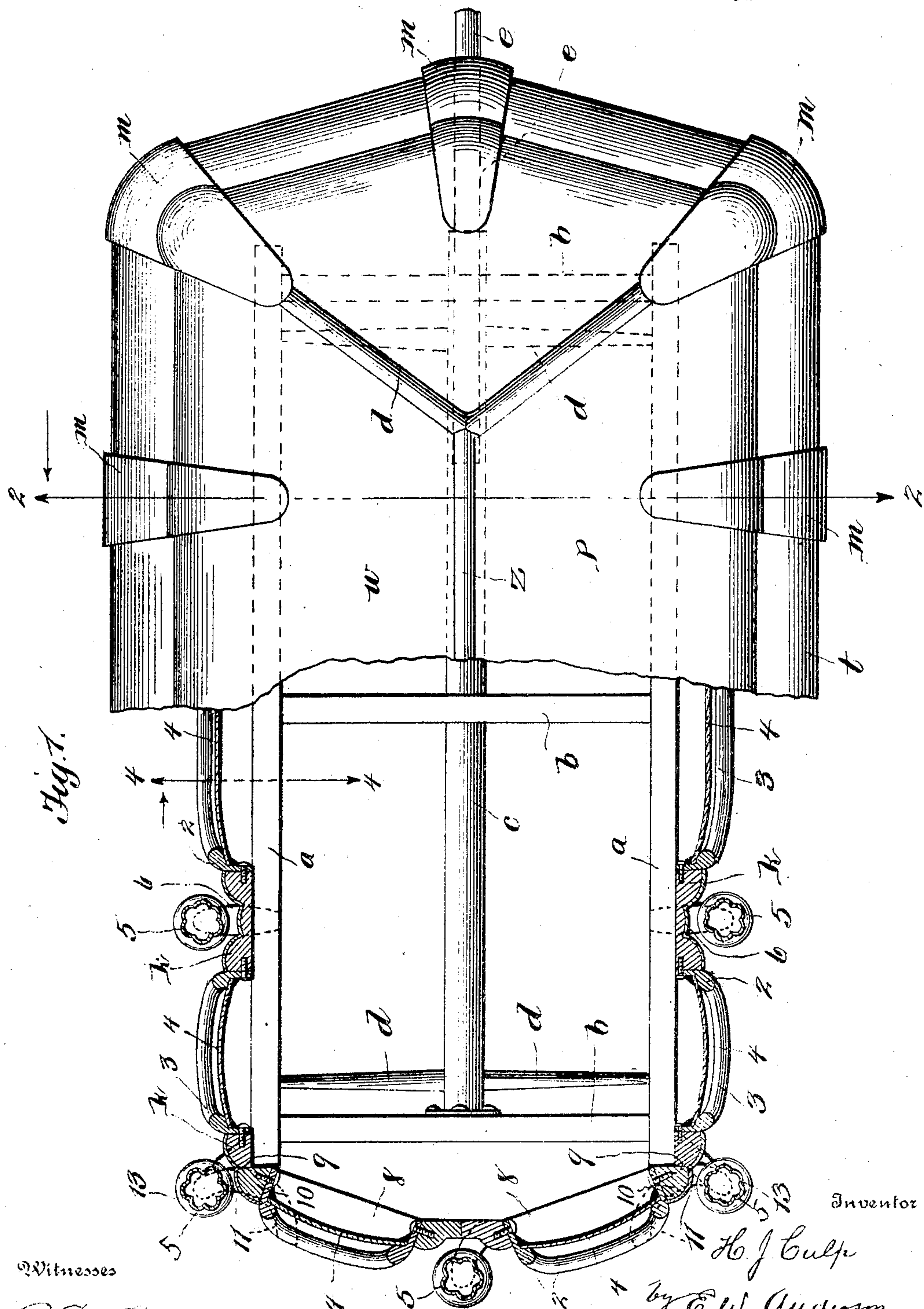
No. 798,016.

PATENTED AUG. 22, 1905.

H. J. CULP.  
HEARSE.

APPLICATION FILED JAN. 19, 1905.

4 SHEETS—SHEET 1.



Witnesses

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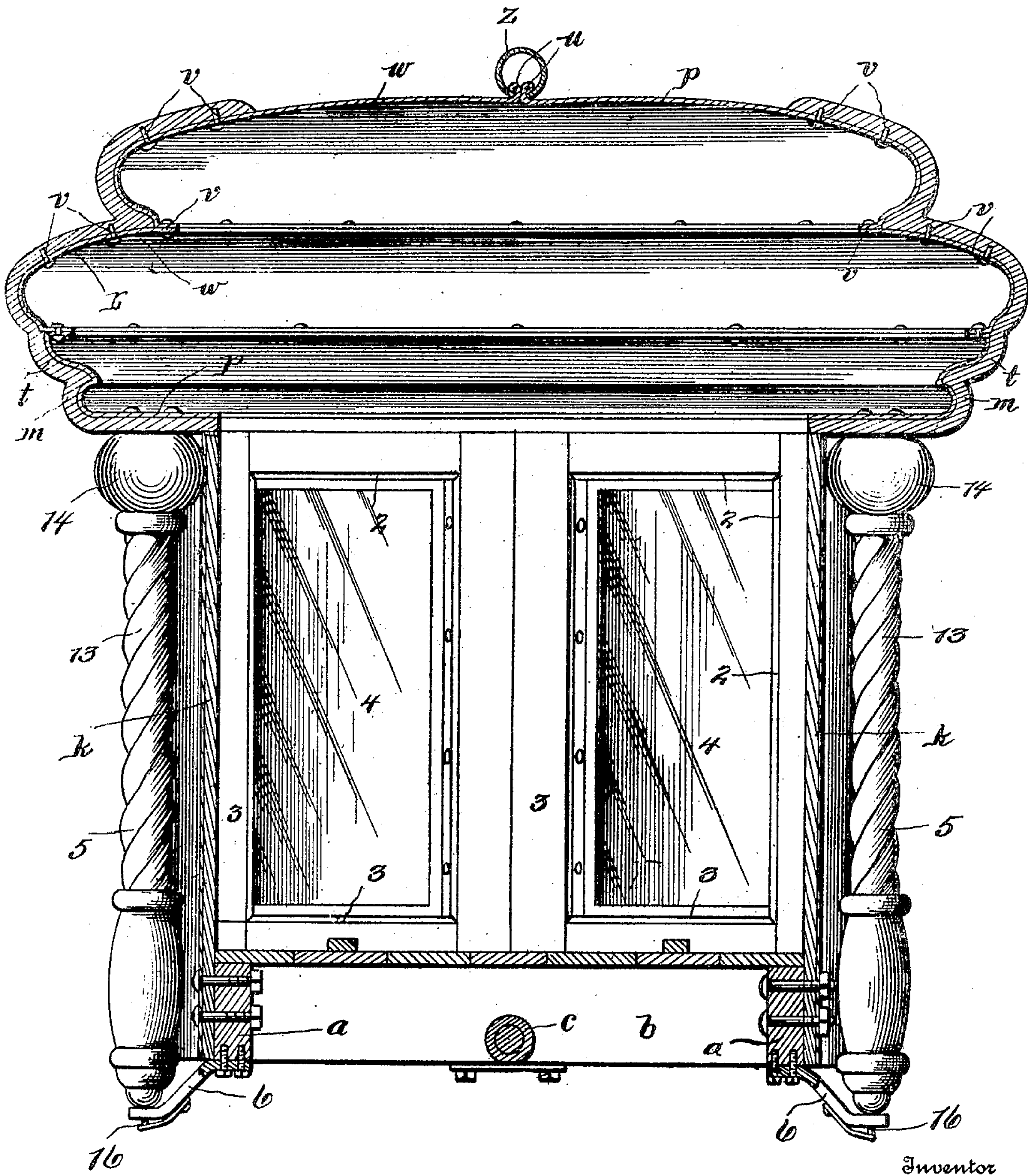
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4 SHEETS—SHEET 2.

Fig. 2.



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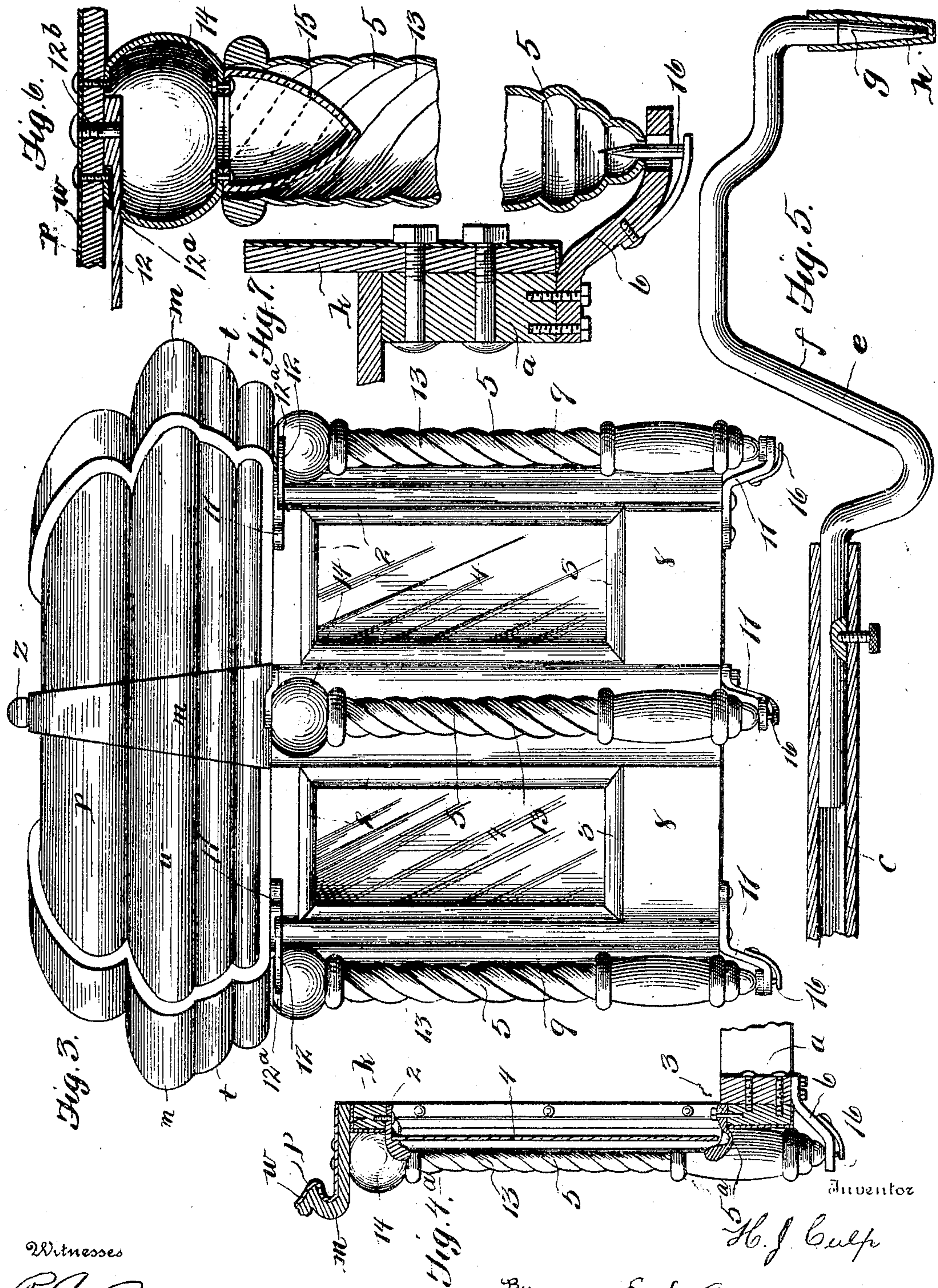


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4 SHEETS—SHEET 3.



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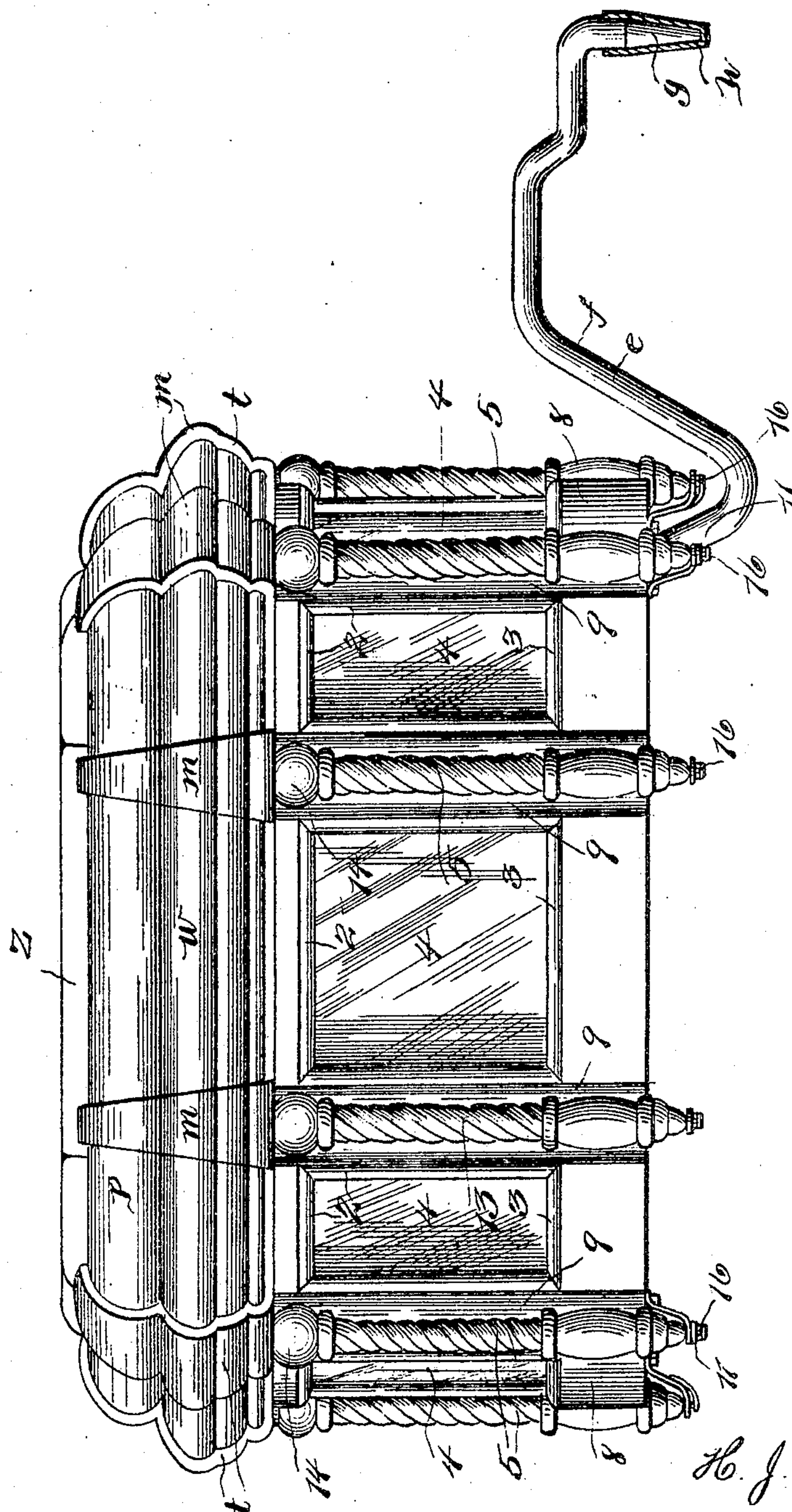
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4 SHEETS—SHEET 4.

Fig. 4.



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# UNITED STATES PATENT OFFICE.

HENRY J. CULP, OF GOSHEN, INDIANA.

## HEARSE.

No. 798,016.

Specification of Letters Patent.

Patented Aug. 22, 1905.

Application filed January 19, 1905. Serial No. 241,861.

*To all whom it may concern:*

Be it known that I, HENRY J. CULP, a citizen of the United States, and a resident of Goshen, in the county of Elkhart and State of Indiana, have made a certain new and useful Invention in Hearses; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters and figures of reference marked thereon, which form a part of this specification.

Figure 1 is a plan view of the invention, partly broken away and in section. Fig. 2 is a section on the line 2 2, Fig. 1. Fig. 3 is an end elevation of the invention. Fig. 4 is a side elevation of the same. Fig. 4<sup>a</sup> is a section on the line 4 4, Fig. 1. Figs. 5, 6, and 7 are detail sectional views.

The invention has relation to vehicles, and particularly to hearses; and it consists in the novel construction and combinations of parts, as hereinafter set forth.

The object of the invention is mainly to provide a light and economical body structure of strong character and attractive appearance.

In the accompanying drawings, illustrating the invention, the letter *a* designates the longitudinal bars or sills of the bottom, and *b* the cross-bars thereof. This bottom framing is braced by the longitudinal central tube *c*, which is easily made of gas-pipe, and is provided with the lateral arms *d*, extending to and engaging the longitudinal sills *a*. The tubular brace *c* is let into the lower portions of the cross-sills and is flush with the bottom of the frame. The front end of the pipe *c* is open and serves as a bearing for the reception of the end of the connection-bar *e*, which is made of steel. This bar is bent upward at *f* to provide a substructure for the seat and to form an arch to facilitate turning the front wheels of the running-gear under. The forward end *g* of the bar extends downward to engage a pivotal bearing *h* of the fifth-wheel.

Secured to the longitudinal sills *a* and extending upward therefrom are the stanchions *k*, usually four on each side. These stanchions are covered with sheet metal, the ends of which are bent over the ends of the stanchions and secured thereto by screws, which on account of their position are not readily seen. To the upper ends of the stanchions are secured the cornice-brackets *m*, which are

metallic bars bent in scroll form or otherwise ornamentally curved to provide bearings for the sheet-metal top *p* of the hearse. These brackets project outward from the stanchions by their lower portions *t*, which bend upward at their ends, and the upper portions thereof are continued in ornamental form toward the middle line of the top of the hearse. Several metallic sheets *w* form the top or cover, these sheets being bent to conform to the curvature of the brackets and being connected together at their edges by small bolts *v*. Along the middle line of the top of the hearse where the lateral cover-sheets come together these sheets are provided with upward-turned edge flanges *u*, which are engaged by a longitudinally-slitted tubular holder or clamp *z*, serving to prevent leakage of water into the hearse at the crest of the cover.

Between and bolted to the stanchions at top and bottom are the upper and lower window-frame bars 2 and 3, which are made of metal, preferably cast aluminium, as are the cornice-brackets. These bars 2 and 3, together with the stanchions, form the frames for the window glasses or panes 4, which are usually of convex contour. The lower bearing-bars 3 are provided with channels or recesses 5<sup>a</sup> at the lower ends of the glasses to form receptacles for water of condensation, preventing such water from dropping from the hearse when in use. To the upper bearing-bars 2 the edge of the lower cover-sheet is connected by suitable screws. The ornamental columns of the hearse are indicated at 5. There are two or more of these columns on each side, the upper ends of which are connected to the lower portions of the cornice-brackets and the lower ends of which engage the supporting-brackets 6, which are secured to the longitudinal sills. At the ends of the hearse the ornamental columns engage the pivot-pins of the hinges of the doors 8.

The end stanchions are provided with end shoulders or bearings 9 to receive the corners of the door-frames 10 when the doors are closed. The hearse is provided at each end with two doors which meet centrally, and each door is provided with upper and lower outward-projecting hinge-arms 11, the upper of said hinge-arms having extensions 12, which work in slots 12<sup>a</sup> of the upper portions 14 of the columns, the pivot-bolt for said extensions being shown at 12<sup>b</sup> in Fig. 6 of the drawings. One of the doors at each end carries a



central ornamental end column, which is of similar pattern to those on the sides of the hearse.

The ornamental columns consist usually each of a tubular shaft portion 13 and an upper portion 14, which is attached to the cornice-bracket. This upper portion is a pendant having a rounded and pointed lower part 15, which engages the upper open end of the shaft. The lower end of the shaft engages the spring-pin 16 of a bearing or support 6, which is attached to the sill, as hereinbefore stated.

The end columns of the sides are supported between the outward-projecting hinge-arms of the doors, and the doors in their movements swing around these columns and provide a free open way into the hearse. The lateral ornamental columns are easily detached from these bearings, leaving the sides of the body free and facilitating the cleaning thereof.

Aluminium is preferred for the metallic parts, because it is light and because it will hold the enamel with which those parts which are to be colored black are covered.

Having described the invention, what I claim, and desire to secure by Letters Patent, is—

1. The base of a vehicle-body consisting of

longitudinal sills, a middle longitudinal bracing-pipe lateral bracing-tubes connected to said pipe, and the front connection-bar, engaging said pipe, substantially as specified.

2. A vehicle-body having a braced sill portion, and sheet-metal top, metallic cornice-brackets supporting the top, stanchions secured to said cornice-brackets and sill portion, upper bearings between the tops of said stanchions, and lower bearings between the lower portion thereof, substantially as specified.

3. A vehicle-body having metal-sheathed stanchions, and between the lower portion thereof, window-frame bearings having drip-recesses, substantially as specified.

4. A hearse-body having, in connection with the sill portion, cornice-brackets and stanchions between said sill portion and cornice-brackets, supporting-arms attached to said sill portion, pendants attached to said cornice-brackets, and removable ornamental columns engaging said pendants and said supporting-arms, substantially as specified.

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

HENRY J. CULP.

Witnesses:

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