No. 805,465. PATENTED NOV. 28, 1905.

J. A. HULWICK.

BURIAL APPARATUS.

APPLICATION FILED SEPT. 30, 1904.

Fig. 1.

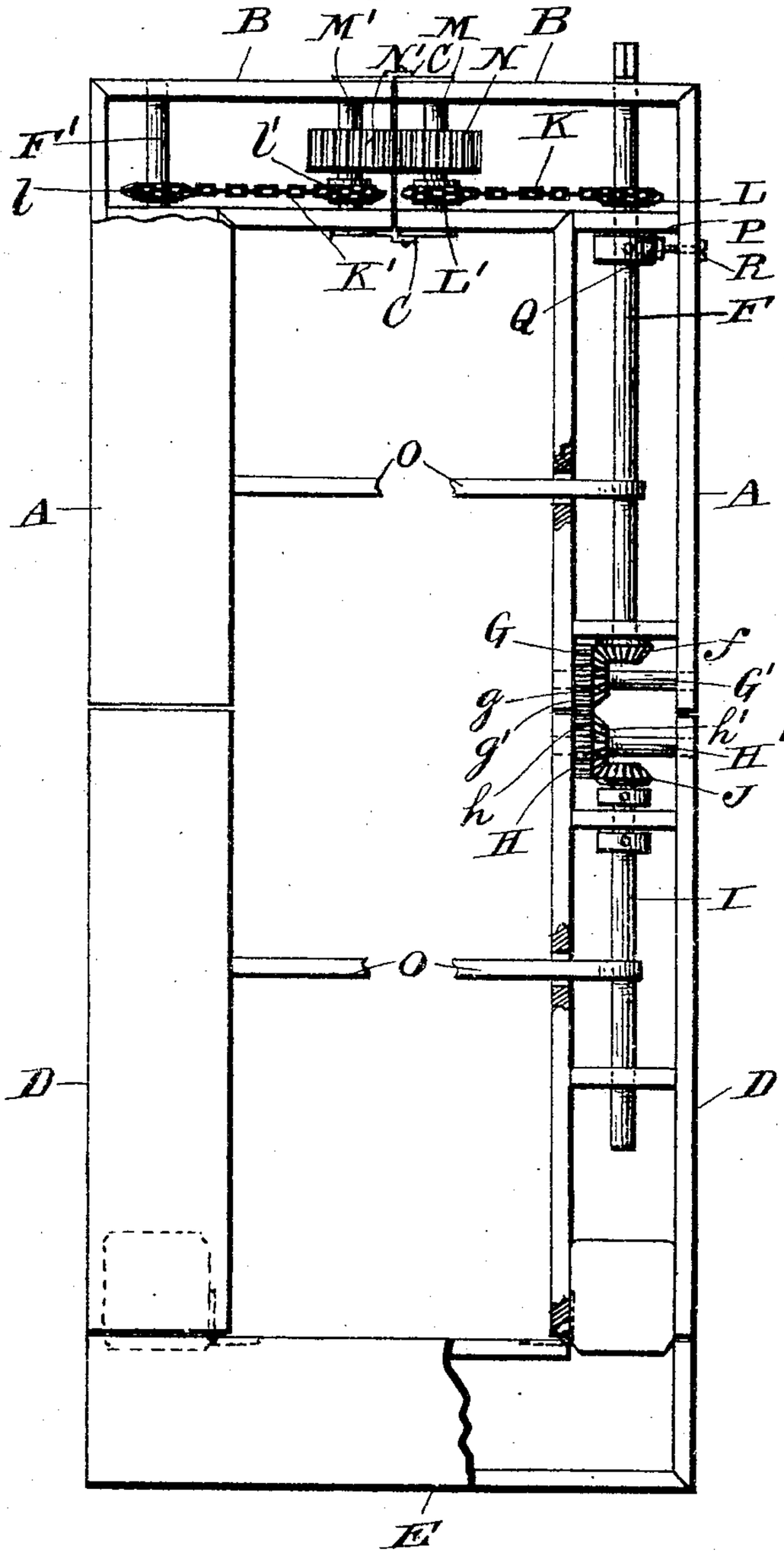


Fig. 2.

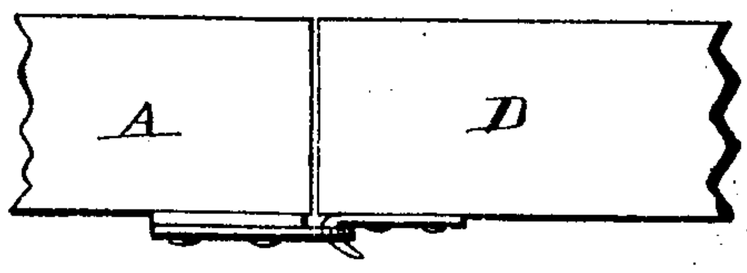


Fig. 3.

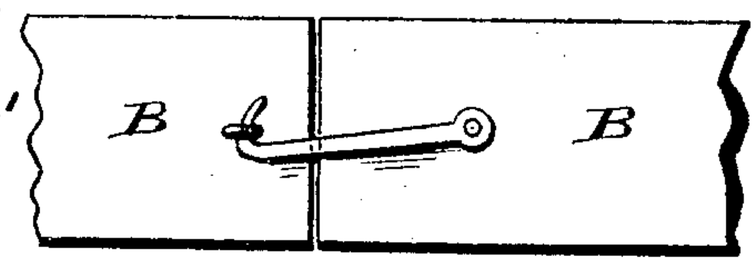
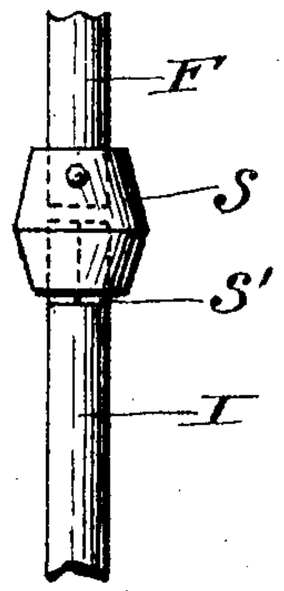


Fig. 4.



Witnesses

J. V. Blackwood

A. W. Aubrych, Jr.

Inventor

Jesse A. Hulwick

by D. A. Gourick

Attorney

UNITED STATES PATENT OFFICE.

JESSE A. HULWICK, OF ANGOLA, INDIANA.

BURIAL APPARATUS.

No. 805,465. Specification of Letters Patent. Patented Nov. 28, 1905.

Application filed September 30, 1904. Serial No. 226,663.

To all whom it may concern:

Be it known that I, JESSE A. HULWICK, a citizen of the United States, residing at Angola, in the county of Steuben and State of Indiana, have invented certain new and useful Improvements in Burial Apparatuses, of which the following is a specification.

My invention relates to devices for use in lowering burial-caskets into the grave, and has for its object the provision of a device that is capable of being dismembered and folded for convenient storage and transportation.

The invention will be particularly described hereinafter, and illustrated in the accompanying drawings, in which—

Figure 1 is a top view of my improved burial apparatus partly broken away; Fig. 2, a detail view of the means to connect the side sections; Fig. 3, a bottom view of one end of the frame, and Fig. 4 a modification of the means for coupling the shafts in the sections at the side of the frame.

In the drawings similar reference characters indicate corresponding parts throughout the several views.

My invention consists of a box-like frame composed of two L-shaped sections having long sides A and shorter arms B, the ends of the arms B being pivotally secured together by means of hinges C, two side sections D, removably secured to the ends of the parts A, and an end piece E, having pivoted projections to fit into the open ends of sections D.

F represents the power-shaft journaled in one of the parts A and extending outside of end of the frame and adapted to receive an operating-crank. The other end of the axle has keyed thereon a beveled gear *f*, which meshes with the beveled face *g* of a gear-wheel G, secured to a short shaft G′, said gear-wheel G having also a spur-gear face *g′*, which meshes with a similar gear-face *h* on gear-wheel H, keyed to short shaft H′ in the section D, I representing a shaft longitudinally journaled in said section D and having a beveled gear-wheel J secured thereto, which meshes with a beveled gear-face *h′* on gear-wheel H. On the opposite side of the frame are shafts and gears of the same construction as those above described, except that the shaft F′ does not extend outside of the frame, but power is transmitted from the power-shaft F through the hinged arms B by means of a chain or belt K, carried by a pulley or sprocket-wheel L, secured to power-shaft F, and another pulley or sprocket wheel L′, secured to short shaft M, journaled in arm B, that is a part of the L-shaped frame in which the power-shaft F is journaled. Keyed to shaft M is a spur gear-wheel N, that meshes with a spur gear-wheel N′ on shaft M′ in the attached arm B of the other L-shaped frame, power being transmitted from short shaft M′ to the shaft F′ by means of a chain or belt K′, geared to sprocket-wheels *l* and *l′* on the shaft F′ and short shaft M′, respectively.

O represents the belts for lowering the casket, which are attached to the shafts F, F′, and I and extending through openings in the sections A and D. A frictional brake is provided consisting of the wheel P, secured to shaft F, and a spring-rod Q, operated by screw-shaft R.

In Fig. 4 is shown a means for coupling the shafts F and I and F′ and I, consisting of a socket S on the end of one shaft having a rectangular interior to receive the rectangular end of the other shaft to be coupled thereto.

Having thus described my invention, what I claim is—

1. In a burial apparatus, an open frame to conform to the dimensions of the grave, said frame consisting of two L-shaped parts hinged together at the ends of the short arms thereof, frame-sections adapted to be removably secured to the ends of the long arms of said L-shaped parts, an end piece having projections to fit into the ends of said frame-sections, and operating means contained in said frame, substantially as shown and described.

2. In a burial apparatus, two L-shaped frame-sections hinged together at the meeting ends of two arms of said sections, a driven shaft journaled in the free arm of one of said sections, another shaft journaled in the free arm of the other section, short shafts journaled adjacent to the hinged ends of said L-shaped sections, gear-wheels secured to said shafts that mesh when the frames are in an operative position, means to transmit power between the shafts of each section, frame-sections adapted to be removably secured to the free ends of said L-shaped sections, shafts journaled in said sections, means to transmit power, from the shafts in the L-shaped sections to the shafts in the last-named sections, and an end piece adapted to be secured to the free end of said frame-sections, substantially as shown and described.

3. In a burial apparatus, an open frame to conform to the dimensions of the grave, the

long sides of said frame being divided intermediate of its ends longitudinal shafts journaled in the sections of said long sides, short shafts journaled transversely of said sections and adjacent to their joined ends, gear-wheels keyed to said short shafts having meshing spur-gear faces and beveled gear-faces, a beveled gear-wheel secured to the adjacent end of each longitudinal shaft, and gearing connecting the longitudinal shafts for simultaneous operation, substantially as shown and described.

4. In a burial apparatus, an open frame consisting of two L-shaped frames hinged together at the abutting ends of the two short arms of said sections, frame-sections adapted to be removably and replaceably secured to the free end of the L-shaped arms, and an end section having hinged projections to fit into the ends of the last-named sections, shafts longitudinally journaled in the long portions of said L-shaped sections and in the removable and replaceable sections, beveled gear-wheels on the adjacent ends of said shafts, short shafts journaled transversely of said frames, gear-wheels on said short shafts having beveled gear-faces to mesh with the beveled gear-wheels on the ends of said longitudinal shafts, the gear-wheels on the short shafts having spur-gear faces to intermesh when the sections are in place, short shafts journaled adjacent to the hinged ends of said L-shaped sections, gear-wheels on said short shafts that mesh when the frame is in an operative position, sprocket-wheels keyed to said short shafts and the longitudinal shafts journaled in said L-shaped sections, and chains connecting the sprocket-wheels in each section, substantially as shown and described.

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

JESSE A. HULWICK.

Witnesses:
ORA CRAIN,
THAD K. MILLER.