

# AMERICAN funeral director

The Dominant  
Publication  
in the  
Funeral Field



RETURN OF THE UNKNOWN HEROES OF WORLD WAR II AND KOREA—Two sailors salute as the U. S. destroyer Blandy arrives at the Naval Gun Factory in Washington, D. C., with the bodies of the Unknown Servicemen of World War II and the Korean Conflict on board. (See story on page 33 to 35) (U. S. Army Photograph)

**FEBRUARY, 1961**

# AMBLEWAGON® *Versatility*

Seven years ago, when the first Amblewagon was built, a revolution was started in the industry. The idea that a professional vehicle, which would meet all the requirements of the modern Funeral Home for ambulances service, could be purchased locally from a regular car dealer at a sensible price caught on like wild fire.

So much so that today Amblewagons are really versatile. They are available on *every* make of American station wagon and there are five different and distinct conversions. These range from the utilitarian service car thru the various funeral cars and ambulances up to the luxurious Arlington Hearse.

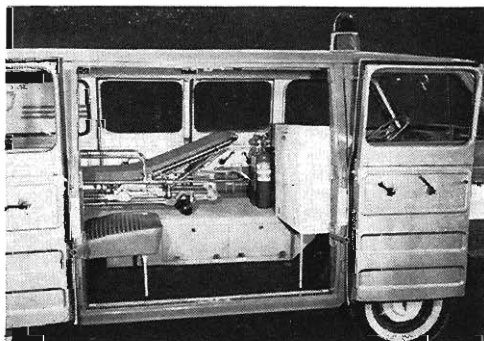
And now there is the Greenbrier Amblewagon—as new in design and as modern in concept as tomorrow!



Loading is easy and quick thru the full opening rear doors which swing back completely out of the way. Plenty of room for two cots *and* an attendant's seat in the patient's compartment.



Modern styling combined with passenger car ride and extreme maneuverability make this the perfect ambulance for congested urban areas. Note the double *side* doors which allow side as well as end loading—an important safety feature!



Patient's compartment is 107" long, 41" high, 44" wide—loads of room to accommodate any equipment such as medicine bar, piped oxygen, auxiliary heater, etc. The attendant can move about freely to serve his patient—especially good for maternity cases.

Conversion can include either one or two attendants' seats which fold into the floor. Storage compartments and spare tire space are provided under the floor.

As shown below, heart patient can sit straight up. There's plenty of length to handle long traction leg splints. The front seat accommodates three passengers comfortably as there is no tunnel hump at all in the floor.



The Greenbrier Amblewagon is sold by Chevrolet Dealers everywhere. See this local business man, who is probably already a friend of yours, today. He will be happy to serve you.

**AUTOMOTIVE CONVERSION CORPORATION**

BIRMINGHAM, MICHIGAN

P. O. Box 271 • Midwest 4-8800

PORT CREDIT, ONTARIO

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## New Amblewagon Uses Chevrolet Compact

The first standardized ambulance conversion of the compact Chevrolet Greenbrier has been introduced by the Automotive Conversion Corp., Birmingham, Mich. It is marketed by authorized Chevrolet dealers throughout the U. S. and Canada.

The Amblewagon provides sufficient interior height to allow heart patients to sit in an upright position. The interior length makes it possible to position the cot well forward, thus leaving abundant room in the rear for extended leg traction splints. Because of the depressed central floor, the attend-

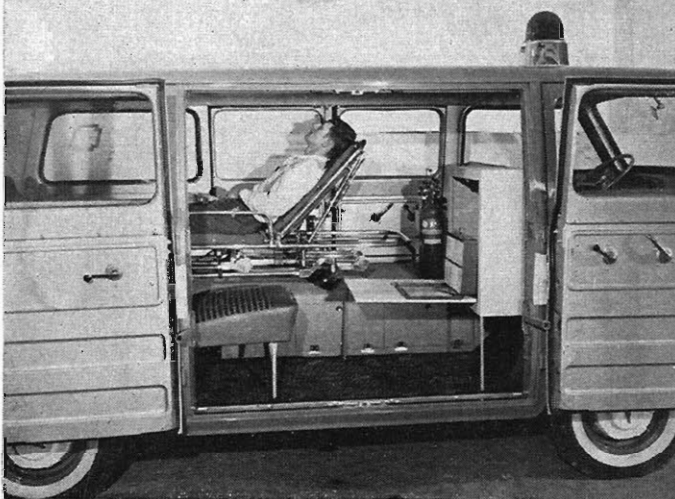
ant can move around freely while serving his patient.

When the rearmost attendant's seat is folded down into the floor, two litter patients may be carried side by side, with a forward attendant's seat available in the rear compartment. The Amblewagon is offered in a wide variety of interior arrangements, including either one or two attendants' seats which fold into the floor; medicine cabinets; linen and blanket compartments; piped oxygen with one or more outlets; blood and plasma dispensers, and other facilities.

The full-width front seat accommodates three passengers comfortably. Access for loading is provided both at the side and in the rear.



The new Greenbrier Amblewagon made by the Automotive Conversion Corp., Birmingham, Mich. Built into a Chevrolet Greenbrier model (top), the conversion can hold two litter patients, or a patient and the attendant (center). Access is from either the side or (bottom) rear doors.



## Corrections on Edwards Casket Carriage Prices

Through an unfortunate error on the part of our printers the incorrect prices were given in the advertisement of Edwards Equipment Company, 709 Clark Ave., St. Louis, Mo., in our January issue.

The prices in the copy instructions sent by the advertising agency for Equipment were correct, but our printer's proof-reader slipped up. The correct prices that should have appeared in the advertisements are, as follows:

No. 100 CASKET CARRIAGE....	\$129.50
No. 101 CASKET CARRIAGE....	\$141.50
No. 102 CASKET CARRIAGE....	\$159.50
No. 103 CASKET CARRIAGE....	\$159.50
No. 104 CASKET CARRIAGE....	\$188.00

We offer our sincere apologies to the Edwards Manufacturing Co. for this unfortunate mistake; and to any of our readers who were misled as a result.

## Champion Co. Develops New "PLX" Fluid

A new arterial fluid, "Champion PLX," has been introduced by The Champion Co., Springfield, Ohio. It is described by Leandro Rendon, company Director of Research, as "a blend of aldehydes in a lanolin base."

According to Mr. Rendon, the acceptance of lanolin-base fluids by embalmers has been so remarkable that the company has had to buy additional homogenizing equipment to meet the demand.

"We began processing lanolin-base fluids with a homogenizing unit that we felt would be ample for our needs," Mr. Rendon said, "but sales have been such that, with the addition of PLX to the line, our laboratory equipment could no longer meet the demand. With the larger, more efficient unit, we will meet production requirements and may consider adding new fluids."

## Porto-Lift Designed For Heavy Work

A simply designed, completely mobile casket and body lift is the contribution of the Porto-Lift Mfg. Co., Higgins Lake, Mich., towards easing the strain of heavy work in the funeral home. The Porto-Lift has a lifting capacity rated at over 500 lbs. and makes handling by a single attendant possible. A hydraulic control changes lifting and lowering into an automatic operation and "ends the manpower tie-ups which are the frequent result of manual handling of caskets and remains," the manufacturer points out.

The compact Porto-Lift rolls on casters, making it possible to move loads everywhere, even through narrow passages, without difficulty. Details may be obtained by writing to the manufacturer at the above address or consulting local dealers.