(No Model.)

W. C. FEAR.

CRATE FOR SHIPPING BICYCLES.

No. 581,151. Patented Apr. 20, 1897.

Fig. 1.

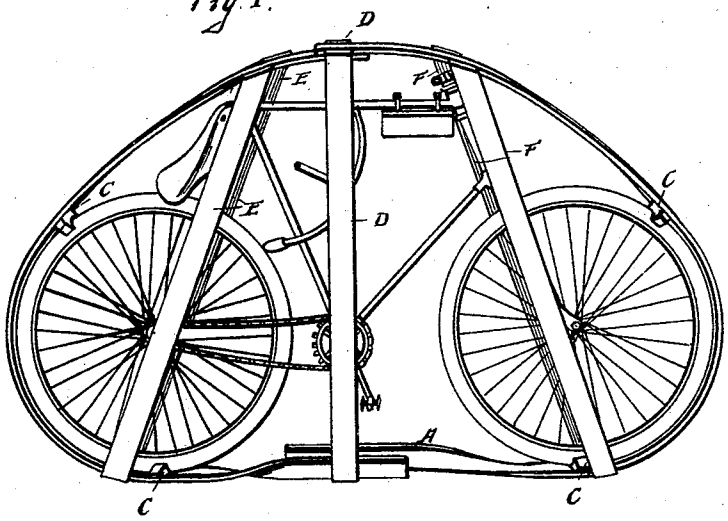
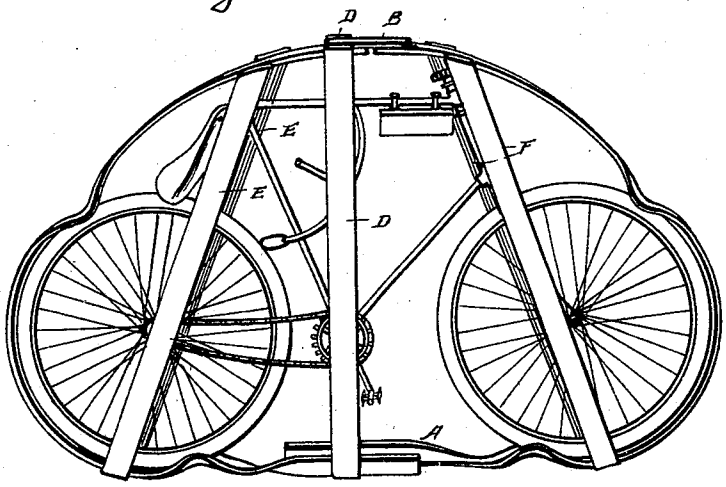


Fig. 2.



WITNESSES

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CRATE FOR SHIPPING BICYCLES.

SPECIFICATION forming part of Letters Patent No. 581,151, dated April 20, 1897.

Application filed March 28, 1896. Serial No. 585,245. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM C. FEAR, a citizen of the United States, and a resident of Summitville, in the county of Madison and State of Indiana, have invented certain new and useful Improvements in Crates for Shipping Bicycles; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a perspective view of my invention with bicycle inclosed. Fig. 2 is a similar view showing modifications.

The object of this invention is to provide a compact, convenient, light, inexpensive, and safe crate for the shipment of bicycles; and the invention consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claims.

Referring to the accompanying drawings, the letter A designates a protector or guard, consisting of a flat strip, preferably of elmwood, although any other suitable material may be employed. This strip is usually about six inches wide and half an inch thick and is long enough to go entirely around any wheel in the manner shown in the drawings. It may, however, be of any needed width and in two separate parts. The two ends of the strip are united by lapping and nailing, or, as shown, by means of a short piece B, which is secured to the approximated ends, or in any other suitable manner. The lower lateral portions of the strip are bent to conform closely to the outer or exposed portions of the wheels, the tires of which are thereby effectually protected. Secured to the inner face of this strip are four or more suitable blocks or holders C, which prevent the wheels wabbling or turning. I usually provide two of these blocks or holders for each wheel, one underneath the wheel and one near the top at each side. In the drawings these blocks are shown as consisting each of a short piece of wood secured transversely to the strip A and concaved to fit the tire. I may, however, employ leather or any other suitable style of holders for this purpose, or the protector A may itself be bent and shaped to accomplish the desired purpose, as indicated in Fig. 2.

D designates a central brace which consists of two flat strips, one upon each side of the wheel, their upper and lower ends being secured to the strip A. E E are rear braces of similar character but arranged obliquely, and F F are forward braces of similar character.

The strip A is preferably made in two pieces for convenience in shipping, their ends being suitably fastened together. Where the ends of the strip or strips meet at the bottom they are preferably turned up into edgewise positions, as shown. The effect of this is to enable the crate to stand more firmly on its base.

As will appear from the drawings, the crate above described affords efficient protection to the wheel during shipment, is compact, taking up but little more room than the wheel itself, and is light and inexpensive.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The herein-described crate for shipping bicycles consisting of a strip or strips bent entirely around the bicycle, braces which connect the upper and lower portions of the said strips, the lower portions of the strip or strips, between the two wheels of the bicycle, being bent into edgewise position, substantially as specified.

2. The herein-described crate for shipping bicycles, consisting of a bent strip or strips extending entirely around the bicycle, the lower lateral portions thereof being shaped to fit the outer portions of the wheels, and being, above and below such portions, bent inwardly against the wheels to form holders therefor, and brace-strips which connect the upper and the base portions of said strip or strips, substantially as specified.

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

WILLIAM C. FEAR.

Witnesses:

D. C. CHIPMAN,

F. M. REED.