No. 629,049. Patented July 18, 1899.

H. G. STREAT.

BICYCLE CRATE.

(Application filed Feb. 18, 1898.)

(No Model.)

Fig. 1

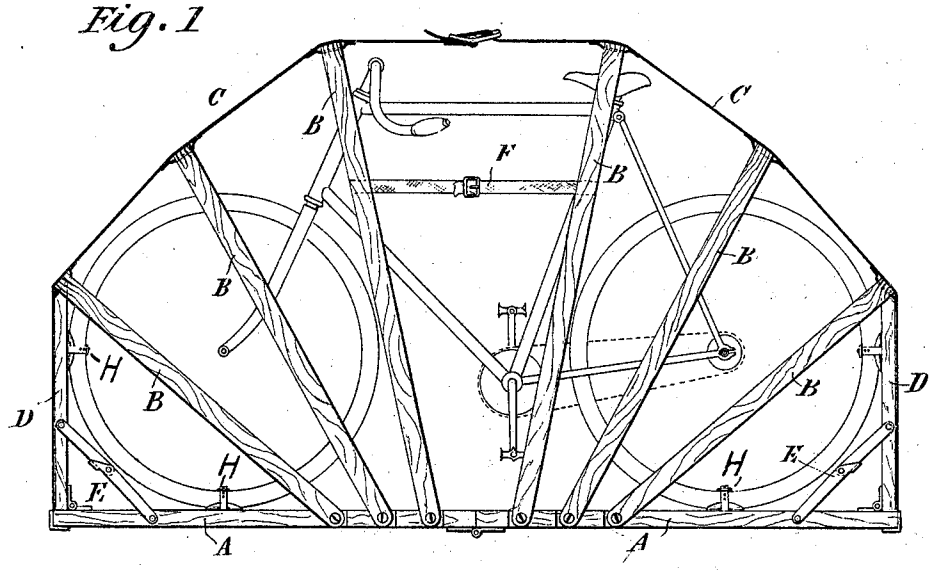


Fig. 2

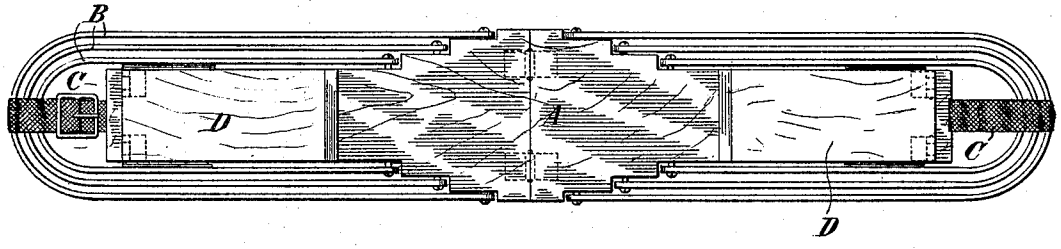
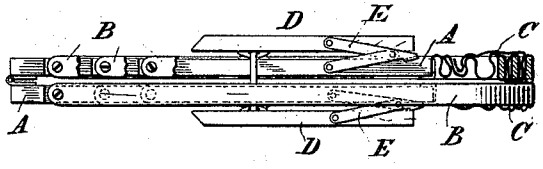


Fig. 3



Witnesses:
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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

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BICYCLE-CRATE.

SPECIFICATION forming part of Letters Patent No. 629,049, dated July 18, 1899.

Application filed February 18, 1898. Serial No. 670,740. (No model.)

To all whom it may concern:

Be it known that I, HERBERT G. STREAT, a citizen of the United States, residing at New York, in the county and State of New York, have invented certain new and useful Improvements in Bicycle-Crates, of which the following is a specification, reference being had to the drawings accompanying and forming a part of the same.

My invention is an improvement in collapsible crates designed more especially for bicycles, but useful generally for inclosing and protecting devices of a similar nature.

The main purpose of the invention is to provide a packing crate or case for containing a bicycle which may be used a number of times, which when not in use may be collapsed and packed into small compass, and which will be durable and strong and generally available as a shipping-crate.

As the invention resides in special features of construction of a crate, it will be more readily described by reference to the accompanying drawings.

Figure 1 is a side elevation of my improved crate in condition for use. Fig. 2 is a plan view of the same, partly collapsed. Fig. 3 is a part-sectional view of the crate collapsed.

A is a base-board hinged at the middle, the hinges being on the under side, as shown. The said board is widest at the middle and is gradually reduced in width toward the ends. Along the edges of the board, at points of different widths, are pivoted bows of wood or metal B, the widths of which correspond to the widths of the base at their point of attachment and of such lengths as to nest with each other when turned to the plane of the base-board, as shown in Fig. 2.

C is a stout band or strap, which is secured to the ends of the base-board A and the bows B B, the connections with the latter being at such points that when the band is drawn taut the bows will be held at varying angles to the board, forming a protective crate or case capable of containing a bicycle.

In order to increase the efficiency and utility of the device, boards D D are hinged to the base near its ends and are of such lengths as to reach approximately to the points of connection between the band C and the inside or shortest bows B when the crate is set up. These end boards may be held in an upright position by any convenient means, as by toggles E E, and to secure a greater rigidity of the crate a supplemental strap F may be employed to draw together the two longest or center bows B.

When the crate is extended or set up and a bicycle placed in it, the wheels of the latter are usually secured to the base and end boards by straps H or the like, which are fixed to the boards.

When the straps or bands are unbuckled and the bows let down, the crate is collapsed for packing by turning the end boards down upon the face of the base-board. The latter is then doubled on its hinge, bringing the under sides together, as shown in Fig. 3.

I am aware that a bicycle-crate composed of a hinged base-board with bows pivoted to its sides is not broadly new, and I do not claim such a construction. Nor do I claim as of my invention the expedient of cutting steps or shoulders in the edges of the base-board to form points of attachment for the bows. My improvements reside, however, in the details of construction shown and described and which are summarized in the claims.

What I claim is—

1. A bicycle-crate comprising in combination a base-board reduced in width from the middle toward its ends, bows of varying widths and lengths pivoted to the opposite edges of the base-board at different points where the width of the base-board corresponds to the width of the bows, the said bows being adapted to nest together when turned to the plane of the base-board, as set forth.

2. A bicycle-crate comprising in combination a base-board hinged at its middle, and reduced in width from its middle portion toward its ends, bows of varying widths and lengths pivoted to the opposite edges of the base-board at different points where the width of the base-board corresponds with the width of the bows, the said bows being adapted to nest together when turned to the plane of the base-board, as set forth.

3. The combination of the base-board hinged at its middle and reduced in width

toward its ends, bows of varying widths pivoted to the edges of the board at different points where the width corresponds with that of the bows, the said bows being of such lengths as to nest with each other when turned to the plane of the board, and a strap or band connecting the base-board and the bows, as set forth.

4. The combination of the base-board hinged at its middle and reduced in width toward its ends, bows pivoted at intervals to the sides of the base-board and of such lengths as to nest with each other when turned to the plane of the board, end boards hinged to the ends of the base-board, and a strap or band connecting the ends of the base-board and the bows, as set forth.

5. The combination of the base-board hinged at the middle, the end boards hinged to the base-board at its ends, the bows pivoted at intervals to the sides of the base-board, a band or strap connecting the ends of the base and the bows, and the toggles secured to the base and end boards and adapted to hold the latter in an upright position, as set forth.

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Witnesses:
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