

No. 877,156.

PATENTED JAN. 21, 1908.

E. A. WRUCK.
ARCH IRON FOR HAY RACKS.
APPLICATION FILED MAR. 19, 1907.

FIG. 1.

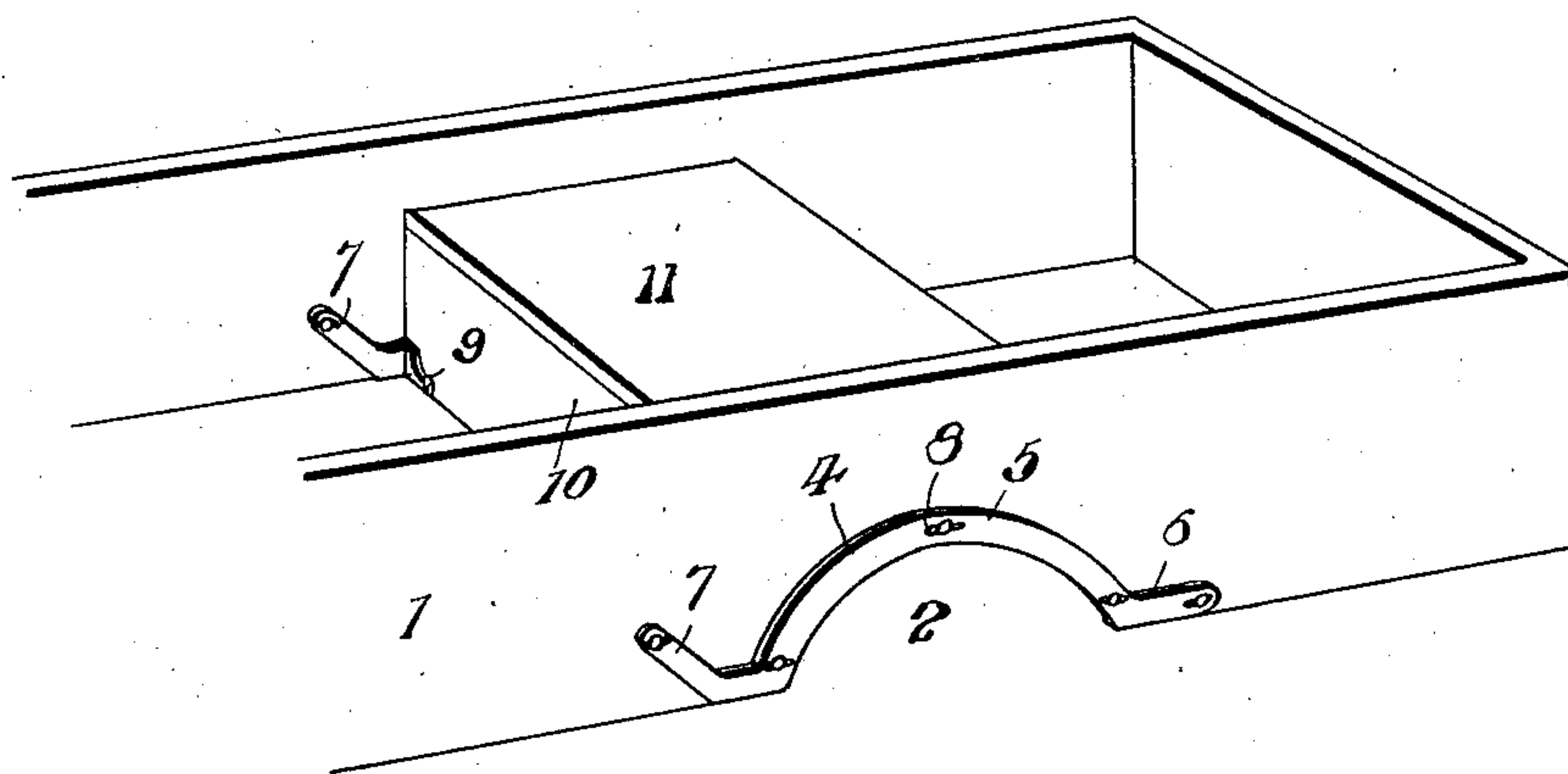


FIG. 2.

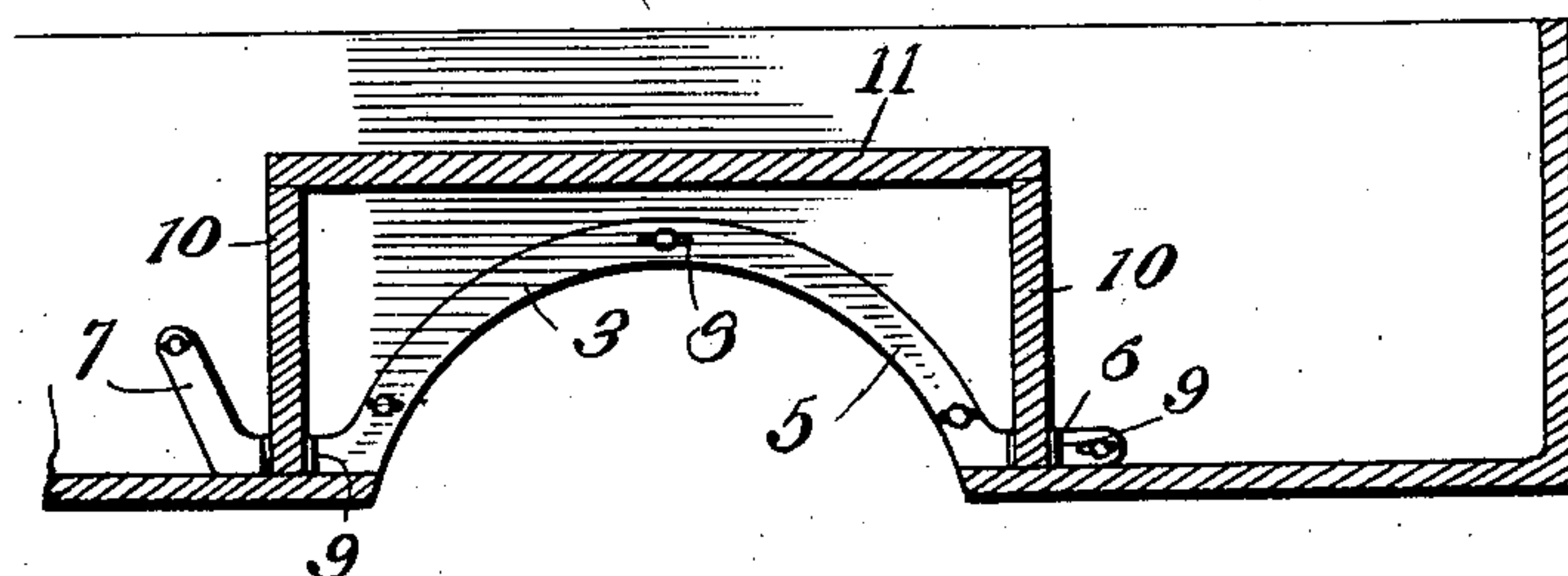


FIG. 3.

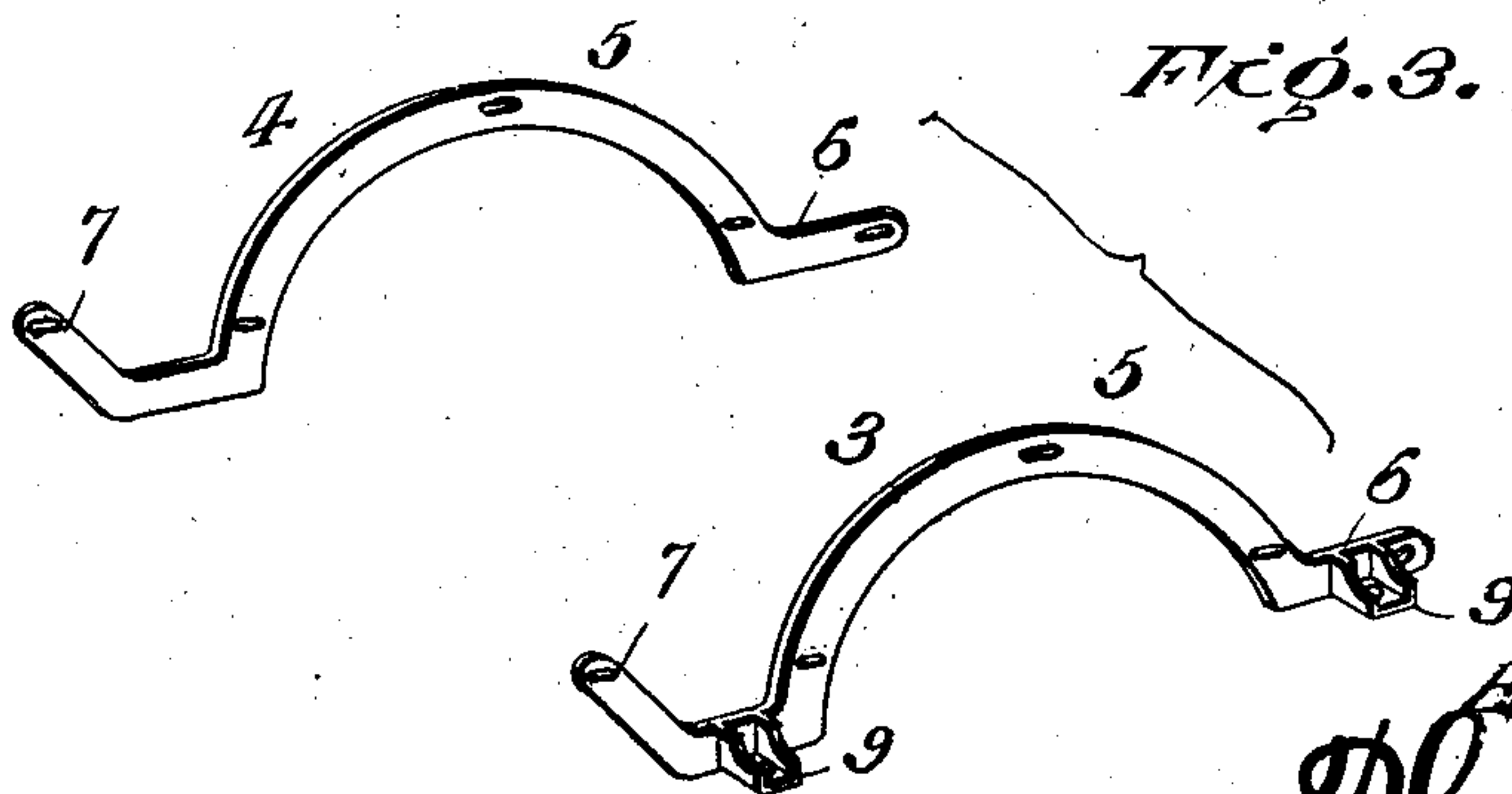
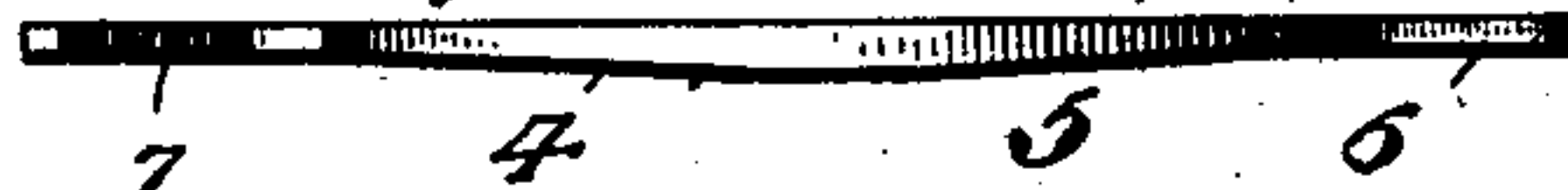


FIG. 4.



Witnesses
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ERWIN A. WRUCK, OF NORWALK, WISCONSIN.

ARCH-IRON FOR HAY-RACKS.

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Specification of Letters Patent.

Patented Jan. 21, 1908.

Application filed March 19, 1907. Serial No. 363,279.

To all whom it may concern:

Be it known that I, ERWIN A. WRUCK, citizen of the United States, residing at Norwalk, in the county of Monroe and State of Wisconsin, have invented certain new and useful Improvements in Arch-Irons for Hay-Racks, of which the following is a specification.

The present invention relates to certain new and useful improvements in the construction of hay racks and similar vehicles, the primary object of the invention being to provide a novel means for preventing the supporting wheels of the vehicle from coming into contact with and injuring the sides thereof when making short turns. To this end the invention consists essentially in notching the side pieces of the vehicle and in applying peculiarly designed arch irons to opposite faces of the side pieces, the said arch irons serving both as a reinforcing and protecting means.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a perspective view of a portion of a vehicle body having the invention applied thereto. Fig. 2 is a longitudinal sectional view through the same. Fig. 3 is a detail view of the arch irons provided upon opposite faces of the side pieces of the wagon. Fig. 4 is a top plan view of one of the arch irons.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The invention is shown as applied to the body portion of a hay rack which comprises two side pieces 1, the portions of which coming into contact with the vehicle wheels when making a short turn are notched or cut away as indicated at 2. Fitted against the opposite faces of each of the side pieces 1 are the arch irons 3 and 4, the iron 3 being applied to the inside face of the side piece, while the iron 4 is applied to the outside face. Each of these arch irons comprises an arched portion 5 corresponding to the shape of the notch 2 and surrounding the edge thereof so

as to effectively protect the latter from wear. At the forward end of each of the arched members there is formed an extension 6 which projects along the lower edge of the side piece, and in a similar manner the opposite end of each of the arched members is provided with a rearward extension 7, the extremity of which is bent upwardly so as to fit against the central portion of the side piece of the vehicle body. A series of fastening members such as the bolts 8 are employed to connect the corresponding arch members 4 and 3 upon opposite sides of each of the side pieces 1, and in the present instance five bolts are employed, three of which pass through the arched portions 5, while the remaining two pass through the respective extensions 6 and 7. In this connection it may be noted that owing to the fact that the extensions 7 are turned upwardly the bolt passing therethrough will be located toward the central portion of the side piece 1 and will therefore not be liable to tear through the edge thereof. Each of the extensions 6 and 7 upon the arch member 3 carries a laterally projecting ledge or stirrup 9 designed to engage the end portions of the transverse beams 10 connecting the side pieces 1 of the hay rack and serving as a support for the same. The upper edges of these beams 10 are connected by any suitable covering such as that indicated at 11 and a housing thereby formed which prevents the hay or other material being carried by the vehicle from entering the space between the two arched portions of the side pieces. As shown in the present instance the arched portions 5 of the two irons are thickened or enlarged at their intermediate portions, thereby reinforcing the said members at the central point where the bending strain is the greatest owing to the notching of the side pieces 1 at 2. With this construction it will be readily apparent that in making short turns the vehicle wheels will enter the arched portions of the side pieces and will be prevented from coming into contact with or injuring the same.

Having thus described the invention, what is claimed as new is:

1. In a vehicle body, the combination of a notched side piece, an arch iron applied to the side piece and reinforcing the edges of the notch, extensions at opposite ends of the

arch iron, and a stirrup carried by each extension for the purpose specified.

2. In a vehicle body, the combination of a notched side piece, an arch iron applied to the side piece and reinforcing the edges of the notch, extensions at opposite ends of the arch iron, one of said extensions being bent upwardly for the purpose specified, and a stir-

rup carried by each of the extensions for the purpose specified.

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

ERWIN A. WRUCK. [L. s.]

Witnesses:

F. QUACKENBUSH,

LELA SCHELL.