C. RAUCH.

Ice-Wagon.

No. 168,183. Patented Sept. 28, 1875.

FIG. 1.

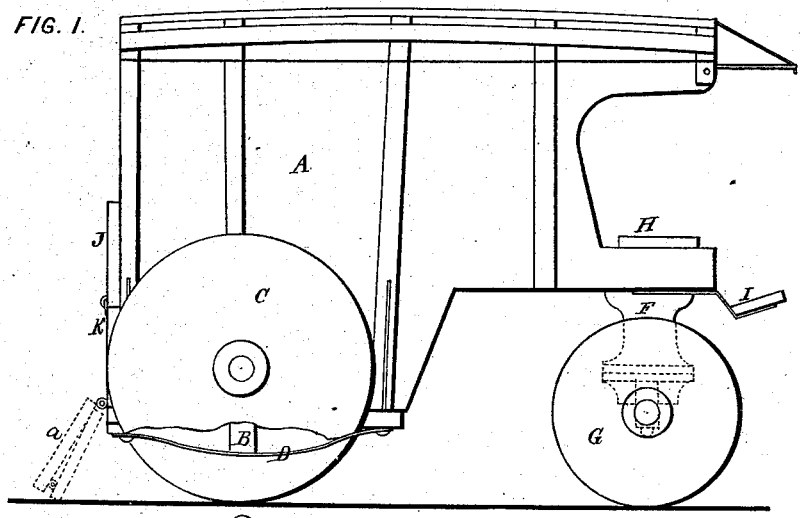


FIG. 2.

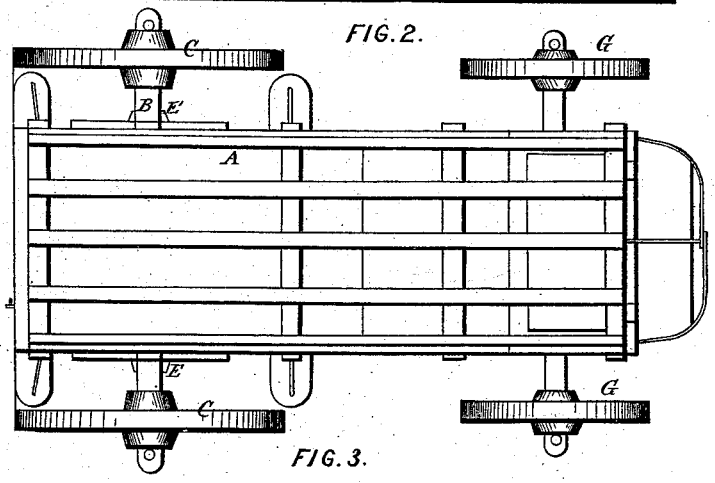
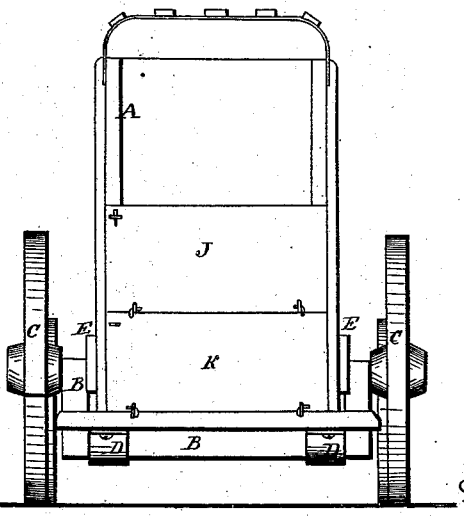


FIG. 3.



WITNESSES.

A. F. Cornell.

H. Manning

INVENTOR.

Charles Rauch

Per. Burridge & Co.

Attys.

UNITED STATES PATENT OFFICE.

CHARLES RAUCH, OF CLEVELAND, OHIO.

IMPROVEMENT IN ICE-WAGONS.

Specification forming part of Letters Patent No. **168,183**, dated September 28, 1875; application filed July 6, 1875.

To all whom it may concern:

Be it known that I, CHARLES RAUCH, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented new and useful Improvements in Ice-Wagons, of which the following is a full and complete description, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side view of the wagon. Fig. 2 is a top view. Fig. 3 is a view of the hind end.

Like letters of reference refer to like parts in the several views.

This invention relates to certain improvements in ice-wagons, which will be hereinafter clearly described, and set forth in the claim.

The hind part of the body A of the wagon is made much deeper than the front part, as will be seen in Fig. 1, and is carried by a bell-crank-shaped axle-tree, B, Fig. 3. The wheels C are larger than those of ordinary ice-wagons, to accommodate the depth of the body A. The springs D are secured at their middle to the lower side of the axle-tree, whereas the ends of said springs are attached to the bottom of the body A, whereby it is supported by the axle-tree, as will be seen in the drawing.

In thus giving the axle-tree a bell-crank shape I am enabled to have the hind part of the body deeper and nearer the ground, so that access can be had to the ice without climbing a step or steps for that purpose, as the contents of the wagon are within easy reach of the iceman.

In making the body a deep one, as above-said and shown in the drawing, I bring the weight of the load mainly on the hind wheels, as well as near the hind end, and therefore can make the wheels much larger than those of an ordinary ice-wagon; hence the load can be drawn easier, as well as being more easy of access to the iceman.

The greater depth of my wagon-body allows me to shorten the distance between the front and hind wheels, thus making the wagon more compact and manageable.

To prevent the body from too much longitudinal movement is the purpose of the limiting-blocks E, Figs. 2 and 3, between which the upright part of the axle-tree is loosely fitted, allowing the body to move vertically but not endwise upon the axle-tree.

This wagon is constructed without a reach, the front axle-tree being attached to the body by a pivotal standard, F, Fig. 1, which permits the turning of the wheels under the front end of the body in turning round. H is the driver's seat, and I the foot-rest.

The hind end of the wagon is closed by tail-boards J K, Fig. 3, hinged to each other and to the wagon, as shown in said Fig. 3, one or both of which may be let down, as indicated by the dotted lines *a*.

I am aware that wagons have been made with the fore part higher than the rear, and supported on a pivotal standard, and with crank-axles and springs, as shown in patent of B. B. Judge, November 1, 1870, No. 108,780. These I do not claim; but

What I do claim is—

The combination of body A, having limiting-blocks E, high forward part, and low rear part with the pivotal standard, the cranked axle B, and springs D, all substantially as and for the purpose set forth.

CHARLES RAUCH.

Witnesses:
J. V. WEITZ,
R. BRAYTON.