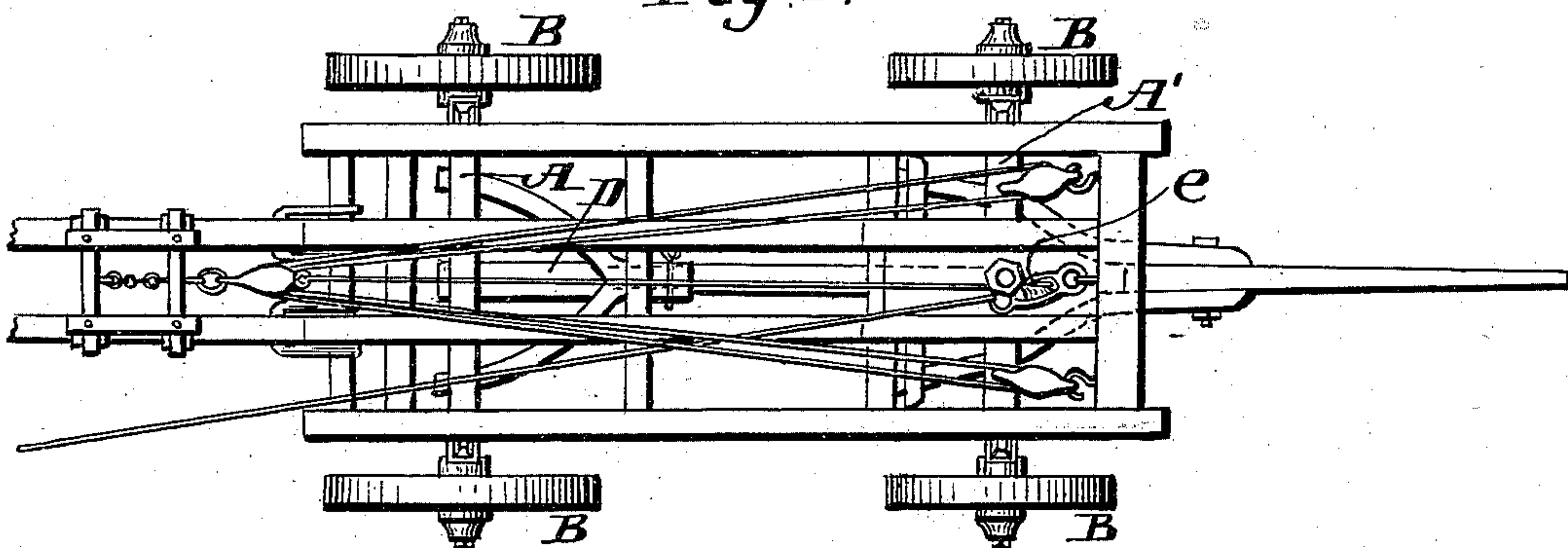


J. F. APPLEGATE.  
Wagon Running-Gear.

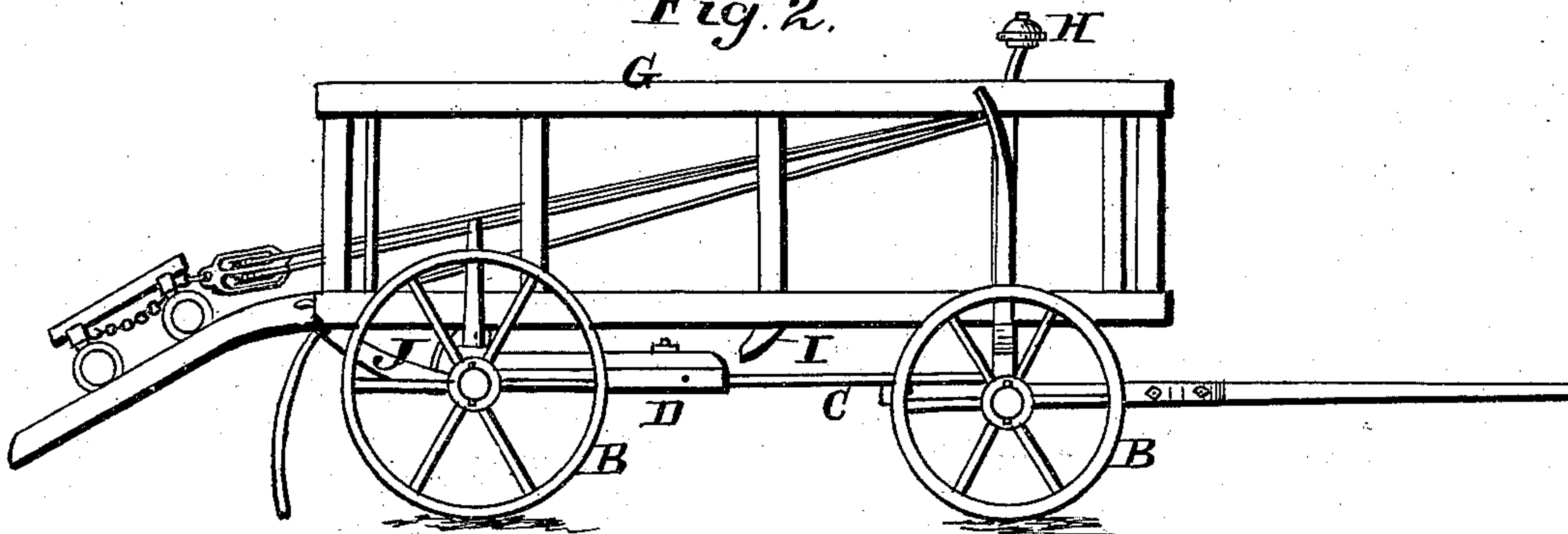
No 78,913.

Patented June 16, 1868.

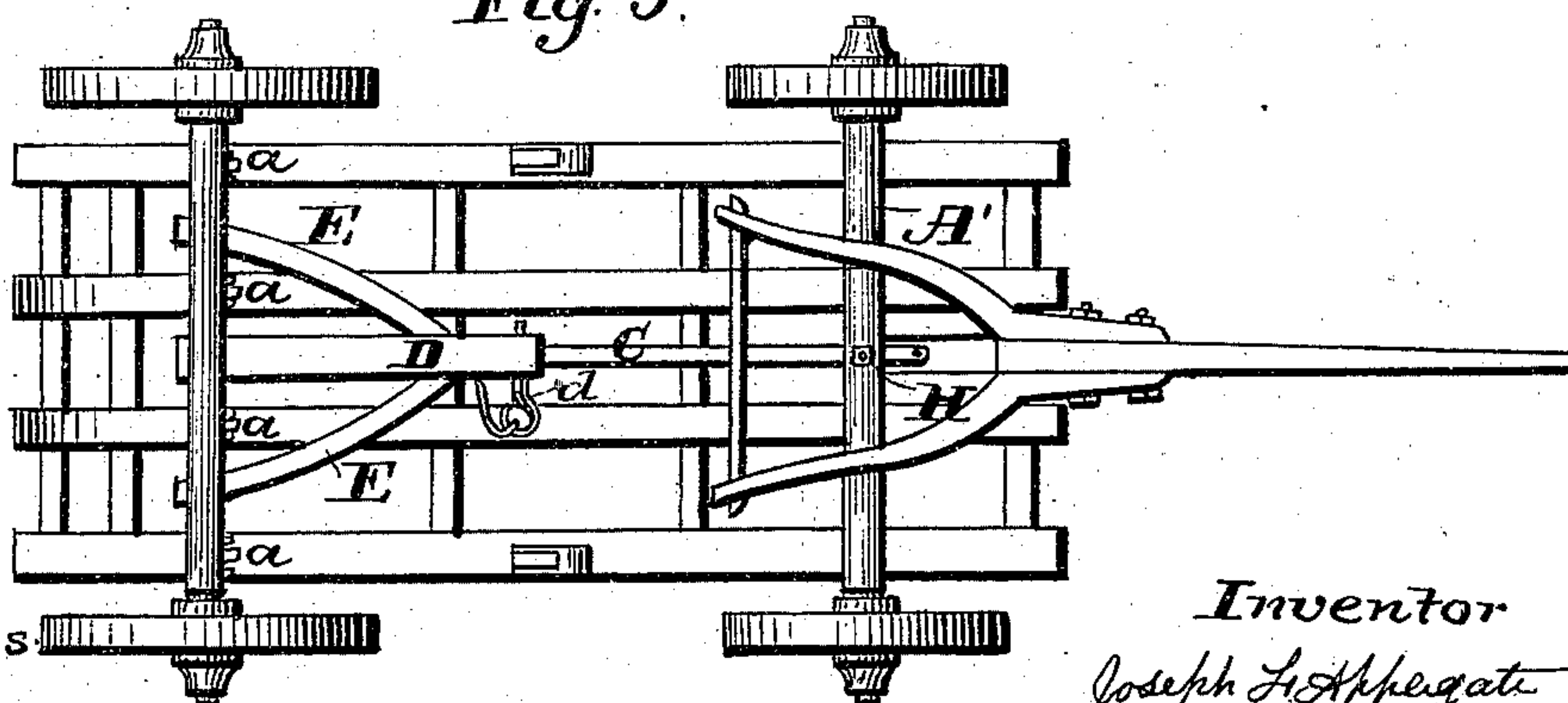
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses  
Wm. Vandebew  
V. D. Stockbridge

Inventor  
Joseph F. Applegate  
per Alexander Mason  
att'y

# United States Patent Office.

JOSEPH F. APPLGATE, OF NEW ALBANY, INDIANA.

*Letters Patent No. 78,913, dated June 16, 1868.*

## IMPROVEMENT IN WAGONS.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOSEPH F. APPLGATE, of New Albany, in the county of Floyd, and in the State of Indiana, have invented new and useful Improvements in Wagons, and the mode of loading and unloading the same; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

In the annexed drawings, making part of this specification—

Figure 1 represents a plan view of my wagon.

Figure 2 represents a side elevation.

Figure 3 represents a bottom view.

In the figures, A and A' represent the axles of any ordinary wagon, and B B the wheels which support said axles. This wagon is constructed in its general features similar to those in ordinary use. C represents the reach or perch-pole, which is made of metal, and which has a series of holes in its forward end, through which the king-bolt passes, for the purpose of regulating its length. Beneath the hind hounds E, and running in line with the perch-pole, is a case or sheath, D, which is made of metal, and which receives the rear end of the perch-pole.

A pin, d, passes through the case or sheath D, to prevent the end of the perch-pole from entering it further than a given distance.

When the pin is removed, the axles A and A' can be moved toward each other, in which event the perch-pole slides in the case or sheath D. Upon the bolster of the rear axle are secured four friction-rollers, a a.

G represents the wagon-body, which is built in any of the well-known and usual ways, and in a strong and substantial manner. This body has four bed or bottom rails, which are metal-faced, a portion of their length, on their under sides, and which rest upon the rollers a a.

In the forward end of the bottom of the body G is formed a slot, e, and through this slot the king-bolt passes into the forward bolster and the forward end of the perch-pole. The king-bolt is extended from the bolster to a point above the top of the body, has a gradual curve in it toward the rear of the wagon, and is provided on its upper end with a suitable adjustable head.

J and I represent stops, which project downward from the under side of the body G, and which serve to prevent the hind axle from moving either forward or backward beyond them.

When this wagon is to be used for dumping, the pin d is removed. As soon, then, as the team commences to back, the perch-pole slips into the case D, the hind wheels remaining stationary, and the body rolls backward, over the rollers a a, on the hind bolster, until the stops I strike the rear axle, said stop being so arranged that just before it strikes the axle, the body will begin to tilt backward. As soon as the body has tilted, and discharged its load, the team is started forward, and the king-bolt H, drawing upon the body, draws it forward, until the stops J strike against the axle A. Just, however, as these stops are about to strike, the forward part of the body overbalances the rear part, and the said body at once assumes its proper horizontal position upon the wagon.

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

1. The perch-pole C, used in combination with the case or sheath of the rear hounds, substantially as and for the purpose set forth.

2. The body G, provided with the stops I and J, and used in combination with the rollers a a and the extension perch-pole C, as and for the purpose set forth.

3. The extended king-bolt G, in combination with the body G and the perch-pole C, as and for the purpose set forth.

In testimony that I claim the foregoing improvements, I have hereunto set my hand, this 12th day of March, 1868

JOSEPH F. APPLGATE.

Witnesses:

FRANK A. ADAMS,

H. H. RICHARD.