

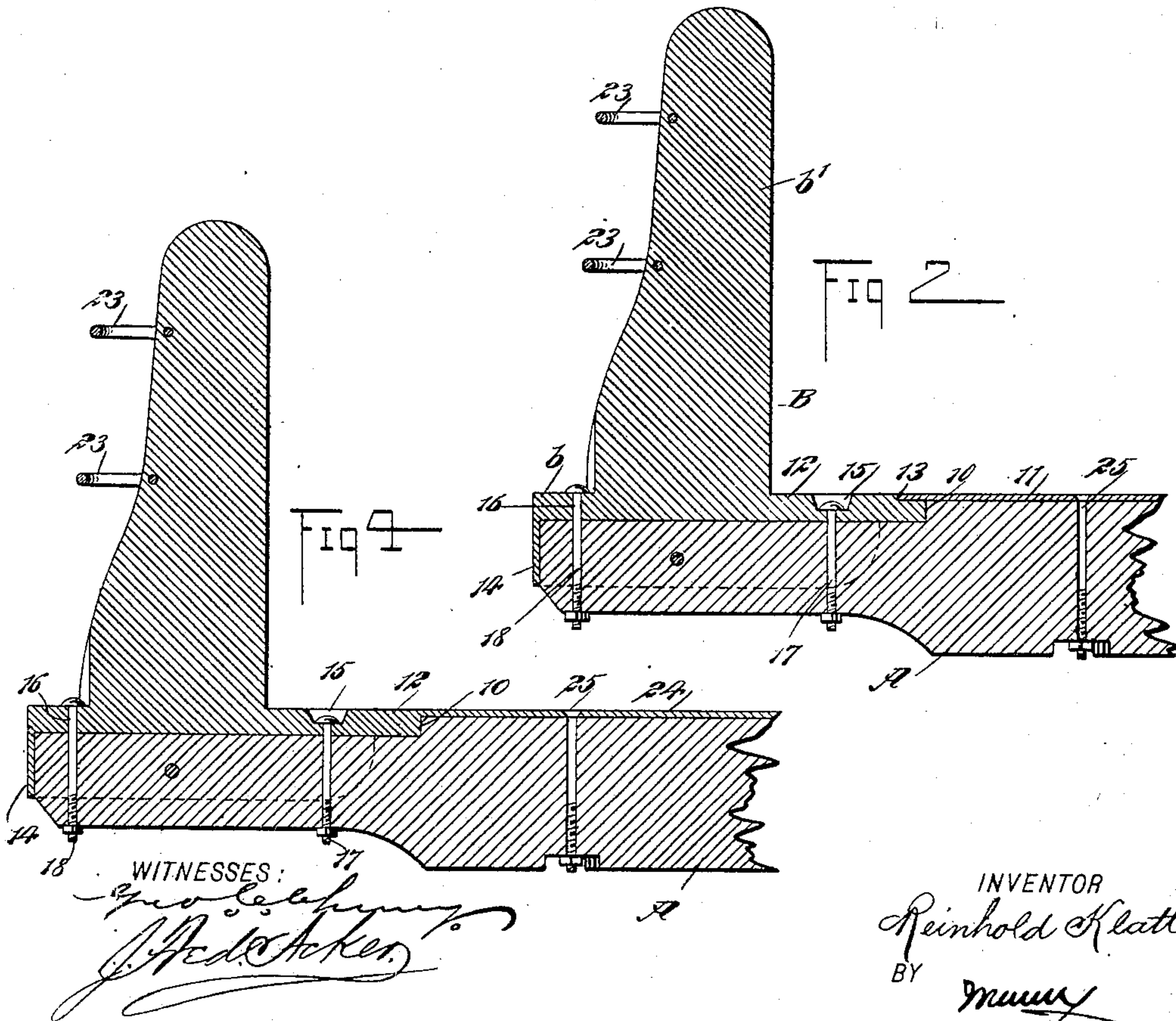
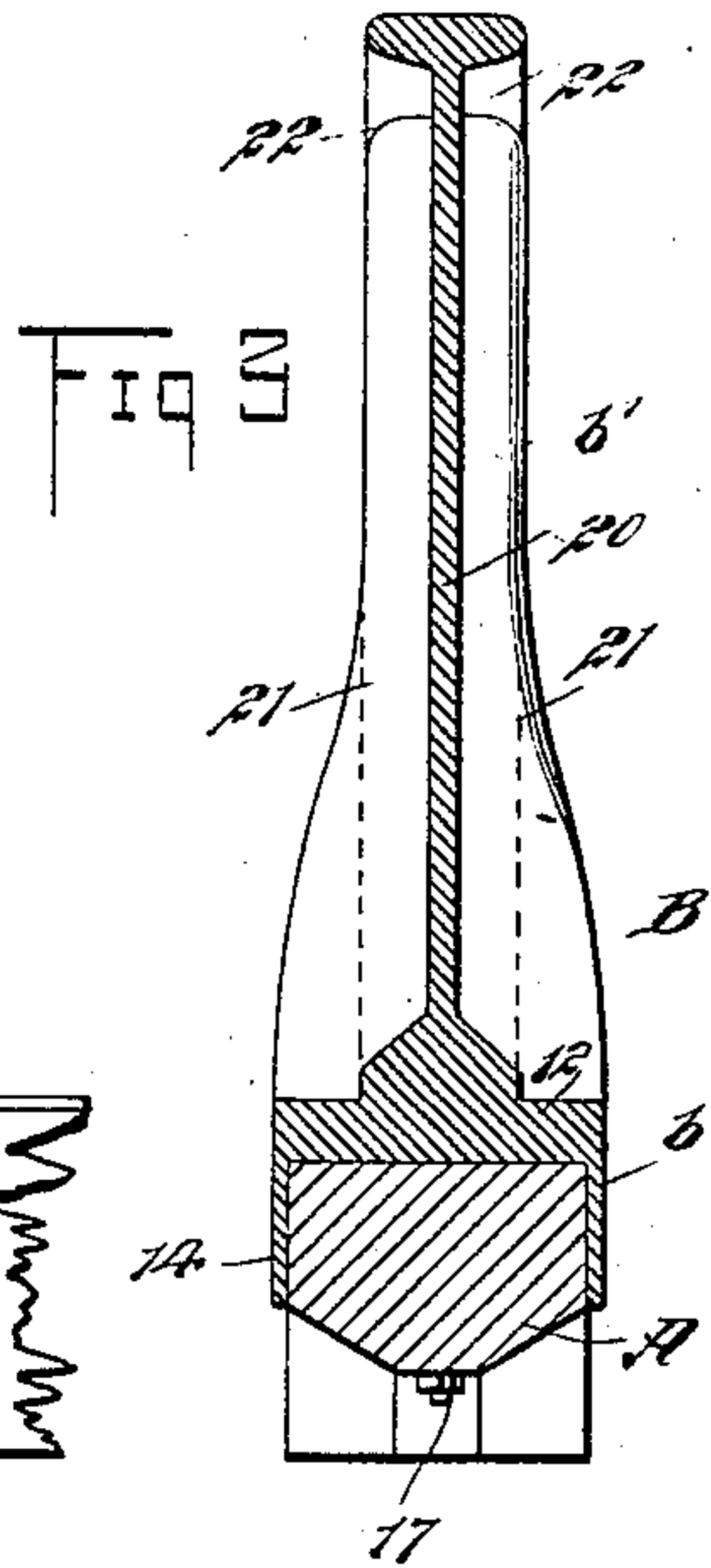
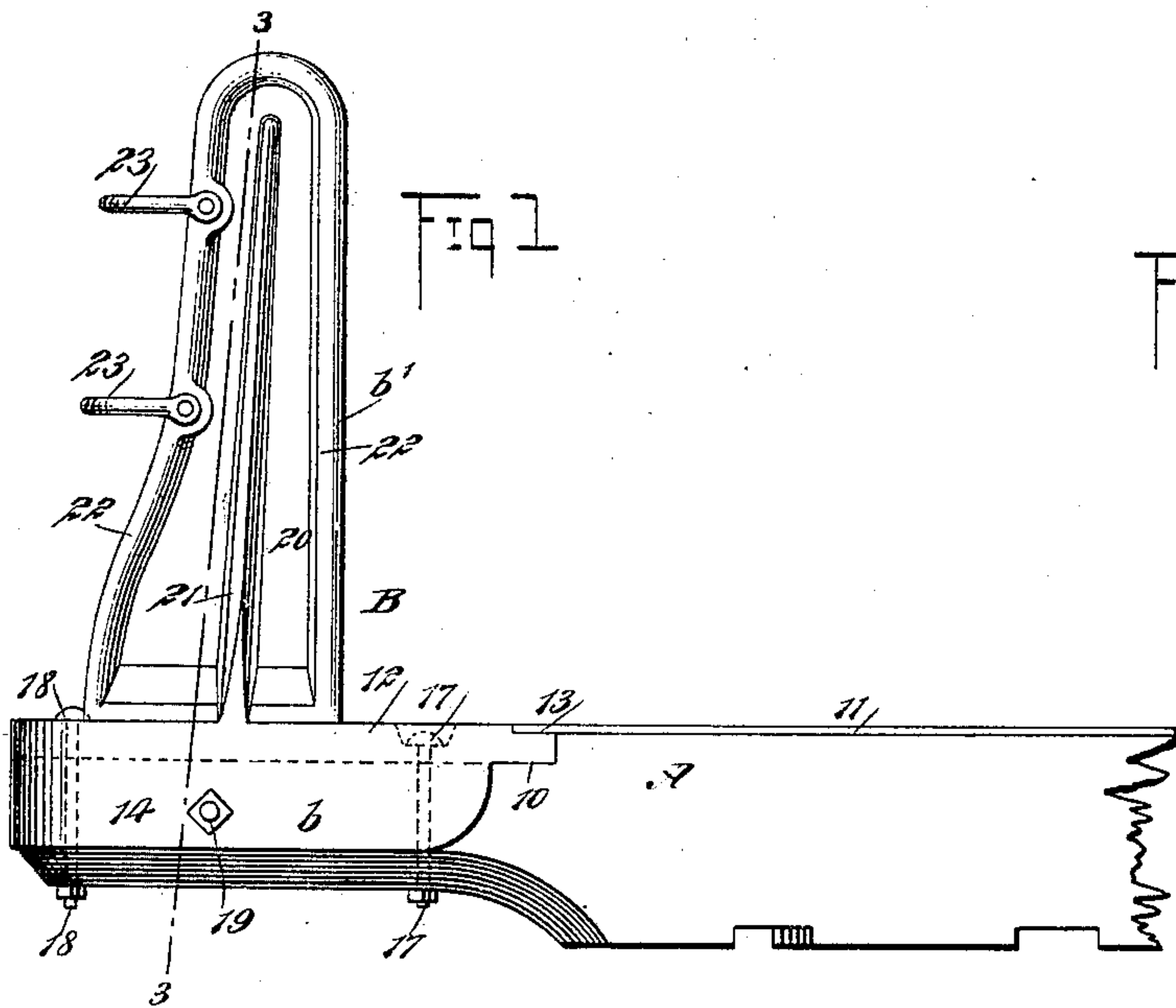
No. 632,127.

Patented Aug. 29, 1899.

R. KLATT.
WAGON STANDARD.

(Application filed Apr. 22, 1899.)

(No Model.)



WITNESSES:

Wm. C. Schuyler
J. H. Stokes

INVENTOR

Reinhold Klatt

BY

Mumy

ATTORNEYS

UNITED STATES PATENT OFFICE.

REINHOLD KLATT, OF STRONG CITY, KANSAS, ASSIGNOR OF ONE-HALF TO
THOMAS M. BRODERICK, OF SAME PLACE.

WAGON-STANDARD.

SPECIFICATION forming part of Letters Patent No. 632,127, dated August 29, 1899.

Application filed April 22, 1899. Serial No. 714,055. (No model.)

To all whom it may concern:

Be it known that I, REINHOLD KLATT, of Strong City, in the county of Chase and State of Kansas, have invented a new and Improved
5 Wagon-Standard, of which the following is a full, clear, and exact description.

The object of my invention is to provide a very simple, durable, and economic wagon-standard which when applied to a bolster will
10 tend materially to strengthen the same.

A further object of the invention is to so construct the improved standard that it may be attached to any bolster in a convenient and expeditious manner and without weak-
15 ening the bolster to the extent necessary in the application of the ordinary standards.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth,
20 and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

25 Figure 1 is a side elevation of a portion of a bolster and a side elevation of the improved standard applied to the bolster. Fig. 2 is a longitudinal vertical section through that portion of the bolster shown in Fig. 1 and
30 through the central portion of the standard. Fig. 3 is a transverse section taken practically on the line 3 3 of Fig. 1; and Fig. 4 is a longitudinal central section through the standard and bolster to which it is applied, the
35 base of the standard being of slightly different construction than that shown in the other views.

A represents a bolster which is provided at its ends with a horizontal recess 10 in its upper surface, and the bolster is likewise shown
40 in Figs. 1 and 2 as provided with a metal strip 11 at the top that extends over a portion of the recesses 10.

B represents the improved standard, which
45 consists of a base *b* and a body portion *b'*. The base comprises a top or cap section 12 of a thickness equivalent to the depth of a recess 10 in the bolster, and when a strap 11 is employed on the bolster a recess 13 is made in
50 the upper surface of the top or cap section of the said base at its inner end, into which the

end of the strap 11 is fitted. The construction of the base *b* is completed by the addition of a downwardly-extending marginal flange 14, and this flange is preferably integral with the top or cap section 12 and is
55 adapted for engagement with the side surfaces of the bolster and the end portion thereof. The top or cap section 12 of the base is provided, preferably, with two apertures 15 and 16, located one at each side of the body B, and the base of the standard is
60 secured to the bolster usually through the medium of three bolts, one bolt 17 being passed through the aperture 15 and the bolster and the other bolt 18 through the aperture 16 and the bolster, both of these bolts 17
65 and 18 being vertical, and the third bolt 19 is passed horizontally through about the central portion of the flanges and likewise through the bolster, as shown in Fig. 1. The body *b'*
70 of the standard is preferably cast integral with the base and is solid, being strengthened at the central portion of each side 20 by a longitudinal web 21 and by a marginal flange 22, extending beyond each side, as shown in
75 Figs. 1 and 3. The body of the standard is provided with the usual links or loops 23 at its outer side edge.

In Fig. 4 I have illustrated the strap 11 as
80 omitted from the bolster and the inner end of the cap or top section of the base as provided with a plate 24, that extends along the top of the bolster and is a substitute for the said strap. The plate 24 when employed on
85 the said bolster is made sufficiently long to receive a bolt 25, that passes through the rear hounds, and likewise the plate 24, connected with the base of a standard for a forward
90 bolster, is made of sufficient length to receive the bolt passed through the forward hounds. In fact, the short base illustrated in Figs. 1, 2, and 3 is particularly adapted for use in affixing the device to broken bolsters or standards, and the long base is preferably used in
95 new work.

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

1. A wagon-standard, formed of an integral
100 mass of material having a marginal flange extending around each side thereof, and the cen-

tral portion of the standard being strengthened by a longitudinal rib separated from the marginal flange.

2. The combination with a bolster, of a
5 standard having a body and a base, the latter having a downwardly-extending marginal flange inclosing the end of the bolster, fastening devices passed through the bolster and the base of the standard, and a strap fastened
10 down on the top of the bolster and having engagement with the base of the standard.

3. The combination with a vehicle-bolster, of a standard, comprising a body and a main portion, the latter being set into the upper

surface of the bolster and having a down- 15
wardly-extending marginal flange inclosing the end of the bolster, the inner end of the base of the standard having a recess therein, fastening devices passed through the bolster and through the base of the standard to hold 20
the standard in place, and a strap fastened down on the top of the bolster and having its outer end engaged in a recess in the base of the standard.

REINHOLD KLATT.

Witnesses:

FRANCES POWERS,
J. A. WELTE.