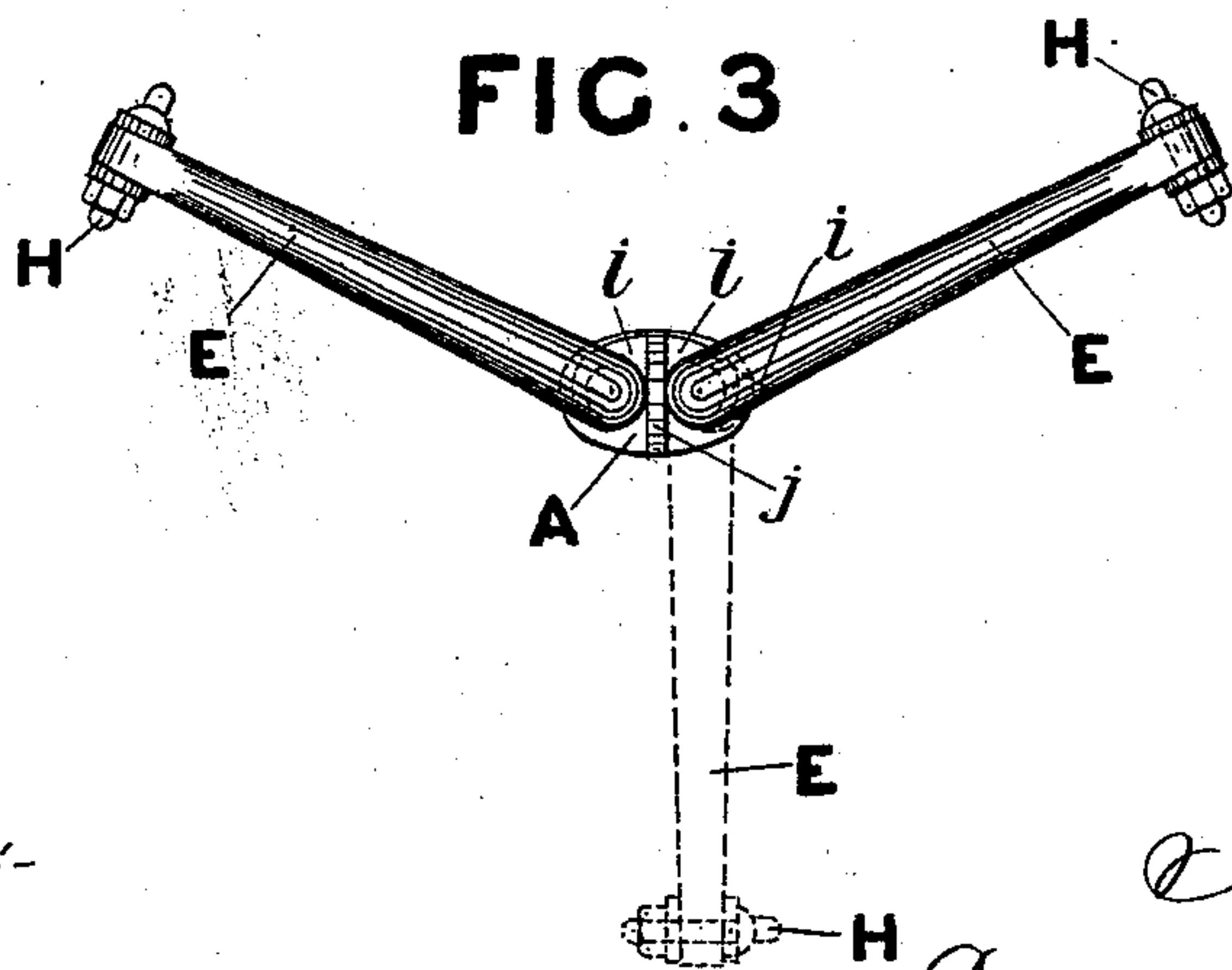
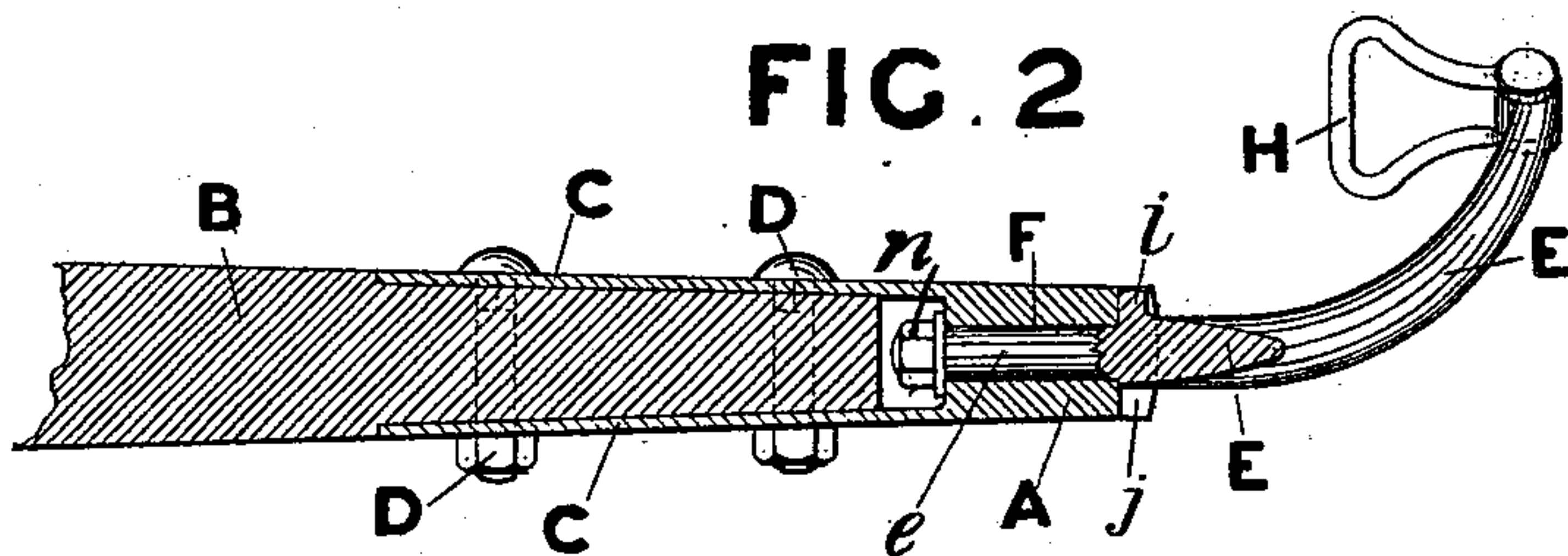
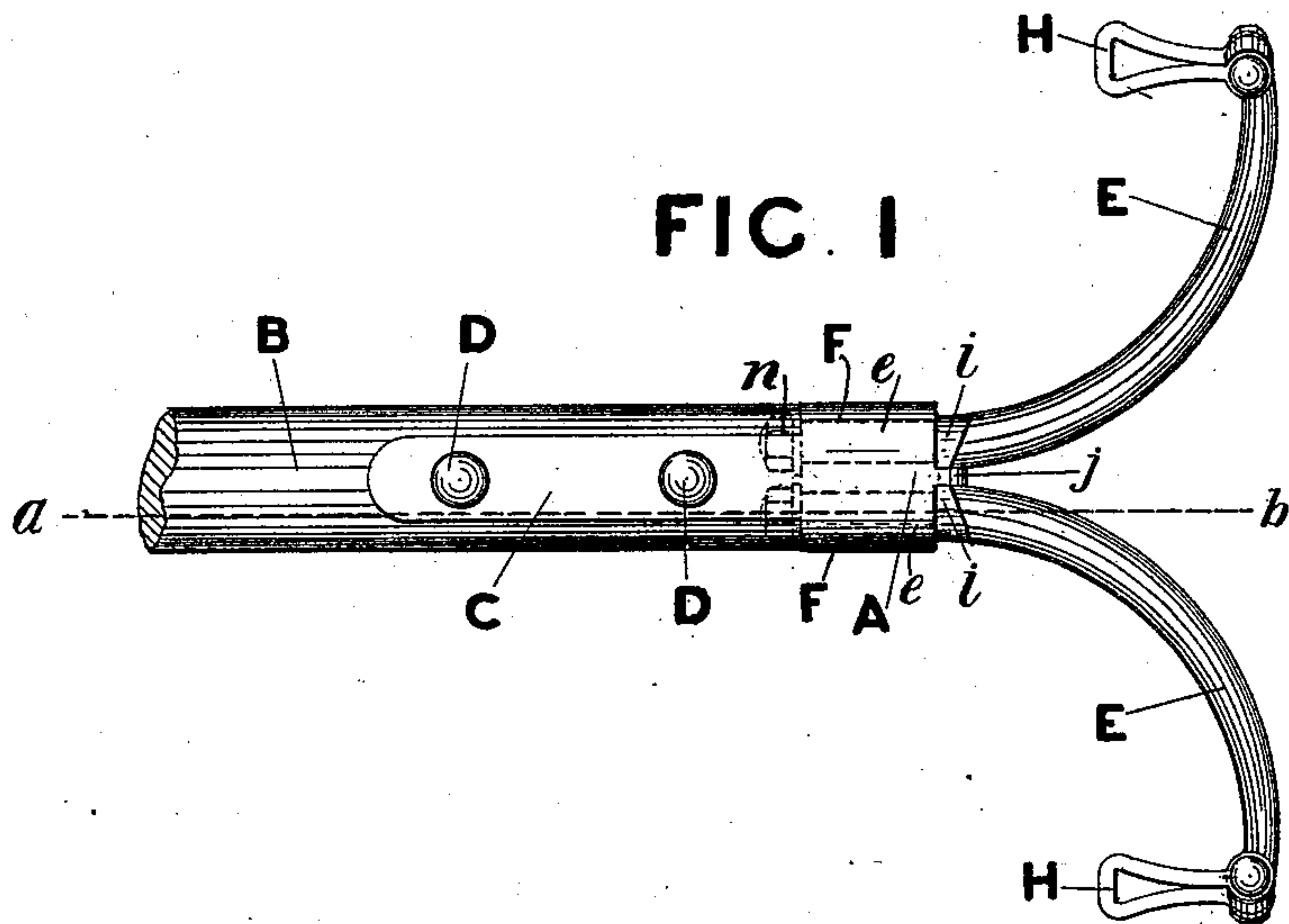


(No Model.)

E. KIPLING.
POLE HEAD FOR CARRIAGES.

No. 541,485.

Patented June 25, 1895.



Witnesses:-

A. K. Boulter

C. E. Northrup

Inventor:

Edward Kipling.

By *Wm. E. Boulter* Attorney

UNITED STATES PATENT OFFICE.

EDWARD KIPLING, OF LONDON, ASSIGNOR TO THE KIPLING POLE HEAD COMPANY, OF BRADFORD, ENGLAND.

POLE-HEAD FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 541,485, dated June 25, 1895.

Application filed May 10, 1894. Serial No. 510,756. (No model.) Patented in England November 10, 1890, No. 18,039.

To all whom it may concern:

Be it known that I, EDWARD KIPLING, a subject of the Queen of England, residing at 2 Langton Street, King's Road, Chelsea, London, England, have invented certain improvements in pole-heads for carriages, vans, omnibuses, or other vehicles drawn by two or more horses, (for which Letters Patent have been obtained in England, No. 18,039, dated November 10, 1890,) of which the following is a specification.

Figure 1 represents the end of a pole fitted with my improvements. Fig. 2 represents a section on the broken line *a b*, Fig. 1. Fig. 3 represents a front view of the same.

The metallic attachment or cap A is secured to the end of the pole B by the metallic straps C, C projecting from the rear of the attachment and embracing the end of the pole. The bolts D, D are passed through the straps and the end of the pole.

The curved arms E, E are each provided with a shank *e* fitting the sockets F, F formed in the said attachment and are secured therein by the washer and nut *n* or other head at their rear end. By this arrangement the curved arms are secured to the pole head and when in use approximately lie in the position shown in the drawings but they are free to drop down to the position shown by the broken lines in Fig. 3 or to any intermediate point in case a horse stumbles or falls. The upward movement of the arms is preferably limited by the stops or shoulders *i* on the arms engaging the central projection *j* on the face of the attachment A.

A shackle H or its equivalent is provided at the extremity of each arm for the purpose of attaching the pole chains or straps connected to the horses' collars.

Besides the convenience of a shorter pole

and other advantages the risk of contagion occasioned by different horses biting or nibbling the end of the pole is greatly reduced as the pole and its connections are more out of reach.

I claim—

1. The combination with the pole of a vehicle, of the attachment A fitted over the end of the pole and secured thereto, the arms E each having a shank fitting within a socket in the attachment and adapted for vertical swinging movement or rotation in the sockets, and a stop on the face of the attachment adapted to limit the upward movement of the arms, as specified.

2. The combination with the pole of a vehicle, of the attachment A fitted over the end of the pole and secured thereto, the arms E each having a shank fitting within a socket in the attachment and adapted for vertical swinging movement or rotation in the sockets, a projection on the face of the attachment and a shoulder on each of the arms adapted to abut against the said projection to thereby limit the upward movement of the arms, as specified.

3. The combination with the pole of a vehicle, of the attachment A having straps C embracing the pole, the bolts D securing the said straps to the pole, the curved arms E each having a shank rotatably fitted within sockets in the attachment and having heads engaging behind the attachment to retain the arms in position as specified.

In testimony whereof I have hereunto set my hand in the presence of the two subscribing witnesses.

EDWARD KIPLING.

Witnesses:

CHAS. W. WANRES,
SAMUEL A. DEACUP.