

(No Model.)

2 Sheets—Sheet 1.

S. P. HODGEN.
HORSE PROTECTOR.

No. 466,786.

Patented Jan. 12, 1892.

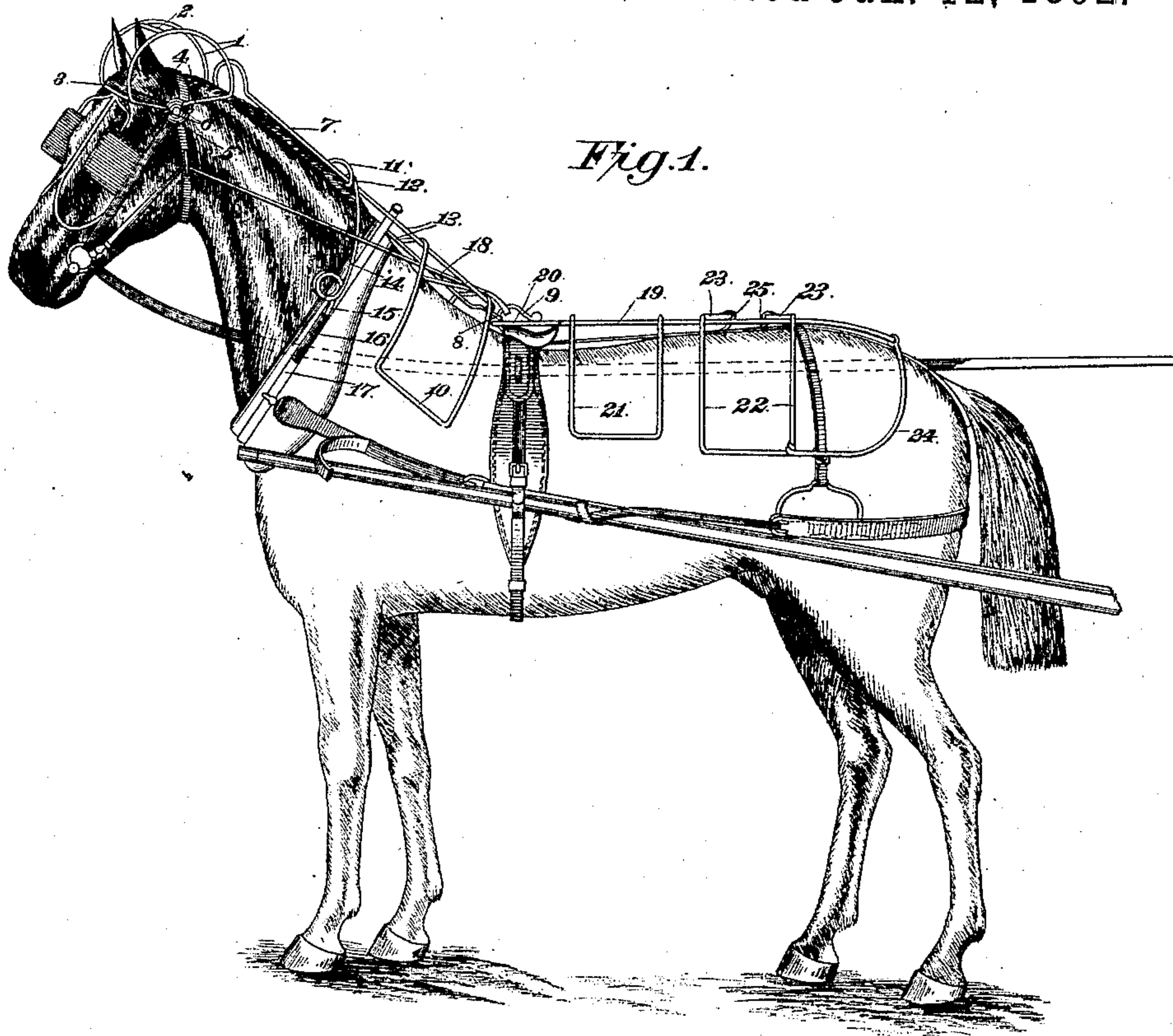


Fig. 1.

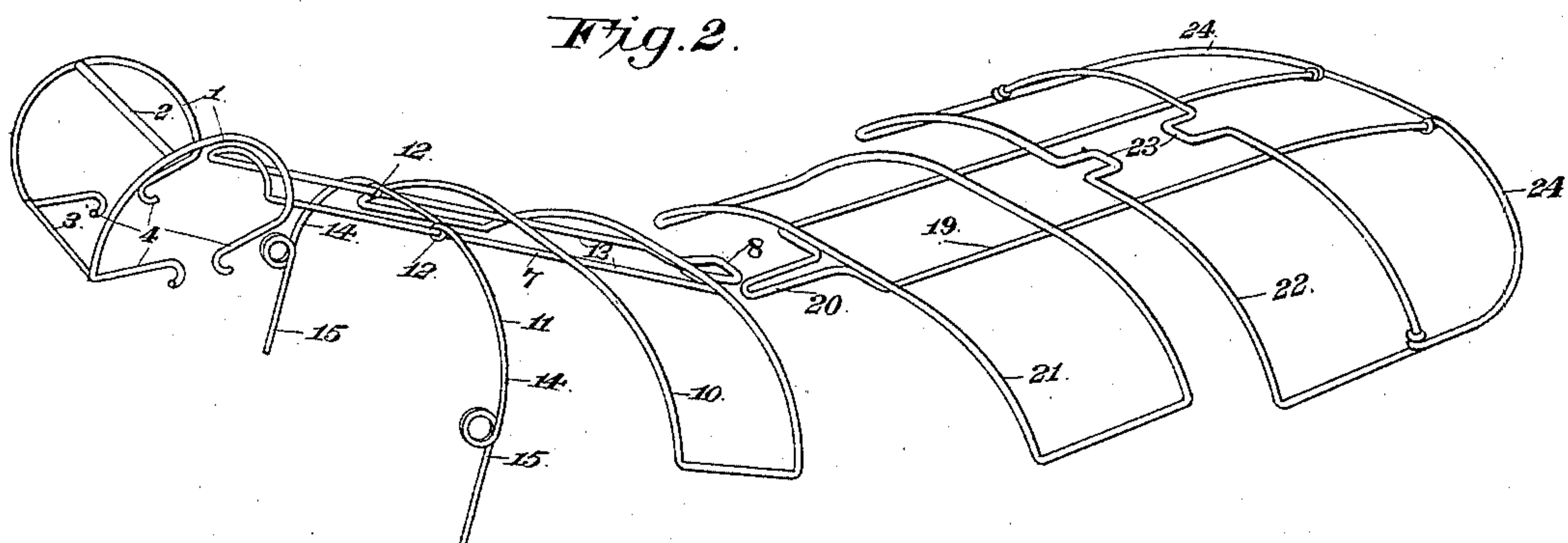


Fig. 2.

Witnesses:

M. Fowler
W. S. Small

Inventor

Samuel P. Hodgen

By his Attorneys,

C. A. Snow & Co.

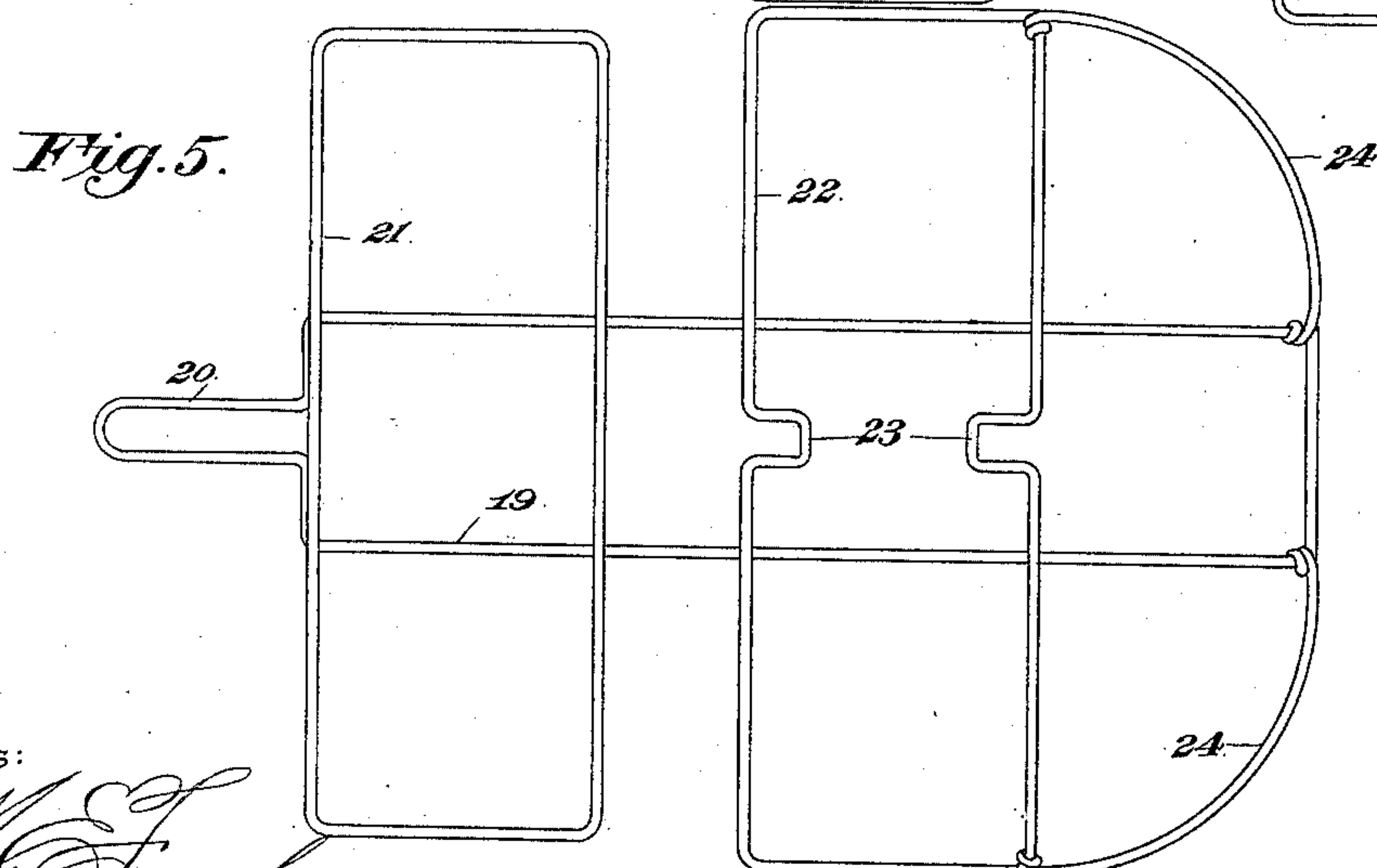
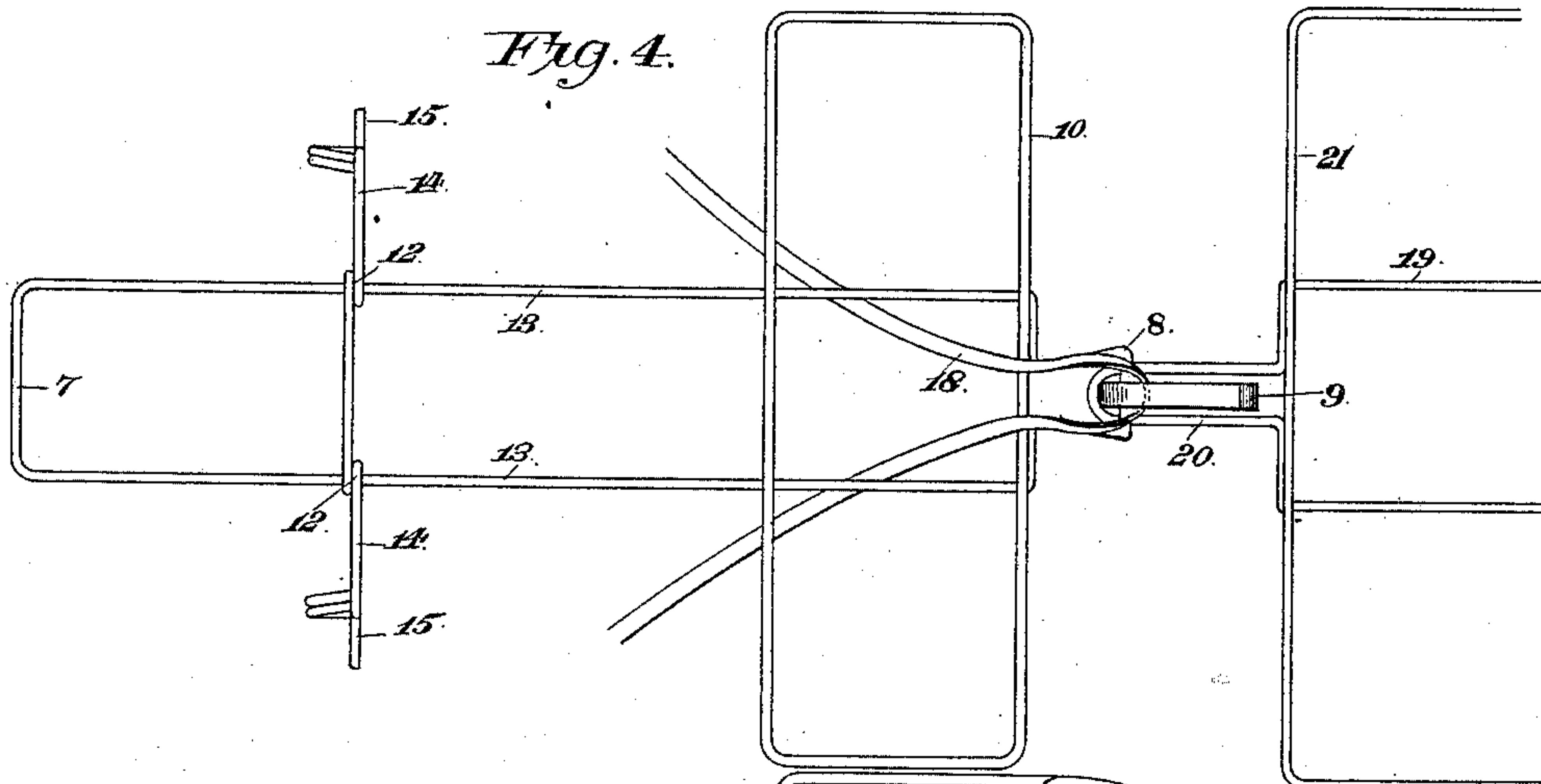
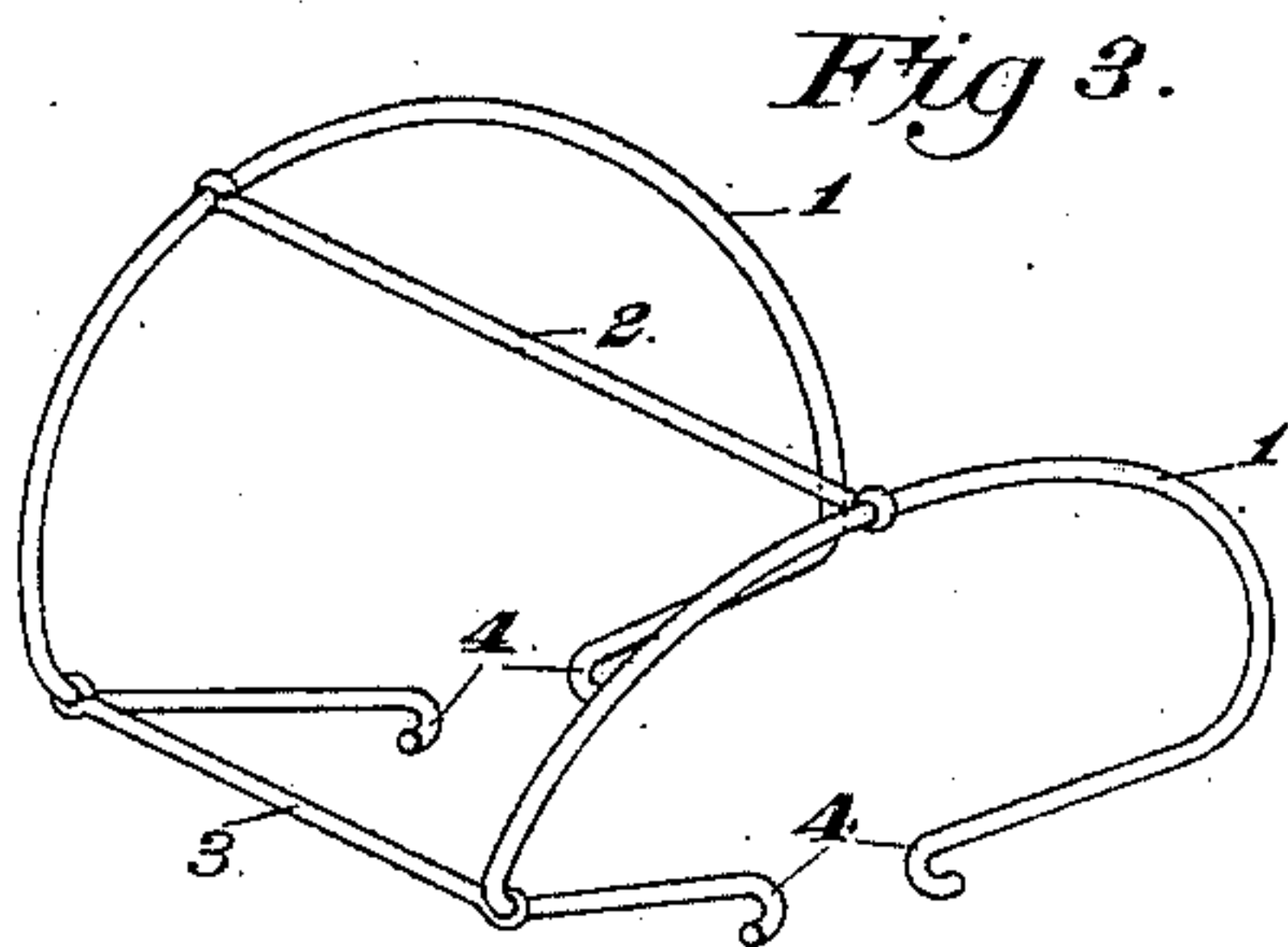
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2 Sheets—Sheet 2.

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No. 466,786.

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Witnesses:

M. C. Fowler
W. S. Duval

By his Attorneys, Samuel P. Hodgen

Inventor

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UNITED STATES PATENT OFFICE.

SAMUEL PARK HODGEN, OF PITTSFIELD, ILLINOIS.

HORSE-PROTECTOR.

SPECIFICATION forming part of Letters Patent No. 466,786, dated January 12, 1892.

Application filed March 24, 1891. Serial No. 386,274. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL PARK HODGEN, a citizen of the United States, residing at Pittsfield, in the county of Pike and State of Illinois, have invented a new and useful Horse-Protector, of which the following is a specification.

This invention relates to improvements in protectors for horses; and the objects in view are to provide a protector that may be easily and cheaply constructed of wire and is adapted for removable connection with the harness and to support a canopy or cover above and out of contact with the animal, and, furthermore, which will permit of and not obstruct any of the natural movements of the horse.

Other objects and advantages of the invention will appear in the following description, and the novel features thereof will be particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a side elevation showing a horse provided with my improved protector. Fig. 2 is a perspective of a protector-frame constructed in accordance with my invention, the protector being removed from the horse. Fig. 3 is a detail in enlarged perspective of the bonnet-supporting frame. Fig. 4 is a plan of the front frame. Fig. 5 is a similar view of the rear frame.

Like numerals of reference indicate like parts in all the figures of the drawings.

In constructing the bonnet-frame I employ opposite curved or bowed pieces of wire 1, which I connect by means of a cross-bar 2, slightly in front of the center, and also at the front end by a second cross-bar 3. The terminals of the curved pieces 1 are inwardly disposed to form opposite pairs of hooks 4. The rosettes 5 of the headstall of the harness are provided with diametrically-opposite hooks 6, and by a compression of the two terminals of the bowed pieces the hooks thereof may be sprung into the hooks 6 of the rosettes. Over the frame thus constructed the ordinary bonnet-cover is mounted.

The front frame comprises a loop of wire 7, longitudinally disposed and continuous, and at the rear end of the same an offset 8 is formed in the cross-bar thereof. This loop of wire lies along the neck of the horse and the cross-bar 8 has its offset preferably engaging the checkrein-hook 9 of the saddle of the har-

ness. The frame further comprises a transverse loop 10, adapted to support the canopy or cover and finally a spring-wire section 11, which is coiled at opposite sides of the center to form eyes 12 for receiving and loosely sliding upon the opposite parallel side bars 13 of the loop 7. Beyond its eyes 12 the section is continued to form curved terminals 14, and at their extremities said terminals are given a coil to form spring-tenons 15, which are designed to take into sockets 16, located upon the sides of the hames 17. The frame is further held in position by the checkrein 18 of the harness, which is passed up through the loop 7 at the offset 8 and over the hook.

The rear frame consists of a longitudinally-disposed narrow loop 19 of wire, the front cross-bar of which is offset, as at 20, to straddle the checkrein-hook of the saddle of the harness. The loop 19 is crossed by a pair of transverse cover-supporting wire loops 21 and 22, the latter being near the rear end of the frame and between the terminals or side bars of the longitudinal loop 19, provided with inwardly-disposed offsets 23. The loop 22 is connected by a rear curved bail 24. The front portion of the frame is, as before stated, astride the checkrein-hook of the saddle, and the rear end of the frame is supported by means of a pair of oppositely and inwardly disposed hooks 25, located upon the back-strap of the harness.

Over the entire frame-work is designed to be secured a cover or protector, the same being maintained out of contact with the back of the animal and serving to shield him from the elements. It will be observed that by constructing the frame in sections and loosely coupling the same at about the points of motion of the horse said frame offers no obstruction to a free movement. By means of the coiled tenons 15 the movements of the horse's head in tossing the same are also permissible. The support may be readily removed without disturbing or in any way disarranging the harness.

It will of course be understood that a cover is mounted upon each of the three frames, so that when the latter are removed the covers, being attached, are also removed.

Having described my invention, what I claim is—

1. In a horse-protector, the herein-described head-section, comprising the opposite curved wire side pieces 1, inwardly bent at their terminals and ending in hooks 4 for engaging
5 hooks on the rosette of a headstall, and the cross-bars 2, connecting said side pieces, substantially as specified.

2. The combination of the front frame, comprising the loop 7, having the rear offset
10 8 for engaging the checkrein-hook and the spring-wire section 11, terminating in the spring coils or tenons 15, and the rear section comprising the longitudinal loop 19, one end of which is offset, as at 20, for engaging the
15 checkrein-hook, the transverse loops 21 and 22, the latter having opposite offsets 23 for engaging hooks on the back-strap of the harness, and the bowed section 24, connecting the opposite ends of the loop 22, substan-
20 tially as specified.

3. The combination of the front frame, comprising the loop 7, having the rear offset 8 for engaging the checkrein-hook, and the rear section, one end of which is offset, as at 20, for engaging the checkrein-hook, and the
25 offsets 23 for engaging hooks on the back-strap of the harness, substantially as specified.

4. The combination of the front frame, comprising the loop 7, having the rear offset 8 for engaging the checkrein-hook, and the
30 rear section, one end of which is offset, as at 20, for engaging the checkrein-hook, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in
35 presence of two witnesses.

SAMUEL PARK HODGEN.

Witnesses:

JAMES W. GRAHAM,
JAMES A. RHEA.