No. 610,640. Patented Sept. 13, 1898.

R. C. BROOKES.

STIRRUP FENDER.

(Application filed Oct. 19, 1897.)

(No Model.)

Fig. 1.

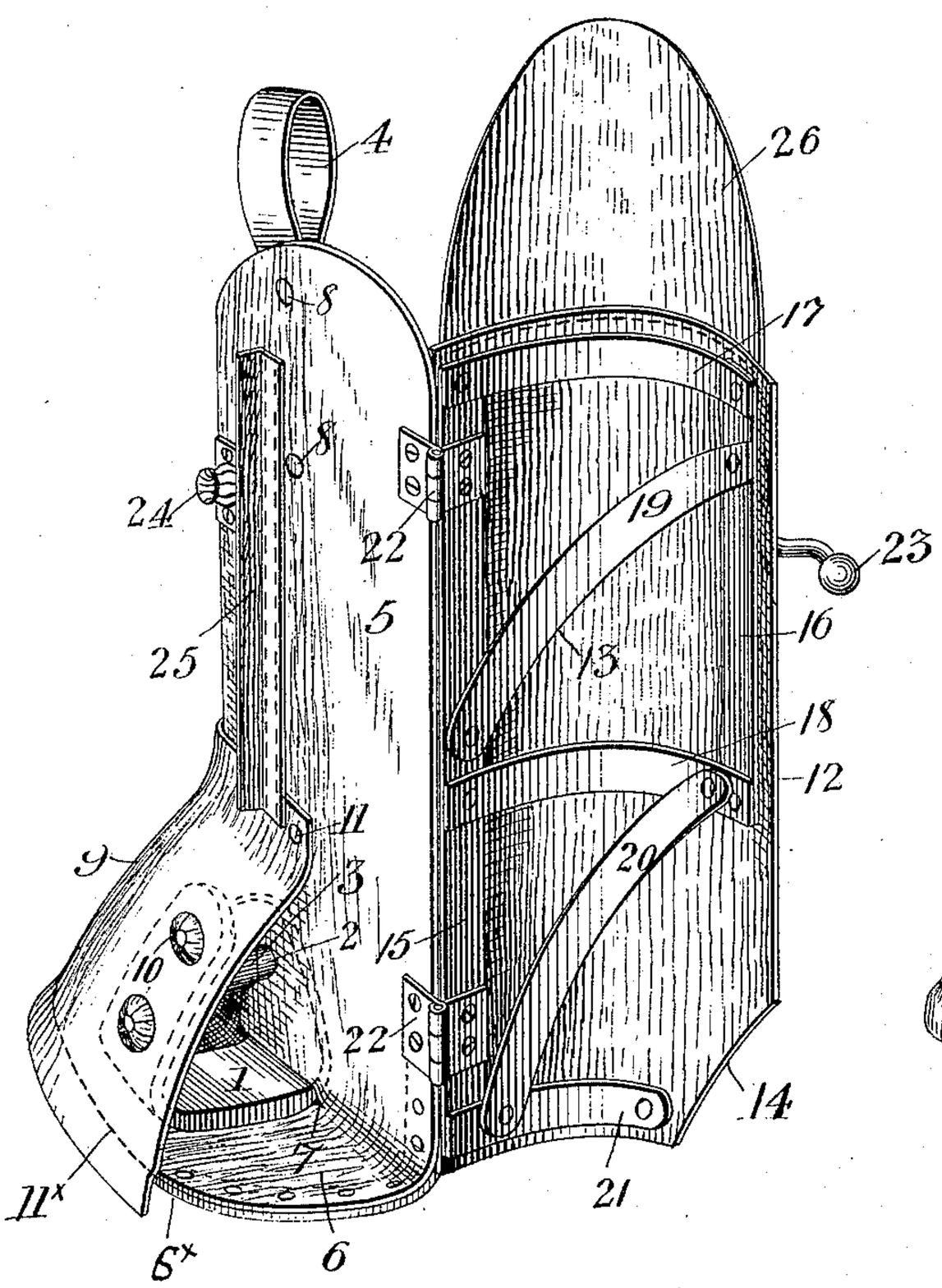
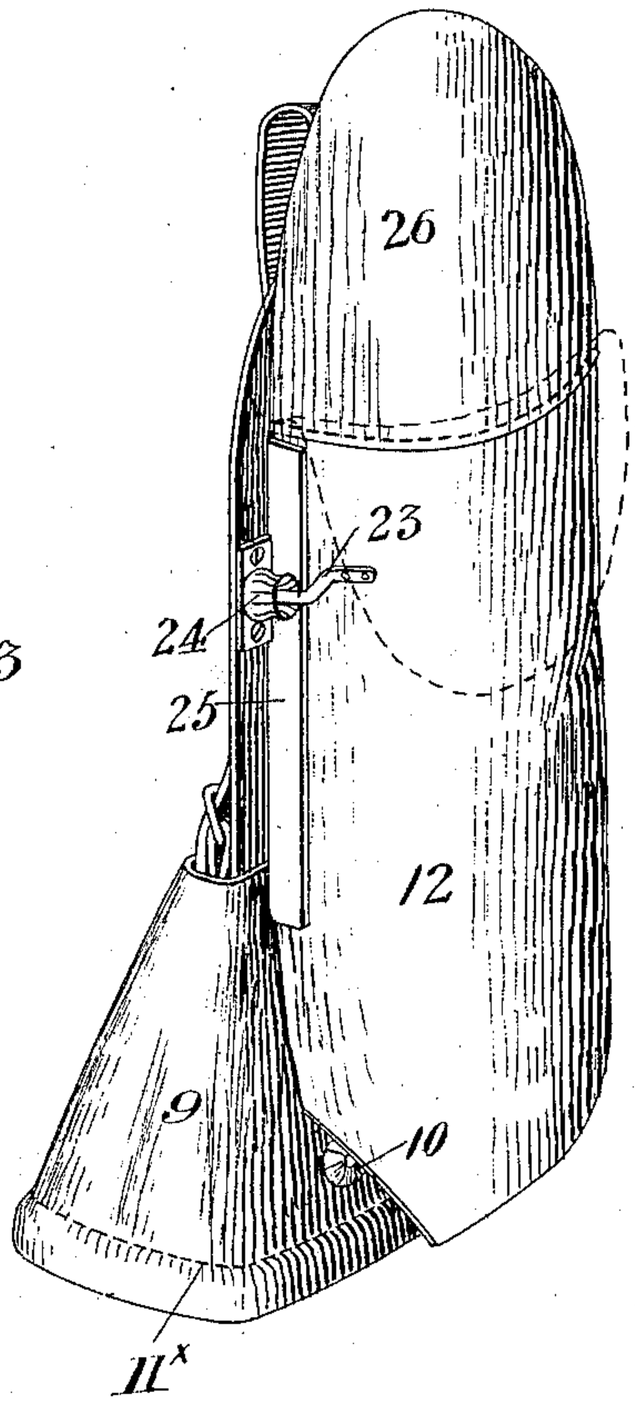


Fig. 2.



Witnesses:
F. D. McCleary.
William I. Francis.

Inventor:
R. C. Brookes,
By his attys.
Bennie Goldsborough

UNITED STATES PATENT OFFICE.

ROBERT C. BROOKES, OF FOREST, MISSISSIPPI.

STIRRUP-FENDER.

SPECIFICATION forming part of Letters Patent No. 610,640, dated September 13, 1898.

Application filed October 19, 1897. Serial No. 655,684. (No model.)

To all whom it may concern:

Be it known that I, ROBERT C. BROOKES, a citizen of the United States, residing at Forest, in the county of Scott and State of Mississippi, have invented certain new and useful Improvements in Stirrup-Fenders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to fenders for equestrians; and its object is to provide saddle-stirrups with fenders or shields adapted to protect the feet and legs of the rider from mud and water spattered by the horse or dust or from rain or snow in inclement weather or sweat of the horse.

The characteristic features of the invention will be fully described hereinafter and are illustrated in the accompanying drawings, in which—

Figure 1 is a view in perspective of a stirrup with my improved fender attached thereto, the fender being in open position; and Fig. 2 is a similar view showing the fender closed.

The reference-numeral 1 designates the stirrup, provided with a cross-bar 2, to which is secured the lower end of the usual stirrup-strap 3, the upper loop 4 of which is adapted to be secured to the saddle. (Not shown.)

5 indicates one section of the fender, consisting, preferably, of a single piece of sole-leather bent outwardly at a right angle at its lower end to form a base 6 below the stirrup 1 and slotted horizontally at the point 7 to fit over the inner side of the stirrup. The strap 3 is secured by rivets 8 or like fastening devices to the inner side of the fender-section 5.

9 indicates a hood the outer side of which is secured by rivets or other fastenings 10 to the outer side of the stirrup 1, while its opposite side extends around the stirrup and is suitably riveted or otherwise secured upon the inner side of the section 5 and the stirrup. The upper edge of the hood is secured by a row of stitches and a rivet 11 to the section 5, and the lower edge $11^{\times}$ of the hood is attached, preferably by stitching, to the edge of the lower wall $6^{\times}$ of the hood, which, together with the part 6 of the section 5, forms the base or bottom of the hood. The lower edge of the hood extends slightly below the stitches to drain off the water.

12 indicates the hinged outer flap or cover of the fender, comprising a light skeleton frame 13, of whalebone or elastic metal strips covered with leather or waterproof material 14.

While my invention is not limited to any particular form or material in the construction of the frame 13, I have shown in the drawings a frame comprising vertical strips 15 and 16 of thin sheet metal, connected by horizontal strips 17 and 18 and braced or stiffened by diagonal strips 19 and 20 and a short horizontal bottom strip 21. The connecting and bracing strips of the frame are bent or curved outwardly to conform more or less to the shape of the leg of the rider, and the cover 14 is riveted to the frame at suitable points. The vertical strip 15 of the frame is hinged to the adjacent edge of the section 5 by hinges 22, and the flap or cover is adapted to overlap the section 5 and its hood, as shown in Fig. 2, to inclose the foot and leg of the rider, the two sections of the fender being secured together detachably by any suitable fastening, preferably by a headed arm or projection 23, secured to the section 12, entering a spring-socket 24 on the stirrup-section 5.

25 indicates a vertical guard secured to the section 5 adjacent to the spring-catch 24 and comprising two strips of hard leather arranged at right angles to each other. This guard serves as a stop or cleat against the side of which the free edge of the cover 12 bears. To the upper end of the cover 12 is attached by stitching a supplemental flap 26, which projects above the upper end of said cover 12 to protect the hip of the rider. This flap is made of a material (preferably leather) that is lighter in weight and more flexible than that of which the other parts of the fender are made and is intended to be turned down over the top edge of the cover like the top of a boot when not in use. Its principal function is to protect the upper part of the leg, above the knee, and the thigh from rain. If desired, this flap 26 and the cover 12 may be made of a single piece of material.

It will be apparent that the device as above described is adapted to entirely cover and

protect the legs of the rider from mud and water spattered by the horse, rain, &c., and that the fender-cover may be readily disconnected from the section 5 to permit the rider to alight.

I do not limit myself to the details of construction illustrated in the drawings and described above, but reserve the right to make all such modifications and changes as may fall within the scope of the following claims.

Having thus described my invention, what I claim is—

1. The combination with a saddle-stirrup, of a fender comprising a section secured to the stirrup, and provided with a hood, and a cover-section hinged to the stirrup-section and coöperating with the latter to inclose the leg of the rider.

2. The combination with a saddle-stirrup, of a fender comprising a section secured to the stirrup, and provided with a hood, and a cover-section hinged at one edge to the stirrup-section and provided at its other edge with means for locking it in closed position.

3. The combination with a saddle-stirrup, of a fender comprising a section secured to the stirrup and provided with a hood, and a cover-section hinged to the stirrup-section and consisting of a covered frame bent or curved outwardly, and means for detachably securing the two sections together.

4. The combination with a saddle-stirrup, of a fender comprising a section secured to the stirrup, and provided with an outwardly-extending base below the stirrup, and a hood secured to said base, and a cover-section consisting of an outwardly-curved frame hinged to the stirrup-section, and having a leather covering, and a fastening device for securing the two sections together detachably.

5. The combination with a saddle-stirrup, of a fender consisting of two sections hinged together, one of said sections being bent or curved to fit over the rider's leg, and provided at its upper end with a supplemental flap adapted to be turned down when not in use.

6. The combination with a saddle-stirrup, of a fender comprising two sections hinged together, one of said sections being provided with a hood to protect the rider's foot, and with a vertically-arranged stop or guard, and the other section being curved to fit the leg of the rider, and a fastening device for securing the two sections together detachably.

In testimony whereof I affix my signature in presence of two witnesses.

ROBERT C. BROOKES.

Witnesses:
W. L. JONES,
W. PERCY LOWRY.