No. 763,103. PATENTED JUNE 21, 1904.

J. L. KITCHEN.

HORSE COVER.

APPLICATION FILED OCT. 28, 1903.

NO MODEL.

Fig. 1.

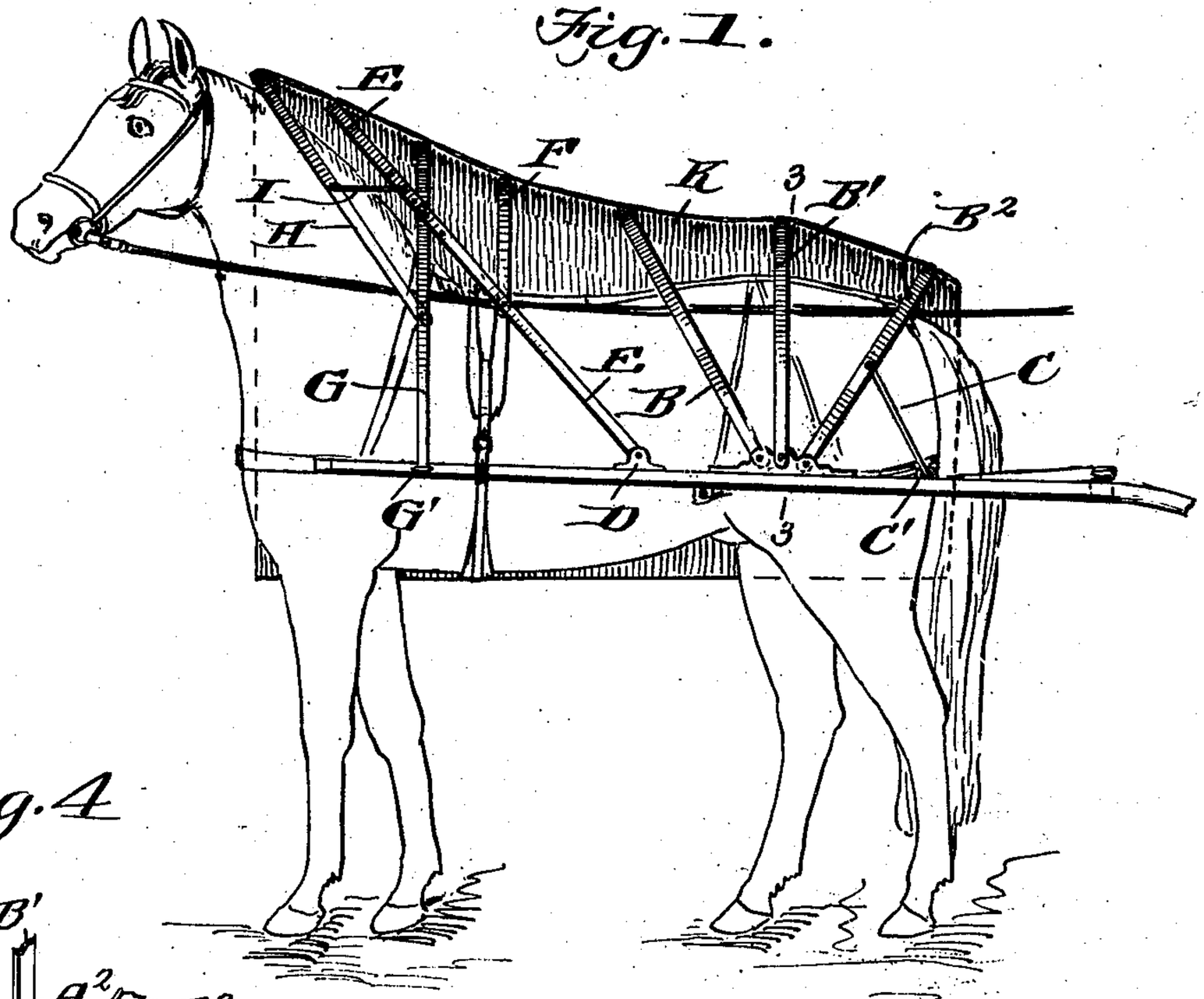


Fig. 4

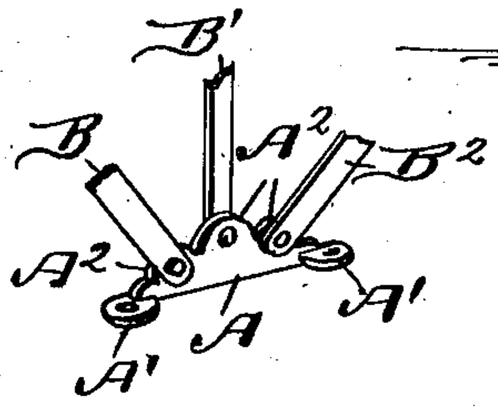


Fig. 2.

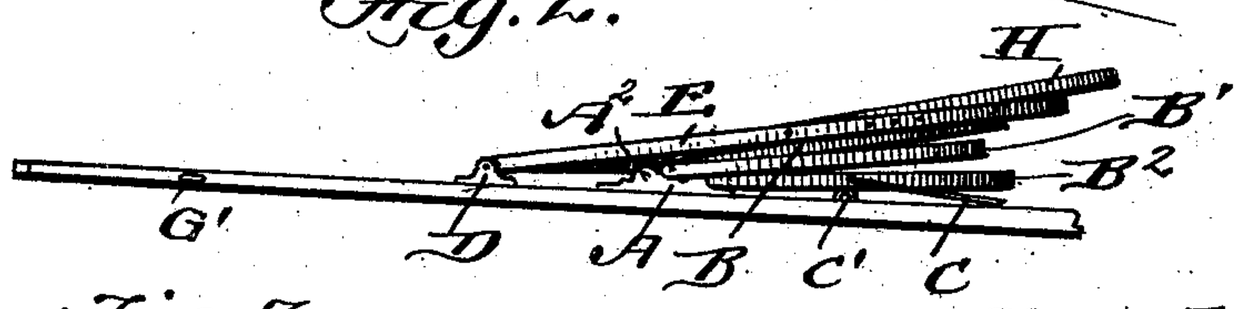


Fig. 3.

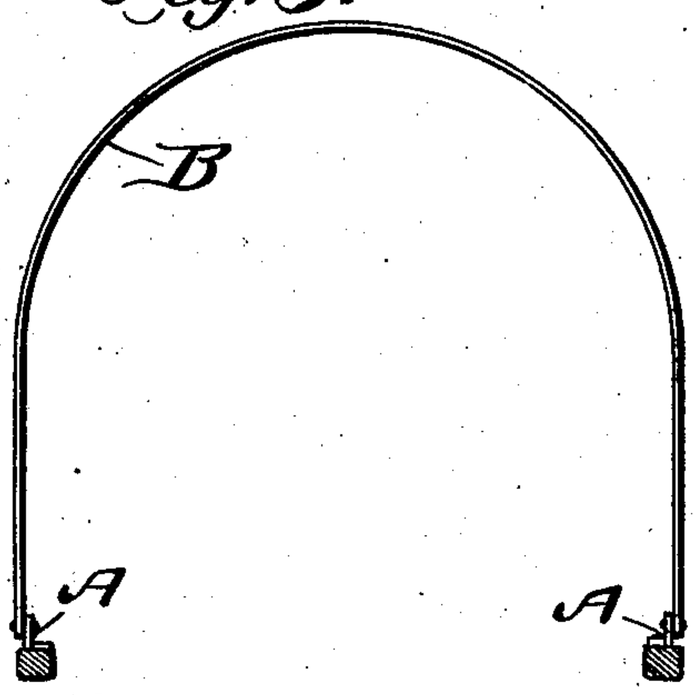


Fig. 5.

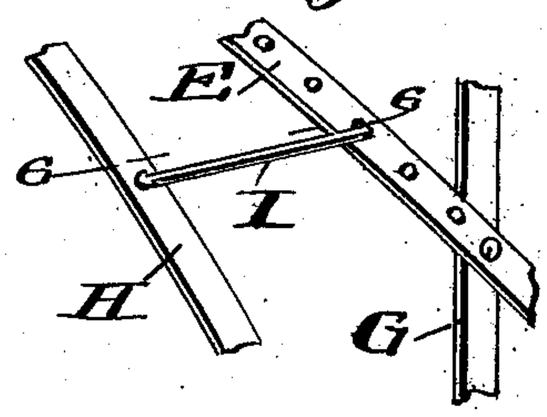


Fig. 6

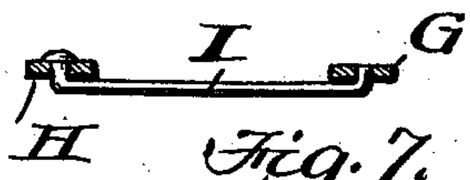
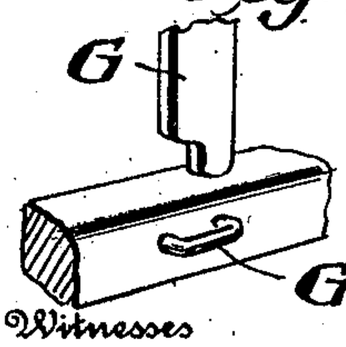


Fig. 7.



Witnesses

M. L. Blondel,

Thomas Shaw.

Inventor

J. L. Kitchen.

By Cameron Brock

Attorneys.

No. 763,103. Patented June 21, 1904.

UNITED STATES PATENT OFFICE.

JAMES LEWIS KITCHEN, OF SANDYHOOK, KENTUCKY.

HORSE-COVER.

SPECIFICATION forming part of Letters Patent No. 763,103, dated June 21, 1904.

Application filed October 28, 1903. Serial No. 178,889. (No model.)

To all whom it may concern:

Be it known that I, JAMES LEWIS KITCHEN, a citizen of the United States, residing at Sandyhook, in the county of Elliott and State of Kentucky, have invented a new and useful Horse-Cover, of which the following is a specification.

This invention is a cover for the protection of horses while in harness for the purpose of shielding them from intense heat or severe storms; and with this object in view the invention consists, essentially, in the employment of a protective covering and a foldable frame for supporting the same, said frame being connected to the vehicle-shafts.

The invention consists also in certain details of construction hereinafter fully described, and pointed out in the claims.

In the drawings forming part of this specification, Figure 1 is a view showing the practical application of my invention, one side of the cover being broken away to clearly disclose the supporting-frame. Fig. 2 is a side view of the frame folded. Fig. 3 is a sectional view taken on the line 3 3 of Fig. 1. Fig. 4 is a detail view showing the castings to which the lower ends of the bows are pivoted. Fig. 5 is a detail view illustrating the connection between two of the forward bows. Fig. 6 is a detail sectional view on the line 6 6 of Fig. 5, and Fig. 7 is a detail perspective view showing the manner of connecting the lower end of the forward upright bow to the vehicle-shafts.

In carrying out my invention I employ malleable-iron castings A, having horizontal ears A′, by means of which the castings are connected to the vehicle-shafts at a point adjacent where the holdback is usually attached to the shaft. This casting also has three vertical ears A^2, to which are attached the bows B, B′, and B^2, the bow B being adapted to be inclined forwardly, while the bow B′ is intended to remain upright, and the bow B^2 inclined rearwardly, and for the purpose of holding the inclined bow in its proper position I employ link-rods C, pivotally connected to the bow at the sides and adapted to engage staples C′, fastened to the vehicle-shafts adjacent their rear end. Ears D are fastened to the shaft adjacent their center, and pivoted to these ears is the forwardly-inclined bow E, to which is pivotally connected a bow F, which is adapted to be held in an upright position and is intended to occupy a position directly over the harness-saddle. The bow E also is pivotally connected to the forward upright bow G, the lower ends of said bow G being inserted in staples G′, fastened to the shafts adjacent their forward ends, and this forward upright bow also has a forwardly-inclined bow H, pivotally connected thereto and adjustably connected to the central inclined bow by means of link-rods I.

A cover K of any suitable material is adapted to be supported upon the frame consisting of the bows hereinbefore referred to, and this cover may be permanently or detachably connected to said bows, as preferred, and it will be noted by reference to Fig. 1 that when the frame is extended the cover will protect the horse completely with the exception of the head.

A cover constructed in accordance with my invention will not interfere in the least with the attachment of the harness to the vehicle-shafts and when not in use may be folded, as shown in Fig. 2.

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

1. The combination with the vehicle-shafts, of the rear bows pivotally connected therewith, the central inclined bow pivotally connected with the said shafts and carrying a central upright bow, and the forward upright bow carrying a forwardly-inclined bow, and the cover supported upon said bows, as set forth.

2. The combination with the vehicle-shafts, of the castings connected thereto, the bows pivoted to the castings, the rear bow having a rod pivotally connected thereto and adapted to engage a staple carried by the shaft, the central inclined bow carrying a central upright bow, the forward upright bow detachably connected to the shafts and carrying an inclined bow and a cover arranged upon the bows, as set forth.

3. The combination with the vehicle-shaft,

of the castings connected thereto, the rear bows pivotally connected to the castings, brace-rods pivotally connected to the rearmost bow and adapted to engage staples carried by the shaft, the central inclined bow having a central upright bow pivotally connected thereto, the forward upright bow also pivotally connected to the central inclined bow, the forward inclined bow pivotally connected to the forward upright bow, the adjustable brace-rod connecting the forward and central inclined bows, and the staples attached to the shafts adjacent the forward ends and in which the lower ends of the forward upright bow fit, and the cover, substantially as described.

JAMES LEWIS KITCHEN.

Witnesses:
WM. WEDDINGTON,
SAMUEL PREWITT.