

(No Model.)

J. W. THORN.
SAFETY STIRRUP.

No. 606,368.

Patented June 28, 1898.

Fig. 1

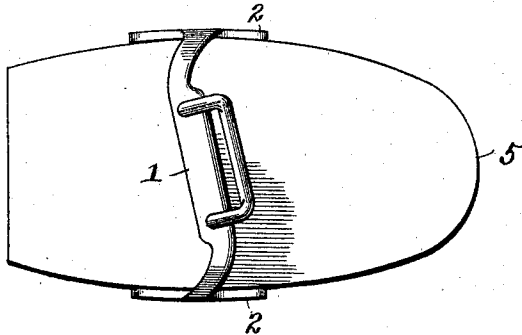


Fig. 2

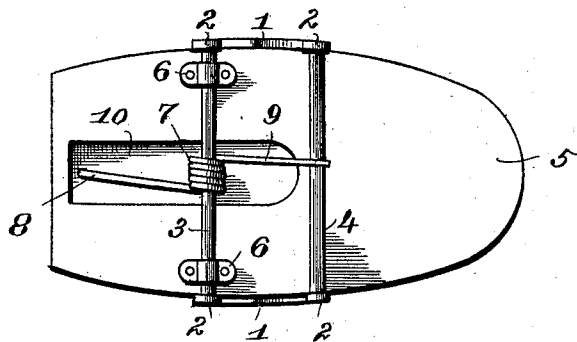


Fig. 3

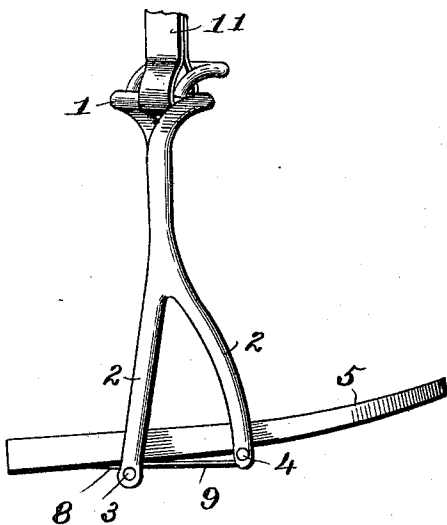
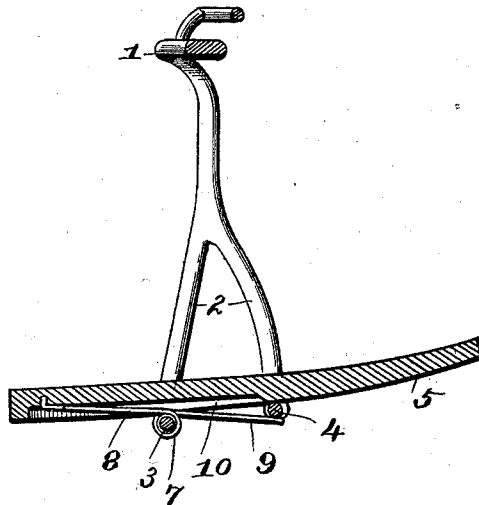


Fig. 4



WITNESSES

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SAFETY-STIRRUP.

SPECIFICATION forming part of Letters Patent No. 606,368, dated June 28, 1898.

Application filed July 3, 1897. Serial No. 643,369. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. THORN, a citizen of the United States, residing at Mechanicsburg, in the county of Bland and State of Virginia, have invented certain new and useful Improvements in Stirrups, of which the following is a specification.

My invention relates to stirrups for saddles, and more particularly to that class of stirrups that provide for releasing the rider's foot in the event of his becoming unhorsed, and has for its object primarily to provide a foot-piece that will normally remain in position to receive the foot, but which will act to release the foot from the stirrup and will then automatically return to its normal position.

Certain other improvements are also embodied in my construction, as will be hereinafter more definitely pointed out and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a top plan view of my improved stirrup; Fig. 2, a bottom plan view of the same; Fig. 3, a perspective view, and Fig. 4 a central vertical longitudinal section.

In the said drawings the reference-numeral 1 denotes the yoke of the stirrup, the same having its vertical arms bifurcated at 2 and united at their lower ends by the cross-bars 3 and 4, the same forming a support for the foot-piece 5. This foot-piece is pivotally attached to the rear cross-bar 3 by clips 6 of any suitable construction, through which said cross-bar passes, and said foot-piece is recessed on its under side at 10 to provide room for a coiled spring 7, mounted on the cross-bar 3 and having one free end 8 bearing against the under side of the foot-piece to the rear of said cross-bar and its other free end 9 bearing against the front cross-bar 4. It will thus be seen that the tension of said spring will be exerted to press the toe of the foot-piece 5 down upon the cross-bar 4.

By referring to Figs. 3 and 4 it will be observed that the front arms of the bifurcated yoke are somewhat shorter than are the rear arms thereof, thus providing for slightly elevating the toe of the foot-piece 5 and giving a natural and graceful inclination to the foot of the rider.

In order to prevent the stirrup from turning in too much at the toe, caused by the twist given thereto by the stirrup-leather 11, I have formed the upper horizontal portion of the yoke 1 at an angle to the foot-piece 5, as clearly shown in Fig. 1, in which is shown a stirrup for the right foot. This angular formation to the yoke where it engages with the stirrup-leather 11 counteracts to some extent the twist given to the stirrup by the stirrup-leather, and thus provides for only a partial turning in of the stirrup-toe into a position most desirable for the insertion of the foot when mounting. It will be understood that for a stirrup for the left foot the angular formation given to the yoke 5 must be reversed.

From the above description it will be seen that the foot-piece is supported at two points by the cross-bars 3 and 4 and that a little pressure on the heel of said foot-piece will overcome the tension of the spring 7 and cause said foot-piece to rock on the rear cross-bar 3 as a pivot and dislodge the foot from the stirrup, said foot-piece returning to its normal position when said pressure is removed.

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

1. A stirrup, consisting of a yoke, a rearwardly-tilting foot-piece, and a spring engaging between said yoke and foot-piece and adapted to return said foot-piece to its substantially horizontal position with relation to the yoke when displaced therefrom, substantially as set forth.

2. A stirrup, consisting of a supporting-yoke bifurcated at its lower ends, cross-bars connecting said bifurcated ends, a foot-piece supported by said cross-bars and pivotally attached to the rear one thereof, and a spring engaging between said foot-piece and the forward cross-bar and adapted to return said foot-piece into contact with said cross-bars when displaced therefrom, substantially as set forth.

3. A stirrup, consisting of a supporting-yoke bifurcated at its lower ends, the forward arms of the bifurcated portions being slightly

shorter than the rear arms thereof, cross-bars
connecting said bifurcated ends, and a piv-
oted foot-piece supported by said cross-bars,
the construction being such that the forward
5 end of said foot-piece is raised slightly above
its rear end, substantially as set forth.

In testimony whereof I have hereunto set

my hand in the presence of two subscribing
witnesses.

JOHN W. THORN.

Witnesses:

E. O. BERNARD,

A. F. UPDYKE.