

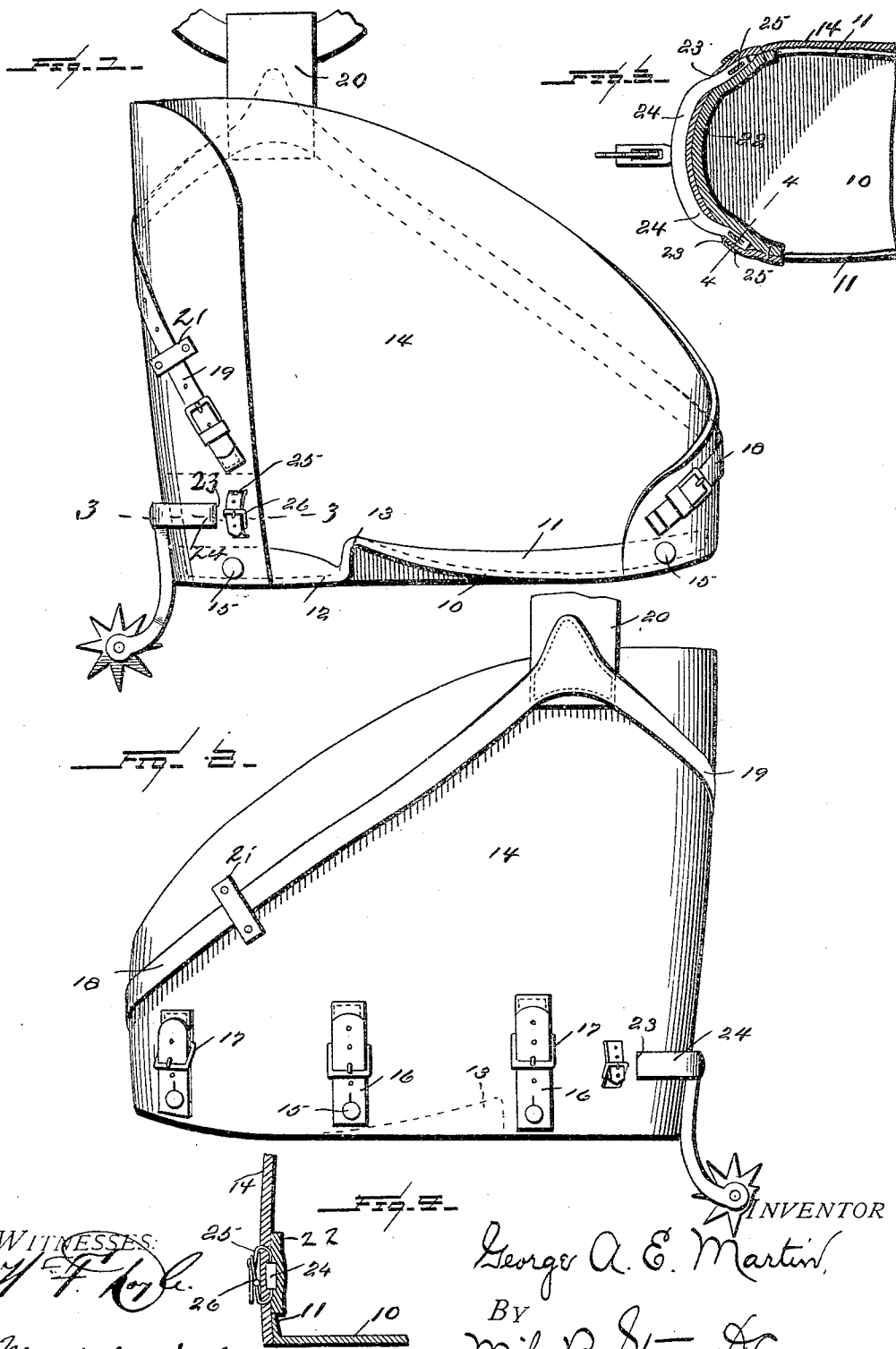
No. 800,862.

PATENTED OCT. 3, 1905.

G. A. E. MARTIN.

STIRRUP.

APPLICATION FILED MAY 25, 1905.



WITNESSES:
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UNITED STATES PATENT OFFICE.

GEORGE ALFRED EPHRAIM MARTIN, OF ADONA, ARKANSAS.

STIRRUP.

No. 800,862.

Specification of Letters Patent.

Patented Oct. 3, 1905.

Application filed May 25, 1905. Serial No. 262,200.

To all whom it may concern:

Be it known that I, GEORGE ALFRED EPHRAIM MARTIN, a citizen of the United States, residing at Adona, in the county of Perry and State of Arkansas, have invented new and useful Improvements in Stirrups, of which the following is a specification.

My invention relates to stirrups, and has for its object to provide a stirrup of such construction as to give ease and comfort to the rider.

In the accompanying drawings, Figure 1 is a side elevation of a stirrup constructed in accordance with my invention. Fig. 2 is an elevation taken from the opposite side. Fig. 3 is a horizontal section on the line 3 3 of Fig. 1. Fig. 4 is a vertical section on the line 4 4 of Fig. 3.

Referring specifically to the drawings, 10 indicates the foot-rest, which is turned up at its edge, as at 11, to prevent the rider's foot from slipping off. The rear end or heel portion of the foot-rest is depressed, as at 12, to receive the heel of the rider's boot or shoe, which prevents the foot from slipping forwardly.

At 13 the foot-rest is raised to support the arch of the foot.

At 14 is indicated a fender, which is fastened to the foot-rest by headed studs 15, extending from the raised edge 11. The fender has vertical slots through which the studs are passed. Each stud also extends through a hole in a strap 16, adjacent the studs, said straps being adjustably secured to the fender by buckles 17.

The stirrup is suspended by straps 18 and 19, respectively, the former being fastened at the front end of the fender and the latter at the rear end thereof. Both straps are fas-

tened by buckles, so that either end of the stirrup can be raised and lowered. At the opposite ends the straps are fastened to the usual stirrup-strap 20. The straps are further secured to the fender by stays 21. In supporting the stirrup at both ends instead of at the middle, as usual, every part of the foot is given a firm support.

At the rear end of the fender a sheath is formed by sewing thereto a strip 22. Two holes 23 are made in the fender, through which the flanges 24 of a spur are extended into the sheath. The spur is fastened by straps 25, extending through holes in the flanges and the fender, the free ends of the straps being secured by buckles 26. This construction enables the spurs to be readily put on or taken off.

As the straps 16 are adjustable the rider is able to adjust the foot-rest to raise or lower either edge or end thereof, which is often restful to the rider, especially on a long journey.

Having thus described my invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. A stirrup comprising a foot-rest, a fender secured thereto, and suspension-straps secured to the front and rear ends of the fender.

2. A stirrup comprising a foot-rest having upturned edges and a depressed heel portion, and suspension-straps secured to the front and rear ends of the foot-rest.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE ALFRED EPHRAIM MARTIN.

Witnesses:

JOHN B. DAVIDSON,
MYRS DAVIS.