

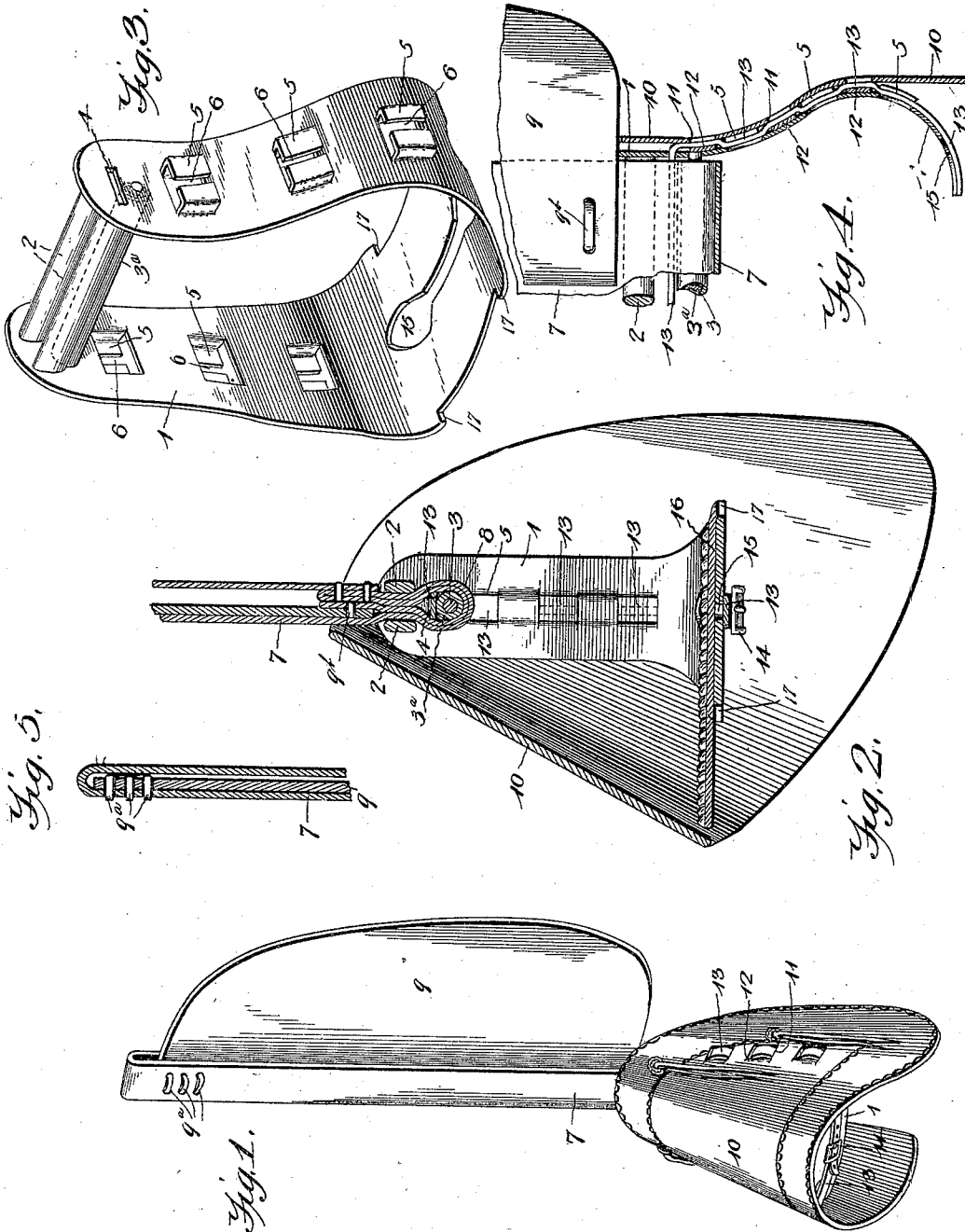
No. 643,232.

C. W. PERCIFIELD.  
STIRRUP.

Patented Feb. 13, 1900.

(Application filed Feb. 21, 1898.)

(No Model.)



Witnesses

J. Frank Leacock, Jr.,

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By His Attorneys,

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# UNITED STATES PATENT OFFICE.

CLARENCE W. PERCIFIELD, OF MORAN, TEXAS, ASSIGNOR OF ONE-HALF TO  
JAMES M. SENTER, OF SAME PLACE.

## STIRRUP.

SPECIFICATION forming part of Letters Patent No. 643,232, dated February 13, 1900.

Application filed February 21, 1898. Serial No. 671,180. (No model.)

*To all whom it may concern:*

Be it known that I, CLARENCE W. PERCIFIELD, a citizen of the United States, residing at Moran, in the county of Shackelford and State of Texas, have invented a new and useful Stirrup, of which the following is a specification.

The invention relates to improvements in stirrups.

The object of the present invention is to improve the construction of stirrups and to provide a simple, inexpensive, and durable one which may be easily trimmed and which will not turn to any appreciable extent in the stirrup-leather, thus rendering it almost impossible for the rider to get his foot hung in the stirrup.

The invention consists in the construction and novel combination and arrangement of parts, as hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a stirrup constructed in accordance with this invention. Fig. 2 is a vertical sectional view. Fig. 3 is a perspective view of the stirrup-iron detached. Fig. 4 is a sectional view through one side of the stirrup. Fig. 5 is a detail sectional view illustrating the manner of attaching the leg-fender to the stirrup-strap.

Like numerals of reference designate corresponding parts in the several figures of the drawings.

1 designates a stirrup-iron, which is provided near its upper end with a pair of spaced parallel cross-bars 2 and with another cross-bar 3, located below the cross-bars 2, opposite the space between them, and provided with a roller 3<sup>a</sup>. A slot 4 is formed in each side of the stirrup-iron in a horizontal plane between the bars 2 and 3, and a series of loops 5 are struck out from each side of the stirrup-iron, the loops being preferably open, as indicated at 6. The loops, which are rectangular, can be formed much easier by splitting and spreading them than if they were solid, and the cost of manufacturing the stirrup is somewhat reduced.

7 indicates the stirrup leather or strap, having a loop 8, in which the bar 3 is supported,

and the two plies of the leather extend up between the bars 2 and are secured to a leg-fender 9 by suitable fastenings 9<sup>a</sup> and 9<sup>b</sup> at the top and bottom of the fender. The leg-fender, which is constructed of leather, has its inner vertical edge arranged between the plies of the stirrup strap or leather, and the fastening devices preferably consist of leather laces.

By passing the stirrup strap or leather around the bar 3 and between the bars 2 in the manner shown the stirrup-iron is prevented from turning in the loop 8 and also from moving up and down therein. The sleeve or roller 3<sup>a</sup> enables the stirrup strap or leather to pass over it freely and greatly facilitates taking off or putting on the stirrup.

10 indicates a stirrup-fender, which may be of any suitable material and of any ornamental design preferred. In each side of the stirrup-fender parallel slits 11, which are arranged in a vertical series, are made, and the material between the slits is forced inward to form a series of loops 12, which project between the open loops 5 of the stirrup-iron, and a strap 13 passes through the loops 5 and 12 and through the slots 4 between the plies of the stirrup strap or leather at a point above the bar 3, and its ends are buckled or otherwise secured together below the stirrup-iron, as indicated at 14; but they may be left free, if preferred.

Openings 15 are preferably formed in the bottom of the stirrup in order to decrease its weight, and the bottom may also be lined, as indicated at 16, if preferred. The stirrup-iron is provided at the front and rear edges of its bottom portion with projections 17, arranged in pairs and forming intervening front and rear recesses, adapted to receive a covering of leather when the tread portion 16 is not employed, and these projections 17 will then prevent such covering from rising on the stirrup-iron.

A stirrup made in accordance with my invention can be manufactured at a very low cost, and by having the spaced cross-bars at the top the stirrup-iron will be prevented from turning in the stirrup leather or strap and liability of the rider getting his foot hung in the stirrup will be reduced to a mini-

num. By having the loop struck out from the sides of the stirrup-iron any preferred form of fender can be easily secured in position, since it is only necessary to cut a few  
5 slits in the fender at each side in order to form the loops to seat between the loops of the stirrup-iron. Since the stirrup-iron has practically no movement in the stirrup-leather, the latter will last much longer than  
10 when it is subjected to wear caused by the movement of the stirrup-iron upon it.

It will be understood that changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the  
15 advantages of this invention.

Having thus described the invention, what I claim is—

A stirrup-iron composed of sides and a connecting bottom portion, the sides having split loops struck outwardly from the material thereof, with right-angular inturned ends having an intervening space between them, the loops being in alinement and as an entirety spaced apart equally, the upper extremities of the sides also having slots and

connected by spaced parallel cross-bars with another cross-bar below the same supplied with a roller, the connecting bottom portion also having front and rear edges recessed to  
30 provide opposite projections, combined with a fender transversely slitted at opposite sides at points over the spaces between the loops on the sides of the stirrup-iron, the portions of the fender between the slits in alternation  
35 bearing against the said loops of the iron, and a strap passed through the slots in the upper extremities of the sides of the stirrup-iron between the parallel cross-bars and having the opposite ends threaded alternately  
40 through the loops on the side of the stirrup-iron and through the slits in the fender and connected below the bottom portion of the stirrup-iron.

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

CLARENCE W. PERCIFIELD.

Witnesses:

M. H. WARD,  
J. T. BASKET.