(No Model.)

E. M. TURNER.

STIRRUP.

No. 320,194. Patented June 16, 1885.

Fig. 1

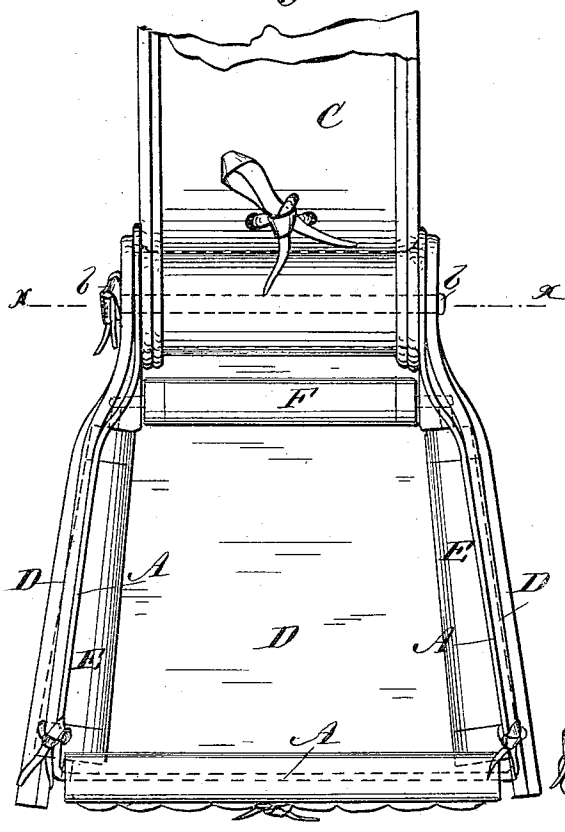


Fig. 2

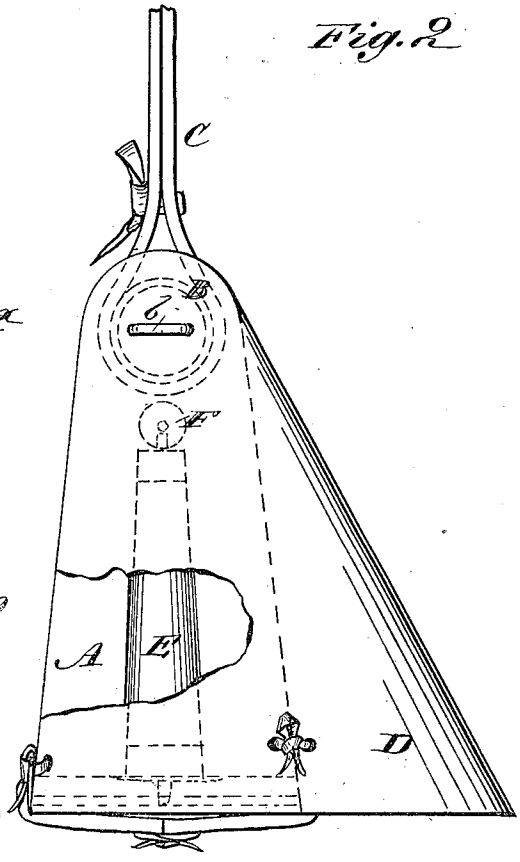
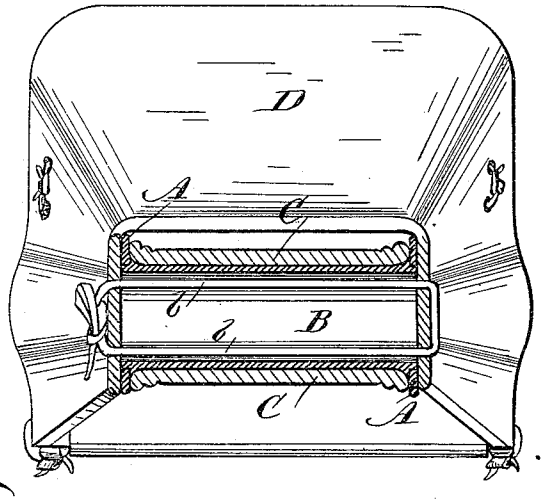


Fig. 3



WITNESSES:

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UNITED STATES PATENT OFFICE.

EPHRAIM M. TURNER, OF FORT WORTH, TEXAS.

STIRRUP.

SPECIFICATION forming part of Letters Patent No. 320,194, dated June 16, 1885.

Application filed December 22, 1884. (No model.)

To all whom it may concern:

Be it known that I, EPHRAIM M. TURNER, of Fort Worth, in the county of Tarrant and State of Texas, have invented certain new and useful Improvements in Stirrups, of which the following is a full, clear, and exact description.

The invention relates to improvements in stirrups; and it consists in the peculiar construction and arrangement of parts as hereinafter described, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 represents a rear view of a stirrup embodying my invention; Fig. 2, a side view of the same; and Fig. 3 a transverse section on the line *x x* in Fig. 1.

A is the frame or sides and bottom portion of the stirrup, made from a single piece, and of any suitable shape or pattern, and connected above by a tube, B, instead of a solid bar or cross-piece, by which the stirrup-strap C is attached to the stirrup. This tubular cross-tie, which is made to open at its ends through both sides of the stirrup-frame, not only serves to give increased lightness, with adequate strength, to the stirrup, but forms a ready means for fastening the upper part of a toe guard or fender, D, to the stirrup—that is, by simply perforating the fender on opposite sides of its upper portion with two holes and doubling a cord, *b*, through them on the one side of the fender, and after its passage through the tube tying or knotting it on the opposite side of the fender. The lower portion of the fender may be tied or secured on its opposite sides to the side pieces of the frame of the stirrup in the usual or any suitable manner.

E E and F are independent rollers arranged up the sides and across the top of the stirrup and so as to project within the same, but not necessarily exterior thereto, though so shown here. The side rollers, E E, of which there may be one or more on each side, may be made tapering in an upward direction, and the top roller, F, be cylindrical. These rollers, which have their bearings in the frame of the stirrup, serve to facilitate the liberation of the rider's foot from the stirrup in case of accident, as hereinbefore referred to, and when the weight or position of the rider is brought to bear more upon the top and sides of the stirrup than on the bottom, which latter in this case is made solid, covered or not with a flexible material, to give the rider's foot a firm hold on the stirrup in the ordinary course of riding.

A roller in the bottom of the stirrup, which is no new feature, I do not propose to use.

The side rollers, E E, alone might be used to advantage, or only the top roller, F; but by using inwardly-projecting rollers on both the sides and top a much more perfect liberating effect for the foot in case of accident is obtained.

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

1. The frame A of the stirrup constructed or provided with an upper tubular cross-tie, B, in open communication through the sides of said frame, essentially as and for the purposes herein set forth.

2. The combination, with the upper tubular cross-tie, B, of the stirrup in open communication through the sides of the latter and serving for attachment of the stirrup-strap, of the fender D and the cord *b*, arranged to unite the upper portion of the fender to the stirrup, substantially as described.

EPHRAIM M. TURNER.

Witnesses:

A. GREGORY,

C. SEDGWICK.