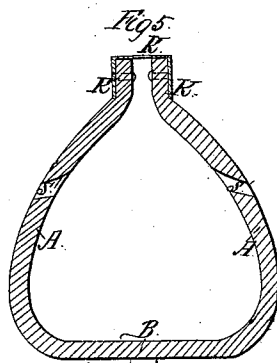
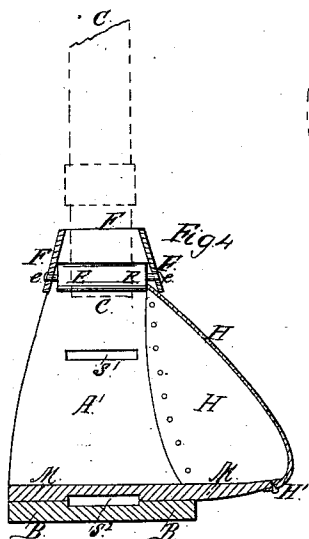
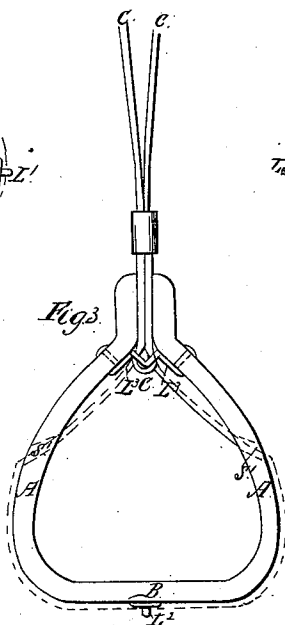
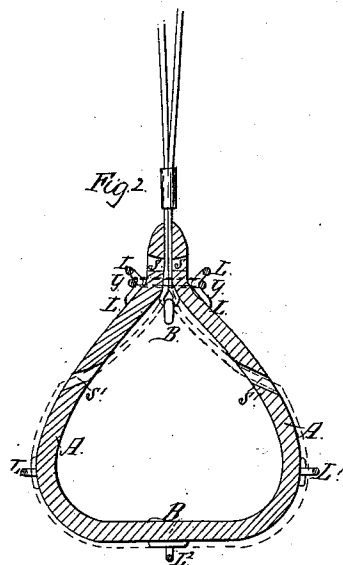
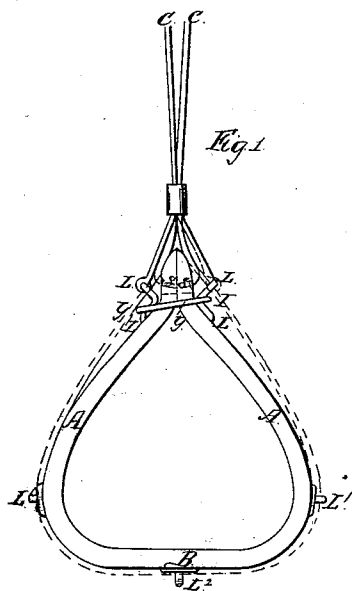


R. N. Eagle, Riding Stirrup.

N^o 44,291.

Patented Sep. 20, 1864.



Witnesses
Edward H. Knight

Inventor
R. N. Eagle

UNITED STATES PATENT OFFICE.

R. N. EAGLE, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN RIDING-STIRRUPS.

Specification forming part of Letters Patent No. **44,291**, dated September 20, 1864.

To all whom it may concern:

Be it known that I, ROBERT NELSON EAGLE, of the city and county of Washington, in the District of Columbia, have invented certain new and useful Improvements in Riding-Stirrups and Hoods Therefor; and I do hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawings, making part of this specification, in which—

Figures 1 and 3 are rear views of stirrups or stirrup frames, illustrating my invention. Figs. 2 and 5 are vertical transverse sections of modified forms of the same. Fig. 4 is a vertical longitudinal section of a complete stirrup.

Similar letters of reference indicate corresponding parts in the several views.

My present improvements consist, first, in the construction and use of a stirrup or stirrup-frame of wood, bent in proper shape, and which, with arms separate or indirectly connected, may be suspended without the intervention of a wood or other block employed to connect them; second, in the employment of suitable collars, ferrules, or loops, as hereinafter described, for securing the ends of the disconnected arms of the aforesaid stirrup-frame, and for holding or confining the suspension-strap; third, in the employment, in connection with a wooden stirrup or stirrup-frame, of an inner or upper tread, of metal, wood, or other suitable material, projecting forward of the lower tread and constituting the under portion of the hood or toe-cap, or projecting backward to afford an additional foot-rest behind; fourth, in slotting the arms between the tread and shoulder at any desired points to receive the suspension strap.

In order that others skilled in the art to which my invention appertains may be enabled to fully understand and apply the same, I will proceed to describe its construction and operation.

In the accompanying drawings, A A may represent the arms, and B the tread or base of a stirrup or stirrup-frame constructed of bent wood with the ends of the arms approaching each other in a converging direction, or carried up from shoulders in the form of a web or neck, and indirectly connected by means of the suspension-strap, or by a ferrule,

cord, or collar, rings, or loops of metal or other material and of any suitable construction.

F F F in Fig. 4 represent a metallic band or ferrule inclosing the ends of the arms and retaining them at the desired distance apart, and which also serves for the attachment of a pin, *e e*, upon which a roller, E E, is loosely hung in such a manner that when the suspension-strap is passed around it and drawn up between the arms the double of the strap will be spread and wedged by the said roller between the arms and without bearing upon the pin. This is deemed preferable to sustaining the weight upon the pin *e e*, although the latter course may be adopted if desired.

Y Y, in Figs. 1 and 2 represent a modification of the ferrule F F F, and consists of a collar, cord, or loose ferrule, the construction and operation of which will hereinafter be more fully described.

S S in Fig. 1 and 2 represent slots cut in each arm, near the ends of the bow, through which the suspension-strap passes, as will hereinafter be more fully described.

L, L', and L² in Figs. 1 and 2 represent loops attached to the exterior of the frame, near the ends of the bow, and also along the sides and beneath the tread, for the purpose of attaching or retaining the suspension-strap, as will hereinafter be more fully explained.

L³ L³ in Fig. 3 represent similar loops applied within and near the ends of the arms, which may be employed either as a means of attachment for the suspension-strap, or, as when used in connection with the loop L² and slots S' S', for retaining the strap in place, as will hereinafter be more fully explained.

K K K in Fig. 5 represent a strap of metal or other material passing over or across the ends of the arms, and secured thereto by rivets, screws, or other suitable means, and slotted at top to receive and retain the suspension-strap, the means of suspension being mainly afforded by the strap itself in this modification of my improvement, as will hereinafter be more fully explained.

H H and H' in Fig. 4 represent a hood or toe-cap, of leather or other suitable material, and M M the upper or inner tread, (formed by preference of metal or wood,) which extends forward from the front edge of the stirrup-frame and constitutes the lower portion of the

hood or toe-cap, as shown at H', and which may be secured in any suitable manner above or below the tread M M. Between the upper tread M, and the lower or main tread, B, a slot, S², is formed for the reception of the suspension strap in manner hereinafter described.

Any or all of the slots herein mentioned may be of any form, size, and inclination desired.

In the several figures illustrating my improvements are shown different methods by which the suspension-strap may be attached or applied to the outer or inner side, or partially on the outer and partially on the inner side, of a stirrup or stirrup-frame whose arms are indirectly connected; first, as shown by red lines in Fig. 4, which represent the suspension-strap C passing between the ends of the arms, and around the roller E E, loosely playing upon the pin e e; or, second, by black lines in Fig. 2, which show it passing in like manner between the arms and through a simple ring or loose block, B, the operation of either of these methods having the effect to spread the strap and wedge it between the arms, which in Fig. 4 are kept at the desired distance asunder by the band or ferrule F, and in Fig. 2 by the suspension-strap which interposes between the arms, while the cord or loose collar Y Y limits the space between them. A modification of the simple ring or loose block B, just referred to, may be its permanent attachment to one end of the suspension-strap, while the other end is passed between the arms and secured to the saddle. It being observable that as the ferrule F F and its modification Y Y are mainly useful when the suspension-strap is required to "wedge" between the arms, they may be dispensed with, or applied, if desired, in addition to the means afforded for suspension, as shown in other modifications herein following. Third, as shown by black lines in Fig. 1, which represent the suspension-strap C, passing through slots S S, formed in each arm, near the ends of the bow; fourth, as shown by red lines in Fig. 1, which represent the strap passing around the exterior of the frame and through divers loops, L, L', and L² thereon; fifth, as shown by blue lines in Fig. 1, which represent the strap as secured to the upper and outer loops, L L; or, sixth, as shown by black lines in Fig. 3, which represent the strap passing between the arms and secured to the inner and upper

loops, L³ L³; seventh, as shown by red lines in Fig. 2, which represent the strap C passing around the outside of the lower frame through loops L' L' and L² and slots S' S' at the sides, to the interior of the bow, and thence out between the ends of the arms; eighth, as shown by red lines in Fig. 3, which represent the strap passing around the lower frame through loop L² at the tread, and slots S' S' at the sides, to the interior of the frame, and thence through the upper and inner loops, L³ L³, out between the ends of the arms.

The collar or loose ferrule Y Y, if applied in the modifications described in the last six clauses, may be so arranged as to pass through rings or over the loops or other obstructions L L, or in any suitable manner applied, although the drawing and binding effects of the suspension-strap, particularly when in use, are deemed amply sufficient to complete their efficacy without the ferrule aforementioned, or its equivalent.

In cases where the upper tread, M M, is used in the construction of a stirrup, the suspension-strap, instead of passing completely around and beneath the frame, will pass between the upper and lower treads, M and B, through the slot or aperture S².

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. A stirrup or stirrup-frame, of wood, with arms separate at their upper ends, to be indirectly connected by means of a ferrule or loop, or by the suspension-strap, in any manner, substantially as described.

2. Suspending a stirrup by means of a strap passing between the ends of the arms and secured without the aid of any block employed to connect the said arms.

3. The inner or upper tread, J, projecting forward to constitute the lower part of the hood or toe-cap, or rearward, to afford an additional foot-rest at back.

4. A stirrup or stirrup-frame, of wood or other material, provided with slots at any desired points intermediate between the tread and shoulder or upper part of the arms, for the reception of the suspension-strap, substantially as described.

R. N. EAGLE.

Witnesses:

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EDM. F. BROWN.