Oct. 20, 1953 H. J. ELLE 2,655,778

ADJUSTABLE STIRRUP FOR RIDING SADDLES

Filed June 13, 1952

Fig. 1

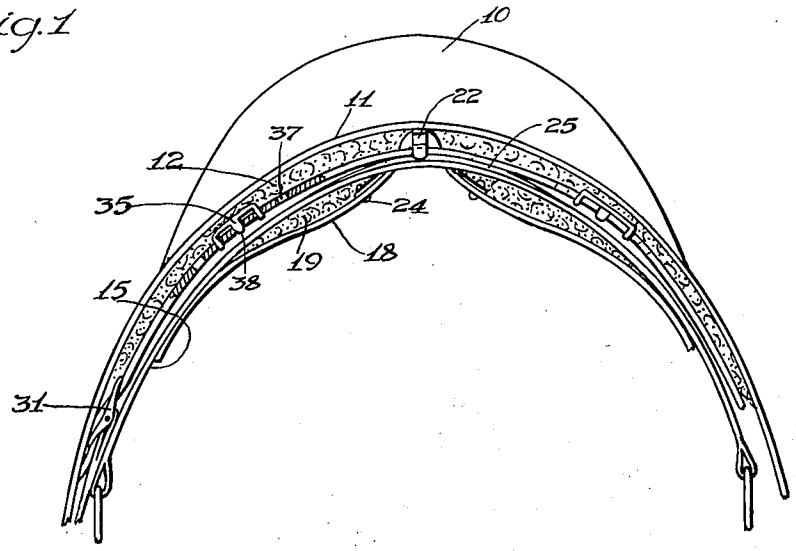


Fig. 2

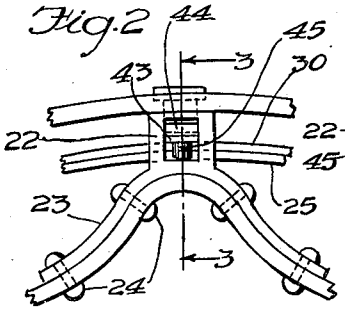
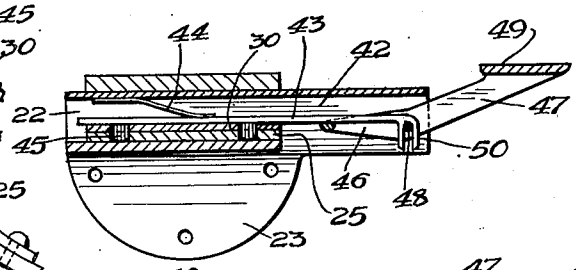


Fig. 3



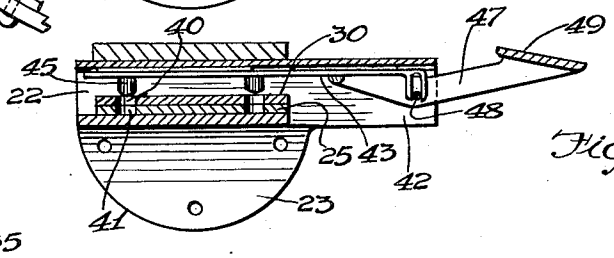
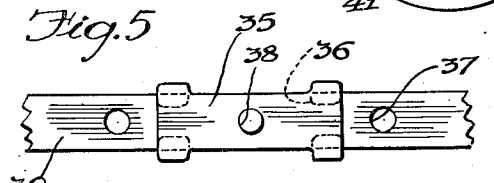


Fig. 4

Fig. 5



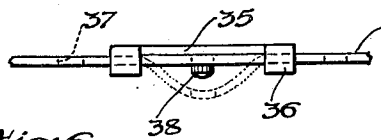


Fig. 6

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Patented Oct. 20, 1953 2,655,778

UNITED STATES PATENT OFFICE

2,655,778

ADJUSTABLE STIRRUP FOR RIDING SADDLES

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Application June 13, 1952, Serial No. 293,287

7 Claims. (Cl. 54—44)

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My invention relates to stirrups for riding saddles and deals with the facility of their use. An experienced rider usually finds no difficulty in reaching a stirrup for mounting the horse, with or without the aid of a mounting block. However, in the case of inexperienced riders or those who are of small stature, reaching a stirrup may impose a strain, and it is therefore one object of the present invention to make the stirrup adjustable to a lower position to overcome the difficulty.

A further object is to provide a stirrup which is made in duplicate as a unit mounted crosswise in the region of the saddle, so that either stirrup may be adjustable as previously stated, according to the side on which the rider mounts the horse.

A still further object is to provide a strap connecting both stirrups and passing through the saddle, such strap being slidable in one or the other direction to facilitate the lowering of the corresponding stirrup.

Another object is to provide stop means on the strap referred to in order to fix the extent to which either stirrup is lowered.

An additional object is to provide a handy locking device to maintain the stirrups at even height or when one of them is lowered as stated.

Another object is to provide a handy control by means of which the stirrup unit may be released for the adjustment of the stirrups in one or the other direction.

With the above objects in view, a better understanding of the invention may be had by reference to the accompanying drawing, in which—

Fig. 1 is a transverse view from the rear of the saddle, showing the stirrup structure in elevation and partly in section;

Fig. 2 is an enlarged view of a frame in the center of the saddle serving for the support and adjustment of the stirrups;

Fig. 3 is a section on the line 3—3 of Fig. 2, showing the stirrup structure locked;

Fig. 4 is a view similar to Fig. 3, showing the stirrup structure unlocked;

Fig. 5 is a plan view of a stop device determining the extent of stirrup adjustment; and

Fig. 6 is a front elevation of the showing in Fig. 5.

In accordance with the foregoing, specific reference to the drawing indicates the back of the saddle at 10 and the covering of the same at 11. Such covering is built up with a filler 12. Below this filler is a cinch strap 15 carrying the cinch strap links 16, while below the cinch

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strap 15 are a pair of base plies 18, fillers 19 occurring between the cinch strap and base plies.

A metallic frame 22 is installed in the center of the saddle between the covering 11 and the cinch strap 15. The frame is extended with feet 23 which are attached by means of rivets 24 to the cinch strap. A metallic center bow 25 is attached over the cinch strap; and the frame 22 is perforated crosswise for the passage of the bow 25 and a stirrup strap 30 in superimposed relation, as seen in Figs. 2 and 3.

The stirrup strap 30 is in the form of an arch and designed to carry both stirrups. These are not shown, but buckles 31 are shown at the end portions of the stirrup strap whereby to render the same adjustable for determining the height of the stirrups, this being a conventional adjustment. While the stirrup strap may be made for the average rider or a particular rider, the facility of lowering one of the stirrups to suit the convenience of a rider is attained by sliding the stirrup strap 30 in one or the other direction. The extent of sliding adjustment is determined by the position of a stop device 35 carried by the stirrup strap 30 on each side of center, as shown in Fig. 1. The stop device is simply a clip mounted on the strap 30 and formed with ears 36 which are bent under the strap. The strap is made with a longitudinal series of perforations 37; and the device 35 is made with a center stud 38 which is designed to seat in a given perforation 37, as shown in Fig. 6. The device 35 therefore constitutes a stop in relation to the center frame 22 when the stirrup strap 30 is drawn in the corresponding direction; and in case the adjustment of the device 35 is to be changed, the strap is simply drawn loose under the stud 38 as indicated by finely-dotted lines in Fig. 6 in order to release the device 35 for sliding movement.

It is essential that the stirrup strap 30 be locked in position either when the stirrups are at even height or when one stirrup has been lowered. For this purpose, a locking device is carried by the frame 22 and operates in relation to pairs of perforations 40 and 41 carried by the stirrup strap 30 and the bow 25, respectively. Fig. 3 shows that the frame 22 is formed with a longitudinal guide 42 in which is disposed a bar 43. This bar is ordinarily held down on the stirrup strap 30 by a leaf spring 44; and the bar has a pair of studs 45 which seat in a registering pair of the strap and bow perforations 40 and 41, locking the stirrup strap from longitudinal motion. The bar 43 extends for-

wardly into the guide **42** to receive the inner end portion **46** of a lever **47** pivoted at an intermediate point **48** to the guide **42**; and the outer portion of the lever **47** is formed with a control plate **49**. Thus, pressure on the control plate will cause the lever portion **46** to bear upwardly on the bar **43** and raise the studs **45** out of engagement with the stirrup strap **30**, so that the latter may be slid through the saddle in case one or the other stirrup is to be adjusted in height. The bar **43** is formed with a frontal fork **50** hooked on the pivot **48** for anchoring the bar in place, Fig. 4 showing the position of the bar when it has been moved as just described. The control plate **49** is positioned to project upwardly through the saddle seat under the rider, so that one may reach up over the saddle, before mounting the same, to depress the control plate. After the rider has mounted the saddle, the foot on the side of the higher stirrup is used to depress the same until the stirrups are at even height, when the stirrup strap will be locked automatically at the center, fixing the even position of the stirrups.

It will now be apparent that the stirrups and stirrup strap form a unit which straddles the region of the saddle in a manner to facilitate the sliding of the stirrup strap in one or the other direction to place a stirrup at a required or convenient height. Further, stops are provided which are adjustable to vary the height as desired. Further, a handy control is provided for locking the stirrup strap in the ordinary or central position, and to stop it when one stirrup extends lower than the other. Finally, the structure for the control and locking of the stirrup is compactly contained in that of the saddle, and is of a simple nature.

While I have described the invention along specific lines, variations are possible in the structure of the stops or of the locking device, whereby to secure a high degree of efficiency both in structure and function. While such variations may be made as stated, the principle of changing the height of the stirrups and controlling it by means of the stops and locking device is the essential feature of the invention, and I reserve the right to employ any variations of structure which may put such principle into practice without departing from the scope and spirit of the appended claims.

I claim:

1. The combination with a saddle; of a strap arched crosswise of the saddle and terminating with stirrups normally at even height, the strap being slidable relative to the saddle to locate either stirrup at a height lower than the normal one, and stop means between the saddle and the strap to fix the position of the latter when it has been slid as stated.

2. The combination with a saddle; of a strap arched crosswise of the saddle and terminating with stirrups, means between the saddle and the strap to lock the latter in a position to maintain

the stirrups at even height, the strap being slidable relative to the saddle when said means are unlocked to locate either stirrup at a height lower than the normal one, and stop means between the saddle and the strap to fix the position of the strap when it has been slid as stated.

3. The combination with a saddle; of a strap arched crosswise through the saddle and terminating with stirrups normally at even height, the strap being slidable relative to the saddle to locate either stirrup at a height lower than the normal one, a medial abutment carried by the saddle and through which the strap is slidable and stop devices carried by the strap on both sides of the abutment and comprising clips which form limits in respect to the abutment when the strap is slid as stated.

4. The combination with a saddle; of a strap arched crosswise through the saddle and terminating with stirrups normally at even height, a medial abutment carried by the saddle, the strap being formed with a longitudinal series of perforations and slidable relative to the abutment to locate either stirrup at a height lower than the normal one, and clips carried by the strap on both sides of the abutment and forming limits in respect to the abutment when the strap is slid as stated, said clips being keyed in chosen ones of the perforations to locate the clips in accordance with the desired extent to which the strap is slid.

5. The structure of claim 3, said abutment incorporating a locking device for the strap when it is in the normal position, and means extended from the abutment and operable to release the locking device when the sliding adjustment of the strap is desired.

6. The structure of claim 3, said abutment incorporating a locking device for the strap when it is in the normal position, and means extended from the abutment and operable to release the locking device when the sliding adjustment of the strap is desired, the locking device being of the spring latch type to automatically lock the strap against movement when it has been slid back to normal position.

7. The structure of claim 3, said abutment incorporating a spring latch presenting studs, the strap having perforations in which the studs seat when the strap is in the normal position, and a lever projected from the latch and operable to release the same when the sliding adjustment of the strap is desired.

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