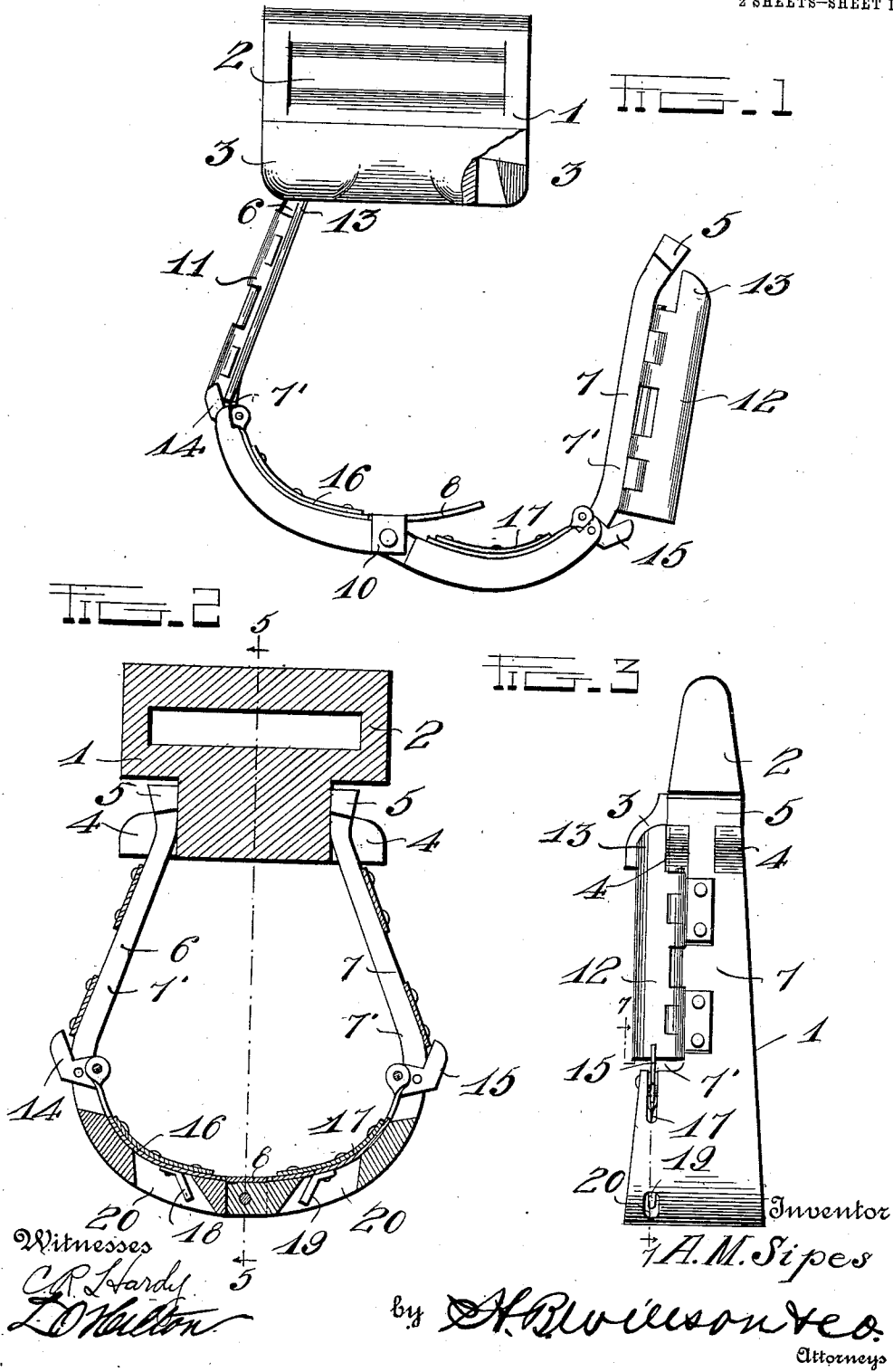


1,007,247.

A. M. SIPES.
SAFETY STIRRUP.
APPLICATION FILED DEC. 22, 1910.

Patented Oct. 31, 1911.

2 SHEETS-SHEET 1.



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2 SHEETS—SHEET 2.

FIG. 4

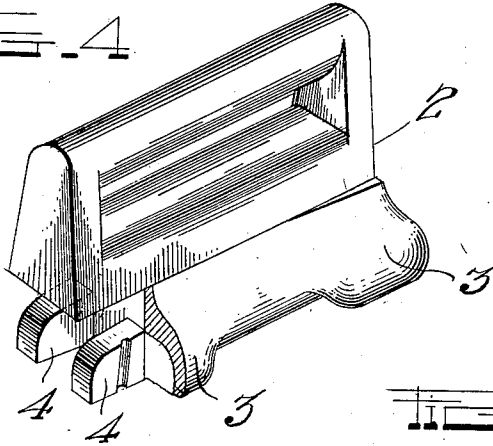


FIG. 5

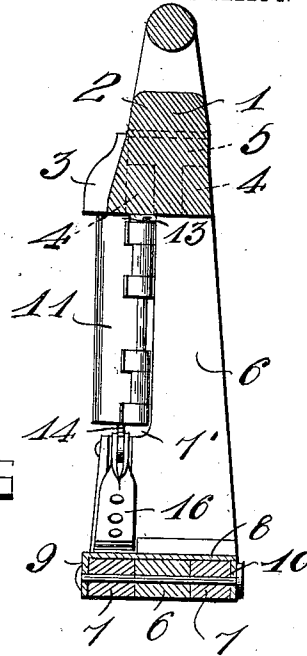


FIG. 6

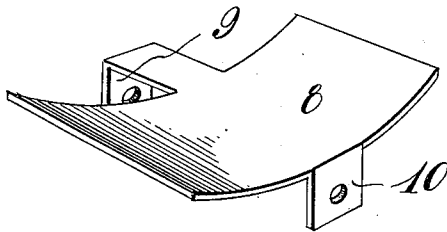
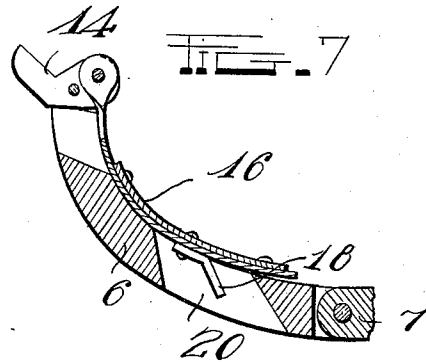


FIG. 7



Witnesses
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UNITED STATES PATENT OFFICE.

ALFRED M. SIPES, OF MOBEETIE, TEXAS.

SAFETY-STIRRUP.

1,007,247.

Specification of Letters Patent.

Patented Oct. 31, 1911.

Application filed December 22, 1910. Serial No. 598,797.

To all whom it may concern:

Be it known that I, ALFRED M. SIPES, a citizen of the United States, residing at Mo-
beetie, in the county of Wheeler and State
of Texas, have invented certain new and use-
ful Improvements in Safety-Stirrups; and
I do declare the following to be a full, clear,
and exact description of the invention, such
as will enable others skilled in the art to
which it appertains to make and use the
same.

This invention relates to a safety stirrup.

The object is to provide a simply con-
structed and efficient stirrup of this char-
acter which will be quickly and reliably
opened by pressure exerted against one of
the side members.

With this and other objects in view, the
invention consists of certain novel features
of construction, combination and arrange-
ment of parts as will be more fully described
and particularly pointed out in the ap-
pended claims.

In the accompanying drawings Figure 1
is a front elevation of a stirrup constructed
in accordance with this invention with one
side member open and the other closed.
Fig. 2 is a longitudinal vertical section
thereof. Fig. 3 is an end view thereof. Fig.
4 is a perspective view of the strap-engaging
member detached. Fig. 5 is a transverse
vertical section taken on the line 5—5 of
Fig. 2. Fig. 6 is a detail perspective view
of the connecting member for the two piv-
oted sides of the stirrup. Fig. 7 is a detail
longitudinal sectional view taken on the line
7—7 of Fig. 3.

In the embodiment illustrated, a safety
stirrup is shown comprising a strap-engag-
ing member 1, having the ordinary loop 2
at its upper portion and notched at its oppo-
site ends to receive the T-shaped heads 5 of
the foot-receiving member hereinafter to be
described.

A housing 3 is secured to the front face
of the member 1 and is designed to protect
the safety catches against accidental disen-
gagement such as might be caused from
coming into contact with brush or any other
obstacle. One wall of this housing is pro-
vided at its opposite ends with shoulders, as
4, for engagement with the catches to be
described, whereby said catches are locked in
operative position.

The stirrup proper comprises two side
members 6 and 7 hingedly connected at their

lower ends and provided at their free upper
ends with T-shaped heads 5 above described.
A substantially T-shaped foot-plate 8 is piv-
otally mounted on the pintle which connects
the lower ends of the side members. This
plate is preferably provided with right-an-
gularly extending apertured lugs 9 and 10
formed on its head and stem respectively,
and through which the connecting pintle
passes. The head of this plate 8 is curved
longitudinally to correspond with the curva-
ture of the inner faces of the side members
6 and 7, and when engaged by the foot of
the rider serves to hold said side members
in closed position.

One edge of each of the side members 6
and 7 is recessed as shown at 7' to receive
catch plates 11 and 12 which are pivotally
mounted therein and provided at their up-
per ends with longitudinally extending
tongues as 13 adapted to engage the shoul-
ders 4 on the member 1 for locking said side
members 6 and 7 in operative engagement
with said member 1.

Bell crank catch levers 14 and 15 are piv-
otally mounted in the lower walls of the
recesses 7' and are adapted to engage the
lower ends of the catch plates 11 and 12 for
holding them securely against accidental
actuation. Curved plates 16 and 17 are
pivotally connected at one end with the in-
ner arms of said bell crank levers 14 and 15
and closely engage the inner faces of the
members 6 and 7. These plates 16 and 17
are provided on their lower faces, near their
free ends, with arms 18 and 19 which ex-
tend through guide slots as 20 formed in
said side members, and by means of which
said plates are held against lateral displace-
ment while permitted to move longitudi-
nally to provide for the pivotal movement of
the bell-crank catch levers to permit the en-
gagement of the free arms thereof with the
catch plates when desired. When the rider's
foot is in the stirrup, pressure is exerted on
these plates 16 and 17, which reliably holds
the free ends of the bell-crank levers in en-
gagement with the plates 11 and 12 and
prevents all possibility of said plates being
opened until said pressure is removed.
These stirrups may be made in any desired
size, but should only be large enough to per-
mit the insertion of the toe of the rider to
prevent the slipping of his foot there-
through, which would cause the release of
the side members and detach the stirrup.

In the operation of this improved stirrup, the T-shaped heads 5 are engaged with the notches in the opposite ends of the member 1, and are locked therein by means of the tongues 13 which engage the shoulders 4, said tongues being held in locked engagement with said shoulders by means of the free ends of the bell-crank levers 14 and 15 which engage the lower ends of the plates 11 and 12, and are held in this position, as above described, by the pressure of the foot of the rider on the plates 16 and 17. Should the rider fall from his horse, and his foot come in contact with one or both of the catch plates 11 or 12, they would be forced outwardly and disengaged from the shoulders 4 and the lower ends of said plates on opening would bear against the free ends of the bell crank levers 14 and 15, whereupon the side members would be immediately separated from the strap-engaging member 1 and the rider's foot released.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention, as defined in the appended claims.

I claim as my invention:

1. A safety stirrup comprising a strap-engaging member having recesses in its opposite ends, one wall of each of said recesses being shouldered, a foot member comprising pivotally connected side members having T-shaped heads at their free ends for engagement with the recesses at the ends of said strap-member, catch plates carried by said side members and having tongues for engagement with said shoulders, means for holding said catch plates in locked position, and means connected with said plate locking means arranged on the foot engaging portion of the stirrup in position to be pressed by the foot of the rider whereby said plate locking means is held in operative position.

2. In a safety stirrup, a strap-engaging member having shoulders, a foot receiving member comprising pivotally connected side members having T-shaped elements at the free ends thereof, means at opposite ends of said strap-engaging member for engagement

with said T-shaped elements, catch plates pivotally mounted on said side members and having tongues for engagement with said shoulders, bell crank levers pivotally mounted in position to engage said catch plates, and plates connected with said bell crank levers and extending in position to be engaged by the foot of the rider when in normal position.

3. A safety stirrup comprising pivotally connected side members, a foot plate mounted on the pintle thereof, catch members pivotally mounted on said side members, a strap-engaging member having means for detachable connection with the free ends of said side members, means on said strap-member for engagement by said catch members, and means operable by the foot of the rider for holding said catch members in operative position.

4. A safety stirrup comprising pivotally connected side members, a foot plate mounted on the pintle thereof, catch members pivotally mounted on said side members, a strap-engaging member having means for detachable connection with the free ends of said side members, means on said strap-engaging member for engagement by said catch members, and plates extending into position to be engaged by the foot of the rider when in normal position and having means for holding said catch members in operative position.

5. A safety stirrup comprising a strap engaging member having recesses in its opposite ends, one wall of each of said recesses being shouldered, a foot member comprising pivotally connected side members having T-shaped heads at their free ends for engagement with the recesses at the ends of said strap member, catch plates carried by said side members and having tongues for engagement with said shoulders, and means for holding said catch plates in locked position, said means being arranged in the path of the foot of the rider when said foot is in normal position, whereby the pressure of the foot bearing in the stirrup will hold said catch plates locked.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

ALFRED M. SIPES.

Witnesses:

MELVIN M. MILLER,
J. N. BOWERS.