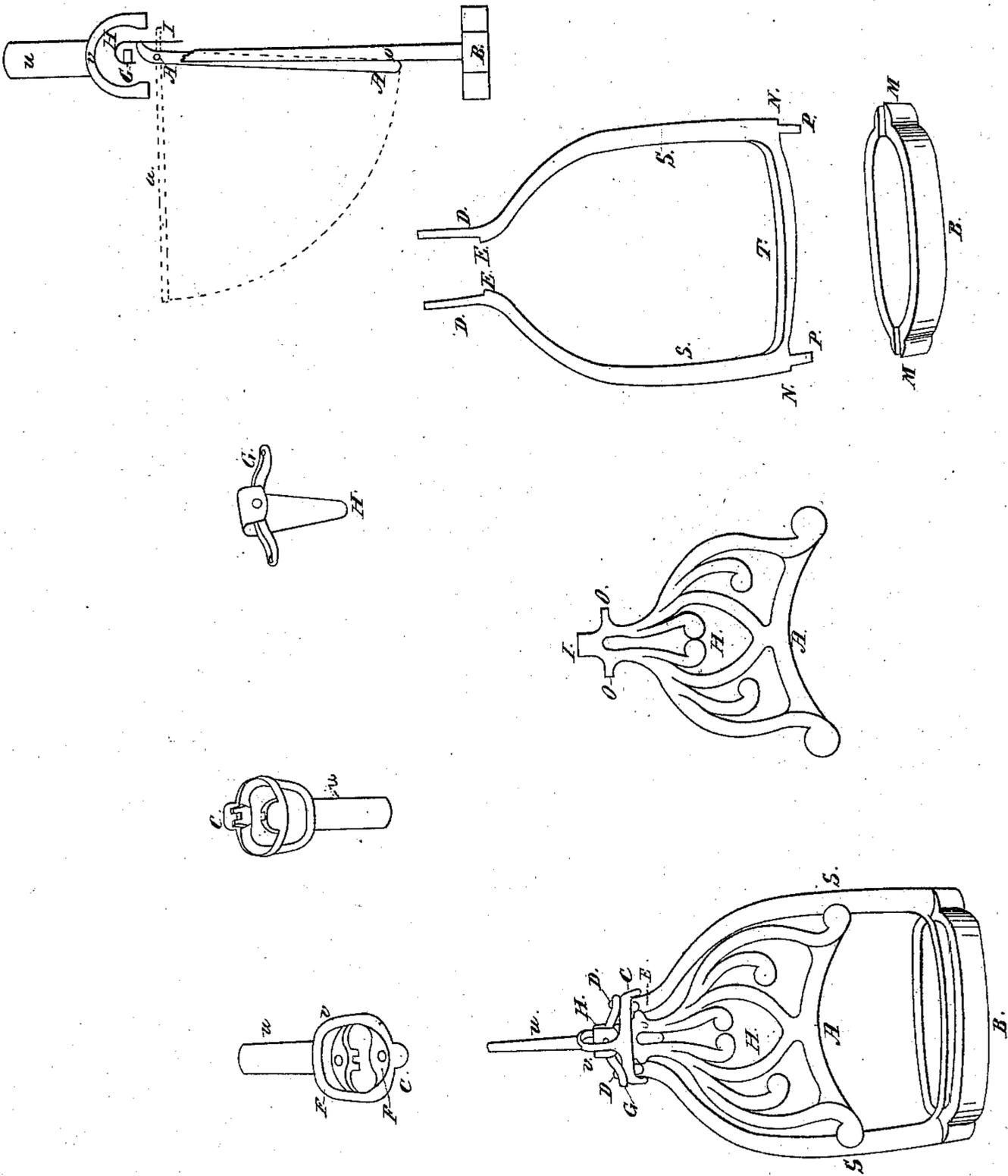


*N. Post,
Riding Stirrup.*

Patented June 18, 1850.

N^o. 7,444.



UNITED STATES PATENT OFFICE.

NATHAN POST, OF EAST CLEVELAND, OHIO.

SAFETY-STIRRUP.

Specification of Letters Patent No. 7,444, dated June 18, 1850.

To all whom it may concern:

Be it known that I, NATHAN POST, of East Cleveland, in the county of Cuyahoga and State of Ohio, have invented new and useful Improvements in the Construction of Stirrups; and I do hereby declare that the following is a full and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification.

The nature of my invention consists in providing a safety bar, so arranged, that in case the rider is thrown from his horse, the foot cannot hang in the stirrup.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

Letter B, is the bottom of the stirrup, which is cast separate from the side bars.

M, M, are mortises through which the lower points of the side bars pass, and are riveted in the bottom. Those points are known by P, P, and in putting the stirrup together, they pass down through the mortises M, M. The small notches on the shoulder N, N, rest upon the edge of the top, or upper side of the bottom B, thereby letting down the bar T, so as to fetch the top of T, on a level with the top of the bottom B, thereby forming a three barred stirrup.

A is the safety bar, with each end resting in the side bars S, S.

The frame work X may be plain or ornamental with scroll work, as in the drawings, or in any other desirable form. The pivots O, O, rest upon the shoulders E, E, in which position they are held by the loop cap C, the rivet points D, D, passing through the holes F, F, in the loop cap. The cross bar G, surmounts the loop cap, the rivet points D, D, passing through the holes in the ends of the cross bar G. The spring H, is riveted to the middle of the cross bar G, the point of which turns downward as represented, coming in contact with, and pressing against the projection I, above the pivots

O, O, thereby holding the safety bar A, in contact with the side pieces S, S. This position is shown in the side view of the stirrup, the dotted line representing the safety bar, raised at right angles with the side pieces. The stirrup loop V, rises from the loop cap forming an arch above the spring H, and stands at right angles to the cross bar G. From the top of this arch, rises a thin bar U, about one inch wide and two inches high, which lies flat-wise between the stirrup straps, thereby preventing the stirrup from rolling from side to side in the stirrup straps, thus keeping the stirrup always in readiness for the rider's foot, the loop keeping the side of the stirrup toward the horse.

The great advantage of the safety bar, is this, the foot is placed in the stirrup, on the side upon which the points of the safety bar rests. The safety bar in that case, prevents the foot from passing too far through the stirrup, and in case the rider is thrown from his horse, the instep, or top of his foot must necessarily come in contact with the front side of the safety bar A, and the safety bar turning, by the spring H, yielding to the pressure of the foot, the foot is instantly freed from the stirrup, and the danger of the foot becoming fast in the stirrup, is entirely obviated.

What I claim as my invention and desire to secure by Letters Patent, is—

1. The safety bar A, and the spring H, arranged in the form set forth, or in any other form, substantially the same in principle.

2. The arrangement of the loop-cap by which I place the stirrup bars S, S, at right angles with the stirrup strap.

3. The flat bar U, rising from the top of the loop V, to prevent the rolling of the stirrup in the strap.

NATHAN POST.

Witnesses:

THOS. BROWN,
JOHN BRAINERD.