

W. Fawcett,
Riding Saddle,
No. 51,708, *Patented Dec. 26, 1865.*

Fig. 1.

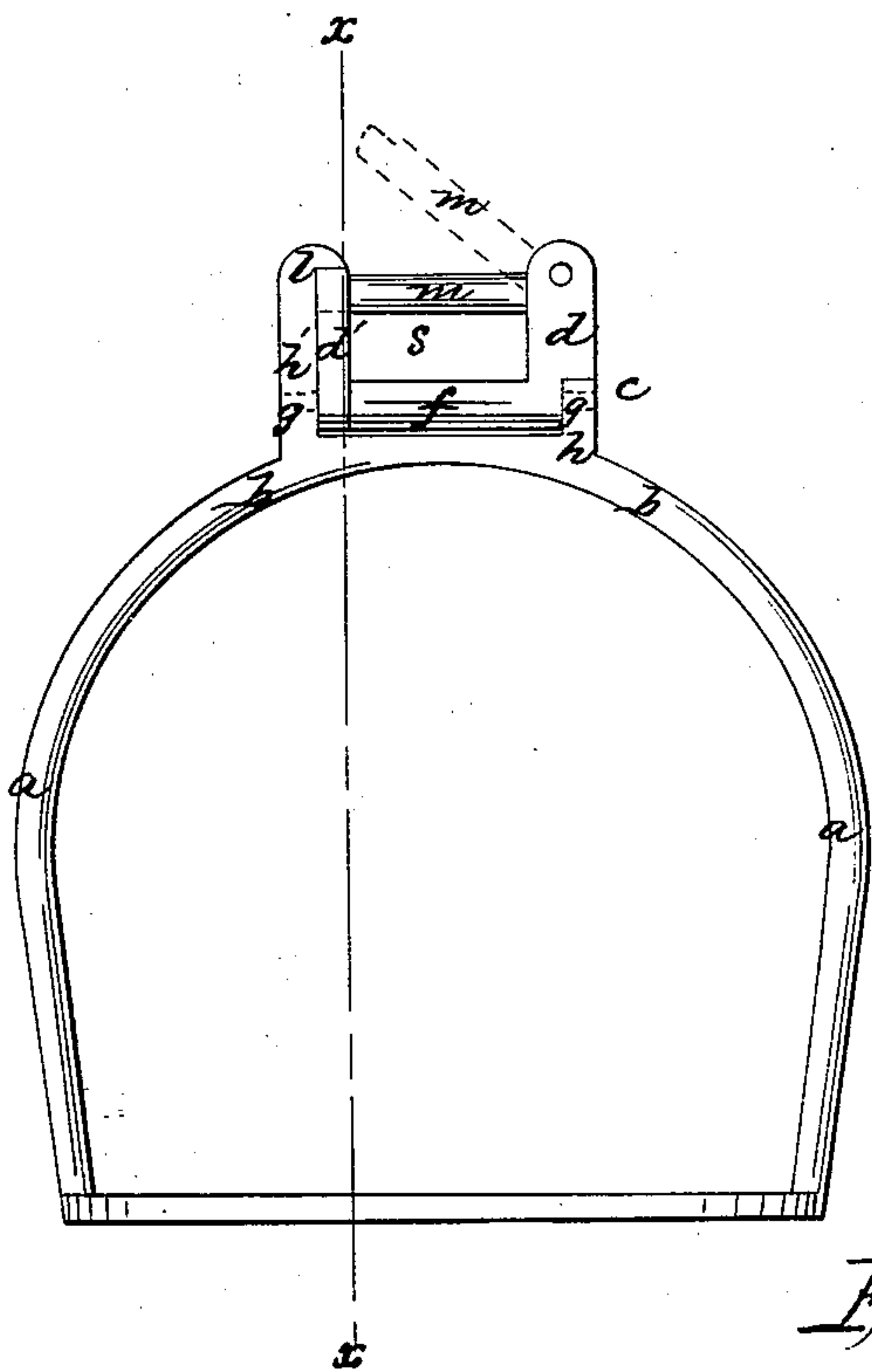


Fig. 2.

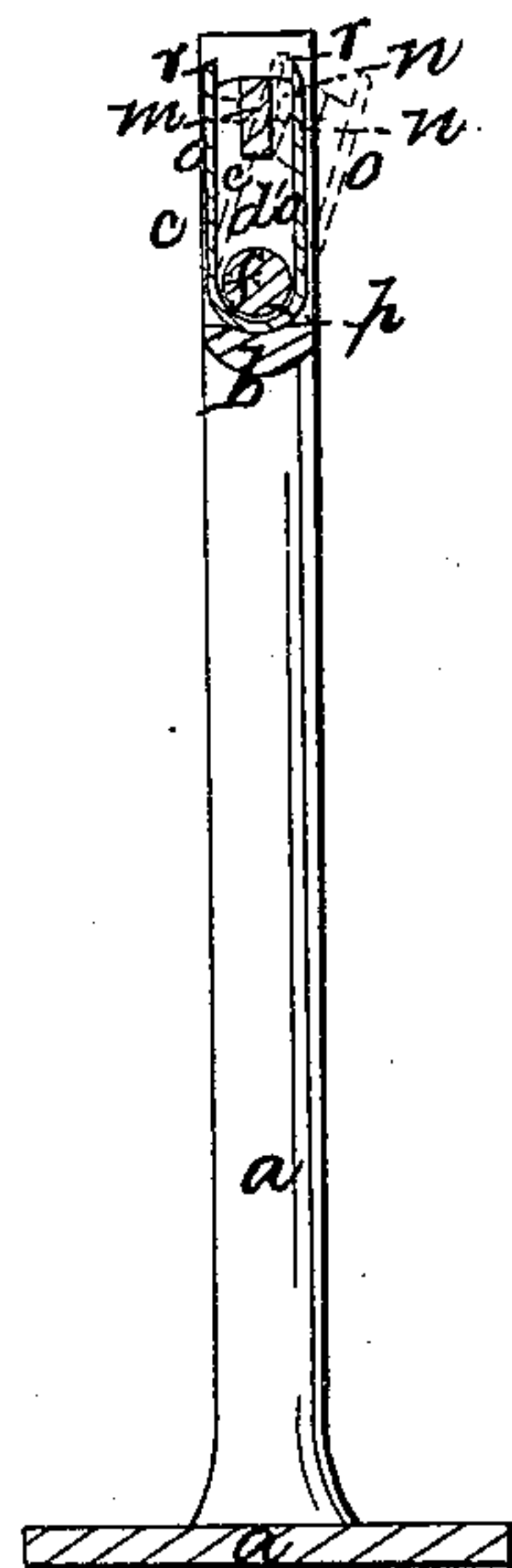
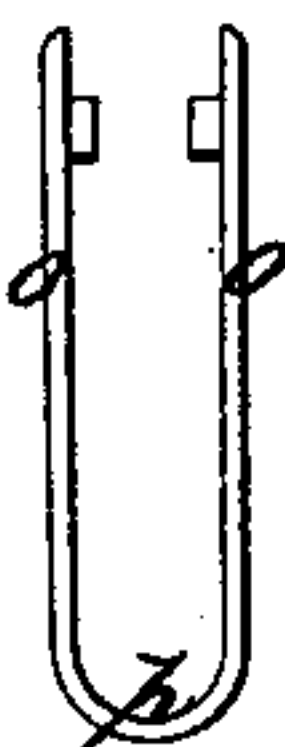


Fig. 3.



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IMPROVED SAFETY STIRRUP-FASTENING.

Specification forming part of Letters Patent No. 51,708, dated December 26, 1865; antedated December 13, 1865.

To all whom it may concern:

Be it known that I, WILLIAM FAWCETT, of the city, county, and State of New York, have invented a new and useful Improvement in Safety Stirrup-Fastenings; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

Owing to the frequent occurrence of accidents while riding horse-back, by the throwing off of the rider in consequence of some sudden fright of the horse, or to his becoming unmanageable or balky, which oftentimes were attended with serious injuries to life and limbs because of his inability to disengage his feet from the stirrups, thus necessarily being dragged by the horse over the ground, it has long been a desideratum to secure the stirrups to their straps or the stirrup-straps to the saddle in such a manner as not only to obtain a secure fastening therefor, but also one which, in case of accidents, would allow the feet to be easily and readily disengaged from the horse.

To produce such a fastening is, therefore, the object of the present invention, and is accomplished thereby, it consisting in a peculiar construction and arrangement of that portion of the stirrup through which the strap is passed, and by which the stirrup is hung from the saddle, as will be presently described.

In accompanying plate of drawings, my improvement is represented, Figure 1 being a side view of the same, together with a stirrup; Fig. 2, a cross-sectional view in plane of line *x x*, Fig. 1; and Fig. 3, a detailed view, to be hereinafter referred to.

a a in the drawings represent a stirrup, which may be made of any of the usual forms and material, and of any desired size and ornamentation, to the upperside, *b*, of which a frame, *c*, consisting of two side or upright pieces, *d d'*, and a lower cross-bar, *f*, extending from one side piece to the other, and either secured to them in any proper manner, or forming a part of the same, is hung by short studs or pins *g g* at each end, turning in bearings of vertical projecting pieces *h h* of the stirrup,

one of which has a flange, *l*, upon its upper portion overlapping the upper end of the side piece, *d*, of the frame.

Extending across the space or opening between the upper ends of the side pieces, *d d'*, is a cross-bar, *m*, hinged at one end to the side piece, *d*, and fitting, by its other end, within the vertical slot *n* in the piece *d'*, said cross-bar *m* being of an equal length, or nearly so, to the entire length of the outside of the frame.

O is a spring, bent into the form represented in Fig. 3, corresponding to the shape of the exterior of the pieces of the frame, and placed around one of the same, to which it can be secured at the lower or bent portion, *p*, by a rivet or by any other proper means, said spring being of a little greater length than the side piece, about which it is placed, as described, and bearing at each of its ends upon and against the shoulders *r r*, upon each side of the flange *l* of the stirrup, under which the frame swings, as before explained.

The strap by which the stirrup is hung from the saddle is passed through the opening or space *s*, between the upper and lower cross-pieces of the swinging frame, and looped therein in the ordinary manner.

In case of accident to the rider by being suddenly thrown from the horse, in which case the rider would necessarily be dragged upon the ground for some considerable distance because of the great difficulty generally experienced in then disengaging the feet from the stirrups with the ordinary modes of attachment to the saddle heretofore used, the often serious results of which are well known, it is apparent that with my improvement above described, by pulling with the foot upon the stirrup, the strap in the loop of which the upper end of the stirrup is hung, as explained, causes the frame to be swung or turned sufficiently in its bearings away from the flange of the stirrup, under which it fits, to disengage its hinged cross-piece from the slot of the frame and open it therefrom, thus allowing the strap to freely slide off of it, when the stirrup falls to the ground, and the foot is relieved, as desired, the advantages of which are many and manifest to all.

The spring attached to the swinging frame, and bearing against the shoulders of the flanged

upright piece, as explained, should be made of a sufficient degree of stiffness to prevent the frame from turning with the ordinary and necessary strains upon the stirrup while riding, and in lieu of being in one piece, may be made in two separate parts, respectively attached to each side of the frame.

The swinging frame can be swung in either direction upon its pivots, although it is not absolutely necessary that it should be so arranged; and therefore I do not intend to limit myself to its swinging in one or both directions alone.

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

Hanging the loop of a stirrup-strap to and within a spring swinging frame of the upper end of the stirrup, having a hinged side, and arranged and operating substantially in the manner described, and for the purpose specified.

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Witnesses:

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