

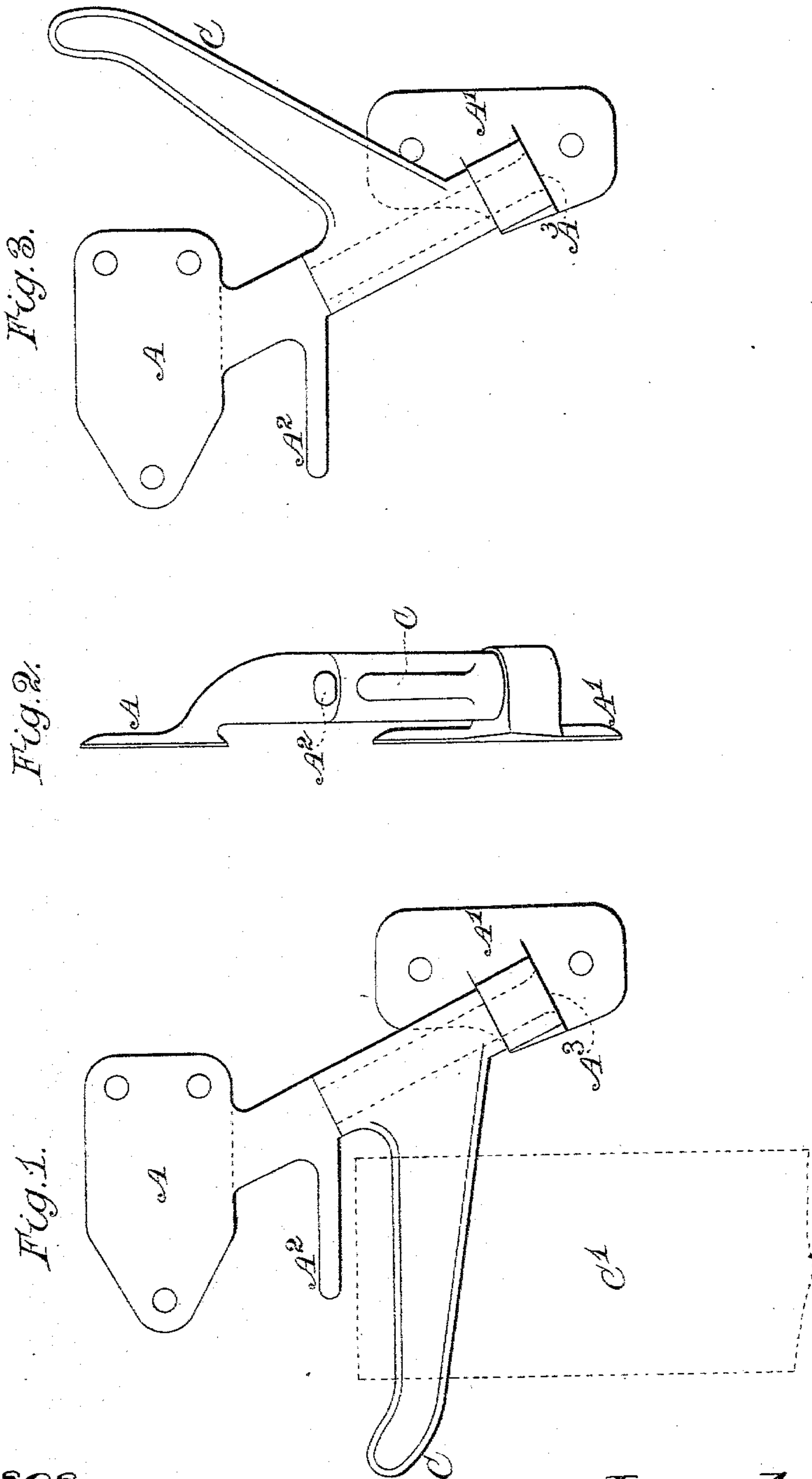
(No Model.)

L. ROLLESTON.

SADDLE BAR.

No. 356,664.

Patented Jan. 25, 1887.



Witnesses.  
H. W. Gough. C. E.  
J. B. Gough.

Inventor.  
Lauchlin Rolleston

# UNITED STATES PATENT OFFICE.

LANCELOT ROLLESTON, OF WATNALL HALL, COUNTY OF NOTTINGHAM,  
ENGLAND.

## SADDLE-BAR.

SPECIFICATION forming part of Letters Patent No. 356,664, dated January 25, 1887.

Application filed November 4, 1886. Serial No. 218,022. (No model.)

*To all whom it may concern:*

Be it known that I, LANCELOT ROLLESTON, a subject of the Queen of Great Britain, residing at Watnall Hall, in the county of Nottingham, England, have invented a new and useful Improved Saddle-Bar, of which the following is a specification, reference being had to the accompanying drawings.

The object of my invention is to so construct the saddle-bar that it will easily allow the stirrup-strap to slip off it when the rider falls.

Figure 1 shows a saddle-bar for the right side of a saddle in its proper position when in use, with the stirrup-strap (shown by dotted lines) on it. Fig. 2 is an edge view of the bar looking from the back of the saddle, and Fig. 3 shows the position of the bar when the stirrup-strap has slipped off it.

Each bar consists of the following parts: Two plates, A and A', each plate being perforated. Through the perforations the studs or rivets are passed, which secure the plates to the saddle.

The upper plate, A, forms an axle-pin, A<sup>3</sup>, (shown by dotted lines,) which projects downward from its lower side at an angle of sixty-five degrees, or thereabout, the lower end of which is securely riveted on a stud projecting from the lower plate, A', a bar, C, having its back end slightly turned upward, and terminating at its front end in a pipe at an angle of sixty-five degrees, or thereabout, to the top edge of the bar, which is placed upon the axle-pin A<sup>3</sup> before it is riveted in the stud. Above the pipe an arm, A<sup>2</sup>, projects from the upper end of the axle-pin. The lower edge of this arm is parallel with the upper horizontal edge of the bar C and keeps the stirrup-strap C' in

its place and prevents it from rising and accidentally slipping off the bar when in use. When the rider falls off and pulls the stirrup and strap over the saddle, the bar C turns upon the axle-pin A' into the position shown at Fig. 3 and readily allows the strap to slide clear off it. When in falling the rider frees one foot without pulling the stirrup-strap over the saddle, the opposite stirrup-strap slides off the horizontal bar in the usual way. The saddle-bar for the left side of the saddle is made of corresponding parts.

By employing saddle-bars constructed as above described the rider's feet are instantly released from the saddle if he falls from either side of it.

I claim as my invention—

1. The combination of the upper and lower plates, A and A', with the bar C, having one end free and the other end interposed between and pivotally connected with the two plates, said bar being adapted to carry and support the stirrup-strap, substantially as and for the purpose described.

2. A saddle-bar consisting of the plate A, having an axle-pin, A<sup>3</sup>, the plate A', and the bar C, having one end formed into a tube pivoted on the axle-pin between the two plates for carrying the stirrup-strap, said bar adapted to swing on the pin to permit the strap to freely slide off, substantially as described.

In testimony whereof I have hereunto signed my name in the presence of two subscribing witnesses.

LANCELOT ROLLESTON.

Witnesses:

H. W. GOUGH, C. E.  
J. H. GOUGH.