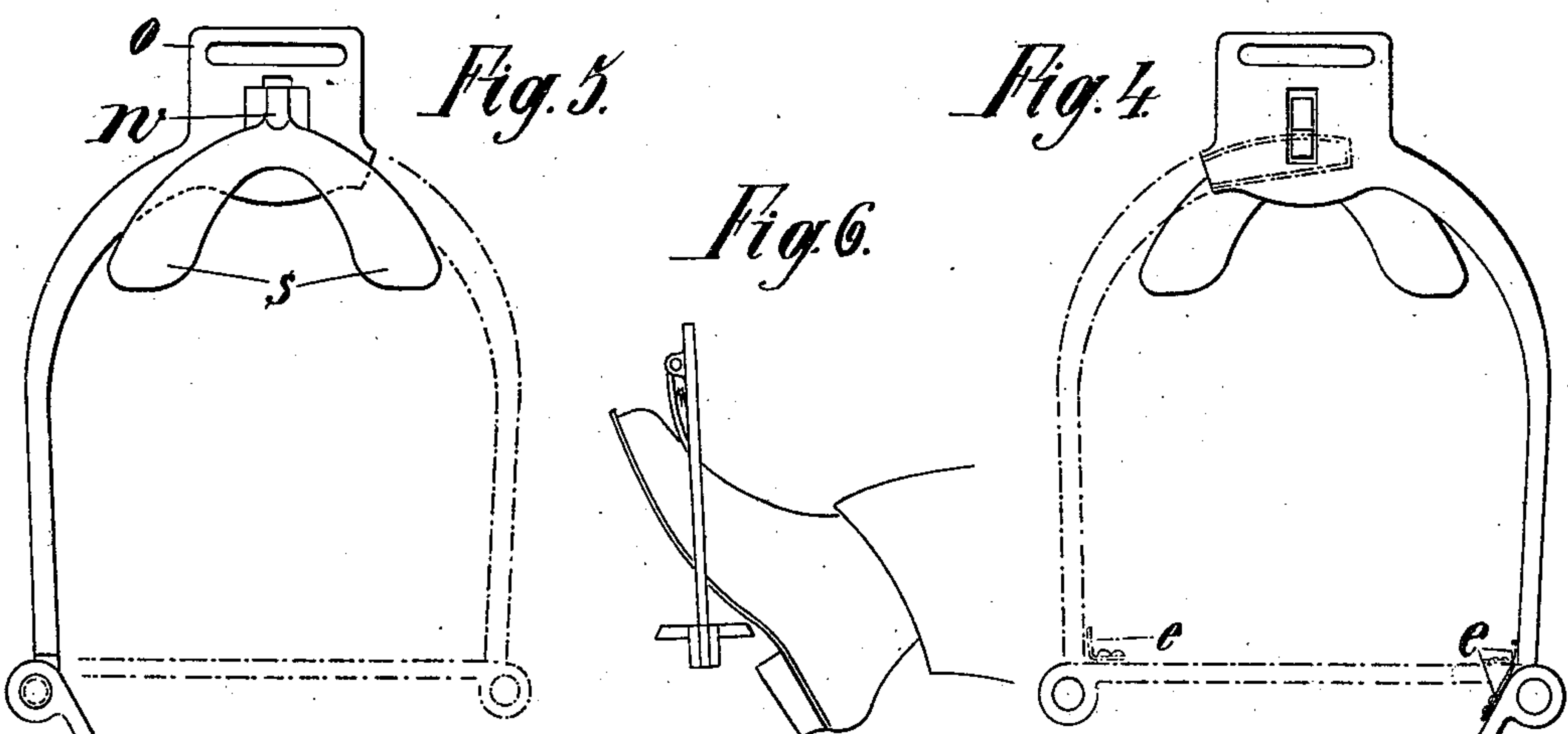
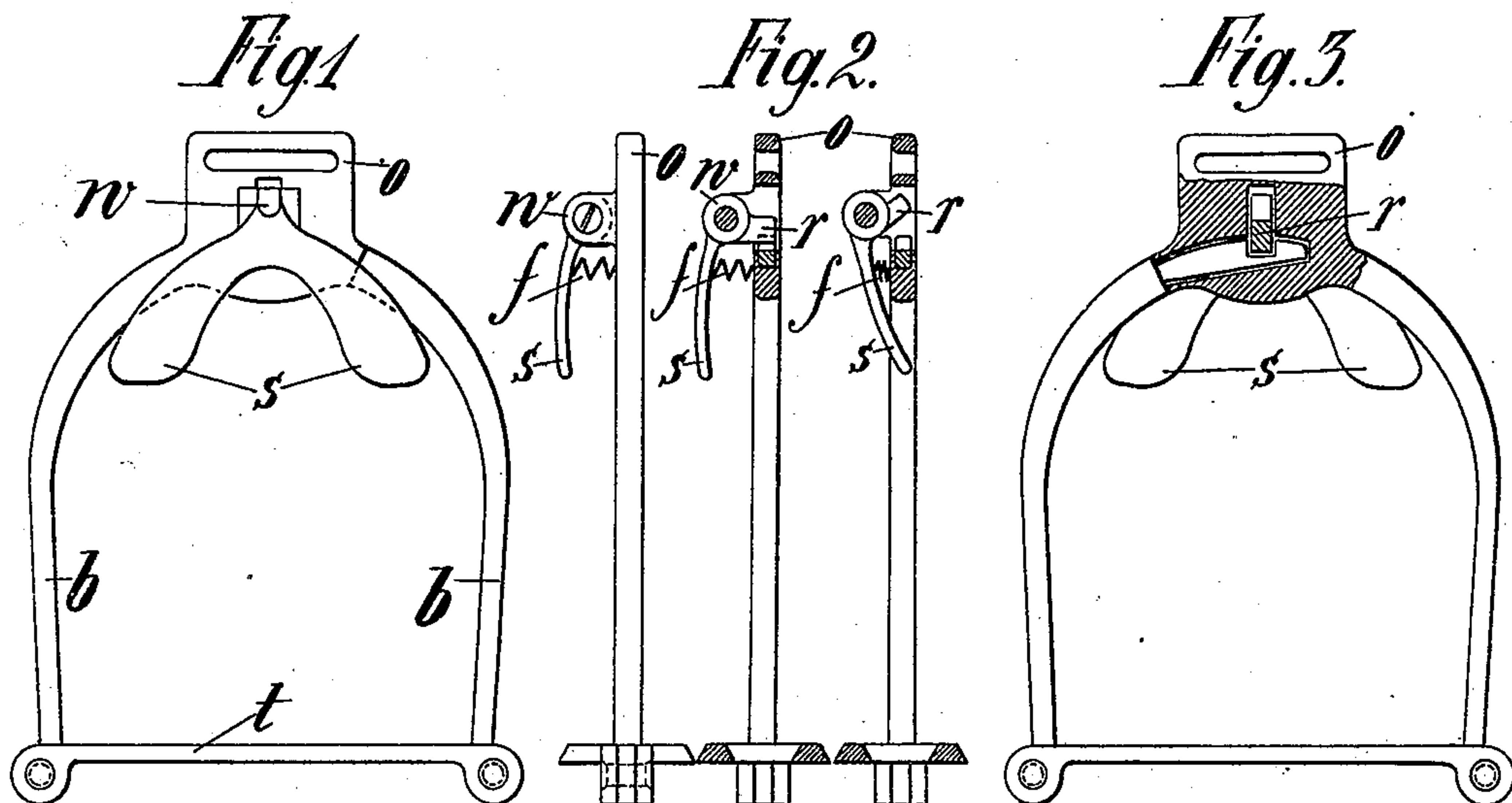


(No Model.)

R. C. & C. F. GALCZINSKI.
SAFETY STIRRUP.

No. 552,177.

Patented Dec. 31, 1895.



Witnesses
H. van Oudenweel
E. H. Sturtevant.

Inventors.
Reinhold Carl Galczinski
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Attorneys

UNITED STATES PATENT OFFICE.

REINHOLD CARL GALCZINSKI AND CARL FEDOR GALCZINSKI, OF RONNEBURG, GERMANY.

SAFETY-STIRRUP.

SPECIFICATION forming part of Letters Patent No. 552,177, dated December 31, 1895.

Application filed May 20, 1895. Serial No. 549,925. (No model.)

To all whom it may concern:

Be it known that we, REINHOLD CARL GALCZINSKI and CARL FEDOR GALCZINSKI, locksmiths, German subjects, residing at Ronneburg, Germany, have invented a certain new and useful Safety-Stirrup, of which the following is a specification.

This safety-stirrup is one of those stirrups whose shanks *b*, connected by hinges with the foot-plate *t* below the stirrup-eye *o*, are joined together in such a manner that the one end of the shank, which bears the eye, is provided with a notch to take up the other wedge-shaped end of the shank, (which is furnished with a groove,) and a bar *r*, traversing the shank, which is strengthened nearest to the eye, catches into this groove, thus forming the locker of the stirrup.

The improvement consists in the arrangement that the bar *r* forms the shorter arm of the bell-crank *w*, which with its longer butterfly-shaped arms *s* is placed before the mouth of the bow of the stirrup, and which is supported by a spring *f* in such a manner that the bar *r* always appears compressed into its resting-place.

It consists, furthermore, in an exact adaptation, respectively, in an elastic springy junction of the parts of the stirrup nearest to the hinges, so that the ends of the shanks can be approached one to another till they are closed, only after one has availed one's self of the elasticity of the shanks, respectively, only after having overcome the resistance of the springs contrived nearest to the hinges.

The advantages attended with these improvements consist in the fact that even novices in the art of riding may avail themselves of this stirrup, the same not opening itself by the motion of the foot of the rider, for the arm *s* of the bell-crank *w* gives way only to a pressure applied vertically on the

surface of the stirrup, which overcomes the resistance of the spring *f*. The stirrup is thus secured against unintentional opening during the ride; but if the rider falls from his horse and his foot remains hanging in the stirrup, the latter will open itself even when the foot-plate, as will often be the case, is not burdened from above, for after taking away the bar *r* the stirrup snaps asunder in consequence of the springy (elastic) junction of its parts and lets the foot go. Finally the stirrup by a simple pressure may again be put into a usable state.

In the annexed drawing the stirrup is represented in different views and sections.

In the figure a form of construction of the safety-stirrup is represented, in which the springs *e*, contrived nearest to the hinges, make the stirrup spring as under after the locker has been disengaged.

We claim—

A safety stirrup comprising the clip or top plate *O* for attachment to the strap having a lateral arm *b* attached thereto and a socket extending laterally of the clip or plate, toward the said fixed arm, a second arm provided with a notch and adapted to the said socket, the foot plate having a hinge connection with the arms, the said plate *O* having also a recess extending therethrough from front to rear and connected with the lateral socket and the spring bell crank pivoted to the plate *O* and entering the recess to engage the notched end of the side arm *b*, substantially as described.

Signed at Gera, this 1st day of May, 1895.

REINHOLD CARL GALCZINSKI.
CARL FEDOR GALCZINSKI.

Witnesses:

GUSTAV STARKE,
HERMANN RETTIG.