

No. 674,485.

Patented May 21, 1901.

W. M. STEWART.
STIRRUP.

(Application filed Sept. 24, 1900.)

(No Model.)

Fig. 1.

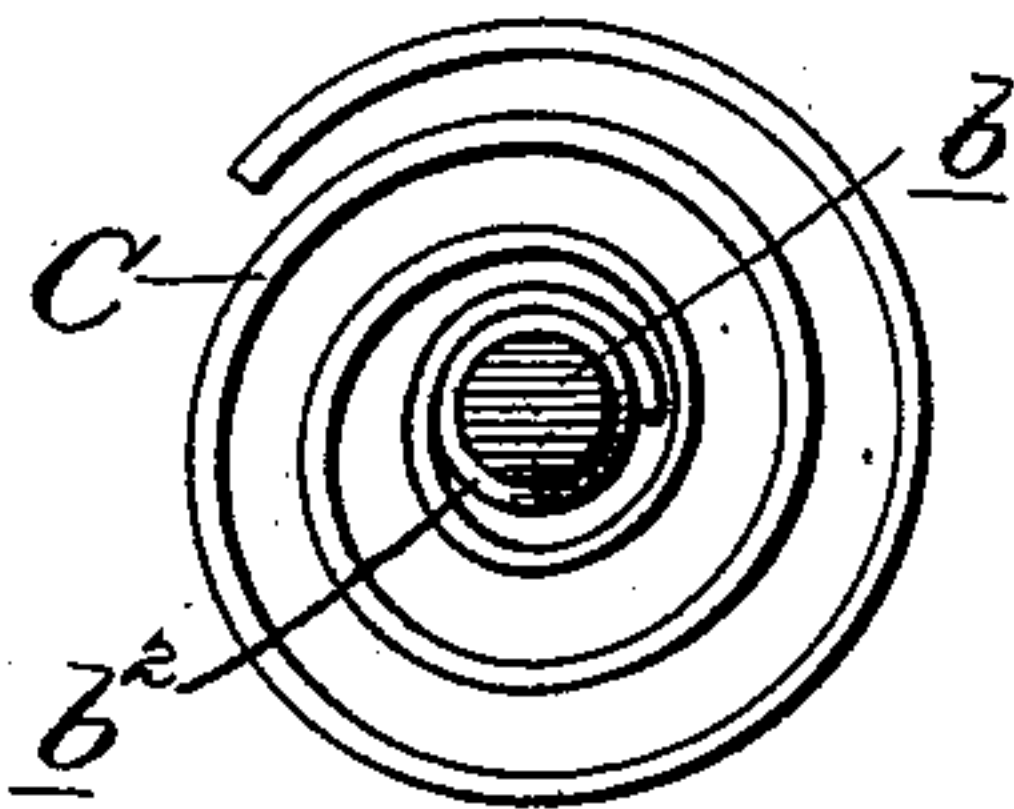
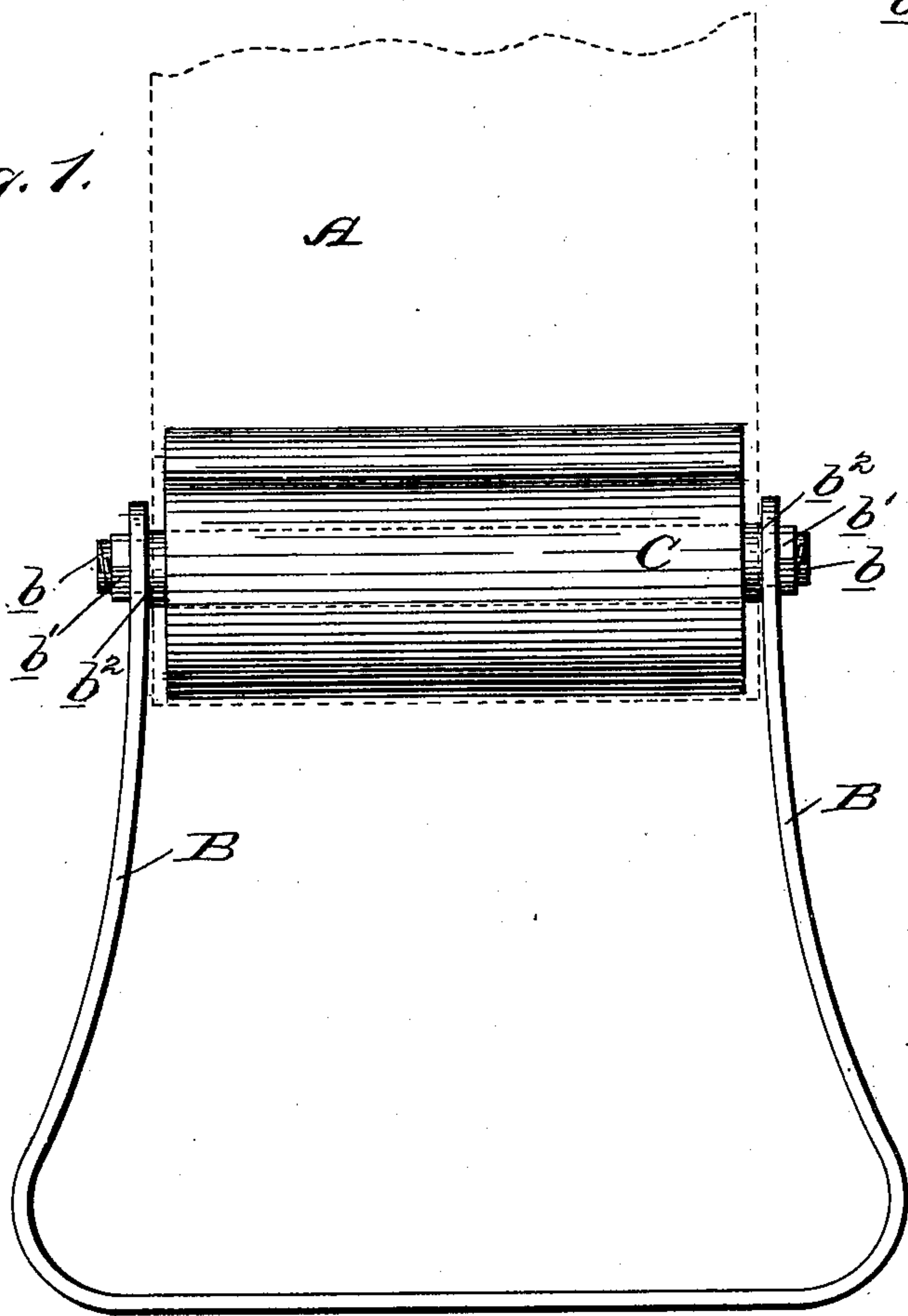


Fig. 2.

WITNESSES:

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STIRRUP.

SPECIFICATION forming part of Letters Patent No. 674,485, dated May 21, 1901.

Application filed September 24, 1900. Serial No. 30,942. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM M. STEWART, a citizen of the United States, residing at Springfield, in the county of Baca and State of Colorado, have invented certain new and useful Improvements in 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in riding-stirrups, and has for its primary object the provision of means for yieldingly supporting the stirrup upon the riding-saddle, so that the rider may be to a certain extent relieved of the shocking and jarring motion incident to rough riding.

With this object in view the invention contemplates the provision of a yieldable connection between the stirrup-supporting strap and the cross-bar of the stirrup, as will be hereinafter more fully described, and definitely pointed out in the claim.

In the accompanying drawings an embodiment of the invention is illustrated and when referring to the same like letters of reference will refer to corresponding parts in both views.

Figure 1 is an elevation of a stirrup, its supporting-strap being indicated by dotted lines; and Fig. 2 is an end view of the yieldable connection.

Referring more specifically to the drawings, B designates a stirrup of the usual loop construction connected at its upper ends by a cross-bar, around which is adapted to pass the stirrup-supporting strap, (indicated at A, dotted lines,) suspended from a riding-saddle in an ordinary manner. The cross-bar is detachably held in position by nuts *b'* engaging screw-threaded ends of the same and adapted to bear against the exterior surfaces of the ends of the stirrup-loop, which latter in turn rests against the shoulders *b²* on the

cross-bar, as clearly seen in Fig. 2. Loosely supported upon the cross-bar intermediate the ends of the stirrup-loop and free to have a turning or rotary movement thereon is a longitudinally-disposed roll C, formed of sheet spring-steel and wound in helical form, as seen in the end view of Fig. 2. By reason of the nature of the material of this roll its peculiar construction a rotary yieldable bearing is provided between the stirrup and its supporting-strap when the strap engages around the roll, as in Fig. 1.

The advantages of the construction herein will be apparent—an efficient bearing is afforded the stirrup, the parts are not exposed, the roll being free to turn upon the cross-bar of the stirrup will overcome all frictional tendencies and any wear upon the roll and supporting-strap dispensed with, and in the event of immediate repairs the roll may be readily detached.

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

A stirrup comprising a substantially U-shaped foot-rest apertured at aligned points, a cross-bar screw-threaded at its respective ends passing through the apertures in the foot-rest, binding-nuts engaging the same and impinging against the exterior surface of the foot-rest, abutments on the cross-bar limiting the inward compression of the arms of the foot-rest, and a helical spring-roll C of a length slightly shorter than the distance between the arms of the foot-rest wound circumferentially of the cross-bar and loosely supported thereupon to constitute an antifriction yieldable bearing for the stirrup-strap, substantially as and for the purpose described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM M. STEWART.

Witnesses:

EUGENE M. WHITAKER,
DWIGHT MOSER.