

No. 779,476.

PATENTED JAN. 10, 1905.

J. B. HAYDEN.
STIRRUP.

APPLICATION FILED JAN. 2, 1904.

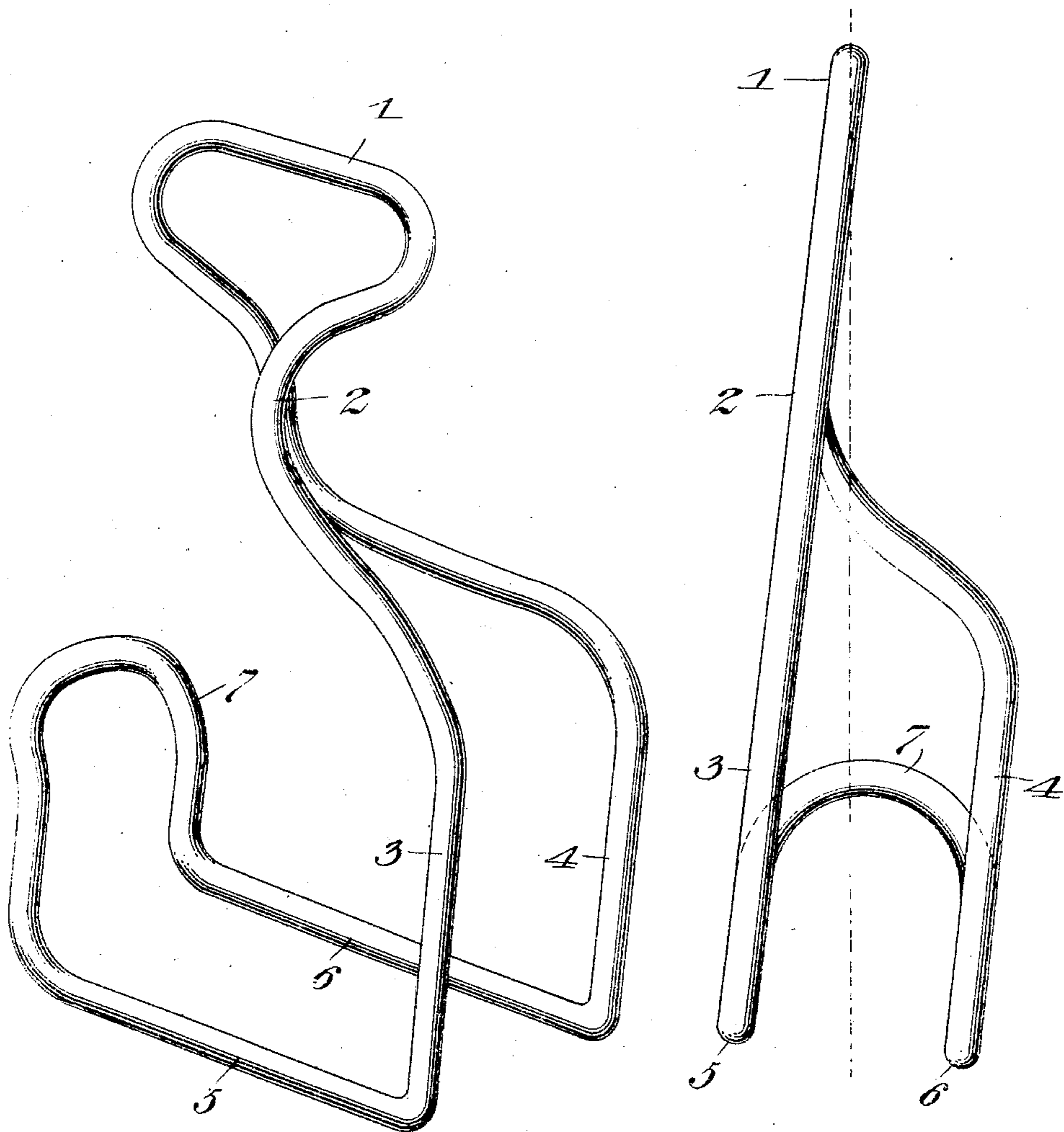


Fig. 1.

Fig. 2.

Witnesses
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UNITED STATES PATENT OFFICE.

JOSEPH B. HAYDEN, OF DODGE CITY, KANSAS.

STIRRUP.

SPECIFICATION forming part of Letters Patent No. 779,476, dated January 10, 1905.

Application filed January 2, 1904. Serial No. 187,720.

To all whom it may concern:

Be it known that I, JOSEPH B. HAYDEN, a citizen of the United States, residing at Dodge City, in the county of Ford and State of Kansas, have invented a new and useful Stirrup, of which the following is a specification.

This invention relates to stirrups; and one of the primary objects thereof is to provide a cheap, durable, and efficient construction of stirrup which can easily be attached to the stirrup-straps and also permit the rider to easily detach his foot in the event that he becomes unseated from his mount.

Another object of the invention is to provide a construction of stirrup which will hang in such a position as to afford the best possible purchase by the foot of the rider.

Other objects and advantages of this invention, as well as the novel details of construction, will be specifically described hereinafter, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of a stirrup constructed in accordance with my invention, and Fig. 2 is a side elevation thereof.

For the sake of convenience and in order to illustrate the simplest manner of constructing the invention I have shown it as made from a single stout bar of suitable metal, which is intermediately bent to provide a suspension-loop 1, having a depending restricted portion 2, formed by twisting the two portions of the bar together. Depending from the restricted portion 2 of the stirrup are two parallel depending hanger-bars 3 and 4, one of which is offset from the other, as will be presently explained. These hanger-bars are designed to remain on the outer side of the leg of the rider, while the terminally-attached tread-bars 5 and 6 are inwardly disposed toward the horse and are terminally connected by an upwardly-projecting guard-lip 7, parallel with the hanger-bars.

In actual practice it is contemplated to position the suspension-loop in the same plane as the plane of the hanger-bar 3 and the tread-bar 5, so that when the stirrups are properly attached the tread will be slightly inclined to the vertical, which has been indicated by a

dotted line in Fig. 2 of the drawings, to assume the incline coinciding with the natural position of the rider, and thereby contributing to his comfort.

The peculiar conformation of the stirrup will afford a sufficient purchase thereon; but when the rider becomes accidentally dismounted the foot can be instantly detached, so as to avoid any liability of the rider being thrown and dragged, as is frequently done when the common type of stirrup is employed.

The stirrup can be manufactured and used as shown, or it can be covered and ornamented to suit the individual taste.

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

1. A stirrup comprising depending hanger-bars located at one and the same side of the stirrup one in front of the other, substantially parallel tread-bars carried by the hangers and connected at their outer ends, and a suspension-loop connected to the upper ends of the hanger-bars and located in the same upright plane as the front tread-bar.

2. A stirrup, comprising a suspension-loop, a depending hanger-bar carried by the loop and provided with a lateral tread-bar, both bars being in the same plane with the loop, a hanger-bar and tread-bar substantially parallel with the corresponding first-named bars and means for connecting the free terminals of the tread-bars.

3. A stirrup comprising a tread which is unobstructed at the front and rear thereof, a hanger rising from one end of the tread, and a suspension-loop carried by the upper end of the hanger substantially midway between the inner and outer ends of the tread and also located at the front of the stirrup to permit of a downward and forward inclination thereof from the suspension-loop when in use.

4. A stirrup formed from a single bar which is bent to form a suspension-loop, open at the front and rear sides of the stirrup, the opposite portions of the bar being projected outwardly in the same direction and bent downwardly to form hangers from the lower ends of which the bar portions are extended transversely beneath the loop to form tread-bars,

with their terminals extended upwardly and
joined to form an upstanding lip terminating
short of the suspension-loop, said loop being
located above and substantially midway be-
5 tween the inner and outer ends of the tread-
bar.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in
the presence of two witnesses.

JOSEPH B. HAYDEN.

Witnesses:

F. J. OYLER,
LEWIS A. MADISON.