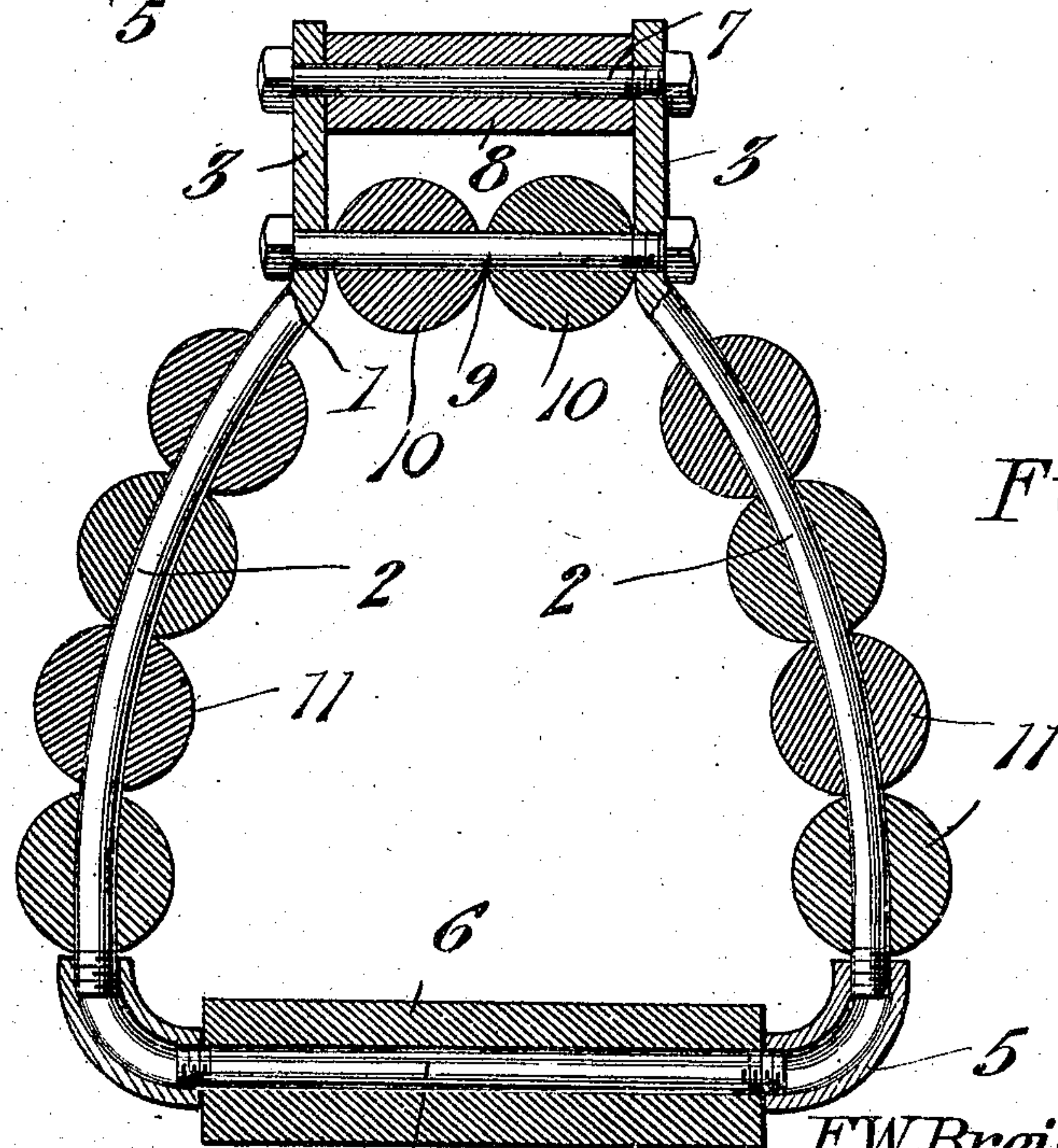
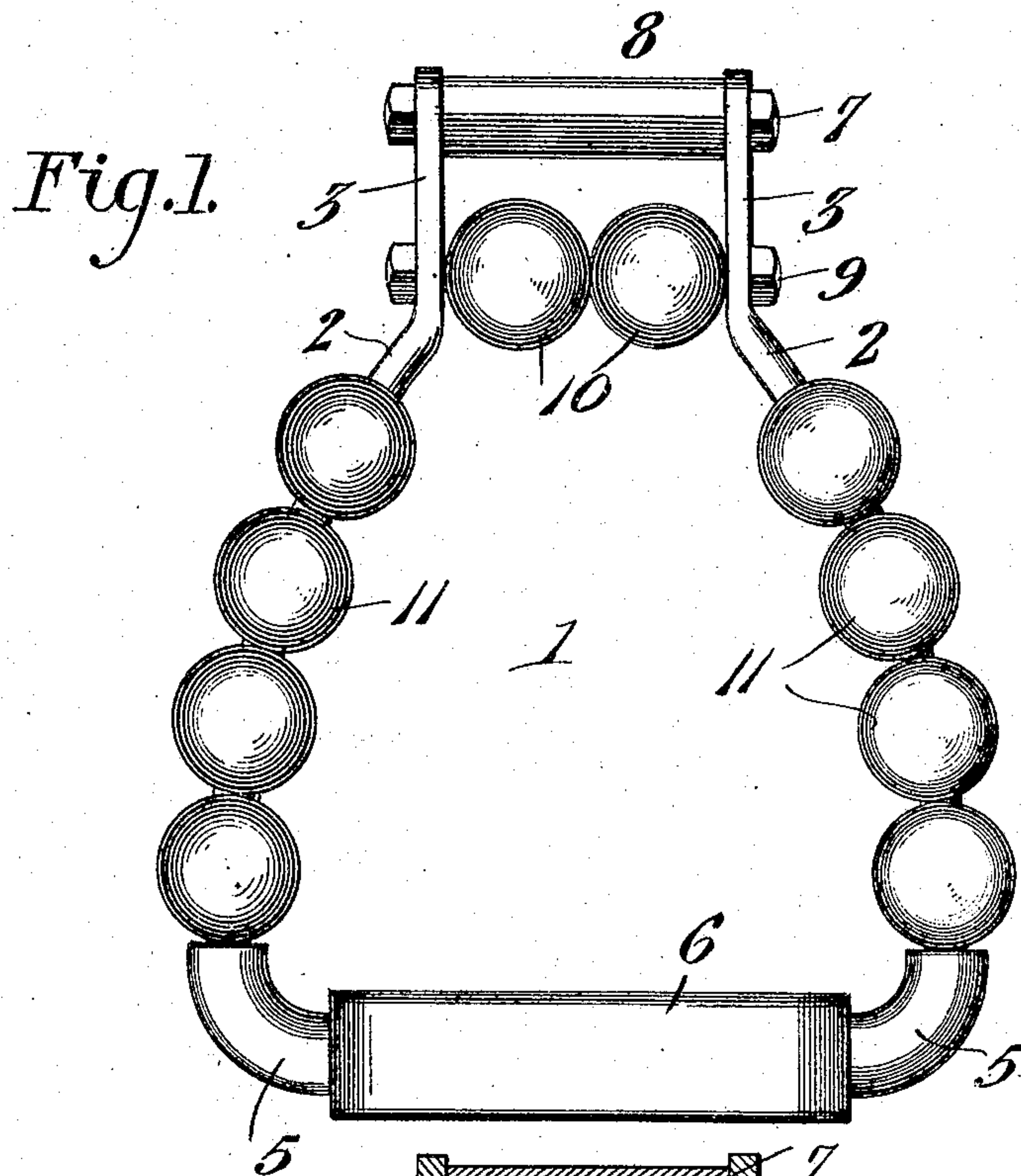


No. 847,896.

PATENTED MAR. 19, 1907.

F. W. BREITENSTEIN.  
SAFETY STIRRUP.

APPLICATION FILED OCT. 28, 1905.



Witnesses

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# UNITED STATES PATENT OFFICE.

FRIEDERICH W. BREITENSTEIN, OF MOUNT PLEASANT, VANCOUVER,  
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## SAFETY-STIRRUP.

No. 847,896.

Specification of Letters Patent.

Patented March 19, 1907.

Application filed October 28, 1905. Serial No. 284,878.

*To all whom it may concern:*

Be it known that I, FRIEDERICH W. BREITENSTEIN, a subject of the King of Great Britain, residing at Mount Pleasant, Vancouver, in the Province of British Columbia and Dominion of Canada, have invented new and useful Improvements in Safety-Stirrups, of which the following is a specification.

This invention relates to improvements in stirrups, and particularly to stirrups of the safety type; and its object is to provide a simple, inexpensive, and effective construction of safety-stirrup, which will quickly release the foot of a rider thrown from his horse, and thus prevent the rider from being dragged in the event the horse should bolt.

The preferred embodiment of the invention is illustrated in the accompanying drawings, in which—

Figure 1 is a front elevational view of the stirrup. Fig. 2 is a central vertical transverse section thereof.

Referring now more particularly to the drawings, the numeral 1 represents the body or frame of the stirrup, which is of the conventional bail form. In order to facilitate the assemblage of the parts of the stirrup, the body or frame is preferably of sectional construction and comprises side rods 2, terminating at their upper ends in flattened parallel cheek-pieces 3, a bottom rod 4, and tubular coupling-pieces connecting the lower ends of the side rods with the ends of the bottom rod, the coupling-pieces and rod ends having a threaded engagement.

Revolubly mounted upon the bottom rod 4 is a tread-block 6, preferably of rectangular form and retained in position by the coupling-pieces 5. The upper ends of the cheek-pieces 3 are connected by a cross-bolt 7, on which is mounted a sleeve 8, holding the cheek-pieces properly spaced and forming, with the bolt, a suspension member to engage the stirrup-supporting strap. A cross-bolt 9 also connects the cheek-pieces at their lower ends and forms an axle for balls or rollers 10, which are arranged to turn freely thereon. On the side rods 2 are also mounted balls or rollers 11, arranged in

close relation between the cheek-pieces and tubular couplings and having free revoluble movement.

In practice the tread-block 6 and balls 10 and 11 are preferably made of vulcanized rubber, although they may be made of wood or any other suitable material or of a composite structure. These elements are all revolubly mounted and surround the foot-receiving portion of the frame, so as to insure the release of the foot of the rider from the stirrup no matter what position the foot may assume when the rider is thrown from his horse.

The couplings 5 serve the dual function of stops to retain the tread-block 6 and sets of balls 11 in proper relative position and of connecting means for detachably joining the parts of the frame, the construction being such that upon the disconnection of said couplings the parts of the frame may be conveniently disassociated and the tread-block and balls removed. This construction further facilitates the application of the balls and tread-block in the process of constructing the stirrup and enables new parts to be substituted for injured or worn-out ones.

It will be seen that if the rider should be thrown the toes or some portion of the foot of the rider will be forced against one of the rollers or revoluble elements, thus causing the foot to slip out of the stirrup, so that the rider will escape the danger of being dragged in case the horse should bolt.

Having thus described the invention, what is claimed as new is—

A stirrup comprising a bail-shaped sectional frame formed of independent rounded side and base pieces, the upper ends of the side pieces terminating in flattened parallel cheek-plates, threaded couplings connecting the base and side pieces, a pair of bolts connecting the cheek-plates and arranged in superposed relation, a combined spacing and suspension roller or sleeve upon the upper bolt, balls revolubly mounted upon the lower bolt, a tread-block revolubly mounted upon the base-piece, and sets of balls revolubly mounted upon the side pieces

between the base and cheek-plates, the couplings forming shoulders to retain the tread-block and latter-named balls in proper relative position, whereby upon detaching  
5 said couplings the parts of the frame may be disassembled and the tread-block and sets of balls removed.

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

FRIEDERICH W. BREITENSTEIN.

Witnesses:

R. E. PARKINSON,  
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