

No. 895,971.

PATENTED AUG. 11, 1908.

F. B. CURNS.  
SAFETY STIRRUP.

APPLICATION FILED FEB. 19, 1908.

Fig. 1.

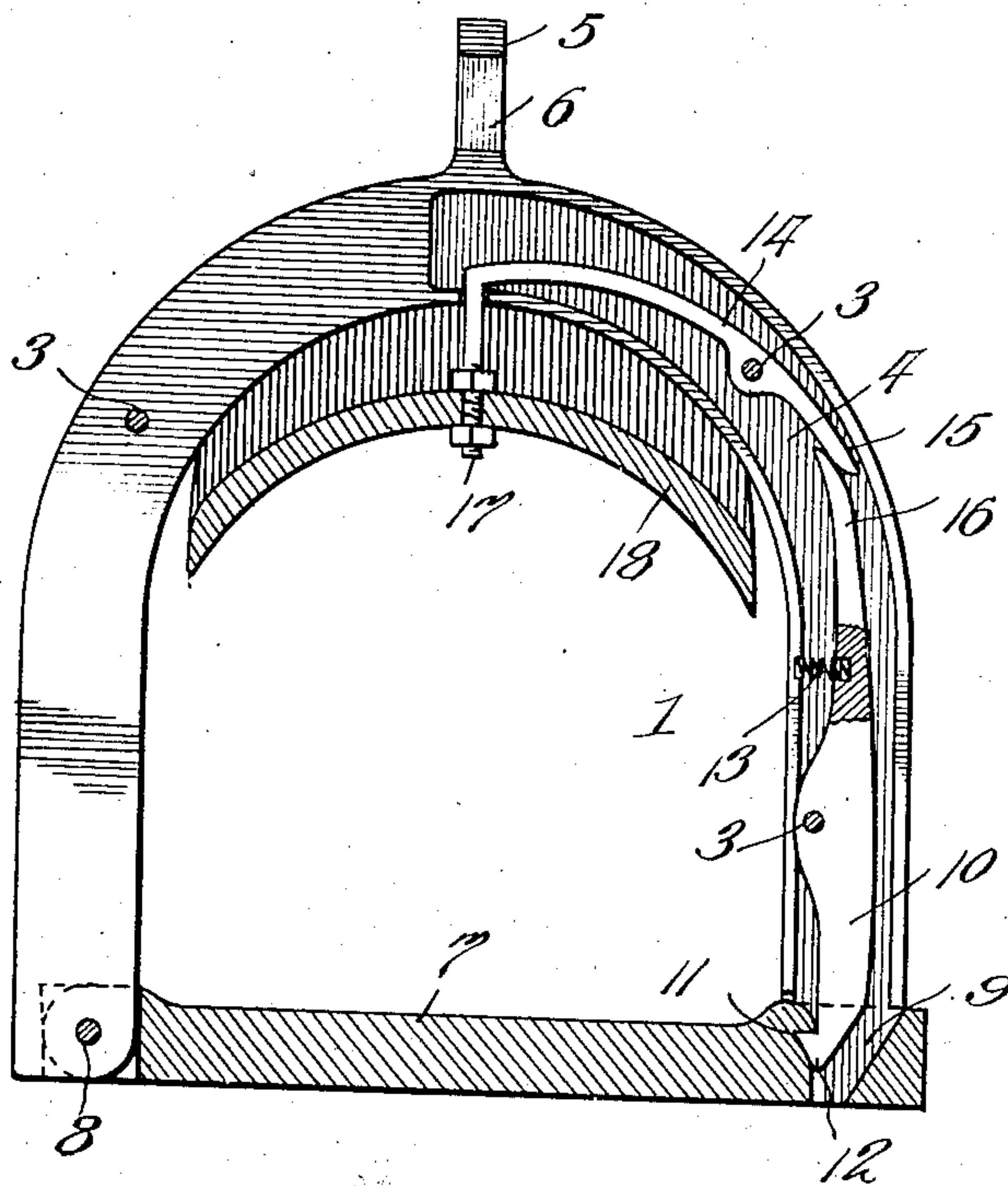


Fig. 2.

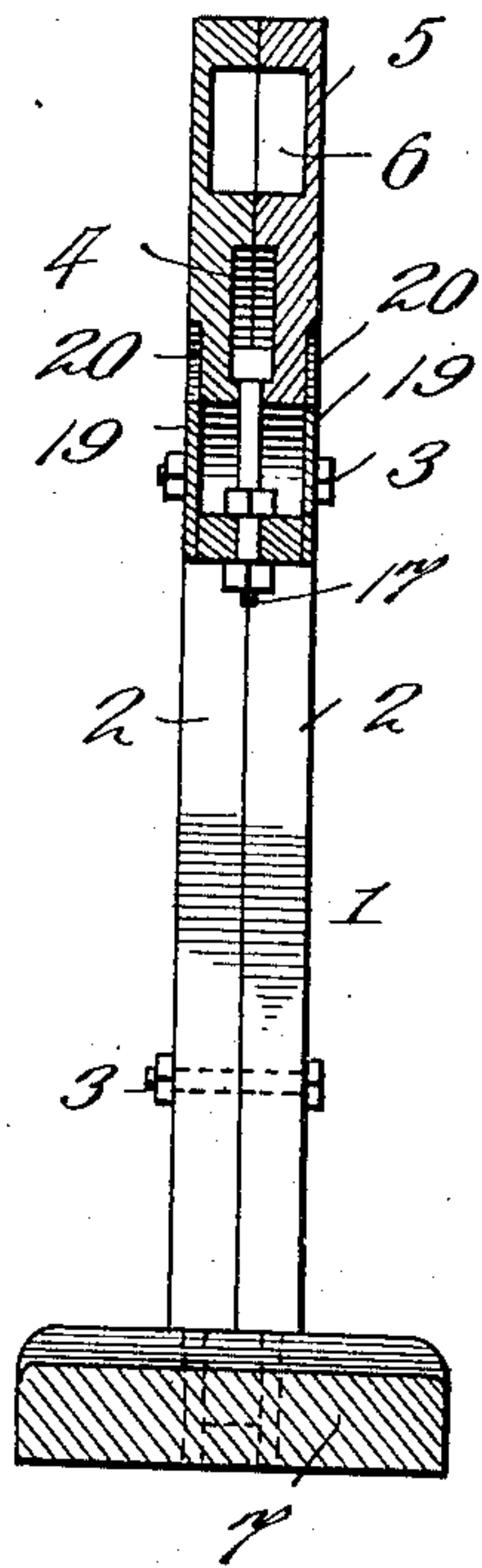
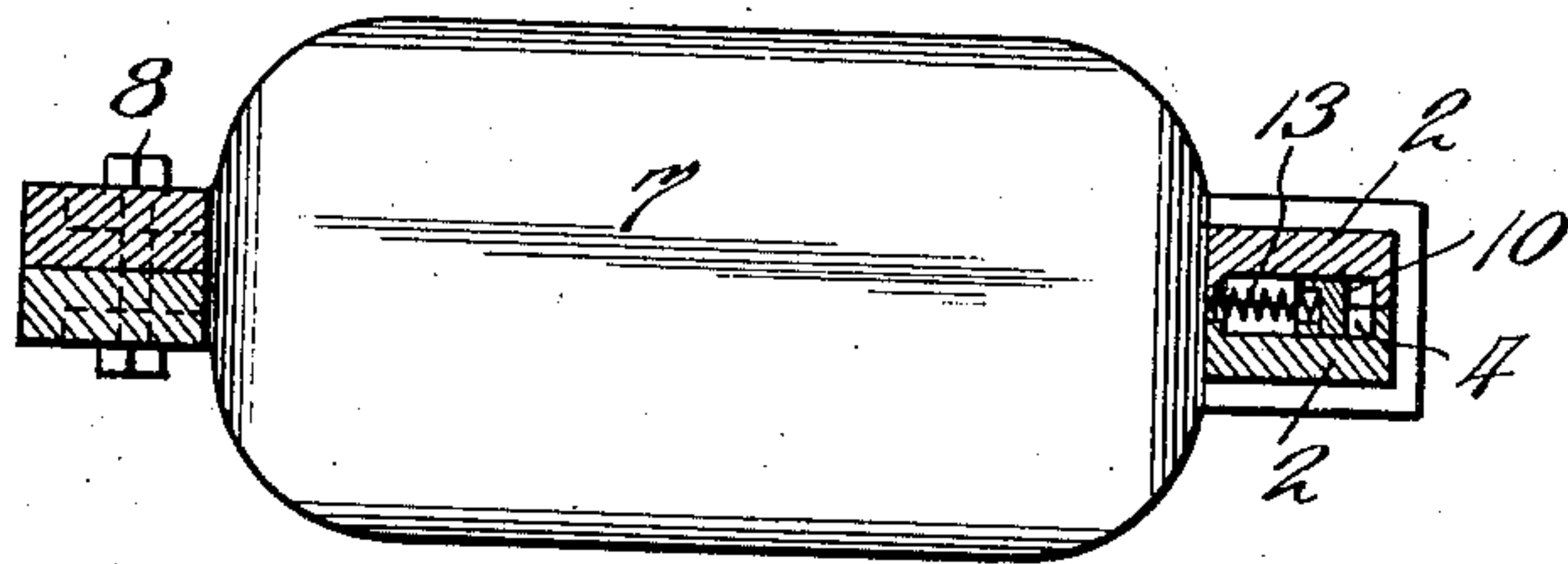


Fig. 3.



Witnesses

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# UNITED STATES PATENT OFFICE.

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## SAFETY-STIRRUP.

No. 895,971.

Specification of Letters Patent.

Patented Aug. 11, 1908.

Application filed February 19, 1908. Serial No. 416,739.

*To all whom it may concern:*

Be it known that I, FRANK B. CURNS, a citizen of the United States, residing at Clinton, in the county of Clinton and State of Iowa, have invented new and useful Improvements in Safety-Stirrups, of which the following is a specification.

This invention is an improved safety stirrup adapted to automatically open in the event that the rider falls or is thrown from his mount so as to release his foot and prevent him from being dragged, and the said invention consists in the construction, combination and arrangement of devices herein-  
after described and claimed.

In the accompanying drawings,—Figure 1 is a vertical central sectional view of a safety stirrup constructed in accordance with my invention. Fig. 2 is a vertical transverse section view of the same. Fig. 3 is a horizontal sectional view of the same.

The yoke 1 of my improved safety stirrup comprises a pair of inverted detachable U-shaped members 2 which are here shown as secured together by means of bolts 3 and are recessed in their opposing sides to form a chamber 4 which extends from the crown of the yoke down through one arm thereof. The said members are provided on their crowns with lugs 5 which extend upwardly therefrom and are recessed in their opposing sides, as at 6, to provide an opening for the reception of the stirrup strap. The tread 7 of the support, on which the foot of the rider is placed, is pivotally connected at one end between the lower ends of the arms of the members 2 on the inner side of the support, as at 8. The outer end of the said tread member of the support is provided with an opening 9 to receive the lower end of a catch 10 which is pivotally mounted in the chamber 4 on one of the bolts 3. The said opening 9 has a recess 11 on its inner wall, and the said catch has a shoulder 12 to engage such recess and thereby normally support such outer end of the tread and hold the tread member in its normal position indicated in the drawings. A spring 13, which is also located in the chamber 4, keeps such catch normally in locking position.

In the upper portion of the chamber 4 is a trip lever 14 which is pivotally mounted on one of the bolts 3, has an arm 15 which engages an upwardly extending arm 16 of the catch and is provided at its opposite ends with a vertical depending portion 17 which passes through an opening in the underside of the crown of the yoke.

A shoe 18 which is arc-shaped to lie under the crown of the yoke is connected at its center to the lower end of the depending portion 17 of the trip lever and is provided at its sides with plates 19 which operate in recesses 20 in the outer sides of the members 2 of the yoke. Such shoe 18 is normally in the depressed position shown in Figs. 1 and 2. In the event that the rider should fall or be thrown from his mount his foot will come in contact with said shoe 18 and raise the same, thereby communicating motion to the trip lever 14 by the engagement of its arm 15 with the arm 16 of the spring pressed catch, will move such catch against the tension of the spring 13 and cause the shoulder 12 of such catch to disengage the recess 11 of the tread member and hence release the outer end of the tread member so as to cause such tread member to drop to a vertical position, open the underside of the stirrup and prevent the possibility of the rider's foot being caught in the support and of the rider being dragged.

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

A safety stirrup comprising a yoke, a pivoted tread member, a spring-pressed catch carried by the yoke and normally engaging and holding the tread member, said catch having an arm, a trip lever carried by the yoke having an arm engaging that of the catch and also having a downwardly extending portion, and a shoe under the crown of the yoke and secured to the said depending portion of the trip lever, for the purpose set forth.

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

FRANK B. CURNS.

Witnesses:

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