D. SAMSON.

SAFETY STIRRUP.

APPLICATION FILED APR. 28, 1910.

975,164.

Patented Nov. 8, 1910.

Fig. 1.

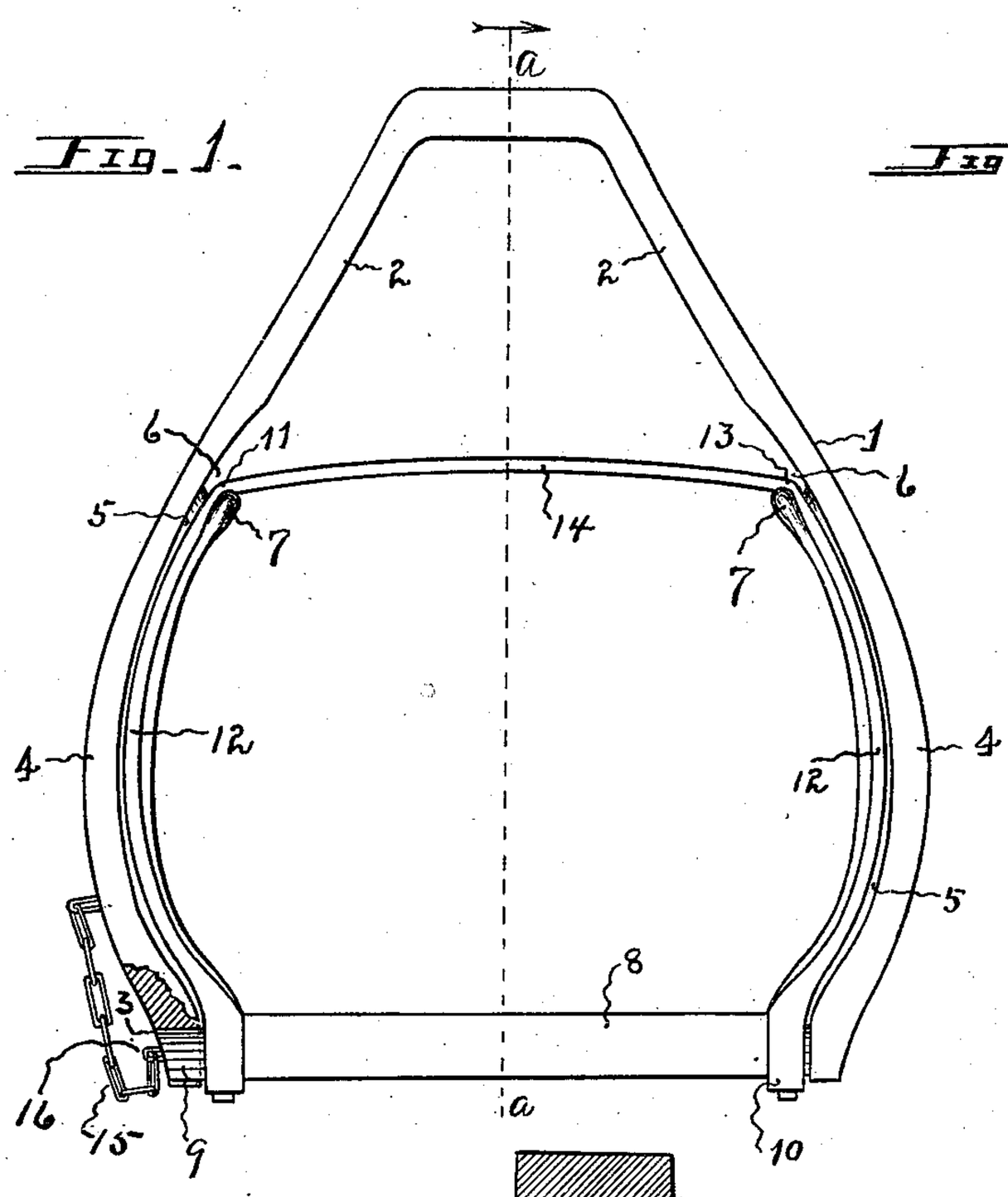

Fig. 2.

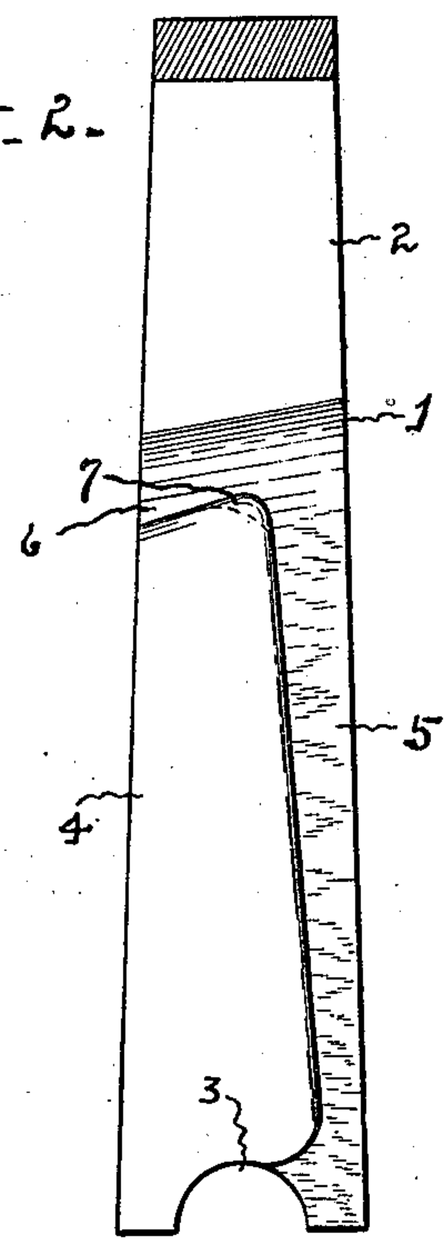

Fig. 4.

Fig. 3.

Witnesses

P. E. Thorne,

J. I. Thorne

Inventor

David Samson,

By Hiram A. Sturges,

Attorney

UNITED STATES PATENT OFFICE.

DAVID SAMSON, OF CHAMBERS, NEBRASKA.

SAFETY-STIRRUP.

975,164. Specification of Letters Patent. Patented Nov. 8, 1910.

Application filed April 28, 1910. Serial No. 558,123.

To all whom it may concern:

Be it known that I, DAVID SAMSON, a citizen of the United States, residing at Chambers, in the county of Holt and State of Nebraska, have invented certain new and useful Improvements in Safety-Stirrups, of which the following is a specification.

This invention relates to improvements in safety stirrups for saddles, and has for its object to provide a stirrup of this class consisting of few parts so that the same may be economically constructed, and which will be reliable in operation and durable in wear.

The invention has reference to a structure providing a removable tread-plate, said tread-plate being operated by a curved releasing-bar pivotally mounted at the ends of the yoke or loop of the stirrup, each of the upright arms of the releasing-bar, when in its normal position, being housed in a recess formed between the outer and the inner sides of each arm of the yoke, so that the upright arms of the releasing-bar will not become readily detached from their supports, said supports being upon certain lugs or ledges and will not engage the boot or shoe of the rider, the free ends of the yoke being employed for a pivotal mounting thereon of the tread-plate.

With these objects in view, the invention presents a novel construction, combination and arrangement of parts as herein described and claimed, and as illustrated in the drawing, wherein,—

Figure 1 is a vertical rear view of a stirrup embodying my invention, one of the lower ends of the yoke being partly in section to disclose the mounting of the stirrup iron or tread-plate. Fig. 2 is a longitudinal sectional view of the yoke. Fig. 3 is an end view of the tread-plate, and shows the angular releasing member mounted thereon. Fig. 4 is a vertical sectional view on line *a a* of Fig. 1.

Referring now to the drawing for a more particular description, numeral 1 indicates the yoke of a stirrup, the arms 2 thereof being formed upwardly convergent near their junction and provided with recesses 3 opening outwardly upon their terminals; and preferably the arms of the yoke have outwardly curved portions 4 between their terminals and convergent portions mentioned.

Upon the inner side of curved portions 4 of the yoke arms are formed reduced portions or recesses 5, the same extending longitudinally thereof and opening upon recesses 3; and the arms of the yoke, midway between their upper and lower ends, are provided with recesses 6 extending transversely thereof upon their inner sides, and recesses 6 open upon the upper terminals of recesses 5 and inwardly of recesses 6 are provided projections or ledges 7 which operate as lugs.

At 8 is indicated a tread-plate, its ends having curved bearing portions 9, their convexed surfaces conforming to the concaved surfaces of recesses 3.

I provide the tripping member 10, the same being formed as a U-shaped loop bent angularly and forwardly between its ends, as indicated at 11, and thereby providing upright supporting arms 12, transverse engagement arms 13, and an integral terminal 14.

Arm-portions 12 are curved to correspond with the curvature of recesses 5, and when assembling the parts, end portions 9 of the tread-plate are first seated in recesses 3, and by swinging the tripping member forwardly or inwardly of the yoke arms 12 will engage within recesses 5, a part of arms 13 engaging lugs or ledges 7, and at this time the entire weight of the releasing member will be supported upon the lugs; and since arm-portions 12 are disposed within longitudinal recesses 5 they are not obtrusive and will not be engaged by the foot of the rider when the foot is inserted in the stirrup, and the tripping member will not become dislodged from its support upon the lugs; and it will be understood that in practice the weight of the foot of the rider, while seated upon the tread-plate, is supported by the contacting parts of arms 12 within recesses 5 and arms 13 upon lugs 7.

In practice, terminal 14 of the loop may be engaged by the foot of the rider to disengage the releasing member from the yoke. Since the stresses imparted to the tread-plate are supported as described, the device is reliable in use as an ordinary stirrup, and when the parts are assembled, bearing portions 9 of the tread-plate will be reliably held within recesses 3.

It will be understood that the function of the safety stirrup is to provide a device whereby the foot of the rider may be automatically released from the stirrup in cases of emergency; and the structure, as described, operates for this purpose in a practical manner. Terminal 14 of the loop,

when the device is in use, is disposed immediately above the instep of the foot of the rider; and in practice an upward pressure upon this terminal will cause a rearward swinging movement of the releasing member, whereby arms 13 will be released from ledges 7 and the releasing member will become detached from the yoke; and on this account the foot of the rider will become released from the stirrup.

At 15 is indicated a flexible member having one of its ends connected in any suitable manner upon the tread-plate, as by staple 16, its opposite end being secured upon and near the lower end of the yoke, this member being employed for the purpose of preventing loss of the releasing member when the parts are detached.

Having fully described my invention what I claim and desire to secure by Letters Patent is,—

In devices as described, in combination with the yoke-arms of the stirrup, said arms having recesses formed in their terminals and provided with longitudinal recesses upon their inner sides, and having lugs formed intermediate their ends; a tread-plate; a loop having its ends secured upon the tread-plate, said loop being bent between its ends to form supporting arms and transverse engaging arms, said tread-plate adapted to have a pivotal mounting in the terminal recesses of the yoke arms, the supporting arms being disposed in said longitudinal recesses, said transverse arms engaging said lugs; and a flexible keeper-member connecting the tread-plate and one of said yoke-arms.

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

DAVID SAMSON.

Witnesses:
EDWARD ADAMS,
W. J. DOHERTY.