L. PULLIAM.

Stirrup.

No. 211,668. Patented Jan. 28, 1879.

FIG. 1.

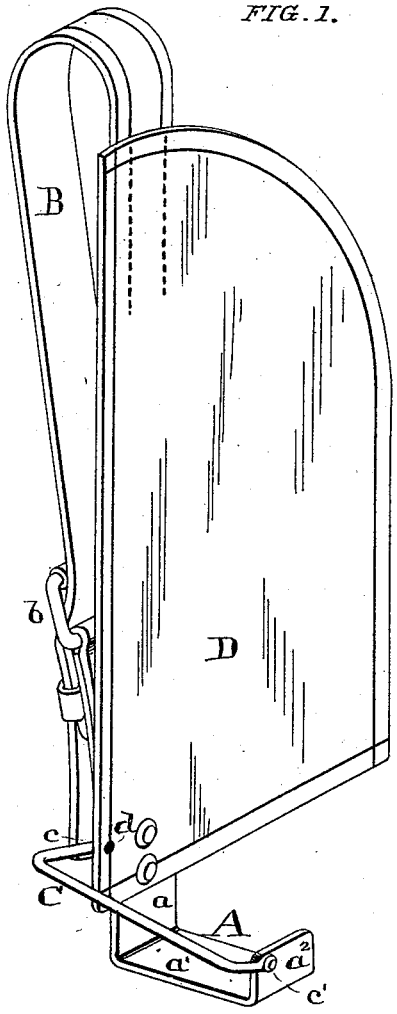
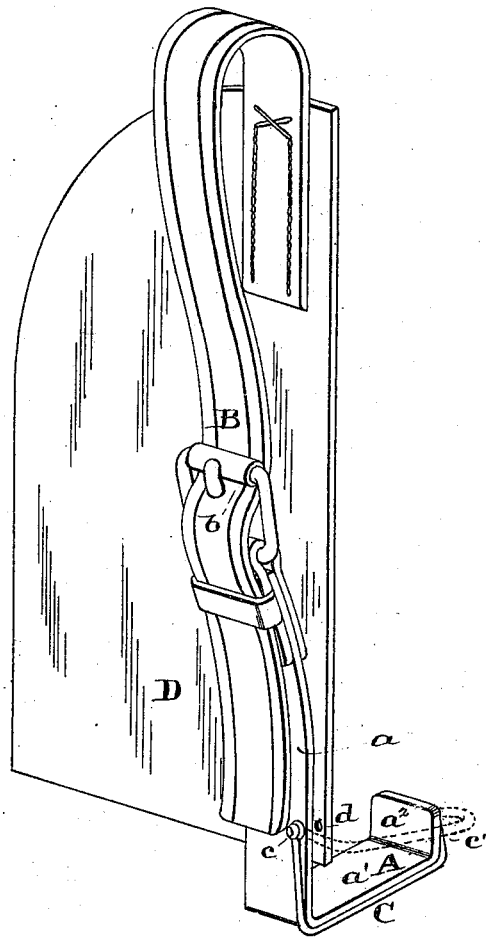


FIG. 2.



ATTEST:

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UNITED STATES PATENT OFFICE.

LUTHER PULLIAM, OF KNOBNOSTER, ASSIGNOR OF ONE-HALF HIS RIGHT TO THOMAS R. E. HARVEY, OF FAIRVILLE, MISSOURI.

IMPROVEMENT IN STIRRUPS.

Specification forming part of Letters Patent No. **211,668**, dated January 28, 1879; application filed October 14, 1878.

To all whom it may concern:

Be it known that I, LUTHER PULLIAM, of Knobnoster, Missouri, have made a new and useful Improvement in Stirrups, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a view, in perspective, of the improvement, looking toward the front thereof; and Fig. 2, another view in perspective, looking toward the inner side of the improvement.

The same letters denote the same parts.

The principal aim of this invention is to provide an improved safety-stirrup.

It also relates to the means for preventing the foot from being jolted from the stirrup.

It further has reference to the peculiar means employed for keeping the rider's leg from rubbing against the horse.

Referring to the drawings, A represents the improved stirrup. Instead of being in the shape of a loop or ring suspended from the saddle, it consists as follows: A shank, *a*, which is fastened to the stirrup-strap B, extends downward, and, at its lower end, is turned outwardly at right angles, forming a rest, a^1, for the foot. The latter, at its outer end, is upturned, forming a flange, a^2, which extends upward but a short distance, its office being to prevent the foot from being dislodged laterally. The effect is to form a support for the foot, which is entirely open above, and in which the foot cannot be jammed in any way to be caught and held.

The shank *a* is, preferably, rigidly attached to the strap B. The latter, by means of the usual buckle *b*, is rendered vertically adjustable.

As some riders prefer a stirrup in which the foot can be kept from jolting upward, I provide the following means therefor: C represents a guard consisting of a bar or strap of suitable material, which, at its ends *c c'*, is pivoted to the shank *a* and flange a^2, respectively, and which is shaped so that it can be turned down beneath the rest a^1, as in Fig. 2, or be turned up, as in Fig. 1. In the latter position it comes above the foot, and sufficiently to prevent the foot from being thrown upward out of the stirrup. An especial and further advantage is derived from the relative arrangement of the points of the pivots *c c'*. The pivot *c* is above the level of the pivot *c'*. This causes the guard when upturned to be inclined to the rest a^1, and in consequence of such inclination the foot cannot be wedged between the rest and guard.

The improvement further relates to what I term the "fender" D. This part, which is of suitable material, like leather, extends downward nearly or quite to the level of the rest a^1 and backward therefrom, and high enough to protect the rider's leg. At its lower forward end it is rigidly fastened to the shank *a*, and at its upper end it is preferably attached to the strap B. By reason of its rigid attachment to the stirrup it moves evenly with the latter. Hence there is no rubbing of the rider's leg upon the fender, and the latter serves to both prevent the leg from rubbing against the horse and to keep off any dirt that is spattered upward.

The fender is perforated at *d* to receive a tie or strap, which may pass thence around the guard C, to hold the latter when in the position shown in Fig. 1.

I claim—

The combination of the stirrup A and the guard C, the latter when upturned being inclined to the rest a^1, for the purpose described.

L. PULLIAM.

Witnesses:
CHAS. D. MOODY,
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