

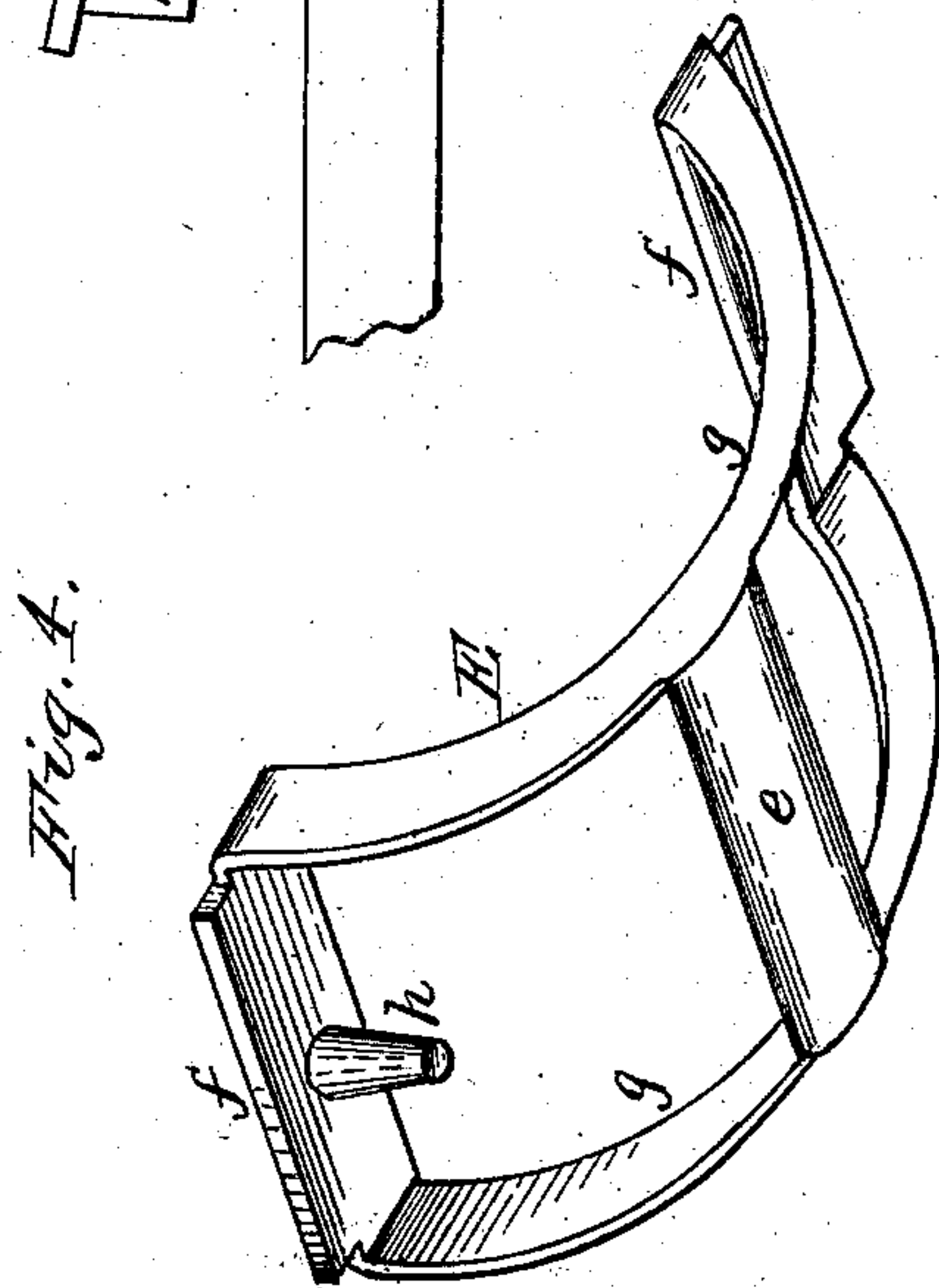
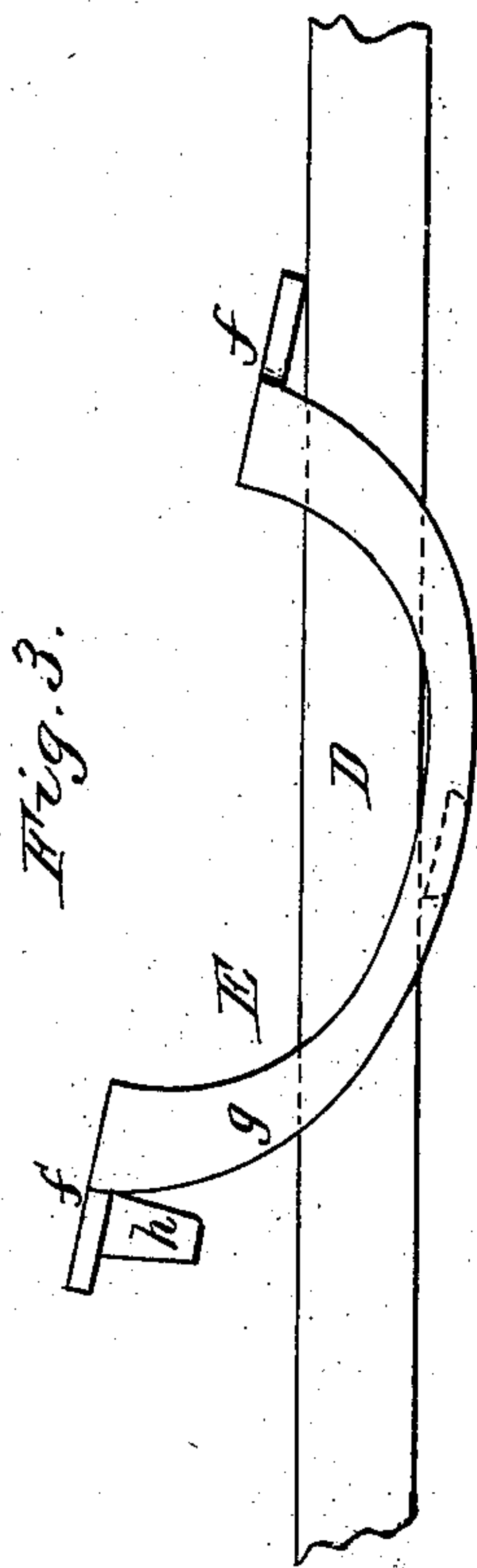
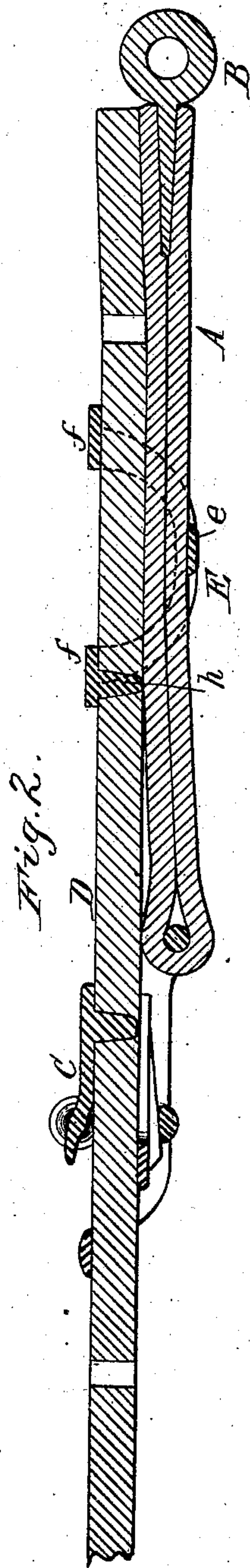
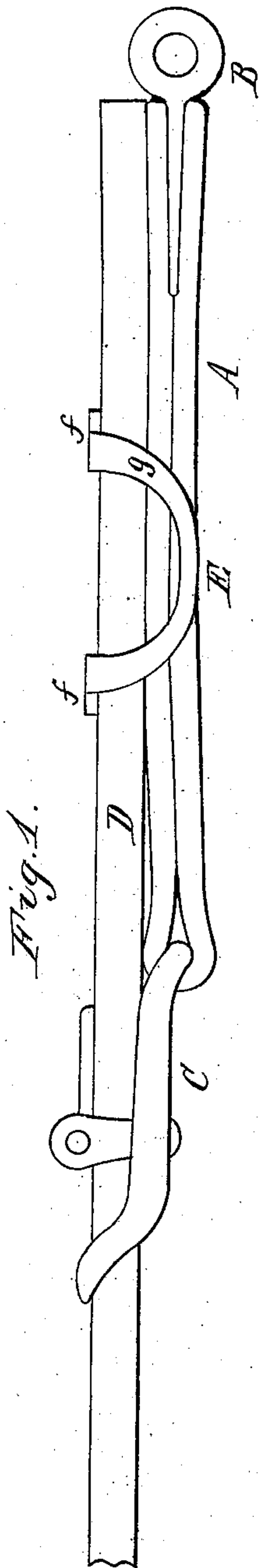
(No Model.)

J. M. BASINGER.

HARNESS LOOP.

No. 292,618.

Patented Jan. 29, 1884.



Witnesses.
Theo. L. Popp.
Edw. J. Brady.

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UNITED STATES PATENT OFFICE.

JAMES M. BASINGER, OF BUFFALO, NEW YORK, ASSIGNOR OF ONE-FOURTH
TO PRATT & LETCHWORTH, OF SAME PLACE.

HARNESS-LOOP.

SPECIFICATION forming part of Letters Patent No. 292,618, dated January 29, 1884.

Application filed June 16, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES M. BASINGER, of the city of Buffalo, in the county of Erie and State of New York, have invented a new and useful Improvement in Harness-Loops, of which the following is a specification.

This invention has reference to the construction of a metallic loop, which is adapted to receive and hold a billet or the free end of a trace or other harness strap.

The object of my invention is to produce a simple loop of neat form, which can be readily placed in the desired position on the fixed strap, and which will retain itself in position and hold the loose strap or billet securely without requiring to be fastened to the fixed strap.

My invention consists of the novel construction of the loop, which will be hereinafter fully set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a side elevation of my improved loop applied to a hame-tug for holding the loose end of the trace. Fig. 2 represents a longitudinal section of the same improvements. Fig. 3 represents a side elevation, showing the loop in an inclined position on the fixed strap, ready to receive the end of the loose strap. Fig. 4 represents a perspective view of the loop.

Like letters of reference refer to like parts in the several figures.

A represents the hame-tug; B, the eye, which is secured to the front end of the hame-tug and attached to the hame-clip; C, the trace-buckle, secured to the rear end of the tug, and D the trace.

E represents my improved loop, which surrounds both the tug A and the trace D, and holds the loose end of the trace firmly against the tug.

The loop E consists of a back plate or cross-bar, *e*, resting against the rear side of the tug A, front cross bars or plates, *f f*, adapted to bear against the front side of the loose end of the trace, and curved side pieces or bars, *g g*, connecting the front cross-bars, *f*, with the rear cross-bar, *e*. One of the front cross-bars, *f*, is preferably provided on its under side

with a tongue, *h*, adapted to enter one of the holes in the trace, whereby the longitudinal displacement of the loop on the trace is prevented.

The loop E takes the place of the leather loops with which hame-tugs and other harness-straps, against which another loose strap rests, are usually provided.

As the loop E is not secured to the tug or other fixed strap, the tug or other strap can be made up smooth without requiring any loops to be inserted between the several thicknesses of leather of which it is composed, thereby materially cheapening the construction of the tug and rendering the latter neater in appearance.

The loop E being loose on the tug it can be placed at any desired distance from the buckle, to conform to the length of the loose end of the trace or other strap, thereby providing a loop on the tug at the point at which it is required in such particular instance, whereby the insertion of the loose end of the trace under the loop is greatly facilitated.

When fixed loops are employed, the loops are often injured and disfigured in forcing the trace under the loop when the latter is not in the proper place on the tug with reference to the length of the loose end of the trace, and as this length varies as the trace is adjusted in fitting the harness to horses of different sizes, the fixed loops are, in most cases, either too near the trace-buckle to permit the easy insertion of the trace under the loop, or too far from it to properly hold the loose end of the trace. This difficulty is often sought to be avoided to a certain extent by providing the tug with a number of loops; but this renders the tug heavier and more expensive and clumsy in appearance.

The loop E is free to be inclined on the tug, as represented in Fig. 3, whereby the introduction of the trace is greatly facilitated.

The loop E is readily cast of malleable iron or other suitable metal, and forms a neat, cheap, and strong hame-trimming.

The loop is slipped on the tug before the eye B or trace-buckle C has been secured thereto. After these parts have been secured to the tug

and the latter has been secured to the hame-staple, the loop is permanently attached to the tug, and at the same time free to move thereon.

I claim as my invention—

5 1. A harness-loop composed of front cross-bars, *ff*, a depressed rear cross-bar, *e*, curved side bars, *g g*, connecting the front cross-bars with the rear cross-bar, and formed in one piecetherewith, and a tongue, *h*, formed on the
10 under side of one of the front cross-bars, substantially as set forth.

2. The combination, with a fixed strap, A,

and a loose strap, D, of a loose loop, E, constructed substantially as described, surrounding both straps, and made lengthwise adjustable on both straps, whereby the loop can be placed in any desired position on the fixed strap for supporting the loose strap, substantially as set forth. 15

JAMES M. BASINGER.

Witnesses:

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