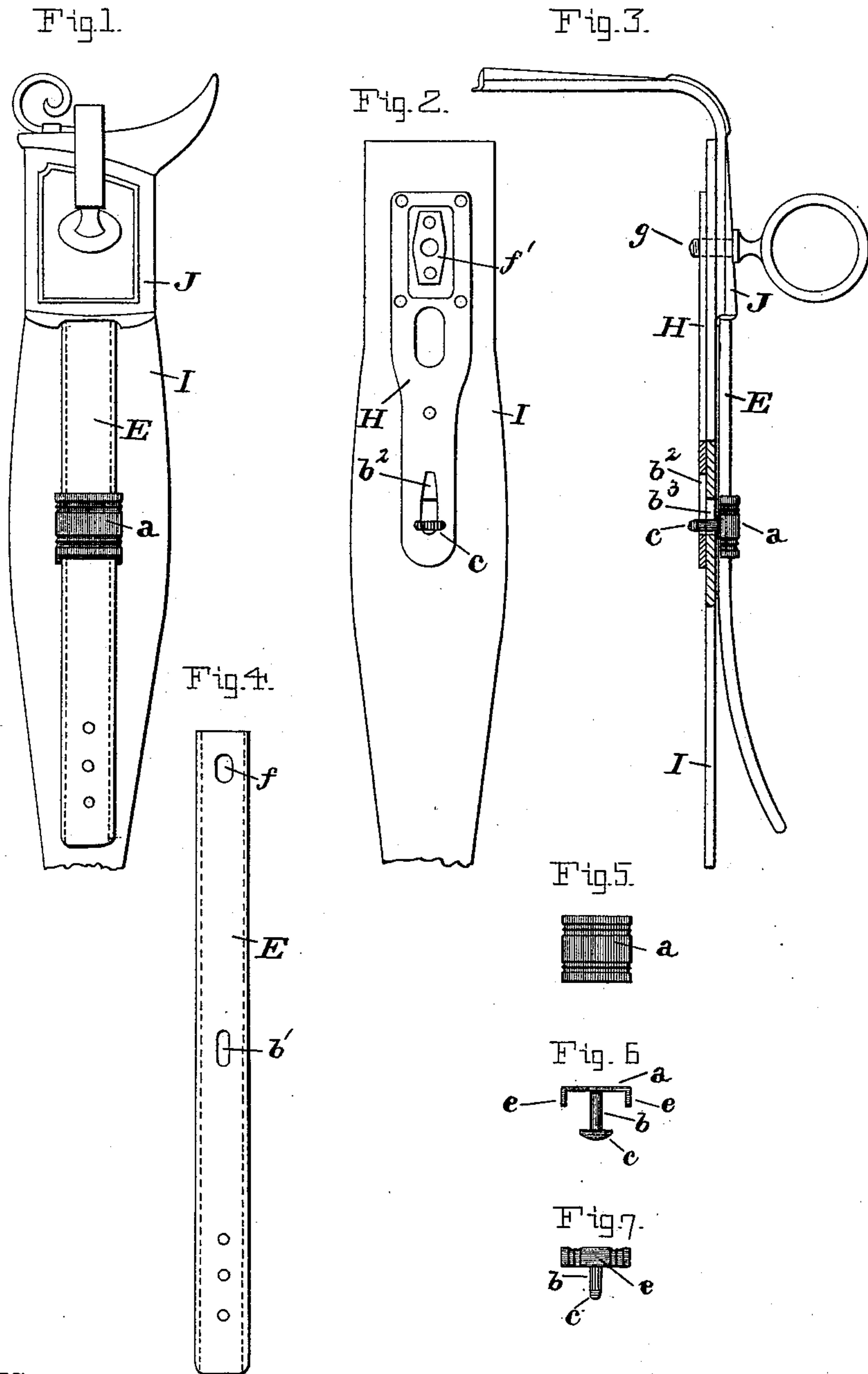


(No Model.)

C. W. ROGERS.  
HARNESS LOOP.

No. 391,192.

Patented Oct. 16, 1888.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

CHARLES W. ROGERS, OF BALTIMORE, MARYLAND.

## HARNESS-LOOP.

SPECIFICATION forming part of Letters Patent No. 391,192, dated October 16, 1888.

Application filed August 21, 1888. Serial No. 283,361. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES W. ROGERS, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Harness-Loops, of which the following is a specification.

This invention relates to a safety back-band loop for attachment to harness saddles.

The invention is illustrated in the drawings, in which—

Figure 1 is a side view of a harness-saddle, showing my improved loop. Fig. 2 is an inner side view of the saddle, showing the position of the stiffener-plate. Fig. 3 is an edge and part sectional view of a saddle, showing the loop. Fig. 4 is a view of the back-band with a slot for the loop-shank. Figs. 5, 6, and 7 are different views of the improved loop.

The metal loop is T-shaped, comprising a plate, *a*, which comes in contact with the outer surface of the back-band, a shank, *b*, attached to the center of the said plate and which passes through the back-band, and a cross bar, *c*, on the end of the shank, which takes position cross-wise of the slot in the saddle stiffener plate.

The back-band *E* has at its upper end a hole, *f*, through which the screw-bolt *g* of the terret passes, and it has a slot, *b'*, to allow the shank *b* and cross-bar *c* of the metal loop to pass. The usual metal stiffener-plate, *H*, on the inner side of the flap *I* has the usual nut, *f'*, for the terret-bolt *g* and a slot, *b<sup>2</sup>*.

The back-band *E* has generally been attached by the terret-bolt *g*, which passes through the hole *f* in it and then enters the nut *f'*. This band is to carry the tug for supporting the shafts of the vehicle. By this ordinary mode of attachment the leather at the hole *f* sometimes tears out, and consequently the back-band pulls loose and then has no support. My improvement prevents this, for the shank *b* of the metal loop passes through the slot *b'* of the

back-band, and the latter will be held to its position even should the band tear where the upper hole, *f*, is. When the loop is in its position, as in Figs. 1, 2, and 3, its shank *b* will occupy the slot *b'* of the back-band, the slot *b<sup>3</sup>* of the flap *I*, and the slot *b<sup>2</sup>* of the stiffener-plate *H*, and the cross-bar *c* of the loop shank will have position across the latter slot, as shown plainly in Fig. 2. The position and action of the loop *a b c* will be plainly understood from what has been stated.

The loop-plate *a*, as here shown, has two parallel flanges, *e*. These take along the edges of the back-band. They may be used or omitted; but I prefer to use them, as they prevent the loop from turning.

My loop must be applied to a harness-saddle before the back-band is attached thereto. The loop must be put in position on the back-band, as shown in Figs. 1, 2, and 3, and then the upper end of the back-band is to be placed under the jockey *J* and fastened, as already stated, by the terret-bolt *g*.

Having described my invention, I claim—

1. The back-band loop comprising the plate *a*, having two flanges, *e*, a shank, *b*, attached to the center of the plate, and a cross-bar, *c*, on the end of the shank.

2. The combination of the harness-saddle flap provided with a slot, *b<sup>3</sup>*, the back-band *E*, provided with a slot, *b'*, which is below the attachment connecting the upper end of the band with the saddle, and a loop having a plate, *a*, in contact with the outer surface of the back-band, a shank, *b*, which passes through the said slots in both the back-band and flap, and a cross-bar, *c*, on the end of the shank.

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

CHARLES W. ROGERS.

Witnesses:

JNO. T. MADDUX,

JOHN E. MORRIS.