

(No Model.)

C. ROZELL.  
BILLET LOOP.

No. 571,689.

Patented Nov. 17, 1896.

Fig. 1.

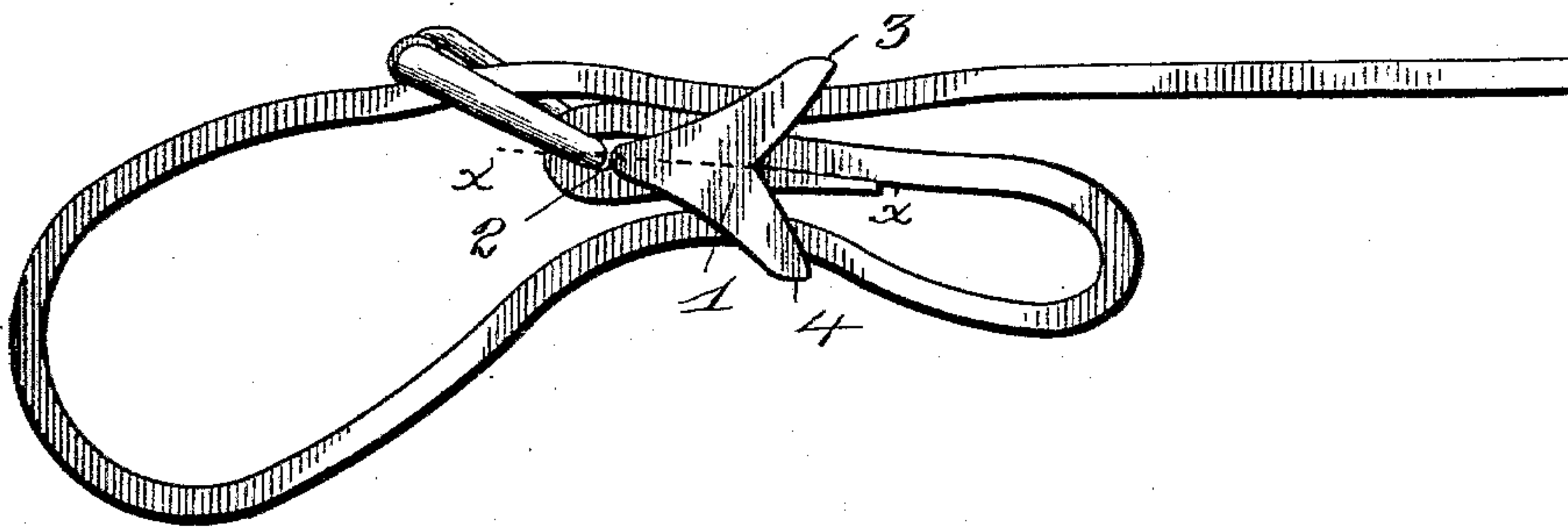


Fig. 2.

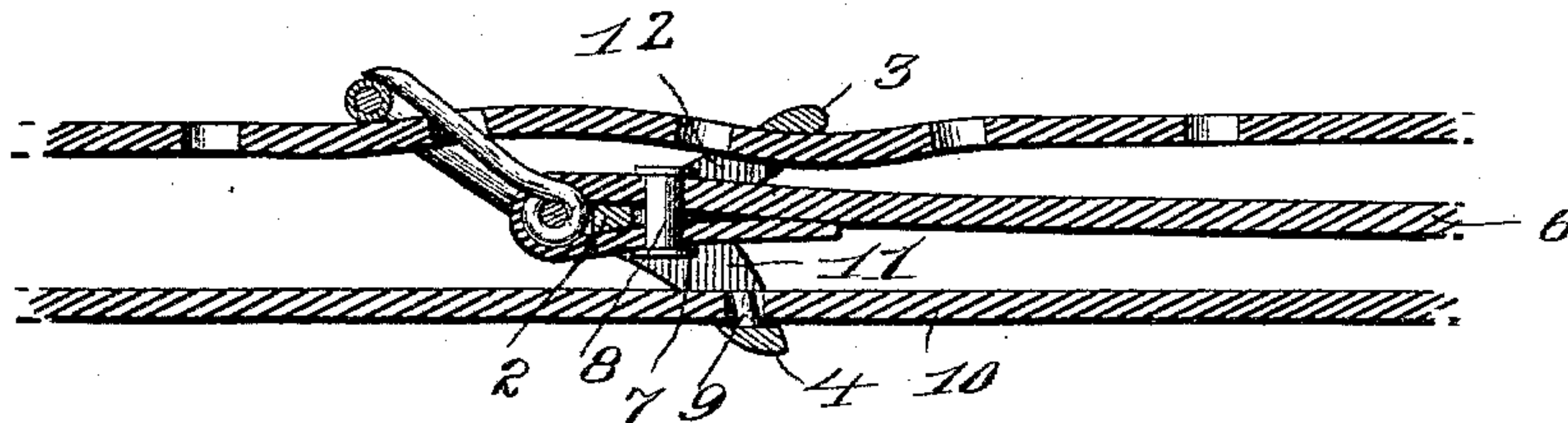
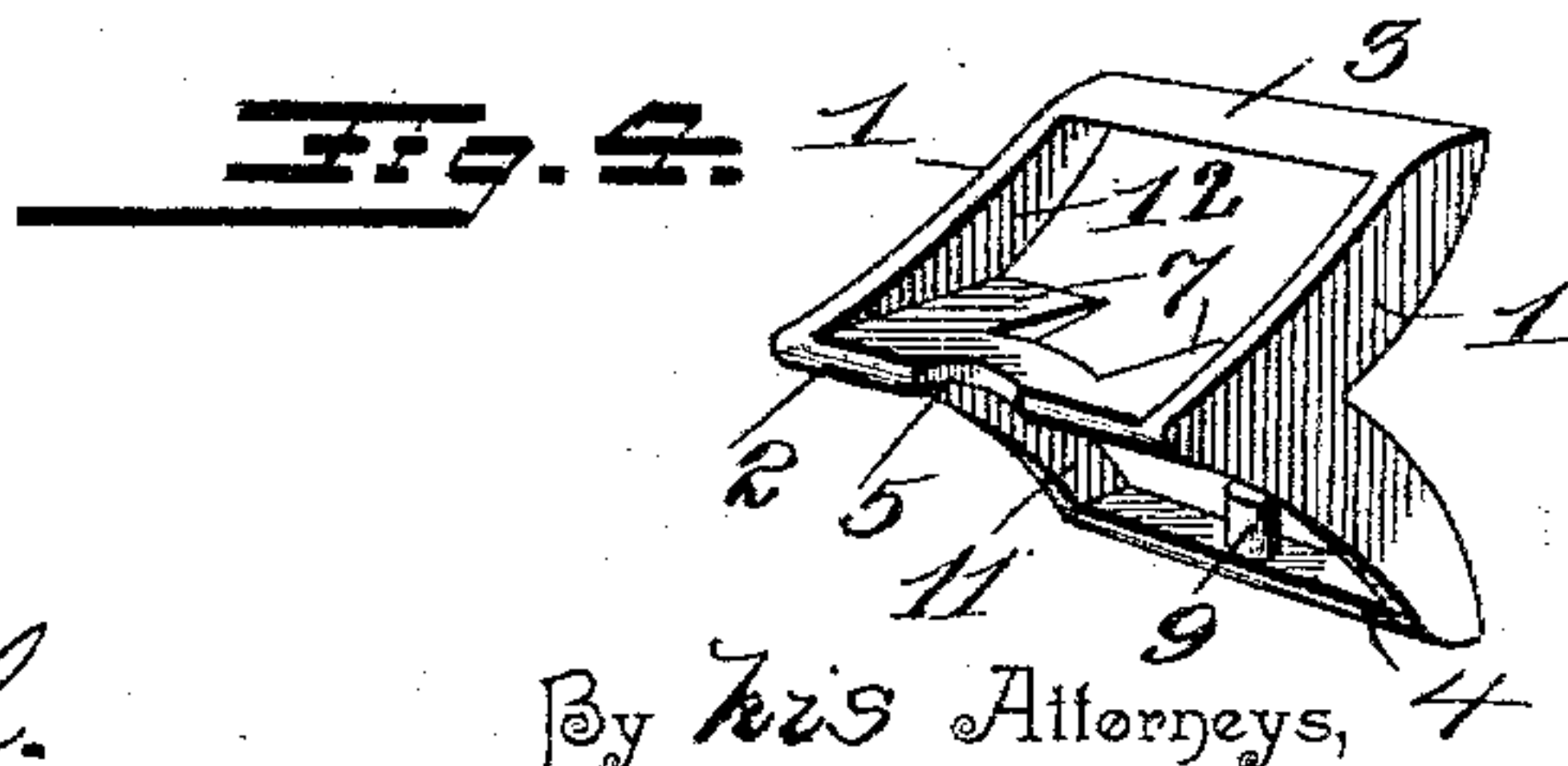
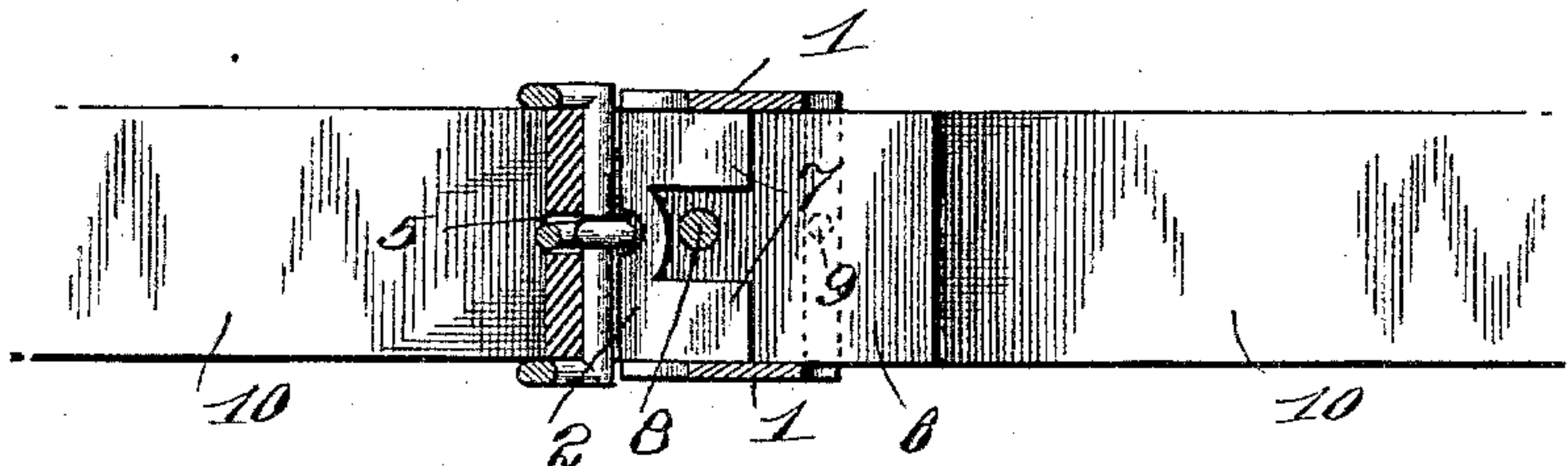


Fig. 3.



Witnesses

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Inventor  
*Charles Rozell,*

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# UNITED STATES PATENT OFFICE.

CHARLES ROZELL, OF HUTCHINSON, KANSAS.

## BILLET-LOOP.

SPECIFICATION forming part of Letters Patent No. 571,689, dated November 17, 1896.

Application filed November 23, 1895. Serial No. 569,955. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES ROZELL, a citizen of the United States, residing at Hutchinson, in the county of Reno and State of Kansas, have invented a new and useful Billet-Loop, of which the following is a specification.

This invention relates to billet-loops of the type which comprise twin or double loops used in connection with harness or straps passing upon opposite sides of the buckle.

One of the main objects of the invention is to preserve a proper space for the passing of the side straps through the loops disposed upon opposite sides of the middle strap and to prevent the turning of the loop upon the middle strap at the expense of the loop upon one or the other side thereof.

A further purpose is to enable the end of the loop to be butted against the adjacent end of the buckle and hold the latter in the bight of the strap to which it is secured without binding against or interfering with the free movements of the buckle-tongue.

A still further purpose is to guard against the slipping of one of the side straps when tightening the straps to which the loop is fitted and to improve the general construction of double or twin billet-loops, whereby their efficiency, durability, and usefulness are augmented.

The improvement consists of the novel construction which hereinafter will be more particularly described, illustrated, and finally claimed.

In the drawings, Figure 1 is a side elevation of the improved billet-loop, showing it applied to a hame-strap. Fig. 2 is a central longitudinal section thereof. Fig. 3 is a plan section on the line X X of Fig. 1. Fig. 4 is a detail perspective view of the loop.

The same reference-numerals denote corresponding and like parts in all the figures of the drawings.

It will be understood that the loop is designed for general application and can be used in connection with reversible harness, breast, pole, hame, breeching, and other straps, which are designed to be passed through loops upon either or both sides of the strap carrying the buckle.

The loop in general appearance approximates the form of a triangle in side elevation

and is composed of similar side pieces 1 of substantially V form and connecting cross-bars 2, 3, and 4, the cross-bar 2 being disposed at the angle of the members or branches comprising the side pieces and the bars 3 and 4 being arranged at the ends of the said branches or members. A notch or depression 5 is provided in the front side of the cross-bar 2 midway of its ends and is designed to come opposite the heel or butt of the buckle-tongue to provide ample clearance, so as not to bind against or interfere with the free movements of the said tongue, and at the same time making provision for the butting of the cross-bar 2 against the adjacent side of the buckle-frame and holding the latter snugly in the bight of the strap 6. Flanges 7 are provided on the inner faces of the side pieces 1 and merge into the cross-bar 2 and are disposed in a plane passing through the cross-bar 2 and midway between the cross-bars 3 and 4, and these flanges are of a sufficient length, being about a half inch, so as to come between the strap 6 and its folded end portion and wholly obviate the rocking or turning of the loop upon the said strap 6. The flanges 7 decrease in thickness as they recede from the cross-bar 2, thereby conforming to the tapering space generally formed between the strap 6 and its folded end. The rivet 8 for connecting and fastening the folded end portion of the strap 6 occupies the space between the flanges 7 and immediately in the rear of the cross-bar 2. Hence the flanges 7 are firmly held between the portions of the strap upon opposite sides of the rivet, thereby guarding against the turning or rocking of the loop upon its supporting-strap after the parts have been properly assembled.

The flanges 7, in addition to preventing the rocking of the billet upon the strap, serve to strengthen the side pieces 1 and admit of the latter being made comparatively thin, and these flanges tapering in thickness provide for the billet being drawn from the mold after being cast. Moreover, the space between the inner edges of the flanges 7 receives the rivet 8 and enables the latter to occupy a position intermediate of the ends of the flanges, thereby insuring the billet against rocking or tilting upon the strap. It fre-



quently happens that a billet is cut from an old and worn strap and placed upon a new strap. If the flanges 7 were united at their inner edges to form a plate or bar and the latter apertured to receive the rivet, the latter would necessarily have to be cut or punched from the billet in addition to cutting the strap, in order to admit of the billet being detached. By the present invention this tedious and difficult operation is avoided, and the billet can be removed from the strap simply by cutting the folded end of the latter, as the flanges 7 pass upon each side of the rivet 8 and will pass by the latter when the billet is advanced toward the cut or folded end of the strap.

A stud 9 is provided on the inner side of one of the rear cross-bars, as 4, and is located at a central point thereof and projects toward the cross-bar 3 and is intended to engage with the strap 10, passing through the space 11, so as to retain the said strap against accidental slipping or movement when adjusting and tightening the straps to be drawn together. It is not absolutely necessary that the stud 9 be provided, as for general use the loop will be just as efficient, but for special purposes it is desirable to employ the stud for the reason herein given. A space 12, corresponding to the space 11, is formed between the cross-bar 3 and the bar 2 and receives the strap to be passed therethrough. The angle formed between the branches or members of the side pieces 1 is obtuse, thereby providing sufficient metal between the said members to prevent them from being brought together in the event of the loop being brought in forci-

ble contact with a post, thill, or other hard and unyielding obstacle. The flanges 7 in addition to the function herein set forth also serve to strengthen and brace the side pieces 1, as is obvious.

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

An improved article of manufacture, a double or twin billet-loop constructed substantially as specified and comprising side pieces of approximately triangular or V form, cross-bars extending in parallel relation and connecting the side pieces at their angles, the front cross-bar having its sides flat and notched in its front edge to afford clearance for the butt-end of the buckle-tongue, a stud extending inwardly from a rear cross-bar to engage with and fix the position of a strap passing through the adjacent loop, and longitudinal flanges on the inner faces of the side pieces in the same straight line with the front cross-bar and extending in a plane passing through the front cross-bar and midway between the rear cross-bars, said longitudinal flanges gradually decreasing in thickness toward their rear ends and having a space between their inner edges to admit of the rivet securing the folded end of the strap occupying a position intermediate the front and rear ends of the flanges, substantially as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CHARLES ROZELL.

Witnesses:

CHARLEY W. BRYANT,  
ALBERT E. SEAMAN.