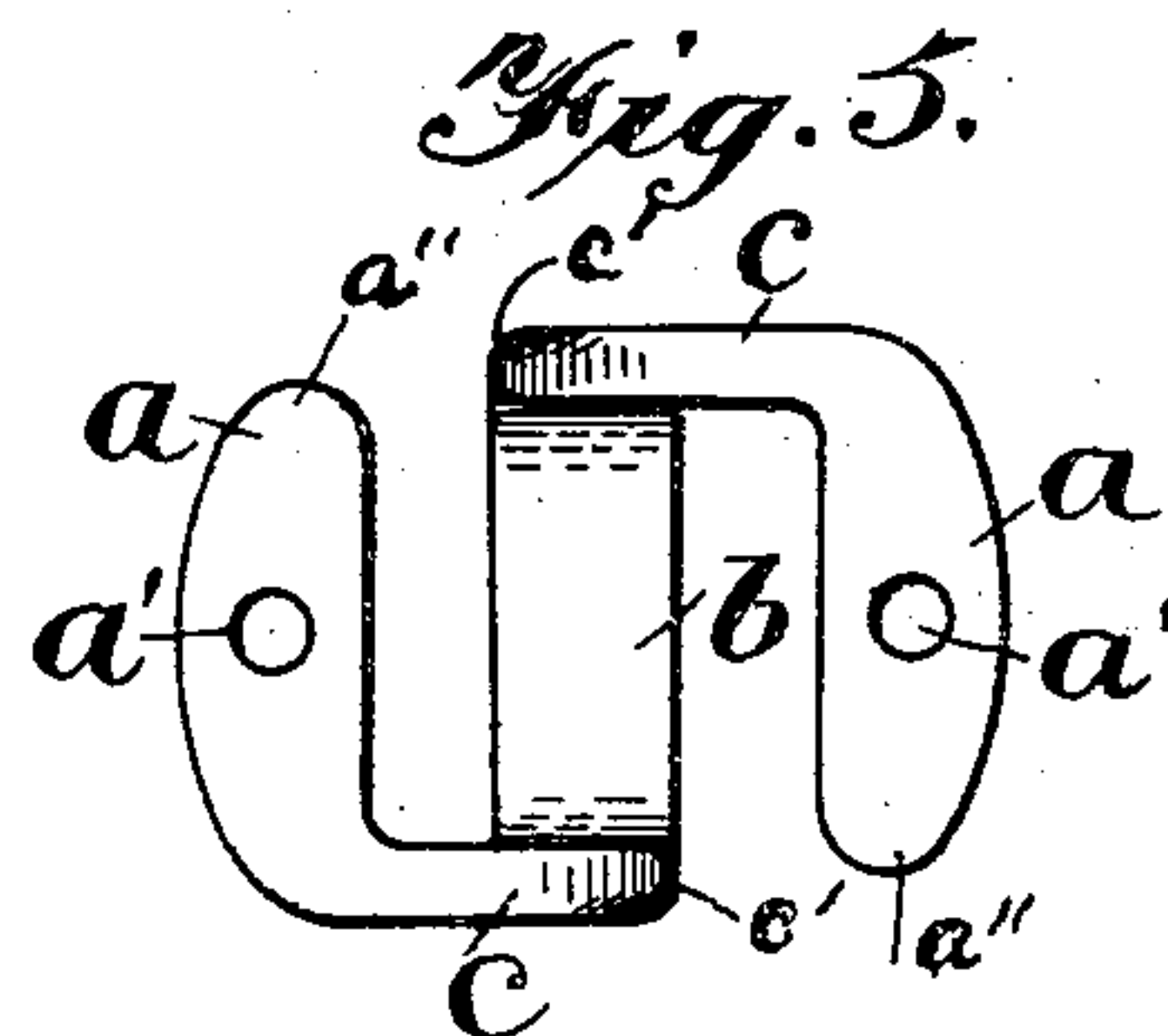
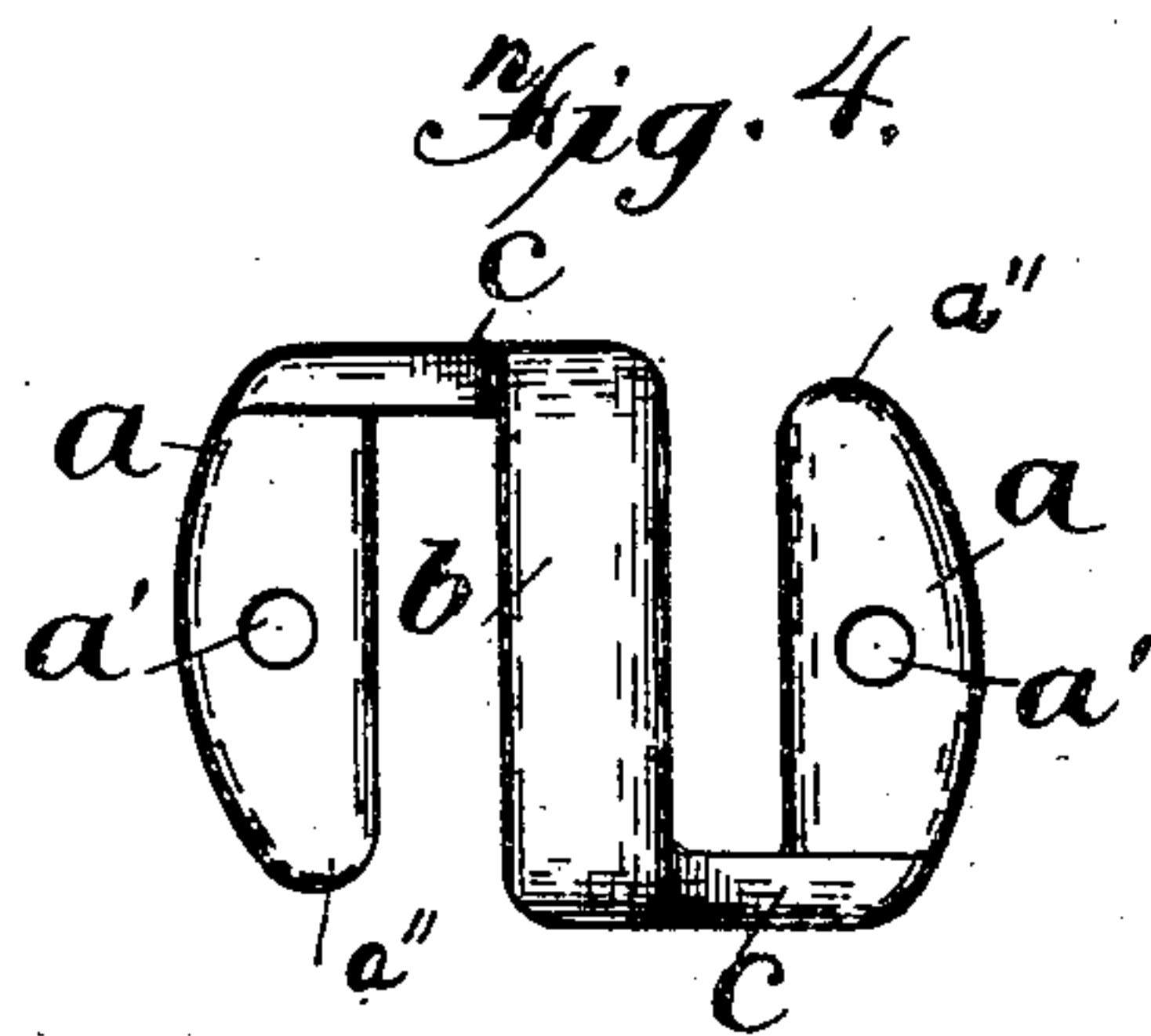
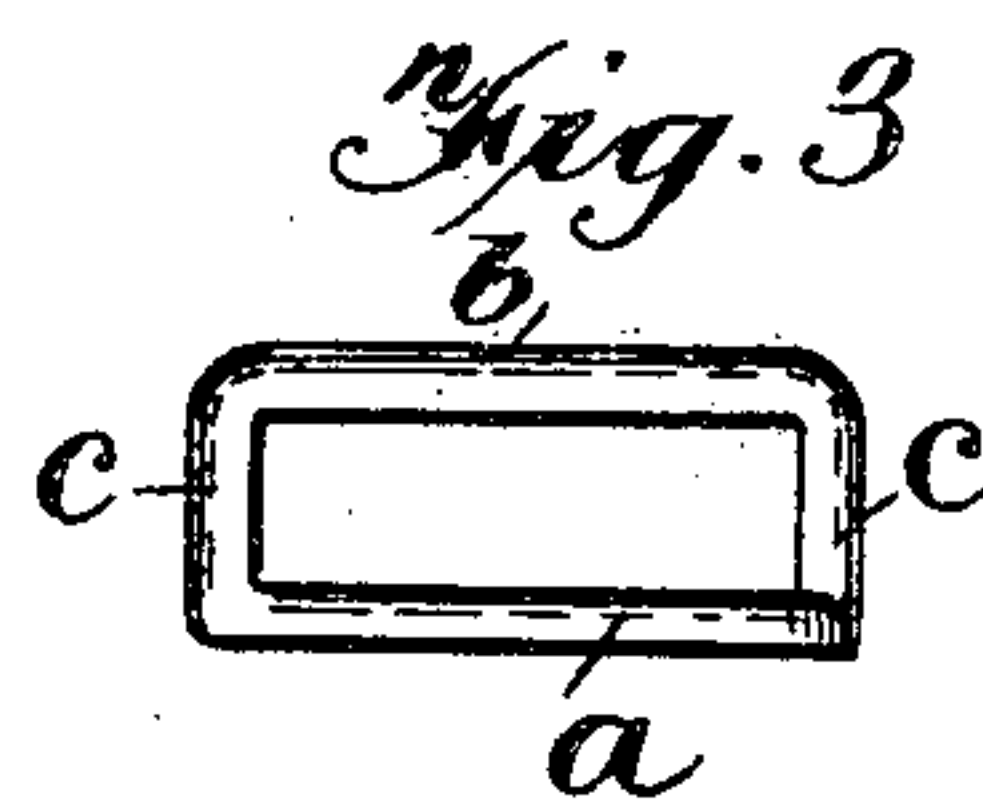
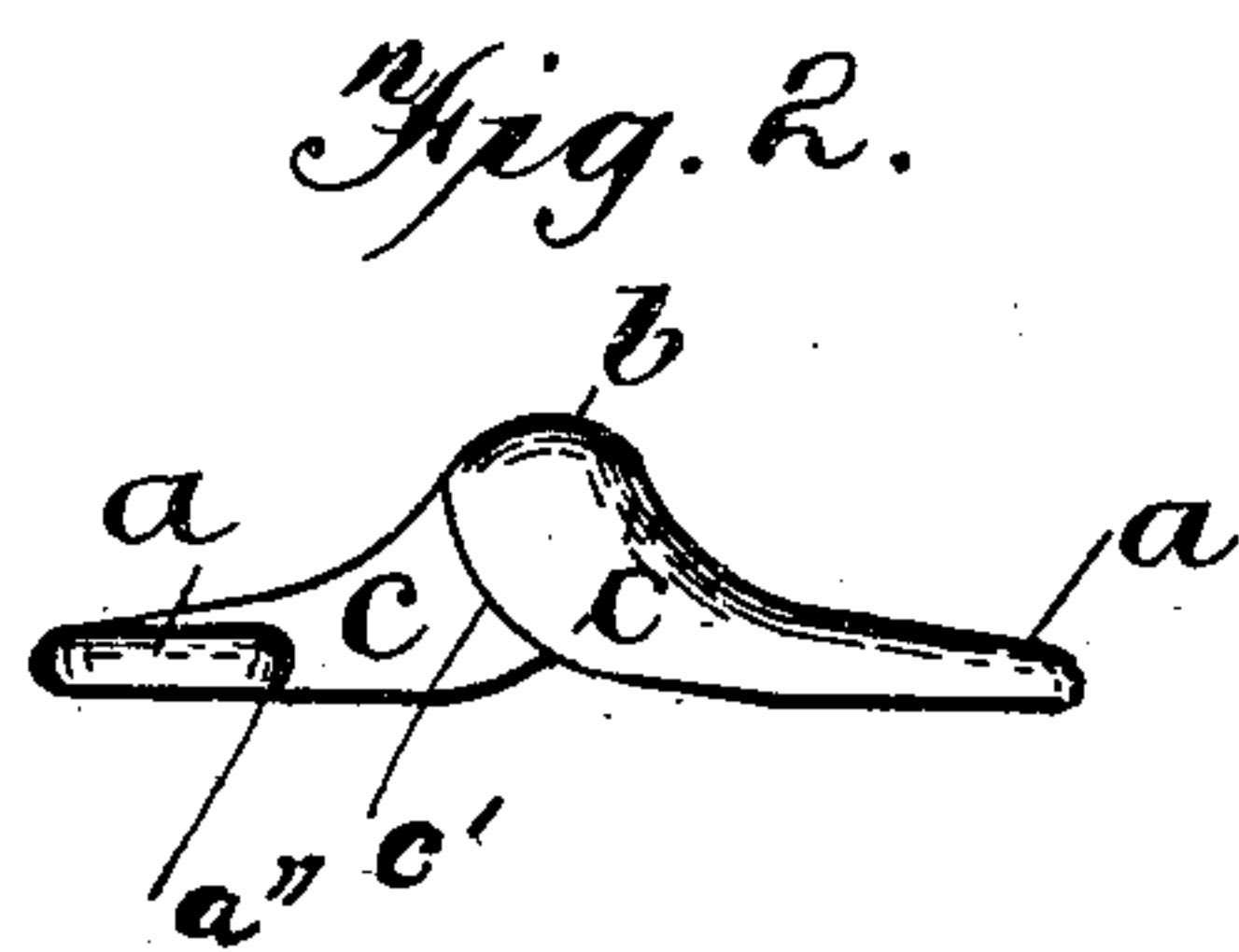
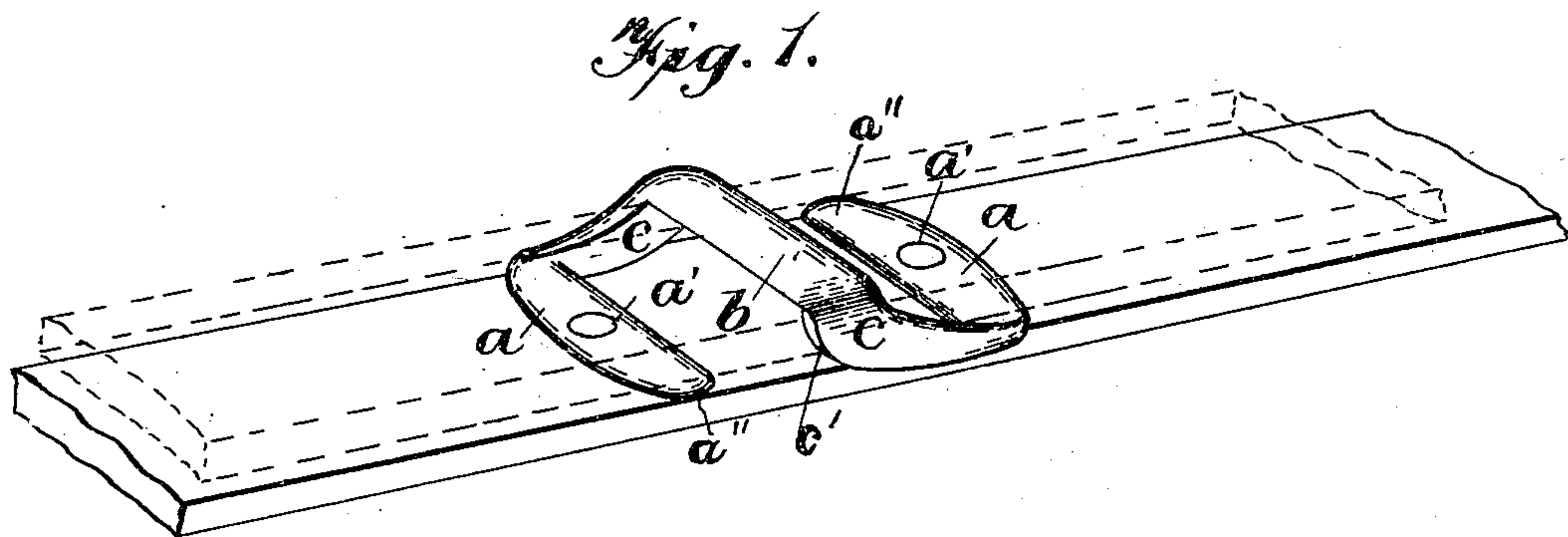


No. 792,556.

PATENTED JUNE 13, 1905.

J. REICHERT.  
HARNESS LOOP.  
APPLICATION FILED FEB. 25, 1902.



Witnesses

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# UNITED STATES PATENT OFFICE.

JOHN REICHERT, OF RACINE, WISCONSIN.

## HARNESS-LOOP.

SPECIFICATION forming part of Letters Patent No. 792,556, dated June 13, 1905.

Application filed February 25, 1902. Serial No. 95,504.

*To all whom it may concern:*

Be it known that I, JOHN REICHERT, a citizen of the United States, residing at Racine, Racine county, State of Wisconsin, have invented certain new and useful Improvements in Harness-Loops; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to certain improvements in harness-hardware, and more particularly to an improved harness-loop.

An object of the invention is to provide an improved harness-loop formed of one piece of metal or other suitable material and so constructed as to be capable of easy and quick application laterally to a strap or band which is secured or which carries end buckles or other devices, rendering it impossible to thread the strap endwise through the loop.

The invention consists in certain novel features in construction and in arrangements and details of parts, as more fully and particularly pointed out and specified hereinafter.

Referring to the accompanying drawings, Figure 1 is a perspective view of the loop secured on one strap and receiving another strap. Fig. 2 is a side elevation of the loop. Fig. 3 is an end view. Fig. 4 is a top plan. Fig. 5 is a bottom plan.

The loop is formed of one piece of material, being preferably cast in one piece of metal, so as to be strong, rigid, and durable and approximately S-shaped in form or outline. The loop consists of the two transverse parallel base-pieces *a a*, constituting the opposite ends of the loop. These base-pieces have preferably wide flat bottom faces to rest on and extend transversely across the strap to which the loop is secured. Each base-piece has one or more perforations *a'*, through which a securing rivet or screw is passed into or through said strap to rigidly fasten the loop thereon.

*b* is the upper cross-piece or transverse bridge, usually parallel with the two base-pieces and in a horizontal plane above the plane in which the two base-pieces are located. This upper cross-piece is preferably arranged an

equal distance from the base-pieces—that is, at the center of the length of the loop.

*c* represents the two usually parallel side pieces or uprights each in length equal approximately to one-half the length of the loop. These side pieces are arranged on opposite sides of the loop and extend in opposite directions from the ends of the upper cross-bar. One side piece extends from one end of one base-piece upwardly and laterally to the corresponding end of the cross-bar, while the other side piece extends upwardly and laterally from the corresponding opposite end of the other base-piece to the opposite end of the cross-bar. It will thus be observed that corresponding opposite ends of the base-pieces are not connected to the upper cross-piece, leaving the opposite side openings into the space beneath the upper cross-bar. In other words, the vertically-arranged longitudinal side bars *c* extend down from opposite ends of the bridge *b* and longitudinally in opposite directions therefrom to correspondingly opposite ends of the base-pieces *a*, thereby forming the opposite side openings between the free ends *a''* of the base-pieces and the edges *c'* of said side bars.

Where it is desired to apply the loop to a strap resting against another strap or other part of harness or the like, one base-piece can be slipped under the upper strap and the loop then turned laterally over the upper strap until the free end of the other base-piece can be slipped under the strap and the loop pressed into place with both base-pieces under the upper strap and the cross-bar above the strap and extending transversely across the same. The two base-pieces can then be secured by rivets or the like to the under strap or other part to which the upper strap is secured. As the distance between the inner edges of the two base-pieces is equal to or greater than the distance between the inner faces of the side pieces, the loop can be placed on the upper strap with the base-pieces parallel with and beside the longitudinal edges of the strap, and then by giving the loop a quarter-turn after inserting the free ends of the bases under the strap the loop will be properly applied.



When the loop is thus applied, the base-pieces slip from opposite edges of and in opposite directions between the two straps to a position extending transversely across the outer face of the inner strap, with the bridge resting transversely across the outer face of the outer strap and the side bars *c* forming longitudinal stops for and at the opposite side edges of the outer strap. A device of the character described is of great advantage in repairing harness where sewed loops or box-loops have broken and where the straps are secured or carry large buckles, &c., so that they cannot be threaded endwise through a metal loop having closed sides; also, in making harness these loops are of great advantage, as the buckles and other attachments are often secured before it is desired to apply the loops. The device is also of peculiar advantage as a belly-band loop.

My invention is materially different in purpose, manner of application and use, as well as in construction, from an eyelet for attach-

ing a loose swinging ring and consisting of a longitudinally-elongated semicylindrical body having flat horizontal fastening lugs or ears projecting from the diagonally opposite corners of the curved body.

Having thus fully described my invention, what I claim is—

A harness-loop composed of the two transversely-arranged end base-pieces, an elevated transverse bridge, and two vertically-arranged longitudinal side bars extending down from opposite ends of the bridge and longitudinally in opposite directions therefrom to correspondingly opposite ends of said base-pieces, thereby forming openings at opposite sides of the loop between the free ends of said base-pieces and the edges of said side bars.

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

JOHN REICHERT.

Witnesses:

CLARA SCHLEGEL,  
L. SCHLEGEL.