(No Model.)

C. F. G. STENDER.

HARNESS LOOP.

No. 279,609. Patented June 19, 1883.

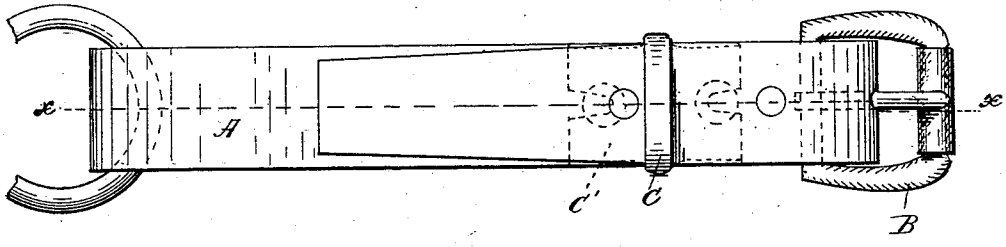


Fig 1

Fig 2

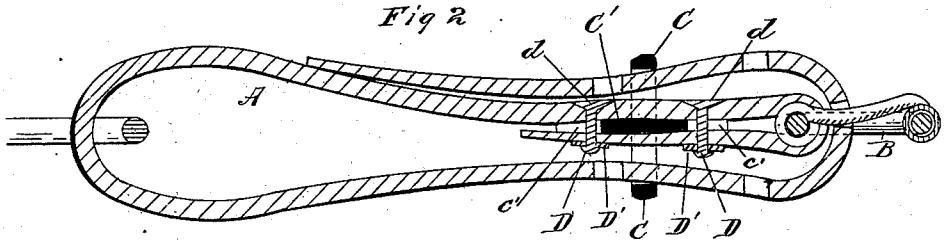


Fig 3

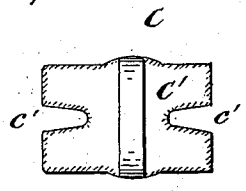
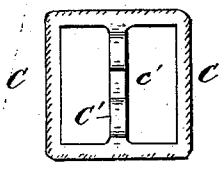


Fig 4



Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES F. G. STENDER, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO THE GARFIELD MANUFACTURING COMPANY, OF SAME PLACE.

HARNESS-LOOP.

SPECIFICATION forming part of Letters Patent No. 279,609, dated June 19, 1883.

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

To all whom it may concern:

Be it known that I, CHARLES F. G. STENDER, a citizen of the United States, residing at Chicago, in the county of Cook, in the State of Illinois, have invented a certain new and useful Improvement in Harness-Loops, which is fully set forth in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view of a hame-tug provided with my improved loop. Fig. 2 is a section on the line *x x* in Fig. 1. Fig. 3 is a detailed plan view of the loop. Fig. 4 is an edge view of the same.

The same letters denote the same parts in all the figures.

My invention relates to harness-loops of metal or equivalent material; and it consists, partly, in a double loop having transverse wings projecting each way from the loop proper, and partly in such wings slotted on their outer edges, both for the purpose of fastening the loop the more securely between the two thicknesses of the strap to which it is attached.

In the drawings, A denotes the strap of a hame-tug, and B the buckle secured in place by passing one end of the strap through it, and fastening that end to another part of the length of the strap. Before it is thus fastened the wing-plate C′, which, with the double loop proper, C, constitutes my improved harness-loop, is inserted between the two thicknesses of the strap, the loop proper at the same time embracing them both, and the rivets D, which fasten the two thicknesses together, are thrust each through one of the slots *c′*, which are cut one in each outer edge of the wing-plate. The ends of the rivets are then hammered down on the washers D′, which are placed around them on the outer side of the strap. The rivets are preferably made each with a head, *d*, already formed on one end, as shown in Fig. 2 of the drawings. The loop proper, C, and the wing-plate C′ intersect each other midway and at right angles, the wing-plate passing within the loop proper and projecting transversely each way far enough to take a firm hold on the rivets. Both parts may be formed in a single casting. The slots *c′* in the ends of the wings are more easily formed than holes, and as they widen gradually toward their open ends are adapted to fit closely to several sizes of rivets.

What I claim as my invention, and desire to secure by Letters Patent, is—

As an improved article of manufacture, the harness-loop consisting of the double loop C and wing-plate C′, all substantially as specified and shown.

CHAS. F. G. STENDER.

Witnesses:

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THOMAS H. PEASE.