

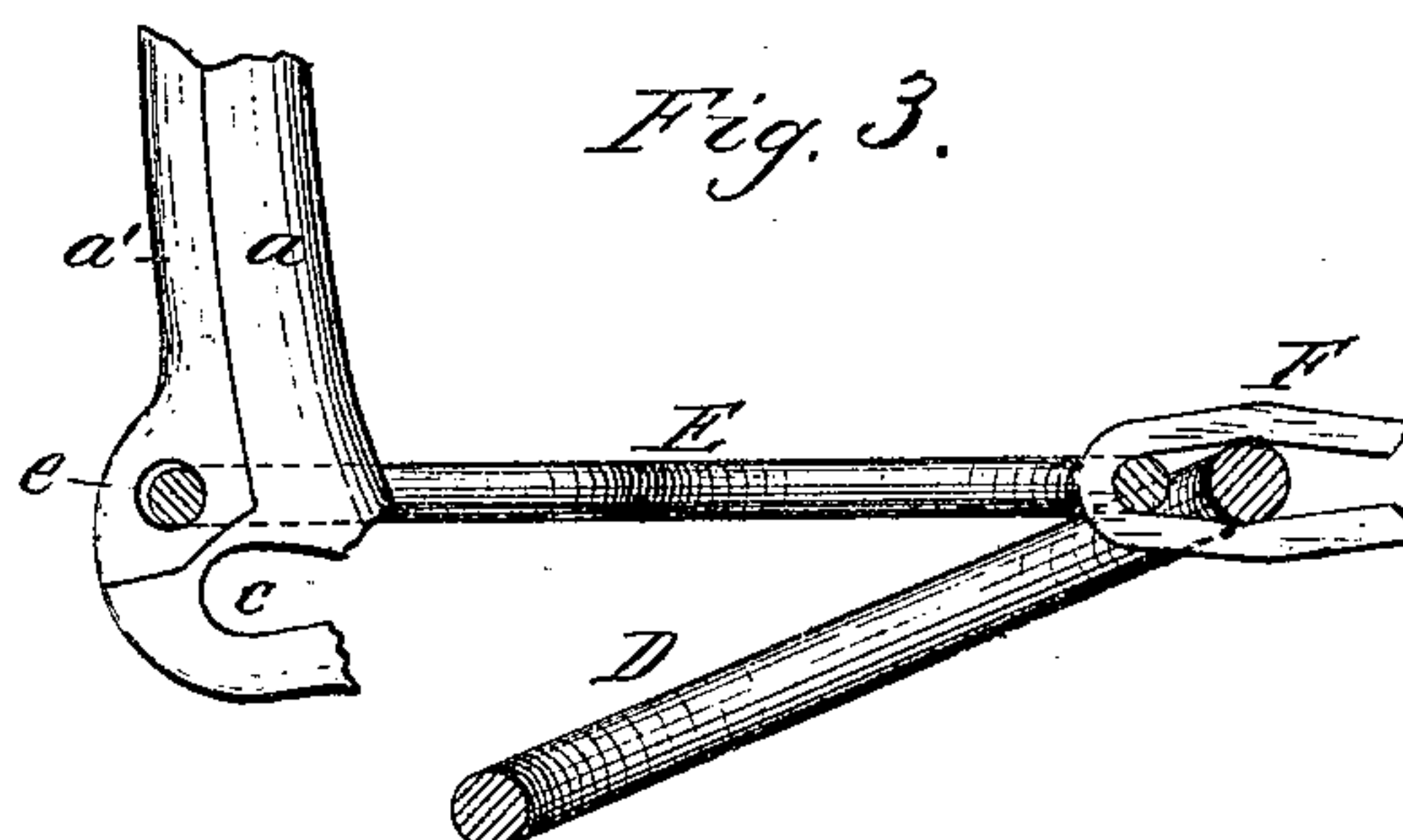
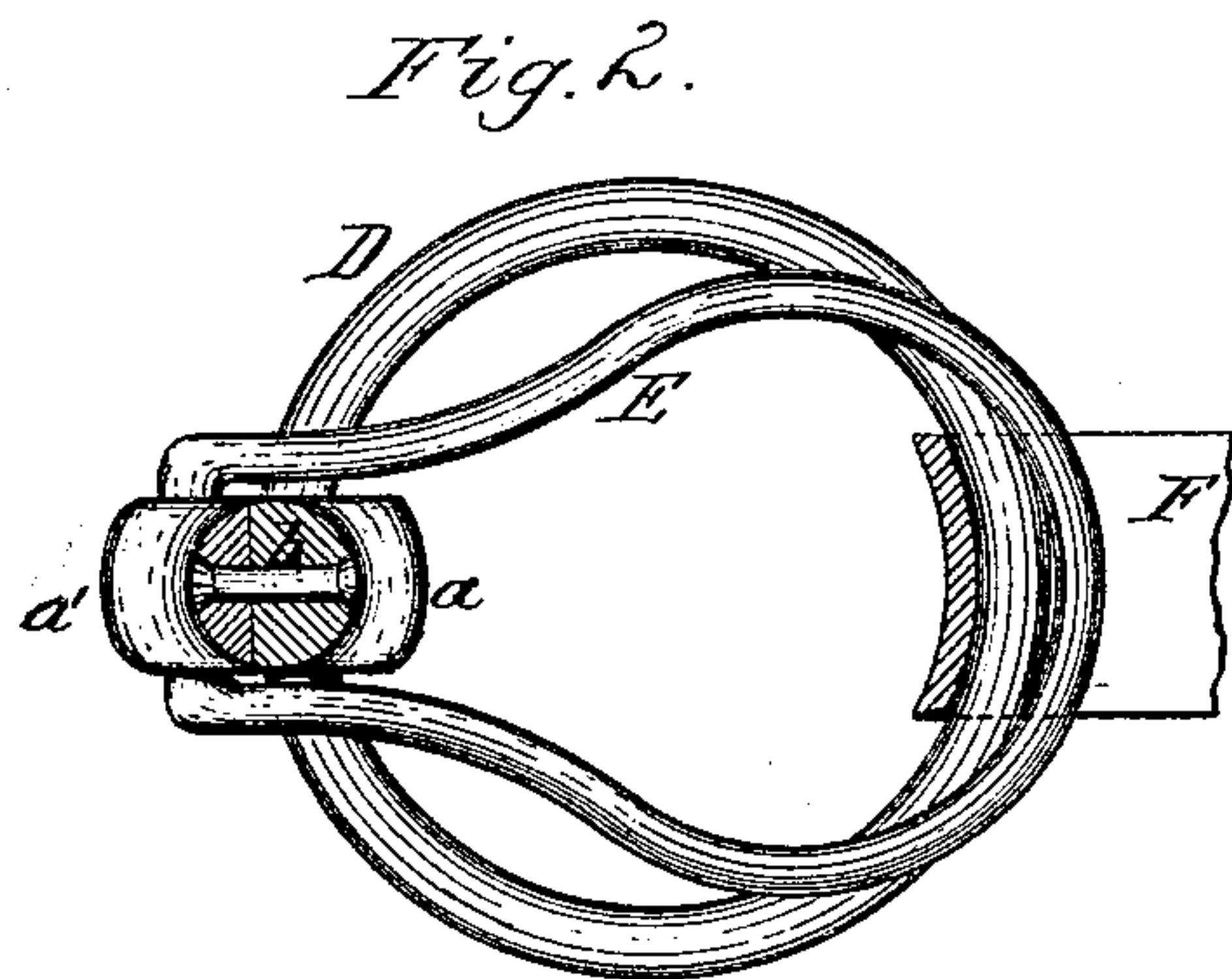
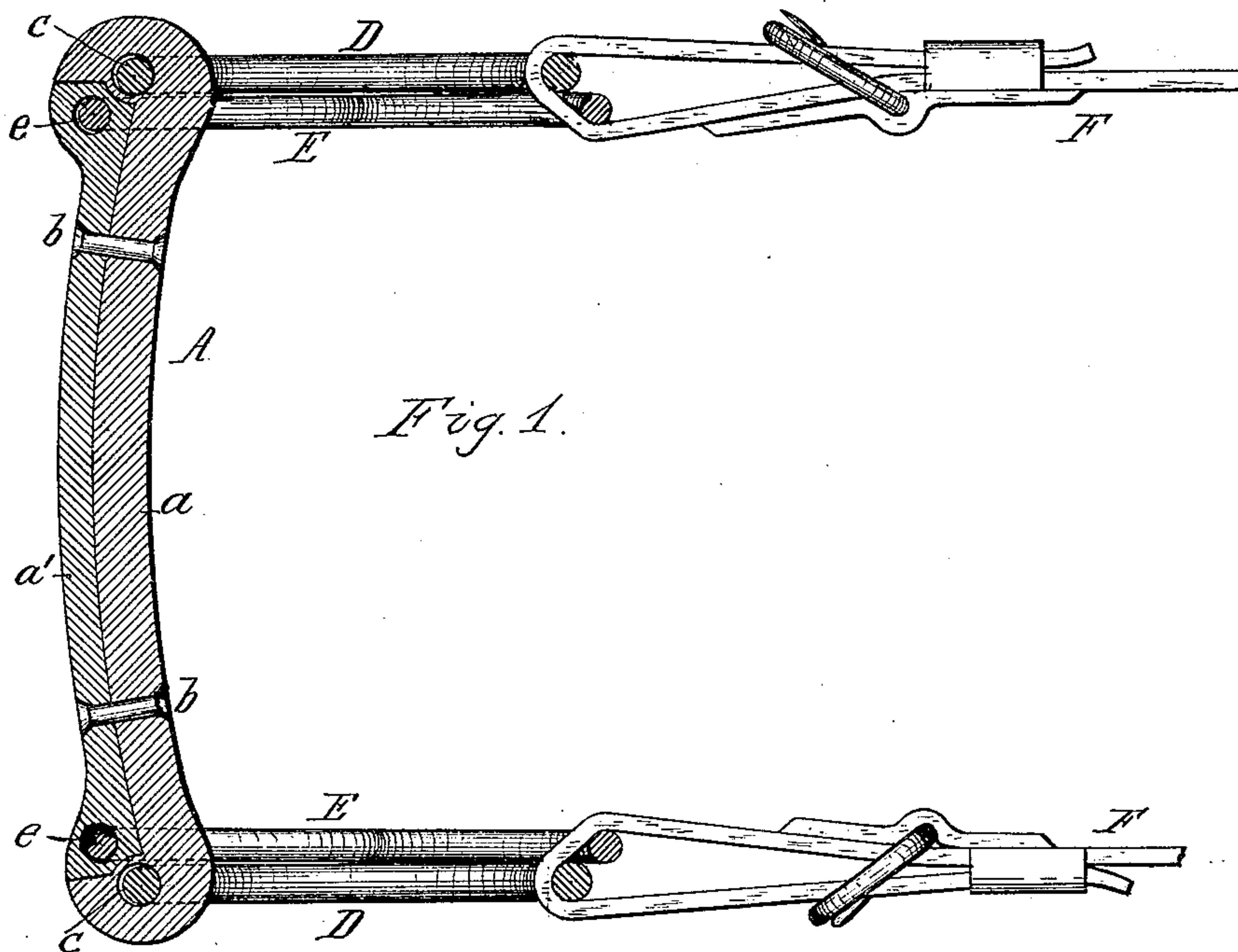
(No Model.)

2 Sheets—Sheet 1.

G. J. LETCHWORTH.
Bridle Bit.

No. 231,063.

Patented Aug. 10, 1880.



Chas. J. Buchheit.
Edw. J. Brady. } Witnesses.

George J. Letchworth Inventor.
By Wilhelm Forman
Attorneys.

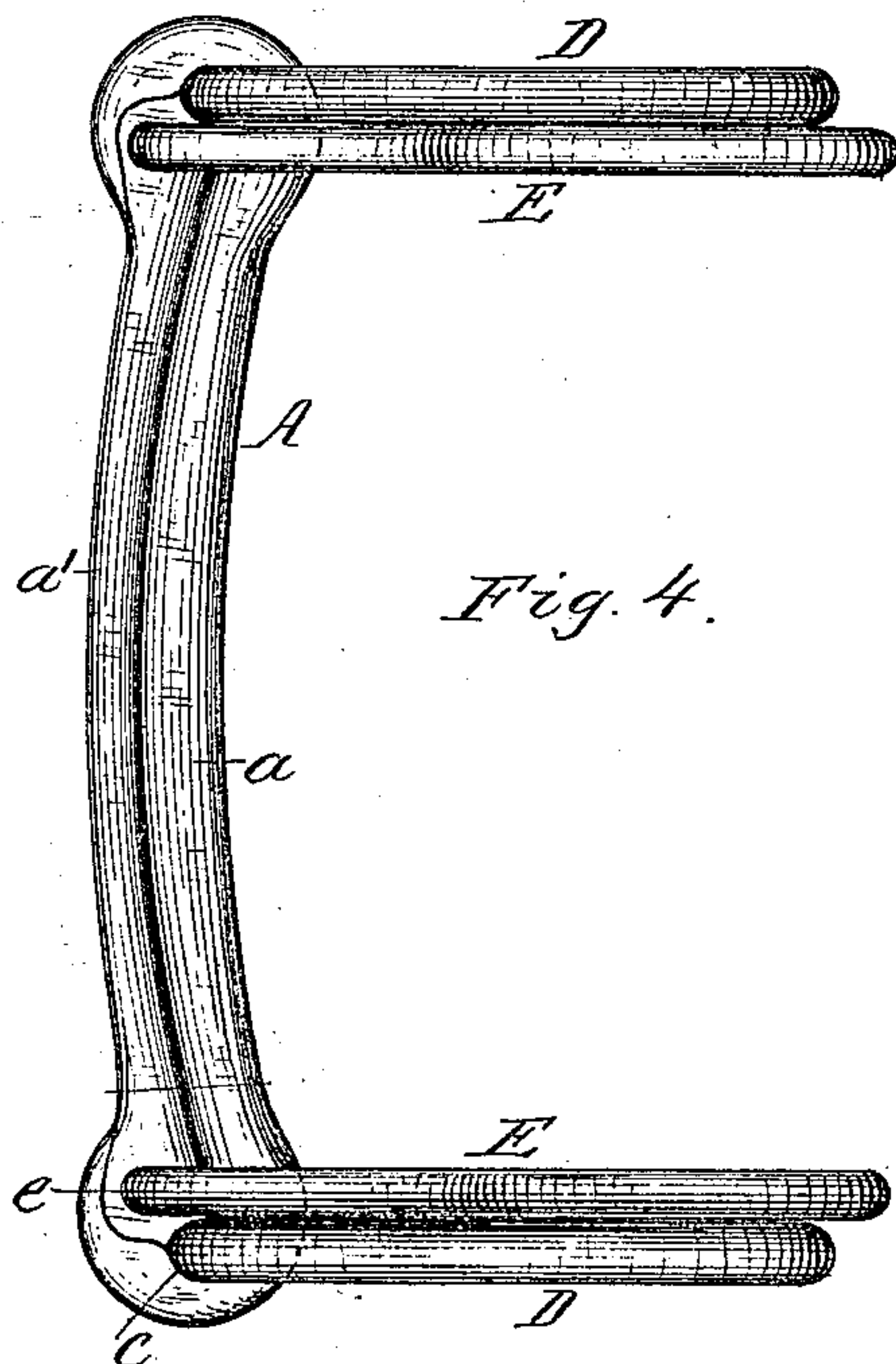
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G. J. Letchworth Inventor.
By Wilhelm & Bonner
Attorneys.

UNITED STATES PATENT OFFICE.

GEORGE J. LETCHWORTH, OF BUFFALO, NEW YORK.

BRIDLE-BIT.

SPECIFICATION forming part of Letters Patent No. 231,063, dated August 10, 1880.

Application filed June 7, 1880. (No model.)

To all whom it may concern:

Be it known that I, GEORGE J. LETCHWORTH, of the city of Buffalo, in the county of Erie and State of New York, have invented
5 new and useful Improvements in Bridle-Bits, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to an improvement in
10 bridle-bits whereby the bridle-bit is rendered more safe and reliable in use.

When an ordinary bridle-bit breaks the driver loses control of the animal, and accidents are likely to happen.

15 The object of my invention is to avoid this difficulty by such a construction of the bit as will enable the driver to retain control of the animal when the bit proper has been broken.

My invention consists of a bit having a compound mouth-piece composed of two or more members, each provided at its ends with independent rein attachments, through which the driving-reins are drawn, the parts being
20 so arranged that when a breakage occurs in the bit proper the second member of the mouth-piece will come into play and enable the driver to retain control of the animal.

In the accompanying drawings, consisting of two sheets, Figure 1 is a sectional plan
30 view of one form of my improved bit. Fig. 2 is a sectional elevation thereof. Fig. 3 is a view of one end of a bit broken at the end. Fig. 4 is plan view, showing a modified construction of my improved bit.

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

A represents a stiff bit composed of two bars or members, $a a'$, secured together lengthwise by rivets b or any other means, so as to
40 form when secured together a stiff bit of the usual size. The rear member, a , of the bit is turned forward at each end, forming an enlarged end or head, which is provided with a perforation or socket, c , for the reception of the ring or rein attachment D. The front member, a' , of the bit is enlarged at both ends and fits with its enlarged ends snugly against the shoulders of the enlarged ends of the rear member, a , of the bit, as clearly shown. The

enlarged ends of the front member, a' , are
50 each provided with a perforation, c , in which is held a ring, loop, or other rein attachment, E, which is made longer than the ring D of the rear member of the bit, so that when both rein attachments D E are placed
55 in position for use the rear part of the rein attachment E will project backward beyond the rear part of the outer ring, D, as clearly shown in Figs. 1 and 2.

F represents the driving-reins, which are
60 each drawn through both rein attachments D E at each end of the bit, as clearly shown. As long as the bit remains intact the draft or pull which is applied to the driving-reins F is received by the outer rings, D, and applied to
65 the rear member, a , of the bit, while the inner rein attachments, E, owing to their greater length, receive little or no strain, and the front member, a' , of the bit remains also unoccupied.

When the rear member, a , of the bit breaks
70 at any point the pull of the rein falls immediately upon the inner rein attachments, E, which are still firmly connected with the front member, a' , of the bit. The rein attachments
75 E and the members a' of the bit, to which they are connected, although constantly present in the bit, have not been called into action before, and are consequently perfectly sound, and the driver is thereby enabled to retain perfect
80 control over the horse under these circumstances until the bit can be replaced by a new one.

As shown in Fig. 4, the ends of the rear member, a , of the mouth-piece may be lapped
85 over the ends of the front member, a' , for the purpose of connecting the two members of the mouth-piece together; but, if preferred, any other suitable means for connecting the two members together may be adopted.

I claim as my invention—

1. A bridle-bit consisting of a compound mouth-piece composed of two or more members connected together and independent rein attachments secured to both ends of each
95 member of the mouth-piece, the rings or rein attachments of one member being made longer than those of the other member, whereby the

member with the shorter rein attachments is brought into use, and the member with the longer rein attachments held in reserve until the other member becomes disabled, substantially as set forth.

5 2. A bridle-bit composed of the rear member, *a*, provided at its ends with rings or rein attachments D, and a front member, *a'*, con-

nected with the rear member, *a*, and provided at its ends with rings or rein attachments E, 10 which are made longer than the rings D of the rear member, substantially as set forth.

G. J. LETCHWORTH.

Witnesses:

EDWARD WILHELM,
CHAS. J. BUCHHEIT.