

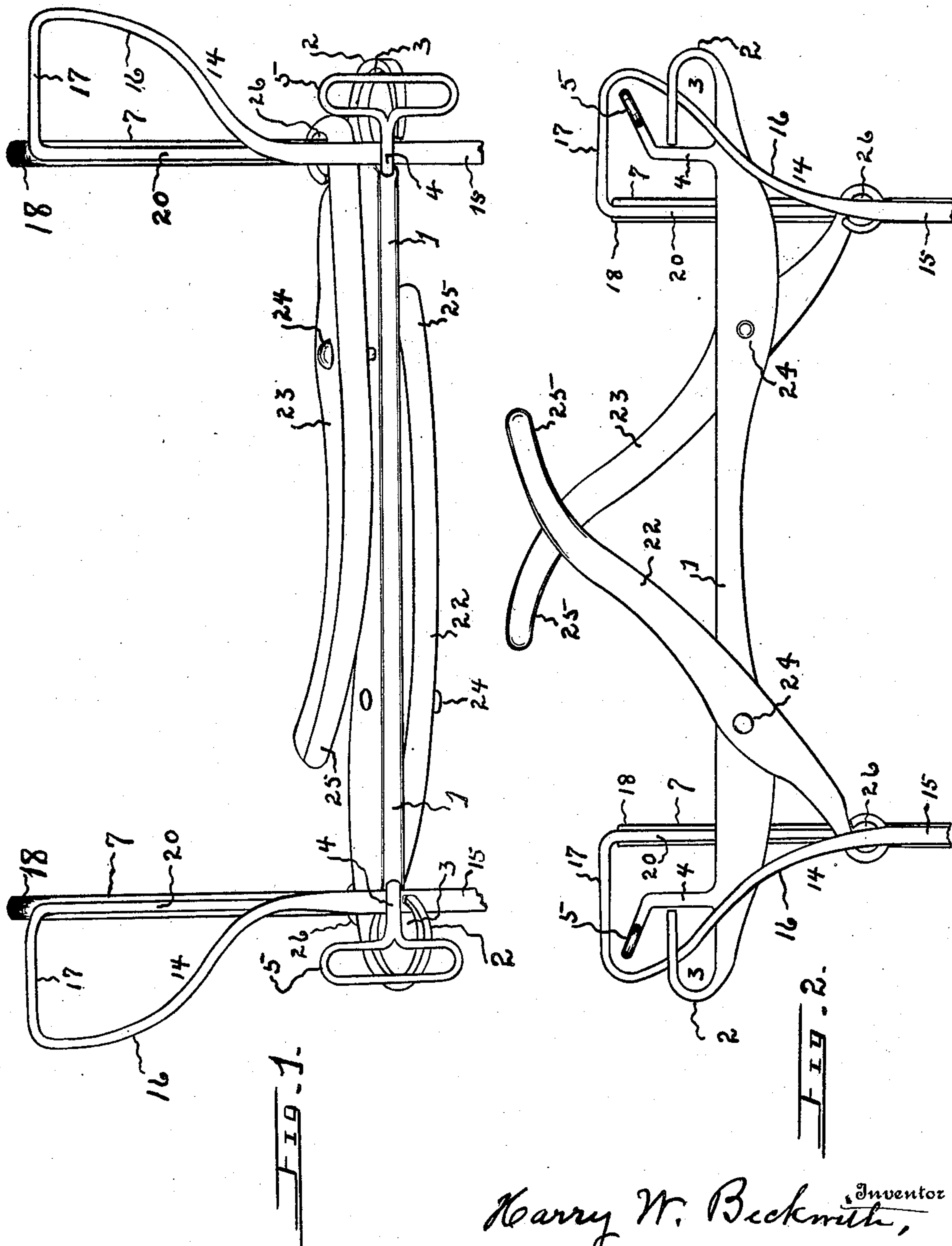
BRIDLE BIT.

APPLICATION FILED JUNE 1, 1908.

**903,351.**

Patented Nov. 10, 1908.

3 SHEETS—SHEET 1.



### Witnesses

George W. Cowell  
H. Polish

Harry W. Beckwith, <sup>Inventor</sup>

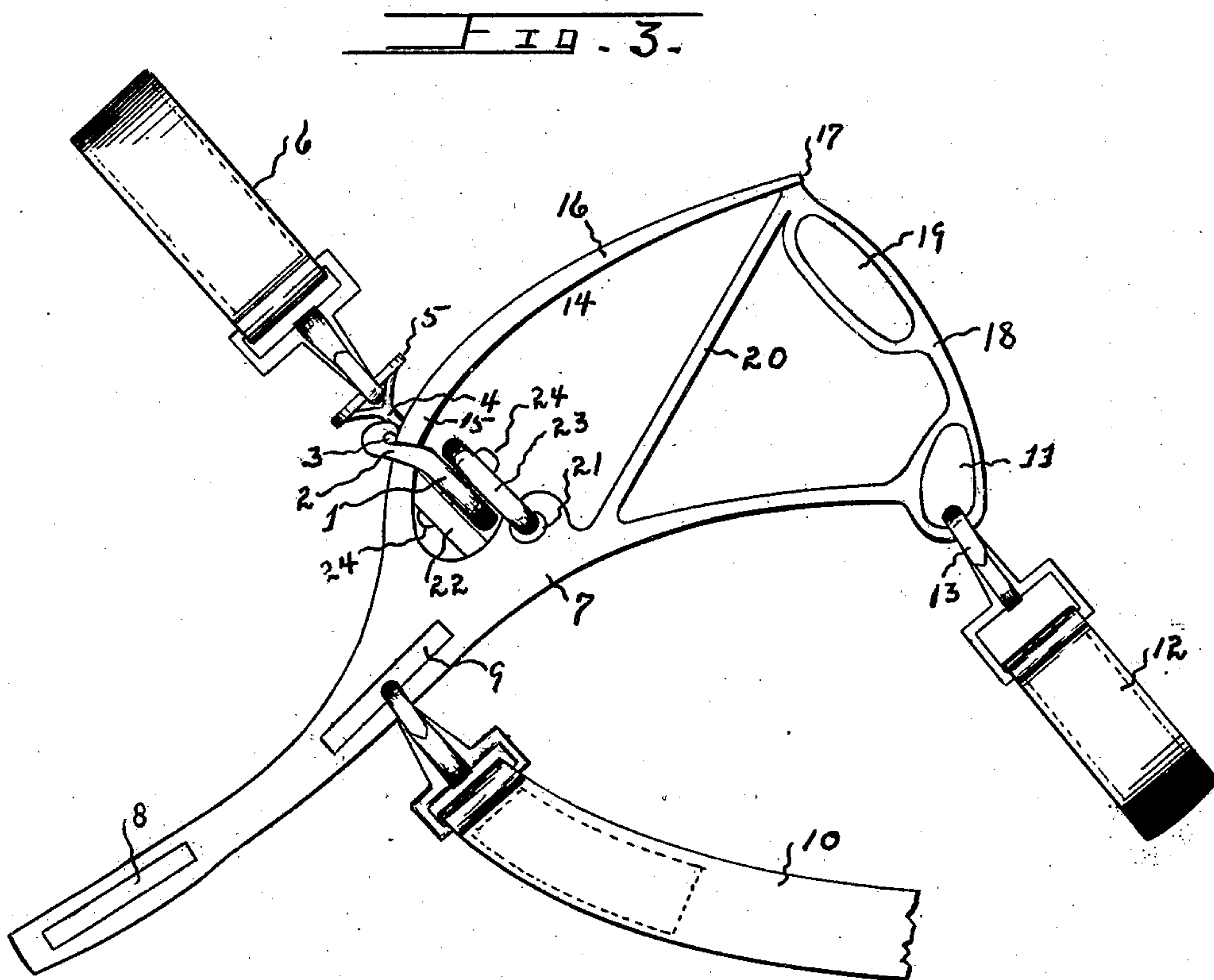
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H. W. BECKWITH.  
BRIDLE BIT.  
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3 SHEETS—SHEET 2.



Witnesses

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D. P. Blish

Harry W. Beckwith Inventor

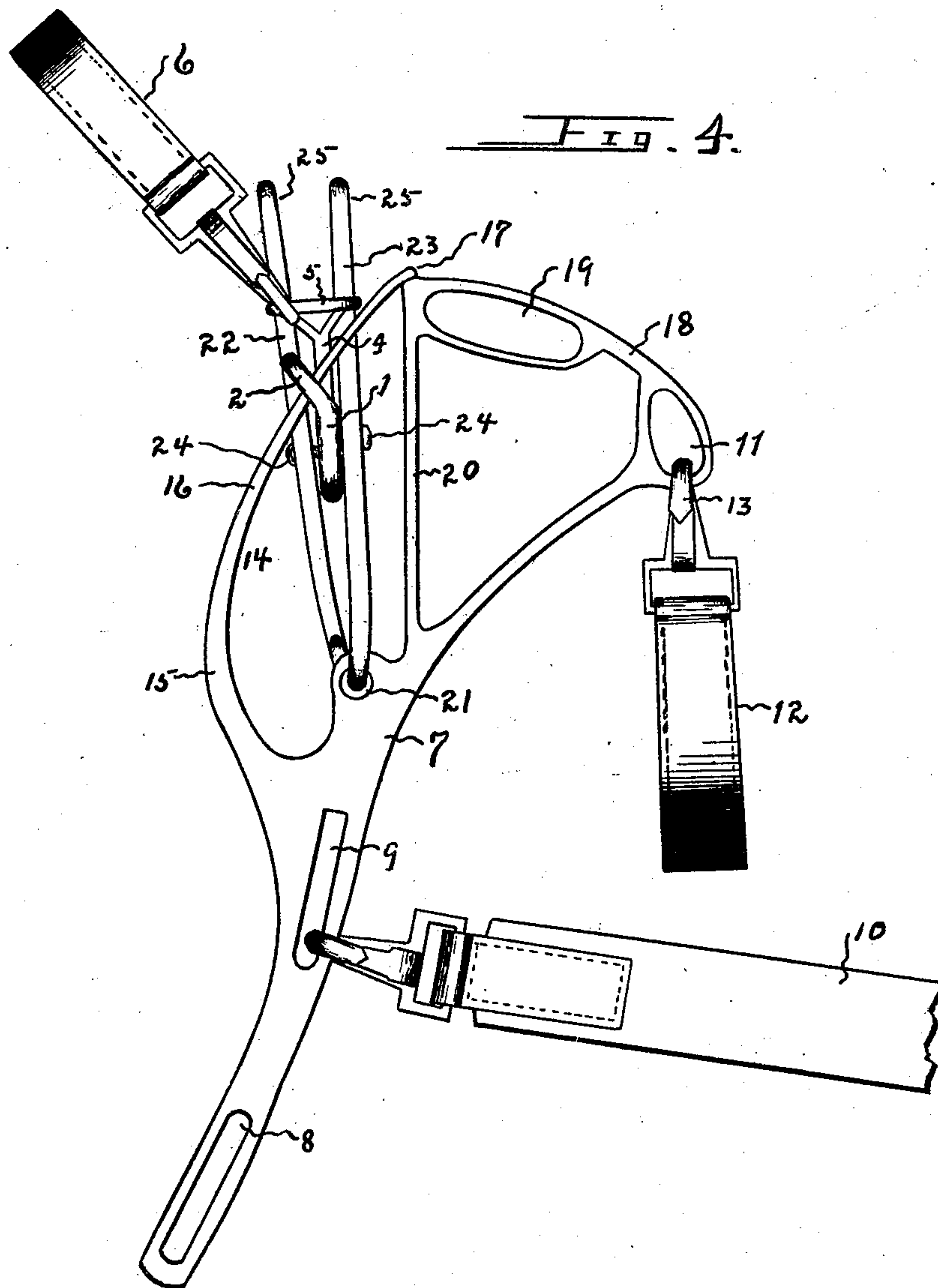
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3 SHEETS—SHEET 3.



Witnesses

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# UNITED STATES PATENT OFFICE.

HARRY W. BECKWITH, OF OMAHA, NEBRASKA.

## BRIDLE-BIT.

No. 903,351.

Specification of Letters Patent.

Patented Nov. 10, 1908.

Application filed June 1, 1908. Serial No. 436,034.

*To all whom it may concern:*

Be it known that I, HARRY W. BECKWITH, a citizen of the United States, residing at Omaha, in the county of Douglas and State of Nebraska, have invented certain new and useful Improvements in Bridle-Bits, of which the following is a specification.

This invention relates to improvements in bridle bits, and has for its principal object the provision of a bit which will be reliable for the control of vicious horses.

The invention also has reference to a construction whereby the bridle bit may be used for driving purposes generally, without regard to the disposition of the animal.

The novel construction and arrangement of parts is fully described herein, pointed out by the claims, and illustrated in the drawing, wherein,—

Figure 1 is a plan view of the bit, the levers being closed. Fig. 2 is a front view thereof, showing the levers raised. In these views the lower part of the side-pieces are shown broken away. Figs. 3 and 4 are side views of the bit, and showing the mouth-levers, respectively, in closed and raised positions.

Referring now to the drawing for a more particular description, numeral 1 indicates a bit-bar having loops 2 at its ends, these being formed to provide the longitudinal apertures 3, and near its ends are provided standards 4 having outwardly extending check-rein loops 5, upon which may be secured nose-straps 6, as shown in Figs. 3 and 4.

I provide side pieces 7, each having a slot 8 at its lower end, and a slot 9 near its lower end in either of which may be secured reins 10; at the opposite end of each side piece is provided opening 11 in which the ends of jaw-strap 12 may be secured as by use of catches or snaps 13.

I provide sliding-rails 14 each having a part 15 formed upwardly divergent from the body of the rail and having a curved part 16 extended outwardly of the plane of the side-piece; each sliding-rail is provided, preferably, with an integral end-portion 17, to operate as a detaining-arm, and formed to extend transversely and inwardly from curved portion 16 to connect with its side-piece; this arm detains loop 2 from sliding from rail 16 at a time when the mouth-levers are raised, and also sustains rail 14, during the strain incident to its uses and holds the curved portion 16 upon a plane outwardly of the body

of side-piece 7. As thus constructed, the parts of each side-piece occupy, substantially, a single plane except portions 16 and 17, and the uses of these parts will presently be explained. The upper part of each side piece 7 is preferably constructed as a curved arm 18 for connecting the upper end thereof with the inner end of arm 17, and upon arm 18 is formed loop 19, within which the bridle strap (not shown) may be secured, and, preferably, I employ the re-inforcing arm 20 to connect between the inner terminal of arm 17 and the body of each side-piece.

I provide apertures 21 midway between the ends of the side-pieces, adjacent the divergent portions 15. These apertures furnish pivotal end-mountings 26 for mouth-levers 22 and 23. These levers are disposed upon opposite sides of bit-bar 1, and have, between their ends, pivotal mountings upon said bit-bar shown at 24, and their free ends are preferably curved, as shown at 25.

The normal position of the several parts is as shown in Figs. 1 and 3, and when driving, the parts ordinarily remain in this position; the horse or team may be guided and an ordinary pull upon the lines or either of them, will not materially change the position of parts. At this time the mouth-levers are closed, and loops 2 of the bit-bar encircle the lower ends of rails 14; at this time the lower ends of rails 14 are disposed at the inner ends of longitudinal openings or loops 3, and since the mouth-levers are closed, the side-pieces are widely separated from each other.

If the horse or team is vicious, or is about to pass from control, the driver, by giving a sharp pull upon the lines, will cause the lower end of side-pieces 7 to swing downward; the bit-bar, thereby, will be moved upward, end-loops 2, riding upon rail 14, and these loops will engage the outwardly curved portions 16 of the rails, and side-pieces 7 will approach closer to each other. During this movement, rails 14, while supported within loops 2, rest against standards 4, and the bit-bar has a smooth upward movement. This movement of the bit-bar causes the free ends of the mouth-levers to swing upward against the roof of the mouth. Since the ends of the levers are curved, they do not injure the mouth of the animal. So long thereafter as the driver keeps the reins taut, the levers will remain in the positions shown in Figs. 2 and 4, and this operation



will be sufficient, as shown by experience, to obtain control of any vicious horse or team. It will be noted, by reference to Fig. 4, that strap 6, for passing over the nose of the animal, holds the bit bar and prevents it from moving downward at this time, and causes the pull upon the reins to become effective for raising the mouth-levers.

In operation, after a horse or team has been subjugated, the parts will assume the position shown in Fig. 3, as soon as the lines are slackened, this being due, partly, from gravity, and partly from action of the horse in closing the mouth, and after the levers have been closed they will thus remain for ordinary guiding or directing, as first stated, and, on this account, the bridle bit may be used generally, without regard to the training or disposition of the animal.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent is,—

1. In a bridle bit, the combination of a bit-bar provided with loops upon its ends, of side-pieces each having a sliding-rail formed upwardly divergent from its junction with, and having an upper part curved outward from the plane of its body; the loops of the bit-bar mounted upon the sliding-rails; a pair of mouth-levers; each of said mouth-levers having an end-mounting upon a side-piece and having a pivotal mounting intermediate its ends, upon the bit-bar.

2. In a bridle bit, the combination of a bit-bar provided with longitudinal openings formed in its ends, of side pieces, each

having an integral sliding-rail formed thereon to extend upwardly divergent from its lower end, and having an upper part curved outward from the plane of its body, and provided with a detaining-arm at its upper end extended transversely and inwardly to connect with its side-piece; said longitudinal openings of the bit-bar traversed by the sliding-rails; a pair of levers having pivotal end-mountings upon the side-pieces; said levers having pivotal mountings intermediate their ends, upon opposite sides of the bit-bar.

3. In a bridle bit, the combination of a bit-bar, of side-pieces each having thereon an upwardly and outwardly curved rail; a pair of curved mouth-levers, each having a pivotal mounting between its ends upon the bit-bar with an outer end pivotally mounted upon one of the side-pieces, the ends of said bit-bar being slidably mounted upon the curved rail of said side-pieces.

4. In a bridle bit, the combination of a bit-bar, of side-pieces, each having an upwardly divergent arm; a pair of mouth-levers, each pivotally mounted between its ends upon the bit-bar, and having its outer end pivotally mounted upon a side-piece, the ends of said bit-bar being slidably mounted upon the divergent arms of the side-pieces.

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

HARRY W. BECKWITH.

Witnesses:

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E. S. BECKWITH.