

N. W. BENNETT.
BRIDLE BIT.
APPLICATION FILED JUNE 1, 1905.

930,827.

Patented Aug. 10, 1909.

FIG 1

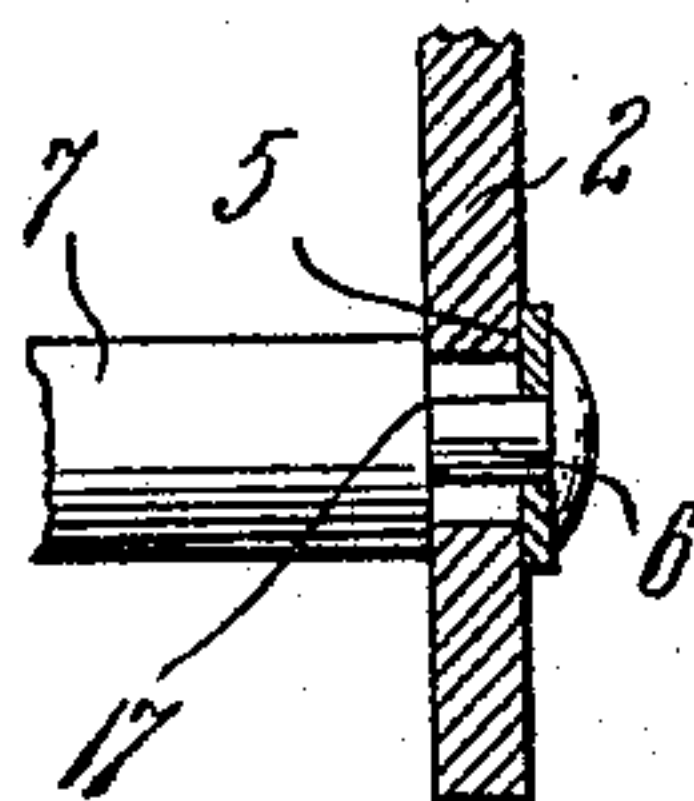
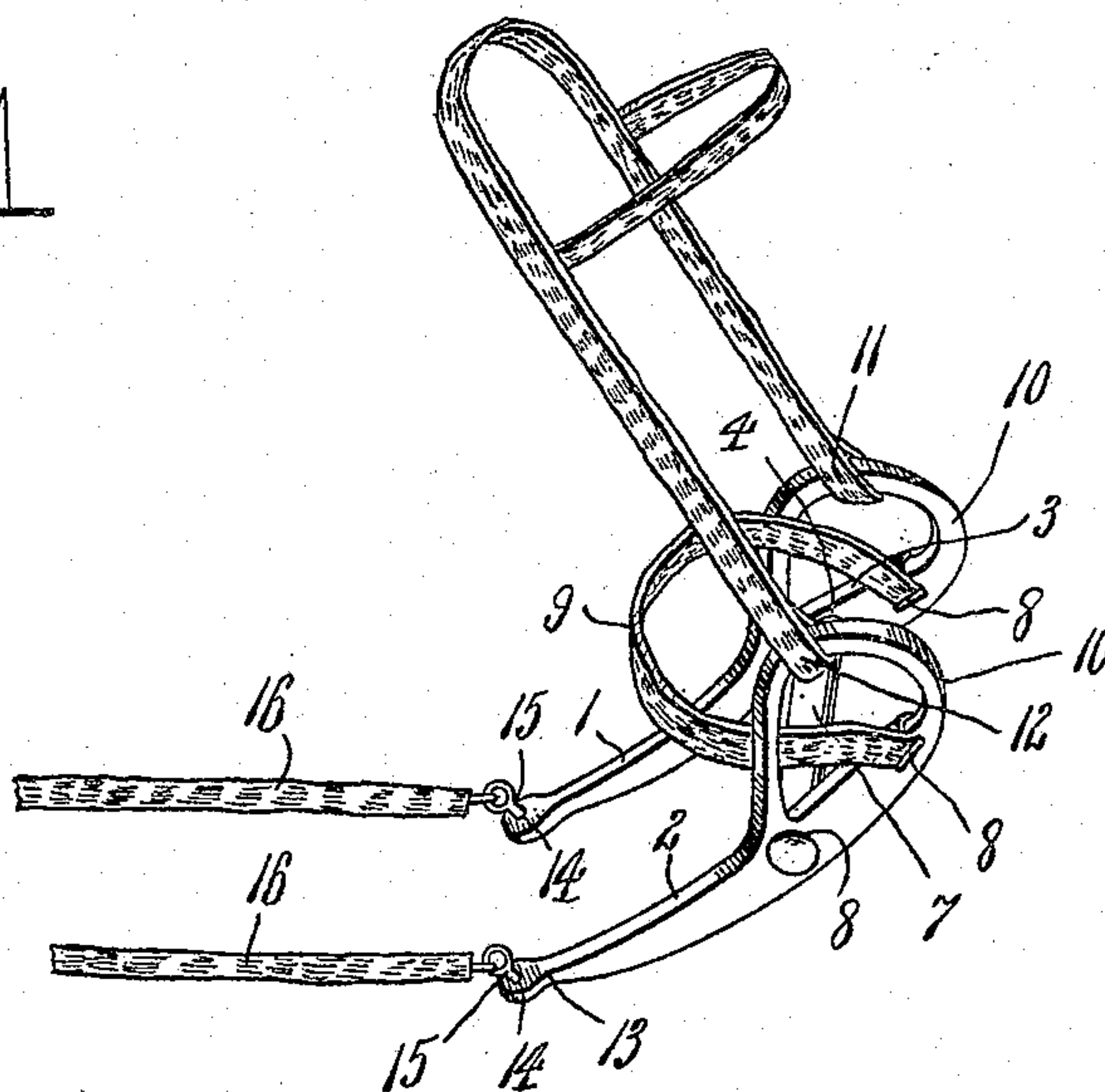


FIG 2

Witnesses

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BRIDLE-BIT.

No. 930,827.

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To all whom it may concern:

Be it known that I, NOAH W. BENNETT, a citizen of the United States, residing at Belgrade, in the county of Gallatin, State of Montana, have invented certain new and useful Improvements in Bridle-Bits; 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.

The present invention relates to improvements in bridle bits, and it aims to provide an exceedingly simple, light, and efficient device of that nature, to which the check rein and curb strap may be readily attached and detached, the latter while in use being positively held against accidental displacement.

The invention will be readily understood from the following detailed description, and its preferred embodiment is illustrated in the accompanying drawings, in which like parts are designated by corresponding reference numerals in the several views.

Of the said drawings—Figure 1 is a perspective view of my invention. Fig. 2 is an elevation of one end of the cross-bar, a portion of the corresponding curb lever being shown in section.

In its practical embodiment, the bit is shown as comprising a pair of curb levers 1 and 2, connected together intermediate their ends by a bit-bar 7. The upper end of each lever is looped, as shown, to provide an enlarged opening 3, and the lower side of each loop is provided with a slot 4 formed transversely therethrough adjacent the lowermost point of said opening and adapted to receive the reduced end 6 of the bit-bar 7 above referred to. The extremities of said reduced ends are upset to retain a washer 5, carried thereon, in place against the outer face of the corresponding curb lever, thus preventing any displacement of the cross-bar therefrom. The said reduced ends are so much smaller than the said slots as to permit of a partial rotation and sliding movement of the bit-bar, which latter, when the reins are pulled, turns and slides slightly in its sockets, leaving the head stall, hereinafter referred to, in its proper position.

In referring to the drawings it will be no-

ticed that the curb levers are slightly curved, and that the forward loop 10, is formed by means of a reduced portion, which is re- 55 curved upwardly and rearwardly, so that these head strap-receiving loops 10 extend in a direction in alinement with the projecting bar-loops 15, as disclosed. Each curb lever is further provided with a second slot 8, 60 which is likewise formed transversely through the lower side of the loop, but which is located in front of the slot 4. Through the slots 8 are passed the opposite ends of the curb strap 9, the said strap ends being passed 65 back through the loop openings 3 and secured to the strap. It will thus be apparent that, when in use, the curb strap will be positively held against sliding movement along the loops, and will be held in place adjacent 70 the front portions 10 thereof. The said loops further serve as a means of attachment for the free ends 11 and 12 of the head strap. The lower ends of the curb lever taper downwardly toward their lower ends or extremities and are reduced from front to rear, as at 13, and provided with terminal sockets 14, 75 for the reception of the bar loops 15, to which latter the reins 16 are connected in any suitable manner. These bar-loops project from 80 the upper edge of the curb levers, a suitable distance, as shown in Fig. 1.

From the foregoing, when considered in connection with the accompanying drawings, it will be understood that the reduced ends 6 85 of the bit bar 7 are of such length, with respect to the thickness of the curb-levers as to permit of a movement of the upper or lower ends of the latter toward and away from each other. In other words, the space 90 between the shoulders 17 of the bit and the inner faces of the stationary washers 8 is such as to permit of a lateral movement of said curb-levers. It will be also understood that by reason of the size of the reduced ends 95 of the bit, a partial rotation and sliding movement of the curb bit is permitted.

What is claimed, is—

A bridle bit comprising the combination of two curved levers each having a terminal 100 socket at one end and a head strap receiving loop at the other, said loops being formed by means of a recurved portion, a head stall slidably held upon said loops, the said levers

being each further provided with a slot extending through the portion of the lever intermediate the ends of the loops upon the sides farthest away from the terminal sockets, a chin strap passing through said slots and fixedly held to said levers, and a bit bar connecting said levers.

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

NOAH W. BENNETT.

Witnesses:

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