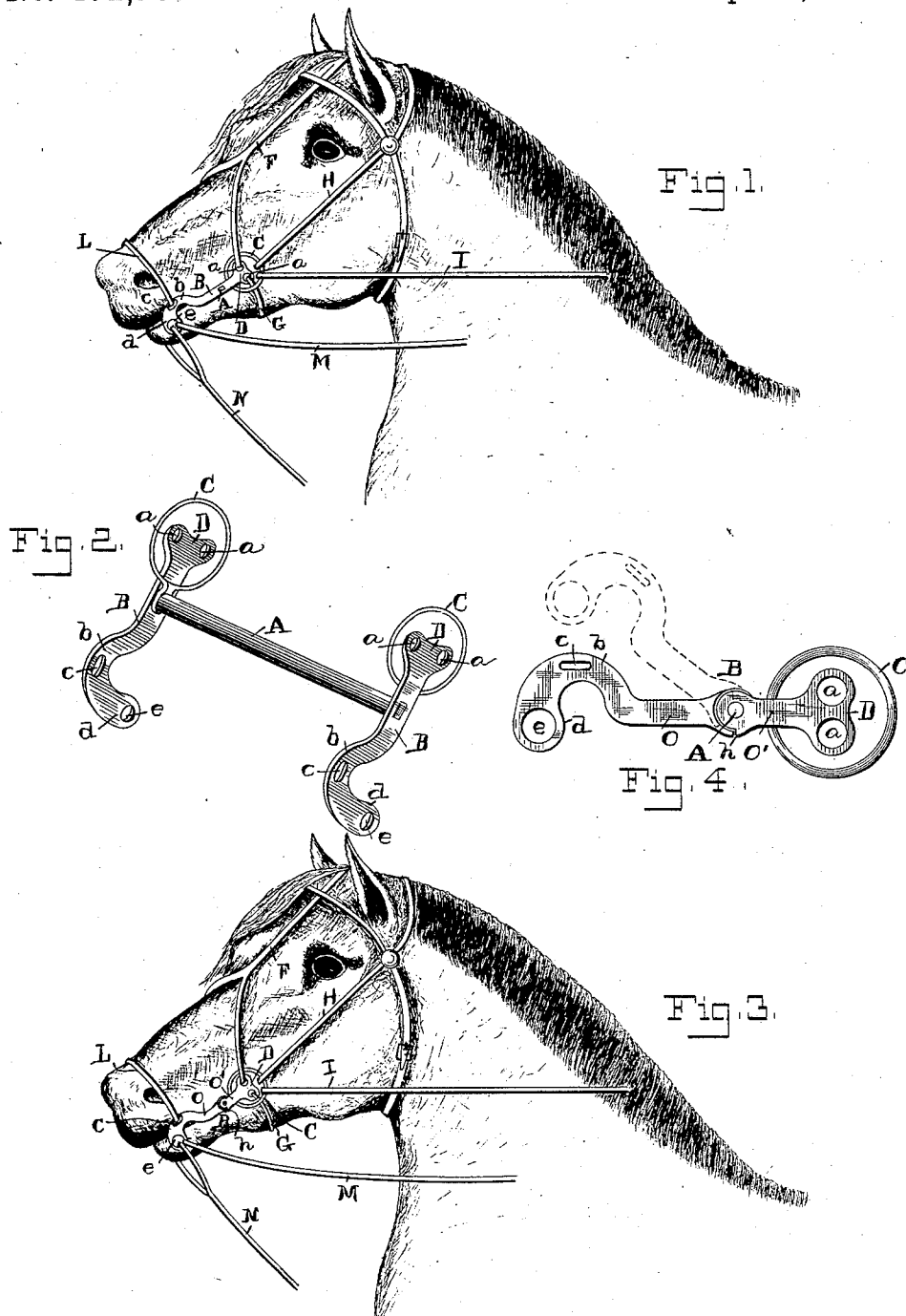


(No Model.)

L. J. JIMENEZ.
CURB BIT.

No. 472,297.

Patented Apr. 5, 1892.



WITNESSES:

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LINO J. JIMENEZ, OF BALTIMORE, MARYLAND.

CURB-BIT.

SPECIFICATION forming part of Letters Patent No. 472,297, dated April 5, 1892.

Application filed September 14, 1891. Serial No. 405,637. (No model.)

To all whom it may concern:

Be it known that I, LINO J. JIMENEZ, a citizen of the United States, residing at Baltimore city, in the State of Maryland, have invented certain new and useful Improvements in Curb-Bits, of which the following is a specification.

This invention relates to an improved curb-bit, the object being to provide a more effective arrangement than has heretofore been used, in which a double pressure is obtained under the lower jaw and upon the nose simultaneously.

With this end in view the invention may be said to consist in the peculiar features of construction and combinations of parts herein-after described and claimed.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 shows my arrangement applied; Fig. 2, a detail perspective view of the bit detached; Fig. 3, a similar view of Fig. 1, illustrating a modification; and Fig. 4, a detail side view of the modified form of bit.

In the drawings, the letter A designates the mouth-bar of the bit, which may be straight, as shown, or may have a bend at the middle. On the opposite ends of this mouth-bar are rigidly mounted at their middles cheek-pieces or side bars B, and inside the latter the bit-rings C are mounted so as to turn on the mouth-bar. Each cheek-piece is made at one end with a double head D, having two eyes *a*, in one of which the overdraw F attaches and in the other of which one end of the under curb-strap G attaches and then passes under the jaw and attaches in like manner to the cheek-piece on the opposite side. The head-stall H of the bridle and the driving-line I attach to the ring C, and the overdraw F passes over said ring, while the curb-strap G passes between the horse's jaw and the ring. The opposite end of the cheek-piece is made with an out curve or bend *b*, having an eye or slot *c*, and at its extremity has a head *d* with an eye *e*. The over curb-strap L attaches at one end in the eye or slot *c*, and thence passes over the nose and attaches in like manner to the cheek-piece on the opposite side. The curb-line M is attached in the eye *e* at the end of the cheek-piece, and the martingale N also attaches in this eye. It will be observed that the ring C acts independently of the curb

devices, and hence in simply guiding the horse these curb devices will not come into play; but upon drawing the horse up to stop or slacken speed a strong pull on the driving-rein I causes the animal to draw his head in toward his neck, which, it will be observed, causes a pull on the overdraw F. This acts to draw forward the upper ends of the cheek-pieces B of the bit and hence tighten the under curb-strap G on the lower jaw. At the same time the lower ends of the said cheek-pieces are thrown backward, the mouth-bar acting as a fulcrum, and the over curb-band L is consequently tightened on the nose. In this way I obtain a double pressure, which is bound to be effective. To secure a stronger pressure, the curb-line M is used and greater leverage is thereby obtained. It will be seen that by the use of this curb-line a very powerful pressure may be brought to bear upon the lower jaw and nose, which will have the effect of partially cutting off the horse's wind and will quickly bring him under control.

With the martingale attached the horse may be made to hold his head in one position, as will be obvious.

If it is desired to allow the horse more freedom in the use of his mouth, I construct the cheek-pieces as illustrated in Figs. 3 and 4, where they are shown each in two parts O O', jointed together by means of lapping ears, through which the mouth-bar A passes. The lower section O is free to move outward, allowing the horse to open his mouth; but a shoulder *h* on the section O' prevents it from moving backward, whereby by use of the line M the curb-straps may be applied as before.

It is evident that numerous changes may be made in the form and construction of the parts embodied in my invention, and hence I am not limited to the precise arrangements shown, but consider myself entitled to all such changes as come within the spirit and scope of my invention.

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

1. The combination, in a bridle, of a mouth-bar, cheek-pieces mounted at their middles thereon, rings mounted at one side on the mouth-bar and free to turn thereon, a curb-strap attached at its ends to the upper ends

of the cheek-pieces and arranged to extend under the horse's lower jaw and passing between the latter and the bit-rings, a curb-strap attached at its ends to the lower ends
5 of the cheek-pieces and arranged to extend over the horse's nose, an overdraw attached to the upper ends of the cheek-pieces, and head-stall and driving-lines connected with the bit-rings.

10 2. The combination, in a bridle, of a mouth-bar, cheek-pieces mounted at their middles on the ends of the same, and each comprising two parts jointed together by the mouth-bar passing through them, the lower section free to
15 move outward, turning on the mouth-bar, but limited in its backward movement by a shoul-

der on the upper section, a curb-strap attached at its ends to the upper ends of said cheek-pieces and arranged to extend under the horse's lower jaw, a curb-strap attached at its
20 ends to the lower ends of the cheek-pieces and arranged to extend over the horse's nose, an overdraw attached to the upper ends of the cheek-pieces, and driving-lines connected with the bit.

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

LINO J. JIMENEZ.

Witnesses:

JNO. T. MADDOX,
JOHN F. ZIMMERMANN.