W. C. Baker,

Curb Bit.

No. 52,125. Patented Jan. 23, 1866.

Fig. 5.

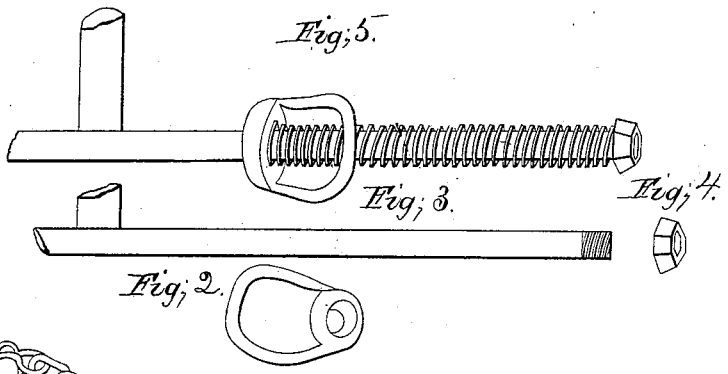
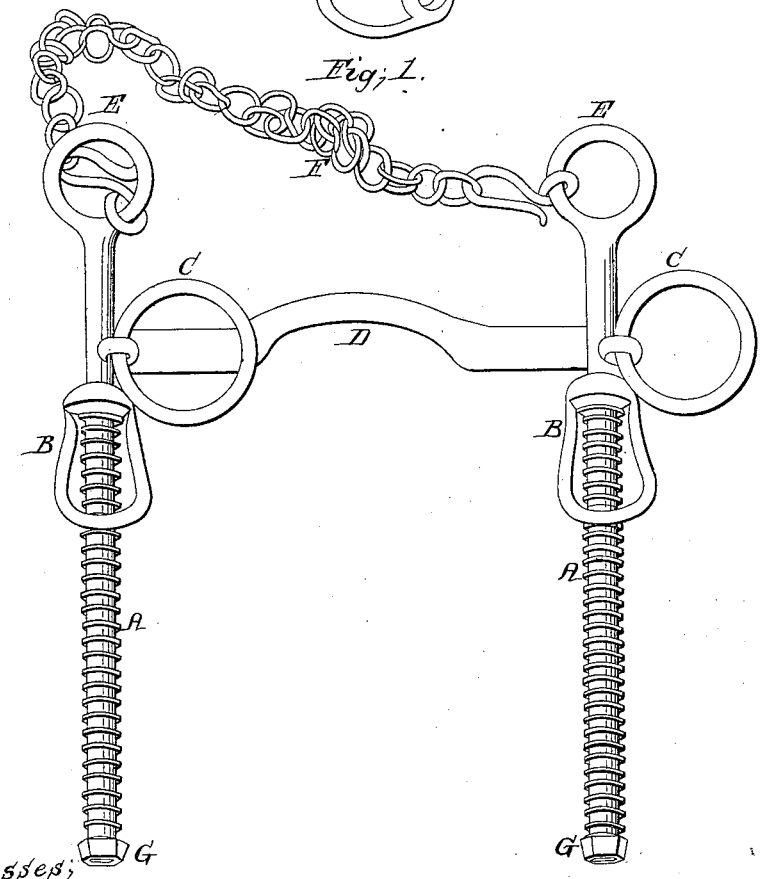


Fig. 3.

Fig. 4.

Fig. 2.

Fig. 1.



Witnesses;
W. J. A. Fuller
Leon Abbott.

Inventor:
Wm. C. Baker

UNITED STATES PATENT OFFICE.

WILLIAM C. BAKER, OF NEW YORK, N. Y.

IMPROVED CURB-BIT.

Specification forming part of Letters Patent No. 52,125, dated January 23, 1866.

To all whom it may concern:

Be it known that I, WILLIAM C. BAKER, of the city of New York, in the county of New York, in the State of New York, have invented a new and useful Improvement on a Curb-Bit, which I call "Baker's adjustable curb-bit;" and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a perspective view, the letters A A showing the spiral springs around the cheek-piece; B B, the rein or driving eyes; C C, the check-eyes; D, the mouth-piece; E E, the top eyes; F, the curb-chain; G G, the nuts screwed onto the bottom of the cheek-piece.

Fig. 2 shows the rein or driving eye detached.

Fig. 3 shows the lower part of the cheek-piece with a screw-thread cut on its end to hold the nut G.

Fig. 4 shows the nut G detached.

Fig. 5 shows the lower part of the cheek-piece with the nut G and driving-eye B attached, and the spiral spring A partially compressed by the tension of the rein attached to the driving-eye B.

My adjustable curb for a horse's bit is constructed like an ordinary curb-bit, with the difference exhibited by the drawings. This difference consists chiefly in the cheek-piece, which in the curb-bits now in common use has two or more eyes for the driving and curb reins. These eyes on the cheek-piece of the curb-bits now in use are immovably attached, and make a greater or less leverage and a proportionate curb of greater or less power as they approach the lower end of the cheek-piece, where the lever-power is the greatest, and where such great injury is done to a horse's mouth. This injury and difficulty is wholly avoided and obviated by my adjustable curb-bit. I do away entirely with the use of the driving-eye attached permanently and immovably to the cheek-piece, and substitute therefor one movable sliding eye, which may be like that shown in Fig. 2, or it may be made in any other form or shape so long as it slides up and down the cheek-piece readily and subserves the intended purpose—to wit, when pulled hard upon by the reins, which are buckled into or otherwise attached to the driving-eye, to press down gradually the spiral spring A, (which may be made of steel or other material,) and thus produce the same effect as if the driving-eye were fastened low down upon the cheek-piece, as in the ordinary curb-bit now in common use. The driving-eye, Fig. 2, is first slipped upon the cheek-piece from the bottom until it reaches the mouth-piece D.

The spiral spring A may be made of any dimension so long as it slips on readily, and of any degree of tension and power required, the object being to have the spring so compressible as to be able to press it downward to any desired extent when pulling strongly upon the reins, and sufficiently resilient to spring back to its normal position when the reins are somewhat slackened. This spiral spring envelops the whole length of the cheek-piece below the driving-eye, and after being slipped on is secured in its position by the nut G, Fig. 4, screwed onto the thread cut on the lower end of the cheek-piece, as shown in Fig. 3. This nut is made to screw on and off, so that the spiral spring and driving-eye may be slipped off and the whole readily oiled and cleaned.

The spiral spring may or may not be attached to the driving-eye. The spiral spring may be attached some other way, as on top instead of under the driving-eye.

The driving-eye may be attached to the ring on the back and otherwise. The driving-eye may have a wheel to lessen the friction on the cheek-piece.

The cheek-piece may be made of a different shape—as, for instance, the lower part of the cheek-piece may be at a different angle from the upper part, thus giving greater power; or the cheek-piece may be at a different angle from the rest of the bit.

The advantages of my adjustable curb-bit are that it is a curb only when the exigency requires its use as a curb-bit. It obviates the necessity for the extra or safety rein employed by equestrians, and also used for carriage-driving, to a limited extent, in the United States and very generally in Europe. It is easier on the horse's mouth in ordinary driving, as the spiral spring will yield to the uneven tension on the reins produced from driving over rough roads and from other causes. It allows the requisite draft on the horse's mouth with less effort to the driver than the ordinary bit, and it wholly

does away with the necessity for using the common curb-bit, which is cruel and injurious to the animal, while, at the same time, it serves the purpose of the strongest curb to the most vicious or refractory horse, and the gradual tension upon the spiral spring prevents the injury caused by a sudden jerk or violent pulling upon the common curb-bit now in use.

My adjustable curb-bit can be used upon the most gentle horse, keeping him under easy control under any and all circumstances, and is a perfect precautionary measure against a spirited animal's taking fright or having a vicious freak, the only resort in such cases before the discovery of my invention being the permanent curb, which always remains the same thing so long as the reins are buckled in, no matter to which eye of the cheek-piece the reins may be attached.

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

The application of a spiral spring to the cheek-piece of a curb-bit, in combination with a movable sliding driving-eye, the whole constructed, attached, and operated substantially in the manner hereinbefore described.

WM. C. BAKER.

Witnesses:
W. J. A. FULLER,
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