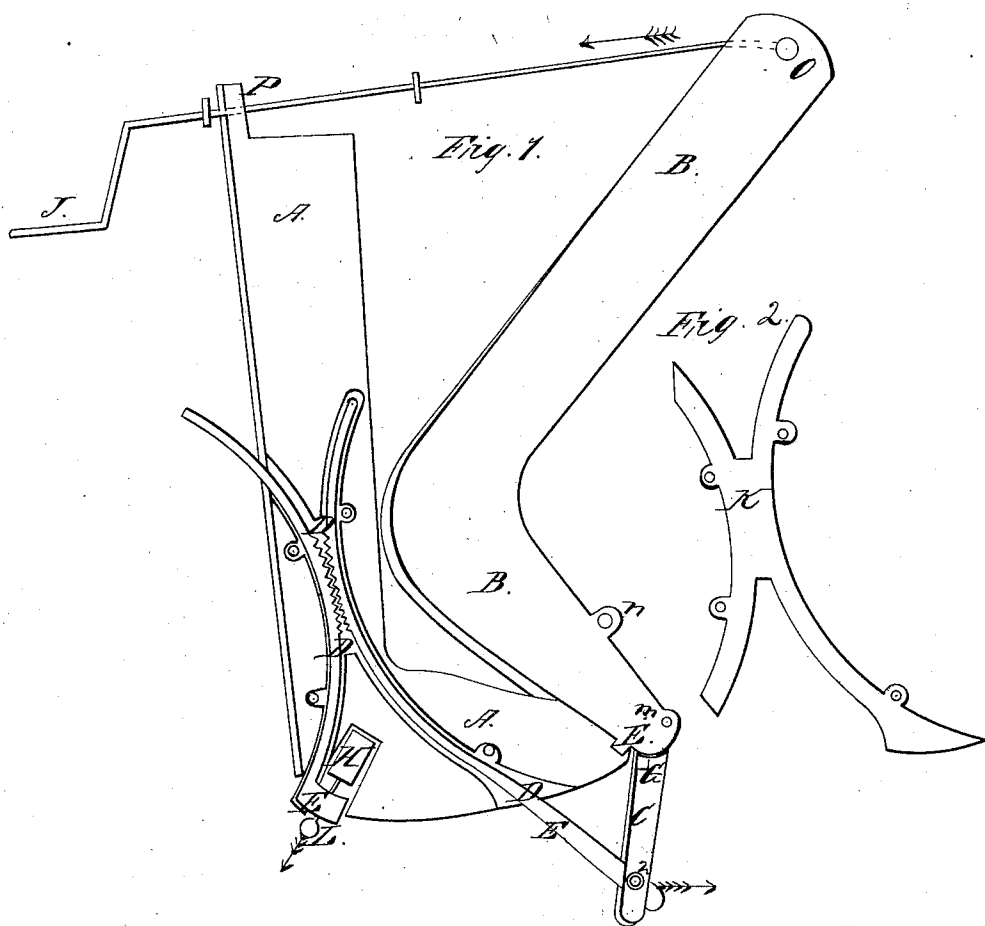


H. Stanley,
Boot Crimper,
No 8,305, *Patented Aug. 19, 1851.*



UNITED STATES PATENT OFFICE.

HARTWELL STANLEY, OF WILMINGTON, VERMONT.

BOOT-CRIMP.

Specification of Letters Patent No. 8,305, dated August 19, 1851.

To all whom it may concern:

Be it known that I, HARTWELL STANLEY, of Wilmington, county of Windham, and State of Vermont, have invented a new and Improved Mode of Crimping Boots; and I do declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

10 Plate 1st in the drawings represent the machine in position to receive the boot front for crimping.

A, A, is the crimp board on which the boot front is crimped.

15 B, B, is the brake which is drawn down over the crimp board to crimp the boot front.

I, is a long screw with a crank on the end, at P, passing through the bolt, O, and lying in a slot in the top of the crimp at P for the purpose of drawing the top of the brake over the crimp board by turning the crank.

20 C, is a lever attached by a joint to the toe of the crimp board spanning it and the toe of the brake also spanning the lever. M, a bolt or screw passing through the toe of the brake; the end of the lever; and also the toe of the crimp board holding them all in their proper places while in operation.

30 E is a knob on the brake for the purpose of carrying forward the lever C, when the brake is drawn down far enough for the knob to strike a bolt passing through the lever C at G, thereby moving the lower end of the lever C in the direction of the arrow.

40 D D D is the circular groove in the crimp board in which are placed the two circular rods E E connected by cogs or gear as represented in the drawings, one of which rods is attached to the lever C at Q. On the end of the other at E is a bolt or screw passing through into the clamps H that receives the corner of the boot front as they are drawn over the crimp board A A.

N is a bolt or screw passing through the brake to adjust them to a proper distance to pass over the crimp board.

O is another bolt or screw passing through the top of the brake adjusting it as before described and at the same time receives the screw I by which the brake is drawn over the crimp board.

P is a projection on the top of the crimp board which has a slot in it through which the screw I is pierced in drawing the brake down over the crimp board.

Plate 2nd marked K is a plate fitting the circular groove in the crimp board covering the circular rods E E over smoothly making the crimp board A A smooth on the outer surface, to draw the boot front over while the rods perform their service acting in the center of the crimp board.

The operation of the machine is as follows: When Plate 2nd marked K is placed on the circular grooves and fastened there and the machine in position indicated in the drawings throw forward the brake and lay the boot front on to the crimp board in position for crimping drawing the corners and placing them in the clamps H then apply the hand to the crank J and draw the brake over on the crimp board till the knob F strikes the bolt G in the lever C carrying it forward in the direction of the arrow and by this means drawing the opposite rod with its head E in the direction of the arrow and thus bringing the corners of the boot front all down together and at the same time by turning the screw I.

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

The lever C, the knob F, the bolt, G, and the two circular rods E E in combination with each other and with the other parts of the machine as described for the purpose of drawing the corners of the front to their proper place at the same time the brake is passing down over it by turning the screw I, and I make no further claim.

HARTWELL STANLEY.

Witnesses:

DAVID G. COLBURN,
JASON BURRELL.