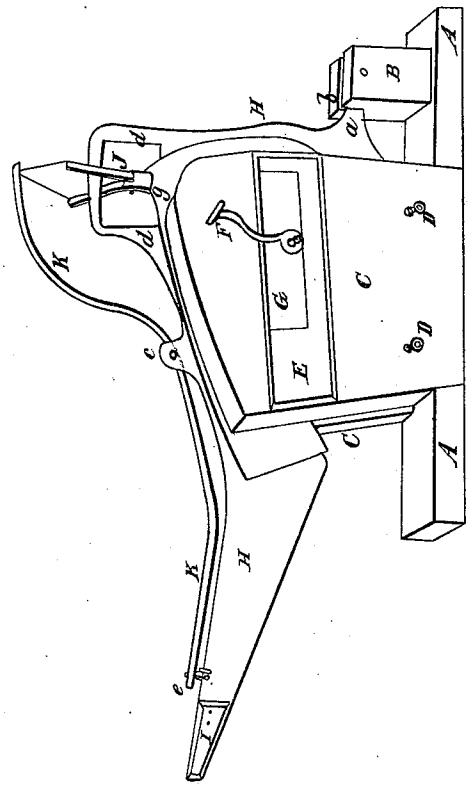
L. Barrett,

Crimping Leather,

No. 9,352. Patented Oct. 26, 1852



UNITED STATES PATENT OFFICE.

LUMAN BARRETT, OF GAINESVILLE, NEW YORK.

BOOT-CRIMP.

Specification of Letters Patent No. 9,352, dated October 26, 1852.

To all whom it may concern:

Be it known that I, LUMAN BARRETT, of Gainesville, in the county of Wyoming and State of New York, have invented a new and useful Improvement on a Machine for Crimping Boots; 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 the figure is a perspective view.

The sill represented in the drawing by the letters A, A, is constructed of hard wood five inches wide, three inches thick, and about three feet long; with the standard or post B, for receiving the end of the lever, or brake as shown at (*a*), framed into it, within four inches of the end. This post may be six inches high, and four inches square, with a mortise (*b*, *b*,) one half inch in width, and three inches in depth, in the top, for the purpose of holding the end of the brake, as stated.

C is a jaw, or clamp of which there are two, as shown at C, C′, between which the brake works. Said clamps may be made of hard wood about fourteen inches high, measuring to the longest corner, and their greatest width twelve inches, with a thickness of two inches. These clamps may be ten inches wide, at the bottom where they are joined to the sill, increasing in width to the top. They are likewise longer at about one fourth of the distance across, measuring from the front edge, than at any other point. Said clamps are let into the sill their full thickness, with a gain, and the one, only a part of which is shown in the drawing, at C′ is fastened firmly to the sill, while the other C, being the one of which the whole is shown, is fastened to said sill, by two pins, so formed as to permit it to slide upon them, and thus approach, or recede from the opposite clamp C′, according as it is moved by the thumb screws D, D, said screws not passing into the sill, but through the clamp C above it, and resting against the inside of the opposite clamp C′, being used for the purpose of graduating the distance, between the clamps, in order to accommodate them to any thickness of leather.

E represents a cleat, of which there is a corresponding one on the other clamp, or the one opposite the crank F, for the purpose of strengthening the clamps, and likewise to prevent them from warping, being fastened firmly with screws. Upon this cleat rests the elliptic spring represented in the drawing by the letter G. Said spring is fastened at the end by a screw, and also the bolt upon which the crank is screwed, passes through its center. The design of this spring being to graduate the motion of the movable clamp (C,) as the brake H H, passes up and down, between the clamps. The crank F, is used in connection with the thumb screws D, D, for the purpose of graduating the distance, between the clamps, to suit the different thicknesses of leather used. This crank works on the bolt, passing from the outside of the opposite clamp, through both the cleats E, and the clamps C C′, and also the spring G. The brake H may be made of iron, cast about one fourth of an inch thick, and about four feet in length; of the form described in the drawing, the lower edge being of the proper form for shaping the boot front. The end of the brake shown at (*a*), works in the mortise (*b*), upon a pin passing through the post B at the center of it, and at right angles with the mortise.

The leather is crimped by taking hold of the handle of the brake, as shown at *l*, and working in between the clamps C, C′, by raising and depressing, the end, and also with the aid of the self-holding pincers shown at J, attached to the end of the spring K, K. This spring is made of steel, of sufficient size, to insure the requisite strength. It is fastened to the brake, by entering the projection of the brake, as shown at (*c*), into a mortise through the spring, a pin passing through the mortise, and the post, and at right angles with them forming a hinge, upon which the spring works. To the end of this spring K, K, are attached the self-holding pincers J, by a wire running to the end of each lever, or handle of said pincers. These pincers work within the loop of the brake shown at (*d*, *d*,) by which loop they are kept in their place and being fastened to the end of the spring K, K, with wires, when the other end of this spring shown at (*e*,) is raised the pincers open, but when it is pressed down and fastened within the loop (*f*), they are closed upon the corners of the leather. The design of the spring K, K, is, by thus holding the pincers, the corners of the leather shown at (*g*) may be drawn evenly all of

the time while crimping, and if it stretches, being held thus by a spring, it is drawn back, and thus prevented from lying in folds, or wrinkles.

It is a fact, as all mechanics of this trade well know, that in all machines hitherto constructed, for this purpose, it has been impossible to crimp soft and thin leather and leave it smooth. In the best machines, so far at least as my knowledge extends, leather for fine boots cannot be crimped, but this inconsequence of the combination of the spring *k*, *k*, with the pincers J acting upon the corners of the leather constantly, and stretching it evenly as has been described works fine French calf-skin, or morocco, equally as well as any other kind of leather.

In using this machine the leather should first be thoroughly saturated with water, then placed upon the clamps, so that the instep of the leather will correspond with the instep of the brake. The brake is then moved downward, so as to throw the corner of the leather perpendicular to the pincers, which are then made fast to the corners of the leather by bringing the end of the spring *k*, *k*, within the loop (*f*). The brake is then worked as above described. The leather should remain within the clamps a sufficient time, when it should be placed upon a crimp-board and remain until dry, or nearly so, when it will be fitted for further use.

I do not claim as my invention, the form of the brake, or of the clamp, but

What I do claim as my improvement on crimping machines is,

Arranging a spring lever *k* upon the back of the crimping lever H, substantially in the manner and for the purpose herein set forth.

LUMAN BARRETT.

Witnesses:
AUGUSTUS HARRINGTON,
GEORGE HARRINGTON.