J. D. Batchelor,

Crimping Leather,

No. 50,788, Patented Nov. 7, 1865.

Fig. 2.

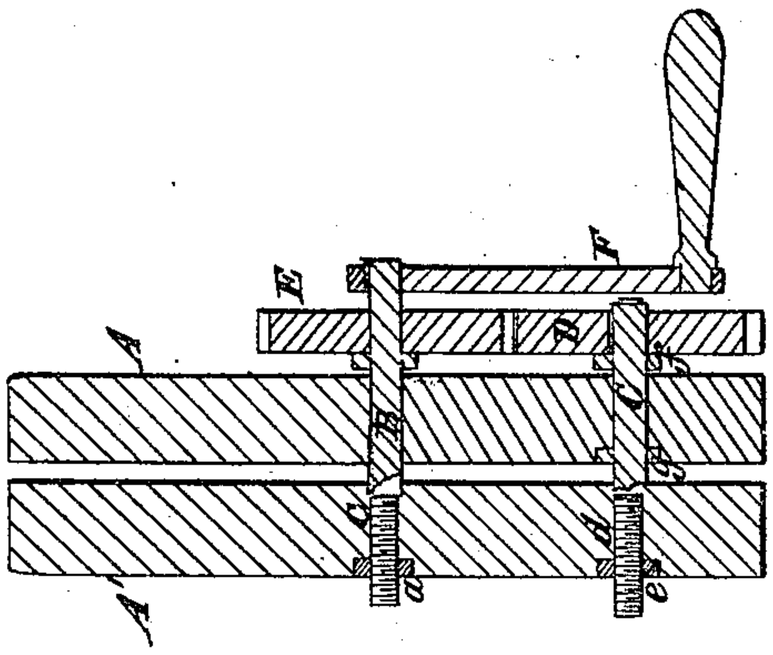
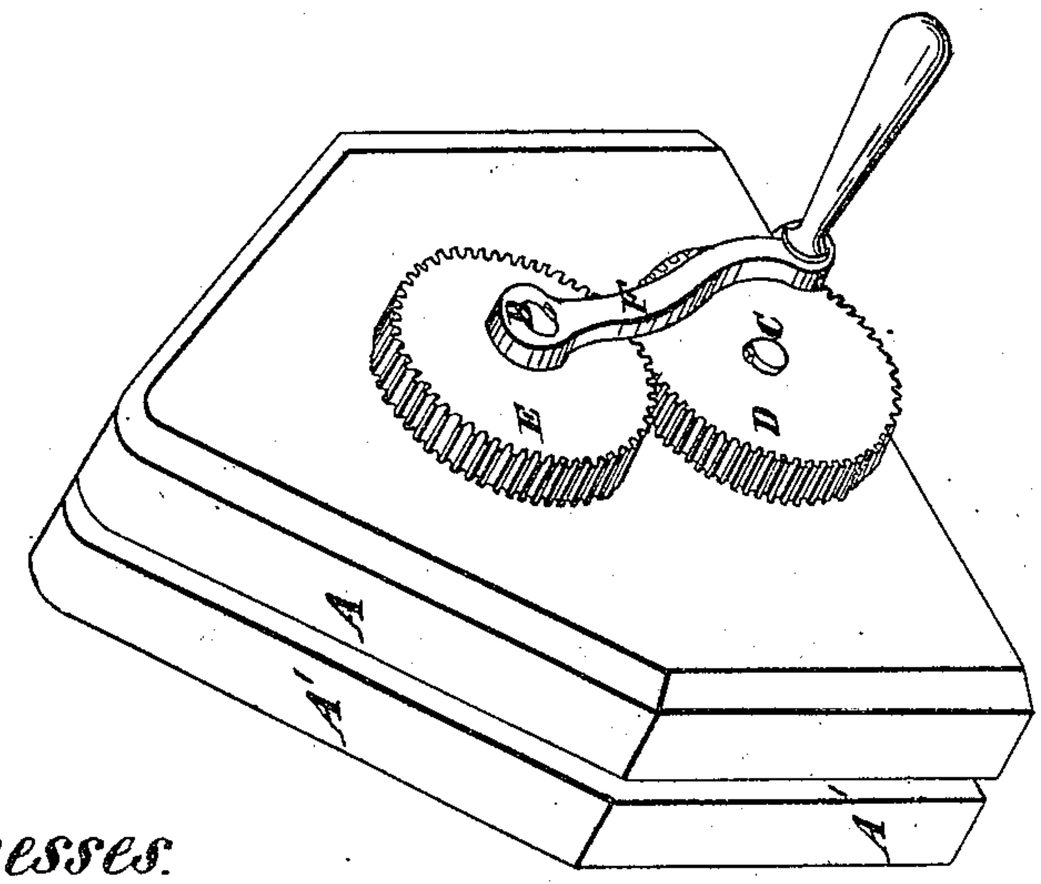


Fig. 1.



Witnesses.

H. C. Fulla.

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UNITED STATES PATENT OFFICE.

J. D. BATCHELOR, OF UPTON, MASSACHUSETTS.

IMPROVED BOOT-CRIMPING MACHINE.

Specification forming part of Letters Patent No. **50,788**, dated November 7, 1865.

To all whom it may concern:

Be it known that I, J. D. BATCHELOR, of Upton, in the county of Worcester and State of Massachusetts, have invented certain new and useful Improvements in Boot-Crimping Machines; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a perspective view of so much of a boot-crimping machine as is necessary to illustate my invention, and Fig. 2 represents a vertical central cross-section of Fig. 1.

In the drawings, A A′ are the clamping or crimping jaws, made in the usual form.

B is a crank-shaft, which passes through one of the crimping-jaws, A, and thence through a metal nut, *a*, upon the outside of the other jaw.

C is a secondary shaft, which passes through the crimping-jaws in a similar manner, only lower down.

Upon the end of shaft B a right-hand screw-thread, *c*, is cut to work in the thread cut in nut *a*, while a left hand screw-thread, *d*, is cut upon one end of shaft C to work in nut *e* let into the jaw. Upon the other end of shaft C is gear D, a washer, *f*, being interposed between the gear and jaw. Shaft C has also a shoulder or hub, *g*, which is let into the inside of the jaw. Shaft B is also provided with a gear, E, and a crank, F.

From the above description it will be seen that when crank-shaft F is turned to open or close the clamping-jaws gear F will act upon gear D so that shaft C will be turned also, and as shaft C is provided with a left-hand screw-thread the jaws A A′ will be opened and closed parallel to each other. The jaws as constructed heretofore could not be thus operated, since only one shaft passed through, and that the crank-shaft, a set-screw being employed to adjust the other parts of the jaws, and which acted independently of the crank-shaft.

When the operator desires to use one of the old crimping-machines he turns the crank-shaft to open the top as far as is necessary, and then turns the set-screw to adjust the lower part. This last operation is effected by guess, or at random; and hence it often happens that much time is taken up before the right relative position of the jaws is obtained, and then only after imperfectly crimping several pairs of boot-fronts, which, being wrinkled and crinkled up by the irregular and imperfect position of the jaws, require much more labor to smooth them out than is required to finish work crimped by properly-adjusted jaws.

By my invention the clamping-jaws are adjusted very quickly to crimp thick or thin leather, thus avoiding the delay and other objections incident to the use of the old modes.

Another advantage of my invention consists in the fact that the clamping-jaws can be set farther apart at the top than at the bottom, and vice versa, and then the jaws can be opened and closed parallel to such position.

The shaft C might have a right-hand screw-thread cut upon the part of it which passes through the first jaw, in which case the point of the shaft should be so made as to abut against the jaw A′ when the jaws are closed. I prefer, however, to make the shaft long enough to pass through the second jaw, as shown in the drawings. If the jaws are made entirely of iron, the screw-threads for the shafts can be cut in the jaws, and thus obviate the use of nuts.

Having described my improved boot-crimping machine, what I claim therein as new, and desire to secure by Letters Patent, is—

1. The combination, with the clamping-jaws, of the screw-shafts B and C, gears E D, and crank F, substantially as set forth.

2. Operating the clamping-jaws in boot-crimping machines by means of two parallel shafts, each shaft having a gear which meshes into the gear upon the other shaft.

J. D. BATCHELOR.

Witnesses:

H. L. FULLER,

THOS. H. DODGE.