

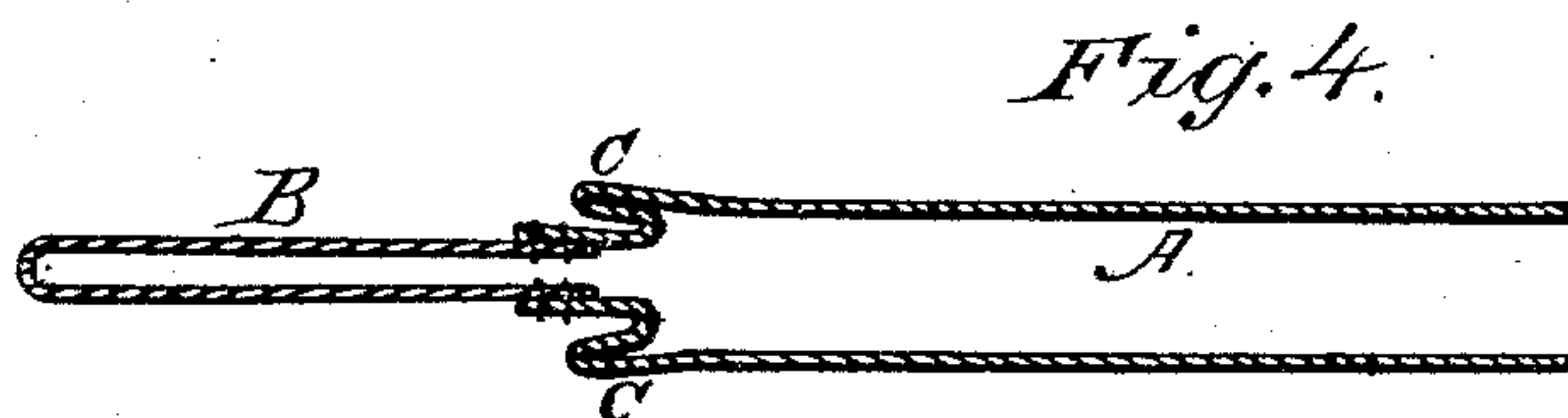
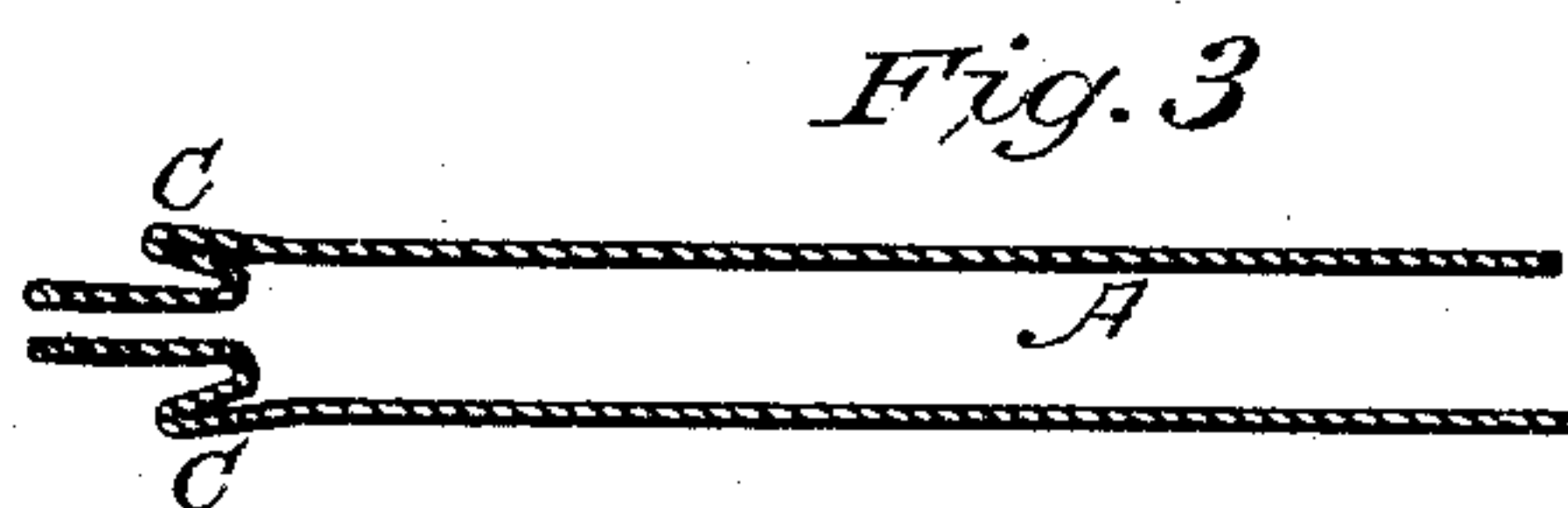
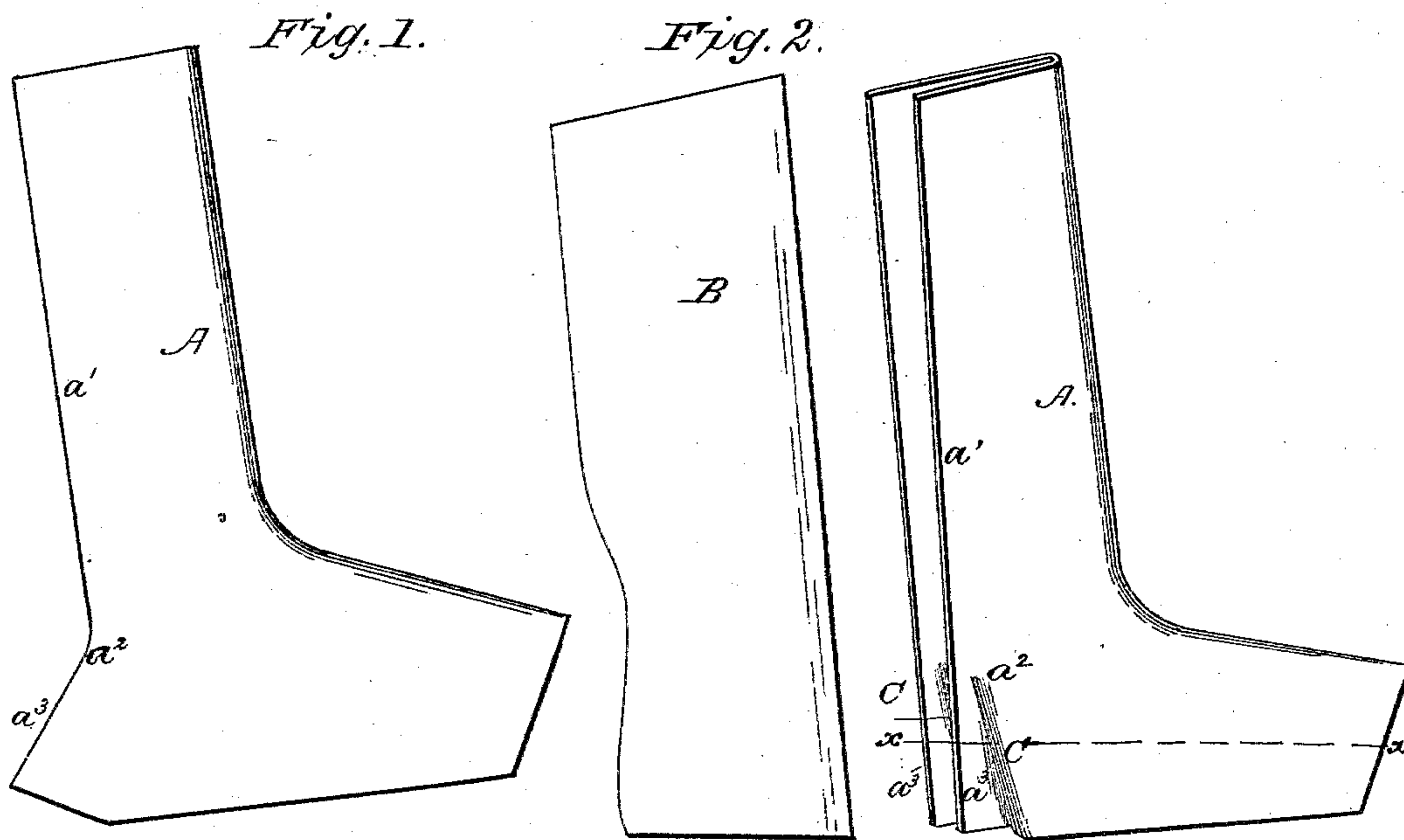
(No Model.)

J. T. GRAY.

BOOT TOP AND MANUFACTURE OF THE SAME.

No. 369,240.

Patented Aug. 30, 1887.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOHN THOMAS GRAY, OF GRAY, DAKOTA TERRITORY.

## BOOT-TOP AND MANUFACTURE OF THE SAME.

SPECIFICATION forming part of Letters Patent No. 369,240, dated August 30, 1887.

Application filed June 23, 1887. Serial No. 242,300. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN THOMAS GRAY, of Gray, Stutsman county, Dakota, have invented certain new and useful Improvements in Boot-Tops and in the Method of Forming the Same, of which the following is a full, clear, and exact specification, reference being had to the accompanying drawings, forming part thereof, in which—

10 Figure 1 is a side elevation of the front section of a boot-top prior to forming the fold. Fig. 2 is a similar view showing the fold formed, and also showing the back section of the leg. Fig. 3 is a sectional view on the line  $x x$  of 15 Fig. 2, and Fig. 4 is a side elevation of the two sections secured together.

The object of the invention is to lessen the labor and therefore the cost of making boots; and the invention consists, principally, in forming the front section with a fold or swell adjacent to the lower ends of its edges at the rear of the vamp, substantially as hereinafter described and claimed.

A represents the front of the boot-leg, which 25 is crimped over double, and having the edges of its leg portion  $a'$  formed straight from the top to the point  $a^2$ , which is somewhat below the top of the instep and thence inclined rearward, as at  $a^3$ , on a straight line, as shown in 30 Fig. 1. The inclined portions  $a^3$  are now brought into line with the straight edges of the part  $a'$ , and doubled over to form the folds or swells C, as shown in Fig. 2, which folds are kept in shape by pressing or hammering, 35 or in other suitable manner. The front is now ready for the crimped back B, which is formed with approximately straight edges.

As the swell or fold C has been previously formed, I have only straight seams to stitch, 40 and therefore merely form a lap-joint and stitch the two parts of the leg together, and both hands will be free to manage the work and the machine.

If desired, the front and back may be ce-

mented together instead of stitched, or both 45 means may be used in some instances.

The folds or swells C, formed as described, provide the vamp with the desired fullness, allowing it to be very quickly fitted to the 50 concave waist of a last at each side next to the sole of the boot, and straining of the leather is entirely avoided. By this method a great deal of time will be saved, as only previously-formed straight edges have to be united, and no turning of the completed boot-leg is re- 55 quired. By actual experiment I find that I can by my method save one hour's time over the ordinary method of making a single pair of heavy boot-tops. After the front and back have been crimped it only requires about 60 twenty minutes to form the fold C and stitch the sections together.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is— 65

1. In the method of forming boot-top fronts, the steps consisting in cutting the front with approximately straight rear edges to points at or near the ankle, and with the rear angular extensions therefrom below said points, and 70 finally bringing the angular extensions in line with the straight edges above them and forming the folds, substantially as set forth.

2. A boot-leg front formed with straight rear edges, and having the fold C extending 75 from the point  $a^2$  to its lower edge, substantially as set forth.

3. The combination, with the crimped front A, having straight rear edges, and the folds C, extending from the point  $a^2$  to its lower 80 edge, of the back B, lapped and stitched to the previously-formed straight rear edges of the front section, substantially as set forth.

JOHN THOMAS GRAY.

Witnesses:

W. E. KELLY,  
A. W. DONLY.