J. FAIRMAN.

Trunk and Strap Fasteners.

No. 139,460. Patented June 3, 1873.

Fig. 1

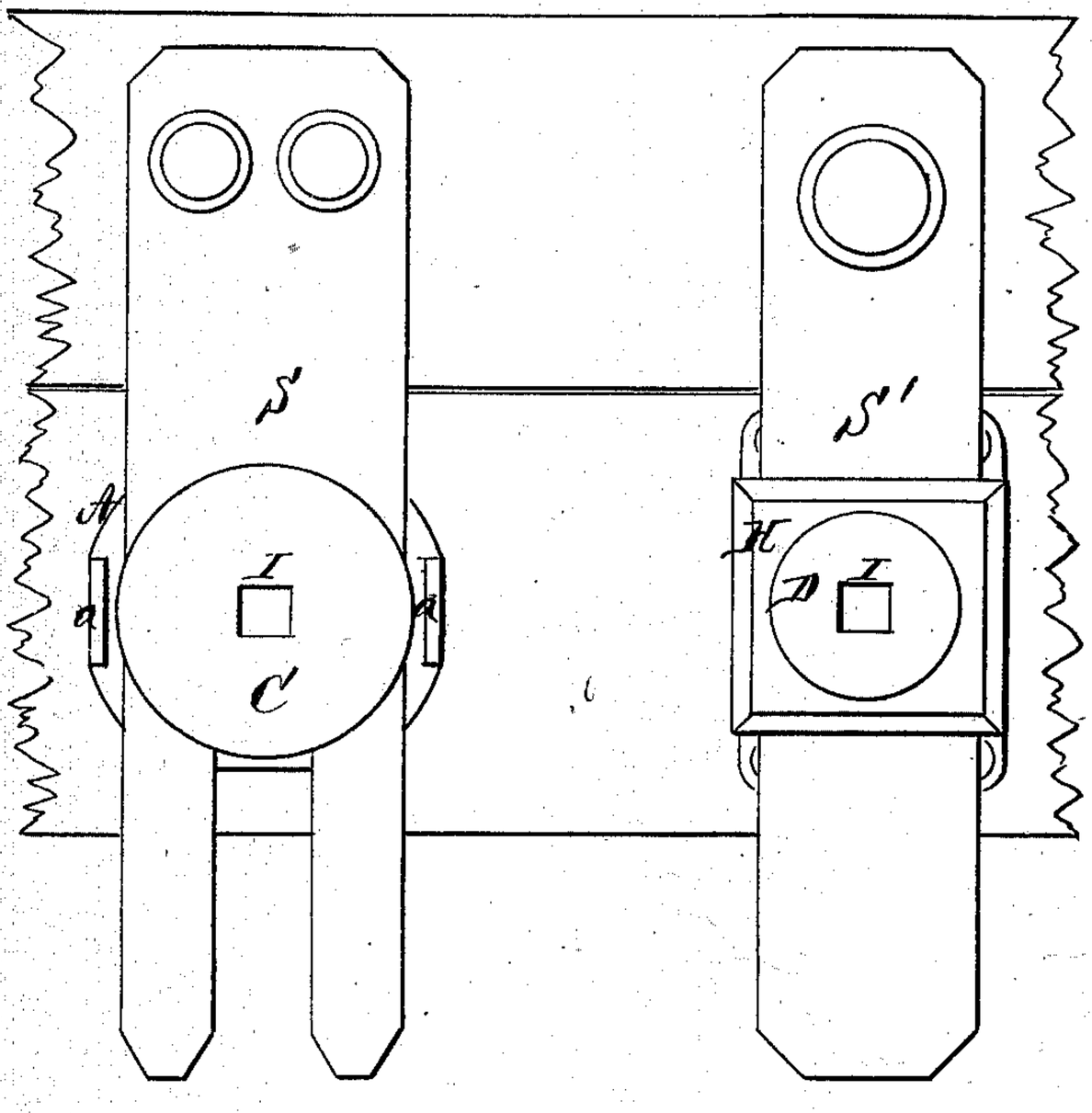


Fig. 2.

Fig. 7.

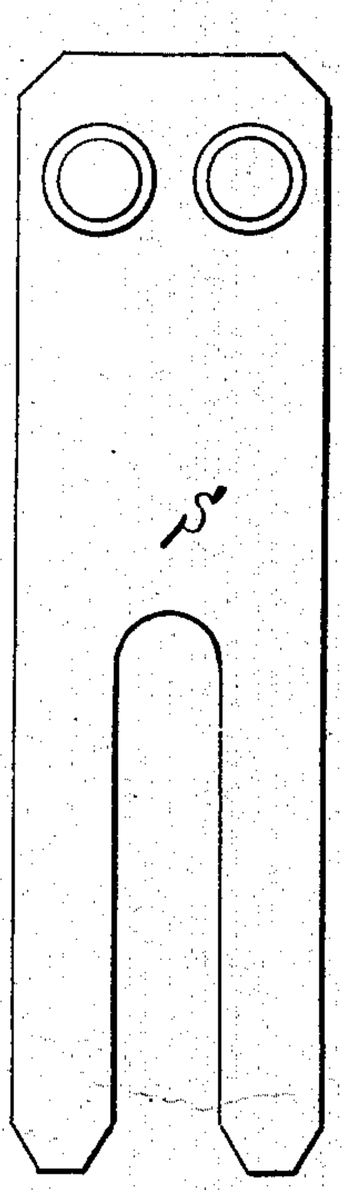


Fig. 8.

Fig. 3.

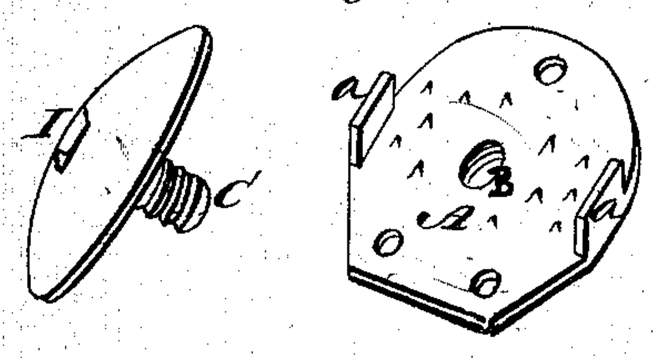


Fig. 4.

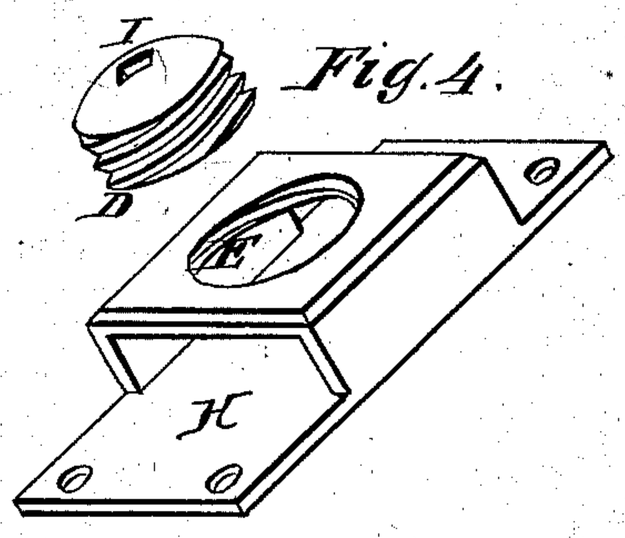


Fig. 9.

Fig. 5.

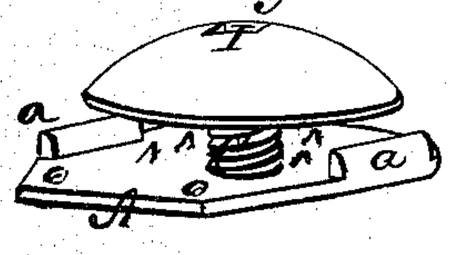


Fig. 6.

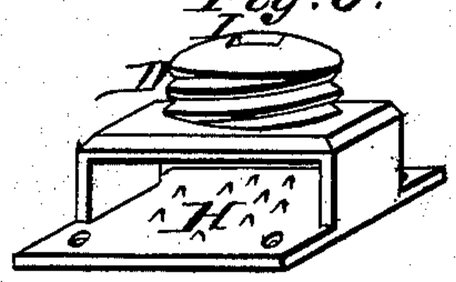
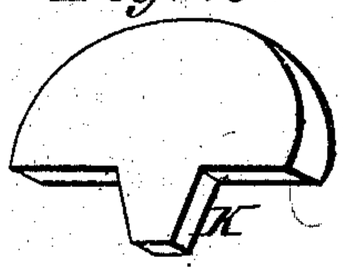


Fig. 10.



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UNITED STATES PATENT OFFICE.

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IMPROVEMENT IN TRUNK AND STRAP FASTENERS.

Specification forming part of Letters Patent No. **139,460**, dated June 3, 1873; application filed March 15, 1873.

To all whom it may concern:

Be it known that I, JAMES FAIRMAN, of the city, county, and State of New York, have invented certain new and useful Improvements in Trunk and Strap Fasteners; and do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon.

The nature of my invention consists in the combination with a strap of a serrated or roughened plate or frame and a screw passing through the strap and plate or through the frame and against the strap, in either case clamping the strap against the serrated or roughened surface, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which forms a part of this specification, and in which—

Figures 1 and 2 are front views, showing the two forms of my invention. Figs. 3, 4, 5, 6, 7, and 8, are detached views of the same; and Figs. 9 and 10 show two forms of keys to operate the screws.

A represents a plate of any suitable dimensions, provided with a central aperture, B, and an outward-projecting flange or ear, *a*, on each side. This plate is to be fastened on the body of a trunk, traveling-bag, or other similar article, and its face or outer surface is either roughened in any suitable manner, as shown in Fig. 3, or it may be serrated across the entire surface, if so desired. C represents a round-headed screw, which is screwed into the central aperture B on the plate A. S represents the strap fastened to the lid of the trunk, &c., the end of which strap is slotted or cut forked, as shown in Figs. 1 and 7. The forked end of this strap is passed under the screw-head between the flanges *a a* on the plate A. By now screwing down the screw the strap becomes firmly and securely clamped between the screw-head and the roughened or serrated surface of the plate A. In lieu of the plate A I may use a box-like frame, H, adapted for attachment to the trunk, &c., having a screw-hole, E, in its outer part, and the inner surface of the back of the frame roughened or serrated in the same manner as described for the plate A. In this case a headed screw is not used, but in place thereof a screw-plug, D. The strap S′ in this case need not be slotted or forked, but is to be used whole, and is inserted in the frame H when the screw-plug D is tightened, thereby clamping the strap the same as in the former case. In the head of the screw C, as well as in the end of the screw-plug D, is formed a square recess, I, for the insertion of an instrument to turn the screw. Such instrument may be formed on the handle of the trunk-key, as shown at *b*, in Fig. 9, or it may be made separate, as shown in Fig. 10.

It will thus be observed that my strap-fastener for trunks, traveling-bags, &c., constitutes practically an additional lock, while it presents no surface liable to injury from violent contact.

The invention is equally applicable to harness and the general purpose for which buckles are used.

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

1. The screw C, constructed with an enlarged or overlapping head, in combination with plate A, so arranged that a strap passed between said parts may be clamped, substantially as and for the purpose set forth.

2. The frame H, in combination with headless screw D, the lower end of said screw being flat, and its upper end being flush with, or little below, the surface of the frame, both parts constructed and operating as set forth.

JAMES FAIRMAN.

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