

No. 837,321.

PATENTED DEC. 4, 1906.

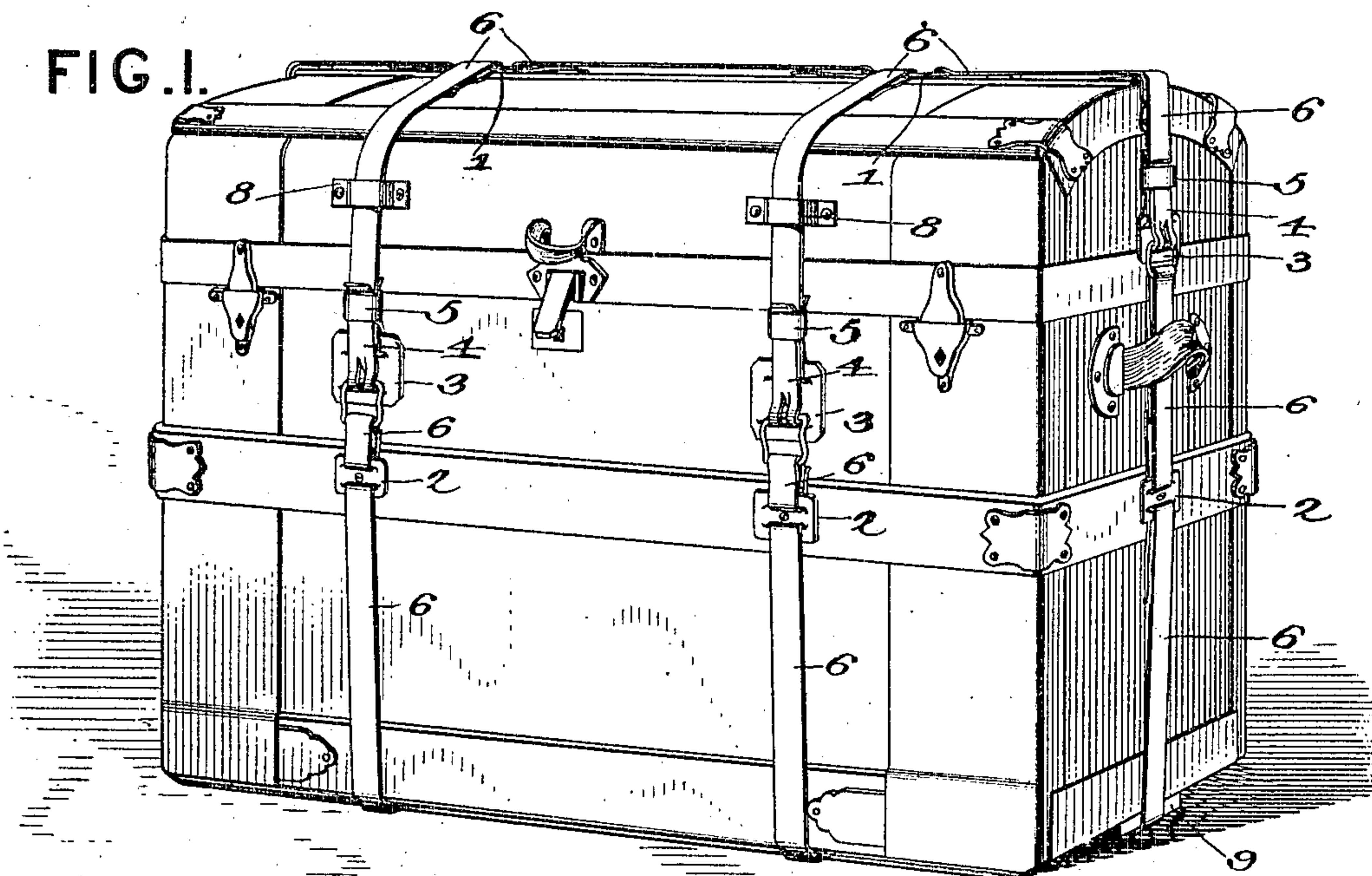
J. L. MERTINS.

ADJUSTABLE METALLIC TRUNK STRAP.

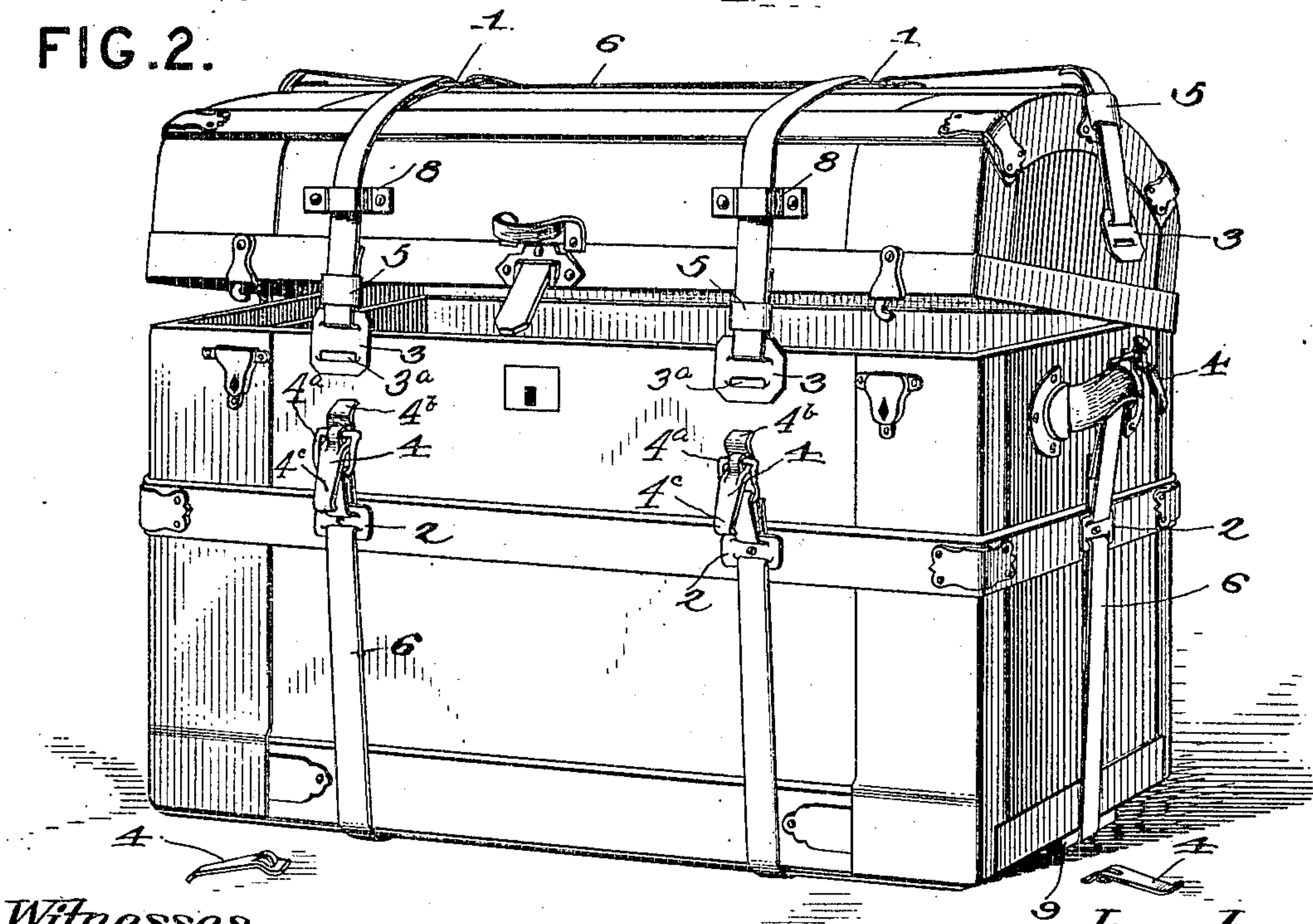
APPLIOATION FILED NOV. 18, 1905.

2 SHEETS--SHEET 1.

FIG. 1.



**FIG. 2.**



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2 SHEETS—SHEET 2.

FIG. 3.

FIG. 7.

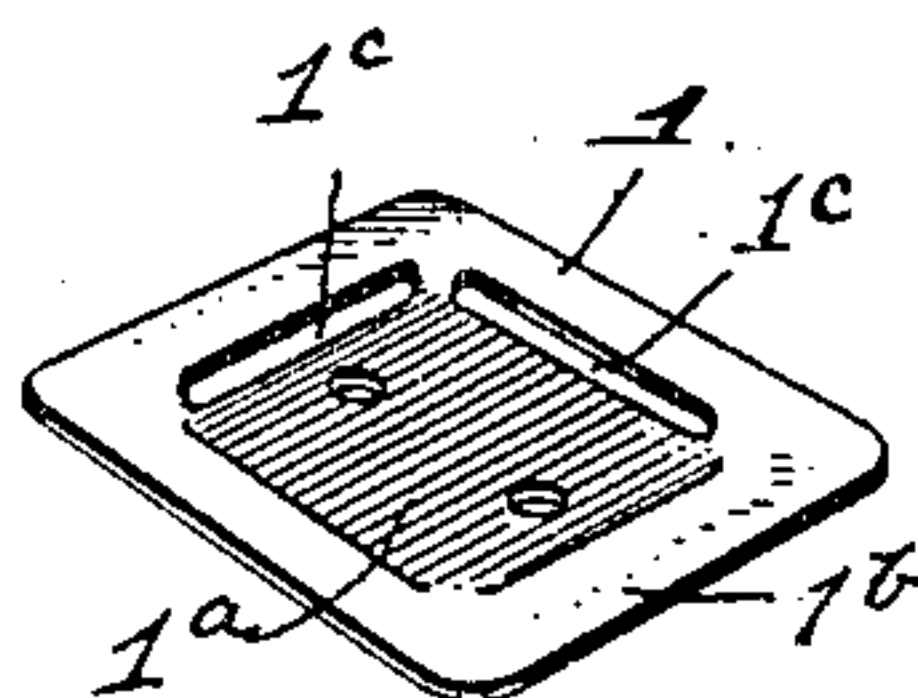
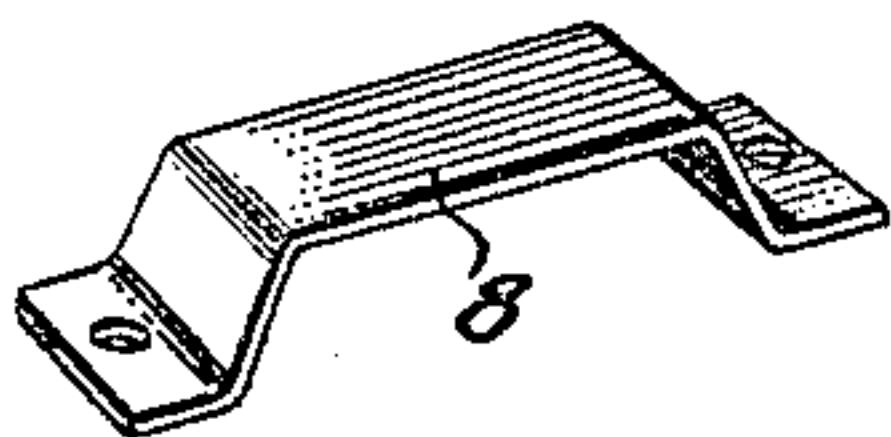


FIG. 6.

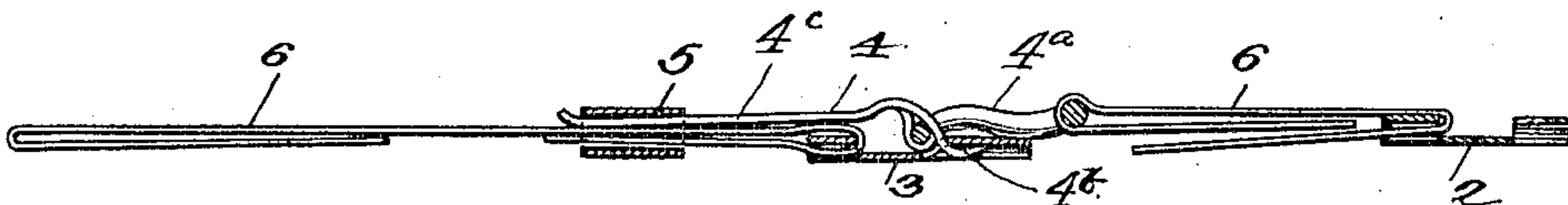
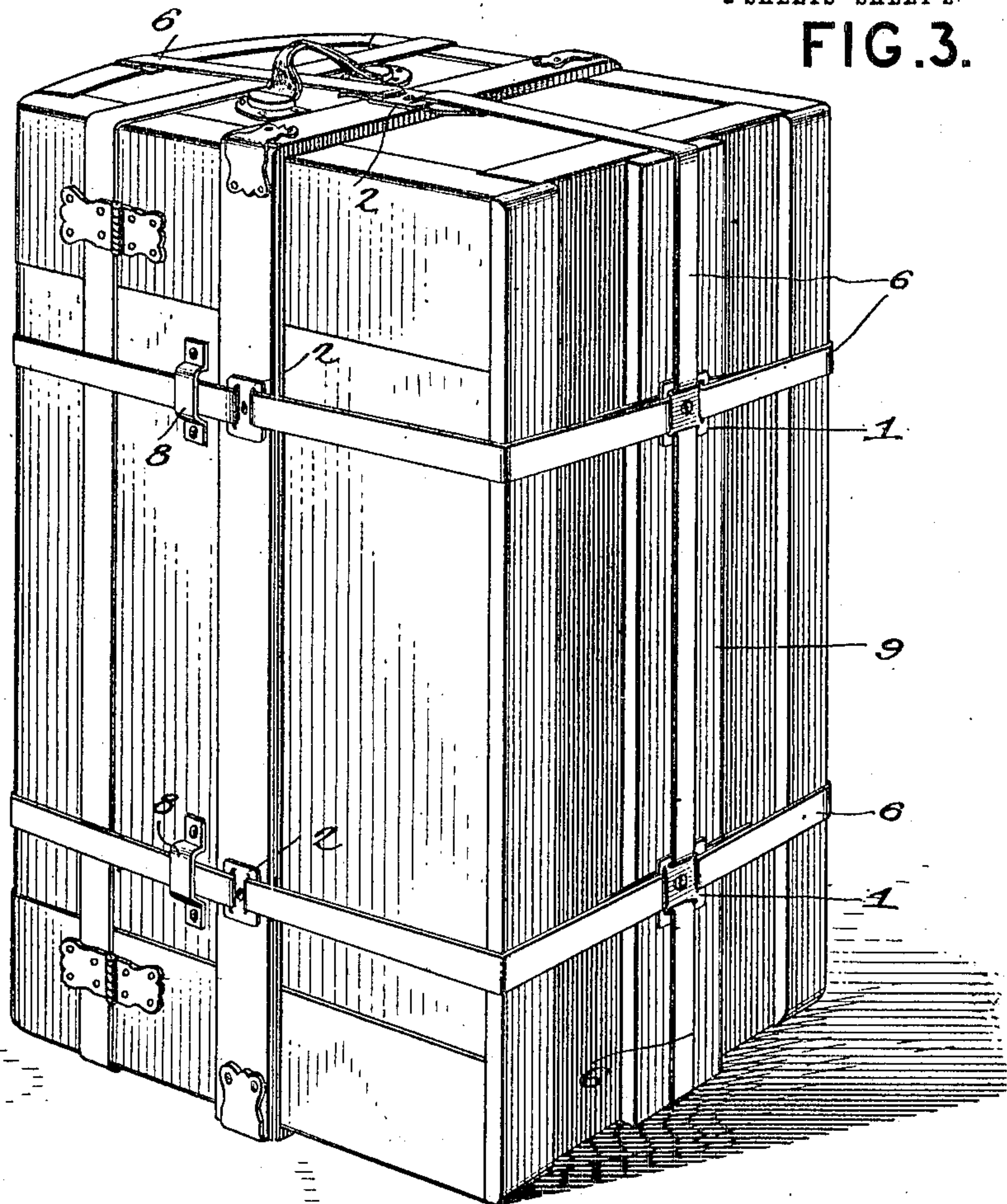


FIG. 4.

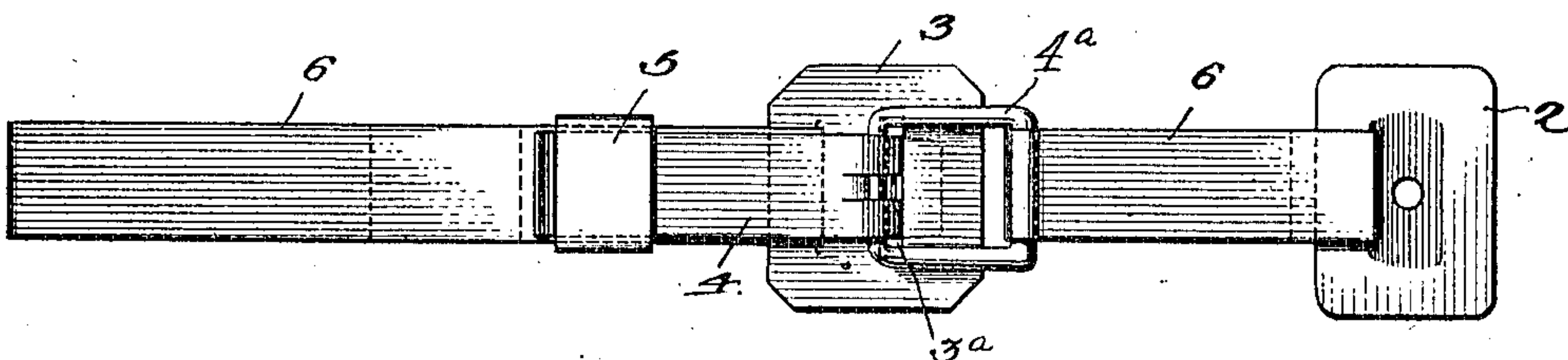


FIG. 5.

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# UNITED STATES PATENT OFFICE.

JOHN LEWIS MERTINS, OF WOLFE CITY, TEXAS.

## ADJUSTABLE METALLIC TRUNK-STRAP.

No. 837,321.

Specification of Letters Patent.

Patented Dec. 4, 1906.

Application filed November 18, 1905. Serial No. 288,096.

*To all whom it may concern:*

Be it known that I, JOHN LEWIS MERTINS, a citizen of the United States, residing at Wolfe City, in the county of Hunt and State of Texas, have invented a new and useful Adjustable Metallic Trunk-Strap, of which the following is a specification.

This invention relates to adjustable metallic trunk-straps, which are applied in transverse and longitudinal directions around a trunk and are readily separable to permit the top of the trunk to be raised or opened and when desired may be quickly locked or connected and at the same time always have the coöperative straps to remain in applied relation to the trunk and serving to reinforce the latter and obviate straining or bursting of the trunk, particularly during transportation from one point to another.

The invention consists in the construction and arrangement of the several parts, which will be more fully hereinafter set forth.

In the drawings, Figure 1 is a perspective view of a trunk, showing the improved straps applied thereto, the trunk being illustrated as closed. Fig. 2 is a view similar to Fig. 1, showing the straps released and the trunk-top raised or partially open. Fig. 3 is a perspective view of the trunk looking toward the bottom thereof to illustrate the mode of applying and holding the straps in position. Fig. 4 is a longitudinal vertical section of a portion of one of the straps. Fig. 5 is a top plan view of a portion of one of the straps. Fig. 6 is a detail perspective view of a keeper applied against the bottom and top of the trunk to engage the straps at their points of intersection. Fig. 7 is a detail perspective view of one of the guards used at the front and rear of the trunk to maintain the straps in proper position.

Similar numerals of reference are employed to indicate corresponding parts throughout the several views.

The strap organization embodying the features of invention is adapted to be applied to an ordinary trunk and is capable of adjustment to accommodate variations in the dimensions of the latter.

Essentially the invention consists of straps 6, which are passed around the body and top of the trunk in a transverse direction and also longitudinally with respect to the trunk. Two of the straps 6 are shown as being arranged transversely around the trunk; but it will be understood that the number of straps

used may be varied. For ordinary-size trunks, however, two straps arranged thereabout in a transverse direction and one strap in a longitudinal direction will be all that will be required to reliably secure the trunk or reinforce the latter against strain and breakage, particularly during transportation.

To facilitate the application of the straps, a supporting-strip 9 is secured to the center of the bottom of the trunk and extends fully throughout the length of the trunk-body. On this strip 9 intersecting plates 1 are secured and separated a proper distance. Each of the plates 1, as shown by Fig. 6, comprises a dished body 1<sup>a</sup> with a holding or securing flange 1<sup>b</sup>, slots 1<sup>c</sup> being formed in the sides and ends for the passage therethrough of the intersecting longitudinally and transversely arranged straps 6, the body 1<sup>a</sup> having a depression sufficient to accommodate the thickness of the cross-straps and protecting the latter at their point of intersection against wear, and also holding them in positive relation with respect to each other. On the center of the top of the trunk-body similar plates 1 are secured and are in like manner engaged by the intersecting transverse and longitudinal straps.

On the front of the top of the trunk-body are looped guards 8, and to the back of the said body similar guards are secured, as shown by Fig. 3, and through these guards the transverse straps are passed, but do not in the least bind upon said straps. The function of these guards is to hold the transverse straps 6 against movement or displacement, so that the ends thereof may always be in convenient position for coupling or locking, as will be more fully hereinafter explained.

The longitudinal strap 6 is passed through the usual hand-grips on the body of the trunk, as shown by Figs. 1 and 2, the said end grips serving to hold the parts of the longitudinal strap in place for convenience in joining or coupling the ends thereof. In addition to the guards 8 slotted guide-plates 2 are secured to the front and rear sides of the trunk-body, which also serve to hold the straps in applied position, but particularly to maintain the portions of the straps engaged thereby and passing around the bottom of the trunk in taut condition. Similar guide-plates 2 are secured on opposite ends of the trunk and have a like function with relation



to the portions of the longitudinal strap which they engage. The longitudinal strap 6 is separable at opposite ends of the trunk above the usual end grips, as shown, and the transverse straps 6 are separable immediately below the joint of the trunk-top with the body of the trunk. The guide-plates 2 also serve as a coupling means to permit adjustment of the straps 6, as clearly shown by Fig. 4, the terminal portions of the straps being passed through the slots of said plates and bent or turned under between the inner portions of the straps and the body of the trunk, and at any time desired the straps can be lengthened or shortened through the use of these combined coupling and guide plates to compensate for variations in the size of trunks.

On the ends or terminals of the straps, projecting above the coupling or guide plates 2, links 4<sup>a</sup> are secured, and thereto locking members 4 are pivotally attached. Each of the members 4 consists of a longitudinally-curved tongue 4<sup>b</sup> and a securing-shank 4<sup>c</sup>. On the terminals of the straps above the locking members just described locking-plates 3 are secured, and each has a slot 3<sup>a</sup> therein, through which the curved tongue 4<sup>b</sup> is projected and operates to draw the terminals of the straps together during an overturning movement of the member 4, which is pursued in locking the strap-terminals after the shank 4<sup>c</sup> of each member is thrown over flat against the locking-plate 3. A slide 5 is disposed on the upper terminal of each strap close to the plate 3 and is moved over the shank 4<sup>c</sup>, and thereby the strap-terminals are firmly secured, but always in convenient condition for ready release when it is desired to open the top of the trunk. The plates 1, with their slots 1<sup>c</sup>, are also preferably used in practice for adjustably holding the terminals of the straps or at least the terminals of the transversely-arranged straps; but it is obvious, and as clearly shown by Fig. 1, that the longitudinal strap 6 may also have its termi-

nals similarly adjusted with relation to the plates 1.

A number of modes of connecting the straps to the plates 1 and 2 may be adopted without in the least modifying the scope of the invention or requiring change of the structure of the plates, and from the foregoing it will be seen that the essential features of the invention are the capability of adjusting the straps 6 and of readily releasing and connecting the terminals thereof at the front of the trunk without displacing in the least either of the straps or any portion of the latter.

It is preferred that the straps 6 be made of metal of suitable thickness with advantage in durability; but it will be understood that other material could be used.

The improved strap organization overcomes annoyance and inconvenience frequently experienced in applying and removing an ordinary trunk-strap.

What I claim is—

The combination with a trunk, of a supporting-strip attached to the center and extending full length of the bottom thereof, keeper-plates secured to the said strip and also to the center of the top of the trunk, said keeper-plates being spaced from each other, slotted coupling-plates secured to the front and rear sides, and ends of the trunk, guards secured to the front of the top and rear sides of the trunk-body, longitudinally and transversely arranged straps embracing the trunk and having their terminals adjustably held by the keeper and coupling plates, the portions of the straps engaging the guard being loosely movable with respect to the latter, and separable locking devices carried by the terminals of the straps at the front and opposite ends of the trunk.

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