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Stockwell

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[54] **FREIGHT-SKID TOW BAR**

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[52] **U.S. Cl.** .....**294/82 R,** 24/73 HH

[51] **Int. Cl.**.....**B66c 1/00**

[58] **Field of Search** 294/82; 280/477, 280/480, 493, 495, 500

[56] **References Cited**

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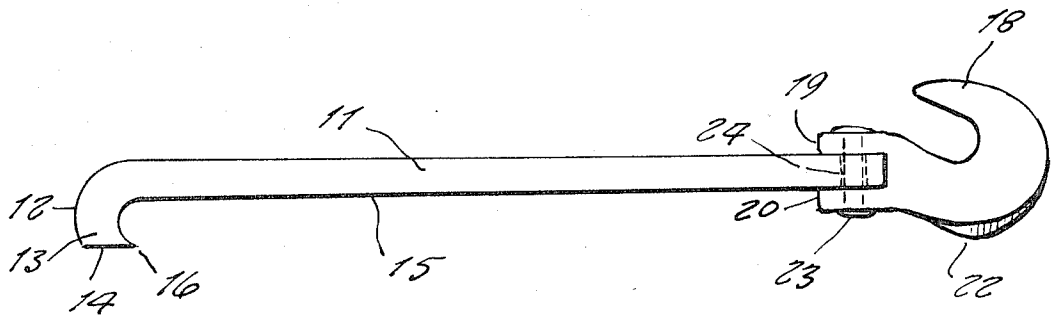
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[57] **ABSTRACT**

A tow bar for freight skidding, the device comprising an elongated strap iron which at one end has a clevis type hook secured thereto, the opposite end of the tow bar being downwardly turned so to form a biting edge.

1 Claim, 4 Drawing Figures



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Fig. 1

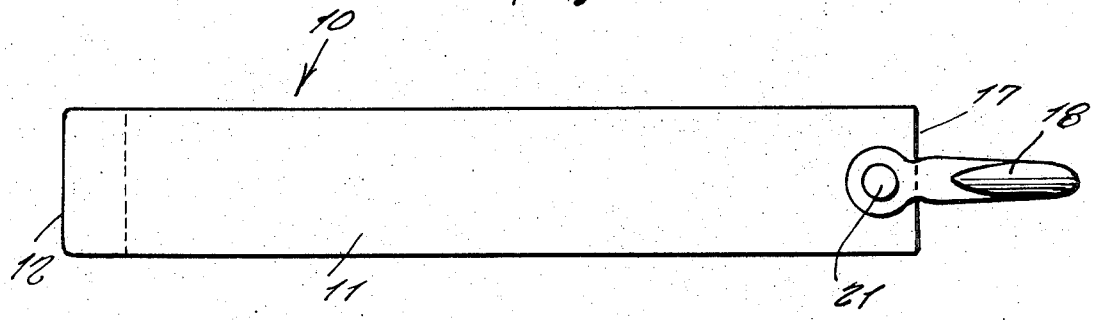


Fig. 2

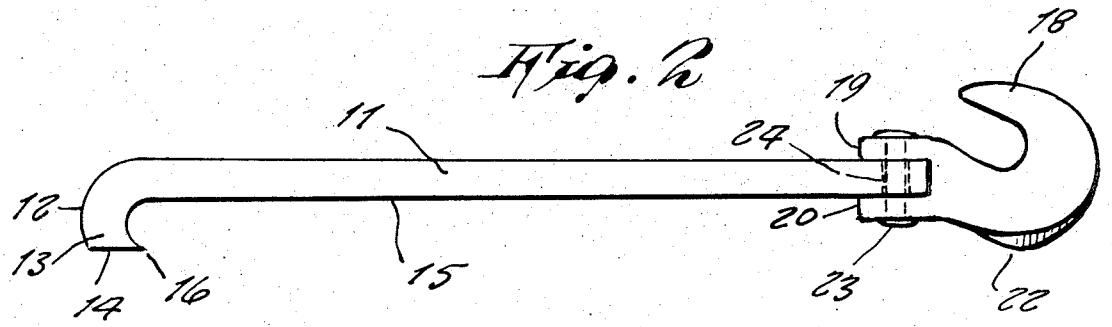


Fig. 3

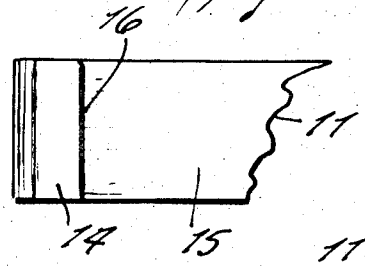


Fig. 4

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FREIGHT-SKID TOW BAR

This invention relates generally to tow bars.

A principal object of the present invention is to provide a tow bar of freight skidding type.

Another object of the present invention is to provide a freight skid tow bar which can be utilized for pulling a relatively heavy load without the danger of damaging the bar in any manner.

Still another object of the present invention is to provide a freight tow skid bar which is made of a minimum number of parts and which can be quickly and easily assembled together.

Still another object of the present invention is to provide a freight skid tow bar wherein a clevis type hook at a forward end of the tow bar serves as a forward runner, and which also serves as a leveler so as to maintain the body of the tow bar is a relatively horizontal and level position.

Other objects of the present invention are to provide a freight skid tow bar which is simple in design, inexpensive to manufacture, rugged in construction, easy to use and efficient in operation.

These and other objects will be readily evident upon a study of the following specification and the accompanying drawing wherein:

FIG. 1 is a top plan view of the freight skid tow bar,

FIG. 2 is a side elevation view thereof,

FIG. 3 is a fragmentary bottom view thereof showing the rear end only, and

FIG. 4 is a perspective view of the present invention.

Referring now to the drawing in detail, the reference numeral 10 represents a freight skid tow bar according to the present invention wherein there is an elongated strap iron body 11 which is made from a one half inch thick strap iron that is two inches wide and twelve inches in length.

At a rear end 12, the same is downwardly bent about a sharp radius, so to form a downward extending spur 13, and the lower face 14 thereof is then cut off parallel to the bottom wall 15 of the body 11, the face 14 being located three-fourths of an inch below the side 15.

Thus there is formed a relatively sharp biting edge 16 along the forward end of the face 14.

The front end 17 of the strap iron body 11 has a clevis type hook 18 secured thereto, the clevis type hook being of a three-eighths of an inch size. The hook 18 is centrally positioned along the forward edge of the

body 11, the hook having a pad 19 positioned at the right of the pad 20 positioned adjacent the underside of body 11. The pads are welded to the body 11 and in a pin hole 21.

As shown in FIG. 2 of the drawing, it is to be noted that the hook 18 is downwardly rounded at 22 so that it extends downwardly approximately the same distance as the face 14 below the bottom side 15 of body 11. Thus this portion of the hook serves as a forward runner and leveler for the device.

It is to be noted that the clevice type hooks 18 can alternately use a pin 23 through the pads 19 and 20, the pin 23 being receivable through an opening 24 drilled through the strap iron.

It is to be additionally noted that the spur 13 is bent downwardly a little beyond a ninety degree distance, thus forming the sharp bite edge 16 after the face 14 is cut level with the underside 15 of the body 11.

In operative use, it is now evident that a relatively strong tow bar has been designed and wherein the device resting upon the face 14 of the spur and upon the downward portion 22 of hook 18 thus permits the body 11 to rest in a horizontal and level position.

It is to be noted that the freight skid tow bar can be made in different sizes, and the sizes above suggested are for a particular size only.

What I now claim is:

1. In a freight skid tow bar, the combination of an elongated body, said body at its rear end being integral with a stationarily formed downwardly extending spur, and a forward end of said body being secured to a clevis type hook, said freight skid tow bar being made of strap iron material, said strap iron being of substantial thickness for purposes of strength, said spur formed at a rear end of said body being downwardly turned around a relatively sharp radius, said spur being provided with a face at a bottom thereof, said face being parallel with the underside of said body, said clevis type hook secured to a forward end of said body including a downwardly extending rounded back portion projecting lower than said under-side of said body, said downwardly rounded back portion of said hook extending downwardly a same distance as said spur face, so that a forward end of said tow bar resting on said hook thereby maintains said body in a generally level position, and said hook being laterally pivotable about a vertical pin fitted through said body.

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