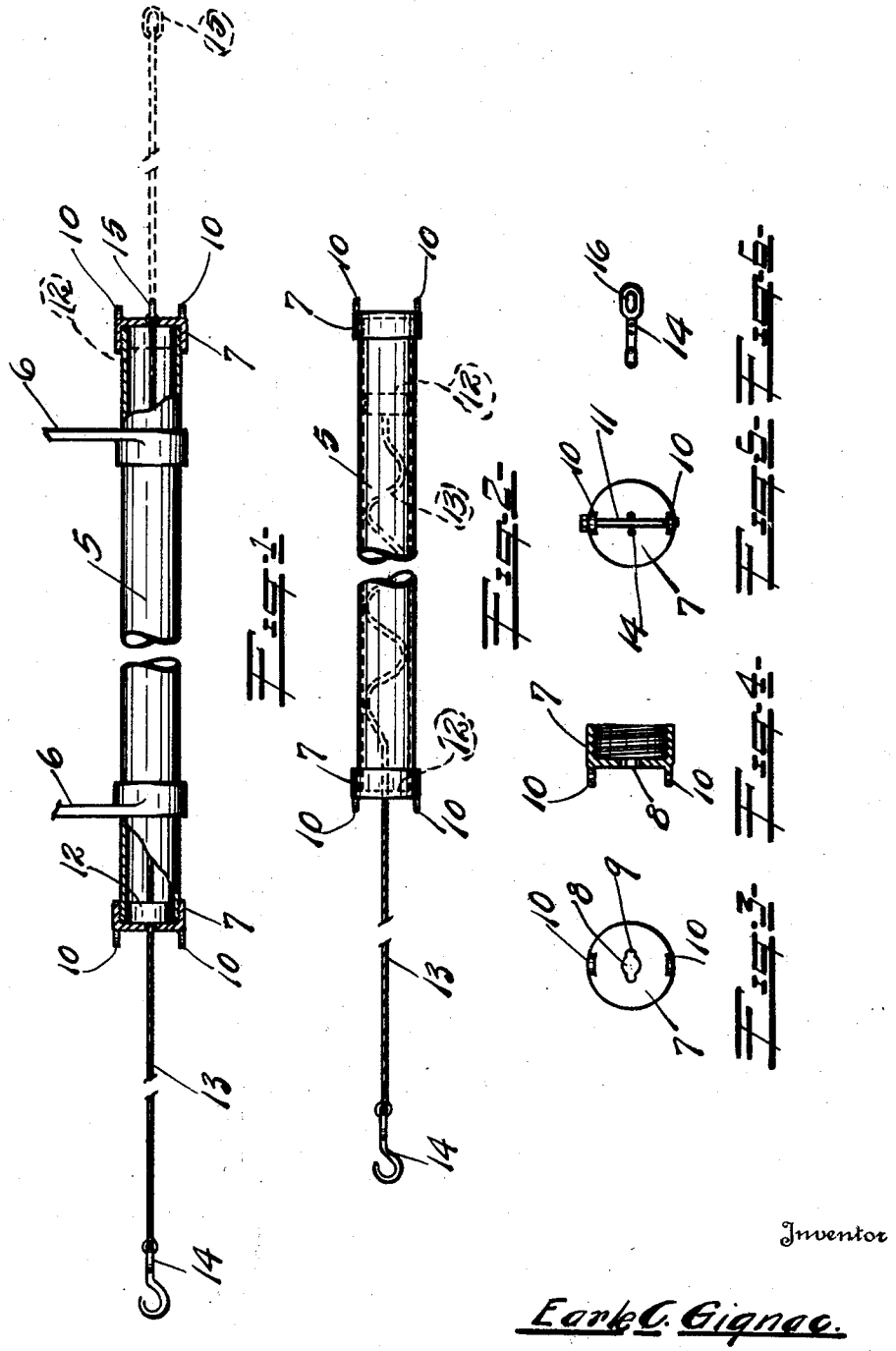
July 22, 1930. E. C. GIGNAC 1,771,082

TOWLINE DEVICE

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UNITED STATES PATENT OFFICE

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TOWLINE DEVICE

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This invention relates to tow line devices and particularly to a device line for use on automotive vehicles.

The prime object of the invention is to provide a tow line device for automobiles and similar vehicles, which will be permanently mounted and remain in position on the vehicle, and subject to use whenever required.

Another object is to design a tow line device of simple, economical, and substantial construction, in which the tow line is anchored, and into which the tow line is threaded and contained when not in use.

A further object is to provide means on the container for securing the end of the tow line after it has been threaded back into the container, which will prevent rattling and displacement and which can be quickly and easily removed and replaced.

With the above and other objects in view, the present invention consists in the combination and arrangement of parts, hereinafter more fully described, illustrated in the accompanying drawing, and particularly pointed out in the appended claims, it being understood that changes may be made in the form, size, proportion and minor details of construction, without departing from the spirit, or sacrificing any of the advantages of the invention.

In the drawing—

Fig. 1 is a part sectional side view of my tow line device showing it constructed so that the vehicle may tow, or be towed by another vehicle, the line on the left hand side being extended for attachment to another vehicle, the dotted lines showing the line extended for towing other vehicles.

Fig. 2 is a side view of a tow line device provided with but one line only, the dotted lines showing the position of the line when not in use.

Fig. 3 is an enlarged detail end view of the cap.

Fig. 4 is a sectional side view thereof.

Fig. 5 is also an end view of the cap showing the bolt for engaging the snap or link, the snap being shown in section.

Fig. 6 is a plan view of the snap.

Referring now particularly to the drawing, the numeral 5 indicates a preferably tubular container adapted to be secured beneath the chassis of the vehicle by means of brackets 6, or in any other approved manner, said bracket being welded or shrunk on the member 5 as desired.

The ends of the member 5 are threaded as shown, and caps 7 form a closure for said ends, the caps being provided with a centrally disposed opening 8, having laterally extending passages 9 opening thereinto, and for a purpose to be presently described. Spaced apart lugs 10 are provided on the cap as shown, and are drilled to accommodate a bolt member 11, the opening in the lower lug being threaded to receive the threaded end of the bolt.

A plunger member 12 is slidably mounted in the tubular container 5, and a tow line 13 is anchored thereto intermediate its length, and in any desired manner, a snap 14 being anchored to the one end and a link 15 being anchored to the opposite end, and when for any reason it is necessary to pull the vehicle on which the device is mounted, the tow line is drawn to position as shown in the full lines in Fig. 1, the plunger resting against the cap, but when for any reason it is necessary to pull another vehicle, the link 15 is drawn out as shown in dotted lines in Fig. 1, this moves the plunger 12 against the cap at the opposite end, and when the tow line is not in use, the line is threaded into the container member 5, the bolts 11 are inserted through the lugs 10 and the link and eye 16 of the snap, holding them rigidly in position, until such time as it is again desired to use the tow line, when the bolts are removed and the line extended accordingly, the threading of the line into the container being a hand operation which is easily accomplished due to the stiffness of the cable.

In Fig. 2 I have shown a slightly different construction, and in which the container 5 is shorter, the tow line being attached to one side only of the plunger, and it will be obvious that in this construction the device is used only for towing by another vehicle, the line being threaded into the container when not in use, and as shown in dotted lines.

From the foregoing description it will be obvious that I have perfected a very simple, substantial and practical tow line device for automobiles and the like.

What I claim is:

1. A tow line device adapted for connection to vehicle, and comprising a container, a cap forming a closure therefor, a plunger loosely and slidably mounted therein, a tow line anchored to said plunger, and means on the cap for securing the free end of the tow line when the device is not in use.

2. A tow line device adapted for connection to a vehicle, and comprising a container, caps forming a closure for the ends thereof, a plunger slidably mounted therein and a tow line anchored thereto, and means on the cap for securing the free end of said tow line when the line is not in use.

3. A tow line adapted for attachment to a vehicle, and comprising a container, a cap forming a closure for the end thereof, a plunger loosely and slidably mounted in said container, a tow line anchored to said plunger and provided with a snap on the free end thereof, an opening in the cap adapted to accommodate said line and snap, and means on the cap for securing said snap to said cap.

4. A tow line adapted for attachment to a vehicle, and comprising a closed container, a plunger loosely and slidably mounted therein, a tow line anchored to said plunger, an opening in the end of the container adapted to accommodate said tow line, and detachable means on the end of the container for securing the free end of the line thereto.

In testimony whereof I hereunto affix my signature.

EARLE C. GIGNAC.