US00D413290S

United States Patent [19]

Hinwood

[11] Patent Number: Des. 413,290

[45] Date of Patent: ** Aug. 31, 1999

[54] **RAIL-ENGAGING WHEEL CONVERSION UNIT FOR ROAD VEHICLES**

[75] Inventor: **David B. Hinwood**, Western Australia, Australia

[73] Assignee: **Aries Railroad Technologies LLC**, Denver, Colo.

[**] Term: **14 Years**

[21] Appl. No.: **29/072,923**

[22] Filed: **Jun. 23, 1997**

[51] **LOC (6) Cl.** **12-16**

[52] **U.S. Cl.** **D12/159**

[58] **Field of Search** D12/42, 45, 46, D12/159, 160; 105/72.2, 215.2; 280/30, 764.1

[56] **References Cited**

U.S. PATENT DOCUMENTS

D. 312,059	11/1990	Styles	D12/42
3,269,331	8/1966	Thompson	105/72.2
3,581,671	6/1971	Hart	105/72.2
3,980,025	9/1976	Olson, Sr. et al.	105/72.2
4,534,297	8/1985	Johnson, Sr.	105/72.2
4,708,066	11/1987	Heckman	105/215.2
5,586,507	12/1996	Madison et al.	105/215.2
5,660,115	8/1997	Shimon et al.	105/72.2
5,756,903	5/1998	Norby et al.	105/215.2

Primary Examiner—Robert M. Spear
Attorney, Agent, or Firm—Larson & Taylor

[57] **CLAIM**

The ornamental design for a rail-engaging wheel conversion unit for road vehicles, as shown and described.

DESCRIPTION

FIG. **1** is a front, top and right perspective view of the rail-engaging wheel conversion unit for road vehicles of the present invention.

FIG. **2** is a front elevation view of the wheel conversion unit depicted in FIG. **1**.

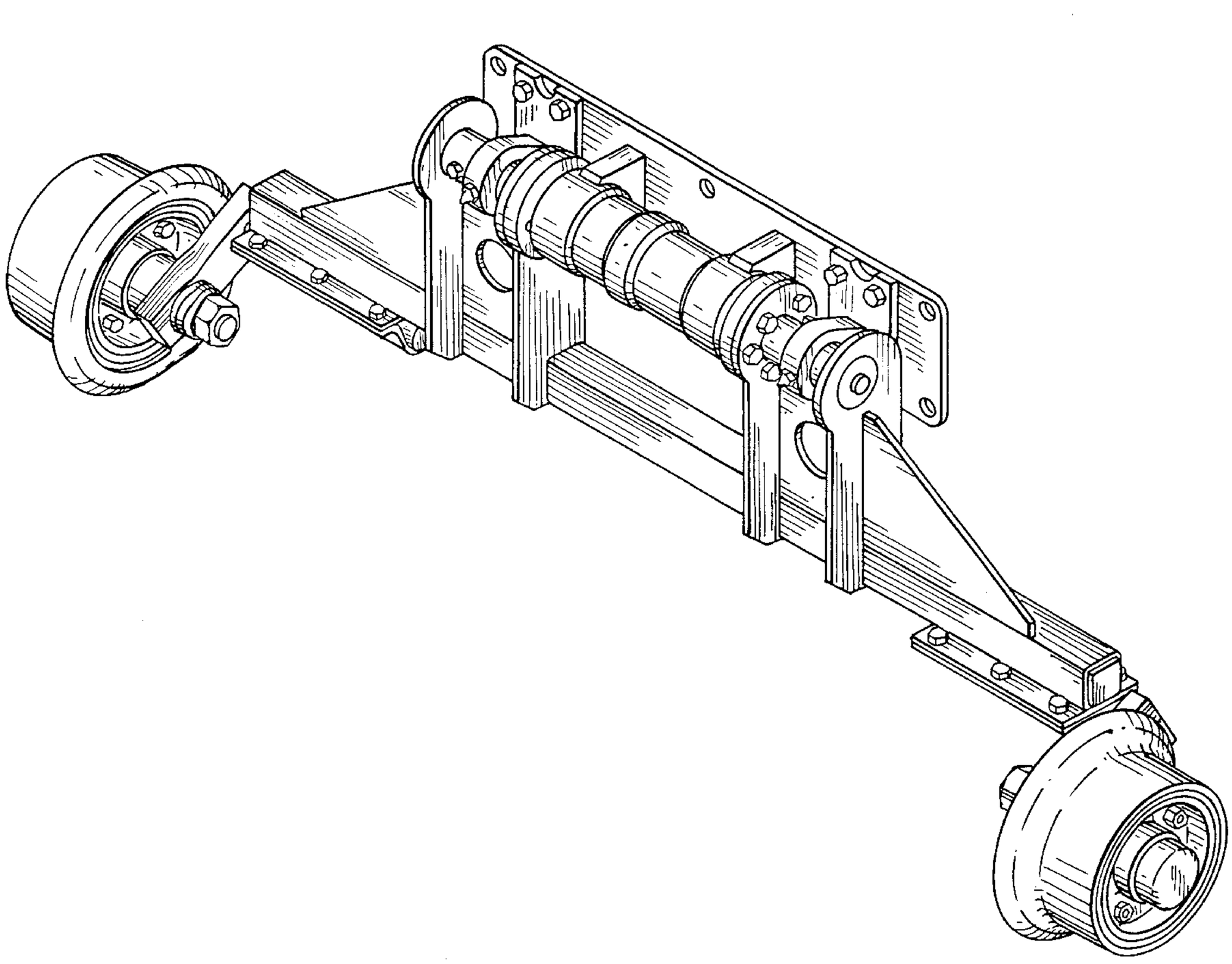
FIG. **3** is a top plan view of the wheel conversion unit depicted in FIG. **1**.

FIG. **4** is a rear elevation view of the wheel conversion unit depicted in FIG. **1**. the opposite side elevation view being a mirror image thereof.

FIG. **5** is a bottom plan view of the wheel conversion unit depicted in FIG. **1**; and,

FIG. **6** is a right side elevation view of the wheel conversion unit depicted in FIG. **1**.

1 Claim, 3 Drawing Sheets



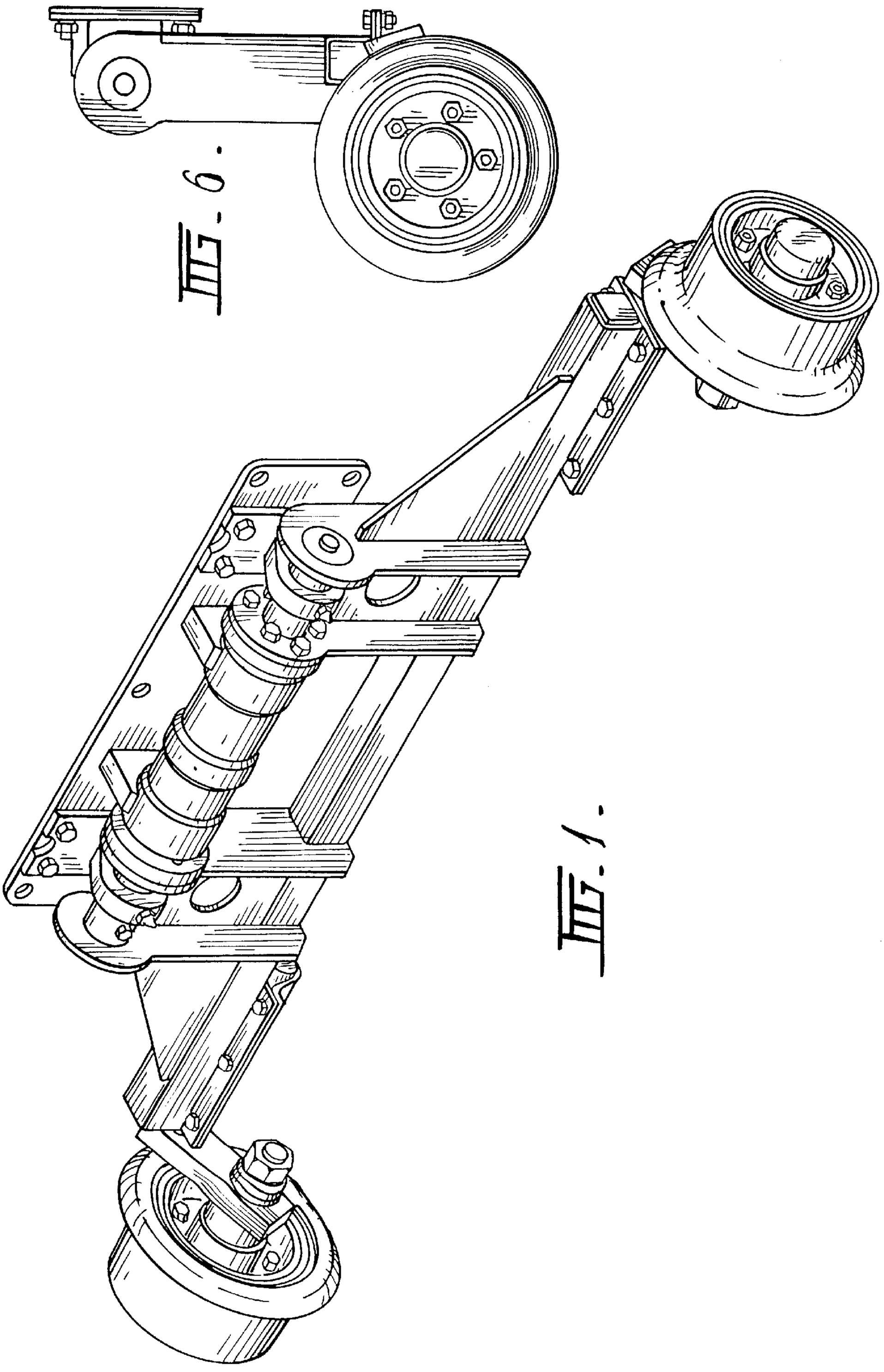


FIG. 1.

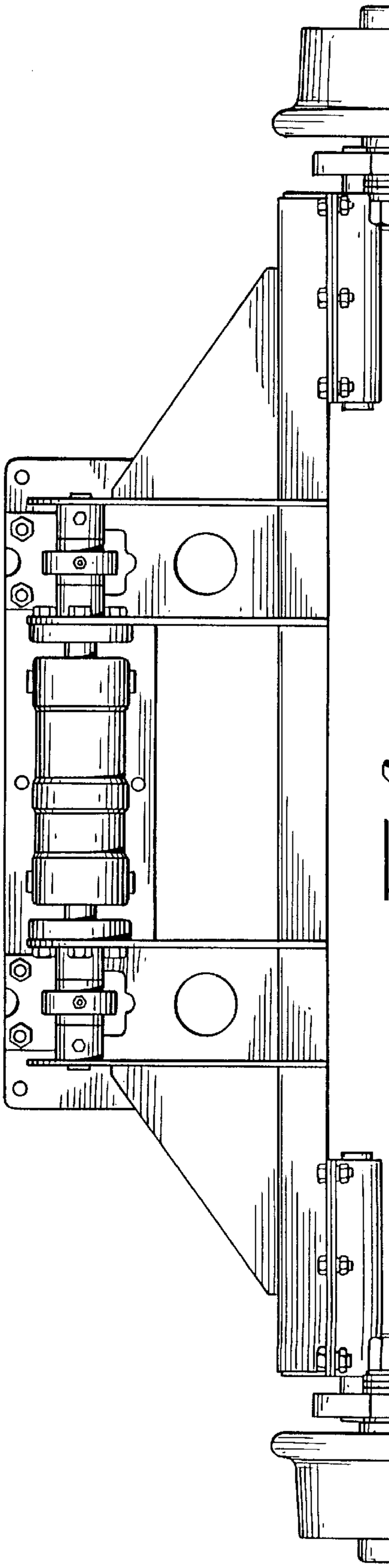


FIG. 2.

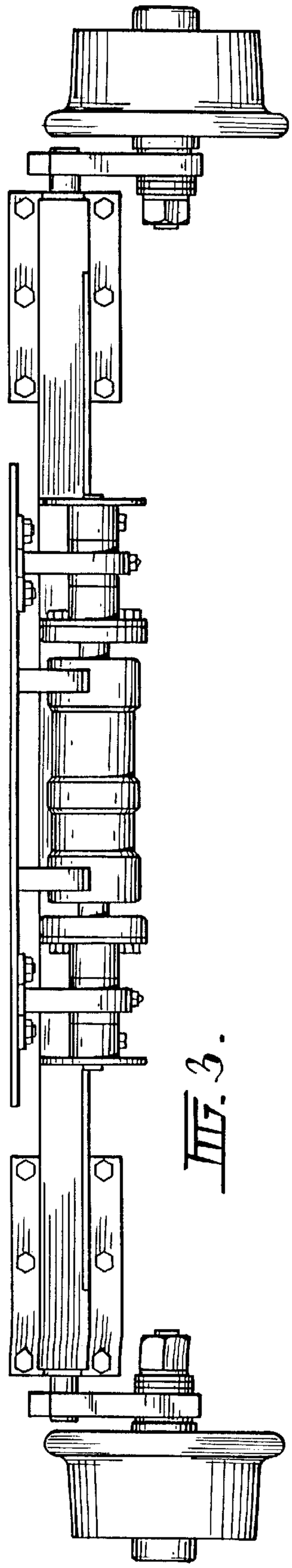


FIG. 3.

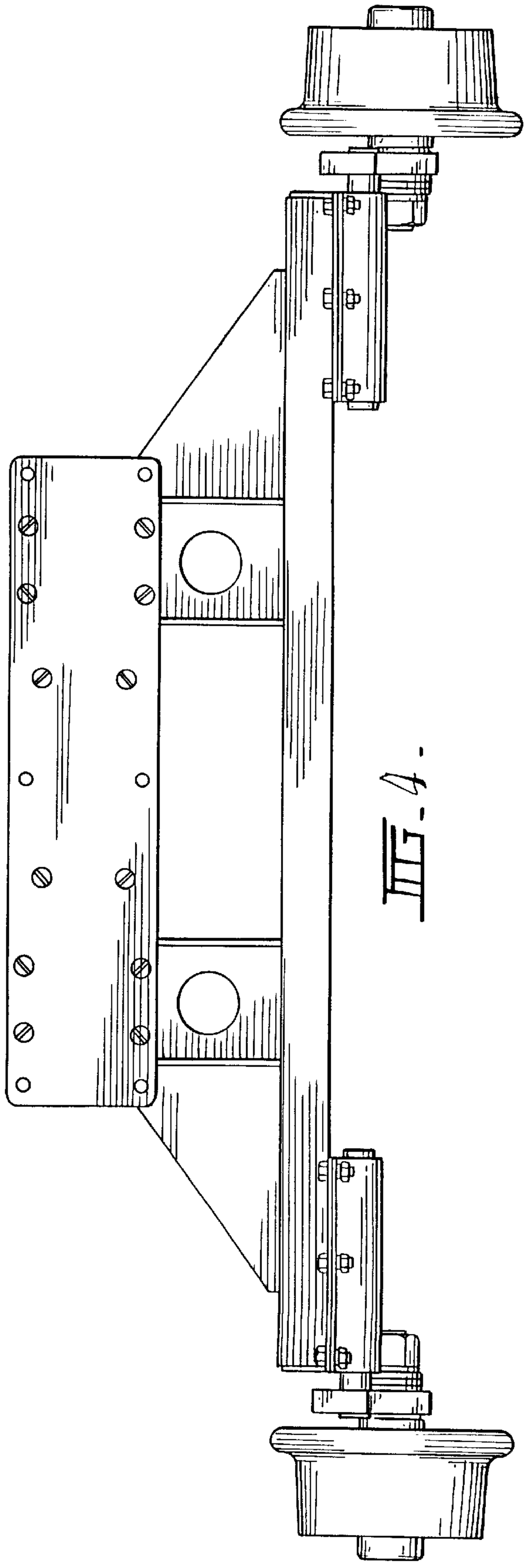


FIG. 4.

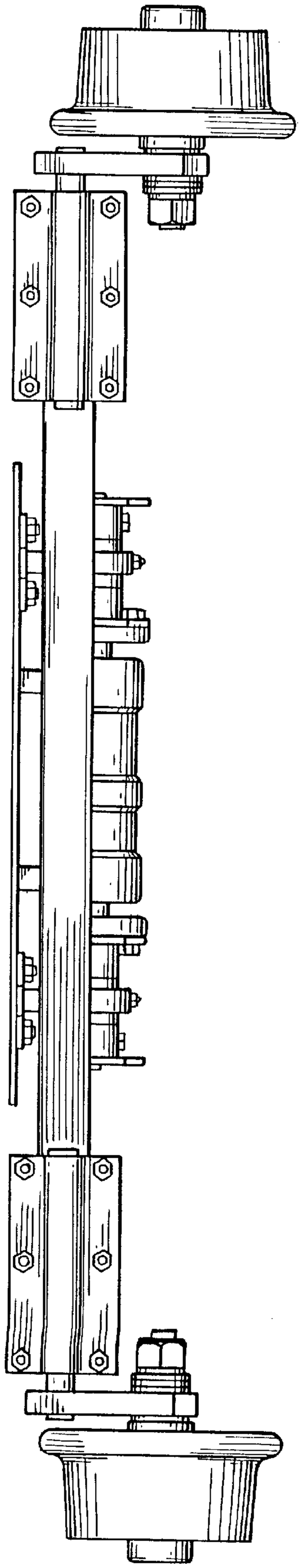


FIG. 5.