



US00D421581S

United States Patent [19]

[11] Patent Number: Des. 421,581

Dimson et al.

[45] Date of Patent: ** Mar. 14, 2000

[54] RAIL VEHICLE

DESCRIPTION

[75] Inventors: **Benjamin Dimson**, Santa Ana; **Richard Plavetich**, Laguna Beach; **Andre Frey**, Los Angeles; **Paul Terry**, San Juan Capistrano; **Gerhard Steinle**, Newport Beach, all of Calif.

FIG. 1 is a side elevational view of a rail vehicle showing our new design with a mildly sloped end profile, the opposite side being a mirror image thereto;

FIG. 2 is a top plan view of FIG. 1, the bottom, not shown, is plain and unornamented;

FIG. 3 is an end elevational view of FIG. 1, the opposite end being a mirror image thereto;

[73] Assignee: **ABB Daimler-Benz Transportation (Technology) GmbH**, Germany

FIG. 4 is a side elevational view of a second embodiment of my new design of FIGS. 1-3 with a steeply sloped profile, the opposite side being a mirror image thereto;

[**] Term: 14 Years

FIG. 5 is a top plan view of FIG. 4, the bottom, not shown, is plain and unornamented;

[21] Appl. No.: 29/078,792

FIG. 6 is an end elevational view of FIG. 4, the opposite end being a mirror image thereto;

[22] Filed: Oct. 31, 1997

FIG. 7 is a side elevational view of a third embodiment of my new design of FIGS. 1-3 with a blunt profile, the opposite side being a mirror image thereto;

[51] LOC (6) Cl. 12-03

FIG. 8 is a top plan view of FIG. 7, the bottom, not shown, is plain and unornamented;

[52] U.S. Cl. D12/37

FIG. 9 is an end elevational view of FIG. 7, the opposite end being a mirror image thereto;

[58] Field of Search D12/36, 37, 40, D12/39; 104/118, 281, 89, 287, 94

FIG. 10 is a side elevational view of a fourth embodiment of my new design of FIGS. 1-3, the opposite side being a mirror image thereto; the left end view being identical to FIG. 3 and the right end view being identical to FIG. 6;

[56] References Cited

U.S. PATENT DOCUMENTS

D. 205,105	6/1966	Clary et al.	D66/1
D. 208,040	7/1967	Crawford	D66/1
D. 292,971	12/1884	Frech et al.	D12/37
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FIG. 11 is a top plan view of FIG. 10, the bottom, not shown, is plain and unornamented;

FIG. 12 is a side elevational view of a fifth embodiment of my new design of FIGS. 1-3, the opposite side being a mirror image thereto; the left end view being identical to FIG. 3 and the right end view being identical to FIG. 9;

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Attorney, Agent, or Firm—Webb Ziesenheim Logsdon Orkin & Hanson, P.C.

FIG. 13 is a top plan view of FIG. 12, the bottom, not shown, is plain and unornamented;

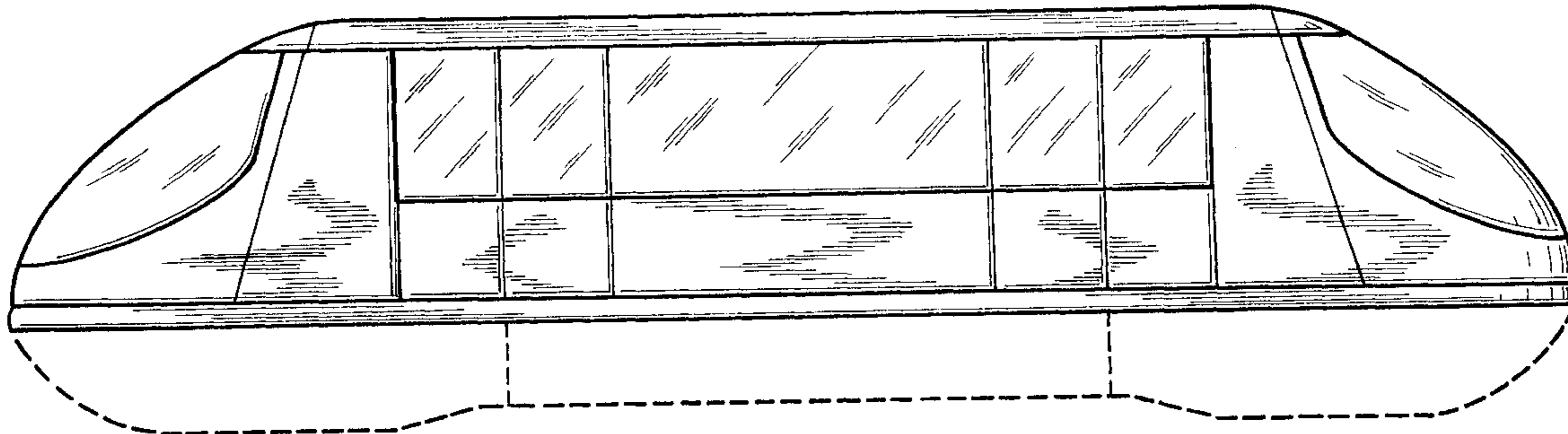
FIG. 14 is a side elevational view of a sixth embodiment of my new design of FIGS. 1-3, the opposite side being a mirror image thereto; the left end view being identical to FIG. 6 and the right end view being identical to FIG. 9; and, FIG. 15 is a top plan view of FIG. 14, the bottom, not shown, is plain and unornamented.

[57] CLAIM

The broken line showings of FIGS. 1, 3-4, 6-7, 9-10, 12 and 14 are environmental only and not part of the claimed design.

The ornamental design for a rail vehicle, as shown and described.

1 Claim, 7 Drawing Sheets



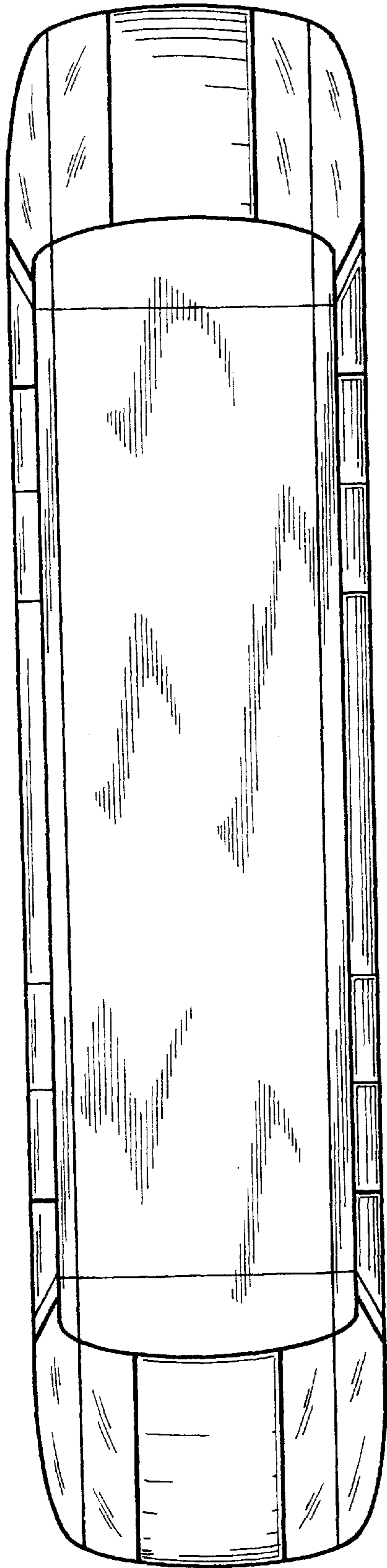


FIG. 2

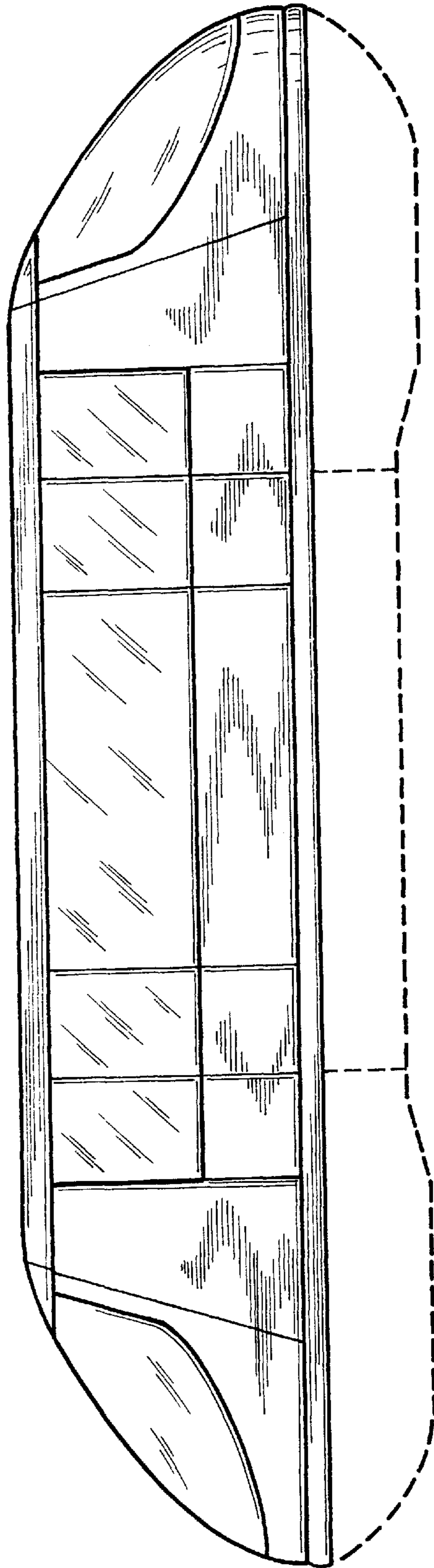


FIG. 1

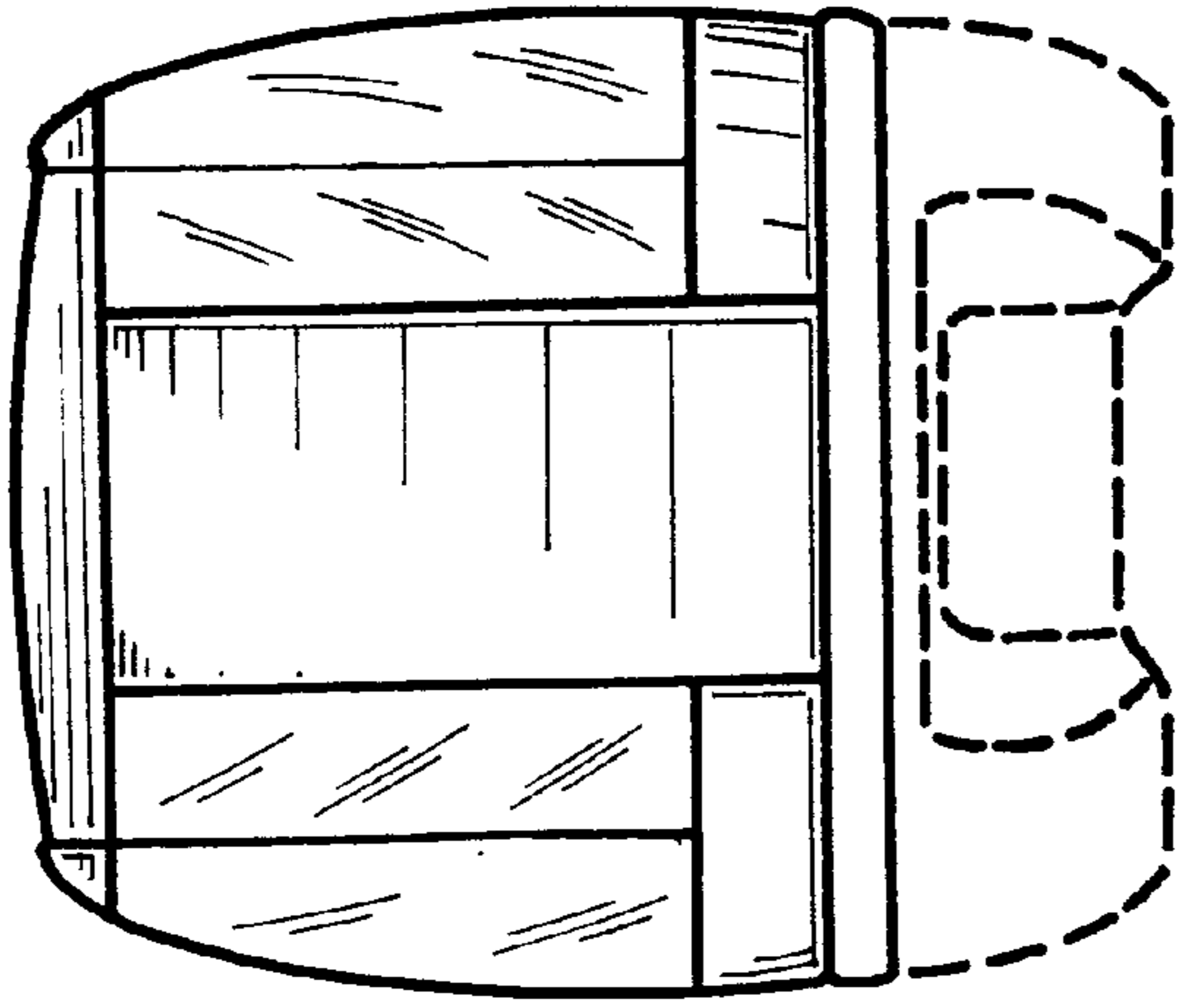


FIG. 9

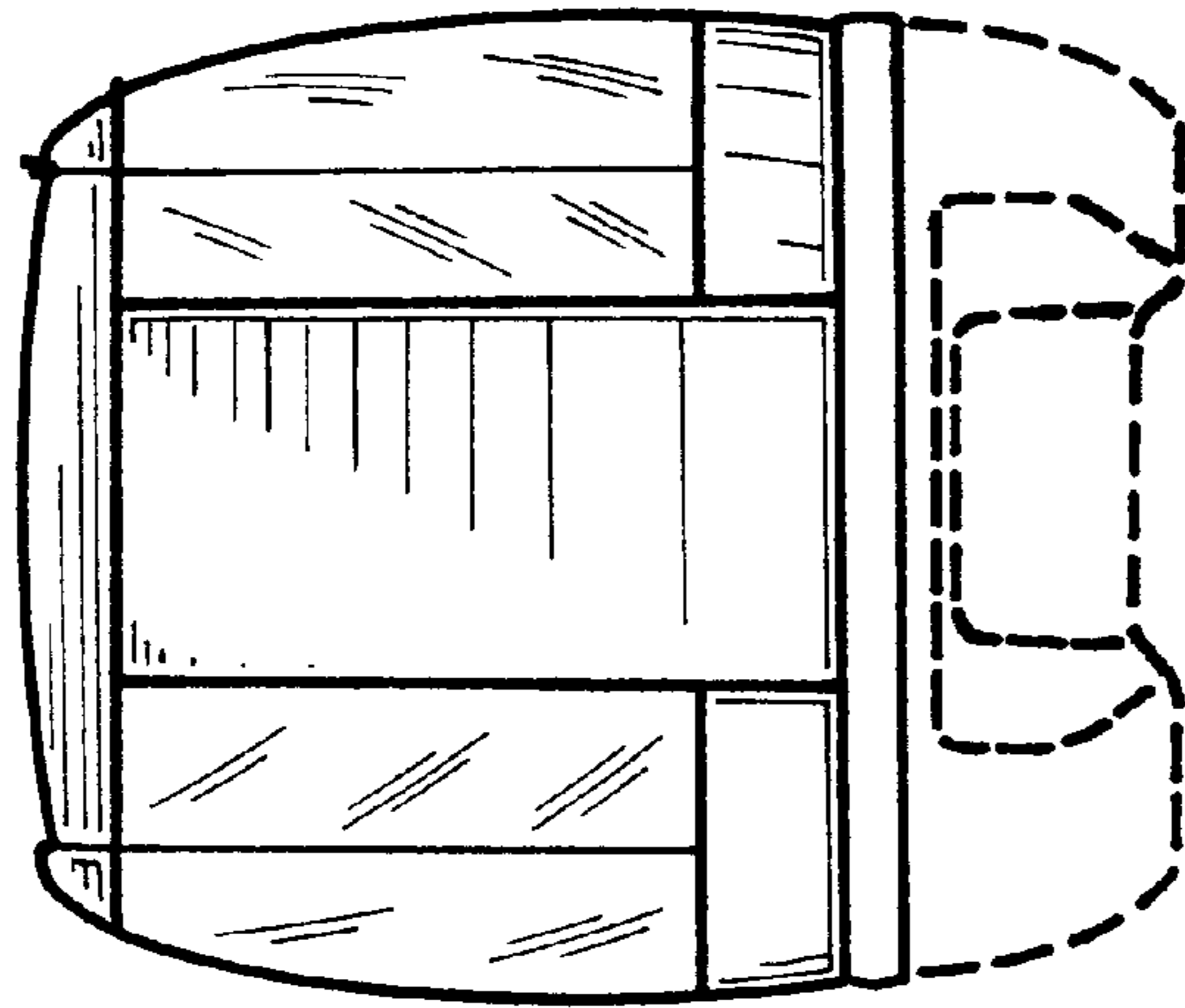


FIG. 6

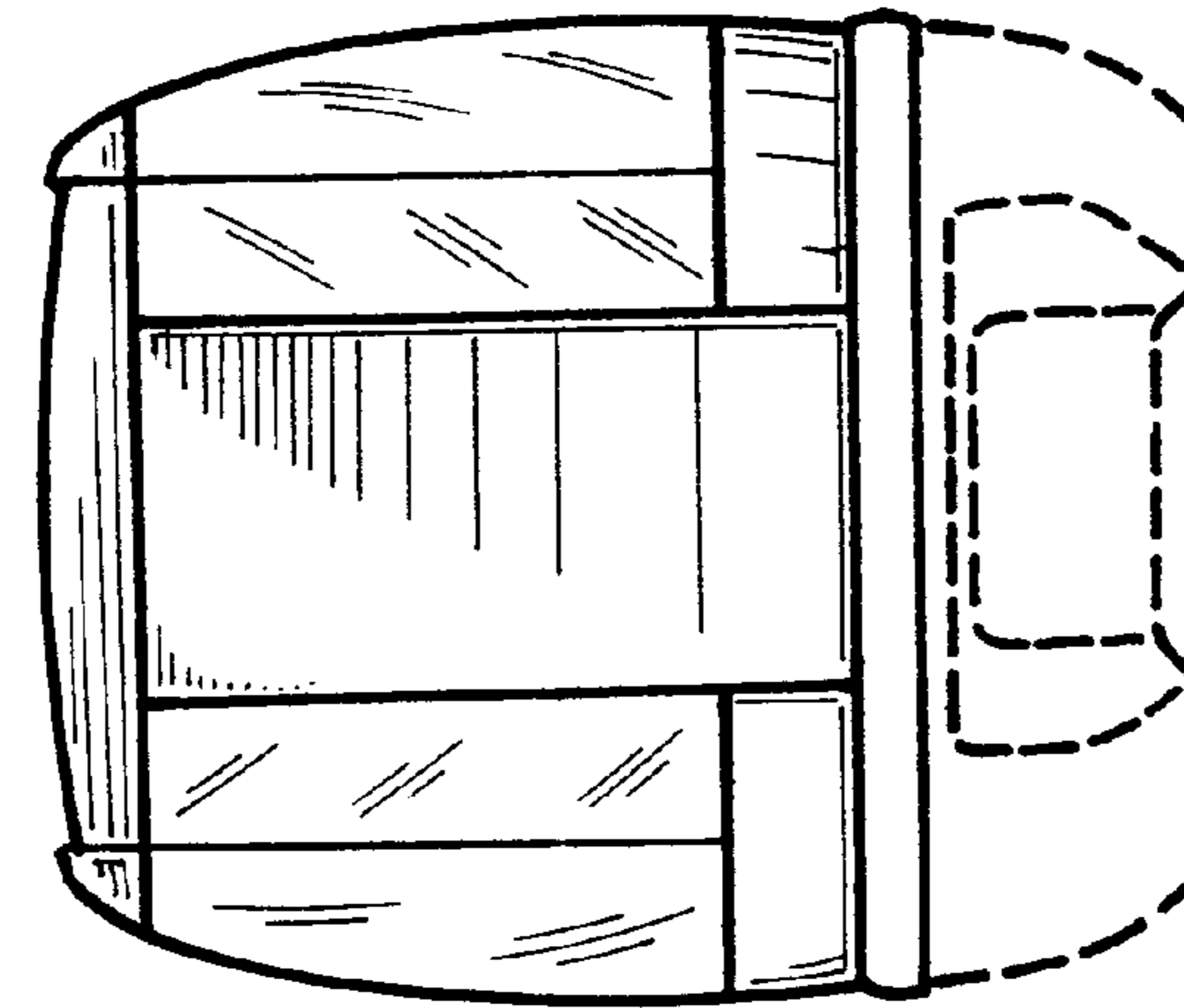


FIG. 3

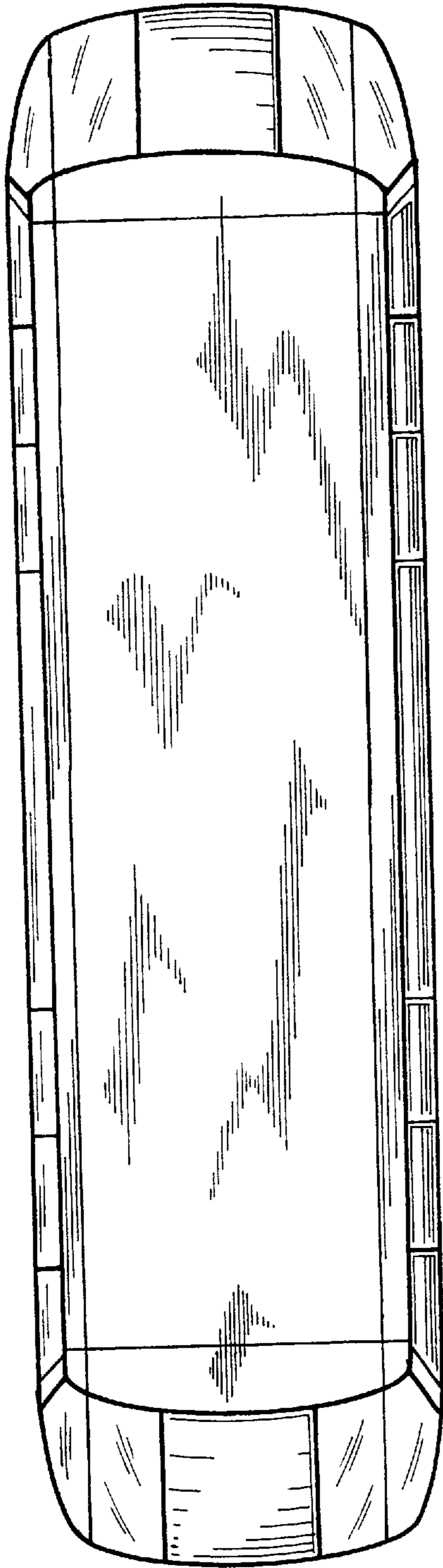


FIG. 5

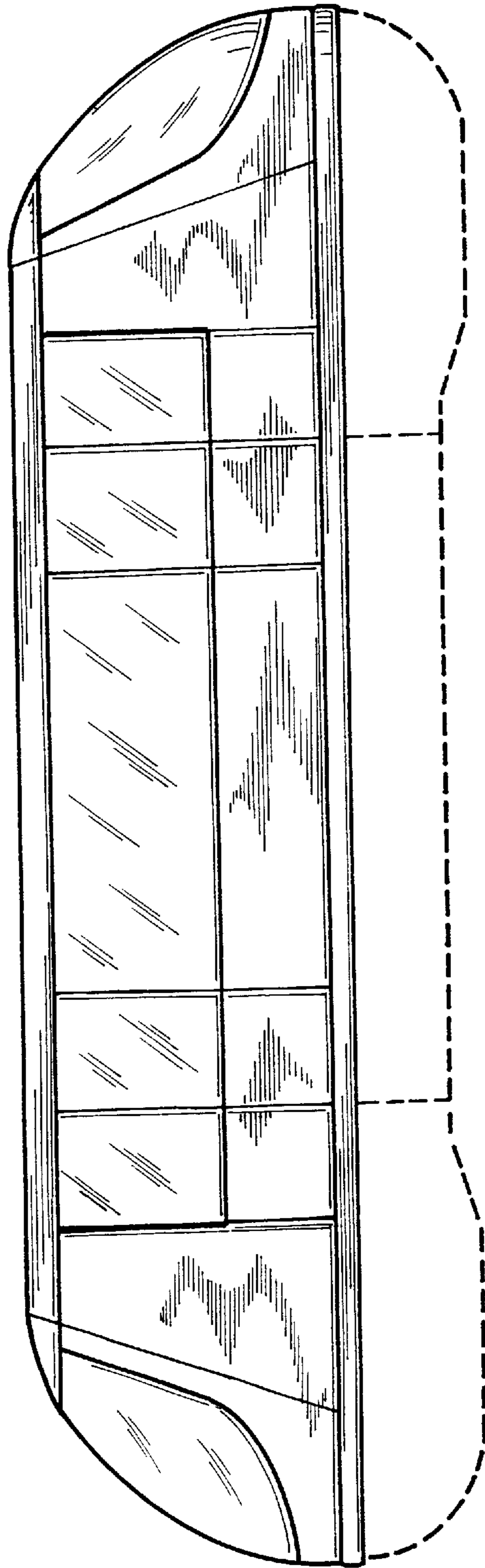


FIG. 4

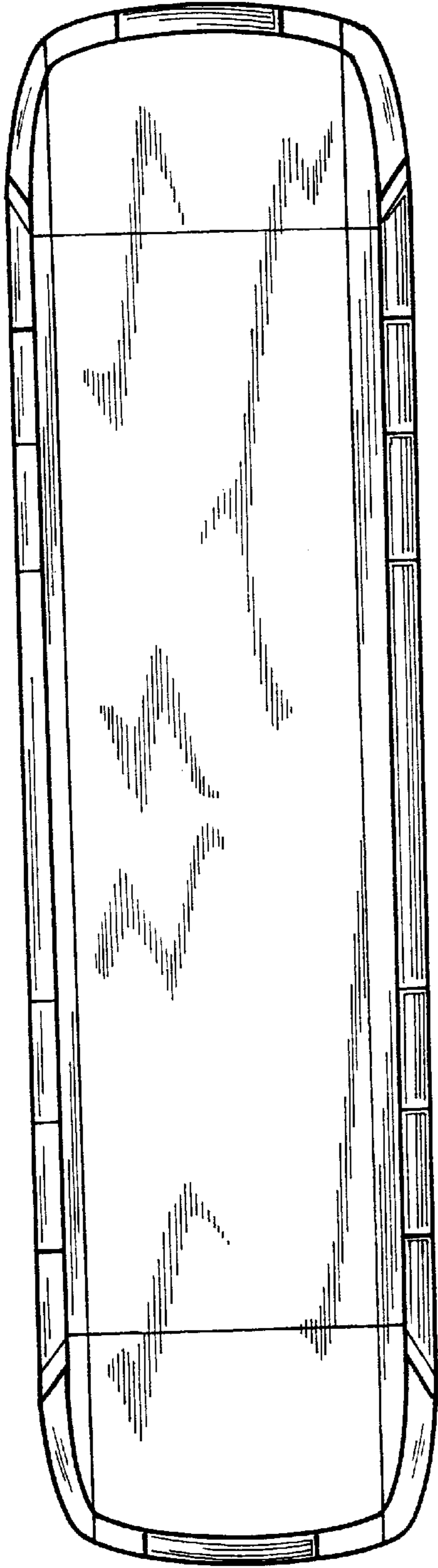


FIG. 8

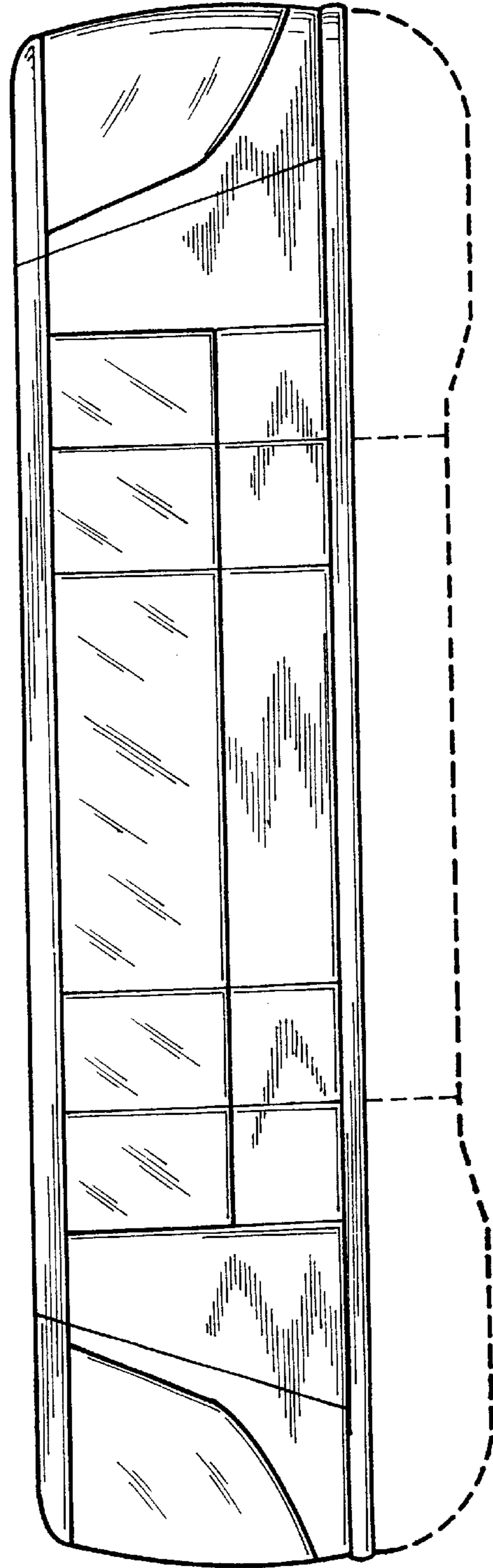


FIG. 7

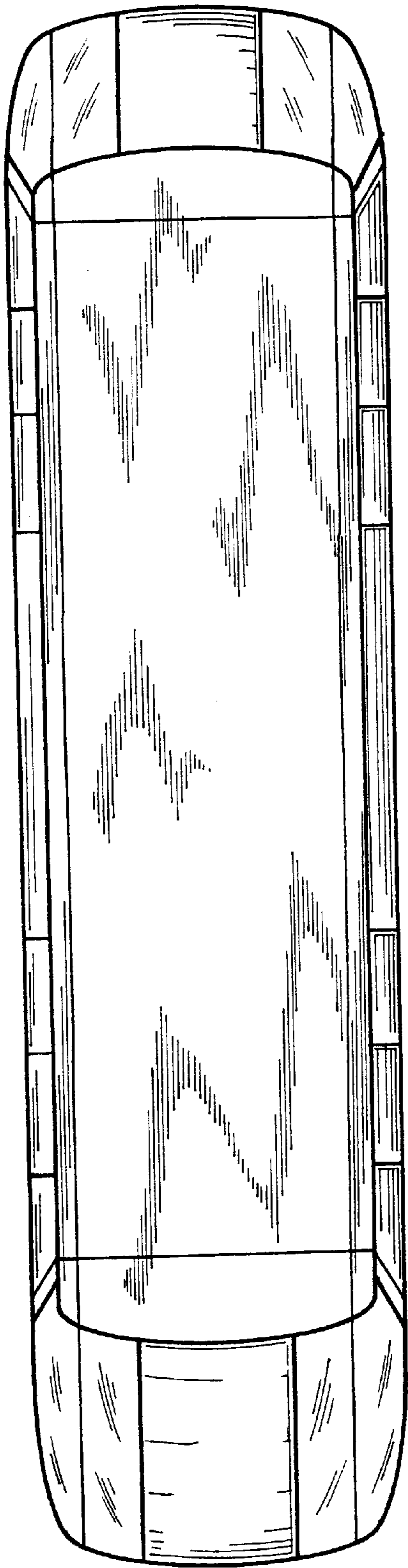


FIG. 11

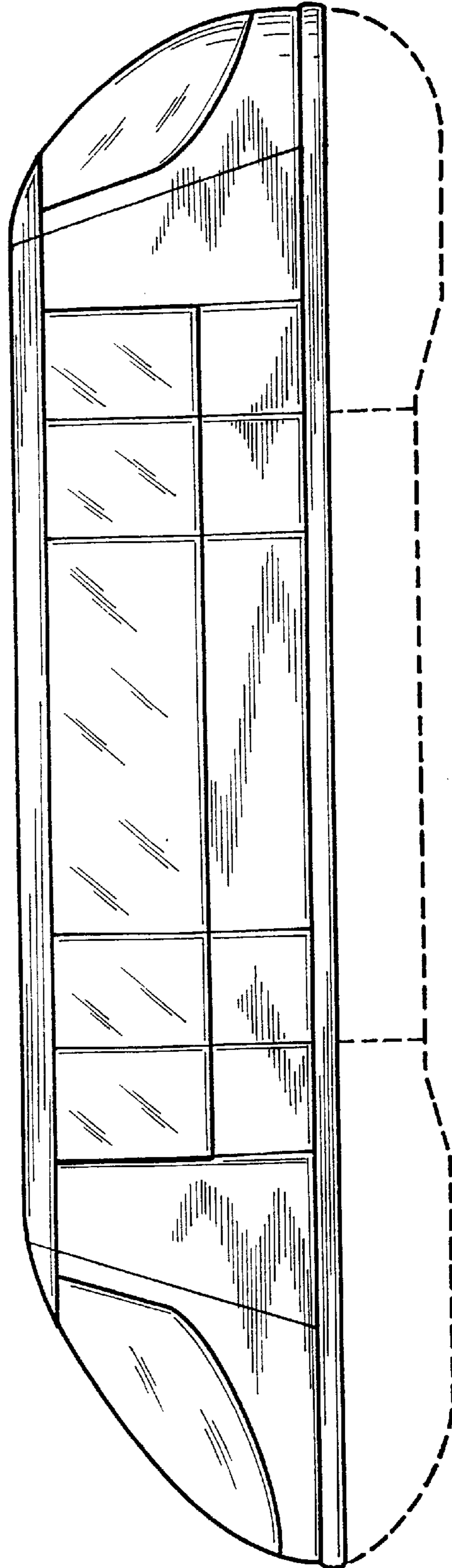


FIG. 10

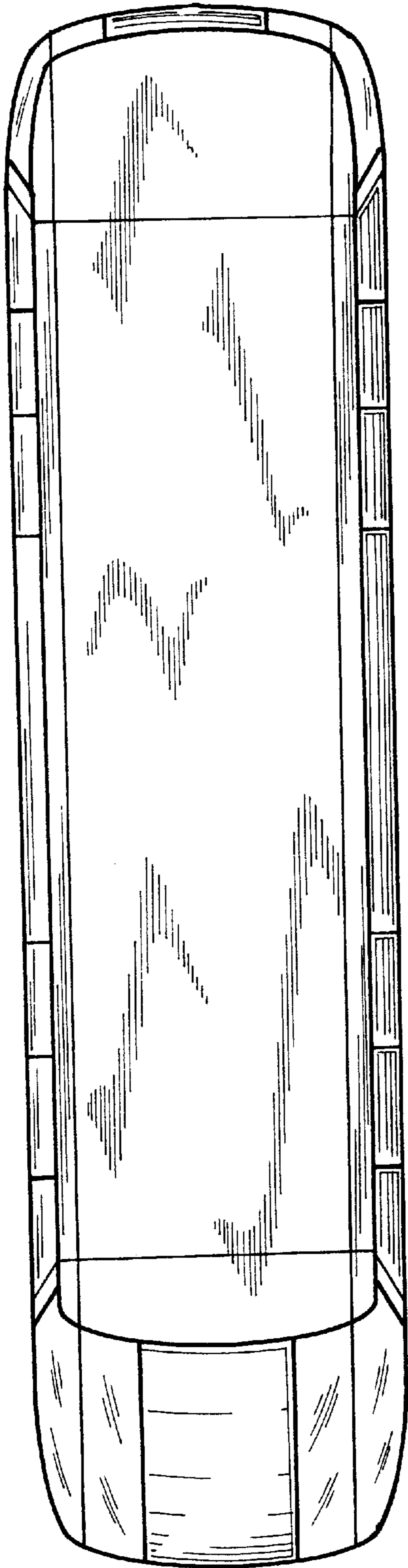


FIG. 13

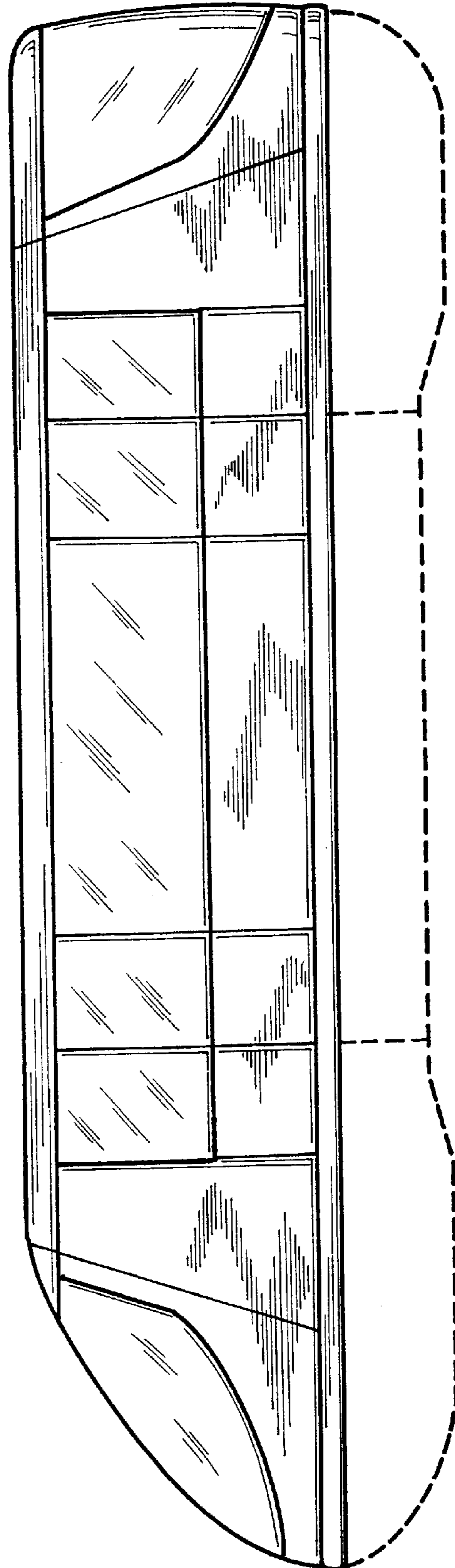


FIG. 12

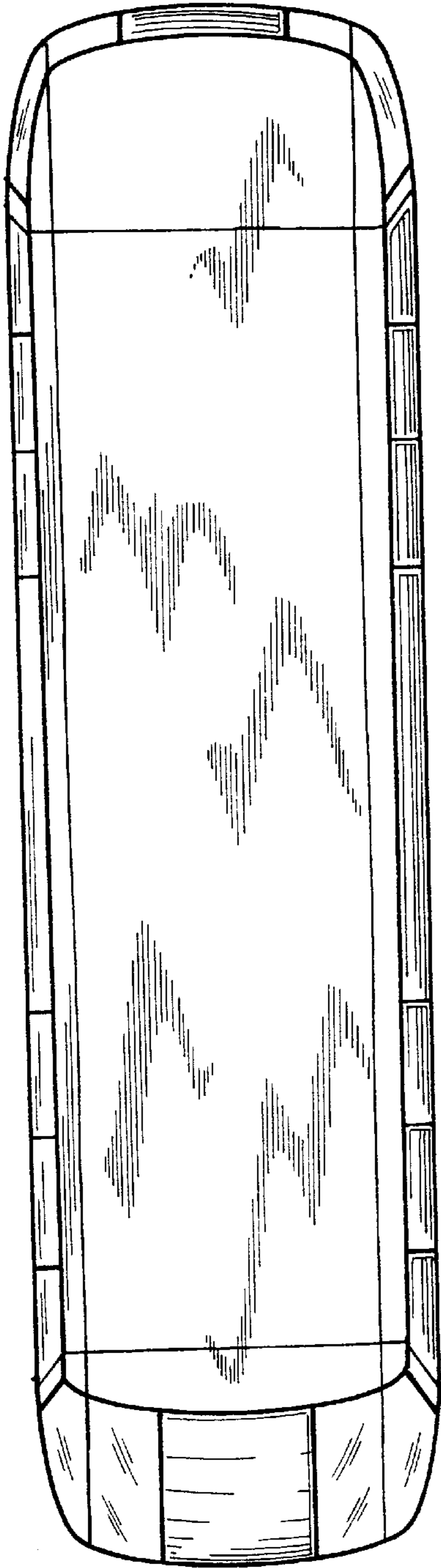


FIG. 15

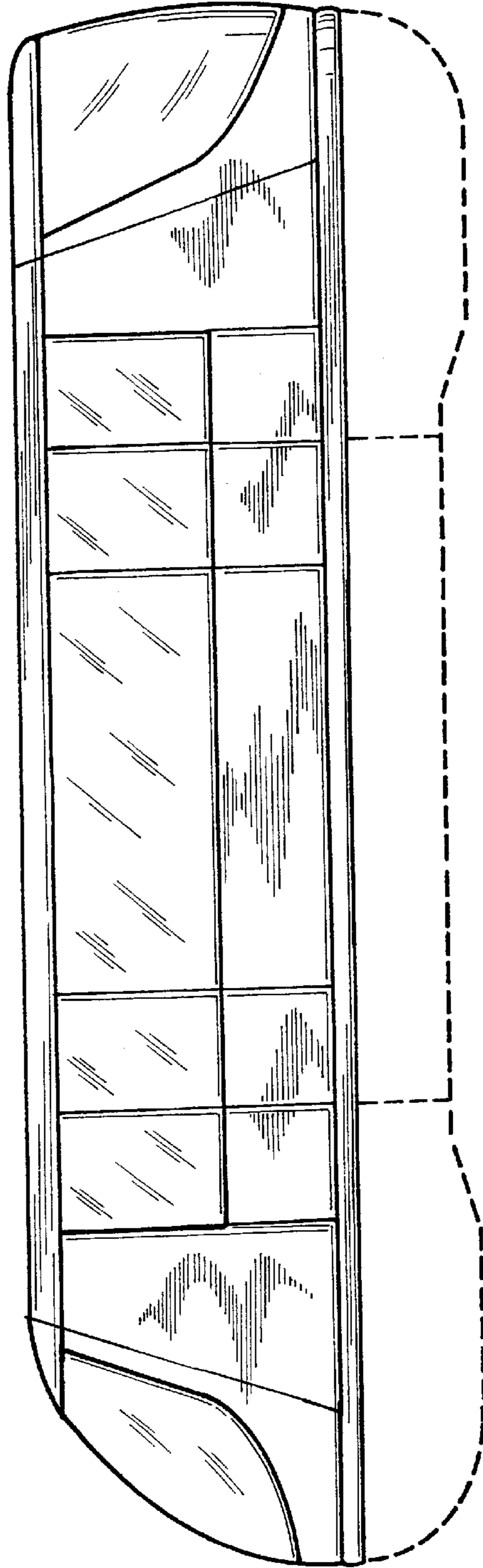


FIG. 14