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(12) **United States Design Patent**
Joll

(10) **Patent No.:** **US D437,282 S**

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(54) **RAILWAY CAR AIR BRAKE RESERVOIR MOUNTING BRACKET**

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(73) Assignee: **Vineland Manufacturing Ltd.**,
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(**) Term: **14 Years**

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(22) Filed: **Mar. 10, 1999**

(30) **Foreign Application Priority Data**

Mar. 8, 1999 (CA) 1999-0589

(51) **LOC (7) Cl.** **12-06**

(52) **U.S. Cl.** **D12/223; D8/354**

(58) **Field of Search** **D12/223; 280/96.1;**
248/300, 200, 140; D8/354

(56) **References Cited**

U.S. PATENT DOCUMENTS

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D. 243,190 * 1/1977 Knutson et al. D8/354 X

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(57) **CLAIM**

The ornamental design for a railway car air brake reservoir mounting bracket, as shown in the drawings.

DESCRIPTION

FIG. 1 is a side perspective view of a railway car air brake reservoir mounting bracket according to the present invention;

FIG. 2 is a top plan view of the railway car air brake reservoir mounting bracket shown in FIG. 1;

FIG. 3 is a front end view of the railway car air brake reservoir mounting bracket shown in FIG. 1;

FIG. 4 is a side view of the railway car air brake reservoir mounting bracket shown in FIG. 1;

FIG. 5 is a rear end view of the railway car air brake reservoir mounting bracket;

FIG. 6 is a bottom plan view of the railway car air brake reservoir mounting bracket;

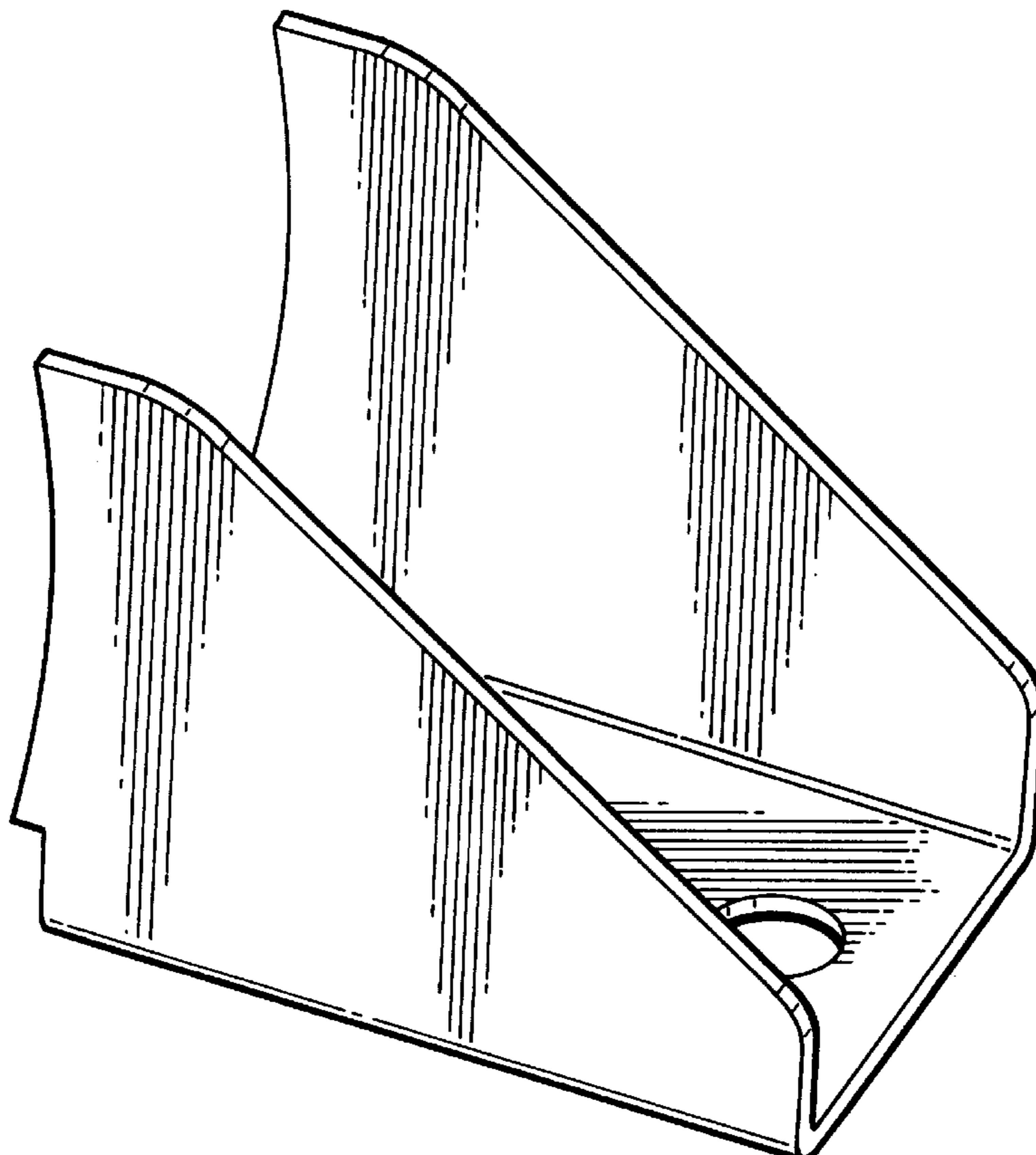
FIG. 7 is a side perspective view of a variation of the railway car air brake reservoir mounting bracket shown in FIGS. 1 to 6;

FIG. 8 is a side view of the railway car air brake reservoir mounting bracket variation shown in FIG. 7;

FIG. 9 is a rear end view of the railway car air brake reservoir mounting bracket variation shown in FIG. 7; and,

FIG. 10 is a bottom plan view of the railway car air brake reservoir mounting bracket variation shown in FIG. 7.

1 Claim, 4 Drawing Sheets



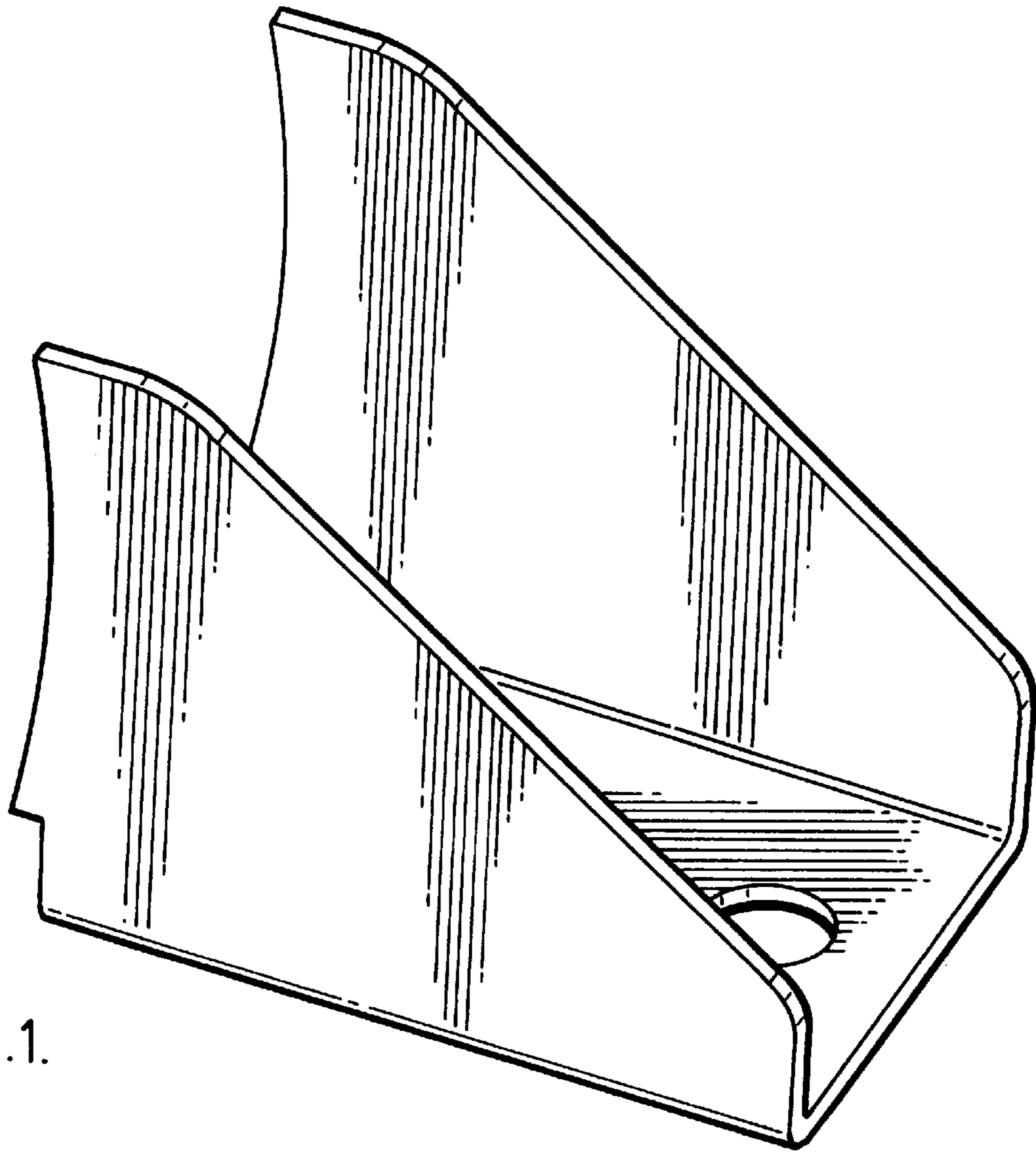


FIG. 1.

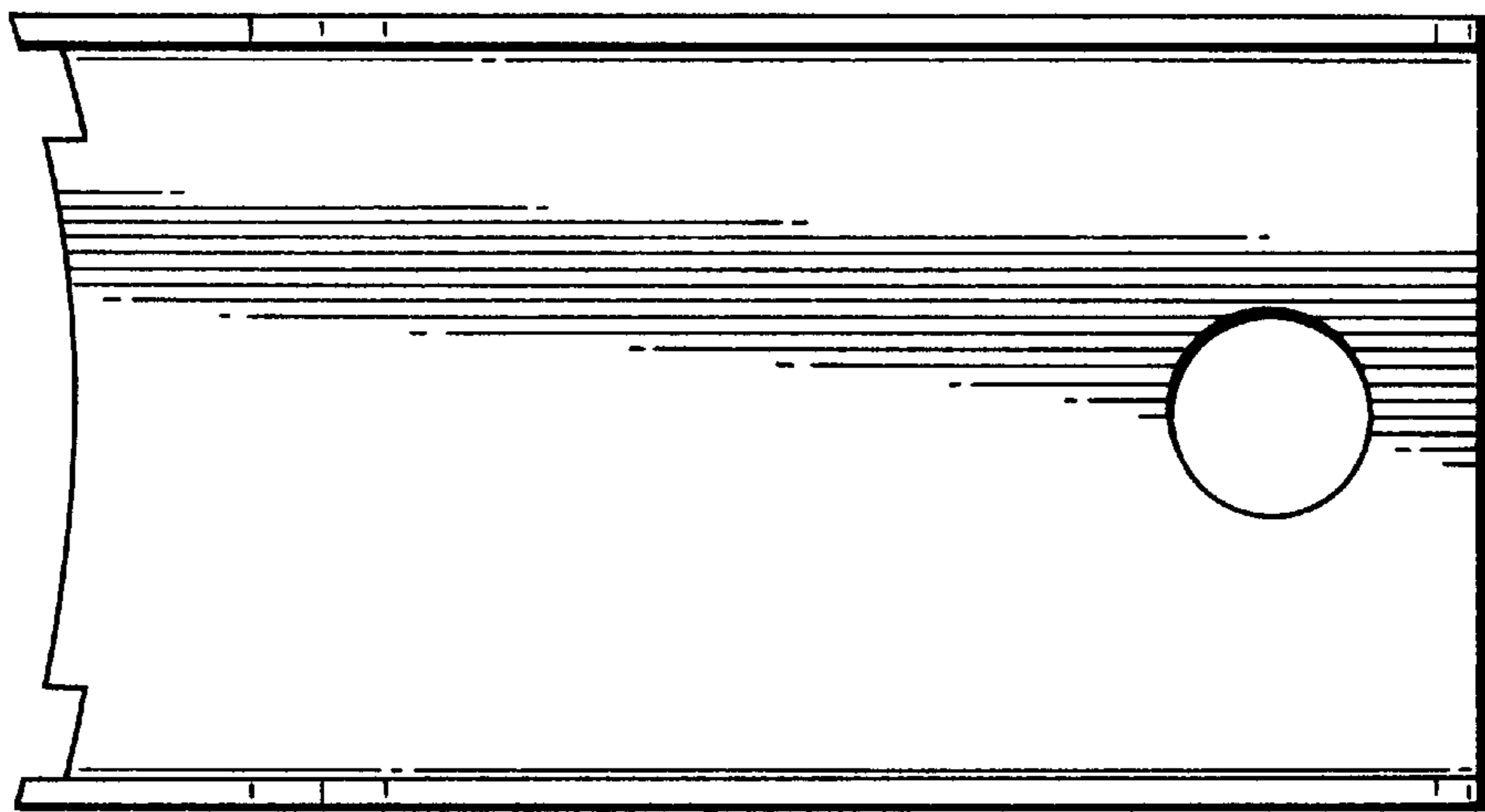


FIG. 2.

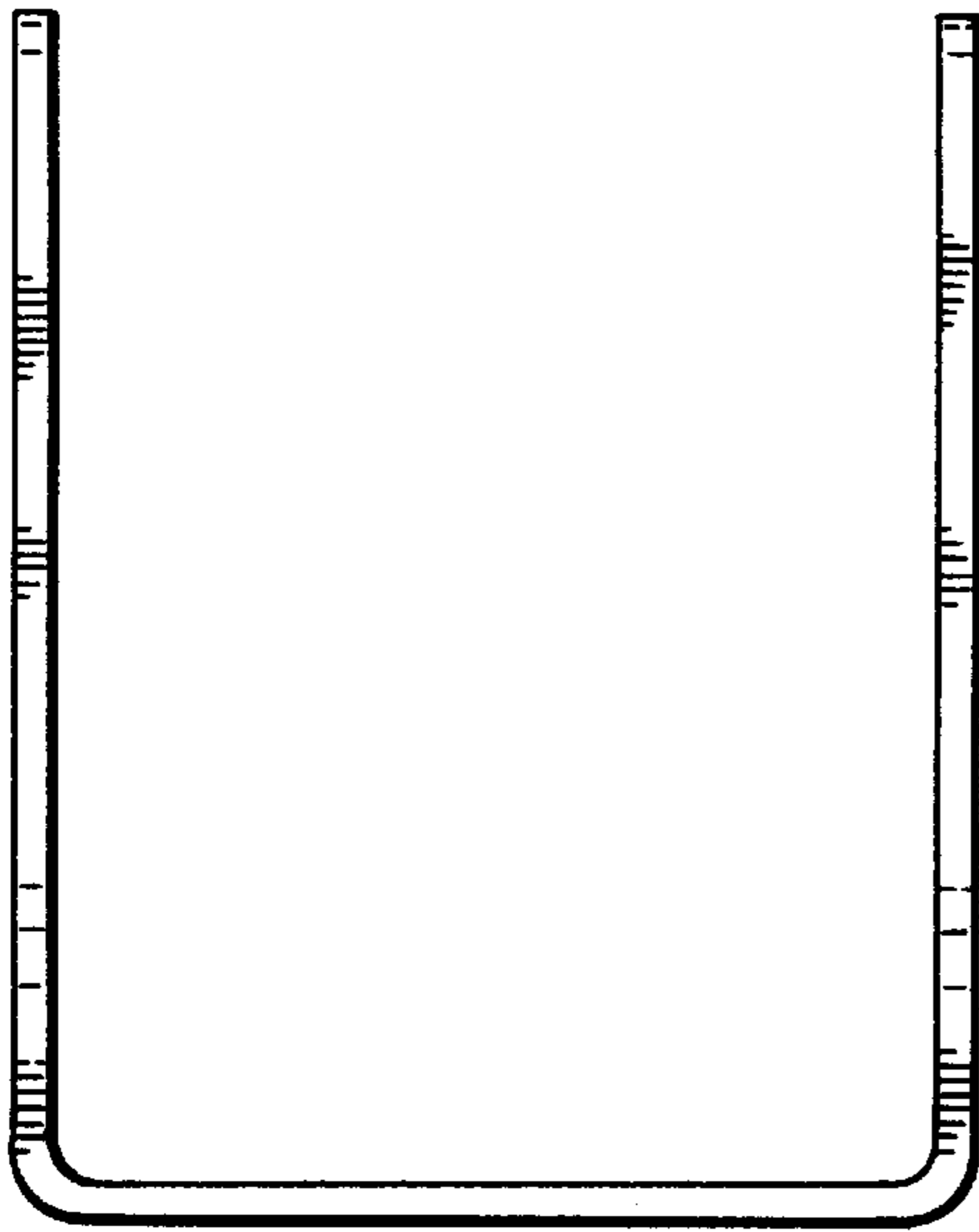


FIG. 3.

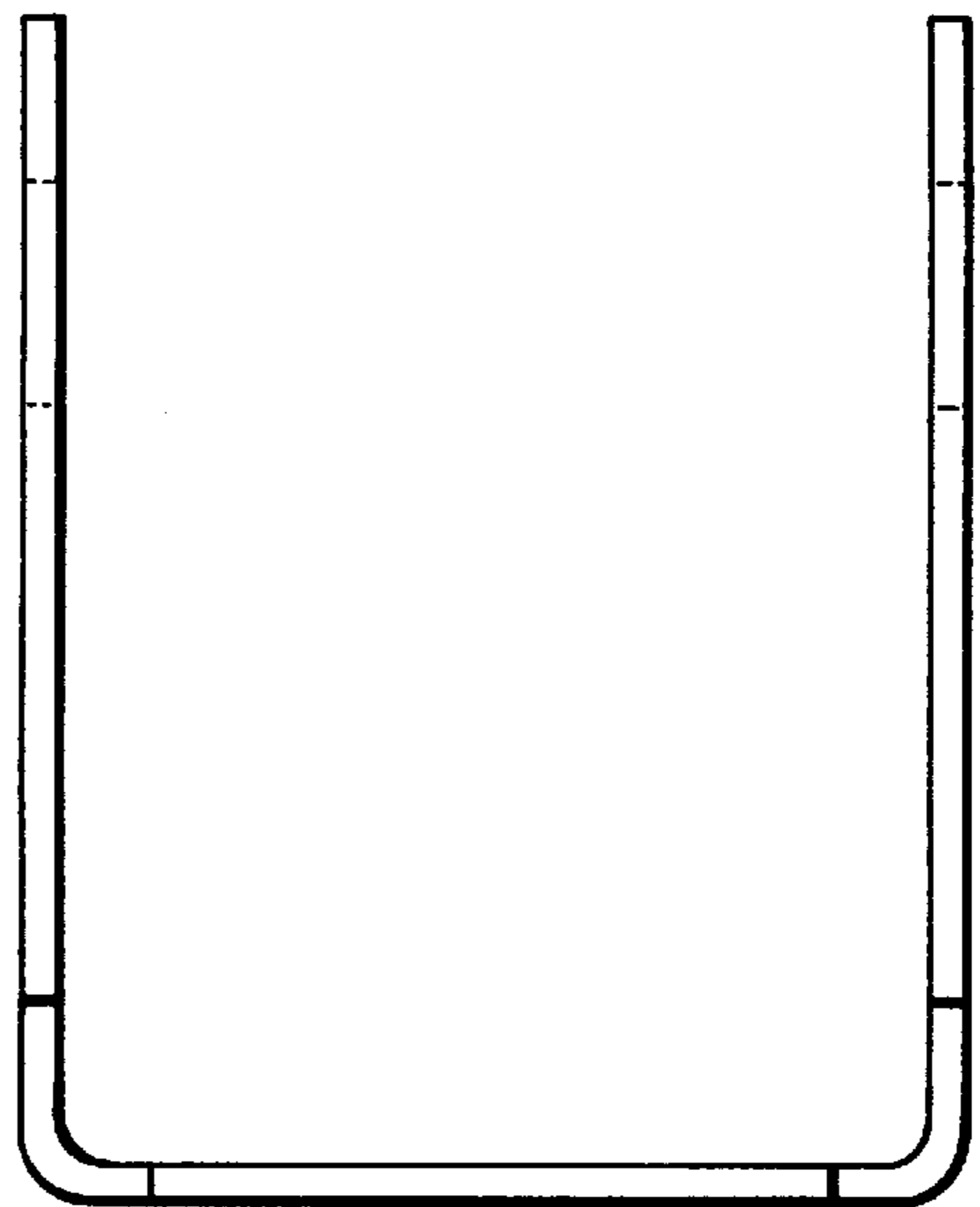


FIG. 5.

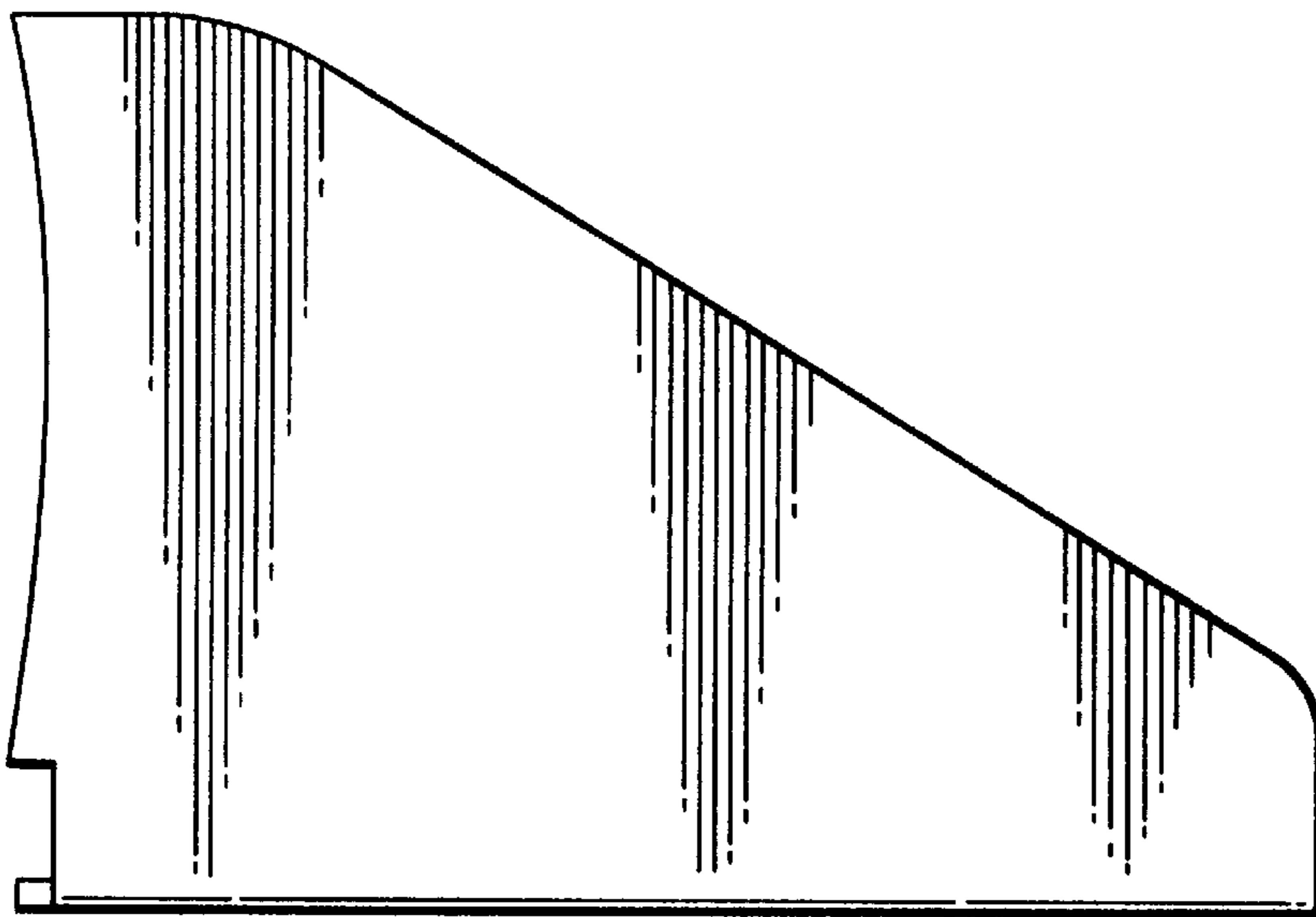


FIG. 4.

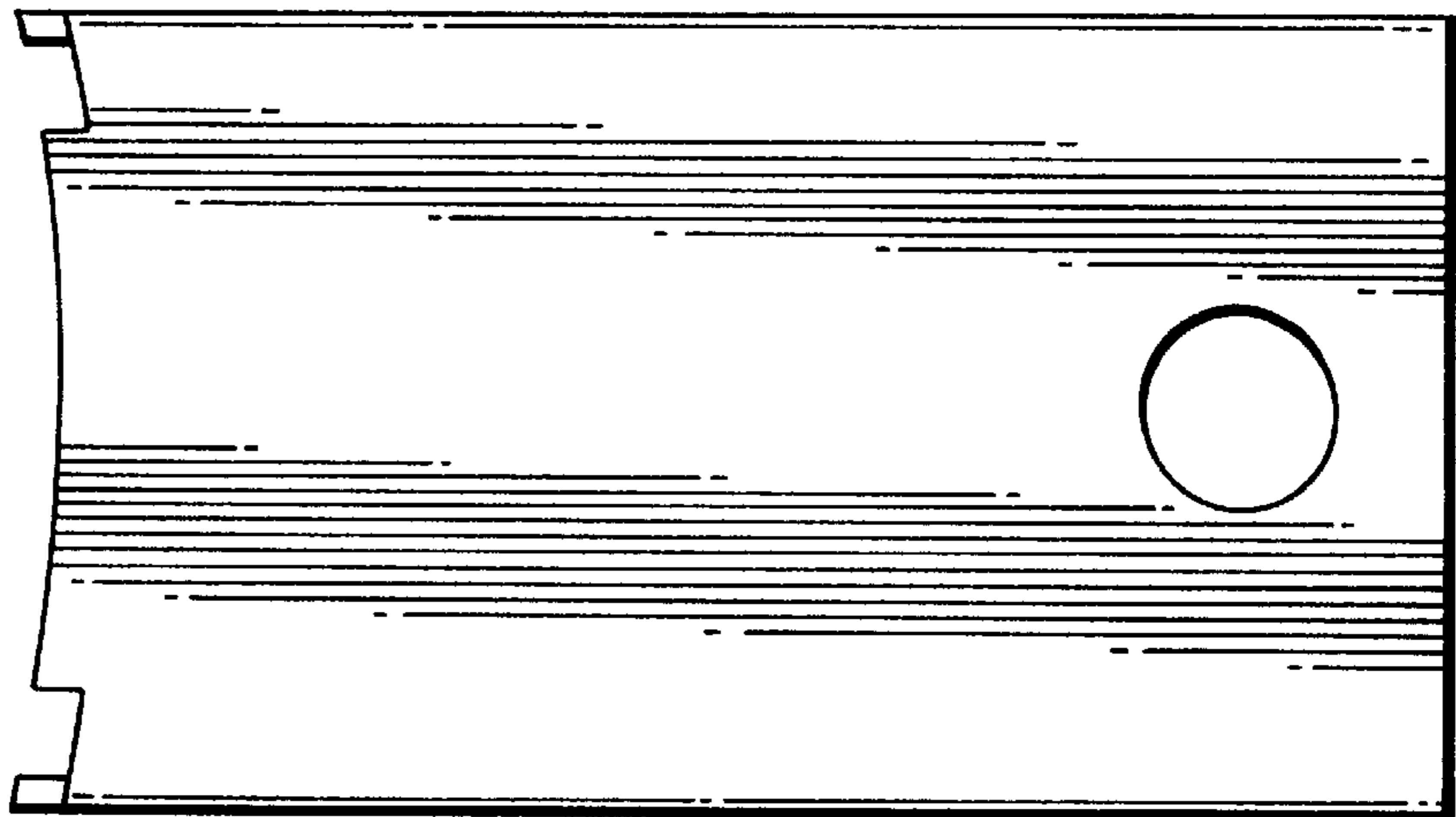


FIG. 6.

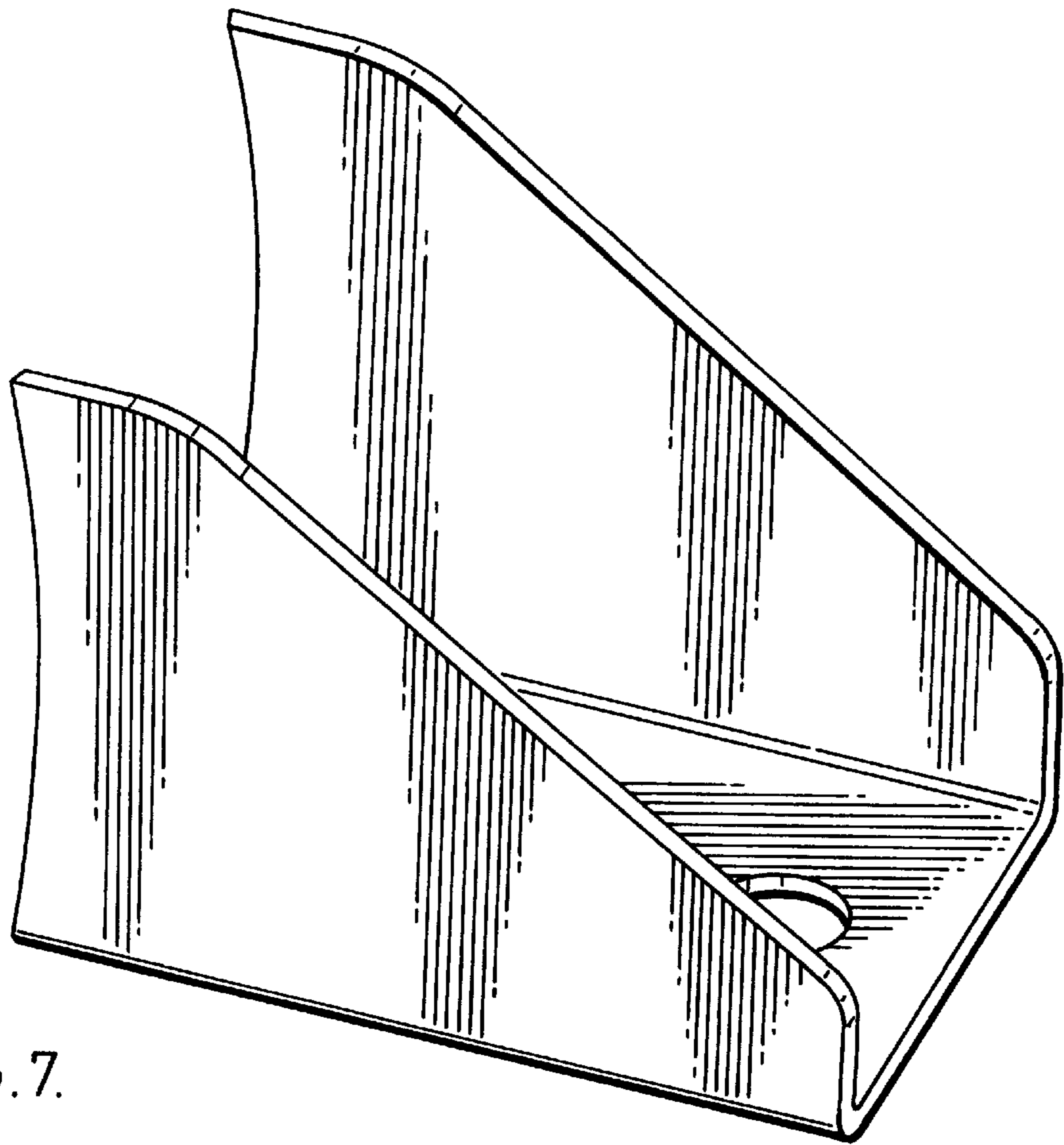


FIG. 7.

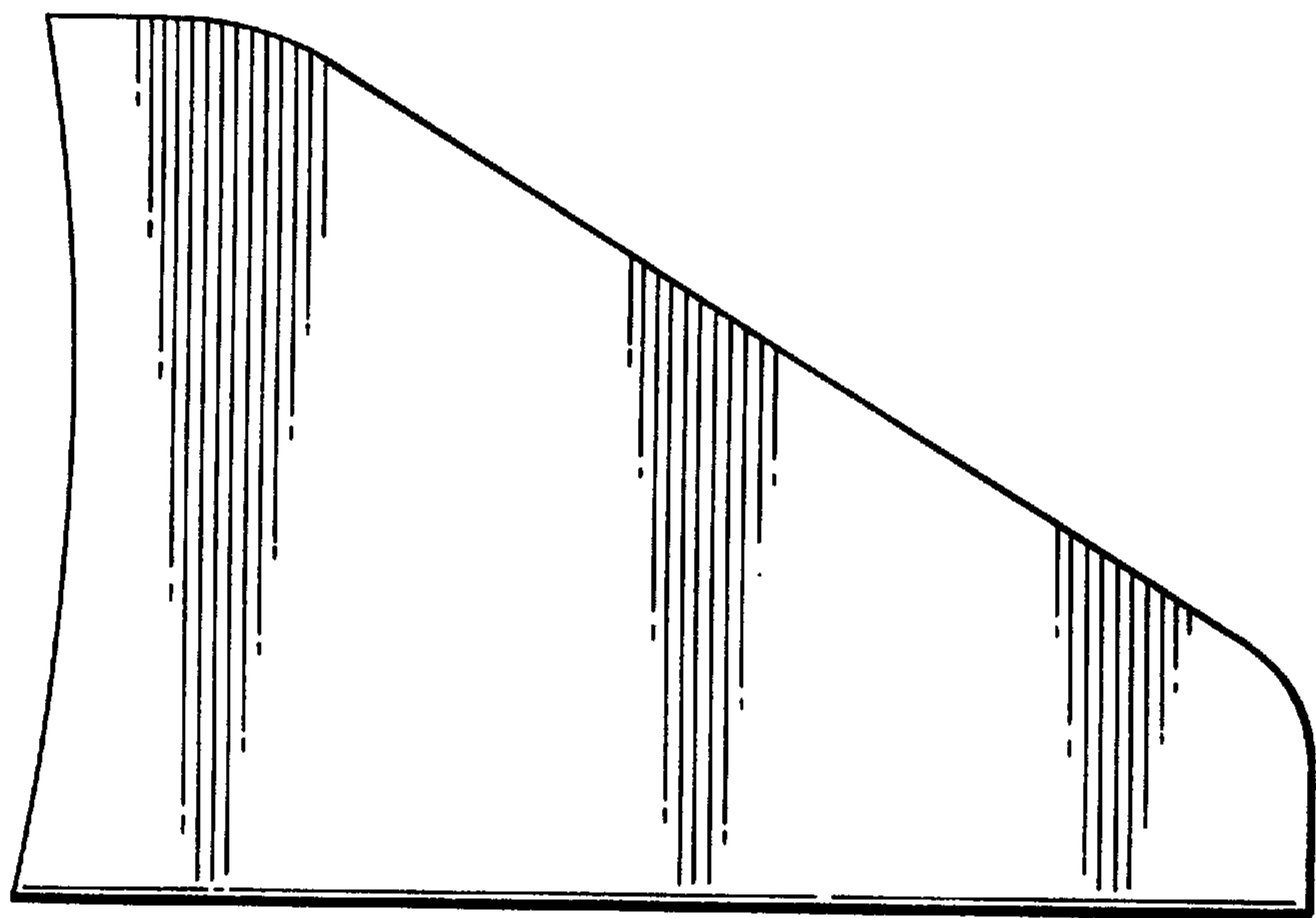


FIG. 8.

FIG.9.

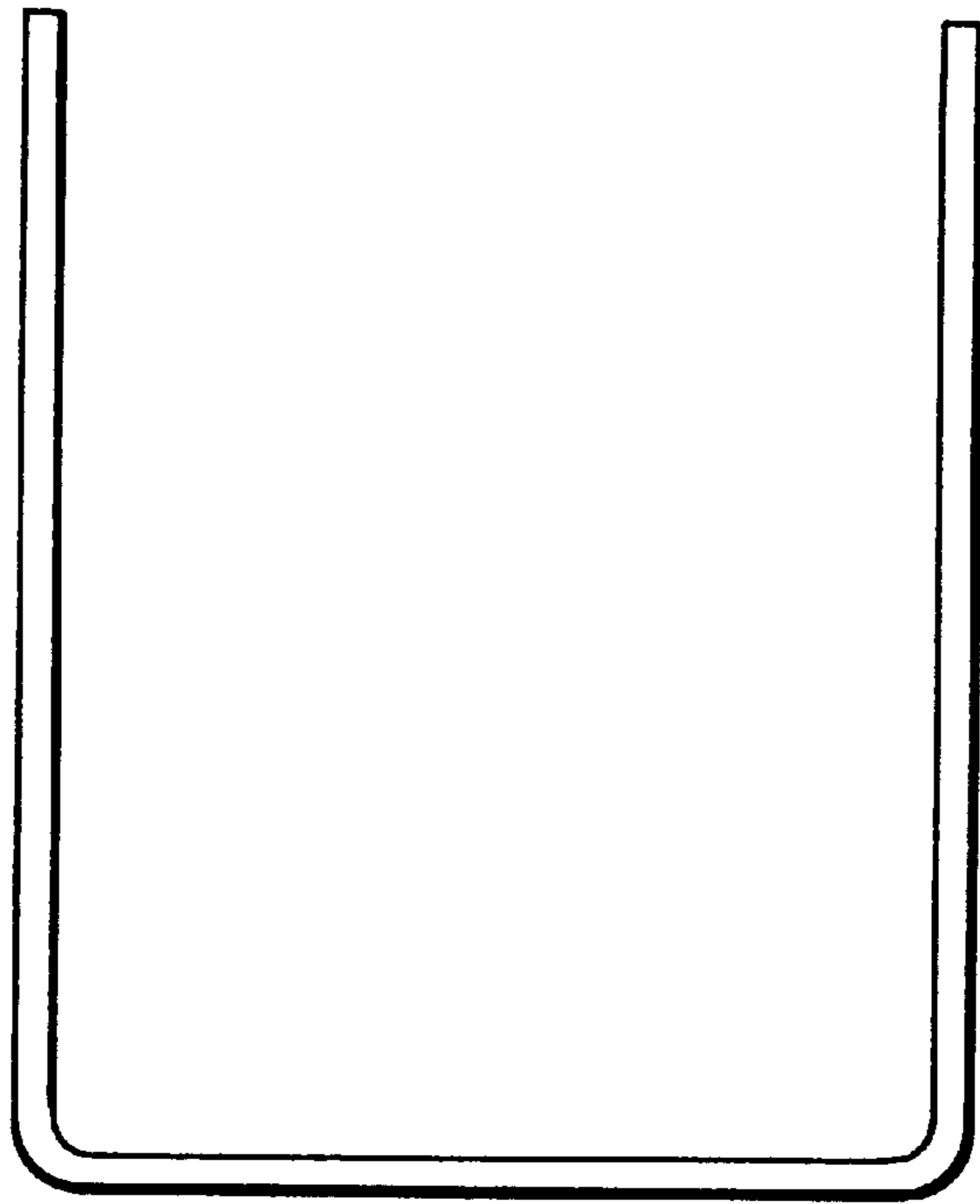


FIG.10.

