

Castillo Grau & Asociados

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SUPERINTENDENCIA DE INDUSTRIA Y COMERCIO



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Act. 444 RESPUESTAREQUE Folios: 29

Señor Director
DIRECCION DE NUEVAS CREACIONES
SUPERINTENDENCIA DE INDUSTRIA Y C
Bogotá, D.C.

Re.: Expediente No. 13 138.604
Solicitud de Patente a nombre de
AMSTED RAIL COMPANY, INC.

Código 02 – 01 - 444

En relación con la solicitud contenida en el expediente de la referencia y, en particular, para dar respuesta a su requerimiento contenido en el Oficio No. 10853, expedido dentro del mismo, dentro del término conferido, por medio del presente escrito me permito manifestarle:

1. Acompaño copia auténtica del poder conferido por mi representada, la sociedad AMSTED RAIL COMPANY, INC., debidamente firmado.
2. Acompaño el documento en que consta la cesión del derecho a la patente del Inventor

Douglas L. Compton

a favor de la sociedad solicitante AMSTED RAIL COMPANY, INC., debidamente firmado.

3. Acompaño copia de la solicitud en Estados Unidos No. 13/495,205 de Junio 13, 2012, de la cual se reivindica prioridad, certificada por la Administración que la recibió junto con la traducción del capítulo de reivindicaciones.

Le solicito se sirva agregar este escrito y sus anexos al expediente y continuar con el trámite de la solicitud.

De Usted Atentamente,

GERMAN CASTILLO GRAU

T.P. No. 2.978 del C.S.J.

Castillo Grau & Associates

Law Offices
P.O. Box 251473
Bogotá, Colombia

C

FOR PATENTS AND TRADEMARKS IN

COLOMBIA

PODER GENERAL

(1) AMSTED RAIL COMPANY, INC.

domiciliado en 311 S. Wacker, Suite 5300,
Chicago, Estado de Illinois, E.U.A.

nombra al Dr. Germán Castillo Grau y/o Adriana
Castillo Gibsone y/o Luis Felipe Castillo Gibsone

con oficinas en la Carrera 13 No. 37-43, Piso 12
en Bogotá, D.C., Colombia como sus
representantes con poder especial amplio y
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comprende además las facultades de recibir,
desistir, transigir, comprometer, sustituir, revocar
sustituciones, recibir notificaciones y nombrar
apoderados judiciales o extra-judiciales.

Dado y firmado en

Firma/Signature

En J. Ben

GENERAL POWER OF ATTORNEY

(1) AMSTED RAIL COMPANY, INC.

domiciled in 311 S. Wacker, Suite 5300,
Chicago, Illinois, U.S.A.

hereby appoint Dr. Germán Castillo Grau and/or
Adriana Castillo-Gibsone and/or Luis Felipe
Castillo-Gibsone

with offices at Carrera 13 No. 37-43, 12th Floor in
Bogotá, Colombia as our representatives with
special ample and sufficient power to obtain from
the offices and Colombian authorities,
administrative, judicial and police, in first or in
second instance, Patents of Invention,
registration of Trade or Service Marks, Industrial
Designs, of Commercial Names and Ensigns, as
well as assignments, extensions, renewals,
changes of names and addresses, registration of
licences of exploitation and licences of use
referring to said actions who are empowered to
take before said authorities all of the necessary
steps for the purposes indicated, to file
applications, to formulate descriptions,
corrections, protests, declarations, appeals and
claims, apply for precautionary measures, to
accept on our behalf and representation the
assignment of rights on invention and titles of
invention that may be given to us by any person,
to pay all taxes, quotas and payments
prescribed by law, to receive all the documents
and proceeds giving the respective
acquiescence or receipt, to fulfill any other
requisites to desist and take in fact any other
measures that may be deemed conducive to the
safeguard of our interests, and in case
oppositions are presented to intervene as
plaintiff or defendant, with all necessary legal
faculties. This power includes the faculties to
receive, desist, compromise, transact, substitute
it in all or in part, to revoke substitutions, to
receive notifications and to appoint judicial or
extra-judicial attorneys.

Given and signed in

CHICAGO, IL U.S.A.

16 JULY 2013

PATENT OF INVENTION ASSIGNMENT

3

The undersigned

DOUGLAS L. COMPTON

domiciled in 128 Somerset Drive, Glen Carbon, Illinois, U.S.A.

hereby appoint(s) Dr. GERMAN CASTILLO GRAU, and/or Dr. ADRIANA CASTILLO GIBSON and/or Dr. LUIS FELIPE CASTILLO GIBSON, domiciled in Bogotá, Colombia, with offices at Carrera 13 No. 37-43, 12th Floor, as attorneys with ample and sufficient power, including that of receiving notifications and appointing judicial and extra-judicial attorneys, to apply for and obtain from the Colombian offices and authorities the Patent of Invention for

RAILCAR BRAKE BEAM WEAR LINER

to be issued in the name of

AMSTED RAIL COMPANY, INC.

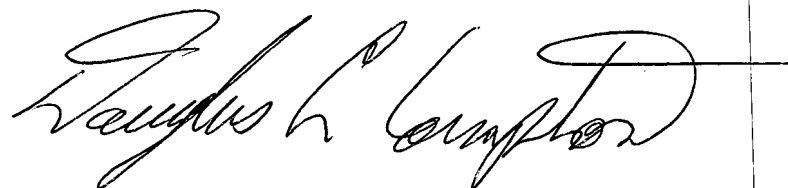
domiciled in

311 S. Wacker, Suite 5300, Chicago, Illinois, U.S.A.

to whom assignment has been made of all rights and titles on said invention/creation without any restriction whatsoever.

Given and signed in

Inventor,

A handwritten signature in black ink, appearing to read "Douglas L. Compton", written over a horizontal line.

THE UNITED STATES OF AMERICA

TO ALL TO WHOM THESE PRESENTS SHALL COME:

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office

May 02, 2013

THIS IS TO CERTIFY THAT ANNEXED HERETO IS A TRUE COPY FROM
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OFFICE OF THOSE PAPERS OF THE BELOW IDENTIFIED PATENT
APPLICATION THAT MET THE REQUIREMENTS TO BE GRANTED A
FILING DATE UNDER 35 USC 111.

APPLICATION NUMBER: 13/495,205

FILING DATE: June 13, 2012

THE COUNTRY CODE AND NUMBER OF YOUR PRIORITY
APPLICATION, TO BE USED FOR FILING ABROAD UNDER THE PARIS
CONVENTION, IS US13/495,205

By Authority of the
Under Secretary of Commerce for Intellectual Property
and Director of the United States Patent and Trademark Office



P. SWAIN
Certifying Officer

Electronic Acknowledgement Receipt		
EFS ID:	13001350	
Application Number:	13495205	
International Application Number:		
Confirmation Number:	1175	
Title of Invention:	RAILCAR BRAKE BEAM WEAR LINER	
First Named Inventor/Applicant Name:	DOUGLAS L. COMPTON	
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Filer:	Edward J. Brosius/ANN COGHLAN	
Filer Authorized By:	Edward J. Brosius	
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6

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File Listing:									
Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)				
1	Specification	ASF033specs20120613102013.pdf	290506	no	6				
			d41b693c70f640b262af300e5e6f96378ff70e56						
Warnings:									
Information:									
2	Claims	ASF033claim20120613102042.pdf	90338	no	3				
			e219c524b14a24cda3e6f0ff7510c43d69112805						
Warnings:									
Information:									
3	Abstract	ASF033abstrct20120613102110.pdf	34820	no	1				
			fec5daa43e480aa48cab848456404a331d13fa70						
Warnings:									
Information:									
4	Drawings-only black and white line drawings	ASF033figs20120613102131.pdf	197762	no	3				
			01ee0984ea72d2e8de4ae41ba0aed6579636b642						
Warnings:									
Information:									
5	Oath or Declaration filed	ASF033declaration20120613102159.pdf	87322	no	2				
			5cdec437e86eef8335a7886678c47b6af98c75a						
Warnings:									
Information:									
6	Transmittal of New Application	20120613110023.pdf	103170	no	1				
			f3d8d27db8dcb84ac180a09e3459f1411b88f9ca						
Warnings:									
Information:									
7	Miscellaneous Incoming Letter	asf033form3920120613102338.pdf	90218	no	1				
			c4ef4db639312818993a3d144b9a4f1e5721e35						
Warnings:									
Information:									
8	Application Data Sheet	dataform2.pdf	1421072	no	4				
			a859b9e190457b7d98bb5f6a4f7e9d479bbe118						

Warnings:					
Information:					
9	Fee Worksheet (SB06)	fee-info.pdf	33044	no	2
			b4b46ff97f6a2d1b168e654dd7d05b595a aa62		
Warnings:					
Information:					
Total Files Size (in bytes):			2348252		
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8

PTO/SB/05 (08-08)

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UTILITY PATENT APPLICATION TRANSMITTAL

(Only for new nonprovisional applications under 37 CFR 1.53(b))

Attorney Docket No.	ASF033
First Inventor	Douglas L. Compton
Title	Rail Car Brake Beam Wear Liner
Express Mail Label No.	

APPLICATION ELEMENTS

See MPEP chapter 600 concerning utility patent application contents.

- ☐ Fee Transmittal Form (e.g., PTO/SB/17)
- ☐ Applicant claims small entity status.
See 37 CFR 1.27.
- ☒ Specification [Total Pages 10]
Both the claims and abstract must start on a new page
(For information on the preferred arrangement, see MPEP 608.01(a))
- ☒ Drawing(s) (35 U.S.C. 113) [Total Sheets 3]
- ☐ Oath or Declaration [Total Sheets 2]
 - ☒ Newly executed (original or copy)
 - ☐ A copy from a prior application (37 CFR 1.63(d))
(for continuation/divisional with Box 18 completed)
 - ☐ DELETION OF INVENTOR(S)
Signed statement attached deleting inventor(s)
name in the prior application, see 37 CFR 1.63(d)(2) and 1.33(b).
- ☒ Application Data Sheet. See 37 CFR 1.76
- ☐ CD-ROM or CD-R in duplicate, large table or
Computer Program (Appendix)
☐ Landscape Table on CD
- ☐ Nucleotide and/or Amino Acid Sequence Submission
(if applicable, items a. - c. are required)
 - ☐ Computer Readable Form (CRF)
 - ☐ Specification Sequence Listing on:
 - ☐ CD-ROM or CD-R (2 copies); or
 - ☐ Paper
- ☐ Statements verifying identity of above copies

ADDRESS TO: Commissioner for Patents
P.O. Box 1450
Alexandria VA 22313-1450

ACCOMPANYING APPLICATION PARTS

- ☒ Assignment Papers (cover sheet & document(s))
Name of Assignee Amsted Rail Company, Inc.
- ☐ 37 CFR 3.73(b) Statement (when there is an assignee) ☐ Power of Attorney
- ☐ English Translation Document (if applicable)
- ☐ Information Disclosure Statement (PTO/SB/08 or PTO-1449)
☐ Copies of citations attached
- ☐ Preliminary Amendment
- ☐ Return Receipt Postcard (MPEP 503)
(Should be specifically itemized)
- ☐ Certified Copy of Priority Document(s)
(if foreign priority is claimed)
- ☐ Nonpublication Request under 35 U.S.C. 122(b)(2)(B)(i).
Applicant must attach form PTO/SB/35 or equivalent.
- ☐ Other: _____

18. If a CONTINUING APPLICATION, check appropriate box, and supply the requisite information below and in the first sentence of the specification following the title, or in an Application Data Sheet under 37 CFR 1.76:

☐ Continuation ☐ Divisional ☐ Continuation-in-part (CIP) of prior application No. _____

Prior application information: Examiner _____ Art Unit: _____

19. CORRESPONDENCE ADDRESS

☐ The address associated with Customer Number: _____ OR ☒ Correspondence address below

Name	Edward J. Brosius				
Address	Two Prudential Plaza 180 N. Stetson St., Suite 1800				
City	Chicago	State	Illinois	Zip Code	60601
Country	US	Telephone	312-819-8482	Email	ebrosius

Signature		Date	2012-06-13
Name (Print/Type)	Edward J. Brosius	Registration No. (Attorney/Agent)	28695

This collection of information is required by 37 CFR 1.53(b). The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and 1.14. This collection is estimated to take 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

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Railcar Brake Beam Wear Liner

Background of the Invention

[0001] The present invention relates to a brake beam wear plate assembly and, more particularly, to a brake beam wear plate inserted into a brake beam guide on a railway car truck sideframe.

[0002] Braking systems on freight car trains include brake beams having brake shoes which engage the tread of the wheels to apply braking forces. The brake beams are mounted on the railway car truck. The railway car truck itself includes brake beam guides formed on the sideframes of the trucks. The sideframes are most typically a unitary cast steel structures, with the brake beam guides integrally cast as part of such sideframe.

[0003] It is desirable to include brake beam wear plates within the brake beam guides such that wear on the sideframe itself and the portion of the brake beam extending into the brake beam guide is limited. Such brake beam wear plates typically are comprised of polymers or high density plastics that exhibit the structural strength to be utilized in such a railway truck, while providing appropriate sliding, self lubricating characteristics to eliminate or greatly reduce wear at the end of the brake beam which extends therein.

Summary of the Invention

[0004] The present invention relates to a brake beam wear plate assembly for use in a railway car truck. The brake beam wear plate assembly includes a brake beam wear plate which is usually comprised of a channel shaped structure usually made of a polymer or a structural plastic. The brake beam wear plate is fitted within a brake beam guide which is an integral part of a sideframe. The sideframe is a structural component of the railway car truck.

[0005] In braking operations in a railway freight car train, a brake beam is mounted on the railway car truck with an end of the brake beam received in the brake beam guide. It is desirable that the brake beam guide include a brake beam wear plate fitted therein such that the end of the brake beam can move without wear on the structural steel of the sideframe or the brake beam end itself. Brake shoes are fitted near the ends of the brake beam such that upon movement toward the tread of the railway wheel, a braking force is transmitted to the wheel tread surface.

[0006] Accordingly, it is an object of the present invention to provide a brake beam wear plate assembly for use in a railway car truck.

[0007] It is also an object of the present invention to provide a brake beam wear plate that can be inserted into a brake beam guide in a railway car truck sideframe.

[0008] A further object of the present invention is to provide a brake beam wear plate assembly such that a brake beam wear plate includes a locating tab to be received in a complementary receiving section of a brake beam guide on a railway car truck sideframe.

Brief Description of the Drawings

[0009] In the drawings,

[0010] Fig. 1 is a partial perspective view of a railway car truck sideframe including braking elements;

[0011] Fig. 2 is a partial side view of a railway car truck sideframe including brake beam guide brackets;

[0012] Fig. 3 is a partial perspective view of a brake beam wear plate separated from a brake beam guide on a railway car truck sideframe in accordance with a first embodiment of the present invention;

[0013] Fig. 4 is a partial perspective view of a brake beam wear plate installed in a brake beam guide of a railway car truck sideframe in accordance with the first embodiment of the present invention, and

[0014] Fig. 5 is a partial perspective view of a brake beam wear plate including a rejection feature in a brake beam guide of a railway car truck sideframe in accordance with a second embodiment of the present invention.

Detailed Description of the Invention

[0015] Referring now to Fig. 1 and Fig. 2, a partial review of a railway car truck is shown generally at 10. Such railway car truck is typically referred to as a three piece truck, wherein two parallel sideframes 11, with only one being shown in Fig. 1 and Fig. 2, are spaced laterally, with a bolster, not shown, extending between such sideframes 11.

[0016] A wheeled axle 12, which is comprised of axle 22 and mounted railway wheels 23, is supported at a longitudinal end of sideframe 11. Wheel 23 includes a tread section 24 which contacts the rail 25.

[0017] Each sideframe 11 includes as an integral cast component thereof, with sideframe 11 typically being comprised of an integral cast steel structure, and includes sideframe guide brackets 19 and 20. Such sideframe guide brackets 19 and 20 face inwardly from each of the laterally spaced sideframes 11. Each sideframe guide bracket defines a channel shaped pocket adapted to receive brake beam wear plate 36. Brake beam wear plate 36 receives an end 32 of brake beam 13, enabling brake beam 13 to move within brake beam wear plate 36. Such movement of brake beam 13 end 32 allows brake shoe backing support 28 with attached brake

shoe 29 to contact wheel tread 24 and provide a braking force to the train of which the railway car truck 10 is a component of a single railway car.

[0018] Referring now to Fig. 3 and Fig.4 of the drawings, a first embodiment of the brake beam wear plate assembly of the present invention is set forth. Sideframe 11 is shown in portion and comprises a generally unitary cast steel structure. Sideframe 11 includes sideframe guide bracket 19. Sideframe guide bracket 19 is itself comprised of brake beam guide bracket upper section 52 and brake beam guide bracket lower section 54. Such sections are spaced generally vertically on sideframe 11 as best seen in Fig.1 and Fig. 2. Brake beam guide bracket upper section 52 is seen to include a concave or notch section 58 at one corner, and brake beam guide bracket lower section 54 is seen to comprise a recessed or concave corner 59. Brake beam guide bracket upper section 52 is also seen to comprise a cutout section 56, which extends inwardly in a generally semicircular fashion from an edge 53 of brake beam guide bracket upper section 52. It is further seen that brake beam guide bracket cutout section 56 is located nearer concave corner 58 of brake beam guide bracket upper section 52 than the opposite corner 55 of brake beam guide bracket upper section 52.

[0019] Also shown in Fig. 3 and Fig. 4 is brake beam wear plate 36. Brake beam wear plate 36 is typically comprised of a polymer or a high density plastic. But could be comprised of a suitable metal. Brake beam wear plate 36 is seen to be comprised of brake beam wear plate upper wall 40 and brake beam wear plate lower wall 42, with brake beam wear plate bottom wall 44 joining brake beam wear plate upper wall 40 and brake beam wear plate lower wall 42. Further, brake beam wear plate upper wall lip 48 is seen to extend laterally from brake beam wear plate upper wall 40, and brake beam wear plate lower wall lip 46 is seen to extend laterally from brake beam wear plate lower wall 42. Brake beam wear plate upper wall lip locating tab 50

is seen to extend laterally from brake beam wear plate upper wall lip 48. Brake beam wear plate upper wall lip locating tab 50 is seen to extend in a generally semicircular shape from brake beam wear plate upper wall lip 48. Brake beam wear plate upper wall lip locating tab 50 is seen to be able to fit in brake beam guide cutout section 56. Such complementary fitting of brake beam wear plate upper wall lip locating tab 50 and brake beam guide cutout section 56 assures that brake beam wear plate 36 can only be inserted into brake beam sideframe guide bracket 19 in one orientation. Brake beam wear plate 40 is seen to be a generally channel shaped structure formed by brake beam wear plate upper wall 40, brake beam wear plate lower wall 42, and brake beam wear plate bottom wall 44. It is possible as part of the present invention to utilize more than one locating tab 50 and cutout section 56. It should be noted that locating tab 50 can be generally semicircular, but can also be rectangular, square, triangular, or any similar shape; accordingly, locating tab 50 and cutout section 56 can be comprised of numerous complementary shapes. Further, locating tab 50 could be placed on brake beam guide bracket upper section 52, and cutout section 56 could be located in brake beam wear plate upper wall lip 48.

[0020] Referring now to Fig. 5 a second embodiment of the present invention is shown. A railway truck sideframe is partially shown at 100, and is seen to be a generally unitary cast steel structure. Sideframe 100 includes a sideframe brake beam guide bracket 102, which itself is comprised of a sideframe guide bracket lower section 104 and a sideframe guide bracket upper section 106. Such sideframe guide bracket upper section 106 and sideframe guide bracket 104 are separated generally vertically. A sideframe brake beam guide bracket rejection block 110 is seen to extend upwardly from a surface of sideframe guide bracket upper section 106. Such sideframe brake beam guide bracket rejection block 110 could be generally rectangular in shape,

but other shapes such as round, oblong or square, would also accomplish the requirements of this embodiment of the invention.

[0021] A brake beam wear plate is shown generally at 112, and is seen to comprise a brake beam wear plate upper wall 114, a brake beam wear plate lower wall 116, both being joined by a brake beam wear plate bottom wall 118. Accordingly, brake beam wear plate 112 is seen to be generally channel shaped structure. Further, brake beam wear plate upper wall lip 120 extends from brake beam wear plate upper wall 114 in a generally transverse fashion, and brake beam wear plate lower wall lip 122 extends generally transversely from brake beam wear plate lower wall 116.

[0022] Brake beam wear plate upper wall lip rejection tab 124 is seen to extend transversely from brake beam wear plate upper wall lip 120. The purpose of brake beam wear plate upper wall lip rejection tab 124 is to prevent brake beam wear plate 112 from being installed in brake beam guide bracket 102. Due to railway truck design and railway truck sideframe 100 design, certain brake beam wear plates are designed to be installed in certain brake beam guide brackets. The embodiment of the present invention as shown in Fig. 5 would prohibit brake beam wear plate 112 from being installed in brake beam guide bracket 102. However, a brake beam guide bracket, not shown, that would have a cutout section in sideframe brake beam guide bracket upper section 106, as opposed to a sideframe brake beam guide bracket rejection block 110, would allow brake beam wear plate 112 to be installed therein. Accordingly, it is seen as part of the present invention in the embodiment shown in Fig. 5 that the combination of sideframe brake beam guide bracket rejection block 110 and brake beam wear plate upper wall lip rejection tab 124 prohibit the improper installation of brake beam wear plate 112 into a sideframe brake beam guide bracket 102.

Claims

What is claimed is:

1. A brake beam wear plate assembly for a brake beam guide on a railway car truck sideframe comprising a brake beam wear plate including a channel shaped body having an upper wall and a lower wall, and a bottom wall connecting the upper wall and the lower wall, the brake beam wear plate fitted into the brake beam guide, the upper wall of the brake beam wear plate including a first lip extending laterally therefrom, the lower wall of the brake beam wear plate including a second lip extending laterally therefrom, the upper wall first lip of the brake beam wear plate including a locating tab protruding laterally therefrom, the brake beam guide comprising an upper section and a lower section, the upper section of the brake beam guide including a cutout section, the locating tab of the brake beam wear plate being received in the cutout section of the brake beam guide upper section.
2. The brake beam wear plate assembly of claim 1 wherein the locating tab protruding from the upper wall lip of the brake beam wear liner comprises of a semicircular shaped structure of a thickness similar to the upper wall first lip.

3. The brake beam wear plate assembly of claim 1
wherein the cutout section of the upper section of the brake beam guide comprises a semicircular shaped section.
4. The brake beam wear plate assembly of claim 1
wherein the brake beam wear plate is comprised of a polymer or a high density plastic.
5. A brake beam wear plate rejection assembly for a brake beam guide on a railway car truck sideframe comprising a brake beam wear plate including a channel shaped body having an upper wall and a lower wall, and a bottom wall connecting the upper wall and the lower wall,
the upper wall of the brake beam wear plate including
a first lip extending laterally therefrom,
a lower wall of the brake beam wear plate having
a second lip extending laterally therefrom,
the brake beam wear plate upper wall first lip including a rejection tab protruding laterally therefrom,
the brake beam guide comprising an upper section and a lower section,
the upper section of the brake beam guide including
a block structure extending therefrom,
the rejection tab of the brake beam wear plate contacting the block structure of the brake beam guide upper section to prevent the improper assembly of the brake beam wear plate into the brake beam guide.

6. The brake beam wear plate rejection assembly of claim 5
wherein the rejection tab protruding from the first lip of the upper wall of the brake beam wear plate comprises a rectangular shaped structure of a thickness similar to upper wall first lip.
7. The brake beam wear plate rejection assembly of claim 5
wherein the block structure of the upper section of the brake beam guide comprises a rectangular shaped structure extending from an outer surface of the upper section of the brake beam guide.
8. The brake beam wear plate assembly of claim 5
wherein the brake beam wear plate is comprised of a polymer or a high density plastic.

Abstract

A brake beam wear plate assembly for a railway car truck sideframe is provided. A brake beam wear plate is provided and adapted to be inserted in a brake beam guide which is typically an integral component of a railway car truck sideframe. The brake beam wear plate itself is comprised of a channel shaped body having an upper wall, a lower wall, and a bottom wall. The brake beam wear plate is typically comprised of a polymer or a high density plastic. The brake beam wear plate also includes a projecting locating tab and the brake beam guide itself includes a complimentary cutout section.

DECLARATION FOR PATENT APPLICATION

As a below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name,

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled:

RAILCAR BRAKE BEAM WEAR LINER

the specification of which

(check ☒
 one) ☐

is attached hereto.

was filed on _____ as

Application Serial No. _____

and was amended on _____

(if applicable)

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment referred to above.

I acknowledge the duty to disclose information which is material to the examination of this application in accordance with Title 37, Code of Federal Regulations, §1.56(a).

I hereby claim foreign priority benefits under Title 35, United States Code, §119 of any foreign application(s) for patent or inventor's certificate listed below and have also identified below any foreign application for patent or inventor's certificate having a filing date before that of the application on which priority is claimed:

I hereby claim the benefit under Title 35, United States Code §120 of any United States application(s) listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of Title 35, United States Code, §112, I acknowledge the duty to disclose material information as defined in Title 37, Code of Federal Regulations, §1.56(a) which occurred between the filing date of the prior application and the national or PCT international filing date of this application.

(Application Serial No.)

(Filing Date)

(Status)

(patented, pending, abandoned)

(Application Serial No.)

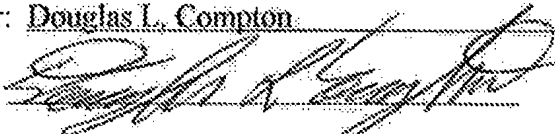
(Filing Date)

(Status)

(patented, pending, abandoned)

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

Full name of inventor: Douglas L. Compton

Inventor's Signature: 

5-14-12
(Date)

Residence: Glen Carbon, Illinois

Citizenship: USA

Post Office Address: 128 Somerset Drive

Glen Carbon, Illinois 62034

81

FIG. 1

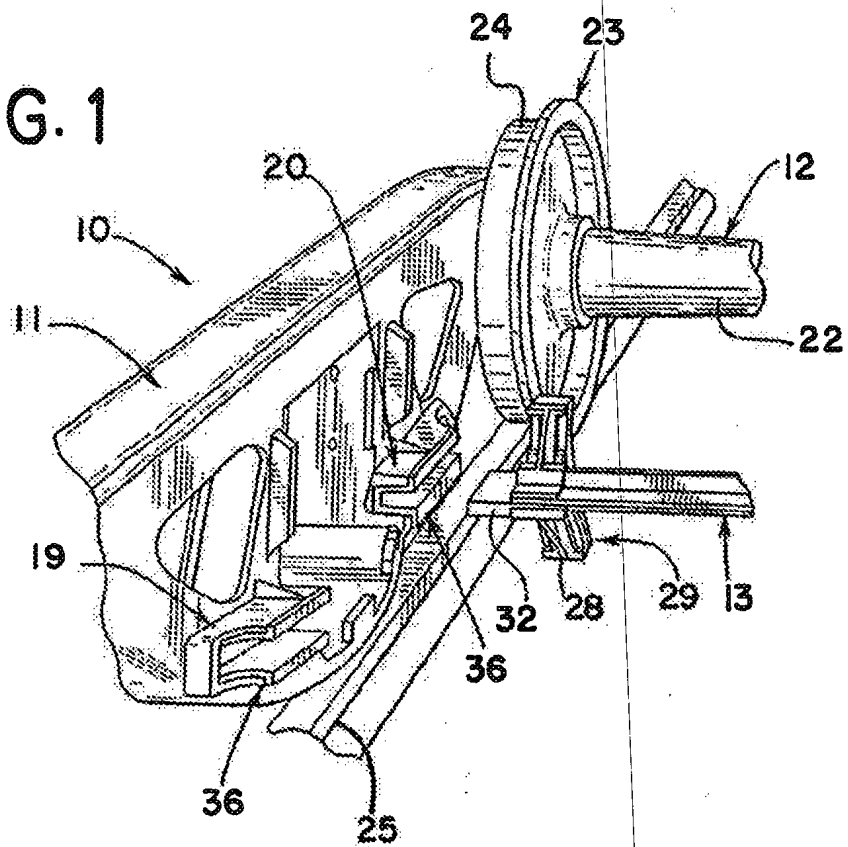
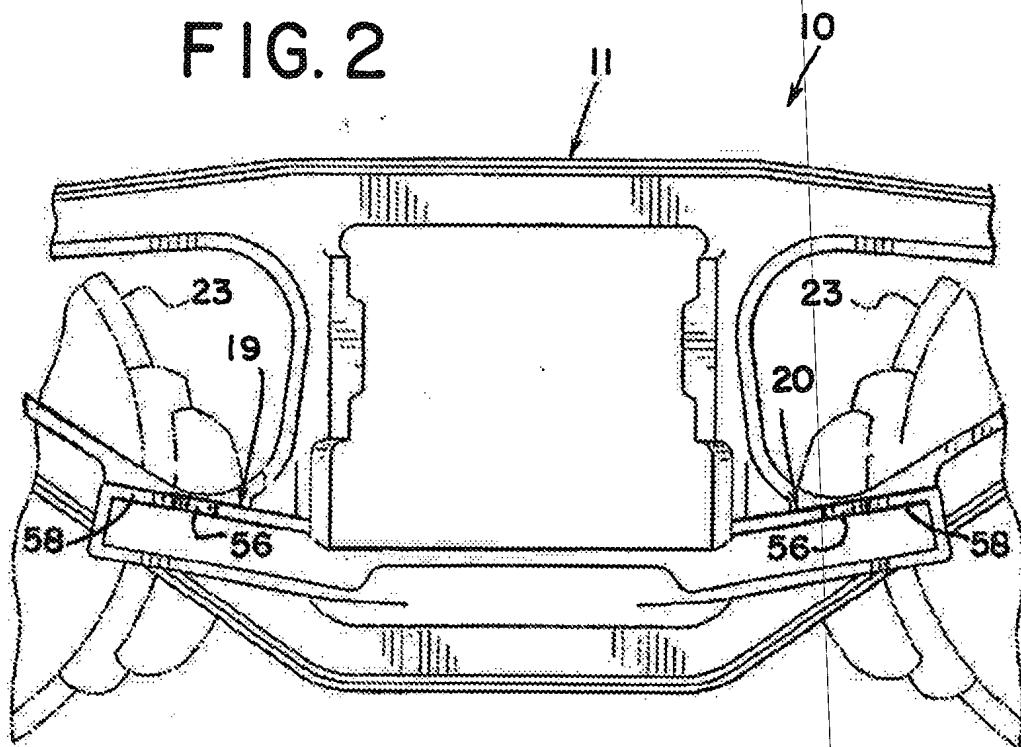


FIG. 2



22

FIG. 3

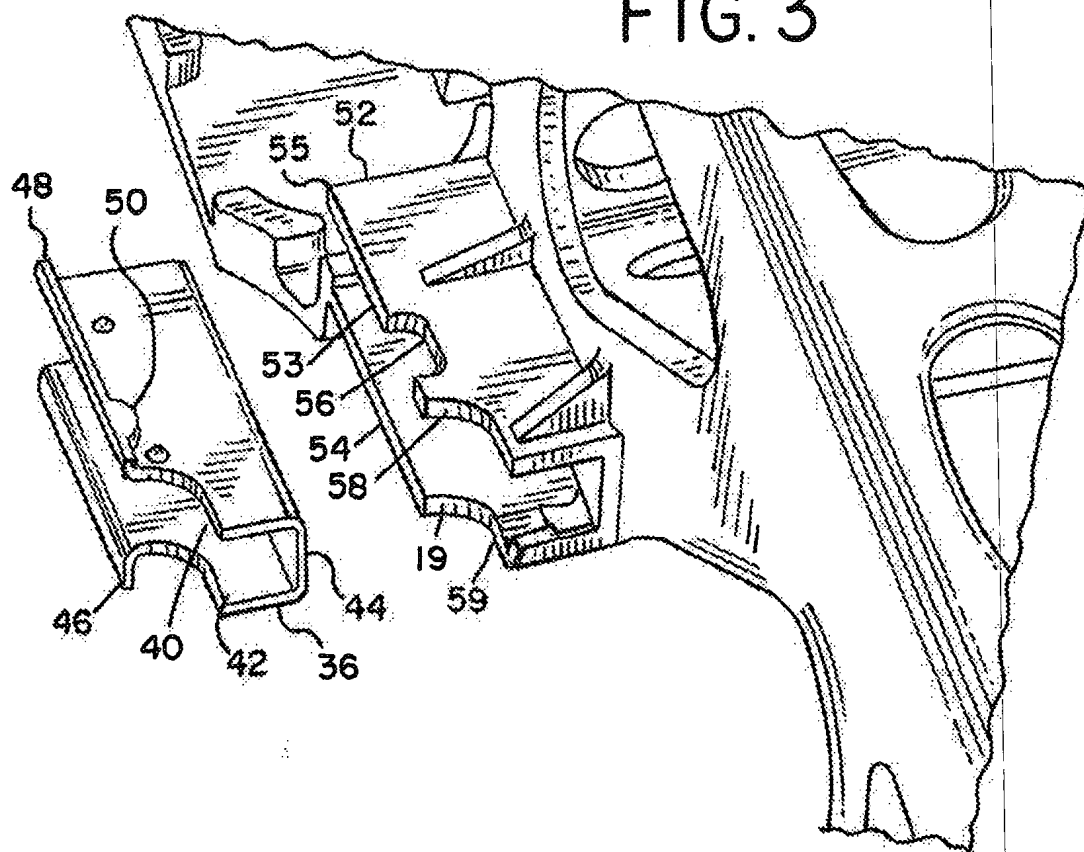
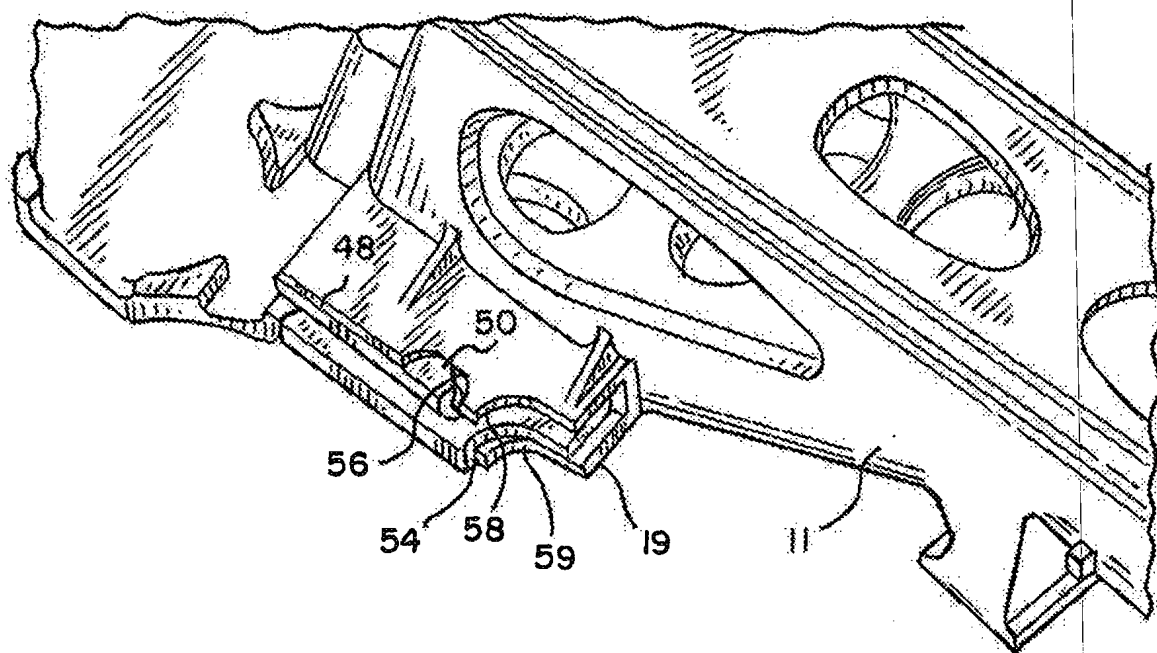
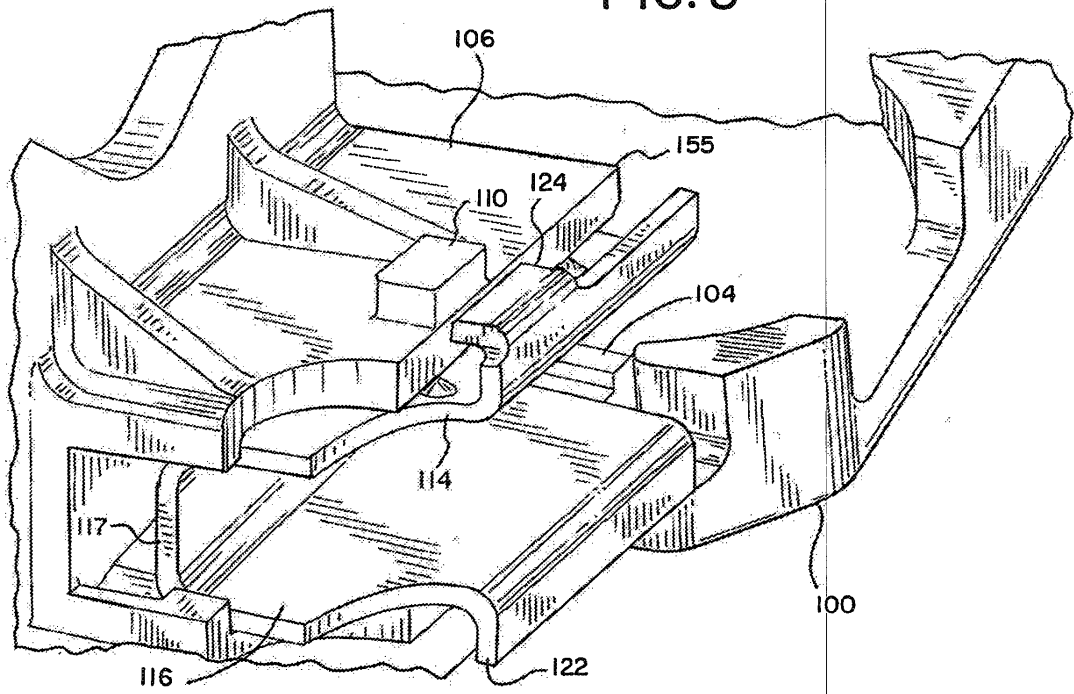


FIG. 4



27

FIG. 5



Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it contains a valid OMB control number.

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	ASF033
		Application Number	
Title of Invention	RAILCAR BRAKE BEAM WEAR LINER		
The application data sheet is part of the provisional or nonprovisional application for which it is being submitted. The following form contains the bibliographic data arranged in a format specified by the United States Patent and Trademark Office as outlined in 37 CFR 1.76. This document may be completed electronically and submitted to the Office in electronic format using the Electronic Filing System (EFS) or the document may be printed and included in a paper filed application.			

Secrecy Order 37 CFR 5.2

☐	Portions or all of the application associated with this Application Data Sheet may fall under a Secrecy Order pursuant to 37 CFR 5.2 (Paper filers only. Applications that fall under Secrecy Order may not be filed electronically.)
--------------------------	---

Applicant Information:

Applicant 1					Remove	
Applicant Authority ☒ Inventor		☐ Legal Representative under 35 U.S.C. 117		☐ Party of Interest under 35 U.S.C. 118		
Prefix	Given Name	Middle Name	Family Name	Suffix		
	Douglas	L.	Compton			
Residence Information (Select One) ☒ US Residency ☐ Non US Residency ☐ Active US Military Service						
City	Glen Carbon	State/Province	IL	Country of Residence i	US	
Citizenship under 37 CFR 1.41(b) i		US				
Mailing Address of Applicant:						
Address 1		128 Somerset Drive				
Address 2						
City	Glen Carbon	State/Province	IL			
Postal Code	62034	Country i	US			
All Inventors Must Be Listed - Additional Inventor Information blocks may be generated within this form by selecting the Add button.					Add	

Correspondence Information:

Enter either Customer Number or complete the Correspondence Information section below. For further information see 37 CFR 1.33(a).					
☒ An Address is being provided for the correspondence information of this application.					
Name 1		Edward Brosius		Name 2	
Address 1		Two Prudential Plaza			
Address 2		180 N. Stetson St., Suite 1800			
City		Chicago		State/Province	IL
Country i	US	Postal Code		60601	
Phone Number		312-819-8482		Fax Number	312-819-8484
Email Address		ebrosius@amsted.com		Add Email	Remove Email

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Application Data Sheet 37 CFR 1.76		Attorney Docket Number	ASF033	78 15
		Application Number		
Title of Invention	RAILCAR BRAKE BEAM WEAR LINER			

Application Information:

Title of the Invention	RAILCAR BRAKE BEAM WEAR LINER		
Attorney Docket Number	ASF033	Small Entity Status Claimed	☐
Application Type	Nonprovisional		
Subject Matter	Utility		
Suggested Class (if any)		Sub Class (if any)	
Suggested Technology Center (if any)			
Total Number of Drawing Sheets (if any)		Suggested Figure for Publication (if any)	

Publication Information:

☐ Request Early Publication (Fee required at time of Request 37 CFR 1.219)
☐ Request Not to Publish. I hereby request that the attached application not be published under 35 U.S. C. 122(b) and certify that the invention disclosed in the attached application has not and will not be the subject of an application filed in another country, or under a multilateral international agreement, that requires publication at eighteen months after filing.

Representative Information:

Representative information should be provided for all practitioners having a power of attorney in the application. Providing this information in the Application Data Sheet does not constitute a power of attorney in the application (see 37 CFR 1.32). Enter either Customer Number or complete the Representative Name section below. If both sections are completed the Customer Number will be used for the Representative Information during processing.					
Please Select One:	☐ Customer Number	☒ US Patent Practitioner	☐ Limited Recognition (37 CFR 11.9)		
Prefix	Given Name	Middle Name	Family Name	Suffix	Remove
	Brosius		Edward		
Registration Number	28695				
Additional Representative Information blocks may be generated within this form by selecting the Add button.					Add

Domestic Benefit/National Stage Information:

This section allows for the applicant to either claim benefit under 35 U.S.C. 119(e), 120, 121, or 365(c) or indicate National Stage entry from a PCT application. Providing this information in the application data sheet constitutes the specific reference required by 35 U.S.C. 119(e) or 120, and 37 CFR 1.78(a)(2) or CFR 1.78(a)(4), and need not otherwise be made part of the specification.			
Prior Application Status			Remove
Application Number	Continuity Type	Prior Application Number	Filing Date (YYYY-MM-DD)
Additional Domestic Benefit/National Stage Data may be generated within this form by selecting the Add button.			Add

Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it contains a valid OMB control number.

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	ASF033	76
		Application Number		
Title of Invention	RAILCAR BRAKE BEAM WEAR LINER			

Foreign Priority Information:

This section allows for the applicant to claim benefit of foreign priority and to identify any prior foreign application for which priority is not claimed. Providing this information in the application data sheet constitutes the claim for priority as required by 35 U.S.C. 119(b) and 37 CFR 1.55(a).			
			Remove
Application Number	Country ⁱ	Parent Filing Date (YYYY-MM-DD)	Priority Claimed
			☒ Yes ☐ No
Additional Foreign Priority Data may be generated within this form by selecting the Add button.			Add

Assignee Information:

Providing this information in the application data sheet does not substitute for compliance with any requirement of part 3 of Title 37 of the CFR to have an assignment recorded in the Office.			
Assignee 1			Remove
If the Assignee is an Organization check here. ☒			
Organization Name	Amsted Rail Company, Inc.		
Mailing Address Information:			
Address 1	311 S. Wacker, Suite 5300		
Address 2			
City	Chicago	State/Province	IL
Country ⁱ	US	Postal Code	60606
Phone Number		Fax Number	
Email Address			
Additional Assignee Data may be generated within this form by selecting the Add button.			Add

Signature:

A signature of the applicant or representative is required in accordance with 37 CFR 1.33 and 10.18. Please see 37 CFR 1.4(d) for the form of the signature.					
Signature	/Edward J. Brosius/		Date (YYYY-MM-DD)	2012-06-13	
First Name	Edward	Last Name	Brosius	Registration Number	28695

This collection of information is required by 37 CFR 1.76. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 23 minutes to complete, including gathering, preparing, and submitting the completed application data sheet form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

Privacy Act Statement

24

The Privacy Act of 1974 (P.L. 93-579) requires that you be given certain information in connection with your submission of the attached form related to a patent application or patent. Accordingly, pursuant to the requirements of the Act, please be advised that: (1) the general authority for the collection of this information is 35 U.S.C. 2(b)(2); (2) furnishing of the information solicited is voluntary; and (3) the principal purpose for which the information is used by the U.S. Patent and Trademark Office is to process and/or examine your submission related to a patent application or patent. If you do not furnish the requested information, the U.S. Patent and Trademark Office may not be able to process and/or examine your submission, which may result in termination of proceedings or abandonment of the application or expiration of the patent.

The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C. 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether the Freedom of Information Act requires disclosure of these records.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
4. A record in this system of records may be disclosed, as a routine use, to a contractor of the Agency having need for the information in order to perform a contract. Recipients of information shall be required to comply with the requirements of the Privacy Act of 1974, as amended, pursuant to 5 U.S.C. 552a(m).
5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (i.e., GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspections or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

27

Reivindicaciones**Lo que se reivindica es:**

1. Un ensamblaje de placa de desgaste de la barra de freno para una guía de la barra de freno en el marco lateral de un vagón de tren que comprende una placa de desgaste de la barra de freno que incluye un cuerpo en forma de canal que tiene una pared superior y una pared inferior, y una pared del fondo que conecta la pared superior y la pared inferior, la cual placa de desgaste de la barra de freno está adaptada dentro de la guía de la barra de freno, la cual pared superior de la placa de desgaste de la barra de freno incluye un primer reborde que se extiende lateralmente desde allí, la pared inferior de la placa de desgaste de la barra de freno incluye un segundo reborde que se extiende lateralmente desde allí, el primer reborde de la pared superior de la placa de desgaste de la barra de freno incluye una lengüeta de localización que sobresale lateralmente desde allí, la guía de la barra de freno comprende una sección superior y una sección inferior, la sección superior de la guía de la barra de freno incluye una sección recortada, la lengüeta de localización de la placa de desgaste de la barra de freno es recibida en la sección recortada de la guía de la barra de freno sección superior.
2. El ensamblaje de placa de desgaste de la barra de freno de la reivindicación 1, que se caracteriza porque la lengüeta de localización que sobresale desde el reborde de la pared superior del revestimiento de desgaste de la barra de freno comprende una estructura de forma semicircular de un grosor similar al del primer reborde de la pared superior.
3. El ensamblaje de placa de desgaste de la barra de freno de la reivindicación 1, que se caracteriza porque la sección recortada de la sección superior de la guía de la barra de freno comprende una sección de forma semicircular.
4. El ensamblaje de placa de desgaste de la barra de freno de la reivindicación 1, que se caracteriza porque la placa de desgaste de la barra de freno está compuesta por un polímero o un plástico de alta densidad.
5. Un ensamblaje de rechazo de la placa de desgaste de la barra de freno para una guía de la barra de freno en el marco lateral de un vagón de tren que comprende una placa de desgaste de la barra de freno que incluye un cuerpo en forma de canal que tiene una pared superior y una pared inferior, y una pared del fondo que conecta la pared superior y la pared inferior, la cual pared superior de la placa de desgaste de la barra de freno incluye un primer reborde que se extiende

29

lateralmente desde allí, una pared inferior de la placa de desgaste de la barra de freno que tiene un segundo reborde que se extiende lateralmente desde allí, el primer reborde de la pared superior de la placa de desgaste de la barra de freno incluye una lengüeta de rechazo que sobresale lateralmente desde allí, la guía de la barra de freno comprende una sección superior y una sección inferior, la cual sección superior de la guía de la barra de freno incluye una estructura de bloque que se extiende desde allí, la cual lengüeta de rechazo de la placa de desgaste de la barra de freno entra en contacto con la sección superior de la estructura de bloque de la guía de la barra de freno para impedir el ensamblaje incorrecto de la placa de desgaste de la barra de freno dentro de la guía de la barra de freno.

6. El ensamblaje de rechazo de la placa de desgaste de la barra de freno de la reivindicación 5, que se caracteriza porque la lengüeta de rechazo que sobresale desde la primer reborde de la pared superior de la placa de desgaste de la barra de freno comprende una estructura de forma rectangular de un grosor similar al del primer reborde de la pared superior.
7. El ensamblaje de rechazo de la placa de desgaste de la barra de freno de la reivindicación 5, que se caracteriza porque la estructura de bloque de la sección superior de la guía de la barra de freno comprende una estructura de forma rectangular que se extiende desde una superficie externa de la sección superior de la guía de la barra de freno.
8. El ensamblaje de la placa de desgaste de la barra de freno de la reivindicación 5, que se caracteriza porque la placa de desgaste de la barra de freno está compuesta por un polímero o un plástico de alta densidad.