

Appln No. 11/658,421  
Amdt date April 30, 2009  
Reply to Office action of February 2, 2009

**REMARKS/ARGUMENTS**

Claims 6, 7, 9 and 10 are pending. Claim 8 has been cancelled and claims 6 and 7 have been amended.

Claims 6-7 are rejected under 35 U.S.C. 102(b) as being anticipated by European Patent No. EP 1,006,034 A1 to Taguchi, et al. Applicants have cancelled claim 8 and amended claim 6 to include the limitations of claim 8. Because claim 8 is patentable over Taguchi et al. under 35 U.S.C. 102(b), Applicants believe that claims 6-7 are now patentable over Taguchi et al.

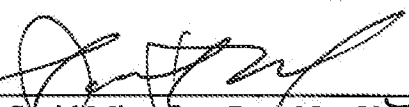
Claims 8-10 are rejected under 35 U.S.C. 103(a) as being unpatentable over Taguchi et al. in view of U.S. Patent No. 6,712,007 to Yamamoto, et al.

Regarding the rejection of claim 8, which has been cancelled and the limitations thereof have been incorporated in claim 6, Applicants believe that Yamamoto et al. does not teach or suggest "said anticlimber element being disposed in the interior of said impact pillar." Referring to FIGS 2-4 of Yamamoto, et al., the railway car has pillars 120 and 130. The railway car also has anticlimbers 250. Yamamoto, et al., does not teach or suggest that the anticlimbers 250 are disposed in the interior of the pillars 120 or 130. As shown in FIGS. 2 and 3, the anticlimbers 250 are attached to shock absorbers 200F and 200R, which are attached to the frame 110. Furthermore, the anticlimbers cannot be disposed in the interior of the pillars 120 or 130 because Yamamoto, et al., teaches that the pillars 120 and 130 are "covered smoothly by metal plates and glass." *See Yamamoto, et al., at col. 3, lines 19-21.* Accordingly, the pillars 120 and 130 would be incapable of any anticlimbing function when "covered smoothly by metal plates and glass."

For the foregoing reasons, Applicants believe that claims 6, 7, 9 and 10 are in condition for allowance.

Respectfully submitted,  
CHRISTIE, PARKER & HALE, LLP

By

  
Saeid Mirsafari, Reg. No. 52,035  
Telephone: 626/795-9900

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