

BoxInterferences@uspto.gov Telephone: 571-272-9797 Paper 19 Filed March 6, 2007

UNITED STATES PATENT AND TRADEMARK OFFICE BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES

ROBERT **ROWELLS** and GREGORY SAELE Junior Party (Application 10/745,435),

v. KEVIN **VICHINSKY** Senior Party (Patent 6,742,489). Patent Interference No. 105,518 (SCM)

Before: LEE, MEDLEY, and TIERNEY, Administrative Patent Judges.

MEDLEY, Administrative Patent Judge.

Decision – Order to Show Cause – Bd.R. 202(d) 1 2 A. Statement of the Case 3 4 This interference was declared on 10 January 2007. At that time, the Board determined that Rowells' Bd.R. 202(d) showing was insufficient to demonstrate 5 6 that it will prevail on priority. The basis of Rowells' showing was that Vichinsky derived the invention from Rowells. Although Rowells demonstrated a prior 7 conception, Rowells did not sufficiently demonstrate a corroborated 8 9 communication of the conception to Vichinsky. Rowells was ordered to show cause why judgment should not be entered against it (Paper 3). On 20 February 10 11 2007, Rowells filed a response to the order to show cause (Paper 18).

1

B. Issue

 sufficiently demonstrates that Vichinsky derived the invention from Rowells and therefore judgment should not be entered against Rowells? For the reasons that follow, Rowells' response fails to sufficiently demonstrate that judgment should not be entered against it. C. Findings of fact¹ 1. Rowells is involved on the basis of application 10/745,435, filed 23 December 2003. 2. Vichinsky is involved on the basis of patent 6,742,489, granted 1 June 2004, based on application 10/244,544, filed 17 September 2002. 3. Vichinsky has been accorded benefit for the purpose of priority of application 60/323,072, filed 19 September 2001. 4. Rowells earliest constructive reduction to practice is over two years later than Vichinsky's earliest constructive reduction to practice. 5. Count 1, the sole count, is as follows: Rowells claim 1 is as follows: A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said manifold adapted to be installed on an engine head with the open face 	2	The issue before us is whether Rowells' response to the order to show cause				
 For the reasons that follow, Rowells' response fails to sufficiently demonstrate that judgment should not be entered against it. 7 C. Findings of fact¹ 8 1. Rowells is involved on the basis of application 10/745,435, filed 23 9 December 2003. 10 2. Vichinsky is involved on the basis of patent 6,742,489, granted 1 June 11 2004, based on application 10/244,544, filed 17 September 2002. 12 3. Vichinsky has been accorded benefit for the purpose of priority of 13 application 60/323,072, filed 19 September 2001. 14 4. Rowells earliest constructive reduction to practice is over two years later 15 than Vichinsky's earliest constructive reduction to practice. 16 5. Count 1, the sole count, is as follows: 17 Rowells application 10/745,435 claim 1 18 6. Rowells claim 1 is as follows: 19 A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	3	sufficiently demonstrates that Vichinsky derived the invention from Rowells and				
 demonstrate that judgment should not be entered against it. C. Findings of fact¹ 1. Rowells is involved on the basis of application 10/745,435, filed 23 December 2003. 2. Vichinsky is involved on the basis of patent 6,742,489, granted 1 June 2004, based on application 10/244,544, filed 17 September 2002. 3. Vichinsky has been accorded benefit for the purpose of priority of application 60/323,072, filed 19 September 2001. 4. Rowells earliest constructive reduction to practice is over two years later than Vichinsky's earliest constructive reduction to practice. 5. Count 1, the sole count, is as follows: Rowells application 10/745,435 claim 1 6. Rowells claim 1 is as follows: A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	4	therefore judgment should not be entered against Rowells?				
 C. Findings of fact¹ 1. Rowells is involved on the basis of application 10/745,435, filed 23 December 2003. 2. Vichinsky is involved on the basis of patent 6,742,489, granted 1 June 2004, based on application 10/244,544, filed 17 September 2002. 3. Vichinsky has been accorded benefit for the purpose of priority of application 60/323,072, filed 19 September 2001. 4. Rowells earliest constructive reduction to practice is over two years later than Vichinsky's earliest constructive reduction to practice. 5. Count 1, the sole count, is as follows: Rowells application 10/745,435 claim 1 6. Rowells claim 1 is as follows: A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	5	For the reasons that follow, Rowells' response fails to sufficiently				
 8 1. Rowells is involved on the basis of application 10/745,435, filed 23 9 December 2003. 10 2. Vichinsky is involved on the basis of patent 6,742,489, granted 1 June 11 2004, based on application 10/244,544, filed 17 September 2002. 12 3. Vichinsky has been accorded benefit for the purpose of priority of 13 application 60/323,072, filed 19 September 2001. 14 4. Rowells earliest constructive reduction to practice is over two years later 15 than Vichinsky's earliest constructive reduction to practice. 16 5. Count 1, the sole count, is as follows: 17 Rowells application 10/745,435 claim 1 18 6. Rowells claim 1 is as follows: 19 A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	6	demonstrate that judgment should not be entered against it.				
 9 December 2003. 10 2. Vichinsky is involved on the basis of patent 6,742,489, granted 1 June 11 2004, based on application 10/244,544, filed 17 September 2002. 12 3. Vichinsky has been accorded benefit for the purpose of priority of 13 application 60/323,072, filed 19 September 2001. 14 4. Rowells earliest constructive reduction to practice is over two years later 15 than Vichinsky's earliest constructive reduction to practice. 16 5. Count 1, the sole count, is as follows: 17 Rowells application 10/745,435 claim 1 18 6. Rowells claim 1 is as follows: 19 A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	7	C. Findings of fact ¹				
 2. Vichinsky is involved on the basis of patent 6,742,489, granted 1 June 2004, based on application 10/244,544, filed 17 September 2002. 3. Vichinsky has been accorded benefit for the purpose of priority of application 60/323,072, filed 19 September 2001. 4. Rowells earliest constructive reduction to practice is over two years later than Vichinsky's earliest constructive reduction to practice. 5. Count 1, the sole count, is as follows: Rowells application 10/745,435 claim 1 6. Rowells claim 1 is as follows: A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	8	1. Rowells is involved on the basis of application 10/745,435, filed 23				
 2004, based on application 10/244,544, filed 17 September 2002. 3. Vichinsky has been accorded benefit for the purpose of priority of application 60/323,072, filed 19 September 2001. 4. Rowells earliest constructive reduction to practice is over two years later than Vichinsky's earliest constructive reduction to practice. 5. Count 1, the sole count, is as follows: Rowells application 10/745,435 claim 1 6. Rowells claim 1 is as follows: A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	9	December 2003.				
 3. Vichinsky has been accorded benefit for the purpose of priority of application 60/323,072, filed 19 September 2001. 4. Rowells earliest constructive reduction to practice is over two years later than Vichinsky's earliest constructive reduction to practice. 5. Count 1, the sole count, is as follows: Rowells application 10/745,435 claim 1 6. Rowells claim 1 is as follows: A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	10	2. Vichinsky is involved on the basis of patent 6,742,489, granted 1 June				
 application 60/323,072, filed 19 September 2001. 4. Rowells earliest constructive reduction to practice is over two years later than Vichinsky's earliest constructive reduction to practice. 5. Count 1, the sole count, is as follows: Rowells application 10/745,435 claim 1 6. Rowells claim 1 is as follows: A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	11	2004, based on application 10/244,544, filed 17 September 2002.				
 4. Rowells earliest constructive reduction to practice is over two years later than Vichinsky's earliest constructive reduction to practice. 5. Count 1, the sole count, is as follows: Rowells application 10/745,435 claim 1 6. Rowells claim 1 is as follows: A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	12	3. Vichinsky has been accorded benefit for the purpose of priority of				
 than Vichinsky's earliest constructive reduction to practice. 5. Count 1, the sole count, is as follows: Rowells application 10/745,435 claim 1 6. Rowells claim 1 is as follows: A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	13	application 60/323,072, filed 19 September 2001.				
 5. Count 1, the sole count, is as follows: Rowells application 10/745,435 claim 1 6. Rowells claim 1 is as follows: A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	14	4. Rowells earliest constructive reduction to practice is over two years later				
17Rowells application 10/745,435 claim 1186. Rowells claim 1 is as follows:19A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said	15	than Vichinsky's earliest constructive reduction to practice.				
 6. Rowells claim 1 is as follows: A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	16	5. Count 1, the sole count, is as follows:				
 A combined air intake manifold and fuel rail for an internal combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	17	Rowells application 10/745,435 claim 1				
 combustion engine comprising a hollow portion defining an air channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 	18	6. Rowells claim 1 is as follows:				
 channel with an open face, and a mounting flange portion having a recess in an underside thereof defining a fuel delivery channel, said 						
recess in an underside thereof defining a fuel delivery channel, said						
of the air intake channel positioned over a series of air intake ports	24	of the air intake channel positioned over a series of air intake ports				
and the fuel delivery channel overlying an array of fuel inlet openings	25	and the fuel delivery channel overlying an array of fuel inlet openings				

¹ The following findings of fact as well as those contained elsewhere in this opinion are supported by a preponderance of the evidence.

1 in the engine head.

- 3 Order to Show Cause
- 4 7. Rowells filed a showing under Bd.R. 202(d).
- 5 8. Rowells' showing as to how it will prevail on priority is based on
- 6 derivation (Application 10/745,435, 11 May 2006 Response at Para. 4)
- 9. Rowells' showing is sufficient to demonstrate that Rowells conceived of
 the invention prior to Vichinsky's 19 September 2001 constructive reduction to
- 9 practice (Paper 3 at 3).
- 10 10. Rowells' failed to sufficiently demonstrate that Vichinsky derived the
 11 invention from Rowells, as explained per the Order to Show Cause (Paper 3 at 4-5)
 12 as follows:
- 13 Counsel for Rowells argued in the 5 January 2005 response and again in the 11 May 2006 response that the basis for showing priority 14 of invention was that Vichinsky derived the invention from Rowells. 15 Apparently in support of the assertion, Saele testified that on a date 16 prior to 19 September 2001 he disclosed the conception of the 17 invention to certain employees and/or agents of Mann & Hummel, 18 19 Inc. and/or Mann & Hummel Automotive, Inc. (Saele Declaration, 20 **¶**14-15). The Vichinsky patent is assigned to "Filterwerk Mann & Hummel GmbH" and not "Mann & Hummel, Inc." or "Mann & 21 Hummel Automotive, Inc." No explanation is provided as to why a 22 disclosure to "Mann & Hummel, Inc." and/or "Mann & Hummel 23 Automotive, Inc." agents and/or employees would in effect be a 24 communication of the conception to agents and/or employees of 25 "Filterwerk Mann & Hummel GmbH." In any event, the 26 27 communication of the conception must be to the opponent. Based on the record, Rowells has failed to sufficiently demonstrate that the 28 conception of the invention was communicated to Kevin Vichinsky as 29 required. 30
- Derivation also requires corroboration. Rowells' corroborating
 witness Bergman does not corroborate a communication of the alleged
 conception to Kevin Vichinsky. Nor do any of the exhibits A through

1	E provide independent corroborating evidence of a communication of				
2 3	a conception of the invention to Kevin Vichinsky. To the extent that Rowells relies on argument of counsel that is insufficient. Argument				
4	of counsel cannot take the place of record evidence. For these				
5	reasons, Rowells has failed to sufficiently establish that Vichinsky				
6	derived the invention.				
7 8	11. Rowells was ordered to show cause why judgment should not be				
9	entered against it.				
10	12. Rowells was not authorized to file additional evidence in support of any				
11	response that it might file, except under a showing of good cause. (Paper 3 at 5).				
12	13. Vichinsky was not authorized to file an opposition to any response filed				
13	by Rowells (Paper 3 at 6).				
14	<u>Rowell's Response</u>				
15	14. Rowells, in its response, argues that (1) the communication of the				
16	conception was to Kevin Vichinsky, (2) the communication of the conception to				
17	Kevin Vichinsky is corroborated, and (3) Vichinsky has not denied or shown that				
18	Kevin Vichinsky did not derive the invention from Rowells (Paper 18).				
19	15. Rowells argues that the disclosure of the conception to Mann &				
20	Hummel Automotive, Inc. employees or agents by Gregory Saele was corroborated				
21	by David G. Bergman in his declaration at paragraphs 5-10 (Paper 18 at 2).				
22	16. Paragraphs 4-10 of the Bergman declaration are as follows:				
23 24	4. On a date prior to 19 September 2001, I attended a meeting at the Melrose Park Engineering Offices.				
25	5. Exhibit "A" of the Declaration of Gregory Saele is a photocopy				
26	(more fully explained in Paragraphs 6-9 below) of three-pages of a				
27 20	typed paper prepared on a date prior to 19 September 2001 as a				
28 29	summary of that meeting. 6. I believe Exhibit "A" to be an accurate copy of the corresponding				
30	pages of the paper as it was originally prepared, with the exception				

1 2 3	that a date, which is prior to 19 September 2001, has been deleted, and I further believe that the content of Exhibit "A" accurately summarizes presentations and discussions at the meeting.				
4	7. Exhibit "A" describes possible design options for an I313 Intake				
5	Manifold.				
6	8. Two of those options are designated on the third page of Exhibit				
7	"A" as "Open Channel w/leak path & 4 extra bolts" and "Open				
8 9	Channel w/push-in-place gasket".				
10	9. The "Open Channel" corresponds to an "integral fuel delivery groove" in a face of the manifold that fits against a face of an engine				
11	cylinder head.				
12	10. Sheet 1/3 of Exhibit "B" of the Declaration of Gregory Saele is a				
13	reduced photocopy of an engineering drawing prepared prior to 19				
14	September 2001 and showing a view of an intake manifold with open				
15	fuel channel as presented in the meeting referred to in Exhibit "A" and				
16 17	Sheet 2/3 of Exhibit "B" is an enlargement of a section of Sheet 1/3 of Exhibit "B".				
18	LAMOR D.				
19	17. Rowells argues that the file history of the Vichinsky patent states that				
20	the postal address of Kevin Vichinsky is "c/o Mann & Hummel Automotive, Inc.,				
21	6400 Sprinkle Road, Portage, Michigan" (Paper 18 at 2).				
22	18. Rowells argues that the postal address is circumstantial evidence that				
23	Kevin Vichinsky, on the filing date of the '489 patent, was an employee of Mann				
24	& Hummel Automotive, Inc.				
25	19. Rowells further argues that Vichinsky has not denied that Rowells'				
26	conception was disclosed to Mann & Hummel Automotive, Inc. and has not denied				
27	that Kevin Vichinsky was an employee of Mann & Hummel Automotive, Inc.				
28	(Paper 18 at 2).				
29	20. Rowells argues that it is reasonable to conclude that Kevin Vichinsky,				
30	as an employee of Mann & Hummel Automotive, Inc. was informed of Rowells'				
31	conception by the other employees and/or agents of Mann & Hummel Automotive,				

Inc. who were at a meeting that took place on or before September 19, 2001 (Paper
 18 at 3).

3 21. Rowells argues that the drawings attached to the declaration of Gregory
4 Saele, one of the Rowells inventors is strong circumstantial evidence of derivation.
5 (Paper 18 at 3).

6 22. Rowells argues that the drawings of the '489 patent are the same or
7 substantially the same as Rowells' Exhibits B and D, attached to the Saele
8 Declaration.

9 23. Rowells concludes that based on the record there is strong
10 circumstantial evidence that Kevin Vichinsky derived the invention from Rowells

11 (Paper 18 at 7). **D. Principles of Law**

When a question arises as to whether the junior party will prevail on the
issue of priority, the junior party may be ordered to show cause why judgment
should not be entered against it. Bd.R. 202(d). As stated in *Kistler v. Weber*, 412
F.2d 280, 285, 162 USPQ 214, 218-219 (CCPA 1969):

16 [t]he expense involved in a protracted interference, and the special

17 hardships workable on a patentee involved therein, are notorious, and

18 to minimize both, where possible, would appear to be the laudable

19 purpose of these rules.

Rowells as part of its 202(d) showing, successfully demonstrated a
conception prior to Vichinsky's 19 September 2001 accorded benefit date.
However, Rowells failed to sufficiently demonstrate a prior actual reduction to
practice, diligence, or derivation of the invention (Paper 3). Rowells apparently
does not challenge the Board's determination that Rowells failed to sufficiently
demonstrate a prior actual reduction to practice or diligence. Rather, in Rowells'

response to the order to show cause, Rowells argues that its initial showing
 sufficiently demonstrates derivation of the invention by Kevin Vichinsky.

To prove derivation, a party must establish conception of the claimed subject
matter and communication of the conception to the opponent. *Price v. Symsek*, 988
F.2d 1187, 1190, 26 USPQ2d 1031, 1033 (Fed. Cir. 1993). As with conception,
corroboration is required to support testimony of the communication. *Id.* at 1196,
26 USPQ2d at 1038. *See also Davis v. Reddy*, 620 F.2d 885, 889, 205 USPQ
1065, 1068 (CCPA 1980).

Rowells must show that it will prevail on priority by a preponderance of the
evidence. Bd.R. 207(a)(2). The burden of showing something by a preponderance
of the evidence requires the trier of fact to believe that the existence of a fact is
more probable than its nonexistence before the trier of fact may find in favor of the
party who carries the burden. *Concrete Pipe & Products of California, Inc. v. Construction Laborers Pension Trust for Southern California*, 508 U.S. 602, 622,
113 S.Ct. 2264, 2279 (1993).

16

E. Analysis

17 In the order to show cause, the Board determined that Rowells did not sufficiently establish a corroborated communication of the conception of the 18 19 invention. Rowells relied on inventor testimony alone to establish that the conception was disclosed to agents and/or employees of "Mann & Hummel, Inc." 20 and/or "Mann & Hummel Automotive, Inc." As stated in the order to show cause, 21 22 Rowells failed to explain how a disclosure to agents and/or employees of "Mann & 23 Hummel, Inc." and/or "Mann & Hummel Automotive, Inc." would in effect be a 24 communication of the conception to agents and/or employees of "Filterwerk Mann

-7-

& Hummel GmbH," the assignee of the Vichinsky application at the time it was
 filed (ff 10).²

3 In response, Rowells argues that communication of the conception to Mann 4 & Hummel Automotive, Inc. was corroborated by Bergman, directing our attention to paragraphs 5-10 of Bergman's declaration, and that Kevin Vichinsky worked for 5 6 Mann & Hummel, Automotive, Inc. at the time the Vichinsky application was filed 7 (ffs 15-18). Although Rowells fails to explain how a disclosure to agents and/or employees of "Mann & Hummel, Inc." and/or "Mann & Hummel Automotive, 8 9 Inc." would in effect be a communication of the conception to agents and/or employees of "Filterwerk Mann & Hummel GmbH," for purposes of this decision, 10 we assume without deciding that "Mann & Hummel Automotive, Inc." was the 11 company that Kevin Vichinsky worked for at the time of the invention. 12

Nowhere in paragraphs 5-10 of his declaration is it apparent that Bergman 13 corroborates a communication of the conception to Mann & Hummel Automotive, 14 15 Inc. employees or agents as alleged. Those parts of Bergman's declaration refer to 16 a meeting that was held prior to 19 September 2001 and a discussion of the meeting minutes – a three page document labeled Exhibit A (ff 16). There is no 17 discussion by Bergman that, for example, employees or agents of Mann & 18 19 Hummel Automotive, Inc. attended the referred to meeting and that the conception 20 was conveyed to such employees or agents. Note, that even the declaration of 21 inventor Gregory Saele in the Rowells application does not support an argument 22 that any Mann & Hummel Automotive, Inc. employees or agents attended the 23 meeting. Rowells does not explain how Bergman's paragraphs 5-10 corroborate a

² ff denotes finding of fact.

communication of the conception to Mann & Hummel Automotive, Inc. employees
 or agents.

Rowells' argument that Bergman's testimony corroborates communication 3 4 of the conception to Mann & Hummel Automotive, Inc. employees or agents is not supported by paragraphs 5-10 of Bergman's declaration. To the extent that 5 6 Rowells relies on attorney argument to support the assertion, attorney argument 7 cannot replace record evidence. A communication of the conception has not taken place merely because counsel argues that it did. Even if supporting evidence exists 8 9 somewhere in the record, it is counsel's role to identify such evidence. It would be 10 misplaced to expect the Board to search through the entire record in pursuit of 11 something that might support counsel's assertions.

In any event, communication to employees or agents of Mann & Hummel 12 13 Automotive, Inc., even if established, does not automatically demonstrate passing 14 of that information from the agents or employees in receipt of the information to 15 the named inventor of the Vichinsky patent – Kevin Vichinsky. For instance, 16 Rowells has not shown that a Mann & Hummel Automotive, Inc. employee or 17 agent even worked on the same project or reported to the same supervisor as Kevin Vichinsky. It is not enough that Kevin Vichinsky worked for a company as 18 19 another employee or agent of the same company. At the very least, Rowells should 20 have established a connection between an employee or agent of Mann & Hummel 21 Automotive, Inc. and Kevin Vichinsky.

Rowells also argues that the similarities between the Vichinsky patent
drawings and the drawings attached to the inventor Saele's declaration provide
strong corroborating evidence that the conception was communicated to Kevin
Vichinsky (Paper 18 at 3-6). Rowells acknowledges that the Vichinsky patent

-9-

drawings and the drawings attached to Saele's declaration are not the same (e.g.,
"Figure 1 of the '489 patent is a *substantial* duplicate of ... Exhibit D," "the air
intake manifold disclosed in the '489 patent and shown in Figures 2 and 4 of the
'489 patent, is *substantially the same* as the intake manifold shown in ... Exhibits
B-1 and B-2."). A comparison of the drawings of the '489 patent with the Exhibits
B and D attached to Saele's declaration reveal that while there are some
similarities, there are also some differences.

Even if some of the drawings of the Vichinsky patent are similar to some of 8 9 the drawings attached to Saele's declaration, that alone does not demonstrate that Vichinsky derived the invention from Rowells. Although Rowells sufficiently 10 11 demonstrated that it conceived the invention prior to *the accorded benefit date* of Vichinsky, that does not mean that Rowells is the first to conceive the invention. 12 13 Vichinsky could properly demonstrate conception prior to Rowell's conception. In 14 other words, Rowells has not sufficiently demonstrated that it is more likely than 15 not, e.g., by a preponderance of the evidence, that Vichinsky derived the invention 16 from Rowells. The drawings, even if similar, do not demonstrate, by a 17 preponderance of the evidence, that a corroborated communication of the conception was conveyed to Kevin Vichinsky. 18

Rowells argues that the absence of any disclaimer by Kevin Vichinsky that
he did not receive the conception from the employees and/or agents of Mann &
Hummel Automotive, Inc. raises a strong presumption that Rowells' invention was
communicated to Kevin Vichinsky. No such presumption exists. Vichinsky was
specifically ordered not to file any papers in response to the order to show cause
(Paper 3 at 6). Indeed, Vichinsky need not respond. The burden of going forward
in this interference lies on Rowells alone. Bd.R. 202(d).

-10-

Lastly, we address Rowells argument that it is "reasonable to conclude" that
 Kevin Vichinsky was informed of the Rowells conception (Paper 18 at 3). As
 discussed above, Rowells must demonstrate by a preponderance of the evidence
 that Kevin Vichinsky derived the invention from Rowells. A preponderance of the
 evidence is not based on mere possibilities.

Based on the record, Rowells has not demonstrated by a preponderance of
the evidence, e.g. that it is more probable than not, that Kevin Vichinsky derived
the invention from Rowells. Judgment is entered against Rowells in a separate,
concurring paper.

10						
11		/Jameson Lee/)			
12		JAMESON LEE)			
13		Administrative Patent Judge)			
14)			
15)			
16		/Sally C. Medley/	_)BOARD OF PATENT			
17		SALLY C. MEDLEY) APPEALS AND			
18		Administrative Patent Judge) INTERFERENCES			
19)			
20)			
21		/Michael P. Tierney/)			
22		MICHAEL P. TIERNEY)			
23		Administrative Patent Judge)			
24						
25	cc (via e-mail):					
26						
27	jfflan@fitcheven.com					
28	sgparm@fitcheven.com					
29	jdevans@crowell.com					
30	mjacobs@crowell.com					
31						