



NMRA BULLETIN

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2009 NMRA National Convention Dates and National Train Show Reservations:
Hartford, Connecticut • July 5 – 11, 2009 • Info: • <http://www.HN2009.org>
Train Show Booth Reservations—Debbie Draper, HLM, Registrar • 10837 N. 34th Place, Phoenix, AZ 85028-3310 • (602) 569-9072 • natltrainshow@aol.com
2010—Milwaukee, WI • 2011—Sacramento, CA • 2012—Grand Rapids, MI • 2011—Atlanta, GA

HEADQUARTERS

ADDRESS CHANGE? BACK ISSUES OR REPLACEMENT ISSUES OF *SCALE RAILS*?

Members needing to make address changes, request back issues, or replacement issues of *SCALE RAILS* should contact the staff at the national headquarters in Chattanooga, Tennessee, at (423) 892-2846 or by email at nmrahq@aol.com.

PATENT CHALLENGE UPDATE

FOR IMMEDIATE RELEASE
November 14, 2008, NMRA Patent Challenge Update: USPTO Upholds NMRA Challenge on every Issue.

The United States Patent and Trademark Office (USPTO) has issued a determination on September 30, 2008, in which the Examiner rejected all of the claims in U.S. Pat. No. RE38,660, a patent granted earlier to Real Rail Effects (RRE).

RRE was granted the patent by the USPTO based upon a claim that the technology for using sound with DCC was invented by RRE. The National Model Railroad Association, Inc., with the technical and financial support of a number of DCC manufacturers and hobbyists around the world, filed a challenge to the RRE patent.

The NMRA felt that, should it remain in force, the RRE patent posed a threat to modelers and manufacturers of DCC equipment because it would both increase the costs to modelers and unfairly restrict manufacturers who provide modelers with decoders that include sound. Therefore, the NMRA coordinated an industry- and hobby-wide effort to have the patent overturned.

The NMRA submitted evidence from a number of sources to the USPTO, raising substantial questions about the validity of the patent. RRE did not respond during the course of the challenge, and now the USPTO has issued a ruling entirely in favor of the position of the NMRA.

Real Rail Effects now has two months in which to file a response to the USPTO's decision. According to USPTO rules for challenges, the NMRA will not be able to respond if RRE chooses to make a response. Nevertheless, the NMRA remains confident that the current decision will remain unchanged even if RRE files a response.

The NMRA believes that the overturning of this patent is a significant victory for the entire model railroading community.

The NMRA is proud to have led this effort, and it is deeply indebted to the manufacturers, organizations, and individuals who helped supply evidence and support for the effort.

The NMRA remains committed to preserving fair competition and openness in DCC standards. When DCC technology is equally available to all in the hobby who choose to follow the standards, everyone benefits. www.nmra.org

The National Model Railroad Association, Inc., (NMRA) is pleased to report that the United States Patent and Trademark Office (USPTO) determined, after a thorough review of the information submitted by the NMRA, that the NMRA's challenge was meritorious. The USPTO found in favor of the NMRA on every issue the NMRA submitted for review and is in the process of striking the patent. We believe this is a great moment for the hobby, the NMRA, and our supporters. If you have any questions or concerns, please contact me.

*Robert J. Amsler, Jr., General Counsel
National Model Railroad Association, Inc.*

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

*Indicates first Certificate of Achievement

OCTOBER 2008

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MMR EARNED



DAVID LIEDER EARNS MMR #413

I grew up in Des Plaines Illinois, with the Soo Line Railroad in my back yard. Additionally, my parents owned a greenhouse heated by coal, so we had our own spur track. It is no wonder that I had a very early interest in trains. My first train set was at age seven: a Gilbert HO set for Christmas. I can still remember choosing it from all that was available. It came with a 4-8-4 Hudson. Although steam had disappeared on the SOO before I can remember, it must be ingrained in my subconscious, because I still have a fascination with steam. Maybe it had something to do with the coal-fired boilers in the greenhouse and the pungent smells of escaping steam mixed with burning coal.

My first layout was a typical oval on a 5x8 sheet of homasote over a ping-pong table. It was called the Evergreen Division of the Soo Line. Over the years I built several other layouts, honing my skills at scenery, handlaid track, and running trains. Like most modelers, I was restless and as soon as a layout was nearing completion, it was time for something else.

I discovered that I enjoyed building structures and soon was an avid scratch-builder. The layout then became a stage for the structures until I ran out of room. I also tried my hand at scratchbuilding cars and equipment with some success. I joined the NMRA in May 1994 to see what other modelers were doing. I met the late John Proebsting at the second or third NMRA meeting; I was impressed with his model of the Soo Line's Waupaca, Wisconsin, depot. As we were both like-minded SOO fans, we became close friends, and I became a member of his Thursday night gang, as well as a director of the Soo Line Historical and Technical Society. John was the society's president. About this time, I began looking

for another challenge. I decided I would like to model a town, scratchbuilding everything. John suggested Waupaca, and I was hooked.

John was also editor of the SOO magazine at the time and suggested I write an article — something I had never considered before. My first effort was rejected as not having enough Soo content, but soon I was on my way, writing for the Soo magazine as well as the hobby magazines. My first effort was on modeling a cornfield and published in *Railroad Model Craftsman*. The photos were taken on John's layout.

One thing led to another, and soon I had written a book (on Waupaca) and continued to write articles and began to give clinics. For obvious reasons, my Authors Certificate was the first applied for. With that in hand, I decided to go for it and get my MMR. With the help and encouragement of Marv and Mark Preussler, I applied for my next three certificates in

the summer of 2007. Because I had written articles about many of the structures and equipment I had modeled for my layout (my layout was featured in the June 2008 *Model Railroader*) it was not hard to complete the paperwork and get my final certificates. I am a trainmaster in the Fox Valley Division, which led to my Volunteer Certificate.

I have a BS degree in Ornamental Horticulture from the University of Illinois and am currently employed at a perennial grower in northern Illinois. I am married to my lovely wife, Audrone, and have a teenage stepson, Kornelius. 📷

David has earned the following certificates: Model Railroad Author, Master Builder—Structures, Master Builder—Scenery, Master Builder—Prototype Models, Association Volunteer, Model Railroad Engineer—Electrical, Master Builder—Cars.

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