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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE TRADEMARK TRIAL AND APPEAL BOARD

Proceeding	92047757
Party	Plaintiff Karen B. Donovan
Correspondence Address	David H.E. Bursik 401 Hamburg Turnpike, Suite 210 Wayne, NJ 07470 UNITED STATES dheb@bursik.com
Submission	Testimony For Plaintiff
Filer's Name	David H.E. Bursik, Esq.
Filer's e-mail	dheb@bursik.com
Signature	/David H.E. Bursik, Esq./
Date	04/21/2008
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IN THE TRADEMARK TRIAL AND APPEAL BOARD

KAREN B. DONOVAN,	:	Cancellation No. 92047757
Petitioner,	:	Marks-2791896,2701247
v.	:	
	:	
COURTNEY L. BISHOP,	:	SUBMISSION OF RITCHIE
Registrant.	:	PRINTED PUBLICATION
	:	EVIDENCE D

TO:

Trademark Trial and Appeal Board
United States Patent and Trademark Office
Alexandria, Virginia 22313-1451
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Clifford W. Browning, Esq.
cbrowning@kdlegal.com
Krieg DeVault
Suite 2800, One Indiana Square
Indianapolis, IN 46204
UNITED STATES
Attorney for Registrant
Courtney L. Bishop
Served by U.S. First Class Mail

Petitioner hereby submits the following evidence in connection with the above captioned matter:

PRINTED PUBLICATION AS IDENTIFIED BELOW:

Book authored by Andrew Ritchie and entitled MAJOR TAYLOR The Extraordinary Career of a Champion Bicycle Racer, Copyright 1988 published by Bicycle Books, Inc. and Copyright 1996 published by The Johns Hopkins University Press, Baltimore, Maryland, with respect to the following pages:

Notes And Sources Page, Author's Postscript Page,
Photos 31,32,33, 55, 56, 60 and 61

Date: April 21, 2008



David H.E. Bursik, Esq.
401 Hamburg Turnpike, Suite 210
Wayne, New Jersey 07470
Tel. 1-973-904-1040
Fax. 1-973-904-1050
Email-dheb@bursik.com
Attorney for Petitioner

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MAJOR TAYLOR

ions." (*La Vie au Grand Air*, May 1909, Bibliothèque Nationale, Paris.)

4. Taylor's career was closely reported by the French press. "He is the better prepared this year than he says the caption to this cover photo." (*La Vie au Grand Air*, May 30, 1907, Bibliothèque Nationale, Paris.)

5. The Taylor family about 1907. (Uncredited photo, Taylor collection.)

6. Taylor (held up by Hedspean) with Jacquelin at the Amphitheatre Municipale, Paris, in 1908. The American boxer Sam McVea is on the right, half hidden. (Jules Beau collection, Bibliothèque Nationale, Paris.)

7. Taylor at the Buffalo Velodrome, Paris, 1908 (Photo by Brasseur, Musée Roger Viollet, Paris.)

8. Taylor in 1926, published when a public appeal was launched on his behalf. (*Worcester Telegram*, December 18, 1926, courtesy of Worcester Telegram.)

9. Taylor's grave in Mount Glen Head Cemetery, on the outskirts of Long Island City, New York. The bronze plaque was set up by the owner of the Schwinn bicycle company. (Photo by Andrew Ritchie.)

10. The last photo of Taylor, taken in 1930 shortly before his death. (*Chicago Defender*, July 2, 1930, courtesy of the *Chicago Defender*.)

11. Taylor's daughter, Sydney Taylor. (Photo by Andrew Ritchie.)

NOTES AND SOURCES

All quotations in Taylor's own works, unless otherwise noted, are from Marshall W. Major Taylor, *The Fastest Bicycle Rider in the World* (Worcester, Mass: Wormley Publishing Co., 1928).

All quotations from Taylor's daughter, Mrs. Sydney Taylor Brown, are from the author's interviews with her, conducted in 1975 and 1987.

Many of the newspaper clippings about Taylor, which he pasted into his scrapbooks, are unidentified and undated. When quoting from these clippings, as much information as possible is given. When they are either unidentified or undated, or both, this is stated.

NOTES TO CHAPTER 2, EARLY GUIDANCE AND INSPIRATION

1. Records of black rural families at that time are few and hard to locate. Gilbert Taylor's parents, who were probably from Kentucky, are not known, nor is it known at what point they won or bought their freedom. Saphronia Kelter's parents were Robert and Sarah Kelter, both from Louisville. The origin of both branches of Taylor's family in the slave plantations of Kentucky does not seem to be in question. Birth certificates for Indianapolis were first filed in 1882, so there is no record of Taylor's birth in 1878. The most likely documentation of his birth would have been a certificate of baptism given to his parents by a minister.

2. For details about the flight of free Negroes and escaped slaves into Indiana from Kentucky before and during the Civil War, see Jacob P. Dunn, *Greater Indianapolis*, vol. 1 (Chicago: Lewis Publishing Co., 1910). Dunn writes on pp. 250-251:

The Civil War brought a rapid change in the colored population of Indianapolis. At the census of 1850, the total of negroes in the city was 405. In 1860, it had increased only to 498. The law against the immigration of free negroes remained on the statute books, but from the beginning of the War it was a dead letter and an escaped slave was a free negro in practical construction. The "refugees" soon began coming this far north, and increased in number after the Emancipation Proclamation. In 1870, the negro population of Indianapolis had

AUTHOR'S POSTSCRIPT

I first became interested in Major Taylor's life in 1975, when I was doing research for a book about the development of bicycle technology. I read Taylor's autobiography, *The Fastest Bicycle Rider in the World*, and realized that he occupied an extraordinary niche in the sport's history. Soon after, I made contact with Taylor's only child, Sydney Taylor Brown, then in her early seventies. She graciously allowed me to photocopy the fascinating scrapbooks, full of newspaper clippings and other mementos her father had kept of his racing activities. These scrapbooks are a primary source for much of the information in this book. Mrs. Brown helped and encouraged me in many ways. She understood the pioneering importance of her father's life and gave her approval to this biography. Since meeting with her, I have continued my research over the last ten years in the United States and in France.

A great deal was written about Major Taylor during his lifetime. His dramatic career was extensively reported in newspapers and magazines in this country and in Europe. These accounts are the major source for this book. Apart from Taylor's autobiography and interviews with his daughter and the very few people still alive who knew him, there is only a patchy, inaccurate record of his life in encyclopedias. In fact, no biography of any American champion bicycle racer, even a white one,

exists, whereas in France, the stories of the great champions all been told several times.

Writing Major Taylor's biography has not been easy. His career spanned three continents, his career was long and packed with action, and his relationship with the clogging bureaucracy complicated more I probed into his life, the more I realized how fascinating and enthralling his story was, what an important and unique personality he had been. It continues to amaze me that his story has not been told a dozen times before.

Ultimately, it is ironic that this essentially American biography should have been written by a white Englishman. What this seems to me is that even today, Taylor is a prophet without honor in his own country. I hope the fact that I am neither black nor an American has not prevented me from understanding and appreciating Taylor's heroic and ultimately tragic life. That I have had a lifelong passion for bicycle racing will, I hope, count in my favor.

My most fervent wish is that this book succeeds in focusing attention on the fame and respect which Major Taylor so justly deserves. He should be elevated to his rightful place as one of America's greatest sports heroes. If the book generates a renewal of interest in the history of the sport in which he excelled so courageously, then I will be doubly thankful.

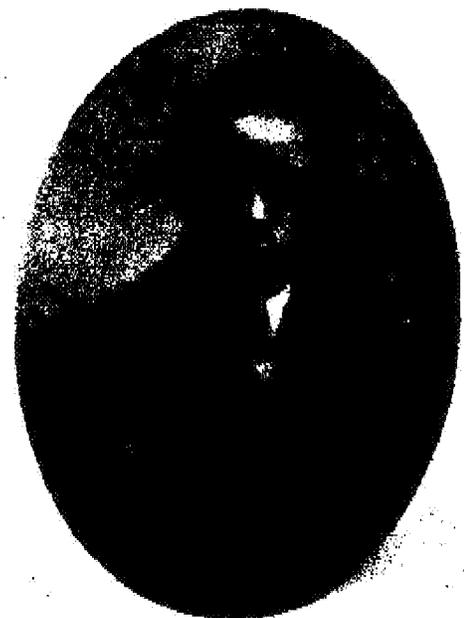
MAJOR TAYLOR

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stay with her aunt
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31 and 32. The elegant Daisy
Morris, who became Taylor's
wife in March 1902
Lower right: 33. Major Taylor
around the time of his marriage



Major Taylor



Left: 55. Family portrait, taken 1906 or 1907

Below: 56. With Hedspath and Jacquelin, 1908



Above: 57. Buffalo vel Paris, 1908

Upper right the last published

Lower right Gravestone Mount Gle Cemetery of Chicago

Champion Bike Rider Dies



MARSHALL W. "MAJOR" TAYLOR
World champion bicycle rider, who died in the county hospital here
Tuesday, June 21, of heart disease after three months illness.

Upper left: 60. *Chicago Defender* obituary, 1932

Lower right: 61. Recent photo of Major Taylor's daughter, Mrs. Sydney Taylor Brown



10. WORLD TRAVELER

FROM MARCH 1902, with Victor Breyer, until they were continuously in France, Belgium, Austria, England, Australia, except for the 1902 European international circuit. During this typically uninterrupted epic journey, Taylor was a sprinter in the hotly contested bicycle racing. Paris was his one of the brightest stars of the Breyer and Coquelle on world velodrome.

He spent brief periods at the houses in Paris and the other first-class accommodations. The promoters scheduled him, and top-class races against all the

of his appeal and attraction continued to thrill spectators. Two years, Taylor was professional and almost certainly the best was, without a doubt, the

In those two brief years, 1902, he crossed alone to the summer to compete in the international circuit, the last time. Then in early December he sailed for San Francisco by train and the Pacific Ocean for his first tour of Australia and then sailed to Panama via the Suez Canal to begin his 1903, he returned to World in November for a second tour the sun. In May 1904, the via San Francisco.