



OFFICE OF THE VICE PRESIDENT

WASHINGTON, D. C.

February 3, 1961

Dear Mr. [REDACTED]:

I am always glad to have ideas, thoughts or opinions from thinking people and I was delighted to get your letter of January 18.

With best wishes to you and yours.

Sincerely,

[Handwritten signature of Lyndon B. Johnson]

Lyndon B. Johnson

SORRY, BRIAN, I DONT THINK NIXON SHOULD HAVE GONE WITHOUT McFARLANE, FIELDING, & MANY OTHERS - ACTUALLY, NIXON WAS A VICTIM, LIKE ME -

I KNOW YOU CAN'T DO ANY THING BUT I DON'T HAVE A PHONE, AND I STILL THINK NIXON GOT SHATED - BY VOLPE! AS I DID!

Mr. [REDACTED]
[REDACTED]
Renton, Washington

1 MAR 1992--Honorable Richard Nixon, former President, Brian Lamb, C-Span, thank you for the Simon & Schuster address, and please try to believe that your latest book, "SEIZE THE MOMENT" is exactly the intent of this letter and my book titled "THE BUREAU-RATS AND I, [REDACTED]", because I developed a "small business", based on WWII Naval Aviation Training, Mr. President, and I want you to know that I communicated it as best I could, by letter to President-Elect JFK in 1960, before the "ASK NOT" inaugural Address of 1961. It is hell to be poor, and underfunded, but I volunteered to serve during Korea to truly convince myself of the National defense being our greatest industry, but more that Industry was our greatest National Defense! In 1954, after release from Active duty, I began immediately to develop a system to integrate National Defense to our Domestic Defense, through integrating all Transportation and communication, and I was ready to write President John Kennedy in 1960, but somehow LBJ responded. My first horror was, "some damned bureaucrat's form letter"! So I contacted Senator Magnuson as Commerce Committee Chairman, and his staff became interested in the "exhibit" & model we, my Sons and I, mostly, had built, and Senator Magnuson expressed interest because the Committee on Commerce was in the act of legislation to create U. S. DOT, and our totally integrated intermodal transportation system was complete in 1966, and was a "reference point" for U. S. DOT in 1966 when Dot began to function under Alan Boyd in 1967, and there was so much "bureaucracy" entrenched in U. S. DOT, it was easy to recognize a "BUREAU-RAT"-----! over please!

Former President Nixon, the assassination of President Kennedy in 1963 was a terrible shock, but your resignation from the Presidency was an even greater blow, to me, personally, because The Presidency of the United States is an "office that can only be entered by the vote of the people electing a president, and that office should only be vacated by a vote of the people, and not by "assassination", or the mockery of a select committee on presidential campaign activities", President Nixon, and I have waited for this moment, to seize this moment, to get your attention to my book, "THE BUREAU-RATS AND I, [REDACTED]", Mr. President, because I am convinced that had you seen our 'model' in 1971 that Senator Scoop Jackson would have been nominated for President, by the Democratic Party in 1972, and there would never have been a Watergate Breakin on May 26, 1972. Please bear with me, and/or allow me an appointment to show you that Secretary of Transportation John A. Volpe could have given you the advantage you needed in March of 1971, when U. S. DOT's "TSC" violated your 1970 Executive Order, which you used to transfer NASA Systems Center in Cambridge to be U. S. DOT's "TSC", Transportation Systems Center. Bear with me, please, because you transferred NASA Systems center to U. S. DOT's Systems Center, based on the lunar landing success, and end of Appollo, with the order for DOT's Systems Center to survey all transportation companies for any technology they might have to solve the crisis in transportation by the year 2000, and the late Senator Magnuson who managed the legislation to create U. S. DOT, confronted with your appointment of a Secretary of DOT, Alan Boyd, was certain that the United States, could not wait for a 1972 election to act on transportation, so Magnuson asked Ira Dye, U. S. DOT Systems Analysis, in 1970 to review our 'model' under the authority of your Executive Order that transferred NASA Staff to DOT, as they could do that technology survey without interfering with DOT managing the Department of Transportation responsibilities.

President Nixon, U. S. DOT's "TSC" reviewed our 'model' and filed the enclosed March 15, 1971 Internal Report, which withheld vital information from the President, Senate and House of Representatives, at the same time they were "plagiarizing" our work to be able to propose Transpo-72, as if John A. Volpe had thought it up, when George Kovatch, who signed the March 15, 1971 Internal Report, in fact, had seen our 'model' which was the greatest transportation show on earth, developed by my Sons and I, according to the September 1972 Motor Trend Magazine story, copy enclosed, President Nixon, and I will stake my life on the fact that had you, as President, in March 1971, seen our model that your Administration would have made Transpo the greatest annual or bi-annual "competitive industrial show" for 1972 that would have saved American jobs and market power beginning in your 1968 term, and your "plumbers" would not have had to break into Watergate. Please try to understand that I care that any man be forced to resign as President, when I know that John A. Volpe, as Secretary of DOT, in 1971, could have ensured your re-election as early as 1971, but when Secretary Volpe and George Kovatch filed that March 15, 1971 Internal Report, they did it to keep their "JOBS", not for you to remain as President, and that is what my book, "THE BUREAU-RATS AND I, [REDACTED]" is all about, "BUREAU-RATS" entrenched in government, administration after Administration, and all I need is a "publisher" to ascertain my facts for you, facts that I have given to President and earlier Governor Reagan and most certainly President Carter's Secretary of Transportation, and President Bush---. President Nixon, please let me reveal the facts I have concerning your "OP01 Intermodal Technology Assessment" and I am certain that I can prove that John A. Volpe and George Kovatch are more to blame for Watergate than Gordon Liddy, and I am Seizeing the Moment you have put before me. Please see me, immediately! [REDACTED]



March 15, 1971

SA/Task Manager, Intermodal Technology Assessment

Trip to Renton, Washington February 25, 1971 to review Mr. [REDACTED]'s Model for Integrated Transportation

Ref: Letter dated December 17, 1970 from Ira Dye/TPI-10 to Senator Warren Magnuson

SA/Chief, Systems Analysis Division

Background

In accordance with a request cited in the referenced letter I visited Mr. [REDACTED] while conducting site visits to West Coast transportation firms as part of project OPOI, Intermodal Technology Assessment. Mr. [REDACTED] has set up his model for demonstration at the Musicians Union Hall, 125 Logan Avenue, Renton, Washington.

Summary

Mr. [REDACTED] has produced an interesting model of an integrated mass transportation concept which incorporates land use planning and community development. The model is constructed of cardboard and wood and portrays in three dimensions various possibilities for integrated design. He uses the model as a "training aid". It would serve as an aid for a diverse audience of officials and citizens representatives in reviewing and discussing alternative solutions to urban problems.

The model depicts a broad range of situations several of which pertain specifically to urban transportation:

1. Elimination of yield-right-of-way at highway mergings;
2. Multiple use of land through tiered construction of highways; transit guideways and railroads.
3. Simplified flow through traffic intersections;
4. Capsular design of aircraft and ground vehicles to eliminate need for passenger transfers;

1 MAR 1992--President Nixon, believe me, I have hated your administration with a "passion", until I heard Brian Lamb interview you about your book, SEIZE THE MOMENT, SO PLEASE, MR. PRESIDENT, "SEIZE THIS MOMENT" TO CLEAR YOURSELF OF WATERGATE, BECAUSE I CAN ASSURE YOU THAT OUR SMALL BUSINESS CAN ARRANGE U. S. DOT TO SOLVE THE TRANSPORTATION CRISIS YET IN 1992, and the urgency is jobs, Mr. President, to such a degree that I am sending copy of this letter to Governor Cuomo, on the fact that I sent this information to Governor John Sununu in 1988, and Governor Sununu treated the information just the way Secretary of Transportation John A. Volpe treated the information when you were President in 1971, and I have no sympathy for President Bush, Governor Cuomo, John Volpe, or Kovatch, because you were the victim of their "DIRTY TRICKS", ss I have been since Febraury 25, 1971! [REDACTED]

5. Greater use of automation for vehicle movement, loading and unloading.

Assessment

Mr. [REDACTED]'s approach to the use of models in transportation and other community problems is commendable. It must be noted, however, that what he is advocating in essence is embodied in the systems approach, which has gained widespread favor in many areas. His emphasis is on the aid that models give in visualizing and discussing a given problem. The complete systems approach includes a full definition of the problem, its constraints, alternative solutions, and comparative quantitative and qualitative analysis of these alternatives and their impacts.

The Department of Transportation shares Mr. [REDACTED]'s concern for these broad problems and has developed as a matter of course the systems analytic approach. The 1968 government publication "The Freeway in the City: Principles of Planning and Design", by the Urban Advisors to the Federal Highway Administrator, was useful in our discussions to illustrate the extent to which the ideas of comprehensive planning, multiple use of corridors, and applications of the systems approach have permeated the department's thinking.

We also discussed specific efforts underway in augmenting the use of models similar to Mr. [REDACTED] with computer analysis. The "Cities Game" experiment being run in New York City provides at least one example of this type of modeling approach (see attached clipping). (I FURNISHED CLIPPING)!

The experiments now underway are pointing up the need for quantitative information on costs, traffic flow, population shifts, and other impacts caused by changes in transportation.

In many cases solutions which aim to integrate facilities or operations turn out to be either impractical or extremely costly. An example of the latter is the study by the Los Angeles Department of Airports of capsule-like buses to be hauled by sky cranes (The Sky Lounge Project). Analysis revealed the system would be uneconomical to operate. Passengers would be saved from making transfers, but at great cost.

1 MAR 1992--President Nixon--Please allow me an appointment, immediately, to prove to you and the world that is paying attention that the late Senator Magnuson, by requesting your DOT's review of our concept for "integrated transportation" to integrate National and Domestic DEFENSE in the knowledge that National Defense is our great industry, but our INDUSTRY is our greatest National Defense! President Nixon, without our INDUSTRY, would Japan have supplied the United States with equipment to cause their unconditional surrender????--?? President Nixon, please try to accept that it was your Secretary of Transportation, John A. Volpe that kept our transportation crisis solution from you that Senator Magnuson wanted you, as President, to have, in 1971, so that there would not be an "election year", 1972 "harangue"---my personal concern, President Nixon, is that a bureaucrat or two, remaining unidentified as George Kovatch has been by fact of this Internal Report, can destroy YOU!

Recommendations

It would not be worthwhile simply to remake Mr. [REDACTED]'s present model out of sturdier material. However, to assist him in his desire to help solve major urban problems, I suggested he concentrate on specific, real, problem areas. I gave him a set of instructions to help him prepare an unsolicited proposal in case he plans to seek federal support.

In brief, these instructions called for a clear statement of the problem to be solved, the method of approach, the expected results, the performance schedule, and the detailed costs involved. I advised him that if the problem chosen is in the urban transportation field, he should direct the proposal to the Office of Administration, Urban Mass Transportation Administration.

Conclusions

Mr. [REDACTED] appeared pleased at these suggestions and planned to consult with his colleagues prior to preparing a formal unsolicited proposal. In the course of our discussions the UMTA-supported work on innovative transportation systems going on at the University of Washington was discussed. I arranged for Mr. [REDACTED] to meet with Dr. Hartz and Mr. Harkness of the University for further review of his models. This contact may lead to further exposure of Mr. [REDACTED] ideas and of his sincere concern for solutions to urban transportation problems.

George Kovatch
George Kovatch

1 MAR 1992--President Nixon--I tried to get your appointment to replace Mayor Dorm Brayman as UMTA Administrator, to work for your administration when Senator Magnuson was Chairman of the Committee on Commerce, because I knew, from WWII Naval Aviation Training, the best college education I could ever get, bar none, that The President who would preserve our most important "industrial capabilities" to build world peace as effectively as our "industrial capabilities" built a National Defense machine, that "our President", in 1968, and definitely by 1971, had to have a United States Congress and Senate that would work with The President, and the late Senator Magguson was lied to by your George Kovatch, who signed this report under the direction of your Secretary of Transportation John A. Volpe, President Nixon, and I send you Vice President Lyndon Johnson's February 3, 1961 letter to ensure you that Lyndon Johnson had never been made aware, by whomever prepared the February 3, 1961 letter for him, of the "totally integrated transportation system", that Senator Magnuson knew would require all 537 elected officials to understand, to formulate legislation for, to compete in a world that Hiroshima ensured us we, as a world, had grown too small for anymore war, and we would need foreign policy that could deal with "friend and foe" alike, until the last "FOE", on earth, had no need for weapons of war, but needed technology to rebuild their own economy, President Nixon, and Please let me show you that the late Senator Magnuson had this in mind when he asked Senator Philip Hart to arrange with Senator Robert Griffin to get my Son and I an appointment with you as a result of our Transpo-72 Exhibit, and your counsel failed YOU!

BANK J. ENYH, JR., M.C. CHAIRMAN
HOWARD H. BAKER, JR., TENN. VICE CHAIRMAN
NORMAN E. TALLMAGE, GA.
SAMUEL K. HOUTE, HAWAII
JOSEPH M. MONTEYA, N. MEX.
EDWARD J. BURNETT, FLA.
LAWELL P. WICKER, JR., CONN.
SAMUEL BASH
CHIEF COUNSEL AND STAFF DIRECTOR
FRED B. THOMPSON
MANAGEMENT COUNCIL
RUFUS L. EDMISTEN
SECURITY COUNCIL

United States Senate

SELECT COMMITTEE ON
PRESIDENTIAL CAMPAIGN ACTIVITIES
(PURSUANT TO S. RES. 64, 91ST CONGRESS)

WASHINGTON, D.C. 20510

August 17, 1973

Mr. [REDACTED]
[REDACTED]
Renton, Washington, 98055

Dear Mr. [REDACTED]:

Thank you for your letter of the 3rd. I am sorry that time does not permit me to respond to the many points you have raised.

We are presently involved in preparing for the court case and the next phase of the hearings. I do hope for your continued interest.

With warm regards.

Sincerely,

Sam J. Ervin, Jr.

Sam J. Ervin, Jr.
Chairman

1 MAR 1992--President Nixon, believe me that I wanted to testify on your behalf to this Select Committee, on many, many points to show that your Presidency was the victim of countless NASA Employees, such as George Kovatch, who had to succumb to the Secretary of Transportation's orders to keep the United States Senate from providing our solution to transportation as a crisis! President Kennedy was stopped in 1963, President Nixon was stopped in 1973, President Reagan was stopped in 1981, and George Bush's Governor Sununu and the Bush Transition Team stopped President Bush from learning about our 'model' in 1988, and it is time, President Nixon, for you to SEIZE THIS MOMENT IN THIS ~~XX~~ 1992 Election, to introduce the real culprits in our government, "THE BUREAU-RATS AND I, [REDACTED] THE WAY WE SHOULD HAVE SURFACED BEFORE THIS CAMPAIGN ACTIVITIES COMMITTEE, AS I WOULD HAVE, TO RESPOND TO HOWARD BAKER'S "when did the president know?" question, and I would have been able to prove, as certainly as I will prove today that the Presidents will never know how or when some of the "BUREAU-RATS" withhold information and/or furnish inaccurate or misinformation to an elected official! President Nixon, this March 15, 1971 [REDACTED] Internal Report ss/George Kovatch did you in to resign in 1973! SEE MR!! [REDACTED]

BARCEL K. LINDVIG, HAWAII
JAMES B. THOMAS, N.C.
WILLIAM B. SPONGE, N.Y.
FREDERICK A. LINDMAN, STAFF DIRECTOR

COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

February 16, 1971

Mr. [REDACTED]
[REDACTED]
Renton, Washington 98055

Dear Mr. [REDACTED]:

Thank you for the copy of Mr. Heffelfinger's letter and advising me of your interest in becoming Assistant Secretary of Transportation.

As you know, such appointments as the one you are interested in are political appointments by the Administration. Accordingly, as a Democratic Senator I am not in a position to secure Federal appointive positions.

I do appreciate your advising me of your interest in the job and I shall keep this in mind in my dealings with the Department of Transportation.

Best regards,

Sincerely yours,

WARREN G. MAGNUSON, U.S.S.

1 MAR 1992--President Nixon, when George Kovatch called me in January 1971 about reviewing our 'model' as requested by Senator Magnuson I had already applied to work in your administration, because I notified the most important Senator on earth, Magnuson, because he had informed me that he would never want to be President of the United States, which I felt he could be with our "integrated transportation system" and he, Senator Magnuson told me that your administration had to make whatever appointment I sought, but I assure you that I did not turn my back on Scoop Jackson's 1992 possibilities, but Senator Magnuson knew that another two precious years would be wasted, and I write to you today, President Nixon, because it was "THE BUREAU-RATS, Volpe and Kovatch, in your administration that ate responsible for your resignation as President, and they are also responsible for the discrimination against our small business, without reservation, and your resignation as President is as "gross an injustice" as there can ever be, President Nixon, because I will prove beyond a shadow of a doubt that "BUREAU-RATS" ASSASSINATE Presidents, force Presidents to resign, and attempt to assassinate President Reagan, and Robert C. McFarlane is one of those "BUREAU-RATS" along with Fred F. Fielding and Secretary of Transportation Brock Adams, who failed President Carter as Secretary Volpe failed you in 1971! But my main concern is for what "BUREAU-RATS" Kovatch and Volpe did to our small business and to me and my family, but you should be damned concerned for what Kovatch and Volpe did to the United States Government that you swore to protect against all enemies, foreign and domestic, so please have the courage you say you have and "SEIZE THIS MOMENT"-----you may clear yourself of Watergate, as I free my self from watergate "BUREAU-RATS" and Brock Adams's conveyed inaccurate information, to create JOBS! [REDACTED]

THE WHITE HOUSE

WASHINGTON

August 25, 1972

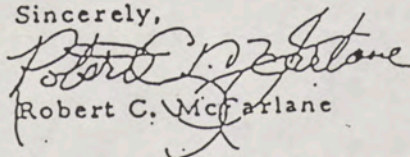
Dear Mr. [REDACTED]

This is to acknowledge and thank you for your letter of August 15 in which you reported the progress of your efforts to achieve consideration of your concept for total systems development of an appropriate response to urban transportation needs. As you are aware, I have referred your proposal to the Department of Transportation for review and comment. I am sure that you may expect to hear further at the conclusion of this process.

Again, thank you for your effort in taking time to discuss the concept. I am sure that it will be given every consideration by appropriate persons within the Department of Transportation.

With best regard,

Sincerely,


Robert C. McFarlane

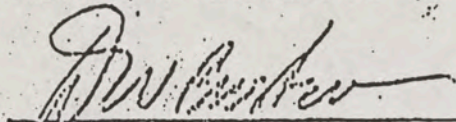
Mr. [REDACTED]
[REDACTED]

Renton, Washington 98055.

1 MAR 1992--President Nixon, all Robert C. McFarlane had to do in 1972, as one of your White House Counsel persons, is to alert you to call on Senator Warren Magnuson, and WM A. Bugge, Project Director for Parsons, Brinckerhof, Tudor, & Bechtol, building the BART system in San Francisco in 1972, and I assure you that Senator Magnuson, through Senators Hart & Griffin would have contacted you, Mr. President, if then Congressman Adams had not lied to Senator Magnuson about me, [REDACTED] and my public service record in Renton, Washington, Congressman Brock Adams's 7th District, see May 14, 1974 sworn statement refuting Brock Adams's "misinformation", President Nixon and Governor Cuomo, and it is a fact that "JOBS" and our economic recovery in 1992 far overshadows the need to protect the withheld MARCH 15, 1971 Information. [REDACTED]

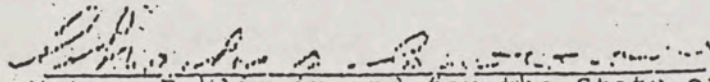
To Whom It May Concern:

News articles appearing in the Renton Chronicle of date of October 29, 1969 and November 14, 1973 have been brought to my attention, wherein said newspaper has stated that [redacted] who was [redacted] for the City of Renton during my tenure as Mayor of said city, was "dismissed" or "discharged" by me. The fact is that Mr. [redacted] performed his work as City [redacted] in a satisfactory manner at all times while he worked in that capacity, and that he voluntarily resigned on October 25, 1968. Further, at no time did I or any other city official to my knowledge solicit or encourage his resignation. Any statement by the above newspaper or anyone else that Mr. [redacted] was fired or discharged or dismissed by me, is inaccurate. At no time have I indicated or stated to anyone that I "fired" or "dismissed" or "discharged" Mr. [redacted]


D. W. Custer

State of Washington)) ss.
County of)

On this day personally appeared before me D. W. Custer, to me known to be the individual described in and who executed the within and foregoing statement, and acknowledged that he signed the same as his free and voluntary act and deed, for the uses and purposes therein mentioned.

Given under my hand and official seal this 14 day of May, 1974.

Notary Public in and for the State of

1 MAR 1992--President Nixon & Governor Cuomo, Senator Brock Adams will have to respond to this sworn statement, because I will send copy of it to the Seattle Post Intelligencer and Seattle Times, who have released an "unidentified, and wishing to remain unidentified in accusing Brock Adams, where I have charged Brock Adams under my signature, as I do now, and charge U. S. DOT's "TSC" with "Plagiarism", violation of President Nixon's 1970 Executive Order, "OP01 Intermodal Technology Assessment", President Nixon, because Senator Magnuson ensured me that I had to show You that I could do the job, and that he could not and would not pick up the phone and tell the man in charge, as you were of The White House, what you had to do. Mr. President, your Secretary of Transportation, John A. Volpe lied to you, and Spiro Agnew, as Vice President should have informed you through his chief of staff in the Senate office of Spiro Agnew. President Nixon, your White House with Robert McFarlane and Fred F. Fielding, and Alan Dean, and John A. Volpe, is the reason that you are asked to call for exposure of anyone who had to do with the Transpo-72 Exposition, and you should begin with U. S. DOT's "TSC" March 15, 1971 Internal Report ss/George Kovatch, because that Internal Report document initiated the Watergate that followed, and I ask your help now to develop the "jobs" you and I were cheated out of in 1971!

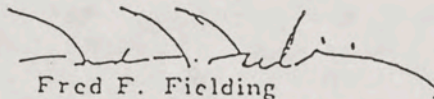
THE WHITE HOUSE
WASHINGTON

May 21, 1973

Dear Mr. [REDACTED]

This is in response to your recent letter concerning your proposed integrated mass transportation system. As you have been advised, the Department of Transportation has conducted a comprehensive technical review of the materials which you submitted, and has concluded that your proposal is neither technically nor financially feasible to undertake at this time. Accordingly, I regret we cannot be of assistance to you in this matter.

Sincerely,



Fred F. Fielding
Deputy Counsel to the
President

Mr. [REDACTED]
[REDACTED]

Renton, Washington 98055

1 MAR 1992--President Richard Nixon & Governor Cuomo, Fred F. Fielding, as White House Counsel to President Nixon had to know that George Kovatch explained President Nixon's Executive Order, "OP01 Intermodal Technology Assessment" to me as a survey for technology to solve the crisis in transportation by the year 2000, still 9 years off, and not as anything that would be done in 1973, "at this time"! Fred Fielding was still around in 1981 to clear WM. Casey for the CIA appointment, but investigation of U. S. DOT's "TSC" March 15, 1971 Internal Report will make Watergate look like a Sunday School Picnic, which it was compared to this violation of a Presidential Executive Order. President Nixon, I have never known where I could write to you, until I saw you on C-Span with Brian Lamb, and I will ensure you that unless you "masterminded" the cover-up that this March 15, 1971 Internal Report has performed, and I don't believe that, smart as you may think you are, that you could know how our system can end unemployment for the next 50 years, while preparing to avoid any unemployment in the ensuing years. Please arrange to see me as soon as possible, and coordinate with Governor Cuomo as I am certain that President Bush could not handle this development coming from outside of his staffing menagerie! Please see me. thanks.

[REDACTED]

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

August 23, 1972

Mr. [REDACTED]
Renton, Washington 98055

Dear Mr. [REDACTED]:

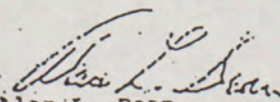
This is in response to your letter of August 19 and our various telephone conversations in which you have described your interest in improvements in government organization designed to facilitate a more comprehensive systems approach to matters relating to transportation and community development.

As you know, it is the desire to have a smaller number of more broadly oriented executive departments in the interest of better service to the public which has led the President to recommend to the Congress a comprehensive reorganization of the Executive Branch. We are confident that, within a framework in which there is a Department of Community Development, many matters having a community impact will be dealt with more effectively with less frustration for the citizen and for State and local governments.

With respect to your present difficulty in encountering any agency or official prepared to act on your proposals, I continue to believe that under our present departmental structure the only promising point of contact is the Department of Transportation. Since our last telephone conversation, I have had some discussions with officials of DOT who have evinced a sympathetic interest in any proposal which would demonstrate how totally integrated, balanced systems of transportation could be made to relate to communities and to the economy. The Department does, however, need relatively specific descriptions of how your approach would be helpful before it can undertake to commit research or demonstration funds.

Another option which you have is to convince a State or local public authority, or Council of Governments, to seek assistance from DOT as a sponsor of a specific project or demonstration. There has been considerable interest in improved transportation in the Seattle and Puget Sound area and you might find it advantageous to work with officials in your home area with the thought of developing a more specific program of action.

Sincerely,


Alan L. Dean
Deputy Assistant Director

1 MAR 1992--President Nixon, your OMB of 1972 also fumbled the ball you never saw, our model, in this, your staff's predicament"!

ATTN: PLEASE, RICHARD DARMAN -
DIRECTOR, OMB. - PLEASE ASK
JOHN SOUVUNU TO INITIATE USE
OF OUR TOTAL SYSTEM CONCEPT!

MR. DARMAN
THIS WAS
DONE AND
THE TRUTH
IS HIDDEN
IN THE
MARCH 15,
1971
DOCUMENT!
SEE MY
APRIL 11, 1991
LETTER!



Federal Bureau of Investigation

February 17, 1981

Mr. [REDACTED]
[REDACTED]
Washington, D. C. 20005

Dear Mr. [REDACTED]

The correspondence you sent to Judge Webster was received at FBI Headquarters on February 4th and subsequently referred to me for reply.

Careful review has been afforded to the material you furnished, and while I wish we could be of assistance to you in your plight, there is no indication that a Federal law within this Bureau's investigative jurisdiction has been violated. In view of this, it does not appear that a meeting with the Director of the FBI would benefit you. Since you may have further need of the enclosures you furnished, they are returned herewith.

Sincerely yours,

R. S. Young
Roger S. Young
Assistant Director
Office of Congressional
and Public Affairs

ATTN: DIRECTOR FBI

Enclosures (112)

BUREAU-RATS -

President Nixon, I sent the FBI 112 ENCLOSURES, certain that your EXECUTIVE ORDER WAS A FEDERAL LAW AND THAT KOVATCH & VOPE VIOLATED YOUR EXECUTIVE ORDER BY DISCRIMINATING ME OUT OF THE AUG 1, 1971 FINAC REPORT — [REDACTED]



STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY 12224

MARIO M. CUOMO
GOVERNOR

February 13, 1992

Dear Mr. [REDACTED]:

I wanted to thank you for your words of encouragement and to explain why I decided not to enter the race for President.

It was one of the hardest decisions in my professional life.

Were it not my responsibility to deal with the extraordinarily severe fiscal problems New York faces, I would have traveled to New Hampshire to file my name as a candidate in its primary. Until the very last moment, I had hoped to be able to work out a budget agenda with the New York Republican Senate that would have freed me to enter the race. The Republicans' refusal left my State at the brink of a fiscal catastrophe and so -- on the last day for filing, December 20 -- I was forced to say I would not enter the New Hampshire primary. Because Democratic National Chairman Ron Brown had asked that we close down the possibility of candidates beyond that date, I ruled myself out of all subsequent primaries as well.

I would be less than honest if I did not admit my regret at not having this chance to run for President. And I would be ungrateful if I did not express to you my profound thanks for your kindness.

There are a number of excellent Democratic candidates that can move this Nation toward a more inclusive, progressive and intelligent course. Now, we should focus our attention and energy on getting the best of them elected President in November 1992.

Sincerely,

Mario M. Cuomo

Mr. [REDACTED]
[REDACTED]

Bessemer, Michigan 49911

THE WHITE HOUSE
WASHINGTON

February 4, 1981

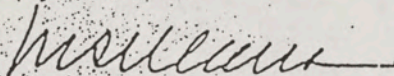
Dear Mr. [REDACTED]:

Thank you for taking the time to write and give me the opportunity to know your thoughts on matters of importance to you. It is encouraging to know that concerned citizens like yourself are deeply committed to improving the quality of life for all Americans.

I have taken the liberty of forwarding your letter to Dr. Martin Anderson in our Domestic Policy Office.

Again, thank you for writing.

Sincerely,



MICHAEL K. DEEVER
Assistant to the President
Deputy Chief of Staff

Mr. [REDACTED]
[REDACTED]
[REDACTED]

Bessemer, Michigan 49911

1 MAR 1992-- President Nixon & Governor Cuomo, please arrange for me to meet with you, realizing that Hinckley's March 30, 1981 assassination attempt on President Reagan precluded my meeting Michael Deaver at the Washington Hilton to confer with Dr. Martin Anderson. The fact still remains that our solution to the crisis in transportation only improves as the "cover-up" extends, and once Inspector General Roy Wiegand of "TSC", phone number 617 494 2003 or Al Cole, also at this number is called, I am certain that he can advise you that [REDACTED] will accept and has requested "subpoena" to testify on this matter.

Transpo

72

The 1.5 million people attending Volpe's Woodstock were expecting a transportation happening. Instead they found a trade show.

Photography: Phil Garner

father and 19-year-old son, may have been the only residents of Renton, Washington to attend Transpo 72 during the week and a half between May 26 and June 4, 1972. They went to America's first international transportation exposition because a few years ago the elder had a dream; a vision of sorts.

He saw, in his mind's eye, a total integrated transportation system — cars, trains, boats, tunnels, ramps, highways and byways — a system to revitalize the American city by providing easy access to all areas of the city to all the city's inhabitants.

But the didn't have the money to make the dream a scale-model reality, an exhibit to explain their dream to America. Even a modest exhibit, suitable for one moderate-sized city, would take the kind of money you get only from a Rand Corporation or Arthur D. Little's high-roller consulting firm.

Alright, forget about money.

would somehow work out a way to make people understand his dream. Something they could see, feel, touch.

Late at night, on the way home from work, and during the Sunday afternoon football game on the tube, the father and son scavenged cardboard boxes and packing fillers from behind the local Renton, Washington, supermarket and hardware store. Using razor blades and knives, they transformed discarded soup cartons and spark plug boxes into a model city's model transportation system. When the project outgrew the family's living room, the local musicians' union came to the rescue, offering the union hall's main stage between bookings. The model grew like the spreading tentacles of a hungry octopus, but the were still not quite sure what to do with their concept.



Early last spring newspapers all over the country began running stories about the preparations for Transpo 72 at Dulles Airport in Washington, D. C. The event which became Transpo was originally the brainchild of the late Senator Mendel Rivers of South Carolina. "Why," Rivers asked, "should the Paris Air Show be the biggest and best known display of the world's aircraft when the United States outstrips France and most, maybe all, of the rest of the world's nations in aircraft production?"

No one had a reasonable answer to Rivers, so he persuaded the President and others to appropriate enough money for an air show. The Department of Transportation, logical coordinator of such a project, decided it had an interest in promoting more than just American aircraft, so, the show was expanded to encompass all types of transportation. It was to be a huge trade show, a chance to parade America's finest in people-moving technology before the bulging eyes of foreign and domestic buyers and observers.

In the early days of planning, when the rough framework of the show seemed almost ready to jell, Volpe's people at DOT did another turn around, deciding to open it all up to public view — the air show that became a transportation trade show now became a public transportation show. In an election year anything from a candidate's views to a government-sponsored event can change at the drop of a hat.

None of the maneuvering in Washington, D. C. bothered in Washington State. As soon as he read about Transpo 72, he decided Systems Development would reveal its concepts to a waiting world at Dulles Airport. If the show was to be about solving our transportation crisis, they were going to be a part of it. They'd cut too much cardboard to ignore this chance.

They scraped together enough money to retain a space at the (minimum booth: 10x10 feet, \$650), loaded that part of their model which they'd completed into an aged 1957 Dodge panel truck and set out across the country. They had no fancy-sounding college degrees, no reams of press releases, no advance men, leggy models or free samples to give away. They didn't even have a product to sell.

Product and packaging were what Transpo 72 were all about. The 150-acre Dulles Airport site was a swamp converted from wasteland to exhibit space and parking lot by tons of filler — a coagulator of sorts to hold the gooey mass together for the show's nine days — but no one seemed to notice except of course the construction workers privately holding their breaths against the possibility of rain for fear many of the 50,000-odd cars in the parking area might sink from view.

No one paid much attention to the

(Part continued on page 95)

Transpo 72

dust or the tar floors of the half dozen exhibit halls undulating in the Virginia heat. The theme of this show was American product. From the red, white and blue tubular ticket booths (made from the heavy cardboard forms used for poured concrete bridge supports) to the Army's multi-media recruiting booth, the graphics were surprisingly bold and contemporary. Bright, shiny products were everywhere. Turning the corner at the end of a row of booths, the Transpo visitor was never sure what would next assault his senses. It could be a pegboard display of a half dozen gas turbine engines; a cutaway rotary auto engine; a computer-operated mass transit ticket office; an operational prototype exhibit of seat belt systems; bright yellow earth-movers; electric cars; a gaggle of Japanese sub-mini commuter cars; a counter of aggressive salesgirls attempting to sign up credit card applicants for an oil company; and of all things a snake oil salesman haranguing passersby on the merits of his deep fat potato chip fryer.

Overhead, the Blue Angels, Britain's Red Arrows, the Confederate Air Force, aircraft manufacturers and stunt flyers did their stuff. They executed loops; flew tight formations; supported wing-walkers; swooped to a few feet off the runway then climbed straight up to 10,000 feet, stalled, corkscrewed back toward earth only to pull out in the last few hundred

feet of descent, turning to streak off across the Virginia countryside into the sunset. Cutting it too fine, three air show performers lost their lives during Transpo. It cast a pall over the whole event in some people's eyes. Most visitors seemed to accept the deaths as an occupational hazard of the air show business and went on about their spectating. They were in an elaborate government-sponsored time warp — an anachronistic envelope in which protagonists could argue whether the British Hawker Harrier vertical takeoff fighter/bomber was a more impressive aircraft than the Sopwith Camel, Ford Tri-Motor, P-51 Mustang or B-17. The arguments were easy to fall into; the planes were all there.

Eight hours a day, for nine days, [redacted] each other at the [redacted] booth, which wasn't a booth at all. There was no place to sit down because there was no extra space left over after they'd tailored their cardboard model transportation system to fit their assigned space. So they stood. Many of the more than a million-and-a-half people — the working press, sleek business types scouting the competition, servicemen from local bases, parents with blubbery kids, young lovers killing a spring afternoon — stopped at the [redacted] booth. The [redacted] father and son together: "Gee, we sure appreciate your interest in our system. We think

it will help get America out of its transportation problems. Look here at this quote from Wally Schirra, the astronaut. He's saying the same things we think our system says and we've tried to get ahold of him to come down and see our model. Well, we sure appreciate your stopping by."

The [redacted] father and son, just stood there in front of their transportation model, its magic marker signs addressed to no one in particular, its out-of-scale plastic cars and trucks motionless on an old toilet paper carton freeway ramp, and they never made a sale, never displayed a "please leave business card" box, never plotted the follow-up of a potential client — they didn't have a potential buyer because they didn't have anything to sell.

The [redacted] father and son, had travelled 3,000 miles across the country they loved to present a concept at a show they believed was a public display of ideas and hardware to get this country out of its transportation crisis. They were badly outclassed by big corporations looking to make a buck and spectators seeking a few thrills and a little entertainment on an otherwise sleepy Virginia afternoon. They had come to Volpe's Woodstock expecting to make some new sounds and share the good vibrations with the audience. They found guys selling records and making movies.

Chris Packard



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January 7, 1987

Mr. [REDACTED]
[REDACTED] Systems Development Company
[REDACTED]
Bessemer, MI 49911

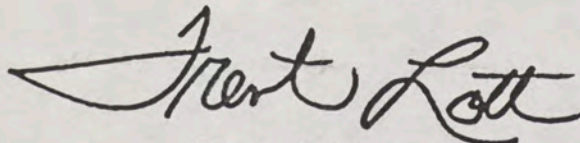
Dear Mr. [REDACTED]:

I would like to acknowledge and thank you for your recent correspondence regarding "The Bureau-Rats and I, [REDACTED]", the book you've nearly completed.

While I sympathize with your frustration, I cannot help but feel in reviewing the voluminous amount of correspondence which you enclosed, that numerous administration officials over the years have adequately and responsibly reviewed your ideas both for national security use and use in solving mass transportation problems. While I regret that I cannot agree with you on this issue, I do genuinely admire citizens, like yourself, who follow the workings of their government so closely and become so intimately involved.

Once again, I thank you for taking the time to write. Please feel free to contact my office in the future on this subject or any other that may be of interest or concern to you. With warm wishes and kind regards, I remain

Sincerely yours,



Trent Lott

TL:mem

21 JAN 1992---WMUR-TV, the only thing wrong in the United States of American Government is not the "bureaucracy,-----no the bureaucracy is AOK! The real problem is the "BUREAU-RATS", and as you can see, I just took the "c" out of bureaucrat, because there are so many good people working in government, but it only takes "one" to spoil a whole agency, and it was not until my Son actually secured copy of the March 15, 1971 Internal Report ss/George Kovatch on September 7, 1972 that I knew the difference between a "BUREAU-RAT and a bureaucrat, and that is what Governor Sununu had to be shown, but I wonder if anyone will care enough to investigate my ambition to get elected to congress where I will ask each government employee what it is he or she can do for his or her country, as a "bureaucrat, without becoming a "BUREAU-RAT"!

Good Luck with your Primary, and the recovery of your economy. If I can make it, believe me, I'll invite you congressional group to examine "TOTAL SYSTEM", PRO & con, to end unemployment, forever! [REDACTED]

Transpo 72

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Chris Parkard





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