FEDERAL ELECTION COMMISSION

1325 K STREET N.W.
WASHINGTON, D.C. 20463

THIS IS THE END OF MUR # 1282

Date Filmed 10/30/80 Camera No. --- 2

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FEDERAL ELECTION COMMISSION
WASHINGTON D.C. 20463

September 26, 1980

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Sven A. Johnson
P. O. Box 112
Bessemer, Michigan 49911

RE: MUR 1282

Dear Mr. Johnson:

The Federal Election Commission has reviewed the allegations of your complaint dated August 26, 1980 and determined that on the basis of the information provided in your complaint that there is no reason to believe that a violation of the Federal Election Campaign Act of 1971 as amended ("the Act") has been committed.

Accordingly, the Commission has determined to close the file in this matter. It will become a part of the public record within 30 days.

Sincerely,

Charles N. Steele
General Counsel

FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Sven A. Johnson
P. O. Box 112
Bessemer, Michigan 49911

RE: MUR 1282

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Sincerely,

Charles N. Steele
General Counsel

BEFORE THE FEDERAL ELECTION COMMISSION

In the Matter of)
)
Unspecified)

MUR 1282

CERTIFICATION

I, Marjorie W. Emmons, Secretary to the Federal Election Commission, do hereby certify that on September 25, 1980, the Commission decided by a vote of 6-0 to take the following actions regarding MUR 1282:

1. Find NO REASON TO BELIEVE that a violation of the Federal Election Campaign Act of 1971, as amended, occurred in this case.

2. Send the letter, as attached to the First General Counsel's Report dated September 22, 1980, to the complainant.

Voting for this determination were Commissioners Aikens, Friedersdorf, Harris, McGarry, Reiche, and Tiernan.

Attest:

9/25/80
Date

Marjorie W. Emmons
Marjorie W. Emmons
Secretary to the Commission

Received in Office of the Commission Secretary: 9-22-80, 3:11
Circulated on 48 hour vote basis: 9-23-80, 11:00

FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

MEMORANDUM TO: CHARLES STEELE

FROM: MARJORIE W. EMMONS/MARGARET CHANEY

DATE: SEPTEMBER 25, 1980

SUBJECT: COMMENT - MUR 1282 - First General Counsel's Report dated 9-22-80

Attached is a copy of Commissioner Friedersdorf's vote sheet with comments regarding the above-named MUR.

ATTACHMENT:
Copy of Vote Sheet

48 HOUR TALLY SHEET

RECEIVED
OFFICE OF THE
COMMISSION SECRETARY

FEDERAL ELECTION COMMISSION
1325 K STREET N.W.
WASHINGTON, D.C. 20463

80 SEP 24 P 2:59

Date and Time Transmitted: TUESDAY, 9-23-80
11:00

Commissioner FRIEDERSDORF, AIKENS, TIERNAN, McGARRY, REICHE, HARRIS

RETURN TO OFFICE OF COMMISSION SECRETARY BY: THURSDAY, SEPT. 25, 1980
11:00

MUR No. 1282 - First General Counsel's Report dated 9-22-80

(✓) I approve the recommendation

( ) I object to the recommendation

COMMENTS: This is a good example of complaint which should be quickly dismissed

Date: 9-24-80 Signature: Max L. Friedersdorf

A DEFINITE VOTE IS REQUIRED AND ALL SHEETS SIGNED AND DATED. PLEASE RETURN ONLY THE VOTE SHEETS TO THE OFFICE OF THE COMMISSION SECRETARY NO LATER THAN THE DATE AND TIME SHOWN ABOVE.

September 22, 1980

MEMORANDUM TO: Marjorie W. Emmons

FROM: Elissa T. Garr

SUBJECT: MUR 1232

Please have the attached First GC Report distributed to the Commission on a 48 hour tally basis. Thank you.

2001322048

FEDERAL ELECTION COMMISSION
1325 K Street, N.W.
Washington, D.C. 20463

FIRST GENERAL COUNSEL'S REPORT

DATE AND TIME OF TRANSMITTAL
BY OGC TO THE COMMISSION 9-22-82

MUR # 1282
DATE COMPLAINT RECEIVED
BY OGC 8-26-80

STAFF MEMBER
Frances Hagan

COMPLAINANT'S NAME: Sven A. Johnson

RESPONDENT'S NAME: Unspecified

RELEVANT STATUTE:

INTERNAL REPORTS CHECKED:

FEDERAL AGENCIES CHECKED:

SUMMARY OF ALLEGATIONS

On August 26, 1980, Mr. Sven A. Johnson filed a complaint with the Office of General Counsel which alleges that federal government agencies and officials have discriminated against or wrongfully rejected his model for a comprehensive transportation system. He further alleges a "cover-up" of this situation and urges investigation of the discrimination in excluding his ideas or proposals from certain Department of Transportation reports.

FACTUAL BASIS AND LEGAL ANALYSIS

Our review of Mr. Johnson's voluminous complaint provides no evidence of any violation of the Federal Election Campaign Act of 1971, as amended. The complainant makes no specific charges against persons, committees or other organizations which could in any way fall under the Act's purview; nor does he describe any activity which may be investigated under the Act's jurisdiction. Mr. Johnson has taken his proposal and grievance to several agency and congressional officials whose scope of authority is more closely related to his problem. He has attached to his complaint their correspondence along with pertinent newspaper and magazine articles. Based on our consideration of this complaint, we offer the following recommendations.

Recommendation

1. Find no reason to believe that a violation of the Federal Election Campaign Act of 1971, as amended, occurred in this case.

2. Send attached letter to complainant.

Attachments

Letter to Complainant
Complaint (additional information)

FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Sven A. Johnson
P. O. Box 112
Bessemer, Michigan 49911

RE: MUR 1282

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Accordingly, the Commission has determined to close the file in this matter. It will become a part of the public record within 30 days.

Sincerely,

Charles N. Steele
General Counsel

Johnson Systems Development Co.

RECEIVED MUR 1282

P.O. Box 2403, Renton, Washington 98055 - 255-8592

P.O.Box 112 Bessemer,MI 49911

ONE TEST WITH A SHAPING COMPUTER IS WORTH ALL THE EXPERT OPINIONS

August 30, 1980

General Counsel
Federal Election Commission
1325 K Street, NW
Washington, D.C. 20463

General Counsel:

Submitted herewith, General Counsel, is "affidavited request" for the Federal Election Commission to find cause to investigate, the Johnson Systems "complaint" from "top to bottom", prior to the Commission voting, or the General Counsel exercising 111.5 (a) or (b), and General Counsel, without reservation, is, according to 111.22, the one and only "contact" available to this "complainant", and there is no way that I can violate 111.22(a), "ex parte", or any other way, nor will I "violate", but rest assured that I will not tolerate, in any manner, the slightest possibility of General Counsel for the Federal Election Commission being left in doubt about the Johnson Complaint, because the Johnson complaint will fit the 11 CFR 1.1, strictly on the established generallity of 111.4 (a), and it is that "generallity" that I ask to be "challenged" by any of the rest of the "legalese" that I was confronted with in the 1966-1968 and on to 1972 period in time, and I cite 111.21 (c) again, and again----to justify prevention of the misuse of the Election System.

Thank you.

IF YOU NEED TO
BUT NO FAVORS ASKED!
Call to 1-906-663-4101
ISABELLE HAAPOJA
WILL GET A MESSAGE TO ME- THANKS

John A. Johnson

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at
The United States International Transportation Exposition, Transpo – 72
Dulles International Airport, Washington, D. C. 20591

Johnson Systems Development Co.

P. O. Box 112, Bessemer, Michigan 49911

P.O. Box 2403, Renton, Washington 98055 - 255-8592

RECEIVED

ONE TEST WITH A *SHAPING COMPUTER* IS WORTH ALL THE EXPERT OPINIONS

80 SEP 3 AM 9:24

P.O. Box 112 Bessemer, MI 49911

August 26, 1980

General Counsel
Federal Election Commission
1325 K Street NW
Washington, D.C.20463

Re: "Complaint" filed per Affidavits filed under dates Aug 5, and Aug 17, 1980, including supporting documents, (continued)

General Counsel:

The referenced complaint, by affidavit and resolution adopted by Bessemer, MI Municipal Council, published in Dec 1979 THE PICK & AXE relies on the veracity and validity of the "documentation" certifying my "personal knowledge", and General Counsel must ask the Watergate type question, quote, "When did the president know?", end quote, as "When did Sven Johnson know that there was reason for a complaint?"

Actual certainty of knowing that information collected by DOT-TSC was Commerce Committee controlled from the Final Report publications was September 7, 1972 when copy of the March 15, 1971 "internal report" was given to my son Jim Johnson, by Frederic Schwartz, Attorney in Urban and Environment Systems Office of DOT, after some thirty days of requesting copy of the report that Senator Magnuson, personally, had informed my son and I, was a "report that turned my system down", and Senator Magnuson, personally, told me that he would not get the report for me, and he said, quote, "get it yourself", end quote----It was no easy task, General Counsel, and it was, in fact, extremely more difficult to "communicate" with the U.S. Senate Commerce Committee Chairman, through Transportation Counsel Dan O'Neal, immediately after my son and I gave copy of the March 15, 1971 "internal report" to Dan O'Neal, with my October 5, 1972 letter to then Secretary Volpe, and the December 22, 1972 Magnuson letter regarding the unlikely prospect of investigating DOT-TSC's handling of "OP01-Intermodal Technology Assessment", by a DOT that had been originally legislated by the Committee on Commerce, in fact, had to and did forbid congressional hearing on the "OP01" matter that I contend would have made Watergate look like a "Sunday School Picnic", which Election Commission investigation, without reservation, can accomplish, based on referenced "complaint".

Johnson Systems Development Co.

P. O. Box 112, Bessemer, Michigan 49911

P.O. Box 2403, Renton, Washington 98055 - 255-8592

ONE TEST WITH A *SHAPING COMPUTER* IS WORTH ALL THE EXPERT OPINIONS

Attached hereto is copy of my Counsel's letter dated August 22, 1980 with The Wall Street Journal article on the "Bottleneck in Trademark Office Disrupts many Companies's Plans", and it is the contention of the referenced Complaint that the Senate Commerce Committee 'knowingly and willfully', with first hand knowledge concerning Johnson System's Trade mark Application 096,527 for the mark "KINGDOME", pending in the domed stadium matter in the State of Washington, and Senator Magnuson's many years of Election to Federal Office support is considered by this very "complainant" to be the reason for decimating the effectiveness of the United States Government Trademark Office, to the devastating position reported on in the Bill Abrams article for The Wall Street Journal, and the decimation of that trademark office, by Appropriation reduction of $54,000.00 in 1979, exactly coincides with the January 28, 1980 "severe budget restriction" letter contained in the "documentation", (95 pages), submitted with the referenced affidavits that comprise the "complaint".

11 CFR 111 specifies naming, see 111.4(d)(1) It should clearly identify as a respondent each person or entity who is alleged to have committed a violation;----General Counsel, and in this case, to me, Sven Johnson, personally, with documentation to substantiate even the reason for the May 14, 1974 "sworn statement", (copy in documentation), I do believe that the "violation" is sobroad in scope, concerning the use of service and goods that generates from "appropriations grants" and or cuts, as "imposed" on the Trademark Office, ($54,000.00 cut in 1979)for one example, that the budget restriction, in fact was directed to cause the increased "delay" to trademark application 096,527 for the mark "KINGDOME", and the effect of such a ($54,000.00) budget reduction would not necessarily concern any person unless that reduction is relative to the work that a person has pending in that agency, as I, Sven Johnson, have had the "KINGDOME" trademark application 096,527 pending since 1976, and then in 1980 to be further "encumbered", as the documentation describes, General Counsel, to me, is "over-kill" that generates from the lack of

"elected officials", themselves, ensuring or being able to ensure their receipt of information in adequate form for proper evaluation, and in this regard, General Counsel, is asked to examine 11 CFR 111 requirements for "specificity", and which "specificity" is certainly attempted to be ensured, despite the widespread effort in DOT-TSC responses to, in one way or another, to "evade" the "documented" issue of DOT-TSC's most Obvious and even acknowledged "not referencing the Feb 25, 1971 exhibit in the Final Reports,(see Director Constantino's June 14, 1977 letter for such acknowledgement), and I would like tocall General Counsel's attention to the general trend of "documented" information never really addressing the specifics of the charge, "DOT-TSC did not publish the Johnson Systems exhibit information, other than to allude to certain of the needs that were demonstrated as solutions on Feb 25, 1971", without acknowledgeing anything such as the "compact interchange", Cold Re-Entry, The Buy-Plane, "[illegible]", Reversor Spillway, Skeleton Frame, Shaping-Computer, Johnscrete, Johnsboard, to name a few widely used names that constitute "marks" developed for use in "TOTAL SYSTEM", and I mean this added affidavit to indicate the careless, if not deliberate, allowing of trademark service to deteriorate as to impede many industries, who may not have the "documentation" to file a "specific complaint", as Johnson Systems has "documentation", spanning near 20 years, before the Commission, to "substantiate" that "[illegible]", a Johnson Trademark definitely is being interfered with by the parties documented as having participated in the March 15, 1971 "internal report", and once again, The Election Commission is assured every possible cooperation of Johnson Systems to the restoration and preservation of the election system that separates the United States from "totalitarianism", and it stands to reason that any complaint be absolutely "verifyable", in nothing less than "total", but this "total" is therefore concerned with "receipt by elected officials of inaccurate or misinformation",----from whatever source, outside of the government "inner circles" that constitute government staff people:

Johnson Systems Development Co.

P.O. Box 2403, Renton, Washington 98055 - 255-8592

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but General Counsel, as an "overall federal election officer, with the supervisory responsibilities hinted at in 111.3(a)&(b)", General Counsel is reminded that "OPO1-Intermodal Technology Assessment" was a 1970-71 White House Directive and Johnson Systems exhibited on Feb 25,. 1971 for what Johnson Systems had since 1960 demonstrated as "TOTAL SYSTEM", and "TOTAL SYSTEM" concerns President and Vice-President, 100 Senators, 435 Members of the House, while they are in office, but it also concerns all of their challengers, each in his "constituency concern", which is not the kind of concern for "violation" that the FBI "Abscam" immobilizes the congress with, rather "TOTAL SYSTEM" has the opportunity to ensure completely the positive "preclusion" of "receipt by elected officials of inaccurate or misinformation", at the most critical apex of "bi-partisan" representation in the congress, and that is inaccurate or misinformation from one senator to another, one member of the house to another, between senators and house members, but also, all in communication with the White House, General Counsel, and believe me, General Counsel, such a composite for "accuracy of information" cannot be "idealized" in a 111.4(d)(1), a circumstance that I trust will alert the Federal Election Commission to thinking about the "long range" need to be able to comply with 111.4(d)(1), in "open and shut" facts, but General Counsel is needlessly reminded of the need for a Commission that can effectively utilize 111.17, 111.18, 111.19, not only for the "respondent's side", but also a "conciliation" directed to the "complainant", and I address this to General Counsel for the express reason of the "broad scope" of "TOTAL SYSTEM", specifically based on Senator Magnuson's Aug 10, 1970 letter, copy in your office as "documentation", expressing need to correct legislation, and I must, at this point, redirect General Counsel to the "Bottleneck in Trademark Office---" article to point out the "OPO1" handling of "TOTAL SYSTEM" which is a major concern to this "complainant", but a "complainant" who is not to be taken lightly, as the Government Accounting Office Fraud Task Force, lightly attempted to deny, see JT" 7, 1979 letter, and the

the "AC process of trying to "fit" the Complainant's view into the bit "boxes" that serve only the purpose of people who provide elected officials with inaccurate or misinformation, General Counsel, is exactly what I am trying to preclude, and what I am saying, General Counsel, is that there is such an interwoven barrier force, "built-in" to prevent and preclude anyone from interjecting documented facts into the 111.4(d)(1) form of 11 CFR 1.1, General Counsel, that the Commission is specifically requested to apply U.S.C. 1001, per 111.4(c) concerning "perjury" in the ever broadest examination of my "affidavited complaint", and I further request General Counsel to find cause to ascertain every detail of my "complaint", according to 111.21(c), in order for General Counsel to have the "complainant's base" on which to form conclusions as to use of or how to use 111.16 and 111.17, and this "complainant" freely offers the Commission to cause, at the Commission's wish, to interface any person or entity the commission deems relevant from the apparently broad scope of government employees and elected officials that span the "OTO1-Intermodal Technology Assessment" March 15, 1971 "internal report", and I do specifically include the "[illegible]" trademark application #096,527, and Transpo-72 into the Commission's freedom to notify any person or entity concerning this "complaint", without reservation, but the Commission is asked to comply with 111.5(a)(b) to notify "complainant" simultaneously, by copy of Commission actions afforded "respondents" if any, and General Counsel may, bythe 111.5(b) resort to the "40 JT" 7, 1979 unconditional surrender to the Senior Chairmanship power of the Senate Appropriations Committee, General Counsel, which "power" proliferates through a "staff obfuscation" of such proportions that "receipt by elected officials of inaccurate or misinformation" is a concern that should be brought to whomever should become an "elected official", or is an elected official, and for that reason, General Counsel, testing the election process by a Federal Election Commission is in line with the policy of testing aircraft and vehicles for performance safety, except that the Election

Johnson Systems Development Co.

RECEIVED

P.O. Box 2403, Renton, Washington 98055 - 255-8592

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80 SEP 3 AM 11:24

"testing" should be considered as ensurance to strengthen the election process so as to "challenge" any other system of government in a world that necessarily must begin to function as "one world" with a total responsibility to the universe, General Counsel, and I assure you that the Election Process is many thousand times more important than any of the "inflation rhetoric", General Counsel, and I propose for Commission determination apply 111.10(a)(b), without reservation, to the "complaint" registered by this "complainant", to this point, and do so prior to the 111.5(a)(b), General Counsel "determination", and General Counsel is in the only position for "conciliation"111.18(a,b,c,d,e,), which in itself is a responsibility that transcends all of "total system", but the General Counsel and Federal Election Commission are requested to become "first-hand" familiar with "total system", from Complainant's side as well as "inaccurately informed elected officials", under penalty of the 18 U.S.C.1001. Thank you.

Sven A. Johnson

Sven A. Johnson

State of Michigan
County of Gogebic

On this day personally appeared before me Sven A. Johnson, to me known to be the person who executed the foregoing statement, and further acknowledged the foregoing to apply to Aug 5, Aug 17, and Aug 20 portions of this "complaint", and that he signed same as his free and voluntary act and deed, for the uses and purposes mentioned therein.

Given under my hand and official seal this 29th day of August 1980.

Isabelle E. Haapoja

Notary Public in and for the State of Michigan, residing at Bessemer, MI 49911

ISABELLE E. HAAPOJA
Notary Public - Gogebic Co., Mich.
My Commission Expires June 9, 1982

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at The United States International Transportation Exposition, Transpo – 72 Dulles International Airport, Washington, D. C. 20591

2004020853

LAW OFFICES OF
COLE, JENSEN & PUNTIGAM, P. S.
1020 UNITED AIRLINES BUILDING
SEATTLE, WASHINGTON 98121
(206) 622-3740

GEORGE M. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

August 22, 1980

OUR REF:

Sven Johnson
P.O. Box 112
Bessemer, Michigan 49911

Dear Sven:

I thought you might be interested in the enclosed short article dealing with problems in the Trademark Office operation. As you can see, many others besides yourself are being affected by the situation. As requested, I have taken no further action in this matter; however, I have not heard from you in some time and am curious as to your current thinking.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjl
encl.

The following article originally appeared in the August 7, 1980 edition of The Wall Street Journal.

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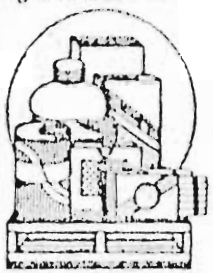
MARKETING

Bottleneck in Trademark Office Disrupts Many Companies' Plans

By Bill Abrams
Staff Reporter of The Wall Street Journal

INTRODUCING NEW PRODUCTS, already a chancy venture, has become even riskier because of the breakdown in the federal government's trademark bureaucracy. Once a routine matter that took only months, receiving registration from the U.S. Patent & Trademark Office now is a harrowing experience measured in years.

Companies face long delays and unreliable results that jeopardize marketing strategies. "The situation is deteriorating right in front of our eyes," says Edgar Cronin, Nabisco's trademarks manager. Three years ago, registering a name took about 14 months. Today it's 22 months; by October, it will be 26. Often the gap is longer: Pepsi-Cola waited nearly 31 months before getting final approval in May for its On-Tap root beer.



The chief causes of the problem are unexpected surges in trademark applications and severe shortages of manpower and money at the antiquated U.S. trademark office, where it usually takes a week just to move applications through the mailroom. The solution, say trademark-office administrators and corporate-trademark lawyers, is to increase significantly the budget of the agency. Some legislators also advocate removing it from the Commerce Department.

Though some trademark lawyers are resorting to costly measures to guard new names, many companies nervously market products without adequate protection. "We just keep our fingers crossed," says W. David Ganus, a trademark attorney at Dow Chemical.

TYPICAL OF THE DELAYS is Dow's recent experience with Dowlex, a synthetic resin used to make plastics. Dow filed its application in June 1979, shortly after introducing the product, and then waited 12 months before being asked by the trademark office for further details.

The average delay for that "first action"—the preliminary judgment of the trademark examiner—soon may stretch to 15 months, according to trademark officials. In 1976, the lag was only three months.

After preliminary approval, the trademark is published by the agency to give the public a chance to challenge it. But because of what the trademark office says are limited funds and printer problems, the publication backlog is 8,000 applications. Bundles of them are piled in heaps around an agency office. Only 200 a week are being published.

Errors are another complaint. A St. Louis pushcart entrepreneur has been waiting since January 1979 for an okay on the name, "Dan the Shish-Kebab Man." All the trademark office has sent is three letters that should have gone to a California swimming-pool operator. This spring, more than 500 registration certificates were mailed to wrong addresses due to a computer foul-up.

Other mistakes are more serious. Goodyear says agency examiners didn't discover that a trademark the company filed conflicted with an identical request at the same time by another concern. A lawsuit followed; Goodyear finally agreed to give up its claim in exchange for $50,000. Monsanto is seeking resolution of a similar tangle.

CONGRESS CUT THE BUDGET of the trademark office by $54,000 last year—without objection from the Commerce Department. Francis Wolek, the department's overseer of the trademark office, says the office had failed to document its needs persuasively.

But the trademark office believes the needs are obvious. The volume of applications rose to 53,100 in 1979, compared with 37,074 in 1976. In the same period, the number of examiners was reduced to 46 from 58 and the clerical force was thinned.

"Bloodletting budget cuts in an already anemic operation have eliminated not waste, but essential spending," says Margaret M. Laurence, the agency's chief since January, who thinks of her office as a "stepchild" of the department. She says the 1980 budget of $5.9 million, which increased the examining staff to 65, is still "grossly inadequate."

The U.S. Trademark Association says the office should be severed from the Commerce Department, as proposed by two pending bills. Sponsors of the legislation contend that an independent trademark office could argue better for its budget on Capitol Hill. But the department opposes independence for the agency. Mr. Wolek insists that the agency's "important influence on policy for industrial innovation, development and trade would be weakened if it weren't part of a Cabinet-level department."

TO COPE WITH THESE CONDITIONS, some larger marketers have been "warehousing" names for future products. Trademark law requires that products be in use to earn registration, but some companies sell tiny quantities just for that purpose. Seven-Up, which plans several new soft-drink entries, recently applied for 33 names.

Scott Paper says it must keep test markets "as small as possible to minimize the amount of money being risked" on unregistered products. But if the item is sold in limited areas, another company using the same name elsewhere might claim regional rights to the trademark. In addition, the trademark bottleneck hinders the ability of U.S. concerns to secure foreign trademarks and to protect names in federal courts.

Most large companies hire search firms that use their own trademark records to determine if a name is available. Some concerns buy already registered marks or change names—and thus set back marketing plans—if an application becomes mired. Names that make the best marketing sense may be skipped. General Mills has gone so far as to register trademarks in all 50 states while waiting for the more comprehensive protection of federal approval. The state-trademark route can take as little as one month. "If we could rely on getting federal registrations in a reasonably short time," says a General Mills trademark attorney, "we wouldn't have to resort to that."

July 14, 1960
1-7013-4284

To: Sven A. Johnson 6-7932 26-70

I owe you an apology because your letters to Mr. Beall and Mr. Allen were turned over to me for reply and somehow got laid aside.

As I understand your inquiry, you are concerned about the Government's obtaining rights in inventions which you might make or have made, and I may say I am considerably concerned on the same subject. However, I believe in the case of the invention to which you refer, there is little cause for concern because I doubt that it could ever be shown that the Government in any way paid for any part of the invention.

It is true that the Government acquires license rights in inventions made in the course of much of Boeing's research when it can be shown that the Government sponsored or paid for the research, but I do not think that these conditions are present in your case. This opinion is based on the belief that your invention was developed by you independently of any of your work assignments at Boeing.

Glenn Orlob
Patent Administrator

MR. ORLOB IS THE PATENT ADMINISTRATOR AT BOEING - IN 1960 — WHO ADVISED ME, QUOTE, "AT BOEING, WE HAVE THOUSANDS OF PEOPLE TO ASSIGN TO DRAWING, DESIGN, CALCULATING, MAKING PARTS, EVEN TO DRINK COFFEE, WHAT WE NEED IS PEOPLE WITH IDEAS OF WHAT TO BUILD. MY DOOR IS ALWAYS OPEN TO YOU, SVEN." END Q.

UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

DIVISION OF FINANCIAL AND
GENERAL MANAGEMENT STUDIES

MAR 2 1979

Mr. Sven Johnson
P.O. Box 2403
Renton, WA 98055

Dear Mr. Johnson:

Your letter dated January 22, 1979, addressed to Senator Sasser has been referred to this Office for reply. You indicated that you were the subject of discrimination regarding the expenditure of appropriated funds in converting the NASA Systems Center to Transportation Systems Center.

We are in the process of evaluating the information that you provided us and will consider it in our plans for future audit work.

Sincerely,

Harold L. Stugart

Harold L. Stugart
Project Director
Fraud Task Force

HARLEY HYBRIDGE

Consulate General of Japan
3180 RAINIER BANK TOWER
SEATTLE WA 98101 U.S.A.
PHONE (206) 682 9107

RESIDENCE TEL
725 3771
725 5151

UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

DIVISION OF FINANCIAL AND
GENERAL MANAGEMENT STUDIES

JUN 7 1979

Mr. Sven A. Johnson
612 North Moore Street
Bessemer, Michigan 49911

Dear Mr. Johnson:

After further evaluation of the material that you have provided us, as well as material forwarded to us by Senator Sasser's Office (which apparently you sent directly to him); material from the files of several organizations within the U.S. Department of Transportation, and previous correspondence with Senators Jackson and Magnuson and other Government officials, we find no basis for further investigation of your allegations. We agree with the position taken by Secretary Adams in his December 18, 1979, letter to you in which he stated that the Department of Transportation declined further investigation of your allegations. Therefore, we plan no further work related to your allegations and will return your correspondence if you so desire.

Sincerely,

Harold L. Stugart

Harold L. Stugart
Project Director
Fraud Task Force

cc: Senator Sasser

LAW OFFICES OF
COLE, JENSEN & PUNTIGAM, P. S.
1020 UNITED AIRLINES BUILDING
SEATTLE, WASHINGTON 98121
(206) 622-3740

GEORGE H. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

January 28, 1980

OUR REF:

Mr. Sven Johnson
612 N. Moore St.
Bessemer, MI 49911

Dear Sven:

Thank you for your recent letters and your thoughts on the Trademark Office. I can understand your frustration with the delay in the Patent and Trademark Office. Unfortunately, severe budget restrictions have hurt the Trademark Office's ability to respond to amendments in a timely fashion. Hence, it is somewhat indefinite as to when we are going to receive a response from the Trademark Office. I know this story is old to you, but unfortunately, it is still true. I have also decided to begin taking steps to confront the King County with your claim. I anticipate taking some initial action relatively soon. I will write more about this shortly. Additionally, I will follow up with the Patent and Trademark Office to insure that we have not got lost in the shuffle of papers. I am beginning to be uncomfortable about the delay in proceeding against the County. I had anticipated that we would be past this stage long ago.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjl

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 Sven Johnson, who was Building Director for the City of Renton during my tenure as Mayor of said city, was "dismissed" or "discharged" by me. The fact is that Mr. Johnson performed his work as City Building Director 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. Johnson 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. Johnson.

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 [illegible], 1974.

Notary Public in and for the State of Washington, residing at [illegible]

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transpo 72 DAILY

VOL. I NO. 4

Monday, May 29, 1972

Where science gets down to business-

"You can see here the ingredients, not necessarily the solution, to solving our transportation problems."
"People movers...turbo trains...jet rail systems...none of them are going to do the job until they're integrated into a total system."
"If we could get a transportation system to go to the moon and back, we can solve earths transportation problems...Let's stop pork barrel politics on transportation."

--"Wally" Schirra
now an AAR Exec.

FATHER-SON TEAM HAS "TOTAL" SYSTEM -- A father and son team from Renton, Washington is at TRANSPO with a "balanced totally integrated transportation system" based on the structure of the human body. "We're trying to approximate the perfection of...(the body's)...transportation system," says Sven Johnson, father and senior partner in the two-man Johnson Development Systems operation, most likely the smallest and easily the most personal firm represented here.

The Johnson display, at 1300 Pavilion A, features what the elder Johnson calls a "totally integrated right of way," made out of cardboard. It has a railway built along the ground with a rapid rail transit system suspended about it and a superhighway above both of these. Highway interchanges are built on separate levels instead of with cloverleafs to "reduce land consumption." Johnson explained, "we're not saying we want to eliminate the automobile, because the petroleum people are against it," as are car manufacturers. The exhibit also shows how ship docks could be built in underwater tubes to let built-up shorelines return to their natural state. Above the entire exhibit is a foot high plastic "Visible Man" model, to further the "human body" motif.

Attired in an orange windbreaker labeled "Johnson Design Systems - Renton, Washington," Johnson observed, "we've been told we're 100 years ahead of our time. We're convinced we're 100 years too late.

MUR #2714

RECEIVED

FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

80 SEP22 P2:07

September 9, 1980

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Sven A. Johnson
P.O. Box 112
Bessemer, MI 49911

Dear Mr. Johnson:

This letter is to acknowledge receipt of your complaint of August 17, 1980 which alleges violations of the Federal Election Campaign laws. A staff member has been assigned to analyze your allegations. The respondent will be notified of this complaint within 5 days and a recommendation to the Federal Election Commission as to how this matter should be initially handled will be made 15 days after the respondent's notification. You will be notified as soon as the Commission takes final action on your complaint. For your information, we have attached a brief description of the Commission's procedures for handling complaints.

Sincerely,

Charles N. Steele
General Counsel

Enclosure

80 SEP 22 P4:35

Mr. Charles N. Steele, General Counsel, FEC

Thank you. I, Sven A. Johnson, "complainant", appreciate this Sept 9, 1980 acknowledgement, and understand the "procedures" to ensure the "compliance" with rules and regulations.

Attached hereto is a copy of a page (10), as I found a page (10) missing from three of the copies that I have retained for my intended uses, to preclude receipt by elected officials of inaccurate or misinformation", and the reason that copy of page (10) is sent thusly, is that certain as I was that the "original" page (10) is with the August 17, 1980 "complaint", mailed to General Counsel, FEC, I mean business, with the "complaint", and as "lack of communications" surfaces in every known and investigated "failure", as a cause for the failure, I mean "lack of communications" to be forever banished, in "TOTAL SYSTEM", and as our government is meant to operate, even as the "Commission" does by vote of four in favor or not, General Counsel, voting must be on the basis of the most "accurate communication of information", ever, and "inaccuracy", in communication, is causing the United States of America to lose its most precious freedom, the right to vote, to a nation of non voters, who are fast becoming the man and woman power of the internal forces, who silently defect from supporting the United States freedoms.

Sven Johnson

Johnson Systems Development Co.

P.O. Box 2403, Renton, Washington 98055 - 255-8592

ONE TEST WITH A *SHAPING COMPUTER* IS WORTH ALL THE EXPERT OPINIONS

able to believe statements based on information and belief, 111.4 (c), General Counsel, and I transcended through, in my mind's actuallities, so many "occurances" that transformed "information and belief" to the "reallity" of "personal knowledge", General Counsel, that I reaffirm my request for the Federal Election Commission to "throw the book", this 11CFR1.1 "book", in total, at one time, immediately, at this "complainant", at the very same time that the Federal Election Commission informs each and every "aspirant" for Federal Office, who is "incumbent" in that office and has had direct contact with the "OPO1-Intermodal Technology Assessment" March 15, 1971 "internal report" cover-up, and/or the alleged "severe budget restriction" matter described in the January 28, 1980 letter from my trademark counsel regarding "KINGDOME" trademark application 096,527, and I hereby inform the Federal Election Commission that I am following the July 24, 1980 Public Communications suggestion to contact Government Ethics and Public Integrity by forwarding exact copy of what is submitted as my "complaint", in the required three (3) copies to General Counsel of FEC.

For the General Counsel to be able to be certain that 111.4(c) has been thoroughly "differentiated", let me swear to it in this manner, that what has been assembled in the "original" of this notarized complaint of fifty (50) pages with at least 94 added pages of "documentation" is not yet a complete "documentation" of "personal knowledge"111.4(c), even with this added August 17, 1980 (also notarized) and addressed per 11CFR111 to General Counsel to ensure General Counsel that I do, in fact, believe, according to 111.4(a) that "with-holding information" is a violation of statute or regulation that has occurred and is about to occur in continuance of the ability of staff's of senior incumbents being able to avoid being called to account for deliberately ensuring "receipt by elected officials of inaccurate or misinformation", specifically, as I have documented, and the Federal Election Commission is asked to find that provision of information, accurate or inaccurate, to elected officials, by elected official appointed staff members, places the responsibility for that "information" on the "appointing elected official", as certainly Senator Magnuson must be responsible for his personal appointees, whether or not they are still in Federal government employ, and I direct General Counsel's attention to Senator Magnuson's July 19, 1973 letter which says, quote,"I discussed your communications with Senator Magnuson who is most anxious to assist you. As you realize, most of the principals with whom you dealt are no longer in the Department of Transportation and it is very difficult to get the present people in the Department very concerned about previous injustices given the press of business and disarray of affairs generally in Washington, D.C." end quote, and this very quote, is offerred General Counsel and the Commissioners to point out that "jurisdiction" should not begin and end with the tenure of an appointee, nor should responsibility end or begin with an appointee's tenure, which if such is the case, then the Election Commission's responsibility most certainly could be varied by tenure of appointment and senate confirmation, raising the question of,

Johnson Systems
"TOTAL SYSTEMS"
P.O. Box 112
Bessemer, MI 49911

BESSEMER, MI
PM
SEP 19
1980

RETURN RECEIPT
REQUESTED

CERTIFIED
No. 791157
MAIL

General Counsel
Federal Election Commission
1325 K Street NW
Washington, D. C. 20463

Attn: Mr. Charles N. Steele
General Counsel

RECEIVED
80 SEP 22 P 2:07

Johnson Systems Development Co.

RECEIVED

P.O. Box 2403, Renton, Washington 98055 - 255 - 8592

P.O.Box 112 Bessemer,MI 49911

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August 30, 1980

General Counsel
Federal Election Commission
1325 K Street, NW
Washington, D.C. 20463

General Counsel:

Submitted herewith, General Counsel, is "affidavited request" for the Federal Election Commission to find cause to investigate, the Johnson Systems "complaint" from "top to bottom", prior to the Commission voting, or the General Counsel exercising 111.5 (a) or (b), and General Counsel, without reservation, is, according to 111.22, the one and only "contact" available to this "complainant", and there is no way that I can violate 111.22(a), "ex parte", or any other way, nor will I "violate", but rest assured that I will not tolerate, in any manner, the slightest possibility of General Counsel for the Federal Election Commission being left in doubt about the Johnson Complaint, because the Johnson complaint will fit the 11 CFR 1.1, strictly on the established generallity of 111.4 (a), and it is that "generallity" that I ask to be "challenged" by any of the rest of the "legalese" that I was confronted with in the 1966-1968 and on to 1972 period in time, and I cite 111.21 (c) again, and again----to justify prevention of the misuse of the Election System.

Thank you.

John A. Johnson

IF YOU NEED TO
BUT NO FAVORS ASKED!
call to 1-906-663-4101
ISABELLE HAAPOJA
WILL GET A MESSAGE TO ME- THANKS

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at
The United States International Transportation Exposition. Transpo – 72
Dulles International Airport, Washington, D. C. 20591

Johnson Systems Development Co.

P. O. Box 112, Bessemer, Michigan 49911

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80 SEP 3 AM 9:24

P.O.Box 112 Bessemer, MI 49911

August 26, 1980

General Counsel
Federal Election Commission
1325 K Street NW
Washington, D.C.20463

Re: "Complaint" filed per Affidavits filed under dates Aug 5, and Aug 17,1980, including supporting documents,(continued)

General Counsel:

The referenced complaint, by affidavit and resolution adopted by Bessemer, MI Municipal Council, published in Dec 1979 THE PICK & AXE relies on the veracity and validity of the "documentation" certifying my "personal knowledge", and General Counsel must ask the Watergate type question, quote, "When did the president know?", end quote, as "When did Sven Johnson know that there was reason for a complaint?"

Actual certainty of knowing that information collected by DOT-TSC was Commerce Committee controlled from the Final Report publications was September 7, 1972 when copy of the March 15, 1971 "internal report" was given to my son Jim Johnson, by Frederic Schwartz, Attorney in Urban and Environment Systems Office of DOT, after some thirty days of requesting copy of the report that Senator Magnuson, personally, had informed my son and I, was a "report that turned my system down", and Senator Magnuson, Personally, told me that he would not get the report for me, and he said, quote, "get it yourself", end quote----It was no easy task, General Counsel, and it was, in fact, extremely more difficult to "communicate" with the U.S.Senate Commerce Committee Chairman, through Transportation Counsel Dan O'Neal, immediately after my son and I gave copy of the March 15, 1971 "internal report" to Dan O'Neal, with my October 5, 1972 letter to then Secretary Volpe, and the December 22, 1972 Magnuson letter regarding the unlikely prospect of investigating DOT-TSC's handling of "OPO1-Intermodal Technology Assessment", by a DOT that had been originally legislated by the Committee on Commerce, in fact, had to and did forbid congressional hearing on the "OPO1" matter that I contend would have made Watergate look like a "Sunday School Picnic", which Election Commission investigation, without reservation, can accomplish, based on referenced "complaint".

2001220366

Johnson Systems Development Co.

P. O. Box 112, Bessemer, Michigan 49911

P.O. Box 2403, Renton, Washington 98055 - 255 - 8592

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Attached hereto is copy of my Counsel's letter dated August 22, 1980 with The Wall Street Journal article on the "Bottleneck in Trademark Office Disrupts many Companies's Plans", and it is the contention of the referenced Complaint that the Senate Commerce Committee 'knowingly and willfully', with first hand knowledge concerning Johnson System's Trade mark Application #096,527 for the mark "KINGDOME", pending in the domed stadium matter in the State of Washington, and Senator Magnuson's many years of Election to Federal Office support is considered by this very "complainant" to be the reason for decimating the effectiveness of the United States Government Trademark Office, to the devastating position reported on in the Bill Abrams article for The Wall Street Journal, and the decimation of that trademark office, by Appropriation reduction of $54,000.00 in 1979, exactly coincides with the January 28, 1980 "severe budget restriction" letter contained in the "documentation", (95 pages), submitted with the referenced affidavits that comprise the "complaint".

11 CFR 111 specifies naming, see 111.4(d)(1) It should clearly identify as a respondent each person or entity who is alleged to have committed a violation;----General Counsel, and in this case, to me, Sven Johnson, personally, with documentation to substantiate even the reason for the May 14, 1974 "sworn statement", (copy in documentation), I do believe that the "violation" is sobroad in scope, concerning the use of service and goods that generates from "appropriations grants" and or cuts, as "imposed" on the Trademark Office, ($54,000.00 cut in 1979)for one example, that the budget restriction, in fact was directed to cause the increased "delay" to trademark application #096,527 for the mark "KINGDOME", and the effect of such a ($54,000.00) budget reduction would not necessarily concern any person unless that reduction is relative to the work that a person has pending in that agency, as I, Sven Johnson, have had the "KINGDOME" trademark application #096,527 pending since 1976, and then in 1980 to be further "encumbered", as the documentation describes, General Counsel, to me, is "over-kill" that generates from the lack of

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"elected officials", themselves, ensuring or being able to ensure their receipt of information in adequate form for proper evaluation, and in this regard, General Counsel, is asked to examine 11 CFR 111 requirements for "specificity", and which "specificity" is certainly attempted to be ensured, despite the widespread effort in DOT-TSC responses to, in one way or another, to "evade" the "documented" issue of DOT-TSC's most Obvious and even acknowledged "not referencing the Feb 25, 1971 exhibit in the Final Reports,(see Director Constantino's June 14, 1977 letter for such acknowledgement), and I would like tocall General Counsel's attention to the general trend of "documented" information never really addressing the specifics of the charge, "DOT-TSC did not publish the Johnson Systems exhibit information, other than to allude to certain of the needs that were demonstrated as solutions on Feb 25, 1971", without acknowledgeing anything such as the "compact interchange", Cold Re-Entry, The Buy-Plane, "KINGDOME", Reversor Spillway, Skeleton Frame, Shaping-Computer, Johnscrete, Johnsboard, to name a few widely used names that constitute "marks" developed for use in "TOTAL SYSTEM", and I mean this added affidavit to indicate the careless, if not deliberate, allowing of trademark service to deteriorate as to impede many industries, who may not have the "documentation" to file a "specific complaint", as Johnson Systems has "documentation", spanning near 20 years, before the Commission, to "substantiate" that "KINGDOME", a Johnson Trademark definitely is being interfered with by the parties documented as having participated in the March 15, 1971 "internal report", and once again, The Election Commission is assured every possible cooperation of Johnson Systems to the restoration and preservation of the election system that separates the United States from "totalitarianism", and it stands to reason that any complaint be absolutely "varifyable", in nothing less than "total", but this "total" is therefore concerned with "receipt by elected officials of inaccurate or misinformation",----from whatever source, outside of the government "inner circles" that constitute government staff people;

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but General Counsel, as an "overall federal election officer, with the supervisory responsibilities hinted at in 111.3(a)&(b)", General Counsel is reminded that "OPO1-Intermodal Technology Assessment" was a 1970-71 White House Directive and Johnson Systems exhibited on Feb 25,. 1971 for what Johnson Systems had since 1960 demonstrated as "TOTAL SYSTEM", and "TOTAL SYSTEM" concerns President and Vice-President, 100 Senators, 435 Members of the House, while they are in office, but it also concerns all of their challengers, each in his "constituency concern", which is not the kind of concern for "violation" that the FBI "Abscam" immobilizes the congress with, rather "TOTAL SYSTEM" has the opportunity to ensure completely the positive "preclusion" of "receipt by elected officials of inaccurate or misinformation", at the most critical apex of "bi-partisan" representation in the congress, and that is inaccurate or misinformation from one senator to another, one member of the house to another, between senators and house members, but also, all in communication with the White House, General Counsel, and believe me, General Counsel, such a composite for "accuracy of information" cannot be "idealized" in a 111.4(d)(1), a circumstance that I trust will alert the Federal Election Commission to thinking about the "long range" need to be able to comply with 111.4(d)(1), in "open and shut" facts, but General Counsel is needlessly reminded of the need for a Commission that can effectively utilize 111.17, 111.18,& 111.19, not only for the "respondent's side", but also a "conciliation" directed to the "complainant", and I address this to General Counsel for the express reason of the "broad scope" of "TOTAL SYSTEM", specifically based on Senator Magnuson's Aug 10, 1970 letter, copy in your office as "documentation", expressing need to correct legislation, and I must, at this point, redirect General Counsel to the "Bottleneck in Trademark Office---" article to point out the "OPO1" handling of "TOTAL SYSTEM" which is a major concern to this "complainant", but a "complainant" who is not to be taken lightly, as the Government Accounting Office Fraud Task Force, lightly attempted to deny, see JUN 7, 1979 letter, and the

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the GAO process of trying to "fit" the Complainant's view into the bit "boxes" that serve only the purpose of people who provide elected officials with inaccurate or misinformation, General Counsel, is exactly what I am trying to preclude, and what I am saying, General Counsel, is that there is such an interwoven barrier force, "built-in" to prevent and preclude anyone from interjecting documented facts into the 111.4(d)(1) form of 11 CFR 1.1, General Counsel, that the Commission is specifically requested to apply U.S.C. 1001, per 111.4(c) concerning "perjury" in the ever broadest examination of my "affidavited complaint", and I further request General Counsel to find cause to ascertain every detail of my "complaint", according to 111.21(c), in order for General Counsel to have the "complainant's base" on which to form conclusions as to use of or how to use 111.16 and 111.17, and this "complainant" freely offers the Commission to cause, at the Commission's wish, to interface any person or entity the commission deems relevant from the apparently broad scope of government employees and elected officials that span the "OPO1-Intermodal Technology Assessment" March 15, 1971 "internal report", and I do specifically include the "KINGDOME" trademark application #096,527, and Transpo-72 into the Commission's freedom to notify any person or entity concerning this "complaint", without reservation, but the Commission is asked to comply with 111.5(a)(b) to notify "complainant" simultaneously, by copy of Commission actions afforded "respondents" if any, and General Counsel may, bythe 111.5(b) resort to the GAO JUN 7, 1979 unconditional surrender to the Senior Chairmanship power of the Senate Appropriations Committee, General Counsel, which "power" proliferates through a "staff obfuscation" of such proportions that "receipt by elected officials of inaccurate or misinformation" is a concern that should be brought to whomever should become an "elected official", or is an elected official, and for that reason, General Counsel, testing the election process by a Federal Election Commission is in line with the policy of testing aircraft and vehicles for performance safety, except that the Election

Johnson Systems Development Co.

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Page (6) General Counsel, Federal Election Commission August 26, 1980
Affidavit #3

"testing" should be considered as ensurance to strengthen the election process so as to "challenge" any other system of government in a world that necessarily must begin to function as "one world" with a total responsibility to the universe, General Counsel, and I assure you that the Election Process is many thousand times more important than any of the "inflation rhetoric", General Counsel, and I propose for Commission determination apply 111.10(a)(b), without reservation, to the "complaint" registered by this "complainant", to this point, and do so prior to the 111.5(a)(b), General Counsel "determination", and General Counsel is in the only position for "conciliation"111.18(a,b,c,d,e,), which in itself is a responsibility that transcends all of "total system", but the General Counsel and Federal Election Commission are requested to become "first-hand" familiar with "total system", from Complainant's side as well as "inaccurately informed elected officials", under penalty of the 18 U.S.C.1001. Thank you.

Sven A. Johnson

Sven A. Johnson

State of Michigan
County of Gogebic

On this day personally appeared before me Sven A. Johnson, to me known to be the person who executed the foregoing statement, and further acknowledged the foregoing to apply to Aug 5, Aug 17, and Aug 20 portions of this "complaint", and that he signed same as his free and voluntary act and deed, for the uses and purposes mentioned therein.

Given under my hand and official seal this 29th day of August 1980.

Isabelle E. Haapoja

Notary Public in and for the State of Michigan, residing at Bessemer, MI 4991

ISABELLE E. HAAPOJA
Notary Public - Gogebic Co., Mich.
My Commission Expires June 9, 1982

LAW OFFICES OF
COLE, JENSEN & PUNTIGAM, P. S.
1020 UNITED AIRLINES BUILDING
SEATTLE, WASHINGTON 98121
(206) 622-3740

GEORGE M. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

August 22, 1980

OUR REF:

Sven Johnson
P.O. Box 112
Bessemer, Michigan 49911

Dear Sven:

I thought you might be interested in the enclosed short article dealing with problems in the Trademark Office operation. As you can see, many others besides yourself are being affected by the situation. As requested, I have taken no further action in this matter; however, I have not heard from you in some time and am curious as to your current thinking.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark A. Puntigam

CAP:bjl
encl.

The following article originally appeared in the August 7, 1980 edition of The Wall Street Journal.

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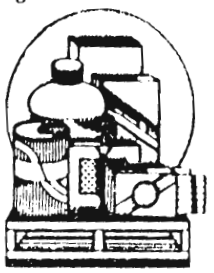
MARKETING

Bottleneck in Trademark Office Disrupts Many Companies' Plans

By Bill Abrams
Staff Reporter of The Wall Street Journal

INTRODUCING NEW PRODUCTS, already a chancy venture, has become even riskier because of the breakdown in the federal government's trademark bureaucracy. Once a routine matter that took only months, receiving registration from the U.S. Patent & Trademark Office now is a harrowing experience measured in years.

Companies face long delays and unreliable results that jeopardize marketing strategies. "The situation is deteriorating right in front of our eyes," says Edgar Cronin, Nabisco's trademarks manager. Three years ago, registering a name took about 14 months. Today it's 22 months; by October, it will be 26. Often the gap is longer: Pepsi-Cola waited nearly 34 months before getting final approval in May for its On-Tap root beer.



The chief causes of the problem are unexpected surges in trademark applications and severe shortages of manpower and money at the antiquated U.S. trademark office, where it usually takes a week just to move applications through the mailroom. The solution, say trademark-office administrators and corporate-trademark lawyers, is to increase significantly the budget of the agency. Some legislators also advocate removing it from the Commerce Department.

Though some trademark lawyers are resorting to costly measures to guard new names, many companies nervously market products without adequate protection. "We just keep our fingers crossed," says W. David Ganus, a trademark attorney at Dow Chemical.

TYPICAL OF THE DELAYS is Dow's recent experience with Dowlex, a synthetic resin used to make plastics. Dow filed its application in June 1979, shortly after introducing the product, and then waited 12 months before being asked by the trademark office for further details.

The average delay for that "first action"—the preliminary judgment of the trademark examiner—soon may stretch to 15 months, according to trademark officials. In 1976, the lag was only three months.

After preliminary approval, the trademark is published by the agency to give the public a chance to challenge it. But because of what the trademark office says are limited funds and printer problems, the publication backlog is 8,000 applications. Bundles of them are piled in heaps around an agency office. Only 200 a week are being published.

Errors are another complaint. A St. Louis pushcart entrepreneur has been waiting since January 1979 for an okay on the name, "Dan the Shish-Kebab Man." All the trademark office has sent is three letters that should have gone to a California swimming-pool operator. This spring, more than 500 registration certificates were mailed to wrong addresses due to a computer foul-up.

Other mistakes are more serious. Goodyear says agency examiners didn't discover that a trademark the company filed conflicted with an identical request at the same time by another concern. A lawsuit followed; Goodyear finally agreed to give up its claim in exchange for $50,000. Monsanto is seeking resolution of a similar tangle.

CONGRESS CUT THE BUDGET of the trademark office by $54,000 last year—without objection from the Commerce Department. Francis Wolek, the department's overseer of the trademark office, says the office had failed to document its needs persuasively.

But the trademark office believes the needs are obvious. The volume of applications rose to 53,100 in 1979, compared with 37,074 in 1976. In the same period, the number of examiners was reduced to 46 from 58 and the clerical force was thinned.

"Bloodletting budget cuts in an already anemic operation have eliminated not waste, but essential spending," says Margaret M. Laurence, the agency's chief since January, who thinks of her office as a "stepchild" of the department. She says the 1980 budget of $5.9 million, which increased the examining staff to 65, is still "grossly inadequate."

The U.S. Trademark Association says the office should be severed from the Commerce Department, as proposed by two pending bills. Sponsors of the legislation contend that an independent trademark office could argue better for its budget on Capitol Hill. But the department opposes independence for the agency. Mr. Wolek insists that the agency's "important influence on policy for industrial innovation, development and trade would be weakened if it weren't part of a Cabinet-level department."

TO COPE WITH THESE CONDITIONS, some larger marketers have been "warehousing" names for future products. Trademark law requires that products be in use to earn registration, but some companies sell tiny quantities just for that purpose. Seven-Up, which plans several new soft-drink entries, recently applied for 33 names.

Scott Paper says it must keep test markets "as small as possible to minimize the amount of money being risked" on unregistered products. But if the item is sold in limited areas, another company using the same name elsewhere might claim regional rights to the trademark. In addition, the trademark bottleneck hinders the ability of U.S. concerns to secure foreign trademarks and to protect names in federal courts.

Most large companies hire search firms that use their own trademark records to determine if a name is available. Some concerns buy already registered marks or change names—and thus set back marketing plans—if an application becomes mired. Names that make the best marketing sense may be skipped. General Mills has gone so far as to register trademarks in all 50 states while waiting for the more comprehensive protection of federal approval. The state-trademark route can take as little as one month. "If we could rely on getting federal registrations in a reasonably short time," says a General Mills trademark attorney, "we wouldn't have to resort to that."

July 14, 1960
1-7013-4284

To: Sven A. Johnson 6-7932 26-70

I owe you an apology because your letters to Mr. Beall and Mr. Allen were turned over to me for reply and somehow got laid aside.

As I understand your inquiry, you are concerned about the Government's obtaining rights in inventions which you might make or have made, and I may say I am considerably concerned on the same subject. However, I believe in the case of the invention to which you refer, there is little cause for concern because I doubt that it could ever be shown that the Government in any way paid for any part of the invention.

It is true that the Government acquires license rights in inventions made in the course of much of Boeing's research when it can be shown that the Government sponsored or paid for the research, but I do not think that these conditions are present in your case. This opinion is based on the belief that your invention was developed by you independently of any of your work assignments at Boeing.

Glenn Orlob
Patent Administrator

MR. ORLOB IS THE PATENT ADMINISTRATOR AT BOEING - IN 1960 — WHO ADVISED ME, QUOTE, "AT BOEING, WE HAVE THOUSANDS OF PEOPLE TO ASSIGN TO DRAWING, DESIGN, CALCULATING, MAKING PARTS, EVEN TO DRINK COFFEE, WHAT WE NEED IS PEOPLE WITH IDEAS OF WHAT TO BUILD. MY DOOR IS ALWAYS OPEN TO YOU, SVEN." END Q.

UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

DIVISION OF FINANCIAL AND
GENERAL MANAGEMENT STUDIES

MAR 2 1979

Mr. Sven Johnson
P.O. Box 2403
Renton, WA 98055

Dear Mr. Johnson:

Your letter dated January 22, 1979, addressed to Senator Sasser has been referred to this Office for reply. You indicated that you were the subject of discrimination regarding the expenditure of appropriated funds in converting the NASA Systems Center to Transportation Systems Center.

We are in the process of evaluating the information that you provided us and will consider it in our plans for future audit work.

Sincerely,

Harold L. Stugart

Harold L. Stugart
Project Director
Fraud Task Force

HARLEY HYBRIDGE

Consulate General of Japan
3110 RAINIER BANK TOWER
SEATTLE WA 98101 U.S.A.
PHONE (206) 682-9107

RESIDENCE TEL
725 3771
725 3151

UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

DIVISION OF FINANCIAL AND
GENERAL MANAGEMENT STUDIES

JUN 7 1979

Mr. Sven A. Johnson
612 North Moore Street
Bessemer, Michigan 49911

Dear Mr. Johnson:

After further evaluation of the material that you have provided us, as well as material forwarded to us by Senator Sasser's Office (which apparently you sent directly to him); material from the files of several organizations within the U.S. Department of Transportation, and previous correspondence with Senators Jackson and Magnuson and other Government officials, we find no basis for further investigation of your allegations. We agree with the position taken by Secretary Adams in his December 18, 1979, letter to you in which he stated that the Department of Transportation declined further investigation of your allegations. Therefore, we plan no further work related to your allegations and will return your correspondence if you so desire.

Sincerely,

Harold L. Stugart

Harold L. Stugart
Project Director
Fraud Task Force

cc: Senator Sasser

LAW OFFICES OF
COLE, JENSEN & PUNTIGAM, P.S.
1020 UNITED AIRLINES BUILDING
SEATTLE, WASHINGTON 98121
(206) 622-3740

GEORGE M. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

January 28, 1980

OUR REF:

Mr. Sven Johnson
612 N. Moore St.
Bessemer, MI 49911

Dear Sven:

Thank you for your recent letters and your thoughts on the Trademark Office. I can understand your frustration with the delay in the Patent and Trademark Office. Unfortunately, severe budget restrictions have hurt the Trademark Office's ability to respond to amendments in a timely fashion. Hence, it is somewhat indefinite as to when we are going to receive a response from the Trademark Office. I know this story is old to you, but unfortunately, it is still true. I have also decided to begin taking steps to confront the King County with your claim. I anticipate taking some initial action relatively soon. I will write more about this shortly. Additionally, I will follow up with the Patent and Trademark Office to insure that we have not got lost in the shuffle of papers. I am beginning to be uncomfortable about the delay in proceeding against the County. I had anticipated that we would be past this stage long ago.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjl

3001 0003277

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 Sven Johnson, who was Building Director for the City of Renton during my tenure as Mayor of said city, was "dismissed" or "discharged" by me. The fact is that Mr. Johnson performed his work as City Building Director 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. Johnson 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. Johnson.

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 November, 1974.

Notary Public in and for the State of Washington, residing at

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transpo 72 DAILY

VOL. I NO. 4

Monday, May 29, 1972

Where science gets down to business-

"You can see here the ingredients, not necessarily the solution, to solving our transportation problems."
"People movers...turbo trains...jet rail systems...none of them are going to do the job until they're integrated into a total system."
"If we could get a transportation system to go to the moon and back, we can solve earths transportation problems...Let's stop pork barrel politics on transportation."

--"Wally" Schirra
now an AAR Exec.

FATHER-SON TEAM HAS "TOTAL" SYSTEM -- A father and son team from Renton, Washington is at TRANSPO with a "balanced totally integrated transportation system" based on the structure of the human body. "We're trying to approximate the perfection of...(the body's)...transportation system," says Sven Johnson, father and senior partner in the two-man Johnson Development Systems operation, most likely the smallest and easily the most personal firm represented here.

The Johnson display, at 1300 Pavilion A, features what the elder Johnson calls a "totally integrated right of way," made out of cardboard. It has a railway built along the ground with a rapid rail transit system suspended about it and a superhighway above both of those. Highway interchanges are built on separate levels instead of with cloverleafs to "reduce land consumption." Johnson explained, "we're not saying we want to eliminate the automobile, because the petroleum people are against it," as are car manufacturers. The exhibit also shows how ship docks could be built in underwater tubes to let built-up shorelines return to their natural state. Above the entire exhibit is a foot high plastic "Visible Man" model, to further the "human body" motif.

Attired in an orange windbreaker labeled "Johnson Design Systems - Renton, Washington," Johnson observed, "we've been told we're 100 years ahead of our time. We're convinced we're 100 years too late."

Johnson Systems Development Co.

RECEIVED
80 SEP 3 AM 11:24

P.O. Box 2403, Renton, Washington 98055 - 255-8592

ONE TEST WITH A *SHAPING COMPUTER* IS WORTH ALL THE EXPERT OPINIONS

"testing" should be considered as ensurance to strengthen the election process so as to "challenge" any other system of government in a world that necessarily must begin to function as "one world" with a total responsibility to the universe, General Counsel, and I assure you that the Election Process is many thousand times more important than any of the "inflation rhetoric", General Counsel, and I propose for Commission determination apply 111.10(a)(b), without reservation, to the "complaint" registered by this "complainant", to this point, and do so prior to the 111.5(a)(b), General Counsel "determination", and General Counsel is in the only position for "conciliation"111.18(a,b,c,d,e,), which in itself is a responsibility that transcends all of "total system", but the General Counsel and Federal Election Commission are requested to become "first-hand" familiar with "total system", from Complainant's side as well as "inaccurately informed elected officials", under penalty of the 18 U.S.C.1001. Thank you.

Sven A. Johnson

Sven A. Johnson

State of Michigan
County of Gogebic

On this day personally appeared before me Sven A. Johnson, to me known to be the person who executed the foregoing statement, and further acknowledged the foregoing to apply to Aug 5, Aug 17, and Aug 20 portions of this "complaint", and that he signed same as his free and voluntary act and deed, for the uses and purposes mentioned therein.

Given under my hand and official seal this 29th day of August 1980.

Isabelle E. Haapoja

Notary Public in and for the State of Michigan, residing at Bessemer, MI 49911

ISABELLE E. HAAPOJA
Notary Public - Gogebic Co., Mich.
My Commission Expires June 9, 1982

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at The United States International Transportation Exposition. Transpo – 72 Dulles International Airport, Washington, D. C. 20591

Johnson Systems Development Co.

P. O. Box 112, Bessemer, Michigan 49911

P.O. Box 2403, Renton, Washington 98055 - 255-8592

ONE TEST WITH A *SHAPING COMPUTER* IS WORTH ALL THE EXPERT OPINIONS

P.O.Box 112 Bessemer, MI 49911

August 26, 1980

General Counsel
Federal Election Commission
1325 K Street NW
Washington, D.C.20463

Re: "Complaint" filed per Affidavits filed under dates Aug 5, and Aug 17,1980, including supporting documents,(continued)

General Counsel:

The referenced complaint, by affidavit and resolution adopted by Bessemer, MI Municipal Council, published in Dec 1979 THE PICK & AXE relies on the veracity and validity of the "documentation" certifying my "personal knowledge", and General Counsel must ask the Watergate type question, quote, "When did the president know?", end quote, as "When did Sven Johnson know that there was reason for a complaint?"

Actual certainty of knowing that information collected by DOT-TSC was Commerce Committee controlled from the Final Report publications was September 7, 1972 when copy of the March 15, 1971 "internal report" was given to my son Jim Johnson, by Frederic Schwartz, Attorney in Urban and Environment Systems Office of DOT, after some thirty days of requesting copy of the report that Senator Magnuson, personally, had informed my son and I, was a "report that turned my system down", and Senator Magnuson, Personally, told me that he would not get the report for me, and he said, quote, "get it yourself", end quote----It was no easy task, General Counsel, and it was, in fact, extremely more difficult to "communicate" with the U.S.Senate Commerce Committee Chairman, through Transportation Counsel Dan O'Neal, immediately after my son and I gave copy of the March 15, 1971 "internal report" to Dan O'Neal, with my October 5, 1972 letter to then Secretary Volpe, and the December 22, 1972 Magnuson letter regarding the unlikely prospect of investigating DOT-TSC's handling of "OPO1-Intermodal Technology Assessment", by a DOT that had been originally legislated by the Committee on Commerce, in fact, had to and did forbid congressional hearing on the "OPO1" matter that I contend would have made Watergate look like a "Sunday School Picnic", which Election Commission investigation, without reservation, can accomplish, based on referenced "complaint".

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at
The United States International Transportation Exposition. Transpo – 72
Dulles International Airport, Washington, D. C. 20591

Johnson Systems Development Co.

P. O. Box 112, Bessemer, Michigan 49911
P.O. Box 2403, Renton, Washington 98055 · 255-8592

ONE TEST WITH A *SHAPING COMPUTER* IS WORTH ALL THE EXPERT OPINIONS

Attached hereto is copy of my Counsel's letter dated August 22, 1980 with The Wall Street Journal article on the "Bottleneck in Trademark Office Disrupts many Companies's Plans", and it is the contention of the referenced Complaint that the Senate Commerce Committee 'knowingly and willfully', with first hand knowledge concerning Johnson System's Trade mark Application #096,527 for the mark "KINGDOME", pending in the domed stadium matter in the State of Washington, and Senator Magnuson's many years of Election to Federal Office support is considered by this very "complainant" to be the reason for decimating the effectiveness of the United States Government Trademark Office, to the devastating position reported on in the Bill Abrams article for The Wall Street Journal, and the decimation of that trademark office, by Appropriation reduction of $54,000.00 in 1979, exactly coincides with the January 28, 1980 "severe budget restriction" letter contained in the "documentation", (95 pages), submitted with the referenced affidavits that comprise the "complaint".

11 CFR 111 specifies naming, see 111.4(d)(1) It should clearly identify as a respondent each person or entity who is alleged to have committed a violation;----General Counsel, and in this case, to me, Sven Johnson, personally, with documentation to substantiate even the reason for the May 14, 1974 "sworn statement", (copy in documentation), I do believe that the "violation" is sobroad in scope, concerning the use of service and goods that generates from "appropriations grants" and or cuts, as "imposed" on the Trademark Office, ($54,000.00 cut in 1979)for one example, that the budget restriction, in fact was directed to cause the increased "delay" to trademark application #096,527 for the mark "KINGDOME", and the effect of such a ($54,000.00) budget reduction would not necessarily concern any person unless that reduction is relative to the work that a person has pending in that agency, as I, Sven Johnson, have had the "KINGDOME" trademark application #096,527 pending since 1976, and then in 1980 to be further "encumbered", as the documentation describes, General Counsel, to me, is "over-kill" that generates from the lack of

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"elected officials", themselves, ensuring or being able to ensure their receipt of information in adequate form for proper evaluation, and in this regard, General Counsel, is asked to examine 11 CFR 111 requirements for "specificity", and which "specificity" is certainly attempted to be ensured, despite the widespread effort in DOT-TSC responses to, in one way or another, to "evade" the "documented" issue of DOT-TSC's most Obvious and even acknowledged "not referencing the Feb 25, 1971 exhibit in the Final Reports,(see Director Constantino's June 14, 1977 letter for such acknowledgement), and I would like tocall General Counsel's attention to the general trend of "documented" information never really addressing the specifics of the charge, "DOT-TSC did not publish the Johnson Systems exhibit information, other than to allude to certain of the needs that were demonstrated as solutions on Feb 25, 1971", without acknowledgeing anything such as the "compact interchange", Cold Re-Entry, The Buy-Plane, "KINGDOME", Reversor Spillway, Skeleton Frame,Shaping-Computer, Johnscrete, Johnsboard, to name a few widely used names that constitute "marks" developed for use in "TOTAL SYSTEM", and I mean this added affidavit to indicate the careless, if not deliberate, allowing of trademark service to deteriorate as to impede many industries, who may not have the "documentation" to file a "specific complaint", as Johnson Systems has "documentation", spanning near 20 years, before the Commission, to "substantiate" that "KINGDOME", a Johnson Trademark definitely is being interfered with by the parties documented as having participated in the March 15, 1971 "internal report", and once again, The Election Commission is assured every possible cooperation of Johnson Systems to the restoration and preservation of the election system that separates the United States from "totalitarianism", and it stands to reason that any complaint be absolutely "varifyable", in nothing less than "total", but this "total" is therefore concerned with "receipt by elected officials of inaccurate or misinformation",----from whatever source, outside of the government "inner circles" that constitute government staff people;

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but General Counsel, as an "overall federal election officer, with the supervisory responsibilities hinted at in 111.3(a)&(b)", General Counsel is reminded that "OPO1-Intermodal Technology Assessment" was a 1970-71 White House Directive and Johnson Systems exhibited on Feb 25, 1971 for what Johnson Systems had since 1960 demonstrated as "TOTAL SYSTEM", and "TOTAL SYSTEM" concerns President and Vice-President, 100 Senators, 435 Members of the House, while they are in office, but it also concerns all of their challengers, each in his "constituency concern", which is not the kind of concern for "violation" that the FBI "Abscam" immobilizes the congress with, rather "TOTAL SYSTEM" has the opportunity to ensure completely the positive "preclusion" of "receipt by elected officials of inaccurate or misinformation", at the most critical apex of "bi-partisan" representation in the congress, and that is inaccurate or misinformation from one senator to another, one member of the house to another, between senators and house members, but also, all in communication with the White House, General Counsel, and believe me, General Counsel, such a composite for "accuracy of information" cannot be "idealized" in a 111.4(d)(1), a circumstance that I trust will alert the Federal Election Commission to thinking about the "long range" need to be able to comply with 111.4(d)(1), in "open and shut" facts, but General Counsel is needlessly reminded of the need for a Commission that can effectively utilize 111.17, 111.18,& 111.19, not only for the "respondent's side", but also a "conciliation" directed to the "complainant", and I address this to General Counsel for the express reason of the "broad scope" of "TOTAL SYSTEM", specifically based on Senator Magnuson's Aug 10, 1970 letter, copy in your office as "documentation", expressing need to correct legislation, and I must, at this point, redirect General Counsel to the "Bottleneck in Trademark Office---" article to point out the "OPO1" handling of "TOTAL SYSTEM" which is a major concern to this "complainant", but a "complainant" who is not to be taken lightly, as the Government Accounting Office Fraud Task Force, lightly attempted to deny, see JUL 7, 1979 letter, and the

the GAO process of trying to "fit" the Complainant's view into the bit "boxes" that serve only the purpose of people who provide elected officials with inaccurate or misinformation, General Counsel, is exactly what I am trying to preclude, and what I am saying, General Counsel, is that there is such an interwoven barrier force, "built-in" to prevent and preclude anyone from interjecting documented facts into the 111.4(d)(1) form of 11 CFR 1.1, General Counsel, that the Commission is specifically requested to apply U.S.C. 1001, per 111.4(c) concerning "perjury" in the ever broadest examination of my "affidavited complaint", and I further request General Counsel to find cause to ascertain every detail of my "complaint", according to 111.21(c), in order for General Counsel to have the "complainant's base" on which to form conclusions as to use of or how to use 111.16 and 111.17, and this "complainant" freely offers the Commission to cause, at the Commission's wish, to interface any person or entity the commission deems relevant from the apparently broad scope of government employees and elected officials that span the "OPO1-Intermodal Technology Assessment" March 15, 1971 "internal report", and I do specifically include the "KINGDOME" trademark application #096,527, and Transpo-72 into the Commission's freedom to notify any person or entity concerning this "complaint", without reservation, but the Commission is asked to comply with 111.5(a)(b) to notify "complainant" simultaneously, by copy of Commission actions afforded "respondents" if any, and General Counsel may, bythe 111.5(b) resort to the GAO JUN 7, 1979 unconditional surrender to the Senior Chairmanship power of the Senate Appropriations Committee, General Counsel, which "power" proliferates through a "staff obfuscation" of such proportions that "receipt by elected officials of inaccurate or misinformation" is a concern that should be brought to whomever should become an "elected official", or is an elected official, and for that reason, General Counsel, testing the election process by a Federal Election Commission is in line with the policy of testing aircraft and vehicles for performance safety, except that the Election

Johnson Systems Development Co.

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"testing" should be considered as ensurance to strengthen the election process so as to "challenge" any other system of government in a world that necessarily must begin to function as "one world" with a total responsibility to the universe, General Counsel, and I assure you that the Election Process is many thousand times more important than any of the "inflation rhetoric", General Counsel, and I propose for Commission determination apply 111.10(a)(b), without reservation, to the "complaint" registered by this "complainant", to this point, and do so prior to the 111.5(a)(b), General Counsel "determination", and General Counsel is in the only position for "conciliation"111.18(a,b,c,d,e,), which in itself is a responsibility that transcends all of "total system", but the General Counsel and Federal Election Commission are requested to become "first-hand" familiar with "total system", from Complainant's side as well as "inaccurately informed elected officials", under penalty of the 18 U.S.C.1001. Thank you.

Sven A. Johnson

Sven A. Johnson

State of Michigan
County of Gogebic

On this day personally appeared before me Sven A. Johnson, to me known to be the person who executed the foregoing statement, and further acknowledged the foregoing to apply to Aug 5, Aug 17, and Aug 20 portions of this "complaint", and that he signed same as his free and voluntary act and deed, for the uses and purposes mentioned therein.

Given under my hand and official seal this 29th day of August 1980.

Isabelle E. Haapoja

Notary Public in and for the State of Michigan, residing at Bessemer, MI 49911

ISABELLE E. HAAPOJA
Notary Public - Gogebic Co., Mich.
My Commission Expires June 9, 1982

LAW OFFICES OF
COLE, JENSEN & PUNTIGAM, P. S.
1020 UNITED AIRLINES BUILDING
SEATTLE, WASHINGTON 98121
(206) 622-3740

GEORGE M. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

August 22, 1980

OUR REF:

Sven Johnson
P.O. Box 112
Bessemer, Michigan 49911

Dear Sven:

I thought you might be interested in the enclosed short article dealing with problems in the Trademark Office operation. As you can see, many others besides yourself are being affected by the situation. As requested, I have taken no further action in this matter; however, I have not heard from you in some time and am curious as to your current thinking.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjl
encl.

The following article originally appeared in the August 7, 1980 edition of The Wall Street Journal.

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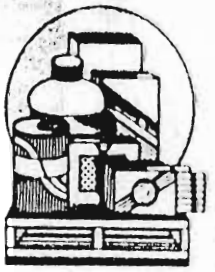
MARKETING

Bottleneck in Trademark Office Disrupts Many Companies' Plans

By Bill Abrams
Staff Reporter of The Wall Street Journal

INTRODUCING NEW PRODUCTS, already a chancy venture, has become even riskier because of the breakdown in the federal government's trademark bureaucracy. Once a routine matter that took only months, receiving registration from the U.S. Patent & Trademark Office now is a harrowing experience measured in years.

Companies face long delays and unreliable results that jeopardize marketing strategies. "The situation is deteriorating right in front of our eyes," says Edgar Cronin, Nabisco's trademarks manager. Three years ago, registering a name took about 14 months. Today it's 22 months; by October, it will be 26. Often the gap is longer: Pepsi-Cola waited nearly 34 months before getting final approval in May for its On-Tap root beer.



The chief causes of the problem are unexpected surges in trademark applications and severe shortages of manpower and money at the antiquated U.S. trademark office, where it usually takes a week just to move applications through the mailroom. The solution, say trademark-office administrators and corporate-trademark lawyers, is to increase significantly the budget of the agency. Some legislators also advocate removing it from the Commerce Department.

Though some trademark lawyers are resorting to costly measures to guard new names, many companies nervously market products without adequate protection. "We just keep our fingers crossed," says W. David Ganus, a trademark attorney at Dow Chemical.

TYPICAL OF THE DELAYS is Dow's recent experience with Dowlex, a synthetic resin used to make plastics. Dow filed its application in June 1979, shortly after introducing the product, and then waited 12 months before being asked by the trademark office for further details.

The average delay for that "first action"—the preliminary judgment of the trademark examiner—soon may stretch to 15 months, according to trademark officials. In 1976, the lag was only three months.

After preliminary approval, the trademark is published by the agency to give the public a chance to challenge it. But because of what the trademark office says are limited funds and printer problems, the publication backlog is 8,000 applications. Bundles of them are piled in heaps around an agency office. Only 200 a week are being published.

Errors are another complaint. A St. Louis pushcart entrepreneur has been waiting since January 1979 for an okay on the name, "Dan the Shish-Kebab Man." All the trademark office has sent is three letters that should have gone to a California swimming-pool operator. This spring, more than 500 registration certificates were mailed to wrong addresses due to a computer foul-up.

Other mistakes are more serious. Goodyear says agency examiners didn't discover that a trademark the company filed conflicted with an identical request at the same time by another concern. A lawsuit followed; Goodyear finally agreed to give up its claim in exchange for $50,000. Monsanto is seeking resolution of a similar tangle.

CONGRESS CUT THE BUDGET of the trademark office by $54,000 last year—without objection from the Commerce Department. Francis Wolek, the department's overseer of the trademark office, says the office had failed to document its needs persuasively.

But the trademark office believes the needs are obvious. The volume of applications rose to 53,100 in 1979, compared with 37,074 in 1976. In the same period, the number of examiners was reduced to 46 from 58 and the clerical force was thinned.

"Bloodletting budget cuts in an already anemic operation have eliminated not waste, but essential spending," says Margaret M. Laurence, the agency's chief since January, who thinks of her office as a "stepchild" of the department. She says the 1980 budget of $5.9 million, which increased the examining staff to 65, is still "grossly inadequate."

The U.S. Trademark Association says the office should be severed from the Commerce Department, as proposed by two pending bills. Sponsors of the legislation contend that an independent trademark office could argue better for its budget on Capitol Hill. But the department opposes independence for the agency. Mr. Wolek insists that the agency's "important influence on policy for industrial innovation, development and trade would be weakened if it weren't part of a Cabinet-level department."

TO COPE WITH THESE CONDITIONS, some larger marketers have been "warehousing" names for future products. Trademark law requires that products be in use to earn registration, but some companies sell tiny quantities just for that purpose. Seven-Up, which plans several new soft-drink entries, recently applied for 33 names.

Scott Paper says it must keep test markets "as small as possible to minimize the amount of money being risked" on unregistered products. But if the item is sold in limited areas, another company using the same name elsewhere might claim regional rights to the trademark. In addition, the trademark bottleneck hinders the ability of U.S. concerns to secure foreign trademarks and to protect names in federal courts.

Most large companies hire search firms that use their own trademark records to determine if a name is available. Some concerns buy already registered marks or change names—and thus set back marketing plans—if an application becomes mired. Names that make the best marketing sense may be skipped. General Mills has gone so far as to register trademarks in all 50 states while waiting for the more comprehensive protection of federal approval. The state-trademark route can take as little as one month. "If we could rely on getting federal registrations in a reasonably short time," says a General Mills trademark attorney, "we wouldn't have to resort to that."

July 14, 1960
1-7013-4284

To: Sven A. Johnson 6-7932 26-70

I owe you an apology because your letters to Mr. Beall and Mr. Allen were turned over to me for reply and somehow got laid aside.

As I understand your inquiry, you are concerned about the Government's obtaining rights in inventions which you might make or have made, and I may say I am considerably concerned on the same subject. However, I believe in the case of the invention to which you refer, there is little cause for concern because I doubt that it could ever be shown that the Government in any way paid for any part of the invention.

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Glenn Orlob
Patent Administrator

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UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

DIVISION OF FINANCIAL AND
GENERAL MANAGEMENT STUDIES

MAR 2 1979

Mr. Sven Johnson
P.O. Box 2403
Renton, WA 98055

Dear Mr. Johnson:

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We are in the process of evaluating the information that you provided us and will consider it in our plans for future audit work.

Sincerely,

Harold L. Stugart

Harold L. Stugart
Project Director
Fraud Task Force

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UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

DIVISION OF FINANCIAL AND
GENERAL MANAGEMENT STUDIES

JUN 7 1979

Mr. Sven A. Johnson
612 North Moore Street
Bessemer, Michigan 49911

Dear Mr. Johnson:

After further evaluation of the material that you have provided us, as well as material forwarded to us by Senator Sasser's Office (which apparently you sent directly to him); material from the files of several organizations within the U.S. Department of Transportation, and previous correspondence with Senators Jackson and Magnuson and other Government officials, we find no basis for further investigation of your allegations. We agree with the position taken by Secretary Adams in his December 18, 1979, letter to you in which he stated that the Department of Transportation declined further investigation of your allegations. Therefore, we plan no further work related to your allegations and will return your correspondence if you so desire.

Sincerely,

Harold L. Stugart

Harold L. Stugart
Project Director
Fraud Task Force

cc: Senator Sasser

LAW OFFICES OF
COLE, JENSEN & PUNTIGAM, P.S.
1020 UNITED AIRLINES BUILDING
SEATTLE, WASHINGTON 98121
(206) 622-3740

GEORGE M. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

January 28, 1980

OUR REF:

Mr. Sven Johnson
612 N. Moore St.
Bessemer, MI 49911

Dear Sven:

Thank you for your recent letters and your thoughts on the Trademark Office. I can understand your frustration with the delay in the Patent and Trademark Office. Unfortunately, severe budget restrictions have hurt the Trademark Office's ability to respond to amendments in a timely fashion. Hence, it is somewhat indefinite as to when we are going to receive a response from the Trademark Office. I know this story is old to you, but unfortunately, it is still true. I have also decided to begin taking steps to confront the King County with your claim. I anticipate taking some initial action relatively soon. I will write more about this shortly. Additionally, I will follow up with the Patent and Trademark Office to insure that we have not got lost in the shuffle of papers. I am beginning to be uncomfortable about the delay in proceeding against the County. I had anticipated that we would be past this stage long ago.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjl

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 Sven Johnson, who was Building Director for the City of Renton during my tenure as Mayor of said city, was "dismissed" or "discharged" by me. The fact is that Mr. Johnson performed his work as City Building Director 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. Johnson 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. Johnson.

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 November, 1974.

Notary Public in and for the State of Washington, residing at

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transpo 72 DAILY

VOL. 1 NO. 4

Monday, May 29, 1972

Where science gets down to business-

"You can see here the ingredients, not necessarily the solution, to solving our transportation problems."
"People movers...turbo trains...jet rail systems...none of them are going to do the job until they're integrated into a total system."
"If we could get a transportation system to go to the moon and back, we can solve earths transportation problems...Let's stop pork barrel politics on transportation."

--"Wally" Schirra
now an AAR Exec.

FATHER-SON TEAM HAS "TOTAL" SYSTEM -- A father and son team from Renton, Washington is at TRANSPO with a "balanced totally integrated transportation system" based on the structure of the human body. "We're trying to approximate the perfection of...(the body's)...transportation system." says Sven Johnson, father and senior partner in the two-man Johnson Development Systems operation, most likely the smallest and easily the most personal firm represented here.

The Johnson display, at 1300 Pavilion A, features what the elder Johnson calls a "totally integrated right of way," made out of cardboard. It has a railway built along the ground with a rapid rail transit system suspended about it and a superhighway above both of those. Highway interchanges are built on separate levels instead of with cloverleafs to "reduce land consumption." Johnson explained, "we're not saying we want to eliminate the automobile, because the petroleum people are against it," as are car manufacturers. The exhibit also shows how ship docks could be built in underwater tubes to let built-up shorelines return to their natural state. Above the entire exhibit is a foot high plastic "Visible Man" model, to further the "human body" motif.

Attired in an orange windbreaker labeled "Johnson Design Systems - Renton, Washington," Johnson observed, "we've been told we're 100 years ahead of our time. We're convinced we're 100 years too late."

Johnson Systems Development Co.

P.O. Box 2403, Renton, Washington 98055 - 255 - 8592

RECEIVED
80 SEP 3 All :24

ONE TEST WITH A *SHAPING COMPUTER*
IS WORTH ALL THE EXPERT OPINIONS

"testing" should be considered as ensurance to strengthen the election process so as to "challenge" any other system of government in a world that necessarily must begin to function as "one world" with a total responsibility to the universe, General Counsel, and I assure you that the Election Process is many thousand times more important than any of the "inflation rhetoric", General Counsel, and I propose for Commission determination apply 111.10(a)(b), without reservation, to the "complaint" registered by this "complainant", to this point, and do so prior to the 111.5(a)(b), General Counsel "determination", and General Counsel is in the only position for "conciliation"111.18(a,b,c,d,e,), which in itself is a responsibility that transcends all of "total system", but the General Counsel and Federal Election Commission are requested to become "first-hand" familiar with "total system", from Complainant's side as well as "inaccurately informed elected officials", under penalty of the 18 U.S.C.1001. Thank you.

Sven A. Johnson

Sven A. Johnson

State of Michigan
County of Gogebic

On this day personally appeared before me Sven A. Johnson, to me known to be the person who executed the foregoing statement, and further acknowledged the foregoing to apply to Aug 5, Aug 17, and Aug 20 portions of this "complaint", and that he signed same as his free and voluntary act and deed, for the uses and purposes mentioned therein.

Given under my hand and official seal this 29th day of August 1980.

Isabelle E. Haapoja

Notary Public in and for the State of Michigan, residing at Bessemer, MI 49911

ISABELLE E. HAAPOJA
Notary Public - Gogebic Co., Mich.
My Commission Expires June 9, 1982

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at
The United States International Transportation Exposition. Transpo – 72
Dulles International Airport, Washington, D. C. 20591

Johnson Systems Development Co.

P. O. Box 112, Bessemer, Michigan 49911

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ONE TEST WITH A *SHAPING COMPUTER*
IS WORTH ALL THE EXPERT OPINIONS

P.O.Box 112 Bessemer, MI 49911

August 26, 1980

General Counsel
Federal Election Commission
1325 K Street NW
Washington, D.C.20463

Re: "Complaint" filed per Affidavits filed under dates Aug 5, and Aug 17,1980, including supporting documents,(continued)

General Counsel:

The referenced complaint, by affidavit and resolution adopted by Bessemer, MI Municipal Council, published in Dec 1979 THE PICK & AXE relies on the veracity and validity of the "documentation" certifying my "personal knowledge", and General Counsel must ask the Watergate type question, quote, "When did the president know?", end quote, as "When did Sven Johnson know that there was reason for a complaint?"

Actual certainty of knowing that information collected by DOT-TSC was Commerce Committee controlled from the Final Report publications was September 7, 1972 when copy of the March 15, 1971 "internal report" was given to my son Jim Johnson, by Frederic Schwartz, Attorney in Urban and Environment Systems Office of DOT, after some thirty days of requesting copy of the report that Senator Magnuson, personally, had informed my son and I, was a "report that turned my system down", and Senator Magnuson, Personally, told me that he would not get the report for me, and he said, quote, "get it yourself", end quote----It was no easy task, General Counsel, and it was, in fact, extremely more difficult to "communicate" with the U.S.Senate Commerce Committee Chairman, through Transportation Counsel Dan O'Neal, immediately after my son and I gave copy of the March 15, 1971 "internal report" to Dan O'Neal, with my October 5, 1972 letter to then Secretary Volpe, and the December 22, 1972 Magnuson letter regarding the unlikely prospect of investigating DOT-TSC's handling of "OPO1-Intermodal Technology Assessment", by a DOT that had been originally legislated by the Committee on Commerce, in fact, had to and did forbid congressional hearing on the "OPO1" matter that I contend would have made Watergate look like a "Sunday School Picnic", which Election Commission investigation, without reservation, can accomplish, based on referenced "complaint".

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at
The United States International Transportation Exposition. Transpo – 72
Dulles International Airport, Washington, D. C. 20591

8001020396

Johnson Systems Development Co.

P. O. Box 112, Bessemer, Michigan 49911

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ONE TEST WITH A *SHAPING COMPUTER* IS WORTH ALL THE EXPERT OPINIONS

Attached hereto is copy of my Counsel's letter dated August 22, 1980 with The Wall Street Journal article on the "Bottleneck in Trademark Office Disrupts many Companies's Plans", and it is the contention of the referenced Complaint that the Senate Commerce Committee 'knowingly and willfully', with first hand knowledge concerning Johnson System's Trade mark Application #096,527 for the mark "KINGDOME", pending in the domed stadium matter in the State of Washington, and Senator Magnuson's many years of Election to Federal Office support is considered by this very "complainant" to be the reason for decimating the effectiveness of the United States Government Trademark Office, to the devastating position reported on in the Bill Abrams article for The Wall Street Journal, and the decimation of that trademark office, by Appropriation reduction of $54,000.00 in 1979, exactly coincides with the January 28, 1980 "severe budget restriction" letter contained in the "documentation", (95 pages), submitted with the referenced affidavits that comprise the "complaint".

11 CFR 111 specifies naming, see 111.4(d)(1) It should clearly identify as a respondent each person or entity who is alleged to have committed a violation;----General Counsel, and in this case, to me, Sven Johnson, personally, with documentation to substantiate even the reason for the May 14, 1974 "sworn statement", (copy in documentation), I do believe that the "violation" is sobroad in scope, concerning the use of service and goods that generates from "appropriations grants" and or cuts, as "imposed" on the Trademark Office, ($54,000.00 cut in 1979)for one example, that the budget restriction, in fact was directed to cause the increased "delay" to trademark application #096,527 for the mark "KINGDOME", and the effect of such a ($54,000.00) budget reduction would not necessarily concern any person unless that reduction is relative to the work that a person has pending in that agency, as I, Sven Johnson, have had the "KINGDOME" trademark application #096,527 pending since 1976, and then in 1980 to be further "encumbered", as the documentation describes, General Counsel, to me, is "over-kill" that generates from the lack of

Johnson Systems Development Co.

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"elected officials", themselves, ensuring or being able to ensure their receipt of information in adequate form for proper evaluation, and in this regard, General Counsel, is asked to examine 11 CFR 111 requirements for "specificity", and which "specificity" is certainly attempted to be ensured, despite the widespread effort in DOT-TSC responses to, in one way or another, to "evade" the "documented" issue of DOT-TSC's most Obvious and even acknowledged "not referencing the Feb 25, 1971 exhibit in the Final Reports,(see Director Constantino's June 14, 1977 letter for such acknowledgement), and I would like tocall General Counsel's attention to the general trend of "documented" information never really addressing the specifics of the charge, "DOT-TSC did not publish the Johnson Systems exhibit information, other than to allude to certain of the needs that were demonstrated as solutions on Feb 25, 1971", without acknowledgeing anything such as the "compact interchange", Cold Re-Entry, The Buy-Plane, "KINGDOME", Reversor Spillway, Skeleton Frame,Shaping-Computer, Johnscrete, Johnsboard, to name a few widely used names that constitute "marks" developed for use in "TOTAL SYSTEM", and I mean this added affidavit to indicate the careless, if not deliberate, allowing of trademark service to deteriorate as to impede many industries, who may not have the "documentation" to file a "specific complaint", as Johnson Systems has "documentation", spanning near 20 years, before the Commission, to "substantiate" that "KINGDOME", a Johnson Trademark definitely is being interfered with by the parties documented as having participated in the March 15, 1971 "internal report", and once again, The Election Commission is assured every possible cooperation of Johnson Systems to the restoration and preservation of the election system that separates the United States from "totalitarianism", and it stands to reason that any complaint be absolutely "varifyable", in nothing less than "total", but this "total" is therefore concerned with "receipt by elected officials of inaccurate or misinformation",----from whatever source, outside of the government "inner circles" that constitute government staff people;

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but General Counsel, as an "overall federal election officer, with the supervisory responsibilities hinted at in 111.3(a)&(b)", General Counsel is reminded that "OPO1-Intermodal Technology Assessment" was a 1970-71 White House Directive and Johnson Systems exhibited on Feb 25, 1971 for what Johnson Systems had since 1960 demonstrated as "TOTAL SYSTEM", and "TOTAL SYSTEM" concerns President and Vice-President, 100 Senators, 435 Members of the House, while they are in office, but it also concerns all of their challengers, each in his "constituency concern", which is not the kind of concern for "violation" that the FBI "Abscam" immobilizes the congress with, rather "TOTAL SYSTEM" has the opportunity to ensure completely the positive "preclusion" of "receipt by elected officials of inaccurate or misinformation", at the most critical apex of "bi-partisan" representation in the congress, and that is inaccurate or misinformation from one senator to another, one member of the house to another, between senators and house members, but also, all in communication with the White House, General Counsel, and believe me, General Counsel, such a composite for "accuracy of information" cannot be "idealized" in a 111.4(d)(1), a circumstance that I trust will alert the Federal Election Commission to thinking about the "long range" need to be able to comply with 111.4(d)(1), in "open and shut" facts, but General Counsel is needlessly reminded of the need for a Commission that can effectively utilize 111.17, 111.18, & 111.19, not only for the "respondent's side", but also a "conciliation" directed to the "complainant", and I address this to General Counsel for the express reason of the "broad scope" of "TOTAL SYSTEM", specifically based on Senator Magnuson's Aug 10, 1970 letter, copy in your office as "documentation", expressing need to correct legislation, and I must, at this point, redirect General Counsel to the "Bottleneck in Trademark Office---" article to point out the "OPO1" handling of "TOTAL SYSTEM" which is a major concern to this "complainant", but a "complainant" who is not to be taken lightly, as the Government Accounting Office Fraud Task Force, lightly attempted to deny, see JUL 7, 1979 letter, and the

the GAO process of trying to "fit" the Complainant's view into the bit "boxes" that serve only the purpose of people who provide elected officials with inaccurate or misinformation, General Counsel, is exactly what I am trying to preclude, and what I am saying, General Counsel, is that there is such an interwoven barrier force, "built-in" to prevent and preclude anyone from interjecting documented facts into the 111.4(d)(1) form of 11 CFR 1.1, General Counsel, that the Commission is specifically requested to apply U.S.C. 1001, per 111.4(c) concerning "perjury" in the ever broadest examination of my "affidavited complaint", and I further request General Counsel to find cause to ascertain every detail of my "complaint", according to 111.21(c), in order for General Counsel to have the "complainant's base" on which to form conclusions as to use of or how to use 111.16 and 111.17, and this "complainant" freely offers the Commission to cause, at the Commission's wish, to interface any person or entity the commission deems relevant from the apparently broad scope of government employees and elected officials that span the "OP01-Intermodal Technology Assessment" March 15, 1971 "internal report", and I do specifically include the "KINGDOME" trademark application #096,527, and Transpo-72 into the Commission's freedom to notify any person or entity concerning this "complaint", without reservation, but the Commission is asked to comply with 111.5(a)(b) to notify "complainant" simultaneously, by copy of Commission actions afforded "respondents" if any, and General Counsel may, bythe 111.5(b) resort to the GAO JUN 7, 1979 unconditional surrender to the Senior Chairmanship power of the Senate Appropriations Committee, General Counsel, which "power" proliferates through a "staff obfuscation" of such proportions that "receipt by elected officials of inaccurate or misinformation" is a concern that should be brought to whomever should become an "elected official", or is an elected official, and for that reason, General Counsel, testing the election process by a Federal Election Commission is in line with the policy of testing aircraft and vehicles for performance safety, except that the Election

Johnson Systems Development Co.

P.O. Box 2403, Renton, Washington 98055 - 255-8592

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"testing" should be considered as ensurance to strengthen the election process so as to "challenge" any other system of government in a world that necessarily must begin to function as "one world" with a total responsibility to the universe, General Counsel, and I assure you that the Election Process is many thousand times more important than any of the "inflation rhetoric", General Counsel, and I propose for Commission determination apply 111.10(a)(b), without reservation, to the "complaint" registered by this "complainant", to this point, and do so prior to the 111.5(a)(b), General Counsel "determination", and General Counsel is in the only position for "conciliation"111.18(a,b,c,d,e,), which in itself is a responsibility that transcends all of "total system", but the General Counsel and Federal Election Commission are requested to become "first-hand" familiar with "total system", from Complainant's side as well as "inaccurately informed elected officials", under penalty of the 18 U.S.C.1001. Thank you.

Sven A. Johnson

Sven A. Johnson

State of Michigan
County of Gogebic

On this day personally appeared before me Sven A. Johnson, to me known to be the person who executed the foregoing statement, and further acknowledged the foregoing to apply to Aug 5, Aug 17, and Aug 20 portions of this "complaint", and that he signed same as his free and voluntary act and deed, for the uses and purposes mentioned therein.

Given under my hand and official seal this 29th day of August 1980.

Isabelle E. Haapoja

Notary Public in and for the State of Michigan, residing at Bessemer, MI 49911

ISABELLE E. HAAPOJA
Notary Public - Gogebic Co., Mich.
My Commission Expires June 9, 1982

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GEORGE M. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

August 22, 1980

OUR REF:

Sven Johnson
P.O. Box 112
Bessemer, Michigan 49911

Dear Sven:

I thought you might be interested in the enclosed short article dealing with problems in the Trademark Office operation. As you can see, many others besides yourself are being affected by the situation. As requested, I have taken no further action in this matter; however, I have not heard from you in some time and am curious as to your current thinking.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjl
encl.

The following article originally appeared in the August 7, 1980 edition of The Wall Street Journal.

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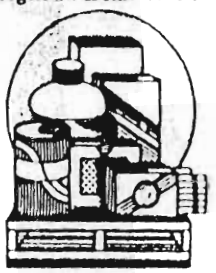
MARKETING

Bottleneck in Trademark Office Disrupts Many Companies' Plans

By Bill Abrams
Staff Reporter of The Wall Street Journal

INTRODUCING NEW PRODUCTS, already a chancy venture, has become even riskier because of the breakdown in the federal government's trademark bureaucracy. Once a routine matter that took only months, receiving registration from the U.S. Patent & Trademark Office now is a harrowing experience measured in years.

Companies face long delays and unreliable results that jeopardize marketing strategies. "The situation is deteriorating right in front of our eyes," says Edgar Cronin, Nabisco's trademarks manager. Three years ago, registering a name took about 14 months. Today it's 22 months; by October, it will be 26. Often the gap is longer: Pepsi-Cola waited nearly 34 months before getting final approval in May for its On-Tap root beer.



The chief causes of the problem are unexpected surges in trademark applications and severe shortages of manpower and money at the antiquated U.S. trademark office, where it usually takes a week just to move applications through the mailroom. The solution, say trademark-office administrators and corporate-trademark lawyers, is to increase significantly the budget of the agency. Some legislators also advocate removing it from the Commerce Department.

Though some trademark lawyers are resorting to costly measures to guard new names, many companies nervously market products without adequate protection. "We just keep our fingers crossed," says W. David Ganus, a trademark attorney at Dow Chemical.

TYPICAL OF THE DELAYS is Dow's recent experience with Dowlex, a synthetic resin used to make plastics. Dow filed its application in June 1979, shortly after introducing the product, and then waited 12 months before being asked by the trademark office for further details.

The average delay for that "first action"—the preliminary judgment of the trademark examiner—soon may stretch to 15 months, according to trademark officials. In 1976, the lag was only three months.

After preliminary approval, the trademark is published by the agency to give the public a chance to challenge it. But because of what the trademark office says are limited funds and printer problems, the publication backlog is 8,000 applications. Bundles of them are piled in heaps around an agency office. Only 200 a week are being published.

Errors are another complaint. A St. Louis pushcart entrepreneur has been waiting since January 1979 for an okay on the name, "Dan the Shish-Kebab Man." All the trademark office has sent is three letters that should have gone to a California swimming-pool operator. This spring, more than 500 registration certificates were mailed to wrong addresses due to a computer foul-up.

Other mistakes are more serious. Goodyear says agency examiners didn't discover that a trademark the company filed conflicted with an identical request at the same time by another concern. A lawsuit followed; Goodyear finally agreed to give up its claim in exchange for $50,000. Monsanto is seeking resolution of a similar tangle.

CONGRESS CUT THE BUDGET of the trademark office by $54,000 last year—without objection from the Commerce Department. Francis Wolek, the department's overseer of the trademark office, says the office had failed to document its needs persuasively.

But the trademark office believes the needs are obvious. The volume of applications rose to 53,100 in 1979, compared with 37,074 in 1976. In the same period, the number of examiners was reduced to 46 from 58 and the clerical force was thinned.

"Bloodletting budget cuts in an already anemic operation have eliminated not waste, but essential spending," says Margaret M. Laurence, the agency's chief since January, who thinks of her office as a "stepchild" of the department. She says the 1980 budget of $5.9 million, which increased the examining staff to 65, is still "grossly inadequate."

The U.S. Trademark Association says the office should be severed from the Commerce Department, as proposed by two pending bills. Sponsors of the legislation contend that an independent trademark office could argue better for its budget on Capitol Hill. But the department opposes independence for the agency. Mr. Wolek insists that the agency's "important influence on policy for industrial innovation, development and trade would be weakened if it weren't part of a Cabinet-level department."

TO COPE WITH THESE CONDITIONS, some larger marketers have been "warehousing" names for future products. Trademark law requires that products be in use to earn registration, but some companies sell tiny quantities just for that purpose. Seven-Up, which plans several new soft-drink entries, recently applied for 33 names.

Scott Paper says it must keep test markets "as small as possible to minimize the amount of money being risked" on unregistered products. But if the item is sold in limited areas, another company using the same name elsewhere might claim regional rights to the trademark. In addition, the trademark bottleneck hinders the ability of U.S. concerns to secure foreign trademarks and to protect names in federal courts.

Most large companies hire search firms that use their own trademark records to determine if a name is available. Some concerns buy already registered marks or change names—and thus set back marketing plans—if an application becomes mired. Names that make the best marketing sense may be skipped. General Mills has gone so far as to register trademarks in all 50 states while waiting for the more comprehensive protection of federal approval. The state-trademark route can take as little as one month. "If we could rely on getting federal registrations in a reasonably short time," says a General Mills trademark attorney, "we wouldn't have to resort to that."

July 14, 1960
1-7013-4284

To: Sven A. Johnson 6-7932 26-70

I owe you an apology because your letters to Mr. Beall and Mr. Allen were turned over to me for reply and somehow got laid aside.

As I understand your inquiry, you are concerned about the Government's obtaining rights in inventions which you might make or have made, and I may say I am considerably concerned on the same subject. However, I believe in the case of the invention to which you refer, there is little cause for concern because I doubt that it could ever be shown that the Government in any way paid for any part of the invention.

It is true that the Government acquires license rights in inventions made in the course of much of Boeing's research when it can be shown that the Government sponsored or paid for the research, but I do not think that these conditions are present in your case. This opinion is based on the belief that your invention was developed by you independently of any of your work assignments at Boeing.

Glenn Orlob
Patent Administrator

MR. ORLOB IS THE PATENT ADMINISTRATOR AT BOEING - IN 1960 — WHO ADVISED ME, QUOTE, "AT BOEING, WE HAVE THOUSANDS OF PEOPLE TO ASSIGN TO DRAWING, DESIGN, CALCULATING, MAKING PARTS, EVEN TO DRINK COFFEE, WHAT WE NEED IS PEOPLE WITH IDEAS OF WHAT TO BUILD. MY DOOR IS ALWAYS OPEN TO YOU, SVEN." END Q.

UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

DIVISION OF FINANCIAL AND
GENERAL MANAGEMENT STUDIES

MAR 2 1979

Mr. Sven Johnson
P.O. Box 2403
Renton, WA 98055

Dear Mr. Johnson:

Your letter dated January 22, 1979, addressed to Senator Sasser has been referred to this Office for reply. You indicated that you were the subject of discrimination regarding the expenditure of appropriated funds in converting the NASA Systems Center to Transportation Systems Center.

We are in the process of evaluating the information that you provided us and will consider it in our plans for future audit work.

Sincerely,

Harold L. Stugart

Harold L. Stugart
Project Director
Fraud Task Force

HARLEY HYBRIDGE

Consulate General of Japan
3110 MANNING BANK TOWER
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UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

DIVISION OF FINANCIAL AND
GENERAL MANAGEMENT STUDIES

JUN 7 1979

Mr. Sven A. Johnson
612 North Moore Street
Bessemer, Michigan 49911

Dear Mr. Johnson:

After further evaluation of the material that you have provided us, as well as material forwarded to us by Senator Sasser's Office (which apparently you sent directly to him); material from the files of several organizations within the U.S. Department of Transportation, and previous correspondence with Senators Jackson and Magnuson and other Government officials, we find no basis for further investigation of your allegations. We agree with the position taken by Secretary Adams in his December 18, 1979, letter to you in which he stated that the Department of Transportation declined further investigation of your allegations. Therefore, we plan no further work related to your allegations and will return your correspondence if you so desire.

Sincerely,

Harold L. Stugart

Harold L. Stugart
Project Director
Fraud Task Force

cc: Senator Sasser

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SEATTLE, WASHINGTON 98121
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GEORGE N. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

January 28, 1980

OUR REF:

Mr. Sven Johnson
612 N. Moore St.
Bessemer, MI 49911

Dear Sven:

Thank you for your recent letters and your thoughts on the Trademark Office. I can understand your frustration with the delay in the Patent and Trademark Office. Unfortunately, severe budget restrictions have hurt the Trademark Office's ability to respond to amendments in a timely fashion. Hence, it is somewhat indefinite as to when we are going to receive a response from the Trademark Office. I know this story is old to you, but unfortunately, it is still true. I have also decided to begin taking steps to confront the King County with your claim. I anticipate taking some initial action relatively soon. I will write more about this shortly. Additionally, I will follow up with the Patent and Trademark Office to insure that we have not got lost in the shuffle of papers. I am beginning to be uncomfortable about the delay in proceeding against the County. I had anticipated that we would be past this stage long ago.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjl

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 Sven Johnson, who was Building Director for the City of Renton during my tenure as Mayor of said city, was "dismissed" or "discharged" by me. The fact is that Mr. Johnson performed his work as City Building Director 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. Johnson 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. Johnson.

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 November, 1974.

Notary Public in and for the State of Washington, residing at [illegible]

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transpo 72 DAILY

VOL. 1 NO. 4

Monday, May 29, 1972

Where science gets down to business-

"You can see here the ingredients, not necessarily the solution, to solving our transportation problems."
"People movers...turbo trains...jet rail systems...none of them are going to do the job until they're integrated into a total system."
"If we could get a transportation system to go to the moon and back, we can solve earths transportation problems...Let's stop pork barrel politics on transportation."

--"Wally" Schirra
now an AAR Exec.

FATHER-SON TEAM HAS "TOTAL" SYSTEM -- A father and son team from Renton, Washington is at TRANSPO with a "balanced totally integrated transportation system" based on the structure of the human body. "We're trying to approximate the perfection of...(the body's)...transportation system," says Sven Johnson, father and senior partner in the two-man Johnson Development Systems operation, most likely the smallest and easily the most personal firm represented here.

The Johnson display, at 1300 Pavilion A, features what the elder Johnson calls a "totally integrated right of way," made out of cardboard. It has a railway built along the ground with a rapid rail transit system suspended about it and a superhighway above both of those. Highway interchanges are built on separate levels instead of with cloverleafs to "reduce land consumption." Johnson explained, "we're not saying we want to eliminate the automobile, because the petroleum people are against it," as are car manufacturers. The exhibit also shows how ship docks could be built in underwater tubes to let built-up shorelines return to their natural state. Above the entire exhibit is a foot high plastic "Visible Man" model, to further the "human body" motif.

Attired in an orange windbreaker labeled "Johnson Design Systems - Renton, Washington," Johnson observed, "we've been told we're 100 years ahead of our time. We're convinced we're 100 years too late."

P.O. Box 112
Bessemer, MI 49911

RECEIVED
80 SEP 3 AM : 24

80 SEP 3 AM : 24

3

GENERAL COUNSEL
FEDERAL ELECTION COMMISSION
1325 K ST N.W.
WASHINGTON, D.C. 20463

CERTIFIED
NO. 0208292
MAIL

3148

909857

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ONE TEST WITH A *SHAPING COMPUTER*
IS WORTH ALL THE EXPERT OPINIONS

P.O. Box 2403, Renton, Washington 98055 · 255-8592
P.O. Box 112 Bessemer, MI 49911

80 AUG 26 AM 8 46

August 25, 1980

Office of the General Counsel
Federal Elections Commission
1325 K Street, NW
Washington, D.C. 20463

Re: FEC letter dated 24 July 1980

Office of the General Counsel:

Herewith are the original and two copies of my complaint filed in accordance with 11 CFR 111 as printed in 11 CFR 1.1.

There are two "affidavits", the first addressed to General Counsel and stated to include the other of fifty pages, addressed to Senator Birch Bayh and further includes the 98 pages of "documentation" of items to support the complaint from a personal knowledge basis, and further supplemented by copy of THE PICK & AXE newspaper publication of the "TOTAL SYSTEMS" Energy Crisis "resolution" adopted by city council action, which action was sought, near nationwide, by myself, in order to ensure that chartered government, somewhere, had a record of the reason that would someday bring "OPO1" and the "Election Process" together.

The complaint is placed in five pockets of one folder for each of three copies of complaint, the first two pockets contain the notary copies of my "recitations", the first addressed to General Counsel, and stated to include the second affidavit of fifty (50) pages addressed to Senator Birch Bayh, and the documentation must speak for itself, as far as "accuracy" and the "recitations" contained in my "affidavits".

General Counsel is also advised that copy of my complaint, as far as it is possible for me to afford distribution, will be sent to persons seeking Federal Office, especially those whom I consider having a direct concern with the "cover-ups" that the complaint addresses within the two notarized sections.

Thank You.

Sincerely,

Sven A. Johnson

Sven A. Johnson

80 AUG 26 PM 3:54

FEC MAIL ROOM

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at
The United States International Transportation Exposition, Transpo – 72
Dulles International Airport, Washington, D. C. 20591

PLEASE NOTE:
1ST CLASS MAIL RESTRICTION REQUIRED (3)
SEPARATE ENVELOPES – THUS 3 COPIES – SEPARATELY
Sven. Johnson

Johnson Systems Development Co.

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P.O. Box 2403, Renton, Washington 98055 - 255-8592

P.O.Box 112 Bessemer, MI 49911
Complainant--Mr. Sven A. Johnson

80 AUG 26 AM : 49

August 17, 1980

Office of the General Counsel FEC
Federal Communications Commission
1325 K St, NW
Washington, D. C. 20463

Re: July 24, 1980 FEC letter ss/ Judith L. Corley, Chief Public Communications....."11 CFR 111"---& "11 CFR 1.1"

Attention General Counsel:

The referenced letter is the "missing link" for Sven A. Johnson's search, within the election process, for Federal Office, as defined in 11 CFR 1.1--1325.3---and without reservation, I, Sven A. Johnson expect to comply with 11CFR111, Part 111---Compliance Procedure (2 U.S.C. 437g, 437 d (a)),---see pages 76 to 82-----to PART 112---ADVISORY OPINIONS(2 USC 437 f), and please note, at this point, that Part 112 , especially to Sven A. Johnson, becomes the "built-in",in government,that most matter of factly is designed into government to "encumber" the individual, as the individual is "supposedly" permitted to participate in the Federal Election Laws, as spelled out in the FEC and Federal Campaign Finance LAW, Gold Pamhlet, that I received with 11CFR1.1, and I refer you directly to page 9 of said pamphlet concerning "Enforcement", and I mean, specifically, that "filing a complaint" notarized and all, according to 11CFR111 (PART 111), in 111.1, immediately, "obfuscates", for the individual, 11CFR111, in its entirety, by Scope (2 U.S.C. 437 g), quote, "These regulations provide procedures for processing possible violations of the Federal Election Campaign Act of 1971, as amended (2 U.S.C. 431, et seq.) and chapters 95 and 96 of the Internal Revenue Code of 1954 (26 U.S.C. 9001, et seq. and 9031 et seq.)" end quote, and within 111.1, according to the above quote, there are at least six (6) areas of U.S.C. (U.S. Code) ???, that the person, "complinant" can be "shuffled", and I assure you that I use this term of "shuffle" as a term that I was confronted with in September of 1972, in the Department of Transportation Office of Robert Hemmes, whose letter dated October 25, 1972 is an "official Document" of my Aug 5, 1980 affidavit, and Robert Hemmes said to my son and I, quote, "The reason that we have 1205 people in the office of the secretary of transportation is so that we can "shuffle"" you from one office to another until you get tired and go home." end quote, and please let the Federal Election Commission, without reservation, understand,that I, Sven Johnson, have, "in fact", for the very last time been "shuffled" from one office to another, and/or from one U.S.C. to another, and I mean that in this specific "environment", members of the Federal Election Commission, that 11CFR1.1, in total, regulates election to "Federal Office"--1325.3--, so I don't intend to be kept "hanging,,, twisting, slowly in the breeze"-----waiting for(2 U.S.C.437 f) to run its course, separately, from 11CFR1.1, in that I have begun my "complaint" to

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General Counsel under 11CFR111, and I mean exactly that Johnson Systems presented "TOTAL SYSTEM" to DOT-TSC on Feb 25, 1971, and because Walter Mote, Assistant to Vice-President Spiro Agnew, in July of 1972 ensured me that, quote,"The reason that you can't get a "total systems" answer here in Washington is that there is no "Total Systems Office" here." end quote, and that specifically, is the reason that I expect that General Counsel will ensure that 11CFR1.1----thoroughly encompasses all that is printed in 11CFR1.1, to bear directly to my complaint, without reservation, and I, Sven A. Johnson, without reservation, intend that whomsoever, in Federal Employ, involved in any way with the "discrimination" that Senator Birch Bayh comments on in his May 21, 1975 letter, under a Subcommittee Chairmanship, which Chairmanship is a "residual" part of the Appropriations Committee, as a whole, is an accessory to the fact of the DOT-TSC deliberate "with-holding of information", from publication in the "OPO1" Final Reports, which information I presented on Feb 25, 1971, at the request of Dr.Kovatch, working for TSC, and as Dr. Kovatch, referencing Senator Magnuson and the significance of TSC, converted from NASA, assigned, by White House Directive, "OPO1-Intermodal Technology Assessment" responsibility for the year 2000,-----and with that I refer you to 111.2 "computation of time", and my "affidavit", though dated August 5, 1980 "encompasses" 144 pages, 50 pages of which are numbered 1 thru 50 and thus contain 94 additional pages, and here I refer you to 111.4 (d) 4, quote, "It should be accompanied by any documentation supporting the facts alleged if such documentation is known of, or available to, the complainant." end quote,and I do effect this August 17, 1980 letter as an affidavit, also, for the very express purpose of, a "layman", in "layman language", as clearly and not necessarily concisely, again, specify, as a fact, that DOT-TSC, in some manner of consort with the 1971-1972 Commerce Committee Transportation Counsel, using the DOT-TSC March 15, 1971 Internal Report, manage to "withhold" my Feb 25, 1971 information from the "OPO1" Final Reports, and then have managed to maintain the "cover-up" of that specific act, through countless "referrals", from one office to another, and the fact is that "election to federal office" is a universal federal attempt, of Chairmen of committees, to assign, certain of issues to "subcommittees" chaired by "incumbents" facing election, in either 2 year or 6 year times, whether it is the wilderness land legislation for Alaska that Senator Gravel is working with, just prior to Nov 4, 1980, or the "more than President Carter recommended for Mt. St Helens cleanup, that was approved, as the news media conjectured was granted to aid Senator Magnuson's tough re-election fight, neither of which is documented in the August 5, 1980 "affidavit", but both of which are "alluded" to in this August 17, 1980 "affidavit", in the exact same manner that The Final Reports of August 1,1971 "allude" to countless parts of the Feb 25, 1971 review, specifically, quote, "Until a compact interchange is developed,the pure PRT gridconcept is not practical in the urban environment." end quote, but here and now, General Counsel is given 144 pages supporting DOT-TSC "with-holding" the "compact interchange"

developed concept from the "OPO1" Twenty Year Outlook Final Report, and the 144 pages mean to support Sven Johnson's "complaint" of discrimination by DOT-TSC and Transportation Counsel to deprive Johnson Systems of equal exposure in the DOT-TSC-OST-71-10 and 71-11 Final Reports, which fact of "with-holding" Johnson Systems information from the reports, does, in fact, constitute a "knowingly and willfully" exacted provision of service or goods,--see 1325.1, quote, "Persons subject to regulations by the Interstate Commerce Commission shall not knowingly and willfully provide, for candidates for Federal Office, or their representatives, service or goods related to their campaign without obtaining either prepayment or a binding guarantee of payment through a sufficient deposit, bond, or collateral, or other means of security." end quote, and in this case, "the representative" of the elected officials, by "with-holding" the Feb 25, 1971 information, are, in fact, providing themselves, the representatives, of the service or goods toward retaining their representative status on a staff to ensure that the "staff positions" do not materialize to other than "alligned people", and "with-holding" and or allowing information to be received by elected officials as inaccurate or misinformation, is a means of providing service for representative of elected officials, by those benefitted representatives of elected officials, and that specifically, is what DOT-TSC personnel, named in the affidavit, and the Transportation Counsel, Dan O'Neal did to protect their staff positions, exactly, "They with-held Feb 25, 1971 total system information", and anyone through Brock Adams's term as Secretary of Transportation who opted to maintain the March 15, 1971 internal report cover-up is considered a party to the act of "with-holding", and it is this manner of "with-holding" that serves to make a "complainant", as I most assuredly am a "complainant", but I may as well, from the very receipt of this "complaint", by General Counsel, point out that "individuals, as I am, are not funded from public funds, in the style afforded to DOT-TSC to collect and bury information with government funds, so in that light, and to ask no favors of General Counsel, except to call a spade a spade, I ask General Counsel to accept that 11CFR111, for my practical purposes, as an effort and an intent to prevail upon some element of the statutes to have responsibility for 111.16, "probable cause to believe that a violation has occurred or is about to occur", as "with-holding" has occurred, wherein such "with-holding" will allow "election advantage" to occur, again and again in the process of allowing individuals who are "privy" to the facts of the complaint, to investigate the complaint, see March 24, 1977"asking appropriate Departmental officials to investigate this matter for me and to prepare a responsive letter on my behalf," direction as tendered by Secretary Brock Adams, and I assure you that no investigation, that affects the "KINGDOME" trademark application #096,527, as that application affects candidates for federal office from Washington State, and as that #096,527 application is stalled by "alleged to be severe budget restrictions, in the U.S. Trademark Office", according to the January 28, 1980 letter", the whole matter, which affects "Total System" since Feb 25, 1971, for Sven Johnson, now the "complainant", most seriously disadvantages the U.S. Government---

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and the disadvantage to U.S. Government is most significant, because the March 15, 1971 "internal report" cover-up, by DOT-TSC and Transportation Counsel for the Senate Commerce Committee, in fact, is directly opposed to the intent of the "OPO1-Intermodal Technology Assessment", that was, as Dr. Kovatch, for DOT-TSC, explained to me, in early 1971, a White House directive, to be carried out by TSC, the just converted NASA Systems team that had concluded the Lunar Landing project set in motion by President Kennedy's "man on the moon in a decade" thrust, and I was lead to, in fact, believe that "OPO1" was given the year 2000, as the target for conclusion of a transportation crisis solution search, for which search Johnson System was prepared with "total system" of rebuilding large cities, using the "KINGDOME" multiple purpose stadium, which November 17, 1967 and July 21, and September 29, 1970 Washington State Stadium Commission letters will confirm demonstration of "total system" to two constituted public hearing bodies, but there are witnesses to Washington State Senator Gordon Herr's state senate hearings, as well as Gordon Wallgren's and Governor Evans & Governor Ray being advised of "KINGDOME", and the "plot" thickens to the extremely devastating concern, for the more devastating need to preclude, "RECEIPT by elected officials of inaccurate or minisformation," and this "affidavit" and known to me documentation is an account of my "first hand" experience, of a great deal, but by no means all of the "with-holding" of information, by "staff members", which "with-holding" has been called to the attention of every elected official, to this point named in this first "affidavit" to the Federal Election Commission, and because of the January 28, 1980 "severe budget restriction" letter, alleging further "hold-up" to the U.S.Trademark Office, is the current reason, in over ten years of more reasons, to direct the investigation to the Federal Election Commission, and that is the reason that I, Sven A. Johnson, cite 11CFR1.1, "cover to cover", be "enforced", as one document, without the "time consuming" leap-frogging from 11CFR111 to U.S.C.'s of all "digit combinations", some tending toward the Internal Revenue Code of 1954, etc, etc,---and I mean that I don't intend to be "held-up" further, in getting the Federal Office "ambitions" of those responsible for the January 28, 1980 "severe budget restriction" letter, to your attention, without waiting for part 112,113, 114,115, then subchapters B-C---(Reserved), and I mean the Washington "merry-go-round" that thoroughly "isolates" elected officials and staff to an impenetrable, "out of reach", to the electorate, as well as certainly out of reach to "small businesses", as mine, that committed, as I did, to assure validity and veracity of "total systems" before proceeding with even my employment in city government, in Renton, Washington, in 1966, from whence my concern began in earnest, to preclude, "receipt by elected officials of inaccurate or misinformation", and that concern, asking enforcement of 11CFR1.1, in total, at once, has increased inestimably, and General Counsel is reminded of the "isolation" afforded elected officials and staff, as General Counsel is redirected to the "specificity" required of a complainant, as set forth in 111.4 (d), (1),(2),(3)and(4), and General Counsel is

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cautioned, to the limit of the law, that each and every written portion in CFR, 11CFR1.1, including the entirety of The Federal Register, as it is designed to apply to me as an "individual" and/or a "complainant", is in fact written to apply to all "aspirants" to "Federal Office", as that 1325.3 section further amplifies on section 1325.1; in other words, I do expect that the entire possible provision of service and goods, from whatever source, for one candidate, must be accurate, but neither can any part of "with-held information" or "inaccurate or misinformation" be allowed to prevail, in government reports, (March 15, 1971 internal report), copy enclosed, requiring 111.4 "specificity" without identical "specificity" from all concerned, and Counsel Charles O. Carroll, notary for the May 14, 1974 "sworn statement" reminded me in the 1974 preparations for the court proceedings, that could ensue, in the "KINGDOME" matter could very easily be "common-law" rights of Sven Johnson, and therefore, General Counsel is respectfully requested to consider the formation of the Federal Election Campaign Act of 1971, as having numerous "common-law" overtures from near 189 years of election to Federal Office, upon which to draw, in order to formulate the 1971 Act, and I mean this concern for "common-law" to further reflect on the NASA letter dated Feb 8, 1961, and Vice-President Lyndon B. Johnson's Feb 3, 1961 letter, which matter of factly establishes the "total System" as directed to U.S.Government attention, near ten years prior to Senator Magnuson's August 10, 1970 letter to Alden SEE, which Feb 3, 1961 date would seem to confirm "common-law" circumstances, near six years before the 1966 legislation that enacted DOT, and the 1971 formation of TSC is also subject to the small business effort of Johnson Systems, in "total system", which total system I was, matter of factly, self enforced to comply with the law as it was, in 1954, and General Counsel is "ensured" that my compliance with the law is directly related to the oath that I swore to begin my participation in the defense of the nation, and it is that "oath" that binds "total system" to require the summary of law, as it began from "common-law", to apply throughout the system, regardless of how 111.7 refers to General Counsel's "jurisdiction", quote,"(a) Following either the expiration of the fifteen (15) day period specified by 11 CFR 111.6(a) or the receipt of a response as specified by 11 CFR 111.6(a), whichever occurs first, the General Counsel may recommend to the Commission whether or not it should find reason to believe that a respondent has committed or is about to commit a violation of statutes or regulations over which the Commission has jurisdiction." end quote. The "shuffling" of "jurisdiction" is the concern, here and now, should General Counsel & the Commission decline "jurisdiction",' the Commission is referred to the April 24, 1975 letter of Senator Jackson that referred me to Senator Bayh's Subcommittee on DOT spending, and I don't intend to accept any further disclaimers of "jurisdiction" without a specific establishment of the government agency having "jurisdiction", and it is "jurisdiction" that, in fact, had to be taken as the priority challenge issued by Robert A. Hemmes, author of the October 25, 1972 UMTA letter, who informed my son and I, quote,

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"The reason that we have 1205 people in the Office of the Secretary is so that we can "shuffle" you from one office to another until you get tired and go home." end quote, and for this specific reason, the Election Commission, having purview of Federal Office, in my estimation should have a complete breakdown of which item, jurisdictionally, belongs to which section of the Federal Establishment, and/or in what combinations that "jurisdiction" is obfuscated to belong to one or another, and I most necessarily refer General Counsel to Office of The Secretary of Transportation letter dated October 26, 1972 ss/Robert E. Freer, Executive Assistant to the General Counsel,(in this case DOT), quote, "The matters you raise are more directly the responsibility of other elements within the Department of Transportation. I will therefore check further with them and be back in touch with you as soon as possible." end quote, and here, General Counsel is advised that I am still waiting for Robert E. Freer,Jr.

111.4 (a) says, quote, "Any person who believes that a violation of any statute or regulation over which the Commission has jurisdiction has occurred or is about to occur may file a complaint in writing to the General Counsel, Federal Elections Commission, 1325 K Street,NW Washington, D.C. 20463. If possible, three (3) copies should be submitted." end quote.

(1) Sven A. Johnson P.O.Box 112 Bessemer, MI 49911

(2) The contents of the complaint are sworn to, and notarized, and the fifty (50) pages dated August 5, 1980, addressed to Senator Birch Bayh, first to ensure Senator Birch Bayh of my particular situation, deemed "unfamiliar" to Senator Bayh, (see May 21, 1975 letter), and these fifty (50) pages of affidavit information are considered statements based upon personal knowledge, exactly as events occurred to me, personally, and the manner in which the March 15, 1971 "internal report" came to personal attention on September 7, 1972 and in subsequent discussions with Frederic Schwartz of DOT who finally furnished copy to my son, but from Sept 7 up to October 5, 1972, when Secretary Volpe was written to, copy to Senator Magnuson, prompting Dan O'Neal's October 11, 1972 letter to Secretary Volpe, the General Counsel is advised that "information and belief" as required in 111.4(c) to be differentiated from statement based on personal knowledge are most naturally "interwoven" because every bit of my statements are based on systems development first generated by myself, and I have been confronted by an October 10, 1967 DOT letter, a G.J.Pastor letter calling my charges "vague and imprecise" or a John Hazard stating my work being insufficiently developed, or then a "first-hand" agreement with Dr. Kovatch as a "recommendation" being misrepresented as a "turn-down",---to cite but a very few personal knowledge facts to base "statements" on, and General Counsel is ensured that information and belief could hardly exist without the "personal knowledge" of "total system" which presentation prompted the October 10, 1967 and other letters, and General Counsel is most definitely ensured of personal knowledge from the very fact that DOT-TSC did not publish the Feb 25, 1971 exhibited information, which is the issue, and is "personal knowledge", not "hearsay", as I interpret "information & belief".

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(c) is responded to in context with (2) which stipulates "notary" and (d) (1) says, quote, "It should clearly identify as a respondent each person or entity who is alleged to have committed a violation;" end quote,

General Counsel's attention is asked to the "wavering" from 111.4(a) and (d) (1), for this reason, (a) in suggesting "any person who believes that a violation of any statute or regulation over which the Commission has jurisdiction has occurred or is about to occur may file a complaint--", in effect is saying a "near" no holds barred complaint filing right, if the prospective complainant is informed on Commission 'jurisdiction', which is not the case, but the "Watergate" and "Billygate" 'inquiries' imply a "proliferation" of need to inquire at a depth and breadth, about the apparent epicenter", as Watergate grew around President Nixon, and as Billygate may grow to a Libyagate or just a Plainsgate----but General Counsel is referred to (d) (1) It should clearly identify as a respondent each person or entity who is alleged to have committed a violation;------ and General Counsel is given this "affidavit" for the express purpose of including the August 5, 1980 "AFFIDAVIT" in the sense of "generallity" of 111.4 (a) & (b), and (c) as binding on complainant and respondent, and (d), as all inclusive, as I have stated, and on the basis of personal experience and "first--hand knowledge", and I reiterate, that the January 28, 1980 "severe budget restriction" letter concerning the "KINGDOME" trademark application #096,527 is far more than reason to "believe" that a violation of providing for (1325.1), knowingly and willfully, service and goods for their campaign, and in the event the "severe budget restriction" developers have obtained a binding guarantee of payment, for this "severe budget restriction", General Counsel, is that not a matter of using government offices for getting paid back for creating a "severe budget restriction" for Johnson Systems??????And, as I am confronted with the "severe budget restriction", having the general belief (111.4(a)), based on personally documented knowledge related to "OPO1", I must direct General Counsel to regarding, as I charge, anyone who has participated in the "cover-up" of "OPO1", based on my personal knowledge is considered to be in violation, and that is the specific reason for raising the question to the Federal Election Commission for the concern for "receipt by elected officials of inaccurate or misinformation", and from that concern, General Counsel is, as legal advisor to the Commission, expected to remember that "election" is the single difference between a Republic and a Totalitarian State, and preservation of integrity in the election process cannot be subject to the "ambiguity" from 111.4(a) to (d) (1), as set forth for the "complainant", as I have a near 20 year history of ensuring "accuracy" before I file a "complaint", while Watergate is obvious congressional examination of the trustworthiness of a President, as certainly as the Libyan Connection is being examined, as a priority matter, for Nov 4, 1980, and I won't say whose "priority", except that it provides service and goods for election, and I assure you that "OPO1-gate", since Feb 25, 1971 has been used to, in fact, provide service and goods for re-election, and in reference to (d) (3), quote,"(d) (3) It should contain a clear and concise recitation

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of the facts which describe a violation of a statute or regulation over which the Commission has jurisdiction, and (4) It should be accompanied by any documentation supporting the facts alleged if such documentation is known of, or available to, the complainant." end quote, General Counsel is assured that the August 5, 1980 "AFFIDAVIT", fifty pages with 94 pages of supporting documents attached, and realize that I don't claim the 94 pages to "support facts" in any other manner than to be completely within the intent of the law to require and request the Federal Elections Commission to respect my 111.4(a) rights to file a complaint that I accept all of 11CFR1.1 to apply to, without reservation, but General Counsel is also requested to take very special account of the "proliferation" of inquiry being conducted by the Senate Committees into Libyan Connections, and in that respect, General Counsel is directed to 111.21 Confidentiallity (2 U.S.C. 437g(a)(12). (c), quote, "(c) Nothing in these regulations shall be construed to prevent the introduction of evidence in the courts of the United States which could properly be introduced pursuant to the Federal Rules of Evidence or Federal Rules of Civil Procedure, General Counsel, and I mean the entire Federal Election Commission, when I direct you to the November 10, 1975 letter ss/ by S. Lynn Sutcliffe, General Counsel for the Senate Committee on Commerce, which says in part, quote," It would seem to me , however, very difficult to secure any satisfaction through legal action." end quote, General Counsel, and I would ask your most immediate attention to the makeup of the 1975 Committee on Commerce and the makeup of the Senate Appropriations Committee, and with newspaper information to believe regarding the "patent lobby" that communicates with "allegedly", one member of both those Committees, and definitely relying on the generallity of 111.4 (a), both committees are deemed to be knowledgeable about the "alleged" "severe budget restrictions" imposed on my "KINGDOME" trademark Application #096,527, and I further direct General Counsel's attention to Clark Puntigam's September 28, 1978 letter and to consider it in conjunction with the January 28, 1980 letter from Clark Puntigam, and again, I, relying on 111.4(a)'s generallity, do complain that both committees, Commerce and Appropriations have direct access to "budget control of the trademark office" and are exercising that control for the 1980 election of the Chairman of the Appropriations Committee, who is also ranking member of the Commerce Committee, namely Senator W. G. Magnuson, and The Federal Elections Commission is, without malice or reservation, reminded that my concern for Senator Magnuson is, "specifically" as follows, "receipt by elected officails of inaccurate or misinformation", and the Federal Election Commission is indeed adequately informed about this "complainant's" concern for the campaigning for "Federal Office", and I would suggest the Federal Election Commission subpoena former M.C. Jack Cunningham who replaced M.C. Brock Adams, and as a matter of "first-hand" knowledge, a Bill Johnson, working in Congressman Jack Cunningham's Seattle, Washinton, Federal Office Building "office", immediately after his election, Bill Johnson said to me, quote, "Sven, we can't raise your views

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and questions on that transportation and "KINGDOME" 'thing' now, because we have to depend on Senator Magnuson and Senator Jackson for help in being assigned to the committees that we want. we can't upset them." end quote, and but for "receipt by elected officials of inaccurate or misinformation", General Counsel, and I mean inaccurate information provided to Senator Magnuson, which "inaccuracy" was deliberate, and required me to engage counsel Charles O. Carroll to confront Mayor Donald Custer, to get the truth that I was certain that would be forthcoming from Donald Custer, which truth was intended for Senator Magnuson, see May 14, 1974 "notarized" statement signed by Donald Custer, and intended for Senator Magnuson long before the 1977 beginning of congressman Cunningham, also of the 7th district of Washington State, General Counsel, where I, Sven Johnson, developed, commencing immediately after RAD from Korean Service, the "concepted" "total system", which was described Feb 25, 1971 as the "Forum to bring together not only the products but the people to solve the crisis in transportation by the year 2000", and I most adamantly call General Counsel's attention to Senator Magnuson's letter dated October 11, 1972, authored by Dan O'Neal, alleged to no longer be Chairman of ICC, & General Counsel's attention is directed to the "plagiarism" expressions of Dan O'Neal who had been told and informed that my concern was for the "breach of ethics and oral contract" involved in Dr. Kovatch vowing the publication of the Feb 25, 1971 exhibit, that Dr. Kovatch conducted under the premise, to me, that Senator Magnuson was behind the request for the Feb 25, 1971 review, and I was assigned to Dan O'Neal's responsibility of providing the correct information to Senator Magnuson, and the correct information, whether by direction of Senator Magnuson or not, the correct information about "OP01-Intermodal Technology Assessment" to the United States Government is at issue, because DOT-TSC's "with-holding" of the Feb 25, 1971 information from the August Final Reports will again to given to the signator of the August 27, 1973 Kalmbach, DeMarco, Knapp & Chillingworth letter, specifically on the concern that the Election Commission is adequately aware of "receipt by elected officials of inaccurate or misinformation", and I am suggesting that information "with-held" by the DOT-TSC and Commerce Committee Transportation Counsel "misrepresentation" of the March 15, 1971 "internal report" and certainly a "misrepresentation" called to Senator Ted Kennedy's attention, and the "misrepresentation" is stated on copy of John L. Hazard's DOT letter to Senator Kennedy, and somehow, General Counsel, "Departmental Officials", as I have been subjected to in investigating their own "with-holding", that I have charged them with, only more certifies the need for Federal Elections Commission to find, 111.10 Investigation (2 U.S.C.437 g(a)(2)., reason to believe that a violation of a statute or regulation over which the Commission has jurisdiction has occurred or is about to occur,,,,---and again, "with-holding" information clearly violates reporting of information on the premise of "common-law" preceeding the Federal Reports Act of 1942, and I was personally in Washington, D.C. as an exhibitor at Transpo-72, and I was, at that time,

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able to believe statements based on information and belief, 111.4 (c), General Counsel, and I transcended through, in my mind's actuallities, so many "occurances" that transformed "information and belief" to the "reallity" of "personal knowledge", General Counsel, that I reaffirm my request for the Federal Election Commission to "throw the book", this 11CFR1.1 "book", in total, at one time, immediately, at this "complainant", at the very same time that the Federal Election Commission informs each and every "aspirant" for Federal Office, who is "incumbent" in that office and has had direct contact with the "OPO1-Intermodal Technology Assessment" March 15, 1971 "internal report" cover-up, and/or the alleged "severe budget restriction" matter described in the January 28, 1980 letter from my trademark counsel regarding "KINGDOME" trademark application #096,527, and I hereby inform the Federal Election Commission that I am following the July 24, 1980 Public Communications suggestion to contact Government Ethics and Public Integrity by forwarding exact copy of what is submitted as my "complaint", in the required three (3) copies to General Counsel of FEC.

For the General Counsel to be able to be certain that 111.4(c) has been thoroughly "differentiated", let me swear to it in this manner, that what has been assembled in the "original" of this notarized complaint of fifty (50) pages with at least 94 added pages of "documentation" is not yet a complete "documentation" of "personal knowledge"111.4(c), even with this added August 17, 1980 (also notarized) and addressed per 11CFR111 to General Counsel to ensure General Counsel that I do, in fact, believe, according to 111.4(a) that "with-holding information" is a violation of statute or regulation that has occurred and is about to occur in continuance of the ability of staff's of senior incumbents being able to avoid being called to account for deliberately ensuring "receipt by elected officials of inaccurate or misinformation", specifically, as I have documented, and the Federal Election Commission is asked to find that provision of information, accurate or inaccurate, to elected officials, by elected official appointed staff members, places the responsibility for that "information" on the "appointing elected official", as certainly Senator Magnuson must be responsible for his personal appointees, whether or not they are still in Federal government employ, and I direct General Counsel's attention to Senator Magnuson's July 19, 1973 letter which says, quote,"I discussed your communications with Senator Magnuson who is most anxious to assist you. As you realize, most of the principals with whom you dealt are no longer in the Department of Transportation and it is very difficult to get the present people in the Department very concerned about previous injustices given the press of business and disarray of affairs generally in Washington,D.C." end quote, and this very quote, is offerred General Counsel and the Commissioners to point out that "jurisdiction" should not begin and end with the tenure of an appointee, nor should responsibility end or begin with an appointee's tenure, which if such is the case, then the Election Commission's responsibility most certainly could be varied by tenure of appointment and senate confirmation, raising the question of,

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

JUL 20 1972

Mr. Sven Johnson
1520 Index Avenue, N. E.
Renton, Washington 98055

Dear Mr. Johnson:

Thank you for your letter of June 26 and for your visits with Walter Velona and me. I regret that we must recommend to the Department that we feel its limited resources might better be spent on projects judged by our technical personnel as having greater payoff for the public.

I enjoyed meeting you and your son, and I admire your enthusiasm and persistance. As I told you in our meeting, I feel that a much smaller project proposal, limited in scope to simply the construction of a model and a limited test of it as a planning tool for citizen involvement, would have a greater chance for success.

The Department endorses the notion of balanced, more tightly integrated transportation, but feels other work already underway will contribute more to these ends.

Sincerely,

Ira Pye, Director
Office of Systems Analysis
and Information

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"to whom does the General Counsel account?", and I mean this in the real sense of the quote from Senator Magnuson's July 19, 1973 letter, taken in "EXPLANATION" for 11CFR1.1, "Legal Status", "How to use the code of federal regulations, effective dates, Obsolete provisions--------The Federal Register is permanent, as compared, even to "senate seniority" and on the prima facia evidence of the Federal Register "permanancy" and the stated "supervisory responsibilities" in 111.3 Initiation of compliance matters (2 U.S.C.437g(a)(1),(2)), seeming, to me, to establish jurisdiction as belonging "historically within the Elections Commission on the basis of the "duplicity" initiating compliance matters, by complaint, or by basis of information ascertained by the Commission in the normal course of carrying out its supervisory responsibilities.-----and I am certain that my complaint "substantiallycomplies" for 111.5(a) Initial Complaint processing; notification (2 U.S.C.437g(a)(1), under (a) as this complaint has been in every respect prepared under not only 111.4 Complaints (2 U.S.C.437 g (a)(1) but in absolute reliance of the CFR noted U.S.C. sections, and I "say again" that "receipt by elected officials of inaccurate or misinformation" certainly falls into the category of "supervisory responsibilities" and normal course of carrying out the same, especially where 111.4(c) is understood concerning statutes governing perjury, and I expect the same statutes governing perjury to apply to persons on staff and/or elected officials who have had anything to do with "covering-up" the March 15, 1971 "internal report", and General Counsel is asked to "differentiate" between the "OPO1-Intermodal Technology Assessment" that was explained to me as a White House Directive to gather technology for the year 2000, and the Department of Transportation efforts to regard the Feb 25, 1971 exhibit of "TOTAL SYSTEM" as expressed in Secretary of Transportation letter dated July 20, 1972, ss/ Ira Dye, where Mr. Dye armed with many hours of "total system" presentation, as it had been given to Dr. Kovatch, says, quote, "As I told you in our meeting, I feel that a much smaller project proposal, limited in scope to simply the construction of a model and a limited test of it as a planning tool for citizen involvement, would have a greater chance for success." end quote, General Counsel, and this kind of "smaller project proposal" belongs to DOT, as DOT was legislated to begin operation in 1967 under Secretary Alan Boyd, but Ira Dye's DOT responsibility had nothing to do with TSC's assignment to "OPO1", which "OPO1-Intermodal Technology Assessment" review on Feb 25, 1971 had, in fact" ensured me, personally, in agreement to "not simply rebuild my then, 1971, present model", but rather to proceed with building the "training aid", shaping computer, in order to save the time, except that Dr. Kovatch misrepresented the Feb 25, 1971 presentation, and General Counsel is directed to Dan O'Neal's December 22, 1972 letter opting to preclude Senator Magnuson being given the testimony that would factually differentiate the TSC-"OPO1" project from anything then, in 1971, or even now, in 1980, that is underway in DOT proper, and that which was being sought for the year 2000, by White House Directive to TSC, as TSC was converted from NASA, and we are right back to "receipt by elected officials of inaccurate or misin-

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formation, which misinformation, in the least, is seriously jeopardizing citizen participation in the right and privilege to vote, in the election process, and "with-holding information" is most factually presented and shown to be beneficial to one and detrimental to another elected official, while the perpetrators of "with-holding information" and most certainly ensuring some portion of elected officials being in "receipt of inaccurate or misinformation", and I expect this "complaint" to fall well within the "supervisory responsibilities" placed upon the Federal Election Commission, which "supervisory responsibility" certainly should extend to protect the general public, who isn't likely to have had the thrust of "personal and notary certified knowledge" upon which this complaint is initiated.

Thank you. This is as "clear" as I can make it, and as concise as I can be, without the slightest apprehension to swear the notary, and most of all to seek the Federal Jurisdiction---,holding responsibility.

Sven A. Johnson

Sven A. Johnson

State of Michigan
County of Gogebic

On this day personally appeared before me Sven A. Johnson to me known as the individual who executed the foregoing twelve (12) pages to ensure compliance to filing this "Complaint" with the Federal Elections Commission in the generallity of 111.4(a), but in specificity of 11CFR 1.1, and acknowledged and signed the same as his free and voluntary act and deed, for the uses and purposes mentioned therein, described as his concern to preclude, "receipt by elected officials of inaccurate or misinformation".

Given under my hand and official seal this 20th day of August, 1980.

Isabelle E. Haapoja

Notary Public in and for the State of Michigan, residing at Bessemer, MI

ISABELLE E. HAAPOJA
Notary Public - Gogebic Co., Mich.
My Commission Expires June 9, 1982

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COLE, JENSEN & PUNTIGAM, P. S.
1020 UNITED AIRLINES BUILDING
SEATTLE, WASHINGTON 98121
(206) 622-3740

GEORGE M. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

September 28, 1978

OUR REF:

Mr. Sven Johnson
Johnson Systems Development Co.
1520 Index Ave. NE
Renton, WA 98055

Dear Sven:

I was in Washington, D.C. recently and while there attempted several times to contact the Examiner in charge of the Kingdome application, but I was unsuccessful. I am frankly somewhat frustrated in my inability to contact the Examiner. I will keep trying however. I have also inadvertently failed to have you sign a power of attorney document so that I am recognized officially by the Patent Office as acting on your behalf for the application. Please give me a call as soon as possible so that we can arrange for you to sign a power of attorney form.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjb

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GEORGE M. COLE
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CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

January 28, 1980

OUR REF:

Mr. Sven Johnson
612 N. Moore St.
Bessemer, MI 49911

Dear Sven:

Thank you for your recent letters and your thoughts on the Trademark Office. I can understand your frustration with the delay in the Patent and Trademark Office. Unfortunately, severe budget restrictions have hurt the Trademark Office's ability to respond to amendments in a timely fashion. Hence, it is somewhat indefinite as to when we are going to receive a response from the Trademark Office. I know this story is old to you, but unfortunately, it is still true. I have also decided to begin taking steps to confront the King County with your claim. I anticipate taking some initial action relatively soon. I will write more about this shortly. Additionally, I will follow up with the Patent and Trademark Office to insure that we have not got lost in the shuffle of papers. I am beginning to be uncomfortable about the delay in proceeding against the County. I had anticipated that we would be past this stage long ago.

Yours cordially,

COLE, JENSEN & PUNTIGAM P. S.

Clark

Clark A. Puntigam

CAP:bjl

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MICHAEL PERTSCHUK, CHIEF COUNSEL
ARTHUR PANKOPF, JR., MINORITY COUNSEL

United States Senate
COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

November 10, 1975

Mr. Sven Johnson
1520 Index Avenue, NE
Renton, Washington 98055

Dear Sven:

As a result of your letter Senator Magnuson has asked me to carefully review our correspondence over the last few years. I have completed the review and discussed the matter with the Senator. He continues to believe, as he expressed to you in his letter of March 24, 1975, that public hearings would not rectify any of the wrongs that you have discussed in your many letters. I have reluctantly concluded therefore, that there is very little that we can do at this point.

It would appear that Mr. Pastor's letter has set the tone for the Department of Transportation. If I understand his letter correctly they believe that any additional correspondence on this issue would be fruitless. If you wish to pursue this issue you will have to consider a court case. Although you asked if I had any advice on this matter, I feel that without all the relevant information it would be inappropriate for me to make any specific recommendations. It would seem to me, however, very difficult to secure any satisfaction through legal action. I would suggest that you consult with your lawyer and weigh his advice carefully. I am sincerely sorry that this office has not been more successful in gaining satisfaction for you from the Department of Transportation and other Administration officials.

Sincerely yours,

S. Lynn Sutcliffe
General Counsel

SLS:lpo

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Magnuson's staff members suggested in their 1969 review would be relevant to the transportation decision making policy people within DOT, and the August 10, 1970 Senator Magnuson letter addressed to Aldon See did best clarify the purpose for complete and accurate information, which letter, matter of factly set the stage for concern to preclude,"receipt by elected officials of inaccurate or misinformation", and which concern includes the actual "with-holding of information" documented herein. This affidavit is thorough, with intent to reject G.J.Pastor's view that these charges have been "vague and imprecise", and I have incorporated copies of correspondence to sufficiently date and signature reference the "continuity" and the volume of facts as near chronologically as possible, given the disarray of matters in Washington, D.C., that impede communication.

Thank you.

Respectfully submitted,

Sven A. Johnson

State of Michigan
County of Gogebic

On this day personally appeared before me Sven A. Johnson to me known to be the individual who prepared the foregoing fifty (50) pages swearing to the described discrimination effected by government agency against Sven A. Johnson's Johnson Systems Development exhibit as said exhibit was solicited to be exhibited to DOT-TSC for inclusion in the final reports required of the White House directed "OP01-Intermodal Technology Assessment" review for the year 2000. Sven A. Johnson signed this fifty (50) page document, and attached the copies of correspondence that were deemed necessary for accuracy of the concern to preclude "receipt by elected officials of inaccurate or misinformation", and 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 16th day of August, 1980.

Isabelle E. Haapoja

Notary Public in and for the State of Michigan, residing at Bessemer, Michigan

ISABELLE E. HAAPOJA
Notary Public - Gogebic Co., Mich.
My Commission Expires June 9, 1982

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August 5, 1980

Honorable Birch Bayh, U.S.S.
Chairman, Subcommittee on Transportation and
Related Agencies, The Appropriations---
Washington, D. C. 20510

Re: Senator Jackson letter dated Apr 24,1975, & your letter of May 21, 1975,,,attached to C. J. Pastor October 1977 letter

Dear Senator Bayh:

Billy Carter's actions as a private citizen, enticed by an official of government, (President Carter did say he thought Billy could help in the hostage communications), is absolutely not any different than I, Sven Johnson, being solicited by DOT-TSC to exhibit for the White House directed "OPO1-Intermodal Technology Assessment", which White House "direction" was "concerned for technology that would solve the crisis in transportation in the year 2000", and I was told, by Dr. Kovatch, that "OPO1" was meant to gather the "planning" that would get us to the solutions for the year 2000, and that "OPO1" was not, in any way, concerned with what appeared necessary to do in the 1970's------

Senator Bayh, I believe that Senator Jackson referred me to the appropriately named "subcommittee","Transportation and Related Agencies", in as much as TSC, "Transportation Systems Center", which had been NASA Systems Center, became a part of DOT, with the concern for The White House directed "OPO1-Intermodal Technology Assessment", making TSC a "Related Agency", and you obviously understand, according to your referenced letter, that I charge and still charge "discrimination by TSC's failure to report" the Feb 25, 1971 TSC review of Johnson Systems "TOTAL SYSTEMS" demonstration, in the Government Publication DOT-TSC-OST-71-10 and 71-11, both of which reported on the others that were concerned with solutions for the year 2000, but certainly not in any manner, more than I, who began my search as the need was learned from WWII Naval Aviation Training, followed by the Korean action, during which I became determined that "energy" would control the development and use of all transportation modes, for one thing, but more

than that, Senator Bayh, that "energy" development would be the "key" to everything in the "standard of living", the "STANDARD OF LIVING", Senator, "all over the world", "ALL OVER THE WORLD".

That, Senator Bayh, is how Johnson Systems' "TOTAL SYSTEM" was, in fact, demonstrated to Senator Magnuson's staff,(Feb 16, 1971 letter), and please try to realize that this letter coincided with the Feb 25, 1971 TSC "review", of the total systems model that had been under development and construction, at my own expense, since before 1960, during which time I had developed "KINGDOME", A MULTIPLE PURPOSE STADIUM, built within an existing metropolitan area, in conjunction with a "totally integrated, balanced transportation system", and which "totally integrated, balanced transportation system" entailed, additionally, a newly developed system of construction, but a construction system that Dr. Kovatch understood and realized would not be disclosed until after "total System" had been published in the Final Reports for "OPO1", and Dr. Kovatch understood the need for "security", in total system, because of the "aircraft capsule" design" that was incompletely commented upon in the DOT-TSC March 15,1971 "internal report", copy of which was given me on September 7, 1972, by Frederic Schwartz of the Urban and Environment Systems office of DOT..... some five weeks after Senator Magnuson, himself, told me in front of his office that "your system has been turned down", and I mean to prove, without a shadow of a Billy doubt, that Senator Warren G. Magnuson, then ranking member of the Appropriations Committee of which you chaired the subcommittee, that Senator Warren G. Magnuson was "lied to" by DOT-TSC and his own counsel on Transportation from the Committee on Commerce, Which Senator Magnuson Chaired,----and your concern for what Billy did with the "money" is not a bit different than should be your concern for what TSC filed the March 15, 1971 "internal report" for, and why TSC then "discriminated" against Sven Johnson, and did not report on Johnson Systems, as DOT-TSC did report on the ones that were selected for the August 1, 1971 Final Report, and I defy, any congressional committee, substantiating Director James Constantino's

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JUN 14, 1977 letter, forwarded herewith, because President Carter himself is denied the information on "TOTAL SYSTEM", in the same manner that the Congress was denied the "accurate information", and certainly the White House of 1971 was denied the "accurate information", the same as President Carter is being denied the "accurate information", all through Secretary of Transportation Brock Adams's tenure, and I am extremely critical of the manner in which Transportation Counsel Dan O'Neal "ill-prepared and more misrepresented the facts to Senator Magnuson, about DOT-TSC's review of Feb 25, 1971, and in this light, Senator Bayh, I expect that whomever it is that "chairs the subcommittee on appropriations" for the United States Patent and Trademark Office, and it must be someone in that Appropriations group that has to do with the "Patent Lobby", that such Chairman explain the reason for the January 28, 1980 "severe budget restriction" letter that my attorney Clark Puntigam addressed to me in regard to Trademark Application 096,527 for the "mark" "[illegible]", and pray tell why there is a "severe budget restriction" for Sven Johnson, on a Trademark matter that the present Chairman of the Appropriations Committee is certainly, more than aware of, and I, Sven Johnson, am emphatically submitting to the Federal Election Commission, under "affidavit", as a clear violation, the the "budget restrictioning" matter, in as much as Senator Magnuson, now up for re-election, was, in 1975, ranking member of Appropriations, and now is Chairman, and I frankly believe that the federal government is being "manipulated" by posing a "severe budget restriction" for the "[illegible]" mark, which application I have paid all of the fees for, and there is not one valid reason for the U.S.Trademark Office not to complete issuance of the trademark 096,527, already acknowledged as a Sven Johnson "coined" term "to identify a model used to aid in conveying his concepts of a multi-purpose stadium and accompanying transportation system concerned particularly with the general purpose of rebuilding large cities", and this is as clear as a bell, from U.S. trademark letter datedApril 11, 1979, but the January 28, 1980 "severe budget restriction" is 1980 "election promulgated".

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The January 28, 1980 "severe budget restriction" letter is "unfair" restriction of trade, discriminatory suppression of a small business that has complied with all of the law applicable since early 1954, but more, Senator Bayh, I am relying on Senator Jackson's April 24, 1975 letter in regard to DOT Spending, the fact being that the March 15, 1971 "internal-report"was filed to satisfy budget expenditures to visit Johnson Systems in Renton, Washington, but the same budget money was used to publish the "OP01-Intermodal Technology Assessment" in such a manner as to "discriminate" against Sven Johnson, by not publishing his "TOTAL SYSTEMS" demonstrated material, the entire demonstration of which had been prepared in the best interests of "security" in favor of the United States of America, as was later carried out at Transpo-72, (please realize that the Feb 25, 1971 demonstration was made with the request of TSC, referencing Senator [illegible]. Magnuson' communications, but more with the accurate understanding between Dr. Novatch and myself, that sufficient material had been demonstrated to warrant discussion of forming a "Congressional workshop", a workshop that would be used to provide "technical assistance" to congressional members and staff, concerning the "interwoven characteristics of all entities that recuire "energy", but more than that, the "LAW" of total system, and that lead, in actual "construction systems" to the interwoven characteristics of all entities that recuired "Land, Air & Water"), but one must also realize that there were, and now are, "unlimited" possibilities, shown in the Feb 25, 1971 demonstration, matter of factly, so many options to use in order to cope with the uses of "energy, land, air, water and costs of each", Senator Bayh, that the concepted "shaping computer" for "comparative analysis" in the "reduced time cycle", which would materially benefit the entire Congress, was fundamentally detailed and described for Dr. Novatch, as a "training aid", but it was and is still, that "training aid" that I was certain, and had been assured, by Dr. Novatch, that would be given to Senator Magnuson's "control" as a matter that concerned international

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"commerce", balance of payments, and all of the "appropriation concerns" that attach to the uses of "energy, land, air & water", and Dr. Kovatch was cautioned, on many occasions, Feb 25, 1971, exactly as Dr. Kovatch had cautioned me prior to Feb 25, 1971, that TSC had been directed to search for systems for the year 2000, and not anything that would, in any way, conflict with the "on-going" projects of the administrations of the United States Department of Transportation, and or any other of the government agencies, legislated to function, and/or holding any of the already appropriated allocations, and it was for this reason, that I, Sven Johnson, anticipated, and assured Dr. Kovatch that I understood that it would take considerable time to make a complete "revelation" of "total system" to Senator Magnuson's Commerce Committee, but that really constituted "no difficulty", because Senator Magnuson had already said that the Legislation was not ready for such changes in the transportation "policy making" structure, and I reminded Dr. Kovatch that "OP01-Inter-modal Technology Assessment" was for the year 2000, not anything for "at this time", (as Fred Fielding, White House Counsel, inaccurately portrayed in his May 21, 1973 letter), but more than that, Dr. Kovatch was excited with the fact that the Feb 25, 1971 "demonstration" was, in fact, the one and only "system", reviewed for "OP01", that had addressed itself to the need for "rebuilding large cities", and had, in fact, developed a concept for the "shaping computer", which for United States Security reasons, could only be communicated through completely "trustworthy" government employees, but, Senator Bayh, the truly great "plus" for the Feb 25, 1971 review, in my mind, was the "grandiose preamble" that Dr. Kovatch had outlined to me about TSC having been NASA Systems Center that developed the Lunar Landing of Neil Armstrong and Appollo successes, and Dr. Kovatch was excited with the "Shaping Computer", training aid, because total system was shown to have begun in WWII Naval Aviation training, but that in 1960, when President John F. Kennedy advocated a man on the moon in a decade, I had already sent NASA "information" that received NASA's Feb 8, 1961 reply,cc: to "DOD"...

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Vice President Lyndon B. Johnson's February 3, 1961 letter, copy, is meant to convey for the Federal Election Commission, The Freedom of Information Act, suggested by Senator Jackson in his January 31, 1978 letter, The White House, The Department of Justice, and the entire "cabinet structure" of The President, and his Secretaries, that DOT-TSC and one of Senator Magnuson's counsel, thoroughly and completely misrepresented to All of Congress and the White House, the "information" concerning the "Total System", Senator Bayh, and the misrepresentation is emphatically "obvious", because the Feb 25, 1971 "demonstration" was "articulated" as follows, "Dr. Kovatch, it must be understood and conveyed to DOT-TSC that this exhibit, in not any way, says that this is what must be built, rather, this exhibit says that we must develop a "shaping computer", a sort of a "training aid" that becomes a better way of deciding what it is that people can build, considering energy, land, air, water, and the inestimable way that technology will compare and analyze the "time cycles" of resources, and you must stress that WWII required "gas rationing", and you must, at all costs stress "Hiroshima" as the most solid factor being utilized by this exhibit, as just one simple parameter of total system, and that is that the world has grown too small for anymore war, making it mandatory that the free enterprise system come up with a way to "reshape" the world, and there is no "totalitarian" force that can dictate that "reshaping" in any land that is occupied by people, and more than that, Dr. Kovatch, as tremendous as is the 1960 decade of a "man on the moon", Congress must be shown that there was not any manner of people on the moon to object to the arrival of Neil Armstrong, and great as NASA is, NASA doesn't have people oriented to "Urban Planning", so NASA must stress that NASA, now TSC, must stress and concentrate on complete comparative analysis of all of technology that is available in 1970, and TSC must understand that the "shaping computer" is concepted for that "shaping", to get us to the year 2000, with a free enterprise answer that will coincide with an understanding of the unthinkable changes and costs that we will encounter, if we live that long, to 2000.

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Now, Senator Bayh, your referral to UMTA, of my charges, are correct, only in so far as Senator Magnuson, as Chairman of Appropriations, or it may have been Senator McClellan, will allow the "hearing" to proceed, & I understand that as "veto-power of the chairman", and I am emphatically charging that the "chairman" was in receipt, as an elected official, of inaccurate and misinformation, and the "legislated veto-power" or denial to conduct a "congressional hearing" has been misappropriated by counsel advice to Senator Magnuson, but in as much as Senator Magnuson is again up for election, in 1980, and Chief Justice Warren Burger has amplified the high percentage of "ineptitude among trial attorneys", and the more that that "ineptitude" permeates an American people struggling to live within the law of regulation, a regulation that Senator Magnuson states is not yet legislated, Senator Bayh, is extremely more important than the "alleged influence peddling" in the White House, thatSenator Thurmond is concerned about, and for that reason, also, the Federal Election Commission is being alerted to Senator Jackson's letter suggesting the Freedom of Information Act, to learn why "total system" wasn't published.

Senator Bayh, TSC was given the "OP01-Intermodal Technology Assessment" responsibility, as complete and separate from "ongoing" responsibilities of the Department of transportation's administrations as could be allowed to study what might be done in the year 2000, and Congress must realize that TSC'ss mission was completely different than DOT's funding concerns as those funding responsibilities were explained to me by DOT officials, in 1972 and since, and what congress must be made aware of is that "OP01" fit more with the "corrected legislation" that Senator Magnuson's August 1970 letter concerned, and the fact remains that Transportation Counsel Dan O'Neal did not accurately advise Senator Magnuson, as Stan Barer, in fact, tried to do, Stan having been with Eric Redman to the Renton exhibit in 1969, which caused Senator Magnuson to encourage DOT examination, but TSC had already filed the March 15, 1971 "internal report" with certain intent to preclude the Commerce Committee of Senator Magnuson the credit

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OF the "total System" exposure, and herein lies a serious "Professional Responsibility" break down in the very makeup of the United states of America, and the breakdown is in the "reporting, accurately, to the sum total of elected officials", realizing that election of officials is the difference between the free world and "totalitarianism", and it is in that broad difference of DOT and TSC "responsibilities", Senator Bayh, that the "discrimination" against my company is not a matter that UMTA, one administration within DOT, can even begin to "localize" in the manner that Mr. G. J. Pastor wrote,for UMTA, and your cognizance, quote, "Accordingly, any further dialogue or correspondence on this matter, short of your establishing a legal right of redress, would not serve any useful purpose." end quote, cc: Senator Birch Bayh, but Senator Bayh, you were not given the OCT 1977 letter of G. J. Pastor that said, quote, "We are sorry for the misunderstanding by the Department in thinking that you are asking for money to fund your project." end quote. Further, whatever Dr.Constantino's September 2 response could or would have said, is by the fact of his JUN 14, 1977 letter, a truth of information matter, in that Constantino states that the March 15, 1971 report concluded, (and I allow some leeway for Director Constantino on the "with-holding of information that I charge), but given the leeway that goes with not having the facts, as demonstrated, Dr. Constantino "inaccurately" responds with a Non-existant conclusion", and only more, "obfuscates" the clearest of all responsibilities of the Systems Center that he is Director of and better than anyone should fully realize that "OP01-Intermodal Technology Assessment" was not assigned to TSC in any manner of TSC "duplicating the existing functions" of DOT, and Dr. Kovatch, on Feb 25, 1971, again, was explicit in his directions to me that the "shaping computer" planning process that I had concepted and more had begun to demonstrate in "3-D" was exactly what he thought TSC would do, if they had the personnel, but most of all, Dr. Kovatch indicated that TSC was Lunar oriented, and would necessarily have to begin from "scratch" to begin "comparative analysis" to approach the "shaping computer" idea.

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Senator Bayh, Mr. G. J. Pastor, in his 1975 "establish legal right of redress letter", accused me of being rather vague and imprecise, and that review of the material neither clarifies or substantiates them, my accusations, and I raise this issue for the simple reason that this Aug 5, 1980 "AFFIDAVIT" is therefore a "compilation" of what I am certain, in most ways constitute "oral contract", to publish,,by TSC and more than that TSC's Dr. Kovatch described, prior to and on Feb 25, 1971 how the Final Report would be the opening to disclosing the "construction system" for "rebuilding large cities", and further, but not last or in closing, Dr. Kovatch and I reviewed "The Freeway in The City" and Dr. Kovatch was excited about what "elimination of the clover-leaf interchange would do to allow the interstate highway system to provide unlimited access to the National Defense Highway system as that National Defense highway formed a connection between all cities and manufacturing areas, and Dr. Kovatch understood the reason for the "KINGDOME" demonstration that demonstrated a 100,000 occupancy building in an existing metropolitan location, able to admit and discharge those 100,000 people for a sports event without ever interfering with other uses of the right of way serving that stadium, and the model demonstrated that it would work, but more than that the model demonstrated that it would work in many alternative ways, and then Dr. Kovatch knew that the "shaping computer" development had to actually go into a "crash program" in order to "comparatively analyze" concepts with energy needs & availability, but Dr. Kovatch also knew then that when the land, air, water, resource and cost factors were added, to say nothing about the Total System construction system that would allow any city to begin a BART system type of program, that city could begin a totally integrated, balanced transportation system, on existing right of way, and more than that, do so, without stopping traffic and/or business as usual, and that, Senator Bayh, preserves the "tax base" and precludes "displacement of people", and TSC, as NASA wasn't confronted thusly on the moon.

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Senator Bayh, according to Dr. Kovatch of TSC, the TSC responsibility for The White House Directed "OPO1" was so distant from the established Department of Transportation "responsibilities", that Dr. Kovatch, on the phone, in January of 1971, went to great lengths to inform me that "OPO1" was comparable to the newness of the 1960's man on the moon in a decade, and being of that "stature", "OPO1" was an extremely select survey, in some quarters, and but for Senator Magnuson's apparent interest, I would more than likely not have been "solicited" to demonstrate and/or been afforded what Dr. Kovatch at first thought was to be a half -hour talk, but after Dr. Kovatch set the date of Feb 25, 1971, and arrived at the exhibit site at 9:00 a.m., and spent more than 8 hours, without a break, for lunch, other than coffee or a soft drink, discussing "TOTAL-SYSTEM", as compared to the human circulation system, Dr. Kovatch acknowledged that total system would require considerable time to ingest into concept planning, and thus met the most stringent requirements of the purpose of "OPO1", for the year 2000-----but here, Senator Bayh, I must interject the explosive rise in fossil fuel costs, and it is incumbent upon me to alert the congress and The White House that the recent "gas & oil costs" are but the first of many "pocket book" focal points, generally called the "inflation" nemisis, and in as much as "price" is attached to everything, Total System is devised to concern with the "price" of everything, and that, approach in the demonstration prompted Dr. Kovatch to assess, on the spot, Feb 25, 1971, that "rebuilding of cities" was being presented in the same fashion of cost engineering that perhaps should have been available to the Space Program, and that discussion, Senator Bayh, is something else again, in total system, for this reason, of many; the "training aid" was shown to "comparatively analyze", in work table models, any or all of the alternatives, prudent or even appearing to be imprudent, but the comparative analysis, in models,(just one more of the exposures with-held by DOT-TSC's reports), demonstrated solving the "interwoven" characteristics, associatively, of the gamut of "costs", related to probable ways to gain "typical solutions".

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Senator Bayh, Senator Jackson's letter says, "He heads the Appropriations Subcommittee that oversees DOT spending".------Again, Senator Bayh, the publication DOT-TSC-OST-71-10 is titled TRANSPORTATION SYSTEMS TECHNOLOGY: A TWENTY YEAR OUTLOOK, and DOT-TSC-OST-71-11 is titled, PRT-PERSONAL RAPID TRANSIT---A FIRST ANALYSIS, both dated August 1, 1971.

The main reason for requesting the congressional hearing, immediately on receipt of the March 15, 1971 "internal report", on September 7, 1972, Senator Bayh, was because of the deliberate "obfuscation" of the intent, by Senator Magnuson's transportation Counsel, Dan O'Neal, of the reason for Johnson Systems having come to Transpo-72, as an exhibitor, in the first place, and for all of Senator Magnuson's "blustery suggestions" to take up all matters with Dan O'Neal, Senator Magnuson simply could not get it straight that Dan O'Neal misrepresented the facts to Senator Magnuson, and the "misrepresentation" is evident in your May 21, 1975 letter, quote, "I have your recent letter and the enclosures concerning what you obviously feel to be discrimination against your company by the Transportation Systems Center in a report on Personal rapid Transit back in March of 1971", end quote....."In a report", Senator Bayh, implies inclusion within the subject report, and this implication is nottrue, in fact, it is wrong, because I charged, and charge "discrimination" on the fact that my work, which was reviewed for "OPO1", at TSC "solicitation", reviewed on Feb 25, 1971, Senator Bayh, was not published "IN THE REPORTS", Senator Bayh, not either of the reports, and Transportation Counsel Dan O'Neal, at the rath of Senator Magnuson towards me, was not spared one detail encountered by my son and I, in regard to receipt of the March 15, 1971 "internal report" on September 7, 1972, and Senator Bayh, it may behoove you to realize, fully, that what is in this affidavit is not a complete summary of the events of 1972, as my son and I experienced those events, during all of 1972, in Wshington, D.C. & continuing into 1973, and most certainly throughout the Secretaryship of Brock Adams. In as much as the charge was clearly stated to Dan O'Neal that Johnson Systems was not mentioned in the reports, Senator

Bayh, and the "overwhelming" amount of correspondence, including your May 21, 1975 letter that "skirt" the basic charge, for whatever reason, I am again writing to you with this affidavit, copy of which will go to Senator Thurmond and others, including the Federal Election Commission, and Integrity and Ethics Offices, including the White House, because I believe that Billy Carter warrants investigation 10,000 to 1 times less than DOT-TSC's handling of "OP01-Intermodal Technology Assessment", and President Carter will be remiss in not "counter-requesting" information on the expenditure of funds for "OP01" as congress is asking what Billy did with the $200,000.00 loan, and if there is an allegation of influence peddling, for that money, then there certainly is a near grandiose amount of influence peddling involved in all of the efforts to relate Johnson Systems to UMTA and various DOT PRT demonstrations, rather than to the subject of "OP01-Intermodal Technology Assessment", Senator Bayh, and there is such a volume of avoiding the issue as charged, that there is the very gravest concern for the "complicity" of "subcommittees" that are given bits and pieces of issues to investigate, and/or denied the right to investigate, and I specifically request direction and referral to the appropriate subcommittee of Appropriations concerned with the U.S. Patent and Trademark Office to hold a hearing on my request to determine the reason for "severe budget restrictions" on trademark application for the mark "[illegible]", application #096,527, and the federal Election Commission or other agency record thereof, under the Freedom of Information Act, and specifically as I charge that the March 15, 1971 "internal report" is, in fact, "dangerous to Sven Johnson" in at least two overall respects, the first that the March 15, 1971 "internal report" was filed without any notification to Sven Johnson, which was in direct reversal of the Feb 25, 1971 expression of Dr. Novatch, that the Feb 25, 1971 demonstration was the format for a congressional workshop, and it was in fact so professional that Dr. Novatch asked for a roster of my employees by Doctor, Masters, Bachelors and supportive personnel that I could provide in concepting and

Page (13) Senator Birch Bayh, U.S.S. August 5, 1980 "AFFIDAVIT"

building the "shaping computer", and that request was with the realization from the near layman explanations of "training aids", Senator Bayh, and I shall never be able to describe the surprise and consternation shown by Dr. Kovatch, when I informed Dr. Kovatch that I had "no staff", but that I had unlimited staff potential from Naval Reserve associations, and from the business and professional persons that Senator Magnuson had been ensured were intrigued with Mr. Johnson's work, and having at length, (actually 15 years), studied to develop a feel for the need of a "transportable model" that could be examined by a greater number of people, and Senator Bayh, Dr. Kovatch was shown and given copy of Senator Magnuson's September 29, 1970 letter to Ira Dye, with the specific explanation that the September 29, 1970 request was promulgated on the strength of UMTA Administrator Carlos C. Villarreal's Nov 15, 1969 suggestion, quote, "We believe that it would not be useful for us to use your time or ours in discussion of the system you proposed until we, too, have had an opportunity to check the model and evaluate it and your proposals." end quote

Therein, Senator Bayh, was Dr. Kovatch convinced of the "history of the "3-D" modeling of the "shaping computer", dating back to shortly after Korean Service, when "total system" emerged with a logical pattern to attempt to be approximated, if not exactly copied, and that pattern was a U.S. Navy chart of the human circulation system. Moreover, Senator Bayh, Dr. Kovatch was sitting in dismay at the "totallity" of the demonstration, and I explained to Dr. Kovatch how emphatically impossible it would be to send the Feb 25, 1971 model to Office of Research Room 704 West Urban Mass Transportation Administration 800 Independence Avenue, S.W. Washington, D.C. 20590, per UMTA Administrator Villareal's suggestion, and please realize that the Feb 25, 1971 "model" that required over 8 hours for Dr. Kovatch to be introduced to, had grown far beyond the "transportability" makeup, and Dr. Kovatch was, most specifically, entrusted with the need to report to Senator Magnuson and Dot's UMTA of the colossal difficulty of sending that particular 4000 square model to Washington, D. C., which is why we,

the Washington State business and professional interests had requested the $38,000.00 for building a transportable model, which could be sent.

Now, Senator Bayh, this was Feb 25, 1971, and I was certain and without reservation that Dr. Kovatch had seen, and he acknowledged he thought the model concepted the "planning tool" for developing the total transportation system, that could be showing results in the year 2000, which was the purpose of the "OPO1-intermodal Technology Assessment" survey. More than that understanding, Dr. Kovatch, expressed what a sharp congressional workshop the model would make, and Dr. Kovatch realized that I would gladly enroll with any group in Washington, D.C. to develop that congressional workshop,(and just wait until I get to expound on that copy of a congressional workshop, Office of Technical Assistance), which only touches on the "plagiarism" that Dan O'Neal so misrepresented in his letter dated October 11, 1972, for Senator Magnuson, and further murdered with his December 22, 1972 letter for Senator Magnuson, andthis is only the beginning of how Senator Magnuson was lied to, which lies are inappropriate for Senator Magnuson to carry into the 1980 election process, because the lies and misrepresentations comprise extreme discrimination and denial of equal opportunity as assured by federal statute, in conduct of business with the federal government, and "OPO1-Intermodal TECHNOLOGY ASSESSMENT", Senator Bayh, was certainly government business, as assigned DOT-TSC, and as I was solicited to exhibit for it, and did exhibit, on Feb 25, 1971, and now I will begin the serious part of the "with-holding of information" charge, and this with-holding will make Watergate's 18 minute tape erasure look like a Sunday School Picnic, and render Billy Carter's alleged act or acts of impropriety equivalent to a wet diaper on a 1 yeqr old jimmy carter.

The Charge, Senator Bayh, is that DOT-TSC did not publish the Feb 25, 1971 review of "total system", not one word, so Johnson System was not in the reports, and they most certainly should have been, and I mean for the U.S. Government to know, especially Senator Magnuson, because it is derelict to allow his campaign for re-election to continue with the untold hardship

Page (15) Senator Birch Bayh, U.S.S. August 5, 1980 "AFFIDAVIT"
of the lie perpetrated on Senator Magnuson, who seems to have survived them, and it is not that I haven't survived them, however less fortunately, the concern is for the damage to the free enterprise system to be able to cope with "survival" in a world that has come to $1.25/gallon gasoline, all the way to "hostages"-------and the DOT-TSC failure to publish total system is equal to another "dastardly act", and will become an election issue that affects the total population, because not any of the population can survive without some form of energy, land, air, water or means to procure------

This then, Senator Bayh, will begin the examination of the March 15, 1971 "internal report", and I remind you that I was first given copy of March 15, 1971 on September 7, 1972, when my expression of "consternation", I am certain would and did put to shame any "consternation" that I felt Dr. Kovatch had shown in regard to the realization that Johnson Systems was a "father & son" effort in total system development, and but for the U. S. Navy Medical Chart, I wonder if I would have chanced upon total-system or that a city should be considered as a human being that needed the attention, medically, socially, environmentally, and in every manner requiredby any human being-----and in as much as the March 15, 1971 "internal report" will be part of this "affidavit", I will quote, only as it is necessary, to avoid any chance of a G.J.Pastor declaring as "vague and imprecise" my charge, and I have no way of knowing when G. J. Pastor got into this, Senator Bayh, but I would have to imagine it was as one UMTA personage, Robert Hemmes, stated in 1972, in the DOT office, quote,"the reason that we have 1205 people in the office of the secretary, Mr. Johnson, is so that we can shuffle you from one office to another until you get tired and go home." end quote, Senator Bayh, which is more than enough reason to point out to elected officials, as understood by the Federal Election Commission as my concern for "receipt by elected officials of inaccurate or misinformation", and in that respect, Senator Bayh, it seems that every elected official, from President Carter on down should be more

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attentative than ever so as not to be in a position of "receipt of inaccurate or misinformation", especially in the United States Offices of Government, where "information" has an obligation to the mortallity that this nation has been burdened with for remaining the free enterprise hope, and you can be even more certain, Senator Bayh, that inaccurate or misinformation about me, especially denial of equal opportunity to be a part of "OPO1", is beyond the capabilities of any DanO'Neal and/or DOT-TSC to deprive me....

Again, Senator Bayh, Dr. Kovatch knew the importance on Feb 25,1971 to convery to UMTA & Senator Magnuson the difficulty of sending the 4000 ft model to UMTA, and Dr. Kovatch knew the actuallity of nearly one year of work, given the $38,000.00 to build for transportability of a model, and Dr. Kovatch knew the then concern for "loss of time" especially in 1971, with the reduction of NASA out of one of the most important phases of "space technology exploration", related to the atmosphere of earth & Dr. Kovatch should have known, if he had been with NASA for ten years,as he implied an association with the lunar program, but the very critical need among many needs was for Dr. Kovatch to convey the "conceptioneering" of a "TOTAL SYSTEM" PPbs, "planning, programming, budgeting system" for arriving at a total system of an intermodal demonstration project that was devised for an "interstate intermodal demonstration project", and it was the "interstate characteristic" that was entrusted to Dr. Kovatch to be brought to Senator Magnuson's attention, if for no other reason than to justify Senator Magnuson's efforts to ensure our small business rights and "opportunity", but most of all to bring "TOTAL SYSTEM" into evaluation, as requested in UMTA letter dated Nov 5, 1969, coupled to Senator Magnuson's August 10, 1970 theme of "hope to correct with this legislation", and it remains, Senator Bayh, the hope of this century, especially now with the fuel prices, that the "legislation will be corrected", and the first and most critical priority is to promulgate the Federal Election Commission to The Commission's possible "precedents" under Federal Reports Act of 1942.

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Most certainly, Senator Bayh, The Federal Reports Act of 1942, must of Wartime National Defense Emergency, have some requirement for the Feb. 25, 1971 review by DOT-TSC of "TOTAL SYSTEM" for the White House directed "OPO1-Intermodal Technology Assessment" to be included in the federal report for that purpose, DOT-TSC-OST-71-10 & 71-11, and I shudder at the thought expressed by Senator Jackson's letter dated January 31, 1978, as quote, "With respect to your request that the Senate Permanent Subcommittee on Investigations look into failure of the Transportation Systems Center to publish their review of your proposal, I am not aware of any law requiring them to publish such reviews and discern no basis for action by the Permanent Subcommittee. As I am sure you know, any inquiry undertaken by the Sub-committee must have a legislative purpose." end quote.....

Senator Bayh, according to Senator Magnuson's August 10,1970 letter Senator Magnuson's office said, quote, "I earnestly hope that we can pass the National Transportation Act. Its intermodal stress and environmental concern are in line with Mr. Johnson's work. More importantly, funds are authorized in the act for demonstration projects employing the intermodal concept. I regret that the present policy structure has not seen fit to adopt more of Mr. Johnson's ideas, and it si exactly this lack of vision that we hope to correct with this legislation."

Senator Bayh, would it not appear from The August 10, 1970 letter that DOT-TSC's 1971 failure to report the Feb 25, 1971 DOT-TSC review to the congress and the White House, as "OPO1" was described to me by Dr. Kovatch, as having nothing but "legislative purpose"?????

Senator Magnuson's August 10, 1970 letter also said, quote, "The problem is that our present decision-making structure simply does not deal with the high degree of integration that modern solutions, like Mr. Johnson's, require. It is for this reason that we are concerning ourselves with changing that governmental structure. Once the change is effected, any number of new ideas such as Mr. Johnson's may be implemented; at the

present time, however, prospects for such implementation are bleak." end quote----

Senator Bayh, and all members of congress, with the highest priority to the Federal Election Commission, because of the 1980 elections, and 11 CFR 1.1--page 139 Supplement A---Other regulations implementing Section 401 of the Federal Election Campaign Act of 1971, the Interstate Commerce Commission letter, copy enclosed, ss/ Alexander Lyall Morton, Director that says, quote, "Mr. O'Neal has left the Commission so I have forwarded your note and material to him." end quote, and again calling attention to the January 28, 1980 "severe budget restriction" letter that refers to a Johnson Systems trademark application #096,527 for the mark "KINGDOME", IN the U. S. Patent & trademark office, wherein the trademark office is an agency in the Department of Commerce, The Election Commission is asked to, on the basis of Mr. O'Neal allegedly leaving the Chairmanship of ICC, to direct the Commission's attention to letters dated October 11, 1972 & December 22, 1972, authored by Dan O'Neal, for Senator Magnuson, and most emphatically suppressing "congressional hearing on the "OPO1" matter as that "OPO1" matter is directly involved with the trademark application #096,527 for the mark "KINGDOME", WHICH mark was established for the express purpose of creating an industry for "rebuilding large cities", and which demonstration was at Transpo-72, specifically because DOT-TSC initiated the Transportation Exposition as a "Forum to bring together not only the products but the people to solve the crisis in transportation", which "FORUM" is exactly what the Feb 25, 1971 exhibit in Renton, Wash. conveyed to Dr. Kovatch in the proposed development of the "shaping-computer" which Senator Magnuson needed for "correcting legislation" & "changing governmental structure", structure of the "decision-making" that is the "problem" pointed out in Senator Magnuson's August 10, 1970 letter, and on the April 11, 1979 U.S.Trademark Office letter, it is my fervent contention that someone of Senator Magnuson's staff, "concerned with the re-election", which constitutes support, possibly reportable & maybe not,

has, in fact, "picked up the phone and called the man in charge of the U. S. Patent & Trademark office", on the face value of "severe budget restrictions", most certainly being a matter that would evolve from the Appropriations Committee's Subcommittee with jurisdiction of funding for the Trademark Office, and because of the very brief life of Transpo-72, certainly the cancellation of Transpo-74, on the premise that Transpo-72 had failed to produce sufficient technology breakthroughs, it is more than incumbent upon the Freedom of Information act and Election Commission Freedom of Information Officer to, on the basis of this "affidavit" to initiate the investigation for the correct information that belongs to the United States Government, without reservation, and that information, correct in every detail, has but been summarized in this "affidavit", & the Commission's most stringent examination of this "affidavit" is asked to bear in mind that 138 pages of 11 CFR 1.1 has a supplement that goes to page 223, and for that reason, based on the short time that 11 CFR 1.1 has been studied, I, Sven Johnson, am concerned that there are countless records maintained, and I submit copy of a letter dated August 17, 1973 from Senator Sam J. Ervin, Jr. Chairman of the U.S.Senate Select Committee on Presidential Campaign Activities, for the very specific reason that "6P01-Intermodal Technology Assessment", from my continuing interest, is still the "receipt by elected officials of inaccurate or misinformation", and should the congress of the United States be allowed the luxury of ignoring the Federal Reports Act of 1942, I am requesting the Staff Director, Federal Election Commission, 1325 K Street, NW, Washington, D.C., to, upon receipt of this Affidavit to consider this affidavit to request the assistance offered on page 6, chapter 1, part 1.4 (b), and that assistance is to determine any record maintained relating directly to my efforts as noted in the Feb 8, 1961 NASA letter, including any correspondence noted in this Affidavit, which record of correspondence will continue, and is applicable, because the 18 minute "tape erasure" attributed to the President Nixon tapes, is over shadowed by the DOT-TSC failure to publish over 9 hours

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of review by DOT-TSC on Feb 25, 1971, of Johnson Systems's Total System solicited by DOT-TSC to be reviewed for the White House Directed "OPO1-Intermodal Technology Assessment", and to set the record straight, as to the need for my continuing references to "OPO1", I am trying to equal the use that Dr. Kovatch, in his January 1971 telephone conversation, to me, made of the White House Directed "OPO1-Intermodal Technology Assessment" entrusted to TSC, on the virtue of the TSC accomplishments as NASA, and I mean this AFFIDAVIT to challenge each and every campaign expenditure in this 1980 election, on the firm grounds of the exhibit that my son & I established at 1300 Pavilion "A", at Transpo-72, and as I intend to engage counsel, even as I sought the Kalmbach, DEMarco, Knapp, Chilling-worth firm, see August 27, 1973 letter, and it was then too that I was especially concerned for "receipt by elected officials of inaccurate or misinformation", but more concerned for the Non-receipt of information as occurred with DOT-TSC's with-holding of the Feb 25, 1971 information that the TSC promise to publish,"grandiose preamble" mentioned before, had convinced me that would be published in the Final Reports, and there never was anything to indicate, even from the evening sessions at U of W, other than that Dr. Kovatch had come specifically to Renton & the West to review the "total system" that Senator Magnuson's office was very much interested in, in that Senator Magnuson's committee was deeply embroiled in the National Transprotation Act that would open the door to all of the new ideas and proposals, and with that, for starters, the Election Commission should be at the head of investigation, in total, of campaign promotions, of whatever sort, or source of origin, and it should stem from the equal opportunity that federal government espouses, across the board, in as much as say my small business had to compete at Transpo-72, against my own "FORUM" concept, exhibited on Feb 25, 1971 to TSC, but the competition was considerably multiplied by the fact that DOT-TSC had not published the Feb 25, 1971 review, which would have allowed "business & professional" interests in Washington State to formulate for investment in "TOTAL SYSTEM"

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so that the "total system" model and the "shaping computer" concept could be sent as requested in the Nov 5, 1969 UMTA letter, there is an even greater injustice to the DOT-TSC failure to publish, which had come about as an arbitrary and capricious deliberate decision to with-hold the Feb 25, 1971 information, because Dr. Novatch had already acknowledged that TSC was in its infancy in transportation matters, and DOT was very much burdened with the separate concerns of 8 administrations, but that the "shaping computer" for developing intermodallity over the entire nation was certainly far beyond the scope of anything that had arrived in DOT with the inception of the 1966 legislation and the 1967 Secretaryship of Alan Boyd, and Dr. Novatch took with him the October 10, and Nov 7, 1967 Alan Boyd correspondence that was supported by the Feb 13, 1968, Nov 5. 1969 and Feb 24, 1970 correspondence of UMTA administrator Villarreal, and it must become obvious that "administrators" come and go, and there must ensue some confounding records, to attempt to render "ineffective" anything that is not begun in DOT, or by a preferred industry with the ability to provide public relations that a small business cannot, and I submit copy of the September 1972 issue of Motor Trend Magazine for the "Volpe's Woodstock" article as another's written opinion of this father & son effort, and I do so because the September 9, 1970 Renton Record Chronicle article and pictures on Model Freeway System accurately reflects the Washington State Stadium Commission's elimination of reviewing the 4000 square foot model, after by letter dated July21,1970 and September 29, 1970, it was obvious that my "[illegible]" presentation would not be in the Washington State project, except for the fact that the DOT-TSC Feb 25, 1971 review, with promise to publish in the "OPO1" Final Reports, it meant that the "long-range transportation planning" that the Senate had in mind in the August 10, 1970 letter would, after all, expose the greater universallity of the "[illegible]" demonstrated "[illegible]" approach, so the "[illegible]" model, the centerpiece of which had been taken to the Wash. State Stadium Commission public hearing, referencing the original site

that I proposed, the King Street station site, see letter dated NOV 17, 1967, and the reason for ensuring the "review of the 4000 square foot model", by the Stadium Commission, charged with the site selection as a first priority, was to ensure the Stadium Commission that "KINGDOME" had been devised to be built over the top of the King Street railroad site, "with a construction system that would not interfere with existing traffic and/or business as usual", but more than that, the "construction system" that had been concepted prior to the May 3, 1960, public exposure of the "KINGDOME" multiple purpose stadium-convention facility, that had been, in fact, concepted for the most congested existing metropolitan areas, in fact, actually, because of the unique configuration of the construction system, could be built at any location, and this is emphatically the best reason for gaining the Washington State Stadium Commission's attention, because the "KINGDOME" total system conceptioneering had begun during the Korean Service as a result of the "onrushing" realization of the impact that "energy" would have on the "standard of living" and it was for that reason, clearly amplified in all demonstrations of the "KINGDOME" concept, that the need for "rebuilding large cities" was deemed necessary to be to the attention of the Senate Committee on Commerce, and most certainly it had been brought to Senator Magnuson, in 1968, see Senator Magnuson letter dated Nov 15, 1968, and it was this appearing to me to be an extreme type of emergency, that prompted me to leave municipal employment, to devote full time to the "TOTAL SYSTEM" demonstration, and on Feb 25, 1971, the "TOTAL SYSTEM" demonstration reviewed by Dr. Kovatch, for DOT-TSC's "OPO1-Intermodal Technology Assessment" responsibilities, directed by the White House, was, in fact, so far advanced beyond what DOT-TSC was prepared to even begin to contemplate, that Dr. Kovatch didn't hesitate to inquire of me if my company would be interested in constructing, by contract, the "Creatorium", as I had named the auditorium, as a Department of Transportation facility, and I was proposing what I felt would be a working model in the DOT lobby, for all to see, with direct and immediate communication

TO the "shaping computer" data banking system that would develop right in consort with, as Senator Magnuson's August 10, 1970 letter had, in fact, stressed, quote,"Once the change is effected, any number of new ideas such as Mr. Johnson's may be implemented; at the present time, however, prospects for such implementation are bleak." end quote, and for that quote, members of congress, it became an "obsession" to ensure that the prominent legislators in the United States Congress, beginning with the Chairman of the Senate Commerce Committee, would get the best information that I could provide, and the Federal Election Commission letter dated July 24, 1980, most accurately reflects my 1968 to 1980 concern, truly as an in depth first hand experience, beginning with March 1966 Municipal experience, which I terminated Oct 25, 1968, to ensure a most certainteed accuracy to replace the concern I had acquired for, as Judith Corley has so aptly understood and stated, quote,"--concerning the receipt by elected officials of inaccurate or misinformation." end quote, and herein, Senator Bayh, is a matter of fact responsibility for your committee investigating Billy Carter's probable influence to White House, and in this probable "family" atmosphere, I again call your committee's attention to Senator Magnuson's Feb 16, 1971 letter which says, quote,"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." end quote. The point is that your committee ponders what might be going on with Billy not being an individual that "can be pushed around", according to President Carter's "explanation" about whatever significance there is to the Libyan connection, and I am certain that "inaccuracy or misinformation" is equally as probable as I contend "with-holding information is relevant to 18 minute tape erasures" and wherein Senator Thurmond has voiced examining "influence peddling" in The White House, Senator Bayh, I want to assure you that this "affidavit" which will basically attempt to satisfy Federal Election Commission rules for Election Commission "investigation", will also remove any lack of not

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"being familiar with my particular situation", expressed in your May 21, 1975 letter, and the reason for concern with DOT spending has not been changed one bit from the September 7th, 1972 discovery of the March 15, 1971 DOT-TSC "internal report" which managed the "with-holding" of information, By DOT-TSC in 1971, which is not one bit unlike the professed need for the senate to "probe" what "Billy Carter" may have kept from the U.S., however he may have, or may not have had White House "influence", Senator Bayh, and the important press to investigate "OPO1" is for the potential to preclude "influence peddling" in the "shaping computer" concept of the Senator Magnuson expressed, "any number of new ideas", (Aug 10, 1970), & the illusion President Carter presents in Billy not being pushed around, Senator Bayh, may justify The President's position, and forwarn congress of a Carter characteristic, but the Senate should also realize that not anyone is going to "push the United States government around", and I mean that to reflect the Sven Johnson position of many years of trying to find the "proper channels" of government, through which to introduce "TOTAL-SYSTEM", and I mean to internationally establish the "concern for receipt by elected officials of inaccurate or misinformation", Senator Bayh, and that means an unprecedented awareness, within congress and The White House, of the 20th century importance of the March 15, 1971 "internal report" by the United States Department of Transportation Transportation Systems Center, and because of the January 28, 1980 "severe budget restriction" letter, an essential part of this "affidavit", the severe budget restriction is interpreted to be a most unfair advantage being taken of government funds to manage control over election, and in as much as Senator Magnuson, in my mind, has been managed through "inaccurate and misinformation", by non-elected government employees, Senator Bayh, the Senator Magnuson near 40 year "seniority in congress" representing a near "dictatorial veto power" in "Appropriations matters" is an extremely dangerous weapon in the hands of "non-elected" government employees, especially in the concern already understood by the Federal Election Commission, and hardly, if at all, by subcommittees on Dot spending or Permanent Investigations, and each of

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those named subcommitteesother than to refer the matter to another of the "subcommittees" of the "committee itself", Senator Bayh, are more than any force in government, "encumbering the freedom of election", and it is, in fact, being done with a practice that I am asking the Federal Election Commission to examine with a concerted "passion", for the very express reason that Publications Chief Judith L. Corley of that Federal Election Commission has so aptly stated,--quote--"receipt by elected officials of inaccurate or misinformation." end quote, and with that Federal Election Commission "understanding", Senator Bayh, and every elected official in the United States of America, I vow to you, that this "AFFIDAVIT" is in the strictest terms of the 11 CFR 1.1, Code of Federal Regulations, containing a codification of documents of general applicability and future effect, as of April 1, 1980, pledge that this "AFFIDAVIT" means to ensure the serverest examination, that I, Sven Johnson, without reservation, do bring the Federal Election Commission understood concern, "receipt by elected officials of inaccurate or misinformation" to each and every one of the committees and "subcommittees" in government, because I intend this "AFFIDAVIT", without reservation, to fully ensure the United States of our American government, that "TOTAL SYSTEM", as demonstrated for the White House directed "OPO1-Intermodal Technology Assessment" was, in fact, demonstrated on Feb 25, 1971, from an extensive model preparation, for the United States government, at the request of DOT-TSC, thus removing the Johnson Systems exhibit from the "unsolicited ranks" that "non-elected" government employees actually file this "total system" into, and I must here attach UMTA letter dated October 25, 1972, ss/R.A.Hemmes, Senator Bayh, the very Associate Administrator who said to me, in 1972, quote, "The reason, Mr. Johnson, that we have 1205 people in the Office of The Secretary, is so that we can shuffle you from one office to another until you get tired and go home." end quote, and that quote is included in this "AFFIDAVIT" for the far more moral concern of "receipt by elected officials of inaccurate or misinformation", as the personal condition of my own and devout concern that "TOTAL SYSTEM INFORMATION" is neither "inaccurate or

misinformation", but more than that, this "AFFIDAVIT" merely reflects some very basic truths, concerned with working within the systems of our "laws", on the simple premise of never taking the law into my own hands, and I have not, but the October 25, 1972 UMTA letter, Senator Bayh, is a UMTA, after the fact matter, very well after the Feb 25, 1971 review by TSC, caused by the reference to Senator Magnuson's staff efforts to cause review, as early as 1968, but the fact still remains, that the Feb 25, 1971 DOT-TSC review that had ensured "publication", Senator Bayh, and did not follow through on that "oral contract", completely removes this "TOTAL SYSTEM" concern from anything but full congressional responsibility, and I mean for the Federal Election Commission to examine this concern from any point, and/or each point raised by me, or that any other source may raise, because, Senator Bayh, and Federal Election Commisioners, the potential for "staff management of advantages and disadvatages for election" render this "AFFIDAVIT" relevant to, in the least, Supplement A, 1325.3, beginning with 1325.1, Extension of Unsecured Credit prohibited, and it is specifically concerns the October 11, and December 22, 1972 letters authored by Dan O'Neal, as Transportation Counsel for the Senate Committee on Commerce, ("receipt by elected officials of inaccurate or misinformation"), and the Alexander Lyall Morton ss/ Interstate Commerce Commission letter "Mr. O'Neal has left ICC-----", copy enclosed, and the Election Commission is asked to examine this concern in the light of the July 19, 1973 letter, from Lynn Sutcliffe, expressing Senator Magnuson's concern for assisting me, but Senator Bayh, and Commission members, think of the communication "gaps" between G.J.Pastor's first letter, cc: Senator Birch Bayh, and G.J. Pastor's October 1977 letter, without cc: BB, and then consider the July 19, 1973 letter in connection with Senator Magnuson's November 10, 1975 letter, in total, because of the suggestion to consult with my lawyer, quote, "I would suggest that you consult with your lawyer and weigh his advice carefully", end quote, and I assure the Commissioners, that I did, consult the lawyer, Mr. Charles C. Carroll, Carroll, Rindal, Caplinger &

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Kennedy, in Seattle,Washington, which law firm had legally obtained the "Sworn Statement dated May 14, 1974 that corroborated my purpose for, in 1968, armed with sufficient information to proceed with "TOTAL SYSTEM", information and/or exposure that I needed in public service, non-military, to have a feel for the multi-sides of "taxation" and "government spending", and my purpose for leaving the city of Renton employ in October 1968 had been "professional", as my leave of absence from Boeing, in 1963, to get "TOTAL SYSTEM" out before the public and industry at large, with the main thrust of "rebuilding large cities" with the best "3-D" presentation that was possible, however it would be possible, and therein, after lengthy consultation with business and professional people interested in "TOTAL-SYSTEM", and near four years of experimentation modeling, from 1968 to 1971, coupled with contact to DOT, through Senator Magnuson's awareness, the May 14, 1974 sworn statement had been secured, by legal counsel, in order to correct the "receipt by elected officials of inaccurate or misinformation", (and in this case, specifically, the elected official was our Washington State Senator Warren Magnuson), as it was Senator Magnuson's 1971-1972 Transportation Counsel, Dan O'Neal, later to become Chairman of ICC, and TSC of the Department of Transportation, that managed inaccurate information within DOT-TSC's handling of "OFO1", and in this case it was relatively easy for "inaccurate and misinformation" to permeate Senator Magnuson's own available time to cope with "TOTAL SYSTEM", in competition with the multiplicity of separate administrations within DOT, at the same time that TSC was added with the "OFO1" responsibility of "systems for the year 2000", and added to an already widely recognised "LACK" of a "TOTAL-SYSTEMS OFFICE, in Washington, D.C.", which, in my examinations, pointed out the ease with which "inaccurate and misinformation" could completely disorder the best conceived "legislation", but which conceived legislation turns sour in implementation, just exactly as Senator Magnuson's Aug 10, 1970 letter stated, quote, "It is for thisreason that we are concerning ourselves with changing that governmental structure." end quote, and It

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is expressly for that reason that Johnson Systems is concerned for the "receipt by elected officials of inaccurate or misinformation", from whaterver source, and that includes Sven Johnson Systems, because it is the United States of America that is at stake, not simply the DOT-TSC that I was given to trust, and it thus becomes incumbent upon the Federal Election Commissioners to concern with matters of election that affect all fifty states, as a very least concern, but far more than that, The Commissioners must concern with all other nations in the world, and the need for such a concern is framed in crises in energy, land, air,,,water, resources, time, environment, economy, and on infinatum, issues upon which "elected officials" must vote "legislation" that concerns lives throughout the world, and we must think of lives, even to the extent of the 51 hostages remaining in Iran, and I daresay that those hostages are, in fact, held hostage, in a way, due to "receipt by elected officials of inaccurate or misinformation", and it is at this point that government must be considered as the very same as an aircraft passenger airplane, in that before it transports the "paying customers" the aircraft flight safety must be ensured, and I am extremely well informed about aircraft flight safety from near ten years at Boeing's Flight Center, where "accuracy of information" became a way of life, and there was no "compromise" just for compromise "sake", rather, the extent of compromise was free of "expeiency" and rather than a matter of "expediency", the concern was for compromise that utilized as much of previously proven techniques as possible, to which were incorporated the needing test items,----which "build-up" process afforded a progression to the more and more exotic concepts that required testing, but, in short, the entire progression relied completely on the "accuracy of information", leaving nothing to chance, and most certainly not to the whim of decision as to whether to report out data or not, and it is that very discriminatory "MARCH 15, 1971 internal report" decision to with-hold the Feb 25, 1971 "information" that is as dangerous to our society as any person in the military, giving any more than name, rank & serial number, or any less

than what he is being paid for, and in this case, Senator Bayh, Dr. Kovatch and DOT-TSC associates, in full employment of the United States of America government, filed the March 15, 1971 "internal report", I would imagine to justify approval of payment of salaries and expenses, but then began deliberately to "with-hold information" at the same time that I, with the other business and professional people, was concerned over the receipt by the Commerce Committee, Congress and The White House, the information that countless hundreds of hours of planning for "TOTAL SYSTEM" that had been expended, at personal expense, but far more important, was then ready for the "OPO1-Intermodal Technology Assessment" project, as a "TOTAL SYSTEM", and it must be understood, without reservation, that not any industry was other than "hardware oriented" as expressed by Ford Motor Company, in their letter dated September 21, 1972, an orientation that rested strictly on their "vehicle" production, while "TOTAL SYSTEM" had clearly developed the prospect of "totally integrated, balanced transportation systems" as a coordinated right of way development, where the major emphasis was to initiate thinking in the intermodal configurations that would better and more universally satisfy all cities at one time, which time conceiveably would have been in the year 2000, again, "OPO1" type thinking and planning, but the thinking and planning would have been in "computer models", so as to arrive in the 1980's, from then the 1960's and 1970's, with a format that could be demonstrated as written in Senator Magnuson's September 29, 1970 letter to DOT Systems Analysis, and the Feb 25, 1971 report on the review of this was more than expected, as the reporting was ensured by DOT-TSC, a report that was expected on the "anticipation" of the coming of the crisis in energy and environment, see Boeing Company letter dated June 28, 1967, for but one specific purpose, that being that Dr. Kovatch was given copies and copies of like attitudes that said, quote, "We do not manufacture the engines used on our planes, nor do we produce the fuel they burn, but I am sure that the engine manufacturers and the fuel producers are also concerned with the problem of air contamination, and that

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if there is any practical way to reduce the minute quantity of contaminants produced by jet engines, it will be done." end quote, and I would verily submit to the ElectionCommissioners that it was this manner of industry attitude of letting the emmission from consuming energy to be the responsibility of the fuel producer, or the engine manufacturer that made it so manifestly necessary to ensure Senator Magnuson of "accuracy" in the "OPO1-Intermodal Technology Assessmant" information, and more to the point, for correcting "legislation", it was extremely critical not to, in any way, impede aircraft development, in other words, someone else's "job", which is the main thrust of "TOTAL SYSTEM", and that is to not, in any way, impede any other job, without a viable alternative for that base of employment, and Dr. Kovatch had been shown that the Feb 25, 1971 model had been a full time project since October 1968, in order to ensure the Washington state delegation an accurate representation of the state of the art that had been achieved in "TOTAL SYSTEM", and Dr. Kovatch had been, in fact, shown that the achievement would be "nil", without an "OPO1" type publication and evaluation, which is why I had agreed to exhibit, and Dr. Kovatch had ensured me that publication was necessary, but in order for DOT-TSC to publish, I had to entrust them with reviewing the exhibit, and I did, on Feb 25, 1971, at their request and assurance of publication, but DOT-TSC's deliberate failure to publish, in every respect thinkable, to keep information from the Congress and The White House violates the rights of Johnson Systems, in total, but more than that the right of any elected official to have information collected for a time, more than likely, beyond the life expectancy of many, even myself, to change planning, is a vicious violation of civil rights, effected by government employees who "with-hold information", without any justification, except than to impede the "election process" within the nation having access to intermodal type thinking, as in this case, an intermodal thinking that was meant for the evaluation process that Senator Magnuson had been addressing a need to change the "decision-making" government structure, but not merely for the sake of changing, but rather changing in the event of better information!

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As a matter of fact, it is the express intent of this affidavit to detail a most serious infringement of the legislative process, by the fact of "managing what information gets through", and in this regard, the management of information becomes an impediment in the election process, except that in this case, the "impediment" involves "integrity", as it most certainly involves "responsibility", in the sense Senator Humphrey said it to me in 1972, "it is indivisible", and thereby are we concerned in Government Ethics, an ethics that encompasses integrity & responsibility in that one nation, "Indivisible frame", and the Election Commissioners are asked to consider "TOTAL SYSTEM", as presented in the Feb 25, 1971 for review by DOT-TSC, as information that is not a small "politically oriented" company's concern for preference before either party, rather it is in the "indivisble sense" that all parties effect "comparative analysis" of the entire gamut of "input", and it is at this point that "receipt by elected officials of inaccurate or misinformation" becomes most emphatically most crucial, as follows: The March 15, 1971 report states, quote,"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." end quote, (this quote is from the Assessment section, page 2, of the March 15, 1971 "internal report"); and it Professional Responsibility, Integrity, Ethics,Department of Justice, The White House, And the Congress of The United States Responsibility to matter of factly examine the "abstract" of the August 1, 1971 Final Report titled DOT-TSC-OST-71-10, copy enclosed, for this quote, and it is this quote that the Federal Election Commission must interpret as the reason that the Federal Election Commission is indeed bound to consider that the Election Heritage constitutes "jurisdiction" in the strongest "common-law" parameters in time, and the August 1, 1971 "Abstract" says, quote,"In this report an overall technology assessment of new and improved transportation systems is given. A broad survey has been made of new systems concepts for

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passenger and freight transportation in urban and interurban applications. Results of the findings are reported and projections of expected innovations and improvements are made along with discussion of some of the major limitations to wide scale applications over the next two decades. Recommendations for research and development emphasis in some of the more promising areas are given where possible although full analysis of cost factors and comparative analysis of competing systems were beyond the scope of this investigation. End Quote

Senator Bayh, and the election commission, the specific,"receipt by elected officials of inaccurate or misinformation", is thoroughly and most accurately presented in the "comparative analysis" of these two statements enacted by DOT-TSC, the March 15, 1971 "internal report" clearly defining "comparative analysis" from the Feb 25, 1971 review of Johnson Systems, but in the August 1, 1971 Final Report, in fact, clearly stating that "comparative analysis of competing systems was beyond the scope of this investigation.

In this deliberate conduct of ensuring "receipt by elected officials of innaccurate and misinformation", The Federal Election Commission is charged with the responsibility of investigating the Interstate Commerce Commission, in total, and in complete reference to the Chairmanship of Mr. Dan O'Neal, who, as transportation Counsel for the Senate Committee on Commerce, authored the attached October 11, 1972 and December 22, 1972 letters for Senator Magnuson, and the Federal Election Commission is further charged with understanding the increased "predicament" posed for the National electorate by the fact stated on page 31 & 32, that of deliberate "receipt by elected officials of inaccurate or misinformation", which "deliberate action" is directly related to campaign contributions in time, and or whatever support a federal employee can manage for the election of and to "[illegible]"(1525.3), and it is the express intent of this Affidavit to point out that not any campaign report, by whomever made, and/

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or for whomever made, can escape the 11 CFR 1.1 directed preparation of this "affidavit", which "affidavit" irrevocably affirms that the text of the Final Report, dated August 1, 1971, for DOT-TSC-OST-71-10 and 71-11 are "saturated" with material described on Feb 25, 1971, to Dr. Kovatch for the "OPO1-Intermodal Technology Assessment" review that was performed in reference to Senator Magnuson's correspondence, and examination of the text of the August 1, 1971 Final Report will show specific efforts to, in fact, "allude" to needs that were three dimensionally described to Dr, Kovatch, on Feb 25, 1971, for "OPO1",and page 3-12 item #4 reports, quote, 4. The possible use of mechanical transfer devices, such as vehicle elevators, to eliminate the need for cloverleaf interchanges, end quote, is "KINGDOME" trademark affirmable, without reservation, and the Federal Election Commissioners are asked to understand the use made by Federal employees for deliberately ensuring "receipt by elected officials of inaccurate or misinformation", in order to protect their federal position, and do so with the full assurance that Senator Magnuson cannot have time to contend with Sven A. Johnson, and Senator Magnuson so stated, qqote, "Get your own copy of that report, I don't have time to help you, Dan O'Neal is the person that I referred you to, and he is Transportation Counsel for the Commerce Committee, deal with him." end quote, and it is in this manner that the entire "small business community" can be decimated by the deliberate ensurance of, as in this case, government employees ensuring "receipt by elected officials of inaccurate or misinformation", and I will formally include Secretary of Transportation Brock Adams as a party to the "cover-up" maintained for "with-holding TOTAL SYSTEM information from the President Carter White House", directly as the "with-holding" concerns election there to, and the very discreetly "compact interchange" that is discussed on page 3-12 of DOT-TSC-OST-71-10, immediately subsequent to(#4.), quote above, on this page, further quotes, quote, "Until a compact interchange is developed, the pure PRT grid concept is not practical in the urban environment. An interim approach would require passengers to transfer

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Page (34) Senator Birch Bayh, U.S.S. August 5, 1980 "AFFIDAVIT" BETWEEN VEHICLES of intersecting lines at most intersections. A possible solution is to cover the city area with a network of intersecting but physically unconnected loops." end quote, and I do hereby reiterate the very severe charge mentioned by Dan O'Neal in the October 11, 1972 letter written for Senator Magnuson, that DOT-TSC "with-held" the information from Congress and The White House that, in fact, demonstrated the very factual "development of that compact interchange to Dr. Kovatch, and far more than that the Feb 25, 1971 demonstration of that compact interchange did, in fact, demonstrate the inner city loop of compact interchanges that were proposed with building "KINGDOME", over the King Street RR Station, in downtown Seattle, Washington, as early as 1960, but in fact to Washington State Stadium Commissions in 1967 and 1970, with the very identical demonstration made on Feb 25, 1971 to Dr. Kovatch, and then seeing the Business Week advertisement for the United StatesDepartment of Transportation Transportation Exposition for 1972, proposed as I had, in fact,demonstrated "TOTAL SYSTEM" as the "FORUM to bring together not only the products but the people who would solve the crisis in transportation", The Federal Election Commission is, without reservation, in the overall interest of "receipt by elected officials of inaccurate or misinformation" advised that "management of information", for elected officials, by "staff level personnel" must be not only accurate, but thorough, and it is the very lack of thorough reporting that, in fact, constitutes the "with-holding of information", and it is the intent of this "affidavit" to establish the volume of "discussion" in the text of DOT-TSC-OST-71-10 and 71-11 that emanated from the Feb 25, 1971 review, the last sentence on page 3-15 says, quote, "On the other hand, the problem of getting the parts to perform as an integrated system is beyond the state of the art and poses difficult questions of system operation, coordination, and selection of system strategies. In particular, the following questions have not been answered satisfactorily by any of the current designers and will require considerable basic research:(1, 2, 3, 4,5,6. (not quoted))end quote.

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The six points not quoted, in this affidavit, are six of a myriad possibles demonstrated to Dr. Kovatch on Feb 25, 1971 to promote the need for "comparative quantitative and qualitative analysis" for the final integration of "vehicles", ariving, departing, empty, loaded, freight, passenger, season, control, emergency, automated, operated, size, fuel, right of way, job, pollution, storage, cost, ------on infinatum...and in the above light, DOT-TSC-OST-71-10 reported, quote,"Consequently, it will not be possible to estimate system costs reliably until the above questions are resolved." end quote.

The Federal Election Commission, realizing one concern of Johnson Systems as "receipt by elected officials of inaccurate or misinformation", should now concern with "receipt by the general public of inaccurate or misinformation", but the Federal Election Commission is reminded, by this August 5, 1980 "AFFIDAVIT", that the inaccurate and misinformation is the deliberate text of a United States Government publication, DOT-TSC-OST-71-10 and 71-11, and in as much as the Federal Government is being made party and liable for litigation as suggested by G.J.Pastor's UMTA letter, The Federal Election Commission is asked to be concerned about the breadth and scope of the use of government agency to promote election advantage of "seniority" in congressional office, not for the good of the nation, in fact, having knowledgeable senior legislators, but more for the staff of such senior chairmen "also becoming untouchables" without any performance analysis of the staff members, and I most accurately intend to alert, by this affidavit, the Federal Election Commission, Government Ethics, The Professional Responsibility Office, The Integrity Unit, and I would most hope that "Elected Officials" fully realize that Johnson Systems was, in fact, begun as I was a depression taught Democrat, and President Truman's Nagasaki decision ensured me that I had been "accurately taught" about the need for the "indivisibility of this nation", and recall to Korean Duty bore absolutely no animosity for me, for the simple reason that I will never accept that I have been able to do for my country, as I would like,

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and that is, in fact, the reason for this affidavit on "TOTAL SYSTEM", truly a conviction that has tremendous momentum, but has hardly begun, in that this "AFFIDAVIT" will swear that the year 1969 facts that lead to my need to obtain the May 14, 1974 sworn statement of Mayor Donald Custer, without reservation, lead me to attempting communication with "Republicans", and would you believe that this affidavit affirms that I understand "indivisibility" in the sense of citizens fighting for their country's life, and not as the DOT-TSC handling of "OP01-Intermodal Technology Assessment" was "covered up" and which "cover-up" was protected on through the term of Secretary Brock Adams, and protected, not for the United States of America, but for the "job security of DOT-TSC", where, as a matter of fact, publication of the Feb 25, 1971 review would have ended unemployment, and catapulted DOT-TSC into "TOTAL SYSTEM", but the most magnanymous tragedy of the DOT-TSC March 15, 1971 "internal Report" and Dan O'Neal's misinforming Senator Magnuson, "my first concern", is that the legislative brilliance of the Fred Iordan era that moved Senator Magnuson to the 1972 position first concerned with "total system", and Senator Magnuson asked specifically to be shown, by setting the model in the Commerce Committee hearing room, that that extremely potent force was deprived the truth about "total system", in 1971, and I assure all, that in 1960, I was a Boeing Company employee who proposed the first Combination Reversor-Suppressor for a jet engine, as early as 1954, and it is quite a jump in my history of RAD, (release from active duty) to attempt return to college, to employment, and to attempt in 1960 to disclose the "Cold-Re-Entry of Spacecraft" to NASA, see NASA letter dated Feb 8, 1961, and the June 6, 1980 Ironwood Daily Globe, and The Federal Election Commission will only begin to touch on the subject of concern, and it is concern for, "receipt by elected officials of inaccurate or misinformation", and the concern is "affidavited" because of the urgency enforced on an entire nation of people, by the cost of gasoline going from 25¢ to $1.25/ gallon, and the Feb 25, 1971 DOT-TSC review "deliberately with-held" the "TOTAL-

SYSTEM" development information that demonstrated "comparative quantitative and qualitative analysis" of solutions that could be applied to the modes of transportation, the industries that meant employment, and the many recreation and tourist oriented ways of life, and more, but each of which needed "energy", and would need energy beyond estimate in cost and/or any decision as to where that necessary energy would come from, and it is the DOT-TSC deliberate "cover-up" of Feb 25, 1971 demonstration, much of it alluded to in the DOT-TSC-OST-71-10 government publication, without ever informing the Federal Government by other than the March 15, 1971 "internal report" of the "shaping computer" or "training aid" that this travesty in justice, matter of factly keeping "TOTAL SYSTEM" from The White House, and I would not infer that Senator Magnuson directed Transportation Counsel to author the October 11, & December 22, 1972 letters, under circumstances other than that Senator Magnuson was given "inaccurate information" and it is this horrible probability that should Senator Magnuson be advised by counsel with "inaccurate or misinformation", which I have charged by the very fact of the March 15, 1971 "internal report" and "with-holding from publication the Feb 25, 1971 information", I firmly believe that it is incumbent upon The Federal Election Commission to initiate action with the Federal Establishment to ascertain "jurisdiction", and I specifically request that the Senate Committee investigating Billy Carter be used as the precedent to establish a joint House & Senate committee hearing on the priority concern that is fully documented for purpose within this Aug 5, 1980 "AFFIDAVIT" AS the concern for "receipt by elected officials of inaccurate or misinformation", for the express purpose of government employees "with-holding" information from government and elected officials, to, in fact, otherwise promote that "with-held information" to other than government uses, through "equitable positions" and or managed decisions that "leak" information for proposal preparation, and specifically is the DOT-TSC-OST-71-10 reference to the need for a "compact interchange", such a "leak", but which exposure, in fact, of "leaking" is deliberately "suppressed" by alleged U.S. PatentOffice "severe budget restriction" for

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Page (38) Senator Birch Bayh, U.S.S. August 5, 1980 "AFFIDAVIT"

trademark application #096,527 for the mark "KINGDOME", brought to my attention by letter dated January 28, 1980, from my counsel, and I do, in fact, equate this "severe budget restriction" to the demanded fee of $60,000.00 to establish the litigation that I had previously been told could only occur with a statement from Mayor Custer, which statemnt is the May 14, 1974 sworn statement enclosed in this affidavit, but the G.J. Pastor admonishment to "establish legal right of redress" is extremely contrary to the action expressed in the October 26, 1972 Office of The Secretary of Transportation letter dated, rather signed, by Robert E. Freer, Jr. Executive Assistant to General Counsel, and Robert Freer said, quote,"The matters you raise are more directly the responsibility of other elements within the Department of Transportation. I will therefore check with them and be back with you as soon as possible." end quote. General Counsel of DOT has yet to resolve where in the Department of Transportation that responsibility rests, but in as much "irresponsibility" as I have, in fact, encountered, up to and including Secretary Adams's letter dated Dec 18,1978, which letter confirms maintenance of voluminous correspondence dating back to 1967, and it is this record, maintained by DOT-TSC that does not reflect that the main reason for most of the correspondence is, as is the purpose of this affidavit, is to avail the general public of the benefit that agencies of government, concerned with ethics, can, in fact, initiate correction of,,as I am certain that I have, in this case documented specifically, DOT-TSC's handling of "OP01-Intermodal Technology Assessment", wherein that handling is factually shown to be an intense "cover-up" of with-holding information, and more than that,implementing an act of "discrimination" that near destroys this small business, for one thing, but with "total system" being an introduction to "rebuilding cities" to cope with energy and related to energy problems of cities, DOT-TSC, for the selfish gains to individual employees, displaying blatant unconcern for the "OP01-Intermodal Technology Assessment" intent, explained to me by Dr. Kovatch, DOT-TSC must be regarded as having "grant approval authority"

exercised by DOT over persons and cities subject to funding grants in transportation development, and it is specifically the fact that DOT-TSC discriminated to with-hold Johnson Systems information from the Final Reports that constitutes the disparaging and demoralizing deterrent to self initiative to seek evaluation from government agency, as I have, in fact, tried, and tried devotedly in "OPO1", and it is disparaging to see, first hand, as Senator Magnuson's November 15, 1968 letter clearly states, quote, "Now that the campaign has been concluded, I have the time to thank you for your detailed proposal regarding your integrated mass transportation system.---------I intend to see it through to some form of satisfactory study and consideration at least." end quote of first and last sentences of Senator Magnuson's November 15, 1968 letter, which is the assurance that "given the correct information, Senator Magnuson would, in the true interests of LEGISLATION, ensured that TOTAL SYSTEM would have been in the hands of the legislation research and writing people, and I necessarily would have been properly questioned, in the best interests of the United States government, at least, rather than in the best interests of the DOT-TSC and Commerce Committee Counsel of 1971-1972, who became Chairman of ICC until a short time ago, and again, I assert that becoming Chairman of ICC had a great deal to do with Senator Magnuson, The Congress, and the White House, indeed not having the correct information on Feb 25, 1971...

Indeed, more coincident with the Senator, Congress, and White House not having the correct information is Clark Puntigam's September 28, 1978 letter, concerning communication on the "KINGDOME" matter, and again do I call your attention to Clark's January 28, 1980 "severe budget restriction" letter, also concerning "KINGDOME", and I do so without reservation, on the most certain belief that "accuracy of information" in the hands of Senator Magnuson, Congress, and The White House, well may have afforded and advanced "TOTAL SYSTEM" into government evaluation under the framework of "equal opportunity", rather than the "subjugation" of the March 15, 1971 DOT-TSC "internal report", and from this "affidavit" as the acts

are first hand knowledge to me, and substantiateable by correspondence included in the affidavit, This "affidavit" specifically intends to ensure the Federal Election Commission that the documented manner of "with-holding information" from "elected officials", Congress, and The White House specifically, by non-elected government personnel, does, in fact, constitute a serious control of Federal Elections, by a very small group of persons in government employ, and the specific charge of this "affidavit" is to "pin-point" the minute area of "with-holding information" that I can and will testify to, under oath, because the United States Senate, in the language of Senator Strom Thurmond has said, quote,"You may be assured that the Senate Committee initiated to review Billy Carter and his Libyan Connections will impartially review all the facts before concluding the investigation." end quote, and from that I can only accept that there is implied a need to know what Billy Carter did, and what connection whatever he did had with "influence", in or out of The White House, certainly an issue that should concern the Federal Election Commission, immediately, and it is in this light that information afforded Billy Carter is to be considered in the same frame as information gathered by federal employees on Feb 25, 1971, and also kept from Congress & The White House, except for the fact that the Feb 25, 1971 information was directed to be collected by a White House directive, "OPO1-Intermodal Technology Assessment", an absolute fact, whereas the Billy Carter Libyan Connection may have been used "after" the "connection" was made, whereas DOT-TSC "with-held" the information that the federal government had paid DOT-TSC to review and collect, and this manner of with-holding equates to "embezzelment" just as certainly as any "teller" in a bank would attempt to take home the daily deposits, by individuals, that are intended for specified bank accounts, and the Feb 25, 1971 DOT-TSC review was requested by TSC, in reference to Senator Magnuson's correspondence concerning "legislation", and this affidavit firmly charges DOT-TSC and Transportation Counsel Dan O'Neal with absolutely substantiated "with-holding of information" from

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the entire congress of the United States, The White House, and, as a fact, from every city and state that is regulated by the Department of Transportation, the Department of Commerce, The Interstate Commerce Commission, The Environmental Protection Agency, and in any manner of "compromise or negotiation" between "elected officials", and the November 15, 1968 letter from Senator Magnuson along with the June 20, 1972 letter of Senator Wm. Proxmire, the January 31, 1978 letter of Senator Henry M. Jackson, the October 29, 1979 letter of Senator Carl Levin, and near continuous "contact" with Congressman Robert Davis during 1979-80, to list, as near as possible, Senator Thurmond's suggestion, quote, "contact your senators from Michigan", end quote, and I mean here to convey that "contact your senators" is, in fact, an Election Commission matter, on the basis of unquestionable proof that I have contacted my representatives and congressmen, and naturally, they have, as Senator Magnuson did, refer me to Transportation Counsel Dan O'Neal, and aslong as a Dan O'Neal for Senator Magnuson, or a Brock Adams for President Carter, or an Alan L. Dean for President Nixon, see OMB letter dated August 23, 1972, either individually or collectively, in any manner, cause information to be with-held from congress, the White House, and government entities, anywhere in the nation, that "with-holding" is related to "election control" that subverts free election conduct, and rather manages an entrenched seniority in election, which may or may not be other than the voting public wants, the extreme damage exacted upon the United States being the fact that "non-elected" personnel undertake, as DOT-TSC has in this case, to "with-hold" information from the established government agencies, congress, White House, and cities and regions that the "Johnson Systems" companies across industry as a whole, must, in fact, "contact", and Senator Thurmond and all Senators must begin to understand that the elected officials, in total, must become concerned with "receipt by elected officials of inaccurate or misinformation", and with that very concern must begin to concern with "embezzelled information" which this "affidavit" clearly documents for the United States government, Senator

Thurmond included, most respectfully, because it is the "training aid" that is, in fact, covered-up by the DOT-TSC March 15, 1971 "internal report", and the subsequent "shaping computer", detailed in concept for the DOT-TSC review conducted Feb 25, 1971, which "shaping computer" would have provided the "elected officials", mind you, Senator Bayh, the Election Commission, Government Ethics, Professional Responsibility, Public Integrity, The White House, and Congress, mind you, I said, "ELECTED OFFICIALS" and I reiterate, 'elected officials with an information base that competent legislative assistants can only complement the elected officials with", and I again refer you to Senator Magnuson's August 10, 1970 letter that says,quote, ",and it is exactly this lack of vision that we hope to correct with this legislation." end quote

The Federal Election Commission is herein requested to initiate the intergovernmental committee awareness to the fact of this "affidavit", as this "affidavit" clearly establishes an act of "with-holding information", which "with-holding" was exacted in clear violation of "oral contract" as entered into by Sven Johnson, under the DOT-TSC request to exhibit made By Dr. George Novatch, for Dot-TSC, under the authority issued by White House Directive "OPO1-Intermodal Technology Assessment", which "Direction" was thoroughly explained to require a complete final report, which reports have been made, clearly omitting report of the Feb 25, 1971 review of Sven Johnson's exhibit, without any information to Sven Johnson, rather filing the March 15, 1971 "internal report" with which to further "with-hold the information" from the entire U. S. Government, matter of factly, denying any but those who performed the with-holding, advantage under the manner of information that is collected by government expense, which necessarily establishes "with-holding of information" as an outright crime against the United States, the precedent for which is clear as ever from the fact of resignation and pardon of President Nixon, specifically as an 18 minute tape erasure, may or may not, have "with-held information" from the United States government, but herewith is a formal affidavited charge of a most

"definite act of with-holding information", and an act of with-holding that affects the entire nation in a "total system" energy crisis that presently concerns cities in general that consume energy, and because energy affects everyone, so also does the election process, and in that overall effect by which this nation operates, "elected officials", it is incumbent that Federal Election as legislated and regulated under 11 CFR 1.1, most certainly have jurisdiction, if for no other reason than the near "helpless" position enforced upon Johnson Systems, by DOT-TSC and Transportation Counsel for Commerce in 1971-1972 deliberately ensuring "receipt by elected officials of inaccurate or misinformation" for the express purpose of specific "election advantage", if not for the "elected official" which probability certainly concerns the Commission, but in this case the Commission is meant to be in receipt of a specific circumstance of non-elected government employees "with-holding" information, or then deliberately misinforming elected officials, as this affidavit ensures the commission that elected officials were in fact misinformed by their staff members to effect "discreditation" upon, as in this case, a system developed from VIII Naval Aviation training "exposures", which is immaterial, except for the fact that "training" comes in many forms, and this nation should not be deprived of the efforts of any of its people to interject help, from whatever point, given that the effort is legal, and effort to the nation should be considered in the tone of the impossibility for all of the people to train to be president or any other single avocation, with not any other, even as there are six election Commissioners, those six have to be concerned with election to federal office of officials for all of us, and the March 15, 1971 "with-holding" of information constitutes use of "federal office" and facilities to deprive equal opportunity ina manner that federal office is not advocated for in seeking election, and there must be a way of defining "with-holding" of information as being an action that warrants attention by the Commission, by virtue of the specified "with-holding", given the "generallity" understood from 1325.1, which generallity strives for "all inclusivicity", thus; Persons subject to

regulations by the Interstate Commerce Commission shall not knowingly and willfully provide, for candidates for federal office or their representatives, service or goods related to their campaign without obtaining either prepayment or a binding guarantee of payment------etc, etc, and it is the intent of this affidavit to anticipate that "with-holding" that is a proven fact, is also, in fact, "knowingly and willfully" done for the express purpose providing for candidates for elected Federal Office, but also through "with-holding" information, in conjunction with possibly providing for election to federal office, the "with-holder" is more providing for his own permanancy on federal payroll, but in this case, the "with-holding" also damages the free enterprise attempt to sustain development, not any of which will cost the federal government a cent to develop in concept, and with all of the items alluded to in the DOT-TSC-OST-71-10 final report, that were in fact collected from the Feb 25, 1971 review, it is the assertion of Sven Johnson that the "with-holding" by DOT-TSC constitutes an inestimeable harm to the United States of America, foreign to the intent expressed by J.D.Braman's letter dated September 2, 1970, Ira Dye's JUL 20, 1972 letter, and but for Director James Constantino's JUN 14, 1977 blatant misrepresentation of the report's "conclusion", DOT deliberately evades the "OP01" described purpose, and utilizes White House Counsel Fred F. Feilding to further evade the "OP01" concept of the twenty year technology survey, evidence May 21, 1973 White House letter ss/ Fred F. Feilding, and realize that "TOTAL SYSTEM" is in prime time to be well underway by the year 2000, and what with the energy crisis and accompanying crises that affect all elections, the Election Commission must become a force to assist Johnson Systems to the correct "jurisdiction", while The Federal Election Commission again is assured that the January 28, 1980 "severe budget restriction" letter is, in fact, for the 1980 election, managed from within some part of Senator Magnuson's campaign staff, and the "KINGDOME" trademark, of a certainty, considering the January 28, 1980"severe budget restriction" pressure inflicted from within government agency, or by election campaign "stonewalling", and I

am compelled, given the first hand knowledge of the 1971-1972 DOT-TSC & Commerce Committee Counsel handling of the year 2000 "OPO1-Intermodal Technology Assessment", to, in fact, direct the Election Commission's attention to the Trademark Office being employed as the "budgeted reason" that Johnson Systems's "KINGDOME" trademark can't be processed, since January 28, 1980, and in as much as the trademark office is in the Dept. of Commerce and the Senate Commerce Committee work jointly on commerce matters, the severe budget restriction proposed for Johnson System's "KINGDOME" trademark application #096,527, given the April 11, 1979 U.S. Trademark Office letter, is nothing but "rank" taking advantage of the priority to retain the seniority of the Appropriations Committee of the United States Senate, which seniority is coupled to the ranking position on the Senate Commerce Committee, and the 1971-1972 "cover-up" of DOT-TSC's handling of "OPO1-Intermodal Technology Assessment", by the March 15, 1971 "internal report" is directly related to Trademark "severe budget restriction", because the trademark "KINGDOME" was, in fact, developed as the very "centerpiece" of the "TOTAL SYSTEM" for "rebuilding large cities" that was demonstrated Feb 25, 1971 to DOT-TSC, for "OPO1", and further demonstrated at Transpo-72, and Federal Election, The Commission, is not without a most valid "AFFIDAVIT" and charge to initiate, immediately, an investigation into the January 28, 1980 "severe budget restriction" letter, summarily in conjunction with the G.J.Pastor, UMTA letter, cc: Senator Birch Bayh, suggesting "litigation" to realize "equal participation" in government, when, in fact, DOT-TSC, referencing Senator Magnuson's legislative interest in Total System, had solicited the Feb 25, 1971 review, with assurance to publish in final reports, arbitrarily opted to "with-hold" the work of what, inall manner of integrity, was explained as "original thinking" in such a broad systems venture, that this small business had undertaken to develop the near 4000 square foot model to exhibit three dimensionally, & it was the "3-D" thoroughness that Senator Magnuson's 1967-1970 staff had relied on, which reliance by Senator Magnuson was, in fact, destroyed by DOT-TSC & Transportation Counsel, "inaccurate and misinformation", applied

as charged and documented in this affidavit as "with-holding information" and most certainly "discriminating" against Sven Johnson, with the full and provided demonstration knowledge, provided Feb 25, 1971, to DOT-TSC that could, in the 8 hour demonstration, in fact, describe for "OPO1" about the newly developed "compact interchange" for "existing right of way", "KINGDOME" as the central thrust for "rebuilding existing cities", and Dr. Kovatch; in fact, taking back to Cambridge with him the further knowledge, (that was with-held from the August 1, 1971 reports) that the "construction system" for the already developed "compact interchange", in fact, required near another 4000 square foot model to describe in "3-D" the manner in which the "compact interchange" would be built in existing right of way, negating the need for additional "right of way" acquisition, and the October 5, 1972 letter to Secretary Volpe, referred to in the October 11, 1972 Senator Magnuson letter very modestly but clearly states "plagiarism", and Dr. Kovatch, in fact, commits "plagiarism" by alluding to, on page3-12 of the August 1, 1971 report, as follows, quote, "Until a compact interchange is developed, the pure PRT grid concept is not practical in the urban environment.----------A possible solution is to cover the city area with a network of intersecting but physically unconnected loops." end quote, and this is "plagiarism" of the most grossly "amateur" version that I have ever seen, because the report only alludes to the need for a "compact interchange", one which was demonstrated on Feb 25, 1971, except that Dr. Kovatch could not grasp the "construction system" from the exhibit which would, in fact, allow the immediate construction of any number of the "compact interchanges" in any number of cities, and it was for this inability of Dr. Kovatch to convey without a "3-D" model, that I and Dr. Kovatch agreed, and the agreement was in the interest of time for Senator Magnuson's legislative organization that we agreed not to, as the March 15, 1971 "internal report" states under "Recommendations", page 3, quote, "It would not be worthwhile simply to remake Mr. Johnson's present model out of sturdier material." endquote, and this agreement was made in

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absolute and direct reference to Senator Magnuson's prepared September 29, 1970 expressed need for a model, which need for the additional model to demonstrate construction of "compact interchanges" at large, in any city in the world, vaulted the priority for the September 29, 1970 model, by virtue of Dr. Kovatch being aware of the more advanced stage of the "compact interchange", Dr. Kovatch could not imagine beyond the 1971 display as to what could be done, anywhere, and I had Dr. Kovatch's first hand assurance that he would report, in the final reports, and to Senator Magnuson's staff the need to bypass the existing model but to proceed from there to the more advanced model incorporating "construction system", which construction system is a national defense concern, but more than that, this construction system, in fact, affords full employment, and an entirely new approach to combat "inflation", and the $1.25/gallon cost of Highway fuel was, in fact, anticipated in the 1971 demonstration, but at a much higher figure, $5.00/ gallon, which only serves to justify the agreement to bypass the then present model for the advanced "construction-system" model, but Dr. Kovatch, as charged, with the aid of Transportation Counsel Dan O'Neal, with-held the "accurate information" from Senator Magnuson, Congress as a whole and the White House, on the government side, but the disastrous damage has been done to the public sector side that is in all election rhetoric called upon to "tighten belts", drive less, do away with cars in downtown traffic, air-bag, and now, with Secretary of Transportation Goldschmidt, "car-pool" in order to use the express lanes", The Federal Election Commission is informed by this affidavit of the vast "knowingly and willfully" covered up Feb 25, 1971 information, specifically to provide advantage for the long standing incumbency of Senator Magnuson, as that "incumbency" affords droves of "non-elected" government employees the protection of G.J.Pastor's August 1975 UMTA "legal right of redress" letter, which is written from UMTA, which DOT unit, is not in any way the unit with the "CP01" responsibility, and the Federal Election Commission is asked to regard any evasion of my charge of "with-holding information"

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as no more than deliberate attempts to "obfuscate" the clearest proof of existence of the "KINGDOME" demonstration project of being able to initiate "mass production" of the totally integrated transportation system that is passible from the exhibited to DOT-TSC, on Feb 25, 1971, "compact interchange" that can be mass produced within existing right of way, and in so being is a revolutionary advance to rebuild large cities under a completely different cost analysis and development.

In summary, but by no means all inclusive, this affidavit is filed with the Federal Election Commission, because "election" is the mainstay of participating in government, and as I am accountable for my experience with "elected officials" for compliance with the law, that accountability must be a two way street of accountability among "elected officials" and in that summary, "accountability" must include the concern for "receipt by elected officials of inaccurate or misinformation", and accuracy as well as "completeness" is an election influencing effort by DOT-TSC and Transportation Counsel Dan O'Neal, in their combined concern to maintain the "cover-up" of the "with-holding" of information from the final reports for The White House Directed "OPO1-Intermodal Technology Assessment" which was a technology survey responsibility assigned to TSC, again, to in not any way to interfere with any DOT function already appropriated for, and "OPO1" was preambled for the year 2000, which Johnson Systems exhibited, and further assured, and assured Dr. Kovatch, for Senator Magnuson, that publication in the final reports was necessary to proceed with communicating the "advanced model", and it is this "with-holding" that I consider "criminal", especially at the level of "collecting information" and then most deliberately misrepresent that information, a misinformation that was presented to Senator Edward M. Kennedy, in 1972, and it is the intent of this affidavit to further advise Senator Kennedy that he was, in fact, lied to in the John L. Hazard letter, as all others have been subject to "receipt by elected officials of inaccurate or misinformation", again, DOT-TSC did not publish that the "compact interchange" was availablein 1971!

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President John F. Kennedy, in his term, because of the need for a "3-D" model to "accurately" communicate with NASA, see NASA Feb 8, 1961 letter, a need eventually conveyed in Senator Magnuson's September 29, 1970 letter to Systems Analysis, downgraded by Systems Analysis letter dated JUL 20, 1972, after many discussions about "TOTAL SYSTEM" with Velona & Ira Dye, signator of the JUL 20, 1972 "smaller project" advocate, this affidavit will ensure Senator Ted Kennedy that the 1971 "with-holding of information" is harmful to all elected officials, and adjudication of the facts, specifically as the facts are misrepresented to Senator Ted Kennedy, make that misrepresentation a concern of the Judiciary Committee, as equally as the Judiciary Committee is investigating Billy Carter, and I mean this affidavit to justify the attention of the Chairman of the Senate Judiciary Committee, expressly for the urgency of development of employment, which development can be proven as being held up by the very "with-holding from congress" of the Feb 25, 1971 demonstrated information, and Senator Kennedy is asked to carefully review John L. Hazard's letter in regard to this affidavit, and John Hazard's letter told Senator Kennedy, quote, "His ideas, however, have not been sufficiently well developed, or of such potential that the department feels they warrant Departmental support." end quote, and Senator Kennedy; Edward Kennedy, nor President Kennedy, or anybody in DOT can evaluate the "sufficiency of development" when, in fact, DOT-TSC individuals arbitrarily with-held the information that was exhibited, and accepted as described "in part" but incompletely in the March 15, 1971 "internal report" afforded Senator Kennedy in 1972, but it is that "inaccurate and misinformation" of 1972 that cannot be, in any manner, accepted, now that we have the double digit inflation and $1.25 cent per gallon gasoline, each of which the Feb 25, 1971 exhibit was, in fact, addressing, and further addressed at Transpo-72, against a "cover-up" that was far worse than Watergate, because, in this case, both the White House and the Congress and the country as a whole, were deprived the "TOTAL SYSTEMS" information, the very information that Senator W. G.

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Magnuson's staff members suggested in their 1969 review would be relevant to the transportation decision making policy people within DOT, and the August 10, 1970 Senator Magnuson letter addressed to Aldon See did best clarify the purpose for complete and accurate information, which letter, matter of factly set the stage for concern to preclude,"receipt by elected officials of inaccurate or misinformation", and which concern includes the actual "with-holding of information" documented herein. This affidavit is thorough, with intent to reject G.J.Pastor's view that these charges have been "vague and imprecise", and I have incorporated copies of correspondence to sufficiently date and signature reference the "continuity" and the volume of facts as near chronologically as possible, given the disarray of matters in Washington, D.C., that impede communication.

Thank you.

Respectfully submitted,

Sven A. Johnson

State of Michigan
County of Gogebic

On this day personally appeared before me Sven A. Johnson to me known to be the individual who prepared the foregoing fifty (50) pages swearing to the described discrimination effected by government agency against Sven A. Johnson's Johnson Systems Development exhibit as said exhibit was solicited to be exhibited to DOT-TSC for inclusion in the final reports required of the White House directed "OPO1-Intermodal Technology Assessment" review for the year 2000. Sven A. Johnson signed this fifty (50) page document, and attached the copies of correspondence that were deemed necessary for accuracy of the concern to preclude "receipt by elected officials of inaccurate or misinformation", and 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 16th day of August, 1980.

Isabelle E. Haapoja

Notary Public in and for the State of Michigan, residing at Bessemer, Michigan

ISABELLE E. HAAPOJA
Notary Public - Gogebic Co., Mich.
My Commission Expires June 9, 1982

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JAMES R. CALLOWAY
CHIEF COUNSEL AND STAFF DIRECTOR

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

May 21, 1975

Mr. Sven A. Johnson
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

I have your recent letter and the enclosures concerning what you obviously feel to be discrimination against your company by the Transportation Systems Center in a report on Personal Rapid Transit back in March of 1971.

The Appropriations Subcommittee on Transportation and Related Agencies, which I chair, provides the funding for the research programs of the Urban Mass Transportation Administration. In the past, there have been numerous programs in the area of PRT, in addition to the demonstration project at Morgantown, West Virginia.

Since I am not familiar with your particular situation, I have asked the Urban Mass Transportation Administration to respond directly to you concerning your complaint and to provide me with a copy of such response.

The Committee is always interested in seeing that the programs of UMTA are carried out in accordance with their authority and are fairly and effectively administered. I will be interested in their view of this matter. Thank you for your letter.

With best wishes.

Sincerely,

Birch Bayh

Birch Bayh, Chairman
Subcommittee on Transportation
and Related Agencies

BB/Eot

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GRENVILLE GARSIDE, SPECIAL COUNSEL AND STAFF DIRECTOR
WILLIAM J. VAN NESS, CHIEF COUNSEL

United States Senate

COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
WASHINGTON, D.C. 20510

April 24, 1975

Mr. Sven A. Johnson
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

Thank you for your letter and enclosures in further reference to the problems you have been having with Department of Transportation administrators over your intermodal transit model and proposal. You ask specifically that I either have one of my own committees hold investigative hearings to review the manner in which DOT treats unsolicited proposals for federal support or that I direct you to a committee with jurisdiction over this area.

As I stated in my letter to you last year, my own committees do not have the jurisdictional authority to delve into the questions you raise; rather, those questions are the concern of the Committee on Appropriations. Therefore, I suggest you contact Senator Birch Bayh directly. He heads the Appropriations Subcommittee that oversees DOT spending.

With best wishes.

Sincerely yours,

Henry M. Jackson

Henry M. Jackson, U.S.S.

HMJ:km

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United States Senate

COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

February 16, 1971

Mr. Sven A. Johnson
1520 Index Ave. N.E.
Renton, Washington 98055

Dear Mr. Johnson:

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.

WGM/sbc

P.S. Incidentally, I do recall that you demonstrated your system to members of my staff some two years ago in Seattle. They were quite impressed with the work you are doing.

U.S. DEPARTMENT OF TRANSPORTATION
TRANSPORTATION SYSTEMS CENTER
KENDALL SQUARE
CAMBRIDGE, MA 02142

OFFICE OF THE DIRECTOR

JUN 14 1977

Mr. Sven A. Johnson
P. O. Box 2403
Renton, Washington 98055

Dear Mr. Johnson:

Your letter of March 23, 1977, addressed to President Carter, has been forwarded by the Secretary of Transportation to the Transportation Systems Center for response.

The March 15, 1971, report mentioned in your letter was written after a meeting with you on February 25, 1971, in Renton, Washington, and we believe it accurately reflects the information you provided. This meeting was arranged as part of an intermodal technology assessment project then being conducted by the Transportation Systems Center. The report concluded that you presented no novel transportation concepts or unique approaches to transportation planning. For this reason your activities were not referenced in the Transportation Systems Center's final reports issued in August 1971 in connection with the technology assessment project.

A review of our records indicates that you have on other occasions charged that the Transportation Systems Center has withheld information concerning your work learned during the February 1971 meeting with you. This and other related allegations have been extensively reviewed and rejected by numerous other Departmental officials over the past several years. Enclosed is a copy of Urban Mass Transportation Administration Associate Administrator George Pastor's letter to you on this same subject which still applies.

I regret that this situation cannot be resolved to your satisfaction.

Sincerely,

James Costantino
Director

Enclosure

TECHNICAL REPORT STANDARD TITLE PAGE

JUN 30 1972
LIBRARY

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
DOT-TSC-OST-71-10		

4. Title and Subtitle	5. Report Date
Transportation Systems Technology: A Twenty-Year Outlook	August 1, 1971
	6. Performing Organization Code: TSC

7. Author(s)	8. Performing Organization Report No.
George Kovatch*, John B. Barber, Robert F. Casey and George Zames†	DOT-TSC-OST-71-10

9. Performing Organization Name and Address	10. Work Unit No.
Transportation Systems Center 55 Broadway Cambridge, Massachusetts 02142	OP01
	11. Contract or Grant No.
12. Sponsoring Agency Name and Address*	13. Type of Report and Period Covered
Office of the Secretary of Transportation Washington, D.C. 20590	Final Report: 10/70-8/71
	14. Sponsoring Agency Code

15. Supplementary Notes

*Project Manager
†Service Technology Corporation, Cambridge, Massachusetts 02142

16. Abstract

In this report an overall technology assessment of new and improved transportation systems is given. A broad survey has been made of new systems concepts for passenger and freight transportation in urban and interurban applications. Results of the findings are reported and projections of expected innovations and improvements are made along with discussion of some of the major limitations to wide scale applications over the next two decades. Recommendations for research and development emphasis in some of the more promising areas are given where possible although full analysis of cost factors and comparative analysis of competing systems were beyond the scope of this investigation.

17. Key Words	18. Distribution Statement
Transportation Technology Urban Transportation Interurban Transportation	Availability is Unlimited. Document may be Released To the National Technical Information Service, Springfield, Virginia 22151, for Sale to the Public

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Unclassified	Unclassified		

Form DOT F 1700.7 (8-69)

U.S. DEPARTMENT OF TRANSPORTATION

TRANSPORTATION SYSTEMS CENTER
55 BROADWAY
CAMBRIDGE, MASSACHUSETTS

DATE: March 15, 1971

REPLY TO ATTN OF: SA/Task Manager, Intermodal Technology Assessment

SUBJECT: Trip to Renton, Washington February 25, 1971 to review Mr. S. A. Johnson'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. S. A. Johnson while conducting site visits to West Coast transportation firms as part of project OP01, Intermodal Technology Assessment. Mr. Johnson has set up his model for demonstration at the Musicians Union Hall, 125 Logan Avenue, Renton, Washington.

Summary

Mr. Johnson 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;

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

Assessment

Mr. Johnson'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. Johnson'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. Johnson's 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).

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.

Recommendations

It would not be worthwhile simply to remake Mr. Johnson'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. Johnson 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. Johnson 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. Johnson's ideas and of his sincere concern for solutions to urban transportation problems.

George Kovatch

George Kovatch

LAW OFFICES OF
COLE, JENSEN & PUNTIGAM, P.S.
1020 UNITED AIRLINES BUILDING
SEATTLE, WASHINGTON 98121
(206) 622-3740

GEORGE M. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

January 28, 1980

OUR REF:

Mr. Sven Johnson
612 N. Moore St.
Bessemer, MI 49911

Dear Sven:

Thank you for your recent letters and your thoughts on the Trademark Office. I can understand your frustration with the delay in the Patent and Trademark Office. Unfortunately, severe budget restrictions have hurt the Trademark Office's ability to respond to amendments in a timely fashion. Hence, it is somewhat indefinite as to when we are going to receive a response from the Trademark Office. I know this story is old to you, but unfortunately, it is still true. I have also decided to begin taking steps to confront the King County with your claim. I anticipate taking some initial action relatively soon. I will write more about this shortly. Additionally, I will follow up with the Patent and Trademark Office to insure that we have not got lost in the shuffle of papers. I am beginning to be uncomfortable about the delay in proceeding against the County. I had anticipated that we would be past this stage long ago.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjl

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

DEC 18 1978

Mr. Sven A. Johnson
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

Your request to meet with me some time in January has prompted me to conduct another review of our voluminous correspondence with you and of your various allegations dating back to 1967. I note that you have met in the past with several key executives of the Department of Transportation, including the Secretary, the Deputy Secretary and the Urban Mass Transportation Administrator.

I appreciate your sending me copies of past correspondence including that from Senators Jackson and Magnuson and various other government officials. It was very helpful to me and my staff in conducting our review.

Unfortunately, I was unable to discover in all of this material any new facts which would cause me to change the Department's position, which I believe is clearly expressed in my letter to you of August 1, 1977, and in George Pastor's letter to you of August 1, 1975. Accordingly, I see no benefit to be derived from a meeting to discuss matters which have been thoroughly aired in prior meetings and correspondence.

I regret that our efforts have not been to your satisfaction.

Sincerely,

Brock Adams

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

August 23, 1972

Mr. Sven Johnson
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

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

Alan L. Dean
Deputy Assistant Director

Johnson Systems Development Co.

P.O. Box 2403, Renton, Washington 98055 · 255 · 8592
P.O.Box 112 Bessemer, MI 49911

ONE TEST WITH A *SHAPING COMPUTER*
IS WORTH ALL THE EXPERT OPINIONS

JUL 28, 1980

Honorable Mssrs, Senators Dole, Bayh, DeConcini, Jackson, Magnuson, Laxalt, Kennedy, Thurmond,------Candidates, President Carter, Governor Reagan, and Independent John Anderson----and---- PROFESSIONAL RESPONSIBILITY___

Mr. Alan L. Dean's August 23, 1972 letter from OMB, last line of the third paragraph, admonishes me to afford "specific descriptions" to DOT, and Dan O'Neal, Transportation Counsel for the Committee on Commerce, had, on October 11, 1972 informed Secretary Volpe of the thew "with-holding" that I had charged in an October 5 letter to Secretary Volpe, after I had digested the March 15, 1971 "internal report", except that O'Neal called "plagiarism", while I had cleanly described that DOT-TSC had not published my information, except to allude to some of the things not being available for this study, "like comparative analysis", and I had shown Dan O'Neal that the March 15, 1971 "internal report" had already acknowledged seeing "comparative analysis" by use of a "training aid", which "training aid" was the actual "shaping computer", and what DOT-TSC did to "capsulization of aircraft" in paragraph four (4) of the summary on page 1 of the March 15, 1971 "internal report"-------Gentlemen, and I am advising you "collectively" that Senator Magnuson is the very best source of information in all of this, and I say so on the basis of his February 16, 1971, acknowledging his staff having seen my system two years prior, in Seattle-----AND I REMIND YOU AGAIN, THAT SENATOR MAGNUSON WAS LIED TO BY DOT-TSC AND HIS COUNSEL FOR TRANSPORTATION IN 1971-1972,

and I repeat this, because you are investigating Billy Carter for some "alleged" with-holding of communications with Libyan officials, or some other such concern for what went on in the White House, and I am telling you that there is a far worse "with-holding" and cover-up in the DOT-TSC handling of OPO1, that is far worse than any 18 minute tape erasure in Watergate-----

The Office of Professional Responsibility within the Department of Justice shall have the fullest opportunity to "evaluate" the details & the facts, as they have been imposed on Sven Johnson's Systems Develop-mxix ment efforts, and Professional Responsibility can begin with the Trademark Application #096,527--for the mark "KINGDOME", now being held up by a "severe budget restriction" as detailed in the Jan 28, 1980 letter attached hereto---but also, that trademark is at the center of the facts "with-held" from publication by DOT-TSC and the Senate Commerce Committee's refusal to investigate the March 15, 1971 DOT-TSC "internal report", also attached------because we are about to destroy the heritage of the "Pioneer Spirit that devised the United States of America", and we are, in fact, destroying the United States, internally, by "winking at the law" that people have been taught in "ideals" to live by, but the "ideals" have disappeared with "professionally responsibla people" being allowed the "unequal privilege of self investigation" to permit irresponsible people to profess a "legallity, per se, to their acts, as not having done anything wrong", and PROFESSIONAL RESPONSIBILITY, IS OUR LAST CHANCE!!!

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at
The United States International Transportation Exposition, Transpo – 72
Dulles International Airport, Washington, D. C. 20591

Sven A. Johnson

cc: DIST LIST

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

SEP 6 1972

HHP-24

Mr. Sven Johnson
Mr. Jim Johnson
1520 Index Avenue, NE.
Renton, Washington 98055

Dear Messrs. Johnson:

This is in response to your letter dated August 14, 1972, to Secretary Volpe concerning totally integrated systems of transportation. The U.S. Department of Transportation has and continues to conduct research into tunnel technology and into urban systems as we believe that they are important areas of investigation.

We appreciate your concern for the matter and also your exhibit at TRANSPO 72.

Sincerely yours,

Sidney Goldstein
Acting Associate Administrator
for Planning

JANUARY 27, 1975

To All Members of Congress:

The Transpo-72 exhibit by Johnson Systems answered The White House call for a new tunnel technology. By having kept this information out of the DOT-TSC-OST-71-10 Final Report prepared under White House Directive OP01 Intermodal Technology Assessment, The Department of Transportation arbitrarily discriminated against Sven Johnson and Johnson Systems, and I formally request that this matter be aired by the appropriate congressional committee.

Johnson Systems was reported on under the OP01-Intermodal Technology Assessment on March 15, 1971, but excluded from the final report DOT-TSC-OST-71-10 and 71-11, both dated August 1, 1971, and which omission caused me to exhibit at Transpo-72, where, after persistant research, I learned how a small business can be discriminated against by government agency.

I shall not rest until this matter is properly reviewed and resolved, because the cost of Transpo-72 to the taxpayer and to me personally, as an exhibitor, does not justify the arbitrary cancellation of Transpo-74 by The Honorable Claude S. Brinegar, which cancellation serves only to destroy the initiative that this country needs to deal with the galaxy of crises that everyone is talking about, and mostly denying anyone the right to do anything about.

Please honor this request to be heard.

Sincerely,

Sven A. Johnson

Sven A. Johnson

Green River Valley

Renton Man Has Rapid-Transit Ide

By LOU CORSALETTI

"Quick-Feds."

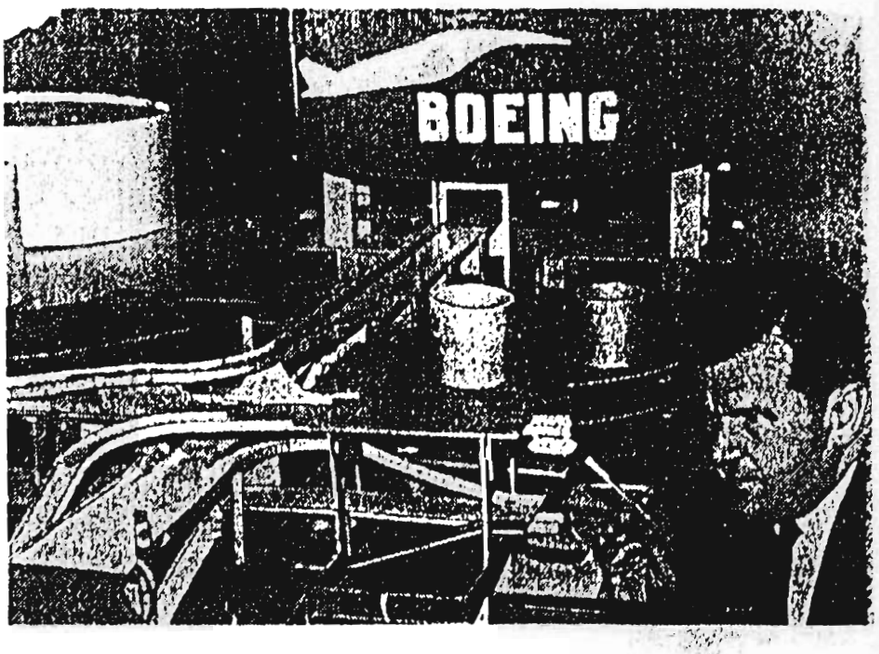
That phrase describes the vision of a man who is concerned with moving people and commerce as rapidly and expediently as possible.

To Sven Johnson of Renton, "Quick-Feds" is the nickname for his proposed multi-level integrated mass-rapid-transportation system.

"A rapid solution to a few problems."

Johnson has converted his vision into a mockup which presents a vivid and easily understood picture of what he has in mind.

His transportation system includes not only the means for moving people, but also communication and utility systems.



Sven Johnson of Renton pointed out on a model how the monorail line is incorporated into his integrated mass-rapid- transit concept.

"INTEGRATION of all transportation and service systems into one unit eliminates the need for numerous rights-of-way necessary for today's expanding population and industrial areas," Johnson said.

"With the demand for more land for expansion, this concept makes any parcel of land usable for development. It eliminates the need for locating industrial, commercial and residential complexes near existing transportation system. It would in itself create its own system, which in turn feed to existing networks."

Johnson's idea stems from his concern over the numerous spaghetti-like highway interchanges cropping up throughout the nation. His basic concept is the elimination of clover-leafs at interchanges, thereby ruling out the need for yield rights-of-way, stop signs and traffic signals and moving traffic at a rapid pace.

He noted that each level would carry traffic in one direction only. There would be controlled lanes. A driver, wishing to exit to a particular ramp, would drive in a given lane until he reached the turn-off. At this point that particular lane would terminate, but would be resumed at a point where there would be an entrance ramp.

"This eliminates the need for yielding to rapidly moving traffic and provides a safety factor in that a driver doesn't have to speed up to enter a freeway," Johnson said.

HE ALSO SUGGESTS in his plan that roadways be color coded for easier traveling to a given destination.

Johnson envisions a five-level transportation system. The ground level would provide for train movement, and the four upper levels would be roadways. Suspended from each level would be "rails" for a local and long-distance monorail rapid-transit system. Also incorporated in the various levels, would be lines for electric power, telephone cable, gas, water and sewer systems — thereby carrying out his concept of one right-of-way for all types of services.

Another major feature of his plan is development of industrial, commercial, residential and even educational facilities adjacent to and in conjunction with major interchanges on the system.

"By locating such facilities at those points they could be served by all modes of transportation," he said. "Large factories could receive raw materials, assemble the product and distribute it with ease. Through the use of a public transit system and accessability from the freeway in all directions, employes at commercial and industrial centers could reach work more readily."

HE ADDED THAT with development of residential complexes at given points along a network of these interchanges people could easily travel from their door to work.

An alternate design of his plan provides for constructing an underground interchange at airport sites. Terminal and service facilities would be underground and adjacent to the interchange. Passengers and freight would be loaded on the plane that would then be moved to ground level by elevators. From there the plane would be transferred by conveyor belt to the take-off point. Here again, the facility would be served directly by public, private and rail transportation.

Johnson envisions a chain of these interchanges across the country, connecting the East and West Coasts.

"A driver would enter a freeway in Seattle and travel to New York City without encountering one traffic signal," he commented. "Once a prototype was built, it could become a pattern and with modifications fit the needs of any situation."

JOHNSON'S CONCEPT has caught the fancy of Prof. David M. Scott, chairman of the department of architecture at Washington State University. He expressed approval of the plan after studying the model.

"I definitely think that Johnson's concept on integration of all modes of transportation is something that has to be considered in future planning of transportation networks," Scott commented. "I feel he has some significant ideas and has done some original thinking. Some of his thoughts on arterial transportation and handling of cargo along from material supplier to manufacturer to customer are very sound."

Johnson makes no bon about the shortcomings his plan, and admits th there is much room for cri cism and improvement.

"I am always open suggestions and new ideas he said. "But we have move quickly to prevent t economy, the people and t country from being strangl from lack of movement."

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.

12 JUN 1980

Mr. Sven A. Johnson
P. O. Box 112
Bessember, MI 49911

Dear Mr. Johnson

This is in response to your letter of 27 March 1980 to the Secretary of the Air Force. The material which you forwarded contains many interesting and potentially useful concepts; however, at the present time, we do not see a direct application to current defense programs. The approaches you propose fall under the jurisdiction of the Department of Transportation (DOT) and we note from your package that they have had extensive involvement with your concept. We feel we must defer to DOT's judgement on this subject as the appropriate Government agency.

You also asked that the Air Force conduct investigations into the handling of a government report by DOT-TSC. Since the GAO Fraud Task Force, an independent agency, could find no evidence of fraud nor basis for further investigation, we do not feel it incumbent upon the Air Force to pursue the matter further.

We appreciate your committment to national defense and the Air Force mission.

Sincerely

Bernard G. Demers

BERNARD G. DEMERS, Colonel, USAF
Chief, Systems Acquisition Division
Director, Contracting &
Acquisition Policy

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

FEB 24 1970

Mr. Sven A. Johnson
1520 Index Avenue, N. E.
Renton, Washington 98055

Dear Mr. Johnson:

I have read with interest your letter of 27 November, 1969 and also the material you forwarded with it. Your sincere and forceful desire to assist in making a major contribution to solving our transportation problems is very evident and much appreciated.

The integration of all transportation systems, as you indicate, is a very important aspect of our future, and I believe that this action is taking place in our country today but on an evolving, rather than a revolutionary scale. The situation is explained to some degree in a letter dated 24 December, 1968, from Mr. Ira Dye, Office of the Secretary of Transportation, to Senator Warren G. Magnuson. A copy of this letter is in the material you forwarded and it attests to the attractiveness of your general concept.

After review of your material, I do not believe that a visit to our office to go over your study in greater detail would be fruitful to you or to my staff. However, I am taking the liberty of retaining the folders you forwarded for our possible future reference..

Sincerely,

C. C. Villarreal
Administrator

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

October 10, 1967

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

Secretary Boyd has asked me to reply to your recent letter to him. On the basis of the information that you submitted we are unable to make an evaluation of your proposal. If you would care to send us a more complete description of what you have in mind we would be happy to take it under consideration.

Thank you for your interest in this vital national problem.

Sincerely yours,

Ira Dye
Director, Office of Systems Analysis

1360 "H" ~~Street~~ PLACE
Renton, Washington 98055
November 7, 1967

The Honorable Alan S. Boyd
Department of Transportation
Office of the Secretary
Washington, D. C. 20000

Dear Mr. Boyd:

Mr. Ira Dye has suggested I provide additional, or more complete, information so that the proposed system of Integrated Transportation could be considered.

I do apologize for the poor photograph I submitted originally but I feel the enlargements enclosed herein may be just as problematic. Several letters and discussions with the Petroleum Institute, United Air Lines and other Industry have proven that correspondence is incapable of conveying the text, concept and application of this integration of systems. The factions who most readily understand and comprehend this system do so when following an explanation or a presentation from the transportable model which I have prepared.

I have been advised that the need for integrated systems mandates the early evaluation of this or any proposal and I declare this material available for transport and presentation to your Office for there is a real concern relative to Air Pollution, Standards, Highway Safety, Public Transport and every phase of Utilities, Commerce, and Communications. I have also been asked to refer this matter to the Commerce Committee for direction.

Please feel free to inquire of Professor David M. Scott, AIA, Washington State University, Pullman, Washington concerning the scope or value of this concept.

I would appreciate your invitation to explain this System to your staff.

Sincerely,

Sven A. Johnson

SAJ/da
Enclosures

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

FEB 13 1968

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

I am sorry to have been so long in replying to your letter of November 7, 1967 which enclosed some enlargements and additional comments about your proposed integrated transportation study.

I would like to thank you for sending us your proposal and we will give it full consideration in the development of our planning.

Sincerely yours,

Ira Dye
Director, Office of
Systems Analysis

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

NOV 5 1969

Mr. Sven A. Johnson
1520 Index Avenue, N.E.
Renton, Washington, 980555

Dear Mr. Johnson:

Secretary Volpe has asked that I thank you for your letter. I regret the difficulties which you may have had in securing an audience for the discussion of the transportation systems which you are proposing.

I gather from your letter that officials at Lockheed have had an opportunity to examine your model and to study the details of your system. We believe that it would not be to useful for us to use your time or ours in discussion of the system you proposed until we, too, have had an opportunity to check the model and evaluate it and your proposals.

If you would like to do so, send them to:

Office of Research
Room 704 West
Urban Mass Transportation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20590

With every good wish.

Sincerely,

C. C. Villarreal

C. C. Villarreal
Administrator

DEPT. OF TRANSPORTATION

4

September 29, 1970

Mr. Ira Dye, Director
Office of Systems Analysis
Department of Transportation
Washington, D. C.

Dear Mr. Dye:

You may remember our communications last year concerning the intermodal transportation concepts of Mr. Sven A. Johnson of Renton, Washington. I had requested the Department of Transportation to review some of his work, and after looking over some photographic materials and text, the Department replied that many of Mr. Johnson's ideas were under consideration in other forms, and that the Department could not utilize his suggestions further at that time.

Mr. Johnson's work has attracted considerable, and in my opinion, justified attention in the Puget Sound area. His concept of the total integration of transportation with community development, and his bold ideas on land-use planning, have stimulated valuable discussion from which the Department could still benefit.

One immediate problem facing Mr. Johnson is that a three-dimensional representation of his work is essential to the communication of his concepts, and that the only materials he has been able to afford in his model have been cardboard and wood. If he could find the funds to construct a model of plastic and metal, his concepts could be examined by a greater number of people by virtue of their greater durability during transport, relocation, etc.

A representative of the local business community informs me that business and professional persons intrigued by Mr. Johnson's work have studied this problem and feel that a transportable model embodying his concepts and constructed of plastic and metal could be assembled for a cost of roughly $38,000. Those gentlemen indicate that on page 497 of the Government Contracts Manual is a description of Public Law #89-220 (79 Stat. 893) that suggests the possibility of obtaining federal funds for such a purpose.

2

I would be grateful if you could examine this possibility, remembering our earlier correspondence, and inform me as to the feasibility of utilizing this or any other funding mechanism for the purpose of aiding Mr. Johnson in the construction of a better quality model.

Thank you for your consideration of this project.

Sincerely,

WARREN G. MAGNUSON, U. S. S.

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GWEN J. MALONE
CHIEF COUNSEL
STUART M. STATLER
CHIEF COUNSEL TO THE MINORITY

United States Senate

COMMITTEE ON
GOVERNMENTAL AFFAIRS
SENATE PERMANENT SUBCOMMITTEE
ON INVESTIGATIONS
(PURSUANT TO S. RES. 4 AND S. RES. 72, 83TH CONGRESS)
WASHINGTON, D.C. 20510

January 31, 1978

Mr. Sven A. Johnson
Johnson Systems Development Company
P. O. Box 2403
Renton, Washington 98055

Dear Sven:

Thank you for your recent letter. I appreciate your taking the time to update me on the progress of your integrated mass transportation concept.

We both agree that solutions to basic transportation problems are needed. You are to be commended for your increasing efforts and years of dedicated work in trying to alleviate these problems.

Progress in all areas of American life can only come about through the continued involvement of concerned citizens like yourself.

With respect to your request that the Senate Permanent Subcommittee on Investigations look into the failure of the Transportation System Center to publish their review of your proposal, I am not aware of any law requiring them to publish such reviews and discern no basis for action by the Permanent Subcommittee. As I am sure you know, any inquiry undertaken by the Subcommittee must have a legislative purpose.

However, if your objective is merely to obtain a copy of the report, it may be available to you under the Freedom of Information Act. You may want to send a request to the agency under the authority of that act. The agency will then have to make it available to you or advise you why it cannot be made available by citing the appropriate statute or regulation for withholding it.

Thank you, Sven, for your informative letter. I am sorry the Subcommittee cannot be helpful in the investigative sense, but hope this response will be useful to you. It was good of you to take the time to write.

Sincerely

OFFICE OF THE VICE PRESIDENT
WASHINGTON, D. C.

February 3, 1961

Dear Mr. Johnson:

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,

Lyndon B. Johnson

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

NASA HEADQUARTERS
1520 H STREET NORTHWEST
WASHINGTON 25, D. C.
Telephone Executive 3-7810 TWX: WA 761

IN REPLY REFER TO: AB-3071

February 8, 1961

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

This is in response to your letter of January 5, 1961, which was received by this office on January 18. It is understood from your letter that you believe you have discovered means for eliminating the hazards of atmospheric re-entry of spacecraft.

The Inventions and Contributions Board was established under the provisions of the National Aeronautics and Space Act of 1958. One of its functions is the evaluation of scientific and technical contributions which may have significant value in the conduct of aeronautical and space activities. In order that a proper evaluation may be made, it is necessary that the Board receive complete information, as specified in Section 1240.102(b) of the attached Regulations. Your attention is also invited to Section 1240.102(c), in which it is indicated that contributions received by the Board will not be disclosed to any but authorized Government personnel concerned with their evaluation except with prior approval of the contributor. The Board has facilities for properly safeguarding classified information should the classification of your disclosure be deemed advisable.

Section 306 of the NASA Act provides for the making of monetary awards to contributors of scientific and technical contributions having significant value in the conduct of aeronautical and space activities. The Board has adopted basic minimum criteria which must be met before a contribution can be recommended for an award under the NASA Act. These criteria are listed in a supplement attached to the enclosed Regulations.

Should you decide to make a complete disclosure to the Inventions and Contributions Board after reading the attached Regulations and Supplement, we shall be pleased to consider your invention further.

Very truly yours,

James A. Hootman

James A. Hootman, Secretary
Inventions and Contributions Board

Encs. 2
CC: The Honorable Lyndon B. Johnson
Vice President

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

Honorable Edward M. Kennedy
United States Senate
Washington, D. C. 20510

Dear Senator Kennedy:

Your letter of June 21, 1972, concerning Sven A. Johnson of Renton, Washington was forwarded to our office. Members of our staff have discussed Mr. Johnson's proposals with him personally and have had correspondence with him for over a year. Additionally, many other Departmental officials have talked to him--including the Secretary, Under Secretary, at least one administrator, and several analysts and engineers. A representative from the Department's Transportation System Center visited him in Washington. (Enclosed are excerpts from our files.) ← INTERNAL REPORT ← DATED MARCH 15, 1971

Mr. Johnson's enthusiasm and persistence are admirable. His ideas, however, have not been judged sufficiently well developed, or of such a potential that the Department feels they warrant Departmental support.

Sincerely,

John L. Hazard
Assistant Secretary for
Policy and International Affairs

Enclosures

THIS IS A MISREPRESENTATION OF FACT. THE MARCH 15, 1971, TSC-INTERNAL REPORT, OMITTED FROM THE FINAL REPORT, DATED AUGUST 1, 1971 CLEARLY DISCRIMINATES AGAINST SVEN JOHNSON SYSTEMS BY THE FACT THAT THE FINAL REPORT DOT-TSC-OST-71-10 EXCLUDED THE FEB. 25, 1971 REVIEW OF THE "TOTAL SYSTEMS" EXHIBIT.

WARREN G. MAGNUSON, WASH., CHAIRMAN
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United States Senate
COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

August 7, 1969

Mr. Sven A. Johnson
1520 Index Avenue Northeast
Renton, Washington 98055

Dear Mr. Johnson:

I had the opportunity today, after careful study of your proposal, to sit down and discuss it with Mr. Stan Barer, Transportation Counsel of the Senate Commerce Committee. While I would not want to offer you false hopes concerning the likelihood of implementing this visionary scheme in the near future, I think it is fair to say that Stan and I are intrigued with the possibilities it may hold.

I intend in the next few days to put our questions and criticisms into letter form, and I will have work begun on the specific requests that you made. My hope would be that you can develop a sufficiently refined proposal for a demonstration before appropriate Department of Transportation personnel but this will have to be prepared carefully to avoid being written off as too theoretical.

Thank you again for writing--I will be in touch with you shortly.

Sincerely,

ERIC REDMAN
Legislative Assistant to
Warren G. Magnuson

ER:be

WARREN G. MAGNUSON, WASH., CHAIRMAN
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FREDERICK J. LORDAN, STAFF DIRECTOR
MICHAEL PERTSCHUK, CHIEF COUNSEL

United States Senate
COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

November 13, 1973

Mr. Sven A. Johnson
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Sven:

I have received a copy of the letter which Mr. Cleven sent you on November 1. I would be very interested in your reaction to that correspondence.

Specifically, do you plan to present an unsolicited proposal? If you do, do you have any feeling from your meeting with Anderson and Scheffey whether or not there is any chance that your proposal would be funded?

Looking forward to hearing from you, I am

Sincerely yours,

S. Lynn Sutcliffe

S. Lynn Sutcliffe, Counsel
Senate Commerce Committee

SLS:kgc

ATTN: SENATOR JACKSON

THE LETTER FROM MR. CLEVEN CLEARLY POINTS OUT THAT D.O.T. DOES NOT HAVE AN APPROACH OR THE ORGANIZATION MECHANICS TO DEAL WITH TRANSPORTATION AS A "TOTAL SYSTEMS" PROBLEM. LYNN SUTCLIFFE READILY UNDERSTANDS THIS D.O.T. SHORT COMING, AS DOES SENATOR MAGNUSON, AND IT IS TO THIS END THAT I SEEK A HEARING. THE ENERGY CRISIS IN CONSORT WITH LAND-USE PLANNING SEEM TO INDICATE THAT WE NEED TO CONSIDER ALL PROBLEMS IN CONTEXT, RATHER THAN FOR INDIVIDUAL SOLUTIONS.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

Associate Administrator
for
Research and Development

IN REPLY REFER TO:
HDV-1

November 1, 1973

Mr. Sven A. Johnson
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

It was a pleasure for Messrs. Anderson and Scheffey from the Offices of Research and Development to have the opportunity to meet with you on October 24. The review of your ideas on the solution to some of our transportation problems was most interesting.

During the course of our meeting you mentioned that few agencies are interested in a truly intermodal transportation system. We would like to emphasize again as we did during our meeting that the Federal Highway Administration is not only interested in intermodal planning but it is normal procedure that all of our planning consider all feasible alternate modes of transportation, both freight and personal.

You stated on October 24 that you would be interested in submitting an unsolicited proposal for the consideration of the Federal Highway Administration. We mentioned to you that our research and development budget for 1974 and 1975 is not only limited but that it is already committed to specific current or proposed projects. If, however, a concise, well presented unsolicited proposal is received, evaluated, and found to be a solution to one of our problems, and if it would rate a higher priority than one of our contracts presently in the budget, an adjustment of the budget may be in the public interest.

To assist you in the preparation of a proposal, we are enclosing three documents for your information and use: (1) Research and Development Order IV-1, Administrative Contracts, (2) Introduction and Summary, Federally Coordinated Program of Research and Development in Highway Transportation, and (3) "A Guide to Federal Highway Administration

SENATOR JACKSON:
ONLY A CONGRESSIONAL HEARING CAN PUT ALL OF THIS TOGETHER — AND EXPO-74 IS OUR BEST CHANCE TO EXHIBIT "TOTAL SYSTEMS" FOR THE NATIONAL INTEREST IN 1976.
SVEN

Policies and Procedures for Submitting Unsolicited Proposals." We would again like to suggest that your proposal be specific as to the problem you intend to solve, how you intend to solve it, and how the product that you will complete addresses one of the objectives in our Federally Coordinated Program of Research and Development.

Thank you for your interest in the Federal highway program.

Sincerely yours,

G. W. Cleven

3 Enclosures

THERE IS NO SUCH ACTIVITY, OTHER THAN THE HOPE TO FIND ONE, WHILE THE AGENCY IGNORES OUR EXHIBIT TO PRODUCE THIS IN TIME TO COPE WITH THE CRISES OF TODAY

THE PROBLEM THAT MUST BE SOLVED IS THE COORDINATION OF A TOTAL TRANSPORTATION METWORK SYSTEM THAT FINALLY PRODUCES THE BALANCED, TOTALLY INTEGRATED, SYSTEM OF TRANSPORTATION, COMMUNICATIONS, BUILDINGS, ECONOMY, ENVIRONMENT, ENERGY, LAND-USE, IN FACT THE ECO-SYSTEM, AND UNTIL SOME AGENCY OF GOVERNMENT HAS THIS TOTAL SYSTEMS COORDINATING RESPONSIBILITY, AS FACT, RATHER THAN WISHFUL THINKING OR TITLE ON A DOOR, WE WILL ALL BE HELD TO PLAYING AT SOLVING A "SPECIFIC PROBLEM", RATHER THAN CONTEMPLATING THE AGGREGATE OF ALL PROBLEMS, SIMULTANEOUSLY. —

A PLASTIC VALVE FOR A HEART IS A SPECIFIC PROBLEM, BUT THE HEART IS PART OF A "TOTAL SYSTEM", A WHOLE BEING!

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

OFFICE OF THE ADMINISTRATOR

AUG 2 7 1973

Refer to:
HDV-1

Mr. Sven A. Johnson
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

I have received your recent correspondence and thoroughly reviewed the enclosures which were predominantly correspondence with other offices within the Department of Transportation and congressional delegations. I want to assure you that we have a concern for a coordinated transportation system and it is gratifying to find others that are interested in finding a solution to our transportation problems.

Because of the many pressures that have evolved from the passage of the new transportation bill, my calendar is extremely heavy at this time of the year. However, I have made arrangements with the Offices of Research and Development to accommodate an appointment with you at your convenience. If you desire such an appointment to discuss your approach to our transportation crisis, please contact Mr. H. L. Anderson, Director, Office of Development, telephone (202) 426-0255. He will be happy to make arrangements for such a meeting.

Sincerely yours,

Norbert T. Tiemann
Federal Highway Administrator

SAM J. ERVIN, JR., N.C., CHAIRMAN
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SAMUEL DASH
CHIEF COUNSEL AND STAFF DIRECTOR
FRED D. THOMPSON
MINORITY COUNSEL
RUFUS L. EDMISTEN
DEPUTY COUNSEL

United States Senate

SELECT COMMITTEE ON
PRESIDENTIAL CAMPAIGN ACTIVITIES
(PURSUANT TO S. RES. 60, 93D CONGRESS)
WASHINGTON, D.C. 20510

August 17, 1973

Mr. Sven A. Johnson
1520 Index Avenue N. E.
Renton, Washington, 98055

Dear Mr. Johnson:

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

State of Washington
DANIEL J. EVANS
Governor

STADIUM COMMISSION
215 Columbia Street • Seattle, Washington 98104 • Phone MA 2-5060, Ext. 63

November 17, 1967

Mr. S. A. Johnson
1360 H Place
Renton, Washington 98055

Dear Mr. Johnson:

Your recommendation for the site of a multiple-purpose King County Stadium is being considered by the State Commission. Before an ultimate decision is reached, professional planners and engineers will be employed to make depth studies. Due to the large number of site proposals we have received, and because of the importance of the studies, it will be several months before a location is selected.

We thank you for your sincere interest in the Stadium and for your specific suggestion.

Cordially,

David L. Cohn
VICE CHAIRMAN

JOSEPH E. CANDY, Chairman
DAVID L. COHN, Vice Chairman
CLARENCE F. MASSART, President, Seattle City Council
FLOYD C. MILLER, Chairman, Finance Committee, Seattle City Council
JOHN T. O'BRIEN, Chairman, King County Commissioners
JOHN D. SPELLMAN, King County Commissioner

JAMES L. WILSON, M.D.
726 BROADWAY
SEATTLE, WASH. 98122
EA 3-2229

INTERNAL MEDICINE
DIAGNOSIS

July 21, 1970

Mr. Sven O. Johnson
1520 Index Avenue N. E.
Renton, Washington 98055

Dear Mr. Johnson:

On behalf of the State Stadium Commission I wish to thank you for your presentation at our July 20 meeting.

Mr. Schlatter or Mr. Hughbanks, our Commission Staff, will be in touch with you when a field trip is planned for your area or if additional information concerning your particular presentation is needed by the Commission.

Thank you again.

Sincerely,

James L. Wilson, M. D., Chairman
State Stadium Commission

JLW:dc

cc: State Stadium Commission
Gerald Schlatter
Dave Hughbanks

State of Washington

DANIEL J. EVANS
Governor

STATE STADIUM COMMISSION

402 M • King County Court House • Seattle, Washington 98104

September 29, 1970

Mr. Sven O. Johnson
1520 Index Avenue N. E.
Renton, Washington 98055

Dear Mr. Johnson:

Thank you for your letter of August 25th.

Please be advised that the State Stadium Commission has been charged with the responsibility for recommending the best possible site within King County for the location of the multipurpose stadium.

Despite the excellence of your presentation involving transportation, planning, and construction systems, the actual site proposed was deemed unsuitable by the technical advisory subcommittee and thus necessarily has been dropped from any further consideration.

Sincerely,

James L. Wilson, M.D., Chairman
State Stadium Commission

JLW:jd

cc: State Stadium Commission
Gerald Schlatter
Dave Hughbanks

October 7, 1975

Honorable John Spellman
King County Executive
Honorable Bill Reams, Chairman
King County Council, and Council Members

Re: Usurpation of the name KINGDOME for the domed stadium

Dear Msers. Spellman and Reams

I am delighted to see The Seattle Post-Intelligencer picture and caption, this date, "Soon, Our Kingdome will be sitting Pretty". However, I am also very concerned about the above reference, because a search of the presentations to the Washington State Stadium Commission, chaired by Dr. Wilson, will show that the name KINGDOME was a vital part of the presentation of Sven A. Johnson, to the State Stadium Commission.

I, Sven A. Johnson, am the originator of the name KINGDOME, and the plan to apply TOTAL SYSTEMS to allow the stadium and/or any structure to be built at any site, and I stated in my presentation to the commission that I didn't care if the stadium was built on top of the Space Needle, as long as the inherent problems of ingress and egress were solved, for that site.

The Kingdome Stadium model that I brought to the Commission on July 20, 1970 was also a centerpiece of Johnson Systems exhibit at TRANSPO-72, in Washington, D.C.

Dr. James L. Wilson, Chairman of the Stadium Commission advised me in a letter Dated September 29, 1970 that my site proposal has been dropped from any further consideration. Therefore, as the original proposer of Kingdome, with proof of my continued use to present Kingdome as a means of solving problems of cities, I wish this County Administration to explain to me in a Public Hearing, How you can take a vital part of my presentation, the name Kingdome, and I wish to remind the staff, Mr. GeraldSchlatter, specifically, that the field trip that was promised to me at the close of my July 20, 1970 presentation, was never consummated. The failure of the commission to review the site with me, I consider a breach of courtesy, and professional ethics.

I am most concerned to see a successful multi-purpose stadium evolve in the State of Washington, and I was using the name KINGDOME whenthe Seattle Center site was a contender, along with the already county owned site I proposed in Renton.

In the interest of success, at the least cost to the taxpayer, for the stadium as it is now built and nearing completion, I wish to preclude adding further to the controversies concerning the stadium by formally requesting that the administration return the name Kingdome to the rightful owner.

Your immediate attention to this matter will be appreciated.

Sven A. Johnson

Sven A. Johnson

Copy to:

U.S. DEPARTMENT OF COMMERCE
Patent and Trademark Office

REPLY REFER TO THE FOLLOWING AND THE FILING DATE:

SER. NO.	2. MARK	5. PAPER NO.
096527	KINGDOME	4

APPLICANT
SVEN A. JOHNSON, DBA, JOHNSON SYSTEMS DEVELOPMENT COMPANY

ADDRESS

JOHNSON SYSTEMS DEVELOPMENT COMPANY
126 LOGAN SOUTH
RENION, WASHINGTON 98055

ADDRESS COMMISSIONER OF PATENTS AND TRADEMARKS WASHINGTON D. C. 20231 AND FURNISH YOUR ZIP CODE AND TELEPHONE NUMBER IN ALL CORRESPONDENCE

6. MAILING DATE
APR 11 1979

FORM PTO 1293 (3-75) U.S. DEPT. OF COMM. Pat. & TM Office

Responsive to communication filed January 3, 1978.

Applicant has amended the application to International Classes 9, 37, and 42.

It does not appear from the record that the word "KINGDOME" has been used to identify the source of origin of goods or of services rendered for others. Many years ago applicant conceived of an idea to create a multi-purpose stadium which included an integrated transportation and parking system. With limited funds, applicant constructed a cardboard and wood model which he then identified by the word "KINGDOME". He made attempts to get his ideas across to others and to get Federal funding for a more permanent and precise model. Over the years, applicant has transported this wood and cardboard model to various expositions and has used the model to aid in making presentations relating to the implementation of his transportation concepts. It is apparent that applicant had coined the term KINGDOME to identify a model used to aid in conveying his concepts of a multi-purpose stadium and accompanying transportation system concerned particularly with the general proposition of rebuilding large cities.

A concept or an idea is not the proper province of a trademark. A trademark(including service marks) identifies the source of origin (albeit anonymous) of a product or of services. It distinguishes between the goods or services of one party and those of others. It represents goodwill and reputation. A trademark is not acquired by mere adoption. Ownership arises out of

A proper response to THIS OFFICE action must be received within 6 months from the date of this action in order to avoid ABANDONMENT.

PTOL-89

2 - Applicant's Copy

actual use, and federal registration requires actual use in commerce regulated by Congress (which normally is satisfied by use in interstate commerce).

After serious consideration and careful study of the evidence in the record, I have concluded that applicant has adopted and used the mark "KINGDOM" to identify goods. I have also concluded that applicant has not used the term "KINGDOM" to identify services.

Although a trademark may also function as a trademark, I cannot justify such a conclusion in the instant case. I do not beleive that applicant is promoting ther term "KINGDOM" to identify services. I do not mean that I doubt applicant's veracity. Applicant may very well be rendering the services he claims to be rendering. I simply mean that based on my experience and on the evidence in the record there is insufficient proof that "KINGDOM" identifies applicant's services. I fail to see how the holding in the CORNER STORE case applies.

The existing identification of goods in Int. Cl. 9 is acceptable. If applicant deletes the remaining two classes, I can forward the application to publication.

If applicant maintains his claim that the word "KINGDOM" identifies services, then I suggest applicant appeal my refusal to the Trademark Trial and Appeal Board.

ISS:smf

I. Steven Siglin
Trademark Attorney, Div.IV
703-557-9550

Interstate Commerce Commission
Washington, D.C. 20423

OFFICE OF POLICY AND ANALYSIS

Mr. Sven Johnson
P.O. Box 112
Bessemer, MI 49911

Dear Mr. Johnson:

Our office has received the material you sent to former Chairman O'Neal.

Mr. O'Neal has left the Commission so I have forwarded your note and material to him.

Sincerely yours,

Alexander Lyall Morton
Director

8 0 0 1 1 2 1 1 1 6

NATIONAL UNITY CAMPAIGN
John Anderson
25 K Street, N.E. / Washington, D.C. 20002 / (202) 789-8700

July 2, 1980

Mr. Sven Johnson
Johnson Systems
"Total System"
P. O. Box 112
Bessemer, MI 49911

Dear Mr. Johnson:

Thank you for your interest in the National Unity Campaign for John Anderson.

Your extensive research and correspondance has been reviewed by me, and I do think that you have a very good grasp of what is needed, as far as development, for the United States to gear for "independence." I have forwarded your research to our research director, Clifford Brown.

Thank you again for your interest.

Sincerely,

Anthony E. Malkin
Research Assistant

AEM:as

UNITED STATES DEPARTMENT OF COMMERCE
Patent and Trademark Office
Address: COMMISSIONER OF PATENTS AND TRADEMARKS
Washington, D.C. 20231

August 5, 1976

Sven A. Johnson
Johnson Systems Development Co.
P. O. Box 2403
Renton, WA 98055

This is in reference to your letter dated July 3, 1976 regarding the word "Kingdome" and its use by King County. You indicate in your letter that King County has filed a trademark application for the mark KINGDOME. An examination of the records of the Patent and Trademark Office fail to reveal such an application. King County of Seattle, Washington has filed a servicemark application Serial Number 58,244 for a design mark (a copy of which is attached). Since this design does not appear to be pertinent to the mark KINGDOME, I am not forwarding your letter to the Trademark Trial and Appeal Board for consideration.

L. J. Bettendorf
Deputy Director
Trademark Examining Operation

(703) 557-3268

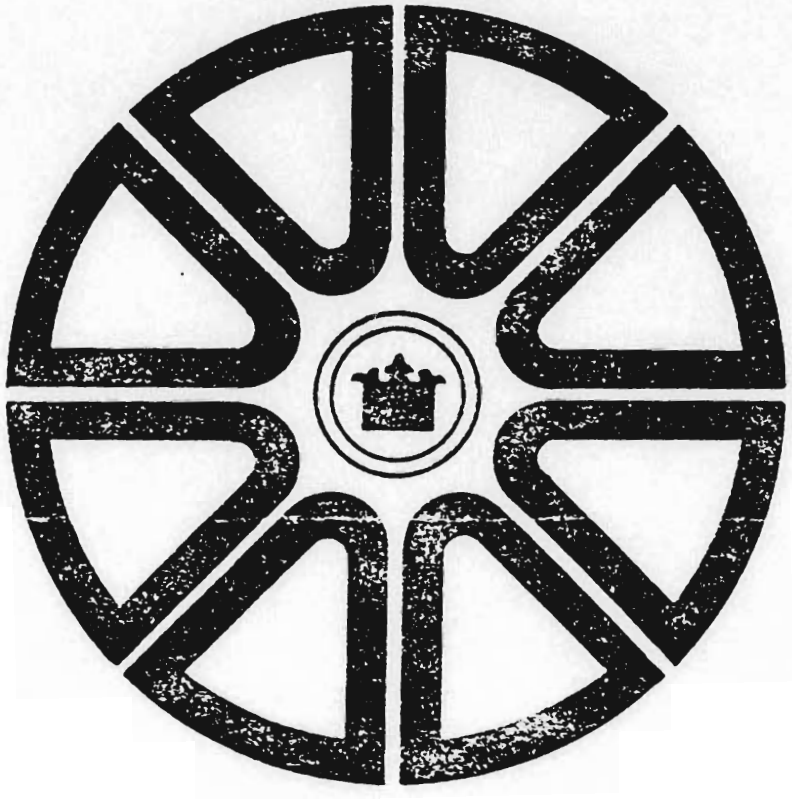
Enc.

INT. CL.	35
SEARCH CL.	101

58244

DRAWING

Applicant: Raymond B. Ferguson
Address: c/o King County Prosecuting Attorney
Room 558
King County Courthouse
Seattle, Washington 98104
First Use: July 2, 1975
Items of Services: Letterhead, envelopes, and all additional promotional material



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UNITED STATES DEPARTMENT OF COMMERCE
Patent and Trademark Office
Address: COMMISSIONER OF PATENTS AND TRADEMARKS
Washington, D.C. 20231

September 13, 1976

Sven A. Johnson
Johnson Systems Development Co.
P. O. Box 2403
Renton, WA 98055

Dear Mr. Johnson:

This is in response to your letter dated August 12, 1976 regarding the mark "KINGDOME" as well as King County's trademark application on file in this Office. This will advise you that King County's application Serial No. 58,244 for the design mark, (a copy of which was sent in my prior communication) has become abandoned and is no longer an active application in this Office. Accordingly, there is nothing pending in this Office to oppose.

A review has been made of the correspondence in this case and the copy of the affidavit supplied with your letter of August 12, 1976, and it is concluded that you take the matter up with your attorney. Your attorney will be in a position to advise you since this has now become a local matter.

Sincerely,

L. J. Bettendorf, Deputy Director
Trademark Examining Operation

LAW OFFICES OF
COLE, JENSEN & PUNTIGAM, P. S.
1020 UNITED AIRLINES BUILDING
SEATTLE, WASHINGTON 98121
(206) 622-3740

GEORGE M. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

September 28, 1978

OUR REF:

Mr. Sven Johnson
Johnson Systems Development Co.
1520 Index Ave. NE
Renton, WA 98055

Dear Sven:

I was in Washington, D.C. recently and while there attempted several times to contact the Examiner in charge of the Kingdome application, but I was unsuccessful. I am frankly somewhat frustrated in my inability to contact the Examiner. I will keep trying however. I have also inadvertently failed to have you sign a power of attorney document so that I am recognized officially by the Patent Office as acting on your behalf for the application. Please give me a call as soon as possible so that we can arrange for you to sign a power of attorney form.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjb

LAW OFFICES OF
COLE, JENSEN & PUNTIGAM, P. S.
1020 UNITED AIRLINES BUILDING
SEATTLE, WASHINGTON 98121
(206) 622-3740

GEORGE M. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
RELATED CAUSES

January 28, 1980

OUR REF:

Mr. Sven Johnson
612 N. Moore St.
Bessemer, MI 49911

Dear Sven:

Thank you for your recent letters and your thoughts on the Trademark Office. I can understand your frustration with the delay in the Patent and Trademark Office. Unfortunately, severe budget restrictions have hurt the Trademark Office's ability to respond to amendments in a timely fashion. Hence, it is somewhat indefinite as to when we are going to receive a response from the Trademark Office. I know this story is old to you, but unfortunately, it is still true. I have also decided to begin taking steps to confront the King County with your claim. I anticipate taking some initial action relatively soon. I will write more about this shortly. Additionally, I will follow up with the Patent and Trademark Office to insure that we have not got lost in the shuffle of papers. I am beginning to be uncomfortable about the delay in proceeding against the County. I had anticipated that we would be past this stage long ago.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjl

OFFICE OF THE PROSECUTING ATTORNEY
KING COUNTY COURTHOUSE
516 THIRD AVENUE
SEATTLE, WASHINGTON 98104

NORM MALENG
PROSECUTING ATTORNEY

(206) 583-2200

16 May 1979

Mr. Sven A. Johnson
Johnson Systems Development Company
P. O. Box 2403
Renton, WA 98055

RE: Your letter dated May 10, 1979

Dear Mr. Johnson:

Your letter dated May 10, 1979, regarding the use of the name "Kingdome" has been referred to me by the King County Executive.

The purpose of this letter is not to respond in detail to your letter. Instead, it is to remind you that the lawsuit which you filed against King County in federal court was dismissed.

I also want to remind you that it is King County's position that you do not have an exclusive right to the name "Kingdome" and consequently King County is pursuing its application with the U. S. Patent Office.

If you have any further questions or comments, please do not hesitate to contact me at the above address.

For NORM MALENG, King County Prosecuting Attorney:

Such Ferguson

RAYMOND B. FERGUSON
Assistant Chief Civil Deputy/Kingdome

mm

cc: The Honorable John D. Spellman
The Honorable Ruby Chow

AIR MAIL

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

October 25, 1972

Mr. Sven A. Johnson
Sven Johnson Systems
1520 Index Avenue, N. E.
Renton, Washington 98055

Dear Mr. Johnson:

This is to acknowledge receipt of your unsolicited proposal and letter of October 2, 1972, and to advise you of the policies of the Department of Transportation regarding the treatment accorded to unsolicited proposals.

The Department of Transportation encourages prospective contractors to disclose to the Department, for purposes of evaluation, unique or novel ideas or concepts which they have originated, conceived or developed, and own, and which have application to the work of the Department. However, it must be recognized that it is normal practice for the Department to develop its own requirements, to solicit offers for bids and then to contract with the source that offers the best value.

Many unsolicited proposals do not, in fact, contain ideas or concepts which are proprietary to or owned by the submitter, and acceptance of proposals by the Department for evaluation must not imply a promise to pay, a recognition of novelty or originality, or any restriction on the use of information contained therein to which the government would otherwise be entitled, nor does the fact that a procurement follows receipt of or is based on an unsolicited proposal in and of itself justify sole-source procurement.

To facilitate processing, prospective contractors are urged to submit their proposals without restriction on the use of technical data included therein.

It is our policy in those cases where the submitter wants technical data included in the proposal to be used only for purposes of evaluation, that he must specifically identify the data using the following endorsement:

AIR MAIL

AIR MAIL

Mr. Sven A. Johnson

The data in this proposal listed below shall not be used or disclosed, except for evaluation purposes, PROVIDED that if a contract is awarded to this submitter as a result of or in connection with the submission of this proposal, the Government shall have the right to use or disclose this technical data to the extent provided in the contract. This restriction does not limit the Government's right to use or disclose any technical data which is not proprietary to the submitter or is obtained from another source without restriction. List of claimed proprietary data: (Here describe in detail the material claimed to be proprietary--mere page references or general statements will not be acceptable.)

Proposals submitted without the above restrictive legend, and those parts of proposals submitted with the above legend which are not described in detail in the "List of Claimed Proprietary Data" will be considered as free of all restrictions.

You are requested to acknowledge this letter, and advise whether you wish your proposal to be evaluated. If your proposal contains a restrictive endorsement or proprietary notice other than that prescribed above, you must either correct such notice or remove the proprietary material prior to acceptance of the proposal by the Department.

Sincerely,

R. A. Hemmes

R. A. Hemmes
Associate Administrator for
Research, Development, and
Demonstration

AIR MAIL

NEW '73s: FINALLY SOME GOOD NEWS

MOTOR TREND

COMBINED WITH SPORTS CAR GRAPHIC AND CAR LIFE

SEPTEMBER 1972 75¢

JOHN WAYNE STYLING
MAE WEST BUMPERS
HOLLYWOOD ENGINES

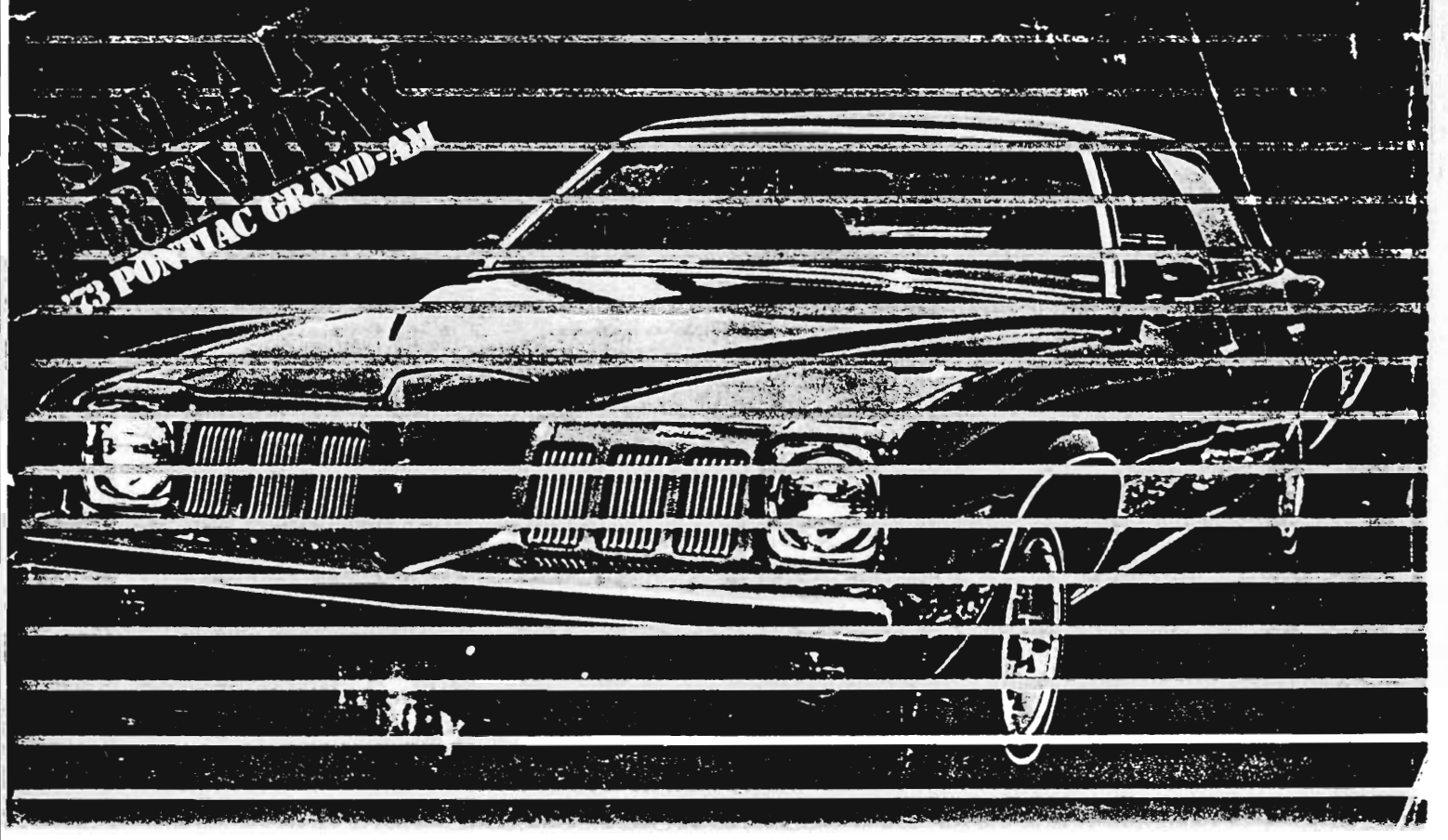
Supertune: MGB

Pontiac Grand Am

European-Type Road Car For Drivers

The Auto Warranty Game - Part II, How To Win

Transpo '72: Volpe's Woodstock



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

Sven and Jim Johnson, 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 Johnson 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 Johnsons 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. Sven Johnson 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 Johnsons, 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 floor between bookings. The model grew like the spreading tentacles of a hungry octopus, but the Johnsons 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 Mendal 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 Sven Johnson in Washington State. As soon as he read about Transpo 72, he decided Johnson 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 show (minimum booth: 10x10 feet, cost: $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 conglomerator of sorts to hold the goopy 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

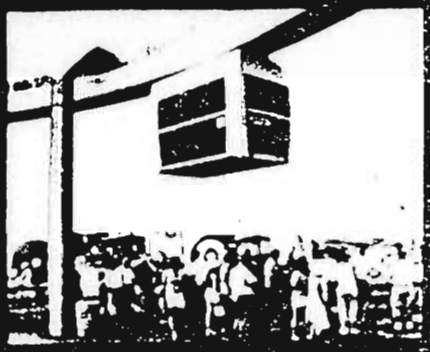
text continued on page 44

Transpo 72

Mass Transit

There's a marshmallow barrier between the proles and their transit — *that* was the lesson most apparent to the faithful car fanatic at Transpo 72. Its ingredients are popular indifference, legislative snarls (like bond issues and federal funding), and staggering initial expense that superficially borders on sheer manufacturing avarice.

The other lesson of Transpo 72 was that the systems do exist — in a plentitude of sizes, shapes, applications, practicalities and long-range availabilities.

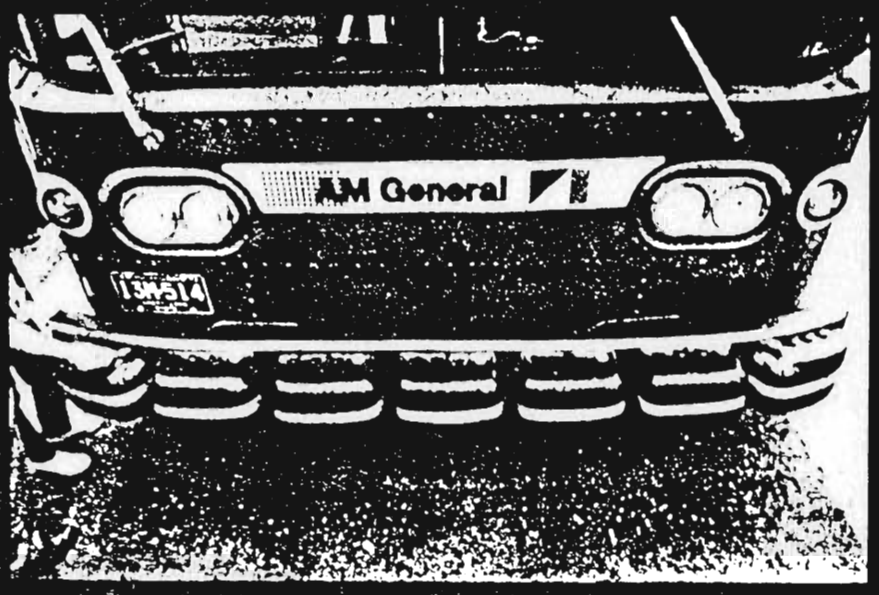


What was best about Transpo 72 was the vast investment by the mass transit vested interests. They didn't spare the bucks. Erector set systems, constructed by night like big budget movie sets, of lilliputian Flash Gordon-ish monorails and rubber-rollered shoe boxes for people going nowhere. It was fun. It was insight and there was innovation. The designers weren't locked into the past especially, the New York subway system was not on display.

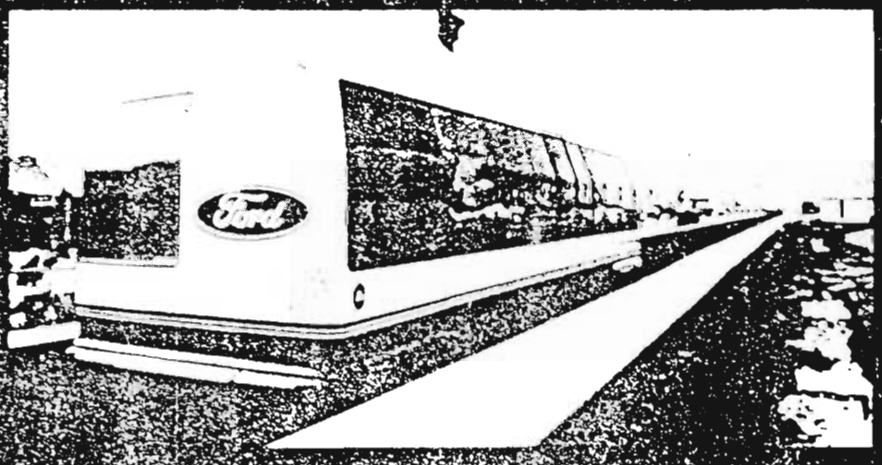
There were personal movers, for example, there were family movers and there were people movers. None of them box cars. All of them clean, capacious, comfortable, sensible, well-lit and working. Oh, there were cranks, too; amusing, diverting, with magnetic cars that accelerate 0-60 in two seconds and brake to a stop in one. Maybe they have the answers, these cryptic, tech-jargon-talking Strangelovian visionaries. Who would have believed the 747.

If there's a Transpo 74, which is reasonably predictable, even to be hoped for (American companies sold 10 times as much goods as the spectacle cost us), will the masses then be any closer, though to transit?

Kyle Given



Slowest quarter-mile ever traversed by a FoMoCo product anywhere occurred (repeatedly) at Transpo with Ford's roller mover. Monorail setup, stationary taxi-trains, multi-rubber-breasted American Motor bus and person-mover were all part of huckster pitch.



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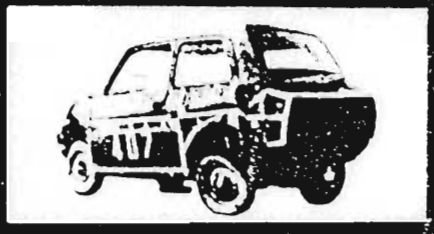
Transpo '72

Safety

At the same moment that Ernst Fiala was making his detailed technical presentation of the Volkswagen ESV to the International Conference on Experimental Safety Vehicles — precisely delineating its performance in frontal and side impacts and listing the difficulties of getting such a vehicle into real production — some guy was trying to buy it off the stand at the ESV exhibit at Transpo.

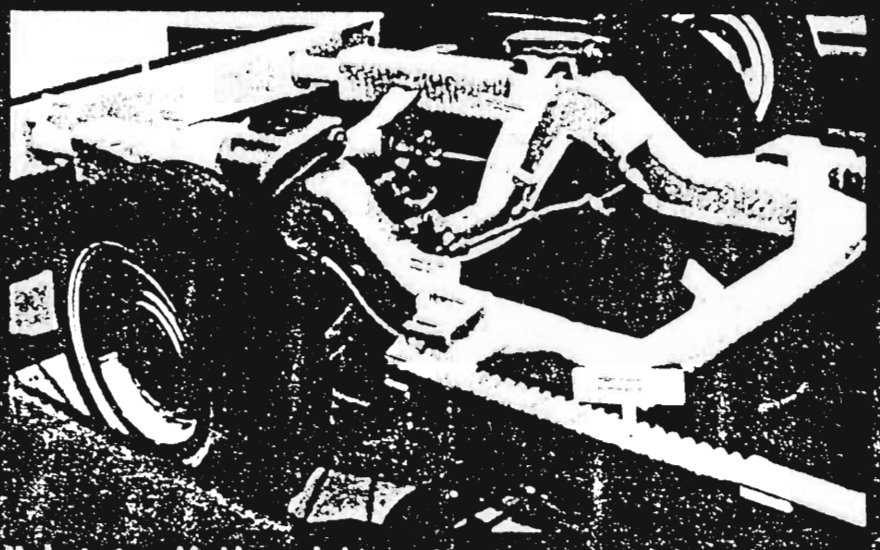
As far as safety cars go, there seems little danger of Americans suffering the trauma of Future Shock. While the people who will have to build the super-safe cars were at the Washington Hilton pondering the



question of Homogeneous Safety in a Heterogeneous Traffic Environment and learning that not only were the three dummies in the Fairchild ESV "killed" when it was crash-tested and the air bags failed to inflate, but so were the three in the AMF car when the air bags *did* operate, little kids back at Dulles were jumping up and down inside the million-dollar prototypes and playing hide-and-seek around the monolithic seat backs.

There were 12 different ESVs on display at Transpo, the handiworks of AMF, Fairchild, GM, Ford, Mercedes-Benz, Volkswagen, Volvo, Fiat, Datsun, Toyota, Triumph and MG. They were characterized by massive rubber-coated bumpers and front ends, thick doors and heavy internal padding. Some had air bags, some had belts, some had both. The people circulated through, stopping to pound, pinch and sit in the cars, kicking bumpers instead of tires. Others waited in line to try passive seat belts that positioned automatically, without any "required action" on the part of the user. It was a super Kustom Kar Show, with audience participation. Bright lights, shiny paint jobs and flat-black hoods. But how many people really knew what they were looking at.

A. B. Shuman



Under tents and inside geodesic domes, the milling throngs had a first opportunity to sample air bags (inflated v-e-r-y slowly), view and touch prototype ESVs and look at work still in progress.

»»»

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.

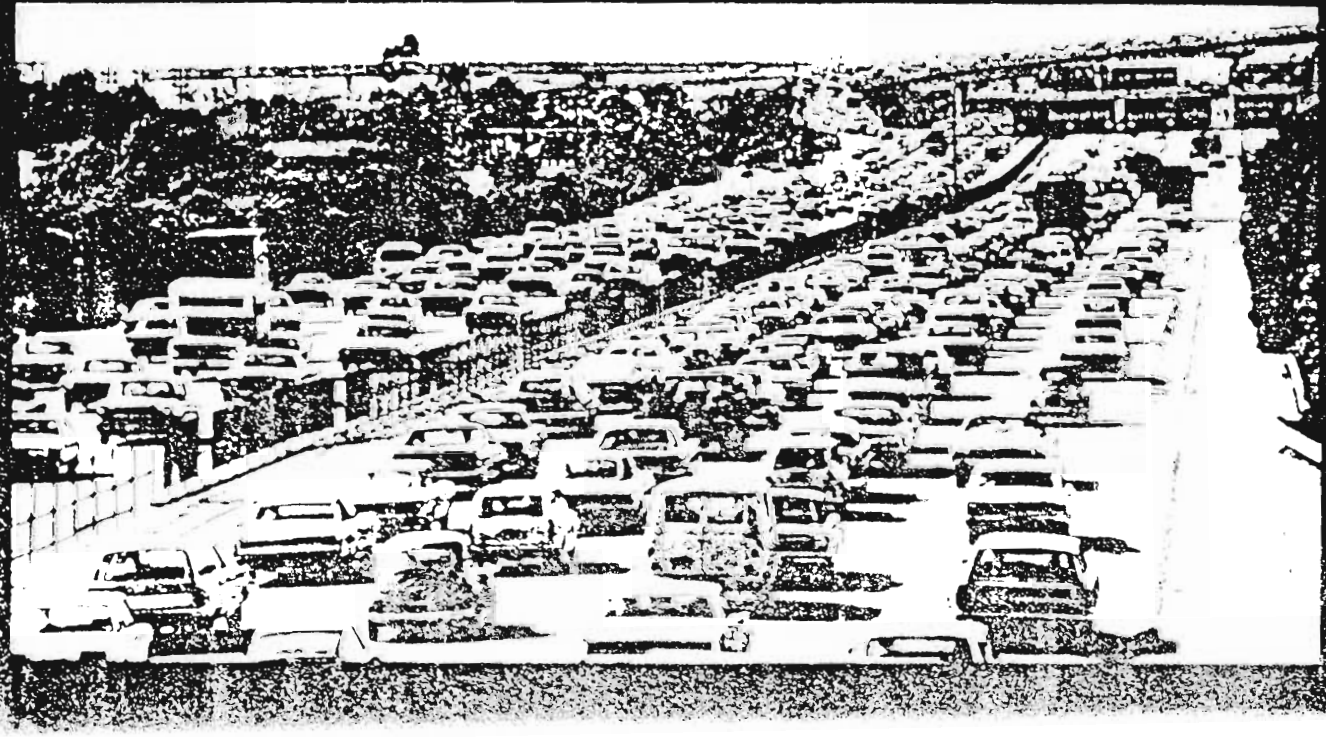
Overhead, the Blue Angels, Britain's Red Arrows, the Confederate Air Force, aircraft manufacturers and stunt flyers did their stuff. They executed loops; flew tight formations; supported wing-walkers; swooped to a few feet off the runway then climbed straight up to 10,000 feet, stalled, corkscrewed back 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, Jim and Sven Johnson spelled each other at the Johnson Systems 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 blubbering kids, young lovers killing a spring afternoon — stopped at the Johnson booth. The Johnsons, 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 Johnsons, 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 Johnsons, 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



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
PUBLIC HEALTH SERVICE
Washington, D. C., 20201

NATIONAL CENTER FOR
AIR POLLUTION CONTROL

July 3, 1967

REFER TO:

Mr. Sven A. Johnson
1360 H Place
Renton, Washington 98055

Dear Mr. Johnson:

Dr. Middleton has asked us to thank you for writing to him about your proposed integrated mass transportation system which would help abate the problem of motor vehicle pollution.

We appreciate your concern with this important national problem and the thoughtful consideration you have given to its solution.

Your proposal as stated is an intriguing one, although it would appear to be a matter that could best be evaluated by the U. S. Department of Transportation. If you have not already done so, you may wish to convey the details of your proposal to that Department for comment. The address of the Department is 7th Street and Independence Avenue, S. W., Washington, D. C. 20590.

Because of your interest in automotive air pollution, we are enclosing several publications containing information about the problem and efforts of the Federal Government to deal with it.

We hope that you will find these materials interesting and useful. If there is any other way in which we can be of assistance to you, do not hesitate to let us know.

Sincerely yours,

B. C. Marion

B. C. Marion, Chief
Editorial Section
Office of Legislative and Public Affairs

Enclosures

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

November 2, 1973

IN REPLY REFER TO:
HDV-1

Mr. Sven A. Johnson
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

I am enclosing for your information an FHWA Notice which has attached a pamphlet entitled "Guidelines for Development of Urban Transportation Systems," recently published by the American Public Works Association. I hope this pamphlet will be of use to you.

Sincerely yours,

H. L. Anderson

H. L. Anderson
Director, Office of Development

Enclosure

HDV-1

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT	"Guidelines for Development of Urban Transportation Systems"	FHWA NOTICE

October 19, 1973

HHP-20

The attached "Guidelines for Development of Urban Transportation Systems" prepared by the Institute for Transportation, American Public Works Association (APWA), and recently published by the APWA, is forwarded for your information and use. Sufficient copies have been provided for field offices, States, and urban transportation studies. Additional copies are available from the American Public Works Association, 1313 E. 60th Street, Chicago, Illinois 60637.

The pamphlet addresses four of the basic and most commonly used forms of urban ground transportation, major streets and freeways, rail, and bus transit and related terminals.

Although other important elements concerned with the environment are not discussed, the basic guidelines suggested by the Institute are particularly timely with regard to the intermodal planning provisions of the Federal-Aid Highway Act of 1973.

The guidelines are intended for the information of responsible local officials and the general public, and indicate somewhat the complexity and factual basis needed for the planning and development of urban transportation systems. They express the desire of concerned public works officials for truly efficient and effective transportation systems, based on a cooperative State-local planning process reflective of the developmental policies unique to each area as well as to the needs of the State.

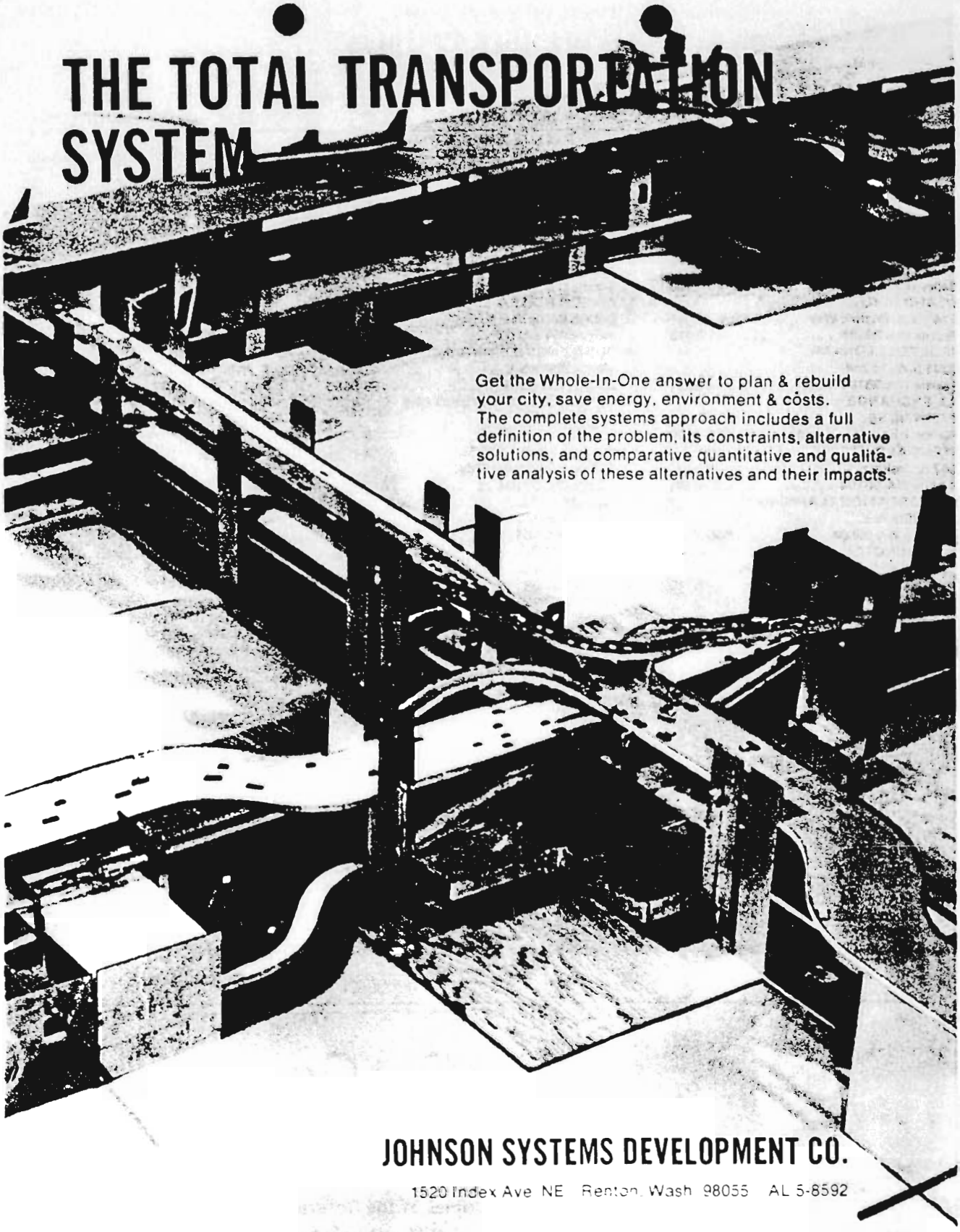
R. R. Bartelsmeyer
Deputy Administrator

Attachment
Under separate cover

DISTRIBUTION: Headquarters
Regions
Divisions

53253

THE TOTAL TRANSPORTATION SYSTEM



Get the Whole-In-One answer to plan & rebuild your city, save energy, environment & costs. 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.

JOHNSON SYSTEMS DEVELOPMENT CO.

1520 Index Ave NE Renton, Wash 98055 AL 5-8592

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at The United States International Transportation Exposition, Transpo — 72 Dulles International Airport, Washington, D.C. 20591

Green River Valley

Renton Man Has Rapid-Transit Ide

By LOU CORSALETTI

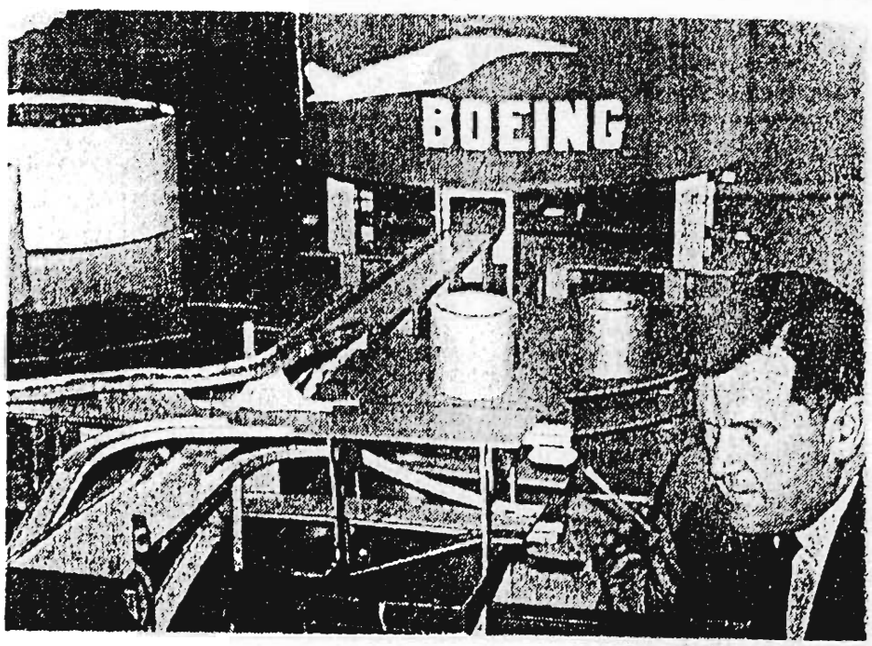
"Quick-Feds."

That phrase describes the vision of a man who is concerned with moving people and commerce as rapidly and expediently as possible.

To Sven Johnson of Renton, "Quick-Feds" is the nickname for his proposed multi-level integrated mass-rapid-transportation system — "a rapid solution to a few problems."

Johnson has converted his vision into a mockup which presents a vivid and easily understood picture of what he has in mind.

His transportation system includes not only the means for moving people, but also communication and utility systems.



Sven Johnson of Renton pointed out on a model how the monorail line is incorporated into his integrated mass-rapid- transit concept.

"INTEGRATION of all transportation and service systems into one unit eliminates the need for numerous rights-of-way necessary for today's expanding population and industrial areas," Johnson said.

"With the demand for more land for expansion, this concept makes any parcel of land usable for development. It eliminates the need for locating industrial, commercial and residential complexes near existing transportation system. It would in itself create its own system, which in turn feed to existing networks."

Johnson's idea stems from his concern over the numerous spaghetti-like highway interchanges cropping up throughout the nation. His basic concept is the elimination of clover-leafs at interchanges, thereby ruling out the need for yield rights-of-way, stop signs and traffic signals and moving traffic at a rapid pace.

He noted that each level would carry traffic in one direction only. There would be controlled lanes. A driver wishing to exit to a particular ramp, would drive in a given lane until he reached the turn-off. At this point that particular lane would terminate, but would be resumed at a point where there would be an entrance ramp.

"This eliminates the need for yielding to rapidly moving traffic and provides a safety factor in that a driver doesn't have to speed up to enter a freeway," Johnson said.

HE ALSO SUGGESTS in his plan that roadways be color coded for easier traveling to a given destination.

Johnson envisions a five-level transportation system. The ground level would provide for train movement, and the four upper levels would be roadways. Suspended from each level would be "rails" for a local and long-distance monorail rapid-transit system. Also incorporated in the various levels, would be lines for electric power, telephone cable, gas, water and sewer systems — thereby carrying out his concept of one right-of-way for all types of services.

Another major feature of his plan is development of industrial, commercial, residential and even educational facilities adjacent to and in conjunction with major interchanges on the system.

"By locating such facilities at those points they could be served by all modes of transportation," he said. "Large factories could receive raw materials, assemble the product and distribute it with ease. Through the use of a public transit system and accessability from the freeway in all directions, employes at commercial and industrial centers could reach work more readily."

HE ADDED THAT with development of residential complexes at given points along a network of these interchanges people could easily travel from their door to work.

An alternate design of his plan provides for constructing an underground interchange at airport sites. Terminal and service facilities would be underground and adjacent to the interchange. Passengers and freight would be loaded on the plane that would then be moved to ground level by elevators. From there the plane would be transferred by conveyor belt to the take-off point. Here again, the facility would be served directly by public, private and rail transportation.

Johnson envisions a chain of these interchanges across the country, connecting the East and West Coasts.

"A driver would enter a freeway in Seattle and travel to New York City without encountering one traffic signal," he commented. "Once a prototype was built, it could become a pattern and with modifications fit the needs of any situation."

JOHNSON'S CONCEPT has caught the fancy of Prof. David M. Scott, chairman of the department of architecture at Washington State University. He expressed approval of the plan after studying the model.

"I definitely think that Johnson's concept on integration of all modes of transportation is something that has to be considered in future planning of transportation networks," Scott commented. "I feel he has some significant ideas and has done some original thinking. Some of his thoughts on arterial transportation and handling of cargo along from material supplier to manufacturer to customer are very sound."

Johnson makes no bo about the shortcomings his plan, and admits th there is much room for cri cism and improvement.

"I am always open suggestions and new ideas he said. "But we have move quickly to prevent t economy, the people and t country from being strangl from lack of movement."

STATE OF MICHIGAN
OFFICE OF THE GOVERNOR
LANSING

WILLIAM G. MILLIKEN
GOVERNOR

May 1, 1980

Mr. Sven Johnson
Johnson Systems
612 North Moore Street
Bessemer, Michigan 49911

Dear Mr. Johnson:

Thank you for your recent correspondence regarding the "Total Transportation System" concept. Your interest and involvement in transportation and urban revitalization over the years is very impressive.

As you are probably aware, the State of Michigan is faced with serious budgetary problems in both transportation and non-transportation areas. This situation will preclude any significant new "total transportation" initiative such as you suggest. The capital costs for such a system would be enormous and would be beyond the funding capability of the state and federal government at this time. It is unfortunate that we do not have the financial resources to develop new cities or new transportation systems from scratch. Instead, we must incrementally add to, modify and adapt the existing system within the confines of available resources and existing land development patterns.

Your materials have been transmitted to the Michigan Department of Transportation for review and consideration in long-range transportation planning activities.

Kind personal regards.

Sincerely,

William G. Milliken

Governor

Dear Governor Milliken:

Review by the Michigan Department of Transportation is timely, & I will strive to "3-D" the "construction system" into an evaluateable form, because building a "BART" system, which is "single mode", disrupted all of San Francisco, and "total system" means to build an integrated intermodal "all modes" system into an existing metropolitan right of way, without disrupting any present use of that existing right of way, other than one surface change, which should not require more than 5 days. I believe that I can be ready [illegible], by May 20, 1980. Thank You. Sven

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STAFF DIRECTOR AND GENERAL COUNSEL

United States Senate

COMMITTEE ON BANKING, HOUSING AND URBAN AFFAIRS
WASHINGTON, D.C. 20510

June 20, 1972

Mr. Sven A. Johnson
1360 H Place
Renton, Washington 98055

Dear Mr. Johnson:

It was good of you to spend time with my legislative assistant, Tom van der Voort, regarding your totally integrated transportation system. I also appreciate your thoughtfulness in dropping by additional materials on the system during your Washington visit.

I would encourage you to work through your two Washington Senators, Senators Jackson and Magnuson, as well as your representative in the House. Should this matter be taken up by the Senate Appropriations Committee, I'll certainly do my best to see that your views are given thoughtful consideration.

May I take this opportunity to wish you the best of luck.

Sincerely,

William Proxmire, U.S.S.

WP:grm

OFFICE OF THE VICE PRESIDENT
WASHINGTON, D. C.

February 3, 1961

Dear Mr. Johnson:

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,

Lyndon B. Johnson

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

OFFICE OF THE VICE PRESIDENT

WASHINGTON

June 1, 1972

Mr. Sven Johnson
Johnson Systems
Lot 1300, Building A
Transpo '72
Dulles International Airport
Washington, D. C. 20041

Dear Mr. Johnson:

The Vice President has asked me to thank you for your letters inviting him to visit your exhibit at Transpo '72.

As much as the Vice President would like to visit Transpo, unfortunately, his heavily committed schedule for the next several days will make it impossible for him to go to Dulles to view Transpo's many exciting and interesting exhibits. I am sure you can understand that the great demands on the Vice President's time force him to turn down invitations he might ordinarily like to accept.

The Vice President appreciates your thoughtfulness in extending the invitation.

Sincerely,

John M. Damgard, II

John M. Damgard
Assistant to the
Vice President

HOWARD H. BAKER, JR.
TENNESSEE

United States Senate

WASHINGTON, D.C. 20510

August 7, 1979

Mr. Sven Johnson
Johnson Systems Development Co.
P. O. Box 2403
Renton, Washington 98055

Dear Mr. Johnson:

Thank you for your recent letters. I appreciate your informing me of your ideas to relieve America's transportation crisis. I, too, feel that forward-looking technology is necessary in this field. I have always supported NASA and its budget, and am cosponsoring S. 212 to provide for a National Space and Aeronautics policy. Thank you for bringing this information to my attention.

Sincerely,

Howard H. Baker, Jr.

HHBJr:swm

THE WHITE HOUSE

WASHINGTON

May 21, 1973

Dear Mr. Johnson:

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. Sven A. Johnson
1520 Index Avenue, N. E.
Renton, Washington 98055

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FREDERICK J. LORDAN, STAFF DIRECTOR
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ARTHUR PANKOPF, JR., MINORITY COUNSEL

November 10, 1975

Mr. Sven Johnson
1520 Index Avenue, NE
Renton, Washington 98055

Dear Sven:

As a result of your letter Senator Magnuson has asked me to carefully review our correspondence over the last few years. I have completed the review and discussed the matter with the Senator. He continues to believe, as he expressed to you in his letter of March 24, 1975, that public hearings would not rectify any of the wrongs that you have discussed in your many letters. I have reluctantly concluded therefore, that there is very little that we can do at this point.

It would appear that Mr. Pastor's letter has set the tone for the Department of Transportation. If I understand his letter correctly they believe that any additional correspondence on this issue would be fruitless. If you wish to pursue this issue you will have to consider a court case. Although you asked if I had any advice on this matter, I feel that without all the relevant information it would be inappropriate for me to make any specific recommendations. It would seem to me, however, very difficult to secure any satisfaction through legal action. I would suggest that you consult with your lawyer and weigh his advice carefully. I am sincerely sorry that this office has not been more successful in gaining satisfaction for you from the Department of Transportation and other Administration officials.

Sincerely yours,

S. Lynn Sutcliffe
General Counsel

SLS:lpo

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

OCT - 1 1977

Mr. Sven Johnson
Johnson Systems Development Co.
P. O. Box 2403
Renton, Washington 98055

Dear Mr. Johnson:

This is in response to your letter of August 7, 1977, to Margaret Costanza which has been forwarded to this office for reply.

We are sorry for the misunderstanding by the Department in thinking that you are asking for money to fund your project.

We have been forwarded a copy of your letter of August 5, 1977, to Secretary Adams and the response of September 2 from Dr. James Costantino, Director of the Transportation Center. We are in agreement with that response.

Thank you for your comments.

Sincerely yours,

G. J. Pastor
Associate Administrator for
Technology Development & Deployment

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

AUG 1 1971

Mr. Sven A. Johnson
1502 Index Avenue N.E.
Renton, Washington 98055

Dear Mr. Johnson:

Senator Birch Bayh, Chairman of the Subcommittee on Transportation and Related Agencies has asked that I respond to you concerning the alleged discrimination against your company by the Transportation Systems Center in its report on Personal Rapid Transit in March of 1971.

Accordingly, I have taken this opportunity to review the very considerable amount of correspondence and files that we have accumulated concerning you and your firm dating back to 1967. I aporeciate your enthusiasm and your persistence regarding the promotion of your ideas relative to the solution of many of our problems in mass transportation.

You have previously been advised, however, that after conducting a comprehensive technical review of the materials you had submitted to the Department of Transportation, our finding was that your proposal represents variations of concepts previously considered by us and found not to be technically or financially feasible.

I note that in the past you have made accusations of plagiarism as well as discrimination against Johnson Systems Development Company by the Transportation Systems Center. These accusations have been rather vague and imprecise and a complete review of all pertinent material neither clarifies nor substantiates them.

I am of the opinion that the Department of Transportation has been most considerate in its dealings with you and your firm over the past eight years, including personal audiences with the Secretary, Deputy Secretary, the UMTA Administrator, and various other officials of the Department.

There appears to be nothing more that we could have done or can do which will assuage your feelings and satisfy your discontent. Accordingly, any further dialogue or correspondence on this matter, short of your establishing a legal right to redress, would not serve any useful purpose.

We have done our best to understand and evaluate your position. It is regretted that our efforts have not been to your satisfaction.

Sincerely yours,

G. J. Pastor
Associate Administrator
for Research and Development

cc: Senator Birch Bayh

BROCK ADAMS
7TH DISTRICT, WASHINGTON

CHAIRMAN
COMMITTEE ON THE BUDGET

COMMITTEE ON INTERSTATE
AND FOREIGN COMMERCE

TRANSPORTATION AND COMMERCE
SUBCOMMITTEE

Congress of the United States
House of Representatives
Washington, D.C. 20515

January 5, 1977

S. A. Johnson
Johnson Systems Development Co.
P.O. Box 2403
Renton, Washington 98055

Dear Mr. Johnson:

Thank you very much for your thoughtful letter. I was honored to be asked by President-elect Carter to serve as his Secretary of Transportation. Although I will leave the House with regret, I believe my new responsibilities will be exciting and challenging, and I am looking forward to the experience.

I appreciate having the benefit of your thoughts, and I will give them careful consideration. In the months ahead, I will need the knowledge and experience of people like yourself in helping President Carter to develop the most effective and equitable transportation policies for the nation.

My best wishes to you for the New Year.

Very truly yours,

Brock Adams

BROCK ADAMS, M.C.

BA/t

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

GENERAL COUNSEL

October 26, 1972

Mr. Sven A. Johnson
Sven Johnson Systems
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

Thank you for your letters of October 15 and 17, 1972 regarding the Sven Johnson integrated transportation system. The matters you raise are more directly the responsibility of other elements within the Department of Transportation. I will therefore check further with them and be back in touch with you as soon as possible.

Sincerely,

Robert E. Freer, Jr.

Robert E. Freer, Jr.
Executive Assistant to
the General Counsel

State of California
GOVERNOR'S OFFICE
SACRAMENTO 95814

RONALD REAGAN
GOVERNOR

Mark 20, 1973

Mr. Sven A. Johnson
1520 Index Avenue N.E.
Renton, Washington 98055

Dear Mr. Johnson:

Thank you for your recent correspondence. I have reviewed the information you included and have forwarded it to the attention of James A. Moe, Director of our newly formed Department of Transportation.

Mr. Moe will be able to evaluate the ideas you convey and, if he feels the need for more detail, will be in touch with you.

Thank you for your letter and all the enclosures.

Sincerely,

Michael K. Deaver
Assistant to
the Governor

Senators Dole, Baylh, DeConcini & Office of Professional Responsibility, Dept. of Justice, JUL 28, '80

Mr. Alan L. Dean, OMB in 1972, hereon, stated Department of Transportation's need for "specific descriptions of how my approach would be helpful"----and I ask you, to investigate that very Department of Transportation & DOT's Transportation Systems Center, because it is that very "specific description" that I presented on February 25, 1971, to DOT-TSC, for "OPO1-Inter-modal Technology Assessment" that DOT-TSC and Commerce Committee Counsel Dan O'Neal kept covered-up by DOT-TSC's March 15, 1971 "internal report", and by not publishing the "specific descriptions" in the Final Reports for "OPO1"....So how in hell do you think that a small business can get its' work into the government when you Senators and Congressmen expend all of your efforts to protect these "cover-ups" inside of the "bureaucracy", and waste taxpayer's time and money on "Billygates" and Watergates, so that nobody can get across to you?????The "specific descriptions" were made, to your damned DOT-TSC, and all you have to do is call for them to explain, and start with asking Senator Warren Magnuson, Chairman of Appropriations, and give Senator Magnuson a chance to wring the truth out of his 1971-1972 Counsel, who apparently just got promoted out of Chairmanship of ICC.

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

August 23, 1972

Sven Johnson

Mr. Sven Johnson
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

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.

2

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

Alan L. Dean
Deputy Assistant Director

Senator Magnuson was lied to in 1971-1972, and so was The White House, because DOT-TSC "with-held" the "specific descriptions" that I had given on Feb 25,1971, to DOT-TSC, and DOT-TSC was advised, by me, of the need for security to protect the "specific descriptions" for our National Defense!!!! If National Defense means "anything at all", investigate "OPO1" & DOT-TSC reporting thereof.

BEFORE Nov. 4, 1980

Department of Justice, Office of Professional Responsibility Jul 27, 1980

Watergate and Billy Carter are "peanuts", to investigate, compared to what DOT-TSC and Dan O'Neal, Transportation Counsel for the U.S. Senate Committee on Commerce did to President Nixon's "OPO1-Intermodal Technology Assessment" report for the year 2000, specifically, "with-holding", from The Congress & The White House, in 1971 & 1972, even until now, 1980, the facts about DOT-TSC's February 25, 1971 examination of "TOTAL SYSTEM" for the "OPO1-Intermodal Technology Assessment" reports, which "with-holding" has seriously damaged Johnson Systems's trademark application #096,527, but more than that, the United States' 1970 opportunity to deal with the Energy Crisis, before it became an "epidemic"-------

THE WHITE HOUSE

WASHINGTON

May 21, 1973

NOTE 2: PRES NIXON WAS FORCED TO RESIGN — HOW ABOUT THIS COVER-UP BY DOT-TSC ?

Dear Mr. Johnson:

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.

NOTE: "OPO1" WAS FOR THE YEAR 2000. NOT THIS → IN 1971-1972 OR 1973 — THIS LACK OF PROF RESPONSIBILITY EXTENDS THROUGH DOT-TSC & COMMERCE COMMITTEE TO EXTREMELY DAMAGE → DEVELOPER OF TOTAL SYSTEM

Sincerely,

Fred F. Fielding
Deputy Counsel to the President

Mr. Sven A. Johnson
1520 Index Avenue, N. E.
Renton, Washington 98055

Honorable Senators Dole & Bayh & Office of Professional Responsibility
SENATOR DENNIS DECONCINI of The Department of Justice-----

"OPO1-Intermodal Technology Assessment" was a White House Directive, by President Nixon, to DOT-TSC, to report on systems for the year '2000', & Dr. George Kovatch of TSC, so explained it to me, referencing Senator W.G. Magnuson's correspondence, and with DOT-TSC's ensurance, that my exhibit would be published in the Final Reports for "OPO1", I exhibited several thousand square feet of "model" for "TOTAL SYSTEM" on Feb 25, 1971, to DOT-TSC;& I did not learn until September 7, 1972, four months after I further exhibited at Transpo-72, that DOT-TSC had "buried" the material with their March 15, 1971 "Internal Report", and thereby had "with-held" my "TOTAL SYSTEM" from President Nixon & The U.S.Congress, and White House Counsel Fred F. Fielding should have known the "professional responsibility" that "OPO1" was for the year 2000, not anything "to undertake at this time"; but Dr. Kovatch knew on Feb 25, 1971, that Johnson Systems had the way to to begin, as far back as 1960, to build the total system needed in 2000!!!

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transpo 72 DAILY

VOL. 1 NO. 4 Monday, May 29, 1972

Where science gets down to business-

"You can see here the ingredients, not necessarily the solution, to solving our transportation problems."
"People movers...turbo trains...jet rail systems...none of them are going to do the job until they're integrated into a total system."
"If we could get a transportation system to go to the moon and back we can solve earths transportation problems...Let's stop pork barrel politics on transportation."

--"Wally" Schirra
now an AAR Exec.

Dear Senator Birch Bayh & Senator Warren G. Magnuson;

Astronaut Wally Schirra, hit the nail with the "pork barrel" remark, but Johnson Systems hit the nail with the "TOTAL SYSTEM", and it is time for Senator Magnuson to demonstrate, nationally, the responsibility that resides in congress as a whole, a responsibility of, by and for legislation.

Senator Bayh, Senator Magnuson has the best "controversy", and it is "OPO1-Intermodal Technology Assessment", and DOT-ISC handling of it, as well as his own Committee's "misrepresentations", which, misrepresentations, I believe, were made to Senator Magnuson, "himself", and that is why The Senator is in "prime time" to stop "BILLIGATES, WATERGATES, & OPO1-gates", Senator Bayh, and I would suggest that you contact Senator Magnuson on the facts set forth in the attached January 28, 1980 letter and the May 14, 1974 "sworn statement", attached", because Senator Magnuson is the best man to "preclude the destruction of confidence in election & legislation".

FATHER-SON TEAM HAS "TOTAL" SYSTEM -- A father and son team from Renton, Washington is at TRANSPO with a "balanced totally integrated transportation system" based on the structure of the human body. "We're trying to approximate the perfection of...(the body's)...transportation system." says Sven Johnson, father and senior partner in the two-man Johnson Development Systems operation, most likely the smallest and easily the most personal firm represented here.

The Johnson display, at 1300 Pavilion A, features what the elder Johnson calls a "totally integrated right of way," made out of cardboard. It has a railway built along the ground with a rapid rail transit system suspended about it and a superhighway above both of those. Highway interchanges are built on separate levels instead of with cloverleafs to "reduce land consumption." Johnson explained, "we're not saying we want to eliminate the automobile, because the petroleum people are against it," as are car manufacturers. The exhibit also shows how ship docks could be built in underwater tubes to let built-up shorelines return to their natural state. Above the entire exhibit is a foot high plastic "Visible Man" model, to further the "human body" motif.

Attired in an orange windbreaker labeled "Johnson Design Systems - Renton, Washington," Johnson observed, "we've been told we're 100 years ahead of our time. We're convinced we're 100 years too late."

SENATOR BAYH, PLEASE REMIND SENATOR MAGNUSON ABOUT HIS JULY 19, 1973 & 1970 concern for "legislation", to restore voter's confidence!!

Sven Johnson

Functional Model Built

Stacked Freeways May Solve Problems

A quiet voice in the wilderness has been offering answers, but planners and legislators apparently aren't asking the right questions.

For years, Sven O. Johnson, 1520 Index Ave. NE, Renton, has been trying to solve some of the ecology-oriented transportation problems of modern man.

Working with cardboard boxes, wire, papier mache and other inexpensive materials, Johnson has contrived to simplify the means by which a human being can transport himself from one place to another without giving up his precious automobile.

His functional model has evolved over the five years or more he's worked on it into a slick presentation of one answer to the sprawling freeway problem.

"Ingress and egress is the problem along with control of land-use," Johnson said. "I know it will be years before a substitute for the internal combustion engine is developed, but even then, man still wants his own personal form of transportation. It's part of our culture."

Freeways and more freeways are not the answer, according to Johnson. "There is an ultimate limit to how many acres of greenery you can use."

Instead, he proposes a vertical stacking of freeways which in itself is not a new idea, but the traffic patterns are new and they work. Johnson's working model graphically illustrates how you can drive from one point to any other point at high speeds without changing lanes and without creating bottlenecks and without the frustration of taking the wrong off or on-ramp.

In conjunction with the freeway system, which incorporates mass transit and commercial railways in one package using one piece of land, Johnson has come up with a companion piece . . . a domed stadium and commercial-cultural center. "You could hold a parade two miles long in this complex and never block a single traffic pattern," he claims, and again, the model shows it works.

Concerned about the dispute over the domed stadium, Johnson contacted the State Stadium Commission. He received a letter from Dr. James L. Wilson, chairman, saying the commission was interested and would contact him when they held a field trip inspection in the Renton area. They held their inspection trip, but Sven Johnson was omitted from the itinerary.

"I would have gladly taken the plans and model to them, but it's too big to move," Johnson said. The model and other presentations spread over the entire floor of the Renton Musician's Union Hall on Logan Avenue South.

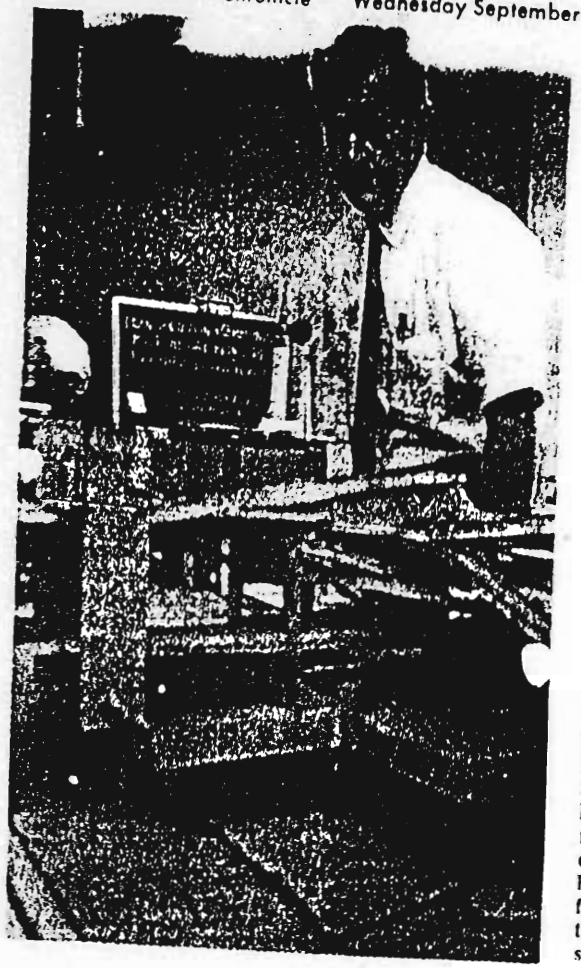
"It is immaterial to me if the stadium were located on top of the space needle," Johnson wrote the commission, "I felt that I was making available a solution to the egress and ingress problem with which any site would be faced."

Sven, who once served in the city planning department and now operates his own contracting firm, became interested in traffic problems while working on aircraft carrier design during World War II. "I think we're passing up some great principles in traffic control and environment which have been in our

(Continued on Page 2)

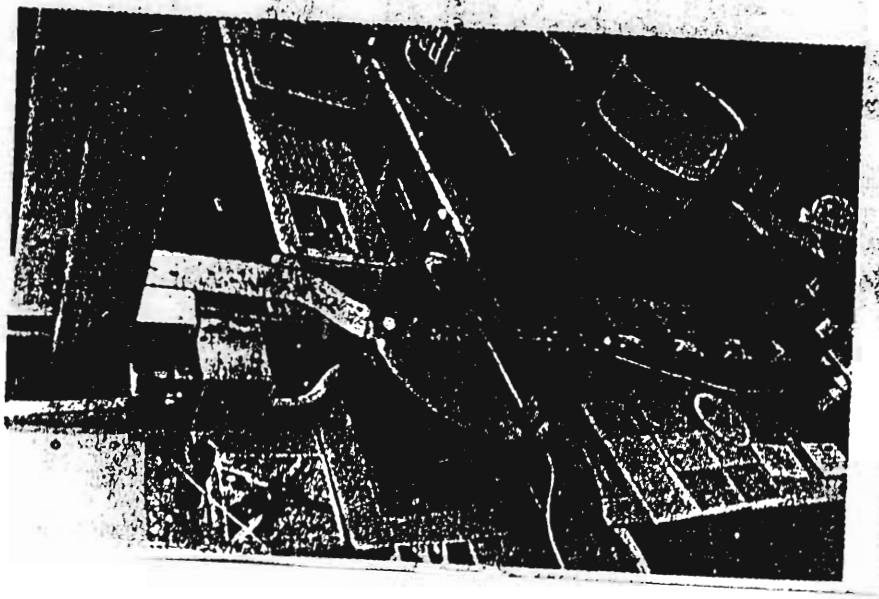
Dear Senator Birch Bayh:

Senator Magnuson said in 1968-1970 that a new legislation was needed, and congress, somehow, in some manner, without "Billygates" & Watergates, and OPO1-gates" must "re-group", before the 1980 General Election, and do so in the tone of the July 19, 1973 U. S. Senate Commerce Committee letter written by Lynn Sutcliffe, at the direction of one Senator Warren G. Magnuson, copy attached, and as Senator Magnuson has said, "hi-lited here---------", Senator Magnuson's 1973 "communication", regards, "picking up the phone and calling the man in charge", "emphatically", must never be the case, for any of "Uncle Sam's citizens", because the "TOTAL SYSTEM", "The World we live on", can't afford an inferiority "in" the legislative process established in America, because the whole world, as made up of "nationalities "all" living in the United States, must not ever lose "confidence in our election & legislation system!!!



Patterns

Traffic patterns prepared by Sven O. Johnson include color coded lanes, rapid transit, commercial rail lines and aircraft conveyors to the city center, all in one package. Multi-story car parks and businesses abut freeways to minimize parking and pedestrian traffic problems.



Model

Sven O. Johnson contemplates another addition to his freeway model in the Musician's Union Hall. His mock-up of a possible domed stadium is in the left background. More than five years have gone into the cardboard and plywood scale models.

More About:

Model Freeway System

(Continued from Page 1)

history books for years."

In a letter to Johnson, one of hundreds from planners and legislators he has received, Sen. Warren G. Magnussen suggests that the world may be ready for Johnson's ideas, but existing legislation is not. He said that the legal machinery is not set up to ingest a project like this one.

Johnson sometimes gets tired of the frustration. "I have no vested interest other than I'm a concerned citizen and tax-payer." Still he pursues the construction of a cardboard world in the Musician's Hall which someday may turn to concrete and steel.

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United States Senate

COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

July 19, 1973

Mr. Sven A. Johnson
Johnson Systems Development
1520 Index Avenue N.E.
Renton, Washington 98055

Dear Mr. Johnson:

Please excuse the delay in responding to your communications. I am still in the process of trying to understand the chronology of events which has lead to your complete disenchantment with the "process" here in Washington, D.C.

I discussed your communications with Senator Magnuson who is most anxious to assist you. As you realize, most of the principals with whom you dealt are no longer in the Department of Transportation and it is very difficult to get the present people in the Department very concerned about previous injustices given the press of business and disarray of affairs generally in Washington, D.C.

As I investigate that which has taken place in the past, I would appreciate from you a clear and concise statement of what you think the Department of Transportation should do now. With such a statement, I would be able to try to secure action for you with the people presently in charge of DOT while simultaneously trying to sort out what has happened in the past.

Senator Magnuson has instructed me to do whatever I can to secure fair and just treatment for you. But he has asked me to remind you that he cannot force the Department of Transportation to make any particular decision by picking up the phone and talking to the man in charge. He wishes that this were the case, but he has asked me to communicate to you that it is emphatically not the case. Day in and day out worthwhile projects are rejected by the present administration despite the direct pleadings by Senator Magnuson and other concerned legislators.

I hope that I can work with you to overcome the dilemma which faces all of us -- where can we go from here?

Sincerely yours,

Lynn Sutcliffe

S. Lynn Sutcliffe
Counsel
Senate Commerce Committee

SLS:lrs

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United States Senate

COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

November 15, 1968

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

Now that the campaign has been concluded, I have the time to thank you for your detailed proposal regarding your integrated mass transportation system.

I have looked over with great interest the material you sent, and have asked Ira Dye, Director of the Office of Systems Analysis in the Department of Transportation, to reconsider your proposal and give it some serious thought.

I expect that Mr. Dye will reply within a reasonable length of time, and I will be happy to communicate to you his response, should he not contact you himself.

Thank you again for bringing this matter to my attention. I intend to see it through to some form or satisfactory study and consideration at least.

Sincerely yours,

Warren G. Magnuson

WARREN G. MAGNUSON, U.S.S.

WGM:rlg

CARL LEVIN
MICHIGAN

United States Senate

WASHINGTON, D.C. 20510

October 29, 1979

S. Johnson
Johnson Systems Development Co.
P.O. Box 2403
Renton, WA 98055

Dear Mr. Johnson:

Thank you for your letter of September 13th. I am sorry for the delay in responding.

I am not certain what the nature of your request to me is. I do not have a detailed knowledge of computers or computer modeling. However, in my years as a local official in Detroit, I have learned that computer projections are only as valid as the data which we humans input and the skill of the humans who must intrepret the output.

Please contact my Detroit office (313 226-6020) if you need assistance in locating in Michigan.

Thank you for writing. I am sorry I could not be of more assistance.

Sincerely,

Carl Levin

Carl Levin

CL/jv

WARREN G. MAGNUSON, WASH., CHAIRMAN
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United States Senate

COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

August 10, 1970

Mr. Alden See, Jr.
P. O. Box 327
Renton, Washington 98055

Dear Mr. See:

Thank you very much for your recent letter commending the work of Mr. Sven Johnson. It so happens that I am familiar with Mr. Johnson's work, having endeavored to advance his ideas with the Department of Transportation last year. I also sent one of my aides to Renton last summer to look over Mr. Johnson's model. I also asked Administration officials to review Mr. Johnson's model.

There is not any question that Mr. Johnson has engaged in a great deal of work on this concept, much of it quite brilliant. Many others in different parts of the nation have come up with ideas, not necessarily competing, with equal merit. The problem in bringing about such great changes does not lie in the inadequacy of the ideas, but rather in our present transportation policy-making structure.

Last year, I introduced the National Transportation Act. Extensive hearings have been held on this legislation, and I enclose two statements of mine that I think you will find relevant to Mr. Johnson's ideas. The problem is that our present decision-making structure simply does not deal with the high degree of integration that modern solutions, like Mr. Johnson's, require. It is for this reason that we are concerning ourselves with changing that governmental structure. Once the change is effected, any number of new ideas such as Mr. Johnson's may be implemented; at the present time, however, prospects for such implementation are bleak.

I earnestly hope that we can pass the National Transportation Act. Its intermodal stress and environmental concern are in line with Mr. Johnson's work. More importantly, funds are authorized in the act for demonstration projects employing the intermodal concept. I regret that the present policy-making structure has not seen fit to adopt more of Mr. Johnson's ideas, and it is exactly this lack of vision that we hope to correct with this legislation.

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

ASSISTANT SECRETARY

September 2, 1970

Mr. Alden See, Jr.
The Lumber Market, Inc.
P.O. Box 327
Renton, Washington 98055

Dear Mr. See:

Thank you for your letter of August 24, 1970 calling attention to the work of Mr. Sven Johnson of your city in developing a unique system of integrated transportation. I am most pleased that you have called this effort to my attention and the purpose of this letter is merely to acknowledge the information which you have forwarded.

I will now see what steps can be taken to get a more in-depth review of Mr. Johnson's work. As soon as we have come up with some answers along these lines, I will contact you again.

I do hope that the retail lumber business is not so bad as the economic conditions, which we are told exist in the Puget Sound region, would indicate.

Thank you again for taking the time and trouble to call this matter to my attention.

Sincerely,

J. D. Braman
Assistant Secretary for
Environment & Urban Systems

June 21, 1972

The Honorable John Volpe
Secretary of Transportation
Washington, D. C.

Dear Mr. Secretary:

I have received information from Mr. Sven A. Johnson of Renton, Washington, regarding his proposal for a balanced totally integrated transportation system.

I understand that you have been apprised of this proposal and I would very much appreciate learning of your plans or interest regarding this matter.

With best wishes,

Sincerely,

Edward M. Kennedy

Enclosure

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

JUL 20 1972

Mr. Sven Johnson
1520 Index Avenue, N. E.
Renton, Washington 98055

Dear Mr. Johnson:

Thank you for your letter of June 26 and for your visits with Walter Velona and me. I regret that we must recommend to the Department that we feel its limited resources might better be spent on projects judged by our technical personnel as having greater payoff for the public.

I enjoyed meeting you and your son, and I admire your enthusiasm and persistance. As I told you in our meeting, I feel that a much smaller project proposal, limited in scope to simply the construction of a model and a limited test of it as a planning tool for citizen involvement, would have a greater chance for success.

The Department endorses the notion of balanced, more tightly integrated transportation, but feels other work already underway will contribute more to these ends.

Sincerely,

Ira Dye, Director
Office of Systems Analysis
and Information

THE WHITE HOUSE

WASHINGTON

September 7, 1977

Dear Mr. Johnson:

Thank you so much for taking the time to write me. While there will always be imperfections in any system, it is this Administration's goal to respond to the needs of Americans as best we know how. Your thoughts will, of course, help us to better understand these needs and I do appreciate the benefit of your views in this regard.

I want you also to know that the President shares your concern for the many inequities which exist in our society, and he has made a firm commitment that we move with all speed forward in addressing them.

With all best wishes,

Sincerely,

Margaret Kidge Costanza

Margaret Costanza
Assistant to the President

Mr. Sven A. Johnson
612 North Moore Street
Bessemer, Michigan 49911

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 Sven Johnson, who was Building Director for the City of Renton during my tenure as Mayor of said city, was "dismissed" or "discharged" by me. The fact is that Mr. Johnson performed his work as City Building Director 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. Johnson 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. Johnson.

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 [illegible], 1974.

Notary Public in and for the State of Washington, residing at [illegible]

JOHN B. ANDERSON
16TH DISTRICT, ILLINOIS

COMMITTEE ON RULES

RANKING MEMBER
SUBCOMMITTEE ON RULES OF THE HOUSE

MICHAEL F. MACLEOD
ADMINISTRATIVE ASSISTANT

Congress of the United States
House of Representatives
Washington, D.C. 20515

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WASHINGTON, D.C. 20515
(202) 225-5676

DISTRICT OFFICE:
FEDERAL BUILDING
211 SOUTH COURT STREET
ROCKFORD, ILLINOIS 61101
(815) 962-8807

August 11, 1980

Mr. Sven Johnson
Johnson Systems "Total System"
P.O. Box 112
Bessemer, Michigan 49911

Dear Mr. Johnson:

Thank you for your encouraging words of support and for the outline of your invention with its model for overcoming present inefficiencies in the transportation system. Your assessment of the existing transportation system is most impressive.

As you probably realize, the present pace of my campaign leaves precious little time for me to fully evaluate the proposal you were so kind to send me. However, let me assure you that the Anderson Administration will be one that is open to the kind of fresh ideas and imaginative planning necessary for solving the many serious problems facing our nation today.

I am sure you feel that it is unfortunate that your "Total Transportation System" concept has not been implemented. I have given your materials to members of my staff for future research and evaluation.

Again, thank you for your interest and support. With best wishes, I am

Sincerely,

John B. Anderson

JOHN B. ANDERSON
Member of Congress

JBA:mtp
Postage Applied

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United States Senate

COMMITTEE ON THE JUDICIARY
WASHINGTON, D.C. 20510

August 6, 1980

Mr. Sven Johnson
P.O. Box 112
Bessemer, Michigan 49911

Dear Mr. Johnson:

Thank you for your letter and enclosures of recent date. I appreciate receiving your views.

You may be assured that the Senate Committee initiated to review Billy Carter and his Libyan Connections will impartially review all the facts before concluding the investigation.

Enclosed are your papers which I am returning and I suggest you contact your senators from Michigan for further assistance.

With kindest regards and best wishes.

Sincerely.

Strom Thurmond

Strom Thurmond

ST/h

JIM SASSER
TENNESSEE

COMMITTEES:
APPROPRIATIONS
BUDGET
GOVERNMENTAL AFFAIRS

United States Senate

WASHINGTON, D.C. 20510

May 24, 1979

Mr. Sven Johnson
612 North Moore Street
Bessemer, Michigan 49911

Dear Mr. Johnson:

Thank you for your considerable correspondence regarding your allegations of wrongdoing on the part of the U. S. Department of Transportation. Let me assure you that I appreciate having the benefit of your views on this matter.

As the congressional sponsor of the General Accounting Office's Fraud Hotline, I am naturally concerned about all allegations of government wrongdoing. As a result, I have taken the liberty of referring your letters to the Washington Area Office of the GAO Fraud Hotline. I have asked the GAO to respond directly to your Michigan address.

Again, thank you for bringing this matter to my attention. Please do not hesitate to contact me on other matters of mutual concern.

Sincerely,

Jim Sasser
United States Senator

July 14, 1960
1-7013-4284

To: Sven A. Johnson 6-7932 26-70

I owe you an apology because your letters to Mr. Beall and Mr. Allen were turned over to me for reply and somehow got laid aside.

As I understand your inquiry, you are concerned about the Government's obtaining rights in inventions which you might make or have made, and I may say I am considerably concerned on the same subject. However, I believe in the case of the invention to which you refer, there is little cause for concern because I doubt that it could ever be shown that the Government in any way paid for any part of the invention.

It is true that the Government acquires license rights in inventions made in the course of much of Boeing's research when it can be shown that the Government sponsored or paid for the research, but I do not think that these conditions are present in your case. This opinion is based on the belief that your invention was developed by you independently of any of your work assignments at Boeing.

Glenn Orlob
Patent Administrator

MR. ORLOB IS THE PATENT ADMINISTRATOR AT BOEING - IN 1960 - WHO ADVISED ME, QUOTE, "AT BOEING, WE HAVE THOUSANDS OF PEOPLE TO ASSIGN TO DRAWING, DESIGN, CALCULATING, MAKING PARTS, EVEN TO DRINK COFFEE, WHAT WE NEED IS PEOPLE WITH IDEAS OF WHAT TO BUILD. MY DOOR IS ALWAYS OPEN TO YOU, SVEN." END Q.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

AUG 1 1977

Mr. Sven A. Johnson
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

Margaret Costanza, Assistant to the President, asked that I respond to your letters to her of May 15 and May 26, 1977, regarding the Department of Transportation's handling of the Transportation Systems Center project entitled "OP01 - Intermodal Technology Assessment."

My staff and I have reviewed the matter, including the voluminous correspondence between you and various officials of the Executive Branch and the Congress. Although I can sympathize with your frustration at failing to gain recognition for your ideas, I regret that I cannot agree with your contention that the Department of Transportation has somehow failed in its duty to consider your ideas and dispose of them fairly.

I wish there were some means by which I could win the support of an energetic and articulate thinker like yourself, for I believe that we agree on basic principles, such as taking a broad "systems" approach to solving transportation problems, reviewing and evaluating all promising alternatives before coming to a decision, and providing for maximum citizen involvement.

I can only give you my assurance that, despite the Department's decision not to provide financial support for the development of your concepts, we respect you as an imaginative citizen who follows with admirable concern the activities of his Government.

Sincerely,

Brock Adams

Your recent letter to President Carter has been forwarded to the Department of Transportation for a response.

I am asking the appropriate Departmental officials to investigate this matter for me and to prepare a responsive letter on my behalf. You will receive a reply as quickly as possible. Thank you for taking the time to write.

Sincerely,

Brock Adams

BROCK ADAMS
Secretary of Transportation

MAR 24 1977

UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

DIVISION OF FINANCIAL AND
GENERAL MANAGEMENT STUDIES

JUN 7 1979

Mr. Sven A. Johnson
612 North Moore Street
Bessemer, Michigan 49911

Dear Mr. Johnson:

After further evaluation of the material that you have provided us, as well as material forwarded to us by Senator Sasser's Office (which apparently you sent directly to him); material from the files of several organizations within the U.S. Department of Transportation, and previous correspondence with Senators Jackson and Magnuson and other Government officials, we find no basis for further investigation of your allegations. We agree with the position taken by Secretary Adams in his December 18, 1979, letter to you in which he stated that the Department of Transportation declined further investigation of your allegations. Therefore, we plan no further work related to your allegations and will return your correspondence if you so desire.

Sincerely,

Harold L. Stugart

Harold L. Stugart
Project Director
Fraud Task Force

cc: Senator Sasser

UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

DIVISION OF FINANCIAL AND
GENERAL MANAGEMENT STUDIES

MAR 2 1979

Mr. Sven Johnson
P.O. Box 2403
Renton, WA 98055

Dear Mr. Johnson:

Your letter dated January 22, 1979, addressed to Senator Sasser has been referred to this Office for reply. You indicated that you were the subject of discrimination regarding the expenditure of appropriated funds in converting the NASA Systems Center to Transportation Systems Center.

We are in the process of evaluating the information that you provided us and will consider it in our plans for future audit work.

Sincerely,

Harold L. Stugart

Harold L. Stugart
Project Director
Fraud Task Force

B00402201562

HARLEY HYBRIDGE

Consulate General of Japan
3110 RAINIER BANK TOWER
SEATTLE WA 98101 U.S.A.
PHONE (206) 682-9107

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ATLANTIC RICHFIELD PLAZA
33rd FLOOR NORTH TOWER
515 SOUTH FLOWER STREET
LOS ANGELES, CALIFORNIA 90071
TELEPHONE (213) 680-2828

OF COUNSEL
JAMES R. KNAPP
WILLIAM P. MILLER

August 27, 1973

Mr. Sven A. Johnson
Sven Johnson Systems
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

Receipt is acknowledged of the many copies of the very voluminous correspondence you have compiled relative to your integrated transportation system.

Understanding your great concern, I've sent the entirety of your mailing to the White House for review and an appropriate response.

Very truly yours,

Herbert W. Kalmbach

Herbert W. Kalmbach

HWK/ah

DEAR SENATOR BAYH:

THE ONLY WAY THAT THE TRUTH WILL BE KNOWN, WILL BE VIA A CONGRESSIONAL HEARING, UNDER OATH TESTIMONY, WHEN WE ARE ALL TALKING ABOUT THE MAIN ISSUE, THE SAME PROBLEM, AND NOT AS D.O.T. ADMINISTRATORS POP AROUND LIKE CORN IN A HOT KETTLE, HOPING I'LL GET TIRED AND GO HOME. I AM HOME, BUT I'LL NOT QUIT. Sven Johnson

WARREN G. MAGNUSON, WASH., CHAIRMAN
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MICHAEL PERTSCHUK, CHIEF COUNSEL

United States Senate

COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

RE: #2

October 11, 1972

Dear Mr. Secretary:

This refers to a transportation demonstration project proposed by one of my constituents, Mr. Sven A. Johnson of Renton, Washington.

For several months now, Mr. Johnson has discussed with numerous Administration officials, including representatives of the Department of Transportation and the White House, his proposal for an intermodal transportation demonstration. He participated in the Transpo Exposition which is well known, I think, to many officials of your Department. While Mr. Johnson has not yet quite reached the formal application stage, there does seem to be some sympathy for his proposal within your Department. Thus far I have had no final word on the disposition of Mr. Johnson's proposal by your Department. I continue to urge you to give every consideration to Mr. Johnson's proposals.

A new development prompts me to write this letter. On October 5 Mr. Johnson addressed to you a letter describing certain similarities between a concept which he claims to have developed and a project proposal submitted by Dr. George Kovatch, formerly employed in some capacity by the Administration. Mr. Johnson has made a very severe charge in his letter to the effect that Dr. Kovatch has plagerized from material developed by Mr. Johnson. I am in no position to judge the accuracy of his charges and certainly I would not wish to give undue currency to false charges by writing this letter, but I do know Mr. Sven Johnson has spent considerable time and effort in developing his ideas. I would urge, therefore, that you have someone examine Mr. Johnson's charges and take action if appropriate. Please keep me advised of any developments.

Sincerely yours,

Warren G. Magnuson

WARREN G. MAGNUSON
Chairman

Honorable John A. Volpe
Secretary of Transportation
Department of Transportation
Washington, D. C. 20590

WGM/dom

WARREN G. MAGNUSON, WASH., CHAIRMAN
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MICHAEL PERTSCHUK, CHIEF COUNSEL

United States Senate

COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

December 22, 1972

Mr. Sven Johnson
1520 Index Avenue, N. E.
Renton, Washington 98055

Dear Mr. Johnson:

During the past several months I have, of course, been well aware of your efforts to obtain financial assistance from the Department of Transportation for your "Johnson Systems-Total Systems". To my knowledge the Department of Transportation has not yet given you an outright rejection. So apparently there is still some hope for support from that Agency.

The Senate Commerce Committee has several matters which it must consider every year including the performance of the Department of Transportation on various matters which are within its jurisdiction. We do not call hearings lightly and to my knowledge, we have never held a hearing devoted to one specific proposal which was then pending before an executive agency. I must frankly tell you that I can see very little to be gained by such a hearing. It would take a considerable amount of time to set up. I doubt that we would get any different answers from the Agency than we have now, especially since the Agency has not as yet given a final yes or no answer. I will continue to do whatever I can to help you with the Department of Transportation, but I can see little to be gained from convening a hearing before the U. S. Senate Commerce Committee specifically on this subject. At sometime during the course of the numerous hearings that will be held, perhaps this matter can be raised.

Best wishes for the Holiday Season.

Sincerely yours,

Warren G. Magnuson
WARREN G. MAGNUSON
Chairman

WGM/dcm

STATE OF WASHINGTON
OFFICE OF THE GOVERNOR
OLYMPIA

DANIEL J. EVANS
GOVERNOR

October 7, 1969

Mr. Sven A. Johnson
1520 Index Avenue N.E.
Renton, Washington 98055

Dear Mr. Johnson:

Thank you for your recent letter again calling my attention to your comprehensive plan for transportation, communications and buildings integration.

Inasmuch as the legislation to establish a Department of Transportation has not yet been successful in passage through the Legislature, I believe it would be premature for me to become involved in this type of comprehensive planning. While the Highway Commission might conceivably have some interest in the overall approach, their interest, of course, is primarily in the area of highway development and planning.

Sincerely,

Daniel J. Evans
Governor

DJE:meb

FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

July 24, 1980

Mr. Sven Johnson
Johnson Systems Development Co.
P.O. Box 2403
Renton, Washington 98055

Dear Mr. Johnson:

This is in response to your request for information concerning the receipt by elected officials of inaccurrate or misinformation.

The Federal Election Commission is the independent regulatory agency established to administer the provisions of the Federal Election Campaign Act of 1971, as amended (the Act). The Act places limits on the sources and amounts of contributions to Federal candidates, requires registration and periodic reporting of receipts and disbursements by candidates and the committees which support them. The Act also provides for the public financing of Presidential elections. For your information I have enclosed a copy of the Commission's information brochure which describes the Act and Commission enforcement activities.

If you believe that someone has violated the Federal Election Campaign Act, you may file a notarized complaint following the procedures described at 11 CFR 111 (copy enclosed).

There are two other government offices which might have jurisdiction over your questions about the ethics and the intergrity of public officials. You should contact them at the following addresses:

Office of Government Ethics
1900 E St. NW
Washington, DC 2015

Justice Department
Public Integrity Unit
10th St. & Constitution Ave. NW
Washington, DC 20530

If the Commission can be of any further assistance to you please do not hesitate to contact the Office of Public Communications at the above address or by calling toll free 800/424-9530.

Sincerely,

Judith L. Corley

Judith L. Corley, Chief
Public Communications

Enclosures

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JOHNSON SYSTEMS
TOTAL SYSTEM
P.O.Box 112
BESSEMER, MI. 49911

PART #(1) OF (3)

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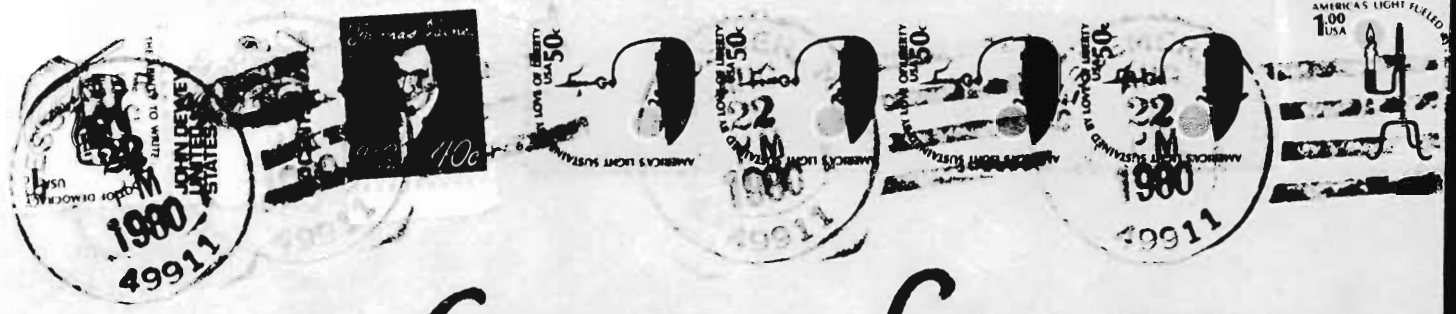

OFFICE OF GENERAL COUNSEL
FEDERAL ELECTION COMMISSION
1325 K STREET NW
WASHINGTON, D.C. 20463

CERTIFIED
No. 0208289
MAIL

HNSON SYSTEMS
TOTAL SYSTEMS
P.O. BOX 112
BESSEMER, MI. 49911
PART (3) OF (3)

OFFICE OF GENERAL COUNSEL
FEDERAL ELECTION COMMISSION
1325 K ST N.W.
WASHINGTON, D.C. 20463

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JOHNSON SYSTEMS
TOTAL SYSTEM
P.O.Box 112
BESSEMER, MI. 49911
PART (2) OF (3)

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OFFICE OF GENERAL COUNSEL
FEDERAL ELECTION COMMISSION
1325 K STREET N.W.
WASHINGTON, D.C. 20463

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No. 791158
MAIL

FEDERAL ELECTION COMMISSION

1325 K STREET N.W.
WASHINGTON, D.C. 20463

THIS IS THE BEGINNING OF MUR # 1282

Date Filmed 10/30/80 Camera No. --- 2

Cameraman GPC

FEDERAL ELECTION COMMISSION
1325 K STREET N.W.
WASHINGTON, D.C. 20463

THE FOLLOWING MATERIAL IS BEING ADDED TO THE PUBLIC FILE OF CLOSED MUR 1282.

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GOC# 2907

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

FEB 24 1970

RECEIVED
80 OCT 8 P1:57
GENERAL COUNSEL

Mr. Sven A. Johnson
1520 Index Avenue, N. E.
Renton, Washington 98055

Dear Mr. Johnson:

I have read with interest your letter of 27 November, 1969 and also the material you forwarded with it. Your sincere and forceful desire to assist in making a major contribution to solving our transportation problems is very evident and much appreciated.

The integration of all transportation systems, as you indicate, is a very important aspect of our future, and I believe that this action is taking place in our country today but on an evolving, rather than a revolutionary scale. The situation is explained to some degree in a letter dated 24 December, 1968, from Mr. Ira Dye, Office of the Secretary of Transportation, to Senator Warren G. Magnuson. A copy of this letter is in the material you forwarded and it attests to the attractiveness of your general concept.

After review of your material, I do not believe that a visit to our office to go over your study in greater detail would be fruitful to you or to my staff. However, I am taking the liberty of retaining the folders you forwarded for our possible future reference..

Sincerely,

C. C. Villarreal
Administrator

(3) ATTACHED, SWORN TO BE TRUE COPIES — Sven Johnson

MR. CHARLES U. STEELE: General Counsel of FEC Oct 3, 1980 SJ.

Appeal of MUR 1282 is underway and should be before FEC within 10 days, based on "accuracy" of records. My Aug 17, 1980 affidavit, called Aug 26, 1980 "complaint", (time and date stamp?), is for Re: in that September 17, 1980 Affidavit, was prepared and waiting "copies", (3), but MUR 1282 evaded my Aug 17, 1980 request to expect additional documentation, some of which is in Sept 17, 1980 "affidavit" along with Feb 24, 1970 UMTA letter, (this letter) and three "booklets", (folders), mentioned above, and the appeal will concern "accuracy of records", but please clarify 1.9(a), "appeal to whom?"; also 1.7(b), where records have come about "piecemeal", as this record has and from many sources.

Also be apprised that "complainant" is not adverse to 111.20(a), BUT, will request 4.5(i) until Commission "evaluates" from "accurate record".

Sven Johnson

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
PUBLIC HEALTH SERVICE
Washington, D. C., 20201

NATIONAL CENTER FOR
AIR POLLUTION CONTROL

July 3, 1967

REFER TO

Mr. Sven A. Johnson
1360 H Place
Renton, Washington 98055

Dear Mr. Johnson:

Dr. Middleton has asked us to thank you for writing to him about your proposed integrated mass transportation system which would help abate the problem of motor vehicle pollution.

We appreciate your concern with this important national problem and the thoughtful consideration you have given to its solution.

Your proposal as stated is an intriguing one, although it would appear to be a matter that could best be evaluated by the U. S. Department of Transportation. If you have not already done so, you may wish to convey the details of your proposal to that Department for comment. The address of the Department is 7th Street and Independence Avenue, S. W., Washington, D. C. 20590.

Because of your interest in automotive air pollution, we are enclosing several publications containing information about the problem and efforts of the Federal Government to deal with it.

We hope that you will find these materials interesting and useful. If there is any other way in which we can be of assistance to you, do not hesitate to let us know.

Sincerely yours,

B. C. Marion

B. C. Marion, Chief
Editorial Section
Office of Legislative and Public Affairs

Enclosures

PHILLIPS PETROLEUM COMPANY

BARTLESVILLE, OKLAHOMA 74003

June 27, 1967

W. A. ROBERTS
CHAIRMAN
OPERATING COMMITTEE

Mr. Sven A. Johnson
1360 "H" Place
Renton, Washington

Dear Mr. Johnson:

This letter will reply to your letter of June 16, 1967, directed to Mr. Stanley Learned, President of Phillips Petroleum Company, which has been referred to me as Chairman of our company's Water, Air and Land Conservation Committee.

You are quite correct that Phillips Petroleum Company has long been interested in the Boy Scouts of America. At the present time we sponsor two Explorer groups here in Bartlesville, Oklahoma. You might also be interested to know that I am Chairman of the Washington District and Mr. Phil R. Phillips, one of our directors, is president of the Cherokee Area Council.

Now with reference to the concept for an integrated mass transportation system which you are developing, I'm afraid I don't have a very good mental picture of your proposition. Possibly you could write me and give me more detail on your proposal together with pic tures of the model and some suggestions as to how we might be of help to you in bringing it to the attention of the proper people.

I will look forward to hearing from you again.

Very truly yours,

W. A. Roberts

WAR:m

W. A. Roberts

October 9, 1967

Mr. Sven A. Johnson
1360 H Place
Renton, Washington 98055

Dear Mr. Johnson:

Hugh Downs has asked me to acknowledge, with thanks, your thoughtful letter of October 3, 1967.

Please be assured that your letter and the photographs have been forwarded to our producer for whatever consideration he and the members of the Editorial Board of the TODAY program may wish to give them. If they decide to explore the possibility of presenting a special feature, you will hear directly from them.

Your interest in TODAY is greatly appreciated. We hope you will continue to find merit in our efforts.

Sincerely yours,

J. James Rathnam

J. James Rathnam
TODAY staff

jjr.

1360 H Place
Renton, Washington

October 12, 1967

Mr. Frank Ikard, President
American Petroleum Institute
1271 Avenue of The Americas
New York, New York 10020

Dear Mr. Ikard;

This Twentieth Century has thrived on the growth of the Petroleum Industry to the extent , that but for Petroleum, we would still be in sailing ships." Petroleum Built Transpoetation as an industry and thus fomented most every other industry into being and fruition.

It is with this in mind that I approached the Petroleum Institute Representatives at the Air Pollution Control Association meeting in Cleveland, Ohio, with regard to the need for Integrated Mass Rapid Transportation. WhereeTransportation is an integral part of everything in existence, the attached photograph will portray a very small or an infinitesimal part of what is proposed as an integrated system--- this photo is of an increment of the model which I have built and am developing-- the system provides a means to move traffic within cities and between cities---it begins a system, where air pollution is a critical problem, to allow personal vehicles to be left at home or to be used on controlled roadways that in no way deprive the individual of his choice of transportatiomode. It is my personal conviction thqt Rapid Transit as an enitity is not the answer----IIdo believe that a system must evolve and that the Petroleum Institute, with it's universal concern for all developments can most accurately assess tha value of any system--

Mr. Ikard, this letter requests the privilege of your attention, for it is this Twentieth Century that is gravely challenged to conquer the universe- through peaceful effort-- simultaneously solving and implementing the solutions to extend the life of this earth to the many generations yet to be. I,therefore, request your invitation to fully explain Integrated Mass Rapid Transportation as I see it and as it concerns International and local airports- super and sub-sonic- down through the total integration of all modes of transportation, communication, services, utilities, navigation,land , and resource management-----Should you accept this challenge, you, personally will exemplify the total coourage of the Petroleum Industry, which has the world perched on it's present pinnacle of progress---where and how far it can expand it's influence, in Professor David M. Scott'swords,"is up to me and to you. The choices are ours! " Professor Scott AIA is Chairman of the school of architecture at Washington State University at Pullman, Washington. He has reviewed this concept and model and has declared that the strength of the nation should examaine this concept. I view Petroleum as that strengthand respectfully request your consideration of this subject. A new base of an economy can and will emerge in the rebuilding of cities around this system which attempts to duplicate the finest system in existence-- The Human Body-- in itself an integration of systems that dare the vision and imagination of that system itself.

Sincerely,

Sven A. Johnson

PS: I wish to acknowledge receipt of your film" To Clear The Air". It was this film shown in Cleveland by your Mr.Brooks that initiated my inquiries to Mr. Stanley Learned of Phillips Petroleum and to the Institute. I will further acknowledge receipt of the film to your distribution service. Thank you.

COMMITTEE ON PUBLIC AFFAIRS of the AMERICAN PETROLEUM INSTITUTE

1271 AVENUE OF THE AMERICAS • NEW YORK, N. Y. 10020 • TELEPHONE (212) JUdson 6-4200

STEPHEN P. POTTER
DIRECTOR

November 6, 1967

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

Your recent letter to Mr. Frank Ikard explaining your suggestion for an integrated mass transportation plan has been referred to this office for reply.

The concept which you outline is so interwoven with economic, as well as sociological problems, that it is most difficult for us here at the Institute even to attempt to assess it. The implementation of any mass transportation approach such as the one you have envisioned, logically would fall within the province of state and local government. Furthermore, the federal government would also be interested, particularly from the viewpoint of coordinating any attempt that involves several modes of transportation.

For this reason, it would seem that the U. S. Department of Transportation would be much better qualified than we here at the Institute to assess the merits of your proposal. Accordingly, it would be our suggestion that you refer your program to the Secretary of the Department of Transportation in Washington so that he may have an opportunity to have it considered and evaluated by the transportation specialists in his department.

Sincerely,

Stephen P. Potter

SPP:mc

P/S: We are returning your enclosure as you may find further use for it.

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

October 10, 1967

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

Secretary Boyd has asked me to reply to your recent letter to him. On the basis of the information that you submitted we are unable to make an evaluation of your proposal. If you would care to send us a more complete description of what you have in mind we would be happy to take it under consideration.

Thank you for your interest in this vital national problem.

Sincerely yours,

Ira Dye
Director, Office of Systems Analysis

1360 "E" Avenue
Renton, Washington 98055
November 7, 1967

The Honorable Alan S. Boyd
Department of Transportation
Office of the Secretary
Washington, D. C. 20000

Dear Mr. Boyd:

Mr. Ira Dye has suggested I provide additional, or more complete, information so that the proposed system of Integrated Transportation could be considered.

I do apologize for the poor photograph I submitted originally but I feel the enlargements enclosed herein may be just as problematic. Several letters and discussions with the Petroleum Institute, United Air Lines and other Industry have proven that correspondence is incapable of conveying the text, concept and application of this integration of systems. The factions who most readily understand and comprehend this system do so when following an explanation or a presentation from the transportable model which I have prepared.

I have been advised that the need for integrated systems mandates the early evaluation of this or any proposal and I declare this material available for transport and presentation to your Office for there is a real concern relative to Air Pollution, Standards, Highway Safety, Public Transport and every phase of Utilities, Commerce, and Communications. I have also been asked to refer this matter to the Commerce Committee for direction.

Please feel free to inquire of Professor David M. Scott, AIA, Washington State University, Pullman, Washington concerning the scope or value of this concept.

I would appreciate your invitation to explain this System to your staff.

Sincerely,

Sven A. Johnson

SAJ/da
Enclosures

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

FEB 13 1968

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

I am sorry to have been so long in replying to your letter of November 7, 1967 which enclosed some enlargements and additional comments about your proposed integrated transportation study.

I would like to thank you for sending us your proposal and we will give it full consideration in the development of our planning.

Sincerely yours,

Ira Dye
Director, Office of
Systems Analysis

WARREN G. MAGNUSON, WASH., CHAIRMAN
JOHN O. PASTORE, R.I.
A. S. MIKE MONRONEY, OKLA.
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ROBERT P. GRIFFIN, MICH.
FREDERICK J. LORDAN, STAFF DIRECTOR

United States Senate
COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

November 15, 1968

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

Now that the campaign has been concluded, I have the time to thank you for your detailed proposal regarding your integrated mass transportation system.

I have looked over with great interest the material you sent, and have asked Ira Dye, Director of the Office of Systems Analysis in the Department of Transportation, to reconsider your proposal and give it some serious thought.

I expect that Mr. Dye will reply within a reasonable length of time, and I will be happy to communicate to you his response, should he not contact you himself.

Thank you again for bringing this matter to my attention. I intend to see it through to some form of satisfactory study and consideration at least.

Sincerely yours,

Warren G. Magnuson

WARREN G. MAGNUSON, U.S.S.

WGM:rlg

8004023180

1360 H Place
Renton, Wash.

December 4, 1968

The Honorable Warren G. Magnuson
United States Senator
127 Old Senate Office Building
Washington, D. C. 20510

Re: Integrated Mass Rapid Transportation Concept Material.
Dear Senator Magnuson:

No person can imagine my extreme delight with your reply regarding the referenced material. I can only hope that you or your staff will heed the assessment of Mr. Stephen P. Potter of The American Petroleum Institute that this envisioned system is so interwoven with socialogical and economic problems that this should be a matter for The Depa rtment of Transportation and a ll facets of local, state and Federal Government. The assessment is truly accurate and realistic. Moreover, it is courageous. I am certa in Mr. Potter did not know that I had written to The Secretary, Mr. Ala n Boyd.

The study you apparently anticipate from the systems analysis office is not the action I was expecting, though I can see it was the immediate one ava ilable to your office. I am enclosing copy of my November 7th, 1967 letter to Mr. Alan Boyd. Mr. Ira Dye's February 1968 reply left much to be desired. In text it politely said "Don't call us, We'll call you". I can a ppreciate this because I know full well what time limitations the department must operate under, to say nothing of the difficulties for the personnel.

The referenced material is but a thumb-nail sketch of a system, naturally interwoven because the problems that confront cities are so interwoven. The referenced concept has been rendered into a mock-up so that the interwoven characteristics are understandable. Professor Scott spent some fifteen hours studying the mock-up, on his own time, because he was interested but did not feel he had the right to use school time or funds to help me get the system evaluated. I didn't think tha t a man of this fine caliber was left on the face of this earth. I have tried to follow his advice----"to spend all of my time trying to get this system to the attention of someone or some agency that can do something with it". The choices recommended most often have been HOWARD HUGHES and THE DEPARTMENT OF TRANSPORTATION. Howard Hughes doesn't have to do or reply to anything, but the action or inaction of DOT is inexcuseable, in my mind, because I thought that my November letter definitely indicated that pictures and write-ups could not convey the concept accurately. I offered within my means to make a presentation, which now seems so futile, what with the change in secretary and other positions.

I regret that I gave the department so much time before I forwarded the referenced material to your attention. The United States is strangling in it's own traffic problems, and it will surely choke if another agency authorizes one more study to redocument this problem. I am at a complete loss to rationalize the reluctance of local, state, or even Federal officials to confront a proposed solution of any kind, especially if the "crisis in our cities" is anything like what the countless documented studies reveal. Why is it so difficult to be heard? What is wrong with being in love with one's country? I know that these questions are unfair, but it seems that if I inspired an article in 1967 to DISINTEGRATE the transportation of the country, I would at least be assured of a trial, a hearing.

At least we hope we would,
Sincerely,
Sam A. Johnson

0042-2581

ZEON

EPCON, INC.

1275 MERCER STREET • P.O. BOX 1188
SEATTLE, WASH. 98111 • MAin 3-3180

December 20, 1967

Mr. Sven Johnson, Building Superintendent
Building Department
Renton Municipal Building
Renton, Washington

Dear Sven:

It was a thrill to see your picture in the Seattle Times on Sunday relative to the transportation system you have been working on. It was particularly interesting to me, having had the pleasure of a first-hand demonstration from you a long while back during our discussion of a permit for the City Center Motel.

I have thought about your interest many times and felt that your tenacity would get you the attention you so richly deserve. Even though the busy days prevent us from dropping in and saying hello, I assure you that you have been thought of often, mostly because of your tremendous interest in the project shown.

Sven, keep up the good work, and the next time I am in Renton I assure you I will drop in and shake hands again with you.

Very truly yours,

Dave Senescu

DAVE SENESCU
Vice President

DS:rf
encl.

CITY OF RENTON
RECEIVED
DEC 21 1967
BUILDING DEPT.

The Seattle Times Sunday, December 17, 1967

Green River Valley

Renton Man Has Rapid-Transit Idea

By LOU CORSALETTI

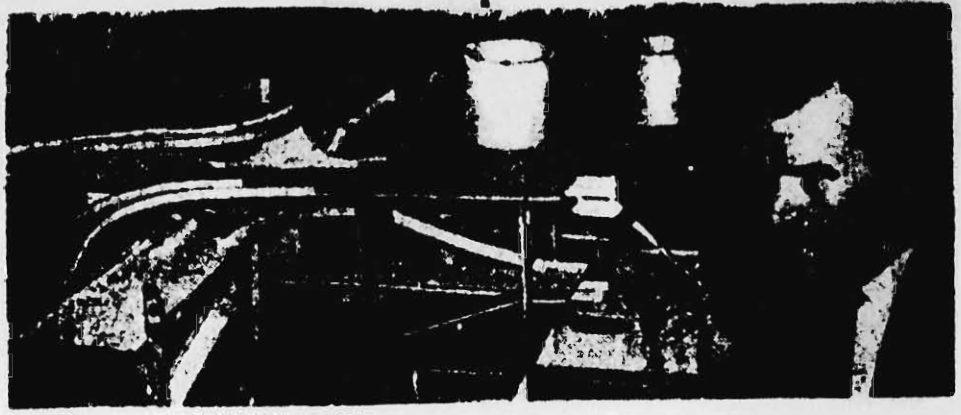
"Quick-Fews." Fews

That phrase describes the vision of a man who is concerned with moving people and commerce as rapidly and expediently as possible.

To Sven Johnson of Renton, "Quick-Fews" is the nickname for his proposed multi-level integrated mass-rapid-transportation system — "a rapid solution to a few problems."

Johnson has converted his vision into a mockup which presents a vivid and easily understood picture of what he has in mind.

His transportation system includes not only the means for moving people, but also communication and utility systems.



Sven Johnson at Renton pointed out on a model how the monorail line is incorporated into his integrated mass-rapid-[illegible]

"INTEGRATION of all transportation and service systems into one unit eliminates the need for numerous rights-of-way necessary for today's expanding population and industrial areas," Johnson said.

"With the demand for more land for expansion, this concept makes any parcel of land usable for development. It eliminates the need for locating industrial, commercial and residential complexes near existing transportation system. It would in itself create its own system, which in turn feed to existing networks."

Johnson's idea stems from his concern over the numerous spaghetti-like highway interchanges cropping up throughout the nation. His basic concept is the elimination of clover-leafs at interchanges, thereby ruling out the need for yield rights-of-way, stop signs and traffic signals and moving traffic at a rapid pace.

He noted that each level would carry traffic in one direction only. There would be controlled lanes. A driver wishing to exit to a particular ramp, would drive in a given lane until he reached the turn-off. At this point that particular lane would terminate, but would be resumed at a point where there would be an entrance ramp.

"This eliminates the need for yielding to rapidly moving traffic and provides a safety factor in that a driver doesn't have to speed up to enter a freeway," Johnson said.

HE ALSO SUGGESTS in his plan that roadways be color coded for easier traveling to a given destination.

Johnson envisions a five-level transportation system. The ground level would provide for train movement, and the four upper levels would be roadways. Suspended from each level would be "rails" for a local and long-distance monorail rapid transit system. Also incorporated in the various levels would be lines for electric power, telephone cable, gas, water and sewer systems — thereby carrying out his concept of one right-of-way for all types of services.

Another major feature of his plan is development of industrial, commercial, residential and even educational facilities adjacent to and in conjunction with major interchanges on the system.

"By locating such facilities at those points they could be served by all modes of transportation," he said. "Large factories could receive raw materials, assemble the product and distribute it with ease. Through the use of a public transit system and accessibility from the freeway in all directions, employees at commercial and industrial centers could reach work more readily."

HE ADDED THAT [illegible] development of residential complexes at given points along a network of these interchanges people could easily travel from their doors to work.

An alternate design of his plan provides for constructing an underground interchange at airport sites. Terminal and service facilities would be underground and adjacent to the interchange. Passengers and freight would be loaded on the plane that would then be moved to ground level by elevators. From there the plane would be transferred by conveyor to the take-off point. Here again, the facility would be served directly by public, private and rail transportation.

Johnson envisions a chain of these interchanges across the country, connecting the East and West Coasts.

"A driver would enter a freeway in Seattle and travel to New York City without encountering one traffic signal," he commented. "Once a prototype was built it could become a pattern and with modifications fit the needs of any situation."

JOHNSON'S CONCEPT has caught the fancy of Prof. David M. Scott, chairman of the department of architecture at Washington State University. He expressed approval of the plan after studying the model.

"I definitely think that Johnson's concept on integration of all modes of transportation is something that has to be considered in future planning of transportation networks," Scott commented. "I feel he has some significant ideas and has done some original thinking. Some of his thoughts on arterial transportation and handling of cargo along from material supplier to manufacturer to customer are very sound."

Johnson makes no bones about the shortcomings of his plan, and admits that there is much room for criticism and improvement.

"I am always open to suggestions and new ideas," he said. "But we have to move quickly to prevent the economy, the people and the country from being strangled from lack of movement."

WARREN G. MAGNUSON, WASH., CHAIRMAN
JOHN O. PASTORE, R.I.
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HUGH SCOTT, PA.
WINSTON L. PROUTY, VT.
JAMES B. PEARSON, KANS.
ROBERT P. GRIFFIN, MICH.
FREDERICK J. LORDAN, STAFF DIRECTOR

United States Senate
COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

January 10, 1969

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

Enclosed please find a copy of the letter I recently received from Mr. Ira Dye in the Department of Transportation.

Mr. Dye seems to indicate that your proposal and ones similar to it have greatly influenced Department of Transportation thinking about multiple transportation within the same right-of-way. This is an important achievement that I hope transportation and city engineers will one day put to full use.

Thank you for sharing your ideas with the Department and me. Let me know if I can be of further assistance.

Sincerely yours,

Warren G. Magnuson

WARREN G. MAGNUSON, U.S.S.

WGM:erh
Enclosure

8004022318 4

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

DEC 24 1968

Honorable Warren G. Magnuson
United States Senate
Washington, D.C. 20510

Dear Senator Magnuson:

Thank you for your letter of November 15. You referred to our exchange of correspondence with Mr. Sven A. Johnson of Renton and asked if we plan further study of his proposal.

As you may recall, his proposal (described to us in the form of photographs of models) suggests that we should build all or many of the following within the same right-of-way:

1. freeways
2. railroads
3. rail rapid transit
4. utilities
5. heliports
6. separate truck roadways
7. airport runways
8. high rises
9. parking structures

Similar proposals have been made by a number of groups or individuals, for example, the linear city proposal for a highway corridor in Brooklyn, the Gruen plan for central Fort Worth, and the Market Street East Plan by the City of Philadelphia. This, of course, attests to the attractiveness of the concept. Our examination and study of the photographs sent to us by Mr. Johnson, together with consideration of other proposals of similar character, has assisted us in forming conclusions on the multiple purpose usage of land and facilities. Unless we receive further information or material from Mr. Johnson we do not plan to study his proposal further, feeling that we have given thorough consideration to the material received thus far.

There are many examples of cases where two or more transportation and non-transportation facilities can benefit from joint use of land. The Department has supported and is continuing to study, promote and finance many such projects insofar as the benefits justify the investment. Examples include rail and freeways in the San Francisco, Chicago and

Washington, D.C. areas; housing, parking and community facilities on the center leg of the inner loop here; rail, transit, parking, freeways, and terminals for several modes and a wide variety of facilities in the Union Station area; broad-ranging highway joint development studies in Baltimore, Chicago, New York and other cities; and many more less well known projects. We have, and are continuing to develop policies, procedures, design guidelines and methods for evaluating alternative proposals for multi-modal and multi-use transportation centers and corridors.

Of course, multiple purpose use of land is not a panacea for transportation or other urban problems. Only in special situations or when land values are very high, as in the cores of major cities, does it become economically justified to stack up several levels of transportation and other facilities to the extent shown in Mr. Johnson's proposal. He can be assured, however, that we will diligently pursue opportunities for greater physical and functional integration of transportation and related activities.

Sincerely yours,

Ira Dye, Director
Office of Economics and
Systems Analysis

0 0 0 1 2 3 1 8 5

PHILLIPS PETROLEUM COMPANY

BARTLESVILLE, OKLAHOMA 74003
PHONE 336 6600

W A ROBERTS
Chairman
Operating Committee

November 8, 1967

Mr. Sven A. Johnson
1360 "H" Place
Renton, Washington

Dear Mr. Johnson:

This is in reply to your letter of October 3, 1967. I appreciate your thinking of Phillips Petroleum Company and the courtesy which you extended to our Mr. Rapier on the occasion of his recent visit with you.

It is apparent from your letter, the picture of the model, and Mr. Rapier's report of his discussions with you, that you have undertaken the design of a most ambitious system of integrating all modes of transportation. It also appears that the implementation of this proposal is beyond the capability of our company. A project requiring the relocation of the existing means of transportation, including railroads, to a common right of way is so large that it could only be accomplished by an agency having the broadest possible jurisdiction. This might be accomplished by the U. S. Department of Transportation, and you might desire to get in touch with them.

I understand that your model is to be on display at the National Conference on Air Pollution which is to be held in Houston in April of 1968. Some of us expect to attend this Conference and will look forward to seeing your model at that time and possibly making your acquaintance.

Very truly yours,

W. A. Roberts

WAR:m

0040231187

PHILLIPS PETROLEUM COMPANY

BARTLESVILLE, OKLAHOMA 74003
918 336-6600

W. A. ROBERTS
Chairman
Operating Committee

December 14, 1967

Mr. Sven A. Johnson
1360 "H" Place
Renton, Washington

Dear Mr. Johnson:

This will acknowledge receipt of your letter of November 24, 1967.

I am very sorry if there has been a misunderstanding of your intention. Personally, I did not think that you were specifically asking Phillips Petroleum Company to do anything but were simply interested in being sure we were acquainted with the concept so that we might apply our imagination to the idea. The only reason that I suggested you might want to contact the Department of Transportation is that I thought they would and should be interested in the development of integrated transportation systems for future urban developments.

If I incorrectly conveyed to you any misconceptions as to Mr. Rapier's views, I apologize.

I do hope that it will be possible for me to see your model when it is on display in Houston, and if I should get to your part of the country in the meantime, I will certainly get in touch with you.

Sincerely yours,

W. A. Roberts

WAR:m

W. A. Roberts

3004022188

THE FORD FOUNDATION
320 EAST 43RD STREET
NEW YORK, NEW YORK 10017

DIVISION OF NATIONAL AFFAIRS
URBAN AND METROPOLITAN DEVELOPMENT

3004023189

October 11, 1968

Mr. Sven. A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

Thank you for your letter of October 3. I am enclosing a copy of About the Ford Foundation which outlines our very simple application procedures. While I find myself personally very much interested in your new system, I cannot be encouraging about Foundation support. We are not at present active in the transportation field and there is a long-standing reluctance here to finance the publication of books that are unrelated to our major activities. I can assure you, however, that any proposal you submit will get a careful and sympathetic review.

Sincerely yours,

William C. Pendleton
Program Officer

Enclosure

air pollution control association
4400 FIFTH AVENUE, PITTSBURGH, PA 15213 AREA CODE 412 621-1100

April 1, 1968

Mr. Sven A. Johnson
Building Director
Air Pollution Control
City of Renton
City Hall
Cedar River Park
Renton, Washington 98055

Dear Mr. Johnson:

Thank you for your letter of January 31 following up our discussion at APCA's 60th Annual Meeting in Cleveland last June.

I still feel that your concept has merit and would be willing to consider devoting a full page to it in the APCA Journal. I would hope that your write-up would emphasize the air pollution control aspects of your transit idea, and would like to hold off on a final acceptance until I see a finished version of your story. I encourage you to go ahead, however, and provide me with approximately 800 words and one or two appropriate illustrations.

Perhaps a good "hook" to hang your story on would be the model you are planning to display at the Air Pollution Control Exposition in Houston this week.

I'll be looking forward to hearing from you.

Cordially yours,

Harold M. Englund

Harold M. Englund
Editor, APCA Journal

HME:cam

Theodore H. Mecke, Jr.
Vice President–Public Relations

Ford Motor Company
The American Road
Dearborn, Michigan 48121

January 10, 1969

Mr. Sven A. Johnson
1360 H Place
Renton, Washington 98055

Dear Mr. Johnson:

Thank you for your letter to Mr. Ford, mailed to my attention, commenting on the speech I delivered for Mr. Ford before the American Petroleum Institute.

We appreciate your kind comments on the speech as well as your interest in giving us the opportunity to review your ideas on integrated transportation systems.

I am passing your letter and enclosures along to our Transportation Research and Planning office and you will hear from them directly if they have any questions or comments regarding your proposals.

Sincerely,

Theodore Mecke

8004023191

STATE OF WASHINGTON
OFFICE OF THE GOVERNOR
OLYMPIA

DANIEL J. EVANS
GOVERNOR

January 22, 1969

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

Thank you for sending me the newsclipping and correspondence relating to your plan for an integrated mass transportation system.

I have reviewed my calendar in the hope I would have some free time in the near future to talk to you about this plan, as you requested in your recent letter. However, because of the pressures on my time during the legislative session, I do not have an opening before the King County Council primaries.

Mr. James M. Dolliver, my administrative assistant, will be glad to review your plan with you if you wish. He is free at 10:00 a.m. on Friday, January 31. If this hour is agreeable with you, will you please confirm the appointment with Mr. Dolliver.

Sincerely,

Daniel J. Evans
Governor

DJE:cc

1360 H Place
Renton, Washington

24-January-1969

The Honorable Daniel J. Evans
Governor
State of Washington
Olympia, Washington

Attn: Mr. James A. Dolliver

Dear Governor Evans:

Thank you for your early and gracious reply. I am pleased to accept the 10:00 a. m. January 31 appointment with Mr. James A. Dolliver.

"Let's build a new Washington" translates to me as a meaningful ambition, tuned to the times and the problems of cities. The real travesty of our time is that local autonomy is so adamant in its reluctance to accept the voter's recent decision, that something must be done with our environment, before our environment does with us.

I am confident, Governor, that the presentation I will bring to Mr. Dolliver encompasses an economic base that will extend to the far reaches of this land, providing solution to the problems of our cities.

The State of Washington can have the nation's foremost Department of Transportation and Systems. It is my firm and studied opinion that the total difficulty of delays at airports will be past history through implementation of this systems integration technique. More important, it will develop in a manner more palateable for the public. I can say this responsibly, Governor, and Mr. Dolliver, because I have extensively tested public opinion and reaction by relating this integration, with varied limits, over a broad spectrum of the country and people. Without this background and effort to accumulate responses I would not consider myself justified or qualified to approach your office as I have done.

Thank you again for the January 31 opportunity. It is a clear indication that if we are to build a better Washington, it will be during the next four years.

Sincerely,

Sven A. Johnson

Sven A. Johnson

P.S. TIME, as a cost factor of design, is the most critical delay in the progress of developing transportation. My 20 years of study in transportation modes assures me that the Bureau of Standards must become concerned with design time. IMAGINE the time that would be required to design a new circulatory system for the HUMAN BODY, yet the reproduction of the human body system is truly matter of fact, without stereotype, and without any end in sight, even though the design for humans is fairly standard and finalized. So must be the system of transportation, in the likeness of human systems, something we can all AGREE or DIFFER on, sensibly and within our means and resources.

WED Enterprises, Inc. • 1401 Flower St. • Glendale, Calif. 91201 • 245-8951

WED imagineering

October 23, 1967

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

Thank you very much for your recent letter to Mr. Richard Irvine regarding your model of an integrated transportation system, which has been forwarded to this office for response.

In view of your most complimentary interest, I particularly regret to report that since WED is in such very early stages of developing a master plan for "Walt Disney World" in Florida, it will be some time before we have specific information on this subject.

You may be assured, however, that we shall retain your letter in our active file and promise to give it utmost consideration at an appropriate time. We shall be in contact with you if an opportunity does arise for further discussions with you regarding your model.

We are indeed grateful for your interest in our plans for "Walt Disney World" and for bringing your transportation model to our attention.

Most cordially,

Robert Jackson
Public Relations Director

RJ:mb

0040231 94

imagineering, n. Imaginative concepts in Design, Architecture, Engineering and Entertainment.– Syn. See DISNEYLAND.

1360 "E" Place
Renton, Washington
November 8, 1967

Mr. Robert Jackson
WED Enterprises, Inc.
1401 Flower Street
Glendale, California 91201

Dear Mr. Jackson:

Imagineering clearly typifies the WED respect for humanity. Your reply to my letter is tantamount to an award.

Our Country is beset by a shroud of efforts to promote progress at every level, but our progress is nicked by the increasing documentation of pollution, destruction, reconstruction, obsolescence cost and failure to respect the world that has been built over these many years to provide the opportunity for us to do as we assert we have a right to do.

I am extremely grateful for your forthright reply and thus feel privileged to submit the enclosed photographs. Years of learning have proven that planning and research cannot begin too soon. As stated Walt Disney World is in the early stages and I already feel I'm too late but I do wish to try this integrated system. This system moves everything, each mode, each means, service and type including SST Aircraft. Repeated letters and discussions with the Petroleum Industry, Department of Transportation, Health Education and Welfare and the United Airlines Corporation have proven that correspondence and pictures are incapable of conveying the concept, text, and/or application of the total integration of this system. It encompasses a system which embraces matters concerning Air Pollution, Highway Safety, Commerce, Communications, Transportation and the novelty of a system that answers the questions posed by the greatest Country in the Universe.

I would be tremendously proud to receive your invitation to explain the rudiments of the transportable model that I have prepared. In lay parlance it is either Tinkerbell enthusiasm or Dopey frustration to hope for an audience at WED. I can only imply that the WED touch to any concept could only increase the glitter of imagineering. I profess that this concept is worthy of your attention in these early stages and I would be privileged to explain it at my own expense.

The enclosed photographs are captioned to identify details, but a story is never complete until the vision of imagination is realized by the audience. Walt Disney World will make it possible for the world to enjoy life. Thank you again.

Faith in imagineering,

Sven A. Johnson

WED imagineering

WED Enterprises, Inc • 1401 Flower St • Glendale, Calif 91201 • 245-8951

January 9, 1968

Mr. Sven A. Johnson
Building Director
1360 H Place
Renton, Washington

Dear Mr. Johnson:

Thank you very much for your December 31 letter and enclosures regarding your integrated mass rapid transportation system.

As promised, we have presented your material to WED's management staff for their review and consideration. They have asked me to report that, regretably, at this time there does not appear to be an opportunity for us to participate in additional activities because of our present extraordinarily heavy project schedule.

You may be assured, however, that we shall retain your letter in an active file and promise to be in contact with you if an opportunity should arise for further discussions with you regarding your treatise.

Your enclosures are being returned for your future use.

We are indeed grateful for your interest in the Disney organization and for bringing your thoughts to our attention.

Most cordially,

Robert Jackson
Public Relations Director

RJ/sh
Encls:

0004022319 6

✗ im•ag•i•neer'ing, *n.* Imaginative concepts in Design, Architecture, Engineering and Entertainment.– Syn. See DISNEYLAND.

State of California
GOVERNOR'S OFFICE
SACRAMENTO 95814

RONALD REAGAN
GOVERNOR

January 2, 1969

Mr. Sven A. Johnson
1360 H Place
Renton, Washington

Dear Mr. Johnson:

Governor Reagan has asked me to acknowledge your letter of December 14, and enclosure, describing your plan for mass rapid transit.

The Governor appreciates your interest in bringing your plan to his attention. I have taken the liberty to forward this material to Mr. Gordon Luce, Secretary for Business and Transportation, for his information and review.

Again, thank you for taking the time to write.

Sincerely,

Ronald B. Frankum
Special Assistant for
Local Government

8004023197

WASHINGTON
SOCIETY OF PROFESSIONAL ENGINEERS
SOUTH KING CHAPTER
P.O. BOX 245
SEAHURST, WASH. 98062

March 18, 1968

Mr. Sven Johnson
Director of Building
City of Renton
Renton, Washington 98055

Dear Mr. Johnson:

I want to thank you for the interesting talk you gave our Society concerning your Integrated Urban Transportation. It is apparent that you have spent a great deal of time and effort on your own to the betterment of public transportation.

I think it was obvious from the reaction of the engineers present that they were not only interested in the development of your system but wished you a great deal of luck in your efforts to implement it. As engineers we are all very interested in the complex systems problems that confront our society.

The interest and laudatory statements made to me personally by those who attended the meeting were proof that your talk was well received. I trust that it was as rewarding an experience for you as it was for our Chapter.

Very truly yours,

SOCIETY OF PROFESSIONAL ENGINEERS

Robert W. Bignold
President
South King Chapter

RWB/pt

V.P. GALE LIVINGSTON
654-5013

RE: SYSTEM DOWN
MAPLE VALLEY

I WAS PRIVILEGED TO HEAR THIS ADDRESS ON MARCH 20, 1968

DR. CONSTANTINOS A. DOXIADIS
"We must develop the technique of the tunnel"

City Highways Must Be Buried, Says Doxiadis

BY BILL SIEVERLING

Dr. Constantinos A. Doxiadis, a distinguished Greek who diagnoses sick cities and plans healthy ones, came to Seattle yesterday and predicted an early burial for highways.

"We have to go underground," he said. "Ten years from now we will be building more tunnels than highways. It will be cheaper."

Dr. Doxiadis—architect, city planner and philosopher—also predicted that rapid transit systems of the future will largely be underground.

"I AM VERY much against above-ground systems which would break the city's continuity. They create noise and they create wide areas next to the lines which lose value."

The renowned Greek planner carefully refrained from any observations about Seattle or about the proposed rapid transit system here "because I don't know Seattle."

Dr. Doxiadis met here yesterday afternoon with a group of professional planners and civic leaders, including James R. Ellis, president of Forward Thrust.

ELLIS SAID afterward that Doxiadis did not comment on the Forward Thrust program in general or the rapid transit proposal in particular.

Last night, Doxiadis delivered the third annual George and Lorna Aagard Lecture on Medicine and Society at the University of Washington.

Speaking on "Cities for Human Development," Doxiadis said the modern city has failed to save man and is destroying many human values because people and cars are trying to co-exist in the same space.

THE SOLUTION, he said is to separate man from the machine and build large cities of well-defined smaller units which are of human size.

At a news conference earlier in the day, Doxiadis repeatedly likened the city to the human body.

Urging that transportation systems of the future be buried below the city, he declared:

"We must develop the technique of the tunnel. Look at the body. All the systems of transportation are below the skin. The higher the speed, the deeper we should go."

AND ON URBAN blight:

"We cannot relieve a person by con-

(Page 16, Column 2)

Highways Must Be Buried

(From Page 1)

centrating on the sores on the skin. They are only the signs of something deeper."

At the same time, Doxiadis made it clear that his general observations are not intended as specific prescriptions.

"My father was a pediatrician," he said, "and I learned you cannot help any person unless you examine him very carefully. You have to carry out exact studies."

DOXIADIS is making such a study in the Detroit area, a five-year effort underwritten by Detroit Edison Co.

Yesterday, the silver-haired planner indicated the length of his vision.

"We are talking about the design of Detroit for the year 2000. Only if we decide now on traffic corridors for the year 2000 do we have a chance of putting them in the right place."

Doxiadis also insisted that planning is compatible with democracy.

"CAN WE build a city for man instead of letting the city happen and complaining afterward?" he asked rhetorically.

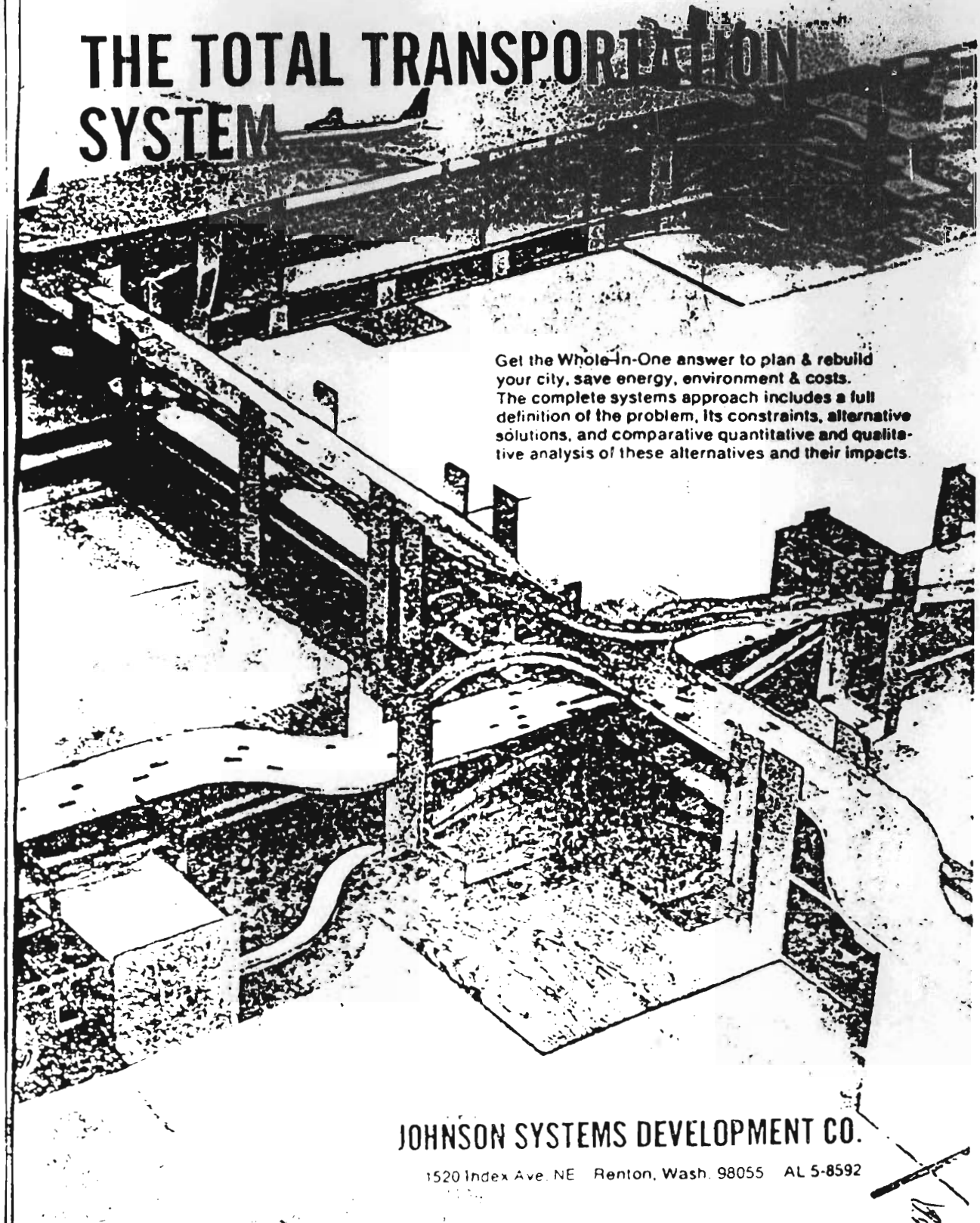
Then, answering his own question:

"Our task as planners is to act as servants of the people. Any attempt to define in advance the mode of living of people is not justified.

"The city of man has to act as the container of all our widhes. If we believe in democracy, we cannot decide for people how they will live."

I ADVOCATE MOST EXTENSIVE RESEARCH OF THE AILING CITY — BUT RESEARCH MUST APPROXIMATE THE DARING IN MEDICAL EFFORTS TO UNDERSTAND THE HUMAN CIRCULATION-SENSORY SYSTEM - IT IS BURIED IN FLESH BUT CANNOT SURVIVE UNLESS THE BODY IS INTEGRAL TO ATMOSPHERE! SVEN JOHNSON'S "QUICK FEWS" PROVIDES UNIMPAIRED TUNNELS, INTERSECTIONS AND ARTERIALS —

THE TOTAL TRANSPORTATION SYSTEM



Get the Whole-In-One answer to plan & rebuild your city, save energy, environment & costs. 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.

JOHNSON SYSTEMS DEVELOPMENT CO.

1520 Index Ave. NE Renton, Wash. 98055 AL 5-8592

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at The United States International Transportation Exposition. Transpo — 72 Dulles International Airport, Washington, D.C. 20591

© 1967

NAUGHT -- IN THE ENTIRE AND COMPLETE LIFE TIME OF MAN CAN TRULY MOVE OR STAND STILL --- UNLESS IT INVOLVES TRANSPORTATION!!

0040-2-1201

$$\int_z^a \text{ OR } \frac{dx}{dy}$$

INTEGRATED OR DIFFERENTIATED --

TRANSPORTATION CALCULATES TO BE THE GREATEST NEED OF EVERY GENERATION YET TO COME. TRANSPORTATION WILL HAVE TO EQUATE ALL THE NEEDS OF PROGRESS TO THE LOCATION OF THEIR PROPER USE, ON TIME, AND AT AN ACCEPTABLE AND UNDERSTANDABLE COST.

TRANSPORTATION IS THE FIRST CHILD OF NEED AND IT WOULD SEEM IT SHOULD BE BORN OF RESPECT ---

80040-23202

IDEALLY, TRANSPORTATION IS ALL THINGS — IT MOVES AIR-WATER-BLOOD, IDEAS, ELECTRICITY-SOUND, WASTE, LIFE, THOUGHTS, PEOPLE, FOOD, MEDICINE, WORLDS, MOONS, GALAXIES, MONEY, MATERIAL, FLOODS, EARTHQUAKES, POLLUTION, TIME, STRUCTURE -

IT MOVES AT ALL SPEEDS, INFINITELY SLOW TO INFINITELY FAST - IT IS RELATIVE YET DIRECT - IT MOVES IN ANY MEDIUM, VACUUM, SOLID, GAS, LIQUID — IT IS OBSCURED BY MANY NAMES, - CONDUCTION, CONVECTION, RADIATION, EVOLUTION, FLIGHT, FLOW, ROTATION, WAVE, — — EACH & MORE WITH ITS OWN SPECIFIC IDENTITY, BUT ALWAYS MEANING,

TRANSPORTATION!

JOHN 3:16

CONSEQUENTLY, TRANSPORTATION SHOULD BE THE SUBJECT OF OUR MOST TIME HONORED STUDY, FOR WERE IT NOT FOR THIS MIRACLE THAT IGNORES ALL BARRIERS OF TIME, LANGUAGE, GEOGRAPHY, CONCEPT, DESIGN, BEHAVIOR, INDEPENDENCE, EFFORT, HARD WORK, LAZINESS -- THERE WOULD BE NO PLATEAU, SUCH AS WE LIVE ON TODAY - TO DO THE THINGS WE DO, WHILE EXPOUNDING OUR RIGHTS TO SO DO. IT IS TRULY A WONDER ALL BY ITSELF TO OBSCURE ALL OTHER WONDERS OF THE WORLD - COLLECTIVELY - IT IS THE KEY TO ALL WE ENDEAVOR - IT IS AN INTEGRATION OF SUCH MAGNITUDE THAT IT STAGGERS THE IMAGINATION WITH ITS SIMPLICITY - IT'S ABILITY TO ACCOMPLISH - EVEN WHILE MAN IS TRYING FEVERISHLY TO REGULATE IT UNDER THE GUISE OF SAFETY, TIME, AND THE EVER PRESENT FICTION THAT GOVERNS THE EXTENT OF OUR MISTAKES -- COST --

0004 2004

ARE CITIES FOR TRUCKS CARS TRAINS --- OR PEOPLE ?

SIMPLY CHANGE OR TO AND, THEN THE ANSWER IS SIMPLE. 'YES'!

NOW, IF THIS SIMPLE ANSWER COULD BE UNIVERSAL, YOURS & MINE, PROFESSOR DAVID M. SCOTT WILL HAVE SUCCEEDED IN HIS PROVOCATIVE AWAKENING OF YOU AND ME TO THE NEED OF RESPECT FOR OUR COUNTRY, OUR HOMES, AND OUR EVERY WORKING DAY. THIS RESPECT MUST GENERATE IN THIS ORDER, BUT IT MUST NOT LESSEN IN ANY ORDER, FOR WITHOUT COUNTRY, THERE IS NO HOME & VERY LITTLE NEED FOR THE WORKING DAY. IN INVERSE ORDER EACH OF US SHOULD FIND IN THE WORKING DAY THAT ELEMENT OF CONCERN TO DO THAT WHICH CANNOT BE MEASURED IN PERCENTAGE, TAXES OR FEES - SIMPLY RESPECT TO USE GRACEFULLY AND WITH CONSCIENCE THAT WHICH WE TAKE FOR GRANTED, THE NATURAL RESOURCE, THE BROAD BEAUTIFUL LAND, THE WATER, THE AIR, THE SOLITUDE, THE WORKER, THE INVESTOR, THE SERVANT,

0004 - 2.3.2015

THE PHILANTHROPIST, AND THE UNEQUALLED PRIVILEGE AND GIFT TO BE ALLOWED SELF PERPETUATION AND RE-GENERATION - TO HAVE A FAMILY -

WE MUST IN PASSING ACCEPT AND DECIDE THAT WE ARE BUT TEMPORARY CUSTODIANS OF THE WORLD'S MOST PRECIOUS COMMODITY - LIFE, & THE MEANS TO PROTECT & PROMOTE IT, OR EVENTUALLY, THROUGH LACK OF RESPECT, DESTROY IT AND ALL THAT WE REALLY HAD NO PART IN BRINGING INTO BEING IN THE FIRST PLACE —

FIND FAULT WITH WHAT YOU WILL, BUT TABULATE THE FAULTS OF TAXES - TRAFFIC JAMS - POLLUTION - WASTE - LITTER - SICKNESS. WEALTH - LIESURE - CORRUPTION — — — AGAINST THE ATTITUDE AND EFFORT YOU HAVE EXPENDED TO SHAPE THIS LAND WE ALL FIND FAULT WITH.

THERE MUST BE A TOTAL AWAKENING TO THE NEED TO LIVE WITH OUR NEIGHBORS, NOT ON, OR OFF, OF OUR NEIGHBORS.

TRULY WE SHOULD HEED THE GREATEST PASSAGE EVER TRANSPORTED ON THE AIR - "TO ASK WHAT YOU CAN DO FOR YOUR COUNTRY - NOT, WHAT YOU CAN DO <u>TO YOUR COUNTRY</u> — OR YOUR COUNTRY FOR YOU -

IF YOU, AS I AM, ARE STILL IN A QUANDRY AS TO WHOM YOU SHOULD DIRECT YOUR QUESTION TO --

TRANSPORT YOURSELF TO THE NEAREST MIRROR - LOOK INTO THE BEST FACE OF AMERICA & ASK YOURSELF!

YOU ARE FULLY CAPABLE OF THE DIFFERENTIATION BETWEEN RIGHT AND WRONG - & YOU CERTAINLY KNOW YOUR OWN ABILITIES & CAPABILITIES -

TO SAY NOTHING ABOUT YOUR INTENTIONS!

PRESIDENT KENNEDY'S GREAT MESSAGE CAME FROM THE UNIVERSAL LANGUAGE, A LANGUAGE WHERE THE "3" R'S ARE A LEGEND IN THEIR OWN RIGHT.

80040 12 207

WE MUST CONCERN OURSELVES WITH A MUCH OLDER LANGUAGE OF R's WHICH TOO OFTEN ESCAPE OUR CONSCIENCE- RESPECT, RESPONSIBILITY, RESEARCH, RESTITUTION, RECOGNITION, RAMIFICATION, RESOLVE, RESULTS ---- RIGHTS-

THE SIMPLE TRUTH OF THIS LANGUAGE OF R's IS THAT IT SHOULD BE SPELLED OUT, OUR'S, AND NO PART OF IT EVER TO BELONG COMPLETELY TO ANY PERSON, LEST HE EARN IT, COMPLETELY.

COUNTLESS PLAQUES QUOTE THIS PHRASE — -- A MAN HATH NO GREATER LOVE FOR ANOTHER THAN TOLAY OOWN HIS LIFE IN THE SERVICE OF ANOTHER — TRULY, THE MAN & WOMAN, THE MEN & WOMEN, WHO HAVE GIVEN THIS LAST FULL MEASURE SHOULD HAVE THE RECOGNITION OF REPLACING THE MOST CONFOUNDING WORDS OF THIS LANGUAGE - "THEY" & "PROBLEMS" —

0004123208

WHEREVER THESE WORDS PRESENTLY OR EVER OCCUR, WE SHOULD INSERT IN THEIR HONOR "WE" AND "OPPORTUNITY."

EXPLORER SCOUTING ENDORSES BOTH - ENDEAVORING TO SHOULDER A WORLD SIZE PROJECT AND ENJOYING EVERY BIT OF IT.

I WILL TRY TO START - "WE" HAVE AN "OPPORTUNITY" NOW AND FOREVER TO LEARN HOW TO EARN THE FRUITS OF THIS LANGUAGE OF OUR'S OR R'S. "WE" IS ONE WAY OF SPELLING "US", RECOGNIZED IN EVERY HAMLET IN EXISTENCE AS SHORT FOR "UNITED STATES".

0040-2-3209

PROFESSOR DAVID M. SCOTT IN HIS FANTASTIC ARTICLE SAID, QUOTE " IN THE NOT TOO DISTANT FUTURE A SITUATION WILL OCCUR WHERE ROADS & BUILDINGS WILL BECOME ONE ENTITY THAT WILL BE BUILT SIMULTANEOUSLY.

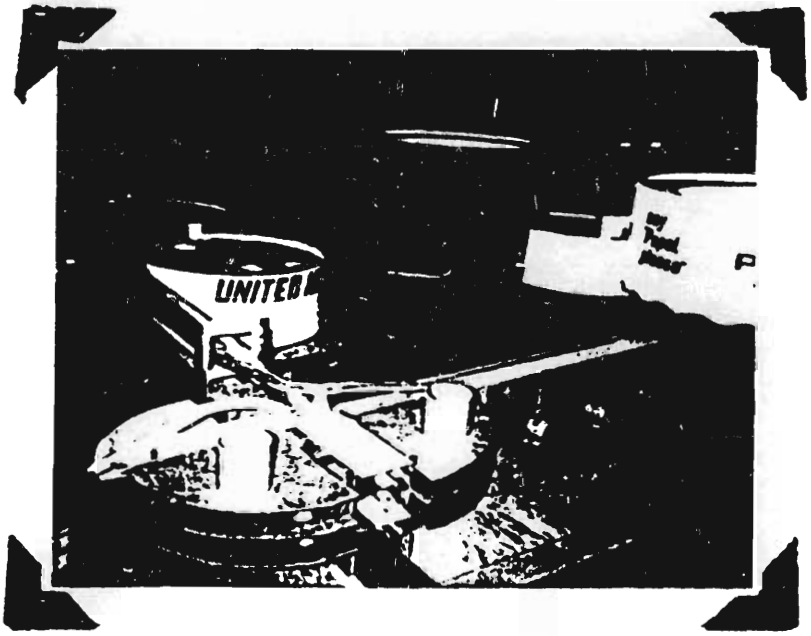
LEST DAVID SCOTT BE RELEGATED TO THE ETERNAL AS BEING 25 YEARS BEFORE HIS TIME - OBSERVE BELOW THIS VISION - THIS UFO - THIS TOTAL INTEGRATION - FOR DAVID SCOTT IN HIS DEDICATION TO THE EDUCATION OF MAN HAS OPENED THE DOOR TO McGEE'S CLOSET SO WIDE THAT HE EXPOSES THE DOORS TO MANY CLOSETS - YOURS & MINE - DAVID SCOTT'S GRACIOUS KINDNESS AND GENEROSITY TO HIS FELLOW MAN WILL LET ME SHOW YOU WHAT IS IN MY CLOSET - THANK YOU DAVID SCOTT & WASHINGTON STATE UNIVERSITY.

0040-23210

IN THE LONG DISTANT PAST MY CLOSET CONTAINED A DREAM ABOUT THE GREATEST COUNTRY IN ANY WORLD.

A DREAM NEVER DIMMED BY OPPOSITION - FOR THIS IS THE LAND OF FREEDOM, & RIGHTS - IT IS ALSO THE MOST FORGIVING OF THOSE WHO MIGHT USURP THE GENEROSITY OF THIS MOST TALENTED COMBINATION OF PEOPLE —

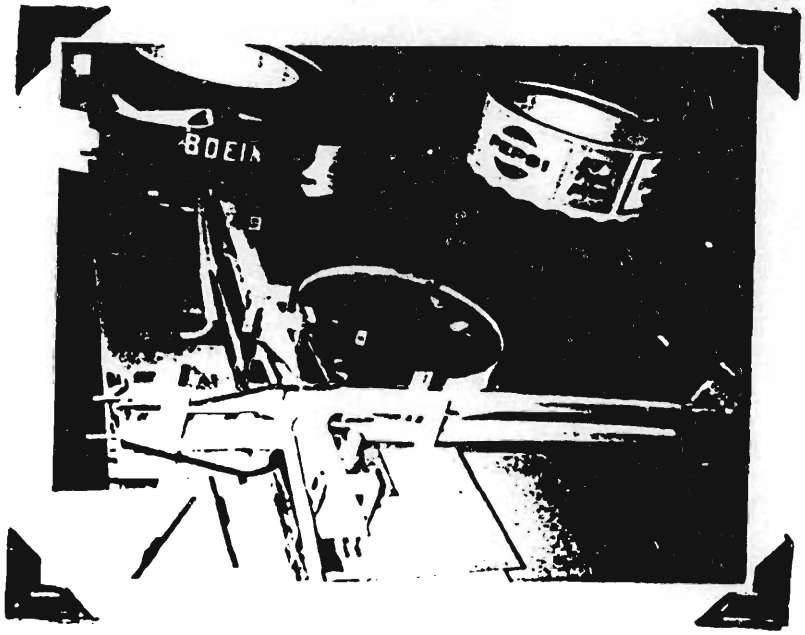
— BUILDINGS AND ROADS WILL BE BUILT SIMULTANEOUSLY —



THE CONSCIENCE OF THE RAPID TRANSIT EXPERT ASKS "HOW DO YOU GET THE INDIVIDUAL TO LEAVE HIS CAR"? —

AN ANSWER FROM MY CLOSET — YOU DON'T REALLY HAVE TO. SIMPLY DEVELOP ALL THINGS TO PRESERVE HIS AMERICAN HERITAGE - THE RIGHT TO USE GOOD JUDGEMENT TO MAKE A CHOICE WHETHER HE IS SELECTING A BRAND, A MODE OF TRANSPORTATION, AN ARTICLE OF APPAREL OR A CANDIDATE FOR OFFICE.

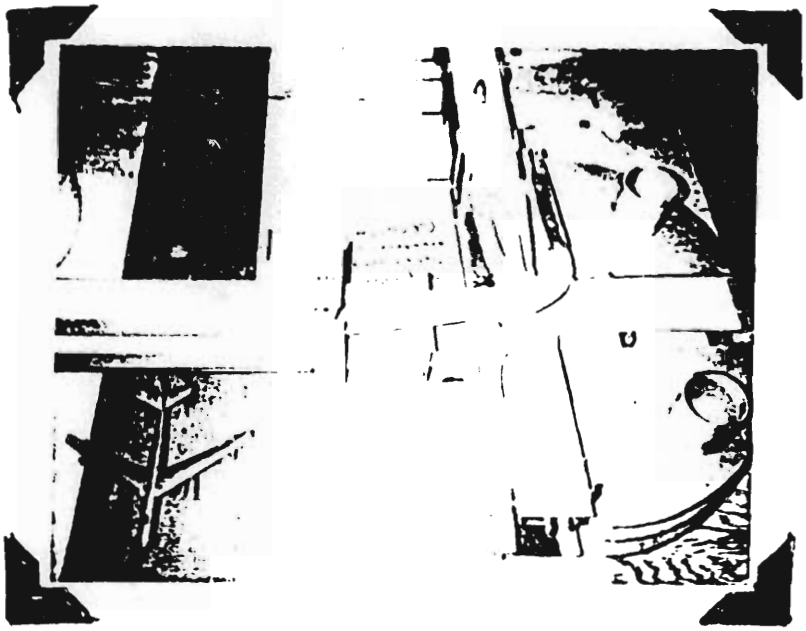
-- WE ARE ALL GOING TO HAVE TO TAKE A NEW LOOK AT OUR ATTITUDES - TOWARD TOTALLY INTEGRATED TRANSPORTATION IT IS DONE HERE & NOW.



POLLUTION CONTROL, WHATEVER YOUR PLEASURE, AIR - WATER - VISUAL - MUST BE CONSIDERED IN THE INTEGRATION OF OUR OPPORTUNITIES - SIGNS WILL DISAPPEAR INTO STRUCTURES & STRUCTURES DISAPPEAR INTO THE SYSTEM THAT WILL BEGIN TO MOVE US IN A STYLE I THINK PEOPLE WILL ENJOY ADJUSTING TO - AIRCRAFT COMPLETELY INTEGRATE TO THIS SYSTEM - WITH OR WITHOUT THE USE OF TAXI - TRUCK - BUT IN ANY CASE WITH SPLIT SECOND TIMING THAT WILL BE COMMON PLACE AS INTEGRATION.

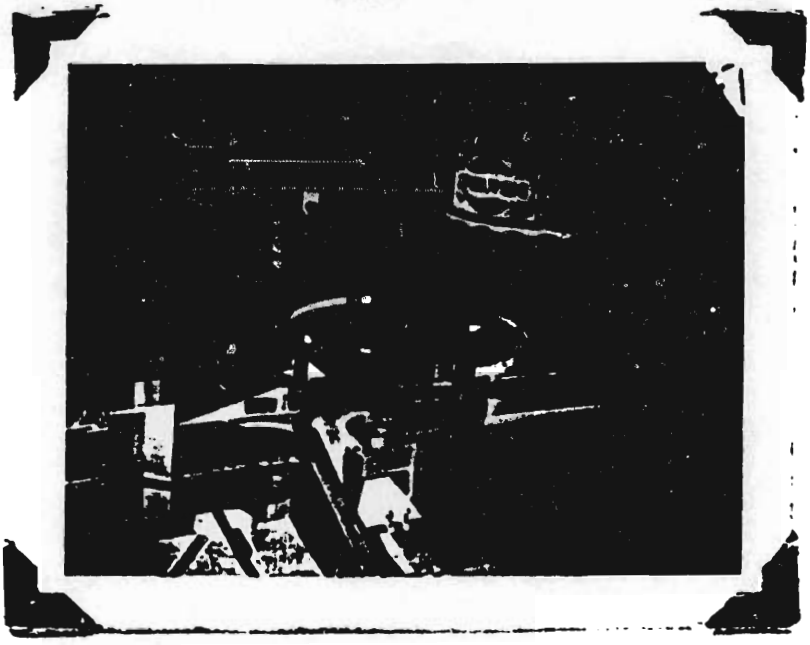
0040023213

AIR TRAFFIC IS INTEGRAL - FULLY AUTOMATIC TO ANY & EVERY METROPOLITAN AREA - THIS SYSTEM INCORPORATES CAPSULE CARGO - CAPSULE PASSENGER SERVICE - AND THOUGH THE DETAIL IS NOT APPARENT IN THIS VIEW - THIS AIRPORT RUNWAY IS DESIGNED FOR PEACE.



00400221-4

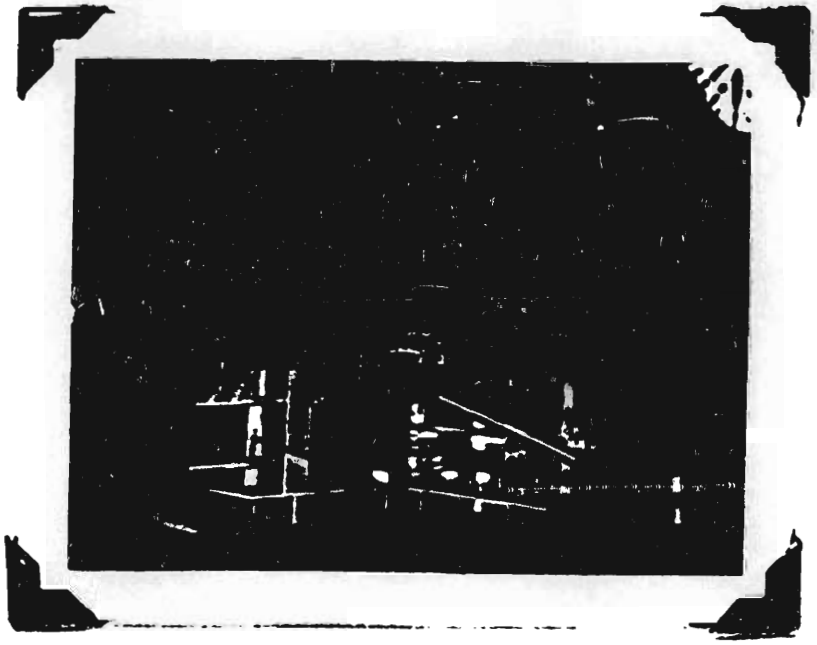
INTEGRATION BEGINS TO APPROACH INFINITY WHEN YOU LOCATE THE NUMBERS 1, 2, 3, & 4, FOR THEY IDENTIFY THE LOCATION OF HIGH SPEED MONO-RAIL — AND DUO-RAIL TO THE 4 MAIN POINTS OF THE COMPASS, NORTH-SOUTH EAST & WEST. EVERY SET OF NUMBERS PROVIDES A LOCAL DUO-RAIL WHICH AFFORDS YOU THE PRIVILEGE OF LEAVING YOUR CAR AT HOME —



THIS MODEL BUILT BY SVEN A JOHNSON OUT OF RESPECT FOR MY COUNTRY.

80040232215

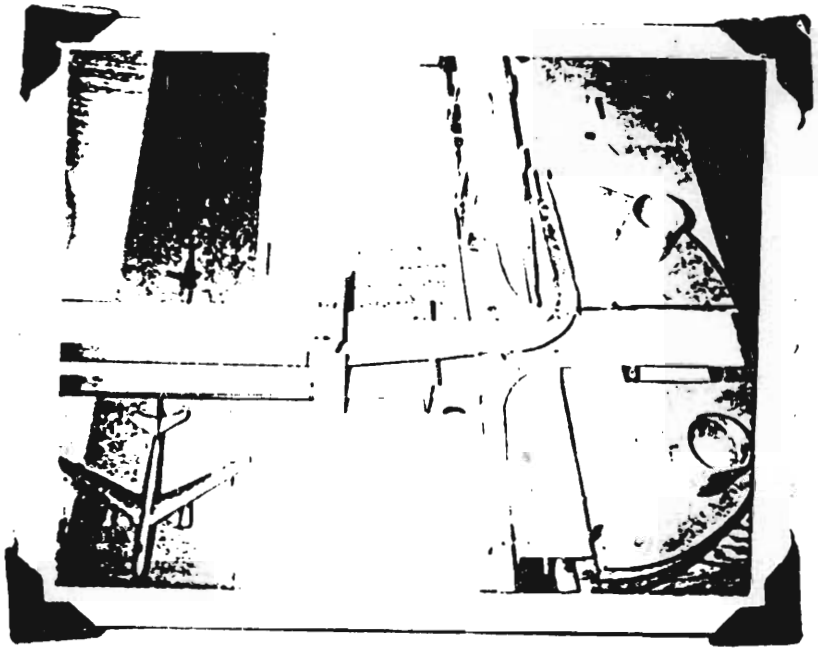
DIFFERENTIATING THE INTEGRATION BY REMOVING THE BUILDING WHICH IS PART OF THE ENTITY YOU CAN DISCOVER EVERY ELEMENT OF TRANSPORTATION KNOWN TO MAN - RAIL - AIR - CAR - ELECTRIC CAR - COMPUTER CAR - MOVING WALKS MONO RAIL DUO RAIL - ELEVATOR - VERTICAL - HORIZONTAL & ANGULAR COMMUNICATIONS - UTILITIES - WATER - VENTILATION - WASTE DISPOSAL - AND ABOVE ALL CLEAN AIR -



THIS MODEL DESIGNED & BUILT BY SVEN A. JOHNSON OUT OF RESPECT FOR THE AMERICAN SERVICEMAN

0004022321 6

THE INTEGRATION ONLY APPROACHES INFINITY WHEN YOU OBSERVE THAT THE CLOVER-LEAF IS INVERTED - ELIMINATING THE YIELD RIGHT OF WAY & THE OVER TAKING LANE IN A BASIC HOPE TO END THE HIGHWAY SLAUGHTER - EXPECT BUILT IN CLOSED CIRCUIT TRAFFIC MONITORS - EMERGENCY SERVICE UP TO & INCLUDING PHYSICIAN ATTENDANCE AT ANY ACCIDENT SCENE - IF YOU STILL HAVE TO EXERCISE YOUR BELIEVED RIGHT TO DO AS YOU PLEASE - SANS ALL.

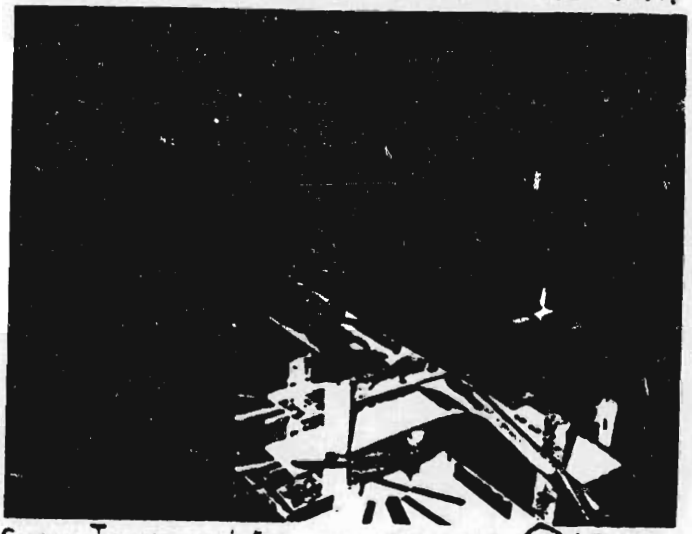


THIS MODEL IS BUILT OUT OF RESPECT BY SVEN A. JOHNSON, "RED" - RESPECT FOR MY WIFE & FAMILY WHO HAVE NEVER FAILED ME.

7

00402217

COLOR IS AN INTEGRAL PART OF THIS FUTURE AND IT IS PROPOSED THAT IF YOU FIND YOURSELF ON THE BLUE HIGHWAY - YOU ARE NORTH BOUND OR SHORTLY WILL BE - ON THE YELLOW YOU ARE EAST BOUND OR SHORTLY WILL BE - ON THE GREEN YOU ARE WEST BOUND OR SHORTLY WILL BE - ON THE WHITE YOU ARE SOUTH BOUND OR WILL BE - AUTOMATIC MULTI - SIMPLY YOU CAN ENTER - PARK & SWITCH TO PUBLIC TRANSPORTATION IN ANY BUILDING - AIR TRANSPORT IS AS CLOSE AS YOUR DESIRE TO BOARD - TO HEAR THE STEWARDESS WELCOME TO FLIGHT 707 DEPARTING NOW DUE TO ARRIVE IN THE FUTURE - NOW!



00402218

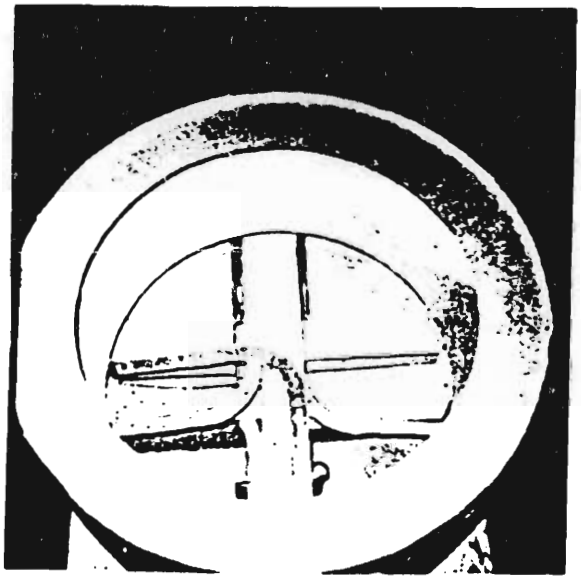
THE INTEGRATION PROVIDES TRANSITION TO DOUBLE DECKED FLOATING BRIDGES, PARALLEL SPANS, TUNNELS - TRANSITION TO OPEN COUNTRY - TO RECREATION AREAS WHICH CAN BE PRESERVED - BUT LEFT ACCESSIBLE TO ALL TO ENJOY.

INTEGRATION MUST INCLUDE THE VERY YOUNG & THE VERY OLD - WE CANNOT AND MUST NOT TAKE THE FRUITS OF THE LABORS OF THE OLD UNLESS WE FULLY ACCEPT THE OLD & INFIRM BE ALLOWED TO SHARE IN ALL THAT WE ADD TO THE FOUNDATION THAT TIME BUILT, AT THE EXPENSE OF THE NOW AGED.

EDUCATION OF THE ENTIRE POPULATION IS TRULY THE KEY TO SUCCESS, BUT EDUCATION ALONE IS NOT ENOUGH - THERE MUST BE LEARNING OF A SENSE UNEQUALLED IN THE ANNALS OF TIME, COMMENSURATE WITH THE VITALITY OF YOUTH, WHO MUST AGAIN ASPIRE TO THE LIMIT OF HIS ABILITY.

00402219

A VIEW THROUGH THE THROAT OF THE INTEGRATED INTERSECTION, WITH SECTIONS REMOVED SHOWS THAT ANY INDUSTRY INCLUDING AN AIRCRAFT PLANT - SAWMILL - UNIVERSITY - AUTO PLANT - IS ACCESSIBLE TO ALL TRANSPORTATION INCLUDING THE EXIT & ENTRY OF EMPLOYEES WITHIN THE STATION OF THEIR EMPLOYMENT.



THE CLOSET DAVID SCOTT HELPED TO EXPOSE CONTAINS THINGS THAT ARE VISIBLE IN THE VIEWS SO INVISIBLE BECAUSE THE FOURTH DIMENSION OF HUMANITY IS DIFFICULT TO PHOTOGRAPH -

LET IT SUFFICE TO BE SAID HERE AND NOW THAT THIS OPPORTUNITY IS ONLY A THUMB NAIL SKETCH OF WHAT "WE" THE PEOPLE CAN DO - SEE - HEAR - & THINK. THE TECHNOLOGY IS HERE - THIS LAND MUST PROVIDE THE LEADERSHIP TO MOVE THIS WORLD - THE MOON - THE VERY SPACE WE HUNGER FOR, INTO THE CALM SEAS OF PEACE.

WHENEVER THAT MIGHT BE WE CAN ALL FACE FLANDER'S FIELD AROUND THIS WORLD & PAY OUR RESPECT TO THE AMERICAN SERVICEMAN FOR THIS OUR OPPORTUNITY.

By The Time This Sketch of a Closet Is Read, The Space Reserved Below Will Be Taken Up With Any Of A Myriad Of Things. I Offer This Challenge To Visualize What Can & Will

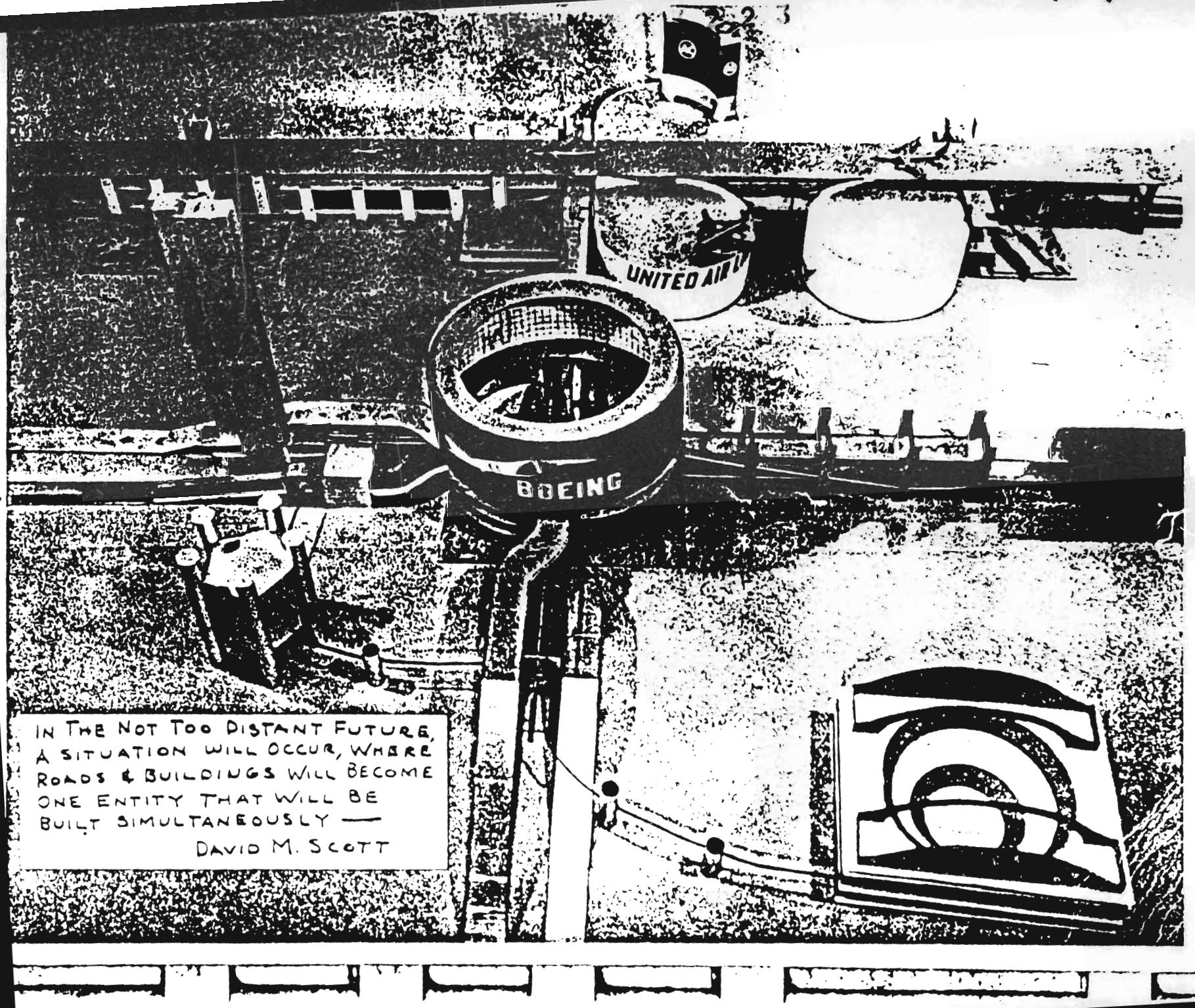
Be Pictured

Here

As David Scott Said "It Is Up To Me, And To You! The Choices Are Ours!

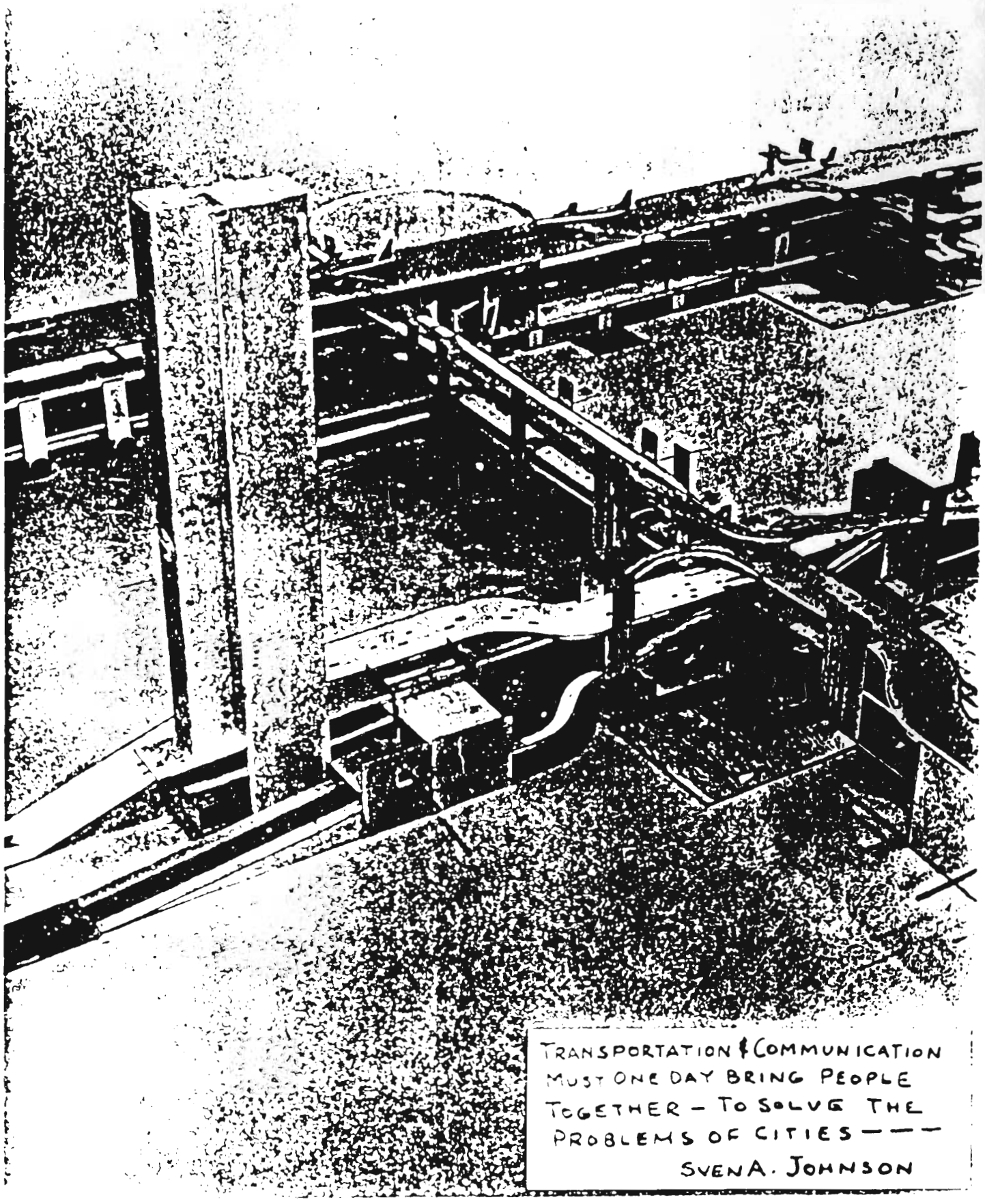
Respectfully
Tom A. Johnson

0004022322



IN THE NOT TOO DISTANT FUTURE, A SITUATION WILL OCCUR, WHERE ROADS & BUILDINGS WILL BECOME ONE ENTITY THAT WILL BE BUILT SIMULTANEOUSLY —

DAVID M. SCOTT



TRANSPORTATION & COMMUNICATION
MUST ONE DAY BRING PEOPLE
TOGETHER – TO SOLVE THE
PROBLEMS OF CITIES – – –
SVEN A. JOHNSON

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THE ARCHEOLOGIST CAN AND HAS UNCOVERED THE LONG DISTANT PAST. WE SHOULD, THEREFORE, CONCERN OURSELVES TODAY WITH WHAT THE ARCHEOLOGIST OF THE YEAR 3000 WILL TRY TO JUSTIFY IN HIS STUDY OF THE YEAR 2000, WHICH WE CAN STILL DO SOMETHING ABOUT.

WOULD IT NOT GREATLY CONCERN THE COST OF THINGS IN THE YEAR 3000 IF THE POPULATION OF THAT DAY COULD GRATEFULLY EXPRESS ITS' APPRECIATION OF THE PLANNING, ZONING, POLLUTION CONTROL, LAND AND RESOURCE MANAGEMENT, AND JUST PLAIN ORDINARY RESPECT FOR THE BROAD BEAUTIFUL EARTH THAT THE AMERICAN GENERATED IN THE YEAR 1967?

IT IS POSSIBLE THAT WITH THOUGHT AND CONSIDERATION THAT THE PEOPLE OF 1967 MIGHT

POSSIBLY GIVE THE YEAR 3000 A REAL OPPORTUNITY TO LOOK BEYOND THE IMMEDIATE NEED TO SPEND AN ENTIRE LIFETIME PROVIDING THE NEEDS TO EXIST. WHAT MORE COULD IT MEAN TO THE YEAR 3000 IF WE COULD GIVE OURSELVES THIS OPPORTUNITY? IT IS PROBABLE THAT WITH EARTH SYSTEMS INSTALLED TO APPROXIMATE THE GENIUS OF THE DESIGN OF THE HUMAN BODY, THAT WE MAY FREE FUTURE GENERATIONS OF THE MUNDANE BURDEN OF SURVIVAL, TO ACTUALLY DO SOMETHING FOR THE TOTAL BETTERMENT OF MANKIND.

THE MOST TREMENDOUS JOB OF THIS GENERA-TION IS TO REMOVE FOR ALL TIME FROM ALL GENERATIONS THE STATEMENT THAT IS THE NEMISIS OF ALL TIME - I WOULD LIKE TO SEE US. THE UNITED STATES. ERASE THE PHRASE

8004022326

"I DON'T HAVE TIME", FROM OUR PARLANCE. IT IS THE MOST UNTRUE STATEMENT ANY OF US CAN UTTER - BECAUSE WE ACTUALLY TAKE VALUABLE TIME TO SAY IT ! IT NOW BECOMES A CHALLENGE WE CANNOT IGNORE. RE-INCARNATION COULD BE A GREAT AND POETIC JUSTICE - FOR WOULD IT NOT BE GREAT TO RETURN IN SOME FUTURE TIME TO LIVE IN THE FRUITS OF WHAT WE HAVE DONE ? OUR DEEDS TO OUR FELLOW MAN SHOULD BE ENGRAVED IN OUR CONSCIENCE FOR I'M SURE IT WILL BE THE OPINION & THE WONDER OF THE FUTURE OBSERVER TO PONDER AS TO WHY AN INTELLIGENT PEOPLE WOULD PERSIST IN THE USE OF THE TUB SO THAT WE MIGHT CLEANSE OURSELVES IN OUR OWN DIRT ---

3004022227

THE CHALLENGE MUST BE MET, BUT AS WITH ALL THINGS, WE ARE COMPELLED TO DEFINE, ANALYZE & DOCUMENT OUR EVERY MOVE - IT IS APPROPRIATE THAT THIS SHOULD PROPEL US TO THE TOPIC OF TRANSPORTATION - A TERM I WOULD RATHER STUDY AS IF IT MEANT CIRCULATION, WHICH IS WHAT OCCURS IN THE HUMAN BODY. THE BODY IS AN INTEGRATION OF SYSTEMS THAT CHALLENGE THE SYSTEM ITSELF TO COMPREHEND. THE LIMITS OF THIS INTEGRATION WERE SET BY THE LIMITS OF A VISION WHOSE ORIGIN WE CAN ONLY DELVE ON. OUR FUTURE MUST RESULT FROM AN IMAGINATION WHICH DEFIES THE LIMITS OF VISION, FOR IT IS IMAGINATION THAT CAN TRULY SEE TO THE DEPTH & HEIGHTH OF OUR DESIRE.

00040223328

AN EQUALLY IMPORTANT CHORE FOR THIS GENERATION IS TO ABOLISH THE TREND TO EXCLUDE, BECAUSE OF AGE, OUR SENIOR CITIZENS — YOUTH MUST ENTER IN A NORMAL PROGRESSION TO ADD IMPETUS TO THE MOMENTUM OF THE PEOPLE THEY MAY REPLACE, OR, FOR SOME ELEMENT OF TIME, COMPLEMENT. — FOR IT MUST BE EVIDENT BY NOW THAT NO GENERATION CAN SURVIVE LEST IT PROVIDE FOR ITS' REPLACEMENT - THIS IS TRULY THE EXCELLENCE OF THE SYSTEM OF THE HUMAN BODY - IT DOES ALL THINGS BY PRECONCEIVED PLAN - IT IS RADAR - COMPUTER - SENSOR - IT IS ALL THINGS IN ONE ENTITY - IT IS SO PERFECT IT IS EVEN ABLE TO LEARN, THE YEAR 3000 MAY ENVY US OUR OPPORTUNITY TO ATTEMPT

3004022329

THE CONSTRUCTION OF A SYSTEM WHICH WOULD EMULATE THE WORKINGS OF THE HUMAN BODY.

TRANSPORTATION THEN SHOULD APPROACH CIRCULATION - GETTING ELEMENTS OF SURVIVAL TO THE PLACES THEY ARE NEEDED - WITH THE LEAST COST - TROUBLE - OR INTERFERENCE -

THE INTEGRATION OF TRANSPORTATION MODES BEGINS WITH AN APPRECIATION OF THE SYSTEM OF ARTERIES & VIENS - THEY TRANSPORT BLOOD WHICH CARRIES LIFE SUSTAINING OXYGEN, FOOD FOR THE GROWTH OF THE FRAME AND OPERATES AN EXHAUST & WASTE DISPOSAL SYSTEM THAT IS PHENOMINAL - THE SAME MEDIUM, BLOOD, DOES IT ALL - BUT ONLY WHEN IT IS CONTAINED IN A SYSTEM - THIS JUSTIFIES THE INTENT TO PROVIDE A STRUCTURE

800402230

TO MOVE ALL ELEMENTS WE ALL THINK WE NEED, WITHOUT DENYING ANY MODE OR GIVING PRIORITY TO ANY OVER ANOTHER - THERE MUST BE AN EASY, SMOOTH, & INEXPENSIVE MEANS TO ENTER & EXIT THE CIRCULATION SYSTEM AS EFFECTIVELY AS THE BLOOD DOES THE JOB FOR THE HUMAN BODY - TO THIS END AN INTEGRATED RIGHT OF WAY IS PROPOSED - THE WIDTH & HEIGHTH MUST BE SUCH AS TO COPE WITH THE TEMPO OF THE ACTIVITY. VIENS & ARTERIES EXPAND AS THE BODY EXERTS, SO SHOULD THE CIRCULATION SYSTEM BE ABLE TO PROVIDE FOR PEAK LOADS, ANYWHERE - ANYTIME. WHAT WILL IT COST? NOT ANY MORE THAN IT WOULD COST IF A VIEN OR ARTERY FAILED TO FUNCTION - IF THE ARTERY SHOULD CLOT - IT COULD COST YOUR LIFE!

6004023231

I WOULD NOW REQUEST THAT THE ELEMENT OF COST NOT BE PURSUED UNTIL THE INTEGRATION IS COMPLETE - COST CAN ONLY BE ESTIMATED WHEN THE DEGREE & EXTENT OF THE INTEGRATION IS ESTABLISHED.

THIS INTEGRATION ALLOWS FOR ALL INTERSECTIONS TO EXPAND TO THE NEED. RIGHT HAND TURNS ARE ENTERED FROM THE LEFT 5 LANES, LEFT HAND TURNS FROM THE RIGHT 5 LANES, THE CENTER TEN LANES FOR THROUGH TRAFFIC - THIS ALLOWS YOU TO USE ONLY THE WIDTH OF THE RIGHT OF WAY FOR ALL TURNS, ELIMINATING THE NEED FOR A CLOVER LEAF WHICH EATS UP LAND LIKE A GIANT CANCER - THE TURNING RADII ARE FURTHER DEVELOPED

0004023232

BY STACKING & USING THE LINEAR QUALITY OF THE RIGHT OF WAY - THE TURNING MOVEMENT IS BEGUN LONG BEFORE THE TRAFFIC IS IN THE INTERSECTION - ALL THAT THE INTERSECTION MUST DO FOR TRAFFIC IS TO GUIDE THE DIRECTION CHANGE, BUT IT CAN DO SO MUCH MORE THAT WE CANNOT IGNORE THE OPPORTUNITY & THE CHALLENGE. WE MUST ACCEPT OR ENDURE THE CRITICISM WE MAY EARN FROM THE YEAR 3000 OR THE EVEN MORE IMMEDIATE FUTURE.

BY STACKING AND SPACING THE INTEGRATION, THE LIMIT CAN ACCEPT THE INSERTION OF HIGH SPEED MONO RAIL FOR PUBLIC TRANSPORTATION. THIS IS SUSPENDED BELOW EACH ROADWAY

00400233

OR CAN BE EYELET MOUNTED IN THE STRUCTURE. IT NOW MUST BE ACCEPTED THAT STRUCTURE AS REFERRED TO IN THIS TREATISE CAN BE ABOVE, BELOW, OR ON THE SURFACE - IN ANY COMBINATION TO SUIT THE NEED & DESIRE OF THE LOCALE - IT CAN BE TIED TO THE EXISTING CANYONS AS FORMED BY OUR SKY SCRAPERS OR BUILT NEW IN OR ON VIRGIN GROUND - THE COST FACTOR FACES A NEW ENEMY - STANDARDIZATION OF DESIGN — ALSO ENTER THE ELEMENT OF PRE-FABRICATION — THE ENTIRE STRUCTURE CAN FOLLOW THE EXISTING OR RELOCATED RAILROAD RIGHTS OF WAY. THE PICTURE OF THIS MODEL SYSTEM MUST SHOW THE INTEGRATION OF RAILROADS

5004023234

WHICH ALLOWS THE INSERTION OF RAILROAD CARS FROM THE MAIN LINES IMMEDIATELY INTO THE FACTORY ASSEMBLY LINES OR DESTINATIONS WITHOUT INTERMEDIATE HANDLING - IT IS ENTIRELY POSSIBLE TO SO COORDINATE THE ADJACENCY OF INDUSTRY & COMMERCE SO AS TO RECEIVE COMPUTER PROGRAMMED SHIPMENTS - THE COMPUTER WILL BE ABLE TO PUT EVERY RAILROAD CAR - TRUCK - AIRCRAFT & SHIPLOAD INTO THIS SYSTEM OF INTEGRATED TRANSPORTATION - THE MODEL ALREADY ACCEPTS SUB-SONIC & WILL ACCEPT SUPER-SONIC TRANSPORTS, JUMBO JETS & LIGHT AIRCRAFT INTO AN AIRPORT TOTALLY INTEGRATED TO MOVE THE AIRCRAFT LOAD THROUGH AND INTO A COMMUNITY.

0004012235

THE AIRCRAFT WILL, WHETHER IT LANDS 150 MILES FROM THE METROPOLIS OR SMACK IN THE CENTER OF TOWN, IMMEDIATELY BE PART OF THIS SYSTEM, BECAUSE THE STRUCTURE PROVIDES FOR THE DISPERSAL OF PASSENGERS AND CARGO THAT COULD IN REALITY BE & ARE CAPSULE COMMODITIES OR RAPID TRANSFER ITEMS. THIS ALL COMES ABOUT BECAUSE THIS INTEGRATED SYSTEM CAN BE BUILT IN CONJUNCTION WITH THE AIRPORT NO MATTER WHERE THAT AIRPORT MIGHT BE.

THE ROADWAYS ALLOW ANY TYPE OF VEHICLE - ELECTRIC - GAS OR COMPUTER DRIVEN, TO PROCEED WITHOUT YIELD RIGHT OF WAY, OVERTAKING LANE OR THE

0004022336

NEED FOR A CLOVER-LEAF INTERSECTION.
WITH PLANNING IT IS POSSIBLE TO ELIMINATE
THE STOP SIGN COMPLETELY - THE TOTALITY
OF THE INTEGRATION ALLOWS THE BUILDINGS
AND ROADS TO BE BUILT SIMULTANEOUSLY.

A LOCAL MONO-RAIL IN THE LOWER LEVEL
EVOLVES IN THE REAL SENSE AS AN ELEVATOR
LAID ON ITS SIDE - EVERY STOP & START
WILL BE AT THE RIDER'S FINGER TOUCH -
TOTAL FACTORIES, UNIVERSITIES,
BUSINESS & BANKING CENTERS, HOTELS
APARTMENTS, SPORTS ARENAS &
CIVIC CENTERS WILL SURROUND THE
BASIC INTERSECTIONS & BE ACCESSIBLE
FROM & TO ANY MODE OF TRANSPORTATION
INCLUDING DIRECT AIRPORT CONNECTION.

00400237

THE AIRPORT IS TRULY DESIGNED FOR PEACE BECAUSE THE SYSTEM NEEDS A WORLD AT PEACE IN ORDER TO BE UNIVERSAL. THE AIRPORT ELIMINATES ALL TAXIING - PROVIDES COMPUTER CHECKING OF ALL AIRCRAFT FOR PRE-FLIGHT - AUTOMATIC ENGINE STARTS WHEN THE AIRCRAFT SATISFIES A PROGRAMMED PRE-FLIGHT CHECK OR TEST. - THE AIRCRAFT IS AUTOMATICALLY EJECTED IF IT DOESN'T CHECK OUT TO PRECLUDE THE POSSIBILITY OF LONG WAITS BY OTHER AIRCRAFT, - WHEN THE PRE FLIGHT CHECK IS INCOMPLETE. - THIS SYSTEM ALLOWS THE MOST EXTREME FLEXIBILITY OF DESIGN FOR AIRPORTS, NO MATTER THE TYPE OF AIRCRAFT.

5004022238

IT IS AN AGREEABLE CONCLUSION THAT EVERY AIRPORT TO BE PRACTICAL IN THE FUTURE MUST HAVE ACCESS TO INTEGRATED MASS RAPID TRANSPORTATION, OR CIRCULATION.

THIS SYSTEMS ATTEMPTS TO ANSWER THE QUERY AS TO HOW THE INDIVIDUAL WILL LEAVE HIS CAR AT HOME. - IT ALSO ATTEMPTS TO RETAIN YOUR RIGHT OF CHOICE. THIS SYSTEM CONSIDERS THE USE OF CONTAINER CARS WHICH ELIMINATE DUNNAGE - CRATES & BOXES; THUS EASING THE TRASH DISPOSAL PROBLEM. — THE EXPANDABLE SYSTEM ALLOWS FOR SHIPMENT & TRANSFER WITHOUT SPECIAL CARRIERS, AND 250 FOOT TRAILERS & RAILROAD CARS WHICH MUST OPERATE UNDER LIMITS.

600402239

IN THIS SYSTEM, NO ELEMENT OF THE POPULATION WILL BE RELEGATED TO SPECIAL DEVELOPMENTS FOR CONVENIENCE. - ALL AGES WILL HAVE A CHANCE TO LIVE WITH ACCESS TO PUBLIC TRANSIT - IT IS SINCERELY HOPED THAT MODERN TRANSPORTATION AS PROPOSED IN THIS SYSTEM WILL TEND TO ELIMINATE GHETTO TYPE AREAS -

IT WOULD BE MY HOPE THAT THIS SYSTEM WOULD TEND TO RESTRAIN THE ATTITUDE T
THAT "WE CAN'T DO ANYTHING ABOUT IT".

I WOULD PREFER TO BELIEVE AS THE PROFESSOR EXPRESSES "IT IS UP TO ME & TO YOU. THE CHOICES ARE OURS."

THIS SYSTEM EXTENDS FAR BEYOND THIS CONCEPT - WE EXTEND FIRE PROTECTION

8004012240

THROUGH THE ADDITION OF SPRINKLERS.
CLOSED CIRCUIT T.V. WILL MONITOR ALL
TRAFFIC & TRANSACTION AREAS, EXTENDING
THE USE OF POLICE & FIRE PERSONNEL - AN
EMERGENCY VEHICLE IS PROPOSED THAT
SUPPLIES A PHYSICIAN ALONG WITH AN
EMERGENCY CREW TO CLEAR ANY RIGHT OF WAY.
THIS SYSTEM BEGINS TO CHANGE THE
NEED TO PURCHASE BUSINESS CORNERS,
AS WE KNOW THEM, FOR BETTER LOCATION,
BECAUSE THE INTEGRATION OF RIGHT OF
WAY TENDS TO EQUALLIZE THE VALUE OF
PARCELS OF LAND. THUS ZONING OF LAND
IS MORE EASILY CONTROLLED FOR THE
MUTUAL BENEFIT BECAUSE THE TRANSPORTATION
SYSTEM WOULD-BE PLANNED BEFORE AND

00400223241

AND BUILT <u>RELATIVELY</u> & <u>SIMULTANEOUSLY</u>
WITH THE BUILDINGS. - THE INTEGRATION
OF SYSTEMS APPEAR TO BE WITHOUT LIMIT.
IT MUST BE STUDIED FOR THIS SYSTEM
SETS THE STAGE FOR AN ENTIRELY
NEW CONCEPT FOR OUR HIGHWAYS,
AIRPORTS, RAILROADS, BRIDGES, TUNNELS,
& UNDERWATER TUBES. IT NOW BECOMES
FEASIBLE TO CONSTRUCT AN UNDERWATER
INTERSECTION FOR TRANSPORTATION IN
THAT MEDIUM.

WHEN THE STORY - THIS STORY - OF THE
INTEGRATION OF TRANSPORTATION IS AND
CAN FULLY BE EXPLAINED, IT WILL BE EVIDENT
THAT THIS SYSTEM IS MODELED & DEVISED
OUT OF RESPECT FOR THIS COUNTRY & THE

C0040223242

AMERICAN SERVICEMAN - FOR IT CAN BE THE AMERICAN SERVICEMAN IN A SENSE THAT INTRODUCES & CONSTRUCTS THIS SYSTEM WORLD WIDE. IT IS POSSIBLE THAT THIS SYSTEM IN ITS' TOTALITY WILL BECOME THE BASE FOR AN INTERSTATE SYSTEM. IT WILL BE UP TO ALL OF US TO DECIDE WHETHER THIS SYSTEM WILL STAND UP TO THE EVALUATION OF TIME - OUR ENTIRE POPULATION MUST LEARN THE FACTS OF OUR CIVILIZATION. WE MUST ALL CONCERN OURSELVES WITH THE TRUE LIMITS OF OUR RESOURCES, & OUR LAND AREAS. WE SHOULD EVALUATE OUR ABILITY TO DESTROY JUST AS WE SHOULD STUDY OUR WASTE ACCUMULATION.

WHAT IS WRITTEN IN THIS ARTICLE

0004022343

EACH AND EVERY ITEM - HAS BEEN AND IS INTEGRATED TO THIS SYSTEM - THIS LAND IS SCARRED WITH THE SCARS OF VARIOUS RIGHT OF WAYS - IT IS TIME NOW TO CONSIDER THE TOTAL INTEGRATION OF ALL SYSTEMS WE TAKE FOR GRANTED AS PRIVATE ENTITIES. EACH HAS A TRUE FUNCTION IN TIME - A REAL VALUE TO THIS COUNTRY - AND AS AN ENTITY HAS CONTRIBUTED TO THE DEVELOPMENT OF THIS UNITED STATES.

THIS INTEGRATION OF SYSTEMS TENDS ONLY TO <u>STRENGTHEN</u> <u>THE</u> <u>POSITION</u> OF ALL THAT HAS BEEN BUILT, BY PUTTING OR MAKING IT POSSIBLE FOR ALL THE INDIVIDUAL EFFORTS TO WORK TOGETHER IN AN ARTERY THAT DOES SO MANY

80040123244

THINGS, BY A PRECONCEIVED PLAN THAT HAS STOOD THE RAVAGES OF TIME & STUDY THAT THE HUMAN BODY HAS ENDURED.

WE CAN GENERATE A NEW BASE FOR AN ECONOMY BECAUSE THIS SYSTEM WILL HAVE THE DEPTH & STRENGTH OF THAT HUMAN BODY SYSTEM. IT HAS PROVEN ITSELF THROUGH THE TESTS OF LOTIONS, DEODORANTS, CREAMS AND PILLS - IT OPERATES TO FANTASTIC CAPACITY - IT IS MY CONVICTION THAT A TRANSPORTATION SYSTEM CONSTRUCTED IN THE LIKENESS OF APPLICATION, TO APPROACH OR EVEN EXCEED THE HUMAN SYSTEM THAT OUR ACTION AND ENDEAVORS WILL STAND THE TEST OF EXAMINATION BY ANY

0004022345

GENERATION YET TO COME - WE CAN GIVE THEM THE PRECIOUS FREEDOM TO LOOK BEYOND - THIS SYSTEM CAN AND DOES PROVIDE A MISSILE LAUNCH CAPABILITY TO RIVAL THE ABILITY OF THE HUMAN BEING TO THROW A BALL IN MANY DEGREES OF CONTROL, WITH A PHENOMINAL ABILITY TO CATCH THE SAME PROJECTILE. IT IS CONTEMPLATED THAT THIS SYSTEM CAN LAUNCH AND RETRIEVE SPACE PLATFORMS THAT WILL TOTALLY FREE MAN TO THE CURIOUSITY OF ALL TIME - WHAT MAKES US TICK? WHAT KEEPS THE EARTH IN ORBIT? WHAT ARE THE TRUE LIMITS OF THE HUMAN SYSTEM THAT CAN DO SO MANY THINGS?

0004023246

WHAT DIMENSION IS YET TO BE DEFINED? WHERE AND HOW SHALL WE FIND THAT DIMENSION? IT SHOULD BE THE CHALLENGE & DEDICATION OF OUR TIME, - THIS VERY GENERATION, TO MAKE OUR CONTRIBUTION TO HISTORY BY GIVING THE GENERATIONS YET TO COME - A BONAFIDE CHANCE - FOR IS IT NOT THE CHILDREN WE BRING INTO THIS WORLD - THE CHILDREN WE NURSE & LOVE & PROVIDE FOR WHO IN A SENSE INHERIT & CARRY THE BURDENS? ALL ELEMENTS OF THE COST OF THIS OR ANY SYSTEM SHOULD BE EQUATED TO THE COSTS OF OTHER EFFORTS IN HISTORY, ON THE REAL VALUE OF THE ACCOMPLISHMENT ~~OF~~ BY THAT EFFORT. THE ONE TRUE

80040232247

MEASURE OF ANY ACCOMPLISHMENT IS AND MUST BE FOR ALL TIME - THE DEGREE OF RESPECT FOR ALL THAT WE ARE PRIVILEGED TO ENJOY IN THIS YEAR OF OUR LORD, WITH THE NUMBERS 1967.

800422248

GOODLUCK YOUR TRIP-

DEAR MR. SCOTT:

THERE IS SUCH A VOLUME OF MATERIAL AND SOLUTION TO DEFINE IN THIS SYSTEM THAT IT SEEMS UNREAL.- I APOLOGIZE FOR THE SCANTNESS OF THE STATEMENTS AND WILL ADD THE REFINEMENTS. I CHERISH & FULLY RESPECT EVERY MINUTE OF YOUR TIME I'VE BEEN PRIVILEGED TO SHARE -

EDUCATION SHOULD TRAVEL GREAT DISTANCES AND BRIDGE MANY A BREAK WITH THE KIND OF DIRECTION, UNDERSTANDING, AND CONSIDERATION THAT YOU IMPART TO THE LEARNING AND TEACHING PROCESS.

I WILL ATTEMPT TO COMPLETE MORE OF THE DETAILS AND ADEQUATE PICTURES OR TRANSPORT THE DETAILS TO YOUR SETTING.-

I DEARLY APPRECIATE THE TIME YOU HAVE TAKEN FOR ME. IT IS TRULY A SPIRIT THAT DEFIES DEFEAT.-

Sincerely,
John

P.S. I WILL MAKE ARRANGEMENTS TO TRANSPORT THE MODEL IF YOU WISH FOR THE CONVENIENCE OF STAFF TO PHOTOGRAPH SAME.- I WILL NUMBER FOR IDENTIFICATION, IN THE PICTURES - SO THAT CAPTIONS CAN BE DIRECTED TO THEM

00040223249

SUMMATIONS TO PONDER - - - -

ELIMINATING THE YIELD RIGHT OF WAY AT INTERCHANGES WILL REDUCE ACCIDENTS -- PRESENT ACCIDENT COSTS EXCEED 1 BILLION DOLLARS PER MONTH -

THE SYSTEM CAN PRACTICALLY ELIMINATE HEAD ON COLLISIONS — "HOW MANY HAVE ALREADY DIED BECAUSE "ONE DRIVER CROSSED THE CENTER LINE"?

THIS SYSTEM FOREGOES THE NEED TO WAIT FOR A TRAFFIC LIGHT AT AN INTERCHANGE - LIGHTING MERELY CODES THE DIRECTION FOR EACH MOTORIST.

BY REDUCING STOPS & STARTS, THE AIR POLLUTION INDEX WILL BE LESS. BETTER COMBUSTION WILL OCCUR.

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ELIMINATING THE PRESENT CLOVER LEAF INTERCHANGE WILL REDUCE LAND ACQUISITION COSTS IN ALL NEW HIGHWAY DEVELOPMENTS -

THE STANDARD WIDTH RIGHT OF WAY WILL FUNCTIONALLY IMPROVE THE TUNNEL OR BURIED SYSTEM OF ARTERIES. PRESENT HIGH DENSITY, HIGH COST AREAS CAN BE TUNNELED OR BRIDGED UNDERGROUND.

THE ARTERY WILL PROVIDE ACCESS TO UNDERGROUND MALLS BUT IT ALSO BECOMES POSSIBLE TO DEVELOP OPEN SPACE ADJACENT TO BUILDINGS, BUT WHICH OPEN SPACE IS NOT OPEN TO VEHICLES, EXCEPT PUBLIC PEOPLE MOVERS, SHOULD THEY PROVE NECESSARY.

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THE INTEGRATION OF TRANSIT MODES MAKES IT POSSIBLE TO PLAN, CONSTRUCT, AND USE EVERY AREA ACCORDING TO THE DESIGN FOR THAT AREA - OCCUPANT LOAD DETERMINES THE FACILITIES THAT ARE REQUIRED - ELIMINATED SETBACKS AND USE OR LEASE OF AIR RIGHTS AT ALL POINTS MUST GREATLY ENHANCE THE UTILITY OF SPACE FOR A BUILDING.

IT BECOMES FEASIBLE TO EXPECT WEATHER PROOF TRANSPORTATION ARTERIES.

ANY MODE OF TRANSPORTATION MUST UTILIZE A RIGHT OF WAY - RAIL RAPID TRANSIT CAN BE NOISY - OPERATING ALONE IT MUST BE FED BY OTHER MEANS.

AS LONG AS THE PRIVATE VEHICLE IS

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SO ENTRENCHED IN OUR NEEDS AND WAY OF LIFE, IT SEEMED FEASIBLE TO DEVELOP THE ROADWAY AS THE SUPPORT FOR SUSPENDING OR VIENING THE MONO-RAIL OR PERHAPS THE PNEUMATIC TUBE.

THE INTEGRATED SYSTEM ALLOWS A MATTER OF FACT AND DIRECT MEANS OF PORTAL TO PORTAL MOVEMENT. AIR CARGO CAN BE SHUTTLED DIRECT TO RAIL WHICH CAN SERVE SEVERAL INDUSTRIES OR FIRMS IN INDUSTRIAL PARKS OR COMMERCIAL CENTERS.

THE PRESENTLY DOCUMENTED "PROBLEMS OF CITIES" REVERT TO OPPORTUNITIES.

STANDARDIZATION OF TRANSPORTATION IN CITIES WILL FREE MANY TALENTS AND FUNDS TO IMPROVE ENVIRONMENT

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THE CITY OF THE FUTURE MUST INHERIT MUCH OF THE PAST BUT WE CAN MAJESTICALLY HONOR EVERY DAY & ALL OF OUR FORE-BEARERS BECAUSE THEY HAVE REALLY GIVEN US OUR OPPORTUNITY - I WOULD LIKE TO THINK WE IN TURN WILL CREATE OPPORTUNITY FOR GENERATIONS TO COME.

THE CITY OF THE FUTURE CAN TRULY HAVE A PAST - A HISTORY - BUT THE FUTURE OF THE CITY - ALL CITIES - WILL DEPEND UPON THE QUALITY OF THE HISTORY. I HAVE LONG SURMISED THAT THE NEXT WORLD I LIVE IN WILL BE NO PLACE TO GO — "LEST I LEAVE THIS HOUSE IN ORDER."

Soren Johnson

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ONE TEST WITH A *SHAPING COMPUTER* IS WORTH ALL THE EXPERT OPINIONS

September 17, 1980

General Counsel
Federal Election Commission
1325 K Street NW
Washington, D. C. 20463

Re: Sven A. Johnson "complaint" now being "analyzed" by Election Commission "staff"

This is an "AFFIDAVIT"

Dear General Counsel:

The referenced "complaint" is not to be interpreted as a "charge" that concerns "strictly" a deprivation of "equal opportunity rights" and "discrimination" against Sven A. Johnson, the "complainant", nor is the referenced "complaint" to be interpreted as not being the exact and personal knowledge of Sven A. Johnson, filed as the complete and soul responsibility of Sven A. Johnson, based on the facts submitted to this point, and facts that will be included herein, and pertaining to section 1325 of 11 CFR 1.1 concerning "service or goods related to their campaign", the "complainant", Sven A. Johnson persists that the "service or goods" transcends the entire Senator Magnuson career in the United States Senate, thusly, Senator Magnuson was elected to the United States Senate from his position as Prosecuting Attorney for the King County of Washington State, which King County had another Prosecuting Attorney for over 24 years, named Charles O. Carroll, who is the "notary" on the May 14, 1974 "sworn statement" that I, Sven A. Johnson was forced to acquire after the "inaccurate information" that was advanced from Senator Magnuson's office to Mm. A. Bugge, in Sept 1972, in Washington, D. C., and the "documentation" that is with the 'referenced complaint' contains another letter dated 16 May 1979 by Raymond B. Ferguson, Deputy Prosecutor from the very same King County Prosecuting Attorney's Office, also related to the subject of the same "KINGDOME" matter that Senator Warren Magnuson's office is responsible for in the "severe budget restriction" letter that was imposed on me, Sven A. Johnson, in the January 28, 1980 letter, also in the Re:, above.

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Service or goods as related to their campaign, as included in 1325.1 of Supplement A, page 151, Interstate Commerce Commission, is particularily "germane" to the topic of service or goods in that the Transportation Counsel, Dan O'Neal, whom Senator Magnuson insisted that I, Sven Johnson, coordinate with for the Senate Commerce Committee's awareness to the treatment afforded me by DOT-TSC, also is the same Chairman of the Interstate Commerce Commission that according to the Interstate Commerce Commission letter implies that Dan O'Neal has left, and that particular "Dan O'Neal" is the Commerce Committee Transportation Counsel who, in my view, "personal knowledge", is responsible for the "receipt by Senator Magnuson of inaccurate or misinformation" as a result of his "authorship" of the October 11, 1972 and December 22, 1972 letters for Senator Magnuson, concerning my request to have the Senate Commerce Committee investigate DOT-TSC's handling of the Nixon White House directed "OPO1-Intermodal Technology Assessment", and I most adamantly consider the Watergate investigation by the Senate, and the Billy Carter investigation by the senate as ample precedent for the senate to investigate the Department of Transportation's handling the Feb 25, 1971 expenditure of government funds including the use of government funds to effect the March 15, 1971 "internal report" that has cost Johnson Systems to be deprived of the right and opportunity to participate in the business of government, as a "free enterprise" business that had to develop strictly on its own, simply because of fact that was explained by Walter Mote, Assistant to Vice President Spiro Agnew, in 1972, that there was no "TOTAL SYSTEM OFFICE" in Washington, D. C. that could consider my presentation of Feb 25,1971, or the Transpo-72 exhibit, and Walter Mote further advised me that the best possibility to get "TOTAL SYSTEM" to the congress was through the office of Senator Magnuson who had managed the legislation to begin the 1966 legislated Department of Transportation, and I further cite an HEW letter dated July 3, 1967 as "interagency concern" of prior date.

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111.4(d)(1) is amply clear, and not intended to be evaded in any way, but (d)(1) lends some "ambiguity" to 111.4(a), and I as the "complainant" will not surrender to being "shuffled from one office to another as Robert Hemmes threatened me with in 1972", which I am not concerned will occur within the processing of this "complaint", or the eventual findings ever occurring that I have not satisfied the entirety of 111.4.

11 CFR 1.1, Supplement A, 1325 Interstate Commerce Commission section, however, is also clear on "service and goods", and service and goods can emanate from even as small a city as Renton, Washington, being that Renton, Washington is in the congressional district that once was served by Congressman Brock Adams who became Secretary of DOT for the Carter Administration, and I, Sven A. Johnson, support with the documentation of (copy) of a November 3, 1964 notarized page titled List of Officers and Directors for Citren, Inc., A washington state registered corporation that by my own hand, shows in the margin the city of Renton, Washington position of the Citren, Inc. Officers, and their respective positions within the employ of the city of Renton. Also attached is an October 26, 1967 notarized Annual Report, item 7 of which report says, quote,"The character of the affairs which the corporation is actually conducting in the State of Washington, briefly states, is: Investment club dealing primarily in the purchase and sale of real estate." end quote.

General Counsel is further advised that the notary placed on the November 3, 1964 List of Officers and Directors is Gerard M. Shellan then city attorney for the city of Renton, which city attorney is the city of Renton official that is directly responsible for my having to secure the May 14, 1974 "sworn statement", which statement Mr. Carroll, prior to receipt, ensured me was the "corroboration" of my position that I needed to get my "public service record" properly before the courts, only to learn, after the May 14, 1974 "sworn statement" that

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"cost" of getting the May 14, 1974 "sworn statement" into litigation would be $60,000.00 dollars, and I further submit that the $60,000.00 dollar fee became reality immediately after the meeting between my counsel, Mr. Charles O. Carroll and the **"City Attorney" of Renton, Washington, Gerard M. Shellan, and I attach copy of my Counsel's own "statement" sheet, that clearly establishes these meetings, and it was Mr. Shellan's "covenants not to sue" that alerted me to the "service and goods" that was potential from a small city, through a big city, then a county, and then a state, and into the federal contingent elected and "appointed" from within that state, and I adamantly persist that Renton, Seattle, King County, Washington State, the U.S.Senate Commerce Committee, Appropriations Committee, and Department of Transportation through the tenure of Secretary Brock Adams, and the tenure of ICC Chairman Dan O'Neal have all been used to protect the "cover-up" of the March 15, 1971, "internal report" prepared by DOT-TSC for deliberately keeping "TOTAL SYSTEM" as presented to TSC on Feb 25, 1971 for the White House directed "OP01-Intermodal Technology Assessment", out of print in the government reports that I, Sven Johnson, was ensured by Dr. Kovatch, referencing Senator Magnuson's earlier correspondence, that review of my exhibit would make "publication" in the government reports 'mandatory', and I will never understand Senator Jackson's "not being aware of any law requiring that publication" (January 31, 1978 letter), except for the fact that there is a definite connection to the "severe budget restriction" that has been imposed on my trademark application #096,527 for the mark "KINGDOME", and it is imperative that "service and goods" are "two-fold in value" to "elected officials", first if they can support the elected official, as I most certainly tried, and am still trying to have my work evaluated in the "equal opportunity" of government, but "second", when "inaccurate or misinformation" is allowed to prevail to "with-hold" information of one party or another, as in this case, Johnson Systems's Total System, then**

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the opportunity to compete for "equal opportunity" is a "severe budget restriction" for the Johnson Systems side, and only serves as a means of unfair trade, unjust enrichment, and unfair competition against the entity that must deal through that one state's delegation in congress, which is borne out by Senator William Proxmire's letter dated JUN 20, 1972, Office of Management and Budget letter dated August 23, 1972, and I, Sven Johnson, firmly submit that the January 28, 1980 "severe budget restriction" imposed on the "KINGDOME" trademark application #096,527 is a form of "service and goods" used for a campaign advantage in the "second" of the "two-fold" ways of "service and goods", and that is to "cover-up" or bury that which the "individual" is forced to prepare and formulate in countless "compliance" requirements, even to preparing this manner of "complaint", in order to warrant "evaluation", and in this "disarray" alluded to in Transportation Counsel Lynn Sutcliffe's July 19, 1973 letter, "disarray in Washington, D. C.", that is, the Commission is, through General Counsel, in order to preclude "ex parte" contacts, again requested to fully consider Chapter 1 "Privacy Act" 1.3(a),(b), & (c), and General Counsel is assured that "records" concerning Sven A. Johnson and Johnson Systems Development Company and "TOTAL SYSTEM" are, in fact, maintained in the congressional offices of Senator Magnsuon and the Department of Transportation and Transportation Systems Center, and General Counsel is requested to fully determine the "justification, if any," as to how DOT-TSC could "with-hold" information from the reports that The White House Directive, "OPO1-Intermodal Technology Assessment" was explicitly explained to me for, by Dr. George Kovatch, in January 1971, and I adamantly charge that the Feb 25, 1971 demonstrated to DOT-TSC "information", in being with-held, is a serious act committed, and committed "deliberately", against the best interests of the United States of America, and it is the fact of the "severe budget restriction" letter concerning the "KINGDOME" trademark application #096,527 that has, in fact, justified this "complaint", for this "complainant", from the most

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exasperating "first hand knowledge" of the "complainant", and General Counsel is further advised that this "complainant" has, and certainly would and does, in fact, pay and retain counsel, because "complainant" advised city attorney Gerard M. Shelaan, on several occasions during the 1966 through 1973 period, that the "obvious" "conflict of interest" that I saw in the "incorporations" as evidenced by the enclosed "Citren, Inc." records would be resolved in his "ball-park", the courts, and now that it is evermore "obvious" that the federal office can be managed from the "service and goods" work and positions that enforce counsel, that I have engaged, as I have engaged a goodly number, only to encounter the federal "blockade" that I am certain my counsel merely accepts as he stated in January 28, 1980 letter, but which "blockades", are matter of factly the work of staff appointees in the offices of Senator W. G. Magnuson and the Department of Transportation, and I consider the very January 28, 1980 "severe budget restriction" letter to be the election protection of the seniority of one Senator Magnuson for the United States Senate, and I firmly believe that the January 28, 1980 "severe budget restriction" letter, to be effective, relies on the ethics that attorneys are expected to accept, in order to maintain a "practice" before the U. S. Patent and Trademark Office, and/or stand in disfavor, and I have made it abundantly clear that Counsel Clark Puntigam has insisted on a conduct and performance that is "accurate", and "accuracy" is maintained throughout the "KINGDOME" trademark application and most assuredly in all of the process of using the "KINGDOME" demonstration as completely as any reviewing group would question and/or listen, and Dr. Kovatch, for the Feb 25, 1971 review for DOT-TSC spent in excess of the 8 hour day, our conversations continuing into the evening sessions at the U of W, and my enthusiasm for the "OP01-Intermodal Technology Assessment" only increased, even after Dr. Kovatch departed for his home base, for the simple reason that I had been convinced that "publication" was an

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an avowed certainty, exactly as avowed a certainty as I had from the January 1971 conversation, by phone, in which I agreed to exhibit, on the promise that all reviews would be "published", and it must be understood that any effort to evade the fundamental issue regarding the DOT-TSC's deliberately and intentional action, to file the March 15, 1971 "internal report", thereby arbitrarily and capriciously "with-holding" the Feb 25, 1971 information, further precluded the subsequent and complete elaborations that Dr. Kovatch understood were meant to be "proprietarily protected", as they had been for Johnson Systems, but as they have always been intended for the priority of the United States free enterprise system.

General Counsel is afforded copy of two sheets of the "Citrep, INC." papers, and along with that, General Counsel is introduced to the more "dastardly" complexion of incorporation among elected and or appointed officials that could be "worried about" as Donald Custer professed to me, after he had signed the May 14, 1974 "sworn statement", and he said it thusly, quote, "Sven, you don't have to worry about the corporations that are registered, the ones you should try to find are the ones that are not registered with the state." end quote, and to my knowledge, as hard as I tried, I could not find a record of the one corporation that I had the "significant trouble" with and that was a C-K inc, to which a city "building Permit" had been issued, (see November 11, 1966 letter by City Attorney Shellan), also (Inter-Office Memo dated May 1, 1967), which Memo arranges 'holding original for later recording as previously agreed on with Mr. Olwell'; all of which was kept from my cognizance; in the same manner as the March 15, 1971 "internal report" was, until Sept 7, 1972, and I adamantly maintain that there is a definite "service and goods" practice extending through what are "unregistered corporations", and I, personally, break into a most serious "concern" over the thought that C-K Inc is just the "tip of the iceberg" of the corporations that

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that may be at the bottom of the January 28, 1980 "severe budget restriction" letter concerning the trademark for "KINGDOME", which TM application #096,527 is "stagnated" in the federal process of patents and trademarks that free enterprise, all business, in one way or other, must depend upon, and there can be no conscience within the budgetary, finance, and/or appropriations factions within congress to so "mangle" the trademark office as the service that applicants pay registration fees to, and "KINGDOME", under application #096,527 is a reasonable and sufficiently documented matter to warrant serious examination of the manner in which DOT-TSC and the Committee on Commerce, under the Chairmanship of Senator Magnuson has managed White House Directive "OPO1-Intermodal Technology Assessment", beginning with the March 15, 1971 "internal report", expressly for the protection of the "service and goods" organization that comprises the support for the "seniority" that Senator Magnuson holds, by election, certainly, but the January 28, 1980 "severe budget restriction" letter concerning my trademark application is the "hole in the dike" or the straw that broke the back, in its obvious "strangulation" of a small business, a business that never had a thought about "corporations" and "conflict s of interest", rather, "TOTAL SYSTEM", as the "construction system" for "KINGDOME", as "KINGDOME" was meant to demonstrate "rebuilding large cities", and did, in fact, demonstrate the entireconcept of rebuilding cities in the overall concern for the energy crisis, an energy crisis that was real in 1960, only because of WWII experience with "gas-rationing" to go on, but the "spherical" shape of the earth evermore reminding me of an "orange" that "once peeled", with the fruit eaten, could it really be possible to eat the heart out of Mother Earth and leave her as a separated "peeling"? And if that was possible, when, in what generation would it occur? As long as I had thoughts like that, what did I, Sven Johnson, think was a solution? Well, it is that solution that DOT-TSC has "with-held"from publication and thereby used as "service and goods"

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to "disadvantage" Johnson Systems, and that "disadvantage" has been caused by the "fact" of the March 15, 1971 "internal report", which is a DOT-TSC record that "complainant", by this additional affidavit, certifies is deliberate "discrimination" and denial of equal opportunity to Johnson Systems at the very same time that the DOT-TSC "with-held" information serves to "disadvantage" the United States government, as a whole, especially as the times have so vastly changed from a nation that had "surpluses of energy" to an avowed state of "shortages" that in great measure must be resolved by "conservations" even into the possible "new energy sources", not yet developed to practicallity, but the "conservations" will become more and more necessary, in the field of concern that exists for "air, land & water" "quality", a concern that was delivered to HEW, (see letter dated July 3, 1967, ss/ B.C. Marion), and DOT-TSC along with Commerce Committee Transportation Counsel Dan O'Neal are, without reservation, charged with "with-holding" information, a "with-holding" of information that is a service & goods to the protection of the "seniority" of Senator Magnuson in the United States Senate, which "seniority" is the "negotiated" security for the "non-elected" personnel, and but for the "documented" record that is on file in DOT, TSC, the U.S. Trademark Office, The SEnate Committee on Commerce, and the number of government offices that Sven Johnson has, in fact, visited, with the "OP01-Intermodal Technology Assessment" facts, be it Senator Kennedy, Proxmire, Randolph, or later written, there is a "built-in" "contact your own Senator" response, and none is more clear than the August 6, 1980 letter from Senator Strom Thurmond, which I can and do understand as visible inability to function for the "legislative purpose", against a "seniority" that is fraught with ensuring "receipt by elected officials of inaccurate or misinformation", and that is the notarized intent of this affidavit, to demonstrate that "inaccurate and deliberately false information has been used to destroy Johnson Systems's

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"credibility", and it is the "election process" for "federal office" that commandeers "service and goods" at all levels of government, as I have shown in this "affidavit", and there is the "obfuscation of the jurisdictional responsibility" that litters every area of government, the Federal Election Commission, not withstanding, and 11CFR1.1 is most clear in 11 CFR 111, part 111.4(a), quote, "over which the Commission has jurisdiction", end quote, except that Part 1---Privacy Act, does afford the Freedom of information officer to delve into what a record does or does not say, and it is this arena of utilization of the "withholding" of information from the White House and the Congress at large that I, Sven Johnson, am concerned about, because it is apparent to me, throughout the documentation I have compiled that "election to federal office" from the state of Washington has relatively no concern for the people who are "service and goods" for that election process, as long as the "seniority" is maintained, and I submit that should the fact of "incorporation within government offices", in order to compete in the businesses being regulated by that "incorporated group" of officials, that "conflict of interest" exists in the "services and goods" that are available and used, willfully and knowingly, for the campaign that the federal office relies on, and I further suggest, and will proceed to prepare into subsequent affidavit, that this entire matter of the use of "incorporations in Renton, Washington city offices" has been, in fact, processed through the Washington State offices of the Attorney General, who is now the candidate opposing Senator Magnuson for that "federal office", and I submit this varifiable fact for the express reason of certifying to the Federal Election Commission that despite the May 14, 1974 "sworn statement", the Federal Election Commission has in hand the November 10, 1975 Commerce Committee letter advising Sven Johnson that There is little chance for satisfaction through legal action, in any of this matter, and this must surely call the attention of the Commission to "appropriations" for GAO and/or the investigation of "OPO1", and I

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am matter of factly concerned about the "accuracy", and more the completeness of the information that the March 15, 1971 "internal report" by DOT-TSC actually prevented by "with-holding" the Feb 25, 1971 exhibit from the "Final Reports", and it is the Senate Office of Senator W. G. Magnuson that has been used with providing Senator Magnuson with the "receipt by the elected official of inaccurate or misinformation", and the Freedom of Information Act, as suggested by Senator Jackson in his January 31, 1978 letter has been near two years in preparation, and I assure General Counsel that this "complainant" has, at great length, tried to obtain counsel to respectfully submit this complaint, until I received copy of 11 CFR 1.1 and 111.(4)(a), and quote,"Any person who believes that a violation of any statute or regulation over which the Commission has jurisdiction has occurred or is about to occur may file a complaint in writing to the General Counsel," end quote, and I conscientiously am compiling the most accurate record possible from the records that I have for the 111.4(d)(3) clear and concise recitation, and I affirm that the "concise" requirement, whether this series of affidavits includes a hundred or more pages, first and foremost, must have the events as they have occurred to me personally, completely free of any hearsay, and I most certainly can testify, from the record, that it was Senator Magnuson, personally, who informed me in the hall in the front of his office in Washington, D.C. in 1972 that, and he said, quote, "your system has been turned down." "No, I'm not going to help you get the report on that, get it yourself". "Don't bring this to me,anymore, whatever you have, take it to Dan O'Neal". end quotes. And I did that exactly as my son finally acquired copy of the March 15, 1971 "internal report" on September 7, 1972 from Frederic Schwartz of DOT's Urban and Environment Office with the caution to forget where the copy came from, and I am certain that the record of documentation on file with the FEC to this point, and a Freedom of Information "jurisdiction" that the FEC is the "jurisdictional authority", for the simple reason that the "OPO1"

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"OP01-Intermodal Technology Assessment" information has been "with-held" from The White House and all of congress, and that "with-holding" has been managed from the offices of Senator Magnuson's Senate Committees's "seniority", which "seniority" has been utilized to preclude the rest of the congress the "TOTAL SYSTEM" information that could affect every city and region, and certainly "appropriations" do affect the entire United States government, and I firmly protest the "with-holding" of my exhibited information, as denying equal opportunity to Johnson Systems, as providing "service and goods" for protecting the election of the "seniority" in Washington State that concerns "appropriations", throughout the states, regardless of what must be done to, in fact, protect that "seniority", and 1.2 of the Privacy Act "definitions", do, in fact, in "Routine use" means the use of such record for a purpose compatible with the purpose for which that "information was collected", and I assure the Commission, through General Counsel, that the March 15, 1971 "internal report" and subsequent "with-holding" of all information is a crime against the United States of America, first and foremost, and violation of my "civil rights", but more than that, it is the very best "subversion" of the election system that can ever "prevail", as long as there is no way to preclude"receipt by elected officials of inaccurate or misinformation", and further preclude the "with-holding of information" from the other members of congress, which is the severest violation of the Freedom of Information that could ever be perpetrated, and the only way that it can prevail, is the absolute "dictatorial control" that the Chair of a "committee" has over the conduct of business within that "chaired committee", and I further submit an election circular that was forwarded to me by a 1980 Primary Candidate for federal office from the State of Michigan, 11th District, where Mr. Albert was under agreement to obtain information regarding the January 28, 1980 "severe budget restriction" matter, which action, Mr. Albert decided to include in his campaign, see item #4 under "Ted's Priorities", rather than as I had

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understood would be a matter taken to the Federal Agencies that are the Intergity Unit and Professional Responsibility offices, with, as I was informed, the requested help of the Michigan Senators, and of course, I was expecting the initiation of the legal work to comply with the letter of Mr. G. J. Pastor's "establish right of redress" statements in behalf of UMTA, which department, in fact, was certainly never said to me to have any authority over the "OP01-Intermodal Technology Assessment" survey that was to be at least 25 years beyond any current work that was underway in the Department of Transportation, and it is this firm fact that I am attempting to ensure General Counsel as being the fact that "seniority" in the congress is attempting to preclude from interfering with the "business as usual" of the seniority system, regardless of any 1.2 "systems of records", and in this case I have notarized the "system of records" that have been "with-held" by DOT-TSC and the 1971-1972 Transportation Counsel action of the March 15, 1972 "internal report".

Enclosed are copies of the 3 (three) folders that must be on file, and I submit, again the Feb 24, 1970 UMTA letter of Administrator Carlos Villarreal, acknowledging "retain folders you sent for possible future reference".

The "KINGDOME" trademark issue, General Counsel, is the clearest of ensurances that the "Appropriations Committee Chairmanship" is the very easiest way for "service and goods" to be manipulated for the best interests of the "seniority" that prevails in the Senate Office held by Senator Magnuson, by someone simply picking up a "land line phone" and talking to any office, anywhere in the country, and if that is to be the way of "service and goods", I have no objection, except that when that conversation concerns Sven Johnson, the record must be "accurate", and by all means, there is no federal office that should have the advantage of denying "equal opportunity" to each citizen, and/or denying that equal opportunity to the White House and the rest of congress, as I have, under

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penalty of perjury or any statute, notarized, with the intent to also require all contest of my documentation and affidavits to be under the same notarized procedure, rather than the "we haven't done any thing wrong" self investigation as undertaken by Secretary Brock Adams to refer the matter back to departmental officials that were responsible for the initial "with-holding of information". This manner of action is equivalent to affording something equivalent to the 5th Amendment privilege to officials, and section 111.6(a) clearly extends this right of "self determination" regarding whether a "complainant" has correctly stated what he believes from factual experience, as I have, and I ask, under oath, to exhaust the FEC's "options" under 111.7(a)and(b), again under United States Statutes.

Respectfully submitted in continuation of September supplemental affidavit to August 17, 1980 affidavit.

Sven A. Johnson

Sven A. Johnson

State of Michigan) ss
County of Gogebic)

On this day, personally appeared before me, Sven A. Johnson, to me known to be the individual who executed the foregoing statement and acknowledged that he signed same as his free and voluntary act and deed, for the uses and purposes mentioned therein.

Given under my hand and official seal this 29th Day of September 1980.

Isabelle E. Haapoja

Notary Public in and for the State of Michigan, residing at Bessemer, MI

ISABELLE E. HAAPOJA
Notary Public - Gogebic Co., Mich.
My Commission Expires June 9, 1982

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at The United States International Transportation Exposition. Transpo – 72 Dulles International Airport, Washington, D. C. 20591

CITY OF RENTON
AT TRANSPORT CAPITAL OF THE WORLD

OFFICE OF THE CITY ATTORNEY • RENTON, WASHINGTON
POST OFFICE BOX 626, 100 2ND AVENUE BUILDING, RENTON, WASHINGTON 98055 ALPINE 8-0678

GERARD M. SHELLAN, CITY ATTORNEY
ARTHUR L. HAUGAN, ASSISTANT CITY ATTORNEY

November 11, 1966

Mr. Sven Johnson, Building Director
City of Renton - City Hall
Renton, Washington 98055

Re: 28 Unit Apartment - C. K., Inc.
10th Avenue North and Sunset Boulevard

Dear Sven:

This is to acknowledge receipt of your letter dated November 10, 1966 which you brought over to our office this morning. You suggest, as we gather, that a final meeting should be held attended by Mr. King, the architect, the structural engineer, Mr. Mangan and their respective representatives to resolve the issue. We are sending Mr. Howard, attorney for Mr. King, a copy of this letter so that he is familiar with your proposal.

It appears to us that such an additional meeting would only produce effective results if the builder and his representatives are agreeable and ready to make immediate changes that you may insist on. We understand that prior promises to make changes have not been fulfilled. On the other hand, it may be advisable for you to allow certain deviations, in order to resolve the problem without the necessity of demolishing the whole building and starting over from "scratch". We certainly do not want this case to be considered as a precedent on which other builders could rely. In the future, possibly, the City should not be as lenient and overly cooperative with a contractor but insist upon substantial compliance right from the beginning and issue a stop work order if no compliance is had.

We therefore suggest that you set a meeting for sometime within the next ten days, during the daytime, preferably in the morning (except Friday morning), and notify each party in writing of the date and place. This should only be done if Mr. Howard can give us some assurance that his client and his representatives will be present in person.

We remain,

Yours very truly,

HAUGAN & SHELLAN

Gerard M. Shellan
City Attorney

GMS:mr
cc-Mr. William S. Howard
Mayor
President, Renton City Council

6004102326.9

INTER-OFFICE MEMO

To: Donald W. Custer, Mayor

Date May 1, 1967.

From: Gerard M. Shellan, City Attorney

Re: 36-Unit Apartment, S.E. Cor. 16th Ave. North & Sunset Blvd.

Dear Don:

We are handing you herewith a revised Certificate of Occupancy that should be signed by the responsible official and delivered to Mr. Oswell or his client. We suggest that you re-write it on the proper form, date it and forward a copy to us for our records.

We are also enclosing a copy of the Agreement for the City Clerk's file and we shall retain the original for later recording as previously agreed on with Mr. Oswell.

If you have any questions in this matter, please let us know.

We remain,

Very truly yours,

DIRTY - BUT CUTLESS

Gerard M. Shellan, City Attorney

CITY OF RENTON
RECEIVED
MAY 2 1967
BUILDING DEPT.

GMS:hb.
cc: City Clerk
Mr. Svem Johnsen

0004022327 0

0040023271

752 46
464-6392

LIST OF OFFICERS AND DIRECTORS

Name of Corporation CITREN, INC.

Registered Office Address 100 Second Avenue Building, Renton, Washington

ADDRESS OF CITY ATTY & REGISTERED AGENT

Title	Name	Address	City
President	Dayle E. Garrison	147 Capri	Renton, Wash.
Vice-Pres.	Del C. Bennett	3611 10th Court No.	Renton Wash.
Secretary	John K. Pain Jr.	842 "L" Street	Renton, Wash.
Treasurer	William E. Bennett	841 "L" Street	Renton, Wash.

THE BOARD OF DIRECTORS OF CITREN, INC.

	Name	Address	City	
	John E. Andrew	12724 S. E. 172nd St.	Renton, Washington	
TRAFFIC ENGR.	Del C. Bennett	3611 10th Court No.	Renton, Washington	AIRPORT DIRECTO
UTILITIES SUPER.	William E. Bennett	841 "L" Street	Renton, Washington	
CONTRACTOR	Durwood E. Blood	10230 S. E. 87th	Renton, Washington	
CHAIRMAN BD. OF ADJ.	Ken W. Castile	1912 Monterey Drive	Renton, Washington	
MAYOR	Don W. Custer	402 "I" Street	Renton, Washington	
PAST CHMN PLAN. COM.	Dayle E. Garrison	147 Capri	Renton, Washington	
ASS'T CITY ATTY.	John K. Pain, Jr.	842 "L" Street	Renton, Washington	
REAL EST. AGENT.	George W. Spendiff	611 Bronson Way No.	Renton, Washington	
CITY ENG.	Jack E. Wilson	3707 10th Court No.	Renton, Washington	

That the terms of the above named Officers and Directors expire on the 30th day of September, 1965, or until the next annual meeting.

(Corporate Seal)

President

Secretary

Subscribed and sworn to before me this 2nd day of November, 1964.

CITY ATTY NOTARY →

Notary Public in and for the State of Washington, residing at Renton.

↑ CITY ATTORNEY

I ACQUIRED THIS RECORD IN OCTOBER 1969, AND IT ASSURED ME THAT A CITY SO ORGANIZED COULD NOT FAIRLY OR IMPARTIALLY ADMINISTER, PREPARE, OR EXECUTE, ANY ORDINANCE, INCLUDING ORDINANCE 2586. Sven Johnson

600402 3272

Annual Report

1. Name of Corporation Citren, Inc.

2. State or Country of Incorporation Washington

3. Address, including street and number and zip code, of registered office in Washington

100 South Second Street, Renton, Washington 98055

4. Name of Registered Agent at the above address John K. Pain, Jr.

5. If a foreign corporation, address of principal office in state or country of incorporation

6. Name and respective addresses of officers and directors:

President: K. W. Castile, 1912 Monterey Dr., Renton, Washington 98055

Vice-President: D. C. Bennett, 3611-10th Court No., Renton, Washington 98055

Secretary: J. E. Wilson, 3707- 10th Court No., Renton, Washington 98055

Treasurer: W. E. Bennett, 3309 Ct. "A", Rolling Hills, Renton, Washington 98055

Director: J. E. Andrew, 12724 S. E. 172nd, Renton, Washington 98055
D. W. Custer, 1902 S. E. Taylor Ct., Renton, Washington 98055

Director: D. E. Garrison, 147 Capri Avenue, Renton, Washington 98055
J. K. Pain, Jr., 10228 S. E. 53th, Renton, Washington 98055

Director: G. W. Spendiff, 20547 S. E. 156th, Renton, Washington 98055
D. E. Blood, 10230 S. E. 67th, Renton, Washington 98055

7. The character of the affairs which the corporation is actually conducting in the State of Washington, briefly stated, is: Investment club dealing primarily in the purchase & sale of real estate.

(President)

Attest: (Secretary)

Subscribed and sworn to before me by the President on October 2, 1967

(Notarial Seal)

Notary Public in and for the state of Washington, residing at Renton

Post-Intelligencer OFF PAGE ONE

A-16 — Wed., May 26, 1976 — S★

Big Parade to Kingdome

From Page A-1

for the motocross — the tracks will cost about $40,000 per event, Altman said.

The motorcycle events are part of a national series and some events will be televised, he said. Other races in this year's series have drawn crowds of 56,000 and 77,000.

Regarding the rodeo, tentatively scheduled for March in the Kingdome, Altman said "nothing has been finalized." He said a competition between American and Canadian rodeo stars is planned.

All this scheduling activity is coming to a head this month and after this, Bowsfield said, there will be few dates left open for big events at the Kingdome.

"I'm putting together a package of all the new ones which the King County Council must approve. The council approval is required because the events are requesting more than one year contracts," Bowsfield said.

The events nearly fill the period from January to March, the time when the Kingdome is not packed with sporting events, Bowsfield said.

Louis Larson, executive vice president of Northwest Marine Associates, sponsor of the Boat Show, said his group wants to move to the Kingdome from the Seattle Center so their 200 exhibitors will be under one roof and because of a better parking situation.

At the Center, the Boat Show exhibits at the Coliseum, the Pacific Science Center and the Flag Plaza Pavilion — all totaling less square footage than the dome.

But Larson said even the dome is too small.

"What this city needs is a major, flat floor exhibition hall." Bowsfield agreed, saying the hall should have 250,000 square feet compared to the Kingdome's 153,000 square feet.

The Seattle Center lost hockey two seasons ago and the move by consumer events like the boat show requires just another effort to book money makers, Lonien said. He said SuperSonics basketball is still a big revenue source.

"I can't say we're overjoyed about losing these events, our concessionaires will be deprived by the loss. But we've got all kinds of requests for bookings we can't fill," he said.

The 1976 projected budget for the Seattle Center is $4,624,000, of which $862,000 is a subsidy from the city treasury, said Judy LaFollette, budget analyst for the center.

Lonien said he does not know whether the subsidy must increase because of losses to the Kingdome. "No great concern has been conveyed to me about budget losses. They're working hard to cover for it," LaFollette said.

The center earns $1,275,000 from rental of facilities, $1,250,000 from concessions, $500,000 from monorail receipts, parking receipts and $275,000 from the monorail, LaFollette said.

Bowsfield said the projected Kingdome revenues for nine months in 1976 is $2 million, and he expects the Kingdome to support itself.

Altman, who handled the opening ceremonies at the Louisiana Superdome, visited the Kingdome recently and said, "It's magnificent. Whoever designed it did one helluva job."

Renton Man Claims Kingdome Name

A Renton man wants King County to quit calling its domed stadium the Kingdome because, he claimed in a lawsuit yesterday, he thought up the name and had it copyrighted.

Sven Johnson, an engineer who does business as Johnson Systems Development Co., also charged in the federal court suit that the county used some of his copyrighted stadium design concepts and access plans in constructing the Kingdome.

Johnson is asking that the county be enjoined from infringing on his copyrights, give him credit for certain aspects of the design and pay him an unspecified amount of damages, but not less than $5,000, for copyright infringement.

The complaint says that Johnson obtained a copyright for designs and a model of a mutli-purpose covered stadium and the name "Kingdome" in 1960 and copyrighted certain modifications and brochures in 1967.

As evidence, Johnson attached to the complaint a rough sketch made in 1967 of a round stadium enclosing a squarish seating configuration. He labeled it "The World Kingdome Spaceium" and "Northwest Kingdome Stadium."

Johnson's lawyer, Charles L. Smith, said his client presented the design and a cardboard model of it to the State Stadium Commission in 1970.

Johnson proposed that it be built at a county-owned site at a garbage transfer station near Renton, but the commission rejected the site.

BOARD OF CONSULTANTS

HUGHES TOOL COMPANY

AVIATION DIVISION
17000 VENTURA BOULEVARD ENCINO, CALIFORNIA 91316

June 23, 1972

Mr. Sven A. Johnson
Johnson Systems Development
1520 Index Avenue, N. E.
Renton, Washington 98055

Dear Mr. Johnson:

Your letter to Mr. Hughes regarding your transportation system has been forwarded to us, inasmuch as we are involved in studies of various transportation modes in addition to aviation.

You certainly have an excellent concept for total integration of transportation. Unfortunately, it has been decided that our company will no longer pursue this type of total transportation project.

We are presently involved in many aspects of air transportation which directly occupies our staff's time. Perhaps at a later date, we can generate some interest in your type of project, and you may be sure that we will accept your kind invitation to look at your mock-ups.

I hope that you were able to make it to Transpo. '72 and that the Department of Transportation took a favorable view of your work. Lord knows that there is a tremendous need for the type of thought that you apparently have given to the integrated mass/rapid transit problems in the United States.

Please accept our best wishes for success in your work.

Sincerely,

Francis T. Fox

Francis T. Fox
Director of Aviation

FTF:kg

0040023275

Boeing awarded $2 billion cruise missile job

WASHINGTON (AP) — The Air Force announced Tuesday that the Boeing Aerospace Co. will build the new bomber-launched cruise missile, which could be worth up to $2 billion to the big aerospace firm.

Air Force Secretary Hans Mark announced Boeing's victory over General Dynamics Corp. following a six-month series of tests of rival designs.

However, Mark left open the possibility that, after the first year's production by Boeing, the Air Force might invite General Dynamics or some other aerospace firm to bid for later production contracts.

The Air Force plans to buy 3,418 bomber-launched cruise missiles over the next seven years.

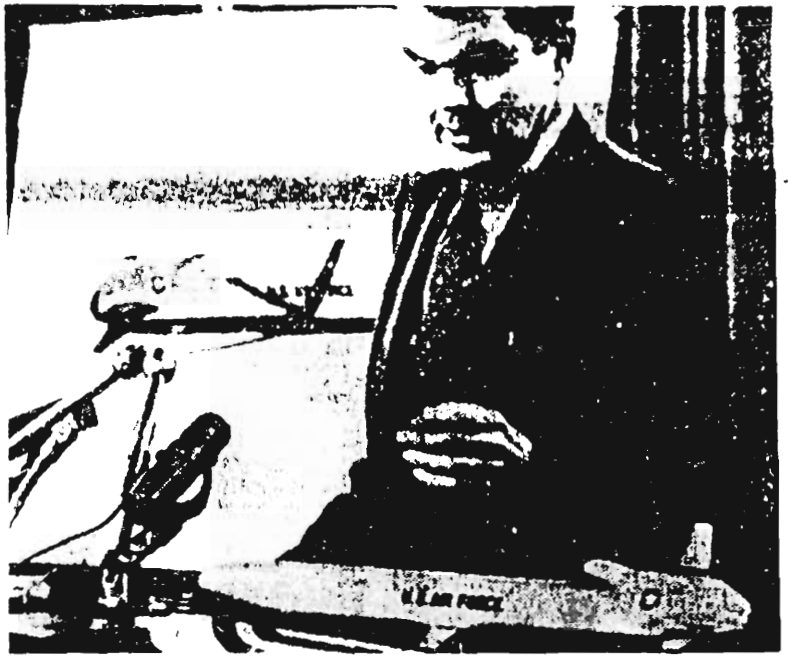
The overall production cost for the 3,418 missiles comes to about $4 billion, Mark said.

The cruise missile, essentially a small plane powered by a jet engine, is considered by Pentagon officials as one of the key U.S. strategic weapons of the future to deter any Soviet nuclear attack.

He listed three reasons for choosing the Boeing design:

- The Boeing model's guidance system is "somewhat better," giving greater accuracy.
- The aerodynamic qualities of the Boeing model "make it possible to follow rough terrain more easily." He indicated that the ground-hugging ability is what makes the cruise missile so valuable.
- The Boeing version "would be somewhat more maintainable in the field."

In San Diego, Charlie Brown of General Dynamics said, "We are very disappointed to lose the ... competition since we, too, have an outstanding cruise missile system."



AP

Hans Mark announces choice of Boeing over General Dynamics.

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

August 23, 1972

Mr. Sven Johnson
1520 Index Avenue, N.E.
Renton, Washington 98055

Dear Mr. Johnson:

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

Alan L. Dean
Deputy Assistant Director

6004022276

WARREN G. MAGNUSON, WASH., CHAIRMAN
FREDERICK A. LORDAN, STAFF DIRECTOR

United States Senate

COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

February 16, 1971

Mr. Sven A. Johnson
1520 Index Ave. N.E.
Renton, Washington 98055

Dear Mr. Johnson:

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.

WGM/sbc

P.S. Incidentally, I do recall that you demonstrated your system to members of my staff some two years ago in Seattle. They were quite impressed with the work you are doing.

0004022277

FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

September 9, 1980

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Sven A. Johnson
P.O. Box 112
Bessemer, MI 49911

Dear Mr. Johnson:

This letter is to acknowledge receipt of your complaint of August 17, 1980 which alleges violations of the Federal Election Campaign laws. A staff member has been assigned to analyze your allegations. The respondent will be notified of this complaint within 5 days and a recommendation to the Federal Election Commission as to how this matter should be initially handled will be made 15 days after the respondent's notification. You will be notified as soon as the Commission takes final action on your complaint. For your information, we have attached a brief description of the Commission's procedures for handling complaints.

Sincerely,

Charles N. Steele
General Counsel

Enclosure

Clark Puntigam
1020 United Airlines Building
Seattle, Washington 98121

Clark, please let this FEC letter timely advise you that the "KINGDOME" trademark application #096,527 is the central issue of this "complaint", and the "complaint",(some 150 pages), including affidavit and supporting documents address every item of the Code of Federal Regulations, 11 CFR 1.1, and intends to show that "severe budget restriction", as it concerns me, is managed from either the Appropriations Committee, chaired by Senator Magnuson, or from the Commerce Committee, formerly chaired by The Senator, and the issue is documented as the red lined section of the July 24, 1980 FEC letter, because DOT-TSC and Counsel Dan O'Neal of the 1971-72 Commerce Committee did incorrectly advise Senator Magnuson concerning the "OPO1-Intermodal Technology Assessment", that should have had "KINGDOME" accurately before the Washington State Stadium Commission, in 1971, rather than covered-up by the March 15, 1971 "internal report", and, yes, it is an old story to me, because I know that the "budget restriction"for my trademark application is ordered by Senator Magnuson's "perpetuation in U.S.Senate seniority"1980 election.

cc:General Counsel, FEC

Sven Johnson

0004027278

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
PUBLIC HEALTH SERVICE
Washington, D. C., 20201

NATIONAL CENTER FOR
AIR POLLUTION CONTROL

July 3, 1967

REFER TO:

Mr. Sven A. Johnson
1360 H Place
Renton, Washington 98055

Dear Mr. Johnson:

Dr. Middleton has asked us to thank you for writing to him about your proposed integrated mass transportation system which would help abate the problem of motor vehicle pollution.

We appreciate your concern with this important national problem and the thoughtful consideration you have given to its solution.

Your proposal as stated is an intriguing one, although it would appear to be a matter that could best be evaluated by the U. S. Department of Transportation. If you have not already done so, you may wish to convey the details of your proposal to that Department for comment. The address of the Department is 7th Street and Independence Avenue, S. W., Washington, D. C. 20590.

Because of your interest in automotive air pollution, we are enclosing several publications containing information about the problem and efforts of the Federal Government to deal with it.

We hope that you will find these materials interesting and useful. If there is any other way in which we can be of assistance to you, do not hesitate to let us know.

Sincerely yours,

B. C. Marion

B. C. Marion, Chief
Editorial Section
Office of Legislative and Public Affairs

Enclosures

80040232 79

United States Senate

WASHINGTON, D.C. 20510

September 28, 1979

Mr. Sven Jchnson
612 N. Moore Street
Bessemer, Michigan 49911

Dear Mr. Johnson:

Thank you for your welcome letter of support. It is heartening to receive such encouragement from you and so many other old and new friends from throughout the country, and I hope I shall continue to earn your confidence.

I share your concern about the direction of our country and the serious issues facing the nation. I am under increasing pressure in the Senate and around the country to consider becoming a Presidential candidate. Although I have not foreclosed this possibility, I intend to continue to focus my efforts on the urgent legislative matters before the Senate, particularly in the areas of the economy, energy and health care.

With my thanks once again for your kind letter, and my best personal regards,

Sincerely,

Ted Kennedy

Edward M. Kennedy

8004022280

EDWARD M. KENNEDY, MASS., CHAIRMAN

BIRCH BAYH, IND.
ROBERT C. BYRD, W. VA.
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JOHN C. CULVER, IOWA
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ORRIN G. HATCH, UTAH
ROBERT DOLE, KANS.
THAD COCHRAN, MISS.
ALAN K. SIMPSON, WYO.

STEPHEN BREYER, CHIEF COUNSEL

United States Senate

COMMITTEE ON THE JUDICIARY
WASHINGTON, D.C. 20510

August 6, 1980

Mr. Sven Johnson
P.O. Box 112
Bessemer, Michigan 49911

Dear Mr. Johnson:

Thank you for your letter and enclosures of recent date. I appreciate receiving your views.

You may be assured that the Senate Committee initiated to review Billy Carter and his Libyan Connections will impartially review all the facts before concluding the investigation.

Enclosed are your papers which I am returning and I suggest you contact your senators from Michigan for further assistance.

With kindest regards and best wishes,

Sincerely,

Strom Thurmond

Strom Thurmond

ST/h

0004022328 1

ELECT
TED
ALBERT
FOR
CONGRESS 11TH DIST.

DEMOCRAT

The People's Candidate for Congress

- ELECT A DEMOCRAT TO CONGRESS IN THE 11th DISTRICT FOR A CHANGE
- RESPONSIBLE ONLY TO THE PEOPLE
- ELECT A DEMOCRAT WHO CAN FORCE THE ISSUES ON JOBS AND JOB SECURITY ONE WHO WILL FIGHT FOR US.
- AN INDEPENDENT DEMOCRAT - NOT A CANDIDATE OF THE "KINGMAKERS."
- IT'S ABOUT TIME THE 11th CONGRESSIONAL DISTRICT OBTAINED SOLUTIONS TO MAJOR PROBLEMS - NOT JUST PUBLIC RELATIONS.

Authorized and paid for by the Committee to elect Theodore G. Albert to Congress. A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Wash., D.C.

Johnson Systems Development Co.

P.O. Box 2403, Renton, Washington 98055 - 255-8592

ONE TEST WITH A *SHAPING COMPUTER* IS WORTH ALL THE EXPERT OPINIONS

P.O.Box 112 Bessemer, MI 49911
Complainant--Mr. Sven A. Johnson

August 17, 1980

Office of the General Counsel FEC
Federal Communications Commission
1325 K St, NW
Washington, D. C. 20463

Re: July 24, 1980 FEC letter ss/ Judith L. Corley, Chief Public Communications....."11 CFR 111"---& "11 CFR 1.1"

Attention General Counsel:

The referenced letter is the "missing link" for Sven A. Johnson's search, within the election process, for Federal Office, as defined in 11 CFR 1.1--1325.3---and without reservation, I, Sven A. Johnson expect to comply with 11CFR111, Part 111---Compliance Procedure (2 U.S.C. 437g, 437 d (a)),---see pages 76 to 82-----to PART 112---ADVISORY OPINIONS(2 USC 437 f), and please note, at this point, that Part 112 , especially to Sven A. Johnson, becomes the "built-in",in government,that most matter of factly is designed into government to "encumber" the individual, as the individual is "supposedly" permitted to participate in the Federal Election Laws, as spelled out in the FEC and Federal Campaign Finance LAW, Gold Pamhlet, that I received with 11CFR1.1, and I refer you directly to page 9 of said pamphlet concerning "Enforcement", and I mean, specifically, that "filing a complaint" notarized and all, according to 11CFR111 (PART 111), in 111.1, immediately, "obfuscates", for the individual, 11CFR111, in its entirety, by Scope (2 U.S.C. 437 g), quote, "These regulations provide procedures for processing possible violations of the Federal Election Campaign Act of 1971, as amended (2 U.S.C. 431, et seq.) and chapters 95 and 96 of the Internal Revenue Code of 1954 (26 U.S.C. 9001, et seq. and 9031 et seq.)" end quote, and within 111.1, according to the above quote, there are at least six (6) areas of U.S.C. (U.S. Code) ???, that the person, "complinant" can be "shuffled", and I assure you that I use this term of "shuffle" as a term that I was confronted with in September of 1972, in the Department of Transportation Office of Robert Hemmes, whose letter dated October 25, 1972 is an "official Document" of my Aug 5, 1980 affidavit, and Robert Hemmes said to my son and I, quote, "The reason that we have 1205 people in the office of the secretary of transportation is so that we can "shuffle"" you from one office to another until you get tired and go home." end quote, and please let the Federal Election Commission, without reservation, understand,that I, Sven Johnson, have, "in fact", for the very last time been "shuffled" from one office to another, and/or from one U.S.C. to another, and I mean that in this specific "environment", members of the Federal Election Commission, that 11CFR1.1, in total, regulates election to "Federal Office"--1325.3--, so I don't intend to be kept "hanging,,, twisting, slowly in the breeze"-----waiting for(2 U.S.C.437 f) to run its course, separately, from 11CFR1.1, in that I have begun my "complaint" to

Johnson Systems Development Co.

P.O. Box 2403, Renton, Washington 98055 · 255-8592

ONE TEST WITH A *SHAPING COMPUTER* IS WORTH ALL THE EXPERT OPINIONS

General Counsel under 11CFR111, and I mean exactly that Johnson Systems presented "TOTAL SYSTEM" to DOT-TSC on Feb 25, 1971, and because Walter Mote, Assistant to Vice-President Spiro Agnew, in July of 1972 ensured me that, quote,"The reason that you can't get a "total systems" answer here in Washington is that there is no "Total Systems Office" here." end quote, and that specifically, is the reason that I expect that General Counsel will ensure that 11CFR1.1----thoroughly encompasses all that is printed in 11CFR1.1, to bear directly to my complaint, without reservation, and I, Sven A. Johnson, without reservation, intend that whomsoever, in Federal Employ, involved in any way with the "discrimination" that Senator Birch Bayh comments on in his May 21, 1975 letter, under a Subcommittee Chairmanship, which Chairmanship is a "residual" part of the Appropriations Committee, as a whole, is an accessory to the fact of the DOT-TSC deliberate "with-holding of information", from publication in the "OPO1" Final Reports, which information I presented on Feb 25, 1971, at the request of Dr.Kovatch, working for TSC, and as Dr. Kovatch, referencing Senator Magnuson and the significance of TSC, converted from NASA, assigned, by White House Directive, "OPO1-Intermodal Technology Assessment" responsibility for the year 2000,-----and with that I refer you to 111.2 "computation of time", and my "affidavit", though dated August 5, 1980 "encompasses" 144 pages, 50 pages of which are numbered 1 thru 50 and thus contain 94 additional pages, and here I refer you to 111.4 (d) 4, quote, "It should be accompanied by any documentation supporting the facts alleged if such documentation is known of, or available to, the complainant." end quote,and I do effect this August 17, 1980 letter as an affidavit, also, for the very express purpose of, a "layman", in "layman language", as clearly and not necessarily concisely, again, specify, as a fact, that DOT-TSC, in some manner of consort with the 1971-1972 Commerce Committee Transportation Counsel, using the DOT-TSC March 15, 1971 Internal Report, manage to "withhold" my Feb 25, 1971 information from the "OPO1" Final Reports, and then have managed to maintain the "cover-up" of that specific act, through countless "referrals", from one office to another, and the fact is that "election to federal office" is a universal federal attempt, of Chairmen of committees, to assign, certain of issues to "subcommittees" chaired by "incumbents" facing election, in either 2 year or 6 year times, whether it is the wilderness land legislation for Alaska that Senator Gravel is working with, just prior to Nov 4, 1980, or the "more than President Carter recommended for Mt. St Helens cleanup, that was approved, as the news media conjectured was granted to aid Senator Magnuson's tough re-election fight, neither of which is documented in the August 5, 1980 "affidavit", but both of which are "alluded" to in this August 17, 1980 "affidavit", in the exact same manner that The Final Reports of August 1,1971 "allude" to countless parts of the Feb 25, 1971 review, specifically, quote, "Until a compact interchange is developed,the pure PRT gridconcept is not practical in the urban environment." end quote, but here and now, General Counsel is given 144 pages supporting DOT-TSC "with-holding" the "compact interchange"

developed concept from the "OP01" Twenty Year Outlook Final Report, and the 144 pages mean to support Sven Johnson's "complaint" of discrimination by DOT-TSC and Transportation Counsel to deprive Johnson Systems of equal exposure in the DOT-TSC-OST-71-10 and 71-11 Final Reports, which fact of "with-holding" Johnson Systems information from the reports, does, in fact, constitute a "knowingly and willfully" exacted provision of service or goods,--see 1325.1, quote, "Persons subject to regulations by the Interstate Commerce Commission shall not knowingly and willfully provide, for candidates for Federal Office, or their representatives, service or goods related to their campaign without obtaining either prepayment or a binding guarantee of payment through a sufficient deposit, bond, or collateral, or other means of security." end quote, and in this case, "the representative" of the elected officials, by "with-holding" the Feb 25, 1971 information, are, in fact, providing themselves, the representatives, of the service or goods toward retaining their representative status on a staff to ensure that the "staff positions" do not materialize to other than "alligned people", and "with-holding" and or allowing information to be received by elected officials as inaccurate or misinformation, is a means of providing service for representative of elected officials, by those benefitted representatives of elected officials, and that specifically, is what DOT-TSC personnel, named in the affidavit, and the Transportation Counsel, Dan O'Neal did to protect their staff positions, exactly, "They with-held Feb 25, 1971 total system information", and anyone through Brock Adams's term as Secretary of Transportation who opted to maintain the March 15, 1971 internal report cover-up is considered a party to the act of "with-holding", and it is this manner of "with-holding" that serves to make a "complainant", as I most assuredly am a "complainant", but I may as well, from the very receipt of this "complaint", by General Counsel, point out that "individuals, as I am, are not funded from public funds, in the style afforded to DOT-TSC to collect and bury information with government funds, so in that light, and to ask no favors of General Counsel, except to call a spade a spade, I ask General Counsel to accept that 11CFR111, for my practical purposes, as an effort and an intent to prevail upon some element of the statutes to have responsibility for 111.16, "probable cause to believe that a violation has occurred or is about to occur", as "with-holding" has occurred, wherein such "with-holding" will allow "election advantage" to occur, again and again in the process of allowing individuals who are "privy" to the facts of the complaint, to investigate the complaint, see March 24, 1977"asking appropriate Departmental officials to investigate this matter for me and to prepare a responsive letter on my behalf," direction as tendered by Secretary Brock Adams, and I assure you that no investigation, that affects the "KINGDONE" trademark application #096,527,as that application affects candidates for federal office from Washington State, and as that #096,527 application is stalled by "alleged to be severe budget restrictions, in the U.S.Trademark Office", according to the January 28, 1980 letter", the whole matter, which affects "Total System" since Feb 25, 1971, for Sven Johnson, now the "complainant", most seriously disadvantages the U.S.Government---

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and the disadvantage to U.S. Government is most significant, because the March 15, 1971 "internal report" cover-up, by DOT-TSC and Transportation Counsel for the Senate Commerce Committee, in fact, is directly opposed to the intent of the "OPO1-Intermodal Technology Assessment", that was, as Dr. Kovatch, for DOT-TSC, explained to me, in early 1971, a White House directive, to be carried out by TSC, the just converted NASA Systems team that had concluded the Lunar Landing project set in motion by President Kennedy's "man on the moon in a decade" thrust, and I was lead to, in fact, believe that "OPO1" was given the year 2000, as the target for conclusion of a transportation crisis solution search, for which search Johnson System was prepared with "total system" of rebuilding large cities, using the "KINGDOME" multiple purpose stadium, which November 17, 1967 and July 21, and September 29, 1970 Washington State Stadium Commission letters will confirm demonstration of "total system" to two constituted public hearing bodies, but there are witnesses to Washington State Senator Gordon Herr's state senate hearings, as well as Gordon Wallgren's and Governor Evans & Governor Ray being advised of "KINGDOME", and the "plot" thickens to the extremely devastating concern, for the more devastating need to preclude, "RECEIPT by elected officials of inaccurate or minisformation," and this "affidavit" and known to me documentation is an account of my "first hand" experience, of a great deal, but by no means all of the "with-holding" of information, by "staff members", which "with-holding" has been called to the attention of every elected official, to this point named in this first "affidavit" to the Federal Election Commission, and because of the January 28, 1980 "severe budget restriction" letter, alleging further "hold-up" to the U.S.Trademark Office, is the current reason, in over ten years of more reasons, to direct the investigation to the Federal Election Commission, and that is the reason that I, Sven A. Johnson, cite 11CFR1.1, "cover to cover", be "enforced", as one document, without the "time consuming" leap-frogging from 11CFR111 to U.S.C.'s of all "digit combinations", some tending toward the Internal Revenue Code of 1954, etc, etc,---and I mean that I don't intend to be "held-up" further, in getting the Federal Office "ambitions" of those responsible for the January 28, 1980 "severe budget restriction" letter, to your attention, without waiting for part 112,113, 114,115, then subchapters B-C---(Reserved), and I mean the Washington "merry-go-round" that thoroughly "isolates" elected officials and staff to an impenetrable, "out of reach", to the electorate, as well as certainly out of reach to "small businesses", as mine, that committed, as I did, to assure validity and veracity of "total systems" before proceeding with even my employment in city government, in Renton, Washington, in 1966, from whence my concern began in earnest, to preclude, "receipt by elected officials of inaccurate or misinformation", and that concern, asking enforcement of 11CFR1.1, in total, at once, has increased inestimably, and General Counsel is reminded of the "isolation" afforded elected officials and staff, as General Counsel is redirected to the "specificity" required of a complainant, as set forth in 111.4 (d), (1),(2),(3)and(4), and General Counsel is

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cautioned, to the limit of the law, that each and every written portion in CFR, 11CFR1.1, including the entirety of The Federal Register, as it is designed to apply to me as an "individual" and/or a "complainant", is in fact written to apply to all "aspirants" to "Federal Office", as that 1325.3 section further amplifies on section 1325.1; in other words, I do expect that the entire possible provision of service and goods, from whatever source, for one candidate, must be accurate, but neither can any part of "with-held information" or "inaccurate or misinformation" be allowed to prevail, in government reports, (March 15, 1971 internal report), copy enclosed, requiring 111.4 "specificity" without identical "specificity" from all concerned, and Counsel Charles O. Carroll, notary for the May 14, 1974 "sworn statement" reminded me in the 1974 preparations for the court proceedings, that could ensue, in the "KINGDOME" matter could very easily be "common-law" rights of Sven Johnson, and therefore, General Counsel is respectfully requested to consider the formation of the Federal Election Campaign Act of 1971, as having numerous "common-law" overtures from near 189 years of election to Federal Office, upon which to draw, in order to formulate the 1971 Act, and I mean this concern for "common-law" to further reflect on the NASA letter dated Feb 8, 1961, and Vice-President Lyndon B. Johnson's Feb 3, 1961 letter, which matter of factly establishes the "total System" as directed to U.S.Government attention, near ten years prior to Senator Magnuson's August 10, 1970 letter to Alden SEE, which Feb 3, 1961 date would seem to confirm "common-law" circumstances, near six years before the 1966 legislation that enacted DOT, and the 1971 formation of TSC is also subject to the small business effort of Johnson Systems, in "total system", which total system I was, matter of factly, self enforced to comply with the law as it was, in 1954, and General Counsel is "ensured" that my compliance with the law is directly related to the oath that I swore to begin my participation in the defense of the nation, and it is that "oath" that binds "total system" to require the summary of law, as it began from "common-law", to apply throughout the system, regardless of how 111.7 refers to General Counsel's "jurisdiction", quote,"(a) Following either the expiration of the fifteen (15) day period specified by 11 CFR 111.6(a) or the receipt of a response as specified by 11 CFR 111.6(a), whichever occurs first, the General Counsel may recommend to the Commission whether or not it should find reason to believe that a respondent has committed or is about to commit a violation of statutes or regulations over which the Commission has jurisdiction." end quote. The "shuffling" of "jurisdiction" is the concern, here and now, should General Counsel & the Commission decline "jurisdiction", the Commission is referred to the April 24, 1975 letter of Senator Jackson that referred me to Senator Bayh's Subcommittee on DOT spending, and I don't intend to accept any further disclaimers of "jurisdiction" without a specific establishment of the government agency having "jurisdiction", and it is "jurisdiction" that, in fact, had to be taken as the priority challenge issued by Robert A. Hemmes, author of the October 25, 1972 UMTA letter, who informed my son and I, quote,

Page (6) August 17, 1980--Office of General Counsel--Federal Elections Commission, Washington, D.C.---"Complaint"

"The reason that we have 1205 people in the Office of the Secretary is so that we can "shuffle" you from one office to another until you get tired and go home." end quote, and for this specific reason, the Election Commission, having purview of Federal Office, in my estimation should have a complete breakdown of which item, jurisdictionally, belongs to which section of the Federal Establishment, and/or in what combinations that "jurisdiction" is obfuscated to belong to one or another, and I most necessarily refer General Counsel to Office of The Secretary of Transportation letter dated October 26, 1972 ss/Robert E. Freer, Executive Assistant to the General Counsel, (in this case DOT), quote, "The matters you raise are more directly the responsibility of other elements within the Department of Transportation. I will therefore check further with them and be back in touch with you as soon as possible." end quote, and here, General Counsel is advised that I am still waiting for Robert E. Freer, Jr.

111.4 (a) says, quote, "Any person who believes that a violation of any statute or regulation over which the Commission has jurisdiction has occurred or is about to occur may file a complaint in writing to the General Counsel, Federal Elections Commission, 1325 K Street, NW Washington, D.C. 20463. If possible, three (3) copies should be submitted." end quote.

(1) Sven A. Johnson P.O.Box 112 Bessemer, MI 49911

(2) The contents of the complaint are sworn to, and notarized, and the fifty (50) pages dated August 5, 1980, addressed to Senator Birch Bayh, first to ensure Senator Birch Bayh of my particular situation, deemed "unfamiliar" to Senator Bayh, (see May 21, 1975 letter), and these fifty (50) pages of affidavit information are considered statements based upon personal knowledge, exactly as events occurred to me, personally, and the manner in which the March 15, 1971 "internal report" came to personal attention on September 7, 1972 and in subsequent discussions with Frederic Schwartz of DOT who finally furnished copy to my son, but from Sept 7 up to October 5, 1972, when Secretary Volpe was written to, copy to Senator Magnuson, prompting Dan O'Neal's October 11, 1972 letter to Secretary Volpe, the General Counsel is advised that "information and belief" as required in 111.4(c) to be differentiated from statement based on personal knowledge are most naturally "interwoven" because every bit of my statements are based on systems development first generated by myself, and I have been confronted by an October 10, 1967 DOT letter, a G.J.Pastor letter calling my charges "vague and imprecise" or a John Hazard stating my work being insufficiently developed, or then a "first-hand" agreement with Dr. Kovatch as a "recommendation" being misrepresented as a "turn-down",---to cite but a very few personal knowledge facts to base "statements" on, and General Counsel is ensured that information and belief could hardly exist without the "personal knowledge" of "total system" which presentation prompted the October 10, 1967 and other letters, and General Counsel is most definitely ensured of personal knowledge from the very fact that DOT-TSC did not publish the Feb 25, 1971 exhibited information, which is the issue, and is "personal knowledge", not "hearsay", as I interpret "information & belief".

(c) is responded to in context with (2) which stipulates "notary" and (d) (1) says, quote, "It should clearly identify as a respondent each person or entity who is alleged to have committed a violation;" end quote,

General Counsel's attention is asked to the "wavering" from 111.4(a) and (d) (1), for this reason, (a) in suggesting "any person who believes that a violation of any statute or regulation over which the Commission has jurisdiction has occurred or is about to occur may file a complaint--", in effect is saying a "near" no holds barred complaint filing right, if the prospective complainant is informed on Commission 'jurisdiction', which is not the case, but the "Watergate" and "Billygate" 'inquiries' imply a "proliferation" of need to inquire at a depth and breadth, about the apparent epicenter", as Watergate grew around President Nixon, and as Billygate may grow to a Libyagate or just a Plainsgate----but General Counsel is referred to (d) (1) It should clearly identify as a respondent each person or entity who is alleged to have committed a violation;------ and General Counsel is given this "affidavit" for the express purpose of including the August 5, 1980 "AFFIDAVIT" in the sense of "generallity" of 111.4 (a) & (b), and (c) as binding on complainant and respondent, and (d), as all inclusive, as I have stated, and on the basis of personal experience and "first--hand knowledge", and I reiterate, that the January 28, 1980 "severe budget restriction" letter concerning the "KINGDOME" trademark application #096,527 is far more than reason to "believe" that a violation of providing for (1325.1), knowingly and willfully, service and goods for their campaign, and in the event the "severe budget restriction" developers have obtained a binding guarantee of payment, for this "severe budget restriction", General Counsel, is that not a matter of using government offices for getting paid back for creating a "severe budget restriction" for Johnson Systems??????And, as I am confronted with the "severe budget restriction", having the general belief (111.4(a)), based on personally documented knowledge related to "OPO1", I must direct General Counsel to regarding, as I charge, anyone who has participated in the "cover-up" of "OPO1", based on my personal knowledge is considered to be in violation, and that is the specific reason for raising the question to the Federal Election Commission for the concern for "receipt by elected officials of inaccurate or misinformation", and from that concern, General Counsel is, as legal advisor to the Commission, expected to remember that "election" is the single difference between a Republic and a Totalitarian State, and preservation of integrity in the election process cannot be subject to the "ambiguity" from 111.4(a) to (d) (1), as set forth for the "complainant", as I have a near 20 year history of ensuring "accuracy" before I file a "complaint", while Watergate is obvious congressional examination of the trustworthiness of a President, as certainly as the Libyan Connection is being examined, as a priority matter, for Nov 4, 1980, and I won't say whose "priority", except that it provides service and goods for election, and I assure you that "OPO1-gate", since Feb 25, 1971 has been used to, in fact, provide service and goods for re-election, and in reference to (d) (3), quote,"(d) (3) It should contain a clear and concise recitation

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GEORGE H. COLE
ROBERT A. JENSEN
CLARK A. PUNTIGAM

PATENT & TRADEMARK LAW
AND RELATED CAUSES

September 28, 1978

OUR REF:

Mr. Sven Johnson
Johnson Systems Development Co.
1520 Index Ave. NE
Renton, WA 98055

Dear Sven:

I was in Washington, D.C. recently and while there attempted several times to contact the Examiner in charge of the Kingdome application, but I was unsuccessful. I am frankly somewhat frustrated in my inability to contact the Examiner. I will keep trying however. I have also inadvertently failed to have you sign a power of attorney document so that I am recognized officially by the Patent Office as acting on your behalf for the application. Please give me a call as soon as possible so that we can arrange for you to sign a power of attorney form.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjb

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PATENT & TRADEMARK LAW
RELATED CAUSES

January 28, 1980

OUR REF:

Mr. Sven Johnson
612 N. Mooré St.
Bessemer, MI 49911

Dear Sven:

Thank you for your recent letters and your thoughts on the Trademark Office. I can understand your frustration with the delay in the Patent and Trademark Office. Unfortunately, severe budget restrictions have hurt the Trademark Office's ability to respond to amendments in a timely fashion. Hence, it is somewhat indefinite as to when we are going to receive a response from the Trademark Office. I know this story is old to you, but unfortunately, it is still true. I have also decided to begin taking steps to confront the King County with your claim. I anticipate taking some initial action relatively soon. I will write more about this shortly. Additionally, I will follow up with the Patent and Trademark Office to insure that we have not got lost in the shuffle of papers. I am beginning to be uncomfortable about the delay in proceeding against the County. I had anticipated that we would be past this stage long ago.

Yours cordially,

COLE, JENSEN & PUNTIGAM P.S.

Clark

Clark A. Puntigam

CAP:bjl

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United States Senate

COMMITTEE ON COMMERCE
WASHINGTON, D.C. 20510

[illegible]

November 10, 1975

Mr. Sven Johnson
1520 Index Avenue, NE
Renton, Washington 98055

Dear Sven:

As a result of your letter Senator Magnuson has asked me to carefully review our correspondence over the last few years. I have completed the review and discussed the matter with the Senator. He continues to believe, as he expressed to you in his letter of March 24, 1975, that public hearings would not rectify any of the wrongs that you have discussed in your many letters. I have reluctantly concluded therefore, that there is very little that we can do at this point.

It would appear that Mr. Pastor's letter has set the tone for the Department of Transportation. If I understand his letter correctly they believe that any additional correspondence on this issue would be fruitless. If you wish to pursue this issue you will have to consider a court case. Although you asked if I had any advice on this matter, I feel that without all the relevant information it would be inappropriate for me to make any specific recommendations. It would seem to me, however, very difficult to secure any satisfaction through legal action. I would suggest that you consult with your lawyer and weigh his advice carefully. I am sincerely sorry that this office has not been more successful in gaining satisfaction for you from the Department of Transportation and other Administration officials.

Sincerely yours,

S. Lynn Sutcliffe
General Counsel

SLS:lpo

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of the facts which describe a violation of a statute or regulation over which the Commission has jurisdiction, and (4) It should be accompanied by any documentation supporting the facts alleged if such documentation is known of, or available to, the complainant." end quote, General Counsel is assured that the August 5, 1980 "AFFIDAVIT", fifty pages with 94 pages of supporting documents attached, and realize that I don't claim the 94 pages to "support facts" in any other manner than to be completely within the intent of the law to require and request the Federal Elections Commission to respect my 111.4(a) rights to file a complaint that I accept all of 11CFR1.1 to apply to, without reservation, but General Counsel is also requested to take very special account of the "proliferation" of inquiry being conducted by the Senate Committees into Libyan Connections, and in that respect, General Counsel is directed to 111.21 Confidentiallity (2 U.S.C. 437g(a)(12). (c), quote, "(c) Nothing in these regulations shall be construed to prevent the introduction of evidence in the courts of the United States which could properly be introduced pursuant to the Federal Rules of Evidence or Federal Rules of Civil Procedure, General Counsel, and I mean the entire Federal Election Commission, when I direct you to the November 10, 1975 letter ss/ by S. Lynn Sutcliffe, General Counsel for the Senate Committee on Commerce, which says in part, quote," It would seem to me , however, very difficult to secure any satisfaction through legal action." end quote, General Counsel, and I would ask your most immediate attention to the makeup of the 1975 Committee on Commerce and the makeup of the Senate Appropriations Committee, and with newspaper information to believe regarding the "patent lobby" that communicates with "allegedly", one member of both those Committees, and definitely relying on the generallity of 111.4 (a), both committees are deemed to be knowledgeable about the "alleged" "severe budget restrictions" imposed on my "KINGDOME" trademark Application #096,527, and I further direct General Counsel's attention to Clark Puntigam's September 28, 1978 letter and to consider it in conjunction with the January 28, 1980 letter from Clark Puntigam, and again, I, relying on 111.4(a)'s generallity, do complain that both committees, Commerce and Appropriations have direct access to "budget control of the trademark office" and are exercising that control for the 1980 election of the Chairman of the Appropriations Committee, who is also ranking member of the Commerce Committee, namely Senator W. G. Magnuson, and The Federal Elections Commission is, without malice or reservation, reminded that my concern for Senator Magnuson is, "specifically" as follows, "receipt by elected officails of inaccurate or misinformation", and the Federal Election Commission is indeed adequately informed about this "complainant's" concern for the campaigning for "Federal Office", and I would suggest the Federal Election Commission subpoena former U.S. Jack Cunningham who replaced U.S. Brock Adams, and as a matter of "first-hand" knowledge, a Bill Johnson, working in Congressman Jack Cunningham's Seattle,Washinton, Federal Office Building "office", immediately after his election, Bill Johnson said to me, quote, "Sven, we can't raise your views

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THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

JUL 20 1972

Mr. Syen Johnson
1520 Index Avenue, N. E.
Renton, Washington 98055

Dear Mr. Johnson:

Thank you for your letter of June 26 and for your visits with Walter Velona and me. I regret that we must recommend to the Department that we feel its limited resources might better be spent on projects judged by our technical personnel as having greater payoff for the public.

I enjoyed meeting you and your son, and I admire your enthusiasm and persistance. As I told you in our meeting, I feel that a much smaller project proposal, limited in scope to simply the construction of a model and a limited test of it as a planning tool for citizen involvement, would have a greater chance for success.

The Department endorses the notion of balanced, more tightly integrated transportation, but feels other work already underway will contribute more to these ends.

Sincerely,

Ira Dye

Ira Dye, Director
Office of Systems Analysis
and Information

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and questions on that transportation and "KINGDOME" 'thing' now, because we have to depend on Senator Magnuson and Senator Jackson for help in being assigned to the committees that we want. we can't upset them." end quote, and but for "receipt by elected officials of inaccurate or misinformation", General Counsel, and I mean inaccurate information provided to Senator Magnuson, which "inaccuracy" was deliberate, and required me to engage counsel Charles O. Carroll to confront Mayor Donald Custer, to get the truth that I was certain that would be forthcoming from Donald Custer, which truth was intended for Senator Magnuson, see May 14, 1974 "notarized" statement signed by Donald Custer, and intended for Senator Magnuson long before the 1977 beginning of congressman Cunningham, also of the 7th district of Washington State, General Counsel, where I, Sven Johnson, developed, commencing immediately after RAD from Korean Service, the "concepted" "total system", which was described Feb 25, 1971 as the "Forum to bring together not only the products but the people to solve the crisis in transportation by the year 2000", and I most adamantly call General Counsel's attention to Senator Magnuson's letter dated October 11, 1972, authored by Dan O'Neal, alleged to no longer be Chairman of ICC, & General Counsel's attention is directed to the "plagiarism" expressions of Dan O'Neal who had been told and informed that my concern was for the "breach of ethics and oral contract" involved in Dr. Kovatch vowing the publication of the Feb 25, 1971 exhibit, that Dr. Kovatch conducted under the premise, to me, that Senator Magnuson was behind the request for the Feb 25, 1971 review, and I was assigned to Dan O'Neal's responsibility of providing the correct information to Senator Magnuson, and the correct information, whether by direction of Senator Magnuson or not, the correct information about "OP01-Intermodal Technology Assessment" to the United States Government is at issue, because DOT-TSC's "with-holding" of the Feb 25, 1971 information from the August Final Reports will again to given to the signator of the August 27, 1973 Kalmbach, DeMarco,Knapp & Chillingworth letter, specifically on the concern that the Election Commission is adequately aware of "receipt by elected officials of inaccurate or misinformation", and I am suggesting that information "with-held" by the DOT-TSC and Commerce Committee Transportation Counsel "misrepresentation" of the March 15, 1971 "internal report" and certainly a "misrepresentation" called to Senator Ted Kennedy's attention, and the "misrepresentation" is stated on copy of John L. Hazard's DOT letter to Senator Kennedy, and somehow, General Counsel, "Departmental Officials", as I have been subjected to in investigating their own "with-holding", that I have charged them with, only more certifies the need for Federal Elections Commission to find,111.10 Investigation (2 U.S.C.437 g(a)(2).,reason to believe that a violation of a statute or regulation over which the Commission has jurisdiction has occurred or is about to occur,,,,---and again, "with-holding" information clearly violates reporting of information on the premise of "common-law" preceeding the Federal Reports Act of 1942, and I was personally in Washington,D.C. as an exhibitor at Transpo-72, and I was, at that time,

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ONE TEST WITH A *SHAPING COMPUTER* IS WORTH ALL THE EXPERT OPINIONS

able to believe statements based on information and belief, 111.4 (c), General Counsel, and I transcended through, in my mind's actuallities, so many "occurances" that transformed "information and belief" to the "reallity" of "personal knowledge", General Counsel, that I reaffirm my request for the Federal Election Commission to "throw the book", this 11CFR1.1 "book", in total, at one time, immediately, at this "complainant", at the very same time that the Federal Election Commission informs each and every "aspirant" for Federal Office, who is "incumbent" in that office and has had direct contact with the "OP01-Intermodal Technology Assessment" March 15, 1971 "internal report" cover-up, and/or the alleged "severe budget restriction" matter described in the January 28, 1980 letter from my trademark counsel regarding "KINGDOME" trademark application 096,527, and I hereby inform the Federal Election Commission that I am following the July 24, 1980 Public Communications suggestion to contact Government Ethics and Public Integrity by forwarding exact copy of what is submitted as my "complaint", in the required three (3) copies to General Counsel of FEC.

For the General Counsel to be able to be certain that 111.4(c) has been thoroughly "differentiated", let me swear to it in this manner, that what has been assembled in the "original" of this notarized complaint of fifty (50) pages with at least 94 added pages of "documentation" is not yet a complete "documentation" of "personal knowledge"111.4(c), even with this added August 17, 1980 (also notarized) and addressed per 11CFR111 to General Counsel to ensure General Counsel that I do, in fact, believe, according to 111.4(a) that "with-holding information" is a violation of statute or regulation that has occurred and is about to occur in continuance of the ability of staff's of senior incumbents being able to avoid being called to account for deliberately ensuring "receipt by elected officials of inaccurate or misinformation", specifically, as I have documented, and the Federal Election Commission is asked to find that provision of information, accurate or inaccurate, to elected officials, by elected official appointed staff members, places the responsibility for that "information" on the "appointing elected official", as certainly Senator Magnuson must be responsible for his personal appointees, whether or not they are still in Federal government employ, and I direct General Counsel's attention to Senator Magnuson's July 19, 1973 letter which says, quote,"I discussed your communications with Senator Magnuson who is most anxious to assist you. As you realize, most of the principals with whom you dealt are no longer in the Department of Transportation and it is very difficult to get the present people in the Department very concerned about previous injustices given the press of business and disarray of affairs generally in Washington,D.C." end quote, and this very quote, is offerred General Counsel and the Commissioners to point out that "jurisdiction" should not begin and end with the tenure of an appointee, nor should responsibility end or begin with an appointee's tenure, which if such is the case, then the Election Commission's responsibility most certainly could be varied by tenure of appointment and senate confirmation, raising the question of,

Page (11) August 17, 1980--Office of General Counsel--Federal Elections Commission, Washington, D.C. "Complaint"

"to whom does the General Counsel account?", and I mean this in the real sense of the quote from Senator Magnuson's July 19, 1973 letter, taken in "EXPLANATION" for 11CFR1.1, "Legal Status", "How to use the code of federal regulations, effective dates,Obsolete provisions-------The Federal Register is permanent, as compared, even to "senate seniority" and on the prima facia evidence of the Federal Register "permanancy" and the stated "supervisory responsibilities" in 111.3 Initiation of compliance matters (2 U.S.C.437g(a)(1),(2)), seeming, to me, to establish jurisdiction as belonging "historically within the Elections Commission on the basis of the "duplicity" initiating compliance matters, by complaint, or by basis of information ascertained by the Commission in the normal course of carrying out its supervisory responsibilities.----and I am certain that my complaint "substantiallycomplies" for 111.5(a) Initial Complaint processing; notification (2 U.S.C.437g(a)(1), under (a) as this complaint has been in every respect prepared under not only 111.4 Complaints (2 U.S.C.437 g (a)(1) but in absolute reliance of the CFR noted U.S.C. sections, and I "say again" that "receipt by elected officials of inaccurate or misinformation" certainly falls into the category of "supervisory responsibilities" and normal course of carrying out the same, especially where 111.4(c) is understood concerning statutes governing perjury, and I expect the same statutes governing perjury to apply to persons on staff and/or elected officials who have had anything to do with "covering-up" the March 15, 1971 "internal report", and General Counsel is asked to "differentiate" between the "CPO1-Intermodal Technology Assessment" that was explained to me as a White House Directive to gather technology for the year 2000, and the Department of Transportation efforts to regard the Feb 25, 1971 exhibit of "TOTAL SYSTEM" as expressed in Secretary of Transportation letter dated July 20, 1972, ss/ Ira Dye, where Mr. Dye armed with many hours of "total system" presentation, as it had been given to Dr. Kovatch, says, quote, "As I told you in our meeting, I feel that a much smaller project proposal, limited in scope to simply the construction of a model and a limited test of it as a planning tool for citizen involvement, would have a greater chance for success." end quote, General Counsel, and this kind of "smaller project proposal" belongs to DOT, as DOT was legislated to begin operation in 1967 under Secretary Alan Boyd, but Ira Dye's DOT responsibility had nothing to do with TSC's assignment to "CPO1", which "CPO1-Intermodal Technology Assessment" review on Feb 25, 1971 had, in fact" ensured me, personally, in agreement to "not simply rebuild my then, 1971, present model", but rather to proceed with building the "training aid", shaping computer, in order to save the time, except that Dr. Kovatch misrepresented the Feb 25, 1971 presentation, and General Counsel is directed to Dan O'Neal's December 22, 1972 letter opting to preclude Senator Magnuson being given the testimony that would factually differentiate the TSC-"CPO1" project from anything then, in 1971, or even now, in 1980, that is underway in DOT proper, and that which was being sought for the year 2000, by White House directive to TSC, as TSC was converted from NASA, and we are right back to "receipt by elected officials of inaccurate or misin-

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formation, which misinformation, in the least, is seriously jeopardizing citizen participation in the right and privilege to vote, in the election process, and "with-holding information" is most factually presented and shown to be beneficial to one and detrimental to another elected official, while the perpetrators of "with-holding information" and most certainly ensuring some portion of elected officials being in "receipt of inaccurate or misinformation", and I expect this "complaint" to fall well within the "supervisory responsibilities" placed upon the Federal Election Commission, which "supervisory responsibility" certainly should extend to protect the general public, who isn't likely to have had the thrust of "personal and notary certified knowledge" upon which this complaint is initiated.

Thank you. This is as "clear" as I can make it, and as concise as I can be, without the slightest apprehension to swear the notary, and most of all to seek the Federal Jurisdiction---,holding responsibility.

Sven A. Johnson

Sven A. Johnson

State of Michigan
County of Gogebic

On this day personally appeared before me Sven A. Johnson to me known as the individual who executed the foregoing twelve (12) pages to ensure compliance to filing this "Complaint" with the Federal Elections Commission in the generallity of 111.4(a), but in specificity of 11CFR 1.1, and acknowledged and signed the same as his free and voluntary act and deed, for the uses and purposes mentioned therein, described as his concern to preclude, "receipt by elected officials of inaccurate or misinformation".

Given under my hand and official seal this 20th day of August, 1980.

Isabelle E. Haapoja

Notary Public in and for the State of Michigan, residing at Bessemer, MI

ISABELLE E. HAAPOJA
Notary Public - Gogebic Co., Mich.
My Commission Expires June 9, 1982

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ISABELLE E. HAAPOJA
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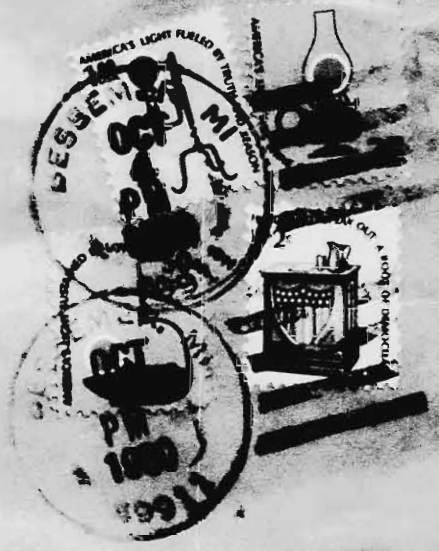

General Counsel
Federal Elections Commission
1325 K Street, N.W.
Washington, D. C. 20463

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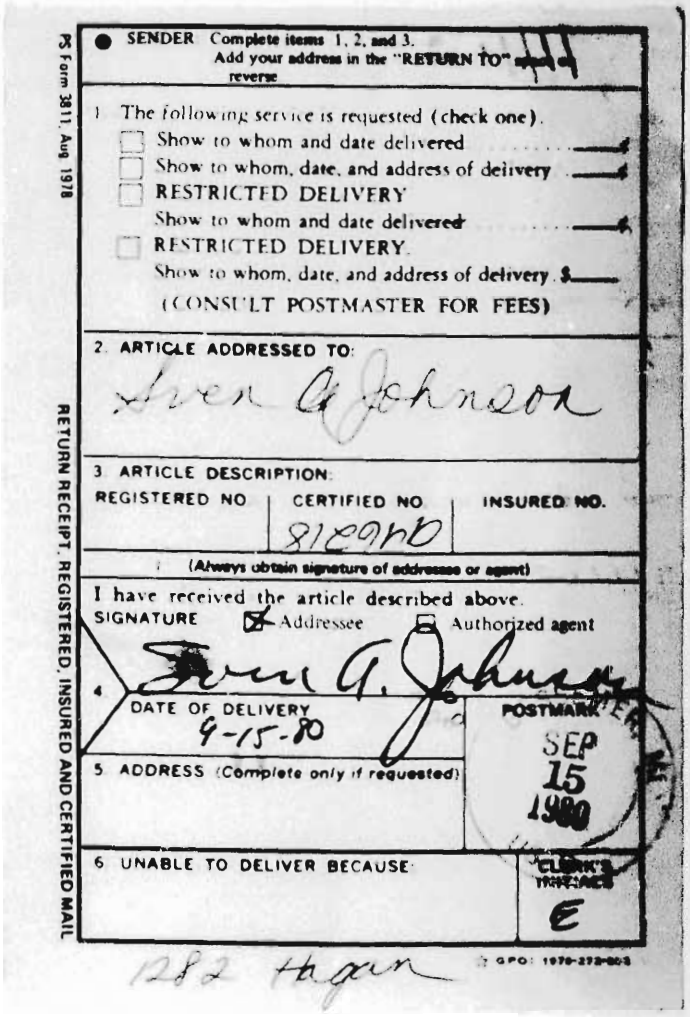

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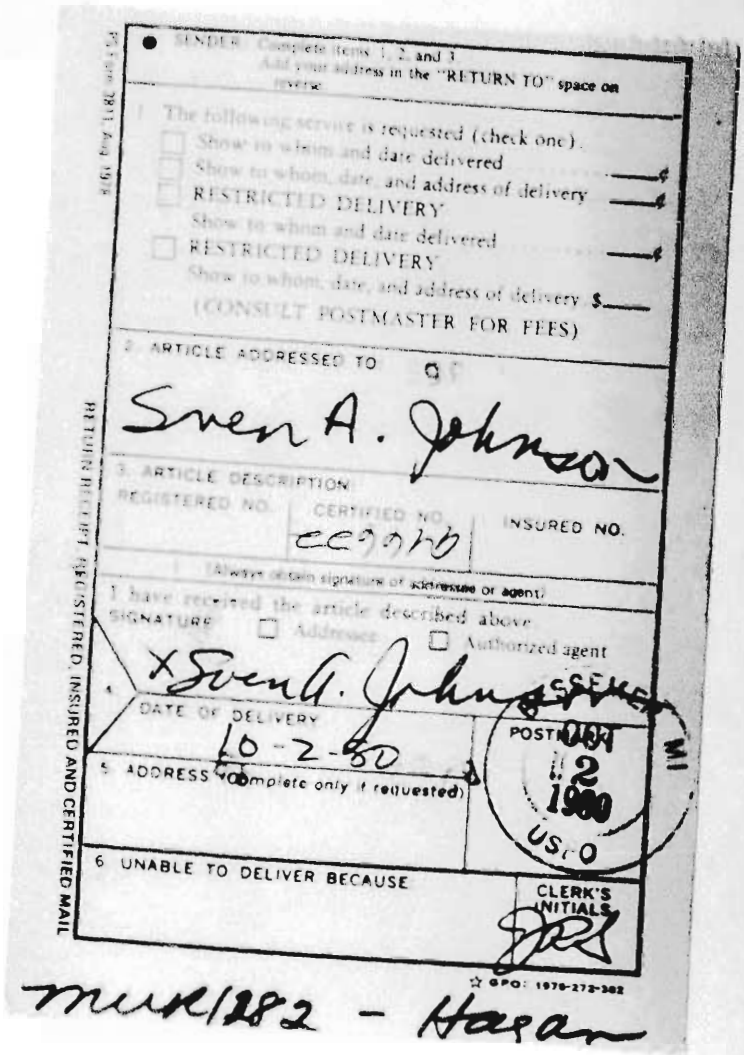

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