



DUTY, HONOR and COUNTRY with CALM and AMERICAN COURAGE

- [Home](#)
- [About](#)
- [Contact](#)
- [Wanta! Black Swan, White Hat](#)
- [Projects](#)
- [Speech](#)
- [Wanta Emails](#)
- [Wanta Radio](#)

[Home](#) » [America](#) » High Speed Rail – American Jobs

## High Speed Rail – American Jobs

Dec 31, 2013 by [sa](#)



by [Preston James](#) and Marilyn MacGruder Barnewall

published first at <http://www.veteranstoday.com/2013/12/28/high-speed-rail/> – published here by permission from the Author.

**In the second half of the 19th century, the Atchison Topeka & Santa Fe (AT&SF) Railway took to heart Horace Greeley’s advice go “Go West, young man, go West.”**

Until that time, American pioneers found their way across the rugged western plains via wagon train. After the Civil War, the country was ready to be united by train, the first Transcontinental Railroad in the United States... and the AT&SF Railroad became the Santa Fe Southern Pacific Railroad.

In the late 1980s, United States President Ronald W. Reagan gave a mandated order/directive to Leo Emil Wanta\* (Presidential Executive Order No. 12333). President Reagan authorized Wanta's company, New Republic/USA Financial Group, Ltd., Jackson, Mississippi, USA (a Mississippi intelligence operations group under Title 18 USC Section 6 (line 11) to build or otherwise obtain a rail system capable of moving MX Mobile Missiles.



Reagan's directive had to do with an Operational Plan to lawfully purchase the Santa Fe & Southern Pacific Railroad in the U.S. Bankruptcy Court for authorized mobilization and deployment activities. One of those authorized activities involved the movement of MX Mobile Missiles to an underground storage facility at Redstone Arsenal in Huntsville, Alabama. Redstone began as a chemical weapons manufacturing facility for WWII but became the Army's focal point for rocket and space projects (including the development of the first U.S. ballistic missiles and space launch vehicles).

**Ambassador Lee Wanta was asked by President Reagan to assist with the transportation of MX Missiles.**



MX Missiles transported in disguise inside specially constructed Railroad Cars.

Though using an old bankrupt railroad called Santa Fe & Southern to move MX Mobile Missiles is a far cry from planning a national high-speed rail system, that is how Ambassador Lee Emil Wanta got involved in planning a national high-speed rail facility for the American people. It began as a means to quickly and efficiently move MX Mobile Missiles and ended as the dream of an engineer who could see the long-term benefits to his nation if such a system were implemented.

For those who have no idea how far-sighted President Ronald Reagan and his intelligence team were, a mid-December 2013 news story might help you understand. It's about Russia and an announcement made by President Vladimir Putin. These paragraphs were included in the Associated Press news article:

**"Russia is developing a new intercontinental ballistic missile mounted on a railway car in a bid to counterbalance prospective U.S. weapons, a senior military officer has said.**

**"Colonel General Sergei Karakayev, the chief of the military's Strategic Rocket Forces, said in remarks carried by Russian news agencies on Wednesday that the new weapon would be much easier to camouflage than its predecessor. The Soviet-designed railway missiles were scrapped in 2005.**

**"Karakayev said the Yars missile intended for the project was much lighter than the Soviet-built system and could be put inside a regular refrigerator car unlike its predecessor, which required a heavier and bigger car that could be detected by enemy intelligence."**

All Putin is doing today is a mirror image of what Reagan and Wanta were doing back in the 1980s and 90s. There is a long and not-so-glorious history for a high-speed rail program that has yet to be implemented in the United States... but let's start at the beginning.

**Wanta purchased the Federal Land Bank Building in Jackson, Mississippi.**

The direct mandated order that Lee Wanta got from President Reagan told him to purchase the Federal Land Bank Building in Jackson, MS, which would be used for logistics and satellite feed. The funds to buy the building and the Santa Fe & Southern Pacific Railroad came from the Department of Defense to Wanta's company, New Republic. The money was placed in Deposit Guaranty Bank in Mississippi and the credit cards for field operations were issued by Merrill Lynch to the New Republic/USA Financial Group.

If you have read Chapter 9 of Wanta's biography, WANTA! Black Swan, White Hat (1) (available at Amazon.com Kindle), you are aware that the prosecuting attorney in Wanta's civil/criminal tax evasion Kangaroo trial, J. Douglas Haag, a Wisconsin Assistant Attorney General, made much to-do about a \$500,000 deposit made to the Mississippi bank, informing Wanta's civil tax evasion jury the funds were Wanta's personal property, but then misrepresented them as evidence of his guilt as a tax evader in the State of Wisconsin.



### **Wanta is wrongly set up in one of the biggest miscarriages of justice ever.**

These funds, of course, came from the Department of Defense and represented nothing of the kind... but Haag had Wanta in a box. The money had been provided to purchase a railroad that would be used to haul MX Mobile Missiles to defend the nation. The railroad and building for which the funds were provided both were linked to a highly secret mandate from the President of the United States and Wanta could not make that information public at his phony criminal trial for tax evasion. Instead, he had to eat a 22-year prison and parole sentence.

At the time of Wanta's Mississippi attempt to purchase the Santa Fe & Southern Railroad for moving the MX Mobile Missiles to appropriate locations for the national defense of the country, the Central Intelligence Agency (for which Vice President George Herbert Walker Bush had been Director until becoming vice president under Reagan) was America's primary intelligence agency. Because Reagan believed that the CIA was totally corrupted, he and Wanta were in the process of implementing a new intelligence agency called Intelligence Services Agency (ISA) which would have put the CIA into competition with the ISA for its survival. Lee Emil Wanta was to be the Assistant Director of the new intel-ops group... one of the reasons he was targeted as someone who needed to be "taken down."

### **High Speed Rail (HSR) blocked by Political Cronyism.**

As is almost always true in the world of political cronyism, the CIA was threatened by the presence of the new ISA group and was probably behind the failure of the acquisitions program – the railroad and the Federal Land Bank Building – to implement President Reagan's plans. The result: the CIA did not want the MX Mobile Missiles being moved around by the Department of Defense via Wanta's company – a Title 18 USC Section 6 (Line 11) intelligence gathering corporation. They wanted to control the operation complete with "set-aside allocations" and other financial motivation to be enjoyed by the participants at the expense of American taxpayers.

**Today's politics include guaranteed employment for well-known public employees called upon to perpetrate fraud upon the people of America while being paid by those very same people... they get set-aside allocations (like university positions funded by the government) and other revolving door professional courtesies like honorariums that bring with them power and position.**

Surely you've noticed how the doors at Goldman Sachs swing open to place Henry Paulson as Secretary Treasury and how the government doors swing open so Robert Rubin can join Goldman Sachs... or how easily Janet Napolitano walked into her new job in California's University System. Reagan's and Wanta's ISA made no such concessions to politicians and bureaucrats and so completing the mission was made impossible for Wanta. To make sure completing the mission was impossible, Wanta was put in prison in Switzerland – no charges were ever filed during his 134 day prison stay in Lausanne's du Bois prison. They just kept him in an isolated dungeon cell likely built about the time Rome fell.

### **High Speed Rail (HSR) can provide Civil Defense capabilities not otherwise possible.**

The public was to be told that the rail system Wanta was told to purchase was that people could quickly be moved to safety when the need arose... a hurricane evacuation route for Florida, Georgia, Alabama, Mississippi and Texas and that high-speed rail filled that need nicely. The hard core reason that justified the costs involved was, however, national defense: the movement of MX Mobile Missiles to critical locations.

**So there you have that's the synopsis of why Putin is, in December 2013, taking advantage of the original plan for Mobile MX Missiles born during the Reagan Administration under the management of Secret Agent Lee Emil Wanta... a plan that would have saved us from the USSR at that time. Wanta was working in concert with General James A. Abrahamson, Central Intelligence Director William Casey, former Central Intelligence Director William Colby, and Reagan's Attorney General, William French Smith. Gen. Abrahamson was Director for the F-16 Multinational Air Combat Fighter Program at Aeronautical Systems Division before being assigned Administrator for the Space Transportation System, and was responsible for the nation's space shuttle program. In 1980, he assumed the duties of Deputy Chief of Staff for Systems, Air Force Systems Command Headquarters.**

And there you have the reason behind the birth of high-speed rail and the many positive ways it can be used for the good of the people to escape natural (and other) disasters rather than being trapped in big cities and forced to face possible death... and, of course, as is always in the very busy mind of Secret Agent Leo Wanta, the national defense.

**What is this national high-speed rail system that is so high on Lee Wanta's list of things that America needs done so the Constitutional Republic can be restored? Is it something we should do?**

First, it's not a "should do" thing – it's a MUST DO because HSR will increase employment and the career opportunities – full-time, well-paid jobs with full benefits – will help stabilize economic recovery nationally, and do it quickly. Well, if it's done properly and is a privately-owned, national project rather than another cronyism project of either political party, economic recovery will stabilize nationally.

Building a high-speed rail system will cause local, state and federal tax revenues to stop their drop into oblivion. Is there a city or town that didn't think the gravy train would go on forever – and are suffering mightily from their over-spending and lack of saving for economic downturns? How many cities in California alone have gone bankrupt? That disease of bankruptcy has spread to Detroit – with Chicago next? How many municipal bonds are at risk as this is being written? Far more than you're hearing about is the answer to that question. Who do you think will be asked to pick up the tab for these failed cities?

### **Other major nations have High Speed Rail including France, Japan and China.**

The rest of the world is passing America by in the world of transportation. This isn't about winning a competition, it's about increasing our capacity to



produce and compete with other nations to sell American goods effectively both nationally and internationally. Japan implemented its first HSR train in the mid-1960s. On any given day in France, more than 450 high-speed rail trains are running. In France, they are known as TGV (Train a Grande Vitesse). French HSR offers about 150 destinations and the trains travel at 200 miles per hour. The TGV Atlantique carries over 40,000 passengers each day.

**China has opened more than 42 high-speed rail lines and has the world's biggest train network, with 56,000 miles (91,000 kilometers) of passenger rail. Even with so much traditional and high-speed rail access, trains are overloaded with passengers and cargo.**

Chinese rail technology dominates that nation's foreign diplomacy, extending the country's regional influence as well as addressing its growing energy demands. During this same time, US Transportation Secretary Ray LaHood played Tinker Toys with Amtrak, thinking he can hornswoggle the American people into accepting the equivalent of Amtrak's Acela line as "high-speed rail" – which it is not. The U.S. Government appears to want to charge American taxpayers for the larger costs of high-speed rail, but provide instead the same failed system that keeps Amtrak in the red by a billion plus dollars every year.

**Amtrak is old, inefficient, slow and is government owned and controlled.**

Amtrak is the National Railroad Passenger Corporation and it is 40 years old. It is government owned and controlled. It is Union operated and employs more than 20,000 workers and its CEO is appointed by the President of the United States... a political appointment. The Amtrak budget is allocated by Congress (and it is thus dependent upon its friendly relations with Congress – keeping elected officials happy for its existence – do I hear echoes of "cronyism" here?).

**Does this sound like the best possible expertise source to build a new, high-tech rail project? Amtrak can't even run its own company in a business-like manner. In fiscal year 2010, Amtrak earned \$2.51 billion and expensed \$3.74 billion... a net \$1.2 billion loss. The Amtrak system is antiquated, bloated and inefficient and its total cost to taxpayers for its 40 years of service is \$50 billion.**

Yet, Amtrak which has absolutely no experience in the world of high-speed rail is the expertise source selected by the Obama Administration. It was the expertise source for George W. Bush, too – and Bill Clinton and George H.W. Bush. Why? Remember those "set-aside allocations" we discussed above? Since Ronald Reagan left office, both elected politicians and unelected bureaucrats can control the goodies handed out by a government-controlled entity.

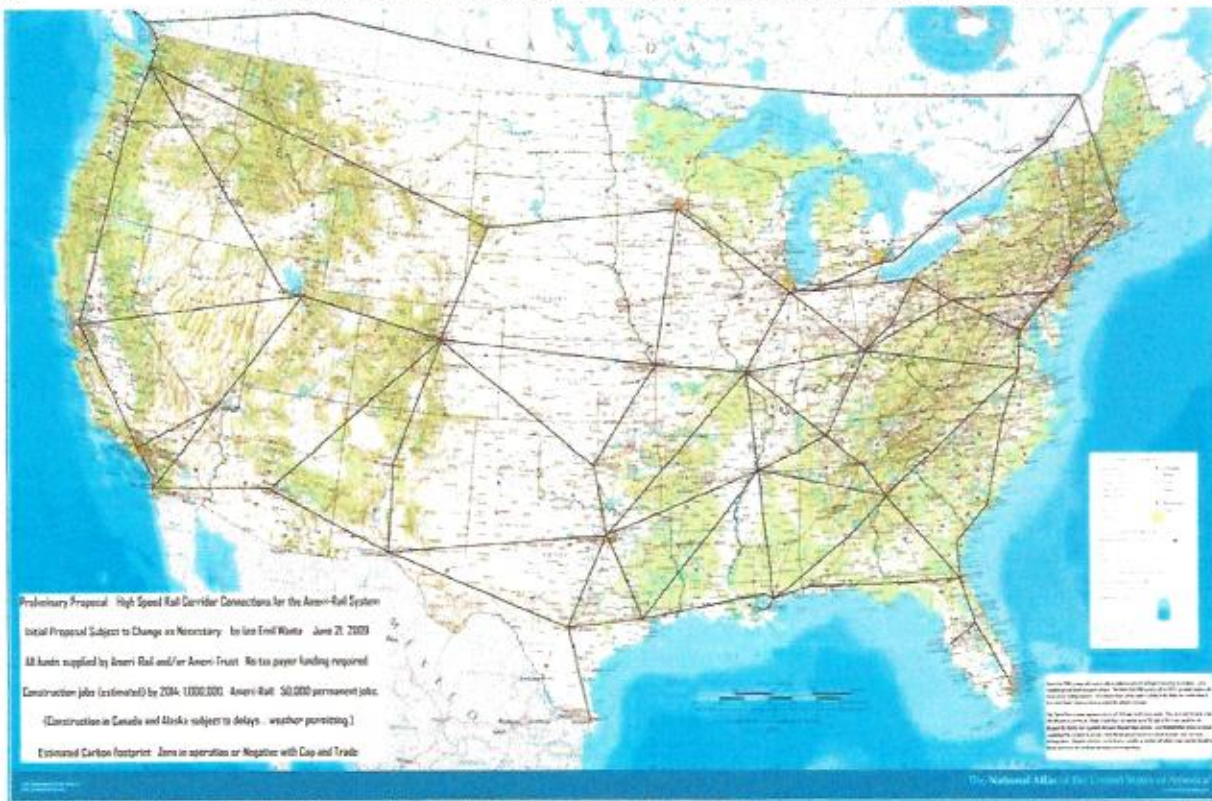
**No cronyism would be allowed by President Reagan and his Secret Agent Wanta in the construction of the High Speed Rail System (HSR).**

Wanta and Ronald Reagan were determined there would be no set-aside allocations, no cronyism – no favors given to former college roommates to develop the Obamacare computer software, no \$528 million loan losses to Solyndra. You remember a major backer of the solar energy company, billionaire George Kaiser, don't you? He was a major Solyndra backer and was heavily involved in soliciting donations for Obama's 2008 presidential campaign. To complete the disgusting picture of cronyism at its worst, Goldman Sachs, was Solyndra's financial adviser. Lee Wanta is determined that the American people will not pay for set-aside allocations for politicians or freebies for bureaucrats. Not on this railroad!

## COST

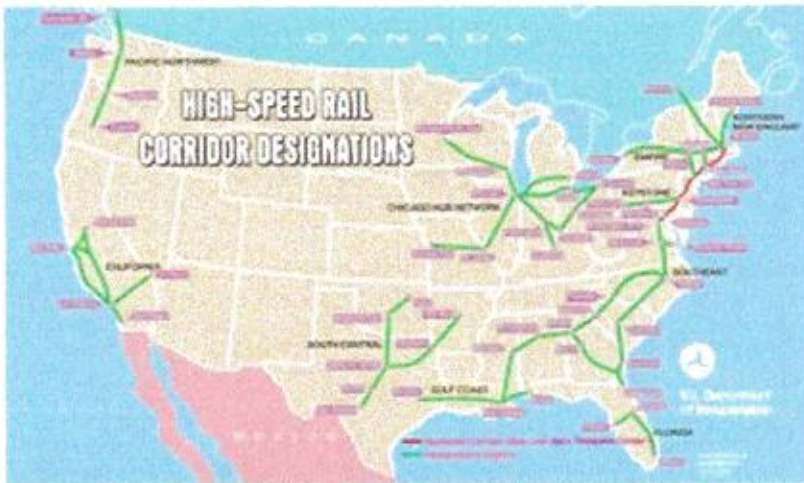
People talk about the cost of high-speed rail, but it is tens of billions less costly than the alternative – expanding highways and airports to accommodate population growth. And, the environmental advantages to HSR are phenomenal – far better than jets, buses and cars. People who think it's costly to build a high-speed rail system need to check with Boeing to find out the cost of building jet airplanes (that carry far fewer people) for the airline industry. Of course, the government doesn't own the airlines – yet – but wants to own high-speed rail. And the airlines don't want the competition of a well-run high-speed rail line and lobby effectively to prevent Lee Wanta from gaining access to his own funds that will make it possible for him to build such a system for the American people.





Above is Lee Wanta's

high-speed rail map. Below is a map provided by the Department of Transportation for their proposal of a much lower speed, segmented system. Which do you prefer?



**WHAT IS HIGH-SPEED RAIL?**

- A. High-speed rail trains exceed 150 m.p.h. China's newest trains average 222 m.p.h.
- B. Rapid Rail trains average between 75/100 to 150 m.p.h.
- C. Rapid Transit – city trains and Amtrak, etc. – travels from zero to 75/100 m.p.h.

**OTHER IMPORTANT DIFFERENCES.**

The newest HSR trains don't rely on locomotives pulling or pushing them. Power is distributed throughout the maglev rails.

In addition to track beds and rails and fences and signals and new train depots that need to be built, we will need a new electrical grid – a system with substations (nuclear/non-nuclear). Can the government afford that? Are you kidding? They can't even afford to pay retirement pay increases to retire military personnel! That's why it requires a private investor who is experienced in the field and knows what he's doing. If Obama and Biden and Amtrak can't even define high-speed rail properly, how in the world can we expect them to build it?

**JOBS:**

Here's what AmeriRail's statistics say about job creation:

- 1. Within 60 days: 100,000 new career employees;
- 2. Within 120 days: 300,000 additional new career employees;



3. Within 180 days: 600,000 additional, new career employees;
4. Within 270 days: 200,000 additional, new career employees;
5. Within 365 days: 300,000 additional, new career employees;
6. Within 18 months: 500,000 additional new career employees.

**The AmeriRail plan results in two million new career employees for at least five years – that's Private Sector, not government/public sector jobs.**

That sounds like a lot of jobs, but in China, 110,000 jobs were created for one 820-mile high-speed rail route from Shanghai to Beijing. Another plan, created by the State of Florida for its high-speed rail system, created 40,000 new jobs for that State, alone. Multiply that by 50. The jobs are in construction, manufacturing, operations, maintenance, etc. The AmeriRail plans call for coast-to-coast construction, East/West and North/South.

#### **HISTORY OF High Speed rail (HSR) USAGE:**

At peak times, more than 1,000 people leave Paris every 30 minutes for Lyon – and those trains are full. Why? Because for every 621,000 miles HSR trains travel, there are only FIVE MINUTES of delays. Those statistics came from the French.

#### **THE POLITICS OF IT ALL:**

The airlines lobbyists are fighting hard against high-speed rail because it will cut into their already hurting cash flow. Experience around the world proves that consumers choose high-speed rail, not airplanes, for trips of three-hours, or less. There go the flights between Chicago/ Cincinnati/St. Louis/Minneapolis and between Denver/Salt Lake City/Phoenix, etc. Actually, high-speed rail would allow the airlines to go back to what they were intended to do: Carry passengers on long flights and stop socking it to people who need only travel short distances but must pay an arm and a leg for a 300 or 400 mile trip.

Too, the Federal Rail Administration just doesn't have a clue when it comes to high-speed rail. In a Canada Free Press article, Marilyn Barnewall refers to the terrible "Business Plan" created for high-speed rail by that agency. She mentions that the Secretary of Transportation, Ray LaHood, focused on safety to a point that makes it impossible to build an American high-speed rail system.

**In a June 2009 New York Times article, those affiliated with European high speed rail are quoted as saying: "The FRA has largely focused on requiring trains to demonstrate crash worthiness, whereas in Europe and Asia the emphasis is on avoiding crashes." For almost 50 years of HSR history, there was not a death caused by an accident. On July 23, 2011, two Chinese HSR trains were traveling on the same rail line and collided. Both derailed and 40 people were killed. Close to 200 people were injured. It was the first fatal HSR crash in China and the second in its number of deaths and injuries in HSR history. High speed, however, was not a factor in the Chinese crash as both trains were moving at about 60 miles per hour at the time of the accident. It was a track signaling problem caused by faulty equipment – built too hastily in the government's drive to increase the competitive factors involving its high-speed rail program.**

We don't need another industry taken over by government. And always remember that high-speed rail as planned by government is tied to Agenda 21/sustainable development objectives designed to get citizens off of the land in rural America and to "stack 'em and pack 'em" in apartments in large metropolitan areas where they can ride rapid transit to work – or, a bicycle – or, they can walk. Rapid Rail and Rapid Transit will be used to "stack 'em and pack 'em." High-speed rail achieves the precise opposite. It makes possible the movement of people from rural America where they live to highly-populated areas where they work and can provide that service on a reliable daily basis. You can live 100 miles from where you work and get there in less than an hour.

**By preventing the construction of a suitable High Speed Rail System (HSR), government can much more easily control the mass transportation of citizens by airlines, conventional train, bus and highway.**

There is no doubt that the United States needs to recapture and rebuild its manufacturing and industrial components. If we do not, we will never be able to take care of ourselves as a nation. HSR can, properly implemented, stimulate several industries. Steel for rails is needed. A new electrical grid is needed. Stations and depots must be built. Since American industry knows nothing about building high-speed rail cars, one of the world's HSR rail car experts needs to be enticed into opening a plant here, to hire and train American workers.

#### **What needs immediate attention for High Speed Rail (HSR).**

The following is a list of things that need immediate attention if high-speed rail is to become a reality. It was created by a private company – Lee Wanta's company – that has been offering since 1995 to build America's high-speed rail system with zero tax dollars. That is unfamiliar territory for bureaucrats, but "private capital" translates to "zero tax dollars" – which is about what the government currently has in its coffers.

1. Right of Way and Roadbed planning and construction;
2. Roadbed equipment and engineering; with vehicular traffic tunnels;
3. Hi-Speed Train engines and passenger rail-cars;
4. Civil engineering studies and FDA/US Army approvals/modifications;
5. Real Estate and Land procurement;
6. Electrical Power Stations;
  - a. Westinghouse
  - b. General Electric
  - c. Other alternatives



7. Hotel, Depot and Maintenance Facilities: design and construction;
8. Rail Track Assembly Plants (20 buildings, minimum);
9. Electrical Power Stations/Plants (Non-nuclear/Nuclear);
10. Human resources;
11. Vehicle procurement;
12. Metal Tower fabrication and wiring;
13. Overall safety and security programs;
14. Underground electrical, water, gas piping between corridors;
15. Parallel two way emergency and evacuation vehicle roadways;
16. Food Management Services;
17. Emergency Health and Safety Services"

The above list is taken directly from the AmeriRail/Wanta high-speed rail plan which government has had in its greedy little hands since the mid 1990s. Had the government allowed the plan to be implemented, how many people could have escaped the devastation of Katrina?

**How many people in New York would have had access to clean water after Hurricane Sandy from the Wanta high-speed rail water lines? Actions have consequences. Instead, government bureaucrats and elected officials found it of greater benefit to them to keep playing games with the Wanta funds... the \$4.5 trillion SWIFT (Clear Inward Remittance) wired to his Richmond, VA Bank of America checking account which disappeared down a Federal Reserve/Treasury Department rabbit hole in 2006. So, the obvious question presents itself: Why is the government refusing to give to Lee Emil Wanta the funds that make a high-speed railroad system available to the American people?**

Why is the American government letting China, France, England, Japan and other nations get a 50-year head start on us? The People's Bank of China made the funds transfer in 2006?

**These questions are not passive in nature. They are questions each one of you reading this article should be asking your elected officials.**

**Judge Gerald Bruce Lee determined the funds belonged to Wanta is a 2003 Federal District Court Decision.**

**Reference : United States District Court – Richmond, Case No. 02-1363-A Wanta – vs – United States of America :**

**THE HONORABLE, JUDGE LEE, ON APRIL 15, 2003, ISSUES A MEMORANDUM OF OPINION, REFERENCING PAGE 10, PLAINTIFF'S SOLE REMEDY IN THIS MATTER IS TO PROCEED WITH THE LIQUIDATION OF THE CORPORATIONS AND REPORT THESE TRANSACTIONS TO THE INTERNAL REVENUE SERVICE IN ACCORDANCE WITH THE INTERNAL REVENUE CODE AND THEN CHALLENGE THE ASSESSMENT OF ANY TAXES IN A REFUND PROCEEDING. ( SEE INT'L LOTTO FUND, 20F. 3d AT 591.)**

**Everything is in place to activate the Wanta HighSpeed Rail System (HRS) Plan.**

All that must happen to activate the plan is the enforcement of the American Rule of Law so that Lee Wanta can proceed with the HSR System (HRS Maglev Bullet Train) Plan.

**References:**

(1) Black Swan, White Hat, Kindle Edition, <http://www.amazon.com/WANTA-Black-Swan-White-Hat-cbook/dp/B00FPDOFT4>

(2) <http://www.veteranstoday.com/2013/11/10/was-ronald-reagan-the-last-duly-elected-president/>

\* **Lee Wanta:** Former Presidential Secret Agent under the Totten Doctrine [92 U.S. 105, 107 (1875), National Security Decision - Directive Number 166, dated March 27, 1985, inter alia] under U.S. President Ronald W. Reagan, whom some experts consider to be our last legally and duly elected President.  
 (2) Ambassador Wanta served – under Presidential Mandate – as a close personal consultant to President Reagan and was credited with having a major role engineering an end to the Soviet Union Cold War and the “tearing down of the Iron Curtain”. His remarkable story is now revealed in detail for the first time in a book authored by his biographer, Marilyn MaGruder Barnewell, titled, Wanta! Black Swan, White Hat, latest Edition now available on Kindle.

**Marilyn MacGruder Barnewell:** A career banker who holds a graduate degree in business and finance, Marilyn Barnewell began her career as an investigative journalist in 1956 at the Wyoming Eagle in Cheyenne. During her banking career, she wrote extensively for The American Banker, Bank Marketing Magazine, Trust Marketing Magazine, and was U.S. Consulting Editor for Private Banker International (London/Dublin) as well as other major banking industry publications. She has written seven non-fiction and two fiction banking books, and her most recent book is the biography of Ambassador Lee Emil Wanta. Barnewell is the former Editor of The National Peace Officer Magazine and has written guest editorials for the Denver Post, Rocky Mountain news, and Newsweek, among others. On the Internet, she writes for News With Views, Canada Free Press, Veterans Today, and others. She has been quoted in Time, Forbes, Wall Street Journal, and other national and international publications. She can be found in Who's Who in America, Who's Who of American Women, Who's Who in Finance and Business, and Who's Who in the World.

Share this:

Share

## Related Posts