High Speed Rail-American Jobs - The Hill

"...That I should bear winess to the truth." - John 18:37 // David E. Maine Republic Email Alert

Robbison, Publisher

(HG HILL -PART II

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by Preston James and Marilyn MacGruder Barnewall



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COLUMNIA

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

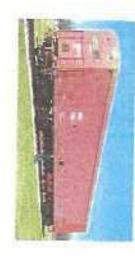
States... and the AT&SF Railroad became the Santa Fe Southern Pacific Railroad. Civil War, the country was ready to be united by train, the first Transcontinental Railroad in the United Until that time, American pioneers found their way across the rugged western plains via wagon train. After the

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



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

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



MX Missiles transported in disguise inside specially constructed Railroal Cars.

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 planning a national high-speed rail facility for the American people. It began as a means to quickly and from planning a national high-speed rail system, that is how Ambassador Lee Emil Wanta got involved in Though using an old bankrupt railroad called Santa Fe & Southern to move MX Mobile Missiles is a far cry

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

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

Forces, said in remarks carried by Russian news agencies on Wednesday that the "Colonel General Sergei Karakayev, the chief of the military's Strategic Rocket

new weapon would be much easier to camouflage than its predecessor. The Sovietdesigned railway missiles were scrapped in 2005.

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

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. All Putin is doing today is a mirror image of what Reagan and Wanta were doing back in the 1980s and 90s.

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

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

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

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

parole sentence information public at his phony criminal trial for tax evasion. Instead, he had to eat a 22-year prison and linked to a highly secret mandate from the President of the United States and Wanta could not make that Mobile Missiles to defend the nation. The railroad and building for which the funds were provided both were 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

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

High Speed Rail (HSR) blocked by Political Cronyism.

allocations" and other financial motivation to be enjoyed by the participants at the expense of American -5-(Line 11) intelligence gathering corporation. They wanted to control the operation complete with "set-aside Missiles being moved around by the Department of Defense via Wanta's company – a Title 18 USC Section 6 ISA group and was probably behind the failure of the acquisitions program – the railroad and the Federal As is almost always true in the world of political cronyism, the CIA was threatened by the presence of the new Land Bank Building – to implement President Reagan's plans. The result: the CIA did not want the MX Mobile

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

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

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

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. moved to safety when the need arose... a hurricane evacuation route for Florida, Georgia, Alabama, Mississippi The public was to be told that the rail system Wanta was told to purchase was that people could quickly be

Administration under the management of Secret Agent Lee Emil Wanta... a plan 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

of Deputy Chief of Staff for Systems, Air Porce Systems Command Headquarters. Multinational Air Combat Fighter Program at Aeronautical Systems Division General, William French Smith. Gen. Abrahamson was Director for the F-16 responsible for the nation's space shuttle program. In 1980, he assumed the duties before being assigned Administrator for the Space Transportation System, and was Casey, former Central Intelligence Director William Colby, and Reagan's Attorney concert with General James A. Abrahamson, Central Intelligence Director William that would have saved us from the USSR at that time. Wanta was working in

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

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

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

mightily from their over-spending and lack of saving for economic downturns? How many cities in California 4 oblivion. Is there a city or town that didn't think the gravy train would go on forever - and are suffering Building a high-speed rail system will cause local, state and federal tax revenues to stop their drop into

question. Who do you think will be asked to pick up the tab for these failed cities? municipal bonds are at risk as this is being written? Far more than you're hearing about is the answer to that alone have gone bankrupt? That disease of bankruptcy has spread to Detroit – with Chicago next? How many

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

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. On any given day in France, more than 450 high-speed rail trains are running. In France, they are known as goods effectively both nationally and internationally. Japan implemented its first HSR train in the mid-1960s. The rest of the world is passing America by in the world of transportation. This isn't about winning competition, it's about increasing our capacity to produce and compete with other nations to sell American

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

system that keeps Amtrak in the red by a billion plus dollars every year. equivalent of Amtrack'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 as well as addressing its growing energy demands. During this same time, US Transportation Secretary Ray Chinese rail technology dominates that nation's foreign diplomacy, extending the country's regional influence LaHood played Tinker Toys with Amtrak, thinking he can hornswoggle the American people into accepting the

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

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

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

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

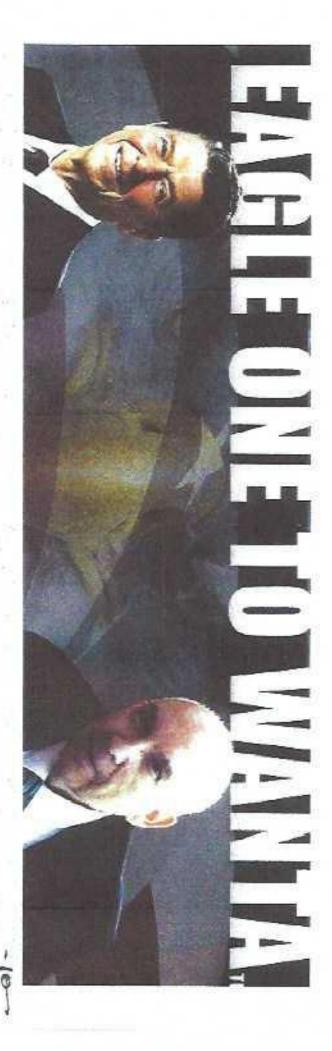
No cronyism would be allowed by President Reagan and his Secret Agent Wanta in the construction of the High Speed Rail System (HSR).

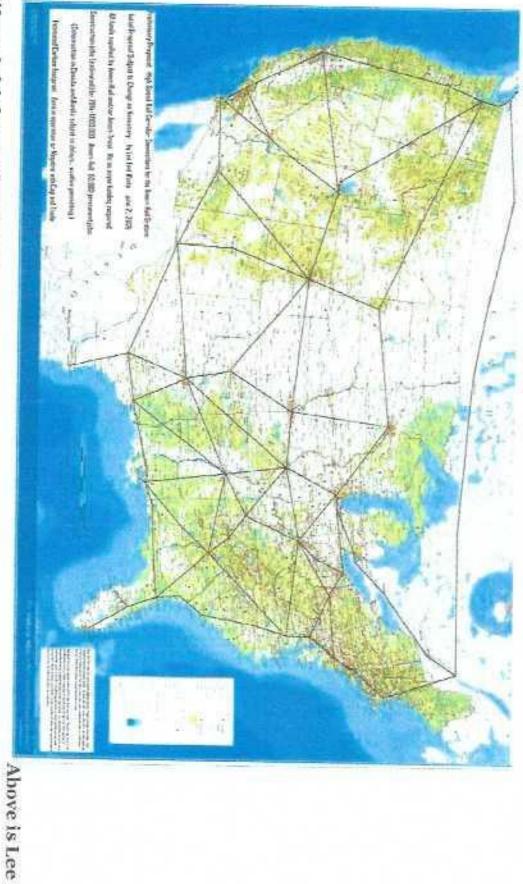
presidential campaign. To complete the disgusting picture of cronyism at its worst, Goldman Sachs, was He was a major Solyndra backer and was heavily involved in soliciting donations for Obama's 2008 to Solyndra. You remember a major backer of the solar energy company, billionaire George Kaiser, don't you? given to former college roommates to develop the Obamacare computer software, no \$528 million loan losses Wanta and Ronald Reagan were determined there would be no set-aside allocations, no cronyism – no favors

allocations for politicians or freebies for bureaucrats. Not on this railroad! Solyndra's financial adviser. Lee Wanta is determined that the American people will not pay for set-aside

COST

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 for the airline industry. Of course, the government doesn't own the airlines - yet - but wants to own highrail system need to check with Boeing to find out the cost of building jet airplanes (that carry far fewer people) expanding highways and airports to accommodate population growth. And, the environmental advantages to People talk about the cost of high-speed rail, but it is tens of billions less costly than the alternative -HSR are phenomenal - far better than jets, buses and cars. People who think it's costly to build a high-speed system for the American people





Wanta's high-speed rail map.

segmented system. Which do you prefer? Wanta's hgh-speed rail, or the DOT's? Below is a map provided by the Department of Transportation for their proposal of a much lower speed,



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

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 🏒 🗷 – need a new electrical grid – a system with substations (nuclear/non-nuclear). Can the government afford that? In addition to track beds and rails and fences and signals and new train depots that need to be built, we will

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:

- Within 60 days: 100,000 new career employees;
- 2. Within 120 days: 300,000 additional new career employees;
- Within 180 days: 600,000 additional, new career employees;
- Within 270 days: 200,000 additional, new career employees;
- Within 365 days: 300,000 additional, new career employees;
- Within 18 months: 500,000 additional new career employees.

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

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

HISTORY OF High Speed rail (HSR) USAGE:

came from the French. 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

THE POLITICS OF IT ALL:

distances but must pay an arm and a leg for a 300 or 400 mile trip. were intended to do: Carry passengers on long flights and stop socking it to people who need only travel short 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 cash flow. Experience around the world proves that consumers choose high-speed rail, not airplanes, for trips The airlines lobbyists are fighting hard against high-speed rail because it will cut into their already hurting

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. 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

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

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

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

the world's HSR rail car experts needs to be enticed into opening a plant here, to hire and train American 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 components. If we do not, we will never be able to take care of ourselves as a nation. HSR can, properly There is no doubt that the United States needs to recapture and rebuild its manufacturing and industrial

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

translates to "zero tax dollars" – which is about what the government currently has in its coffers. high-speed rail system with zero tax dollars. That is unfamiliar territory for bureaucrats, but "private capital" 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

- Right of Way and Roadbed planning and construction;
- Roadbed equipment and engineering; with vehicular traffic tunnels;
- Hi-Speed Train engines and passenger rail-cars;
- Civil engineering studies and FDA/US Army approvals/modifications;
- 5. Real Estate and Land procurement;
- Electrical Power Stations;
- Westinghouse
- b. General Electric
- c. Other alternatives
- Hotel, Depot and Maintenance Facilities: design and construction;
- Rail Track Assembly Plants (20 buildings, minimum);
- Electrical Power Stations/Plants (Non-nuclear/Nuclear);
- to. Human resources;
- Vehicle procurement;
- Metal Tower fabrication and wiring;
- Overall safety and security programs;
- Underground electrical, water, gas piping between corridors;
- Parallel two way emergency and evacuation vehicle roadways;
- Food Management Services;
- Emergency Health and Safety Services"

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

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

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

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

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

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

AND REPORT THESE TRANSACTIONS TO THE INTERNAL REVENUE SERVICE IN MATTER IS TO PROCEED WITH THE LIQUIDATION OF THE CORPORATIONS OPINION, REFERENCING PAGE 10, PLAINTIFF'S SOLE REMEDY IN THIS THE HONORABLE, JUDGE LEE, ON APRIL 15, 2003, ISSUES A MEMORANDUM OF

THE ASSESSMENT OF ANY TAXES IN A REFUND PROCEEDING, (SEE INT'L LOTTO FUND, 20F. 3d AT 591.) ACCORDANCE WITH THE INTERNAL REVENUE CODE AND THEN CHALLENGE

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 References: can proceed with the HSR System (HRS Maglev Bullet Train) Plan.

- (1) Black Swan, White Hat, Kindle Edition, http://www.amazon.com/WANTA-Black-Swan-White-Hatcbook/dp/BooFPDOFT4
- (2) http://www.veteranstoday.com/2013/11/10/was-ronald-reagan-the-last-duly-elected-president/
- Marilyn MaGruder Barnewell, titled, Wanta! Black Swan, White Hat, latest Edition now available on Kindle. Curtain". His remarkable story is now revealed in detail for the first time in a book authored by his biographer, with having a major role engineering an end to the Soviet Union Cold War and the "tearing down of the Iron served – under Presidential Mandate – as a close personal consultant to President Reagan and was credited Reagan, whom some experts consider to be our last legally and duly elected President.(2) Ambassador Wanta Security Decision - Directive Number 166, dated March 27, 1985, inter alia] under U.S. President Ronald W. * Lee Wanta: Former Presidential Secret Agent under the Totten Doctrine [92 U.S. 105, 107 (1875), National

During her banking career, she wrote extensively for The American Banker, Bank Marketing Magazine, Trust Marilyn Barnewall began her career as an investigative journalist in 1956 at the Wyoming Eagle in Cheyenne. Marilyn MacGruder Barnewall: A career banker who holds a graduate degree in business and finance,

national and international publications. She can be found in Who's Who in America, Who's Who of American Press, Veterans Today, and others. She has been quoted in Time, Forbes, Wall Street Journal, and other Women, Who's Who in Finance and Business, and Who's Who in the World. Mountain news, and Newsweek, among others. On the Internet, she writes for News With Views, Canada Free Editor of The National Peace Officer Magazine and has written guest editorials for the Denver Post, Rocky 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. Barnewall is the former Marketing Magazine, and was U.S. Consulting Editor for Private Banker International (London/Dublin) as well

https://mainerepublicemailalert.com/2016/05/30/high-speed-rail-american-jobs/

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About David Robinson

http://tinyurl.com/gwdyaps. unsuccessfully, for Unfair Trade Practices, under Title 15 of the US Code, http://tinyuzl.com/hm8gdls of 2014. Publisher Robinson served 3 months of a 4 month sentence for Conspiracy to defraud the United States, at the PCI Berlin minimum security Satellite Camp in Berlin New Hampshire, as retaliation after he and a friend sued the IRS Police Academy. He served as a JUROR seated on the Cumberland County, Maine, Grand Jury for the first four month session David Robinson is an Author and Journalist living in the mid-coast area of Maine. He is a Graduate and Alumni of the Brunswick



To: Office of the President, Office of the Vice President, Cabinet Members, Office of the Governors, State and Federal Officials, Congress of the United States, OMB Director Jacob Lew, et al

Notice of Default Confirmation — With President Obama's authorized release of my personal, civil and repatriated <u>Inward Remittance</u> of USDollars 4.5 Trillion, of May 2006 to Bank of America-Richmond, Virginia <u>as confirmed</u> by the Federal Reserve Bank - Richmond's in Court Motion, under their Penalty of Perjury.

1.) On or about April 15, 2003 The Honorable Gerald Bruce Lee, in Case No. 02-1363-A filed in The United States District Court for the Eastern District of Virginia, <u>Order and Memorandum of Opinion</u>. As part of the Order, the Court stated that the Plaintiff [Lee E. Wanta, Leo E. Wanta, Ambassador Leo Wanta | should pursue liquidation of corporations, recovery of financial assets and pay all required taxes in accordance with the law.

2.) IN THE UNITED STATES DISTRICT COURT FOR THE EASTERN DISTRICT OF VIRGINIA, Civil Action No. 1:07 ev 609 T3E/BRP - PETITION FOR A WRIT OF MANDAMUS AND OTHER EXTRAORDINARY RELIEF, filed JUN 20 2007, THE FEDERAL RESERVE BANK OF RICHMOND RESPONDED IN THEIR COURT MOTION STATING

"PURSUANT TO RULE 12 (B) (6), fed.R.civ.P., Respondent Federal Bank of Richmond ("FRB Richmond") moves to dismiss the <u>Petition for Writ of Mandamus</u> and Other Extraordinary Relief, are as follows.

"For the purposes of the Motion only, all well pleaded facts will be taken as true."

In other words, The Federal Reserve Bank of Richmond accepted the truthful statements in the Writ of Mandamus and confirmed the known Inward Remittance designated the Petitioner for the sole and exclusive use and benefit of Petitioner, Lee E. Wanta, Leo E. Wanta, Ambassador Lee E. Wanta; an American citizen, birth June 11, 1940. References: Rogers-Houston Memorandum, Act of Congress - H.R. 3723, Title 18 USC Section 4 - Misprison of Felony, other Title 18 USC violations.

Having Said That, Upon my Economic Receipt, I will lawfully pay USDollars One Point Five Seven Five Trillion [US\$1,575,000,000,000.00] as my personal/civil/repatriation tax payment, directly to our United States Department of the Treasury, among other "set-aside allocations", to immediately enhance Our Economic Recovery and National Security.

Thank You

ZZ

20-



clicit Speed Rail. Lee Winne. and the missing 37 Villian Doffness. The same stams to steel your identity, pay for wars you other agree to, and hijadeing your less dollars has gone on a long time. The Lee limit Wante story movines setting a large amount of money in secret to build a high speed rail spisters to covertly move nuclear missiles amount and have a mobile legant system as advocated for be 113 Provident figural figuration. Here we have to have a mobile found; system as advocated for by US President Ronald Reagan. How we have big benking the Pederal Reserve, a battle between the CIA and ISA (Intelligence Services Agency) my agonous, and the public would have a high speed rai system in the US.

Wante allegedly monie multi-brition dollar lensuit against former US Treasury Secretary Yautson and/or US Government.

What is my take on what evidence, video, and text I have good through to date?

Well, a is the anatomy of line bankers and any accretes not pankrupting municipa all may the

Haybe Reagan actually wenter the high speed rad service in the US not for the public show, but for missile transport. The way to and the USSR happened not with a military action, but mich

If the US and USSR were two poter players, the US showed a liand with specti preapons, satellites that could use laker or particle beams to shout down missiles, displantes, and wipe out armies and users on the ground, a call mounted nuclear missile systems, stealth submarities, etc. so, the USSR public, their tempayers could not too the lad for the war in Alghanatian Albo in come up with late programs that the US supposedly had to wipe the USSR on the map. The US oddn't even have to have the weapons, they didn't have to even be possible, but the paper trail for uson soles to future did east, international continues, could then pocket billions of deliars that was set exide without providing advitting AND destroy the Usbar.

Passes holding the hag for transacting the money were estimat killed or judicit. They could not say snything, because the Snowden, Matching, and others faced being coverily murdered by the CIA or latting out "state secrets".

This is my take. If you are so prelined, read up, mord search, watch more videos, and make up your decision. Get if you want to know any you have ken and has and war crimmats and bankers have many and more, well maybe you can start to see what has been going on way booking. Paybe you can then art, not just sit in front of the computer type comments and view wideos. Thet

fathers it includes that from the come demonst

Except (notice here)

In the late 1980s, United States President Rousid W. Reagen gave a mandated order/decrive in Leo Emil Wants? (Presidential Executive Order No. 12373) President Reagen authorized Wants's company, New Republic/Lisk Statement Group, Ltd., Arckson, Mississapin, USA (a Mississapin, USA (a Mississapin attrigence operations group under liste 18 use: Section 6 (See 11) to boild or otherwise obtain a rail system capable of moving MX republic bioxides. Reagan's

Resgams that to do with an Operational Plan to terrfully purchase the Santa Fe S. Southern Profit Railroad in the U.S. Sentingtry Court for authorized mobilization and deplayment activities. One of rings buthorized activities involved the environment of Pix Mobile Hissides to enuclaryound storage facility at Redsoure Assente in Hortsville, Alabana, northogone negan as a chemical weapon encountering facility for WWIII but became the Army's facet point for moderat and space projects (Including the development of the first U.S. balliute mission and

Ambassador Lee Wants was asked by President Reagon to assist with the transportation of

MX Misseles transported in disguese inside specially constructed Hallroal Cars.

Though using an old banknup relined colled Lenta Fc & Southern to move MX Hobite Assiles is a far by form planning a malinnel high-speed rail system, that is how Ambassadus Lee Fmi Wanta got involved in planning a national high-speed rail facility for the amounts people in health as a manner of another than the property of the second statement of the people of the second statement of the s American people. If hegen as a means to quickly and efficiently move MX. Hobits Mission and ended as the cream of an engineer who could SCE the long been bunefits to his ascent a such a system were implemented. For those who have no idea how ter-signified President Ronald Reagan and his intelligence team serve, a mid-December 2013 news story might belt you understand. It's about Russis and an announcement made by President Wadner Public. These paragraphs more included in the Associated Press news article: Russia is developing a new intercontinental buffers misule mounted on a sulliviar cel in a his to counterbulance

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prospective U.S. wissports, a senior mistary officer has sett.

"Colonel Galerial Serger Karakayav, the chief of the mistary's Shrivegic Rocket Forces, said in remarks carried by Russian news agencies on Wednesday that the news weapon would be much escient to caroufflage than the predocussor. The Soviet-Designed railway miscles were strapped in 2005.

"Karakayav said the Yars miscle lotended for the project was much lighter than the Soviet-built system and could be put inside a regular refrigerator car unlike its predocessor, which required a haaver and bigger our that could be detected by enemy intelligence."

All Putin is doing today is a mirror image of what Reagem and Wantawere doing back in the 1980s and 90s, There is a long and solves glockes history for a high-speed rail program that has yet to be implemented in the limited States. But let's start at the beginning.

Wants purchased the Federal Land Rank Building in Jackson, Mississippi.

The direct mondated order that Lee Wants got from President Research and kinn to purchase the Pederal Land Bank Building in Jackson, MS, which would be used for logistics and satellite lead. The funds to buy the building and the Santa Pe & Southarn Partic Relieved cores from the Department of Defense to Wants's company, New Republic, the monny was placed in Deposit Guaranty Benk in Mississappi and the credit cards for field operations were issued by Hentil Lyach to the New Republic/USA Financial Group.

If you have most Chapter 9 of Wanta's biography, WANTA! Block Smap, White Hat (1) (evaluate at Amezon com Kindle), you are ewere that the prosecuting allomery in Wanta's disfloriminat tax classion Rangaron trial, 3. Dougles Haap, a Wisconsin Assistant Advance General, made must be do about a \$500,000 deposit made to the Mississipp benit, miomany Wanta's cold tok evasion pury the funds were Wanta's personal property, but then misrepresented them as evidence of his quilt as a tax evader in the State of Wisconsin.

These funds, of course, came from the Department of Delance and represented nothing of the kind. But Isaa had Wents it a hos. The money had been provided to purchase a ratiosal that would be used to had MX mobile Mission in defend the notion. The salved and building for which the funds were provided both were insent to a highly secret manders from the President of the United States and Wents count not make that Information public at his phony drinnal trial for tax evasion, instead, he had to get a 22-year prison and parote sentence. At the time of Wents's Mississippl attempt to purchase the Salva re & Southern Railmost for moving the MX Nobile Missiles to appropriate locations for the national defense of the country, the Central intelligence Agency (for which time President George Hesbert Walter dust had been Director until becoming one president descripe helicided that the CIA was totally corrupted, he and Wanta were in the process of implementing a new intelligence agency called fundingence Services agency (ISA) which would have put the CIA into compatition with the ISA or its servival. Lee Entil Wanta was to be the Assistant Director of the reason in the included Rail (MSR) blocked by Political Cremytics.

As is almost always true in the world of political croopers, the CIA was threatened by the presence of the new 15% group and was probably leshed the faiture of the asquisitions program - the retired and the restard Land flank Sudding - to implement President Resigna's plans. The result the CIA dis not want the MX Mobile Missiles being moved amaind by the Department of Defense via Wanta's company - a Title 18 USC section 6 (Lain 13) inheligence gathering corporation. They wanted to control the operation complete with "sat-sectic allocations" and other teached mission to be enjoyed by the perticipants at the exponence of American supplyers. Index's politics include government during the propile of Arbenta while hearing pall by those very same people... they get set said almost loss (like university puritions finded by the government) and other resolving door professional minuteness like honoraxions that bring with them gover and possion.

Lurany you've noticed how the divisor of Goldman Section same poper to door.

government) and other revolving door professional contestes the honoraxions that bring with them power and position. Such samp open to place Heavy Paulson as Secretary Treasury and how the government doors away upon so fothert Ruth can join Goldman Sechs, or how easily lanet hapotisms walked into her new job in Californit's University System. Neagan's and Wanta's ISA made no such concessions to politicalise and burnaucrate and so completing the mission was made impossion are wanted to make sure completing the mission was impossible. Wanta was put in prison in Sweperland - no charges were even their during his 134 day puten stay in Laussone's du fluis prison. They just kept him in an soluted during on cell skely leaft about the time Rome Set.

High Speed Raif (HSR) can provide Chill Defense capabilities not otherwise possible.

The public was to be tail that the rell system Wanta was taid to purchase was that people could quickly be moved to chiefly when the sould arose. I humbard, Alabard, Alabard, 1000/43500

Vississippi and Yaxas and that high spend out filed that need nicely. The hard corn trason that justified the costs involved was, however, national defense: the movement of MX Nobile Mississ to critical locations.

So there you have that's the symples of why Puth is, in December 2013, Laking advantage of the uniquel placifier Mobile 20 Missiles been during the Reagen Administration under the Missiles been during the Reagen Administration under the Missiles been during the Reagen Administration under the Missiles been during the Reagen administration under with General James A. Abrahamson, Central Intelligence Director William Coby, and Reagen's Attorney General, William French Smith, Gen. Abrahamson was Okeder for the F-16 Multimational Air Condust righter Program at Aeronautical Systems Obtains before being assigned administrator for the Space Transportation System, and was responsible for the mation's space administration for the Space Transportation System, and was responsible for the mation's space administration for the space Transportation System, and was responsible for the mation's space administration for the space of Systems Columbia the duties of Deputy Chief of Staff for Systems, Air Force Systems Columbia the duties of Deputy Chief of Staff for Systems, Air Force Systems Columbia the bittle of ingle-speed rail and the many positive ways is can be used for the good of the people to exceed and increase land other) disasters rather than being trapped in tig rikes and located in the people death. And, of course, as a making rikes and located in the people death and, of course, as a making rikes and located for feet Agent Leo Wanta, the national defense that he has manual agency and the system that as the hardest of things that merica needs some so the Constitutional Republic can be matered? Is 8 semielating we simulal defense. What is this national project of the part of the people o

The right of the world is passing Aromnes by in the wrond of natisportation. This and shoot winning a competition, it's about increasing our capacity to produce and compete with other nations to self-American goods effectively both nationally and internationally, leapn implemented of the first train in the mid-190s. On any given day in France, more than 450 high speed rail trains are ruthing. In France, they are internal and the mains saved at 200 miles per hour. The real Adantages carries over 40,000 pessengers each day.

China has opened more than 42 high-speed rail large one has the world's highest train network, with so,000 miles (\$1,000 identication) of passenger rail. Even with so much tradelined and high-speed rail access, trains are invertoaded with passengers and targo.

Chinase rail technology dominates that nation's foreign diplomacy, extending the country's regional influence as well as addressing its growing energy dominate. During this same time, US Transportation becomency for Lettood played Tarker bys with Aurolek, thinking he can homewoogle the American people into accepting the equivalent of Austrack's Arela line as "high-speed out" - which it is not. The U.S. Government appears to want by a billion short stopsyem for the larger mosts of high-speed rail, but provide instead the same failed system that keeps Amorek in the new by a billion short define every year.

Antitiok's cited. The efficient, dow and its government covered and controlled.

Americk is the Netional Railroad Passanger Corporation and it is 40 years old. It is government uwined and controlled, it is this moperated and employs more than 20,000 workers and its CEO in appointed by the President of the United States. In political enpolitonent. The Astrak budget is allocated by Congress (and it is thus dependent upon its Niemilly relations with Congress (and it is thus dependent upon its Niemilly relations with Congress (and it is thus dependent upon its Niemilly relations with Congress (and it is thus dependent upon its President – the 1 hear echnes of "conglain" here?). Does this sound like the heat possible expertise across the build a new, high dech red project? Andreik can't even run its new company in a housess like member, in fixed year 2010, Antrak earned \$2.51 billion and expensed \$3.74 billion... a net \$1.2 billion loss. The antrak system is entiquated, hosted and inefficient and as tails cost to languagers for its 40 years of service is \$50 billion. Yet, Antrak which has absolutely in experience in the world of high-spood mill is the departise source selected by the Dhama Administration. It was the expentive source for George W. Bush, too and till Clahm, and George II.W. Bush, Why? Seminater those "act uside effections and unelected hurresucrats can control the goodles handed out by a government controlled enexy.

No comyton would be allowed by President Remain and bits

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Secret Agent Wante in the construction of the High Speed Buil System

(MSR).
Wanta and Ronald Reagan were determined there would be no set-aside allocations, the complete — no lawner given to immer college reormates to develop the Obernacare computer software, no \$5.00 million lear insees to Solyadra. You remember a major backer of the unior energy company, billionalize tessure thisper, don't you? He was a region beginning becker and was health immediate in solution denaction for Oberna's shop was health immediate the despessing putters of crompant at its worst, Goldman Sachs, was Solyadra's insential advisor. Lee Wanta's determined that the American people will not pay for set aside allocations for politicans or freebles for bureaucrats. Not on this relivand! rallroad!

People talk about the out of high-speed roll, but it is tens of hillons less contry than the alternative — excellding highways and imports to an immodate population growth, and, the environmental advantages to tiss are phonomenal. For hetter than jets, buses and constrouply who those the cost to be high-spead roll system need to their with Recing to and out the cost of building jets instances (that their law fewer people) for the unine industry. Of course, the government doesn't own the antines — wer — but wants to own high-speed rule. And the unines don't want the competition of a well-rule inpit-speed roll line and lobby effectively to prevent use Waitle from gaining across to his own lends that will make it possible for him to build such a system for the American people. [more flour anamos.]—

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No. 02-

IN THE Supreme Court of the United States

AMBASSADOR LEO WANTA, SOMALIA AMBASSADOR TO CANADA AND SWITZERLAND, dcp#-04362 & 12535, aka LEHE WANTA aka LEO E. WANTA.

Patitioner,

SECRETARY RICHARD G. CHANDLER, WISCONSIN DEPARTMENT OF REVENUE; et al.,

Respondence.

ON PETITION FOR A WEST OF CENTIONARS TO THE UNITED STATES COURT OF APPEALS FOR THE SEVENIH CONCULT

PETITION FOR A WRIT OF CERTIORARI

THOMAS E. HENRY 1125 South 79th Street Omaha, NE 68124 (402) 933-6421

STEVEN D. GOODWIN GOODWIN, SUTTON & DUVAL, PLC Old City Hall, Suite 350 1001 East Broad Street Richmond, VA 23219 (804) 643-0000

Counsel for Petitioner



COUPLES PRE22 (Sea) 274-3021 - (REG) 278-5233

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High Speed Rail - PRC - THE HILL BACKGROUND - ZOIT

AmeriTrust Groupe

CONFIRMING

Date: 30 44 MARCH, 2016	JeMan J. D
TO: THE White House Openation.	5
THE HOW. BARROK H. OBAMA.	
THE HON., JOSEPH R. BIDON, O	UTAL <
From: ARB. LOE C. WANTA Aplo. PASSAPORES Nº 04362, 12535 =>	
Message: CONTINUING " FOLLOW-UP"	
OF OUR CORPORATE PROGRAUME	
FOR A NO TAXPAYER HIGHS	peed
Rail Funding STILL DELAYET	5/1
E : FELLOW AMERICANZ Globa Eloba Eloba Eloba Eloba	

AmeriTrust Groupe, Inc. 4001 North 9th Street, Suite 227 Arlington, Va, USA 22203-1954
Tel: 703.649.4545 Fex: 703.552.3159



CONFIRMING

Ambassador Lee E Wanta <ameritrustusa@gmail.com>

Fwd: HSR_People's Republic of China_HIGH SPEED RAIL SECTIONAL AUTOMATION_UPDATED [ATTACHMENTS]

1 message

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

http://www.veteranstoday.com/2013/12/28/high-speed-rail/

wantarevelations.com/2013/12/high-speed-rall-american-jobs/

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Commonwealth of Virginia

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FANTASTIC "H.S.R."

-2 -



USA High Speed Rail

Ambassador Lee Wanta as a private citizen and Secret Agent under the Totten Doctrine (92 U.S. 105, 107), was involved with President Reagan in developing a high speed rail plan for the USA. Lee Wanta's company New Republic Rail. partnered with the Chinese authorities to develop ways to move this project forward. Upon his false arrest by order of the Corporate State of Wisconsin -Department of Revenue and after the tragic and mysterious death of his Chinese partner His Excellency Kok Howe Kwong (KOKSIN DYNASTY), the rail planned were put off and the money planned for the project was converted unlawfully. The project was hijacked by corrupt Politicians, Puppet Masters and financial organizations. The Chinese continues to work with New Republic Rail. The project is destined to move forward as Lee's monetary funds are released as ordered by a U.S. District Court Judge. The project during the construction phase will generate an estimated 2 million job opportunities and many more once operational. You can read more details about Wanta's USA High Speed Rall System in the authorized biography, "Wanta! Black Swan White Hat", now available on Amazon, Barnes and Noble, and Apple Ibook. Go to eagleone towanta.com for more information on the upcoming documentary and Biography. Call 509-467-1113, Viking International,

LLC. Watch the video on Ambassador Lee Wanta's upcoming Documentary at vineu conv158213524. The short clip on the High Speed Rail System is available at vineo.convuser16311094. The soon to be released documentary "Eagle One to Wanta" will exclusively provide SGI animations of the entire High Speed Rail System plan and disclose the amazing details of its technology and construction.gibbymedia.com Gibby Media Group, Inc. eagleonetowarta.com Viking International, LLC Copyright 2016.

3/30/2016

Grieft - Fred: HSR: People's Requisite of China_HIGH SPEED HAIL SECTIONAL AUTOMATION_UPDATED (ATTACHMENTS)

ENGINEERING

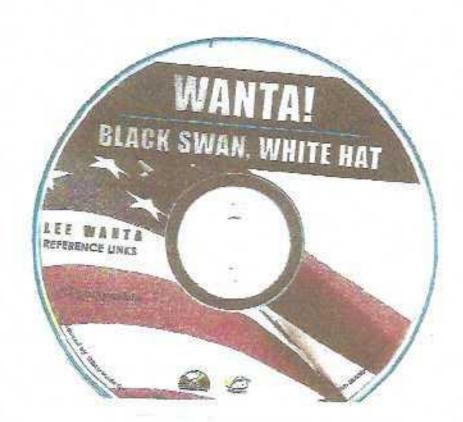
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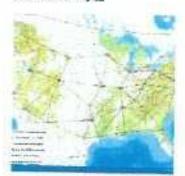
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High Speed Rail - American Jobs

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 & Sunta Fe (AT&SF) Railway took to heart Horace Greeley's novice go "Go West, young man, go West,"

Until that time, American pioneers found their way across the mugged 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.

4-

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 tawfully 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 finelity 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 bauch 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 Railroal Cars.

Though using an old bankrupt railroad called Santa Fe & Southern to move MX Mobile Missiles is a fitr cry from planning a national high-speed rail system, that is how Ambassador Lee Emil Wanta get 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 Putat. 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 caster to camouflage than its predecessor. The Soviet-designed railway missiles were scrapped in 2005.

"Kurakayev 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 higger 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 translated order that Lee Wasta got from President Reagan told him to purchase the Federal Land Bank Brilding in Jackson, MS, which would be used for logistics and satellite fixed. The finds to buy the building und the Santa Fe & Southern Pacific Railroad came from the Department of Defense to Wasta's company, New Republic. The money was placed in Deposit Guscanty 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 evestos Kangaroo trial, J. Douglas Hang, a Wisconsin Assistant Attorney General, made much to-do about a \$500,000 deposit made to the Mississippi bank, informing Wanta's civil tax evestion 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 miscurringes 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 build 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 Bosh had been Director until becoming vice president under Reagan) was America's primary intelligence agency. Because Reagan believed that the CIA was totally committed, 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 intell-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 work 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 uside 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 Suchs swing open to place Henry Paulson as Secretary Treasury and how the government doors swing open so Robert Rubin can join Goldman Suchs... 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 Louisannee's du Bois prison. They just kept him in an isolated dangeon 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 hurricate evacuation route for Florida, Georgia, Alabama, Mississippi and Texas and that high-speed mill filled that need nicely. The hard core reason that justified the costs involved was, however, untional defense; the movement of MX Mobile Missiles to critical locations.

So there you have that's the symposis 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 Funi 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 Colby, and Reagan's Attorney General, William French Smith. Gen. Abrahamson was Director for the F-16 Multinational Air Combat Fighter Program at Aeromantical 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 feet possible death... and, of course, as is always in the very busy mind of Secret Agent. Loo Wanta, the national designs.

What is this national high-speed rail system that is so high on Lee Wuntn'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 USR will increase employment and the cureer 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 cromysm 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 ibrever – and are suffering mightly from their over-specialing and lack of saving for economic downtums? How many chies in California alone have gone bunkrupt? That disease of bankruptey has spread to Detroit – with Chicago use? How many municipal bonds are at risk as this is being written? Far more than you're hearing about is the unswer 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 rall lines and has the world's higgest 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 America, thinking he can hornswoggle the American people into accepting the equivalent of America'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 America in the red by a billion plus dollars every year.

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

Americk 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 Americk 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 "cromysmi" here?).

Does this sound like the best possible expertise source to build a new, high-tech raft project? Amtrak can't even run its own company in a business-like manner. In fiscal year 2010, Amtrak carned \$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.

Yer, Amerik which has absolutely no experience in the world of high-speed rail is the expertise source selected by the Obarna 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 uncleeted 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).

Waria and Ronald Reagan were determined there would be no set-aside allocations, no cromyism—no favors given to former college roommates to develop the Obaniacare 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 Obania's 2008 presidential campaign. To complete the disgusting picture of cromyism 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 mil, but it is tens of billions less costly than the alternative—expanding highways and airports to accommodate population growth. And, the emironmental 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 gaming access to his own finds 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. Chine's newest trains average 222 m.p.h.
- B. Rapid Rail trains average between 75/100 to 150 m.p.h.
- C. Rapid Trunsit city trains and Amerak, etc. travels from zero to 75/100 m.p.h.

OTHER IMPORTANT DIFFERENCES.

The newest HSR trains don't rely on accumotives pulling or pushing them. I'ower is distributed throughout the magley mils.

In addition to track bods and rails and fences and signals and new train depots that need to be built, we will need a new electrical grid - x system with substations (muclear/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 Obesian and Balen 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 any about job creation.

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

-8-

- 3. Within 180 days: 600,000 addatomal, new career employees:
- 4. Within 270 days: 200,000 additional, new career eniphypes;
- 5. Within 365 days: 300,000 additional, new career employees;
- 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 wands like a lot of jobs, but in China, 110,000 jobs were created for one 820-mile high-speed rail route from Stranging 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 Amerikani plans call for const-to-coast construction, Bast/West and North/South.

HISTORY OF High Speed rail (HSR) USAGE:

At peak times, more than 1,000 people leave Paris every 30 misutes for Lyon – and those trains are fall, 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 lighting hard against high-speed rail because it will circ into their already hirting 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/Minnespolis 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 class when it comes to high-speed rail. In a Canada Free Press article, Marilyn Barnewall reters 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 facused 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 numl 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 wolk. 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 sultable High Speed Rail System (HSR), government can much more easily control the mass transportation of citizens by sirlines, conventional train, but 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 mile is needed. A new electrical grid is needed. Stations and depots must be built. Since American industry knows nothing about building high-speed mile cars, one of the world's HSR mile our experts needs to be entired into opening a plant hore, to hire and main American workers.

What needs immediate attention for High Speed Rail (BSR).

The following is a list of things that need round date attention if high-speed rail is to become a reality. It was created by a private company – Lee Wanta's company – that has been officing 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 "pero tax dollars" – which is about what the government currently has in its coffers.

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

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- Hotel, Depot and Maintenance Facilities: design and construction;
- 8. Rail Track Assembly Plants (20 buildings, minimum);
- 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 Houlth and Safety Services"

The above list is taken directly from the Amerikan/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 find 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. 62-1363-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 Wants can proceed with the HSR System (HRS Magkey Bullet Train) Plan.

References:

- (1) Black Swan, White Hat, Kindle Edition, http://www.annaon.com/WANTA-Black-Swan-White-Hat-ghouse/lip/B008PDOFT4
- (2) http://www.vetemoutoday.com/2013/11/10/was-round-reagan-the-lest-duly-elected-mesiclent/
- * Lee Wants: Former Presidential Secret Agent under the Totten Doctrine [92 U.S. 105, 107 (1875), National Security Decision Directive Number 166, three 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 Wants 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 "bearing down of the Iron Curtain". His remarkable story is now revealed in detail for the first time in a book authored by his biographer, Marilyu MaGruder Barnewell, titled, Wanta! Black Swan, White Hat, latest Edition now available on Kindle.

Marilyn MacGrader Barnewallt A career banker who holds a graduate degree in business and finance, Marilyn Barnewall began for career as an investigative journalist in 1936 at the Wyoning Fagle in Cheyerne. 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. Barnewall is the former Editor of The National Peace Officer Magazine and has written guest editorials for the Deriver Post, Rocky Mountain news, and Newsweck, among others. On the Internet, she writes for News With Views, Carnella Proc Press, Veterans Today, and others. She has been quoted in Time, Porbes, Wall Screet Journal, and other national and international publications. She can be found in Who's Who in America, Who's Who in Finance and Business, and Who's Who in the Worki.

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NEW YORK AND WISCONSIN GOVERNORS' OFFICES IN WASHINGTON, D.C.



Wisconsin Governor's Office

444 North Capitol St Nw # 613

Washington, DC 20001 - View Map

Phone: (202) 624-5870

Wisconsin Governor's Office

A privately held company in Washington, DC.

More Details for Wisconsin Governor's Office

Categorized under State Government-Executive Offices. Current estimates show this company has an annual revenue of unknown and employs a staff of approximately 1 to 4.

Company Contacts

Scott Walker, Chief Executive Officer Chief Executive Officer

Search for more contacts

Business Information

Location Type

Headquarters

Annual Revenue

Unknown

Estimate

Employees 1 to 4

SIC Code

9111, Executive Offices

NAICS Code

92111004, Executive Offices

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Categories

State Government-Executive Offices in

Washington, DC

Executive Offices

- 11 -



STATE OF WISCONSIN DEPARTMENT OF JUSTICE

Exhibit K

SAMES E DOYLE ATTORNEY GENERAL Durantic L. Helda Dejady Attorney Ganezal

121 West Washington Avenue P.O. Box 1850 Maliane, WT S2767-7257 J. Douglas Hang

June 10, 1994

Assistant Attorney Consent GORGEDS. TODE PAX MR267-2223

Mr. John A. Chavos Attorney at Lax Post Office Box 419 Cambridge, Wisconsin 53523

State of Wiscannia v. Leo E. Wents hene County Circuit Case No. 92-CF-683; Ples Proposal

Dear Mr. Chavey:

In accordance with your request. I am providing you with the State of Wisconsin's present position with regard to disposition of this matter by plea agreement. My offer is as follows:

- The defendant will plead quilty to each of the mix counts contained in the information.
- The state will recommend for defendant and the state will jointly recommend) that the defendant be placed on probation for a period of five years.
 - That as a condition of probation, defendent will be confined to the Dane County jail for a period of might months with full credit for time served since his arrival 3: back in the United States in November.
 - As a further condition of probation detendant will 4. copporate fully with the Misconsin Department of Revenue in identifying end locating all of his assets. Those assets include parsonal assets as well as assets of any and all businesses, partnerships, corporations and other esseciations in which Mr. Manta has any financial interest. This cooperation will also include Mr. Wanta providing the Department of Revenue With specific. Ourrent information on the location of the approximately Correct information on the location of the approximately New Republic/USA Pinancial Group, Ital, at the Banca Residence Del Lavoro, New York City branch and forwarded it to two banks in Vienna, Austria.
 - The state agrees that it will bring no additional 5. oriminal tax charges against Mr. Wante for any matters Toverled in Mr. Woste's compliance with concriton

CEASE NOTE AWFUL MONETARY ANTA REJECTION_ ALFORD PLEA_DIPLOMATIC AMB - 13 -

Mr. John A. Chevez June 10, 1994 Page 2

> As a further condition of probation, the defendant will be required to pay the cost of investigation and

Should you and your client wish to discuss this proposal further, please notify me as some as possible. In any event, the state's offer will terminate at magn on Friday, June 24, 1994.

- Sery Truly yours,

Dougles hang Assistant Attorney General

DH:dt

Enclosure

co: Mr. Dennis Uliman

FIRMACUMENTAL CHAPTER LETS

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http://eagleonetowanta.com/wp-content/uploads/2015/08/AMB-LEO-WANTA-vs-CORPORATE-STATE-OF-WIS_U-S-SUPREME-....pdf

