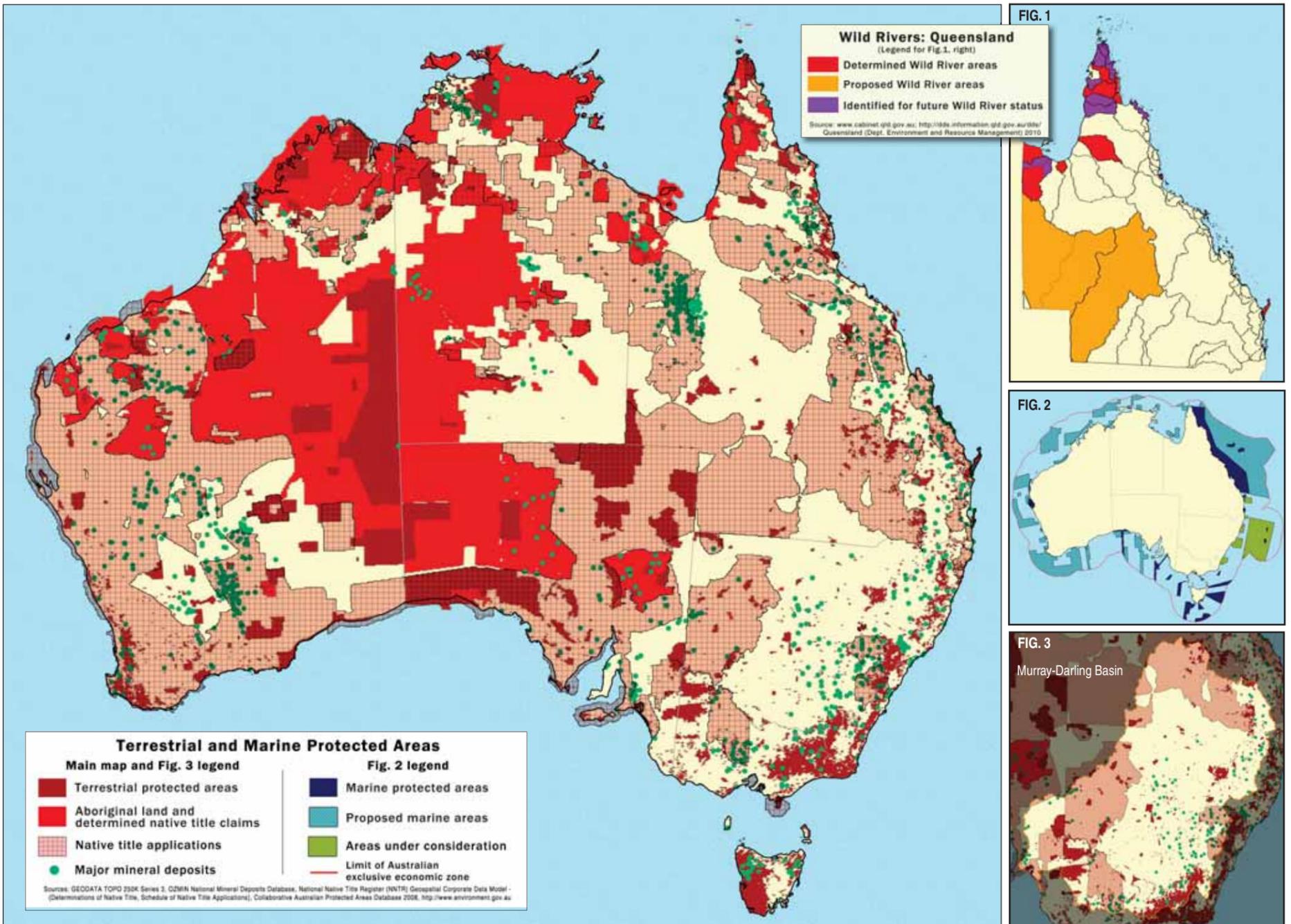


The British Crown Created Green Fascism

Australia in Lockdown



Australia's system of National Reserves, Aboriginal lands, and native title claims covers most of the continent. It was created to forestall further economic development and reverse what has taken place. National Reserves, declared and directed by the International Union for Conservation of Nature, now cover almost 13 per cent of the continent, soon to be expanded to 19 per cent. Prince Philip's World Wildlife Fund and Australian Conservation Foundation invented "land rights" simply to sequester land; the Aboriginal people themselves are

invariably forbidden to develop "their" land.

Presently "unprotected" areas are scheduled for lock-down, too, under pretexts like shutting down the Murray-Darling Basin food bowl to maintain "river health" and "wetlands" (Fig. 3) and freezing huge areas as "Wild Rivers", as in southwest Queensland (Fig. 1). Most of the continent is slated for "wilderness area" status (see map, page 49). Prince Philip's Green Fascists also intend to lock up Australia's coastal waters (Fig. 2).

Australia: Go Vacuum Maglev!

Australia could start a global transport revolution, by adopting ultra-high-speed magnetic-levitation evacuated tube transport! Travelling at speeds above 6,000 km/h and cutting the tyranny of distance is possible, using current maglev technology with the absence of air resistance in a vacuum. Anyone doubting this will soon look as foolish as Lord Kelvin, president of the British Royal Society, who said in 1895 that humans would never fly. With our vast distances between cities, the extensive flat terrain of the Nullarbor Plain to provide distance for building up to ultra-high speeds, and the prospect of under-sea routes to Tasmania, Papua New Guinea and Indonesia, Australia is the ideal nation to show the rest of the world what is possible.

China has already started testing this technology. Australia must get working immediately, or we'll be left behind. China's Traction Power State Key Laboratory of Southwest Jiaotong University has developed a prototype model vacuum maglev train that ran at between 600 and 1,200 km/h, equal to the speed of a plane, according to Shuai Bin, Vice Dean of the university's

Traffic School. This is just a prototype; longer evacuated tubes will allow more distance to build up speed.

Engineers Professor Emeritus Ernst Frankel and Dr Frank Davidson have proposed a neutrally buoyant vacuum tunnel, submerged 45 to 90 metres beneath the Atlantic Ocean surface (avoiding deep ocean pressures) and anchored to the seafloor, through which a maglev train would travel at up to 6,500 km/h. Travel from Europe to the United States would take about an hour. Professor Frankel is a Professor of Mechanical and Ocean Engineering at MIT and Dr Davidson is known as the father of the English Channel tunnel. "From an engineering point of view there are no serious stumbling blocks," says Professor Frankel. "We lay pipes and cables across the ocean every day."

Dr Davidson suggested building a route across Lake Ontario before the trans-Atlantic crossing, to alleviate concerns about cost and safety. But we Australians have an ideal opportunity to get started first, by linking Tasmania



Ultra-high-speed maglev evacuated tube transport.

to the mainland. We could also work with the governments of Papua New Guinea and Indonesia to build links across the Torres Strait and even the Timor Sea. Since most of the Timor Sea covers the continental shelf, this engineering task is not as complex as it might seem.

Vacuum maglev transport has many exciting possibilities, not just limited to trains. Daryl Oster holds U.S. patent number 5,950,543 for Evacuated Tube Transport (ETT), which specifies small pressurised car-sized capsules. These relatively small capsules would transport cargo or passengers in evacuated tubes "along predetermined routes", with

computerised control. Users would only need to choose and enter a destination. Airlocks at stations would allow transfer without admitting air into the vacuum.

Once a network is established, passengers or cargo could travel from and to just about any location in Australia, virtually door-to-door in about an hour or less. Capsules for cargo could be a new revolution, just as containerisation was, in reducing transport costs. Businesses could interact Australia-wide, and worldwide in the not too distant future, as if they were in the same city. Cars, trucks, and planes would eventually go the way of the horse and buggy.

The ETT system has been adopted by Dr Zhang Yaoping, Director at the Chinese Institute of Evacuated Tube Transportation, Southwest Jiaotong University and more than a dozen licences have been sold in China. The consortium et3.com Inc (ET3 stands for Evacuated Tube Transport Technologies) selling ETT licences claims their system requires only 1/50th of the propulsion energy of that used by

trains, cars or planes.

The fuel savings are indeed enormous. In 2010, registered motor vehicles in Australia consumed 31,186 million litres of fuel—this is more than a \$40 billion annual fuel cost. Vacuum maglev will cut out nearly all of this cost, since with conventional transport most of the energy derived from the fuel is used to combat air resistance and rolling resistance. There is zero air and rolling resistance, when speeding through a magnetic field in a vacuum.

Safety systems in vacuum maglev will prove its worth in lives saved. Road crashes in Australia still cause some 1,400 deaths and 32,500 serious injuries each year. The loss of life and social impacts are devastating, and the annual cost to the Australian economy is an estimated \$27 billion. Vacuum maglev will change the slogan from "speed kills" to "speed saves lives".

The Australian Government must seize the opportunity to develop this technology, which will reap untold trillions of dollars in savings and economic spin-offs; it should be funded through national banking credit. The productivity gains demand the investment.

The Second Law of Thermodynamics Is a Fraud! See Page 36.