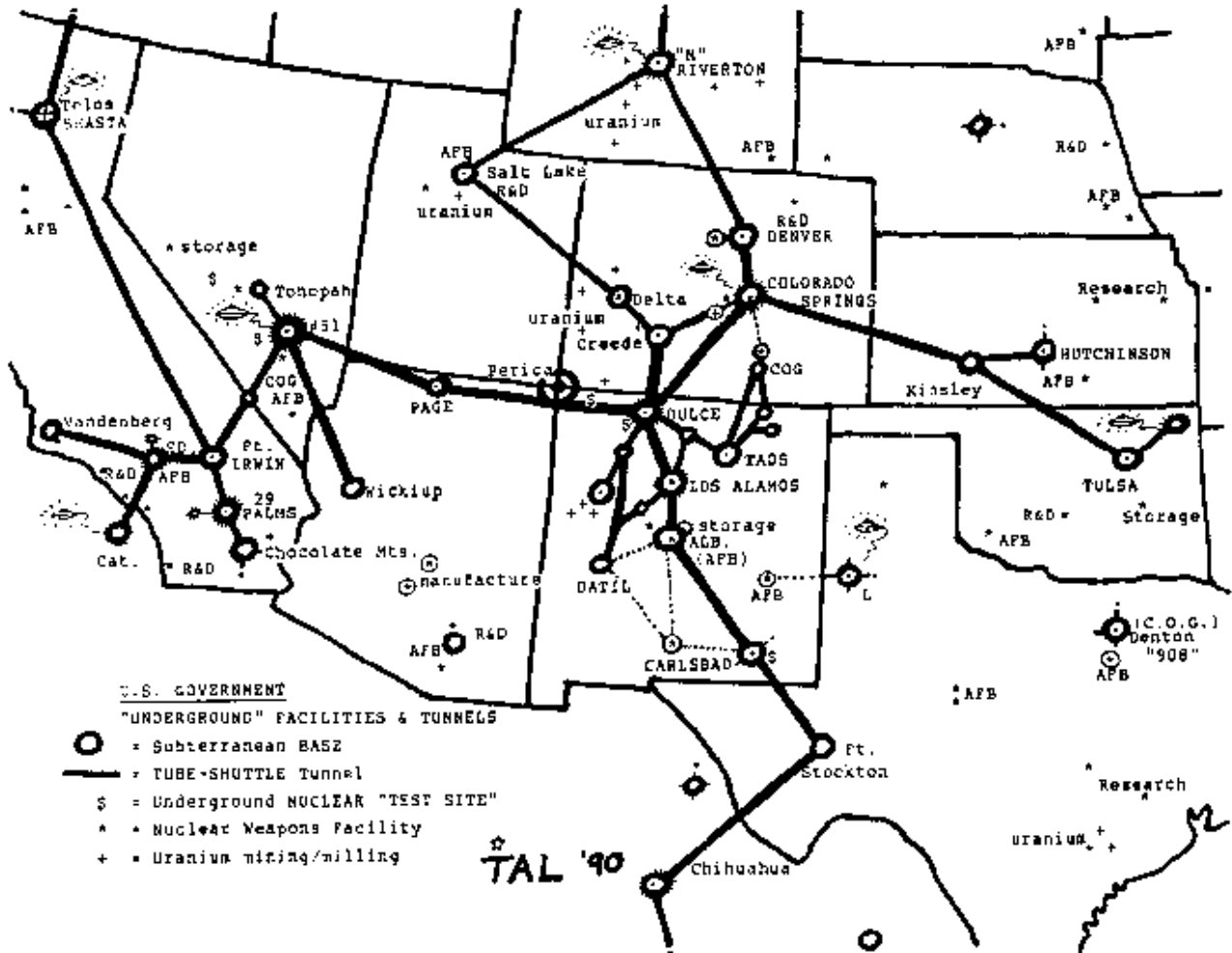


# Tunnels under the USA and Deep Underground Military Bases (DUMBS)

See also, [Underground Facilities - Bases - Tunnels](#)

So the elite are keeping silent about Planet X coming but have been busy building underground cities and interconnected tunnels - hmmm? Don't believe that? Keep reading.



This is obviously a crude map of the "underground projects". Obviously, there are no official maps of them because this subject is in the politically incorrect "taboo" category of sensitive, covert black-operations funded secretly without public debate.

**SUBJECT: "Deep Underground Military Bases" (DUMB)**

**SOURCE: Turner Radio Network / <http://turnerradionetwork.blogspot.com/>**

**DATE: April 27, 2009**

By Hal Turner

Thanks to my eight year radio show, I developed a following of patriotic Americans both inside and outside government. Those Patriots have fed me information which has allowed me to inform you -- and for the web sites connected to this endeavor to grow.

Today, I present the culmination of work which took place from 2002 through 2009. It took great effort under conditions of grave danger to make this possible. Truckers, hauling military and government shipments had to be recruited and convinced to take part in this infiltration operation. Military officers inside the United States Military Traffic Management Command (MTMC) as well as at bases and supply depots nationwide had to be convinced to help the infiltration.

Special Agents inside the FBI and later, members of the Joint Terrorism Task force had to be recruited or co-opted or manipulated into this effort. Construction workers, risking their livelihoods and their lives, had to be brought over to this endeavor. Military members inside places like NORAD had to be convinced to turn a blind eye to illegal photo taking so we could prove that the American public could even breach the single most secure military facility in the nation. We did.

All totaled, it was an enormous and extremely dangerous affair.

Below is an 8 minute video which will blow your mind. In it you will see that the United States government has been planning for its own survival if you, me and other citizens got too uppity and try to get rid of them. These facilities would also serve to protect the government in case they decided there were too many people and the population had to be "culled" through the use of a bio-weapon -- as has now happened with the man-made super flu having now been unleashed upon the world.

In this video, you will see vast underground facilities, bigger than football stadiums - some buried more than two thousand feet below the surface, fully stocked with food, artificial underground farms, re-directed underground rivers, miles and miles of underground roads large enough for two tractor trailers traveling in opposite directions to pass each other with room to spare! These facilities have vast underground mass-transit systems connecting them to one another. The facilities

are fully self-sufficient, generating their own electric, possessing air filtration systems, water purification systems, and vast supplies of guns and ammunition.

So gigantic are some of these facilities, that full sized U.S. Navy guided missile cruisers, destroyers and even nuclear submarines can approach secret ocean entry points, slide gently onto massive rails, and be gently transported over a hundred miles under dry land, through gigantic tunnels to half a mile underground, or coming to rest in water-filled underground "docks."

The planning and sophistication of these government bases is almost unfathomable, but they exist. The government refers to these facilities as DUMBS - - Deep Underground Military Bases & Structures. They chose that name because it also allows them to mock YOU. They really thought they could do all this in secret and that we were to "DUMB" to ever figure it out.

Turns out we're not so DUMB after all. We figured it out then we went about infiltrating them without their knowledge to allow everyone to see the proof. The smart-asses of government have been outmaneuvered and outclassed by us "little people."

Ladies and Gentlemen, people **died** to smuggle some of these pictures out. The government stopped at nothing to conceal the fact it is planning to protect itself while it slaughters us with bio-weapons to form their new, Utopian "New World Order." They failed. We know about it. We have the proof.

It's strange how life works. When I was interviewed by "CNN Special Investigation Unit" for their special "The Noose, An American Nightmare" that interview took three hours. The segment they did on me was only 6 minutes long and of that, I appeared for maybe two minutes. Three hour interview for two minutes of audio/video.

The video done below took just over **six years** to acquire. No, not all the time of those years was working on this story, but the *effort* was ongoing for that long. The six years have now been condensed down to an eight minute video.

Here now, the most important 8 minutes of my life.

[http://www.youtube.com/watch?v=uEDAE\\_9v4h0](http://www.youtube.com/watch?v=uEDAE_9v4h0)

**Posted by HalTurnerShow.com**

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You can however take a good look of the extremely advanced nuclear boring

machines that melt through rock at 5 mile per hour, creating the tunnels for high speed trains connecting these underground cities.

<http://www.detailshere.com/tunnelmachine.htm>



Since the 1950's, the US Government has had nuclear powered tunneling machines. They were patented in the 1970's (US Patents #3,693,731).

As it burrows through the rock hundreds of feet below the surface, the Subterrene heats whatever stone it encounters into molten rock, or magma, which cools after the Subterrene has moved on.

The result is a tunnel with a smooth, glazed lining, somewhat like black glass, which is also apparently strong enough that it doesn't even require reinforcing of the walls. It was featured in OMNI magazine, Sept 1983, p80.

I happened to see a picture of (what I assume is) one of these machines in a UFO magazine, but at \$15, I wasn't going to (let alone couldn't afford to) buy it. Then I was visiting a friend and he showed me the <http://www.wierdpics.com> website, and lo and behold, there was the picture. Hmmm, what would the US Air Force be doing tunneling deep under the ground?

So, with the above picture and the US Patent Office patent, I think that adds up to

incontrovertible evidence that these things are real.

And further to that, it is highly likely that the claims of underground bases and tunnels across America (if not the world) are indeed true.

Here's a pic of one photographed in Denmark. It appears that there is a high probability then that an tunnel now exists under the Atlantic Ocean connecting America to Europe.

<http://www.detailshere.com/images/denmarktunnelmachine.jpg>



From <http://www.wic.net/colonel!/subdril.txt> (dead link)  
(now defunct site due to the Colonels death).

## SUBTERRENE

Robert Salter, of the RAND Corporation, has suggested building a subway from New York to Los Angeles magnetically levitated above the tracks.

The trains would zip through the evacuated tunnels at speeds faster than an SST, crossing the country in less than one hour.

Building such a train presents no special technological problems, but the cost of tunneling from coast to coast would. To be economically feasible, engineers would have to develop a new way to dig. The federal government's Los Alamos Scientific

Laboratory, in New Mexico, however, may have an answer to this challenge.

Called the Subterrene, the Los Alamos machine looks like a vicious giant mole. The beauty of the Subterrene is that, as it burrows through the rock hundreds of feet below the surface, it heats whatever stone it encounters into molten rock, or magma, which cools after the Subterrene has moved on.

The result is a tunnel with a smooth, glazed lining. For power, the Subterrene can use a built-in miniature nuclear engine or even a conventional power plant.

NOTE: I have seen this machine, and watched it in action. Normal rate of speed is approximately six and one-half miles per hour depending on Type of rock, sand etc

.....Col. Wilson

NOTE: This is another example of an advanced technology for mass transit denied the public because of the disruption to status quo institutions, like Big Oil. - CR

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Nuclear Subterrenes Date: Sun, 5 Oct 1997 03:13:27 -0400 From:

Steve Lacy <Sandmob(at)AOL.COM >  
To: CTRL(at)LISTSERV.AOL.COM

Could government mole machines be building a secret worldwide tunnel system?

## UNDERGROUND BASES AND TUNNELS

by Richard Sauder, Ph.D., Adventures Unlimited Press Nuclear Subterrenes

The nuclear subterrene (rhymes with submarine) was designed at the Los Alamos National Laboratory, in New Mexico. A number of patents were filed by scientists at Los Alamos, a few federal technical documents were written - - and then the whole thing just sort of faded away. Or did it?

Nuclear subterrenes work by melting their way through the rock and soil, actually vitrifying it as they go, and leaving a neat, solidly glass-lined tunnel behind them.

The heat is supplied by a compact nuclear reactor that circulates liquid lithium from the reactor core to the tunnel face, where it melts the rock. In the process of melting the rock the lithium loses some of its heat.

It is then circulated back along the exterior of the tunneling machine to help cool the vitrified rock as the tunneling machine forces its way forward.

The cooled lithium then circulates back to the reactor where the whole cycle starts over.

In this way the nuclear subterrene slices through the rock like a nuclear powered, 2,000 degree Fahrenheit (Celcius?) - earthworm, boring its way deep underground. - The United States Atomic Energy Commission and the United States Energy Research and Development Administration took out Patents in the 1970s for nuclear subterrenes. - The first patent, in 1972 went to the U.S. Atomic Energy Commission. - The nuclear subterrene has an advantage over mechanical TBMs in that it produces no muck that must be disposed of by conveyors, trains, trucks, etc.

This greatly simplifies tunneling. If nuclear subterrenes actually exist (and I do not know if they do) their presence, and the tunnels they make, could be very hard to detect, for the simple reason that there would not be

the tell-tale MUCK PILES or tailings dumps that are associated with the conventional tunneling activities.

The 1972 patent makes this clear. It states:

".. (D)ebris may be disposed of as melted rock both as a lining for the hole and as a dispersal in cracks produced in the surrounding rock.

The rock-melting drill is of a shape and is propelled under sufficient pressure to produce and extend cracks in solid rock radially around the bore by means of hydrostatic pressure developed in the molten rock ahead of the advancing rock drill penetrator.

All melt not used in glass-lining the bore is forced into the cracks where it freezes and remains ... "

"... Such a (vitreous) lining eliminates, in most cases, the expensive and cumbersome problem of debris elimination and at the same time achieves the advantage of a casing type of bore hole liner." (US Patent No. 3,693,731, 26 Sep 1972)

There you have it: a tunneling machine that creates no muck, and leaves a smooth, vitreous (glassy) tunnel lining behind.

Another patent three years later was for:

A tunneling machine for producing large tunnels in soft rock or wet, clay, unconsolidated or bouldery earth by simultaneously detaching the tunnel core by thermal melting a boundary kerf into the tunnel face and forming a supporting excavation wall liner by deflecting the molten materials against the excavation walls to provide, when solidified, a continuous wall supporting liner, and detaching the tunnel

face circumscribed by the kerf with powered mechanical earth detachment means and in which the heat required for melting the kerf and liner material is provided by a compact nuclear reactor. - This 1975 patent further specifies that the machine is intended to excavate tunnels up to 12 meters in diameter or more.

This means tunnels of 40 ft. or more in diameter. The kerf is the outside boundary of the tunnel wall that a boring machine gouges out as it bores through the ground or rock.

So, in ordinary English, this machine will melt a circular boundary into the tunnel face.

The melted rock will be forced to the outside of the tunnel by the tunnel machine, where it will form a hard, glassy tunnel lining (see the appropriate detail in the patent itself, as shown in Illustration 41). At the same time, mechanical tunnel boring equipment will grind up the rock and soil detached by the melted kerf and pass it to the rear of the machine for disposal by conveyor, slurry pipeline, etc.

And yet a third patent was issued to the United States Energy Research and Development Admin. just 21 days later, on 27 May 1975 for a machine remarkably similar to the machine patented on 6 May 1975. The abstract describes:

A tunneling machine for producing large tunnels in rock by progressive detachment of the tunnel core by thermal melting a boundary kerf into the tunnel face and simultaneously forming an initial tunnel wall support by deflecting the molten materials against the tunnel walls to provide, when solidified, a continuous liner; and fragmenting the tunnel core circumscribed by the kerf by thermal stress fracturing and in which the heat required for such operations is supplied by a compact nuclear reactor.

This machine would also be capable of making a glass-lined tunnel of 40 ft. in diameter or more.

The careful reader will note that all of these patents were obtained by agencies of the United States government. Further, all but one of the inventors are from Los Alamos, New Mexico.

Of course, Los Alamos National Lab is itself the subject of considerable rumors about underground tunnels and chambers, Little Greys or EBEs, and various other covert goings-on.

A 1973 Los Alamos study entitled "Systems and Cost Analysis for a Nuclear Subterrene Tunneling Machine: A Preliminary Study", concluded that nuclear subterrene tunneling machines (NSTMs) would be very cost effective, compared to conventional TBMs. It stated:

"Tunneling costs for NSTMs are very close to those for TBMs, if operating conditions



for TBMs are favorable. However, for variable formations and unfavorable conditions such as soft, wet, bouldery ground or very hard rock, the NSTMs are far more effective.

Estimates of cost and percentage use of NSTMs to satisfy U.S. transportation tunnel demands indicate a potential cost savings of 850 million dollars (1969 dollars) throughout 1990. An estimated NSTM prototype demonstration cost of \$100 million over an eight-year period results in a favorable benefit-to-cost ratio of 8.5." - Was the 1973 feasibility study only idle speculation, and is the astonishingly similar patent two years later only a wild coincidence? - As many a frustrated inventor will tell you, the U.S. Patent Office only issues the paperwork when it's satisfied that the thing in question actually works! - In 1975 the National Science Foundation commissioned another cost analysis of the nuclear subterrene.

The A.A. Mathews Construction and Engineering Company of Rockville, Maryland produced a comprehensive report with two, separate, lengthy appendices, one 235 and the other 328 pages.

A.A. Mathews calculated costs for constructing three different sized tunnels in the Southern California area in 1974.

The three tunnel diameters were: a) 3.05 meters (10ft.); b) 4.73 meters (15.5 ft.); and c) 6.25 meters (20.5 ft.).

Comparing the cost of using NSTMs to the cost of mechanical TBMs, A.A. Mathews determined:

"Savings of 12 percent for the 4.73 meter (15.5 ft.) tunnel and 6 percent for the 6.25 meter (20.5 foot) tunnel were found to be possible using the NSTM as compared to current methods.

A penalty of 30 percent was found for the 3.05 meter (10 foot) tunnel using the NSTM. The cost advantage for the NSTM results from the combination of:

(a) a capital rather than labor intensive system, (Reducing the number of personnel required is especially important in black budget projects for security reasons. --SW) and (b) formation of both initial support and final lining in conjunction with the excavation process. (Leaving a glass-like lining, which could be \*air-tight\*, allowing the use of high-speed, superconducting mag-lev trains operated in a virtual vacuum in a tunnel deep underground. --SW)

This report has a number of interesting features. It is noteworthy in the first place that the government commissioned such a lengthy and detailed analysis of the cost of operating a nuclear subterrenes.

Just as intriguing is the fact that the study found that the tunnels in the 15 ft. to 20 ft. diameter range can be more economically excavated by NSTMs than by conventional TBMs.

Finally, the southern California location that was chosen for tunneling cost analysis is thought provoking. This is precisely one of the regions of the West where there is rumored to be a secret tunnel system.

Did the A.A. Mathews study represent part of the planning for an actual covert tunneling project that was subsequently carried out, when it was determined that it was more cost effective to use NSTMs than mechanical TBMs?

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Date: Tue, 07 Oct 1997 20:58:36 -0500  
From: "Joe Heeger, Jr." <[jheeger\(at\)hiwaay.net](mailto:jheeger(at)hiwaay.net)>  
To: [iufo\(at\)world.std.com](mailto:iufo(at)world.std.com)  
Subject: IUFO: Boring Machine's  
Reply-to: [iufo\(at\)world.std.com](mailto:iufo(at)world.std.com)

Hi all,

In regards to the underground boring machines I have a story to tell. In Nov. of 1992 I went to work at the Engineering office of the Superconducting Super Collider Laboratory in Waxahachie, TX., which is about 30 miles south of Dallas.

While there I helped design the Matching Section and RF Drive Loop Assembly of the Linear Accelerator used to focus the Proton Beam for there travel down the 50 mile oval.

When I started working there they had already started there boring under the ground. I never was able to get out to the hole but saw pictures of it and talked to people who worked down there.

The boring machines at that time were the largest in the world. I don't recall the size for sure. There were two of them and they were put down two different holes in pieces and assembled below. After there 50 mile oval was cut they would turn them outward and there they would make a grave for them. I do know that they were down 200 feet. They were also planing to cut under one of the big lakes in the area.

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