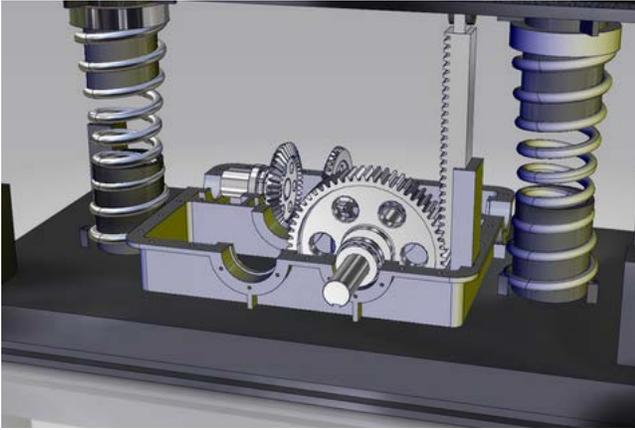




## Quantum Tracks

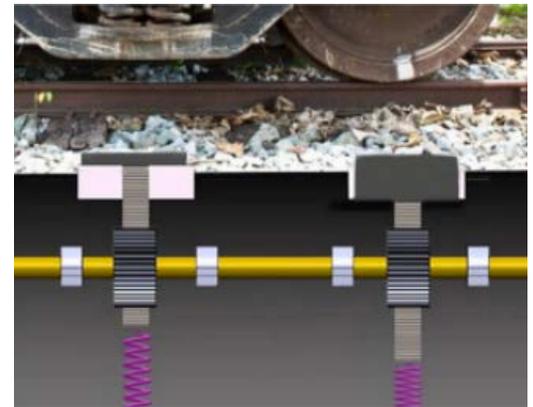
Prepared By: Quantum Corp.

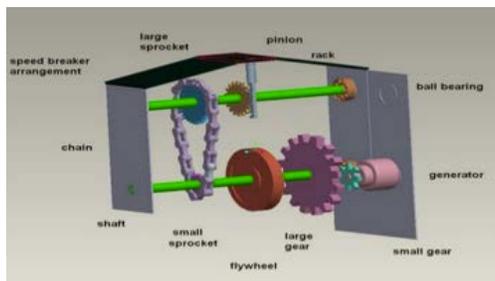




As our competitors struggle to keep pace we again deal a devastating innovative blow, this time through Quantum Tracks. Here we take a solution derived for cars and re-engineer it for trains. The original energy solution of energy generation using speed breakers was designed for cars, but here we

use the weight and compression of a train to create the same electrical potential. Its fairly straight forward, beneath the traditional train track a proprietary variation of the speed breaker solution will lay. As the trains pass by the Quantum Track it compresses creating energy. For a car vehicle 1,000kg passing over the system it pushes the damper to a depth of 10 cm it can produce approximately 0.98 kilowatt power ideally. So from one such speed breaker on a busy highway, where about 100 vehicles pass every minute, about one kilowatt of electricity can be produced every single minute. Here we extrapolate the calculations made for a car allowing for adjustments in dampening compression, weight, and train frequency over about 150,000 miles of track in the United States. For example, the average size of a passenger train is 14 cars. There are over 10.3B passenger kilometers in U.S per year traveled, and 2.5T freight tonne-kilometres in U.S. The average passenger train car weighs 65 tons with the average weight of a locomotive at 150 tons. So the total weight of an average passenger train is 1,060 tons or 963,430.2kg. Now we calculate the amount of rail ties per mile of track at 2,640 per mile. Next we calculate the total amount of rail ties for 150,000 miles at 396,000,000.00 rail ties. Quantum Corporation anticipates that it will be able to initially refurbish approximately one quarter of the total track ties in use at 99,000,000 or 37,500 miles. So at .12 cents per kWh how much energy in dollars is produced? For passenger trains that weigh 963,430kg we divide by 1000kg





to get 963 to make a car comparison. Roughly one passenger train is about one thousand cars. Then we multiply 963 kWh/track ties times 99,000,000 track ties = 95B kWh depending on the amount of energy the Quantum Free Float damper

produces under the tremendous weight. Here we allow the train to compress the Quantum Free Float damper 15.3 cm or 6in to 8in. Since the amount of energy produced under the weight of the train is greater than a car, but arguably the frequency of the train over the track is less than the car, for now we assume that all of the 37,500 miles of track are used once per day even though trains like the LIRR and New York Subway make hundreds of trips per day to arrive a 95B kWh. Next we multiply 95,337,000,000 kWh by .12 cents to arrive at the monetary amount of energy produced per day at \$11,440,440,000 dollars. This calculation does not include a quarter of the 2.5T freight tonne-kilometres. As the Company has briefly outlined, when beginning to weigh the profitability of the Quantum Track project, and weather or not to allocate equity within the Company, it becomes very attractive. When reviewing previous statistics Amtrak had 30.8 million passengers in the year 2014-15. Among regional systems that report to the American Public Transportation Association, there were 3.945 billion metro/subway riders, 529.6 million commuter rail riders, and 489.8 million light rail/streetcar riders in 2015. This proprietary solution will create the type of Helios versatility employees have been looking for providing additional structured clarity on the transition. Does everyone feel comfortable with that outlook? The reality is that the Trump Administration would like to have the status of the Quantum - Trump border wall remain in opaque ambiguity while trying to execute multi-layered legal scams to cover up and accommodate various value liability ranging from extra marital affairs to securities fraud trying to fraudulently bank on the Company's need of retaining the rights to the solar panels of the wall





to supplement the Company's traditional brands. We not only set forth a superior border wall solution rightfully entitling the Company to the project legally, but here we expose the

origin of the federal collusion and legal scams stemming from Wilmer Hale through Jamie Gorelick, and Robert Mueller by various means more recently through Hope Hicks. Notice Jared Kushners more pronounced upset posture over Mexico. Next we freely communicate with the DOJ maintaining positive rapport, but keen on noticing how it remains strategically indecisive. Then we isolate the criminality, and then again deal a decisive innovative blow through Quantum Tracks proprietary technology further stripping the value scam of any perceived leverage at \$4,120,397,424,000 in energy per year at a quarter of the total U.S. track capacity. We can even lay a Quantum Track under every other rail tie, or every fifth rail tie, or every tenth rail tie, and still be well on our way to One Trillion dollars in energy produced per year at .12 cents per kWh. For many of you who questioned the validity of my ability to execute or isolate the criminality from a distance to allow the Company to reach an unmatched scale displacing our peers competitively, this innovation paired with the proper legal and strategic analysis should go a long way in quelling any of your concerns. This will give the Company the confidence to set new industry standards optimizing Air Time for Equity strategies across our brands shouldering the load of the stormy liability the Quantum - Trump border wall has leading the economy forward allowing the Company to remain neutral on the border wall project, and well diversified. This legacy approach optimizes the Company's 2018 outlook headed into 2020 ensuring stability, and leadership on the scale worthy of the international communities praise. As we move forward into next week all of you should have the confidence needed to address any questions or concerns about a variety of issues at hand with ease.

