

#30

NEWS REPORT

DECEMBER 1952

CANADIAN RAILROAD HISTORICAL ASSOCIATION INC.

NOTICE OF MEETING:

The regular monthly meeting of the Association will be held in room 153 Queen's Hotel, on Wednesday, December 10th, 1952, at 8 PM. Business will be transacted, and the Association will hear the report of the Nominating Committee for 1953 officers.

NOTICE TO ASSOCIATE MEMBERS

This issue of the News Report concludes the 1952 subscription. During the year 1952, the Editorial Committee has issued more than 75 pages of news, and documentary material, including histories, rosters, diagrams and maps. An examination of the revenue and expenditure figures for the year, has prompted the Editorial Committee to seek the Association's authority to increase the subscription rate from \$1.00 to \$1.50 per annum, effective with the January issue. It is hoped that the subscribers will understand that this step is taken only as a last resort, in order to help in defraying publication costs. While the increase will raise the Editorial Committee's income by 50%, the News Report will even then not be self-supporting but will continue to depend upon grants from the Association for the major part of its upkeep. If the number of subscribers continue to increase as they have during 1952, the Editorial Committee hopes eventually to have enough income to include photo-offset pages from time to time, for the purpose of publishing photographs, documents, diagrams and maps.

To this end, the goodwill of the associate member subscribers is sought, not only to continue their own subscriptions, but to obtain the names of other interested individuals to support our publication. Sample copies can be obtained by addressing a postcard to the Editorial Committee.

Cheques for 1953, for \$1.50, covering subscription for the year, should be made payable to the Association and forwarded to the Editorial Office, 6959 De l'Épée Avenue, Montreal 15, Que.

ASSOCIATION NEWS

On Sunday, November 22nd, 1952, fifteen members of the Association participated in an outing in car 859 of the Montreal Transportation Commission. This excursion was for the purpose of riding in a car of the well-known 703 class for the last time. As reported in our last issue, the last four units of the 703 class were retired in October, and are scheduled to be scrapped in the Spring. For the final trip, no. 859 was operated from the Youville Shops to the wye at Montreal Nord, and return to Youville. The car was specially cleaned for the occasion, and as it had been painted quite recently, was of very good appearance for the many photographs which were taken. No. 859 had been placed in service in September 1907, and until its final run in public service on October 20th, had chalked up some 767,724 miles of revenue passenger service. This is not high as such vehicles go, but the 703 class had been used in rush-hour-only service for many years preceding their retirement, which accounted for the comparatively low mileage during a 45-year career. Upon the return to Youville, those participating were given a demonstration of car operation on the test loop at Youville Shops, by our very good friend, Instructor T. Bonenfant, after which no. 859 was put away for the last time, with many a backward glance.

At the beginning of the trip, a presentation was made by Mr. R.M. Binns on behalf of Mr. D.E. Blair, former Vice President and General Manager of the Montreal Tramways Company, of a 1" scale model of a single truck for an open passenger car. This model is constructed entirely of brass, and was built by a professional model maker, A. Gravel, in 1895. This beautifully-wrought model was obtained through Mr. Lindsay, Superintendent of Rolling Stock of the MTC, and will form one of the more important and interesting exhibits in car 274 when restoration of the latter is completed. We are very much indebted to Mr. Blair and to Mr. Lindsay for entrusting this splendid souvenir of the heyday of the trolley car, to the Association, for preservation.

MONTREAL TRANSPORTATION COMMISSION

Passenger cars in service at  
December 1st, 1952.

		<u>Total</u>
901, 905, 907, 913, 925, 929, 937, 939, 941, 945, 947, 955, 959, 963, 965, 967, 969, 971, 973, 975, 993, 997.	2-man	22 cars.
1042, 1046, 1048, 1050, 1051.	"	5 "
1200-1202, 1204-1220, 1224-1226, 1228, 1230-1236, 1239, 1241, 1244, 1246, 1249, 1251-1252, 1257, 1259-1260, 1263, 1265-1269, 1271-1278, 1280, 1282, 1284-1294, 1297-1304, 1306-1314, 1316-1324.	"	94 "
1325 to 1524.	"	200 "
1525 to 1549.	1-man	25 "
1550 to 1599	2-man	50 "
1600 to 1624	1-man	25 "
1625-1674 (trailers)	"	50 "
1675 to 1699	"	25 "
1800 to 1824	2-man	25 "
1900 to 2000	1-man	101 "
2001 to 2004, 2052 to 2056, 2064, 2600 to 2605. (D-E)	"	16 "
2030 to 2040, 2050 to 2080 (except 2052-2056, 2064)	"	40 "
2100 to 2239, 2650 to 2674.	2-man	165 "
2500, 2501. (articulated)	"	2 "
2850 to 2874.	1-man	25 "
3500 to 3517. (PCC)	"	18 "
1 to 4 (observation)		4 "
Total .....		<u>896</u> "



	Forward ,	..... 896 cars.
Cars in storage as of December 1, 1952:		
859, 861, 869, 881, 903, 911, 915, 921, 923, 927,		949,
951, 953, 957, 961, 1203, 1221, 1222, 1223, 1227, 1229,		
1237, 1238, 1240, 1242, 1243, 1245, 1247, 1248, 1250,		
1253, 1254, 1255, 1256, 1258, 1261, 1262, 1264, 1270,		
1279, 1281, 1283, 1295, 1296, 1305, 1315.		46 "
Historic 274, 350.		<u>2</u> "
	Total passenger cars .....	<u>944</u> "

EARLY RAILWAYS OF THE EASTERN TOWNSHIPS-VIII

Robert R. Brown

LOTBINIERE & MEGANTIC RAILWAY

About 75 years ago, two brothers named King started a lumber business at Lyster, a village on the Becancour River and on the Grand Trunk Railway line from Richmond to Point Levis. The GTR was in a position to serve them adequately but apparently they wanted to own a railway.

Accordingly, the Lotbiniere & Megantic Railway was chartered by the Province of Quebec in 1889 to build from St. Jean des Chailions on the St. Lawrence River to Lyster and Glen Lloyd in Megantic County. Construction started in 1893 and the line was completed from Deschailions to Lyster in 1895. Subsequently the line was crossed about midway by the Intercolonial Railway and in honour of the owners of the L&M, the crossing was called Kingsburg, later converted to Villeroy.

In 1907, the Quebec Eastern Railway was authorized to buy the L&M to form part of an electric interurban line from Quebec to Sherbrooke. Nothing came of this but in 1912, the L&M was bought by the Quebec Railway Light & Power Company to form part of a system of electric interurban lines after completion of the Quebec Bridge. This did not materialize because of the war and the delay in the completion of the bridge and the L&M was sold to the Dominion Government on December 1st, 1919. It was taken over by Canadian National Railways on April 1st, 1920. Train service was discontinued immediately between Villeroy and Lyster and the rails were lifted in October 1926.

LOCOMOTIVES:

- |    |       |        |     |  |
|----|-------|--------|-----|--|
| 1. | 4-4-0 | 16x21" | 60" | 1858 Neilson #445.                                   |
|    |       |        |     | Ex Intercolonial Ry. #11, bought 1893.               |
| 2. | "     | 16x24" | 60" | 1883 Kingston #238.                                  |
|    |       |        |     | Ex Intercolonial Ry. #12, bought 1893.               |
| 3. | "     | 16x22" | 60" | 1875 ?   |
|    |       |        |     | Ex Intercolonial Ry. #12, bought 1893.               |
| 4. | "     | 16x24" | 62" | 1872 Rhode Island.                                   |
|    |       |        |     | Ex GTR #117, bought 1905. Originally Gt. Western Ry. |
| 5. | "     | "      | 62" | 1889 Kingston #377.                                  |
|    |       |        |     | Ex QRL&P Co. #5. Rented 1913, returned 1920.         |

### ITEMS OF INTEREST

Engine 101, a small 0-6-0 saddle tank, up to recently the property of Standard Paving Co. in Hamilton, has been acquired by Canadian National Railways to be restored in its original form as a Grand Trunk Railway switching tank engine. It is now at Pointe St. Charles shops after having been held for some time at Belleville, Ontario.

The acquisition of new PCC cars by the Toronto Transportation Commission has been reported recently in the News Report. The following table shows the original owning company and number, and the proposed TTC numbers. A number of cars have already arrived in Toronto from Cleveland, and on Sunday, November 30th, a group of members of the Upper Canada Railway Society had an outing in the first ex-Cleveland car to be converted.

Ex Cleveland Trans. #4200-4249.	Pullman 1946.	To be TTC 4625-4674.
" " 4250-4274	St. Louis 1946.	" 4675-4699
Ex Birmingham Trans. 800-847	Pullman 1946.	" 4700-4747.

Recently, Canadian Pacific Railway placed an order for 73 new diesel-electric locomotives to be used on the Kootenay and Kettle Valley divisions in southern British Columbia. Units are as follows:

Class DFA-15f	4066-4075.	GMDL.	1500 HP road A units.
" DFA-16d	4076-4081	Kingston	1600 HP " A "
" DFA-16c	4082-4093.	Montreal	1600 HP " A "
" DFB-16b	4455-4458	Kingston	1600 HP " B "
" DFB-15c	4459-4462	GMDL	1500 HP " B "
" DFB-16c	4463-4470	Montreal	1600 HP " B "
" DS-6c	6518-6522	"	660 HP switcher.
" DS-10m	7115-7118	"	1000 HP "
" DRS-12a	7400-5405	GMDL	1200 HP road switcher.
" DRS-15d	8412-8425	"	1500 HP "

Early in the month of October, the historic Bonaventure passenger station was finally razed. Destruction of the well-known terminal closed the pages of a 105-year history of the site as a railway station. Freight offices formerly housed here following the disastrous fire of September 1949 which destroyed the old freight shed, are now located in a new building erected a few hundred feet west of the old depot, permitting the eventual connection of Windsor and Colborne streets, across what once was Montreal's busiest railway terminal.

Improvements to Montreal CNR Central Station, in the form of the widening of the passage under deLagauchetiere Street, to permit the extension of tracks 9, 10, 11 and 12, were completed in time for trains using the new schedules effective November 30th. These tracks were formerly stub end, for northward traffic only.

A new rectifier sub-station has been placed in service on the CNR Montreal Terminal electrification at Saraguay, a few miles west of Val Royal. Its principal present use is to cut down on the power drop at the Ste. Eustache end of the line. Prior to the opening of the new station, power was supplied by a rotary converter at Portal Heights, and by a rectifier in Central Station. Saraguay and Central Station power units generate power at 3000 volts, while that at Portal Heights provides current at 2400 volts, the former operating voltage. Locomotives have been changed in the past year to accommodate the higher voltage.



Canadian National Railways is presently using diesel-electric road locomotives on train 490, a manifest freight train originating at Mimico and running over CNR and Central Vermont lines to New London, Conn. Same diesel units travel from end to end. The practice was started in mid-November. With the apparent intention of extending this use of diesel-electric engines on through freight movements, the National system recently undertook to lower the floor of the St. Clair Tunnel, at Sarnia-Port Huron. This will permit routing of high loads also.

Canadian Pacific and Canadian National systems will soon inaugurate the transportation of loaded truck trailers on flatcars between Montreal and Toronto. Trailers will circulate through the city during the day, collecting shipments for consignees in the destination city. In the evening, the trailers will be loaded on flatcars, two to a car, and shipped overnight to destination. The next morning they will be picked up by truck trailers and the freight distributed, thus eliminating much handling from pick-up trucks to freight sheds, from sheds to cars, then back to delivery trucks at destination. This procedure will be similar to the service offered by the New Haven Railroad between Boston and New York. Canadian Pacific Railway has already modified three flatcars for this service, with guide railings, steel hinged aprons, and special blocking devices for the loading of truck trailers.

Canadian Pacific Railway is proceeding with the modernization of several sleeping and parlour cars, including "R" class (8-section, 1 drawing room, 2 compartment) cars "Ruskin", "Redvers", "Redcliff" and "Regent"; "Bay" class (3 bedroom, 2 compartment) cars "Georgian Bay", "Thunder Bay" and "James Bay"; and cafe-parlour cars 6550, 6552, 6554, 6555 and 6561 which are being renumbered in series from 6484 to 6488 inclusive.

Canadian National Railways has placed orders for 300 passenger train units to replace obsolete equipment, at an expected cost of more than \$50,000,000. Canadian Car & Foundry will build 161 first-class coaches. Pullman-Standard will build 84 sleeping cars, of roomette, duplex roomette, bedroom, compartment and drawing room accommodation design; 6 dinette cars (lunch counter); 14 standard dining cars; 9 cafe parlour cars; 6 parlour cars; 10 buffet sleeping cars; 8 buffet lounge cars and 2 parlour buffet cars.

Grand Trunk Western has CTC (Centralized Traffic Control) now installed between Pontiac and Durand, Michigan. Canadian National has started installation of 105 miles of single track CTC and 35 miles of double track automatic block signalling between Port Arthur and Atikokan.

Since our last report, Canadian National Railways have received diesel-electric units from General Motors Diesel Limited numbered between 9104 and 9126 (even numbers only), and from Montreal Locomotive Company, switchers 8022 to 8025.

Quebec North Shore & Labrador Railway Company received five steel conductors' vans from Canadian Car & Foundry Co. in Montreal in November, as well as two steel snowploughs with vista-dome type cupolas. These are to be shipped to Seven Islands along with engine 1112 (QNSL) formerly CNR #1112, which was recently converted to oil burning at Pointe St. Charles shops prior to sale. QNSL has also purchased an 1100 class (4-8-4) Ontario Northland Railway engine. These engines are to be used as mobile steam generators for thawing ore piles, etc., and in emergency can replace diesel-electric engines in yard service.

QNSL engine #1112 made a test run from Montreal to Beloeil and return, early on the morning of November 29th, before being transferred to Montreal Wharf for shipment to Seven Islands.

Quebec Railway Light & Power Company renumbering is finally under way.

Locomotive numbers in use at October 31st, 1952 were:

Steam: 22,

Electric: 30, 32, 33, 34, 35, 226 (formerly 31).

M&SC #327, which had been sent to Quebec for use, was subsequently transferred to Oshawa Railway.

At October 1st, the Rutland Railway had the following steam locomotives in use: 74, 80, 81, 85, 90, 91, 92, 93, 106, 107. Since November 1st, the only steam assignment left on the railway is for trains 51 and 52, Montreal to Alburgh, using engines 80, 81 and 85.

The first passenger train from Quesnel to Prince George, British Columbia, on the Pacific Great Eastern Railway, reached the latter place on November 1st, 1952, attended by appropriate ceremony.

Recently, Algoma Central & Hudson Bay Railway became the first Canadian railway to use inter-train radio throughout its entire length.

It is reported that a retired CNR Conductor and several associates have offered to run the London & Port Stanley Railway to prove their own faith in the belief that L&PS can be a successful venture. Group will be heard by London city council. (More power to him - Ed.)

Curtailed Board of Transport Commissioners' hearings on the proposal to abandon Palmerston-Kincardine and Palmerston-Southampton CNR service, will be resumed.

It has been suggested that the Windsor - Toronto rail service between CNR - CPR and the Chesapeake & Ohio, be pooled, with train service operating between these points over two routes, one via London, the other via St. Thomas.

CORRECTIONS: In the October issue, reference to 29-32 series of cars of the Cornwall Street Railway, should have shown car 31 still in service as line car.

September-October 1952 issue: Page 3 - ONR "1200 class switchers of both builders" -- the 4-1000 HP switchers numbered 1200-1203 are Alco-GE (1200-02) and MLW-GE (1203). None are GMDL.

Note on AC&HB "GP-7's numbered 150-169" should read "150-168". Two more units, 169 and 170 are on order. The two 800 HP switchers are 140 and 141.

In addition to these corrections, supplementary information was received for the same issue, that Napierville Junction Railway engine 914, which was shipped to Toronto intact, was scrapped in September at Steel Co. of Canada, Hamilton. Also, four passenger cars, 80, 82, 83 and 130 are still in use on the Niagara, St. Catharines & Toronto Railway.

Part Two of "Transportation in a Pre-Confederation Canada" will be published in the January issue.

SUBSCRIPTION RATE FOR 1953:  
\$1.50

EDITORIAL OFFICE: O.S.A. LAVALLEE, Editor.  
6959 De l'Epee Avenue, Montreal, 15.



CANADIAN NATIONAL RAILWAYS

Location of Motive Power - - -

December 31, 1952.

Explanation of Symbols

Other Symbols

ATLANTIC REGION

Atlantic District

- AT1 Bathurst NB
- AT2 Bridgewater, NS
- AT3 Campbellton, NB
- AT4 Charlottetown PEI
- AT5 Edmundston, NB
- AT6 Halifax, NS
- AT7 Moncton, NB
- AT8 Moncton Shop, NB
- AT9 Mont Joli, Que.
- AT10 Mulgrave, NS
- AT11 Napadogan, NB
- AT12 Newcastle, NB
- AT13 Pictou, NS
- AT14 Point Tupper, NS
- AT15 Riviere du Loup, Que.
- AT16 Saint John, NB
- AT17 South Devon, NB
- AT18 Stellarton, NS
- AT19 Sydney, NS
- AT20 Truro, NS

Newfoundland District

- NF1 Bishops Falls, NF
- NF2 Humbermouth, NF
- NF3 Port aux Basques, NF
- NF4 St. John's, NF.

CENTRAL REGION

Quebec District

- QU1 Chauvigny, Que.
- QU2 Cochrane, Ont.
- QU3 Garneau Jct., Que.
- QU4 Joffre, Que.
- QU5 Limoilou, Que.
- QU6 Nicolet, Que.
- QU7 Parent, Que.
- QU8 Quebec, Que.
- QU9 Taschereau, Que.
- QU10 Turcot, Que.

Montreal District

- MO1 Brockville, Ont.
- MO2 Coteau, Que.
- MO3 Deering, Me.
- MO4 Island Pond, Vt.

- MO5 Joliette, Que.
- MO6 Longue Pointe, Que.
- MO7 Ottawa, Ont.
- MO8 Pt. St. Charles, Que.
- MO9 Richmond, Que.
- MO10 Hurcot, Que.

Southern Ontario District

- SO1 Belleville, Ont.
- SO2 Cobourg, Ont.
- SO3 Fort Erie, Ont.
- SO4 Hamilton, Ont.
- SO5 Kingston, Ont.
- SO6 Lindsay, Ont.
- SO7 London, Ont.
- SO8 Mimico, Ont.
- SO9 Niagara Falls, Ont.
- SO10 Palmerston, Ont.
- SO11 Port Huron, Mich
- SO12 Sarnia, Ont.
- SO13 Stratford, Ont.
- SO14 Toronto, Ont.
- SO15 Trenton, Ont.
- SO16 Windsor, Ont.

Northern Ontario District

- NO1 Allandale, Ont.
- NO2 Capreol, Ont.
- NO3 Foleyet, Ont.
- NO4 Gravenhurst, Ont.
- NO5 Hamilton, Ont.
- NO6 Hornepayne, Ont.
- NO7 Nakina, Ont.
- NO8 North Bay, Ont.
- NO9 Port Arthur, Ont.
- NO10 South Parry, Ont.
- NO11 Toronto, Ont.

Central Vermont Railway

- CV1 St. Albans, Vt.

Grand Trunk Western Reg.

- GT1 Battle Creek, Mich.
- GT2 " " Shops "
- GT3 Blue Island, Ill.
- GT4 Durand, Mich.
- GT5 Elsdon, Ill.
- GT6 Flint, Mich.

- a- Stored serviceable
- b- Stored un-serviceable
- c- Removed from service.
- e- Heating.
- f- Stat. boiler
- g- Removed from service and stat. boiler
- h- Leased at Minto, NB
- i- Leased to CVRy.
- j- Leased to Imp. Oil Ltd Mtl. East
- k- Leased to Shaw Falls Term L. Ry.
- l- Leased to Nor. Alta. Rys.
- m- Leased to Public Markets, Wpg.
- n- Leased to N.H.B. Vancr.
- o- Engines assigned new numbers in roster, but still carrying old no.

	Old #	New #
	117	17
	122	18
<u>Central Vermont Railway</u>	925	95
CV1 St. Albans, Vt.	30	225
	32	227
<u>Grand Trunk Western Reg.</u>	34	229
	35	230
GT1 Battle Creek, Mich.	22	429
GT2 " " Shops "	7035	7250
GT3 Blue Island, Ill.	7044	7254
GT4 Durand, Mich.	7053	7255
GT5 Elsdon, Ill.	7061	7256
GT6 Flint, Mich.	7025	7267

GT7 Grand Rapids, Mich  
 GT8 Lansing, Mich.  
 GT9 Milwaukee, Wis.  
 GT10 Milwaukee Jct., Mich.  
 GT11 Muskegon, Mich.  
 GT12 Pontiac, Mich  
 GT13 Port Huron, Mich.  
 GT14 Saginaw, Mich.  
 GT15 South Bend, Ind.

WESTERN REGION

Duluth, Winnipeg & Pacific Ry.

DU 1 Fort Frances, Ont.  
 DU2 West Duluth, Minn.  
 DU3 West Virginia, Minn.

Manitoba District

MA1 Atikokan, Ont.  
 MA2 Brandon, Man.  
 MA3 Dauphin, Man  
 MA4 Fort Frances, Ont.  
 MA5 Hudson Bay, Sask.  
 MA6 Kamsack, Sask.  
 MA7 Melville, Sask.  
 MA8 Neebing, Ont.  
 MA9 Neepawa, Man.  
 MA10 Portage, Minn.  
 MA11 Port Arthur, Ont.  
 MA12 Rainy River, Ont.  
 MA13 Redditt, Ont.  
 MA14 Rivers, Man.  
 MA15 Sioux Lookout, Ont.  
 MA16 The Pas, Man.  
 MA17 Transcona, Man.  
 MA18 Winnipeg, Man.

Saskatchewan District

SA1 Biggar, Sask.  
 SA2 Humboldt, Sask.  
 SA3 Kindersley, Sask.  
 SA4 Melville, Sask.  
 SA5 North Battleford, Sask.  
 SA6 Nutana, Sask.  
 SA7 Prince Albert, Sask.  
 SA8 Regina, Sask.  
 SA9 Watrous, Sask.

Alberta District

AL1 Biggar, Sask.  
 AL2 Calder, Alta.  
 AL3 Calgary, Alta.  
 AL4 Drumheller, Alta.  
 AL5 Edmonton, Alta.  
 AL6 Edson, Alta.  
 AL7 Hanna, Alta.  
 AL8 Jasper, Alta.  
 AL9 Mirror, Alta.  
 AL10 North Battleford, Sask.  
 AL11 Wainwright, Alta.

British Columbia District

BC1 Jasper, Alta.  
 BC2 Kamloops, BC  
 BC3 McBride, BC  
 BC4 Port Mann, BC  
 BC5 Prince George, BC  
 BC6 Prince Rupert, BC  
 BC7 Smithers, BC  
 BC8 Victoria, BC

ACKNOWLEDGMENT: This list has been compiled by CRHA members Anthony Clegg and Ernest Modler. The enginehouse code was designed by Mr. Modler.

117	NF4co	87-		200-		403	AT7b	674	MO10
122	NF4co	88	S04	202	MO8	404-		713	MO3
		89	S07			405	AT7	745	MO9c
45-50	MO16	90-		30	QU8c	406	AT7b	788	SC7
		93	S04	226	Q U8	411	BC2	845	SC15c
73	GT9	94	S01	32	QU00	424	BC8	849	MO10
77	MO8	925	AT3co	228	QU8	426	"		
78-79	GT1	96	S01	34-35	QU8c	428	BC8c	1004	AT15
						22	QU8c	1008	AT15
80	S04	100-		280	NF3			1009	AT18
81	S010	105	MO8			590-		1012	AT18
82	S07	150-		300-6	NF4	599	NF4	1014-	
83	S04	156	S011	307	NF4b			15	AT15
84	S010	175-		308-		775	NF4	1016	AT18
85	S64	176	S011	329	NF4	776	NF1	1017-	
86	S07	180-				777	NF2	18	AT15
		188	MO8						



1111	MA16	1236	NO4cf	1356	MO9	1424	SA8	2058	MA3	2150	AL7
1113	AT18b	1238	SO1c	1357	QU5	1425	BC7	2059	SA4	2151	MA18
1114	BC5	1273	MA15	1358	NO4	1426	BC6	2060	MA4	2152	AL9
1115	AT2c	1274	SA5	1359	MA3	1427	BC2	2063	MA2	2153	MA16
1117	MA16	1275	"	1360	MO10	1428	BC6	2091	BC2	2154	AL6
1119	AT14	1278	MA18	1361	QU4	1429	BC7	2093	AL2	2155	AL9
1120	AT3b	1280	"	1362	QU5	1430	BC5	2094	BC2	2156	"
1121	AT14b	1284	SA5	1363	NO1	1432	BC2	2096	BC2	2157	SA7
1122	AT2	1285	MA18b	1364	"	1433-		2097	BC5	2158	AL6
1123	MA3	1287	SO7	1365	MA18	35	BC5	2098	SA7	2159	SA8
1124	AT7	1294	SA5	1366	NO4	1436	BC4	2099	AL2	2160	AL6
1125	MA2	1300	MA3	1367	MA2	1437	BC5	2100	BC8	2161	AL6
1126	AT2	1301	SA5c	1368	NO1	1438	BC7	2102	"	2162	SA8
1128	AT2	1303	SO10	1369	MO10	1439	BC2	2103	BC5	2163	MA16
1129	AT14	1307	MA18	1370	SO10	1440	BC5c	2104	"	2164	AL9
1130	AT3b	1309	MA9b	1371	MA10	1442	BC4	2105	NO4	2165	AL9
1131	AT7	1310	MA9	1372	SA7	1443	BC2c	2107	MA18	2166	AL2
1132	AT3b	1311	MO9	1373	MA3	1444	BC6	2109	BC4	2167	SA7
1133	AT15a	1312	MA3	1374	SO10	1446	BC5	2110	BC4	2168	"
1134	AT7b	1313	MO9	1375	QU4	1447	BC2	2111	BC2	2169	MA16
1135	AT14b	1314	MA18	1376	MA3	1448	BC5	2112	AL2	2170	MA7
1136	SO6c	1315	NO4cf	1377	AL5	1451	BC7	2113	AL2	2171	MA6
1137	AT2c	1316	AT3b	1378	SA7			2114	SA7	2172	MA16
1138	AT7	1317-		1379	SO10	1878	AT17b	2115	AL5	2173	AL2
1139	AT2	18	MA18	1380	MA18	1918	AT18c	2116	BC4	2174	MA16
1140	BC5	1319-		1381	MA9	1920	AT17c	2117	SO4c	2175	AL6
1141	AT7	21	SO10	1382	SA7	1927	AT17c	2119	AL2	2176	SA6
1142	AT14	1322	NO1c	1383	SA8	1948	AT17h	2120	BC6	2177	AL9
1143	AT9a	1323	QU4	1384	MA3	1981	DU2	2121	BC8	2178	MA7
1145	AT18	1324	SO10	1385	QU5	1982	DU3	2124	BC1	2179	AL6
1146	AT14	1325	MO10	1386-		1983	"	2125	MA7	2180	AT18
1147	AT2	1326	MO7	1387	MO10	1984	DU2	2126	MA3	2181	AT18b
1148	AT3b	1327	SA6	1388	MO9b			2127	MA18	2183	AT17
1149	AT3c	1328	MA9	1389	MA3	2013	SA6	2128	MA16	2184	AT19
1150	MA16	1329	MA18	1390	SO4	2015	MA10	2129	MA18	2186	QU7
1151	AT7	1330	MA3b	1391	QU5	2016	SA7	2130	AL6	2187	QU9
1152	AT18	1332-		1392	MA18	2021	AL5	2131	AL6	2188	AT18e
1153	AT9b	33	MA18	1393-		2022	SA6	2132	MA18	2189	AT7
1154	AT3b	1334	SA 5	1395	MO10	2023	MA18b	2133	SA6	2190-	QU9
1155	AT7	1335	MA2	1396	MO7	2024	SA8	2135	AL6	94	"
1156	AT7b	1336	SA7	1397	NO1	2026	MA4	2136	AJ6	2195	QU7
1157	AT7	1337	NO10	1398	MO10	2027	SA8	2137	AL7	2196	QU9
1158	MA16	1338	SO13	1399	AT3	2032	SA2	2138	MA6	2197	"
1159	AT2c	1339	AT3	1400	QU5	2035	SA7	2139	MA18	2198	QU2
1161-		1340	MO10	1401	SO15	2038	AL6c	2140	SA4	2199	QU9
1162	AT18	1341	AT7	1402	QU5	2040	MA13	2141	AL2	2200	"
1163	AT15a	1342	NO1	1403	MO10	2042	AL2	2142	MA6		
1164-		1347	AL5	1404	MA3	2045	AT3c	2143	AL9	2334	SO8
1165	AT18	1348	AL2	1405	QU5	2046	MA5	2144	MA3	2335	AT3
		1349-		1406	SO1	2047	AL2	2145	AL9	2336	SO8
1207	NO1	50	MA18	1407	SO15	2049	MA4	2146	SA7	2337	AT6
1208	SO6c	1351	MA2	1408	MO10	2052	AL6	2147	AL9	2338	MA8
1223	SO1	1354	MO10	1409	MA6	2054	MA16	2148	AL2	2339	QU2
1224	SO6	1355	NO1	1423	BC4	2056	AL9	2149	AL5	2340	MO1
1143	AT9a	1323	QU4	1384	MA3	1981	DU2	2121	BC8	2178	MA7
1145	AT18	1324	SO10	1385	QU5	1982	DU3	2124	BC1	2179	AL6
1146	AT14	1325	MO10	1386-		1983	"	2125	MA7	2180	AT18
1147	AT2	1326	MO7	1387	MO10	1984	DU2	2126	MA3	2181	AT18b
1148	AT3b	1327	SA6	1388	MO9b			2127	MA18	2183	AT17
1149	AT3c	1328	MA9	1389	MA3	2013	SA6	2128	MA16	2184	AT19
1150	MA16	1329	MA18	1390	SO4	2015	MA10	2129	MA18	2186	QU7
1151	AT7	1330	MA3b	1391	QU5	2016	SA7	2130	AL6	2187	QU9
1152	AT18	1332-		1392	MA18	2021	AL5	2131	AL6	2188	AT18e
1153	AT9b	33	MA18	1393-		2022	SA6	2132	MA18	2189	AT7
1154	AT3b	1334	SA 5	1395	MO10	2023	MA18b	2133	SA6	2190-	QU9
1155	AT7	1335	MA2	1396	MO7	2024	SA8	2135	AL6	94	"
1156	AT7b	1336	SA7	1397	NO1	2026	MA4	2136	AJ6	2195	QU7
1157	AT7	1337	NO10	1398	MO10	2027	SA8	2137	AL7	2196	QU9
1158	MA16	1338	SO13	1399	AT3	2032	SA2	2138	MA6	2197	"
1159	AT2c	1339	AT3	1400	QU5	2035	SA7	2139	MA18	2198	QU2
1161-		1340	MO10	1401	SO15	2038	AL6c	2140	SA4	2199	QU9
1162	AT18	1341	AT7	1402	QU5	2040	MA13	2141	AL2	2200	"
1163	AT15a	1342	NO1	1403	MO10	2042	AL2	2142	MA6		
1164-		1347	AL5	1404	MA3	2045	AT3c	2143	AL9	2334	SO8
1165	AT18	1348	AL2	1405	QU5	2046	MA5	2144	MA3	2335	AT3
		1349-		1406	SO1	2047	AL2	2145	AL9	2336	SO8
1207	NO1	50	MA18	1407	SO15	2049	MA4	2146	SA7	2337	AT6
1208	SO6c	1351	MA2	1408	MO10	2052	AL6	2147	AL9	2338	MA8
1223	SO1	1354	MO10	1409	MA6	2054	MA16	2148	AL2	2339	QU2
1224	SO6	1355	NO1	1423	BC4	2056	AL9	2149	AL5	2340	MO1

2341	SO3b	2397	QU4	2454	QU9	2511		2568	MO6	2624	QU7	2681	GT17
2342	AT19	2399	SO14	2455	DU3	13	BC2	2569	MO10	2625	MA6	2682	GT12
2343	MO10	2400	MA3	2456		2514	BC5	2570	MO10	2626	SO6	2683	GT10
2344	SO3	2401	MA6	58	DU2	2515	AL2	2571	AT20	2627	SO7	2684	GT12
2345	QU4	2402	MA3	2460	DU3	2516	SO6	2572	SA6	2628	SO7	2685	NO1
2346	AT15	2403	MA6	2461	DU2	2517	QU1	2573	QU9	2629	SO4	2686	QU4
2347	SO13	2404	MA3	2462	DU2	2518	MO10	2574	MO3	2630	SO7	2687	BC6
2348	QU4	2405	MA6	2463	DU3	2519	AT17	76	"	2631	SO14	2688	SA7
2349	MO10	2406	AT18	2464	"	2520	QU5	2577	NO1	2632	SA8	2689	BC6
2350	QU5	2407	QU4	2465	SA6	2521	SA6	2578	SO4	2633	AT16	2690	"
2351	AT6	2408	SA6	2466	DU2	2522	AT15	2579	MO10	2634	AT16	2691	BC2
2352	MO10	2409	AL4	2467	NO9	2523	AL2	2580	AT15	2635	AT6	2693	BC6
2353	AL2	2411	AT19	2468	QU2	2524	MO7	2581	QU9	2636	SO4	2694	BC2
2354	SO8	2412	AT18	2469	SO8	2525	SO14	2582	MA14	2637	QU1	2695	AL8
2355	AT3	2413	MA6	2470	NO7	2526	SO13	2583	AL2	2638	AT3	2696	AL21
2356	AT5	2414	SA4	2471	MA12	2527	QU5	2584	QU9	2639	AT2	2697	SA6
2357	QU4	2415	SA6	2472	DU3	2528	SO8	2585	SA7	2640	AT3	2698	MA16
2358	AT3	2416	SA6	2473	SA6	2529		2586	AL2	43	"	2699	BC6
2359	QU7	2417	MA6	2474	AT7	31	AT7	2587	SO13	2644	SO6	2700	SA6
2360	MO10	2418	SA6	2475	DU3	2532	SO1	2588	SA8	2645	AT7	2701	BC7
2361	QU9	2419	MA6	2476	SO9	2533	MO10	2589	NO1	2646	MO10	2702	AL2
2362	SA6	2420	QU5	2477	MA18	2534	MO7	2590	AT17	2647	SO4	2703	BC7
2363	SO3	2421	MA15	2478	BU3	2535	QU4c	2591	MO9	2648	SA6	2704	BC5
2364	AT18	2422	QU5	2479	DU3	2536	SO1	2592	AT3	2649	SO8	2705	SA8
2365	QU7	2423	SO8	2481	MA6	2537	AL2	2593	AT17	2650	QU1	2706	BC7
2366	MO10	2424	SA4	2482	NO10	2538	SA8	2594	SO14	2651	MO10	2707	AL2
2367	SO9	2426	MA6	2483	BC2	2539	SO4	2595	AT17	2652	QU7	2708	BC7
2368	AT6	2427	SA6	2484	BC4	2540	SO1	2596	MO7	2653	SO6	2710	MA16
2369	SO8	2428	MA17	2485	AL6	2541	NO1b	2597	AT2	2654	MO9	2711	AL2
2370	AT15b	2429	MO10	2486	BC2	2543	QU9	2598	AL2	2655	SO4	2712	MA16
2371	AT15	2430	QU5	2487	BC5	2544	NO1	2599	QU1	2656	AT7	2713	MA16
2372	SO8	2431	AL7	2488	NO6	2545	MO10	2600	SO7	2657	SO6	2714	BC7
2373	QU4	2432	QU4	2489	AT7	2546	QU9	2601	MO10	2658	SA1	2715	MA16
2374	AT15	2433	QU9	2490	BC4	2547	SO14	2602	SO7	2659	NO1	2716	AL2
2375	AT6	2434	AL11	2491	BC4	2548	SA1	2603	QU9	2660	QU1	2717	AL4
2376	AT18	2435	QU4	2492	BC2	2549	SO4	2604	AL7	2661	AT17	2718	AL1
2377	AT7	2436	QU5	2493	NO2	2550	SO6	2605	AT17	2662	NO8	2719	AL21
2378	QU7	2437	QU4	2494	BC4	2551	SO8	2606	QU4	2663	MO7	2720	AL21
2379	QU7	2438	QU5	2495	SO14	2552	SO6	2607	QU5	2664	GT2	2721	SA6
2380	QU4	2439	SA9	2496	BC5	2553	MO10	2608	MO2	2665	SA3	2722	
2381	SO9	2440	MA8	2497	NO10	2554	QU4	2609	MO10	2666	GT12	24	AL2
2382	SA6c	2441	MA3	2498	MA1	2555	SA1	2610	MO10	2667	GT4	2725	SA7
2383	AT6	2442	QU4	2499	SO14	2556	SA8	2611	MO3	2668	GT10	2726	AL3
2384	AT15	2443	QU5	2500	MA6	2557	SO4	2612	MO3	2669	AL2	2728	MA16
2385	MO1	2444	AT7	2501	MA6	2558	AT17	2614	AL7	2670		2729	SA6
2387	NO2	2445	SO9	2502	MO10	2559	MO10	2615	SO4	72	GT4	2730	MA16
2388	AT7	2446	NO2	2503	AL7	2560	QU1	2616	SO6	2673	AL7	2731	AL10
2389	MO10	2447	SO8	2504	AL7	2561	AL2	2617	AL21	2674	AT7	2732	AL21
2390	SA3	2448	QU1	2505	BC5	2562	SO1	2618	AT2	2675	AL2	2733	AL10
2391	NO6	2449	AT18	2506	SO8	2563	AT20	2619	SO6	2676	SA8	2734	AL2
2393	SO3	2450	MO10	2507	AL7	2564	MA6	2620	MO7	2677	GT4	2735	AL1
2394	AT15	2451	AL2	2508	BC2	2565	MO10	2621	QU9	2678	GT2	2736	SA1
2395	AT7	2452	QU2	2509	BC2	2566	SO1	2622	MO2	2679	GT10	2737	AL21
2396	MA8	2453	QU9	2510	BC5	2567	MO10	2623	MO10	2680	GT1	2738	MA16



2739	AL2	3212	MA18	3268	AL2	<del>3323</del>	MA18	<del>3379</del>	3436	MA18	3491	SO5	
2740	AL7	3213	AT15	3269	NO2	3324	SA4	81	NO2	3437	MA18	3492	MA2
2741	AL4	3214	MA3	3270	AT15	3325	SA4	3382	QU7	3438	SO1	3493	AT7
2742	BC7	3215	AT19	3271	QU7	3326	AT7	3383	MA12	3439	MO10	3494	SO3
2743	AL7	3216	NO6	3272	QU7	3327	SO8	3384	AT11a	3440	SO8	3495	QU4a
2744	BC2	3217	AT15	3273	SA4	3328	AT7	3385	NO2	3441	SO8	3496	SO8
2745	EA8	3218	NO6	3274	AT7	3329	NO6	3386	MA2	3442	MO9	3497	SO9
2746	AL7	3219	AT18	3275	NO2	3330	MA3	3387	SA4	3443	QU4	3498	SO8
2747	MA16	3220	AT19	3276	NO2	3331	NO6	3388	NO2	3444	AT7	3499	QU4a
2748	MA16	3221	NO2	3277	SA6	3332	NO6	3389	SA4	3445	MO4	3500	MO10
2749	BC2	3222	NO6	3278	MA12	3333	MA18b	3390	SA6	3446	AT7	3501	SO1a
2750		3223	SA4	3279	AT18	3334	SA6	3391	MA6	3447	AT2	3502	SO1a
53	BC4	3224	NO2	3280	NO2	3335	MA11	3392	SA4	3448	SO8	3503	SO3
2754	BC1	3225	NO2	3281	NO6	3336	MA2	3393	AT5	3449	QU4	3504	SO4
2755	BC2	3226	MA11	3282	AT19	3337	NO2	3394	SO8	3450	SO8	3505	SO1
2756	AL2	3227	AT15	3283	QU7	3338	SA4	3395	MA2	3451	AT2	3506	SO4
2757	BC4	3228	AT19	3284	MA18	3339	MA12	3396		3452	QU4	3507	SO8
2758	BC2	3229	QU7	3285	MO10	3340	NO2	98	NO6	3453	AT2	3508	SO3
2759	BC1	3230	NO6	3286	QU7	3341	AL10	3400	MA18	3454	QU4	3509	SO1
2760	BC4	3231	AT3	3287	MA18	3342	QU7	3401	NO6	3455	SO8	3510	MO10
2761	BC4	3232	AT18	3288	NO2	3343	MA18	3402	NO6	3456	SO8	3511	
2762	BC2	3233	AT7	3289	AT7	3344	AT5	3403	SA4	3457	SO4	13	SO8
2763	BC4	3235	QU2	3290	AT18	3345	QU7	3404	AT5	3458	SO1	3514	MO10
2764	AL2	3236	AT19	3291	MA11	3346	AT7	3405	SO8	3459	SO13	3518	SO7
2765	BC1	3237	QU2	3292	NO6	3347	NO2	3406	MO4a	3460	SO7	3519	SO3
2766	BC2	3238	AT19	3293	NO6	3348	QU2	3407	AT7	3461	QU4	3524	GT1
2767	BC4	3239	SA6	3294	AT7	3349	AT11a	3408	SA6c	3462	SO8		
2768	BC4	3240	SA6	3295	QU7	3350	QU2	3409	MO10	3463	QU4	3515	GT10
?		3241	QU7	3296	NO2	3351	MA12	3410	MO4	3464	QU7	3516	GT3
2800	SA7	3242	NO2	3297	NO2	3353	AT7	3411	MO4	3465	QU4c	3517	GT10
2801	SA1	3243	AT15	3298	SA4	3354	AT7	3412	SO8	3466	SO8	3520	GT10
2810	SA8	3244	SA6	3299	SA6	3355	MA18	3413	AT6	3467	SO4	3521	GT10
2811	MA6	3245	NO2	3300	MA18	3356	AT5	3414	MO4	3468	SO7	3522	MO10
2812	SA7	3246	AT19c	3301	AT5	3357	SA4	3415	QU4	3469	MO10	3523	GT10
2813	AL7	3247	AT15	3302	AT7	3358	QU7	3416	SO8	3470	SO8		
2814		3248	NO2	3303	SO8	3359	QU7	3417	MO10	3471	AT7	3525	AD2
17	SA8	3249	AT18	3304	NO2	3360	SA8	3418	QU4	3472		2526	
2818	SA7	3250	AT7	3305	MA2	3361	MA18	3419	SO8	74	QU4	28	SA4
2819	SA8	3251	AT7	3306	SA8	3362	QU7	3420	AT2	3475	AL2	3529	AL2
		3252	NO2	3307	AT7	3363	QU2	3421	SO8	3476	MO10a	3530	SA4
3198	AT19	3253	MA18	3308	AT7	3364	NO6	3422	MA2	3477	SO8	3531	SA4
3199	AT19	3254	NO2	3309	AT5	3366	AT5	3423	QU4	3478	SO13	3532	
3200	NO2	3255	MA2	3310	NO2	3367	AT5	3424	SO8	3479	MO10	35	AL2
3201	AT15	3256	NO2	3311	MA18	3368	MA12	3425	DU2	3480	SO8	3536	SA4
3202	AT19	3257	NO2	3312	AT5	3369	MA3	3426	SO8	3481	AT7	3537	AL2
3203	MA2	3258	AT18	3313	AT5	3370	AT5	3427	QU4a	3482	SA6	3539	
3204	NO2	3259	SA6	3314	SA4	3371	AT5	3428	SO8	3483	SO4	41	AL2
3205	AT19	3260	MA2	3315		3372	MA18	3429	MO10	3484	QU4	3542	BC2
3206	NO6	3261	MA17	17	AT5	3373	QU7	3430	AT2	3485	SO8	3543	
3207	AT19	3262	NO2	3318	AL2	3374	MA18	3431	SO8	3486	SO8	45	AL2
3208	AT19	3263	AL2	3319	MA18	3375	NO2	3432	MO4	3487	MO10	3546	SA4
3209	NO6	3264	SA4	3320	AT5	3376	SA4	3433	MO4	3488	MO10	3547	SO3
3210	NO6	3265	MA15	3321	AT5	3377	MA18	3434	SO8	3489	QU4	3548	SA4
3211	NO2	3266	MA18	3322	AT11a	3378	AT5	3435	AT6	3490	SO4	3549	AL2

3550	AL2	3739	MO10	4038	MA8	5044	MA18	5099	MA18	5252	SO14
3551	MA18	3740	GT2	4039	"	5045	SO7	5101	NO2	5253	QU5
3552	SA4	3741	GT13	4040	MA12	5046	GT1	5102-		5254	MA18
3553	AL2	3742	GT10	4041	MA8	5048	GT4	05	QU2	5255	QU5
3554	SA4	3744	GT1	4042	QU4	5049	QU4	5107	SO4	5256	AT7
3555	"	3745-		4043	MA8	5050	QU1	5108	NO9	5257	AT7
3556	"	54	GT4	4044	"	5051	MO10	5109	NO9	5258	AT19
3557	AL2	3755	GT13	4100-		5052	QU1	5110	NO2	5259	QU2
3558	SA4	3756	GT10	04	SO14	5053	MO10	5111	MO10	5260	AT19
3559	AL2	3757	GT2	4200	MO10	5054	QU5	5112	NO2	5261	AT19
3560-		3800	BC2	4201	NO2	5055	QU4	5113	MO10	5262	MA18
73	MA17	3801	BC2	4202	QU4	5056	MO10	5114	SO9	5263	AT7
3575-		3802	AL2	4203	"	5057	SO7	5115	BC2	5264	AT15
89	"	3803	AL2	4204	QU1	5058	MO7	5116	BC6	5265	MO10
3590-		3804	BC2	4205	QU4a	5059	MO10	5117	BC4	5266	QU5
94	AT18	3805	AL2	4206	QU1	5060	"	5118	BC4	5267	AT19
3595	AT20			4207	QU5	5061	QU4	5119	SA6	5268	AT7
3596	AT18	4000	QU4	4208	QU4	5062	SO13	5120-		5269	AT7
3597-	AT20	4001	SA6	4209	QU1	5063	MO10	22	BC2	5270	AT19
99		4002	QU4	4300	AL8	5064	SO6	5123	BC6	5271-	
3700	QU4c	4003	QU1	4301	BC1	5065	SO7	5124	BC5	73	AT7
3701	MO4	4004	QU4	4302	"	5066	SO10	5125	MA18	5274	MA18
3702	MO10	4005	NO2	4303	AL2	5067	SO7	5126	AT15	5275	AT7
3703-		4006	MA12	4304	"	5068	QU4	5127-		5276	MA18
04	MO4	4007	QU5	4305	AL8	5069	MO10	29	SA6	5277	QU5
3705	QU1	4008	AL7	4306	BC1	5070	SO15	5130	AL7	5278	QU2
3706	QU4	4009	QU4	4307	AL8	5071	QU5	5131	SA6	5279	AT7
3707	QU5	4010	MA3	4308-		5072	MO7	5132	AT2	5280	QU5
3708	QU4	4011	AL7	15	AL2	5073	QU5	5133	MA11	5281	QU5
3709	MO4	4012	AL7	4316	BC1	5074	SO10	5134	AT15	5282	MO10
3710-		4013	QU5	4317	AL2	5075	QU5	5135	MA12	5283	MO10
12	MO10	4014	QU4c	4318	AL2	5076	QU1	5136	AL3	5284	SO14
3713	QU4c	4015	NO2	4319-		5077	QU4	5137	MO10	5285	SO14
3714	QU4	4016	SA6	30	BC1	5078	SO13	5138	AT5	5286	QU5
3715	MO4a	4017	QU5	4331	AL2	5079	SO14	5139	AL5	5287	SO14
3716	MO4	4018	MA18	4332	"	5080	MA6	5140	MA11	5288	QU2
3717	GT1	4019	SO14			5081	SA6	5141	SA6	5289-	
3718	MO10	4020	QU4	5000	MA18	5082	AL2	5142	QU5	93	MO10
3719	QU4	4021	QU1a	5001	"	5083	AL5	5143	SO14	5294	QU5
3720	QU5	4022	QU1	5002	SA7	5084	MA18	5144	QU4	5295	MO10
3721	MO10	4023	AL7	5003	"	5085	SA6	5145	AL5	5296	NO11
3722	QU4	4024	SO14	5030	GT1	5086	QU2	5146	SA6	5297	MA18
3724	QU5	4025	MA8	5031	SO14	5087	"	5147	AL2	5298	NO11
3725	QU5c	4026	MA8	5032	GT12	5088	MA6	5148	MA18	5299	NO11
3726	QU5	4027	MA3	5033	NO1	5089	SA8	5149	AL5	5300	MO10
3727-		4028	SA6	5034	GT2	5090	MA18	5150	"	5301	MA18
31	MO10	4029	MA8	5036	GT2	5091	MA6	5151	AT2	5302	SO14
3732	GT4	4030	NO2	5037	QU5	5092	SA8	5152	QU5	5303	SO14
3733	MO10	4031	MA8	5038	GT12	5093	MA16	5153	MO10	5304	MO10
3734	GT1	4032	MA8	5039	GT2	5094	SA6	5154	AT6	5503	AT17
3735	GT12	4033	MO10	5040	SO14	5095	SA6	5155	SO14	5504	QU4
3736	QU4	4035	SO14	5041	NO1	5096	MA18	5156	AT2	5505	AT17
3737	MO1ca	4036	SA6	5042	GT12	5097	DU1	5250	SO14	5507	QU4
3738	MO10	4037-	MA8	5043	"	5098	"	5251	MO10	5521	AT17



5522	AT17b	5596	QU5	6018-	6140-	6257	S014	7226	S01			
5524	AT14b	5597	MO10	20	QU5	6258	S012	7227	S013b			
5529	QU4	5599	S013c	6021	S014	6259-		7228	S07			
5533	"	5600	S07	6022	QU5	64	S08	7229	S013			
5535	QU10	5601	S010	6023	S014	6300-		7230	MO10			
5536	QU4	5602	S07	6024	MA18	11	S012	7231	S04a			
5543	AT6	5604	QU5	6025-		6312	GT1	7232	S015			
5544-		5605	S07	27	S014	6313	GT2	7233	NO3f			
46	AT7	5606	S04	6028	NO11	6314	S012	7234	S06			
5547	SA6	5607	S04	6029	QU5	6315	GT1a	7235	S013			
5548	QU5	5608	QU5	6030	S014	6316	GT1	7236	S010			
5549	SA6	5609	S014	6031	NO11	6317	GT1	7237	S013			
5550	QU4	5610	S010	6032	S014	6318	S012	7238	S07			
5551	QU5	5611	S013	6033	MO10	6319-		7239	S06			
5552	QU4	5612-		6034-		23	GT1	7240	S013			
5553	QU4	14	AL5	36	MA18	6324	S012	7241	S06a			
5554	MO10	5615	SA8	6037	GT2	6325	GT1	7242	S04			
5555	AT7	5616	MA18	6038-		6326	GT1	7243	S04			
5556	QU4	5617	AL3	40	GT10	6327	S012	7244	S01			
5557	MO10	5618	AL5	6041	GT2	6328-		7245	S05			
5558	SA7	5619	SA8	6043-		30	GT1	7246	S06			
5559	MO10	5620	AL5	46	AL5	6331	GT2	7247	S07			
5560	S010	5621	AL5	6047-		6332	GT1	7035	SA7o			
5561	MO10	5622	SA8	58	MA18	6333	GT1	7252	BC8			
5562	MO10	5623	AL5	6060	MO10	6334	GT2	7253	BC4			
5563	S013	5624	SA6	6061	"	6335	GT1	7044	BC6o			
5564-		5625	AL5	6062-		6336	GT1	7053	MA10ao			
66	S07	5626	AL3	71	S014	6400-		7061	S013ao			
5567	S013	5627	GT10	6072-		04	S014	7260	AT2c			
5568	S014	5628	GT4	75	MO10	6405-		7265	QU5			
5569	S07	5629	GT10	6076	S014	08	GT13	7266	S013c			
5571	S013	5630	GT13	6077-		6409	GT5	7025	SA3o			
5572	S014	5631-34		79	NO11	6410	"					
5573	S07		GT10			6218	MA18		7300	S04		
5574	S014	5700-		6100-		6219	S012					
5575	S06	04	S014	02	AT7	6220	MO10	7000	S09	7302-		
5576	MO10			6104	AT7	6221	"	7001	"	04	MA18	
5578	S014	6000	AL5	6105-		6222	S08	7002-			7311	AT15
5579	MO10	6001	BC2	09	AT20	6223-		04	S03		7313	SA7c
5580	S013	6002	MA18	6110	AT7	25	MO10	7005-			7319	AT2
5581	QU5	6003	MA18	6111-		6226	MA18	09	MO8		7320	AT16
5582	S014	6005	BC2	6111-		6227-		7010	GT6		7321	AT16
5583	S014	6006	AT6	19	AT20	6227-		7011	GT1		7322-	
5584	S013	6006	AT6	6120-		6232	S014	7012-			26	AT7
5585	S014	6007	AT6	28	AT15	6233	S014	14	GT10		7327	QU5
5586	MO10	6008	"	6129	AT15c	6234-					7328	MA18
5587	MO10	6009	BC2	6130	AT7	42	S08	7202	QU4c		7329	AT16
5588	S010	6010	BC2	6131	"	6243	S014	7215	S014c		7331	AT20
5589	S013	6011	AL5	6133	S08	6244	S08	7216	S013b		7332	AT20
5591	S014	6012	AT6	6134	AT7	6245	S014	7220	S04a		7333	SA5
5592	S014	6013	AL5	6135	S08	6246-		7221	S09c		7334	MA18
5593	SA8	6014	AT6	6136	AT7	50	S08	7222	S05		7335	MA17
5594	S07	6015	AT6	6137	S08	6251	S014	7223	S013		7336	MA8
5595	S013	6016	MA18	6138	AT7	6252-		7224	S07		7337	MA18m
		6017	MO10	6139	"	56	S08	7225	S013		7338	MA2

7339	BC5	7394	MA8	7450	MO1	7505	MO7	7911	GT7	7975	MA11
7340	AL5	7395	AL4	7451	MO6	7506-		7912	AT20	7976	MA18
7341	AL5	7396	AL5	7452	MO6	08	MO6	7913	AT12	7977	MA18
7342	AL2	7397	MA18	7453	MO10	7509	SO7	7914	AT7	7978	MA11
7343	BC4	7398	AL4	7454	MO6	7510	SO14	7915	GT15	7979	MA11
7344	AL5	7399	MA17	7455	MO6	7511	SO14	7916	GT10	7980	MA18
7345	AL4	7400	SA8	7456	MO10	7519	GT6b	7920	GT10	7981-	
7346	AL5	7401	BC4n	7457	MO10	7520	SO8	7921	GT3	94	SO14
7347	AL5	7402	BC4	7458	MO6	7521	GT4	7922-		7995	BC4
7348	QU4	7403	MA18b	7459	MO10	7522	SO3	27	GT10	7996	MA18
7349	MO7	7404	MA4	7460	MO6	7523	GT2	7928	GT1	7997-	
7350	MO10	7405	AL4	7461	SO16	7524	GT1	7929	GT10	99	MA17
7351	MO10	7406	SA7	7462	SO13	7525	GT13	7930	GT13	8000-	
7352	MO6j	7407	AL5	7463	SO7	7526	GT4	7931	GT10	07	SO14
7353	NO8	7408	SA8	7464	SO4	7527	MO3	7932	GT10	8008	MO8
7354	MO10	7409	SA8	7465	SO4	7528	SO3	7933-		8009	MO8
7355	MO7	7410	AL5	7466	SO16	7529	SO3	35	GT5	8010	MO8k
7356	MO7	7411	SA6	7467	SO9	7530	MO4	7936-		8011-	
7357	MO9	7412	MA18	7468	MO6	7531	MO4	38	MO8	14	MO8
7358	SO2	7413	AL5	7469	MO10	7532	BC3	7939	AT15	8016	BC4
7359	MO9	7414	SA6	7470	SO6	7533	BC2	7940	AT6	8017	BC4
7360	SO4	7415	MA18	7471	SO9	7534	BC2	7941	AT6	8018	AL5
7361	NO1	7416	SA8	7472	MO6	7535	AL8	7942	AT20	8019	MA18
7362	AL3	7417	SA7	7473	QU5	7536	BC2	7943	AT9	8020	MO8
7363	MA18	7418	MA8	7474	AT7	7537	BC4	7944	QU5	8021-	
7364	MA8	7419	MA18	7475	MO3	7538	AL8	7945	QU5	23	MA11
7365	MA18	7420	MA2	7476	AT7a	7539	BC5	7946	AL2	8024	MO8
7366	AL5	7421	SA6	7477	AT19	7540	BC2	7947	AL2	8025	MO8
7367	MA8	7422	AL5	7478	AT7	7541	AL2	7948	MA18		
7368	MA18	7423	SA6	7479	GT2	7541	AL2	7949	MA18	8200	SO14
7369	MO9	7424	SO16	7480	"	7550	AT4	7950	AL2	8201	SO16
7370	MO10	7425	SO7	7481	AT19	7551	"	7951	MA18	8202	SO14
7371	AT7	7426	SO4	7482	AT20			7952	AL5	8203	SO9
7372	MO7	7427	SO16	7483	GT14	7600-		7953	AL2	8204	SO9
7373	SO6	7428	SO16	7484	SO16	14	AT3	7954	MA18	8205	MA8
7374	AT7	7429-		7485	AT7	7615-		7955	MA18	8206	MA11
7375	AL4	31	SO4	7486	GT2	17	MO8	7956	AT6	8207	MA11
7376	SA8	7432	SO6	7487	SO16	7618	MA18	7957	AT6	8208	AT14
7377	BC4	7433	AT7	7488	GT2	7619	"	7958	AT7	8209	QU4
7378	SA6	7434	SO4	7489	GT13	7620	AL2	7959	AT7	8210	MO10
7379	AL5	7435	SO3	7490	GT2	7621	"	7960	"	8211	SO3
7380	MA18	7436	SO7	7491	GT2			7961	AT20	8212-	
7381	AL3	7437	AT19	7492	SO16	7800-		7962	AT3	14	MO10
7382	AL3	7438	SO9	7493	GT6	17	AT4	7963	MO8	8215	SO14
7383	BC4	7439	SO16	7494	AT19			7964	AT3	8216	SO16
7384	AL3	7440	SO9	7495	GT2	7900	AT10	7965	MO8	8217	SO14
7385	MA8	7441	MO1	7496	AT7	7901	GT10	7966	GT6	8218	SO3
7386	SA7	7442	SO16	7497	GT10	7902	AT5	7967	GT12	8219	SO3
7387	AL5	7443	SO6	7498	MO6	7904	GT4	7968	GT6	8220	QU4
7388	SO16	7444	MO6	7499	SO1	7905	AT18	7969	GT12	8221	AT10
7389	SO14	7445	SO14	7500	SO4	7906	GT6	7970	GT1	8222	MO10
7390	MA18	7446	SO8	7501	SO14	7907	AT14	7971	GT6	8223	MO10
7391	SA5	7447	MO10	7502	SO8	7908	GT10	7972	GT2	8224	SO9
7392	SO15	7448	MO6	7503	SO9	7909	GT8	7973	GT6	8225	MO5
7393	AT16	7449	MO6	7504	MO10	7910	MO8	7974	GT12	8226	SO14



8296	MO10	8352	SO4	8409	AL2	9084	MA8	15805	GT10	DL	SO4
8297	NO10	8353-		8410	MA11	9086	"	15820	AT6		
8298	MO10	55	MO10	8411	AL2	9088	MA17	15821	AT8	15788	AT18
8299	SO14	8356	SO12	8412	MA11	9090	"	15822	AT18	15708	MO8
8300	GT4	8357	SO14	8413	MA17	9092	MA8	15824	MO8		
8301	SO8	8358	MA11	8414-		9094	"	15825	MO8a	M1-	
8302	SO9	8359	SO12	16	AT6	9096	MA17	15826	AL5c	M6	MO8
8303	SO4	8360	QU5	8417-		9098	"	15827	SA8b		
8304	SO14	8361	SO14	22	SO14	e9100-		15829	SA5b		
8305	GT13	8362	AL2			10	MA8	15830	NO5b		
8306	GT10	8363	SO4	8450-		9112	MO8	15831	AT12		
8307	GT11	8364	SO14	52	MA18	9114	MO8	15832	SO6		
8308	GT1	8365	MO10	8453	MO8	e9116-		15833	AT7		
8309	GT5	8366	SO12	8454	MO8	42	MA8	15835	SA5		
8310	GT4	8367	SO14	8455-				15836	SO12		
8311	GT6	8368	QU4a	61	SO14	9400-		15837	QU6		
8312	GT11	8369	SO12			07	MO8	15838	QU5		
8313	GT13	8370	GT12	8500-		9408-		15839	AT7		
8314	GT4	8371	GT5	06	MO8	37	AT7	15840	AT13		
8315	GT6	8372	GT2	8507	QU3			15841	AT7		
8316	GT5	8373	GT2	8508-		15702	MA11	15842	SO13b		
8317	GT1	8374	GT13	10	SO12			15843	AT1		
8318	GT1	8375	GT12	8511	SO4			15844	NO11		
8319	GT11	8376	GT12	8512	SO4						
8320	AT16	8377	GT2	8513	NO6						
8321	GT5	8378	GT12	8514-							
8322	SO1	8379	GT4	21	SO14						
8323	MO10	8380	GT12	8522	AT16						
8324	GT12	8381	GT13	8523	"						
8325	GT5	8382	AT6	8524	SO14						
8326	AT7	8383	AT6	8525	"						
8327	GT11	8384	SO12	8526	MO7						
8328	GT5	8385	SO4	8527	"						
8329	AT7	8386	SO1	8528	"						
8330	MA12	8387	MA11	8529-							
8331	MA17	8388	AL6	31	QU4						
8332	MA11	8389	MA17	8532	QU1						
8333	MA18	8390	SA6	8533	NO2						
8334	AT7	8391	SA6								
8335	AT7	8392	SO7	8700-							
8336	SO7	8393	SO1	05	MO8						
8337	SO7	8394	SO1	e8706-							
8338	SO3	8395	SO12	22	MO8						
8339	SO12	8396	SO1								
8340	SO12	8397	SO7	9000-							
8341	SO14	8398	SO3	05	MO8						
8342	AT16	8399	QU5	9006-							
8343	SO14	8400	SO14	27	GT1						
8344	GT1	8401	SO12	9028-							
8345	SO8	8402	SA1	63	MO8						
8346	GT13	8403	SA6	9064	MA17						
8347	SO7	8404	SA6	9066	"						
8348	SO8	8405	AL2	9068	MA8						
8349	MO10	8406	MA17	9070	"						
8350	MO10	8407	AL8	e9072-							
8351	SO1	8408	AL2	82	MA17						

NOTE: Prefix "e" indicates that numbers in sequence are even numbers only.

This is the concluding instalment of the list of location of locomotives of the Canadian National Railways as at December 31, 1952 compiled by Messrs. E.L. Modler and A. Clegg.

#### ANECDOTE DEPARTMENT

Overheard at a Montreal suburban station last Christmas:  
1st Dear Old Lady: to 2nd D.O.L. as first section of a train was pulling into the station:

"My, isn't it nice, the railway company is putting green lights on the engines for Christmas"

ON THE OCCASION OF HER  
CORONATION, WE JOIN WITH  
OTHER LOYAL CANADIANS IN  
VOICING A COMMON SENTIMENT:

LONG  
LIVE  
OUR  
GRACIOUS

QUEEN !!