CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED

NOTICE OF METING:

The May meeting of the Canadian Railroad Historical Association will be held in . . . the Transportation Building, 159 Craig Street West, Montreal, at 8 PM on Wednesday, May 13th, 1953. The building is just west of the MTC Craig Terminus. Eacilities in this building have been offered to the Association for meeting purposes through the efforts of Mr. Binns, and all members are invited to attend this meeting in order to determine whether to hold meetings regularly, or to return to our former location. Entertainment will be provided by a showing of slides on railway subjects. Mr. Brown will give a talk on "The Pitfalls of Research".

OPENING OF CANADIAN NATIONAL RAILWAYS' MUSEUM TRAIN

On Friday, April 24th, the Canadian National Railways! Museum Train was officially opened for public display. The inauguration, featured by the presence of Mayor Camillien Houde of Montreal, who handed up the first train order to the engineman, and of M.A. Metcalf Vice President and Executive Assistant of the Canadian National System who represented President Donald Gordon and welcomed the guests, was attended by a number of officials of the railway and of interested outside organizations, as well as by representatives of the press. Our Association was represented by the President, Mr. Lavallee.

Following the brief train order ceremony which took place beside engine 674, stationed on track 16 at Montreal's Central Station, the guests were shown through the train after examining the two other historic steam locomotives, 4-4-0 No.40 built by the Portland Works in 1872, and 0-6-0T No.247, built at Pointe St. Charles shops in 1894. A very excellent restoration job has been done on the 0-6-0T locomotive, and all three engines were resplendent in new paint. Contrary to the report in last month's issue, the diesel-electric car, No.15825 was not included in the train. Further examination of the car has disclosed its need for repairs so extensive that its restoration is problematical.

The Mayor of Montreal was shown through the train by the individual to whom all credit for the conception and realization of the Museum Train must go; we refer, of course, to Mr. A.L. Sauviat, Administrative Assistant to the Director of Public Relations, C.N.R.; on the mechanical side, Mr. Sauviat's chief aide was Mr. L. Palmer, Chief Inspector of Motive Power and Rolling Stock who supervised the actual restoration of the cars at the shop, and who made admirable use of the material he had at hand. Mr. Palmer's intial task was to travel the National System from coast to coast, making a list of over one hundred cars, each of which was a possible candidate for the Museum Train. Finally, the six cars presently used were selected and the whole restoration has been completed in the amazing time of about seven months. After the visit to the train, the party adjourned to the ICAO building, adjacent to Central Station, for refreshments.

On Sunday, an official inspection for the Canadian Railroad Historical Association was made by the President, Mr. Lavallee, the Vice President,

Mr. Kenneth Chivers, and the Treasurer, Mr. Anthony Clegg. For the benefit of those who have not had an opportunity to visit the train, there follows a description of the cars and of their contents, supplementing the history of each unit carried in last month's News Report. Of course, all who have not been able to attend the train's initial showing in Montreal are urged to do so when the opportunity presents itself. It is truly the greatest single contribution yet made to the cause of Canadian rail history.

Entering the Museum Train at what would normally be considered the "head end", Baggage Car #8029, the visitor enters a circular "porch" exhibiting, on the one side, several maps of Canada depicting its growth from the date of the first steam railway, in 1836, to the present day. Opposite, there is a "family tree" showing the genealogy of the Canadian National Railways, and a very impressive "tree" it is. This was compiled personally by Mr. Sauviat from Government records. The display area of the first car includes a large collection of non-documentary material, including switch and gas keys, trowels, badges, rail sections, spikes and buttons, and even a pair of handcuffs used on the Great Western Railway in the 1870's. To the suggestion that the "tracelets" were used to restrain disorderly passengers, someone replied that they were more likely used to discourage the conductors from making extensive forays into the cash fare receipts ! Other items in this car include timetables, notices, rulebooks and photographs and quite a few passes, and the seals of the Champlain & Saint Lawrence Rail Road. The 1904 drawings of the engine "Dorchester" should be assessed for their artistic value only, as they erroneously depict an engine of the 2-4-2 wheel arrangement, subsequently proved by the artist, Mr. John Loye and other historians to be incorrect. This version was widely publicized and according to br. Loye, has a way of turning up at the most inopportune times to remind him of his early mistake.

Baggage car #8018, next in order, contains an interesting display of early telegraph instruments and station daters. The body of this car is devoted to documentary material again, in which waybills, instructions, hotel advertising, enlargements of tickets, bonds and coupons and photographs abound. At the end of the car, there are two small antercoms, one containing photographs of the several Presidents of the CNR and its major predecessor companies, the other devoted to historic old Bonaventure Station in Montreal, recently dismantled. The exhibit includes pictures and two of the original stained glass windows for which the station was well-known.

Combination car #7108 contains a good collection of baggage racks and bell cord hangers (ceiling straps) as well as lanterns, and many sections of obsolete types of rail. The baggage racks and ceiling straps include some of the items given the CNR by the Association, and it will be noted that exact duplicates of these fittings have been made and are installed in the three restored cars. A model of the CNSS ship "Lady Nelson" and photos and cuts of Victoria Bridge and of the various Royal Visits, and more travel folders and timetables comprise the main exhibit of this car. In a separate section at the rear, the original diesel engine of diesel-electric unit car #15820, accompanied by pictures of this famous car (which in 1925 made the record-breaking journey from Montreal to Vancouver in 67 hours travelling time) lie "enshrined". 15820's bell is there too, for all to see — and ring! There is also a plaque commemorating the building of the CNR's first diesel-electric road engine, No. 9000.

Next in order is the 1859 coach, No. 59262. The exterior of this car differs from its companions in the inclusion of panelled sides, faithfully restored. While the other two restored cars are more impressive in certain respects, the restoration of the coach is faultless and it has been fitted with tasteful regard for historic accuracy, from the lamps, baggage racks (for carpet bags only !) and seats, to the louvred shades which can be lowered at each window. This car seats 48 passengers in 13 double seats on one side with stove, and 11 double seats, with stove and washroom, on the other. The illumination of these cars has been skilfully carried out by the installation of small electric light bulbs fitted into the lamp chimneys.

Dining car #4006 is an impressive car in which the air of graciousness of the old time dining car has been captured most effectively. Entering the car, the visitor passes the kitchen by means of a passageway. Here, exhibitors license has been taken, by the admission of large windows from the passage into the compact kitchen and pantry, showing a bountiful display of copper kitchenware and crockery to delight the heart of a chef of long ago. Before entering the dining room proper, the buffet is passed. This cabinet encloses a gleaming display of "period" railway silverware and glassware, the latter including delicate wineglasses hung upside down, suspended in brackets on the under side of the shelves. The dining room is then entered. It is capable of accomodating 30 guests, in 5 pairs of tables seating four and two individuals, respectively. Each of the tables bears an assortment of dinnerware and cutlery from a constituent company. The first table exhibits utensils of the Intercolonial Railway; the second, that of the Grand Trunk Railway; the third, the Canadian Northern Railway, while the fourth table represents the Grand Trunk Pacific Railway. The fifth table is for the Newfoundland Railway and while the plates and silverware are of historic origin, similar items are still in use on the Newfoundland lines, and much of the meal service still used in that province still bears the inscription "Reid-Newfoundland Company". A glance at the menus on some of the tables will show that the cars belong to another age, not only in the chronological sense, but also in the economic one! - "Baked Lake Trout - - . 70d".

Sleeping car #2541 completes the train. This car has sixteen sections. It is most impressively restored with a gilded ceiling, padded and buttoned wine coloured upholstery and flowered grey carpet. Into each section, a cuspidor has been placed, thoughtfully, testifying most graphically to the fact that milady was not secure from the ravages of chewing tobacco, even in the dignified and courtly precincts of the first-class sleeping car. The gilded end platform railings lend the final touch to this car of an ornate and decorated, but nonetheless dustgathering era.

When travelling over the system between display points, the train, limited to a speed of 15 miles per hour, will operate in this order: Engine 674, engine #40, engine #247, the six cars (beginning with the sleeping car) with baggage car #8400 as equipment car and "caboose", bringing up the rear. This car is painted in the yellow paint scheme of the Museum Train itself, but will not be included when the train is on display. It is used to store steps, ramps, etc. On display, it is planned to marshal the train as follows: Engine #40, the six cars (in correct order, beginning with the baggage cars) engine #247, and engine #674 pushing.

There is not much else in the way of description which can be given.

We can only urge our readers to visit the train when the opportunity arises and we know that they will revisit it again and again. While on display in Montreal Central Station, from Friday, April 24th, to Wednesday, April 29th, 63,400 people viewed this remarkable exhibit. It is planned to vary the exhibits from time to time.

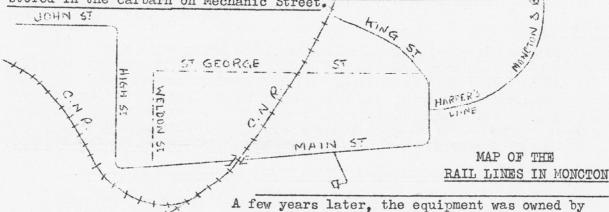
May we again commend the Canadian National Railways for embarking on this project and carrying it through to a successful conclusion. Visitors stood in lines several hundred feet long awaiting an opportunity to see it in Montreal, and we are confident that this only heralds similar popular successes in other cities. Our heartiest congratulations!

STREET RAILWAYS OF EASTERN CANADA - V

Robert R. Brown

MONGTON TRAMWAYS ELECTRICITY & GAS COMPANY LIMITED

The Moncton Street Railway was organized by John L. Harris, a prominent citizen of the Hub, and construction was started on January 16th, 1896. Regular service commenced on August 10th, 1896, over a belt line on Main, Weldon, St.George and King streets. The town was much too small for a street railway; distances were not great and most people preferred to walk. Even as late as 1930, there were Monctonians who boasted foolishly that, they had never been on a streetcar. To try to promote traffic, Harris carried in his pocket a supply of cards, bearing slogans such as "Ride the streetcars and save time" and as he walked along the street, he would hand a card to everyone he met. However, all efforts were fruitless and in 1901 service was discontinued. Trolley wires were removed but the track was left down and covered with mud — yes, mud — and the rolling stock was stored in the carbarn on Mechanic Street.



On March 26th, 1911, the city granted a franchise to the Moncton Tramways, Electricity & Gas Co; the various public utilities owned by the town were leased to the new company and one of the requirements was the restoration of the street car service. Most of the old belt line was abandoned and the new line ran from the new shops of the Intercolonial Railway (CNR) via John, High, Main and King streets to the Corner of Botsford Street. Regular service recommenced in November, 1911.

Company were seized for taxes.

the city, so evidently the assets of the old

In 1913, a branch was built from King Street down Harper Lane and then on the track of the Moncton & Buctouche Railway across the marsh to Humphrey's Mills. This line was never profitable and was discontinued shortly after the outbreak of World War I. On Christmas Day, 1919, fire destroyed the carbarn, the snow sweeper and one car.

Sometime about 1928, a motorman went to the office and made some suggestions to improve the service but apparently, he was told rather abruptly, to mind his own business. He angrily announced that he would put the street railway out of business and he did just that. He organized a bus service which gradually took away all the traffic and on December 31st, 1931, the street railway was abandoned.

There is very little information about the rolling stock, and authorities disagree.

1 Snow sweeper bought in 1896 and burned in 1919.

1 Magairs—Cummings sweeper bought in 1920 but probably older and secondhand. Sold in 1932 to Nova Scotia Light & Power Co. of Halifax where it became No.8. It was scrapped in 1949.

2-3-4-5 Single truck, double end, closed passenger cars built probably by Rholes Curry & Co. of Amherst, NS and bought in 1896. No. 4 was

burned in 1919 but the others survived until about 1927.

6-7 Birneys bought in 1923 but probably second hand. Sold in 1932 to the Nova Scotia Light & Power Co. Halifax, but being in very poor condition they were dismantled immediately and only the usable parts salvaged.

Some old timers claim that the original cars were number 1 to 4, and that there were three Birneys, numbered 5-6-7 which may be correct. Cars were painted dark red.

Lowe, suffered a considerable loss through thieves breaking into his apartment when there was no one home. Among the stolen articles were several hundred of Mr.Lowe's Kodachrome slides of railway subjects, with which he has entertained the Association on a number of occasions. With the thought that the malefactors might attempt to dispose of the slides to Association members or others known to be interested in railways, the members are asked to report to Mr.Lowe, EL.5842, 4895 Walkley Avenue, or Mr.Lavallee, TA.8822, 6959 De l'Epee Avenue, if they are approached by any person having slides of railway subjects for sale. They are also asked to display an interest if such a contact is made, so that the thieves may be apprehended.

MISCELLANEOUS

The once-fine electric railway facilities in Vancouver, BC and surrounding districts have now all but disappeared. Three street carlines, GRANDVIEW #1, MAIN #3 and HASTINGS EAST #14 are the only remnants (at February 1953) of the BCER tram system, while direct interurban service between Vancouver and Marpole is now also a thing of the past. The Burnaby Lake line to Sapperton, the Central Park line to New Westminster, and those

parts of the Vancouver & Lulu Island line between Westminster and Marpole, and Marpole and Steveston are still in operation, although passenger service on the first-named is expected to be discontinued in the near future. V&LI runs are also scheduled for early abandonment.

One of the towns which was almost hit drastically by the ever-widening abandonment of railway passenger services is the municipality of Stanbridge, Que. which on April 25th last had been scheduled to lose both Canadian Pacific and Central Vermont services simultaneously. The Canadian Pacific Railway announced its intention of withdrawing the daily mixed train service between St. Guillaume, Que, via St.Hyacinthe, Farnham and Bedford to Stanbridge, and the Central Vermont was to have made the final passenger run over the line between St.Johns, Que. and St.Albans, via Stanbridge, St.Armand and Highgate. CVR uses a diesel-electric unit car, No.148 on this line. However, a last ditch appeal to the Board of Transport Commissioners resulted in the issuance of instructions to the Central Vermont Ry. not to cease its service. Passenger service on the CPR was terminated as the mixed train, hauled by engine 488, left Stanbridge and Bedford for the last time. Daily freight service will be provided between Farnham and Stanbridge, and Farnham and Ste.Rosalie Jct., except Sundays. Stations between Ste.Rosalie Jct. and St.Guillaume will be served twice a week by a freight, in future.

Work will be resumed shortly on the new Canadian National freight yard which is being built south of Ottawa. This yard will replace the Bank Street facilities which are to be removed as part of the Federal District Commission's city planning scheme. At the present time, some of the grading has been done and one highway overpass installed, but this is not in use as yet.

A proposal has been put forward to establish a waterfront terminal railway at New Westminster to eliminate the "spaghetti" of trackage along the banks of the Fraser River. If the scheme is adopted by the four railway concerned (the CNR, CPR, BCER and Great Northern) it would result in a considerable amount of waterfront land being released for development as well as improve the overall transportation setup. Rivalry among the rail systems as to who would control the terminal line seems to be causing a snag in the negotiations and that important question remains yet to be solved.

Canadian Pacific Railway has applied for permission to abandon the Great Central Subdivision of the Esquimalt & Nanaimo Railway on Vancouver Island. No regular trains have been operated in recent years over the 10 mile stretch of line, situated to the northwest of Port Alberni on V.I.'s west coast.

A railway to Chibougamau is now foreseen as a definite undertaking although its route is as yet undecided. It was announced that the CNR will survey the area between Chibougamau and Lake St. John as well as the territory between Chibougamau and Beattyville to decide which route offers most promise.

Mulgrave, N.S. threatened with extinction by the building of the causeway across the straits of Canso, is urging that a spur line, three miles long, be built from the mainland entrance to the causeway, to the town.

NEWS REPORT - Canadian Railroad Historical Assn. Inc. Subscription \$1.50 EDITORIAL OFFICE: 6959 De l'Epee Ave., Montreal. per annum. Editor - O.S.A. Lavallee.

Les Tramways de Saint Etroit

the Sign of the Casque of the Old Green

A Lament by Anthony Clegg and Omer Lavallee - 1947.

By the Sign of the Casque of the Old Grenadier,
Who fought on the Plain wit' Montcalm,
I stood on the corner of Saint Polycarpe,
Waiting in vain for the tram.

I. saw by the light of the flickering lamps,

That no cars had pass' that way

And then I knew that the time had come,

"Les petits-chars" had pass' away.;

The rails, they all were streak' wit' rust,

For the trolley, there was no wire.

I'd known since t'ree weeks that the day would come,

When the streetcars would all retire.

Well I remember, that day, at the Shop,

Le Gerant, he said "Gaston
The autobus' comes in, t'ree weeks today"

"The cars?" - "They are all done"

But let us not dwell on that fateful day,

When the autobus' started to come;

We'd rather remember the happier times,

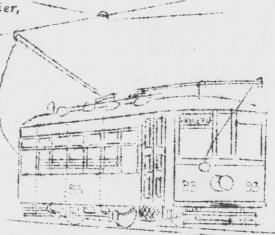
When the trancars were on the run.

Now listen, Messieurs, let me tell you,

Of the days before the 'bus,

When Saint Etroit was booming,

With ambitions marvellous...



Of the days when rails were being laid,

Under miles and miles of wire.

When electric cars were the objec',

Of every toun's desire.

I started to work as a 'Wattman',

In the year the Birneys came.

Not so big as the cars before,

But they ran well, just the same.

Number 33 was my favourite tram,

We would work together always,

I kept her until the line was gone,

And the cars were all sent away.:

Well I remember me, of the days,

When we would use' to go,

On our daily task in the Summer 'Ot,

Or t'rough the Winter's Snow:

The Haute Ville line was a scenic one, We climbed the hill in pairs, The crowds were big, but we did not mind, As long as they paid their fares.

The car, she'd climb up Lajoie Hill, Up on the "Haute Ville" line, Right pas' the shops that all was burn'. In Nineteen Hundred an' Nine.

That fire, Messieurs, was really 'ot, T'irteen cars were spoil', Jus! roasted in the flames an' wet. Or maybe, I should say, boil' ?

On pas' l'Eglise de Saint Narcisse, My Bimey, she would groan, Beside the road of mud an' dust. Some were of cobblestone.

When the trip to the end of the line was done, No more the voyage safe an' sure. We'd jus' go back again, No speed - - no rush -- but very nice, Those were the days, my friend.

But now, all that's only memories, No more the cars can run, All the wires have been took down, Sold for scrap by the ton.

The Council voted for autobys!, They got a few last Fall, For Winter service on these hills. No good : - they all get stall !.

For the autobys they change' the routes, The hills were too steep, you see, To Saint Basile was only two mile', Now it is more than t'ree.

For some, maybe, the speed is better, For some, perhaps, the way, But for the town of Saint Etroit, Her glory Is passed away.

No more the rides for fun. For now we got all autobus', .: SAINT ETROIT IS DONE!

* * * * * * * * * * * * *

The foregoing memorial was written shortly after the demise of La Compagnie des Tramways de Levis or the Levis T famways Company - one of the last small-town rail transit operations in) Adada Perhaps the most typical feature of the operations of the L. T.C was its exclusive use, in its latter days of single-truck Birney safety cars, save for one solitary double truck car, No 104 Levis' lines were all single-track, with passing sidings, and for want of larger capacity units, cars were operated in rush hours, in pairs, threes, and fours, all following one another. The arrival of the Ferry Boatfrom Quebec in heavy traffic periods was the signal for as many as twelve of the tiny cars to assemble in Levis Basse Ville's single street - to disperse as quickly with their loads of human cargo for Saint ? Omuald, Haute Ville and Lauzon. The cars don't go there any more - but you can travel on these lines by bus BUT WHO WANTS TO. î

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and Date Wich	MO2 Coteau, Que.		
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OT7 Grand Rapids, Mic.	h	Sask	atchewan District
GT8 Lansing, Mich.			
GT9 Milwaukee, Wis.		SAI	
GT10 Milwaukee Jct., M	ich	SA2	
GT11 Muskegon, Mich.	1011	SA3	Kindersley, Sask.
		SAL	Kindersléy, Sask, Melville, Sask,
GT12 Pontiac, Mich		SA5	North Battleford, Sask.
GT13 Port Huron, Mich.		SA6	Nutana, Sask.
GT14 Saginaw, Mich.		SA7	Prince Albert, Sask.
GT15 South Bend, Ind.		SA8	Regina, Sask.
WESTERN REGION		SA9	Watrous, Sask.
Duluth, Winnipeg & Paci	fic Rv.	Albe	rta District
			A CONTRACTOR OF THE PROPERTY O
DU 1 Fort Frances, Ont		ALI	
DU2 West Duluth, Minn		AI2	
DU3 West Virginia, Mi	nn.	AL3	Calgary, Alta.
Manitoba District		AL4	Drumheller, Alta.
		AL5	Edmonton, Alta.
MAI Atikokan, Ont.		AL6	Edson, Alta.
MA2 Brandon, Man.		AL7	Hanna, Alta.
MA3 Dauphin, Man		AL8	Jasper, Alta. Mirror, Alta.
MA4 Fort Frances, Ont.		AL9	Mirror, Alta.
MA5 Hudson Bay, Sask.		ALIO	North Battleford, Sask.
MA6 Kamsack, Sask.			Wainwright, Alta.
MA7 Melville, Sask.			
MA8 Neebing, Ont.		Brit	ish Columbia District
MA9 Neepawa, Man.		DOI	Togner Alto
MA10 Portage, Minn		BC1	Jasper, Alta.
MAll Port Arthur, Ont.		BC2	
MA12 Rainy River, Ont.		BC3	
MA13 Redditt, Ont.		BC4	
MA14 Rivers, Man.		BC5	
MA15 Sioux Lookout, On	+	BC 6	Prince Rupert, BC
	· •	BC7	Smithers, BC
MA16 The Pas, Man.		BC8	Victoria, BC
MA17 Transcona, Man.	ACKNOWI	EDGMEI	NT: This list has been com-
MA18 Winnipeg, Man.			A members Anthony Clegg and
Ernest Modler. The en			was designed by Mr. Modler.
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117 NF4co 87-	200-		403 AT7b 674 M010
122 NF4co 88 SQ4		M08	404- 713 MO3
89 507	202	11.00	405 AT7 745 MQ9c
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73 GT9 93 S04 94 S01		ର୍ U8 ରୂପର	
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78-79 GT1 96 S01	34-35	QU80	428 BC8c 1004 AT15
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80 504 100-	280	NF3	1009 AT18
81 S010 105 M08		ALID	590- 1012 AT18
82 507 150-		NF4	599 NF4 1014-
83 S04 156 S01:		NF4b	15 AT15
84 \$010 175-	308-		775 NF4 1016 ATL
85 S64 176 S01:	1 329	NF4	776 NF1 1017-
86 507 180-			777 NF2 18 AT15
188 MOR			

188 MO8

					177
1111 MA16	1236 NO4cf	1356 MO9	1424 SA8	2058 MA3	2150 AL7
1113 AT18b	1238 SOlc	1357 QU5	1425 BC7	2059 SA4	2151 MA18
1114 BC5	1273 MA15	1358 NO4	1426 BC6	2060 MA4	2152 AL9
1115 AT21c	1274 SA5	1359 MA3	1427 BC2	2063 MA2	2153 MA16
1117 MA16	1275 "			2091 BC2	2154 AL6
		1360 MO10	1428 BC6		2155 AI9
1119 AT14	1278 MA18	1361 QU4	1429 BC7	2093 AL2	2156 "
1120 AT3b	1280 "	1362 QU5	1430 BC5	2094 BC2	2170
1121 AT14b	1284 SA5	1363 NO1	1432 B02	2096 BC2	2157 SA7
1122 AT2	1285 MA18b	1364 "	1433-	2097 BC5	2158 AL6
1123 MA3	1287 S07	1365 MA18	35 BC5	2098 SA7	2159 SA8
1124 AT7	1294 SA5	1366 NO4	1436 BC4	2099 AL2	2160 AL6
				2100 BC8	2161 AI6
1125 MA2	1300 MA3	1367 MA2	1437 BC5		2162 SA8
1126 AT2	1301 SA5c	1368 NOI	1438 BC7	2102	2163 MA16
1128 AT2	1303 S010	1369 MO10	1439 BC2	2103 B05	210) MILLO
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
			1446 BC5	2110 BC4	2168 "
1133 AT15a	1312 MA3	1374 SO10		2111 BC2	2169 MA16
1134 AT7b	1313 MO9	1375 QU4	1447 BC2	2111 DU2	2170 MA7
1135 AT14b	1314 MA18	1376 MA3	1448 BC5	2112 AL2	2171 MA6
1136 S06c	1315 NO4cf	1377 AL5	1451 BC7	2113 AL2	STIT MAJE
1137 AT2c	1316 AT3b	1378 SA7		2114 SA7	2172 MA16
1138 AT7	1317-	1379 SO10	1878 AT176	2115 AL5	2173 AL2
1139 AT2	18 MA18	1380 MA18	1918 AT18c		2174 MA16
1140 BC5	1319-	1381 MA9	1920 AT17c	2.1	2175 AL6
1141 AT7	21 5010	1382 SA7	1927 AT17c		2176 SA6
				2120 BC6	2177 AL9
1142 AT14	1322 NO1	1383 SA8	1948 AT17h	2121 BC8	2178 MA7
1143 AT9a	1323 QU4	1384 MA3	1981 DU2		2179 AL6
1145 AT18	1324 SO10	1385 QU5	1982 DU3	2124 BC1	2180 AT18
1146 AT14	1325 Mol0	1386-	1983 "	2125 MA7	STOO WITO
1147 AT2	1326 MO7	87 MO10	1984 DU2	2126 MA3	2881 AT18b
1148 AT3b	1327 SA6	1388 M091		2127 MA18	2183 AT17
1149 AT3c	1328 MA9		2013 SA6	2128 MA16	2184 AT19
	1329 MA18	1390 SO4	2015 MA10		2186 QU7
1150 MA16			2016 SA7	2130 AL6	2187 QU9
1151 AT7	1330 MA3	1391 QU5			2188 AT18e
1152 AT18	1332-	1392 MA18	2021 AL5	2131 AL6	2189 AT7
1153 AT9b	33 MA18	1393-	2022 SA6	2132 MA18	
1154 AT3b	1334 SA 5	95 MO10	2023 MA18b	2133 SA6	2190-QU9 94 "
1155 AT7	1335 MA2	1396 MO7	2024 SA8	2135 AL6	
1156 AT7b	1336 SA7	1397 NO1	2026 MA4	2136 AL6	2195 QU7
		1398 MO10	2027 SA8	2137 AL7	2196 QU9
1157 AT7			2032 SA2	2138 MA6	2197 "
1158 MA16		1399 AT3		2139 MA18	2198 QU2
1159 AT2c	1339 AT3	1400 QU5	2035 SA7		2199 Q U9
1161	1340 MO10	1401 SO15	2038 AL6c	2140 SA4	2200 "
62 AT18	1341 AT7	1402 QU5	2040 MA13	2141 AL2	2200
1163 ATL5a	1342 NO1	1403 MO10	2042 AL2	2142 MA6	
11.64-	1347 AL5		2045 AT3c	2143 AL9	2334 508
65 AT18	1348 AL2	1405 QU5	2046 MA5	2144 MA3	2335 AT3
O) AIIO		1406 SO1	2047 AL2	2145 AL9	2336 S08
1000 3703	1349-		2049 MA4	2146 SA7	2337 AT6
1207 NO1	50 MA18	1407 SO15		2147 AL9	2338 MA8
1208 S06c	1351 MA2	1408 MO10	2052 AL6		2339 QU2
1223 SO1	1354 MO10	1409 MA6	2054 MA16	2148 AL2	
1224 SO6	1355 NO1	1423 BC4	2056 AL9	2149 AL5	2)40 MOI

2341 SO3b	2397 QU4	2454 QU9	.2511_	2568 306	2624 607	2681 GT27
2342 AT19	2399 5014	2455 DU3 -	· 13 bcz	2569 MO10	2625 MA6	2682 GTL2
2343 MO10	2400 MA3	2456-	2514 BC5	2570 MO10	2626 S06	2683 GTLO
2344 SO3	2401 MA6	58 DU2	2515 AL2	2571 AT20	2627 S07	2684 GTT 2
2345 QU4	2402 MA3	2460 DU3	2516 SO6	2572 SA6	2628 S07	2685 NOT
2346 AT15	2403 MA6	2461 DU2	2517 QUI	2573 QU9	2629 SO4	2686 QUAT
2347 SO13	2404 MA3	2462 DU2	2518 MO19	2574-M03	2630 S07	2687 BOS
2348 QU4	2405 MA6	2463 DU3		76 "	2631 S014	2688 SA'7
2349 MO10	2406 AT18	2464 "			2632 SA8	2689 ВОб
2350 QU5	2407 QU4	2465 SA6	2520 QU5	2577 NO1	2633 AT16	2690 "
2351 AT6	2408 SA6	2466 DU2	2521 SA6	2578 SO4	2634 AT16	2691 BO2
2352 MO10	2409 AL4	2467 NO9	2522 AT15	2579 MO10	2635 AI.6	2693 B06
2353 AL2	2411 AT19		2523 AL2	2580 AT15	2636 SO4	2694 BC2
2354 S08	2412 AT18	2468 qu2 2469 so8	2524 MO7	2581 QU9	2637 QUI	2695 ALS
2355 AT3	2413 MA6	2409 500	2525 8014	2582 MA14	2638 AT3	2696 ALZ
2356 AT5	2414 SA4	.2470 NO7	2526 S013	2583 AL2	2639 AT2	2697 SA6
2357 QU4	2415 SA6	2471 MA12	2527 QU5	2584 QU9	2640-AT3	2698 MALS
2358 AT3	2416 SA6	2472 DU3	2528 S08	2585 SA7	43 "	2699 B06
2359 QU7	2417 MA6	2473 SA6	2529-	2586 AL2	2644 SO6	2700 SA6
2360 MO10	2418 SA6	2474 AT7	91 AT7	2587 8013	2645 AT7	2701 BC7
2361 QU9	2419 MA6	2475 DU3	2532 SO1	2588 SA8 2589 NO1	2646 MO10	2702 AL2
2362 SA6	2420 QU5	2476 S09	2533 MO10		2647 SO4	2703 B07
2363 SO3	2421 MA15	2477 MA18	2534 MO'7	2590 AT17	2648 SA6	2704 BG5
2364 AT18	2422 QU5	2478 BU3	2535 QU4c	2591 MO9	2649 S08	2705 SA8
2365 QU7	2423 SO8	2479 DU3	2536 SO1	2592 AT3	2650 QUI	2706 BO7
2366 MO10	2424 SA4	2481 MA6	2537 AL2	2593 AT17	2651 MO10	2707 ALIZ
2367 S09	2426 MA6	2482 NO10	2538 SA8	2594 S014	2652 QU7	2708 BC7
2368 AT6	2427 SA6	2483 BC2 2484 BC4	2539 SO4	2595 AT17 2596 MO7	2653 S06	2710 MA16
2369 S08	2428 MA17	2485 AL6	2540 801		2654 MO9	2711 AI2
2370 AT157	2429 MO10	2486 BC2	2541 NO1b	2597 AT2	2655 SO4	2712 MAI6
2371 AT15	2430 QU5	2487 BC5	2543 QU9	2598 AL2	2656 AT7	2713 MA16
2372 SO8	2431 AL7	2488 NO6	2544 NO1	2599 QUI 2600 SO7	2657 S06	2714 BC7
2373 QU4			2545 MO10	2601 MO10.	2658 SA1	2715 MA16
2374 AT15	2432 QU4	2489 AT7 2490 BC4	2546 QU9	2602 S07	2659 NO1	2716 AL2
2375 AT6	2433 QU9 2434 AL11		2547 SO14	2603 QU9	2660 QU1	2717 AL4
2376 AT18	2435 QU4	2491 BC4	2548 SA1	2604 AL7	2661 AT17	2718 AL1
		2492 BC2	2549 SO4		2662 NO8	2719 AL21
2377 AT7	2436 QU5	2493 NO2	2550 S06	2605 AT17	2663 MO7	2720 AL21
2378 QU7	2437 QU4	2494 BC4	2551 S08	2696 QU4	2664 GT2	2721 SA6
2379 QU7	2438 QU5	2495 S014	2552 SO6	2607 QU5 2608 MO2	2665 SA3	2722-
2380 QU4	2439 SA9	2496 BC5	2553 MO10		2666 GT12	24 AL2
2381 809	2440 MA8	2497 NO10	2554 QU4	2609 MO10	2667 GT4	2725 SA7
2382 SA6c	2441 MA3	2498 MA1	2555 SA1	2610 MO10	2668 GT10	2726 AL3
2383 4.16	2442 QU4	2499 5014	2556 SA8	2611 MO3	2669 AL2	2728 MA16
2384 AT15	2443 QU5	2500 MA6	2557 SO4	2612 MO3	2670-	2729 SA6
2385 MO1	2444 AT7	2501 MA6	2558 AT17	2614 AL7		2730 MA16
2387 302	2445 SO9	2502 MO10	2559 MO10	2615 SO4	72 GT4	2731 AL10
2388 AT7	2446 NO2	2503 AL7	2560 QUI	2616 S06	2673 AL7	2732 AL21
2389 MO10	2447 SO8	2504 AL7	2561 AL2	2617 AL21	2674 AT7	2733 AL10
2390 SA3	2448 QUI	2505 BC5	2562 SO1	2618 AT2	2675 AL2	2734 AL2
2391 No6	2449 AT18	2506 SO8	2563 AT20	2619 S06	2676 SA8	
2393 503	2450 MO10	2507 AL7	2564 MA6	2620 MO7	2677 GT4	2735 ALL 2736 SAL
2394 AT15	2451 AL2	2508 BC2	2565 MO10	2621 QU9	2678 GT2	
2395 AT7	2452 QU2	2509 BC2.	2566 SO1	2622 MO2	2679 GT1 0- 2680 GT1	2737 AL21 2738 MA16
2396 MA8	2453 QU9	2510 BO5	2567 MOIO	2623 MOIO	2000 011	El Jo HATO

				. earl		
2739 AL2	3212 MA18	3268 AL2	3303 75440	AATTO	3436 MA18	3491 505
2740 AL7	3213 AT15	3269 NO2	3323-MATA	3379-		3492 MA2
			3924 SA4	81 MO2	3437 MA18	3493 AI7
2741 AL4	3214 MA3	3270 AT15	3325 SA4	3382 QU7	3438 SO1	249) 411
2742 BC7	3215 AT19	3271 QU7	3326 AT7	3383 MA12	3439 MOIO	3494 508
2743 AL7	3216 NO6	3272 QU7	3327 S08	3384 ATIla	3440 808	3495 QU4a
2744 BC2	3217 AT15	3273 SA4	3328 AT7	3385 NO2	3441 S08	3496 508
2745 SA8	3218 NO6	3274 AT7	3329 NO6	3386 MA2	3442 MO9	3497 509
2746 AL7	3219 AT18	3275 NO2		3387 SA4	3443 QU4	3498 SOS
2747 MA16	3220 AT19	3276 NO2	3330 MA3		3444 AT7	3499 QUA
			3331 NO6	3388 NO2		3500 MOLO
2748 MA16	3221 NO2	3277 SA6	3332 NO6	3389 SA4	3445 MO4	3501 SOL
2749 BC2	3222 NO6	3278 MA12	3333 MA18b	3390 SA6	3446 AT7	3502 SOL
2750-	3223 SA4	3279 AT18	3334 SA6	3391 MA6	3447 AT2	3502 802
53 BC4	3224 NO2	3280 NO2	3335 MA11	3392 SA4	3448 so8	3503 S08
2754 BC1	3225 NO2	3281 NO6	3336 MA2	3393 AT5	3449 QU4	3504 804
6755 BC2	3226 MA11	3282 AT19	3337 NO2	3394 S08	3450 S08	3505 SOI
2756 AL2	3227 AT15	3283 QU7	3338 SA4	3395 MA2	3451 AT2	3506 S04
2757 BC4	3228 AT19	3284 MA18	3339 MA12	3396-	3452 QU4	3507 SOS
2758 BC2	3229 QU7))90-	3453 AT2	3508 S03
		3285 MO10	3340 NO2	98 NO6		3509 SO1
2759 BC1	3230 NO6	3286 QU7	3341 AL10	3400 MA18	3454 QU4	3510 MOIC
2760 BC4	3231 AT3	3287 MA18	3342 QU7	3401 NO6	3455 S08	3510 11011
2761 BC4	3232 AT18	3288 NO2	3343 MA18	3402 NO6	3456 S08	3511-
2762 BC2	3233 AT7	3289 AT7	3344 AT5	3403 SA4	3457 SO4	13 808
2763 BC4	3235 QU2	3290 AT18	3345 QU7	3404 AT5	3458 SO1	3514 MC'LO
2764 AL2	3236 AT19	3291 MA11	3346 AT7	3405 S08	3459 S013	3519 SO?
2765 BC1	3237 QU2	3292 NO6	3347 NO2	3406 M04a	3460 S07	3519 803
2766 BC2	3238 AT19	3293 NO6	3348 QU2	3407 AT7	3461 QU4	3524 GTI
2767 BC4	3239 SA6				3462 S08	
		3294 AT7	3349 AT11a	3408 SA6c	3463 QU4	3515 GT10
2768 BC4	3240 SA6	3295 QU7	3350 QU2	3409 MO10		3516 GT3
2	3241 QU7	3296 NO2	3351 MA12	3410 MO4	3464 QU7	3517 GT10
2800 SA7	3242 NO2	3297 NO2	3353 AT7	3411 MO4	3465 QU4c	3511 GTT0
2801 SA1	3243 AT15	3298 SA4	3354 AT7	3412 508	3466 S08	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 S07	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 SC8	
2814-	3248 NO2			3417 MO10	3471 AT7	3525 AD2
		3303 S08	3359 QU7			3526-
17 SA8	3249 AT18	3304 NO2	3360 SA8	3418 QU4	3472-	28 SA4
2818 SA7	3250 AT7	3305 MA2	3361 MA18	3419 S08	74 QU4	3529 AL2
2819 SA8	3251 AT7	3306 SA8	3362 QU7	3420 AT2	3475 AL2	2222 CVI
	3252 NO2	3307 AT7	3363 QU2	3421 S08	3476 M010a	3530 SA4
3198 AT19	3253 MA18	3308 AT7	3364 NO6	3422 MA2	3477 S08	3531 SA4
3199 AT19	3254 NO2	3309 AT5	3366 AT5	3423 QU4	3478 S013	3532-
3200 NO2	3255 MA2	3310 NO2	3367 AT5	3424 S08	3479 MO10	35 AL2
3201 AT15	3256 NO2	3311 MA18	3368 MA12	3425 DU2	3480 S08	3536 SA4
			The state of the s	3426 S08	3481 AT7	3537 AL2
3202 AT19	3257 NO2	3312 AT5	3369 MA3		3482 SA6	3539-
3203 MA2	3258 AT18	3313 AT5	3370 AT5	3427 QU4a		41 AI2
3204 NO2	3259 SA6	3314 SA4	3371 AT5	3428 S08	3483 SO4	3542 BC2
3205 AT19	3260 MA2	3315-	3372 MA18	3429 M010	3484 QU4	
3206 NO6	3261 MA17	17 AT5	3373 QU7	3430 AT2	3485 S08	3543-
3207 AT19	3262 NO2	3318 AL2	3374 MA18	3431 S08	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 S03
3210 NO6	3265 MA1.5	3321 AT5	3377 MA18	3434 608	3489 QU4	3548 SA4
3211 NOS	3266 MAI.8	3322 ATLLA	3378 АТ5	3435 AT6	3490 SO4	3549 AJ.2
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3550 ALIZ 3739 MOLO 4038 MAB 5044 MAIB 5049 MAIB 5045 S079 MAIB 5045 S075 S010 NOZ 5253 QUIS 5552 SA4 3744 GTI	3550	AL2	3739 MO10	4038 MA8	5044 MA18	5099 MA18	5252 8014
5552 SAH 37HL CTL3 4040 MAB 5048 CTL 050 WIL 5107 SOH 5255 WIS 5255 WIS 5374 CTL WOL QUH 5007 SOH 5255 WIS 5255 WIS 5455 WIS SOH QUH 5107 SOH 5255 WIS 5255 WIS SOH SOH QUH 5107 SOH 5255 WIS 5255 WIS SOH QUH 5107 SOH 5255 WIS SOH QUH 5107 SOH 5255 WIS SOH QUH 5107 SOH 5255 WIS SOH QUH 5108 MOP 5257 ATT SOH MAB 5050 QUI 5108 MOP 5258 ATT 5255 WIS SOH QUI 5108 MOP 5258 ATT 5255 WIS SOH QUI 5108 MOP 5258 ATT 5255 WIS SOH QUI 5051 MOI 5110 MO2 5259 QUI 5110 MO2 5259 QUI 5110 MO2 5250 ATT 5250 A					The second secon		
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3754 SAL 3744 STI 4042 QUL 5049 QUL 5107 SOL 5256 ATT 3745 STI 4043 MAB 5050 QUL 5108 NO9 5258 ATT 3557 ATZ 3755 STI 4100 5052 QUL 5110 NO2 5259 QTZ 3755 ATZ 3755 STI 4100 5052 QUL 5111 NO2 5259 QTZ 3755 ATZ 3755 STI 4100 5054 QUS 5111 NO2 5261 ATT 3561 BOL 4200 MO1 5054 QUS 5112 NO2 5261 ATT 3561 BOZ 4202 QUL 5055 QUL 5113 MO1 5262 MAI 5264 M							
3555	3553						5255 QU5
3555	3554	SA4	3744 GT1	4042 QU4	5049 QU4	5107 SO4	
3556		11	3745-	4043 MA8		5108 NO9	5257 AT7
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3708 QU4	3706	QU4	4009 QU4	4307 AL8	5071 QU5	5131 SA6	5279 AT7
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5522 AT17b	5590 WOJ	20 QU5	46 so8	6258 SO12	7227 SO13b
5524 AT14b		6021 5014	6147	6259-	7228 507
5529 QU4	5599 S013c	6022 0115	51 SO12	64 so 8	7229 \$013
5533 "	5600 SO7	6022 QU5 6023 SO 14	6152-59	6300-	7230 MO10
5535 QU10	5601 S010	602) 5014	gn8	11 5012	7231 S04a
5536 QU4	5602 S07	6024 MA18	6160-	6312 GT1	7232 SO15
5543 AT6	5604 QU5	0027	64 AT6		7233 NO3f
5544-	5605 S07		6165 S014	6314 8012	7234 806
46 AT7	5606 SO 4		6166-	6315 GTla	7235 8013
5547 SA6		6029 QU5 6030 S014	69 AT6	6316 GTT	7236 5010
	5608 QU5	6031 NO11	6170 S014	6317 GT1	7237 SO13
	5609 S014	6032 SO14	6171 ATT6	6318 8012	7238 807
5550 QU4		6033 MO10	6171 AT6 6172 S014	6319-	7239 506
5551 QU5		6034 -	6173 00711	23 GTT	7240 SO13
	5612- 14 AL5	36 MA18	6174 8014	6324 5012	7241 806a
5553 QU4		6037 GT2	6175	6325 GT1	7242 SO4
5554 MO10	5616 MA18	6038-	83 AT6	6326 GT1	7243 504
5555 AT7	5617 AL3	40 GT10	6184 5012	6327 5012	7244 SO1
5556 QU4	5618 AT.5	6041 GT2		6328-	7245 SO5
5557 MO10	5610 GAS	6041 012	6186-	30 GT1	7246 506
5558 SA7 5559 MO 10	5620 AL5	6043- 46 AL5	89 808	6331 GT2	7247 S07
5560 SO1 0	5621 AL5	6047-	6200 8014	6332 GT1	7035 SA70
5561 MO10	5622 SA8	6047- 58 MA18	6201-	6333 GT1	7252 BC8
5562 MO10	5623 AL5		04 M010	6334 GT2	7253 BC4
5563 SO13	5624 SA6		6205 SO 8		7044 BC60
5564-	5625 AL5			6336 GT1	7053 MA10ao
66 807	5626 AL3	71 SO14	13 MO10		7061 S013ao
5567 S013	5627 GT10	6072-	6214-508	04 5014	7260 AT2c
5568 S014	5628 GT4	75 MO10		6405-	7265 Qu5
5569 S07	5629 GT10	6076 8014		08 GT13	7266 S013c
5571 5013	5630 GT13		6217 #	6409 GT5	7025 SA30
5572 8014	5637-34	79 NO11		6410 "	
5573 807	GT10	17	6219 S012		7300 SO4
	5700-	6100-		7000 SO 9	7302-
5575 806		02 AT7		7001 "	04 MA18
5576 MO10	0-1 202 1	6104 AT7	6222 808	7002-	7311 AT15
5578 SO 14	6000 AL5	6105-	6223-	04 503	7313 SA7c
5579 MO10	6001 BC2	09 AT20	25 MO10	7005-	7319 AT2
5580 SO13	6002 MA18	6110 AT7	6226 MA18	09 MO8	7320 AT16
5581 QU5	6003 MA18	6111-	6227-	7010 GT6	7321 AT16
5582 SO1 4	6005 BC2	19 AT20	31 MO10	7011 GT1	7322-
5583 SO14	6006 AT6	6120-	6232 5014	7012-	26 AT7
5584 SO13	6007 AT6	28 AT15	6233 SO14	14 GT10	7327 QU5
5585 8014	6008 "	6129 AT15c	6234-		7328 MA18
5586 MO10	6009 BC2	6130 AT7	42 508	7202 QU4c	7329 AT16
5587 MO10	6010 BC2	6131 "	6243 8014	7215 S014c	
5588 SO10	6011 135	6133 SO8	6244 308	7216 80136	7332 AT20
5589 S013	6012 216	6134 AT7	6245 S014	7220 S04a	7333 SA5
5591 9014	6013 AL5	6135 \$08	6246-	7221 S09c	7334 MA18
5592 3014	6014 AT6	6136 AT7	50 SO 8	7222 805	7335 MA17
5593 SA8.	6015 AT6		6251 SO 14	7223 5013	7336 MA8
5594 507	6016 MA18	6138 AT7	6252-	7224 507	7337 MA18m
5595 SO13	6017 MO10	6139 "	56 808	7225 SO13	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 M06	7913 AT12	7977 MA18
7342 AL2	7397 MA18	7453 MO10	7509 S07	7914 AT7	7978 MA11
7343 BC4	7398 AL4	7454 MO6	7510 SO14	7915 GT15	7979 MAII
7344 AL5	7399 MA17	7455 MO6	7511 S014	7916 GT10	7980 MA18
7345 AL4	7400 SA8	7456 MO10	7519 GT6b	7920 GT10	7981-
7346 AL5	7401 BC4n	7457 MO10	7520 SO 8	7921 GT3	94 SO14
7347 AL5	7402 BC4	7458 M06	7521 GT4	7922-	7995 BC4 7996 MA18
7348 QU4	7403 MA18b	7459 MO10	7522 S03	27 GT10	7997-
7349 MO7	7404 MA4	7460 MO6	7523 GT2	7928 GT1	99 MA17
7350 MO10	7405 AL4	7461 S016		7929 GT10 7930 GT13	8000-
7351 MO10	7406 SA7	7462 S013		7930 GT19	07 S014
7352 M06j	7407 AL5	7463 S07		7932 GT10	8008 MO8
7353 NO8	7408 SA8	7464 SO4 7465 SO4		7933-	8009 MO8
7354 MO10	7409 SA8 7410 AL5	7466 S016	7529 S03	35 GT5	8010 M08k
7355 M07 7356 M07	7410 ALS	7467 S09	7530 MO4	7936-	8011-
7357 MO9	7412 MA18	7468 MO6		38 M08	14 MO8
7358 SO2	7513 AL5		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 M06		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- 23 MA11
7364 MA8	7419 MA18	7475 MO3	7538 AL8	7945 QU5	8024 M08
7365 MA1.8	7420 MA2	7476 AT7a	7539 BC5	7946 AL2 7947 AL2	8025 MO8
7366 AL5	7421 SA6		7540 BC2	7948 MA18	002)
7367 MA8	7422 AL5	7478 AT7	7541 AL2 7-50	7949 MA18	8200 SO14
7368 MA18	7423 SA6	7479 GT2 7480 "	7550 AT4	7950 AL2	8201 SO16
7369 M09	7424 5016	7481 AT19	7551 "	7951 MA18	8202 SO14
7370 MO10	7425 S07 7426 S04	7482 AT20	())1	7952 AL5	8203 SO9
7381 AT7	7427 S016	7483 GT14	7600-	7953 AL2	8204 SO9
7372 M07 7373 S06	7427 S016	7484 S016	14 AT3	7954 MA18	8205 MA8
7374 AT7	7429-	7485 AT7	7615-	7955 MA18	8206 MAll
7375 AL4	31 504	7486 GT2	17 MO8	7956 AT6	8207 MA11
7376 SA8	7432 SO6	7487 S016	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 8211 SO3
7379 AL5	7435 S03	7490 GT2	7621 "	7960 "	8212-
7380 MA18	7436 S07	7491 GT2	7000	7961 AT20 7962 AT3	14 MO10
7381 AL3	7437 AT19	7492 5016	7800- 17 AT4		8215 S014
7382 AL3	7438 S09	7493 GT6	T/ HI4	7964 AT3	
7383 BC4	7439 S016	7494 AT19 7495 GT2	7900 AT10	7965 MO8	8217 S014
7384 AL3	7440 SO9 7441 MO1	7496 AT7	7901 GT10	7966 GT6	8218 S03
7385 MA8	7442 SO16	7497 GT10	7902 AT5		8219 SO3
7386 SA7 7387 AL5	7443 S06	7498 M06	7904 GT4	7968 GT6	8220 QU4
7388 S016	7444 MO6		7905 AT18	7969 GT12	8221 AT10
7389 S014	7445 S014	7500 SO4	7906 GT6	7970 GT1	8222 MO10
7390 MA18	7446 SO8	7501 S014	7907 AT14	7971 GT6	8223 MO10
7391 SA5	7447 MO10	7502 SO8	7908 GT10	7972 GT2	8224 SO 9 8225 MO5
7392 8015	7448 M06	7503 SO9	7909 GT8	7973 GT6 7974 GT12	
7393 AT16	7449 MO6	7504 MO10	7910 MO8	1714 6112	

8296 MO10	8352 504	8409 AL2	9084 MA8	15805		DL	S04
8297 NO10	8353-	8410 MA11	9086 "	15820	AT6		0
8298 MO10	55 MO10	8411 AL2	9088 MA17	15821		15788	
8299 S014	8356 SO12	8412 MA11	9090 "	15822		15708	M08
8300 GT4	8357 SO1 4	8413 MA17	9092 MA8	15824		7.67	
8301 SO 8	8358 MA11	8414-	9094 "	15825	M08a	M1-	1100
8302 SO 9	8359 SO 12	16 AT6	9096 MA17	15826		M6	M08
8303 SO 4	8360 QU5	8417-	9098	15827			
8304 SO 14	8361 S014	22 S014	e9100-	15829			
8305 GT13	8362 AL2	01.70	10 MA8	15830			
8306 GT10	8363 SO4	8450-	9112 MO8	15831			
8307 GT11	8364 SO14	52 MA18	9114 MO8	15832	S06		
8308 GT1 8309 GT5	8365 MO10 8366 SO12	8453 MO8 8454 MO8	e9116- 42 MA8	15833 15835	AT7		
8310 GT4	8367 \$014	8455-	42 MAO	15836	S012		
8311 GT6	8368 QU4a	61 SO14	9400-	15837			
8312 GT11	8369 SO12	01 0014	07 MO8	15838	QU5		
8313 GT13	8370 GT12	8500-	9408-	15839			
8314 GT4	8371 GT5	06 MO8	37 AT7	15840			
8315 GT6	8372 GT2)(41/	15841			
8316 GT5	8373 GT2	8508-	15702 MA11		S013b		
8317 GT1	8374 GT13	10 8012	1)/02 1411	15843			
8318 GT1		8511 SO 4		15844	NOIL	,	
8319 GT11		8512 SO4		1)044	MOTT		
8320 AT16	8377 GT2	8513 NO6	NOTE: Prefix	Heff ind	icates	that r	numbers
8321 GT5	8378 GT12	8514					s only.
8322 SO1	8379 GT4	21 5014	In sequ	ence ar	e even	man bos	P OHT'S
8323 MO10	8380 GT12	8522 AT16	This is the c	oncludi	ng inc	t.alment	of the
8324 GT12	8381 GT13	8523 "	list of locat				
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8326 AT7	8383 AT6	8525 "	ber 31, 1952				
3327 GT11	8384 SO 12	8526 MO7	Modler and A.	The state of the s		000100	m
8328 GT5	8385 so 4	8527	router and me	orege.			
8329 AT7	8386 sol	8528 "					
8330 MA12	8387 MA11	8529-	ANEC	DOTE DE	PARTME	NT	
8331 MA17	8388 AL6	31 QU4					
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8333 MA18	8390 SA6	8533 NO2	last Christma				
8334 AT7	8391 SA6		1st Dear Old		2nd D	.O.L. 8	as first
8335 AT7	8392 507	8700-	section of a				
8336 S07	8393 SO1	05 MO8	station:				
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8339 SO12	8396 SO 1		the engines	for Ch	ristma	sfi	
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8341 SO14	8398 so 3	05 MO8					
8342 AT16	8399 QU5	9006-		OCCASI			
8343 SO14	8400 SO14	27 GT1		TION, W			
8344 GT1	8401 SO12	9028-		LOYAL C			
8345 SO8	8402 SA1	63 MO8	MOTOLY	G A COM	MON SE	M.T.T WEIN,	r:
8346 GT13	8403 SA6	9064 MA17	LONG				
8347 SO 7	8404 SA6	9066 "	LIVE				
8348 SO 8	8405 AL2	9068 MA8	ot	IR			
8349 M010	8406 MA17	9070 "		GRACI	OUS		
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8351 SO 1	8408 AL2	82 MA17	er e				
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