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THE ABRIDGEMENT

DATED JUNE 25, 1999

THE FACTUAL ACCOUNT OF AUTHOR'S POLITICAL EXILE

Webpage: <http://users.50megs.com/morel/>

FROM CANADA by Serge Morel

- ADDENDUM 1 -

DATED SEPTEMBER 29, 1999

Updated on September 20, 2000

Note transmit for the public inform by the "**ACILR Case Webpage**" by the author for the US LIBRARY OF CONGRESS PROCESSING concerning any request information of these Abridgment Document

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In the case of the ABRIDGEMENT and corresponding Addendums by Serge Morel, these are found in the LOC under the category of manuscripts.

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Serge Morel
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Dear Colleague,

To those who assisted directly and indirectly, by collaboration with goods and/or services, to actualize the development of the ACLIR Electronic Project and/ or the ACLIR International Concept.

An advisor has commented, "We now have the true story of this case concerning who, what, when, where and how this patent was illegally misappropriated. We can now implicate all the essential persons and conclude the documentation of this adventure. The final document is being edited and it's important to identify those who helped protect the projects.

The undersigned desires to form a committee consisting of several persons to advance the ACLIR International as a legally registered U.S. association. The committee's task will be to formulate a suitable governing document and to apportion reimbursement to the association members for their previous and continuing contributions, personal and financial, to Serge Morel and ACLIR. Initially the U.S. association will promote ACLIR interests via the marketing of the "true story" and U.S. civil lawsuits. The U.S. association will consist of members from two groups, as described below. Membership will be voluntary and may be active or inactive.

Group A members were involved with the initial legal and technical counseling of the formal ACILR International registered as CDRIL under Canadian Certificate of Incorporation #67016 on July 9, 1980. Group B members were supportive of the members of the original counsel (Group A) to advance the objectives of the project(s).

For your contribution to be properly considered we will require your information and documentation on an information sheet to be submitted at a later date. This committee will review and validate the submissions and notify you of its findings at which time you will be formally requested to select which form of membership you would prefer; active, inactive or no membership at all in this committee.

All members will review and then formally acknowledge the governing documents including the founders of ACLIR International without regard to date of initial involvement. New contributors to the projects will be made cognizant of the pre-existing compensatory arrangements and will accept such prior actions to participation in any project, membership or association involving ACILR or the aforementioned U.S. association. All members will formally acknowledge and accept the decisions rendered by the committee. All members understand that this newly formed association has been created, among other reasons, to provide some financial and equitable stability for Mr. Serge Morel, creator of both the ACILR Electronic Project and the ACILR International Concept.

The initial mission of this association shall be to initiate U.S. civil lawsuits claiming ten years of civil damages beginning in 1991. The damages are related to Canadian and Quebec provincial authorities' manipulation of certain medical files. This was done to discredit Mr. Morel's mental competency in a manner affecting his ability to obtain U.S.A. citizenship and U.S.A. legal standing to enforce his rights to benefits from commercial applications of his GLS (GPS) patent.

U.S. civil court damage awards from the medical record litigation will be funded in the U.S. association members, to finance legal proceedings to restore the patent rights to ACILR International, and promote the public's recognition of historical truth in these events.

New sources of funding will be welcome and are to be used to finance the U.S. association's efforts to create and promote activities to generate media revenue by promoting the publishing rights to this story in print, film and electronic media. New media revenue will be used to market the Serge Morel story to publisher(s) and filmmakers.

The proceeds from these revenue sources will be determined by the impact of the financial success of the stated objectives.

Compensation to members of the U.S. Association members will be; a) monetary, b) a vested interest in the ACILR International Fund, c) a vested interest in ACILR International projects, or d) combination of a, b, c, d.

Colleagues, keep in mind that, time is of the essence.

Sincerely,

Serge Morel

9/20/2000

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THE ABRIDGEMENT

DATED JUNE 25, 1999

THE FACTUAL ACCOUNT OF AUTHOR'S POLITICAL EXILE
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FROM **CANADA** by Serge Morel

– ADDENDUM 1 –

DATED SEPTEMBER 29, 1999

Updated on September 20, 2000

AUTHOR NOTATION CONCERNING NEWS PAPER ARTICLE AND COMMENT

NOTATION-1: Page 5 to 9 of 579 - THE ABRIGMENT, Addendum 1 (English version – Introduction)
Number of pages: 4

The legal French Press article translation, only, was made by:

MARCIANE GEISLER translator
French, Italian, Portuguese, Spanish
Law, Literature, Movies, Theater, Software, Medical

NOTATION-2: Page 10 to 14 of 579 - THE ABRIGMENT, Addendum 1 (French version - Introduction Française) Number of pages: 4

Part – 2

NOTATION CONCERNING THE ACILR ELECTRONIC NEWSPAPER
ARTICLE AND COMMENT

IN ADDITION

ADDITION INDEX – Page 16 of 579

NOTATION – 3: The Canadian Patent law in 1980 with the Question and Answer.

NOTATION – 4: The GPS Canadian Patent Office website information in October 20, 1999 and the resume of the new identification in June 2000 and the webpage public and press information concerning the ACILR technology applications development.

NOTATION - 5: Summary and notes related with some public Webpage describe and The Abridgment Addendum 1 Updated, index Webpage

NOTATION – 6: The graphic Schematic Diagram relation between the Time chart development relative to different development application from the Canadian and Quebec project, association and nomination

NOTATION – 7: The Index at page 82 concern the public Webpage referencing from notation 5 and other related with “The Abridgment” Addendum 2, actually at the correction

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THE ABRIDGMENT

DATED JUNE 25, 1999

FACTUAL STORY CONCERNING MY POLITICAL EXILE FROM CANADA

ADDENDUM 1

DATED SEPTEMBER 29, 1999

UPDATED SEPTEMBER 20, 2000

AUTHOR NOTATION CONCERNING NEWS PAPER ARTICLE AND COMMENT

NOTATION-1: THE ABRIDGMENT, Addendum 1 (English version – Introduction)

Number of pages: 4

The legal French Press article translation, only, was made on September 20, 2000 by:

MARGINE JOISLER translator

French, Italian, Portuguese, Spanish

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NOTATION-2: THE ABRIDGMENT, Addendum 1 (French version - Introduction

Française) Number of pages: 4

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ADDENDUM 1

DATED SEPTEMBER 29, 1999

Updated September 20, 2000

AUTHOR NOTATION CONCERNING NEWS PAPER ARTICLE AND COMMENT

NOTATION-1: THE ABRIGMENT, Addendum 1 (English version)

English Introduction

Number of pages: 4

Author Mr. Serge Morel

THE ABRIGMENT, Addendum 1 (English version)

September 29, 1999

To whom it may concern:

Translation of the French Press publication December 10, 1980, given the identification of the person who conceived the electronic ACILR concept which one of its applications gave the basis of the GPS (Global Positioning System). Mr. Germain Tardif, a Press Journalist, describes the electronic ACILR concept as systems that incorporate three basic considerations: the localization, the communication, and a radio telecommunication control, into one central control that previously did not exist.

English Translation of the Press report in VOLUME 5 PART- IV (Newspaper clipping) of the document Titled: "Report on the Progress and problems encountered in the ACILR (Administration Council for International and Local Reference)."

NOTE FROM SERGE MOREL:

There was a spelling error in the text of the Press Report in 1980. My name should be spelled Morel. This error was corrected below in this text translated.

Mr. Germain Tardif's comments in regard to the ACILR Project were given to him by the council Mayors of the MSSTC (Montreal South Shore Transit Commission). This information was not approved by me or anyone with the authority to disseminate the material.

This journalist had not been informed of the origin of the known document made public by the MSSTC Mayors Council, which they illegally received, from the secretary of the MSSTC Commissioners.

The Legal Translation of the Press Report was made on September 20, 2000 by :

MARCELINE YESLER translator
French, Italian, Portuguese, Spanish
Law, Literature, Movies, Theater, Software, Medical

Journal: "LA PRESSE" ; MONTREAL, WEDNESDAY DECEMBER 10, 1980

PROJECT MORELLE (MOREL)

The Montreal South Shore Transit Mayors Council made charges of irregularities against Mr. Marcel Fafard, the President and General Director of the Montreal South Shore Transit Commission (<http://www.strsm.qc.ca/>).

GERMAIN TARDIF, Quebec press Journalist Commentary:

These charges were related to the studies and development of the ACILR telecommunication project. The project was to be developed so that the central controllers as well as the commuters could know at any given time the status and location of the bus. A bus driver of the MSSTC, Mr. Serge Morel, was the person who conceived the electronic ACILR concept for the project.

Mr. Morel obtained a federal charter (see Summary first part of "THE ABRIDMENT", Figure no.7 page 11/27) for a company which, under the name of "Administration Council for International and Local Reference" (ACILR) would develop and use of his invention.

The Mayors Council blamed Mr. Fafard for not going through the Commissioners Council, for permission to temporarily transfer Mr. Morel from his job as a bus driver. As well as entrusting him to a position as a researcher for the MSSTC Administration without a salary. Mr. Morel was granted a monthly cash advance from the MSSTC since the end of July 1980.

Mr. Fafard had also placed at the disposal of Mr. Morel an office, equipment and personnel to facilitate his writing of the four presentation documents of the developed ACILR.

If we add to this meeting employees during their work hours, travelling expenses and some travel to Quebec to see concerned ministries, the sums spent by the MSSTC in this business would amount to several tens of thousands of dollars.

The MSSTC President's actions to use public funds to finance a private project came under fire by some of the Mayors. The Mayors stated that the president's action were irregular at best and possibly illegal.

Having learned this, Mr. Fafard and a MSSTC Director each loaned \$1000 to Mr. Morel in conjunction with this business. Mr. André Bourbeau, the President of the MSSTC Council Mayors, wondered whether this project would constitute a conflict of interest.

The Council, who's regular meeting took place yesterday morning at the Town Hall located in the city of Saint-Lambert, adopted by a 4 to 2 vote, a resolution requiring all funds to be refunded. Mr. Morel would be required to return to his bus drivers' job.

Marcel Robidas, the Mayor of Longueuil, who found the project to be valid, and Mr. Bernard Racicot, Mayor of Saint-Hubert, voted against the resolution.

During discussions, some of the Mayors said they didn't understand everything, even after reading the document two or three times. The document was divided into four topics.

The project consists of integrating three activities into one central control that previously did not exist:

1. → Visual Information: the users would receive up-to-date information telling them the estimated time of arrival using information provided by the system. This information will be at different places: on electronic display panels, display panels on board the buses, in your house or on a community television channel;
2. → The movements of the vehicles: The system would allow the central control station to regulate the vehicles individually, as well as overall, and compensate for delays so that the total system runs smoother at less cost.
3. → The controls of each vehicle: These controls would be exerted, moreover, on the mechanics of each vehicle whose significant parts would be connected to individual sensors. These individual sensors would provide feed back immediately to the central control system the mechanical defects as they occur on break downs or defective parts, which could allow for averting delays in the system.

The company ACILR, which would develop and generate a New World market for this system, would be made of public organizations such as the MSSTC, the trade unions of its employees and other shareholders that would share the profits in proportion of their investments.

The President of the MSSTC, Mr. Marcel Fafard, stated that the proposal of Mr. Morel was interesting and that he wanted to help it by providing him the facilities of the MSSTC. Marcel Fafard stated also:

→ " He is a man of talent and his project has merit. And he is a company man, not a foreigner."

→ "He was unable to ask the commissioners' council permission due to the conflict between Robidas-Racicot who wanted to become President of the Council Mayor."

→ "In such cases, the CTRSM chairman can act alone and it's what I did. If the Council did not want to back me they could sue me for the money spent."

Commentary of Mr. Serge Morel:

The MSSTC, the government of Quebec and Canada, and their associates blocked all press releases in regards to this article.

The fact was:

→ The MSSTC filed a lawsuit against Mr. Fafard. The prosecutors for the MSSTC estimated the value of the lawsuit at \$5000. This amount was the MSSTC's 5-month advance salary for myself covering the period from July to December 1980, which was a MSSTC agreement signed on 11 and 14 of July 1980. This salary was agreed upon July 11 and again on July 14, 1980. The commissioners' assembly accepted on November 18, 1980. This was during the 4th month as a researcher. As of September 1999, the court case was never resumed publicly.

To continue and understand the responsibility of the MSSTC commissioners' endorsement on November 18, 1980. Described herein are these expenses without regards to the damage made by the MSSTC Mayors involving the details of the invention the MSSTC Commissioners requested to see a completed copy of the ACILR 4 volume project prior to issuance of the patent and copyright:

1. This \$5000. , MSSTC amount against Mr.Marcel Fafard, in the lawsuit,
2. The \$2000. ,the loan to Mr. Morel by Mr.Marcel Fafard and another MSSTC director,
3. The personal investment of work time for the electronic technician Mr. Claude Bellefleur,
4. The expenses of some other professionals and outside consultants,
5. All my expenses, my investment and overtime, never paid by the MSSTC.
6. All the ACILR expenses described above for the MSSTC concerning the local auto-financing application of the ACILR project was eligible for reimbursement at 100% by the Transport Ministry.
7. On January 12, 1980, before the MSSTC's President Mr. Fafard was contacted, the Quebec Government was informed about the potential financing concerning the ACILR project for the Quebec public Transportation by Mr.Yves Violetti, from the Quebec Aeronautic and Transport Material Directory. Mr.Yves Violetti was also a consultant for the General Industrial of the Quebec Industry, Commerce and Tourism Ministry. He wrote on January 12, 1980 to Mr. Andre Meunier, the Adjoin Secretary for the Quebec Premier Mr. Rene Levesque, that the ACILR project had the potential to finance many operations of the Quebec Public Transportation Commission. (See on page 58 Appendices B1 of the Web document title " THE ABRIDGMENT ".)
8. This Quebec subsidy was open to any MSSTC research, private company or researcher, who requested to work on any project in the interest of the Public Quebec Transport Commissions in 1980.

- The MSSTC, by Mr. Jean Guy Parent, discharged his director, President Mr. Marcel Fafard, by compensating him with a monetary payment of \$63,000. This payment had a " string attached. "
- Mr. Pierre Marc Johnson, the Quebec Minister of Justice, routinely used these strings. The " string attached " included the promise not to make any comment to the Press, concerning the MSSTC and the project ACILR which was associated publicly with the MSSTC. For more information, I refer you on page 24, 25 of the Web document title "THE ABRIDGMENT."
- A similar string was attached on the \$135,000.00 offer made to Mr. Morel by the MSSTC, the Quebec and Canadian Government and their associates. They verbally made this offer on October 1983 by Mr. Pierre Cimone lawyer of the MSSTC and Mr. Pierre D. Girard. For more information I refer you to page 24 and more especially on page 35 of the Web document title " THE ABRIDGMENT."

This Introduction of the Public Press Report, which the MSSTC denied it's existence in 1988. In court this perjury was covered-up by the Canadian Quebec Judge. All of the court decisions were made without verification of the facts. Due to these circumstances I request the United State Government to:

- (1). **Look into the fact that certain individuals named in these documents colluded to discredit my authorship of these electronic concepts so they could lay claim to the spoils of my inspiration. They not only deprived me of a normal life for my family and me, but they left untold collateral physical and economic damage for my colleagues, my family and me for these many years.**
- (2). **To acknowledge without prejudice the documents referenced " THE ABRIDGMENT" herein and enclosed provide ample evidence to warrant further action with a speedy conclusion to resolving my Canadian full mental-disability status sent by the Canadian Government to U.S. at different U.S. department level, Civil and Governmental. It's this mental disability status that has prevented my employment with benefits that I definitely need for my family."**
- (3). **To provide for a remedy which would, at the very least allow a hearing to be held in the United States Federal Court, Middle District of Florida, to resolve the outstanding issues raised.**

Signed:

September 29, 1999

Mr. Serge Morel

Updated September 20, 2000

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ADDENDUM 1

DATED SEPTEMBER 29, 1999

Updated September 20, 2000

AUTHOR NOTATION CONCERNING NEWS PAPER ARTICLE AND COMMENT

NOTATION-2: THE ABRIGMENT, Addendum 1 (French Version)

Introduction Française

Number of pages: 4

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THE ABRIGMENT, Addendum 1 (French Version)

September 29, 1999

Introduction Française

"Un document public concernant une conspiration Internationale, Canadienne et Québécoise!"

La véritable histoire Québécoise et Canadienne de la création du GLS (System Global de Localisation), identifier et nommer par le Gouvernement Canadien par le nom GPS (System Global de Positionment), de CDRIL (Conseil D'Administration pour Référence International et Local).

La traduction anglaise de CDRIL donne: ACILR (Administration Council for International and Local Reference). Le Concept Technique et sa formule administrative de CDRIL furent soutirés et exploités illégalement par les autorités politiques québécoises et canadiennes. Cette action illégale et directement reliée à d'autres actions criminelles fut déposée aux États-Unis à la "Library of Congress" le 30 juin 1999.

La Commission Américaine des droits civils de la personne, a fait une évaluation et deux avis signés et datés par Mr. Frederick D. Ister le 7 du mois d'août et le 5 du mois de novembre 1998 pour le U.S. State Department's Office Canadian Affairs, tout comme le Sénateur Américain Mr. Connie Mack signé et daté le 3 du mois de novembre 1998 et un avis par Mme. Patty Pettus, Directeur regional du Sénateur Americain Mr. Connie Mack que le dossier "Summary" a été transmis durant la première semaine de sa réception, daté du 23 Avril 1999, au U.S. State Department.

Le 18 du mois d'août 1999, après une évaluation du document "The Abridgment", la Commission américaine des droits civils de la personne a transmise par écrit tout le dossier, directement à la Library of Congress pour clarifier et résoudre ce dossier américain.

La description de l'invention et l'identification des participants approchés pour assister à la formation de l'organisme International et local CDRIL à but non lucratif, ainsi que la preuve publique de ce vol de brevet par le Gouvernement du Québec et du Canada associés avec la CTRSM. Cette preuve a parue dans le journal: "La Presse" du 10 décembre 1980.

Vous pouvez y lire la description de l'invention et l'identification des participants approché pour assister à la formation de l'organisme International et local CDRIL à but non lucratif. Aussi vous pourrez constater la preuve écrite et publique de ce vol de brevet par le Gouvernement du Québec et du Canada associés avec la CTRSM.

Cette preuve a parue dans le journal: "La Presse" du 10 décembre 1980

NOTE de Serge Morel:

IL Y A EU ERREUR SUR L'ÉPELLATION DU NOM DE LA PART DE M.GERMAIN TARDIF QUE JE N'AI JAMAIS RENCONTRÉ. CETTE ERREUR FUT CORRIGER DANS LE TEXTE.

LES INFORMATIONS DE SON COMMENTAIRE CITÉ RELÈVE DE SA PRÉSENCE À LA RÉUNION PUBLIQUE DU CONSEIL DES MAIRES DE LA CTRSM DONT JE N'AI PAS ASSISTER PERSONNELLEMENT. POUR SON ARTICLE, MR. GERMAIN TARDIF EU SUREMENT QUELQUES DIALOGUES AVEC CERTAIN MAIRES ET DU REPRÉSENTANT DE LA CTRSM.

CE JOURNALISTE N'AVAIT PAS ÉTÉ INFORMÉ DE LA PROVENANCE DES DITS DOCUMENTS RENDU PUBLIQUES PAR LE CONSEIL DES MAIRES DE LA CTRSM QUI EUX LES AVAIENT REÇUS ILLÉGALEMENT PAR LA SECRÉTAIRE DES COMMISSAIRES DE LA CTRSM.

Ceci est une retranscription intégrale de l'article:

LA PRESSE, MONTRÉAL, MERCREDI 10 DÉCEMBRE 1980

PROJET MORELLE (M0REL)

Par: GERMAIN TARDIF

Le Conseil des maires de Rive Sud Rive a porté des accusation d'irregularités contre le président et directeur général de la Commission de transport de la Rive Sud de Montréal, M. Marcel Fafard.

Ces accusations ont trait à l'étude et l'élaboration d'un projet de télécommunication dans lequel seraient intégrées les informations aux usagers et le contrôle du réseau (mouvement des véhicules et vérification de la mécanique des véhicules). Le système projeté a été conçu par un chauffeur d'autobus de la CTRSM, M. Serge Morel.

M. Morel a obtenu une charte fédérale pour une société qui, sous le nom de "Conseil d'administration pour référence international et local" (CDRIL), développerait et exploiterait son invention.

Le Conseil des maires a blâmé M. Fafard d'avoir, sans passer par le Bureau des commissaires, prit l'initiative d'avoir relevé M. Morel de son travail de chauffeur d'autobus pour lui confier un poste de recherchiste à l'administration de la CTRSM en lui conservant son salaire sous forme d'avance salarial, ceci depuis la fin de juillet.

Il aurait également mis à la disposition de M. Morel un bureau, de l'équipement et du personnel pour faciliter son travail de mise au point du projet.

Si l'on ajoute à cela des réunions d'employés de cadre durant leurs heures de travail, des voyages à Québec, auprès des ministères concernés, d'autres frais de déplacement, les sommes dépensées par la CTRSM dans cette affaire se chiffreraient par plusieurs dizaines de milliers de dollars.

Les maires ont qualifié d'irrégulière, certain de "peut-être même illégale" l'initiative du président Fafard "d'engager des fond publics destinés à générer des profits à une entreprise privée"
Ayant appris que M. Fafard et un cadre de la CTRSM avaient prêté \$1000 chacun à M. Morel relativement à cette affaire, le maire André Bourbeau, Président du conseil des maires, s'est demandé s'il n'y avait pas de conflit d'intérêts.

Le Conseil, dont la réunion régulière avait lieu hier avant-midi a l'Hôtel de ville de Saint-Lambert a adopté, par quatre voix contre deux, une résolution exigeant le remboursement, par ceux qui les ont autorisés, des sommes dépensées dans ce projet de la CTRSM.

Le Conseil veut également que "la pratique cesse immédiatement et que M. Morel retourne sur-le-champ à ses autobus". Le maire Marcel Robidas, de Longueuil, qui trouve le projet valable, et le maire Bernard Racicot, de Saint-Hubert, ont votés contre la résolution.

Au cours des discussions, certains des maires ont dit n'avoir rien compris, même après deux ou trois lectures de la documentation répartie en quatre thèmes qui leur avait été présentée sur le projet modèle.

Le projet consiste a intégrer dans une seule centrale de télécommunication trois activités n'existant actuellement pas:

1. → informations aux usagers sous forme visuelle, les renseignant sur les heures d'arrivée des autobus en tenant compte des impondérables d'achalandage et de circulation à mesure qu'ils surviennent, ceci sur des panneaux élec troniques d'affichage, sur un tableau à l'intérieur des autobus ou à la maison sur un canal de la télévision communautaire;
2. → les mouvements des véhicules seraient contrôlés individuellement aussi bien que globalement à la centrale, ce qui aurait pour effect d'éliminer le besoin d'inspecteurs et, par conséquent, les délais de liaisons entre les véhicules. Donc meilleure régularité des horaires;
3. → ces contrôles s'exerceraient, de plus, sur la mécanique de chaque véhicule dont les pièces importantes seraient reliées à des senseurs qui transmettraient immédiatement à la centrale des défauts mécaniques à mesure qu'elles surviennent.

La compagnie CDRIL, qui développerait et exploiterait ce système, serait formée d'organismes publics ou parapublics tel que la CTRSM, les syndicats de ses employés et autres actionnaires qui se partageraient les profits en proportion de leurs investissements.

Le président de la CTRSM M. Marcel Fafard, a déclaré que la proposition de M. Morel l'a intéressé et qu'il a voulu l'aider en lui fournissant les facilités de la CTRSM.

→ "C'est un homme de talent et son projet a du mérite. Et c'est un gars de la boîte, non pas un étranger".

→ "Si je ne suis pas passé par le Bureau des commissaires, a-t'il dit, c'est que celui-ci ne siégeait pas en raison de l'affaire Robidas-Racicot.

→ “Dans de tels cas, le PDG peut agir seul et c’est ce que j’ai fait. Si le Conseil veut me faire payer l’argent dépensé dans ce projet de recherches, il n’a qu’à me poursuivre en cour.”

Commentaire d’information de Serge Morel:

La CTRSM, le gouvernement du Québec, du Canada et leurs associés ont stoppés toutes continuités de cet article.

La CTRSM pris une poursuite judiciaire contre M. Fafard. Les avocats de la CTRSM ont estimé, pour ce projet de recherche, les investissements de la CTRSM à \$5000.00.

Ce montant était illigible à une subvention pour un remboursement à 100% par le Ministère du Transport. Cette subvention du Gouvernement du Québec regardait toute recherche, pour toutes commissions publiques de transport du Québec. Ce montant réclamé était mes 5 mois d’avance salariale déboursée par la CTRSM.

Cette poursuite judiciaire n’a jamais été terminée à la cours.

La CTRSM, par M. Jean Guy Parent, a congédié son président directeur M. Marcel Fafard, en le dédomageant par un règlement monétaire de \$63,000. Ce règlement fut associé d’un “string attached”, la spécialité de M. Pierre Marc Johnson, alors Ministre de la Justice du Quebec. Ce “string attached” a été d’inclure la promesse de ne faire aucun commentaire à la presse écrite, concernant la CTRSM et le projet CDRIL qui fut associé publiquement à la CTRSM. Je vous réfère à la page 24, 25 du document “THE ABRIDMENT” sur le web pour plus d’information.

Ce “string attached” fut aussi adopter par la CTRSM, le gouvernement du Québec, du Canada et leurs associés, dans leur offre de \$135,000.00 qu’ils m’ont fait en octobre 1983 par M. Pierre Cimone avocat de la CTRSM et M. Pierre D. Girard. Je vous réfère à la page24 et plus spécialement à la page35 du document “THE ABRIDMENT” sur le web pour plus d’informations.

Ce document: "The ABRIDGMENT" n'est pas encore traduit en français puisqu'il a principalement été confectionner pour la Commission Américaine des Droits Civil, le Congrès Américain ainsi que pour le Département d'État Américain.

Signé par:

le 29 Septembre 1999

Updated September 20, 2000

Mr. Serge Morel