



Outlook

Sub

Schematics

Updated April /10

***** Reminder *****
**All Grain Handling
Facilities are
No Smoking Areas**

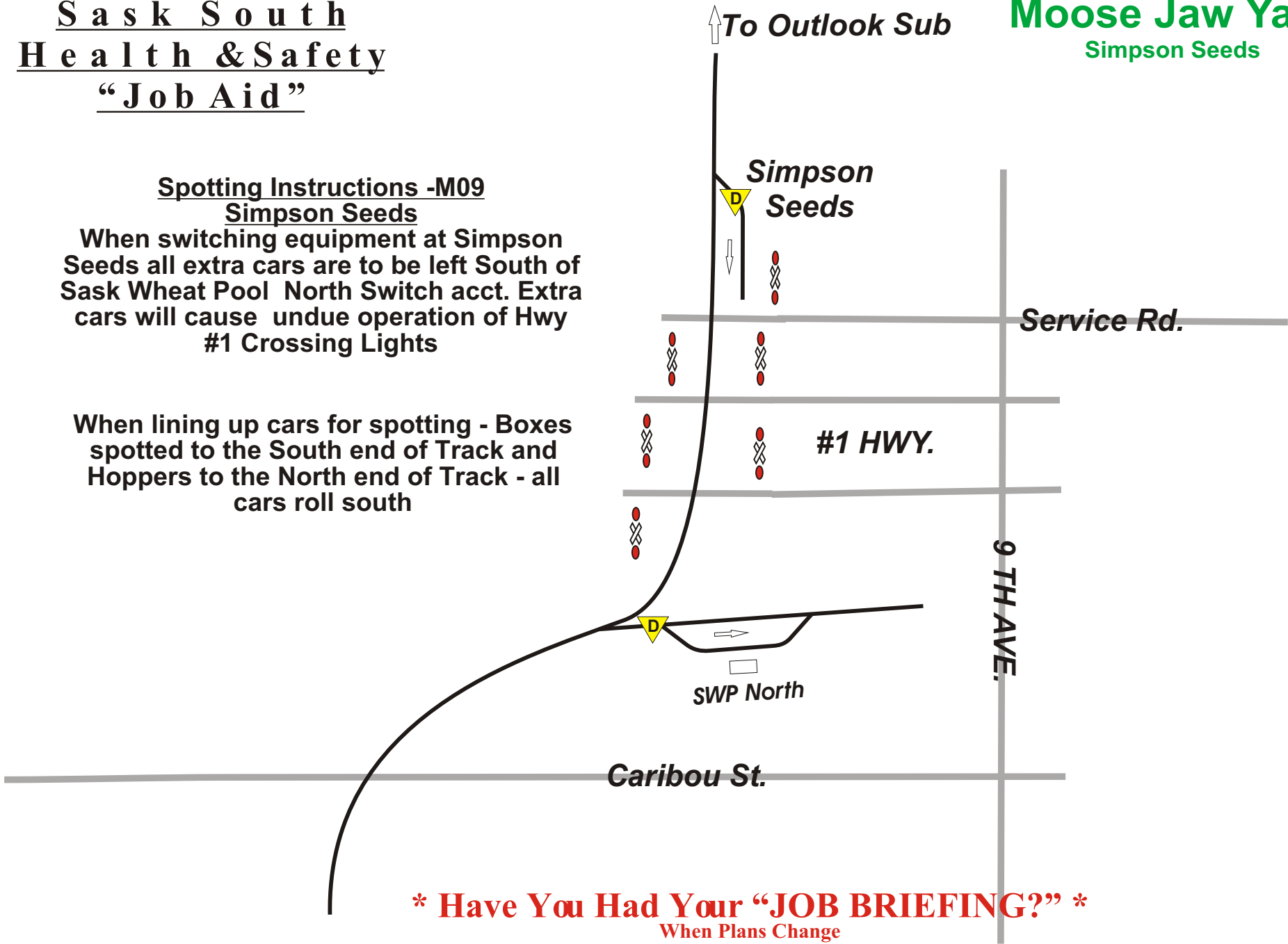
Sask South
Health & Safety
“Job Aid”

Spotting Instructions -M09
Simpson Seeds

When switching equipment at Simpson Seeds all extra cars are to be left South of Sask Wheat Pool North Switch acct. Extra cars will cause undue operation of Hwy #1 Crossing Lights

When lining up cars for spotting - Boxes spotted to the South end of Track and Hoppers to the North end of Track - all cars roll south

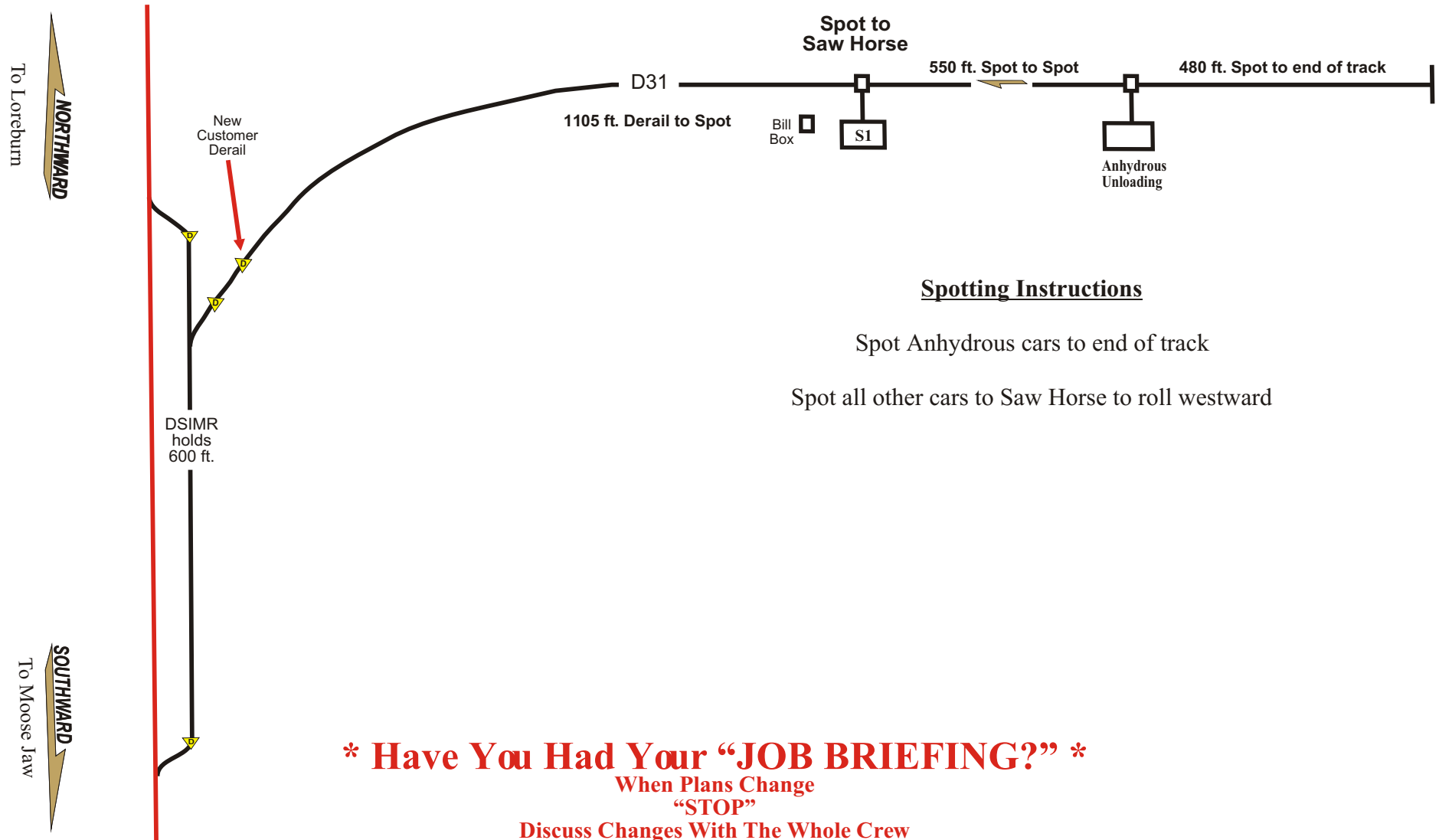
Moose Jaw Yard
Simpson Seeds



*** Have You Had Your “JOB BRIEFING?” ***

When Plans Change
“STOP”

Discuss Changes With The Whole Crew



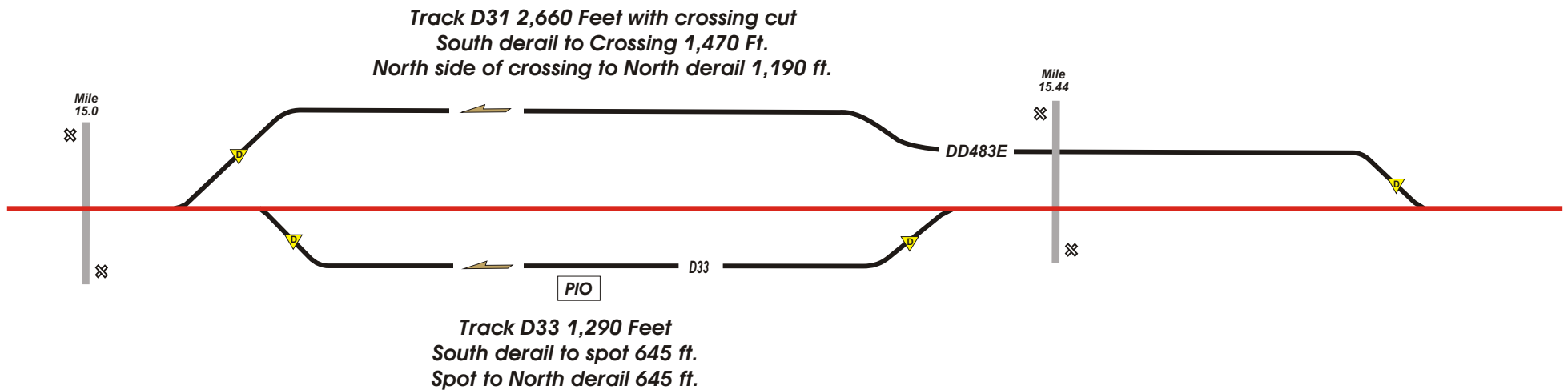
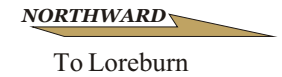
Spotting Instructions

- Spot Anhydrous cars to end of track
- Spot all other cars to Saw Horse to roll westward

*** Have You Had Your “JOB BRIEFING?” ***
When Plans Change
“STOP”
Discuss Changes With The Whole Crew

Tuxford

Station # 6483



SASKATCHEWAN
SERVICE AREA
Outlook Sub.

Marquis

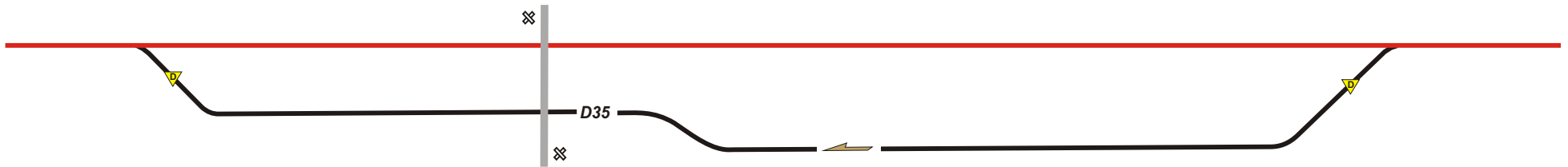
Station # 6484



**CANADIAN
PACIFIC
RAILWAY**

SOUTHWARD
To Moose Jaw

NORTHWARD
To Loreburn



*Track D35 2,460 Feet derail to derail
South derail to crossing 470 ft.
North side of crossing to North derail 1,690 ft.*

**SASKATCHEWAN
SERVICE AREA
Outlook Sub.**

Keeler

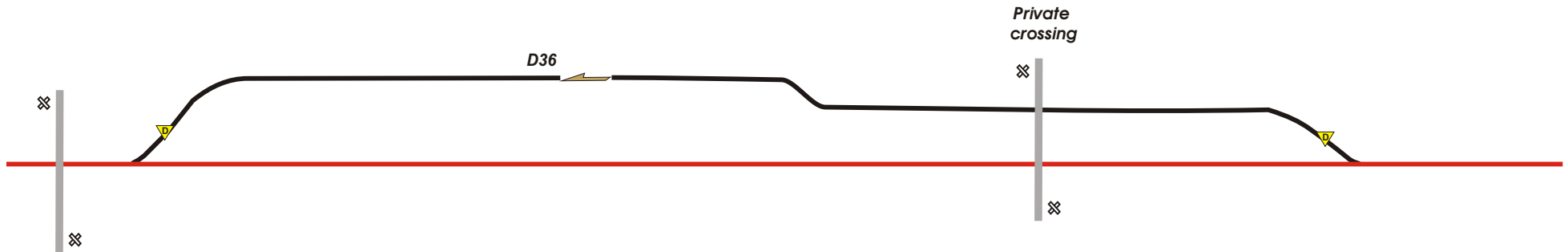
Station # 6486



**CANADIAN
PACIFIC
RAILWAY**

SOUTHWARD
To Moose Jaw

NORTHWARD
To Loreburn



*Track D36 Derail to derail 2,950 Feet
South derail to crossing sign 2,100 ft.
North side of crossing to north derail 460 ft.*

SASKATCHEWAN
SERVICE AREA
Outlook Sub.

Brownlee

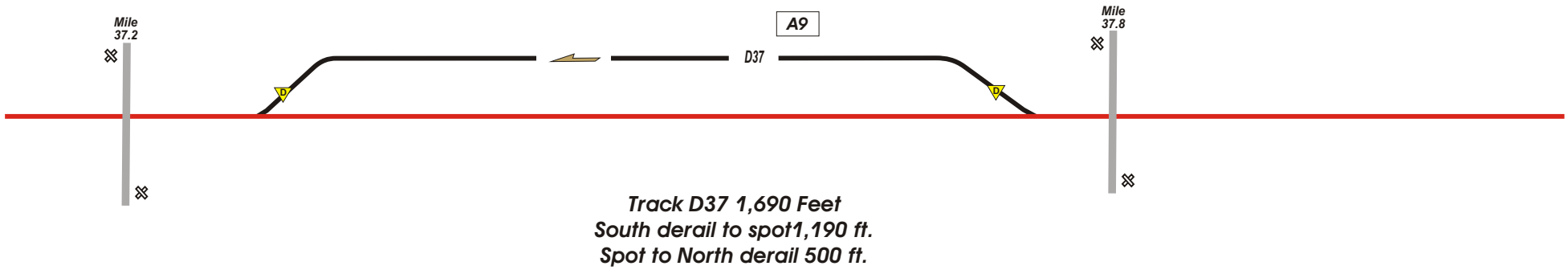
Station # 6487



**CANADIAN
PACIFIC
RAILWAY**

SOUTHWARD
To Moose Jaw

NORTHWARD
To Loreburn



Eyebrow

Station # 6488



SOUTHWARD
To Moose Jaw

NORTHWARD
To Loreburn

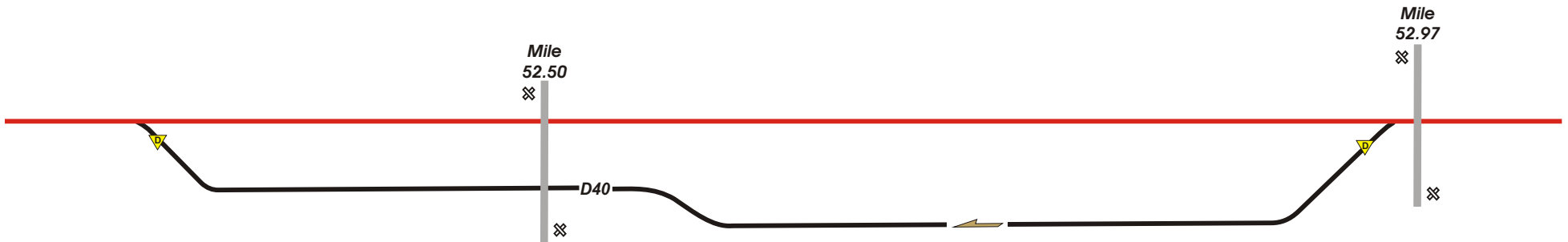
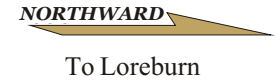


Track D3802 4,964 Feet derail to derail
South derail to crossing 630 ft.
Crossing to switch 2,800 ft.
Fouling point to spot 1,000 ft.
Spot to derail 1,000ft.

Track D3801 2,000 Feet Fouling point to derail
South fouling point to spot 1,000 ft.
Spot to North derail 1,000 ft.

Tugaske

Station # 6489



*Track D40 3,075 Feet derail to derail
South derail to crossing 700 ft.
North side of crossing to North derail 2,125 ft.*

**SASKATCHEWAN
SERVICE AREA
Outlook Sub.**

Loreburn

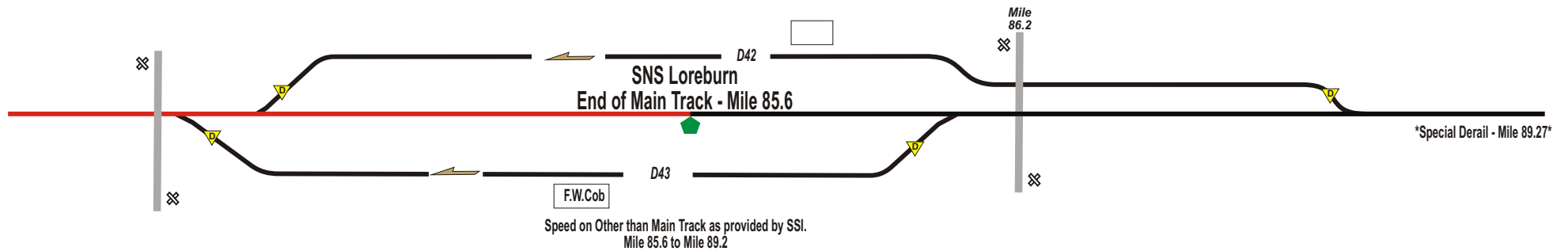
Station # 6494



**CANADIAN
PACIFIC
RAILWAY**

SOUTHWARD
To Moose Jaw

NORTHWARD
To End of Trk. Mile 96



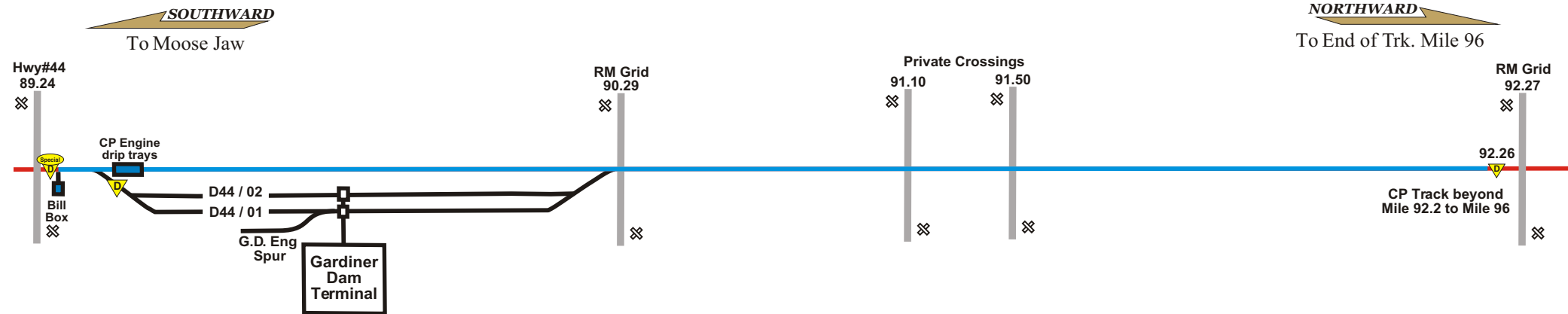
Speed on Other than Main Track as provided by SSI.
Mile 85.6 to Mile 89.2

**Track - D42 - 1980 ft South Derail to Crossing
- 550 ft Crossing to North Derail**

Track - D43 - 1040 ft Derail to Derail

Gardiner Dam Terminal

Station # 6492



Gardiner Dam Terminal Track - Mile 89.27 to 92.26
Other Than Main Track - Switches May be in Reverse Position
Special Derail Mile 89.27 & Derail Mile 92.26

Spotting Instructions - 112 cars

- Cut Off Tailend 56 cars between the former “Main track” switches clear of the North End of D44
- Set Headend 56 cars into D44/02 - Run around through D44/01 to Southend and Tie onto D44/02.
- spot 28 cars in D44/02 North of Spout to roll South
- spot 28 remaining cars in D44/01 North of Spout to roll South.
- Tie on to 56 cars on “ Main Track”
- Shove 56 cars on “Main Track” North of Crossing at Mile 91.1
- Return and Park on Drip Trays provided on South End of “Main Track”.

Spotting Instructions - 56 to 29 cars

- D44/01 - spot 28 cars North of Spout to roll South
- D44/02 - spot 28 cars North of Spout to roll South
- Return and Park on Drip Trays provided on South End of “Main Track”.

Spotting Instructions - 28 cars or less

- D44/02 - spot 28 cars North of Spout to roll South
- Return and Park on Drip Trays provided on South End of “Main Track”.

TRACKS

D44 / 01 - 3880 ft. - Fouling Point to Fouling Point

D44 / 02 - 3880 ft. - Fouling Point to Fouling Point

Lifting Instructions

- Stop and Remove Special Derail Mile 89.27
- P/U Switch List Provided in Bill Box Mile 89.27
- be governed by Switch List “B/O’s Etc.”
- “ If no cars will be remaining between 89.27 and 92.26 - Special Derail should be left in the Non-Derailing Position”

**Remember to Secure All Equipment
and Test Handbake Effectiveness**