

Kalium Switcher Operating Instructions



**CANADIAN
PACIFIC
RAILWAY**

Oct. 2004

Kalium Switcher Directory

Potash Co-ordinator	Mark Severson Cell	1-306-931-7479 1-306-222-2730
Kalium Switcher	Message Password	1-306-631-0941 # 631-0941 0941
Canada Salt	(Terry – Transportation Manager) Control Room – Day Weekends & Nights	345-5212 345-5211 345-5249
Car Cleaners	(Dave) (Ken)	1-306-684-9999 1-306-684-9998
Car Control	(Winnipeg) (Code) – “Sask South”	1-800-704-4000 12132#
CN Train Crew	Yard Office	1-306-537-2353 1-306-566-4355
GATX Rail Moose Jaw – Plant	Mobile Cell	1-306-692-7112 1-306-631-8255
Kalium Loadout		345-8275
Moose Jaw TYC		1-306-693-5444
Phosphate Plant		533-0838
Regina TYC	Yard Office	1-306-693-5504 777-0805
Roadmaster		536-5035
RTC	Indian Head Subdivision	1-403-543-8332
Saskferco	Day Night & Weekends	345-4237 345-4298
Sectionmen	Day & Night Matt Home	1-306-537-6159 1-306-693-0205
Shop Planner		1-306-693-5514
Taxi	Hallcon-Urban	1-866-571-5262

Service Directory

Cleaning Lady		1-306-345-2504
Nimbus Water		1-306-352-3337
Septic Service	Randy	1-306-694-0818
	Cell	1-306-631-1397
Trailer Supplies	Dave	1-306-693-5422

Fax Numbers

Calgary Bids	1-888-989-9449
Kalium Loadout	1-306-345-8475
Moose Jaw	1-306-693-5486
Potash Co-ordinator	1-306-931-7423
Winnipeg Car Control	1-204-947-8297
Trailer Kalium	1-306-345-2384

Track ID's for Belle Plaine & Kalium & Car Capacity

Belle Plaine Yard

MM6023	- Siding	
MKALSD	- Spur switch from siding to crossing	- 24 cars
MM23W1	- West Yard Track 1	- 45 Cars
MM23W2	- West Yard Track 2	- 43 Cars
MM23W3	- West Yard Track 3	- 38 Cars
MM23W4	- West Yard Track 4	- 38 Cars
MM23E1	- East Yard Track 1	- 37 Cars West of Crossing - 65 Cars East of Crossing
MM23E2	- East Yard Track 2	- 37 Cars West of Crossing - 65 Cars East of Crossing
MM23E3	- East Yard Track 3	- 38 Cars West of Crossing - 65 Cars East of Crossing

Kalium Yard

MKALM	- Mainline	
MKA01	- Track 1 – GATX Rail	- 10 Cars
MKA02	- Track 2 – Off Spec	- 6 Cars each side of building
M1903	- Loadout Track 3	- 38 Cars Spot Westend - 28 Cars to Crossing Eastside
M1904	- Loadout Track 4	- 38 Cars Spot Westend - 28 Cars to Crossing Eastside
MKA11	- Track 11	- 43 Cars
MKA12	- Track 12	- 38 Cars
MKA13	- Track 13	- 38 Cars
MKALC1	- South Cleaning Track	- 45 Cars
MKALC2	- North Cleaning Track	- 45 Cars
M26	- Canada Salt - South Track	- 7 Cars - Spot - 5 Cars West of Building - 2 Cars Inside of Building
M28	- Saskferco	- ETY Hoppers to South Track - 45 Cars - ETY Tanks to North Track - 45 Cars

Class Codes for Identification of Rail Cars

- M19GAT - IMC or Ashta ETY to be serviced by GATX – Track MKA01
- M19IMC - IMC ETY's
- M19IMC - Will have 6013 in LOCL Column if serviced by GATX
- M19ASH - Ashta ETY's
- M19ASH - Will have 6013 in LOCL column if serviced by GATX
- M19OCC - OCCY S00 ETY's
- M19RGC - RGCX ETY's
- M19ANF - Animal feed ETY's
- M19WCP - CP ETY's in Canpotex white fleet service
- M19RCP - CP ETY's in Canpotex red fleet service – Go to Sutherland
- M19CANW - PTEX ETY's in white fleet service
- M19CANR - PTEX ETY's in red fleet service – Go to Sutherland
- M26 - Canada Salt ETY's
- M28 - Saskferco ETY's

- M19IMC - Sparger ETY 4" pipes out of bottom of car
Example: ACFX61304 – Special loading
- M19 - Dump, offspec, unload, in LOCL column means these cars
go to MKA02 – to be unloaded

Cars to be cleaned on tracks MKALC1 or MKALC2

Example: SOO118082 To Clean To Clean

Car has been cleaned

Example: SOO118082 CLNL CLNL

Switching & Blocking at Kalium

1. Cars on load list from Kalium loadout should be blocked by load and product

Example: Train 654 – 25 Loads – 4217A
 20 Loads – 4217G
 15 Loads – 4217C
 10 Loads – 4217F
 5 Loads – 4217S
Total 75 Cars

2. Destination of cars when no station number appears

<u>West Loads</u>	<u>East Loads</u>
Brewer	Border
California	Putnam
Cargill	St. Thomas
Champion	Salt Loads
RGCX Loads	Winnipeg
Simplot	Thunder Bay
Sparger Loads	
Washington	
Animal Feed (Pasqua)	

3. Bad order cars from Kalium loadout

The following cars with these initials stay at Kalium and go to Track MKA01 for GATX Rail.

NAHX, FURX, IMCX, HPJX, GCCX (Cars leased or owned by Kalium)

All Other bad order cars go to Moose Jaw for repair.

Examples: SOO, CPAA, CPLX, CP, EEC, PTEX, RGCX, ACFX

Communication

1. Contact Potash Co-ordinator upon arrival at Kalium
2. Contact loadout Foreman upon arrival and request instructions for the work that has been planned for your shift. Remind loadout Foreman if any changes occur to contact you immediately account they could request different cars to be switched.
3. The cell phone is to be carried at all times.
4. Work message and car handling report should be at fax machine in trailer (back room). Photocopy three lists – two (2) lists to switch from and one (1) list for paperwork to CSC.

Kalium Spur

- A. Extends Northward, Mile 118.3 Indian Head Subdivision to Kalium – 3.8 miles
- B. Maximum speed – 15 MPH
- C. Mile 3.8 Kalium Spur (ends across from loadout building Kalium)
Maximum speed – 10 MPH Westward on CN track
- D. 6 axle units, except CN 1600 series, prohibited except to set-off and lift equipment on Kalium Spur.
- E. Unattended equipment must not be left foul of Canada Salt Plant Switch.
- F. Prior to occupying Belle Plaine siding, crews must obtain permission from the RTC, who must be advised once the siding is clear and no longer required.

Kalium Loadout

(Maximum 2 MPH in loadout until outside of building)

- A. At Kalium movements must not enter nor couple to cars in loadout tracks or in loadout building without permission from the loadout Foreman. Loadout Foreman must be advised when switching in loadout tracks is complete.
- B. Locomotives prohibited in loadout building.
- C. Riding on equipment prohibited inside loadout building.
- D. Flashing red lights on each side of doors on tracks MKA02, M1903 and M1904 indicated car puller in operation and crew members must keep clear.
- E. Cars must not travel over carhaul rabbits while being spotted at Westend of loadout. Check with loadout Foreman to ensure it is clear.
- F. If not coupling to cars, on Westend, hand brakes must be secured on Eastend. A crew member must be in position on Eastend to protect movement. Loadout Foreman must be notified of which hand brakes were applied.

Note: All cars on Westend of loadout must be bled off.

Pulling Cars at Eastend of Loadout

- A. Contact loadout Foreman who must authorized removal of cars. A crew member must be in position on Westend to ensure only authorized cars are moved. (Request switch list)
- B. Prior to spotting track MKA02 on Eastside, contact loadout Foreman to ensure no movement is made on track M1903.

Canada Salt

- A. Contact Salt Plant and let them know you are coming to give them a switch.
- B. Canada Salt employee's are required to open and close overhead doors, remove blue flags and wheel chocks and notify when clear of equipment.
- C. Locomotives prohibited in building.
- D. Riding on equipment prohibited in building.
- E. Restricted overhead clearance in building.
- F. When spotting Canada Salt on South track five (5) hopper's West of building and two (2) hoppers inside building. [Four (4) buffer's will be required to make spot] or just far enough inside building to allow overhead door to close (car pullers now in operation).
- G. Maximum speed 5 MPH and not more than four (4) driving axles allowed on Canada Salt Plant Spur Track. Multiple unit consists may proceed but must be isolated.
- H. Equipment must not be left between main Salt Plant switch on Kalium Spur and public crossing on Salt Plant Spur.

Note: All cars being spotted must be bled off.

Saskferco

- A. Contact Saskferco and let them know you are coming to give them a switch.
- B. Spotting instructions:
 - ETY tanks set off to North track
 - ETY hoppers set off to South track
- C. Apply handbrakes on Westend of set-off, closest to loadout
- D. Your movement may not proceed past the fence line without authorization from Saskferco loadout personnel.
- E. All cars being set-off must be bled off.
- F. When lifting, pull any cars behind and connected to your lift, to the Eastend and secure.
- G. There is a bill box on the leg of the wye marked C.P. Rail and instructions and waybills can be found in this box.
- H. Maximum speed 5 MPH on Wye.

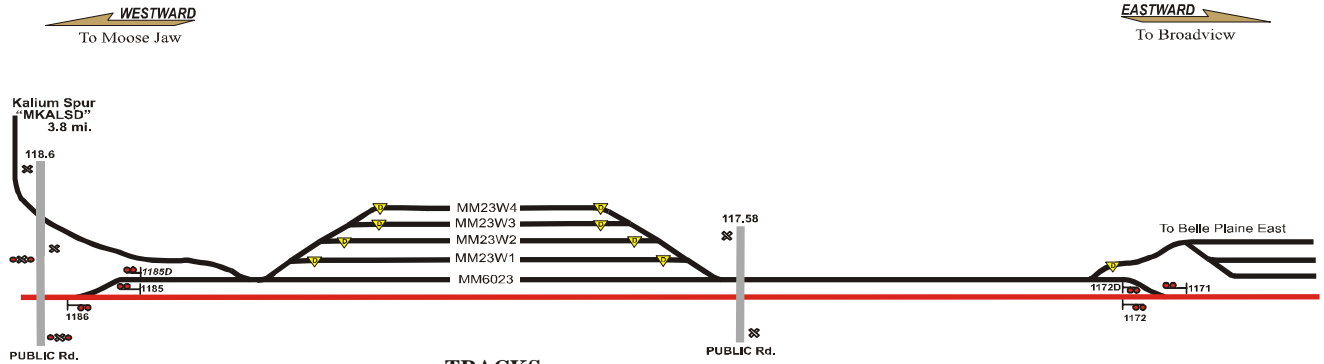
Phosphate Fertilizer Plant

- A. Spot 17 cars just West of pit on track MKA13, apply handbrakes on Westend of cars. Cars roll West to East for unloading.
- B. Contact Phosphate plant prior to lifting ETY's on Eastend of track to ensure men and equipment are clear.

Note: All cars must be bled off for spot.

Belle Plaine

Station # 6023

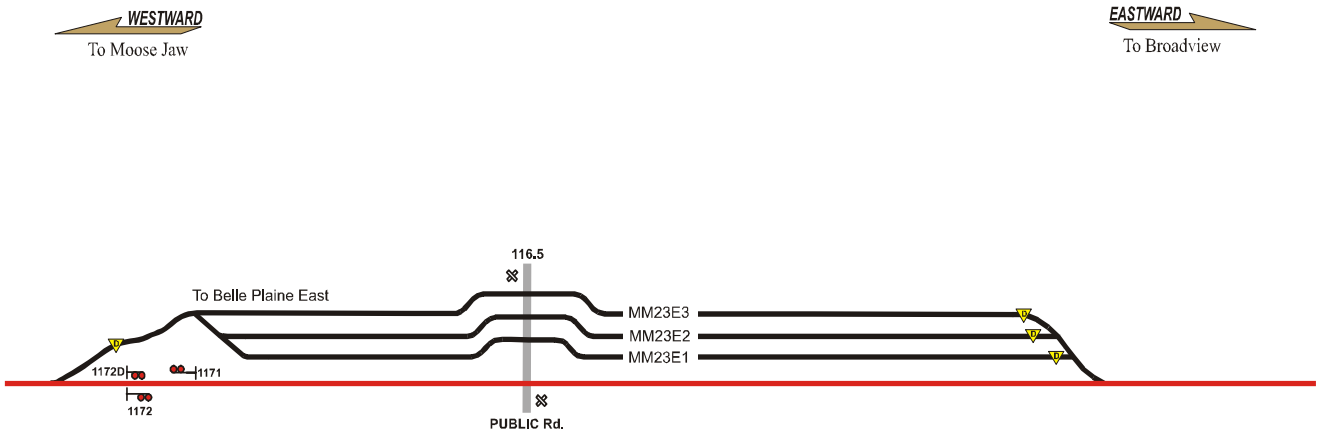


TRACKS

- MM23W1 - 2700 ft. / 45 cars
- MM23W2 - 2580 ft. / 43 cars
- MM23W3 - 2280 ft. / 38 cars
- MM23W4 - 2280 ft. / 38 cars
- MKALSD - 1440 ft. / 24 cars - Spur Switch To First Crossing
2.0 miles to Second Crossing
- MM6023 - Siding - 7570 ft.

Belle Plaine

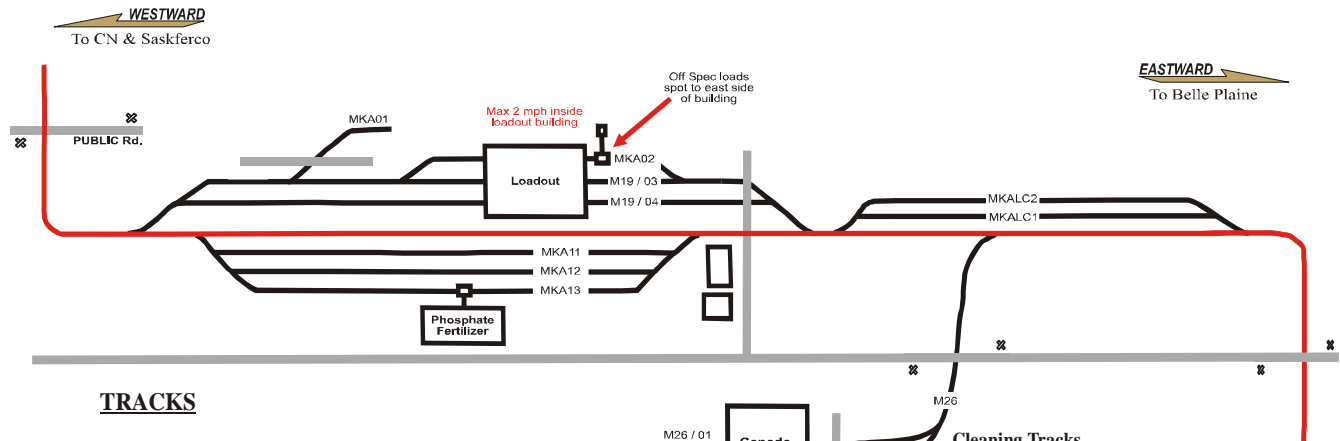
East Yard
Station # 6023



TRACKS

All Tracks 6420 ft. Total

- MM23E1 - 2280 ft. / 37 cars - West Fouling Point to Crossing
3900 ft. / 65 cars - Crossing to East Derail
- MM23E2 - 2280 ft. / 37 cars - West Fouling Point to Crossing
3900 ft. / 65 cars - Crossing to East Derail
- MM23E3 - 2400 ft. / 38 cars - West Fouling Point to Crossing
3900 ft. / 65 cars - Crossing to East Derail



TRACKS

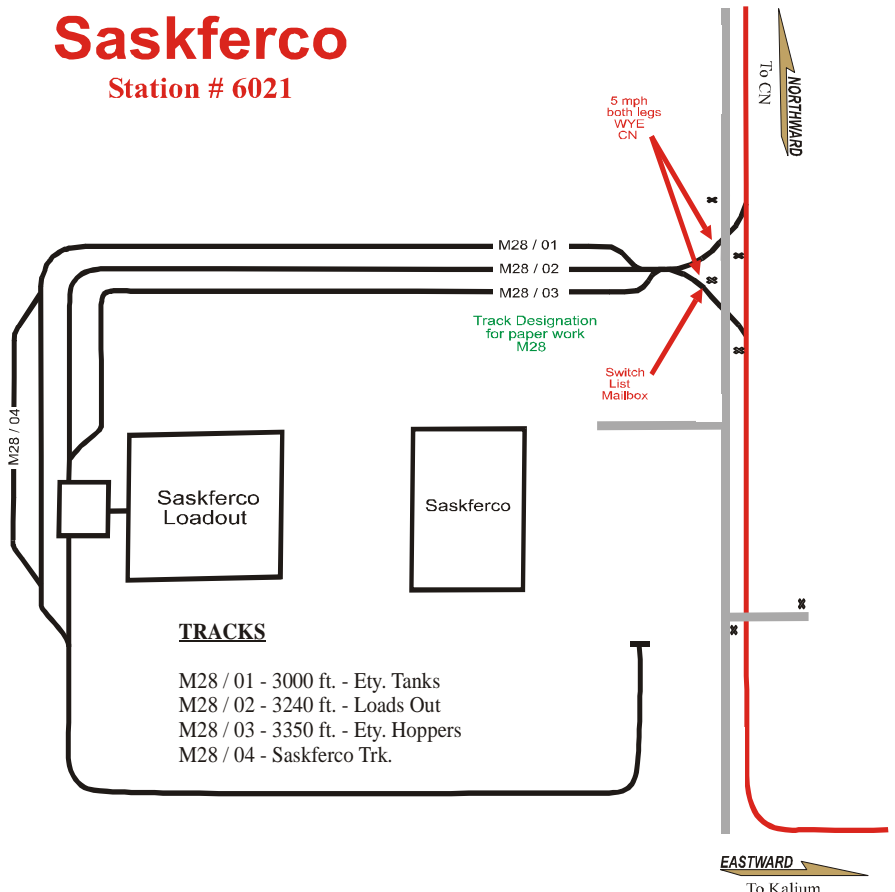
- MKA01 - 600 ft. - 10 cars
- MKA02 - 1500 ft - 6 cars on each side of building
- M19 / 03 - 2860 ft. - 28 cars loadout to crossing
- 38 cars spot to West End
- M19 / 04 - 2860 ft. - 28 cars loadout to crossing
- 38 cars spot to West End
- MKA11 - 2560 ft. - 43 cars
- MKA12 - 2240 ft. - 38 cars
- MKA13 - 2240 ft. - 38 cars
- When spotting cars for phosphate unloading
Spot 17 cars to roll West to East

Cleaning Tracks

- MKALC1 - 2655 ft. - 45cars
- MKALC2 - 2655 ft. - 45 cars

Canada Salt - Trk Designation - M26

- M26 / 01 - 235 ft.
- M26 / 02 - 5 hoppers West of Building
- 2 inside Building
- if leaving cars on East side
DO NOT Block Crossing



TRACKS

- M28 / 01 - 3000 ft. - Ety. Tanks
- M28 / 02 - 3240 ft. - Loads Out
- M28 / 03 - 3350 ft. - Ety. Hoppers
- M28 / 04 - Saskferco Trk.

KALIUM SWITCHER RECAP

- Complete recap of switching performed.
- Identify end of track switched from (East / West)
- Identify order in which cuts are put into track (1,2,3,etc.)
- Identify any switch exceptions encountered.

Recap in order of switching performed:

<u>Track ID.</u>	<u>Switch End</u>	<u>Page #</u>
1.	_____	_____
2.	_____	_____
3.	_____	_____
4.	_____	_____
5.	_____	_____
6.	_____	_____
7.	_____	_____
8.	_____	_____
9.	_____	_____
10.	_____	_____
11.	_____	_____
12.	_____	_____

Exceptions: _____

_____ K Switcher Date. _____ Conductor _____