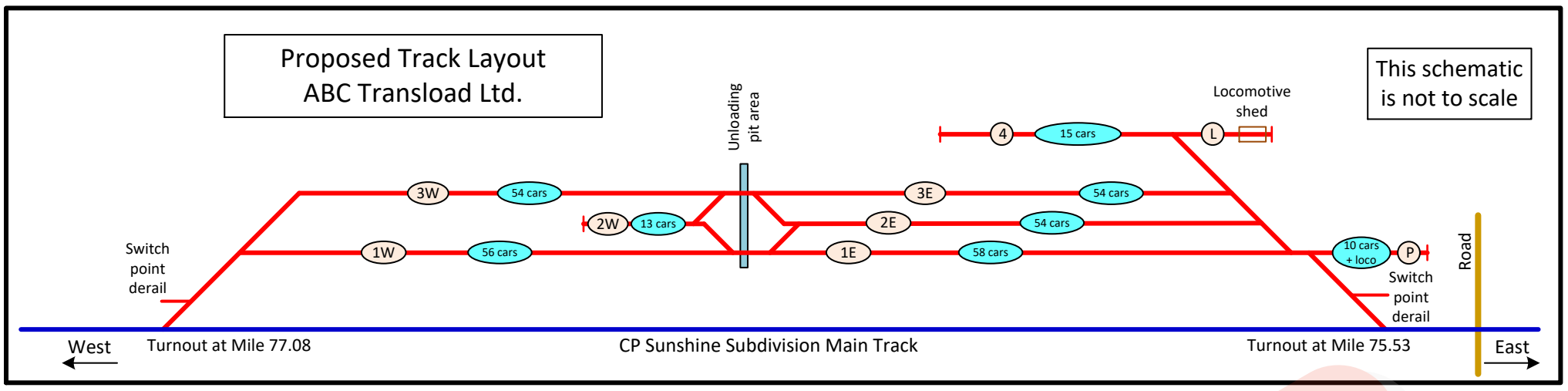
Proposed Operating Plan
ABC Transload Ltd.



Legend

- Proposed ABC Transload Track
- Existing CP track
- 24 cars — Usable capacity of track - measured in 60 foot cars
- (1) — Designation of track

Track Designation in Schematic	Proposed main uses of track	Clear length of track (approx. feet)	Clear length of track (60 foot cars)
1W	Receiving track	3375	56
1E	Receiving track	3500	58
1W + 1E	Receiving track (Note 1)	7500	125
2W	Bad order track	625	10
2E	Unloading pullback	3250	54
3W	Receiving track	3275	54
3E	Receiving track	3250	54
3W + 3E	Receiving track (Note 1)	7150	119
4	Miscellaneous transload	925	15 (Note 3)
L	Locomotive track	325	N/A
P	Pullback track (Note 2)	675	10 plus locomotive

Notes:
1. Includes length of track between north and south portions
2. Length shown is total headroom from first facing point turnout
3. After leaving room for locomotive to enter or leave locomotive track

Operating Plan Setup

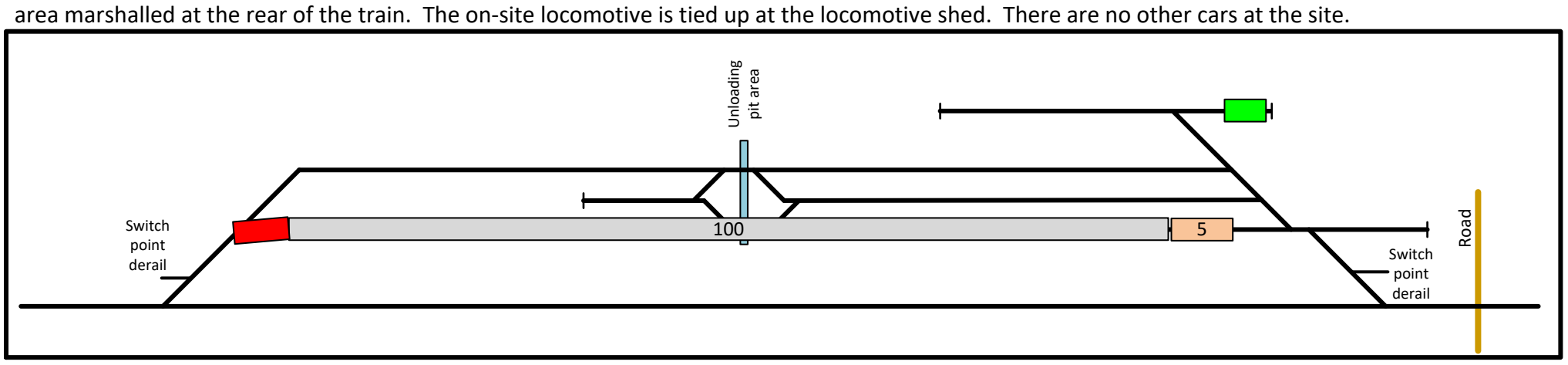
ABC Transload will receive loaded covered hopper cars in 100 car unit trains for unloading at the pit. Loaded trains will arrive from the east. Miscellaneous manifest traffic will also be received on occasion– it is expected to normally arrive marshalled on the rear of a unit train, but sometimes may be on the head end of a unit train instead.

Empty cars from a unit train will be picked up after the entire train has been unloaded. When miscellaneous cars from the transload area are released, they will be added to the head end of the next empty unit train.

These symbols will be used in the schematic plans showing the movement of cars on the site below and on the following pages

- Loaded cars from unit train
- Empty cars from unit train
- Incoming transload cars
- Outgoing transload cars
- CP Locomotive
- On-site Locomotive
- Bad Order car

1 Day 1 at 1200 – CP crew arrives with 100 car unit train and pulls into Track 1. Cars are left at far end of Track 1. There are 5 cars for the transload area marshalled at the rear of the train. The on-site locomotive is tied up at the locomotive shed. There are no other cars at the site.



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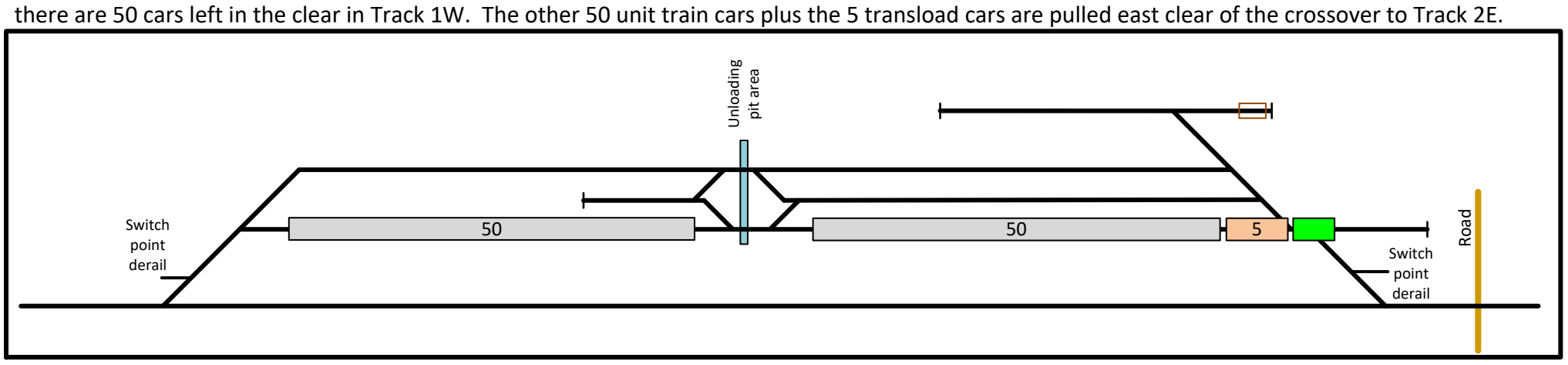
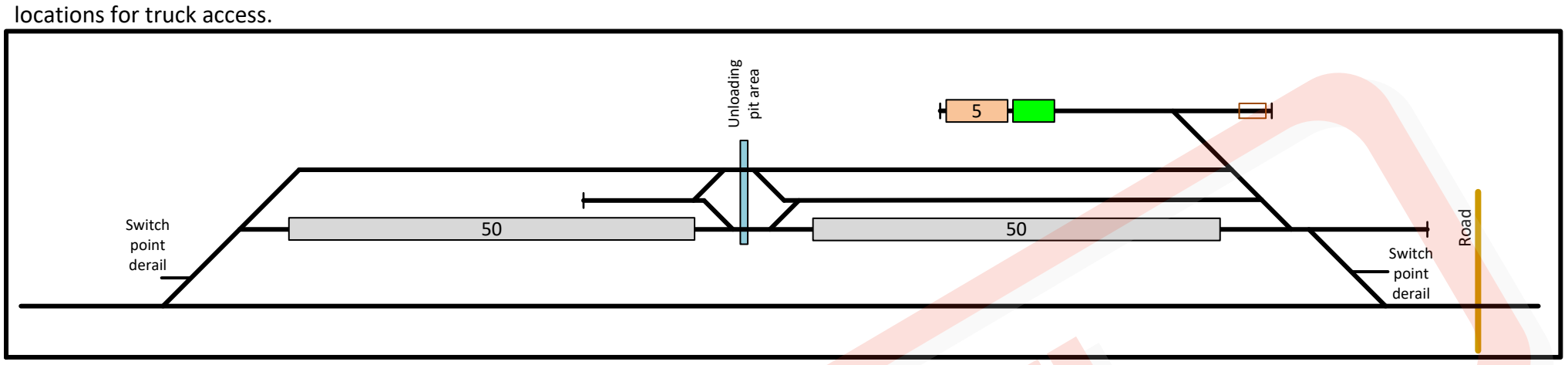
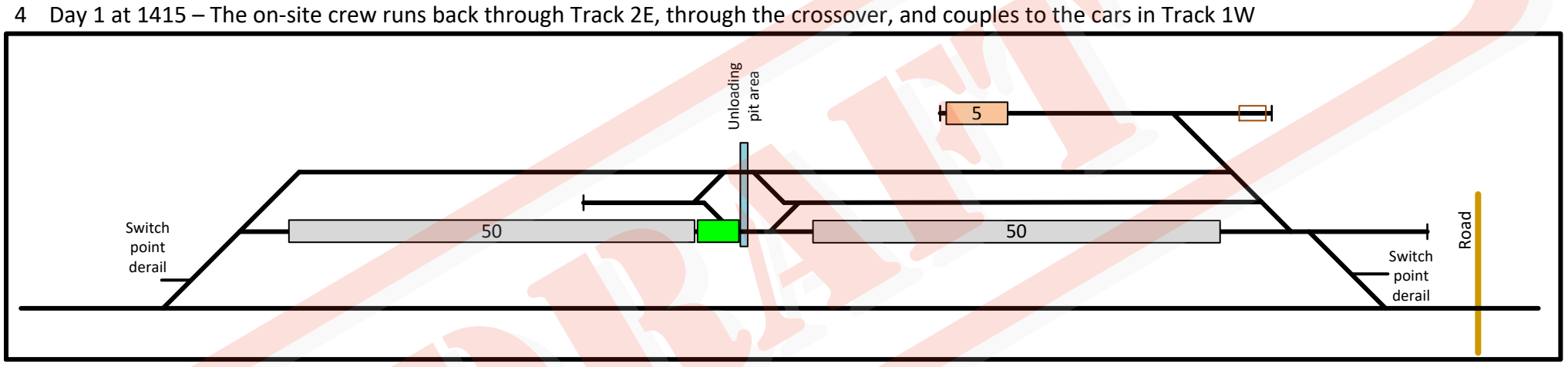
2 Day 1 at 1330 – CP locomotives and crew have departed. The on-site crew runs to the east end of Track 1 with the locomotive, and splits the cars so there are 50 cars left in the clear in Track 1W. The other 50 unit train cars plus the 5 transload cars are pulled east clear of the crossover to Track 2E.



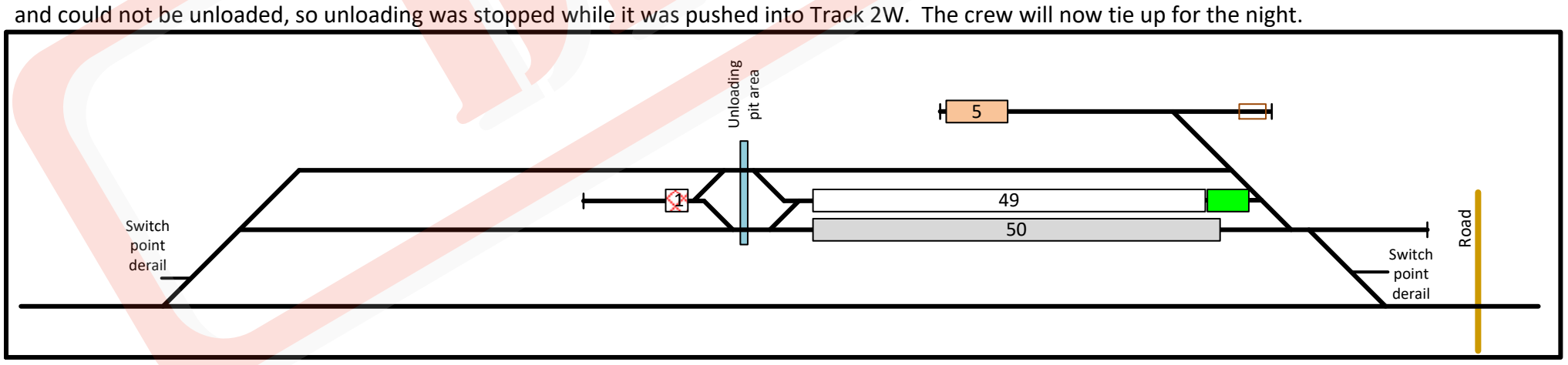
3 Day 1 at 1400 – The on-site crew uses the pullback track to move the 5 cars for transloading to Track 4, where they are placed at the appropriate locations for truck access.



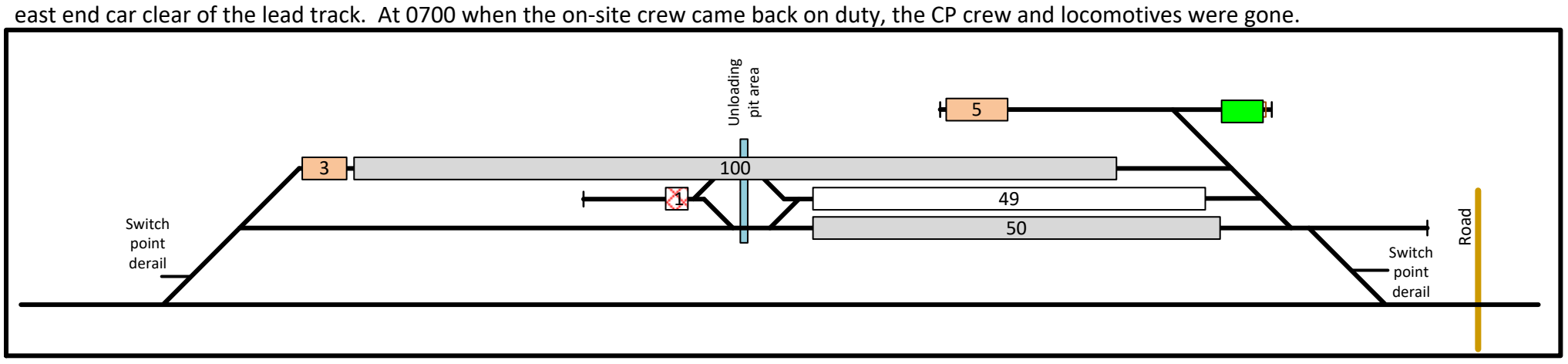
4 Day 1 at 1415 – The on-site crew runs back through Track 2E, through the crossover, and couples to the cars in Track 1W



5 Day 1 at 1800 – The 50 loaded cars in Track 1W were pulled east over pit for unloading and into Track 2E. One car was discovered to be bad order and could not be unloaded, so unloading was stopped while it was pushed into Track 2W. The crew will now tie up for the night.



6 Day 2 at 0600 – The on-site crew tied up for the night at the locomotive shed. Overnight, CP delivered a second unit train of 100 loaded cars, plus 3 cars for the transload track. This time, the transload cars were on the head end of the train. The CP crew pulled the train into Track 3, leaving the east end car clear of the lead track. At 0700 when the on-site crew came back on duty, the CP crew and locomotives were gone.



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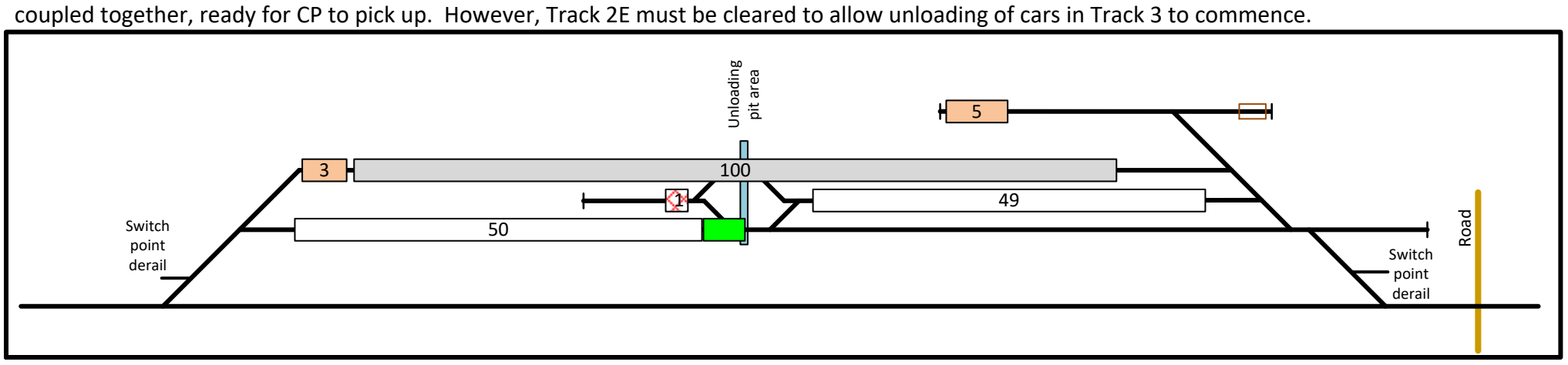
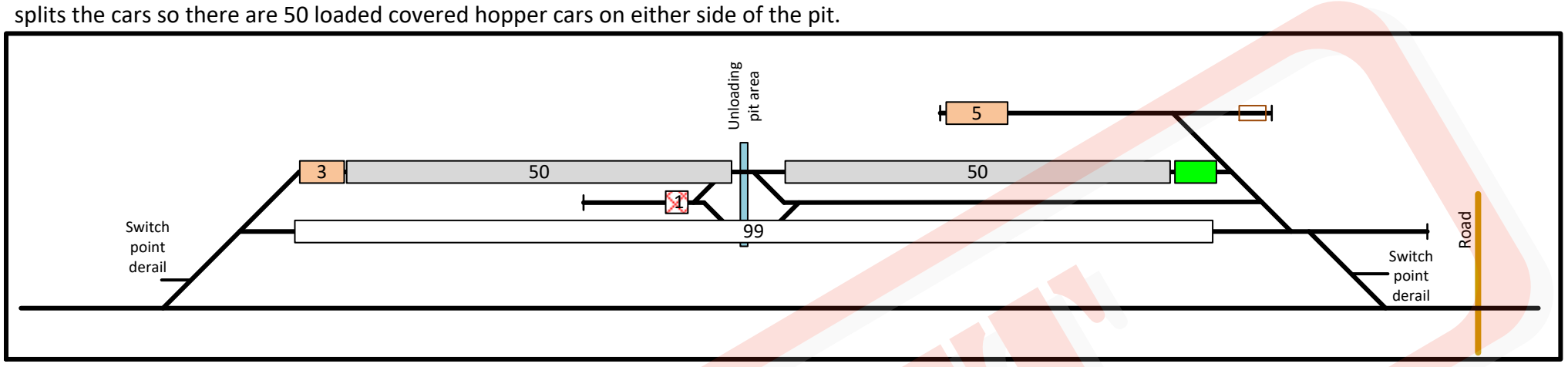
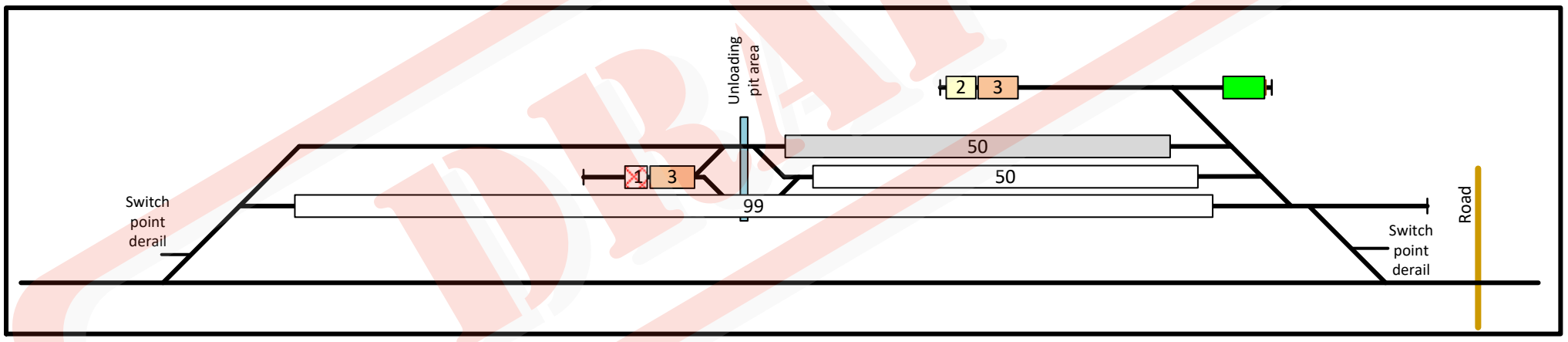
7 Day 2 at 1200 – The facility is able to unload 100 cars in a 12 hour shift. By noon, the on-site crew has pushed the 50 loaded cars in Track 1E over the pit for unloading and into Track 1W. If there were not another unit train in Track 3 for unloading, the cars in Track 1W and Track 2E could now be coupled together, ready for CP to pick up. However, Track 2E must be cleared to allow unloading of cars in Track 3 to commence.



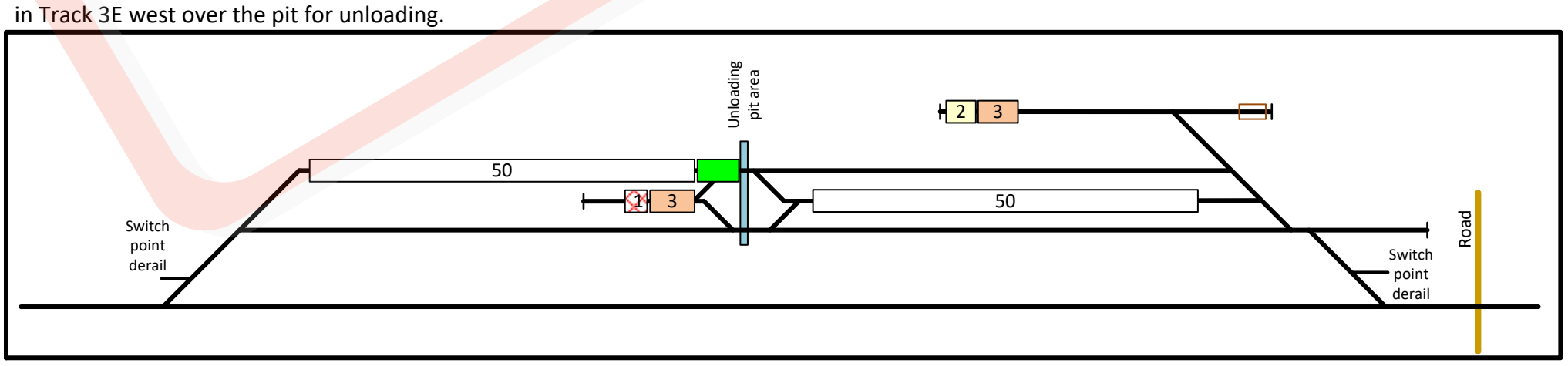
8 Day 2 at 1300 – The on-site crew has pulled the 50 empty cars in Track 1W into Track 1E, then pushed the 49 cars in Track 2E into Track 2W. These cars were then coupled together, and the 99 cars in Track 2 are ready for CP to pick up. The crew then moves to the east end of Track 3, and splits the cars so there are 50 loaded covered hopper cars on either side of the pit.



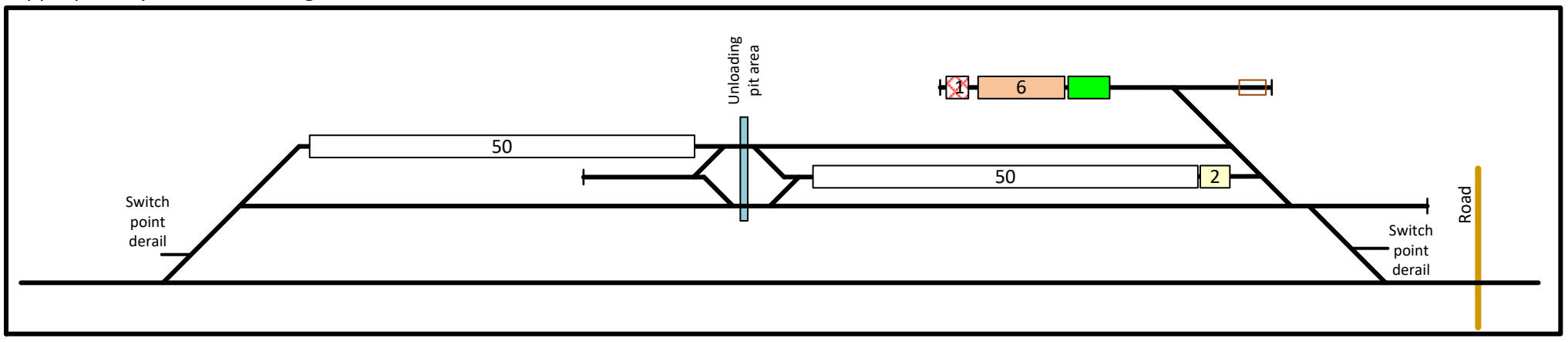
9 Day 2 at 1800 – The on-site crew pulled the cars in Track 1W over the pit for unloading and into Track 2E. When the last car was unloaded, the crew pushed the 3 cars for the transload track on the west end of cars just unloaded into Track 2W, then pulled the other 50 cars into the clear in Track 2E. The crew then tied up for the night in the locomotive track. At the end of the working day, 2 of the cars in the transload track were released.



10 Day 3 at 1200 – Overnight, CP picked up the empty unit train in Track 1. The on-site crew came to work at 0600, and pushed the 50 loaded cars in Track 3E west over the pit for unloading.



11 Day 3 at 1400 – The on-site crew then moved all 4 cars from Track 2W to Track 4. The bad order car was placed at the west end of the track for repairs, and the 2 released cars were switched into the east end of Track 2E using the pullback track. The other 6 transload cars were placed appropriately for transloading.



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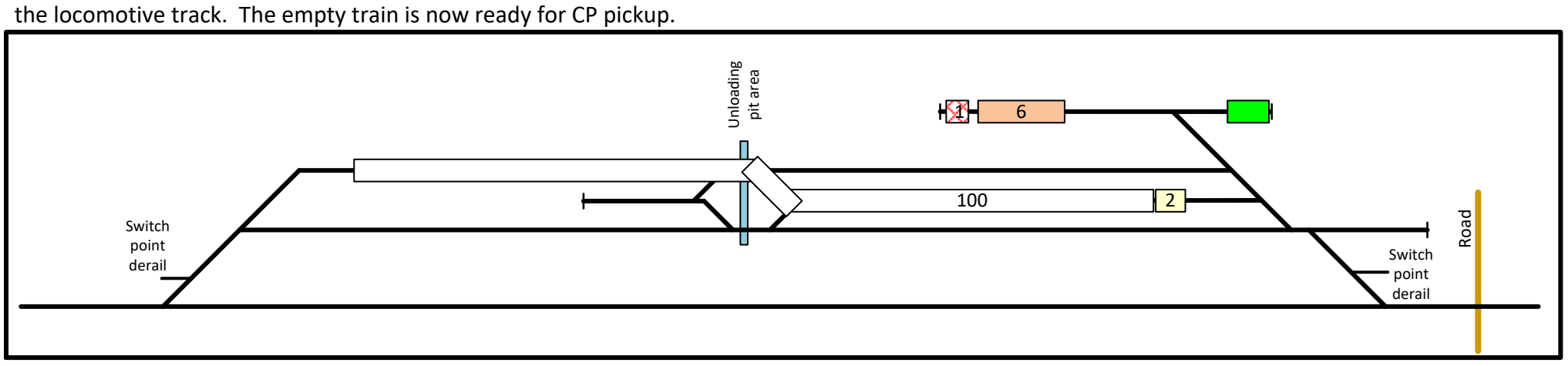
12 Day 4 at 1600 – It is determined that CP will pick up the empty unit train plus the 2 transload cars on the head end before the arrival of the next loaded unit train. Therefore, the empty unit train can be assembled in Track 2E plus Track 3W. It is not necessary to have all the cars in the same track, as was the case with the unit train as described in Step 8. After pushing the two parts of the outgoing train together, the on-site crew ties up in the locomotive track. The empty train is now ready for CP pickup.



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