

REGINA
CUSTOMER
INFORMATION
BOOKLET

REGINA CUSTOMER INFORMATION

IPSCO – D52

- Loads of scrap are delivered to D5203. They order in 35-50 loads of scrap per day. Ipsco will pull the loads from D5203, unload within their facility, then place the empties to the storage tracks (D5204/D5205).
- Coil empties are delivered to tracks D5201 and D5202. Busy months can load 400-500 coil cars, slow months forecast are 150-200. Coil empties placed to D5202 will be loaded within their facility then placed to the storage tracks (D5204/D5205).
- Ipsco will load pipe for their smaller customers on D5201- may load 5-20 cars per week.
- Ipsco can also receive loads of coil to D5201, which they use during peak times when they cannot produce their own coil fast enough.

Outbound Products

- Ipsco will release empty scrap and loads of coil daily to receiving tracks D5204 and D5205 which can hold up to 24 cars each. They usually release 50-70 cars per day.
- They will also release loads of pipe from D5201 for their smaller customers;
- Traffic from Ipsco is processed and will depart on the following trains:
 - West traffic is added to 213 daily;
 - East traffic is added to 214 daily;
 - South traffic is added to K49 daily;
 - CN traffic is transferred back to CN (can be around 40 cars per week)

1430 Yard:

Delivers scraps to D5203 & Lime and Coil empties to D5202. Lifts receiving tracks D5204, D5205 as well as released cars from D5201 - approximately 50-70 cars into Regina.

Pulls and spots one track at Shaw (D5701 or D5702). Pipe for CN gets set-off at D16 for Interchange.

Can also spot Praxair when required.

2230 Yard:

Services Shaw Pipe Sunday to Thursday and spots D5201. Will also pull track D5201, D5204 & D5205 as required. Pipe for CN gets set-off at D16 for Interchange.

Can also spot Praxair when required.

2359 Yard:

Relieves 2230 on Friday nights

1st Swing Yard:

Relieves 1430 on Thursday and Friday.

Will use other yards if traffic patterns change.

Information on servicing Ipsco

- Before entering Ipsco tracks D5202, D5203, D58, D60, D5204 and D5205, yard crews are to contact the Ipsco Switcher crew to inform of intent to switch. If Ipsco crew cannot be contacted inform the TYC. Upon completion Ipsco Switcher is to be contacted again to inform clear of tracks.
- D5202 is the supply track for loads of scrap and holds approximately 45 cars east of crossing and 10 more cars west of crossing for a total of 55 cars.
- D5203 is the supply track for lime and coil empties (as well as scrap if needed) and holds approximately 45 cars east of crossing and 10 more cars west of crossing for a total of 55 cars.
- Ensure that no less than 6 handbrakes are applied to the very east end 6 cars at all times regardless of how many cars are in tracks D5202 and D5203.
- D5201 is located off the main track (East of Armour Road) and is used for coil loading/unloading and smaller pipe shipments. Track holds 25 cars or 1500 ft.
- While servicing any of the following tracks at Ipsco/Shaw Pipe- D5201, D5202, D5203, D5701, D5702 or runaround track - it is mandatory to ensure that no rail equipment is left unattended and sitting on the "Private" Ipsco road crossing just north of the main office building by the truck scale. If, for whatever reason, cars are to be left on the main track, or the runaround track, this road crossing MUST be cut to allow Ipsco pedestrian and vehicular traffic through from either side of the tracks.
- Ipsco Receiving tracks D5204 and D5205 hold 24 cars each and are to be pulled on a steady basis. On the North end of D5204 and D5205 there are two derails, each with the appropriate signs. Derails MUST be restored when switching is complete.
- As per Timetable 32, 6 axle units are prohibited at Ipsco and Shaw Pipe and no more than 8 driving axles are allowed on D50, Ipsco or Shaw Pipe. Multiple unit consists may proceed but must be isolated.

WHEAT CITY METALS - D58

- Handles all the large scrap like heavy steel. Cars for Wheat City are placed on track D58 which runs north off the D5202 lead.
- Yard engines are not allowed to pass scales which are located on top end of track.
- Yard crews are to contact the Ipsco Switcher crew to inform of intent to switch. If Ipsco crew cannot be contacted inform the TYC. Upon completion Ipsco Switcher is to be contacted again to inform clear of tracks.
- Can go days without any cars and then 30 cars will show up, but usually work with spots of 10 cars at a time in their plant.
- We deliver their traffic to Ipsco and Ipsco yard engines spot traffic into Wheat City.

NOTE: DO NOT LEAVE YARD ENGINES ON THIS TRACK.

PRAXAIR CANADA INC - D60

- Praxair track **D60** runs off track **D5202** and holds 4 tank cars.
- Customer can only off load 1 car at a time.
- Company supplies services to Ipsco and other industries. Loads of Liquid Carbon Dioxide come from the CN transfer and empties are delivered back to the CN transfer.
- Yard crews are to contact the Ipsco Switcher crew to inform of intent to switch. If Ipsco crew cannot be contacted inform the TYC. Upon completion Ipsco Switcher is to be contacted again to inform clear of tracks.

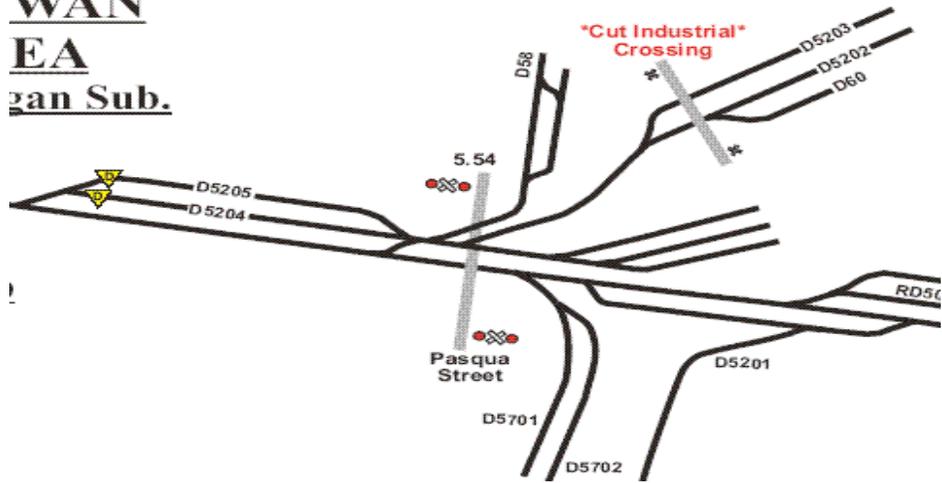
NOTE: DANGEROUS COMMODITYS ARE HANDLED IN THIS LOCATION.

SHAW PIPE (D57) – Spotting Instructions

- There are 2 tracks at Shaw Pipe designated as track D5701 and D5702. Both tracks are parallel to each other and run north to south. D5701 holds 11 flats and D5702 holds 10 flats (clear of the road crossing).
- Use caution when spotting 11 cars to D5701 and 10 cars to D5702 as space is tight. Always protect your point.
- Shaw Pipe works under Blue Flag Protection. If the Blue Flags are up, contact someone at Shaw Pipe to remove them or have the TYC call Shaw. **DO NOT REMOVE THE BLUE FLAGS.**
- Upon completion of switching, no less than 5 cars are to be left standing on either track and handbrakes are to be applied to **every** car when switching is complete.
- Shaw will be using wheel chocks to secure rail equipment left standing on their track. Chocks will be placed under the north wheel(s) of the north cars while loading to ensure that unintended movement does not occur. Under normal circumstances these chocks will be removed but if they are not removed, it will be the responsibility of ALL CP Rail crews switching this facility to check first before pulling the cars from these tracks and if need be, remove these wheel chocks, so as not to damage equipment.
- Always ensure loads are properly banded before moving cars.
- For spotting purposes, there is an orange post with reflective tape that designates the location of the spot. All cars are to be spot south of this post with the post situated between the end of the car body and the end of the knuckle on the north car of each track – see picture below.
- If less than a full spot, Shaw may move the location of the post so cars are spot where needed to accommodate switching operations at Shaw.
- Use caution when working in this area as there is a restricted clearance where the post is situated.



WAN
EA
gan Sub.



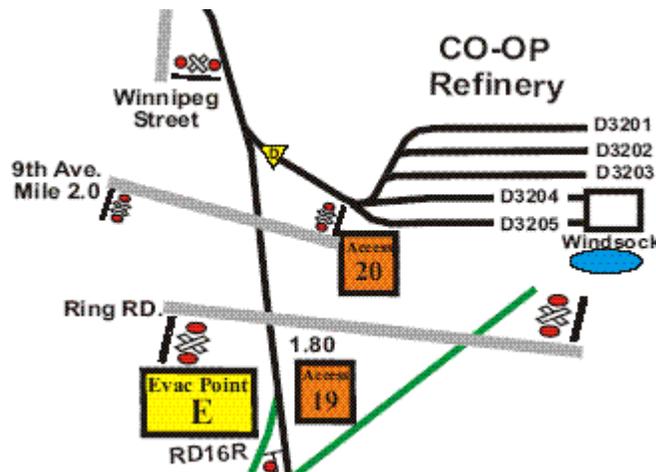
FEDERATED CO-OP GAS PLANT – D32

We spot in loads of lube oil & pull the empties & also spot empty tanks that are pulled out loaded with propane. There is a switch list at the plant for re-spots. This plant is also serviced by the CN. This facility has spot for cars in 3 track location with CN service also to this area. Follow lift and spot instructions given on work message. Each car spotted must have handbrakes applied.

1900 Yard services Monday to Thursday.

1st Swing services on Saturday.

NOTE: DANGEROUS COMMODITIES ARE HANDLED IN THIS LOCATION.



PROCOR SHOPS – D05

This is a repair facility for railway cars. They work Monday to Friday and require switching Monday to Friday. Cars that require repairs are delivered for repaired and are released when fixed. The facility is located in D-yard off Lanigan Sub (in cautionary limits). Follow lift and spot instructions given on work message.

1900 Yard services Monday to Thursday.

1st Swing services on Saturday.

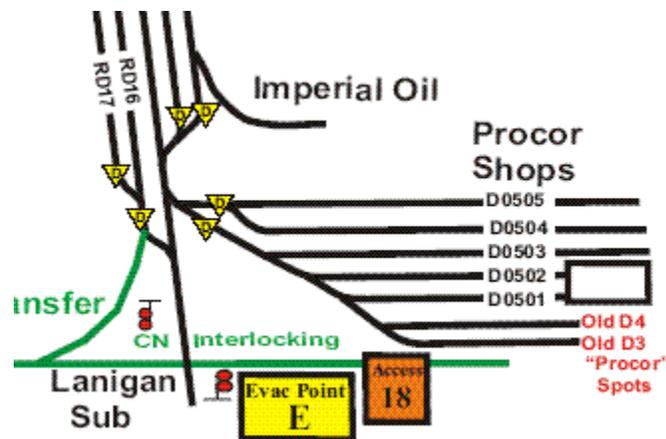
Information on servicing Procor Shops

The track gates located at the west end of Tracks D0503, D0504, and D0505, Procor Repair Shop, must be closed and locked after the switch is completed.

Lead must remain clear so track mobile movement is not restricted.

Derails have been installed on tracks labeled as D0503 and D0504 at the Procor Repair Shops facility off of mile 1 Lanigan sub. The appropriate derail signs have been erected to designate the location of these derails.

NOTE: DANGEROUS COMMODITIES ARE HANDLED IN THIS AREA.

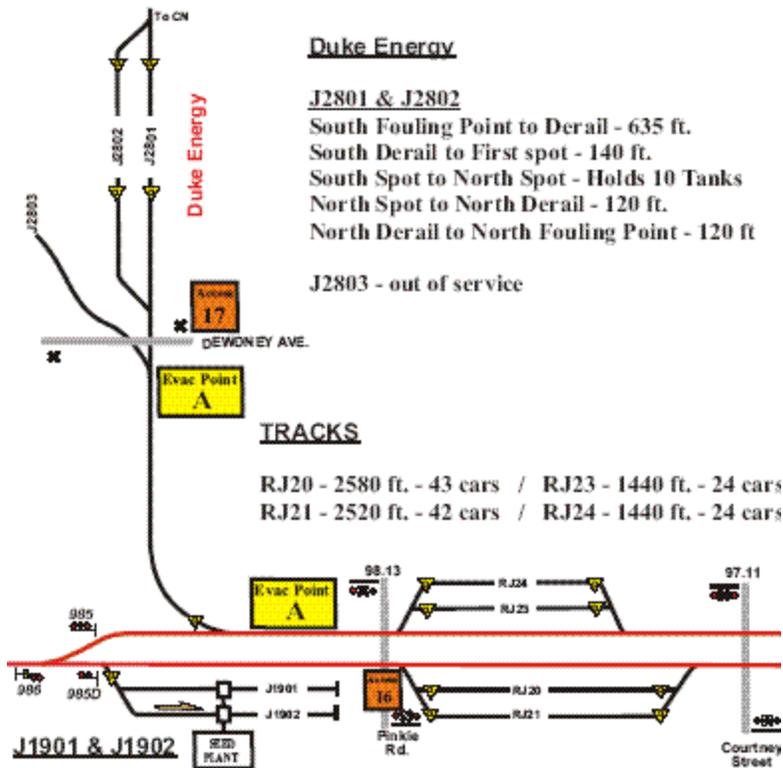


SPECTRA ENERGY – J28 (previously called Duke Energy)

This is an underground storage facility, serviced Monday to Friday. Can place up to 20 tank cars on 2 tracks for loading and unloading at this facility (10 each side). CN can also access this facility from the North side. Spectra Energy has a compound gate which has a high security lock (mainline lock). The two tracks also have derails with the appropriate signage and private locks applied. Upon arrival, if derails are still locked, contact facility personnel to have the locks removed. Follow lift and spot instructions given on work message. On completion of service the derails **MUST** be restored and the gate **MUST** be locked. Each car spotted **MUST** have handbrakes applied.

0500 Yard services Spectra Energy, Monday to Friday.

NOTE: DANGEROUS COMMODITIES ARE HANDLED IN THE AREA.



SOUTH SASK QUALITY PROCESSORS – J19

Seed plant located off the South main track at Pinkie. Customer requires both box cars and grain hoppers. There are two tracks that run parallel to each other. Track has a switch derail, which has proper signage. Crews are to check cars before coupling as customer has car puller. Box cars are to be spotted to the doors. Grain hoppers are to be spotted to overhead spout. Follow lift and spot instructions given on work message. Upon completion of service derail **MUST** be restored.

0500 Yard services Monday, Wednesday and Friday.

NOTE: CUSTOMER HAS CAR PULLER. MAKE SURE CABLE IS NOT ATTACHED AND DOWNSPOTS REMOVED BEFORE COUPLING ONTO CARS.

IMS - INTERMODAL YARD

RF29, RG01, RG02, RG05 & RG06

IMS facility works 6 days a week Sunday to Friday. They prefer their traffic to be spotted by 0600k daily. Inbound traffic is loaded onto trucks in the morning and by afternoon outbound traffic is loaded. Traffic is released by 1200k/1830k during the day. Rush traffic that arrives after 0600 will still be spotted that morning. Saskatoon traffic is to be released by 1200k and is pulled for departure on 541 Monday/Wednesday/Friday. Outbound loads are pulled by afternoon yard around 1900k and marshaled according to IOP for outbound train lifts.

IMS track lengths:

RF29 1550ft
RG01 825ft
RG02 1040ft
RG05 1185ft
RG06 800ft

All Intermodal traffic arriving Regina **MUST** be spotted every night and by 0600 each morning, without fail, as well as pulled every night with the traffic lifted according to BIOP by appropriate trains ex Regina.

Each track has a private lock with a blue flag in place. In order to enhance safety practices and communication, when delivering and lifting cars from the intermodal facility in Regina yard crews must:

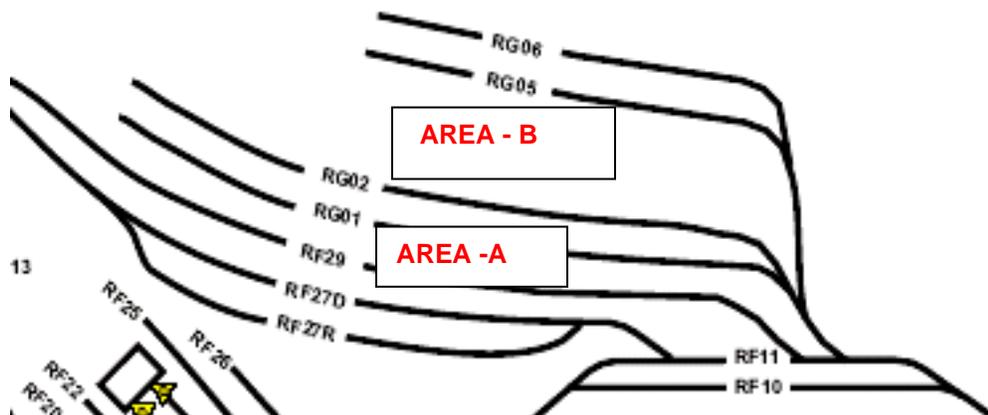
1. Yard Crew to contact the Intermodal Terminal Coordinator (ITC) on CP Radio Channel (5) prior to entering Intermodal facility.
2. ITC contacts Yard crew to confirm they can enter one of the designated areas within IMS facility. IMS employee will remove private locks and take down blue flags for tracks to be worked.

3. Yard crew contacts ITC when spotting or lifting is complete and the all of crew are clear of the area.
4. Crews are reminded that when working in designated areas, to stay in the designated area. Crew members are not permitted into unauthorized areas. For crew safety do not walk through area A to get to area B when only authorized to work in area B.

Regina IMS has been divided into two working areas, in which the Intermodal Terminal Coordinator (ITC) will grant permission to the Yard Crew to enter and work within the designated Area. Lock out / tag rules are still in effect to protect the work being conducted in other designated areas. These areas are as follows:

Area A – RF29 / RG01

Area B – RG02 / RG05 / RG06



Track RG01 has an end ramp coupling device on loading ramp. Crews **MUST** ensure that cars are not coupled to end ramp before pulling.

Ensure west end car in RG01 is not spotted behind top lift shed.

Ensure east end car in RG05 is spotted on pavement.

Cars in RF29 are not to be West of light post unless otherwise instructed by Intermodal Coordinator.

It is important to follow the spotting instructions as given out by Intermodal Coordinator.

HANSENS FORWARDING - N01

This facility works Monday to Friday and has 2 tracks which hold 6 cars each. Vehicles must face westward for unloading, yard assignments have to wye some of the cars. Must spot bi-levels together on spots and tri-levels together for off loading. When business demands and time permitted may require a second spot.

WHEN PULLING EMPTIES:

- 1) All empties must have air applied to them.
- 2) Empties must be removed using light engines only, no loads may be held onto during removal.
- 3) Coupling to empties, a stop between 6-12 feet from cars to be lifted must be made prior to coupling.
- 4) Empties must be set out prior to spotting the loads.

Review GOI Section 13 Items: 16.3 and 1.2{N}

WHEN SPOTTING LOADS: EACH TRACK HOLDS 6 CARS

- 1) All cars must have air applied to them.
- 2) The maximum number of cars held onto at anyone time must not exceed twelve {12} during the spotting process.
- 3) Prior to contacting the stop block, a stop between 6-12 feet must be made.
- 4) The coupler head of the lead car must be lined to contact the center of the stop block.
- 5) After a hand brake is applied to the lead car against the stop block, adjust the distance between the remaining cars, with the measuring device provided. **Each car MUST be between 38 to 46 inches. Use measuring stick provided. Apply hand brakes to each car as they are adjusted to their proper place. Each car MUST have the handbrake applied.**

Review; GOI Section 7 Item 13.2 {c} (i)

When spotting loaded flat carriers they **MUST** be next to ramp on the west end, then covered cars on the east end. All rail cars spotted the vehicles must face a westward direction for unloading.

Articulated cars must be spotted on East end of autos .

Please be advised that when spotting auto cars at N01 the minimum spacing between the cars should be 38 inches to a maximum of 46 inches. A measure bar has been installed on the farthest east plate stand for use when spotting Hansen's Forwarding. The bar is 38 inches long and this bar is to be used to calculate that the proper distance between the cars has been accomplished.

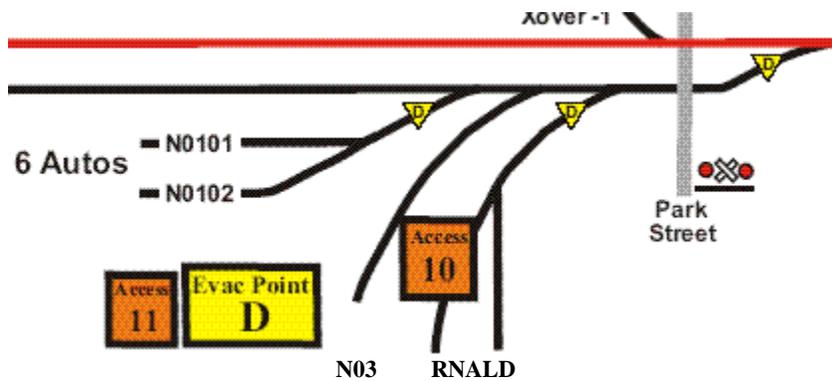
After completion of spotting the bar is to be returned to the above location for further use as required.

After spotting is complete ensure the gate is locked properly by using the hasp located on the gate. Do not leave cars outside gate.

2359 Yard services Monday to Thursday.

1900 Yard or **2330 Yard** services on Sunday.

NOTE: RESTRICTED CLEARANCE NORTH SIDE ALONG FENCE.



*****RNALD HAS ROOM TO HOLD 10-11 AUTO CARS*****

TAIGA LUMBER - N04

This is a lumber facility that has room for 2 car spot. There are two gates leading into the facility. The compound before Taiga now has guard dogs. The dogs are to be removed on Tuesdays and Thursdays for servicing. When spotting or pulling cars it is **IMPORTANT** to keep watch on wheels as the rail on spot is known to become packed in with dirt. At completion ensure gates are closed and locked.

2359 Yard services Tuesday and Thursday.

NOTE: COMPOUND LEADING TO TAIGA LUMBER HAS GUARD DOGS. THEY ARE TO BE REMOVED FOR SERVICING.

CROWN SHRED & RECYCLING - R13 *No longer serviced by CP Rail*

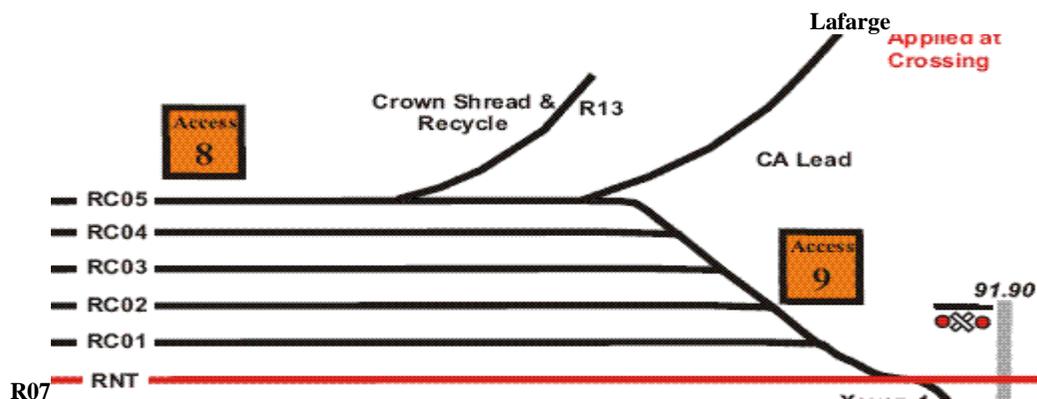
LAFARGE CANADA - R07

Access to Lafarge is from the “old” CA Lead off RC05. Customer has two tracks that are parallel to each other and run north to south. Under no circumstances are cars to be shoved past the south end of the LaFarge silo building. Red markers have been installed to the outside of both tracks for your guidance when spotting this facility and unless specifically authorized to do so rail cars must not be moved past (north of) these red markers.

Lafarge has installed a hydraulic unloading device between the rails of both tracks toward their north end adjacent to the large silo and train movements over this device can cause extensive damage. Caution must be exercised in West track as there is minimum clearance between track and Lafarge building. Use caution in spring and time of heavy rain as track leading to Lafarge is known to become flooded.

2330 Yard may service Monday to Thursday.

1900 Yard may service Sunday.



FEDERATED CO-OP SULPHUR SPUR – D3206SU

This customer is located off the K-lead and takes empty tanks for loading Sulphur. There are two tracks, both of which can hold 5 cars. Occasionally, CP will spot cars on the spur for Coke loading as well as Refined Oil unloading. This spur is also serviced by the CN, spotting cars for coke loading.

NOTE: CHECK CARS FOR CAR PULLER BEFORE COUPLING TO CARS.

Information on servicing customer

There is a restricted clearance sign in place just outside the gates on K-Lead. Also there are two derails located on the spur – one just inside the gate, the other on the lead, just east of the crossing. Both are marked with the appropriate signage.

A CP switch lock is on the gate to gain access to the Coop Upgrader Spur and unless obstructed from doing so the gate must be closed and secured when not in use.

All Sulphur cars are to spot west of the Sulphur loading rack, as the gradient runs east, and the car puller will be pulling the loads east after loading is complete. Catalyst and Coke to be spotted at top end of track see loading areas: coke on north, catalyst south. Sulphur spur can load 5 tanks.

There is a mail box located on the east side of the Sulphur spot directly south of the tracks. In this box you will leave any documentation of cars being spotted and remove any documentation on cars to be pulled.

*****EMERGENCY PROCEDURES FOR CP RAIL SWITCH CREWS WHILE OPERATING WITHIN THE CO-OP UPGRADER FACILITY OFF K-LEAD. *****

A pulsating "Air Horn" is used for the alarm system in the Refinery and Upgrader sites. A five second blast, followed by a coded signal of long and short pulses is used to indicate the general location of the emergency.

The alarm system is used for the benefit of those personnel, not equipped with two-way radios, visitors, contractors and railroad switch crews within the Refinery/Upgrader boundaries.

EMERGENCY PROCEDURES

1. When the emergency alarm sounds, stop rail switching immediately
2. Pick up all crew members and leave the Refinery/Upgrader with switch engine (s) and any coupled cars .
3. If the emergency is within the vicinity of the crew shut off switch engine and proceed on foot to the nearest exit gate, away from the emergency.

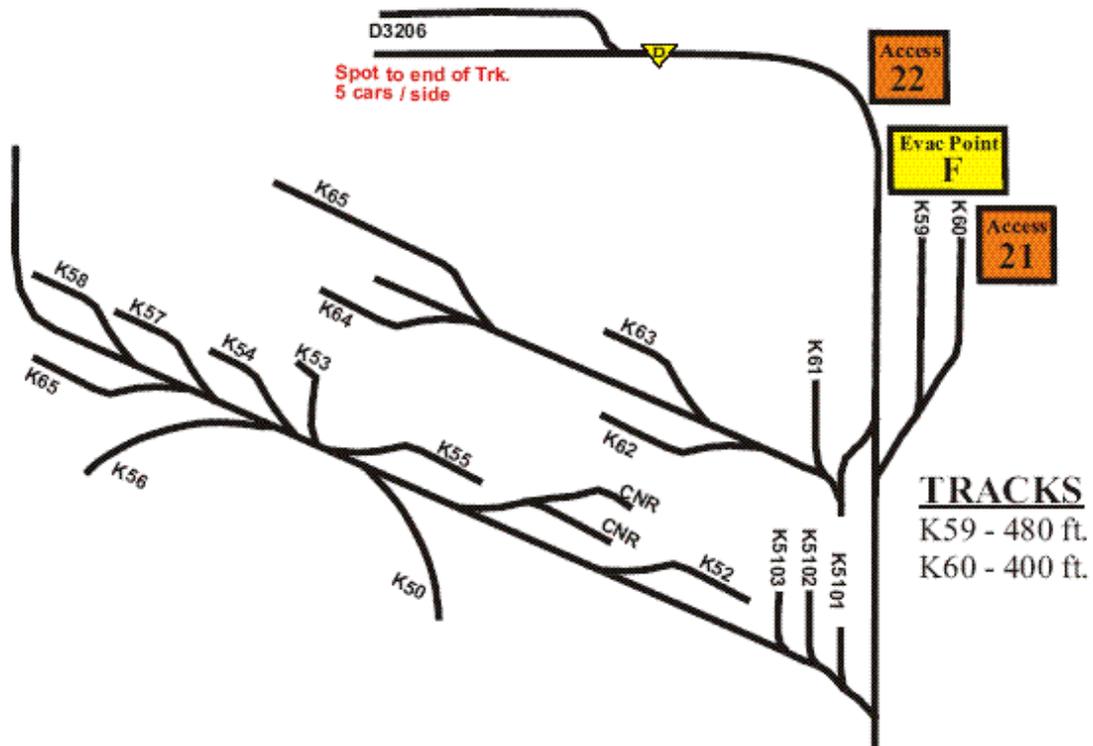
ALL CLEAR SIGNAL

The all clear signal consists of one continuous blast on the horn for approximately 20 seconds and will be sounded when the emergency is over and it is safe to re-enter the Refinery/Upgrader.

NOTE: Each Wednesday, the emergency alarm is tested at 12:00 noon . This test will last for approximately one minute. The all clear signal will signify the end of the test.

2330 Yard may service Monday to Thursday.

1900 Yard may service Sunday.



NOTE: K-LEAD- 5 MPH FROM CN JUNCTION TO KA LEAD SWITCH IN REGINA YARD - ALL OTHER TRACKS IN K YARD ARE 10 MPH .

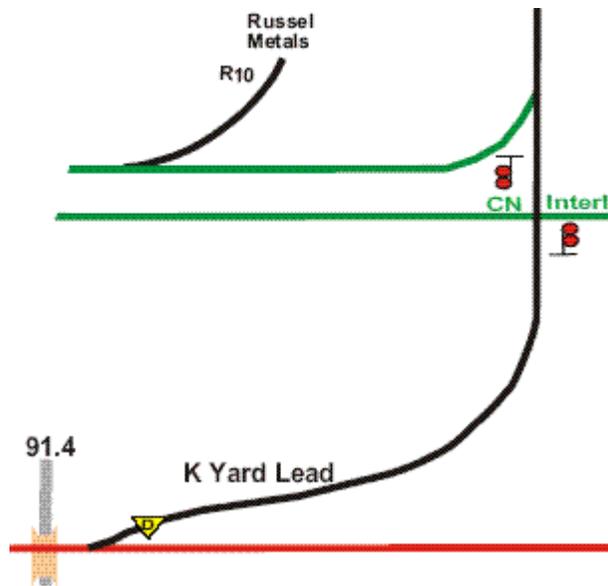
RUSSEL METALS INC - R10

Access of from K-yard off the CN mainline. This customer handles the off-loading of steel products with a capacity of 1 car. Cars are to be spot under the overhead bunks so crane can unload the cars. There is a **DERAIL** and gate both locked with a CN lock.

*** Cars Greater than 77 feet are prohibited on this track. ***

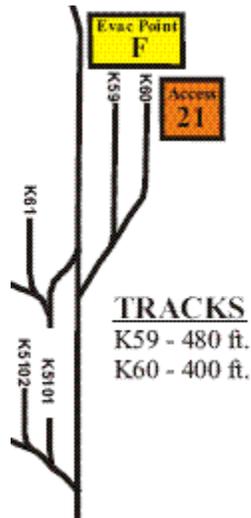
2330 Yard may service Monday to Thursday.

1900 Yard may service Sunday.



COMPOUND SPOTTING INFORMATION – K59

This facility consists of 2 tracks running north to south, with an unloading platform running between the tracks. Both tracks hold 10 cars. The east track should be used producer loading of hopper cars. This spot will allow access to the rail cars with trucks and augers for loading.



The following customer's cars can be spot to the K59 team tracks:

- K60 – Vigro Seed and Supply
- K80 – Ardel Steel
- K81 – Indecom Rigging & Moving
- K82 – Shafer Commodities Ltd.
- K83 – Sask Power Corp
- K84 – Mammoet Canada
- K85 – Giroux Trucking (Giesbrecht)
- K86 – Nutrasun

BAYER CROPSCIENCE INC - K51

This facility has 2 tracks that hold 6 cars each & 1 track that holds 3 cars. We spot in loaded tank cars of farm chemical and pull them emptied. They are also serviced by CN.

INFORMATION WITH RESPECT TO THE SPOTTING OF BAYER CROPSCIENCE.

The three tracks at **BAYER CROPSCIENCE** are labeled as follows from east to west:

KA-2 = Has 6 spots for the handling of tank cars only, they number from south to north as spots 12-11-10-9-8-7.

KA-2-A = Has 6 spots for the handling of tank cars only, they number from south to north as spots 6-5-4-3-2-1.

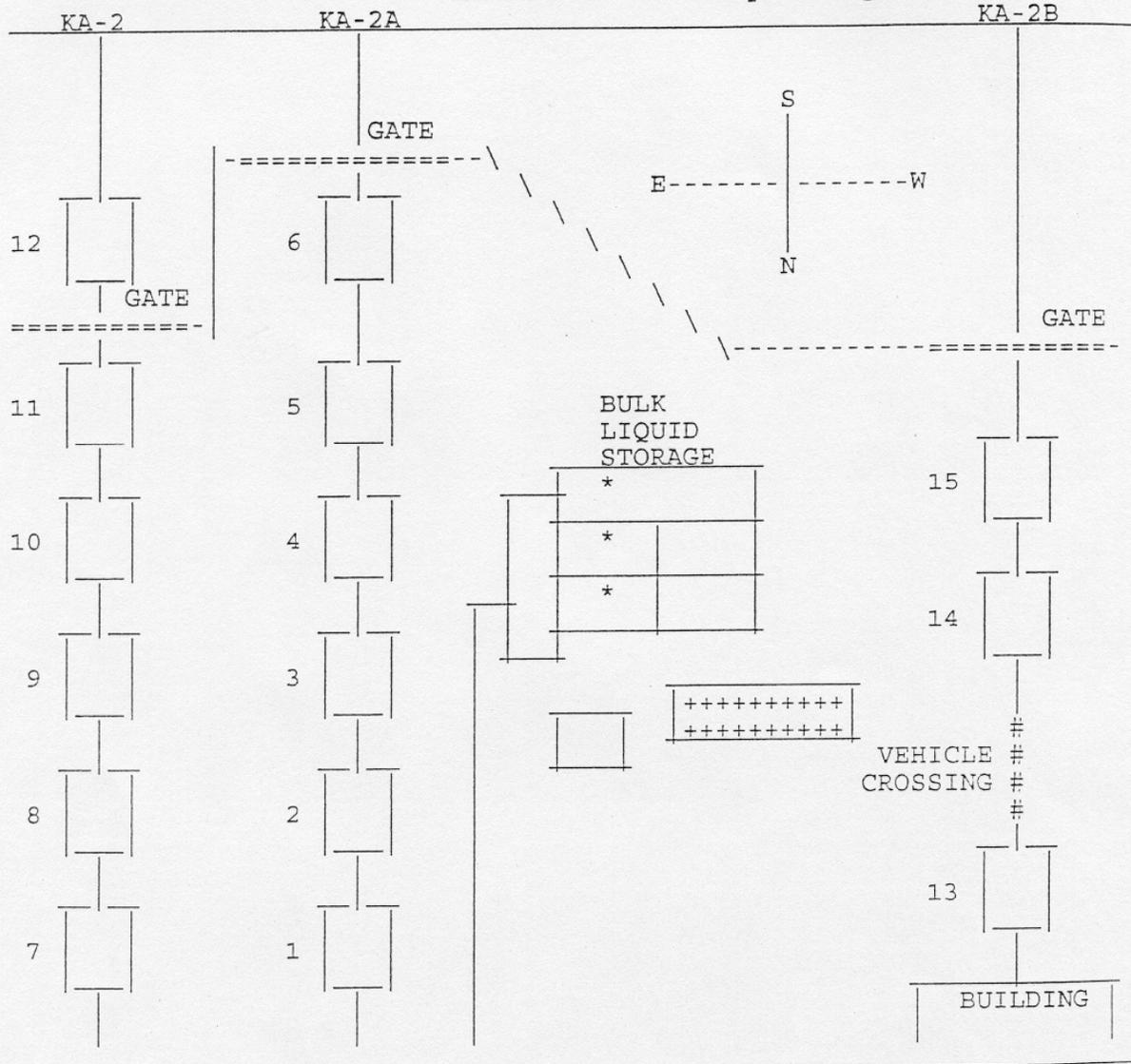
KA-2-B = Has 3 spots outside the building, they number from south to north as spots 15-14-13. When spotting this track use caution in regards to the down grade toward the building. Also be advised that the vehicle crossings located on this track must be left clear when the switching is complete. They also have 2 spots for handling hopper cars only, inside the building.

Should a problem occur to prevent the switching from being done, such as hoses under a car, blue flags left up, etc., the TYC is to be advised as soon as possible so he in turn can attempt to rectify the situation allowing the spot to be made. The number to Bayer is 924-2300, 24 hours a day, 7 days a week. After servicing **BAYER CROPSCIENCE** the gates must be shut, locks applied and the locks **MUST BE LOCKED**.

THIS CUSTOMER WAS KNOWN AS “AVENTIS” THEREFORE SCHEMATICS IN THE INFORMATION STILL SHOW WITH THE “AVENTIS” NAME.

DETAILED MAP OF AVENTIS COMPOUND

ATTENTION RAIL PERSONNEL: Please ensure that all cars on KA-2 and KA-2A are left coupled together.



CLARKE TRANSPORT - K55

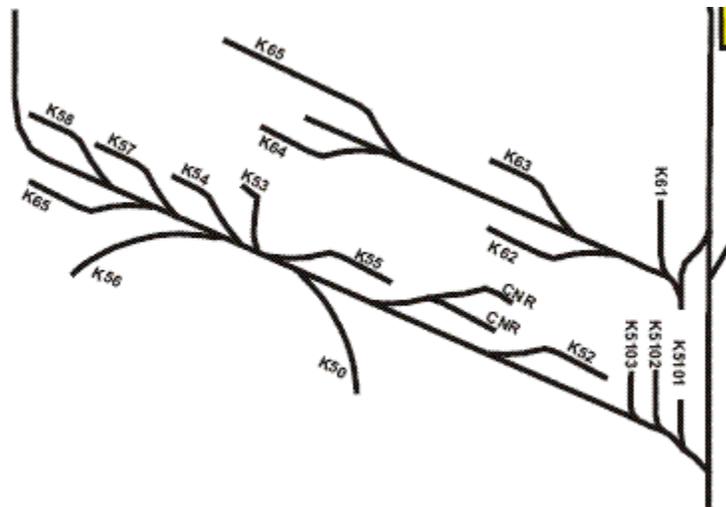
This facility consists of two tracks. The north track has room for 3 cars (two fit next to the offloading ramp). The south track also has room for 3 cars.

NATIONAL CARTAGE - K57

This facility consists of a single track for 2 cars spot at doors 4 & 5. Also cars are stored on top tracks.

AGTECH PROCESSORS - K65

This facility consists of a single track for a 3 cars spot.



REGINA SHOP TRACK AREA

RF20, RF22, RF23, RF24, RF25 & RF26

RF20 is a track for repairing of bad orders.

RF22 is a track for repairing of bad orders. This track has a cement pad for the repair of wheels. There is also a sign posted stating not to leave engines past this point.

RF23 is known as the **SOUTH SHOP TRACK**. Track is for leaving engines. There are **ARU** cables for plugging in engines in colder weather.

RF24 is known as the **NORTH SHOP TRACK**. Track is for leaving engines. There are **ARU** cables for plugging in engines in colder weather.

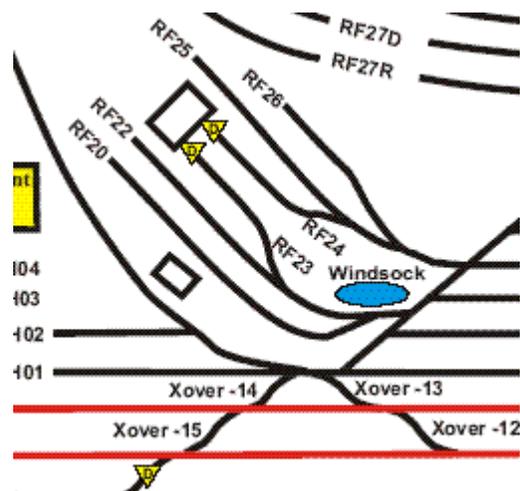
RF25 is known as the **OIL HOLE**. Track is for leaving engines. There are **ARU** cables for plugging in engines in colder weather. This is a preferred location for Tramp and other Road power.

RF26 is also known as the **LOOP TRACK**. This track is used for storage purposes. This is a dead end track. Has room for approximately seven cars (420ft).

Tuesdays and Fridays are the days that the engines get fueled.

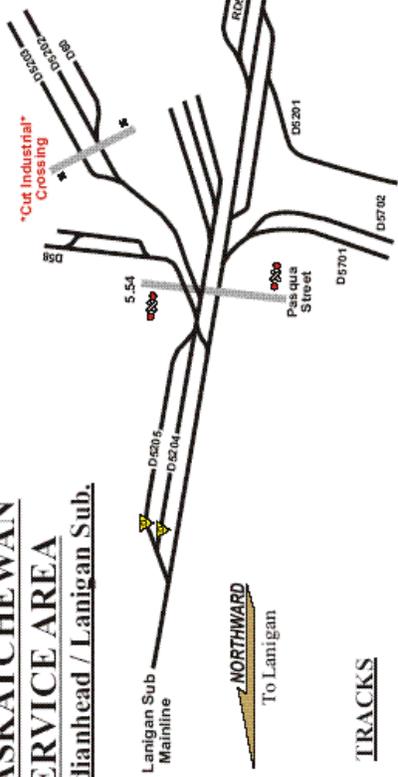
Locomotives must be parked over drip trays or over track mats provided.

NOTE: ALWAYS CHECK AROUND ENGINES TO ENSURE THERE ARE NO ARU'S PLUGGED IN OR CABLES ON THE RAIL.



**SASKATCHEWAN
SERVICE AREA**
Indianhead / Lanigan Sub.

**Lanigan Sub. / Ipsco
Regina**



TRACKS

- D5204 - 1380ft. / D5205 - 1380 ft.
- D58 - 300ft. / D60 - 400ft.
- D5202 - 3300ft. / D5203 - 3300ft.
- RD50 - 480ft. / RD51 - 480 ft.
- D5701 - 1220ft. / D5702 - 990ft.
- D5201 - 1500ft. / RD11 - 1560ft.
- RD10 - 1560ft. / RD17 - 1325ft.
- RD16 - 2192ft.

Regina Yard Evac Map Legend

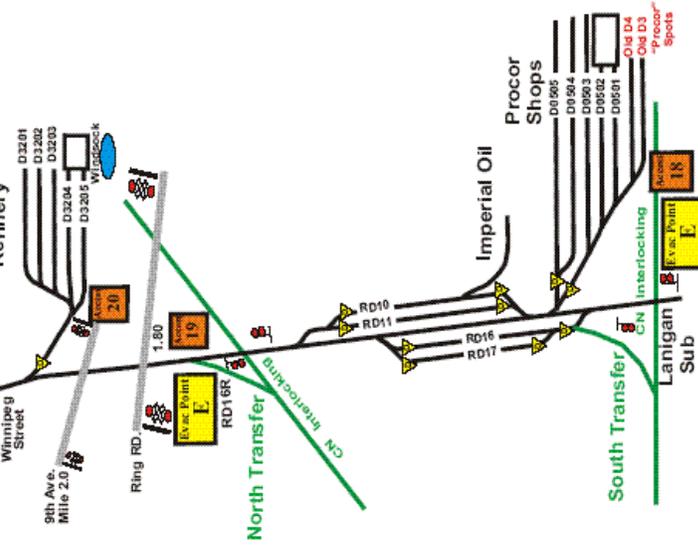
- Evac Point - Evacuation Assembly Point
- Access - Vehicle Access Point

Lanigan Sub. / Ipsco - Regina Evac. Points

E = North Transfer at 9th Ave or Bell Tire Crossing at 1st Ave

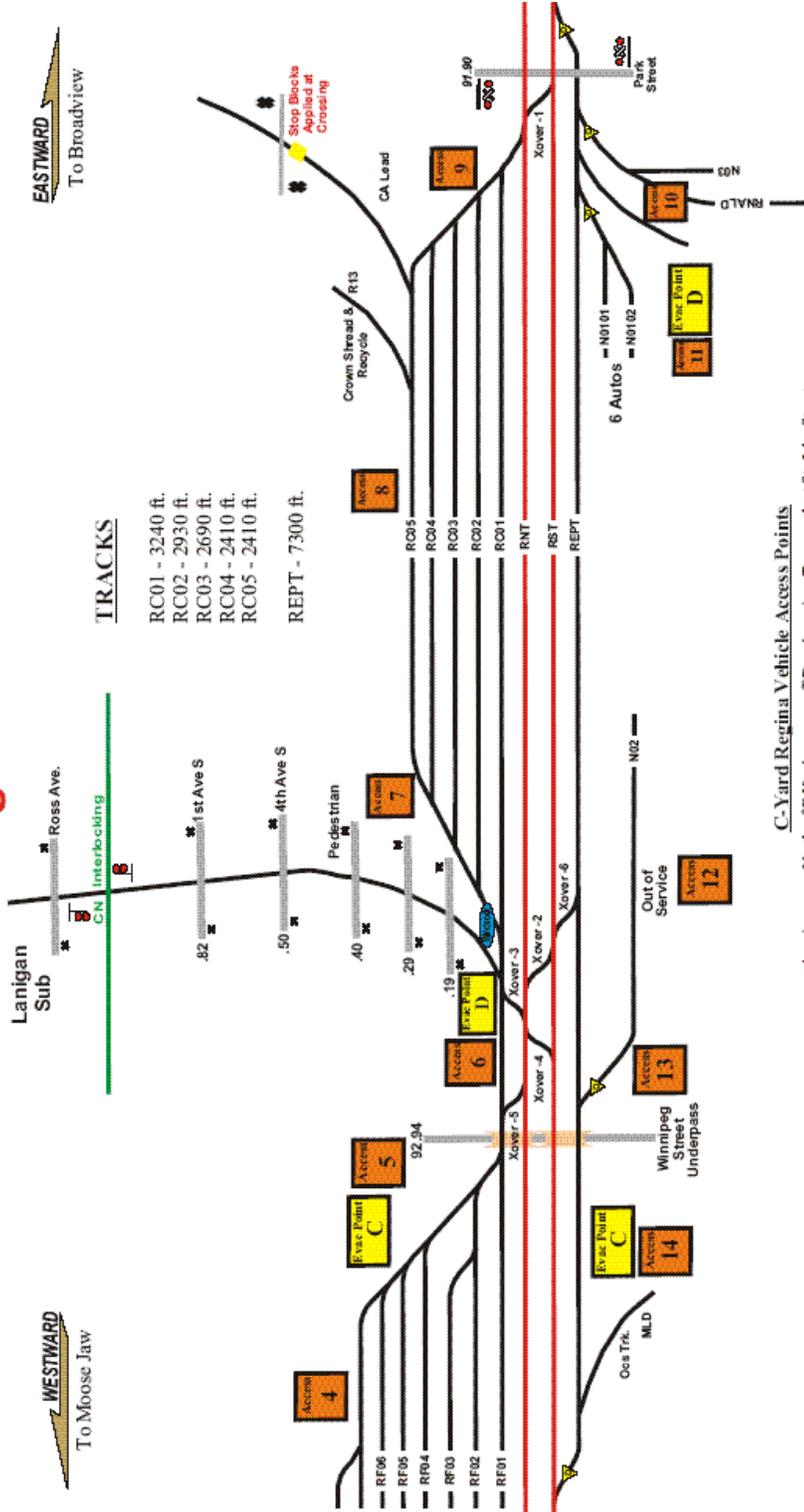
Lanigan Sub. / Ipsco - Regina Vehicle Access Points

- 18 = Access to Bell Tire - go North on Winnipeg & turn at 1st Ave.
- 19 = Access to D25/North Transfer - go North on Winnipeg & turn in at SIAST School.
- 20 = Access to CO-OP Refinery - go North on Winnipeg & turn right at 9th Ave.



**SASKATCHEWAN
SERVICE AREA
Indianhead Sub.**

**C - Yard
Regina**



WESTWARD
To Moose Jaw

EASTWARD
To Broadview

TRACKS

- RC01 - 3240 ft.
- RC02 - 2930 ft.
- RC03 - 2690 ft.
- RC04 - 2410 ft.
- RC05 - 2410 ft.
- REPT - 7300 ft.

C-Yard Regina Vehicle Access Points

4. Area nns North of F-Yard - access off Dewdney Ave Turn south at St. John Street
5. Area along the Eastend of F-Yard - access off Dewdney Ave Turn south at Toronto Street
6. Area around Lanigan Sub Jct - access is off 8th Ave Turn south at Broder Street
7. Area on Western of C-Yard - access is off 7th Ave & Edgier Street
8. Small area in the middle of C-Yard - best access is off 7th Ave & MacDonald Street
9. Area on Eastend of C-Yard - access is off 6th Ave & Fleury Street / Behind Midwest Detroit Diesel
10. Area East of Auto Compound - access is off Dewdney Ave & Fleury Street
11. Entry into Auto Compound - access is off Dewdney Ave & McAvra Street
12. Area Southwest end of C-Yard - access is off Dewdney Ave & Edgier Street
13. Area South side of Lanigan Sub Jct - access is off Dewdney Ave & Atkinson Street / Behind Battery Depot
14. Area Along Eastend of F-Yard South side - access off South Railway Str. Between Winnipeg & Toronto Street

Regina Yard Evac. Map Legend

- Evacuation Assembly Point
- Vehicle Access Point

C-Yard Regina Evac. Points

- C = Section Storage Compound or Nicky's Parking Lot (back)
- D = Auto Compound or Lanigan Sub Switch

CRECY

Station # 6014

Kearney / K Yard

SASKATCHEWAN
SERVICE AREA
Indianhead Sub.



CANADIAN
PACIFIC
RAILWAY

Regina Yard Evac. Map Legend

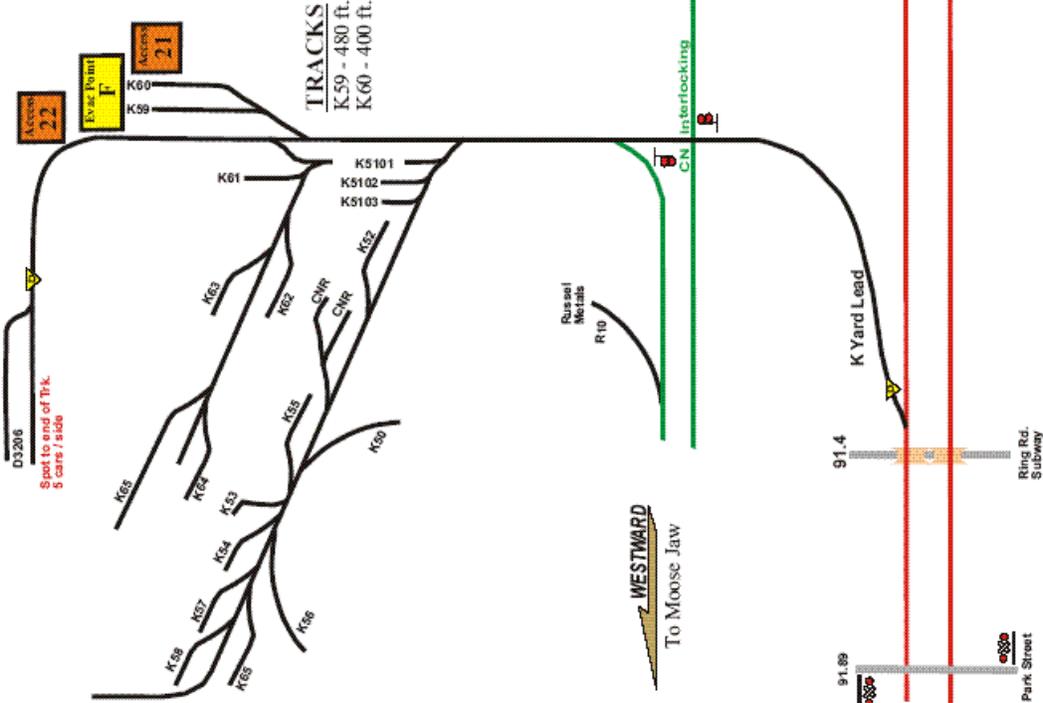
Evac Point ? - Evacuation Assembly Point

Access ? - Vehicle Access Point

Crecy / K-Yard Regina Evac. Points
F = KBI Compound / McDonald Street Crossing

Crecy / K-Yard Regina Vehicle Access Points

- 21 = To access KBI Compound
- Follow Henderson Road & turn right at Turvey Street
- 22 = To access Federated CO-OP Sulphur Spur
- go out on MacDonald Street / Old No.1 Highway



TRACKS
CRECY - when setting off to CN Mainline at CRECY - Track holds -
KEARNEY to Park Street Crossing - 10,200 ft.

