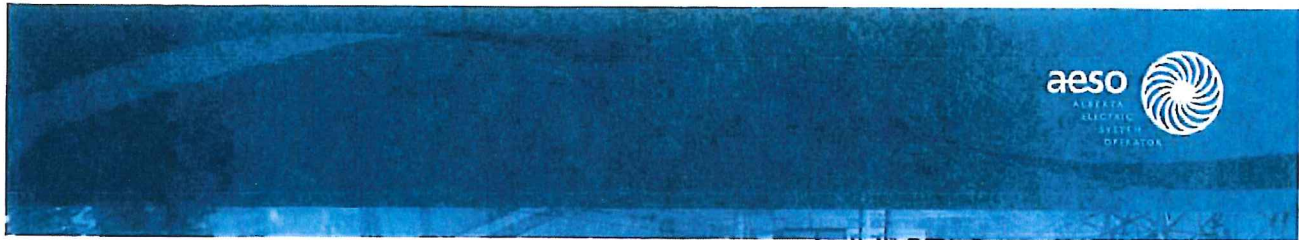


APPENDIX A CONNECTION ASSESSMENT



Connection Engineering Study Report for AUC Application

Capital Power Energy Centre

File No. 1440

Revision: 1

Revision Date: 2016-03-08

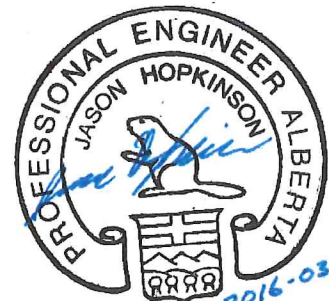
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APEGA

Permit-to-Practice
P-8200

[Signature]
March 16, 2016

Connection Engineering Study Report for AUC Application



Executive Summary

On April 30, 2013, the Alberta Electric System Operator (“AESO”) received a System Access Service Request (“SASR”) from Capital Power L.P. (“Capital Power”) to connect a new proposed generation facility, the Capital Power Energy Centre (“CPEC”) to the Alberta Interconnected Electric System (“AIES”).¹ This Connection Engineering Study Report (“Report”) presents the results of the assessment studies conducted by the AESO to evaluate the impact of the proposed CPEC connection on the AIES.

The CPEC will be a new gas-fired combined cycle facility located within the Genesee Generating Station site. Capital Power has indicated that the maximum continuous rating (“MCR”) of the CPEC is expected to be up to 1060 MW, which could be developed in two stages. The two stages are referred to throughout this Report as Genesee 4 and Genesee 5 for specific phases or as the CPEC when referring to both phases. Each generation unit will be driven by a gas and a steam turbine mounted on the same shaft. Capital Power originally proposed commercial operation of the CPEC for December 31, 2017. However, on April 20, 2015 Capital Power submitted a change proposal notifying the AESO of the revised in-service dates (ISD) of August 2019 for Genesee 4 and Q4 2020 for Genesee 5. The requested ISD for the proposed transmission facilities to connect the CPEC is February 19, 2018.

The CPEC will be located within the existing Genesee Generating Station which is approximately 50 kilometres west of the City of Edmonton in the AESO’s Wabamun Planning Area (Area 40). The transmission system in the Wabamun planning area is comprised of 500 kV, 240 kV and 138 kV transmission facilities. AltaLink Management Ltd. is the primary Transmission Facility Owner (TFO) within the area while EPCOR Distribution & Transmission Inc. (“EDTI”) owns and operates the existing Genesee 500 kV switching station facility. The Genesee Generating Station is connected to the neighbouring Edmonton Planning Area (Area 60) through a high capacity 500 kV network (transmission lines 1202L, 1203L and 1209L).

In addition to the existing Genesee Generating Station, the Wabamun area also includes the Sundance and Keephills base load coal-fired generation plants. Combined, these three generation plants account for approximately one third of the province’s total existing generation capacity.

The following approved major transmission system reinforcements are relevant to this engineering study:

- Heartland 500 kV Transmission System Reinforcement – in service
- Western Alberta Transmission Line (“WATL”) – in service
- Eastern Alberta Transmission Line (“EATL”) – in service

¹ Capital Power subsequently advised the AESO that it had assigned an undivided 50% interest in the CPEC to ENMAX Genesee LP.

- Fort McMurray (“FMM”) West 500 kV Transmission Reinforcement (P1186, P1590 and P1655) – anticipated ISD: Q2, 2019
- Edmonton Region 240 kV Line Upgrades (P786) – anticipated ISD: Q2, 2017
- South and West Edmonton of Area Transmission Reinforcement (P850) - anticipated ISD: Q4, 2017

This Report assesses the impact of the proposed CPEC connection at Genesee Generating Station on the AIES. Multiple scenarios were studied focusing on three primary cut-planes: Northwest Region, Fort McMurray and SOK (South of Keephills Eilerslie Genesee, or KEG). The studies stressed the Edmonton Region by increasing the import and export flows on these cut-planes. High generation was dispatched in the Wabamun area and the 2019 studies assumed that the Sundance #1 and #2 generation units had not retired.

The Edmonton Region transmission system is currently experiencing a number of thermal constraints and the AESO has identified the need for system reinforcement in the region as part of its long-term transmission plan. In this Report, several thermal loadings above the short term ratings of the transmission facilities were identified in the pre-existing system. The system conditions necessary for those constraints to occur are summarized in Table 1-1. Since the potential for these constraints exist prior to the CPEC connection, implementation of the mitigation measures identified in this Report are not included in the scope of the CPEC project.

In addition to the studies presented in this Report, the AESO conducted sensitivity analysis to evaluate the transmission system impact of the ATCO Power Heartland Generation Facility (AESO Project No. 1421) in the Fort Saskatchewan area in addition to the CPEC. The sensitivity analysis showed no significant change to the results of the studies conducted for the CPEC connection alone and therefore does not change the conclusions presented in this Report. As the ATCO Power Heartland Generation Facility progresses through the AESO connection process, the associated engineering studies and needs identification document will include the CPEC.

Proposed CPEC Connection

The proposed integration of the CPEC to the 500kV system at the existing Genesee Generating Station was found to be technically feasible while introducing minimal land impact. EDTI has advised the AESO that the existing Genesee 330P substation can be expanded to accommodate the proposed CPEC. Accordingly, no other connection alternatives were studied.

Power flow and short circuit studies were performed prior to and following the CPEC connection to identify related Reliability Criteria violations. Transient stability assessments were also performed on the post-connection system to identify potential impacts that the CPEC connection would have on the AIES.

The pre-connection and post-connection power flow analyses show no transmission facilities operating above nominal operating limits for the N-0 condition (all transmission elements in service, or system normal). The studies for both near term (2019) and long

term (2025) under N-1 (single transmission element out of service) and selected N-2 (two transmission elements out of service) contingencies identified the potential for new N-1 and N-2 thermal violations and for a number of pre-connection violations to be exacerbated following the CPEC connection.

The identified constraints are mainly flows above the nominal continuous ratings of facilities on the 138 kV and 240 kV transmission network under N-1 or N-2 operating conditions in the Study Area. These constraints are identified in this Report together with the planned system reinforcements that would alleviate the constraints. Prior to the planned system reinforcements, temporary mitigation measures, operating procedures and/or Remedial Action Schemes (RAS) may be required. The AESO will continue to monitor the flows in the region and, if necessary, modify these mitigation measures as system reinforcements and customer connection projects proceed through the AESO connection process.

The AESO’s planned system developments and interim mitigation measures for all identified N-1 thermal violations over short-term ratings are provided in Table 1-1.

Table 1-1: Thermal Violations above Short-term Ratings Subsequent to N-1 Events and Associated Mitigation Measures Following the CPEC Connection

Identified Reliability Violation		Occurs Pre-Project	System Condition	Mitigation Measures	Planned System Developments
Contingency	Violation				
708L Tap (Beamer 233S to 708L Tap to Lamoureux 71S)	807L (Beamer 233S to 807L Tap)	Yes	High Load Scenarios	Reconfigure the 138 kV path at Beamer according to local line flows	807L Capacity Upgrade (P1381)
913L (North Barrhead 69S to Cherhill 338S)	792L (N.W.Cardiff 191S to Viscount 92S)	Yes	High NW and NE Import Scenarios	Open 138 kV path from North Barrhead to North Calder	FMM West 500 kV Transmission System Reinforcement (P1186, P1590 and P1655) OR; 240 kV line from Little Smoky to Bickerdike
1046L (Sundance 310P (Plant) to Cherhill 338S)					
69ST4 North Barrhead 69S 240/138 kV Transformer					
1046L (Sundance 310P to Cherhill 338S)					
913L (North Barrhead 69S to Cherhill 338S)					
69ST4 North Barrhead 69S 240/138 kV Transformer					
723L (Clyde 150S to Westlock 438S)	898L (North Calder 37S to Viscount 92S)				

Identified Reliability Violation		Occurs Pre-Project	System Condition	Mitigation Measures	Planned System Developments
Contingency	Violation				
9L961 (Whitefish Lake 825S to Deerland 13S)	898L (North Calder 37S to Viscount 92S)	No	FMM and Central East Import	Open through flow path on 138 kV system between Heart Lake and Clyde	
9L960 (Whitefish Lake 825S to Deerland 13S)			FMM and Central East Import		
1139L (Harry Smith 367S to Petrolia)	677L (Acheson 305S to Spruce Grove 595S)	Yes	NE/NW Import and high KEG generation	Open the 138 kV connection between North St. Albert and North Calder	West Edmonton Reinforcement (refer to Table 7-1)
37ST6 North Calder 138/240 kV Transformer					
1098L (Jasper to Poundmaker)					
930L (North Calder 37S to Poundmaker)					
12ST1 Heartland 500/240 kV Transformer		Yes	Low or Reverse SOK Scenarios		
37ST6 North Calder 37S 138/240 kV Transformer	712L (Spruce Grove 595S to North St. Albert 99S)	Yes	NE/NW Import and high KEG generation		
1139L (Harry Smith 367S to Petrolia)					
12ST1 Heartland 500/240 kV Transformer	921L (Lamoureux 71S to Cloverbar)	Yes	High NE Import	Monitor and Control the FMM Cut-plane	FMM West 500 kV Transmission System Reinforcement (P1186, P1590 and P1655)
781L (Sherritt Gordon 172S to Lamoureux 71S)	707L (Fort Saskatchewan 54S to Dow Chemical 166S)	Yes	Summer Conditions	Reconfigure the 138 kV transmission East of Edmonton according to local line flows	East Edmonton Reinforcement
787L (Dow Chemical Fort Saskatchewan 166S to 787L Junction)					
731L (East Edmonton 38S to 746L Junction)	694L (Fort Saskatchewan 54S to Westwood 422S)	Yes	Summer Conditions		

Conclusions and Recommendations

The findings of the studies presented in this Report demonstrate that following the CPEC connection, pre-connection thermal violations may be exacerbated and new thermal violations may be introduced. The identified thermal violations will be resolved by planned system reinforcements. Until such time as those reinforcements are in place, the AESO will establish the mitigation measures identified in this Report, as required. Therefore, the AESO recommends connecting the CPEC to the 500kV system at the existing Genesee Generating Station.

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1. Introduction

On April 30, 2013, the AESO received a SASR from Capital Power to connect the CPEC, a new two-unit gas-fired combined cycle facility to be located within the existing Genesee Generating Station site.

This Report presents the results of the assessment studies conducted by the AESO to evaluate the impact of the proposed CPEC connection on the AIES.

1.1. Project

1.1.1. Project Overview

The CPEC will be a new gas-fired combined cycle facility located within the Genesee Generating Station site. Capital Power has advised the AESO that the MCR of the CPEC is expected to be up to 1060 MW, developed in two stages to meet Alberta's demand; namely, Genesee 4 and Genesee 5. Each generation unit will be driven by a gas and a steam turbine mounted on the same shaft. Genesee 4 is expected to be in service in August 2019 and Genesee 5 in Q4 2020. The requested ISD for the proposed transmission facilities to connect the CPEC is February 19, 2018.

1.1.2. Load Component

Capital Power has requested a 50 MW Demand Transmission Service (DTS) for station service load.

1.1.3. Generation Component

CPEC will consist of two generators, each having a rated capacity of 590 MVA and MCR of 530 MW. Each generator is driven by a gas and steam turbine mounted on the same shaft.

Each unit is assumed to have a maximum continuous reactive power output of -174/+256 MVar.

In total, the CPEC will have a Supply Transmission Service (STS) contract capacity of 1010 MW.

1.2. Study Scope

1.2.1. Study Objectives

The purpose of this study is to assess the transmission system impact of connecting the proposed CPEC (AESO Project 1440) to the AIES and identify any reliability violations attributable to the CPEC connection and the means by which these violations will be alleviated.

1.2.2. Study Area

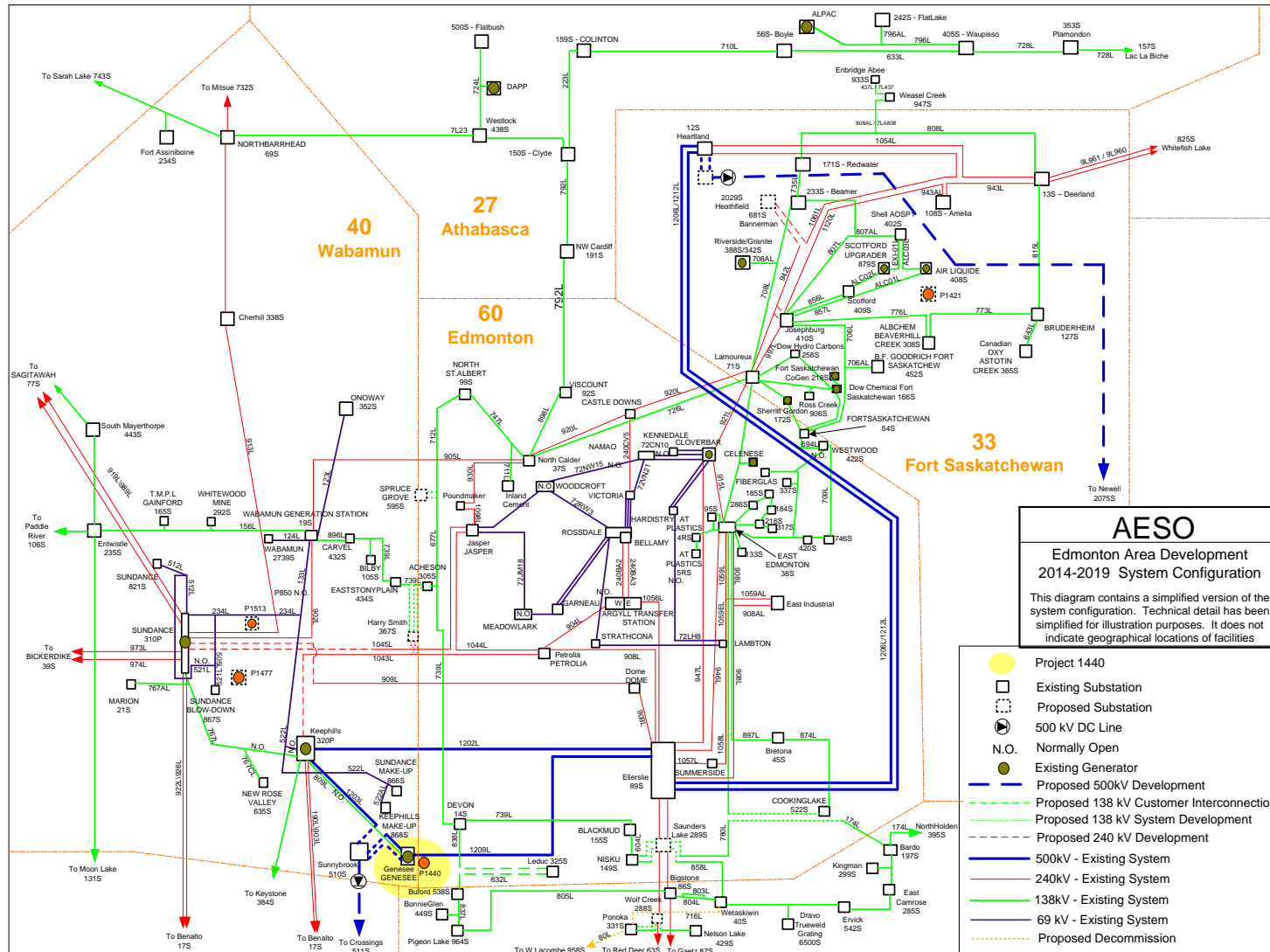
1.2.2.1. Study Area Description

The CPEC facility is to be located within the existing Genesee Generating Station site which is approximately 50 kilometers west of the City of Edmonton in the AESO's Wabamun Planning Area (Area 40). In addition to the Genesee Generating Station, the Wabamun area also includes the Sundance and Keephills base load coal-fired generation plants. Combined, these units account for approximately one third of the province's total existing generation capacity.

The transmission system in the Wabamun Planning Area is composed of 500 kV, 240 kV and 138 kV transmission facilities. AltaLink Management Ltd. is the primary transmission facility owner in the area while EPCOR Distribution & Transmission Inc. (EDTI) owns and operates the existing Genesee 500 kV switching station facility. The Genesee Generating Station is connected to the neighbouring Edmonton Planning Area (Area 60) through a high capacity 500 kV network (transmission lines 1202L, 1203L and 1209L).

The study area identified for this project is comprised of the AESO Planning Areas 40 (Wabamun), 60 (Edmonton) and 33 (Fort Saskatchewan) ("Study Area"). The study includes all Category A (N-0), Category B (N-1) and selected Category C5 (N-2) contingencies within the Study Area and the interconnecting lines from the Study Area to the surrounding areas. All transmission lines in the Study Area and the interconnecting lines to adjacent areas were monitored for thermal violations. All buses within the Study Area were monitored for voltage violations. Figure 1 shows the Edmonton Region with surrounding areas and the location of the proposed CPEC. Figure 2 is a connectivity diagram of the Wabamun Planning Area.

Figure 1: 2019 Transmission System in the Wabamun, Edmonton and Fort Saskatchewan Areas

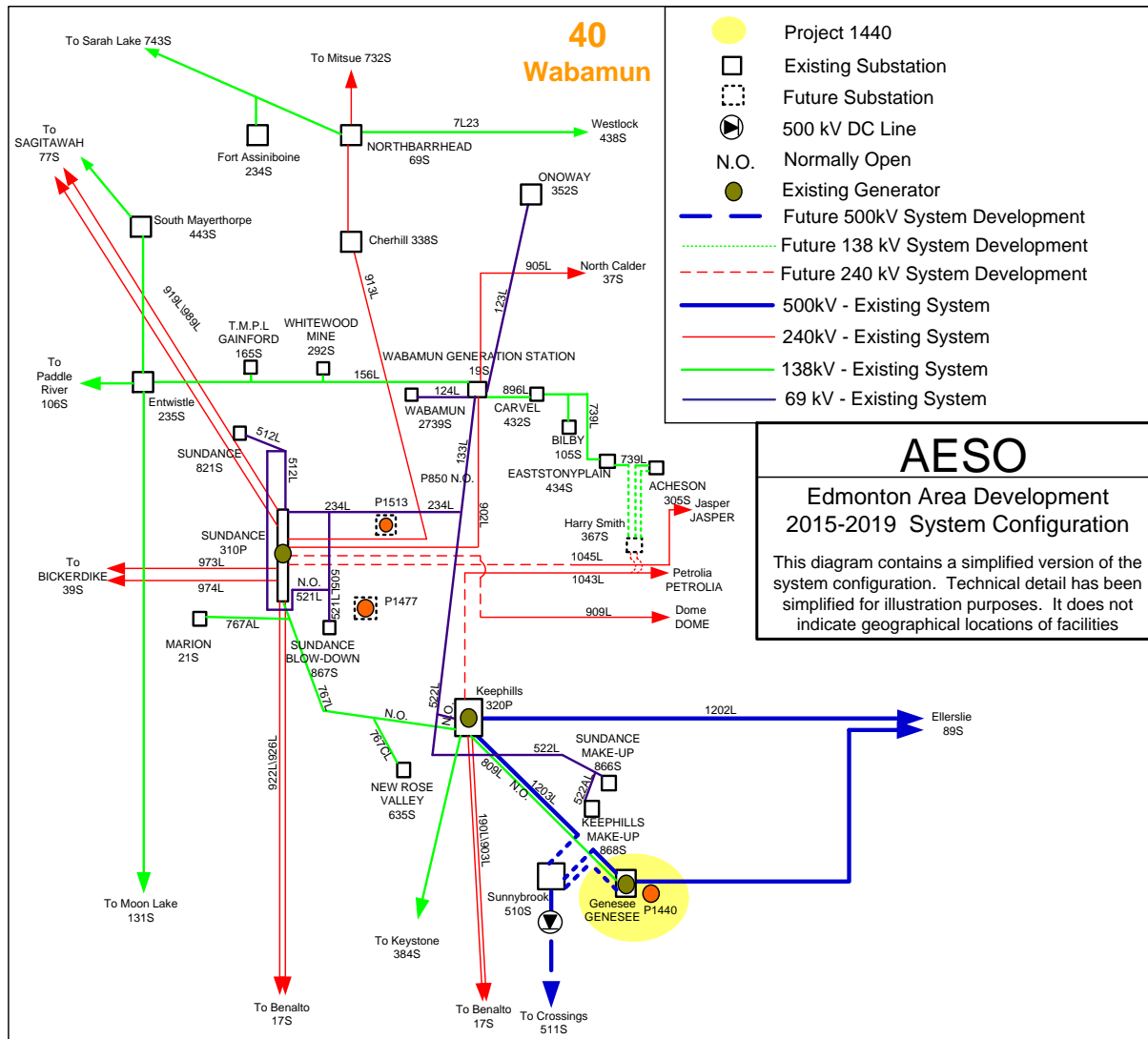


AESO
 Edmonton Area Development
 2014-2019 System Configuration

This diagram contains a simplified version of the system configuration. Technical detail has been simplified for illustration purposes. It does not indicate geographical locations of facilities

- Project 1440
- Existing Substation
- Proposed Substation
- 500 kV DC Line
- - - Normally Open
- Existing Generator
- Proposed 500kV Development
- - - Proposed 138 kV Customer Interconnection
- - - Proposed 138 kV System Development
- - - Proposed 240 kV Development
- 500kV - Existing System
- 240kV - Existing System
- 138kV - Existing System
- 69 kV - Existing System
- - - Proposed Decommission

Figure 2: Transmission System in the Wabamun Area



AESO

**Edmonton Area Development
 2015-2019 System Configuration**

This diagram contains a simplified version of the system configuration. Technical detail has been simplified for illustration purposes. It does not indicate geographical locations of facilities

1.2.2.2. Existing Constraints

Constraints in the Edmonton Region are managed in accordance with the procedures set out in Section 302.1 of the ISO rules, Real Time Constraint Management (TCM Rule). Other related rules include 304.4 General Operating Practice-Voltage Control ID# 2010-007RS.

1.2.2.3. AESO Long-Term Plans

As part of its long-term transmission plan, the AESO has identified the need to reinforce the transmission system in the Edmonton Region. The planned system reinforcements included in this study are listed in Table 2-4.

1.2.3. Studies Performed

The following studies were performed for the pre-connection analyses:

- Power flow analysis
- Short-circuit analysis

The following studies were performed for the post-connection analyses:

- Power flow analysis
- Short-circuit analysis
- Transient Stability analysis

1.3. Report Overview

The Executive Summary provides a high-level summary of the Report and its conclusions. Section 1 provides an Introduction. Section 2 describes the Criteria, System Data, and Study Assumptions. Section 3 presents the Study Methodology. Section 4 discusses the Pre-Connection System Assessment. Section 5 presents the Connection Alternatives. Section 6 provides a near term Technical Analysis of the Connection Alternatives. Section 7 provides a long term Technical Analysis of the Connection Alternatives. Section 8 provides mitigation measures. Section 9 describes the sensitivity of this project to additional generation projects. Section 10 provides a Short-Circuit Analysis. Section 11 presents a Summary and Conclusion.

2. Criteria, System Data, and Study Assumptions

2.1. Criteria, Standards, and Requirements

2.1.1. AESO Transmission Reliability Criteria

The Transmission Planning (TPL) Standards, which are included in the Alberta Reliability Standards, and the AESO's *Transmission Planning Criteria – Basis and Assumptions*² (collectively, the Reliability Criteria) were applied to evaluate system performance under Category A system conditions (i.e., all elements in-service), and following Category B contingencies (i.e., single element outage) and select Category C5 contingencies (i.e., two element outage), prior to and following the studied alternatives. Below is a summary of Category A, Category B and Category C5 system conditions.

Category A, often referred to as the N-0 condition, represents a normal system with no contingencies and all facilities in service. Under this condition, the system must be able to supply all firm load and firm transfers to other areas. All equipment must operate within its applicable rating, voltages must be within their applicable range, and the system must be stable with no cascading outages.

² Filed under a separate cover

Category B events, often referred to as an N-1 or N-G-1 with the most critical generator out of service, result in the loss of any single specified system element under specified fault conditions with normal clearing. These elements are a generator, a transmission circuit, a transformer, or a single pole of a DC transmission line. The acceptable impact on the system is the same as Category A. Planned or controlled interruptions of electric supply to radial customers or some local network customers, connected to or supplied by the faulted element or by the affected area, may occur in certain areas without impacting the overall reliability of the interconnected transmission systems. To prepare for the next contingency, system adjustments are permitted, including curtailments of contracted firm (non-recallable reserved) transmission service electric power transfers.

Category C5 events results in loss of two circuits of a multiple circuit tower. All equipment must operate within its applicable rating, voltages must be within their applicable range, and the system must be stable with no cascading outages. For the Category C5, the controlled interruption of electric supply to customers (load shedding), the planned removal from service of certain generators, and/or the curtailment of contracted firm (non-recallable reserved) transmission service electric power transfers may be necessary to maintain the overall reliability of the interconnected transmission systems.

The TPL standards, TPL-001-AB-0, TPL-002-AB-0 and TPL-003-AB-0, have referenced Applicable Ratings when specifying the required system performance under Category A, Category B and Category C5 events. For the purpose of applying the TPL standards to the studies documented in this report, Applicable Ratings are defined as follows:

- Seasonal continuous thermal rating of the line’s loading limits.
- Highest specified loading limits for transformers.
- For Category A conditions: Voltage range under normal operating condition per AESO Information Document ID# 2010-007RS. For the busses not listed in ID#2010-007RS, Table 2-1 in the *Transmission Planning Criteria – Basis and Assumptions* applies.
- For Category B and Category C5 conditions: The extreme voltage range values per Table 2-1 in the *Transmission Planning Criteria – Basis and Assumptions*.
- Desired post-contingency voltage change limits for three defined post event timeframes as provided in Table 2-1, below.

Table 2-1: Post-Contingency Voltage Deviation Guidelines for Low Voltage Busses

Parameter	Post Transient (Up to 30 sec.)	Post Auto Control (30 sec. to 5 min.)	Post Manual Control (Steady State)
Voltage Deviation from Steady State at Low Voltage Bus	±10%	±7%	±5%

2.1.2. AESO Rules

The AESO Voltage Control Practice ID # 2010-007RS will be applied to establish pre-contingency voltage profiles in the Study Area. The TCM Rule will be followed in setting up the study scenarios and assessment of the impact of the project connection. In addition, due regard will be given to the AESO’s Connection Study Requirements and the AESO’s Generation and Load Interconnection Standard.

The Reliability Criteria is the basis for planning the AIES. The transmission system will normally be designed to meet or exceed the Reliability Criteria under credible worst-case loading and generation conditions.

2.2. Load and Generation Assumptions

2.2.1. Load Assumptions

The load forecast used for the Study Area for this connection study is shown in Table 2-2 and is based on the AESO’s 2014 Long-Term Outlook (LTO) AIL percentile loads.

Table 2-2: Forecast Area Load

Area Name and Number	Season	Forecast Load (MW)	
		2019	2025
60 – Edmonton	Summer Light	1206.1	1341.5
	Summer Peak	1843.2	2077.4
	Winter Peak	1932.8	2178.7
40 – Wabamun	Summer Light	107.9	127.6
	Summer Peak	168.4	199.7
	Winter Peak	202.9	239.6
33 – Fort Saskatchewan	Summer Light	575.2	594.8
	Summer Peak	705.5	736.7
	Winter Peak	737.2	769.0
AIL	Summer Light	9100	10515.9
	Summer Peak	12549	14595.6
	Winter Peak	13844	15843.1

2.2.2. Generation Assumptions

Generation in the Study Area consists of base load coal-fired and biomass generation, as well as gas-fired peaking units. Generation dispatch used in the study is based on the 2014 LTO and economic merit order. Table 2.3 contains the maximum capacity (“Pmax”) and generation dispatch by study scenario for both existing generation and

future generation in the Study Area as in the AESO connection queue. Future generation excludes the proposed ATCO Power Heartland Generating Station which is included in the sensitivity analysis described in Section 3.7.

Table 2-3: Generator Dispatch Assumptions in the Study Scenarios³

Name	Unit	PMax (MW)	Generation Dispatch in the Study Scenarios (MW)															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Genesee*	1	422	422	422	422	422	422	334	422	422	422	274	422	422	422	422	422	
	2A	422	422	422	422	422	422	370	422	422	422	327	422	422	422	422	422	
	3	527.4	476	500	497	500	343	343	500	497	345	274	497	500	497	500	497	
	4	530	0	0	0	0	0	530	530	530	530	530	530	530	530	530	530	530
	5	530	0	0	0	0	0	530	530	530	530	530	530	530	530	530	530	530
Sundance 310P	1	303	282	303	303	303	250	250	303	303	250	223	0	0	0	0	0	
	2	303	249	303	303	303	249	222	303	303	249	222	0	0	0	0	0	
	3	380	282	380	379	312	310	236	380	373	312	259	379	380	379	366	310	
	4A	435	345	435	435	402	345	345	435	435	345	345	435	435	435	435	399	
	5A	435.4	325	430	430	376	325	325	430	376	325	250	430	430	430	376	376	
	6A	425	416	416	416	416	392	305	416	416	392	235	416	416	416	416	416	
Keephills 320P	1A	415	395	415	414	397	395	395	415	395	397	390	414	415	414	397	395	
	2A	415	391	415	414	409	391	357	415	414	393	357	414	415	414	415	391	
	3	498	491	491	491	491	491	437	491	491	491	437	491	491	491	491	491	
Cloverbar	G1	43.9	0	44	40	0	0	0	44	29	0	0	40	44	40	0	0	
	G2	100	0	99	96	0	0	0	71	57	0	0	96	99	96	0	0	
	G3	100.8	0	99	96	0	0	0	99	96	0	0	96	99	96	0	0	
Celanese	1	6.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2	6.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3	6.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4	4.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ALPAC	1	43.8	10	27	24	11	11	10	27	21	11	11	24	27	24	11	11	
	2	43.8	10	27	24	11	11	10	27	21	11	11	24	27	24	11	11	

³ Study scenarios are further described in Section 3.2.

Name	Unit	PMax (MW)	Generation Dispatch in the Study Scenarios (MW)														
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	3	19.9	3	12	11	3	3	2	12	10	3	3	11	12	11	3	3
	4	32.1	10	21	18	10	10	10	21	16	10	10	18	21	18	10	10
Dow Chemical Fort Saskatchewan 166S	G1	99.5	22	55	56	39	22	22	55	56	23	22	56	55	56	39	22
	G2	99.5	22	55	56	39	22	22	55	56	23	22	56	55	56	39	22
Fort Saskatchewan 218S	GT	95	19	89	87	37	19	19	69	53	19	19	87	89	87	37	19
	ST	45.5	12	42	41	17	12	12	32	25	12	12	41	42	41	17	12
Garneau	1	16	4	14	4	8	2	4	14	4	8	2	4	14	4	8	2
	2	26	6	22	6	12	4	6	22	6	12	4	6	22	6	12	4
Sherritt Gordon 172S	1	2.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	2.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Skaro 109S	G1	45	0	21	33	0	0	0	42	45	0	0	33	21	33	21	0
	G2	45	0	21	21	0	0	0	42	0	0	0	0	21	0	0	0
	G3	45	0	21	21	0	0	0	0	0	0	0	21	21	21	0	0
	G4	45	0	21	0	0	0	0	0	0	0	0	21	21	21	0	0
Lamont 400S	G1	310	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	G2	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	G3	310	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	G4	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Goosequill Bay 326S	1	318	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	276	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	276	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Name	Unit	PMax (MW)	Generation Dispatch in the Study Scenarios (MW)														
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Air Liquide 408S	G1	96	44	89	78	50	42	44	74	65	48	40	78	89	78	52	42
OPAL 439S	1	46	30	46	44	30	28	30	46	30	30	28	44	46	44	32	28
Scotford Upgrader 879S	GT	99.4	45	92	81	52	44	45	76	67	50	41	81	92	81	54	44
	ST	95.7	44	89	78	50	42	44	74	65	48	40	78	89	78	52	42
Shell AOSP1 402S	1	18	0	11	10	11	10	0	11	0	11	10	10	11	10	11	10
DAPP	1	17	11	14	11	14	11	11	14	11	14	11	11	14	11	14	11
Total		9282	4788	5963	5862	5147	4628	5270	6919	6640	5736	4939	6316	6417	6316	5723	5472

* Generation dispatch determined by economic merit order. As a result, the existing Genesee units 1, 2A and 3 were not dispatched at full capacity under light load scenarios.

2.2.3. Intertie Flow Assumptions

The intertie flows do not have a specified value in these studies. The primary influence of the inter-ties to the Study Area is reflected in the SOK flow which is provided for each scenario in Table 3-1.

2.3. System Projects

The system projects included in the study are listed in Table 2-4.

Table 2-4: Summary of System Projects Included in the Study Cases

System Facility Name	Projected In-Service Date	Study Scenario
P850 – South and West of Edmonton Area Transmission Reinforcement	Q2 2017	All Scenarios
P786 – Edmonton Region 240 kV Line Upgrades	Q2 2017	All Scenarios
P737 – WATL and EATL	In service	All Scenarios
P1186, P1590, P1655 – FMM West 500 kV Transmission Reinforcement	Q2 2019	In Long Term (2025) Scenarios and studies with LTP
Little Smoky to Bickerdike Reinforcement	2017-2023	In Long Term (2025) Scenarios and studies with LTP
East Edmonton Reinforcement	2017-2023	In Long Term (2025) Scenarios and studies with LTP

2.4. Customer Connection Projects

Relevant customer connection facilities that have been included in the study are shown in Table 2-5.

Table 2-5: Included Customer Connections

Customer Facility Name	Projected In-Service Date	Study Scenario	Load (MW)	Generation (MW)
P1412 – Trans Mountain Pipeline Gainford Substation	2018	All Scenarios	11.0	0.0
P1442 – Fortis New Anthony Henday Substation	2018	All Scenarios	21.0	0.0
P1510 – Fortis North St. Albert 99S Breaker Add	2015	All Scenarios	11.8	0.0

Customer Facility Name	Projected In-Service Date	Study Scenario	Load (MW)	Generation (MW)
P1421 – ATCO Power Heartland Generating Station Phase 1	2018	In Sensitivity Scenarios	15.0	510.0
P1421 – ATCO Power Heartland Generating Station Phase 2	2020	In Sensitivity Scenarios	15.0	510.0

2.5. Facility Ratings and Shunt Elements

Table 2-6 and Table 2-7 provide a summary of the thermal ratings of the key facilities within the Study Area that are relevant to the CPEC connection.

Table 2-6: Summary of Major Transmission Line Ratings

Transmission Lines		
Line Number	Summer Rating (MVA)	Winter Rating (MVA)
1202L – Keephills 320P to Ellerslie 89S	2598	2598
1209L – Genesee to Ellerslie 89S	2500	2500
1238L – Genesee to Sunnybrook 510S	2500	2500
1239L – Genesee to Sunnybrook 510S	2500	2500
1203L – Keephills 320P to Sunnybrook 510S	2500	2500
1206L – Heartland 12S to Ellerslie 89S	3000	3000
1212L – Heartland 12S to Ellerslie 89S	3000	3000

Table 2-7: Summary of Major Transformer Ratings

Transformers			
Substation Name and Number	Transformer ID	Transformer Voltages (kV)	MVA Rating
Heartland 12S	T1	500/240	1200
Ellerslie 89S	T1	500/240	1200
Ellerslie 89S	T2	500/240	1200

2.6. Dynamic Data and Assumptions

The dynamic models used for the new CPEC units proposed by this project are provided in Table 2-8, Table 2-9 and Table 2-10. The dynamics files created for use with the 2015 Planning Base Case Suite were used for other generators modelled in the study.

Table 2-8: Generator Dynamic

Generator Dynamic Data (GENROU model)											
T'do	T"do	T'go	T"go	H	D	Xd	Xq	X'd	X'q	X"d	Xl
8.65	0.044	0.96	0.063	5.52	0	2.1	2.07	0.343	0.476	0.271	0.195
S(1.0)	S(1.2)										
0.111	0.589										

Table 2-9: Exciter Dynamic Data

Exciter Dynamic Data (EXST1 model)											
TR	VIMAX	VIMIN	TC	TB	KA	TA	VRMAX	VRMIN	KC	KF	TF
0.008	999	-999	0.5	1.82	183.1	0.029	4.87	-1.9	0.12	0.0	1.0

Table 2-10: Stabilizer Dynamic Data

Stabilizer Dynamic Data (PSS2B model)											
Tw1	Tw2	T6	Tw3	Tw4	T7	KS2	KS3	T8	T9	KS1	T1
2.0	2.0	0	2.0	1000	2.0	0.217	1	0.4	0.1	5.0	0.4
T2	T3	T4	T10	T11	VSI1MAX	VSI2MIN	VSI1MAX	VSI2MIN	VSTMAX	VSTMIN	ICS1
0.04	0.4	0.04	0.4	2.0	100	0	1000	0	0.5	-0.5	2
REMBUS1	ICS2	REMBUS2	M	N							
0	3	0	4	1							

2.7. Protection Fault Clearing Times

The fault clearing times used in the transient stability studies are provided in Table 2-11.

Table 2-11: Transient Stability Contingencies

Contingency Category	Contingency Description	Near side Clearing Time	Far Side Clearing time
B	834L (Keystone 384S to Keephills 320P)	7	28
B	190L (Benalto 17S to Keephills 320P)	4.5	5.75
B	1203L (Keephills 320P to Sunnybrook 510S)	4	6
B	1238L (Sunnybrook 510S to Genesee 320P)	4	6
B	1202L (Keephills 320P to Ellerslie 89S)	4.5	5.75
B	1209L (Ellerslie 89S to Genesee)	3.5	4.75
B	1043L (Keephills 320P to Harry Smith 367S)	5	7
B	1139L (Petrolia to Harry Smith 367S)	5	7

Contingency Category	Contingency Description	Near side Clearing Time	Far Side Clearing time
B	1045L (Sundance 310P to Jasper)	5	7
B	905L (N.Calder 37S to Wabamun 19S)	4.5	5.75
B	920L (N.Calder 37S to Castle Downs)	5	7
B	920L (Lamoureux 71S to Castle Downs)	5	7
B	921L (Cloverbar to Lamoureux 71S)	5	7
B	1112L (Saunders Lake 289S to Ellerslie 89S)	5	7
B	1212L (Ellerslie 89S to Heartland 12S)	4	6
B	1057L (Summerside to Ellerslie 89S)	4	4
B	908L (Ellerslie 89S to E.Edmonton 38S)	5.75	7.5
B	908L (E.Edmonton 38S to Ellerslie 89S)	6.75	6.5
B	946L (Ellerslie 89S to E.Edmonton 38S)	4.5	5.25
B	947L (Cloverbar to Ellerslie 89S)	4	5.25
B	904L (Ellerslie 89S to Bellamy)	4.5	7
B	908L (Petrolia to Ellerslie 89S)	4.5	7
B	909L (Ellerslie 89S to Dome)	4.5	5.75
B	909L (Sundance 310P to Dome)	5	6
C5	190L_903L	4.5	5.75
C5	1112L_1140L	5	7
C5	1206L_1212L	4	6
C5	922L_926L	4.5	5.75
C5	973L_974L	4.5	5.75
C5	920L_921AL	5	7
C5	908L_1058L	5.75	7.5
C5	908L_1058L	6.75	6.75
C5	909L_1045L	5	7
C5	919L_974L	4.5	5.75
C5	908L_909L	4.5	7
C5	909L_1044L	5	7
C5	989L_973L	5	6
C5	946L_947L	5	6
C5	922L_903L	5	6

2.8. Voltage Profile Assumptions

The AESO ID# 2010-007RS is used to establish normal system (i.e., pre-contingency) voltage profiles for key area busses prior to commencing any studies. Table 2-1 of the

Transmission Planning Criteria – Basis and Assumptions applies for all the busses not included in the ID# 2010-007RS. These voltages will be utilized to set the voltage profile for the study base cases prior to power flow analysis. The key bus voltages for the study area for the project are shown in Table 2-12.

Table 2-12: AESO Summary of Voltage Operating Ranges at Key Nodes in the Study Area

Substation	Nominal Voltage (kV)	Minimum Operating Limit (kV)	Desired Range (kV)	Maximum Operating Limit (kV)
Eilerslie 89S	500	505	520-540	550
	240	243	246 - 254	255
Lamoureux 69S	240	240	240 – 254	255
	138	140	140 - 144	145
Sundance 310P	240	252	255 - 262	264
	138	138	138 - 144	145
GENESEE	500	518	525 – 540	550
	138	124	124 – 152	152

3. Study Methodology

3.1. Study Objectives

The objectives of the study were as follows:

- To assess the impact of connecting the proposed CPEC to the AIES.
- To identify pre- and post-connection system constraints and the means by which these constraints would be alleviated, including AESO long-term plans and interim mitigation measures.

3.2. Study Scenarios

The AESO designed several scenarios focused on three primary cut-planes - Northwest Region, Fort McMurray and SOK (South of Keephills Eilerslie Genesee) - to evaluate the impact of the CPEC connection on the AIES [“Study Scenario(s)”]. The studies stressed the Study Area by increasing the import and export flows on these cut-planes. High generation was dispatched in the Wabamun area and the near-term (2019) scenarios assume that the generation units Sundance #1 and #2 had not retired. In the long-term (2025) scenarios, Sundance #1 and #2 are assumed to be retired.

The Study Scenarios are outlined in Table 3-1 showing the studied year, season, load condition, the proposed CPEC plant dispatch level and South of KEG (SOK) flow level conditions. New project assumptions for each scenario are outlined in Table 2-4 and Table 2-5.

Table 3-1: CPEC Connection Study Scenarios

Scenario	Year / AIES Condition	Capital Power Energy Centre (Project 1440) Generation (MW)	240 kV SOK AC	NW Region Import	FMM Area Import	EATL	WATL	Studies Conducted
1	Pre-connection 2019SL	--	1000 (High)	301 (Med)	-46 (Low Export)	200	700	Power flow
2	Pre-connection 2019WP	--	730	97	676	240	500	Power flow, Short Circuit
3	Pre-connection 2019SP	--	917	88	163	280	860	Power flow
4	Pre-connection 2019WP	--	587	627	705*	-500	0	Power flow
5	Pre-connection 2019SP	--	303	705	520	-350	0	Power flow
6	Post-connection 2019SL	1060	1054	301	-46	434	890	Power flow, Transient Stability
7	Post-connection 2019WP	1060	957	150	678	400	980	Power flow, Transient Stability, Short Circuit
8	Post-connection 2019SP	1060	1195	288	160	444	980	Power flow, Transient Stability
9	Post-connection 2019WP	1060	888	626	706*	-200	0	Power flow, Transient Stability
10	Post-connection 2019SP	1060	626	703	520	-350	0	Power flow, Transient Stability
11	Post-connection 2025SL	1060	700	402	279	320	612	Power flow, Transient Stability
12	Post-connection	1060	728	250	1074	0	280	Power flow, Transient Stability,

Scenario	Year / AIES Condition	Capital Power Energy Centre (Project 1440) Generation (MW)	240 kV SOK AC	NW Region Import	FMM Area Import	EATL	WATL	Studies Conducted
	2025WP							Short Circuit
13	Post-connection 2025SP	1060	623	251	895	240	500	Power flow, Transient Stability
14	Post-connection 2025WP	1060	178	784	1155	-510	0	Power flow, Transient Stability
15	Post-connection 2025SP	1060	184	837	1060	-500	0	Power flow, Transient Stability

* To align with ID# 2011-008R, the FMM exchange was reduced to 539 MW.

3.3. Connection Studies Carried Out

The following studies were conducted to assess the connection of the CPEC:

- Power flow (Category A, B, and select Category C)
- Short-Circuit analysis
- Transient stability analysis (Category A, B, and select Category C)

3.4. Power Flow Analysis

Pre- and post-connection power flow studies were performed on the scenarios as described in Table 3-1 to assess the system performance for all Category A, B and selected Category C5 conditions. The system in the Study Area and its vicinity was monitored to identify violations to the Reliability Criteria, including thermal overload and voltage issues.

3.4.1. Contingencies Studied

The studied contingencies for the power flow analysis include all Category B contingencies and selected double circuit C5 contingencies within the Study Area and the ties lines from the Study Area to the surrounding areas. The studied C5 contingencies are listed in Table 3-2. All transmission lines in the Study Area were monitored for thermal violations. All buses within the Study Area were monitored for voltage violations. Power System Simulation for Engineering (PSS/E) version 33 contingency power flow analysis function was used as the study tool.

Table 3-2: List of C5 Contingencies Studied in the Power Flow Analysis

Contingency Category	Elements	From	To
C5 (Common Tower Contingencies)	926L+922L/922L_926L	Sundance Plant 310P	Benalto 17S
	973-974A/973-974B/973L+974L	Bickerdike 39S	Sundance Plant 310P
	908L_1058L	Ellerslie 89S /Summerside	908L Tap/1058L Tap
	920L_921L	Lamoureux 71S	Cloverbar /Castledown
	909L_1045L	Sundance Plant 310P	Jasper /Dome
	926-995A/926-995B/926-995C	Sundance Plant 310P /995L Tap	Benalto 17S
	919L_974L	Sundance Plant 310P	Bickerdike 39S /Sagitawah 77S
	909L_908L	Ellerslie 89S	Petrolia E816S/Dome E665S
	909L_1044L	Sundance310P/Petrolia	Dome /Jasper
	190L_903L	Benalto 17S	Keephills 320P
	989L_973L	Sundance 310P	Bickerdike 39S/Sagitawah 77S
	946L_947L	Ellerslie 89S	East Edmonton 38S /Cloverbar E987S
	922L+903L	Benalto 17S	Sundance 310P/Keephills 320P
	908L_1059L	East Edmonton 38S	908L Tap/1059L Tap
	1112L_1140L	Ellerslie 89S	Saunders Lake 289S

3.5. Short-Circuit Analysis

For short-circuit analysis, all generators in and around the Study Area were switched on to evaluate the maximum short circuit current under three-phase and single-phase-to-ground fault conditions.

The PSS/E 33 automatic sequencing fault calculation function was used as the study tool.

A maximum short circuit level was calculated for the Genesee substation and neighbouring substations with the following assumptions:

- Normal system operation with all transmission elements in service and all generation turned on
- Three-phase faults and single line to ground fault were simulated
- Polar coordinates and per unit values were used for reporting the results

Maximum fault level to be provided for the following substations:

- Genesee
- Sunnybrook 510S
- Eilerslie 89S
- Keephills 320P

3.6. Transient Stability Analysis

Transient stability analysis was conducted for the Study Scenarios provided in Table 3-1.

3.6.1. Contingencies Studied

The contingencies considered for the transient stability studies include selected Category B and C5 contingencies within the Study Area and the interconnecting lines from the Study Area to the surrounding areas. The studied contingencies are listed in Table 2-11. Select generators were monitored for instabilities.

3.7. Sensitivity Analysis

The AESO conducted a sensitivity analysis to evaluate the transmission system impact of connecting the 1000 MW ATCO Power Heartland Generation Facility in the Fort Saskatchewan area in addition to the CPEC.

4. Pre-Connection System Assessment

4.1. Pre-Connection Power Flow Analysis

The pre-connection system is defined as the 2019 configuration omitting the CPEC connection as shown in Figure 1 and including the system and customer connection projects listed in Table 2-4 and Table 2-5. The steady-state performance of the pre-connection system was assessed using the loading scenarios identified in Table 3-1. The power flow analyses were based on the Reliability Criteria.

4.1.1. Scenario 1: 2019SL (North to South SOK Flow)

The Scenario 1 power flow diagrams are provided in Attachment A.

System Normal (N-0) Condition – Scenario 1

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 1

There are no thermal violations observed for the N-1 condition.

Potential voltage criteria violations observed under the studied N-1 contingencies for the pre-connection Scenario 1 and its corresponding post-project Scenario 6 are provided in Attachment G. These voltage violations, which are not exacerbated by the CPEC connection, are alleviated by the 2013 LTP developments and do not appear in the post-2013 LTP scenarios described in Section 6.2.

Double Element Contingency (N-2) Condition – Scenario 1

There are no thermal loading above short-term rating of the lines, or voltage Reliability Criteria violations for the selected N-2 conditions.

As shown in Table 4-1, transmission line 905L may operate over its nominal continuous rating under one of the selected N-2 contingencies. The contingency identified in this table results in a line loading below the 905L short-term rating, as measured by current, and will be managed by the AESO and TFO operating procedures.

There are no voltage criteria violations observed for the N-2 condition.

Table 4-1: Scenario 1 (2019SL) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
909L_1045L	905L (19S WABAMUN to 37S NORTH CALDER)	299	359	363	114

4.1.2. Scenario 2: 2019WP (North to South SOK Flow)

The Scenario 2 power flow diagrams are provided in Attachment A.

System Normal (N-0) Condition – Scenario 2

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 2

The transmission facilities operating over nominal continuous ratings for the Scenario 2 N-1 condition are listed in Table 4-2.

The thermal violation on 677L will be removed with energization of the West Edmonton Reinforcement; a mitigation measure that opens the 138 kV network between the North St. Albert and North Calder substations will be required until this development is completed. This mitigation measure is hereafter referred to as Mitigation Measure #1 in this Report. All other identified thermal loadings are less than the short-term rating of the transmission facilities and will be managed by the AESO and TFO operating procedures.

Potential voltage criteria violations observed under the studied N-1 contingencies for the pre-connection Scenario 2 and its corresponding post-project Scenario 7 are provided in Attachment G. These voltage violations, which are not exacerbated by the CPEC connection, are alleviated by the 2013 LTP developments and do not appear in the post-2013 LTP scenarios described in Section 6.2.

Table 4-2: Scenario 2 (2019WP) Single Element Contingency (N-1)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
37ST6 North Calder 37S 138/240 kV Transformer	677L (Acheson 305S to Spruce Grove 595S)	114	125	136	119
1139L (367S HARRY SMITH to PETROLIA)	677L (Acheson 305S to Spruce Grove 595S)	114	125	122	104
781L (Sherritt Gordon 172S to Lamoureux 71S)	707L (Fort Saskatchewan 54S to Dow Chemical 166S)	146	161	158	106
731L (East Edmonton 38S to 746L Junction)	694L (Fort Saskatchewan 54S to Westwood 422S)	146	161	154	105
708L (233S BEAMER to 708L Tap to 71S LAMOUREUX)	807L (Beamer 233S to 807L Junction)	90	99	98	108
1046L (Sundance 310P to Cherhill 338S)	898L (North Calder 37S to Viscount 92S)	90	99	92	102
723L (Clyde 150S to Westlock 438S)	898L (North Calder 37S to Viscount 92S)	90	99	97	107

Double Element Contingency (N-2) Condition – Scenario 2

The transmission facilities operating over nominal continuous ratings for the selected N-2 conditions in Scenario 2 are provided in Table 4-3. The identified thermal loading of 905L is less than the short-term rating of the transmission facilities and will be managed by the AESO and TFO operating procedures.

Transmission line 902L under the identified contingency may experience thermal loadings above the short-term rating. The AESO will establish mitigation measures for Category C constraints in accordance with the Alberta Reliability Standard TPL-003-AB-0 if required.

There were no voltage criteria violations observed under the studied N-2 contingencies.

Table 4-3: Scenario 2 (2019WP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
909L_1045L	905L (19S WABAMUN to 37S NORTH CALDER)	437	524	482	111
909L_1045L	902L (19S WABAMUN to 310P SUNDANCE)	499	499	690	134

4.1.3. Scenario 3: 2019SP (North to South SOK Flow)

The Scenario 3 power flow diagrams are provided in Attachment A.

System Normal (N-0) Condition – Scenario 3

There were no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 3

The transmission facilities operating over nominal continuous ratings for the Scenario 3 N-1 condition are listed in Table 4-4. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

The thermal violations on 707L and 694L will be alleviated by the planned East Edmonton Reinforcement. In the interim, the AESO will reconfigure the 138 kV system to mitigate thermal constraints that may occur on 707L and 694L (“Mitigation Measure #2”).

The marginal thermal violation on 905L is currently being managed with the Livock phase shifter and real time operating procedures and will be alleviated by the FMM West 500 kV Transmission Reinforcement in 2019.

Potential voltage criteria violations observed under the studied N-1 contingencies for the pre-connection Scenario 3 and its corresponding post-project Scenario 8 are provided in Attachment G. These voltage violations, which are not exacerbated by the CPEC connection, are alleviated by the 2013 LTP developments and do not appear in the post-2013 LTP scenarios described in Section 6.2.

Table 4-4: Scenario 3 (2019SP) Single Element Contingency (N-1)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
37ST6 North Calder 37S 138/240 kV Transformer	677L (Acheson 305S to Spruce Grove 595S)	108	118	117	107
781L (Sherritt Gordon 172S to Lamoureux 71S)	707L (Fort Saskatchewan 54S to Dow Chemical 166S)	119	131	152	124
787L (Dow Chemical Fort Saskatchewan 166S to 787L Junction)		119	131	142	115
709L (Fort Saskatchewan 54S to Sherritt Gordon 172S)		119	131	129	105
731L (East Edmonton 38S to 746L Junction)		119	131	123	100
707L (Fort Saskatchewan 54S to Dow Chemical 166S)	781L (Sherritt Gordon 172S to Lamoureux 71S)	143	158	158	107
731L (East Edmonton 38S to 746L Junction)	694L (Fort Saskatchewan 54S to Westwood 422S)	119	131	141	117
708L (233S BEAMER to 708L Tap to 71S LAMOUREUX)	807L (Beamer 233S to 807L Junction)	85	94	88	103
1045L (Sundance 310P to Jasper JASPER)	905L (Wabamun 19S to North Calder 37S)	299	359	360	120
909L (Sundance 320P to Dome)		299	359	332	110
909L (Ellerslie 89S to Dome)		299	359	318	105

Double Element Contingency (N-2) Condition – Scenario 3

The transmission facilities operating over nominal continuous ratings for the selected N-2 conditions are provided in Table 4-5. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

The AESO will establish mitigation measures to resolve thermal loadings that are greater than the short-term rating of the lines for Category C contingencies in accordance with the Alberta Reliability Standard TPL-003-AB-0 if required.

There are no voltage criteria violations observed for the N-2 condition.

Table 4-5: Scenario 3 (2019SP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
909L_1045L	905L (Wabamun 19S to North Calder 37S)	299	359	499	168
909L_908L		299	359	331	110
909L_1044L		299	359	319	106
926L+922L/922L_926L		299	359	314	104
909L_1045L	902L (19S WABAMUN to 310P SUNDANCE)	499	499	695	134
909L_1045L	896L (Wabamun 19S to Carvel 432S)	121	133	146	118
909L_1045L	739L (Stony Plain 434S to Jct 739AL)	112	132	130	115
909L_1045L	739L (Carvel 432S to Jct 739AL)	120	132	132	110

4.1.4. Scenario 4: 2019WP (South to North SOK Flow)

The Scenario 4 power flow diagrams are provided in Attachment A.

System Normal (N-0) Condition – Scenario 4

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Conditions – Scenario 4

Table 4-6 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-1 contingencies under Scenario 4. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

The identified potential thermal overloads are primarily a result of the studied reverse South to North flow on the SOK cut-plane due to high wind development assumptions and are unrelated to the CPEC connection. As described below, the AESO long-term transmission plans include developments that will alleviate these potential overloads in the area under reverse South to North flow on the SOK cut-plane.

Mitigation Measure #1 will be used to address the thermal violation on 677L and 712L until the West Edmonton Reinforcement is complete.

The AESO plans to upgrade the identified 807L 138 kV line segment to a higher rating in 2017 which will address the identified thermal constraint. Until this upgrade is completed, the AESO is monitoring local line flows and statuses and will operationally reconfigure the 138 kV system accordingly. This mitigation measure is referred to as Mitigation Measure #3 in this Report.

The mitigation measure to address the overloading on 792L and 898L is to reconfigure the 138 kV system to open the parallel path when the connection between Sundance and North Barrhead is lost. This mitigation measure is referred to as Mitigation Measure #4 in this Report.

The mitigation measure to address the overloading on 792L and 898L when there is significant flow going east from Clyde is to reconfigure the 138 kV system to open the through path. This mitigation measure is referred to as Mitigation Measure #5 in this Report.

All other identified thermal loadings are less than the short-term rating of the transmission facilities and will be managed by the AESO and TFO operating procedures.

No voltage criteria violations were observed under the studied N-1 contingencies for the pre-connection Scenario 4 and its corresponding post-project Scenario 9.

Table 4-6: Scenario 4 (2019WP) Single Element Contingency (N-1)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
37ST6 North Calder 37S 138/240 kV Transformer	677L (Acheson 305S to Spruce Grove 595S)	114	125	159	138
1139L (367S HARRY SMITH to PETROLIA)		114	125	144	122
12ST1 Heartland 12S 500/240 kV Transformer		114	125	127	110
1098L (Jasper to Poundmaker)		114	125	121	104
930L (North Calder 37S to Poundmaker)		114	125	117	100
37ST6 North Calder 37S 138/240 kV Transformer	712L (Spruce Grove 595S to North St. Albert 99S)	114	125	129	116
1139L (367S HARRY SMITH to PETROLIA)		114	125	116	101
1046L (Sundance 310P to Cherhill 338S)	792L (NW Cardiff 191S to Viscount 92S)	90	99	119	132
913L (69S NORTHBARRHEAD to 338S CHERRILL)		90	99	117	129
69ST4 North Barrhead 69S 240/138 kV Transformer		90	99	103	114
723L (Clyde 150S to Westlock 438S)		90	99	96	107
731L (East Edmonton 38S to 746L Junction)	694L (Fort Saskatchewan 54S to Westwood 422S)	146	161	154	105

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
708L (233S BEAMER to 708L Tap to 71S LAMOUREUX)	807L (Beamer 233S to 807L Junction)	90	99	99	110
1046L (Sundance 310P to Cherhill 338S)	898L (North Calder 37S to Viscount 92S)	90	99	136	149
913L (69S NORTHBARRHEAD to 338S CHERHILL)		90	99	133	146
69ST4 North Barrhead 69S 240/138 kV Transformer		90	99	119	132
723L (Clyde 150S to Westlock 438S)		90	99	113	124
9L961 (Whitefish Lake 825S to Deerland 13S)		90	99	95	104
9L960 (Whitefish Lake 825S to Deerland 13S)		90	99	95	104
989L (310P SUNDANCE (PLANT) to 77S SAGITAWAH)		90	99	92	100
919L (310P SUNDANCE (PLANT) to 77S SAGITAWAH)		90	99	91	100
898S902T Heart Lake 898S 240/138 kV Transformer		90	99	92	101
898S902T Heart Lake 898S 240/138 kV Transformer		90	99	92	101
12ST1 Heartland 12S 500/240 kV Transformer		921L (Lamoureux 71S to Cloverbar)	499	620	506
1054L (Heartland 12S to Deerland 13S)	997L (Lamoureux 71S to Josephburg 410S)	499	748	614	122
913L (69S NORTHBARRHEAD to 338S CHERHILL)	792L (Clyde 150S to NW Cardiff 191S)	90	99	94	108

Double Element Contingency (N-2) C5 Conditions – Scenario 4

Table 4-7 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 4. No facilities are over short term ratings and will be managed by the AESO and TFO operating procedures. There are no voltage criteria violations observed for the N-2 condition.

Table 4-7: Scenario 4 (2019WP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
989L_973L	898L (North Calder 37S to Viscount 92S)	90	99	92	101
919L_974L	898L (North Calder 37S to Viscount 92S)	90	99	92	101

4.1.5. Scenario 5: 2019SP (South to North SOK Flow)

Study Scenario 5 Power flow diagrams are provided in Attachment A.

System Normal (N-0) Condition – Scenario 5

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 5

Table 4-8 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-1 contingencies under Scenario 5. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

The identified potential thermal overloads are primarily a result of the studied reverse South to North flow on the SOK cut-plane due to high wind development assumptions and are unrelated to the CPEC connection. As described below, the AESO long-term transmission plans include developments that will alleviate these potential overloads in the area under reverse South to North flow on the SOK cut-plane.

Mitigation Measure #1 will be used to address the thermal violation on 677L and 712L until the West Edmonton Reinforcement is complete.

Mitigation Measure #2 will be used to address the thermal violation on 707L and 694L until the East Edmonton Reinforcement is complete.

Mitigation Measure #3 will be used to address the thermal violation on 807L until the line is upgraded in 2017.

Mitigation Measure #4 will be used to address the thermal violation on 792L and 898L when the system west of Clyde is weak. This mitigation measure will be removed when either of the FMM West 500 kV Transmission Reinforcement or the planned 240 kV line between Little Smoky and Bickerdike is in service.

Mitigation Measure #5 will be used to address the thermal violation on 792L and 898L when the system east of Clyde is weak. This mitigation measure will be removed when either of the FMM West 500 kV Transmission Reinforcement or the 240 kV line between Heartland and Heart Lake is in service.

The mitigation measure proposed in this Report to address the thermal violation on 921L after the loss of the Heartland 500/240 kV transformer is to monitor and control the FMM cut-plane. This mitigation measure is referred to as Mitigation Measure #6.

No voltage criteria violations were observed under the studied N-1 contingencies for the pre-connection Scenario 5 and its corresponding post-project Scenario 10.

Table 4-8: Scenario 5 (2019SP) Single Element Contingency

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating	
997L (Lamoureux 71S to Josephburg 410S)	708L (Lamoureux 71S to 708AL Tap)	121	133	132	108	
1043L (Keephills 320P to Harry Smith 367S)	320PT1 Keephills 320P 240/138 kV Transformer	150	150	149	100	
37ST6 North Calder 37S 138/240 kV Transformer	677L (Acheson 305S to Spruce Grove 595S)	108	118	159	146	
1139L (367S HARRY SMITH to PETROLIA)		108	118	152	137	
12ST1 Heartland 12S 500/240 kV Transformer		108	118	131	121	
1098L (Jasper to Poundmaker)		108	118	126	115	
930L (North Calder 37S to Poundmaker)		108	118	123	111	
1044L (Jasper to Petrolia)		108	118	118	107	
1054L (Heartland 12S to Deerland 13S)		108	118	114	104	
1046L (Sundance 310P to Cherhill 338S)		108	118	115	105	
905L (Wabamun 19S to North Calder 37S)		108	118	115	105	
913L (69S NORTHBARRHEAD to 338S CHERHILL)		108	118	114	104	
921L (Lamoureux 71S to Cloverbar)		108	118	113	102	
69ST4 North Barrhead 69S 240/138 kV Transformer		108	118	111	100	
781L (Sherritt Gordon 172S to Lamoureux 71S)		707L (Fort Saskatchewan 54S to Dow Chemical 166S)	119	131	121	100
997L (Lamoureux 71S to		708L (233S BEAMER to	121	133	122	100

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
Josephburg 410S)	708L Tap to 71S LAMOUREUX)				
37ST6 North Calder 37S 138/240 kV Transformer	712L (Spruce Grove 595S to North St. Albert 99S)	108	119	131	124
1139L (367S HARRY SMITH to PETROLIA)		108	119	126	117
12ST1 Heartland 12S 500/240 kV Transformer		108	119	107	100
731L (East Edmonton 38S to 746L Junction)	781L (Sherritt Gordon 172S to Lamoureux 71S)	143	158	147	102
1046L (Sundance 310P to Cherhill 338S)	792L (NW Cardiff 191S to Viscount 92S)	85	94	112	133
913L (69S NORTHBARRHEAD to 338S CHERHILL)		85	94	110	130
69ST4 North Barrhead 69S 240/138 kV Transformer		85	94	91	107
731L (East Edmonton 38S to 746L Junction)	694L (Fort Saskatchewan 54S to Westwood 422S)	119	131	141	119
708L (233S BEAMER to 708L Tap to 71S LAMOUREUX)	807L (Beamer 233S to 807L Junction)	85	94	96	113
1046L (Sundance 310P to Cherhill 338S)	898L (North Calder 37S to Viscount 92S)	85	94	126	147
913L (69S NORTHBARRHEAD to 338S CHERHILL)		85	94	123	145
69ST4 North Barrhead 69S 240/138 kV Transformer		85	94	105	123
723L (Clyde 150S to Westlock 438S)		85	94	98	115
12ST1 Heartland 12S 500/240 kV Transformer	921L (Lamoureux 71S to Cloverbar)	417	500	519	126
1054L (Heartland 12S to Deerland 13S)	997L (Lamoureux 71S to Josephburg 410S)	499	654	608	121
1046L (Sundance 310P to Cherhill 338S)	792L (Clyde 150S to NW Cardiff 191S)	85	94	93	114
913L (69S NORTHBARRHEAD to 338S CHERHILL)		85	94	93	113

Double Element Contingency (N-2) Condition – Scenario 5

Table 4-9 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 5. No facilities are over short term ratings and will be managed by the AESO and TFO operating procedures.

There are no voltage criteria violations observed for the N-2 condition.

Table 4-9: Scenario 5 (2019SP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
909_1044L	677L (305S ACHESON to 595S Spruce Grove)	108	118	113	103
920_921A	677L (305S ACHESON to 595S Spruce Grove)	108	118	112	101

4.2. Transient Stability Analysis

Transient Stability was not conducted for pre-connection scenarios as no transient stability performance concerns were identified in the post connection studies.

5. Connection Alternatives

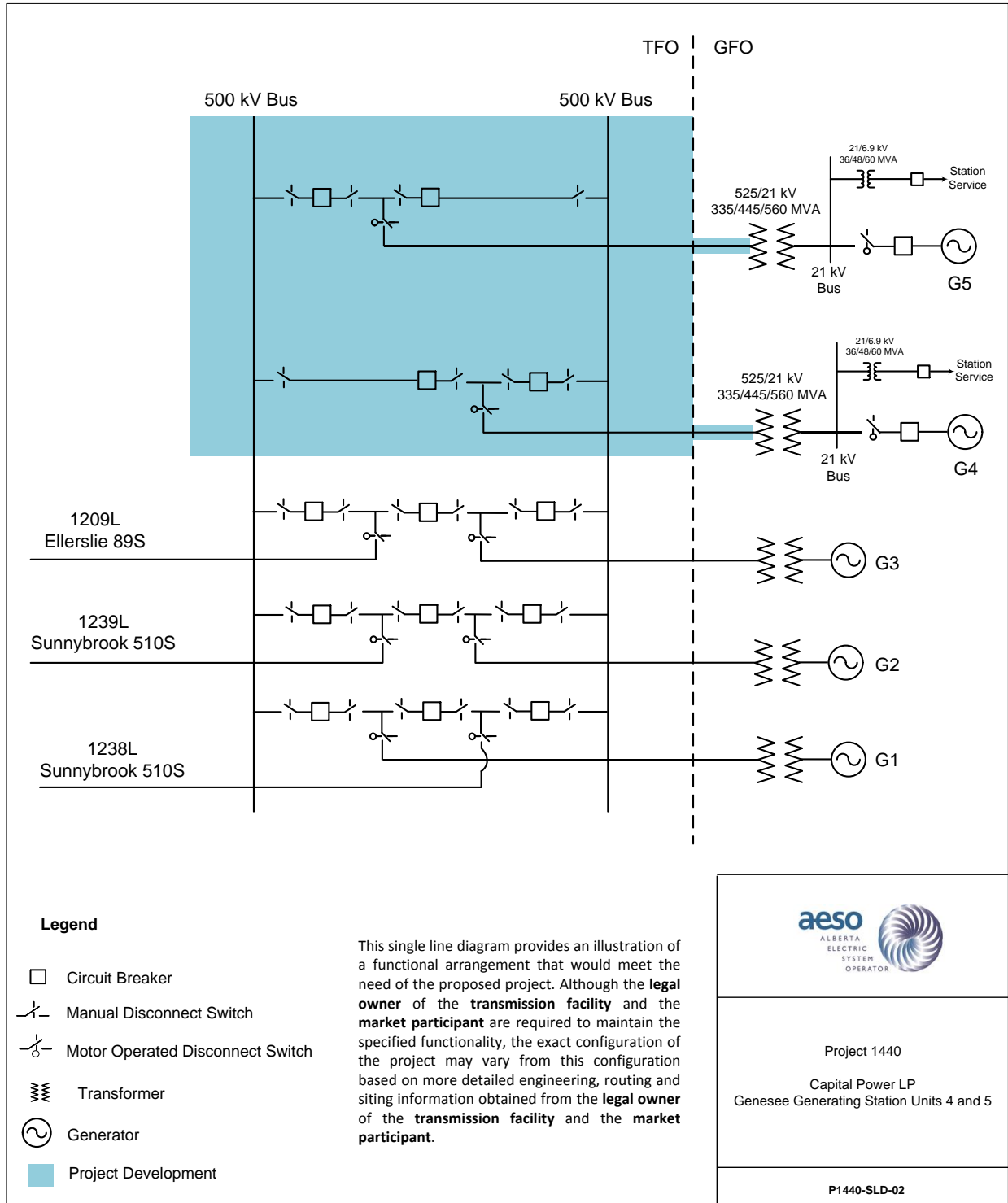
5.1. Overview

The CPEC does not require major transmission line developments to connect to the AIES at the existing Genesee facility. A direct connection of the proposed CPEC to the existing Genesee facility represents the most economic and lowest impact connection alternative. Therefore, no alternatives apart from a direct connection to the existing Genesee facility were studied. Figure 3 shows a simplified representation of how the CPEC will be connected to the AIES.

The proposed alternative for the CPEC connection includes:

- Extension of the 500 kV buses to create two additional diameters between the buses.
- Four (4) 500 kV breakers with associated disconnect switches.

Figure 3: Genesee Station Layout with the Expansion for Project 1440



6. Near Term (2019) Technical Analysis of the Connection

This section details the results for the study scenarios 6 to 10 identified as in Table 3-1. The pre-connection scenarios (1 through 5) and near-term post-connection scenarios (6 through 10) relate as described below:

- Scenario 6 is derived from Scenario 1
- Scenario 7 is derived from Scenario 2
- Scenario 8 is derived from Scenario 3
- Scenario 9 is derived from Scenario 4
- Scenario 10 is derived from Scenario 5

The project assumptions for the post-connection, near-term analyses are provided in Table 2-5.

6.1. Power Flow Analysis (2019 System Topology Prior to 2013LTP Reinforcements)

The near term system performance with following connection of the CPEC but prior to the energization of the *AESO 2013 Long-term Transmission Plan (2013LTP)* developments detailed in Table 2-4 is presented in this section.

6.1.1. Scenario 6: 2019SL (North to South SOK Flow)

Study scenario 6 Power flow diagrams are provided in Attachment B.

System Normal (N-0) Condition – Scenario 6

As with the pre-connection Scenario 1 (2019SL, North to South SOK Flow), there are no thermal or voltage reliability violations observed for the Scenario 6 N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 6

There are no thermal violations observed for the N-1 condition.

Potential voltage criteria violations observed under the studied N-1 contingencies for the pre-connection Scenario 1 and its corresponding post-project Scenario 6 are provided in Attachment G. These voltage violations, which are not exacerbated by the CPEC connection, are alleviated by the 2013 LTP developments and do not appear in the post-2013 LTP scenarios described in Section 6.2.

Double Element Contingency (N-2) Condition – Scenario 6

Table 6-1 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies. No facilities are over short term ratings and will be managed by the AESO and TFO operating procedures.

There are no voltage criteria violations observed for the N-2 condition.

Table 6-1: Scenario 6 (2019SL) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 1)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
1112L_1140L	739L (14S DEVON to 305S ACHESON)	143	158	-	-	153	103

6.1.2. Scenario 7: 2019WP (North to South SOK Flow)

Study Scenario 7 power flow diagrams are provided in Attachment B.

System Normal (N-0) Condition – Scenario 7

As with the pre-connection Scenario 2 (2019WP, North to South SOK Flow), there are no thermal or voltage reliability violations observed for the Scenario 7 N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 7

Table 6-2 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-1 contingencies under Scenario 7. Compared to the pre-connection Scenario 2 (2019WP, North to South SOK Flow), two new thermal loadings above their nominal continuous thermal ratings were observed and several other loadings were exacerbated.

Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures. Based on the studied conditions, two transmission lines, 677L and 807L, may operate above their short-term ratings. Mitigation Measure #1 will be used to address the thermal violation on 677L until the West Edmonton Reinforcement is complete.

Mitigation Measure #3 will be used to address the thermal violation on 807L until the line is upgraded in 2017.

Potential voltage criteria violations observed under the studied N-1 contingencies for the pre-connection Scenario 2 and its corresponding post-project Scenario 7 are provided in Attachment G. These voltage violations, which are not exacerbated by the CPEC connection, are alleviated by the 2013 LTP developments and do not appear in the post-2013 LTP scenarios described in Section 6.2.

Table 6-2: Scenario 7 (2019WP) Single Element Contingency

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 2)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
37ST6 North Calder 37S 138/240 kV Transformer	677L (Acheson 305S to Spruce Grove 595S)	114	125	136	119	144	126
1139L (367S HARRY SMITH to PETROLIA)		114	125	122	104	129	110
781L (Sherritt Gordon 172S to Lamoureux 71S)	707L (Fort Saskatchewan 54S to Dow Chemical 166S)	146	161	158	106	153	103
37ST6 North Calder 37S 138/240 kV Transformer	712L (Spruce Grove 595S to North St. Albert 99S)	114	125	-	-	114	103
731L (East Edmonton 38S to 746L Junction)	694L (Fort Saskatchewan 54S to Westwood 422S)	146	161	154	105	154	106
708L (233S BEAMER to 708L Tap to 71S LAMOUREUX)	807L (Beamer 233S to 807L Junction)	90	99	98	108	100	111
1046L (Sundance 310P to Cherhill 338S)	898L (North Calder 37S to Viscount 92S)	90	99	92	102	98	109
913L (69S NORTHBARRHEAD to 338S CHERHILL)		90	99	-	-	95	106
69ST4 North Barrhead 69S 240/138 kV Transformer		90	99	-	-	90	100
723L (Clyde 150S to Westlock 438S)		90	99	97	107	95	105
1054L (Heartland 12S to Deerland 13S)	997L (Lamoureux 71S to Josephburg 410S)	499	748	-	-	502	100

Double Element Contingency (N-2) Condition – Scenario 7

Table 6-3 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 7. Compared

to the pre-connection Scenario 2 (2019WP, North to South SOK Flow), one new thermal loading above the nominal continuous rating was observed and the remaining two loadings improved.

Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures. The AESO will establish mitigation measures to resolve thermal loadings that are greater than the short-term rating of the lines for Category C contingencies in accordance with the Alberta Reliability Standard TPL-003-AB-0 if required. The C5 contingency of 1112L and 1140L is a known issue and the thermal violations will be alleviated by reconfiguring the 138 kV network south of Edmonton.

There are no voltage criteria violations observed for the N-2 condition.

Table 6-3: Scenario 7 (2019WP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 2)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
909L_1045L	902L (19S WABAMUN to 310P SUNDANCE)	499	499	690	134	643	125
1112L_1140L	739L (Devon 14S to Acheson 305S)	143	186	-	-	152	104
909L_1045L	905L (Wabamun 19S to North Calder 37S)	437	524	482	111	443	103
909L_1045L	723L (North Barrhead to 723L)	91	100	103	110	95	101
909L_1045L	723L (723L to Westlock)	91	100	108	120	101	112

6.1.3. Scenario 8: 2019SP (North to South SOK Flow)

Study Scenario 8 power flow diagrams are provided in Attachment B.

System Normal (N-0) Condition – Scenario 8

As with the pre-connection Scenario 3 (2019SP, North to South SOK Flow), there are no thermal or voltage reliability violations observed for the Scenario 8 N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 8

Table 6-4 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-1 contingencies under Scenario 8. Compared to the pre-connection Scenario 3 (2019SP, North to South SOK Flow), one new thermal loading above the nominal continuous rating was observed; other loadings are similar.

Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures. Based on the studied conditions, several transmission lines may operate above the short-term rating.

Mitigation Measure #1 will be used to address the thermal violation on 677L until West Edmonton Reinforcement is complete.

Mitigation Measure #2 will be used to address the thermal violation on 707L and 694L until the planned East Edmonton Reinforcement is complete.

Potential voltage criteria violations observed under the studied N-1 contingencies for the pre-connection Scenario 3 and its corresponding post-project Scenario 8 are provided in Attachment G. These voltage violations, which are not exacerbated by the CPEC connection, are alleviated by the 2013 LTP developments and do not appear in the post-2013 LTP scenarios described in Section 6.2.

Table 6-4: Scenario 8 (2019SP) Single Element Contingency

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 3)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
37ST6 North Calder 37S 138/240 kV Transformer	677L (Acheson 305S to Spruce Grove 595S)	108	118	117	107	129	117
1139L (367S HARRY SMITH to PETROLIA)		108	118	-	-	112	100
781L (Sherritt Gordon 172S to Lamoureux 71S)	707L (Fort Saskatchewan 54S to Dow Chemical 166S)	119	131	152	124	147	121
709L (Fort Saskatchewan 54S to Sherritt Gordon 172S)		119	131	129	105	122	100
707L (Fort Saskatchewan 54S to Dow Chemical 166S)	781L (Sherritt Gordon 172S to Lamoureux 71S)	143	158	158	107	156	106
731L (East Edmonton 38S to 746L Junction)	694L (Fort Saskatchewan 54S to Westwood 422S)	119	131	141	117	140	117
708L (233S BEAMER to 708L Tap to 71S LAMOUREUX)	807L (Beamer 233S to 807L Junction)	85	94	88	103	88	102
1045L (Sundance 310P to Jasper JASPER)	905L (Wabamun 19S to North Calder 37S)	299	359	360	120	304	101

Double Element Contingency (N-2) Condition – Scenario 8

Table 6-5 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 8.

Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures. The AESO will establish mitigation measures to resolve thermal loadings that are greater than the short-term rating of the lines for Category C contingencies in accordance with the Alberta Reliability Standard TPL-003-AB-0 if required. The C5 contingency of 1112L and 1140L is a known issue and the thermal violations will be alleviated by reconfiguring the 138 kV network south of Edmonton.

There are no voltage criteria violations observed for the N-2 condition.

Table 6-5: Scenario 8 (2019SP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 3)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
909L_1045L	905L (Wabamun 19S to North Calder 37S)	299	499	499	168	413	138
1112L_1140L	739L (Devon 14S to Acheson 305S)	143	158	-	-	177	119
909L_1045L	902L (19S WABAMUN to 310P SUNDANCE)	499	499	695	134	585	111
909L_1045L	723L (Westlock to FLAT TAP)	86	95	106	122	89	102
909L_1045L	723L (Clyde to Westlock)	72	95	96	133	78	108

6.1.4. Scenario 9: 2019WP (South to North SOK Flow)

Study Scenario 9 power flow diagrams are provided in Attachment B.

System Normal (N-0) Condition – Scenario 9

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 9

Table 6-6 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-1 contingencies under Scenario 9. Compared to the pre-connection Scenario 4 (2019WP, South to North SOK Flow), a number of new thermal loadings above their nominal continuous thermal ratings were observed and several other loadings were exacerbated. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

Mitigation Measure #1 will be used to address the thermal violation on 677L and 712L until the West Edmonton Reinforcement is complete.

Mitigation Measure #3 will be used to address the thermal violation on 807L until the line is upgraded.

Mitigation Measure #4 will be used to address the thermal violation on 792L and 898L when caused by a contingency west of Clyde. This mitigation measure will be removed when either of the FMM West 500 kV Transmission Reinforcement or the planned 240 kV line between Little Smoky and Bickerdike is in service.

Mitigation Measure #5 will be used to address the thermal violation on 792L and 898L when caused by a contingency east of Clyde. This mitigation measure will be removed when either of the FMM West 500 kV Transmission Reinforcement or the planned 240 kV line between Heartland and Heart Lake are in service.

No voltage criteria violations were observed under the studied N-1 contingencies for the pre-connection Scenario 4 and its corresponding post-project Scenario 9.

Table 6-6: Scenario 9 (2019WP) Single Element Contingency

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 4)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
997L (Lamoureux 71S to Josephburg 410S)	1054L (Heartland 12S to Deerland 13S)	624	773	-	-	646	102
1061L (Heartland 12S to Bannerman 681S)		624	773	-	-	655	103
942L (Lamoureux 71S to Bannerman 681S)		624	773	-	-	641	101
89ST2 Ellerslie 89S 500/240 kV Transformer		624	773	-	-	629	100
89ST1 Ellerslie 89S 500/240 kV Transformer		624	773	-	-	629	100
38ST4 East Edmonton 38S 240/138 kV Transformer	38ST1 East Edmonton 38S 240/138 kV Transformer	337	337	-	-	337	100
38ST1 East Edmonton 38S 240/138 kV Transformer	38ST4 East Edmonton 38S 240/138 kV Transformer	337	337	-	-	336	100
37ST6 North Calder 37S 138/240 kV Transformer	677L (Acheson 305S to Spruce Grove 595S)	114	125	159	138	164	143

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 4)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
1139L (367S HARRY SMITH to PETROLIA)		114	125	144	122	150	127
12ST1 Heartland 12S 500/240 kV Transformer		114	125	127	110	136	119
1098L (Jasper to Poundmaker)		114	125	121	104	127	109
930L (North Calder 37S to Poundmaker)		114	125	117	100	124	106
1044L (Jasper to Petrolia)		114	125	-	-	123	105
1054L (Heartland 12S to Deerland 13S)		114	125	-	-	116	100
37ST6 North Calder 37S 138/240 kV Transformer	712L (Spruce Grove 595S to North St. Albert 99S)	114	125	129	116	133	120
1139L (367S HARRY SMITH to PETROLIA)		114	125	116	101	122	106
1046L (Sundance 310P to Cherhill 338S)	792L (NW Cardiff 191S to Viscount 92S)	90	99	119	132	125	139
913L (69S NORTHBARRHEAD to 338S CHERHILL)		90	99	117	129	123	136
69ST4 North Barrhead 69S 240/138 kV Transformer		90	99	103	114	108	120
723L (Clyde 150S to Westlock 438S)		90	99	96	107	99	109
731L (East Edmonton 38S to 746L Junction)	694L (Fort Saskatchewan 54S to Westwood 422S)	146	161	154	105	154	106
708L (233S BEAMER to 708L Tap to 71S LAMOUREUX)	807L (Beamer 233S to 807L Junction)	90	99	99	110	100	111
1046L (Sundance 310P to Cherhill 338S)	898L (North Calder 37S to Viscount 92S)	90	99	136	149	142	156
913L (69S NORTHBARRHEAD to 338S CHERHILL)		90	99	133	146	139	153
69ST4 North Barrhead 69S 240/138 kV		90	99	119	132	124	137

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 4)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
Transformer							
723L (Clyde 150S to Westlock 438S)		90	99	113	124	115	127
9L961 (Whitefish Lake 825S to Deerland 13S)		90	99	95	104	102	113
9L960 (Whitefish Lake 825S to Deerland 13S)		90	99	95	104	102	113
989L (310P SUNDANCE (PLANT) to 77S SAGITAWAH)		90	99	92	100	99	108
919L (310P SUNDANCE (PLANT) to 77S SAGITAWAH)		90	99	91	100	99	108
1054L (Heartland 12S to Deerland 13S)		90	99	-	-	96	106
9L930 (Heart Lake 898S to Whitefish Lake 825S)		90	99	-	-	94	104
DAPP-T1 138/13.8 kV Transformer		90	99	-	-	96	105
898S902T Heart Lake 898S 240/138 kV Transformer		90	99	92	101	99	109
898S902T Heart Lake 898S 240/138 kV Transformer		90	99	92	101	99	109
9L22 (Heart Lake 898S to Whitefish Lake 825S)		90	99	-	-	94	103
Sundance G6		90	99	-	-	94	104
Sundance G4		90	99	-	-	94	103
Sundance G5		90	99	-	-	94	103
788L Junction		90	99	-	-	97	107
920L (North Calder 37S to Castle Downs)		90	99	-	-	94	102
37ST3 North Calder 37S 138/25 kV Transformer		90	99	-	-	94	102

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 4)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
37ST5 North Calder 37S 138/25 kV Transformer		90	99	-	-	94	102
728L (Lac La Biche 157S to Plamondon 353S)		90	99	-	-	94	103
89ST2 Ellerslie 89S 500/240 kV Transformer	89ST1 Ellerslie 89S 500/240 kV Transformer	1200	1200	-	-	1369	114
89ST1 Ellerslie 89S 500/240 kV Transformer	89ST2 Ellerslie 89S 500/240 kV Transformer	1200	1200	-	-	1369	114
12ST1 Heartland 12S 500/240 kV Transformer	921L (Lamoureux 71S to Cloverbar)	499	620	506	101	557	115
1054L (Heartland 12S to Deerland 13S)	942L (Lamoureux 71S to Bannerman 681S)	457	748	-	-	471	104
1054L (Heartland 12S to Deerland 13S)	997L (Lamoureux 71S to Josephburg 410S)	499	748	614	122	634	128
913L (69S NORTHBARRHEAD to 338S CHERHILL)	792L (Clyde 150S to NW Cardiff 191S)	90	99	94	108	98	114

Double Element Contingency (N-2) Condition – Scenario 9

Table 6-7 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 9. Compared to the pre-connection Scenario 4 (2019WP, South to North SOK Flow), a number of new thermal loadings above their nominal continuous thermal ratings were observed and loading on 898L was exacerbated. The AESO will establish mitigation measures to resolve thermal loadings that are greater than the short-term rating of the lines for Category C contingencies in accordance with the Alberta Reliability Standard TPL-003-AB-0 if required. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

There are no voltage criteria violations observed for the N-2 condition.

Table 6-7: Scenario 9 (2019WP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 4)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
909_1044L	677L (Acheson 305S to Spruce Grove 595S)	114	125	-	-	120	104
1112L_1140L	739L (Devon 14S to Acheson 305S)	143	186	-	-	181	123
989L_973L	898L (North Calder 37S to Viscount 92S)	90	99	92	101	99	109
919L_974L		90	99	92	101	99	109
1112L_1140L		90	99	-	-	94	103
908L_1058L	946L (Ellerslie 89S to East Edmonton 38S)	499	734	-	-	522	105

6.1.5. Scenario 10: 2019SP (South to North SOK Flow)

Study Scenario 10 power flow diagrams are provided in Attachment B.

System Normal (N-0) Condition – Scenario 10

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 10

Table 6-8 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-1 contingencies under Scenario 10. Compared to the pre-connection Scenario 5 (2019SP, South to North SOK Flow), a number of new thermal loadings above their nominal continuous thermal ratings were observed, several loadings were improved and other loadings were exacerbated. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

Mitigation Measure #1 will be used to address the thermal violation on 677L and 712L until the West Edmonton Reinforcement is complete.

Mitigation Measure #2 will be used to address the thermal violation 694L until the East Edmonton Reinforcement is complete.

Mitigation Measure #3 will be used to address the thermal violation on 807L until the line is upgraded.

Mitigation Measure #4 will be used to address the thermal violation on 792L and 898L when caused by a contingency west of Clyde. This mitigation measure will be removed when either of the FMM West 500 kV Transmission Reinforcement or the planned 240 kV line between Little Smoky and Bickerdike are in service.

Mitigation Measure #5 will be used to address the thermal violation on 792L and 898L when caused by a contingency east of Clyde. This mitigation measure will be removed when either of the FMM West 500 kV Transmission Reinforcement or the planned 240 kV line between Heartland and Heart Lake⁴ are in service.

Mitigation Measure #6 will monitor and control the FMM cut-plane to address the thermal violation on 921L after the loss of the Heartland 500/240 kV transformer at Heartland 12S. This mitigation measure is referred to as Mitigation Measure #6.

No voltage criteria violations were observed under the studied N-1 contingencies for the pre-connection Scenario 5 and its corresponding post-project Scenario 10.

Table 6-8: Scenario 10 (2019SP) Single Element Contingency

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 5)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
997L (Lamoureux 71S to Josephburg 410S)	708L (Lamoureux 71S to 708AL Tap)	121	133	132	108	130	106
12ST1 Heartland 12S 500/240 kV Transformer	731L (Broadmoor 420S to 746L Jct)	119	131	-	-	122	104
997L (Lamoureux 71S to Josephburg 410S)	1054L (Heartland 12S to Deerland 13S)	594	654	-	-	650	105
1061L (Heartland 12S to Bannerman 681S)		594	654	-	-	651	106
942L (Lamoureux 71S to Bannerman 681S)		594	654	-	-	646	104
89ST2 Ellerslie 89S 500/240 kV Transformer		594	654	-	-	621	102
89ST1 Ellerslie 89S 500/240 kV Transformer		594	654	-	-	621	102
1043L (Keephills 320P to Harry Smith 367S)	320PT1 Keephills 320P 240/138 kV Transformer	150	150	149	100	179	119
37ST6 North Calder 37S 138/240 kV Transformer	677L (Acheson 305S to Spruce Grove 595S)	108	118	159	146	155	143
1139L (367S HARRY)		108	118	152	137	147	133

⁴ Refer to Table 7-1

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 5)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
SMITH to PETROLIA)							
12ST1 Heartland 12S 500/240 kV Transformer		108	118	131	121	132	123
1098L (Jasper to Poundmaker)		108	118	126	115	124	113
930L (North Calder 37S to Poundmaker)		108	118	123	111	120	109
1044L (Jasper to Petrolia)		108	118	118	107	123	112
1054L (Heartland 12S to Deerland 13S)		108	118	114	104	113	104
1046L (Sundance 310P to Cherhill 338S)		108	118	115	105	112	102
913L (69S NORTHBARRHEAD to 338S CHERHILL)		108	118	114	104	111	102
921L (Lamoureux 71S to Cloverbar)		108	118	113	102	111	101
37ST6 North Calder 37S 138/240 kV Transformer		108	119	131	124	128	122
1139L (367S HARRY SMITH to PETROLIA)	712L (Spruce Grove 595S to North St. Albert 99S)	108	119	126	117	122	113
12ST1 Heartland 12S 500/240 kV Transformer		108	119	107	100	110	103
731L (East Edmonton 38S to 746L Junction)	781L (Sherritt Gordon 172S to Lamoureux 71S)	143	158	147	102	147	102
1046L (Sundance 310P to Cherhill 338S)		85	94	112	133	119	140
913L (69S NORTHBARRHEAD to 338S CHERHILL)		85	94	110	130	116	137
69ST4 North Barrhead 69S 240/138 kV Transformer	792L (NW Cardiff 191S to Viscount 92S)	85	94	91	107	98	114
723L (Clyde 150S to Westlock 438S)		85	94	-	-	87	102
731L (East Edmonton 38S to 746L Junction)	694L (Fort Saskatchewan 54S to Westwood 422S)	119	131	141	119	141	119

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 5)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
708L (233S BEAMER to 708L Tap to 71S LAMOUREUX)	807L (Beamer 233S to 807L Junction)	85	94	96	113	95	112
1046L (Sundance 310P to Cherhill 338S)	898L (North Calder 37S to Viscount 92S)	85	94	126	147	132	155
913L (69S NORTHBARRHEAD to 338S CHERHILL)	898L (North Calder 37S to Viscount 92S)	85	94	123	145	130	152
69ST4 North Barrhead 69S 240/138 kV Transformer		85	94	105	123	112	130
723L (Clyde 150S to Westlock 438S)		85	94	98	115	101	118
9L961 (Whitefish Lake 825S to Deerland 13S)		85	94	-	-	94	111
9L960 (Whitefish Lake 825S to Deerland 13S)		85	94	-	-	94	111
989L (310P SUNDANCE (PLANT) to 77S SAGITAWAH)		85	94	-	-	91	107
919L (310P SUNDANCE (PLANT) to 77S SAGITAWAH)		85	94	-	-	91	107
1054L (Heartland 12S to Deerland 13S)		85	94	-	-	88	104
9L930 (Heart Lake 898S to Whitefish Lake 825S)		85	94	-	-	86	101
DAPP-T1 138/13.8 kV Transformer		85	94	-	-	87	102
898S902T Heart Lake 898S 240/138 kV Transformer		85	94	-	-	89	104
898S902T Heart Lake 898S 240/138 kV Transformer		85	94	-	-	89	103
9L22 (Heart Lake 898S to Whitefish Lake 825S)		85	94	-	-	86	100
788L Junction		85	94	-	-	88	102
728L (Lac La Biche 157S to Plamondon 353S)		85	94	-	-	87	102

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 5)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
89ST2 Ellerslie 89S 500/240 kV Transformer	89ST1 Ellerslie 89S 500/240 kV Transformer	1200	1200	-	-	1272	106
89ST1 Ellerslie 89S 500/240 kV Transformer	89ST2 Ellerslie 89S 500/240 kV Transformer	1200	1200	-	-	1272	106
12ST1 Heartland 12S 500/240 kV Transformer	921L (Lamoureux 71S to Cloverbar)	417	500	519	126	567	137
1054L (Heartland 12S to Deerland 13S)	942L (Lamoureux 71S to Bannerman 681S)	457	748	-	-	473	103
1054L (Heartland 12S to Deerland 13S)	997L (Lamoureux 71S to Josephburg 410S)	499	654	608	121	638	127
913L (69S NORTHBARRHEAD to 338S CHERHILL)	792L (Clyde 150S to NW Cardiff 191S)	85	94	93	113	92	117

Double Element Contingency (N-2) Condition – Scenario 10

Table 6-9 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 10. Compared to the pre-connection Scenario 5 (2019SP, South to North SOK Flow), two new thermal loadings above their nominal continuous thermal ratings were observed and transmission line 677L loading was exacerbated. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

Under the contingency of 909_1044L, 677L may experience loading greater than the short-term rating of the line; the AESO will establish mitigation measures to resolve thermal loadings that are greater than the short-term rating of the lines for Category C contingencies in accordance with the Alberta Reliability Standard TPL-003-AB-0 if required.

There are no voltage criteria violations observed for the N-2 condition.

Table 6-9: Scenario 10 (2019SP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 5)		Post-connection	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
909_1044L	677L (Acheson 305S to Spruce Grove 595S)	108	118	113	103	122	112
920_921A		108	118	112	101	110	100
989L_973L	898L (North Calder 37S to Viscount 92S)	85	94	-	-	93	108
919L_974L		85	94	-	-	92	108
908L_1058L	946L (Ellerslie 89S to East Edmonton 38S)	494	593	495	100	500	101

6.2. Power Flow Analysis (2019 System Topology post-2013LTP reinforcements)

The short term system performance following energization of the system projects described in Table 2-4 are presented in this section.

6.2.1. Scenario 6: 2019SL (North to South SOK Flow)

Study Scenario 6 post-2013LTP power flow diagrams are provided in Attachment C.

System Normal (N-0) Condition – Scenario 6 Post-2013 LTP

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 6 Post-2013 LTP

There are no thermal or voltage reliability violations observed for the studied N-1 contingencies.

Double Element Contingency (N-2) Condition – Scenario 6 Post-2013 LTP

Table 6-10 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 6 with LTP. No facilities are over short term ratings and will be managed by the AESO and TFO operating procedures.

There are no voltage criteria violations observed for the N-2 condition.

Table 6-10: Scenario 6 with 2013 LTP (2019SL) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
1112L_1140L	739L (14S DEVON to 305S ACHESON)	143	158	149	101

6.2.2. Scenario 7: 2019WP (North to South SOK Flow)

Study Scenario 7 post-2013LTP power flow diagrams are provided in Attachment C. The study results confirm that the planned 2013 LTP reinforcements listed in Table 2-8 will successfully alleviate the constraints identified in Section 6.1.2.

System Normal (N-0) Condition – Scenario 7 Post-2013 LTP

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 7 Post-2013 LTP

There are no thermal or voltage reliability violations observed for the studied N-1 contingencies.

Double Element Contingency (N-2) Condition – Scenario 7 Post-2013 LTP

Table 6-11 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 7 post-2013LTP. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

Transmission lines 902L and 723L may experience a line loading above its short-term rating under the contingency of 909L_1045L; the AESO will establish mitigation measures to resolve thermal loadings that are greater than the short-term rating of the lines for Category C contingencies in accordance with the Alberta Reliability Standard TPL-003-AB-0 if required.

There are no voltage criteria violations observed for the N-2 condition.

Table 6-11: Scenario 7 with 2013 LTP (2019WP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
909L_1045L	902L (19S WABAMUN to 310P SUNDANCE)	499	499	687	132
909L_1045L	905L (Wabamun 19S to North Calder 37S)	437	524	499	110

909L_1045L	723L (Westlock 438S to 724L tap)	91	100	101	115
909L_1045L	723L (724L tap to North Barrhead 69S)	91	100	96	105

6.2.3. Scenario 8: 2019SP (North to South SOK Flow)

Study Scenario 8 post-2013LTP developments power flow diagrams are provided in Attachment C.

System Normal (N-0) Condition – Scenario 8 Post-2013LTP

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 8 Post-2013LTP

Table 6-12 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-1 contingencies under Scenario 8 post-2013LTP. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

Mitigation Measure #2 will be used to address the thermal violation on 707L until the East Edmonton Reinforcement is complete.

The potential thermal constraints on 700L under single element contingencies arise following the 2013 LTP developments. Since completing the CPEC connection studies, the AESO released its 2015 LTP which assumes the CPEC connection to be in service. The 2015 LTP includes a new 138 kV transmission line between Campbelltown 369S and Bretville 185S substations as part of the near-term East Edmonton system reinforcements which will alleviate the 700L thermal constraints identified in this Report.⁵

There is no voltage reliability violations observed for the studied N-1 contingencies.

Table 6-12: Scenario 8 with 2013 LTP (2019SP) Single Element Contingency

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 3)		Post-connection		Post-connection with LTP	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
38ST1 East Edmonton 38S 240/138 kV Transformer	700L (Sherwood 746S to 700L Junction)	119	131	-	-	-	-	142	118
38ST4 East Edmonton		119	131	-	-	-	-	141	118

⁵ East of Edmonton, page 63; <http://www.aeso.ca/transmission/22021.html>

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 3)		Post-connection		Post-connection with LTP	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
38S 240/138 kV Transformer									
781L (Sherritt Gordon 172S to Lamoureux 71S)	707L (Fort Saskatchewan 54S to Dow Chemical 166S)	119	131	152	124	147	121	131	107

Double Element Contingency (N-2) Condition – Scenario 8 Post-2013LTP

Table 6-13 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 8 post-2013LTP.

The AESO will establish mitigation measures to resolve thermal loadings that are greater than the short-term rating of the lines for Category C contingencies in accordance with the Alberta Reliability Standard TPL-003-AB-0 if required. The C5 contingency of 1112L and 1140L is a known issue and the thermal violations will be alleviated operationally by reconfiguring the 138 kV network south of Edmonton.

There are no voltage criteria violations observed for the N-2 condition.

Table 6-13: Scenario 8 with LTP (2019SP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
909L_1045L	905L (Wabamun 19S to North Calder 37S)	299	359	392	130
1112L_1140L	739L (Devon 14S to Acheson 305S)	143	158	169	116
909L_1045L	902L (19S WABAMUN to 310P SUNDANCE)	499	499	556	105

6.2.4. Scenario 9: 2019WP (South to North SOK Flow)

Study Scenario 9 post-2013LTP power flow diagrams are provided in Attachment C.

System Normal (N-0) Condition – Scenario 9 Post-2013LTP

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 9 Post-2013LTP

There are no thermal or voltage reliability violations observed for the studied N-1 contingencies.

Double Element Contingency (N-2) Condition – Scenario 9 Post-2013LTP

Table 6-14 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 9 post-2013LTP. No facilities are over short term ratings and will be managed by the AESO and TFO operating procedures.

There are no voltage criteria violations observed for the N-2 condition.

Table 6-14: Scenario 9 with 2013 LTP (2019WP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
1112L_1140L	739L (14S DEVON to 305S ACHESON)	143	186	153	105

6.2.5. Scenario 10: 2019SP (South to North SOK Flow)

Study Scenario 10 with 2013 LTP Power flow diagrams are provided in Attachment C.

System Normal (N-0) Condition – Scenario 10 Post-2013LTP

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 10 Post-2013LTP

Table 6-15 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 9 post-2013LTP. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

The potential thermal constraints on 700L under single element contingencies arise following the 2013 LTP developments. Since completing these studies, the AESO released its 2015 LTP which assumes the CPEC connection to be in service. The 2015 LTP includes a new 138 kV transmission line between Campbelltown 369S and Bretville 185S substations as part of the near-term East Edmonton system reinforcements which will alleviate the 700L thermal constraints identified in this Report.

There are no voltage criteria violations observed for the N-1 condition.

Table 6-15: Scenario 10 with 2013 LTP (2019SP) Single Element Contingency

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Pre-connection (Scenario 5)		Post-connection		Post-connection with LTP	
				Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating	Flow (MVA)	% of Nominal Current Rating
1043L (Keephills 320P to Harry Smith 367S)	320PT1 Keephills 320P 240/138 kV Transformer	150	150	149	100	179	119	153	102
38ST1 East Edmonton 38S 240/138 kV Transformer	700L (Sherwood 746S to 700L Junction)	119	131	-	-	-	-	135	112
38ST4 East Edmonton 38S 240/138 kV Transformer	700L (Sherwood 746S to 700L Junction)	119	131	-	-	-	-	134	112
12ST1 Heartland 12S 500/240 kV Transformer	921L (Lamoureux 71S to Cloverbar)	417	500	519	126	567	137	457	108

Double Element Contingency (N-2) Condition – Scenario 10 Post-2013LTP

There are no thermal or voltage reliability violations observed for the studied N-2 contingencies.

6.3. Transient Stability Analysis

Transient stability study results for post-connection Scenarios 6-10 without LTP indicate that there is no stability concern for selected Category B and C5 contingencies. Transient stability plots are provided in Attachment E.

6.4. Summary of Near-term (2019) Post-Connection Assessment

The connection of the new CPEC influences several criteria violations that will be alleviated by the planned 2013 LTP developments. All of these criteria violations were identified without the addition of the CPEC facility except for the overload of 898L from North Calder 37S to Viscount 92S under the outage of 9L960 or 9L961 from Whitefish Lake 825S to Deerland 13S. The increase of the loading on 898L was not directly related to the addition of the CPEC but rather to the reduction in generation in the CE area under Scenario 10 with the high import into FMM.

The thermal violations above short-term ratings are identified in Table 6-16. The mitigation measures for these constraints are required regardless of the energization of the CPEC facility.

Table 6-16: Thermal Violations above Short-term Ratings and Associated Mitigations

Identified Reliability Violation Resolved		Scenarios	System Condition	Mitigation Measures	Long-term Transmission Development
Contingency	Violation				
708L Tap (233S BEAMER to 708L Tap to 71S LAMOUREUX)	807L (233S BEAMER to 807L Tap)	4, 5, 7, 9, 10	High Load Scenarios	Operations - reconfigure the 138 kV at Beamer 233S according to local line flows	Project 1381 – 807L Capacity Upgrade
913L (69S NORTHBARRHEAD to 338S CHERHILL)	792L (191S N.W.CARDIFF to 92S Viscount)	4, 5, 9, 10	High NW and NE Import Scenarios	Operations - open 138 kV path from North Barrhead 69S to North Calder 37S	FMM West 500 kV Transmission Reinforcement OR; 240 kV Little Smoky to Bickerdike
1046L (310P SUNDANCE (PLANT) to 338S CHERHILL)		4, 5, 9, 10			
69ST4 North Barrhead 69S 240/138 kV Transformer	4, 9, 10				
1046L (Sundance 310P to Cherhill 338S)	4, 5, 9, 10				
913L (69S NORTHBARRHEAD to 338S CHERHILL)	898L (North Calder 37S to Viscount 92S)	4, 5, 9, 10			
69ST4 North Barrhead 69S 240/138 kV Transformer		4, 5, 9, 10			

Identified Reliability Violation Resolved		Scenarios	System Condition	Mitigation Measures	Long-term Transmission Development
Contingency	Violation				
723L (Clyde 150S to Westlock 438S)		4, 5, 9, 10			
9L961 (Whitefish Lake 825S to Deerland 13S)	898L (North Calder 37S to Viscount 92S)	9, 10	FMM Import and Low Wind in Central East	Operations - open through flow path on 138 kV system between Heart Lake 898S and Clyde 150S	
9L960 (Whitefish Lake 825S to Deerland 13S)		9, 10			
1139L (367S HARRY SMITH to PETROLIA)	677L (305S ACHESON to 595S Spruce Grove)	4, 5, 7, 9, 10	NE/NW Import and high KEG generation	Operations - open the 138 kV connection between North St Albert 99S and North Calder 37S	West Edmonton Reinforcement
37ST6 North Calder 138/240 kV Transformer		2, 4, 5, 7, 8, 9, 10			
1098L (Jasper to Poundmaker)		5, 10			
930L (North Calder 37S to Poundmaker)		5			
12ST1 Heartland 500/240 kV Transformer		4, 5, 9, 10	Low or Reverse SOK Scenarios		
37ST6 North Calder 37S 138/240 kV Transformer	712L (Spruce Grove 595S to North St. Albert 99S)	4, 5, 9, 10	NE/NW Import and high KEG generation		
1139L (367S HARRY SMITH to PETROLIA)		5, 10			
12ST1	921L (71S LAMOUREUX to CLOVERBAR)	5, 10	High NE Import	Operations - monitor and control the FMM Cut-Plane	FMM West 500 kV Transmission Reinforcement
781L (Sherritt Gordon 172S to Lamoureux 71S)	707L (Fort Saskatchewan 54S to Dow Chemical 166S)	3, 8	Summer Conditions	Operations - Reconfigure the 138 kV East of Edmonton according to local line flows	East Edmonton Reinforcement
787L (Dow Chemical Fort Saskatchewan 166S to 787L Junction)		3			
731L (East Edmonton 38S to 746L Junction)	694L (Fort Saskatchewan 54S to Westwood 422S)	3, 5, 8, 10	Summer Conditions		

7. Long Term (2025) Assessment Post-Connection

7.1. Power Flow Analysis for 2025

This section presents the long term (2025) power flow analysis for the post-connection study Scenarios 11-15 (described in Table 3-1) assuming CPEC to be the sole new major generation plant in the Wabamun area.

The long term assessments summarized herein assumes the 2025 system topology as per the AESO 2013 LTP including the major system reinforcements provided in Table 7-1.

Table 7-1: Long Term Plan Projects in the 2025 Assessment

Project Name	Project Description	Projected in-service date
Project 838: West 500 kV line Sunnybrook to Thickwood	New 500 kV line from Sunnybrook to Thickwood.	2019
Little Smoky to Bickerdike Transmission Development	New 240 kV circuits from Little Smoky 813S to Bickerdike 39S	Near term
East of Edmonton 240/138 kV	New 240/138 kV source substation between Sherwood Park and Fort Saskatchewan A 240 kV transmission line from Clover Bar to the new substation	Near term
West of Edmonton	Add 138 kV transmission line between Acheson and North St. Albert substations	2018-2023
Fort Saskatchewan Area	Add a new 240/138 kV source substation between Deerland and Heartland substations Add a 138 kV transmission line to both Red Water and Beamer substations from the new source substation Increase 500/240 kV transformation capacity	Long term
Athabasca Area	Add a new 240/138 kV source substation between Plamondon and Waupisoo substations Add a new 240 kV transmission line from the new substation to Heart Lake substation and to Heartland substation	2018-2023

7.1.1. Scenario 11: 2025SL (North to South SOK Flow)

Study Scenario 11 post-2013 LTP power flow diagrams are provided in Attachment D.

System Normal (N-0) Condition – Scenario 11 Post-2013LTP

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 11 Post-2013LTP

There are no thermal or voltage reliability violations observed for the studied N-1 contingencies.

Double Element Contingency (N-2) Condition – Scenario 11 Post-2013LTP

There are no thermal or voltage reliability violations observed for the studied N-2 contingencies.

7.1.2. Scenario 12: 2025WP (North to South SOK Flow)

Study scenario 12 with 2013 LTP Power flow diagrams are provided in Attachment D.

System Normal (N-0) Condition – Scenario 12 Post-2013LTP

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 12 Post-2013LTP

Table 7-2 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-1 contingencies under Scenario 12 post-2013LTP.

As described in Section 6.2.3, the AESO 2015 LTP includes system reinforcements that will alleviate the 700L thermal constraints identified in this Report.

There is no voltage reliability violation observed for the studied N-1 contingencies.

Table 7-2: Scenario 12 with 2013 LTP (2025WP) Single Element Contingency (N-1)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
38ST1 East Edmonton 38S 240/138 kV Transformer	700L (Sherwood 746S to 700L Junction)	119	161	168	114
38ST4 East Edmonton 38S 240/138 kV Transformer	700L (Sherwood 746S to 700L Junction)	119	161	168	114

Double Element Contingency (N-2) Condition – Scenario 12 Post-2013LTP

There are no thermal or voltage reliability violations observed for the studied N-2 contingencies.

7.1.3. Scenario 13: 2025SP (North to South SOK Flow)

Study Scenario 13 post-2013LTP power flow diagrams are provided in Attachment D.

System Normal (N-0) Condition – Scenario 13 Post-2013LTP

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 13 Post-2013LTP

Table 7-3 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-1 contingencies under Scenario 13 post-2013LTP. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures. As described in Section 6.2.3, the AESO 2015 LTP includes system reinforcements that will alleviate the 700L thermal constraints identified in this Report.

There is no voltage reliability violation observed for the studied N-1 contingencies.

Table 7-3: Scenario 13 with 2013 LTP (2025SP) Single Element Contingency (N-1)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
38ST1 East Edmonton 38S 240/138 kV Transformer	700L (Sherwood 746S to 700L Junction)	119	131	158	131
38ST4 East Edmonton 38S 240/138 kV Transformer	700L (Sherwood 746S to 700L Junction)	119	131	158	131
781L (Sherritt Gordon 172S to Lamoureux 71S)	707L (Fort Saskatchewan 54S to Dow Chemical 166S)	119	131	132	108

Double Element Contingency (N-2) Condition – Scenario 13 Post-2013LTP

Table 7-4 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 13 post-2013LTP. No facilities are over short term ratings and will be managed by the AESO and TFO operating procedures.

There are no voltage criteria violations observed for the N-2 condition.

Table 7-4: Scenario 13 with 2013 LTP (2025SP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
909L_1045L	905L (Wabamun 19S to North Calder 37S)	299	359	318	103

7.1.4. Scenario 14: 2025WP (South to North SOK Flow)

Study Scenario 14 post-2013LTP power flow diagrams are provided in Attachment D.

System Normal (N-0) Condition – Scenario 14 Post-2013LTP

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 14 Post-2013LTP

Table 7-5 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-1 contingencies under Scenario 14 post-2013LTP. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures. As described in Section 6.2.3, the AESO 2015 LTP includes system reinforcements that will alleviate the 700L thermal constraints identified in this Report.

There is no voltage reliability violation observed for the studied N-1 contingencies.

Table 7-5: Scenario 14 with 2013 LTP (2025WP) Single Element Contingency (N-1)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
38ST1 East Edmonton 38S 240/138 kV Transformer	700L (Sherwood 746S to 700L Junction)	146	161	162	110
38ST4 East Edmonton 38S 240/138 kV Transformer	700L (Sherwood 746S to 700L Junction)	146	161	161	110
1046L (Sundance 310P to Cherhill 338S)	898L (North Calder 37S to Viscount 92S)	90	99	101	109
913L (69S NORTHBARRHEAD to 338S CHERHILL)	898L (North Calder 37S to Viscount 92S)	90	99	98	106

Double Element Contingency (N-2) Condition – Scenario 14 Post-2013LTP

Table 7-6 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-2 contingencies under Scenario 14 post-2013LTP. No facilities are over short term ratings and will be managed by the AESO and TFO operating procedures.

There are no voltage criteria violations observed for the N-2 condition.

Table 7-6: Scenario 14 with 2013 LTP (2025WP) Double Element Contingency (N-2)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
908L_1058L	946L (Ellerslie 89S to East Edmonton 38S)	499	734	511	101

7.1.5. Scenario 15: 2025SP (South to North SOK Flow)

Study Scenario 15 post-2013LTP power flow diagrams are provided in Attachment D.

System Normal (N-0) Condition – Scenario 15 Post-2013LTP

There are no thermal or voltage reliability violations observed for the N-0 condition.

Single Element Contingency (N-1) Condition – Scenario 15 Post-2013LTP

Table 7-7 summarizes transmission facilities operating above their nominal continuous thermal ratings and the corresponding N-1 contingencies under Scenario 15 post-2013LTP. Thermal loadings that are less than the short-term rating of the transmission facilities will be managed by the AESO and TFO operating procedures.

As described in Section 6.2.3, the AESO 2015 LTP includes system reinforcements that will alleviate the 700L thermal constraints identified in this Report.

There is no voltage reliability violation observed for the studied N-1 contingencies.

Table 7-7: Scenario 15 with 2013 LTP (2025SP) Single Element Contingency (N-1)

Contingency	Monitored Element	Nominal Rating (MVA)	Short-Term Rating (MVA)	Flow (MVA)	% of Nominal Current Rating
38ST1 East Edmonton 38S 240/138 kV Transformer	700L (Sherwood 746S to 700L Junction)	119	131	149	124
38ST4 East Edmonton 38S 240/138 kV Transformer	700L (Sherwood 746S to 700L Junction)	119	131	149	124
781L (Sherritt Gordon 172S to Lamoureux 71S)	707L (Fort Saskatchewan 54S to Dow Chemical 166S)	119	131	128	106

1043L (Keephills 320P to Harry Smith 367S)	604L (149S Nisku 149S to Blackmud 155S)	120	132	126	106
739L (Devon 14S to Acheson 305S)	604L (149S Nisku 149S to Blackmud 155S)	120	132	121	100
1046L (Sundance 310P to Cherhill 338S)	898L (North Calder 37S to Viscount 92S)	85	94	87	100

Double Element Contingency (N-2) Condition – Scenario 15 Post-2013LTP

There are no thermal or voltage reliability violations observed under the studied N-2 contingencies under Scenario 15 post-2013LTP.

7.2. Transient Stability Analysis

Transient stability study results for post-connection indicate that there is no stability concern for selected Categories B and C5 contingencies identified in Table 2-11. Transient stability plots are provided in Attachment F.

7.3. Conclusion and Recommendations

The system performance assessments for the long-term 2025 scenarios show no constraints related to the CPEC connection. The potential for long-term thermal and voltage violations to occur is a function of the location, magnitude and timing of future load and generation additions and retirements. The AESO will continue to monitor the Edmonton Region and establish plans for system reinforcements as the needs arise.

Transient stability results show no stability concerns for the selected category B and C5 contingencies.

8. Mitigation Measures and Long-term Transmission Development

The near term (2019) system assessments summarized in Section 6.4 indicate that prior to and following connection of the CPEC, there is a potential for a number of N-1 transmission constraints that require interim mitigation until planned transmission system reinforcements are completed. The identified constraints and corresponding mitigation measures and planned transmission reinforcements are provided below and summarized in Table 8-1.

The proposed interim mitigation measures are required for the future transmission system (prior to the CPEC connection); therefore, implementation of those measures has not been included in the scope of this project. The mitigation measures have been recorded by the AESO and will be further designed and implemented as if required.

Mitigation Measure #1 - open the 138 kV network between North St. Albert and North Calder to remove the transmission line 677L thermal violation until the planned West Edmonton Reinforcement is completed.

Mitigation Measure #2 - reconfigure the 138 kV system to remove the thermal violations on transmission lines 707L and 694L until the planned East Edmonton Reinforcement is complete. The 138 kV configuration used in this area will depend on the load growth in the area.

Mitigation Measure #3 – reconfigure the local 138 kV system in accordance with local line flows and status to remove thermal violations on transmission line 807L until the planned 807L upgrade is completed.

Mitigation Measure #4 - reconfigure the 138 kV system to open the parallel path to remove the thermal violations on transmission lines 792L and 898L when the 240 kV connection between Sundance and North Barrhead is lost until the FMM West 500 kV Transmission Reinforcement is in service.

Mitigation Measure #5 - reconfigure the 138 kV system to open the through path to remove the thermal violations on transmission lines 792L and 898L when there is significant flow going east from Clyde.

Mitigation Measure #6 - monitor and control the FMM cut-plane to remove the thermal violation on 921L after the loss of the Heartland 500/240 kV transformer.

Table 8-1: Projects that Resolve Reliability Violations Exceeding Short Term Ratings

Reference	Identified Reliability Violation Resolved		Scenarios	System Condition	Interim Mitigation Measures	Long-term Solution
	Contingency	Violation				
Mitigation Measure #1	1139L (367S HARRY SMITH to PETROLIA)	677L (305S ACHESON to 595S Spruce Grove)	4, 5, 7, 9, 10	NE/NW Import and high KEG generation	Open the 138 kV connection between North St. Albert and North Calder	West Edmonton Reinforcement
	37ST6 North Calder 138/240 kV Transformer		2, 4, 5, 7, 8, 9, 10			
	1098L (Jasper to Poundmaker)		5, 10			
	930L (North Calder 37S to Poundmaker)		5			
	12ST1 Heartland 500/240 kV Transformer		4, 5, 9, 10			
	37ST6 North Calder 37S 138/240 kV Transformer	4, 5, 9, 10				
	1139L (367S HARRY SMITH to PETROLIA)	712L (Spruce Grove 595S to North St. Albert 99S)	5, 10			
Mitigation Measure #2	781L (Sherritt Gordon 172S to Lamoureux 71S)	707L (Fort Saskatchewan 54S to Dow Chemical 166S)	3, 8	Summer Conditions	Reconfigure the 138 kV East of Edmonton according to local line flows	East Edmonton Reinforcement
	787L (Dow Chemical Fort Saskatchewan 166S to 787L Junction)		3			
	731L (East Edmonton 38S to 746L Junction)	694L (Fort Saskatchewan 54S to Westwood 422S)	3, 5, 8, 10	Summer Conditions		
Mitigation Measure #3	708L Tap (233S BEAMER to 708L Tap to 71S LAMOUREUX)	807L (233S BEAMER to 807L Tap)	4, 5, 7, 9, 10	High Load Scenarios	Reconfigure the 138 kV at Beamer according to local line flows	Increase the rating of 807L
Mitigation Measure	1046L (Sundance 310P to Cherhill 338S)	898L (North Calder 37S to	4, 5, 9, 10	High NW and NE	Open 138 kV path from North	FMM West 500 kV Transmission

Reference	Identified Reliability Violation Resolved		Scenarios	System Condition	Interim Mitigation Measures	Long-term Solution
	Contingency	Violation				
#4	913L (69S NORTHBARRHEAD to 338S CHERHILL)	Viscount 92S)	4, 5, 9, 10	Import Scenarios	Barrhead to North Calder	Reinforcement or 240 kV Little Smoky to Bickerdike
	69ST4 North Barrhead 69S 240/138 kV Transformer		4, 5, 9, 10			
	723L (Clyde 150S to Westlock 438S)		4, 5, 9, 10			
	913L (69S NORTHBARRHEAD to 338S CHERHILL)	792L (191S N.W.CARDIFF to 92S Viscount)	4, 5, 9, 10			
	1046L (310P SUNDANCE (PLANT) to 338S CHERHILL)		4, 5, 9, 10			
	69ST4 North Barrhead 69S 240/138 kV Transformer		4, 9, 10			
Mitigation Measure #5	9L961 (Whitefish Lake 825S to Deerland 13S)	898L (North Calder 37S to Viscount 92S)	9, 10	FMM Import	Open through flow path on 138 kV system between Heart Lake and Clyde	FMM West 500 kV Transmission Reinforcement or 240 kV Little Smoky to Bickerdike
	9L960 (Whitefish Lake 825S to Deerland 13S)		9, 10			
Mitigation Measure #6	12ST1	921L (71S LAMOUREUX to CLOVERBAR)	5, 9, 10	NE Import	Monitor and Control the FMM Cut-Plane	FMM West 500 kV Transmission Reinforcement

9. Sensitivity Analysis

The CPEC connection studies presented in this Report align with the AESO's 2014 LTO which forecasts one combined cycle plant within the Study Area in the near term in combination with the retirement of Sundance units #1 and #2 in December 2019. The AESO also conducted a sensitivity analysis to assess the reliability of the transmission system assuming two major combined cycle generation facilities – the CPEC and the 1000 MW ATCO Power Heartland Generation Facility (AESO Project 1421) in the Fort Saskatchewan area. The results of the sensitivity analysis show no significant change to the results from the studies conducted for the CPEC connection alone and are therefore not repeated in this Report.

As the ATCO Power Heartland Generation Facility progresses through the AESO connection process, the associated engineering studies and needs identification document will include the CPEC.

10. Short Circuit Analysis

10.1. Pre-Connection

Short-circuit studies were performed for the CPEC pre-connection system to determine the fault levels in the system with 2019WP scenario. Single phase and three phase fault currents were calculated at the Genesee substation and other nearby substations.

Table 10-1: Summary of Short-Circuit Current Levels Pre-Connection (2019WP)

Substation Name and Number	Base Voltage (kV)	Pre-Fault Voltage	Pre-Fault Voltage (pu)	3-ph Fault (kA)	Positive Sequence Thevenin Source Impedance (R1+jX1) (pu)	1-ph Fault (kA)	Zero Sequence Thevenin Source Impedance (R0+jX0) (pu)
Ellerslie 89S	240	245	1.02	29.9	0.001919+j0.008171	27.8	0.000962+j0.010323
Ellerslie 89S	500	533	1.07	12.2	0.001327+j0.010292	12	0.000562+j0.010985
Keephills 320P	240	255	1.06	15.2	0.001244+j0.017175	12.7	0.000774+j0.027643
GENESEE	500	535	1.07	11.9	0.001024+j0.010656	13	0.000445+j0.008146
Keephills 320P	500	535	1.07	11.8	0.001056+j0.010758	12.1	0.000631+j0.010156
Sunnybrook 510S	500	535	1.07	11.9	0.001024+j0.010663	13	0.000460+j0.008196

10.2. Post-Connection

Short-circuit studies were performed for the 2019WP scenario following the CPEC connection. Single phase and three phase fault currents were calculated at the Genesee substation and other nearby substations. A long-term fault level was completed on the AESO's 2025WP Planning Base Case. The long term short circuit levels were found to be within the designed capabilities of the nearby facilities.

Table 10-2: Summary of Short-Circuit Current Levels Post-Connection (2019WP)

Substation Name and Number	Base Voltage (kV)	Pre-Fault Voltage	Pre-Fault Voltage (pu)	3-ph Fault (kA)	Positive Sequence Thevenin Source Impedance (R1+jX1) (pu)	1-ph Fault (kA)	Zero Sequence Thevenin Source Impedance (R0+jX0) (pu)
Ellerslie 89S	240	243	1.01	31.8	0.001749+j0.007763	29.3	0.000928+j0.010009
Ellerslie 89S	500	527	1.05	14	0.001090+j0.009111	13.4	0.000568+j0.010349
Keephills 320P	240	253	1.05	16.2	0.001051+j0.016286	13.5	0.000799+j0.026282

Substation Name and Number	Base Voltage (kV)	Pre-Fault Voltage	Pre-Fault Voltage (pu)	3-ph Fault (kA)	Positive Sequence Thevenin Source Impedance (R1+jX1) (pu)	1-ph Fault (kA)	Zero Sequence Thevenin Source Impedance (R0+jX0) (pu)
GENESEE	500	529	1.06	15	0.000728+j0.008602	17	0.000236+j0.005661
Keephills 320P	500	529	1.06	14.2	0.000792+j0.009064	14.4	0.000657+j0.008772
Sunnybrook 510S	500	530	1.06	15	0.000729+j0.008613	17	0.000254+j0.005725

Table 10-3: Summary of Short-Circuit Current Levels Post-Connection (2025WP)

Substation Name and Number	Base Voltage (kV)	Pre-Fault Voltage	Pre-Fault Voltage (pu)	3-ph Fault (kA)	Positive Sequence Thevenin Source Impedance (R1+jX1) (pu)	1-ph Fault (kA)	Zero Sequence Thevenin Source Impedance (R0+jX0) (pu)
Ellerslie 89S	240	249	1.04	32.8	0.001682+j0.007433	31.5	0.000948+j0.008635
Ellerslie 89S	500	538	1.08	16	0.000947+j0.007738	16.1	.000745+j0.007695
Keephills 320P	240	256	1.07	16.5	0.000963+j0.015578	13.9	0.000870+j0.024528
GENESEE	500	537	1.07	16.8	0.000640+j0.007416	21.4	0.000208+j0.002689
Keephills 320P	500	538	1.08	15.6	0.000702+j0.007991	16.3	0.000730+j0.006988
Sunnybrook 510S	500	537	1.07	16.8	0.000641+j0.007426	21.3	0.000229+j0.002768

11. Summary and Conclusions

Capital Power submitted a SASR to the AESO for the addition of 1060 MW of combined cycle power generation at Genesee.

The proposed alternative for the connection of this generation includes:

- Extension of the 500 kV buses to create two additional diameters between the buses.
- Four (4) 500 kV breakers with associated disconnect switches.

This Report assesses the impact of the proposed CPEC connection on the AIES. To ensure a comprehensive study for the CPEC connection, several scenarios were studied. The scenarios focused on three primary cut-planes: Northwest Region, Fort McMurray and SOK. The studies stressed the Edmonton Region by increasing the import and export flows on these cut-planes. A high generation was dispatched in the Wabamun area and the 2019 studies assumed that the generation units Sundance #1 and #2 had not retired.

The pre-connection system was defined as the 2019 system configuration prior to the CPEC connection.. The performance of the pre-connection system was assessed using the AESO Reliability Standards, Criteria, System Modeling Data and Study as described in Section 2.

The pre-connection power flow analyses show no transmission facilities operating above their nominal operating limits for system normal (N-0) condition. The studies of N-1 and N-2 contingencies observed that the CPEC connection exacerbates pre-connection system constraints in addition to adding new constraints, which result from thermal overloads on the 138 kV and 240 kV transmission network in the Study Area. Not all constraints identified in this study relate to the CPEC connection. The performance violations depend on the overall system generation dispatch. The observed thermal overloads will be resolved by the planned AESO 2013LTP developments. In the interim, temporary mitigation measures, operating procedures and/or Remedial Action Schemes (RAS) may be required. The AESO will continue to monitor the flows in the region and, if necessary, modify these mitigation measures as system reinforcements and customer connection projects proceed through the AESO connection process.

The results of the near term (2019) analyses show the need for the planned 2013LTP developments in the area reinforcements.

Section 6.2 shows the results assuming the 2013LTP developments to be in service. Apart from the potential thermal overloads on 700L which will be alleviated by the AESO 2015LTP system reinforcements for the Edmonton Region, all line flows during N-1 contingencies are below the short-term ratings of the lines and can be managed through AESO and TFO operating procedures.

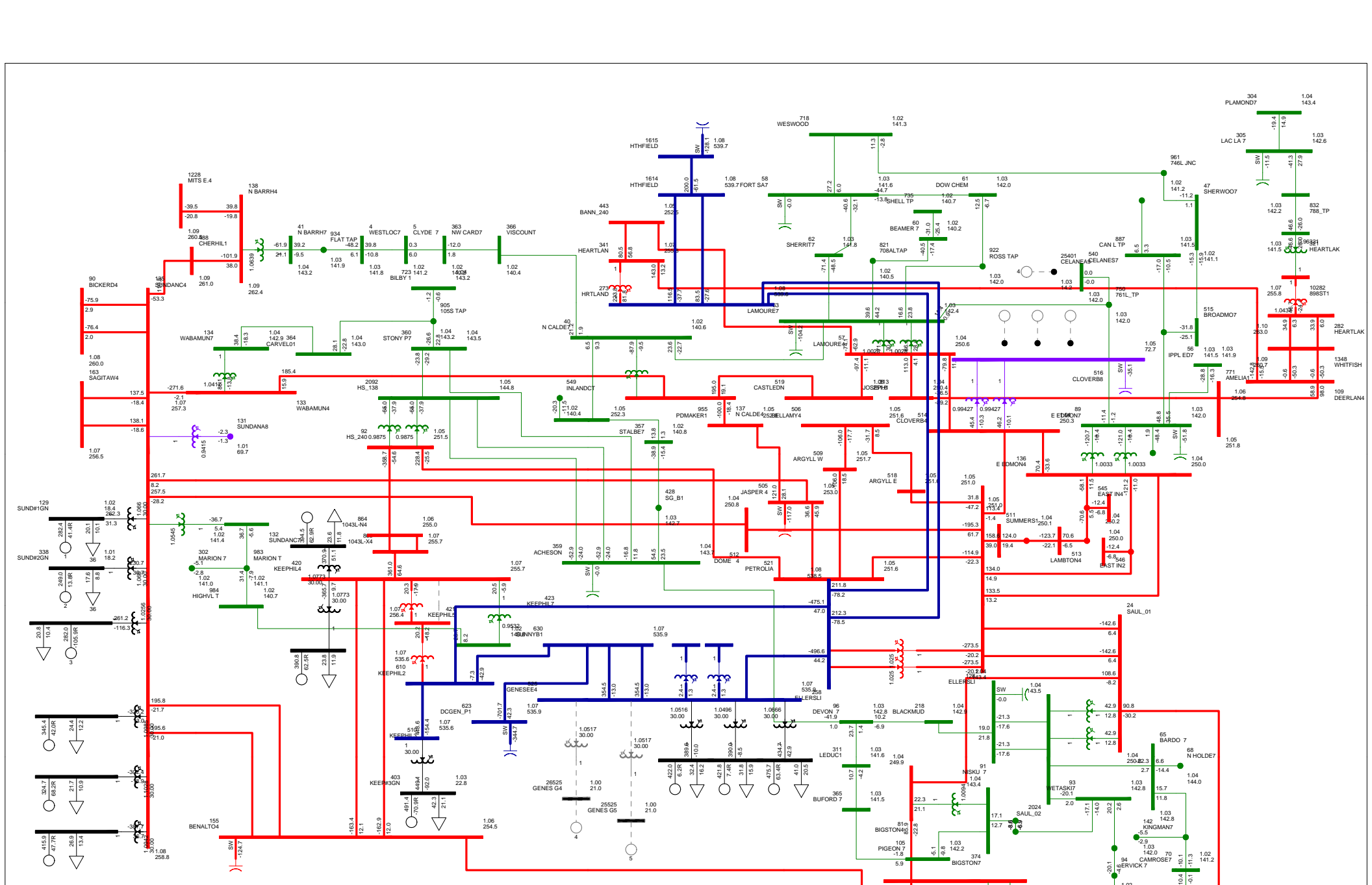
The AESO conducted sensitivity studies to evaluate the 2019 transmission system impact of connecting the 1000 MW ATCO Power Heartland Generation Facility in

addition to the CPEC. These sensitivity analyses show no significant change to the results of the CPEC connection studies and therefore do not change the conclusions presented in this Report. As the ATCO Power Heartland Generation Facility progresses through the AESO connection process, the associated engineering studies and needs identification document will include the CPEC.

In conclusion, this Report shows that the interconnection of the proposed CPEC in conjunction with the mitigation measures and identified planned system reinforcements meets the Reliability Criteria.

Attachment A

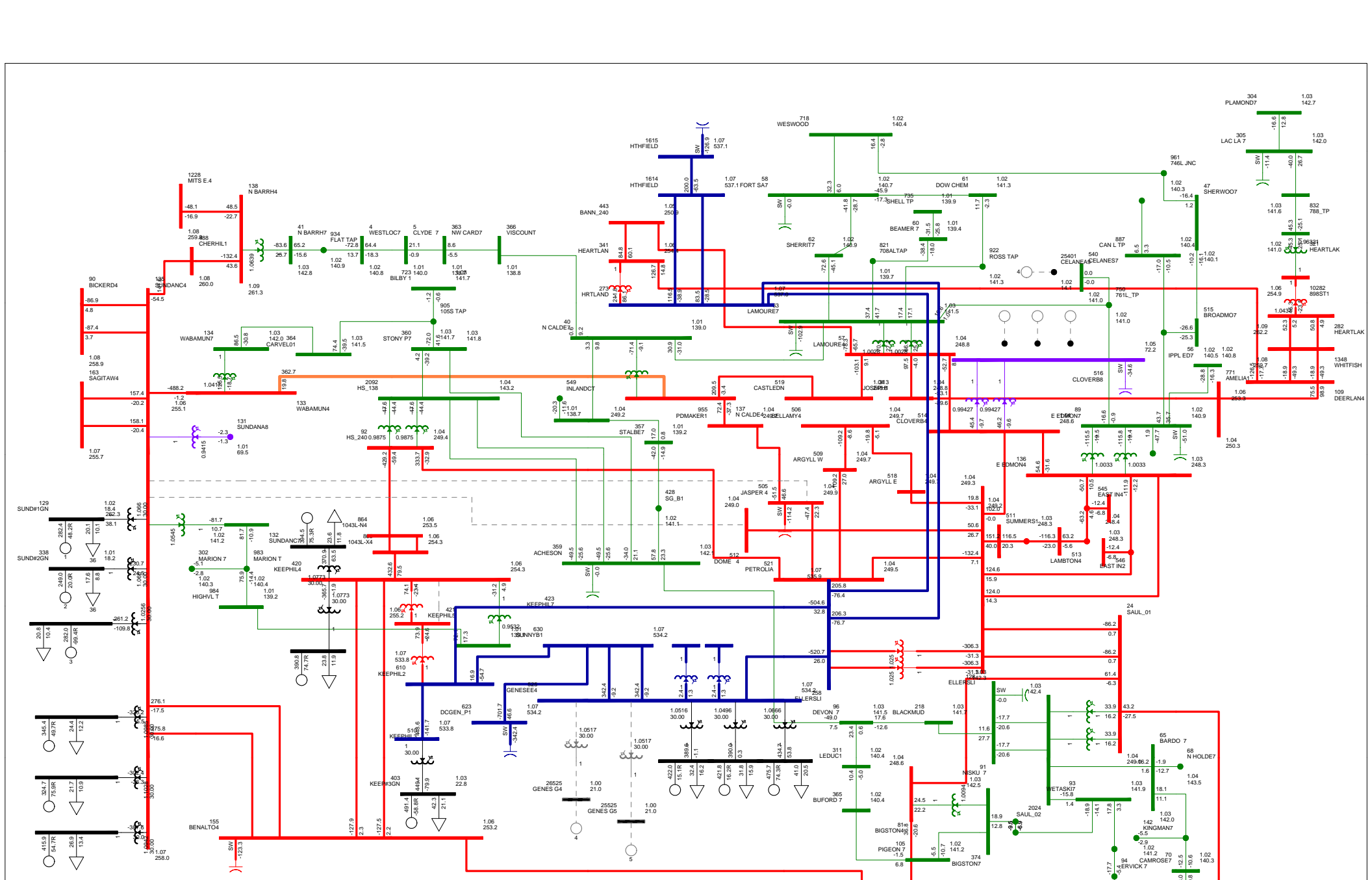
Near-Term Pre-Connection Power Flow Analysis Results



SCENARIO 1 2019SL
 BASE CASE
 FID-A-1
 MON, MAR 14 2016 17:16

Bus - Voltage (kV) @
 Branch - MW/MVar
 Equipment - MW/MVar
 MW ->25,000 ←69,000 ←138,000 ←240,000 ←500,000 ←500,000

SOK Cutplane	1000.0 MW + (0.35) x -117.8 MW	Max: 2,050MW
KEG Cutplane	1688.2 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB: -705.4 MW		WATL: 688.2 MW
MATL Import: 0.0 MW		EATL: 198.8 MW
Sask. Import: -150.0 MW		

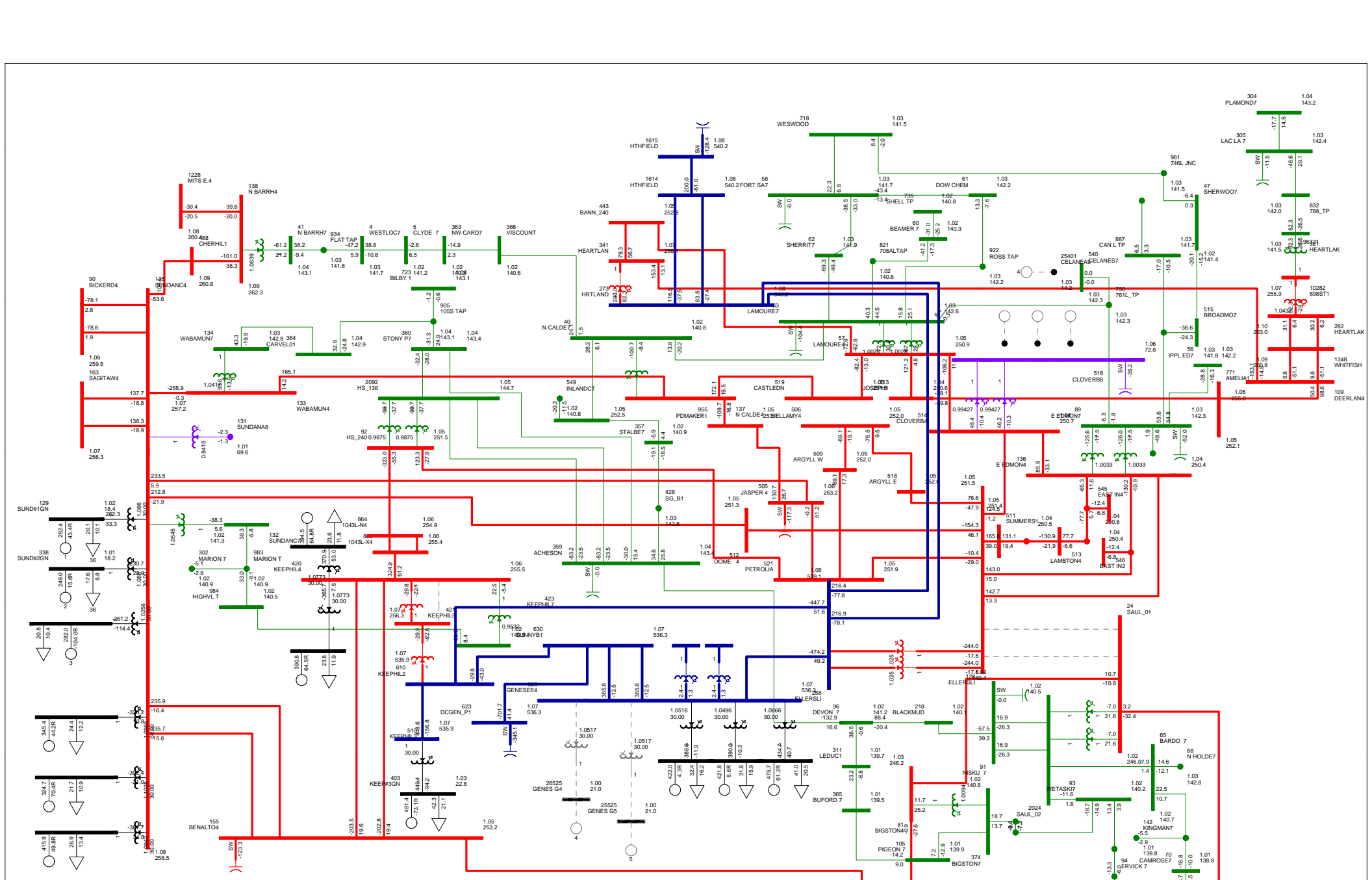


SCENARIO 1 2019SL
 809L_1045L
 FIG 2-2
 MON, MAR 14 2016 17:16

Bus - Voltage (KV) @
 Branch - MW/MVar
 Equipment - MW/MVar

W: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

SOK Cutplane	986.4 MW	+ (0.35) x -116.1 MW	Max: 2,050MW
KEG Cutplane	1688.2 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB: -690.5 MW			WATL: 688.2 MW
MATL Import: 0.0 MW			EATL: 198.8 MW
Sask. Import: -150.0 MW			



SCENARIO 1 2019SL
112L_1140L
FIG 2-3
MON, MAR 14 2016 17:16

Bus - Voltage (kV) @
Branch - MW/MVar
Equipment - MW/MVar

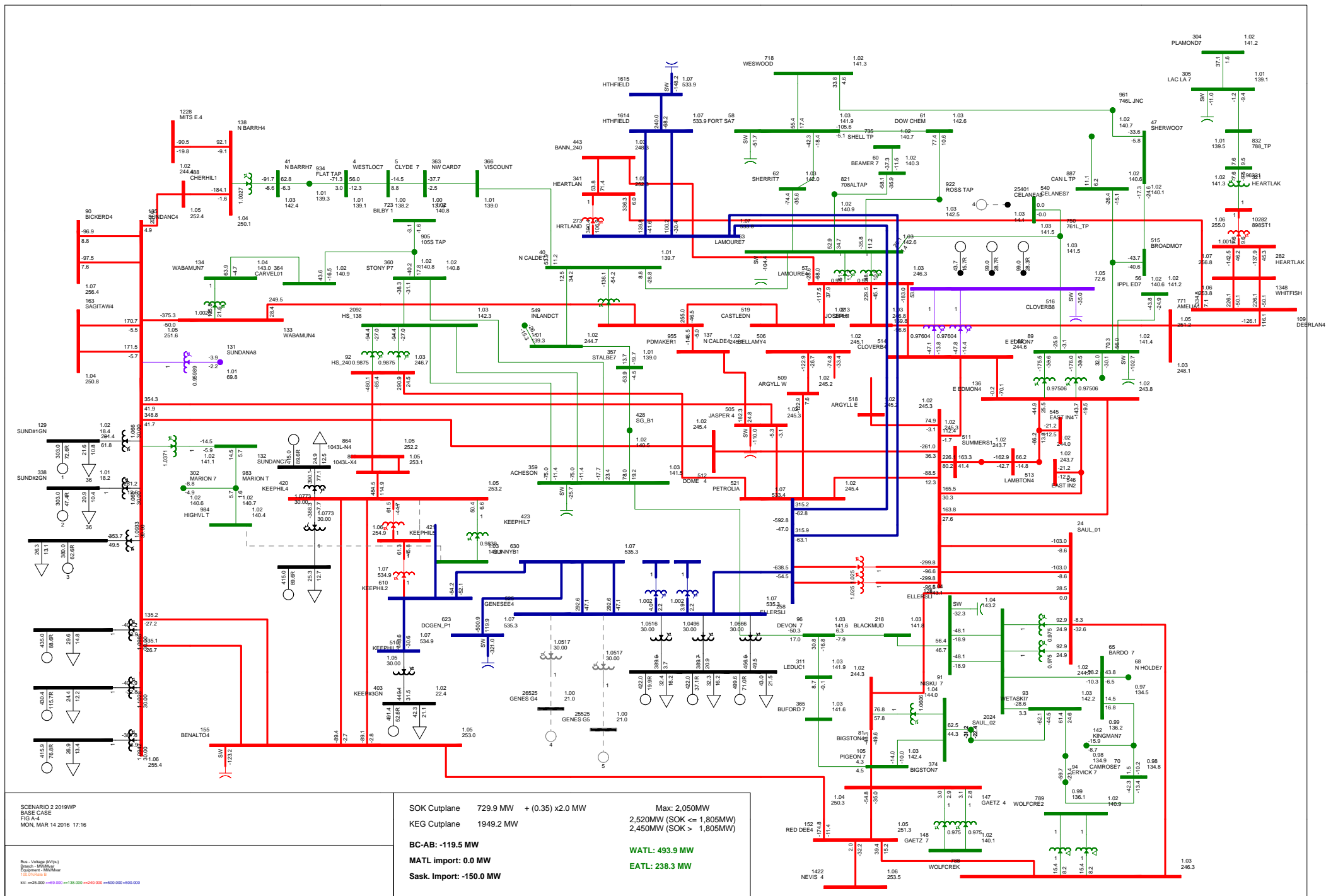
W: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

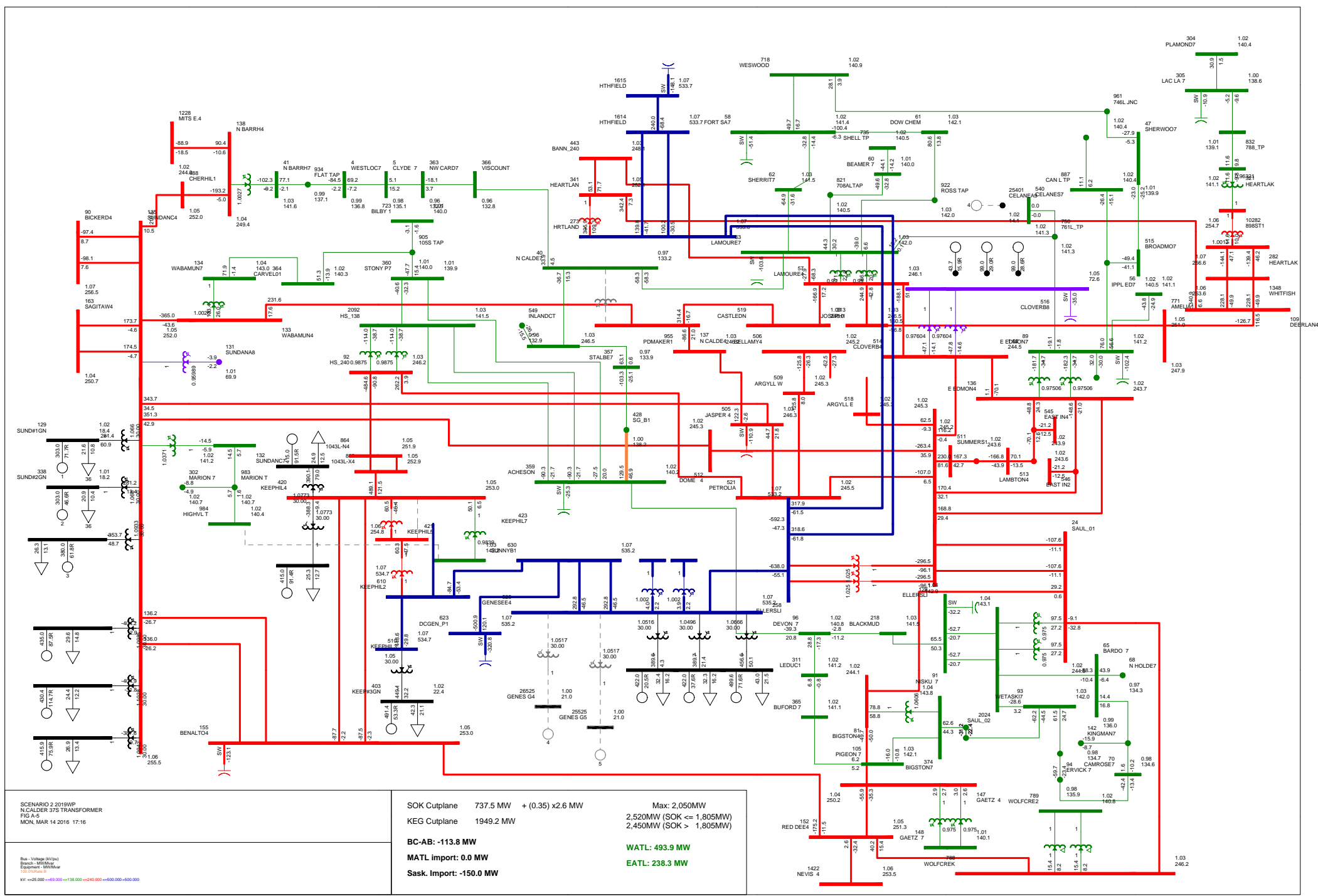
SOK Cutplane 890.4 MW + (0.35) x 122.7 MW
KEG Cutplane 1688.2 MW

BC-AB: -696.3 MW
MATL Import: 0.0 MW
Sask. Import: -150.0 MW

Max: 2,050 MW
2,520 MW (SOK <= 1,805 MW)
2,450 MW (SOK <= 1,805 MW)

WATL: 688.2 MW
EATL: 198.8 MW

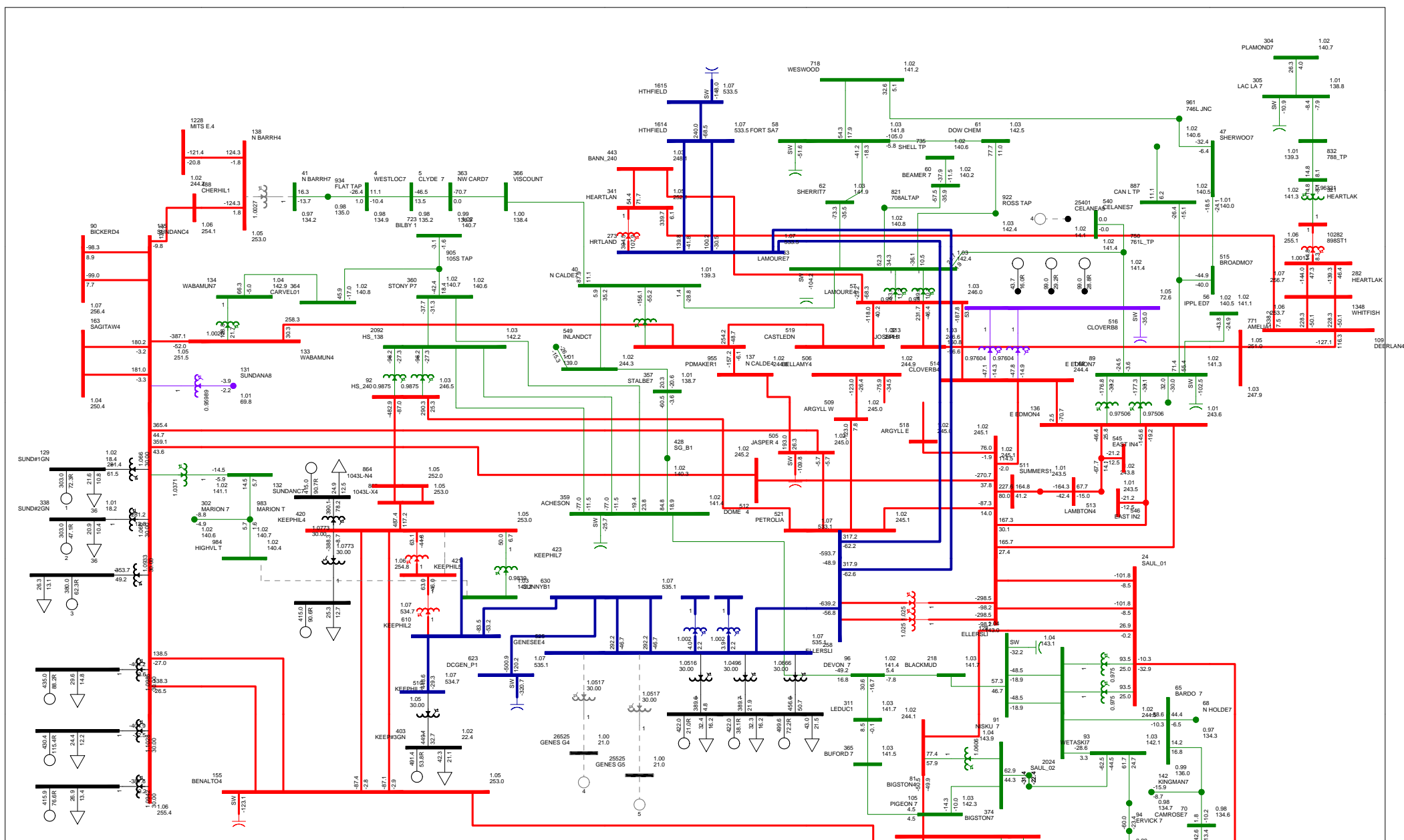




SCENARIO 2 2019WP
 N CALDEX SYS TRANSFORMER
 FIG A-5
 MON, MAR 14 2016 17:16

Bus - Voltage (kV) (no)
 Branch - MW (MW)
 Equipment - MW (MW)
 (S) (MW)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

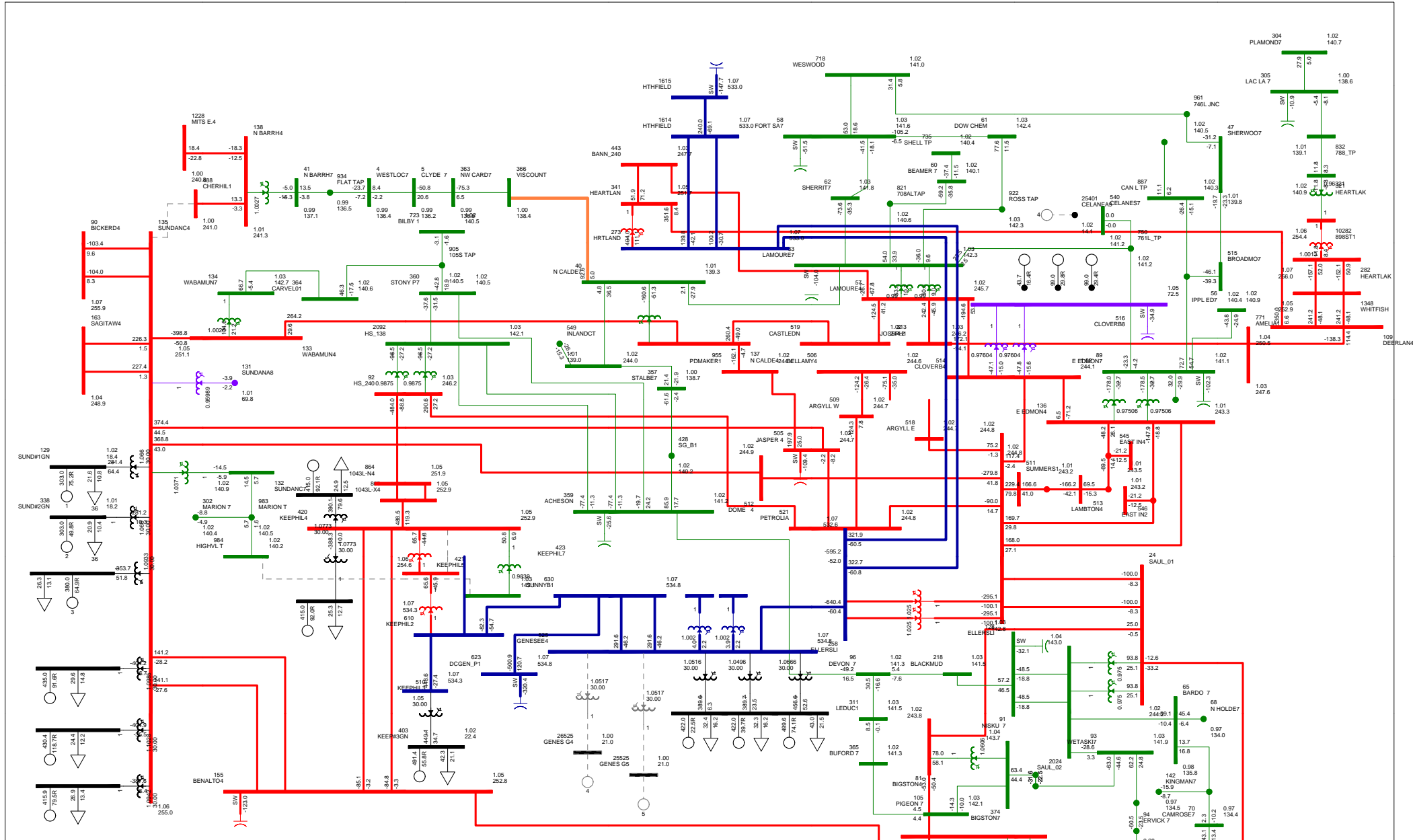
SOK Cutplane	737.5 MW + (0.35) x2.6 MW	Max: 2,050MW
KEG Cutplane	1949.2 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-113.8 MW	WATL: 493.9 MW
MATL Import:	0.0 MW	EATL: 238.3 MW
Sask. Import:	-150.0 MW	



SCENARIO 2 2019WP
 NORTH BARRHEAD 85S TRANSFORMER
 FIG A-6
 MON, MAR 14 2016 17:16

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

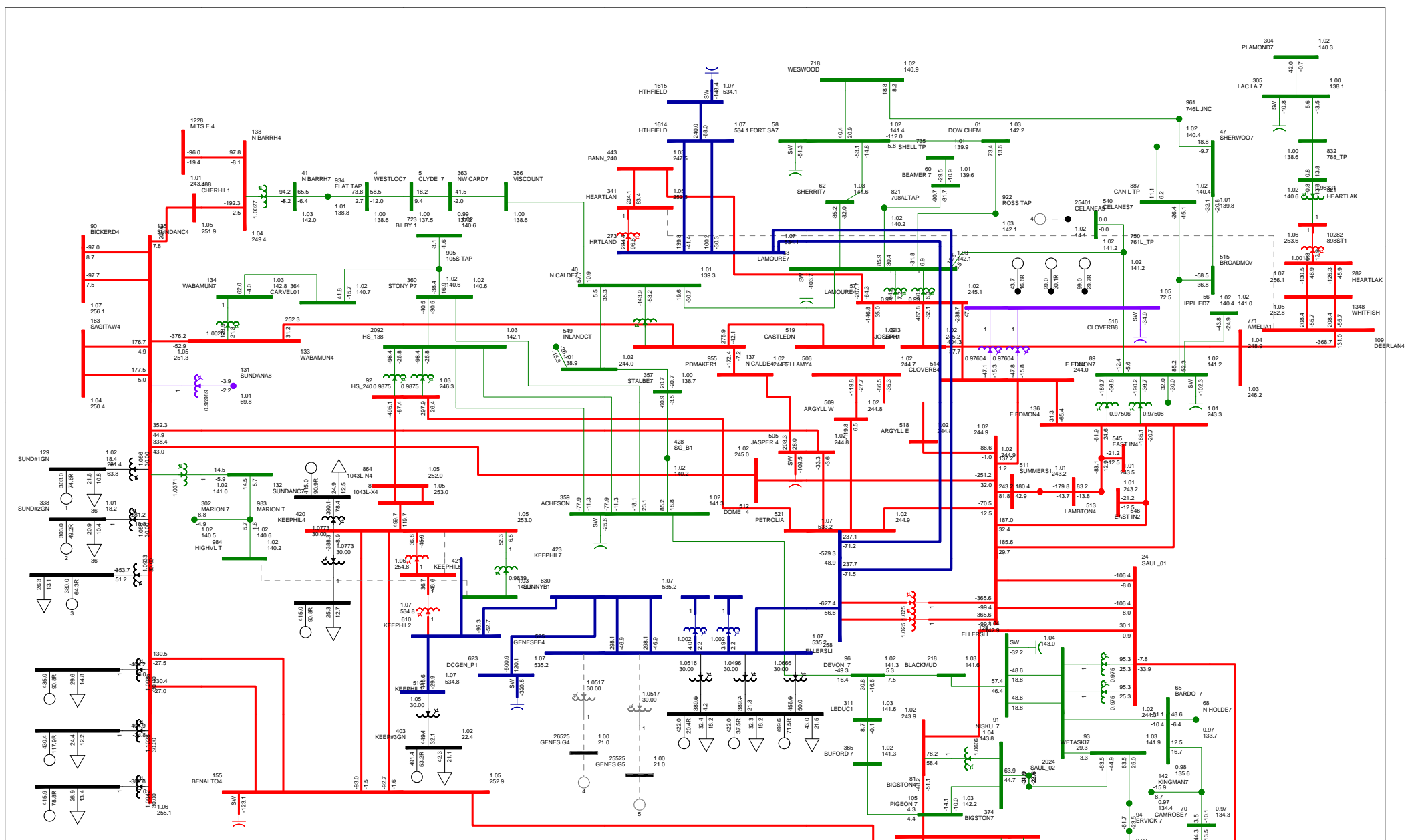
SOK Cutplane	729.9 MW	+ (0.35) x2.9 MW	Max: 2,050MW
KEG Cutplane	1949.2 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-115.1 MW		WATL: 493.9 MW
MATL import:	0.0 MW		EATL: 238.3 MW
Sask. import:	-150.0 MW		



SCENARIO 2 2019WP
 106L SUNDANCE 310P TO CHERHILL (38S)
 FIG A-7
 MON, MAR 14 2016 17:16

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MVA (m)
 I - MW (m)
 KV ->25.000 ->69.000 ->138.000 ->240.000 ->500.000 ->600.000

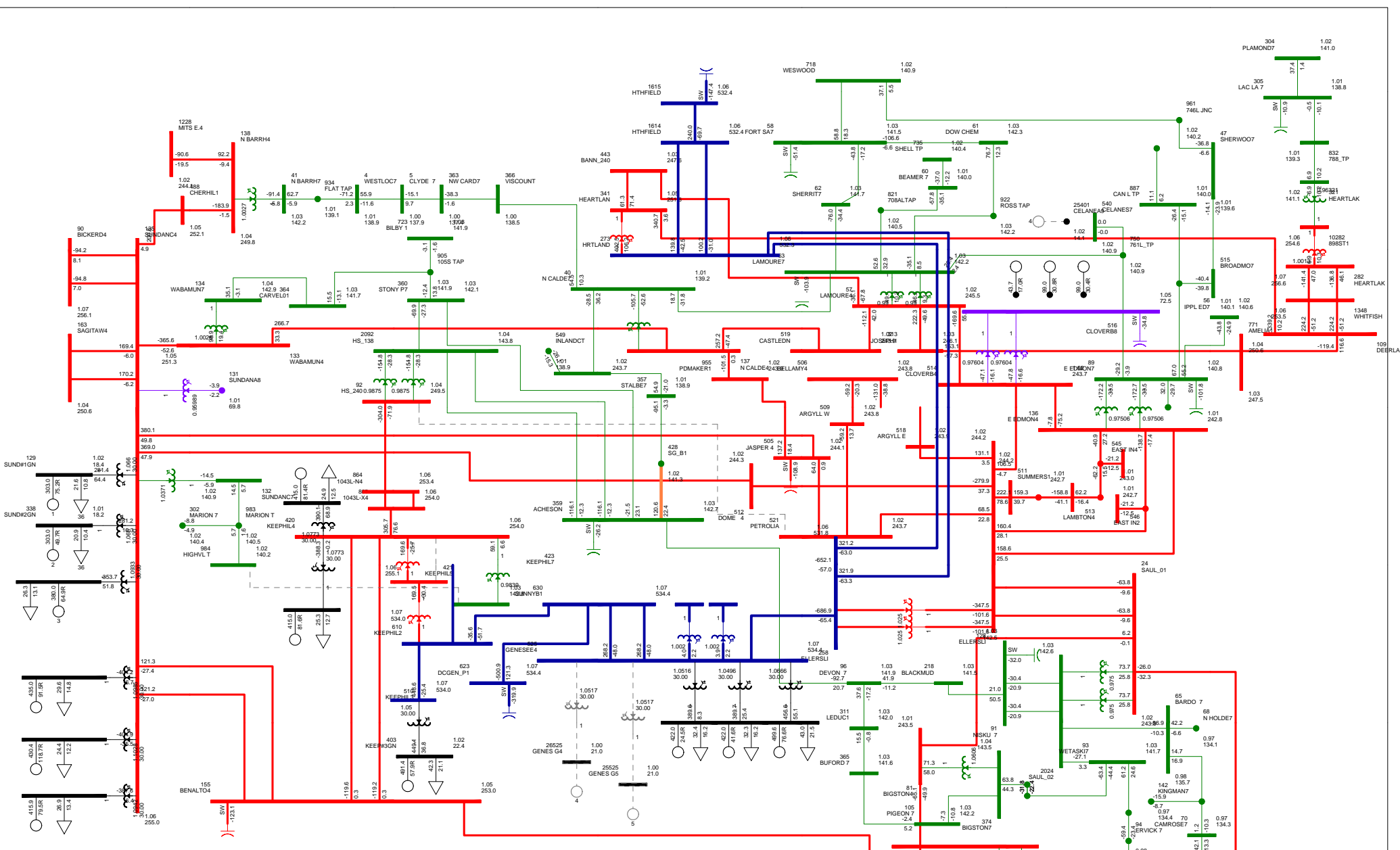
SOK Cutplane	725.5 MW + (0.35) x4.2 MW	Max: 2,050MW
KEG Cutplane	1949.2 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-105.6 MW	WATL: 493.9 MW
MATL import:	0.0 MW	EATL: 238.3 MW
Sask. Import:	-150.0 MW	



SCENARIO 2 2019WP
 10SL HEARTLAND 12S TO DERLAND 13S
 FIG A-8
 MON, MAR 14 2016 17:16

Bus - Voltage (kV) [m]
 Branch - MW/MVA
 Equipment - MW/MVA
 10/1000000
 kV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane	733.9 MW + (0.35) x7.2 MW	Max: 2,050MW
KEG Cutplane	1949.2 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-106.7 MW	WATL: 493.9 MW
MATL import:	0.0 MW	EATL: 238.3 MW
Sask. import:	-150.0 MW	



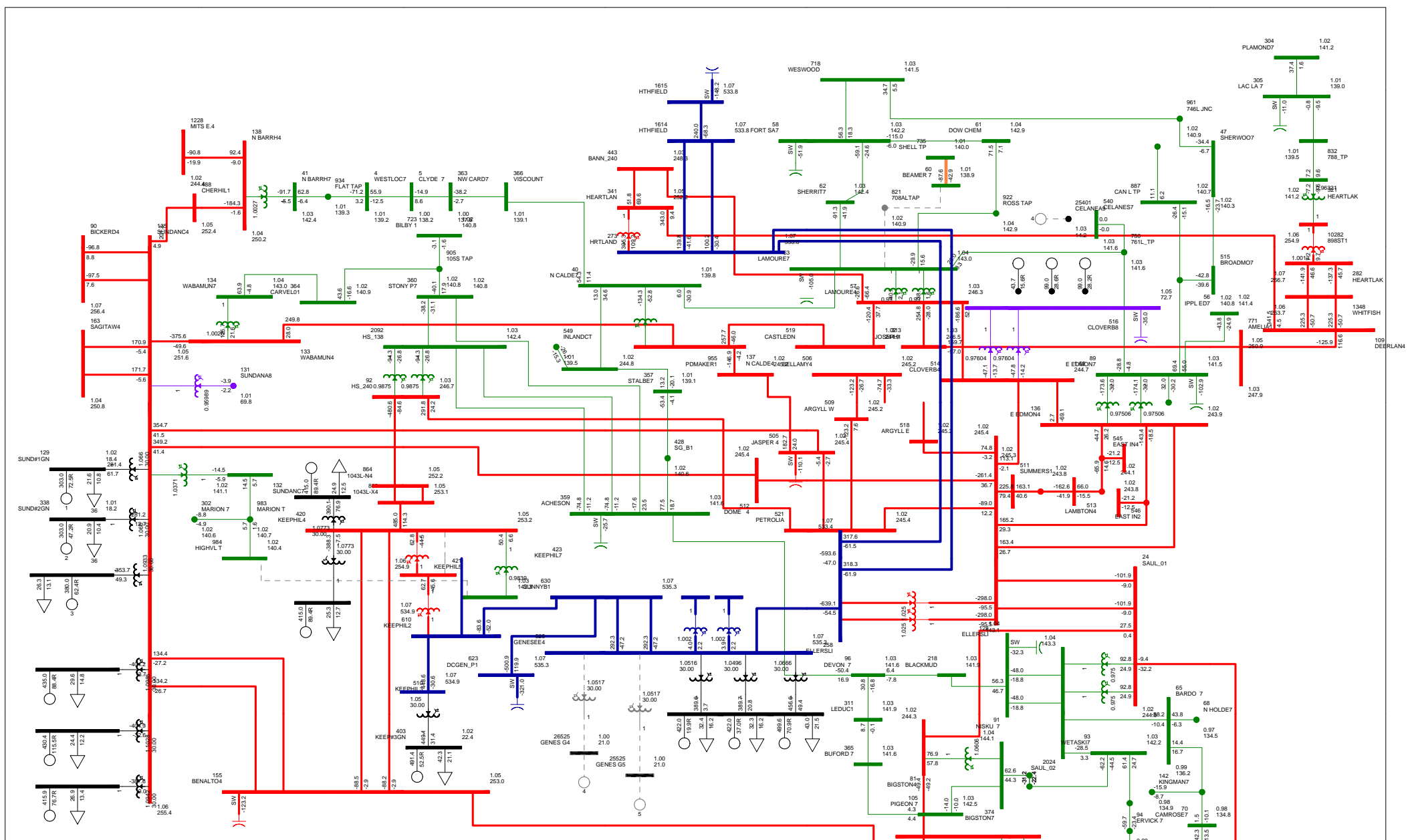
SCENARIO 2 2019WP
 1138L HARRY SMITH 3675 TO PETROLIA)
 FIG A-9
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) [no]
 Branch - MW/MVA
 Equipment - MW/MVA
 [no]
 KV = $25000 + 69100 + 138000 + 240000 + 500000 + 600000$

SOK Cutplane 685.8 MW + (0.35) x2.9 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 1949.1 MW

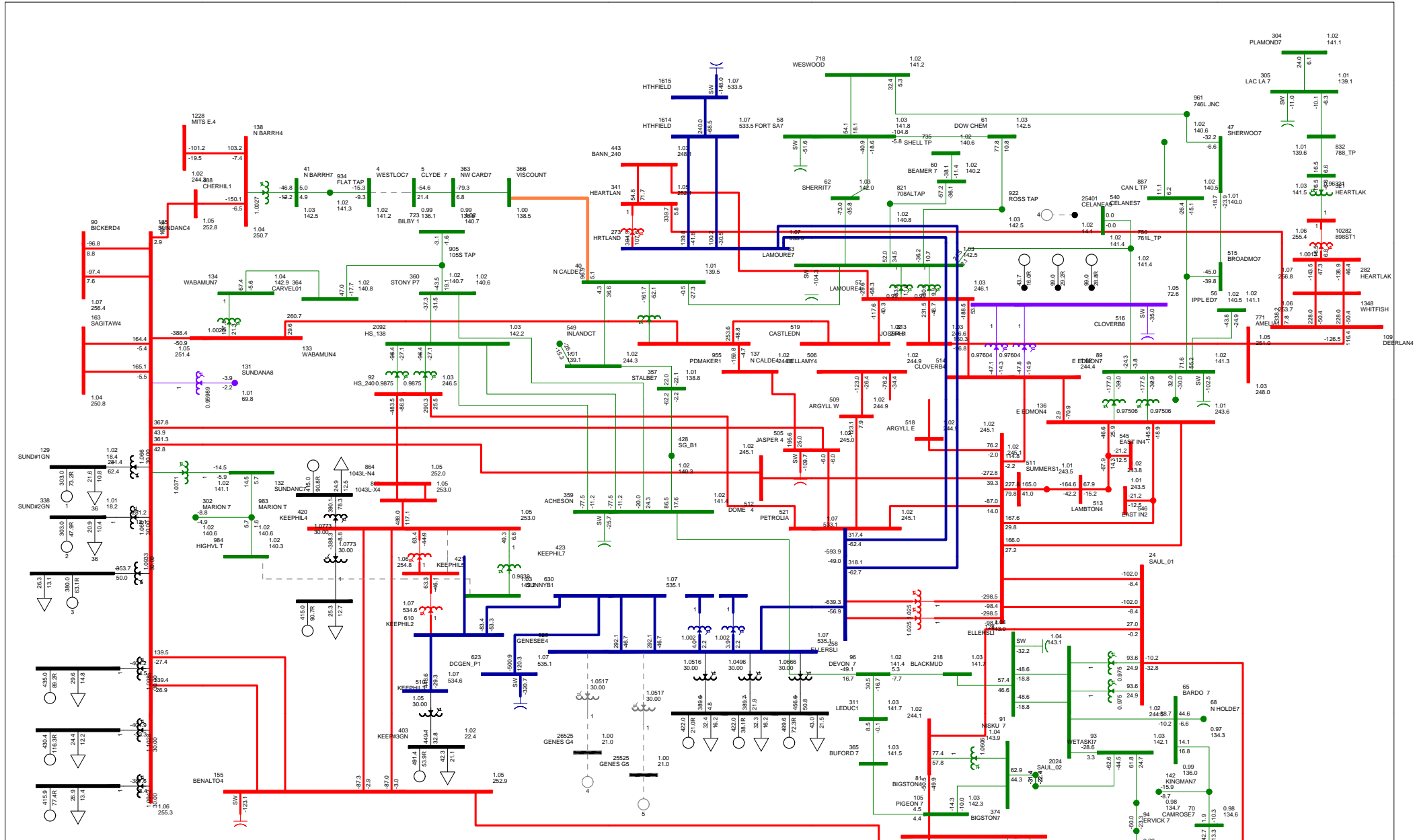
BC-AB: -114.0 MW WATL: 493.9 MW
 MATL import: 0.0 MW EATL: 238.3 MW
 Sask. Import: -150.0 MW



SCENARIO 2 2019WP
708. BEAMER TO 708. TAP)
FIG A-10
MON, MAR 14 2016 17:17

Bus - Voltage (KV) (kV)
Branch - MW (MW)
Equipment - MVA (MVA)
10 (10)
KV = 250.0 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

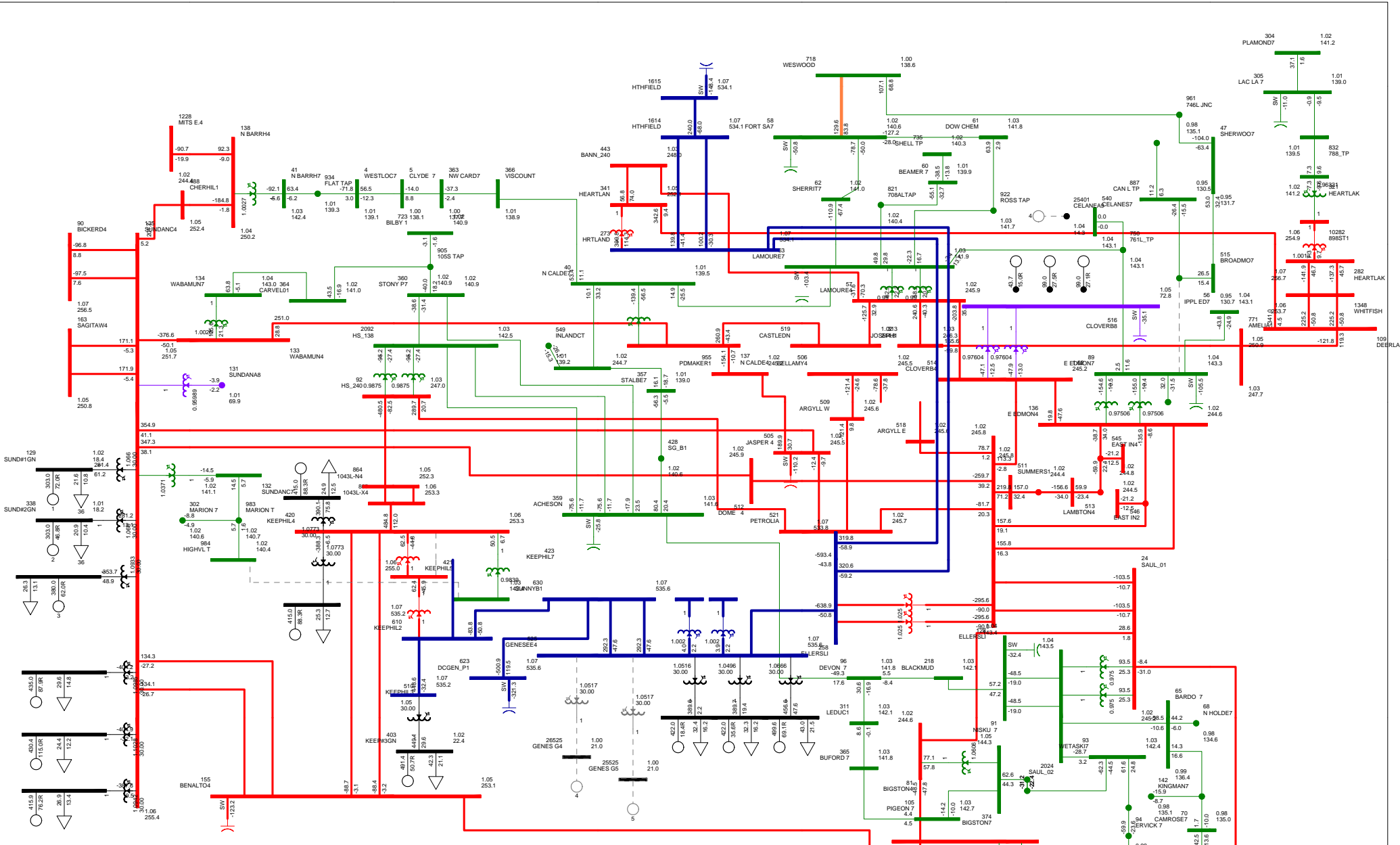
SOK Cutplane	723.9 MW	+ (0.35) x 1.9 MW	Max: 2,050MW
KEG Cutplane	1949.2 MW		2,520MW (SOK ≤ 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-113.0 MW		WATL: 493.9 MW
MATL import:	0.0 MW		EATL: 238.3 MW
Sask. import:	-150.0 MW		



SCENARIO 2 2019W¹
 728. CLYDE 150S TO WESTLOCK 438S)
 FIG A-11
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MW (m)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 650.000

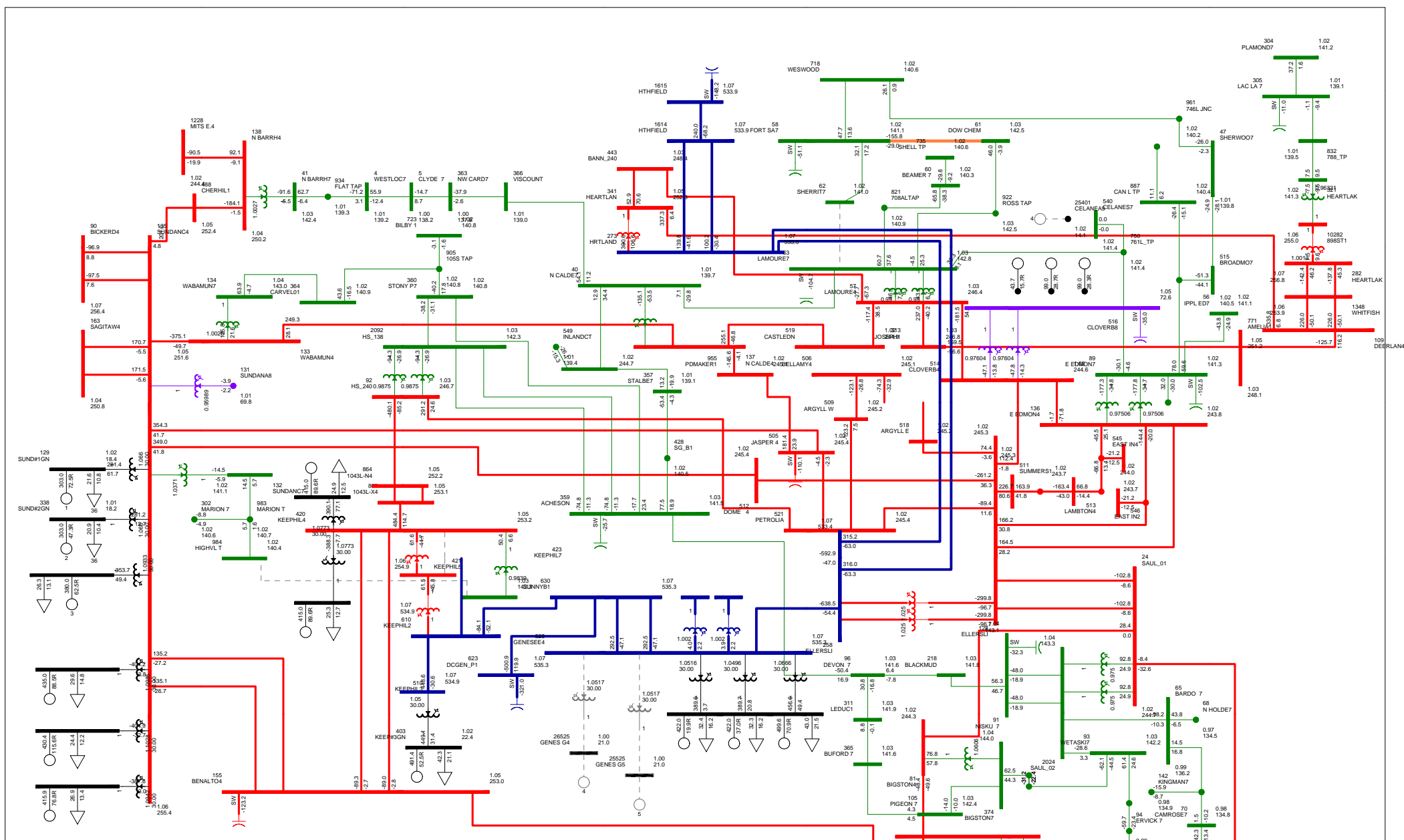
SOK Cutplane	733.1 MW	+ (0.35) x3.1 MW	Max: 2,050MW
KEG Cutplane	1949.2 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-117.8 MW		WATL: 493.9 MW
MATL import:	0.0 MW		EATL: 238.3 MW
Sask. import:	-150.0 MW		



SCENARIO 2 2019WP
 731 EAST EDMONTON 38S TO 746L JUNCTION)
 FIG A-12
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MVA (m)
 131000000
 kV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 650.000

SOK Cutplane	727.4 MW	+ (0.35) x2.0 MW	Max: 2,050MW
KEG Cutplane	1949.2 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	-115.1 MW		WATL: 493.9 MW
MATL import:	0.0 MW		EATL: 238.3 MW
Sask. Import:	-150.0 MW		

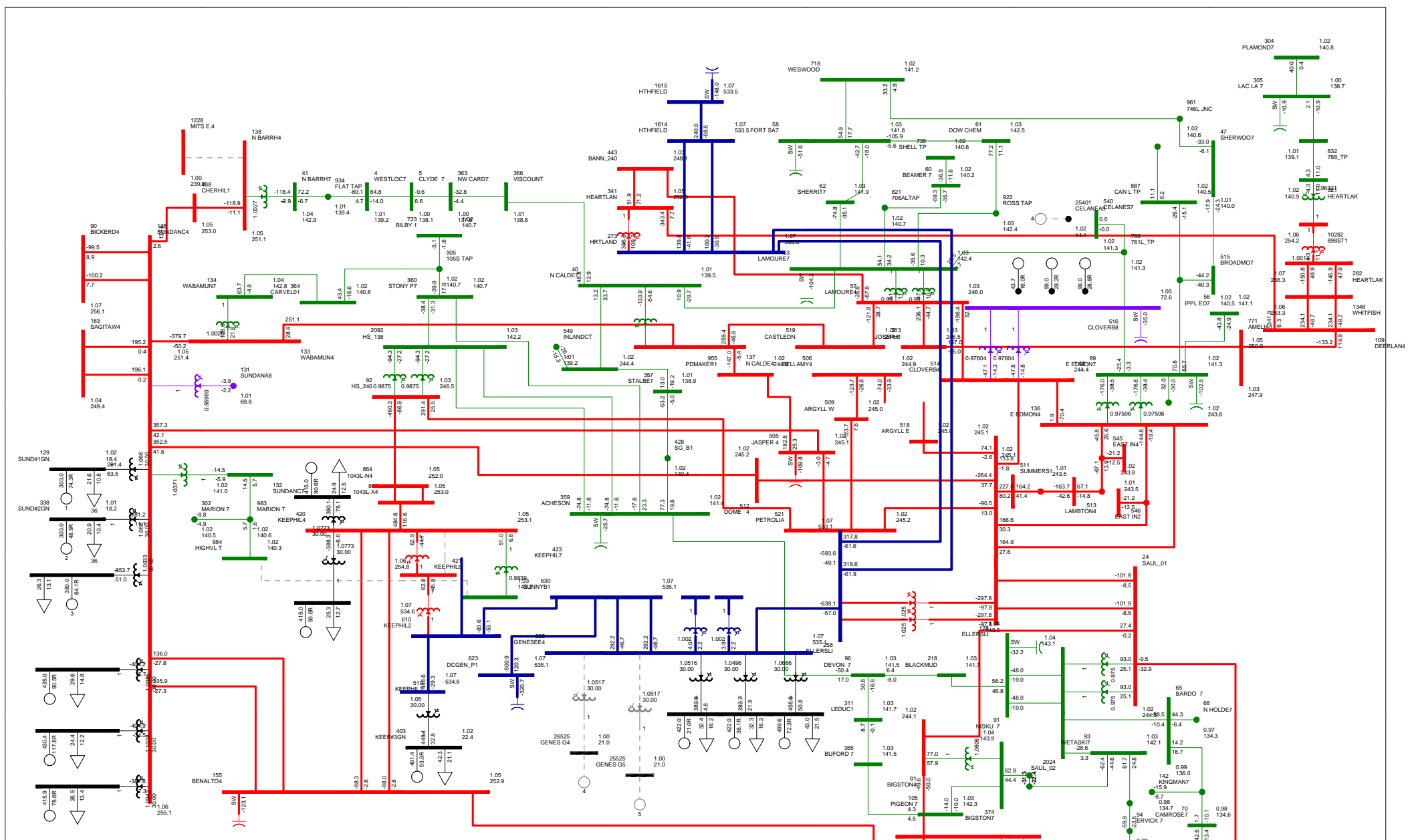


SCENARIO 2 2019WP
 781 SHERITT GORDON 172S TO LAMOUREUX 71S)
 FIG A-13
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) (no)
 Branch - MW (MW)
 Equipment - MVA (MVA)
 (0.000000)

kV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

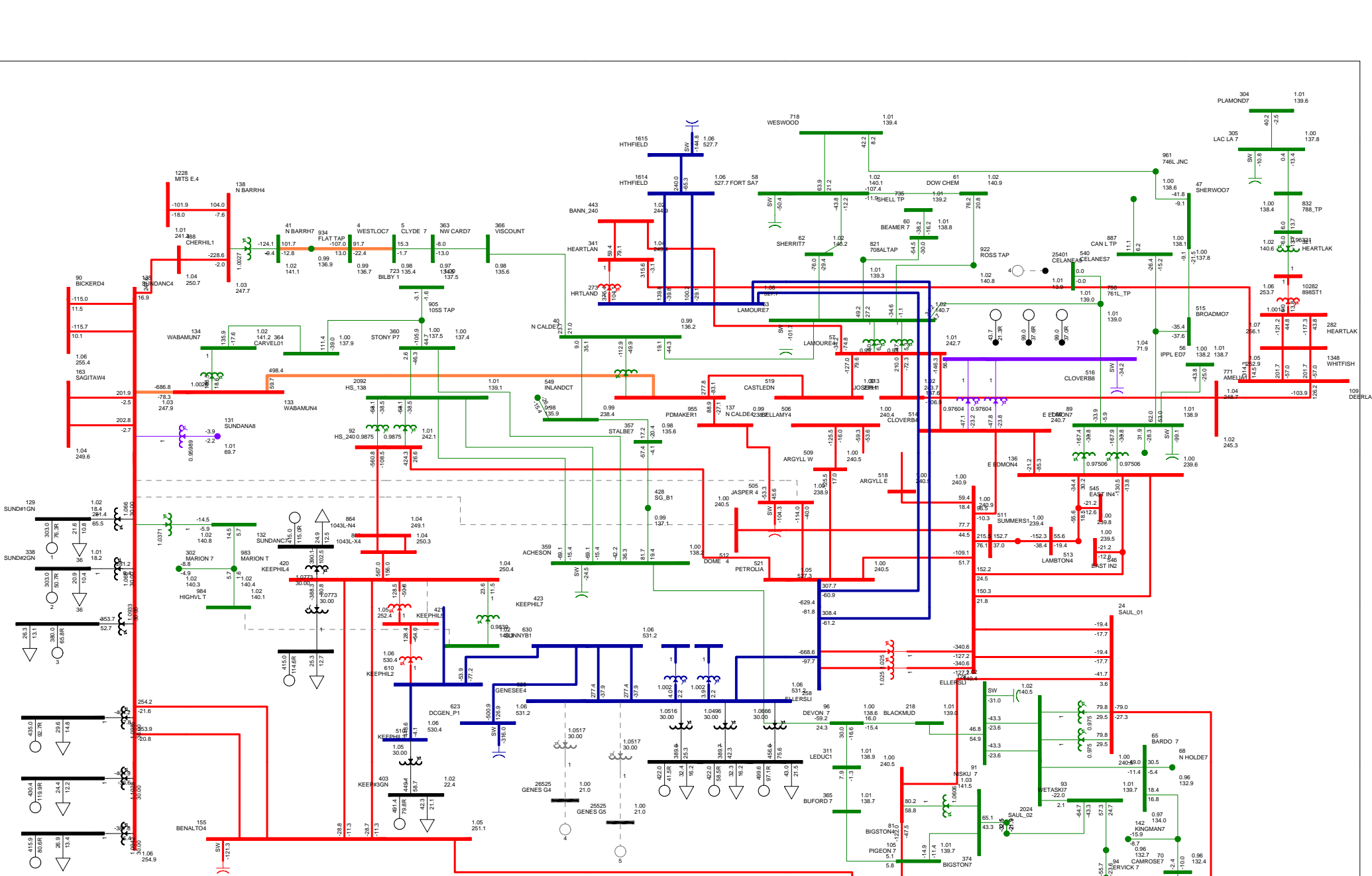
SOK Cutplane	729.4 MW	+ (0.35) x2.0 MW	Max: 2,050MW
KEG Cutplane	1949.2 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-119.1 MW		WATL: 493.9 MW
MATL import:	0.0 MW		EATL: 238.3 MW
Sask. import:	-150.0 MW		



SCENARIO 2 2019WP
 313_N BARRHEAD 855 TO MITSUE 7325)
 FIG A-14
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MVA (m)
 10:10:00 (p)
 KV ->25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

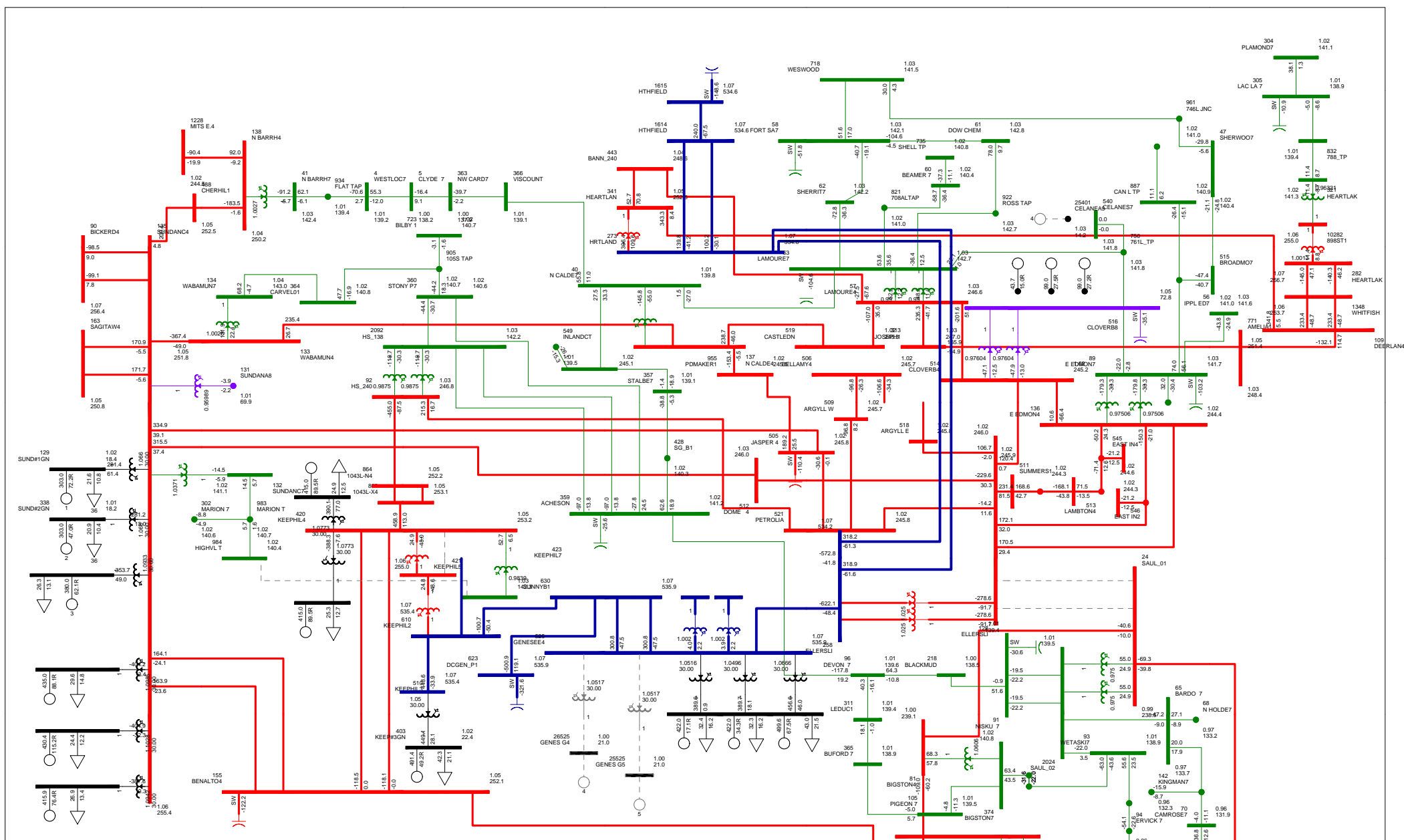
SOK Cutplane	726.1 MW	+ (0.35) x2.7 MW	Max: 2,050MW
KEG Cutplane	1949.2 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-113.1 MW		WATL: 493.9 MW
MATL Import:	0.0 MW		EATL: 238.3 MW
Sask. Import:	-150.0 MW		



SCENARIO 2 2019WP
 308, 1045
 FIG A-15
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) [no]
 Branch - MW/MVA
 Equipment - MVA/MVA
 [no]
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

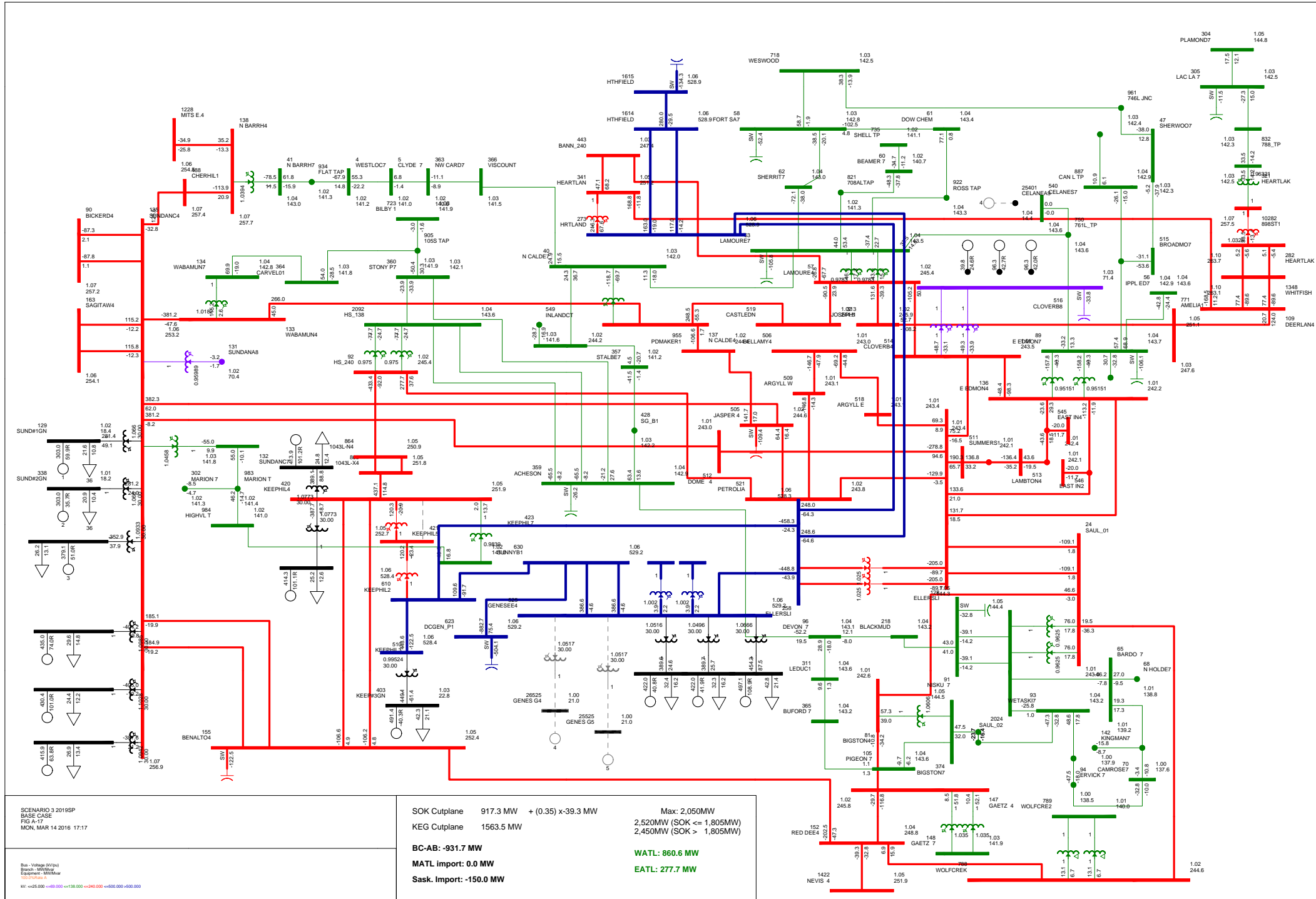
SOK Cutplane	691.9 MW + (0.35) x4.0 MW	Max: 2,050MW
KEG Cutplane	1949.1 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-69.6 MW	WATL: 494.0 MW
MATL import:	0.0 MW	EATL: 238.3 MW
Sask. Import:	-150.0 MW	



SCENARIO 2 2019WP
 115kV 1140
 FIG A-16
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MVA (m)
 (S) - SOK (m)
 KV = 25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

SOK Cutplane	650.0 MW	+(0.35) x-1.4 MW	Max: 2,050MW
KEG Cutplane	1949.2 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-114.5 MW		WATL: 494.0 MW
MATL Import:	0.0 MW		EATL: 238.3 MW
Sask. Import:	-150.0 MW		



SCENARIO 3 2019SP
 BASE CASE
 FID-A-17
 MON, MAR 14 2016 17:17

Bus: Voltage (kV) (a)
 Branch: MW/MVar
 Equipment: MW/MVar
 Losses: MW/MVar

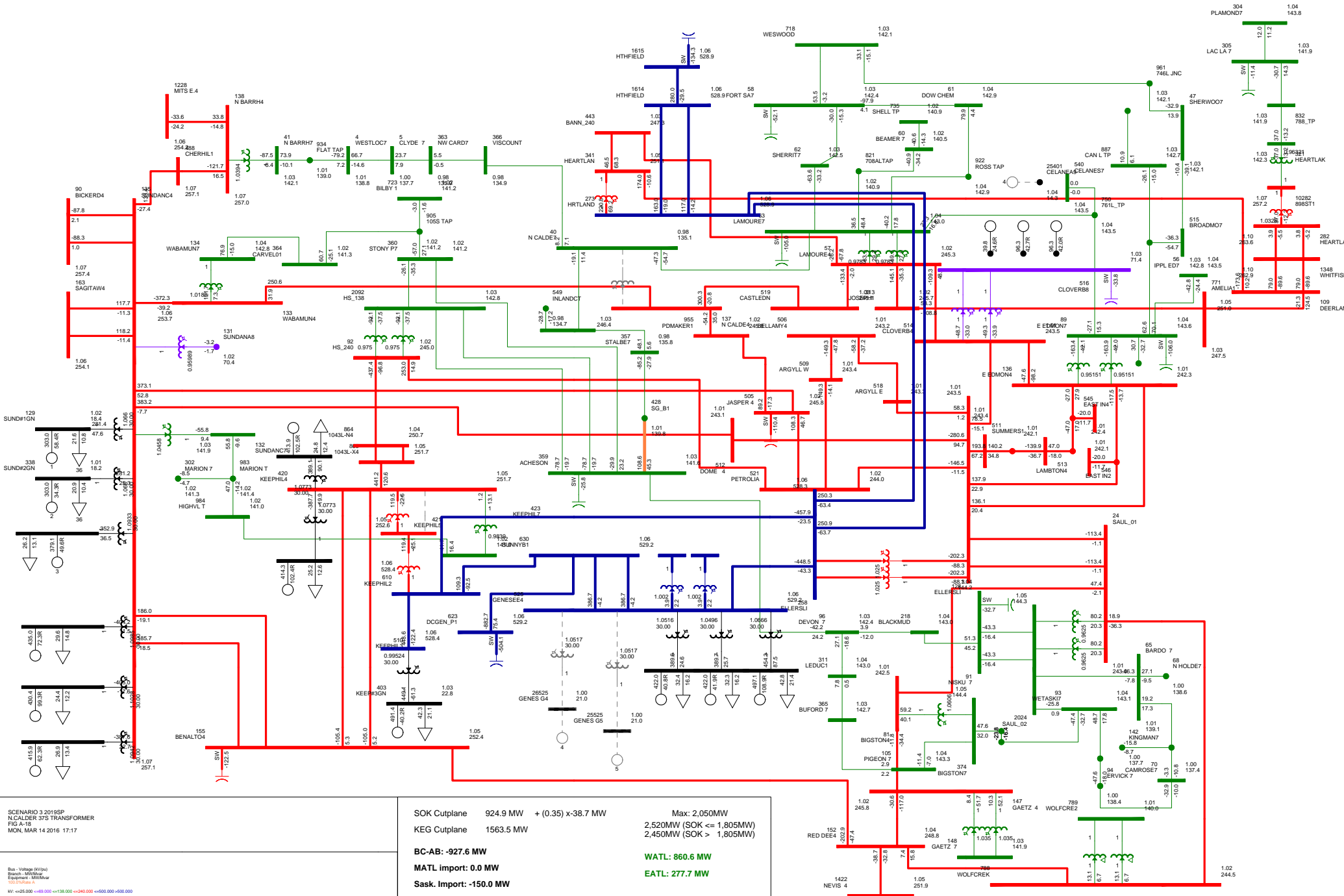
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 917.3 MW + (0.35) x-39.3 MW
 KEG Cutplane 1563.5 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: -931.7 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW

WATL: 860.6 MW
 EATL: 277.7 MW



SCENARIO 3 2019SP
 N CALDER 375 TRANSFORMER
 FIG-A-16
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) (a)
 Branch - MW (MW) (a)
 Equipment - MW (MW) (a)
 Color - MW (MW) (a)

W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane	924.9 MW	+(0.35) x-38.7 MW	Max: 2,050MW
KEG Cutplane	1563.5 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK <= 1,805MW)
BC-AB:	927.6 MW		WATL: 860.6 MW
MATL import:	0.0 MW		EATL: 277.7 MW
Sask. Import:	150.0 MW		

SCENARIO 3 2019SP
1045L (SUNDANCE 310P TO JASPER)
FIG-A-16
MON, MAR 14 2016 17:17

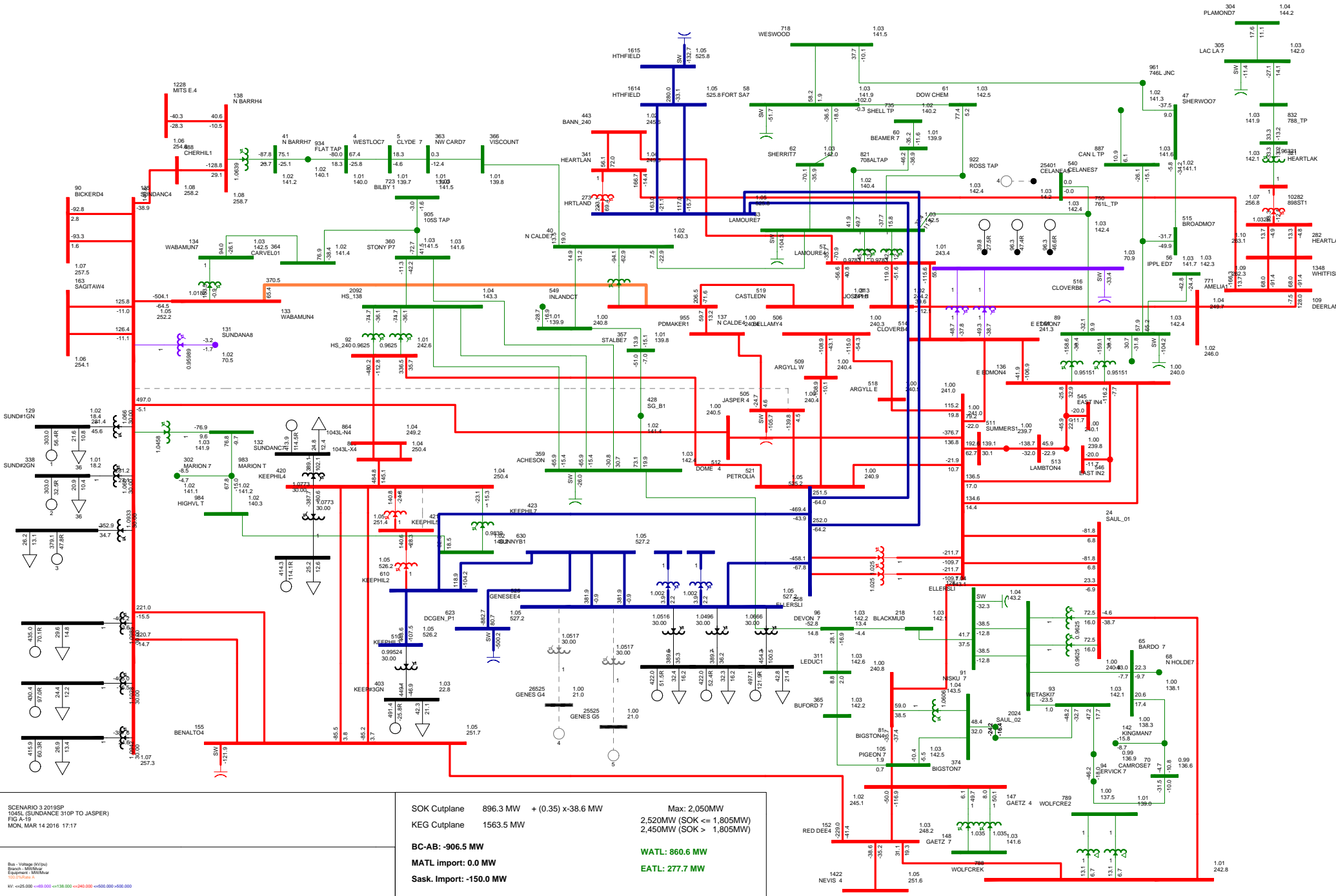
Bus - Voltage (kV) (a)
Branch - MW (MW) (a)
Equipment - MW (MW) (a)
MW = 25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 500.000

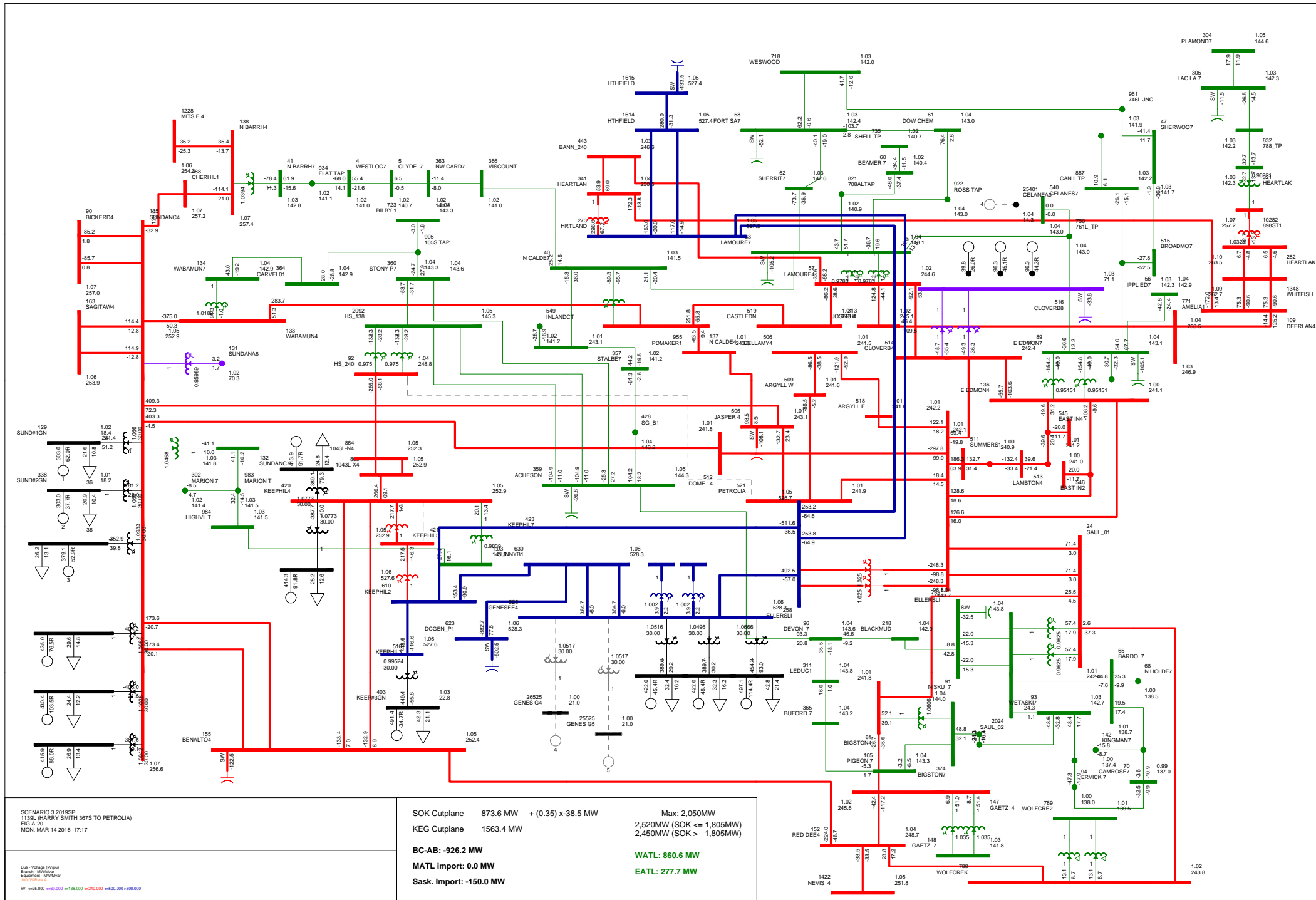
SOK Cutplane 896.3 MW + (0.35) x 38.6 MW
KEG Cutplane 1563.5 MW

Max: 2,050MW
2,520MW (SOK <= 1,805MW)
2,450MW (SOK <= 1,805MW)

BC-AB: -906.5 MW
MATL Import: 0.0 MW
Sask. Import: -150.0 MW

WATL: 860.6 MW
EATL: 277.7 MW

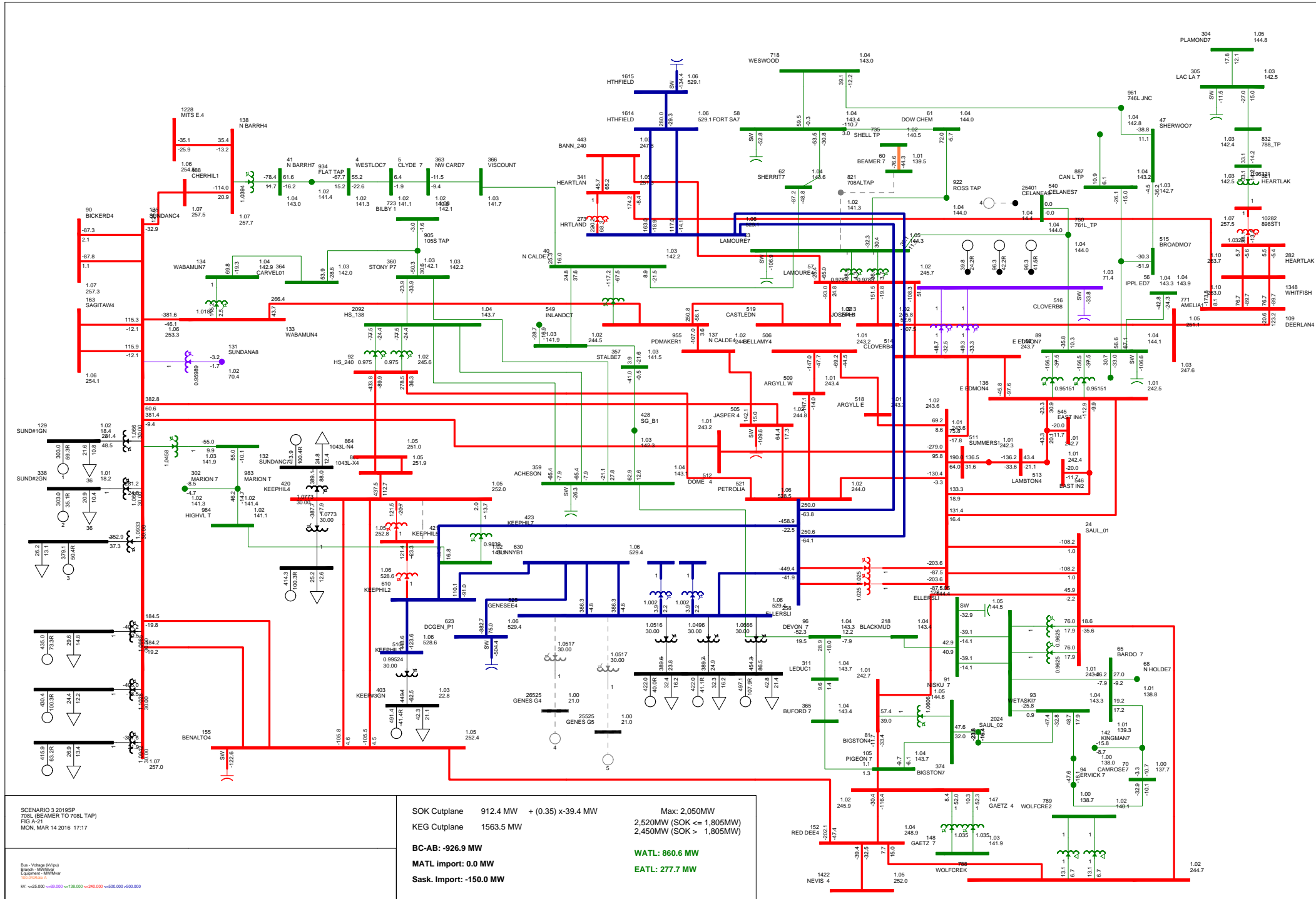




SCENARIO 3 2019SP
 1139L (HARRY SMITH 3675 TO PETROLIA)
 FIG A-20
 MON, MAR 14 2016 17:17

 Bus - Voltage (kV) (b)
 Branch - MW (MW)
 Equipment - MW (MW)
 Loss - MW (MW)
 W - <25,000 <60,000 <130,000 <240,000 <500,000 <500,000

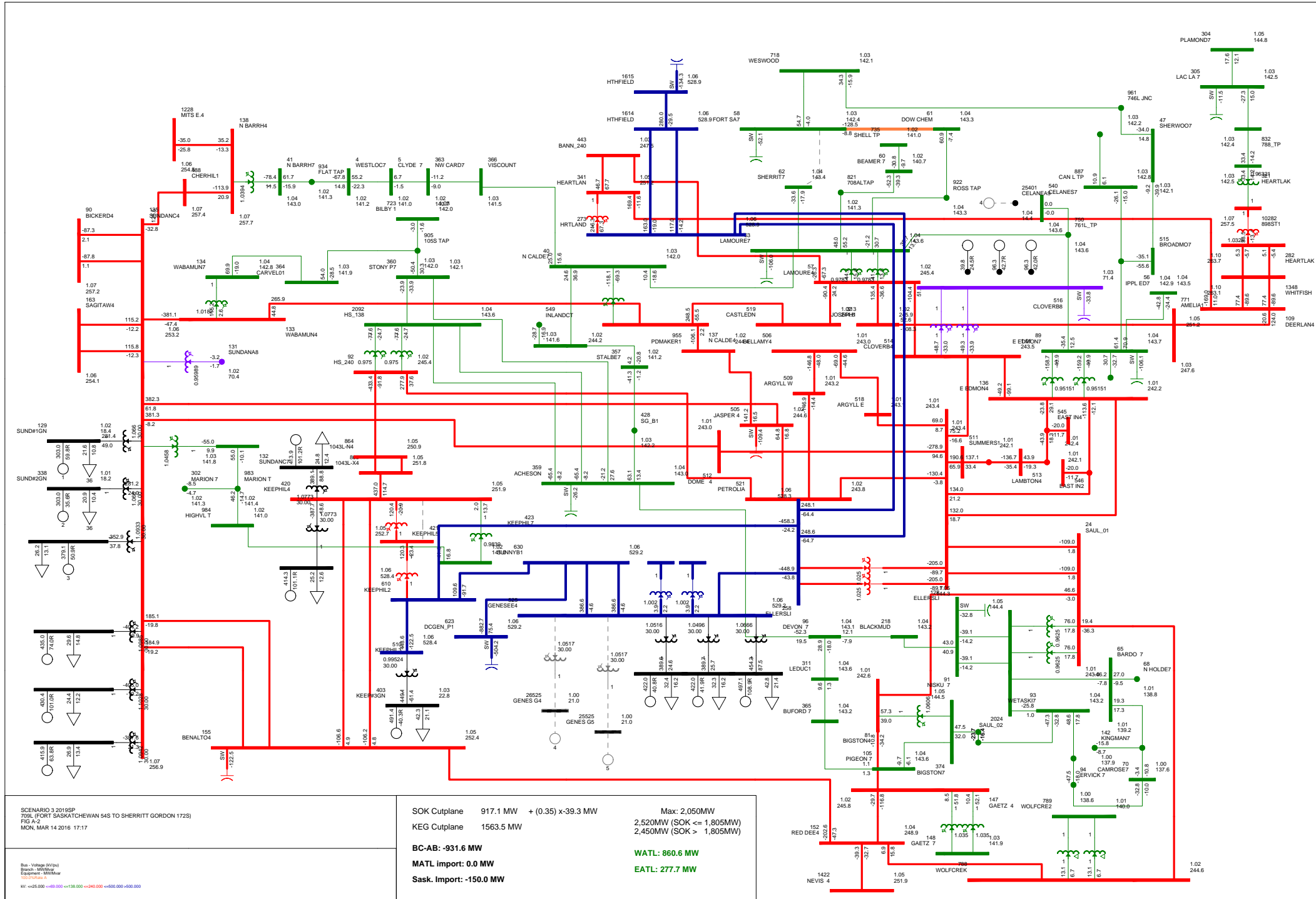
SOK Cutplane	873.6 MW	+ (0.35) x-38.5 MW	Max: 2,050MW 2,520MW (SOK < 1,805MW) 2,450MW (SOK < 1,805MW)
KEG Cutplane	1563.4 MW		
BC-AB:	-926.2 MW		WATL: 860.6 MW
MATL Import:	0.0 MW		EATL: 277.7 MW
Sask. Import:	-150.0 MW		



SCENARIO 3 2019SP
 708L (BEAMER TO 708L TAP)
 FIG A-21
 MON, MAR 14 2016 17:17

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 MW = <25,000 <60,000 <130,000 <240,000 <500,000 >500,000

SOK Cutplane	912.4 MW	+(0.35) x-39.4 MW	Max: 2,050MW
KEG Cutplane	1563.5 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK <= 1,805MW)
BC-AB:	-926.9 MW		WATL: 860.6 MW
MATL Import:	0.0 MW		EATL: 277.7 MW
Sask. Import:	-150.0 MW		

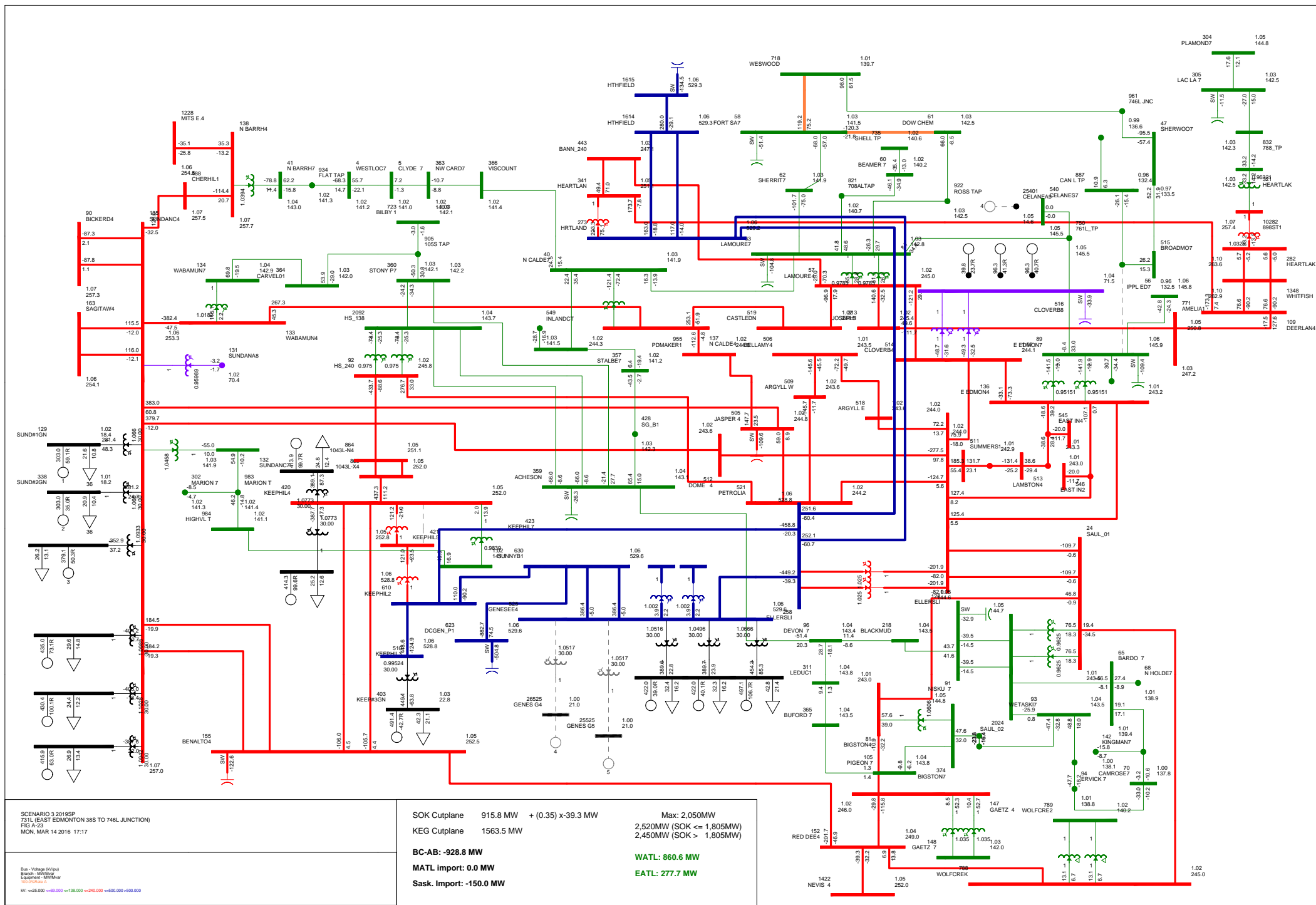


SCENARIO 3 2019SP
 709L (FORT SASKATCHEWAN 54S TO SHERRITT GORDON 172S)
 FIG 1A2
 MON, MAR 14 2016 17:17

Bus: Voltage (kV) (a)
 Branch: MW (MW) (a)
 Equipment: MW (MW) (a)
 Loss: MW (MW) (a)

W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane	917.1 MW	+(0.35) x-39.3 MW	Max: 2,050MW
KEG Cutplane	1563.5 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	931.6 MW		WATL: 860.6 MW
MATL Import:	0.0 MW		EATL: 277.7 MW
Sask. Import:	-150.0 MW		



SCENARIO 3 2019SP
731L (EAST EDMONTON 38S TO 746L JUNCTION)
FIG A23
MON, MAR 14 2016 17:17

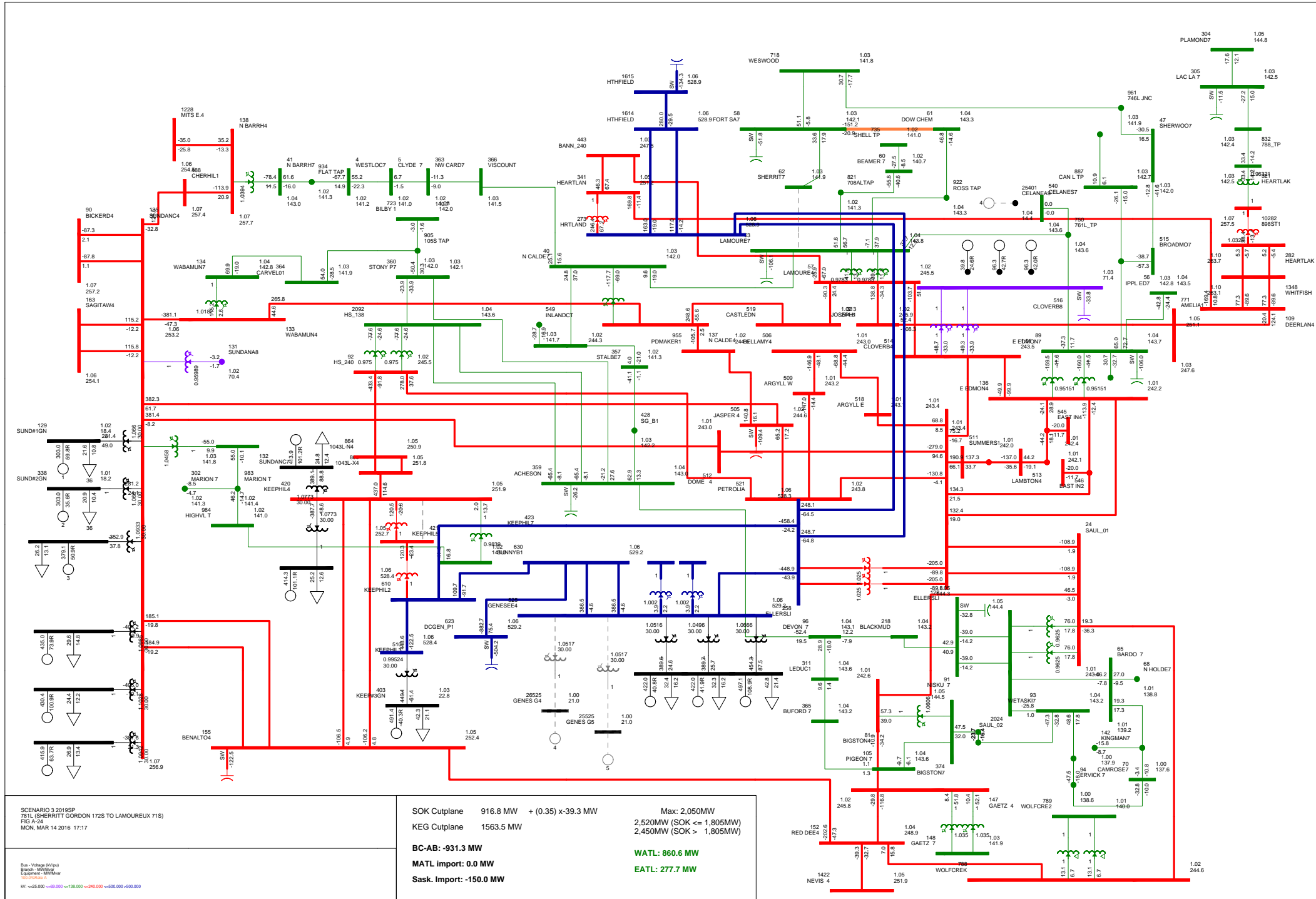
Bus - Voltage (kV) (a)
Branch - MW (MW) (a)
Equipment - MW (MW) (a)
MW = $+25.000 -69.000 +138.000 +240.000 +500.000 +500.000$

SOK Cutplane 915.8 MW + (0.35) x-39.3 MW
KEG Cutplane 1563.5 MW

Max: 2,050MW
2,520MW (SOK <math>< 1,805MW</math>)
2,450MW (SOK <math>< 1,805MW</math>)

BC-AB: -928.8 MW
MATL Import: 0.0 MW
Sask. Import: -150.0 MW

WATL: 860.6 MW
EATL: 277.7 MW



SCENARIO 3 2019SP
 781L (SHERRITT GORDON 172S TO LAMOUREUX 71S)
 FIG A-24
 MON, MAR 14 2016 17:17

Bus: Voltage (kV) (a)
 Branch: MW (MW) (a)
 Equipment: MW (MW) (a)
 MW: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=500.000$

SOK Cutplane 916.8 MW + (0.35) x 39.3 MW
 KEG Cutplane 1563.5 MW

Max: 2,050 MW
 2,520 MW (SOK <math>< 1,805</math> MW)
 2,450 MW (SOK <math>< 1,805</math> MW)

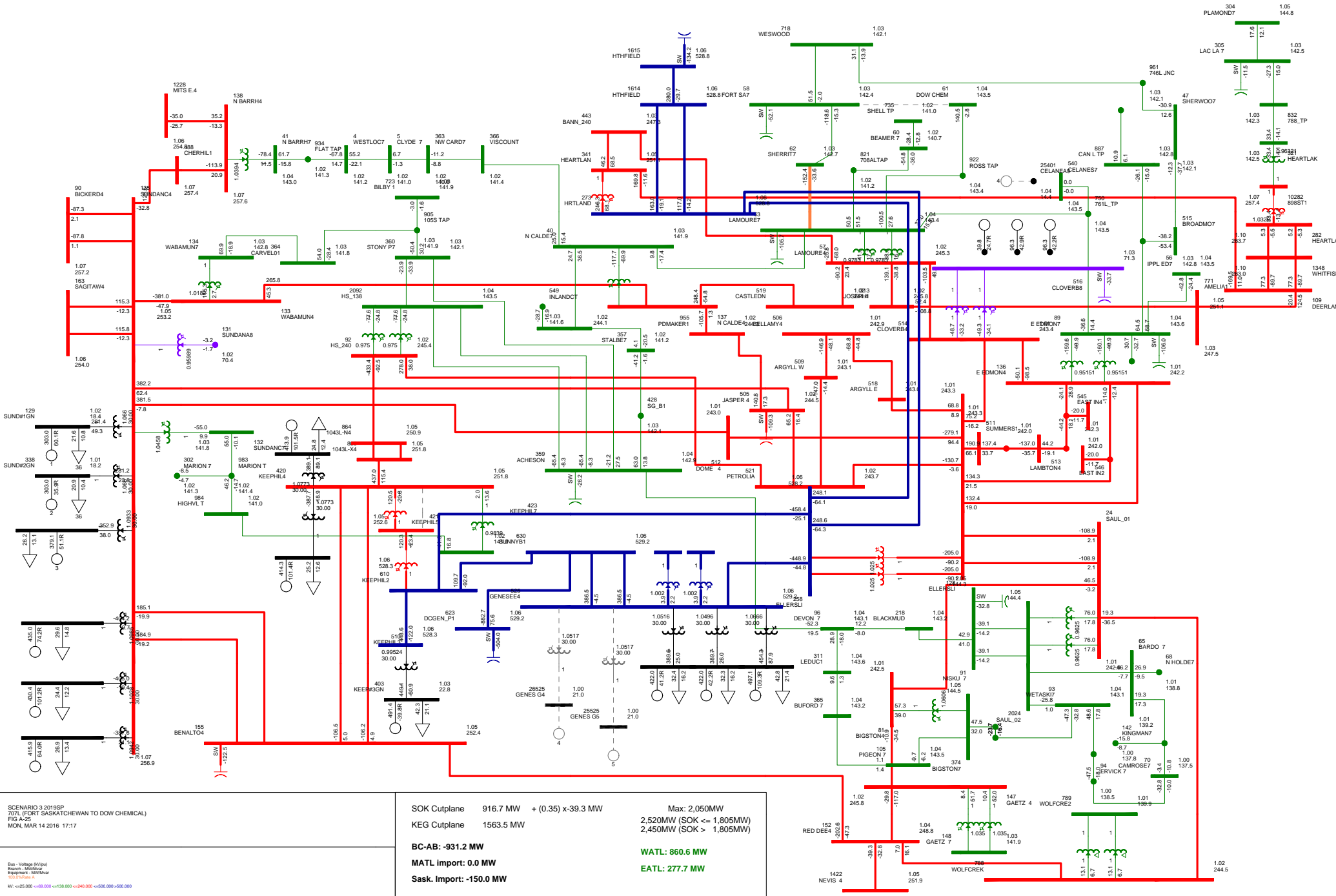
BC-AB: -931.3 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW

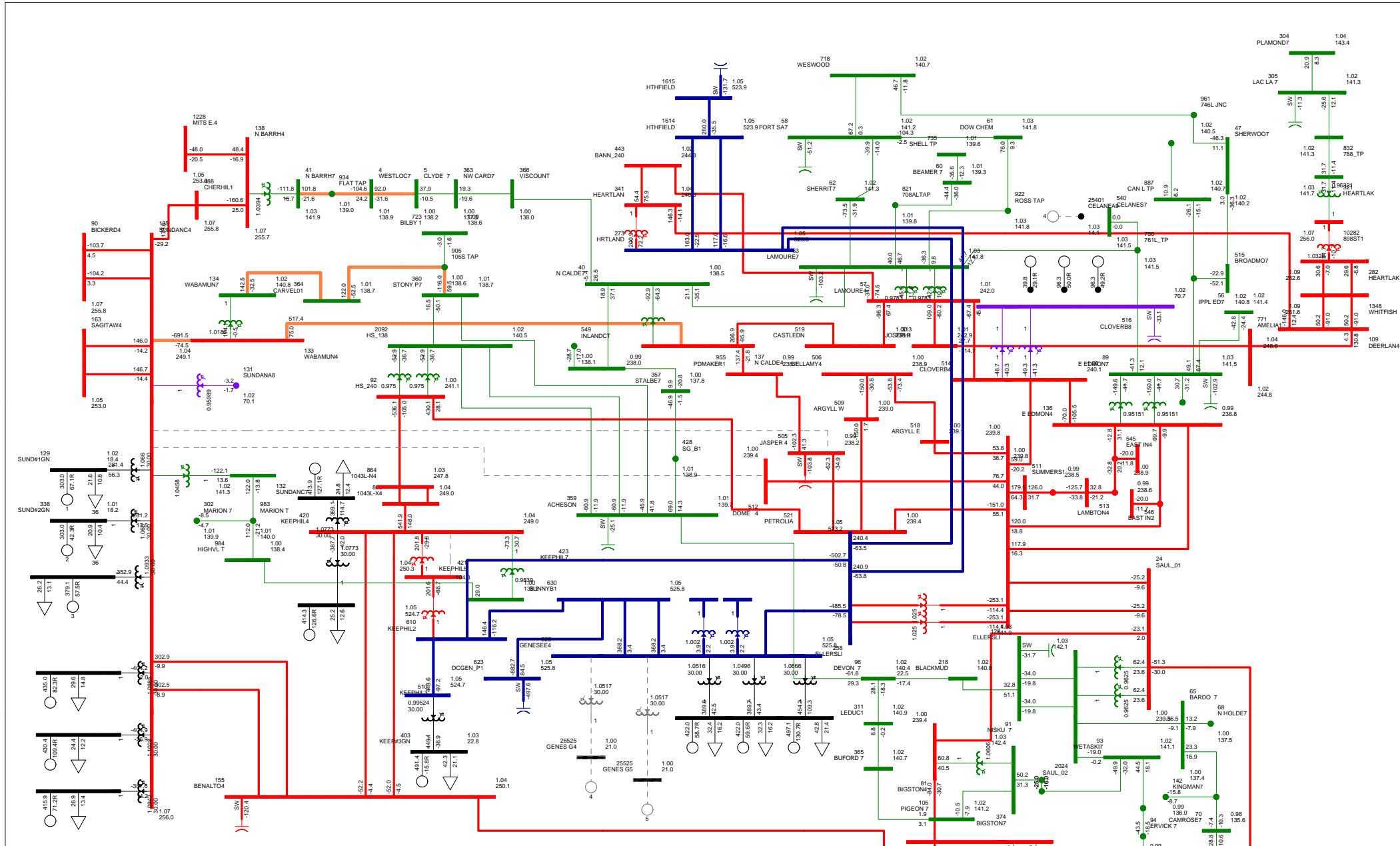
WATL: 860.6 MW
 EATL: 277.7 MW

SCENARIO 3 2019SP
707L (FORT SASKATCHEWAN TO DOW CHEMICAL)
RID-ACS
MON, MAR 14 2016 17:17

Bus: Voltage (kV) (a)
Branch: MW (MW) (a)
Equipment: MW (MW) (a)
KW: =>25,000 =>69,000 =>138,000 =>240,000 =>500,000 =>500,000

SOK Cutplane 916.7 MW + (0.35) x-39.3 MW
KEG Cutplane 1563.5 MW
BC-AB: -931.2 MW
MATL Import: 0.0 MW
Sask. Import: -150.0 MW
Max: 2,050 MW
2,520 MW (SOK <= 1,805 MW)
2,450 MW (SOK > 1,805 MW)
WATL: 860.6 MW
EATL: 277.7 MW



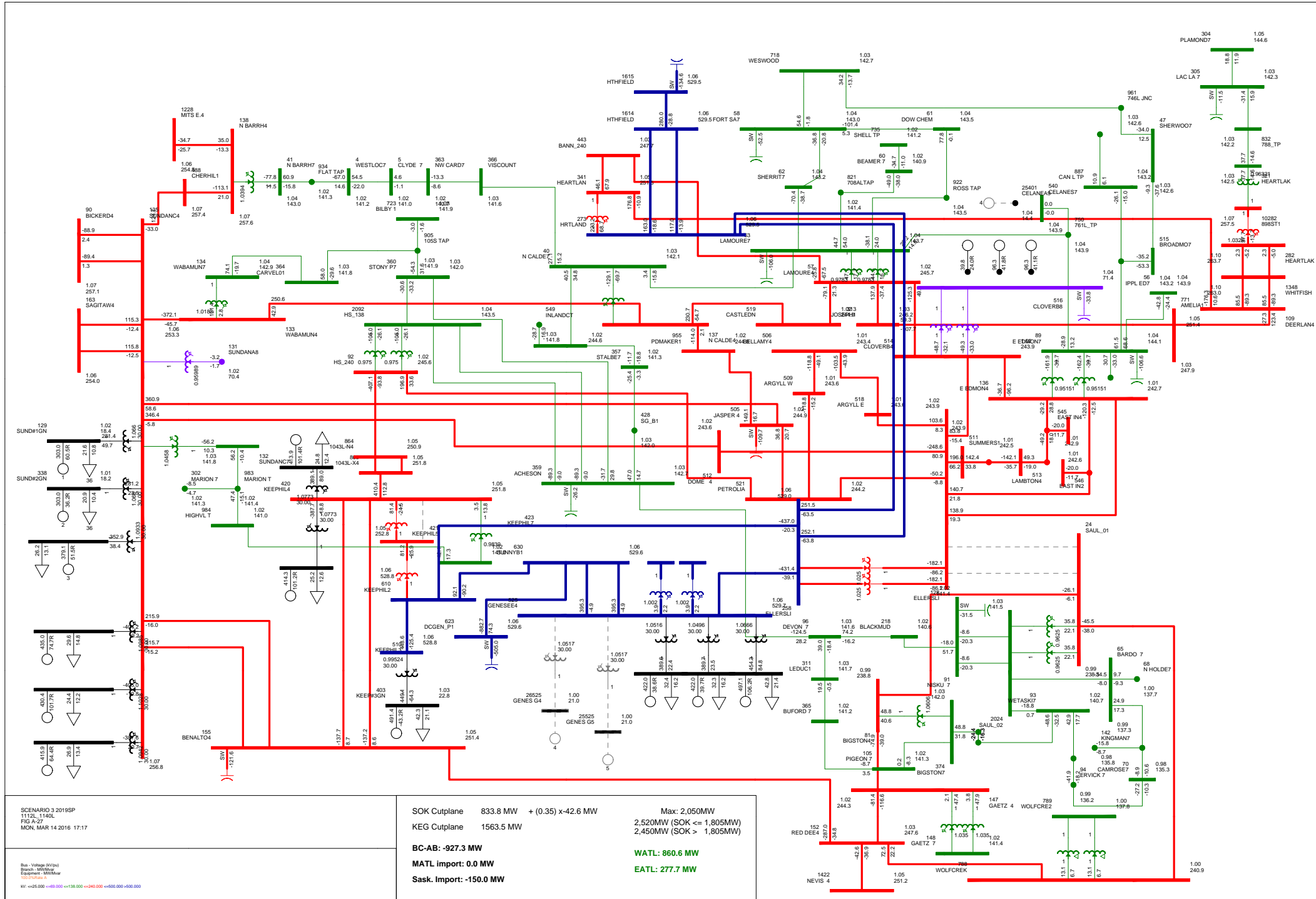


SCENARIO 3 2019SP
 909L_1045L
 FIG A-25
 MON, MAR 14 2016 17:17

Bus: Voltage (KV) [red]
 Branch: MW/MVA [green]
 Equipment: MW/MVA [blue]
 Transformer: MW/MVA [purple]

W: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=500.000$

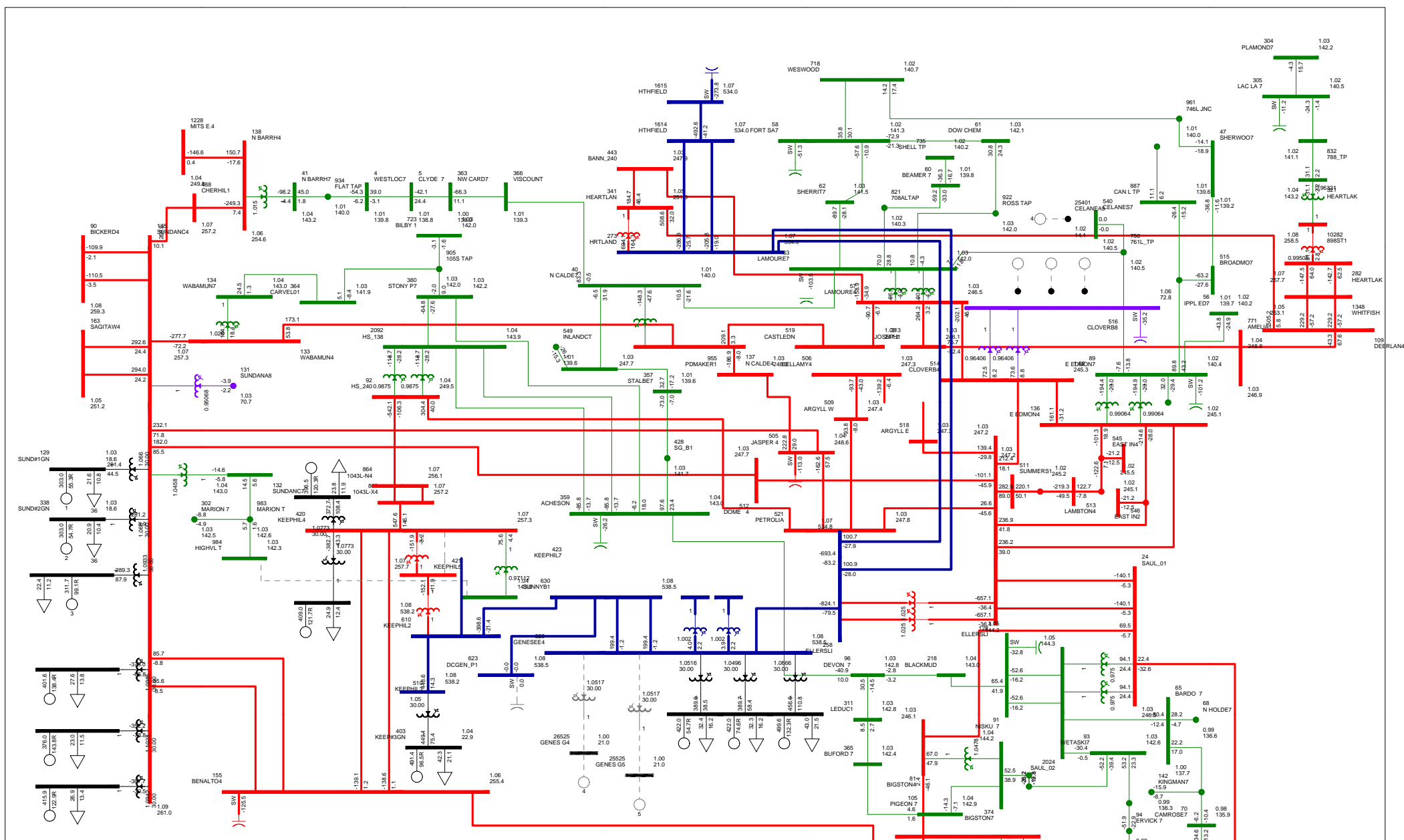
SOK Cutplane	892.1 MW	+ (0.35) x 36.5 MW	Max: 2,050MW
KEG Cutplane	1563.4 MW		2,520MW (SOK \leq 1,805MW)
			2,450MW (SOK \leq 1,805MW)
BC-AB:	-896.2 MW		
MATL Import:	0.0 MW		
Sask. Import:	-150.0 MW		
			WATL: 860.6 MW
			EATL: 277.7 MW



SCENARIO 3 2019SP
 1112L_1140L
 RID A-27
 MON, MAR 14 2016 17:17

Bus: Voltage (kV) (a)
 Branch: MW (MW) (a)
 Equipment: MW (MW) (a)
 MW: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

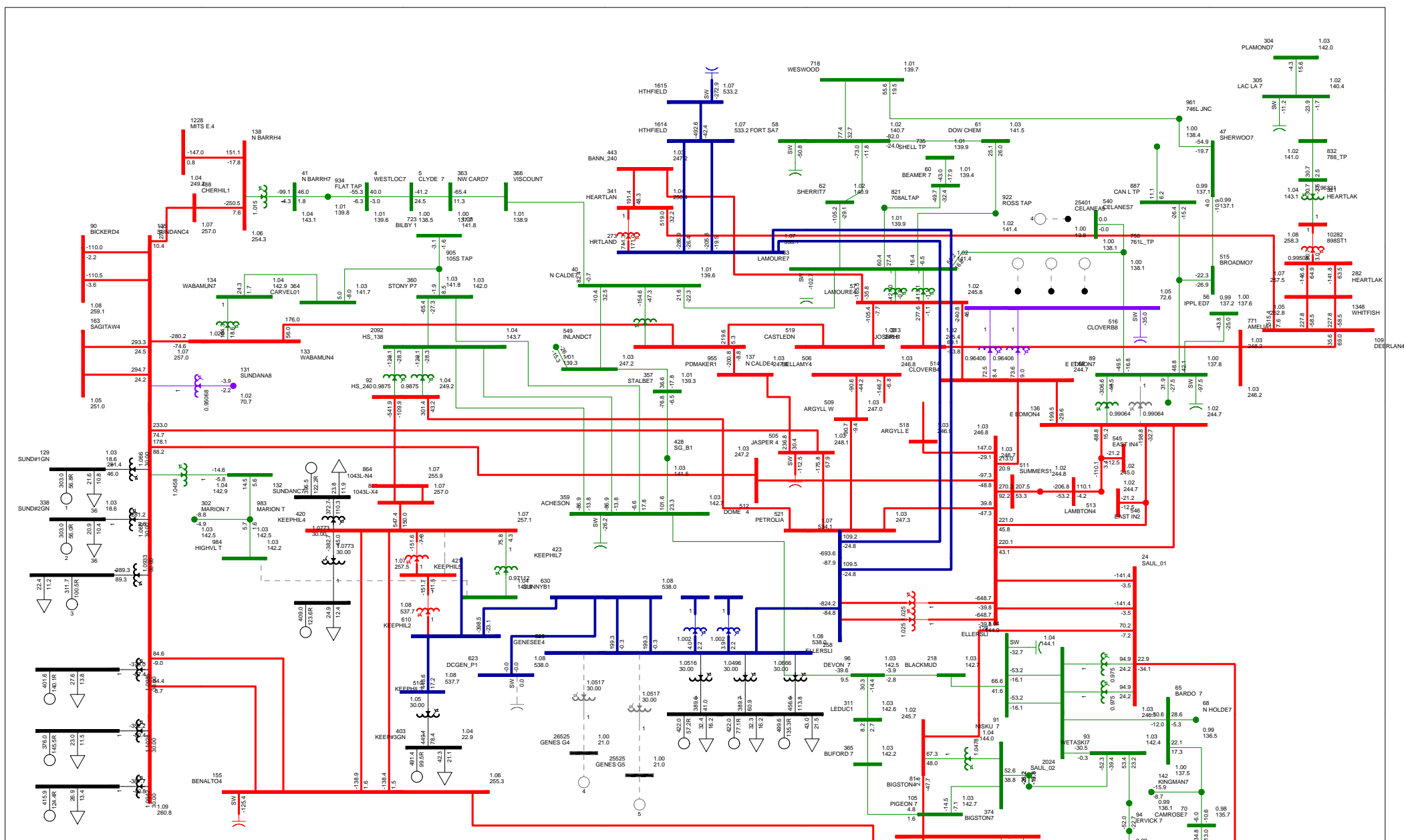
SOK Cutplane	833.8 MW	+ (0.35) x-42.6 MW	Max: 2,050MW
KEG Cutplane	1563.5 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB: -927.3 MW			WATL: 860.6 MW
MATL Import: 0.0 MW			EATL: 277.7 MW
Sask. Import: -150.0 MW			



SCENARIO 4 2019WP
 BASE CASE
 FIG A-28
 MON, MAR 14 2016 17:17

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/100/500/500/500
 kV = 25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

SOK Cutplane	757.5 MW + (0.35) x 165.0 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	459.6 MW	WATL: -0.6 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	

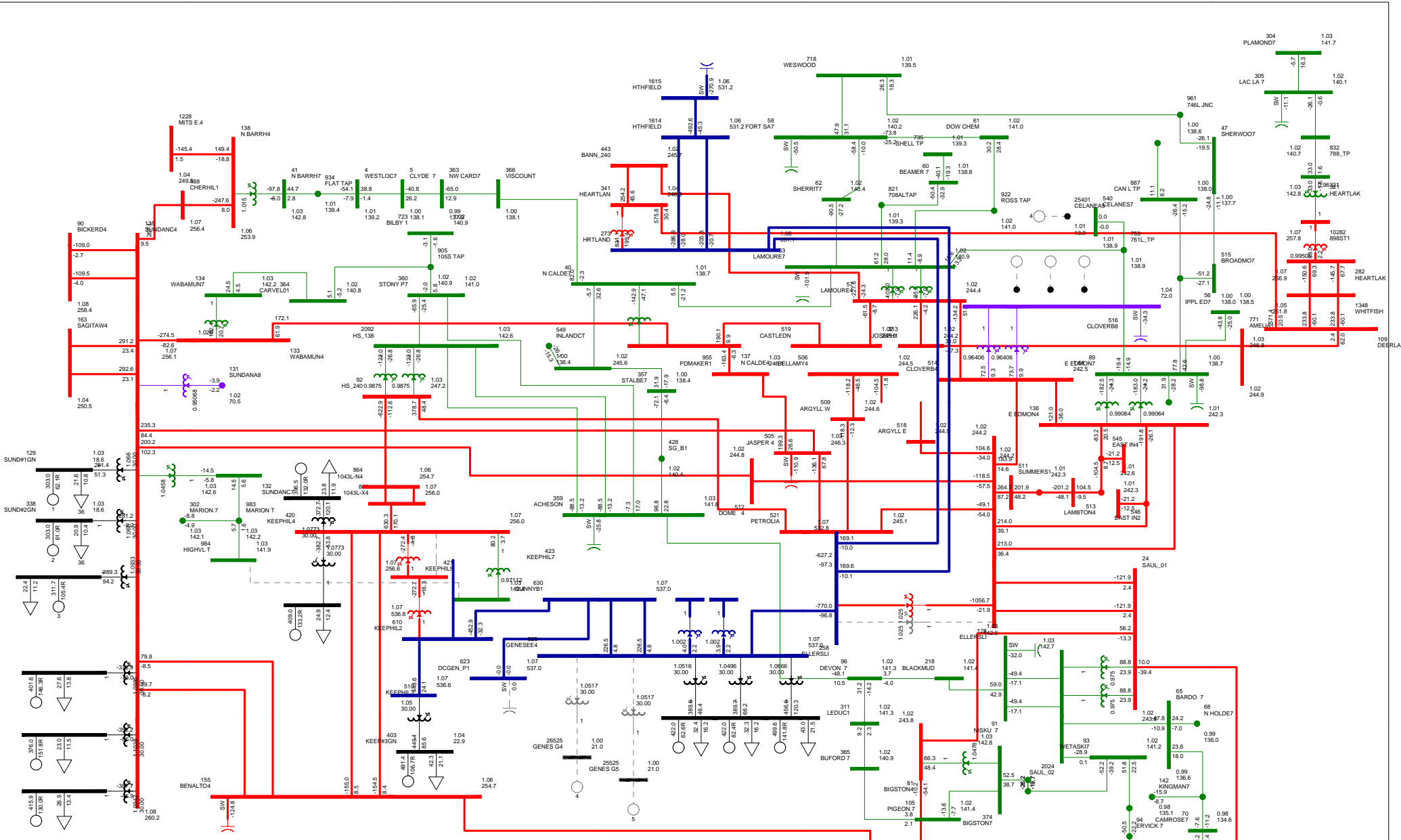


SCENARIO 4 2019WP
 EAST EDMONTON S&S TRANSFORMER
 FIG A-29
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) (no)
 Branch - MW/MVA
 Equipment - MVA/MVA
 (0.0) (0.0) (0.0)

kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

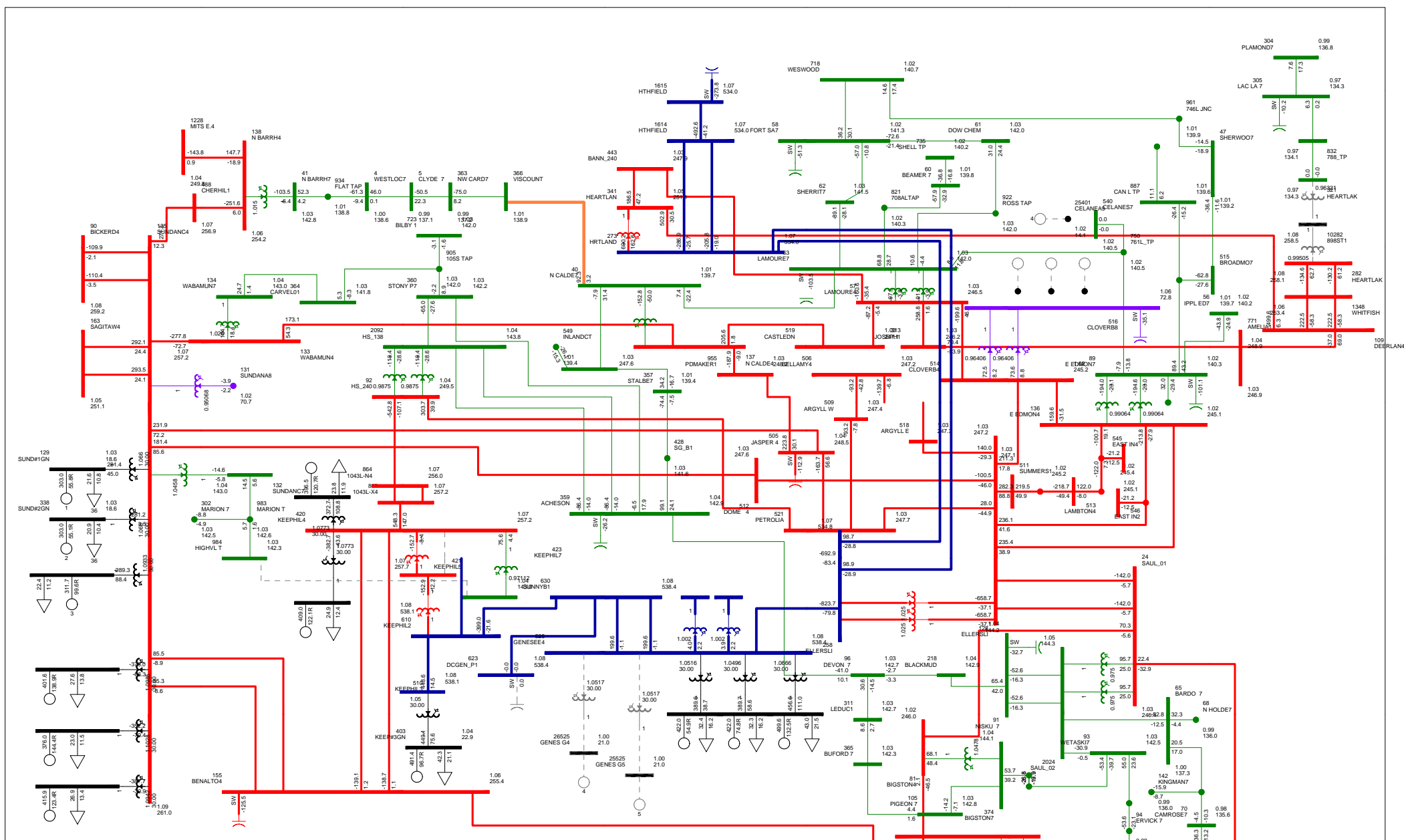
SOK Cutplane	757.1 MW + (0.35) x 164.5 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	463.1 MW	WATL: -0.6 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	



SCENARIO 4 2019WP
 ELLERSLIE T1
 FIG A-30
 MON, MAR 14 2016 17:17

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (S) - 3000V
 KV: $\approx 25,000 \approx 69,000 \approx 138,000 \approx 240,000 \approx 500,000 \approx 600,000$

SOK Cutplane	742.0 MW	+ (0.35) x 165.4 MW	Max: 2,050MW
KEG Cutplane	2426.8 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	466.5 MW		WATL: -0.7 MW
MATL Import:	0.0 MW		EATL: -500.0 MW
Sask. Import:	150.0 MW		



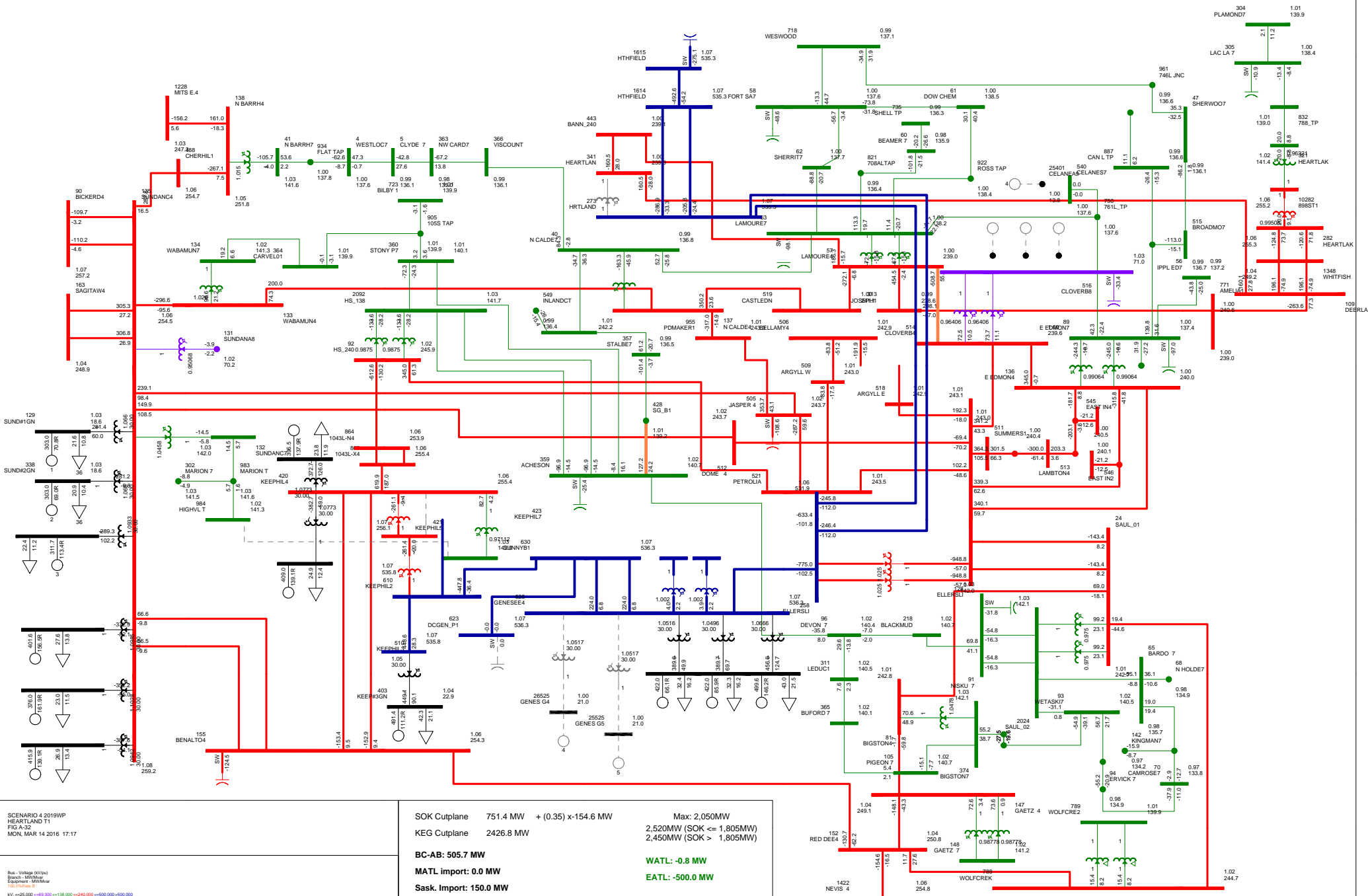
SCENARIO 4 2019WP
 HEART LAKE 66S TRANSFORMER
 FIG A-31
 MON, MAR 14 2016 17:17

Bus - Voltage (kV)(p)
 Branch - MW(MVA)
 Equipment - MVA(MVA)
 (S) - Series
 KV ->25.000=69.000=138.000=240.000=500.000=600.000

SOK Cutplane 760.8 MW + (0.35) x-162.5 MW Max: 2,050MW
 KEG Cutplane 2427.0 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 465.8 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.6 MW
 EATL: -500.0 MW

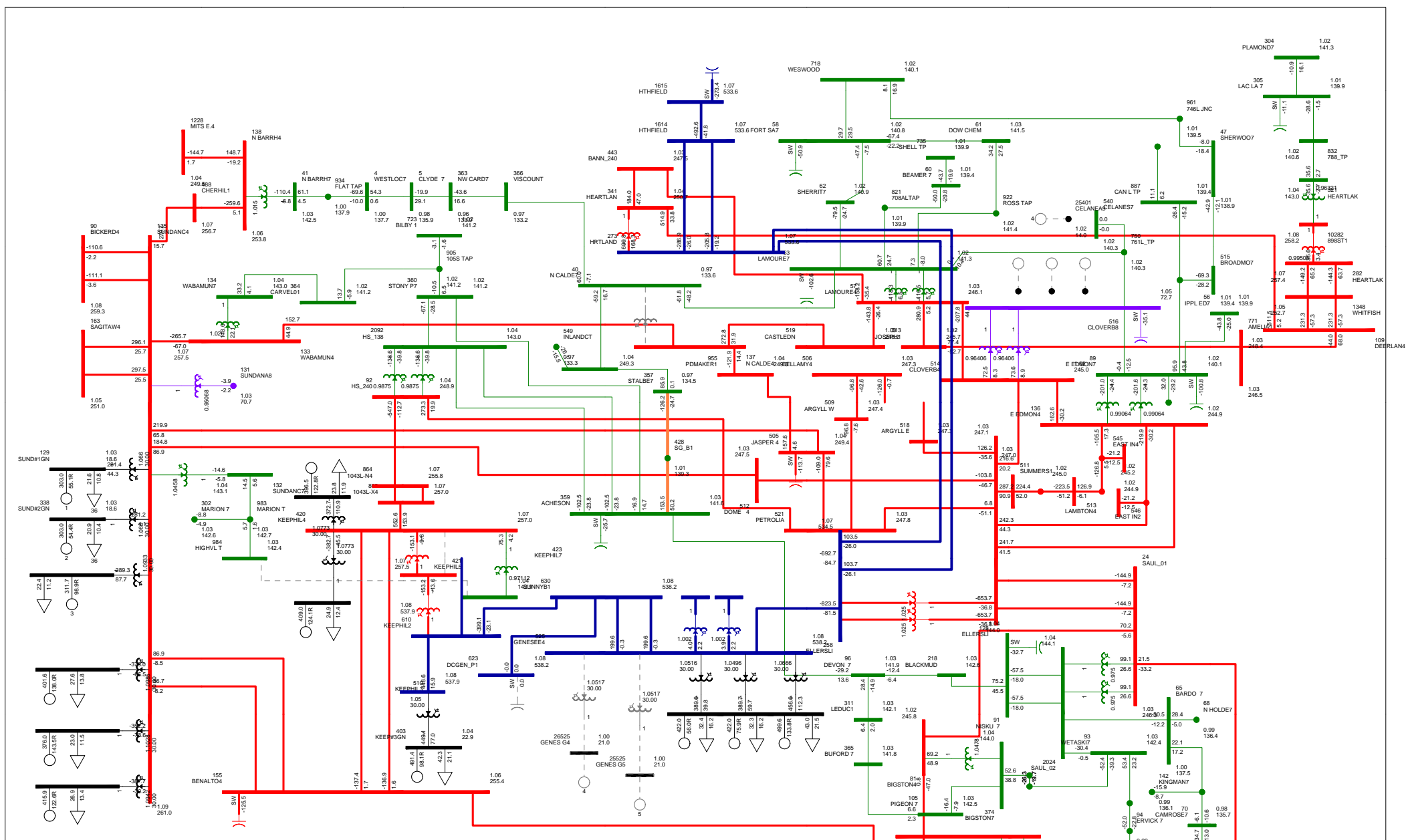


SCENARIO 4 2019WP
 HEARTLAND T1
 FIG A-32
 MON, MAR 14 2016 17:17

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/100/1000
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane 751.4 MW + (0.35) x 154.6 MW Max: 2,050MW
 KEG Cutplane 2426.8 MW 2,520MW (SOK \leq 1,805MW)
 2,450MW (SOK > 1,805MW)

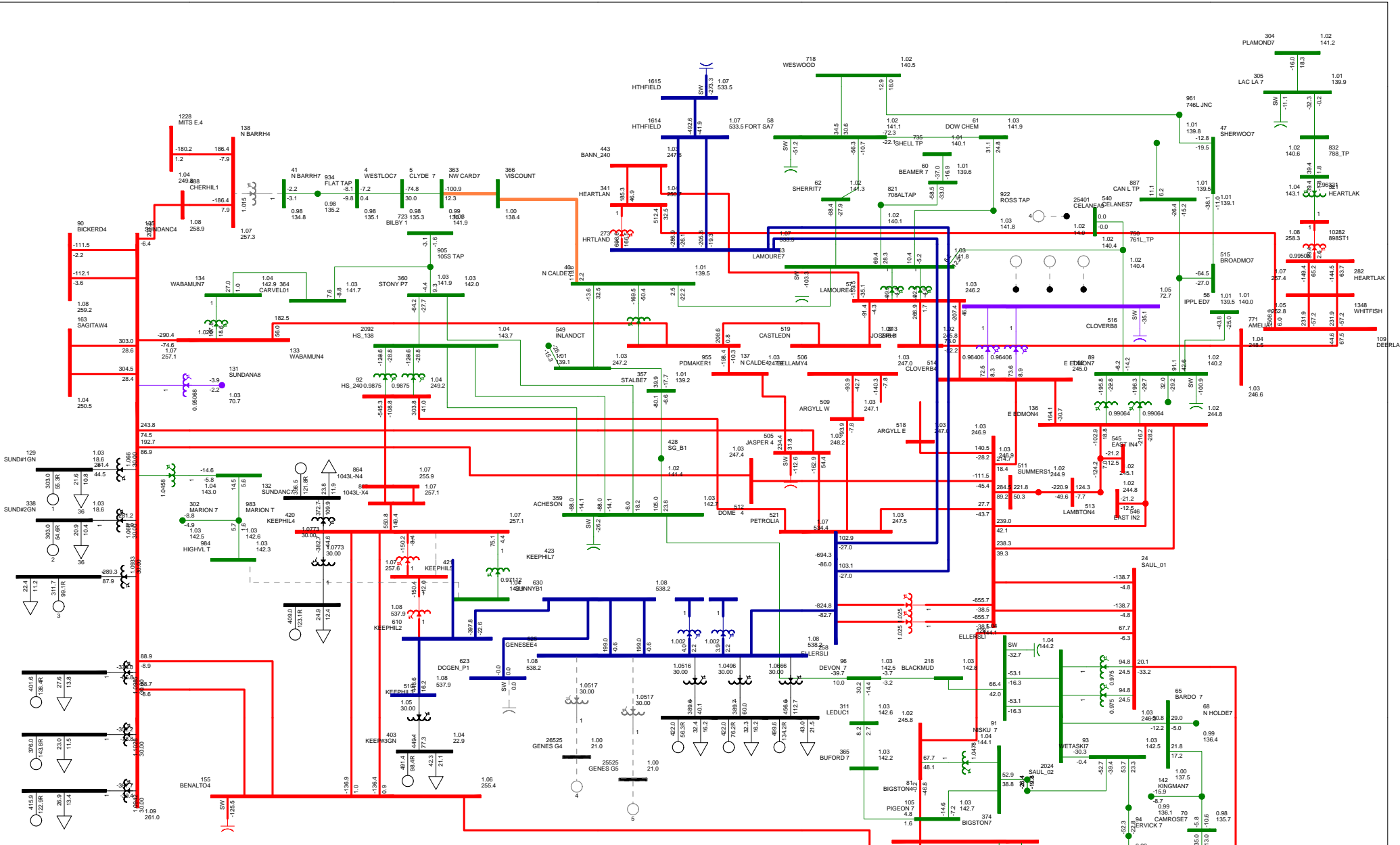
BC-AB: 505.7 MW WATL: -0.8 MW
 MATL import: 0.0 MW EATL: -500.0 MW
 Sask. Import: 150.0 MW



SCENARIO 4 2019WP
 N CALDER 375 TRANSFORMER
 FIG A-33
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) [m]
 Branch - MW/MVar
 Equipment - MW/MVar
 (3) [m] [m]
 kV = $25.000 + j81.000 + j138.000 + j240.000 + j500.000 + j500.000$

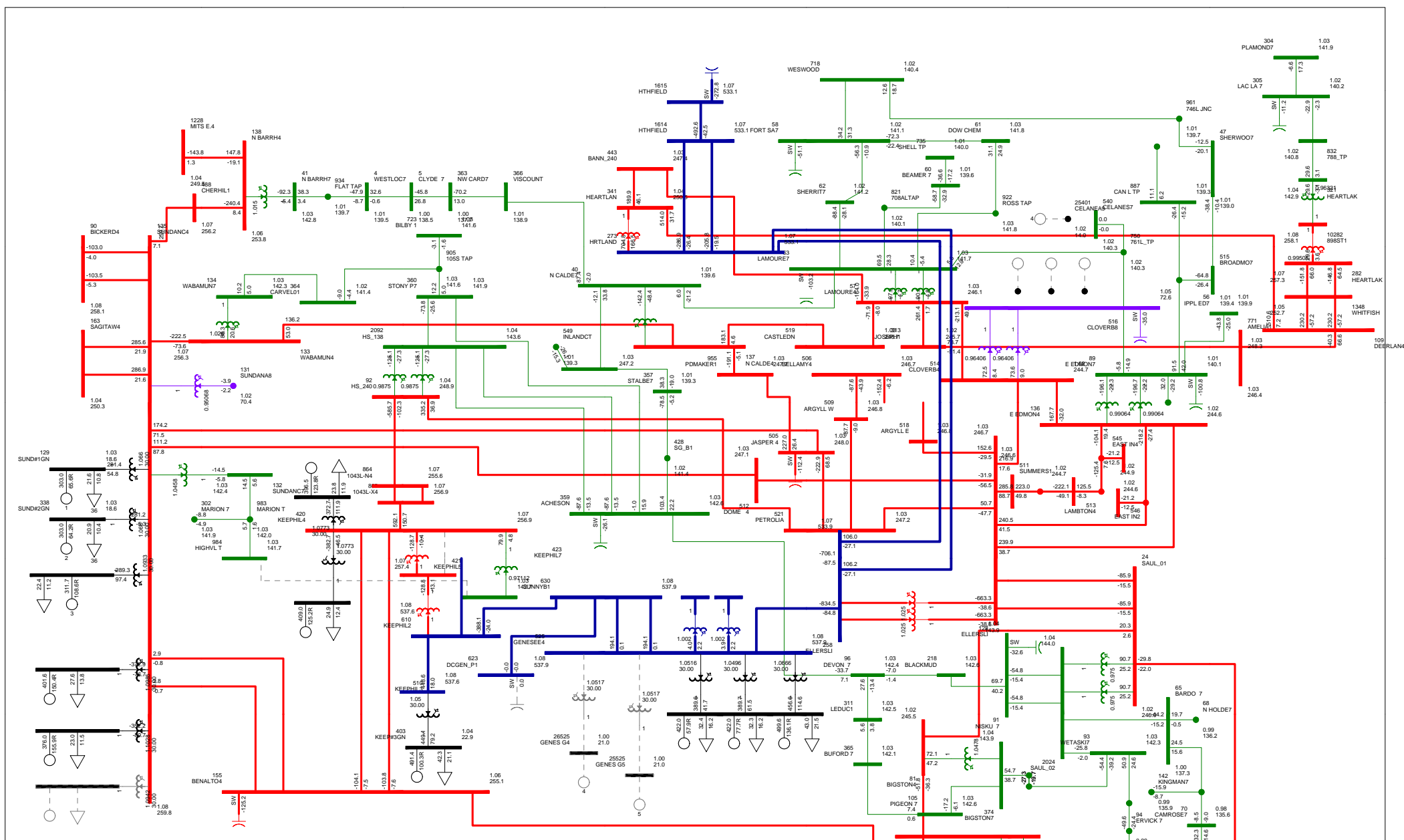
SOK Cutplane	765.6 MW + (0.35) x 164.2 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	466.2 MW	WATL: -0.6 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	



SCENARIO 4 2019WP
 NORTH BARRHEAD 655 TRANSFORMER
 FIG A-34
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MVA (m)
 Ratio (m)
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane	756.2 MW + (0.35) x 163.9 MW	Max: 2,050 MW
KEG Cutplane	2427.0 MW	2,520 MW (SOK <= 1,805 MW) 2,450 MW (SOK > 1,805 MW)
BC-AB:	466.1 MW	WATL: -0.6 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	



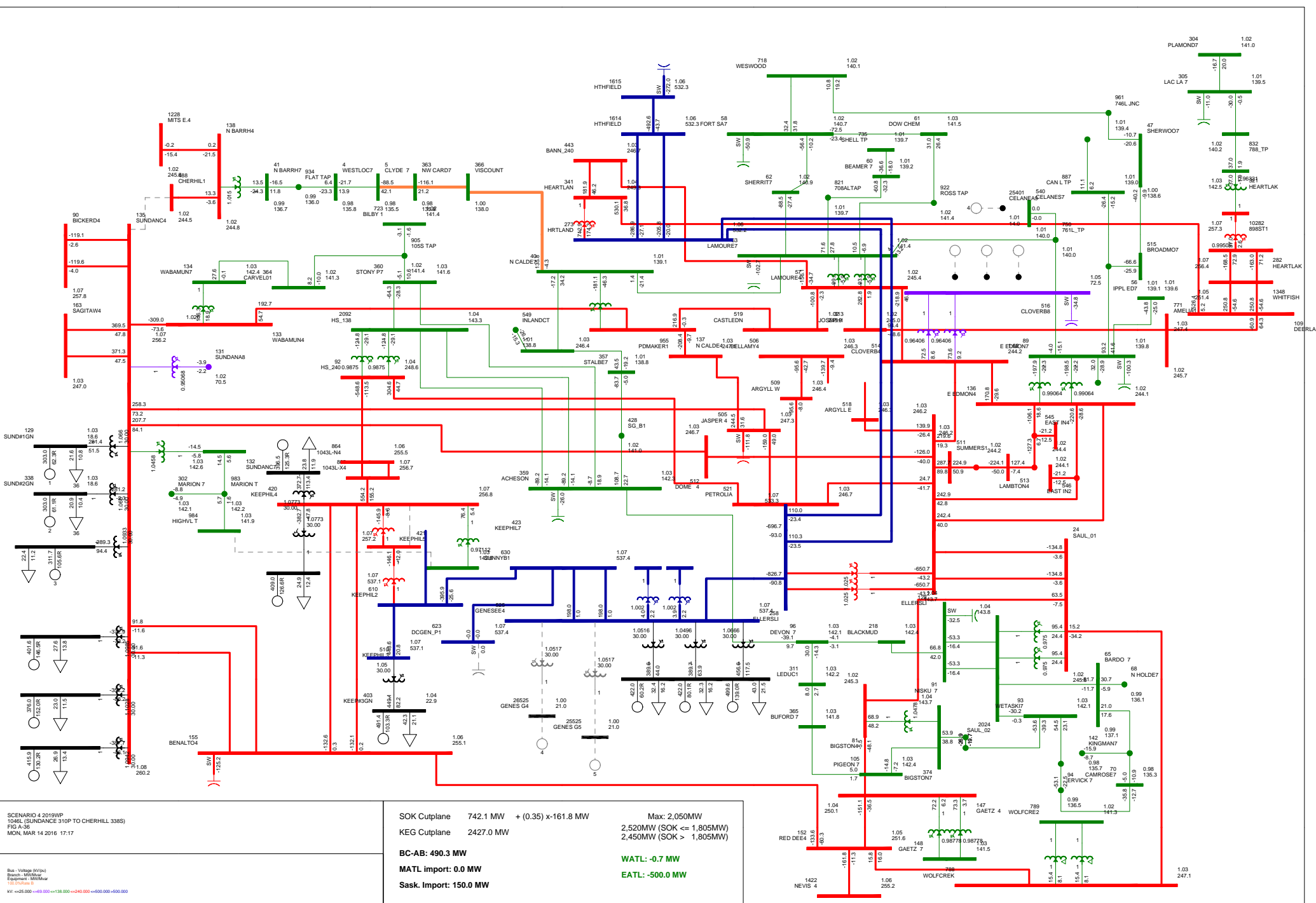
SCENARIO 4 2019WP
 SUNDANCE GS
 FIG A-35
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MVA (m)
 (S) - SOK
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane 390.7 MW + (0.35) x 182.1 MW Max: 2,050MW
 KEG Cutplane 2427.0 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 863.9 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

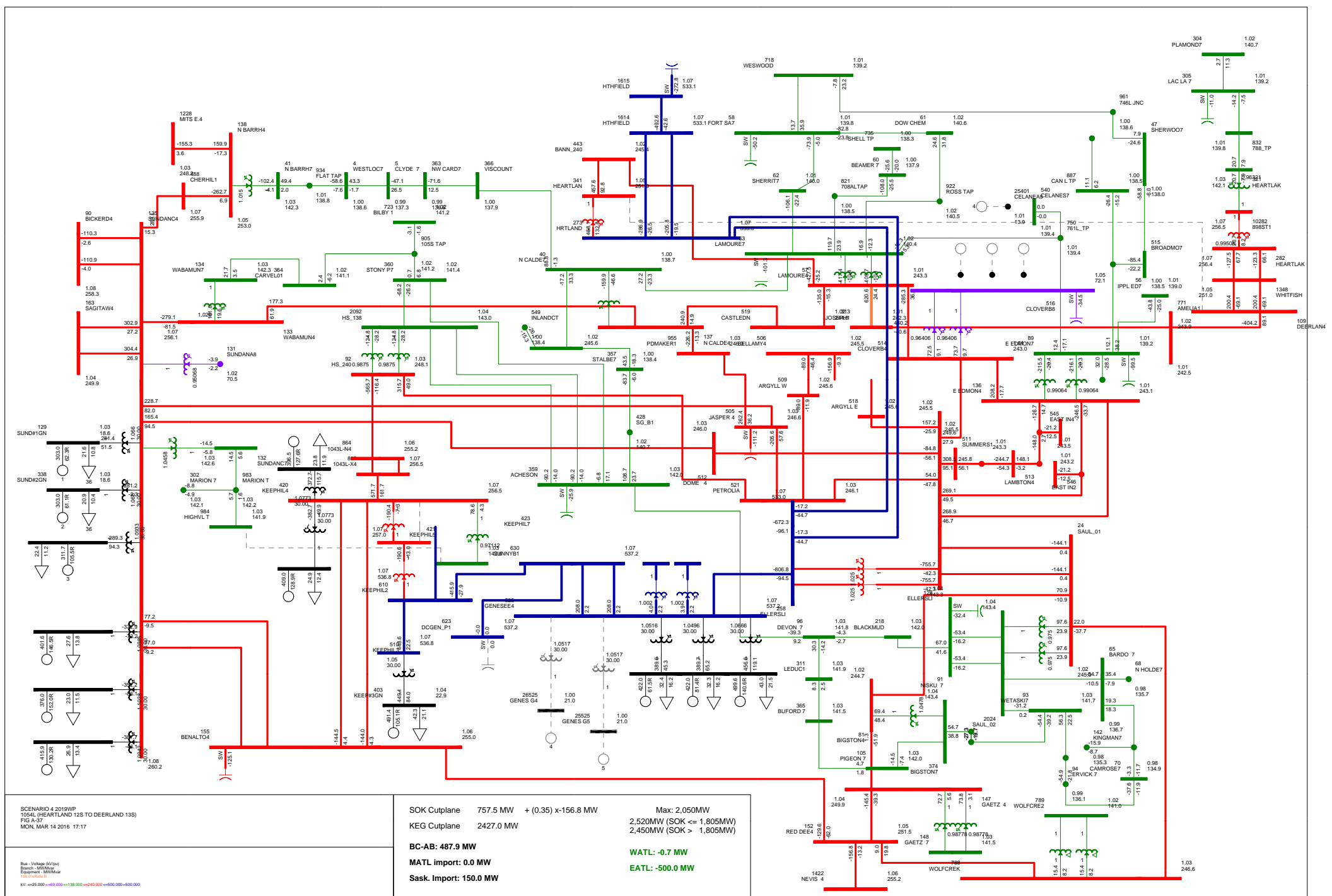
WATL: -0.8 MW
 EATL: -500.0 MW



SCENARIO 4 2019WP
 1043L SUNDANCE 310P TO CHERHILL (3S8S)
 FIG A-36
 MON, MAR 14 2016 17:17

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MVA/MVA
 1043L-N4
 KV = 25.000=89.000=138.000=240.000=500.000=500.000

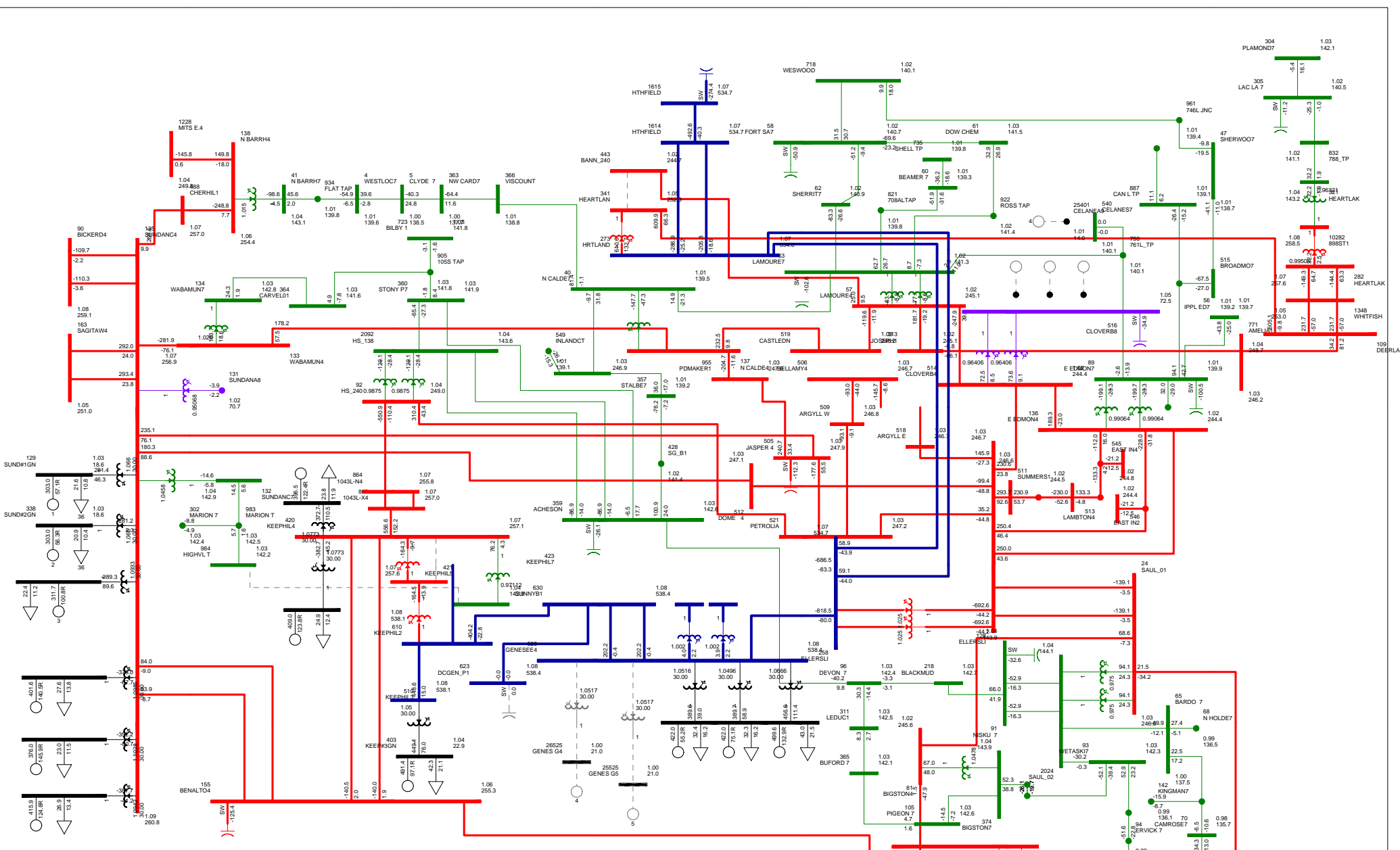
SOK Cutplane	742.1 MW + (0.35) x161.8 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	490.3 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. Import:	150.0 MW	



SCENARIO 4 2019WP
 105L HEARTLAND 12S to DEERLAND 13S
 FIG A-37
 MON, MAR 14 2016 17:17

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/100000
 KV = $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000$

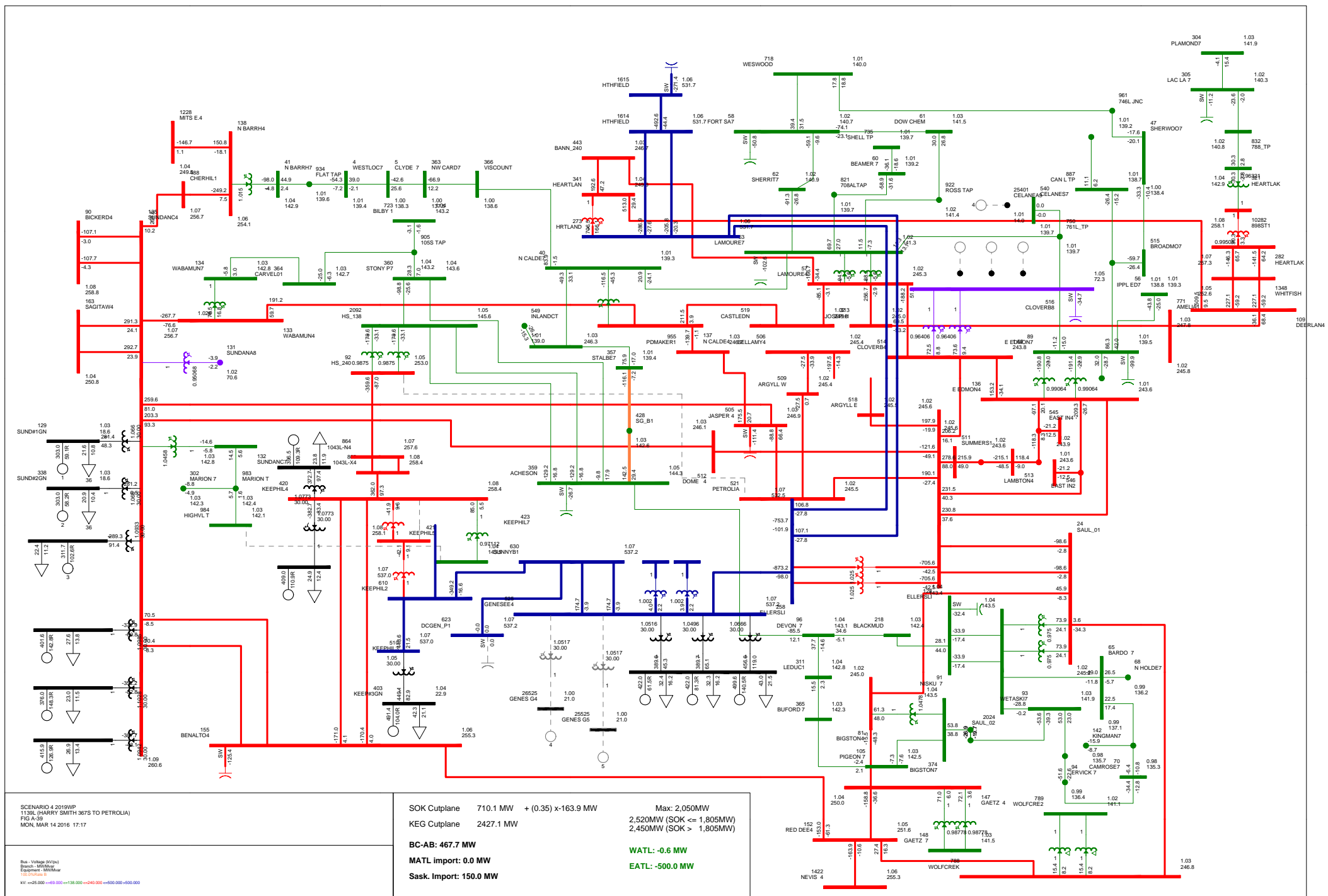
SOK Cutplane	757.5 MW + (0.35) x 156.8 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	487.9 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. Import:	150.0 MW	

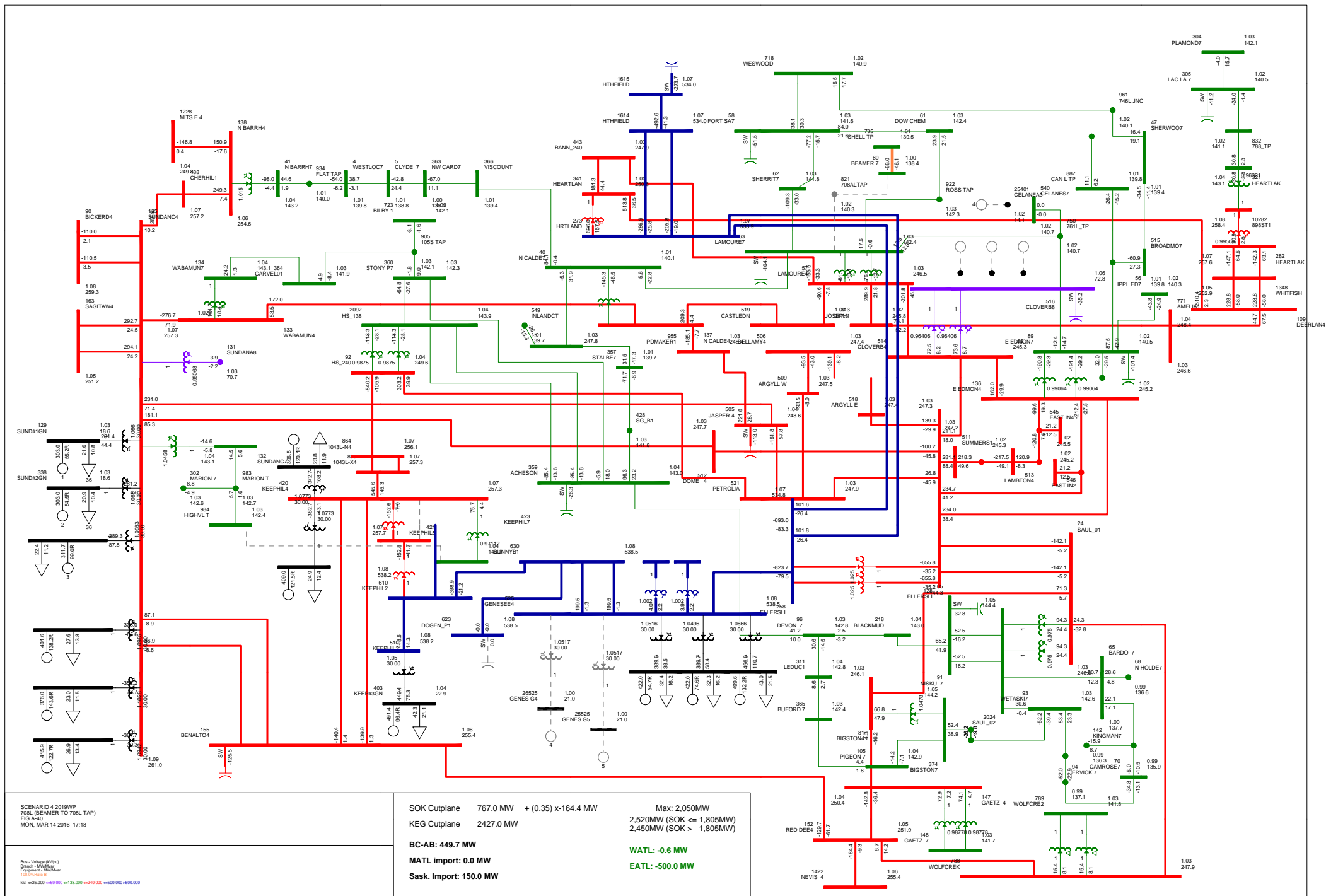


SCENARIO 4 2019WP
 10E11 HEARTLAND 12S TO BANNERMAN 681S)
 FIG A-38
 MON, MAR 14 2016 17:17

Bus - Voltage (kV) [m]
 Branch - MW/MVar
 Equipment - MW/MVar
 (0) = 0.0
 kV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 650.000

SOK Cutplane	754.6 MW + (0.35) x 165.4 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	462.0 MW	WATL: -0.6 MW
MATL Import:	0.0 MW	EATL: -500.0 MW
Sask. Import:	150.0 MW	



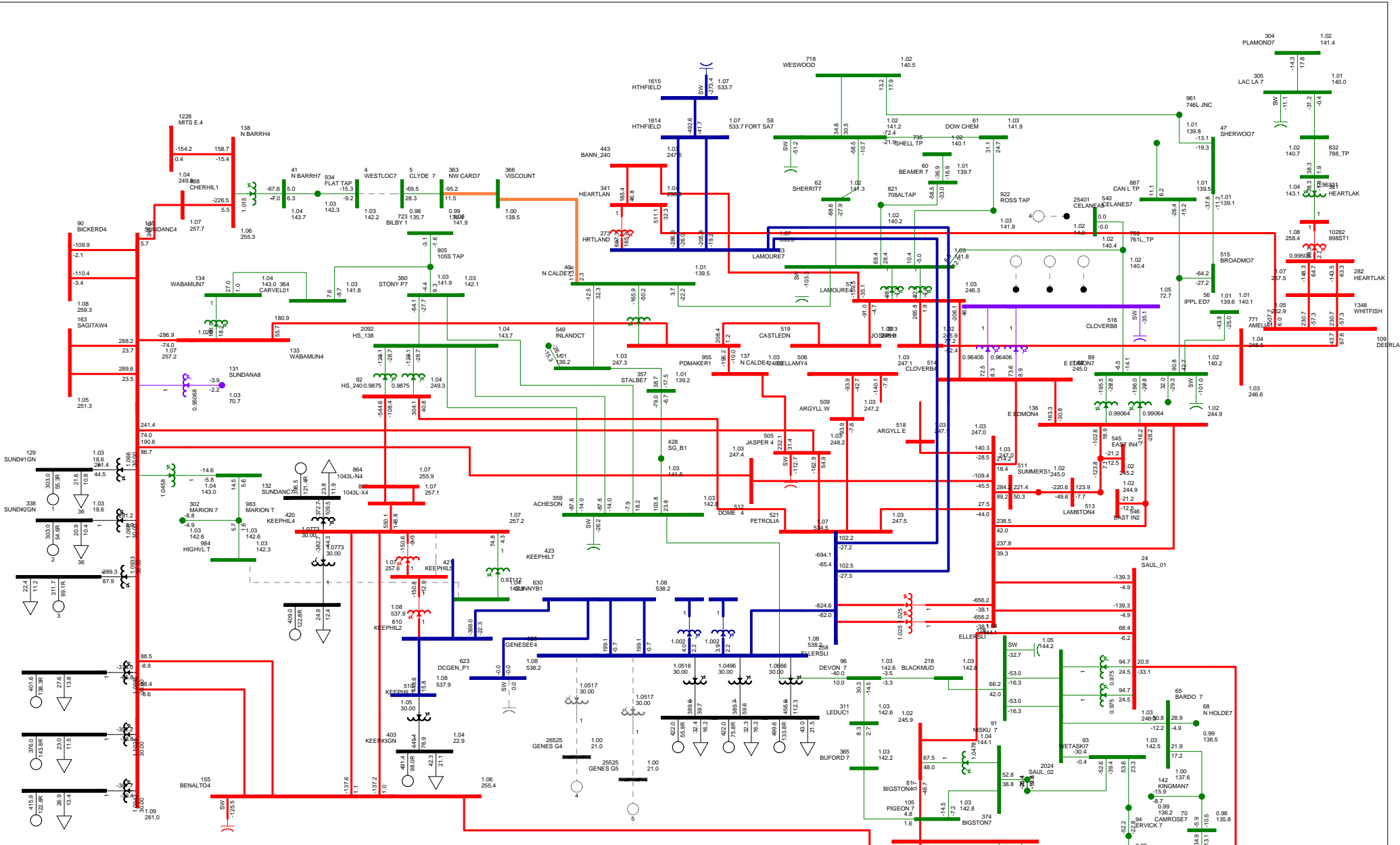


SCENARIO 4 2019WP
 708: BEAMER TO 708L TAP)
 FIG A-4D
 MON, MAR 14 2016 17:18

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/1000000

kV =>25.000=>69.000=>138.000=>240.000=>500.000=>600.000

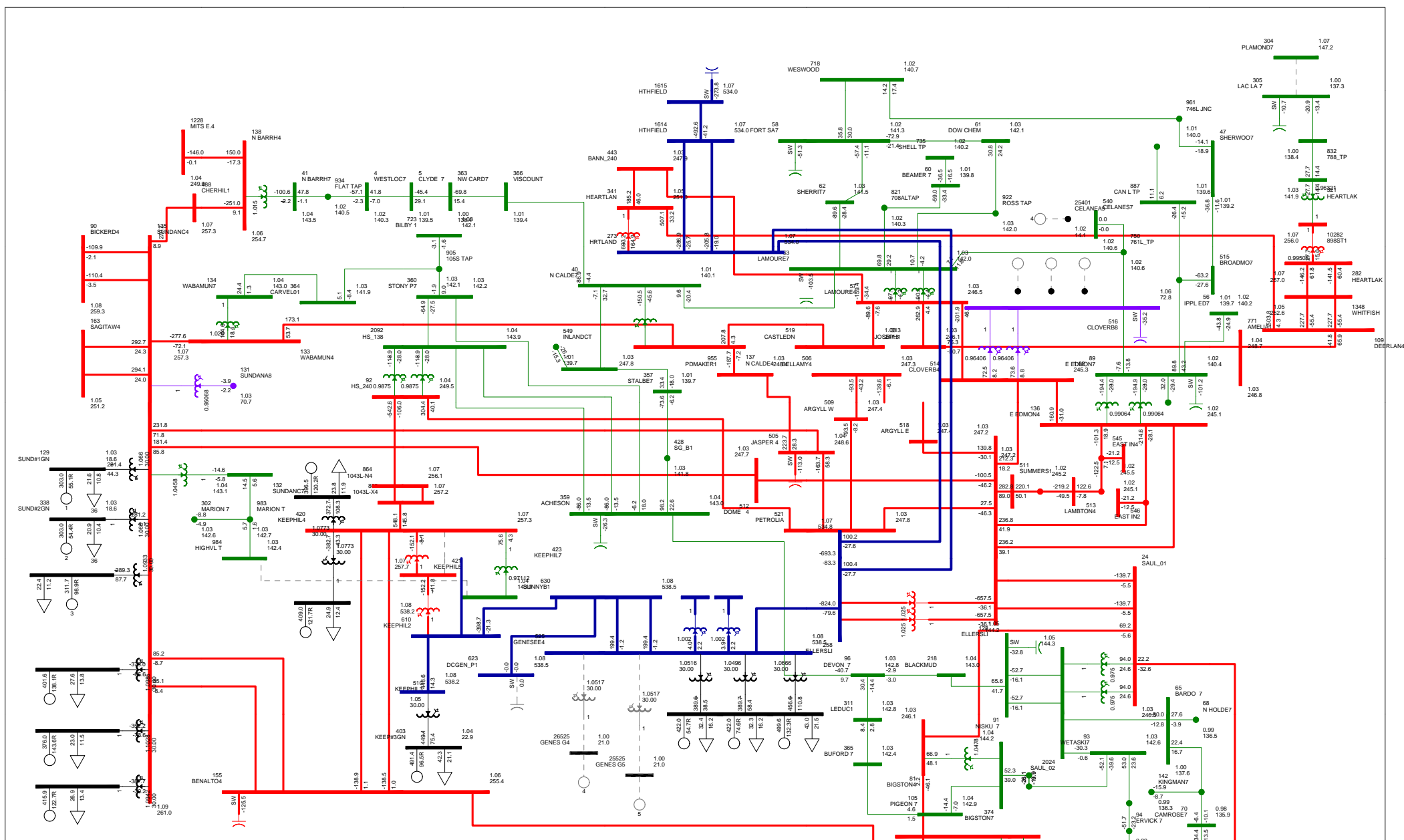
SOK Cutplane	767.0 MW + (0.35) x 164.4 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	449.7 MW	WATL: -0.6 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	



SCENARIO 4 2019WP
 728. CLYDE 150S TO WESTLOCK 438S)
 FIG A-41
 MON, MAR 14 2016 17:18

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (S) - Saturated
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

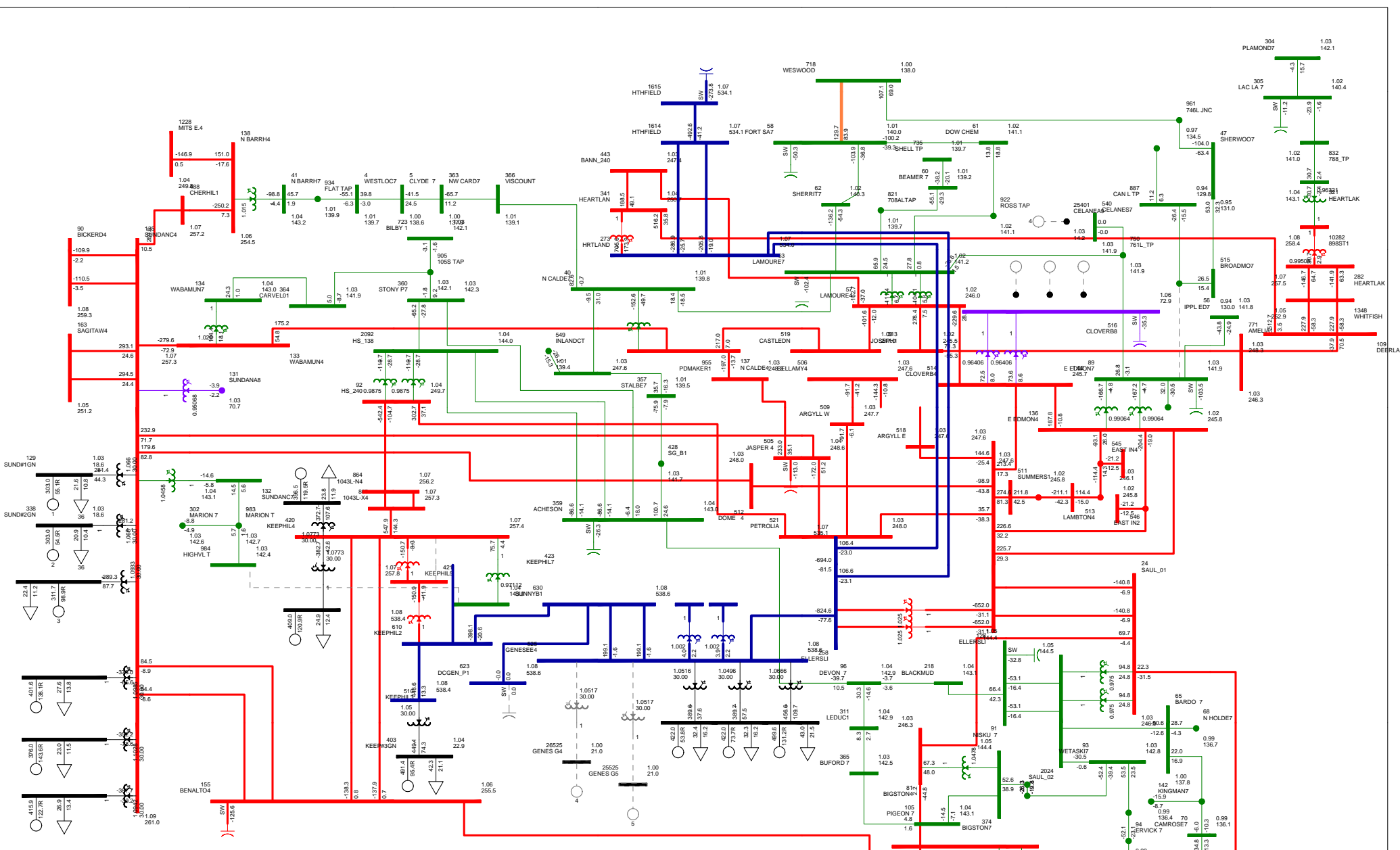
SOK Cutplane	758.9 MW + (0.35) x 164.1 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	462.1 MW	WATL: -0.6 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	



SCENARIO 4 2019WP
 728 LAC LA BICHE 157S TO PLAMOND 353S
 FIG A-42
 MON, MAR 14 2016 17:18

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MVA (m)
 Equipment - MVA (m)
 KV = $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000$

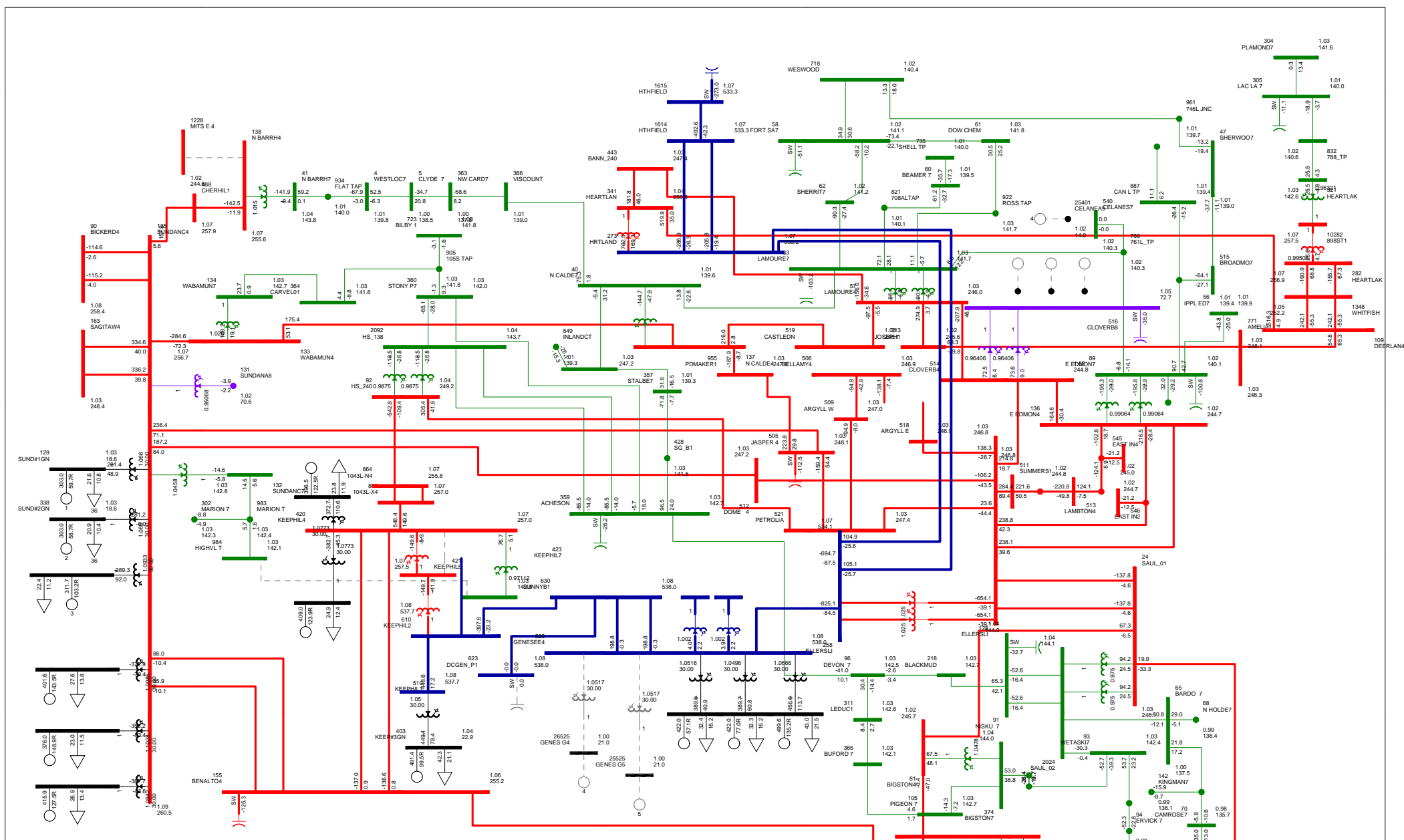
SOK Cutplane	755.1 MW + (0.35) x 165.4 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	461.0 MW	WATL: -0.6 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	



SCENARIO 4 2019WP
 7311 EAST EDMONTON 38S TO 746L JUNCTION)
 FIG A-43
 MON, MAR 14 2016 17:18

Bus - Voltage (kV)no
 Branch - MW/MVA
 Equipment - MW/MVA
 @1200000
 kV = 25.000 - 69.000 - 138.000 - 240.000 - 500.000 - 600.000

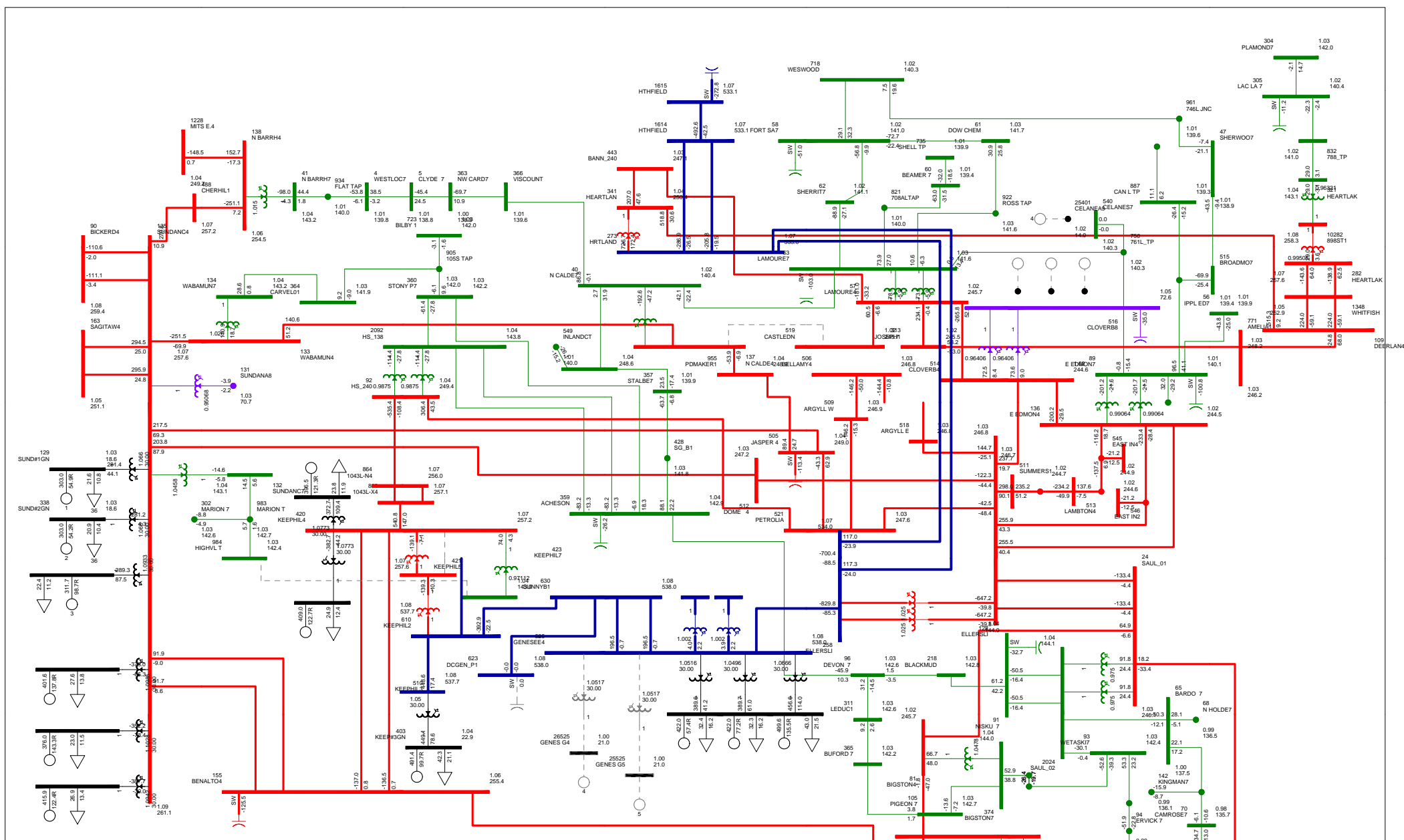
SOK Cutplane	754.5 MW + (0.35) x 164.8 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	465.3 MW	WATL: -0.6 MW
MATL Import:	0.0 MW	EATL: -500.0 MW
Sask. Import:	150.0 MW	



SCENARIO 4 2019WP
 313_N BARRHEAD 855 TO MITSUE 7325)
 FIG A-45
 MON, MAR 14 2016 17:18

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MVA/MVA
 10/100/1000
 kV = 25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

SOK Cutplane	747.0 MW + (0.35) x -163.9 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	475.1 MW	WATL: -0.6 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	



SCENARIO 4 2019WP
 320. NORTH CALDER 375 TO CASTLE DOWNS
 FIG A-46
 MON, MAR 14 2016 17:18

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0.000000)

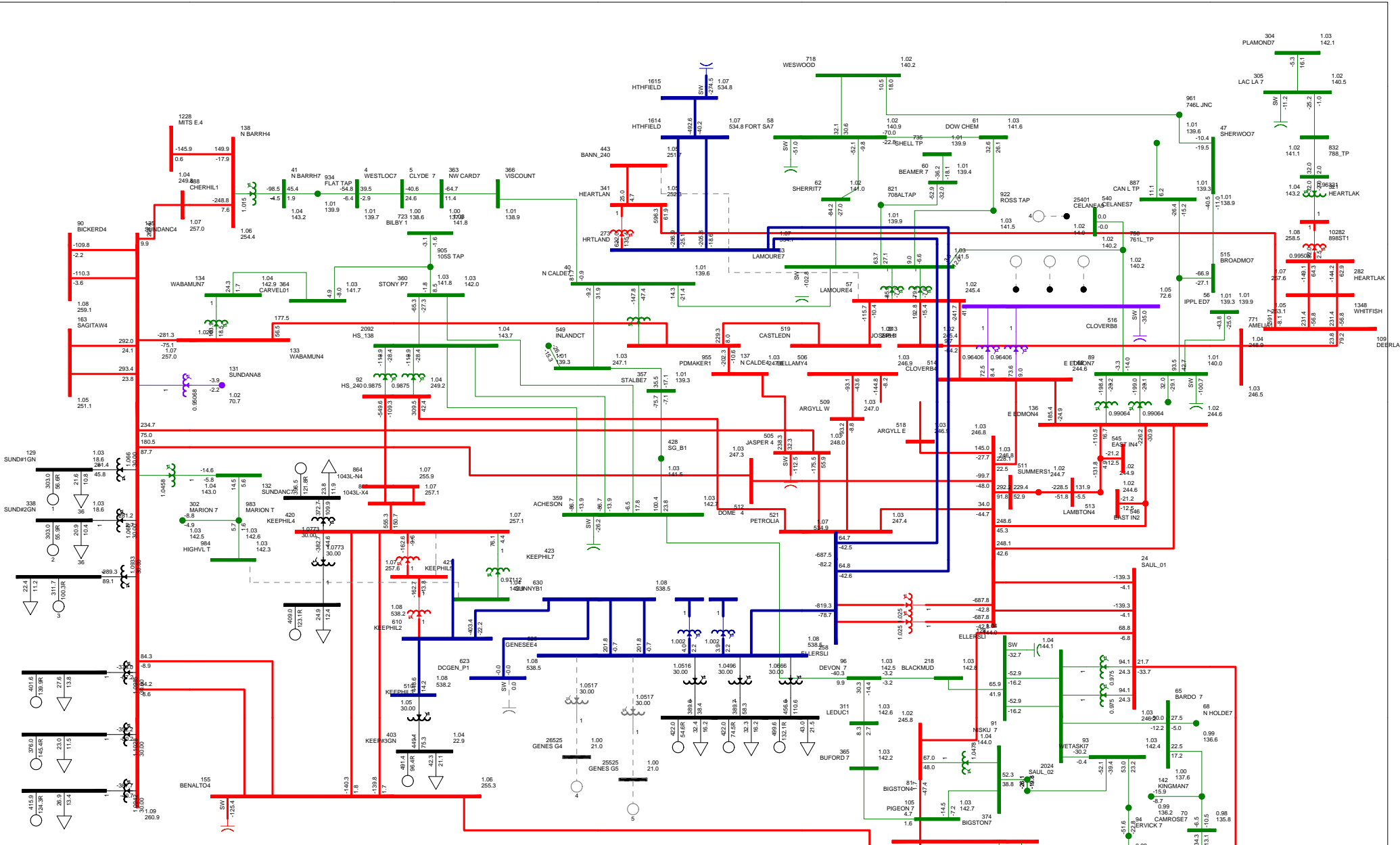
kV = 25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

SOK Cutplane 753.1 MW + (0.35) x 164.0 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 2427.0 MW

BC-AB: 461.5 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

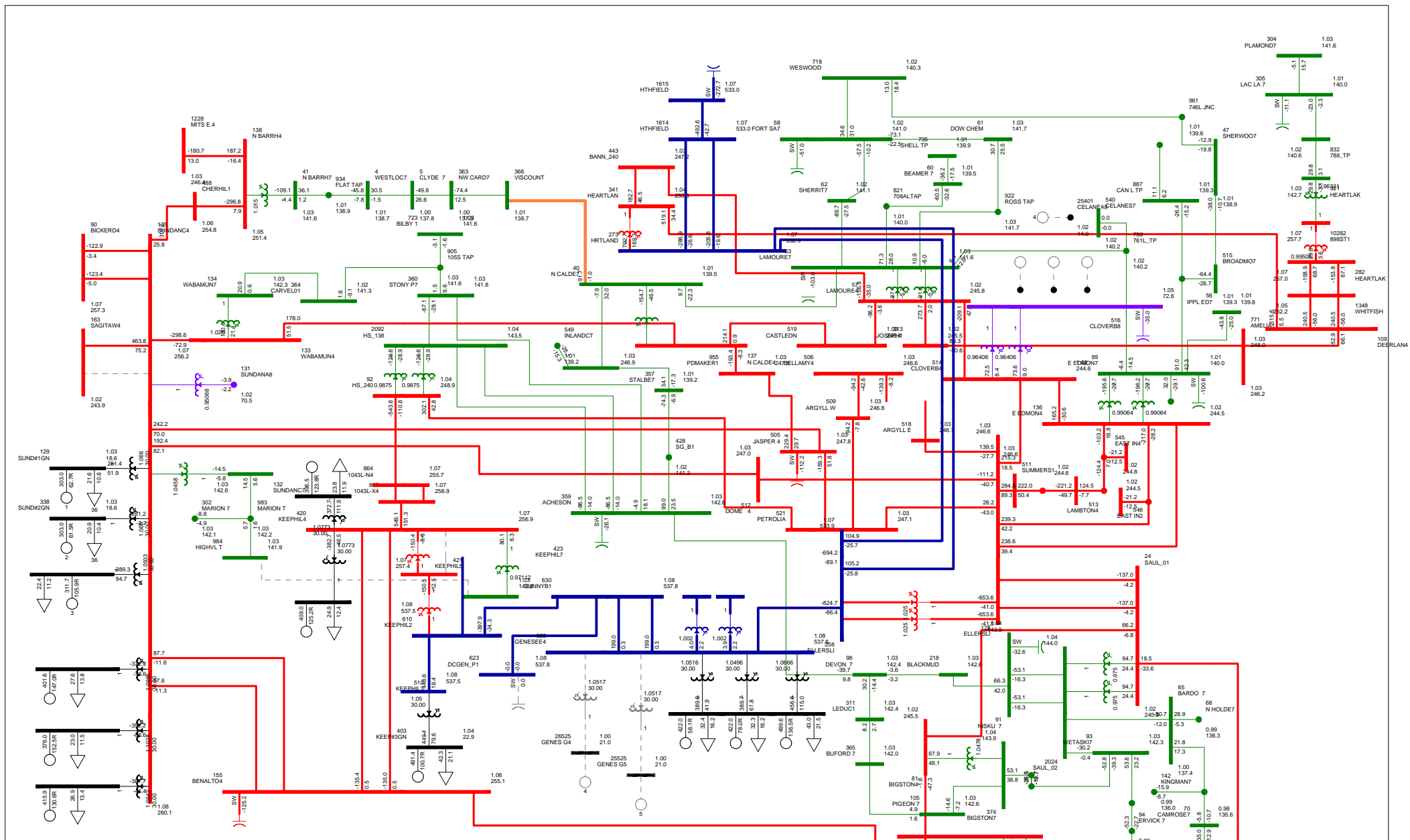
WATL: -0.6 MW
 EATL: -500.0 MW



SCENARIO 4 2019WP
 342, L LAMOUREUX 715 TO BANNERMAN 681S)
 FIG A-47
 MON, MAR 14 2016 17:18

Bus - Voltage (kV)(ps)
 Branch - MW(MVA)
 Equipment - MW(MVA)
 100000000
 kV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	755.3 MW + (0.35) x 165.4 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	461.3 MW	WATL: -0.6 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. Import:	150.0 MW	

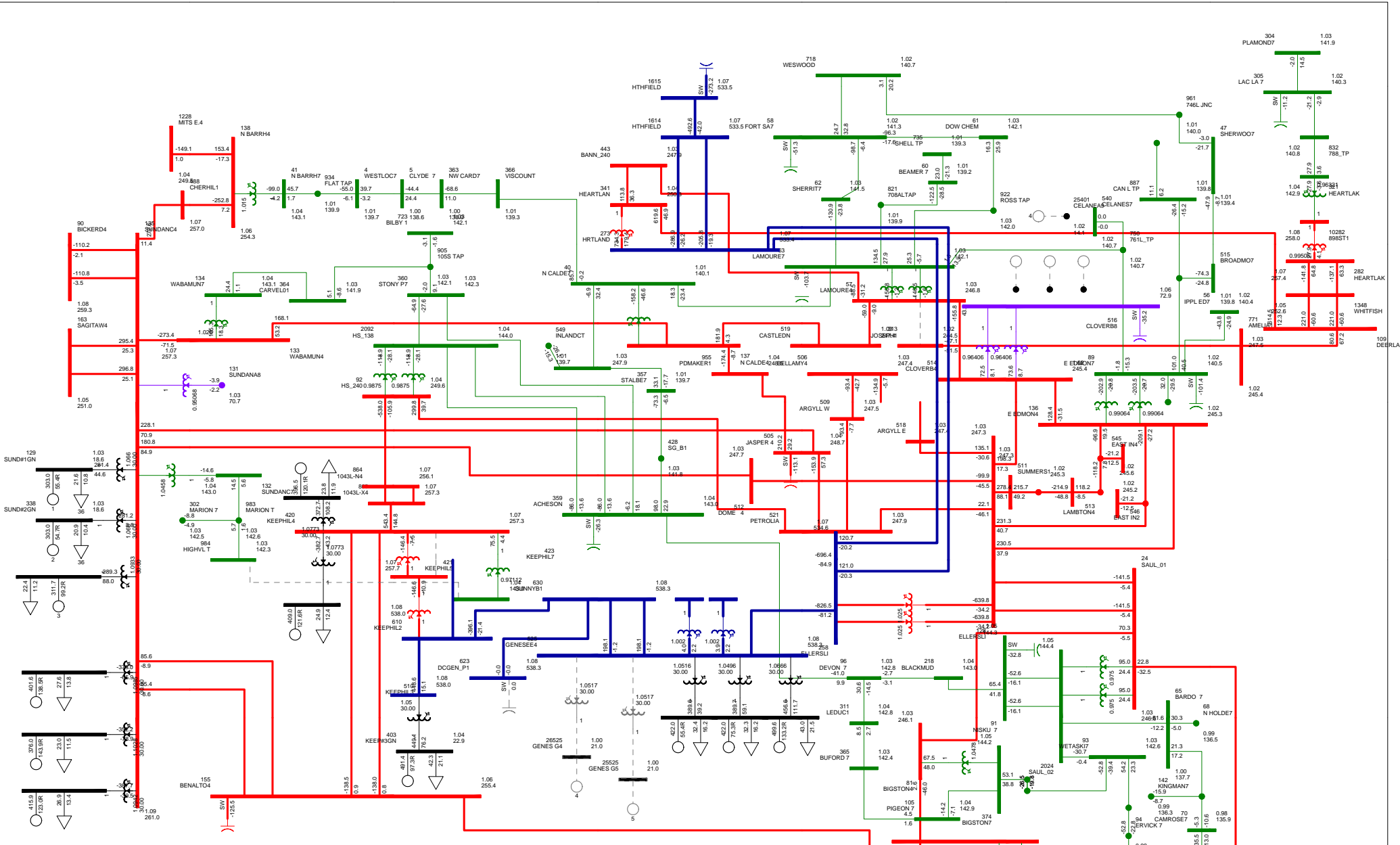


SCENARIO 4 2019WP
 388. SUNDANCE 310P TO SAGITAWAH 77S)
 FIG A-48
 MON, MAR 14 2016 17:18

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MVA (m)
 (S) (m) (p)

kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

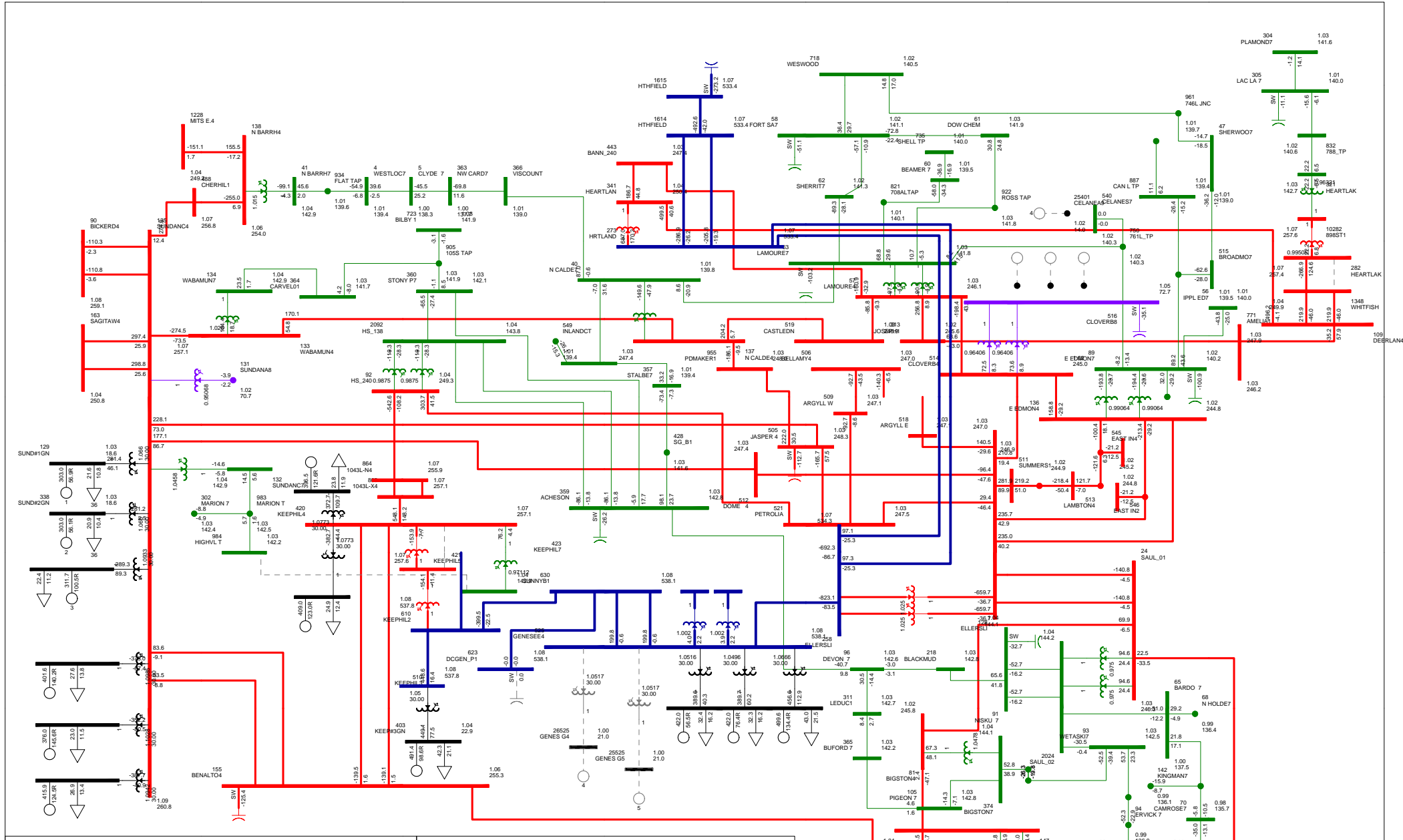
SOK Cutplane	740.9 MW + (0.35) x 164.1 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	483.5 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	



SCENARIO 4 2019WP
 3871 LAMOURVILLE 715 TO JOSEPHBURG 410S)
 FIG A-49
 MON, MAR 14 2016 17:18

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MVA/MVA
 (S) - SINK
 KV = 25.000 - 69.000 + 138.000 + 240.000 + 500.000 + 500.000

SOK Cutplane	758.5 MW	+ (0.35) x-162.9 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	465.1 MW		
MATL import:	0.0 MW		
Sask. import:	150.0 MW		
			WATL: -0.6 MW EATL: -500.0 MW



SCENARIO 4 2019WP
 3L2 (HEART LAKE TO WHITES LAKE)
 FIG A-50
 MON, MAR 14 2016 17:18

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0) - (0.000000)

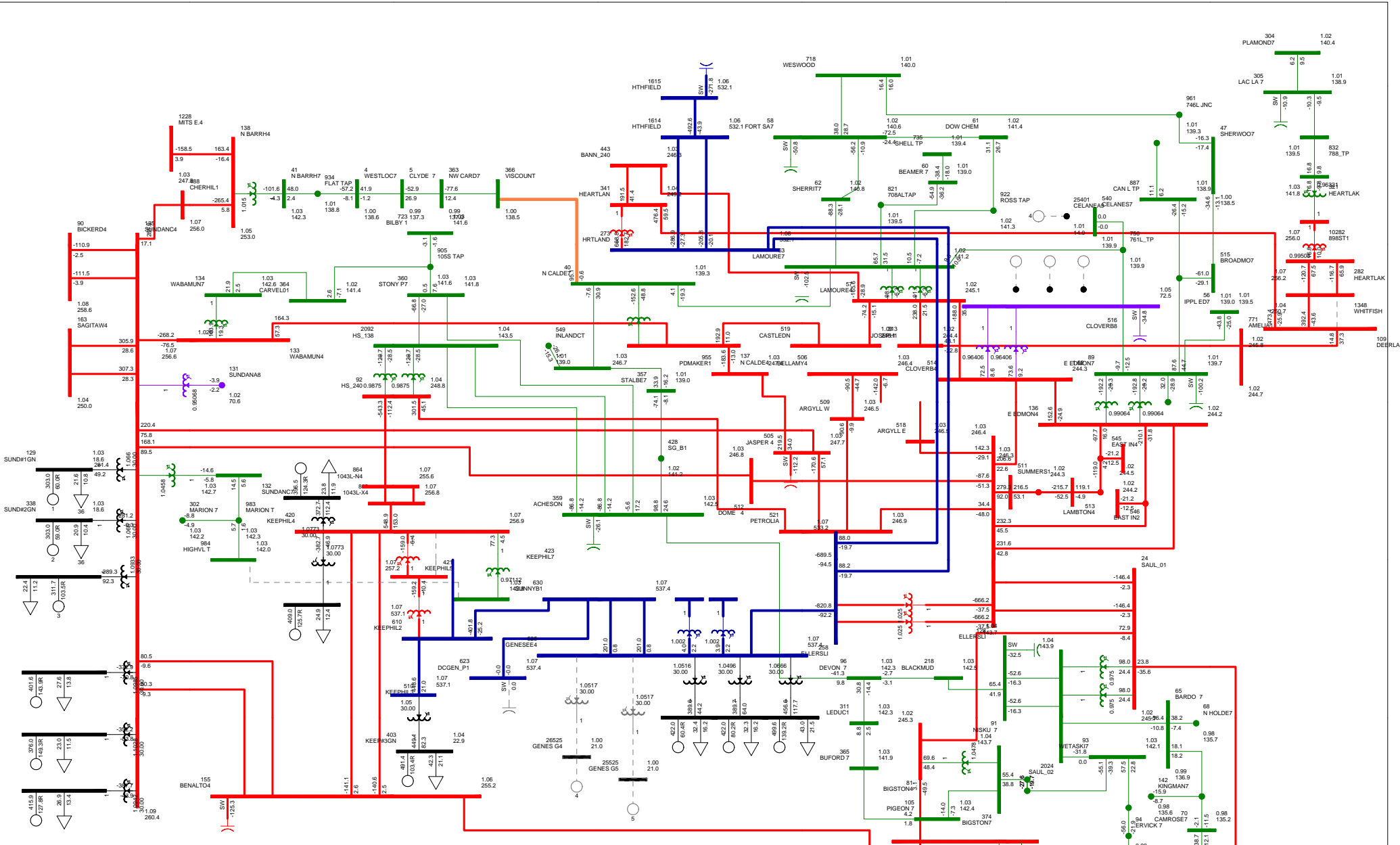
kV =>25.000=>69.000=>138.000=>240.000=>500.000=>600.000

SOK Cutplane 754.9 MW + (0.35) x-164.5 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 2427.0 MW

BC-AB: 465.0 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.6 MW
 EATL: -500.0 MW



SCENARIO 4 2019WP
 3L350 WINTERFISH LAKE 825S TO DEERLAND 13S)
 FIG A-51
 MON, MAR 14 2016 17:18

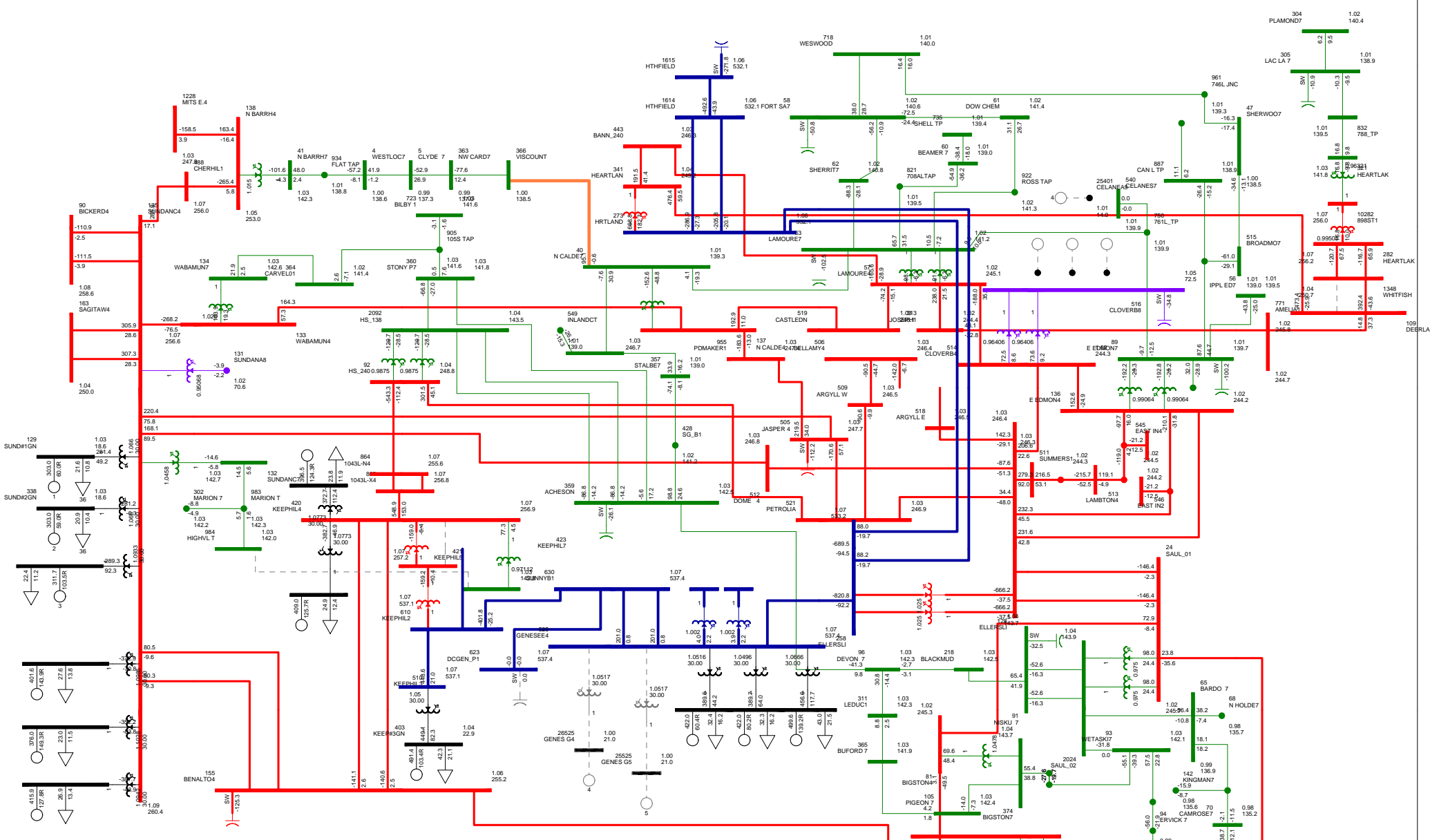
Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0.00000000)

KV = 25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

SOK Cutplane	762.1 MW + (0.35) x 154.6 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	487.9 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	

SCENARIO 4 2019WP
 3L361 (WHITEFISH LAKE 825S TO DEERLAND 13S)
 FIG A-52
 MON, MAR 14 2016 17:18

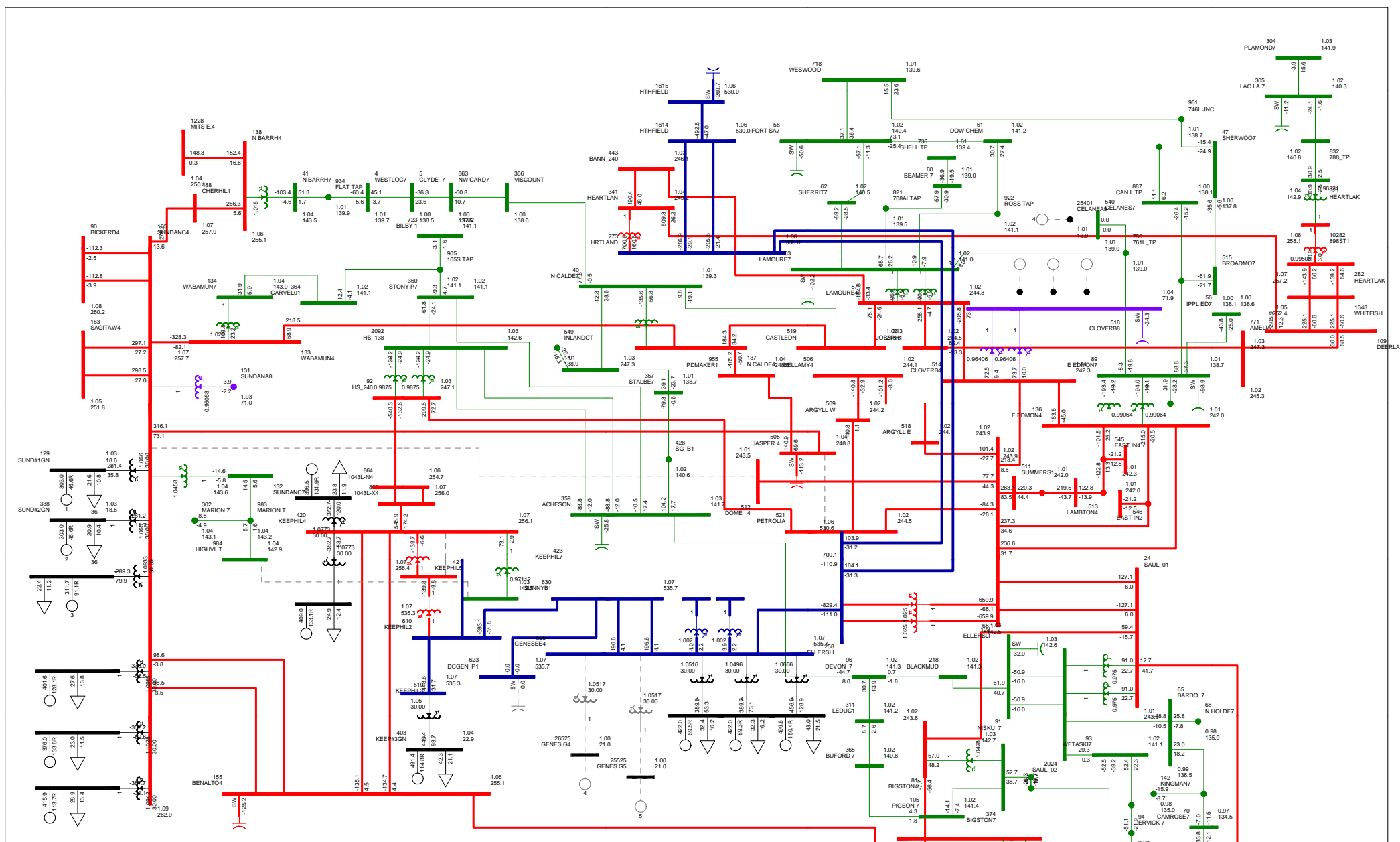
Bus - Voltage (kV) (m)
 Branch - MW (m)
 Equipment - MVA (m)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000



SOK Cutplane 762.1 MW + (0.35) x 154.6 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 487.9 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

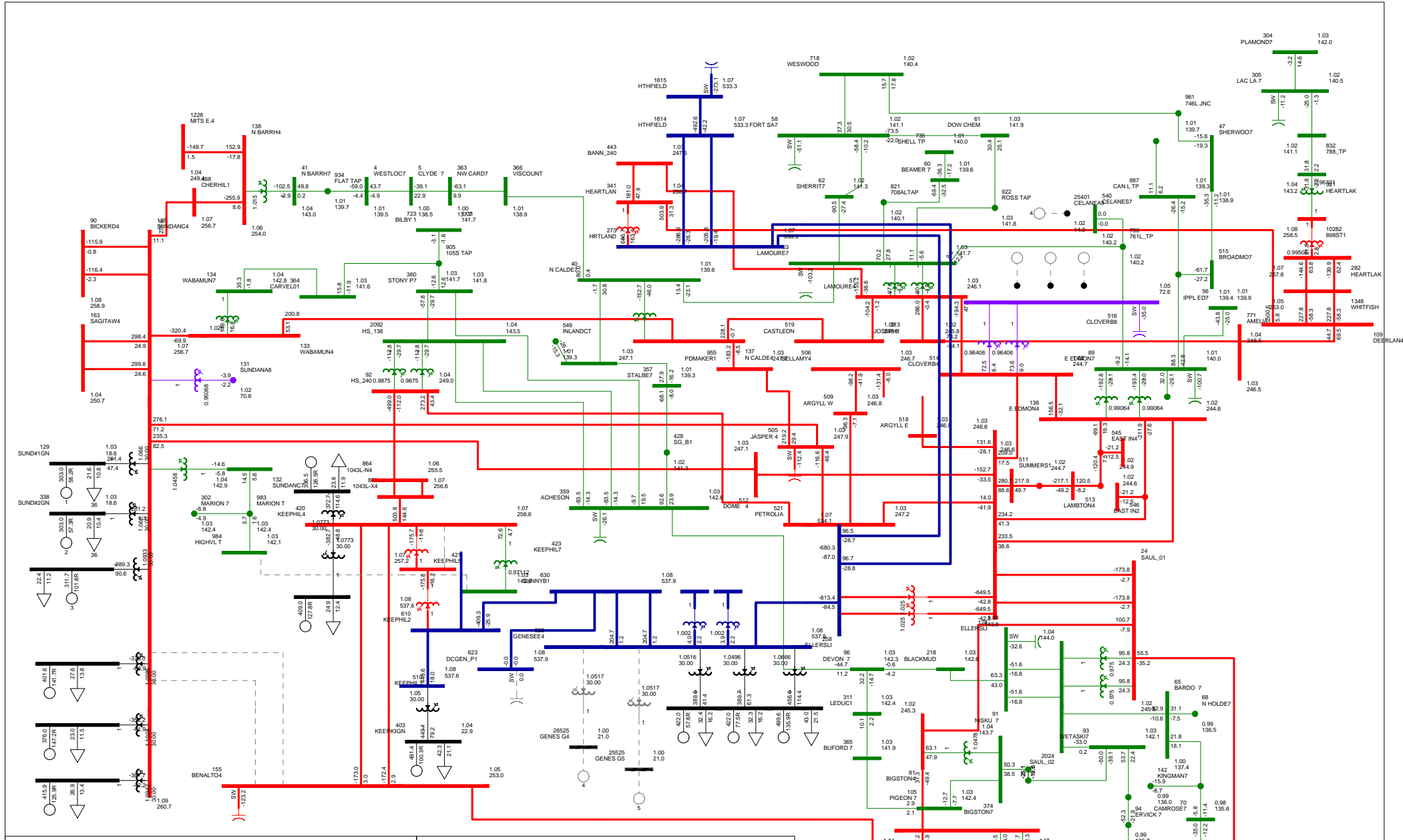
WATL: -0.7 MW
 EATL: -500.0 MW



SCENARIO 4 2019WP
 308, 1044
 FIG A-53
 MON, MAR 14 2016 17:18

Bus - Voltage (kV)(p)
 Branch - MW(Mw)
 Equipment - MVA(Mva)
 (3)
 KV = 25.00 = 89.000 = 138.000 = 240.000 = 500.000 = 600.000

SOK Cutplane	750.6 MW	+(0.35) x 163.8 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW		2,520MW (SOK ≤ 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	464.7 MW		WATL: -0.7 MW
MATL import:	0.0 MW		EATL: -500.0 MW
Sask. import:	150.0 MW		

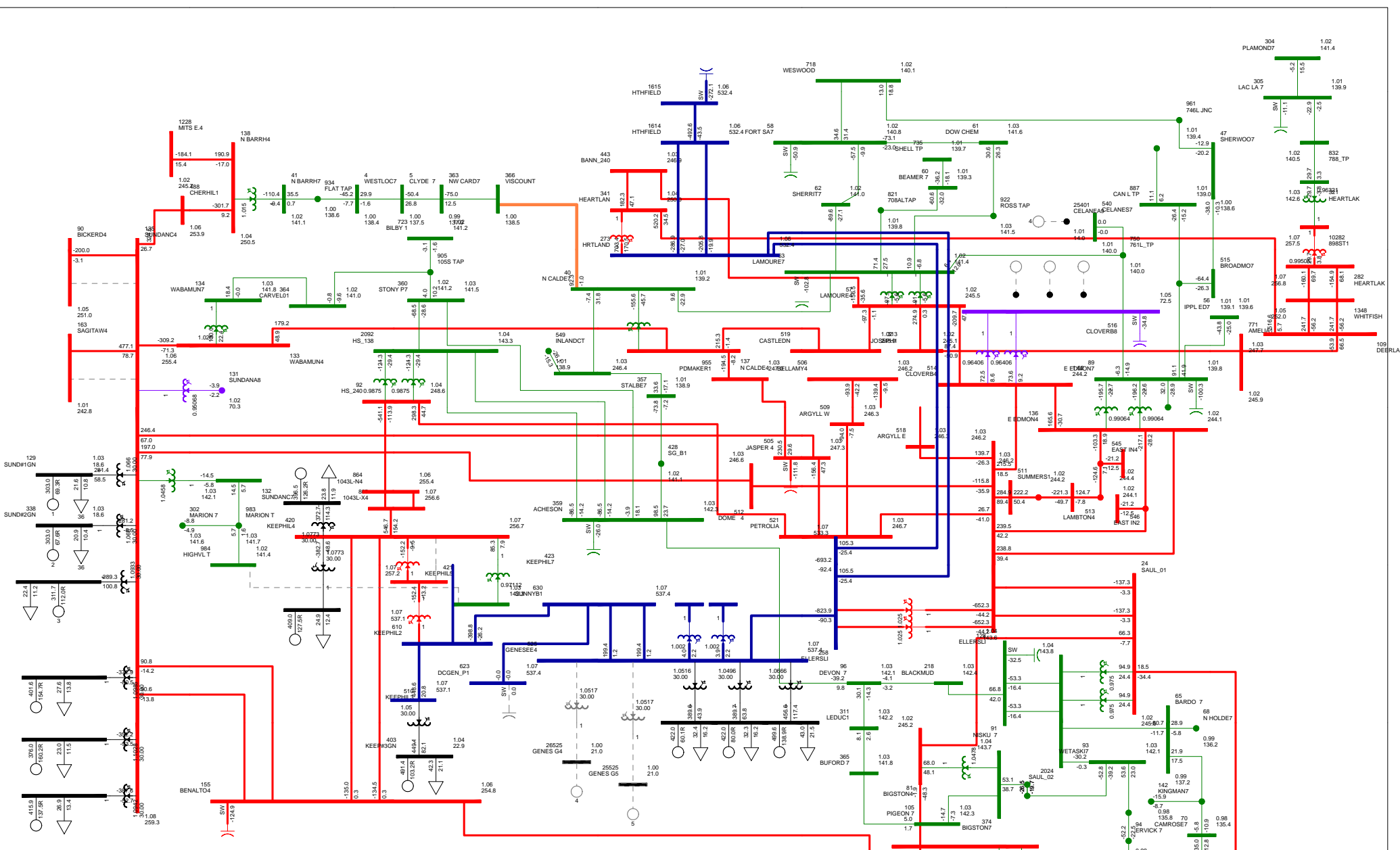


SCENARIO 4 2019WP
 325, 506
 FIG A-54
 MON, MAR 14 2016 17:18

Bus - Voltage (kV) [m]
 Branch - MW/MVar
 Equipment - MW/MVar
 (3) (1) (2) (3)

kV = $25,000 + 69,000 + 138,000 + 240,000 + 500,000 + 650,000$

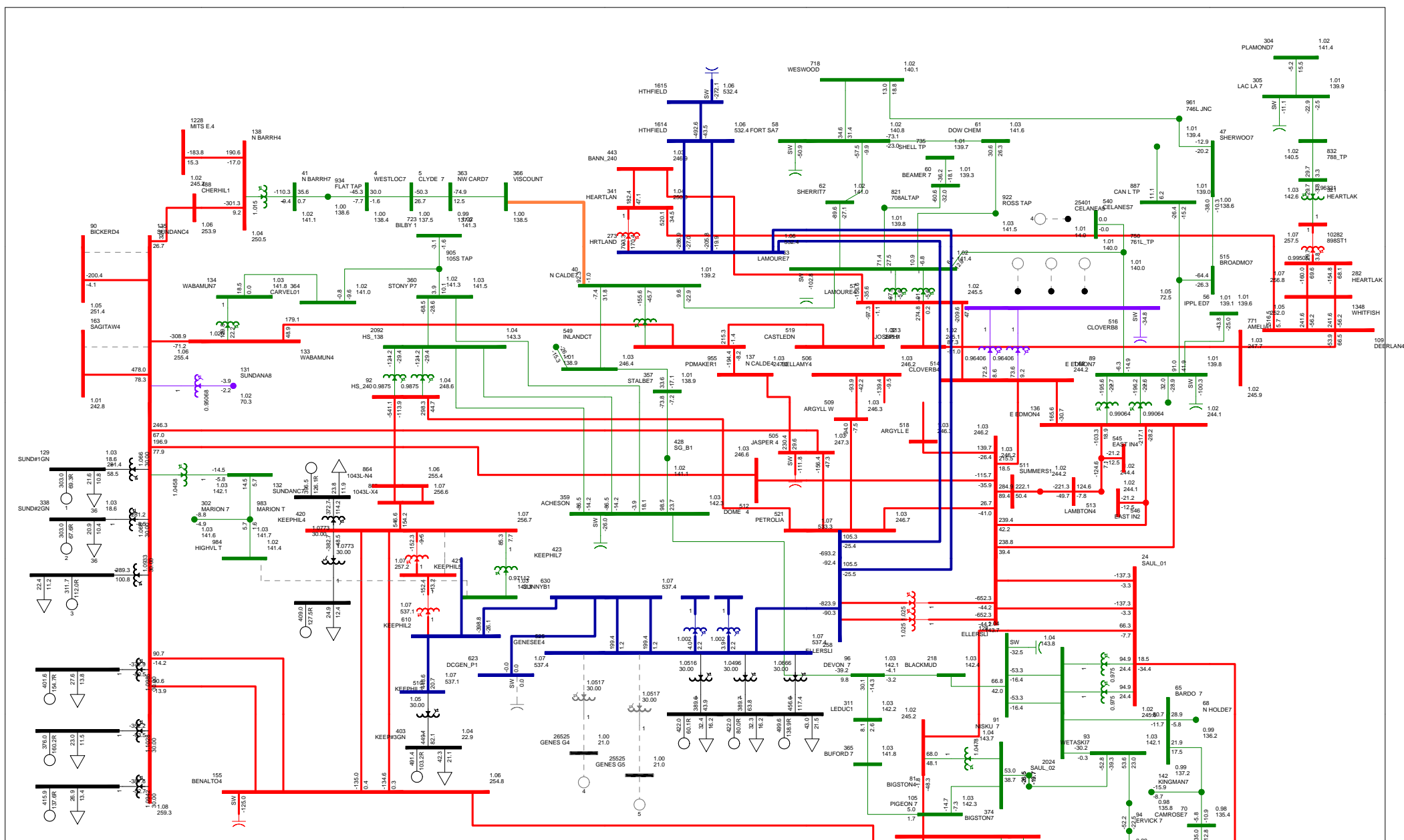
SOK Cutplane	742.9 MW + (0.35) x 168.9 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	464.7 MW	WATL: -0.8 MW
MATL Import:	0.0 MW	EATL: -500.0 MW
Sask. Import:	150.0 MW	



SCENARIO 4 2019WP
 389, 973K
 FIG A-55
 MON, MAR 14 2016 17:18

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MVA (m)
 Equipment - MW (m)
 Equipment - MW (m)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

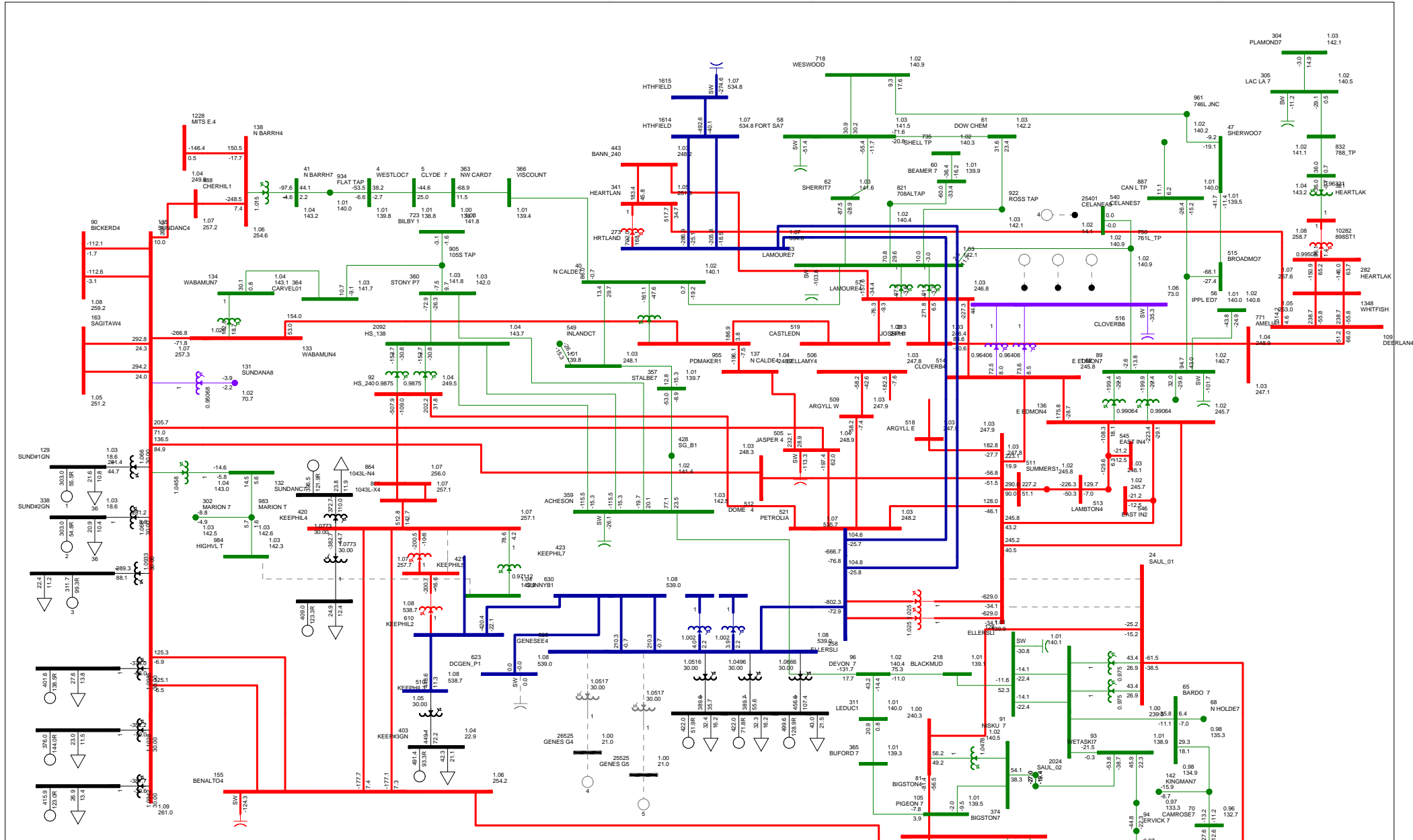
SOK Cutplane	736.0 MW + (0.35) x-164.1 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	489.9 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	



SCENARIO 4 2019WP
 318, 574L
 FIG A-56
 MON, MAR 14 2016 17:18

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Equipment - MVA/MVA
 KV =>25.000=>69.000=>138.000=>240.000=>500.000=>600.000

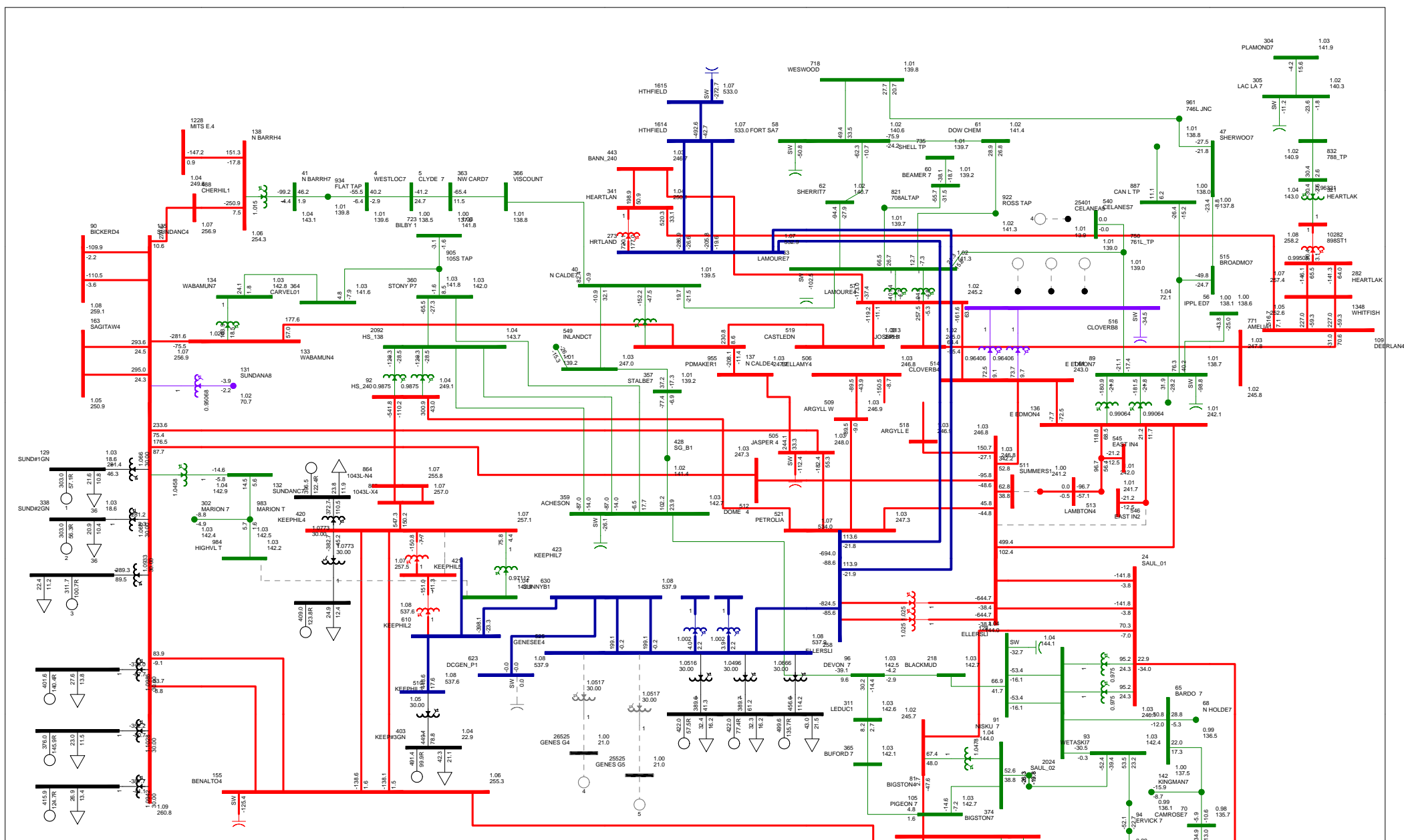
SOK Cutplane	736.3 MW + (0.35) x-164.1 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	489.6 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	



SCENARIO 4 2019WP
 115kV 1140
 FIG A-57
 MON, MAR 14 2016 17:18

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MVA (m)
 (S) - Series
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

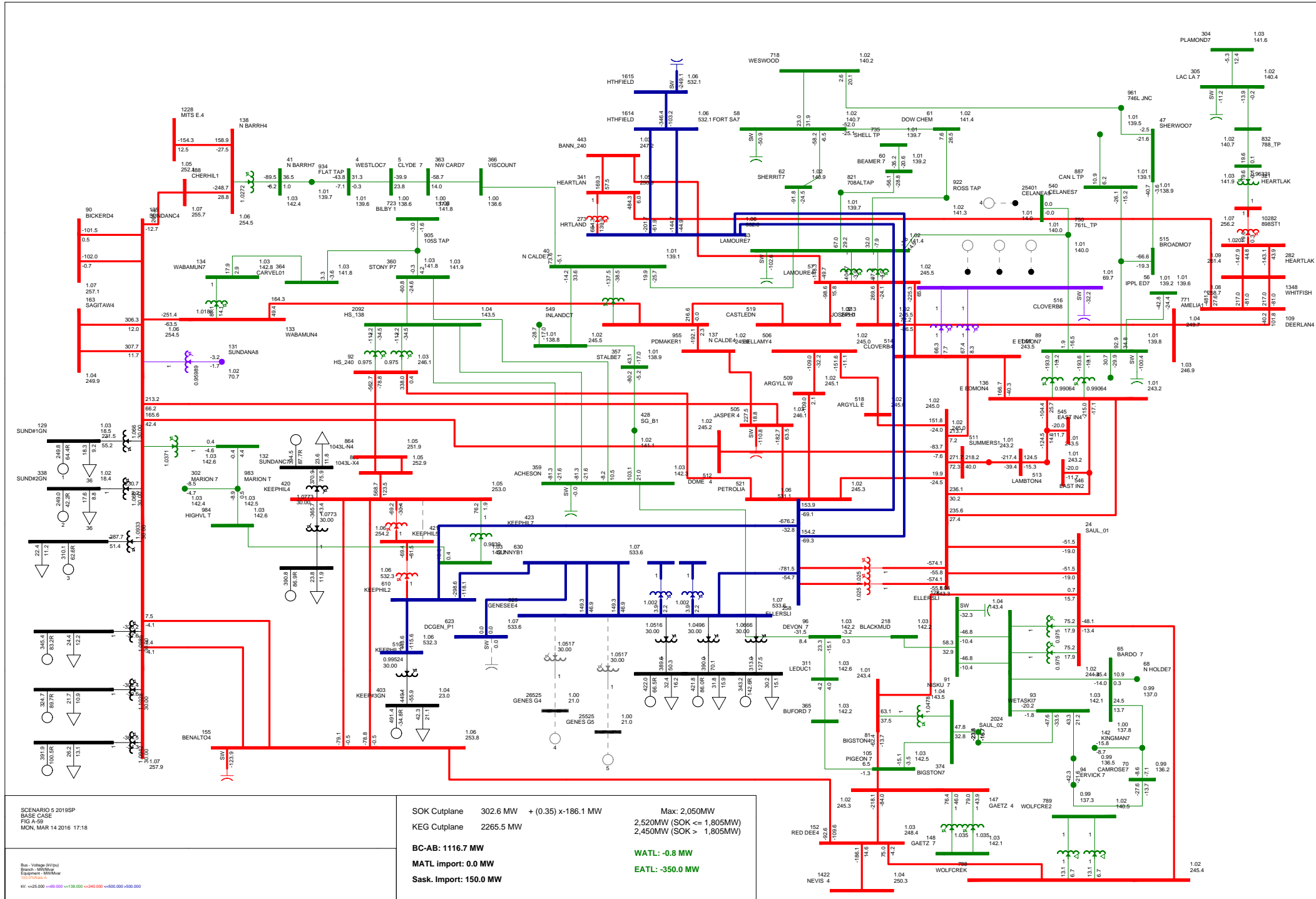
SOK Cutplane	647.8 MW	+ (0.35) x 169.2 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	468.5 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -500.0 MW
Sask. import:	150.0 MW		



SCENARIO 4 2019WP
 308, 1056L
 FIG A-5B
 MON, MAR 14 2016 17:18

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 100000000
 kV = 25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

SOK Cutplane	755.4 MW + (0.35) x 164.3 MW	Max: 2,050MW
KEG Cutplane	2427.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	466.1 MW	WATL: -0.6 MW
MATL import:	0.0 MW	EATL: -500.0 MW
Sask. import:	150.0 MW	



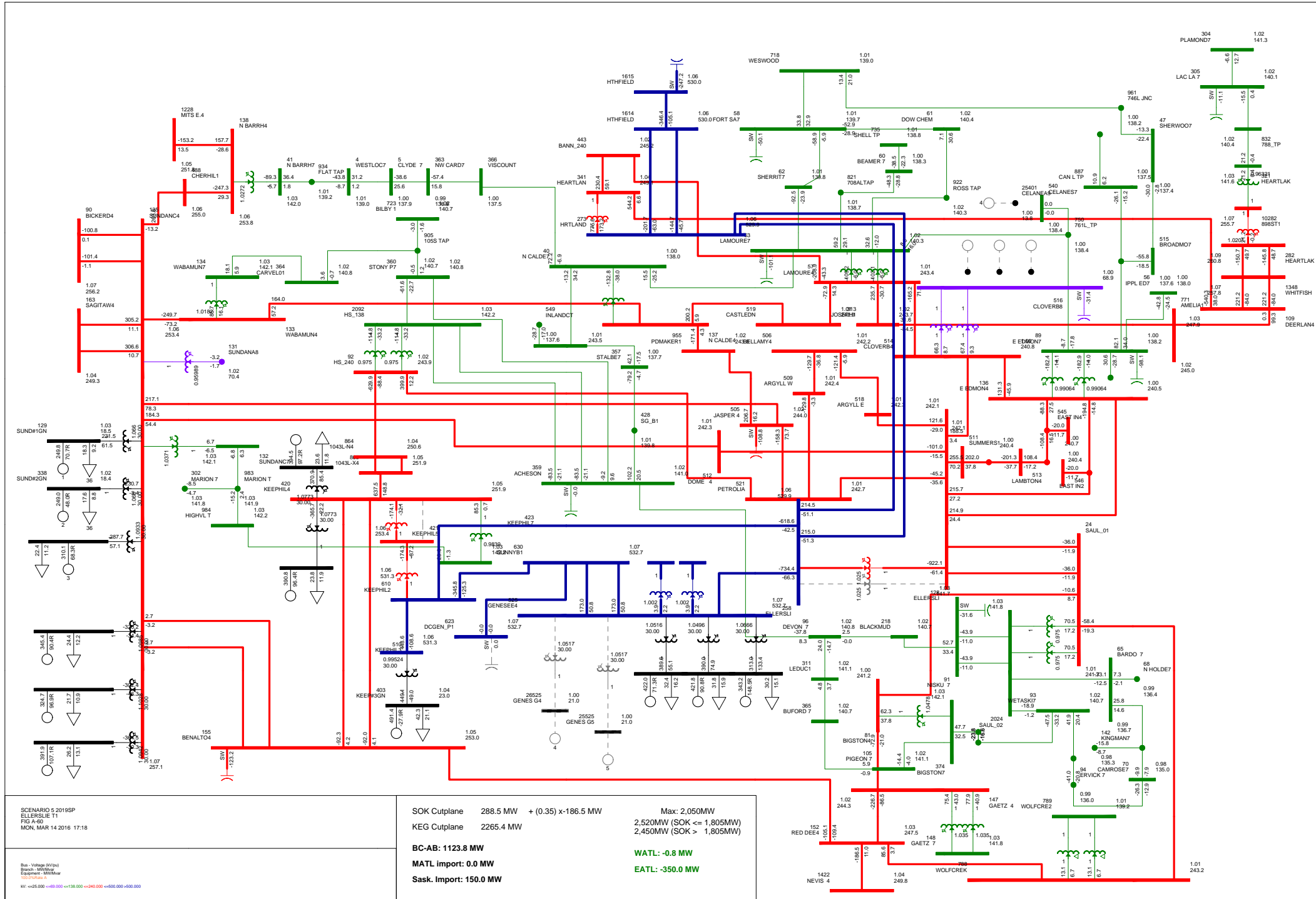
SCENARIO 5 2019SP
 BASE CASE
 FID-A-GS
 MON, MAR 14 2016 17:18

Bus: Voltage (kV) (a)
 Branch: MW/MVar
 Equipment: MW/MVar
 Loss: %

kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=500.000$

SOK Cutplane	302.6 MW	+ (0.35) x -186.1 MW	Max: 2,050MW
KEG Cutplane	2265.5 MW		2,520MW (SOK \leq 1,805MW)
			2,450MW (SOK <math><<</math> 1,805MW)

BC-AB:	1116.7 MW	WATL: -0.8 MW
MATL Import:	0.0 MW	EATL: -350.0 MW
Sask. Import:	150.0 MW	



SCENARIO 5 2019SP
 ELLERSLIE T1
 FID-A-60
 MON, MAR 14 2016 17:18

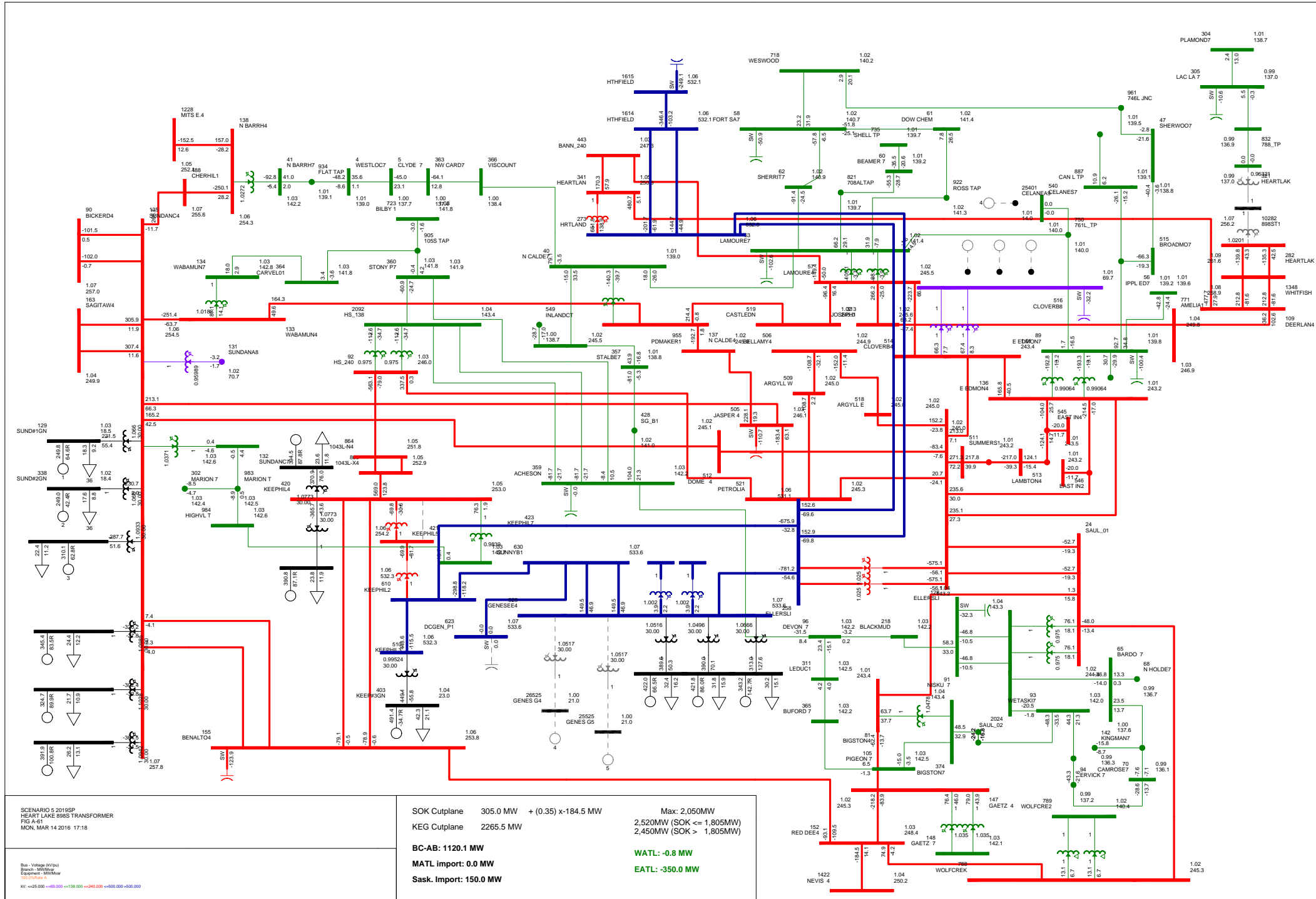
Bus: Voltage (kV) (3) (4)
 Branch: MW (MW) (MW)
 Equipment: MW (MW)
 MW: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

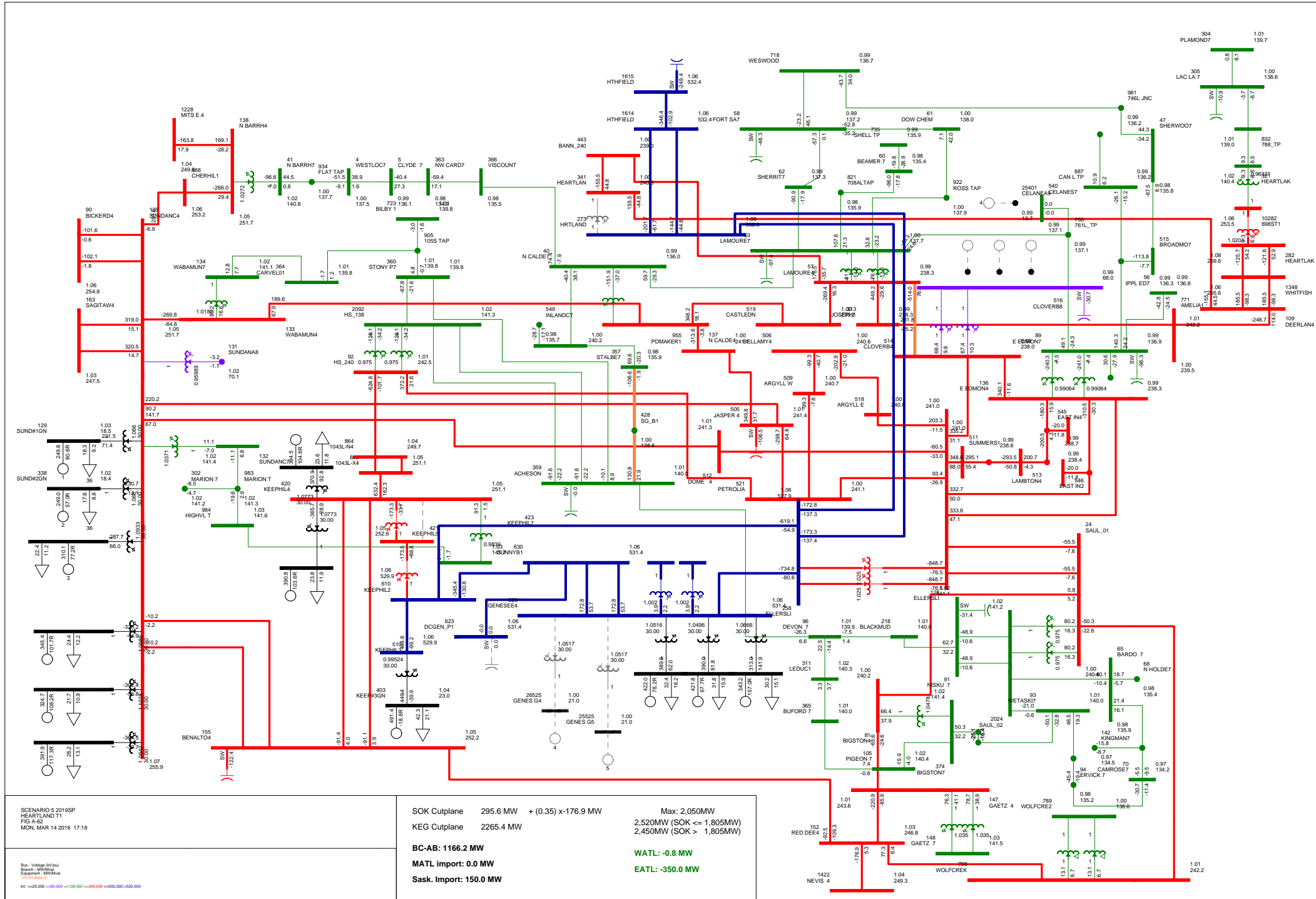
SOK Cutplane 288.5 MW + (0.35) x -186.5 MW
 KEG Cutplane 2265.4 MW

BC-AB: 1123.8 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

WATL: -0.8 MW
 EATL: -350.0 MW





SCENARIO 5 2019SP
 HEARTLAND T1
 FIG-A-50
 MON, MAR 14 2016 17:18

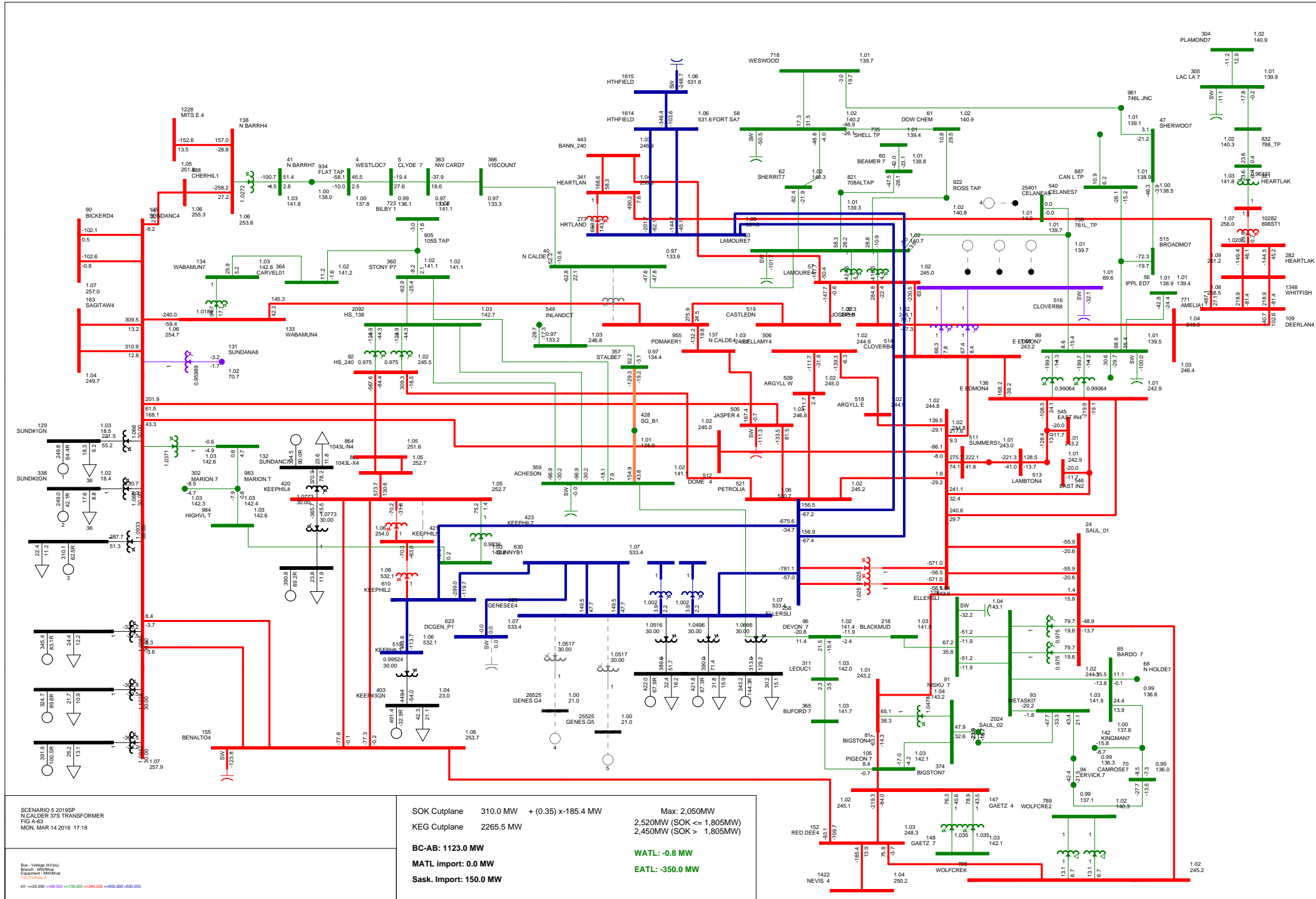
Bus: Voltage (kV) (a)
 Branch: MW (MW) (a)
 Equipment: MW (MW) (a)
 MW: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 295.6 MW + (0.35) x -176.9 MW
 KEG Cutplane 2265.4 MW

BC-AB: 1166.2 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

Max: 2,050 MW
 2,520 MW (SOK <= 1,805 MW)
 2,450 MW (SOK <= 1,805 MW)

WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 5 2019SP
 N CALDER 375 TRANSFORMER
 FID-A-3
 MON, MAR 14 2016 17:18

Bus: Voltage (kV) (3) 100.0R
 Branch: MW (MW) 100.0R
 Equipment: MW (MW) 100.0R
 MW: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 310.0 MW + (0.35) x 185.4 MW
 KEG Cutplane 2265.5 MW

BC-AB: 1123.0 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

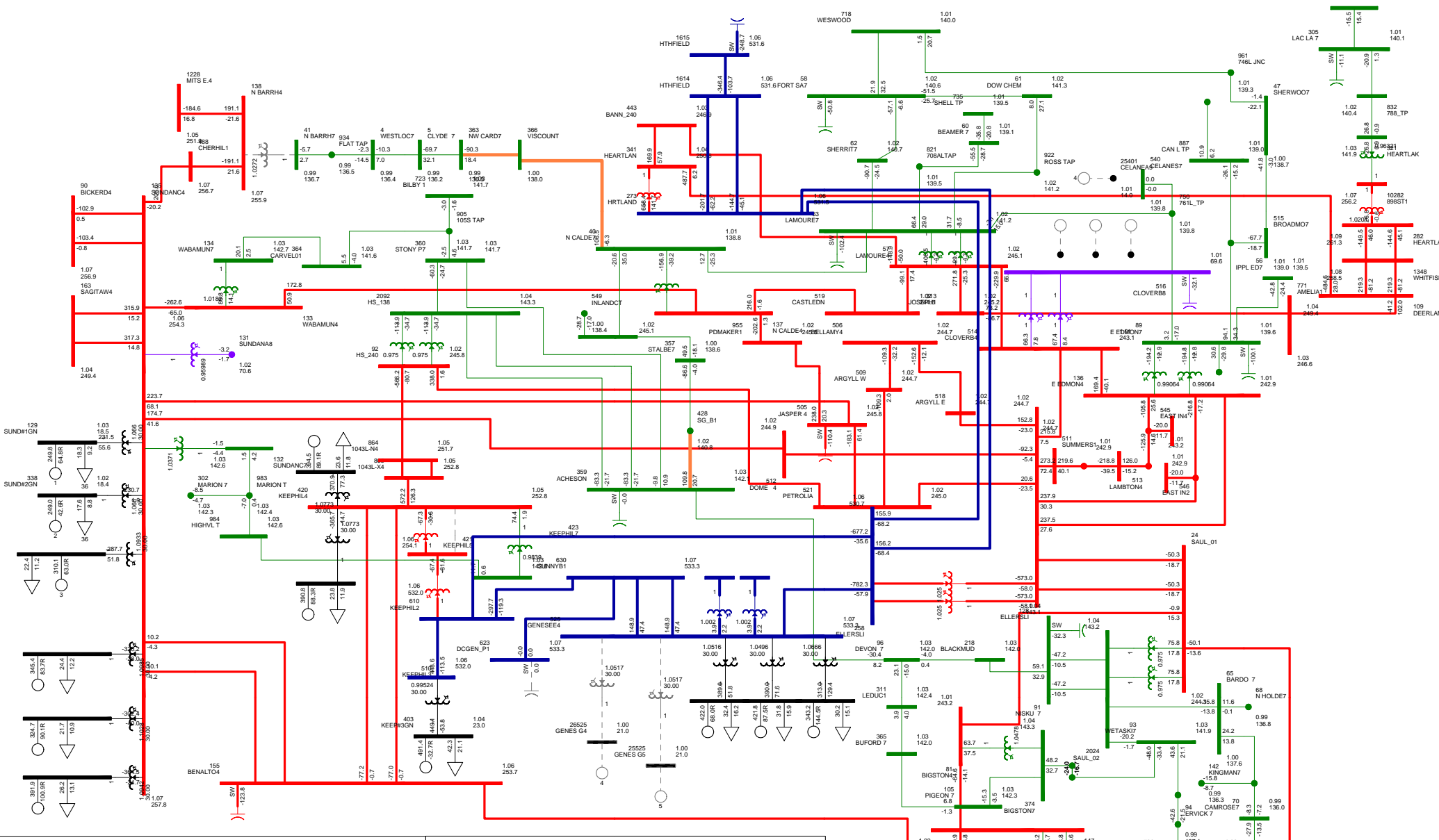
Max: 2,050 MW
 2,520 MW (SOK <= 1,805 MW)
 2,450 MW (SOK <= 1,805 MW)

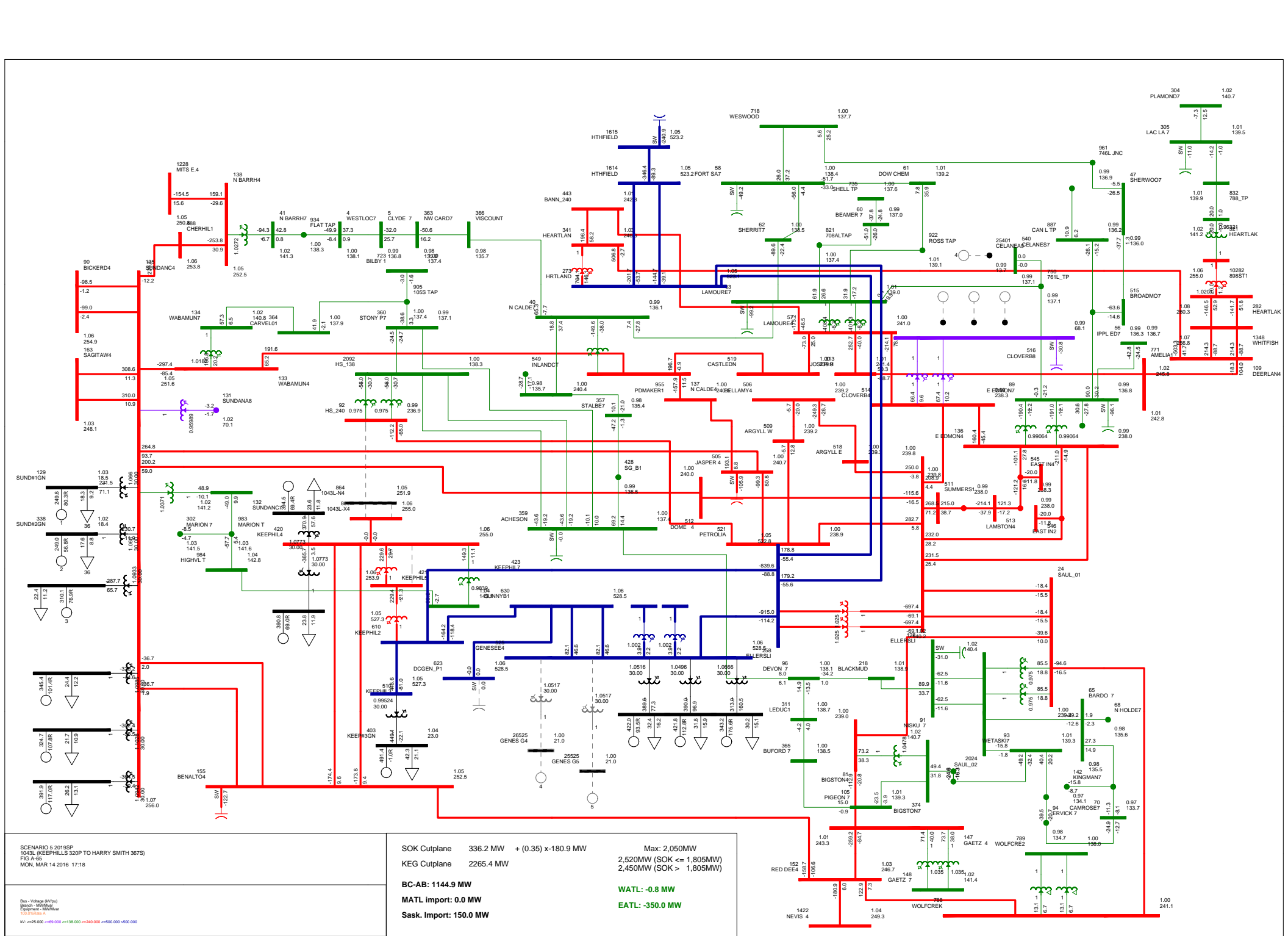
WATL: -0.8 MW
 EATL: -350.0 MW

SCENARIO 5 2019SP
NORTH BARRHEAD 69S TRANSFORMER
FIG A-64
MON, MAR 14 2016 17:18

Bus - Voltage (kV) (a)
Branch - MW/MVar
Equipment - MW/MVar
Color - Equipment Type
KV: =25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

<p>SOK Cutplane 301.7 MW + (0.35) x -185.1 MW KEG Cutplane 2265.5 MW</p> <p>BC-AB: 1122.4 MW MATL Import: 0.0 MW Sask. Import: 150.0 MW</p>	<p>Max: 2,050MW 2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)</p> <p>WATL: -0.8 MW EATL: -350.0 MW</p>
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SCENARIO 5 2019SP
1043L (KEEPPHILLS 320P TO HARRY SMITH 367S)
FIG A-65
MON, MAR 14 2016 17:18

Bus - Voltage (kV) (a)
Branch - MW (MW) (a)
Equipment - MW (MW) (a)
MW -> 25.000 -> 69.000 -> 138.000 -> 240.000 -> 500.000 -> 500.000

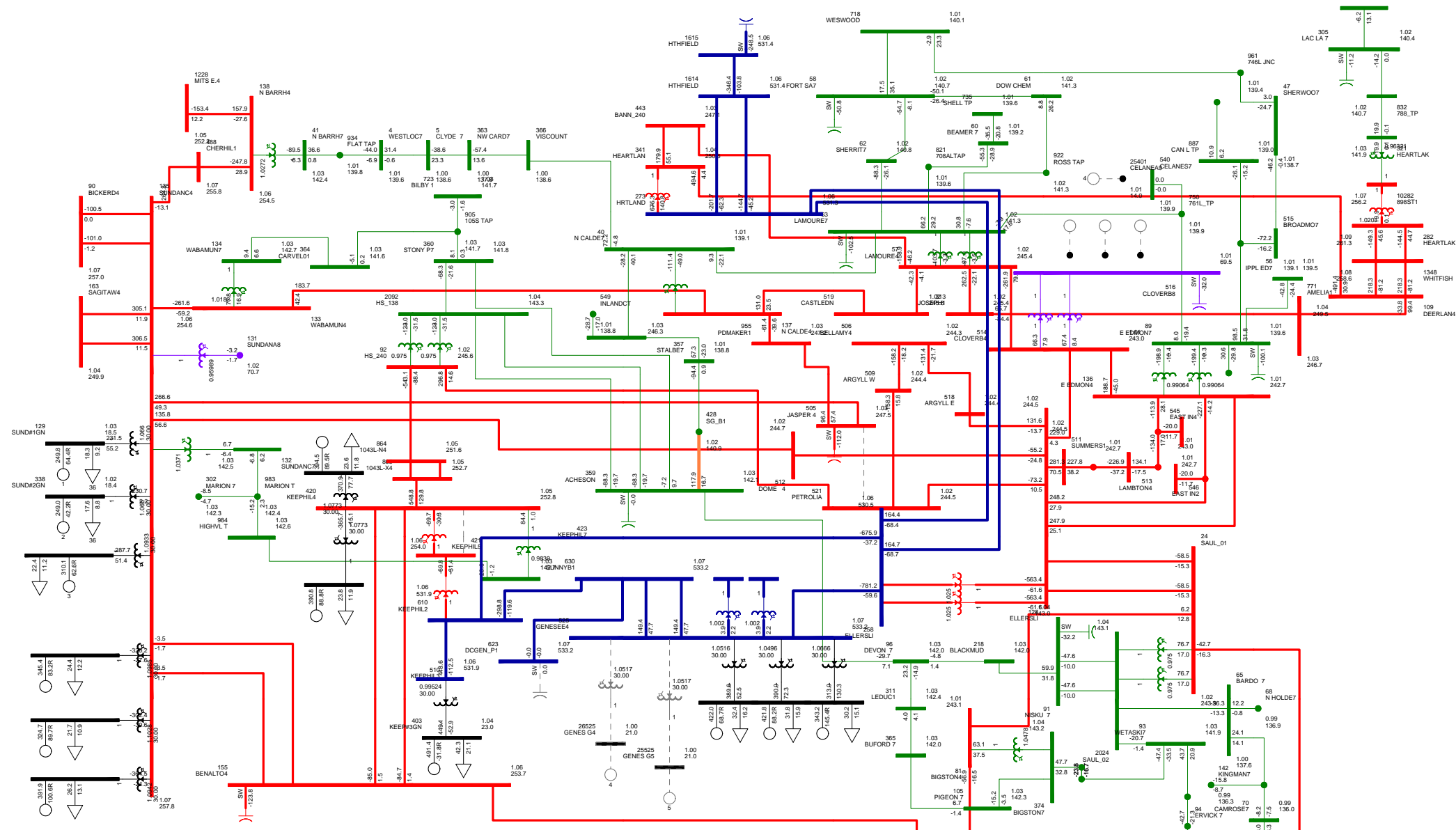
SOK Cutplane 336.2 MW + (0.35) x 180.9 MW Max: 2,050MW
KEG Cutplane 2265.4 MW 2,520MW (SOK <= 1,805MW)
2,450MW (SOK <= 1,805MW)

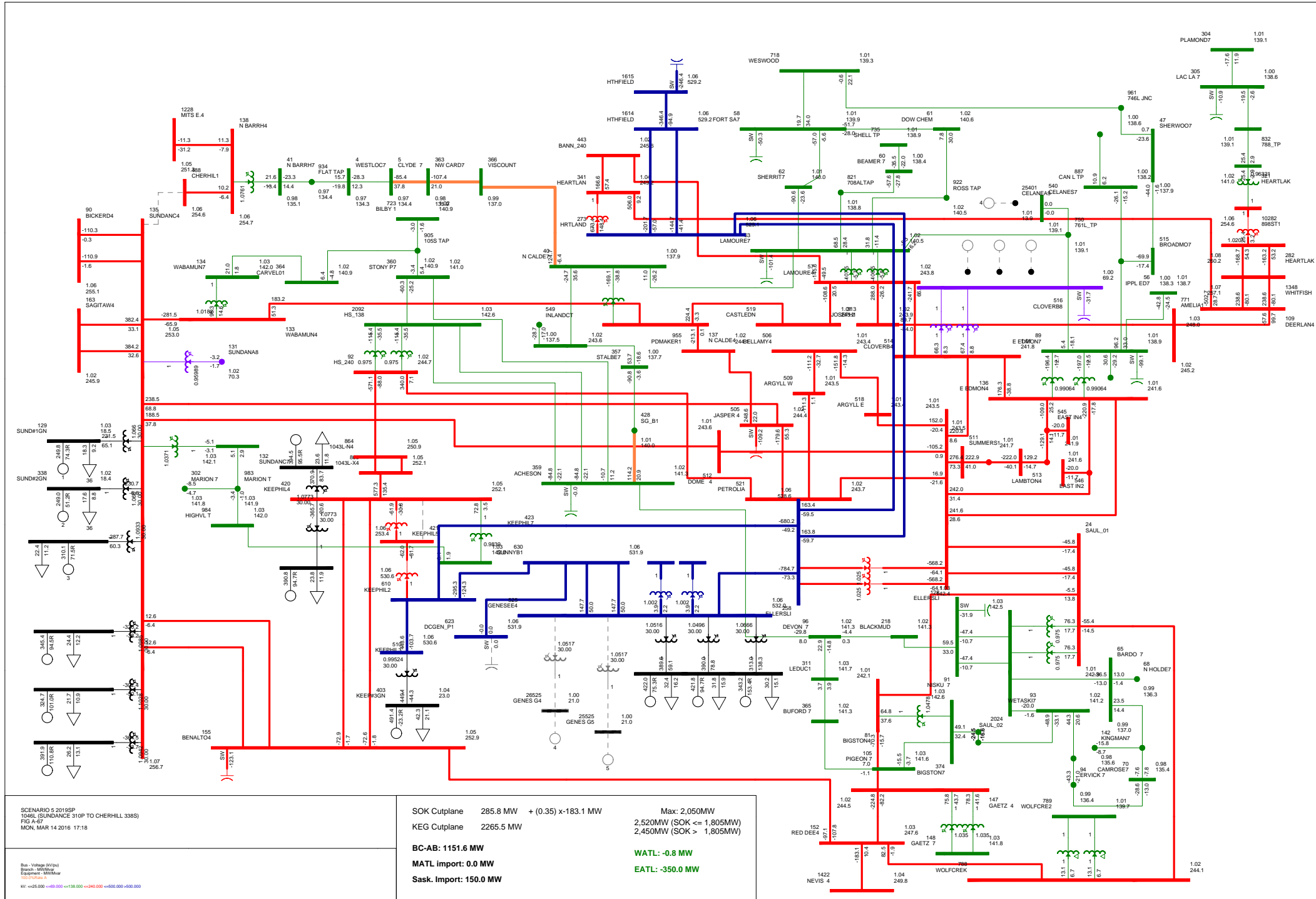
BC-AB: 1144.9 MW WATL: -0.8 MW
MATL Import: 0.0 MW EATL: -350.0 MW
Sask. Import: 150.0 MW

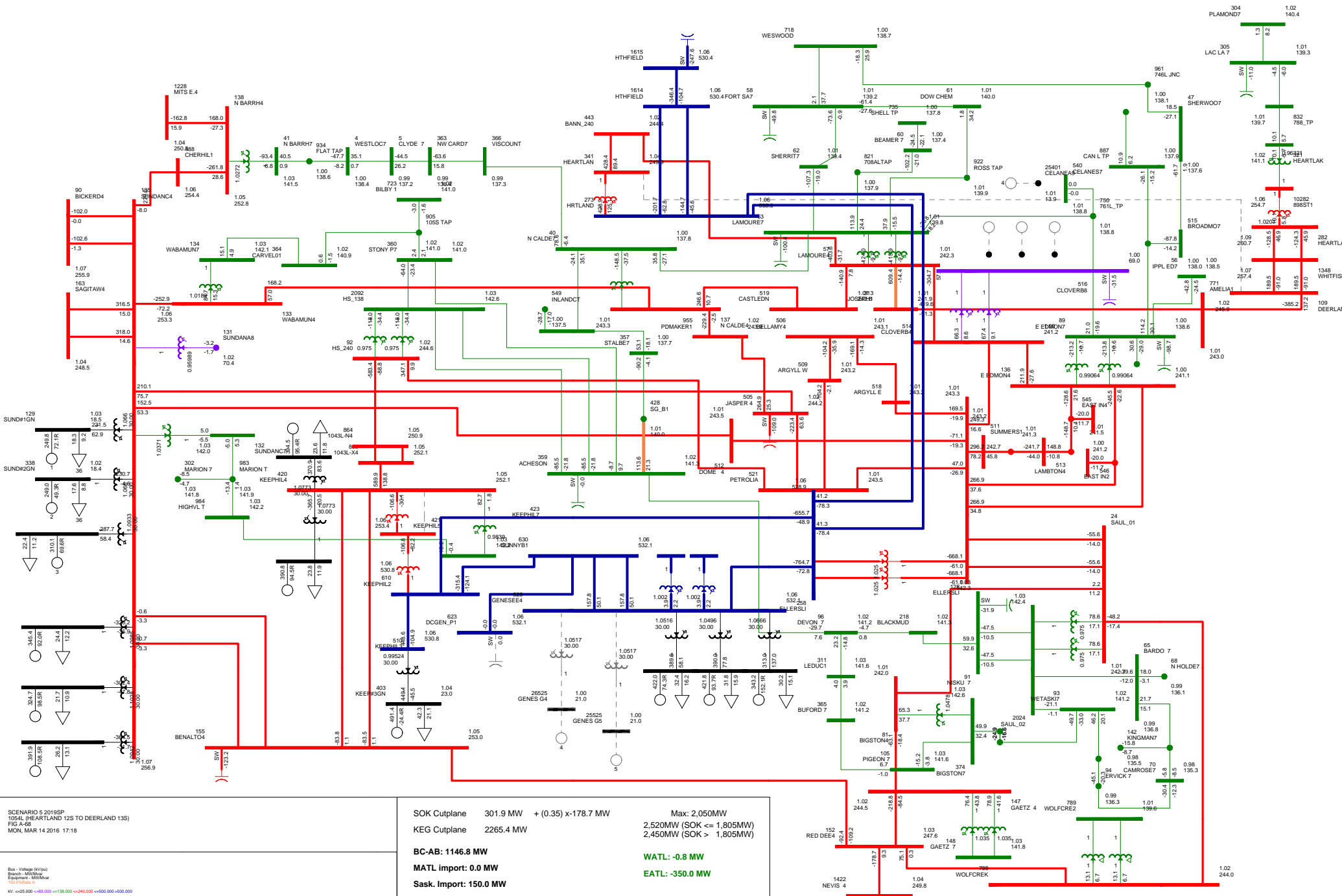
SCENARIO 5 2019SP
 1044L (JASPER TO PETROLIA)
 FIG A-66
 MON, MAR 14 2016 17:18

Bus: Voltage (kV) (a)
 Branch: MW (MW) (a)
 Equipment: MW (MW) (a)
 MW: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane	304.6 MW	+ (0.35) x -185.7 MW	Max: 2,050MW
KEG Cutplane	2265.5 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB:	1118.1 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		



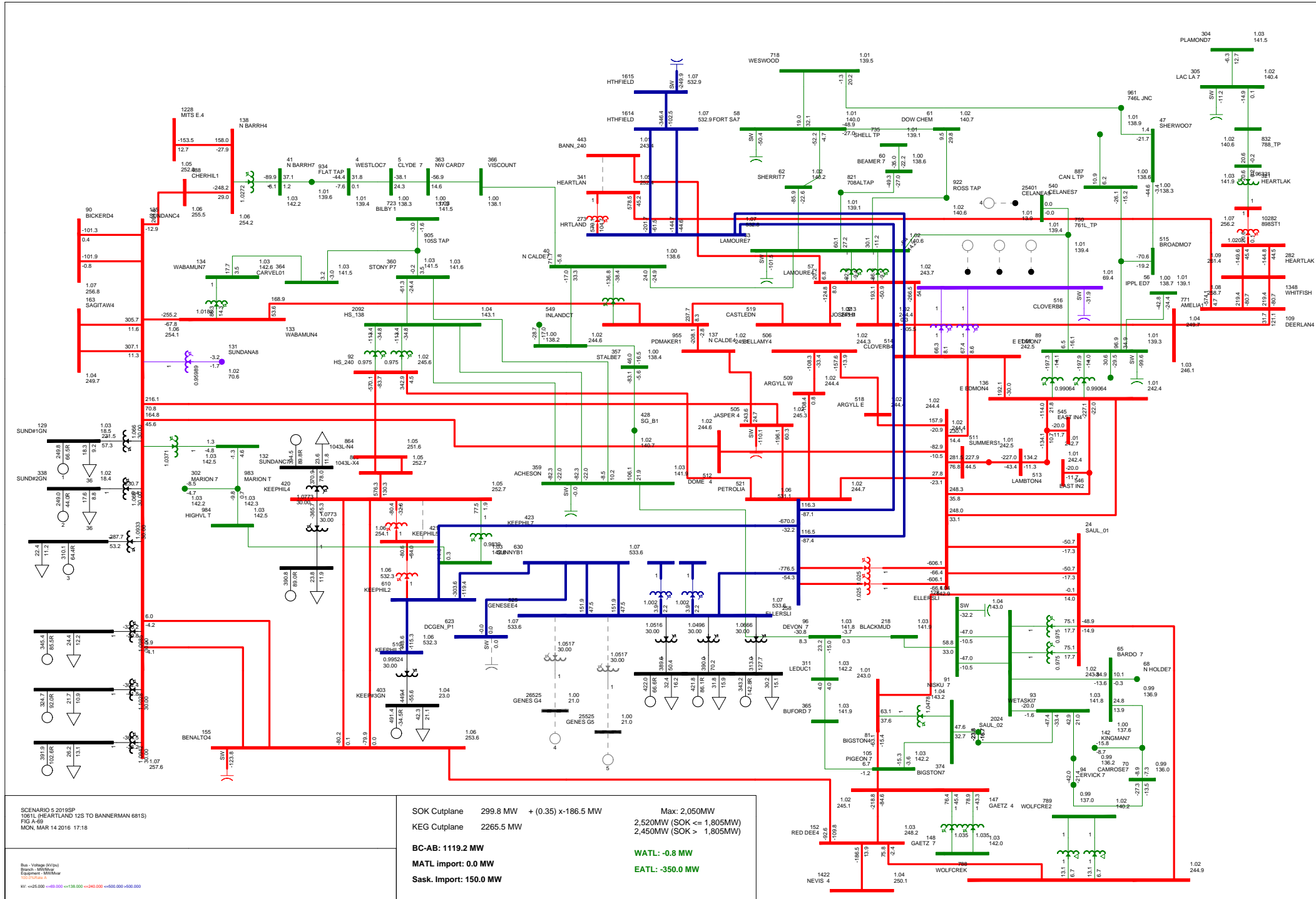




SCENARIO 5 2019SP
 105AL (HEARTLAND 12S TO DEERLAND 13S)
 FIG A-65
 MON, MAR 14 2016 17:18

Bus: Voltage (kV)(s)
 Branch: MW(MVA)
 Equipment: MW(MVA)
 MW: <=25,000 <=69,000 <=138,000 <=240,000 <=500,000 <=500,000

SOK Cutplane 301.9 MW + (0.35) x -178.7 MW
 KEG Cutplane 2265.4 MW
 BC-AB: 1146.8 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW
 Max: 2,050 MW
 2,520 MW (SOK <= 1,805 MW)
 2,450 MW (SOK <= 1,805 MW)
 WATL: -0.8 MW
 EATL: -350.0 MW

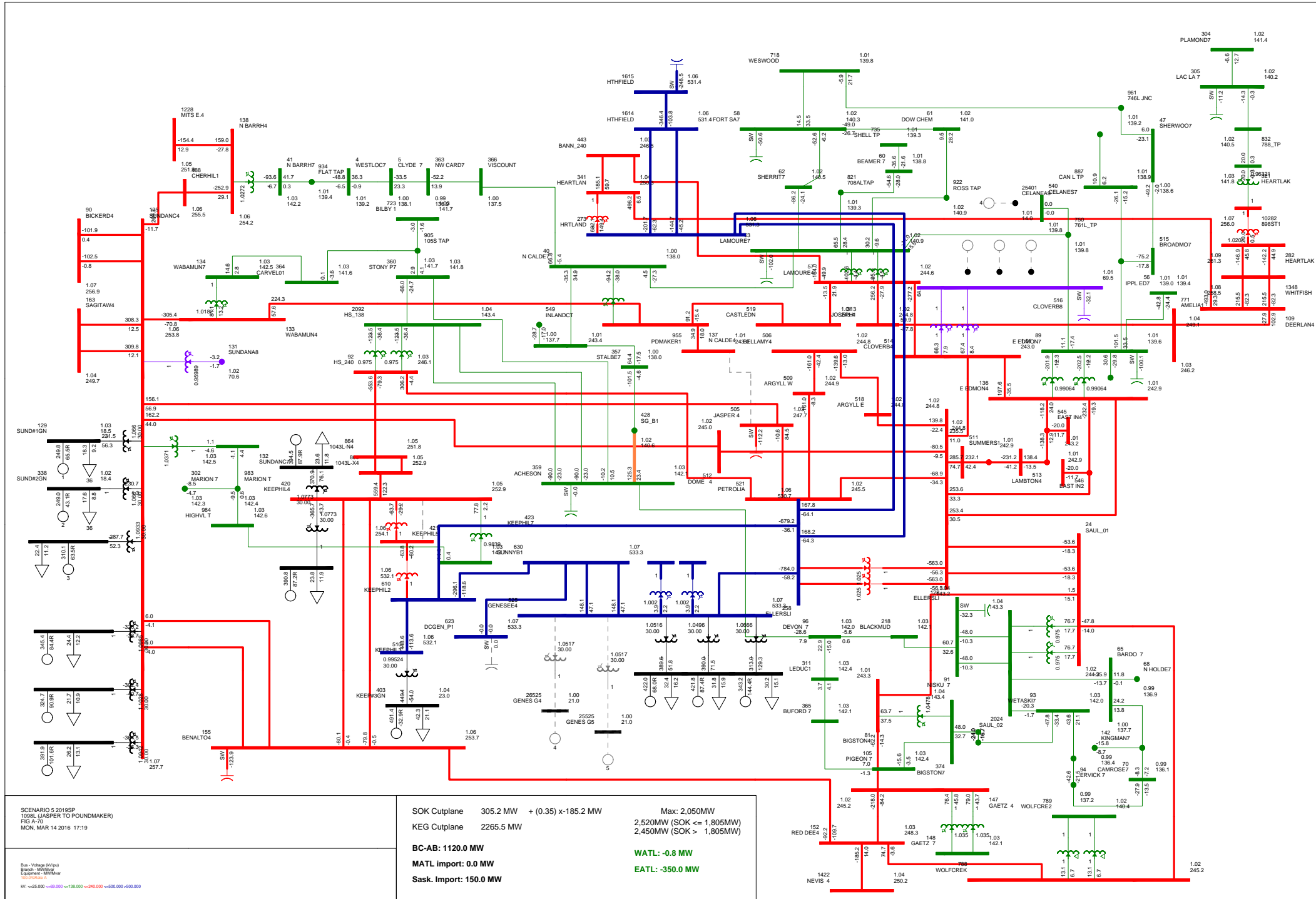


SCENARIO 5 2019SP
 1061L (HEARTLAND 12S TO BANNERMAN 681S)
 FIG A-65
 MON, MAR 14 2016 17:18

Bus: Voltage (KV) (a)
 Branch: MW(MVA)
 Equipment: MW(MVA)
 MW: <=25,000 <=69,000 <=138,000 <=240,000 <=500,000 <=500,000

SOK Cutplane 299.8 MW + (0.35) x -186.5 MW Max: 2,050MW
 KEG Cutplane 2265.5 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

BC-AB: 1119.2 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW
 WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 5 2019SP
 1098L (JASPER TO POUNDMAKER)
 FIG A-70
 MON, MAR 14 2016 17:19

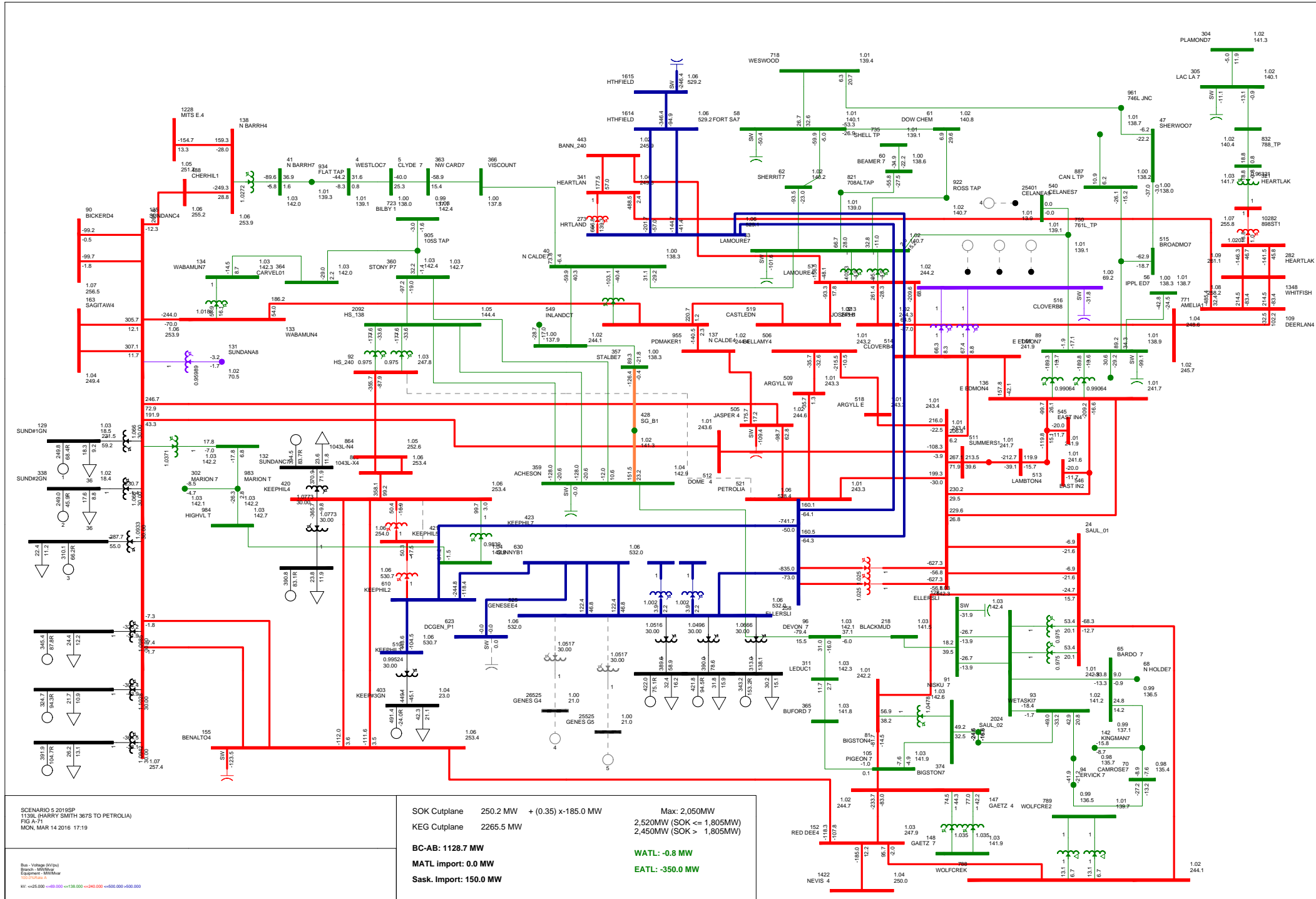
Bus: Voltage (kV) (a)
 Branch: MW (MW) (a)
 Equipment: MW (MW) (a)
 MW: =>25.000 =<69.000 =<138.000 =<240.000 =<500.000 =<500.000

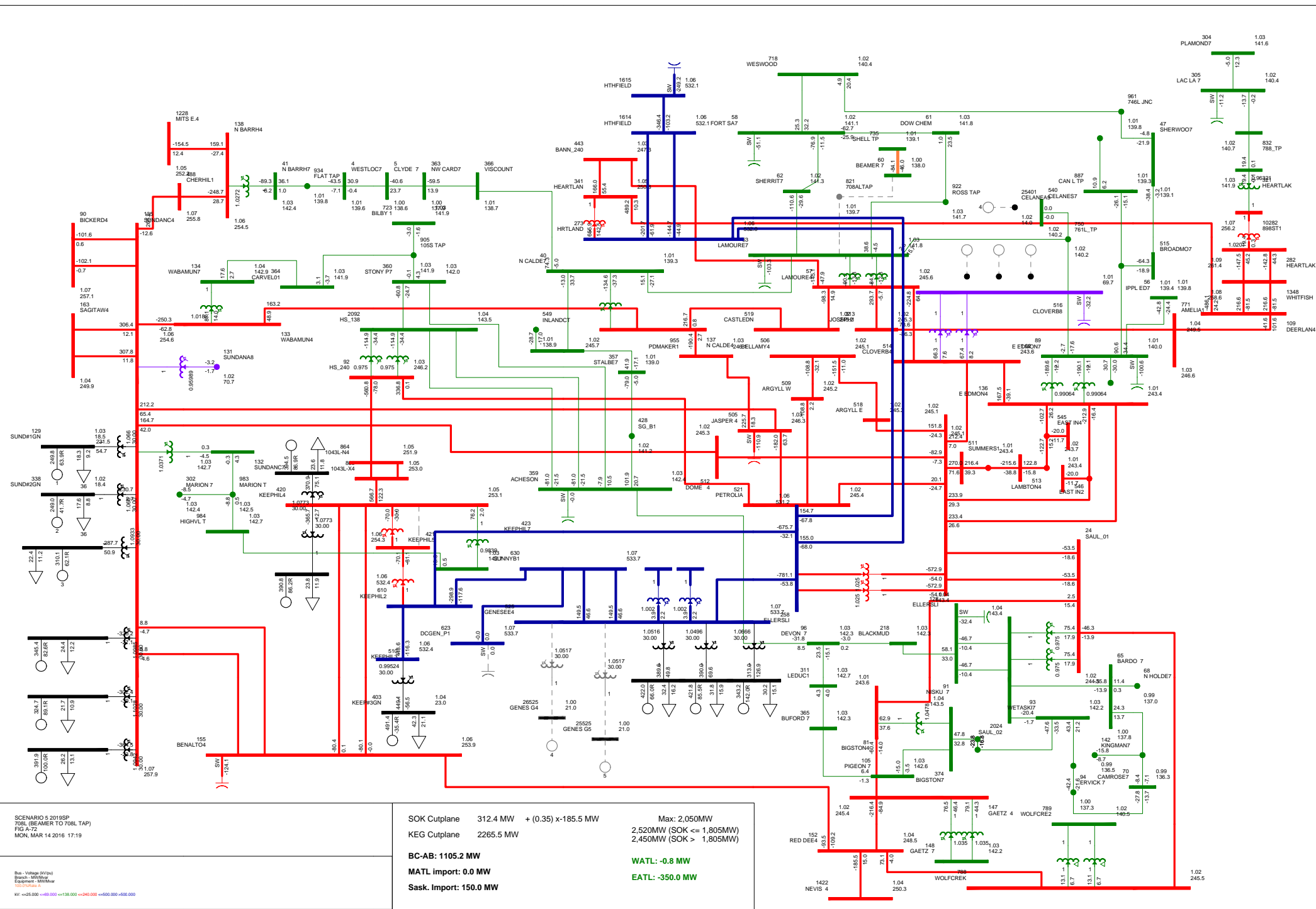
SOK Cutplane 305.2 MW + (0.35) x -185.2 MW
 Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

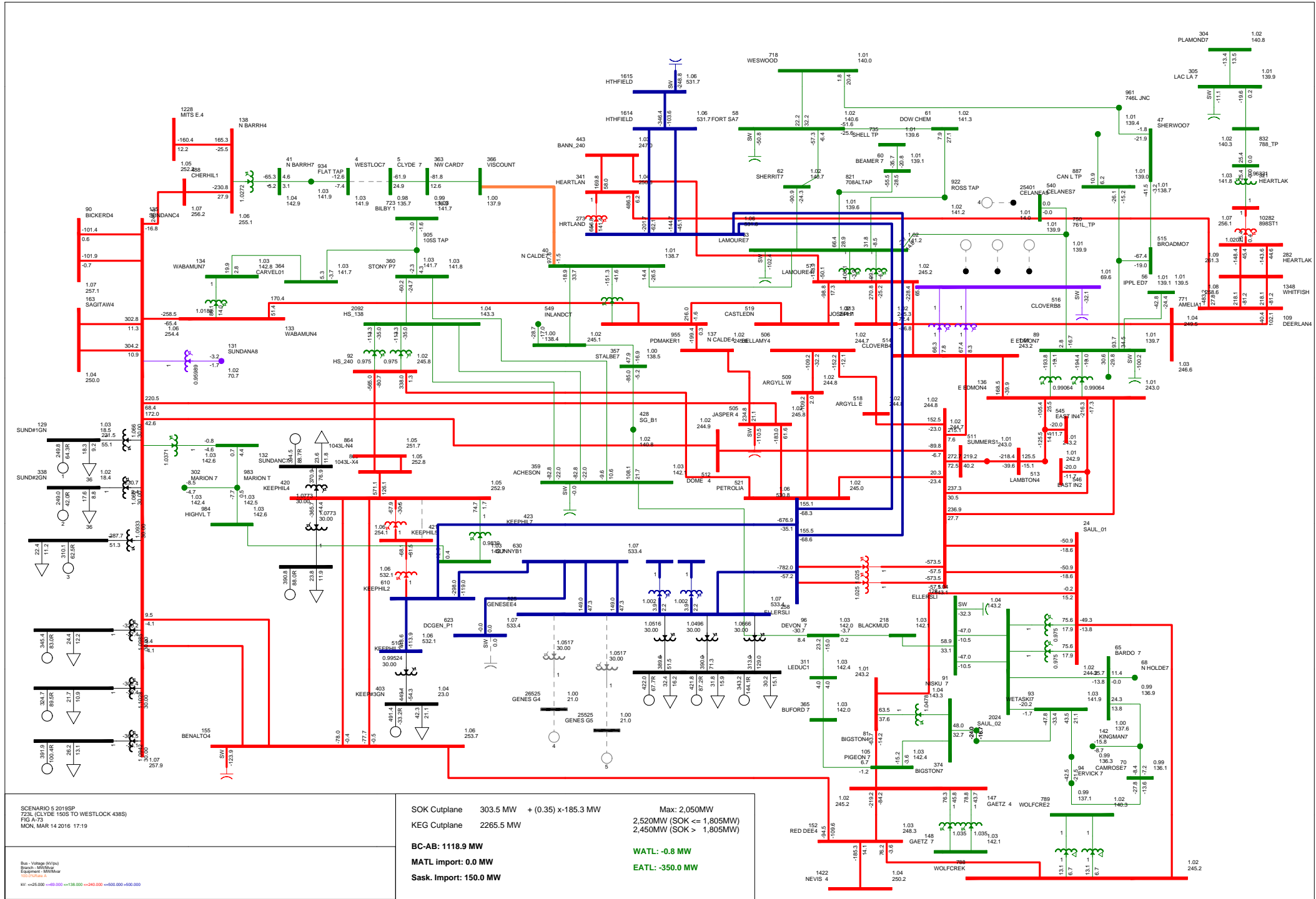
KEG Cutplane 2265.5 MW

BC-AB: 1120.0 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.8 MW
 EATL: -350.0 MW







SCENARIO 5 2019SP
 723L (CLYDE 150S TO WESTLOCK 438S)
 FIG-AT5
 MON, MAR 14 2016 17:19

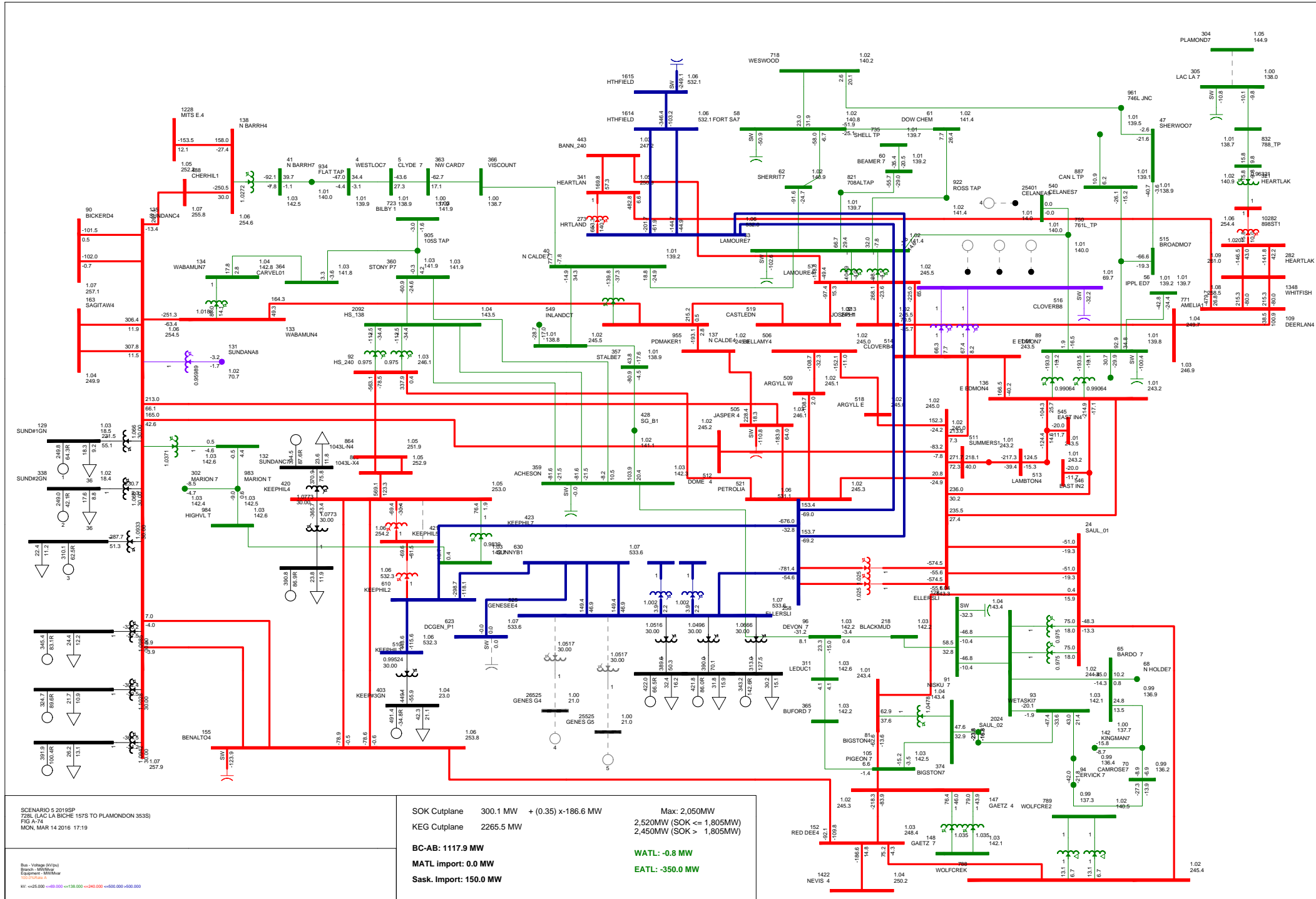
Bus: Voltage (kV)(s)
 Branch: MW(MVA)
 Equipment: MW(MVA)
 Loss: MW(MVA)
 W: =>25.000 =<=>69.000 =<=>138.000 =<=>240.000 =<=>500.000 =<=>500.000

SOK Cutplane 303.5 MW + (0.35) x -185.3 MW
 KEG Cutplane 2265.5 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

BC-AB: 1118.9 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

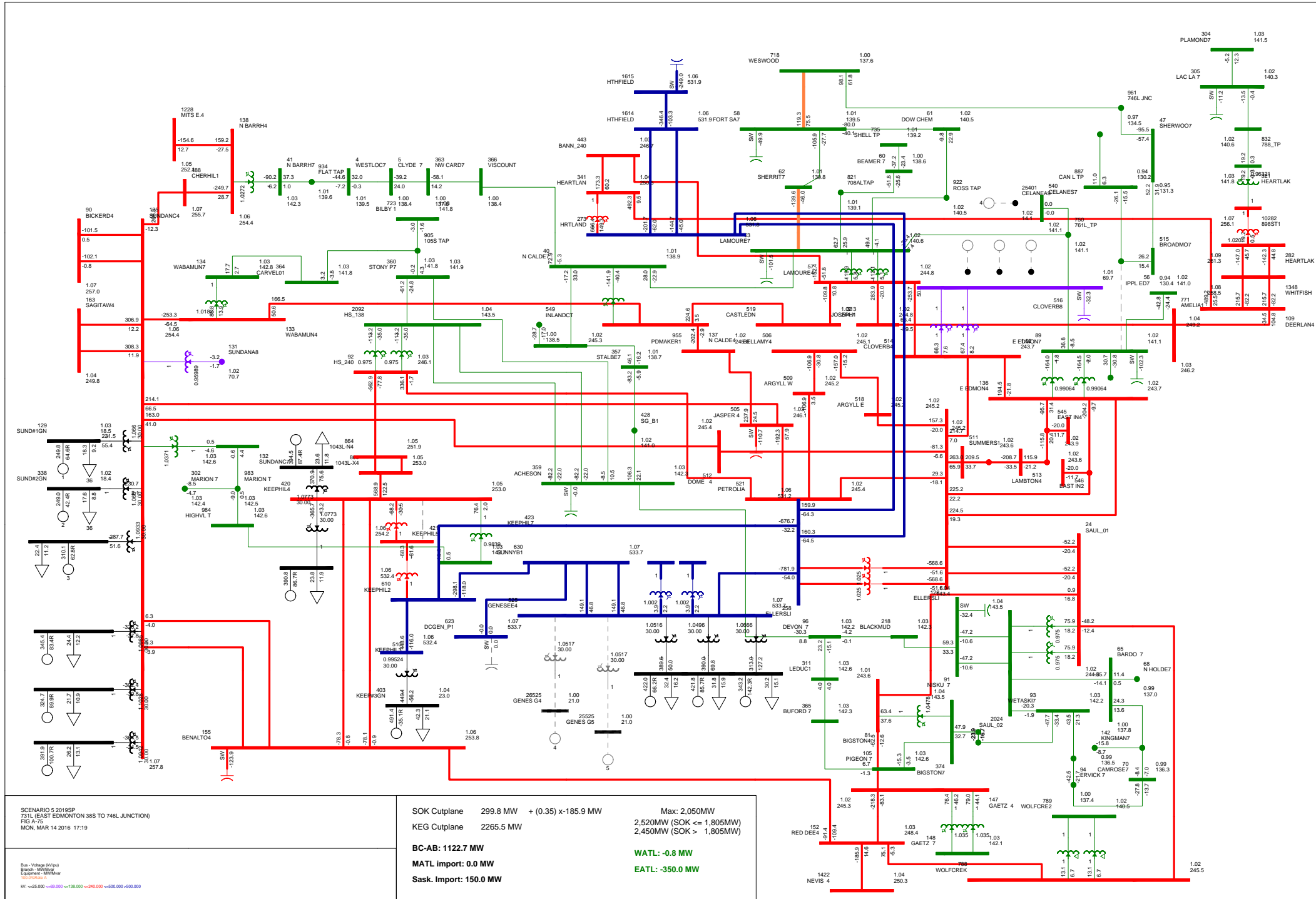
WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 5 2019SP
 728L (LAC LA BICHE 1575 TO PLAMONDON 353S)
 FIG A-74
 MON, MAR 14 2016 17:19

Bus - Voltage (kV) (a)
 Branch - MW (MW)
 Equipment - MW (MW)
 W - <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 300.1 MW + (0.35) x -186.6 MW Max: 2,050MW
 KEG Cutplane 2265.5 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)
 BC-AB: 1117.9 MW WATL: -0.8 MW
 MATL Import: 0.0 MW EATL: -350.0 MW
 Sask. Import: 150.0 MW



SCENARIO 5 2019SP
 731L (EAST EDMONTON 38S TO 746L JUNCTION)
 FIG A75
 MON, MAR 14 2016 17:19

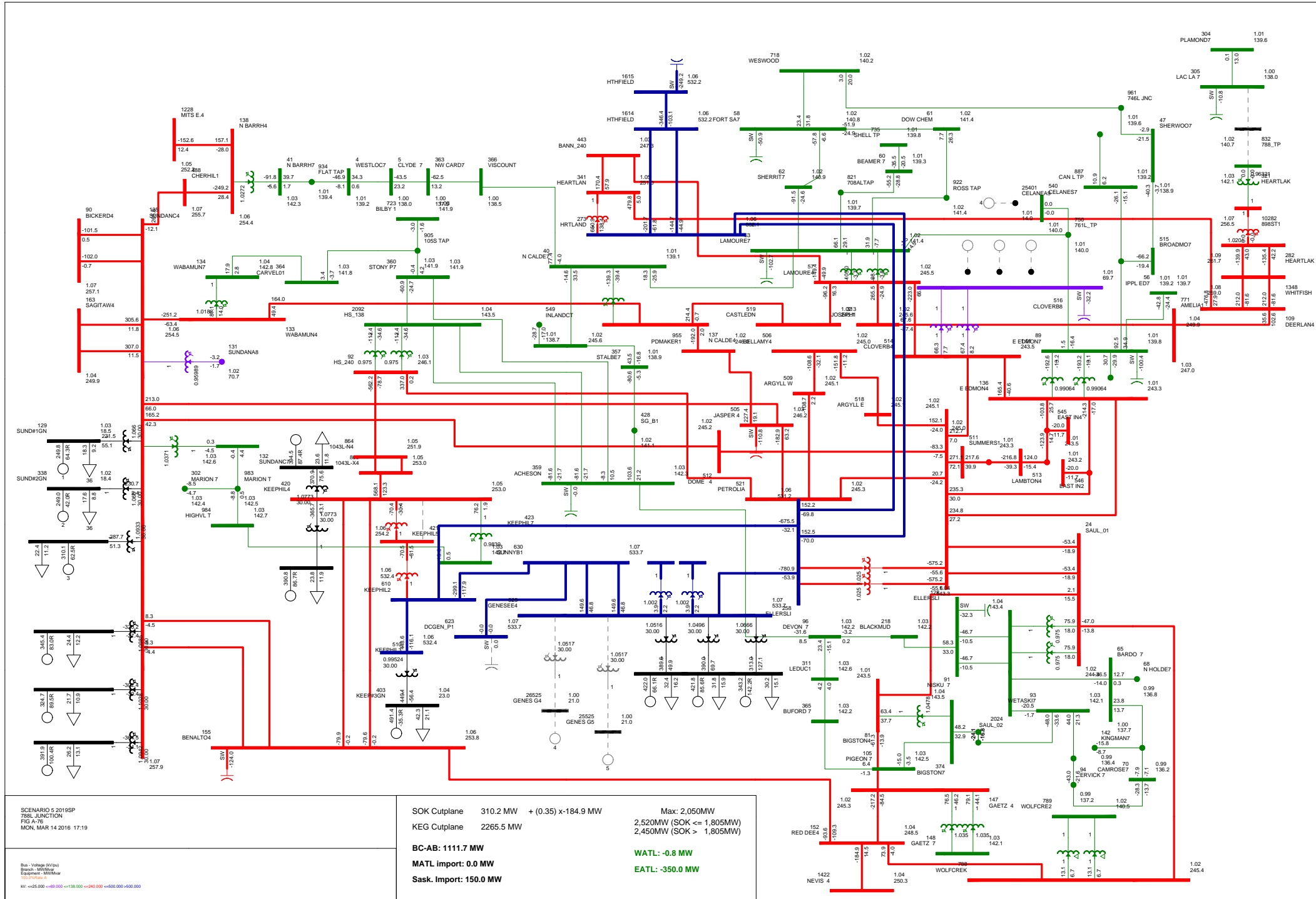
Bus - Voltage (KV) (kV)
 Branch - MW (MW)
 Equipment - MW (MW)
 MW = $+25.000 -69.000 +138.000 +240.000 +500.000 +500.000$

SOK Cutplane 299.8 MW + (0.35) x -185.9 MW
 KEG Cutplane 2265.5 MW

Max: 2,050 MW
 2,520 MW (SOK <math>< 1,805 MW</math>)
 2,450 MW (SOK <math>< 1,805 MW</math>)

BC-AB: 1122.7 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 5 2019SP
 788L_JUNCTION
 FIG-A76
 MON, MAR 14 2016 17:19

Bus - Voltage (kV) (a)
 Branch - MW (MW) (a)
 Equipment - MW (MW) (a)
 Equipment - MVA (MVA) (a)

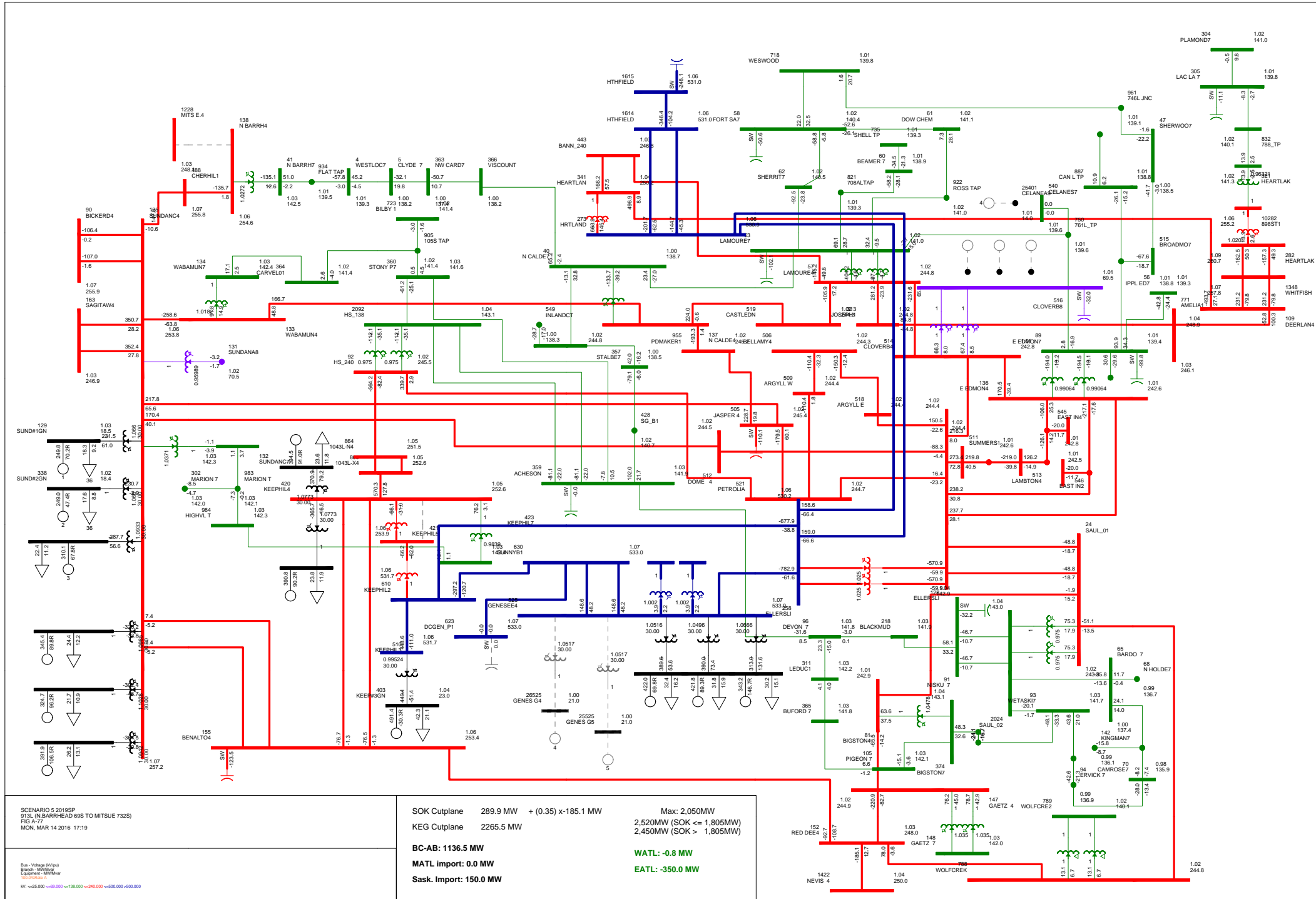
W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 310.2 MW + (0.35) x-184.9 MW
 KEG Cutplane 2265.5 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

BC-AB: 1111.7 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

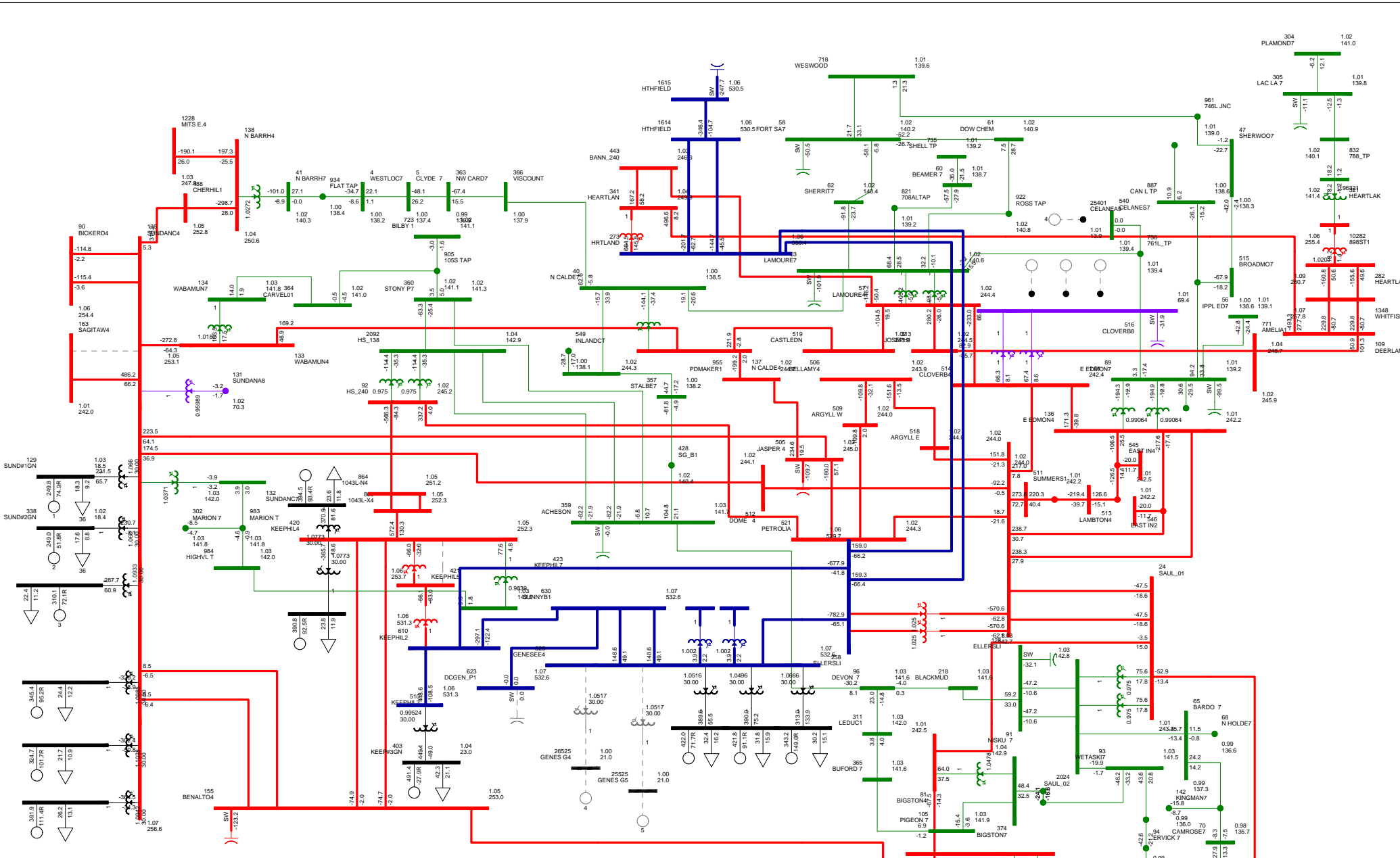
WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 5 2019SP
 913L_N BARRHEAD 69S TO MITSUE 732S)
 RD A77
 MON, MAR 14 2016 17:19

Bus: Voltage (kV) (3)
 Branch: MW (MW)
 Equipment: MW (MW)
 Loss: MW (MW)
 W: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

SOK Cutplane	289.9 MW	+ (0.35) x -185.1 MW	Max: 2,050MW
KEG Cutplane	2265.5 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB:	1136.5 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		

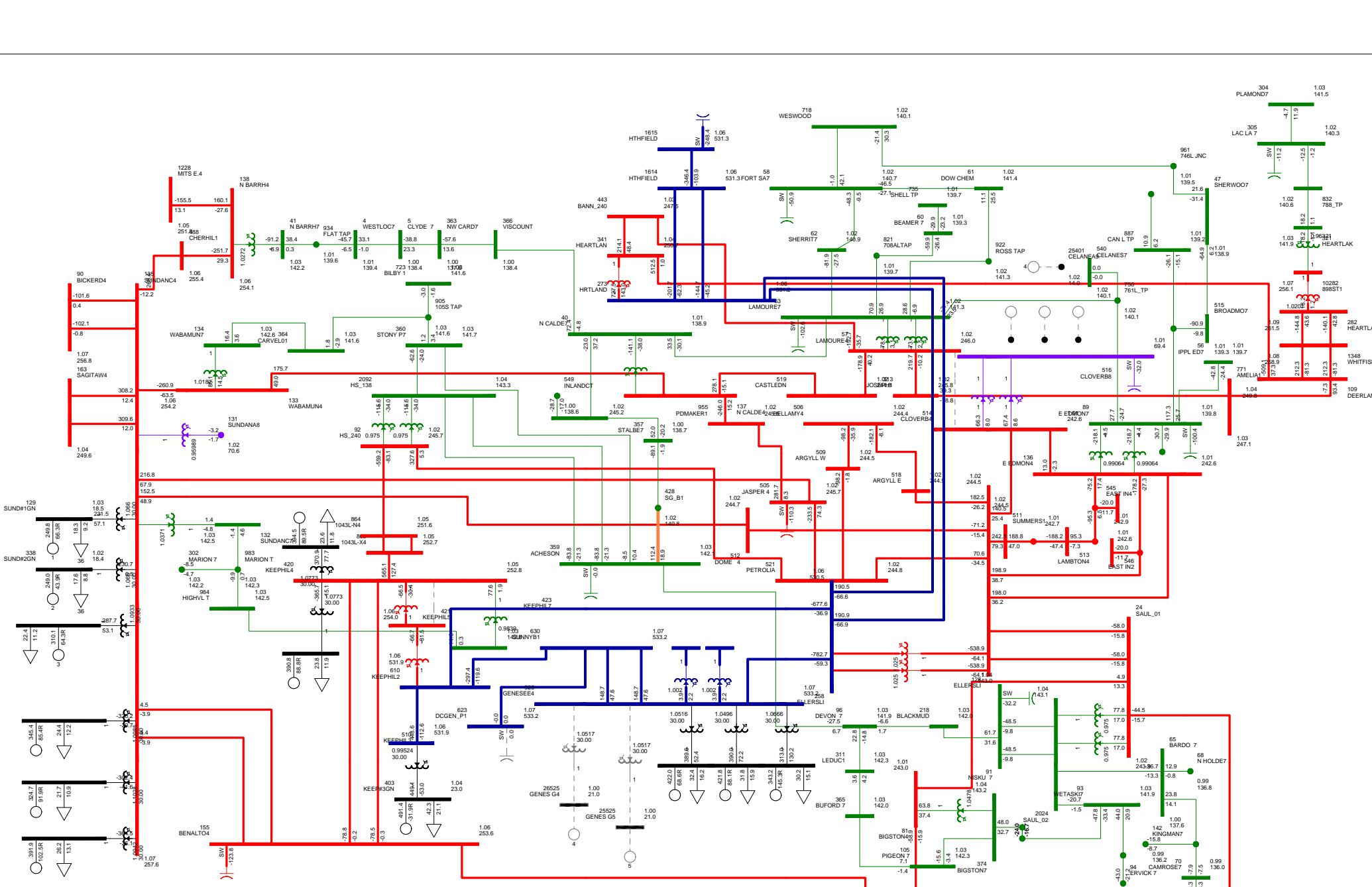


SCENARIO 5 2019SP
 919L (SUNDANCE TO 77S SAGITAWAH)
 FIG A-7B
 MON, MAR 14 2016 17:19

Bus: Voltage (KV) 240
 Branch: MW/MVAr
 Equipment: MW/MVAr

W: =>25.000 =<=>69.000 =<=>138.000 =<=>240.000 =<=>500.000 =<=>500.000

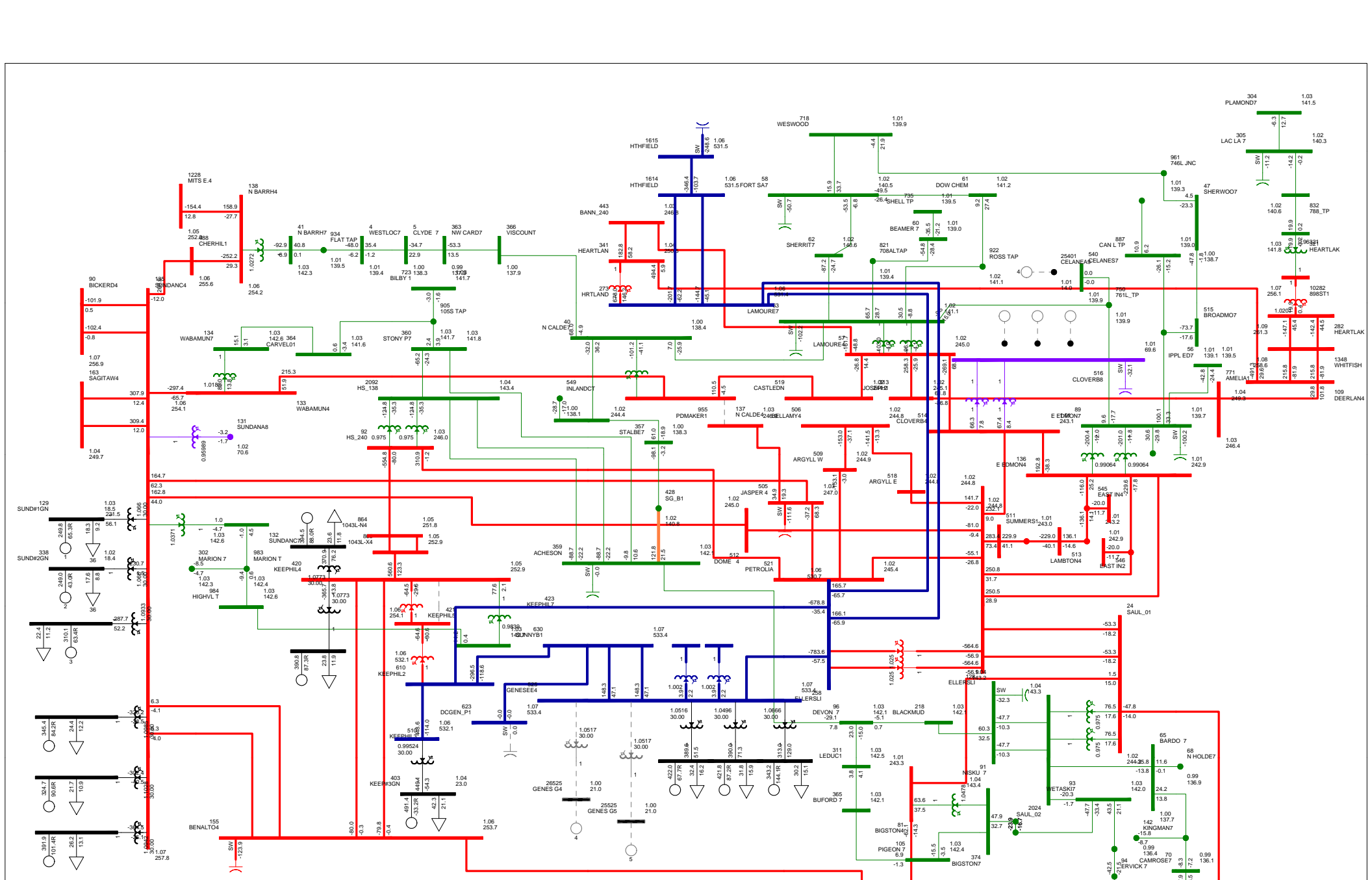
SOK Cutplane	281.3 MW	+(0.35) x-185.3 MW	Max: 2,050MW
KEG Cutplane	2265.5 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK <= 1,805MW)
BC-AB:	1149.1 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		



SCENARIO 5 2019SP
 S21L (LAMOUREUX TO CLOVERBAR)
 FIG A-79
 MON, MAR 14 2016 17:19

Bus - Voltage (kV) (a)
 Branch - MW (MW) (b)
 Equipment - MW (MW) (c)
 Equipment - MW (MW) (d)
 MW -> 25.000 -> 69.000 -> 138.000 -> 240.000 -> 500.000 -> 500.000

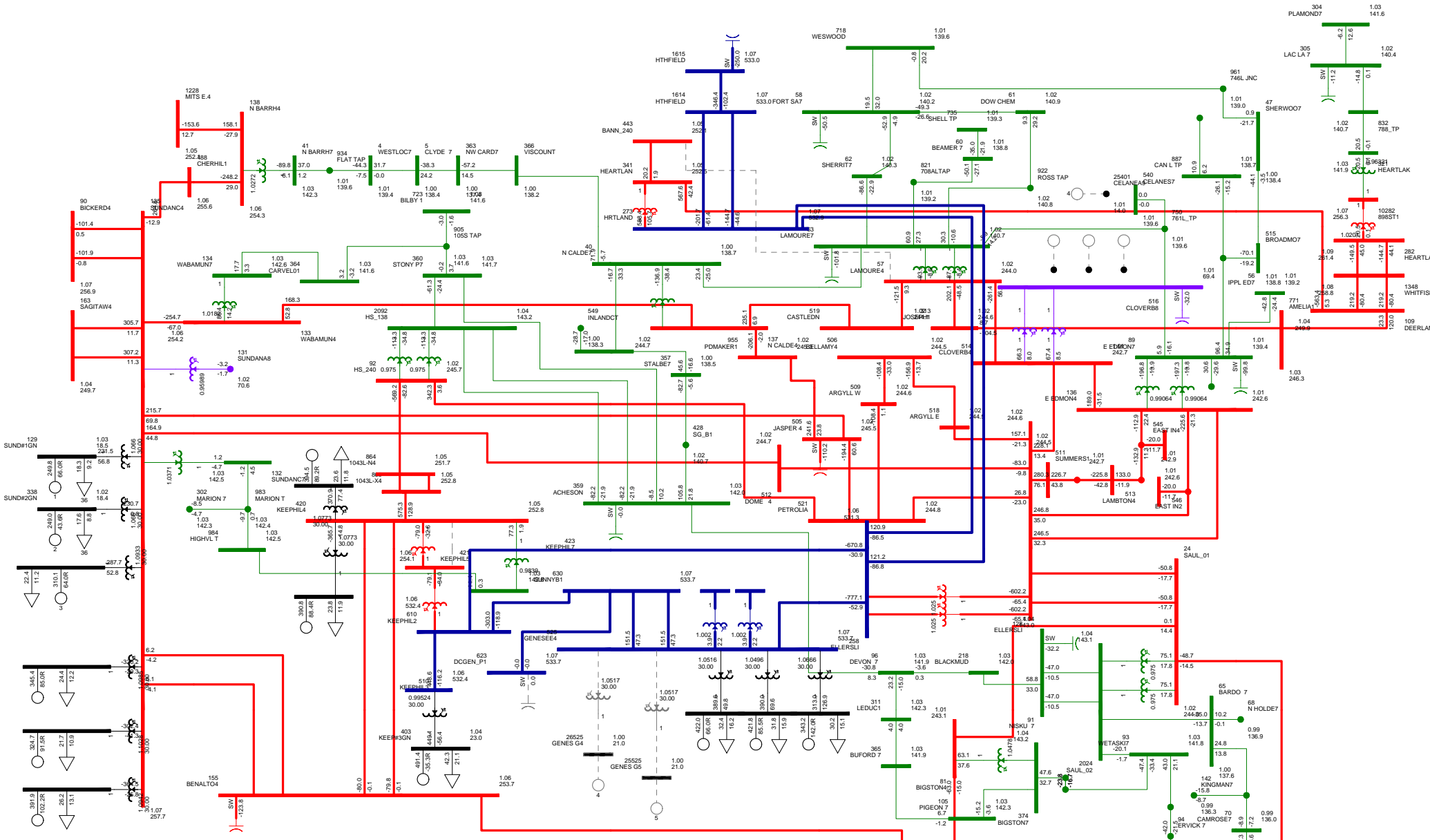
SOK Cutplane	308.1 MW	+ (0.35) x -184.5 MW	Max: 2,050MW
KEG Cutplane	2265.5 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	1120.1 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		



SCENARIO 5 2019SP
 S90L (NORTH CALDER 375 TO POUNDMAKER)
 FIG A-50
 MON, MAR 14 2016 17:19

Bus: Voltage (KV)
 Branch: MW/MVar
 Equipment: MW/MVar
 MW: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=500.000$

SOK Cutplane	305.2 MW + (0.35) x -185.3 MW	Max: 2,050MW 2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
KEG Cutplane	2265.5 MW	
BC-AB:	1118.9 MW	WATL: -0.8 MW EATL: -350.0 MW
MATL Import:	0.0 MW	
Sask. Import:	150.0 MW	



SCENARIO 5 2019SP
 S42L (LAMOUREUX 71S TO BANNERMAN 681S)
 FID A-41
 MON, MAR 14 2016 17:19

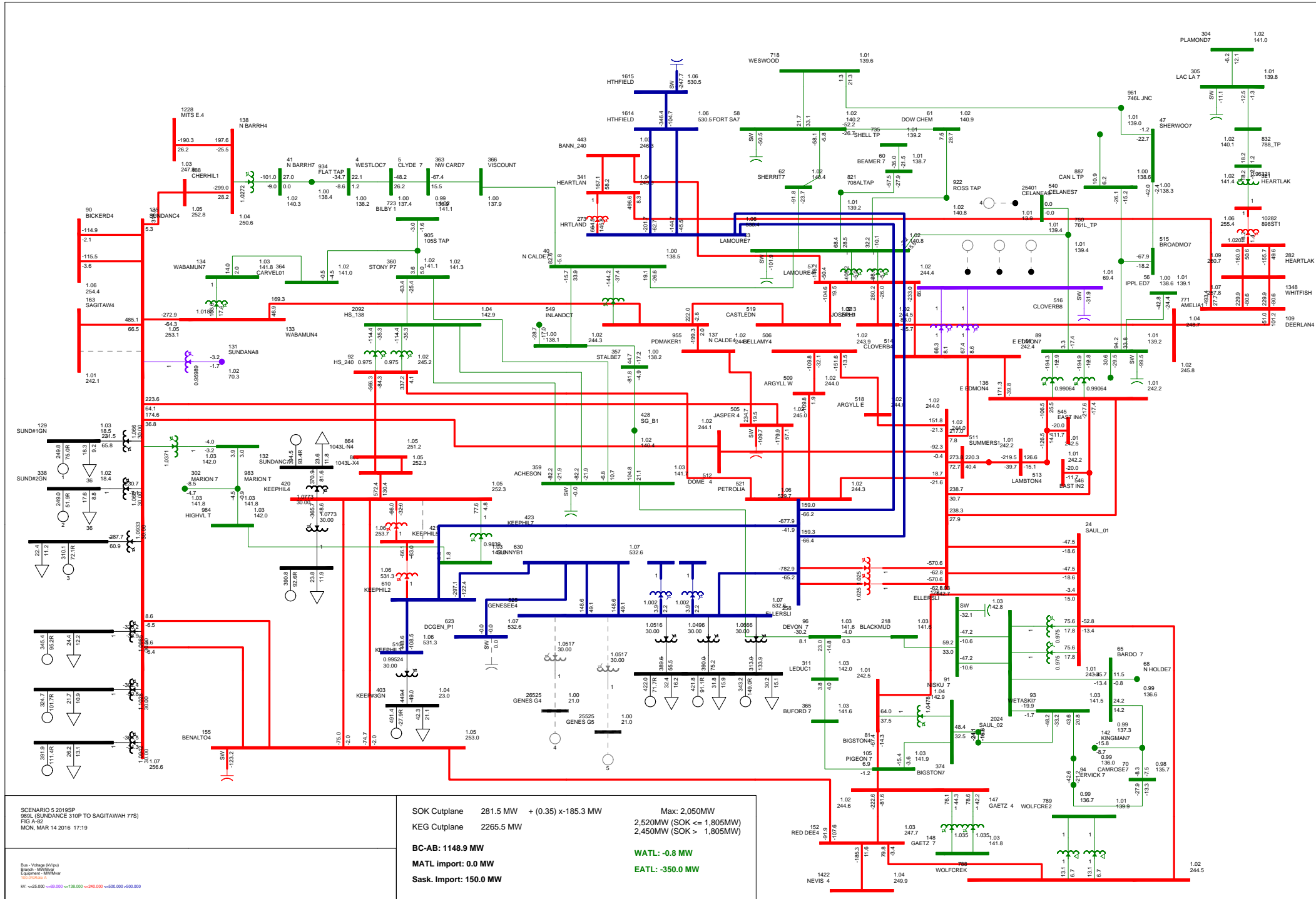
SOK Cutplane 300.3 MW + (0.35) x -186.5 MW
 KEG Cutplane 2265.5 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

Bus: Voltage (kV) (3) (4)
 Branch: MW (MW) (MW)
 Equipment: MW (MW) (MW)
 MW: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

BC-AB: 1118.6 MW
MATL Import: 0.0 MW
Sask. Import: 150.0 MW

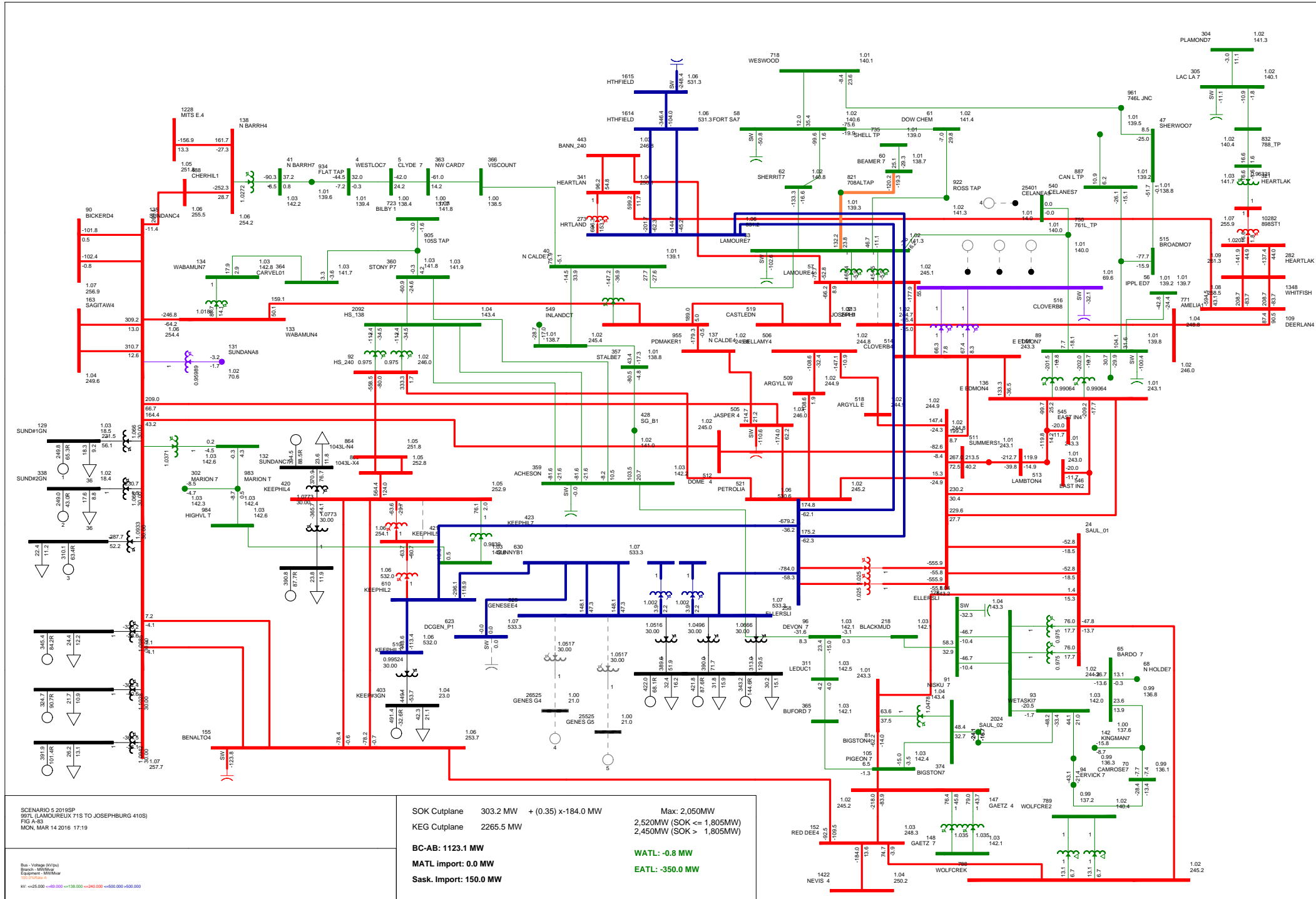
WATL: -0.8 MW
EATL: -350.0 MW



SCENARIO 5 2019SP
 S95L (SUNDANCE 310P TO SAGITAWA 77S)
 FIG A-42
 MON, MAR 14 2016 17:19

Bus: Voltage (KV) (kV)
 Branch: MW/MVA
 Equipment: MW/MVA
 MW: <=25,000 <=69,000 <=138,000 <=240,000 <=500,000 <=500,000

SOK Cutplane	281.5 MW + (0.35) x -185.3 MW	Max: 2,050MW
KEG Cutplane	2265.5 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB: 1148.9 MW		WATL: -0.8 MW
MATL Import: 0.0 MW		EATL: -350.0 MW
Sask. Import: 150.0 MW		



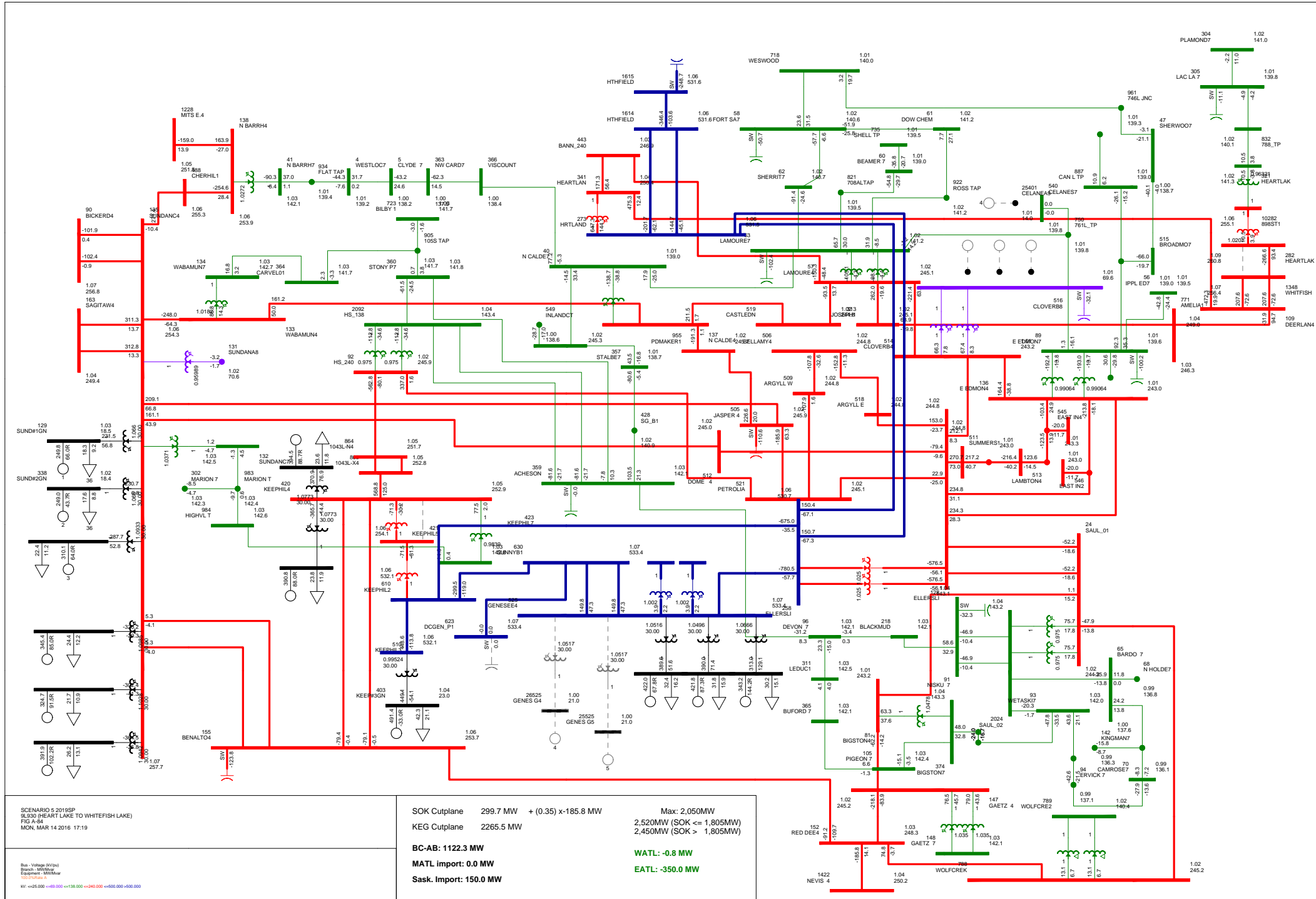
SCENARIO 5 2019SP
 997L (LAMOUREUX 71S TO JOSEPHBURG 410S)
 RID A-3
 MON, MAR 14 2016 17:19

SOK Cutplane 303.2 MW + (0.35) x-184.0 MW
 KEG Cutplane 2265.5 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

Bus: Voltage (kV) (3)
 Branch: MW/MVA
 Equipment: MW/MVA
 MW: =>25,000 =<69,000 =<138,000 =<240,000 =<500,000 =<500,000

BC-AB: 1123.1 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW
 WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 5 2019SP
 SL530 (HEART LAKE TO WHITEFISH LAKE)
 FID A-54
 MON, MAR 14 2016 17:19

Bus: Voltage (kV) (a)
 Branch: MW/MVar
 Equipment: MW/MVar
 Loss: %

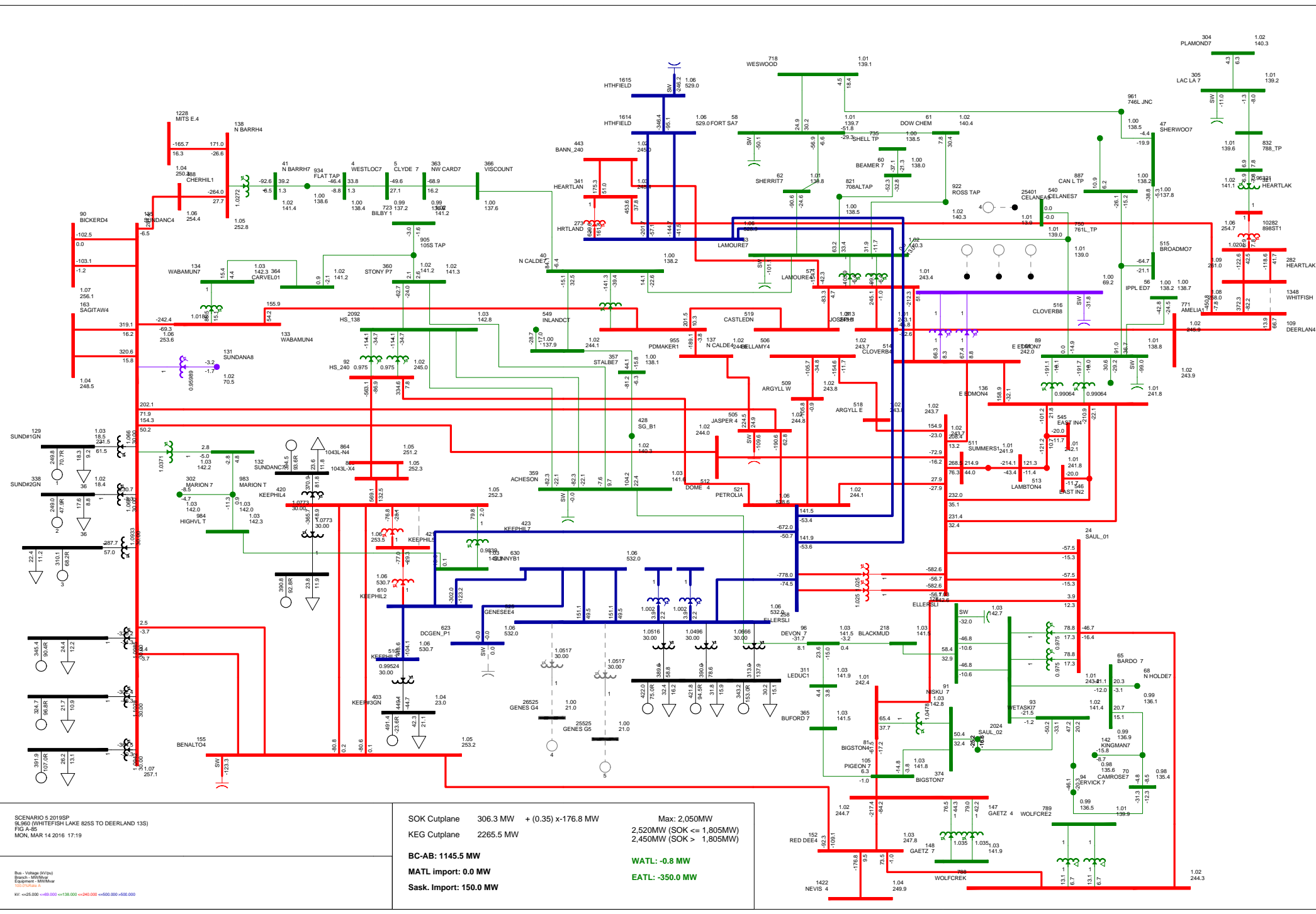
W: <=25,000 <=69,000 <=138,000 <=240,000 <=500,000 <=500,000

SOK Cutplane 299.7 MW + (0.35) x 185.8 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

KEG Cutplane 2265.5 MW

BC-AB: 1122.3 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

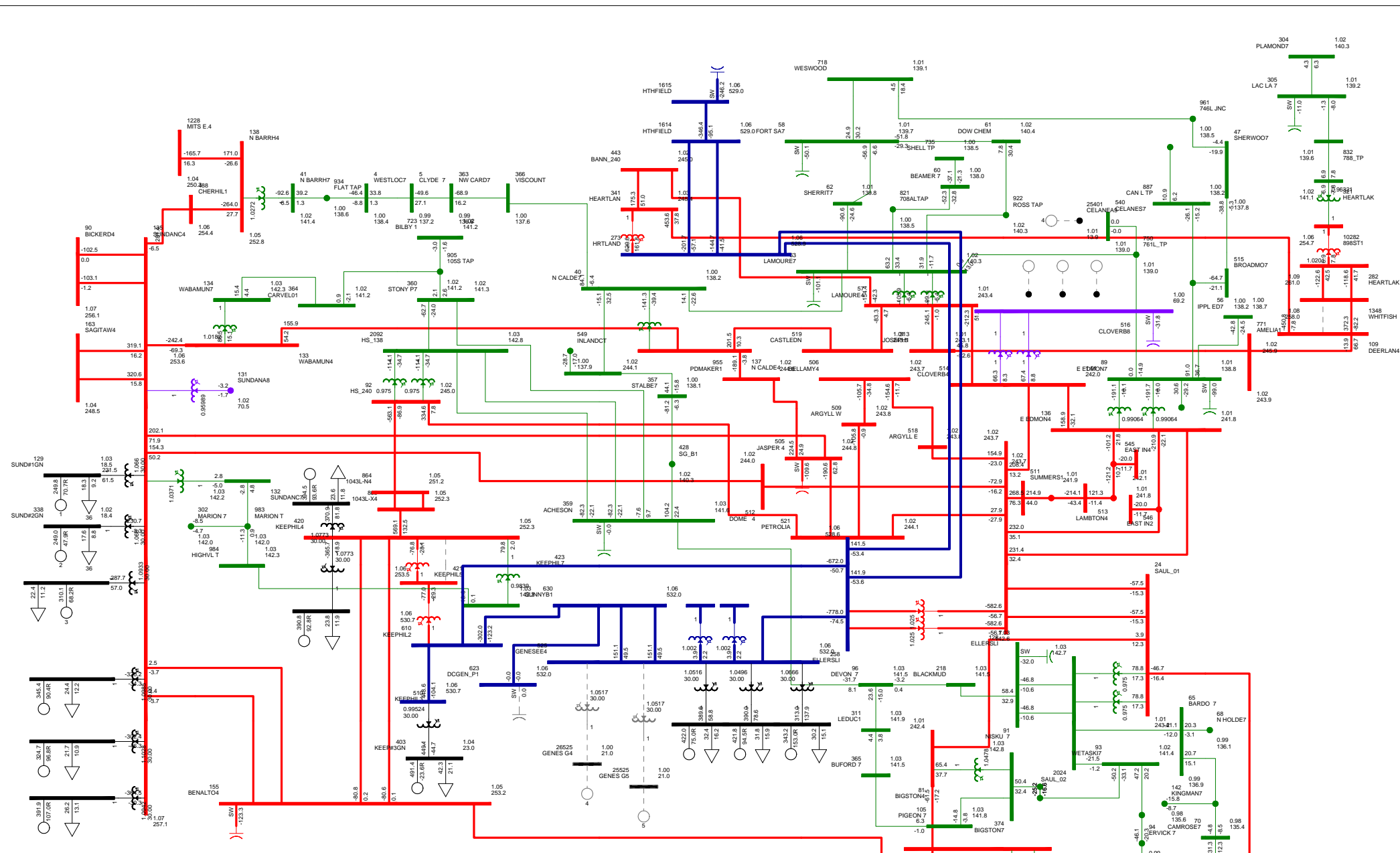
WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 5 2019SP
 SL560 (WHITEFISH LAKE 825S TO DEERLAND 13S)
 FID-A-S
 MON, MAR 14 2016 17:19

Bus: Voltage (kV) (a)
 Branch: MW (MW) (a)
 Equipment: MW (MW) (a)
 W: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

SOK Cutplane	306.3 MW	+ (0.35) x -176.8 MW	Max: 2,050MW
KEG Cutplane	2265.5 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB:	1145.5 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		



SCENARIO 5 2019SP
 9L561 (WHITEFISH LAKE 825S TO DEERLAND 13S)
 FID-A-06
 MON, MAR 14 2016 17:19

Bus: Voltage (kV) [kV]
 Branch: MW/MVA
 Equipment: MW/MVA
 240.00 - 240.00
 kV: -<=25.000 -<=69.000 -<=138.000 -<=240.000 -<=500.000 -<=500.000

SOK Cutplane	306.3 MW + (0.35) x -176.8 MW	Max: 2,050MW
KEG Cutplane	2265.5 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)

BC-AB: 1145.5 MW

MATL Import: 0.0 MW

Sask. Import: 150.0 MW

WATL: -0.8 MW

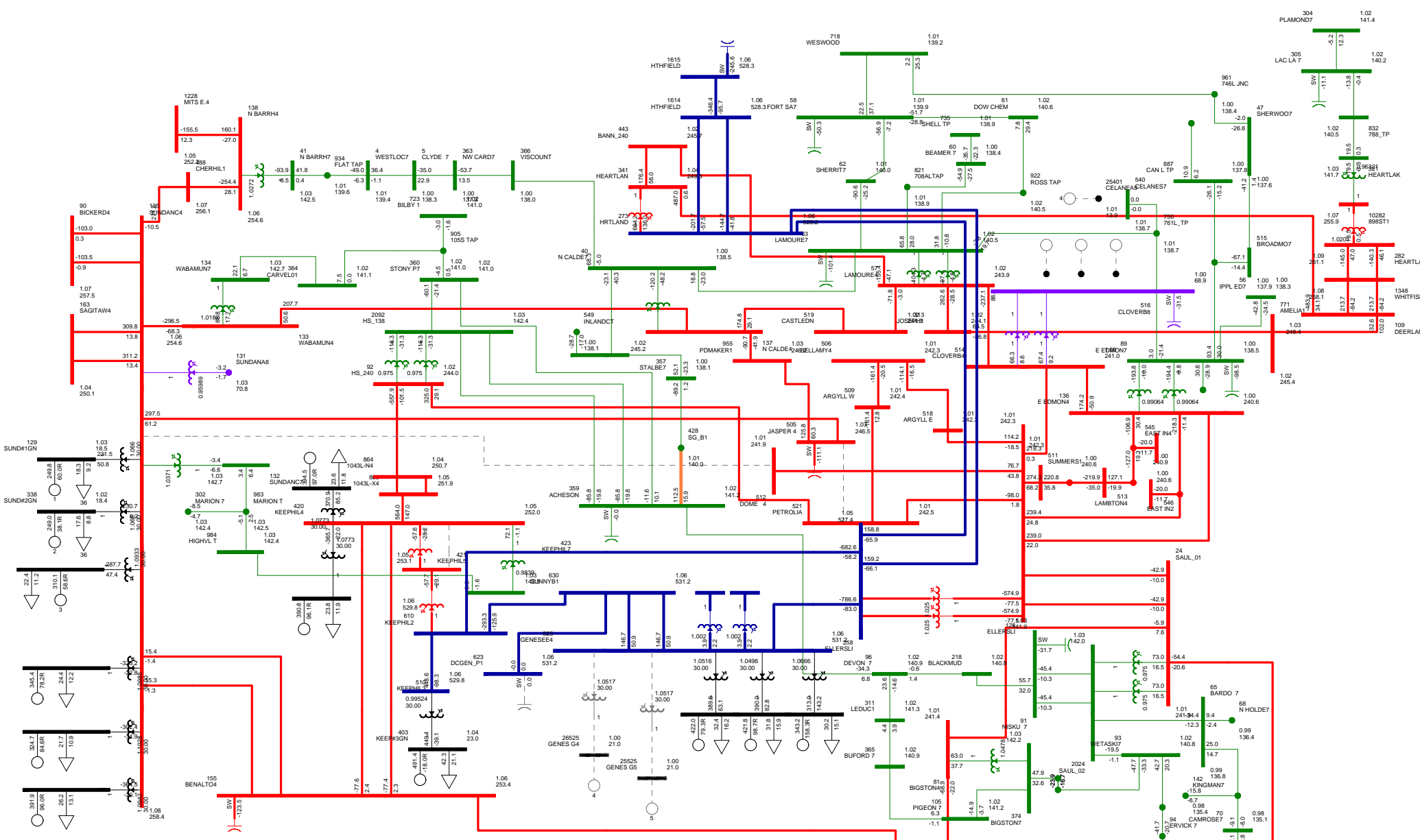
EATL: -350.0 MW

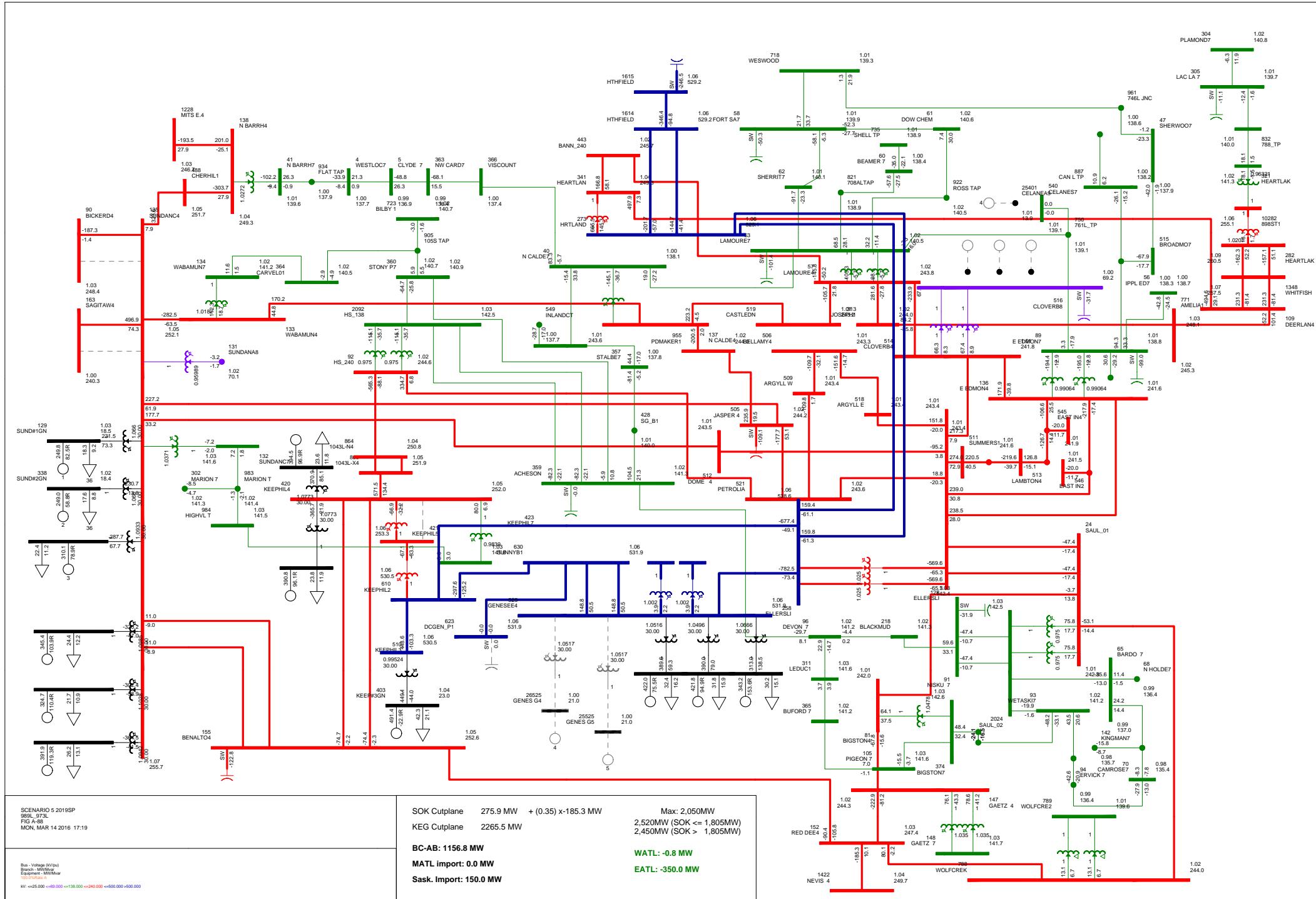
SCENARIO 5 2019SP
 909L_1044L
 FIG A-57
 MON, MAR 14 2016 17:19

Bus - Voltage (kV) (a)
 Branch - MW/MVar
 Equipment - MW/MVar
 MW = $+25.000 -69.000 +138.000 +240.000 +500.000 +500.000$

SOK Cutplane 299.6 MW + (0.35) x -184.9 MW Max: 2,050MW
 KEG Cutplane 2265.5 MW 2,520MW (SOK \leq 1,805MW)
 2,450MW (SOK \leq 1,805MW)

BC-AB: 1118.7 MW WATL: -0.8 MW
 MATL Import: 0.0 MW EATL: -350.0 MW
 Sask. Import: 150.0 MW





SCENARIO 5 2019SP
 S95L_973L
 FIG A-88
 MON, MAR 14 2016 17:19

Bus - Voltage (kV) (a)
 Branch - MW (MW) (a)
 Equipment - MW (MW) (a)
 MW - MW (MW) (a)

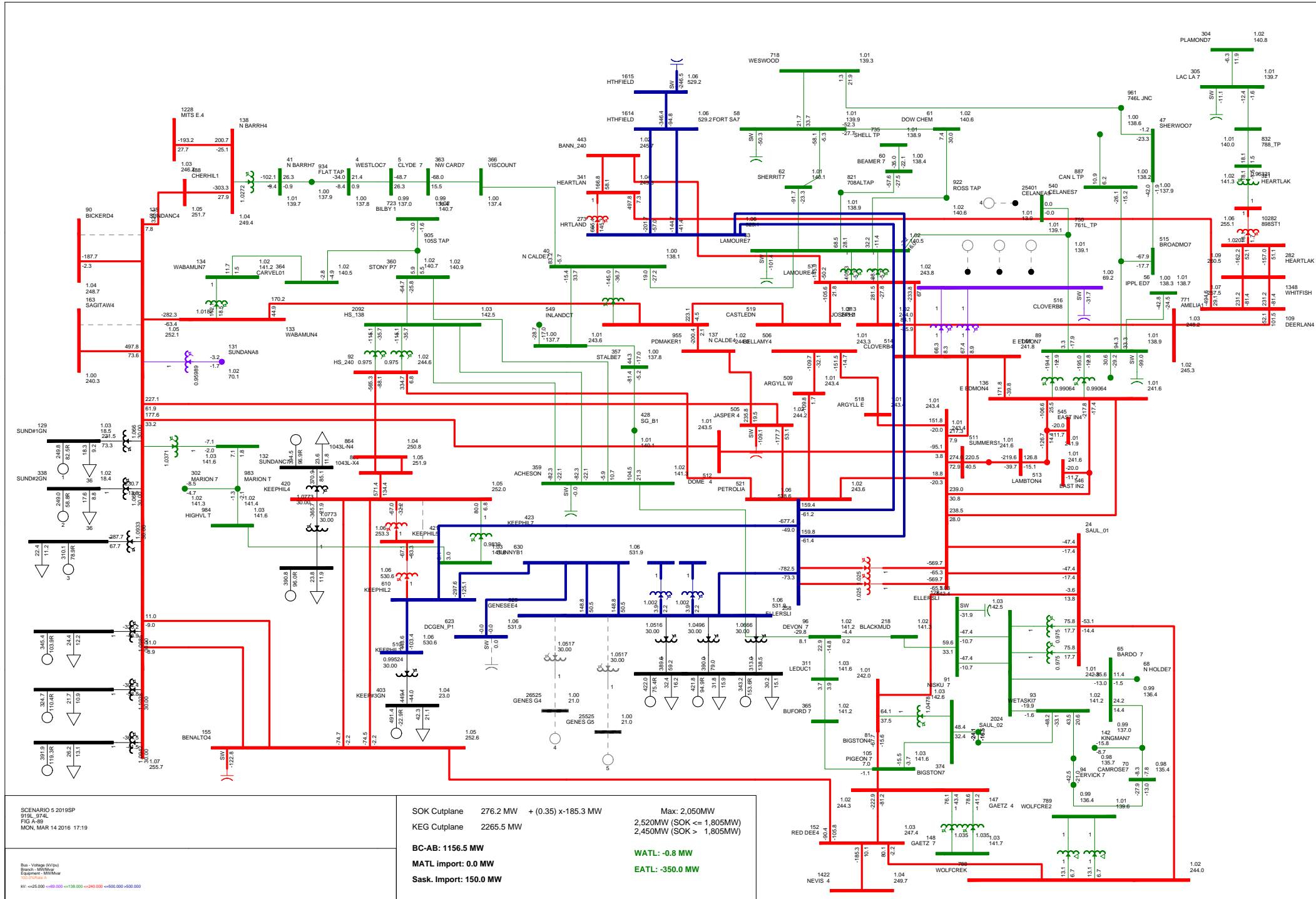
kW: <=25,000 <=69,000 <=138,000 <=240,000 <=500,000 <=500,000

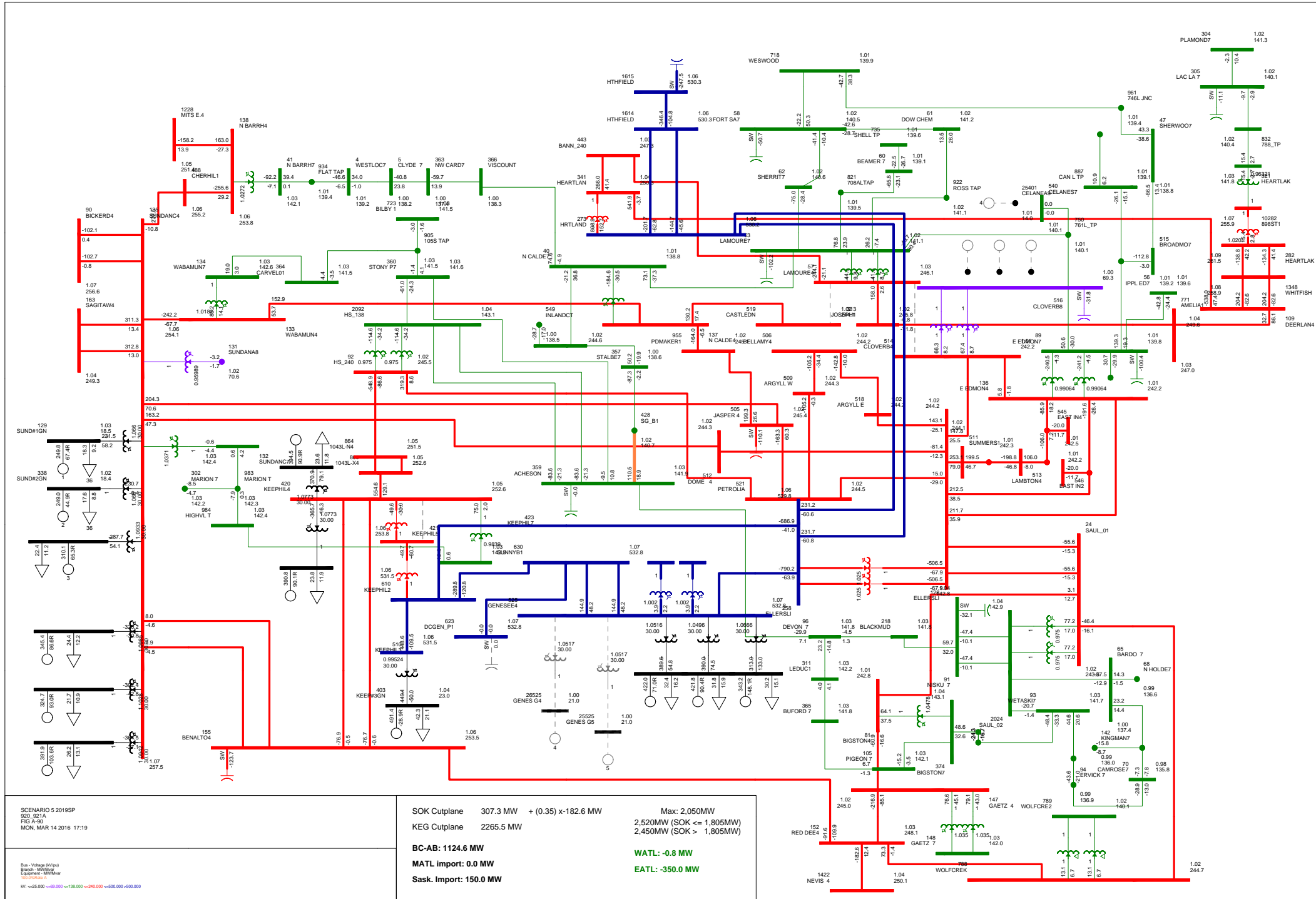
SOK Cutplane 275.9 MW + (0.35) x -185.3 MW
 Max: 2,050 MW
 2,520 MW (SOK <= 1,805 MW)
 2,450 MW (SOK <= 1,805 MW)

KEG Cutplane 2265.5 MW

BC-AB: 1156.8 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.8 MW
 EATL: -350.0 MW





SCENARIO 5 2019SP
 820_921A
 FIG A-20
 MON, MAR 14 2016 17:19

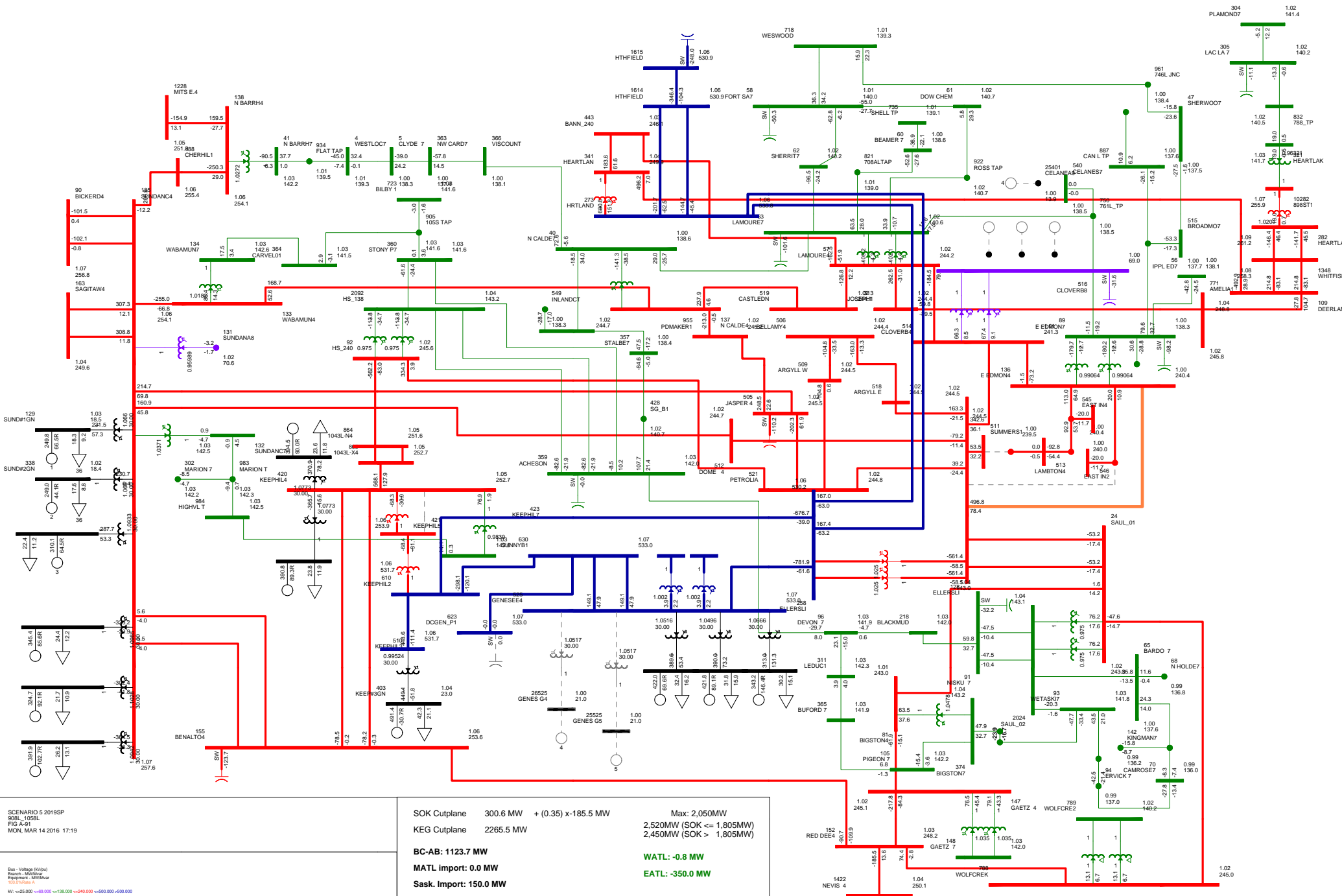
Bus: Voltage (kV) (3)
 Branch: MW/MVA
 Equipment: MW/MVA
 MW: <=25,000 <=69,000 <=138,000 <=240,000 <=500,000 <=500,000

SOK Cutplane 307.3 MW + (0.35) x -182.6 MW
 KEG Cutplane 2265.5 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

BC-AB: 1124.6 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 5 2019SP
 908L_1058L
 FIG A-21
 MON, MAR 14 2016 17:19

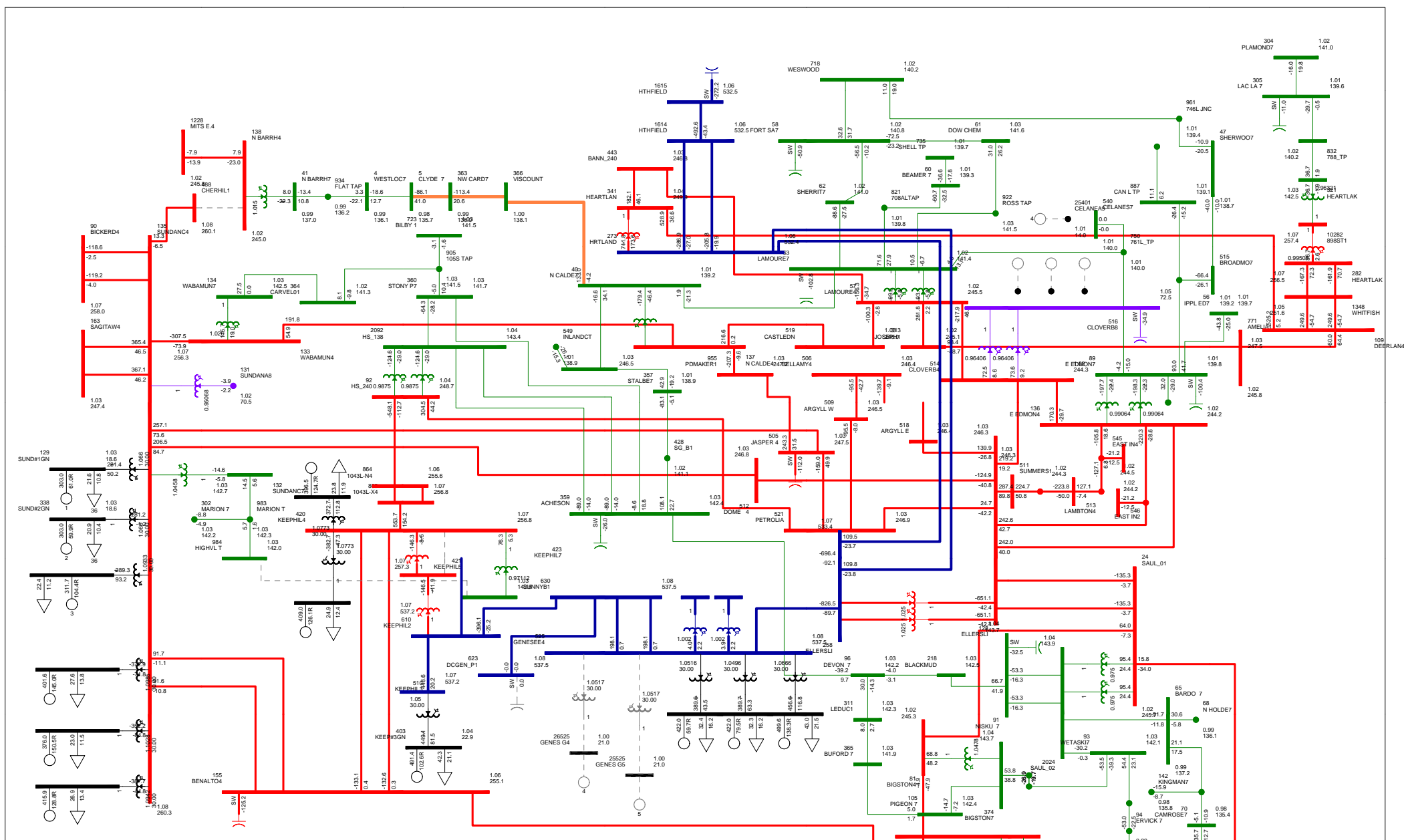
Bus Voltage (kV) (a)
 Branch MW/MVA
 Equipment - MW/MVA
 MW: <=25,000 <=69,000 <=138,000 <=240,000 <=500,000 <=500,000

SOK Cutplane 300.6 MW + (0.35) x -185.5 MW
 KEG Cutplane 2265.5 MW

BC-AB: 1123.7 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

WATL: -0.8 MW
 EATL: -350.0 MW



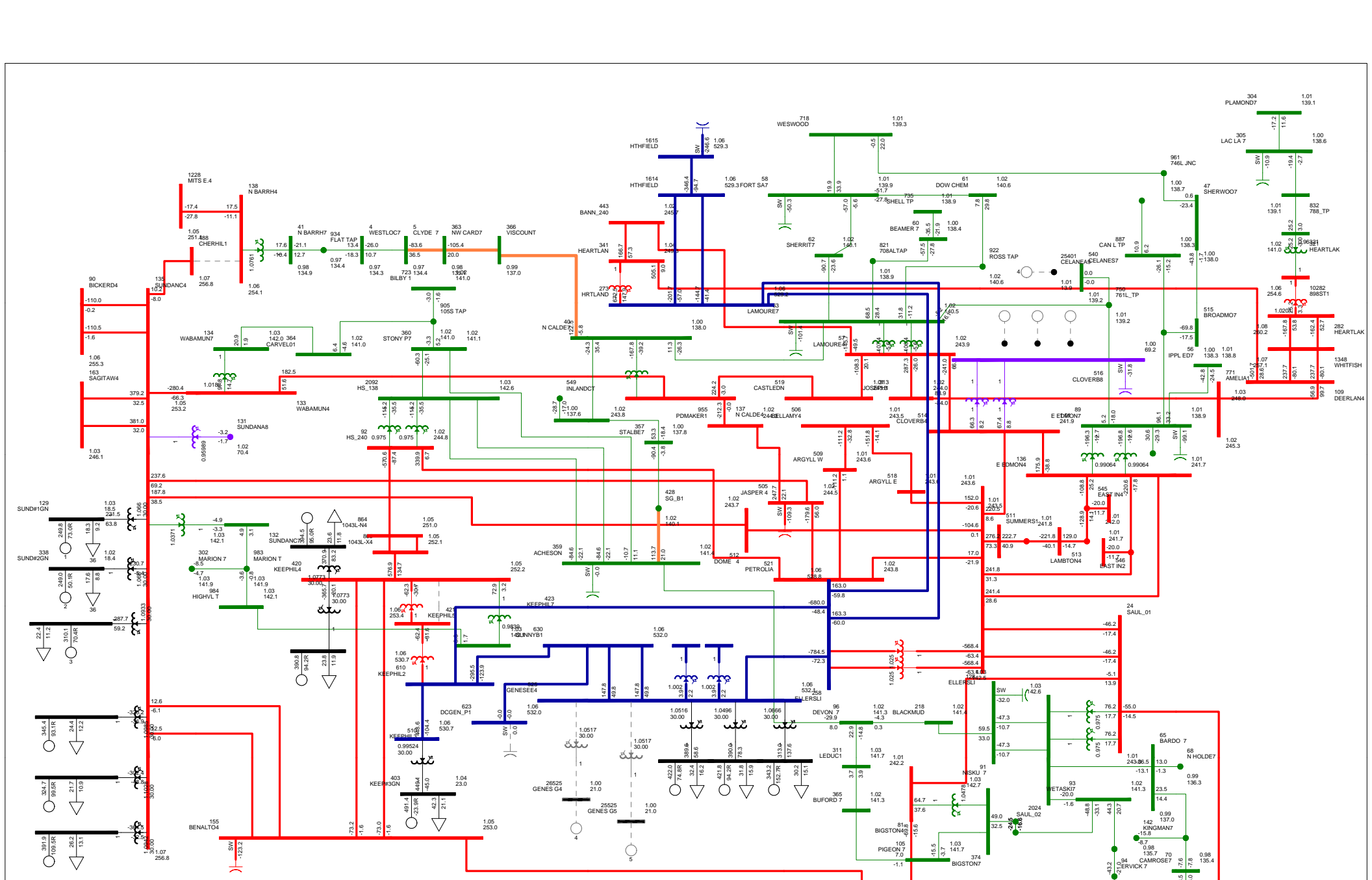
SCENARIO 4 2019WP
 313_N BARRHEAD 855 TO CHERHILL (338S)
 FIG A-92
 TUE, MAR 15 2016 12:56

Bus - Voltage (KV) [no]
 Branch - MW/MVA
 Equipment - MVA/MVA
 131000000
 KV = $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000$

SOK Cutplane 744.2 MW + (0.35) x-162.0 MW Max: 2,050MW
 KEG Cutplane 2427.0 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 487.2 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.7 MW
 EATL: -500.0 MW



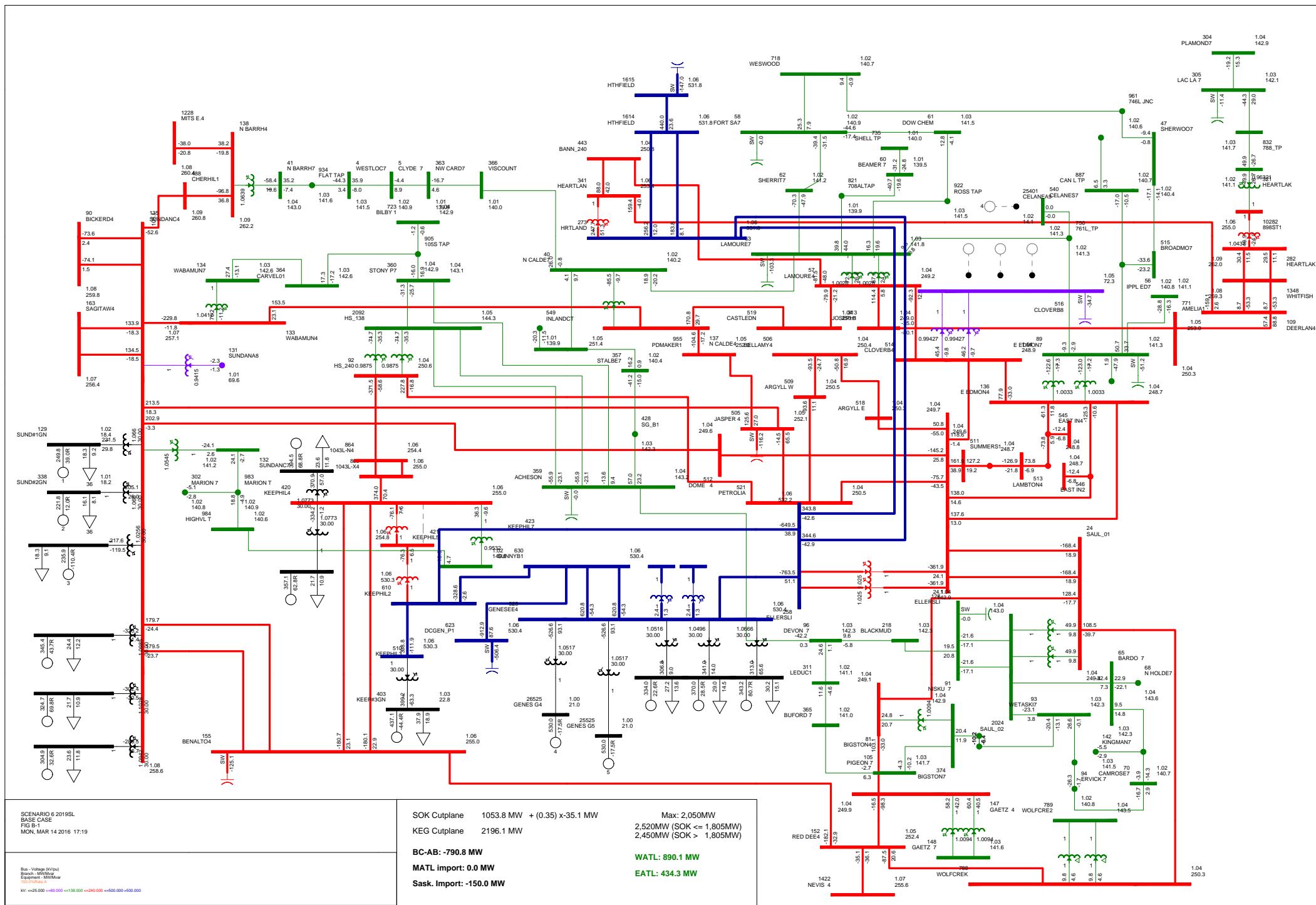
SCENARIO 5 2019SP
 913L (N BARRHEAD 69S TO CHERHILL 338S)
 FIG A-29
 TUE, MAR 15 2016 12:56

Bus: Voltage (kV) (a)
 Branch: MW (MW) (a)
 Equipment: MW (MW) (a)
 MW: =>25,000 =<-69,000 =<-138,000 =<-240,000 =<-500,000 =<-500,000

SOK Cutplane	287.5 MW + (0.35) x -183.2 MW	Max: 2,050MW
KEG Cutplane	2265.5 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB: 1148.9 MW		WATL: -0.8 MW
MATL Import: 0.0 MW		EATL: -350.0 MW
Sask Import: 150.0 MW		

Attachment B

Near-Term Post-Connection Power Flow Analysis Results



SCENARIO 6 2019SL
 BASE CASE
 FIG 5-1
 MON, MAR 14 2016 17:19

Bus - Voltage (KV) (a)
 Branch - MW (MW)
 Equipment - MW (MW)
 Loss - MW (MW)

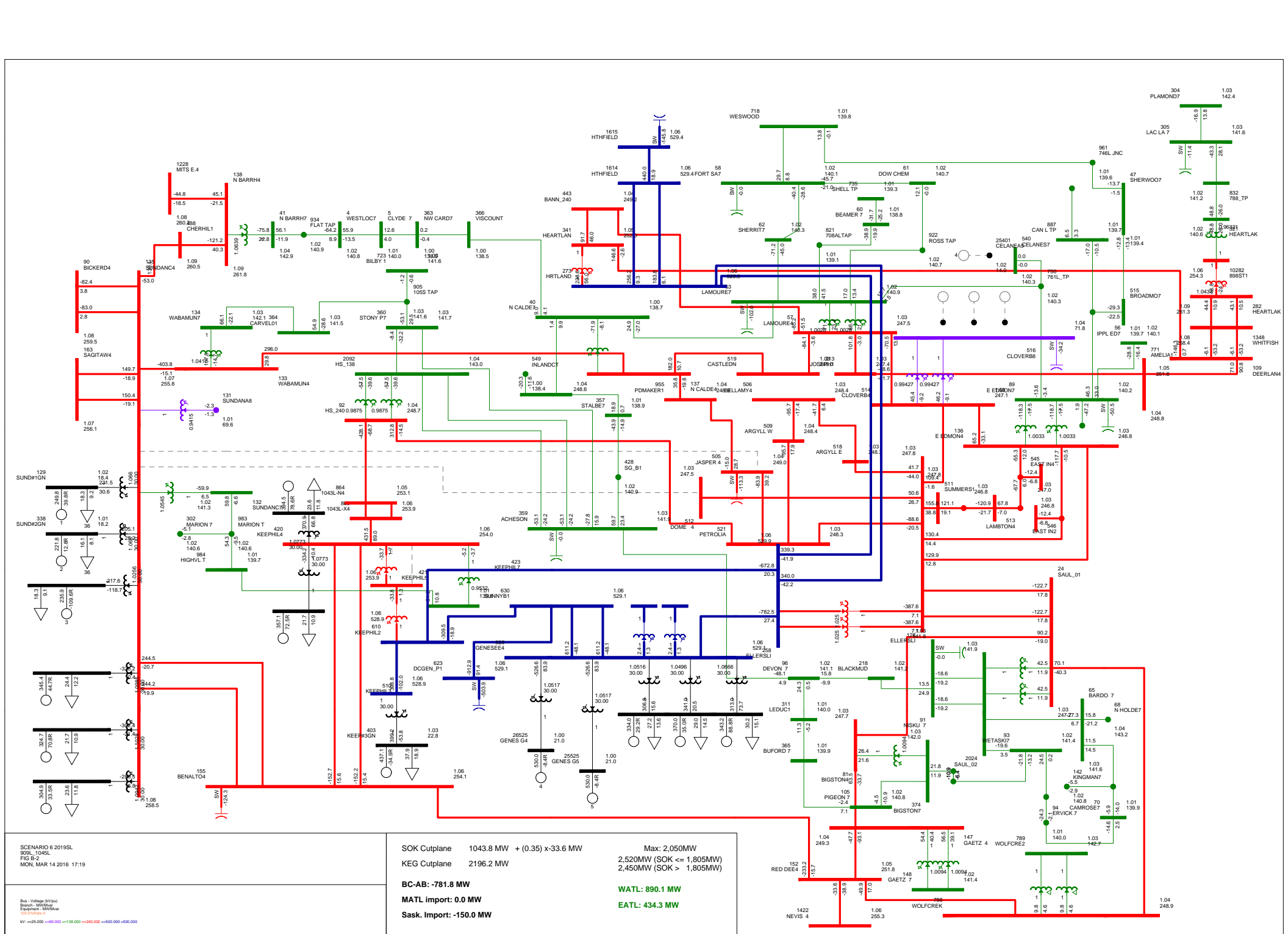
W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 1053.8 MW + (0.35) x-35.1 MW
 KEG Cutplane 2196.1 MW

BC-AB: -790.8 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

WATL: 890.1 MW
 EATL: 434.3 MW



SCENARIO 6 2019SL
 809L_1045L
 FIG B-2
 MON, MAR 14 2016 17:19

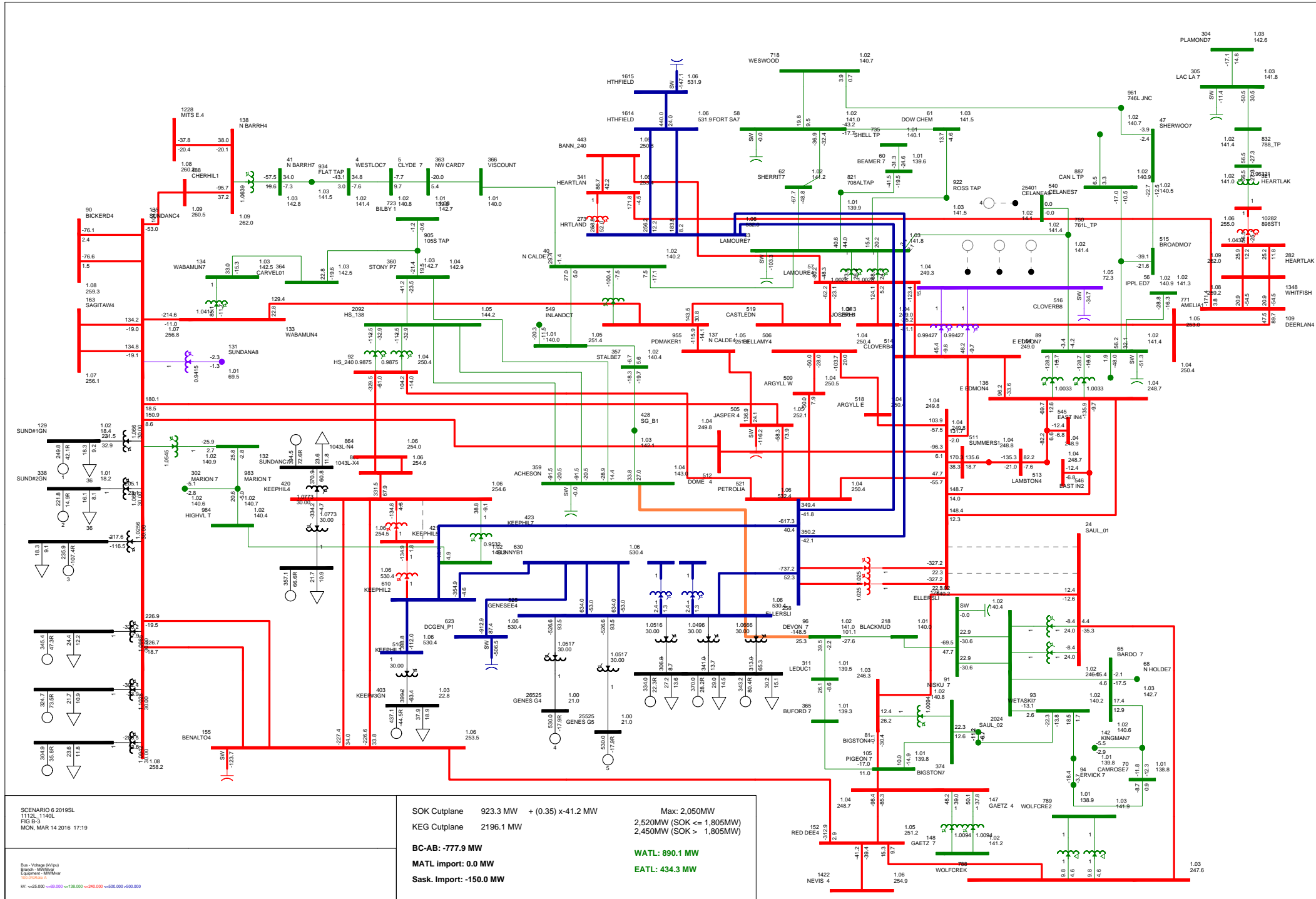
Bus - Voltage (kV) (a)
 Branch - MW/MVar
 Equipment - MW/MVar
 MW = $+25.000 -69.000 +138.000 +240.000 +500.000 +500.000$

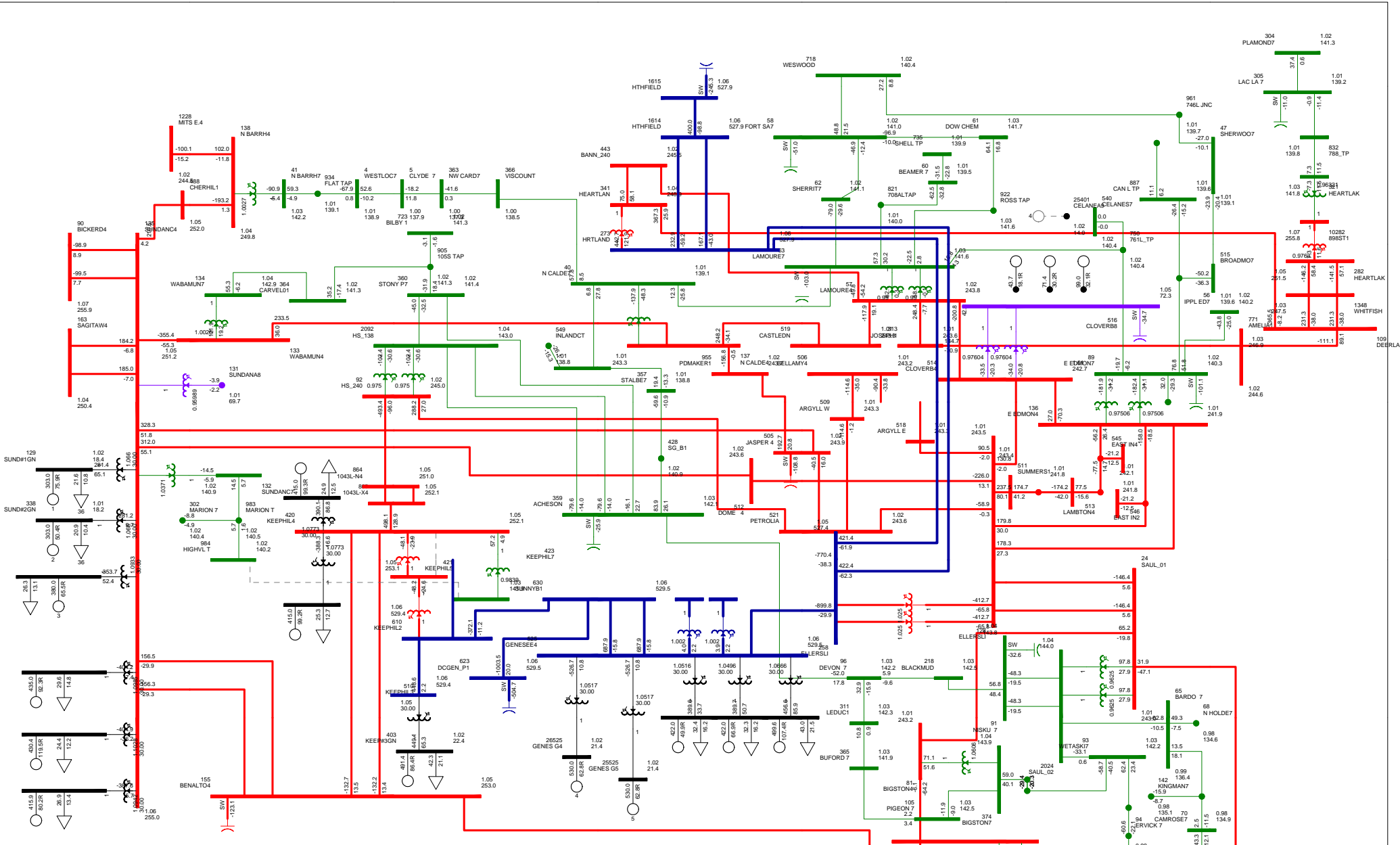
SOK Cutplane 1043.8 MW + (0.35) x 33.6 MW
 KEG Cutplane 2196.2 MW

BC-AB: -781.8 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW

Max: 2,050MW
 2,520MW (SOK \leq 1,805MW)
 2,450MW (SOK \leq 1,805MW)

WATL: 890.1 MW
 EATL: 434.3 MW

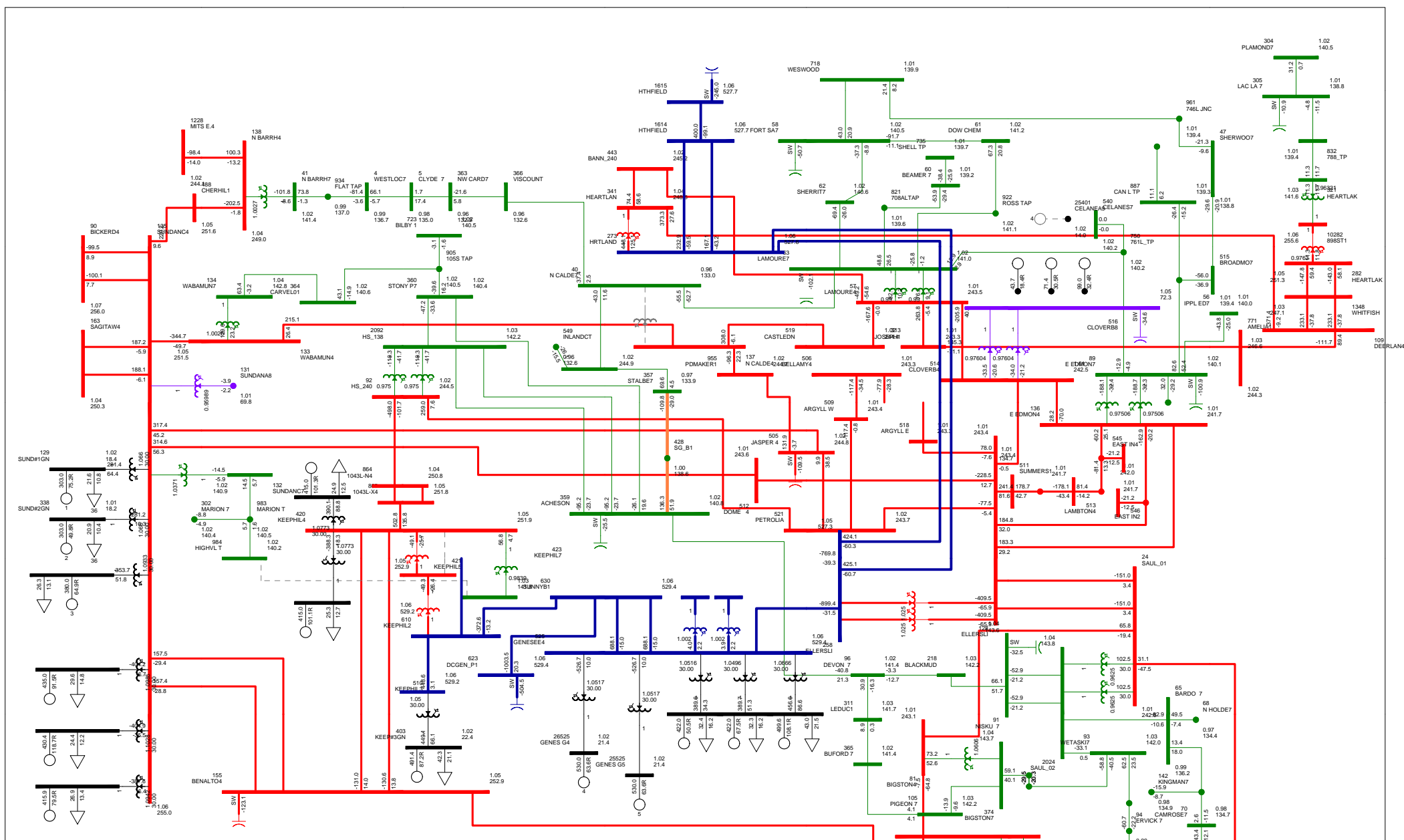




SCENARIO 7 2019WP
 BASE CASE
 FIG B-4
 MON, MAR 14 2016 17:19

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV: $=25.000 +89.000 +138.000 +240.000 +500.000 +600.000$

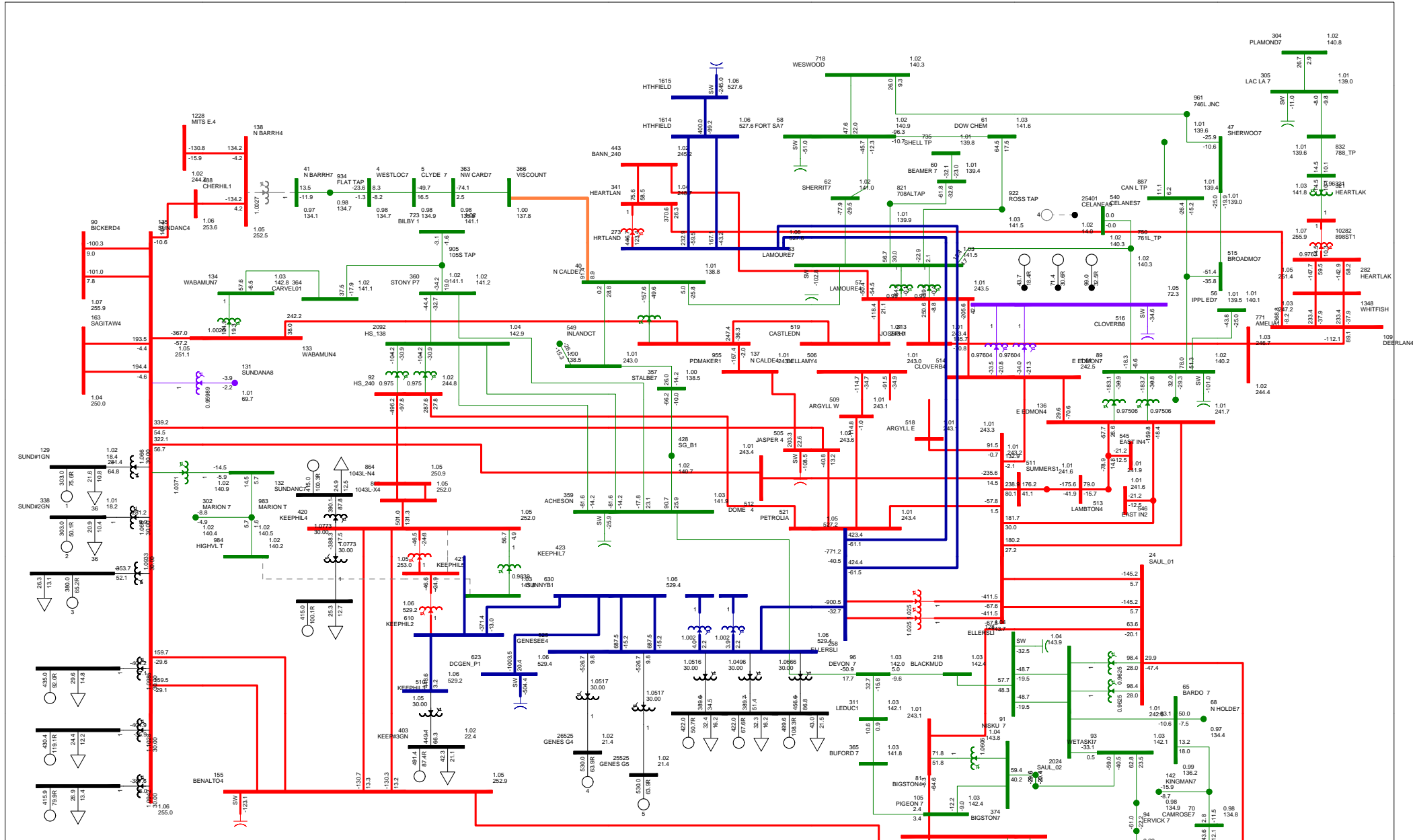
SOK Cutplane	956.7 MW	+ (0.35) x-11.0 MW	Max: 2,050MW
KEG Cutplane	2499.7 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-1005.6 MW		WATL: 976.0 MW EATL: 395.3 MW
MATL import:	0.0 MW		
Sask. import:	-150.0 MW		



SCENARIO 7 2019WP
 N CALDER SYS TRANSFORMER
 FIG B-5
 MON, MAR 14 2016 17:19

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Equipment - MVA/MVA
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	964.5 MW + (0.35) x 10.3 MW	Max: 2,050MW
KEG Cutplane	2499.7 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-1000.1 MW	WATL: 976.0 MW
MATL import:	0.0 MW	EATL: 395.3 MW
Sask. import:	-150.0 MW	

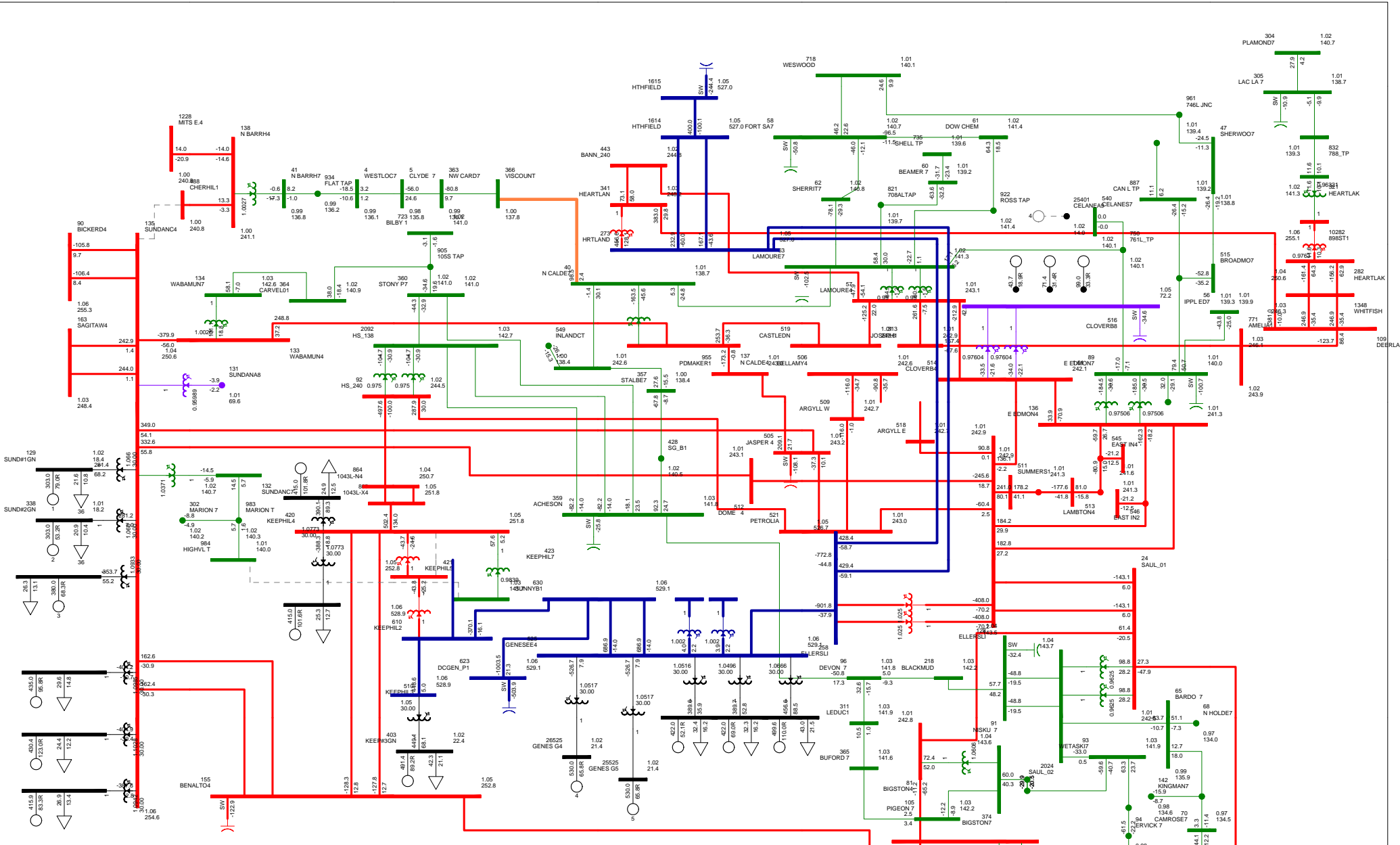


SCENARIO 7 2019WP
 NORTH BARRHEAD 85S TRANSFORMER
 FIG B-B
 MON, MAR 14 2016 17:19

Bus - Voltage (KV) [red]
 Branch - MW/MVA [green]
 Equipment - MW/MVA [blue]
 Losses - MW/MVA [purple]

KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

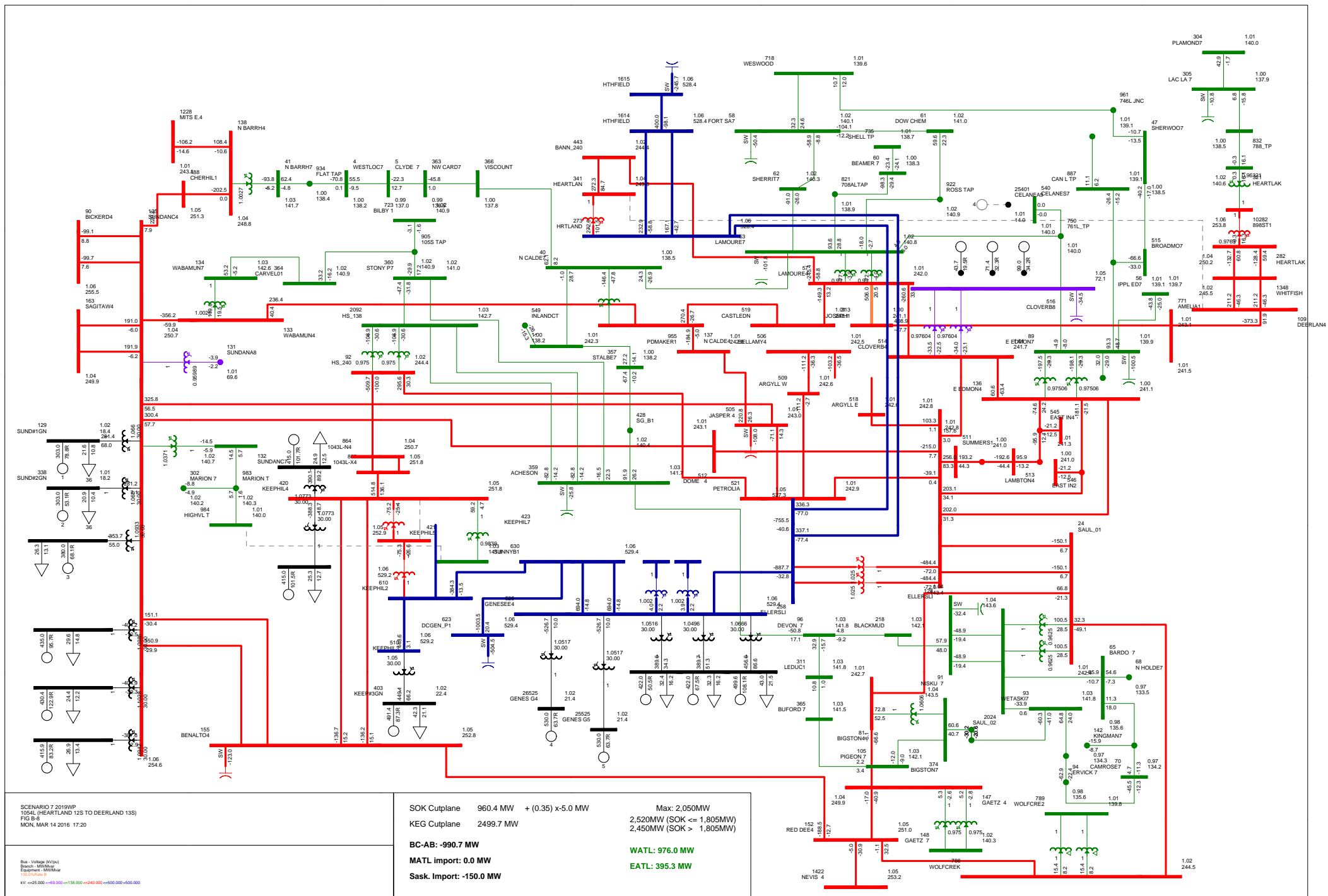
SOK Cutplane	956.7 MW	+ (0.35) x 10.1 MW	Max: 2,050MW
KEG Cutplane	2499.7 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	-1001.3 MW		WATL: 976.0 MW
MATL import:	0.0 MW		EATL: 395.3 MW
Sask. import:	-150.0 MW		



SCENARIO 7 2019WP
 10kV SUNDANCE 310P TO CHERHILL (38S)
 FIG B-7
 MON, MAR 14 2016 17:19

Bus - Voltage (kV/psi)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/20/30/40/50/60/70/80/90/100/110/120/130/140/150/160/170/180/190/200/220/240/260/280/300/330/360/380/400/420/440/460/480/500/550/600/660/720/760/800/840/880/920/960/1000

SOK Cutplane	951.3 MW	+ (0.35) x 8.6 MW	Max: 2,050MW
KEG Cutplane	2499.7 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	990.7 MW		WATL: 976.0 MW
MATL import:	0.0 MW		EATL: 395.3 MW
Sask. import:	-150.0 MW		



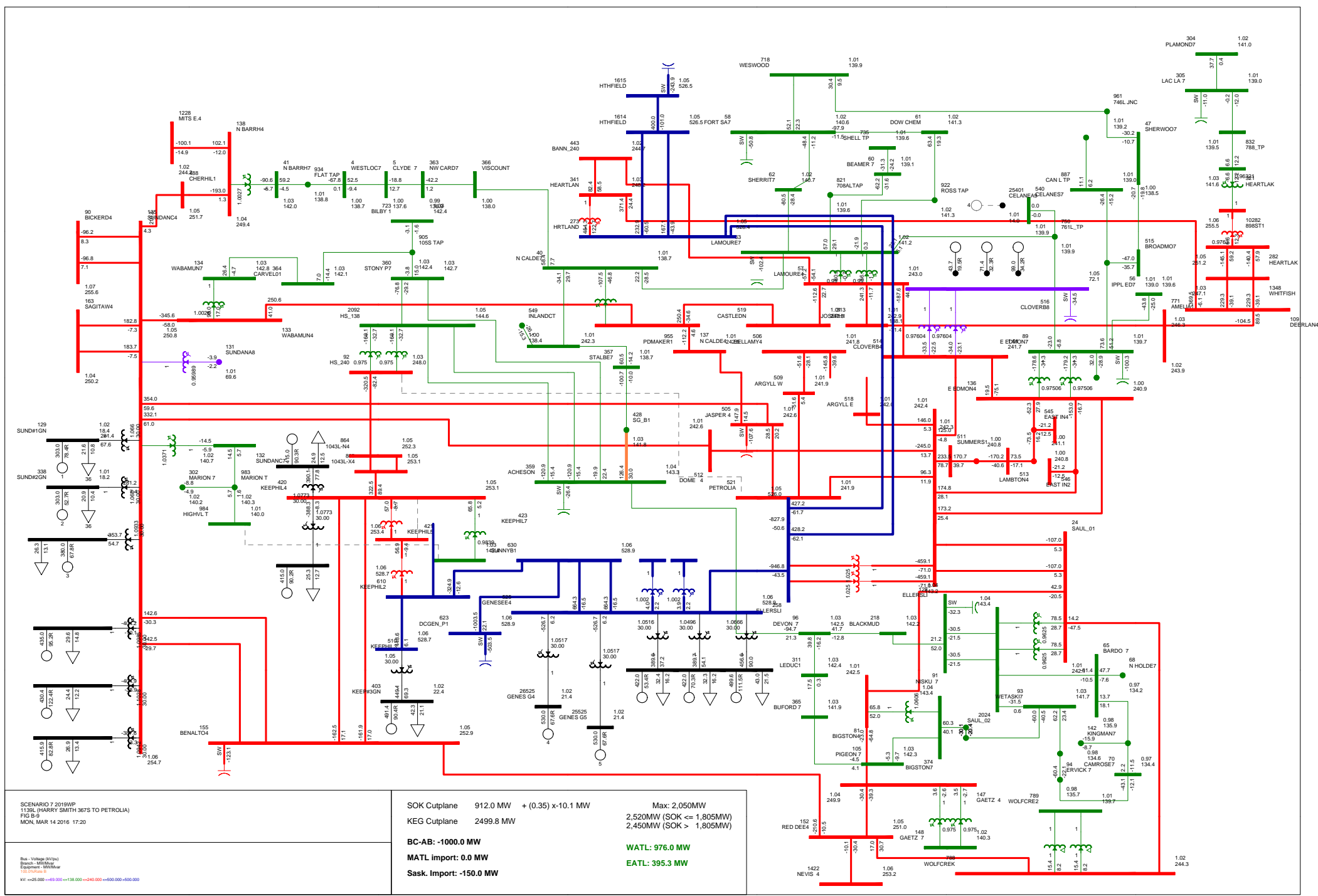
SCENARIO 7 2019WP
 10SL HEARTLAND 12S TO DEERLAND 13S
 FIG B-8
 MON, MAR 14 2016 17:20

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10KV=0.0
 KV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane 960.4 MW + (0.35) x 5.0 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 2499.7 MW

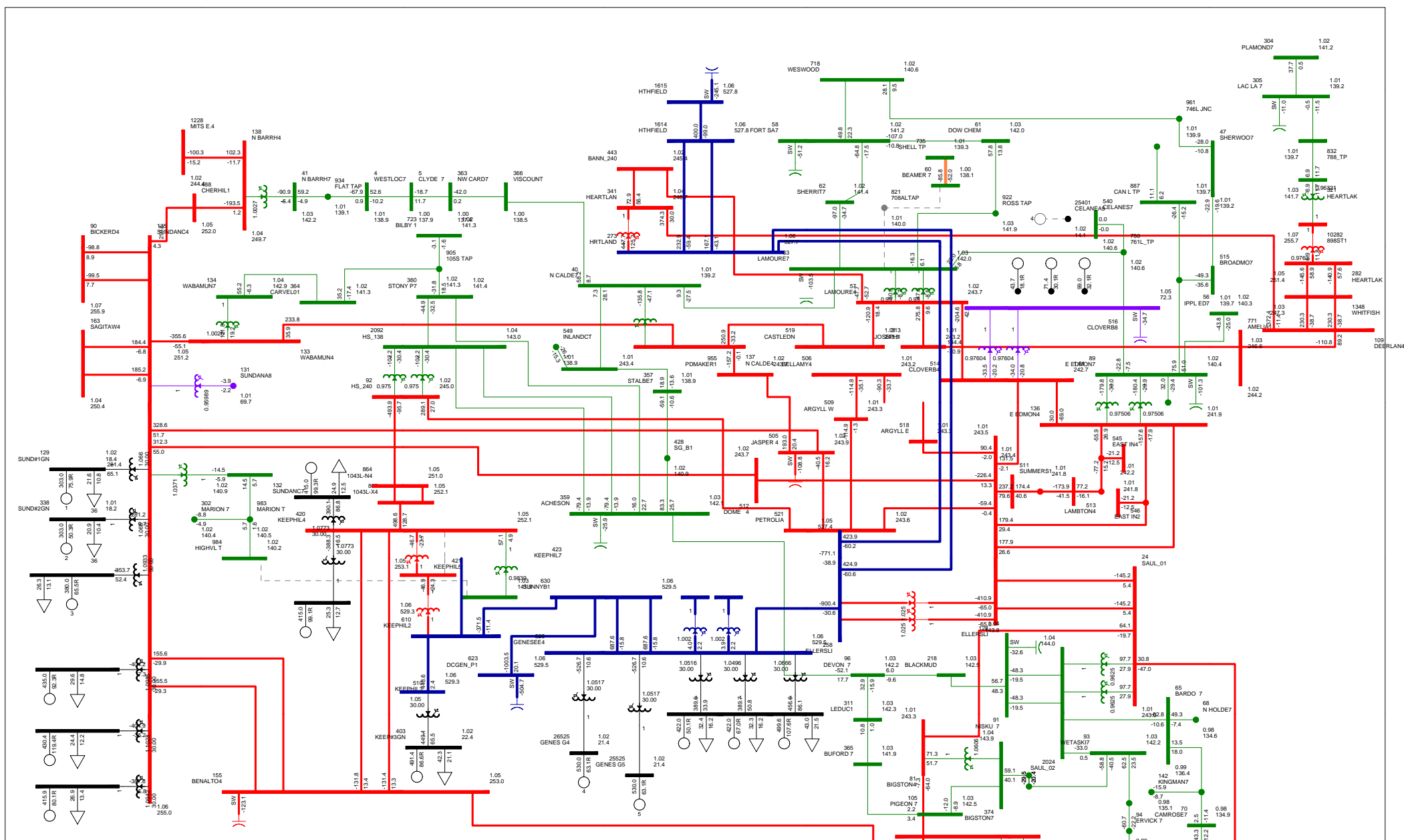
BC-AB: -990.7 MW WATL: 976.0 MW
 MATL import: 0.0 MW EATL: 395.3 MW
 Sask. Import: -150.0 MW



SCENARIO 7 2019WP
 1138 HARRY SMITH 3675 TO PETROLIA)
 FIG B-9
 MON, MAR 14 2016 17:20

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV =>25.00 =>69.00 =>138.00 =>240.00 =>500.00 =>600.000

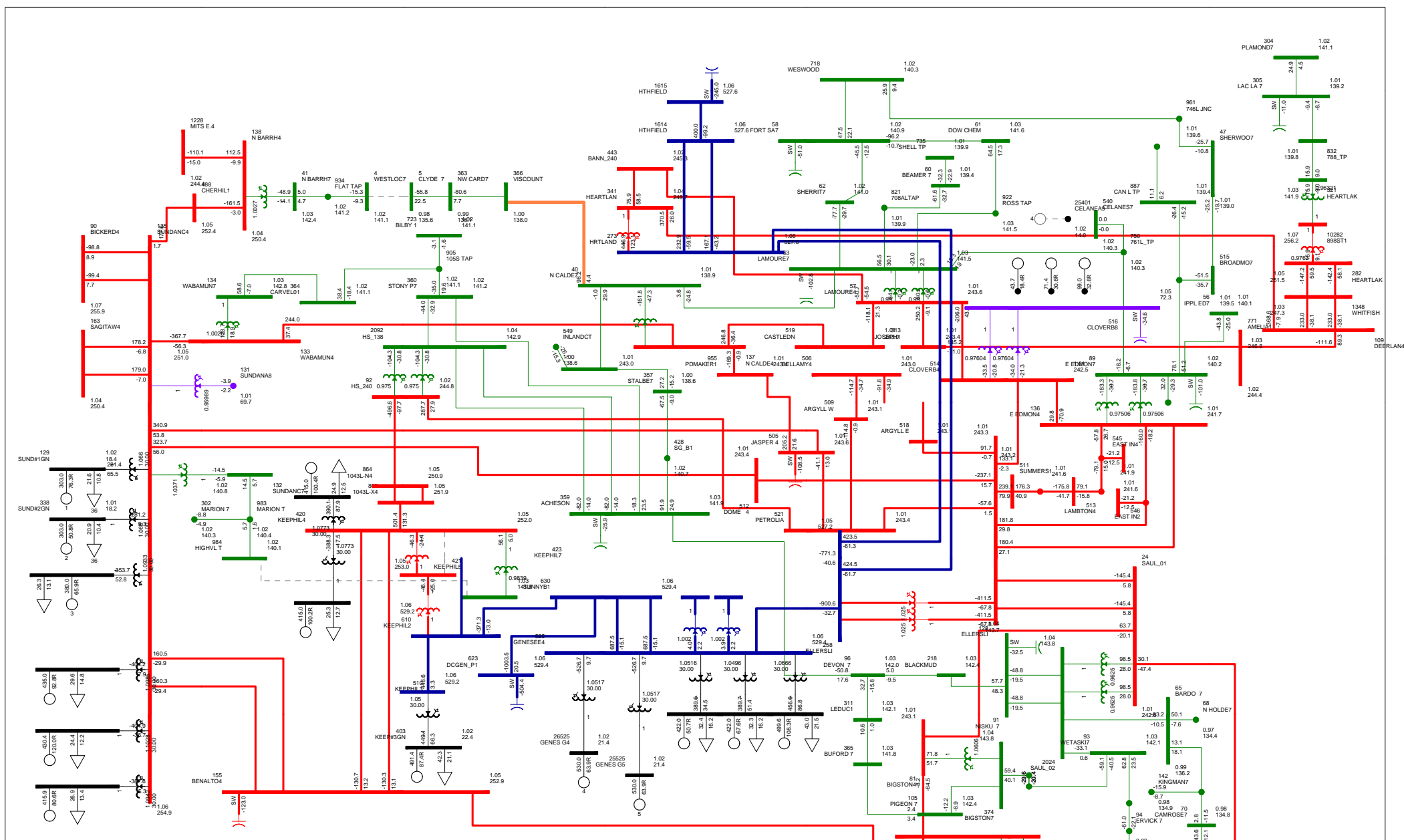
SOK Cutplane	912.0 MW + (0.35) x 10.1 MW	Max: 2,050MW
KEG Cutplane	2499.8 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-1000.0 MW	WATL: 976.0 MW
MATL import:	0.0 MW	EATL: 395.3 MW
Sask. import:	-150.0 MW	



SCENARIO 7 2019WP
 708 BEAMER TO 708 TAP
 FIG B-10
 MON, MAR 14 2016 17:20

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

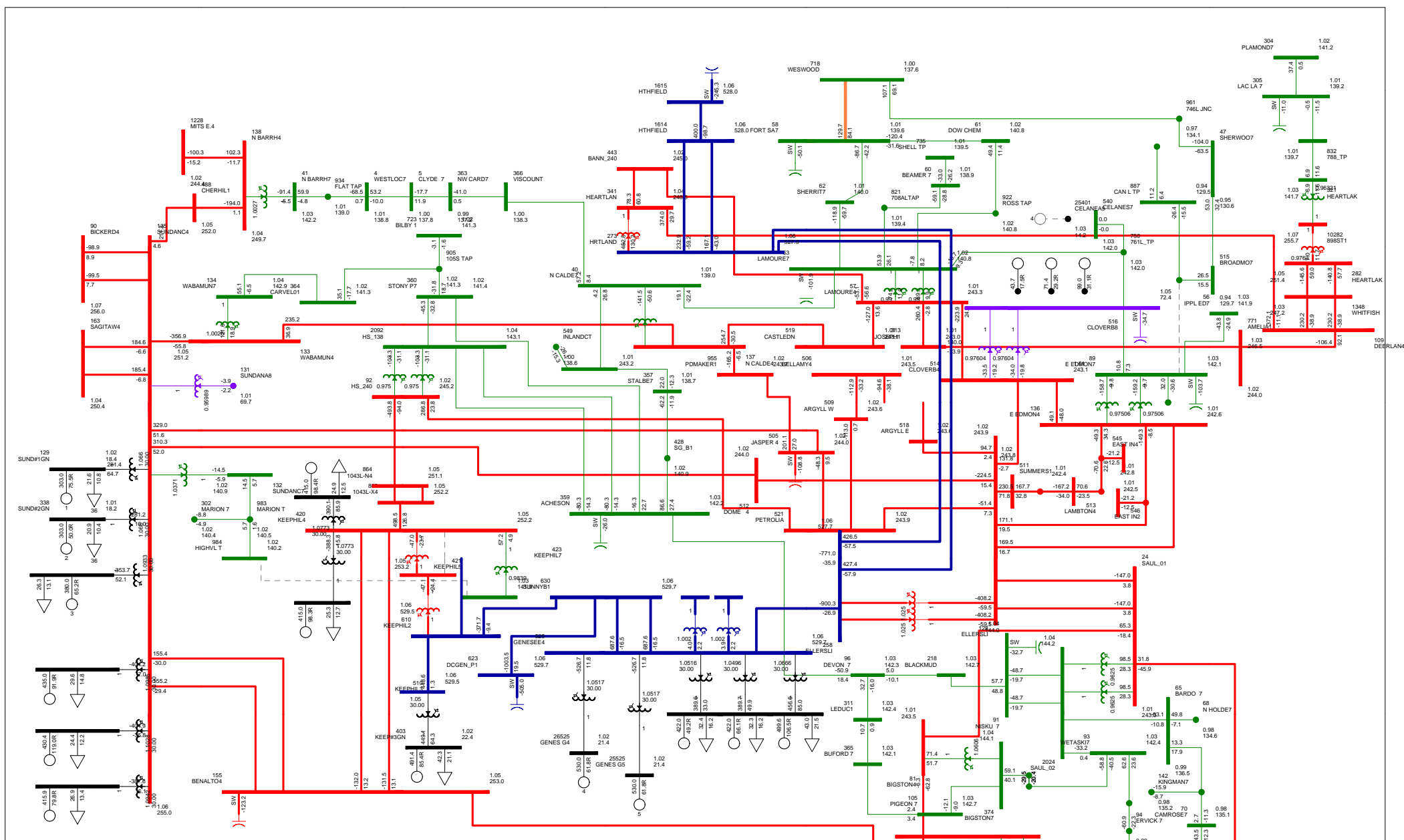
SOK Cutplane	950.6 MW + (0.35) x 11.1 MW	Max: 2,050MW
KEG Cutplane	2499.7 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-999.3 MW	WATL: 976.0 MW
MATL import:	0.0 MW	EATL: 395.3 MW
Sask. Import:	-150.0 MW	



SCENARIO 7 2019W⁹
 728, CLYDE 160S TO WESTLOCK 438S)
 FIG B-11
 MON, MAR 14 2016 17:20

Bus - Voltage (kV) (no)
 Branch - MW (MW)
 Equipment - MW (MW)
 (MW) (MW)
 KV = 25,000 = 69,000 = 138,000 = 240,000 = 500,000 = 600,000

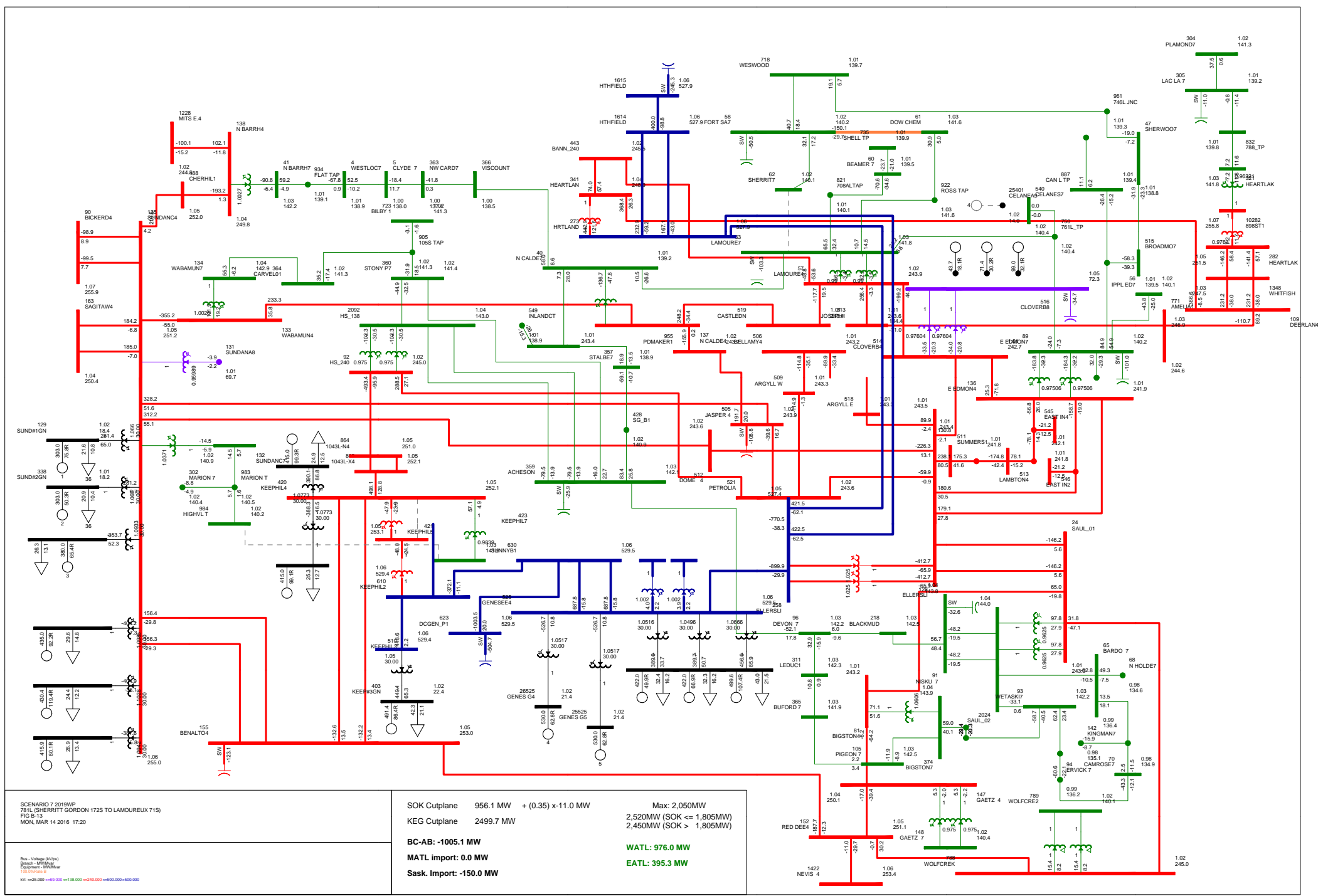
SOK Cutplane	959.6 MW	+(0.35) x 9.9 MW	Max: 2,050MW
KEG Cutplane	2499.7 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB: -1003.8 MW			WATL: 976.0 MW
MATL import: 0.0 MW			EATL: 395.3 MW
Sask. Import: -150.0 MW			



SCENARIO 7 2019WP
 731 EAST EDMONTON 38S TO 746L JUNCTION)
 FIG B-12
 MON, MAR 14 2016 17:20

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/100/100
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

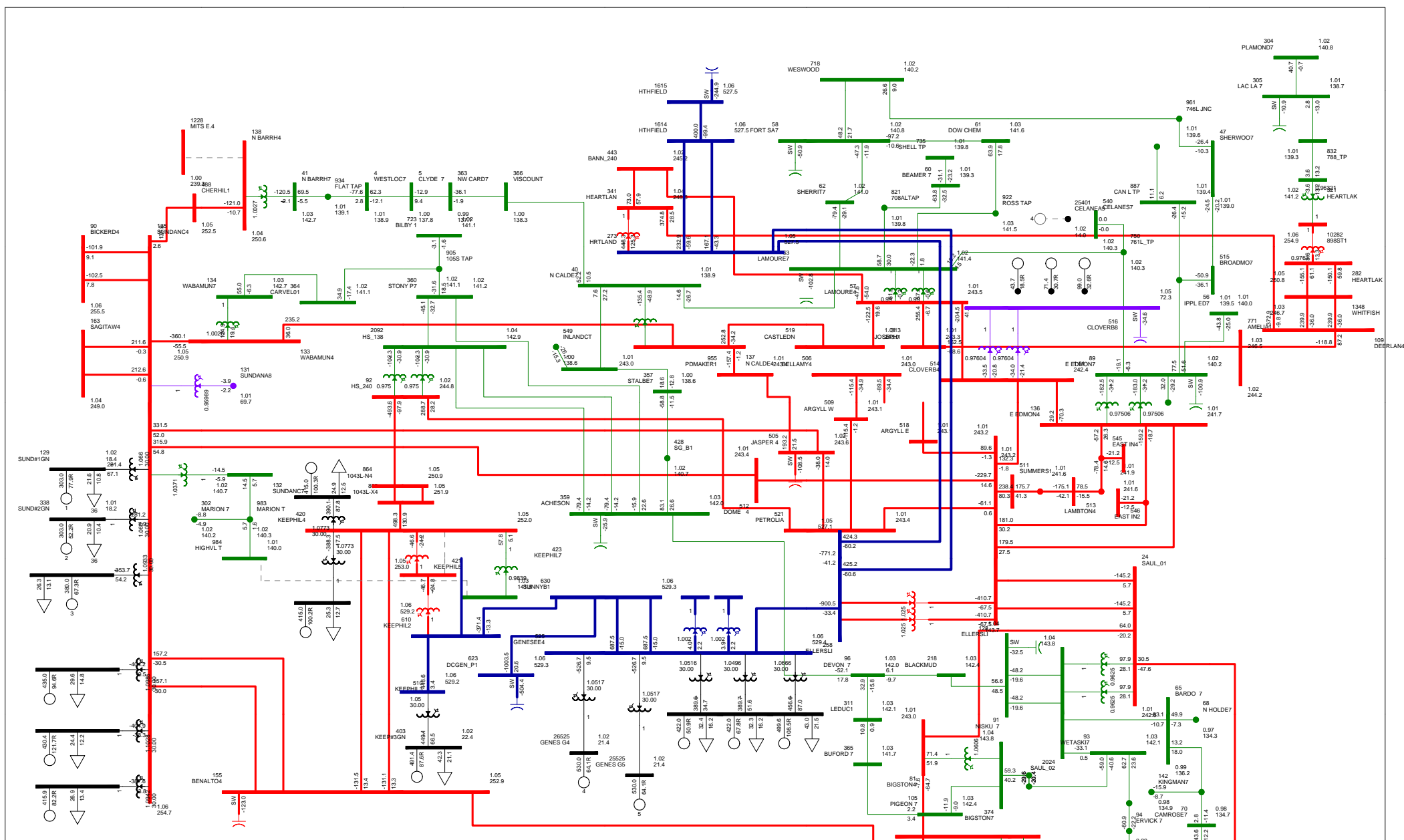
SOK Cutplane	953.9 MW + (0.35) x 10.9 MW	Max: 2,050MW
KEG Cutplane	2499.7 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	-1001.0 MW	WATL: 976.0 MW
MATL import:	0.0 MW	EATL: 395.3 MW
Sask. import:	-150.0 MW	



SCENARIO 7 2019WP
 781 SHERITT GORDON 172S TO LAMOUREUX 71S)
 FIG B-13
 MON, MAR 14 2016 17:20

Bus - Voltage (kV) (no)
 Branch - MW (MW)
 Equipment - MW (MW)
 (S) (MW)
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

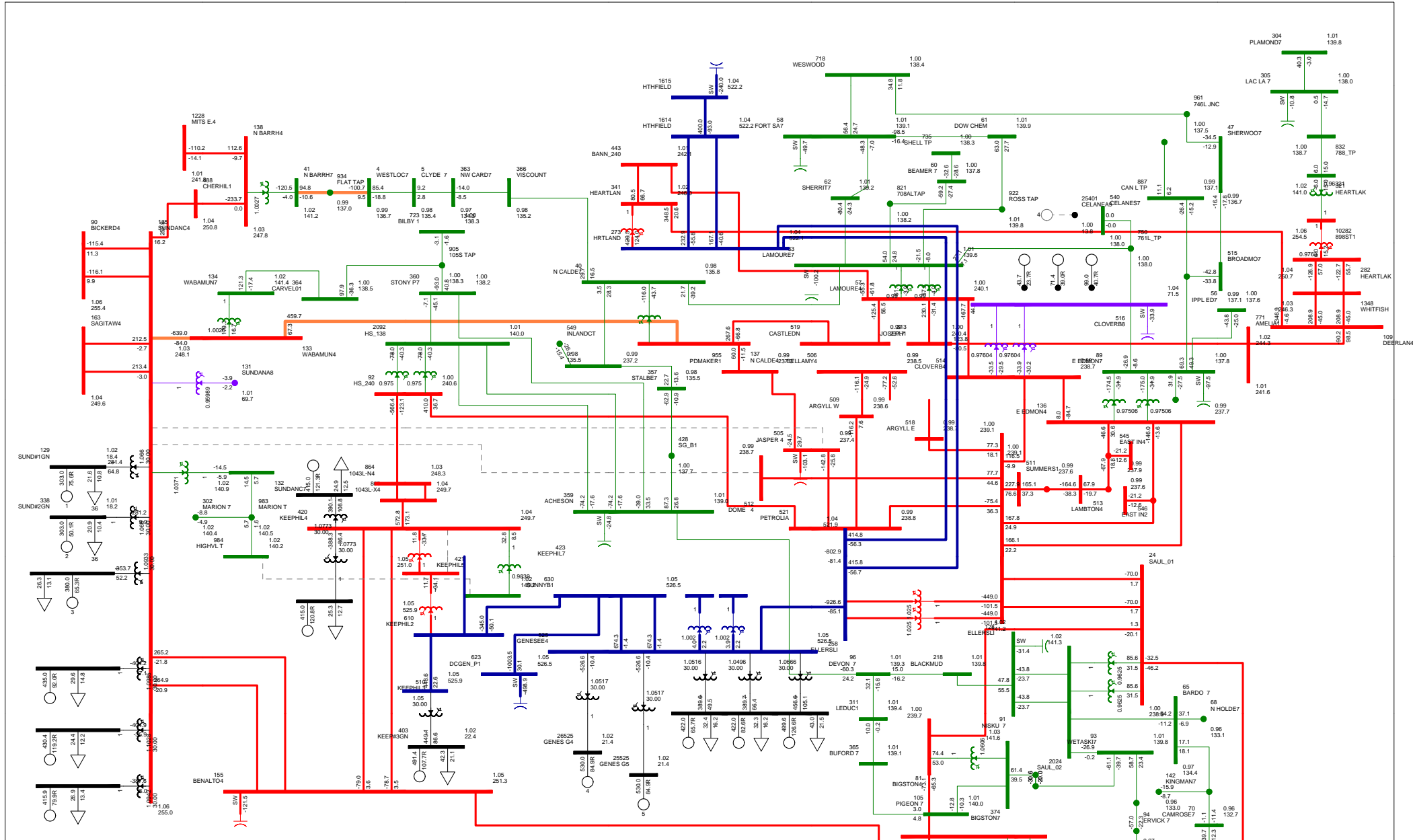
SOK Cutplane	956.1 MW	+ (0.35) x 11.0 MW	Max: 2,050MW
KEG Cutplane	2499.7 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-1005.1 MW		WATL: 976.0 MW
MATL import:	0.0 MW		EATL: 395.3 MW
Sask. import:	-150.0 MW		



SCENARIO 7 2019WP
 313 N BARRHEAD 855 TO MITSUE 7325)
 FIG B-14
 MON, MAR 14 2016 17:20

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 13.8kV Bus
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane	952.2 MW	+ (0.35) x 10.2 MW	Max: 2,050MW
KEG Cutplane	2499.7 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	998.5 MW		WATL: 976.0 MW
MATL Import:	0.0 MW		EATL: 395.3 MW
Sask. Import:	-150.0 MW		

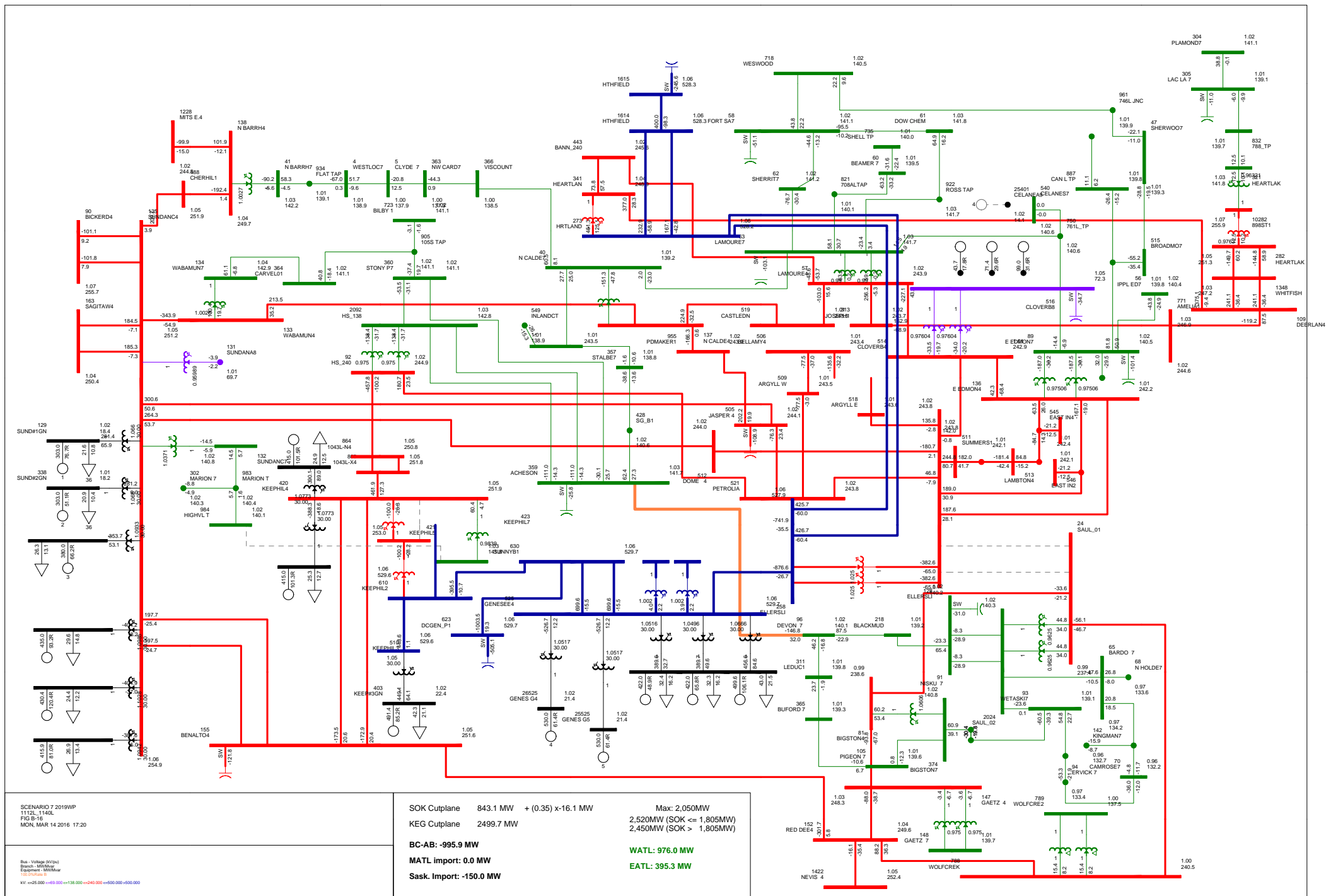


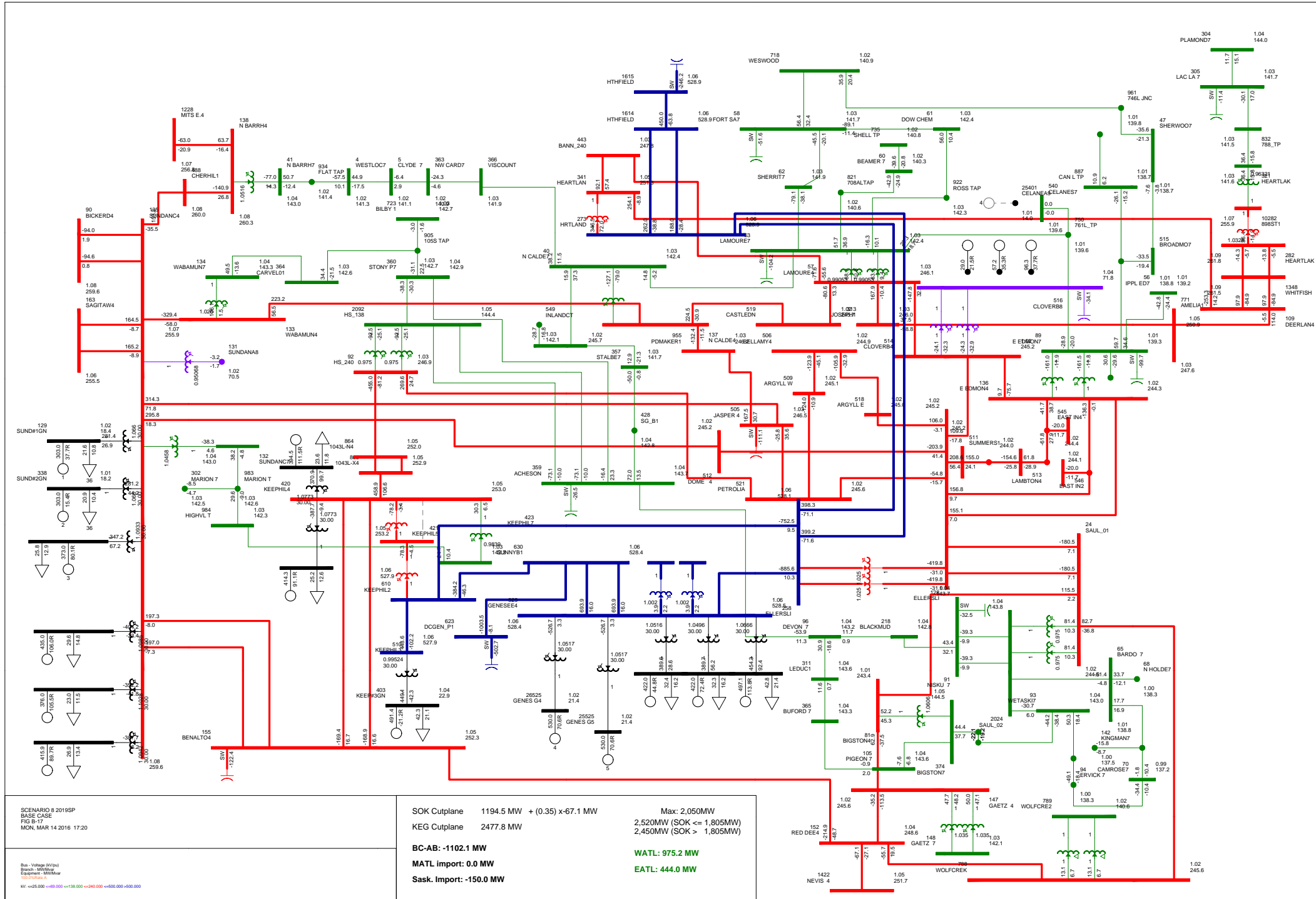
SCENARIO 7 2019WP
 308, 1045L
 FIG B-15
 MON, MAR 14 2016 17:20

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (30) - MW/MVA

KV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane	923.8 MW	+ (0.35) x-8.7 MW	Max: 2,050MW
KEG Cutplane	2499.6 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-966.7 MW		WATL: 976.0 MW
MATL import:	0.0 MW		EATL: 395.3 MW
Sask. Import:	-150.0 MW		





SCENARIO 8 2019SP
 BASE CASE
 FID 5-17
 MON, MAR 14 2016 17:20

Bus - Voltage (kV) (3)
 Branch - MW/MVar
 Equipment - MW/MVar
 Color - MW/MVar

W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 1194.5 MW + (0.35) x-67.1 MW
 Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

KEG Cutplane 2477.8 MW

BC-AB: -1102.1 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW

WATL: 975.2 MW
 EATL: 444.0 MW

SCENARIO 8 2019SP
 N CALDER 375 TRANSFORMER
 FIG 5-16
 MON, MAR 14 2016 17:20

Bus - Voltage (kV) (a)
 Branch - MW/MVar
 Equipment - MW/MVar
 Losses - MW/MVar

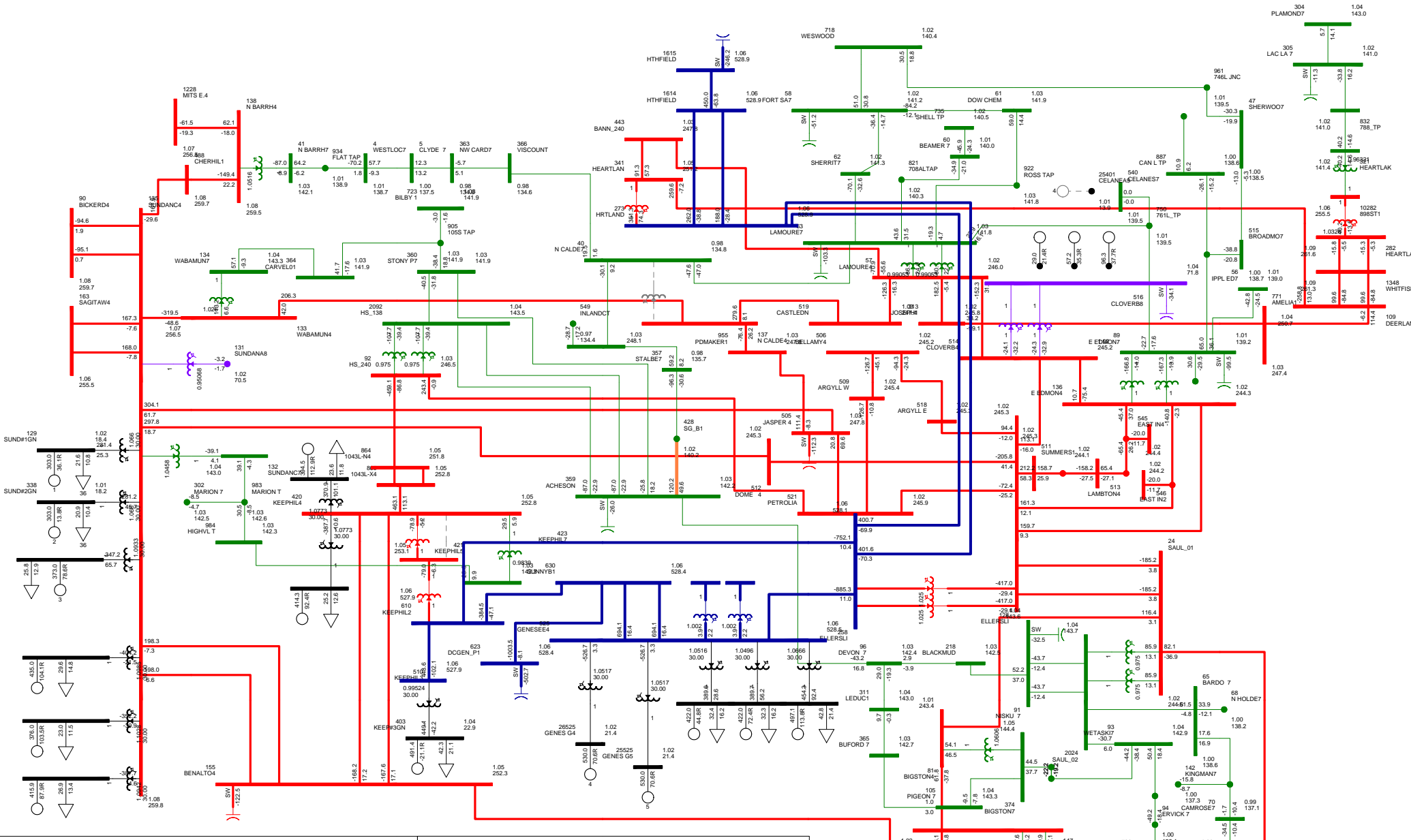
kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=500.000$

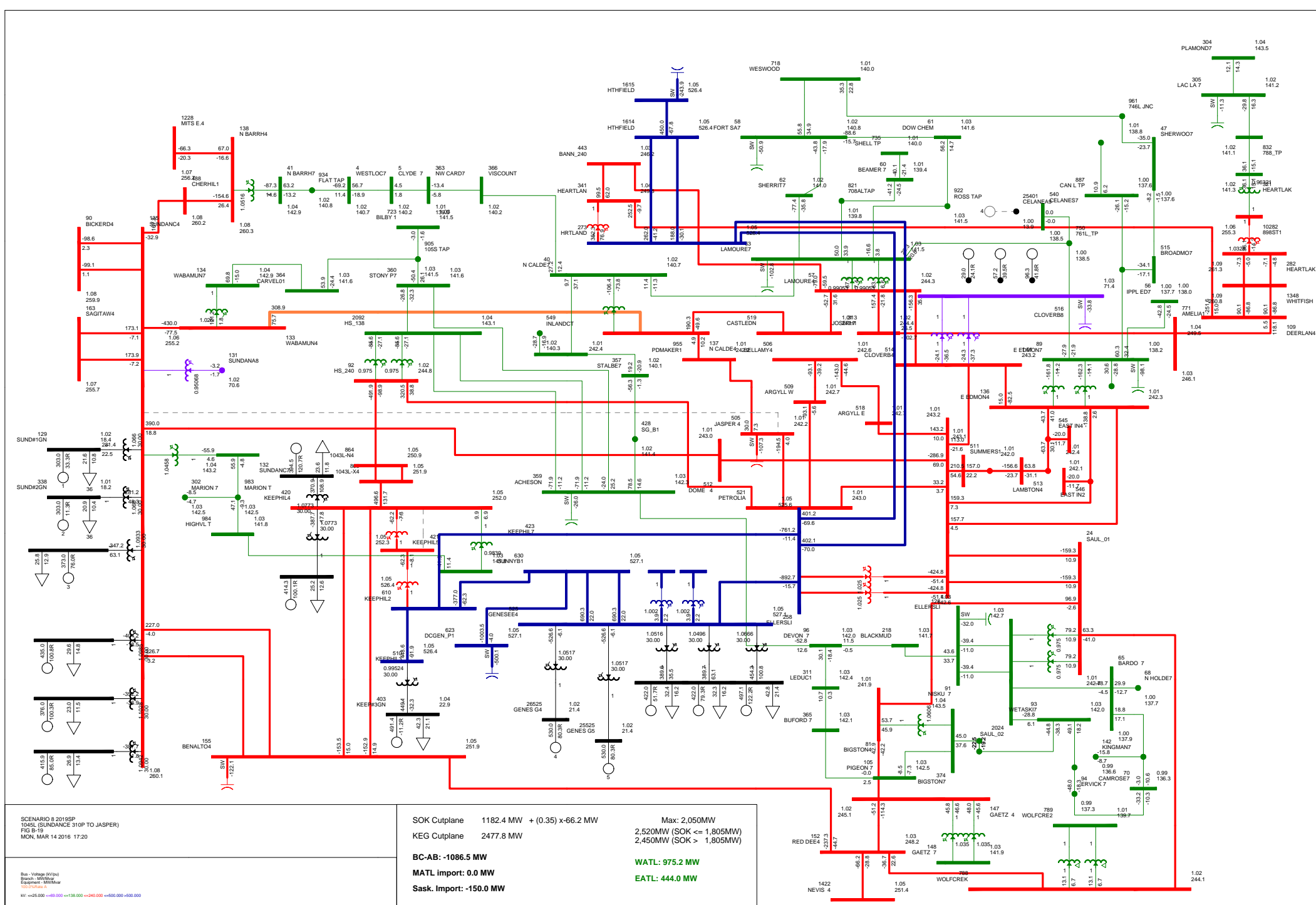
SOK Cutplane 1203.0 MW + (0.35) x 66.4 MW
 Max: 2,050 MW
 2,520 MW (SOK \leq 1,805 MW)
 2,450 MW (SOK \leq 1,805 MW)

KEG Cutplane 2477.8 MW

BC-AB: -1098.1 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW

WATL: 975.2 MW
 EATL: 444.0 MW



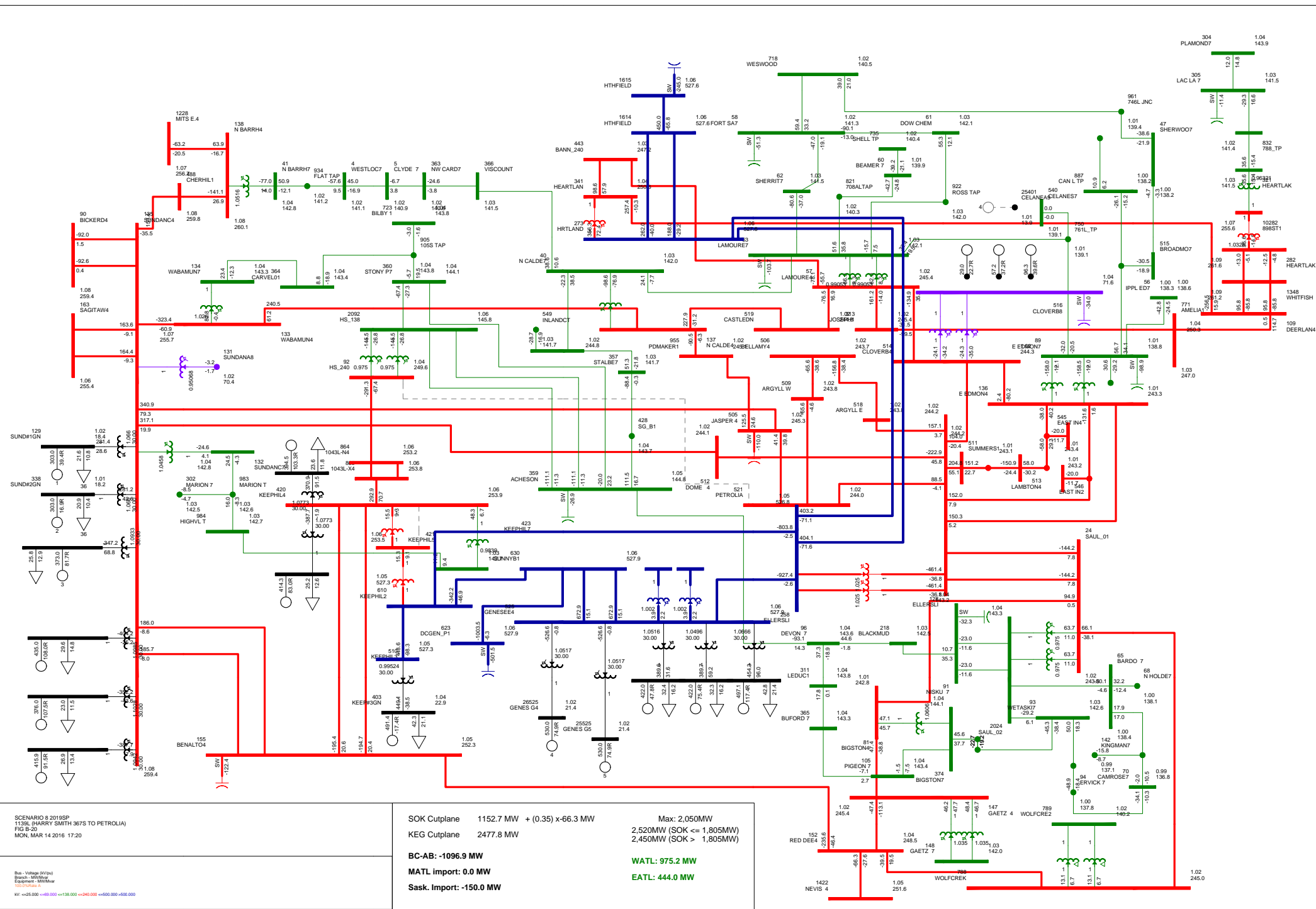


SCENARIO 8 2019SP
 1045L (SUNDANCE 310P TO JASPER)
 FIG 5-16
 MON, MAR 14 2016 17:20

Bus - Voltage (kV) (a)
 Branch - MW (MW)
 Equipment - MW (MW)
 Loss - MW (MW)

W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane	1182.4 MW + (0.35) x 66.2 MW	Max: 2,050MW
KEG Cutplane	2477.8 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB: -1086.5 MW		WATL: 975.2 MW
MATL Import: 0.0 MW		EATL: 444.0 MW
Sask. Import: -150.0 MW		

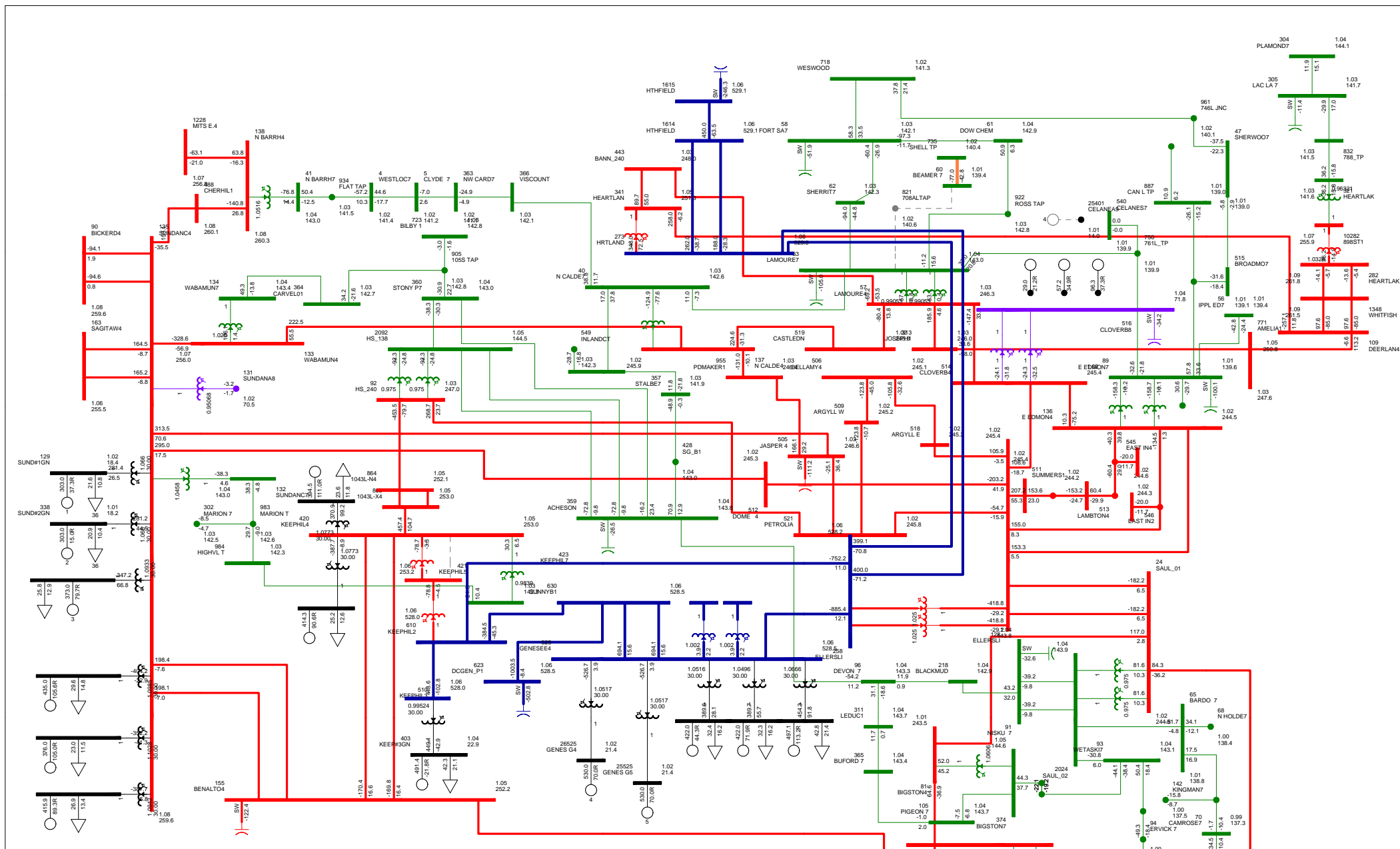


SCENARIO 8 2019SP
 1139L (HARRY SMITH 367S TO PETROLIA)
 FIG 8-20
 MON, MAR 14 2016 17:20

Bus: Voltage (kV)(a)
 Branch: MW(MVA)
 Equipment: MW(MVA)
 Losses: MW(MVA)

W: =<25,000 =>69,000 =<138,000 =>240,000 =<500,000 =>500,000

SOK Cutplane	1152.7 MW + (0.35) x 66.3 MW	Max: 2,050 MW
KEG Cutplane	2477.8 MW	2,520 MW (SOK <= 1,805 MW) 2,450 MW (SOK <= 1,805 MW)
BC-AB: -1096.9 MW		WATL: 975.2 MW
MATL Import: 0.0 MW		EATL: 444.0 MW
Sask. Import: -150.0 MW		



SCENARIO 8 2019SP
 708L (BEAMER TO 708L TAP)
 FIG B-21
 MON, MAR 14 2016 17:20

Bus - Voltage (kV) (a)
 Branch - MW/MVar
 Equipment - MW/MVar
 Equipment - MVA

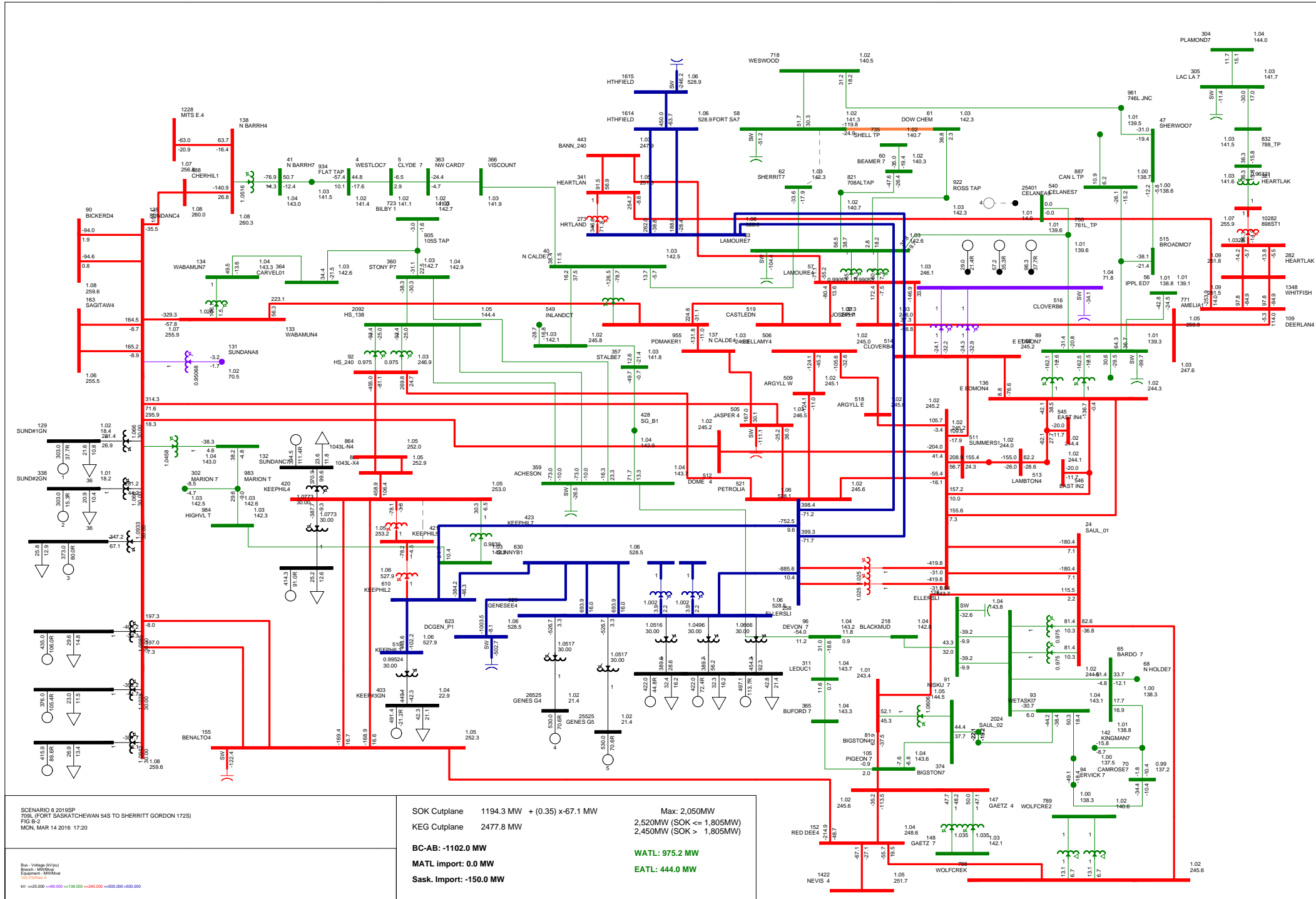
kV: =25.000 =69.000 =138.000 =240.000 =500.000 =500.000

SOK Cutplane 1202.4 MW + (0.35) x 66.7 MW
 Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

KEG Cutplane 2477.8 MW

BC-AB: -1109.4 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW

WATL: 975.2 MW
 EATL: 444.0 MW



SCENARIO 8 2019SP
 709L (FORT SASKATCHEWAN 54S TO SHERRITT GORDON 172S)
 FIG B-2
 MON, MAR 14 2016 17:20

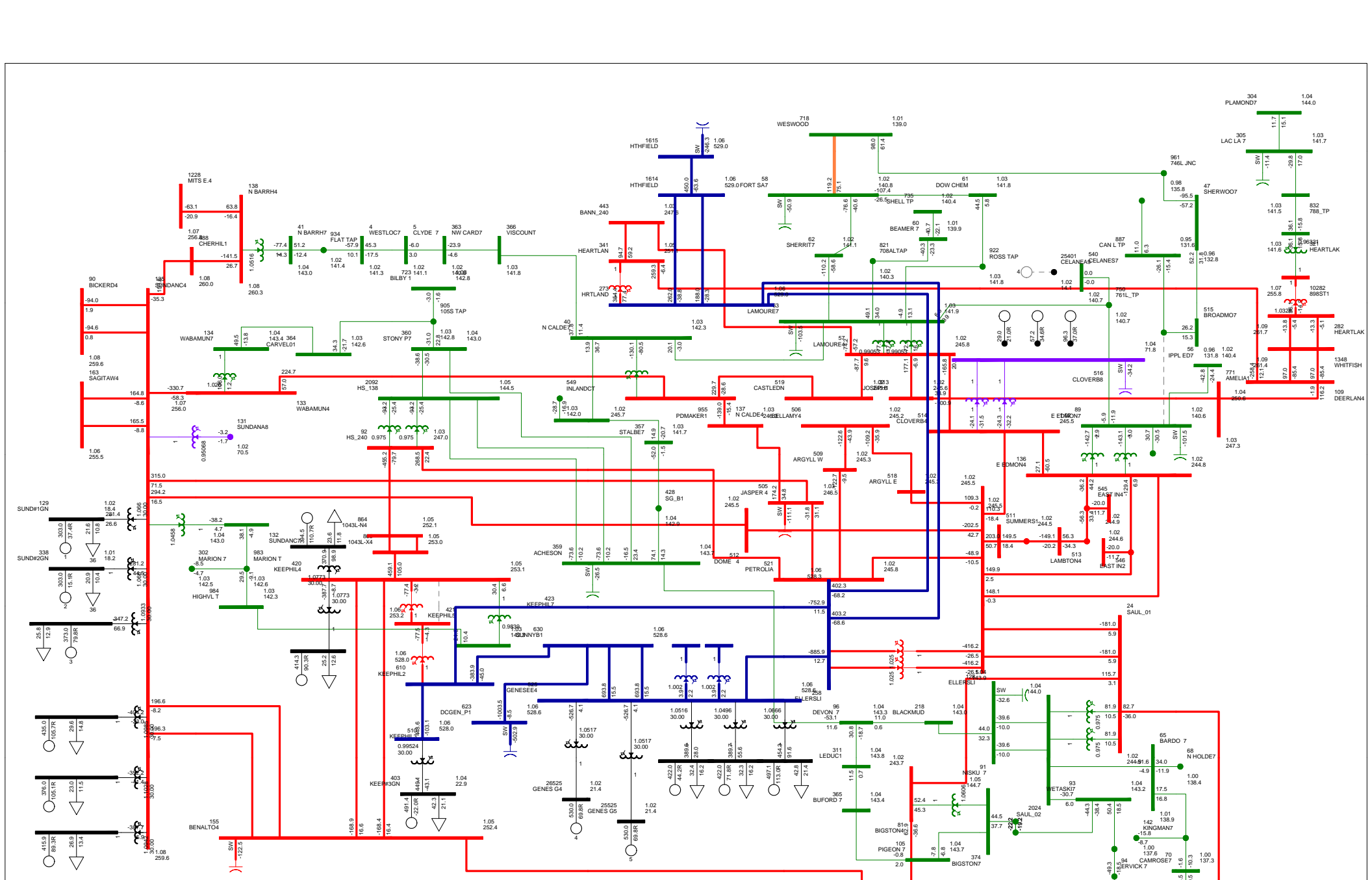
Bus - Voltage (KV) (a)
 Branch - MW/MVar
 Equipment - MW/MVar
 MW = $+25.000 -69.000 +138.000 +240.000 +500.000 +500.000$

SOK Cutplane 1194.3 MW + (0.35) x 67.1 MW
 Max: 2,050MW
 2,520MW (SOK \leq 1,805MW)
 2,450MW (SOK \leq 1,805MW)

KEG Cutplane 2477.8 MW

BC-AB: -1102.0 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW

WATL: 975.2 MW
 EATL: 444.0 MW



SCENARIO 8 2019SP
 731L (EAST EDMONTON 38S TO 746L JUNCTION)
 FIG 15-25
 MON, MAR 14 2016 17:20

Bus - Voltage (kV) (a)
 Branch - MW/MVar
 Equipment - MW/MVar
 Losses - MW/MVar
 W - <25,000 <60,000 <130,000 <240,000 <500,000 >500,000

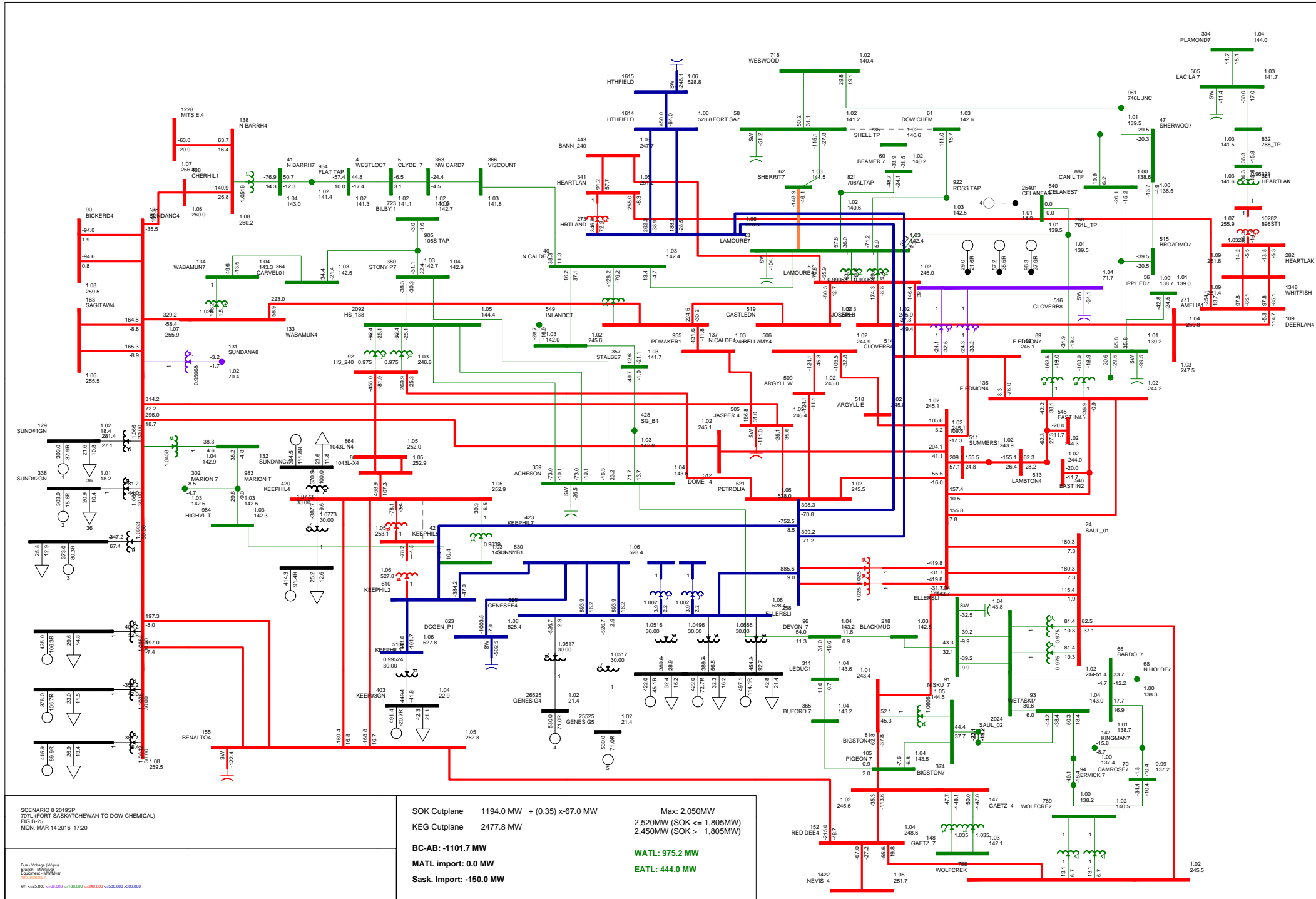
SOK Cutplane 1192.8 MW + (0.35) x 67.0 MW
 KEG Cutplane 2477.8 MW
 BC-AB: -1099.1 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW
 Max: 2,050 MW
 2,520 MW (SOK <= 1,805 MW)
 2,450 MW (SOK > 1,805 MW)
 WATL: 975.2 MW
 EATL: 444.0 MW

SCENARIO 8 2019SP
 781L (SHERRITT GORDON 172S TO LAMOUREUX 71S)
 FIG 5-24
 MON, MAR 14 2016 17:20

Bus - Voltage (KV) (3)
 Branch - MW (MW)
 Equipment - MW (MW)
 Voltage - KV (KV)
 W - <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 1193.9 MW + (0.35) x 67.1 MW
 Max: 2,050 MW
 2,520 MW (SOK <= 1,805 MW)
 2,450 MW (SOK <= 1,805 MW)

BC-AB: -1101.7 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW
 WATL: 975.2 MW
 EATL: 444.0 MW



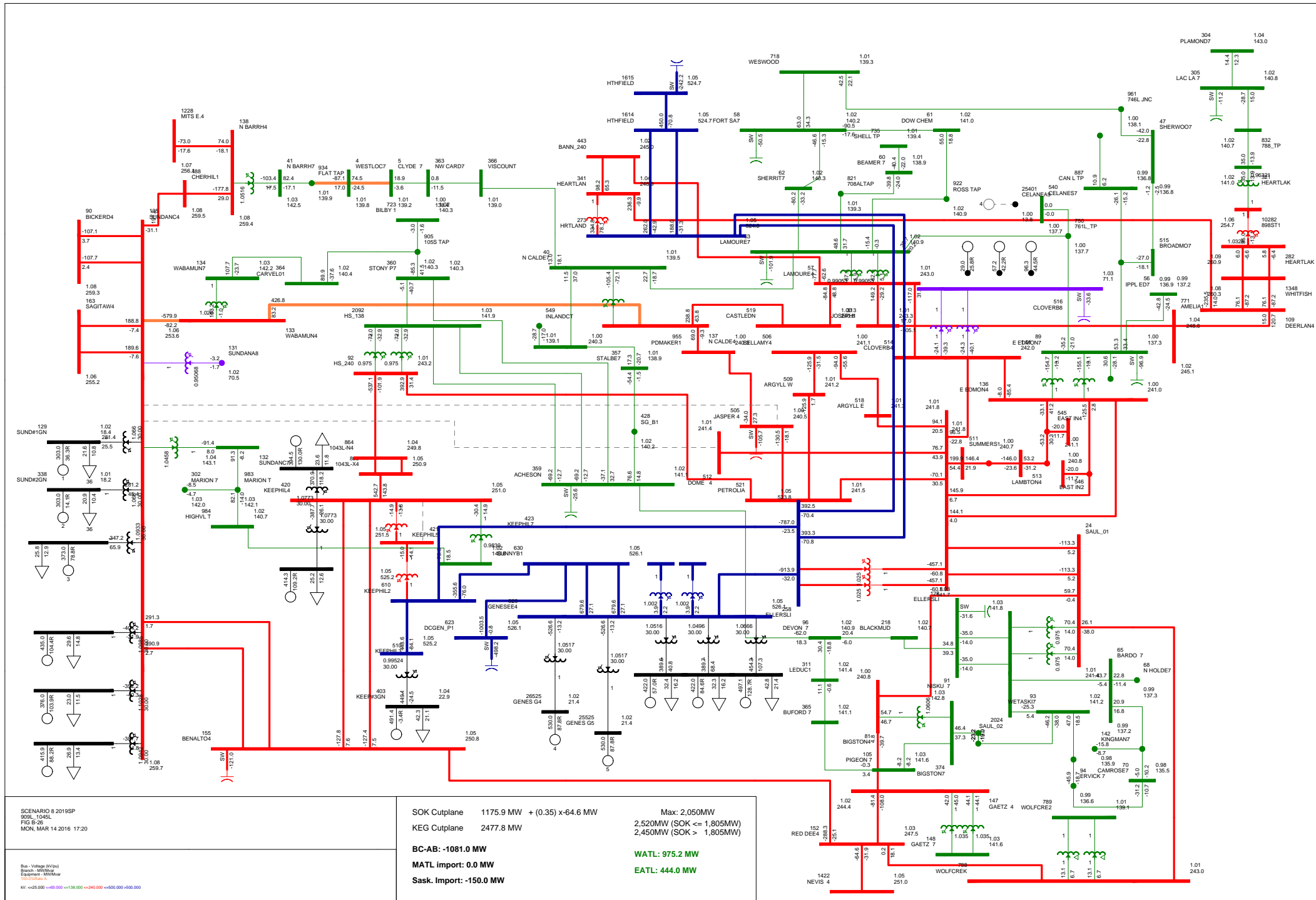
SCENARIO 8 2019SP
 707L (FORT SASKATCHEWAN TO DOW CHEMICAL)
 FIG B-25
 MON, MAR 14 2016 17:20

Bus - Voltage (kV) (a)
 Branch - MW/MVar
 Equipment - MW/MVar
 MW - a=25.000 b=69.000 c=138.000 d=240.000 e=500.000 f=500.000

SOK Cutplane 1194.0 MW + (0.35) x 67.0 MW
 Max: 2,050 MW
 2,520 MW (SOK <= 1,805 MW)
 2,450 MW (SOK <= 1,805 MW)

KEG Cutplane 2477.8 MW

BC-AB: -1101.7 MW
 WATL: 975.2 MW
 MATL Import: 0.0 MW
 EATL: 444.0 MW
 Sask. Import: -150.0 MW



SCENARIO 8 2019SP
 809L_1045L
 FIG B-26
 MON, MAR 14 2016 17:20

Bus - Voltage (kV) (a)
 Branch - MW/MVar
 Equipment - MW/MVar
 MW = 0-25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 1175.9 MW + (0.35) x 64.6 MW
 Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

KEG Cutplane 2477.8 MW

BC-AB: -1081.0 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW

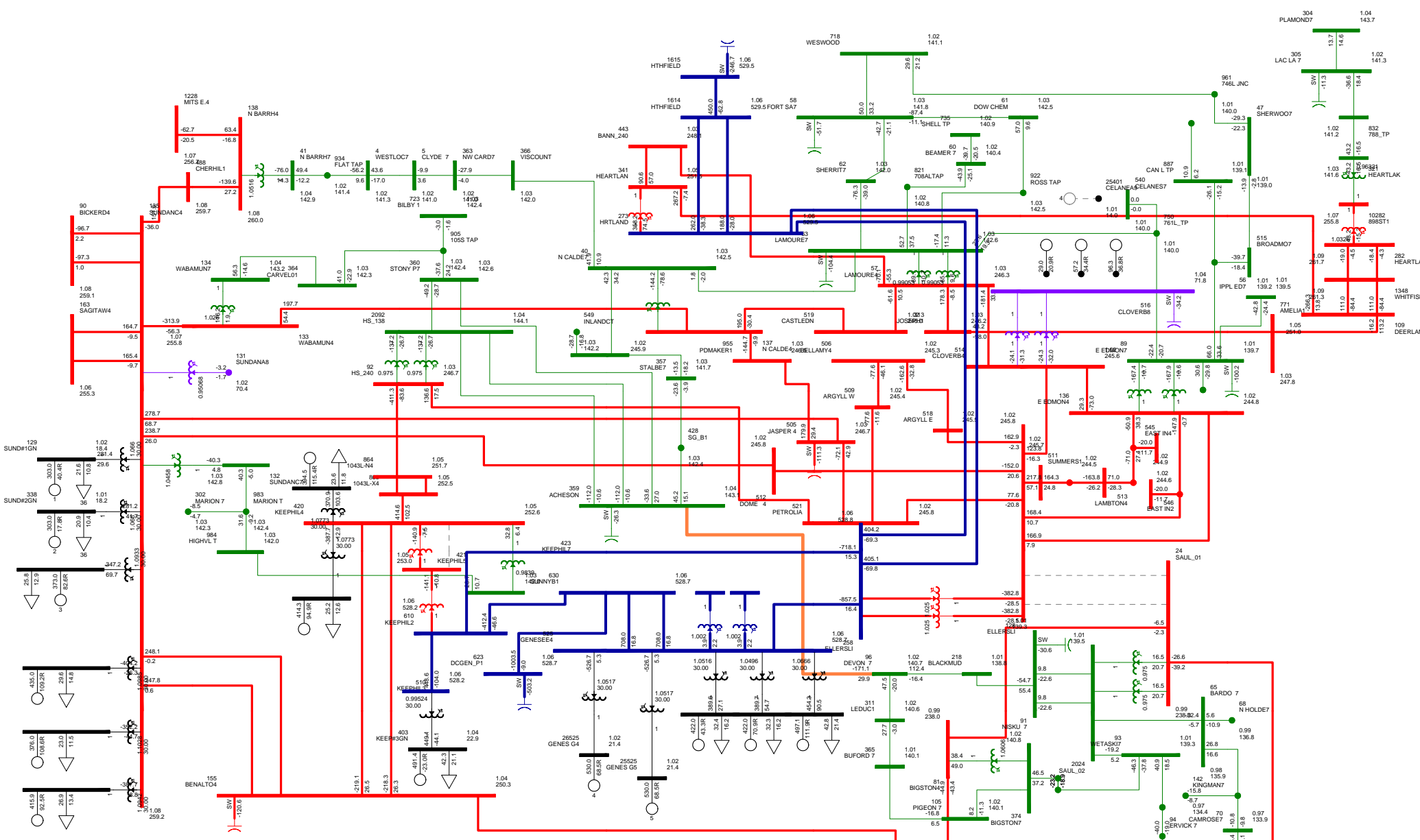
WATL: 975.2 MW
 EATL: 444.0 MW

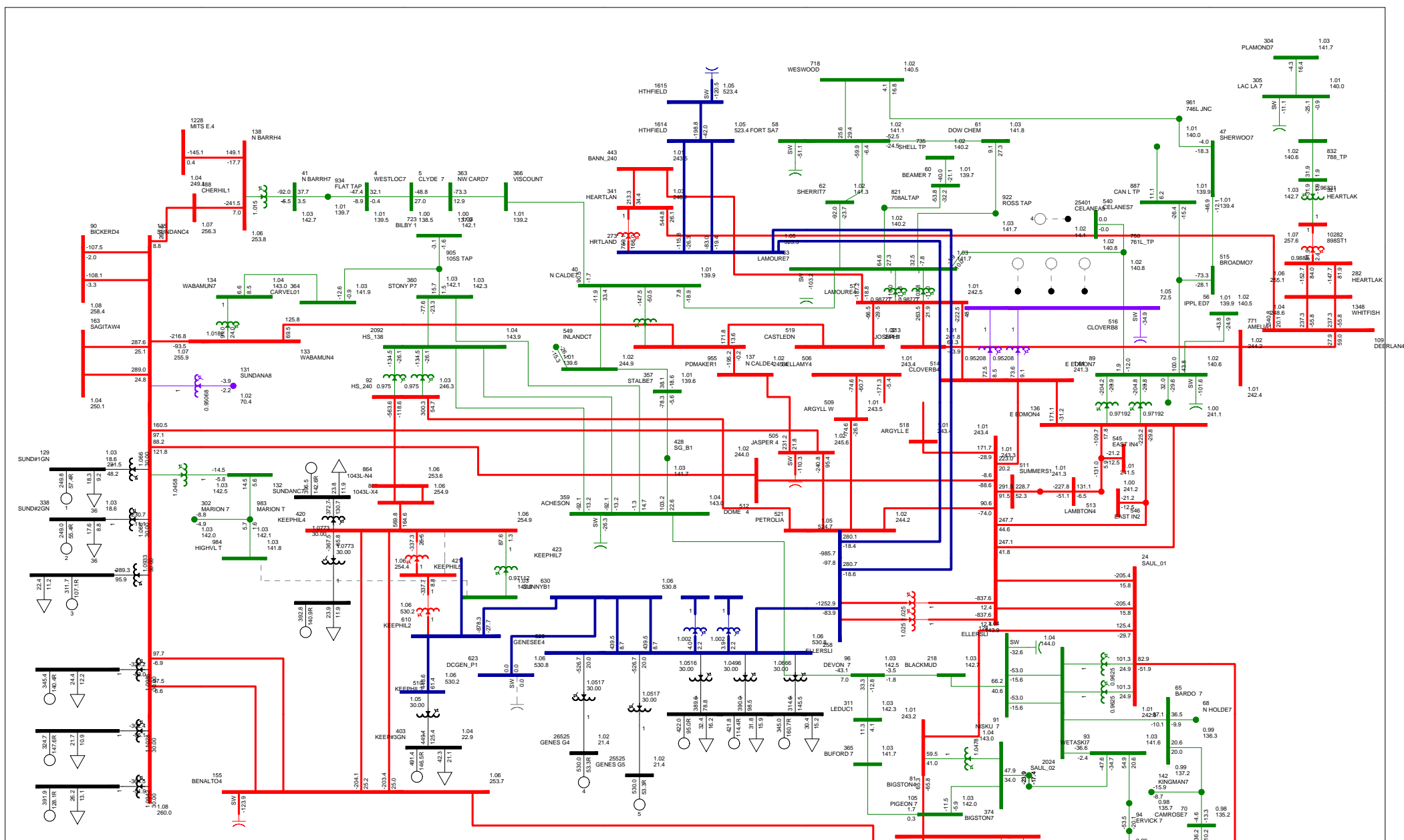
SCENARIO 8 2019SP
 1112L_1140L
 FIG B-27
 MON, MAR 14 2016 17:20

Bus - Voltage (KV) (a)
 Branch - MW/MVar
 Equipment - MW/MVar
 (a) = active, (s) = steady state

W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane	1053.8 MW + (0.35) x-72.9 MW	Max: 2,050MW 2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
KEG Cutplane	2477.8 MW	
BC-AB: -1088.6 MW		WATL: 975.2 MW
MATL Import: 0.0 MW		EATL: 444.0 MW
Sask. Import: -150.0 MW		



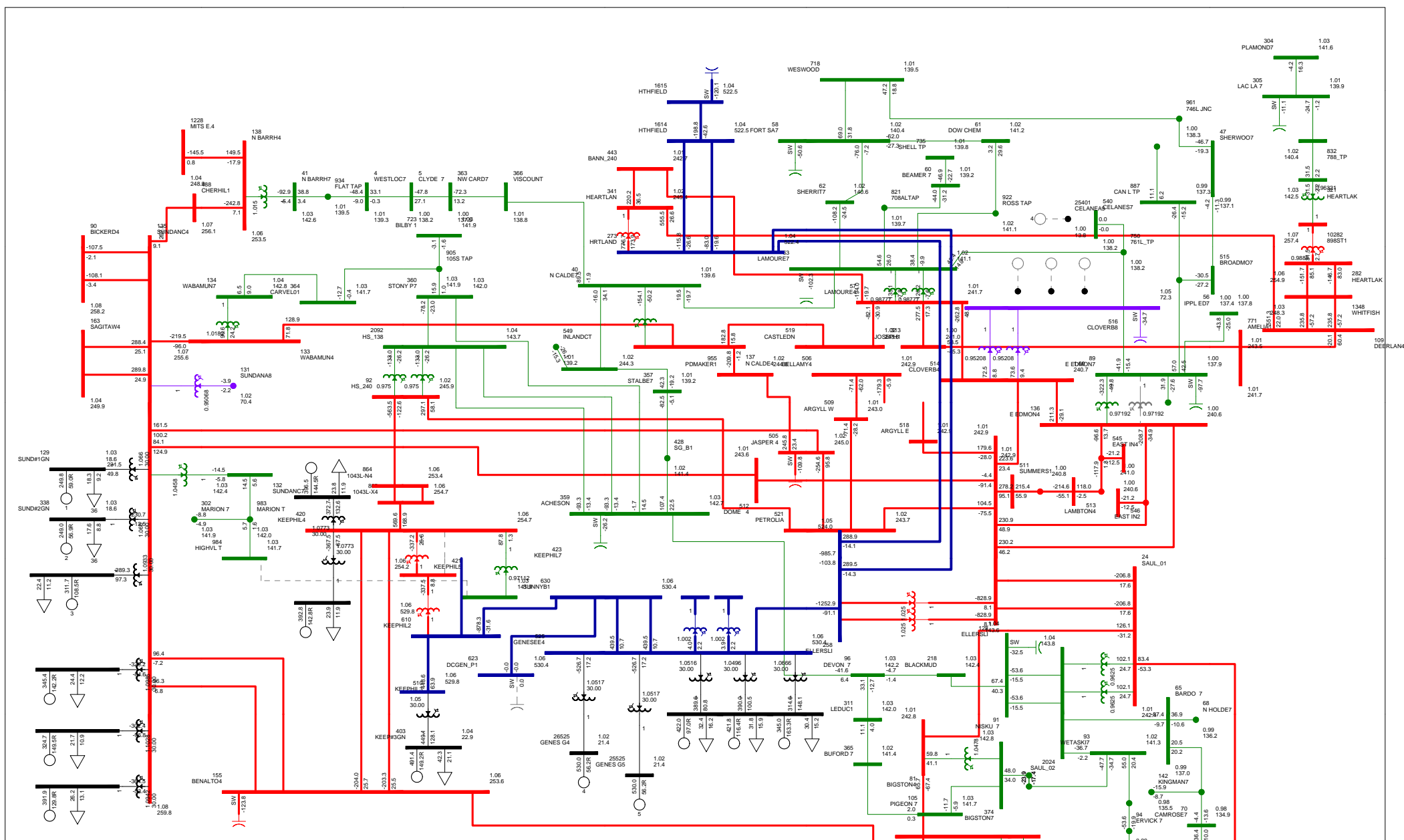


SCENARIO 9 2019WP
 BASE CASE
 FIG B-28
 MON, MAR 14 2016 17:20

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0.000000)

kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane	1058.1 MW + (0.35) x 170.2 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	307.8 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 9 2019WP
 EAST EDMONTON S&S TRANSFORMER
 FIG B-29
 MON, MAR 14 2016 17:20

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0.000000)

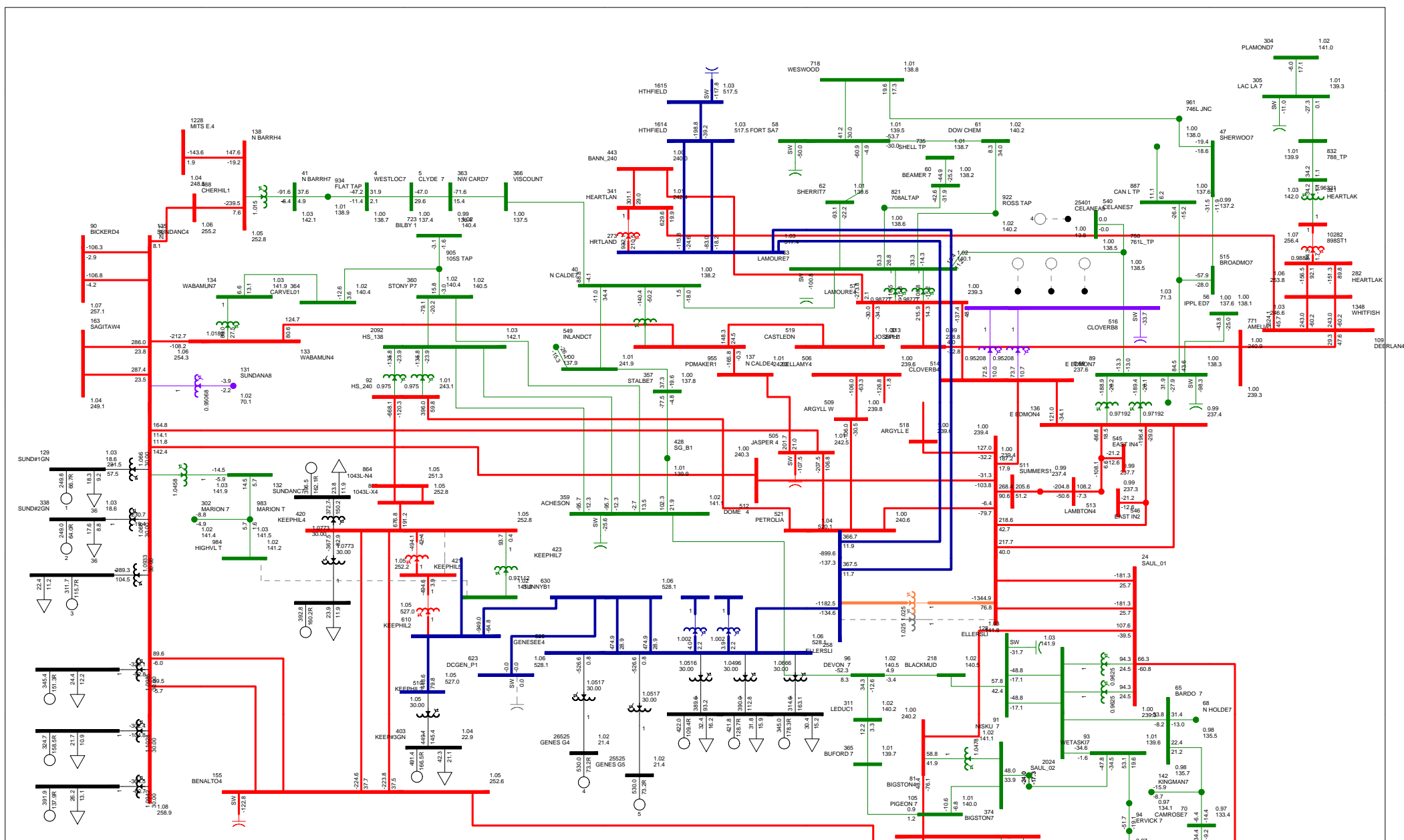
kV: $=25.000+89.000+138.000+240.000+500.000+600.000$

SOK Cutplane 1057.8 MW + (0.35) x 169.7 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 3323.0 MW

BC-AB: 311.4 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

WATL: -0.7 MW
 EATL: -200.0 MW



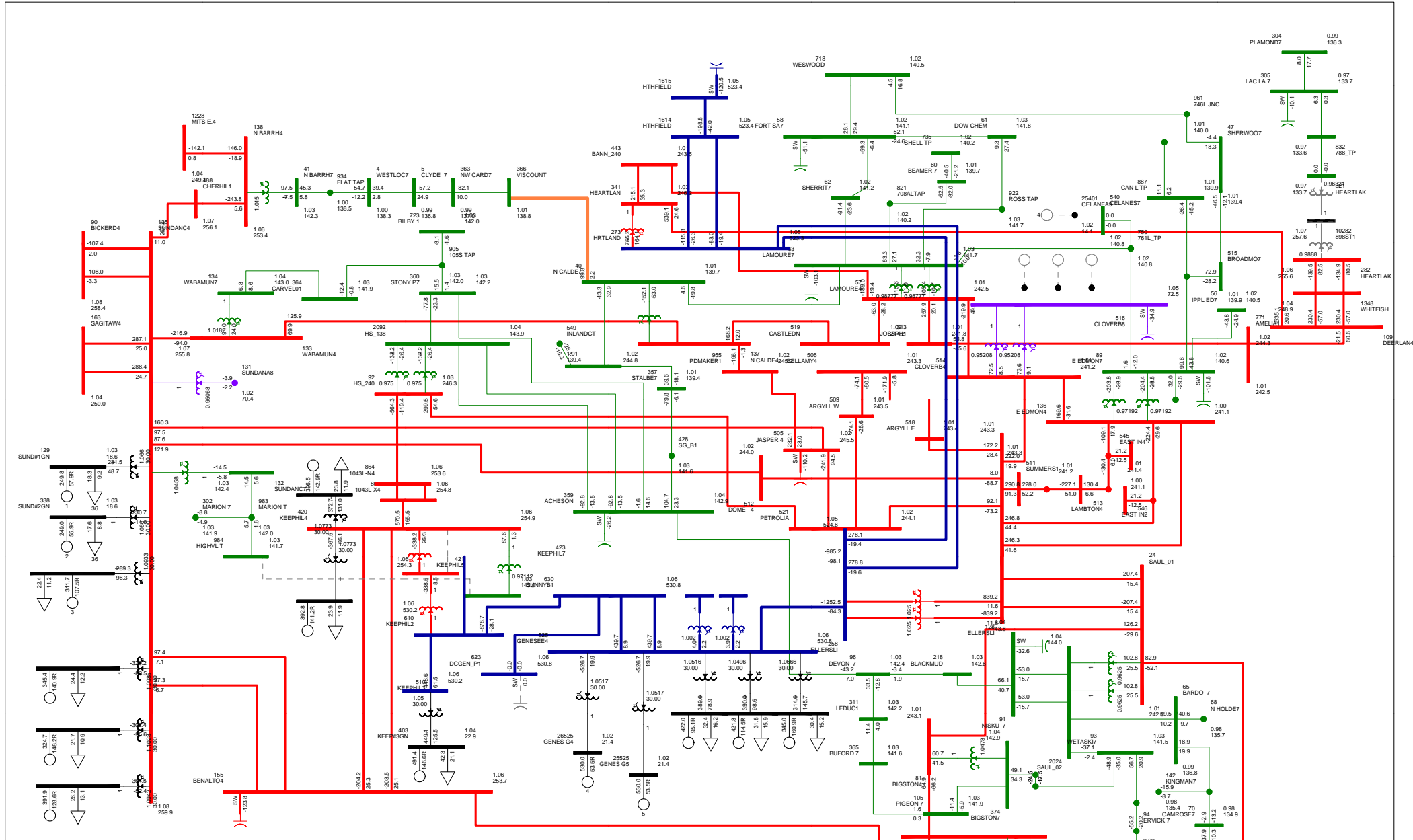
SCENARIO 9 2019WP
 ELLERSLIE T1
 FIG B-30
 MON, MAR 14 2016 17:20

Bus - Voltage (kV) (no)
 Branch - MW/MVA
 Equipment - MW/MVA
 (S) - Series
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane 1036.6 MW + (0.35) x 170.6 MW Max: 2,050MW
 KEG Cutplane 3322.3 MW 2,520MW (SOK \leq 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 319.1 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.8 MW
 EATL: -200.0 MW

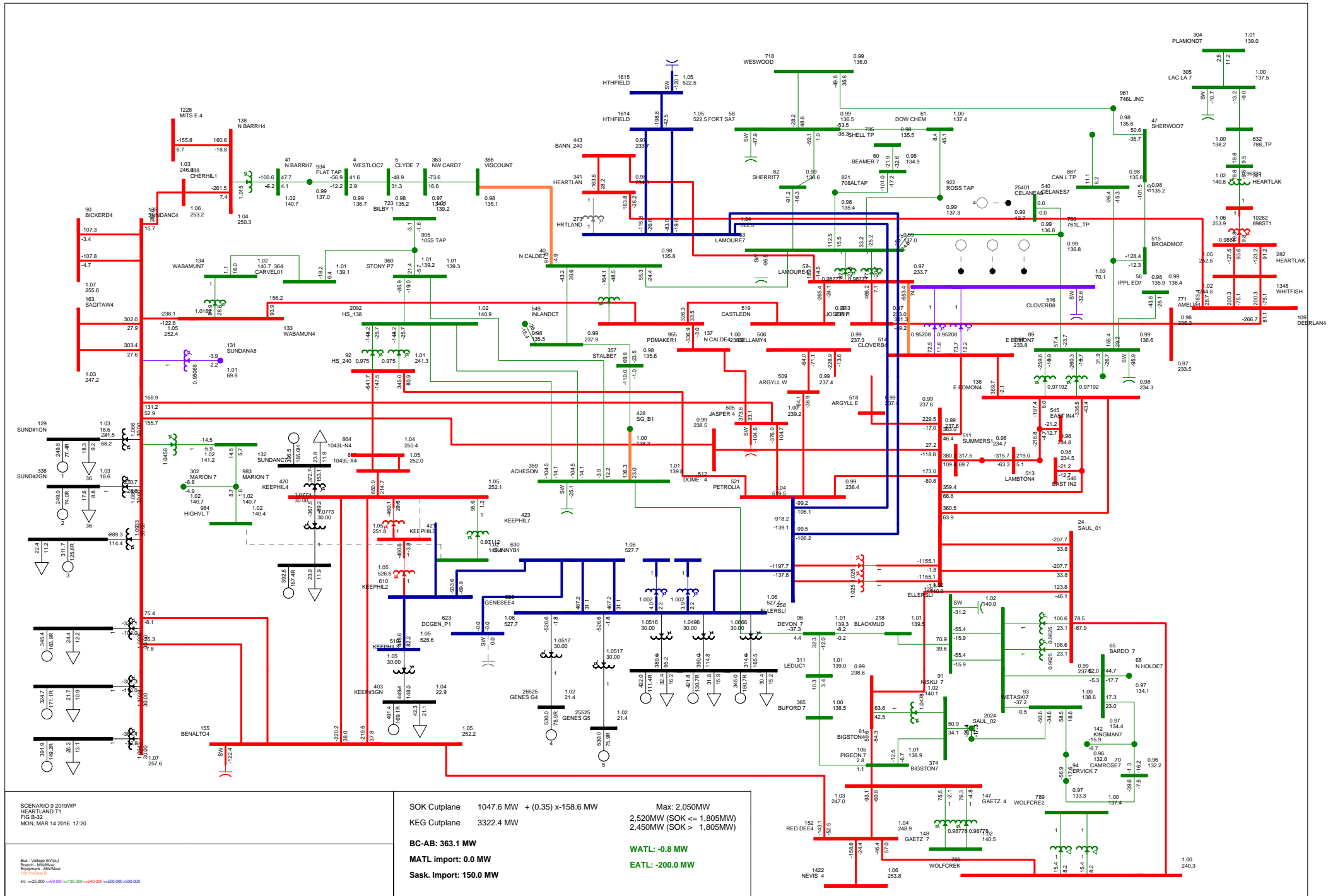


SCENARIO 9 2019WP
 HEART LAKE 66SS TRANSFORMER
 FIG B-31
 MON, MAR 14 2016 17:20

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0.000000)

kV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	1061.6 MW	+(0.35) x-167.6 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	314.1 MW		WATL: -0.7 MW
MATL import:	0.0 MW		EATL: -200.0 MW
Sask. import:	150.0 MW		

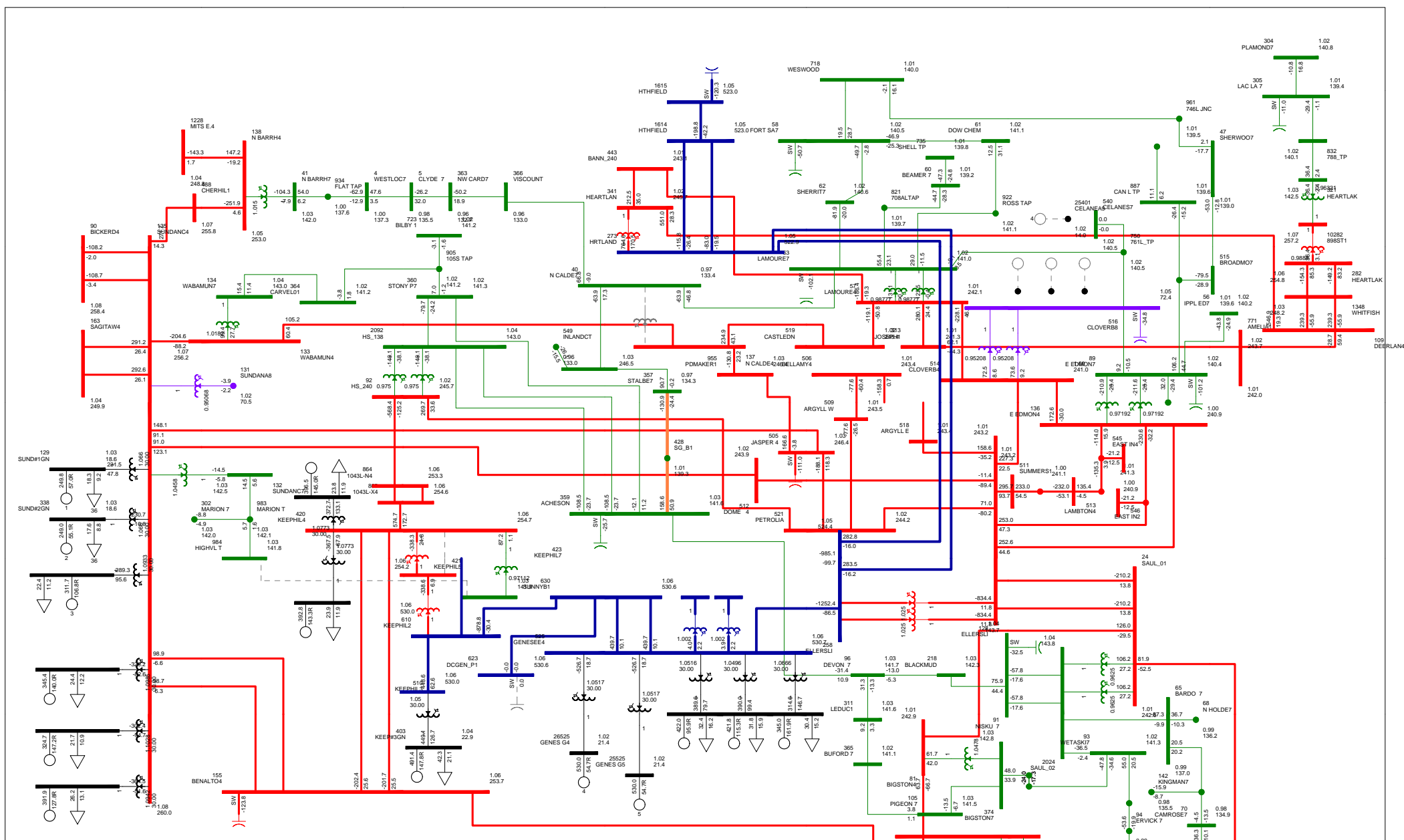


SCENARIO 9 2019WP
 HEARTLAND T
 FIG B-32
 MON, MAR 14 2016 17:20

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (3) MW/MVA

KV = 25.000 + 89.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	1047.6 MW + (0.35) x 158.6 MW	Max: 2,050MW
KEG Cutplane	3322.4 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	363.1 MW	WATL: -0.8 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



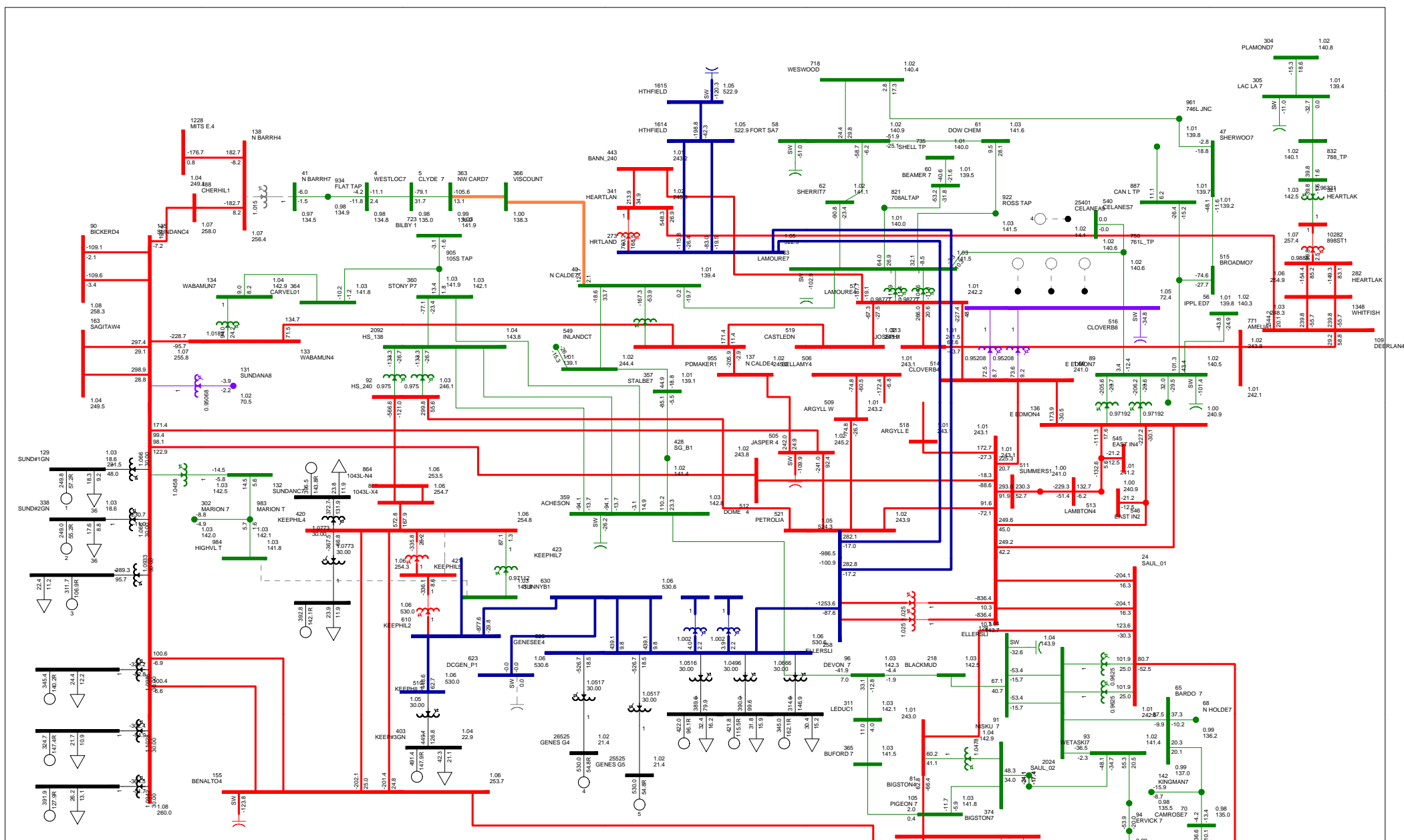
SCENARIO 9 2019WP
 N CALDER SYS TRANSFORMER
 FIG B-33
 MON, MAR 14 2016 17:20

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane 1066.3 MW + (0.35) x 169.4 MW Max: 2,050MW
 KEG Cutplane 3323.0 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 314.1 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.7 MW
 EATL: -200.0 MW



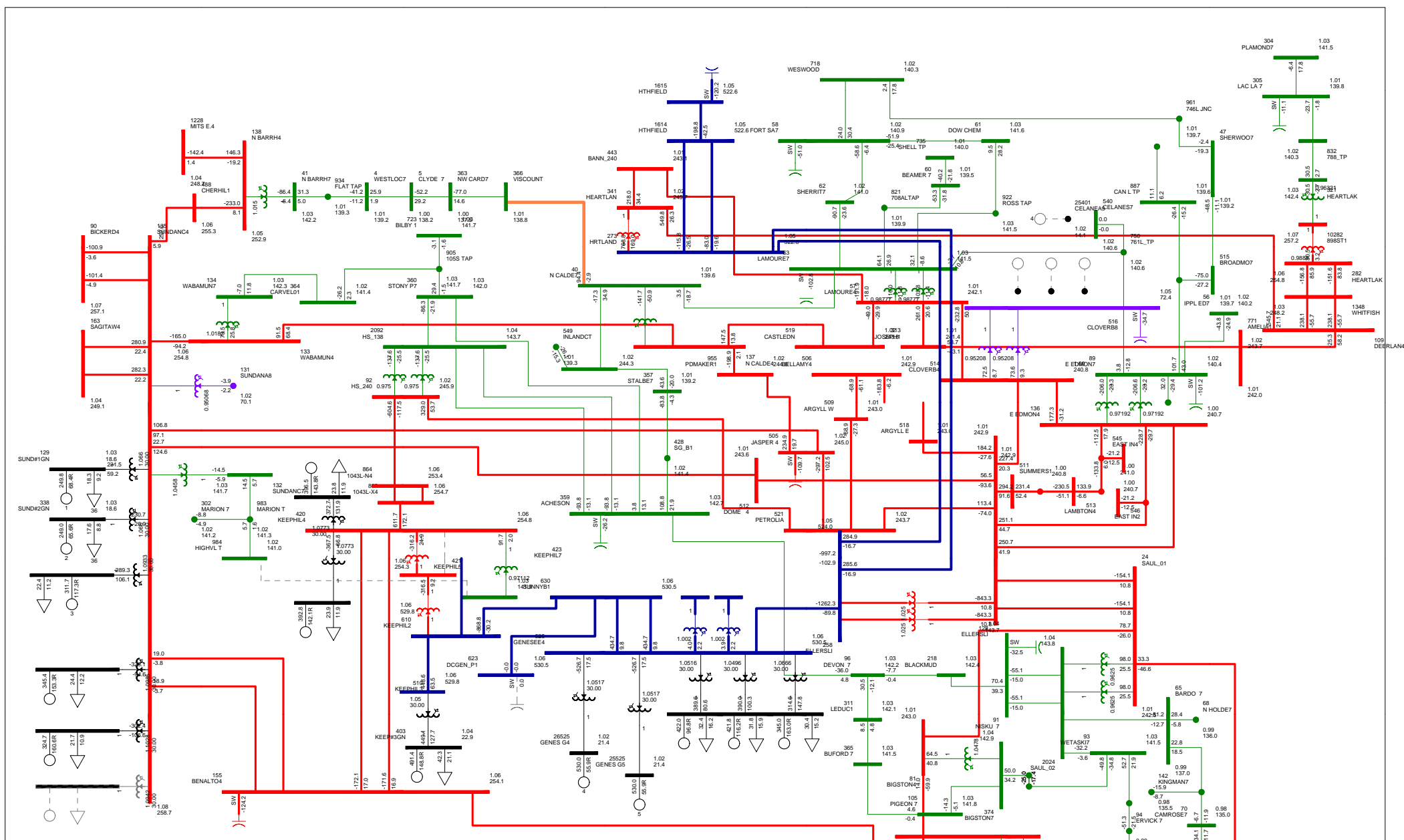
SCENARIO 9 2019WP
 NORTH BARRHEAD 85S TRANSFORMER
 FIG B-34
 MON, MAR 14 2016 17:20

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane 1056.8 MW + (0.35) x 169.2 MW Max: 2,050MW
 KEG Cutplane 3323.0 MW 2,520MW (SOK \leq 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 313.9 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

WATL: -0.7 MW
 EATL: -200.0 MW

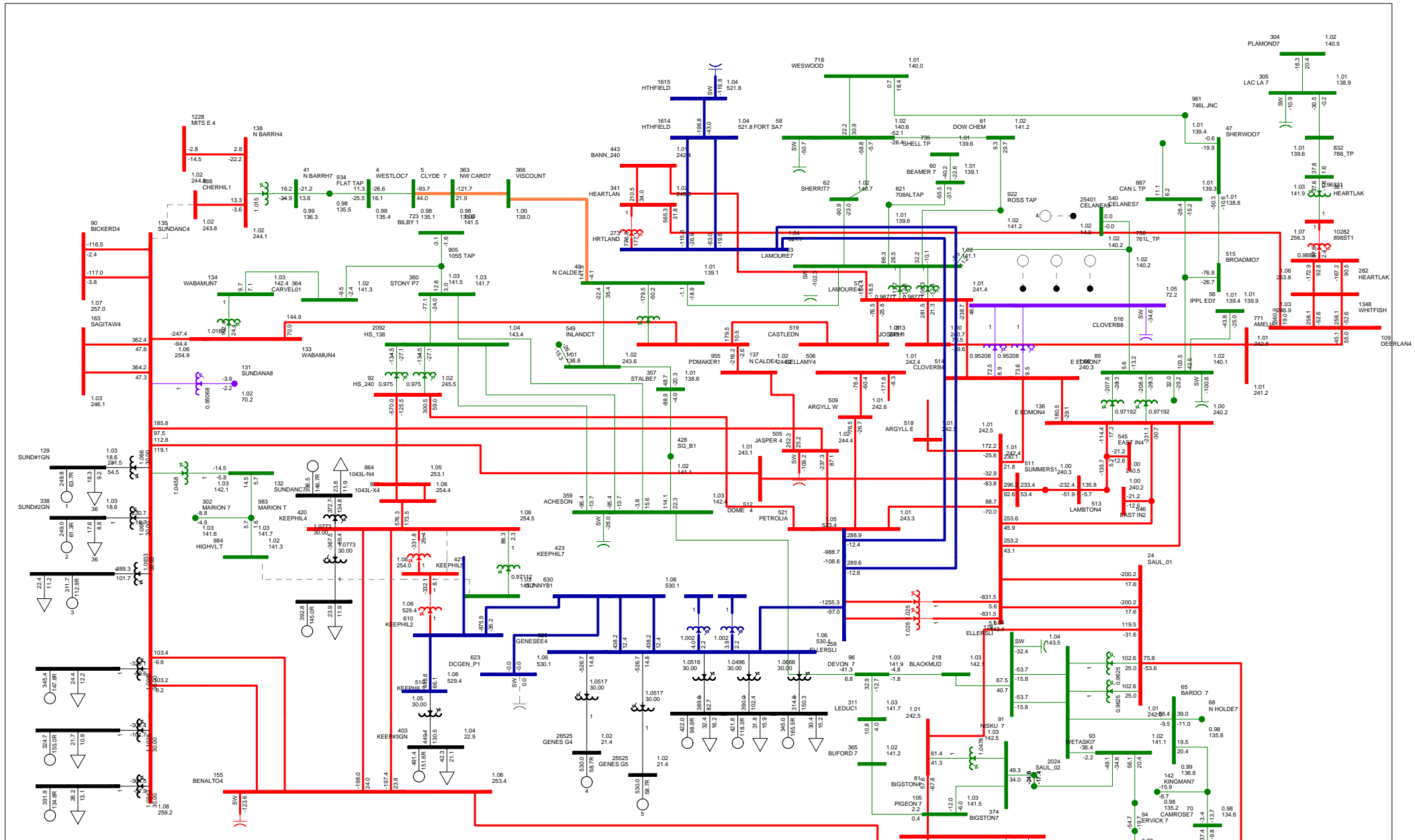


SCENARIO 9 2019WP
 SUNDANCE OS
 FIG B-35
 MON, MAR 14 2016 17:20

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (Color Key)

KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

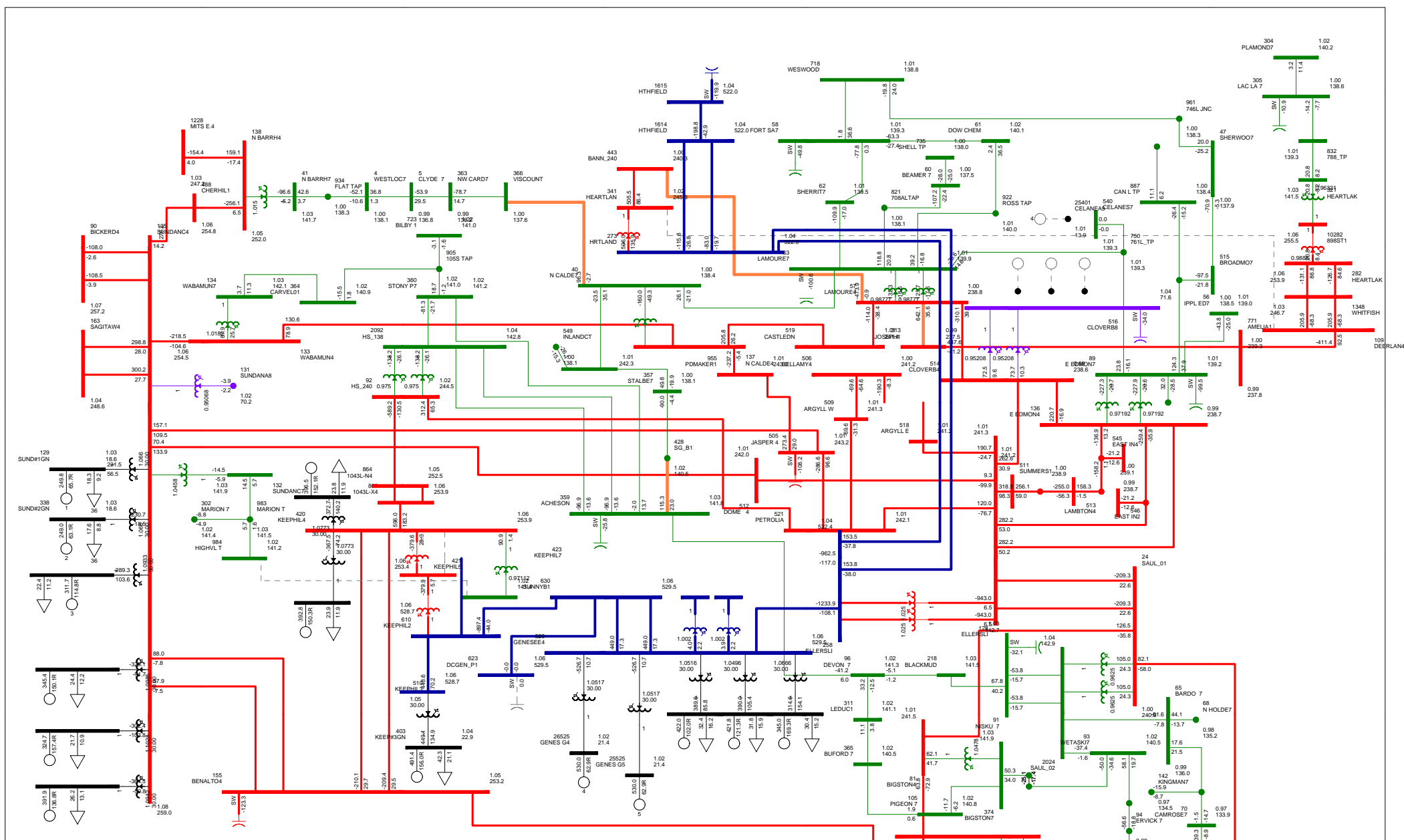
SOK Cutplane	711.0 MW + (0.35) x 186.1 MW	Max: 2,050MW
KEG Cutplane	3323.1 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	676.0 MW	WATL: -0.8 MW
MATL Import:	0.0 MW	EATL: -200.0 MW
Sask. Import:	150.0 MW	



SCENARIO 9 2019WP
 1043L SUNDANCE 310P TO CHERHILL (38S)
 FIG B-36
 MON, MAR 14 2016 17:21

Bus - Voltage (KV) (n)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV: =>25.000=>69.000=>138.000=>240.000=>500.000=>600.000

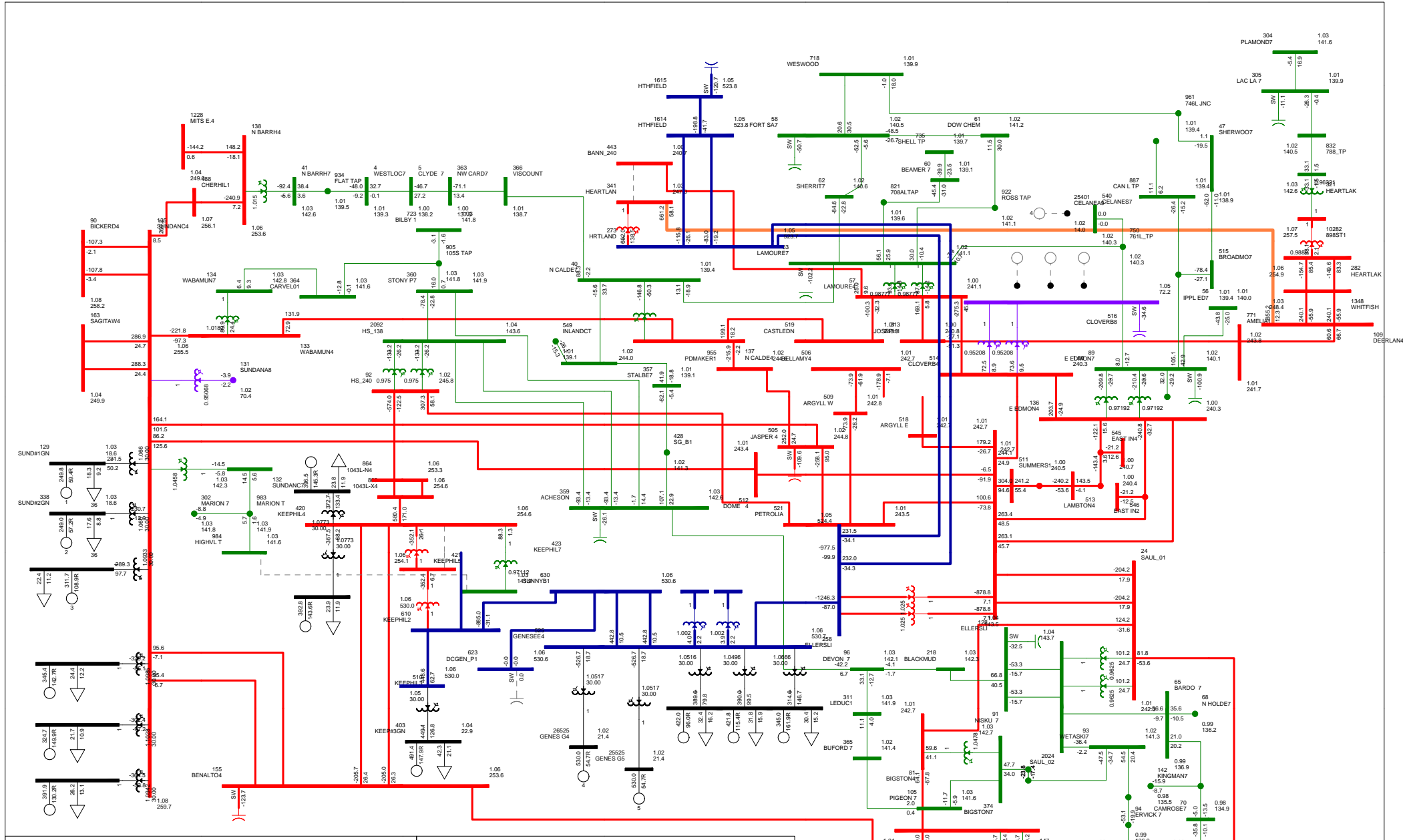
SOK Cutplane	1043.0 MW + (0.35) x-167.1 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	337.0 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 9 2019WP
 105L HEARTLAND 12S TO DEERLAND 13S
 FIG B-37
 MON, MAR 14 2016 17:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 105L: 25.000 = 69.000 + 138.000 + 240.000 + 500.000 + 600.000

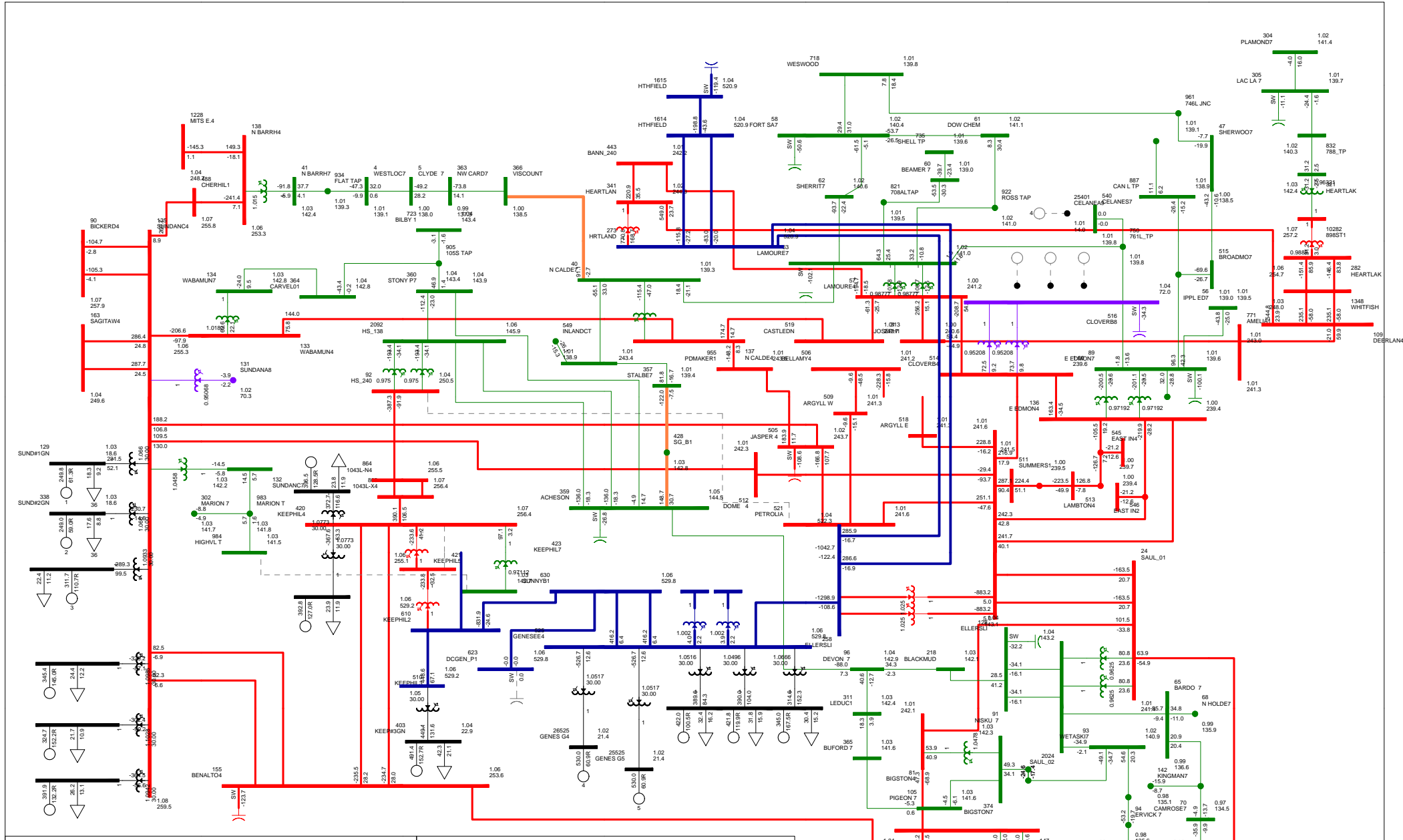
SOK Cutplane	1056.9 MW + (0.35) x 161.4 MW	Max: 2,050MW
KEG Cutplane	3322.8 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	339.4 MW	WATL: -0.8 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 9 2019WP
 10E1L HEARTLAND 12S TO BANNERMAN 681S)
 FIG B-38
 MON, MAR 14 2016 17:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10E1L HEARTLAND 12S TO BANNERMAN 681S)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	1054.4 MW + (0.35) x 170.8 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	311.1 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. Import:	150.0 MW	



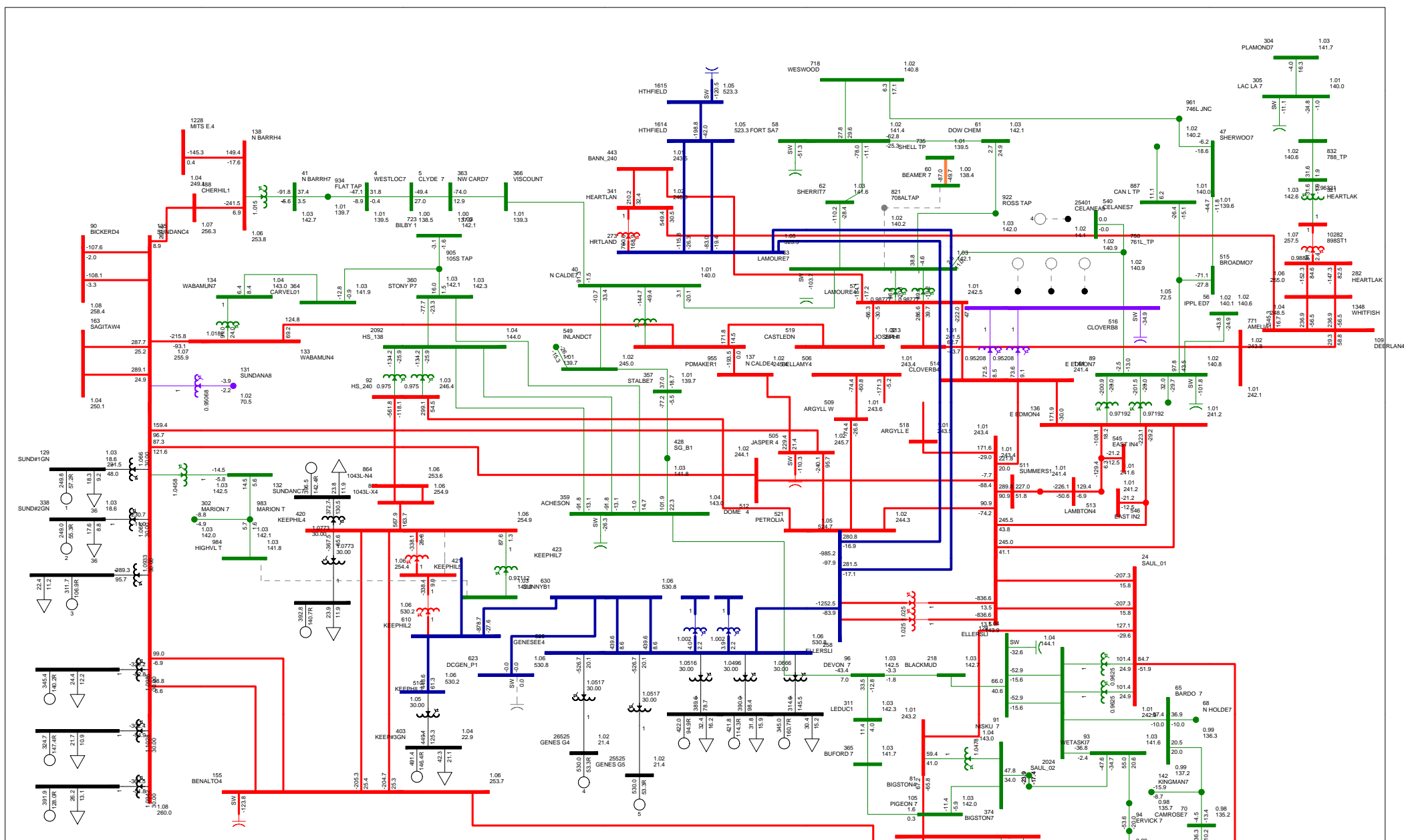
SCENARIO 9 2019WP
 1138 PHARY SMITH 3675 TO PETROLIA)
 FIG B-39
 MON, MAR 14 2016 17:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV = <25,000+<60,000+<138,000+<240,000+<500,000+<600,000

SOK Cutplane 1009.8 MW + (0.35) x 169.2 MW Max: 2,050MW
 KEG Cutplane 3323.3 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 316.5 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.7 MW
 EATL: -200.0 MW



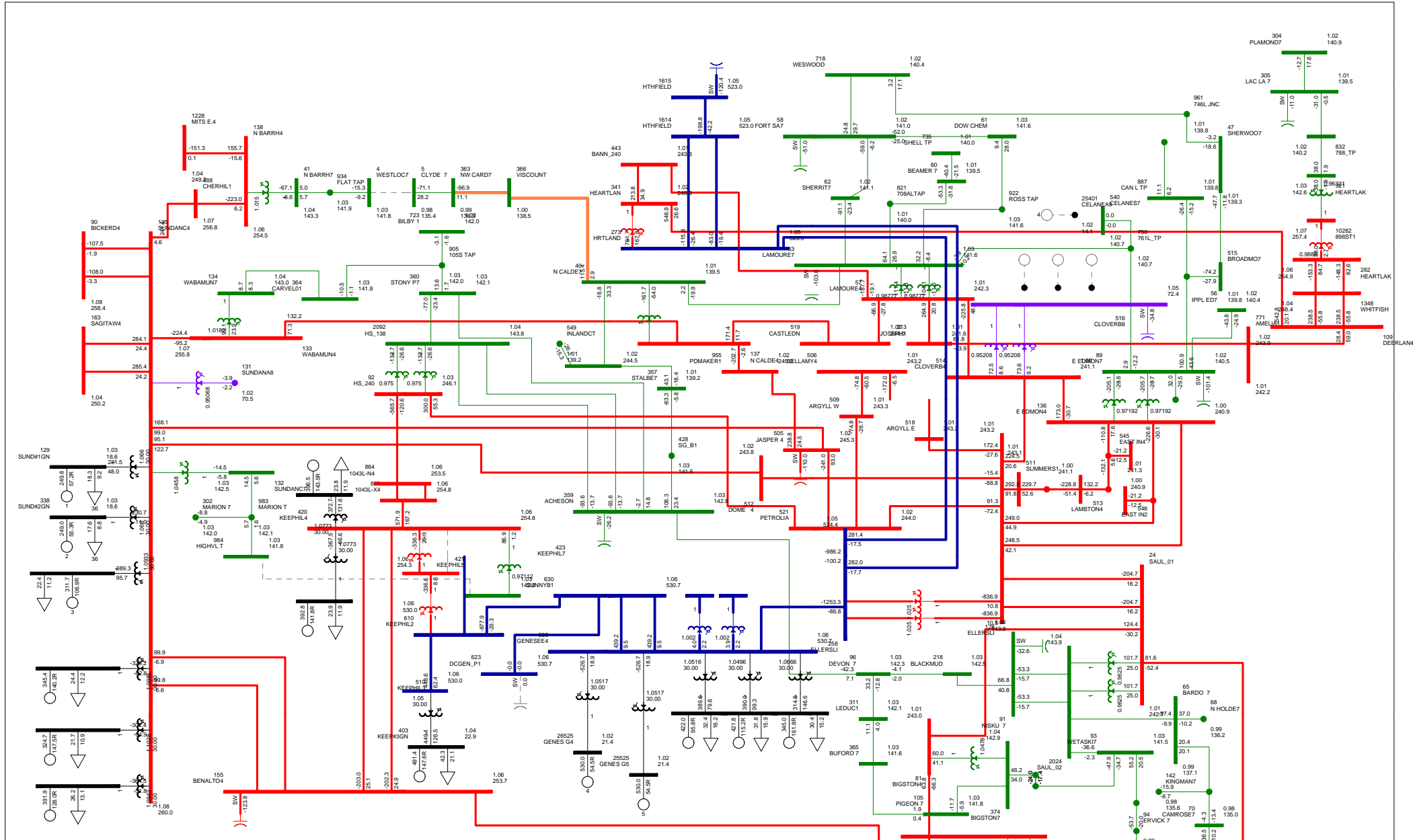
SCENARIO 9 2019WP
 708: BEAMER TO 708L TAP)
 FIG B-40
 MON, MAR 14 2016 17:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV: <=25.000 =181.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 1067.7 MW + (0.35) x-169.7 MW Max: 2,050MW
 KEG Cutplane 3323.0 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 298.3 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

WATL: -0.7 MW
 EATL: -200.0 MW



SCENARIO 9 2019WP
 728. CILVDE 150S TO WESTLOCK 438S)
 FIG B-41
 MON, MAR 14 2016 17:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 100000000
 KV = 25.000+69.000+138.000+240.000+500.000+600.000

SOK Cutplane 1059.2 MW + (0.35) x 169.5 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 3323.0 MW

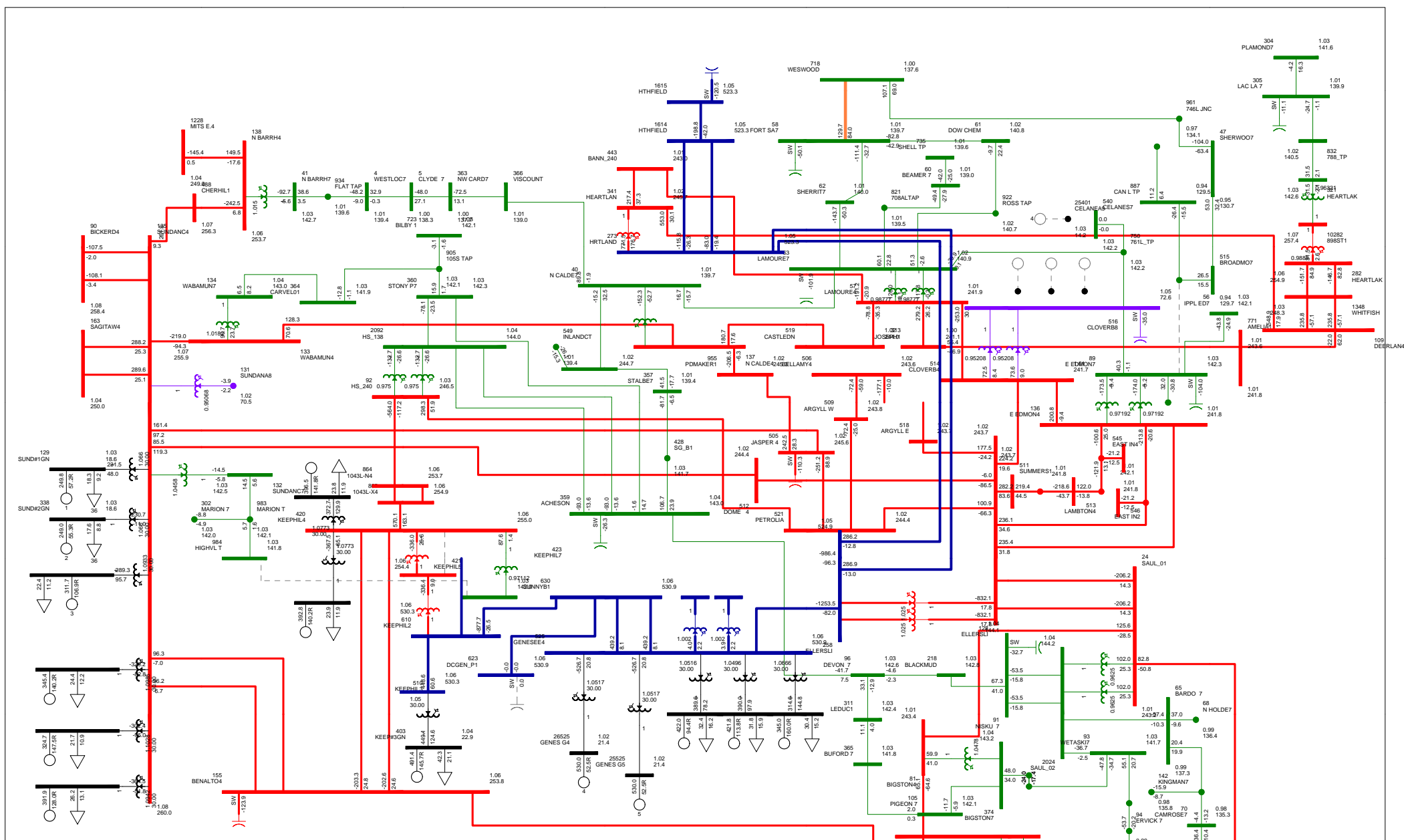
BC-AB: 309.9 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

WATL: -0.7 MW
 EATL: -200.0 MW

SCENARIO 9 2019WP
 728 LAC LA ROCHE 157S TO PLAMOND 353S
 FIG B-42
 MON, MAR 14 2016 17:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 1000000000
 KV = $25,000 - 89,000 + 138,000 + 240,000 + 500,000 + 600,000$

SOK Cutplane	1055.7 MW + (0.35) x 170.6 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK $\leq 1,805\text{MW}$)
		2,450MW (SOK > 1,805MW)
BC-AB:	309.3 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	

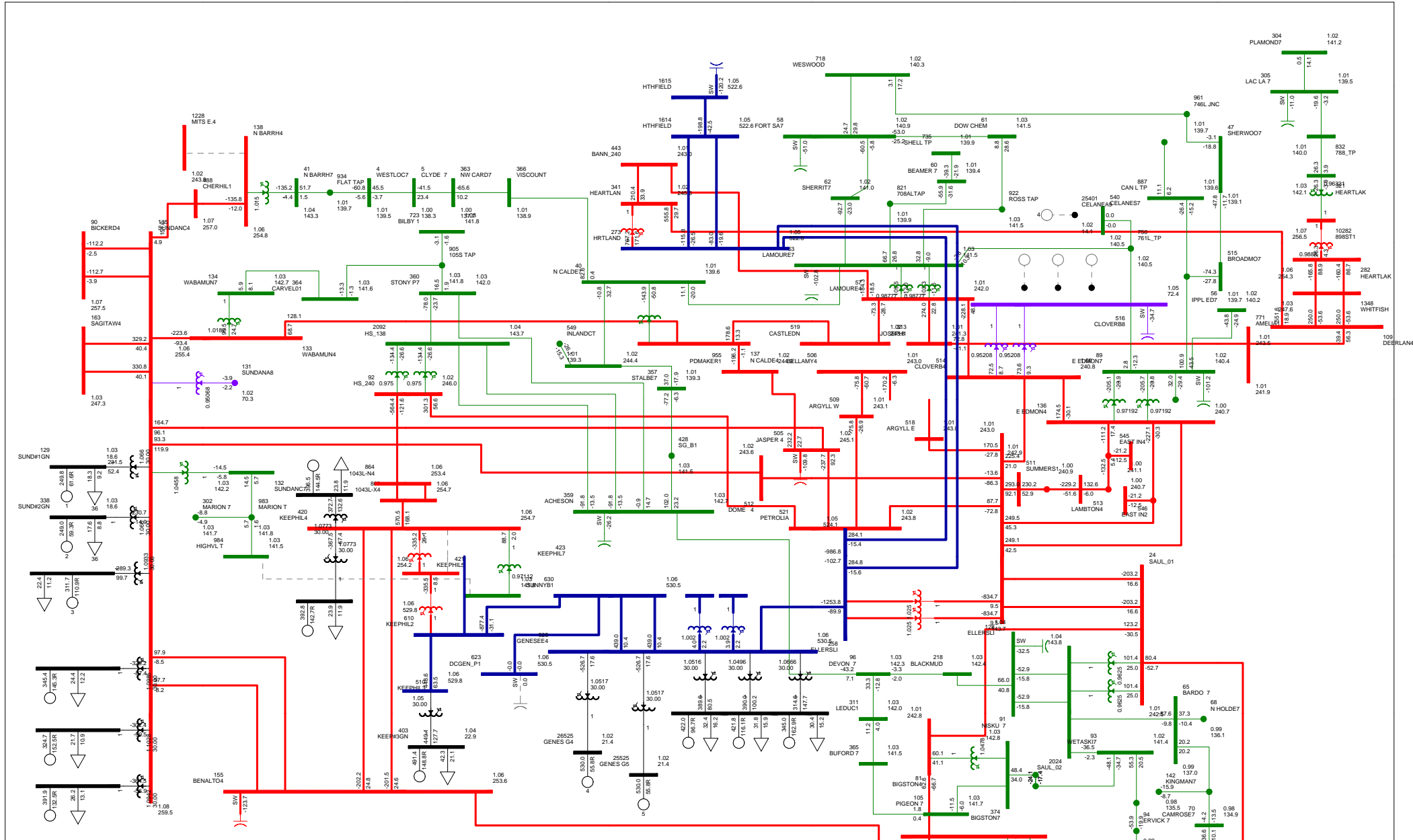


SCENARIO 9 2018WP
 7311 EAST EDMONTON 38S TO 746L JUNCTION)
 FIG B-43
 MON, MAR 14 2016 17:21

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MW (m)
 (S) (m) (p) (s)

kV = $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 650.000$

SOK Cutplane	1054.9 MW + (0.35) x 170.1 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	313.9 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	

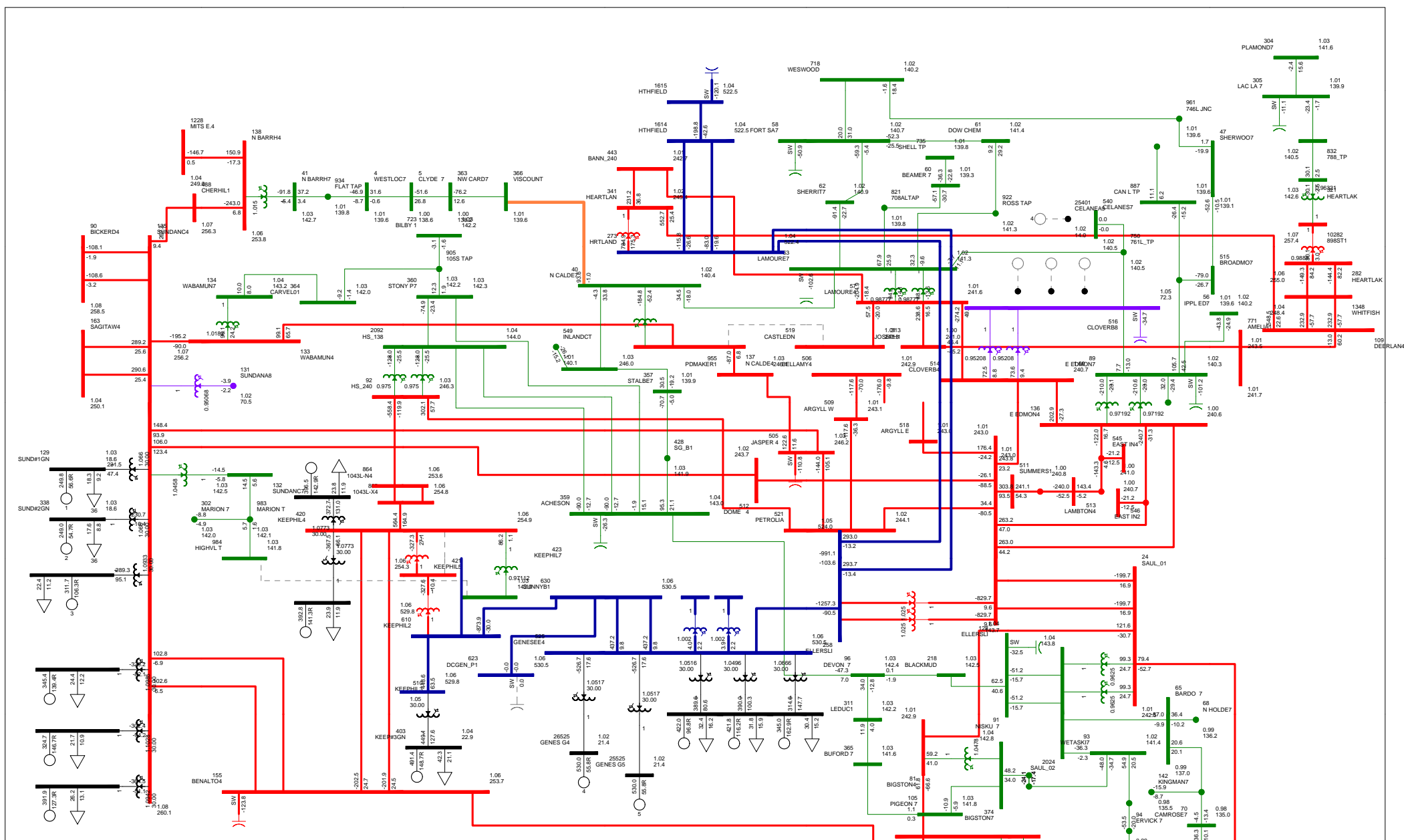


SCENARIO 9 2019WP
 313_N BARRHEAD 855 TO MITSUE 7325)
 FIG B-45
 MON, MAR 14 2016 17:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/1000/0.0

KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

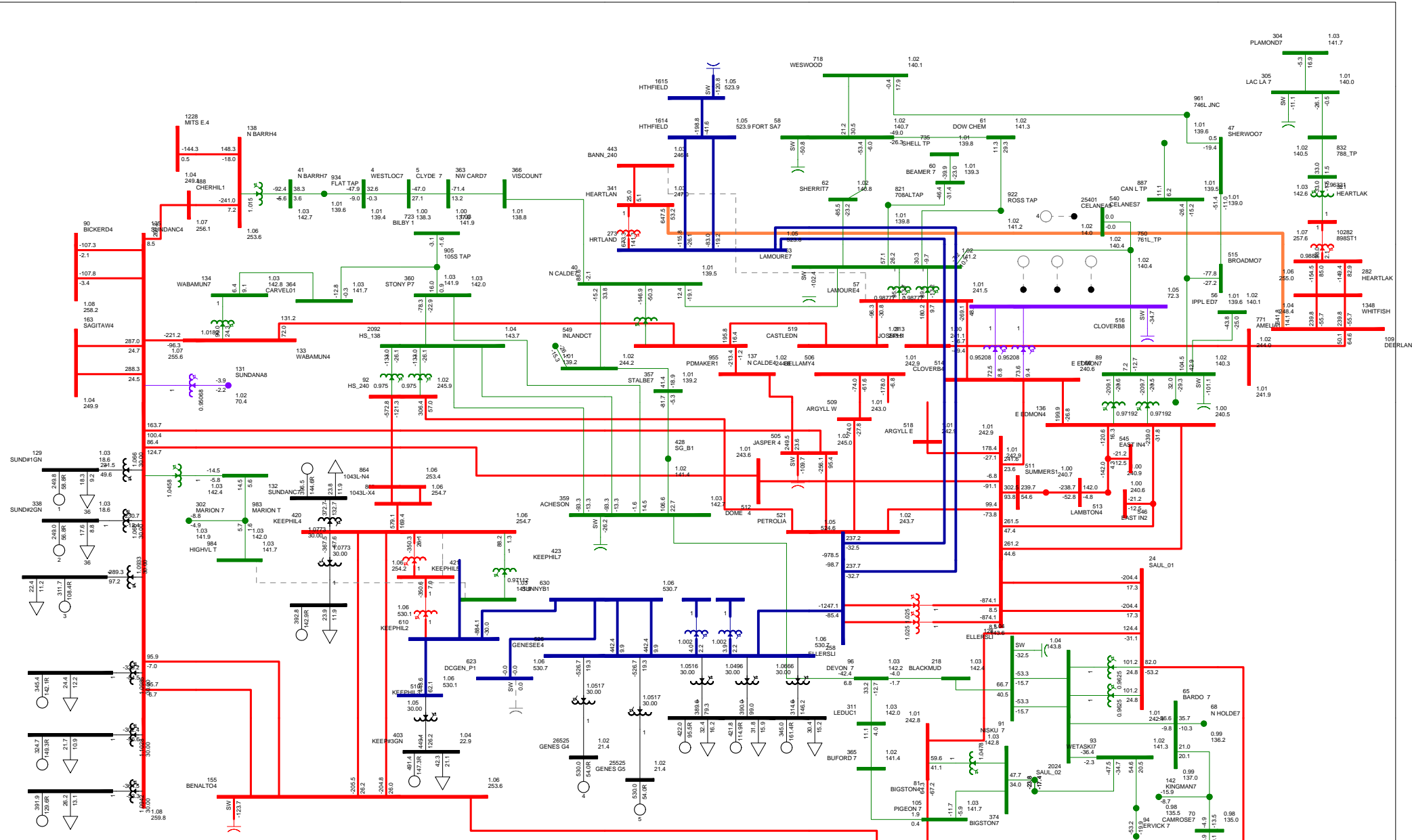
SOK Cutplane	1047.7 MW + (0.35) x 169.2 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	322.8 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 9 2019WP
 320. NORTH CALDER 375 TO CASTLE DOWNS
 FIG B-46
 MON, MAR 14 2016 17:21

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MW (m)
 (S) (M) (G)
 kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

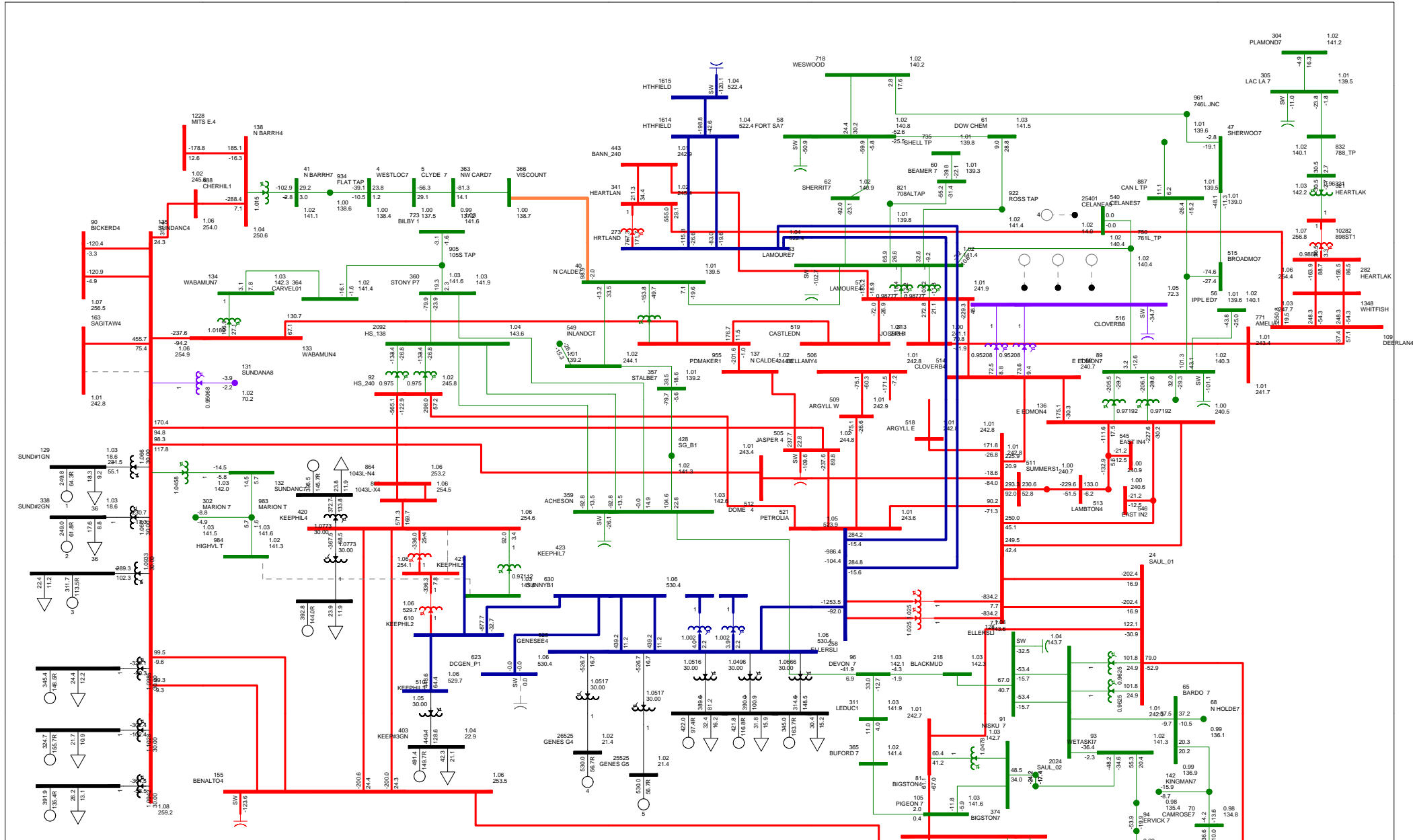
SOK Cutplane	1054.7 MW + (0.35) x 169.4 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	308.9 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 9 2019WP
 342, L LAMOUREUX 715 TO BANNERMAN 681S)
 FIG B-47
 MON, MAR 14 2016 17:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 13100000000
 KV =>25.000=>69.000=>138.000=>240.000=>500.000=>600.000

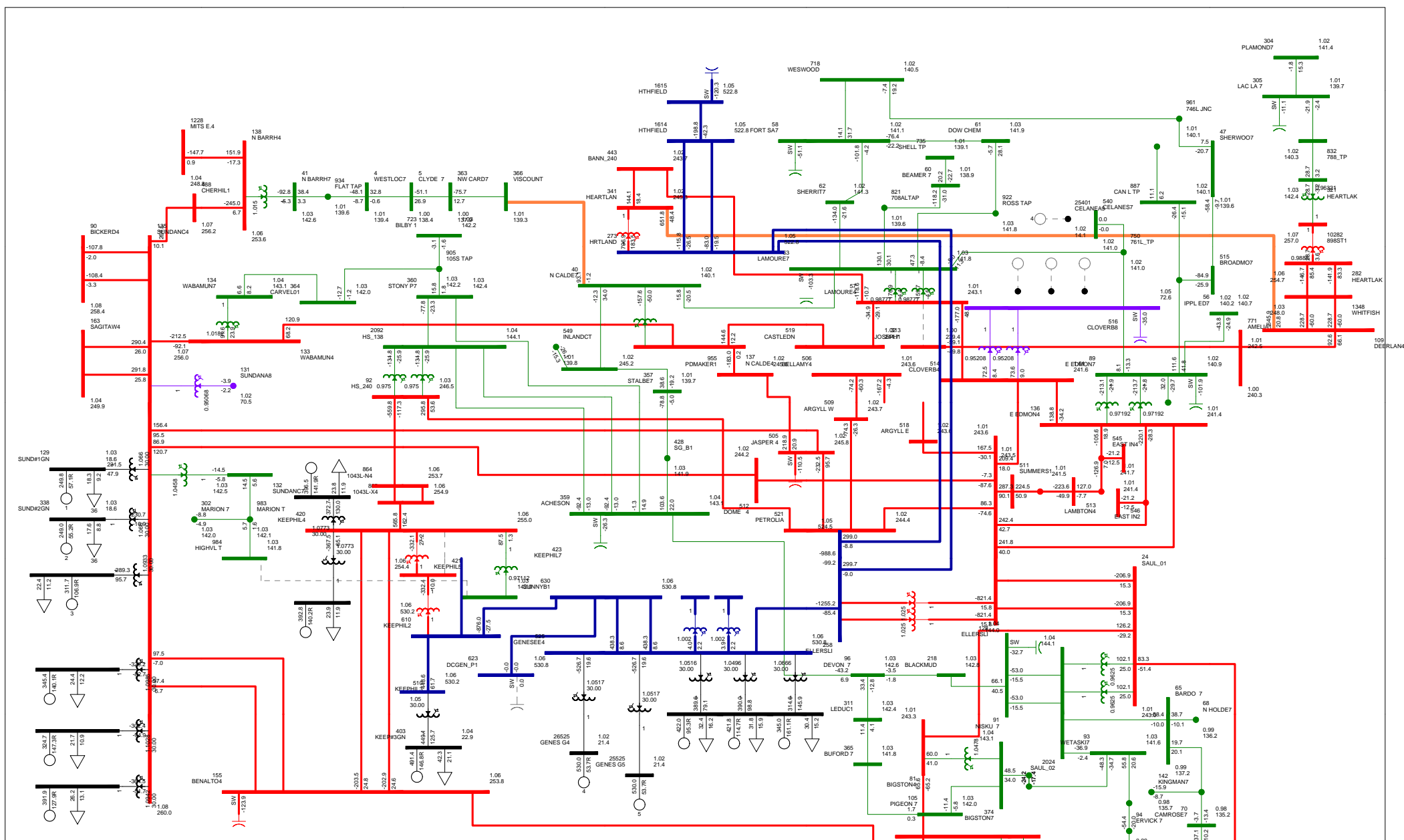
SOK Cutplane	1055.1 MW	+(0.35) x 170.7 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	310.3 MW		WATL: -0.7 MW
MATL import:	0.0 MW		EATL: -200.0 MW
Sask. import:	150.0 MW		



SCENARIO 9 2019WP
 388. SUSUNDAWCE 310P TO SAGITAWAH 77S)
 FIG B-48
 MON, MAR 14 2016 17:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

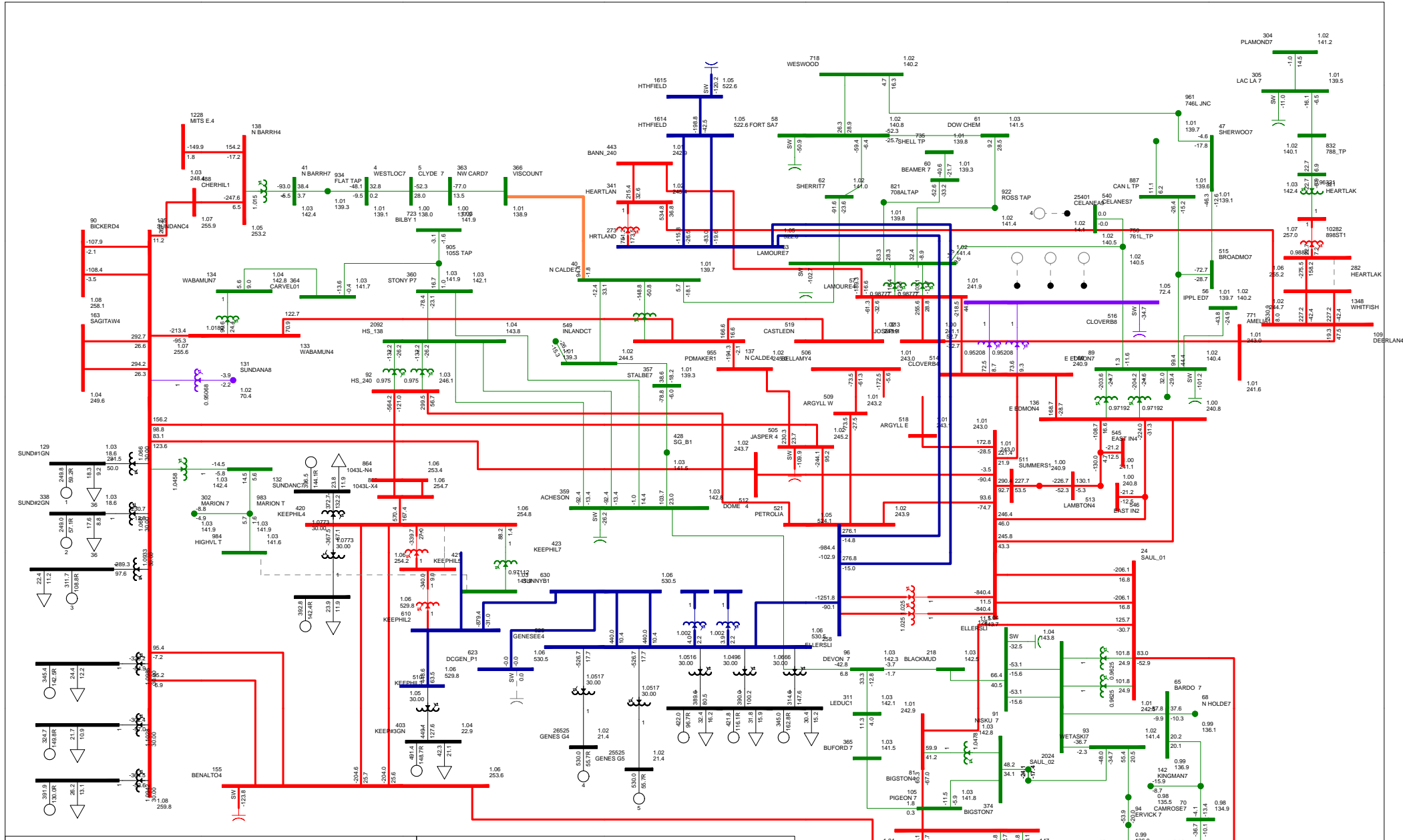
SOK Cutplane	1041.6 MW + (0.35) x 169.3 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	330.9 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 9 2019WP
 971, LAMOURELUX 715 TO JOSEPHBURG 410S)
 FIG B-49
 MON, MAR 14 2016 17:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/100/1000
 kV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane	1059.4 MW	+(0.35) x-168.2 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	313.1 MW		WATL: -0.7 MW
MATL import:	0.0 MW		EATL: -200.0 MW
Sask. import:	150.0 MW		



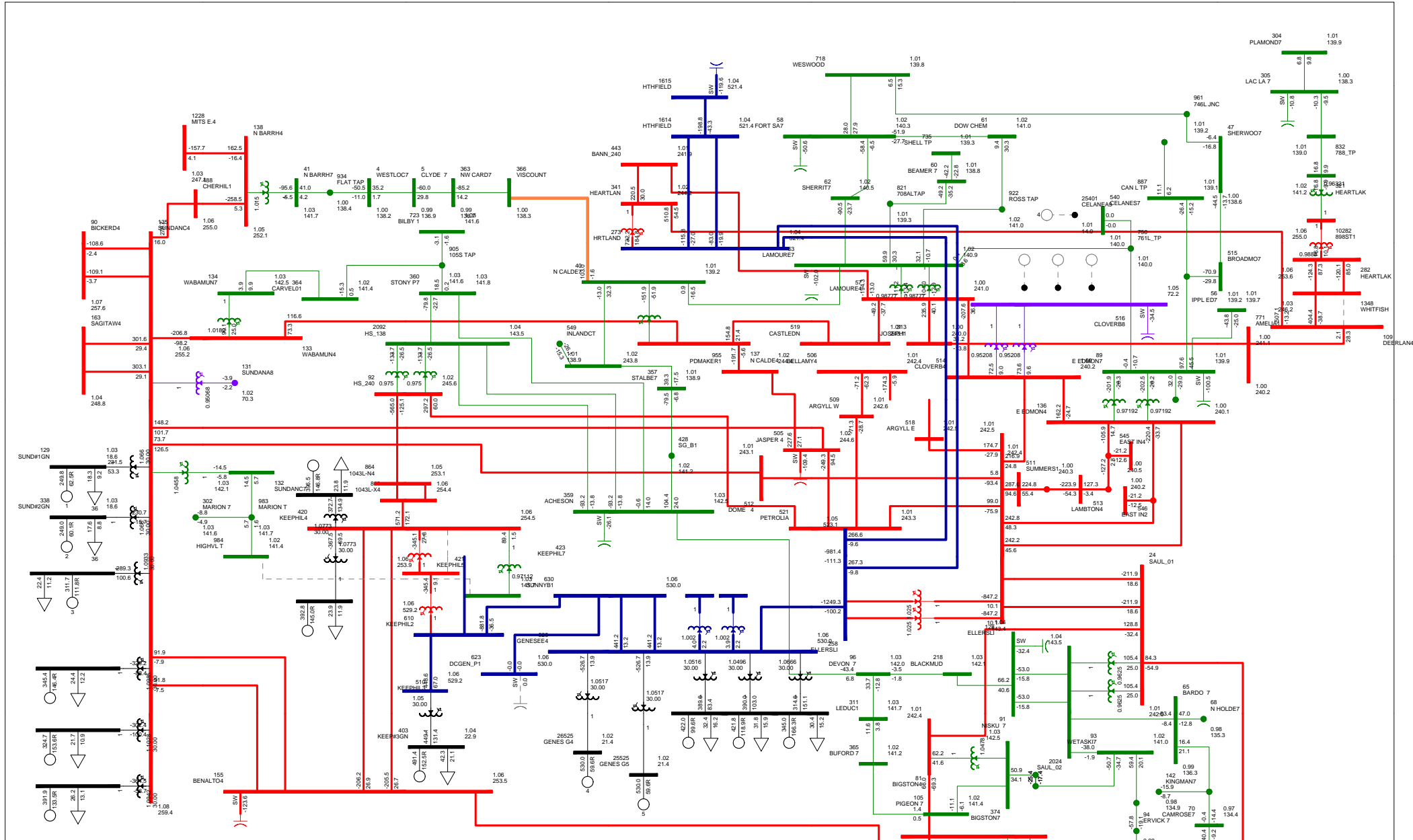
SCENARIO 9 2019WP
 38.2 (HEART LAKE TO WHITEFISH LAKE)
 FIG B-50
 MON, MAR 14 2016 17:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 1000000000
 kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane 1055.3 MW + (0.35) x 169.7 MW Max: 2,050MW
 KEG Cutplane 3323.0 MW 2,520MW (SOK \leq 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 313.8 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

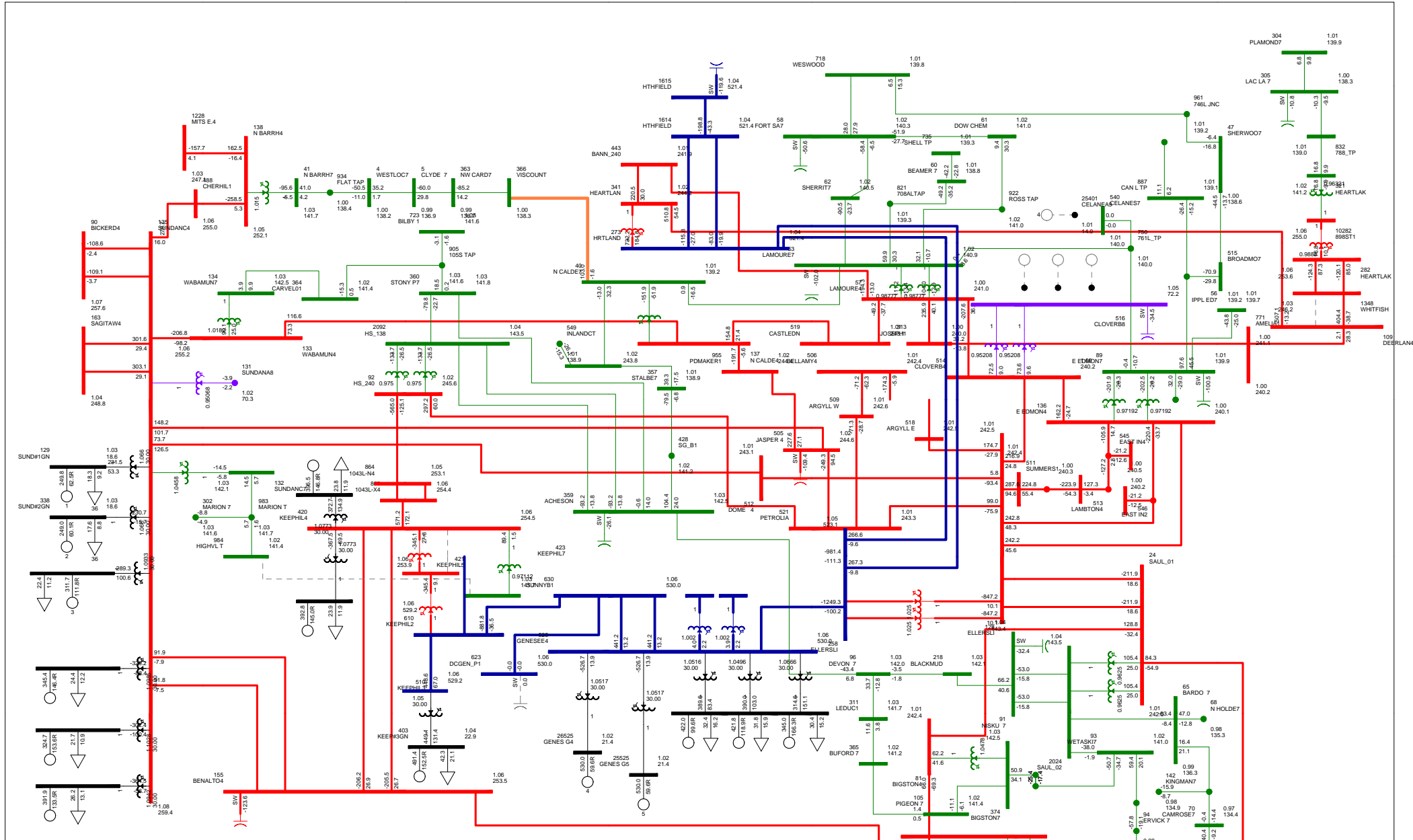
WATL: -0.7 MW
 EATL: -200.0 MW



SCENARIO 9 2019WP
 3L360 WINTERFISH LAKE 825S TO DEERLAND 13S)
 FIG B-51
 MON, MAR 14 2016 17:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane	1062.4 MW + (0.35) x 159.3 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	337.7 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 9 2019WP
 3L361 (WHITEFISH LAKE 82SS TO DEERLAND 13S)
 FIG B-52
 MON, MAR 14 2016 17:21

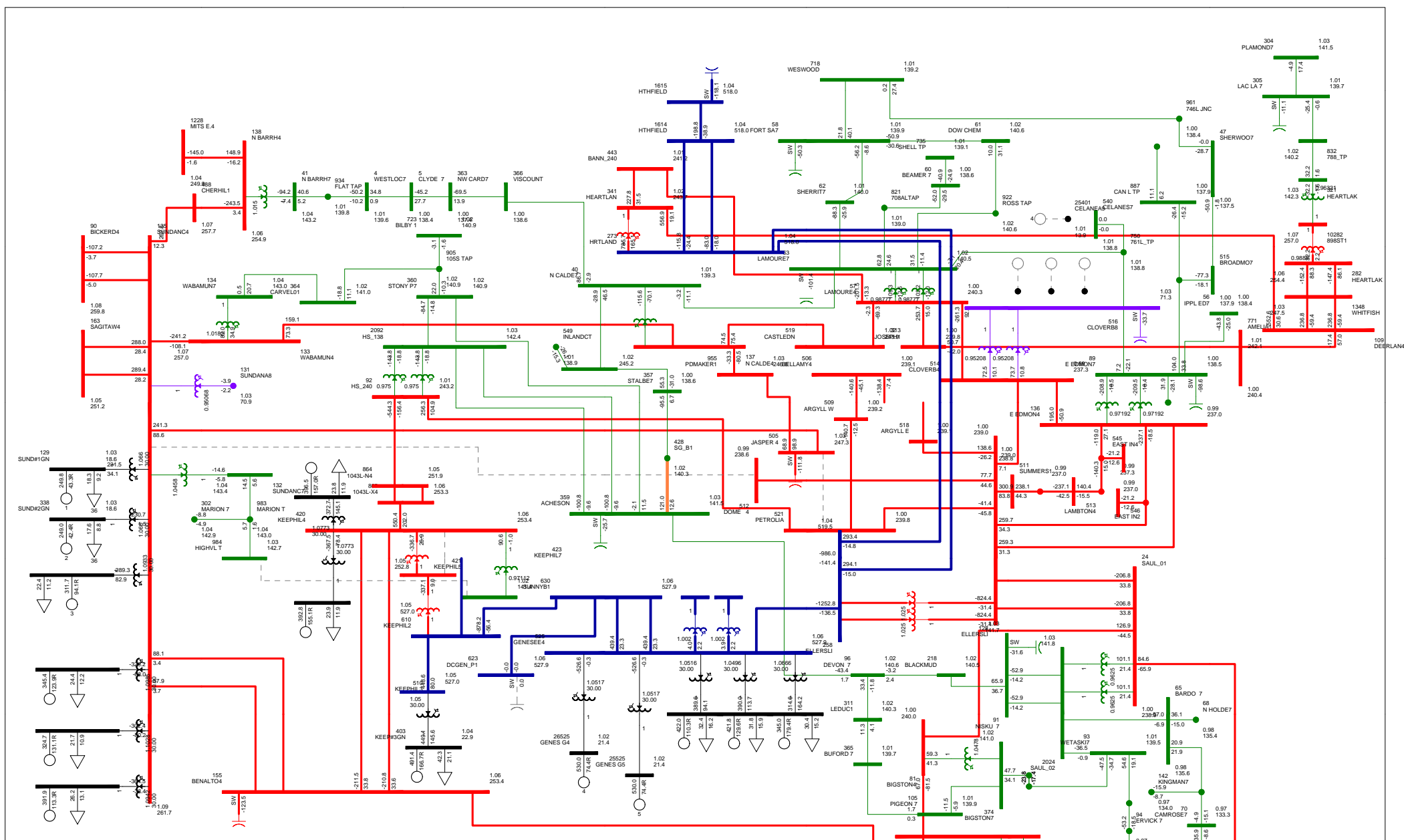
Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 13.8KV=0
 KV =>25.000=>69.000=>138.000=>240.000=>500.000=>600.000

SOK Cutplane 1062.4 MW + (0.35) x-159.3 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 3323.0 MW

BC-AB: 337.7 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.7 MW
 EATL: -200.0 MW

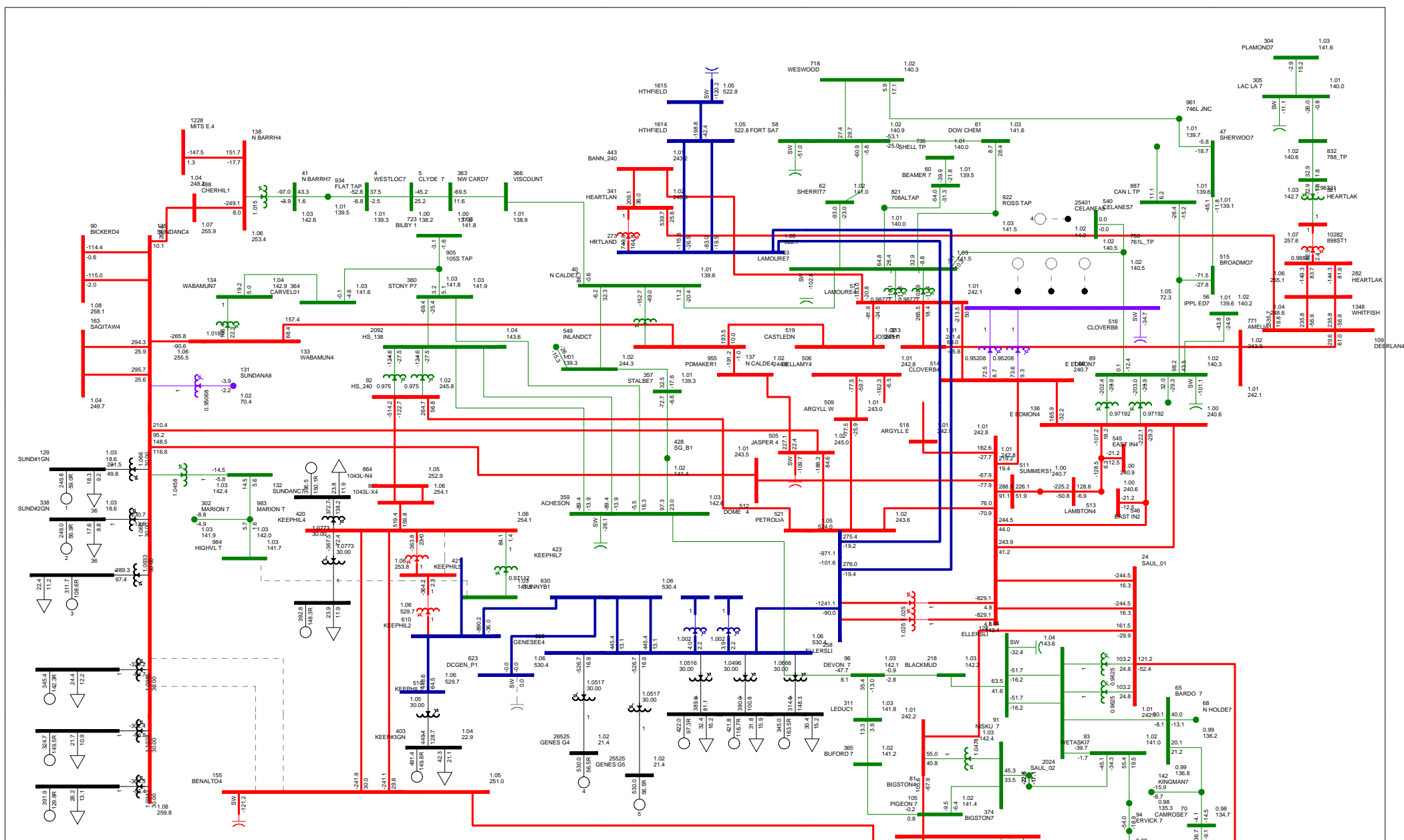


SCENARIO 9 2019WP
 308, 1044
 FIG B-53
 MON, MAR 14 2016 17:21

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MW (m)
 (kV) (MW) (m)

kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane	1056.2 MW + (0.35) x 168.9 MW	Max: 2,050MW
KEG Cutplane	3322.9 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	313.2 MW	WATL: -0.8 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 9 2019WP
 325, 506
 FIG B-54
 MON, MAR 14 2016 17:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0.000000)

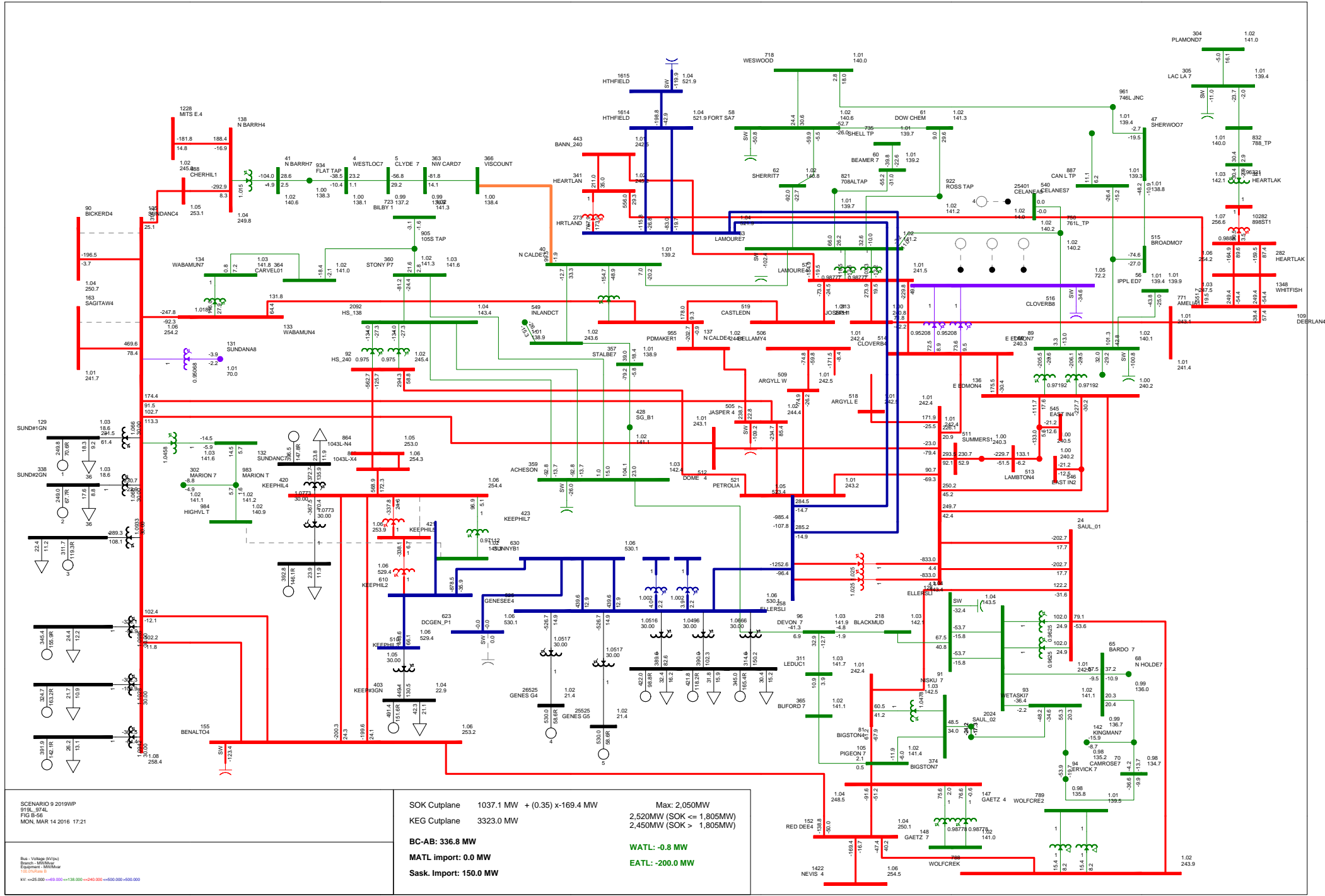
kV =>25.000=>69.000=>138.000=>240.000=>500.000=>600.000

SOK Cutplane 1043.4 MW + (0.35) x174.7 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 3322.9 MW

BC-AB: 314.4 MW
 WATL: -0.8 MW
 MATL import: 0.0 MW
 EATL: -200.0 MW

Sask. Import: 150.0 MW

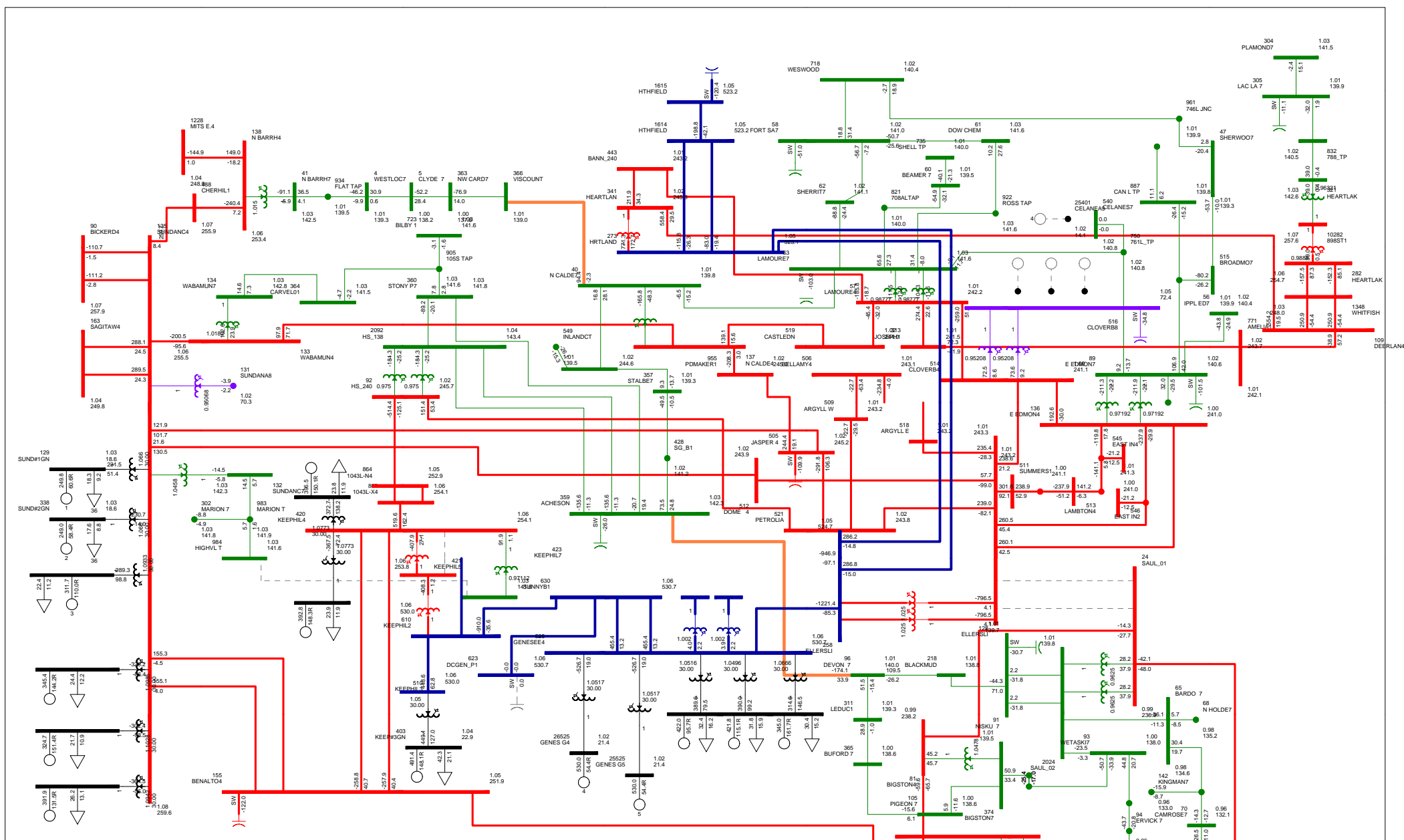


SCENARIO 9 2019WP
 219, 974L
 FIG B-56
 MON, MAR 14 2016 17:21

Bus - Voltage (kV) (p)
 Branch - MW (MW)
 Equipment - MW (MW)
 Loss - MW (MW)

kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

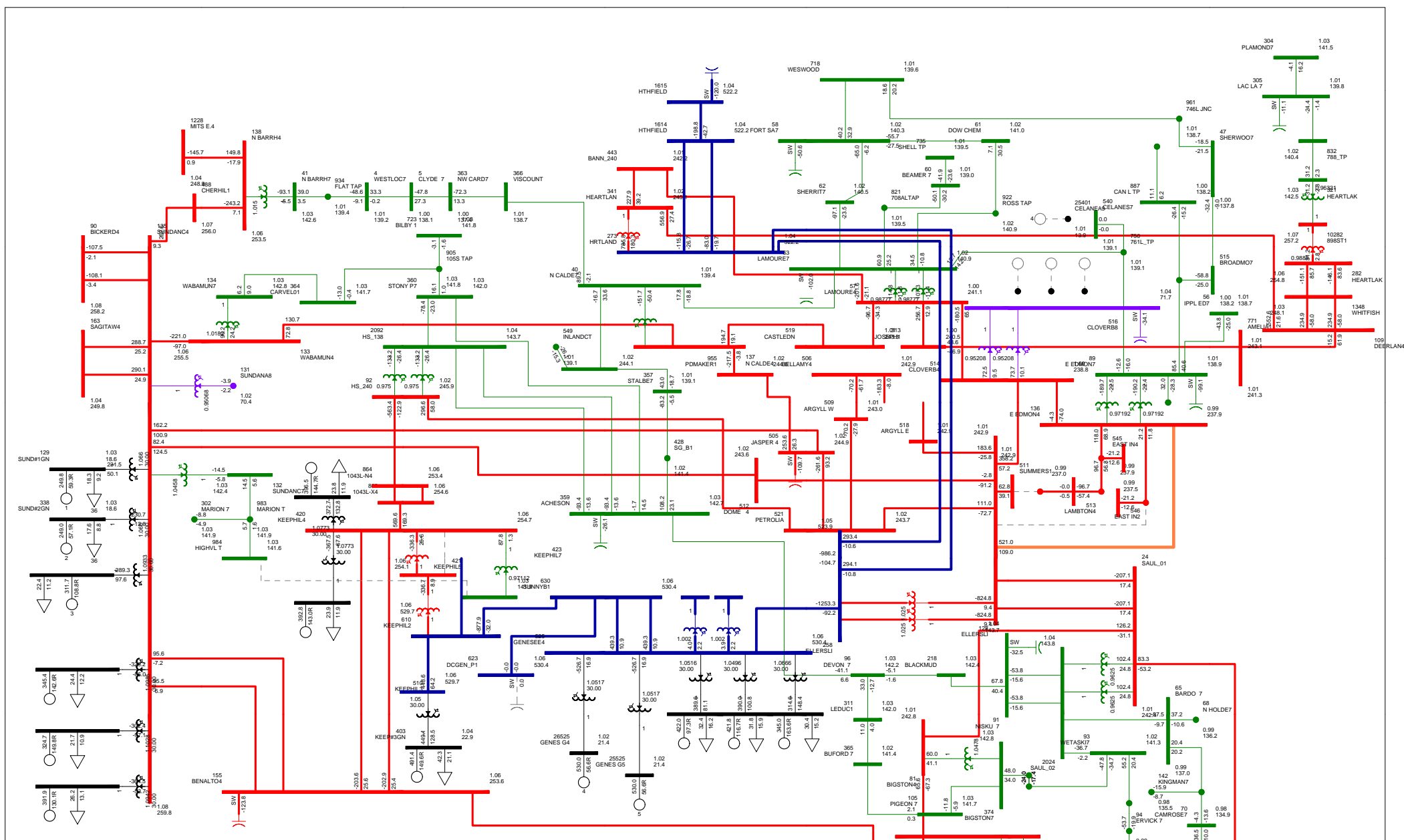
SOK Cutplane	1037.1 MW + (0.35) x 169.4 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK \leq 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	336.8 MW	WATL: -0.8 MW
MATL Import:	0.0 MW	EATL: -200.0 MW
Sask. Import:	150.0 MW	



SCENARIO 9 2019WP
 1124, 1140
 FIG B-57
 MON, MAR 14 2016 17:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/100/1000
 KV = $25,000 - 69,000 - 138,000 - 240,000 - 500,000 - 600,000$

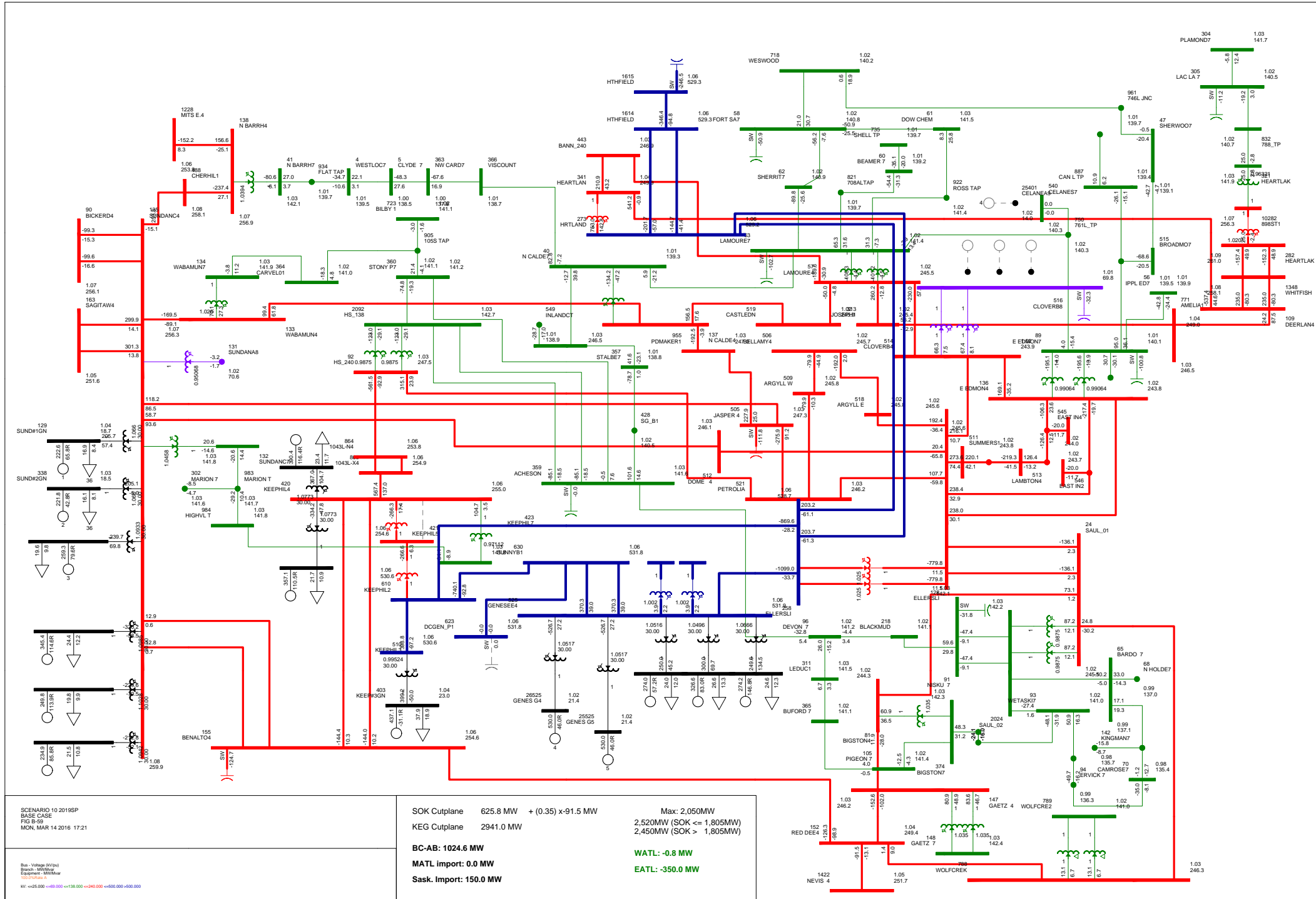
SOK Cutplane	894.5 MW	+ (0.35) x 177.1 MW	Max: 2,050MW
KEG Cutplane	3322.8 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	327.7 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -200.0 MW
Sask. import:	150.0 MW		



SCENARIO 9 2019WP
 308, 1058L
 FIG B-58
 MON, MAR 14 2016 17:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (1) = 1000 MW/MVA
 kV = 25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

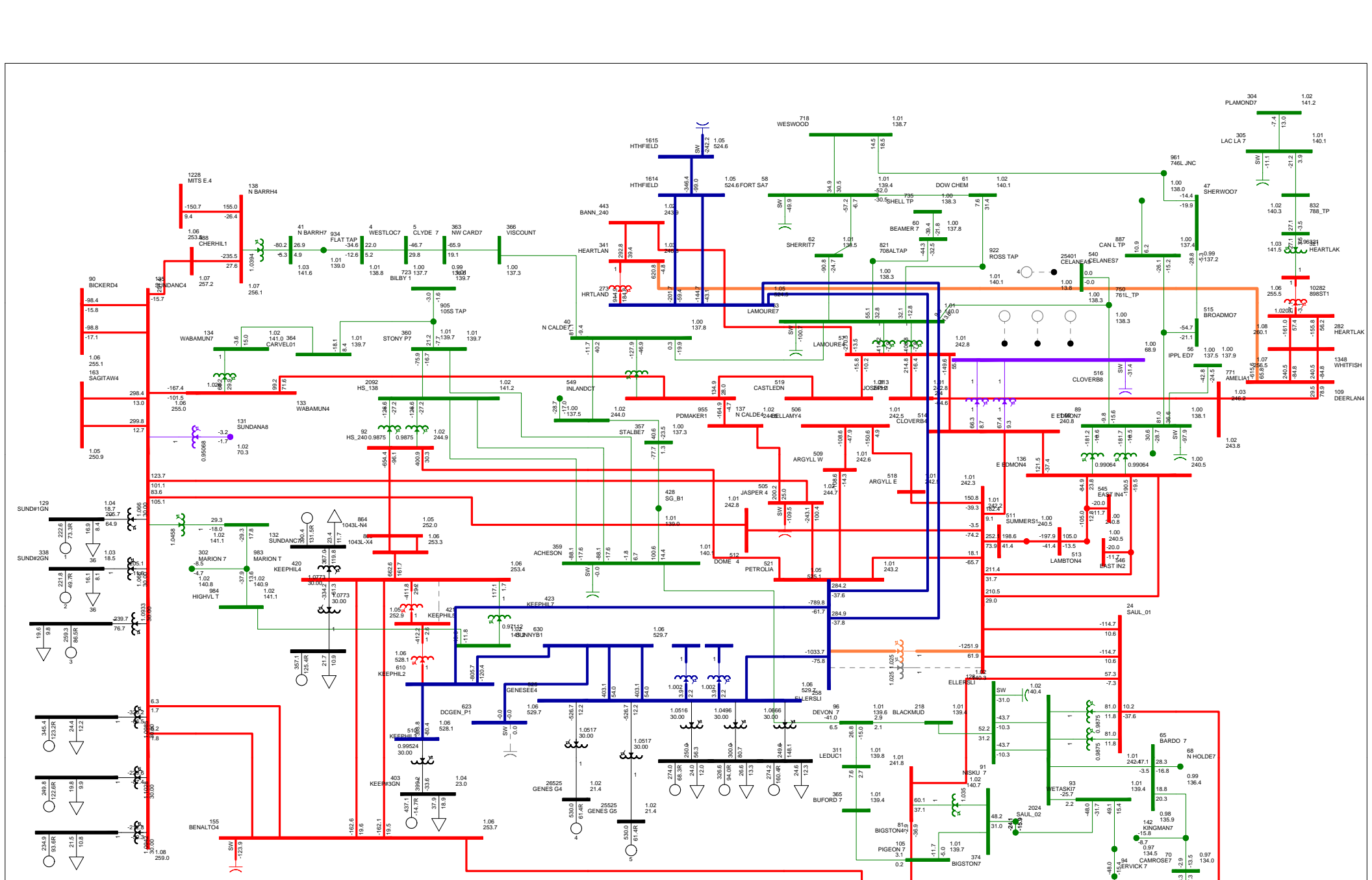
SOK Cutplane	1055.7 MW + (0.35) x 169.6 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	315.0 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 10 2019SP
 BASE CASE
 FID-B-C
 MON, MAR 14 2016 17:21

Bus - Voltage (KV) @
 Branch - MW/MVar
 Equipment - MW/MVar
 MW = 25.000 -69.000 -138.000 -240.000 -500.000 -500.000

SOK Cutplane	625.8 MW	+ (0.35) x 91.5 MW	Max: 2,050MW
KEG Cutplane	2941.0 MW		2,520MW (SOK < 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	1024.6 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		



SCENARIO 10 2019SP
 ELLERSLIE T1
 FID B-60
 MON, MAR 14 2016 17:21

Bus: Voltage (kV) (a)
 Branch: MW (MW)
 Equipment: MW (MW)
 Loss: MW (MW)

W: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

SOK Cutplane 606.8 MW + (0.35) x-92.2 MW Max: 2,050MW
 KEG Cutplane 2940.6 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

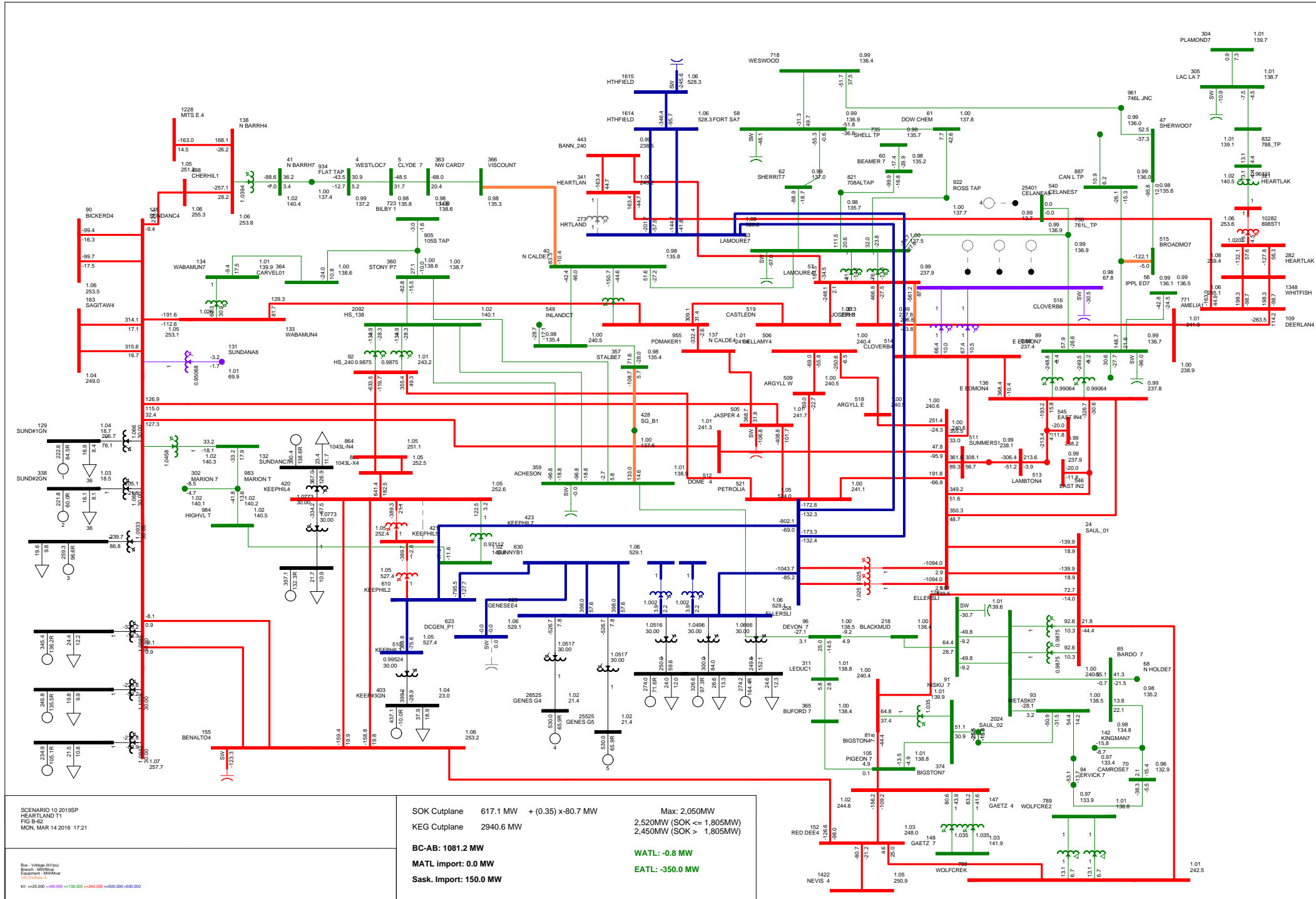
BC-AB: 1034.6 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.8 MW
 EATL: -350.0 MW

SCENARIO 10 2019SP
 HEART LAKE 898S TRANSFORMER
 FIG 9-61
 MON, MAR 14 2016 17:21

Bus - Voltage (kV) @
 Branch - MW/MVar
 Equipment - MW/MVar
 *W: =-25.000 =69.000 =138.000 =240.000 =500.000 =500.000

SOK Cutplane	629.2 MW + (0.35) x 89.5 MW	Max: 2,050MW
KEG Cutplane	2941.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB:	1029.0 MW	WATL: -0.8 MW
MATL Import:	0.0 MW	EATL: -350.0 MW
Sask Import:	150.0 MW	



SCENARIO 10 2019SP
HEARTLAND T1
FIG 8-60
MON, MAR 14 2016 17:21

Bus - Voltage (KV) (3)
Branch - MW (MW)
Equipment - MW (MW)
Loss - MW (MW)

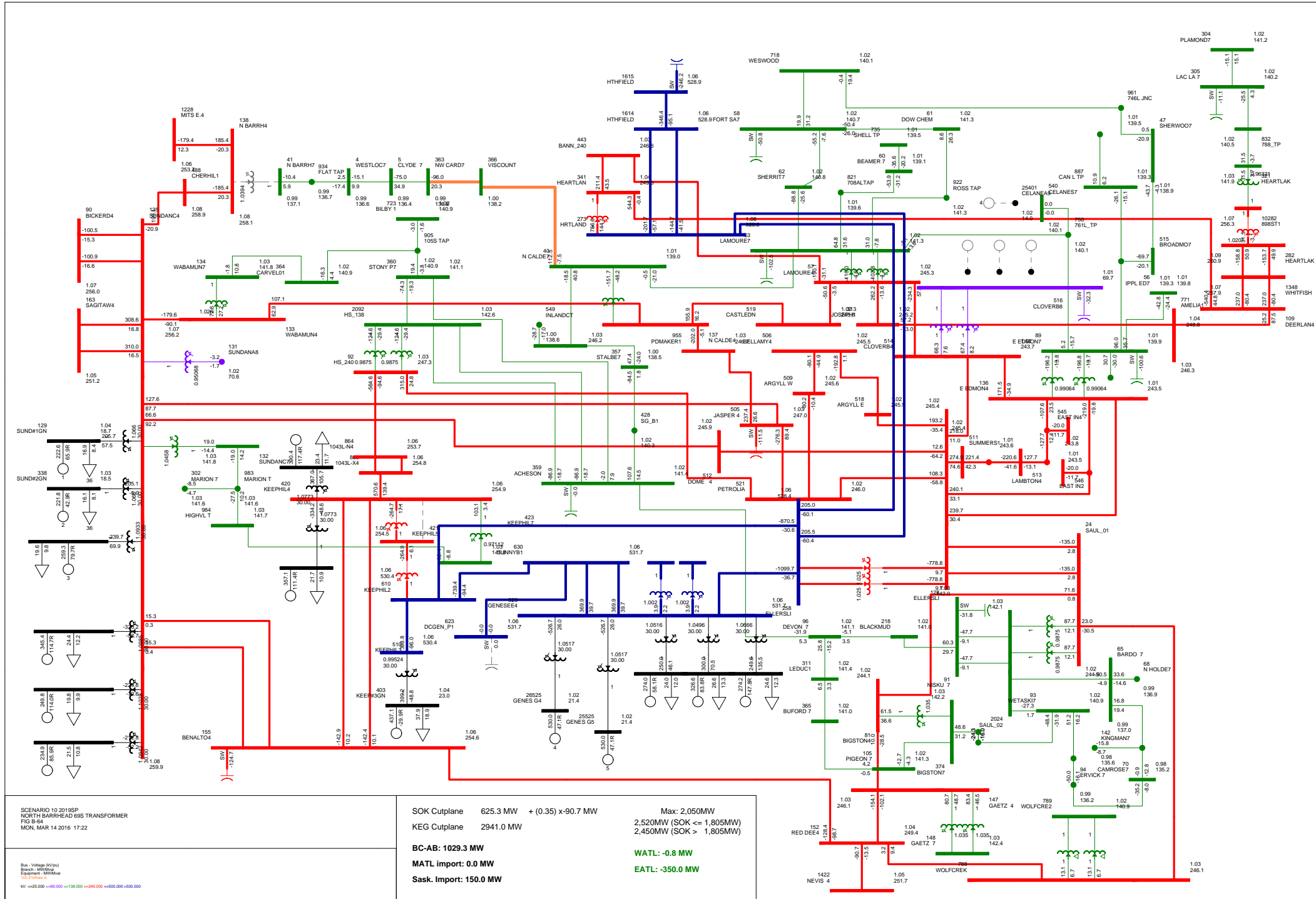
W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

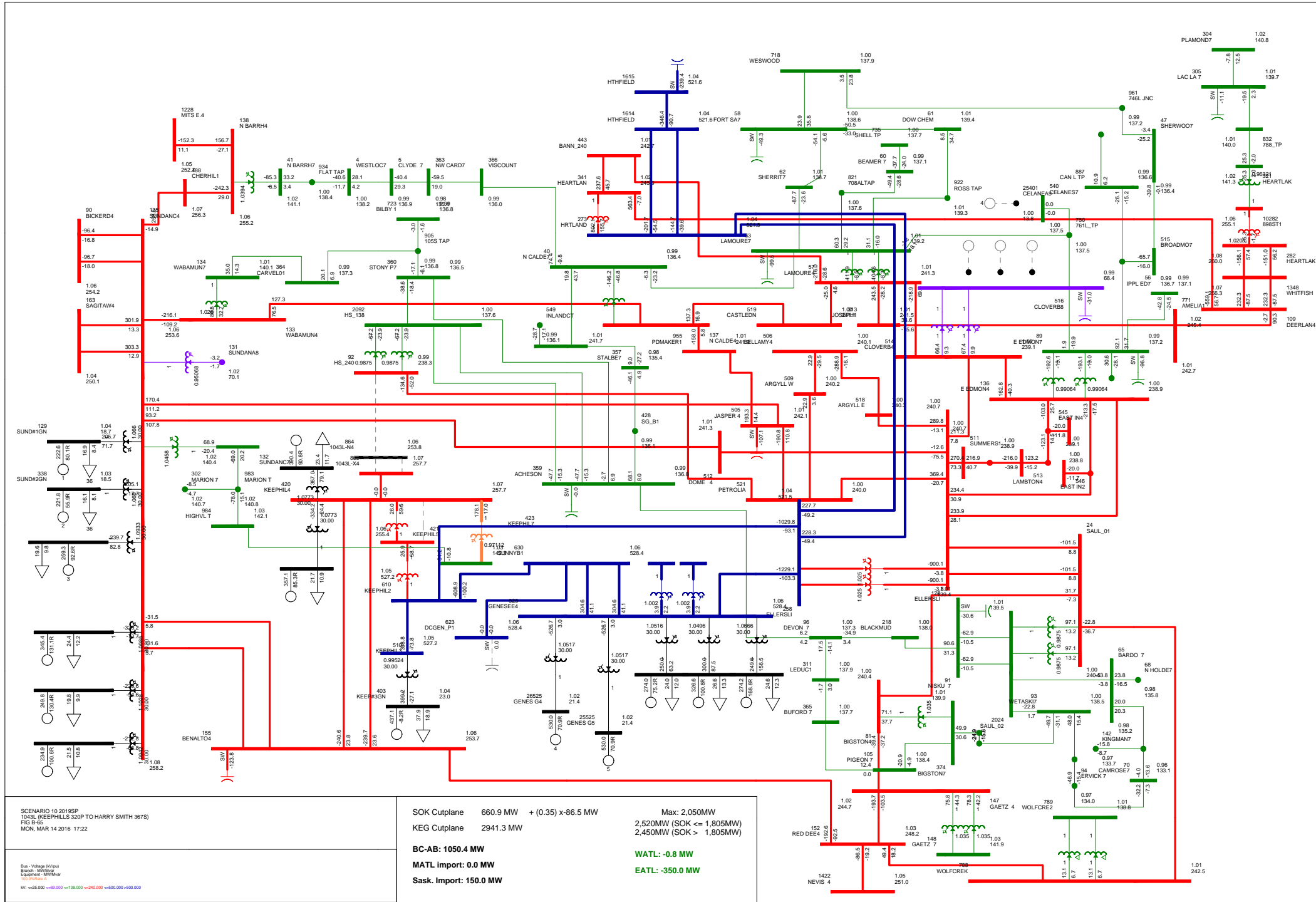
SOK Cutplane 617.1 MW + (0.35) x 80.7 MW
KEG Cutplane 2940.6 MW

BC-AB: 1081.2 MW
MATL Import: 0.0 MW
Sask. Import: 150.0 MW

Max: 2,050MW
2,520MW (SOK <= 1,805MW)
2,450MW (SOK <= 1,805MW)

WATL: -0.8 MW
EATL: -350.0 MW



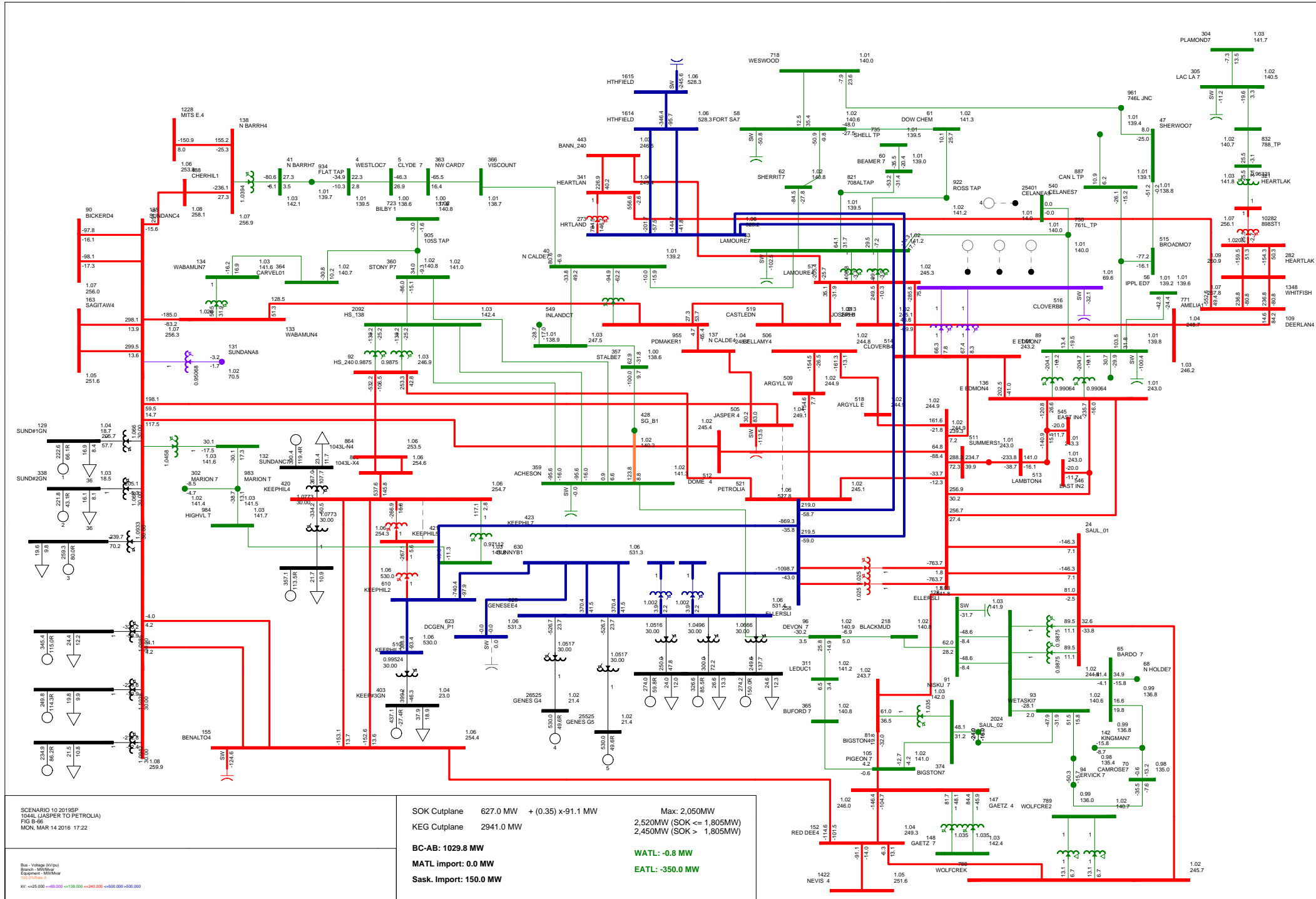


SCENARIO 101 2019SP
 1043L (KEEPHILLS 320P TO HARRY SMITH 367S)
 FIG B-65
 MON, MAR 14 2016 17:22

Bus - Voltage (KV) (a)
 Branch - MW (MW) (a)
 Equipment - MW (MW) (a)
 Loss - MW (MW) (a)

W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

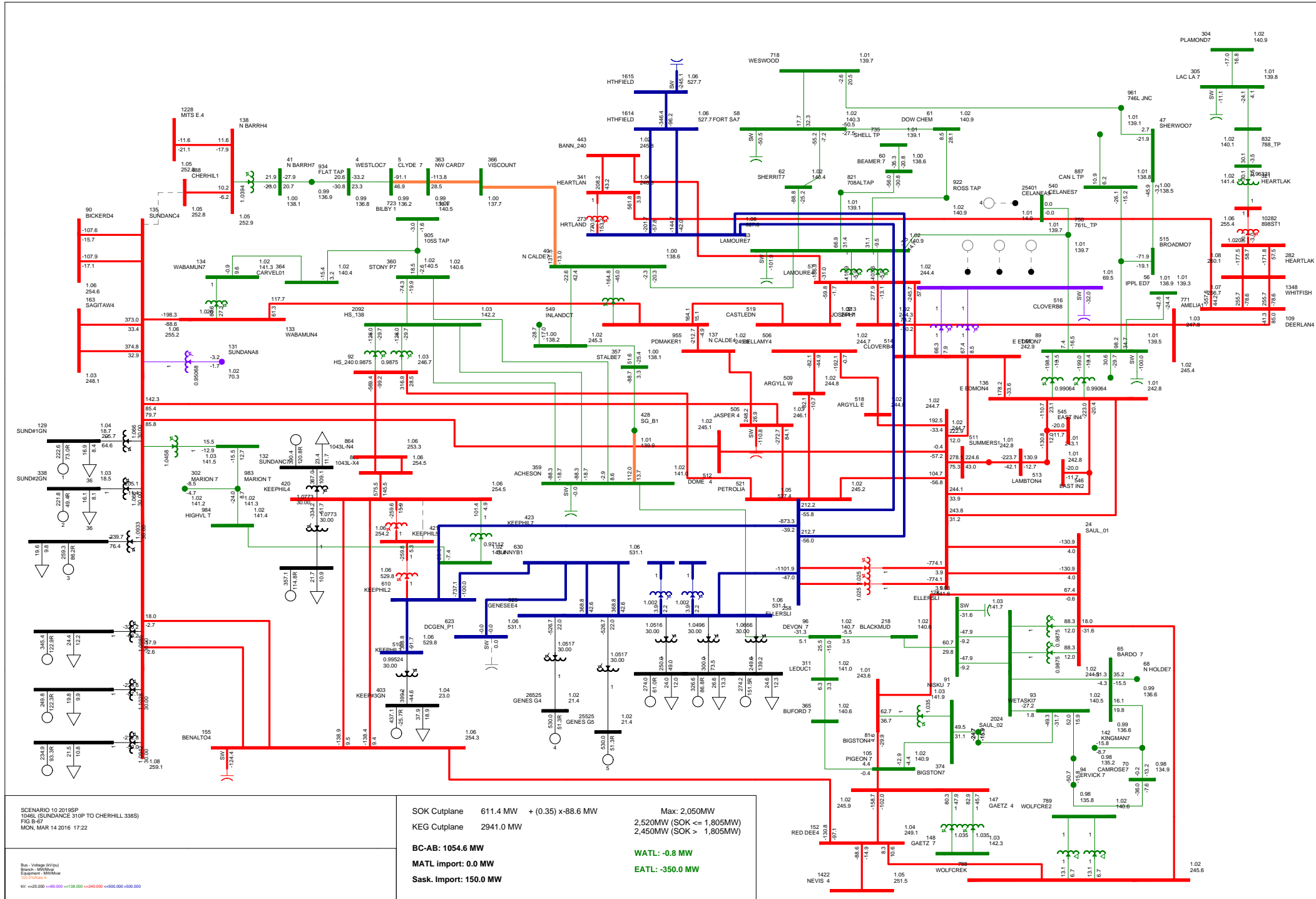
SOK Cutplane	660.9 MW	+ (0.35) x 86.5 MW	Max: 2,050MW
KEG Cutplane	2941.3 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB:	1050.4 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		

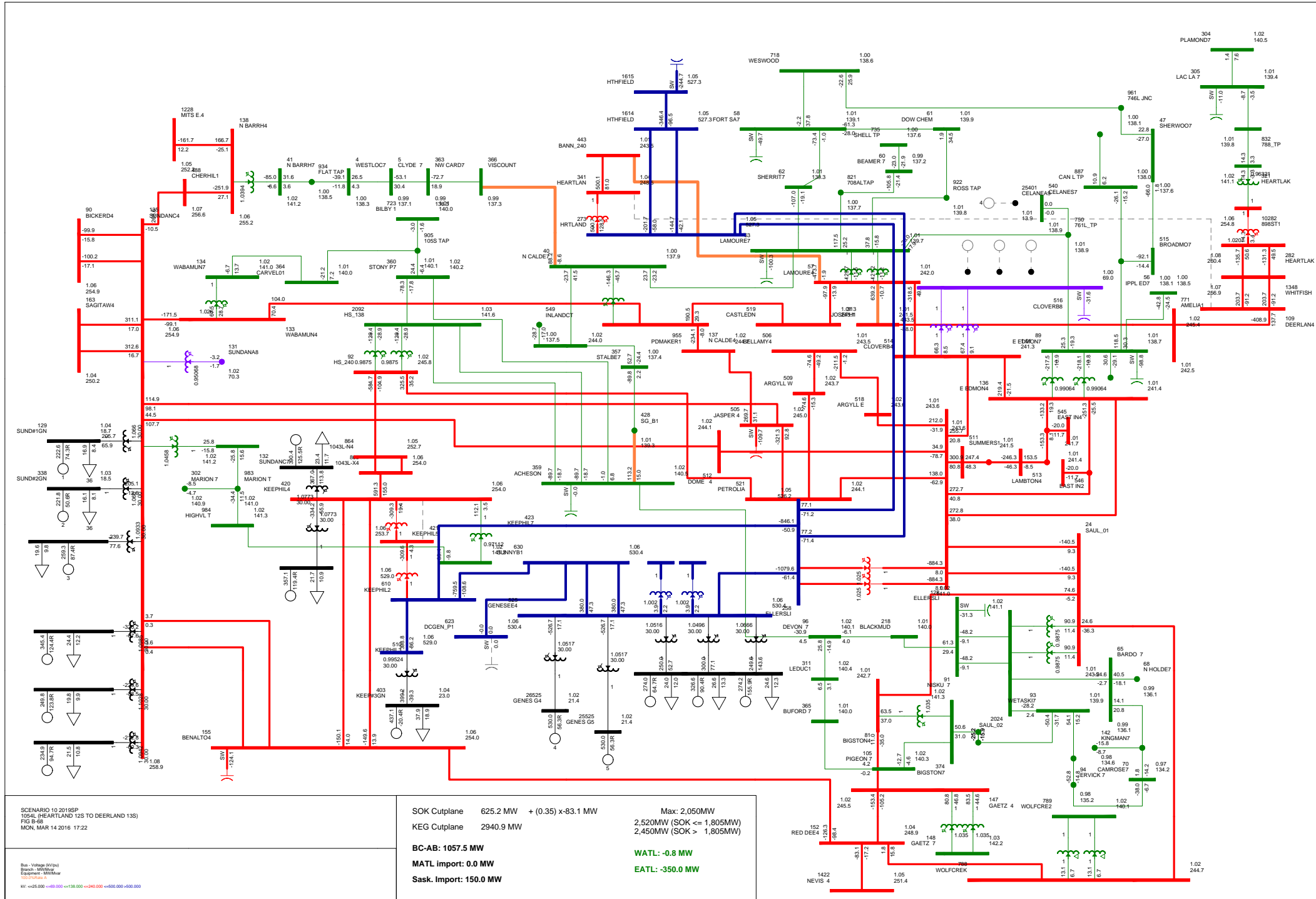


SCENARIO 10 2019SP
 1044L (JASPER TO PETROLIA)
 FIG 8-66
 MON, MAR 14 2016 17:22

Bus - Voltage (KV) (a)
 Branch - MW (MW) (a)
 Equipment - MW (MW) (a)
 W - <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane	627.0 MW	+ (0.35) x 91.1 MW	Max: 2,050MW
KEG Cutplane	2941.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB:	1029.8 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask Import:	150.0 MW		





SCENARIO 10 2019SP
 1054L (HEARTLAND 12S TO DEERLAND 13S)
 FIG 8-65
 MON, MAR 14 2016 17:22

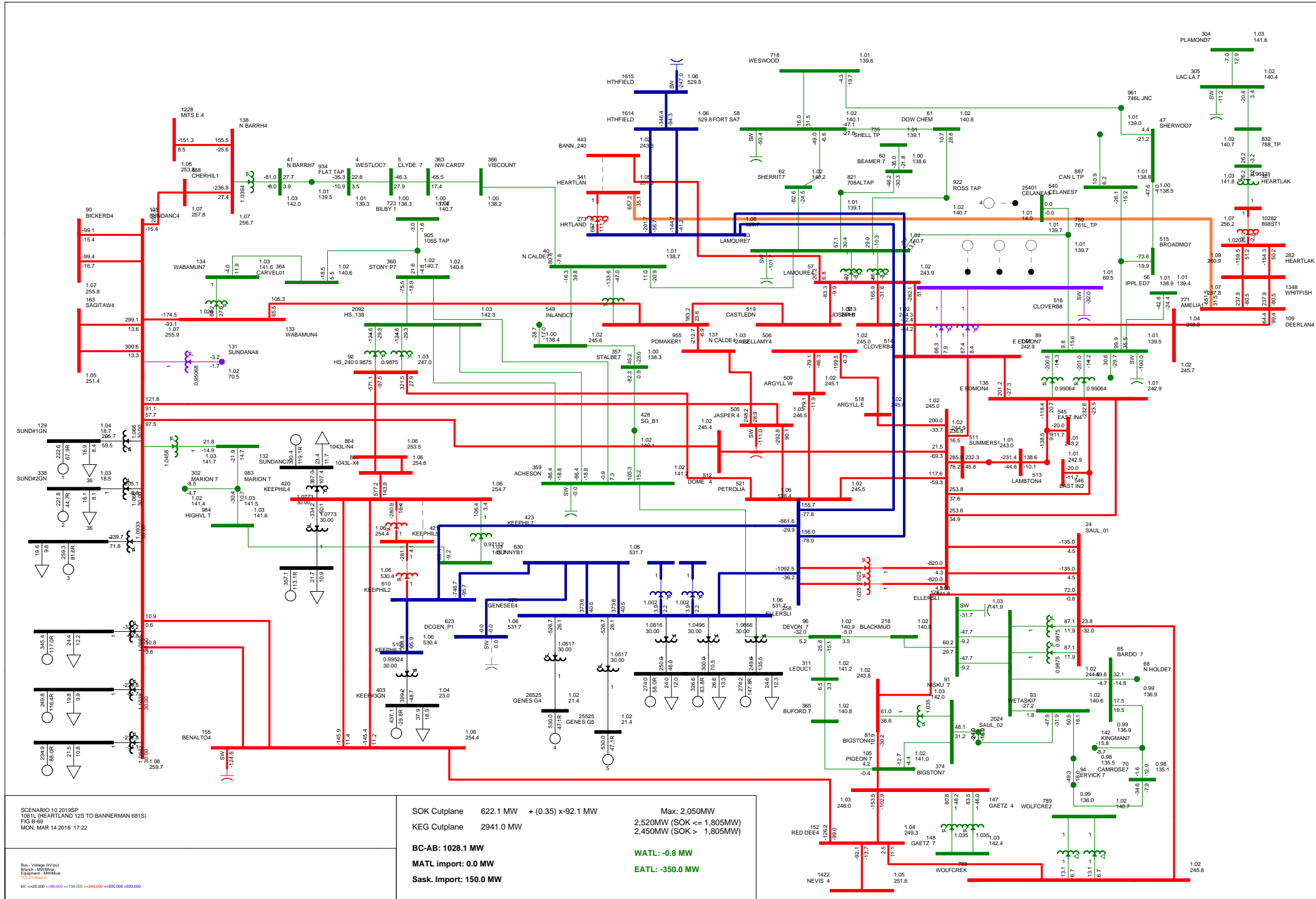
Bus - Voltage (kV) (3)
 Branch - MW/MVar
 Equipment - MW/MVar
 Loss - MW
 W - <25,000 <60,000 <130,000 <240,000 <500,000 >500,000

SOK Cutplane 625.2 MW + (0.35) x 83.1 MW
 KEG Cutplane 2940.9 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

BC-AB: 1057.5 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

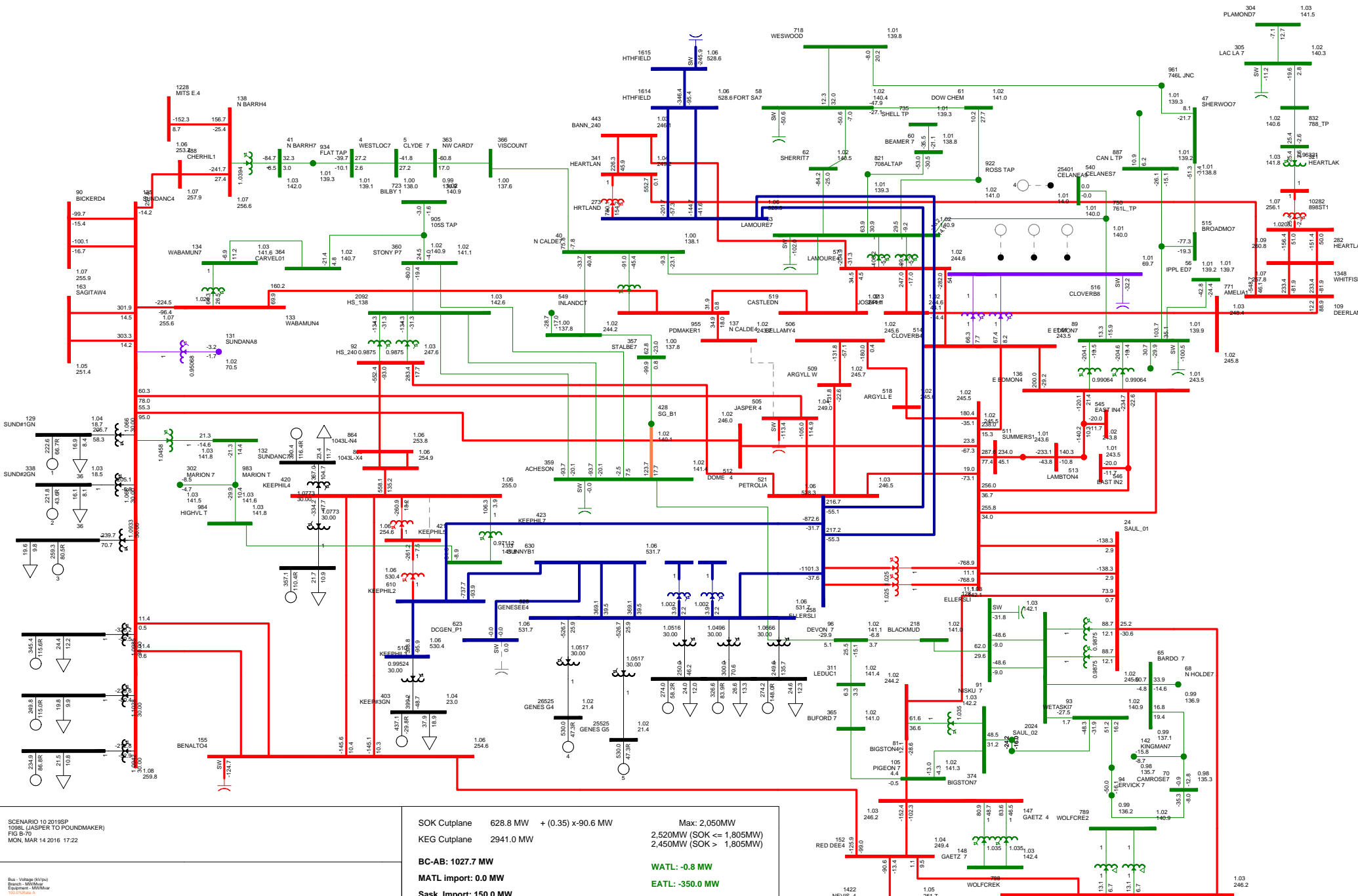
WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 10 2019SP
1061L (HEARTLAND 12S TO BANNERMAN 681S)
FIG 8-65
MON, MAR 14 2016 17:22

Bus - Voltage (kV) (3)
Branch - MW/MVar
Equipment - MW/MVar
Color - MW/MVar
W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

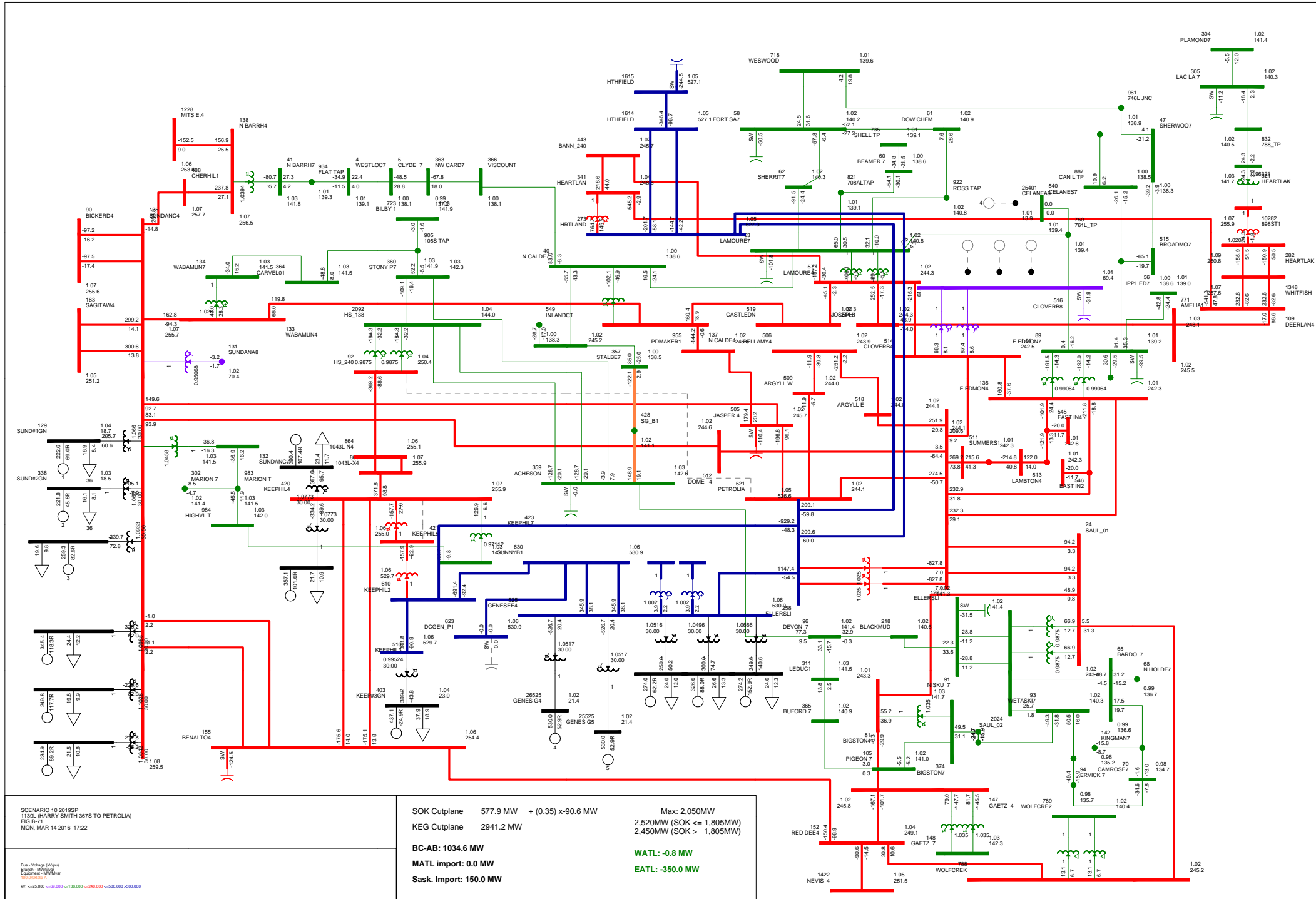
SOK Cutplane	622.1 MW + (0.35) x-92.1 MW	Max: 2,050MW 2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
KEG Cutplane	2941.0 MW	
BC-AB:	1028.1 MW	WATL: -0.8 MW EATL: -350.0 MW
MATL Import:	0.0 MW	
Sask. Import:	150.0 MW	



SCENARIO 10 2019SP
 1098L (JASPER TO POUNDMAKER)
 FIG B-70
 MON, MAR 14 2016 17:22

Bus - Voltage (KV) 50
 Branch - MW/MVA
 Equipment - MW/MVA
 Loss - %
 W - <25,000 <49,000 <138,000 <240,000 <500,000 <500,000

SOK Cutplane	628.8 MW	+ (0.35) x 90.6 MW	Max: 2,050MW
KEG Cutplane	2941.0 MW		2,520MW (SOK < 1,805MW) 2,450MW (SOK < 1,805MW)
BC-AB:	1027.7 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		



SCENARIO 10 2019SP
 1139L (HARRY SMITH 367S TO PETROLIA)
 FIG 5-71
 MON, MAR 14 2016 17:22

Bus: Voltage (KV) (a)
 Branch: MW (MW) (a)
 Equipment: MW (MW) (a)
 Loss: MW (MW) (a)

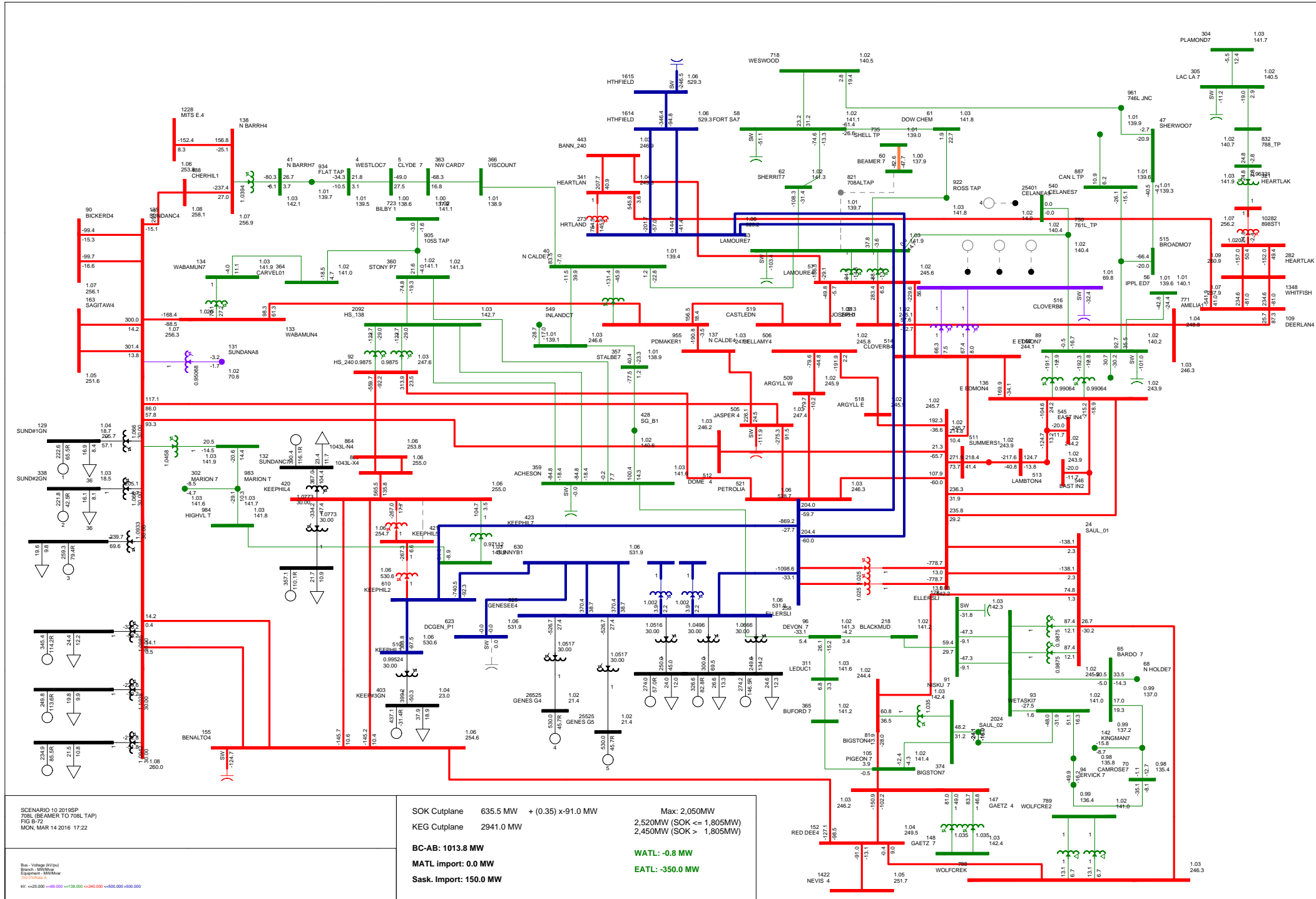
W: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

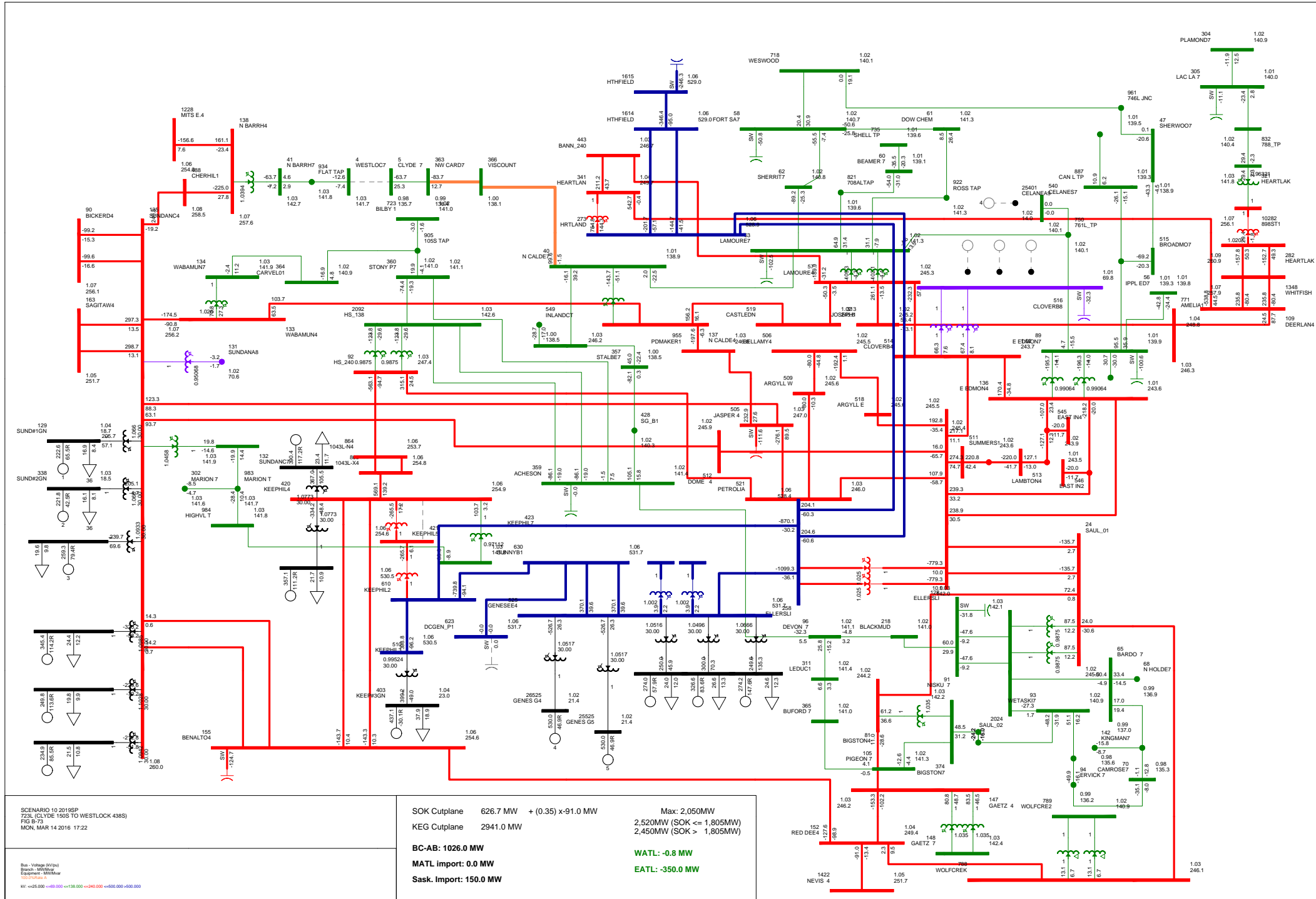
SOK Cutplane 577.9 MW + (0.35) x-90.6 MW
 KEG Cutplane 2941.2 MW

BC-AB: 1034.6 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

WATL: -0.8 MW
 EATL: -350.0 MW





SCENARIO 10 2019SP
 723L (CLYDE 150S TO WESTLOCK 438S)
 FIG 5-75
 MON, MAR 14 2016 17:22

Bus - Voltage (kV) (a)
 Branch - MW (MW) (a)
 Equipment - MW (MW) (a)
 Losses - MW (MW) (a)

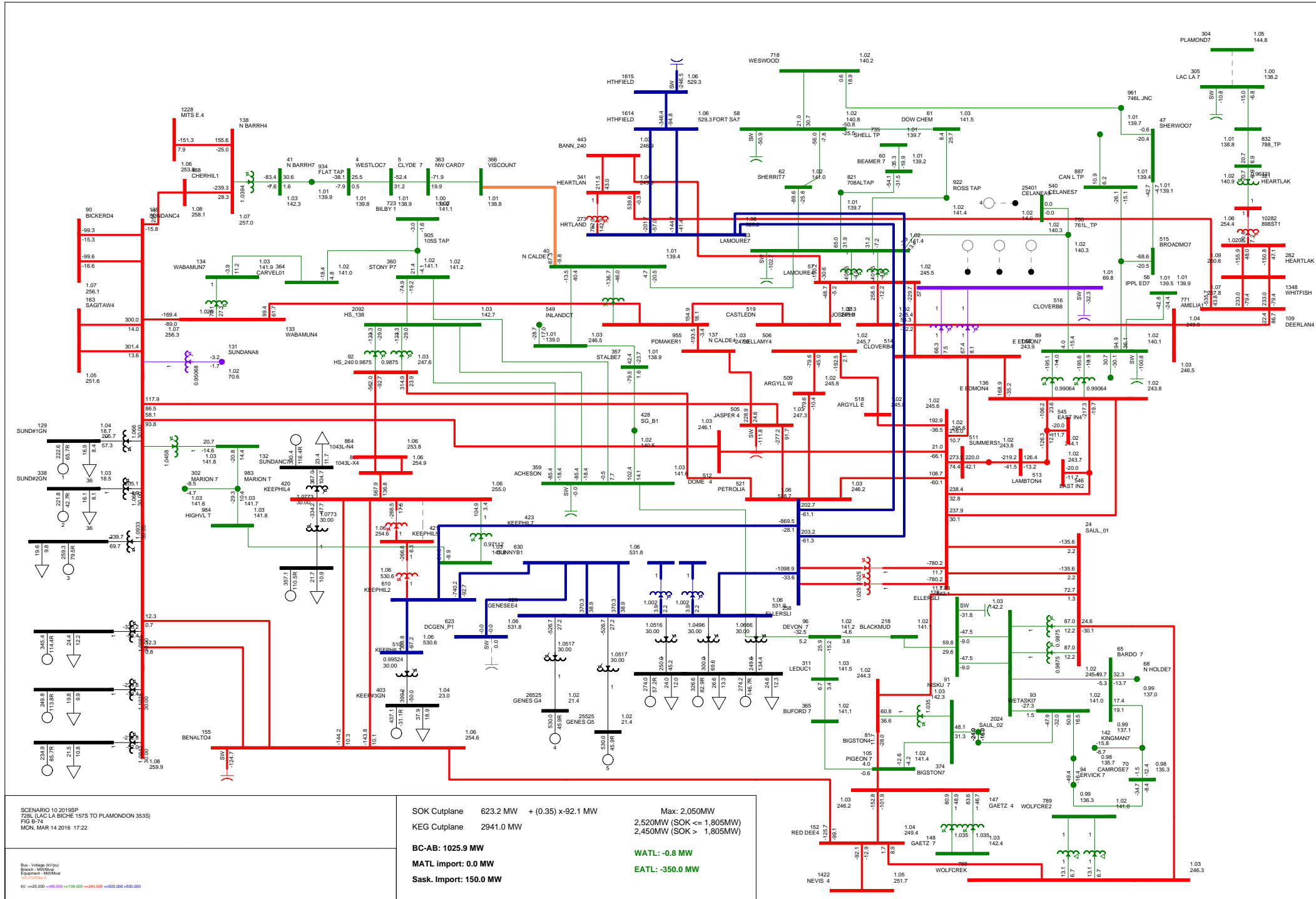
W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 626.7 MW + (0.35) x 91.0 MW
 KEG Cutplane 2941.0 MW

BC-AB: 1026.0 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

Max: 2,050 MW
 2,520 MW (SOK <= 1,805 MW)
 2,450 MW (SOK <= 1,805 MW)

WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 10 2019SP
728L (LAC LA BICHE 1575 TO PLAMONDON 353S)
FIG 5-74
MON, MAR 14 2016 17:22

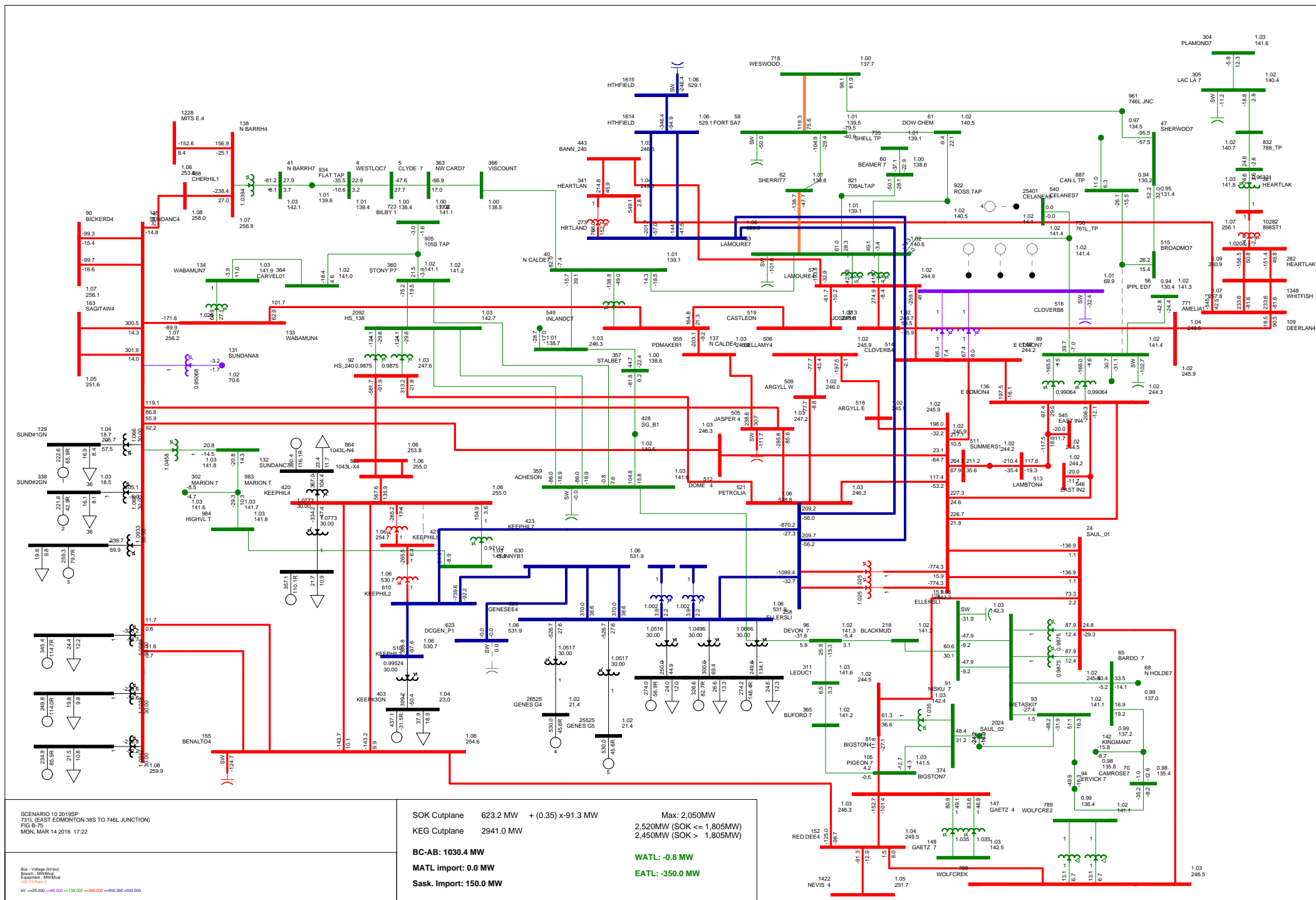
Bus - Voltage (kV) 30
Branch - MW/MVA
Equipment - MW/MVA
Color - Voltage (kV)
W: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=500.000$

SOK Cutplane 623.2 MW + (0.35) x 92.1 MW
KEG Cutplane 2941.0 MW

Max: 2,050 MW
2,520 MW (SOK <math>< 1,805</math> MW)
2,450 MW (SOK <math>< 1,805</math> MW)

BC-AB: 1025.9 MW
MATL Import: 0.0 MW
Sask. Import: 150.0 MW

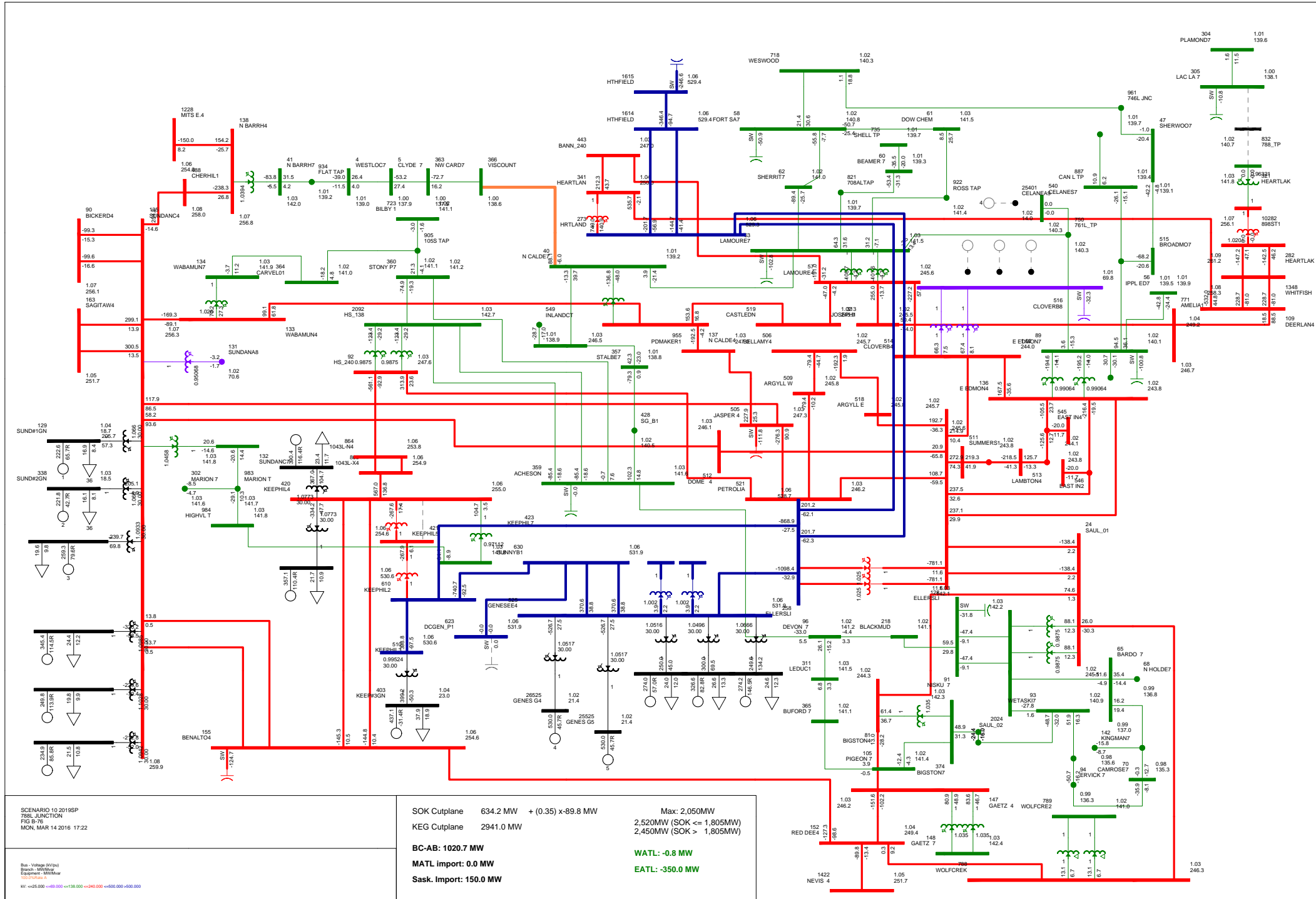
WATL: -0.8 MW
EATL: -350.0 MW



SCENARIO 10 2019SP
731L (EAST EDMONTON 38S TO 746L JUNCTION)
FIG 5-75
MON, MAR 14 2016 17:22

Bus - Voltage (KV) (a)
Branch - MW (MW) (a)
Equipment - MW (MW) (a)
W - <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane	623.2 MW	+ (0.35) x-91.3 MW	Max: 2,050MW
KEG Cutplane	2941.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB:	1030.4 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		



SCENARIO 10 2019SP
 788L_JUNCTION
 FIG 5-76
 MON, MAR 14 2016 17:22

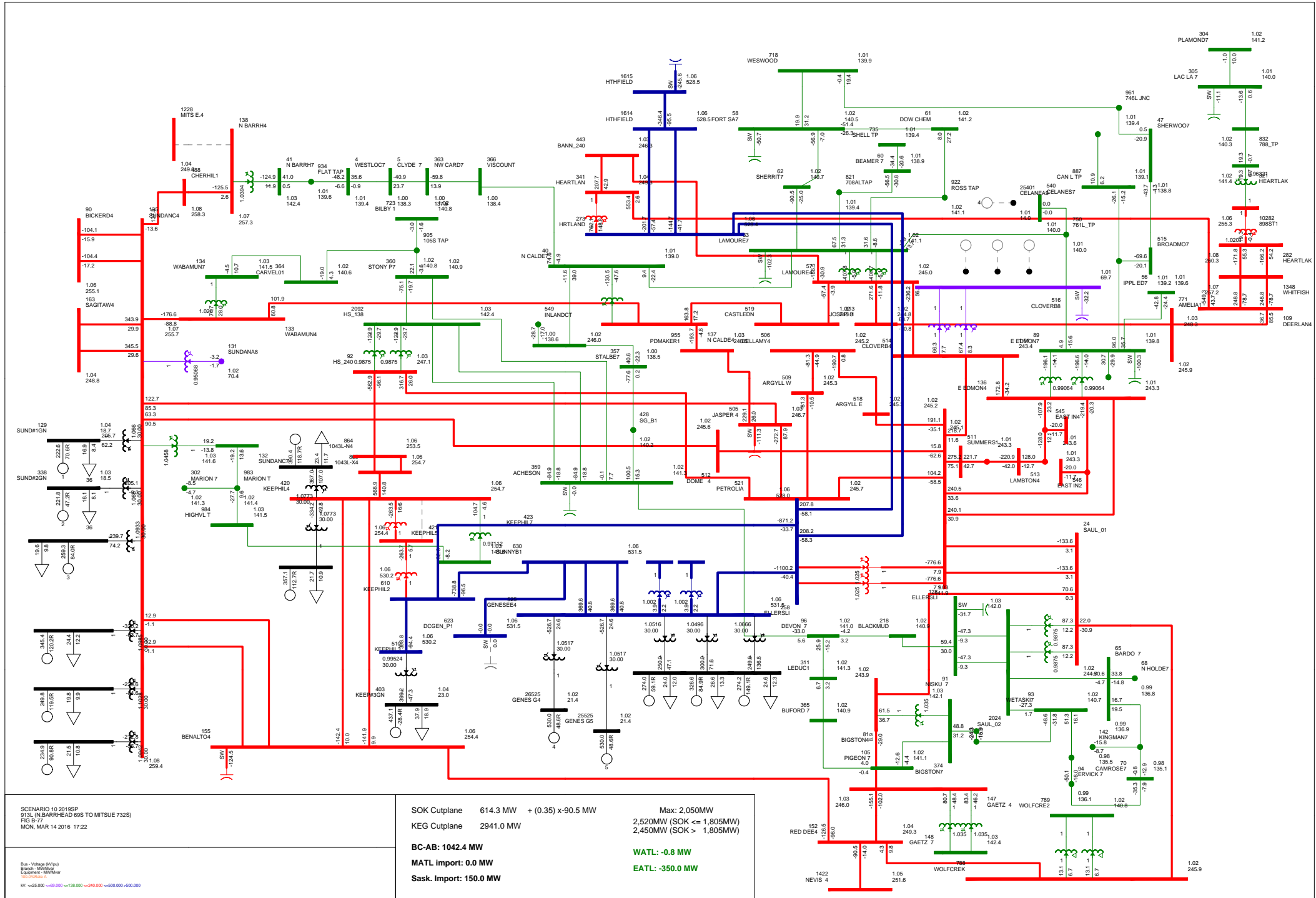
Bus - Voltage (KV) 30
 Branch - MW/MVA 100
 Equipment - MW/MVA 100
 W - =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

SOK Cutplane 634.2 MW + (0.35) x 89.8 MW
 KEG Cutplane 2941.0 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 1020.7 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.8 MW
 EATL: -350.0 MW



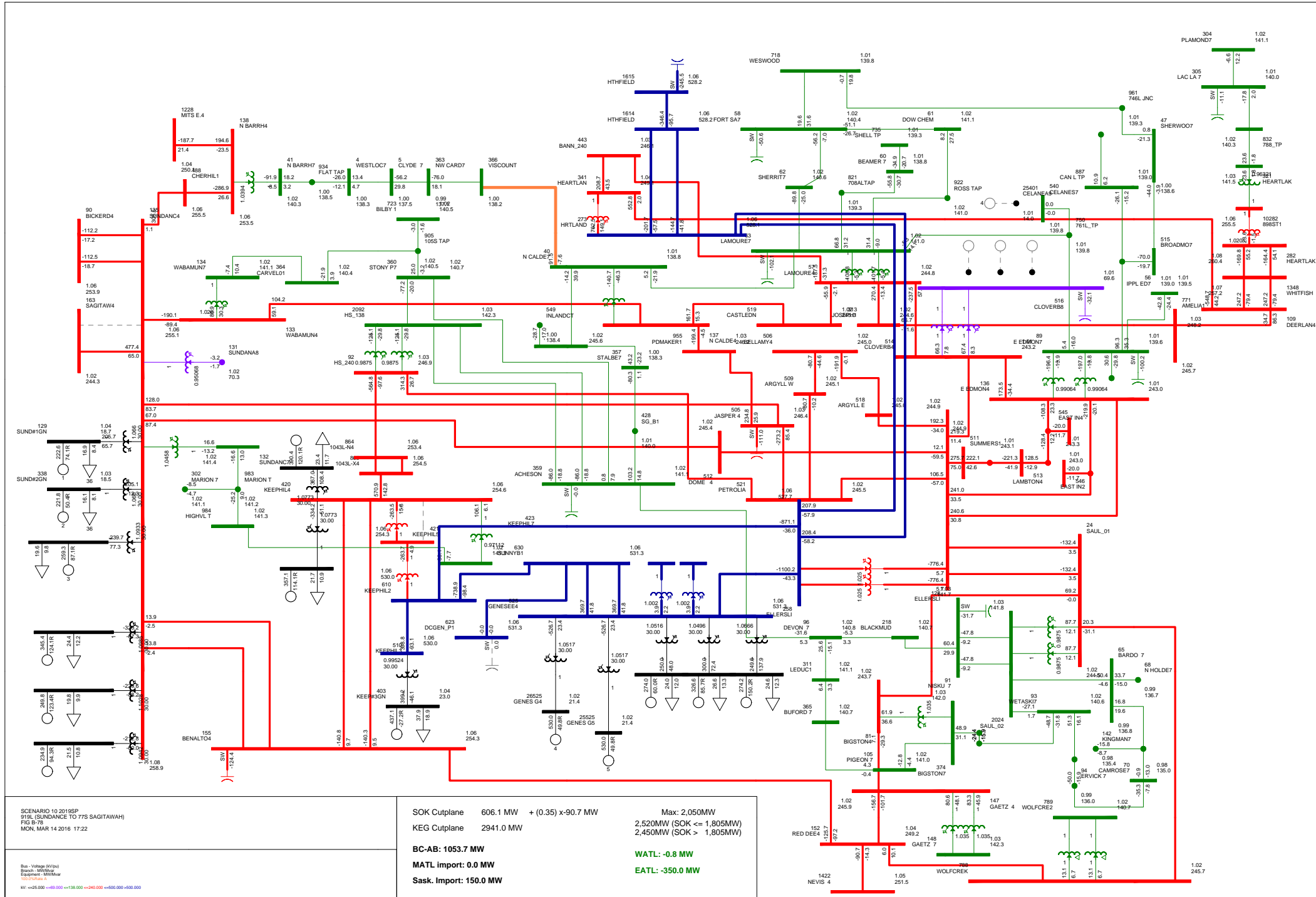
SCENARIO 10 2019SP
 913L (N BARRHEAD 69S TO MITSUE 732S)
 FIG 5-77
 MON, MAR 14 2016 17:22

Bus - Voltage (KV) 3
 Branch - MW/MVA 2
 Equipment - MW/MVA 2
 Voltage - KV 2

W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 614.3 MW + (0.35) x 90.5 MW Max: 2,050MW
 KEG Cutplane 2941.0 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

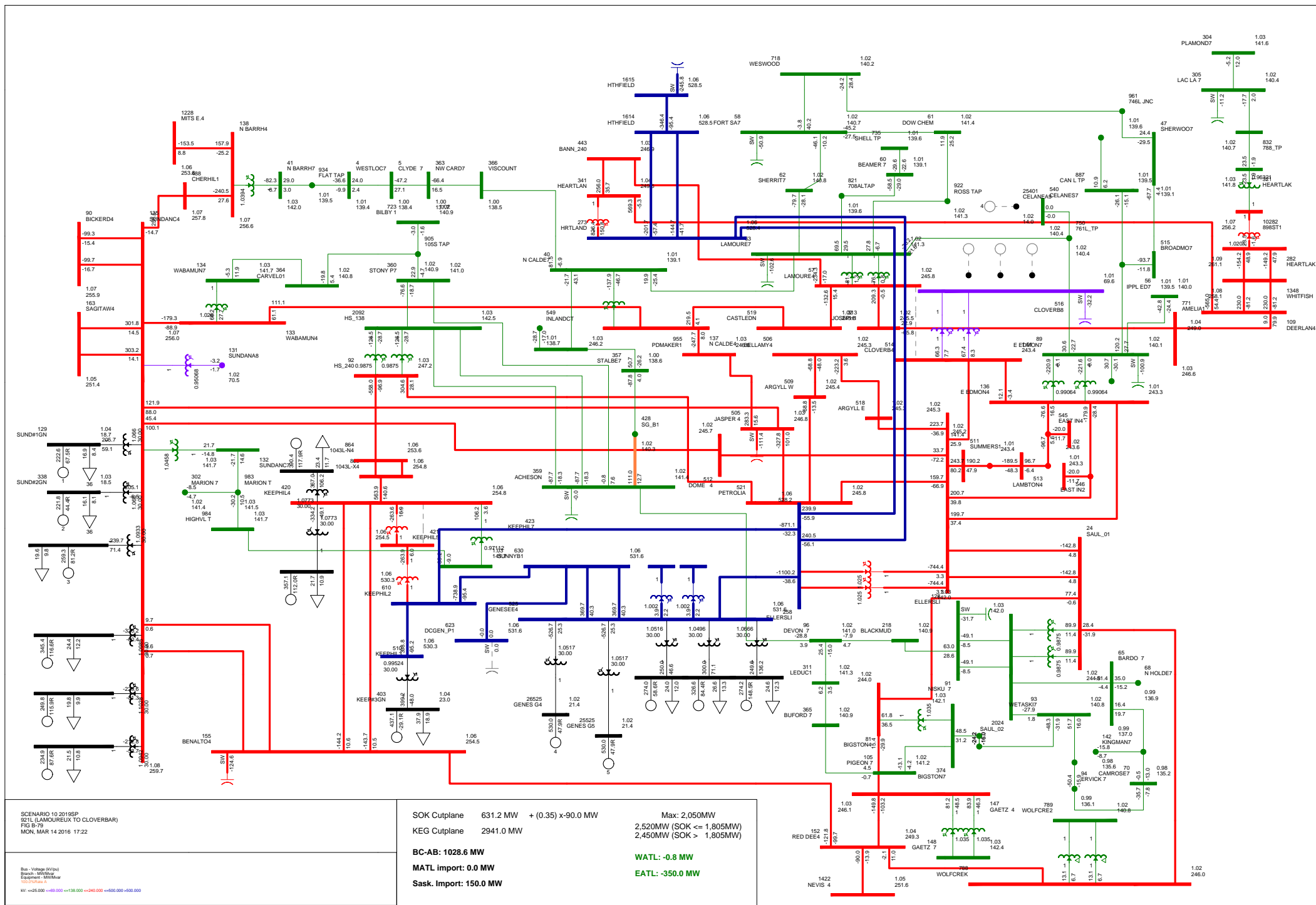
BC-AB: 1042.4 MW WATL: -0.8 MW
 MATL Import: 0.0 MW EATL: -350.0 MW
 Sask. Import: 150.0 MW



SCENARIO 10 2019SP
 919L (SUNDANCE TO 77S SAGITAWAH)
 FIG 5-76
 MON, MAR 14 2016 17:22

Bus - Voltage (KV) 3
 Branch - MW/MVar
 Equipment - MW/MVar
 Losses - MW/MVar
 W - <25,000 <69,000 <138,000 <240,000 <500,000 <500,000

SOK Cutplane	606.1 MW	+ (0.35) x 90.7 MW	Max: 2,050MW
KEG Cutplane	2941.0 MW		2,520MW (SOK < 1,805MW) 2,450MW (SOK < 1,805MW)
BC-AB:	1053.7 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		



SCENARIO 10 2019SP
 S21L (LAMOUREUX TO CLOVERBAR)
 FIG 5-79
 MON, MAR 14 2016 17:22

Bus: Voltage (kV) (a)
 Branch: MW/MVar
 Equipment: MW/MVar
 Color: MW/MVar

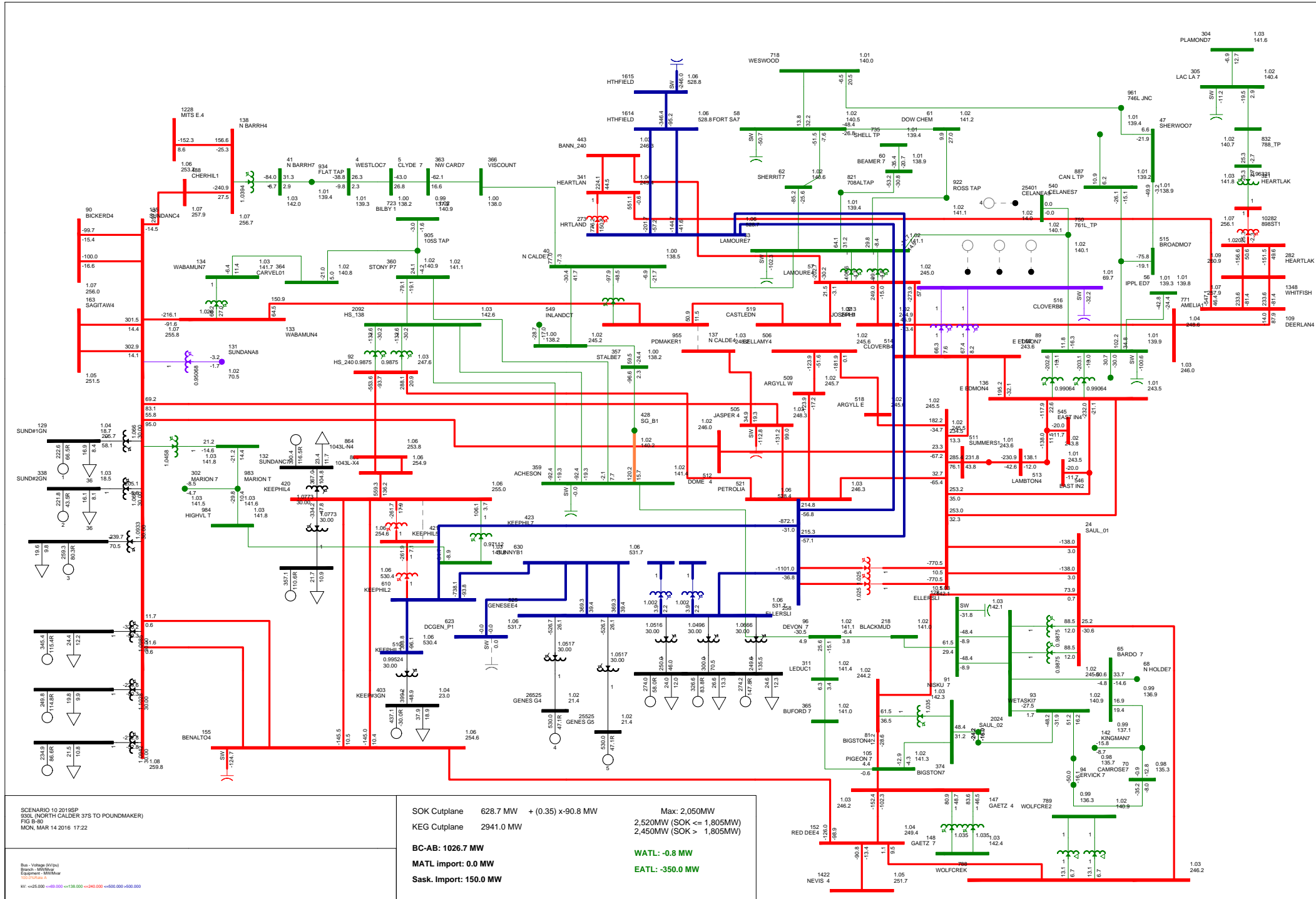
W: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=500.000$

SOK Cutplane 631.2 MW + (0.35) x 90.0 MW
 KEG Cutplane 2941.0 MW

Max: 2,050MW
 2,520MW (SOK <math>< 1,805MW</math>)
 2,450MW (SOK <math>< 1,805MW</math>)

BC-AB: 1028.6 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 10 2019SP
 S90L (NORTH CALDER 37S TO POUNDMAKER)
 FIG B-60
 MON, MAR 14 2016 17:22

Bus - Voltage (kV) @
 Branch - MW/MVar
 Equipment - MW/MVar
 Loss - %

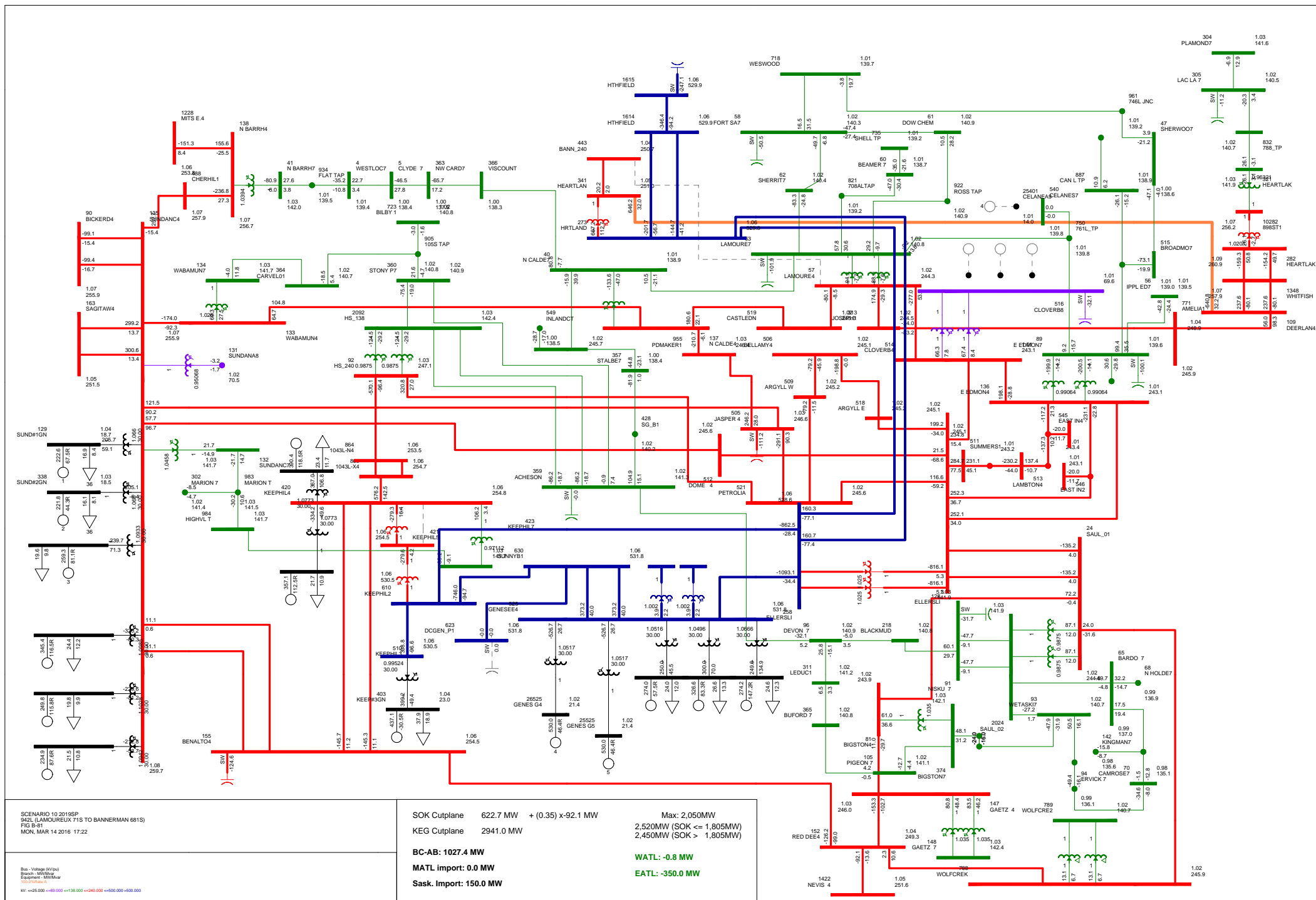
W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 628.7 MW + (0.35) x 90.8 MW
 KEG Cutplane 2941.0 MW

BC-AB: 1026.7 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 10 2019SP
 S42L (LAMOUREUX 71S TO BANNERMAN 681S)
 FID B-41
 MON, MAR 14 2016 17:22

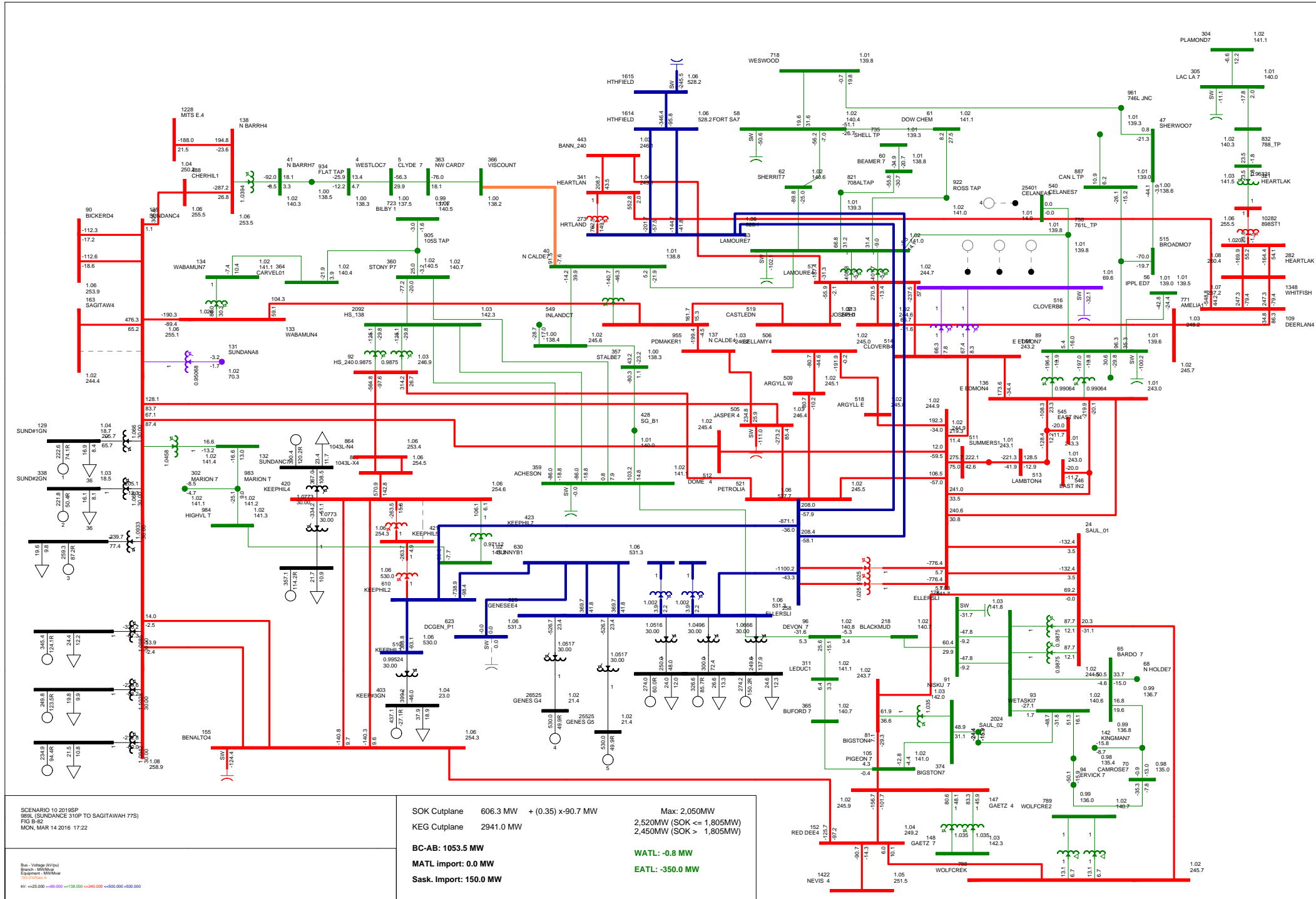
Bus: Voltage (kV) (3)
 Branch: MW (MW)
 Equipment: MW (MW)
 Loss: MW (MW)
 W: =>25.000 =<69.000 =<138.000 =<240.000 =<500.000 =<500.000

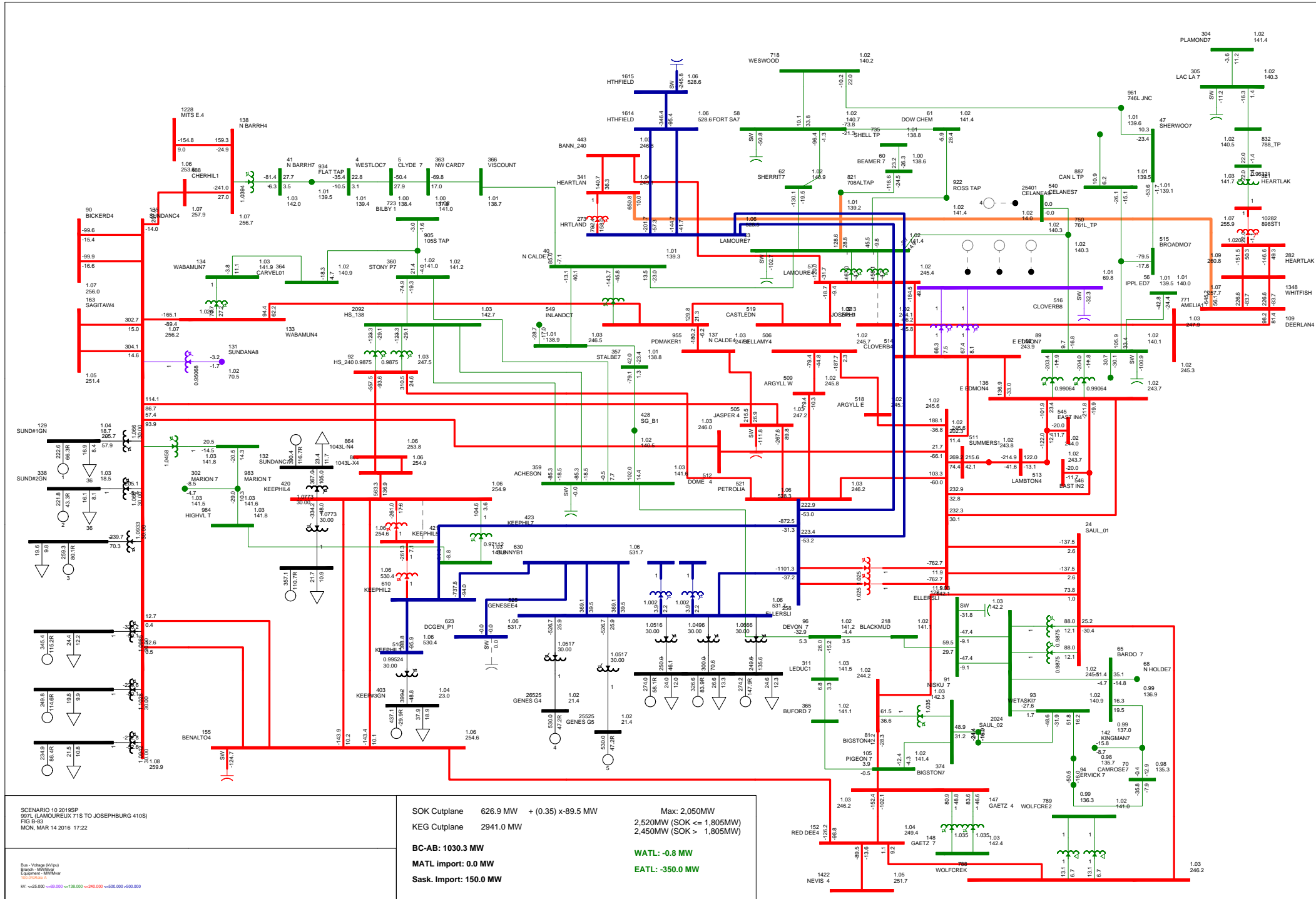
SOK Cutplane 622.7 MW + (0.35) x-92.1 MW
 KEG Cutplane 2941.0 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

BC-AB: 1027.4 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.8 MW
 EATL: -350.0 MW



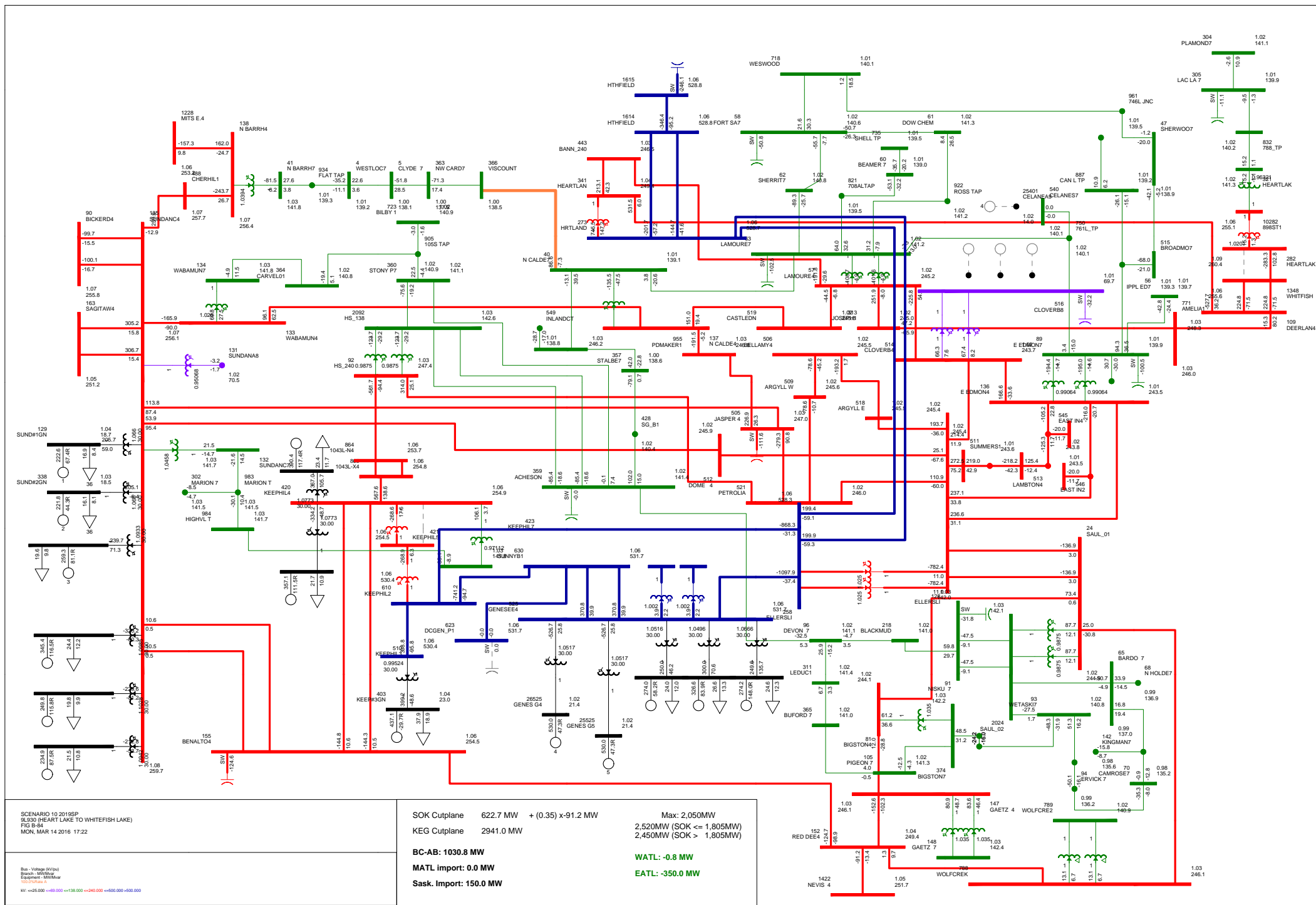


SCENARIO 10 2019SP
 997L (LAMOUREUX 71S TO JOSEPHBURG 410S)
 FIG B-43
 MON, MAR 14 2016 17:22

Bus: Voltage (KV) 3
 Branch: MW/MVA
 Equipment: MW/MVA
 Loss: %
 W: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

SOK Cutplane 626.9 MW + (0.35) x 89.5 MW
 Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 1030.3 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW
 WATL: -0.8 MW
 EATL: -350.0 MW

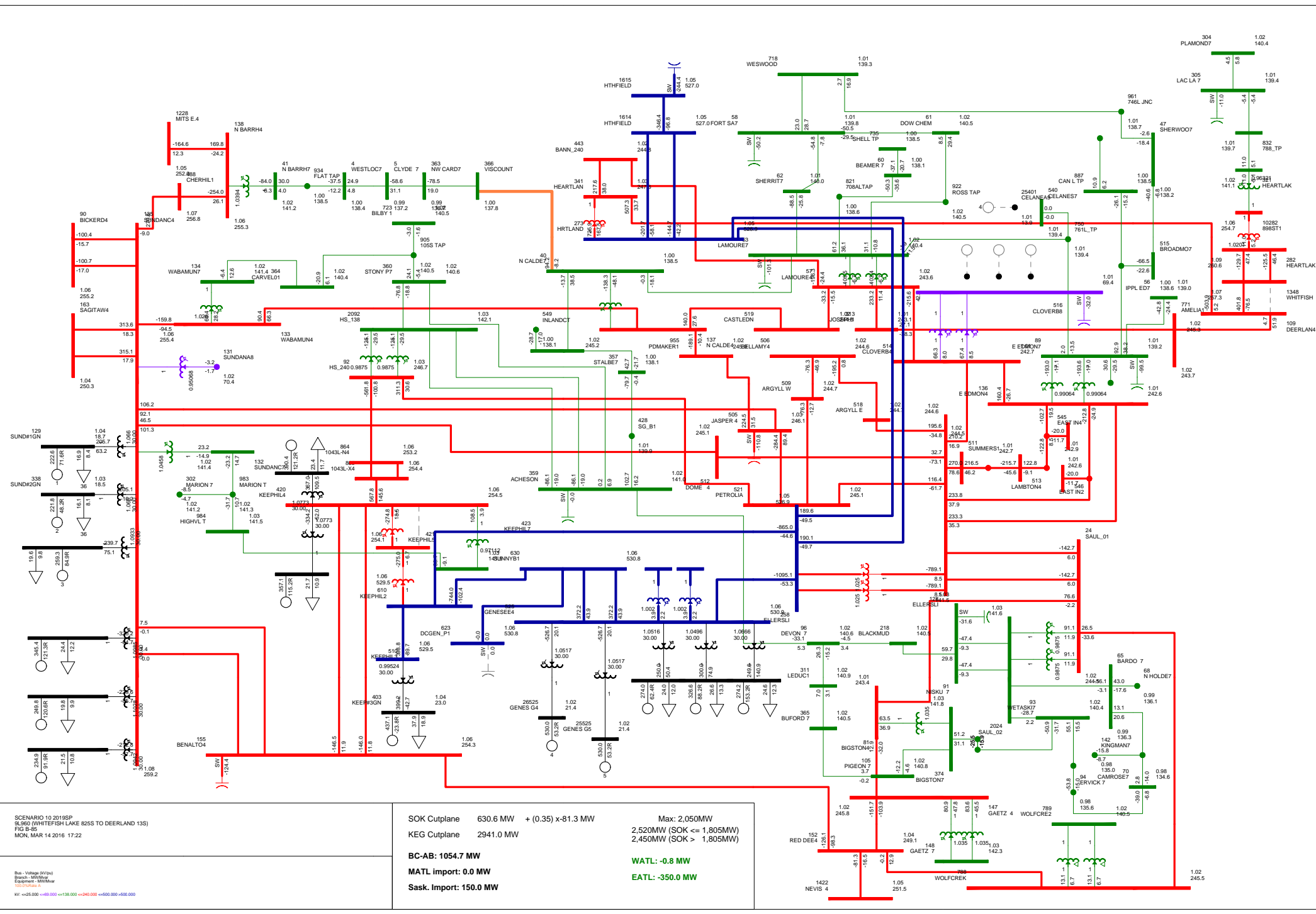


SCENARIO 10 2019SP
 SL330 (HEART LAKE TO WHITEFISH LAKE)
 FIG B-64
 MON, MAR 14 2016 17:22

Bus - Voltage (kV) (3)
 Branch - MW/MVA
 Equipment - MW/MVA
 MW - <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane	622.7 MW	+(0.35) x 91.2 MW	Max: 2,050MW
KEG Cutplane	2941.0 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)

BC-AB:	1030.8 MW	WATL: -0.8 MW
MATL Import:	0.0 MW	EATL: -350.0 MW
Sask. Import:	150.0 MW	

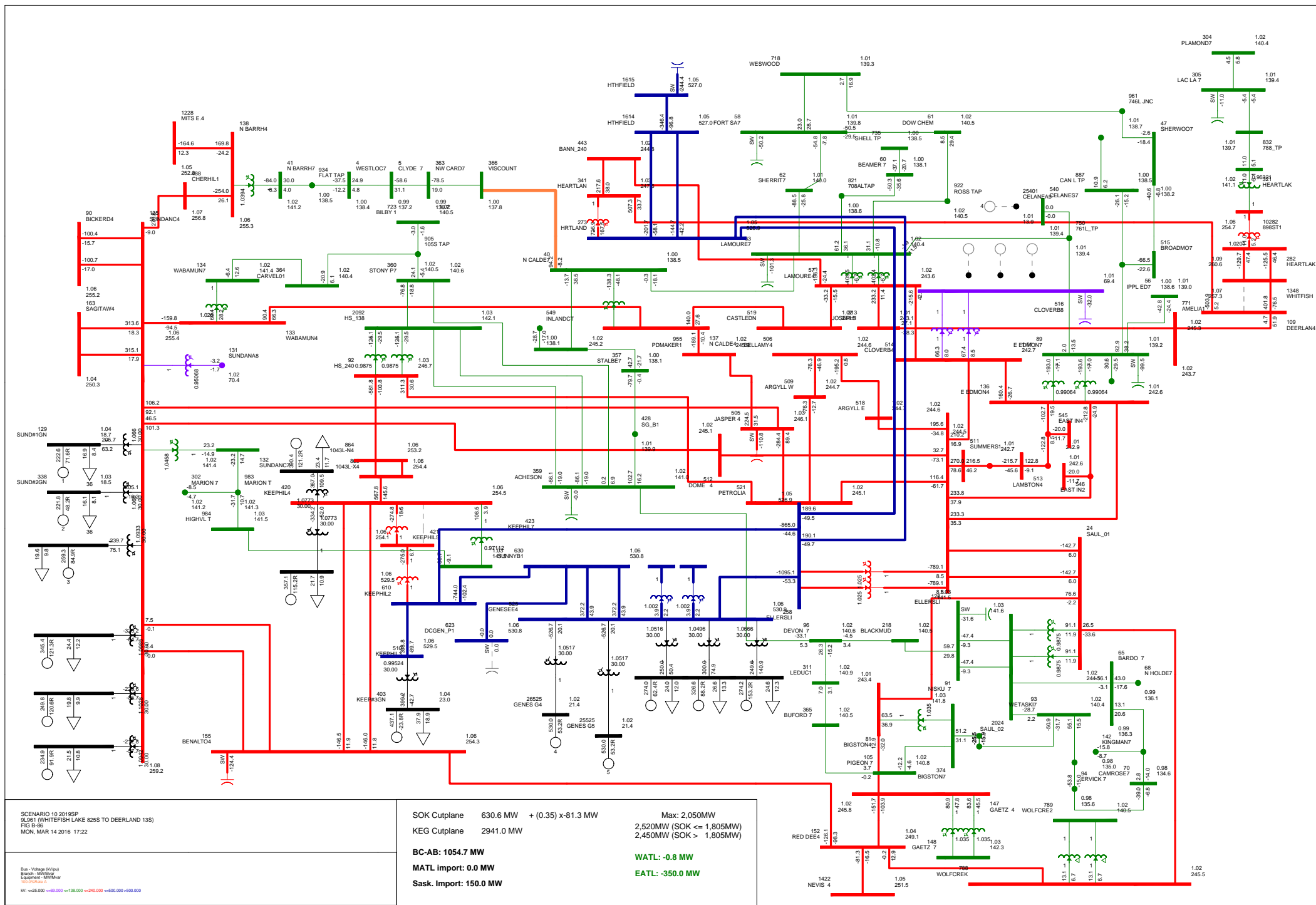


SCENARIO 10 2019SP
 SL560 (WHITEFISH LAKE 825S TO DEERLAND 13S)
 FIG B-45
 MON, MAR 14 2016 17:22

Bus - Voltage (KV) @
 Branch - MW/MVA
 Equipment - MW/MVA
 MW: <25,000 <60,000 <130,000 <240,000 <500,000 <500,000

SOK Cutplane 630.6 MW + (0.35) x 81.3 MW Max: 2,050MW
 KEG Cutplane 2941.0 MW 2,520MW (SOK < 1,805MW)
 2,450MW (SOK < 1,805MW)

BC-AB: 1054.7 MW WATL: -0.8 MW
 MATL Import: 0.0 MW EATL: -350.0 MW
 Sask. Import: 150.0 MW

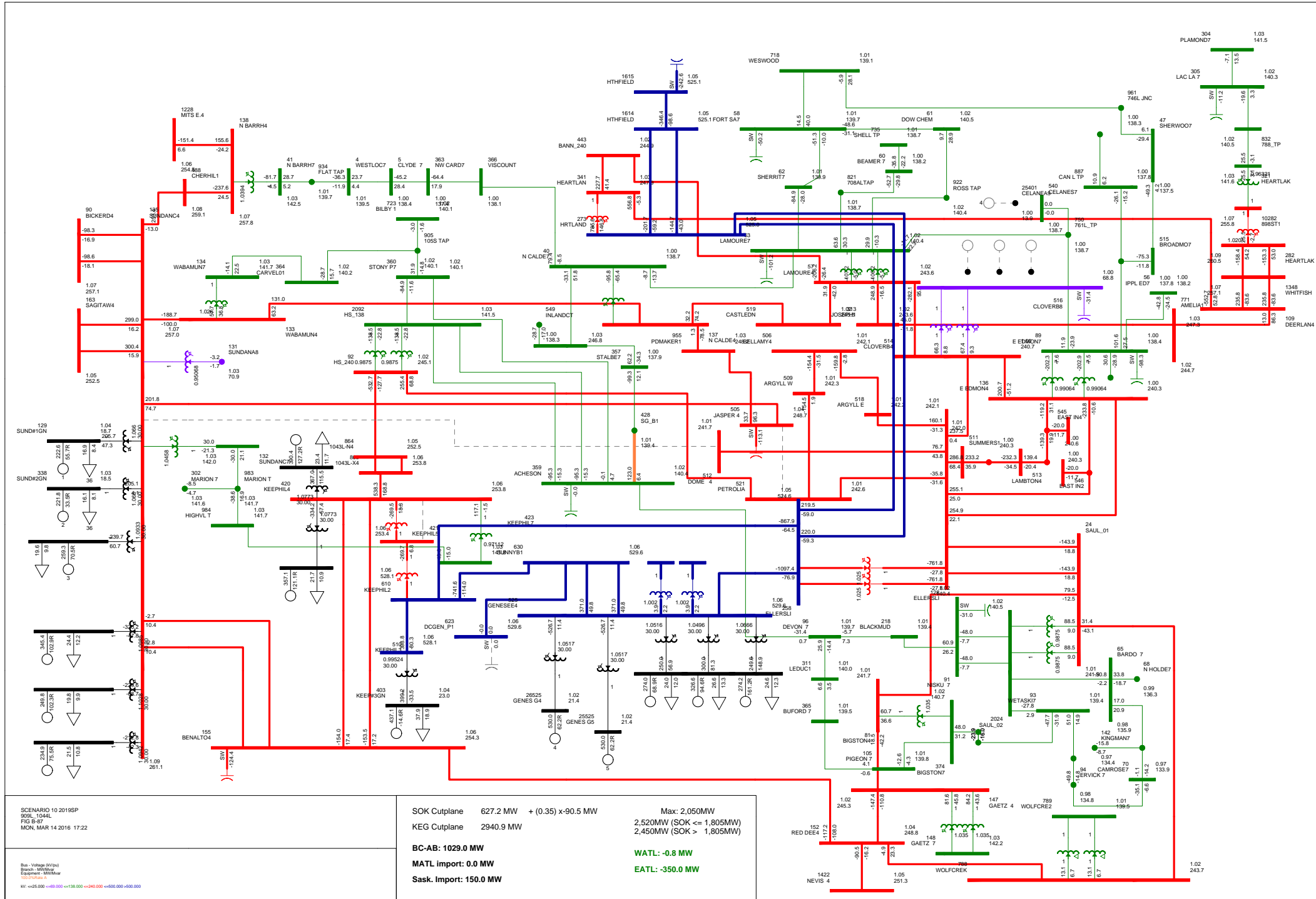


SCENARIO 10 2019SP
 SL561 (WHITEFISH LAKE 825S TO DEERLAND 13S)
 FIG 8-86
 MON, MAR 14 2016 17:22

Bus - Voltage (kV) (3)
 Branch - MW (MW)
 Equipment - MW (MW)
 Loss - MW (MW)
 W - <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 630.6 MW + (0.35) x 81.3 MW Max: 2,050MW
 KEG Cutplane 2941.0 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

BC-AB: 1054.7 MW WATL: -0.8 MW
 MATL Import: 0.0 MW EATL: -350.0 MW
 Sask. Import: 150.0 MW



SCENARIO 10 2019SP
 909L_1044L
 FIG 5-47
 MON, MAR 14 2016 17:22

Bus - Voltage (KV) (3)
 Branch - MW (MW)
 Equipment - MW (MW)
 Loss - MW (MW)

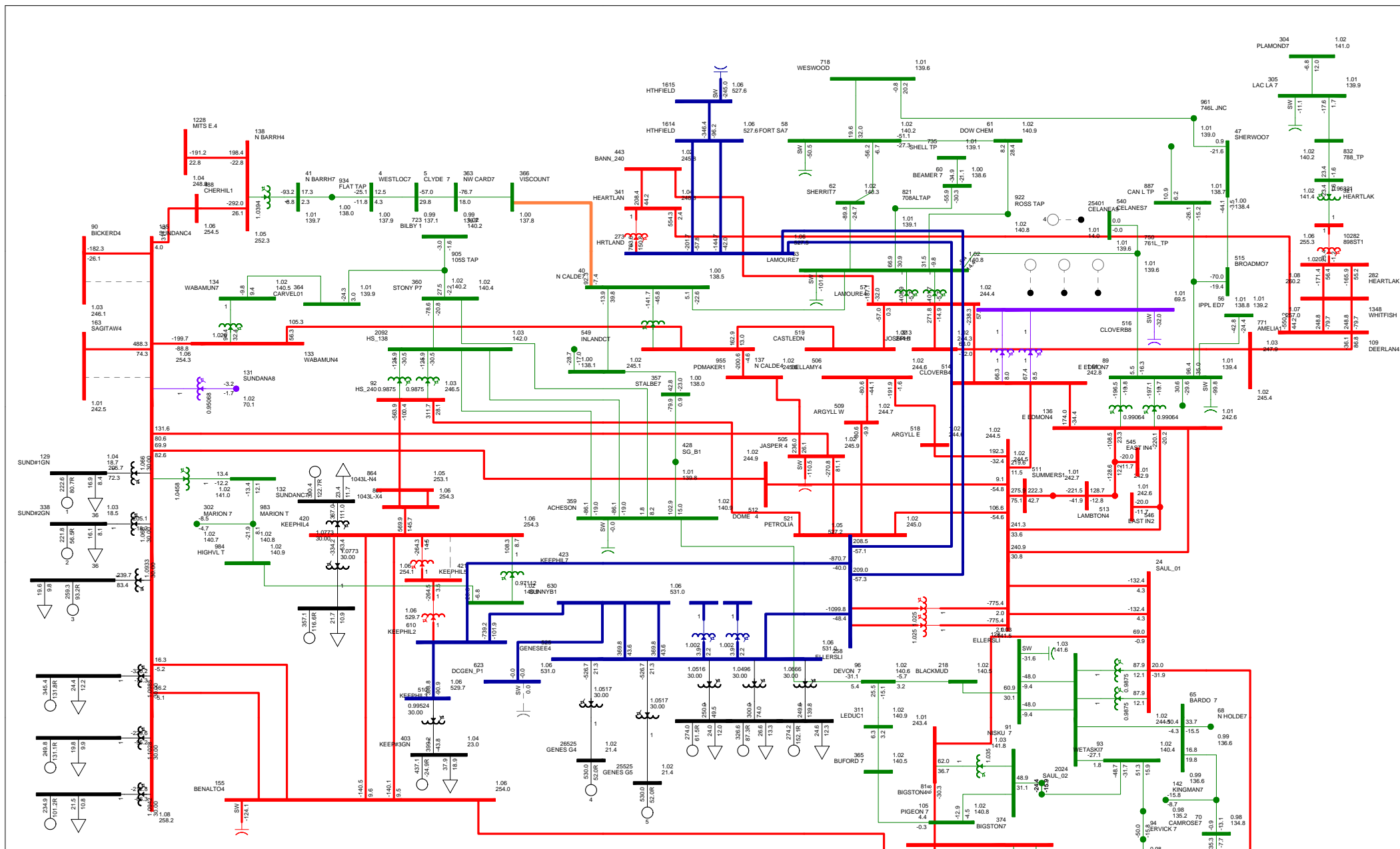
W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 627.2 MW + (0.35) x 90.5 MW
 Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

KEG Cutplane 2940.9 MW

BC-AB: 1029.0 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.8 MW
 EATL: -350.0 MW

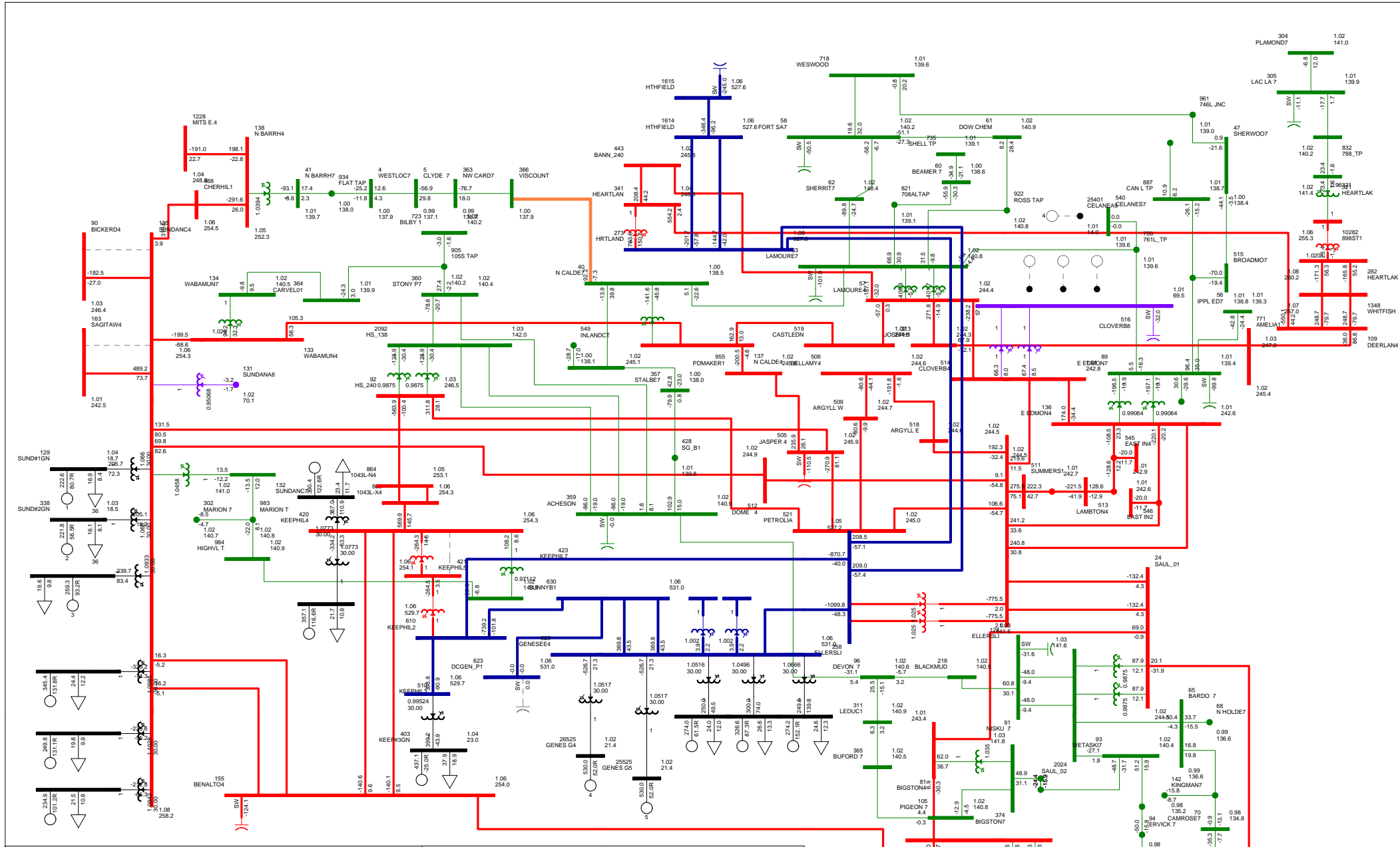


SCENARIO 10 2019SP
 895L_973L
 FIG 15-88
 MON, MAR 14 2016 17:22

Bus: Voltage (kV) (3)
 Branch: MW (MW)
 Equipment: MW (MW)
 Loss: %

W: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

SOK Cutplane	600.9 MW	+(0.35) x 90.7 MW	Max: 2,050MW
KEG Cutplane	2941.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB: 1060.9 MW			WATL: -0.8 MW
MATL Import: 0.0 MW			EATL: -350.0 MW
Sask. Import: 150.0 MW			



SCENARIO 10 2019SP
 915L_974L
 FIG 5-89
 MON, MAR 14 2016 17:22

Bus - Voltage (kV) @
 Branch - MW/MVar
 Equipment - MW/MVar
 Loss - %

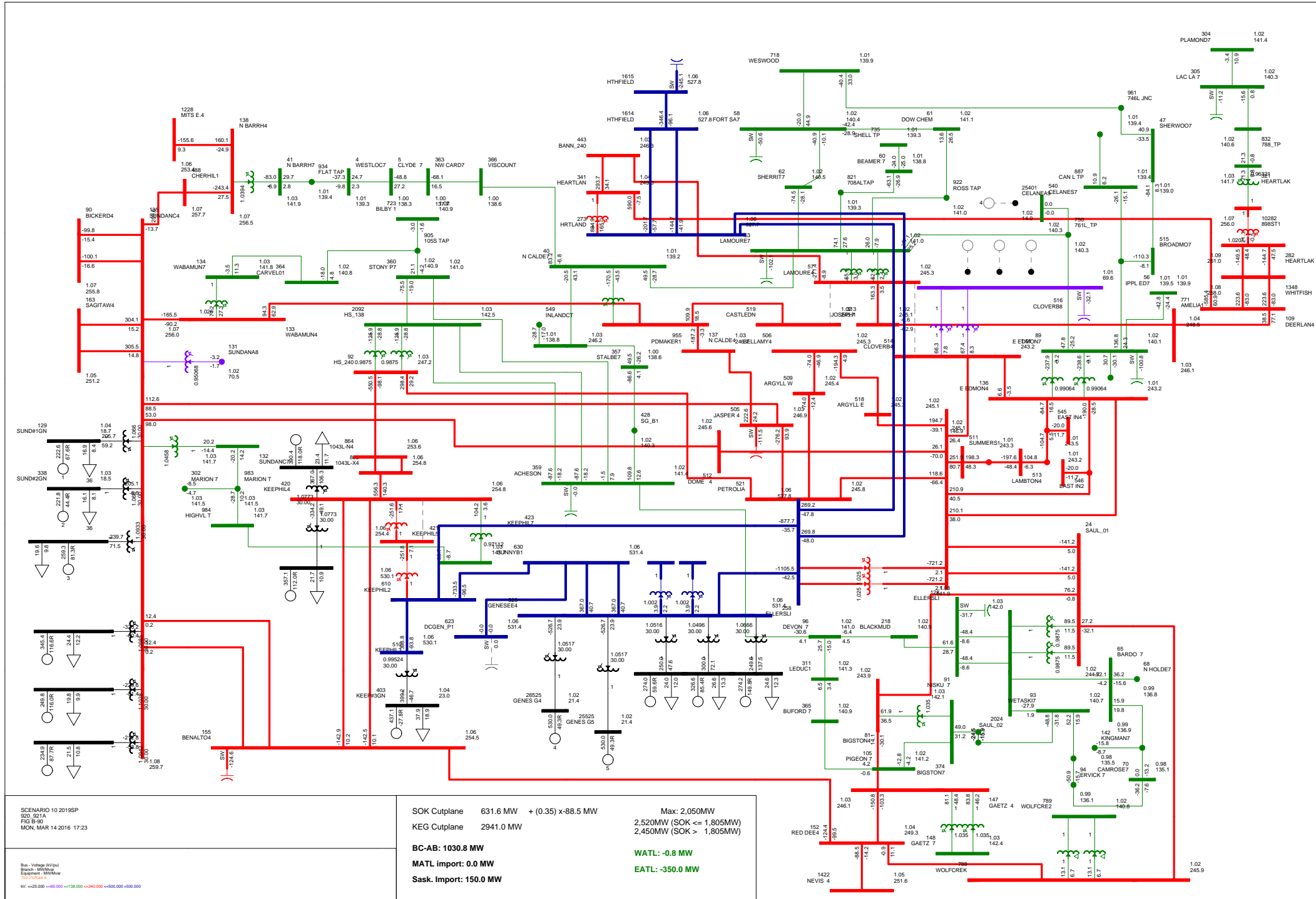
W: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 <=500.000

SOK Cutplane 601.1 MW + (0.35) x 90.7 MW
 KEG Cutplane 2941.0 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

BC-AB: 1060.6 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 10 2019SP
 S20_S21A
 FIG B-50
 MON, MAR 14 2016 17:23

Bus: Voltage (kV) (3)
 Branch: MW (MW)
 Equipment: MW (MW)
 Loss: % (MW)

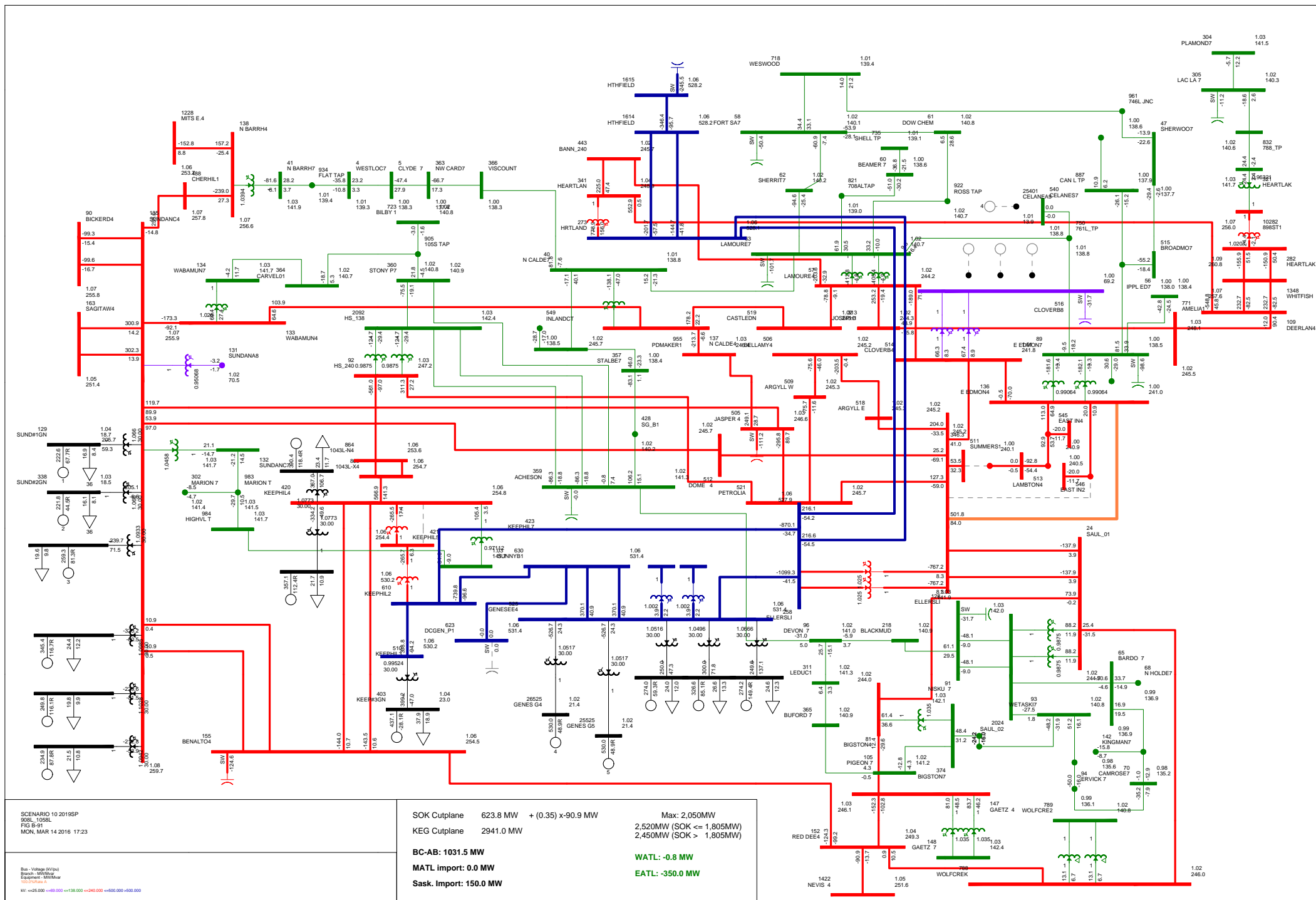
W: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

SOK Cutplane 631.6 MW + (0.35) x-88.5 MW
 KEG Cutplane 2941.0 MW

BC-AB: 1030.8 MW
 MATL Import: 0.0 MW
 Sask. Import: 150.0 MW

Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK <= 1,805MW)

WATL: -0.8 MW
 EATL: -350.0 MW

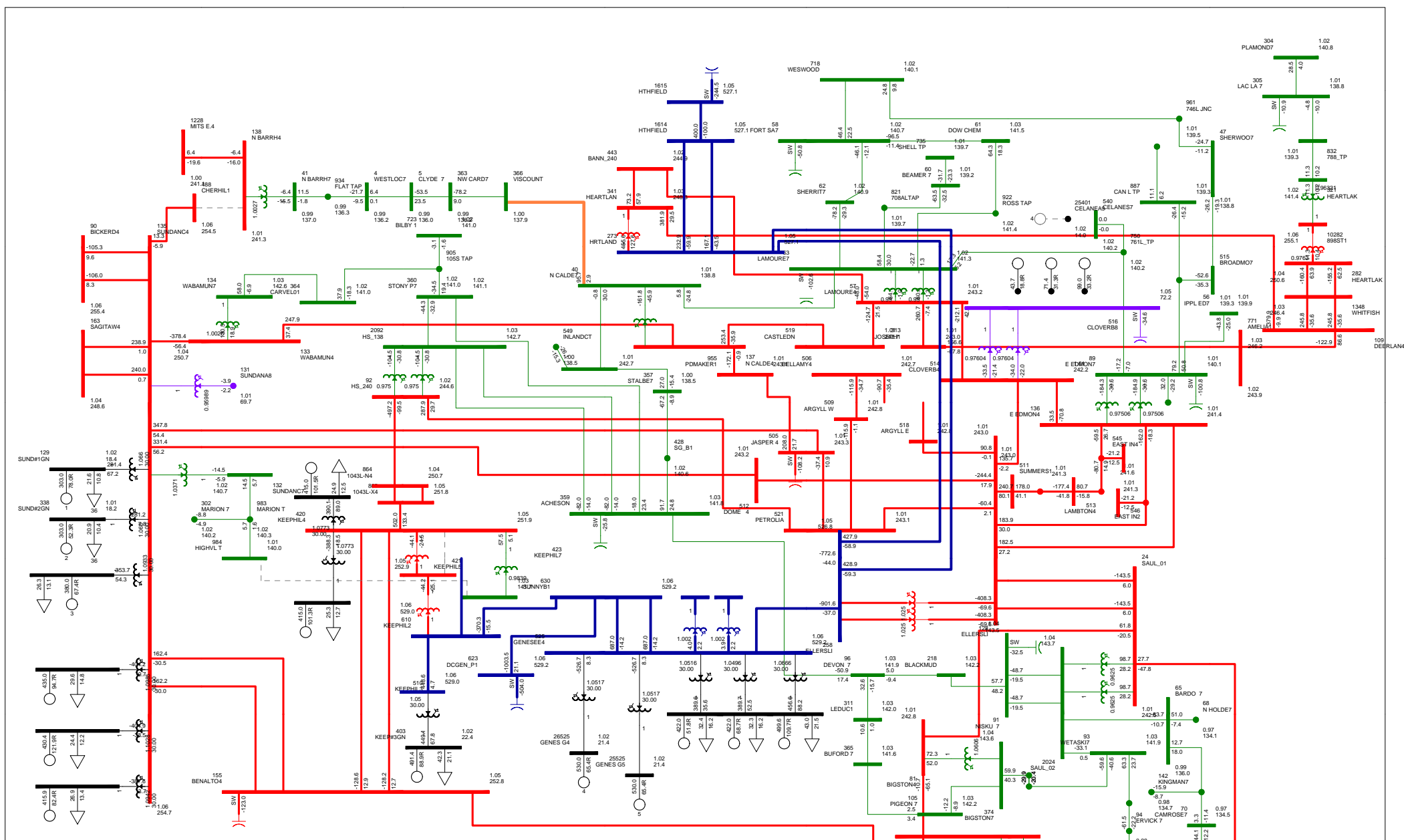


SCENARIO 10 2019SP
 908L_1058L
 FIG B-01
 MON, MAR 14 2016 17:23

Bus - Voltage (kV) @
 Branch - MW/MVar
 Equipment - MW/MVar

W: =>25.000 =<=69.000 =<=138.000 =<=240.000 =<=500.000 =<=500.000

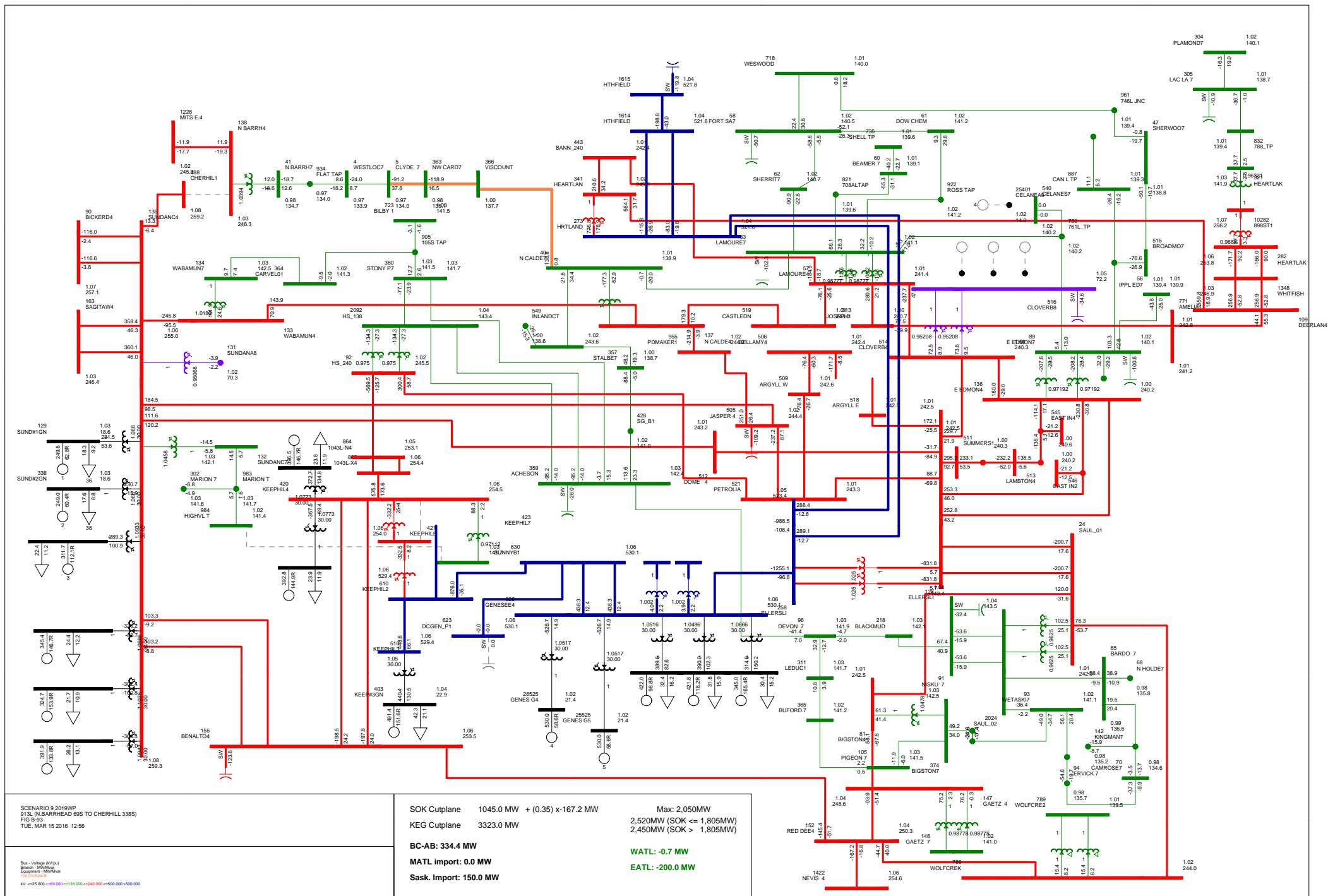
SOK Cutplane	623.8 MW	+ (0.35) x-90.9 MW	Max: 2,050MW
KEG Cutplane	2941.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK <= 1,805MW)
BC-AB:	1031.5 MW		WATL: -0.8 MW EATL: -350.0 MW
MATL Import:	0.0 MW		
Sask Import:	150.0 MW		



SCENARIO 7 2019WP
 313_N BARRHEAD 855 TO CHERHILL 338S)
 FIG B-22
 TUE, MAR 15 2016 12:56

Bus - Voltage (kV) (no)
 Branch - MW (MW)
 Equipment - MVA (MVA)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

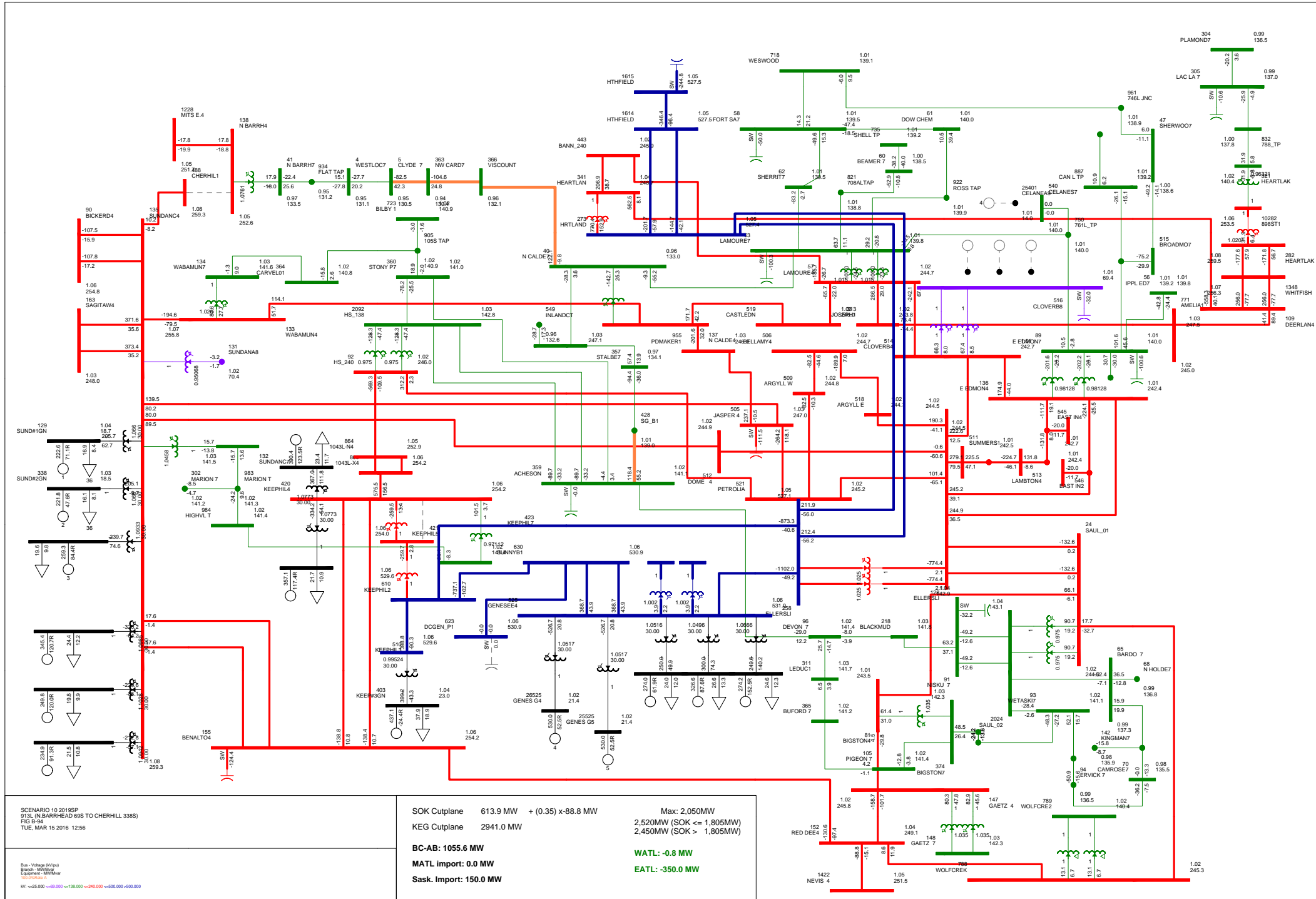
SOK Cutplane	952.6 MW	+ (0.35) x 8.7 MW	Max: 2,050MW
KEG Cutplane	2499.7 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-992.6 MW		WATL: 976.0 MW
MATL import:	0.0 MW		EATL: 395.3 MW
Sask. import:	-150.0 MW		



SCENARIO 9 2019WP
 313_N BARRHEAD 855 TO CHERHILL 338S)
 FIG B-33
 TUE, MAR 15 2016 12:56

Bus - Voltage (KV/ps)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV = $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000$

SOK Cutplane	1045.0 MW + (0.35) x-167.2 MW	Max: 2,050MW
KEG Cutplane	3323.0 MW	2,520MW (SOK \leq 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	334.4 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



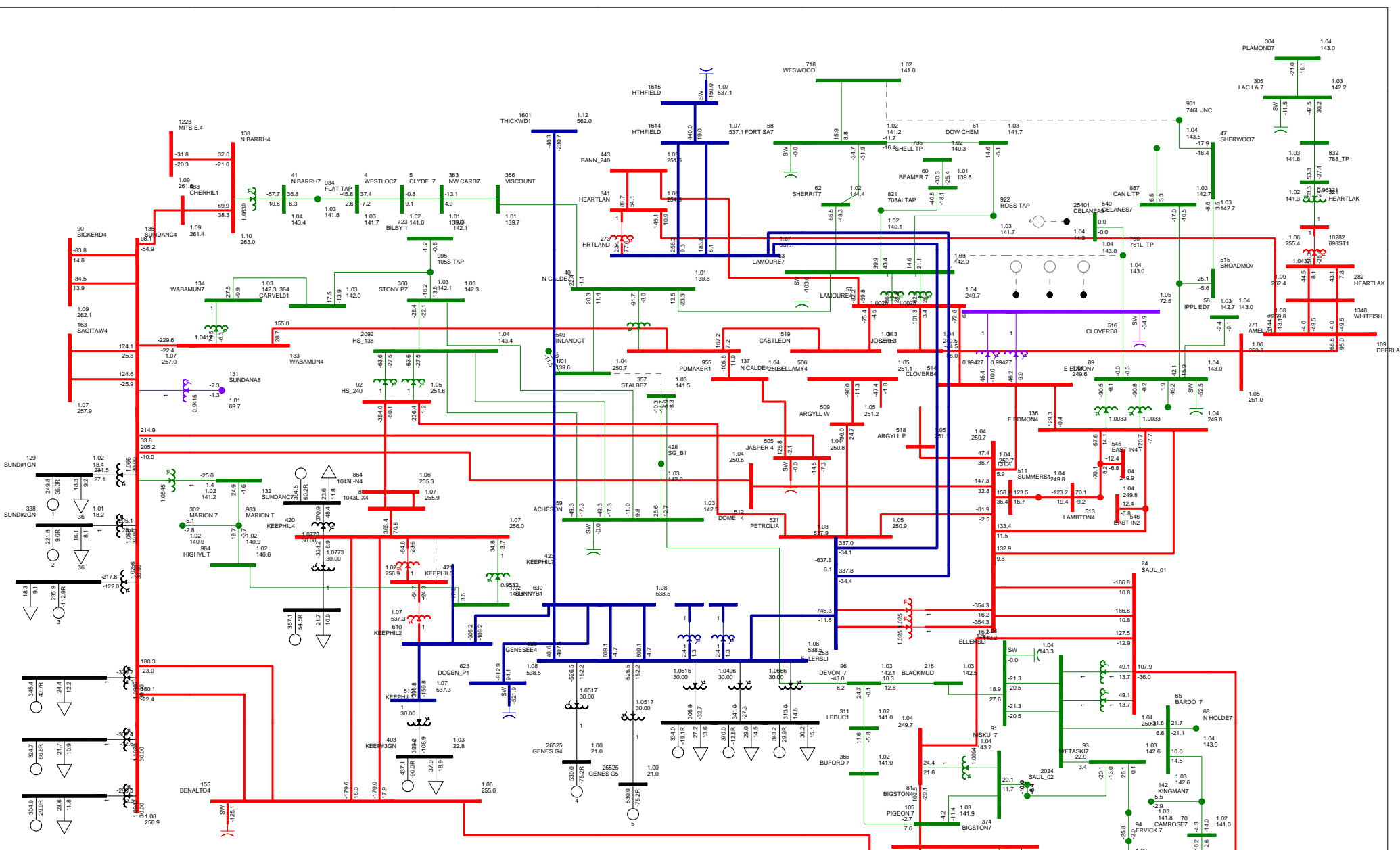
SCENARIO 10 2019SP
 913L (N BARRHEAD 69S TO CHERHILL 338S)
 FIG B-04
 TUE, MAR 15 2016 12:56

Bus - Voltage (KV) (a)
 Branch - MW/MVA
 Equipment - MW/MVA
 W - =25.000 =69.000 =138.000 =240.000 =500.000 =500.000

SOK Cutplane	613.9 MW	+(0.35) x 88.8 MW	Max: 2,050 MW
KEG Cutplane	2941.0 MW		2,520 MW (SOK < 1,805 MW) 2,450 MW (SOK < 1,805 MW)
BC-AB: 1055.6 MW			WATL: -0.8 MW
MATL Import: 0.0 MW			EATL: -350.0 MW
Sask. Import: 150.0 MW			

Attachment C

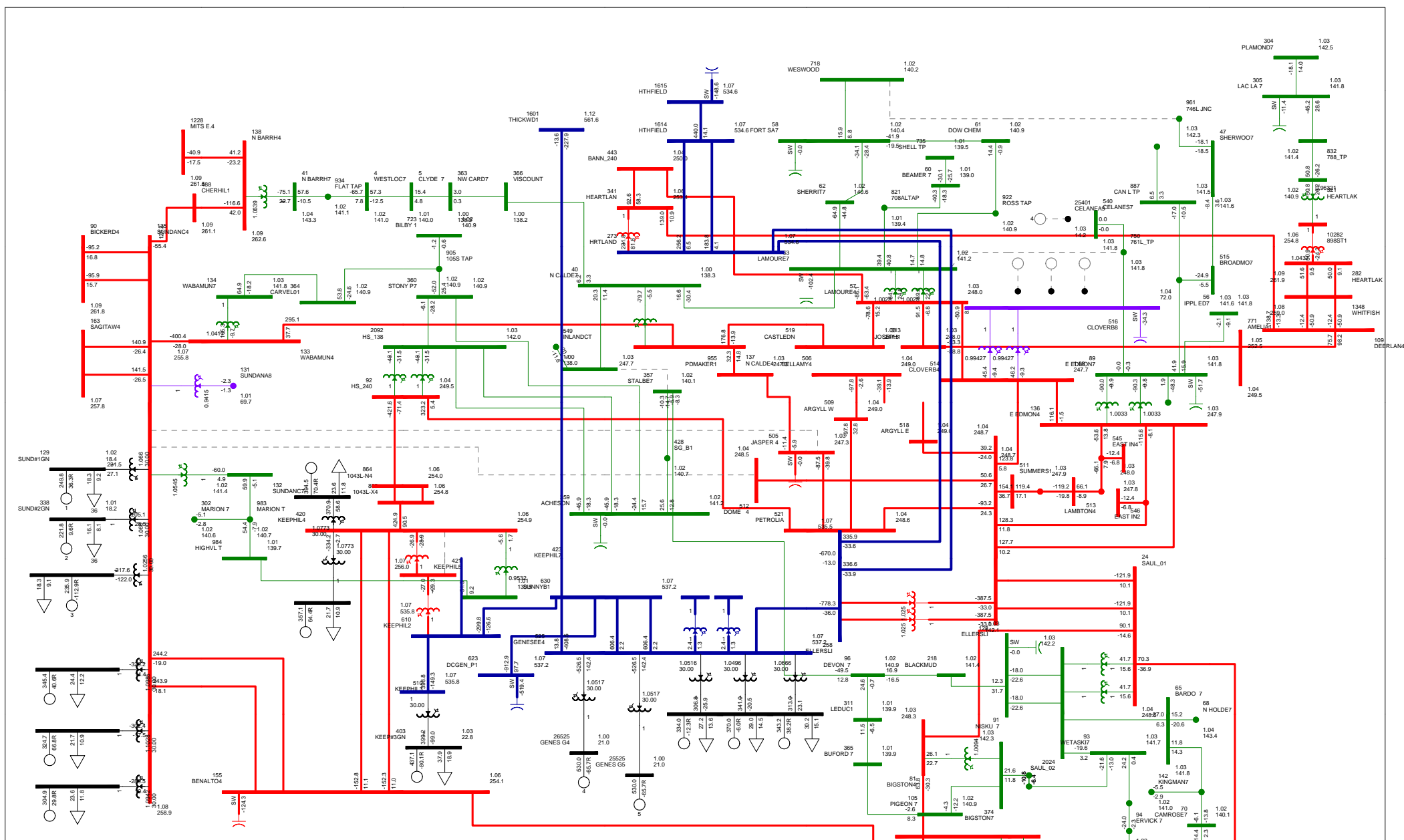
Near-Term Post-Connection with LTP Power Flow Analysis Results



SCENARIO 6 2019SL
 BASE CASE
 FIG C-1
 TUE, MAR 15 2016 10:21

Bus - Voltage (kV) in
 Branch - MW/MVar
 Equipment - MW/MVar
 (3) - 3 Phase
 kV = 25,000 - 69,000 - 138,000 - 240,000 - 500,000 - 650,000

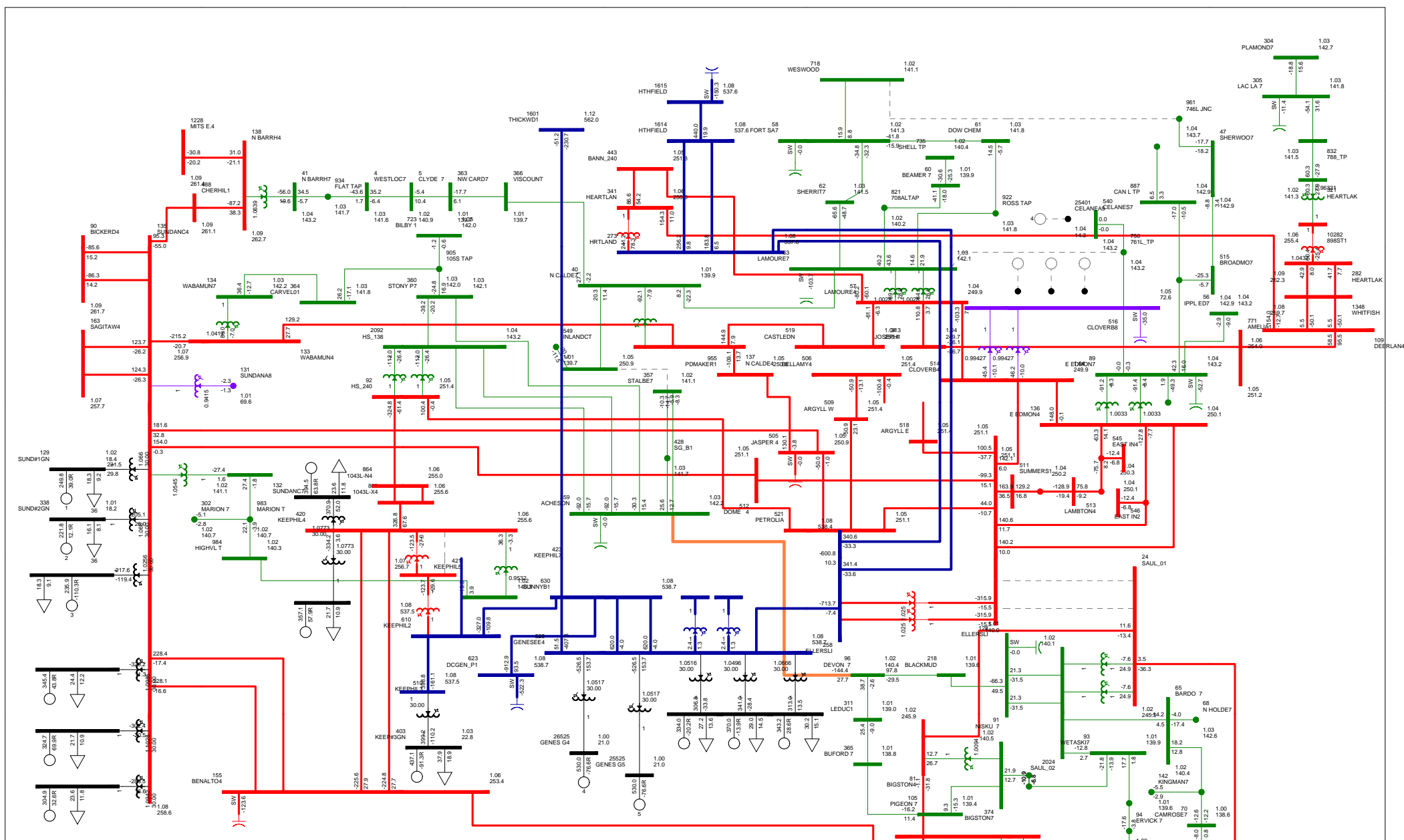
SOK Cutplane	1049.2 MW + (0.35) x-36.4 MW	Max: 2,050MW
KEG Cutplane	2155.4 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-791.0 MW	WATL: 890.1 MW
MATL import:	0.0 MW	EATL: 434.3 MW
Sask. import:	-150.0 MW	



SCENARIO 6 2019SL
 308, 104SL
 FIG C-2
 TUE, MAR 15 2016 10:21

Bus Voltage (kV) (p)
 Branch - MW (MW)
 Equipment - MW (MW)
 Equipment - MVA (MVA)
 KV =>25.000=>69.000=>138.000=>240.000=>500.000=>600.000

SOK Cutplane	1040.9 MW + (0.35) x-34.4 MW	Max: 2,050MW
KEG Cutplane	2182.2 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	-782.9 MW	WATL: 890.1 MW
MATL import:	0.0 MW	EATL: 434.3 MW
Sask. import:	-150.0 MW	

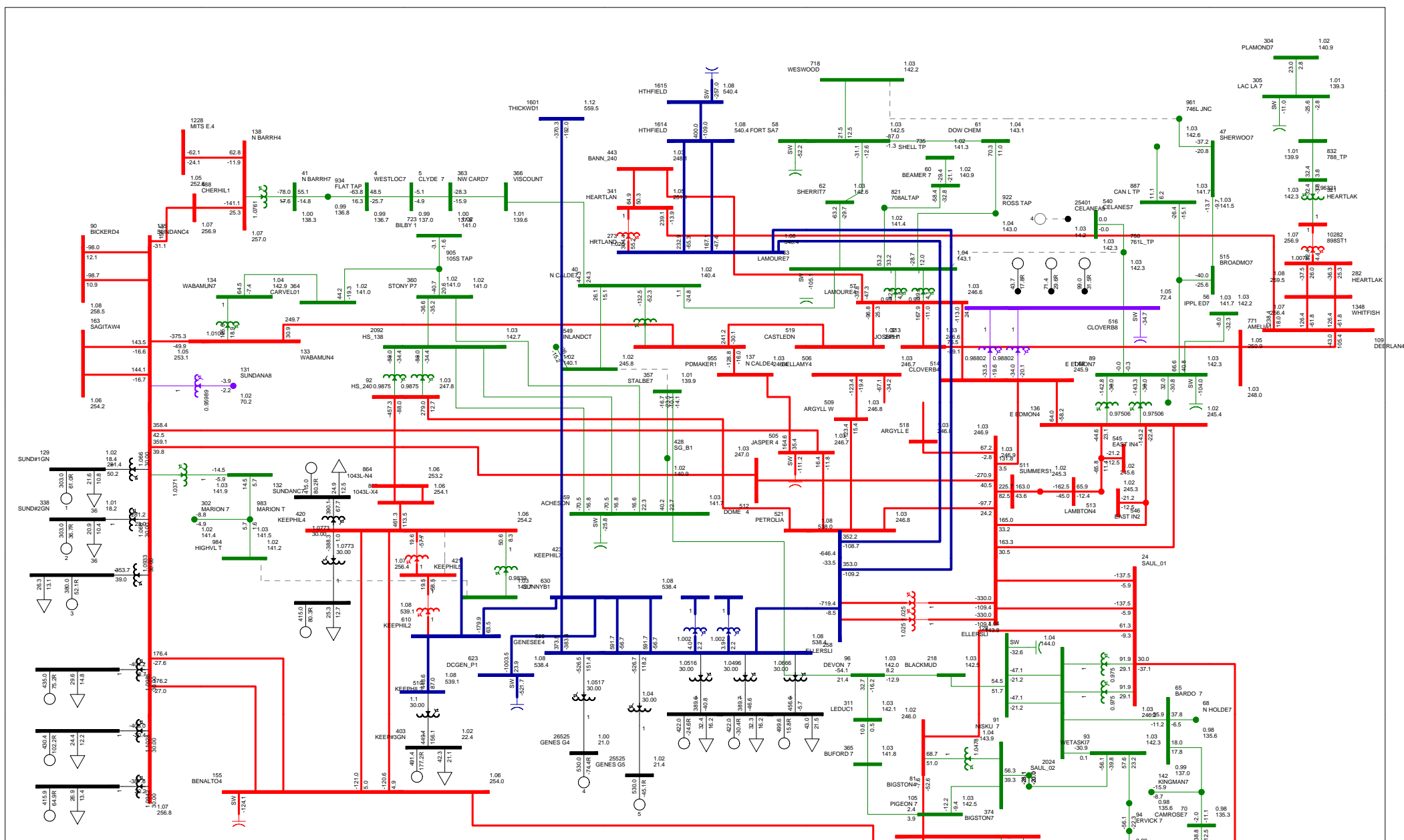


SCENARIO 6 2019SL
 115L 116L
 FIG C-3
 TUE, MAR 15 2016 10:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Losses - MW/MVA

KV = 25.000+69.000+138.000+240.000+500.000+600.000

SOK Cutplane	922.1 MW	+ (0.35) x42.7 MW	Max: 2,050MW
KEG Cutplane	2144.5 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-777.7 MW		WATL: 890.1 MW EATL: 434.3 MW
MATL Import:	0.0 MW		
Sask. Import:	-150.0 MW		

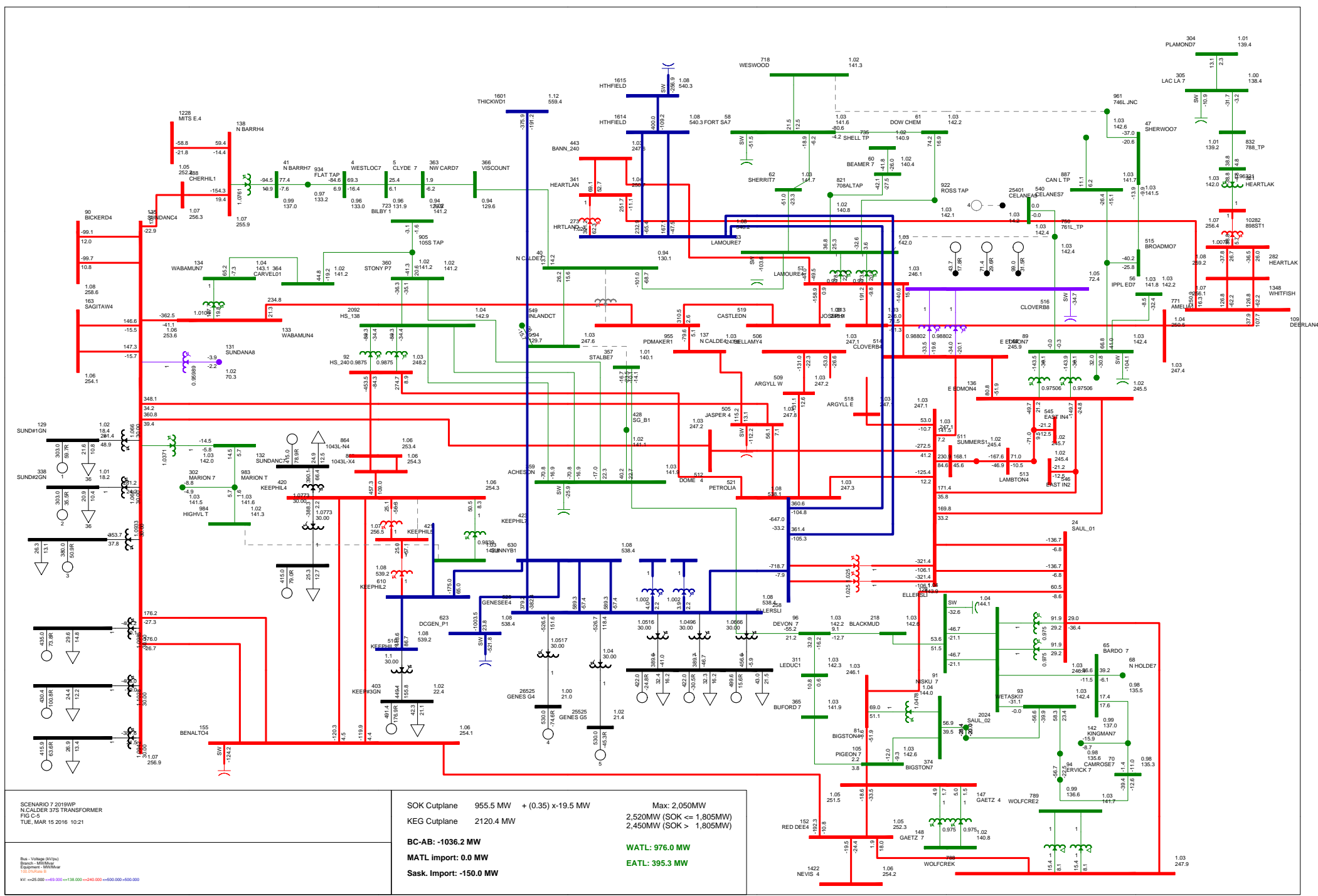


SCENARIO 7 2019WP
 BASE CASE
 FIG C-4
 TUE, MAR 15 2016 10:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (3) - MW/MVA

kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

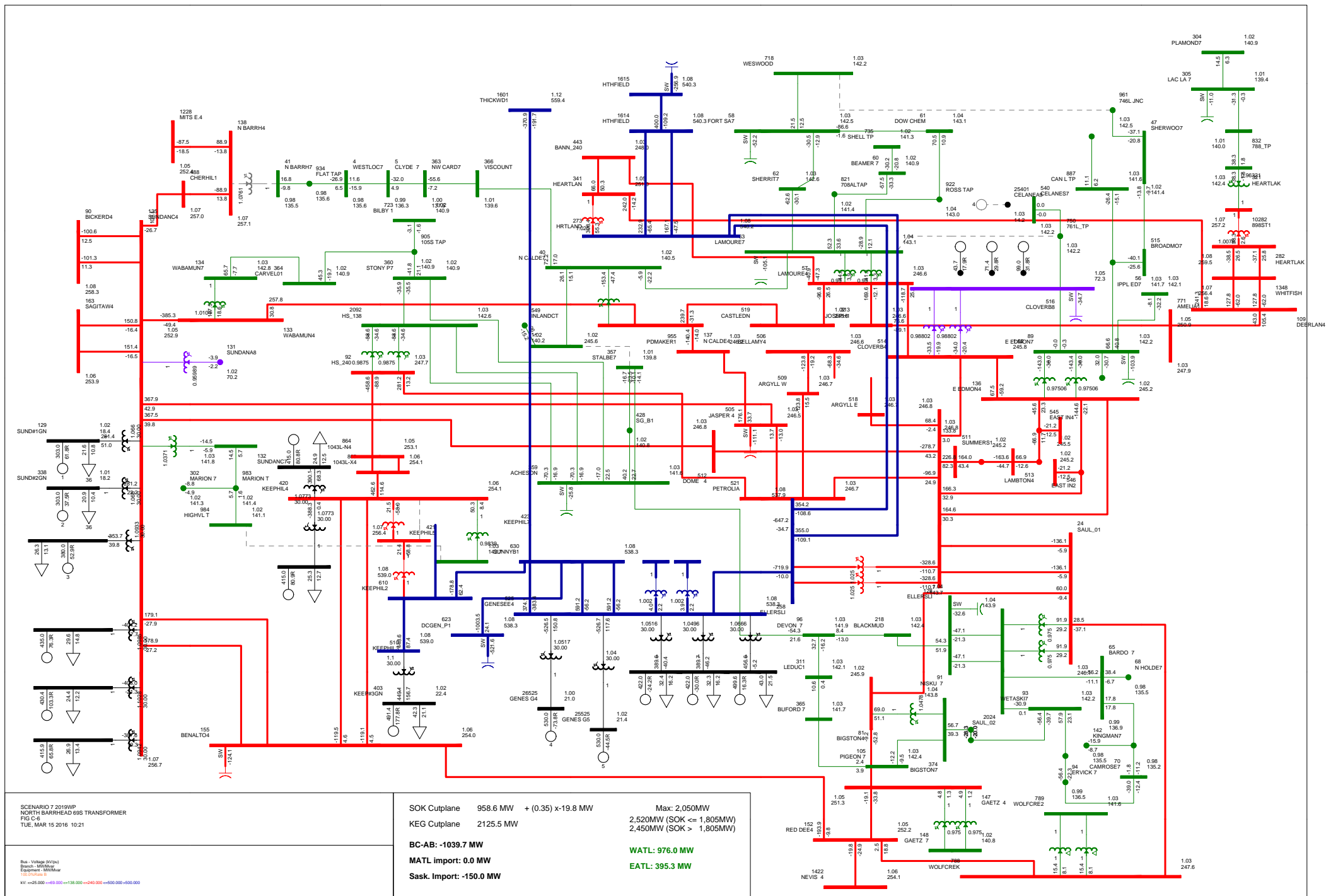
SOK Cutplane	959.1 MW	+ (0.35) x 20.5 MW	Max: 2,050MW
KEG Cutplane	2126.1 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	-1042.3 MW		WATL: 976.0 MW
MATL import:	0.0 MW		EATL: 395.3 MW
Sask. import:	-150.0 MW		



SCENARIO 7 2019WP
 N CALDER SYS TRANSFORMER
 FIG C-5
 TUE, MAR 15 2016 10:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 151000000
 kV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

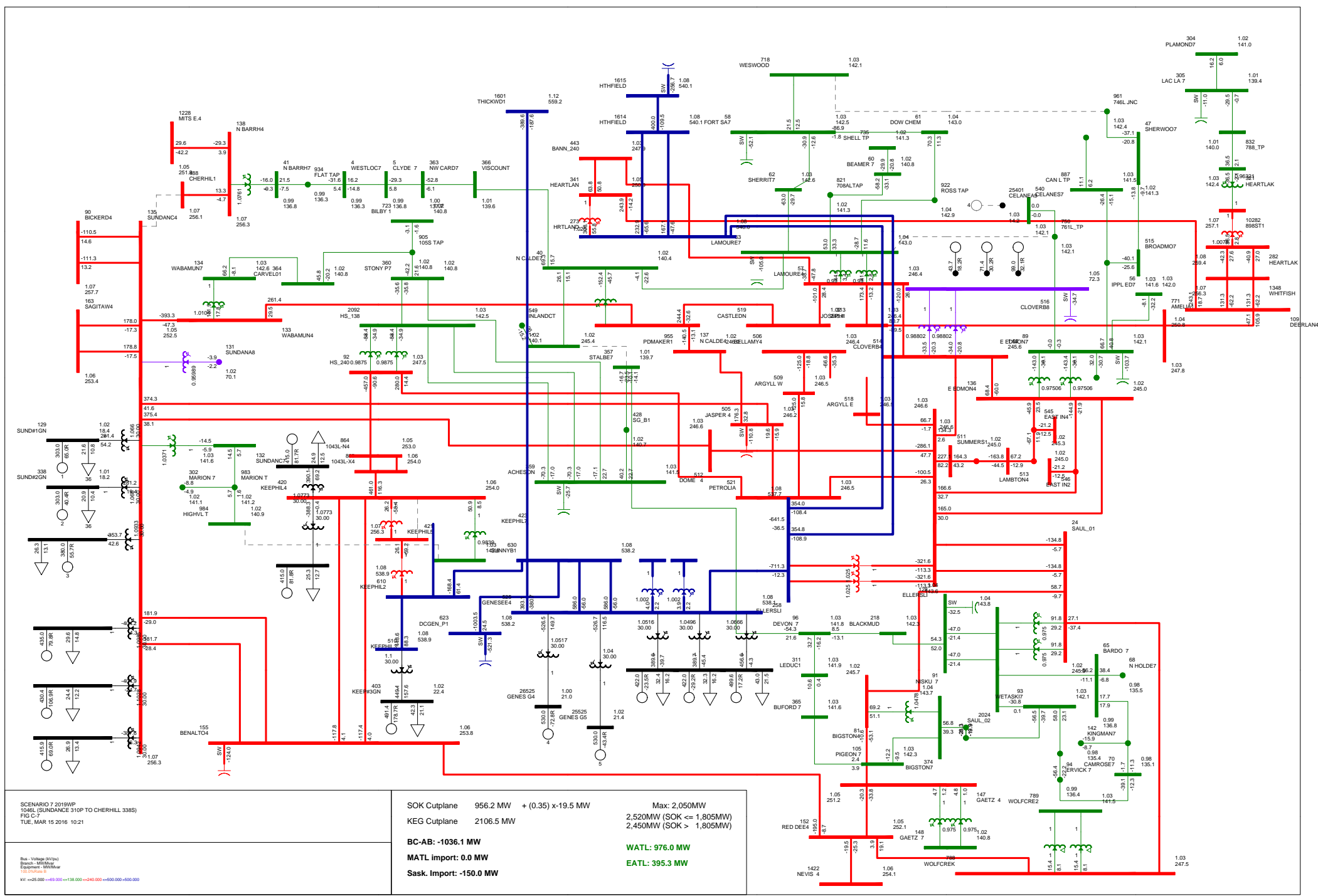
SOK Cutplane	955.5 MW + (0.35) x 19.5 MW	Max: 2,050MW
KEG Cutplane	2120.4 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB: -1036.2 MW		WATL: 976.0 MW
MATL import: 0.0 MW		EATL: 395.3 MW
Sask. Import: -150.0 MW		



SCENARIO 7 2019WP
 NORTH BARRHEAD 655 TRANSFORMER
 FIG C-6
 TUE, MAR 15 2016 10:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/100/0.00
 KV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

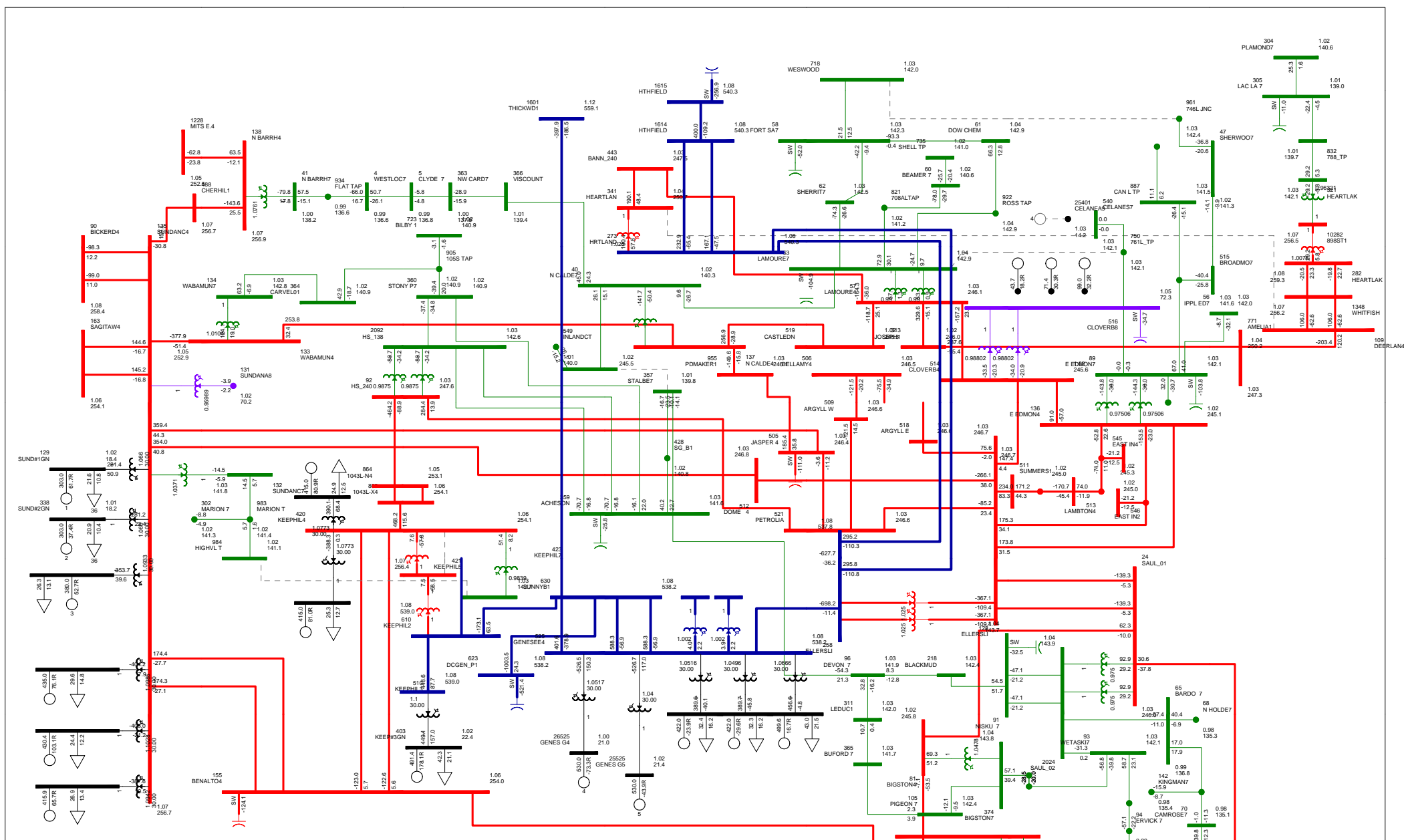
SOK Cutplane	958.6 MW	+ (0.35) x 19.8 MW	Max: 2,050MW
KEG Cutplane	2125.5 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB: -1039.7 MW			WATL: 976.0 MW
MATL import: 0.0 MW			EATL: 395.3 MW
Sask. Import: -150.0 MW			



SCENARIO 7 2019WP
 106L SUNDANCE 310P TO CHERHILL (38S)
 FIG C-7
 TUE, MAR 15 2016 10:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV = 25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

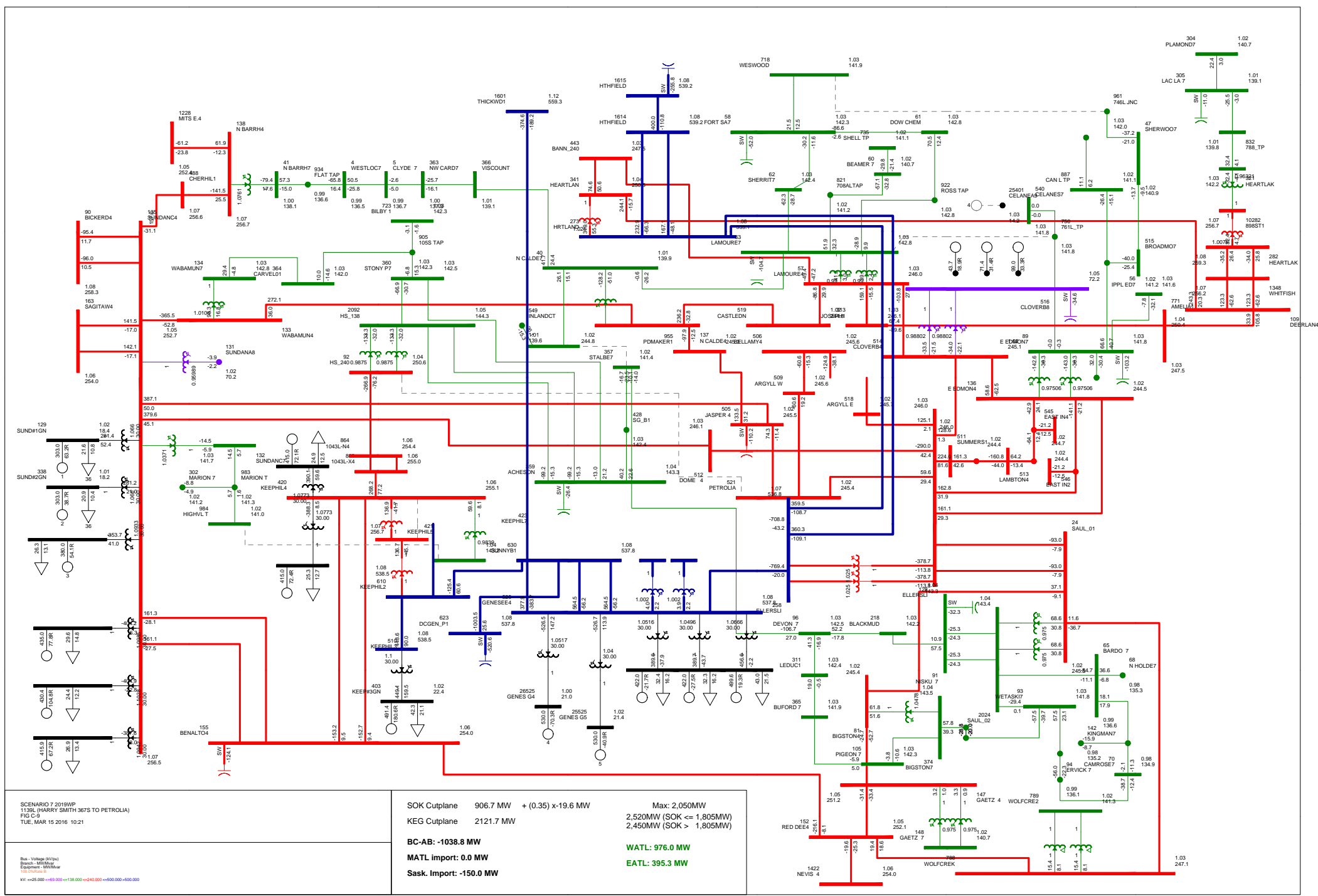
SOK Cutplane	956.2 MW	+ (0.35) x 19.5 MW	Max: 2,050MW
KEG Cutplane	2106.5 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB: -1036.1 MW			WATL: 976.0 MW
MATL import: 0.0 MW			EATL: 395.3 MW
Sask. Import: -150.0 MW			



SCENARIO 7 2019WP
 105L HEARTLAND 12S TO DEERLAND 13S
 FIG C-8
 TUE, MAR 15 2016 10:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	962.6 MW	+ (0.35) x 17.7 MW	Max: 2,050MW
KEG Cutplane	2098.0 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB: -1038.0 MW			WATL: 976.0 MW
MATL Import: 0.0 MW			EATL: 395.3 MW
Sask. Import: -150.0 MW			



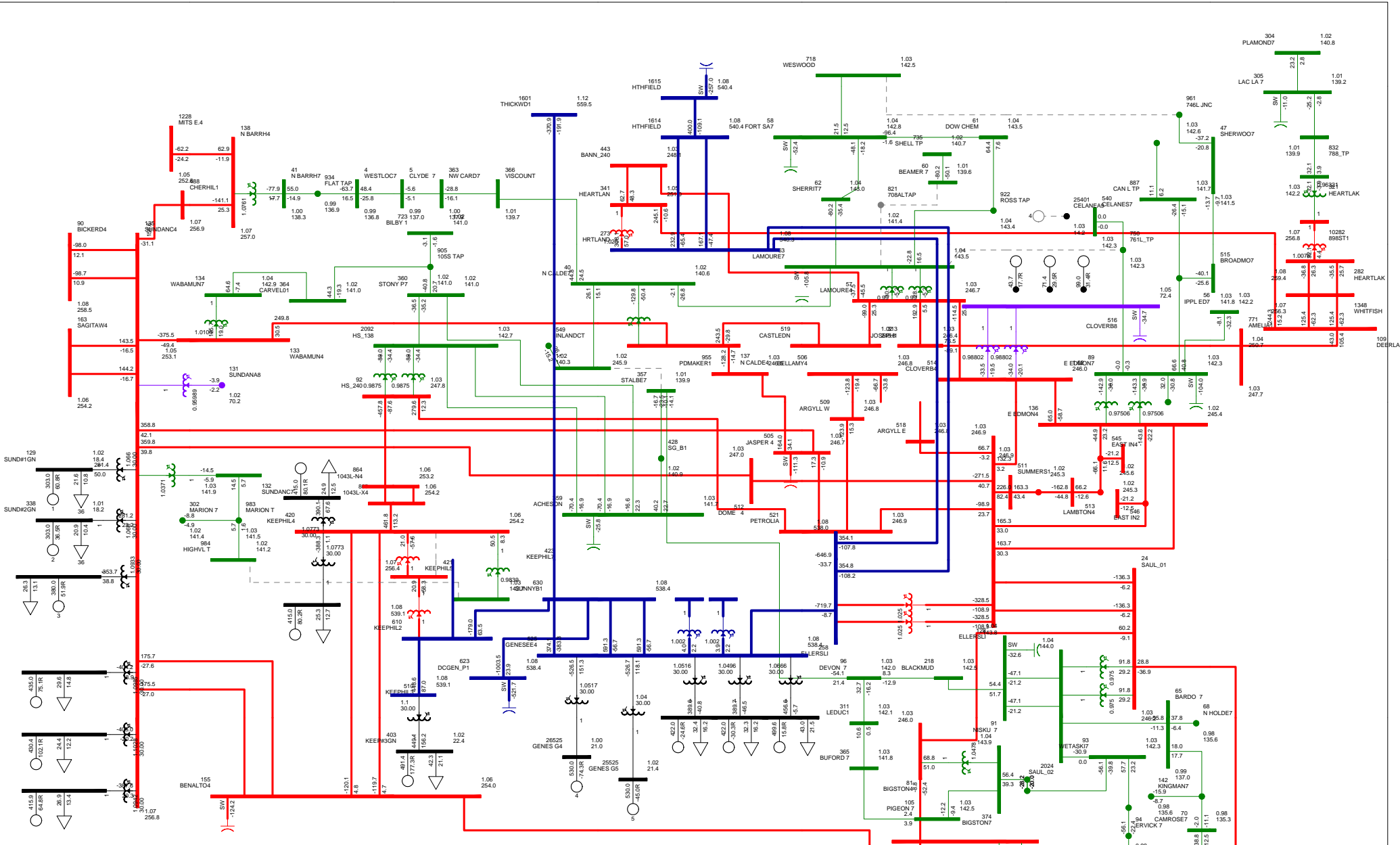
SCENARIO 7 2019WP
 1138 HARRY SMITH 3675 TO PETROLIA)
 FIG C-9
 TUE, MAR 15 2016 10:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane 906.7 MW + (0.35) x-19.6 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: -1038.8 MW
 MATL import: 0.0 MW
 Sask. Import: -150.0 MW

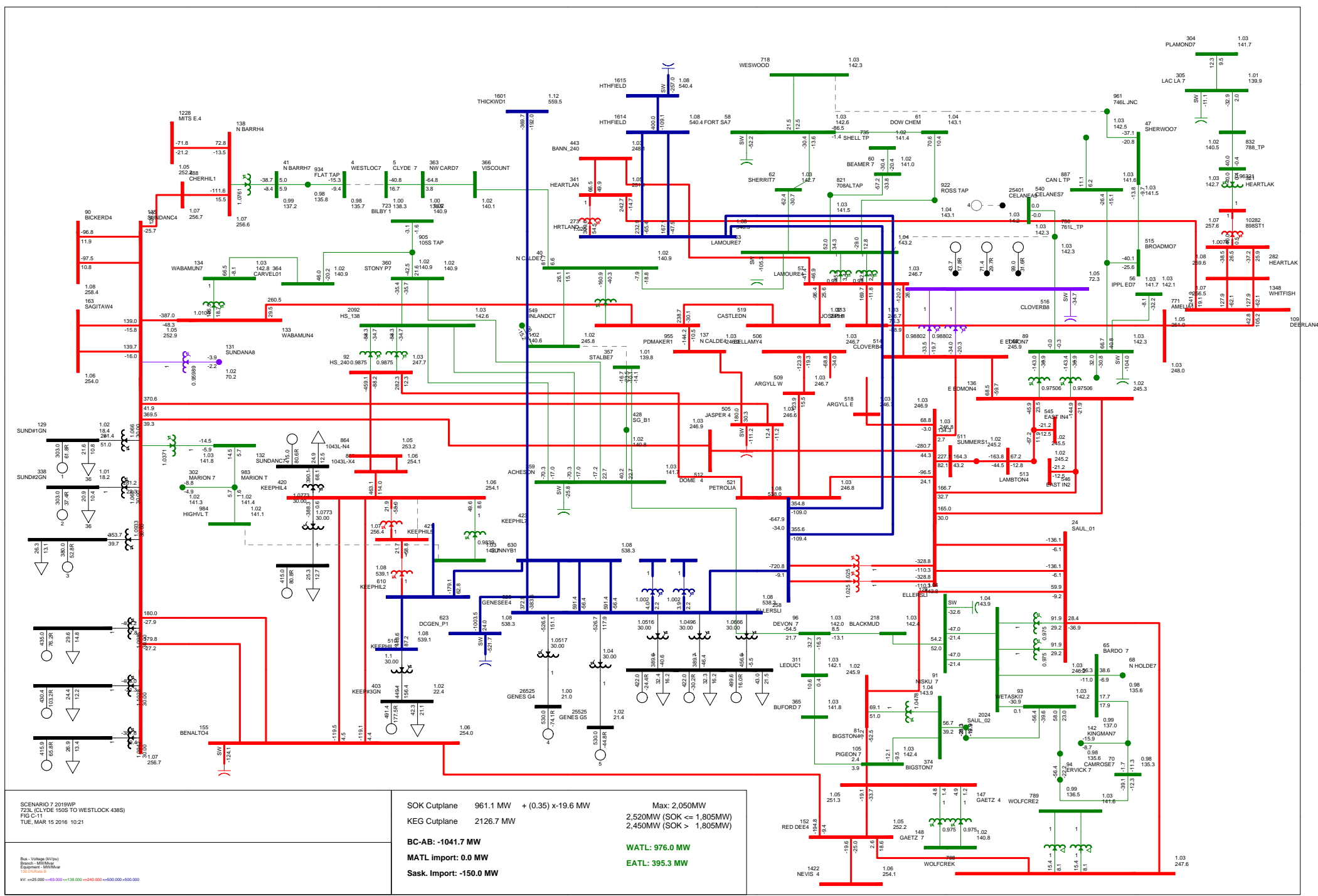
WATL: 976.0 MW
 EATL: 395.3 MW



SCENARIO 7 2018WP
 708 BEAMER TO 708 TAP
 FIG C-10
 TUE, MAR 15 2016 10:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 S - MW/MVA
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	953.2 MW	+ (0.35) x 20.6 MW	Max: 2,050MW
KEG Cutplane	2125.4 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-1036.4 MW		WATL: 976.0 MW EATL: 395.3 MW
MATL import:	0.0 MW		
Sask. import:	-150.0 MW		



SCENARIO 7 2019VP
 728.1 CLYDE 160S TO WESTLOCK 438S)
 FIG C-11
 TUE, MAR 15 2016 10:21

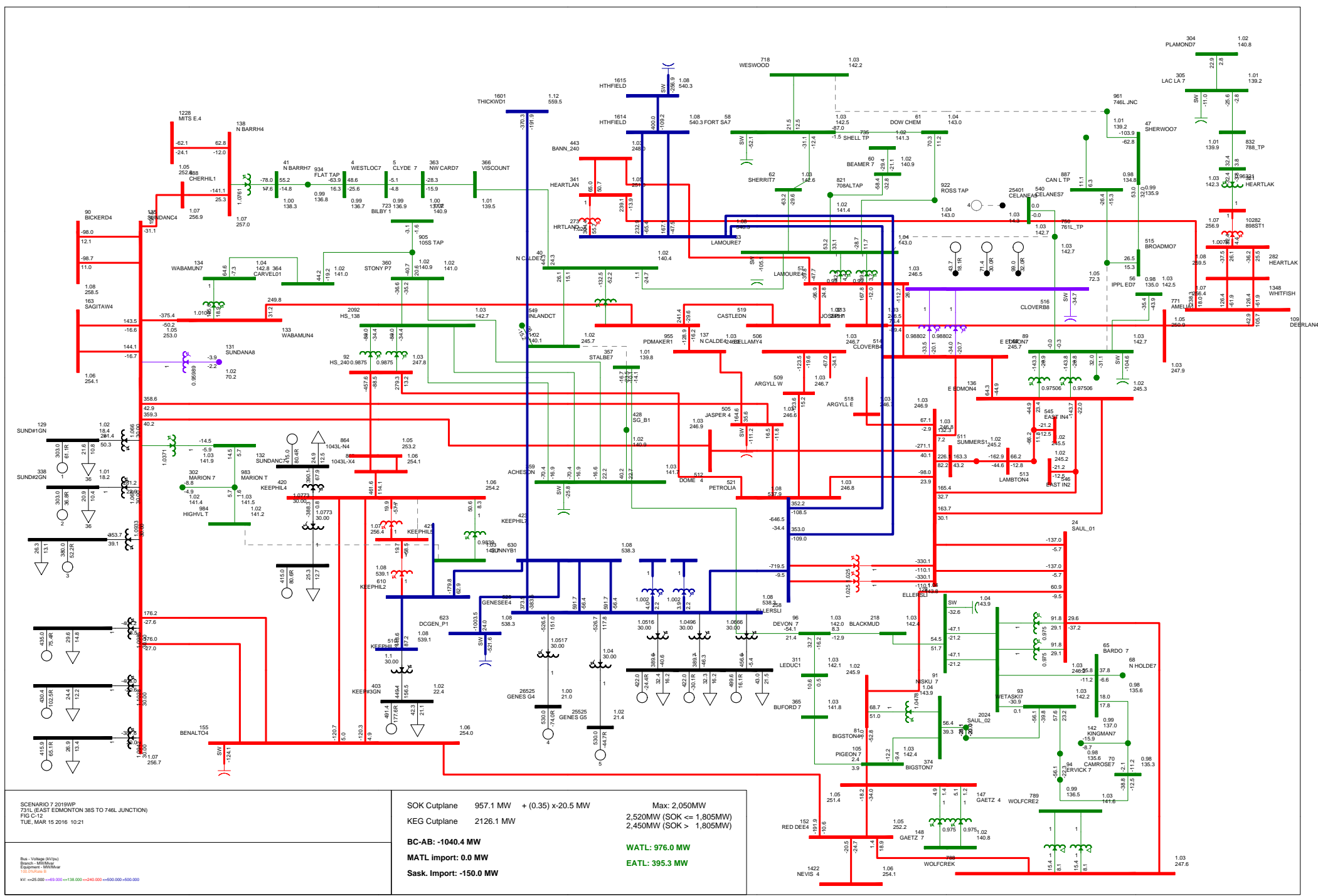
Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Losses - MW
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane 961.1 MW + (0.35) x 19.6 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 2126.7 MW

BC-AB: -1041.7 MW
 MATL import: 0.0 MW
 Sask. Import: -150.0 MW

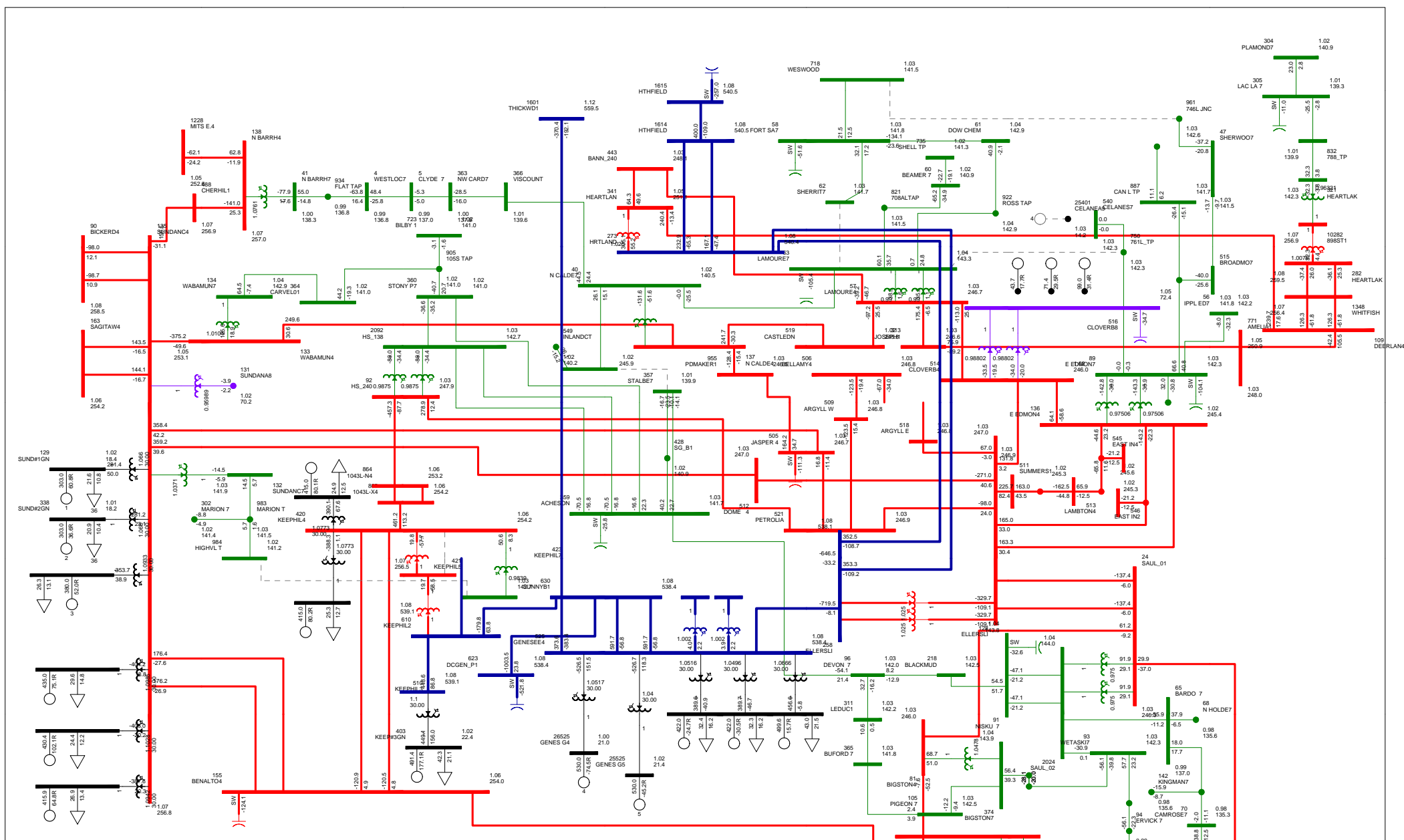
WATL: 976.0 MW
 EATL: 395.3 MW



SCENARIO 7 2019WP
 731 EAST EDMONTON 38S TO 746L JUNCTION)
 FIG C-12
 TUE, MAR 15 2016 10:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (S) - Saturated
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

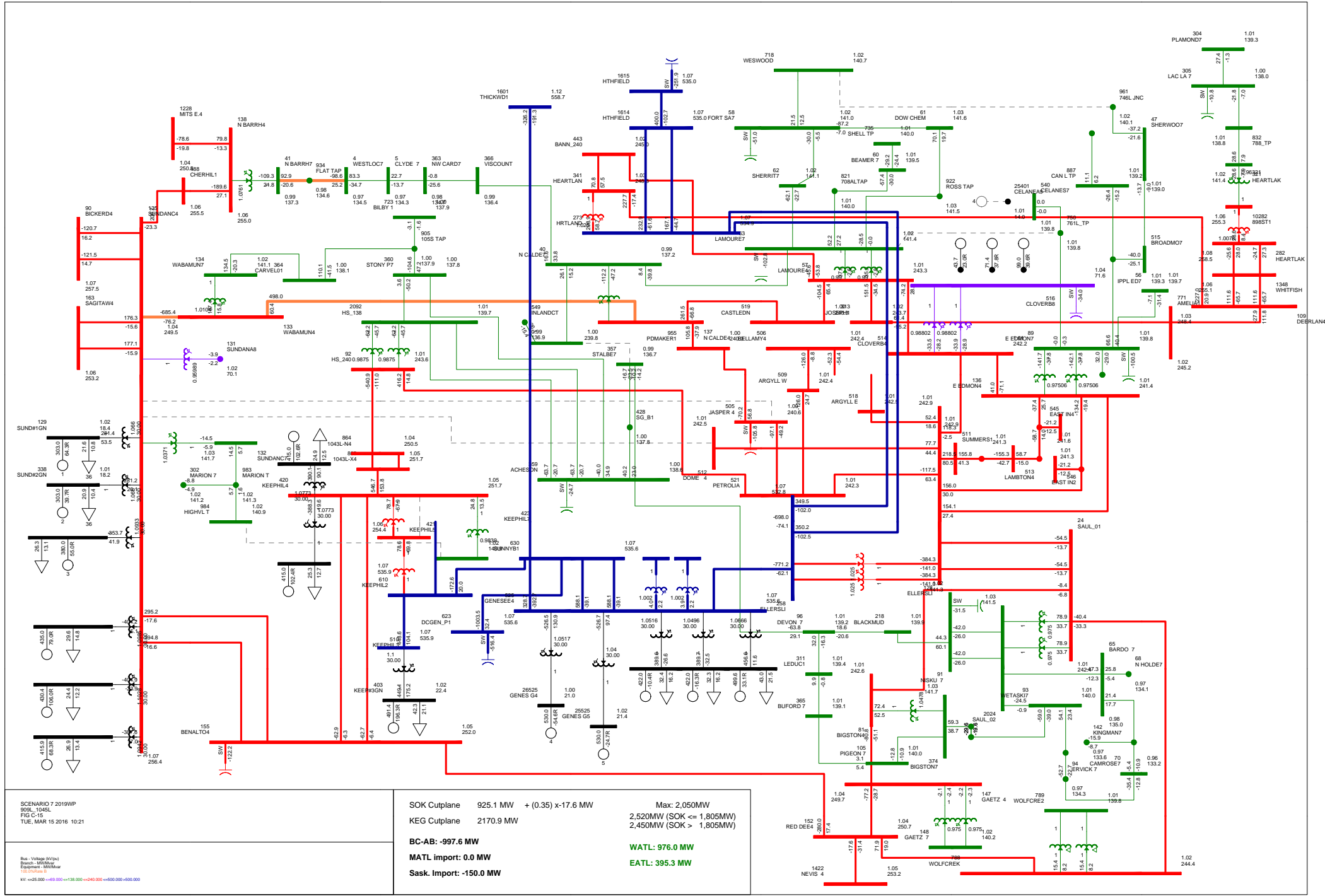
SOK Cutplane	957.1 MW	+ (0.35) x 20.5 MW	Max: 2,050MW
KEG Cutplane	2126.1 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB: -1040.4 MW			WATL: 976.0 MW
MATL import: 0.0 MW			EATL: 395.3 MW
Sask. Import: -150.0 MW			



SCENARIO 7 2019WP
 781 SHERITT GORDON 172S TO LAMOUREUX 71S)
 FIG C-13
 TUE, MAR 15 2016 10:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

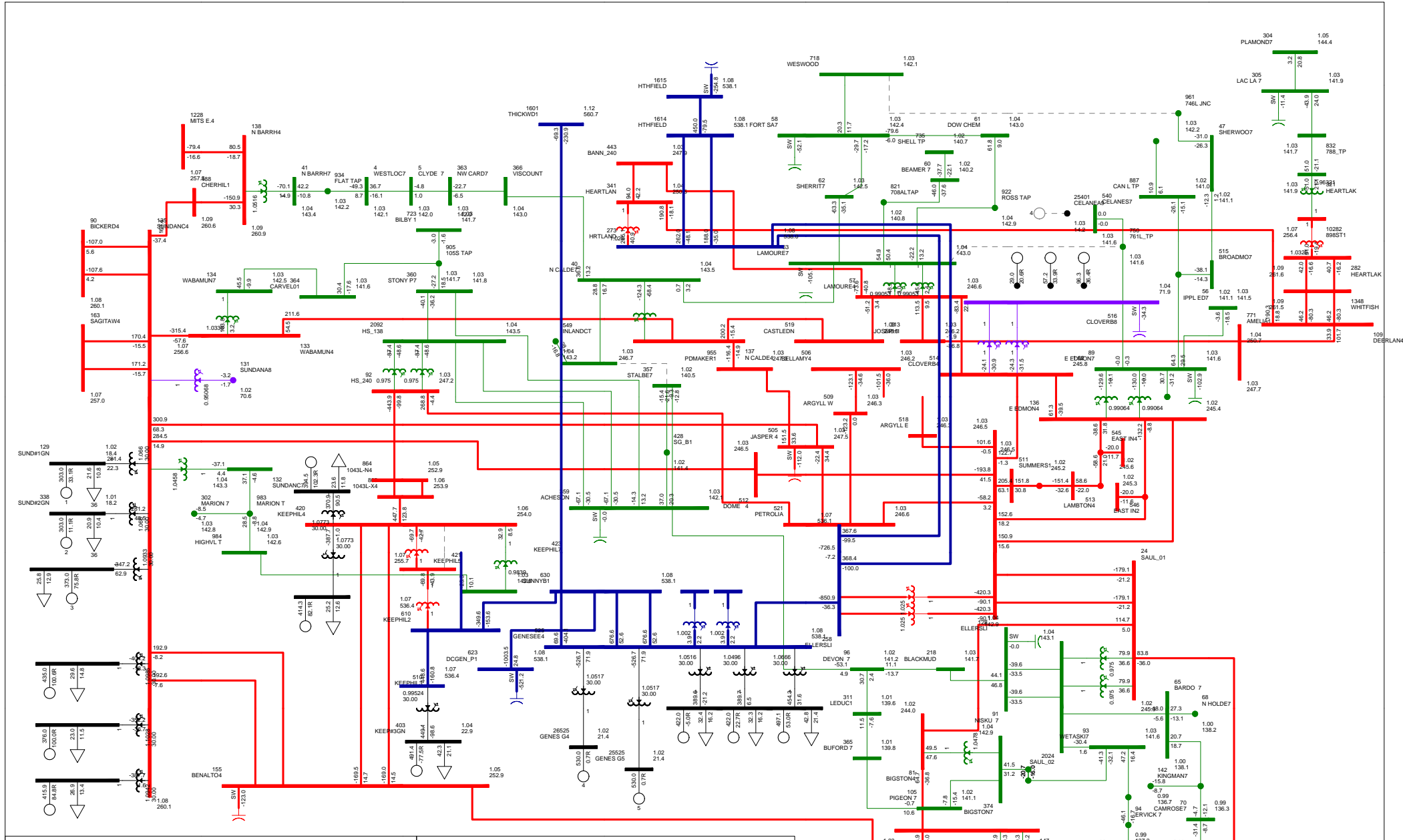
SOK Cutplane	958.8 MW	+ (0.35) x 20.5 MW	Max: 2,050MW
KEG Cutplane	2126.0 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	-1042.0 MW		WATL: 976.0 MW
MATL import:	0.0 MW		EATL: 395.3 MW
Sask. Import:	-150.0 MW		



SCENARIO 7 2019WP
 308, 1045
 FIG C-15
 TUE, MAR 15 2016 10:21

Bus - Voltage (kV) (p)
 Branch - MW (MW) (p)
 Equipment - MW (MW) (p)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	925.1 MW + (0.35) x 17.6 MW	Max: 2,050MW
KEG Cutplane	2170.9 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-997.6 MW	WATL: 976.0 MW
MATL import:	0.0 MW	EATL: 395.3 MW
Sask. import:	-150.0 MW	

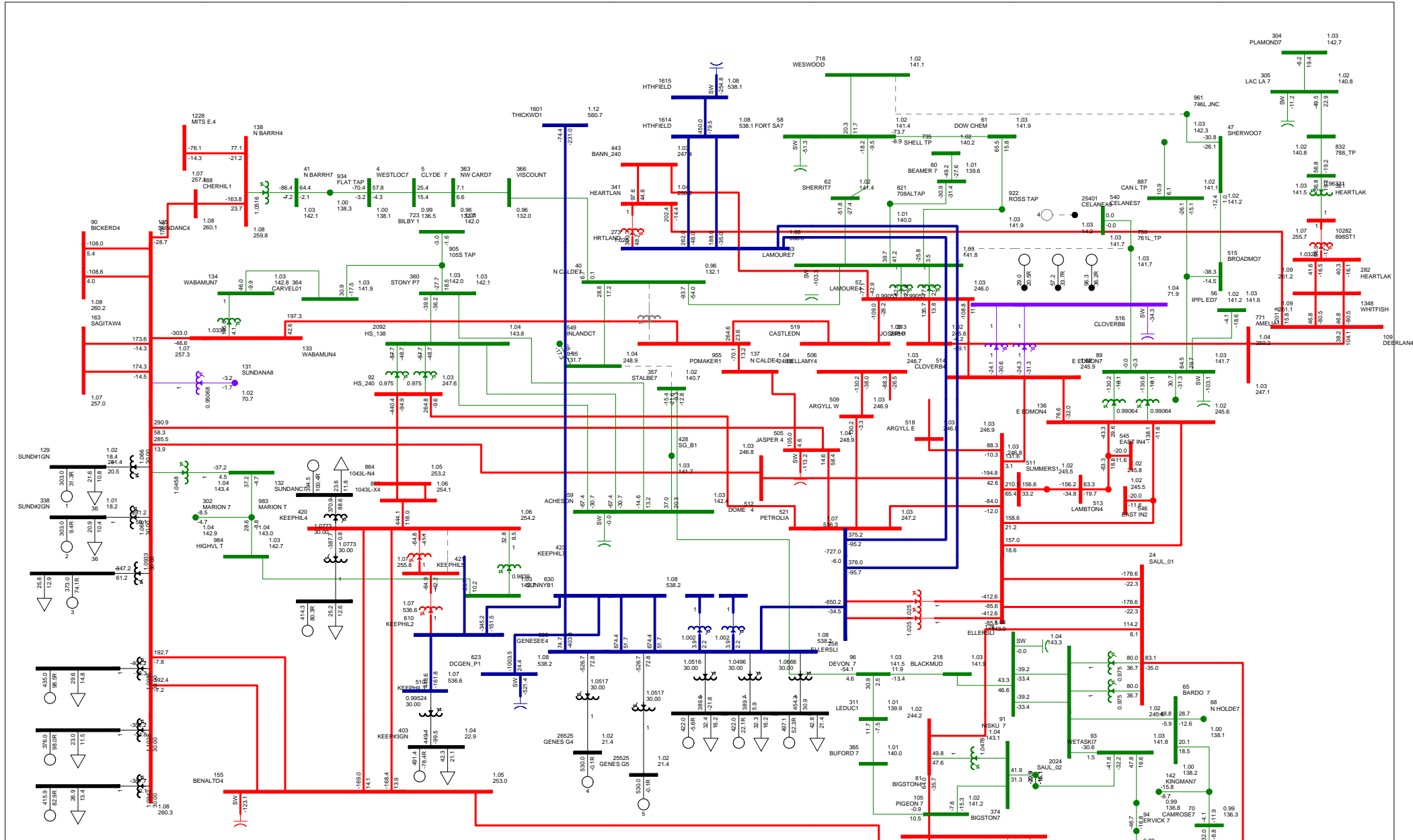


SCENARIO 8 2019SP
 BASE CASE
 FIG C-17
 TUE, MAR 15 2016 10:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/100/500/500/500/500
 kV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>500.000

SOK Cutplane 1180.0 MW + (0.35) x 72.3 MW Max: 2,050MW
 KEG Cutplane 2408.3 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

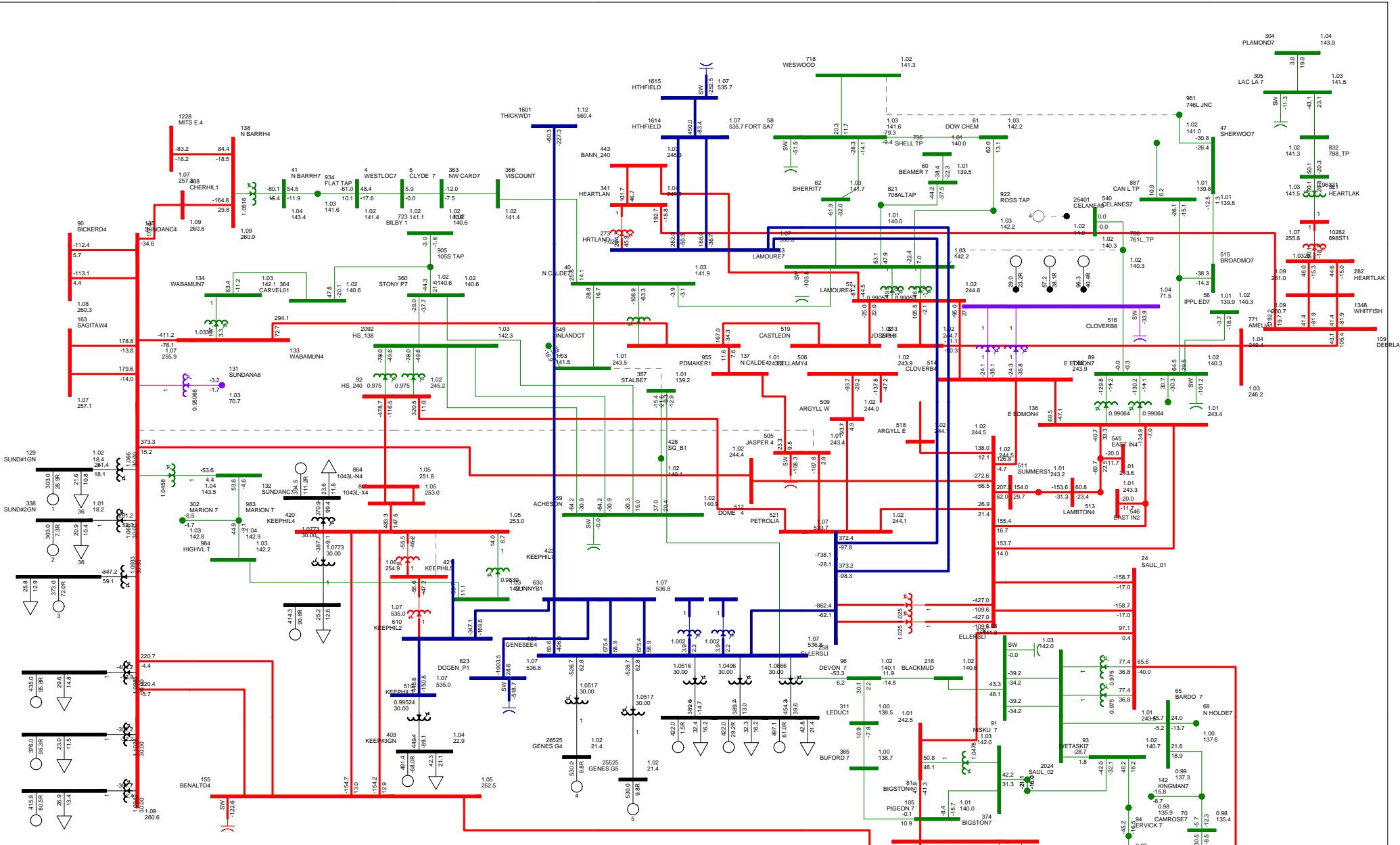
BC-AB: -1104.7 MW WATL: 975.2 MW
 MATL Import: 0.0 MW EATL: 444.0 MW
 Sask. Import: -150.0 MW



SCENARIO 8 2018SP
 N CALDER SYS TRANSFORMER
 FIG C-18
 TUE, MAR 15 2016 10:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 1300000000
 kV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

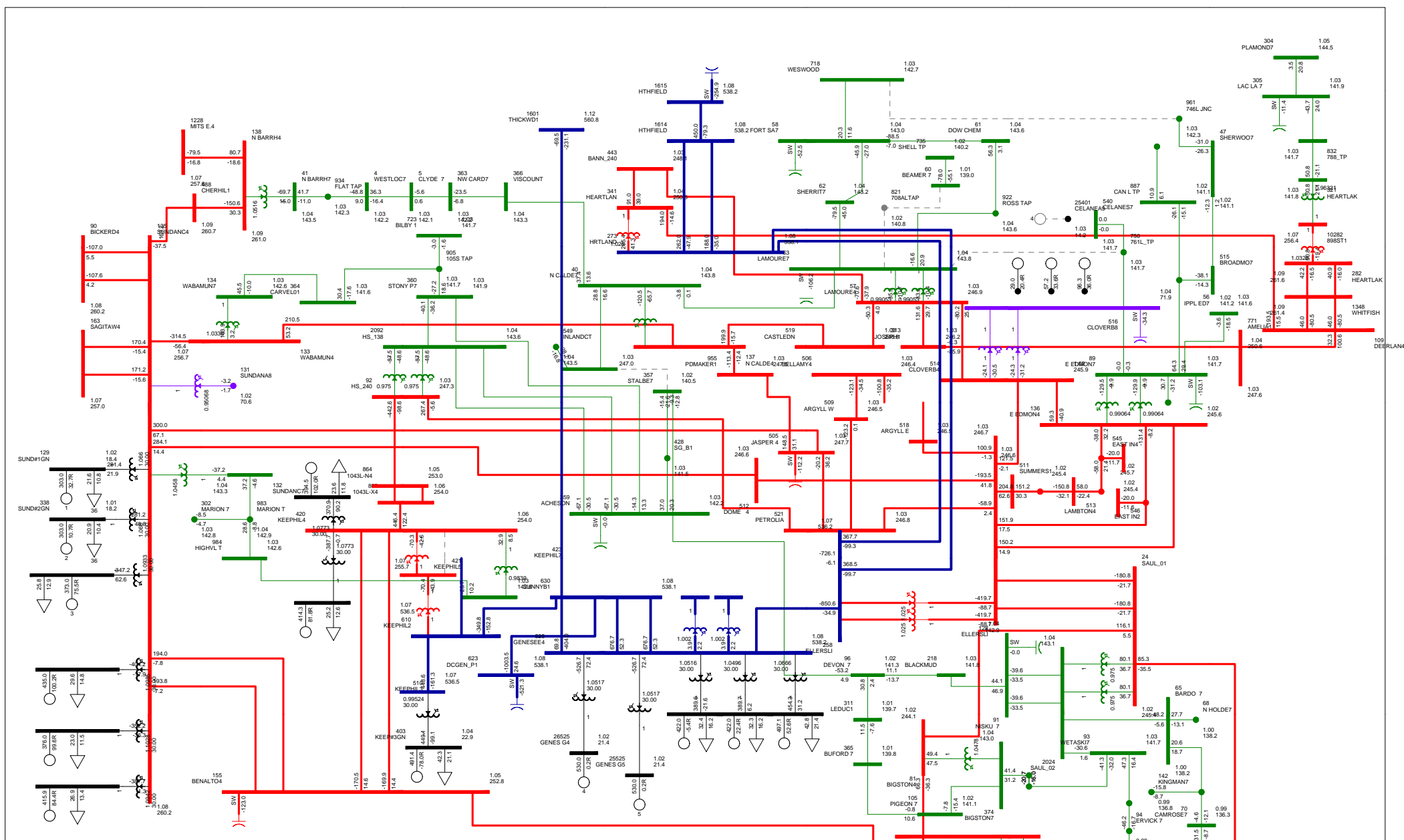
SOK Cutplane	1177.4 MW + (0.35) x 71.4 MW	Max: 2,050MW
KEG Cutplane	2403.2 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-1099.9 MW	WATL: 975.2 MW
MATL import:	0.0 MW	EATL: 444.0 MW
Sask. import:	-150.0 MW	



SCENARIO 8 2019SP
 106L SUNDANCE 310P TO JASPER)
 FIG C-19
 TUE, MAR 15 2016 10:21

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Losses - MW
 KV = 250.0 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

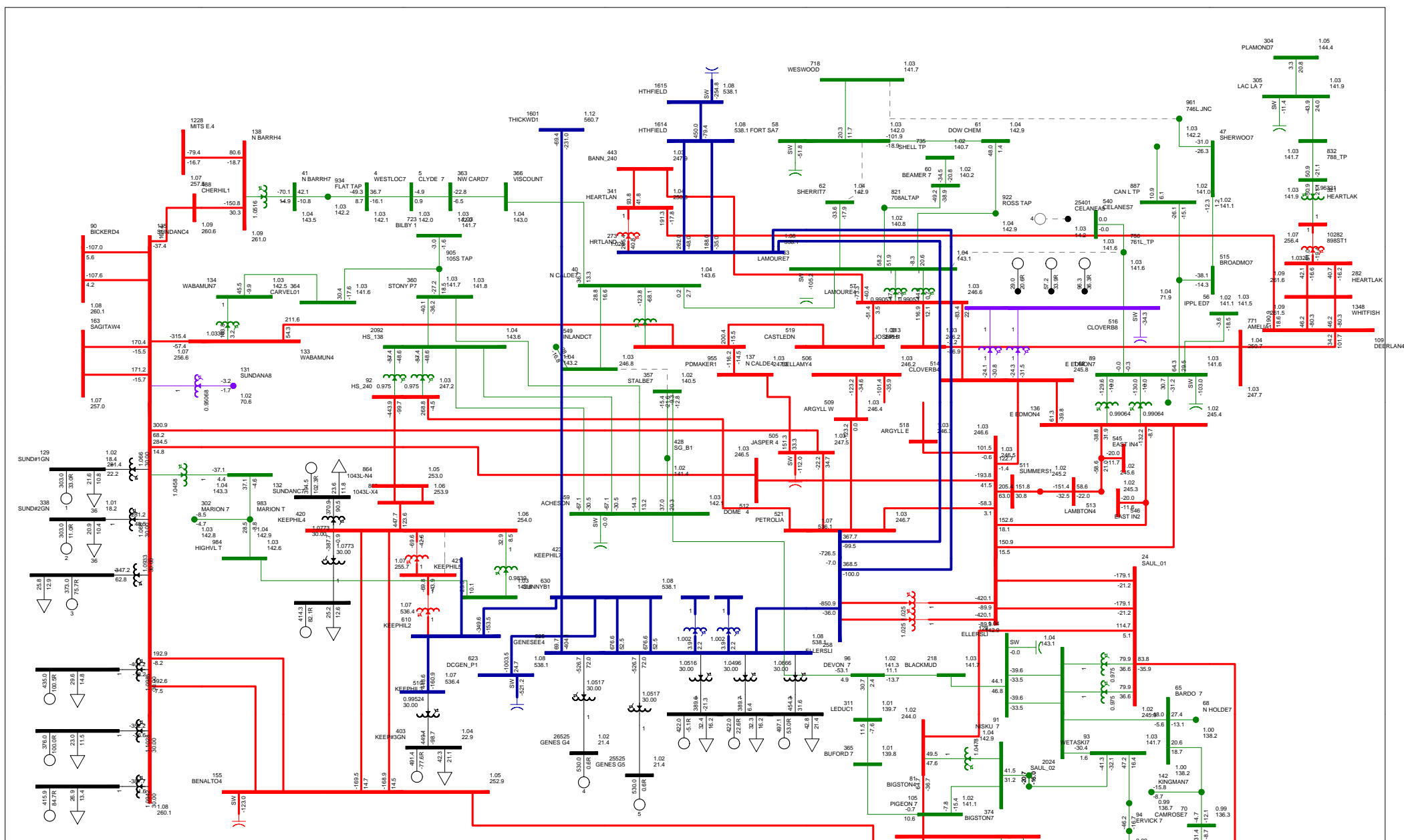
SOK Cutplane	1167.8 MW + (0.35) x71.4 MW	Max: 2,050MW
KEG Cutplane	2417.3 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	-1090.0 MW	WATL: 975.2 MW
MATL import:	0.0 MW	EATL: 444.0 MW
Sask. import:	-150.0 MW	



SCENARIO 8 2019SP
 708L BEAMER TO 708L TAP)
 FIG C-21
 TUE, MAR 15 2016 10:21

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

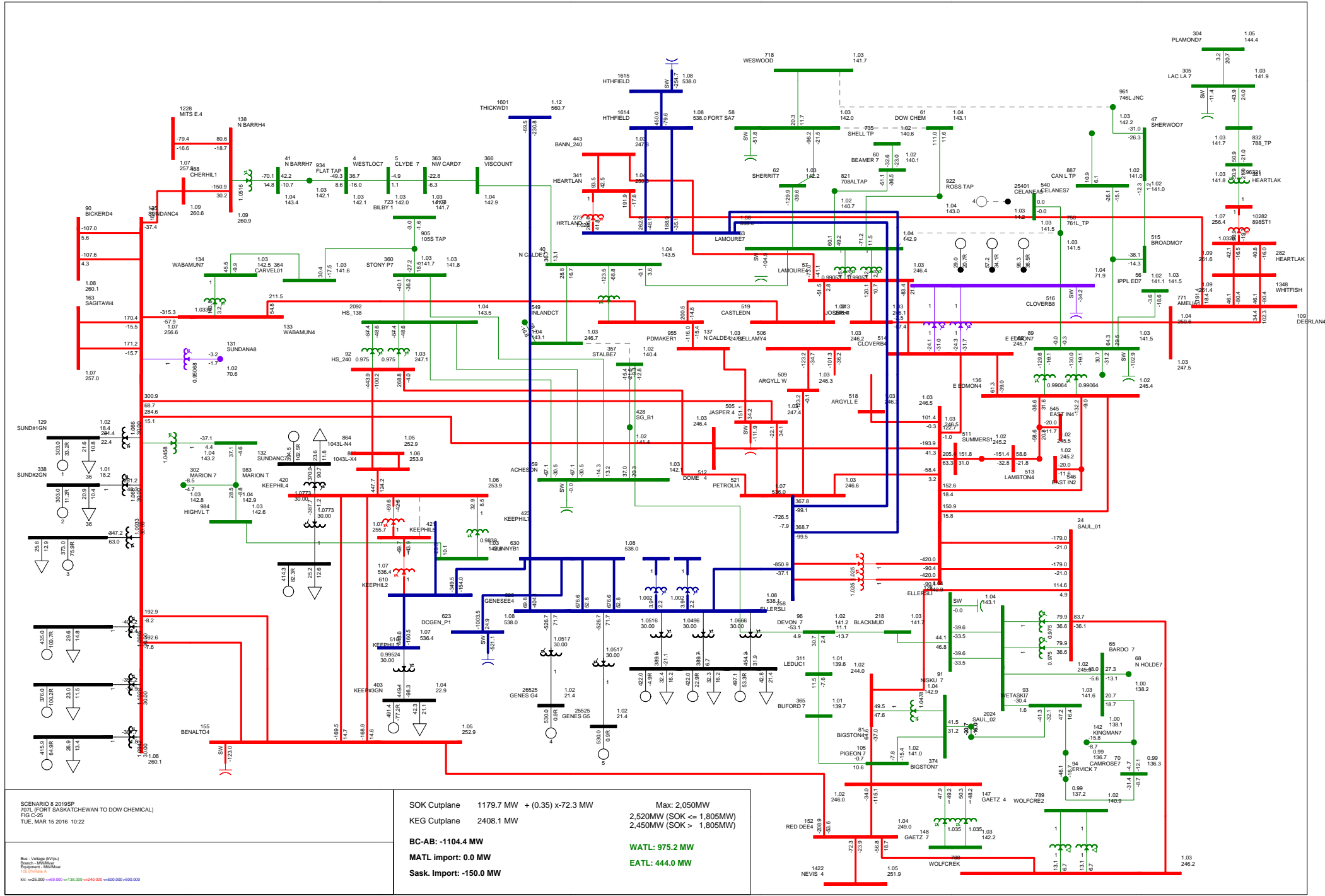
SOK Cutplane	1188.0 MW + (0.35) x 72.0 MW	Max: 2,050MW
KEG Cutplane	2408.1 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-1111.6 MW	WATL: 975.2 MW
MATL import:	0.0 MW	EATL: 444.0 MW
Sask. import:	-150.0 MW	

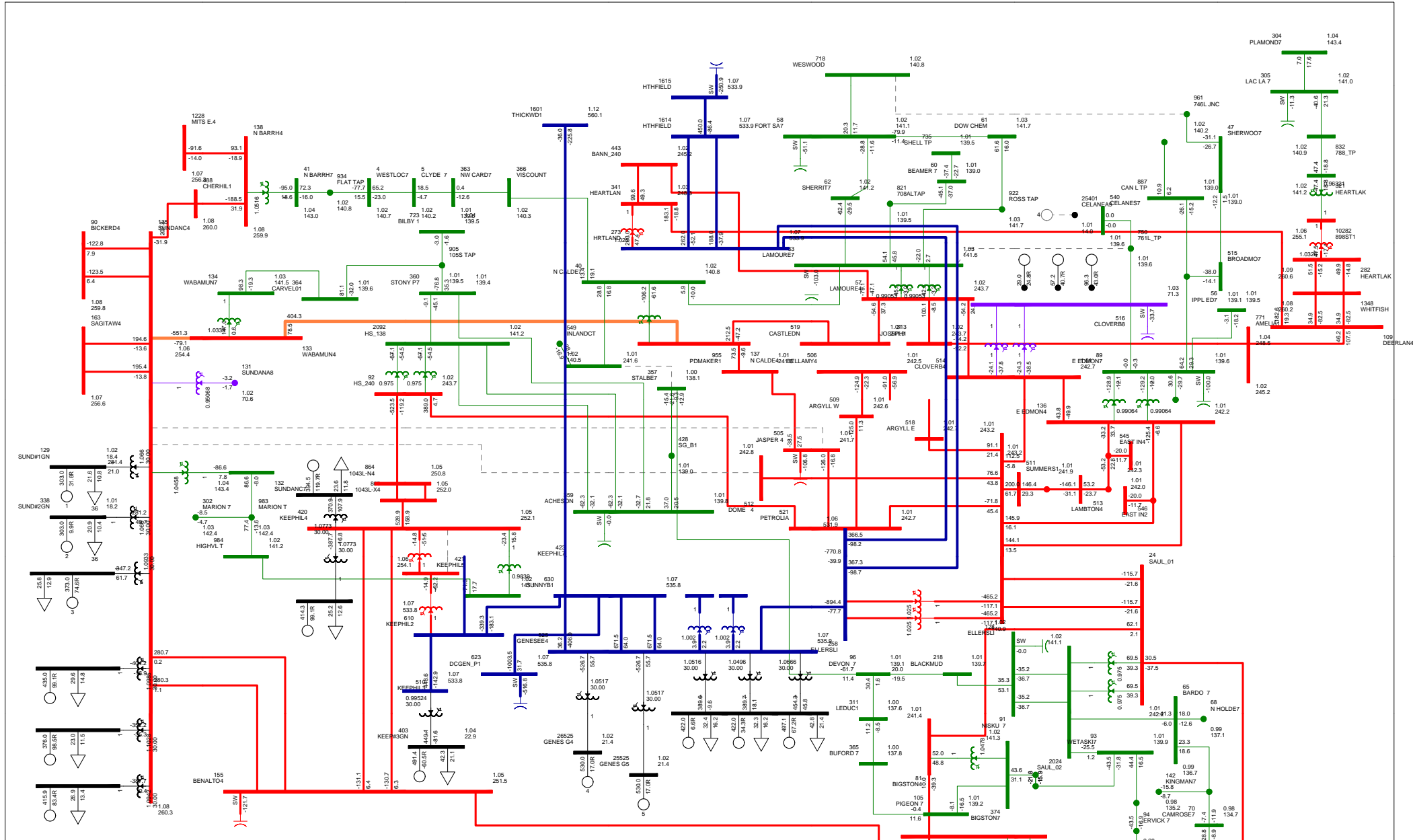


SCENARIO 8 2019SP
 708_FORT SASKATCHEWAN S4S TO SHERRIT GORDON 172S)
 FIG C-2
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Equipment - MVA
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	1180.0 MW + (0.35) x 72.3 MW	Max: 2,050MW
KEG Cutplane	2408.3 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-1104.7 MW	WATL: 975.2 MW
MATL import:	0.0 MW	EATL: 444.0 MW
Sask. import:	-150.0 MW	

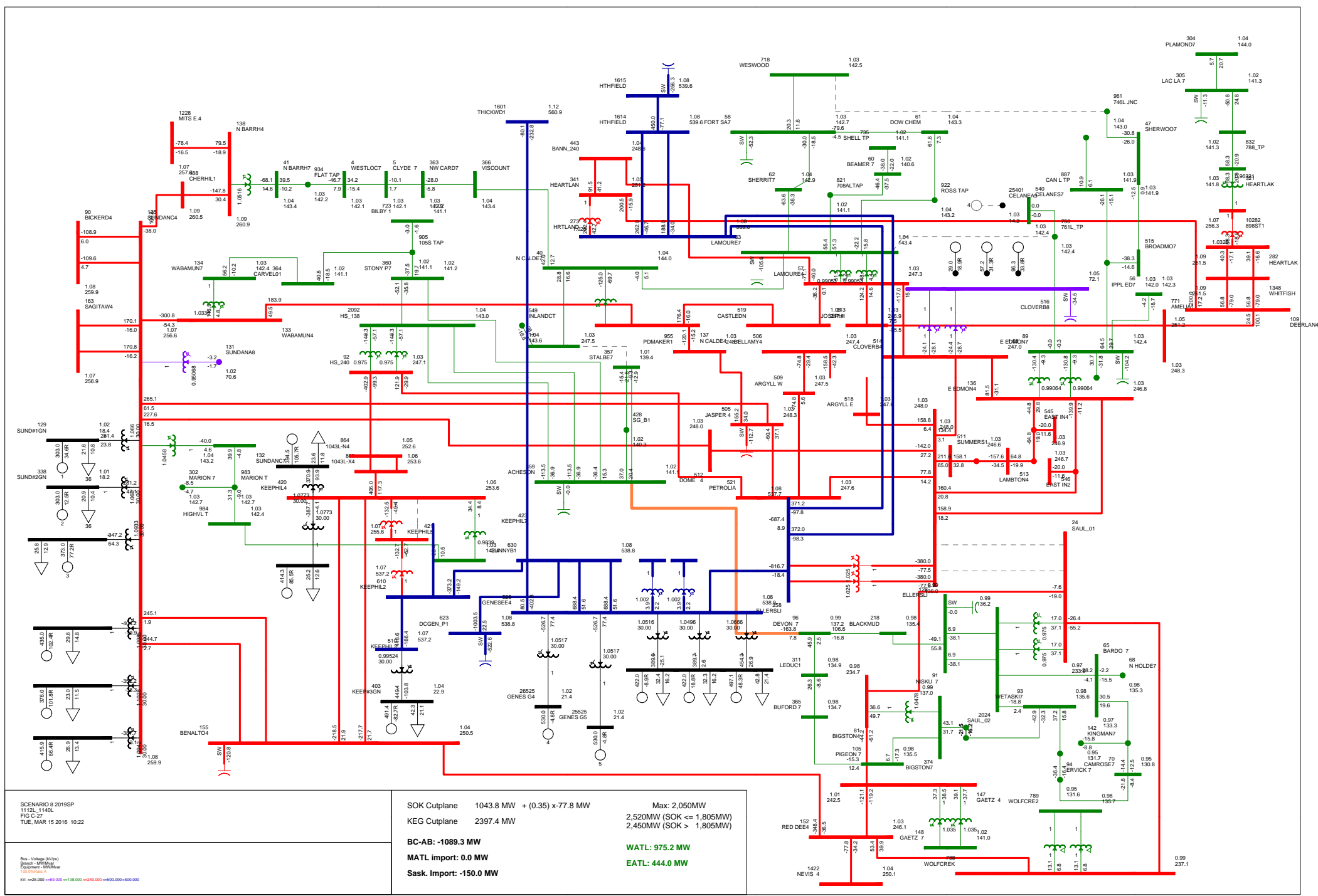




SCENARIO 8 2019SP
 308, 1045L
 FIG C-26
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 1300000000
 kV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

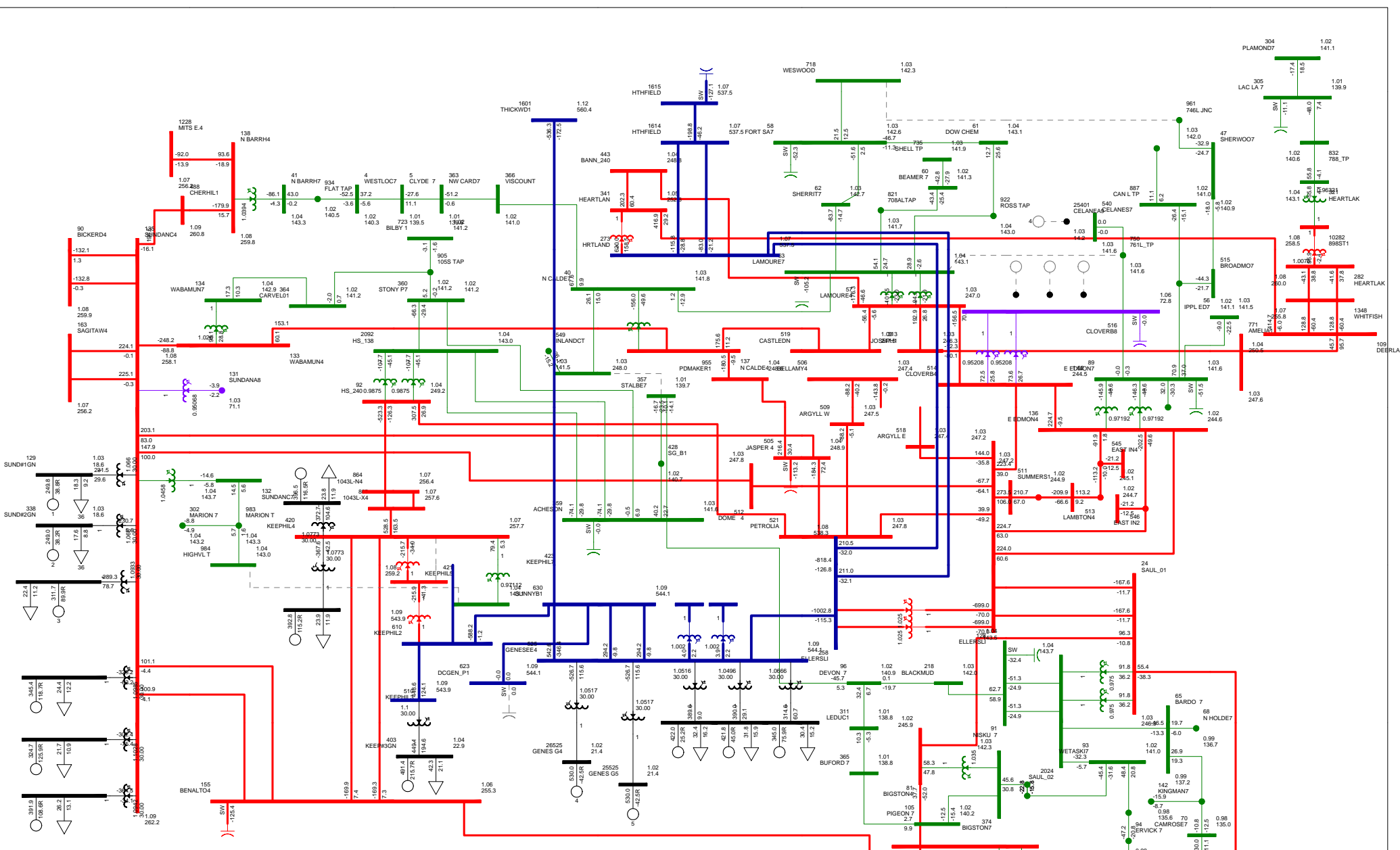
SOK Cutplane	1162.0 MW + (0.35) x 69.3 MW	Max: 2,050MW
KEG Cutplane	2441.7 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-1083.8 MW	WATL: 975.2 MW
MATL import:	0.0 MW	EATL: 444.0 MW
Sask. import:	-150.0 MW	



SCENARIO 8 2019SP
 115kV 1140
 FIG C-27
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV/ps)
 Branch - MW/MVar
 Equipment - MW/MVar
 Equipment - MW/MVar
 KV = 25,000 + 69,000 + 138,000 + 240,000 + 500,000 + 600,000

SOK Cutplane	1043.8 MW + (0.35) x 77.8 MW	Max: 2,050MW
KEG Cutplane	2397.4 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	-1089.3 MW	WATL: 975.2 MW
MATL import:	0.0 MW	EATL: 444.0 MW
Sask. import:	-150.0 MW	



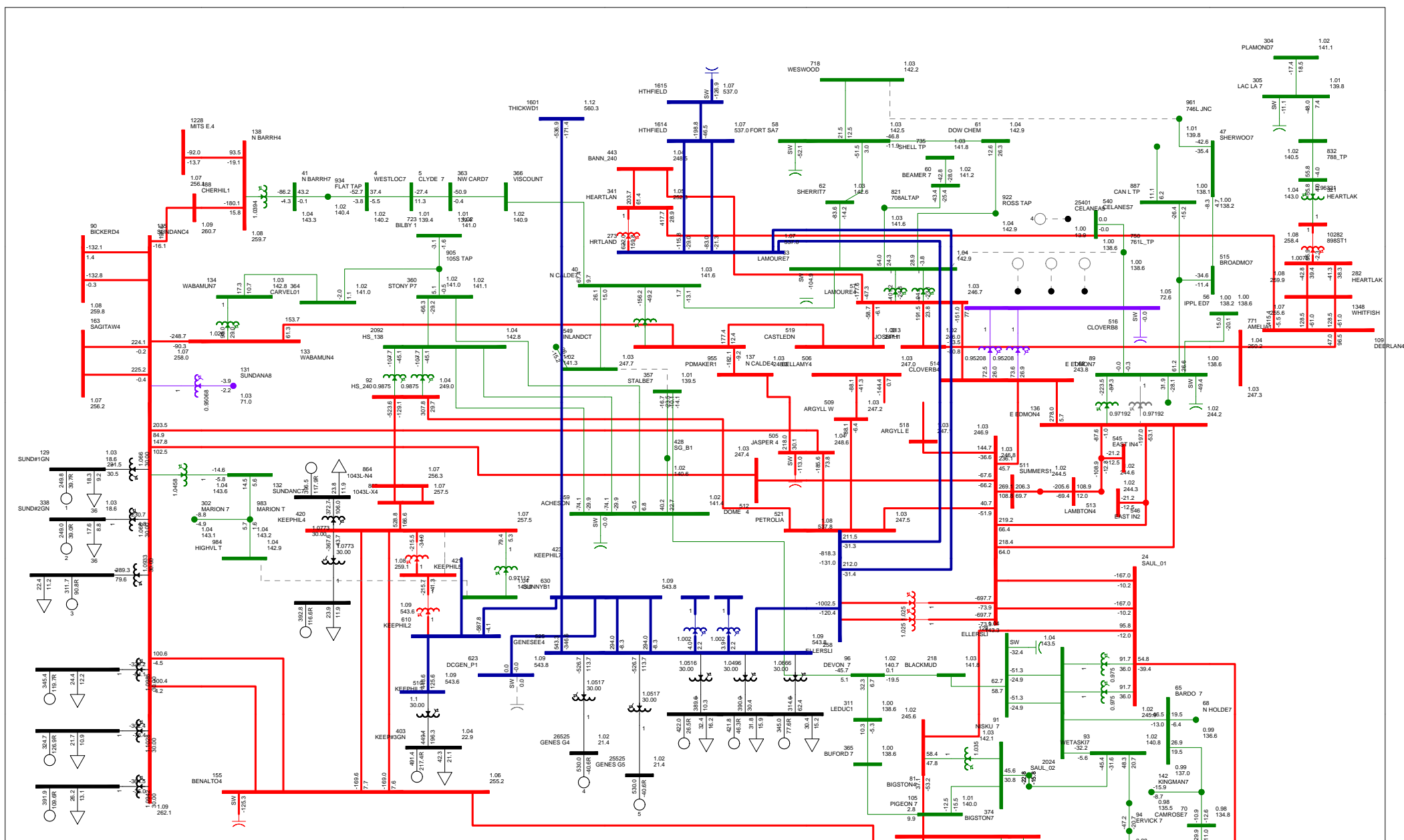
SCENARIO 9 2019WP
 BASE CASE
 FIG C-28
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV) (p)
 Branch - MW (MW) (p)
 Equipment - MW (MW) (p)
 KV = 25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

SOK Cutplane 913.1 MW + (0.35) x 186.7 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 2781.0 MW

BC-AB: 415.9 MW WATL: -0.7 MW
 MATL import: 0.0 MW EATL: -200.0 MW
 Sask. Import: 150.0 MW



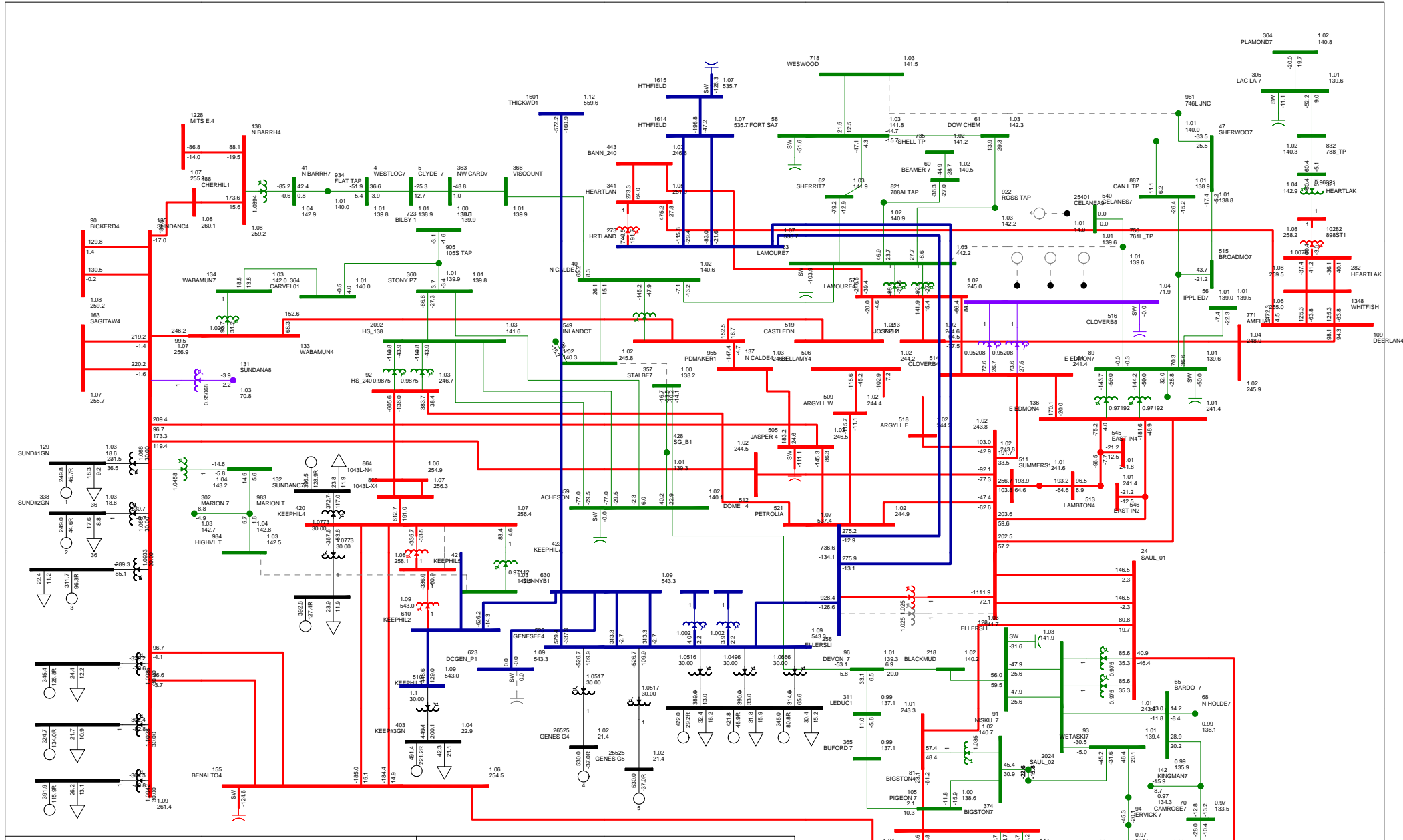
SCENARIO 9 2019WP
 EAST EDMONTON S&S TRANSFORMER
 FIG C-29
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV) (p)
 Branch - MW (MW) (p)
 Equipment - MW (MW) (p)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane 910.2 MW + (0.35) x 186.7 MW Max: 2,050MW
 KEG Cutplane 2780.4 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 419.1 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

WATL: -0.7 MW
 EATL: -200.0 MW



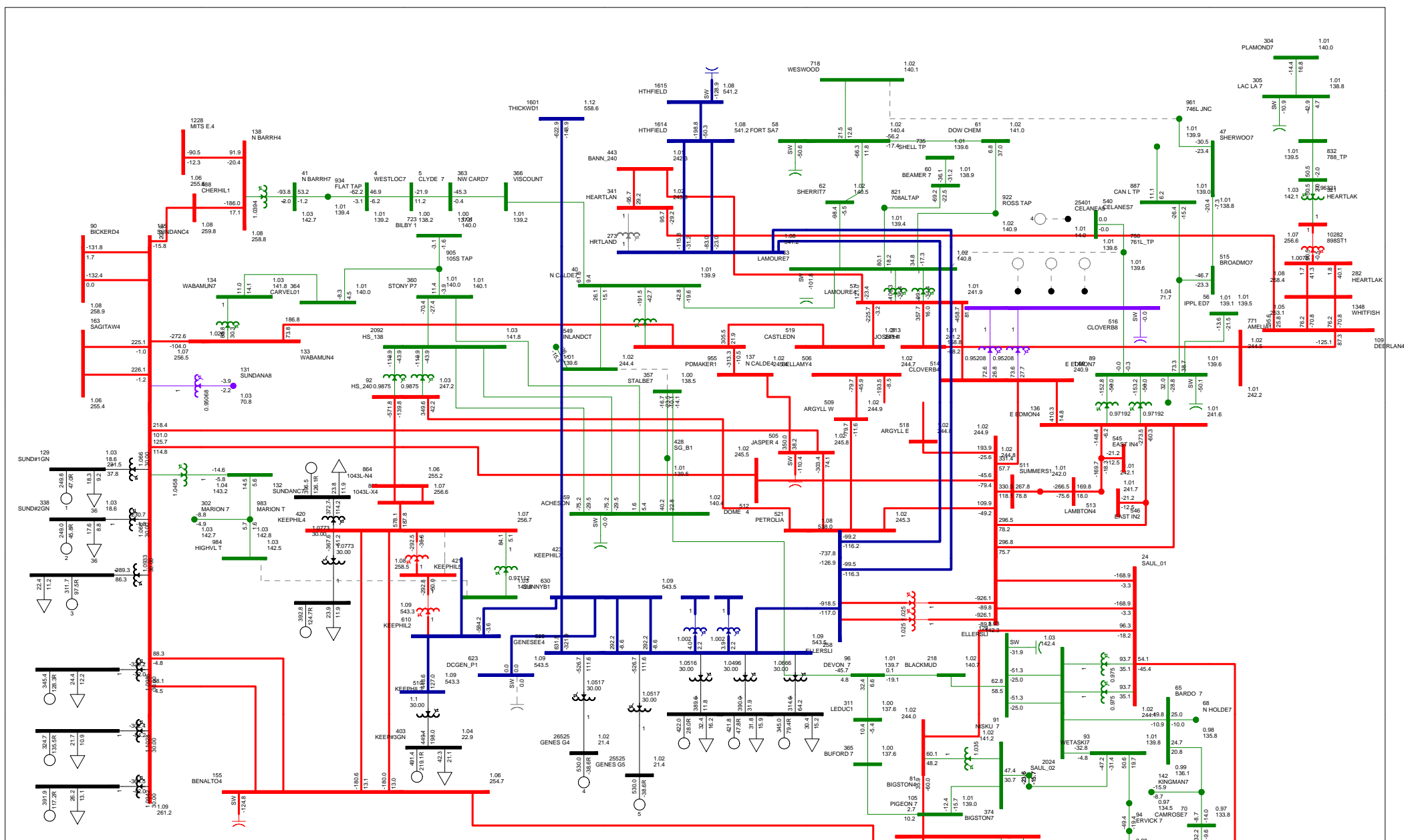
SCENARIO 9 2019WP
 ELLERSLIE T1
 FIG C-30
 TUE, MAR 15 2016 10:22

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 100000000
 KV: <=25.000 =>100.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane 894.0 MW + (0.35) x 188.3 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 422.5 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

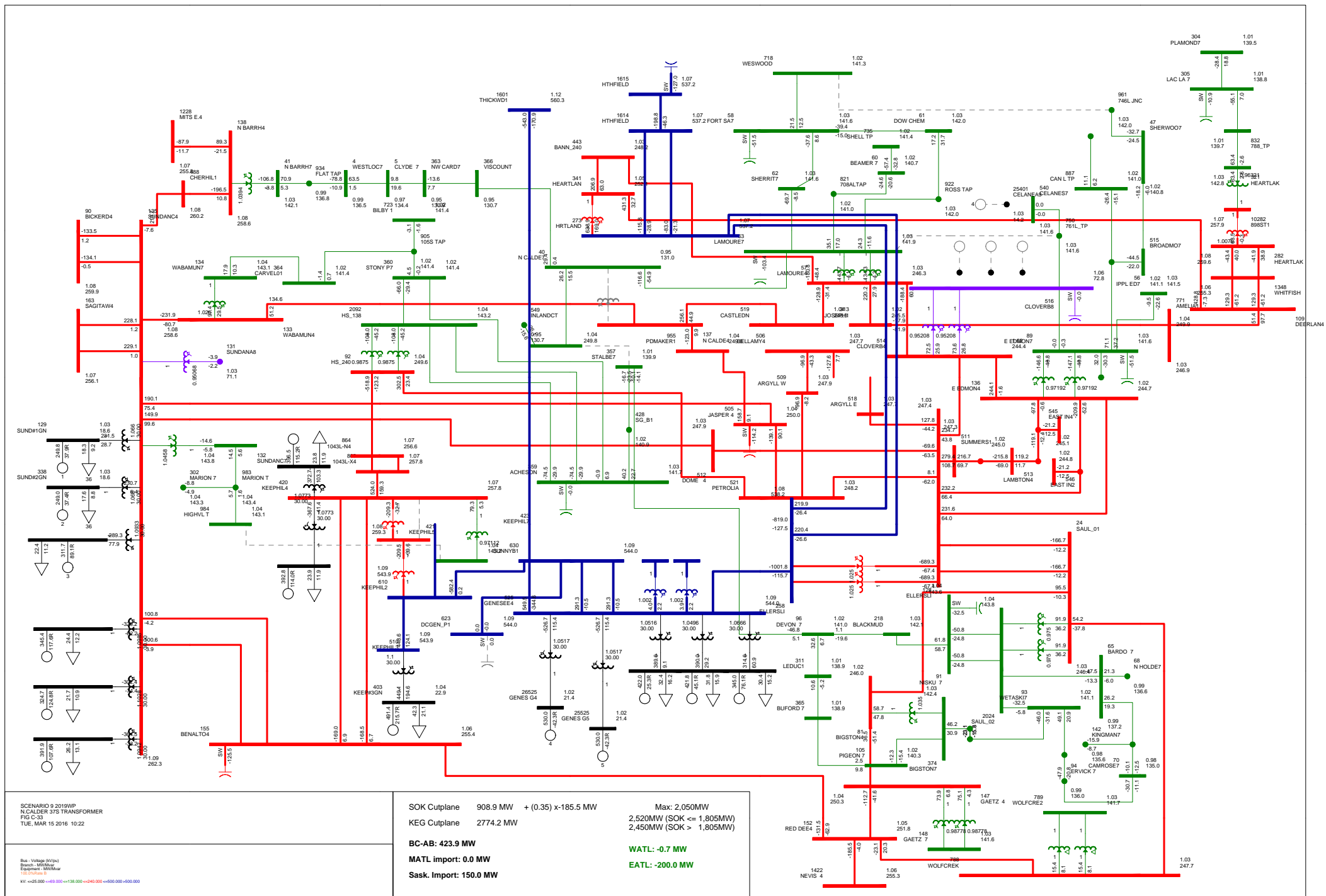
WATL: -0.8 MW
 EATL: -200.0 MW



SCENARIO 9 2019WP
 HEARTLAND T1
 FIG C-32
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 100000000
 kV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

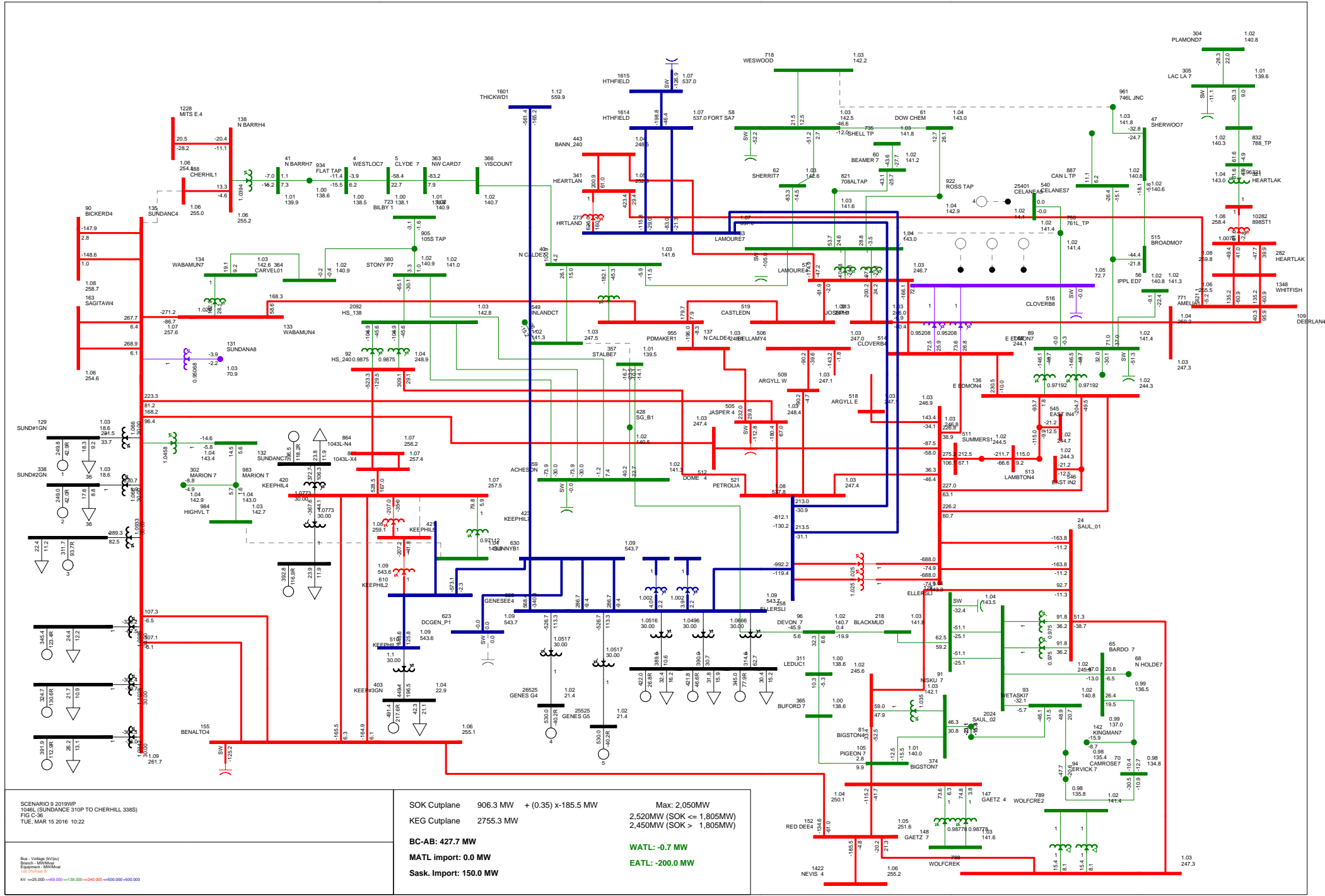
SOK Cutplane	910.3 MW + (0.35) x 180.0 MW	Max: 2,050MW
KEG Cutplane	2692.0 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	440.3 MW	WATL: -0.8 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 9 2019WP
 N CALDER SYS TRANSFORMER
 FIG C-33
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV) [no]
 Branch - MW/MVA
 Equipment - MW/MVA
 [no]
 KV = $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000$

SOK Cutplane	908.9 MW	+ (0.35) x 185.5 MW	Max: 2,050MW
KEG Cutplane	2774.2 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	423.9 MW		WATL: -0.7 MW EATL: -200.0 MW
MATL import:	0.0 MW		
Sask. import:	150.0 MW		



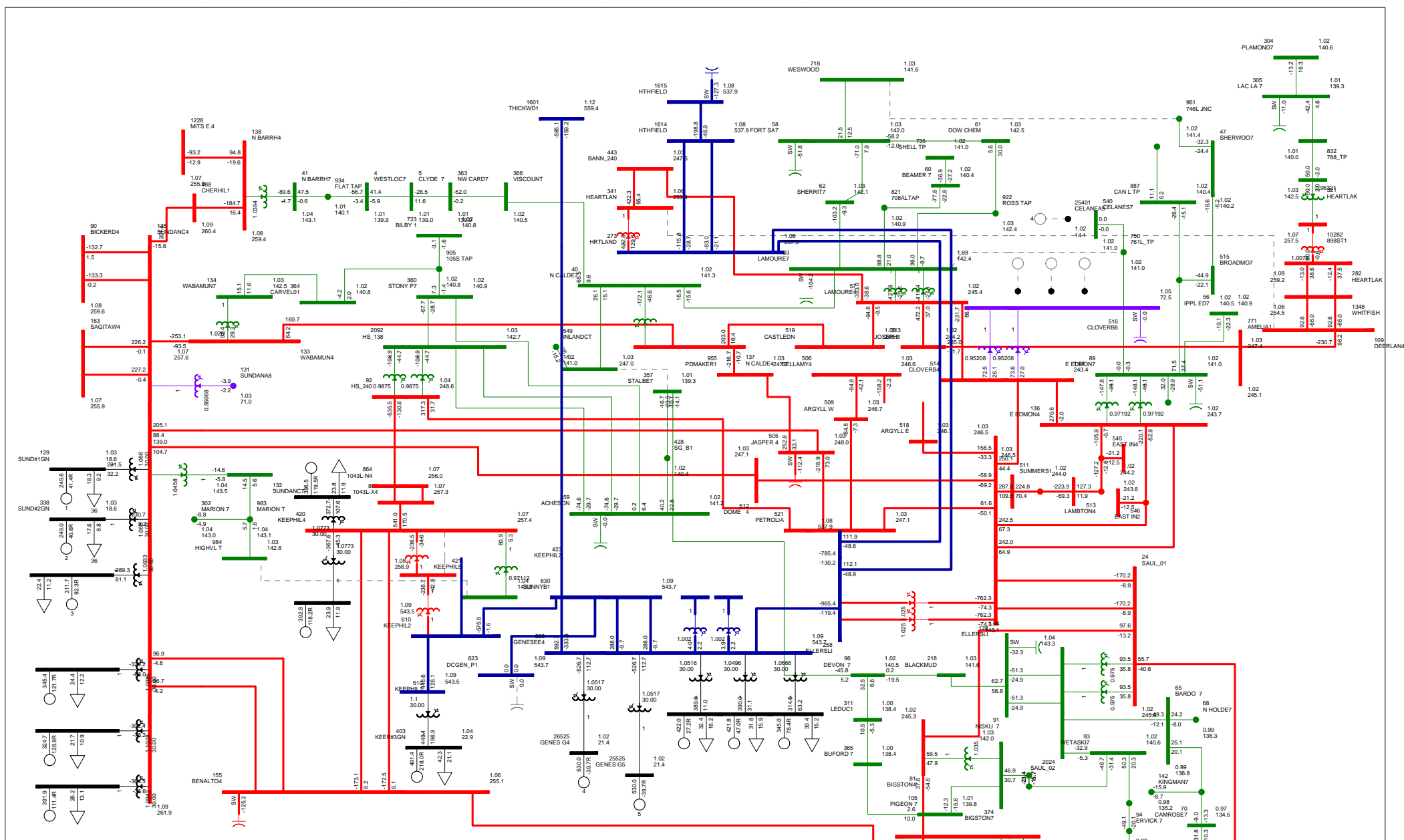
SCENARIO 9 2019WP
 106L SUNDANCE 310P TO CHERHILL (38S)
 FIG C-36
 TUE, MAR 15 2016 10:22

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV: =>25.000=>69.000=>138.000=>240.000=>500.000=>600.000

SOK Cutplane 906.3 MW + (0.35) x 185.5 MW Max: 2,050MW
 KEG Cutplane 2755.3 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 427.7 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

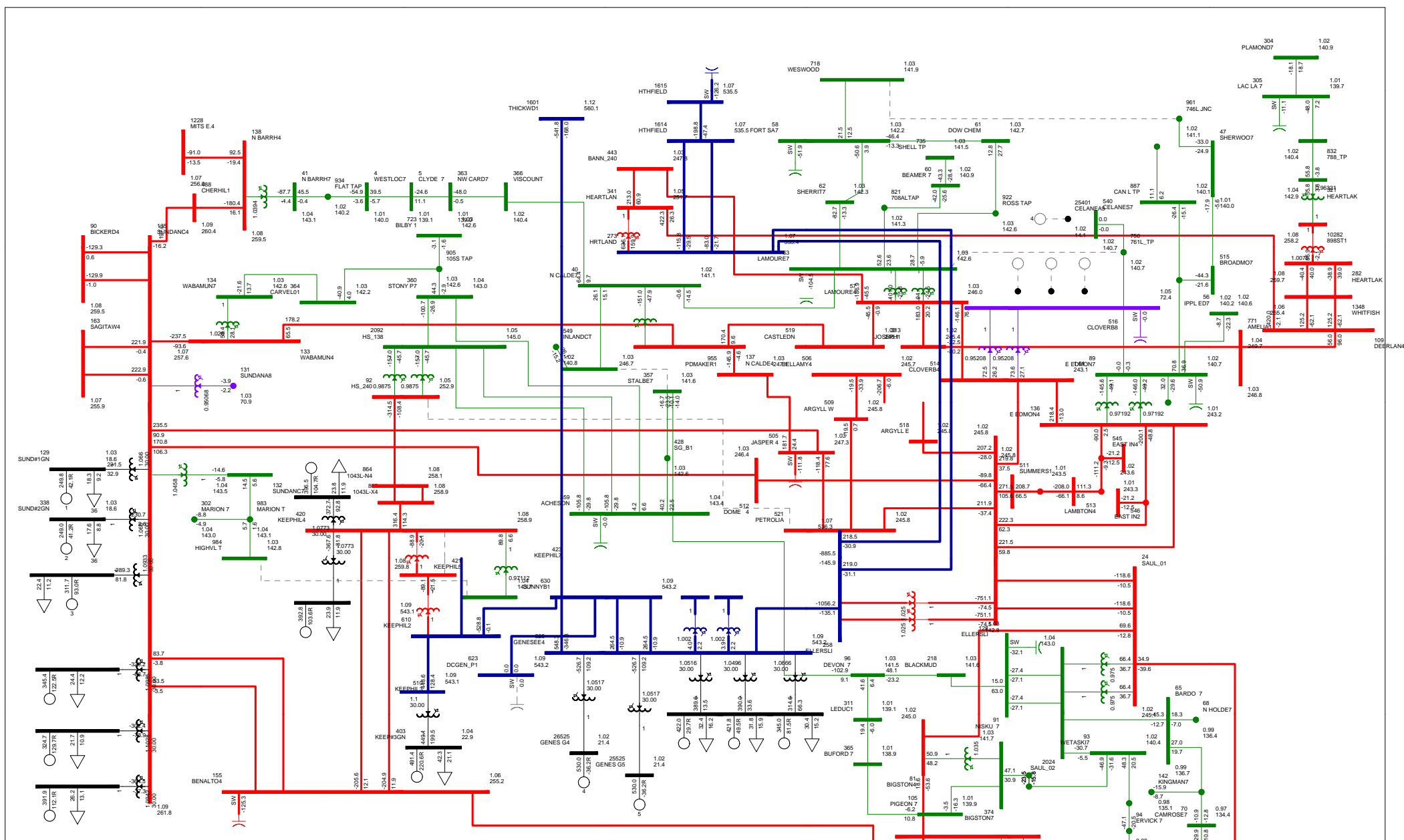
WATL: -0.7 MW
 EATL: -200.0 MW



SCENARIO 9 2019WP
 105L HEARTLAND 12S TO DEERLAND 13S
 FIG C-37
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV) (p)
 Branch - MW (MW)
 Equipment - MVA (MVA)
 100000000
 kV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

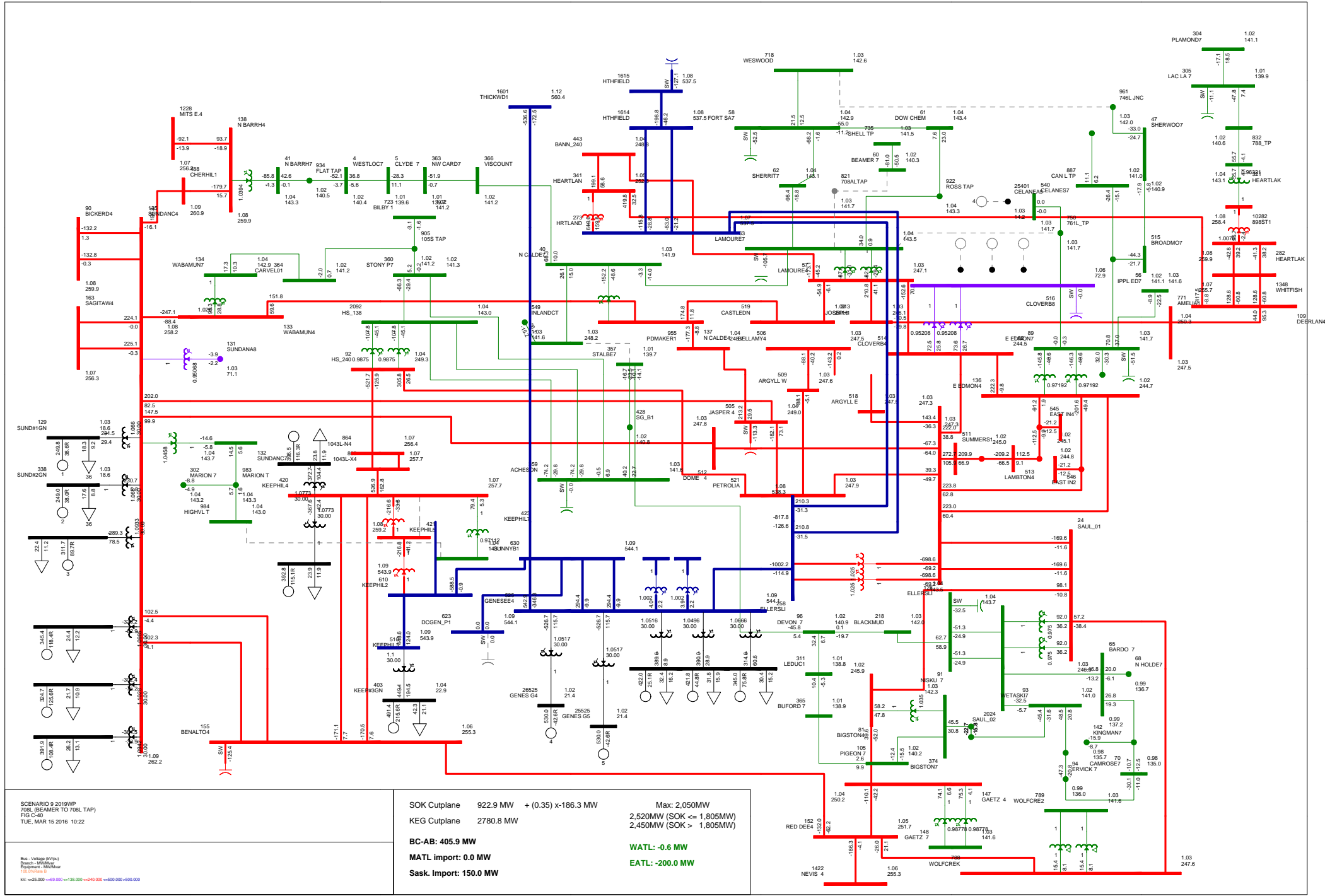
SOK Cutplane	915.7 MW	+ (0.35) x 181.7 MW	Max: 2,050MW
KEG Cutplane	2731.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	428.7 MW		WATL: -0.7 MW EATL: -200.0 MW
MATL import:	0.0 MW		
Sask. import:	150.0 MW		

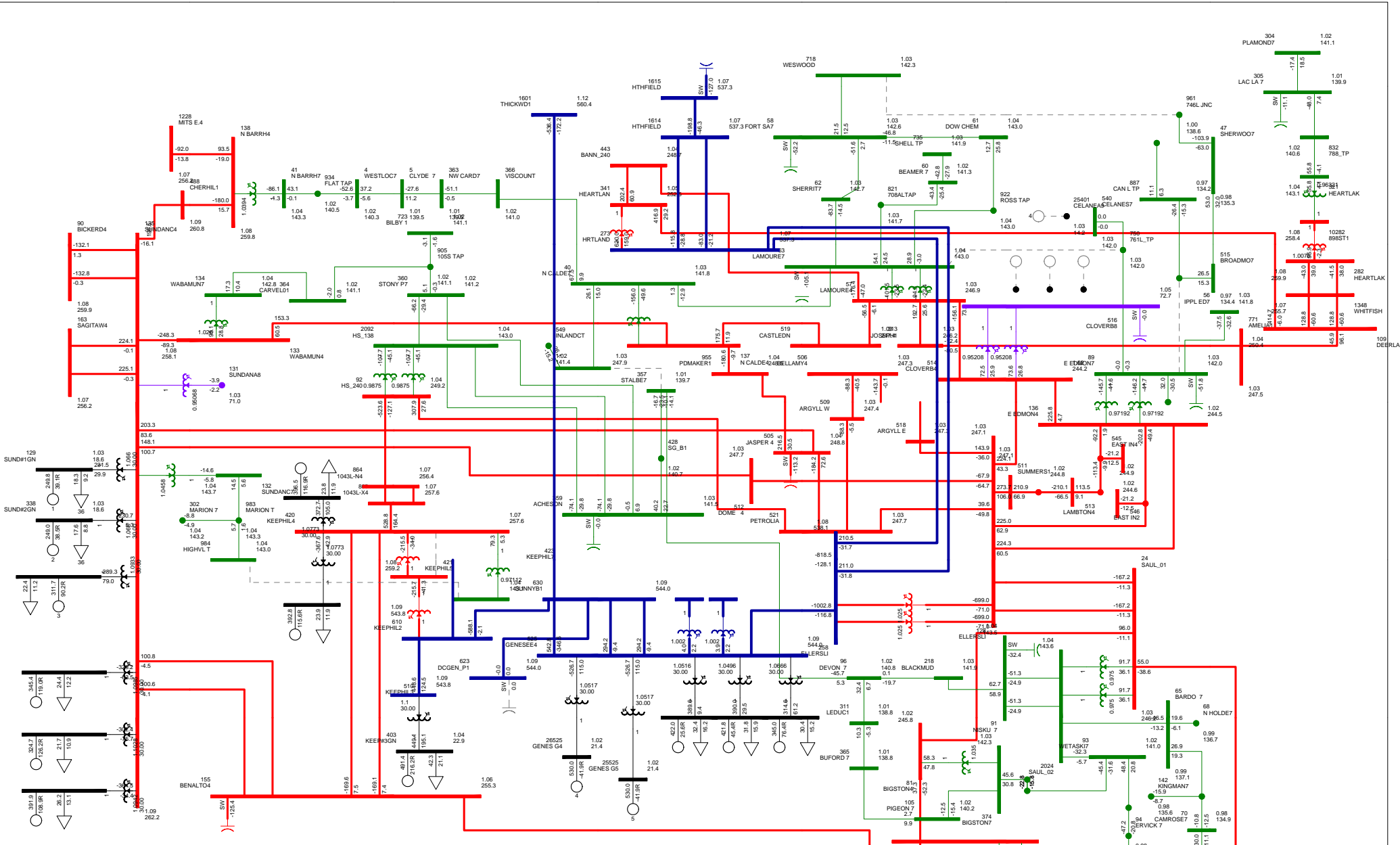


SCENARIO 9 2019WP
 11361 PHARY SMITH 3675 TO PETROLIA)
 FIG C-39
 TUE, MAR 15 2016 10:22

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0) = 0 MW/MVA
 KV = $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000$

SOK Cutplane	855.1 MW	+ (0.35) x 185.7 MW	Max: 2,050MW
KEG Cutplane	2775.5 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	422.5 MW		WATL: -0.7 MW
MATL import:	0.0 MW		EATL: -200.0 MW
Sask. import:	150.0 MW		



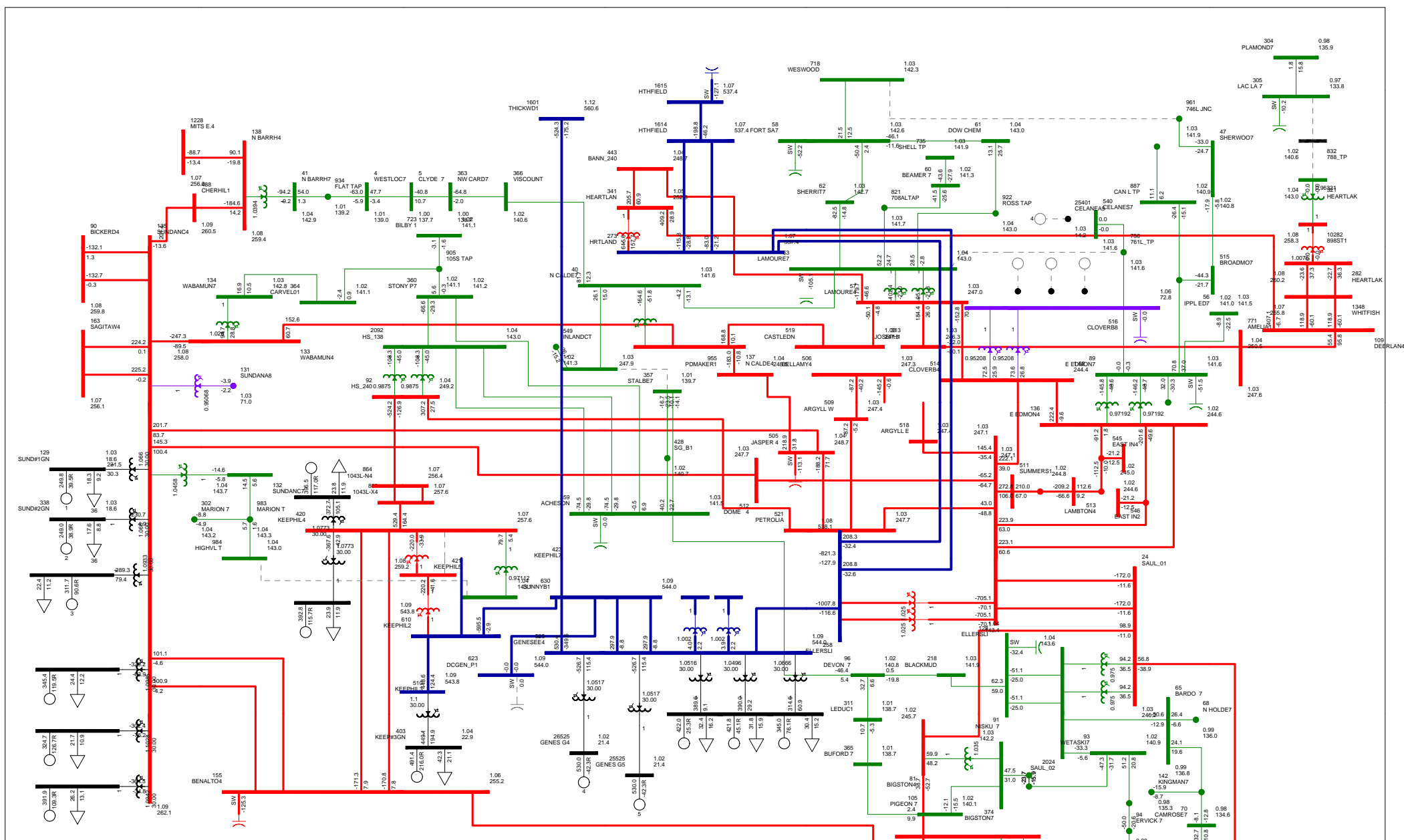


SCENARIO 9 2019WP
 731 EAST EDMONTON 38S TO 746L JUNCTION)
 FIG C-43
 TUE, MAR 15 2016 10:22

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0) - 0.00 MW/MVA

KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

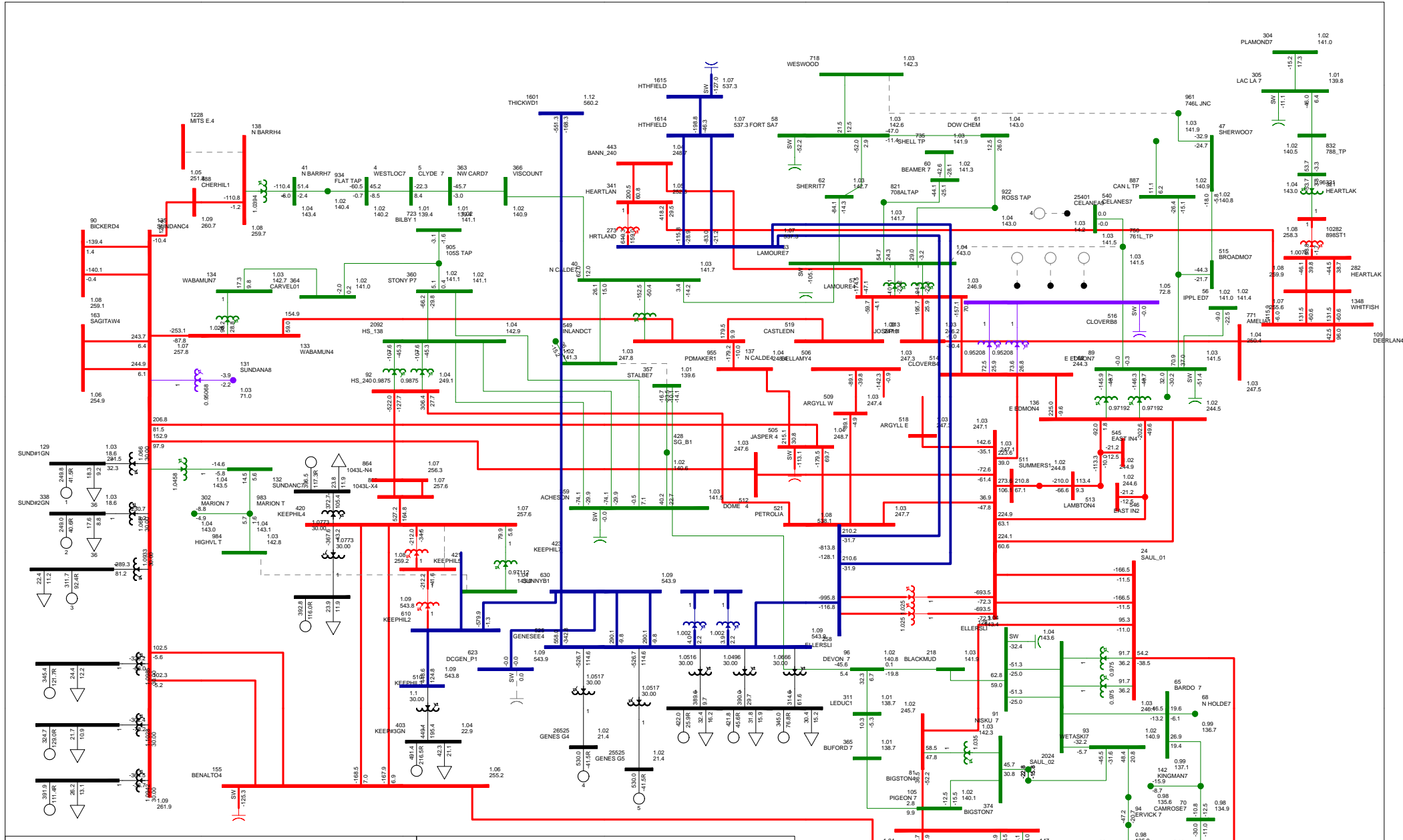
SOK Cutplane	911.2 MW + (0.35) x 186.8 MW	Max: 2,050MW
KEG Cutplane	2780.9 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	418.0 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 9 2019WP
 788L JUNCTION
 FIG C-44
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0) = 0 MW/MVA
 kV = 25.000+69.000+138.000+240.000+500.000+600.000

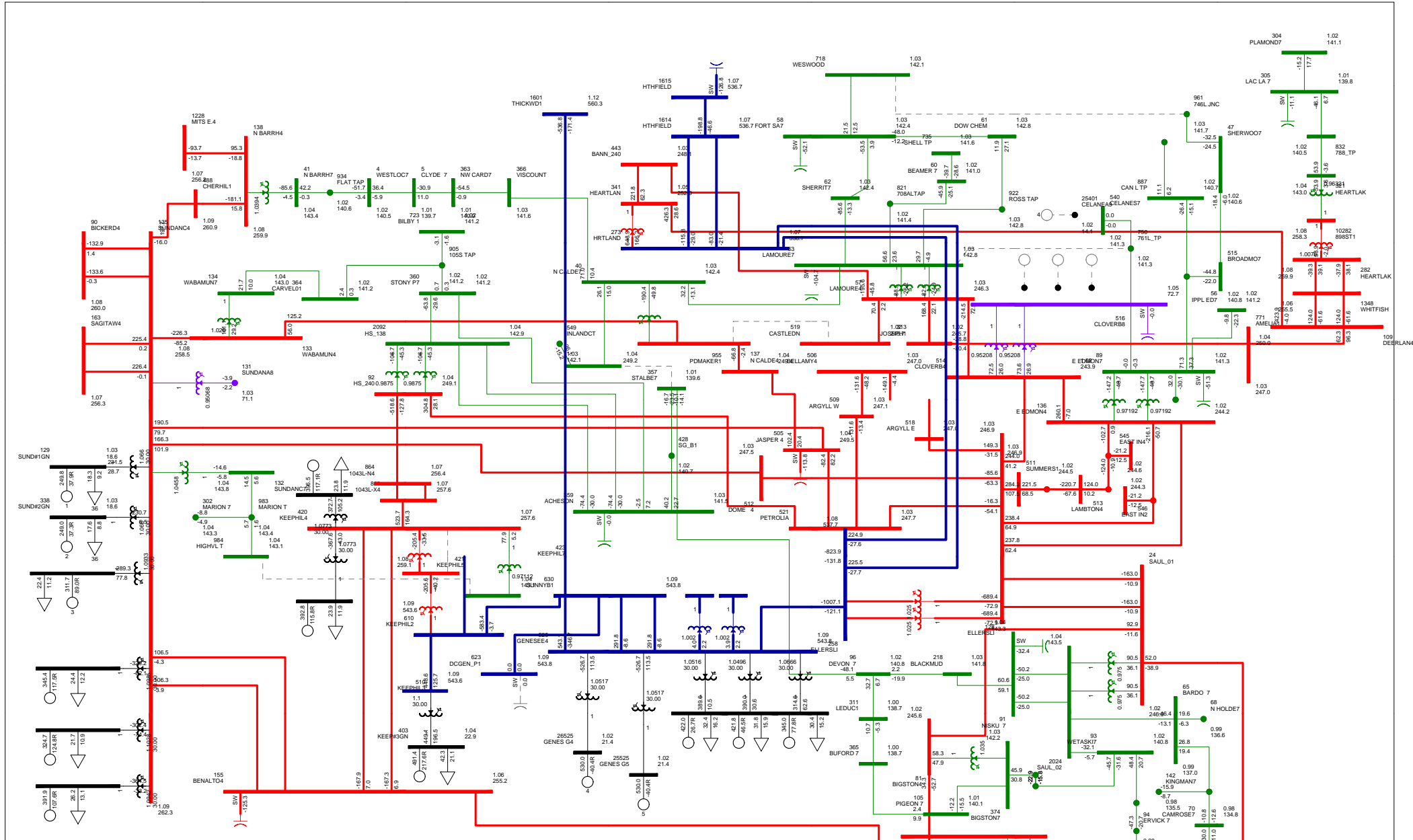
SOK Cutplane	925.4 MW	+(0.35) x 182.4 MW	Max: 2,050MW
KEG Cutplane	2793.3 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	418.0 MW		WATL: -0.7 MW EATL: -200.0 MW
MATL import:	0.0 MW		
Sask. import:	150.0 MW		



SCENARIO 9 2019WP
 313_N BARRHEAD 855 TO MITSUE 7325)
 FIG C-45
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (S) - MW/MVA
 KV: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

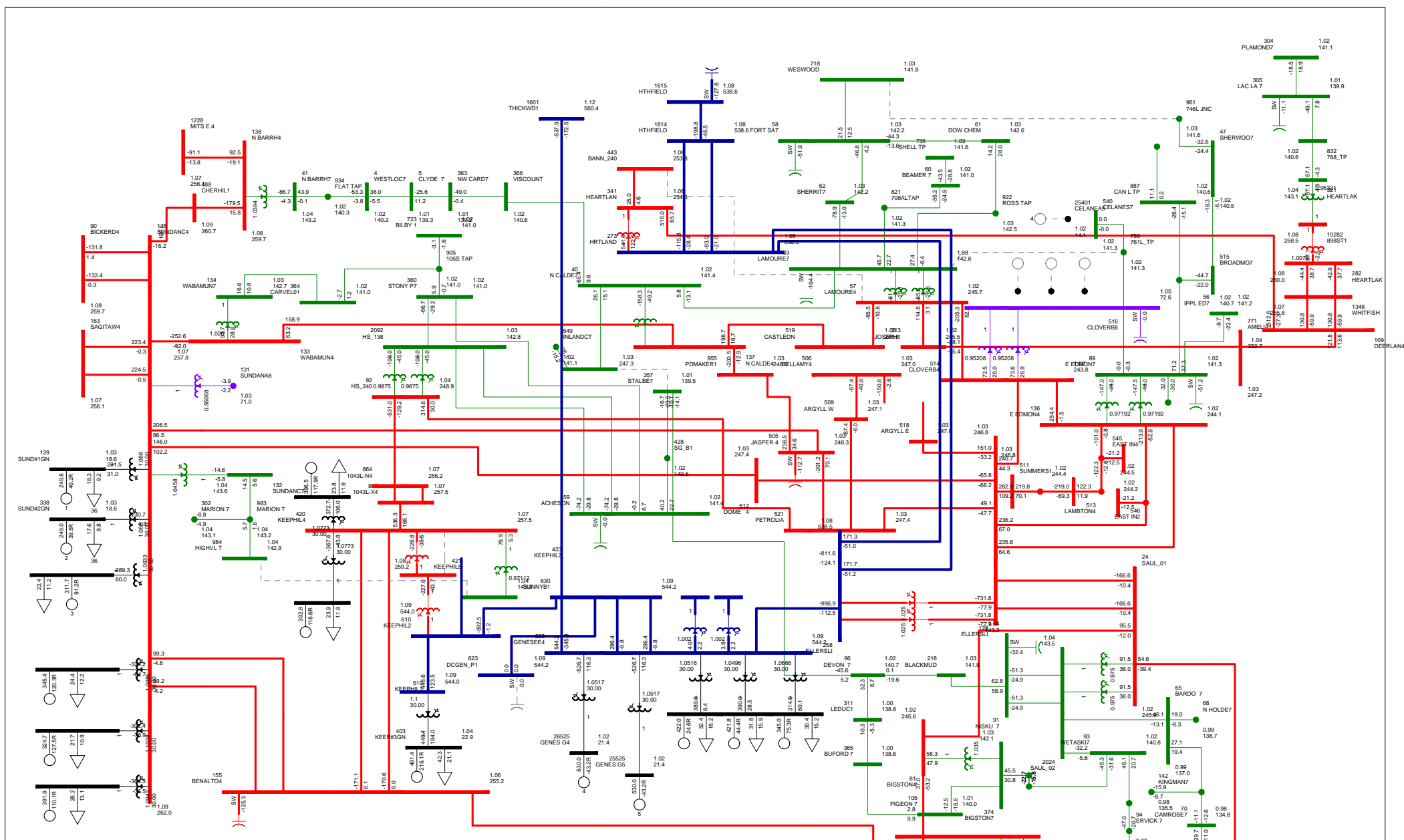
SOK Cutplane	909.4 MW + (0.35) x 186.6 MW	Max: 2,050MW
KEG Cutplane	2765.7 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	420.6 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 9 2019WP
 320. NORTH CALDER 375 TO CASTLE DOWNS)
 FIG C-46
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV) (p)
 Branch - MW (MW)
 Equipment - MVA (MVA)
 (S) (S)
 KV: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane	911.6 MW + (0.35) x 186.0 MW	Max: 2,050MW
KEG Cutplane	2780.6 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	416.9 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



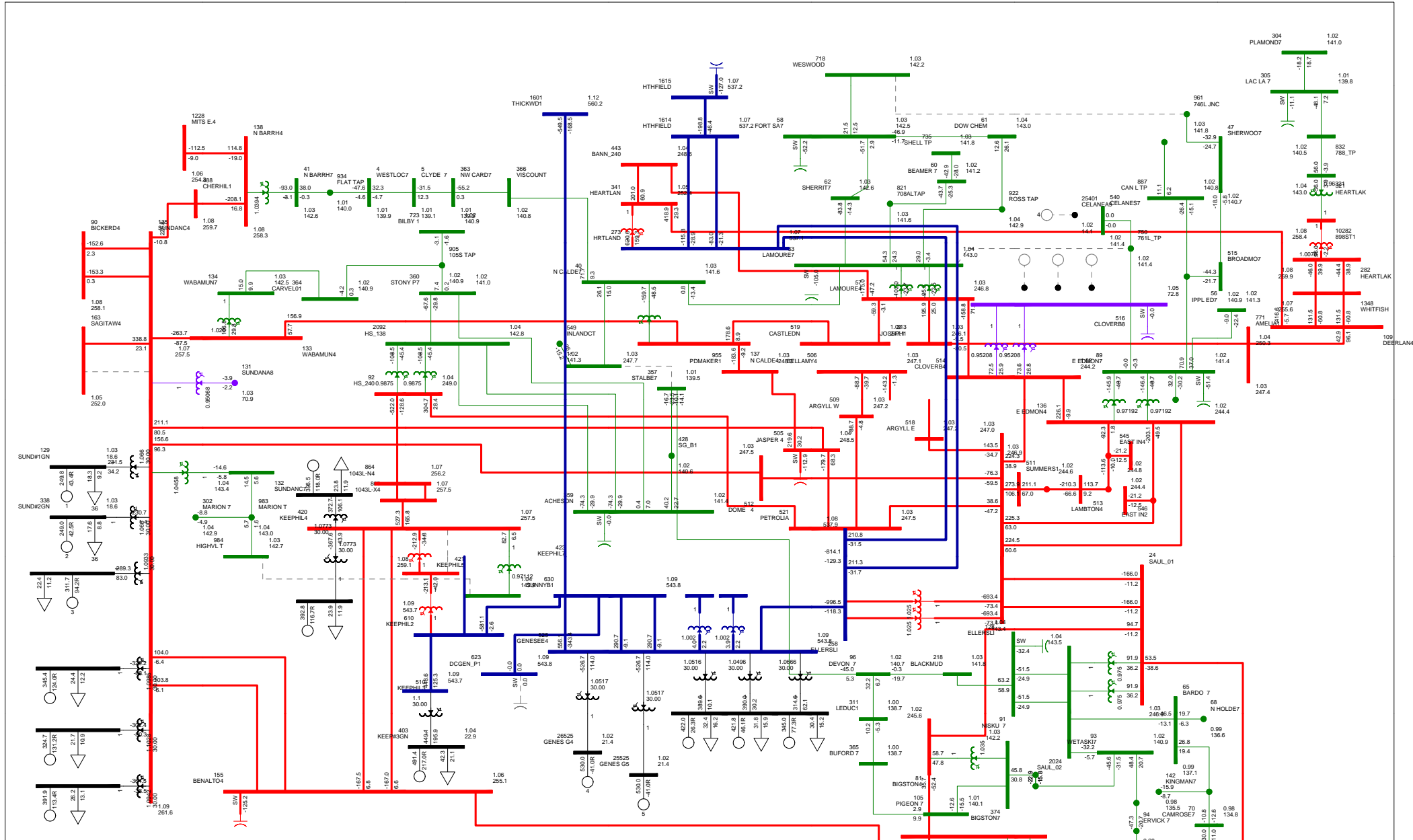
SCENARIO 9 2019WP
 342, L LAMOUREUX 715 TO BANNERMAN 681S)
 FIG C-47
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV) (no)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0) (0)
 KV = 25.000+69.000+138.000+240.000+500.000+600.000

SOK Cutplane 910.0 MW + (0.35) x187.2 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 417.9 MW
 WATL: -0.7 MW
 MATL import: 0.0 MW
 EATL: -200.0 MW

Sask. Import: 150.0 MW



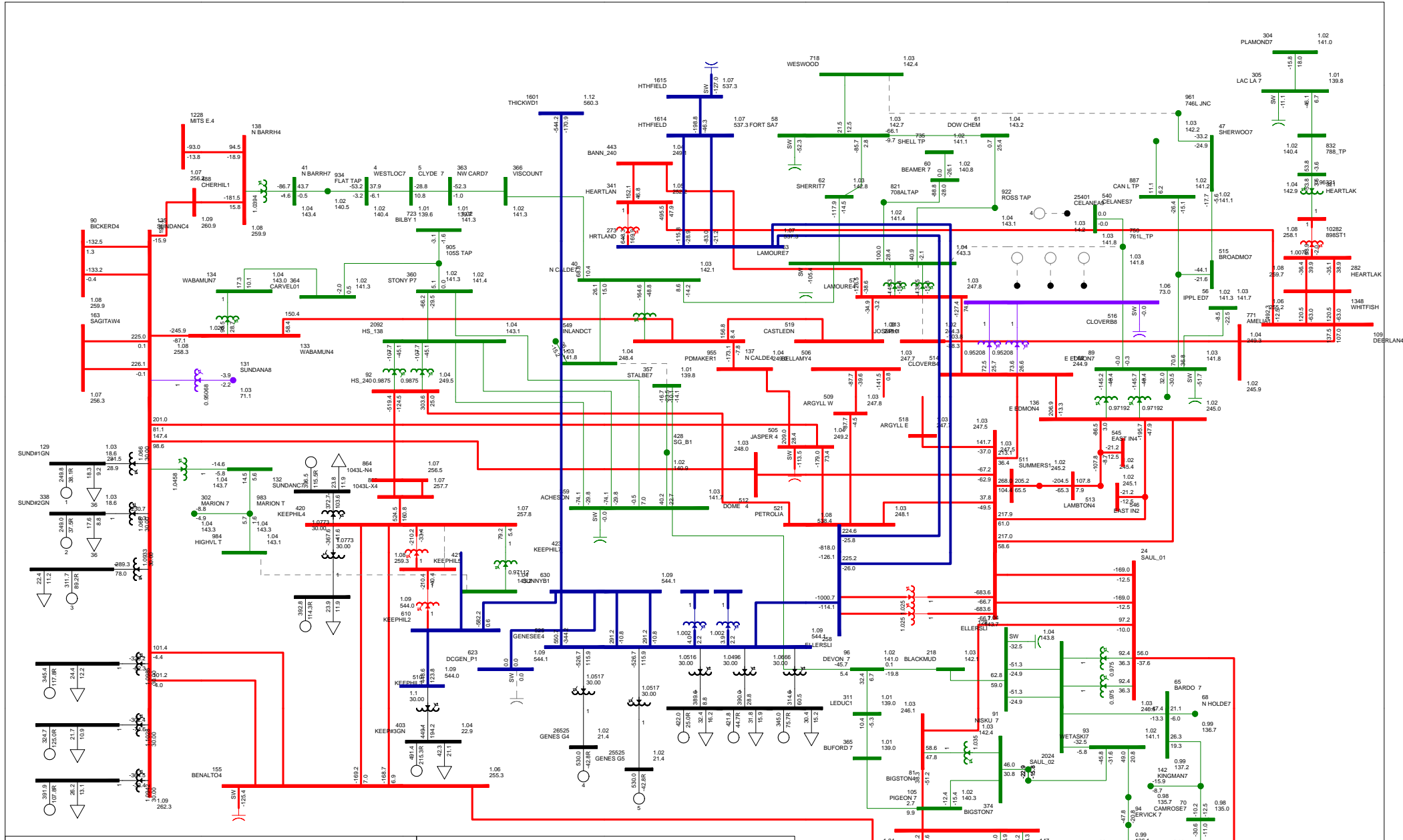
SCENARIO 9 2019WP
 388. SUNDANCE STP TO SAGITAWAH 77S)
 FIG C-48
 TUE, MAR 15 2016 10:22

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 100000000
 kV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane 905.5 MW + (0.35) x 186.6 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 425.8 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

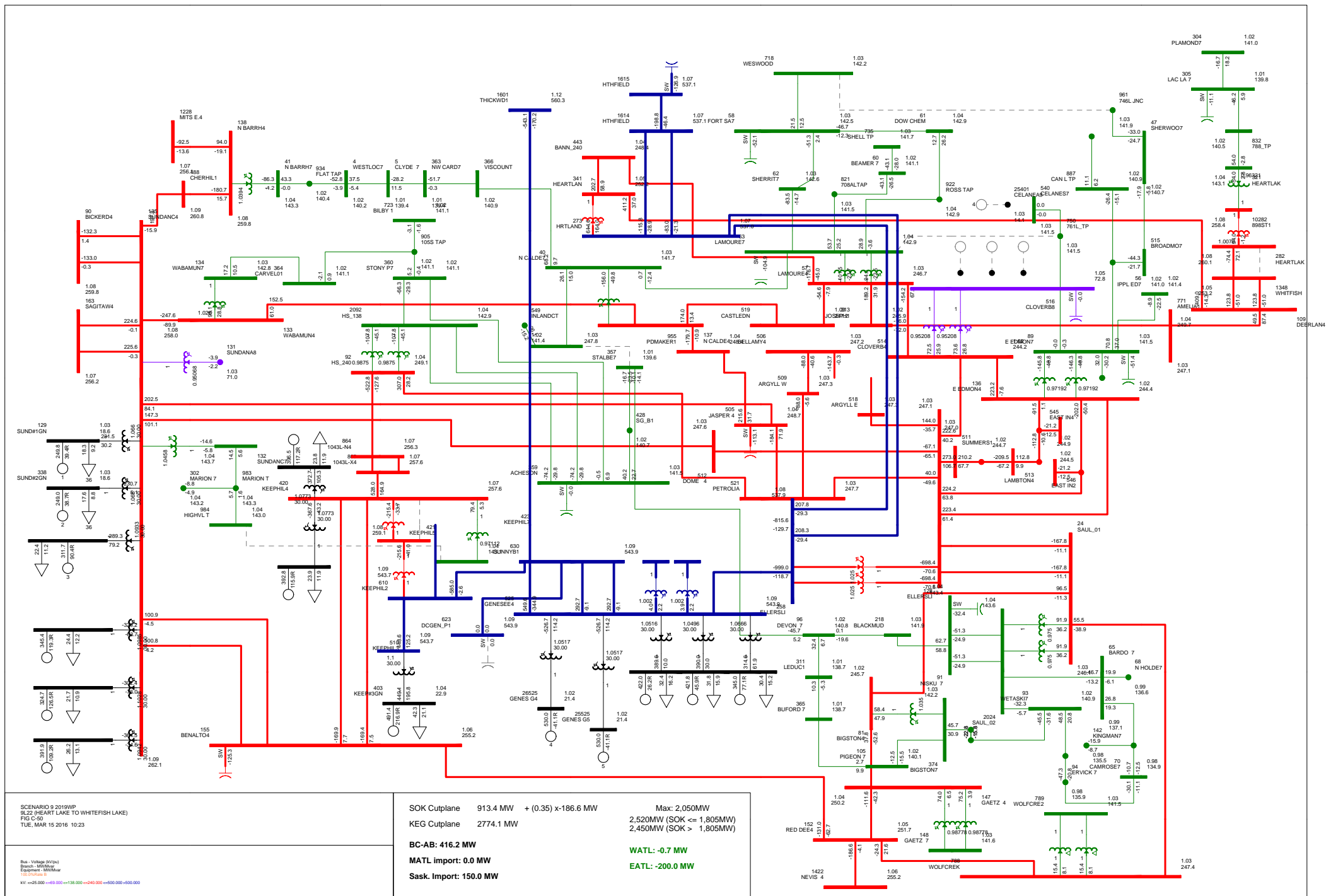
WATL: -0.7 MW
 EATL: -200.0 MW



SCENARIO 9 2019WP
 871 LAMOUREUX 71S TO JOSEPHBURG 410S)
 FIG C-29
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV = 25.000+69.000+138.000+240.000+500.000+600.000

SOK Cutplane	915.2 MW	+ (0.35) x 185.5 MW	Max: 2,050MW
KEG Cutplane	2773.0 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	417.8 MW		WATL: -0.6 MW
MATL import:	0.0 MW		EATL: -200.0 MW
Sask. import:	150.0 MW		



SCENARIO 9 2019WP
 38.2V HEART LAKE TO WHITERFISH LAKE
 FIG C-5D
 TUE, MAR 15 2016 10:23

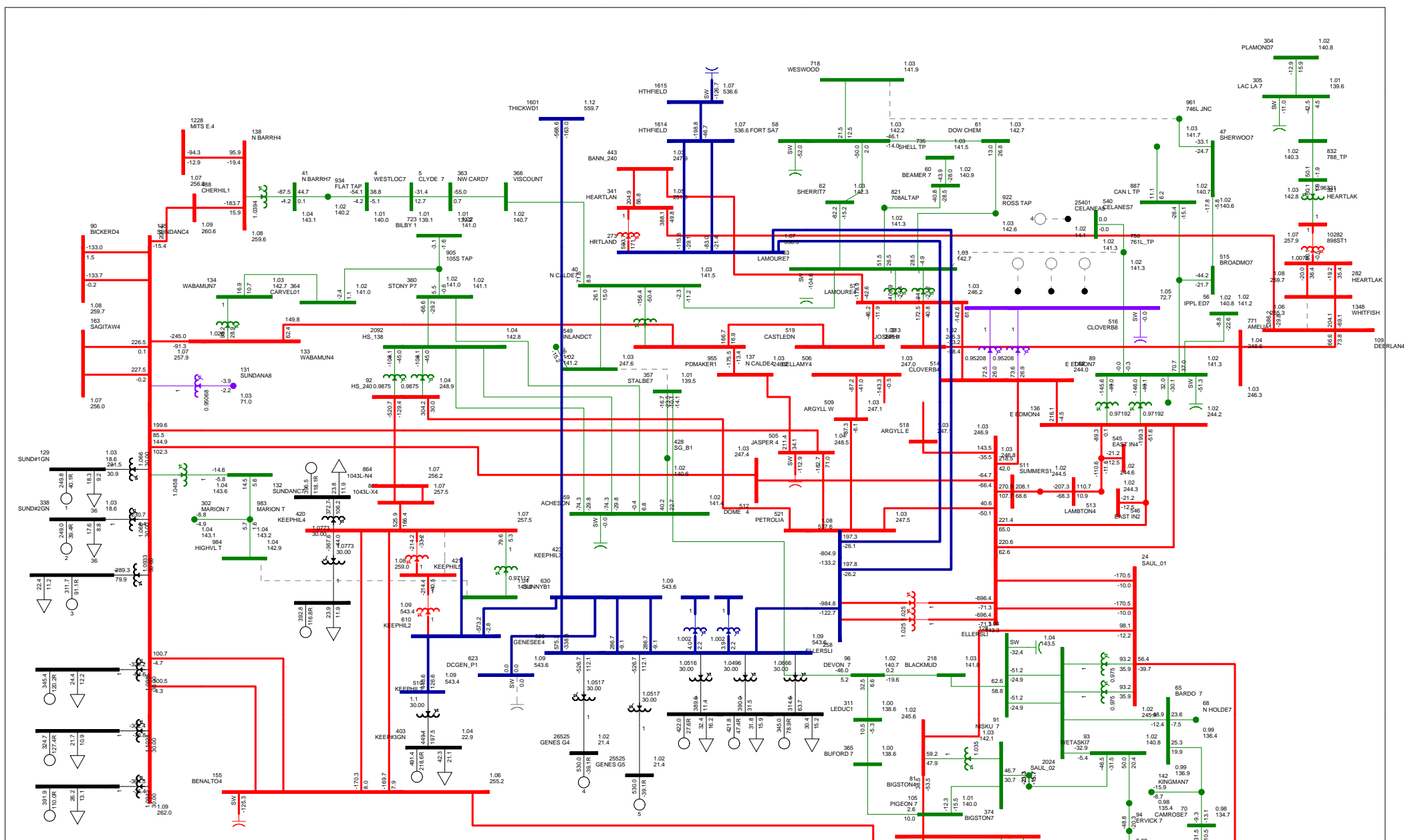
Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0) - 0.00 MW/MVA
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane 913.4 MW + (0.35) x 186.6 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 2774.1 MW

BC-AB: 416.2 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

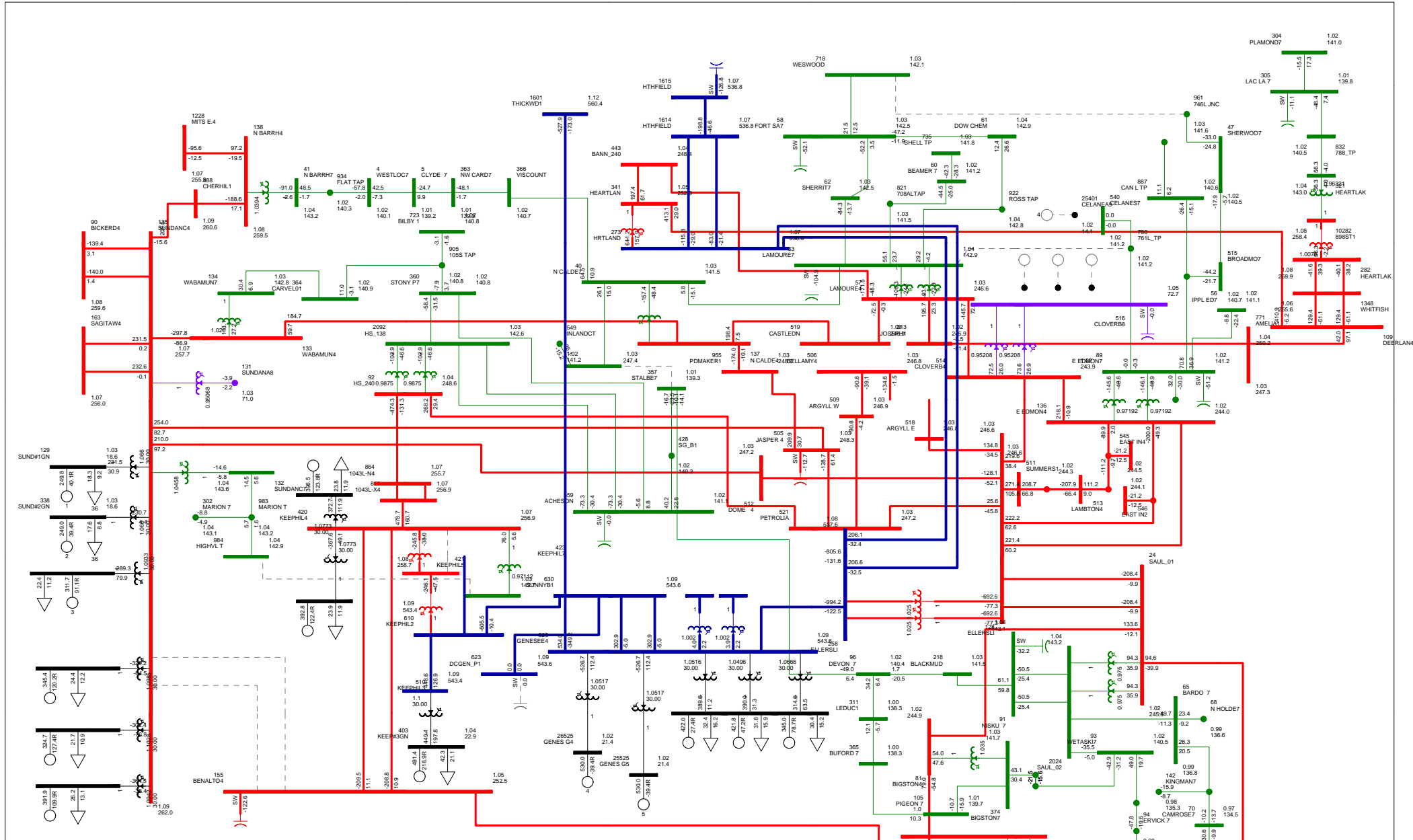
WATL: -0.7 MW
 EATL: -200.0 MW



SCENARIO 9 2019WP
 3L351 (WHITEFISH LAKE 82SS TO DEERLAND 13S)
 FIG C-52
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV) (p)
 Branch - MW (M)
 Equipment - MW (M)
 (S) (M) (p)
 KV: =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane	918.8 MW	+ (0.35) x-182.5 MW	Max: 2,050MW
KEG Cutplane	2748.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	422.4 MW		WATL: -0.7 MW
MATL import:	0.0 MW		EATL: -200.0 MW
Sask. import:	150.0 MW		



SCENARIO 9 2019WP
 325, 506
 FIG C-54
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0.000000)

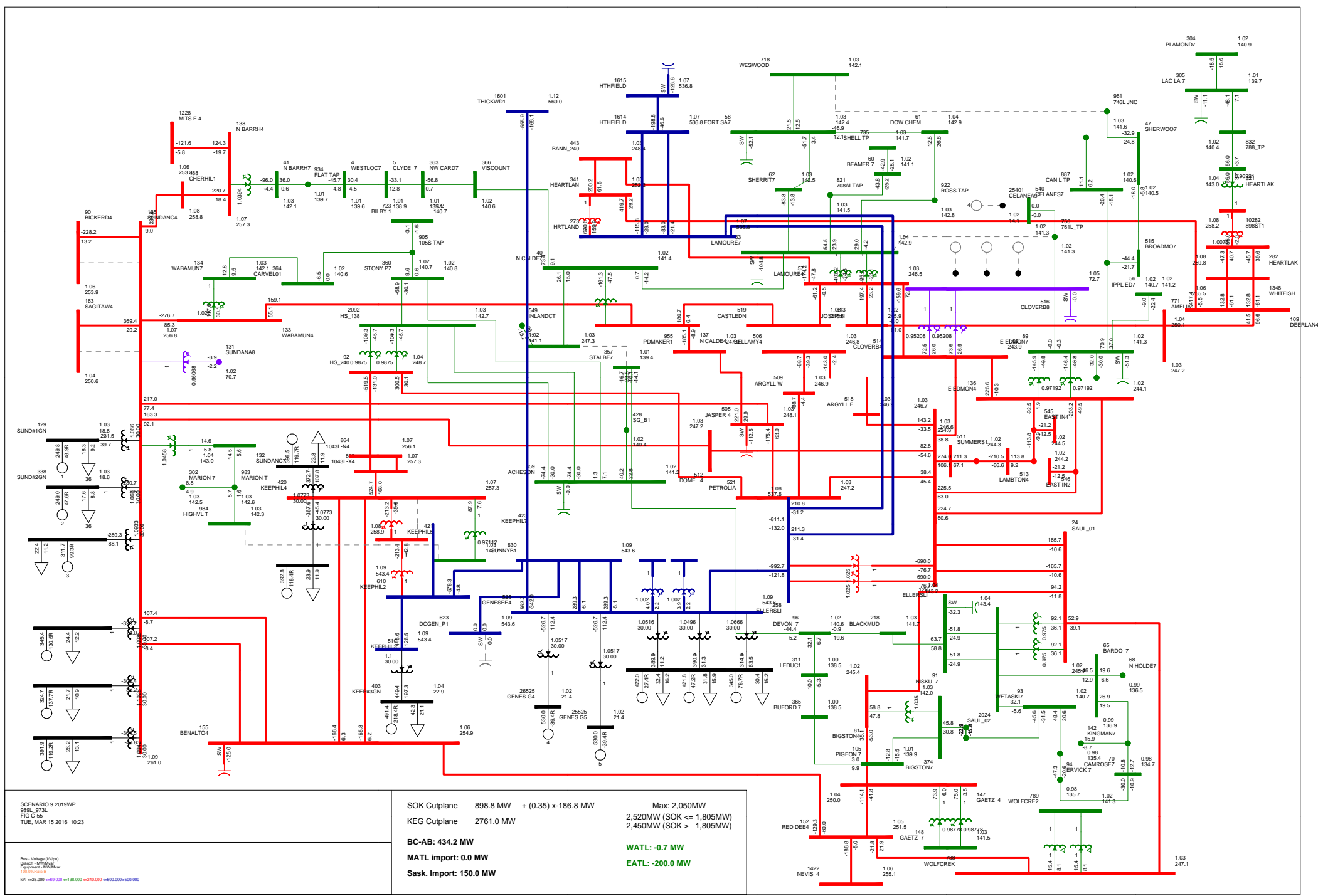
kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane 898.1 MW + (0.35) x 191.0 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 2789.6 MW

BC-AB: 423.0 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

WATL: -0.8 MW
 EATL: -200.0 MW

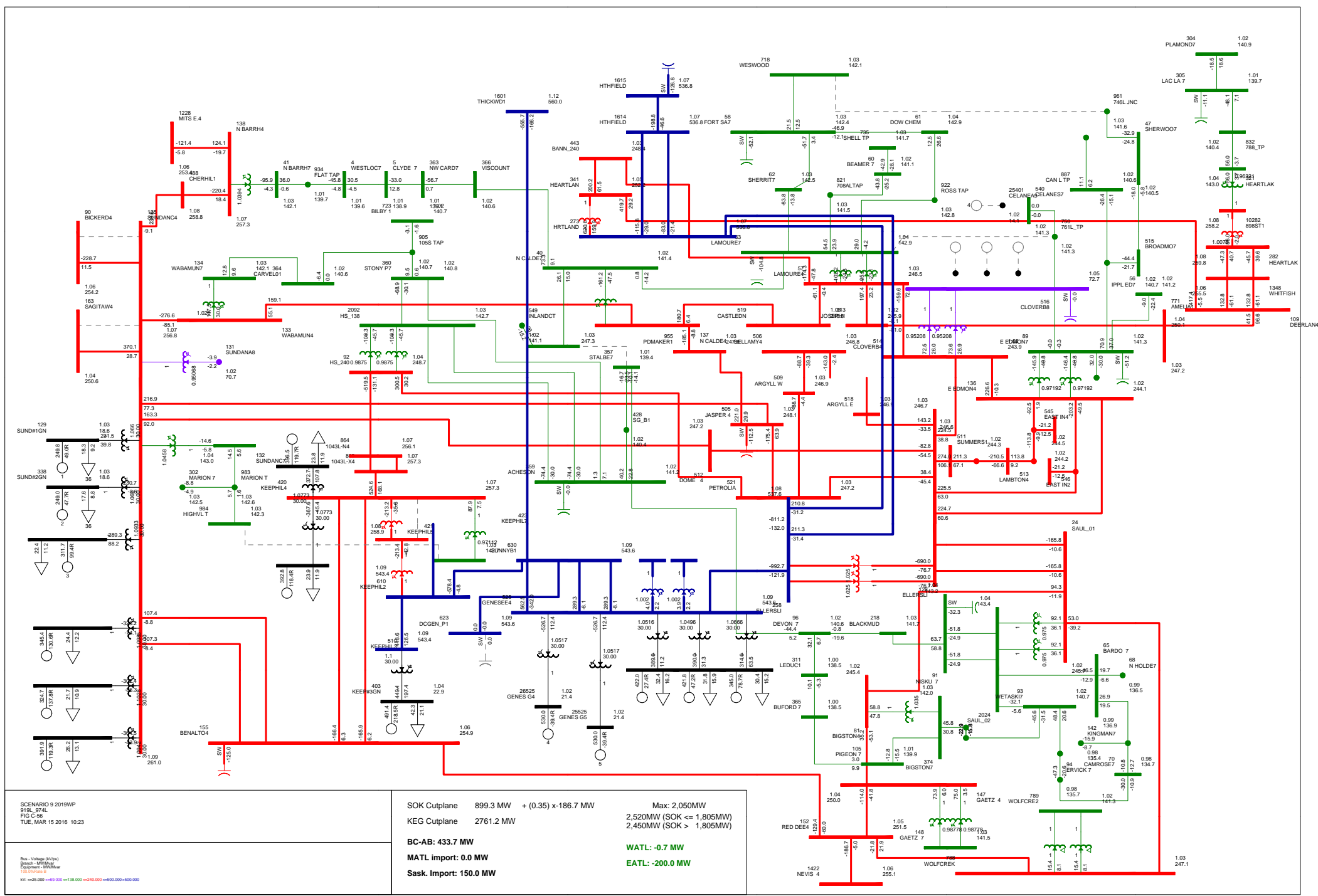


SCENARIO 9 2019WP
 389.97kW
 FIG C-55
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV) (pu)
 Branch - MW (MW)
 Equipment - MVA (MVA)
 Losses - MW (MW)

kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane	898.8 MW	+ (0.35) x 186.8 MW	Max: 2,050MW
KEG Cutplane	2761.0 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	434.2 MW		WATL: -0.7 MW
MATL import:	0.0 MW		EATL: -200.0 MW
Sask. import:	150.0 MW		



SCENARIO 9 2019WP
 219, 974L
 FIG C-56
 TUE, MAR 15 2016 10:23

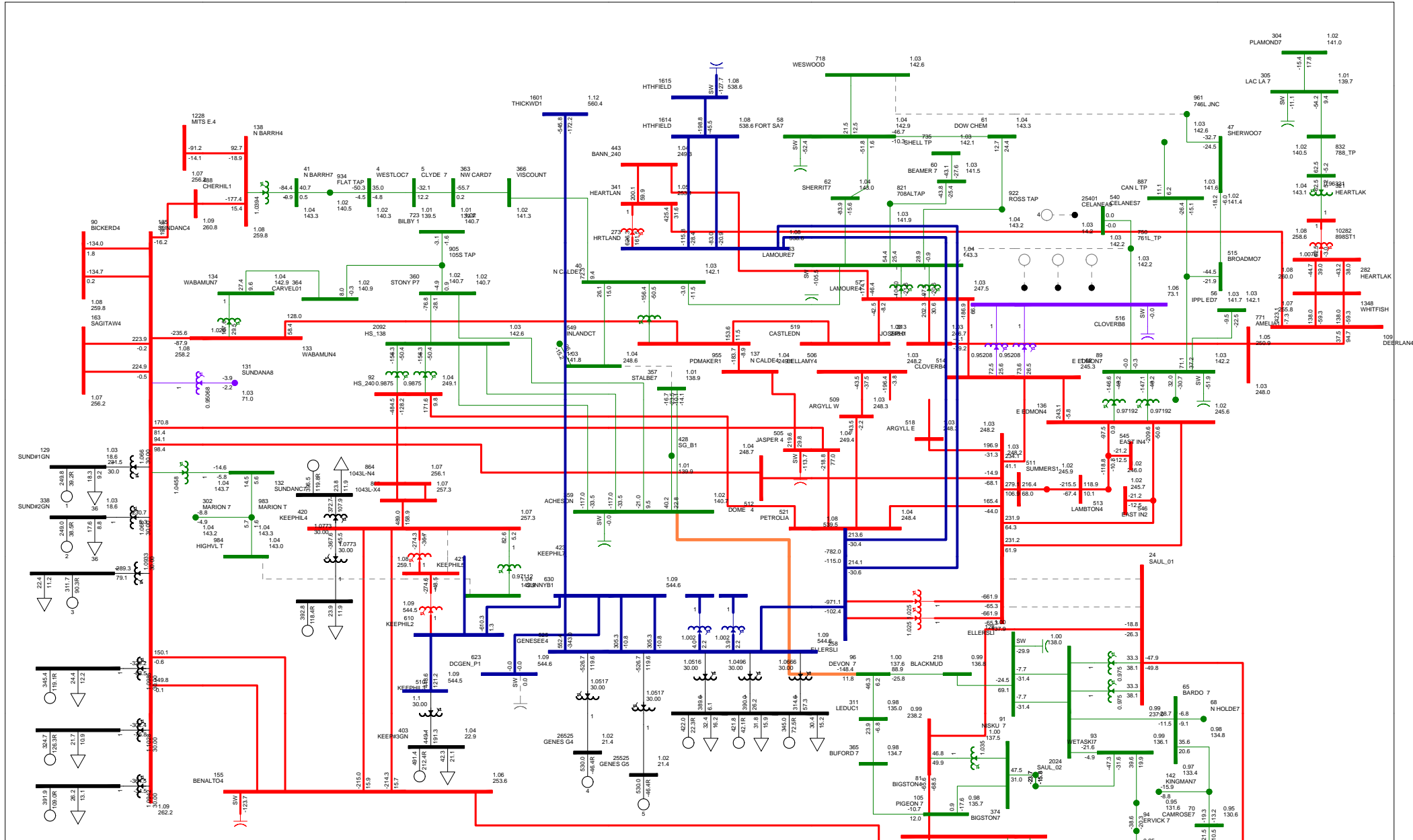
Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0) = 0 MW/MVA
 KV = 25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 600.000

SOK Cutplane 899.3 MW + (0.35) x 186.7 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 2761.2 MW

BC-AB: 433.7 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

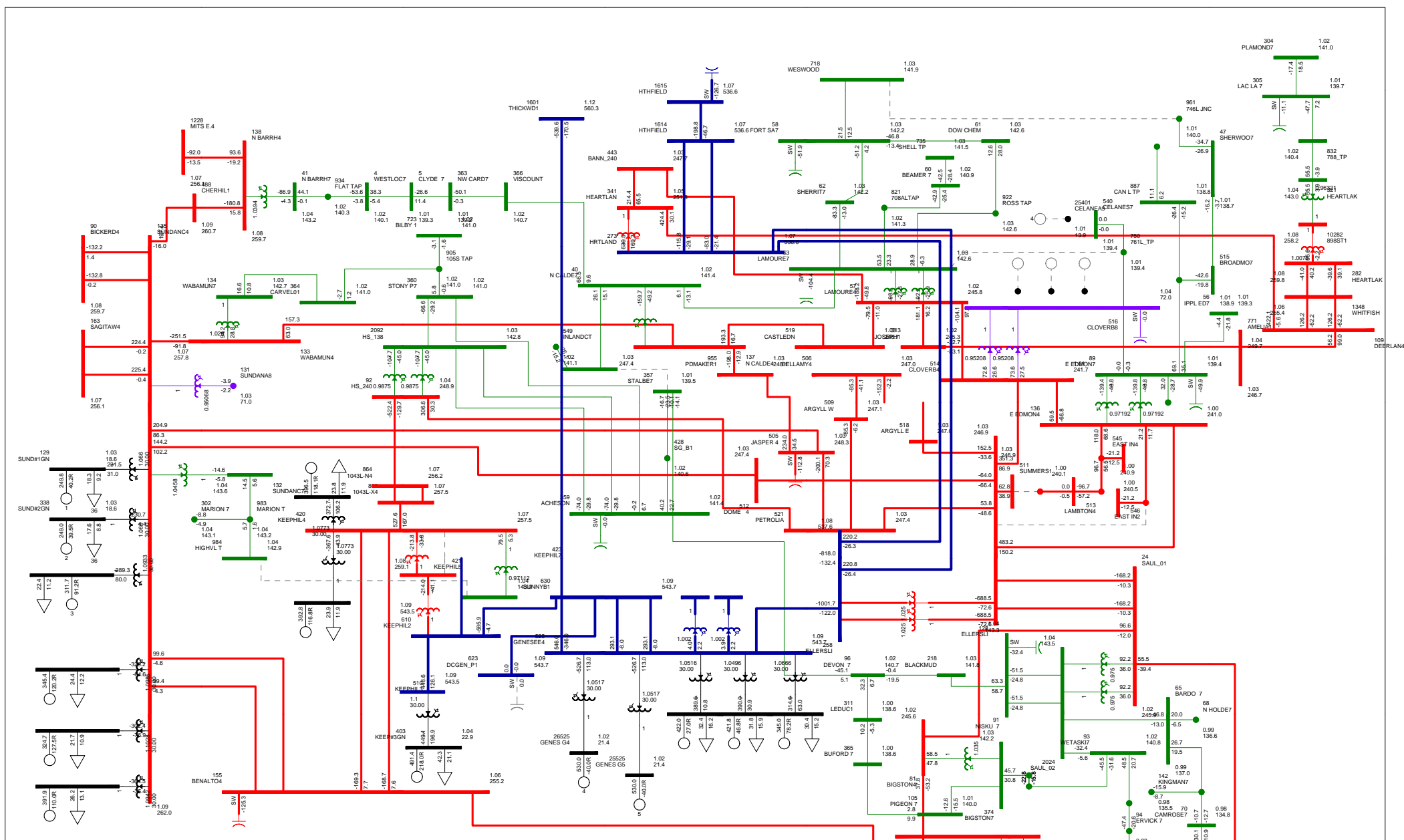
WATL: -0.7 MW
 EATL: -200.0 MW



SCENARIO 9 2019WP
 115kV 1140
 FIG C-57
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV) (p)
 Branch - MW (MVA)
 Equipment - MW (MVA)
 (S) - Saturated
 KV: $=25,000$ $=69,000$ $=138,000$ $=240,000$ $=500,000$ $=600,000$

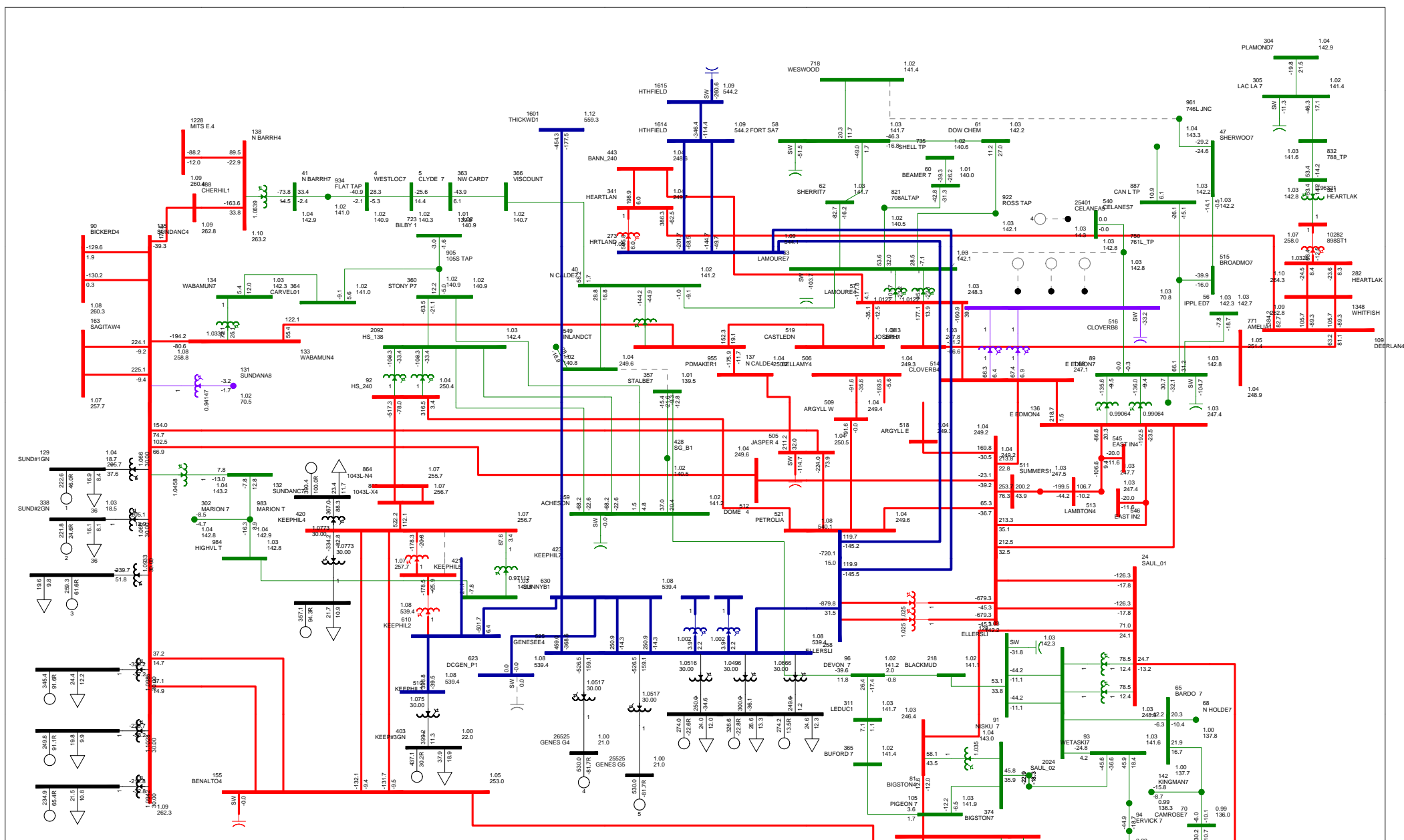
SOK Cutplane	784.2 MW + (0.35) x 191.9 MW	Max: 2,050MW
KEG Cutplane	2771.2 MW	2,520MW (SOK \leq 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	430.9 MW	WATL: -0.8 MW
MATL Import:	0.0 MW	EATL: -200.0 MW
Sask. Import:	150.0 MW	



SCENARIO 9 2019WP
 308, 1056L
 FIG C-58
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0) = 0 MW/MVA
 kV = 25.000+69.000+138.000+240.000+500.000+600.000

SOK Cutplane	909.8 MW + (0.35) x 186.4 MW	Max: 2,050MW
KEG Cutplane	2777.7 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	421.5 MW	WATL: -0.7 MW
MATL import:	0.0 MW	EATL: -200.0 MW
Sask. import:	150.0 MW	



SCENARIO 10 2019SP
 BASE CASE
 FIG C-59
 TUE, MAR 15 2016 10:23

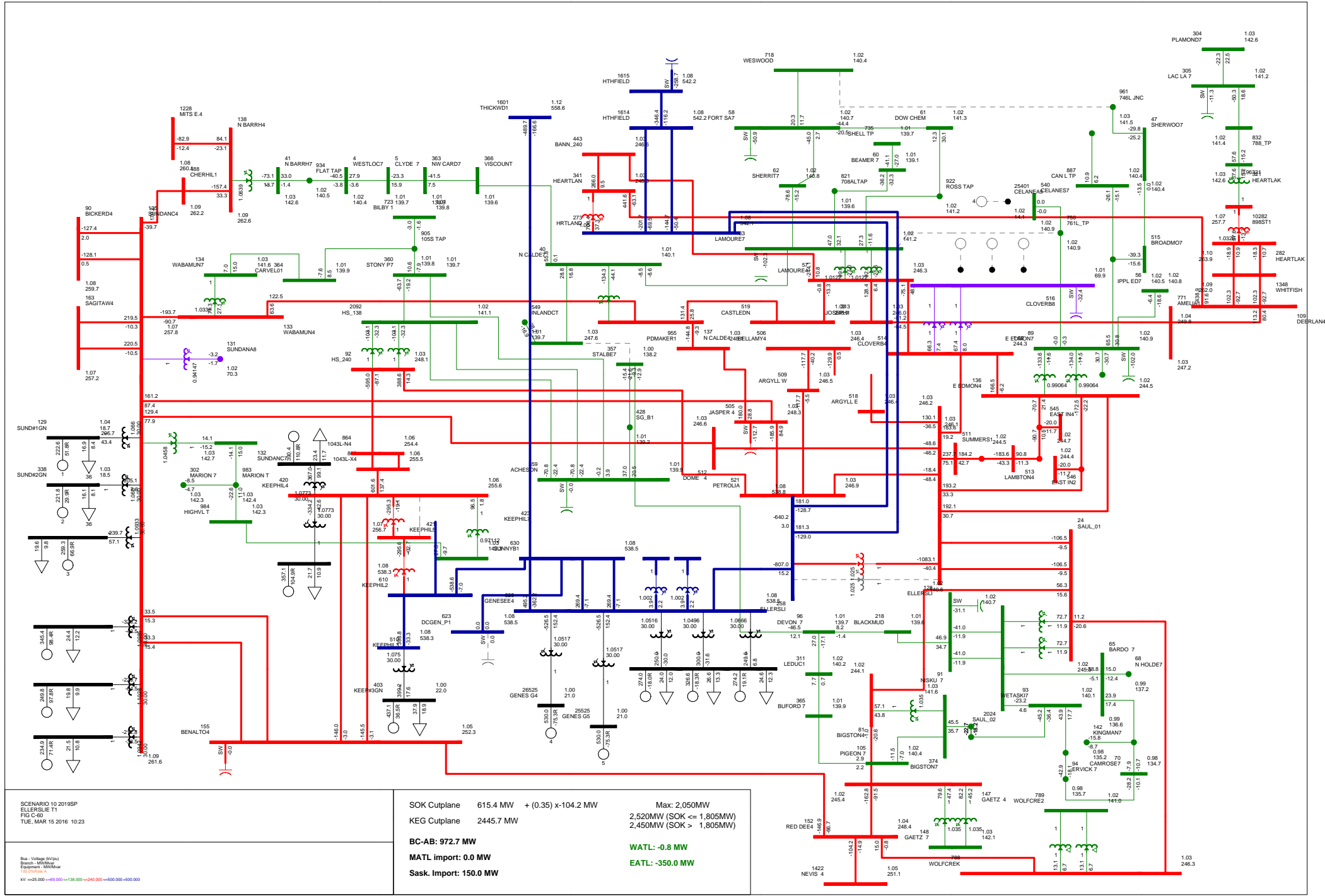
Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MVA/MVA
 (0.000000)

kV =>25.000=>69.000=>138.000=>240.000=>500.000=>600.000

SOK Cutplane 634.0 MW + (0.35) x102.5 MW Max: 2,050MW
 KEG Cutplane 2482.1 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 965.7 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

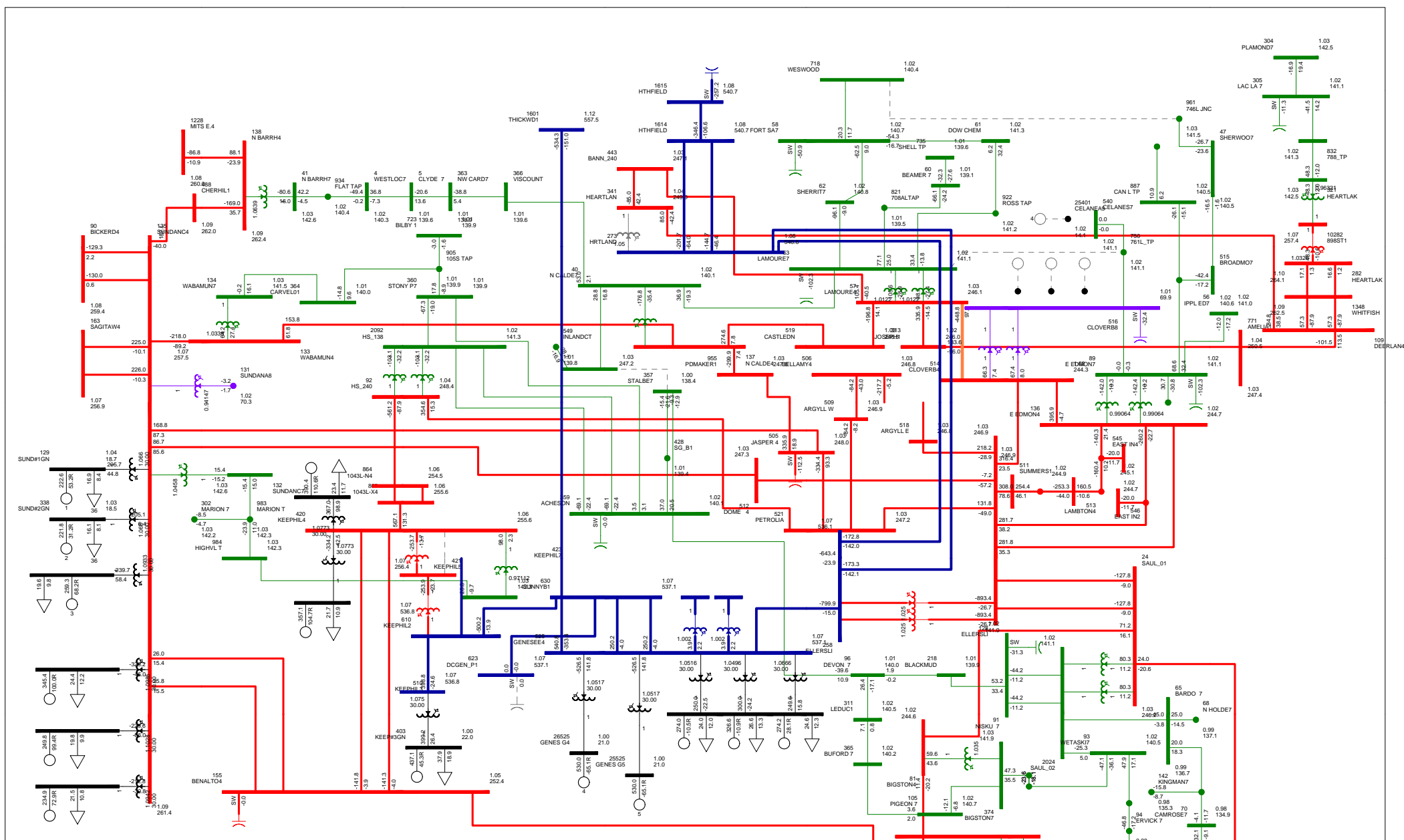
WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 10 2019SP
 ELLERSLIE T1
 FIG C-50
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV) (p)
 Branch - MW (MW)
 Equipment - MVA (MVA)
 Equipment - MVA (MVA)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

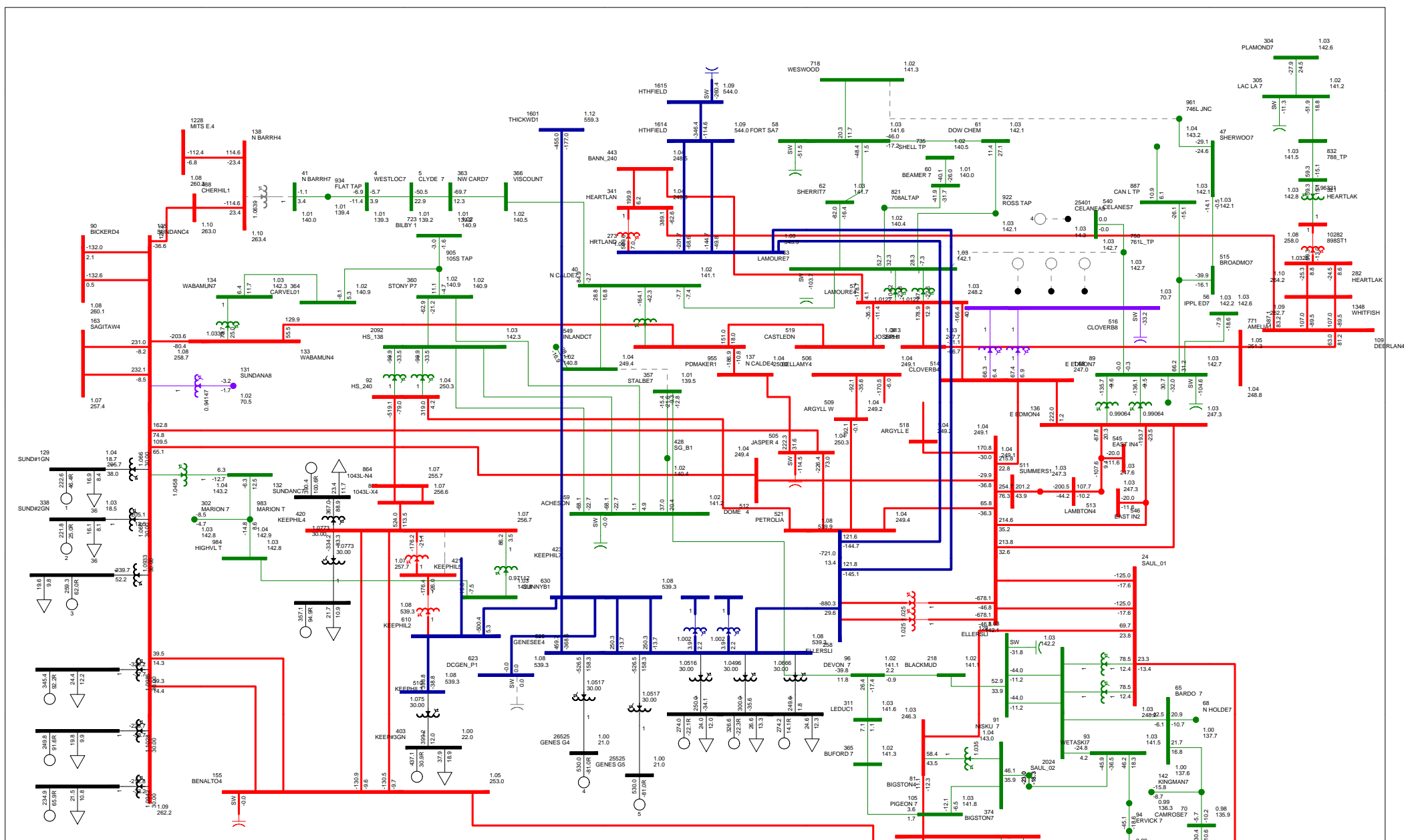
SOK Cutplane	615.4 MW	+(0.35) x 104.2 MW	Max: 2,050MW
KEG Cutplane	2445.7 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	972.7 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



SCENARIO 10 2019SP
 HEARTLAND 1
 FIG C-62
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV)
 Branch - MW/MVar
 Equipment - MW/MVar
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

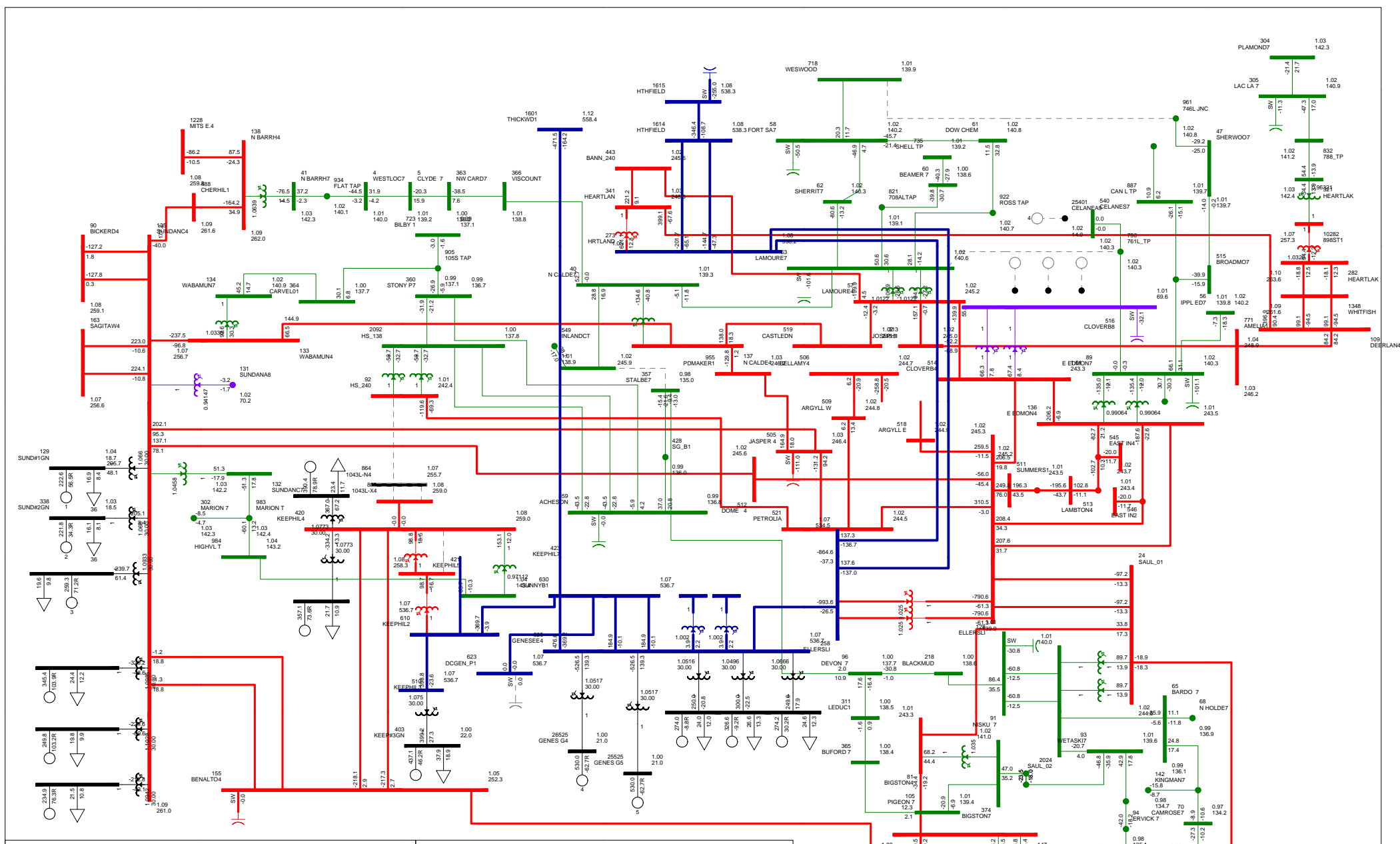
SOK Cutplane	632.1 MW	+ (0.35) x 96.7 MW	Max: 2,050MW
KEG Cutplane	2400.2 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	988.1 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



SCENARIO 10 2018P
 NORTH BARRHEAD 633 TRANSFORMER
 FIG C-64
 TUE, MAR 15 2016 10:23

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV = $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000$

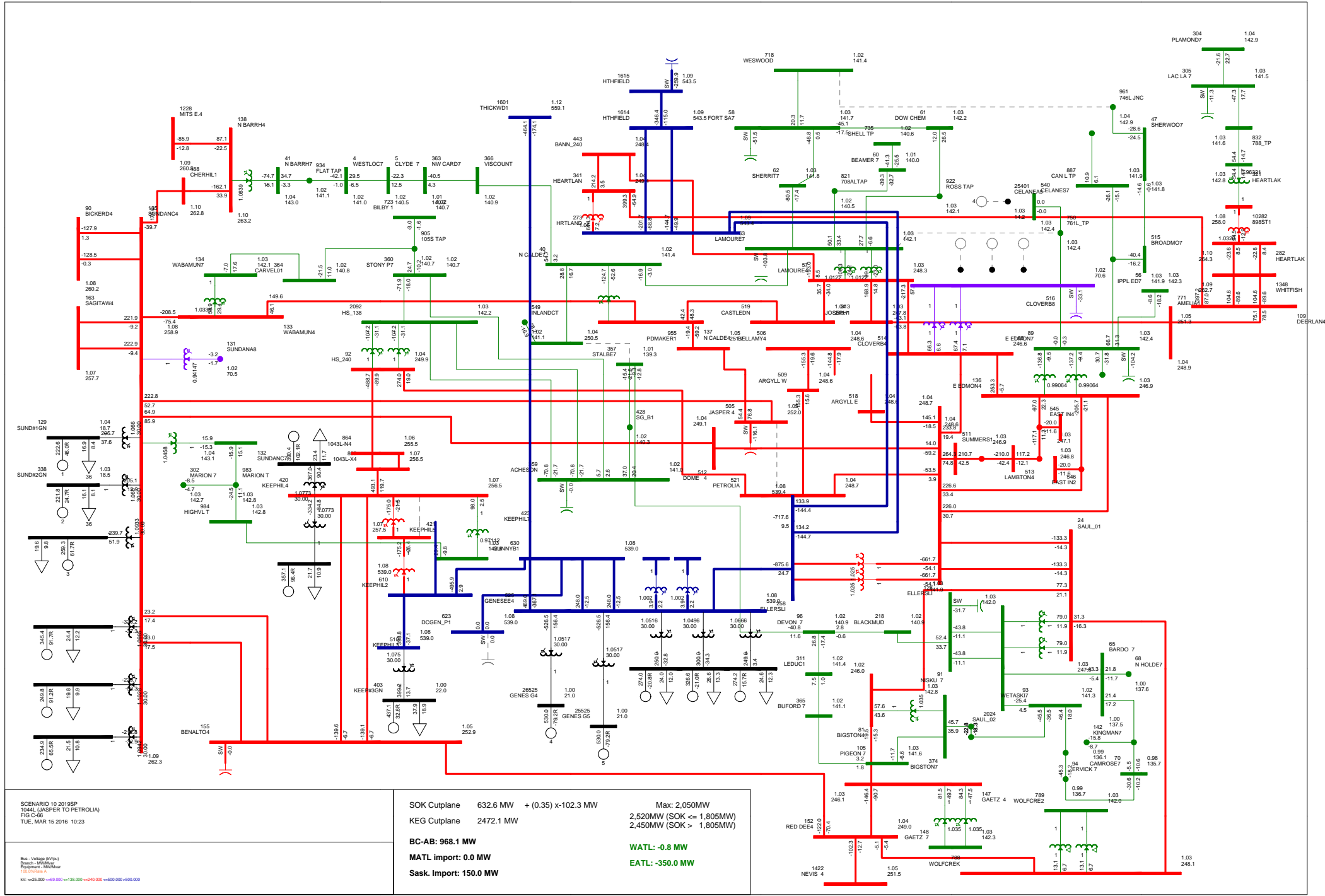
SOK Cutplane	633.3 MW + (0.35) x 101.8 MW	Max: 2,050MW
KEG Cutplane	2481.4 MW	2,520MW (SOK ≤ 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	968.8 MW	WATL: -0.8 MW
MATL import:	0.0 MW	EATL: -350.0 MW
Sask. import:	150.0 MW	



SCENARIO 10 2019SP
 1043L KEEPHILLS 300P TO HARRY SMITH 367S)
 FIG C-65
 TUE, MAR 15 2016 10:23

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MVA/MVA
 Equipment - MW/MVA
 KV = $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000$

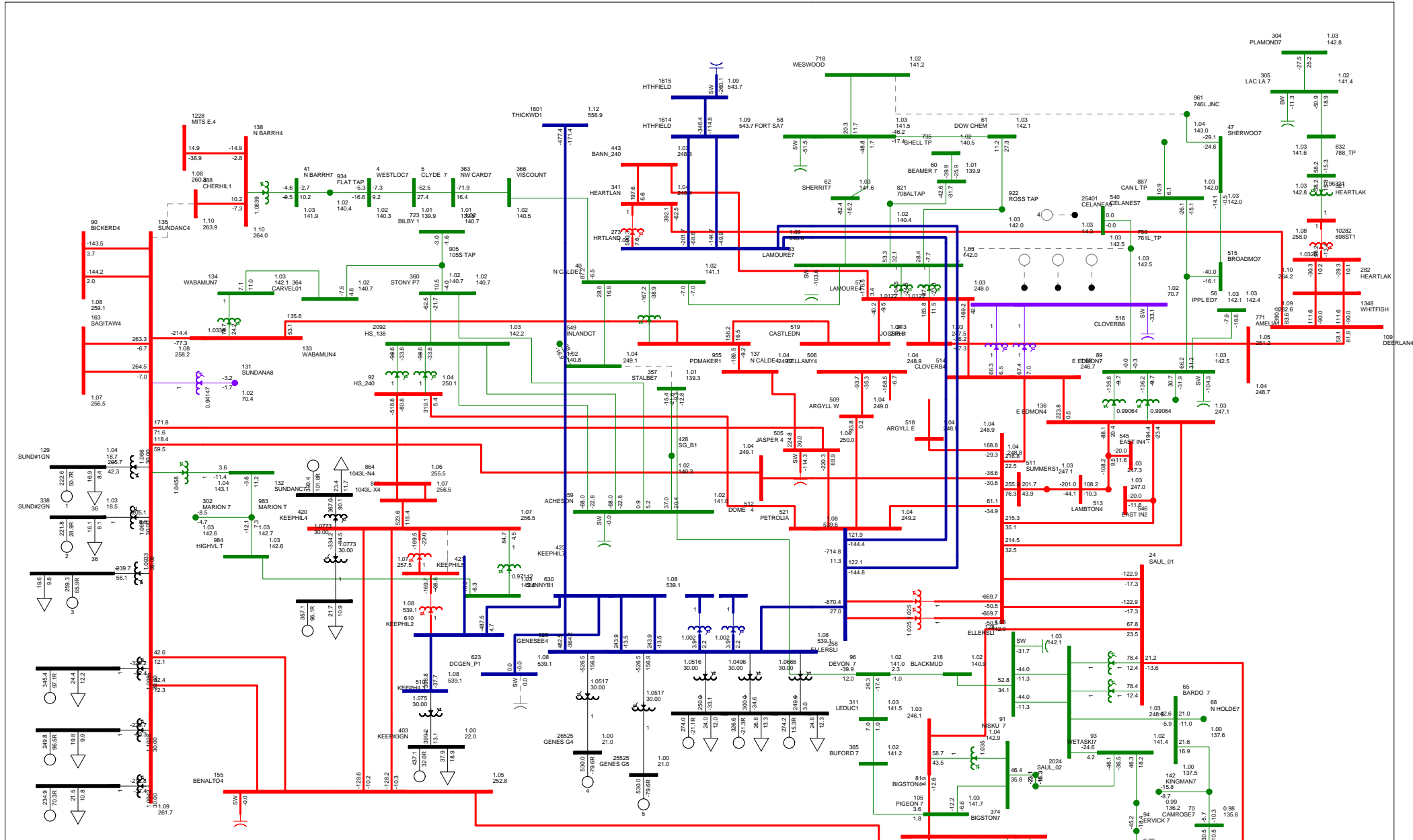
SOK Cutplane	671.3 MW	+ (0.35) x 98.9 MW	Max: 2,050MW
KEG Cutplane	2464.7 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	984.6 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



SCENARIO 10 2019SP
 104L JASPER TO PETROLIA)
 FIG C-56
 TUE, MAR 15 2016 10:23

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (3) - 3000
 KV -> 25.000 -> 69.000 -> 138.000 -> 240.000 -> 500.000 -> 650.000

SOK Cutplane	632.6 MW	+ (0.35) x 102.3 MW	Max: 2,050MW
KEG Cutplane	2472.1 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	968.1 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		

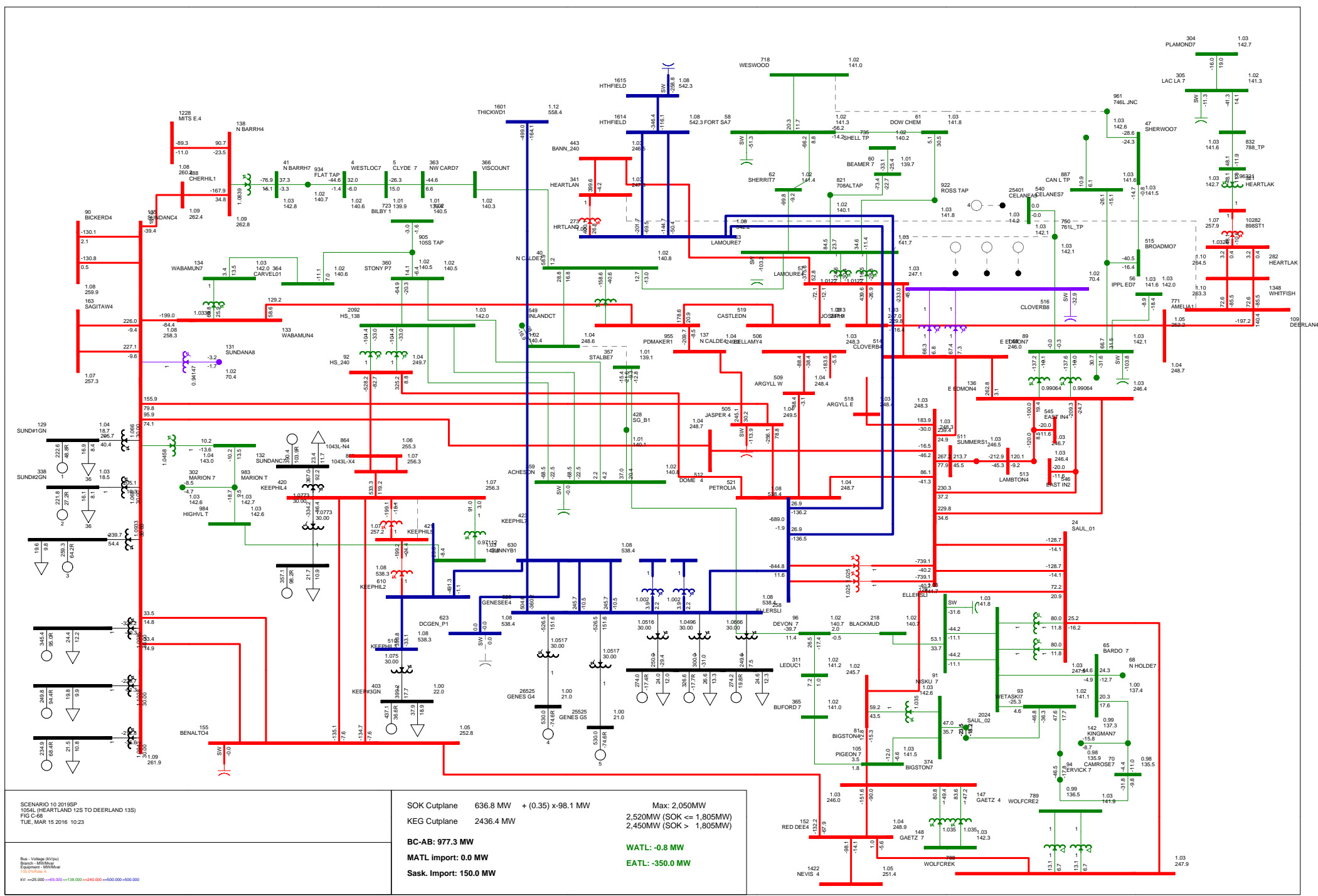


SCENARIO 10 2019SP
 106L SUNDANCE 310P TO CHERHILL 338S)
 FIG C-67
 TUE, MAR 15 2016 10:23

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MVA/MVA
 (3) (3) (3)

KV: =>25.00 =>69.00 =>138.00 =>240.00 =>500.00 =>600.000

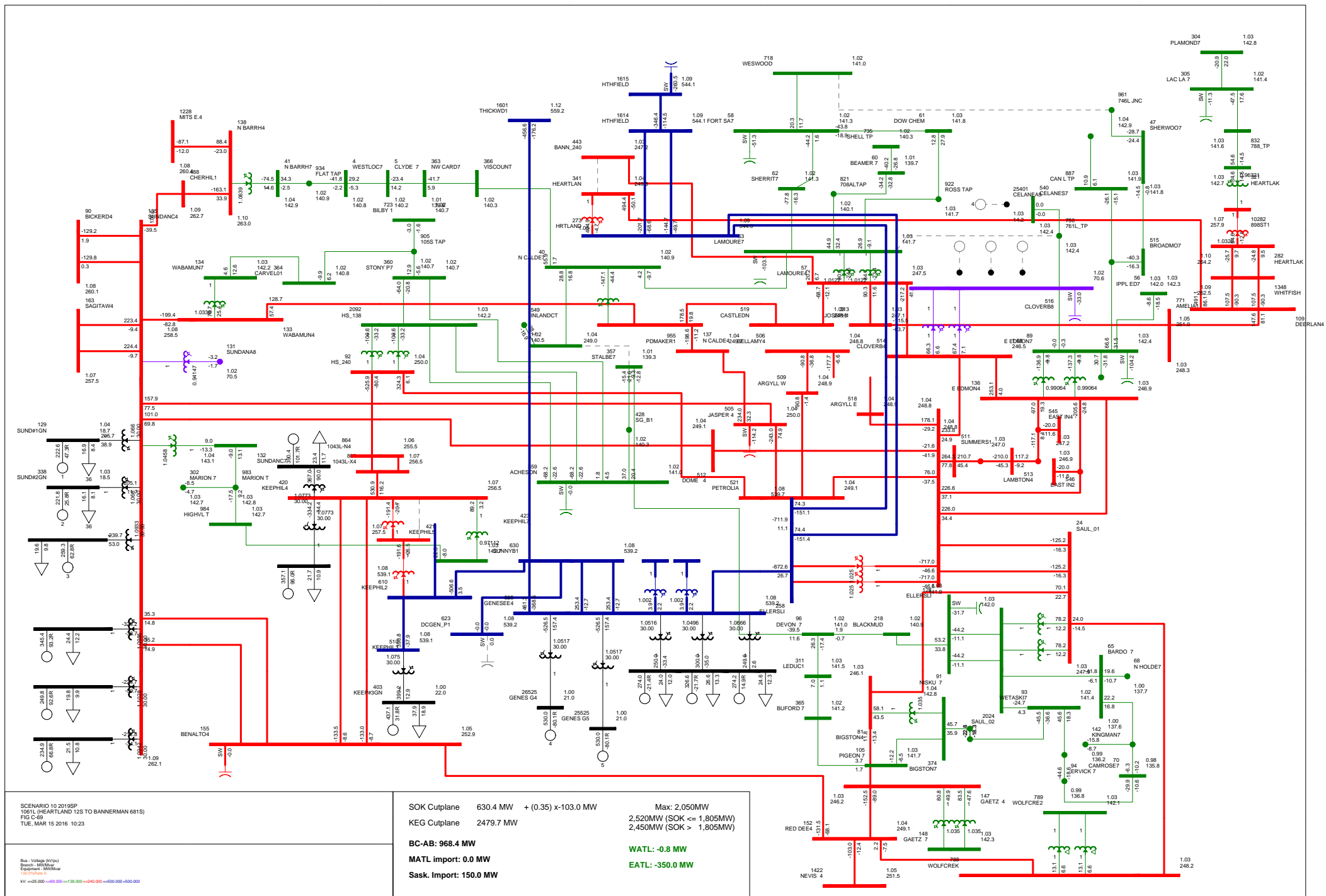
SOK Cutplane	628.6 MW + (0.35) x101.3 MW	Max: 2,050MW
KEG Cutplane	2458.5 MW	2,520MW (SOK <= 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	975.8 MW	WATL: -0.8 MW
MATL import:	0.0 MW	EATL: -350.0 MW
Sask. import:	150.0 MW	



SCENARIO 10 2018EP
 10SL HEARTLAND 12S TO DEERLAND 13S)
 FIG C-58
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV = 25.000+89.000+138.000+240.000+500.000+600.000

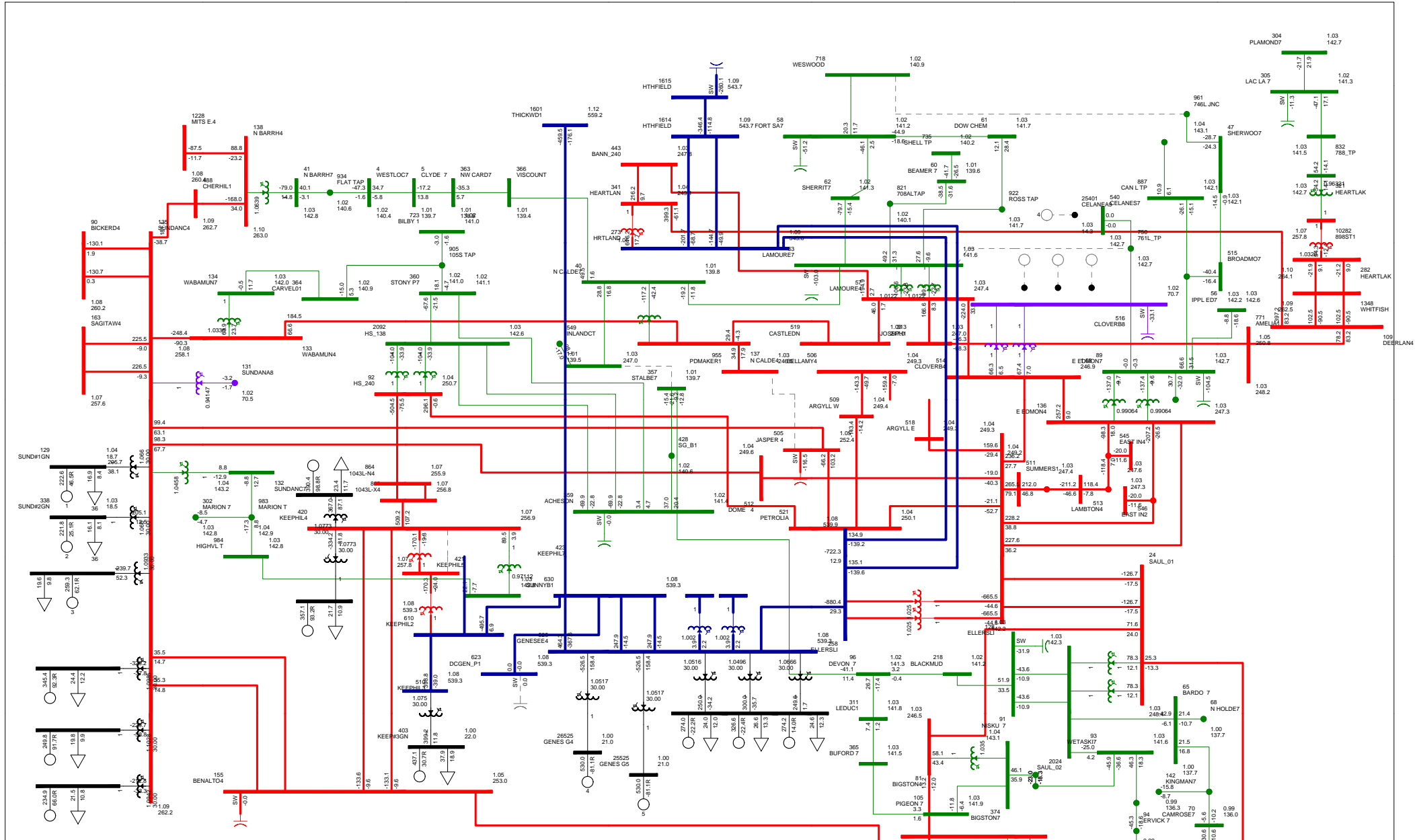
SOK Cutplane	636.8 MW	+(0.35) x 98.1 MW	Max: 2,050MW
KEG Cutplane	2436.4 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	977.3 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		



SCENARIO 10 2019SEP
 10EIL HEARTLAND 12S TO BANNERMAN 681S)
 FIG C-59
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV) (p)
 Branch - MW/MVar
 Equipment - MW/MVar
 (kV) (MW/MVar)
 kV = <25.000 = 69.000 = 138.000 = 240.000 = 500.000 = 650.000

SOK Cutplane	630.4 MW + (0.35) x 103.0 MW	Max: 2,050MW
KEG Cutplane	2479.7 MW	2,520MW (SOK ≤ 1,805MW)
		2,450MW (SOK > 1,805MW)
BC-AB:	968.4 MW	WATL: -0.8 MW
MATL import:	0.0 MW	EATL: -350.0 MW
Sask. import:	150.0 MW	

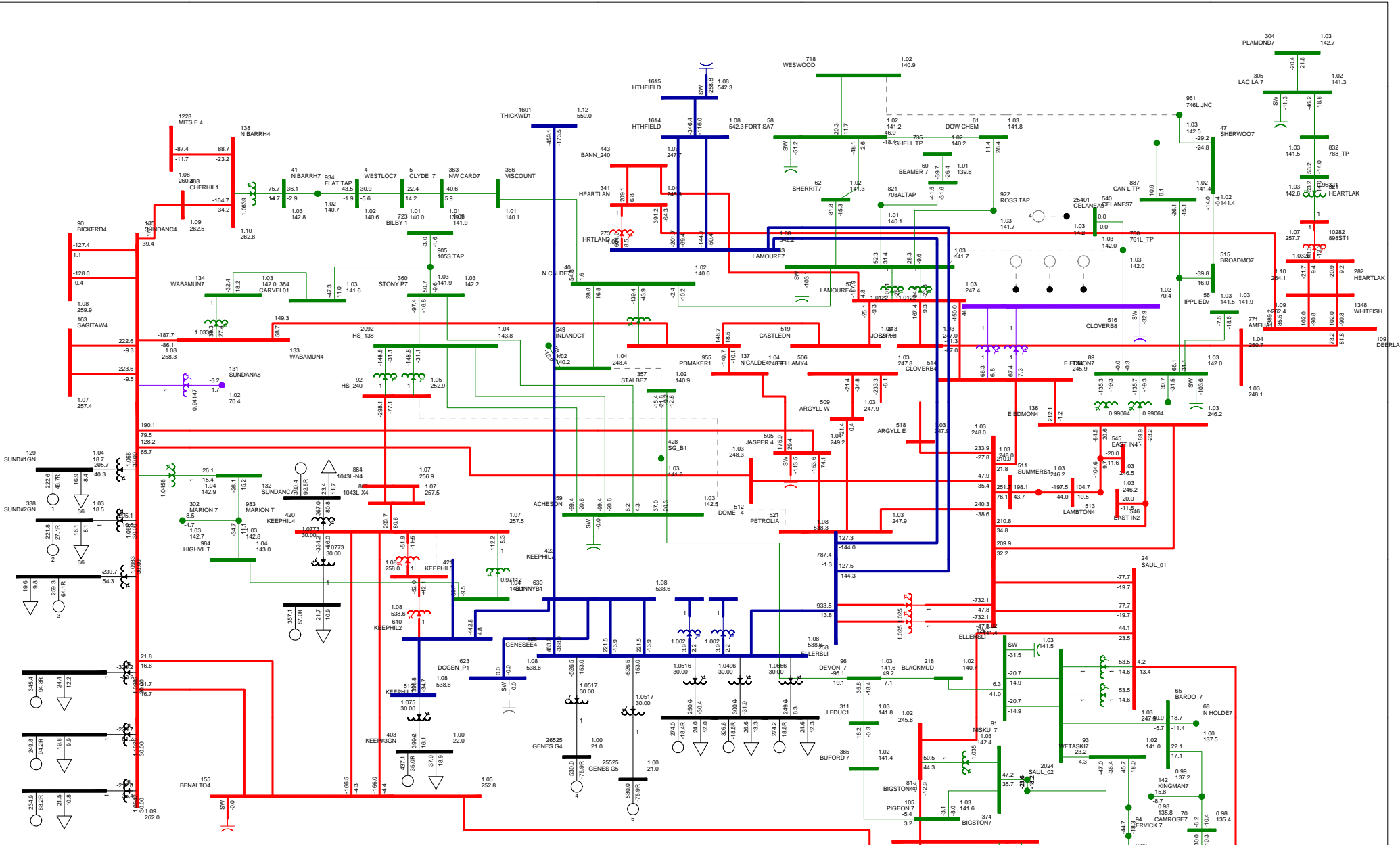


SCENARIO 10 2019SP
 108L LASER TO POUNDMAKER)
 FIG C-7D
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV)(p)
 Branch - MW(MVA)
 Equipment - MVA(MVA)
 (kV) (MW) (MVA)

kV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

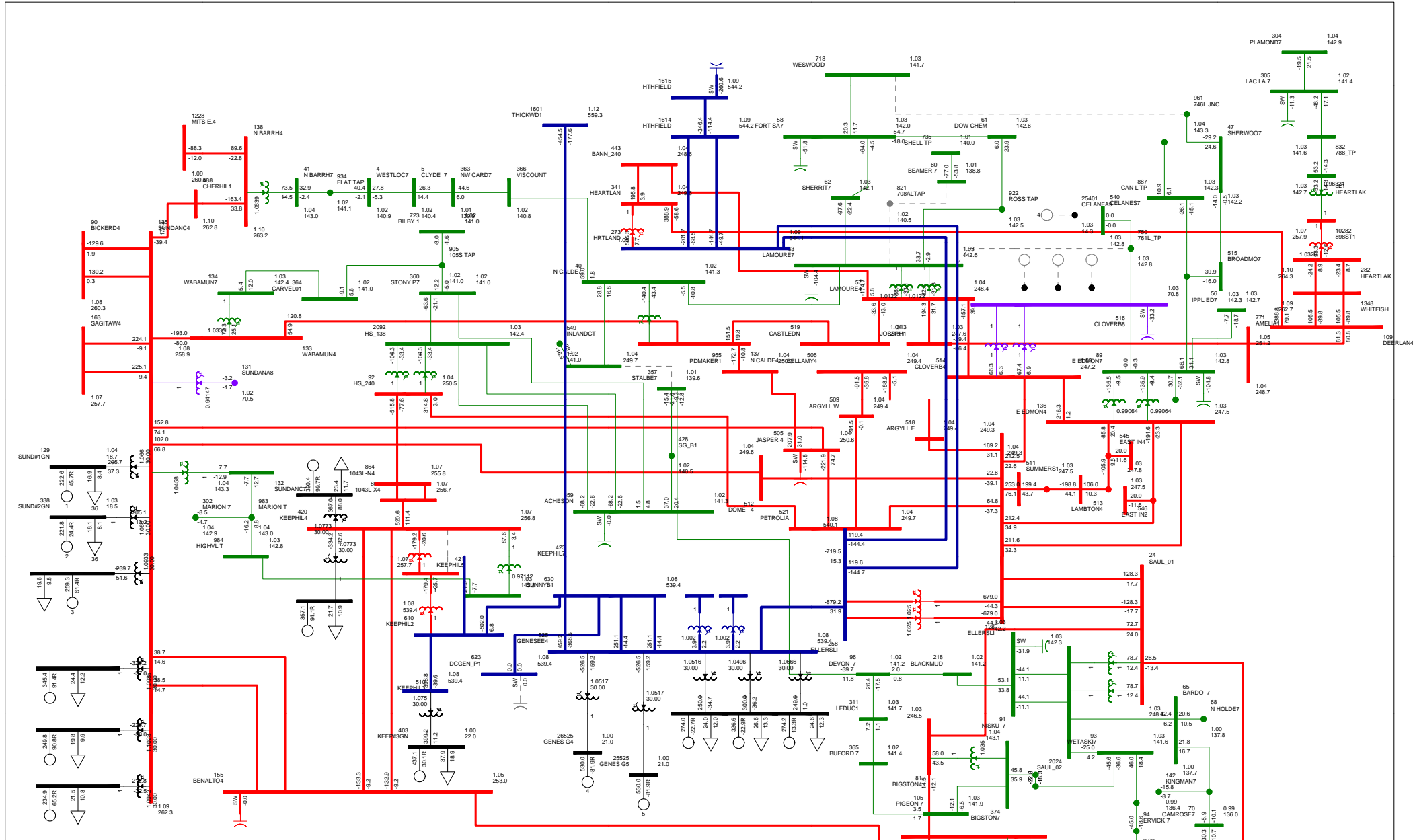
SOK Cutplane	633.6 MW	+(0.35) x 101.7 MW	Max: 2,050MW
KEG Cutplane	2476.8 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	967.6 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



SCENARIO 10 2019SP
 113L PHARRY SMITH 3675 TO PETROLIA)
 FIG C-71
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV) (p)
 Branch - MW (MW)
 Equipment - MW (MW)
 100000000
 kV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

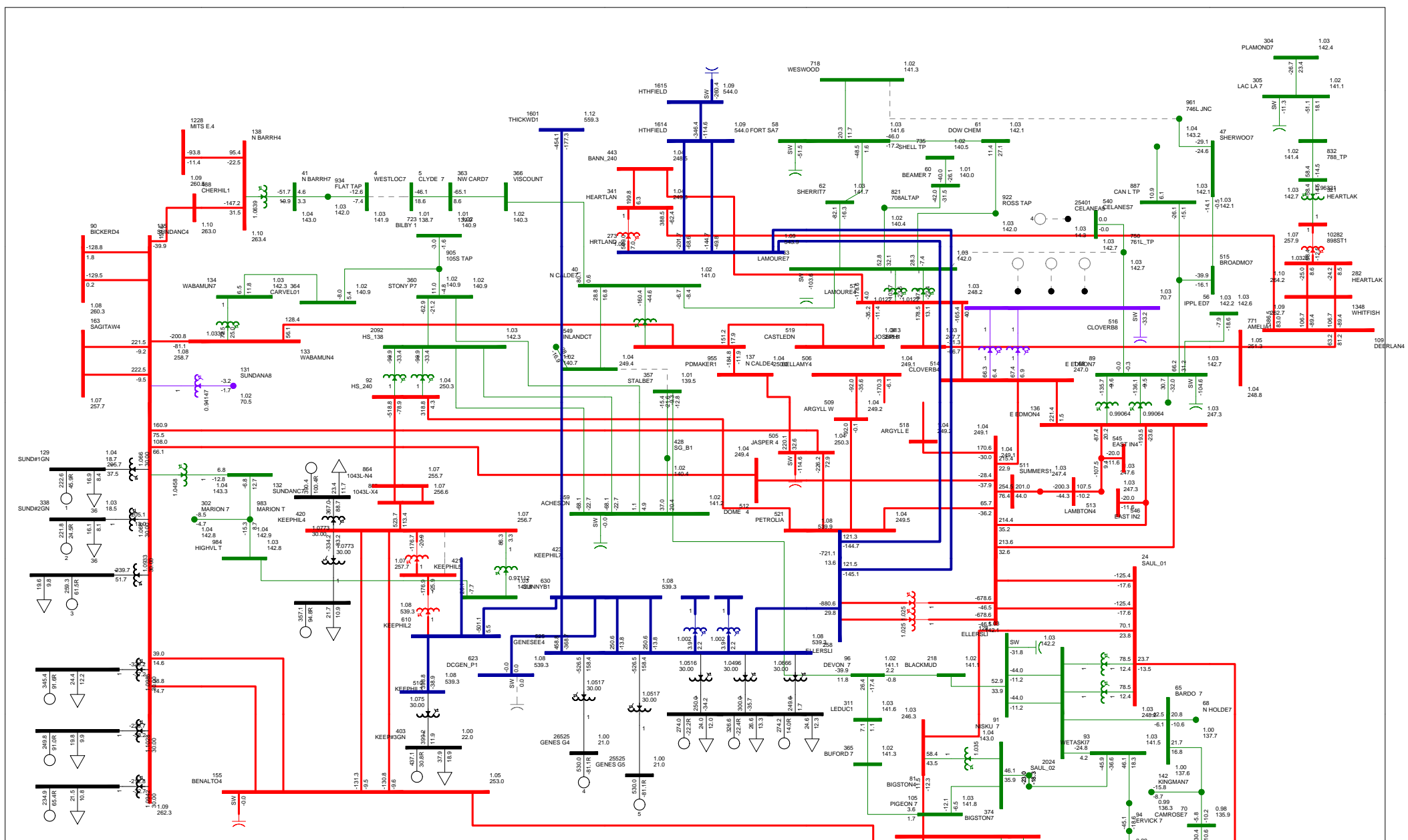
SOK Cutplane	576.3 MW + (0.35) x 101.6 MW	Max: 2,050MW
KEG Cutplane	2477.3 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	973.6 MW	WATL: -0.8 MW
MATL import:	0.0 MW	EATL: -350.0 MW
Sask. import:	150.0 MW	



SCENARIO 10 2015SP
 708: BEAMER TO 708: TAP)
 FIG C-72
 TUE, MAR 15 2016 10:23

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MVA/MVA
 (S) - Saturated
 KV: <=25.00 =>69.00 =>138.00 =>240.00 =>500.00 =>600.00

SOK Cutplane	643.8 MW	+(0.35) x102.0 MW	Max: 2,050MW
KEG Cutplane	2481.8 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	954.9 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



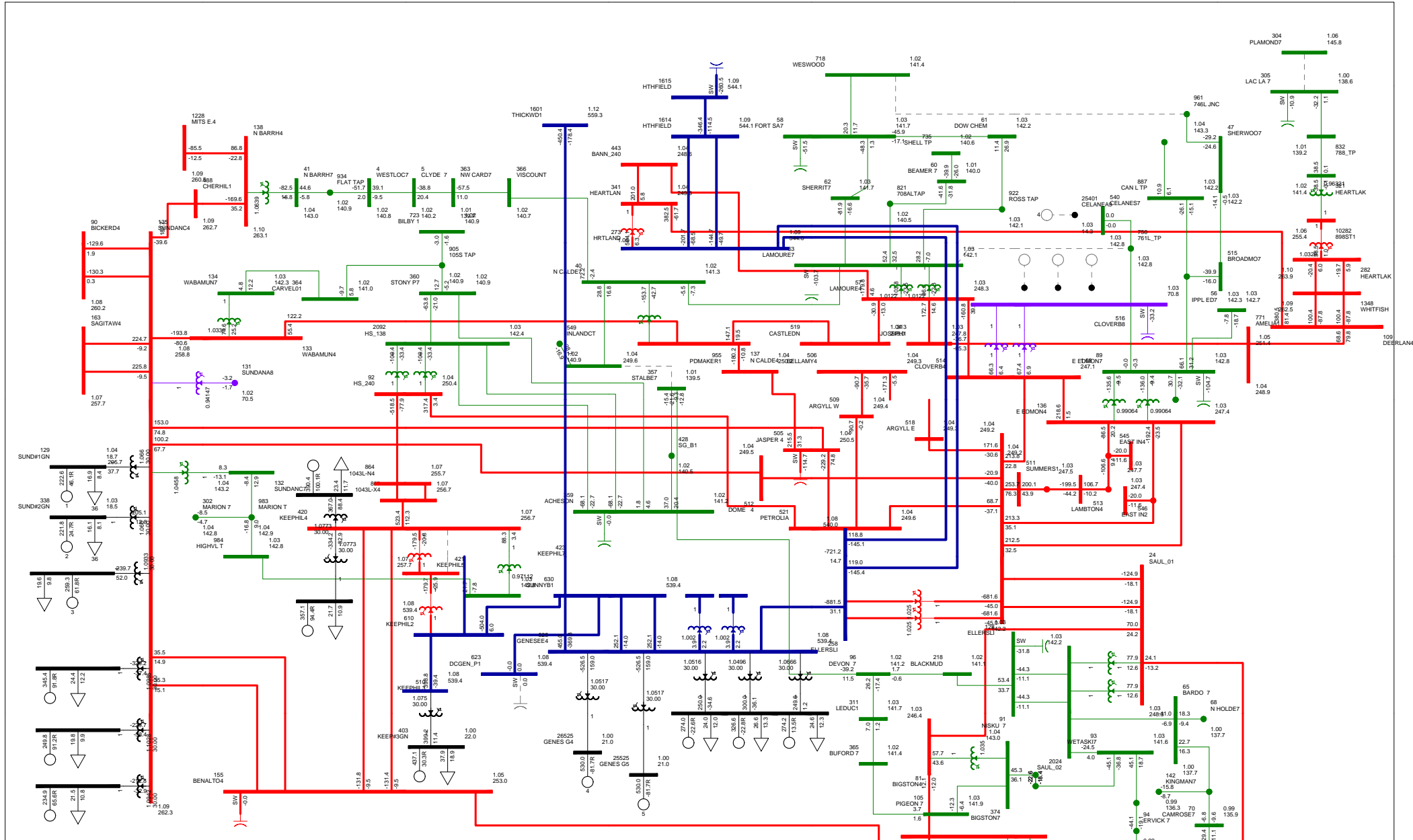
SCENARIO 10 2019SP
 728. CLYDE BUS TO WESTLOCK 438S)
 FIG C-73
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV)(p)
 Branch - MW(MVA)
 Equipment - MW(MVA)
 10/10/2016
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane 634.4 MW + (0.35) x101.9 MW Max: 2,050MW
 KEG Cutplane 2482.3 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 967.1 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

WATL: -0.8 MW
 EATL: -350.0 MW

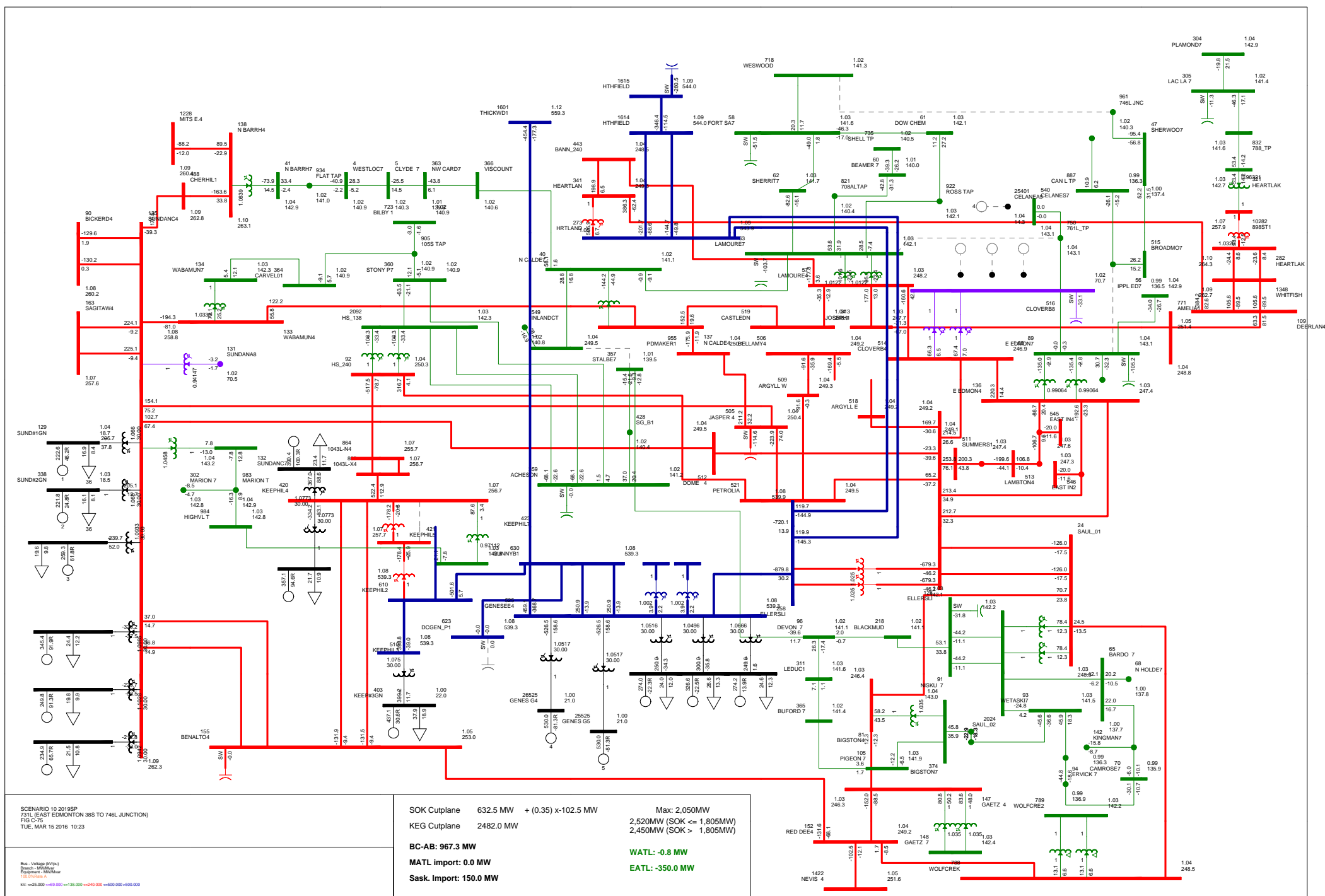


SCENARIO 10 2019SP
 728 LAC LA BICHE 157S TO PLAMONDON 353S
 FIG C-74
 TUE, MAR 15 2016 10:23

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Losses - MW/MVA

KV = $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000$

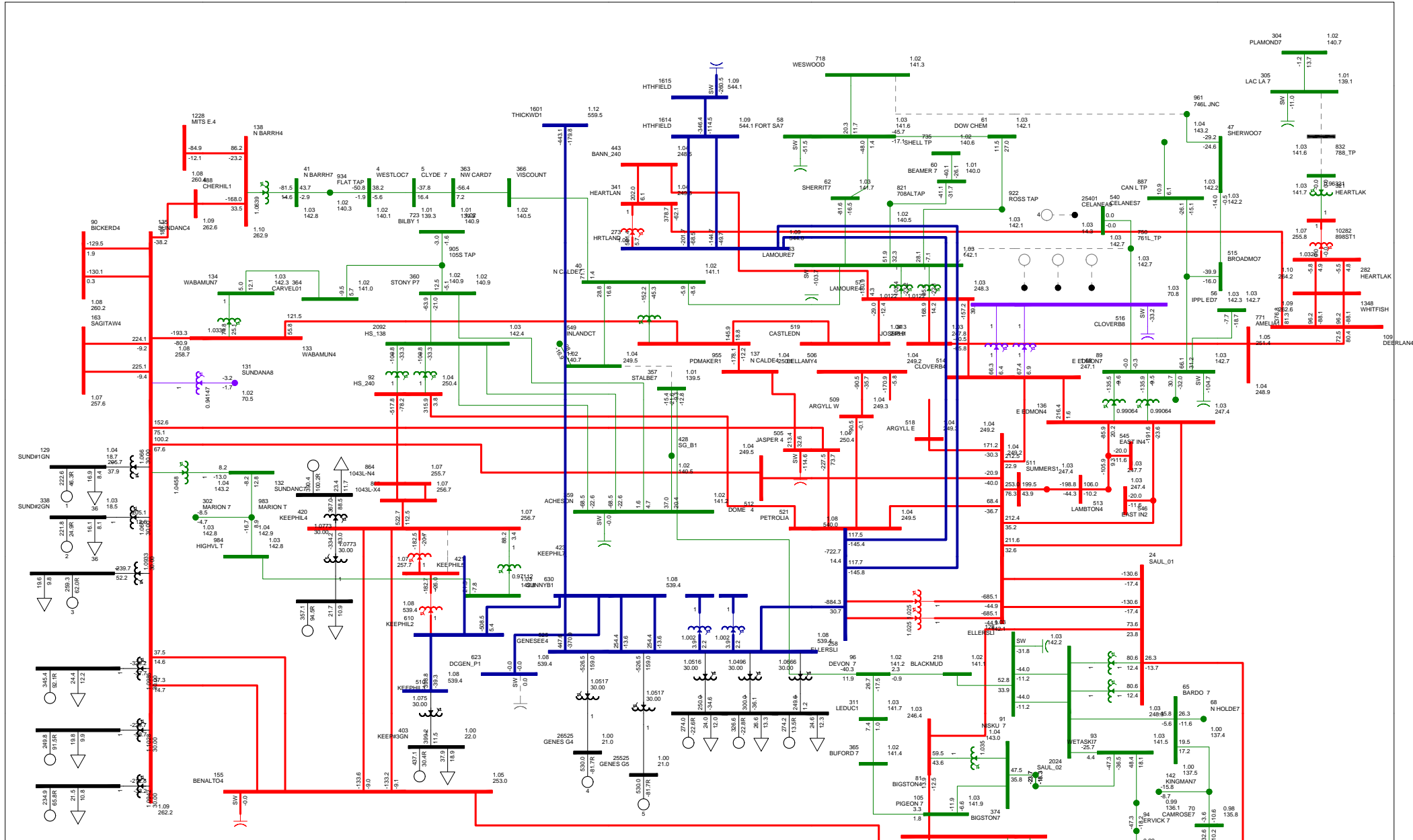
SOK Cutplane	626.7 MW	+ (0.35) x 104.2 MW	Max: 2,050MW
KEG Cutplane	2486.1 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	969.1 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



SCENARIO 10 2019SP
7311 EAST EDMONTON 38S TO 746L JUNCTION)
FIG C-75
TUE, MAR 15 2016 10:23

Bus - Voltage (KV)
Branch - MW/MVA
Equipment - MW/MVA
100000000
KV = 25.000 + 89.000 + 138.000 + 240.000 + 500.000 + 650.000

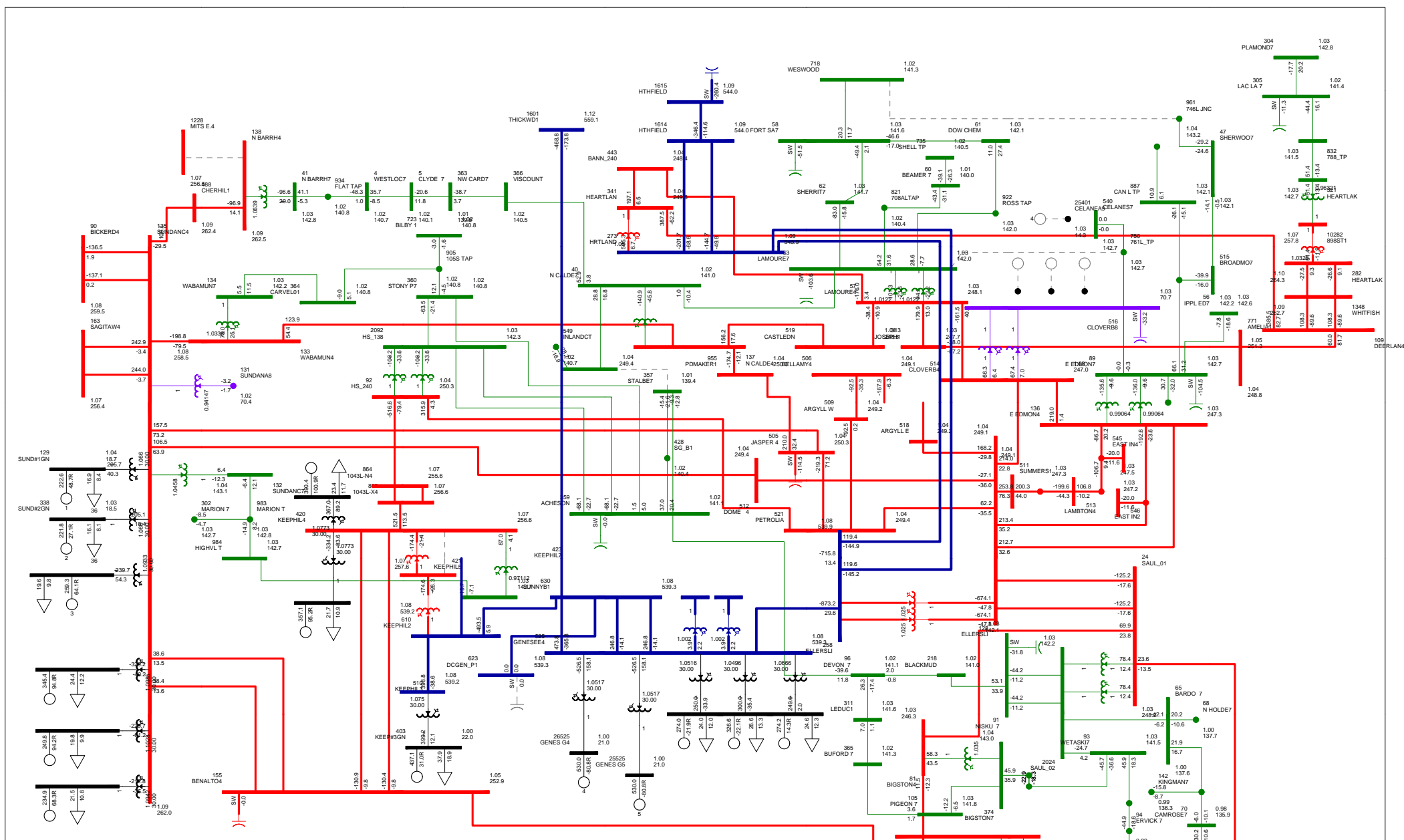
SOK Cutplane	632.5 MW	+(0.35) x-102.5 MW	Max: 2,050MW
KEG Cutplane	2482.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	967.3 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



SCENARIO 10 2019SP
 788_L JUNCTION
 FIG C-76
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV) (p)
 Branch - MW (MW)
 Equipment - MW (MW)
 (S) (MW)
 KV = $25.00 + 69.00 + 138.00 + 240.00 + 500.00 + 600.00$

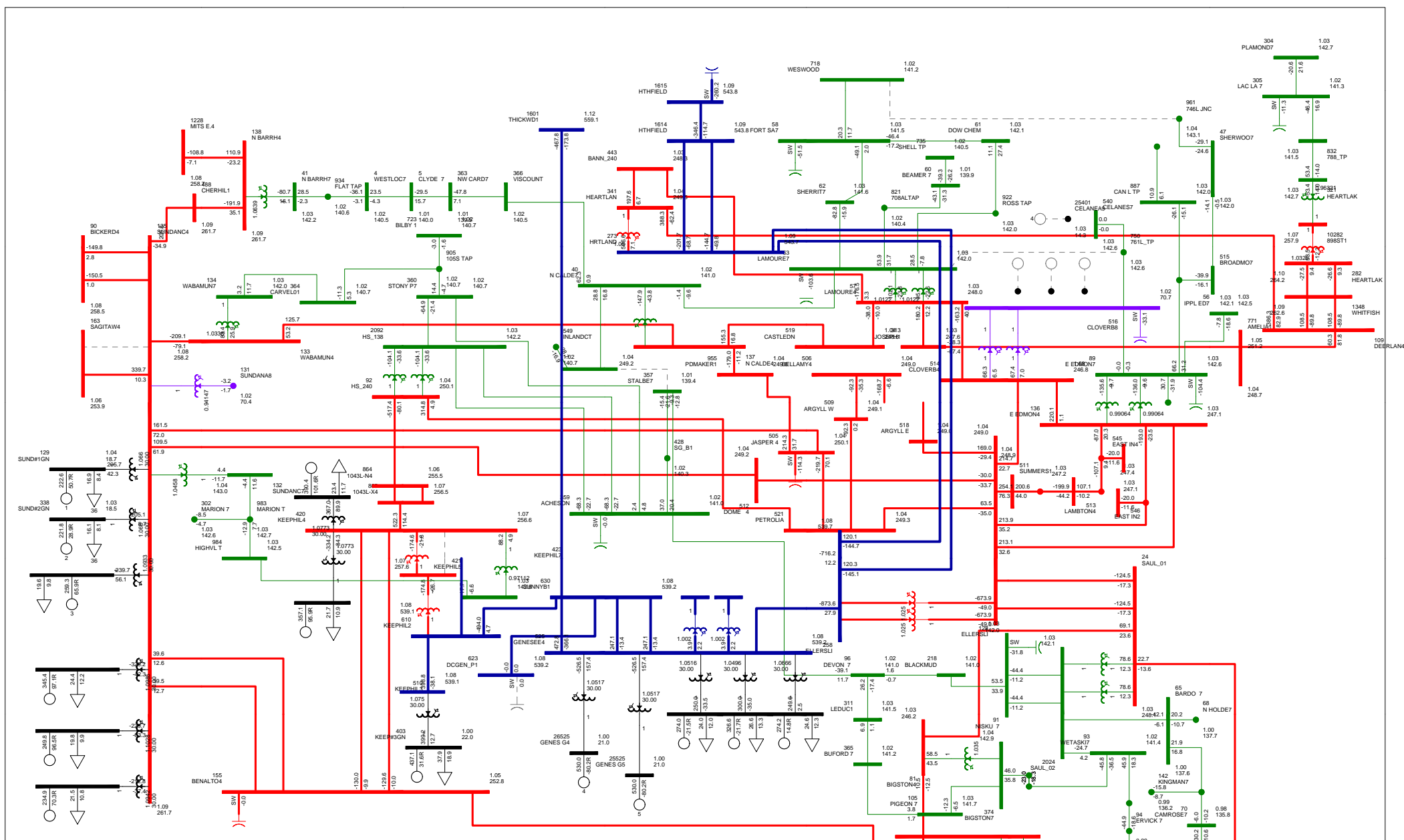
SOK Cutplane	646.4 MW	+ (0.35) x 98.3 MW	Max: 2,050MW
KEG Cutplane	2493.4 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	966.5 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



SCENARIO 10 2018SP
 313_N BARRHEAD RSS TO MITSUE 732S)
 FIG C-77
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Losses - MW
 KV ->25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane	630.5 MW + (0.35) x102.4 MW	Max: 2,050MW
KEG Cutplane	2467.2 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	970.2 MW	WATL: -0.8 MW
MATL import:	0.0 MW	EATL: -350.0 MW
Sask. import:	150.0 MW	



SCENARIO 10 2019SP
 918, SUNDANCE TO 77S SAGITAWAH
 FIG C-7B
 TUE, MAR 15 2016 10:24

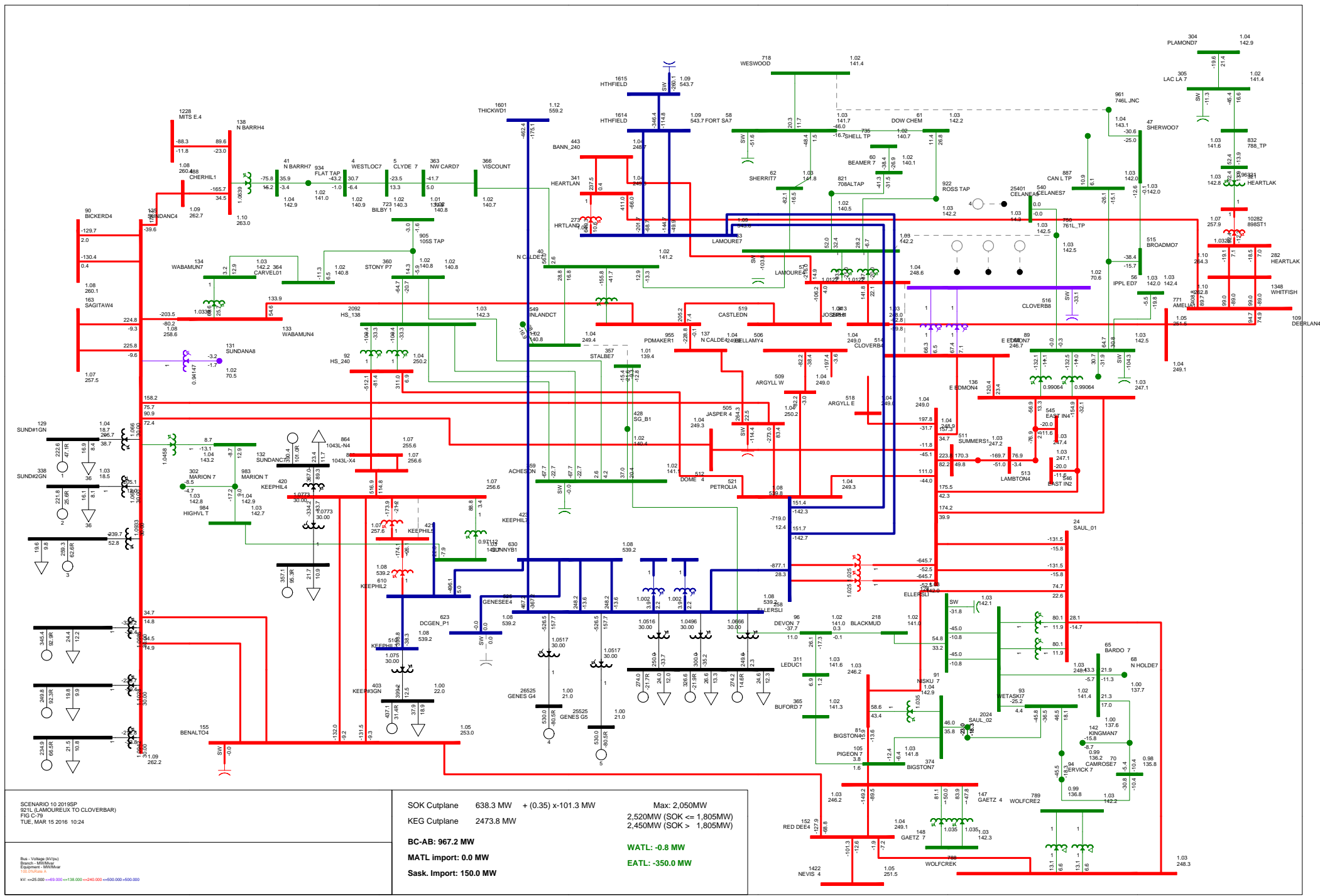
Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Losses - MW/MVA

KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane 625.7 MW + (0.35) x 102.4 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 976.8 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

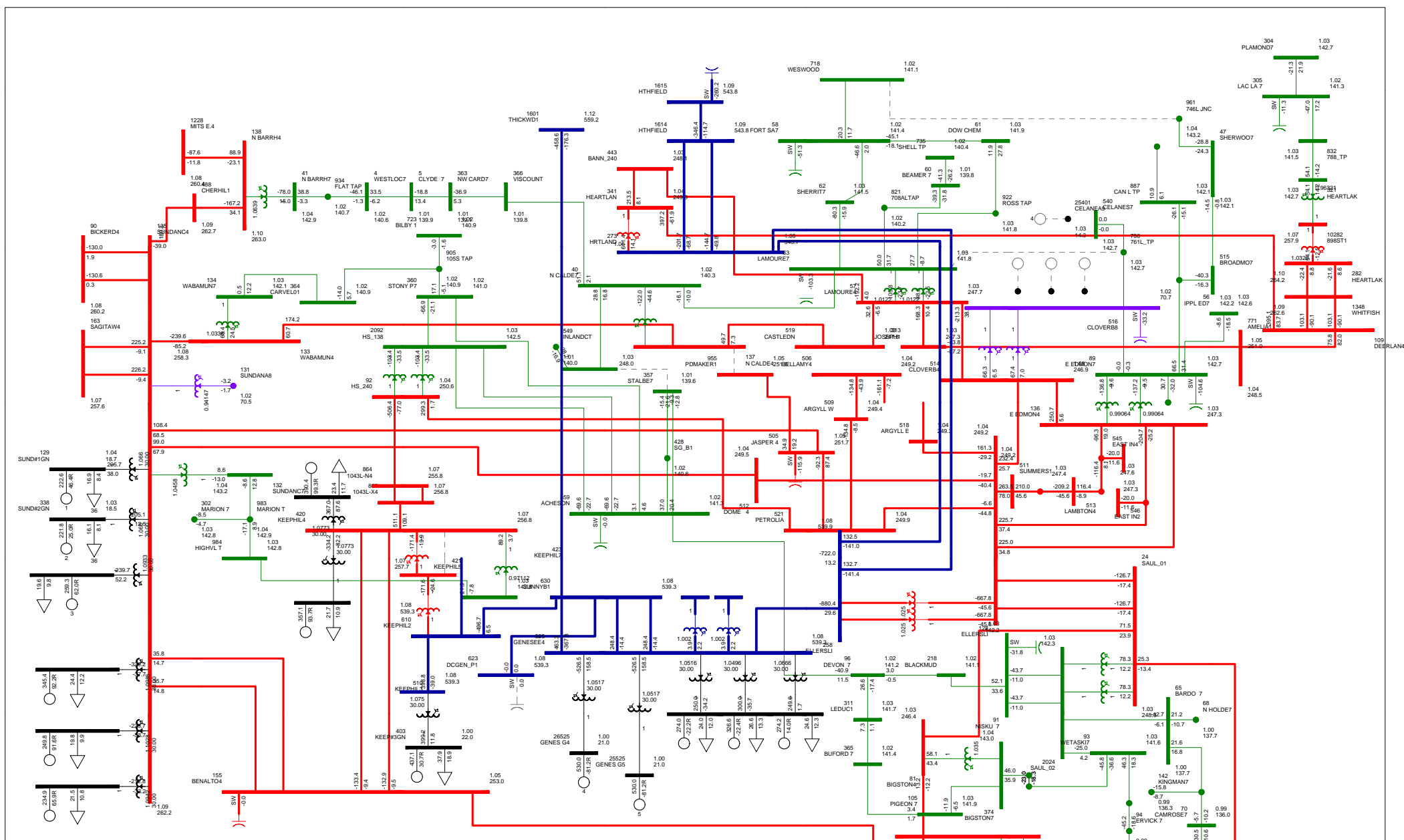
WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 10 2018SP
 321 LAMOUREUX TO CLOVERBAR)
 FIG C-79
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV) (p)
 Branch - MVA/MW
 Equipment - MVA/MW
 (k) (p) (v) (m) (c) (s) (w) (t)
 kV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

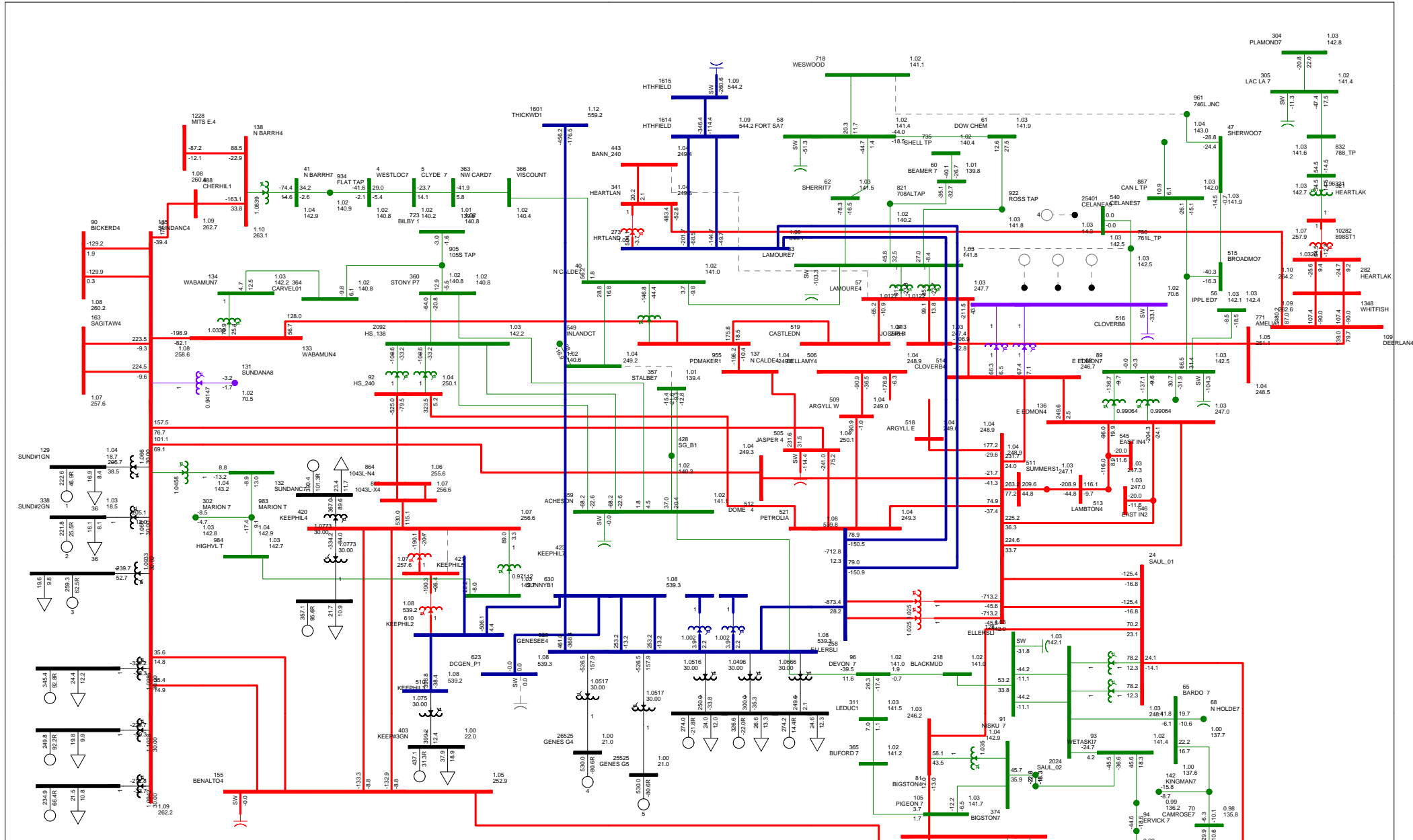
SOK Cutplane	638.3 MW	+(0.35) x 101.3 MW	Max: 2,050 MW
KEG Cutplane	2473.8 MW		2,520 MW (SOK <= 1,805 MW)
			2,450 MW (SOK > 1,805 MW)
BC-AB:	967.2 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



SCENARIO 10 2019SP
 330V NORTH CALDER 375 TO POUNDMAKER)
 FIG C-30
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV)(p)
 Branch - MW(MVA)
 Equipment - MVA(MW)
 Equipment - MVA(MW)
 KV = $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000$

SOK Cutplane	634.0 MW	+ (0.35) x 101.8 MW	Max: 2,050MW
KEG Cutplane	2477.7 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	966.8 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		

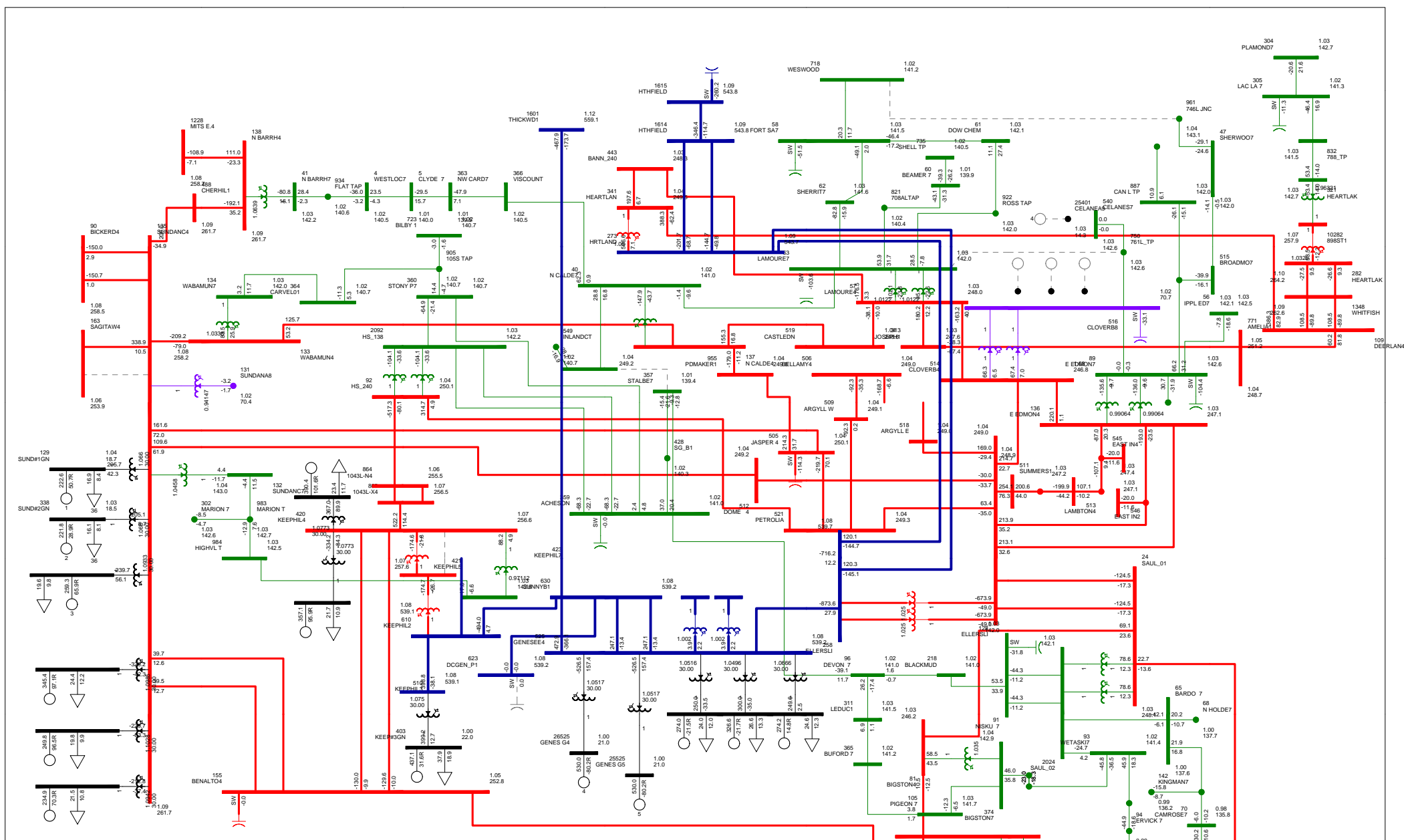


SCENARIO 10 2019SP
 142. L LAMOUREUX 715 TO BANNERMAN 681S)
 FIG C-81
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV)
 Branch - MW/MVar
 Equipment - MW/MVar
 Losses - MW/MVar

kV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

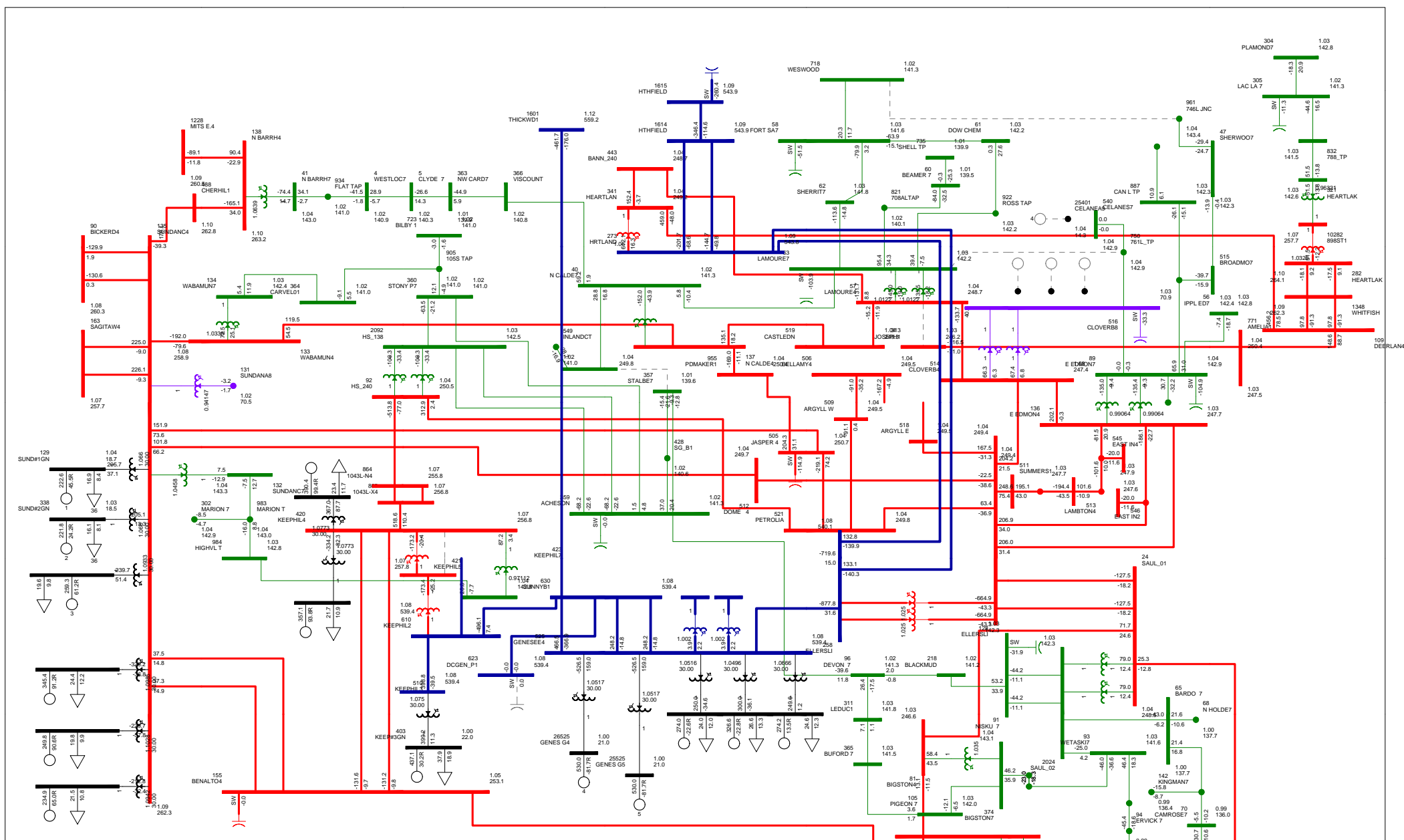
SOK Cutplane	631.0 MW + (0.35) x 103.0 MW	Max: 2,050MW
KEG Cutplane	2480.1 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	967.9 MW	WATL: -0.8 MW
MATL import:	0.0 MW	EATL: -350.0 MW
Sask. import:	150.0 MW	



SCENARIO 10 2019SP
 888 - SUNDANCE STOP TO SAGITAWAH 77S)
 FIG C-52
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Losses - MW/MVA
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

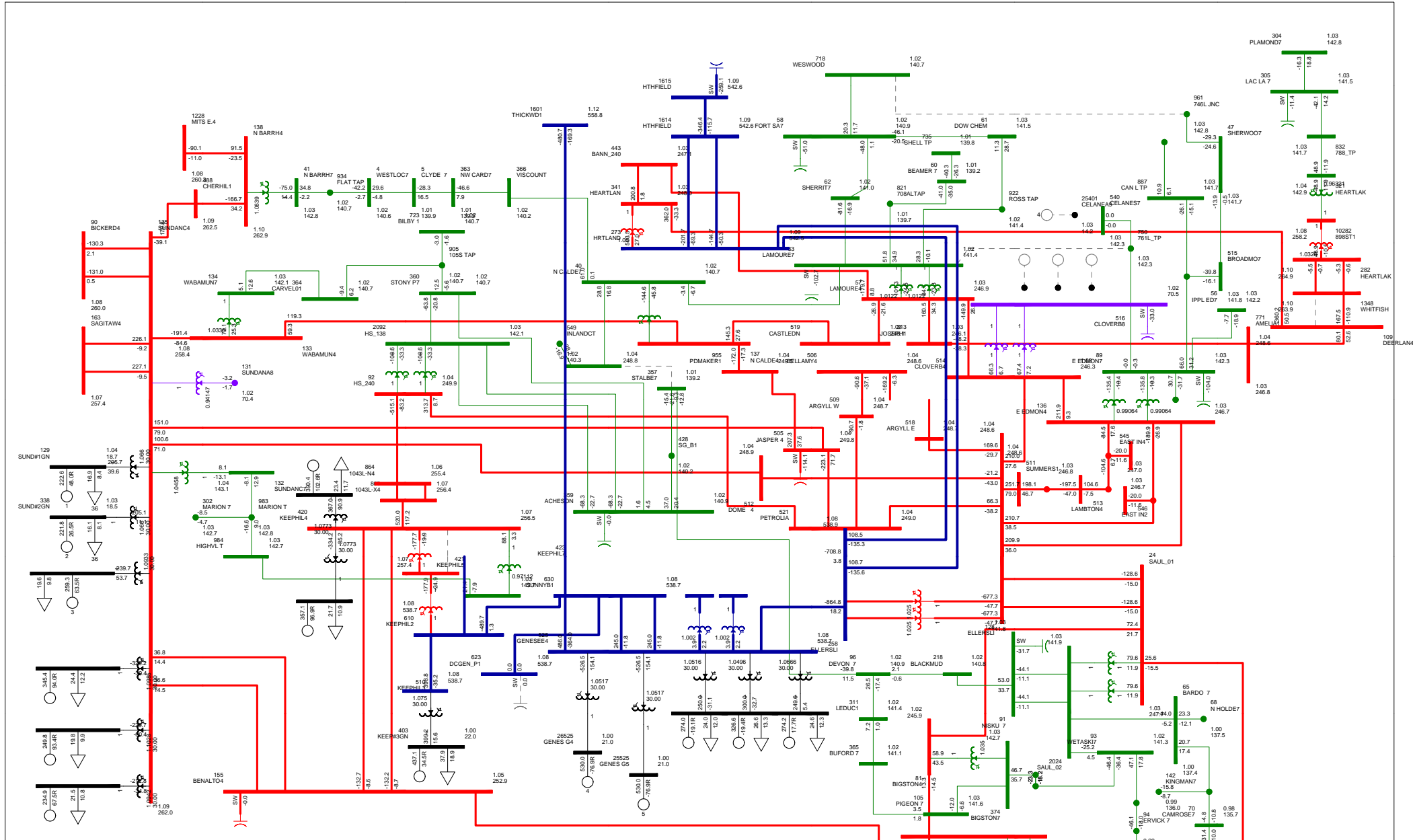
SOK Cutplane	625.8 MW	+ (0.35) x 102.4 MW	Max: 2,050MW
KEG Cutplane	2468.2 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	976.7 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



SCENARIO 10 2019SP
 871, LAMOUREUX 715 TO JOSEPHBURG 410S)
 FIG C-33
 TUE, MAR 15 2016 10:24

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/10/20/40
 KV ->25.000+69.000+138.000+240.000+500.000+650.000

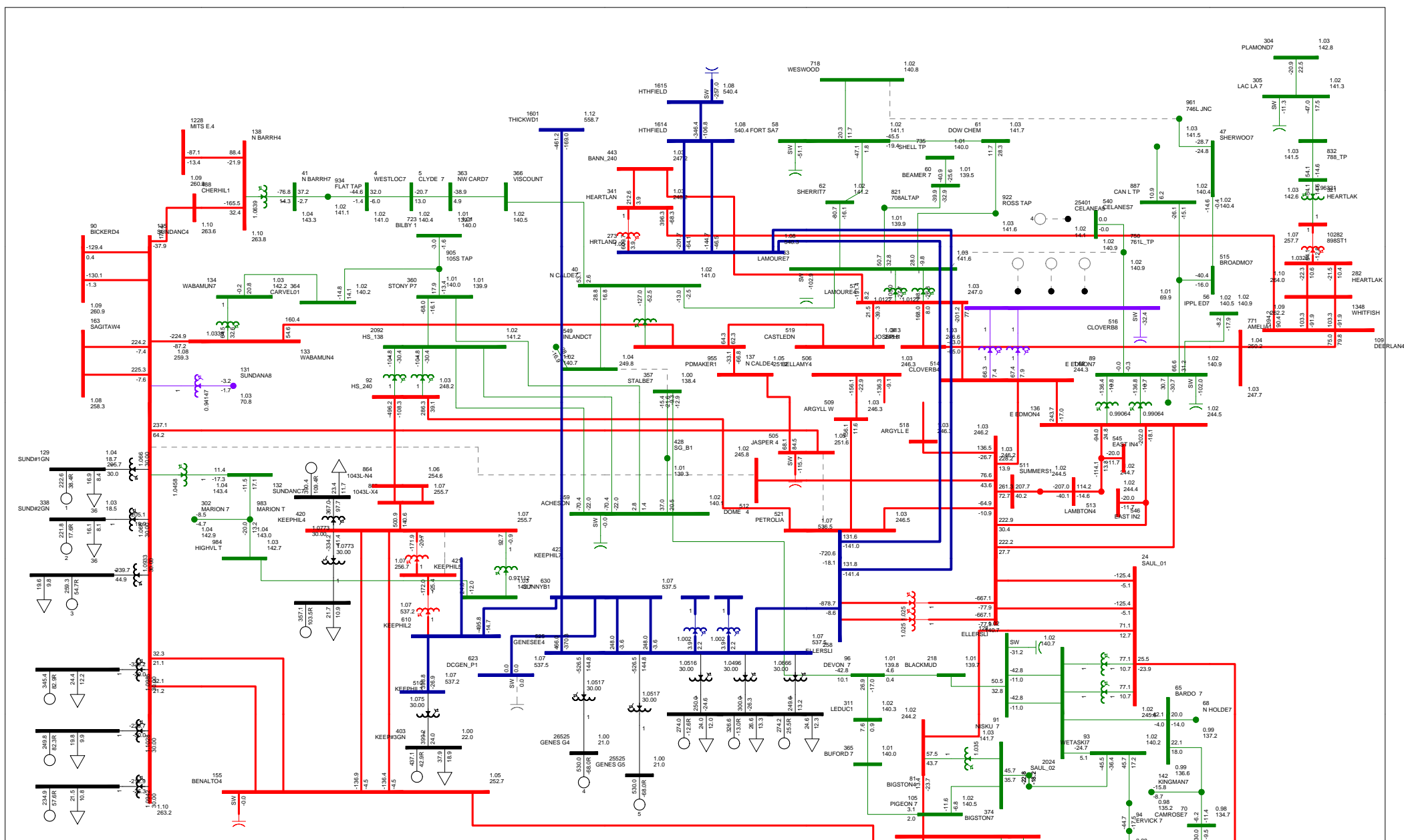
SOK Cutplane	635.9 MW	+ (0.35) x101.3 MW	Max: 2,050MW
KEG Cutplane	2474.5 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	967.6 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



SCENARIO 10 2019SP
 3L851 WINTERFISH LAKE 825S TO DEERLAND 13S)
 FIG C-56
 TUE, MAR 15 2016 10:24

Bus - Voltage (KV) (p)
 Branch - MW (MW)
 Equipment - MW (MW)
 (S) (S)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	638.6 MW	+ (0.35) x 99.2 MW	Max: 2,050MW
KEG Cutplane	2455.1 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	970.9 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		



SCENARIO 10 2019SP
 309, 1044
 FIG C-87
 TUE, MAR 15 2016 10:24

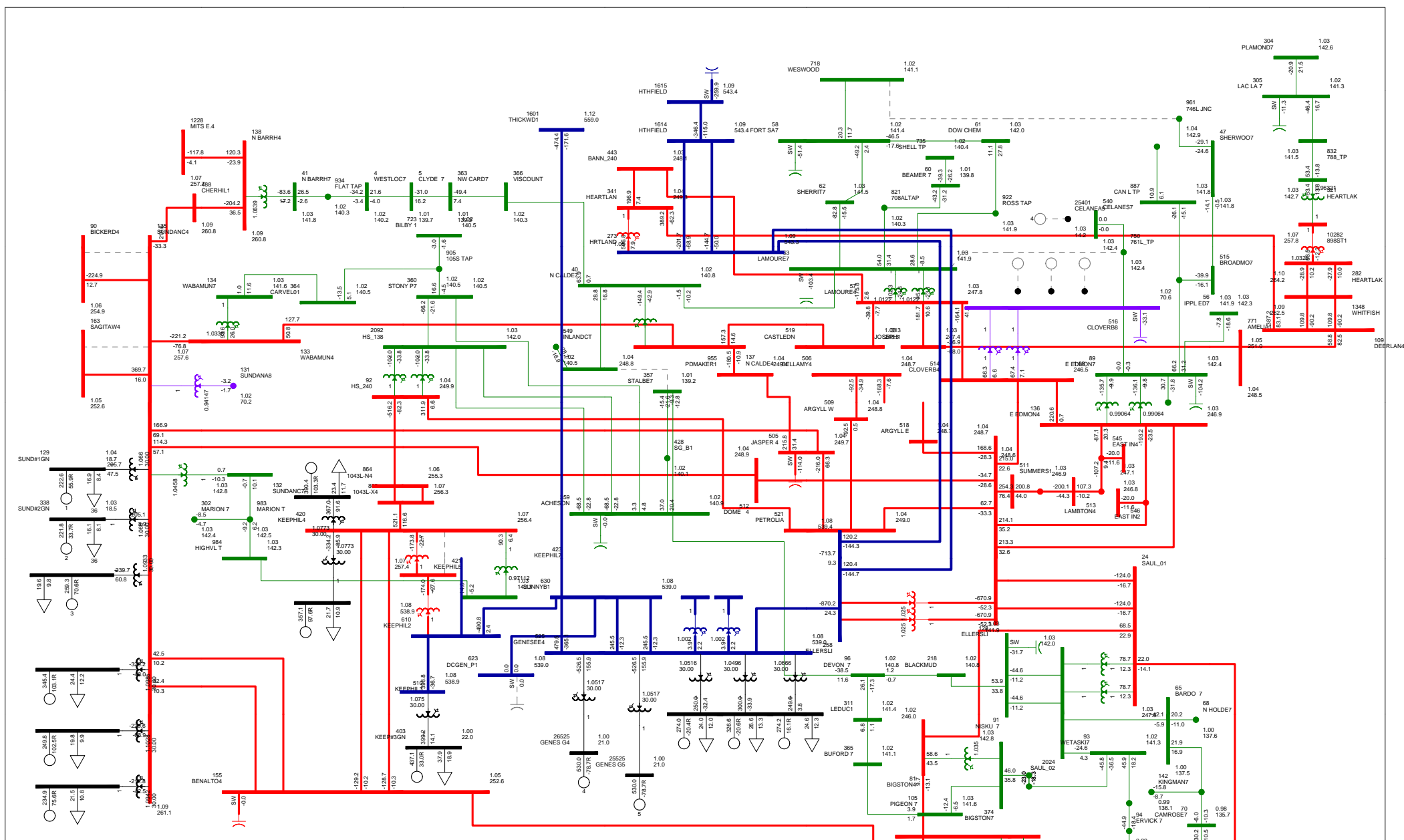
Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 10/100/1000
 kV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane 631.1 MW + (0.35) x101.7 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 2475.1 MW

BC-AB: 967.5 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

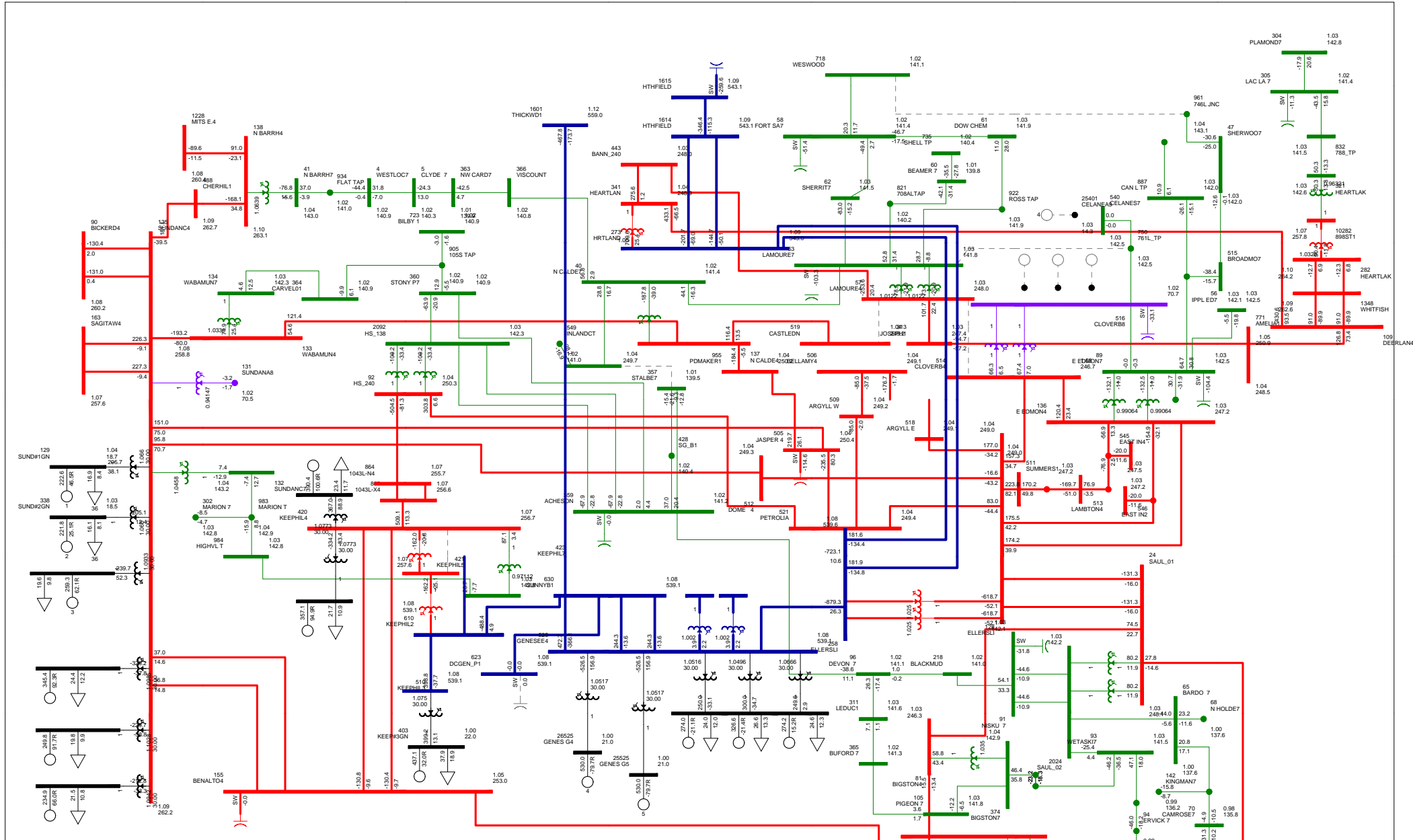
WATL: -0.8 MW
 EATL: -350.0 MW



SCENARIO 10 2019SP
 218, 974L
 FIG C-89
 TUE, MAR 15 2016 10:24

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	619.0 MW	+ (0.35) x 102.6 MW	Max: 2,050MW
KEG Cutplane	2461.6 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	985.4 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		

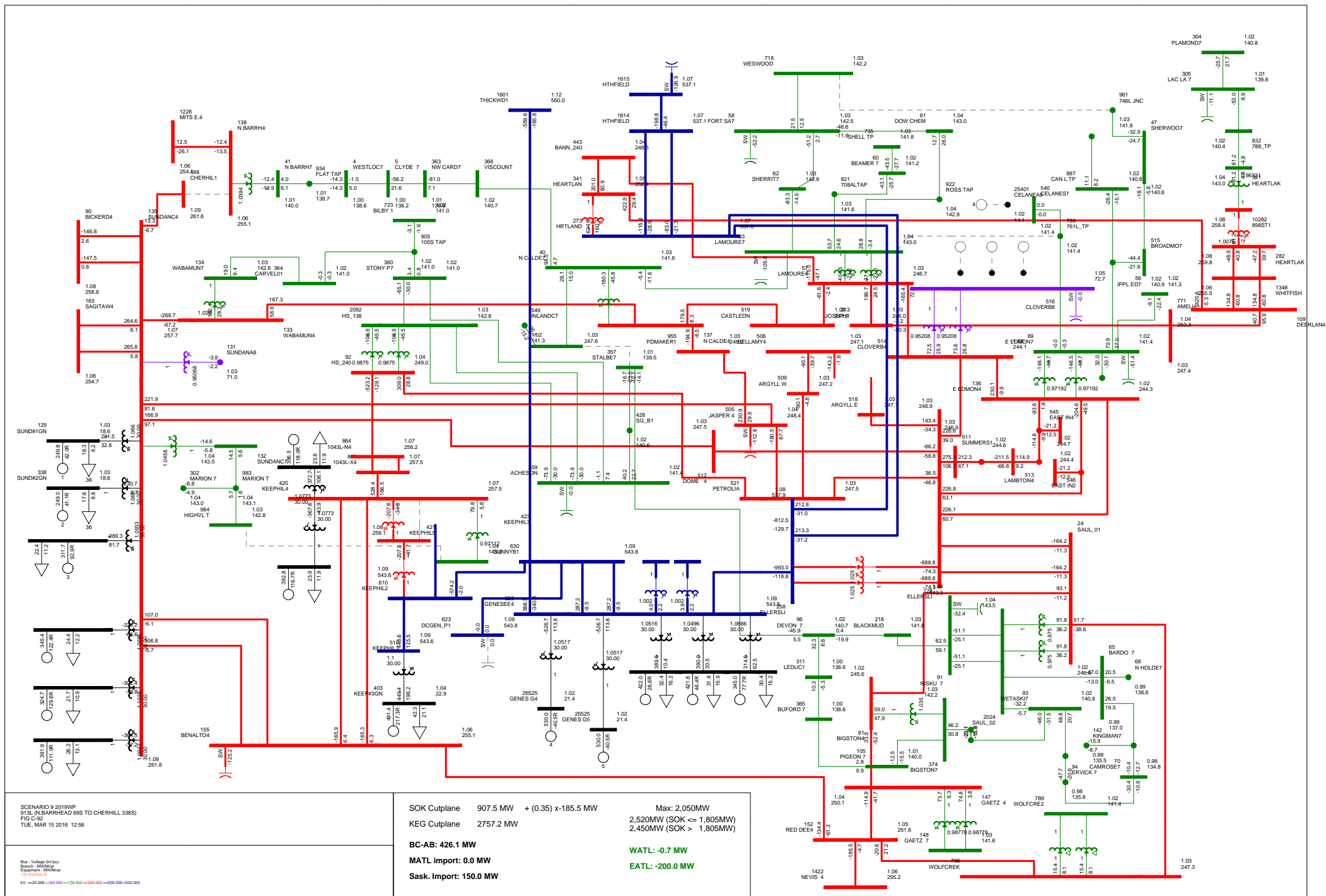


SCENARIO 10 2019SP
 320 321A
 FIG C-30
 TUE, MAR 15 2016 10:24

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Losses - MW/MVA

KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane	640.6 MW	+ (0.35) x 99.9 MW	Max: 2,050MW
KEG Cutplane	2468.4 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	967.9 MW		WATL: -0.8 MW
MATL Import:	0.0 MW		EATL: -350.0 MW
Sask. Import:	150.0 MW		

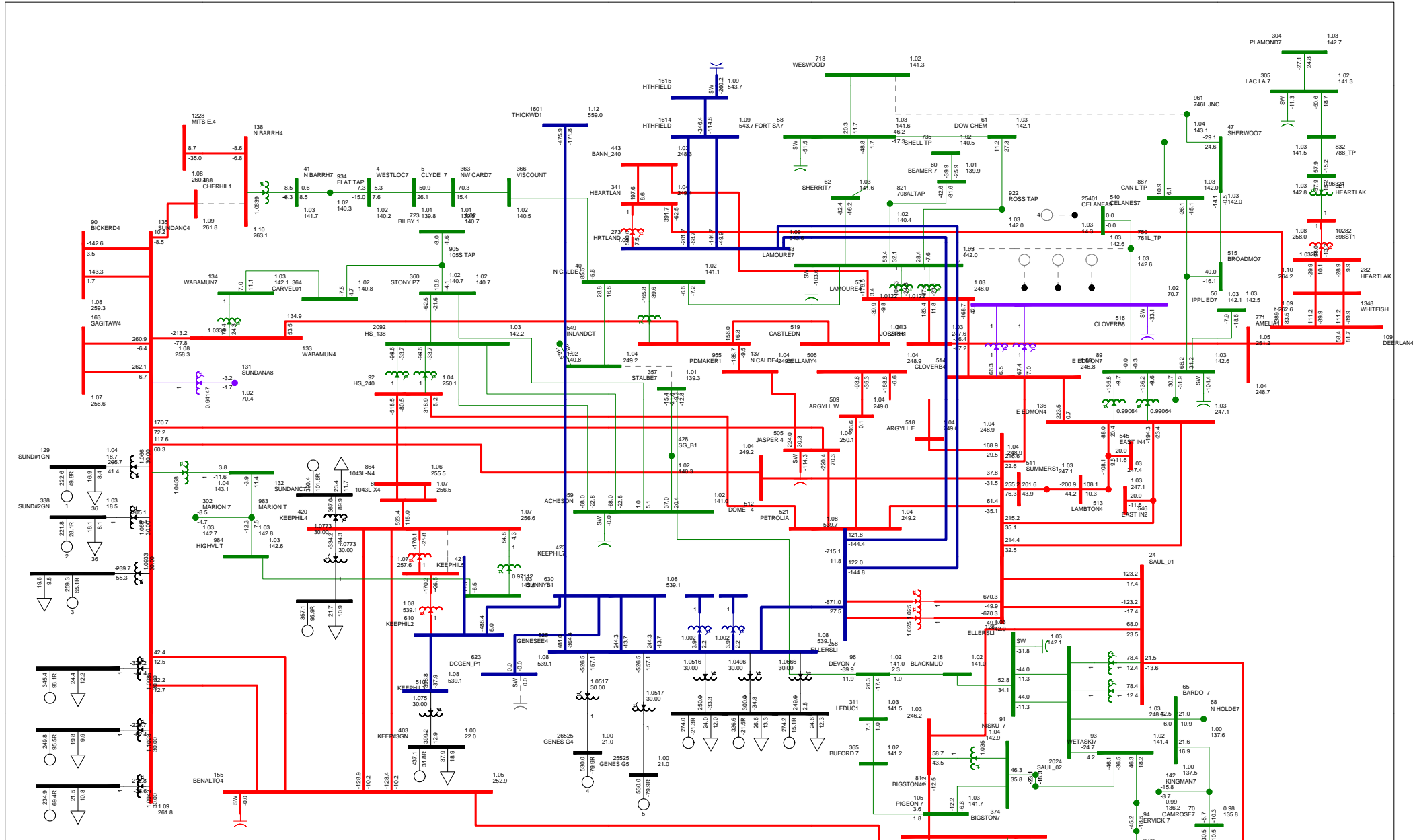


SCENARIO 9 2019WP
 313_N BARRHEAD 855 TO CHERHILL (338S)
 FIG C-32
 TUE, MAR 15 2016 12:56

Bus - Voltage (kV) (no)
 Branch - MW (MW)
 Equipment - MVA (MVA)
 (0) (0) (0)

kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane	907.5 MW	+ (0.35) x 185.5 MW	Max: 2,050MW
KEG Cutplane	2757.2 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	426.1 MW		WATL: -0.7 MW
MATL import:	0.0 MW		EATL: -200.0 MW
Sask. import:	150.0 MW		



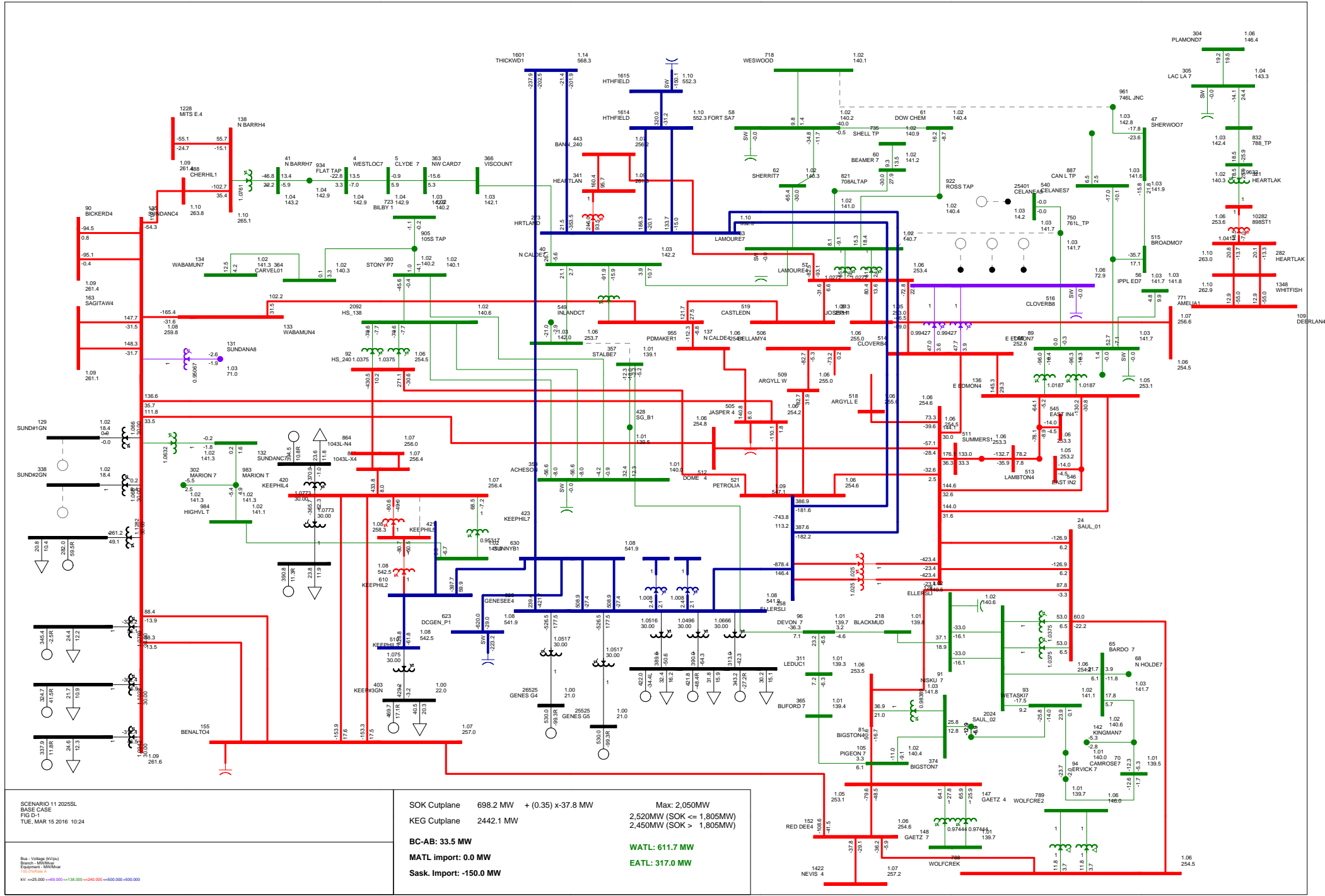
SCENARIO 10 2018SP
 313_N BARRH4 RSS TO CHERHILL (338S)
 FIG C-33
 TUE, MAR 15 2016 12:56

Bus - Voltage (KV/m)
 Branch - MW/MVA
 Equipment - MW/MVA
 HV - $25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000$

SOK Cutplane	629.5 MW	+ (0.35) x 101.4 MW	Max: 2,050MW
KEG Cutplane	2460.0 MW		2,520MW (SOK ≤ 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	974.5 MW		WATL: -0.8 MW
MATL import:	0.0 MW		EATL: -350.0 MW
Sask. import:	150.0 MW		

Attachment D

Long-Term Post-Connection Power Flow Analysis Results

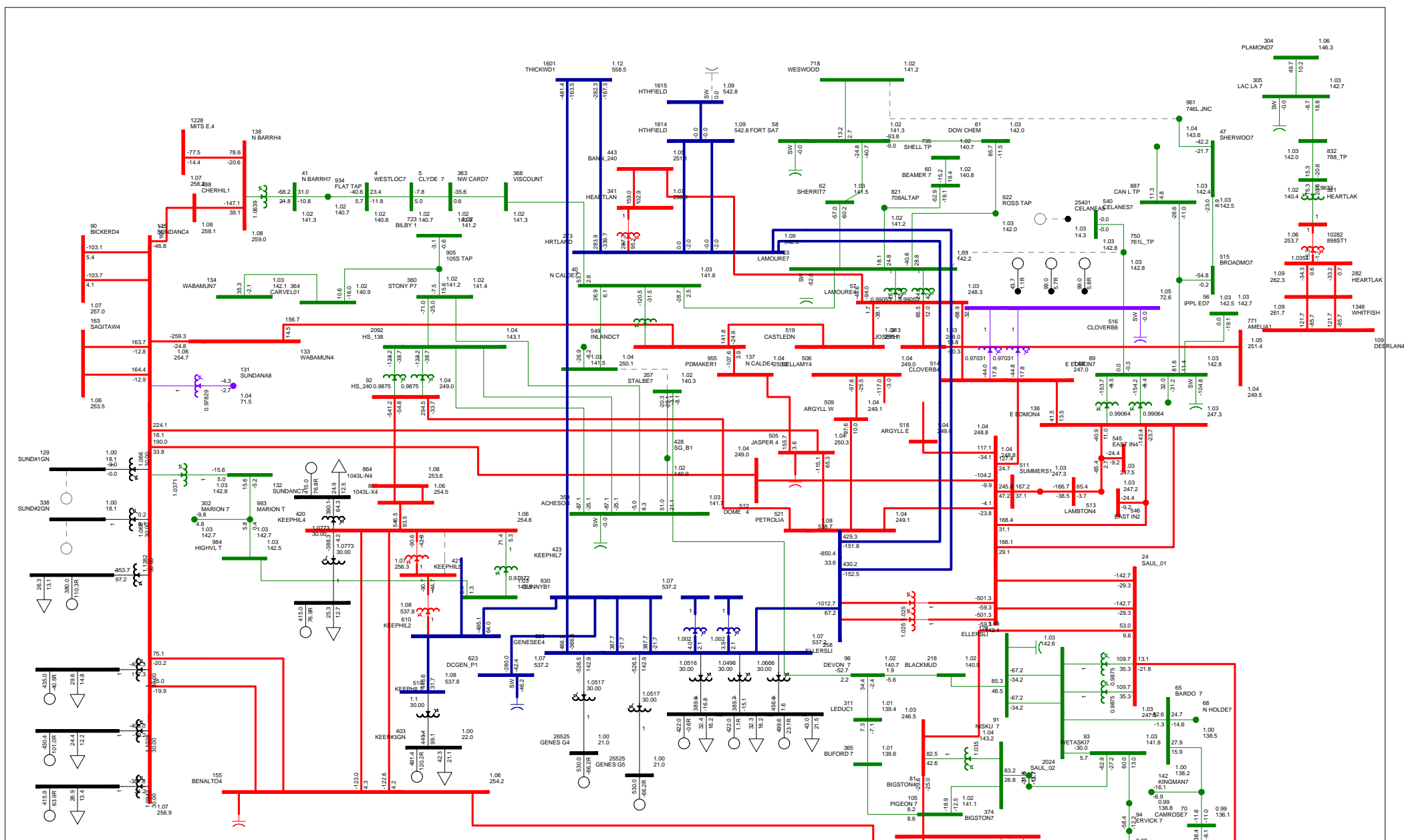


SCENARIO 11 2025SL
 BASE CASE
 FIG D-1
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV)
 Branch - MW/MVar
 Equipment - MW/MVar
 Losses - MW

kV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane	698.2 MW	+ (0.35) x 37.8 MW	Max: 2,050MW
KEG Cutplane	2442.1 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	33.5 MW		WATL: 611.7 MW
MATL import:	0.0 MW		EATL: 317.0 MW
Sask. import:	-150.0 MW		



SCENARIO 12 2025WP
 BASE CASE
 FIG D-2
 TUE, MAR 15 2016 10:24

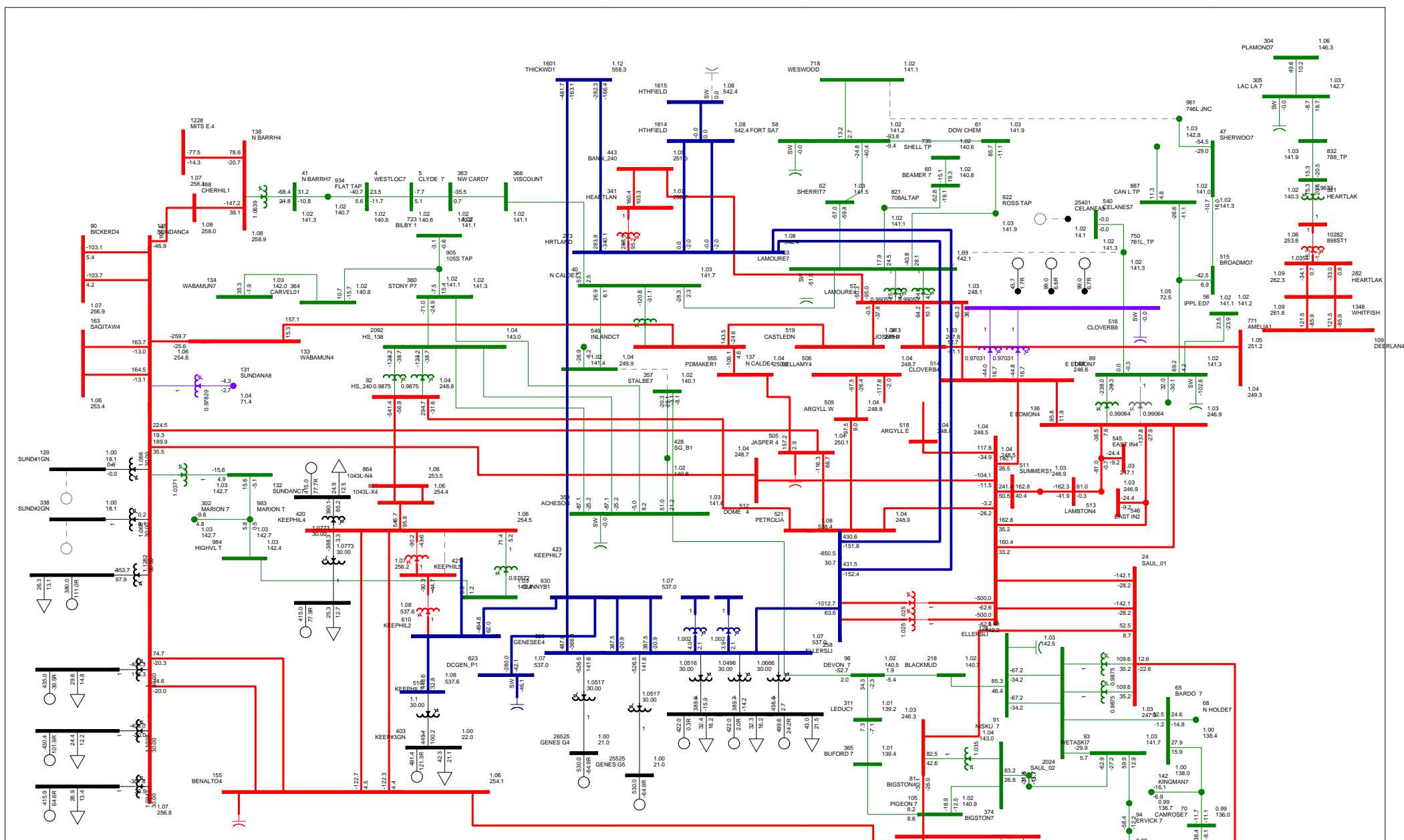
Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MW (m)
 (S) (M) (P) (T) (L) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

kV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane 727.7 MW + (0.35) x60.5 MW Max: 2,050MW
 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 177.2 MW
 MATL Import: 0.0 MW
 Sask. Import: -150.0 MW

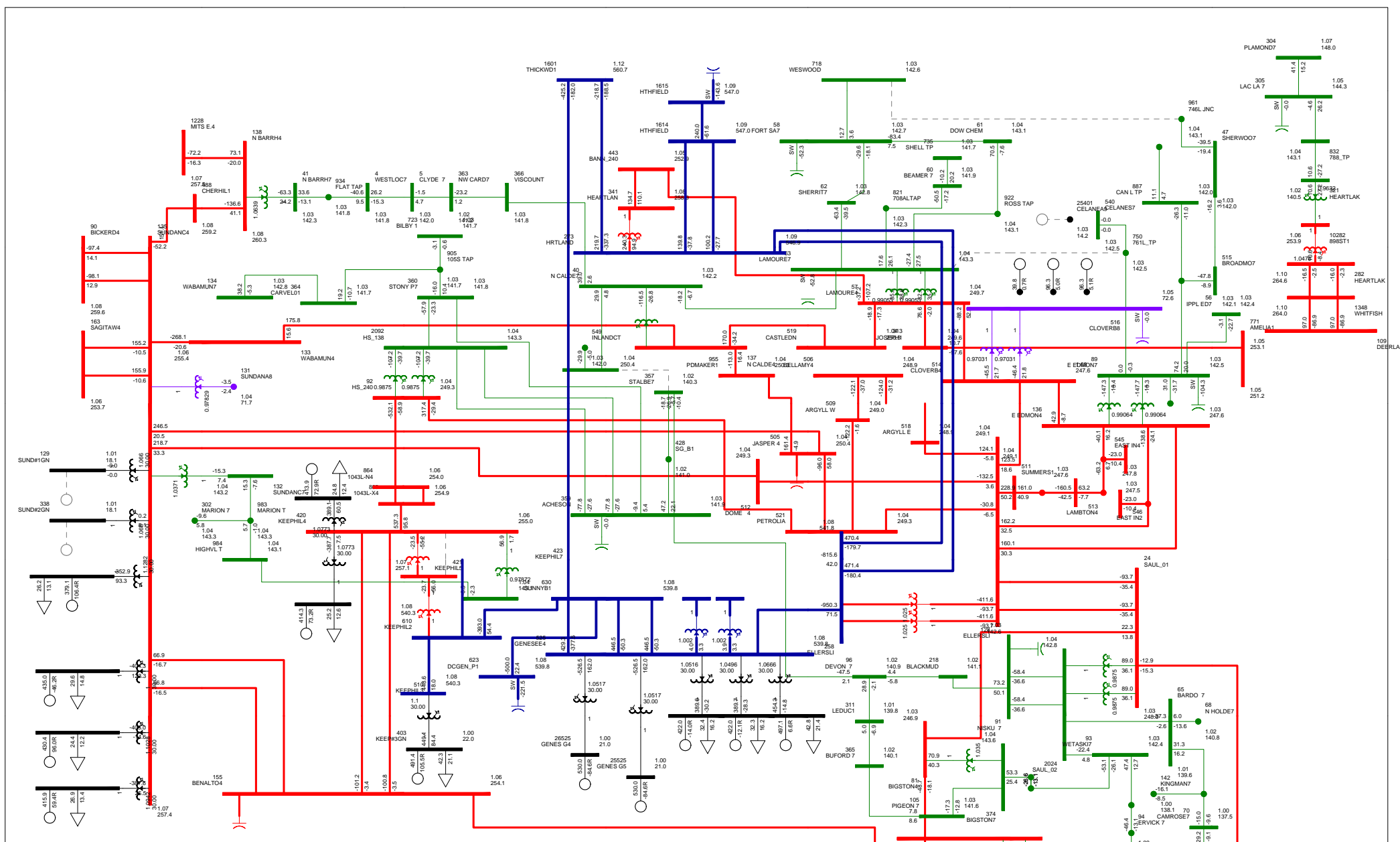
WATL: 278.4 MW
 EATL: -0.0 MW



SCENARIO 12 2025WP
 EAST EDMONTON SSS TRANSFORMER
 FIG D-3
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV) (m)
 Branch - MW (m)
 Equipment - MW (m)
 (S) - MW (m)
 KV ->25,000 ->69,000 ->138,000 ->240,000 ->500,000 ->600,000

SOK Cutplane	724.9 MW	+(0.35) x60.5 MW	Max: 2,050MW
KEG Cutplane	2735.8 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	180.3 MW		WATL: 278.4 MW
MATL import:	0.0 MW		EATL: -0.0 MW
Sask. import:	-150.0 MW		

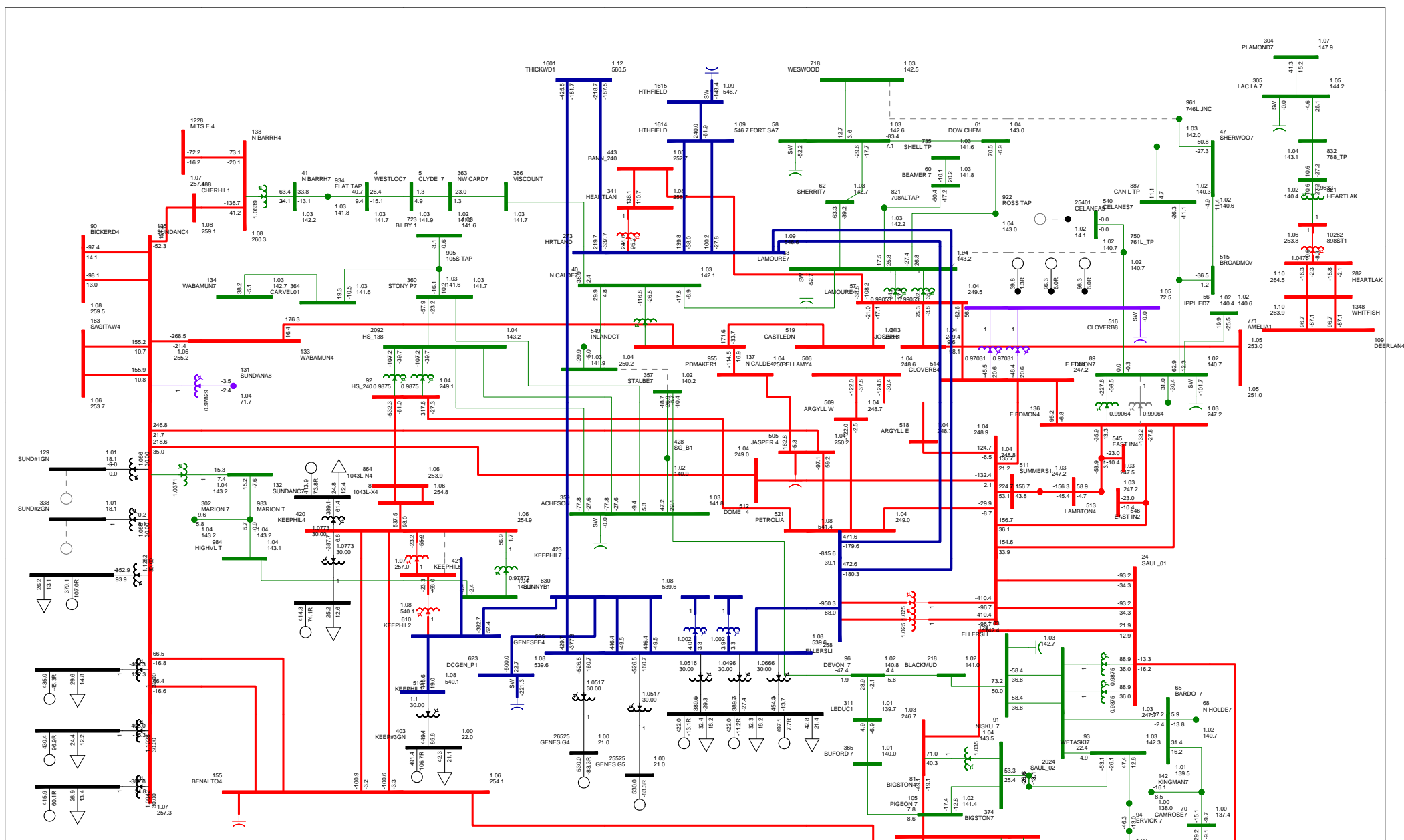


SCENARIO 13 2025SP
 BASE CASE
 FIG D-4
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV) (no)
 Branch - MW/MVA
 Equipment - MW/MVA
 (0.00/0.00)

kV =>25.00 =>69.00 =>138.00 =>240.00 =>500.00 =>600.000

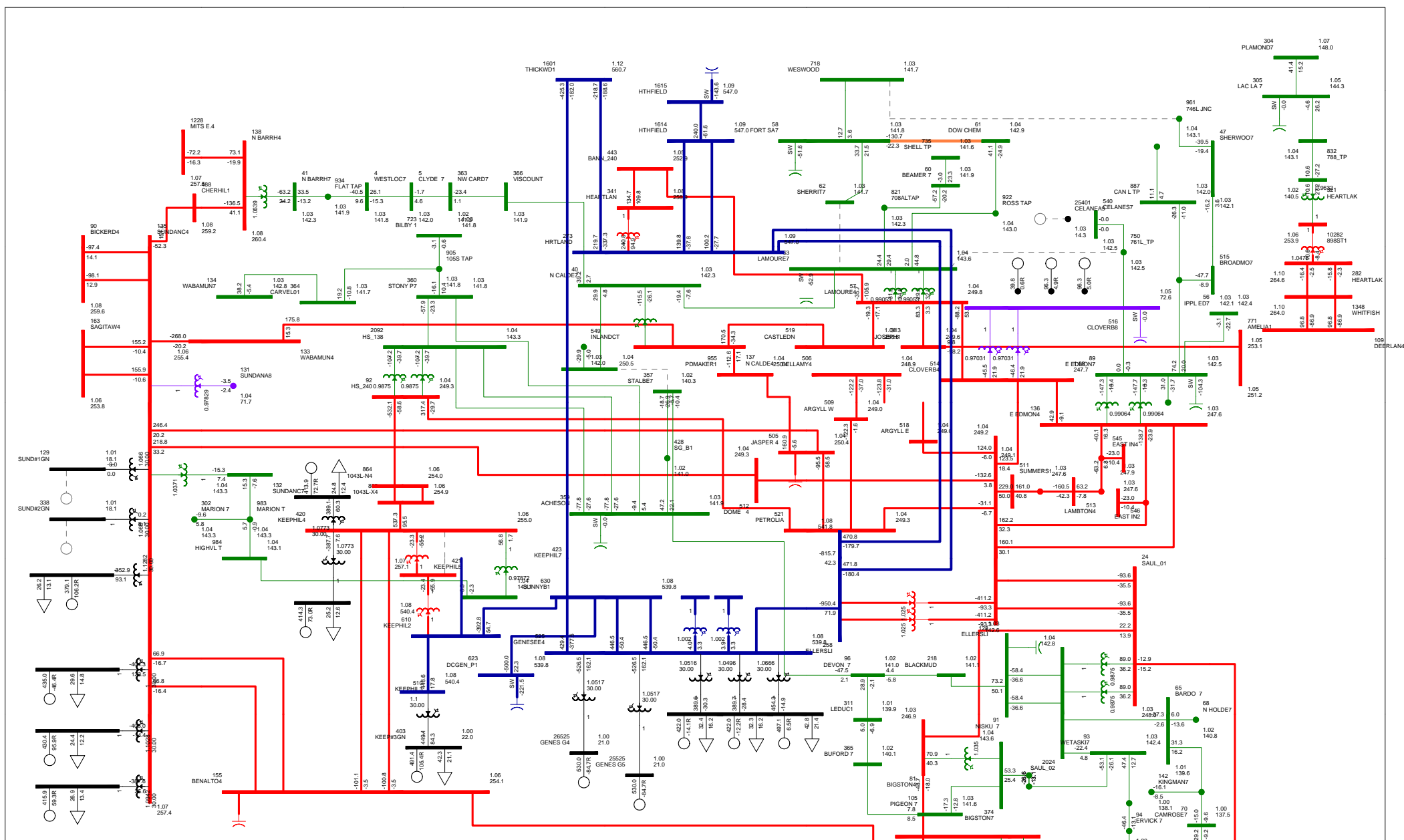
SOK Cutplane	593.1 MW	+(0.35) x-4.5 MW	Max: 2,050MW
KEG Cutplane	2569.6 MW		2,520MW (SOK <= 1,805MW)
			2,450MW (SOK > 1,805MW)
BC-AB:	-206.6 MW		WATL: 494.9 MW
MATL import:	0.0 MW		EATL: 238.3 MW
Sask. import:	-150.0 MW		



SCENARIO 13 2025P
 EAST EDMONTON S&S TRANSFORMER
 FIG D-5
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MVA (m)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

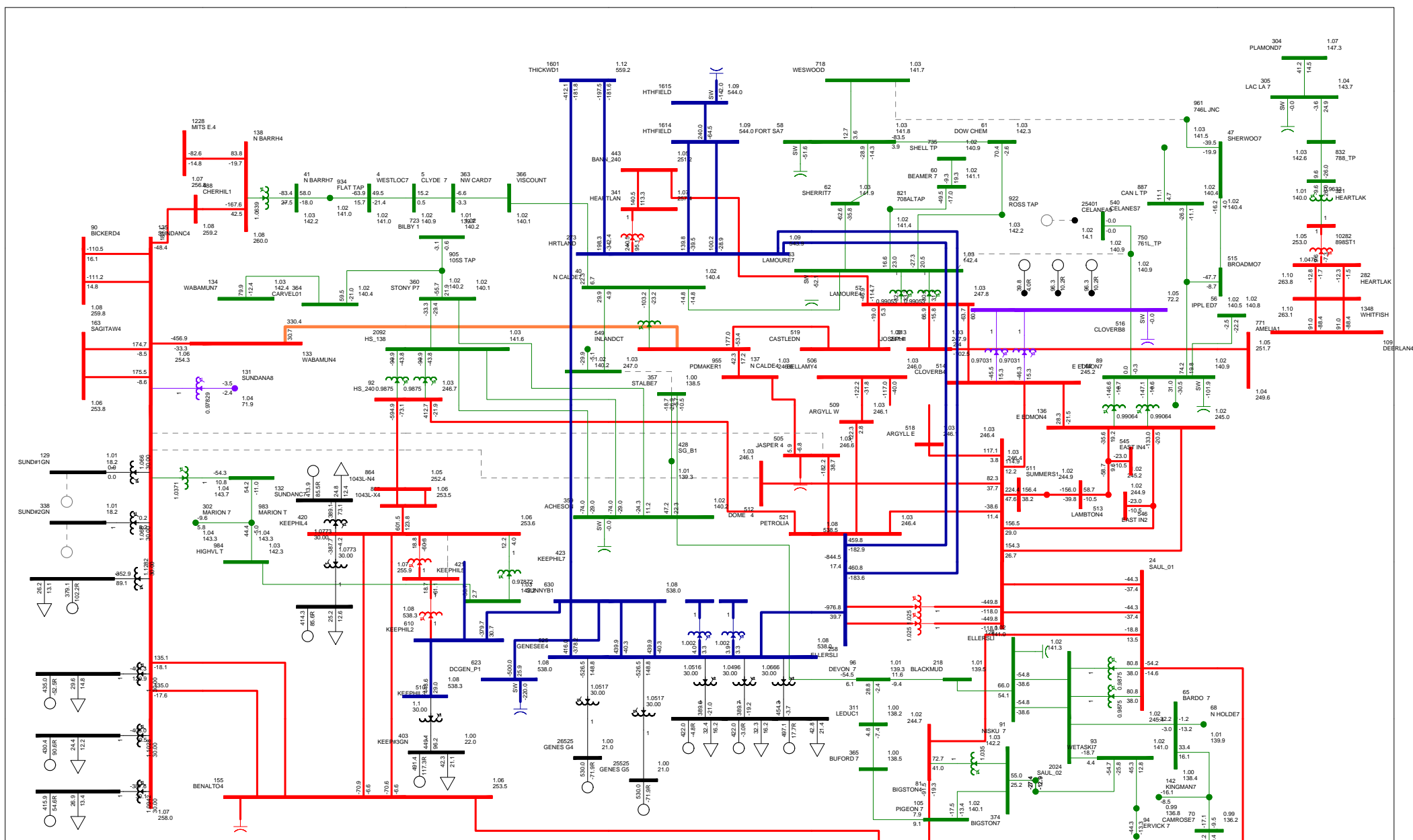
SOK Cutplane	590.6 MW	+(0.35) x 4.5 MW	Max: 2,050MW
KEG Cutplane	2569.3 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB: -203.9 MW			WATL: 494.9 MW
MATL import: 0.0 MW			EATL: 238.3 MW
Sask. Import: -150.0 MW			



SCENARIO 13 2025SP
 781 SHERITT GORDON 172S TO LAMOUREUX 71S)
 FIG D-8
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV) (p)
 Branch - MW (MVA)
 Equipment - MVA (MW)
 (S) - Saturated
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

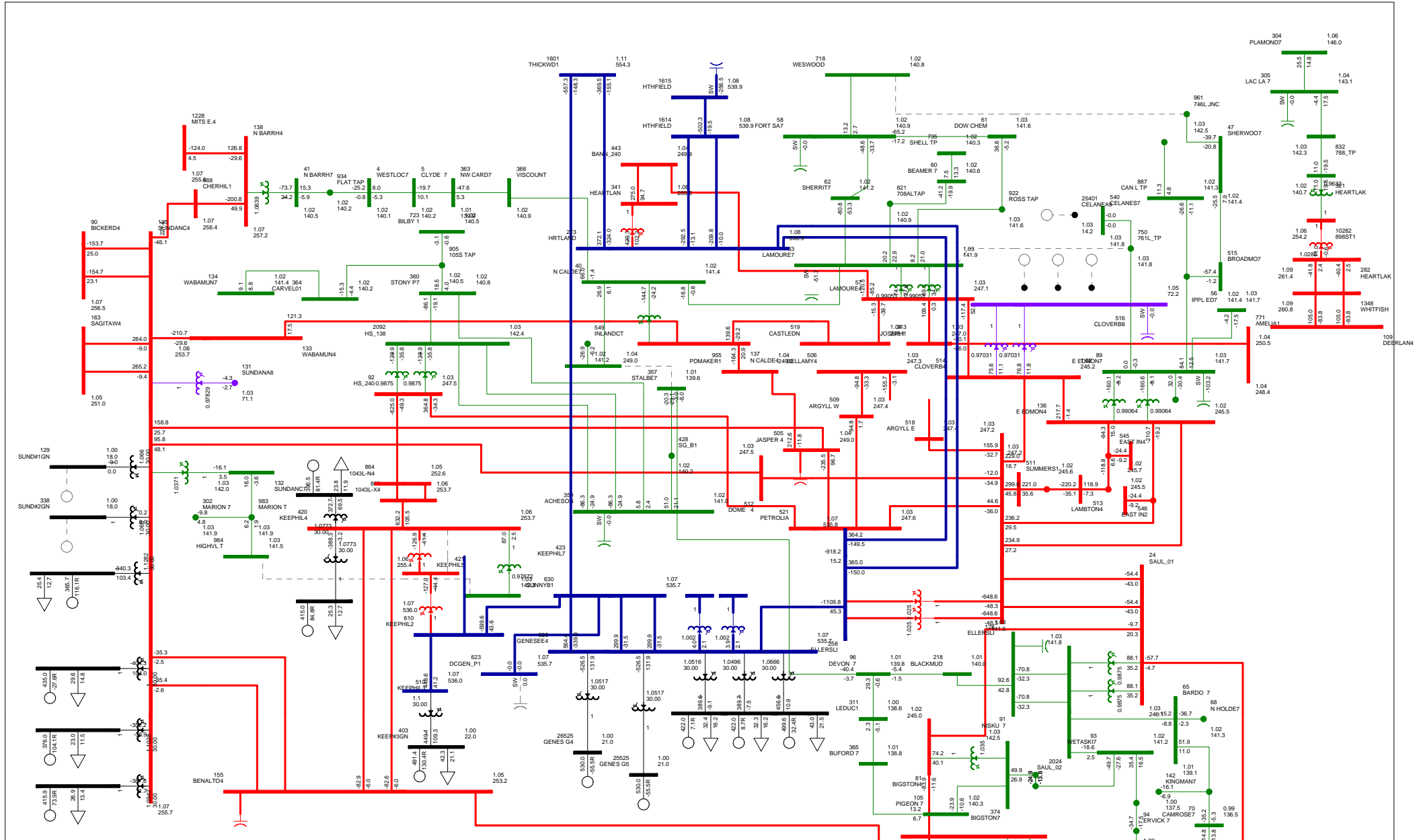
SOK Cutplane	592.8 MW	+(0.35) x 4.5 MW	Max: 2,050MW
KEG Cutplane	2569.6 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-206.2 MW		WATL: 494.9 MW
MATL import:	0.0 MW		EATL: 238.3 MW
Sask. import:	-150.0 MW		



SCENARIO 13 2025SP
 308, 1045
 FIG D-7
 TUE, MAR 15 2016 10:24

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 13:00:00:00
 KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane	580.9 MW	+ (0.35) x-1.1 MW	Max: 2,050MW
KEG Cutplane	2583.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	-189.8 MW		WATL: 494.9 MW
MATL Import:	0.0 MW		EATL: 238.3 MW
Sask. Import:	-150.0 MW		

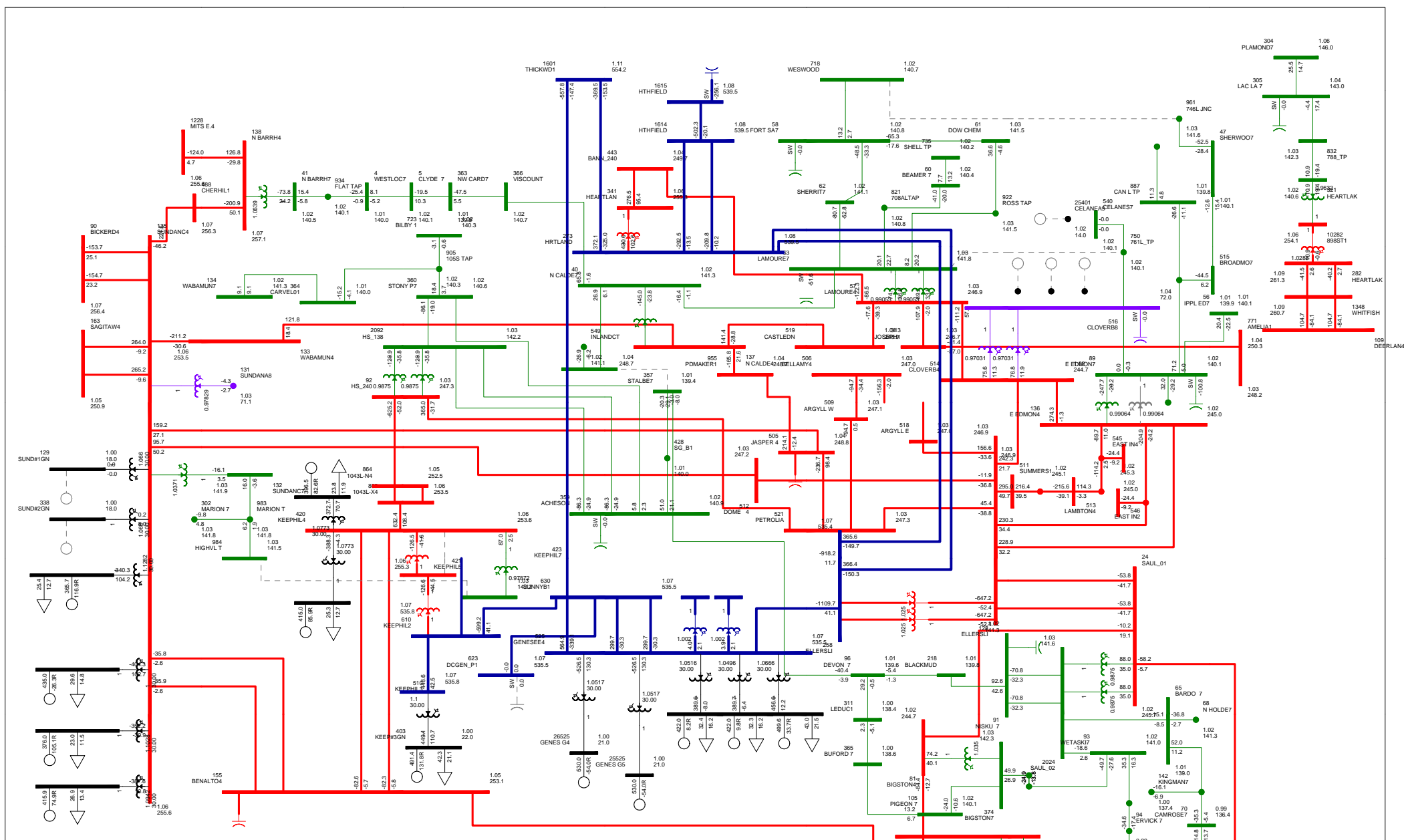


SCENARIO 14 2025WP
 BASE CASE
 FIG D-8
 TUE, MAR 15 2016 10:24

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Losses - MW

kV =>25.000 =>69.000 =>138.000 =>240.000 =>500.000 =>600.000

SOK Cutplane	176.5 MW	+ (0.35) x-197.4 MW	Max: 2,050MW
KEG Cutplane	2921.0 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	696.3 MW		WATL: 0.0 MW
MATL import:	0.0 MW		EATL: -510.0 MW
Sask. import:	150.0 MW		



SCENARIO 14 2025WP
 EAST EDMONTON SSS TRANSFORMER
 FIG D-9
 TUE, MAR 15 2016 10:24

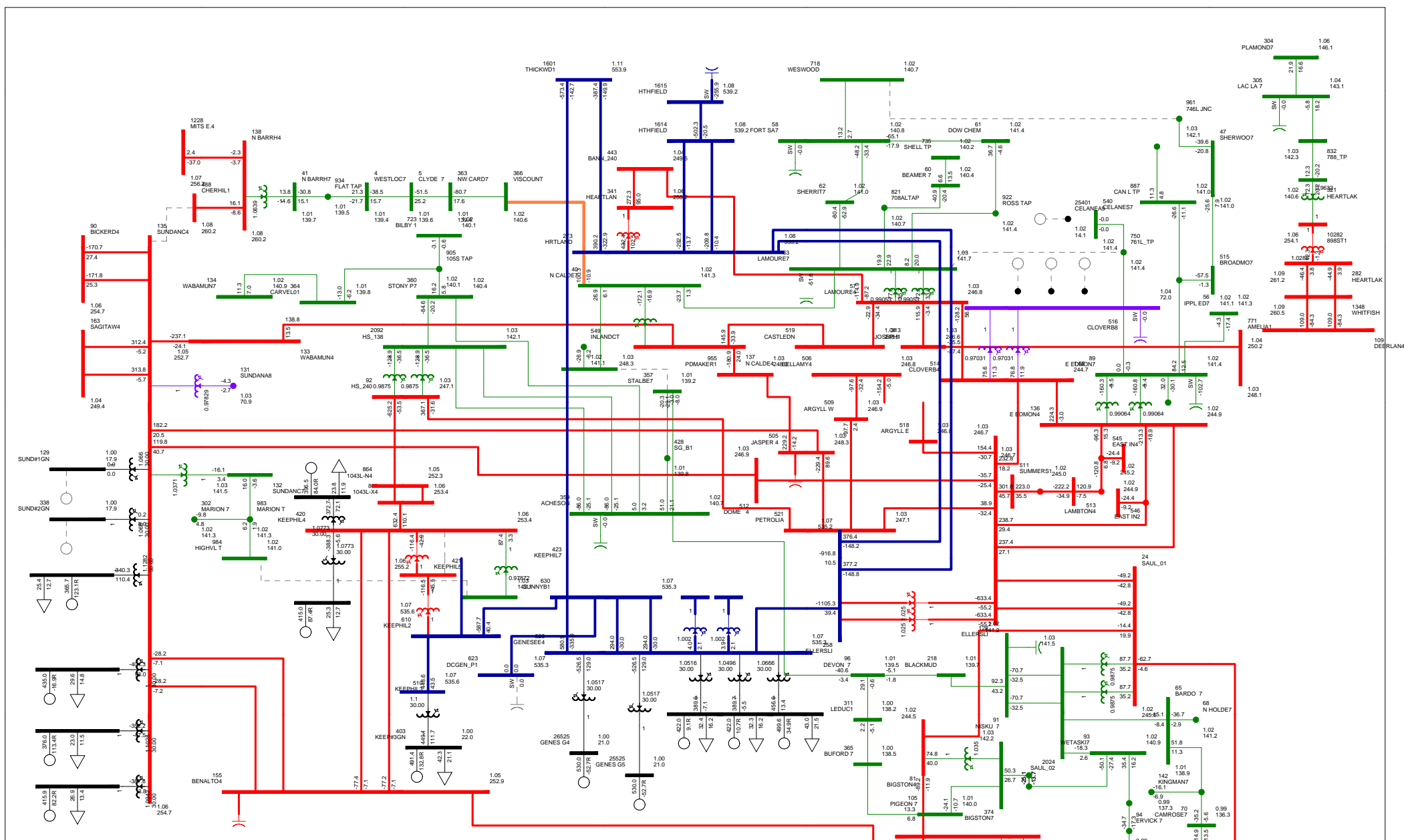
Bus - Voltage (KV) [no]
 Branch - MW/MVA
 Equipment - MW/MVA
 (0) [no] [no]

KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane 173.6 MW + (0.35) x 197.4 MW Max: 2,050MW
 KEG Cutplane 2920.5 MW 2,520MW (SOK <= 1,805MW)
 2,450MW (SOK > 1,805MW)

BC-AB: 700.0 MW
 MATL import: 0.0 MW
 Sask. Import: 150.0 MW

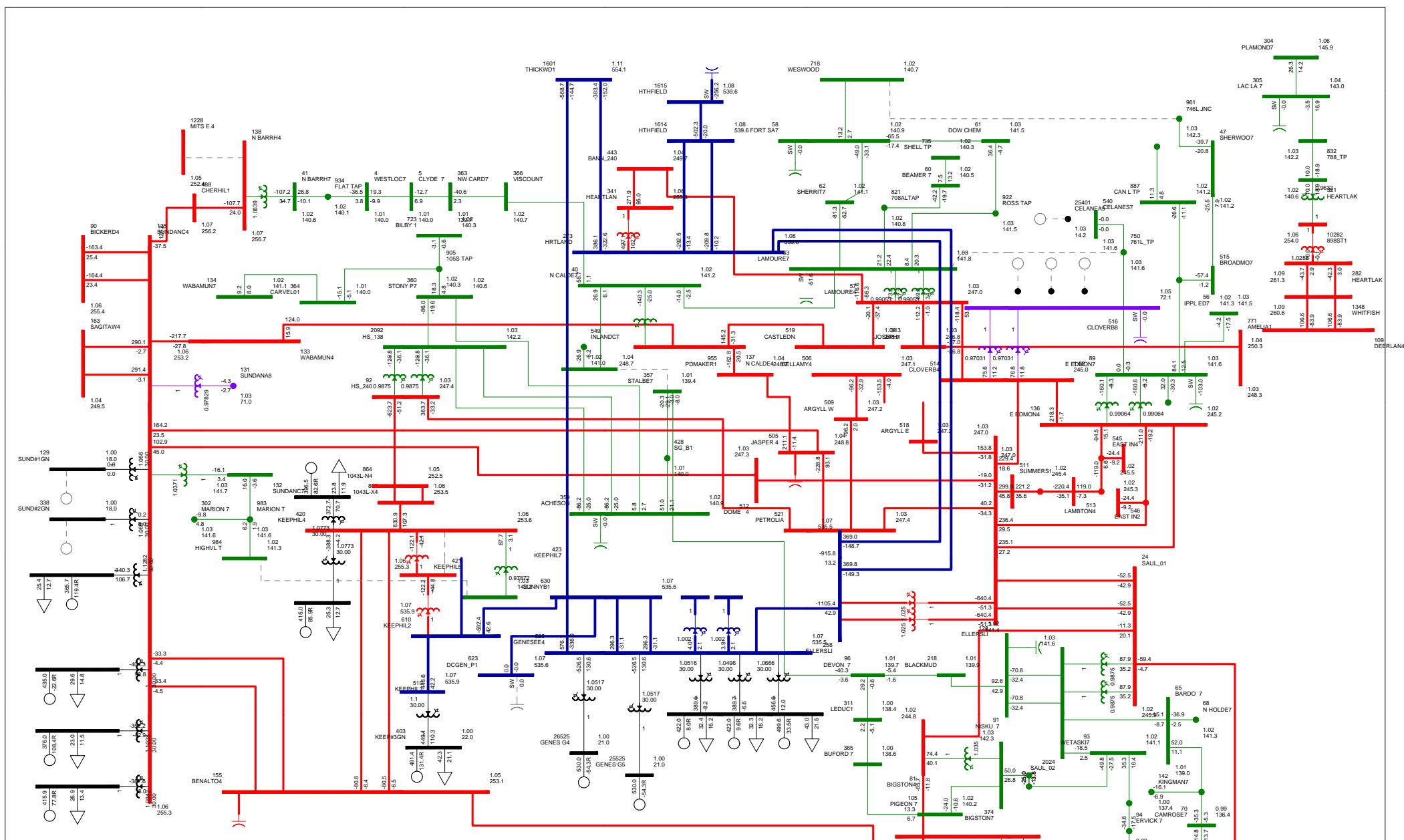
WATL: -0.0 MW
 EATL: -510.0 MW



SCENARIO 14 2025WP
 106L SUNDANCE 310P TO CHERHILL (38S)
 FIG D-10
 TUE, MAR 15 2016 10:24

Bus - Voltage (KV) [m]
 Branch - MW [m]
 Equipment - MVA [m]
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

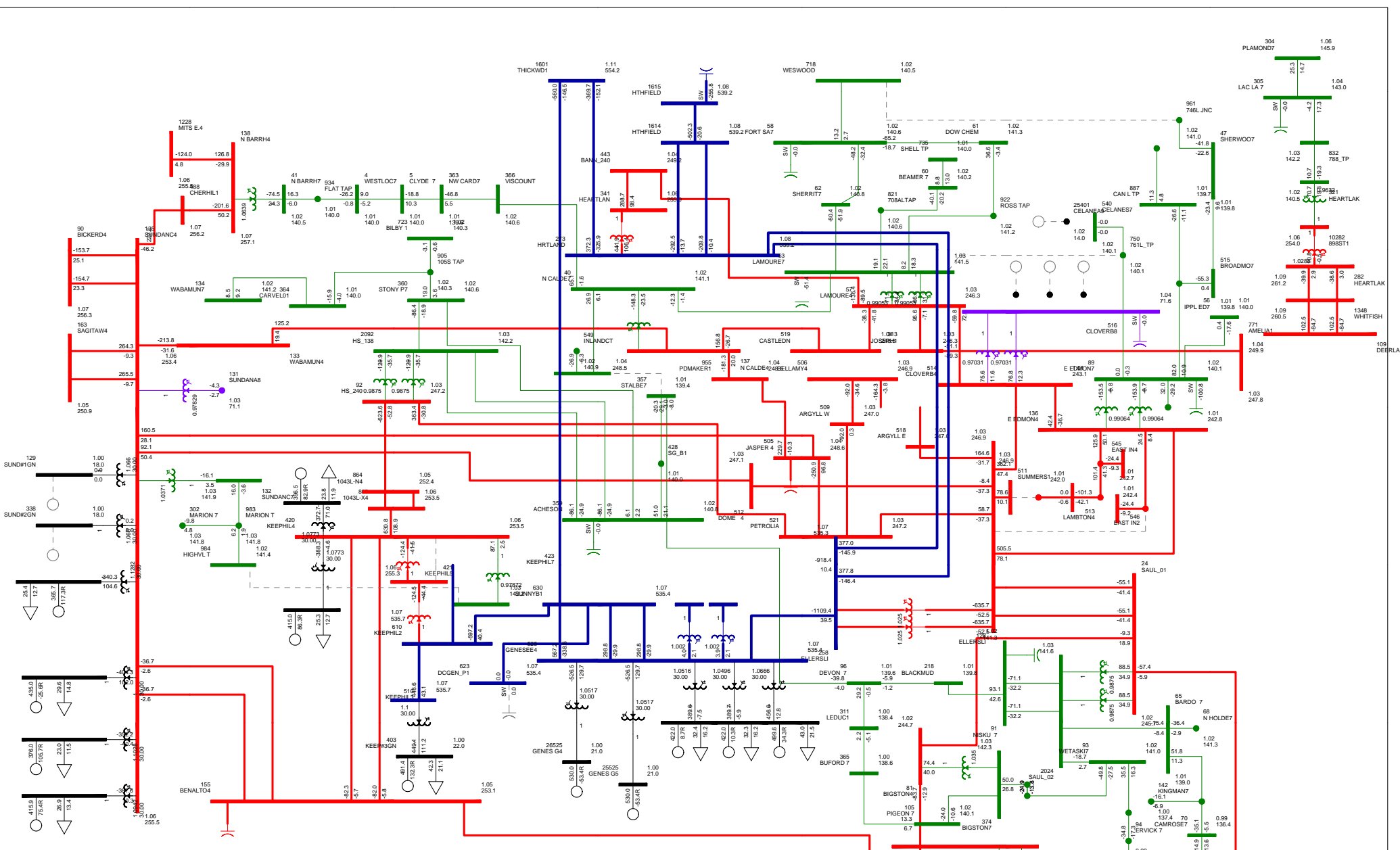
SOK Cutplane	165.9 MW + (0.35) x 196.4 MW	Max: 2,050MW
KEG Cutplane	2904.6 MW	2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	712.4 MW	WATL: 0.0 MW
MATL Import:	0.0 MW	EATL: -510.0 MW
Sask. Import:	150.0 MW	



SCENARIO 14 2025WP
 313_N BARRHEAD RSS TO MITSUE 732S)
 FIG D-11
 TUE, MAR 15 2016 10:25

Bus - Voltage (kV) (p)
 Branch - MW (m)
 Equipment - MW (m)
 Loss - MW (m)
 KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	170.4 MW	+ (0.35) x 197.3 MW	Max: 2,050MW
KEG Cutplane	2909.4 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	704.3 MW		WATL: 0.0 MW
MATL import:	0.0 MW		EATL: -510.0 MW
Sask. import:	150.0 MW		



SCENARIO 14 2025WP
 308, 1056L
 FIG D-12
 TUE, MAR 15 2016 10:25

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (Color key: 138, 115, 72.5, 33)

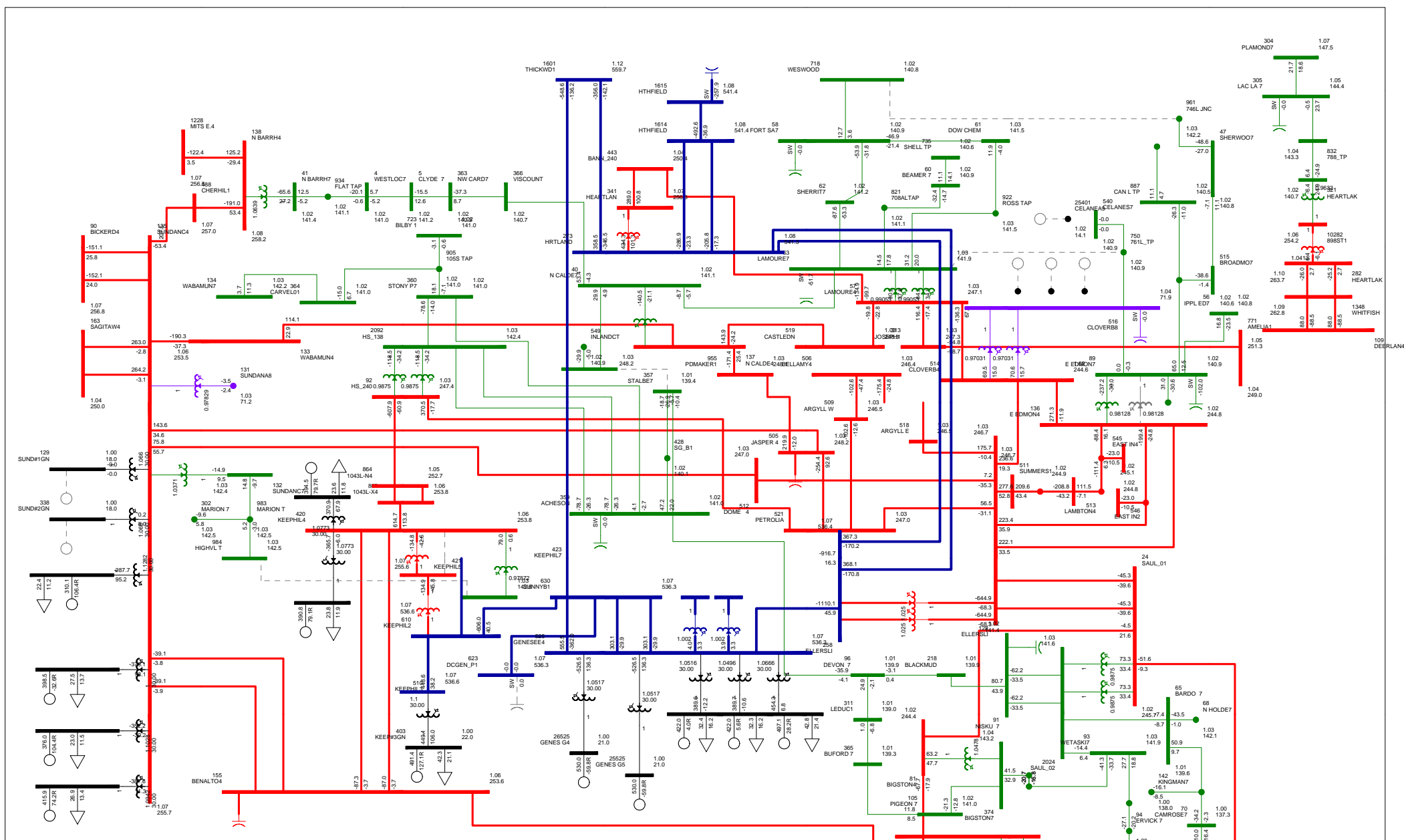
KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane 173.5 MW + (0.35) x 197.0 MW Max: 2,050MW
 2,520MW (SOK \leq 1,805MW)
 2,450MW (SOK > 1,805MW)

KEG Cutplane 2918.3 MW

BC-AB: 702.3 MW
 MATL import: 0.0 MW
 Sask. import: 150.0 MW

WATL: 0.0 MW
 EATL: -510.0 MW

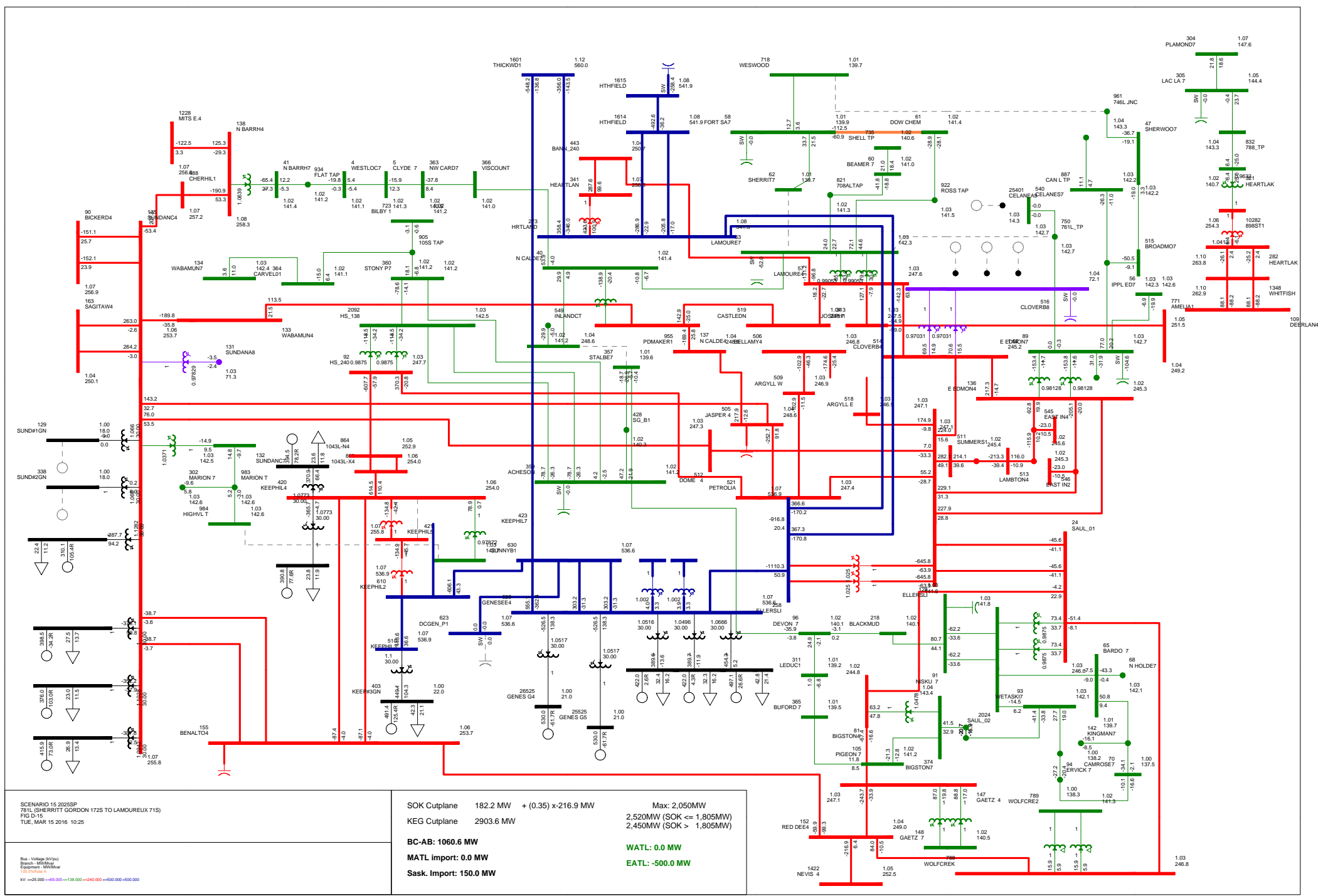


SCENARIO 15 2025SP
 EAST EDMONTON S&S TRANSFORMER
 FIG D-14
 TUE, MAR 15 2016 10:25

Bus - Voltage (KV)
 Branch - MW/MVA
 Equipment - MW/MVA
 Losses - MW/MVA

KV = 25.000 + 69.000 + 138.000 + 240.000 + 500.000 + 600.000

SOK Cutplane	180.3 MW	+ (0.35) x 216.9 MW	Max: 2,050MW
KEG Cutplane	2903.2 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	1063.0 MW		
MATL import:	0.0 MW		
Sask. Import:	150.0 MW		
			WATL: -0.0 MW EATL: -500.0 MW

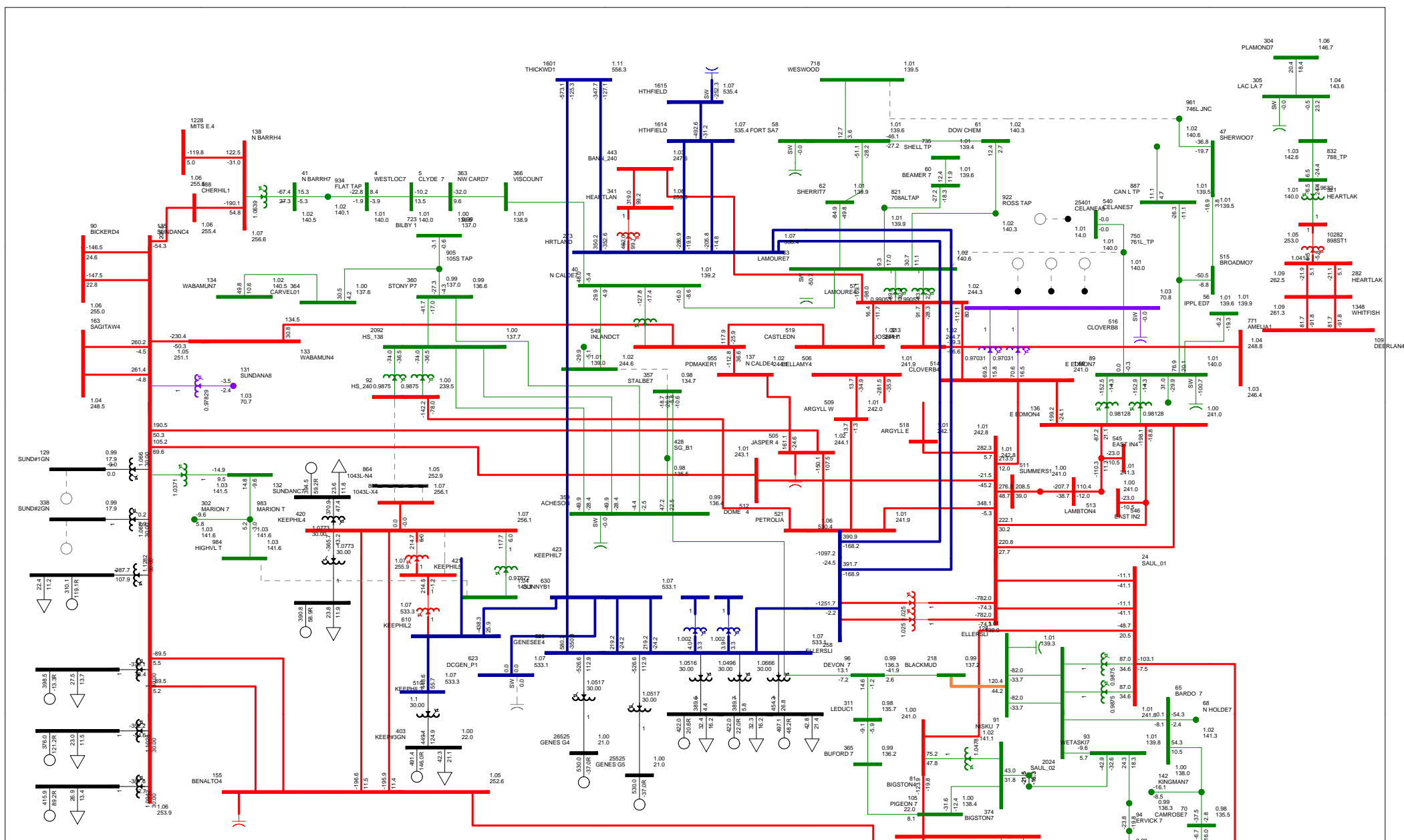


SCENARIO 15 2025EP
 781: SHERITT GORDON 172S TO LAMOUREUX 71S)
 FIG D-15
 TUE, MAR 15 2016 10:25

Bus - Voltage (kV)
 Branch - MW/MVA
 Equipment - MW/MVA
 (S) - SASK
 (E) - ELEC
 (T) - TRANS
 (L) - LOAD
 (G) - GEN
 (S) - SW
 (C) - CAP
 (I) - IND
 (R) - RES
 (W) - WIND
 (H) - HYD
 (N) - NUC
 (B) - BATTERY
 (F) - FUEL
 (S) - STORAGE
 (M) - MISC

KV: $=25.000$ $=69.000$ $=138.000$ $=240.000$ $=500.000$ $=600.000$

SOK Cutplane	182.2 MW	+ (0.35) x 216.9 MW	Max: 2,050MW
KEG Cutplane	2903.6 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	1060.6 MW		WATL: 0.0 MW
MATL import:	0.0 MW		EATL: -500.0 MW
Sask. import:	150.0 MW		



SCENARIO 15 2025SP
 1043L KEEPHILLS 300P TO HARRY SMITH 367S)
 FIG D-16
 TUE, MAR 15 2016 10:25

Bus - Voltage (kV) (p)
 Branch - MW (MW)
 Equipment - MVA (MVA)
 HV ->25,000 ->69,000 ->138,000 ->240,000 ->500,000 ->600,000

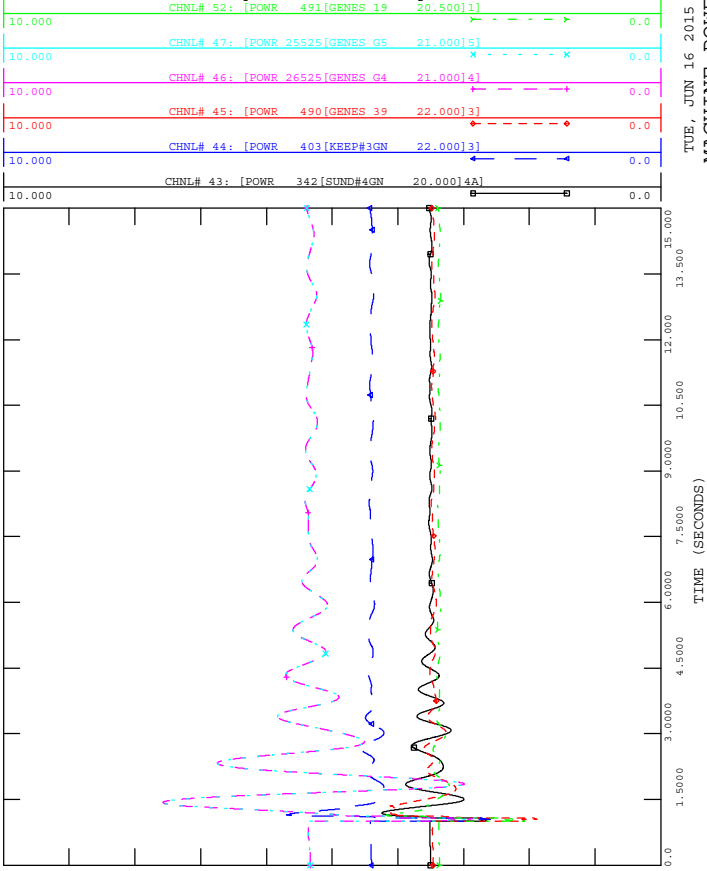
SOK Cutplane	230.5 MW	+ (0.35) x 211.6 MW	Max: 2,050MW
KEG Cutplane	2878.2 MW		2,520MW (SOK <= 1,805MW) 2,450MW (SOK > 1,805MW)
BC-AB:	1088.1 MW		WATL: 0.0 MW
MATL import:	0.0 MW		EATL: -500.0 MW
Sask. import:	150.0 MW		

Attachment E

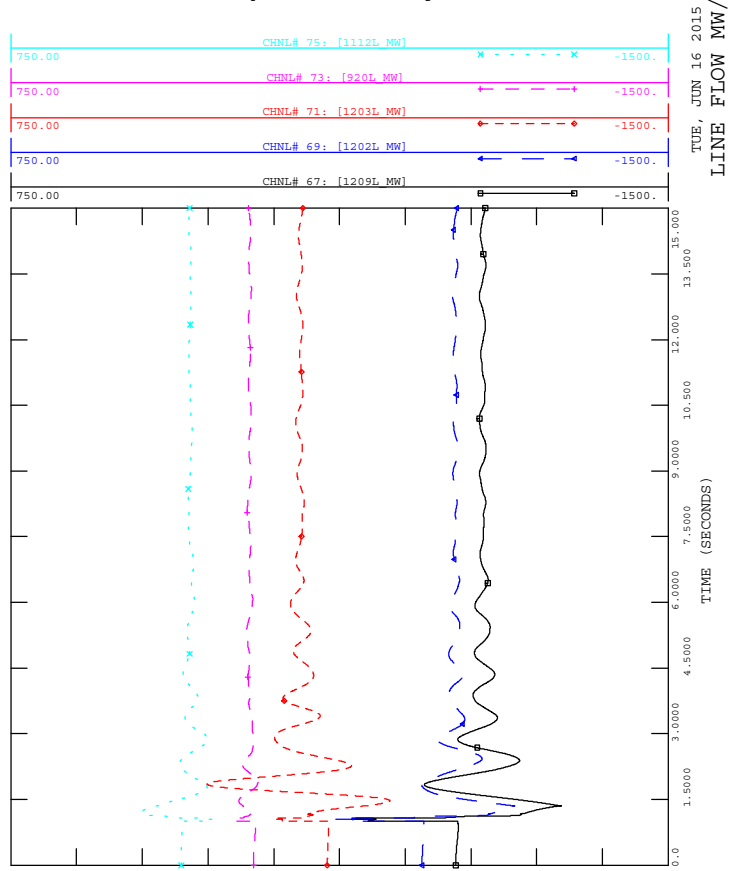
Near-Term Post-Connection Transient Stability Analysis Results



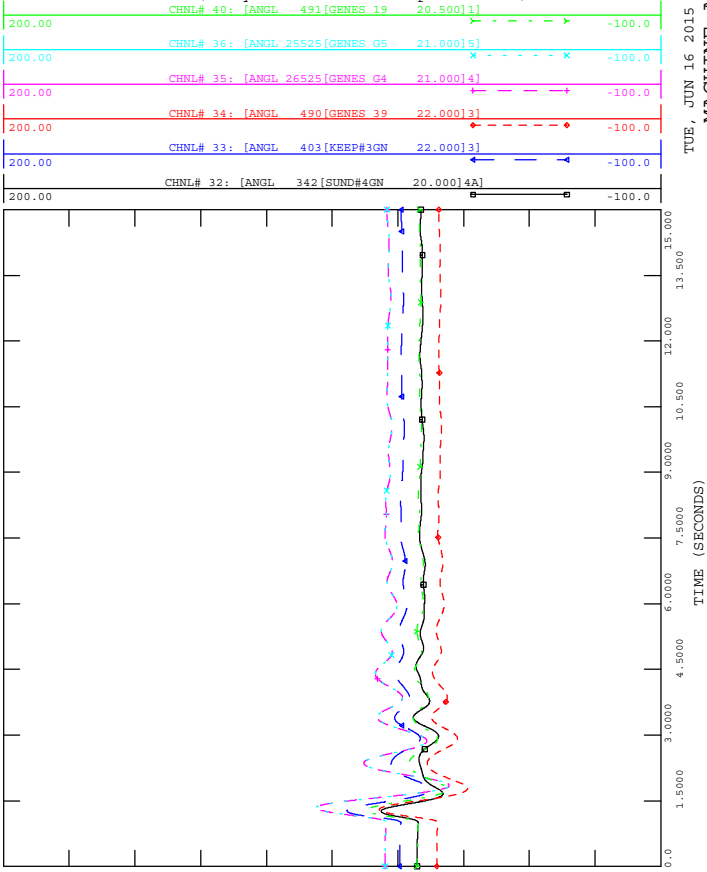
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out



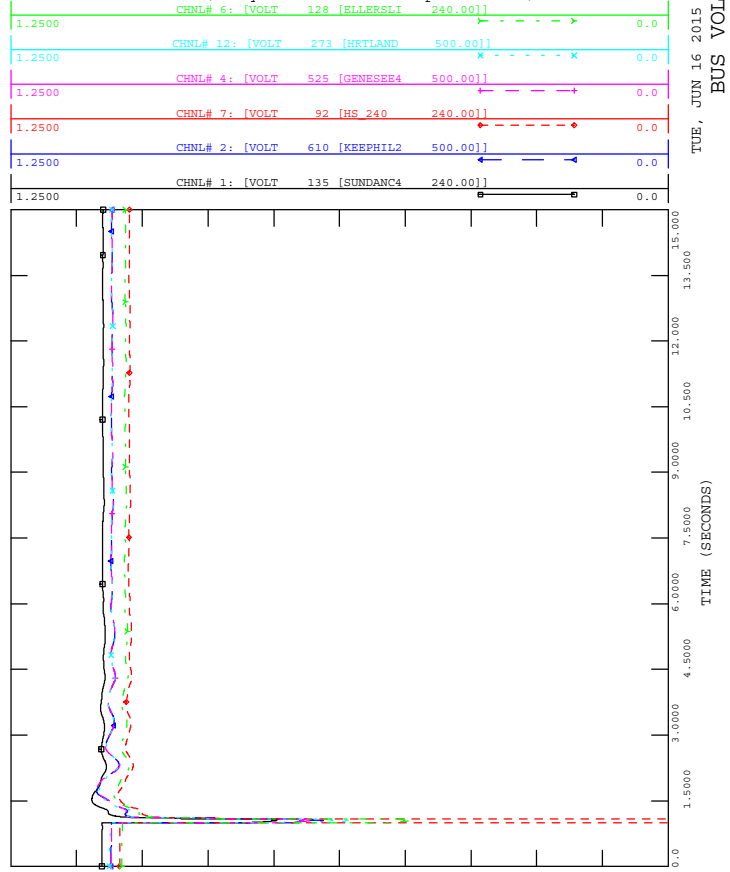
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out

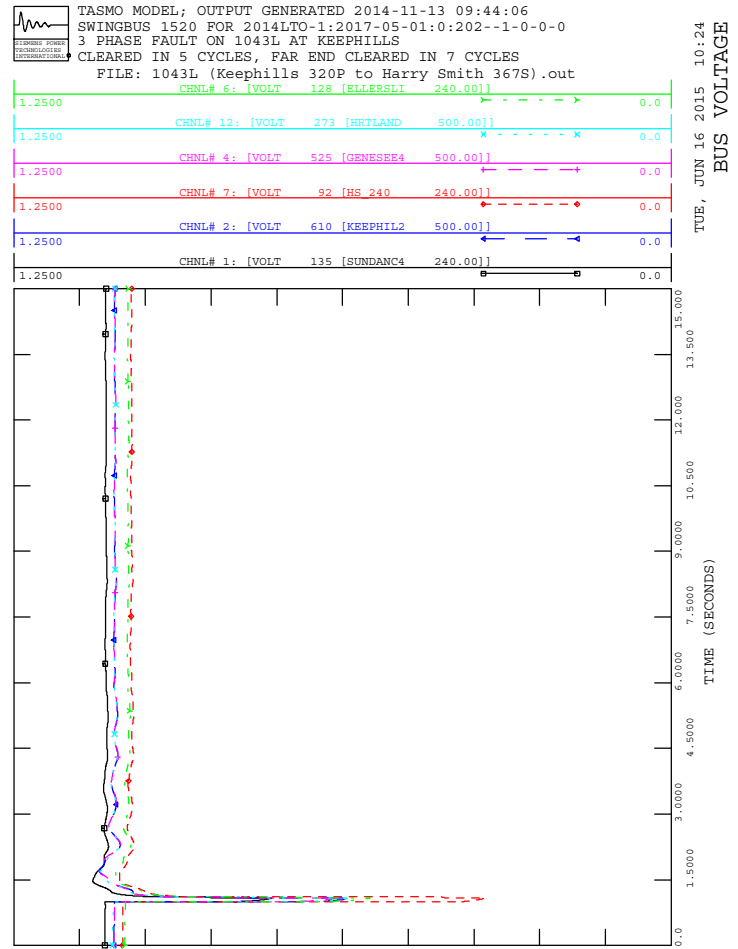
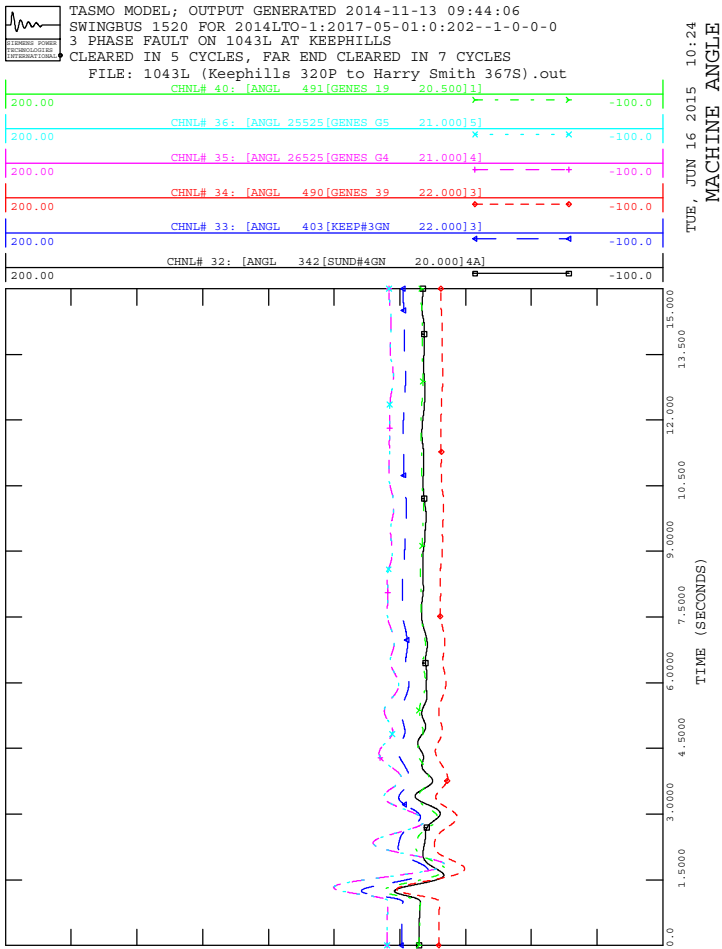
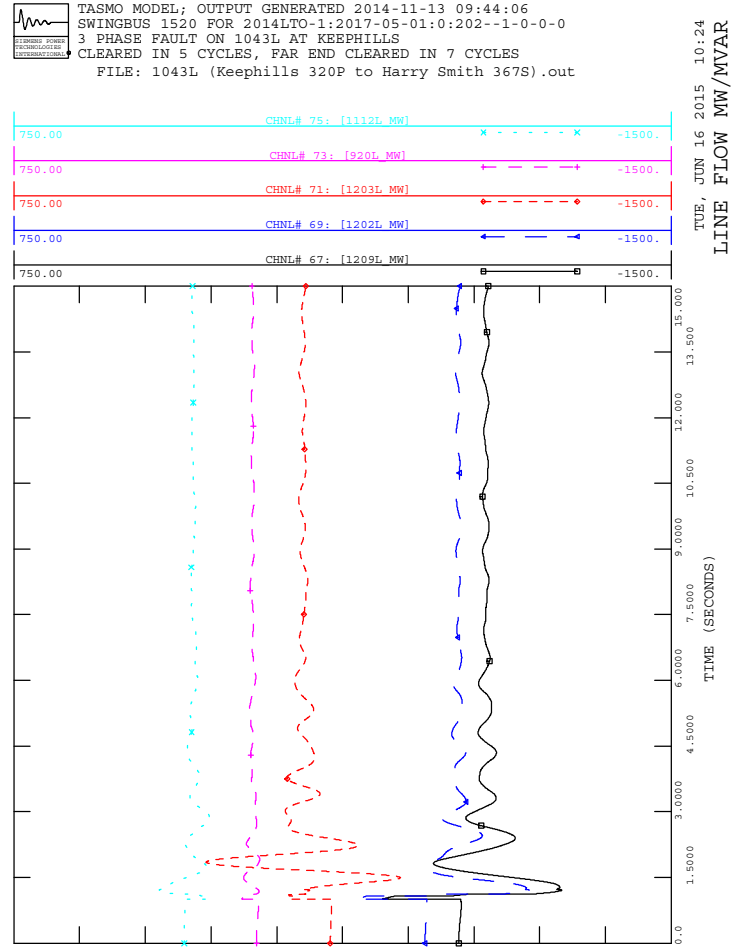
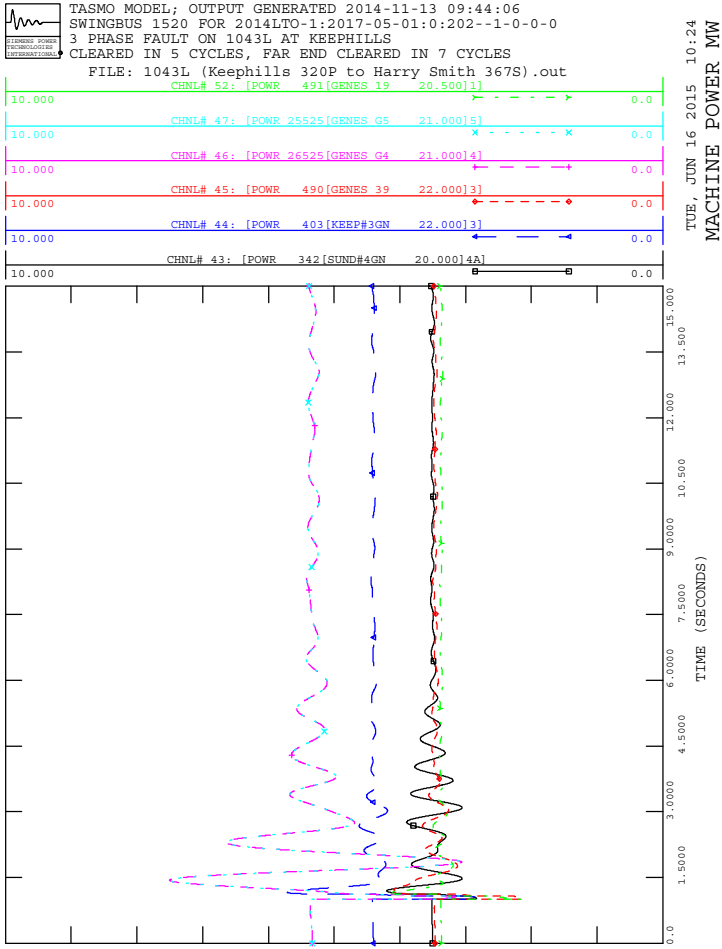


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out



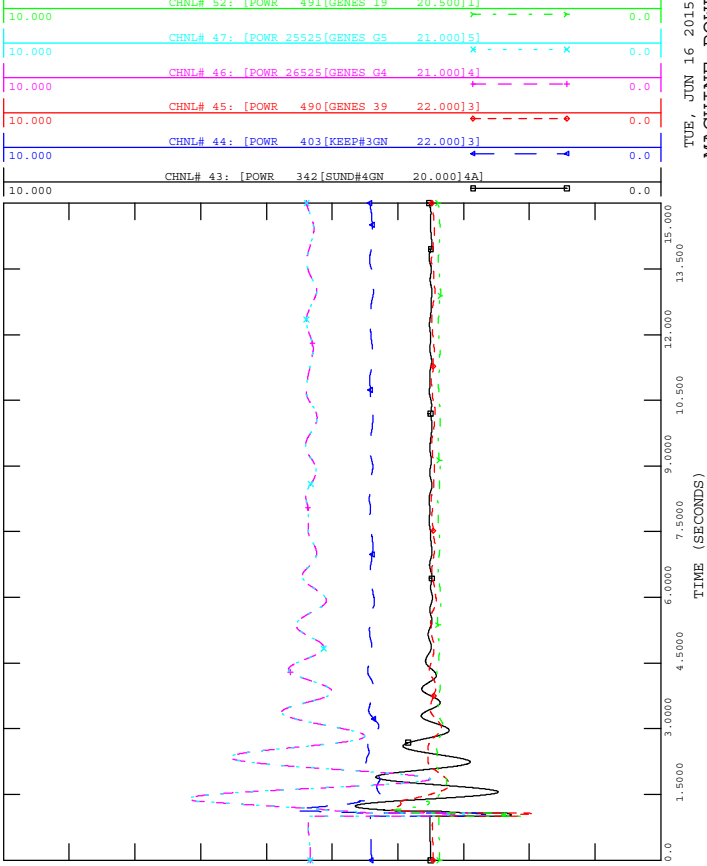
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out



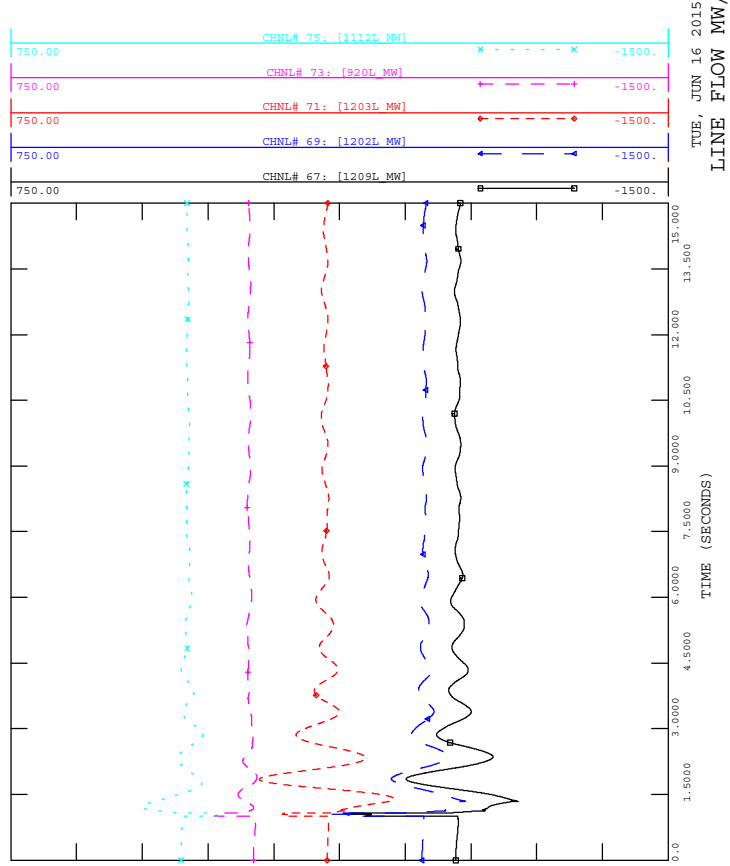




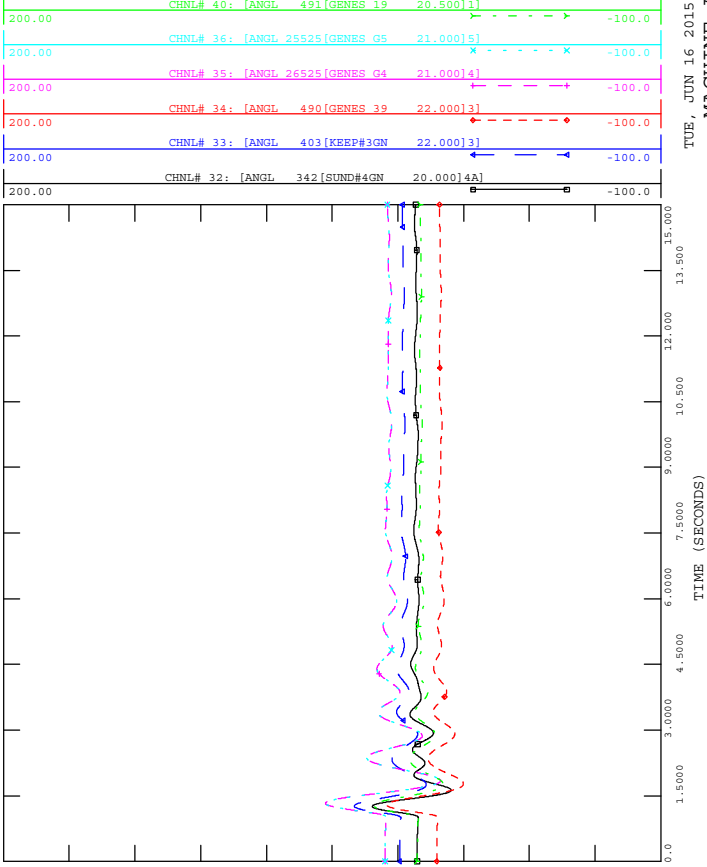
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



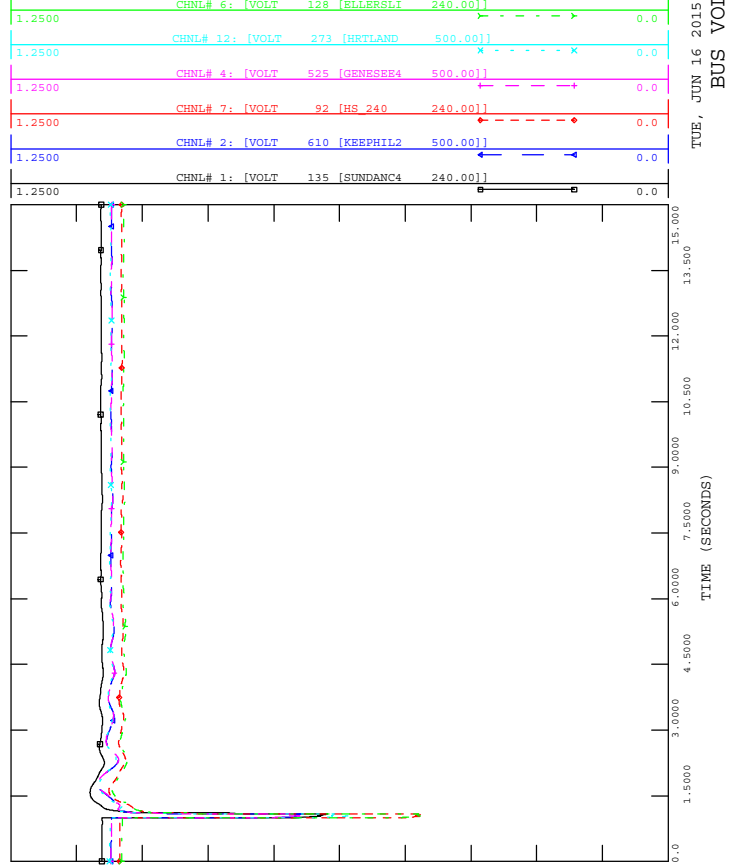
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out

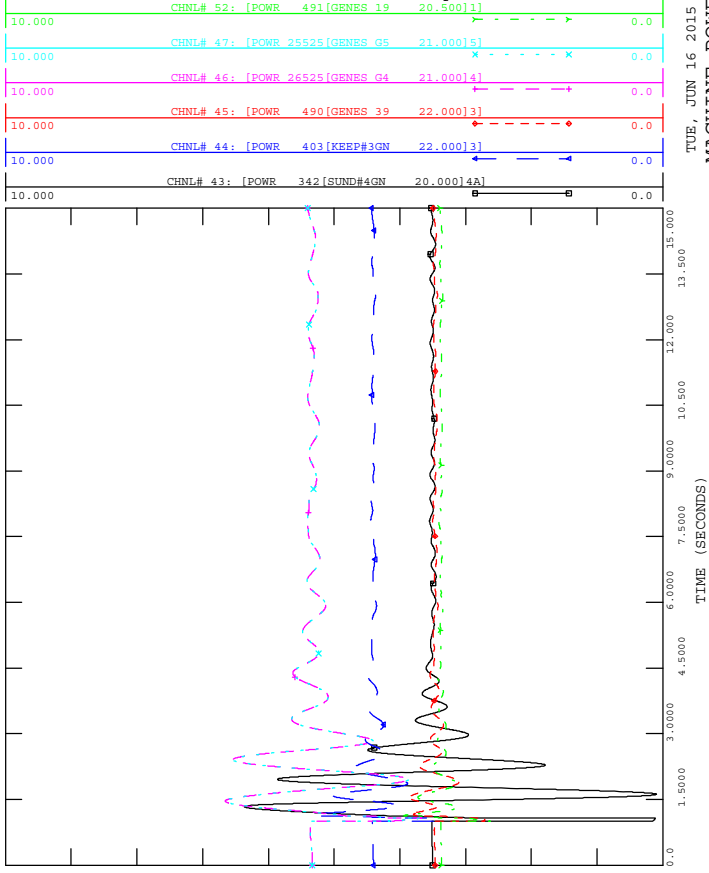


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out





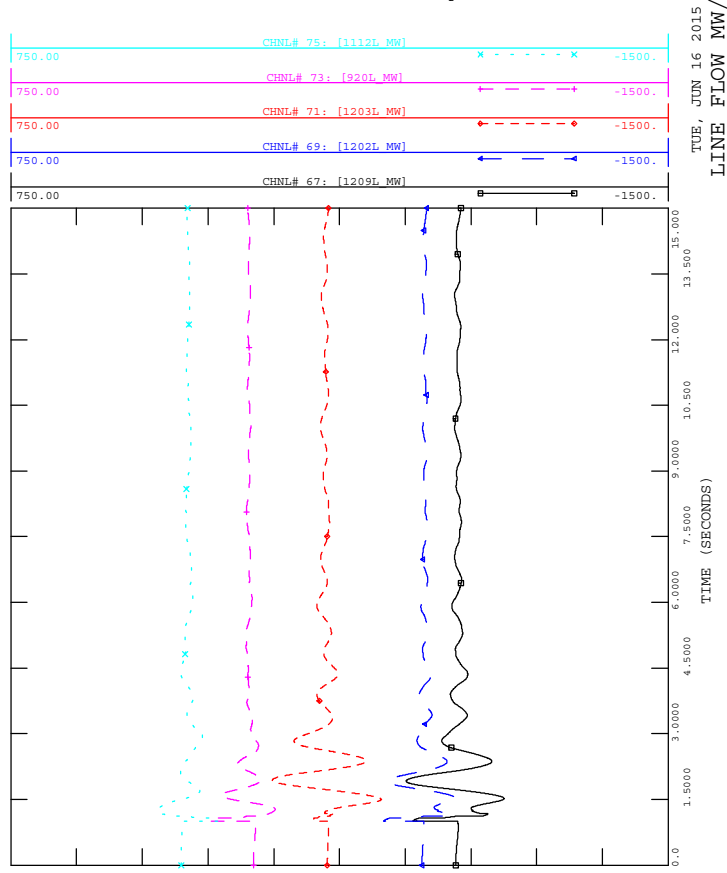
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out



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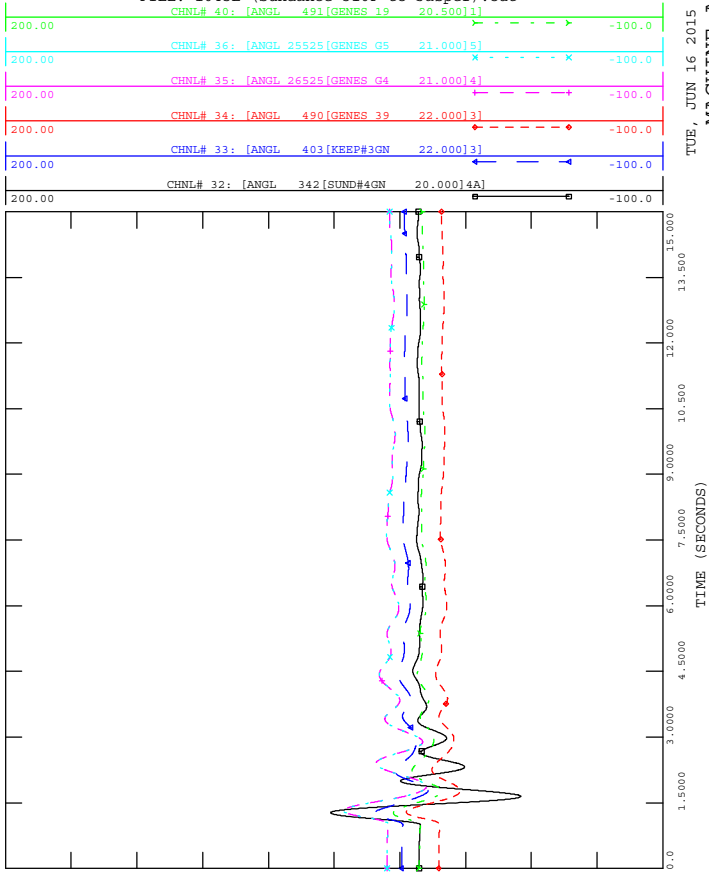
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out



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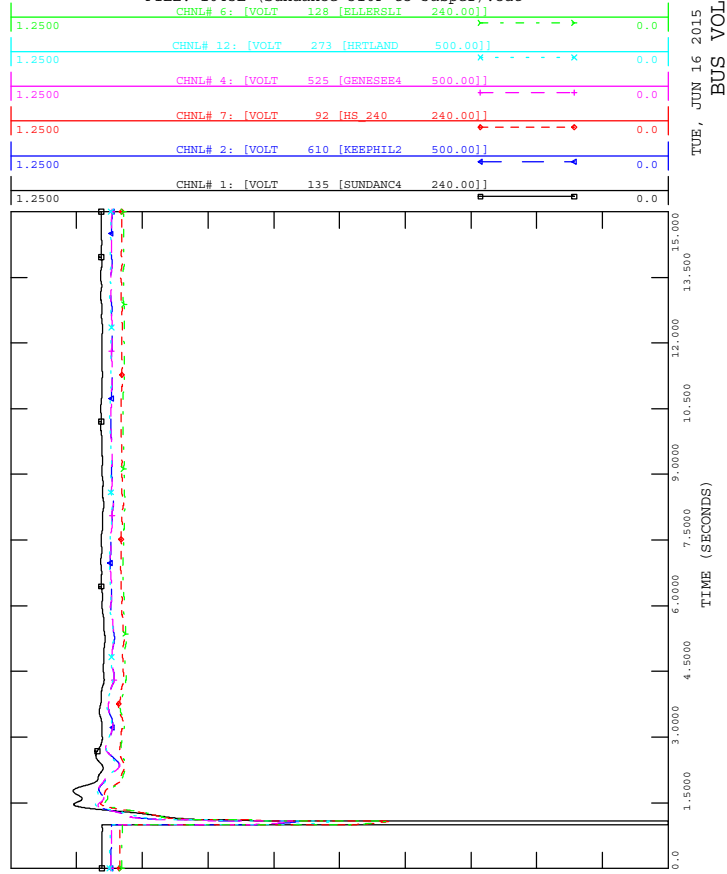
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out



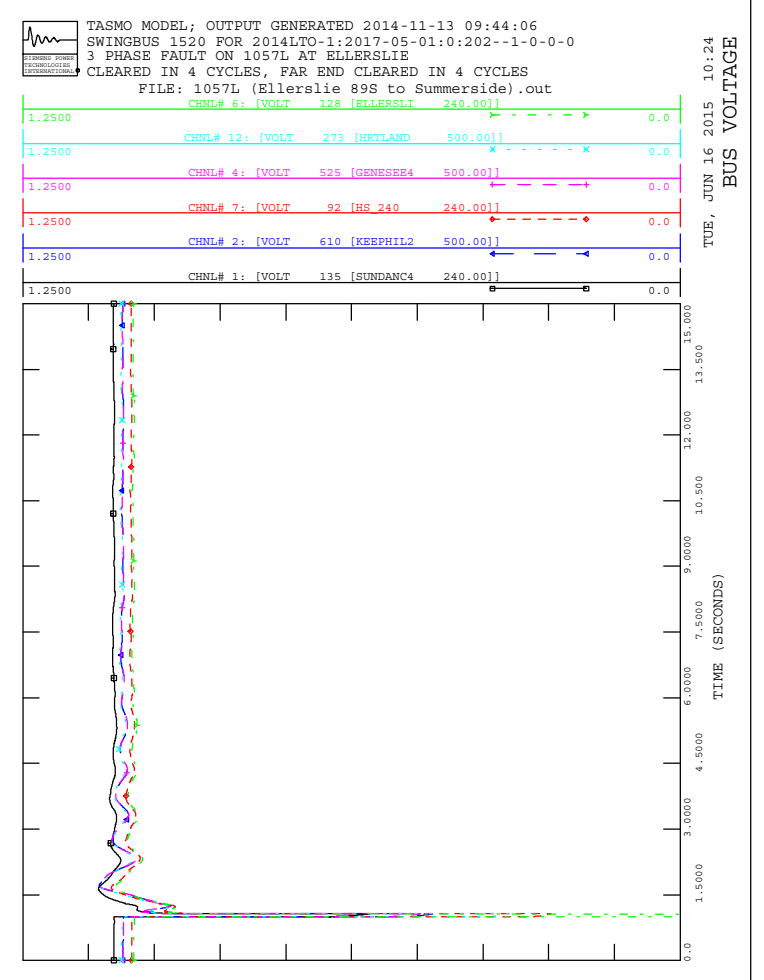
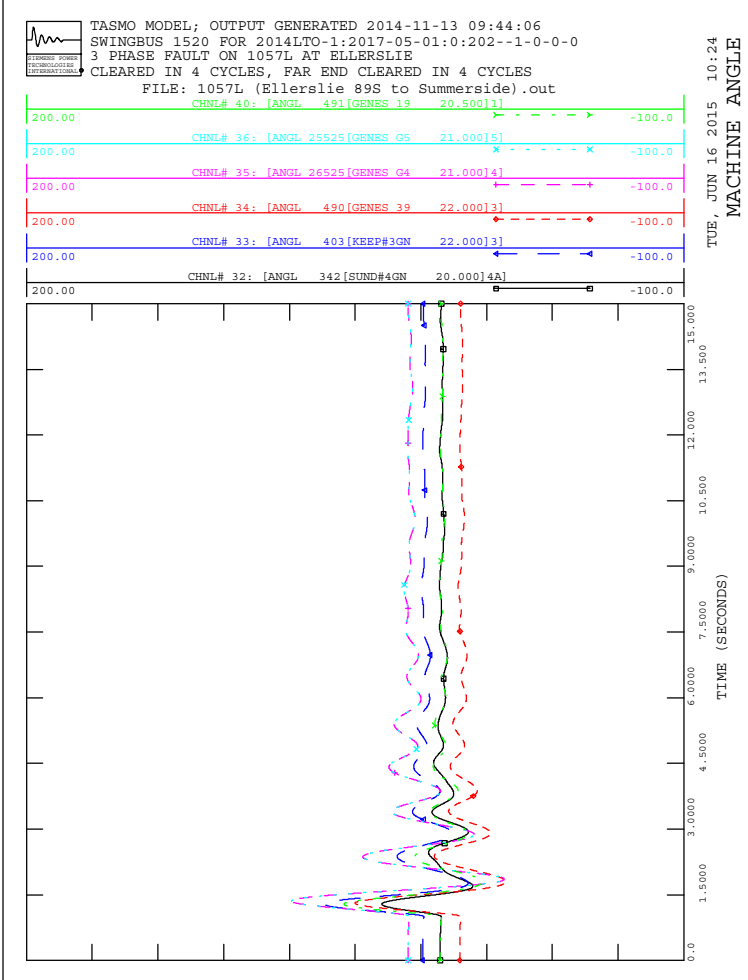
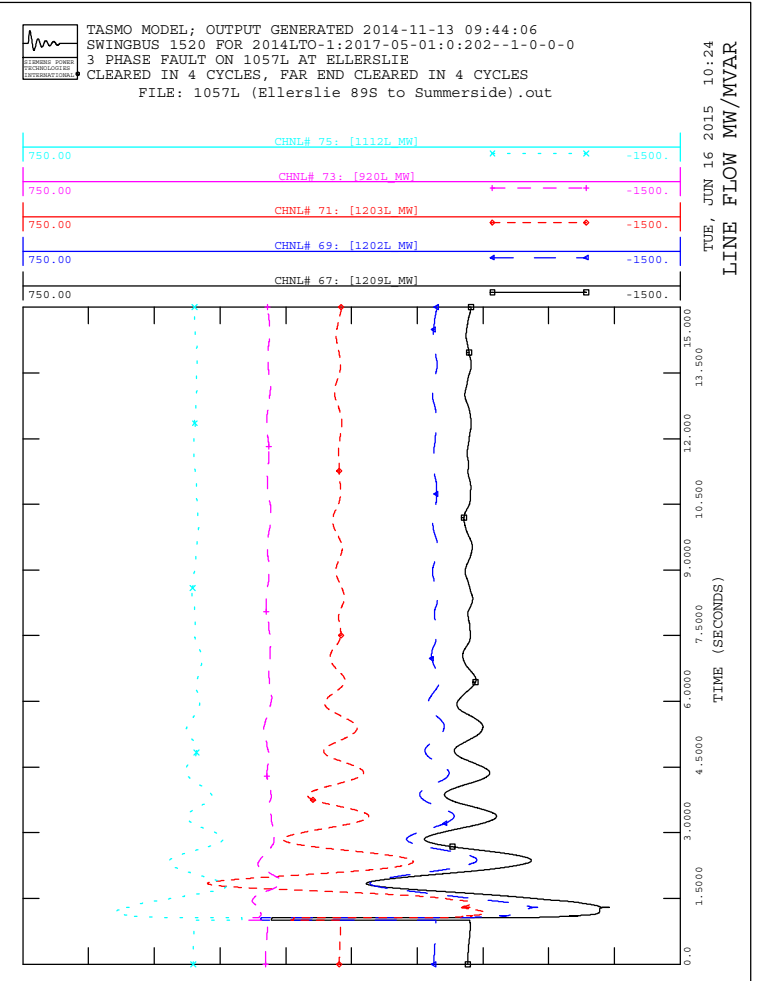
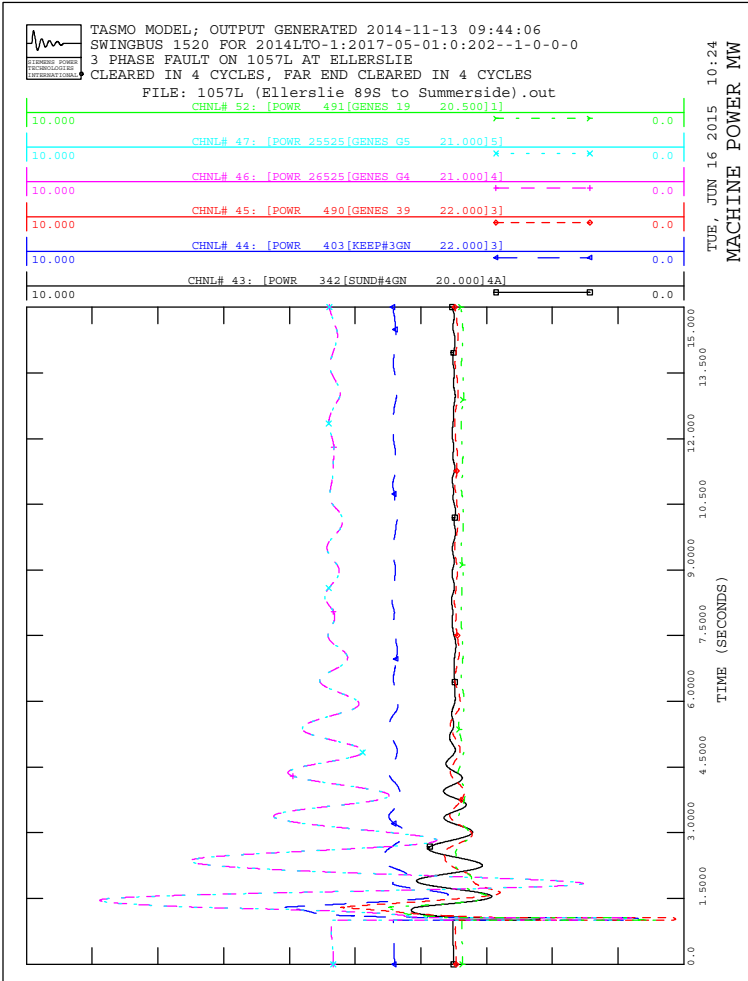
TUE, JUN 16 2015 10:24

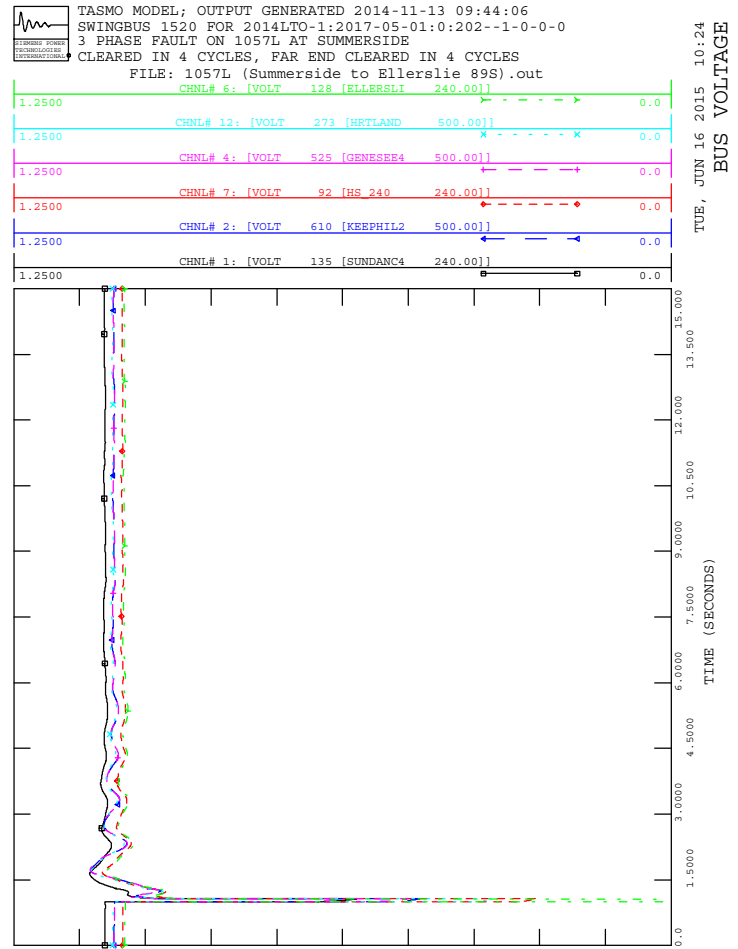
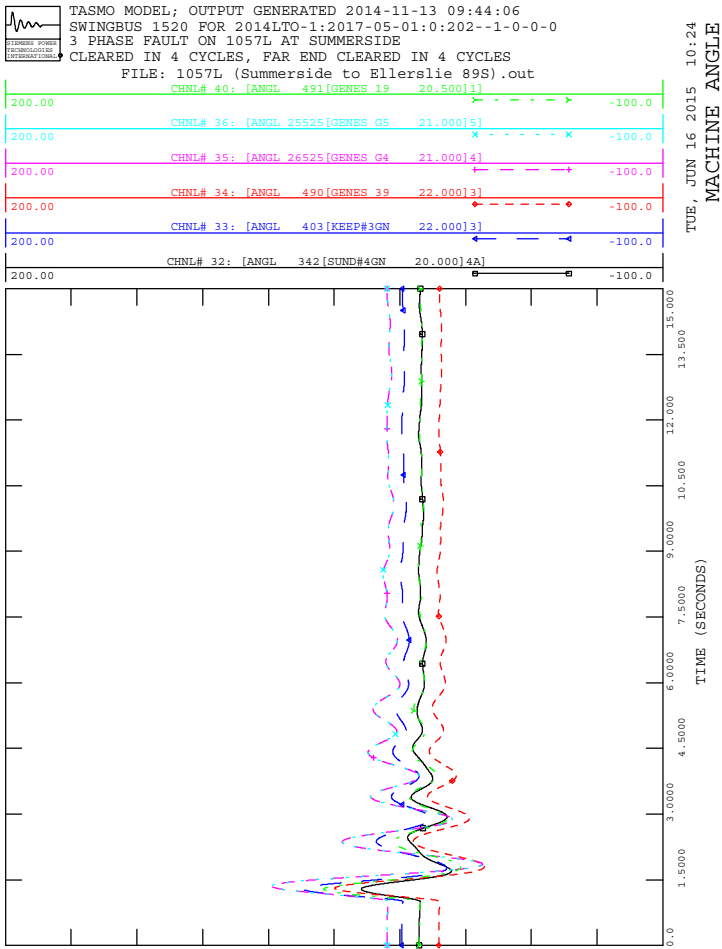
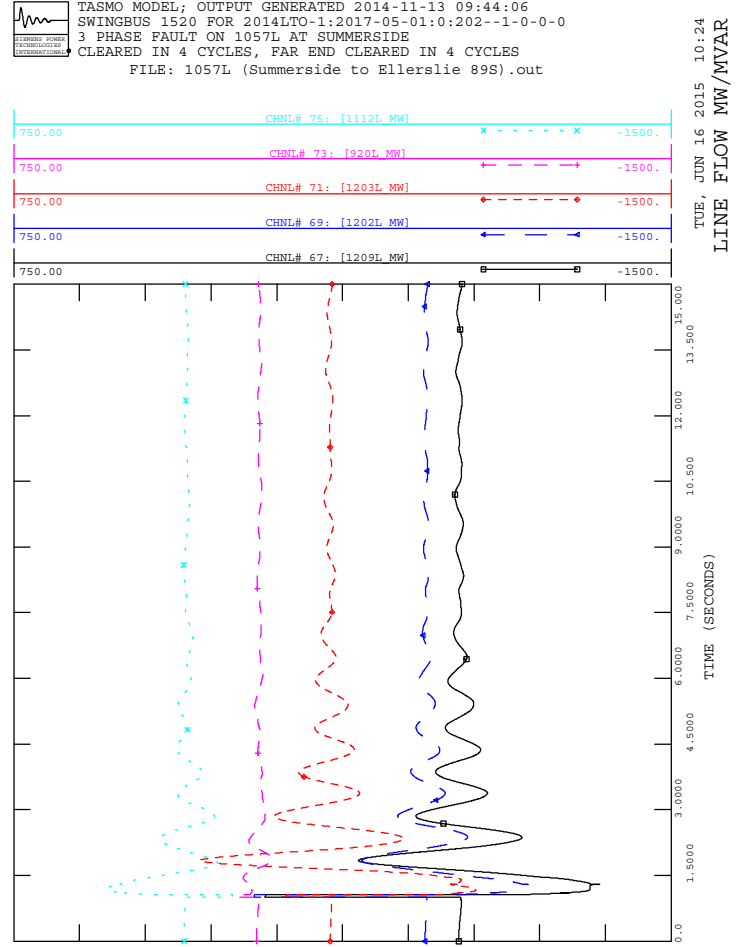
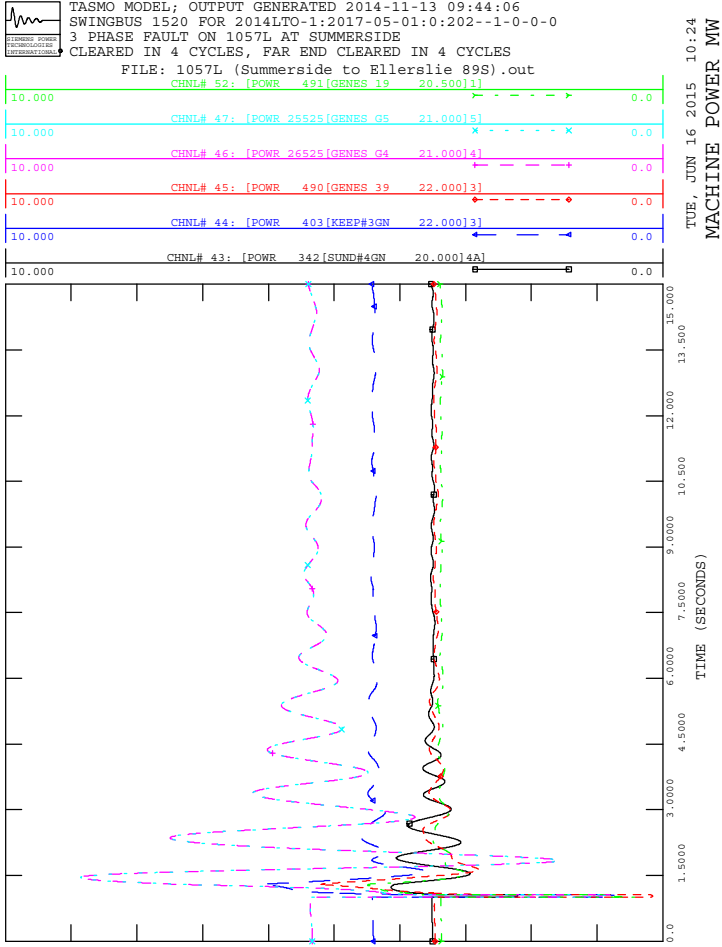


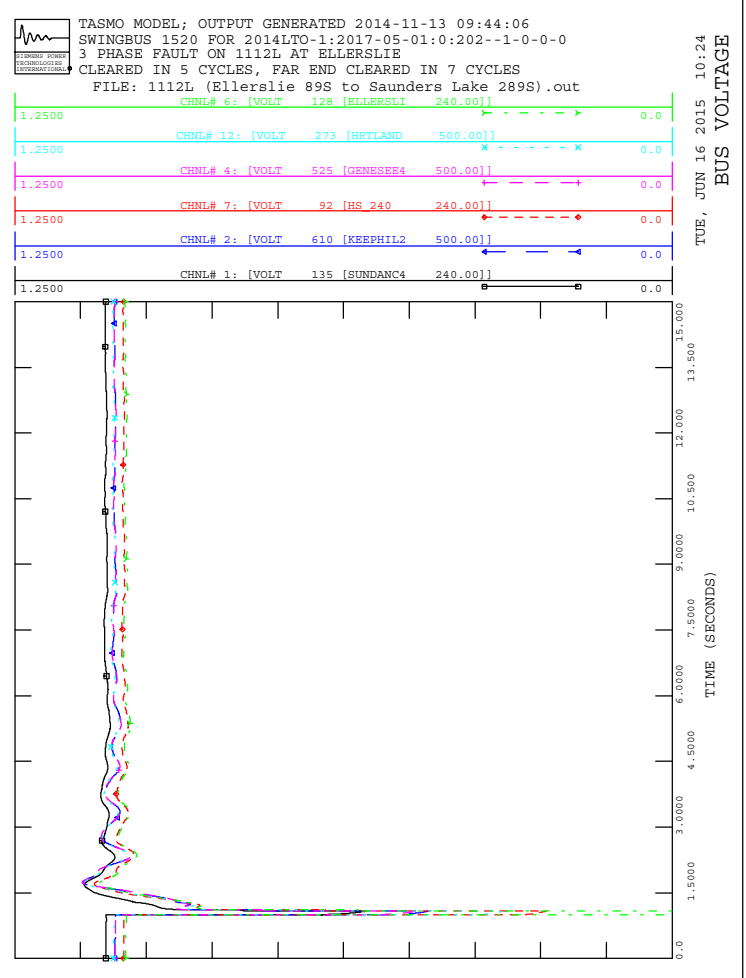
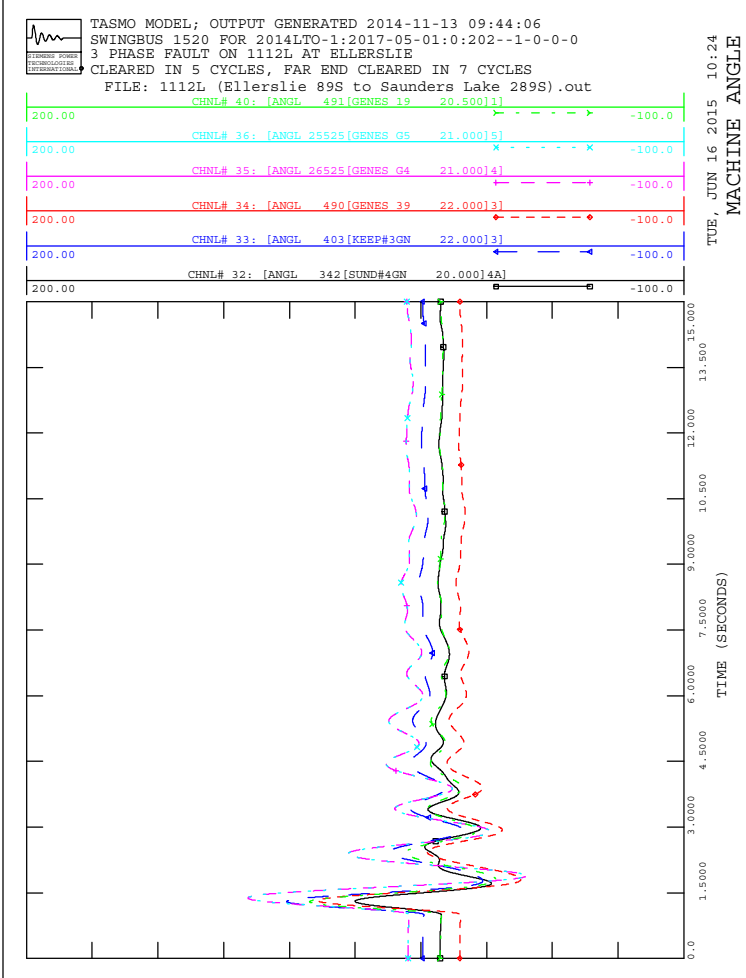
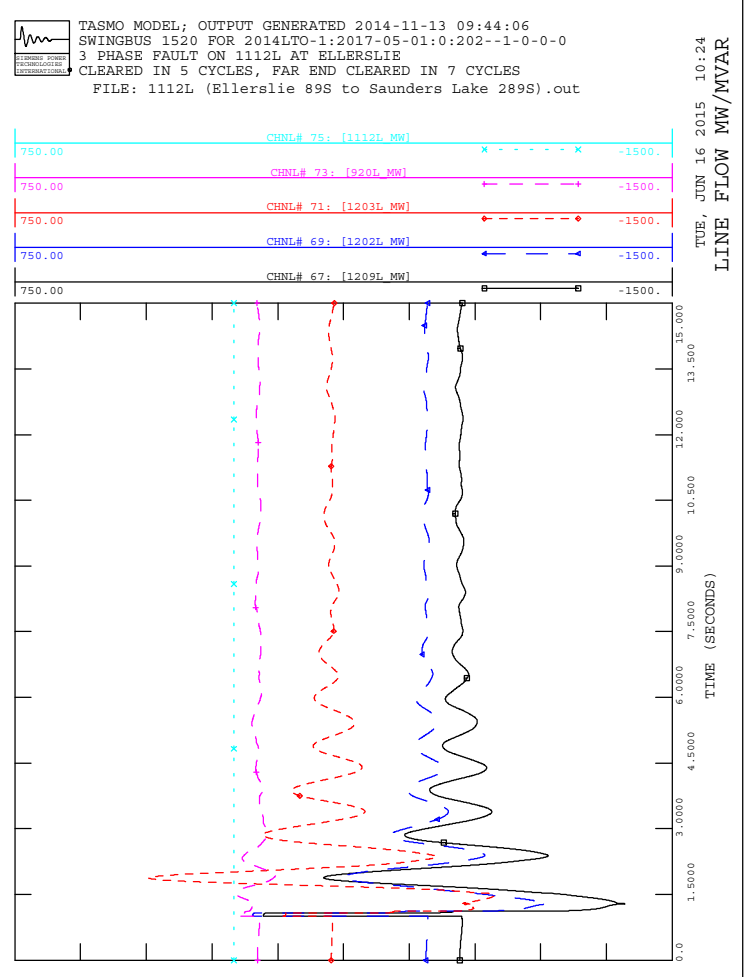
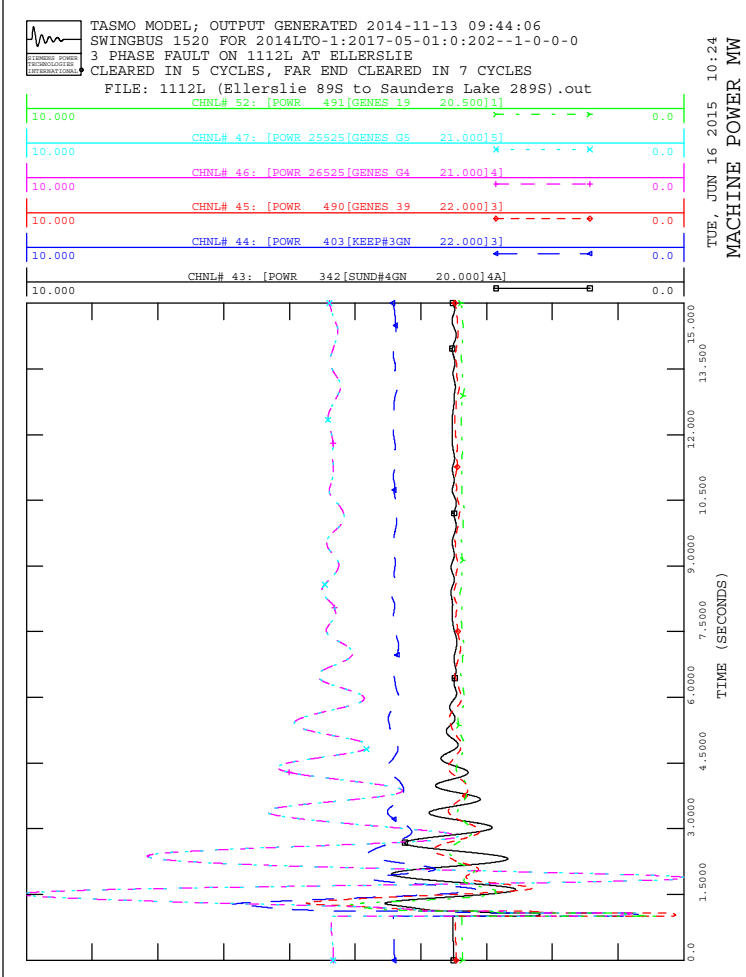
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out

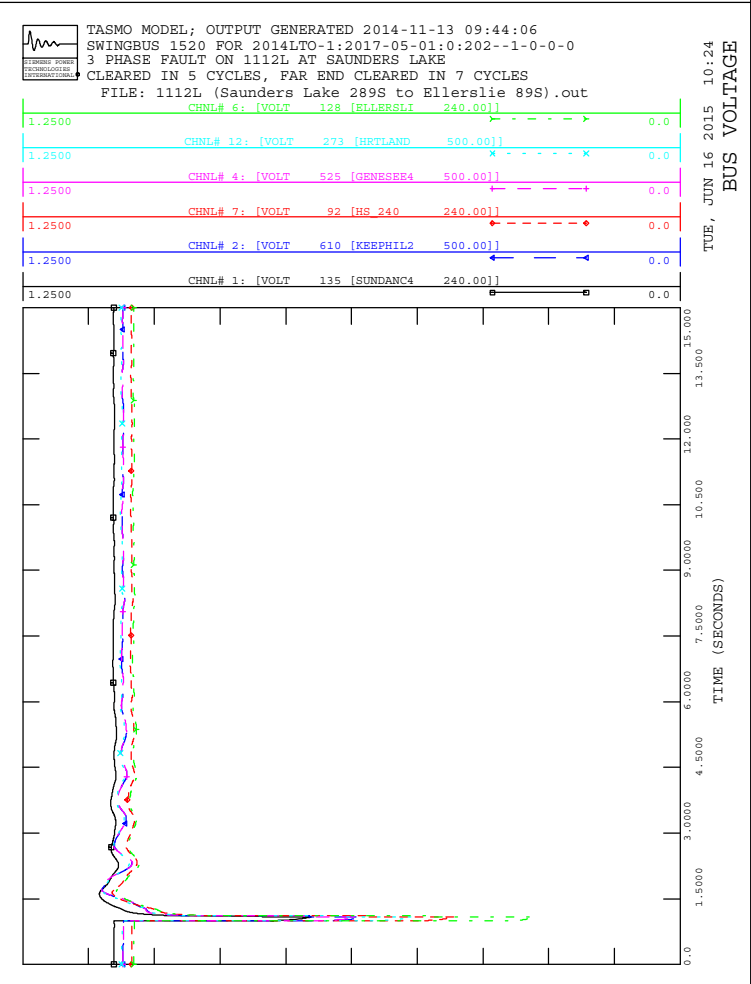
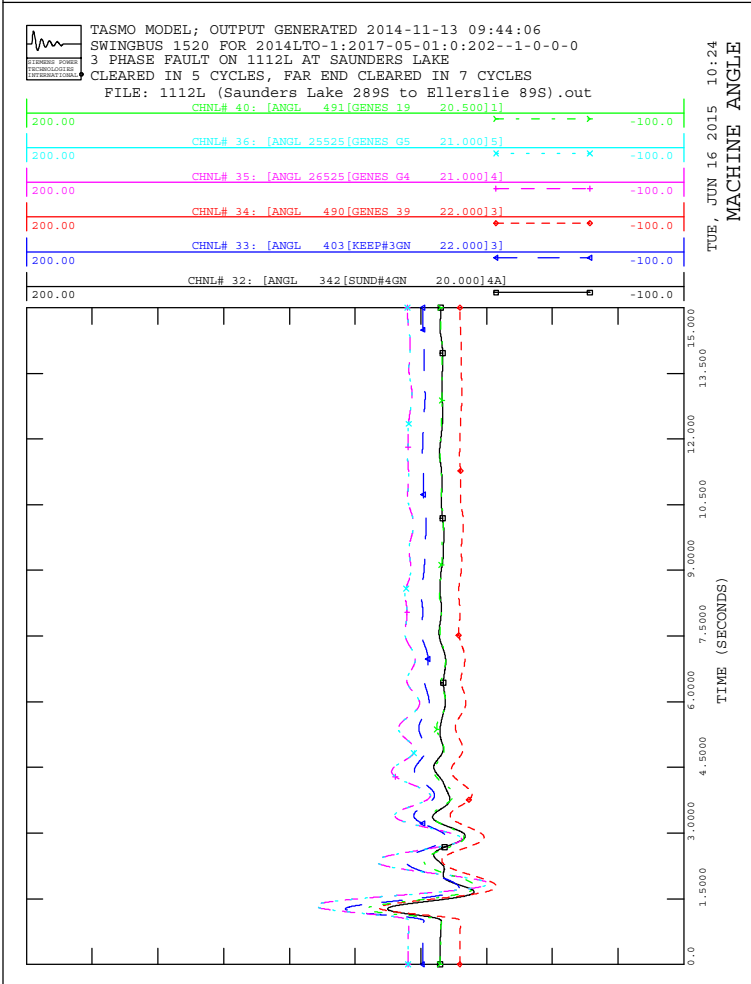
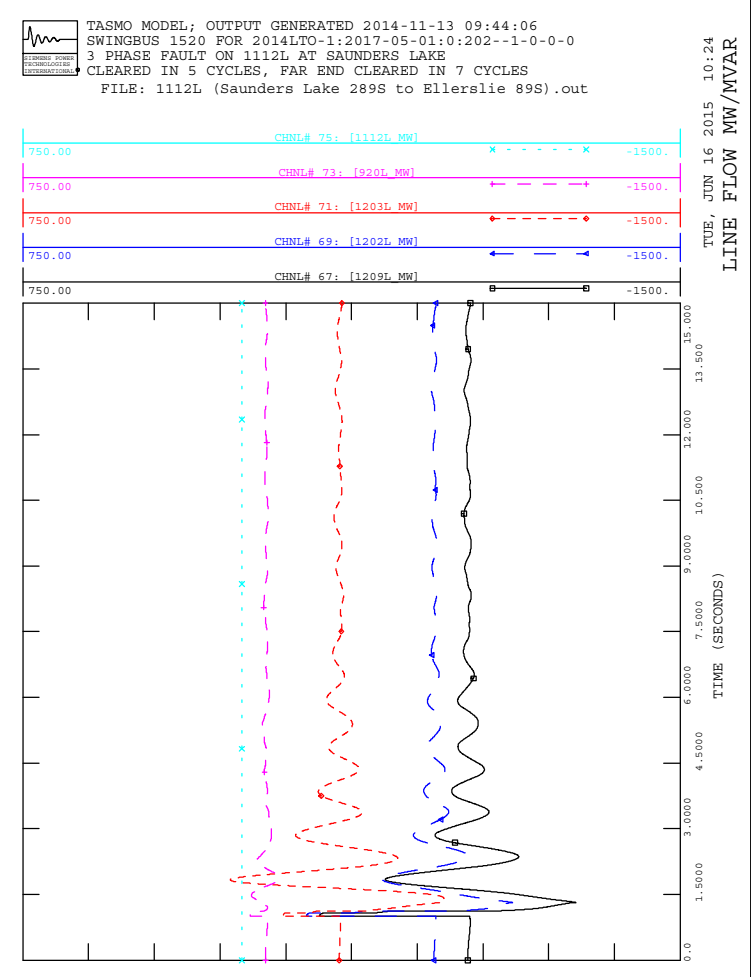
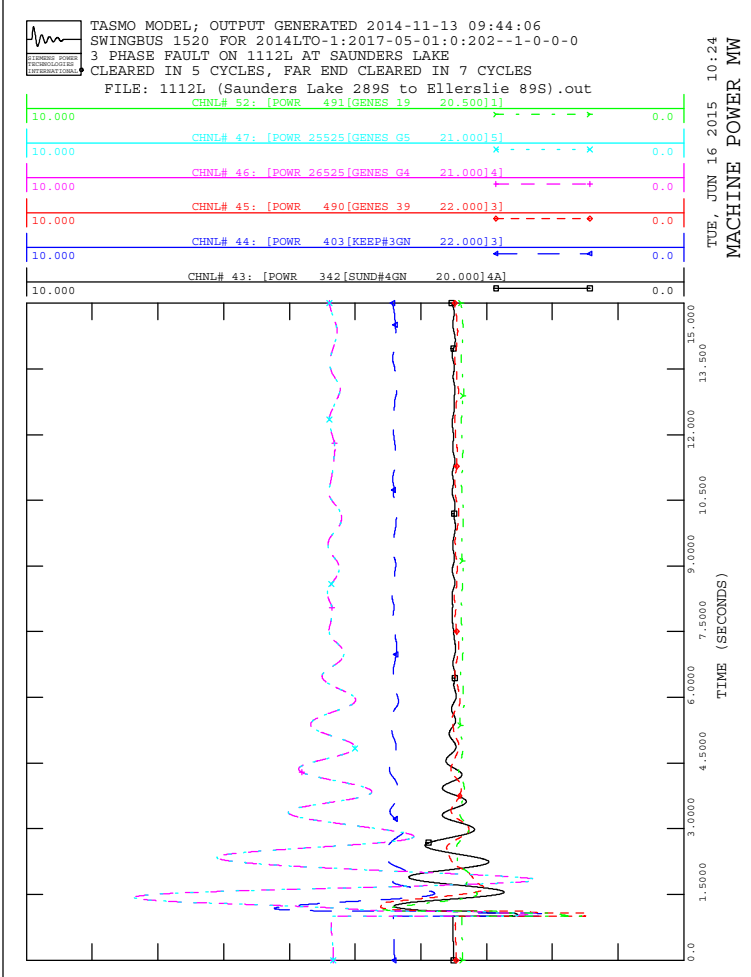


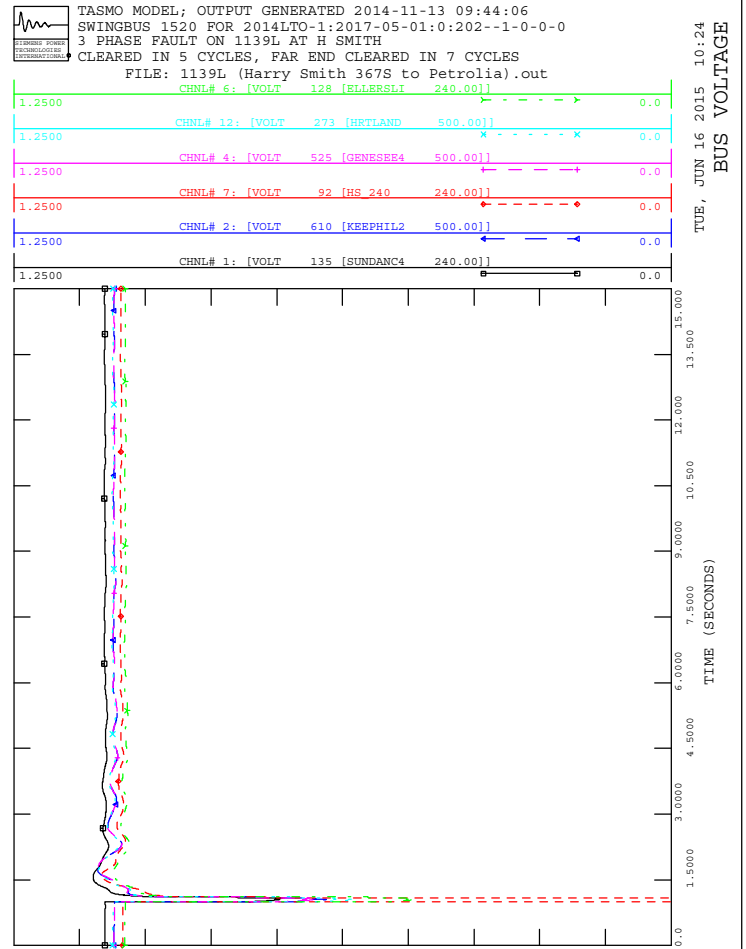
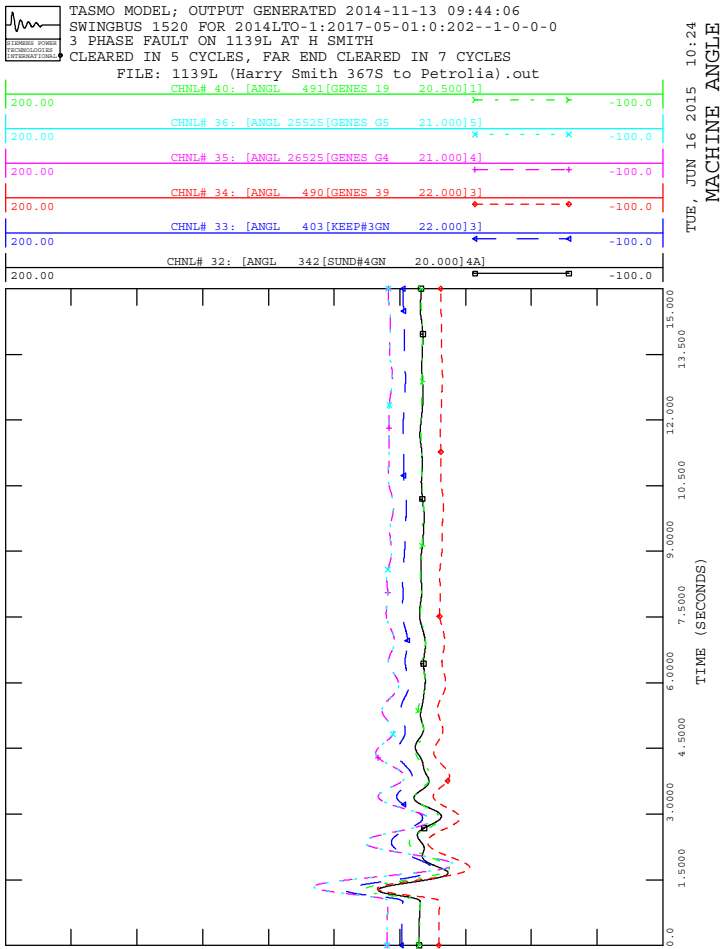
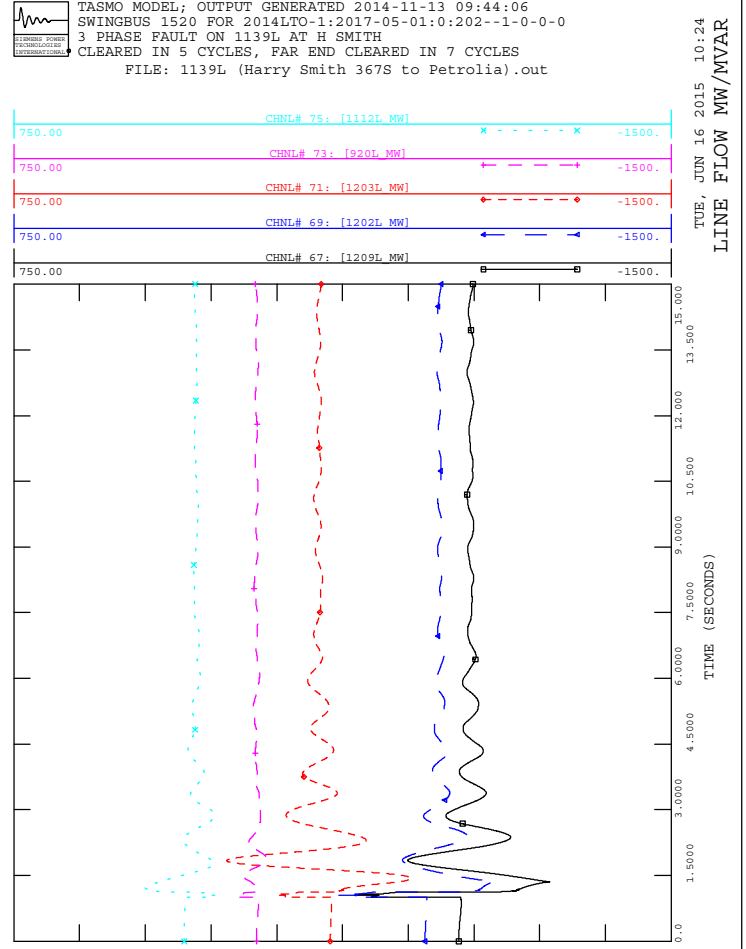
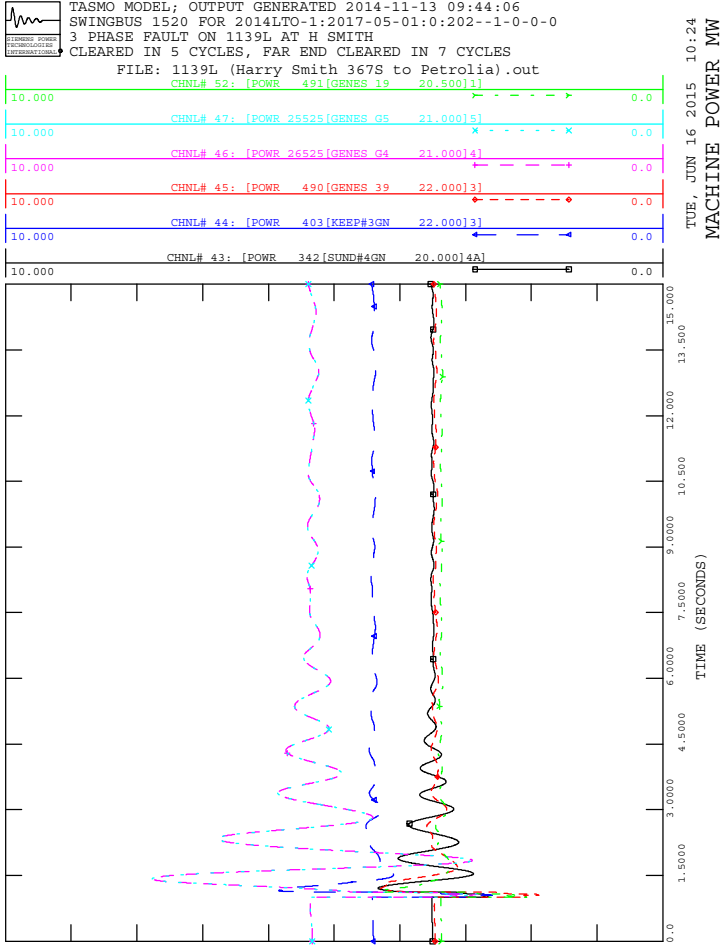
TUE, JUN 16 2015 10:24





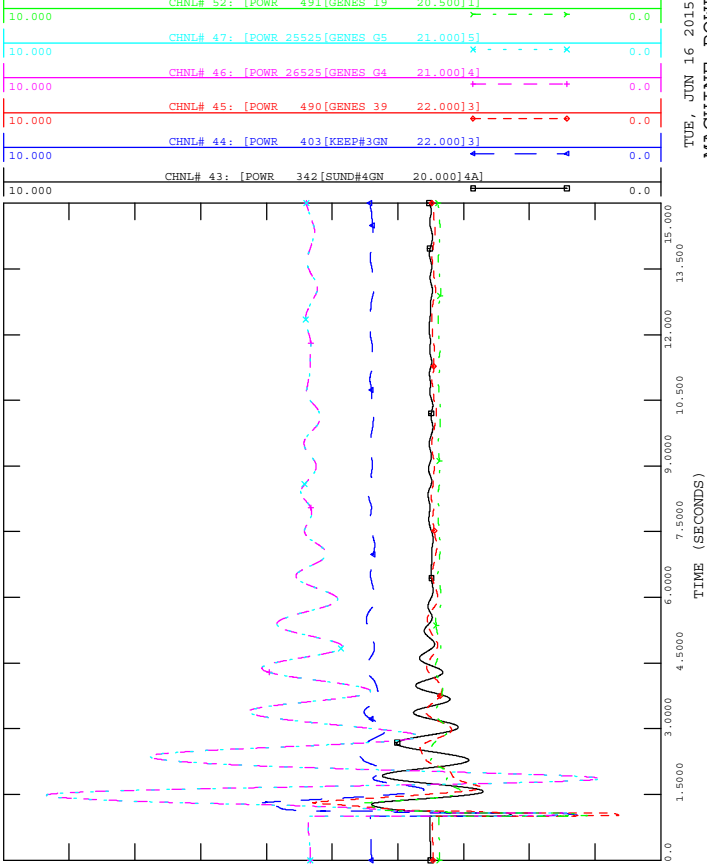




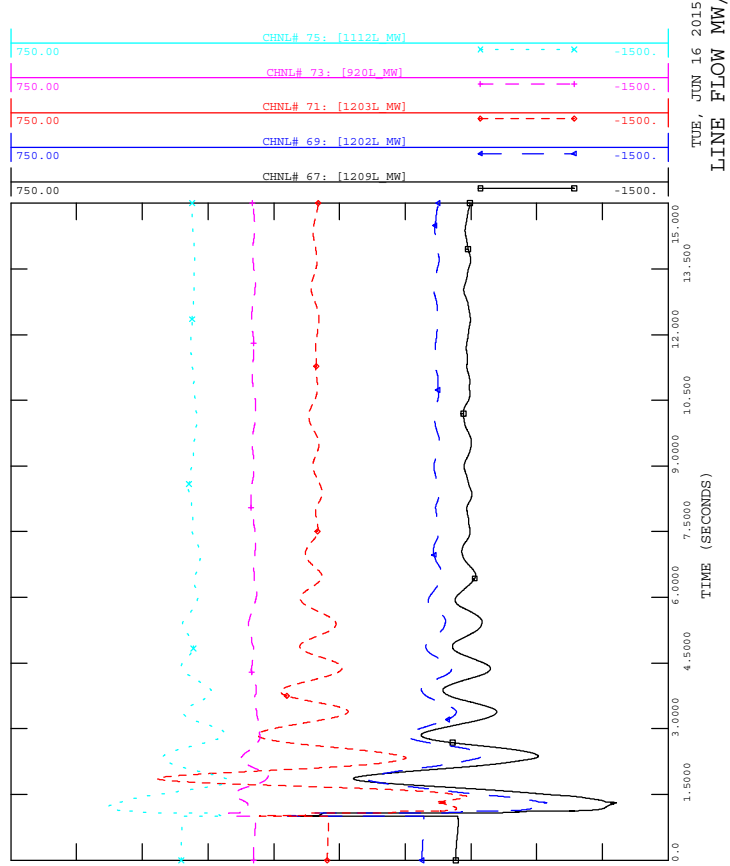




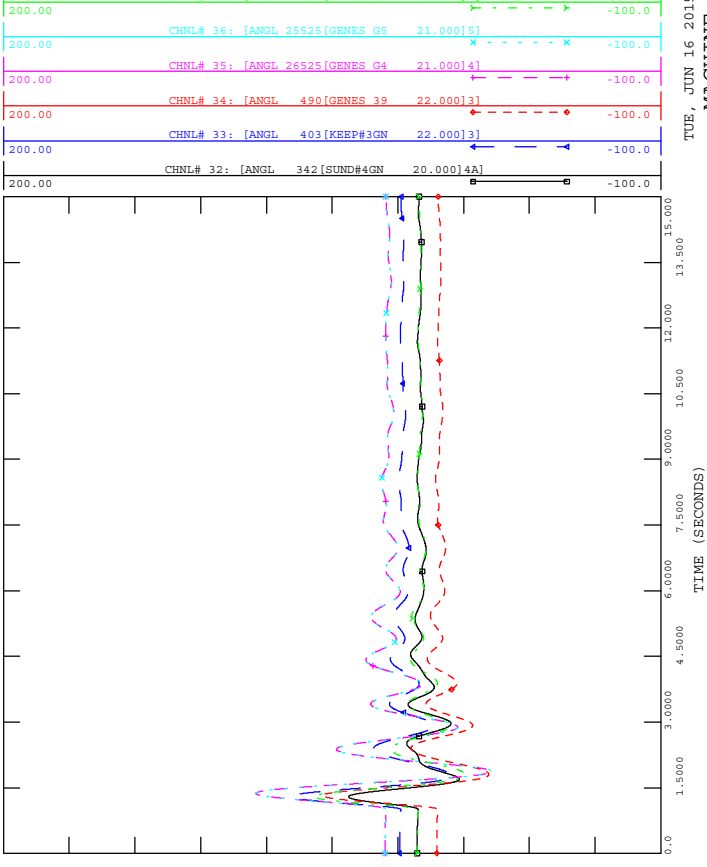
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



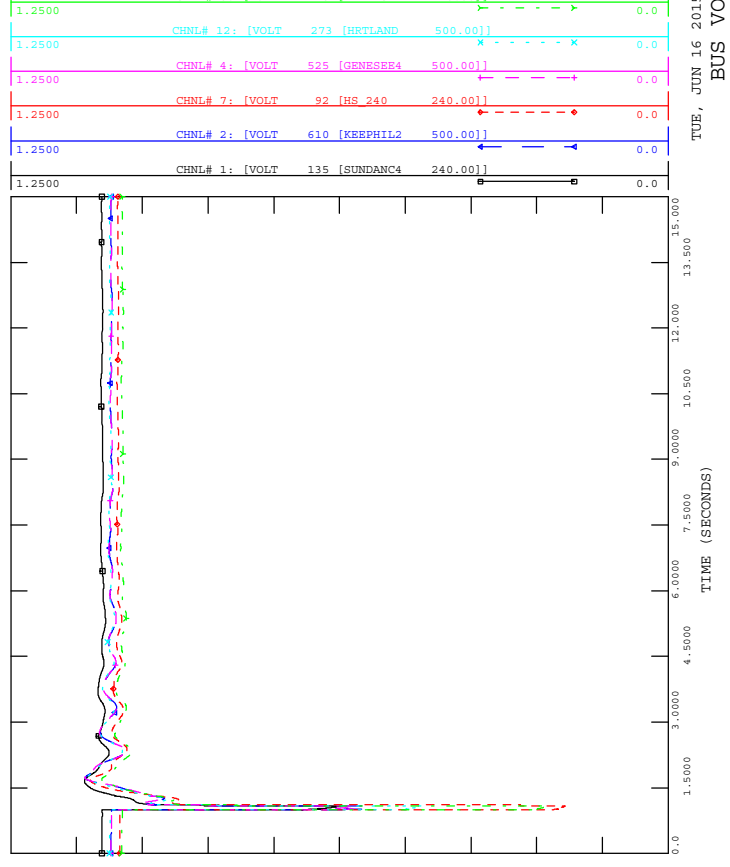
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out

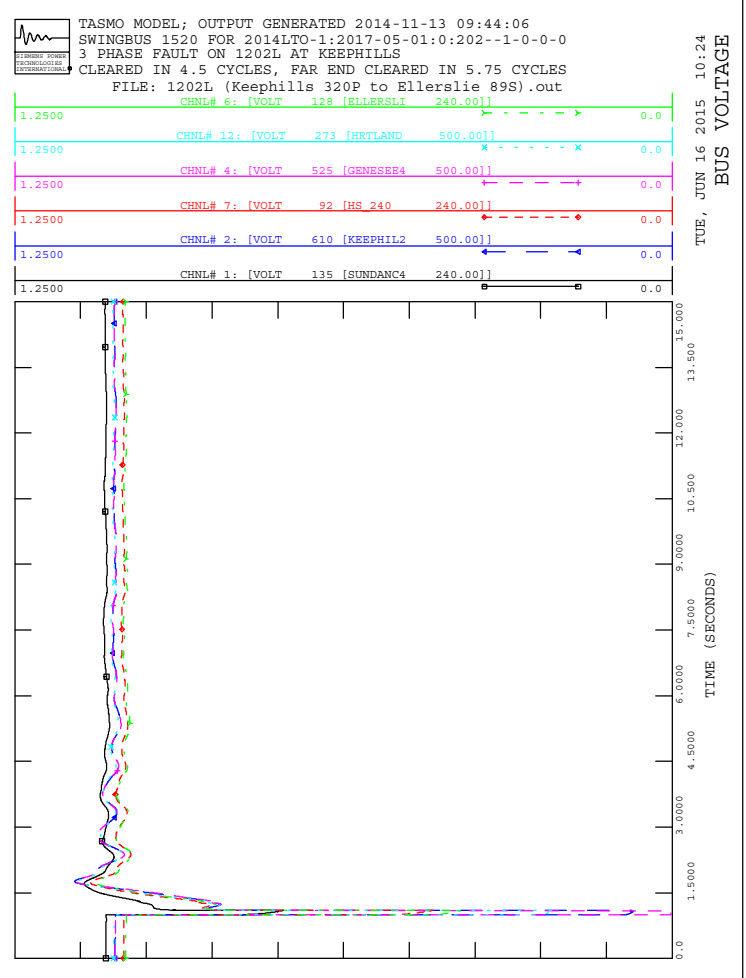
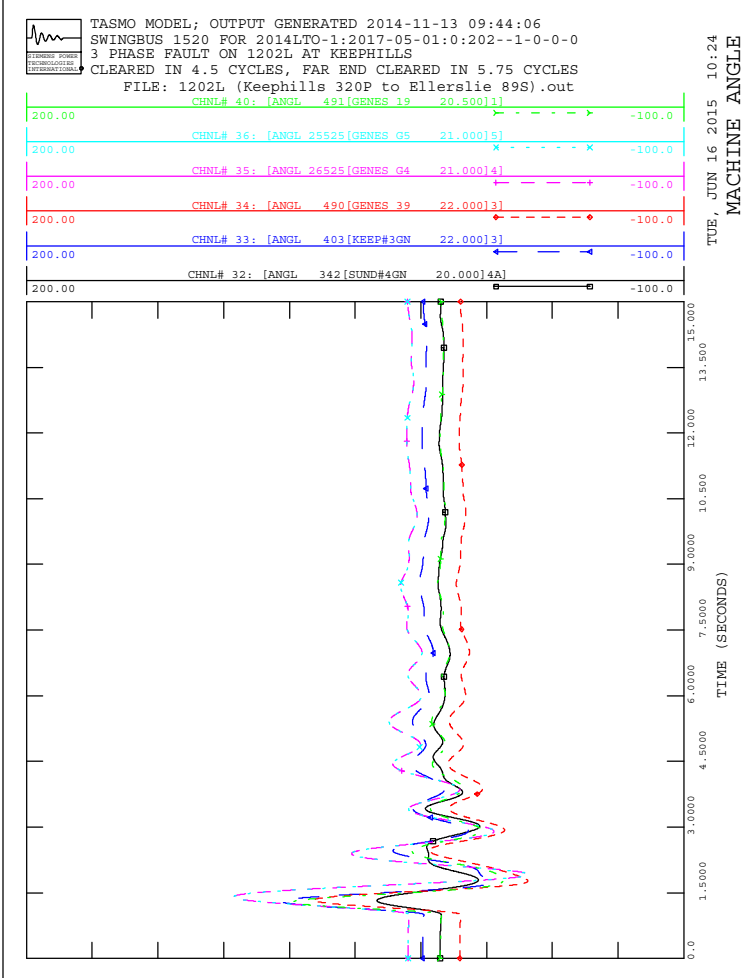
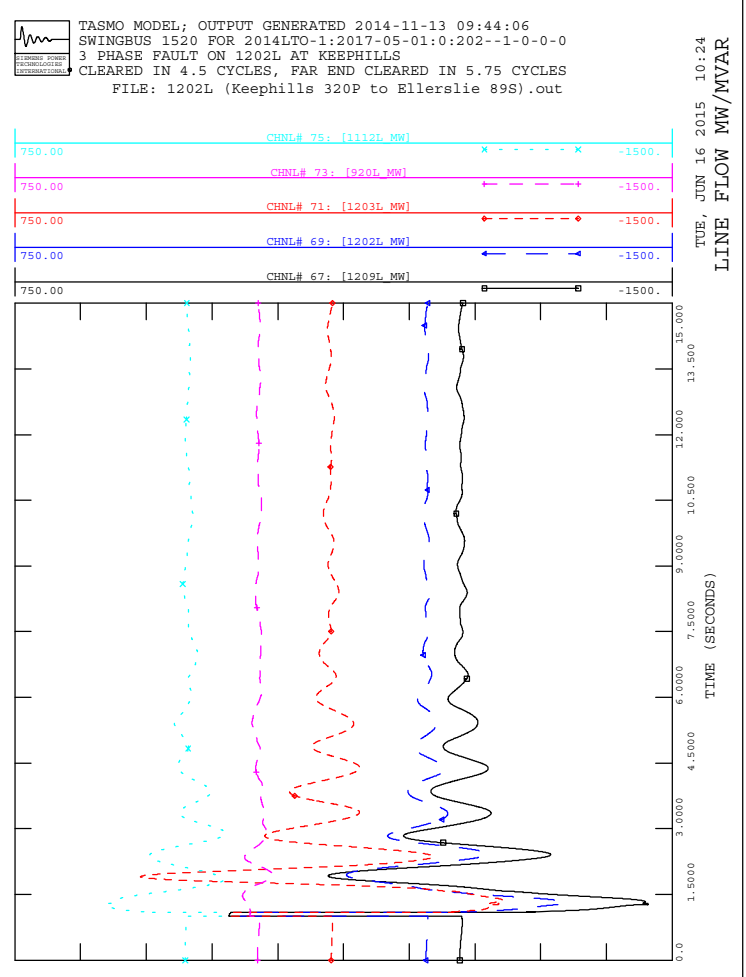
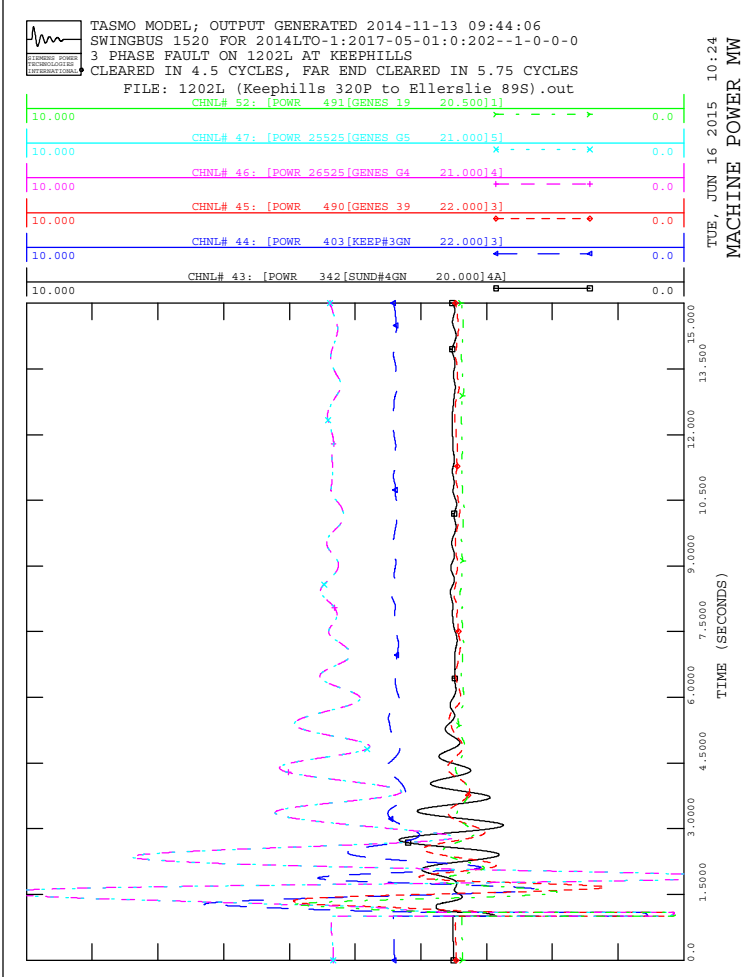


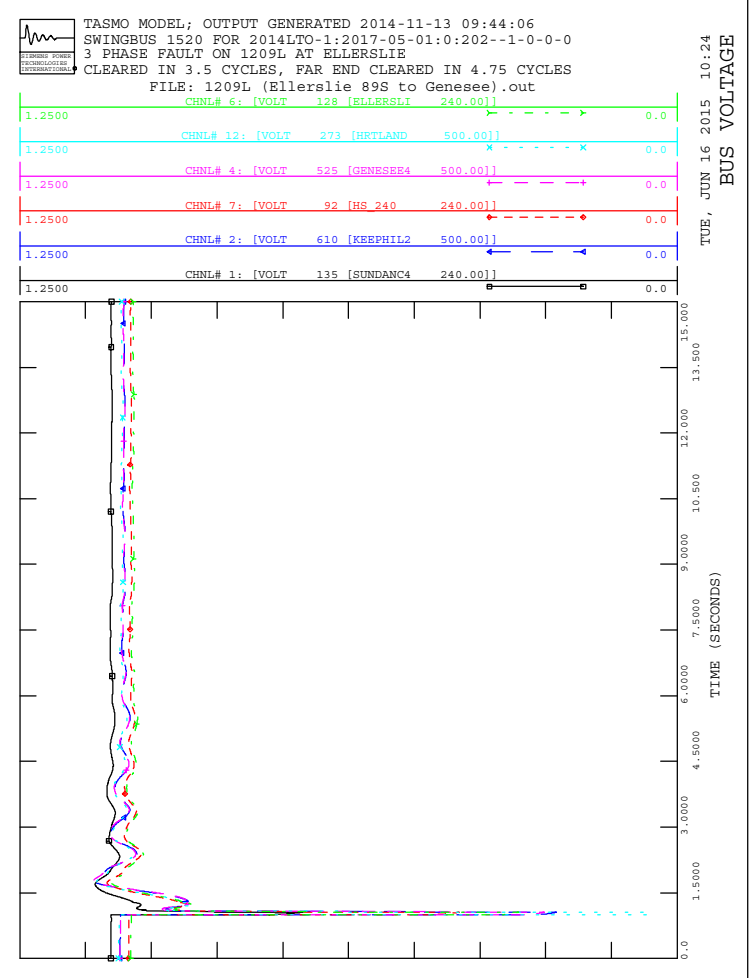
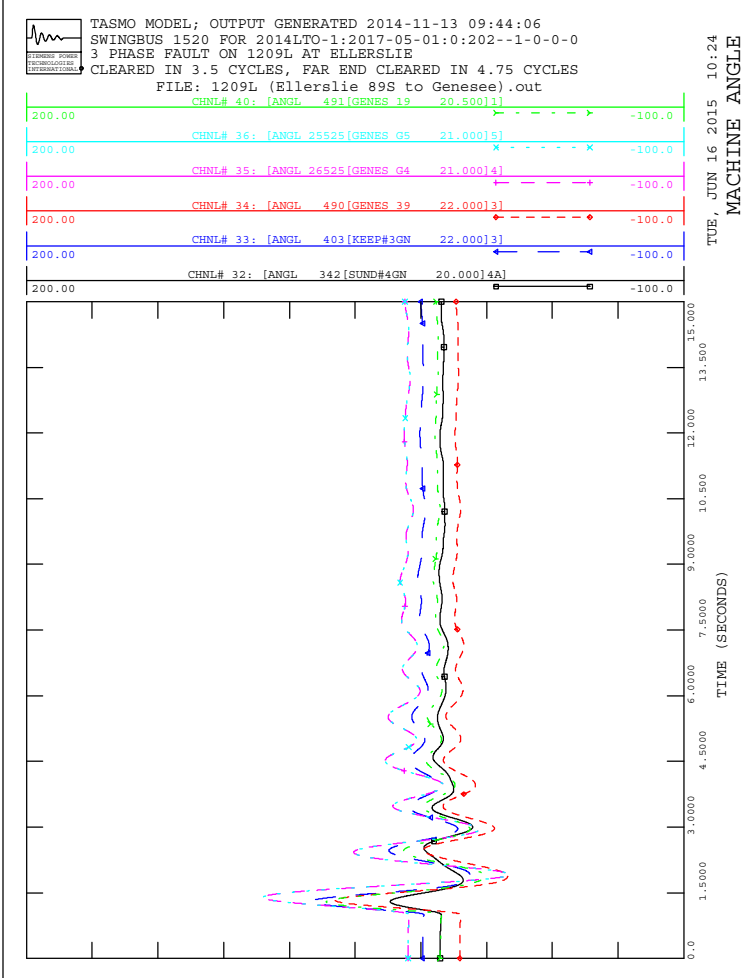
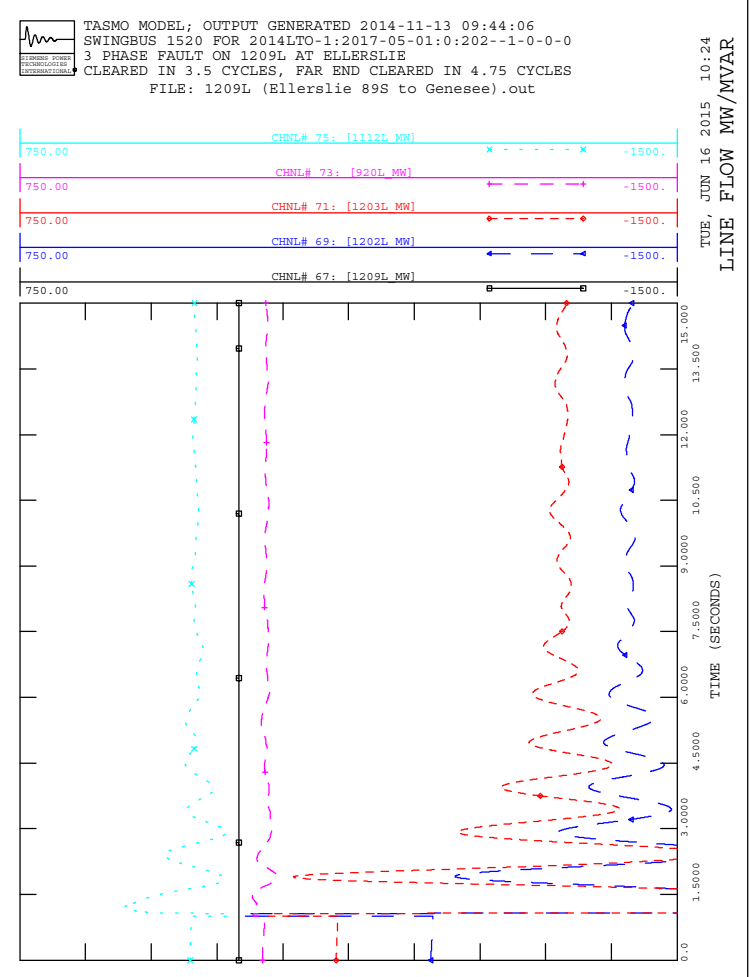
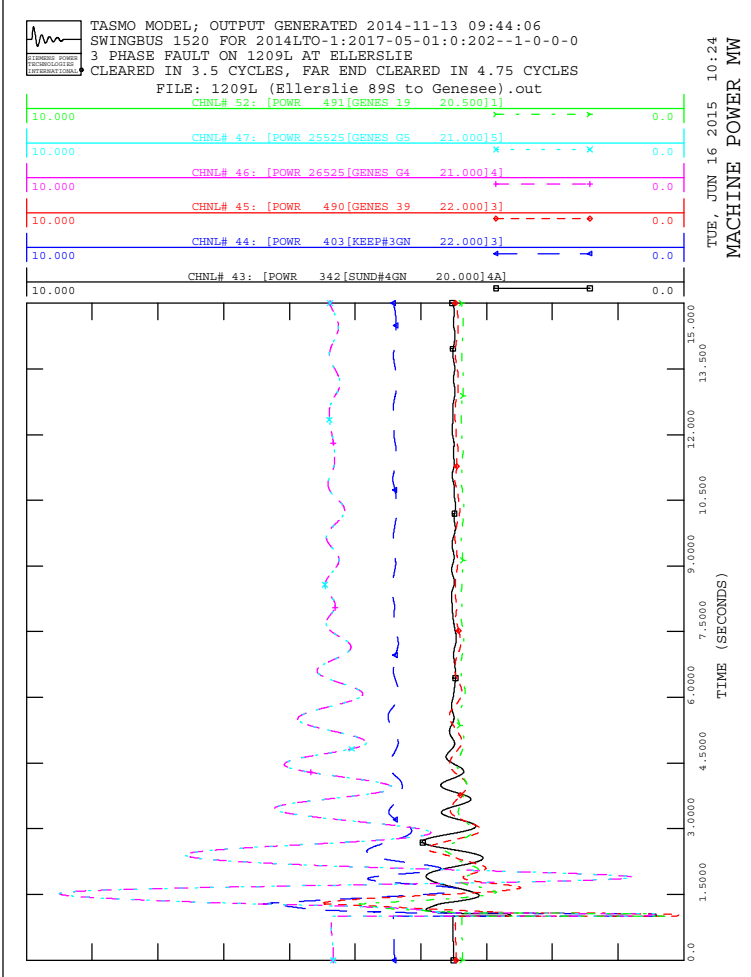
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out

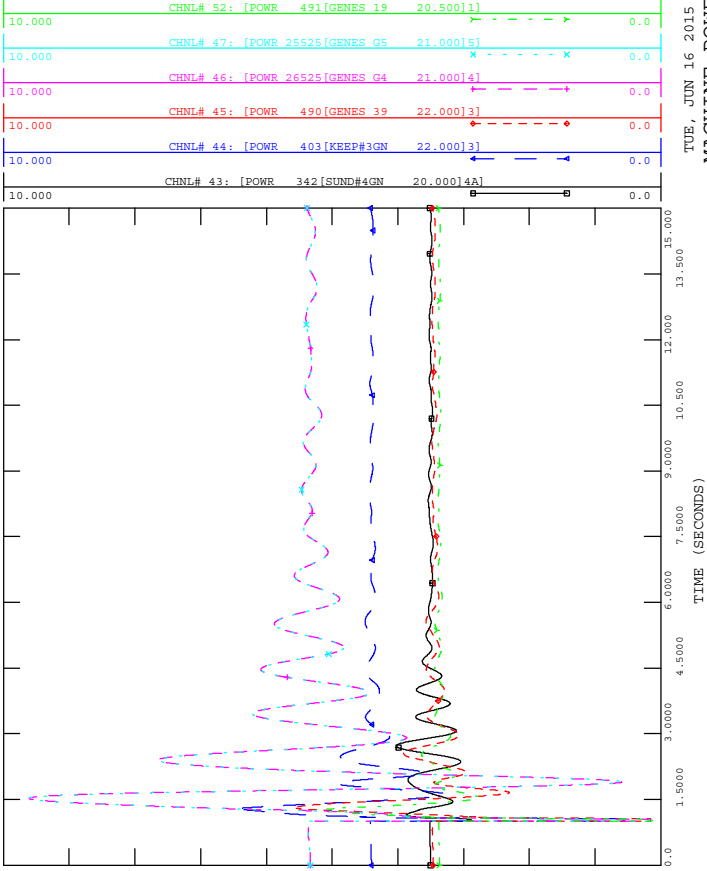




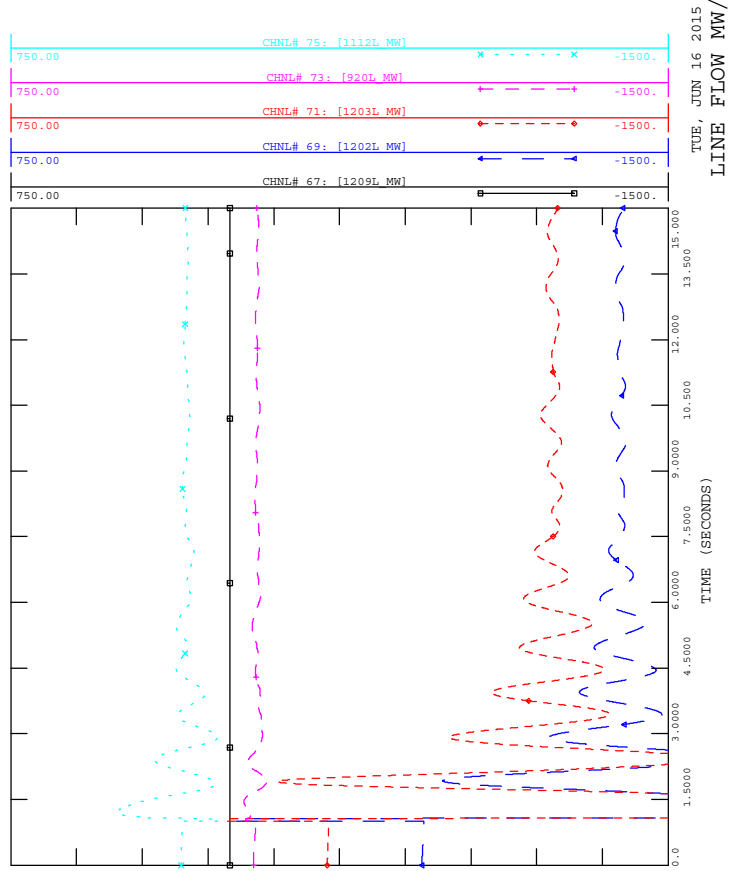




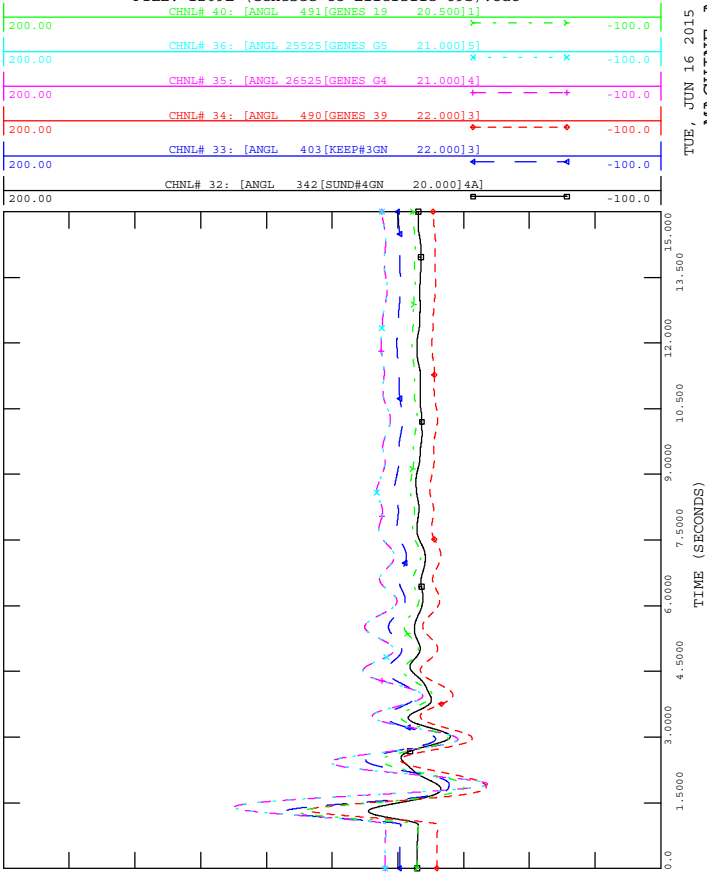
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



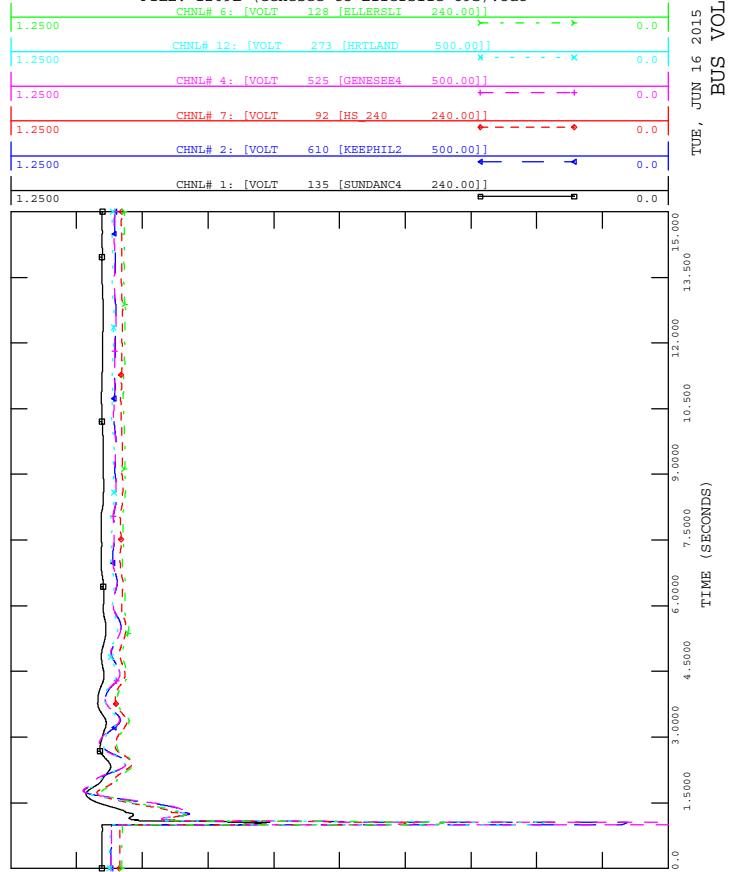
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 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

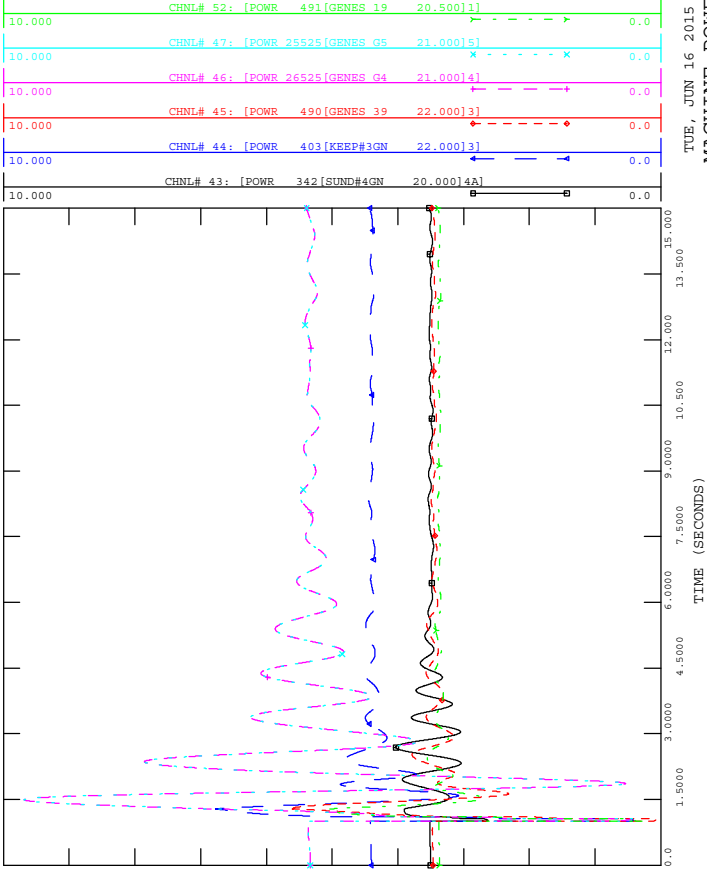


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out





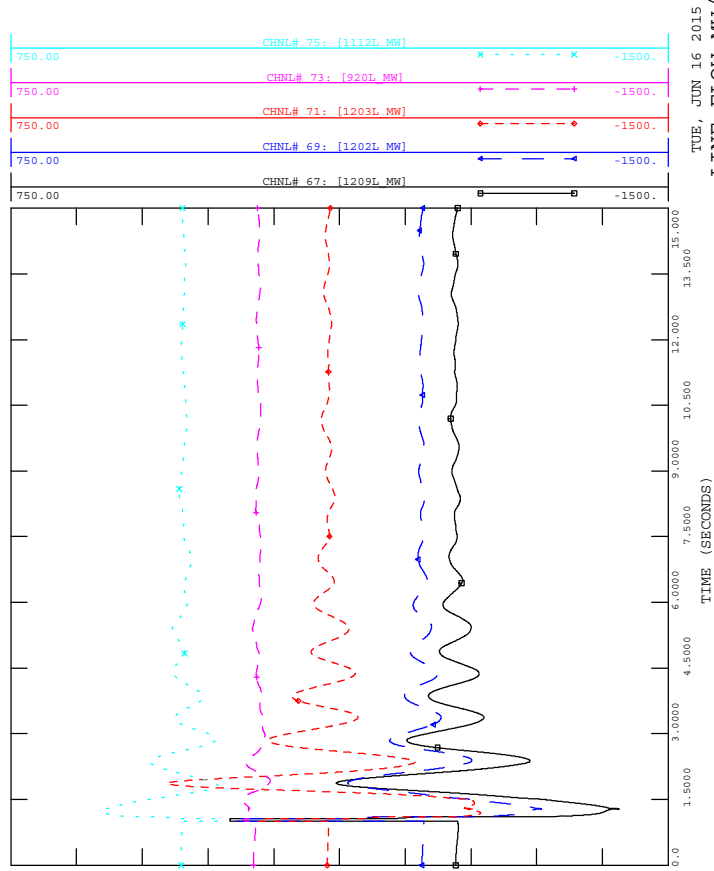
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



TUE, JUN 16 2015 10:24
 MACHINE POWER MW



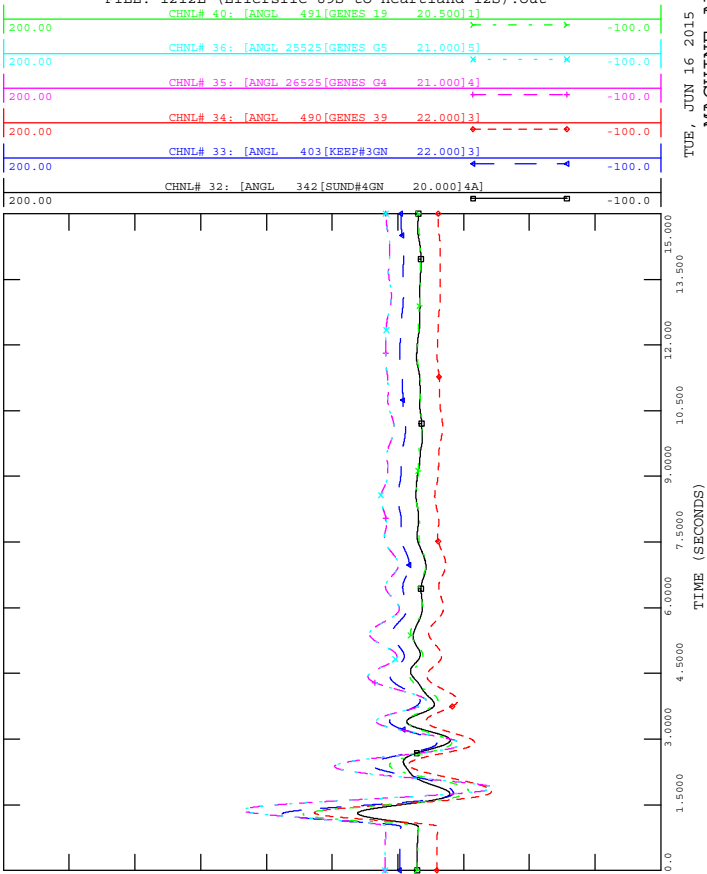
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



TUE, JUN 16 2015 10:24
 LINE FLOW MW/MVAR



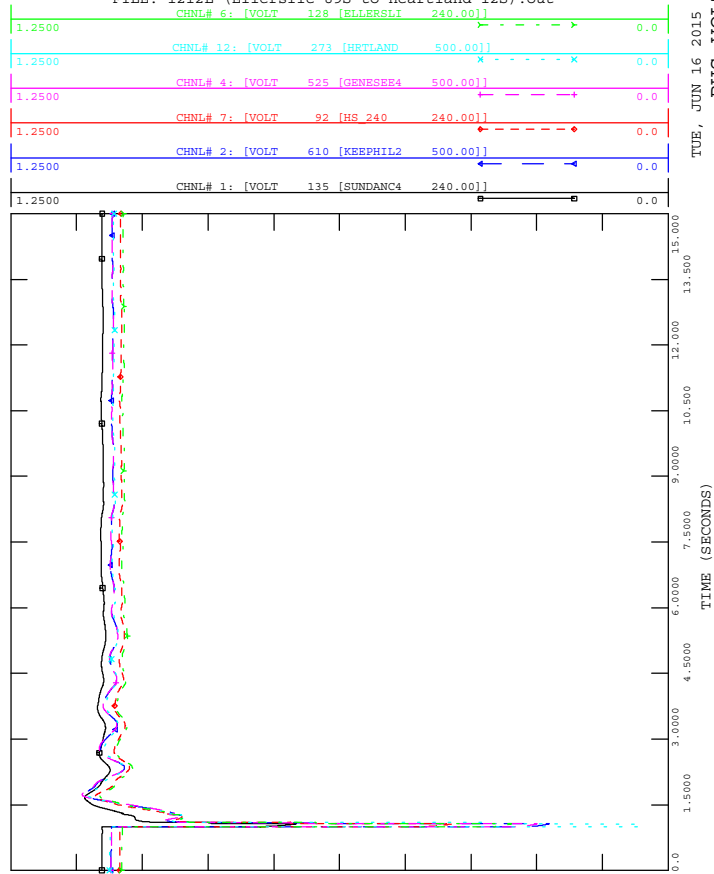
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



TUE, JUN 16 2015 10:24
 MACHINE ANGLE



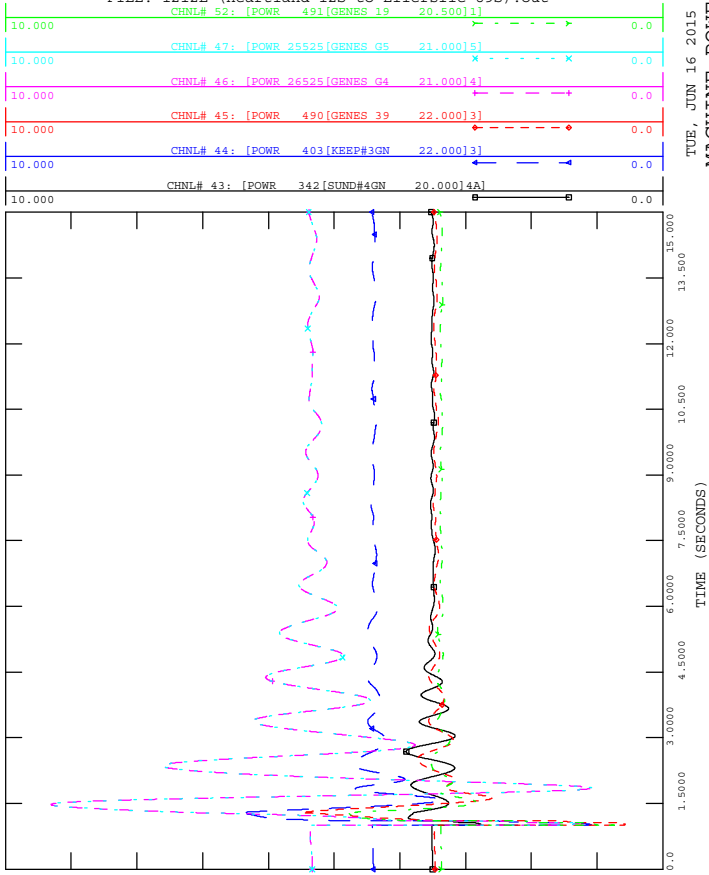
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



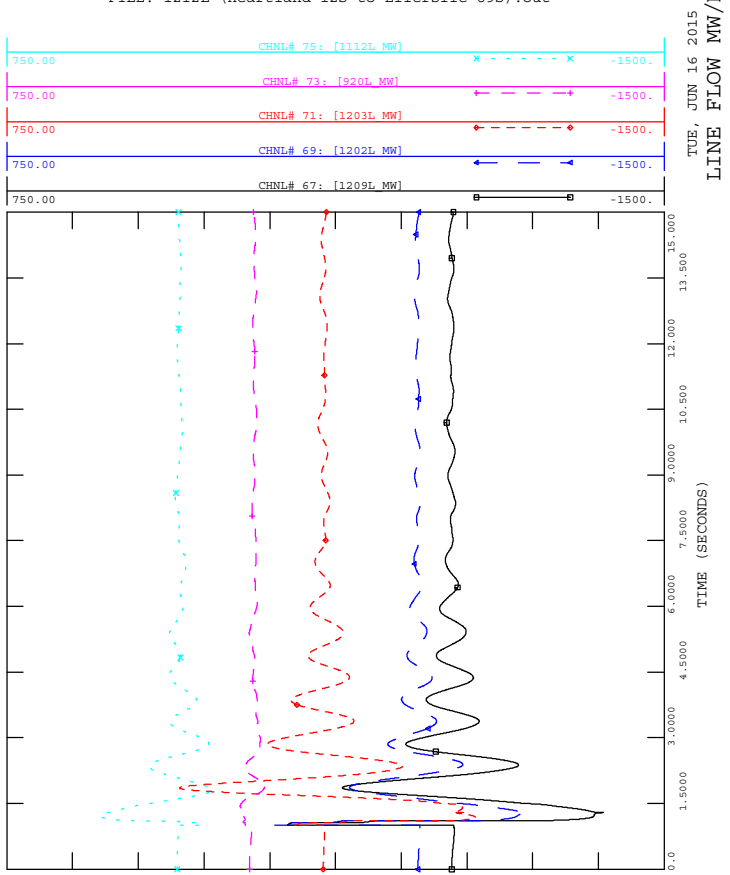
TUE, JUN 16 2015 10:24
 BUS VOLTAGE



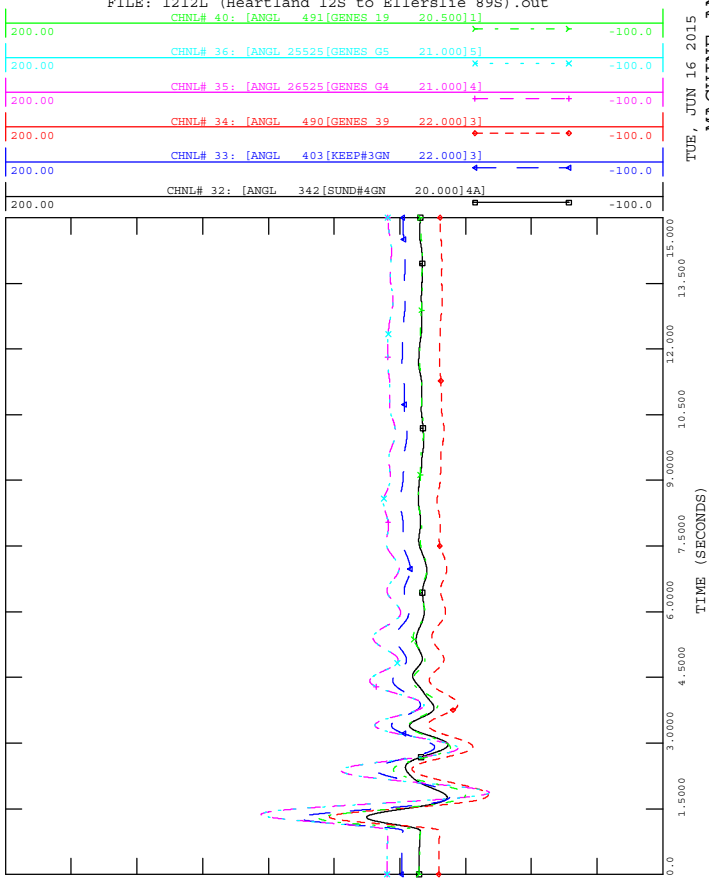
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



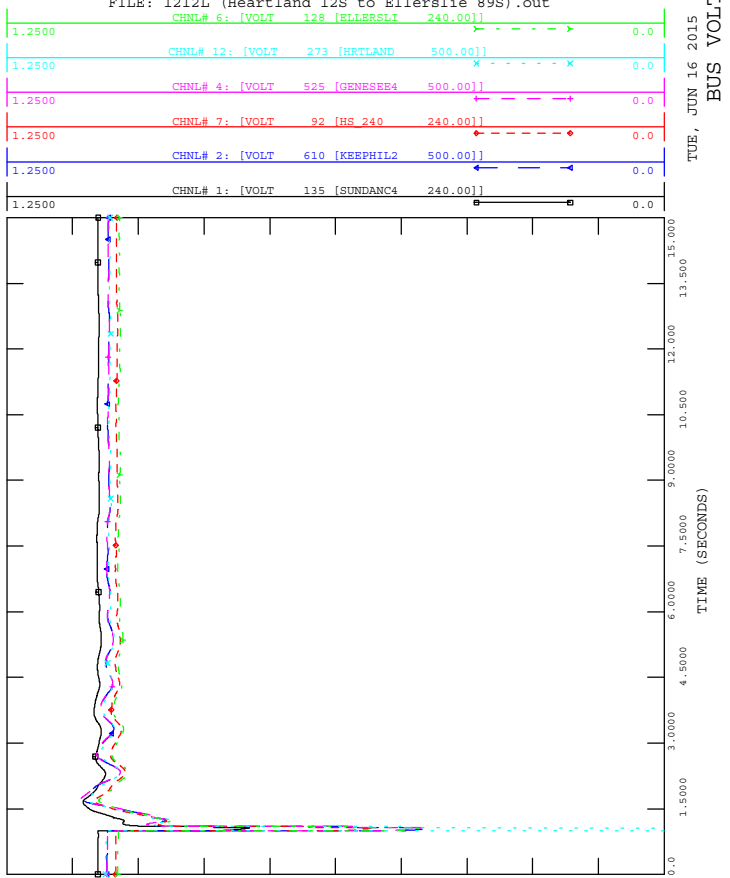
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 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out

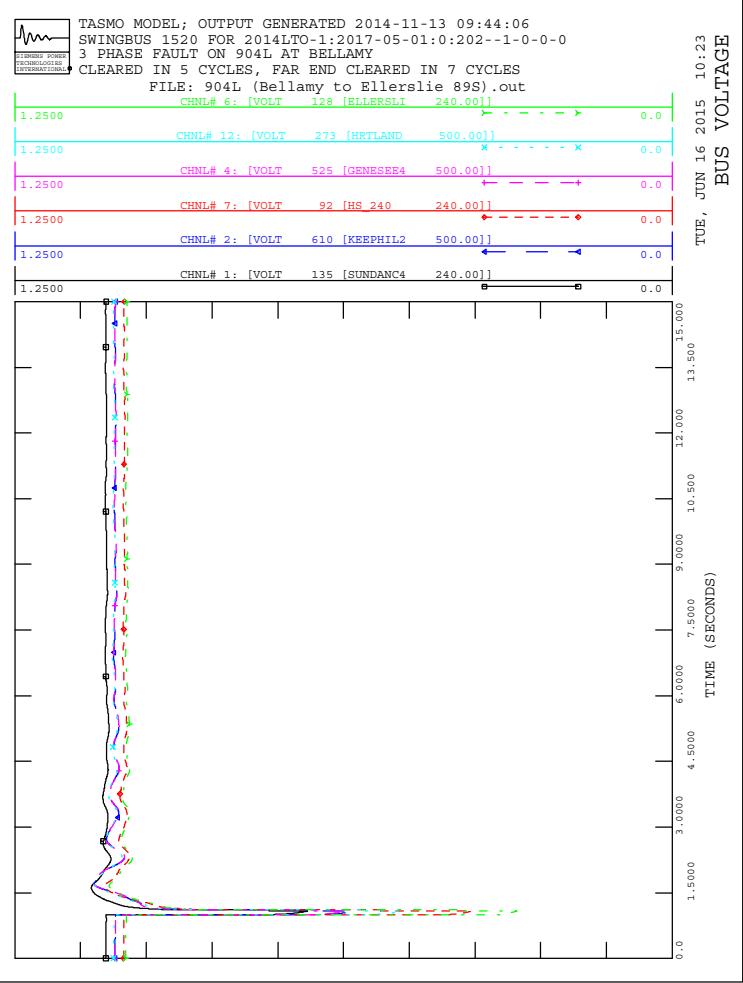
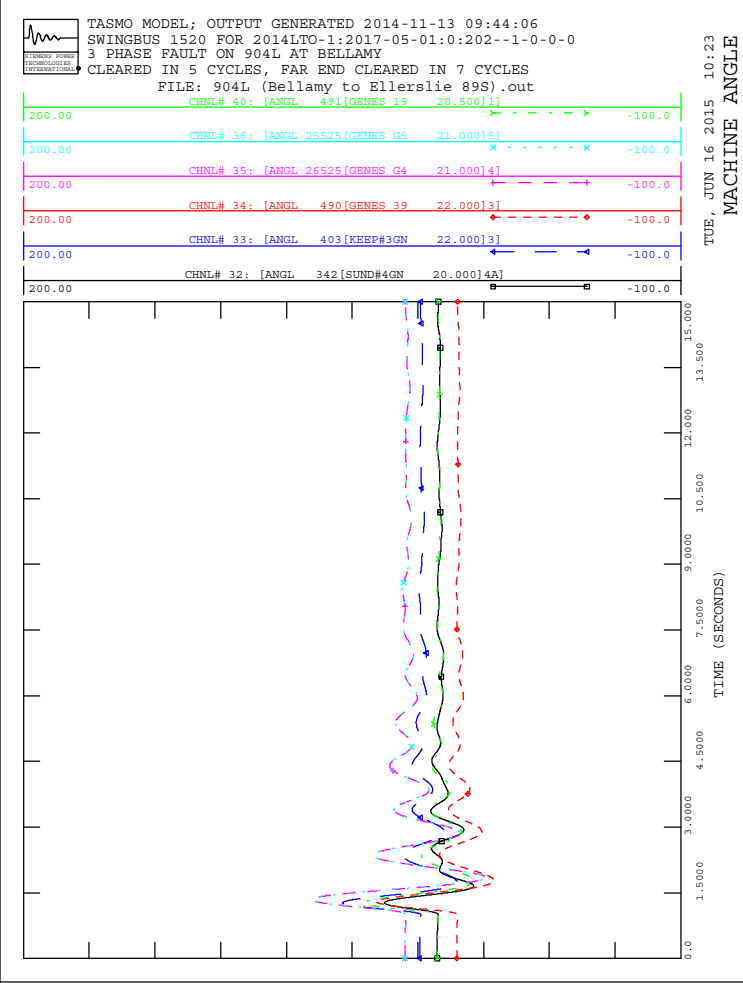
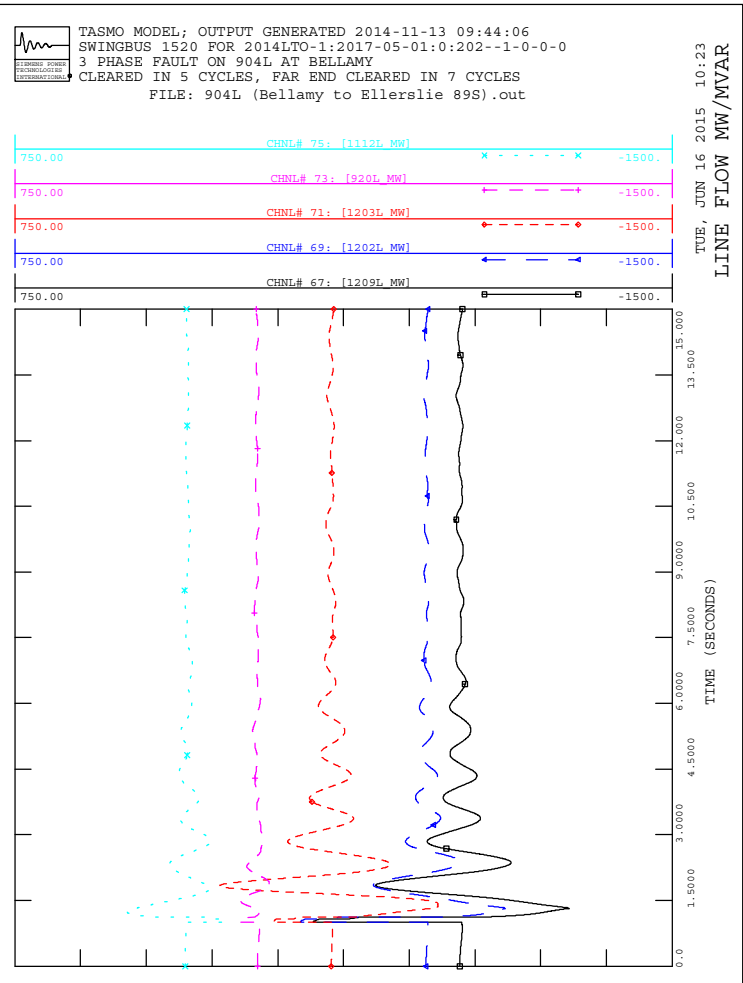
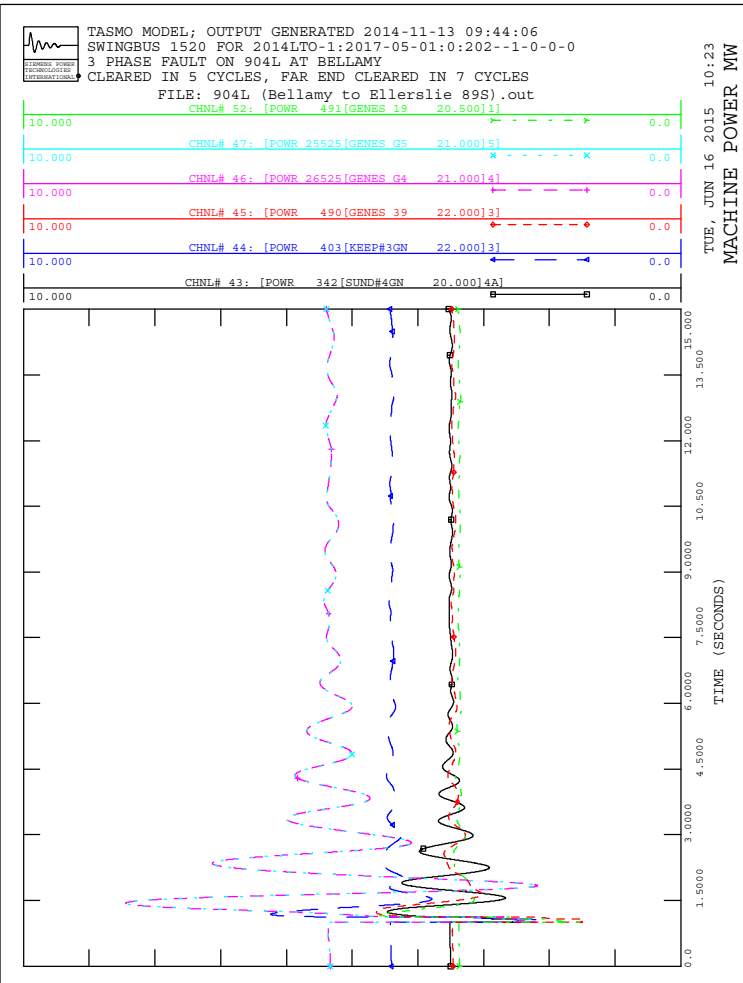


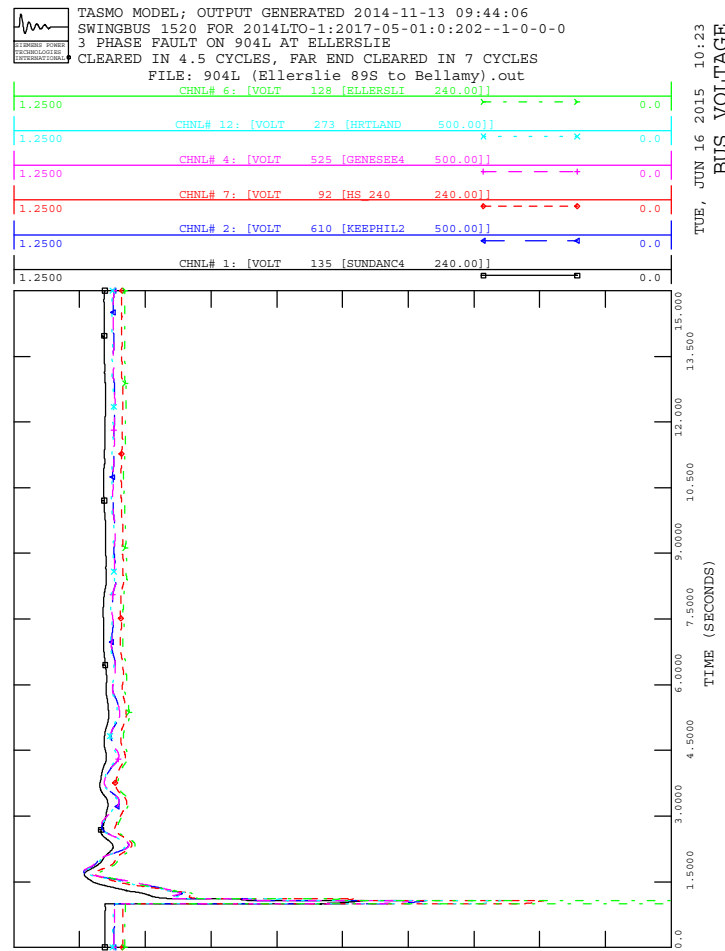
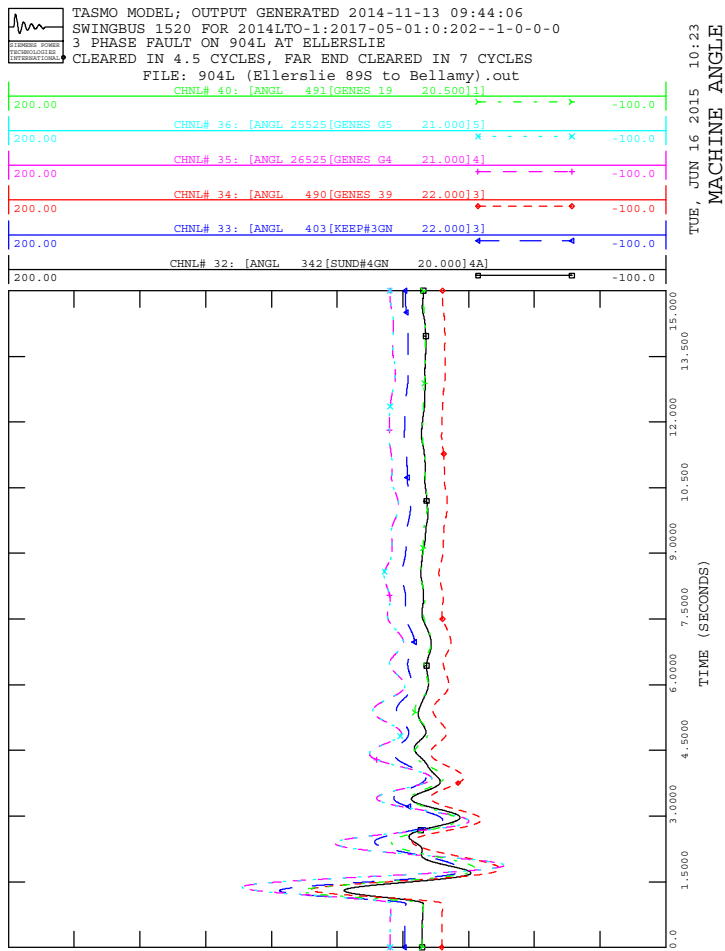
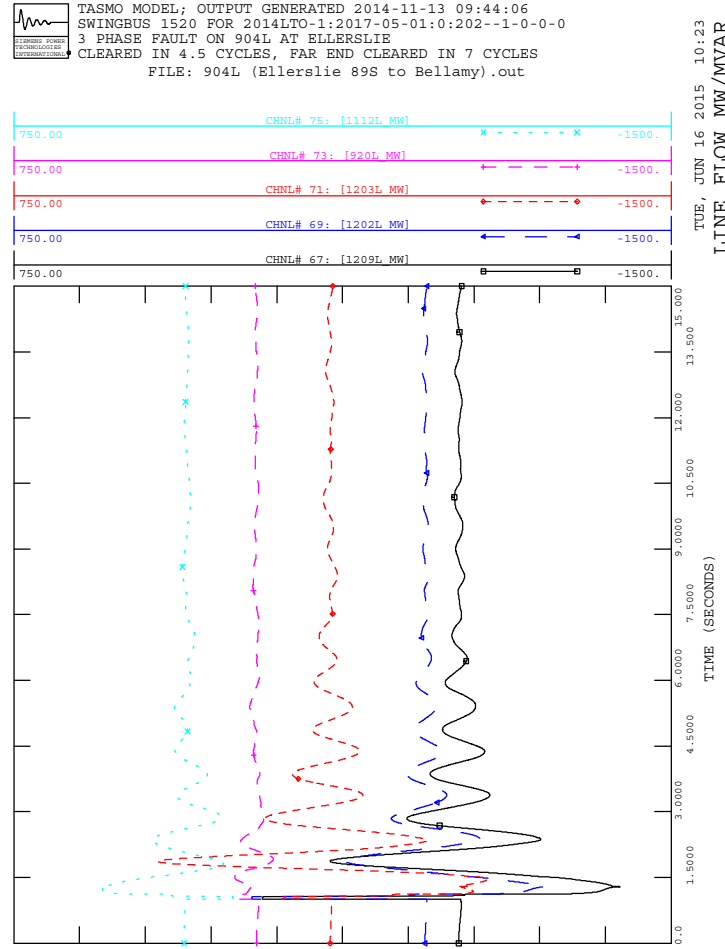
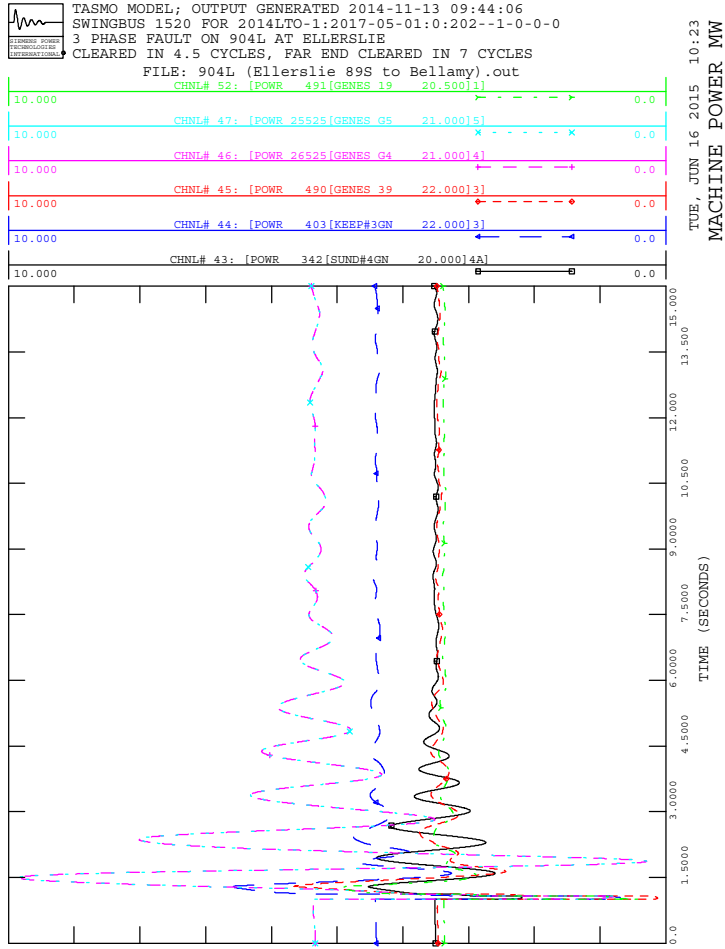
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out

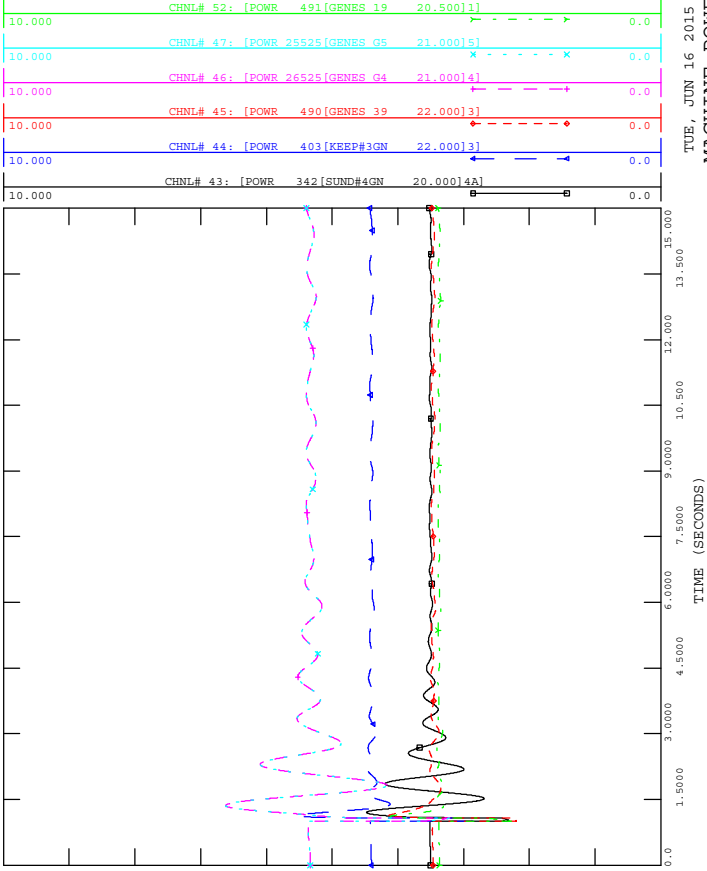




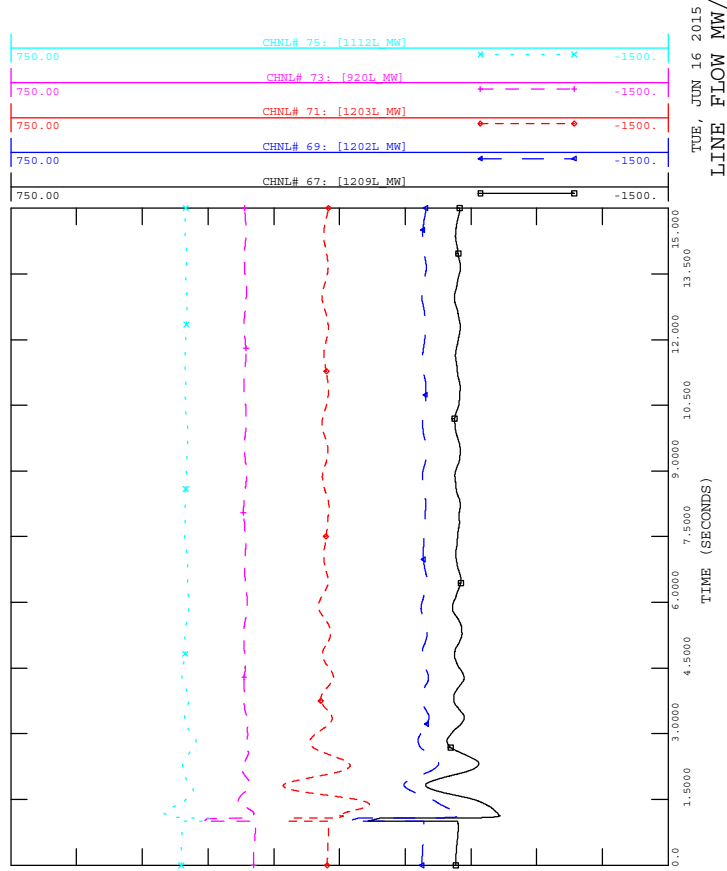




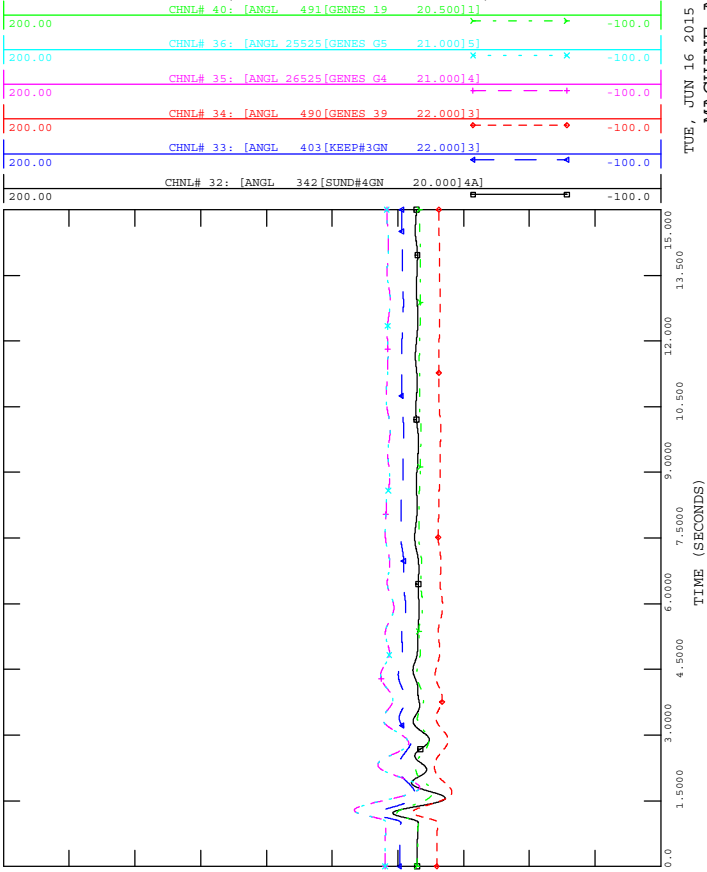
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



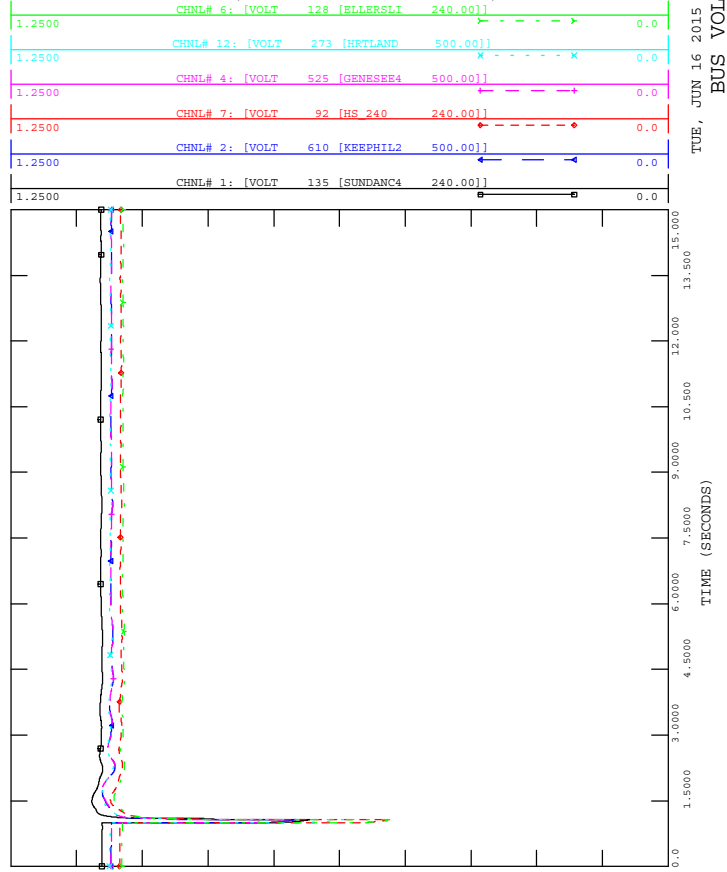
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

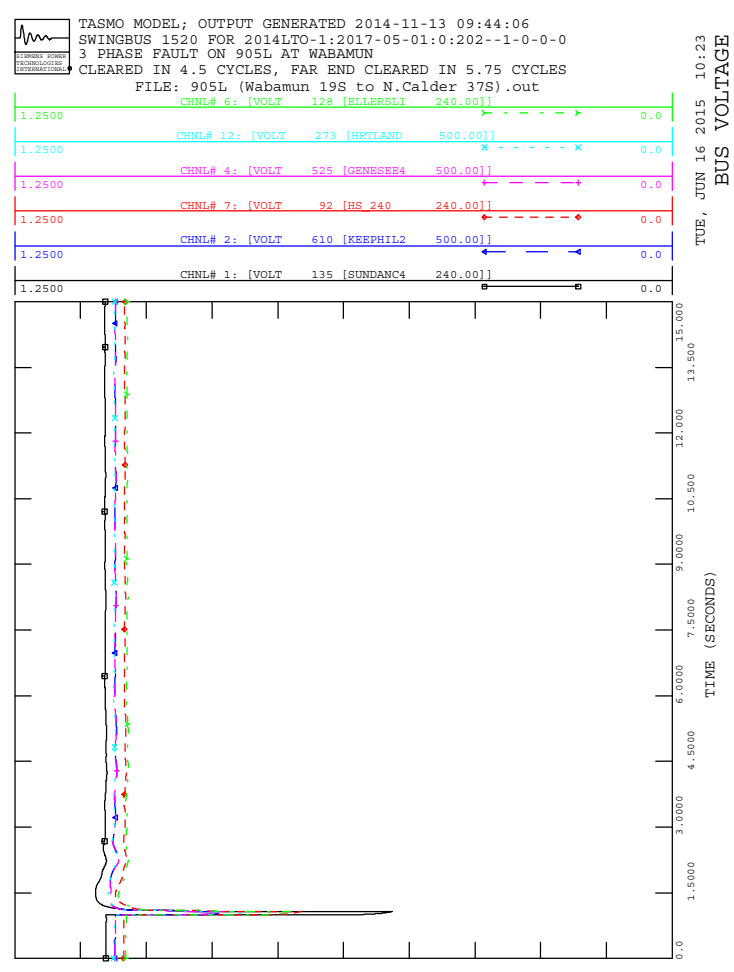
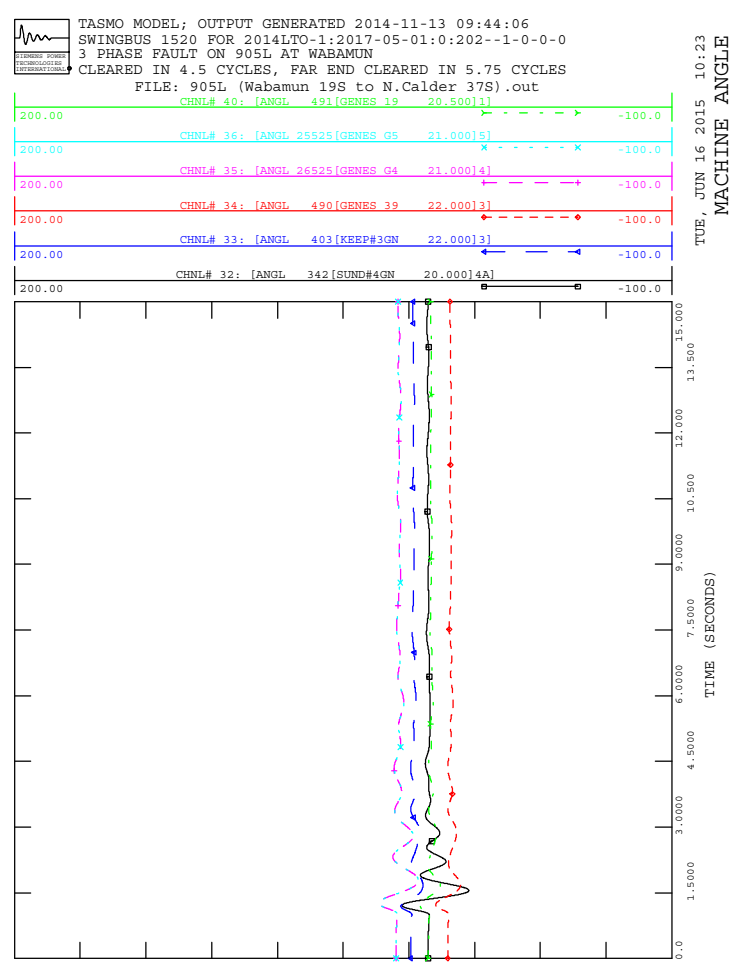
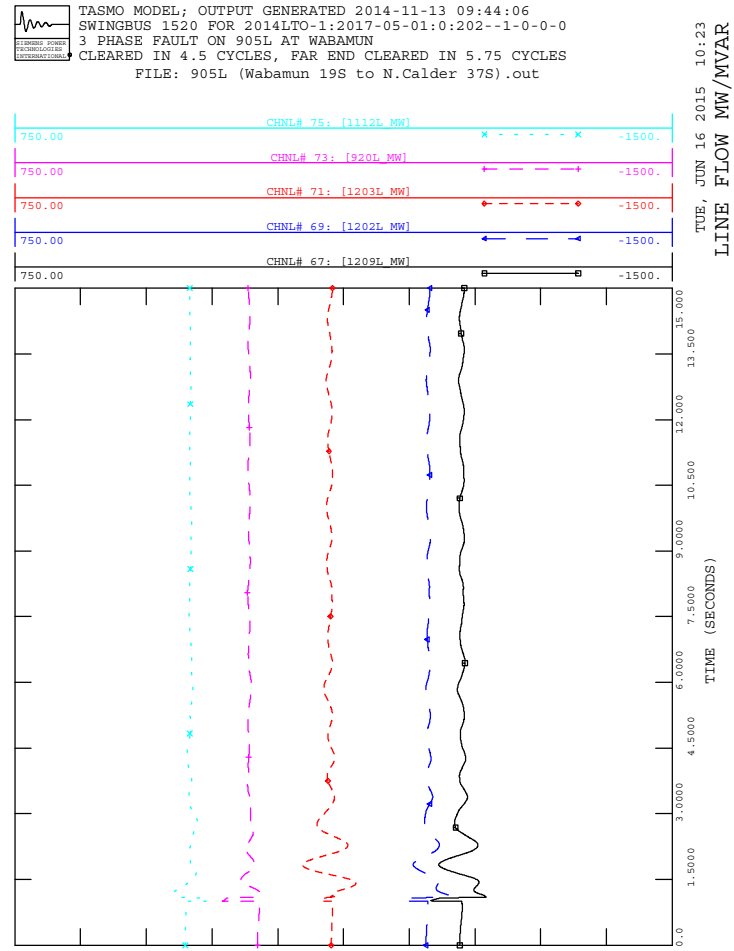
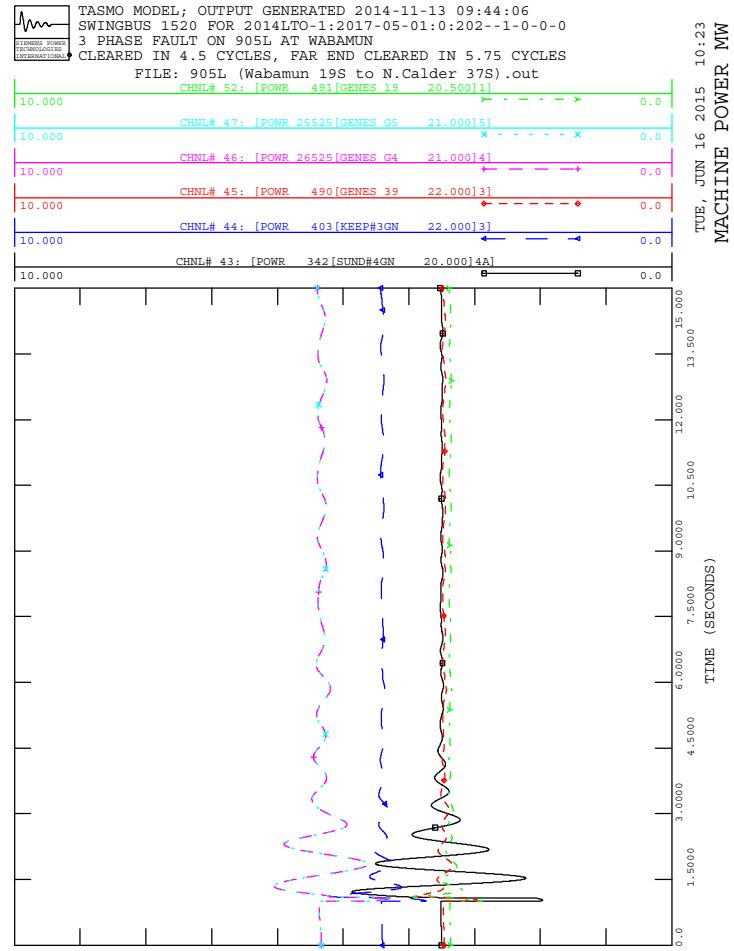


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



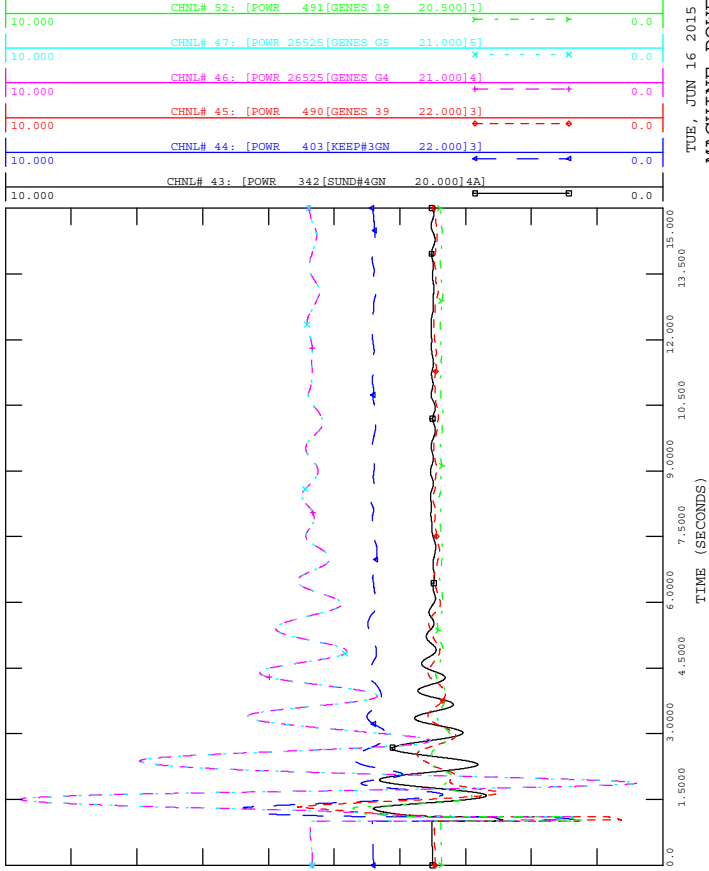
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



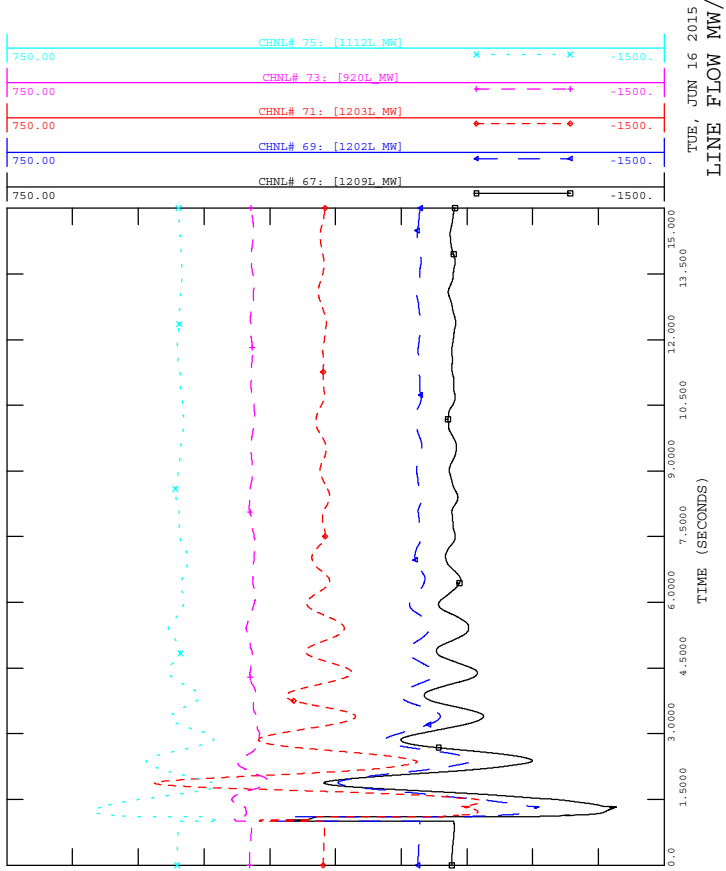




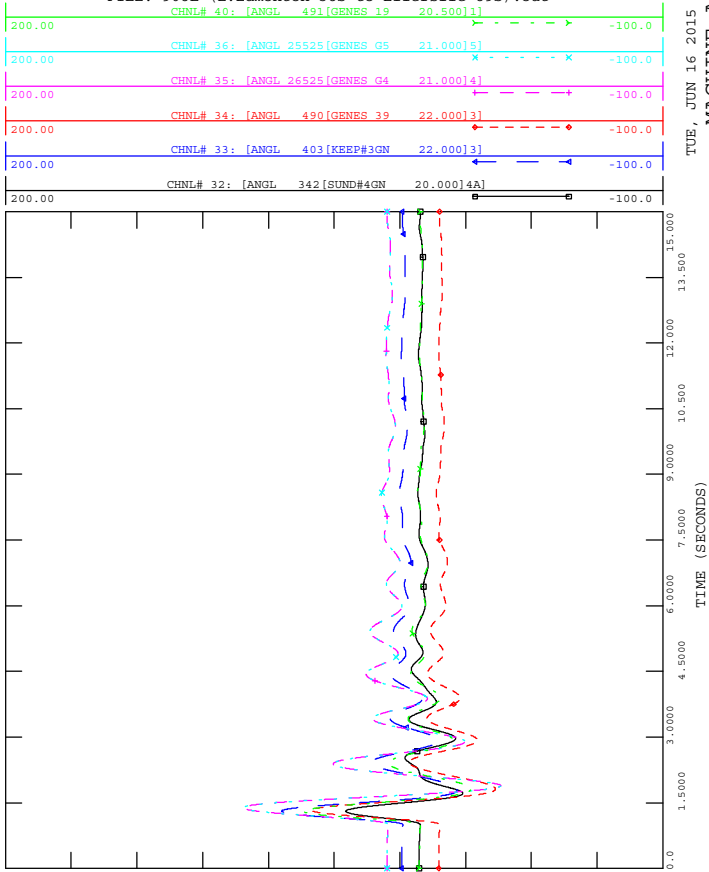
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



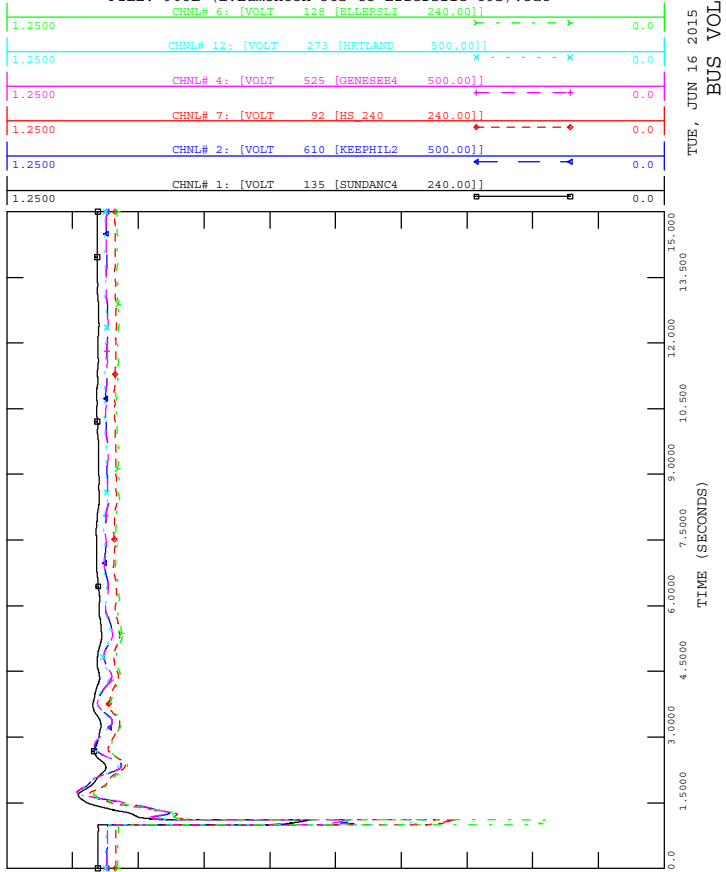
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out

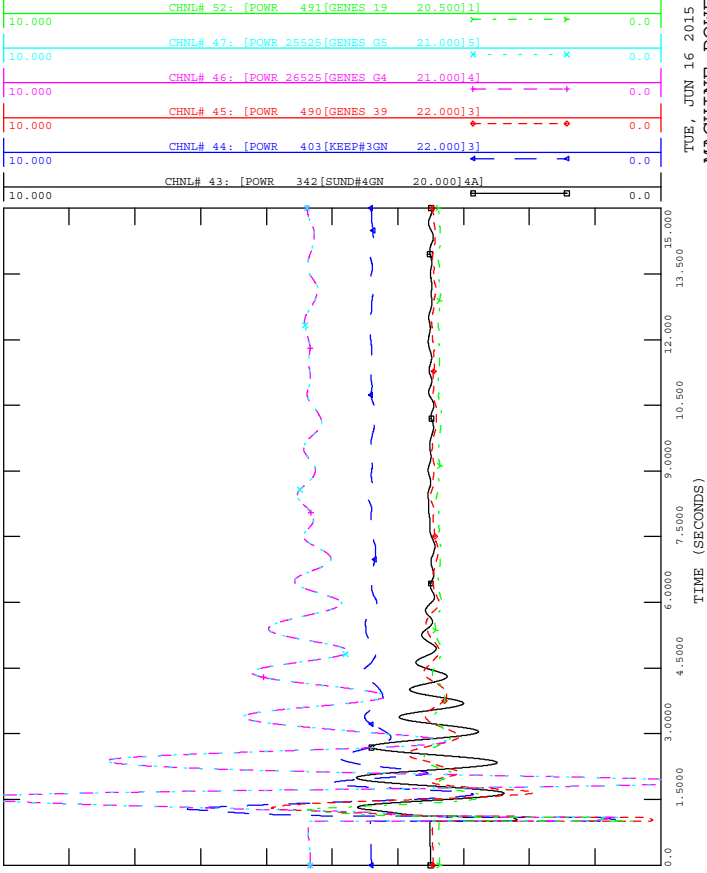


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out

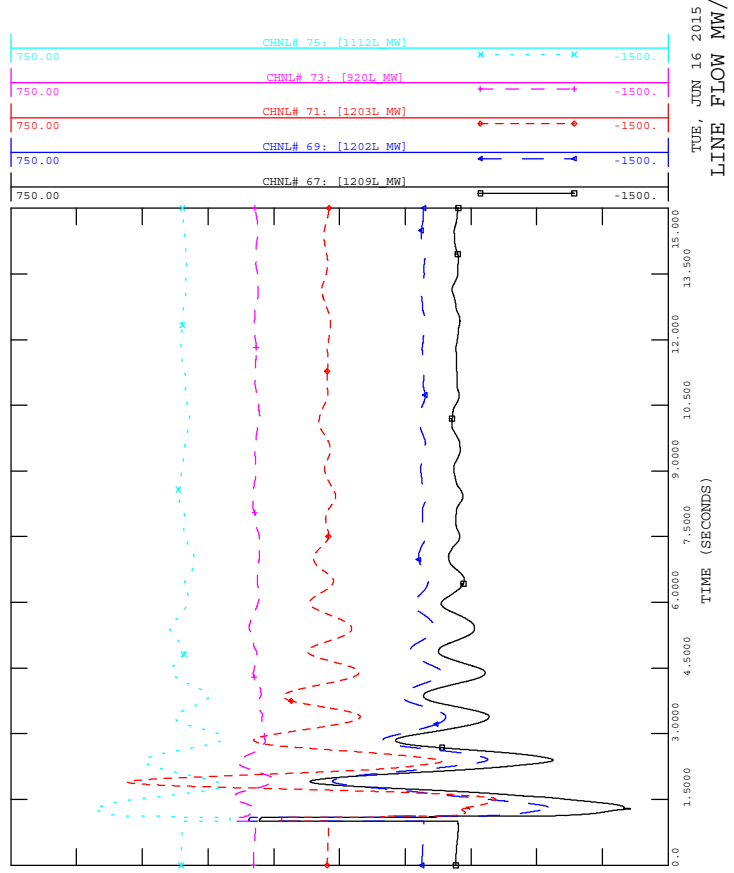




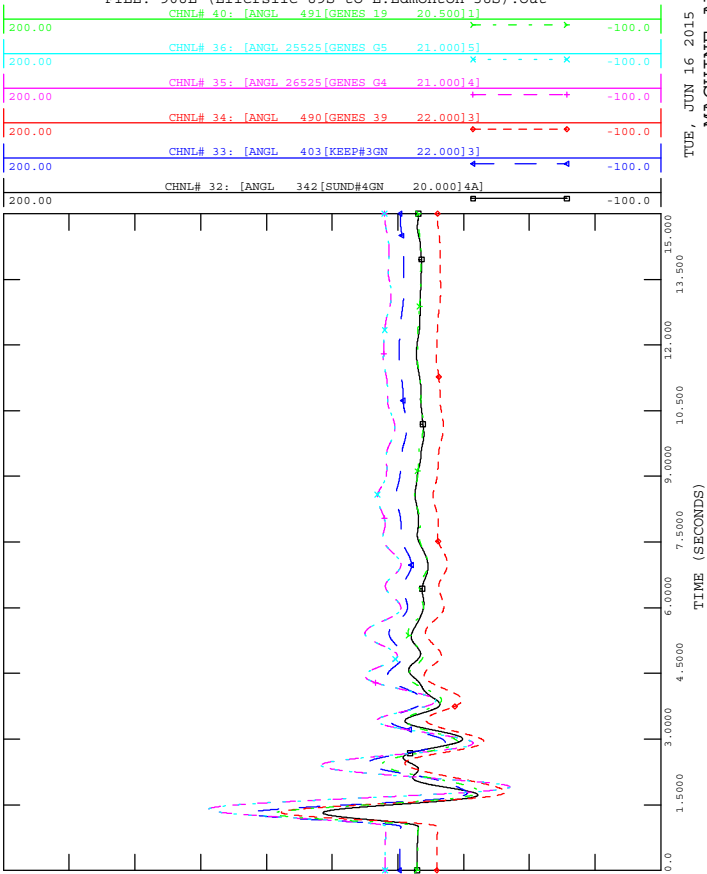
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out



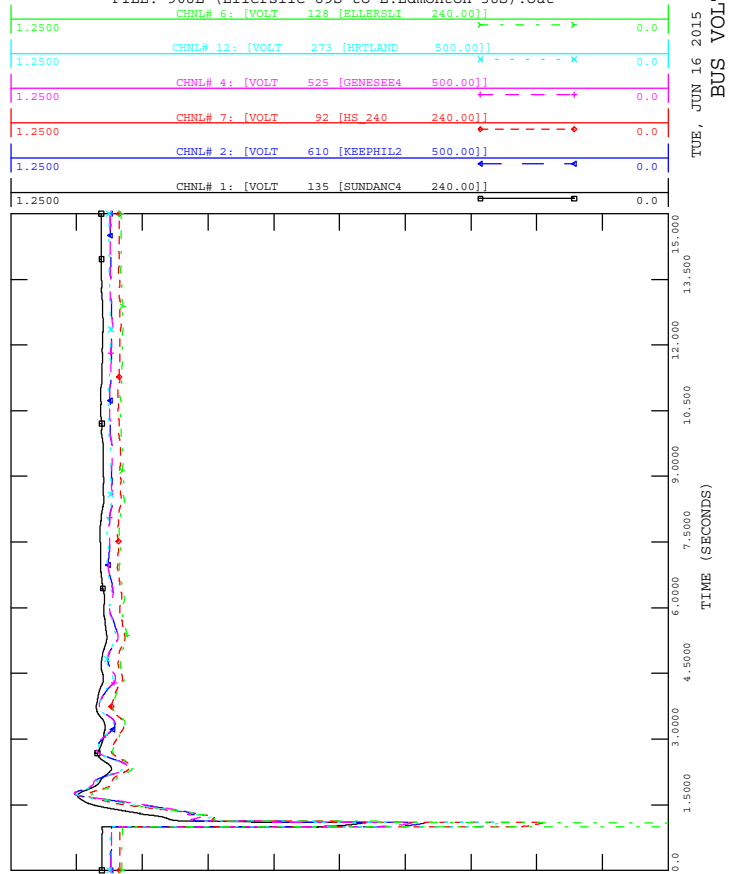
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out

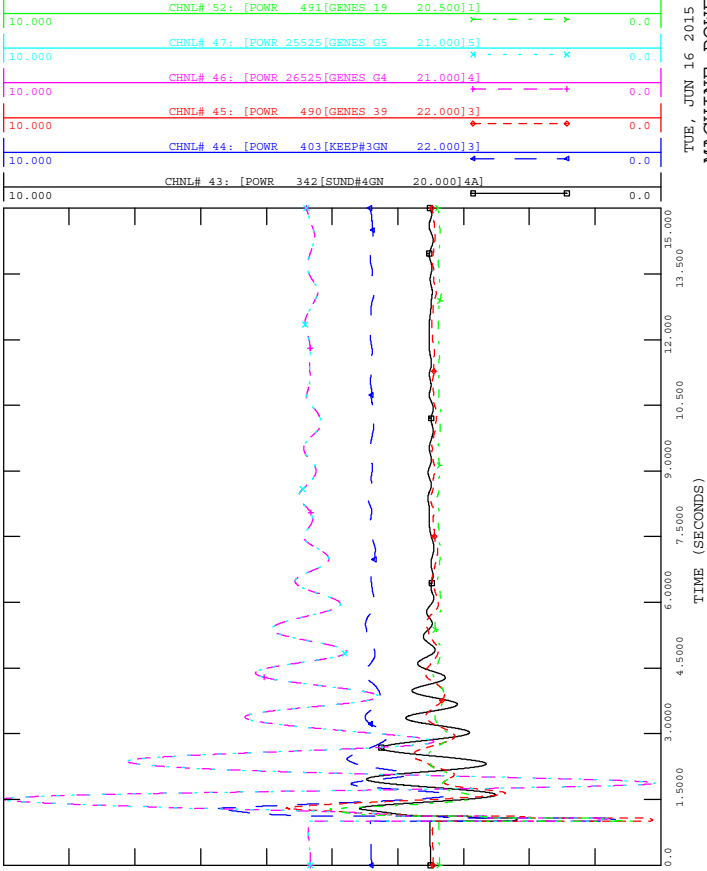


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out

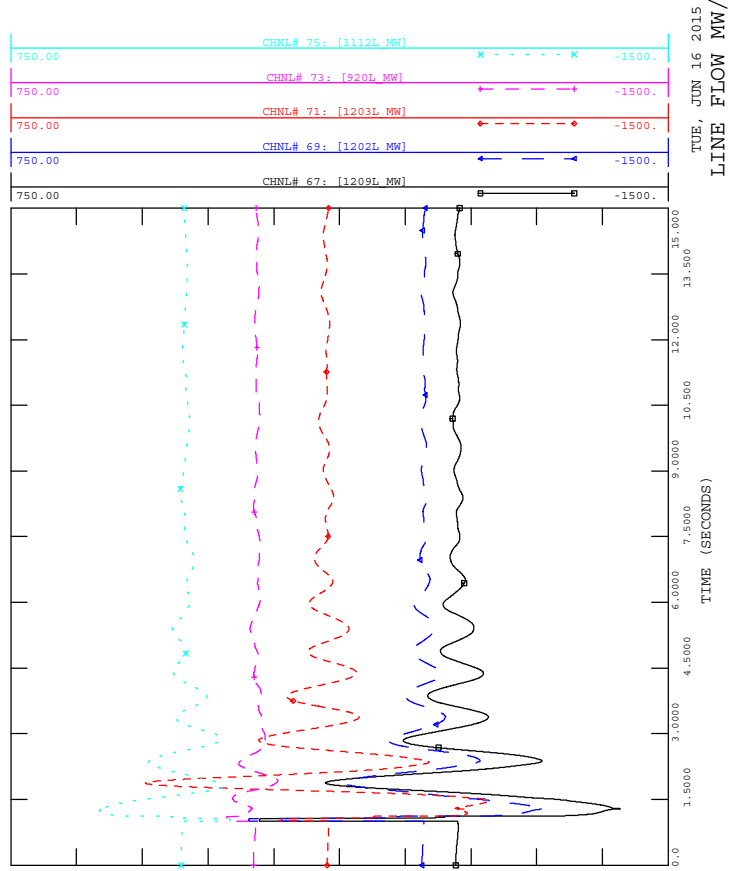




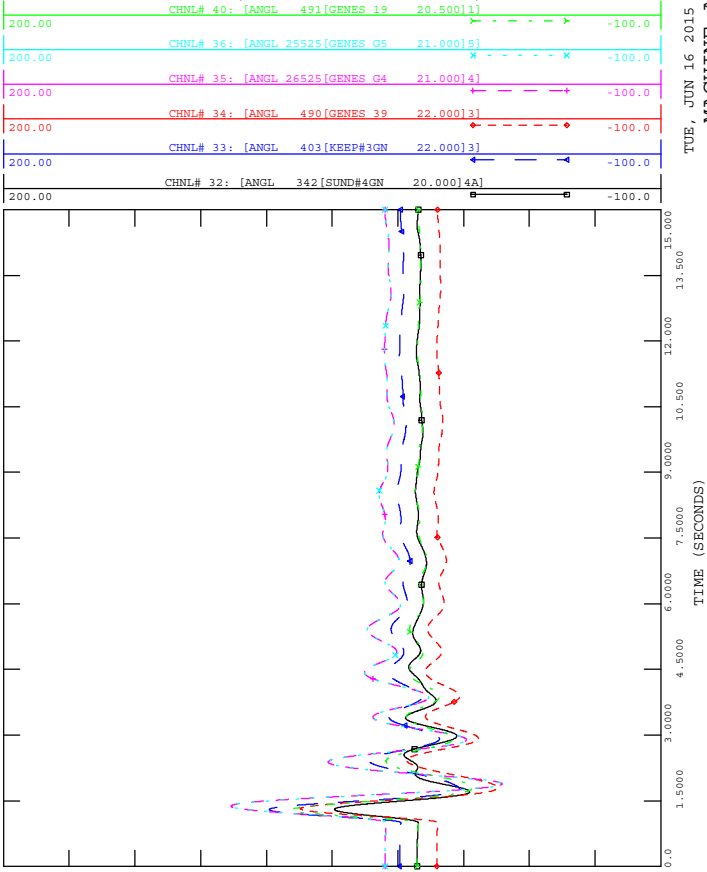
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



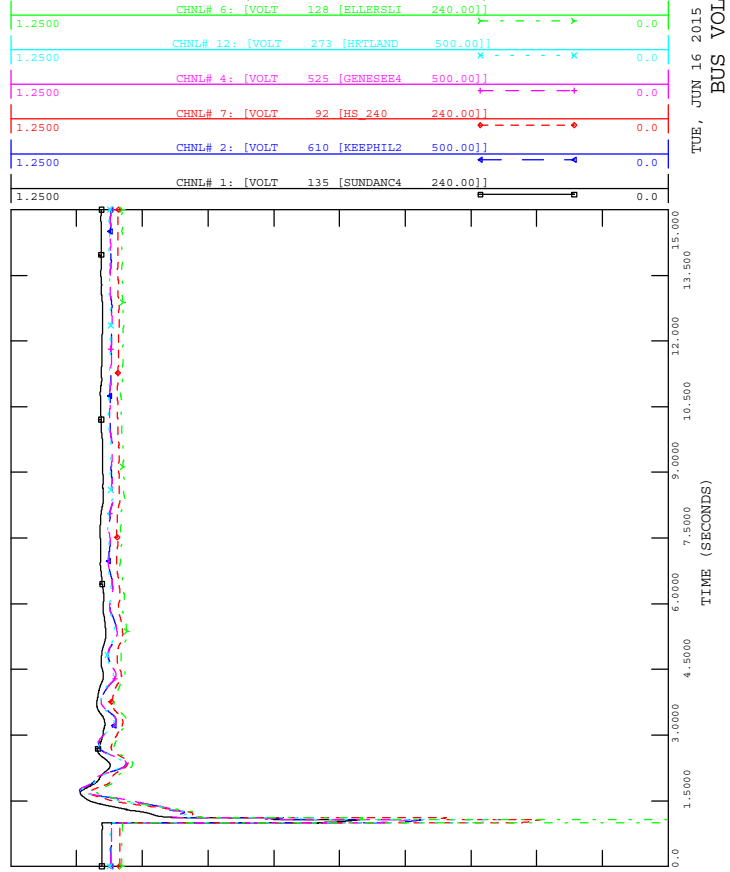
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out

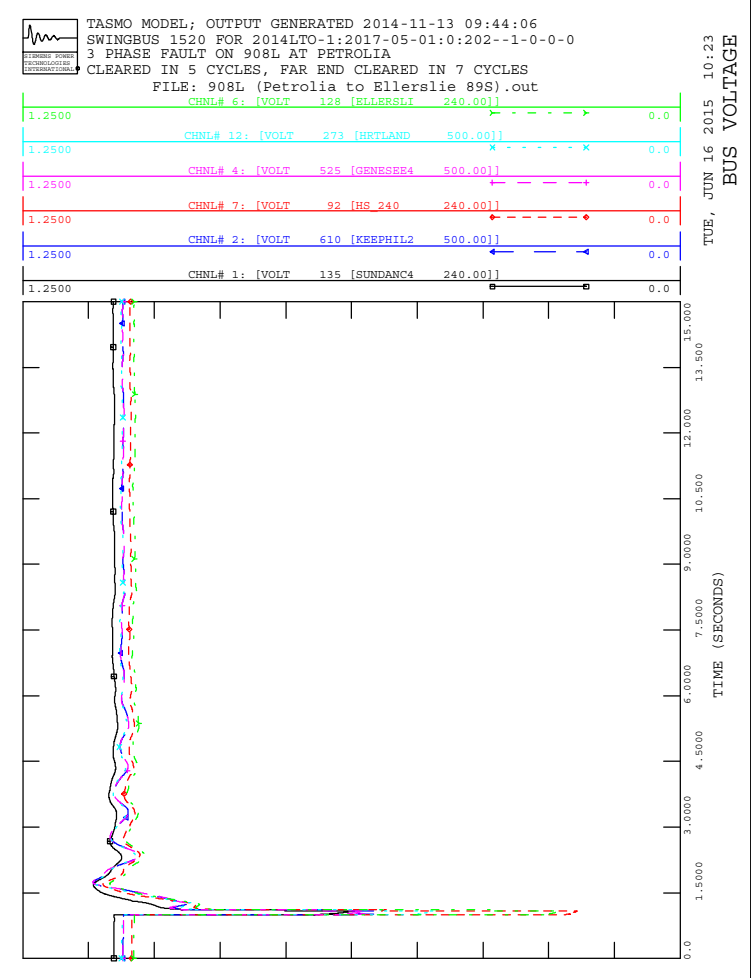
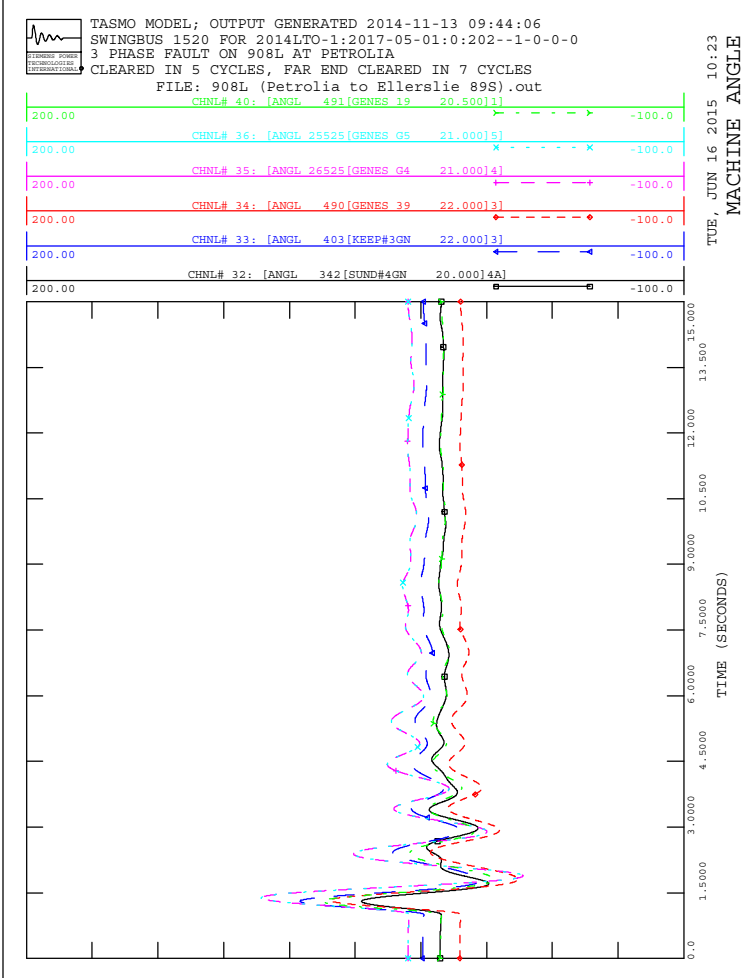
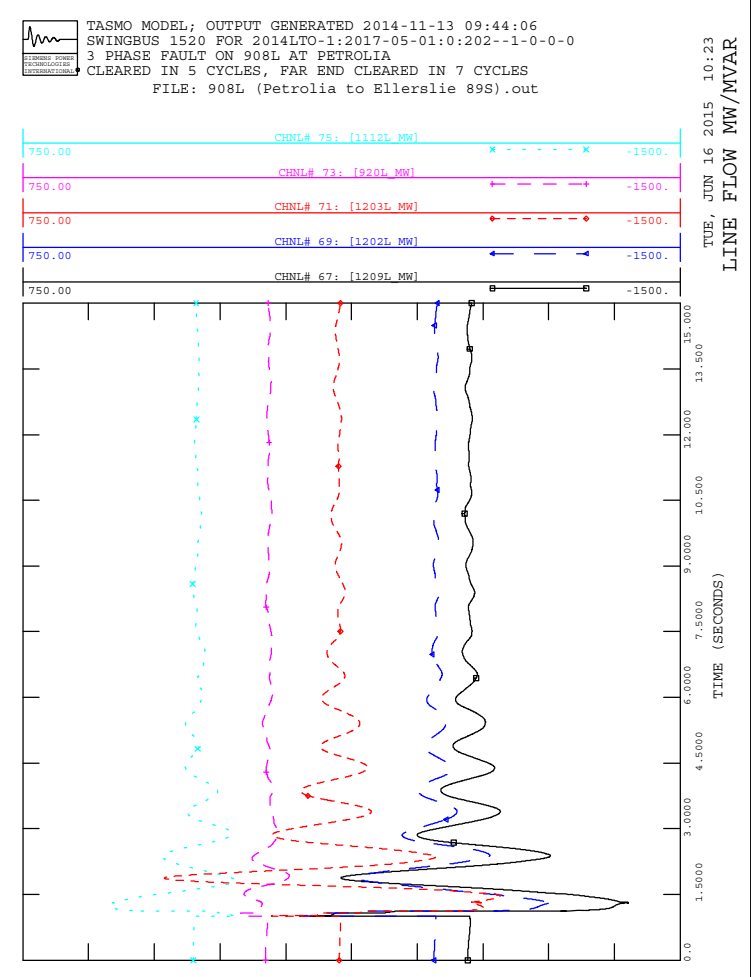
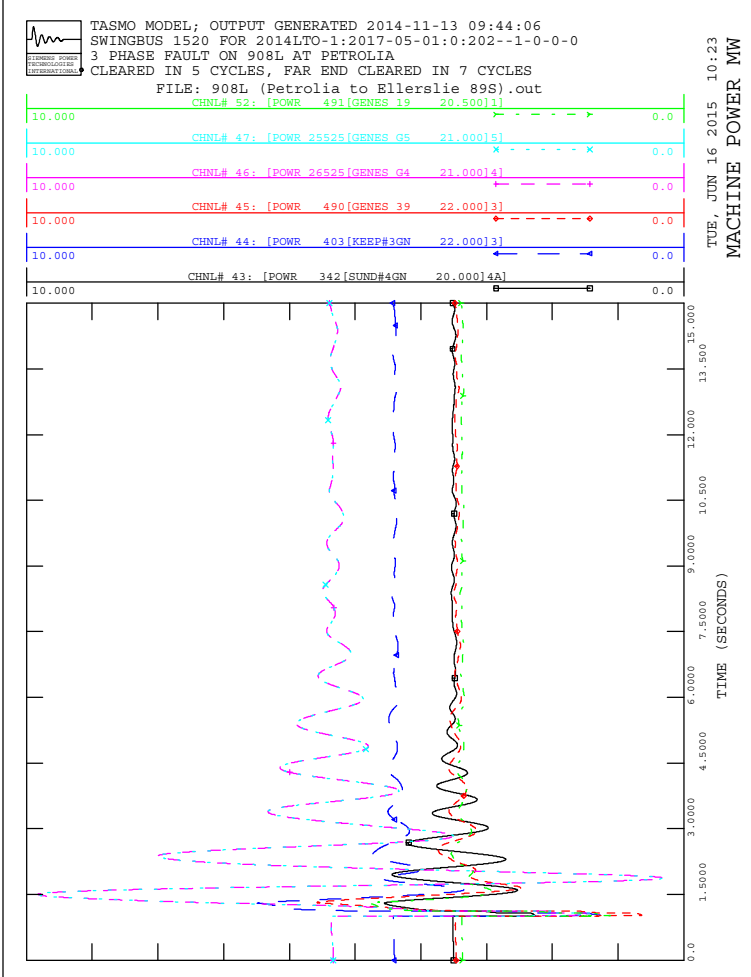


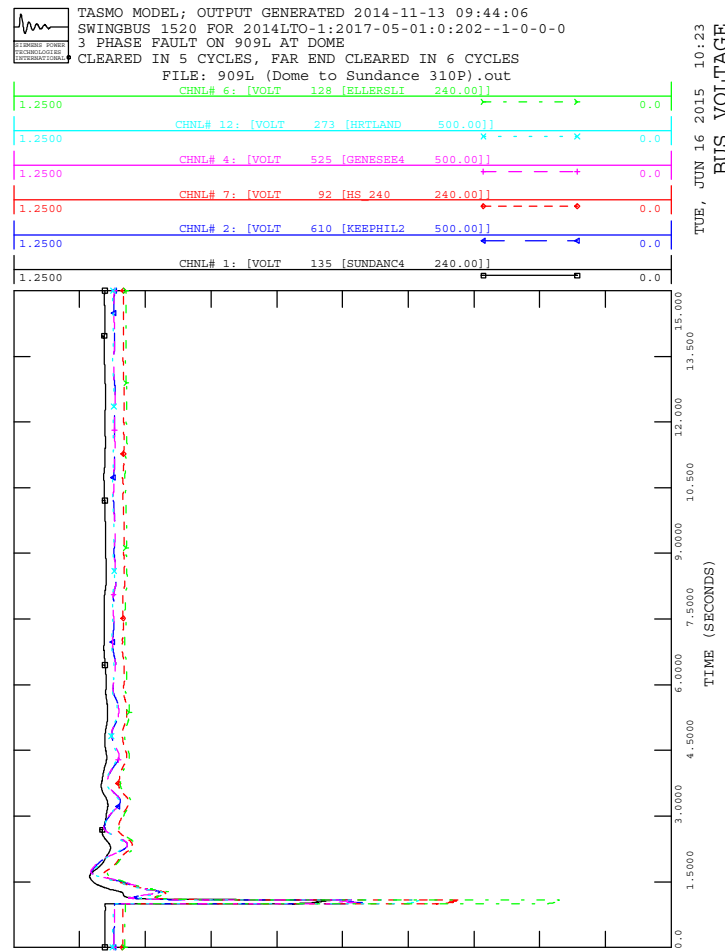
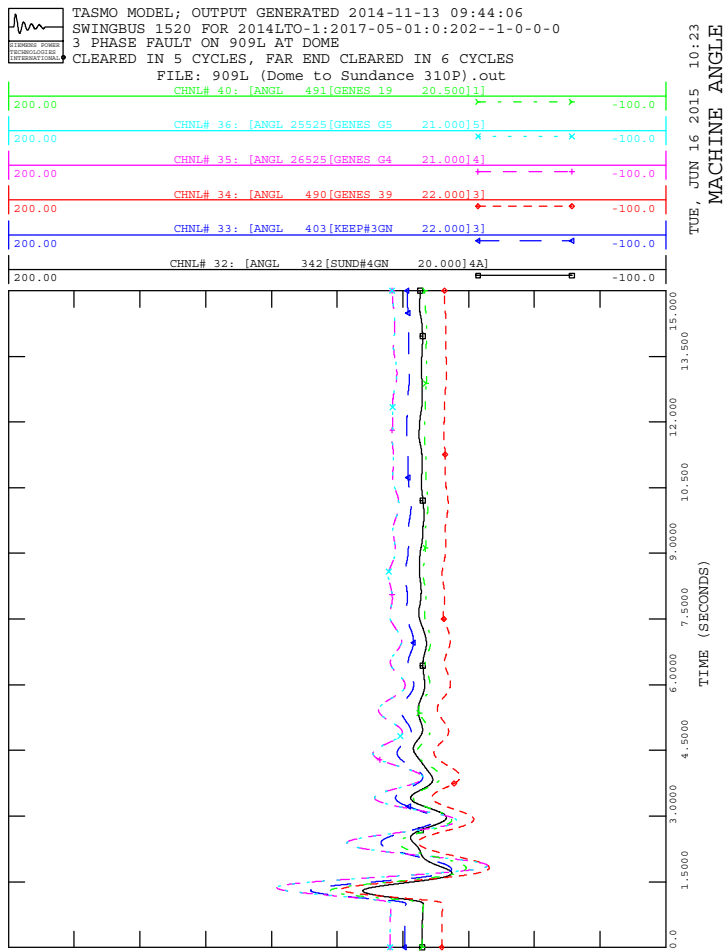
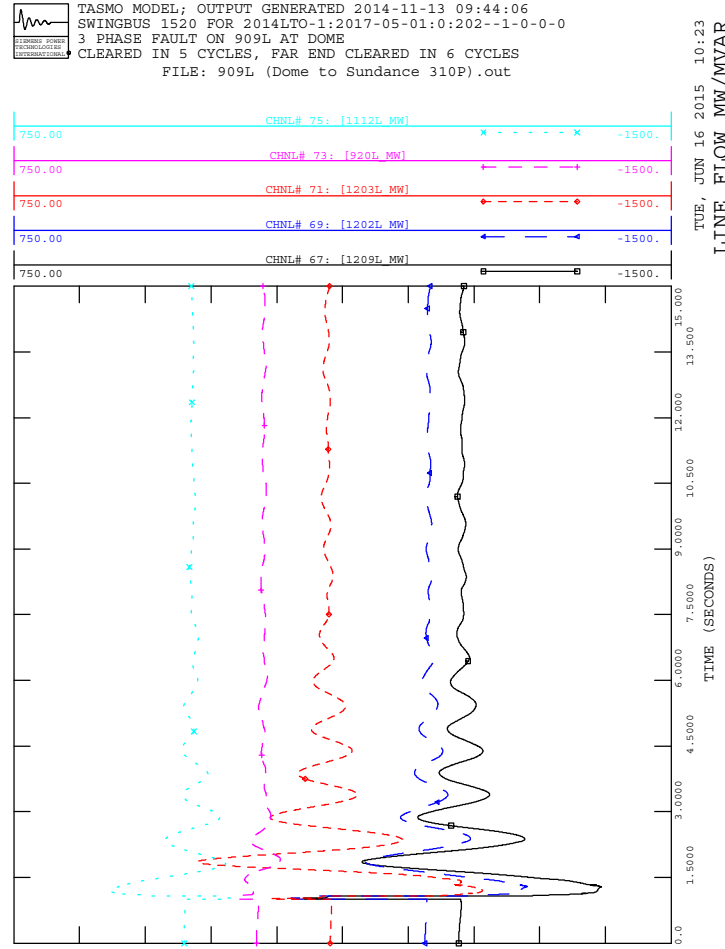
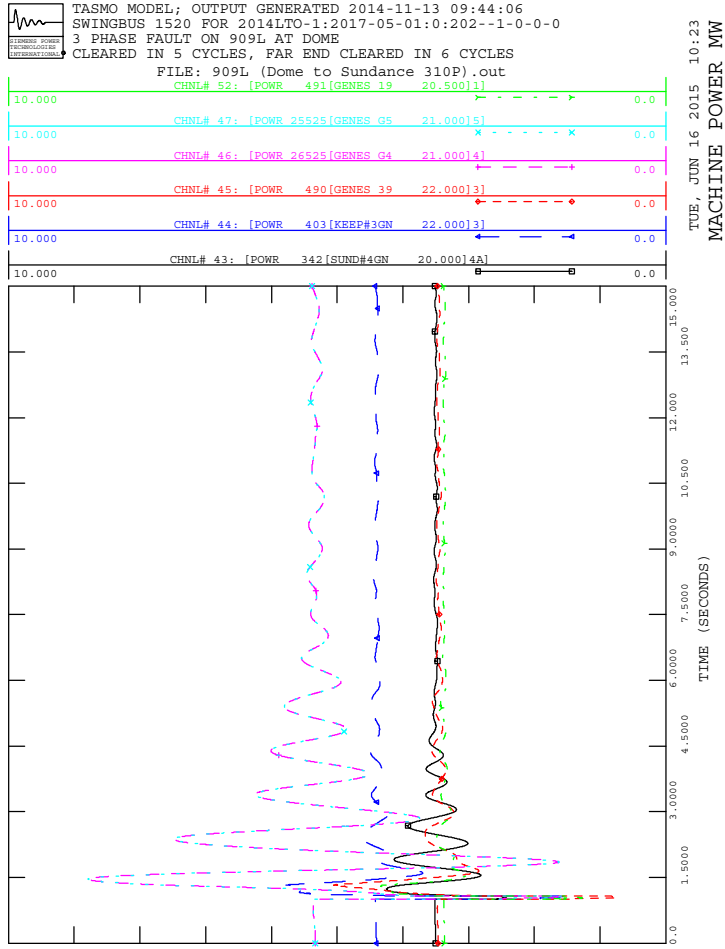
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out

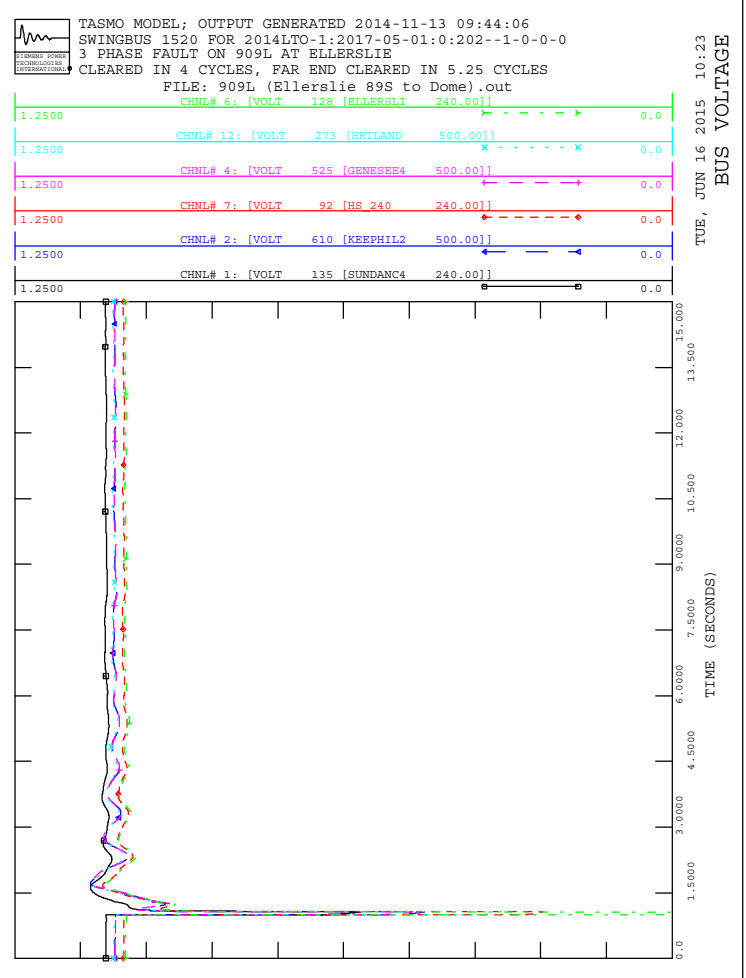
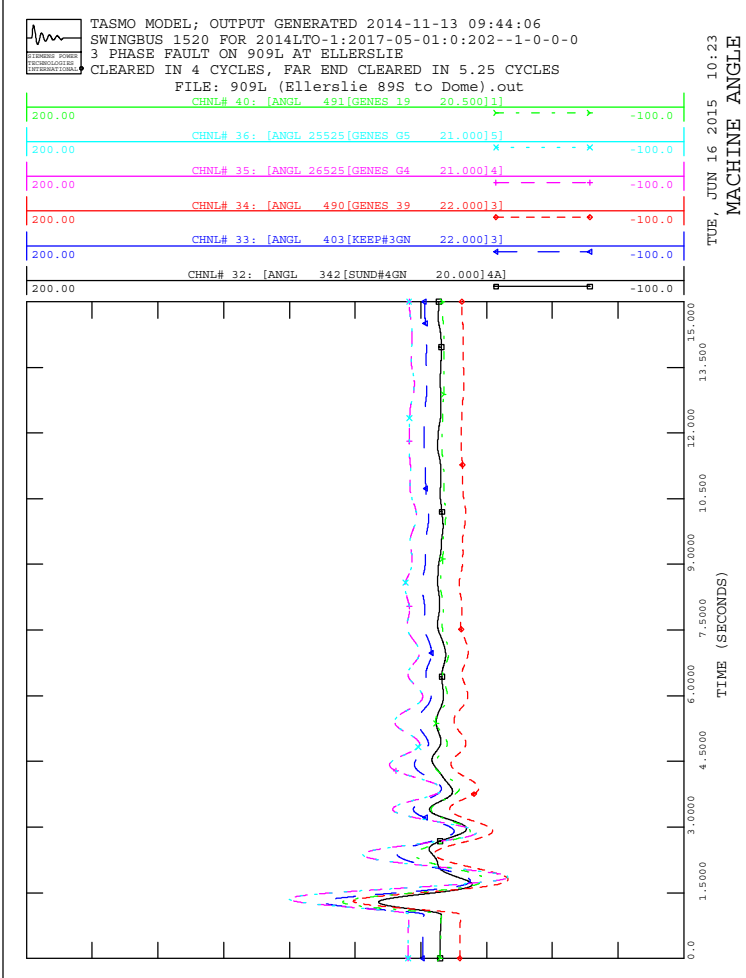
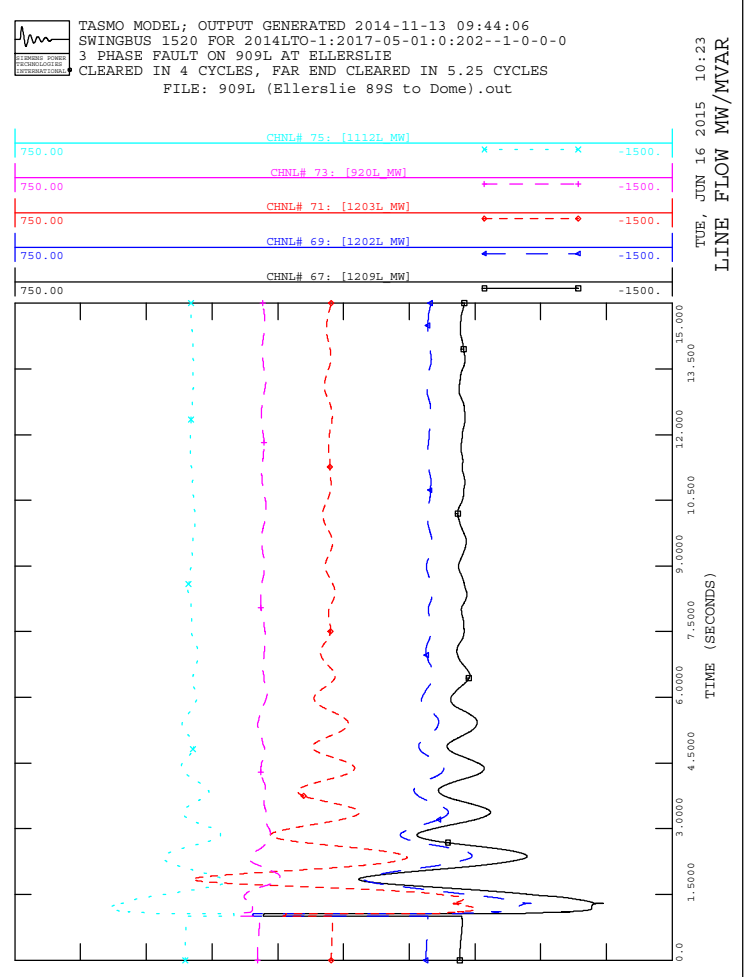
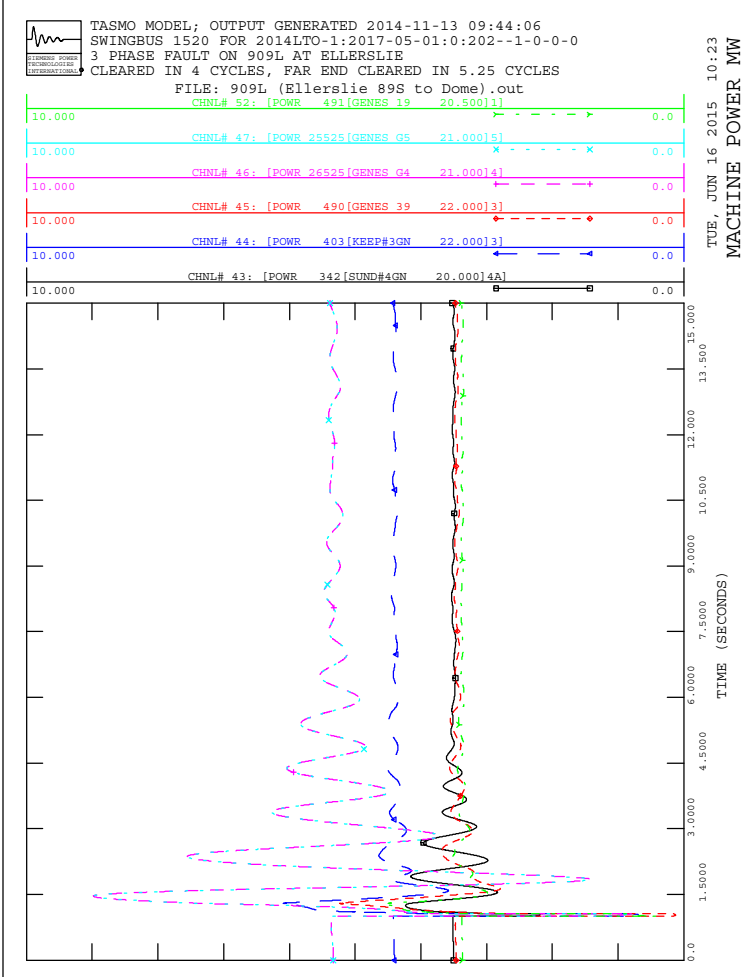


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



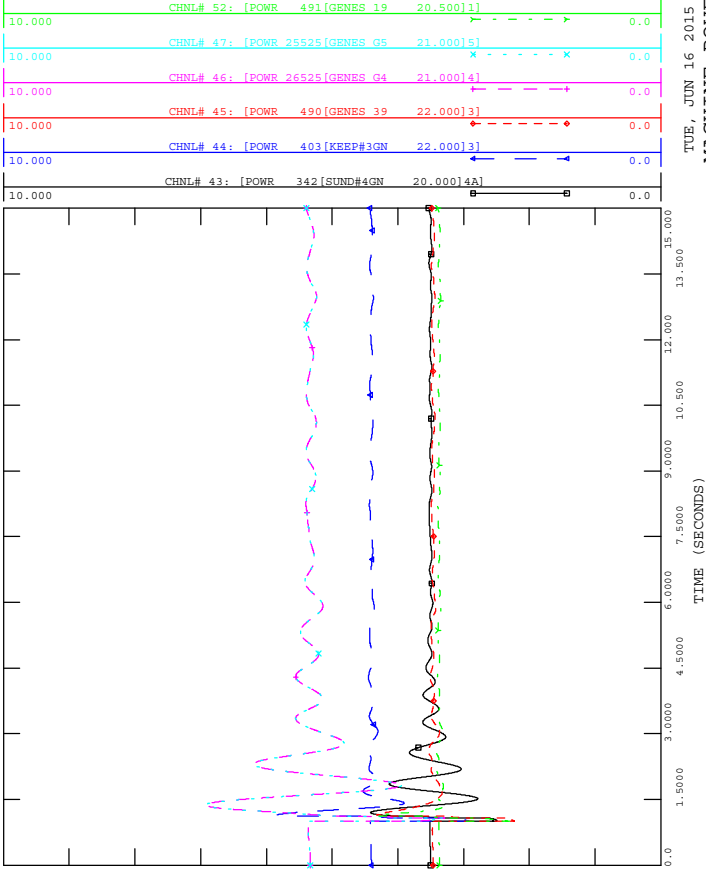








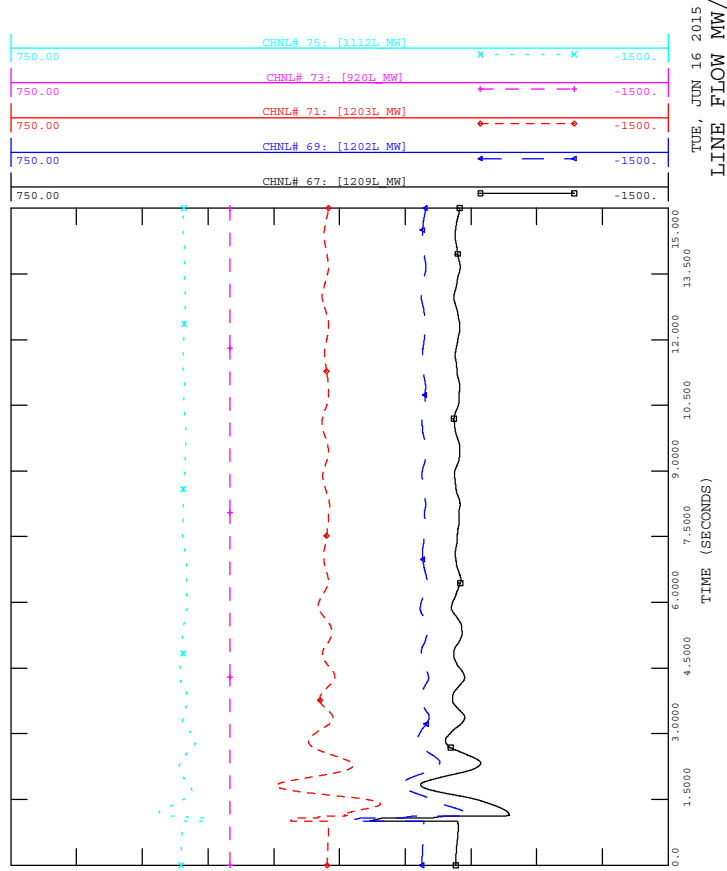
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



TUE, JUN 16 2015 10:23
 MACHINE POWER MW



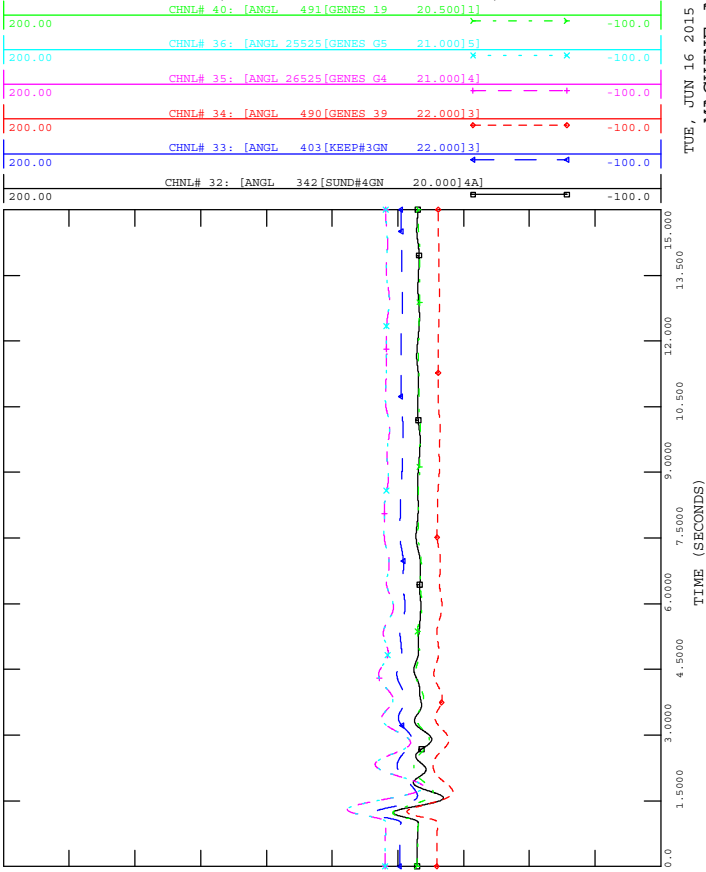
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



TUE, JUN 16 2015 10:24
 LINE FLOW MW/MVAR



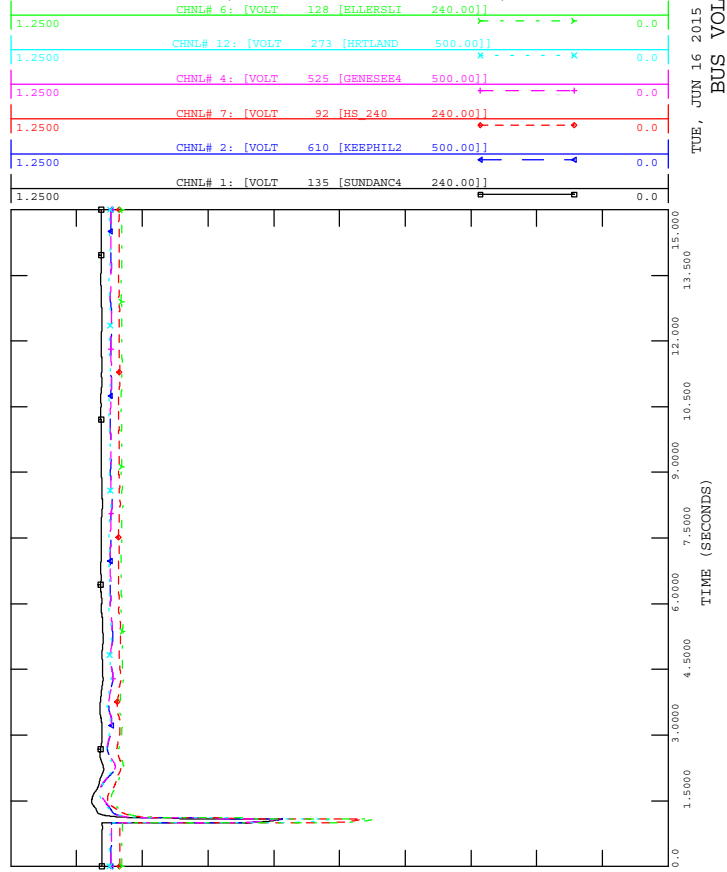
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



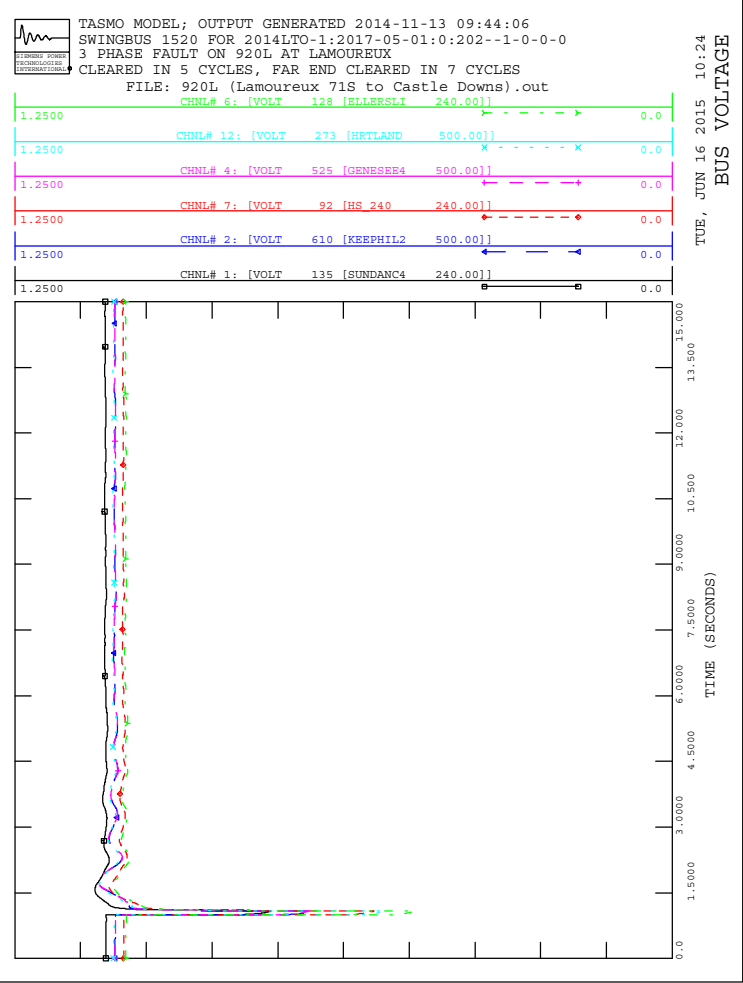
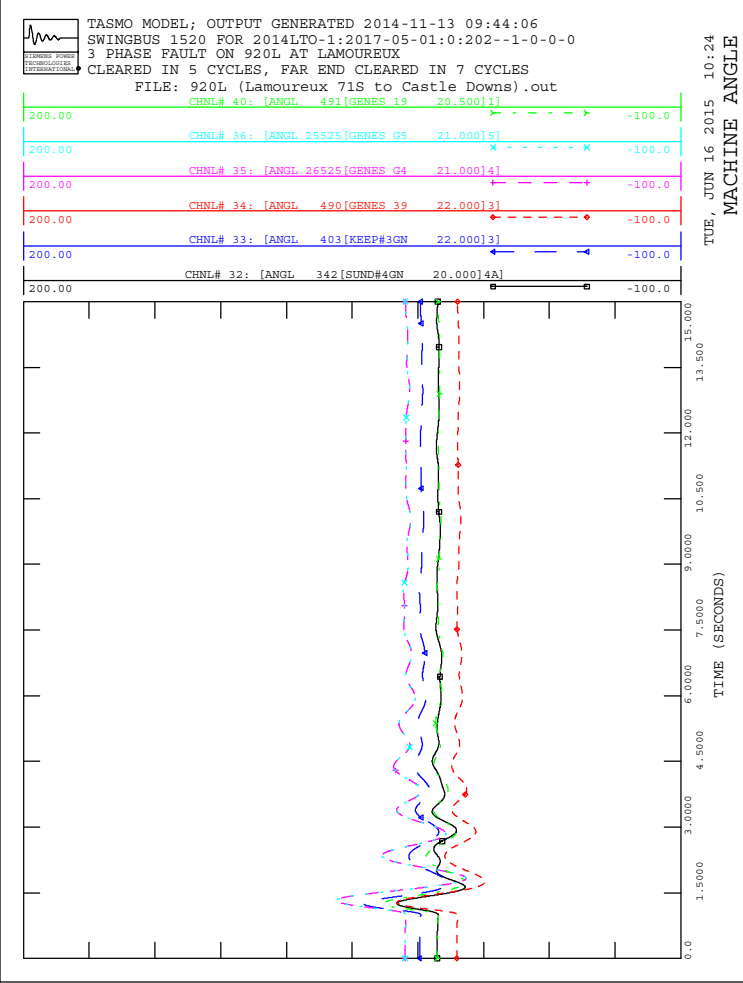
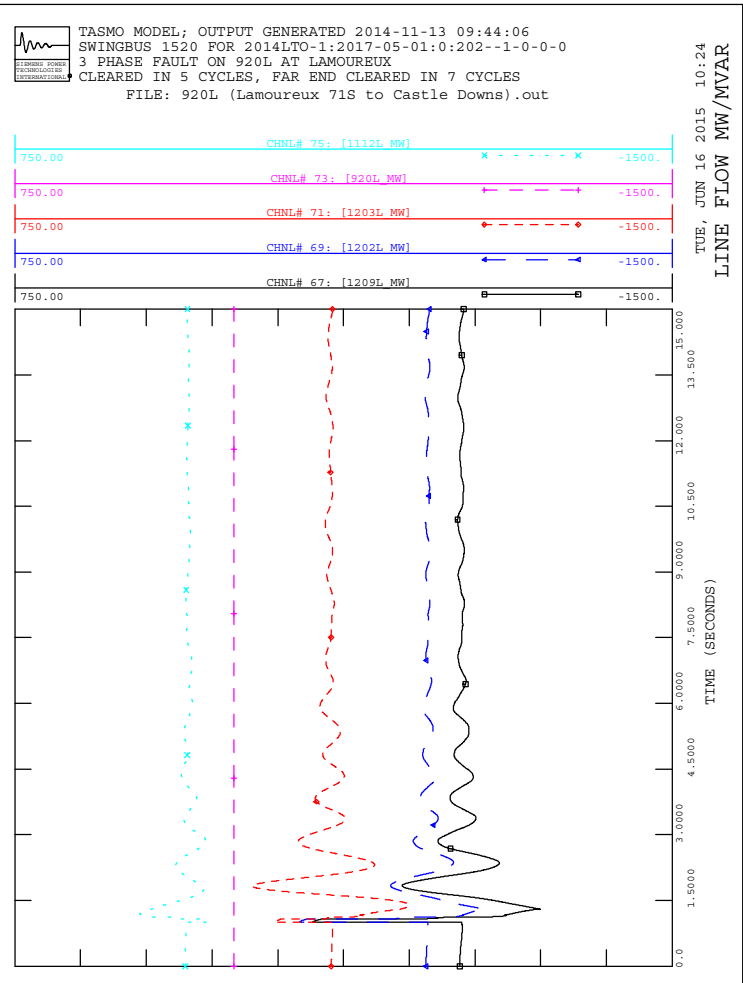
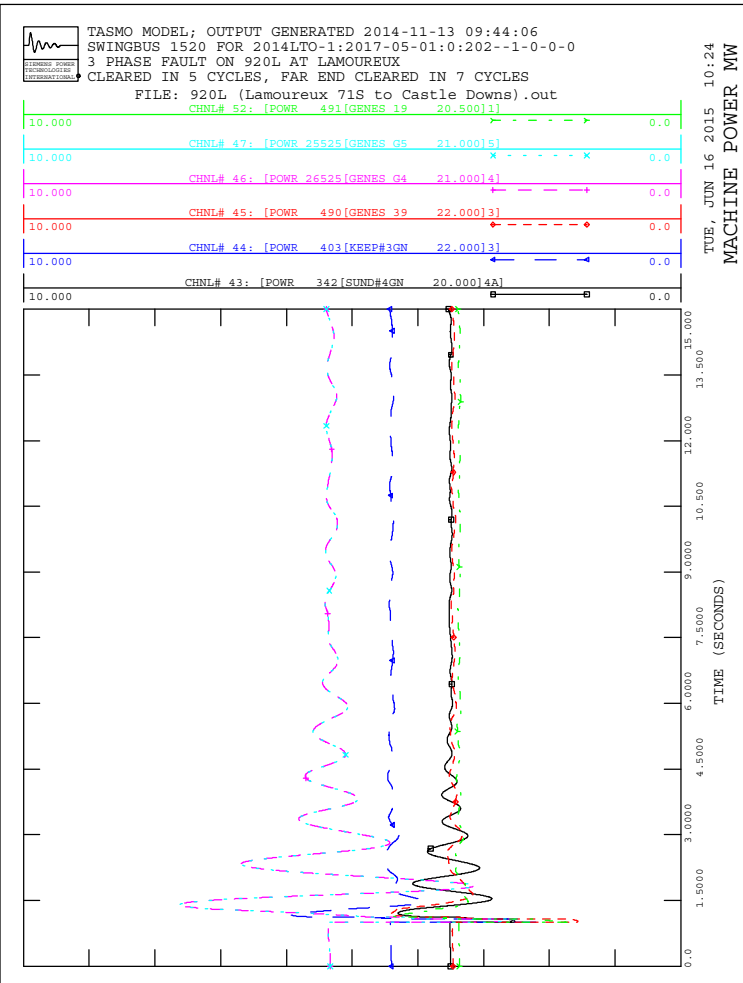
TUE, JUN 16 2015 10:23
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out

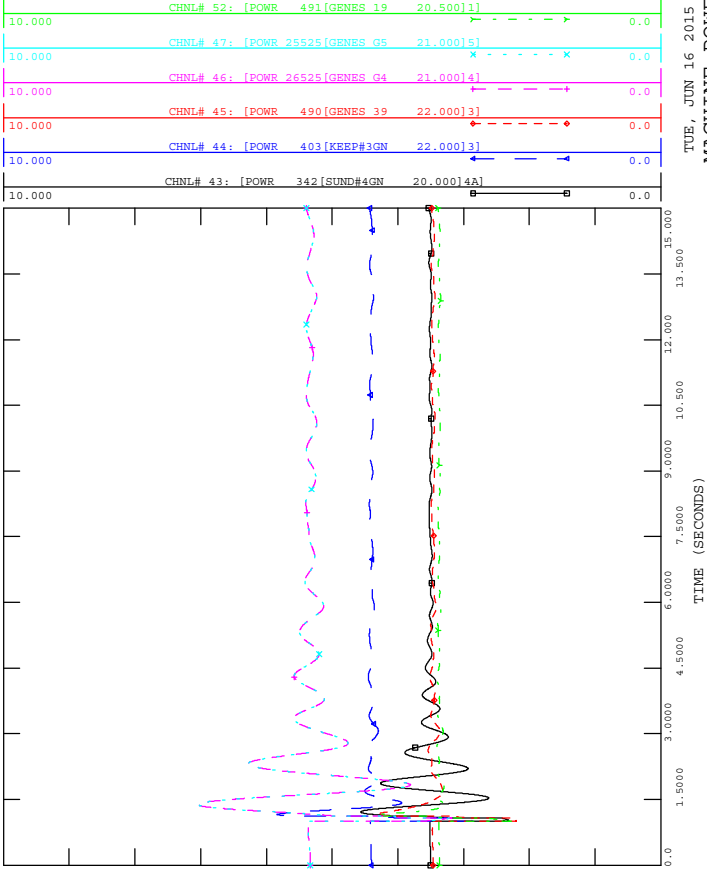


TUE, JUN 16 2015 10:23
 BUS VOLTAGE

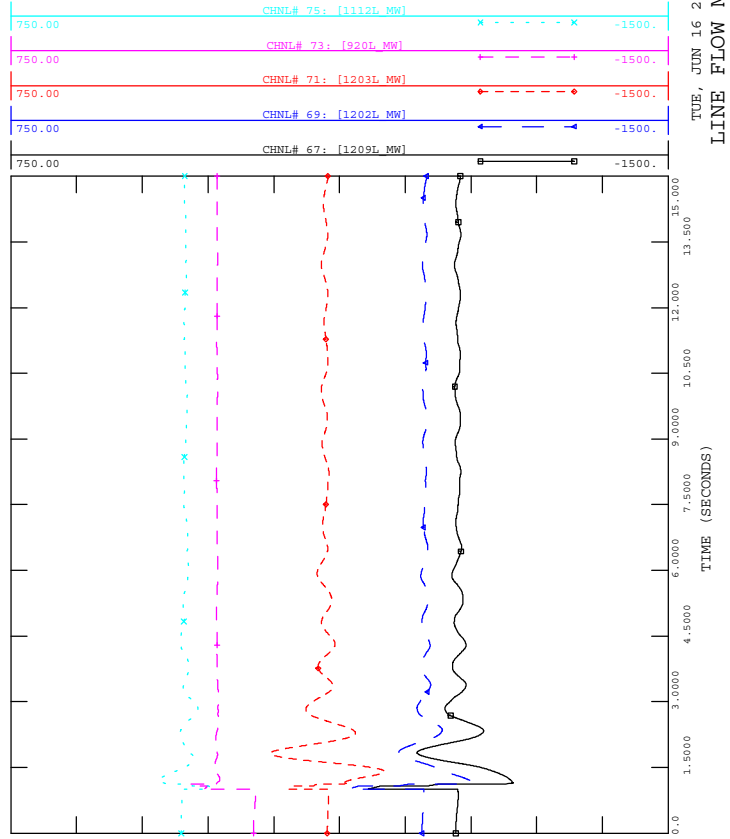




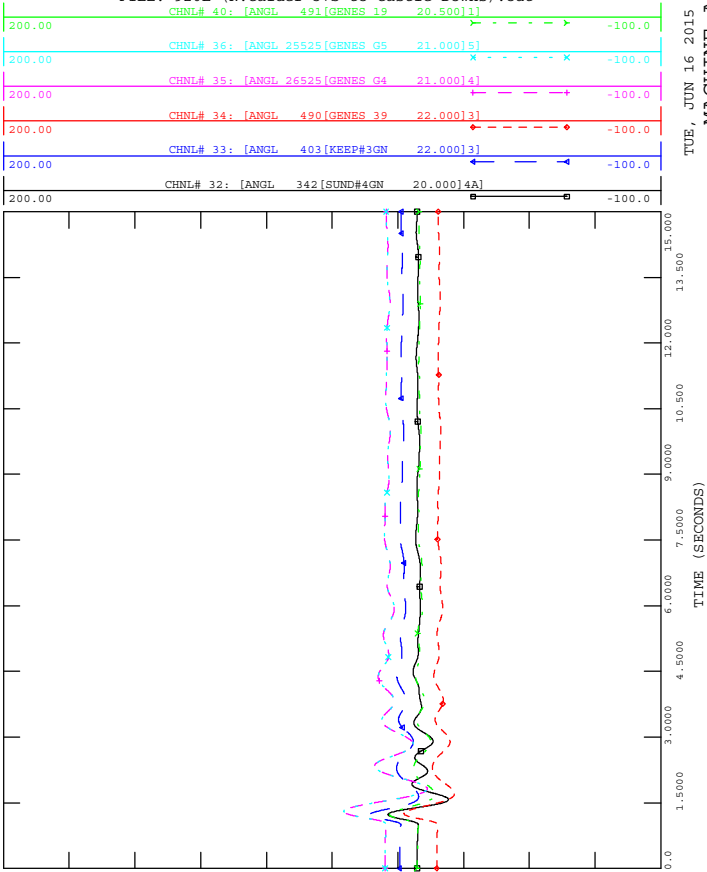
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out
 CHNL# 52: [POWR 491[GENES 19 20.500]1]



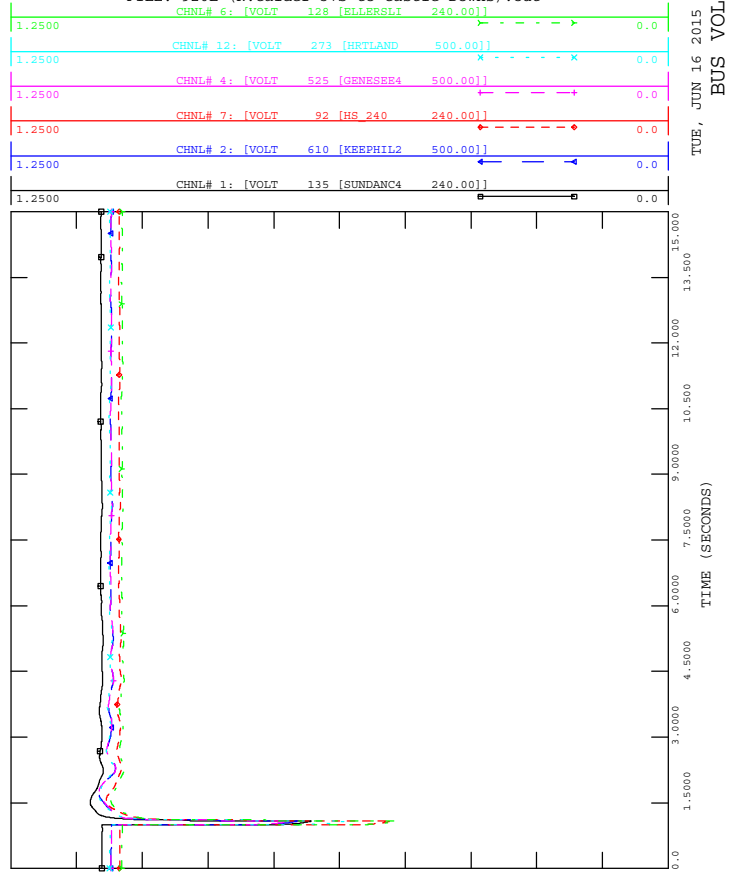
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

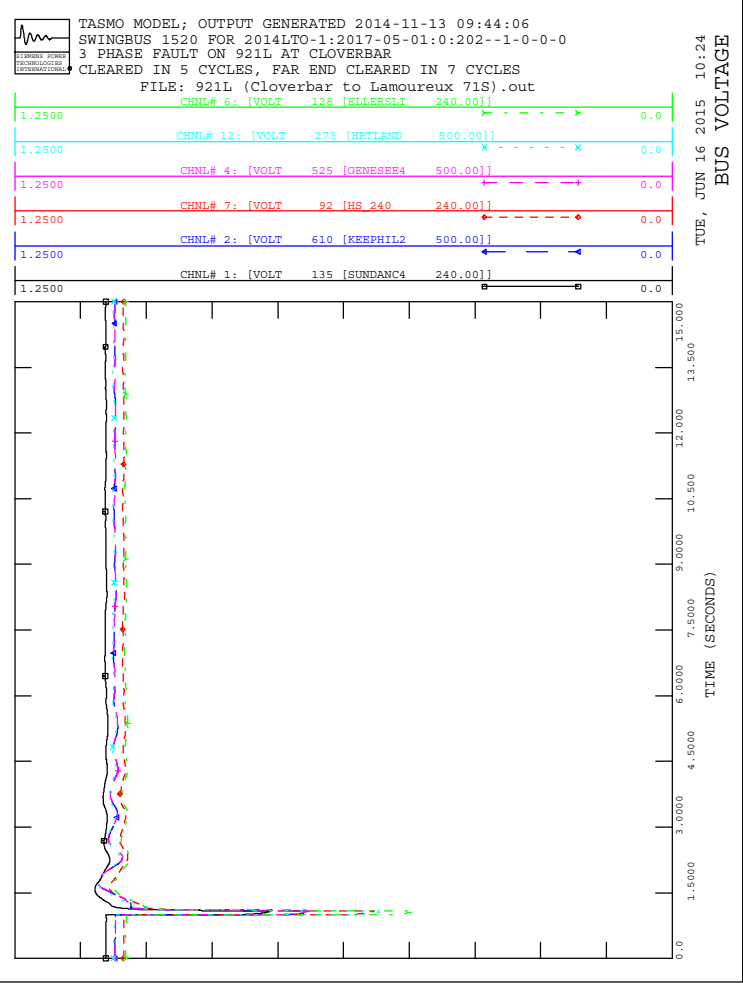
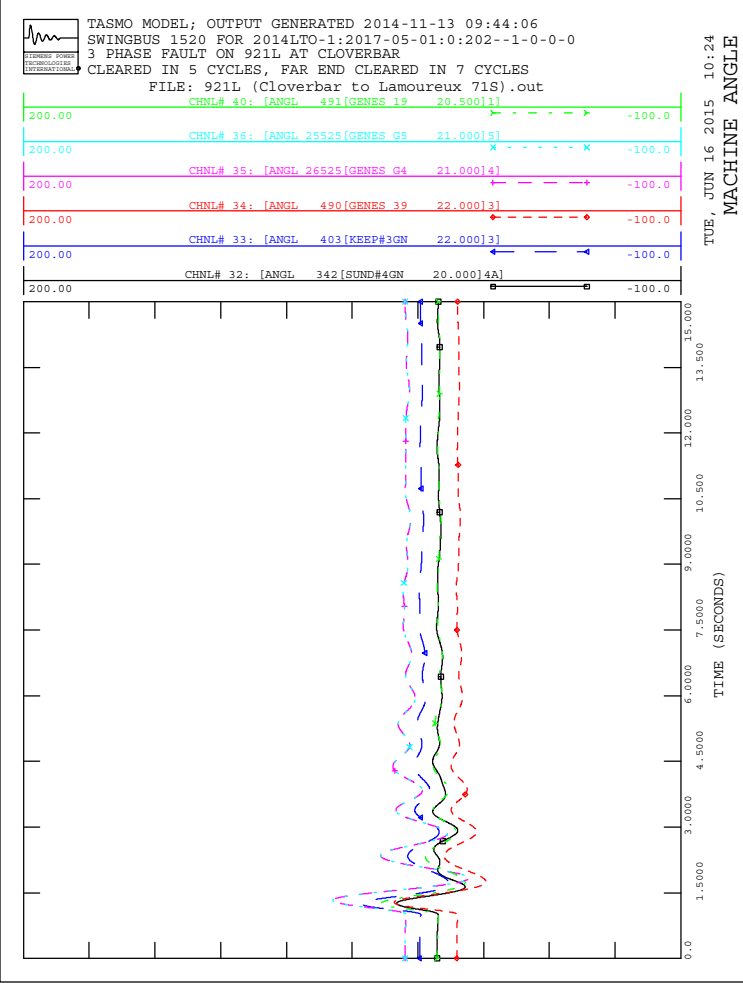
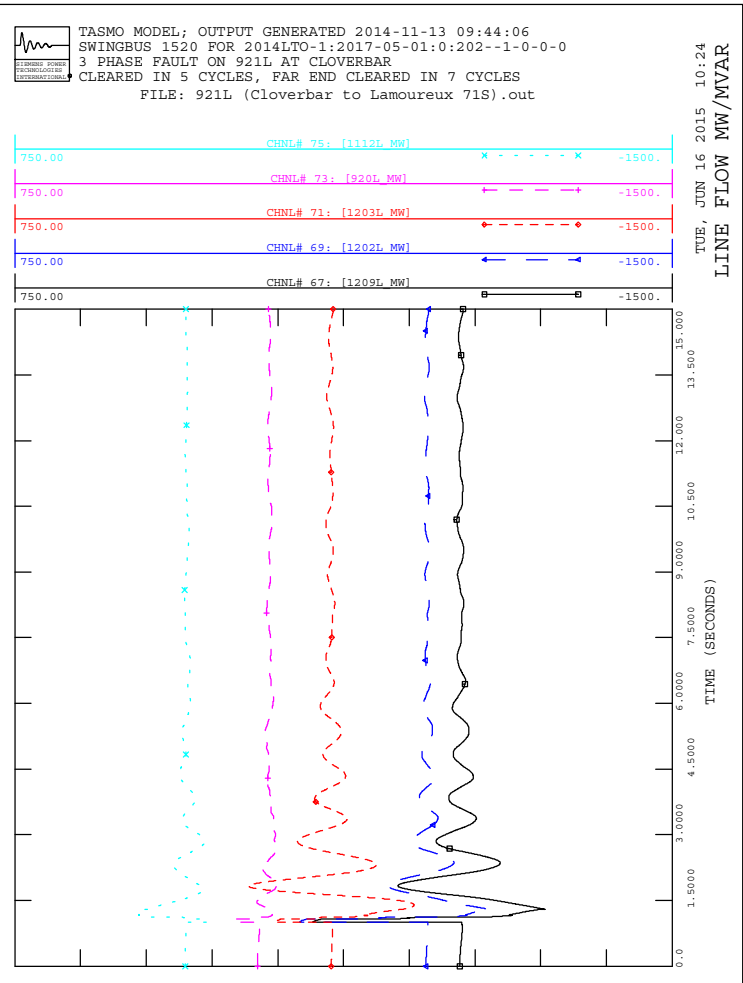
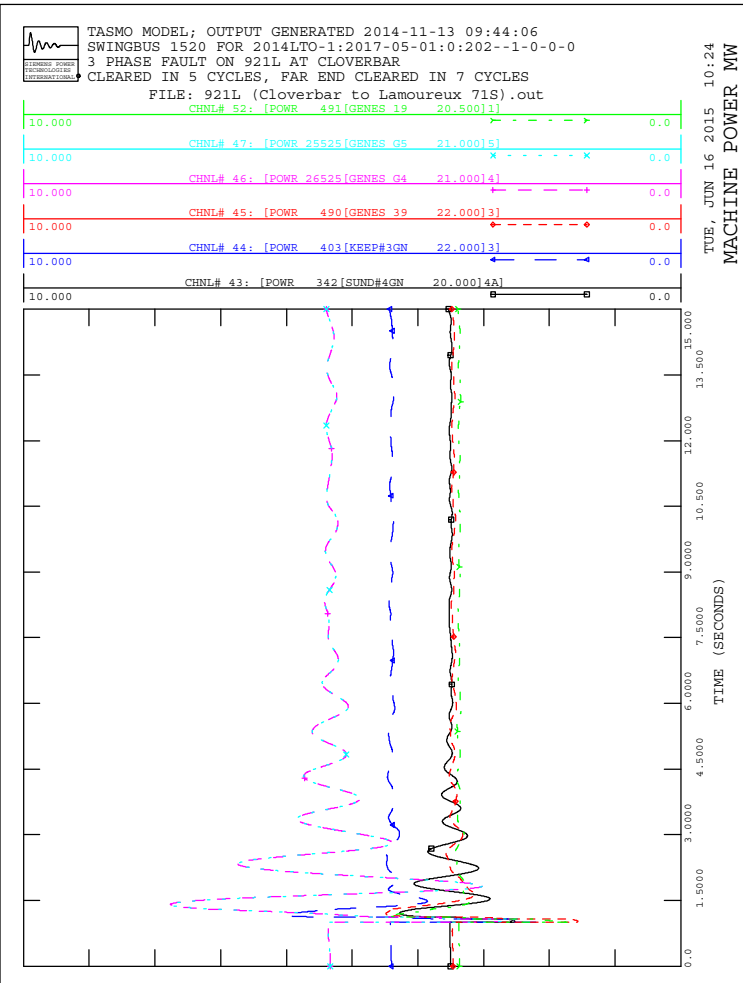


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out
 CHNL# 40: [ANGL 491[GENES 19 20.500]1]



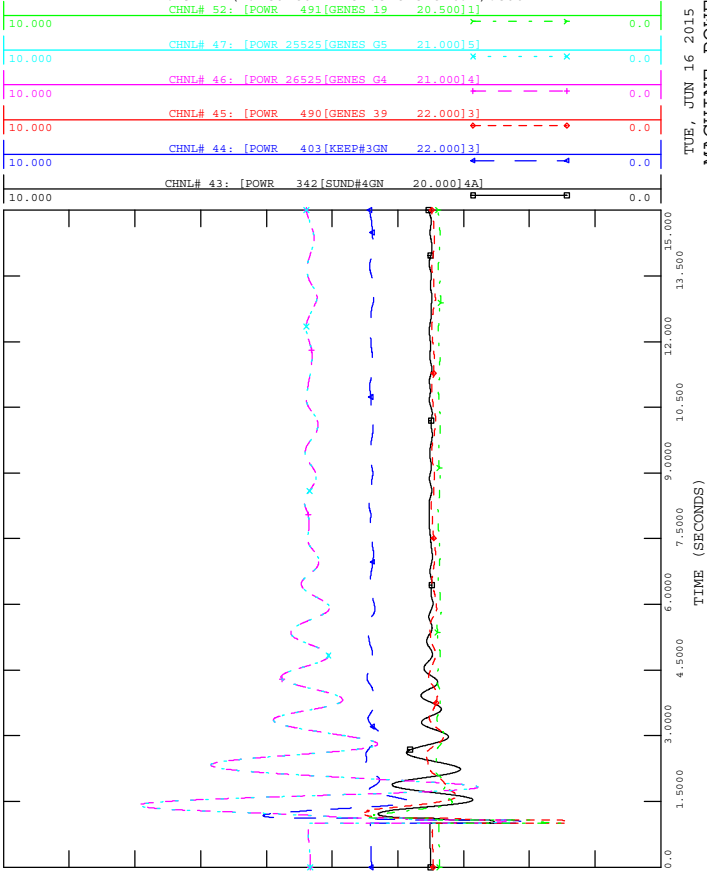
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out
 CHNL# 6: [VOLT 128 [ELLERSLI 240.00]]







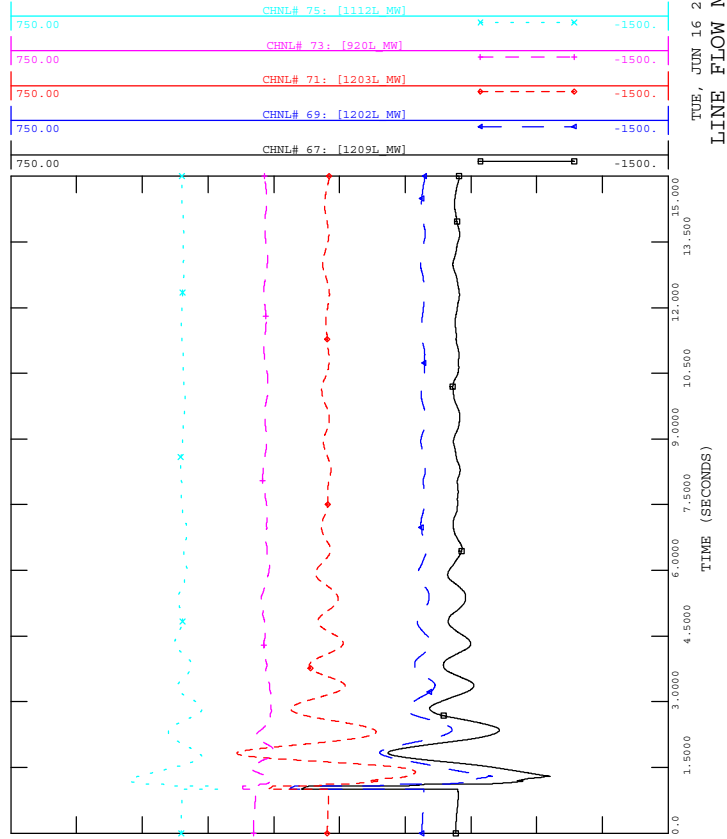
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



TUE, JUN 16 2015 10:24
 MACHINE POWER MW



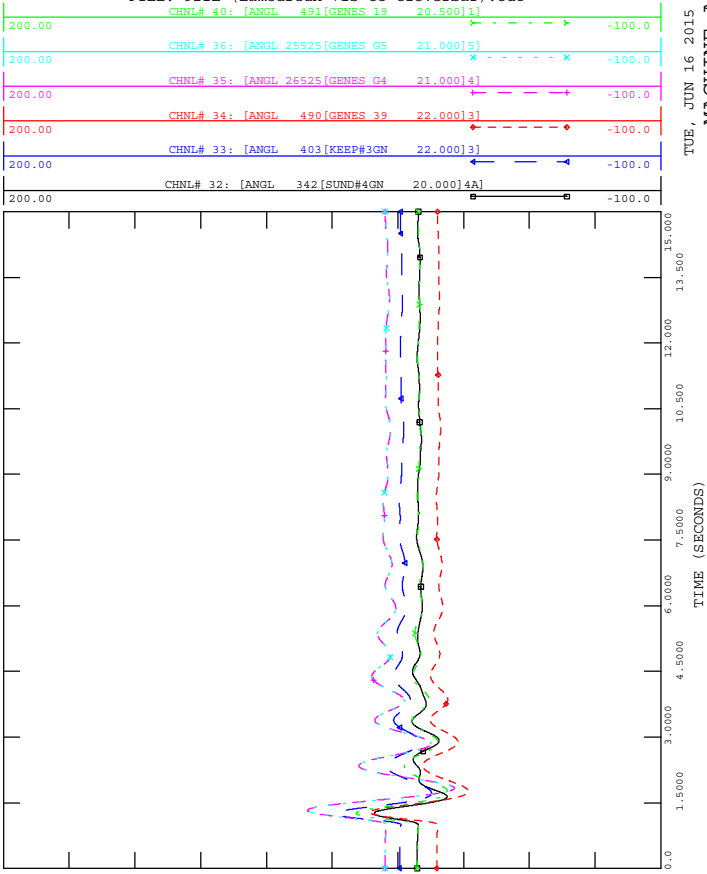
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



TUE, JUN 16 2015 10:24
 LINE FLOW MW/MVAR



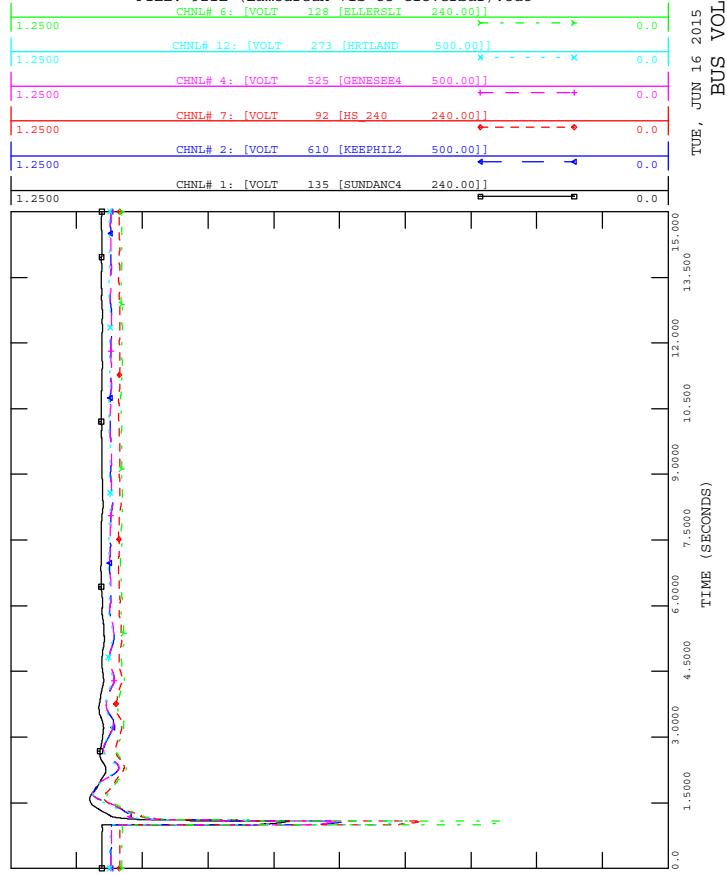
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



TUE, JUN 16 2015 10:24
 MACHINE ANGLE



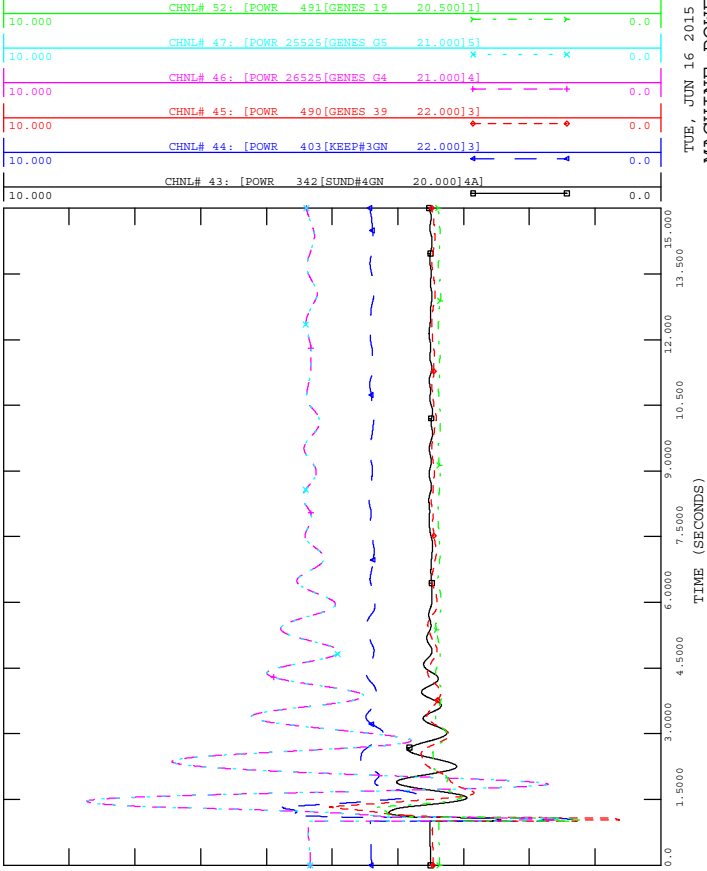
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



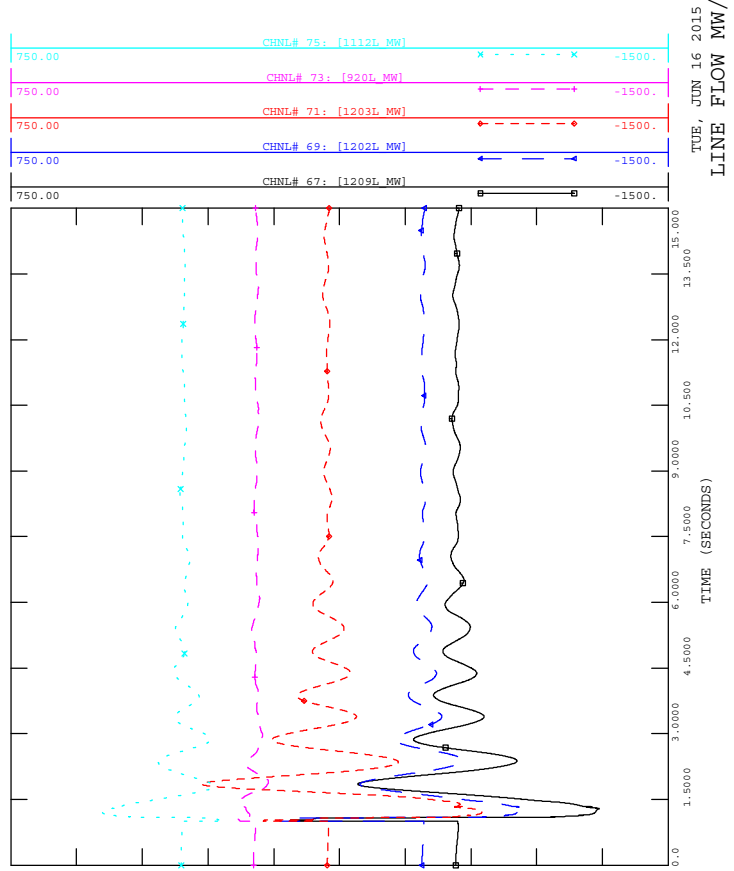
TUE, JUN 16 2015 10:24
 BUS VOLTAGE



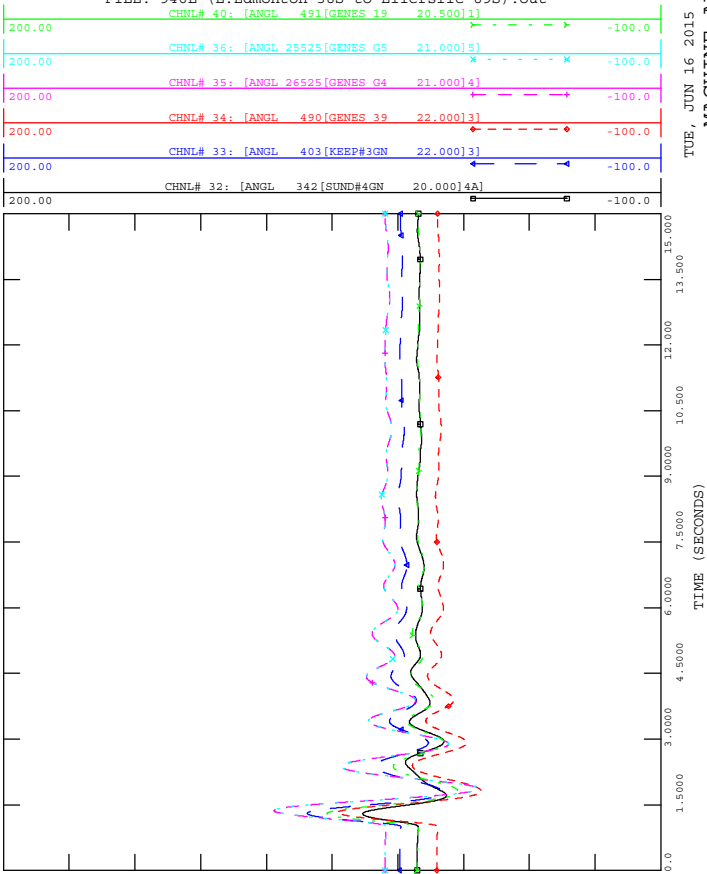
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



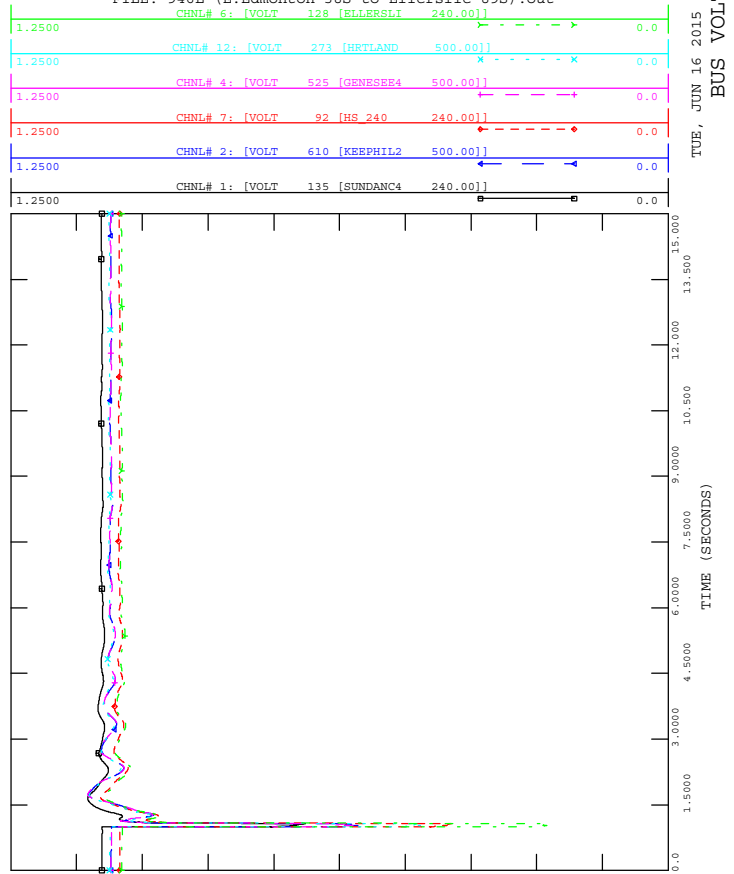
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

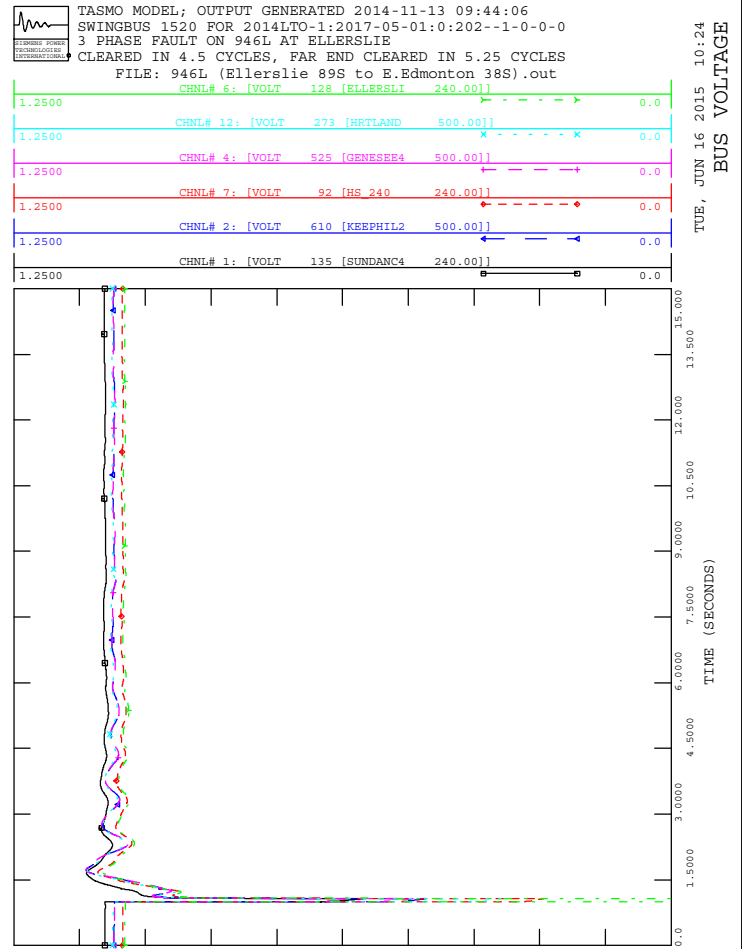
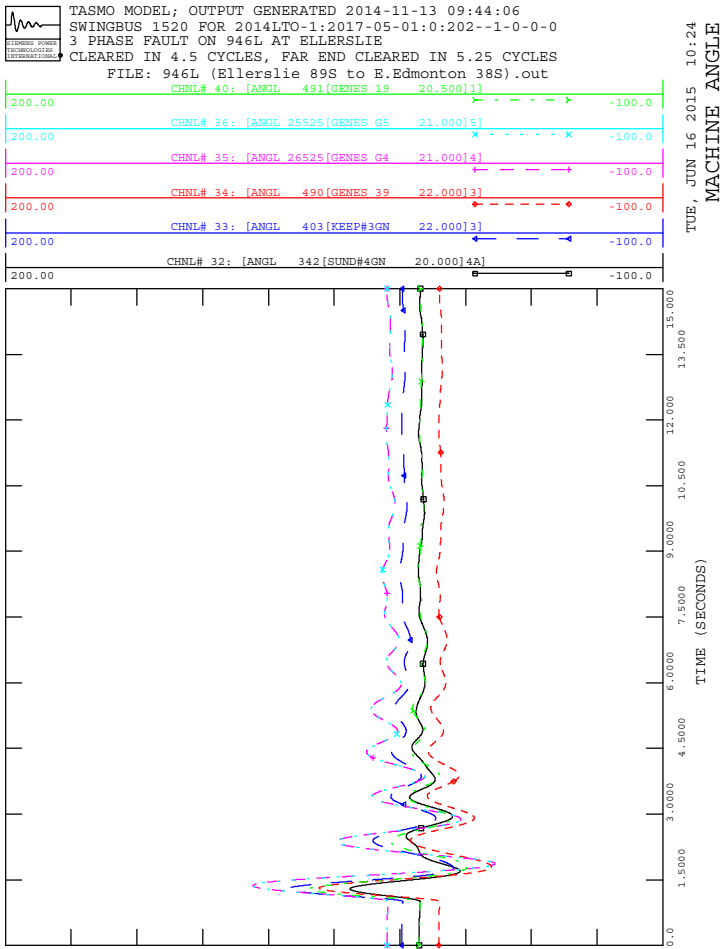
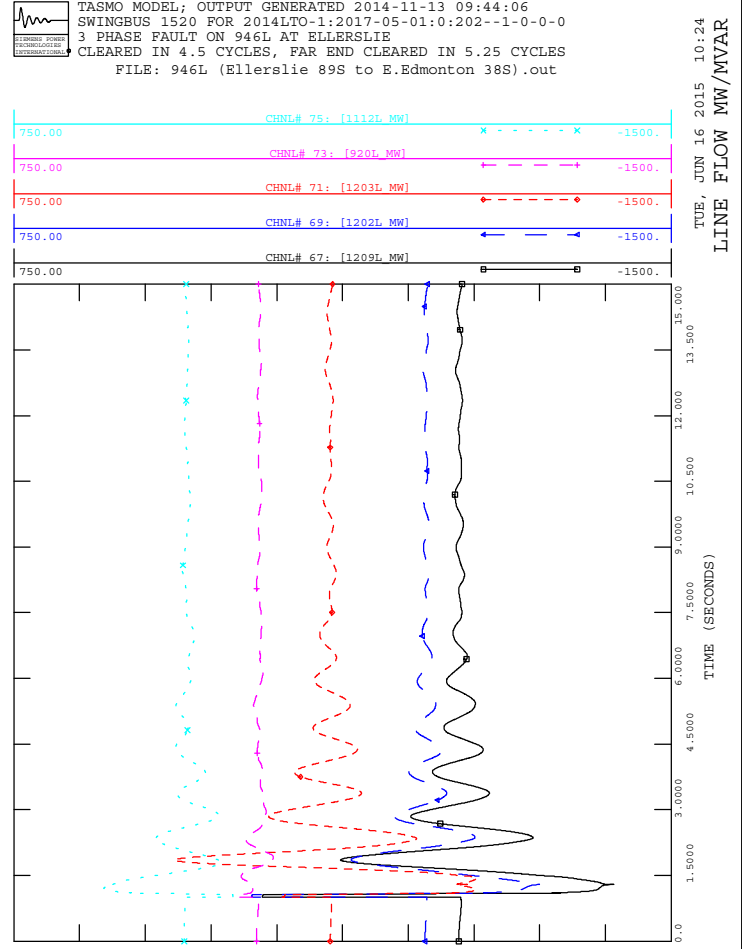
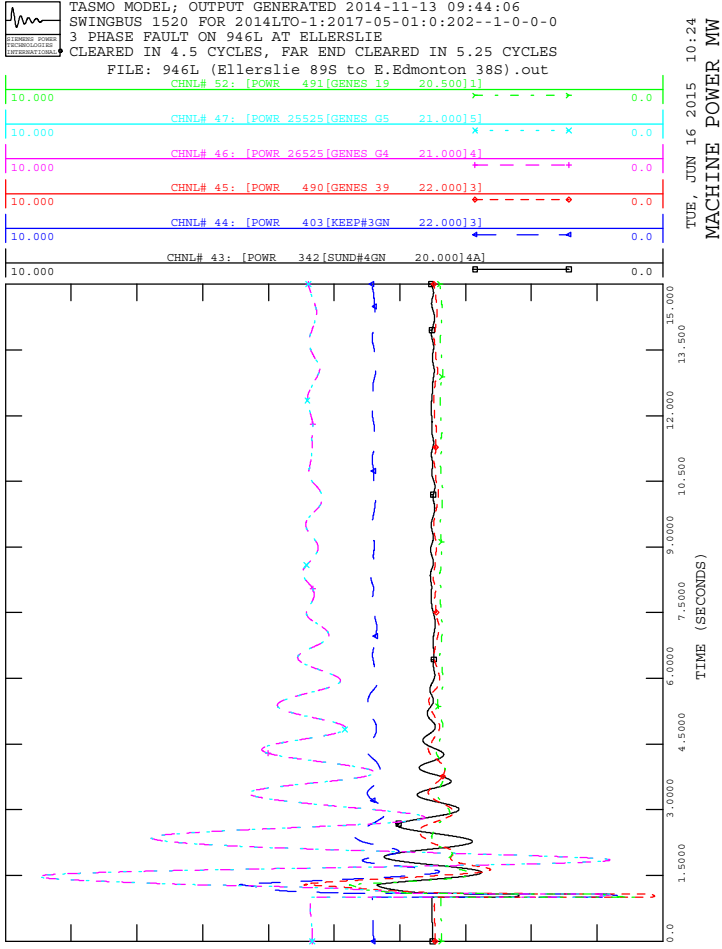


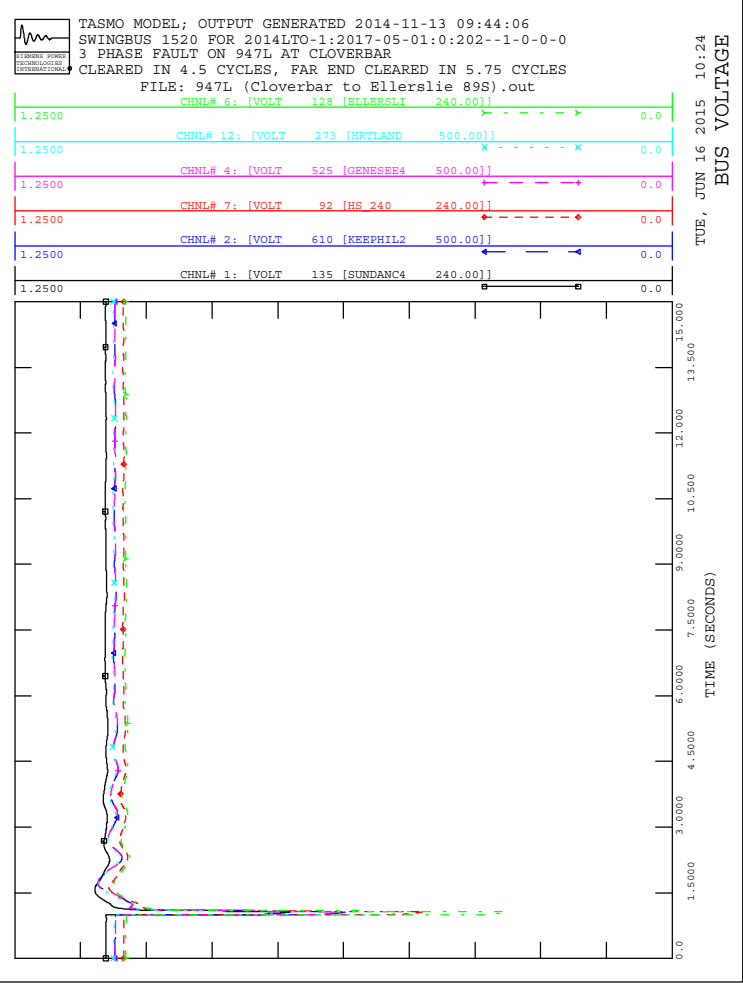
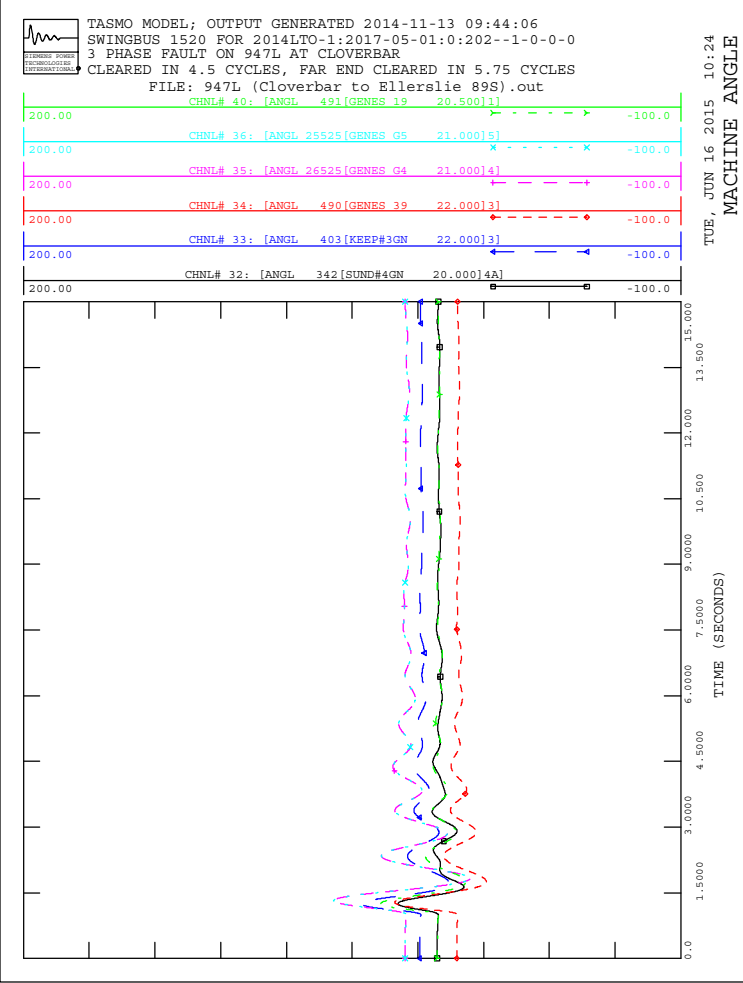
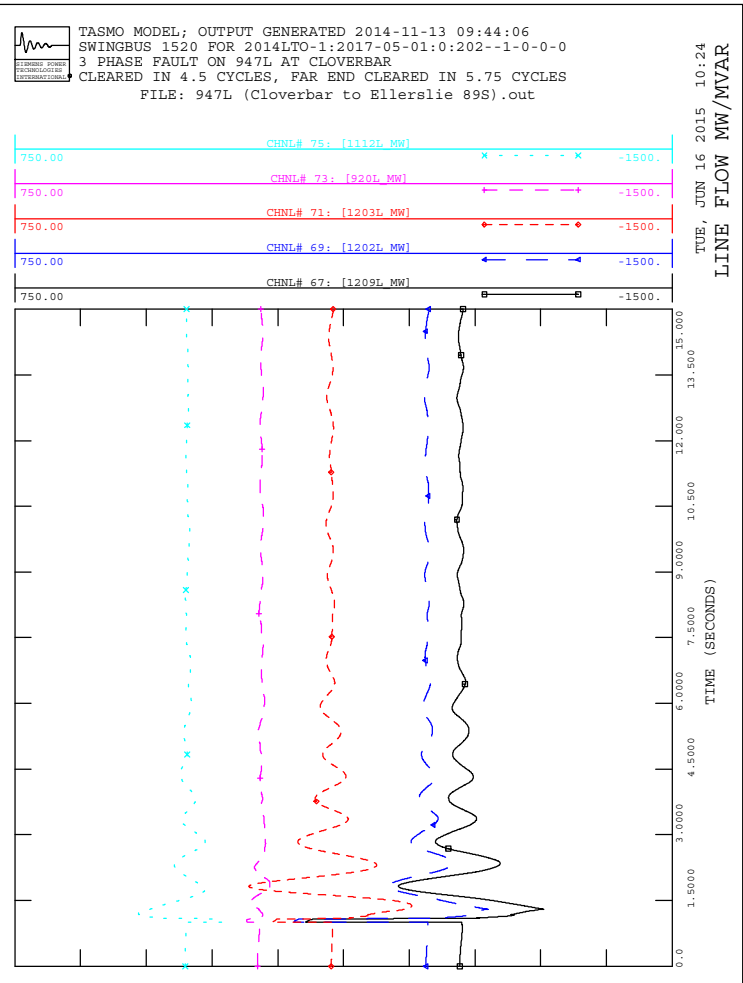
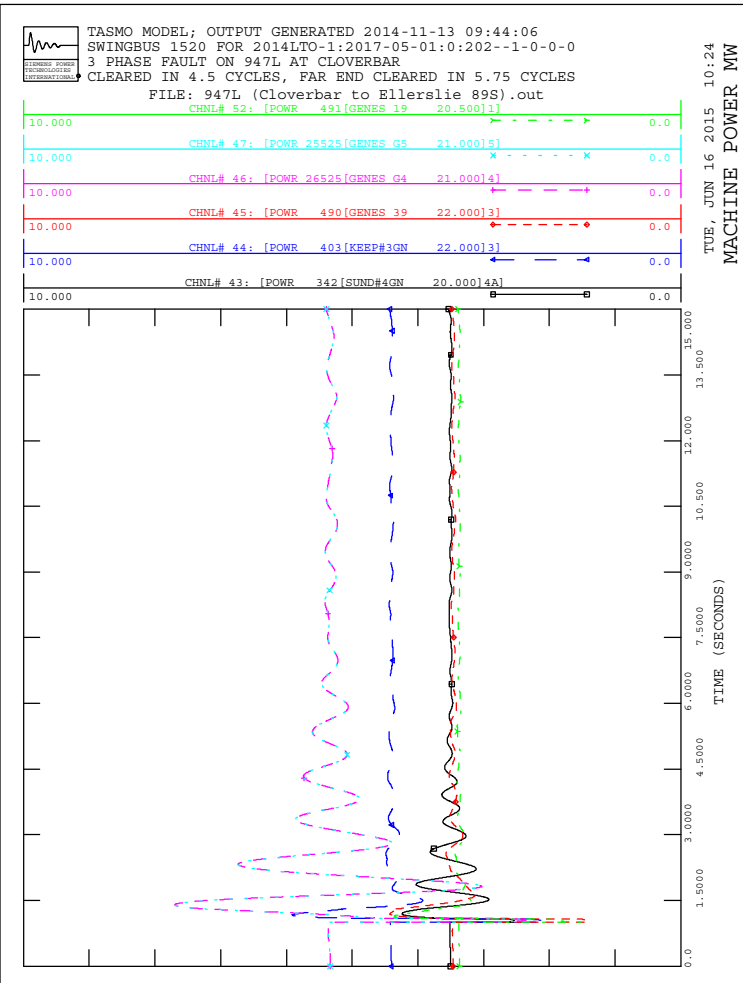
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

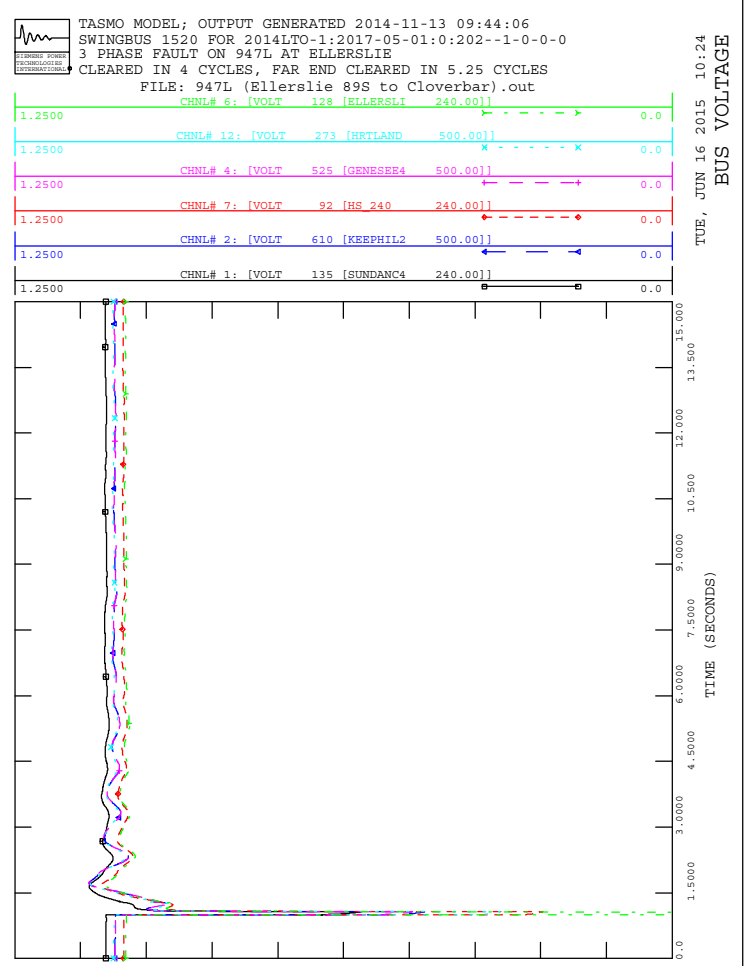
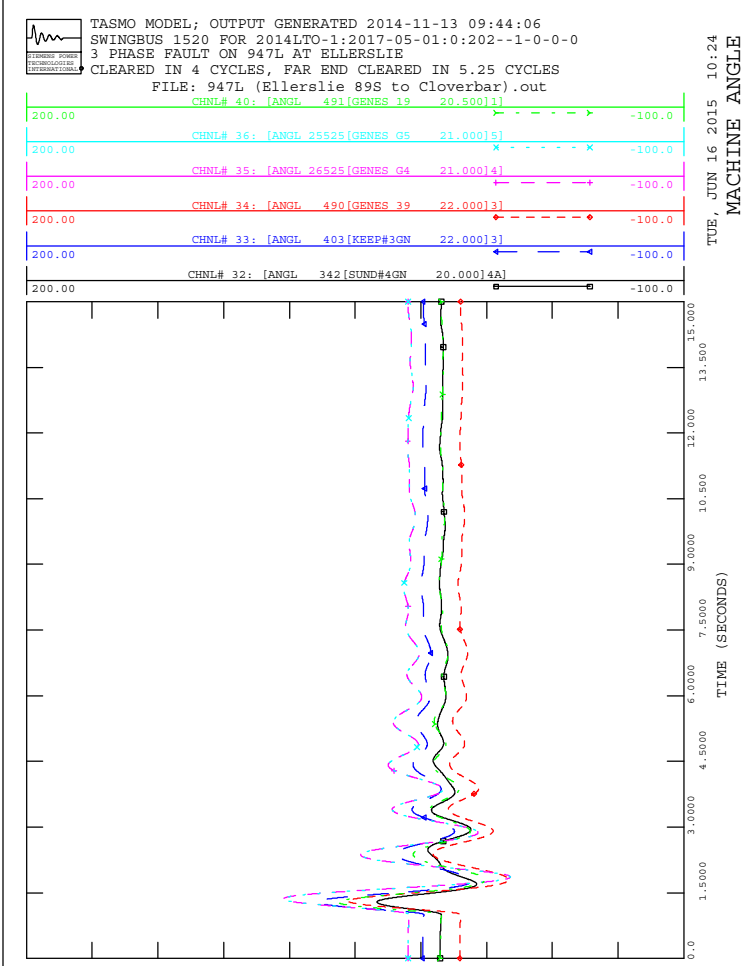
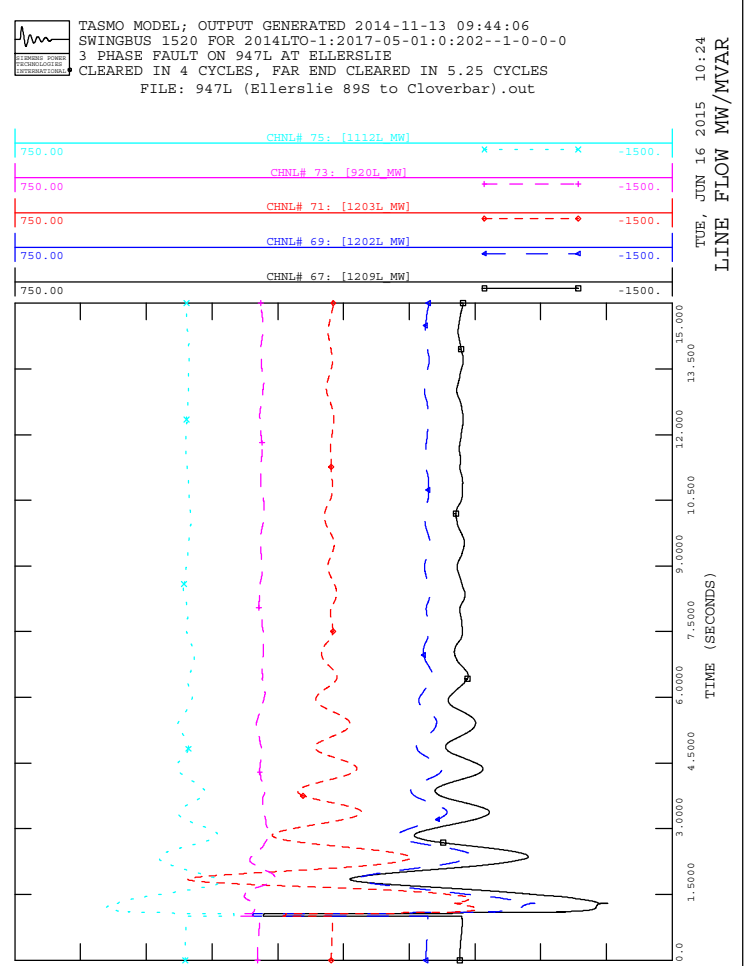
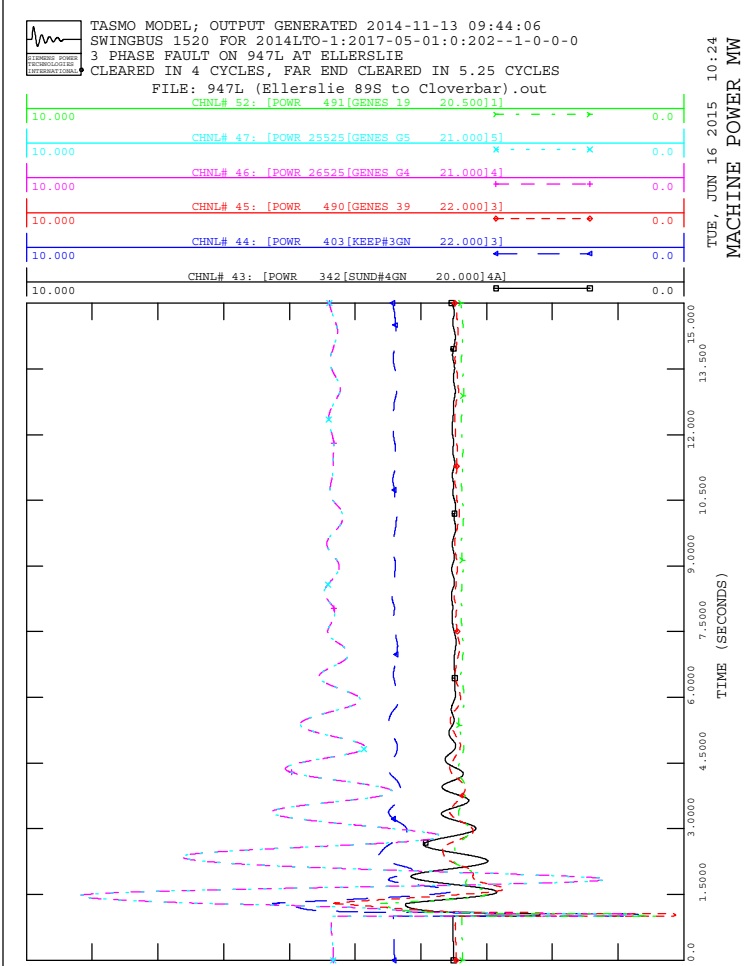


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



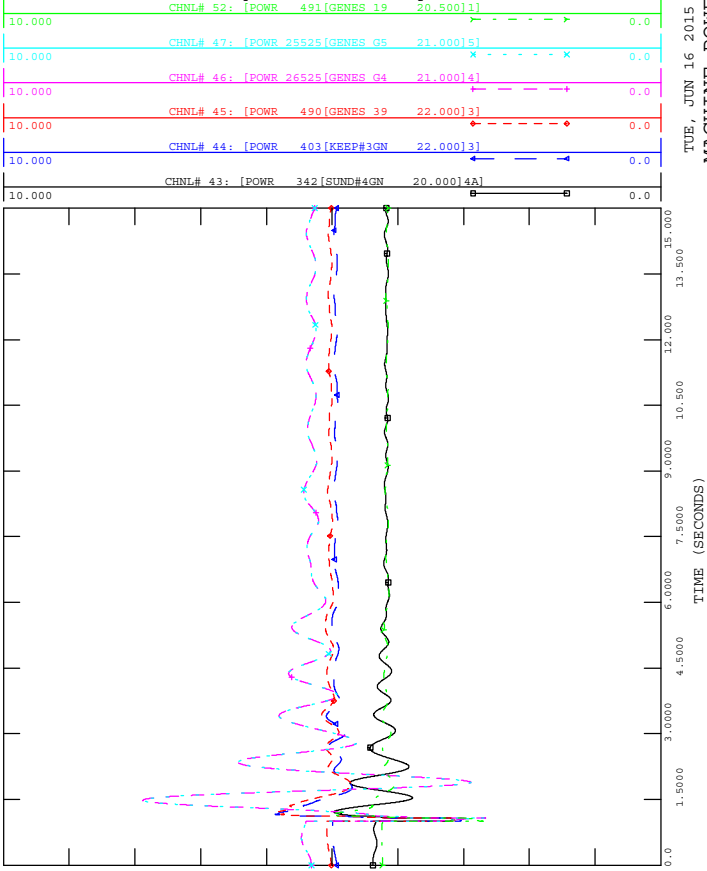








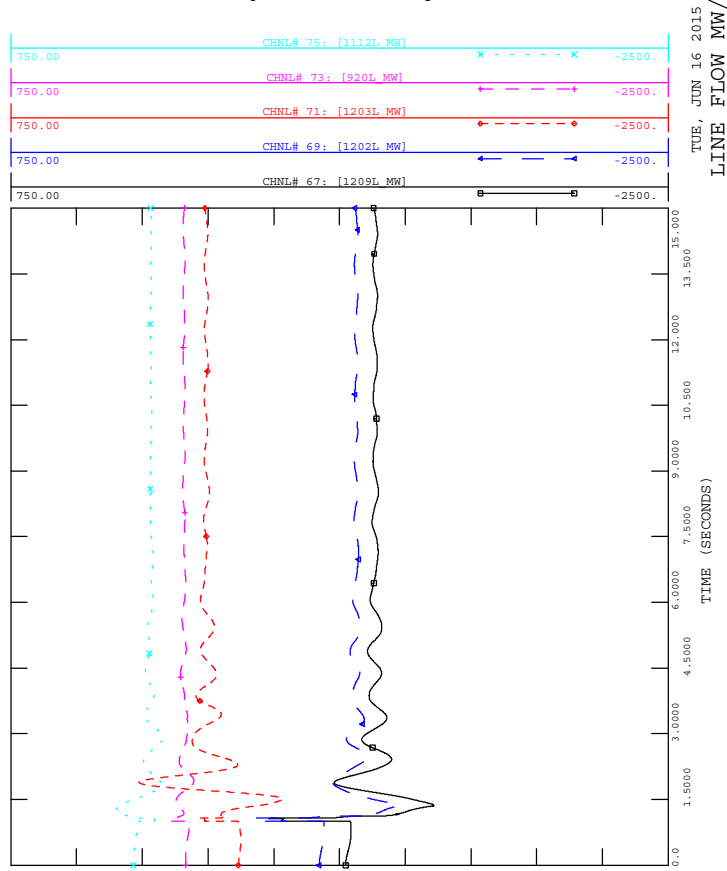
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out



TUE, JUN 16 2015 17:09
 MACHINE POWER MW



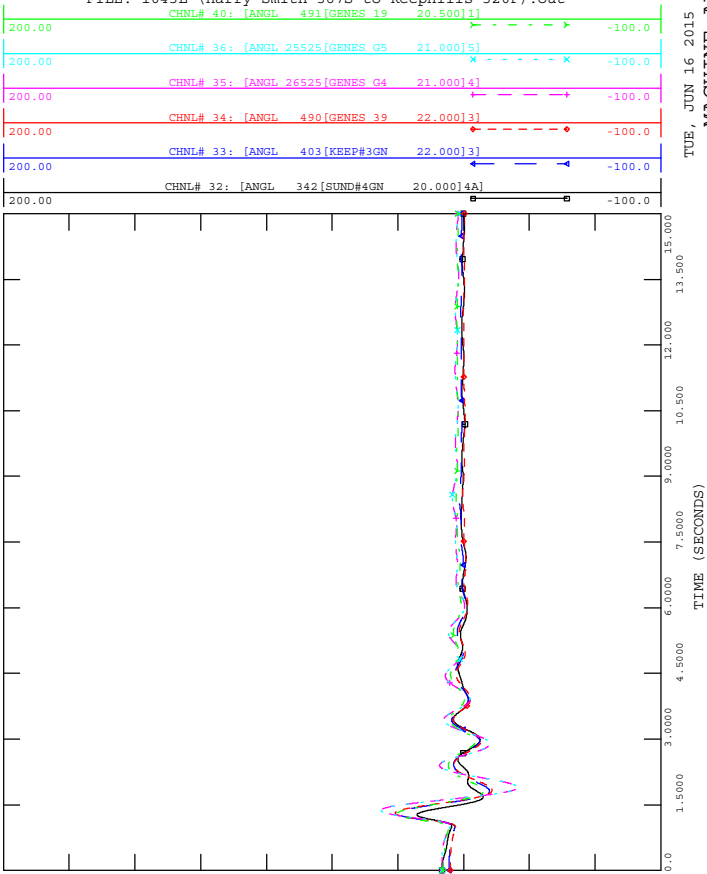
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out



TUE, JUN 16 2015 17:09
 LINE FLOW MW/MVAR



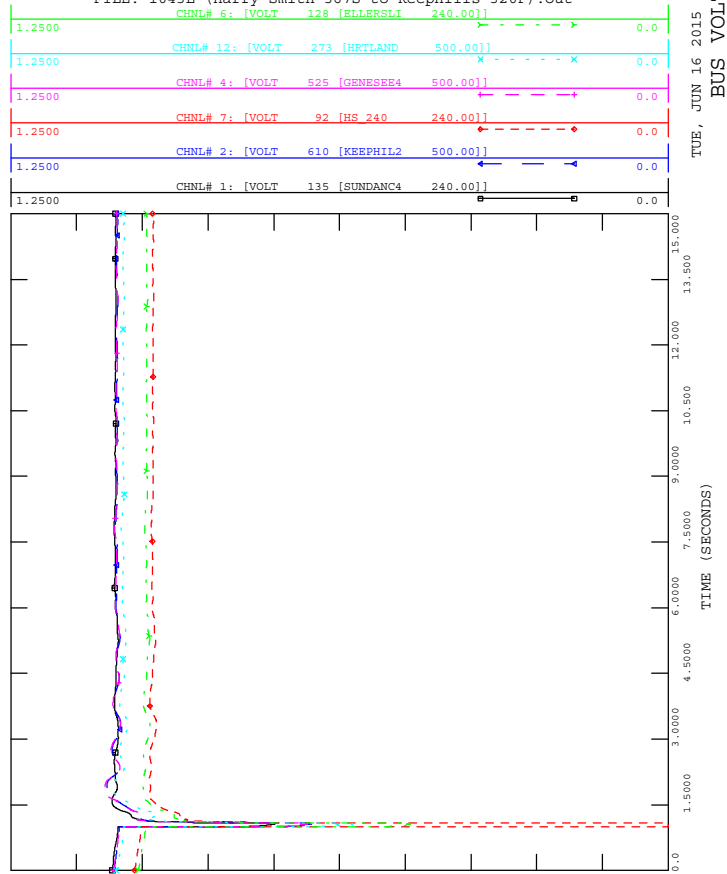
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out



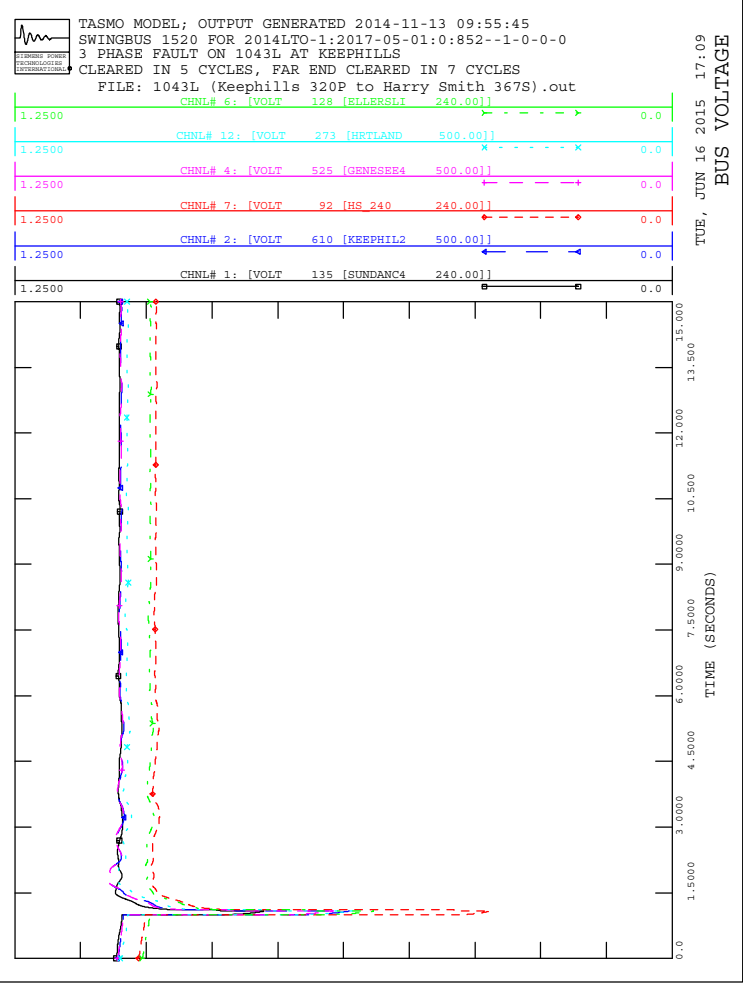
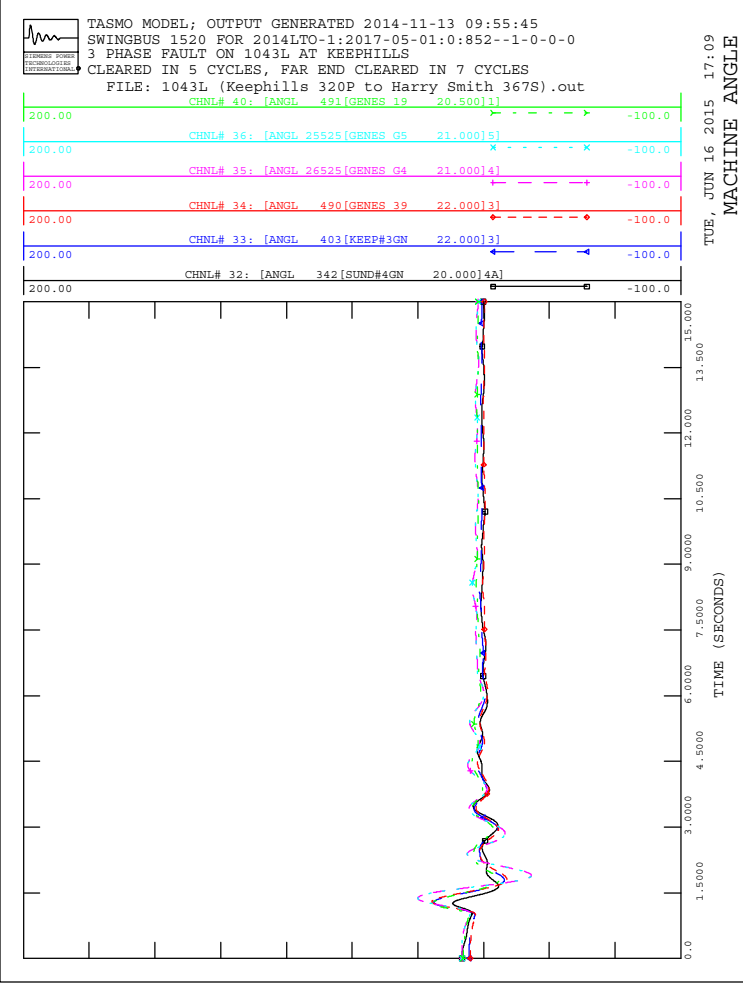
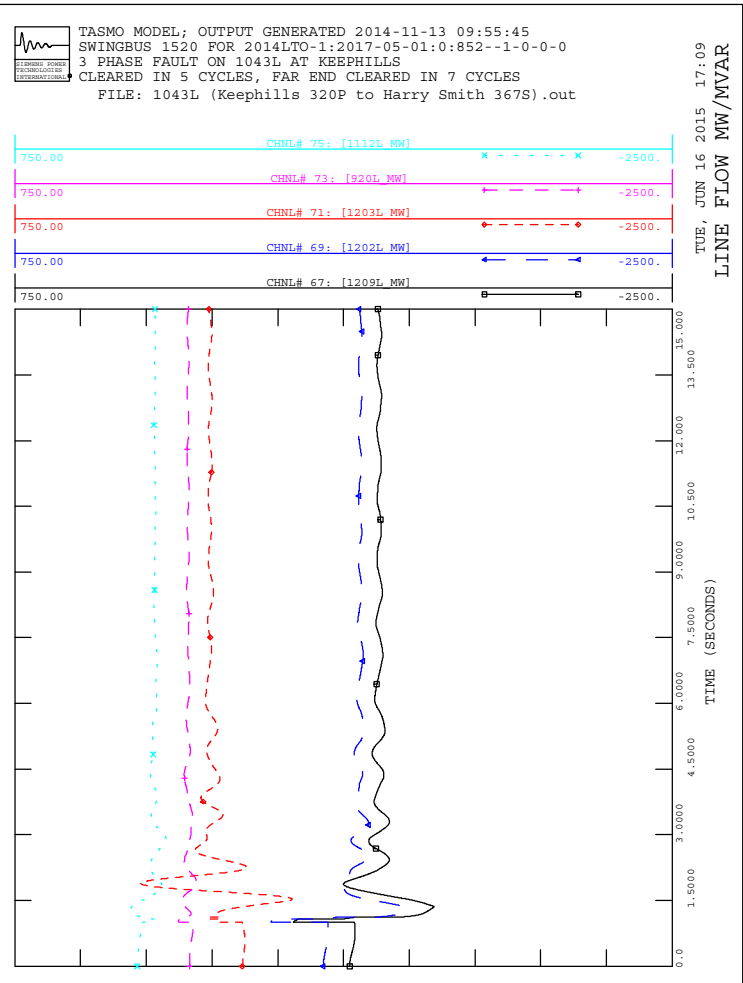
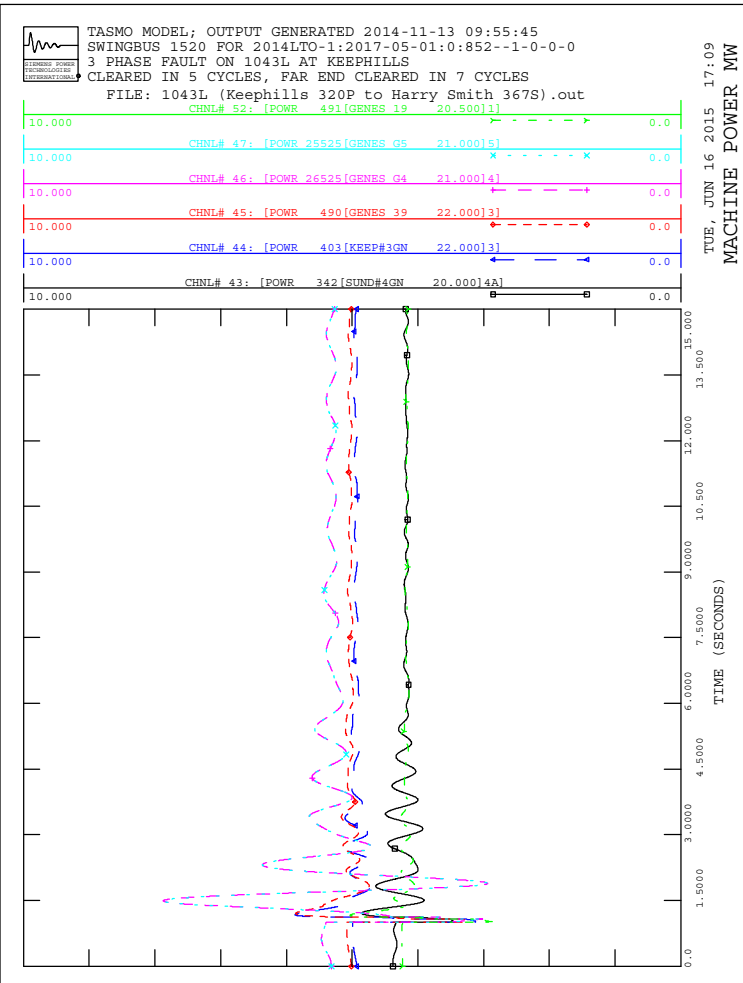
TUE, JUN 16 2015 17:09
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out

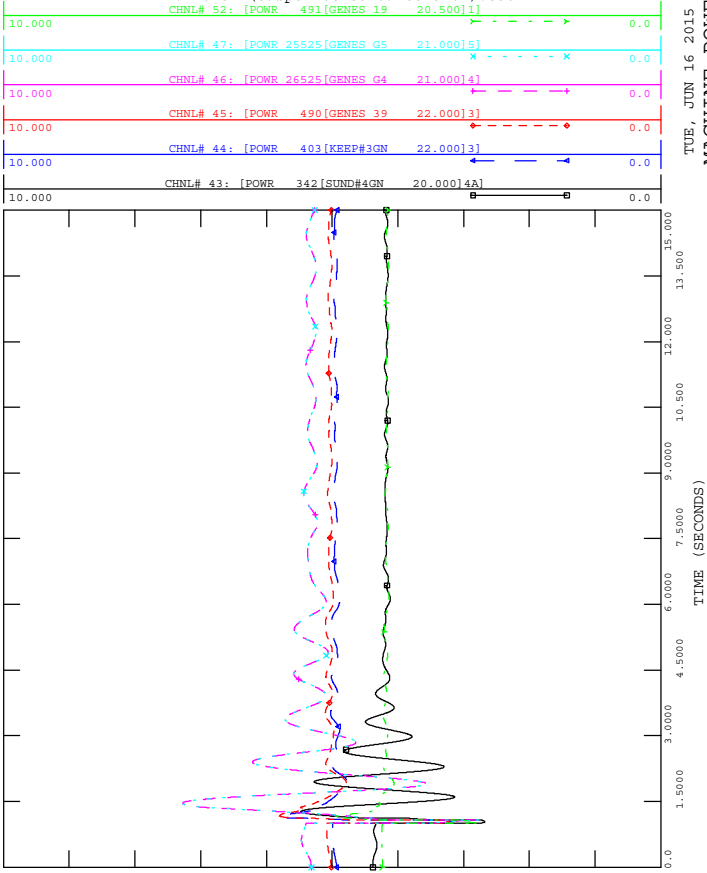


TUE, JUN 16 2015 17:09
 BUS VOLTAGE





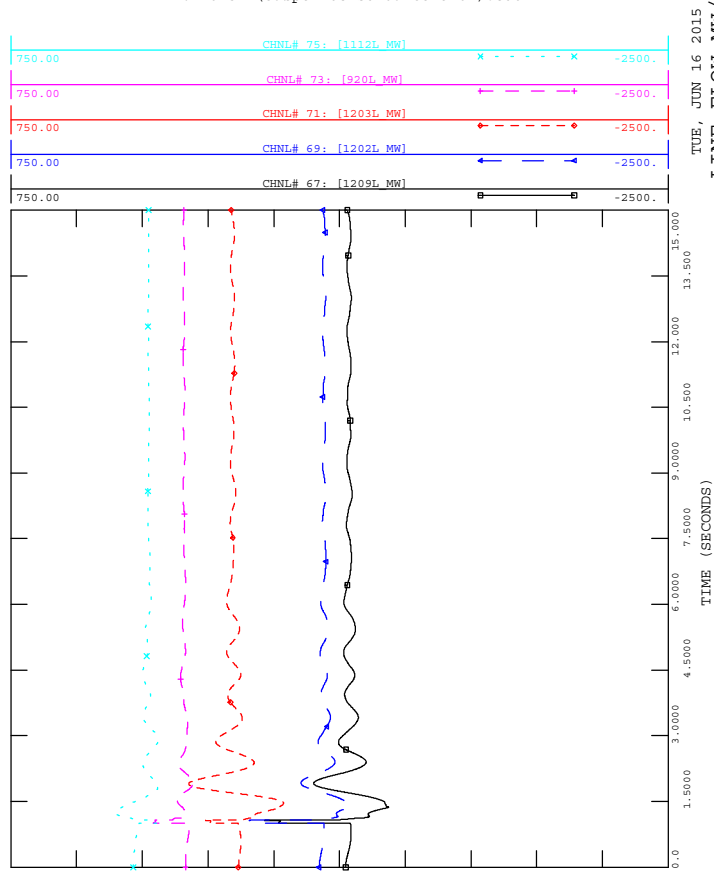
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



TUE, JUN 16 2015 17:09
 MACHINE POWER MW



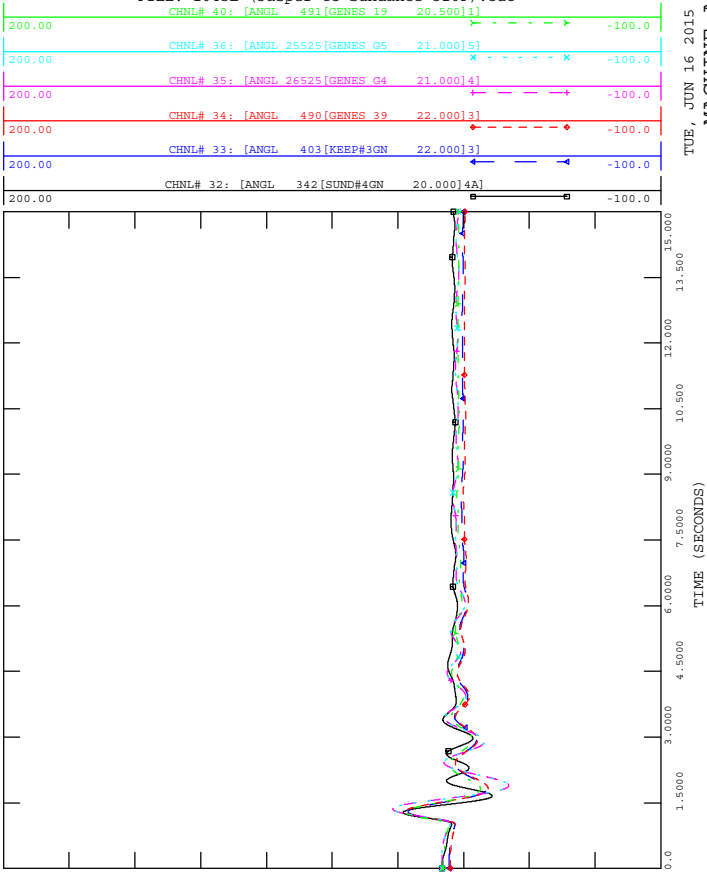
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



TUE, JUN 16 2015 17:09
 LINE FLOW MW/MVAR



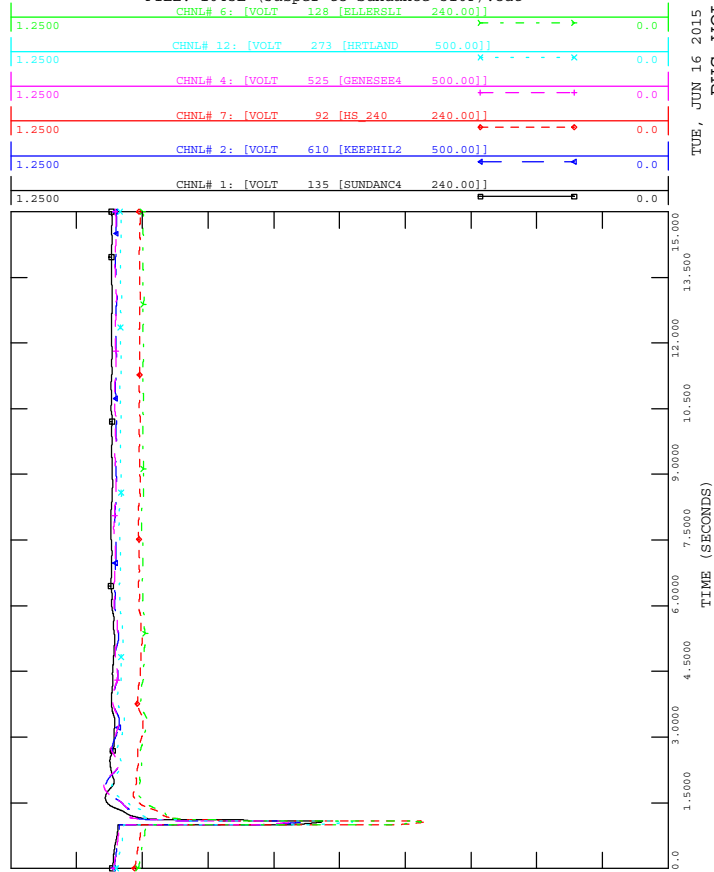
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



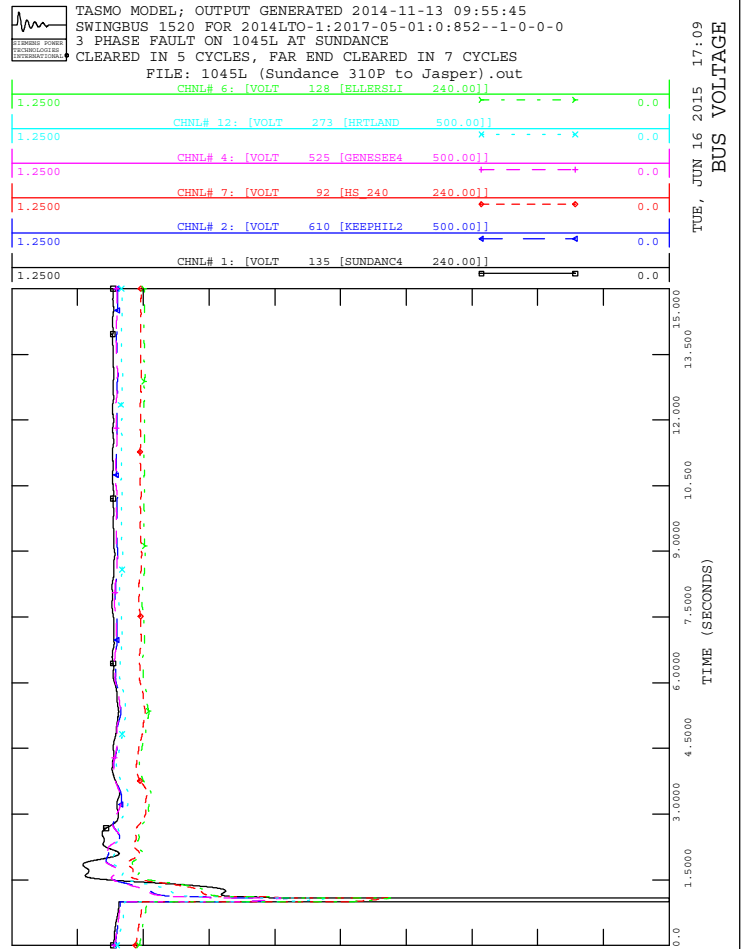
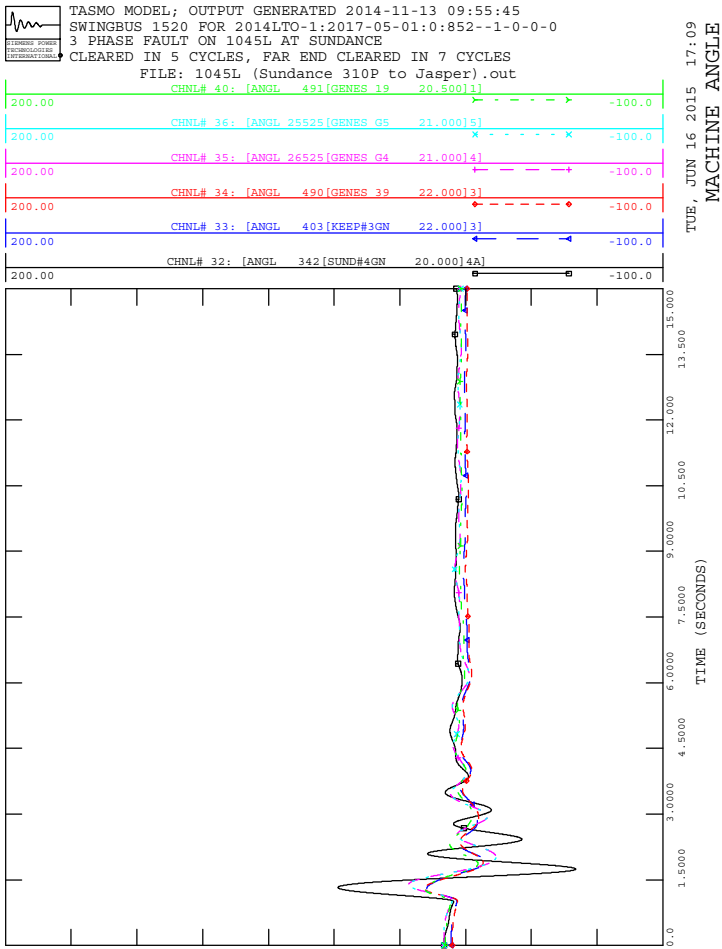
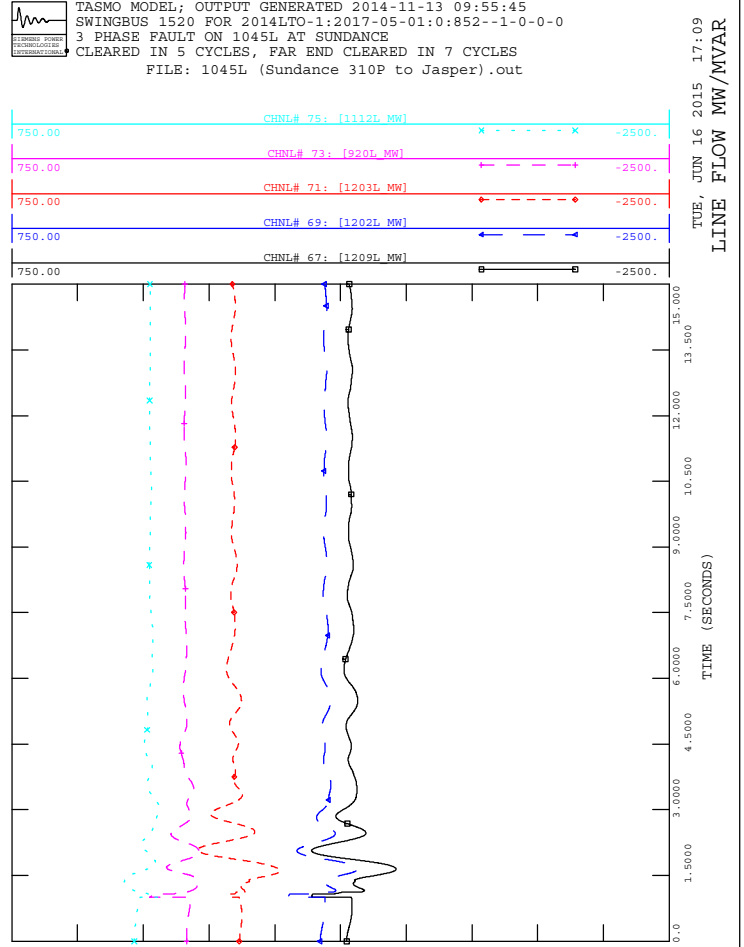
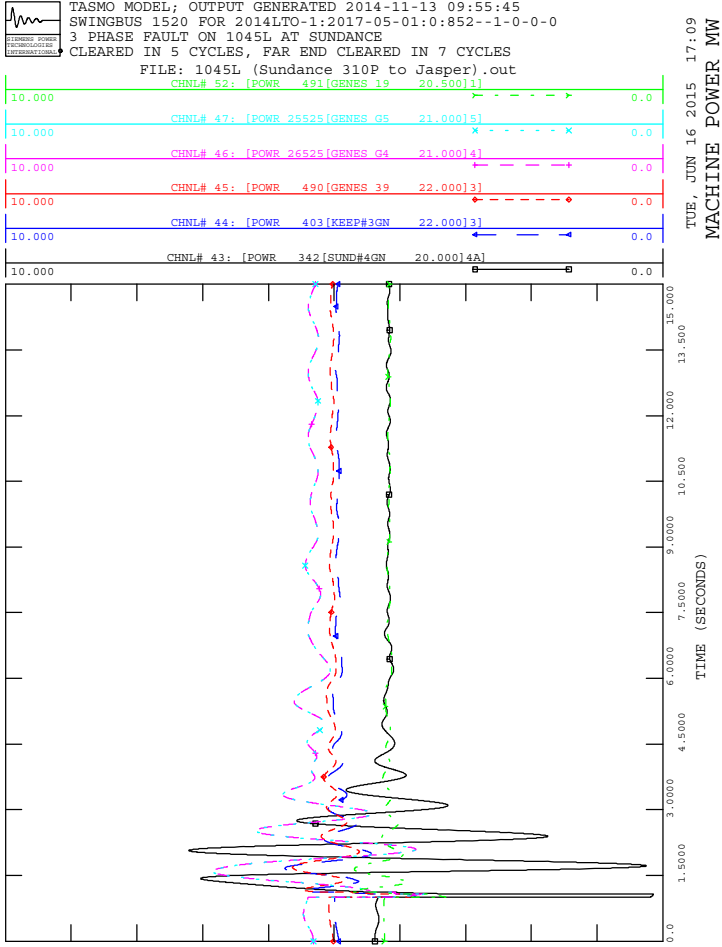
TUE, JUN 16 2015 17:09
 MACHINE ANGLE

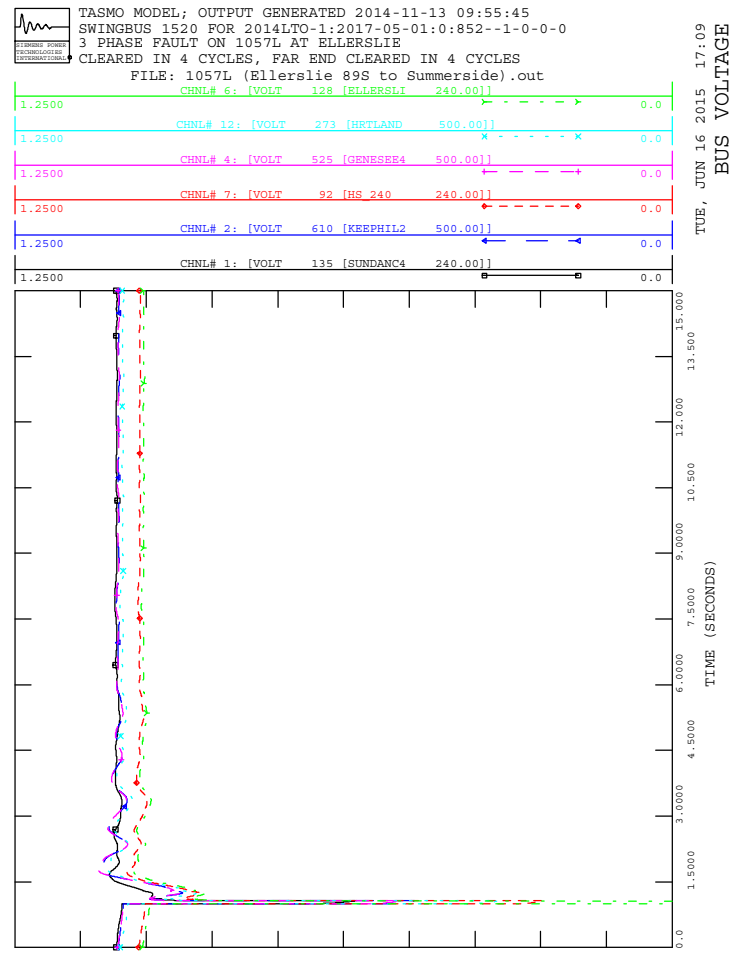
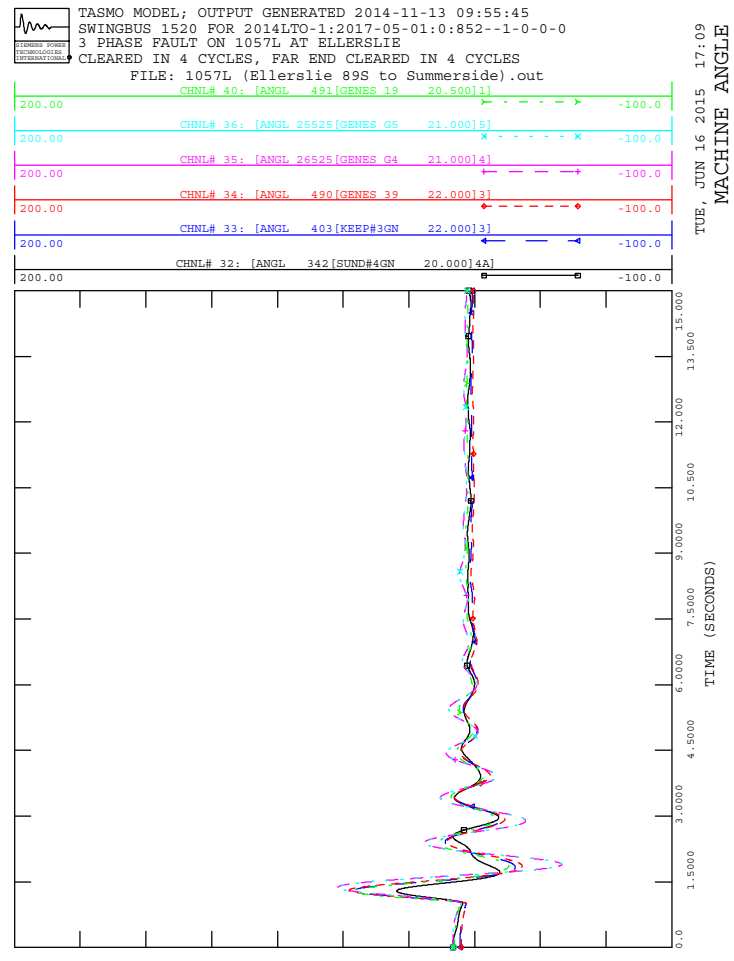
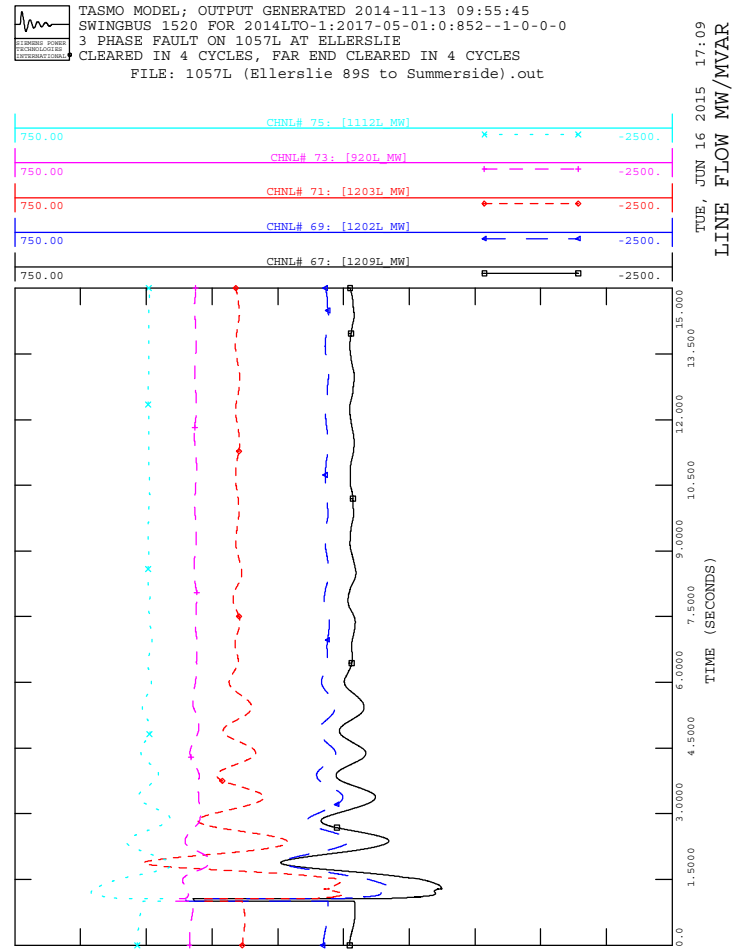
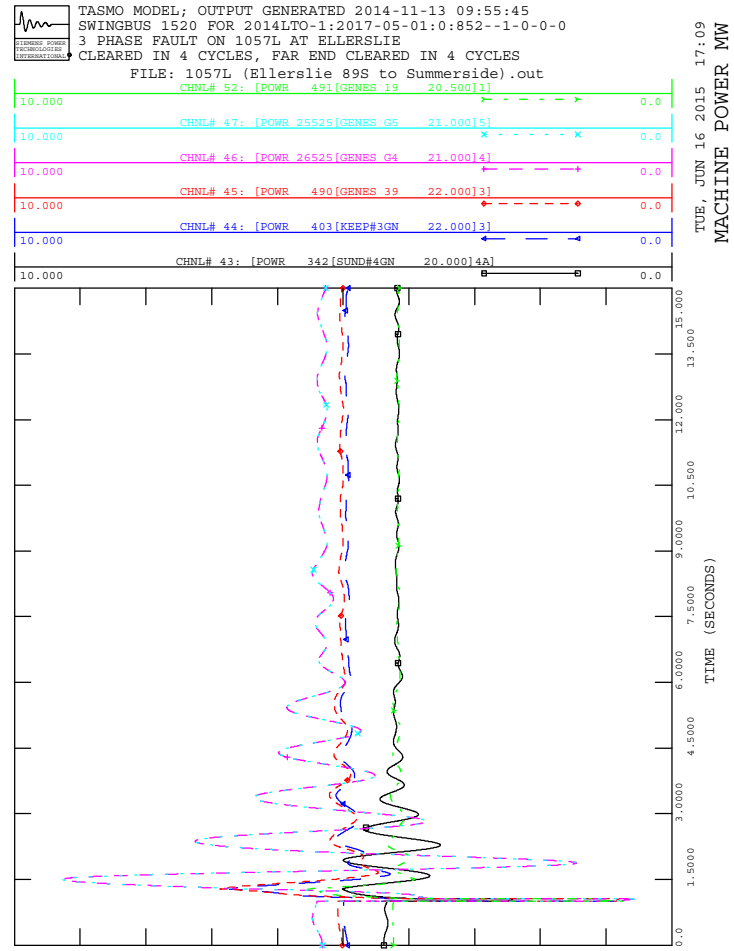


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



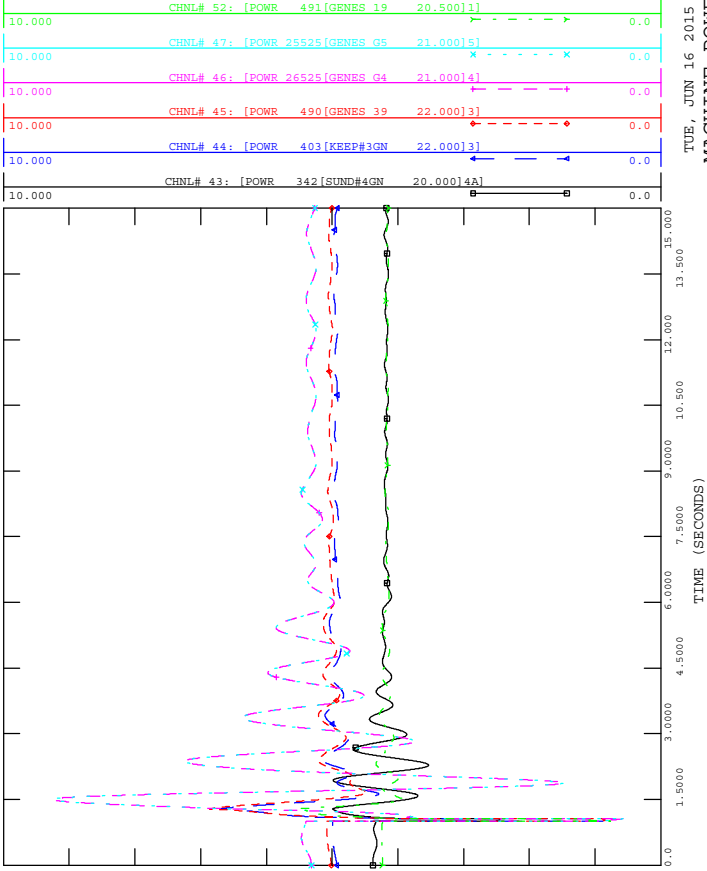
TUE, JUN 16 2015 17:09
 BUS VOLTAGE



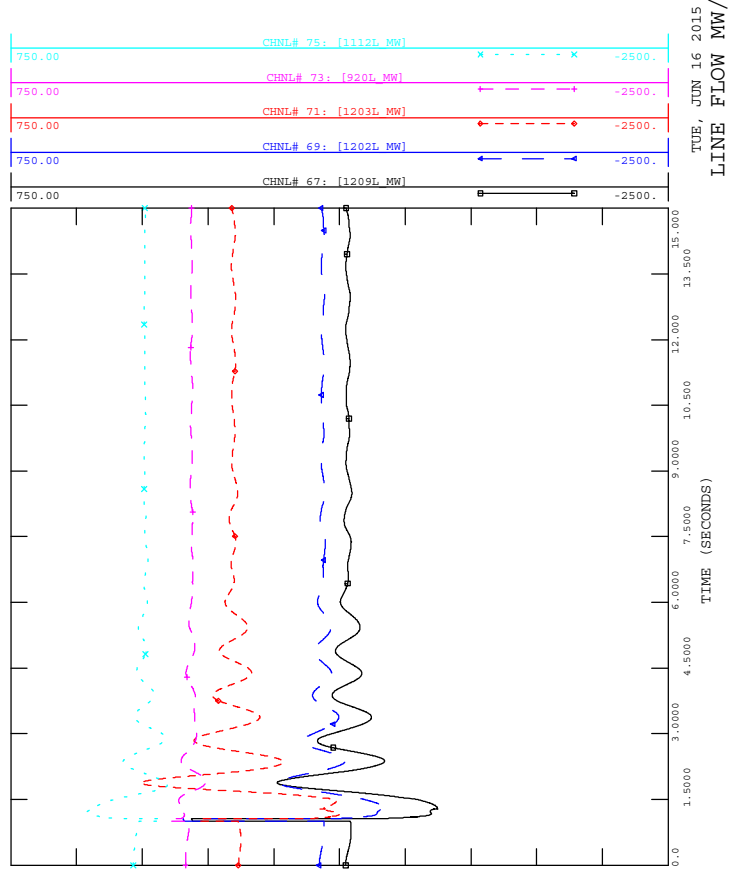




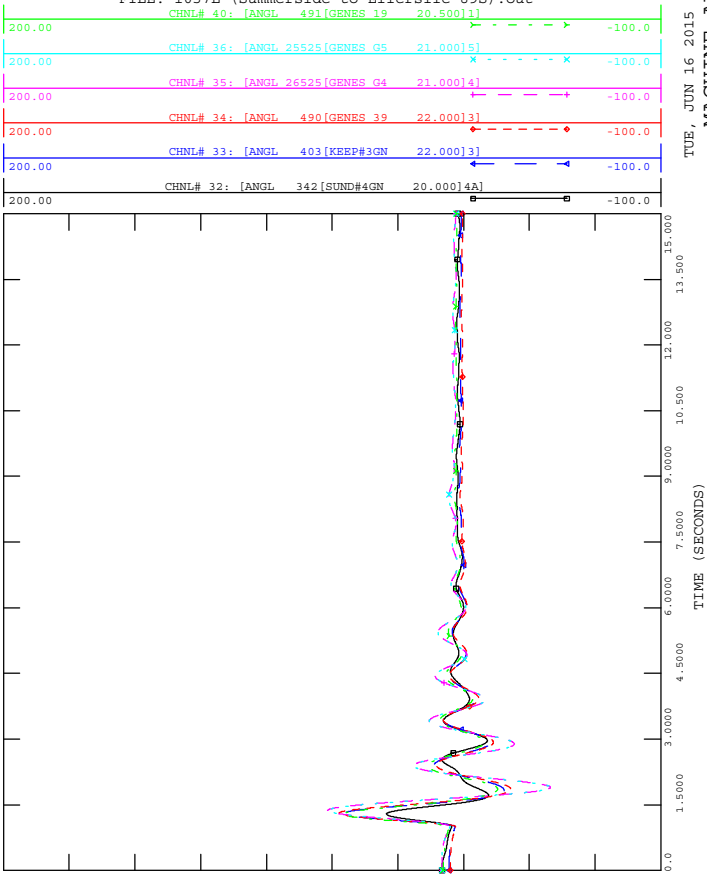
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out



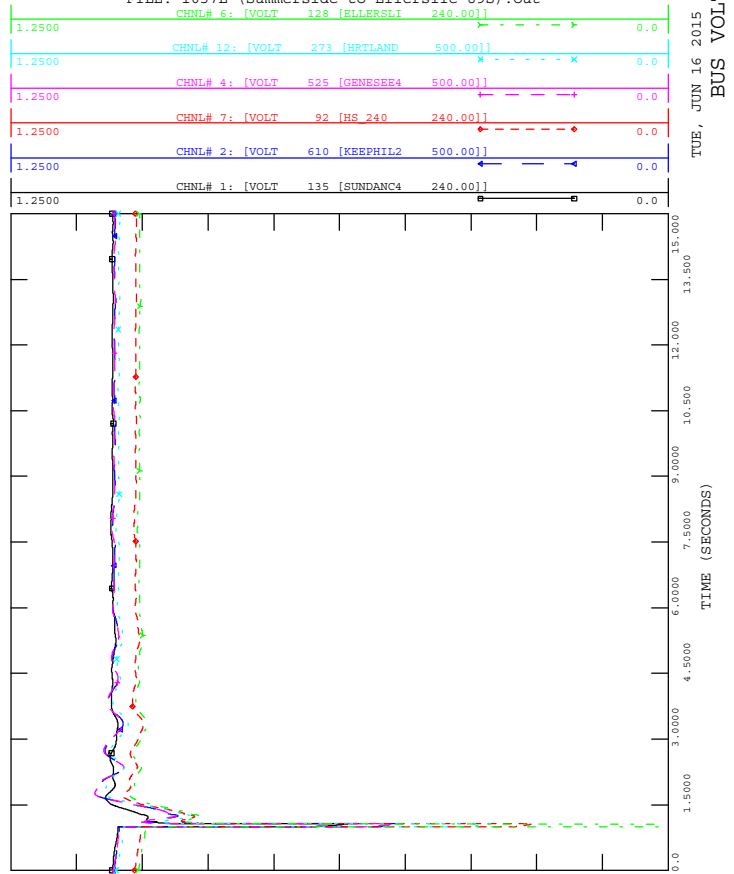
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out

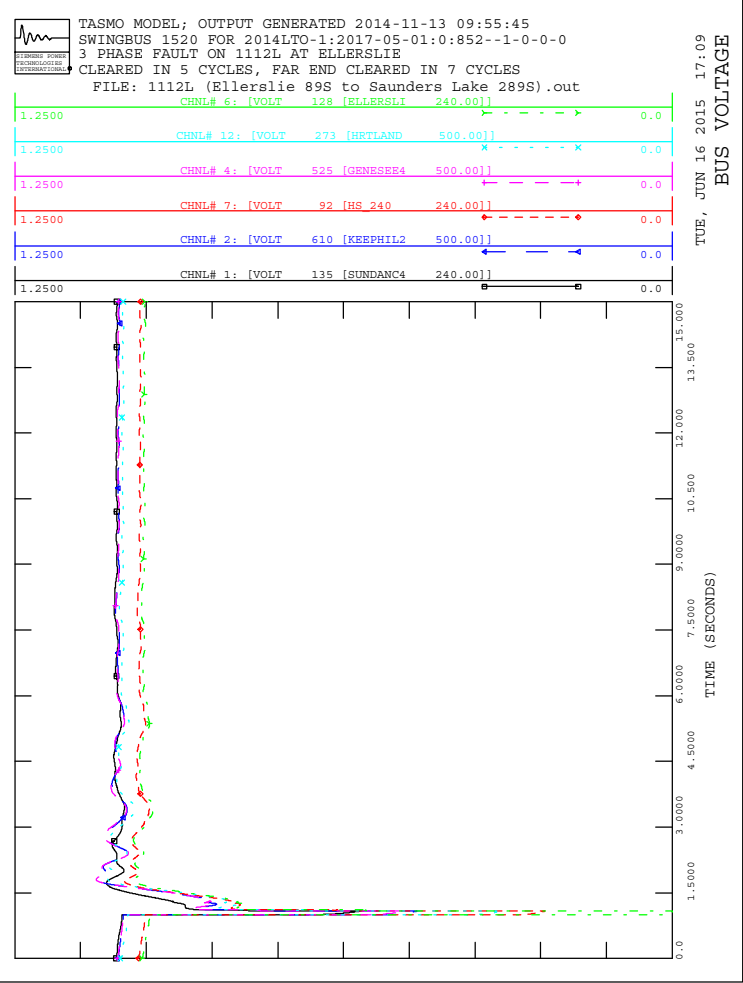
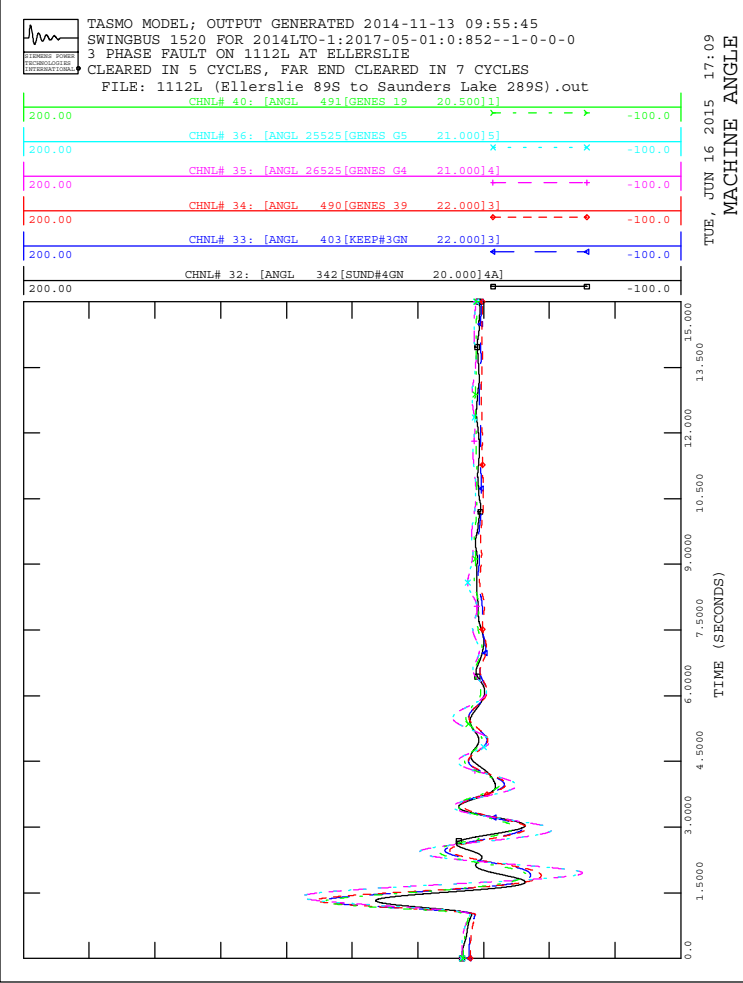
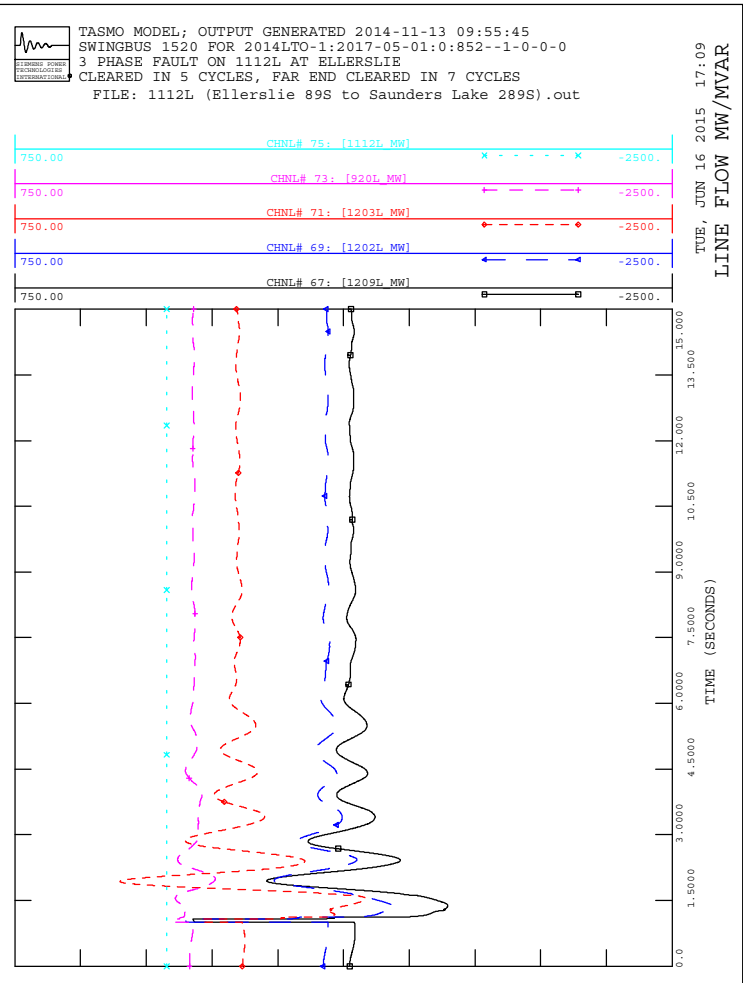
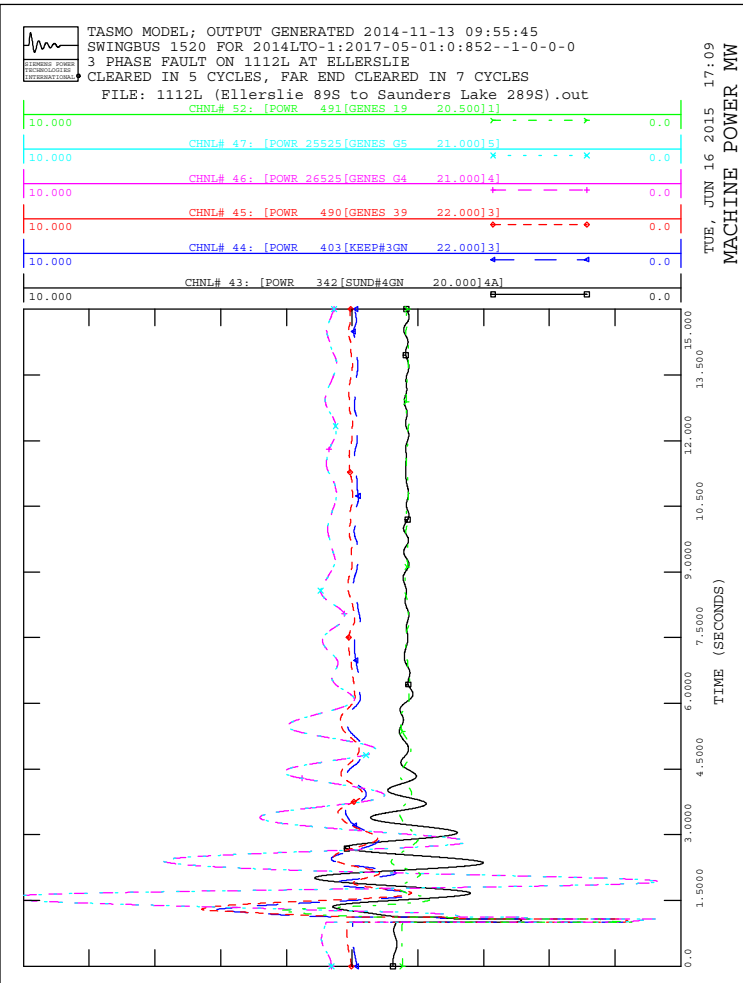


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out



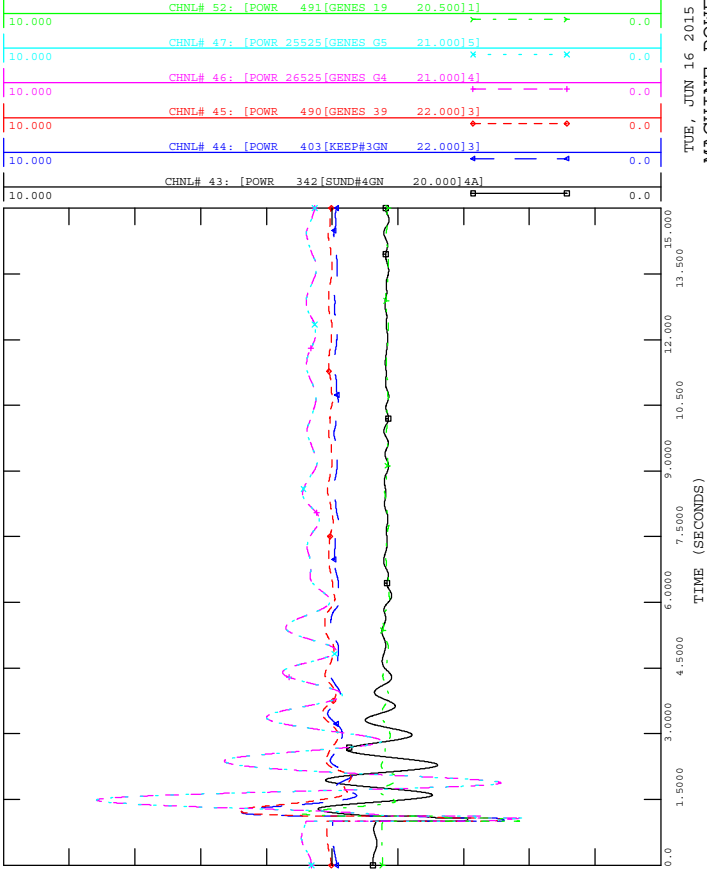
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 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out







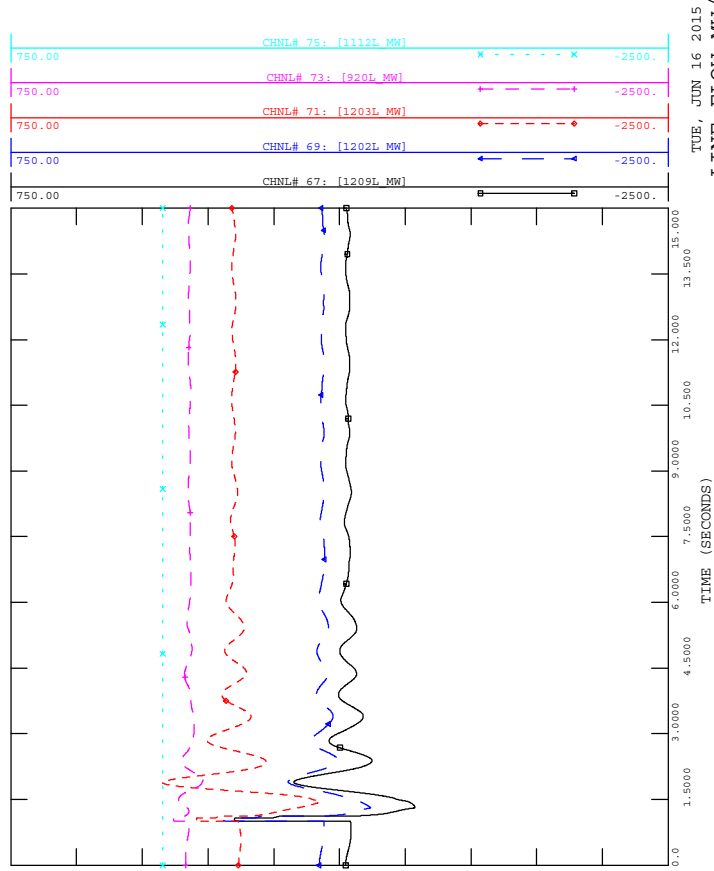
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



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 MACHINE POWER MW



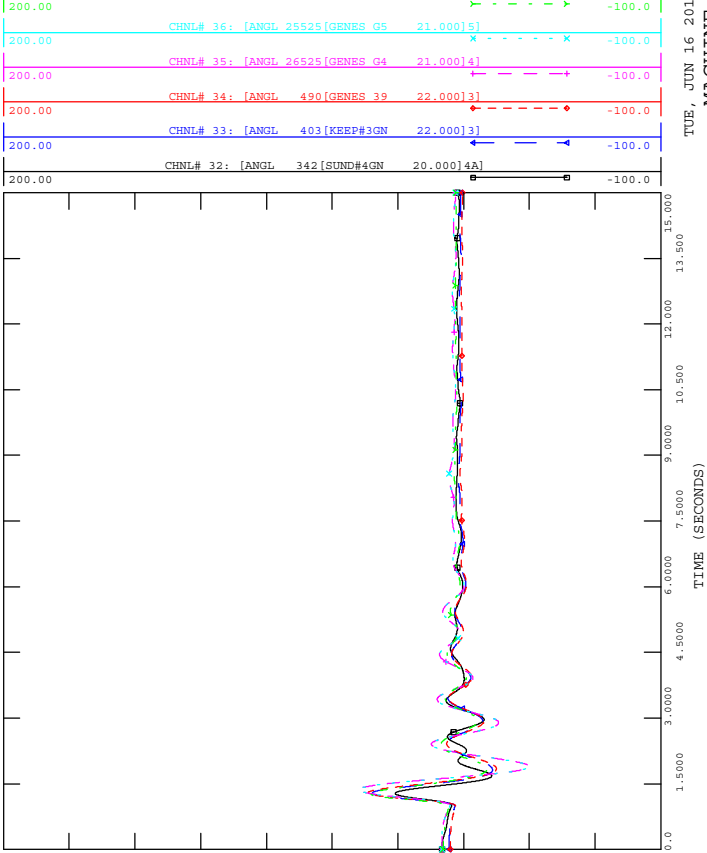
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



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 LINE FLOW MW/MVAR



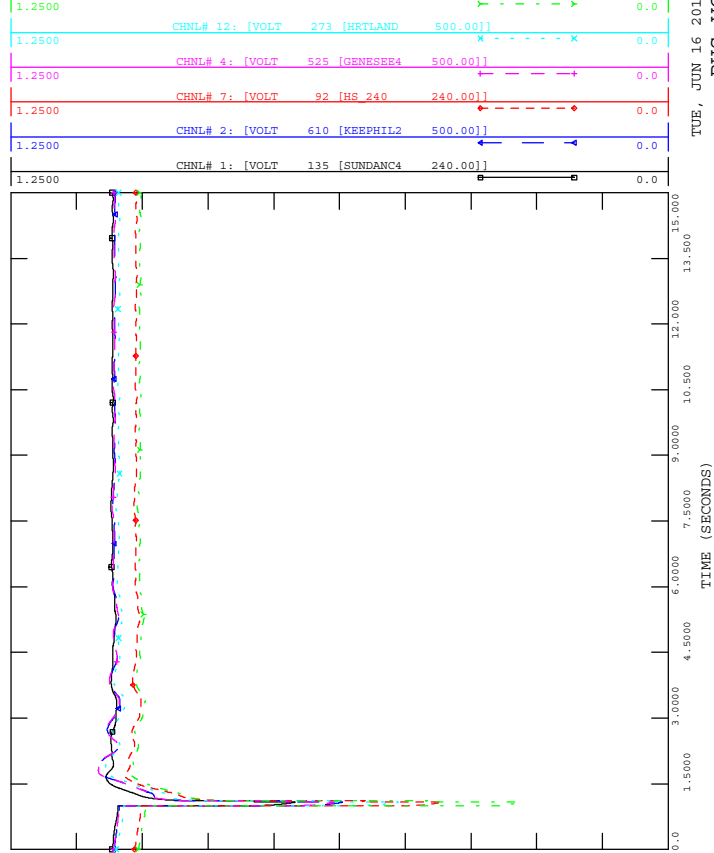
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 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



TUE, JUN 16 2015 17:09
 MACHINE ANGLE



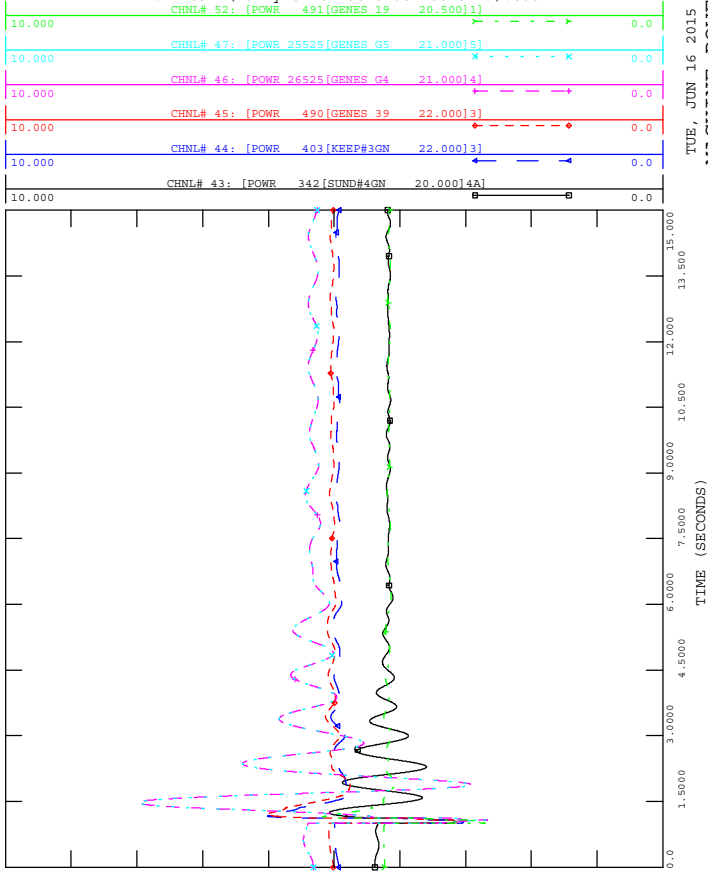
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



TUE, JUN 16 2015 17:09
 BUS VOLTAGE



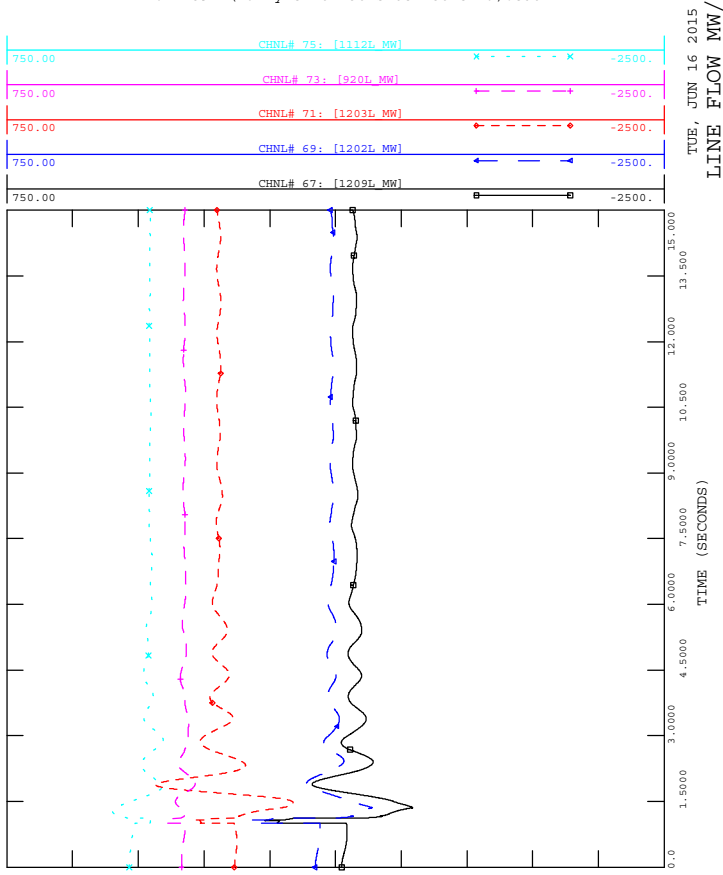
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



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 MACHINE POWER MW



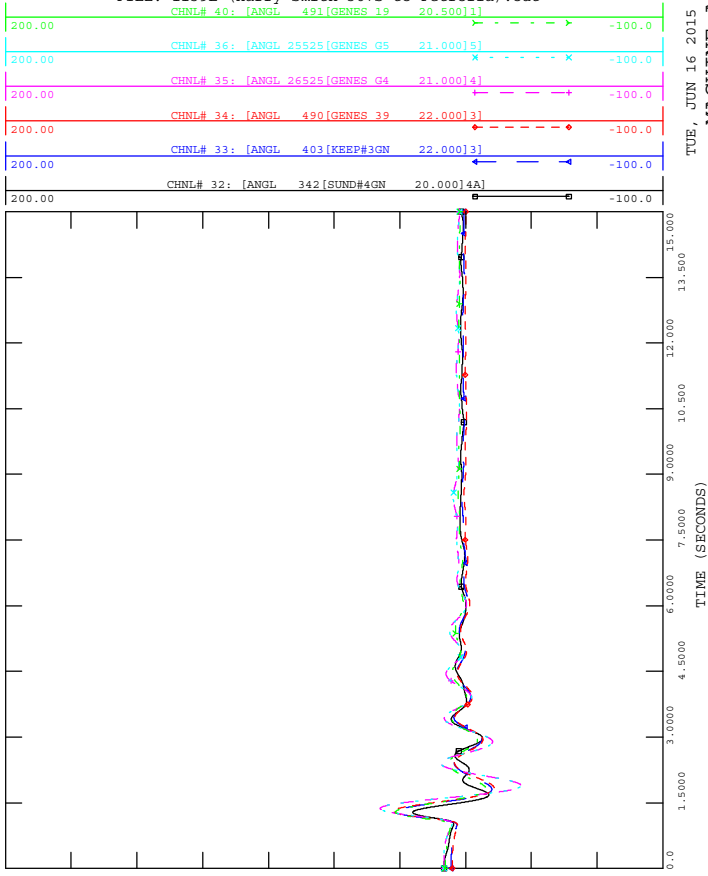
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 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



TUE, JUN 16 2015 17:09
 LINE FLOW MW/MVAR



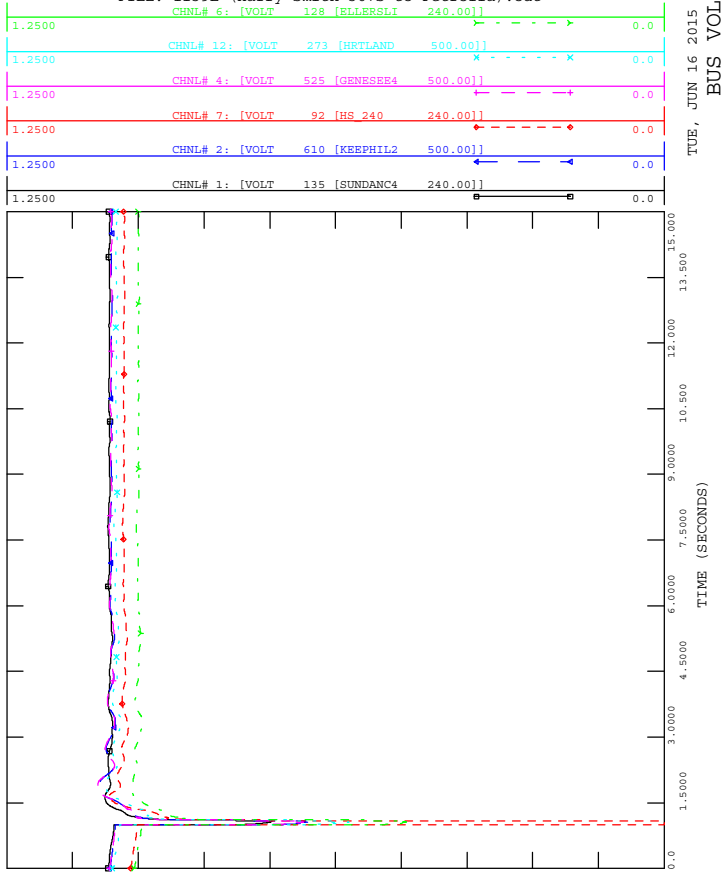
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



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 MACHINE ANGLE



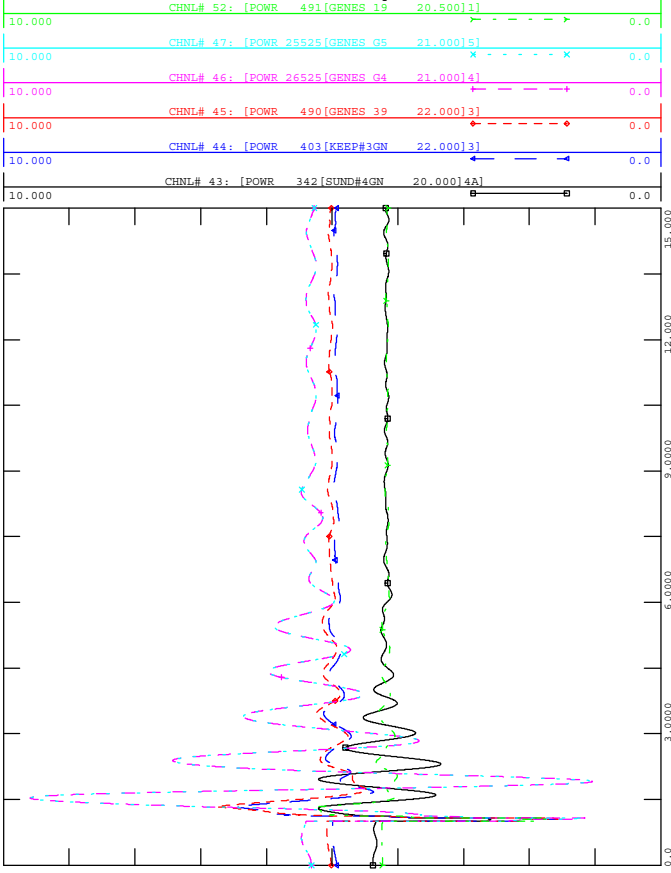
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 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



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 BUS VOLTAGE



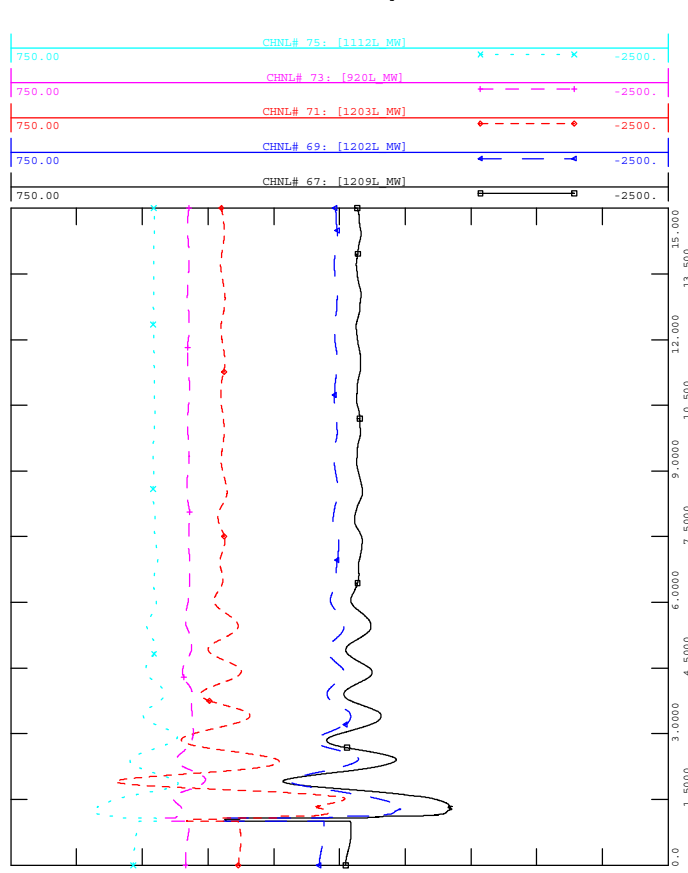
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



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 MACHINE POWER MW



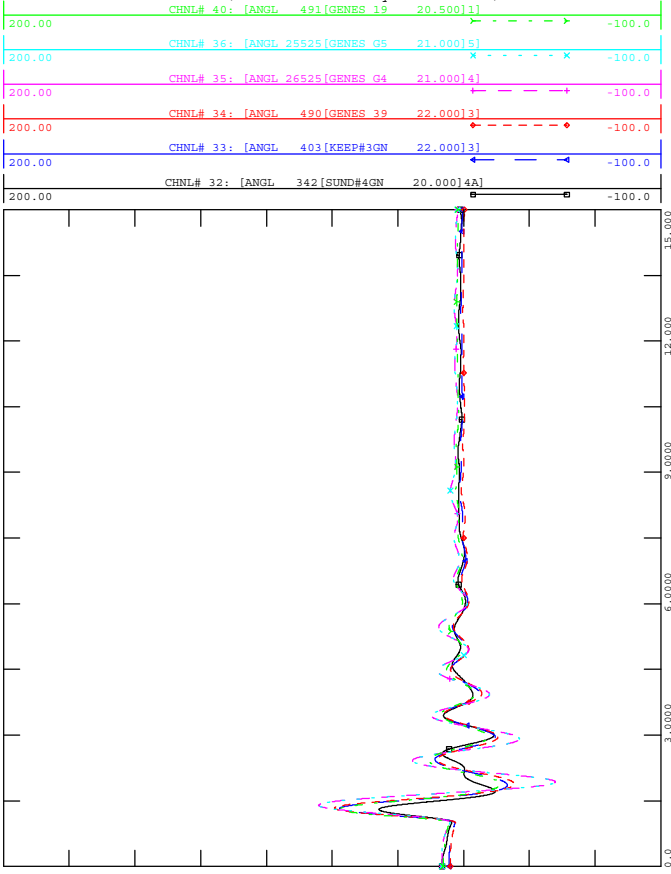
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 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



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 LINE FLOW MW/MVAR



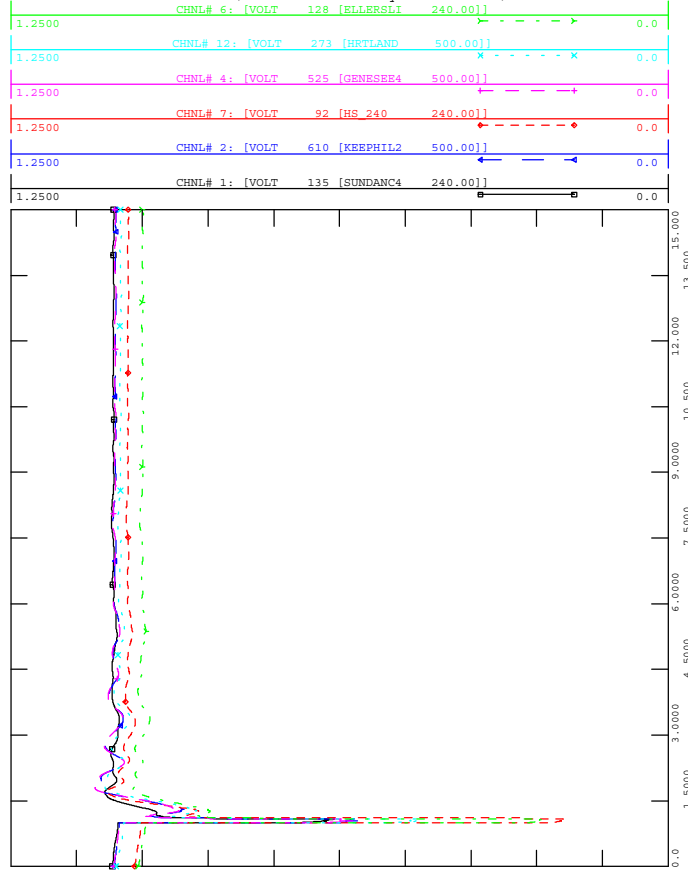
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 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



TUE, JUN 16 2015 17:09
 MACHINE ANGLE



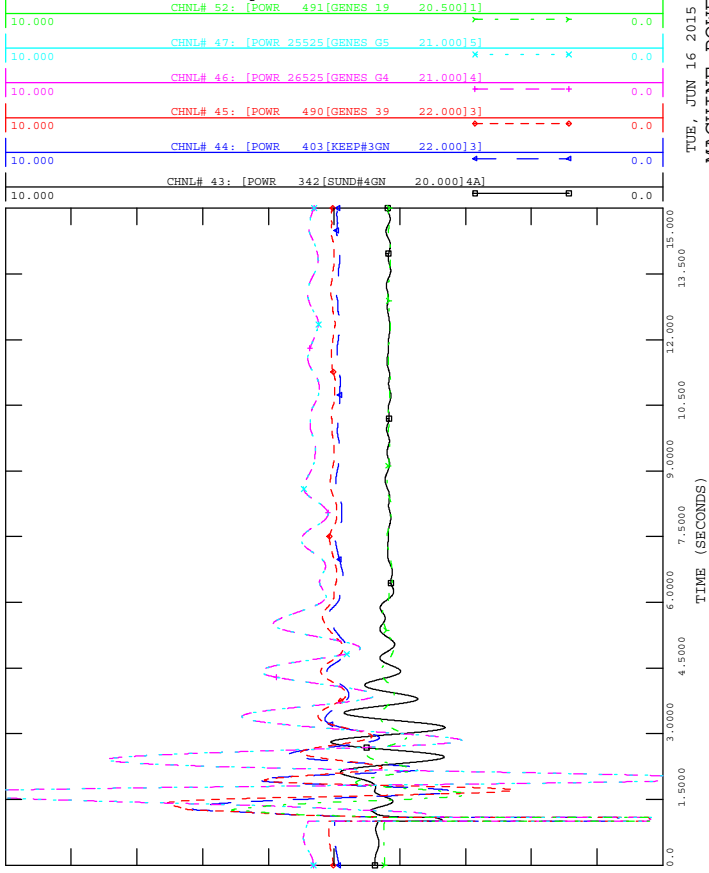
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



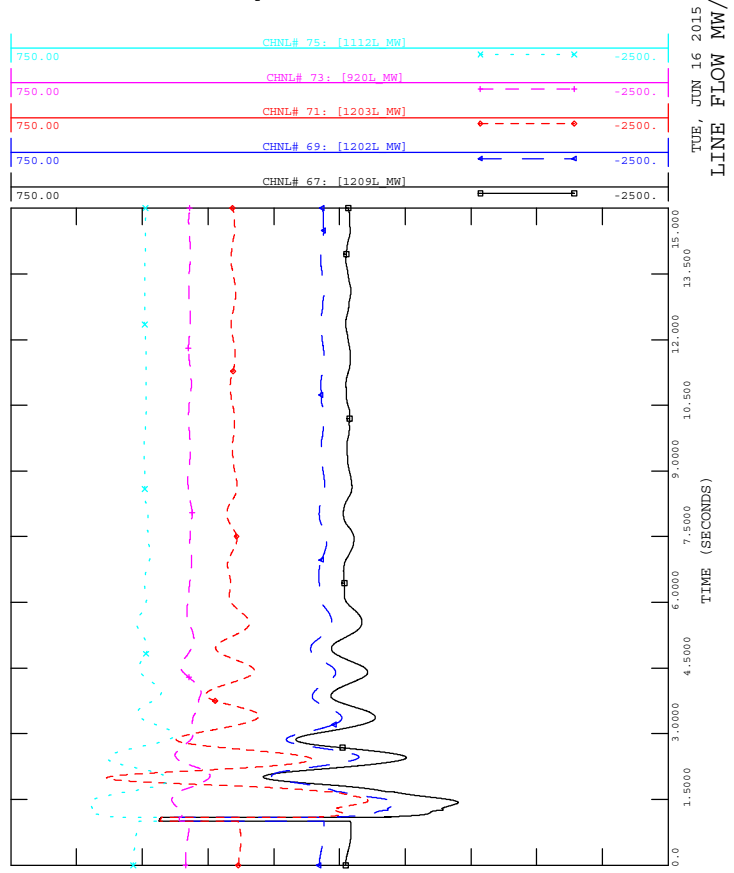
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 BUS VOLTAGE



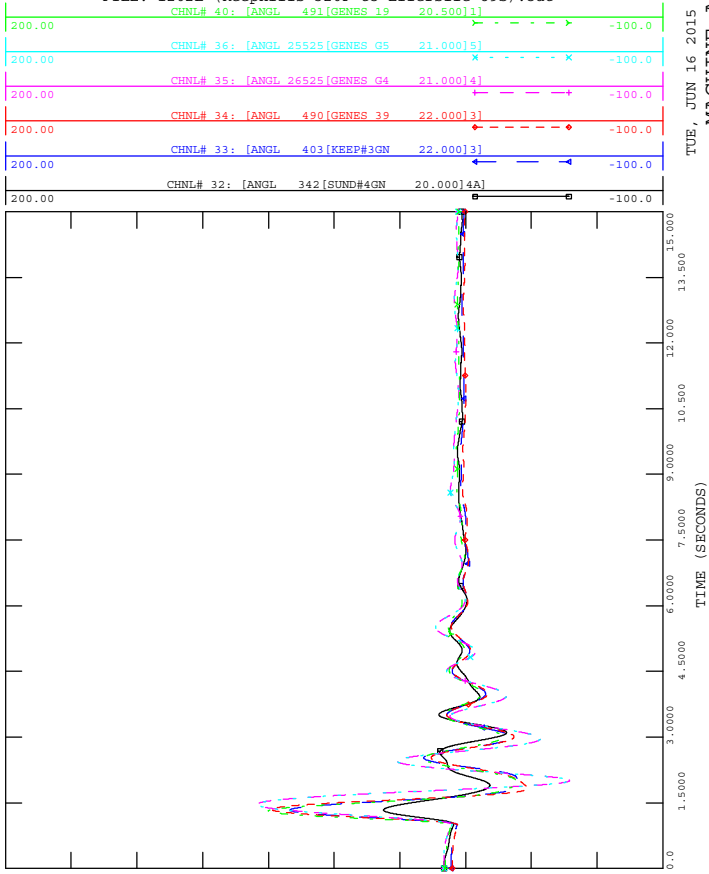
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1202L AT KEEP HILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out



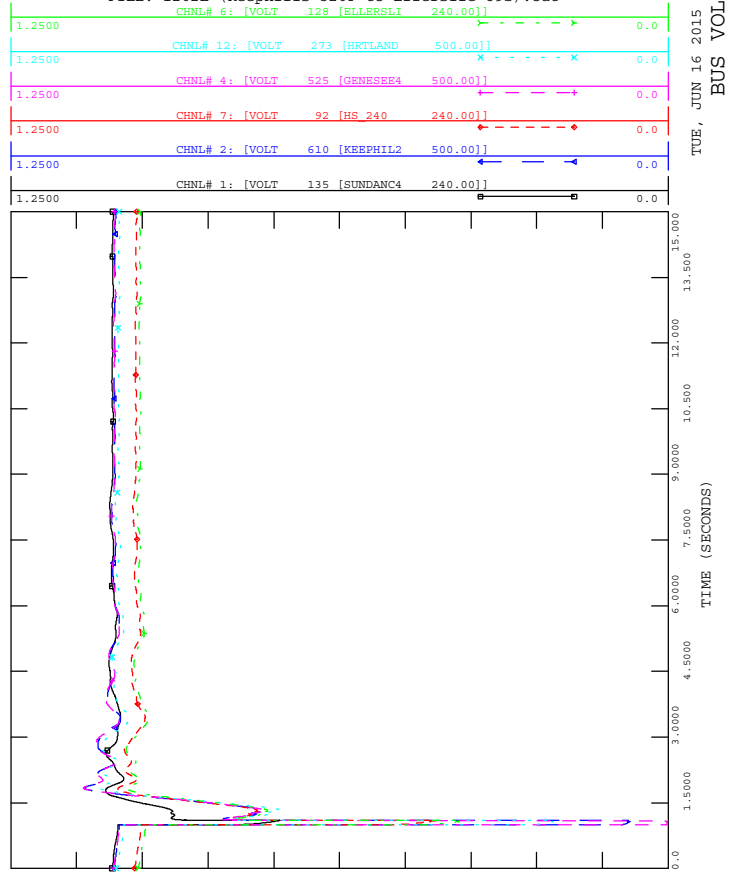
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 3 PHASE FAULT ON 1202L AT KEEP HILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1202L AT KEEP HILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out

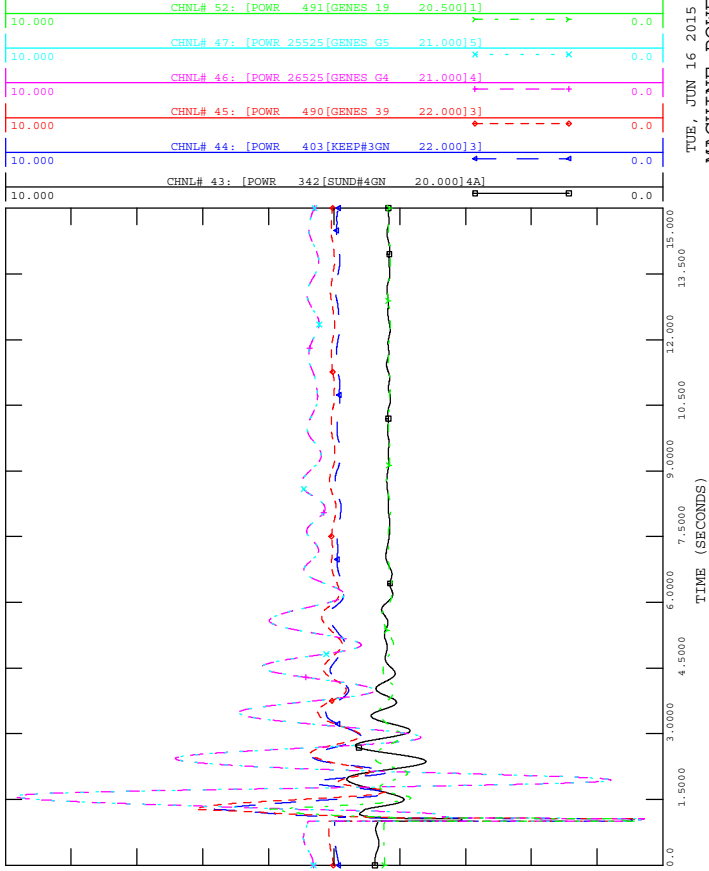


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 1202L AT KEEP HILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out

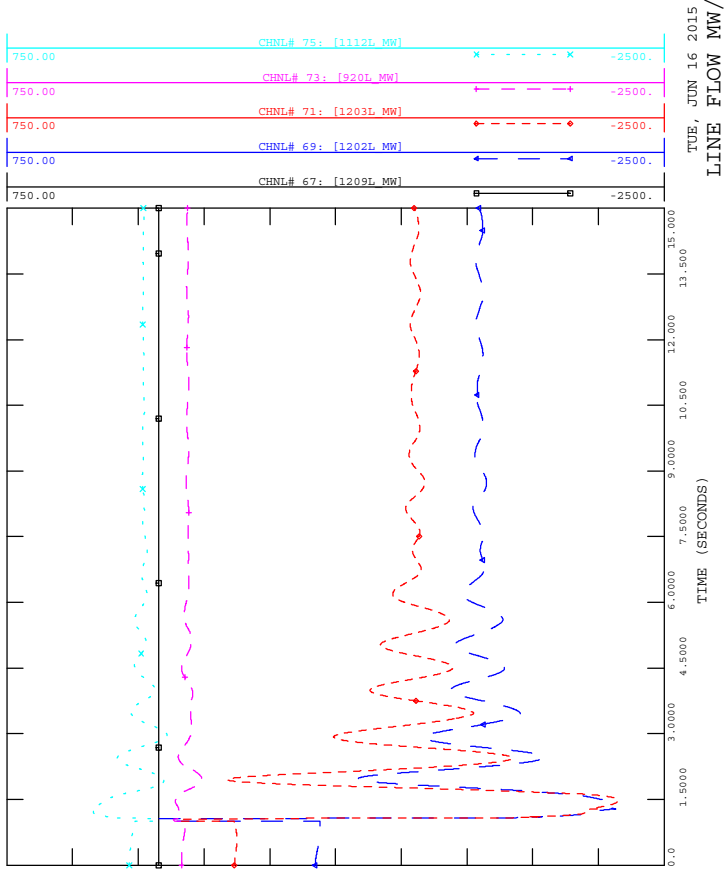




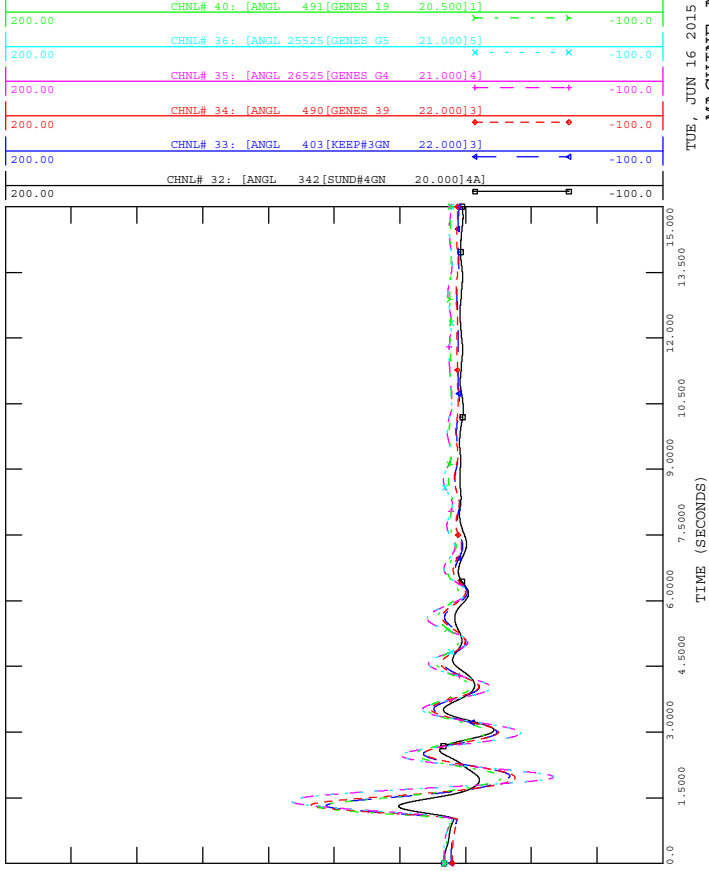
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1209L AT ELLERSLIE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out



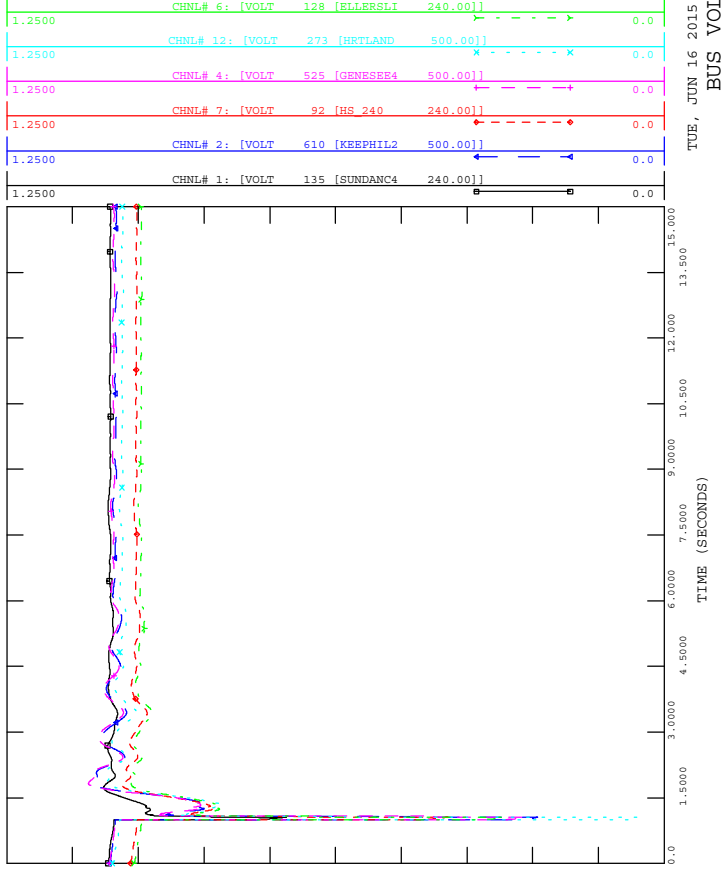
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 3 PHASE FAULT ON 1209L AT ELLERSLIE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1209L AT ELLERSLIE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out

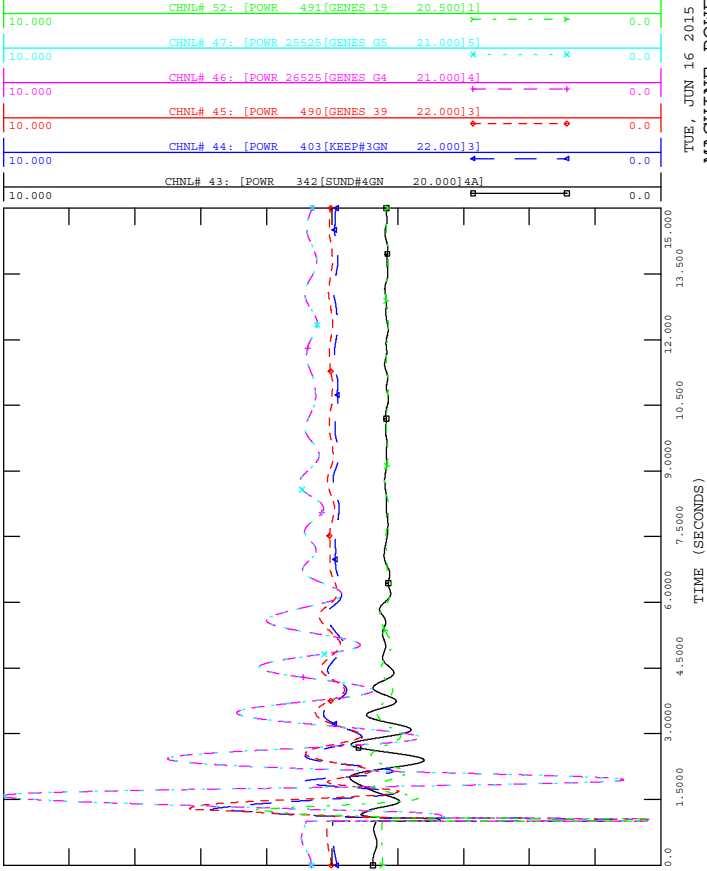


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 1209L AT ELLERSLIE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out

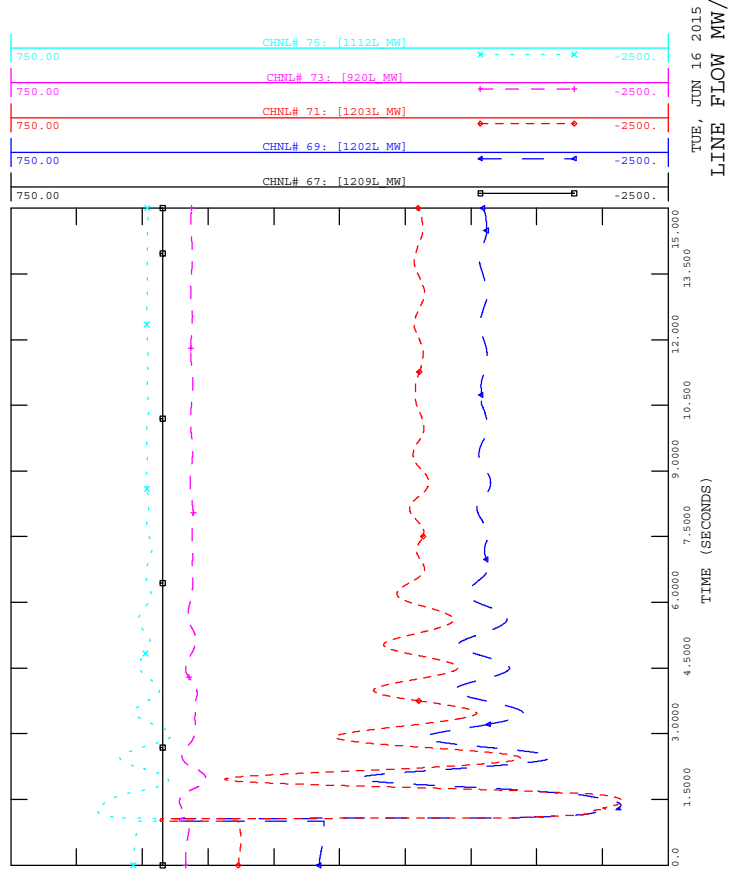




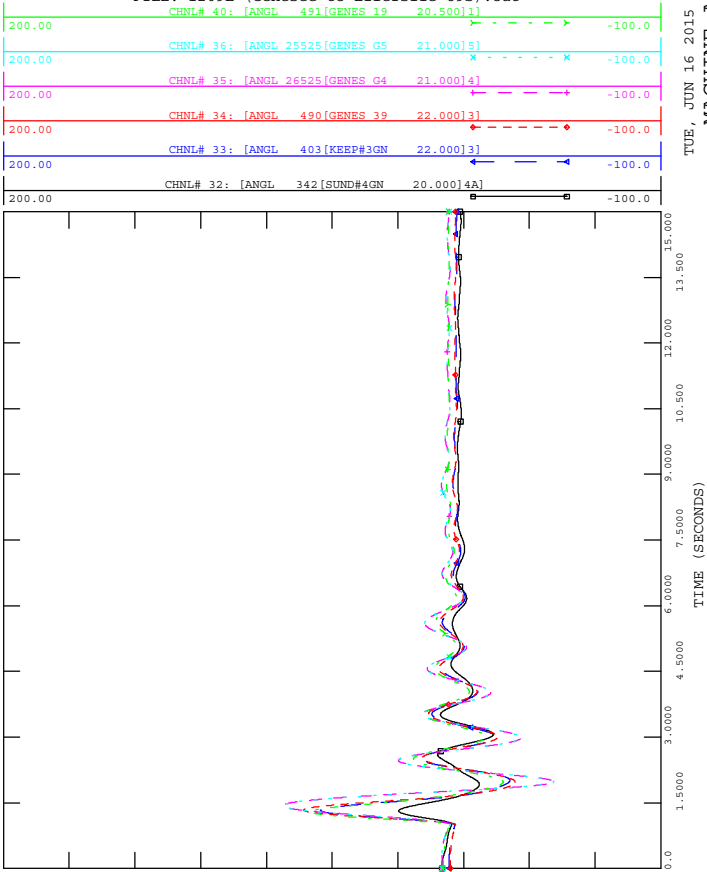
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



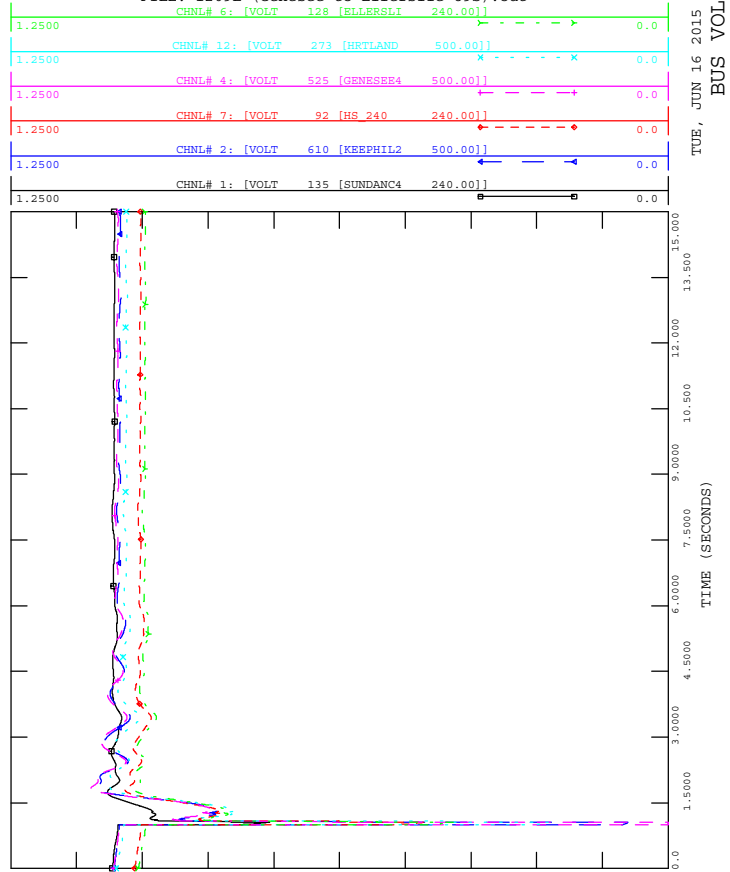
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 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

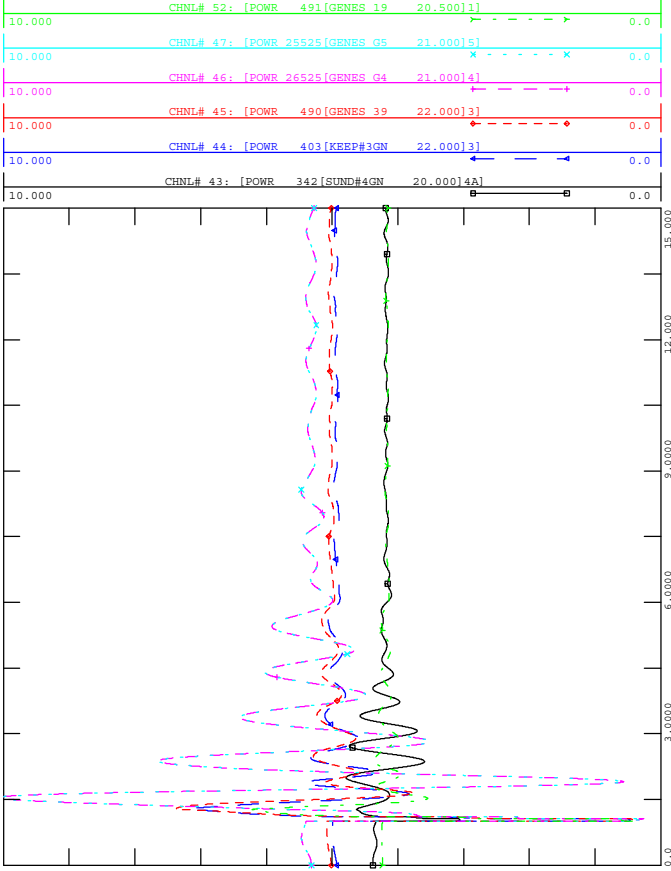


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

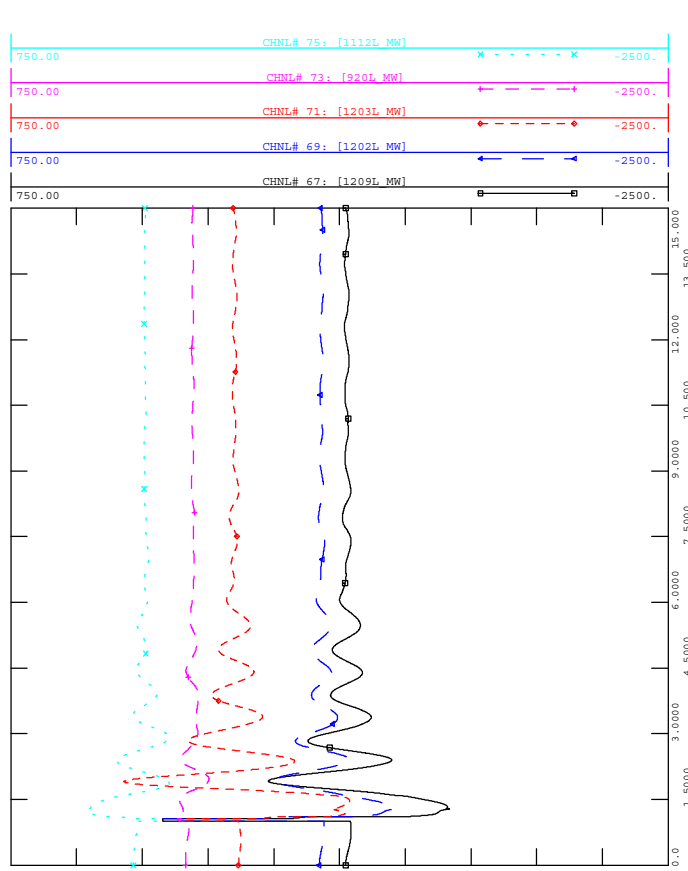




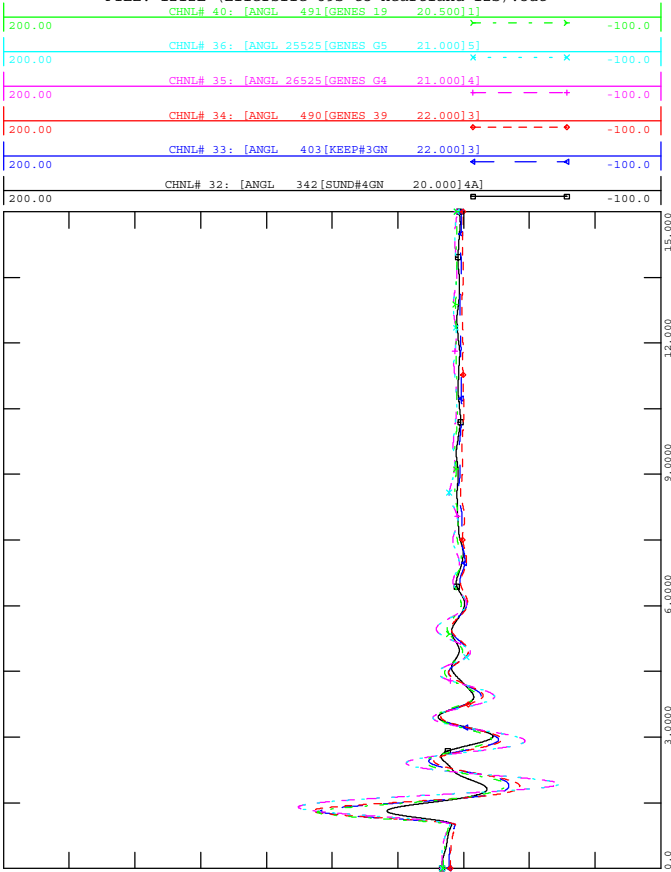
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



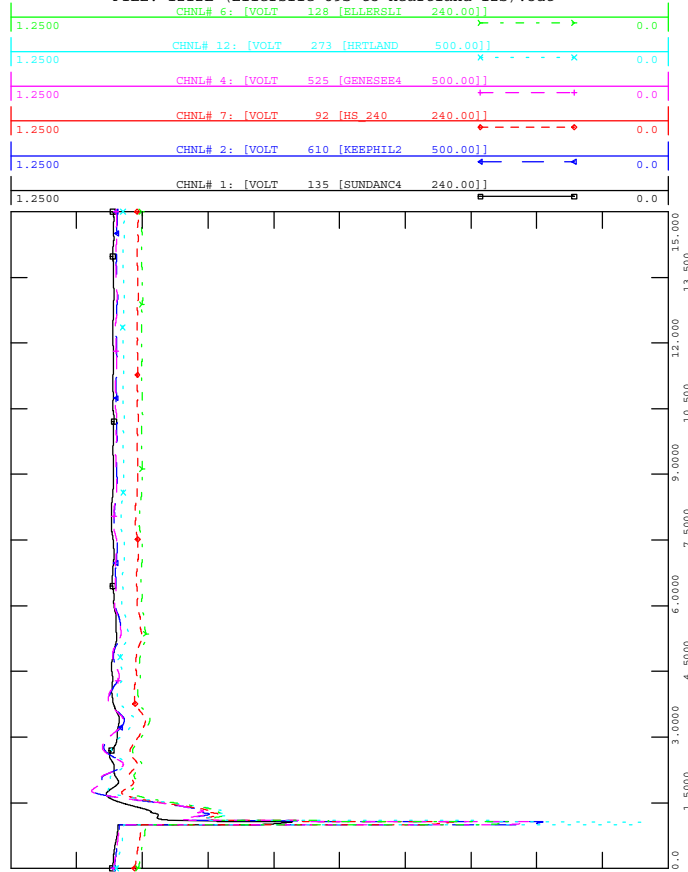
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 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out

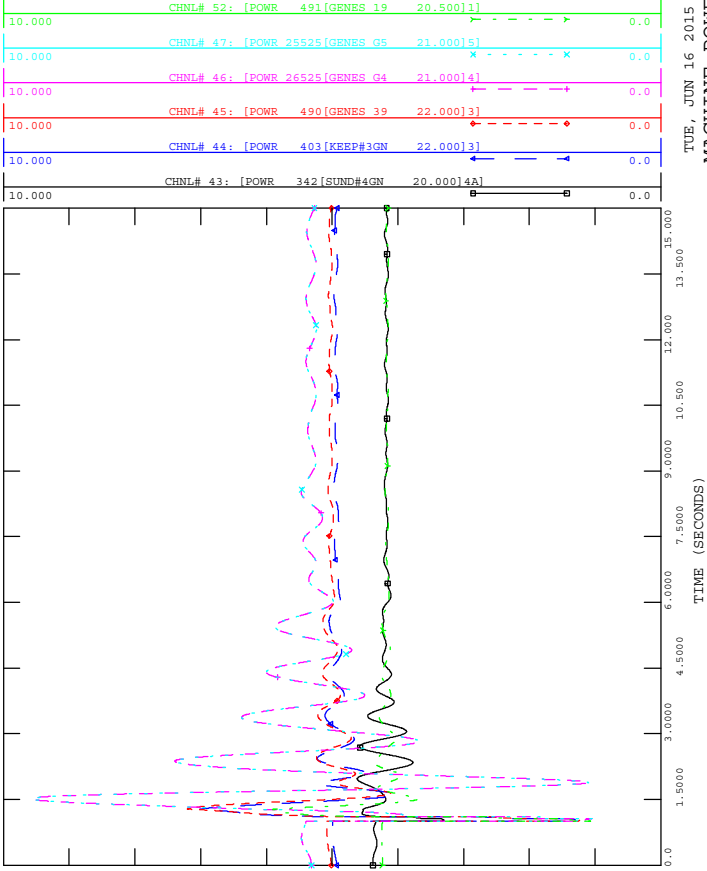


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out





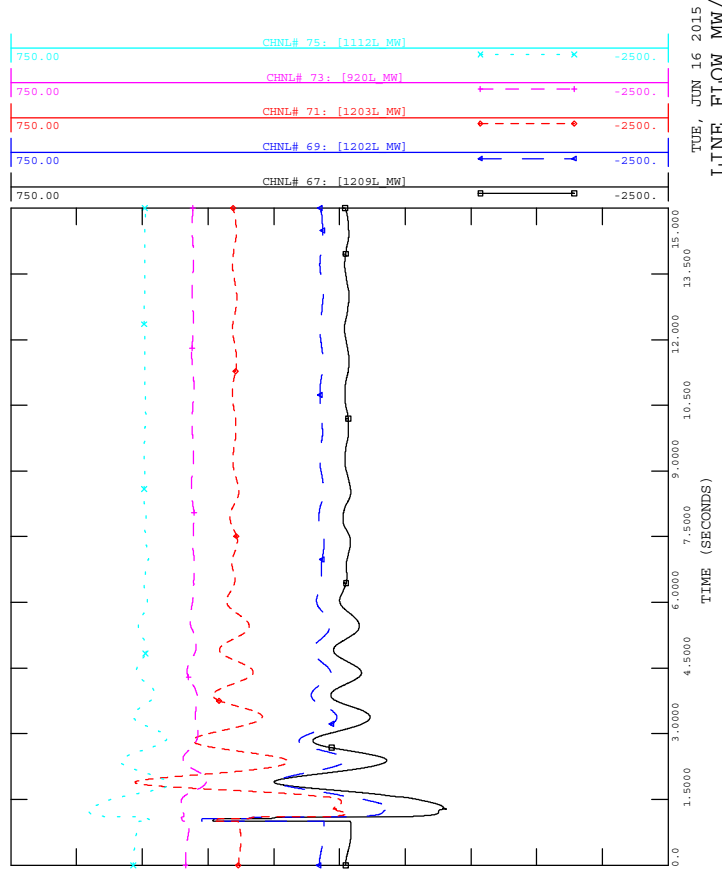
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



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 MACHINE POWER MW



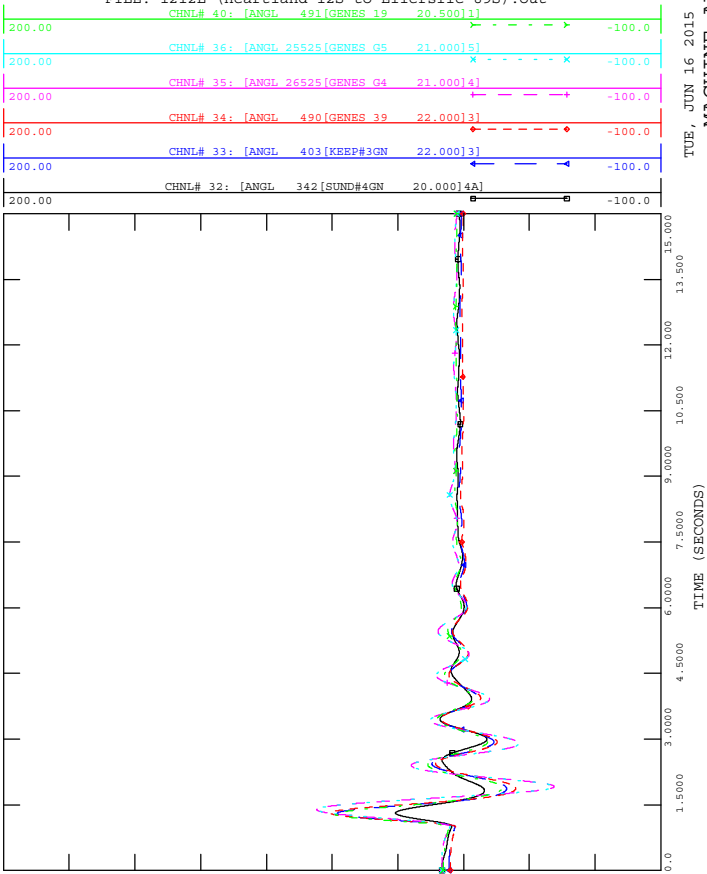
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 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



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 LINE FLOW MW/MVAR



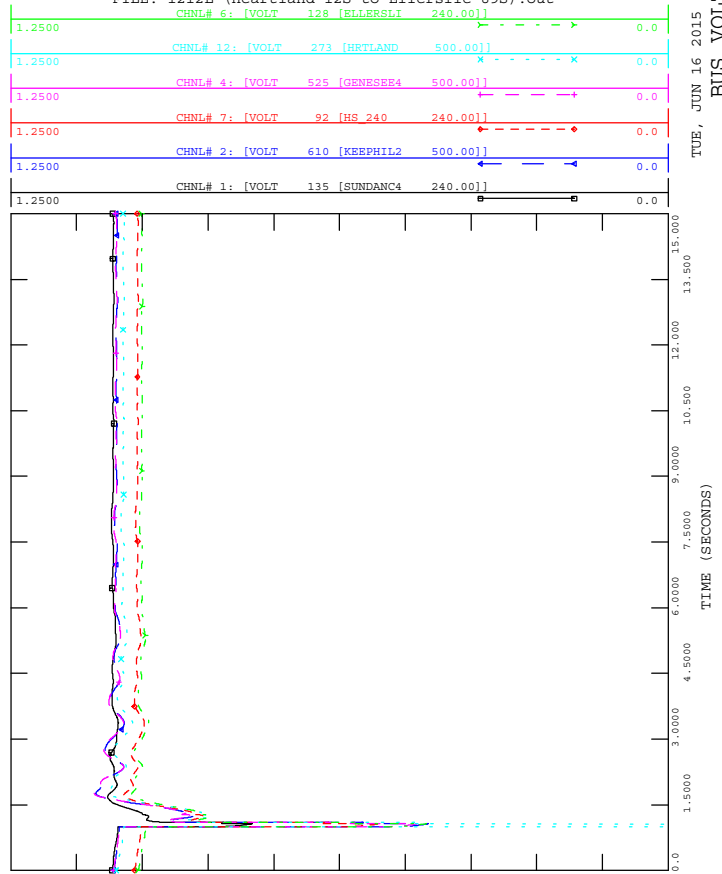
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



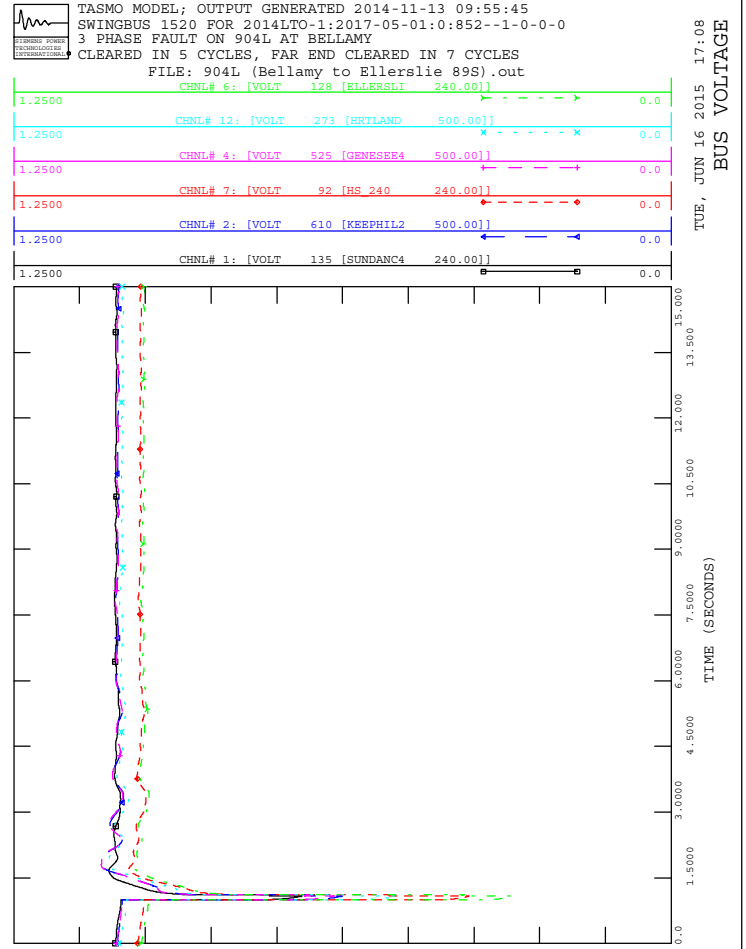
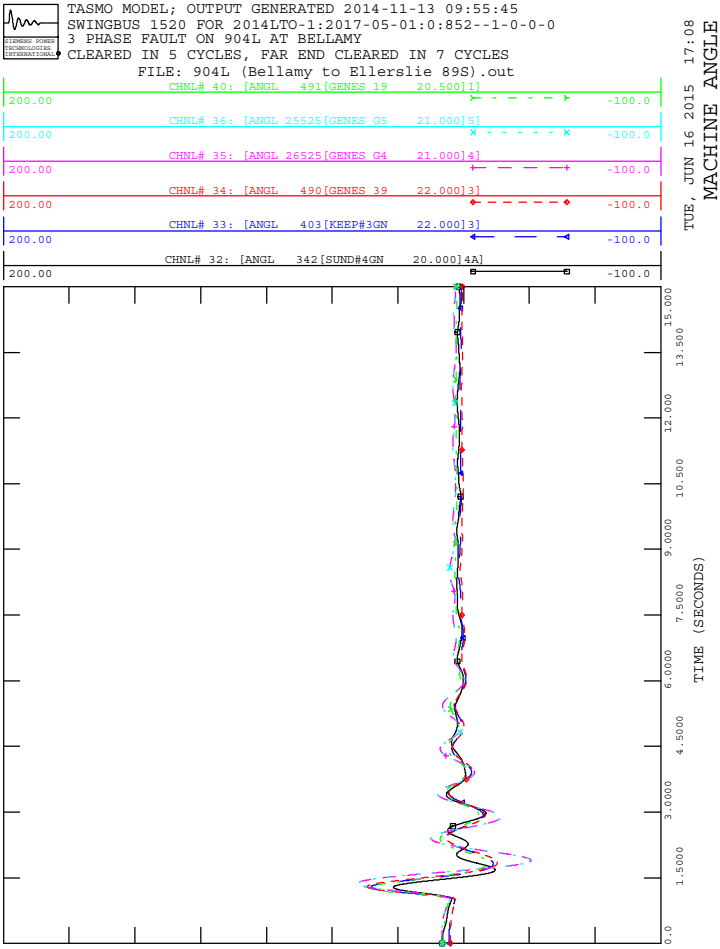
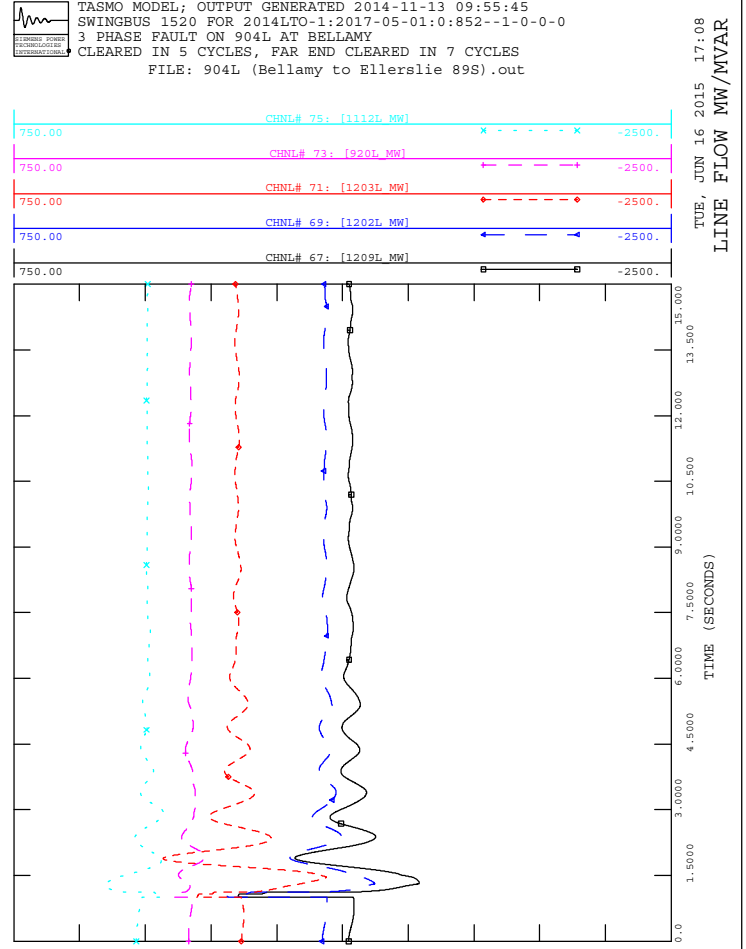
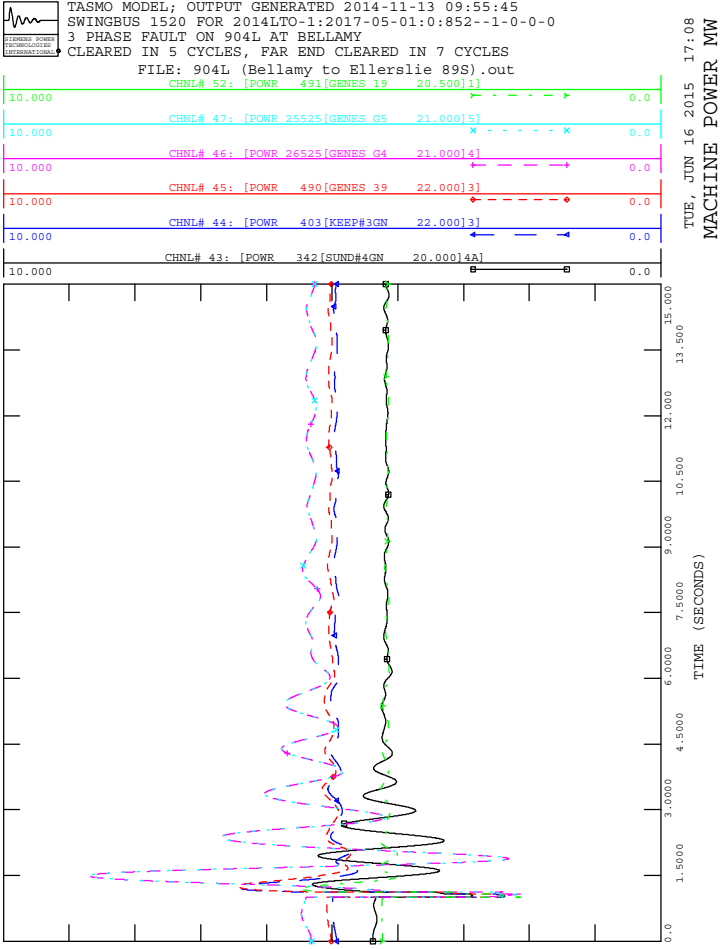
TUE, JUN 16 2015 17:09
 MACHINE ANGLE

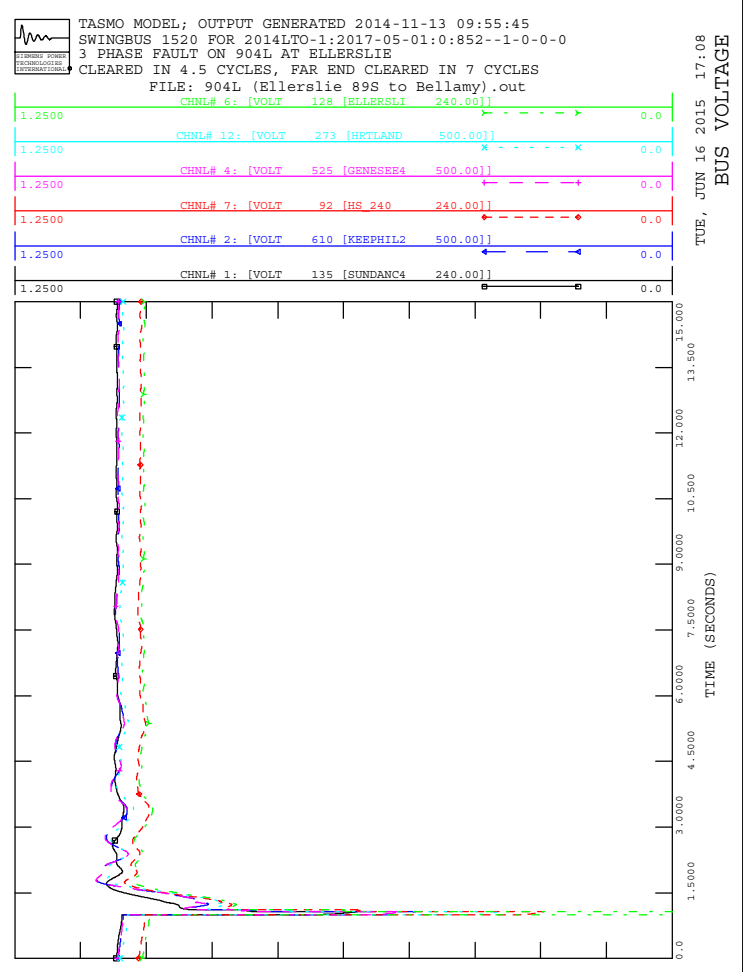
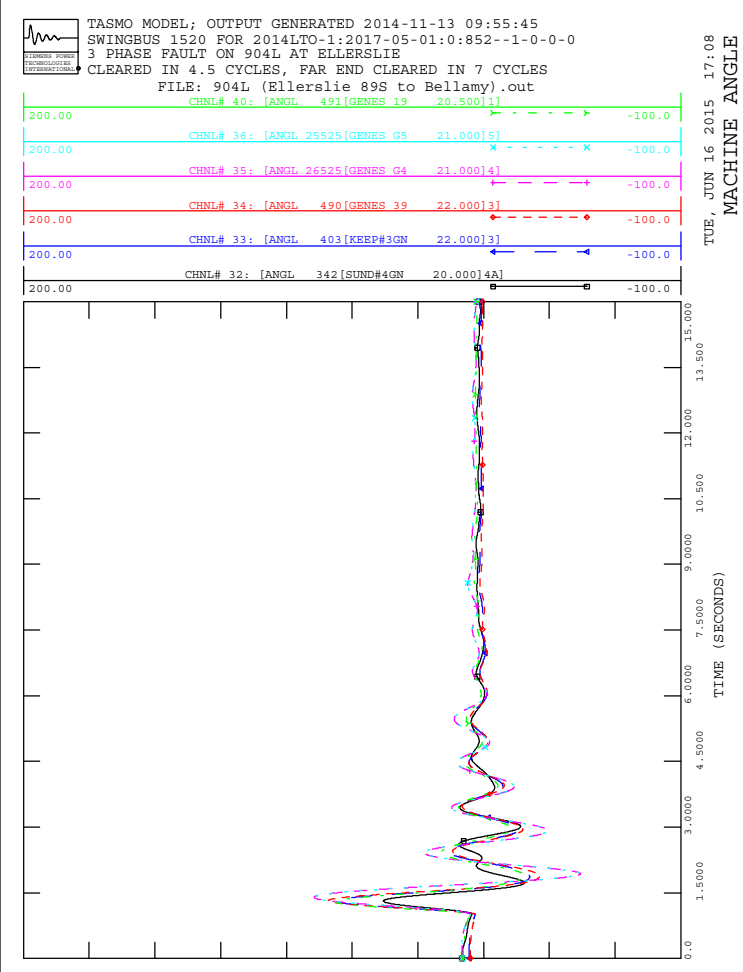
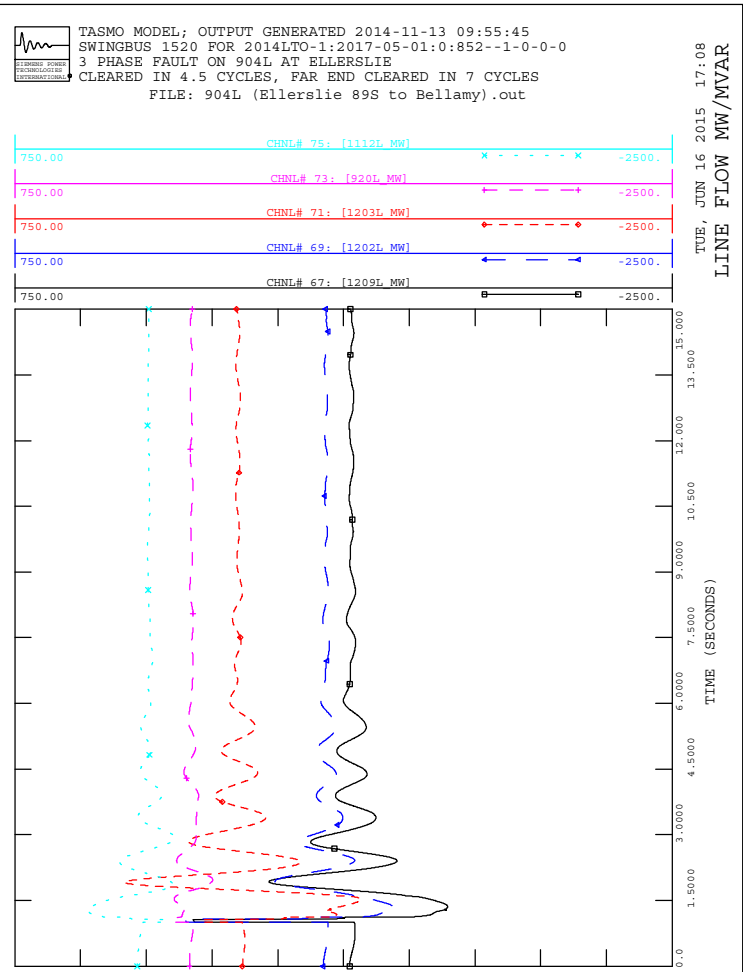
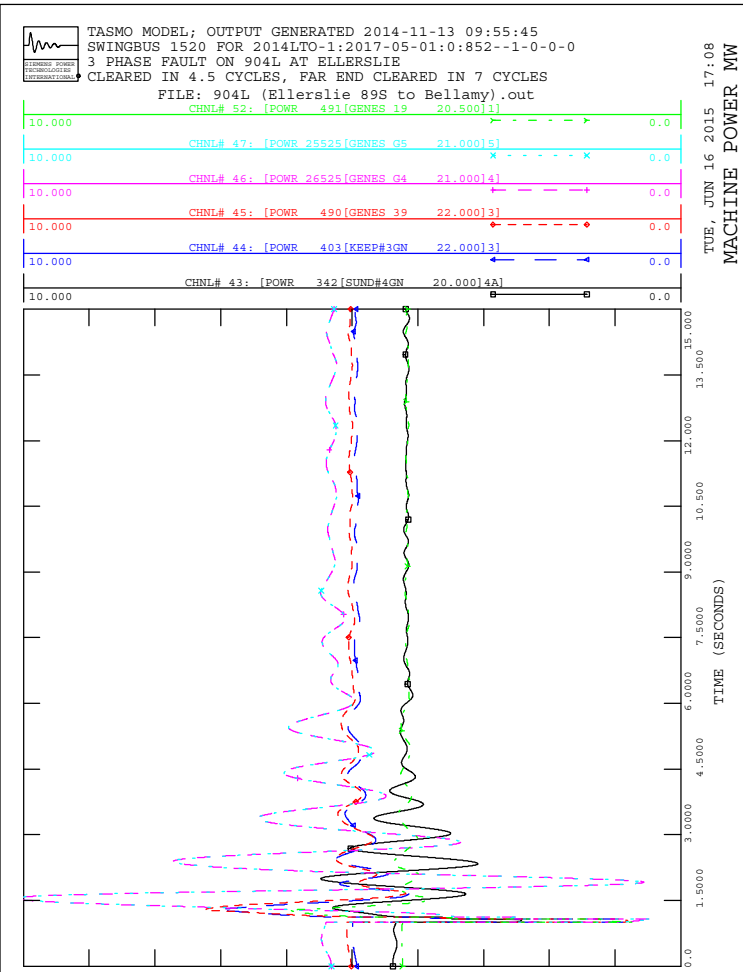


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



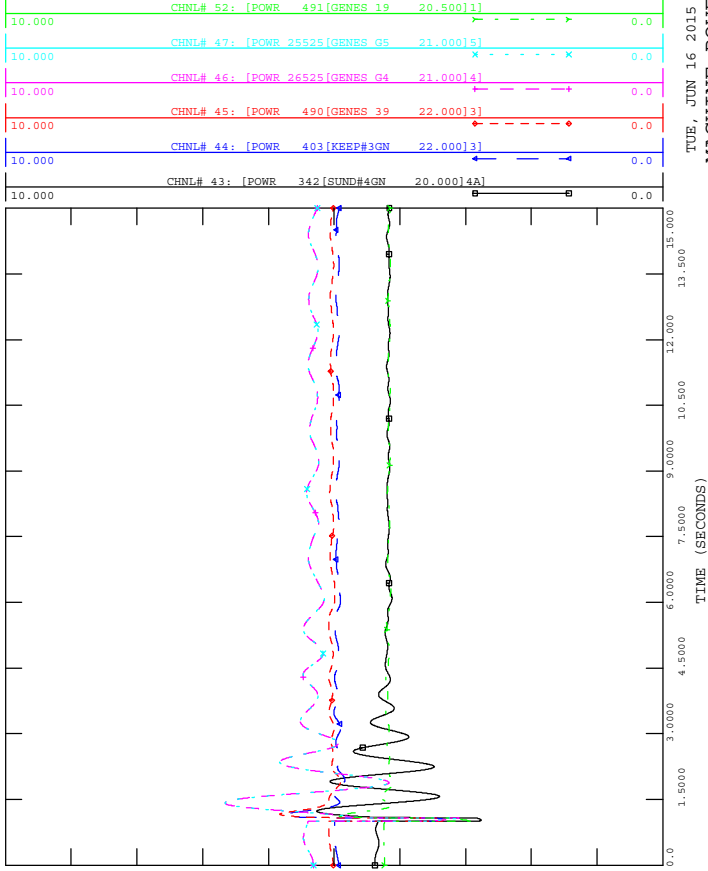
TUE, JUN 16 2015 17:09
 BUS VOLTAGE



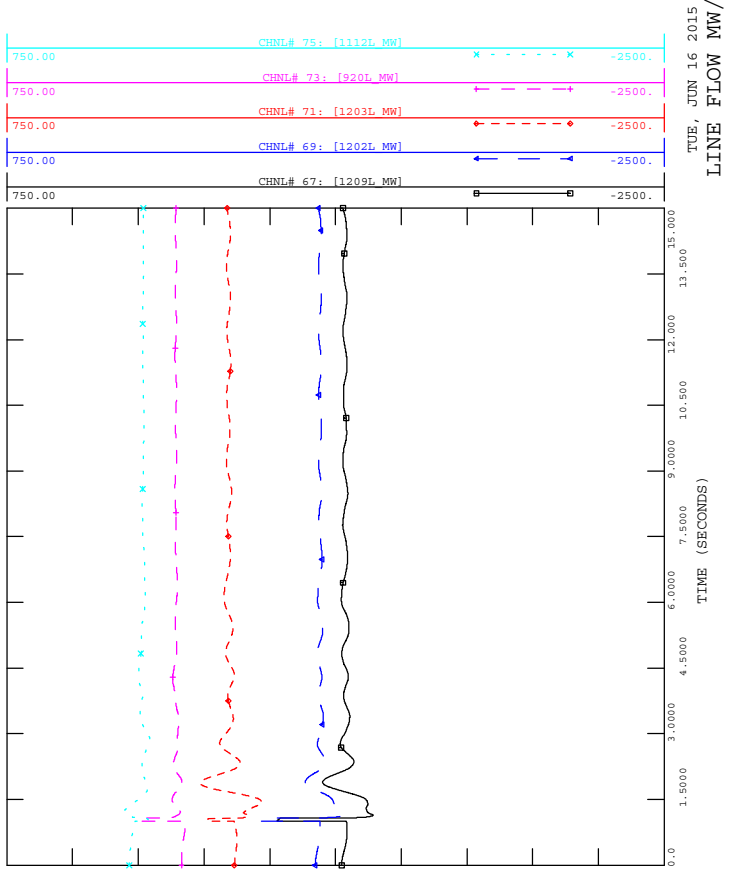




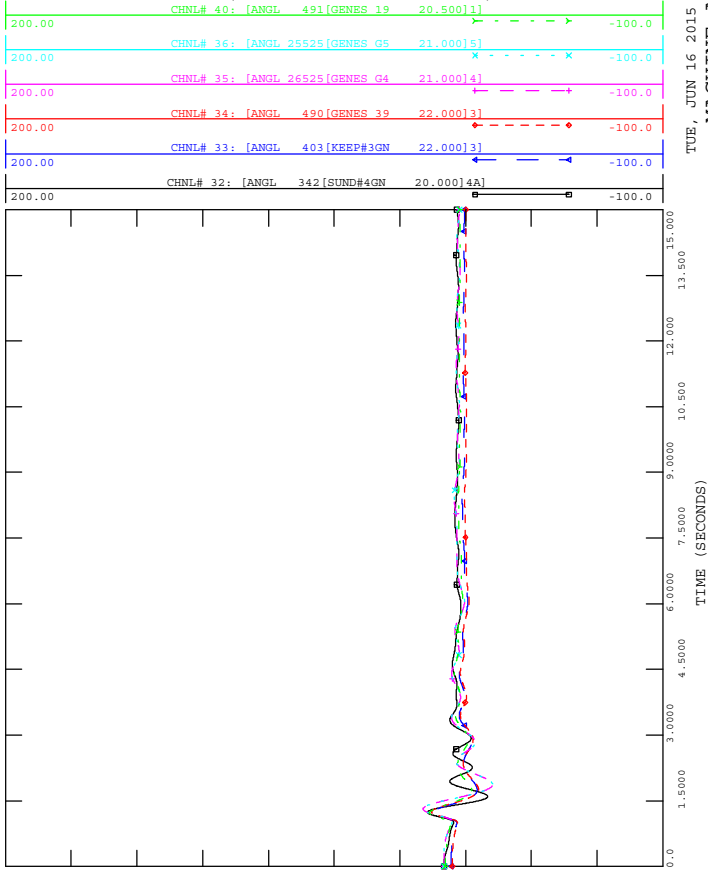
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



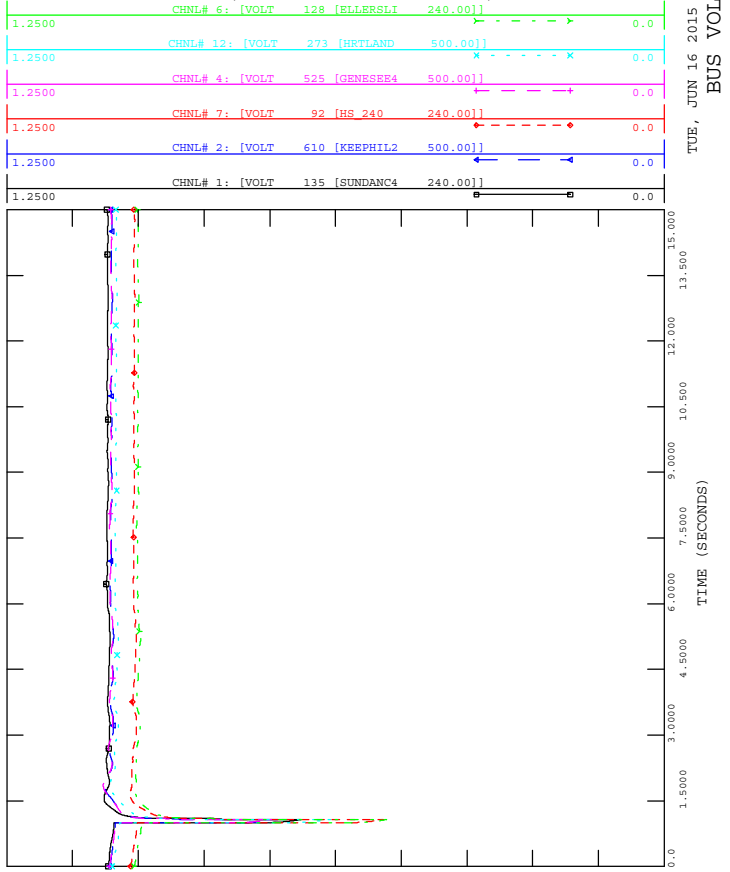
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

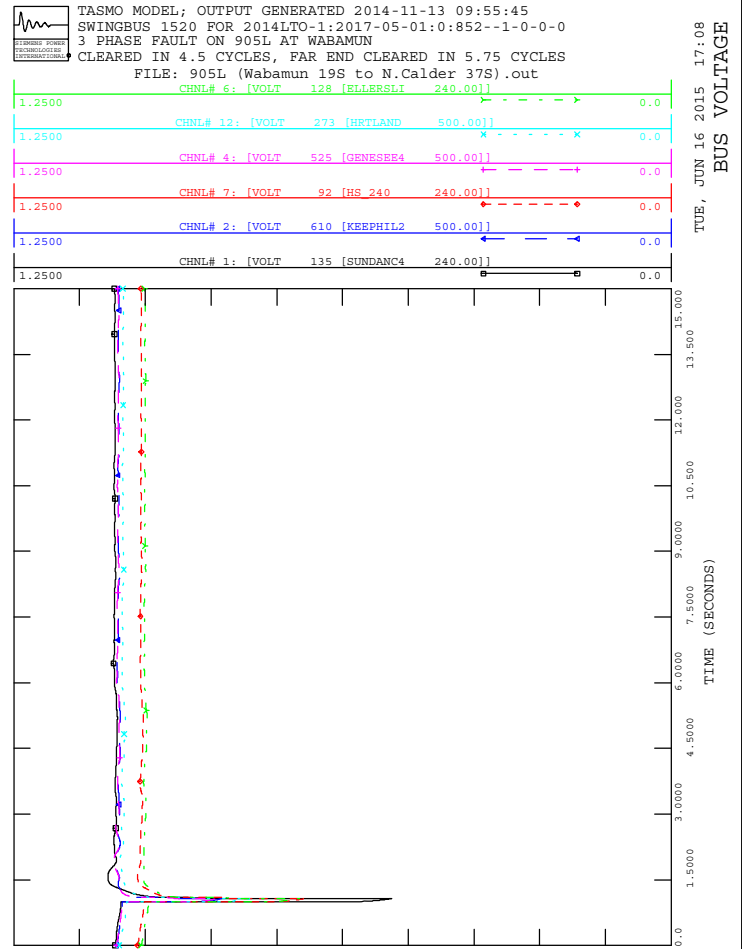
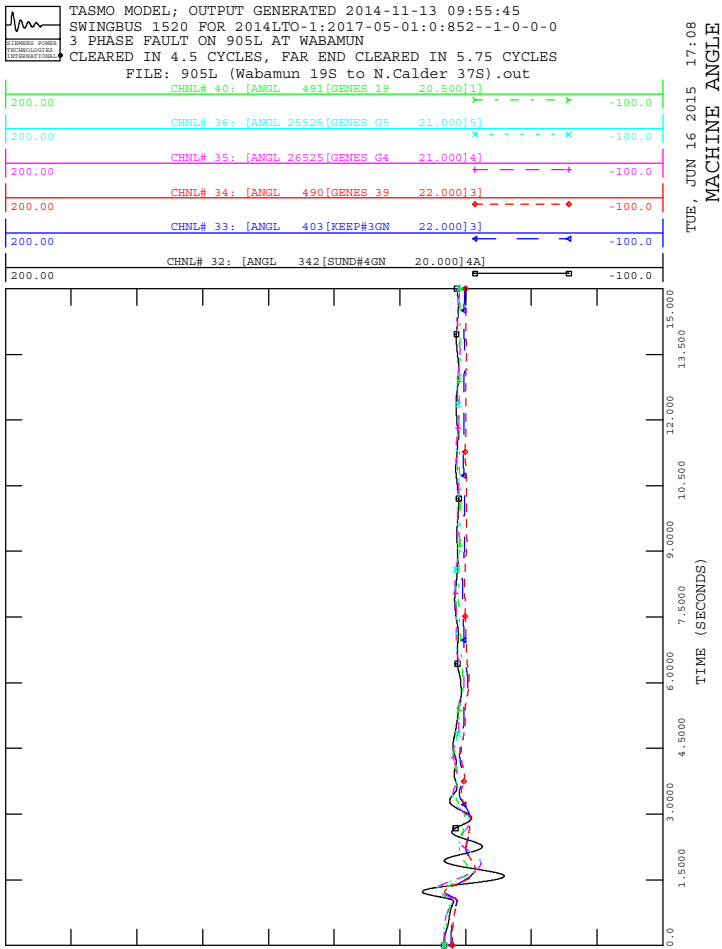
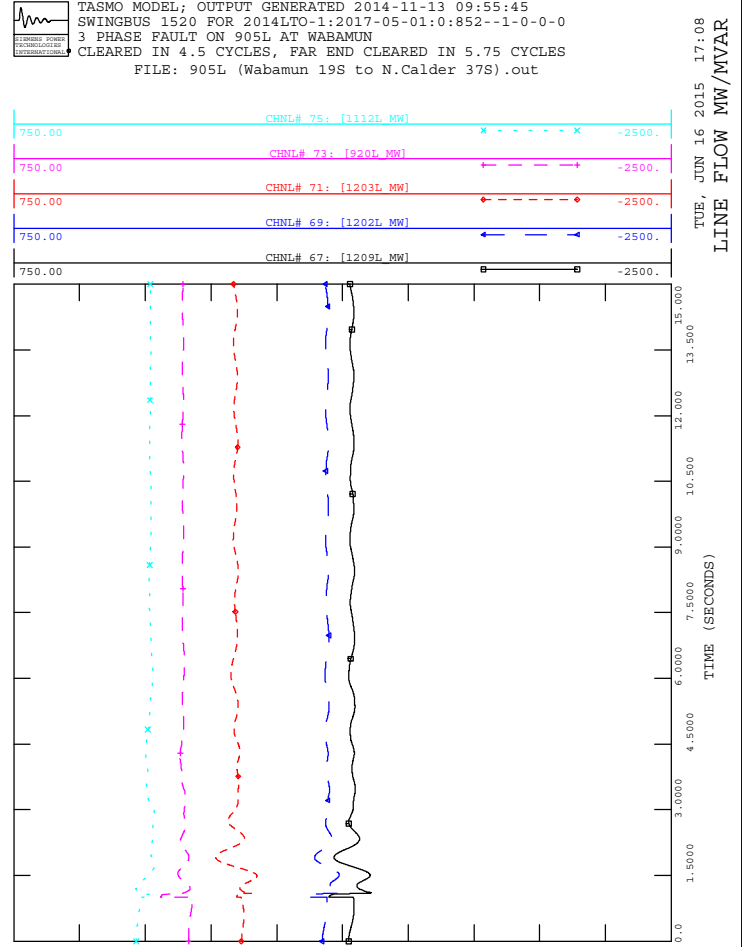
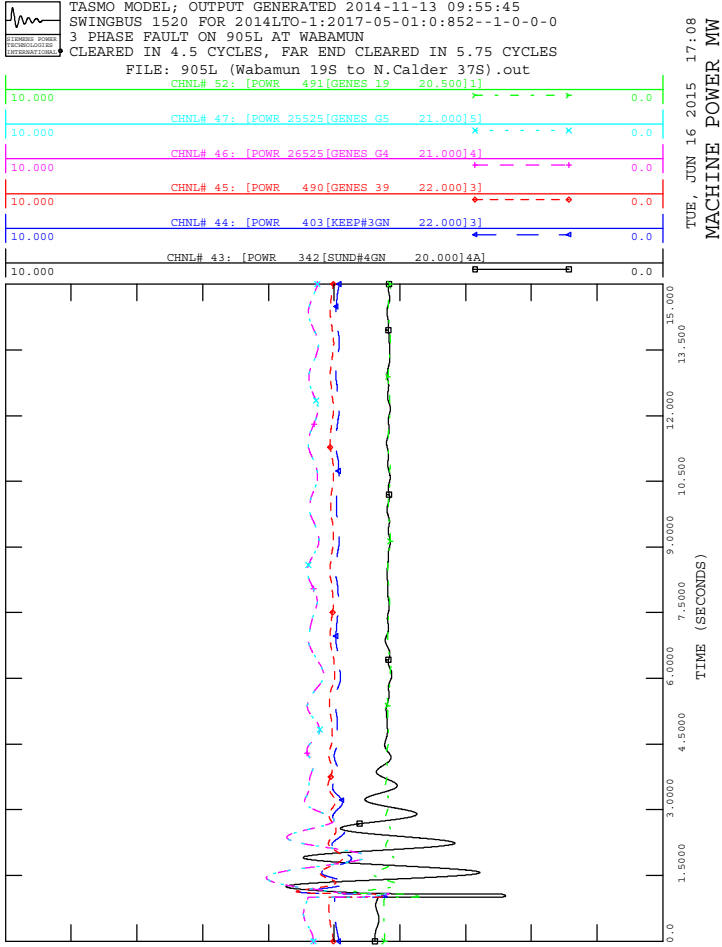


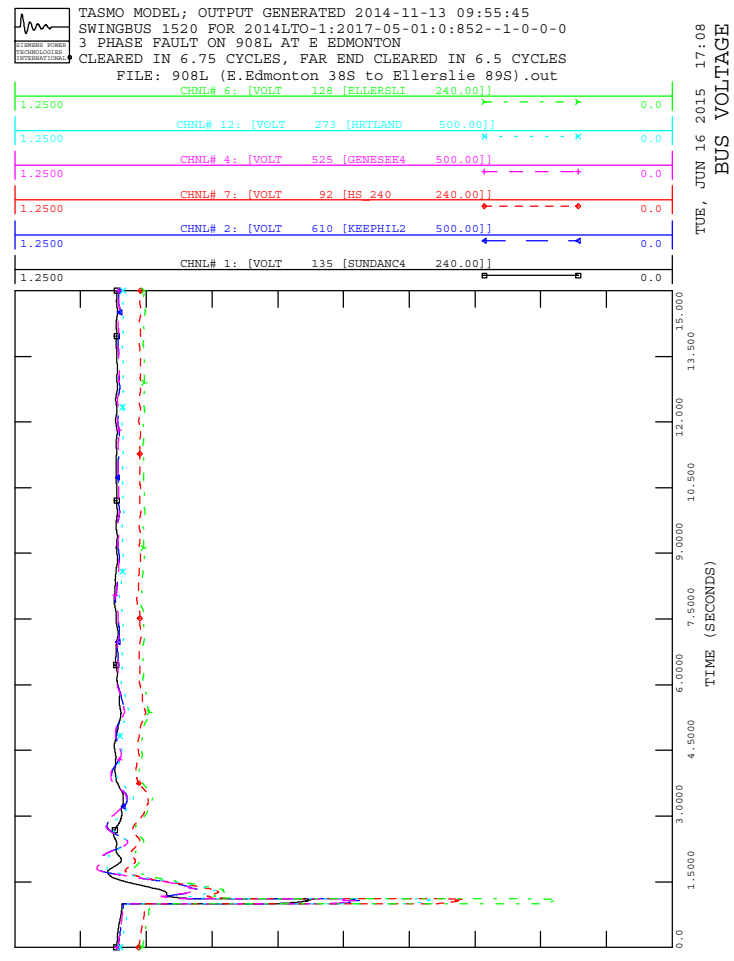
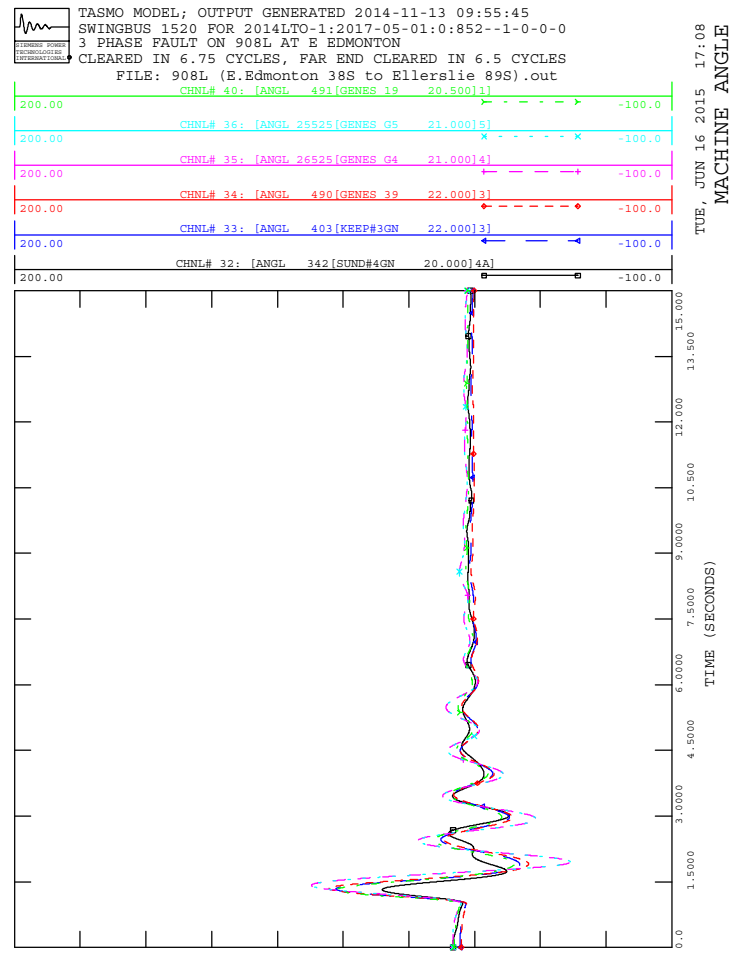
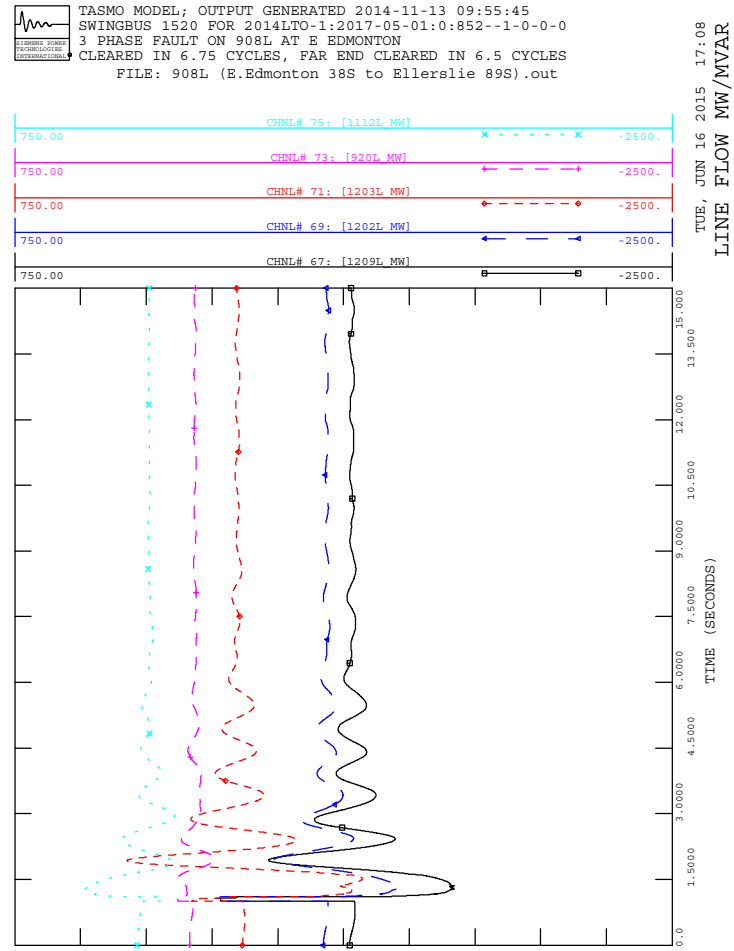
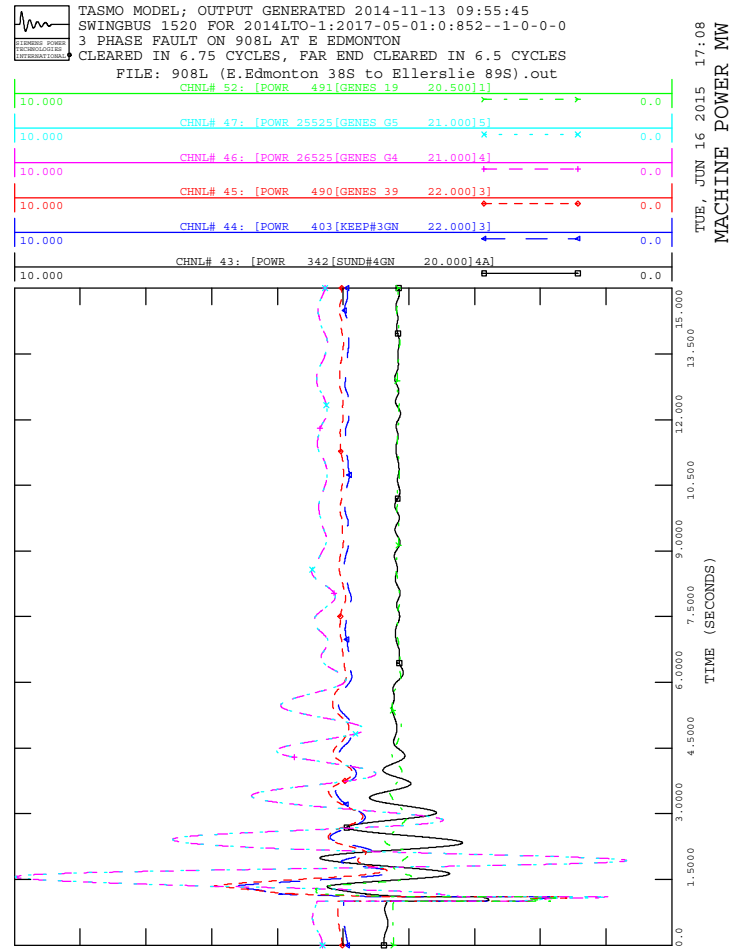
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 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



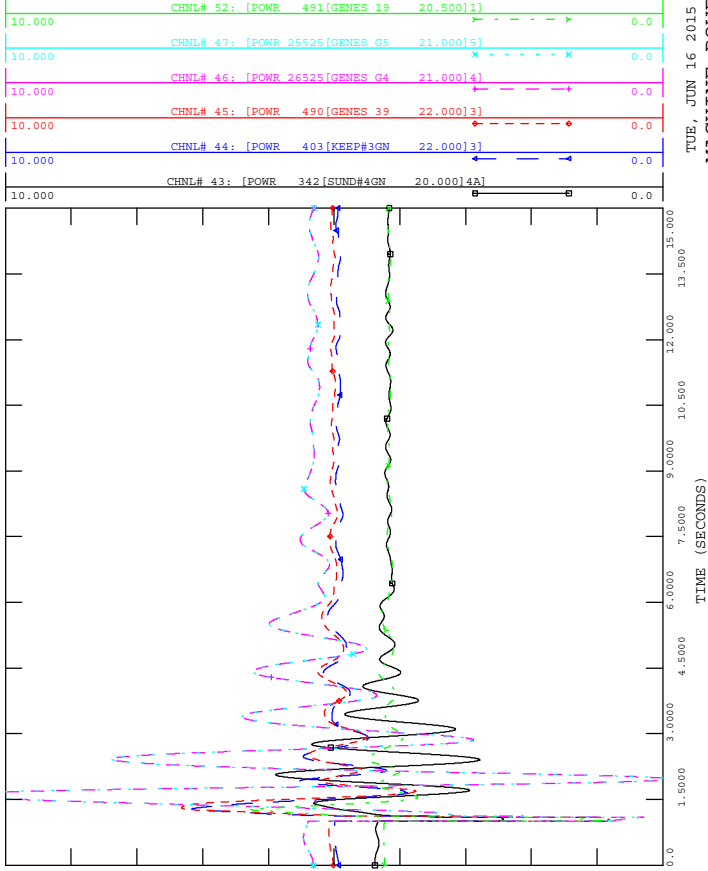






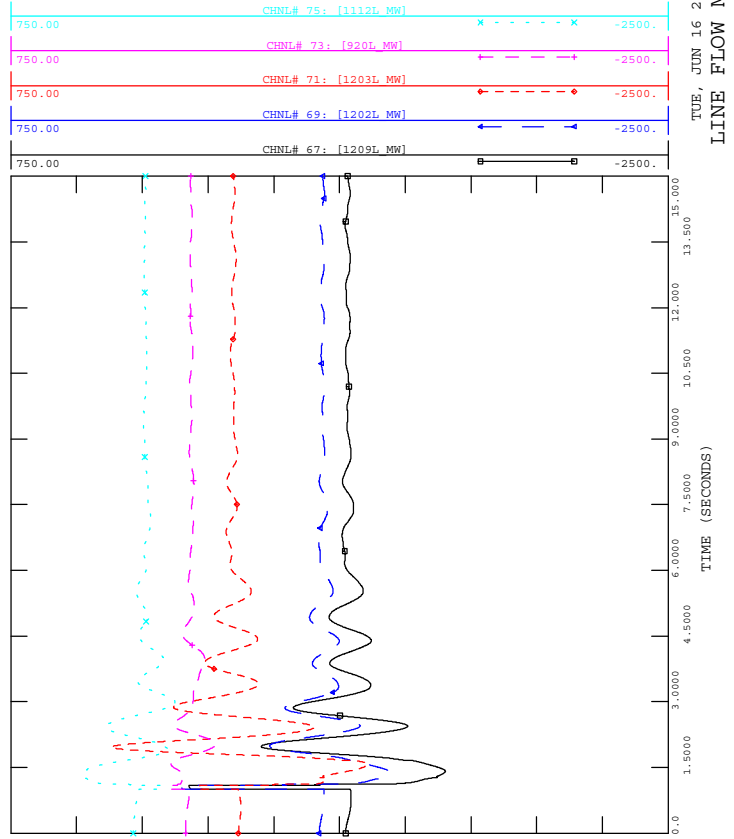
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out

TUE, JUN 16 2015 17:08
 MACHINE POWER MW



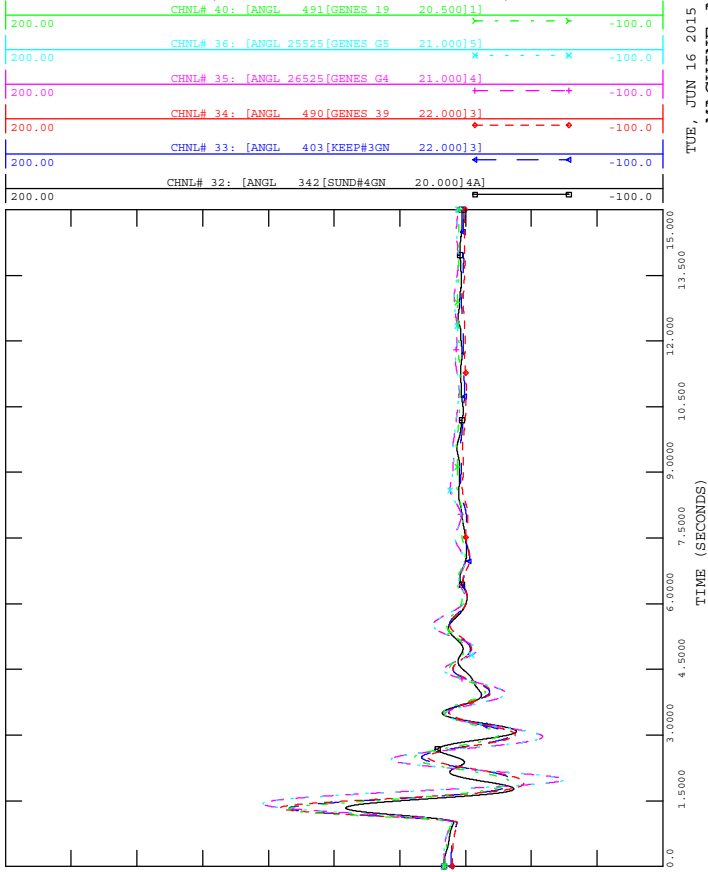
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out

TUE, JUN 16 2015 17:08
 LINE FLOW MW/MVAR



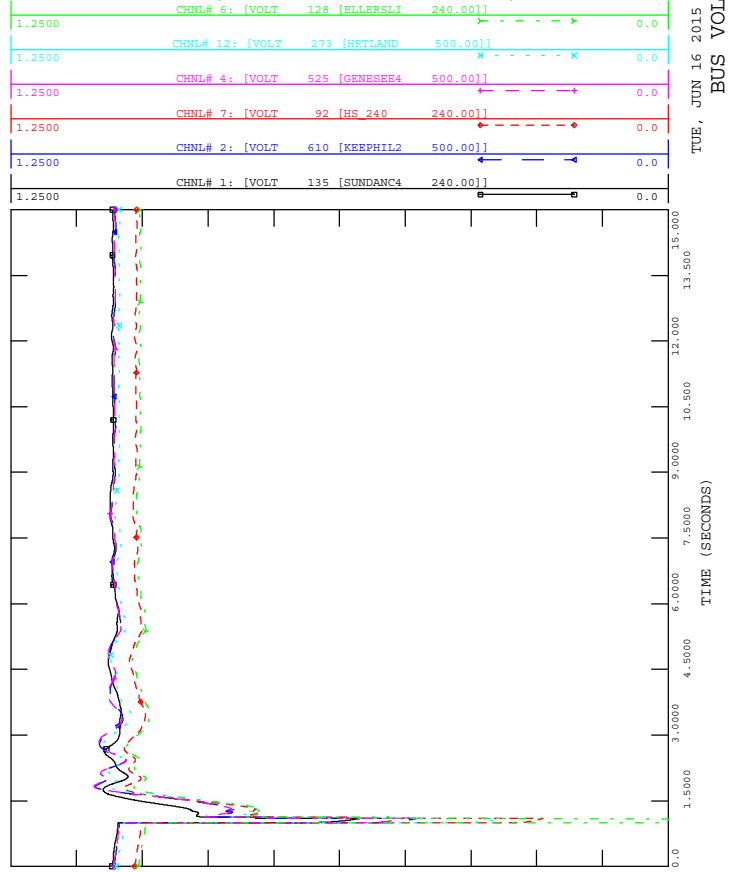
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out

TUE, JUN 16 2015 17:08
 MACHINE ANGLE



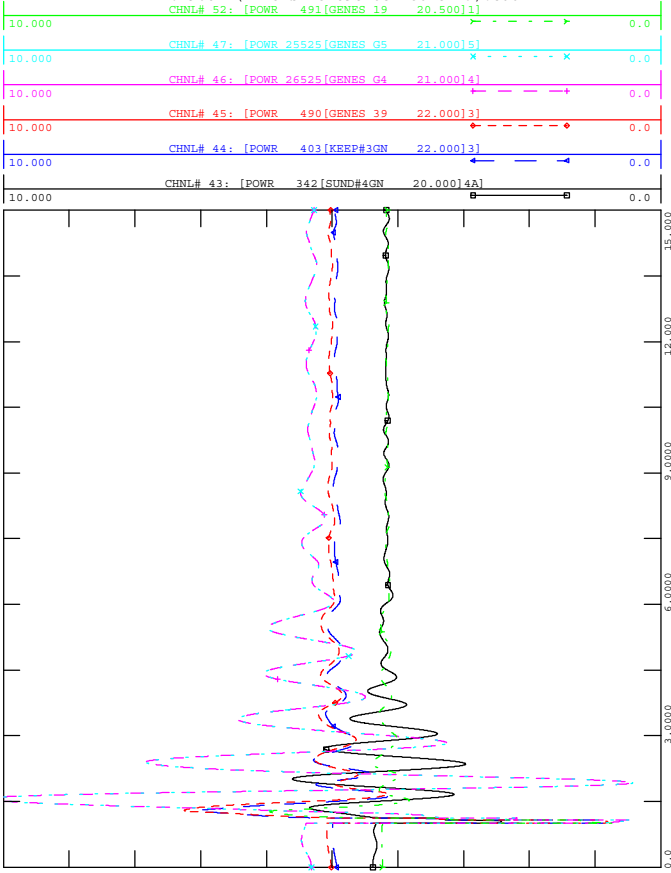
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out

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 BUS VOLTAGE





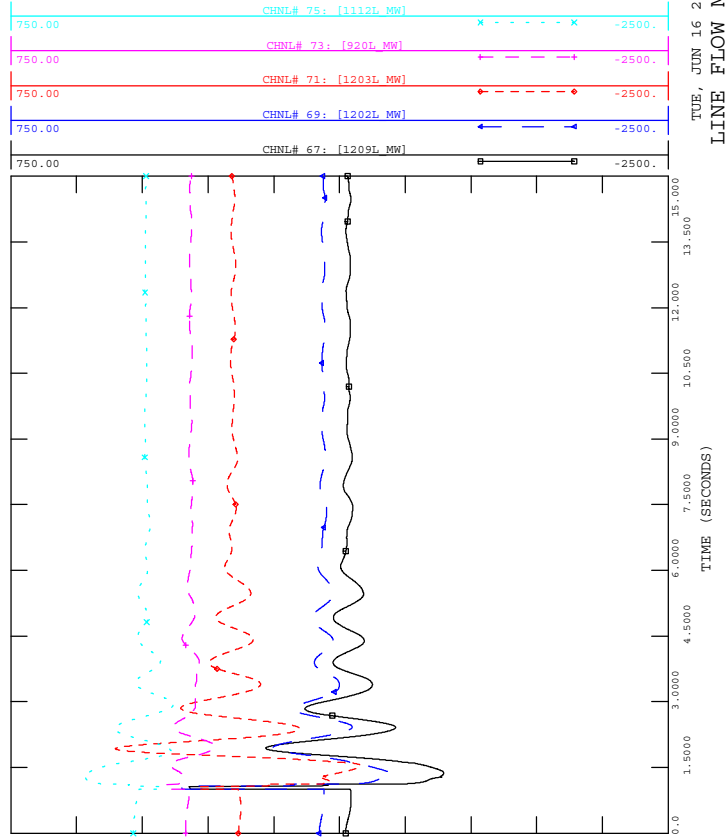
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



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 MACHINE POWER MW



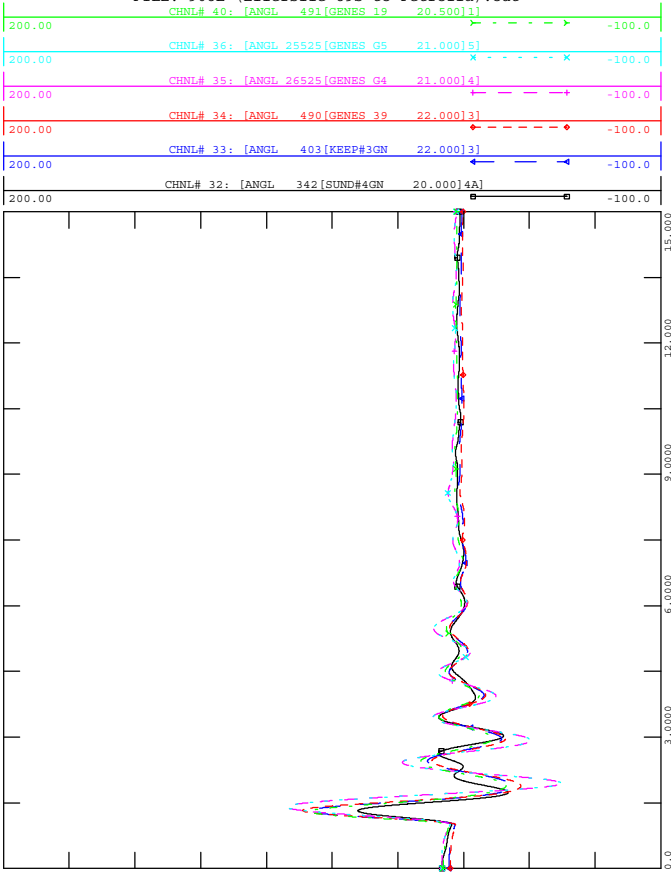
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



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 LINE FLOW MW/MVAR



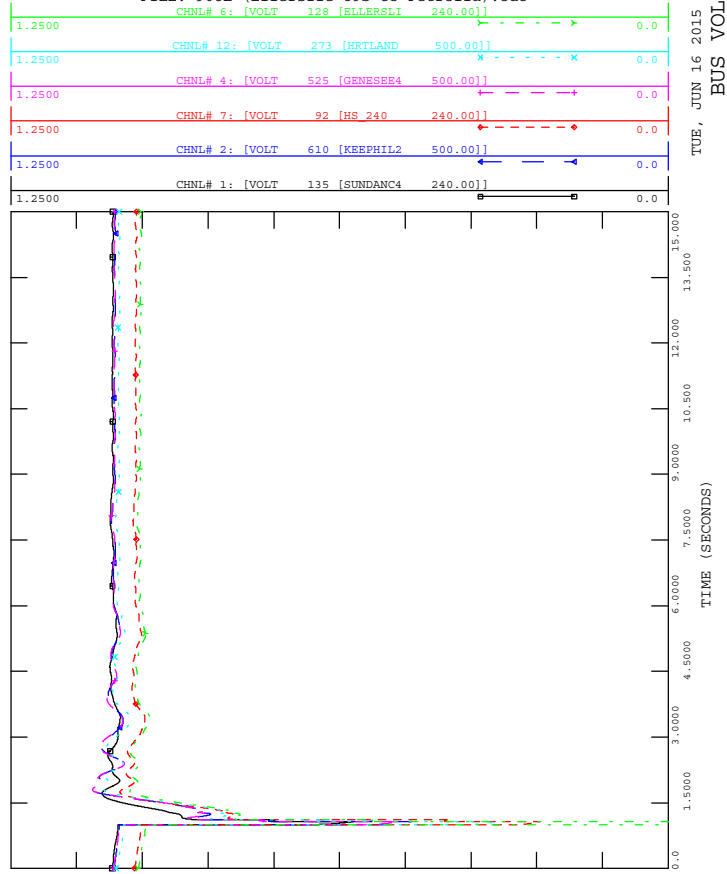
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



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 MACHINE ANGLE



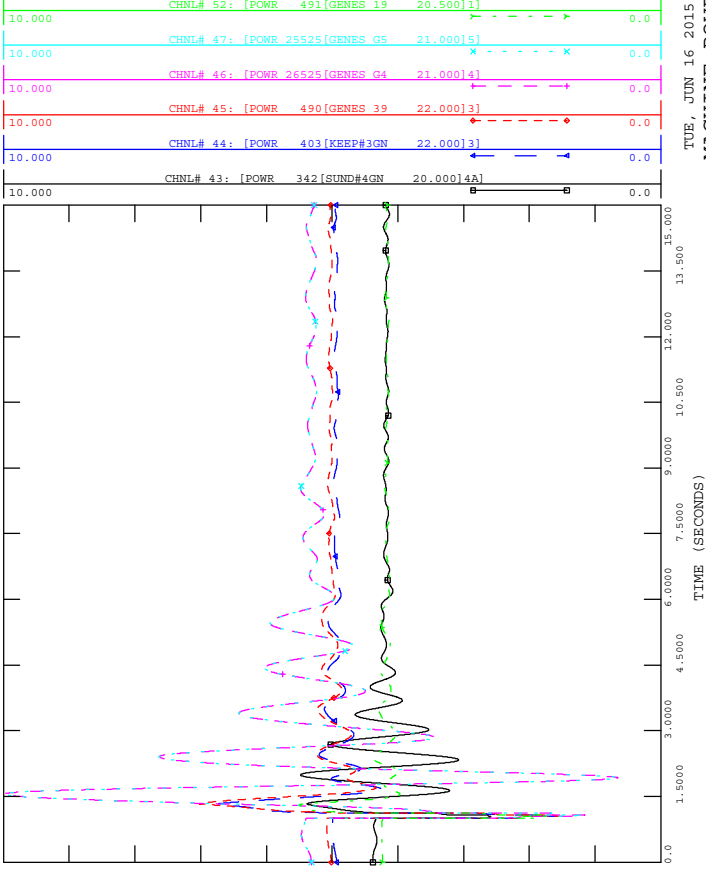
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



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 BUS VOLTAGE



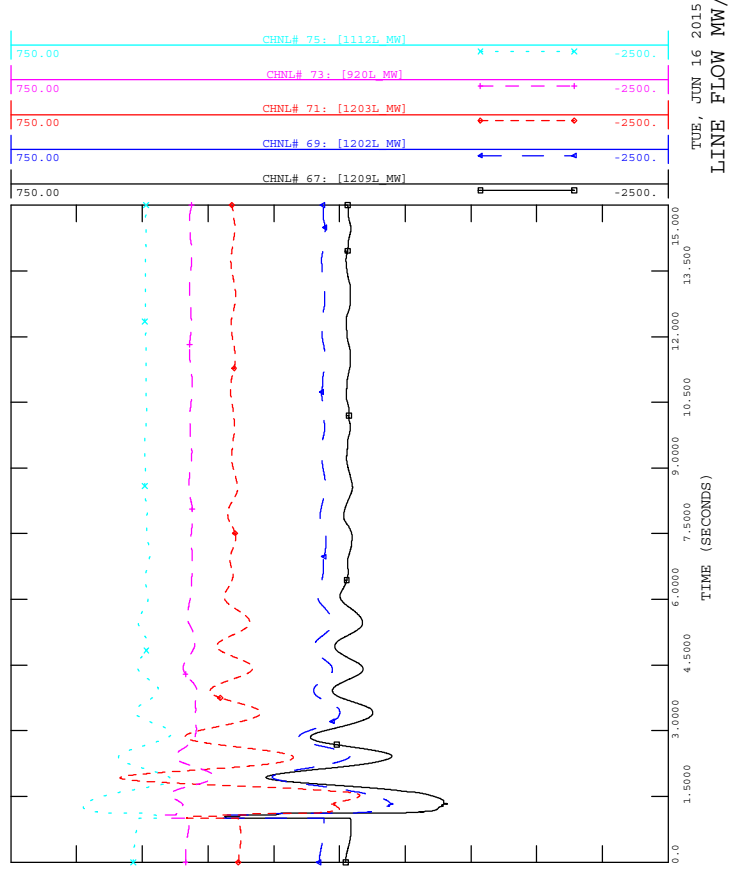
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out
 CHNL# 52: [POWR 491[GENES 19 20.500]1]



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 MACHINE POWER MW



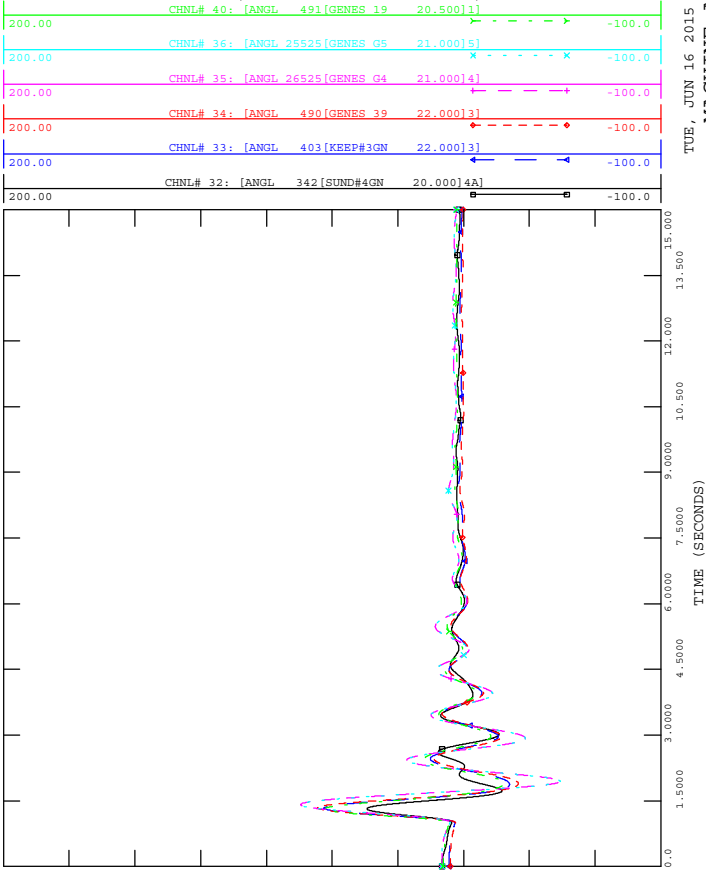
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out



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 LINE FLOW MW/MVAR



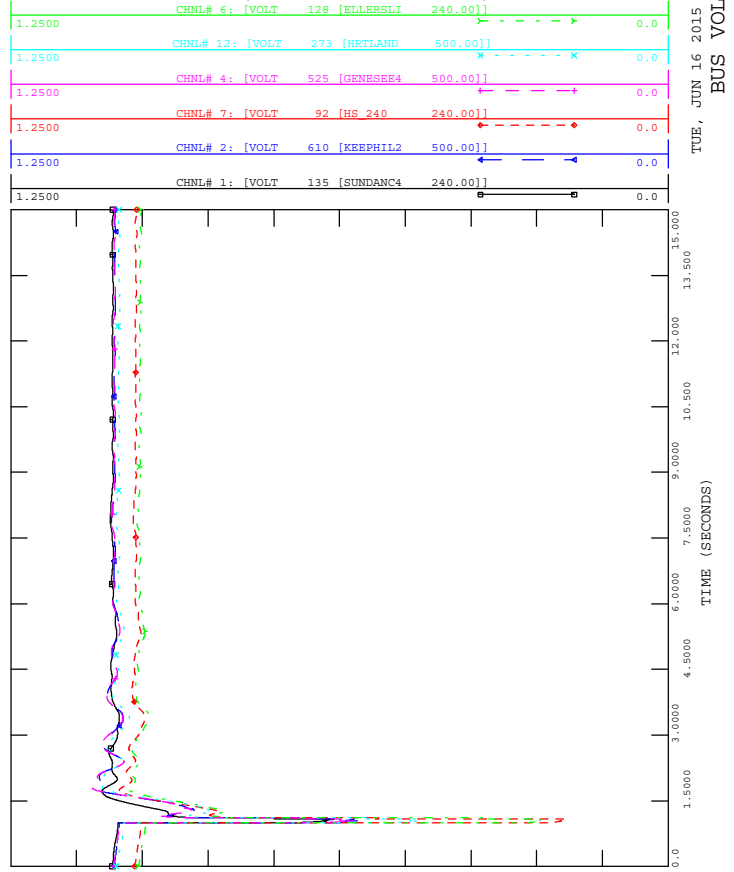
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out
 CHNL# 40: [ANGL 491[GENES 19 20.500]1]



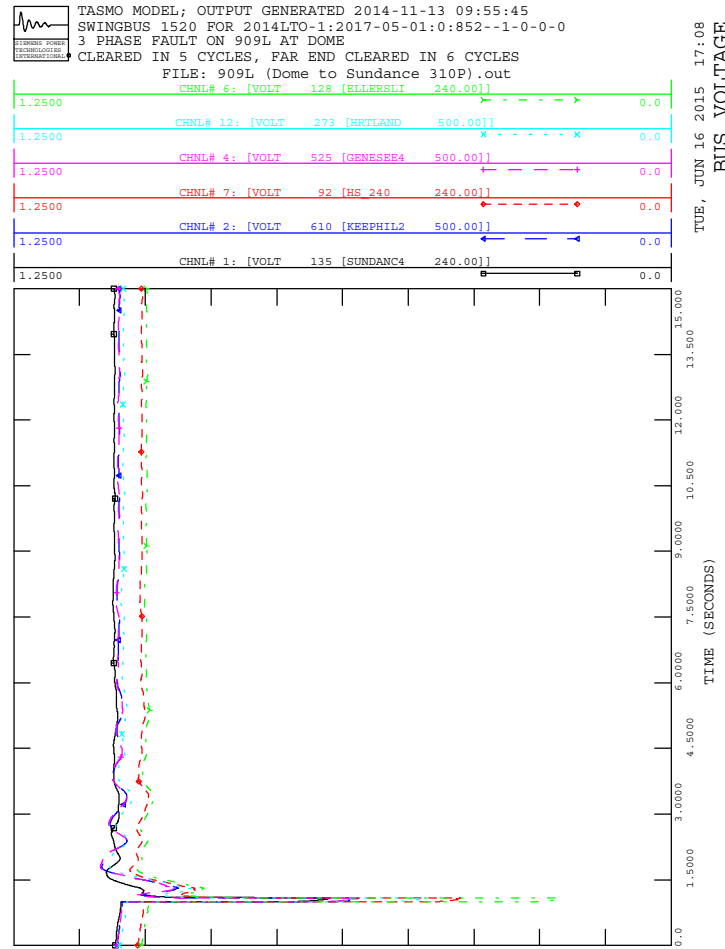
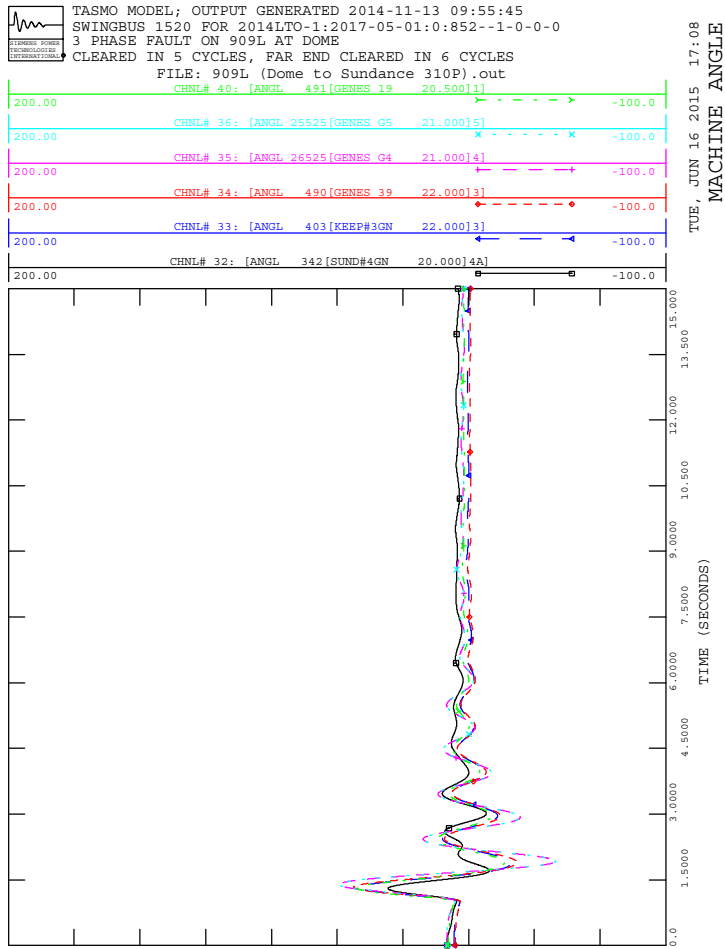
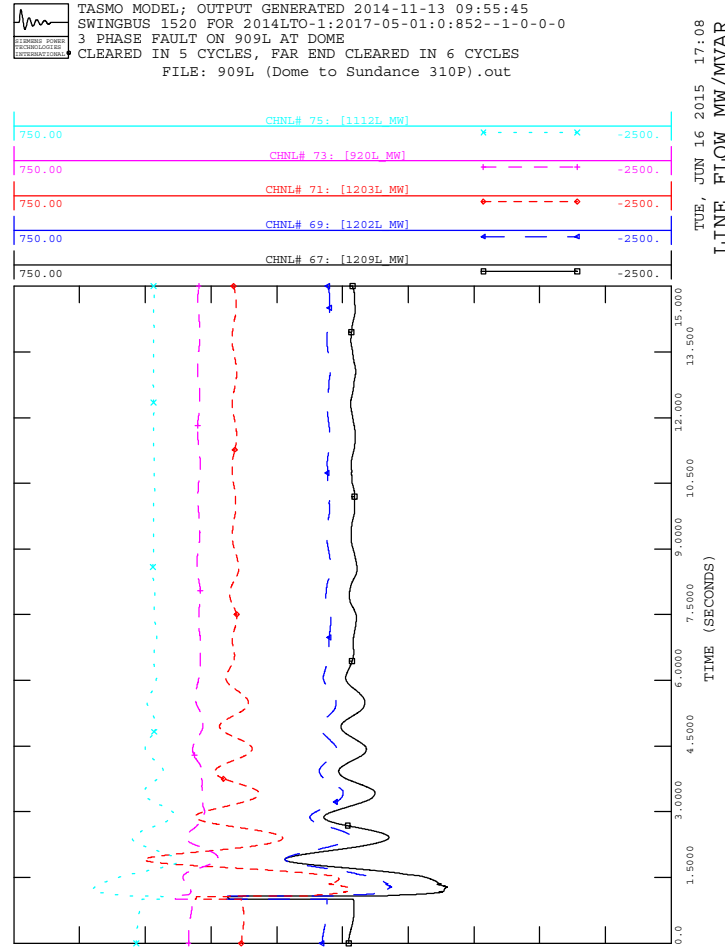
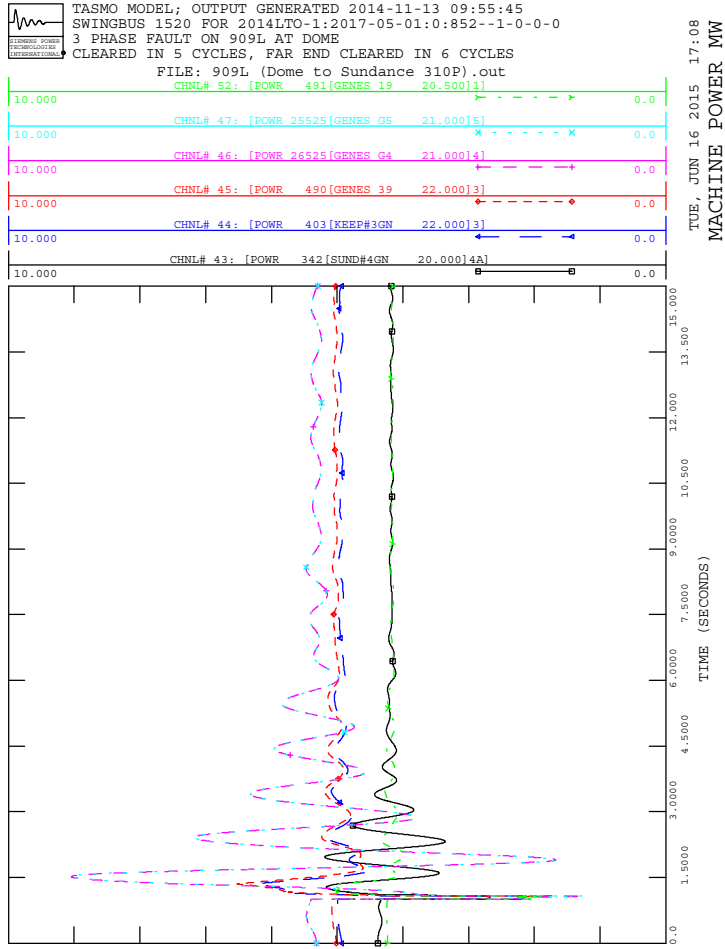
TUE, JUN 16 2015 17:08
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out
 CHNL# 6: [VOLT 128 [ELLERSL1 240.00]

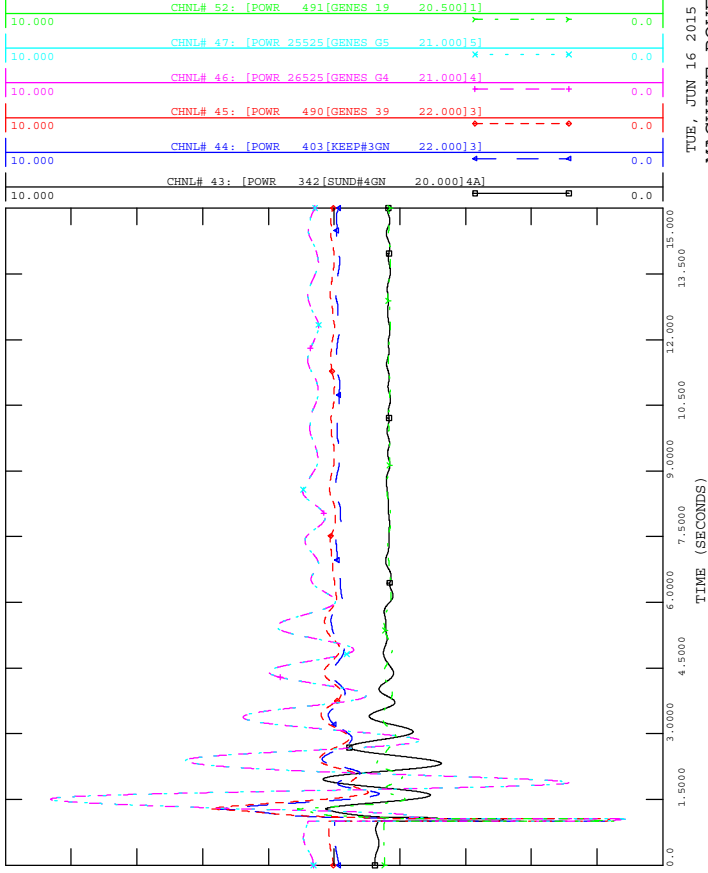


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 BUS VOLTAGE

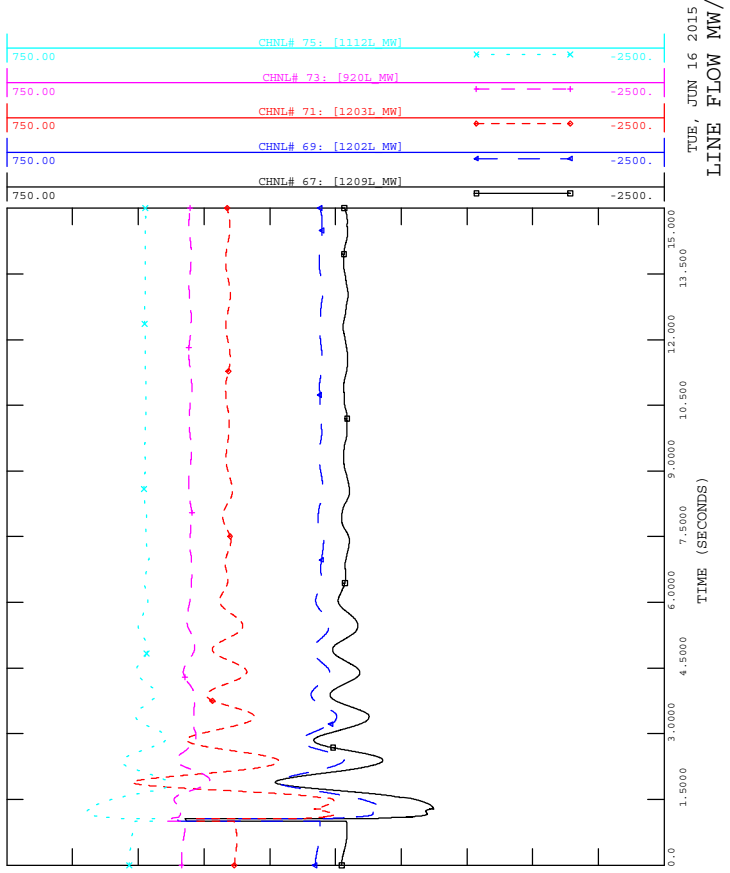




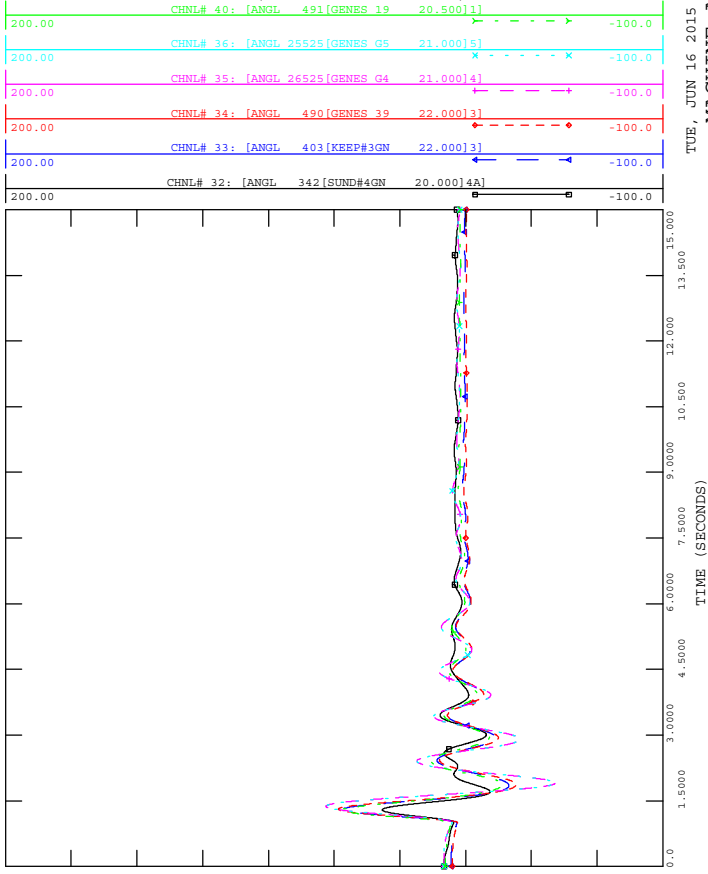
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out



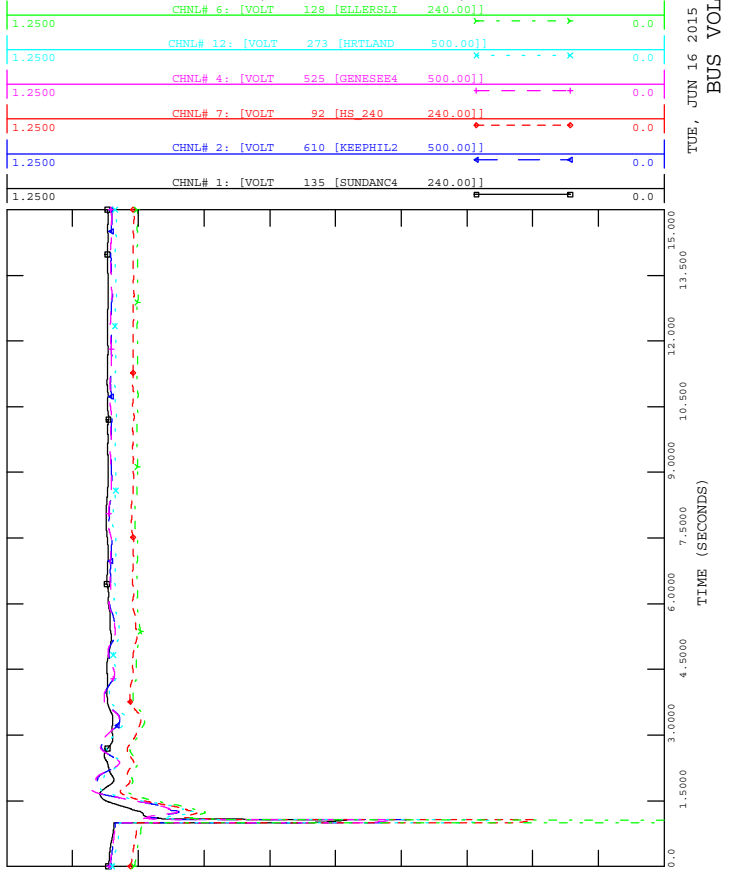
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 3 PHASE FAULT ON 909L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out

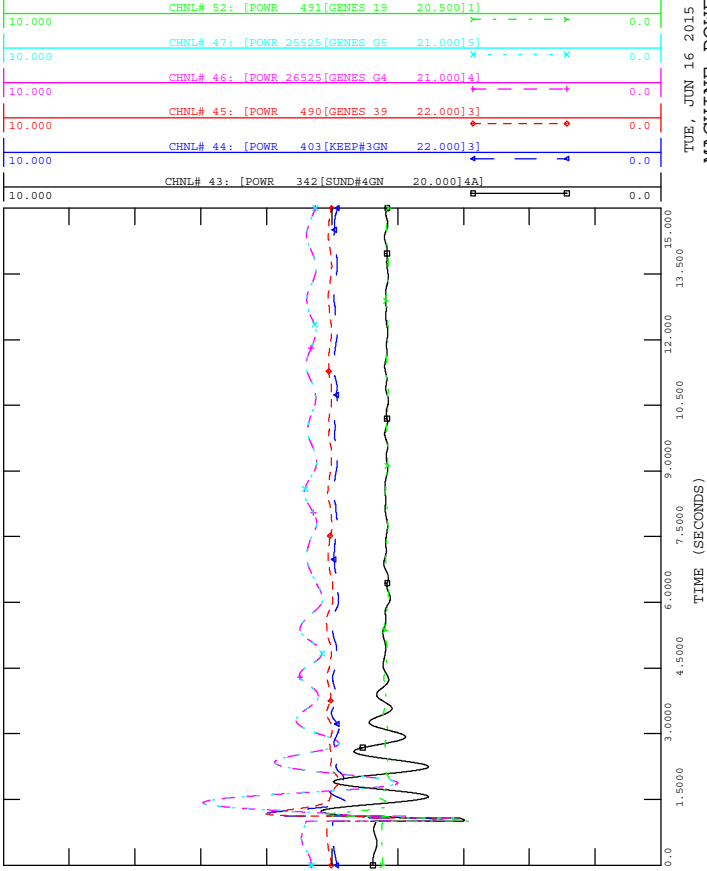


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 3 PHASE FAULT ON 909L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out





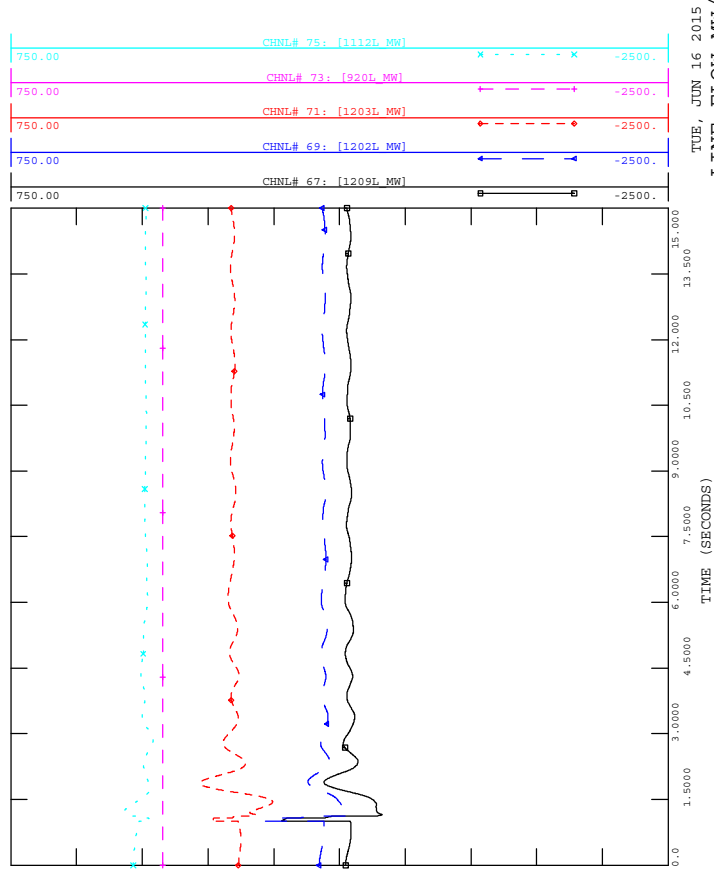
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



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 MACHINE POWER MW



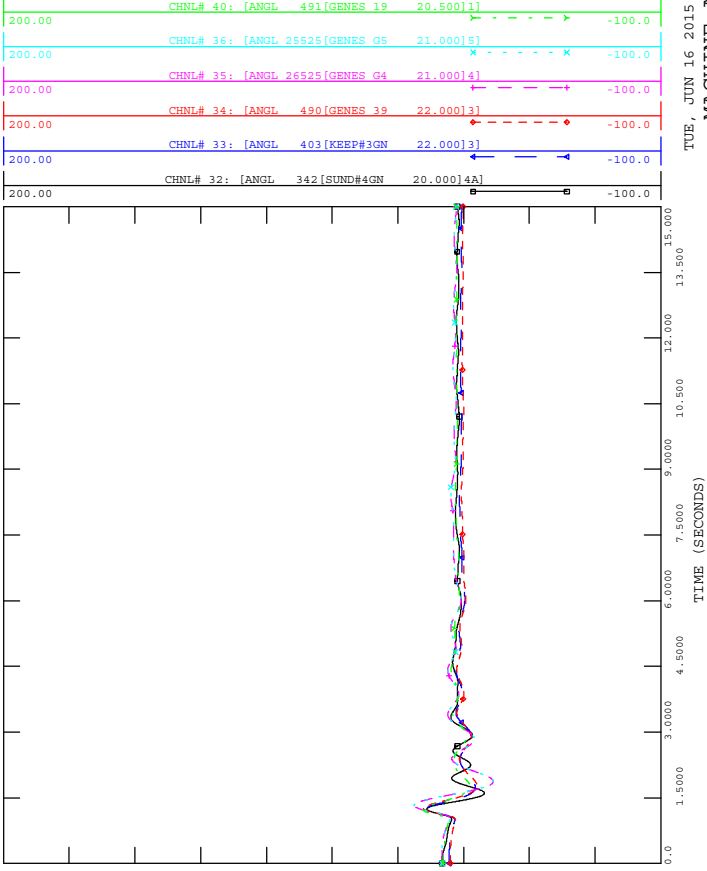
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 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



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 LINE FLOW MW/MVAR



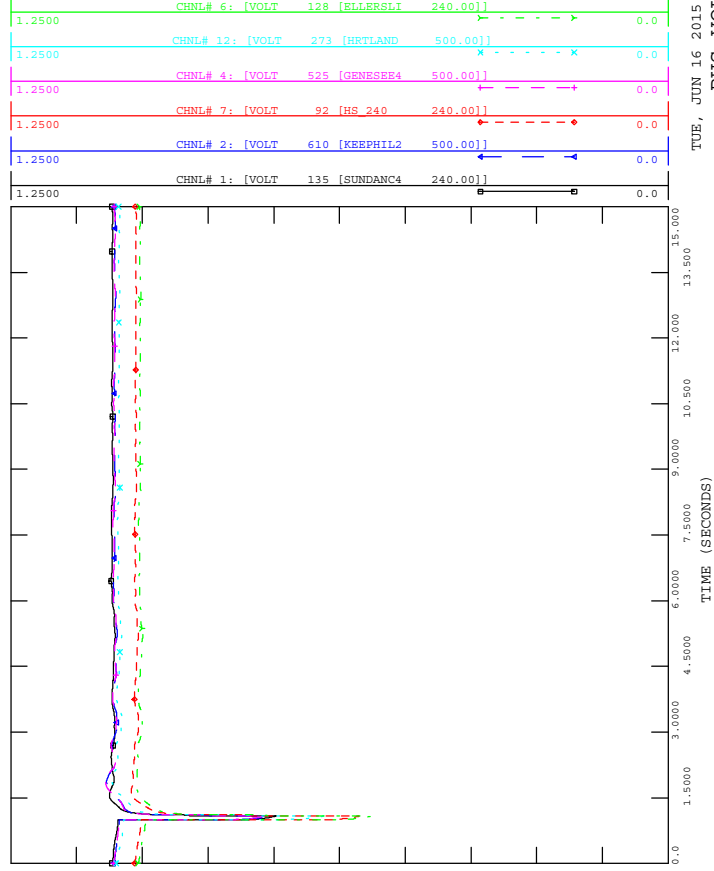
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 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



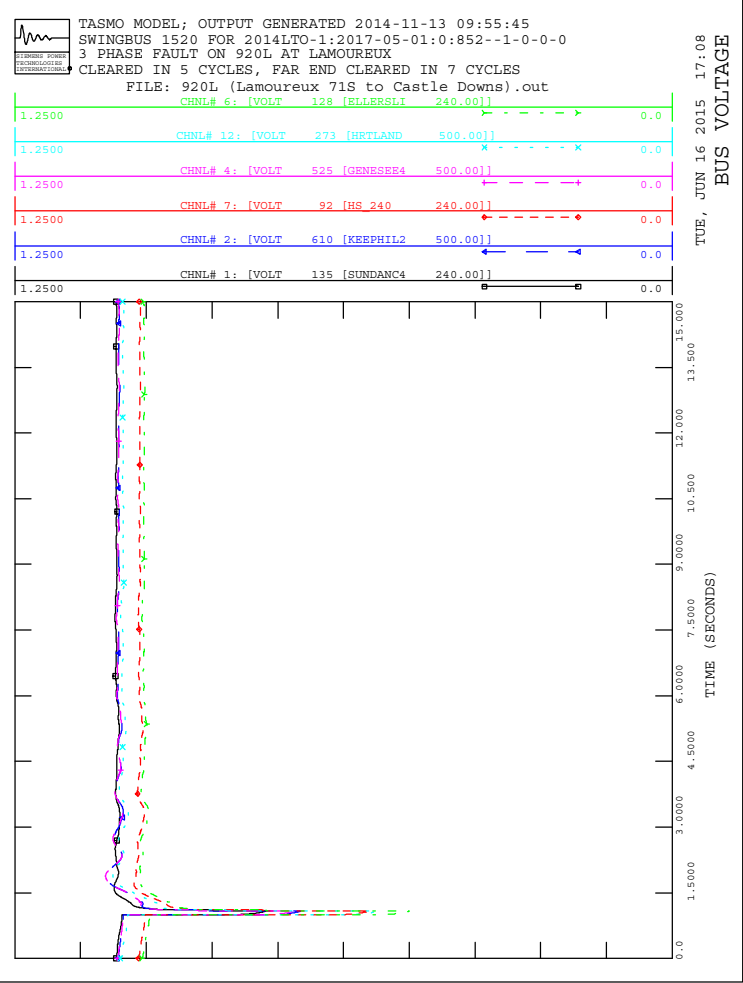
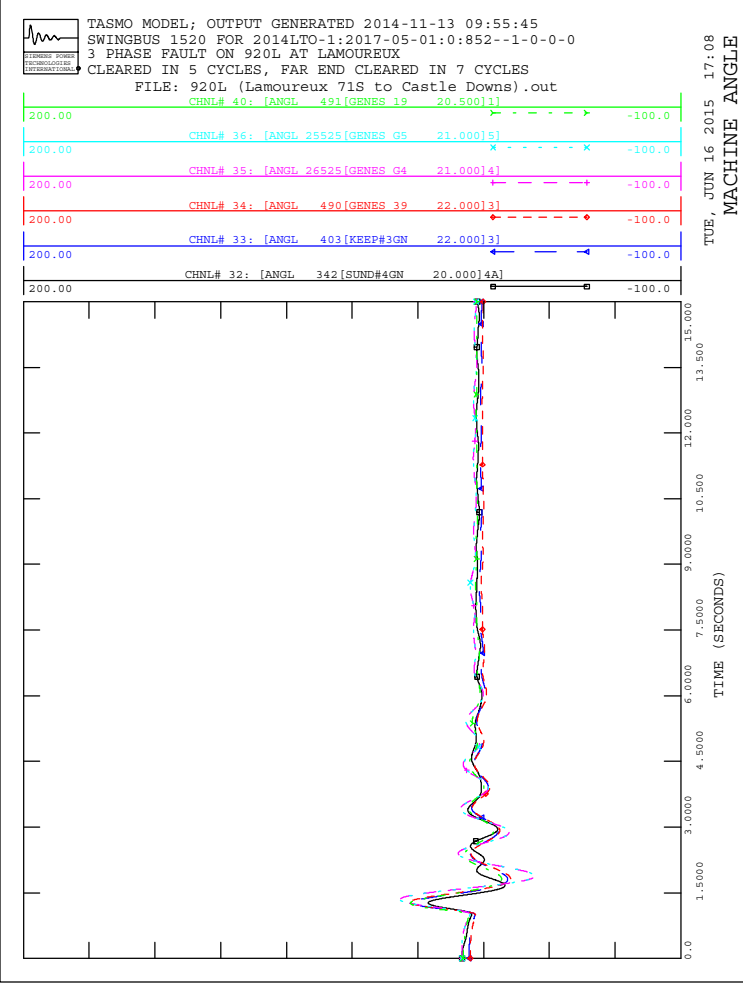
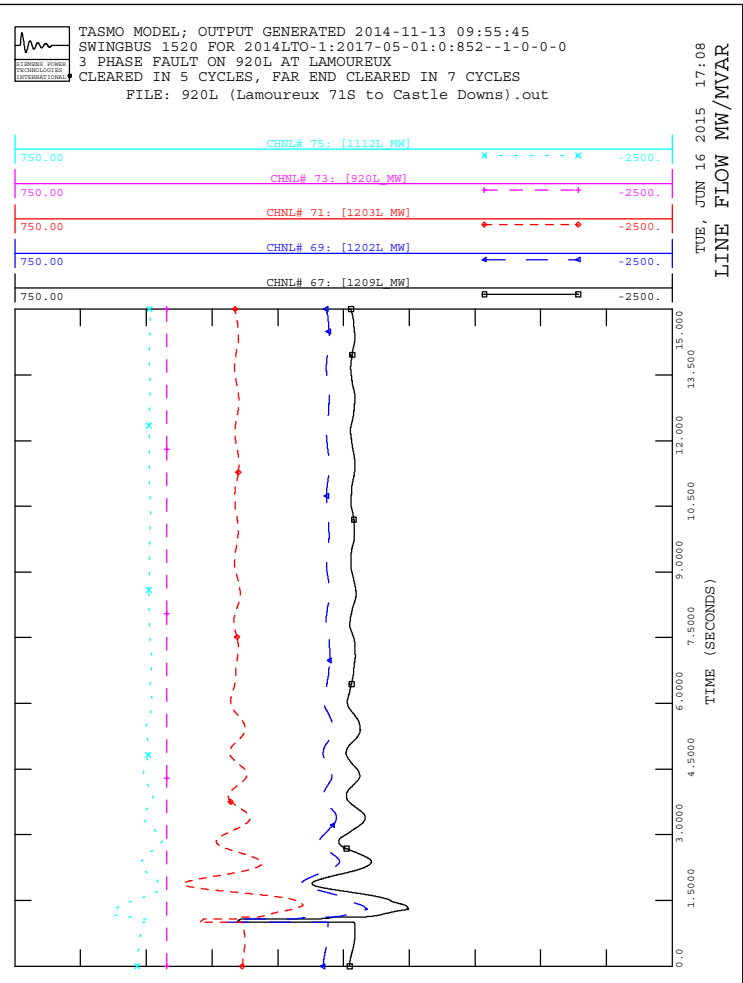
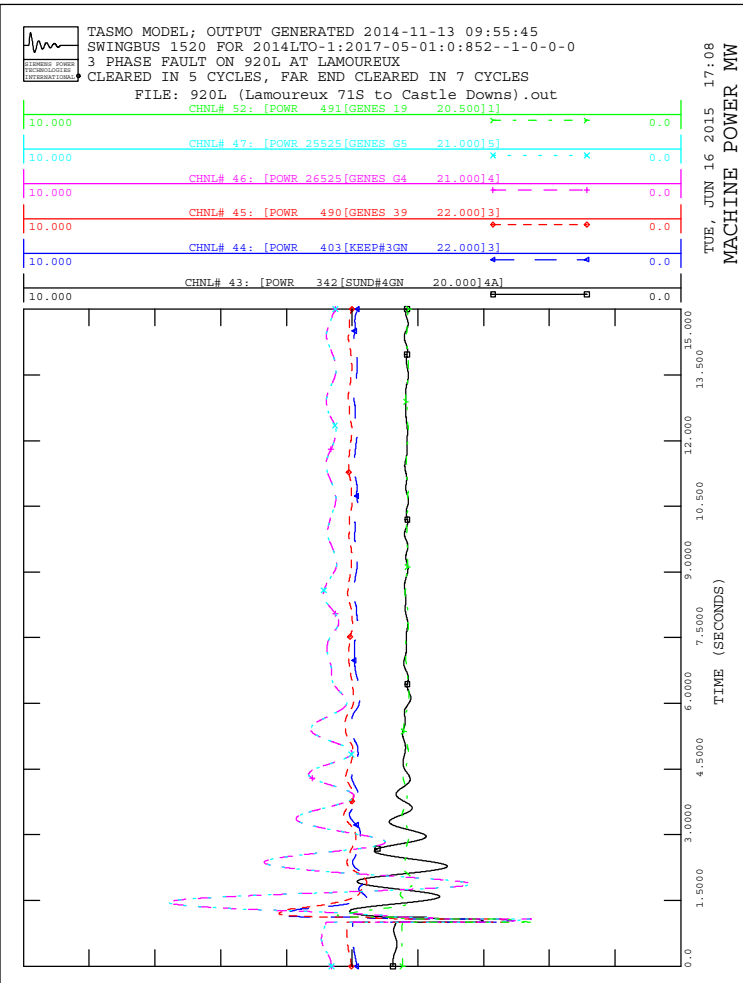
TUE, JUN 16 2015 17:08
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out

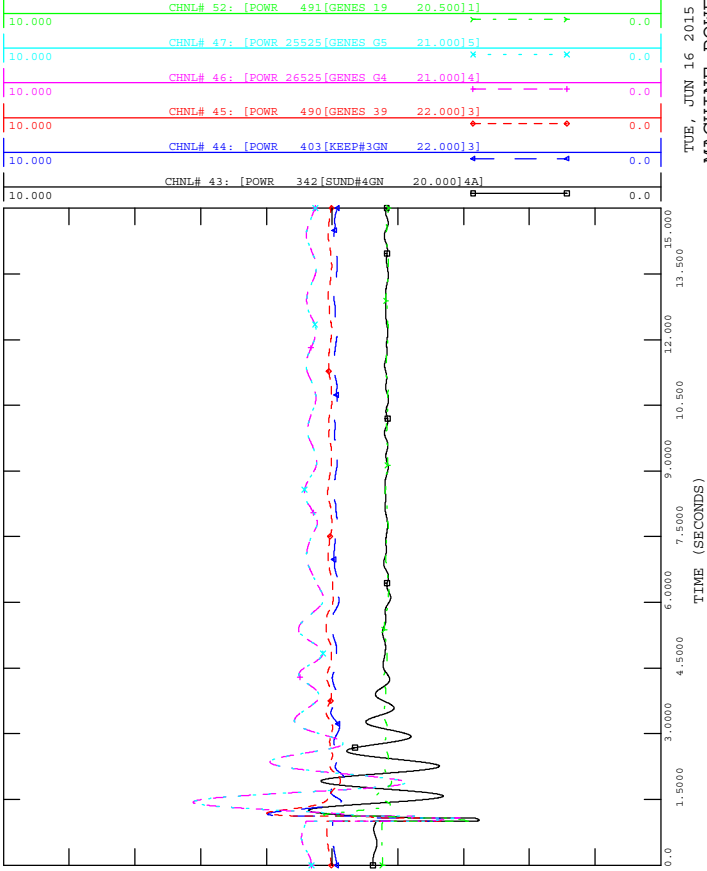


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 BUS VOLTAGE





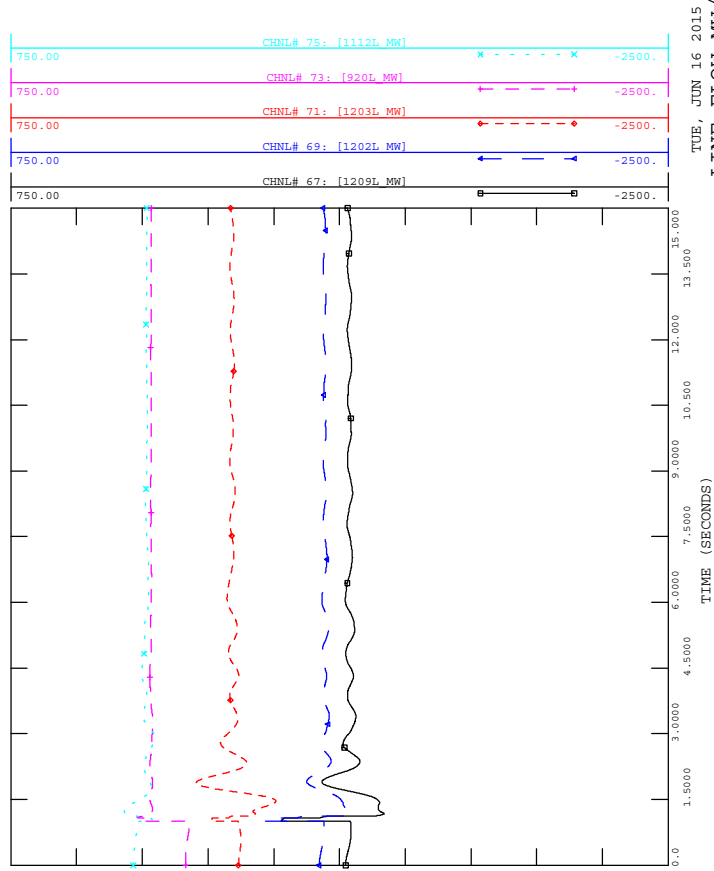
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



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 MACHINE POWER MW



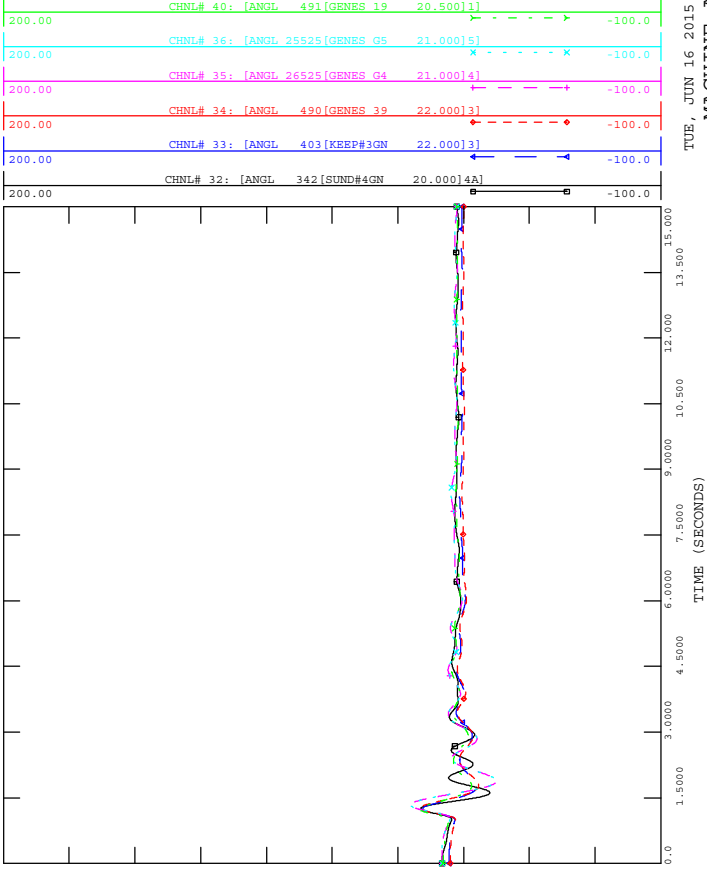
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



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 LINE FLOW MW/MVAR



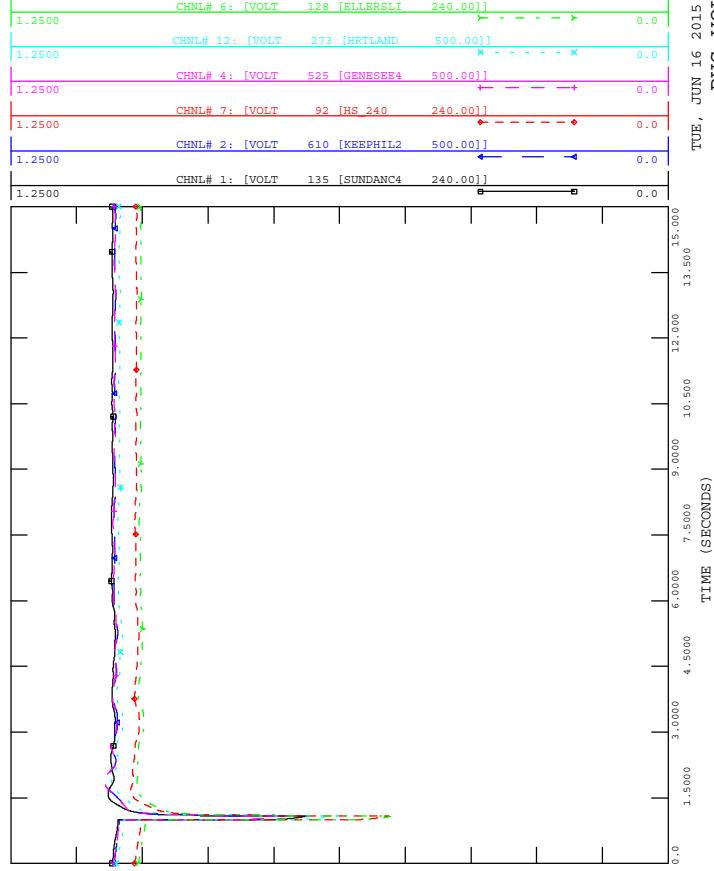
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 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



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 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

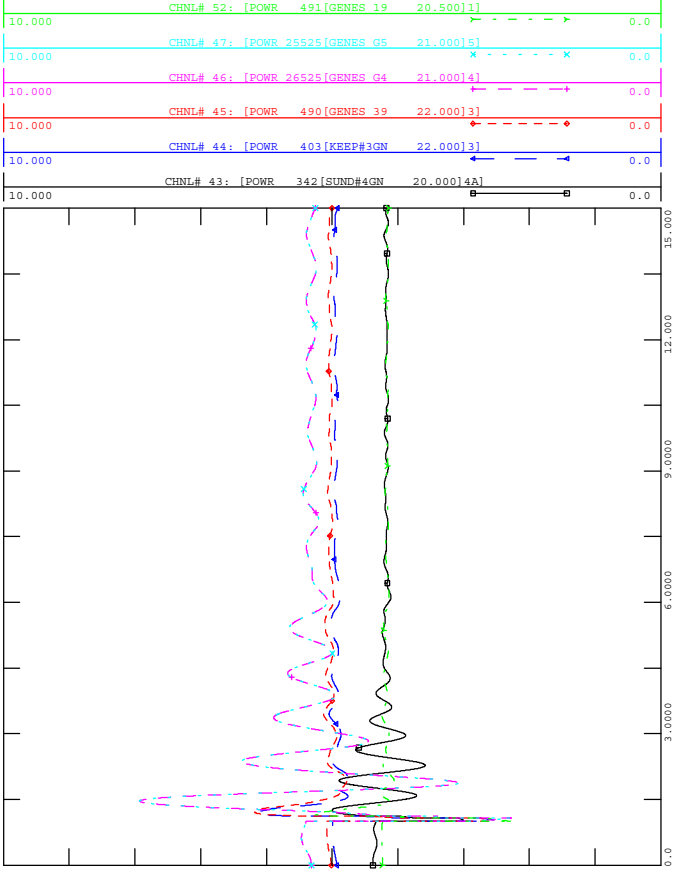


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 BUS VOLTAGE



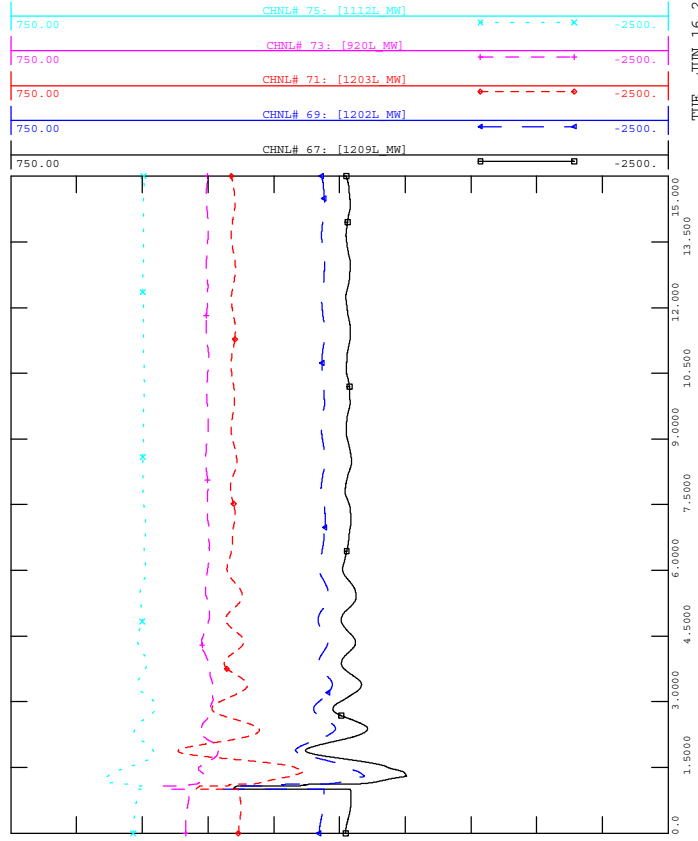
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

TUE, JUN 16 2015 17:08
 MACHINE POWER MW



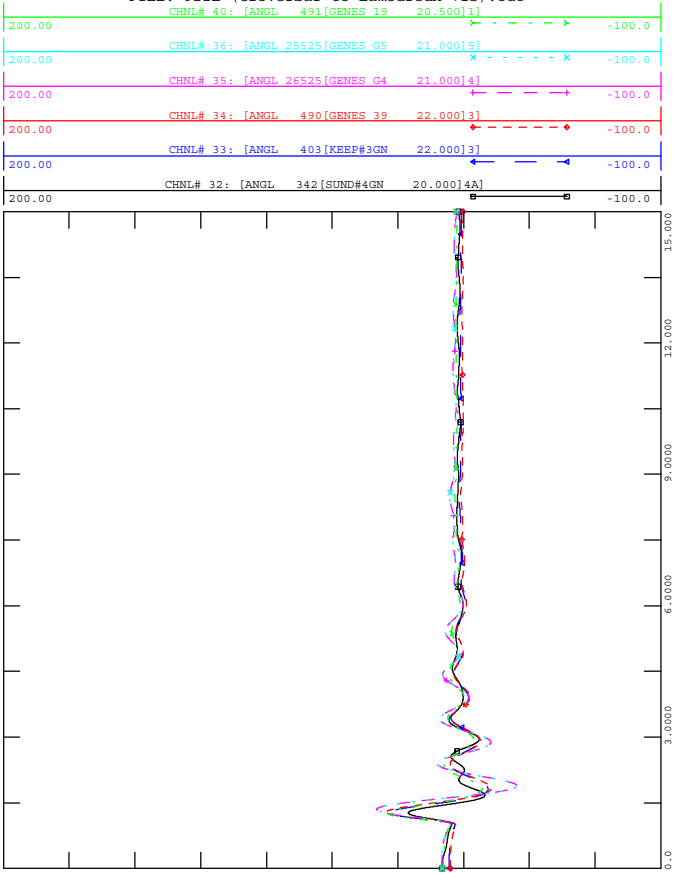
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

TUE, JUN 16 2015 17:08
 LINE FLOW MW/MVAR



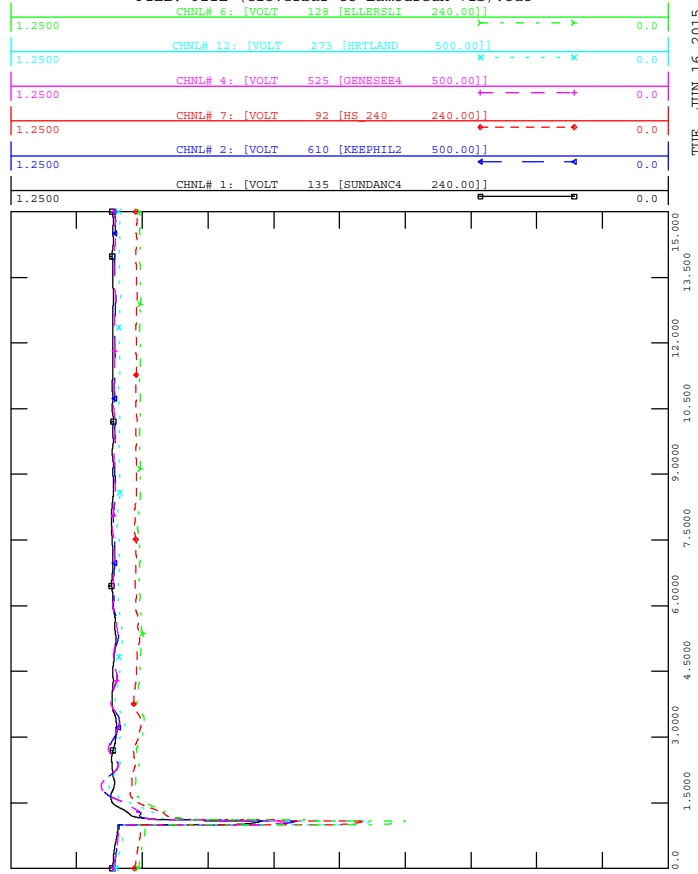
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

TUE, JUN 16 2015 17:08
 MACHINE ANGLE



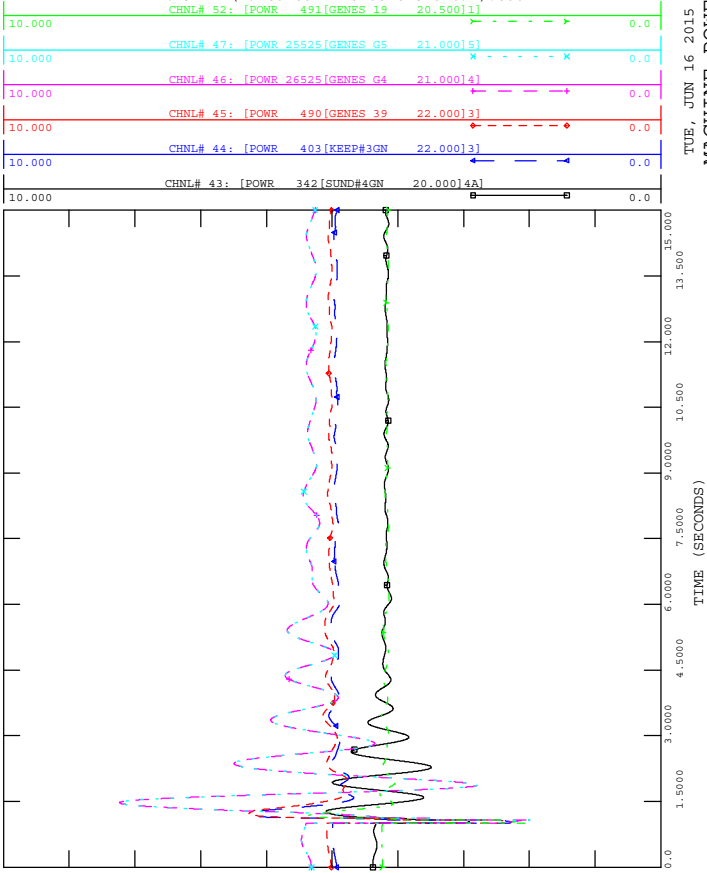
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

TUE, JUN 16 2015 17:08
 BUS VOLTAGE

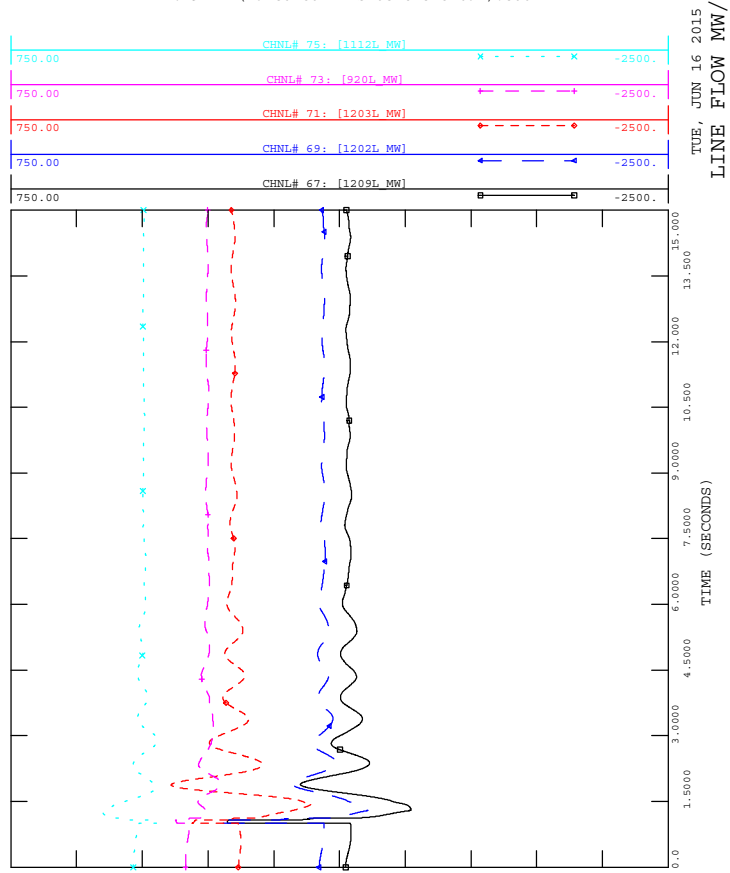




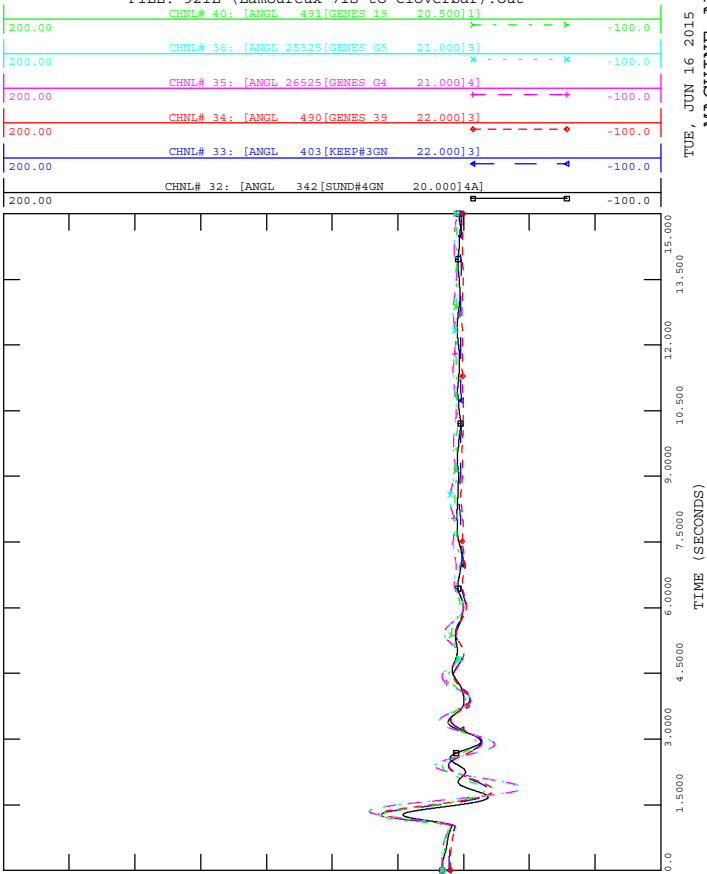
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



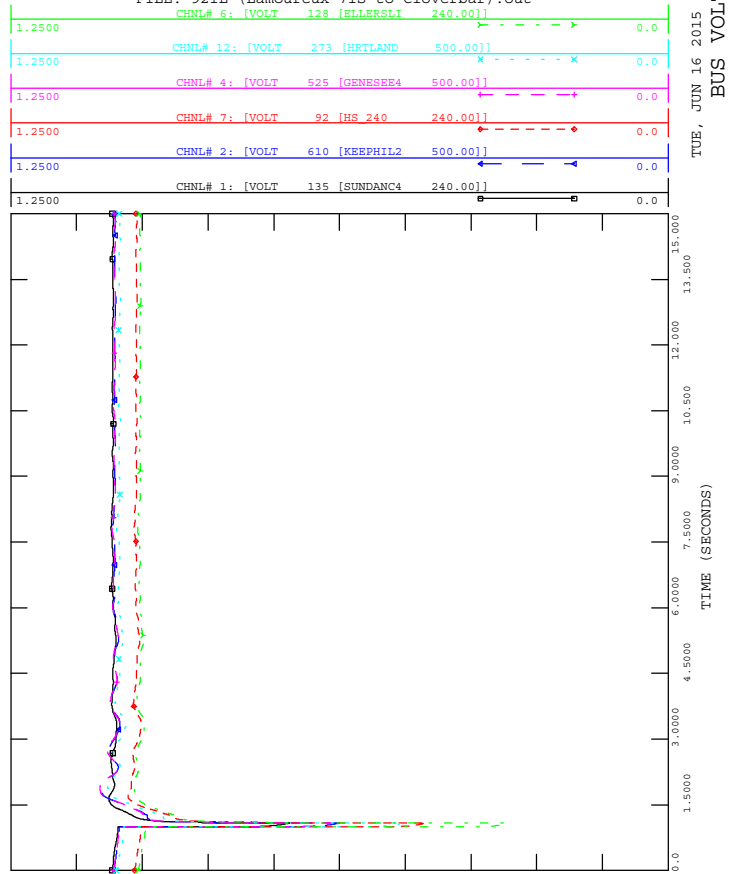
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



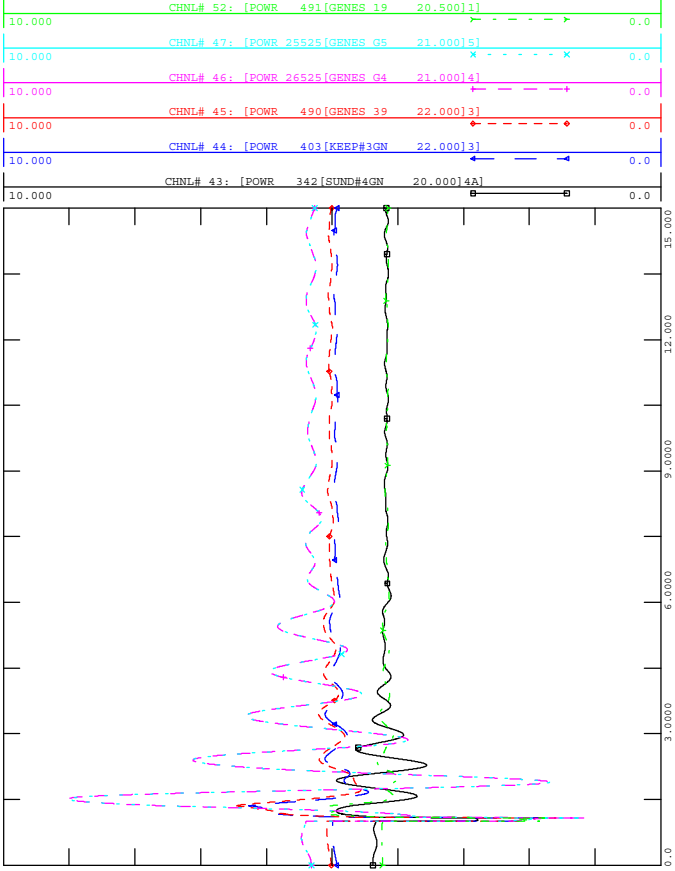
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out





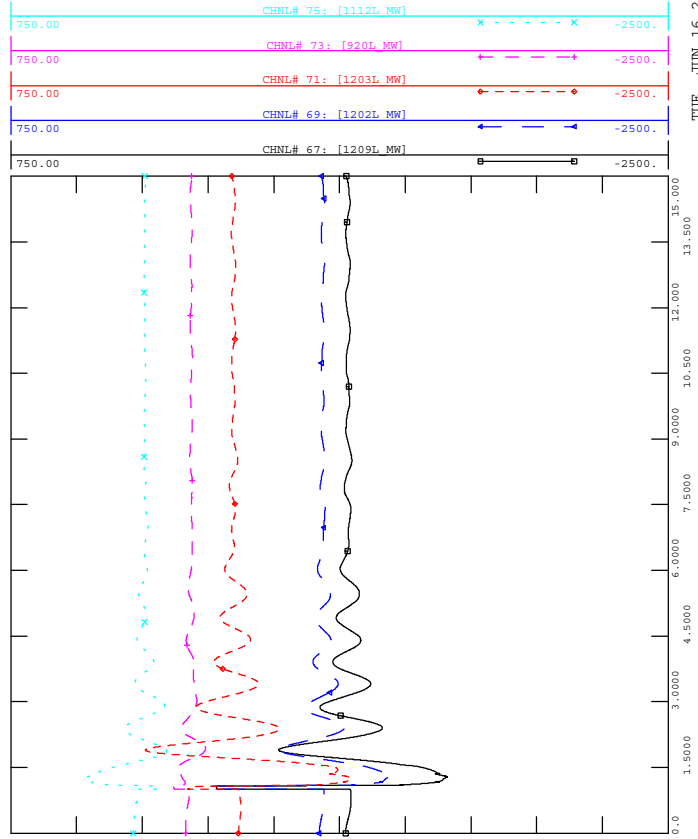
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

TUE, JUN 16 2015 17:08
 MACHINE POWER MW



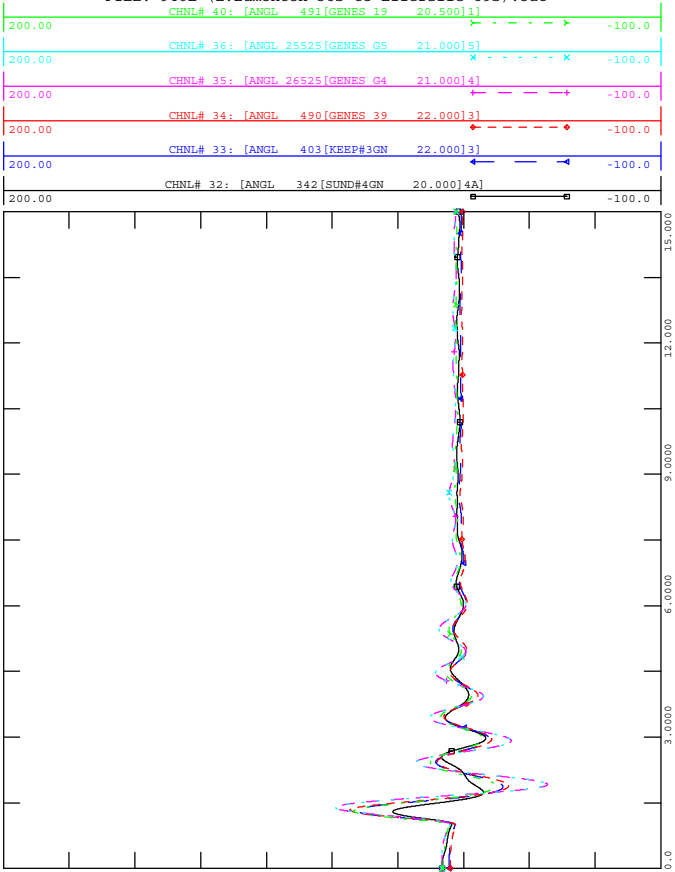
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

TUE, JUN 16 2015 17:08
 LINE FLOW MW/MVAR



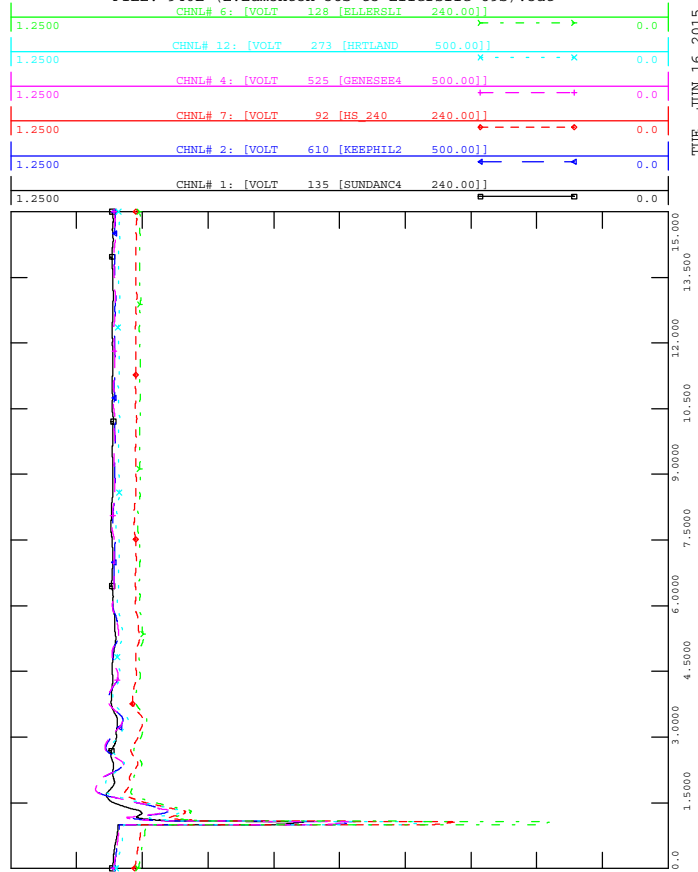
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

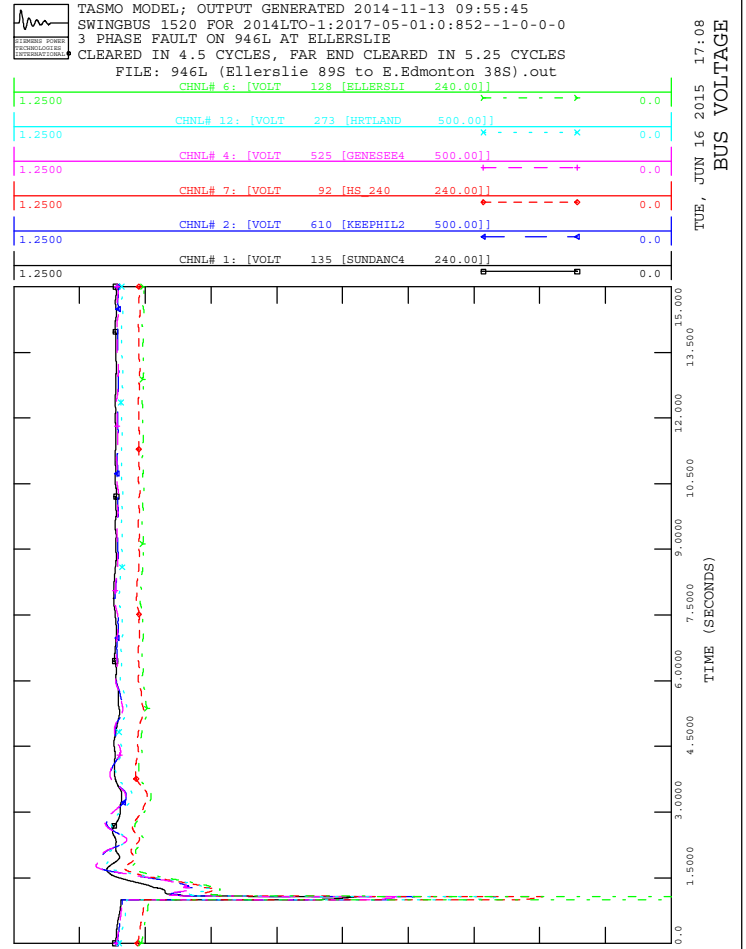
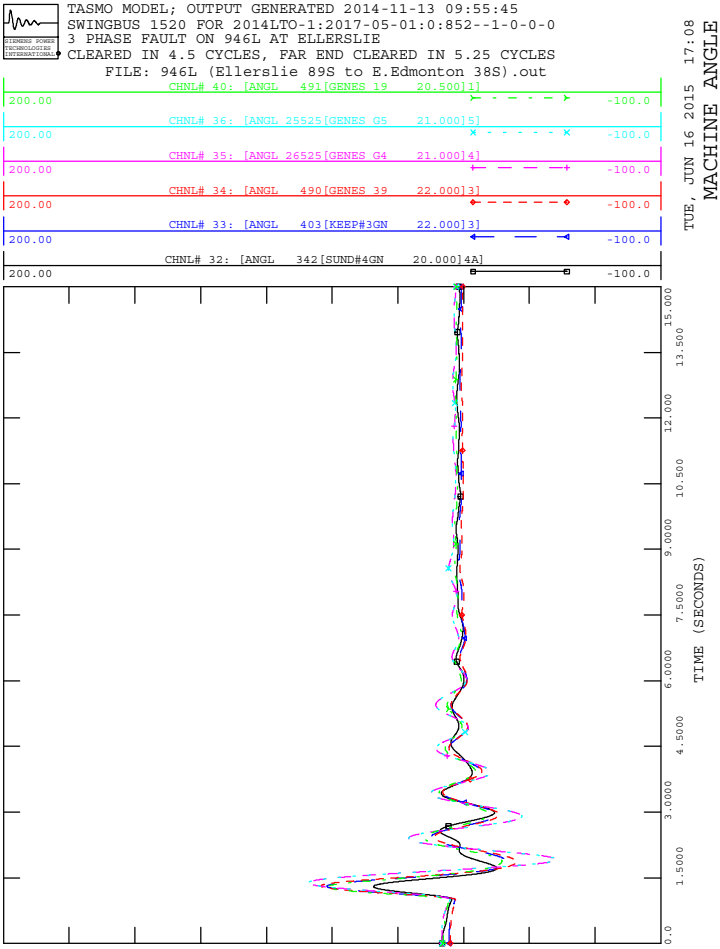
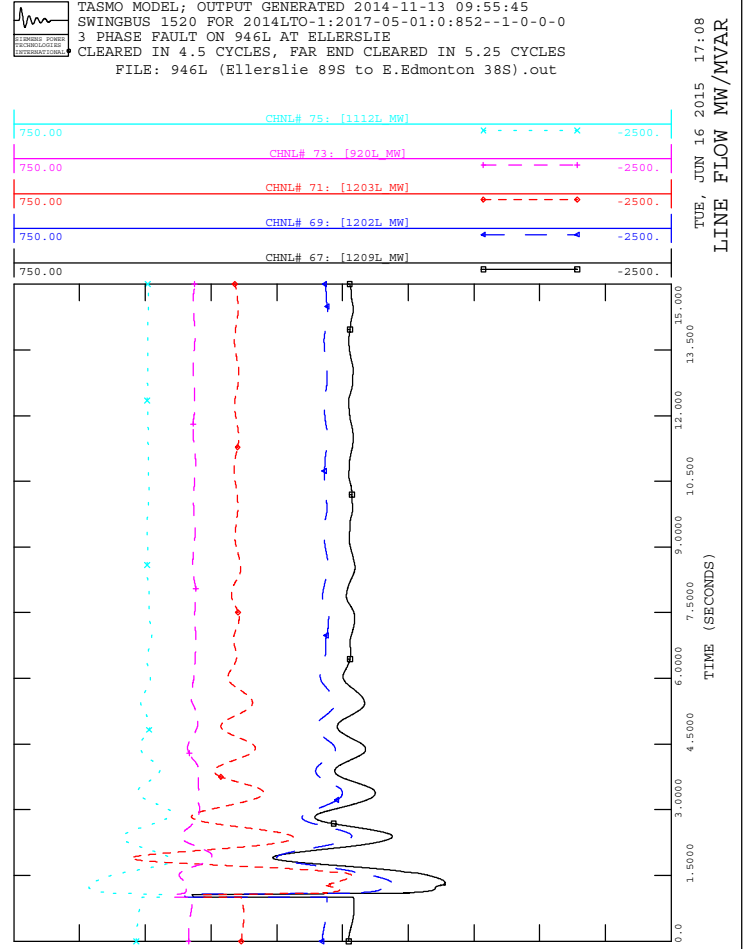
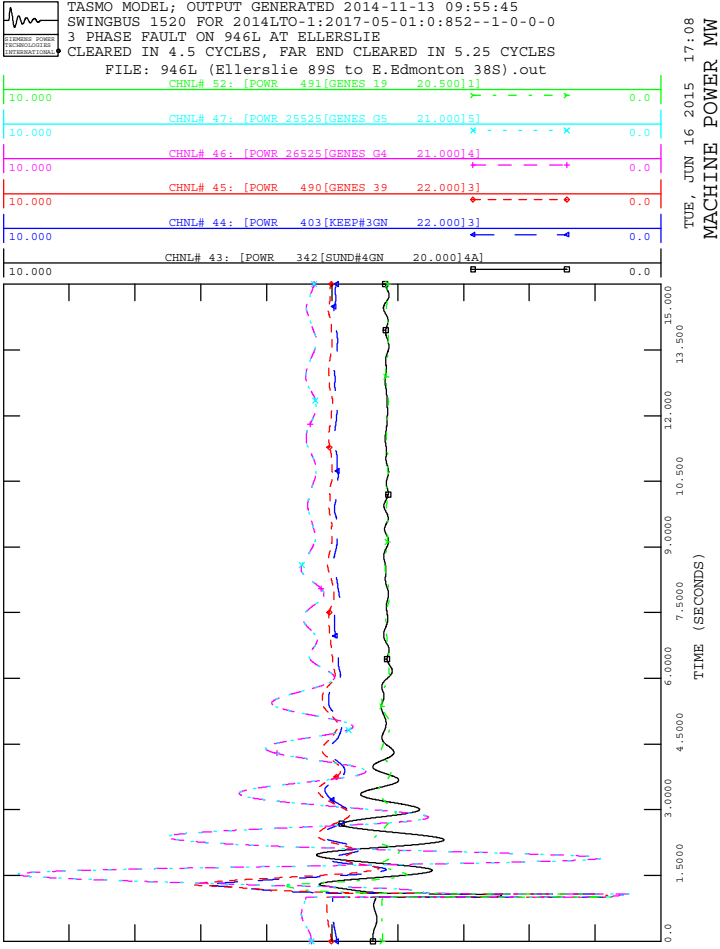
TUE, JUN 16 2015 17:08
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

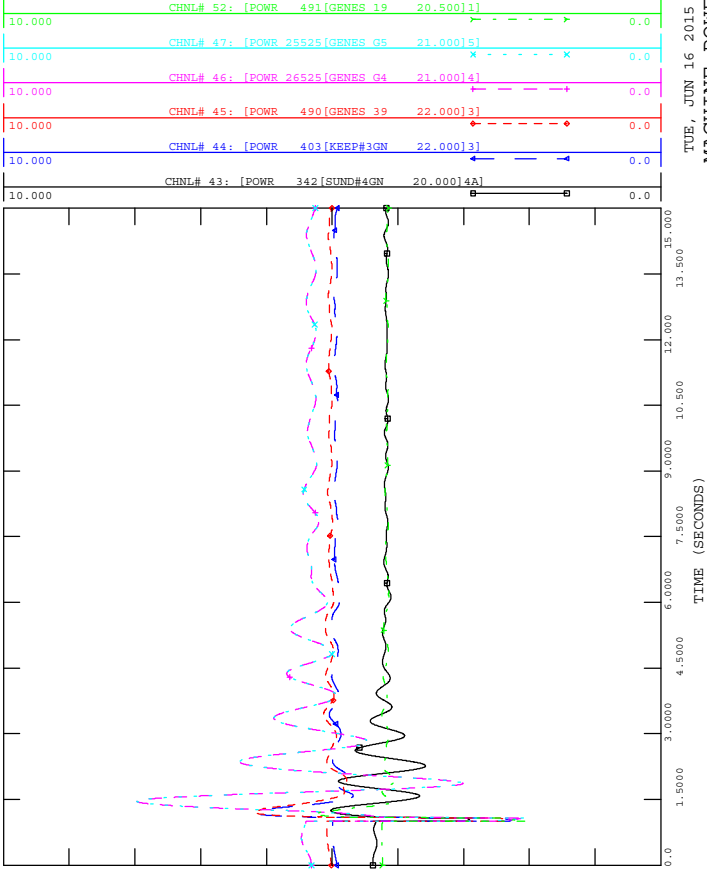
TUE, JUN 16 2015 17:08
 BUS VOLTAGE



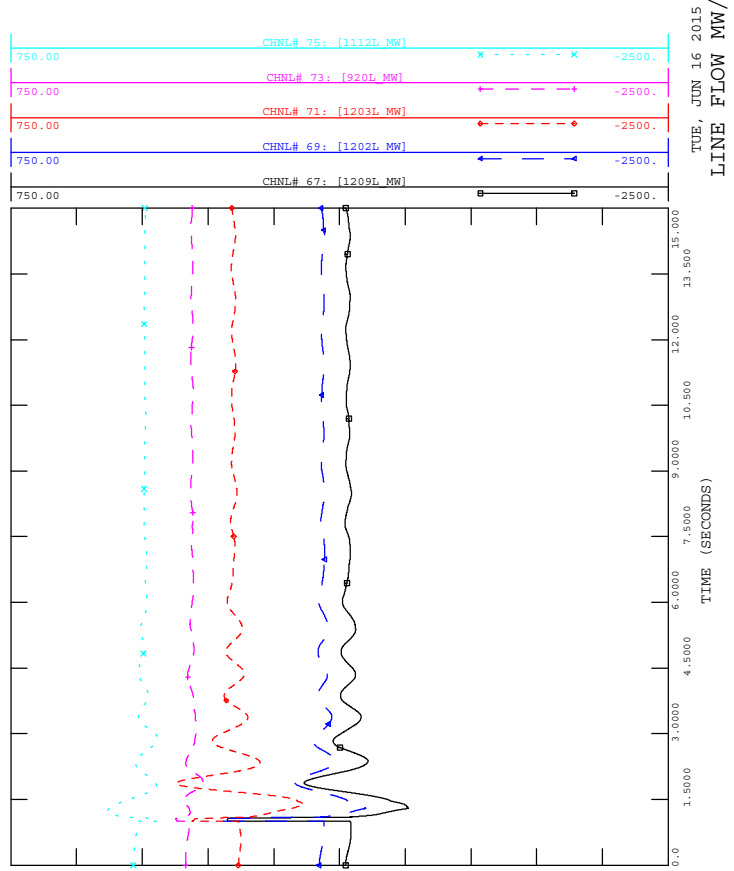




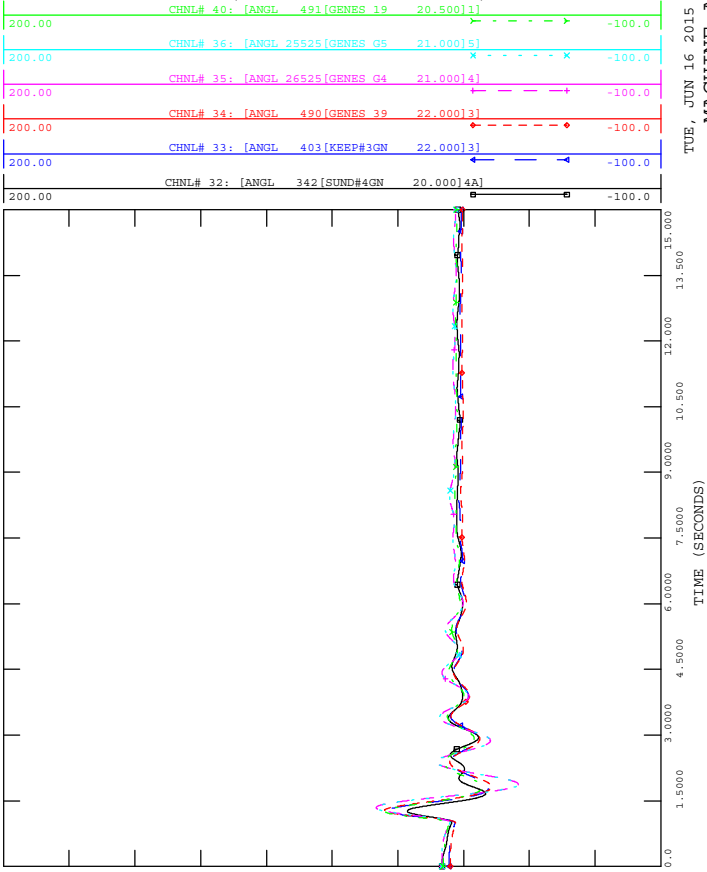
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



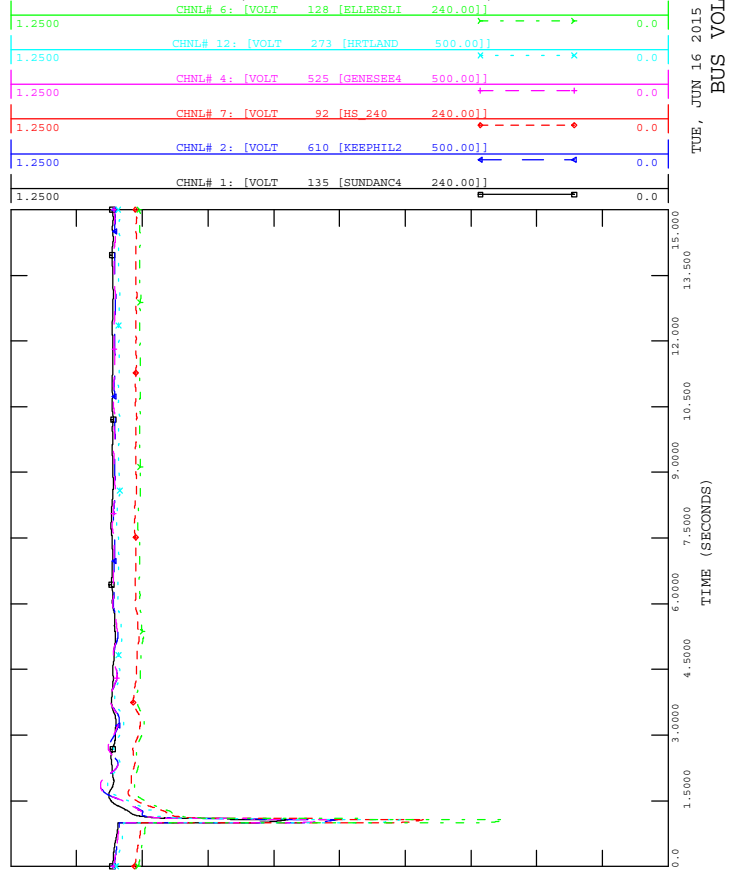
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

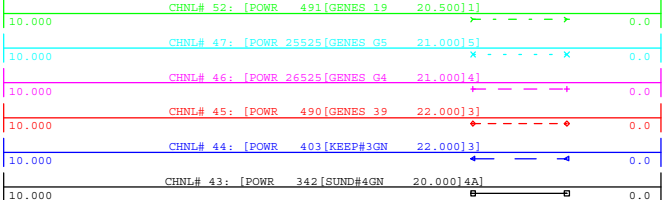


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

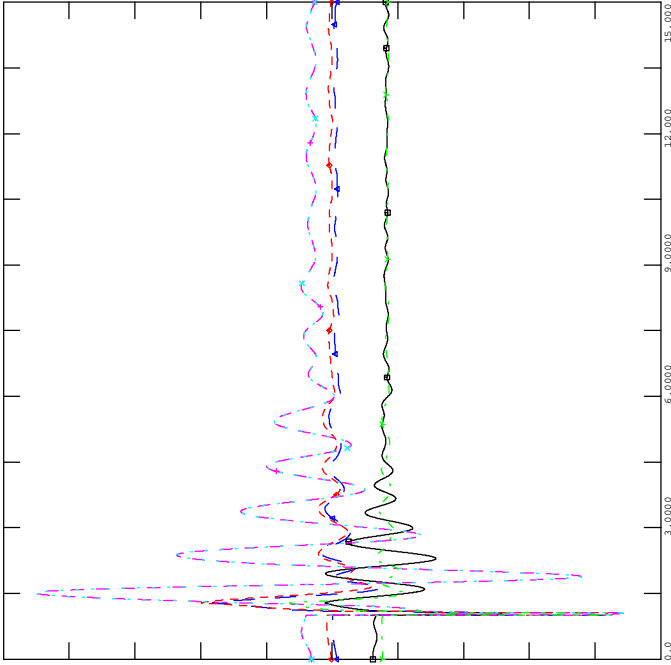




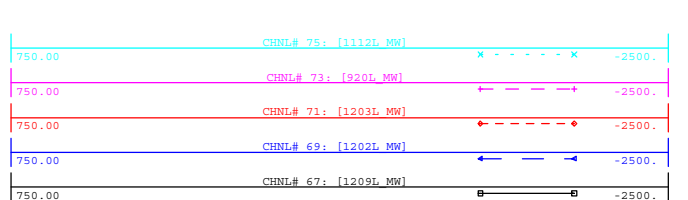
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 947L (Ellerslie 89S to Cloverbar).out



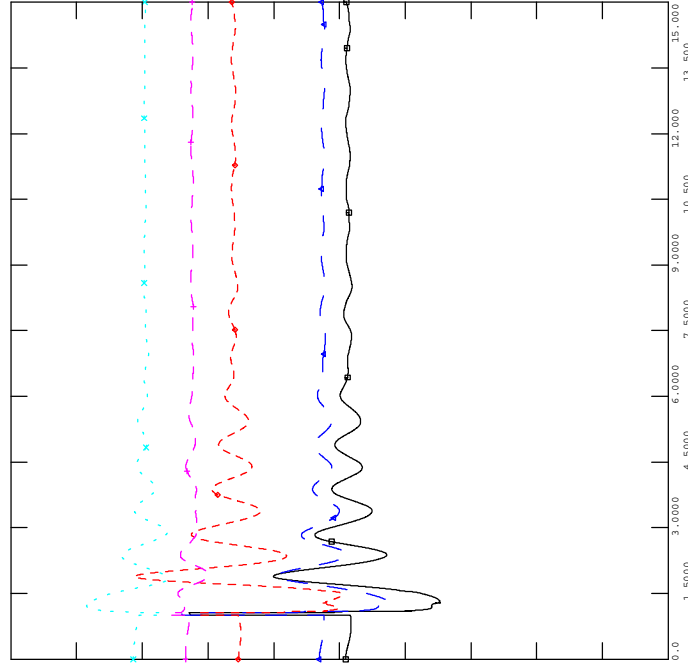
TUE, JUN 16 2015 17:09
 MACHINE POWER MW



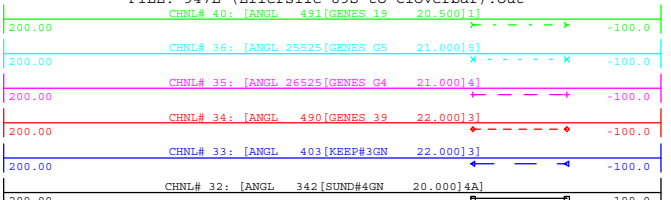
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 947L (Ellerslie 89S to Cloverbar).out



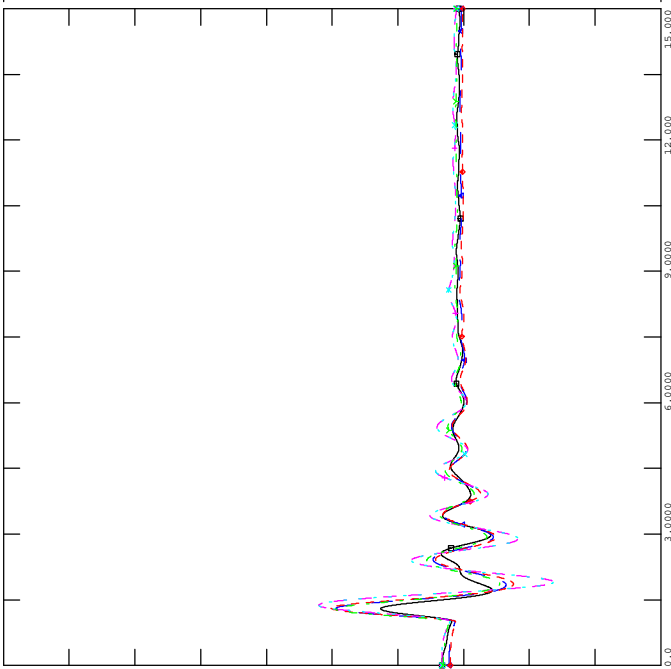
TUE, JUN 16 2015 17:09
 LINE FLOW MW/MVAR



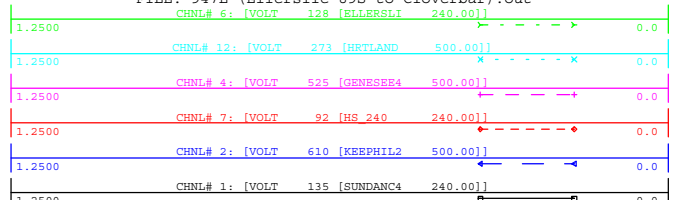
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 947L (Ellerslie 89S to Cloverbar).out



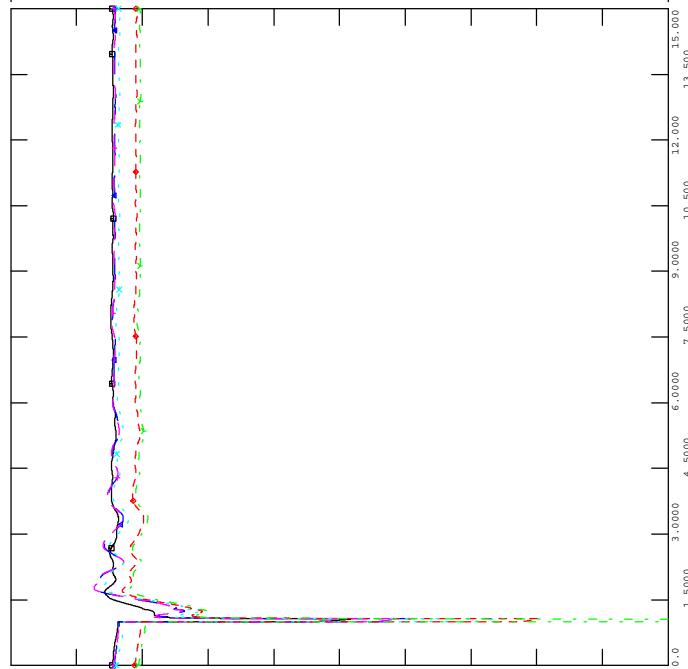
TUE, JUN 16 2015 17:09
 MACHINE ANGLE

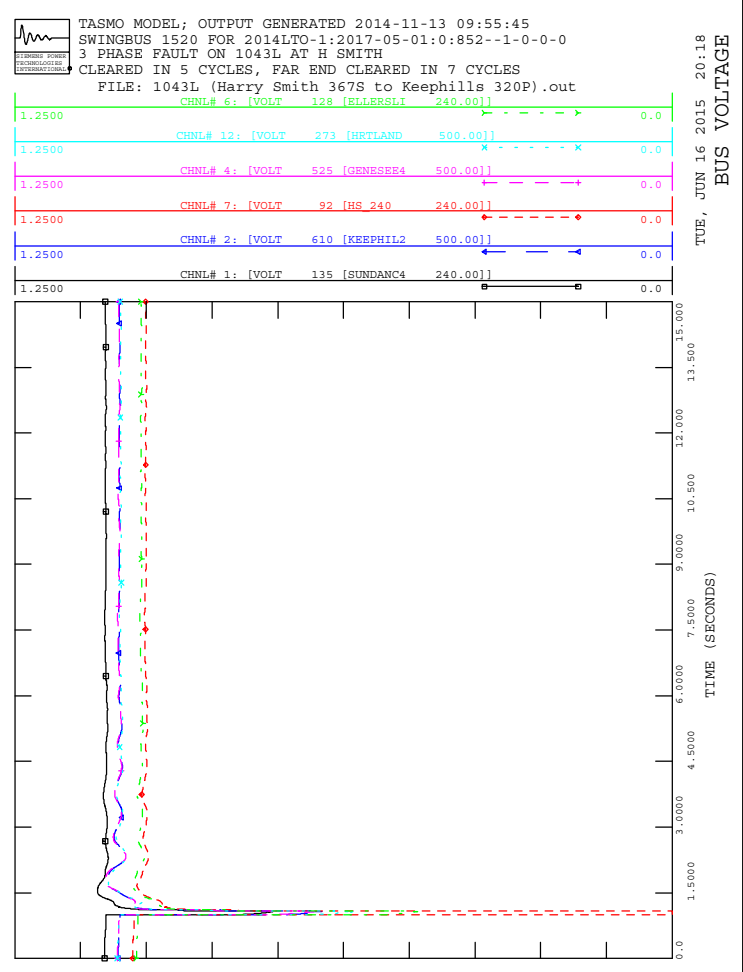
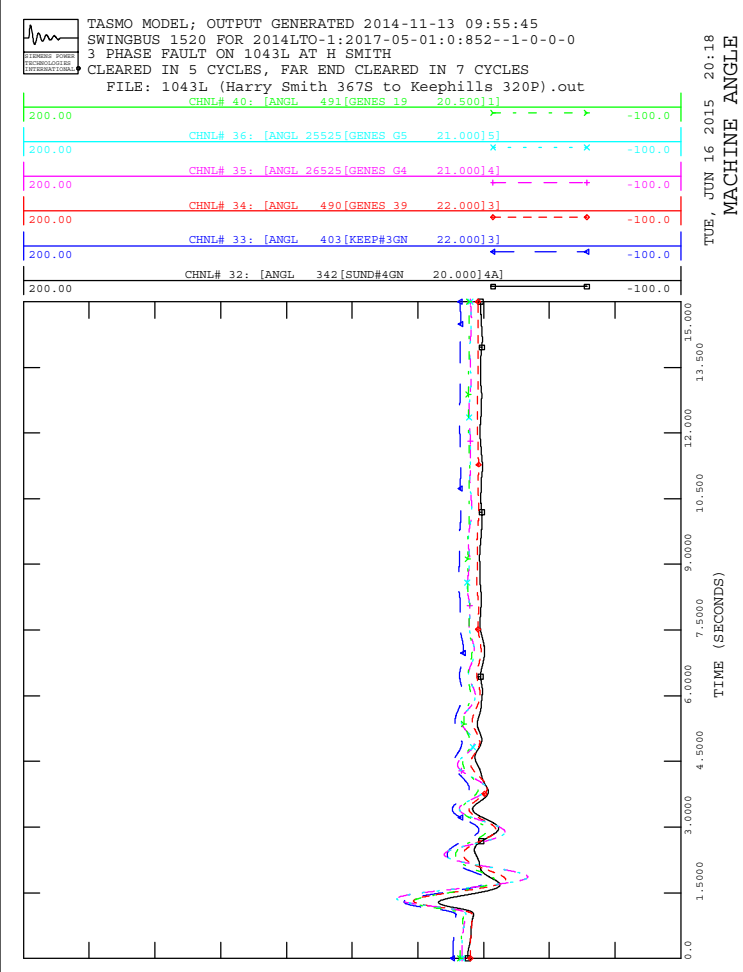
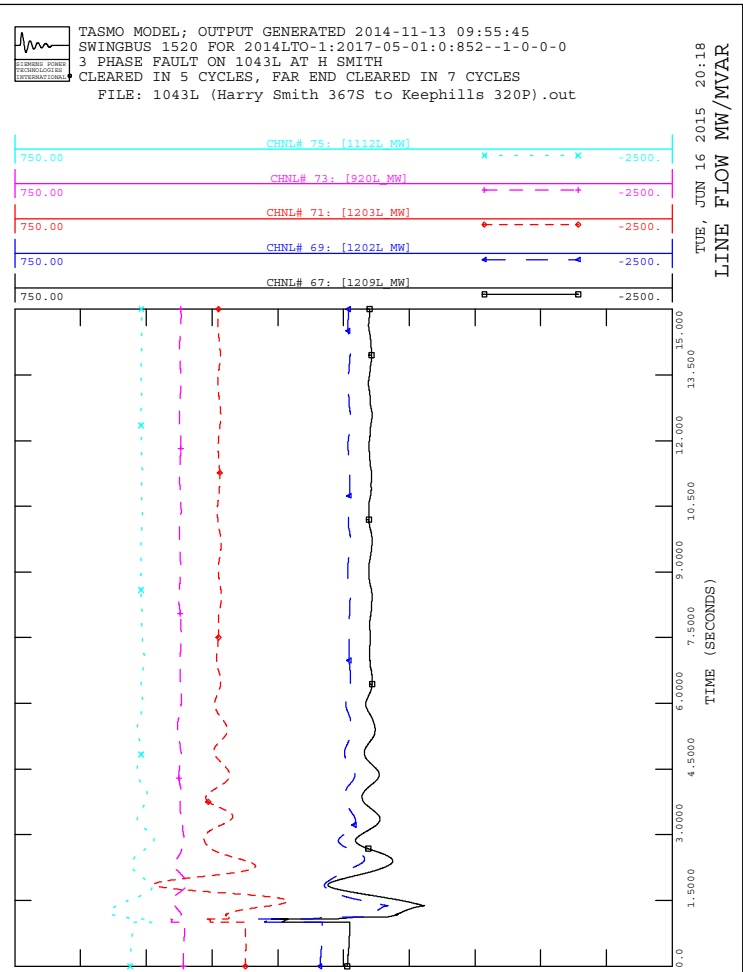
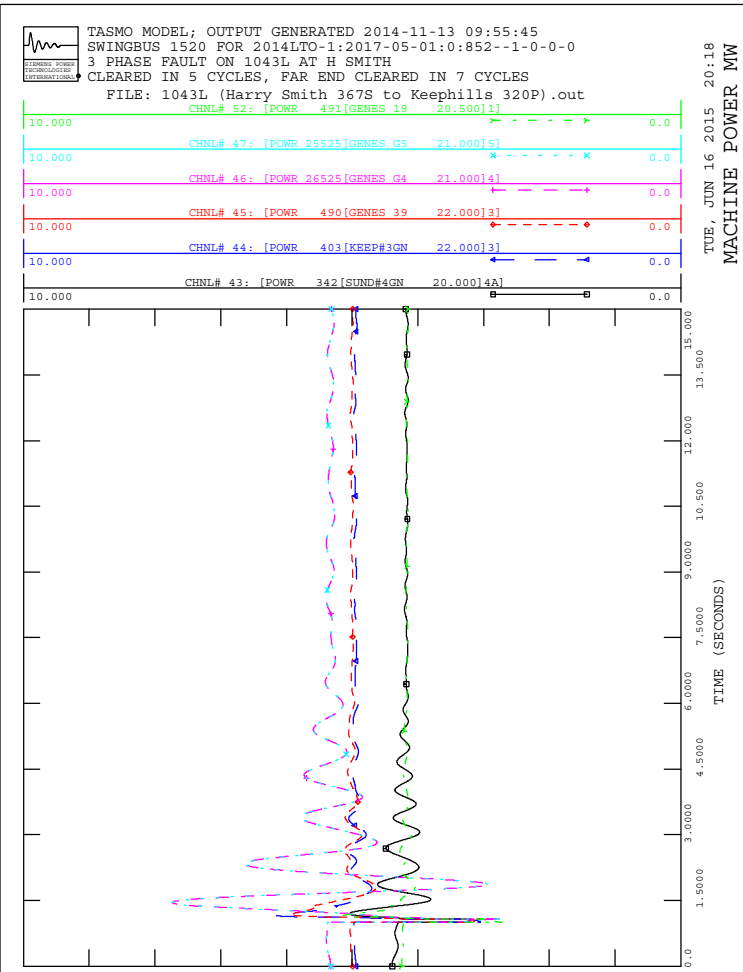


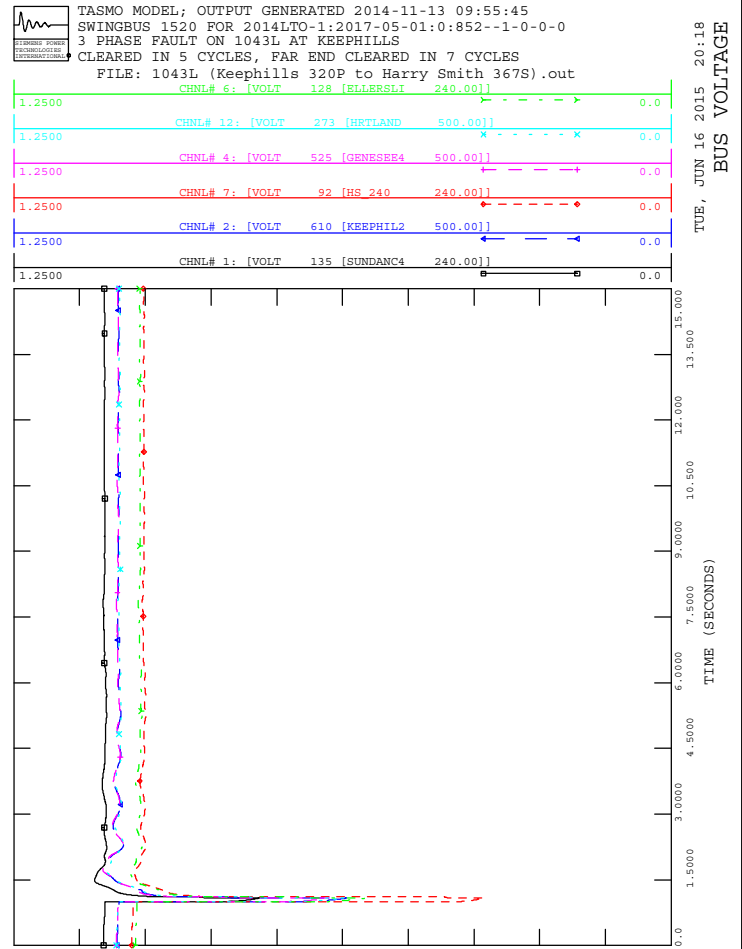
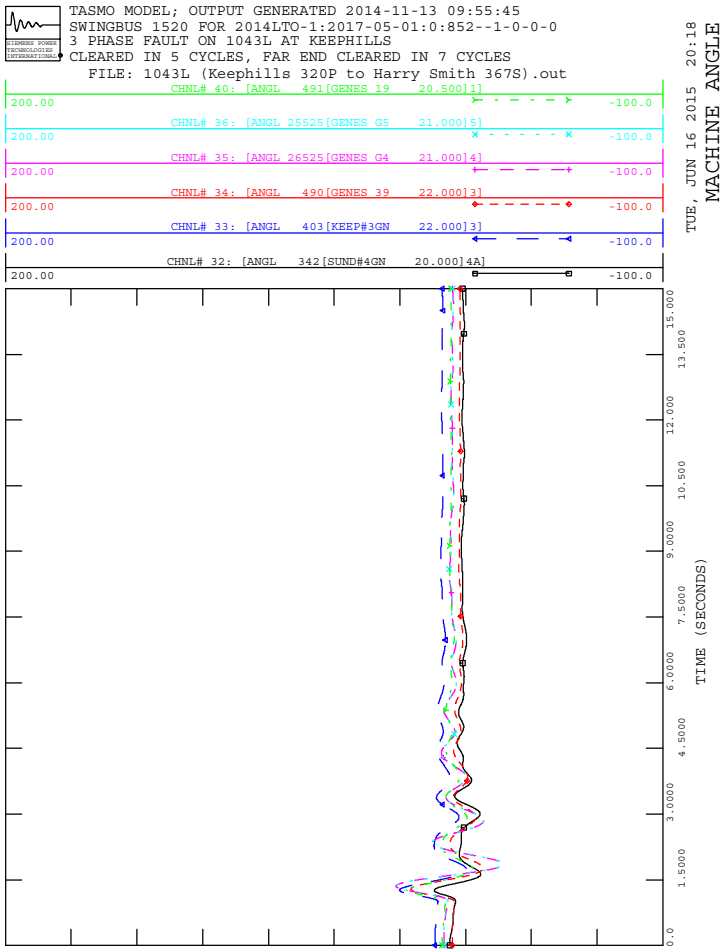
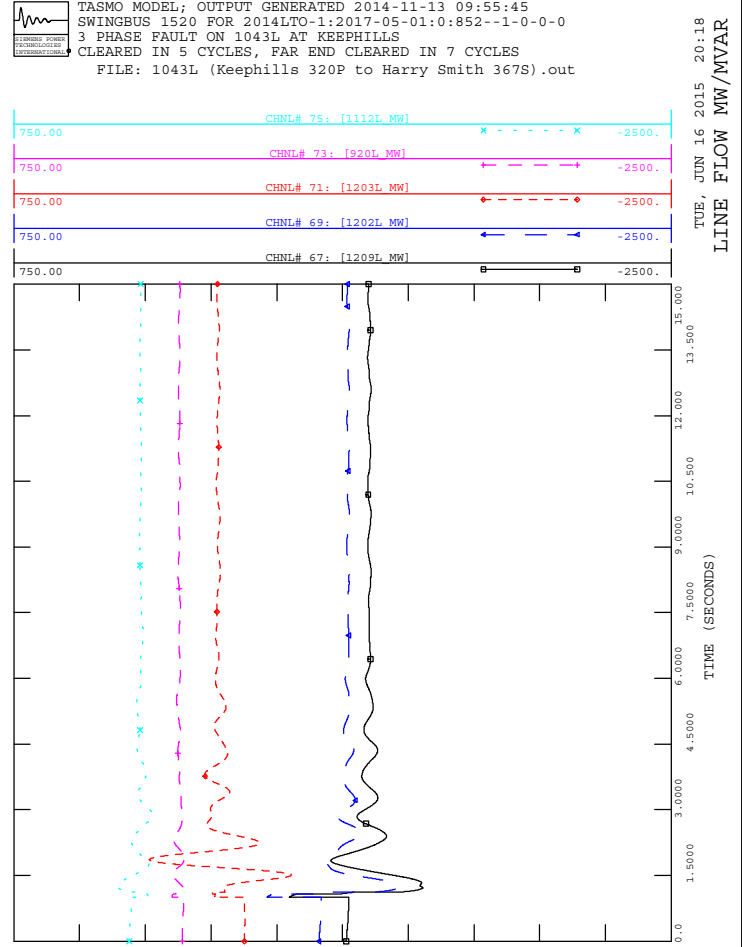
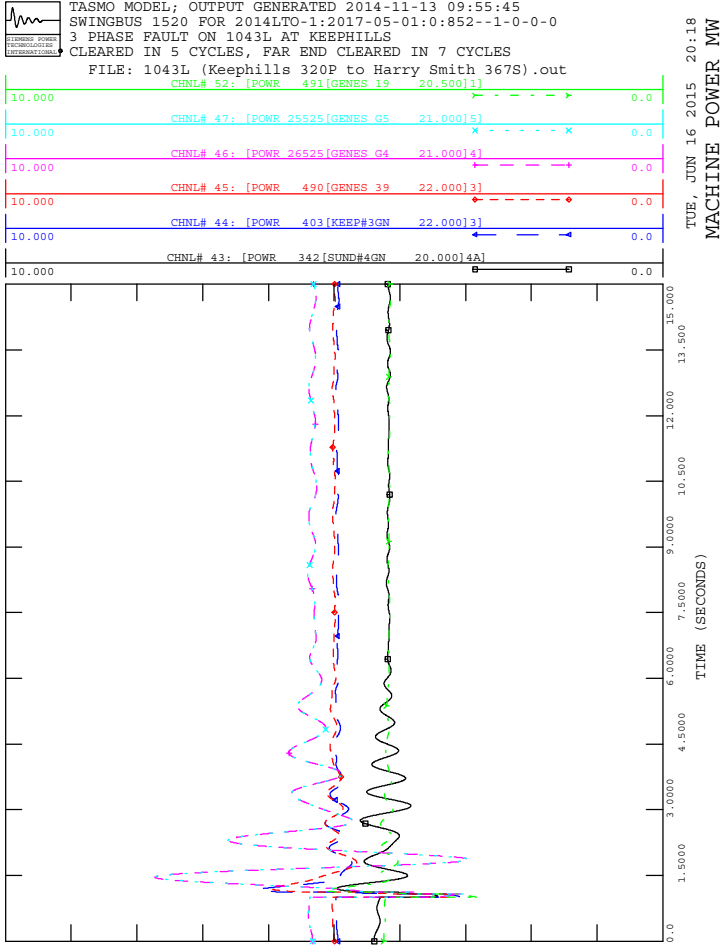
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 947L (Ellerslie 89S to Cloverbar).out



TUE, JUN 16 2015 17:09
 BUS VOLTAGE

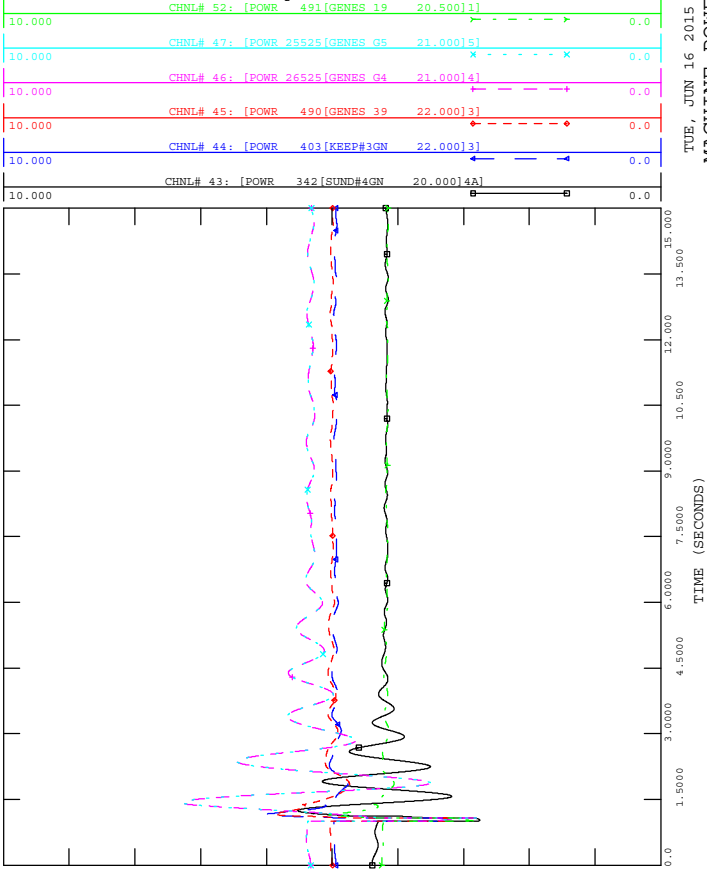




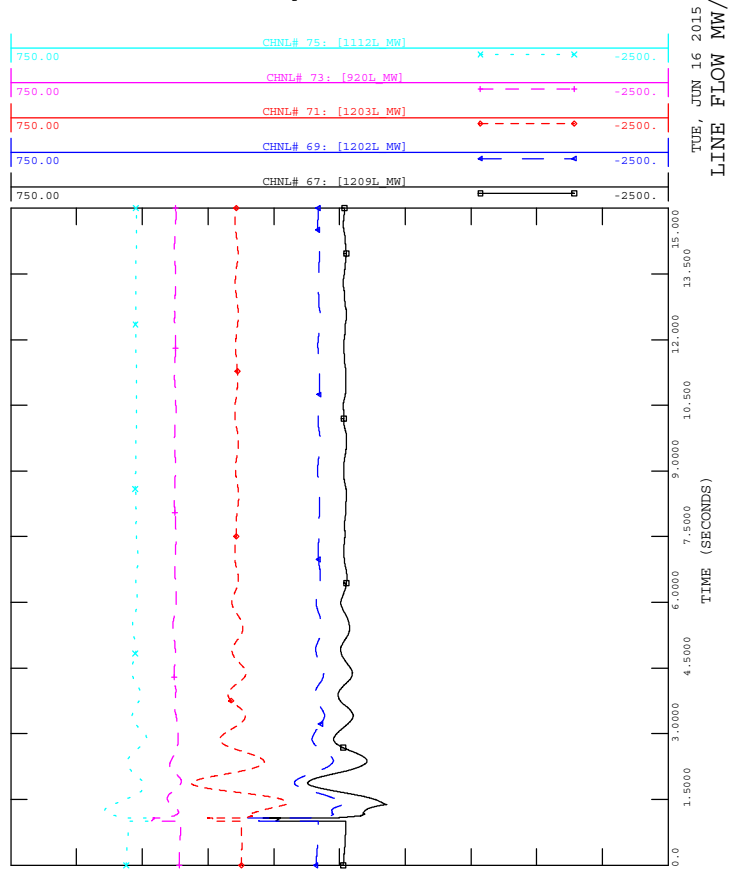




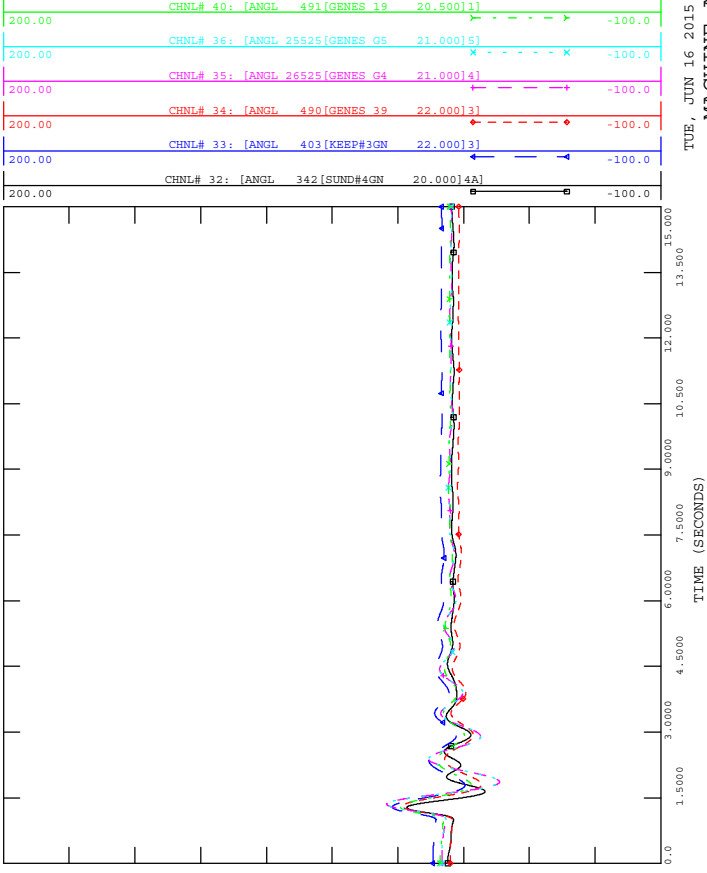
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



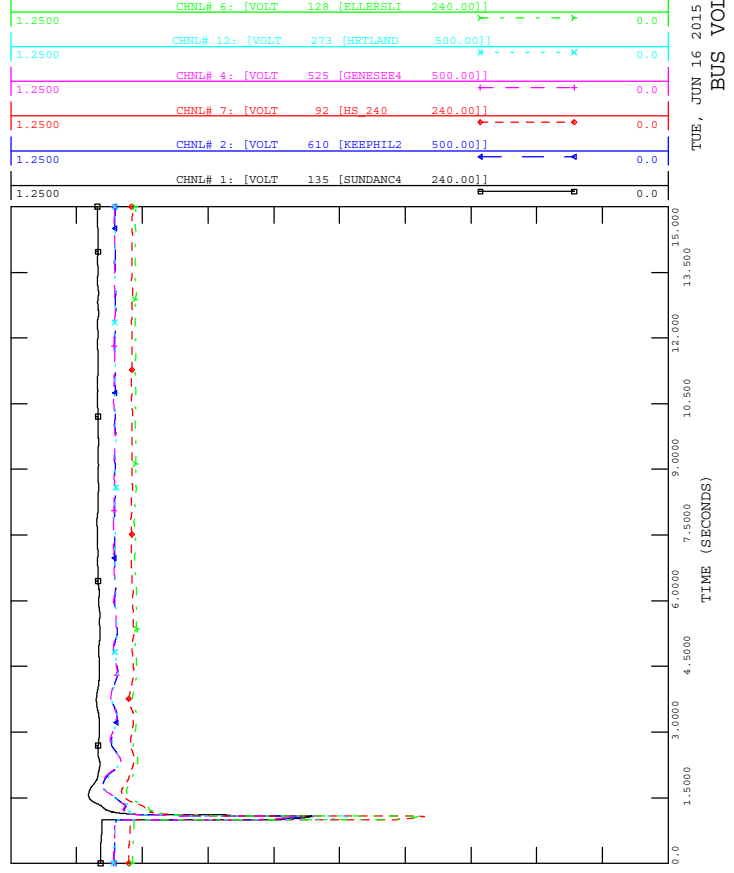
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out

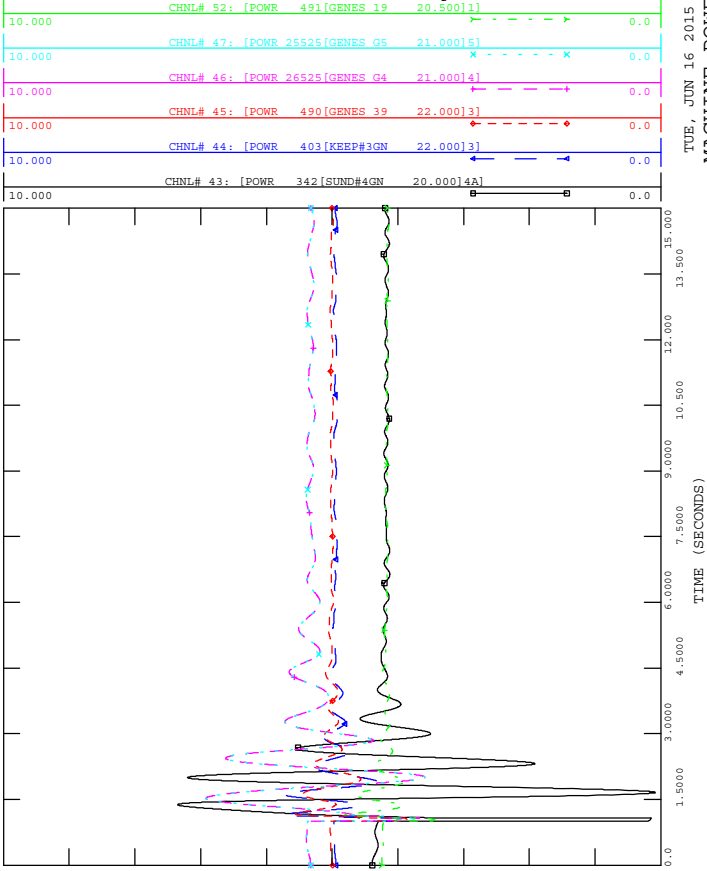


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out

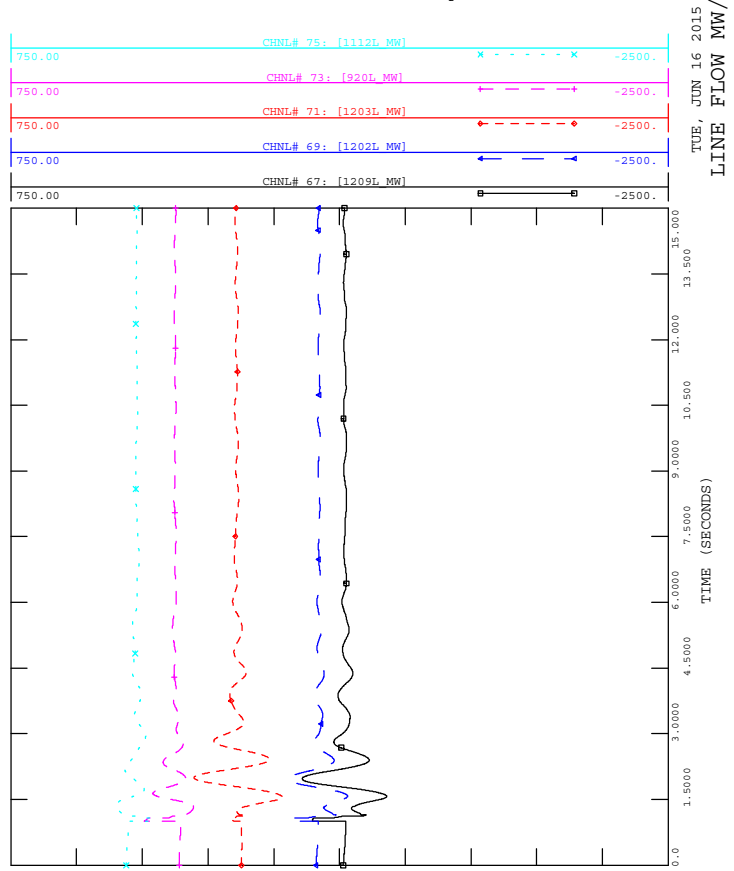




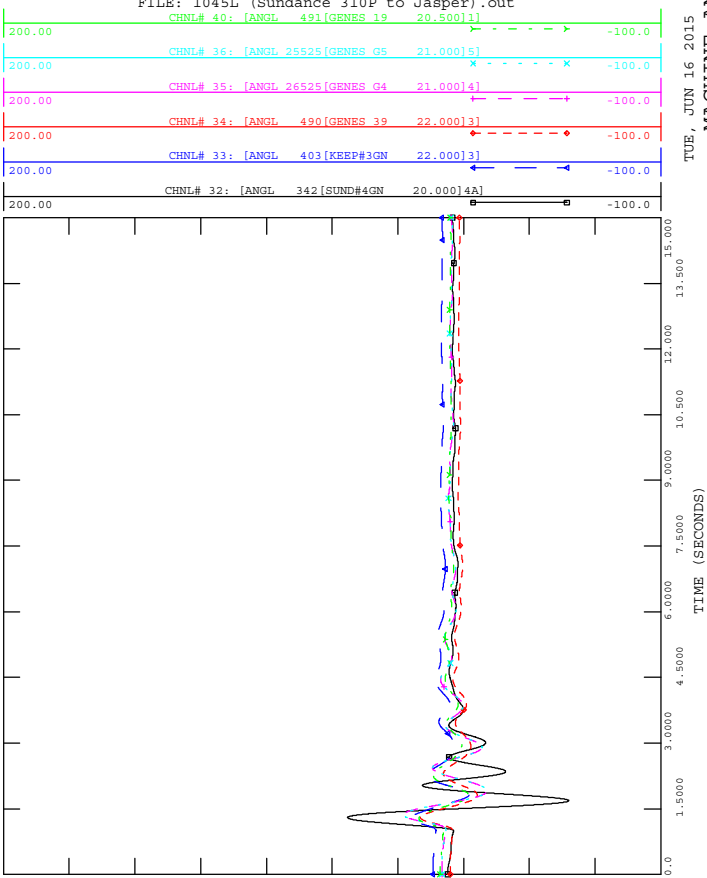
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out



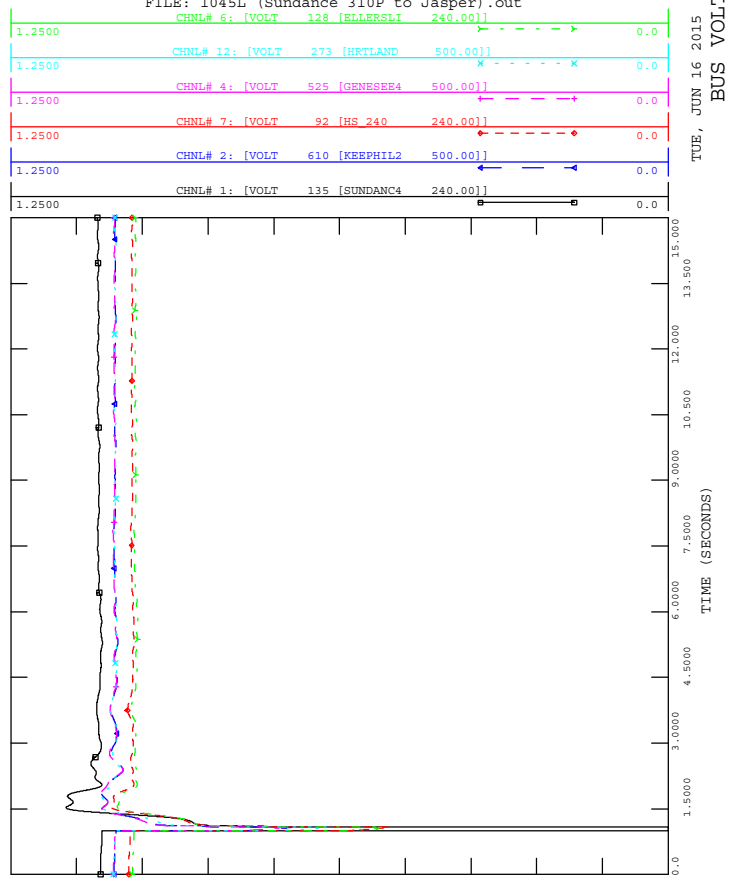
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out

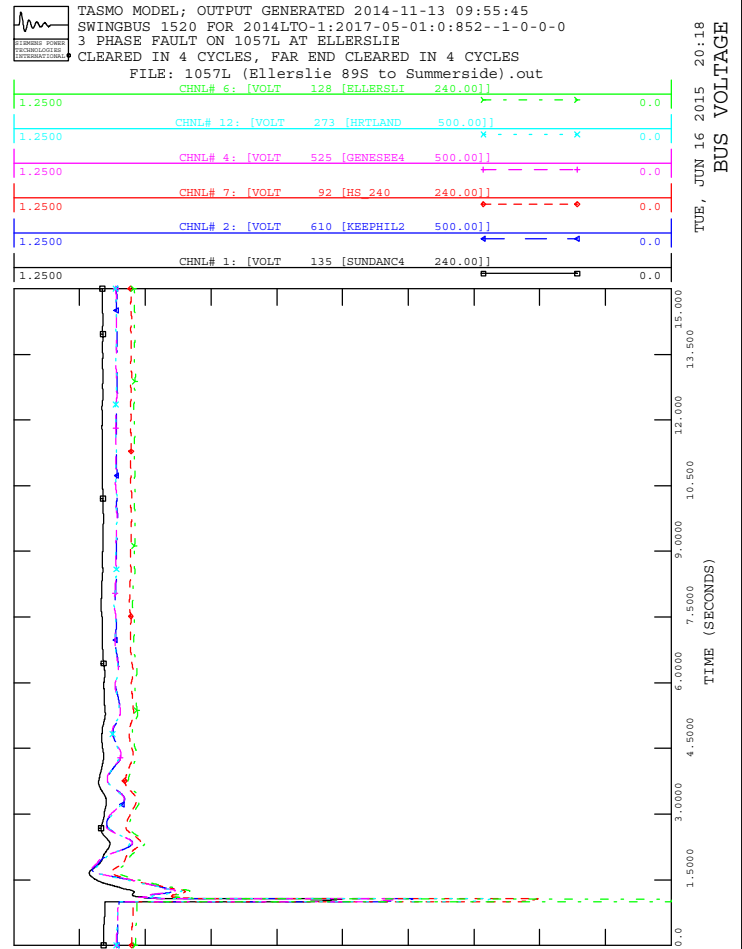
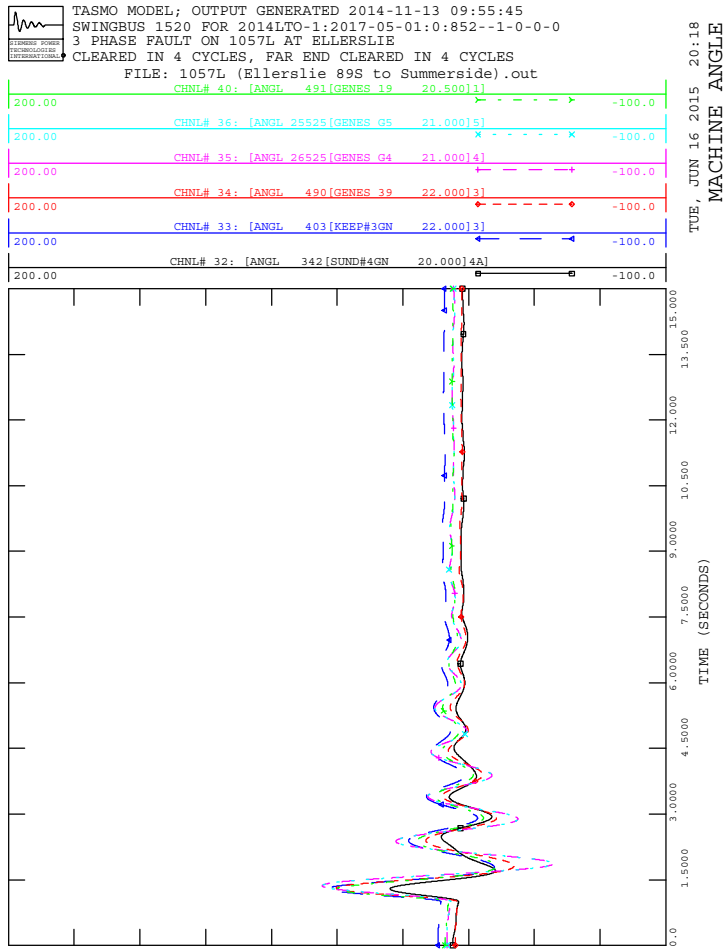
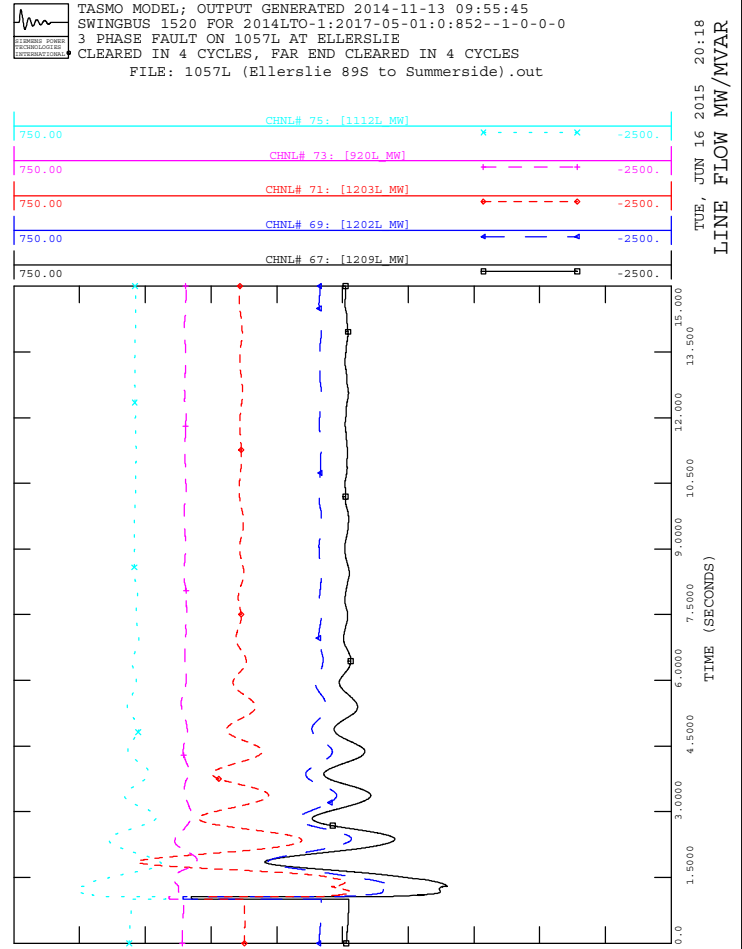
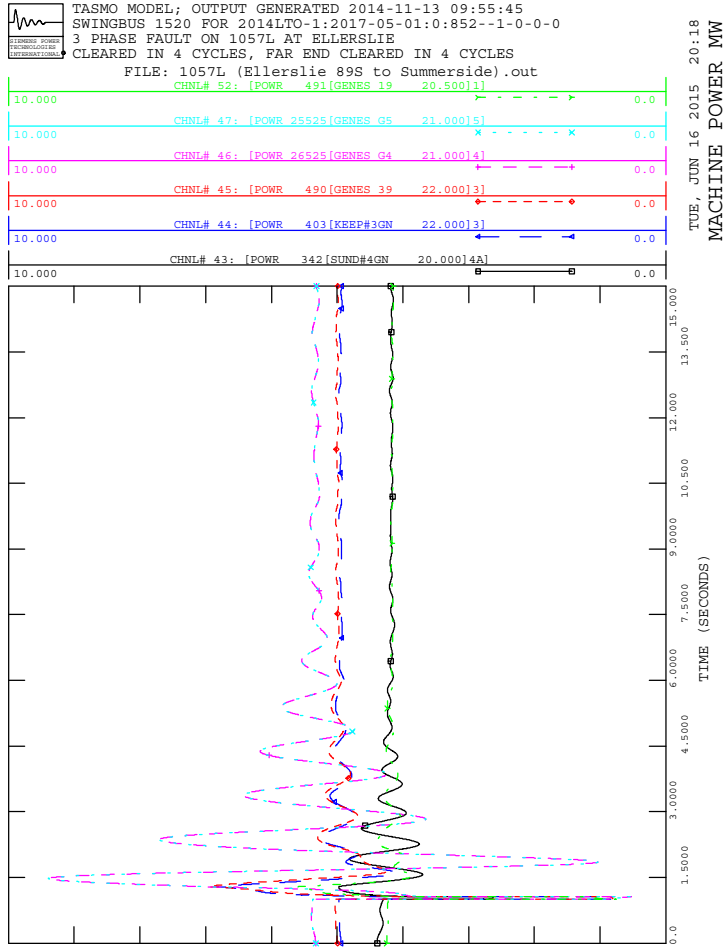


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out



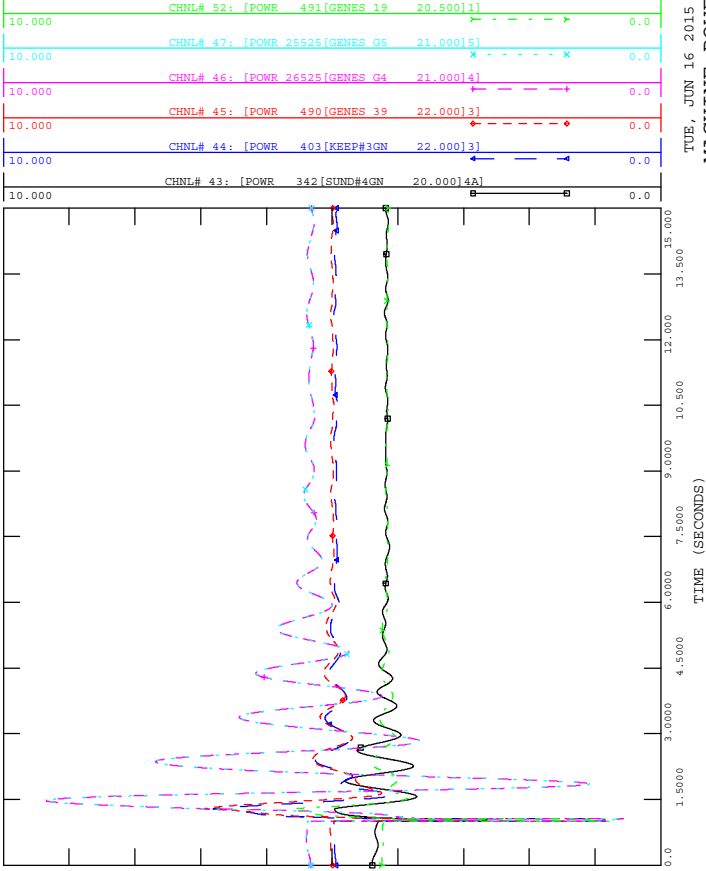
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out







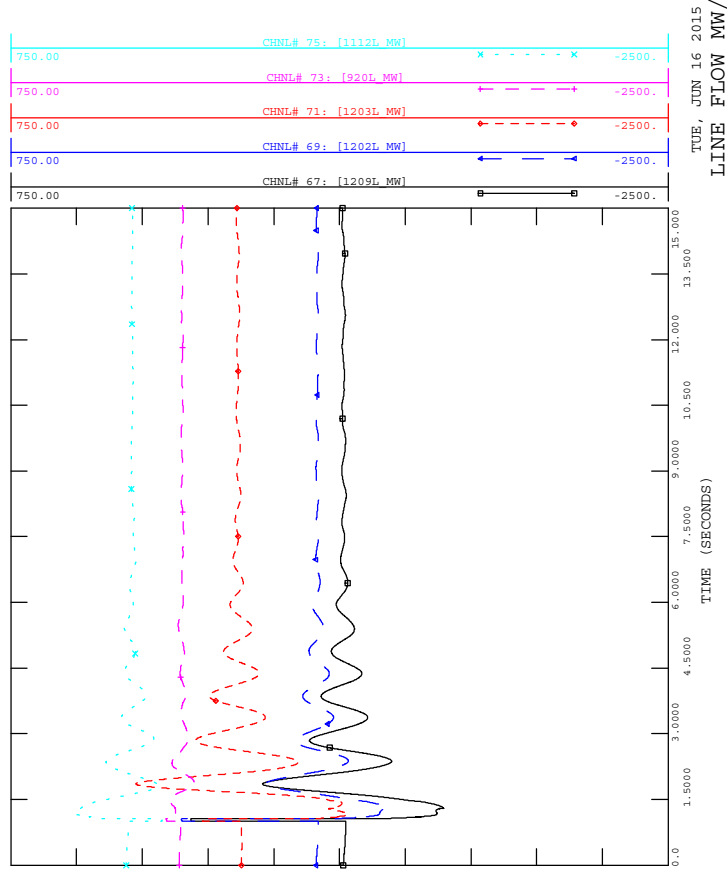
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out



TUE, JUN 16 2015 20:18
 MACHINE POWER MW



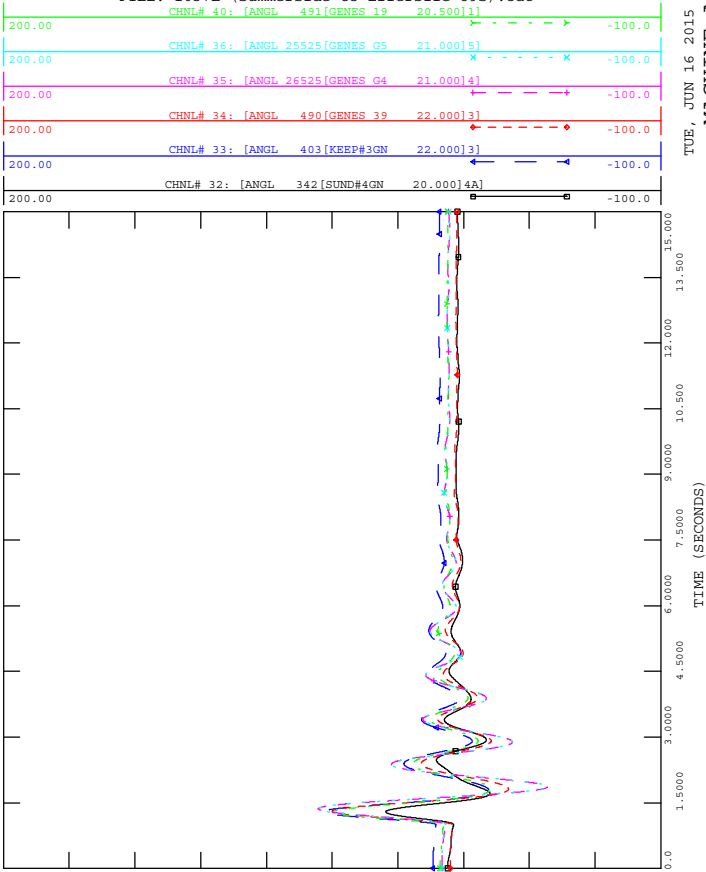
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out



TUE, JUN 16 2015 20:18
 LINE FLOW MW/MVAR



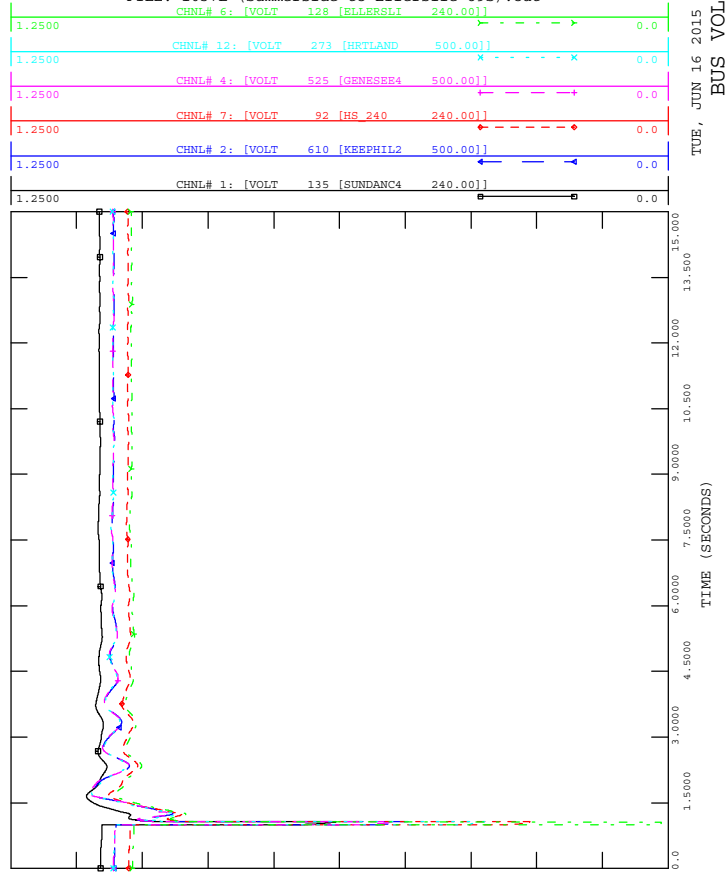
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out



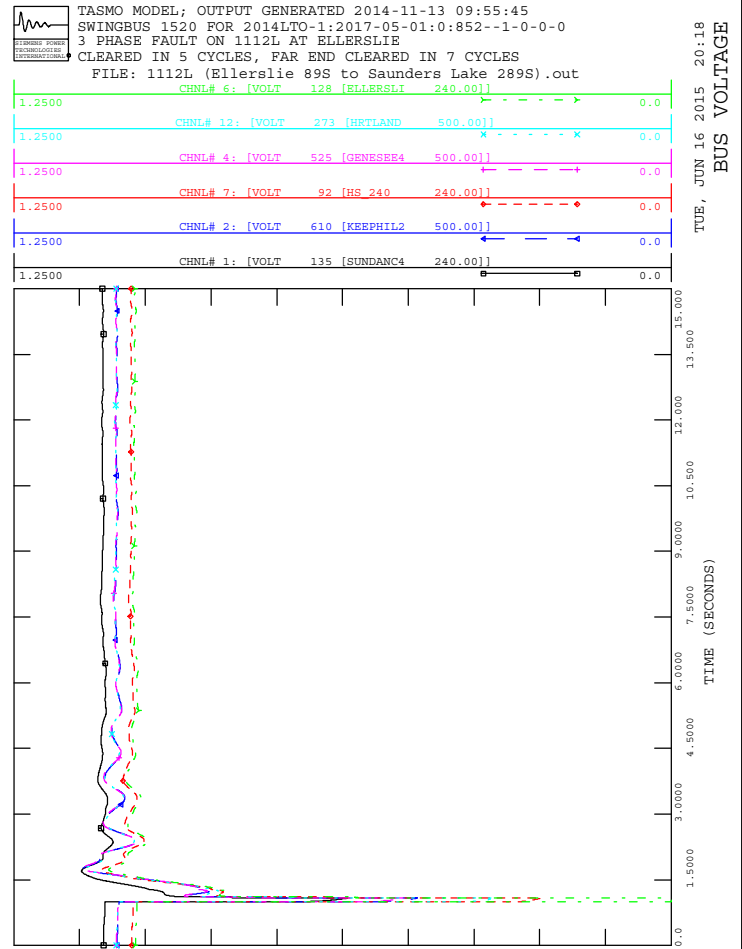
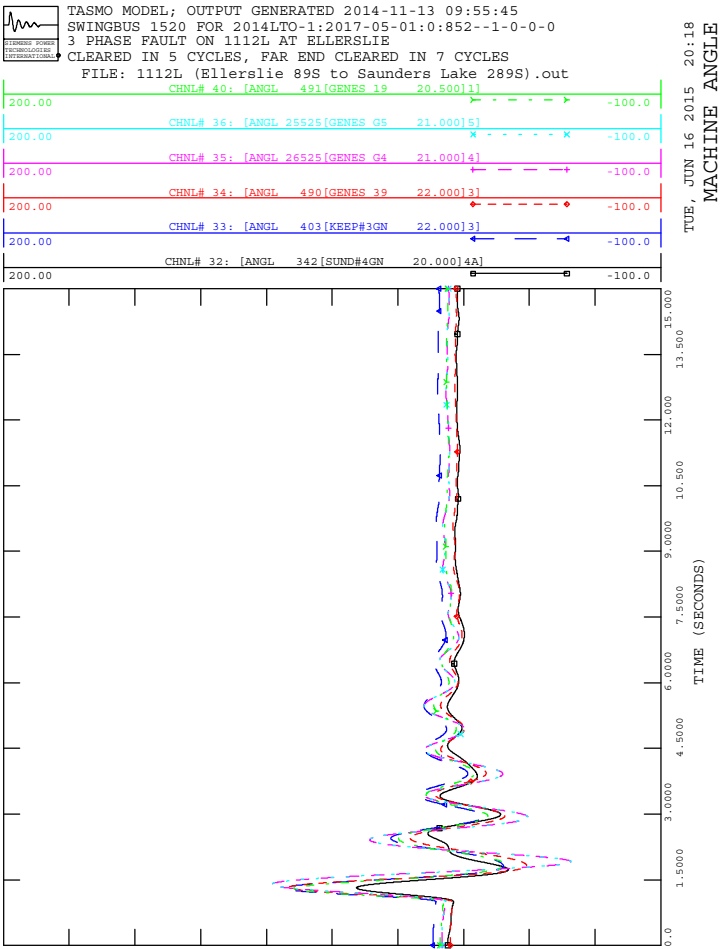
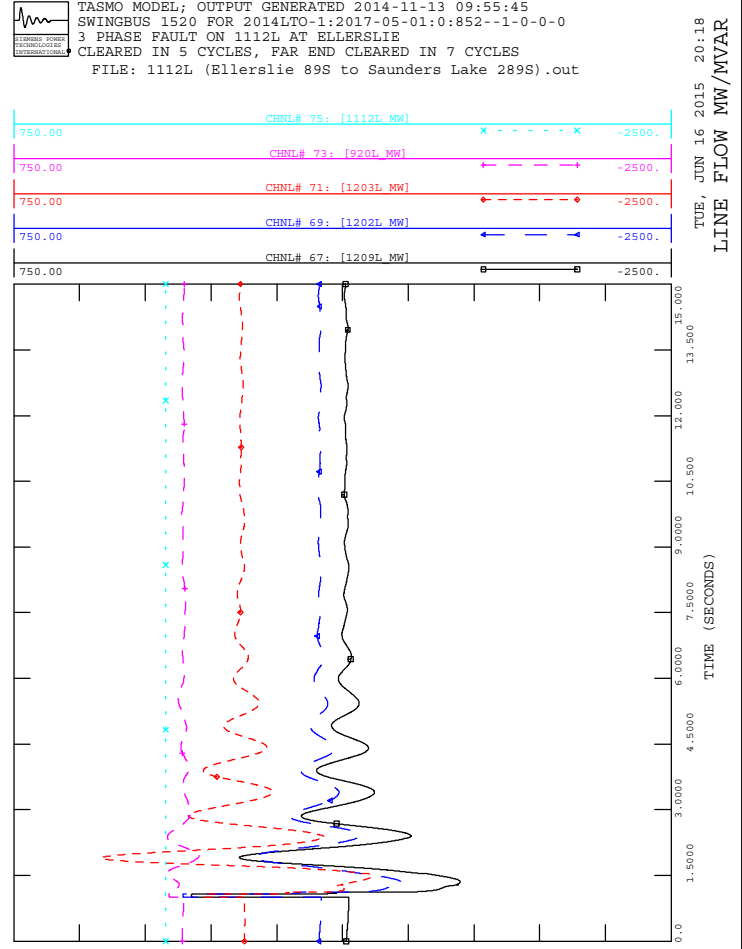
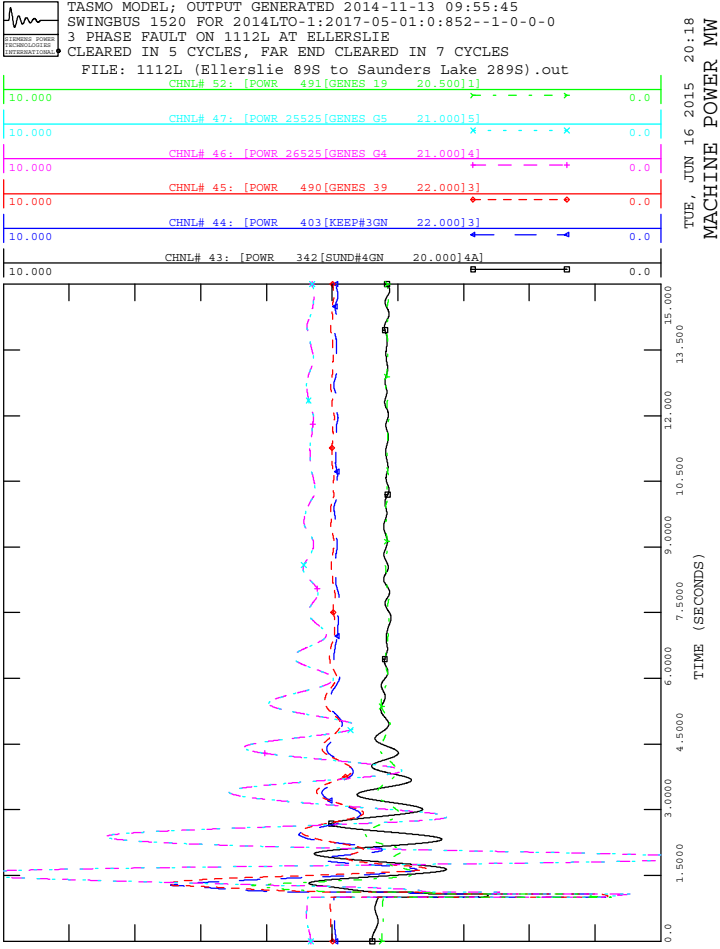
TUE, JUN 16 2015 20:18
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out

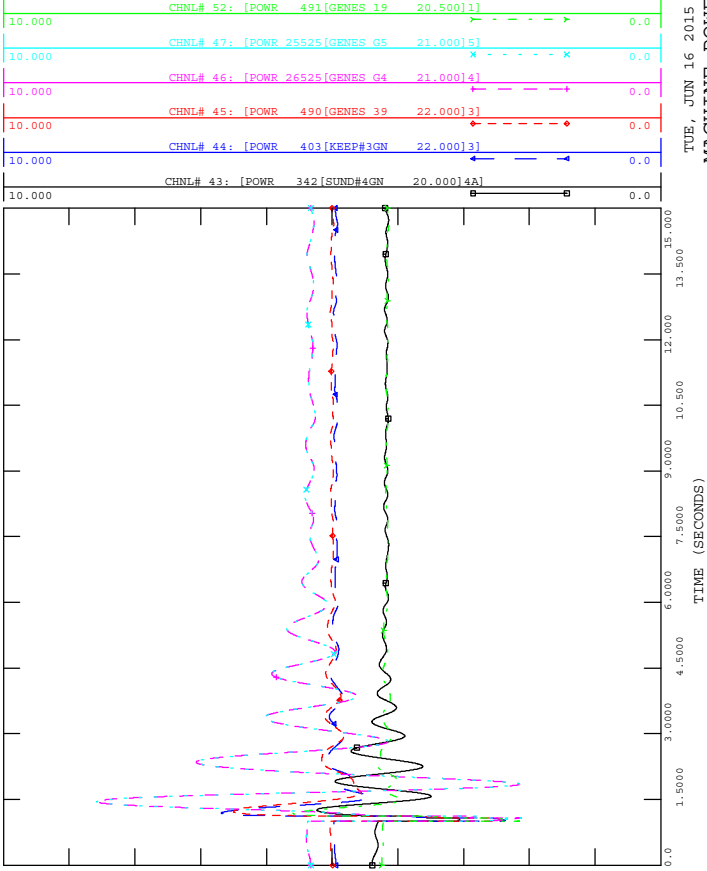


TUE, JUN 16 2015 20:18
 BUS VOLTAGE

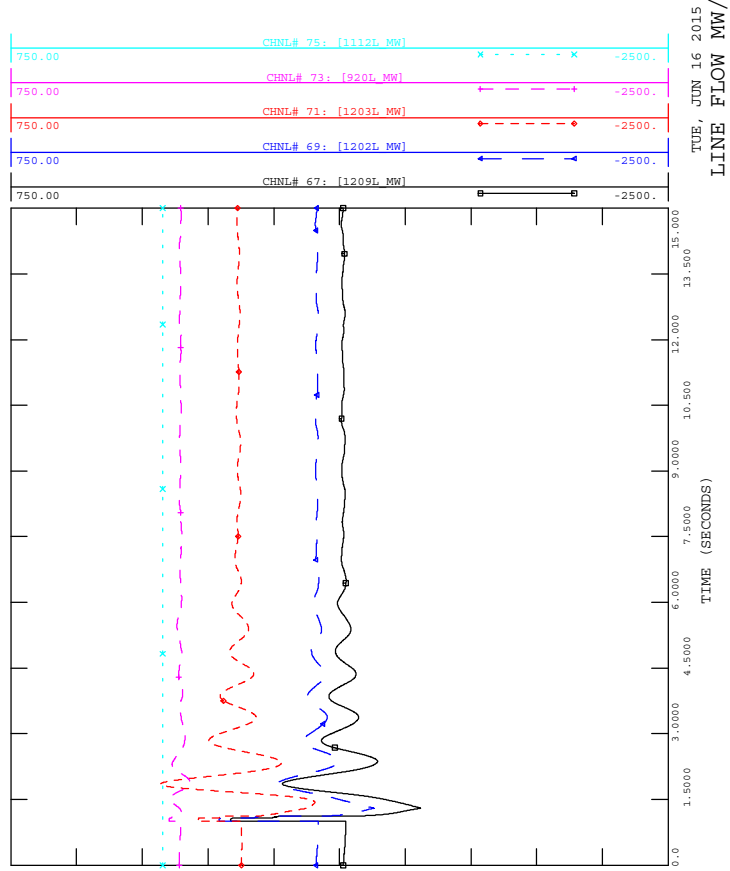




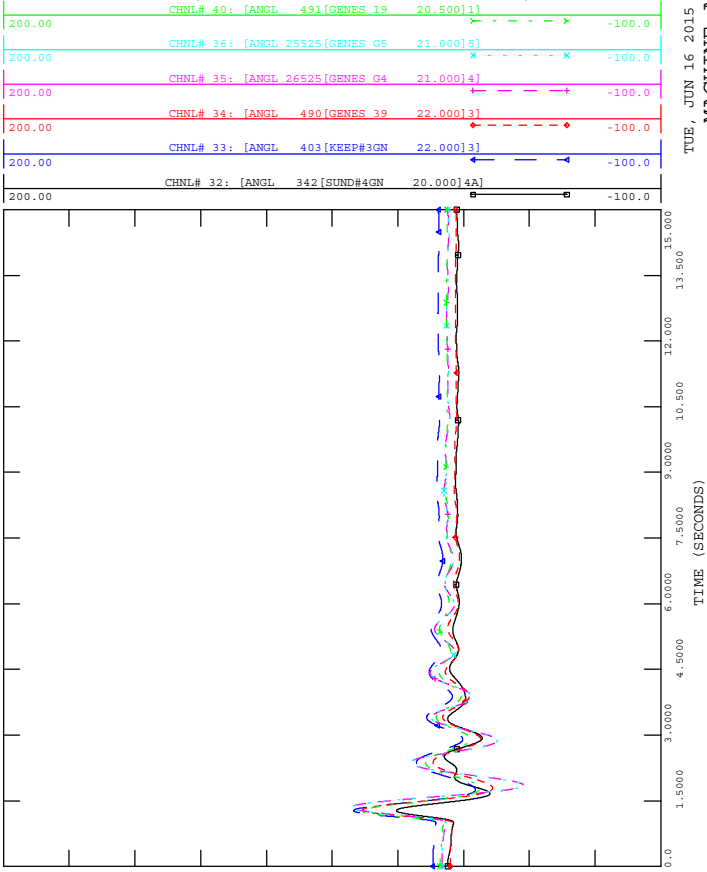
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



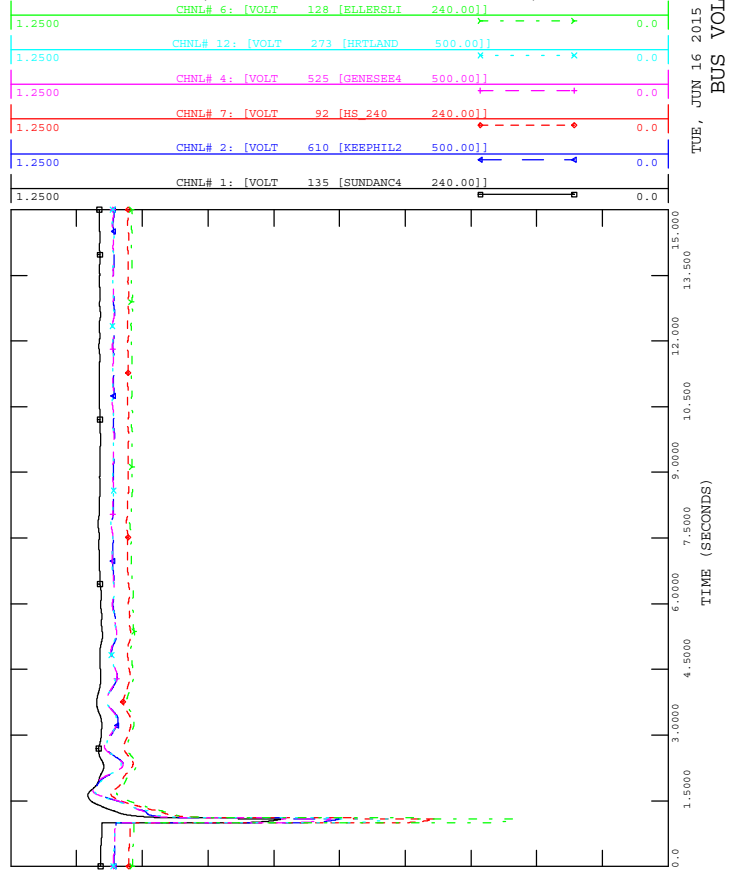
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

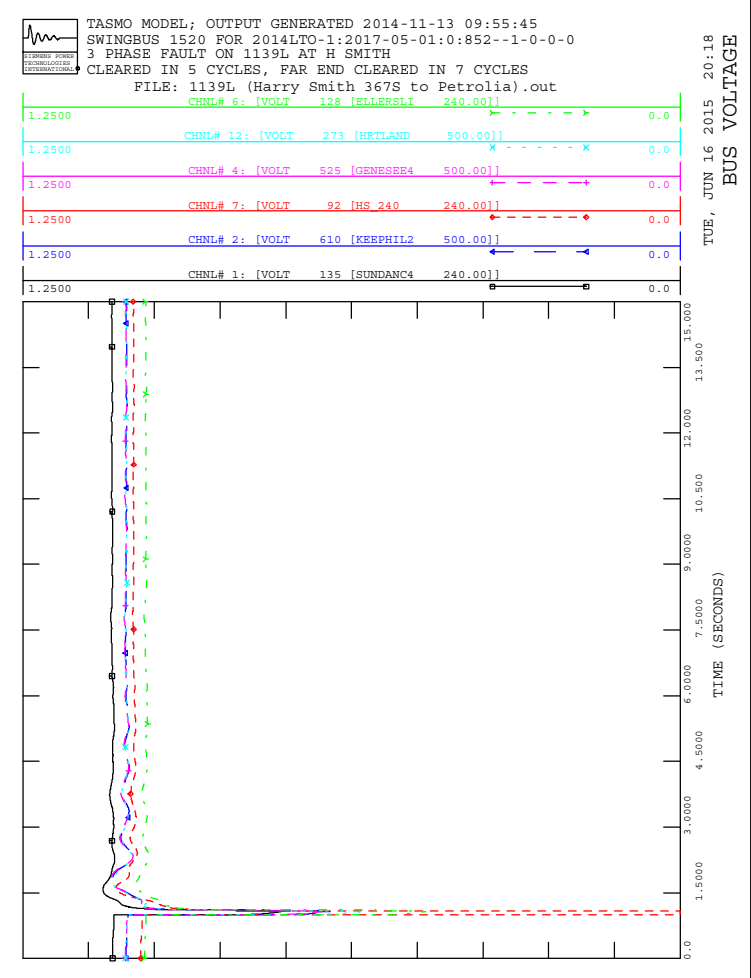
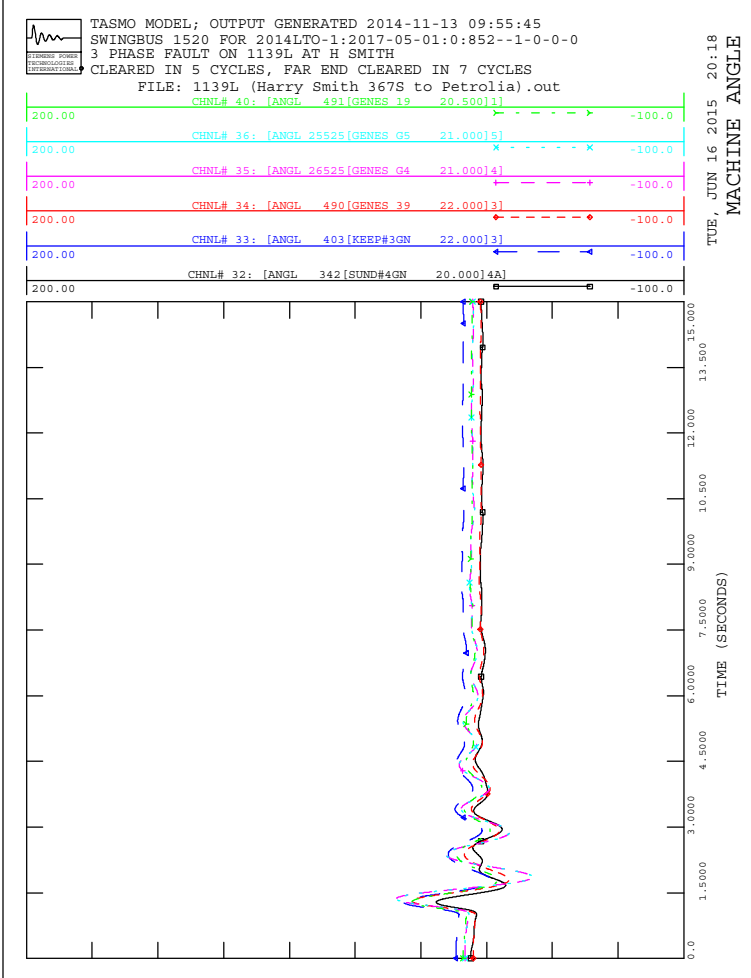
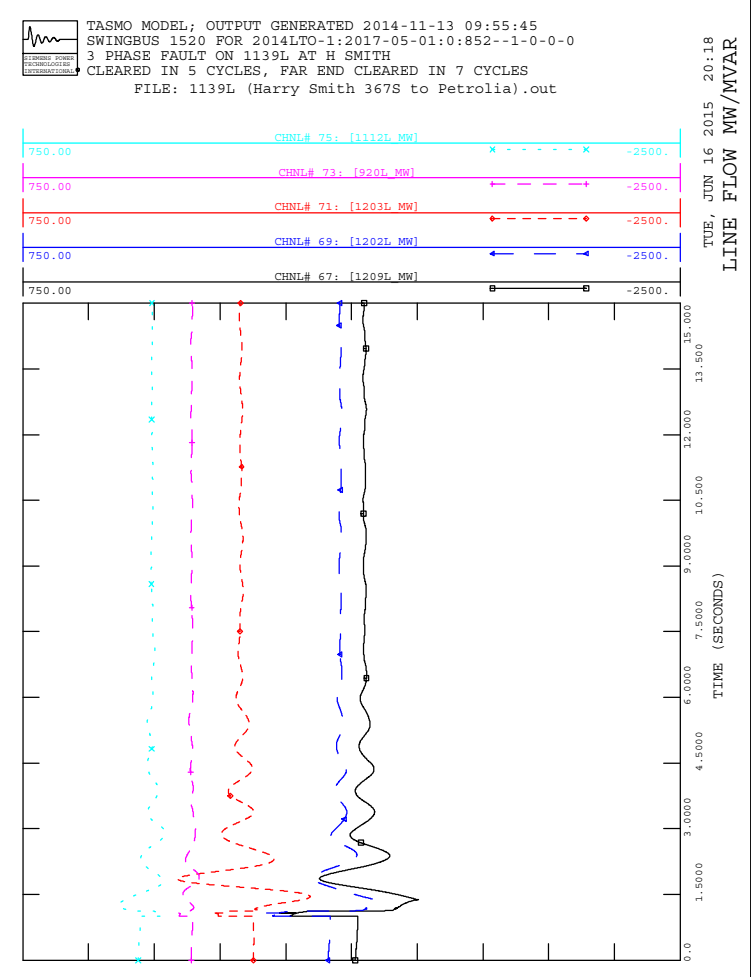
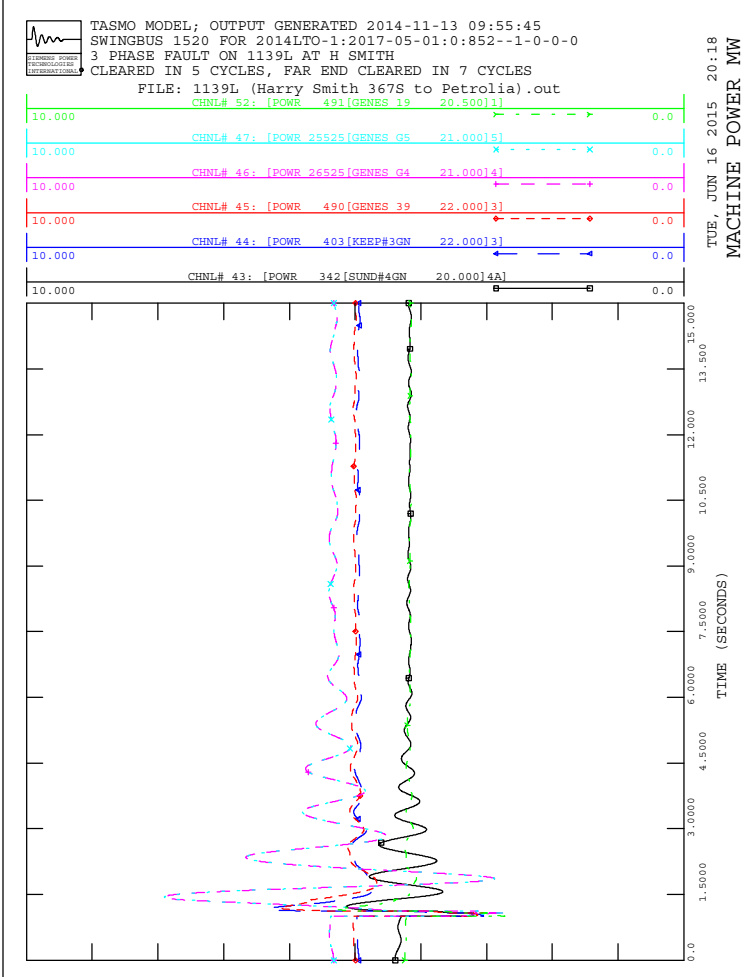


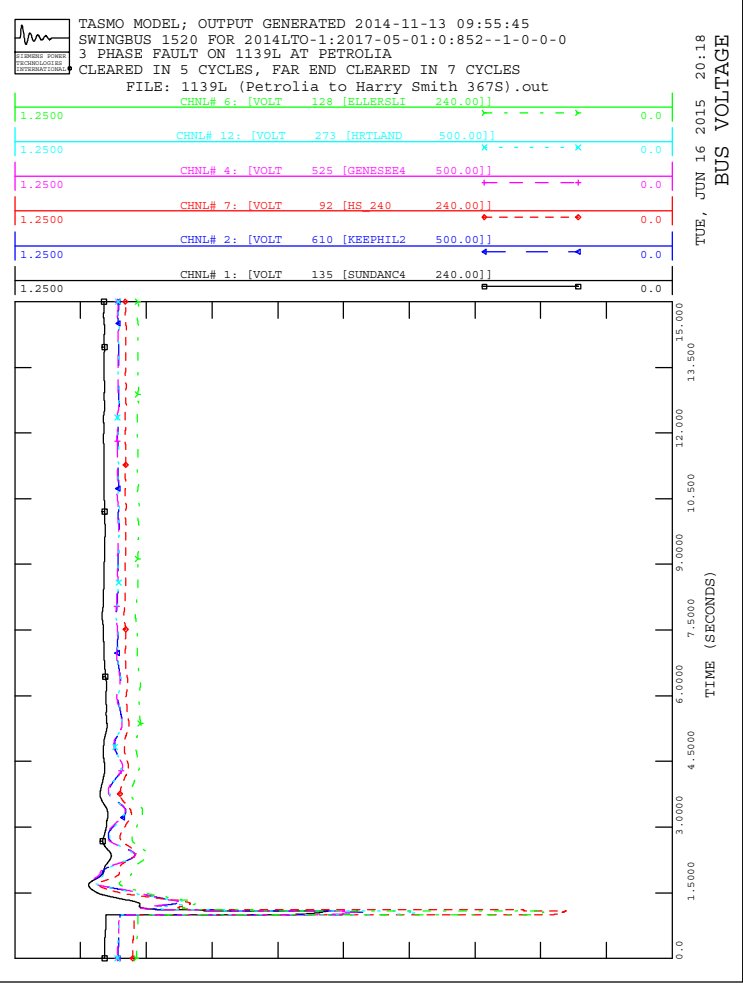
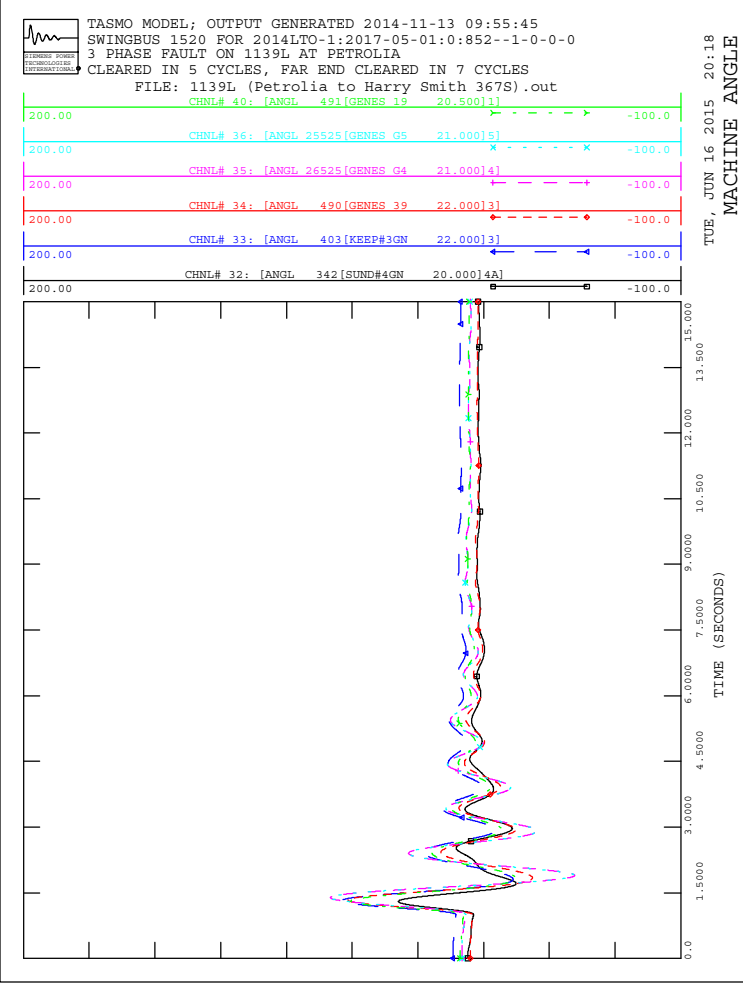
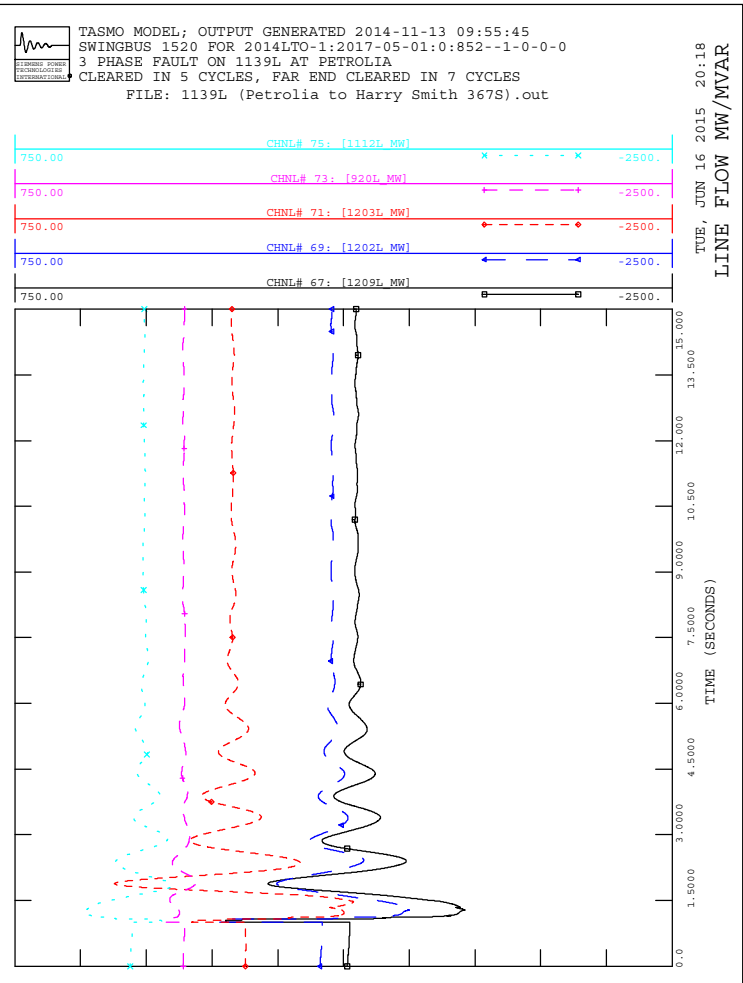
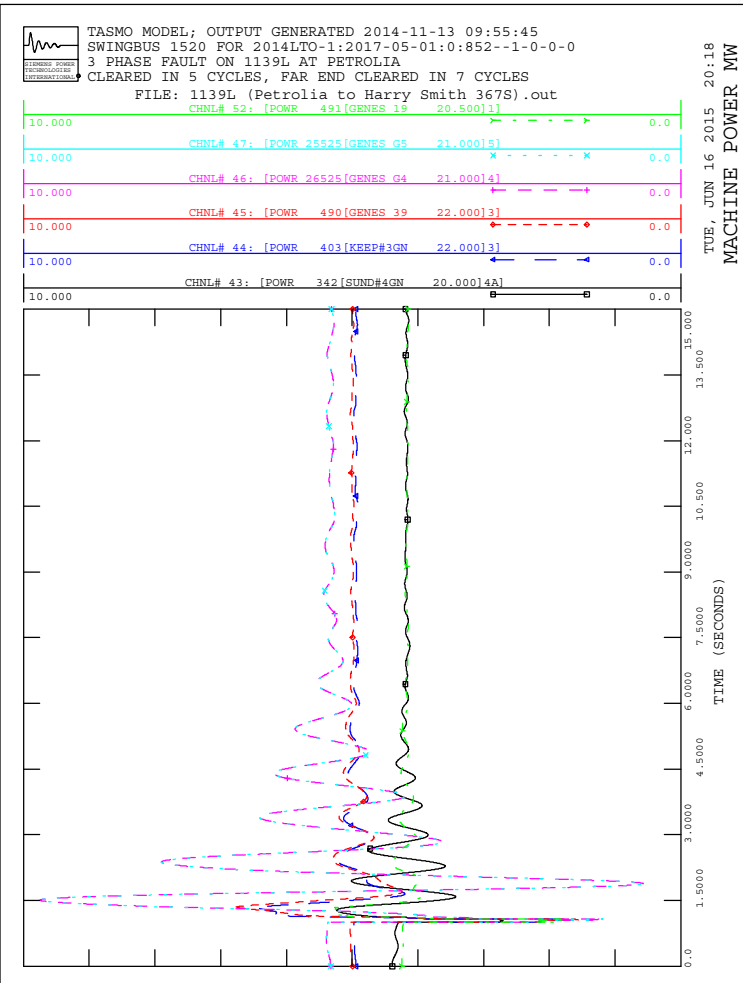
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

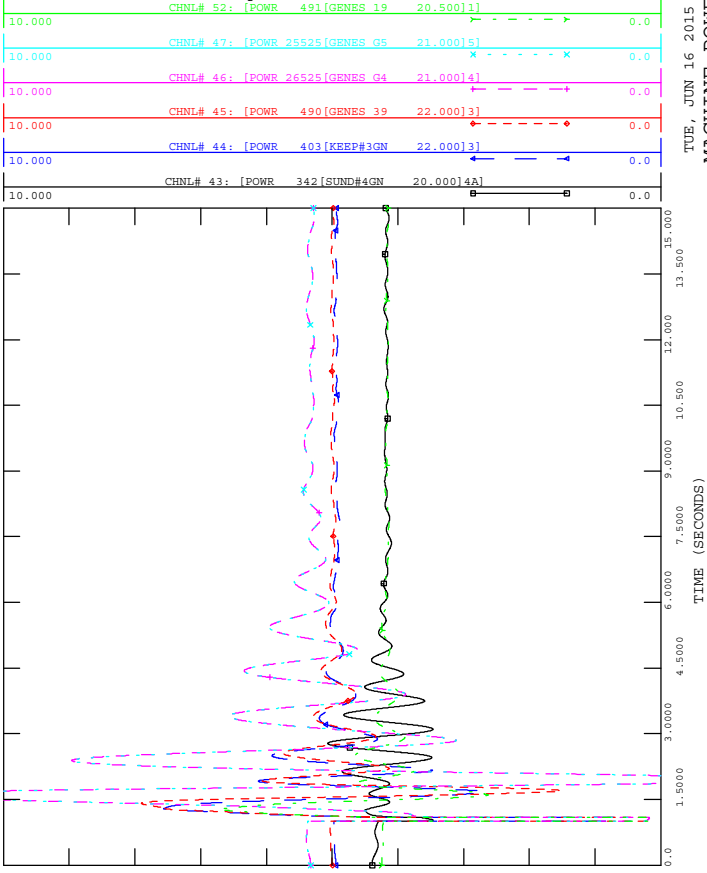




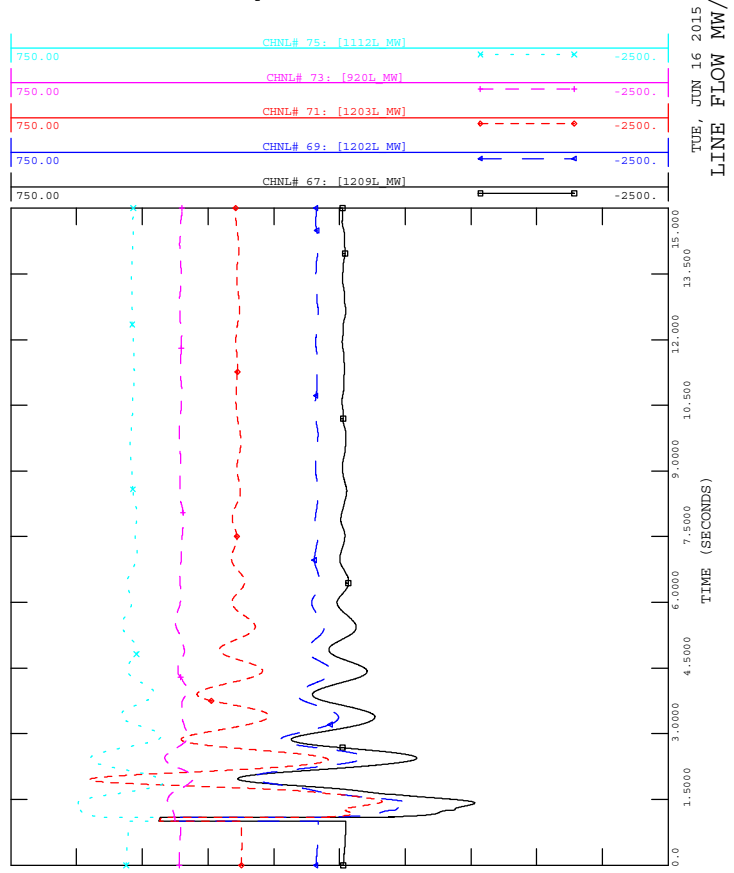




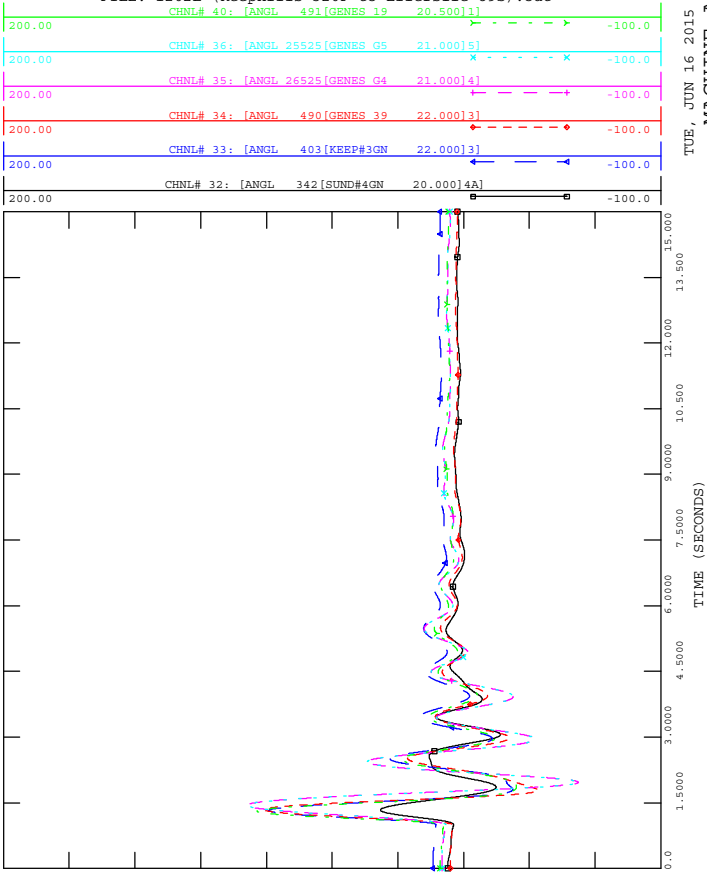
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1202L AT KEEPHILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out



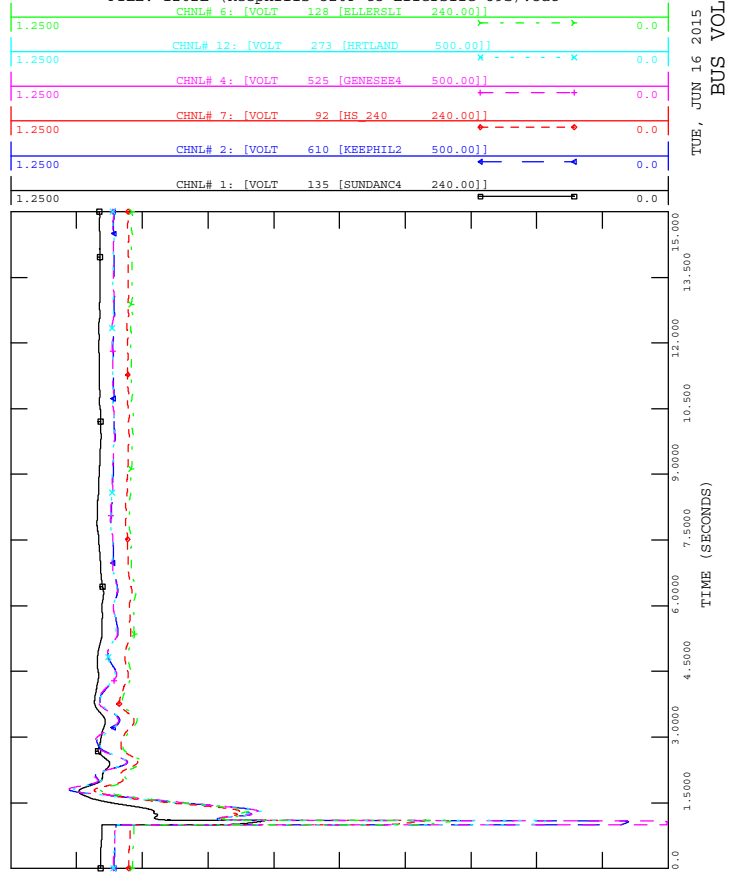
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1202L AT KEEPHILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out

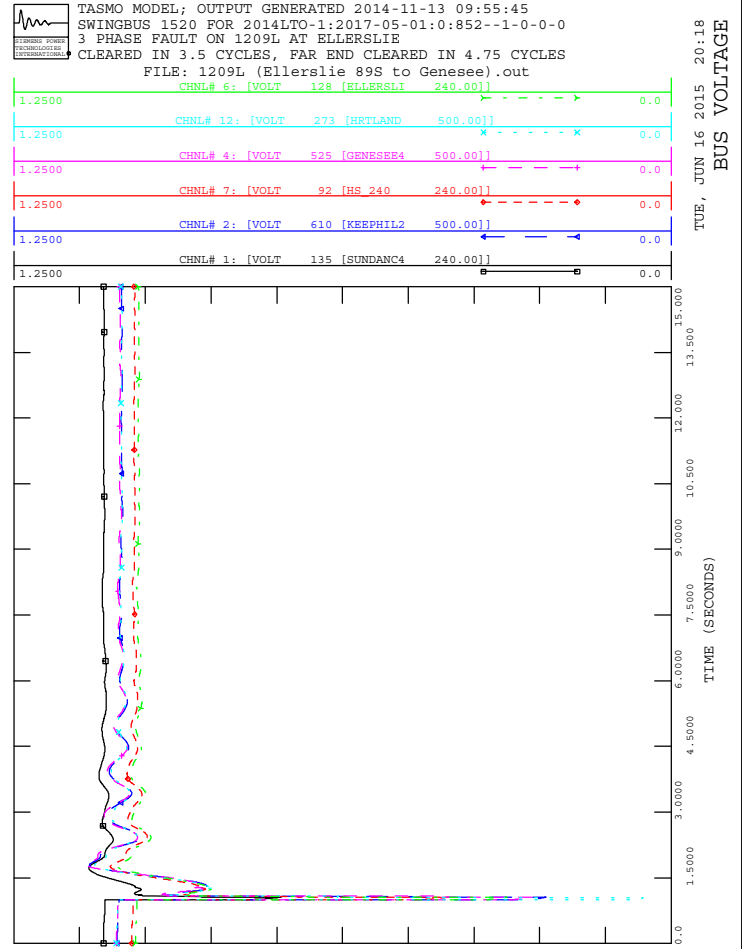
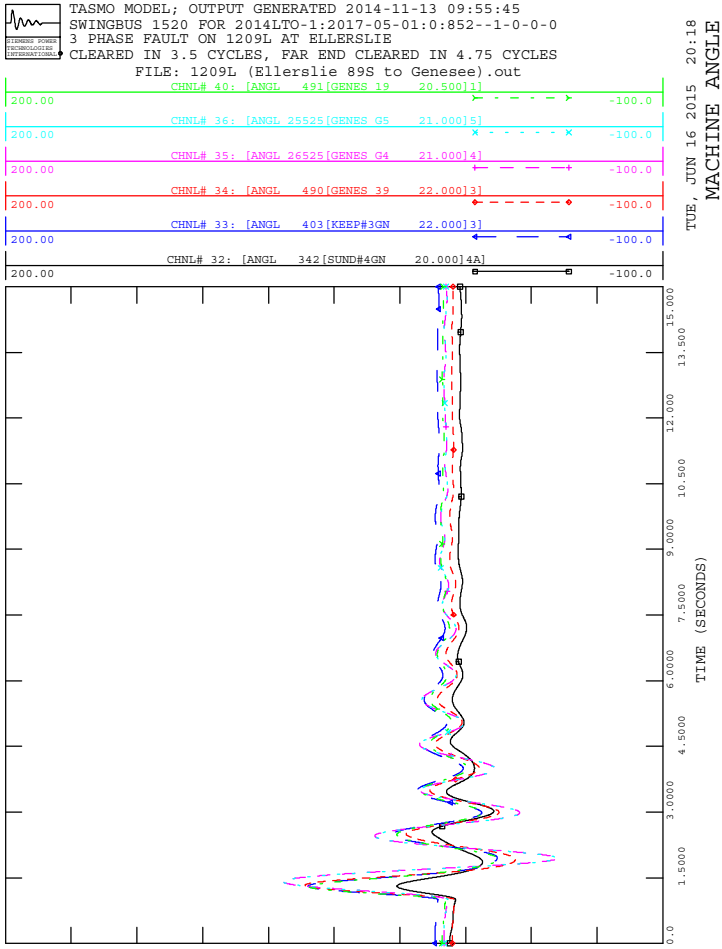
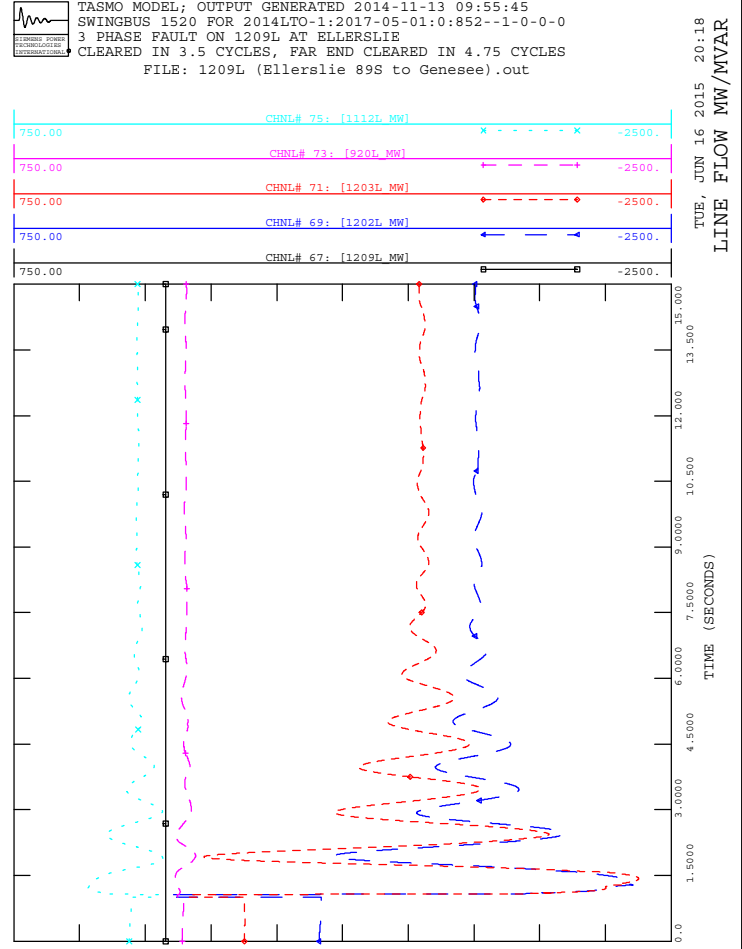
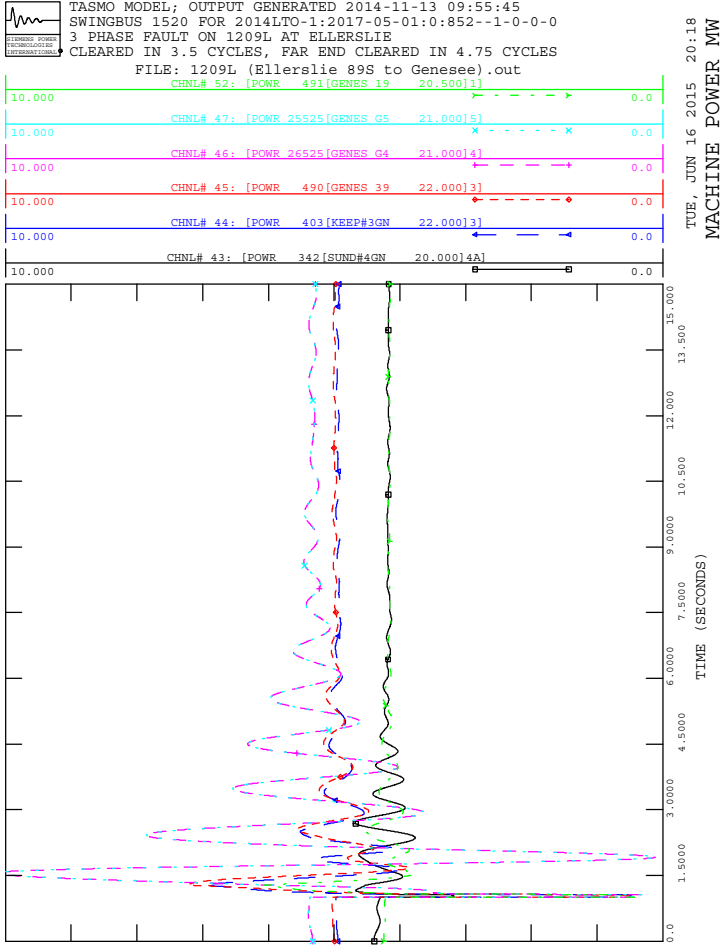


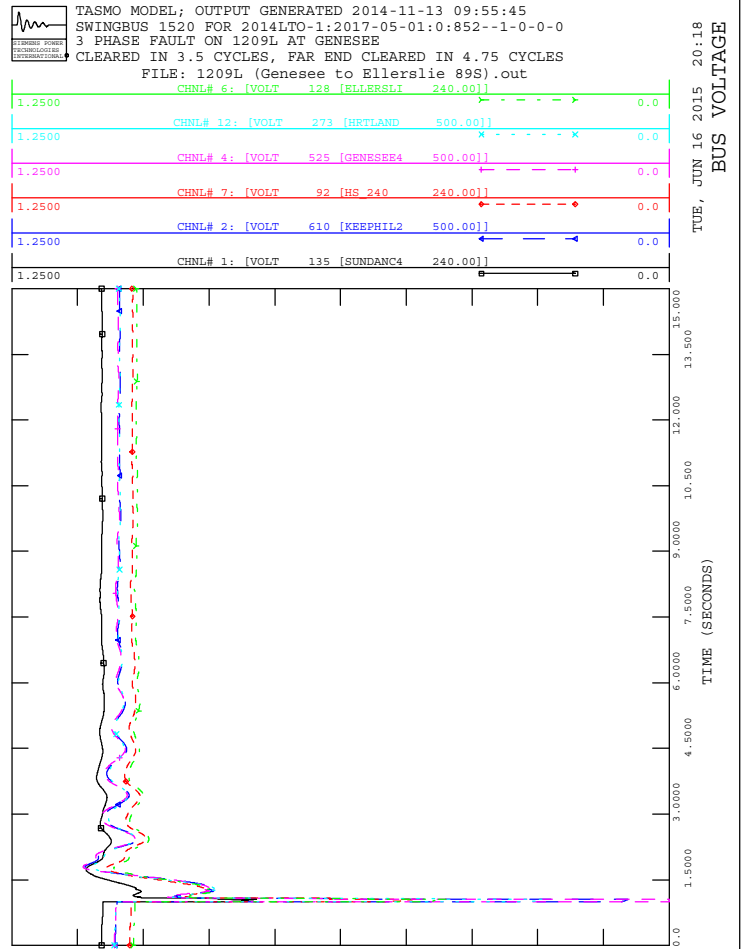
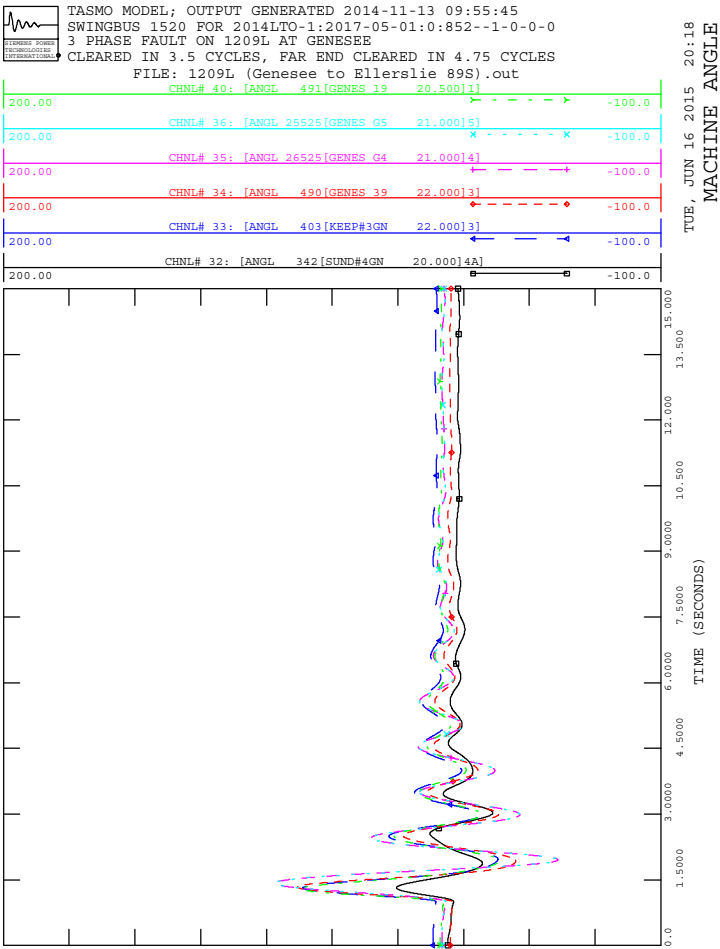
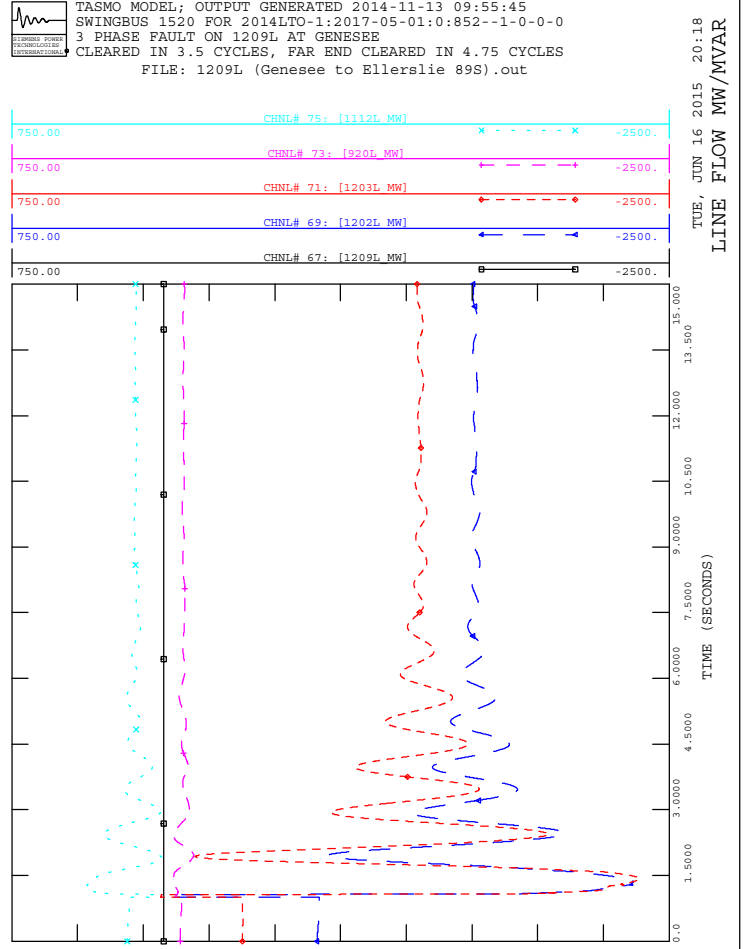
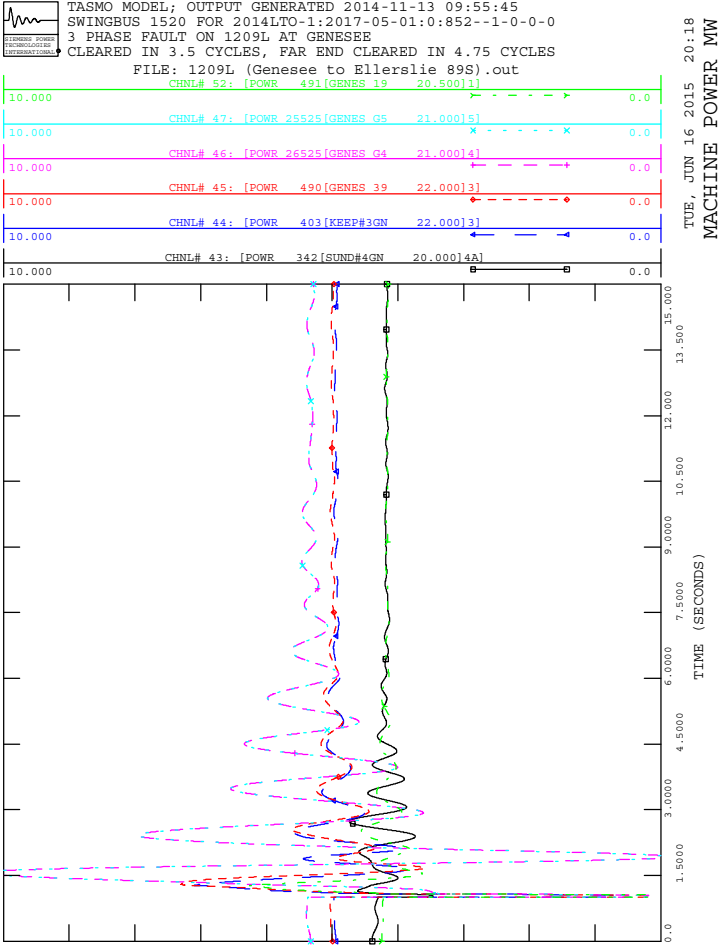
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1202L AT KEEPHILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out

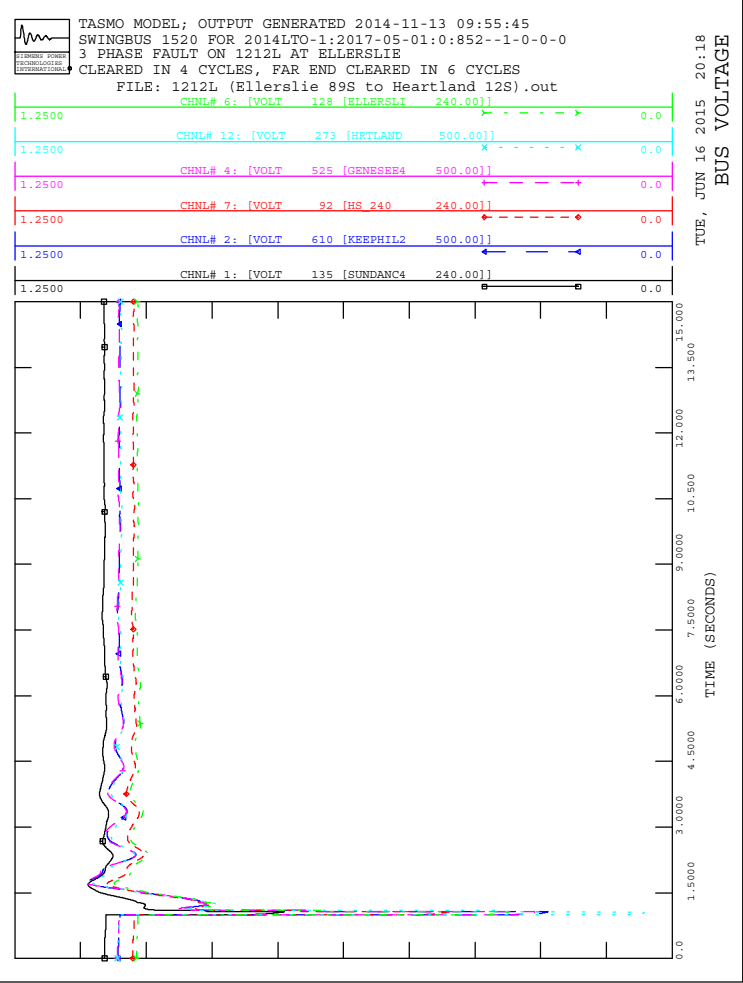
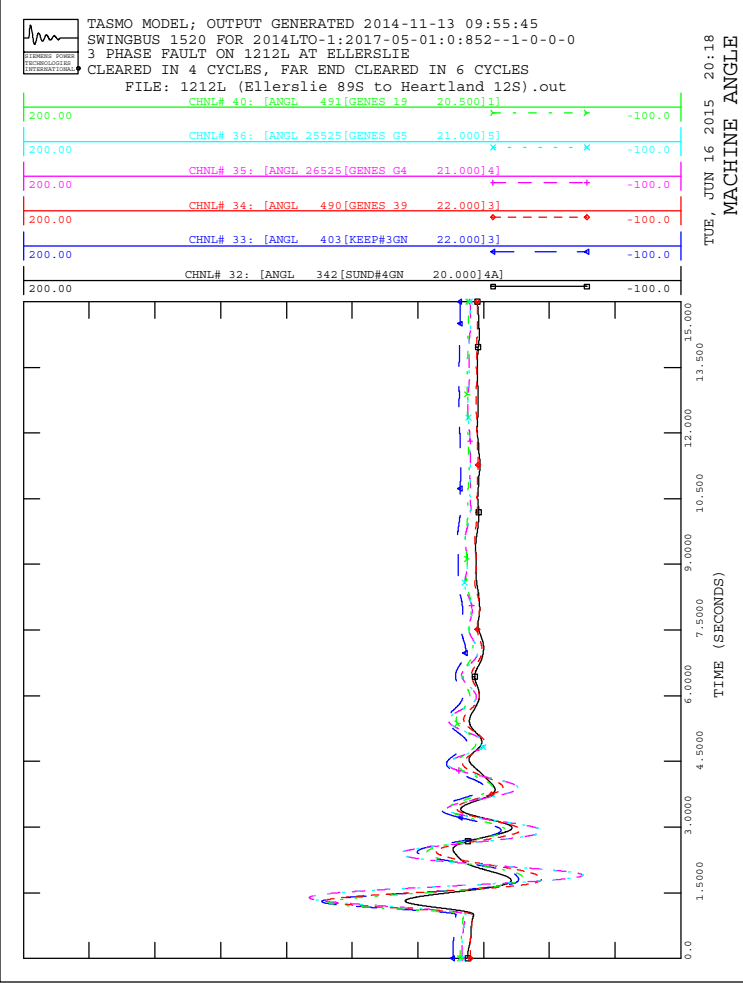
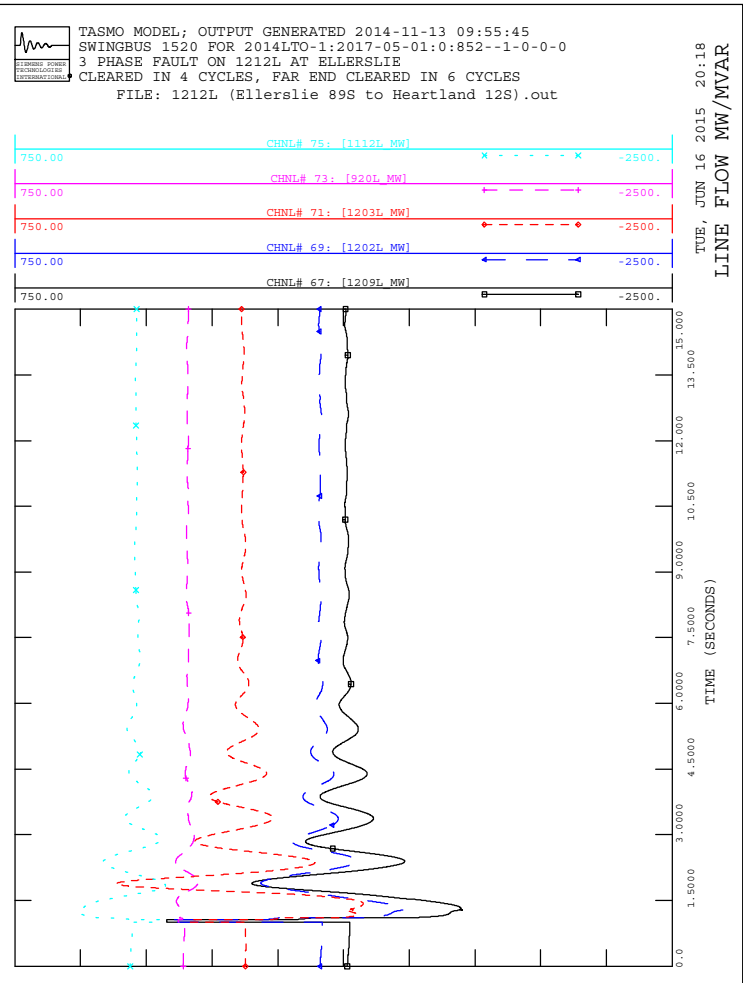
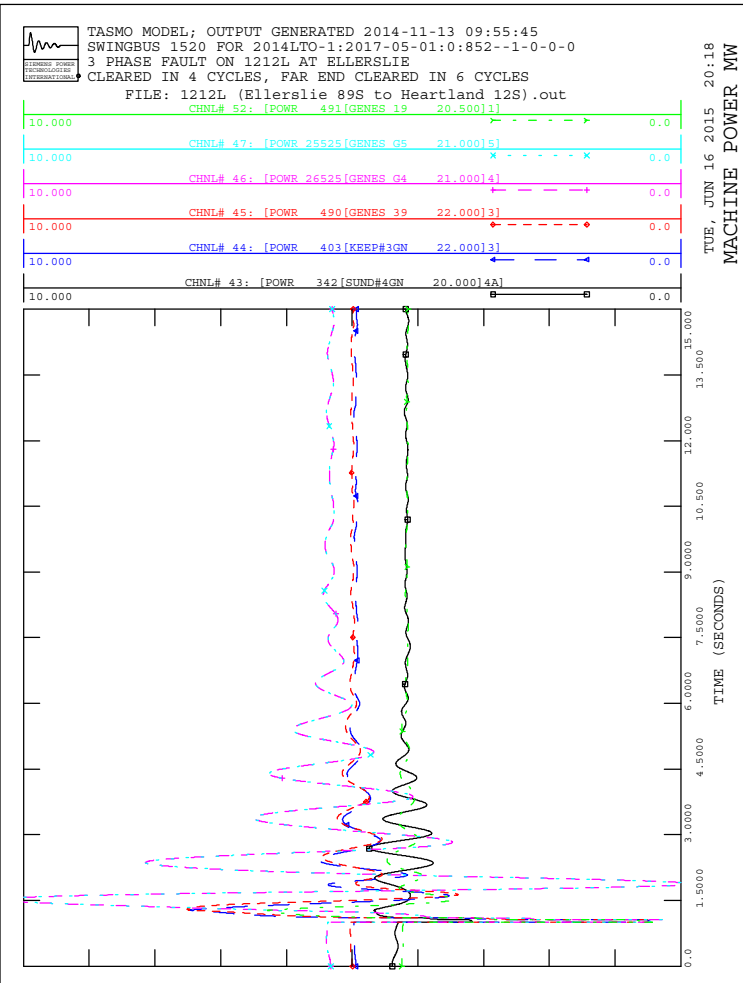


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 1202L AT KEEPHILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out



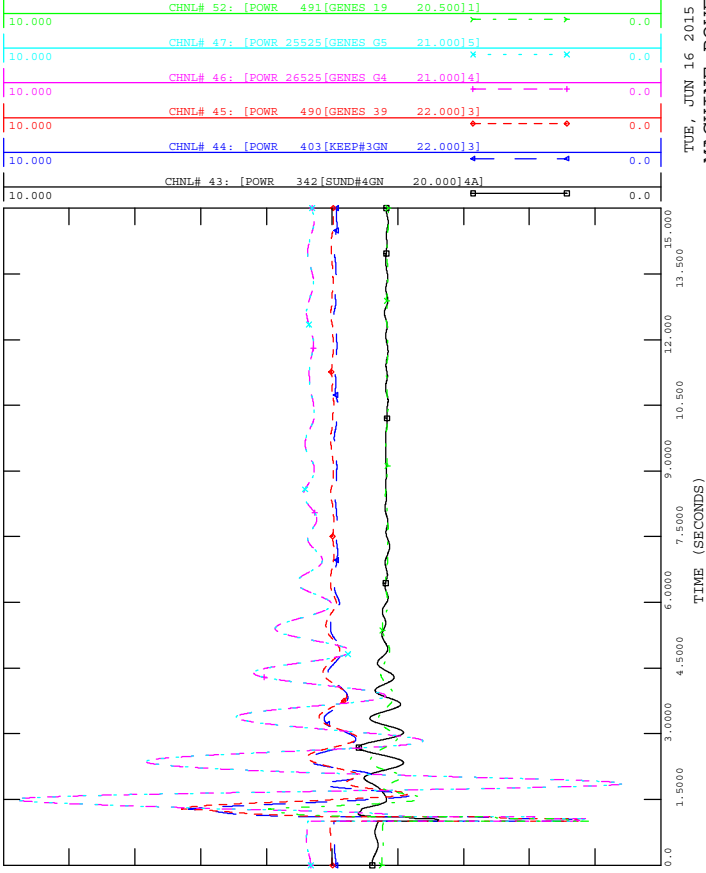




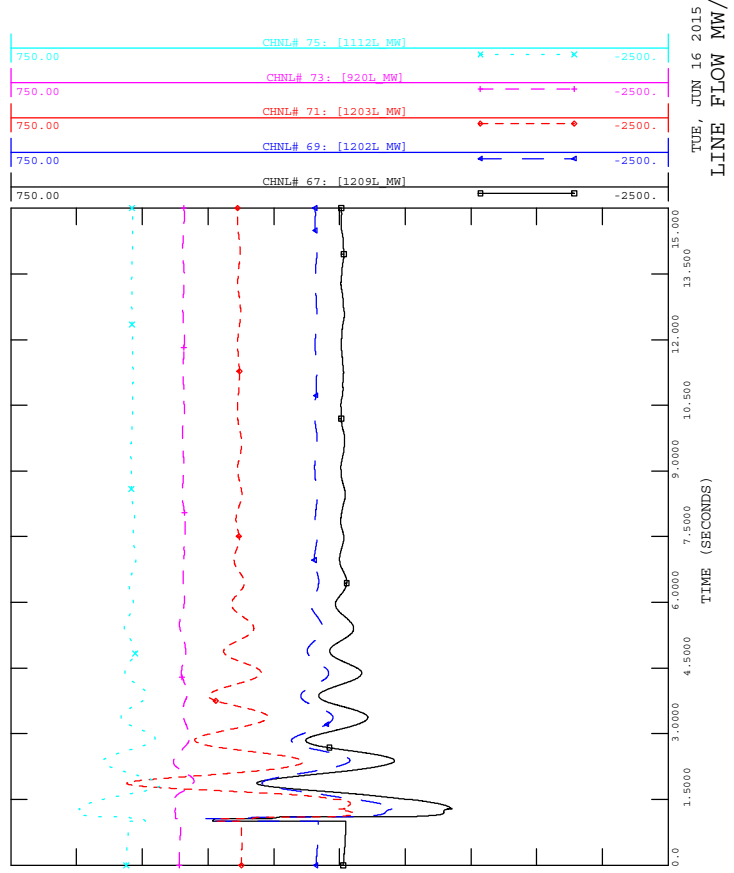




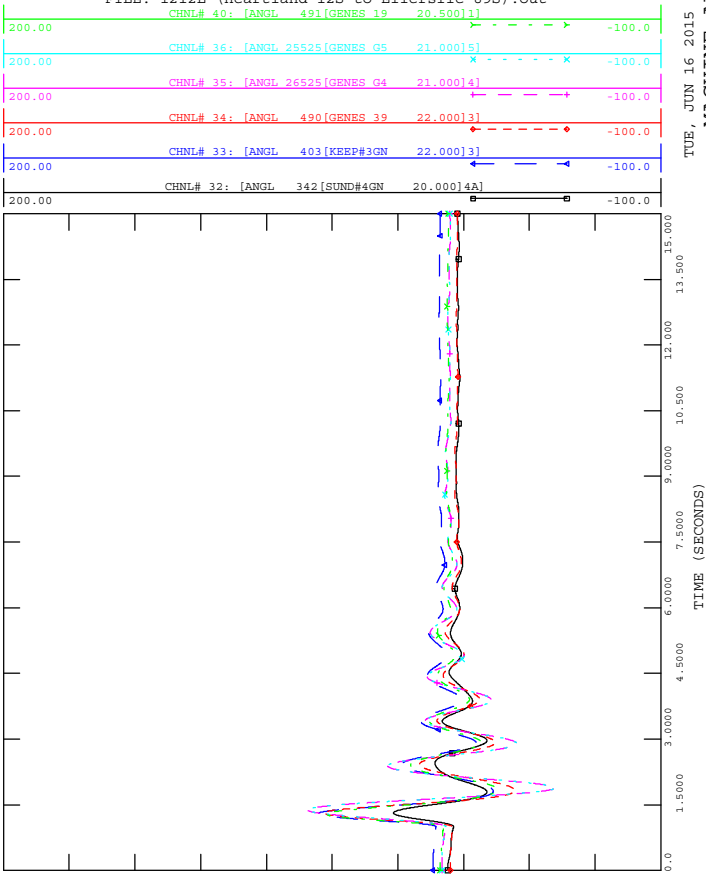
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



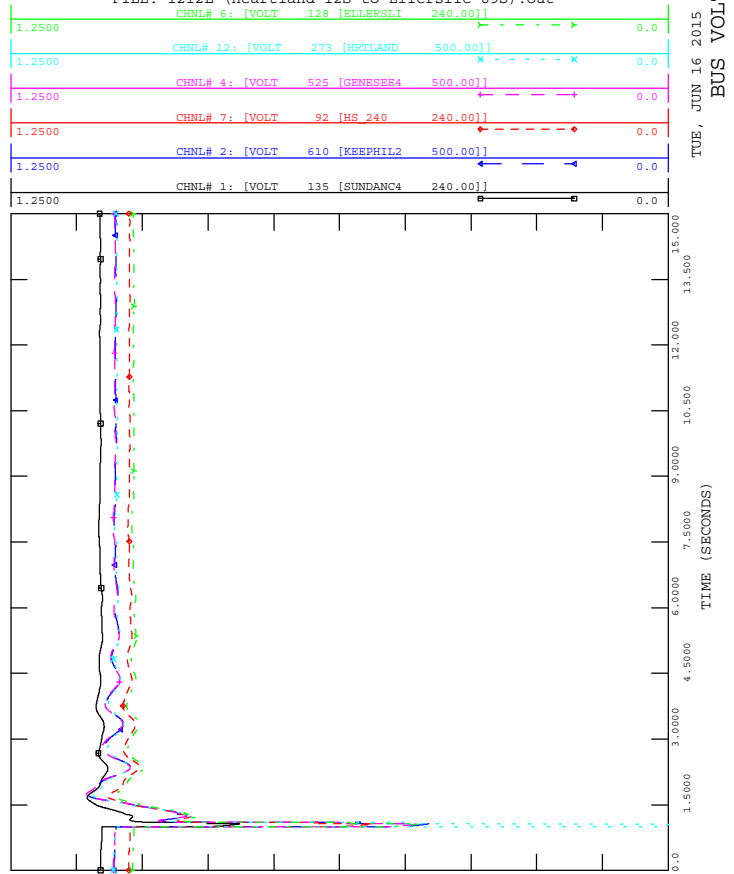
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 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out

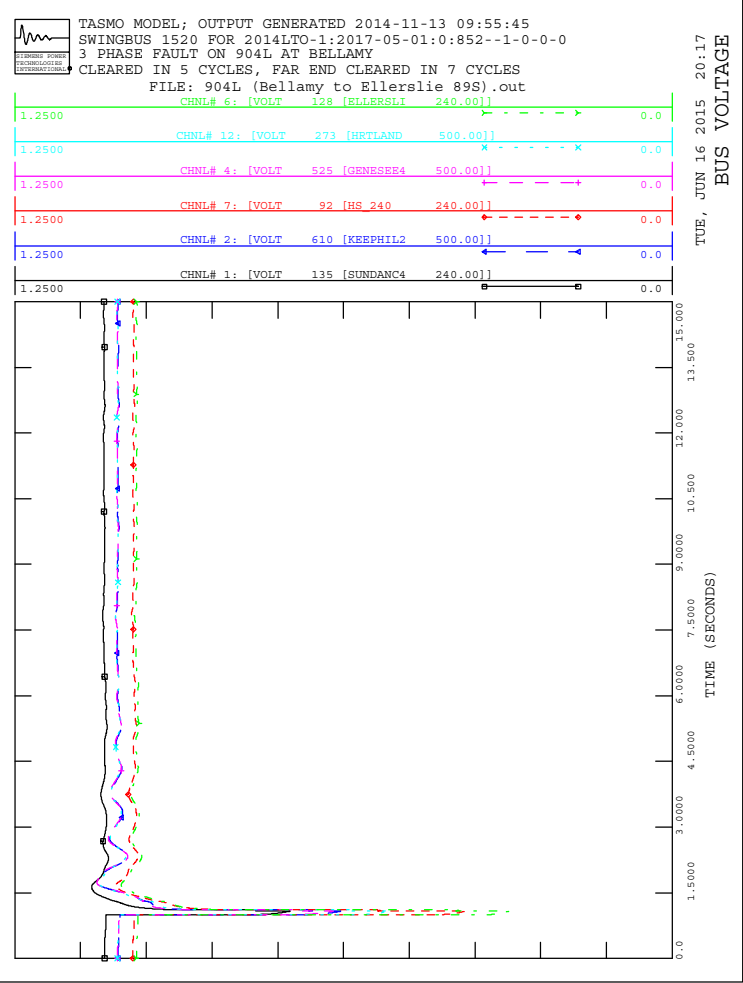
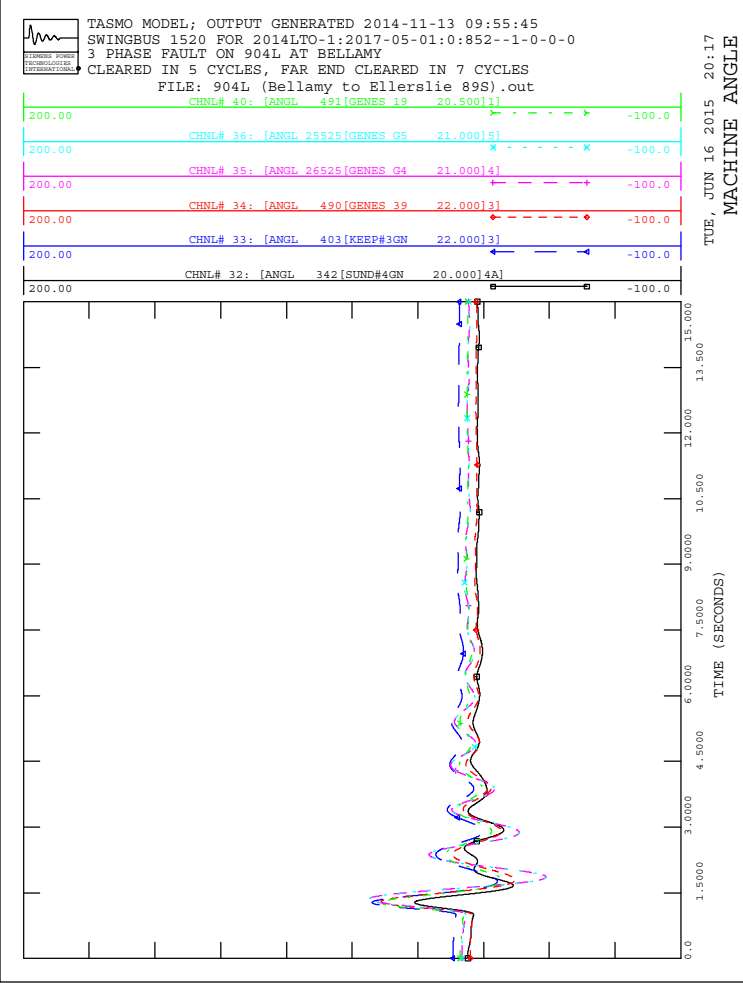
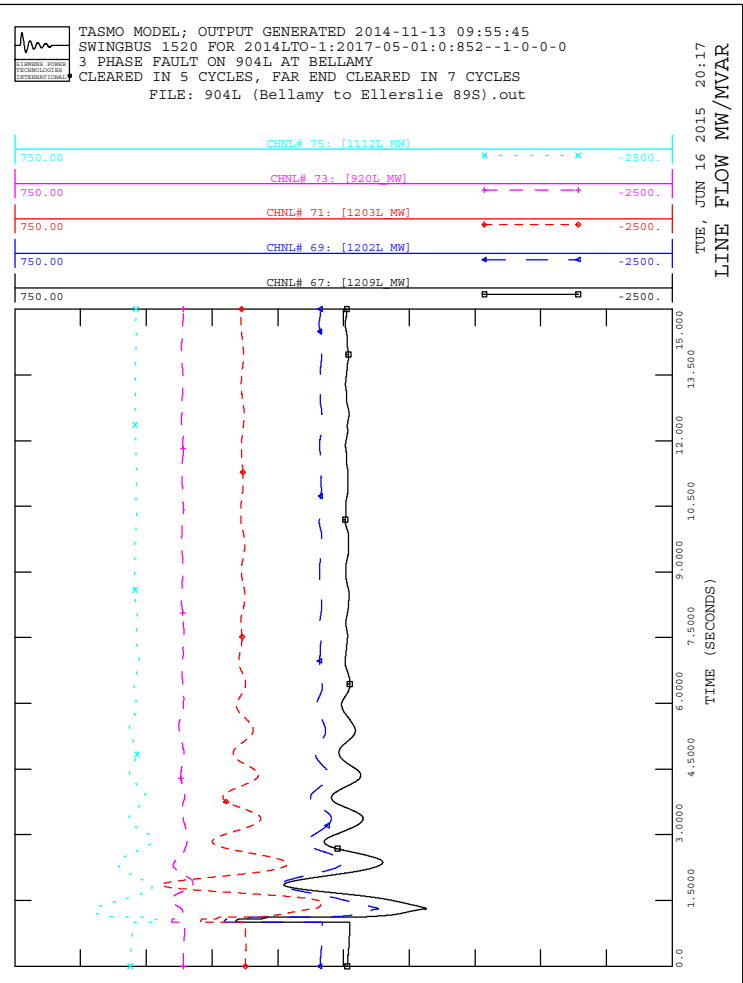
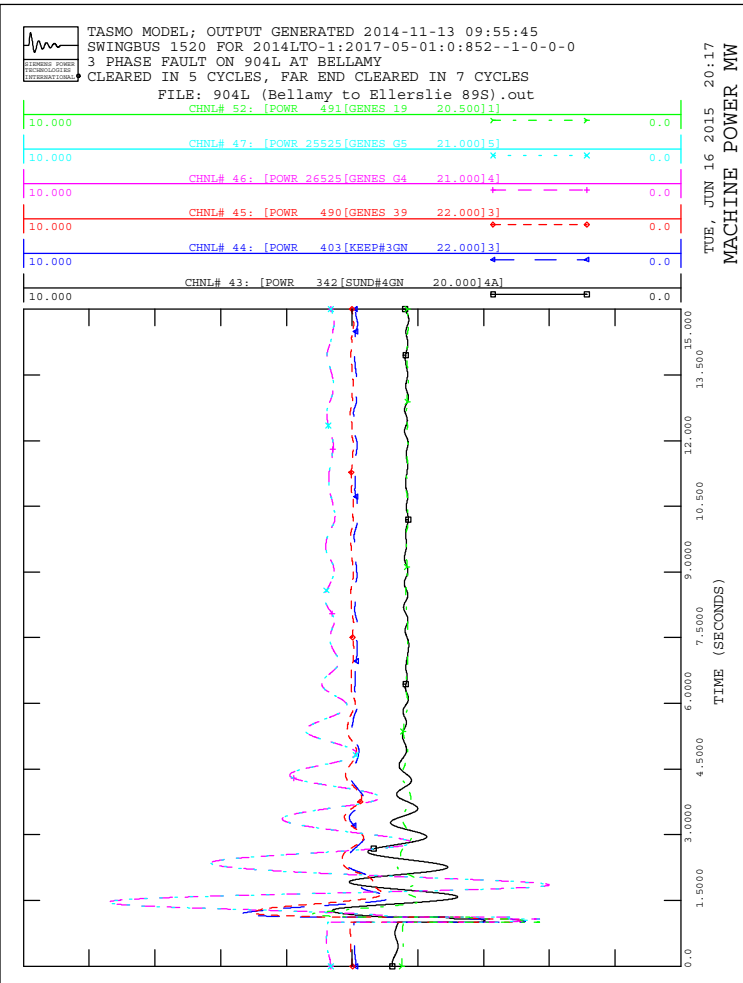


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out

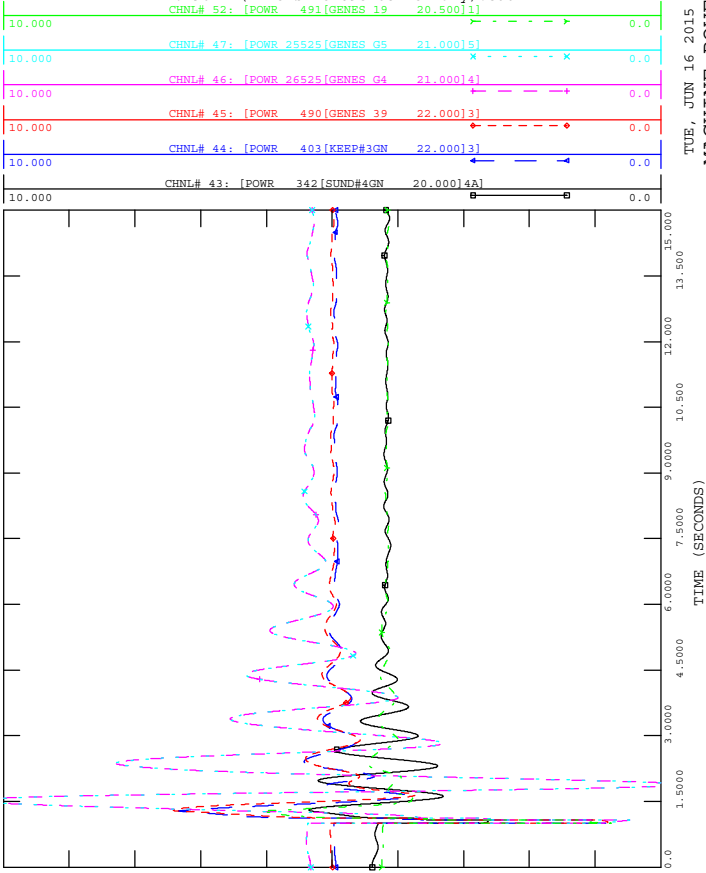






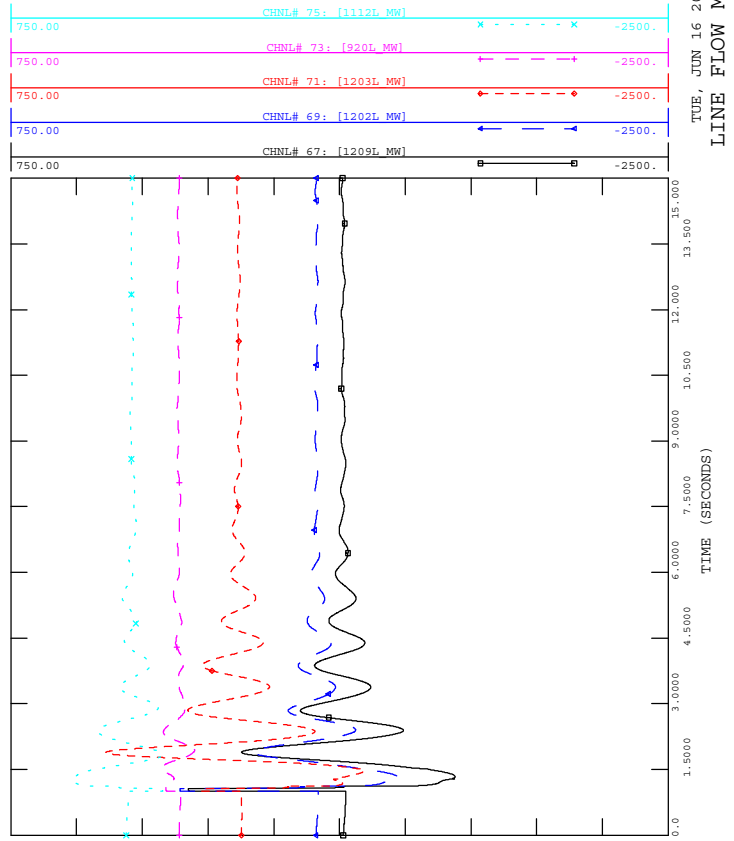
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out

TUE, JUN 16 2015 20:17
 MACHINE POWER MW



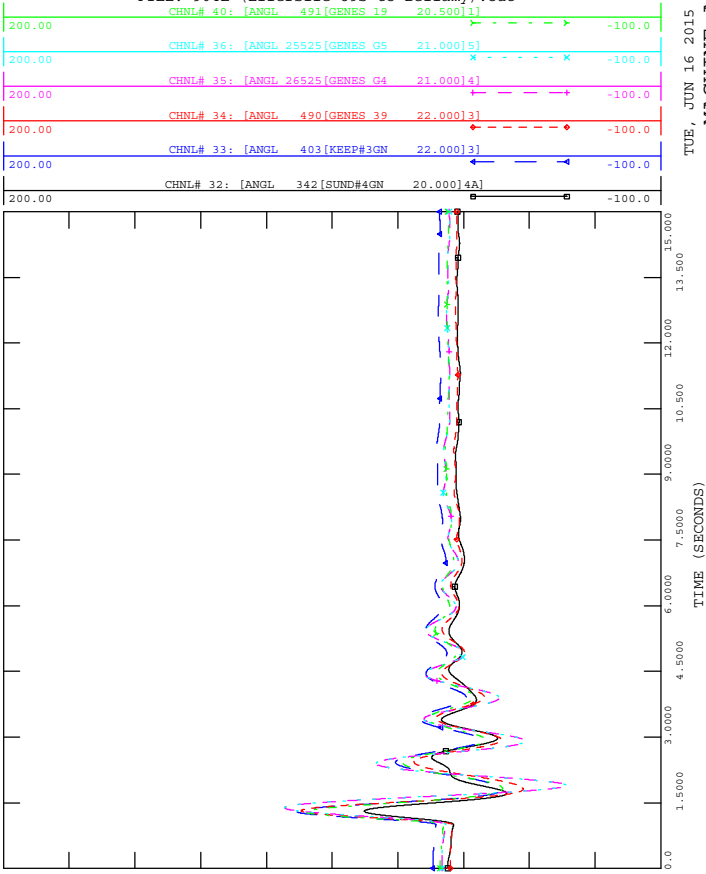
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out

TUE, JUN 16 2015 20:17
 LINE FLOW MW/MVAR



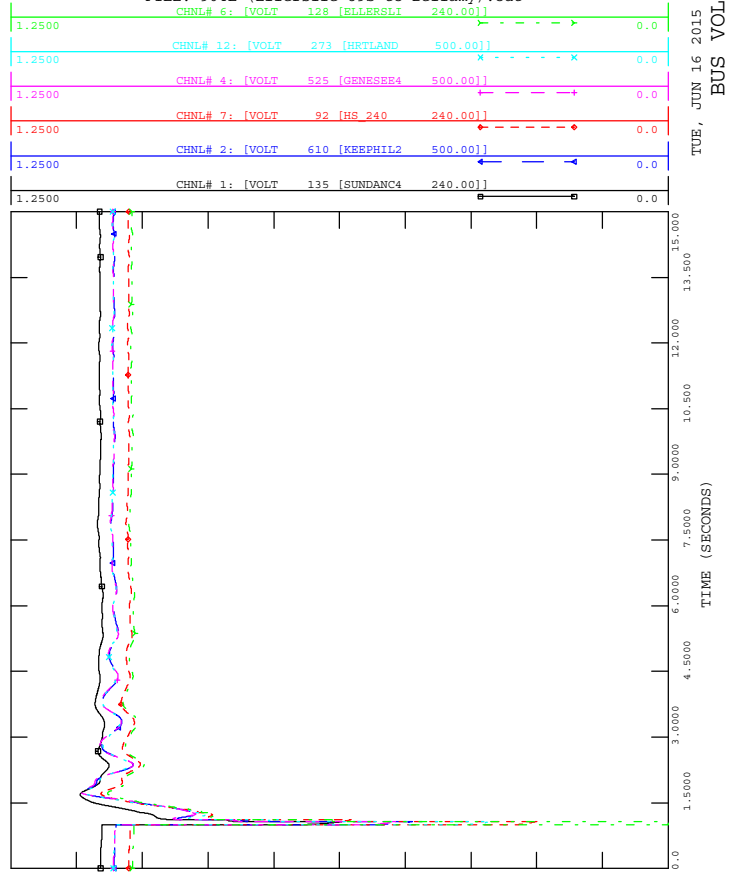
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out

TUE, JUN 16 2015 20:17
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out

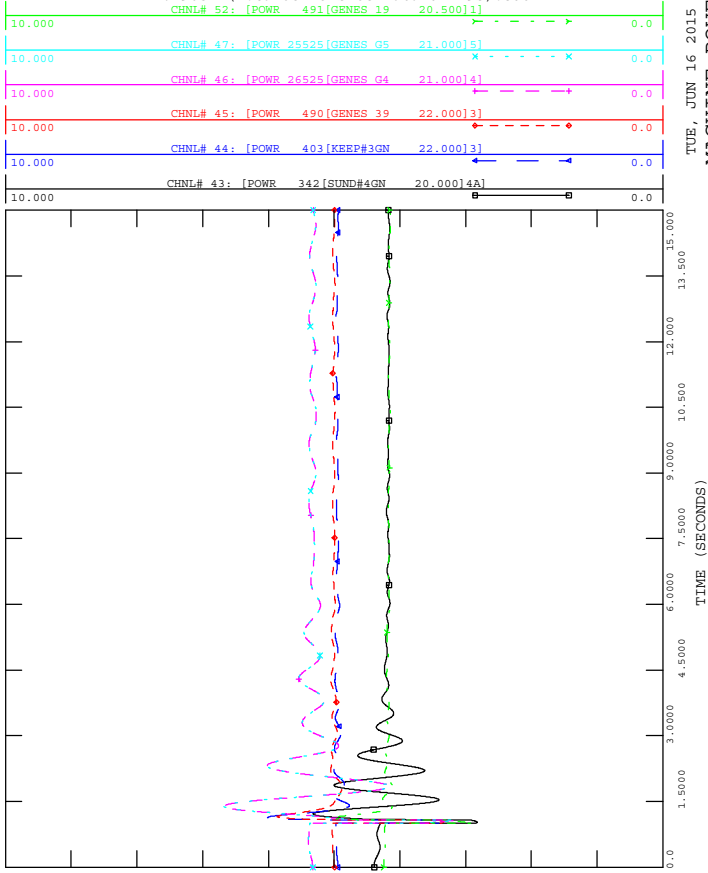
TUE, JUN 16 2015 20:17
 BUS VOLTAGE





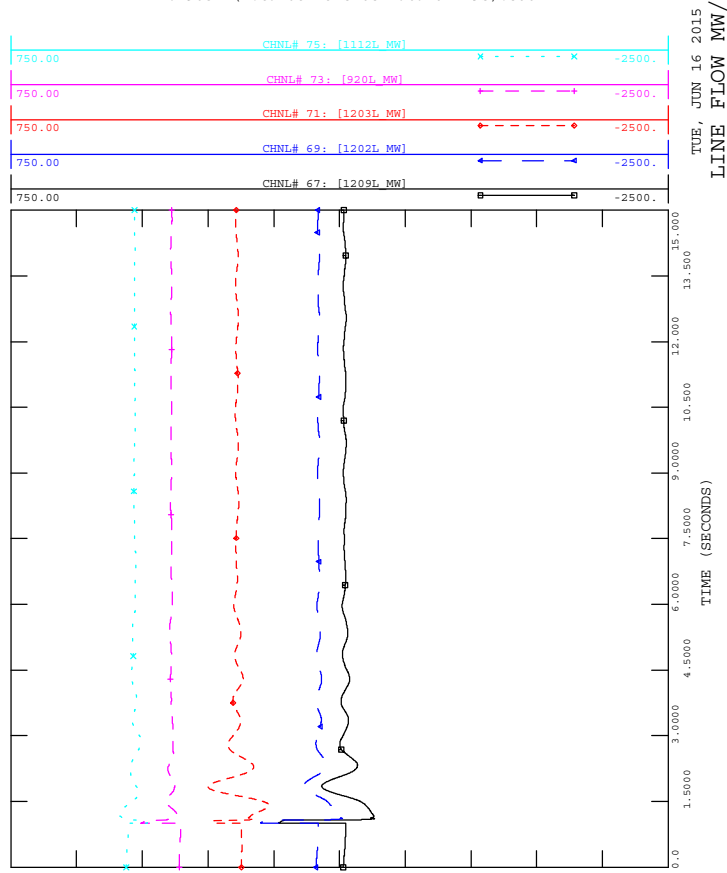
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

TUE, JUN 16 2015 20:17
 MACHINE POWER MW



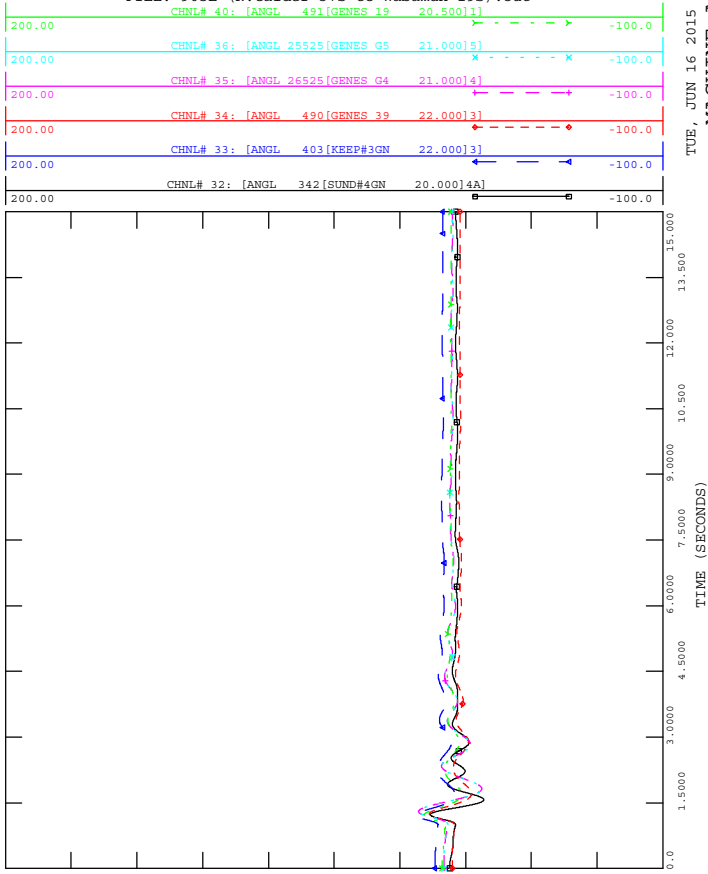
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 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

TUE, JUN 16 2015 20:17
 LINE FLOW MW/MVAR



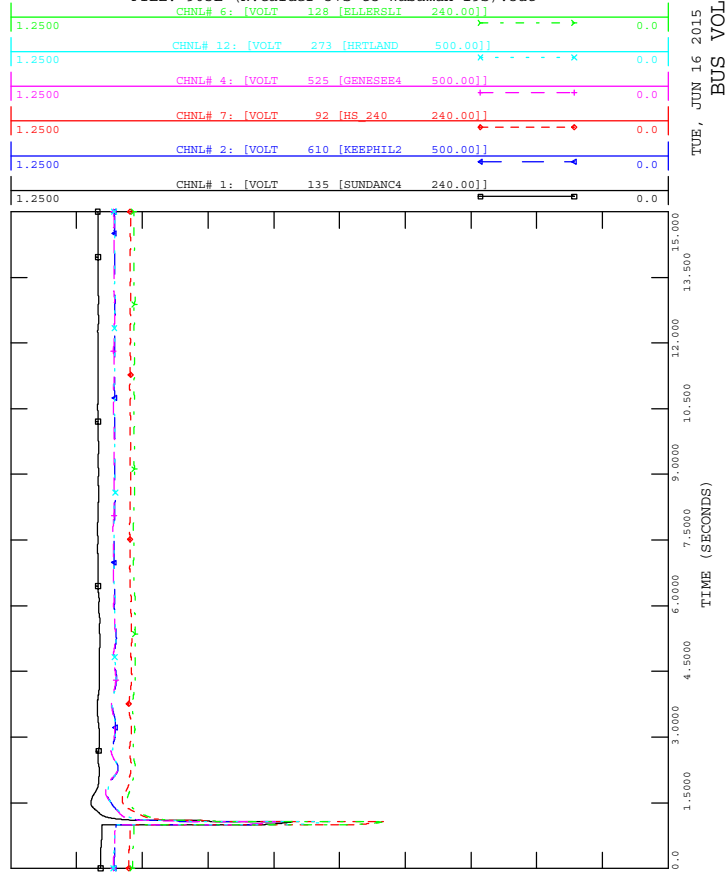
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

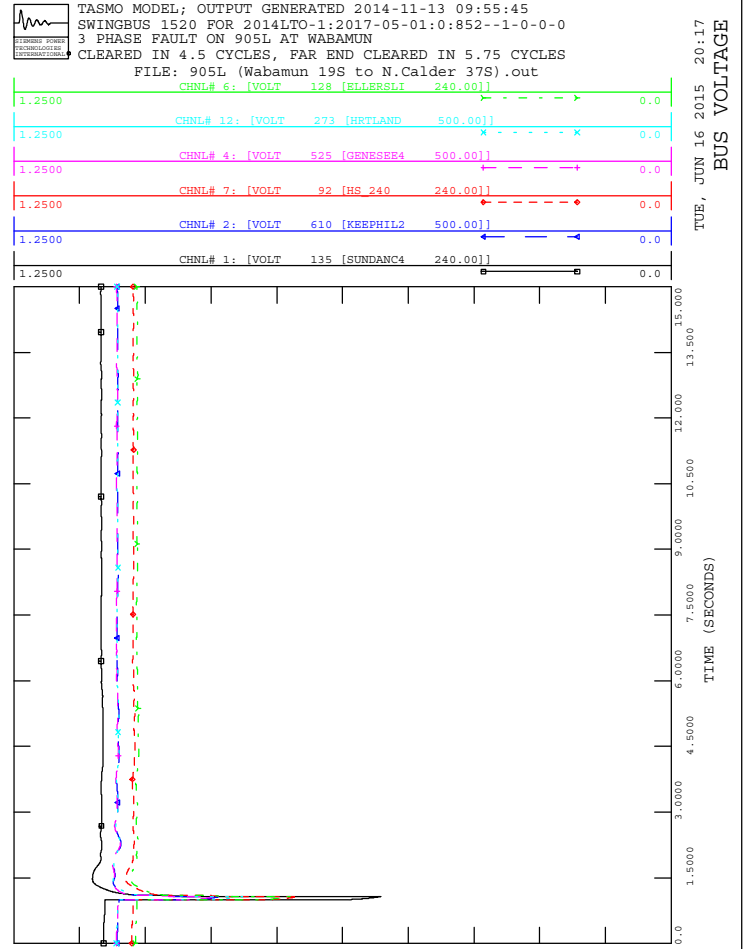
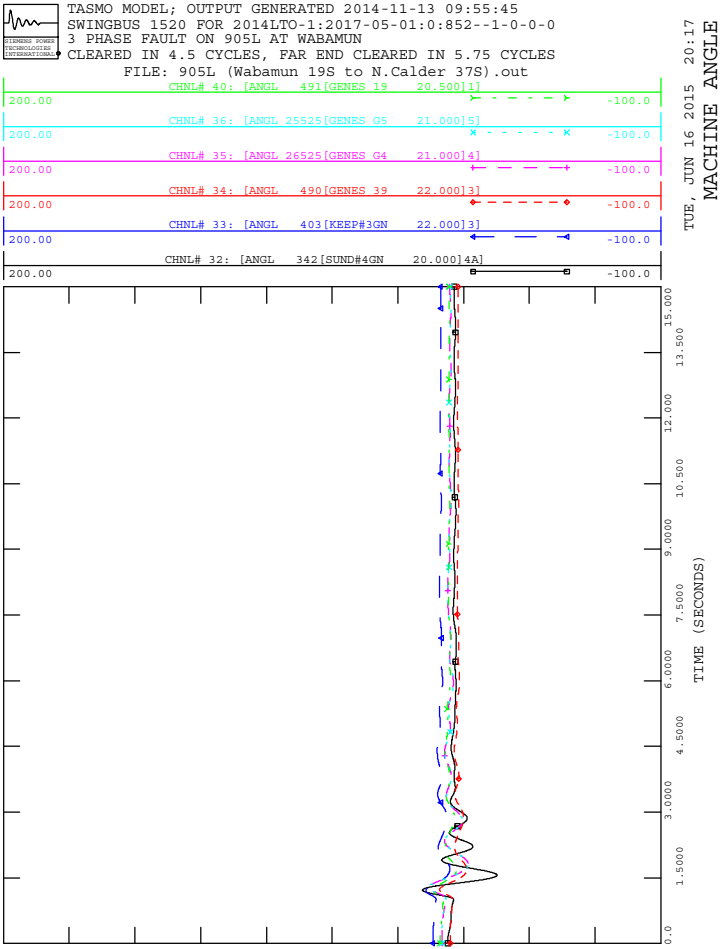
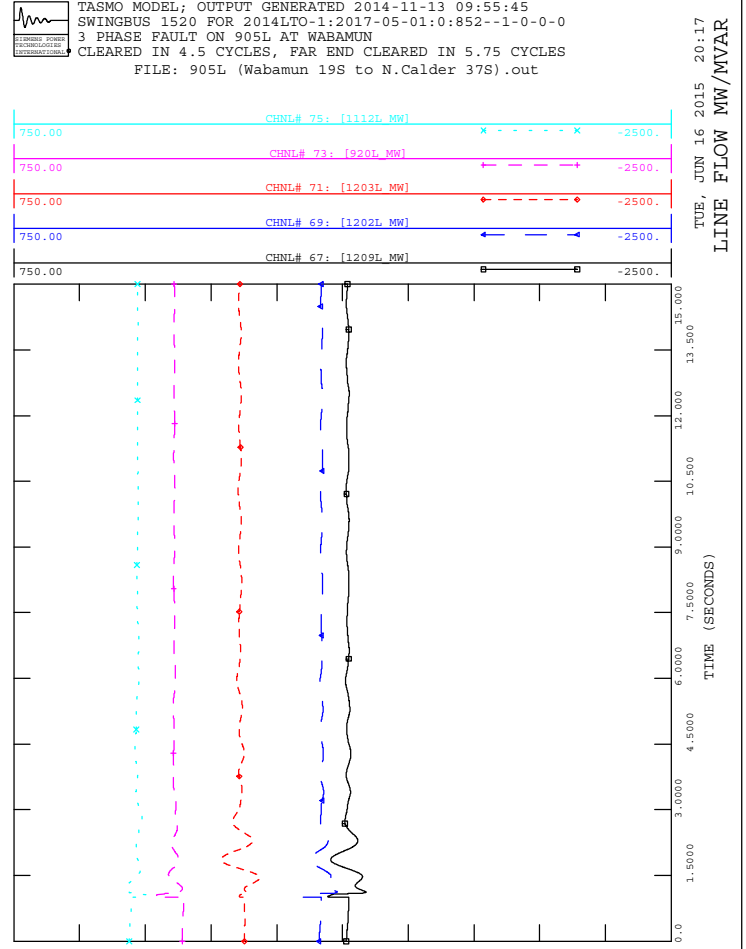
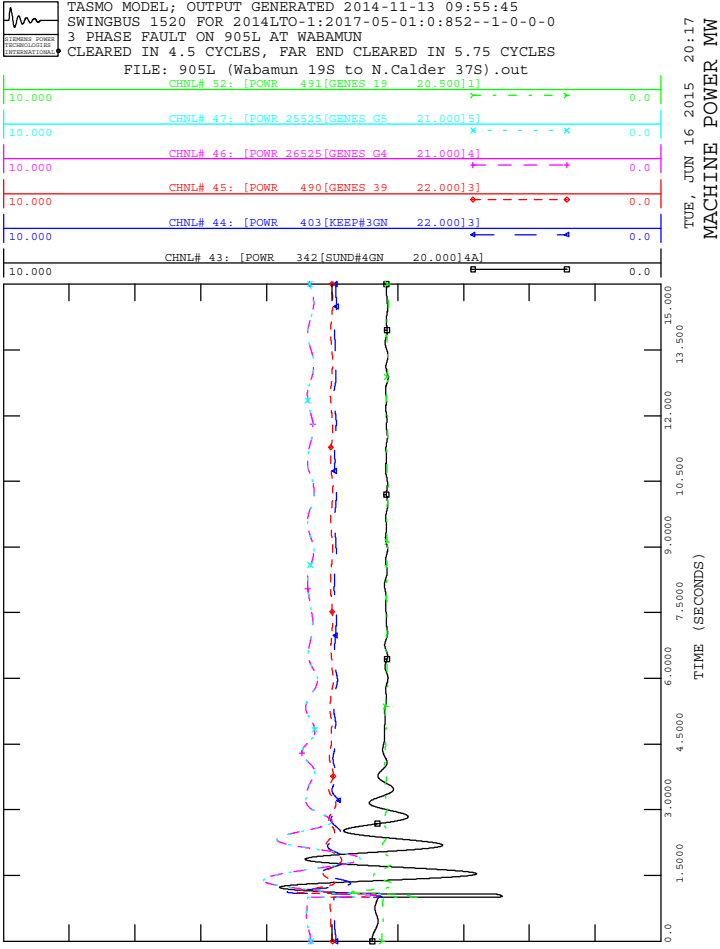
TUE, JUN 16 2015 20:17
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

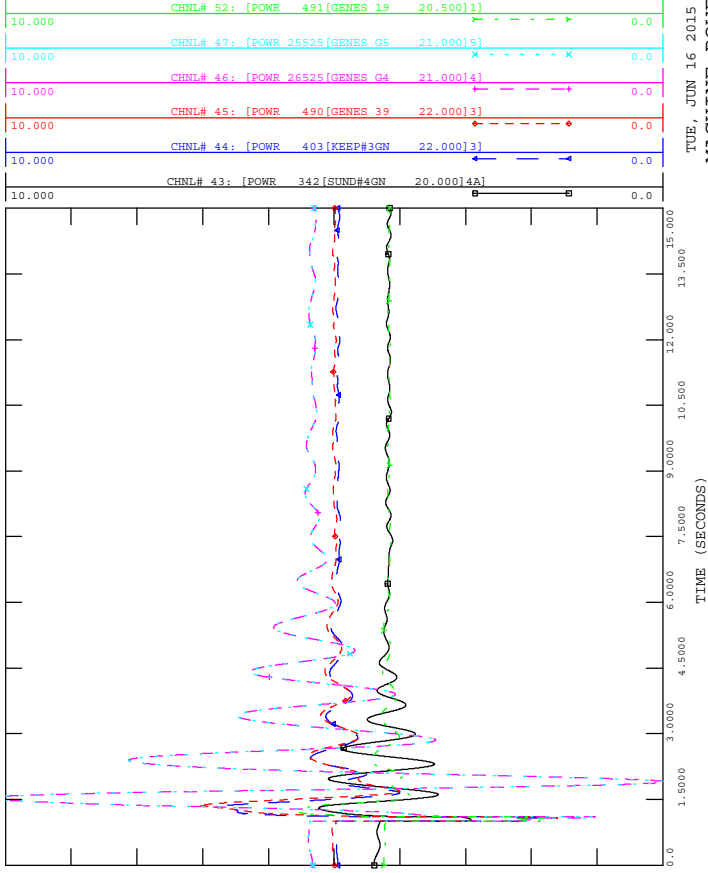
TUE, JUN 16 2015 20:17
 BUS VOLTAGE



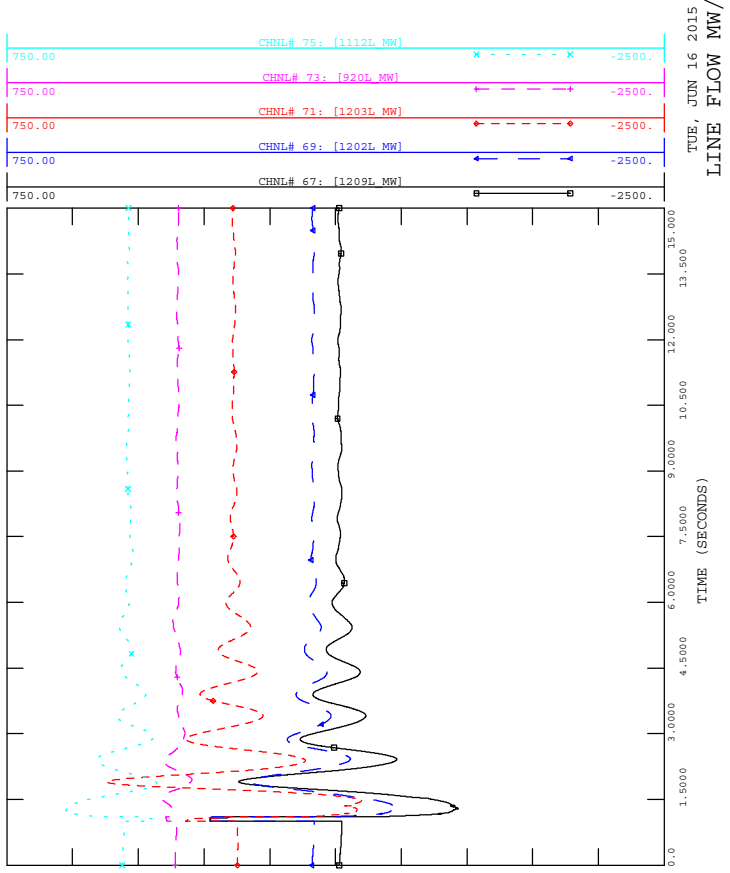




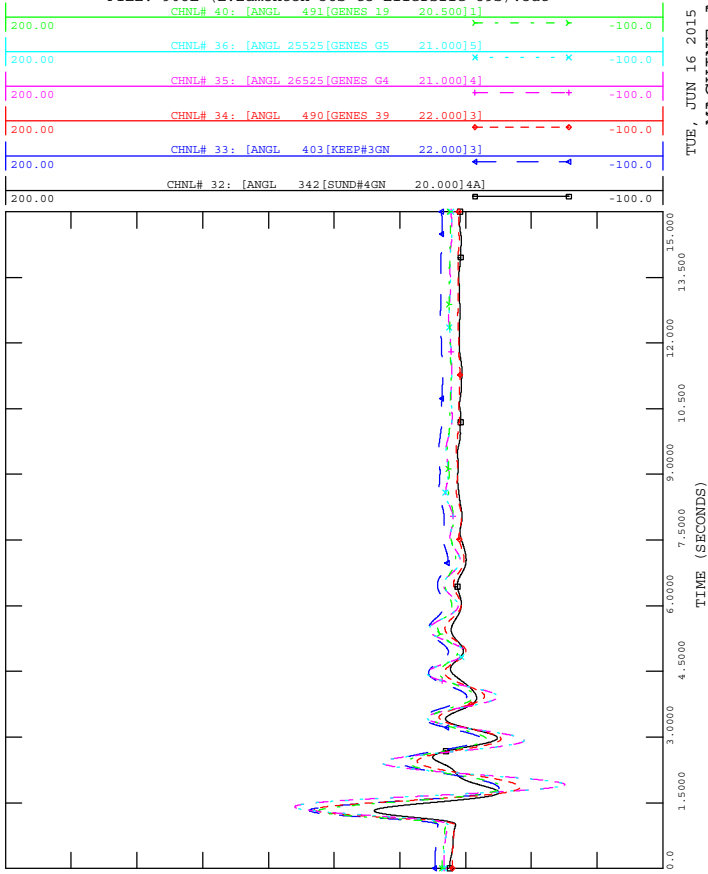
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



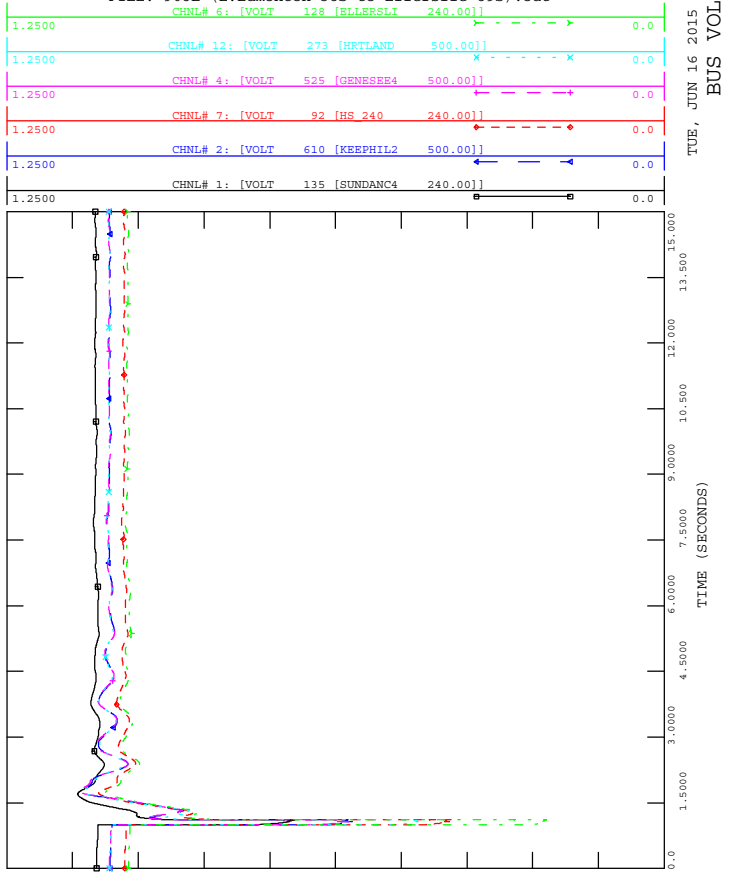
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out

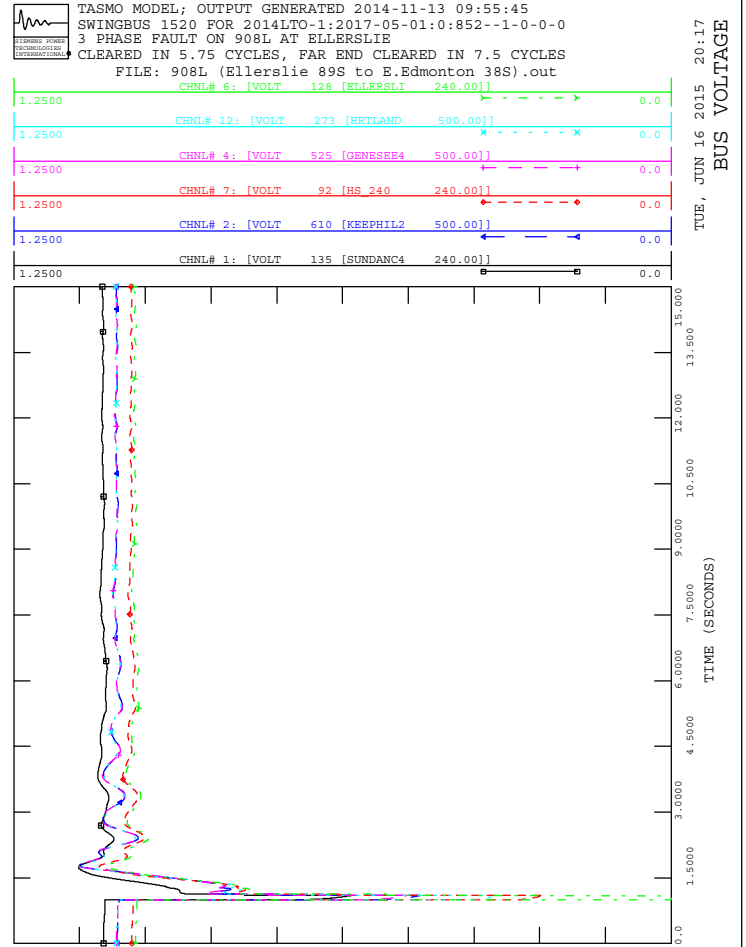
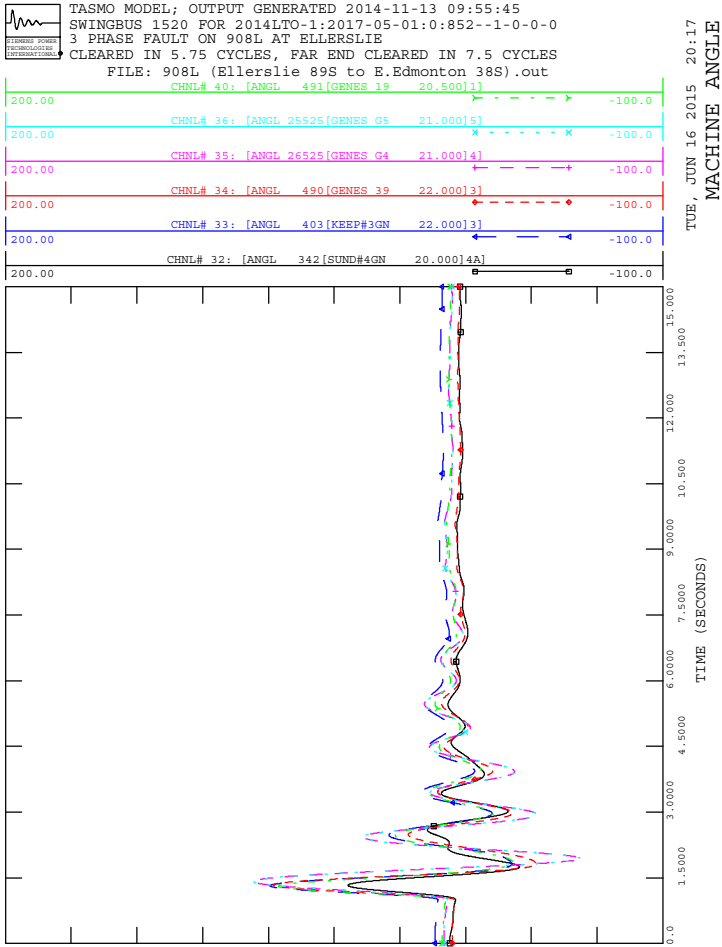
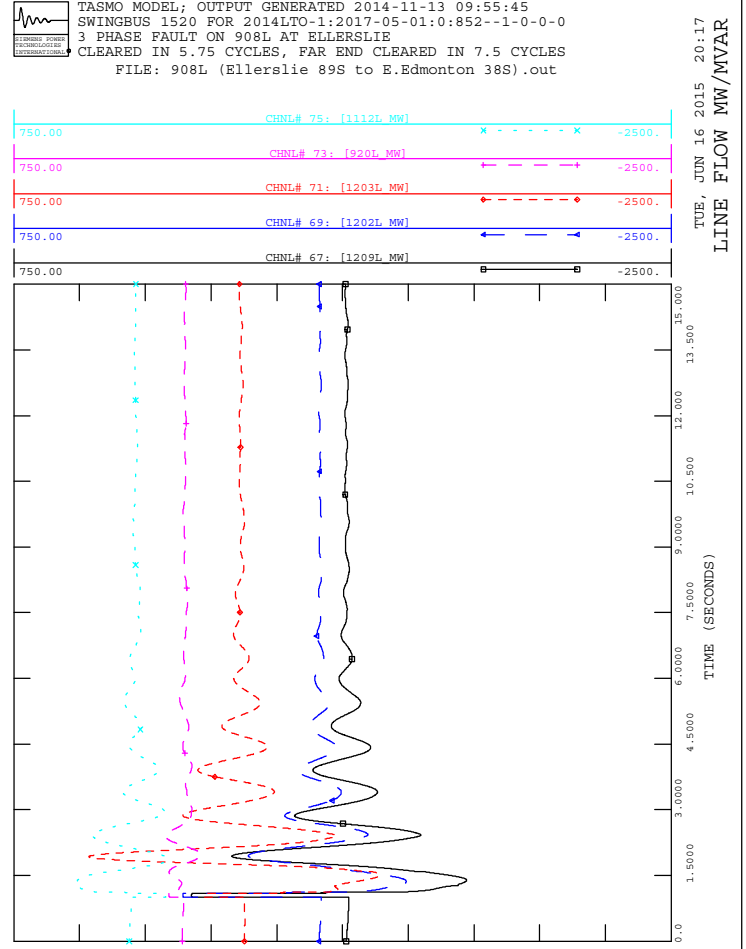
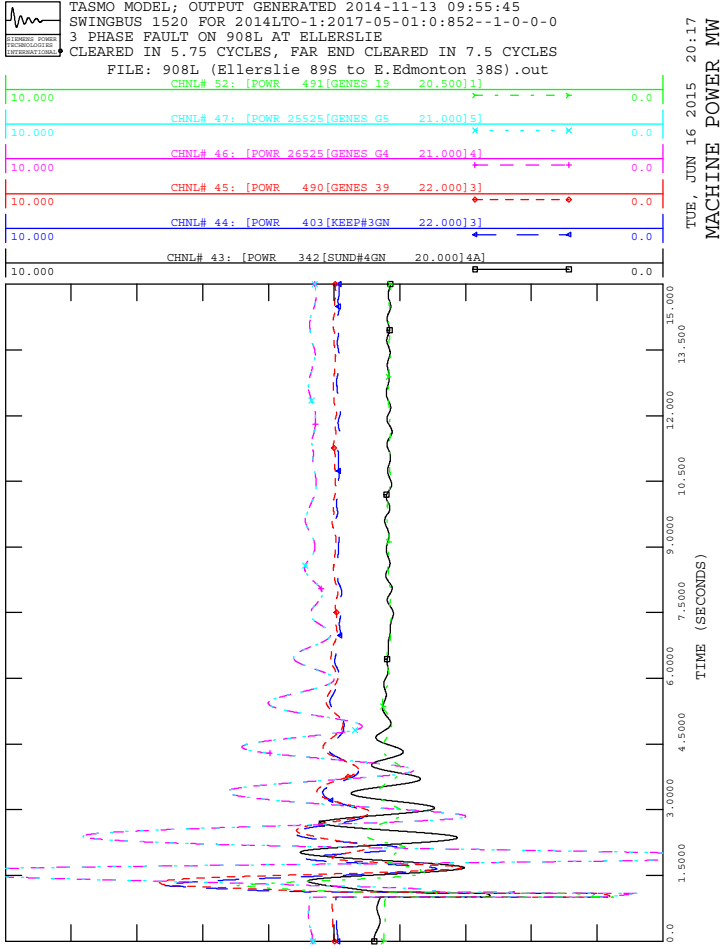


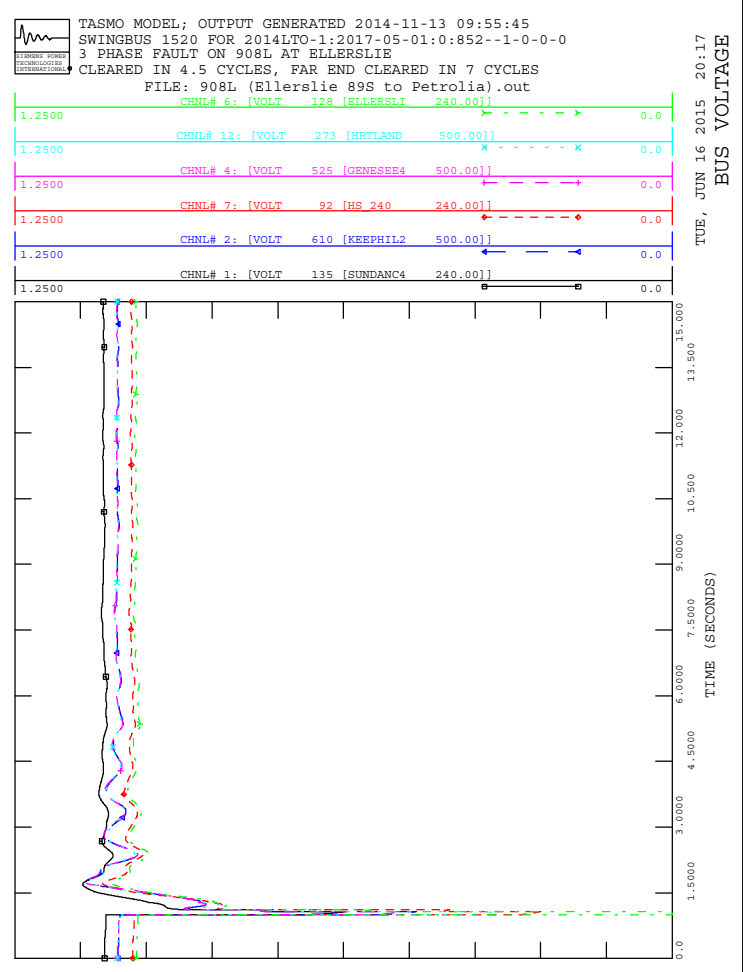
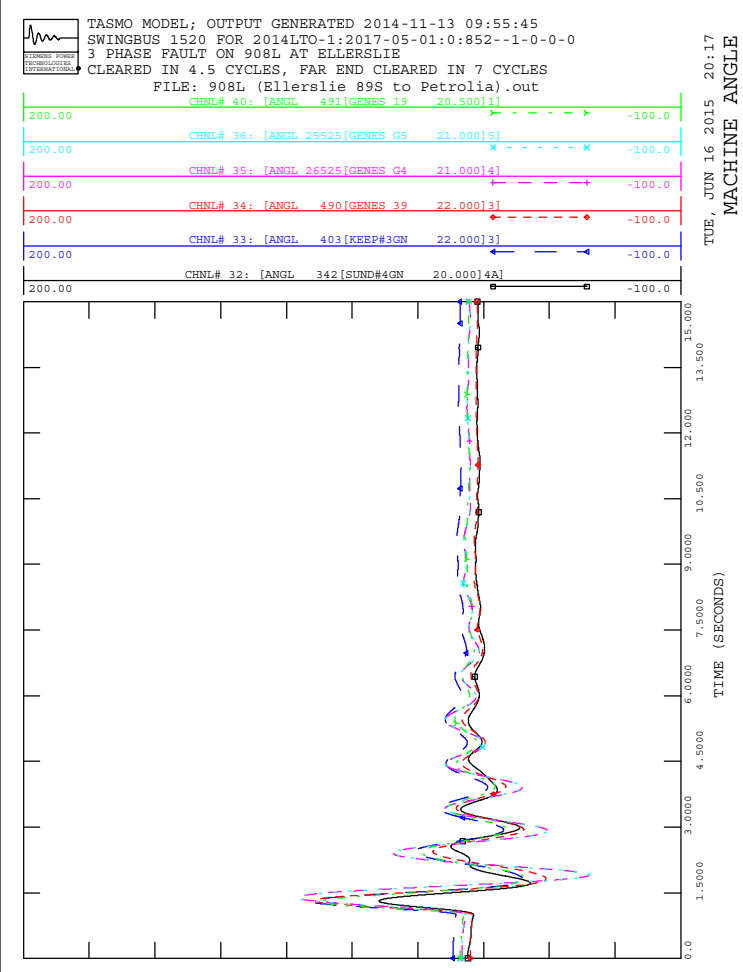
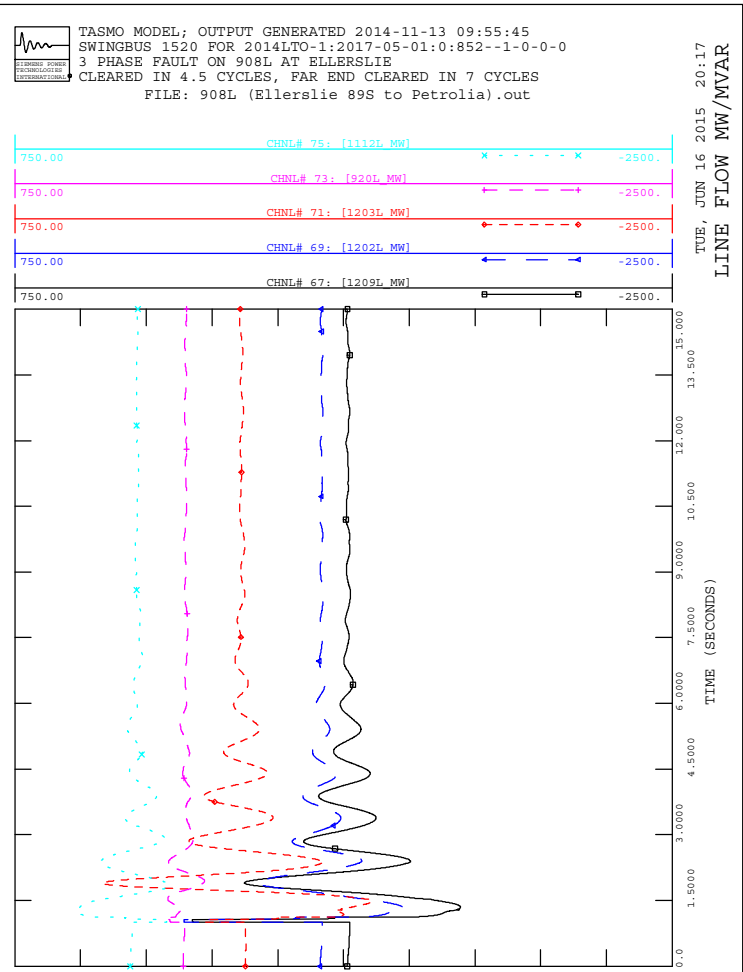
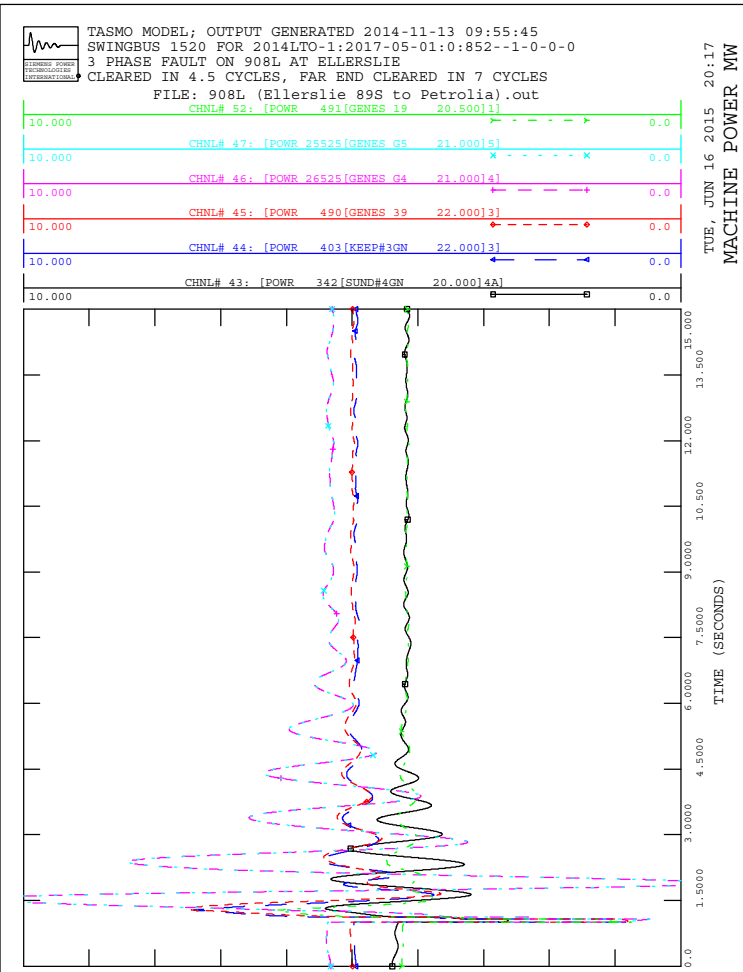
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out

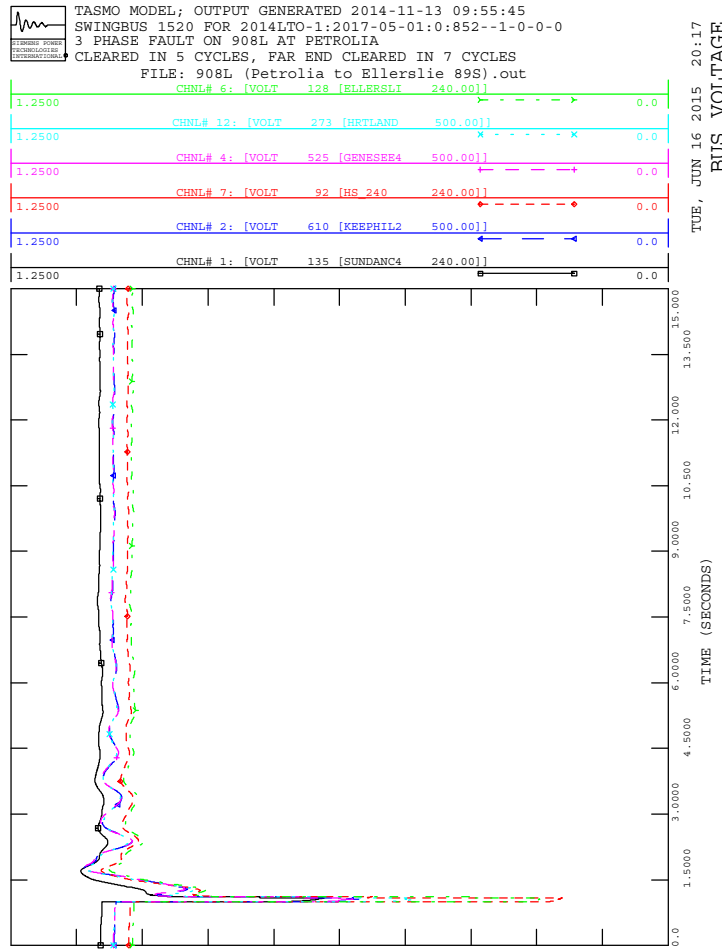
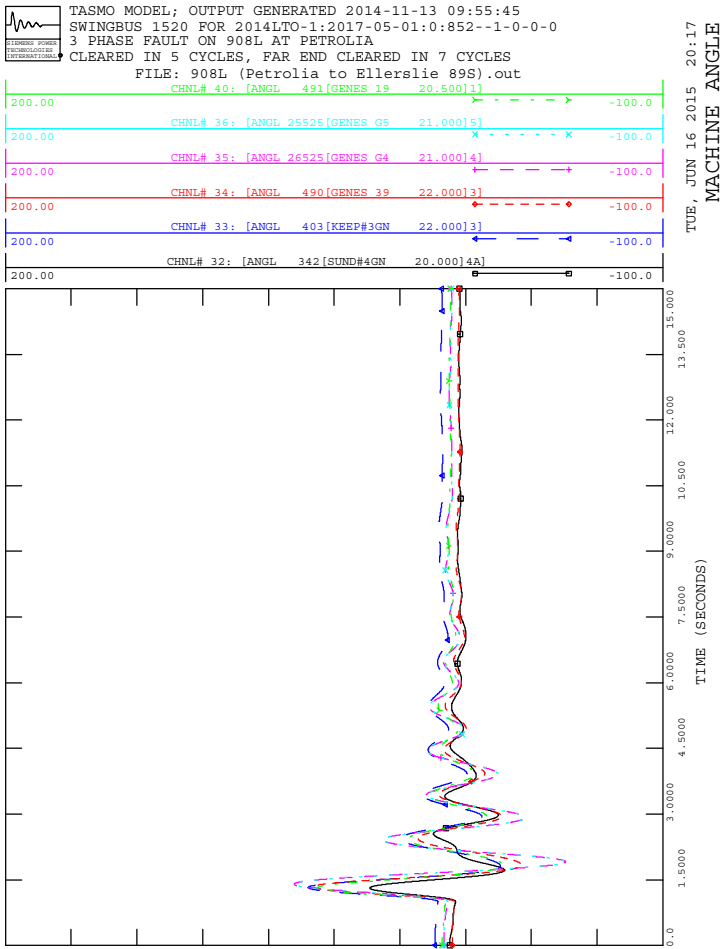
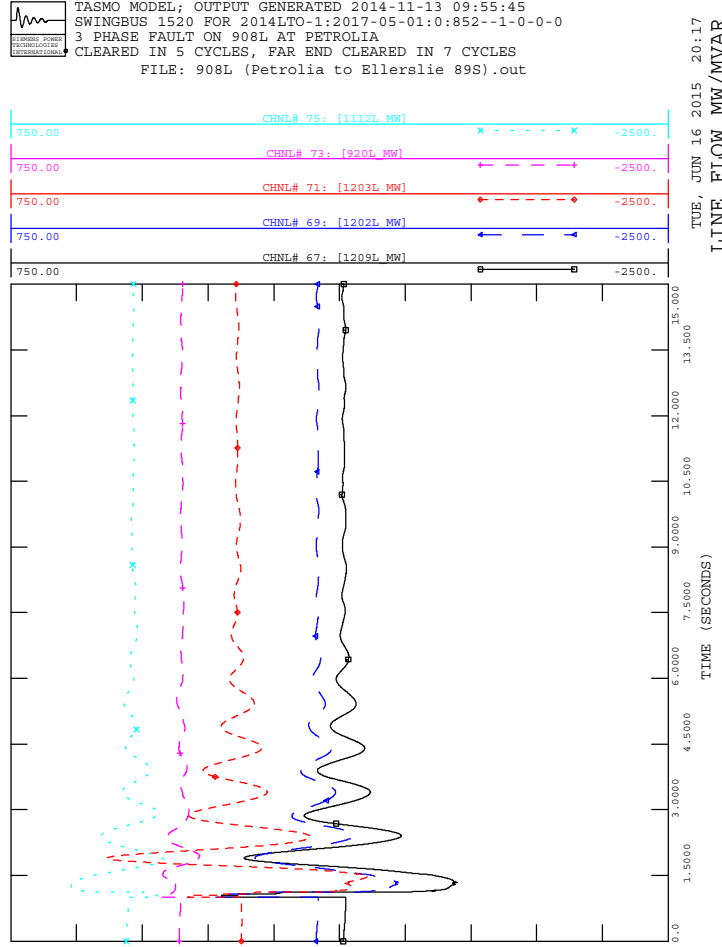
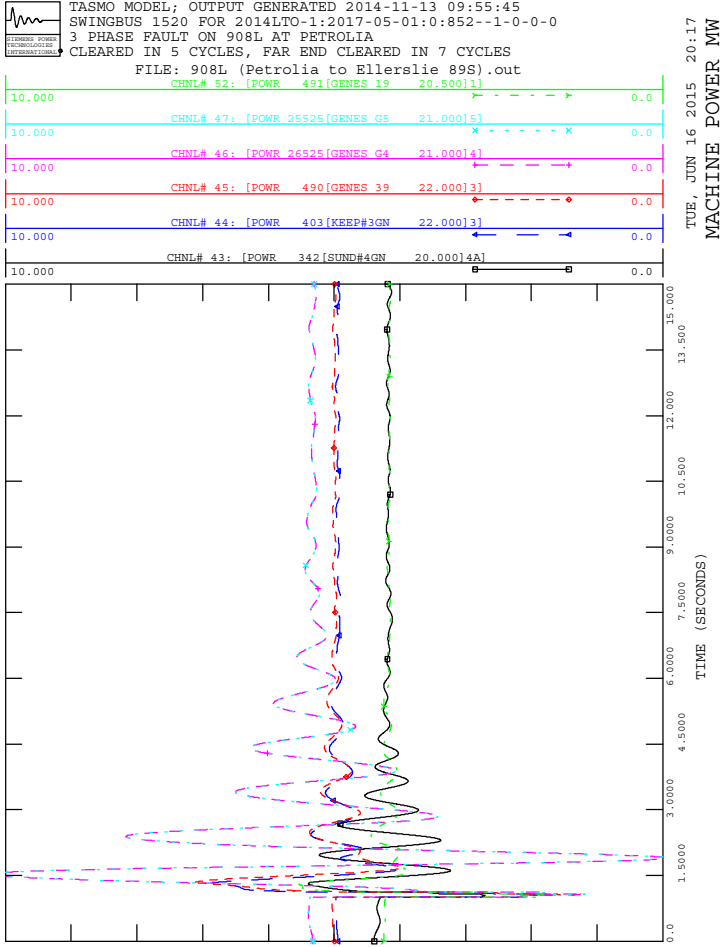


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



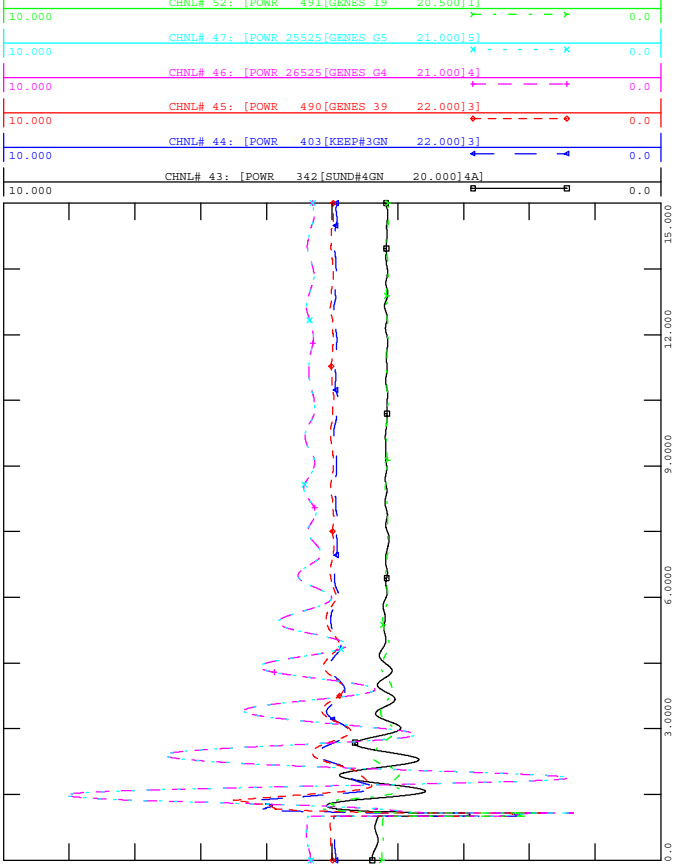




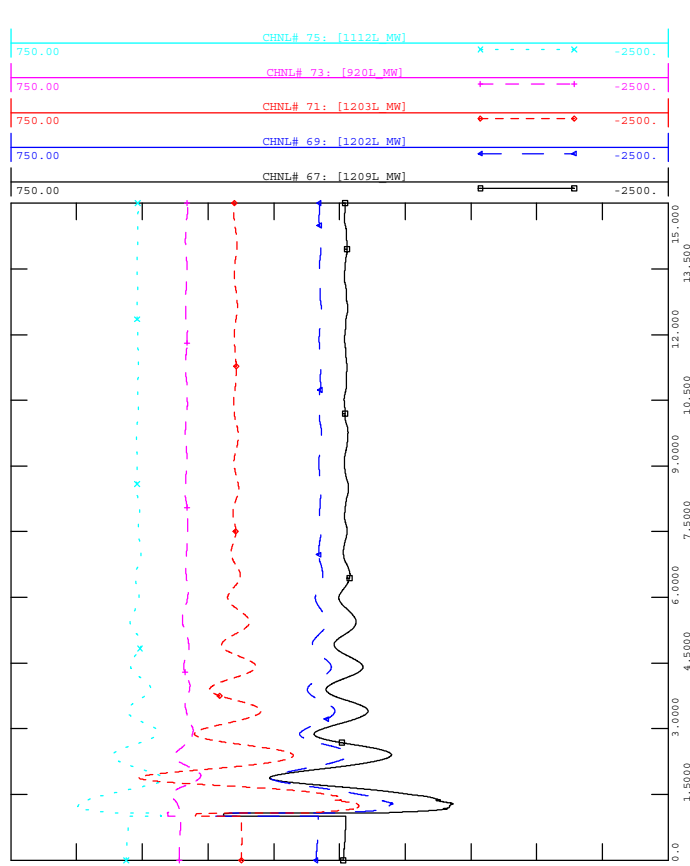




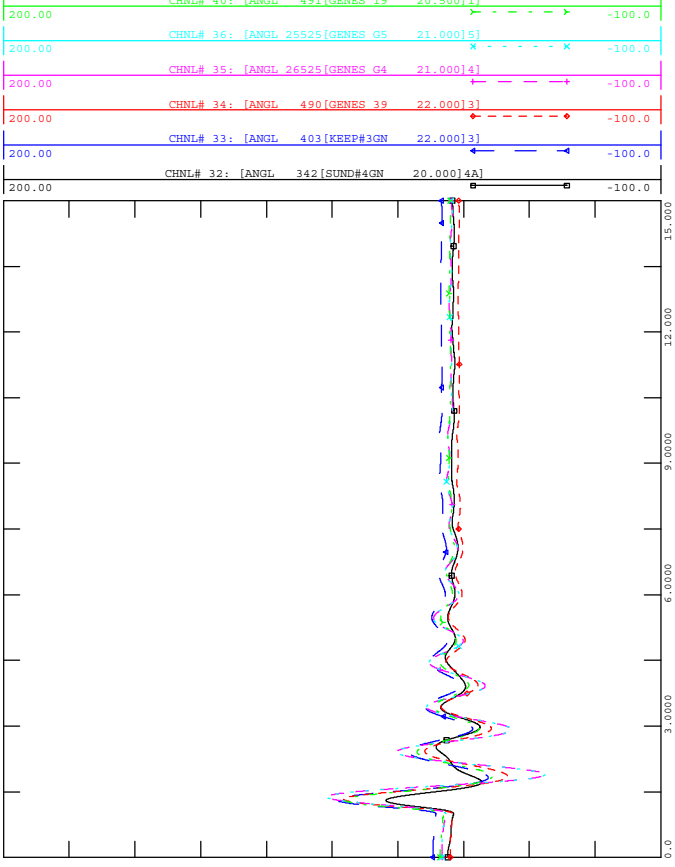
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 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L AT DOME
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out



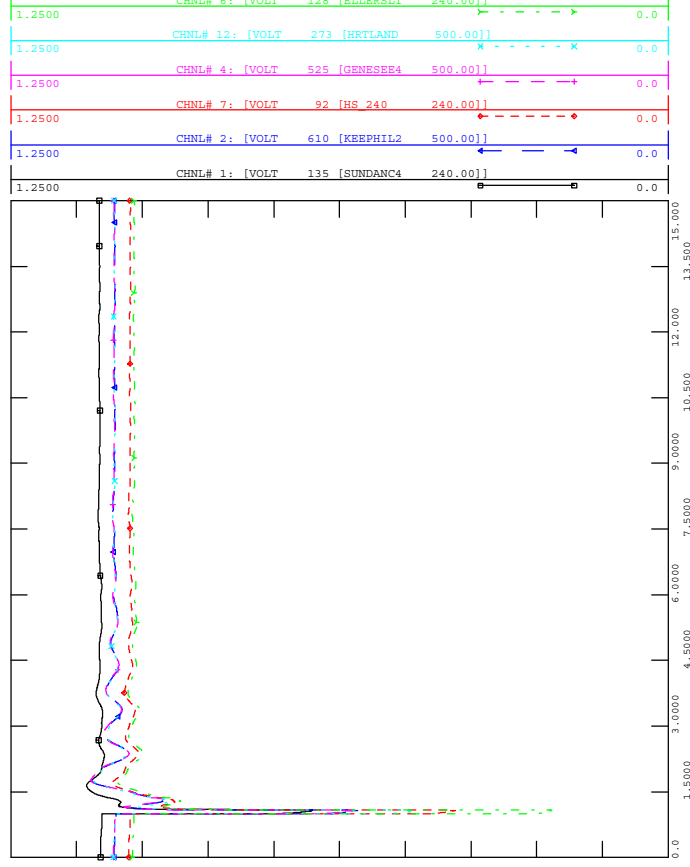
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 3 PHASE FAULT ON 909L AT DOME
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L AT DOME
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out



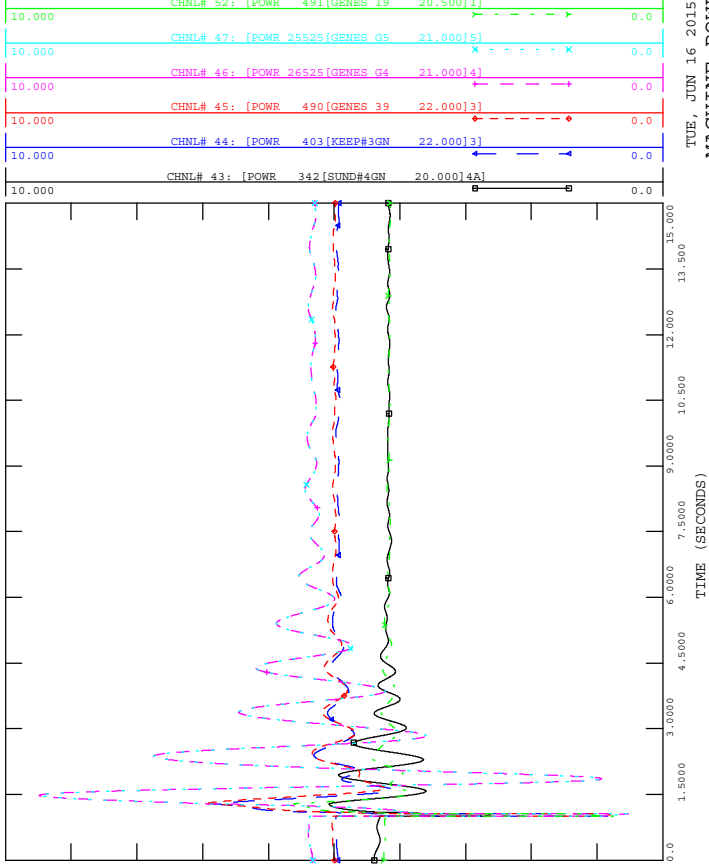
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 3 PHASE FAULT ON 909L AT DOME
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out





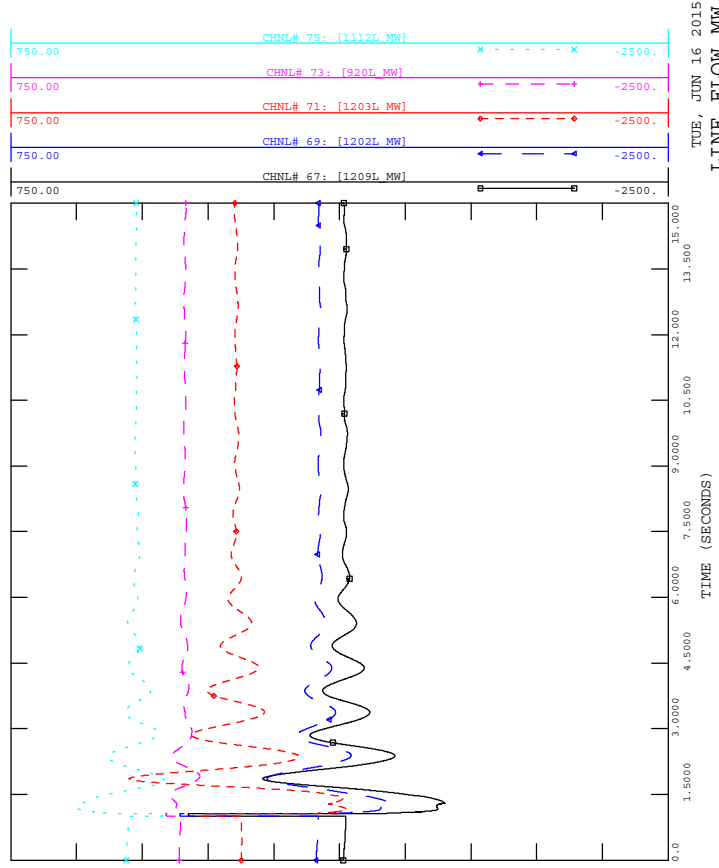
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out

TUE, JUN 16 2015 20:17
 MACHINE POWER MW



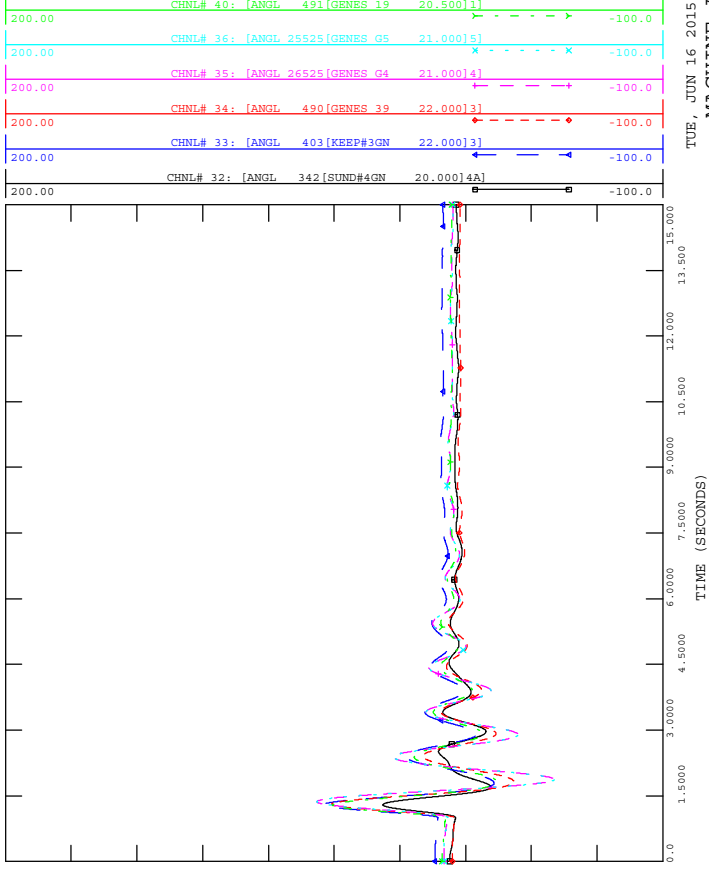
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 3 PHASE FAULT ON 909L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out

TUE, JUN 16 2015 20:17
 LINE FLOW MW/MVAR



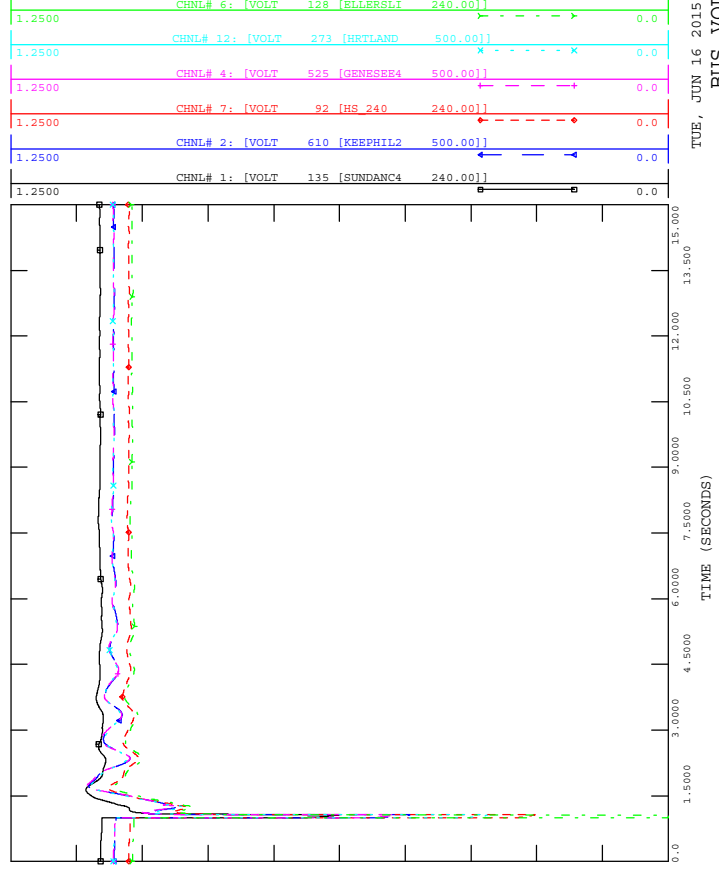
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 909L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out

TUE, JUN 16 2015 20:17
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out

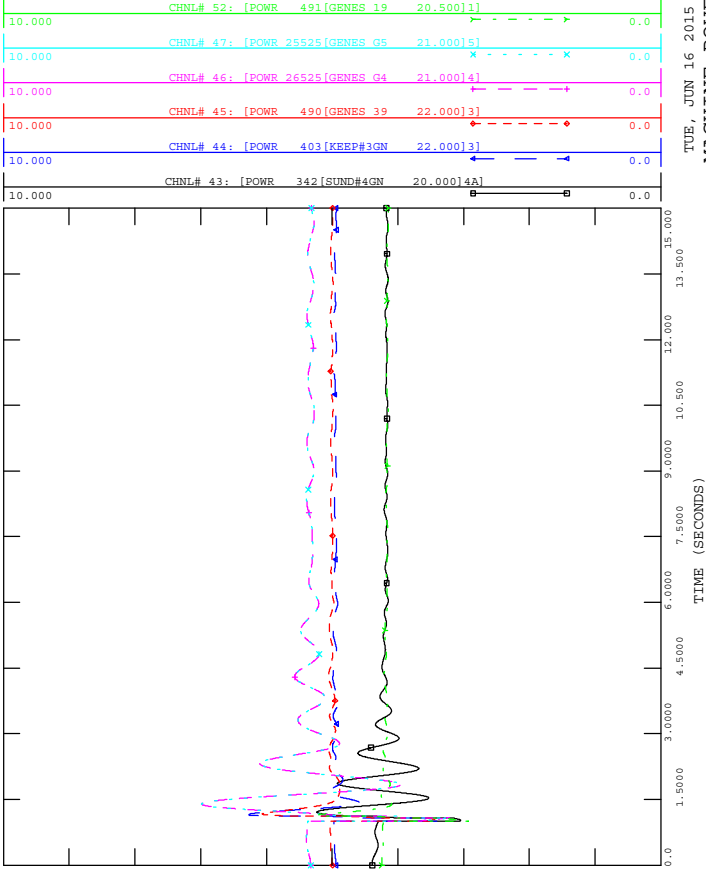
TUE, JUN 16 2015 20:17
 BUS VOLTAGE





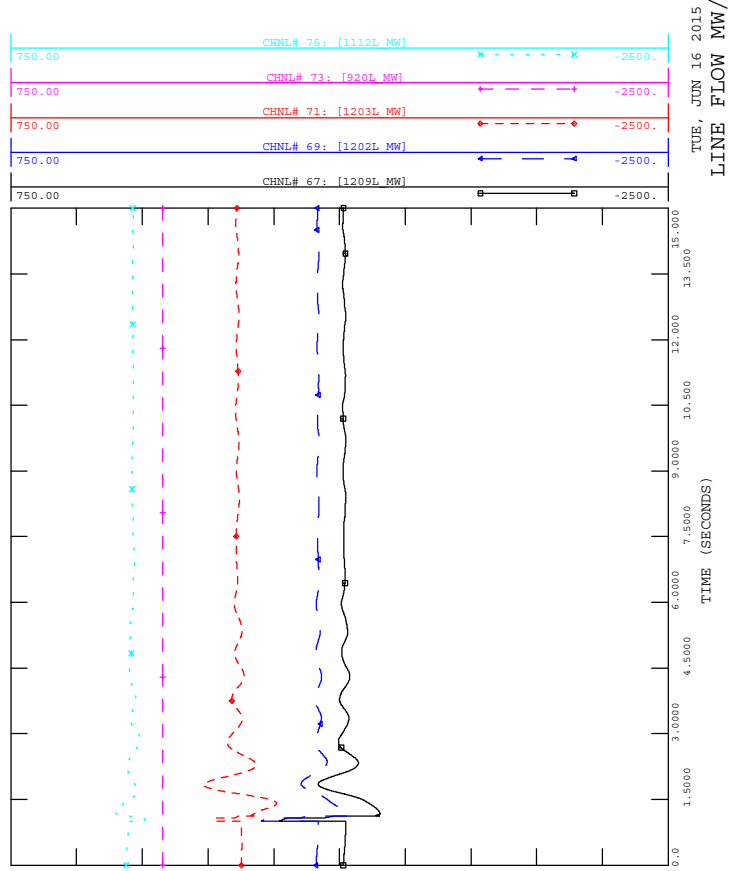
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out

TUE, JUN 16 2015 20:17
 MACHINE POWER MW



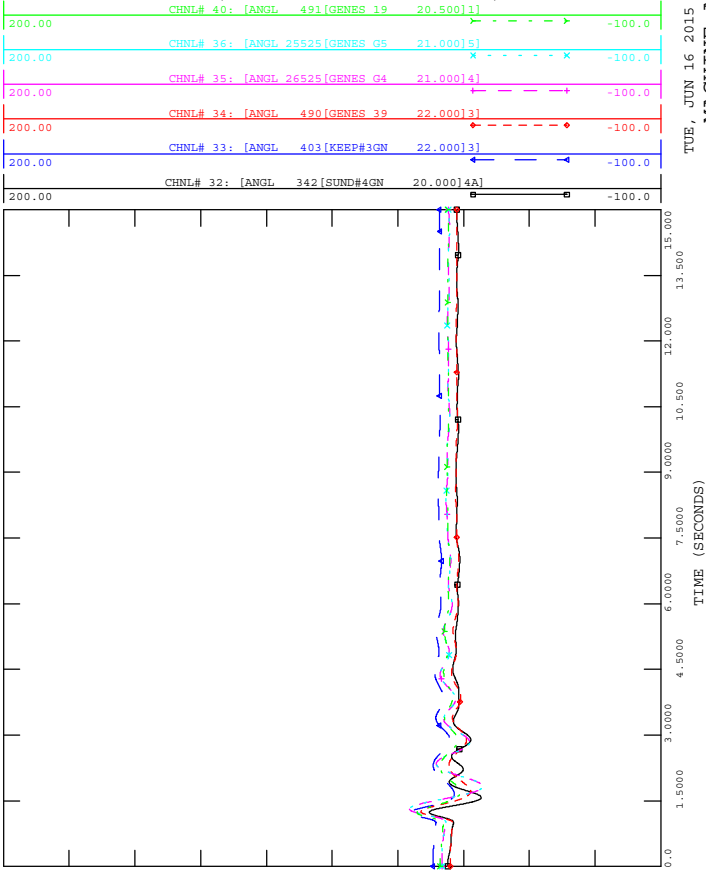
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out

TUE, JUN 16 2015 20:17
 LINE FLOW MW/MVAR



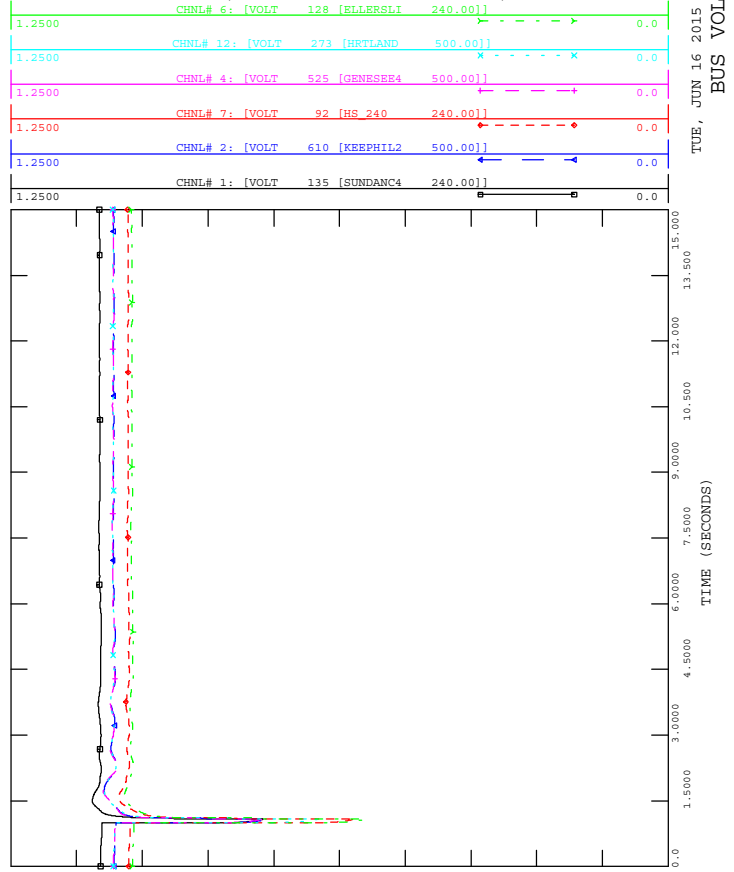
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 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out

TUE, JUN 16 2015 20:17
 MACHINE ANGLE



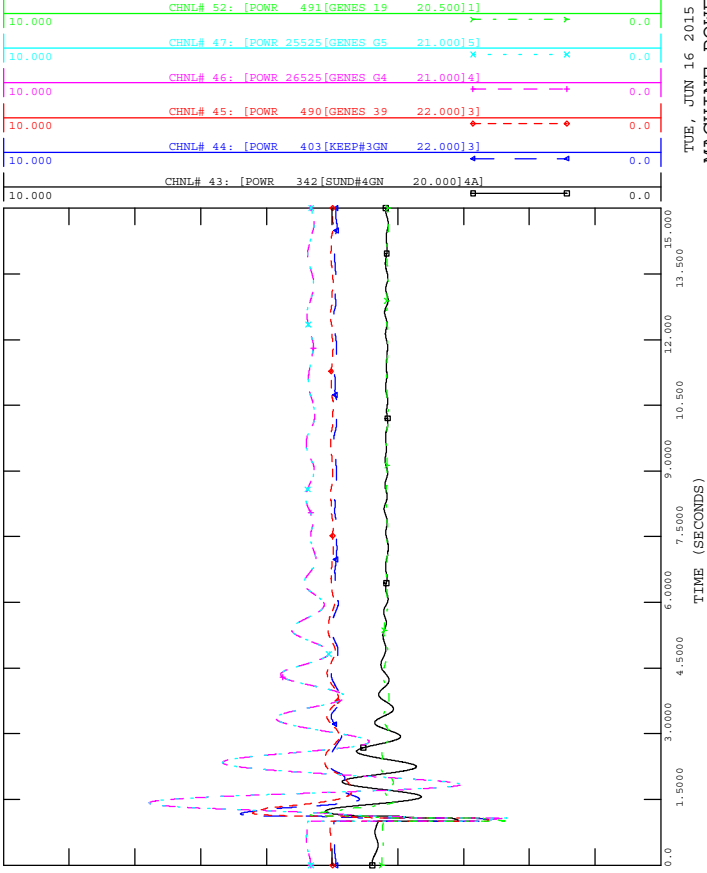
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 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out

TUE, JUN 16 2015 20:17
 BUS VOLTAGE

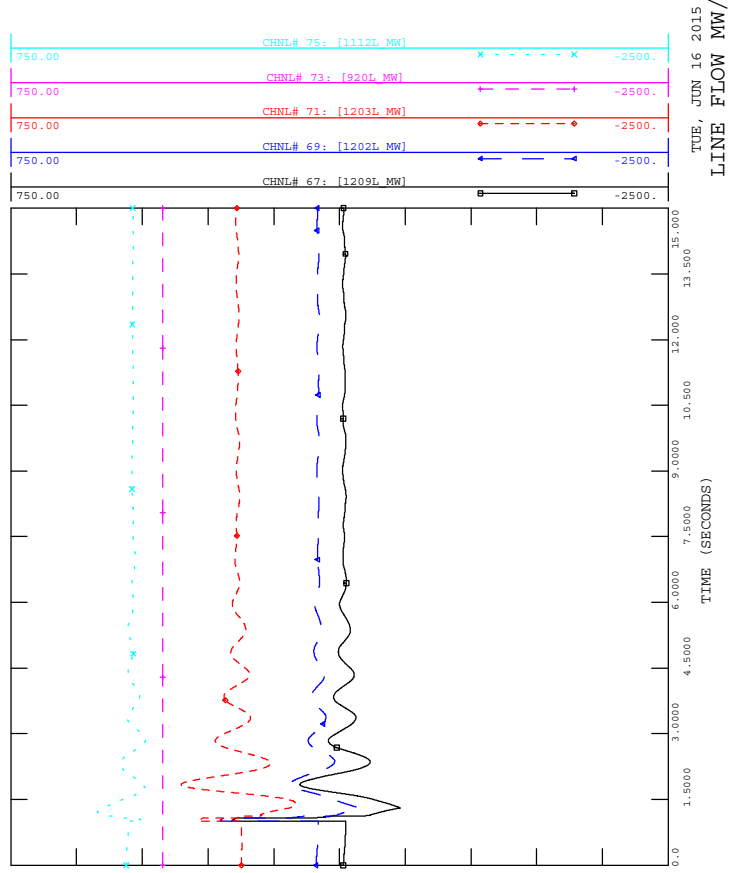




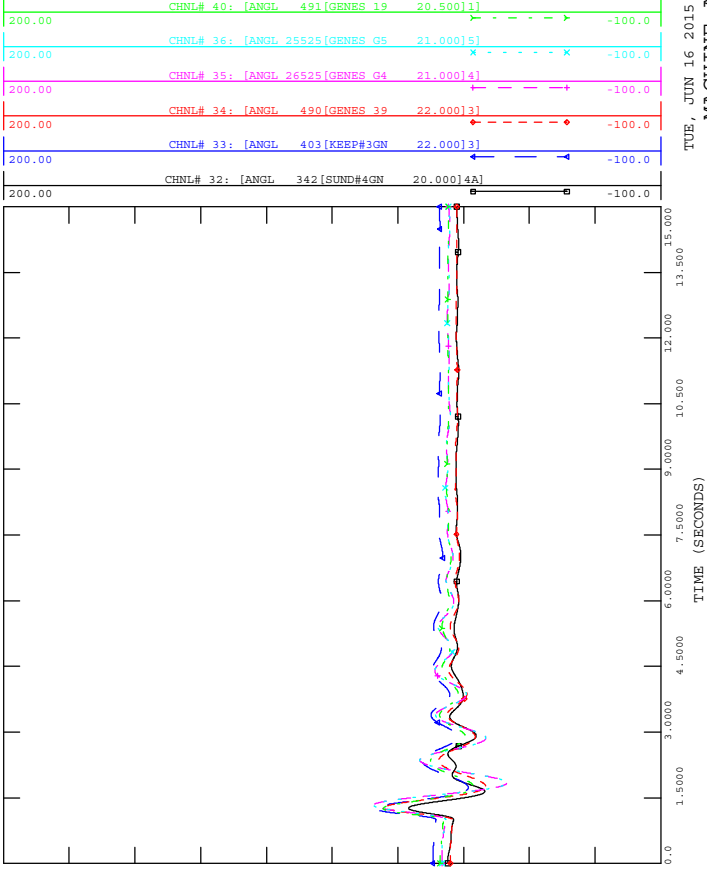
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



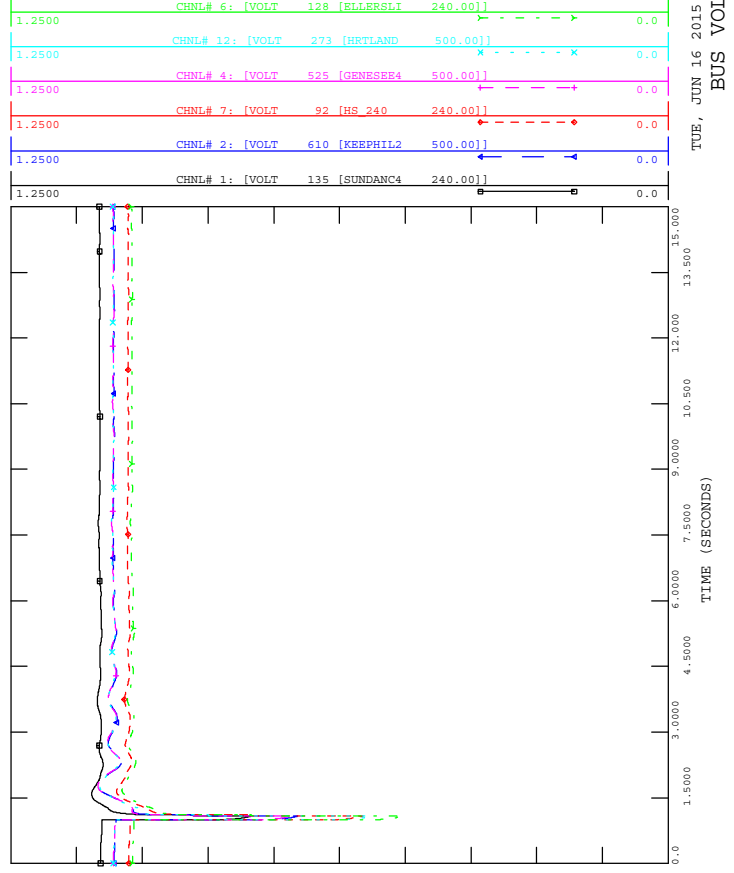
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 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



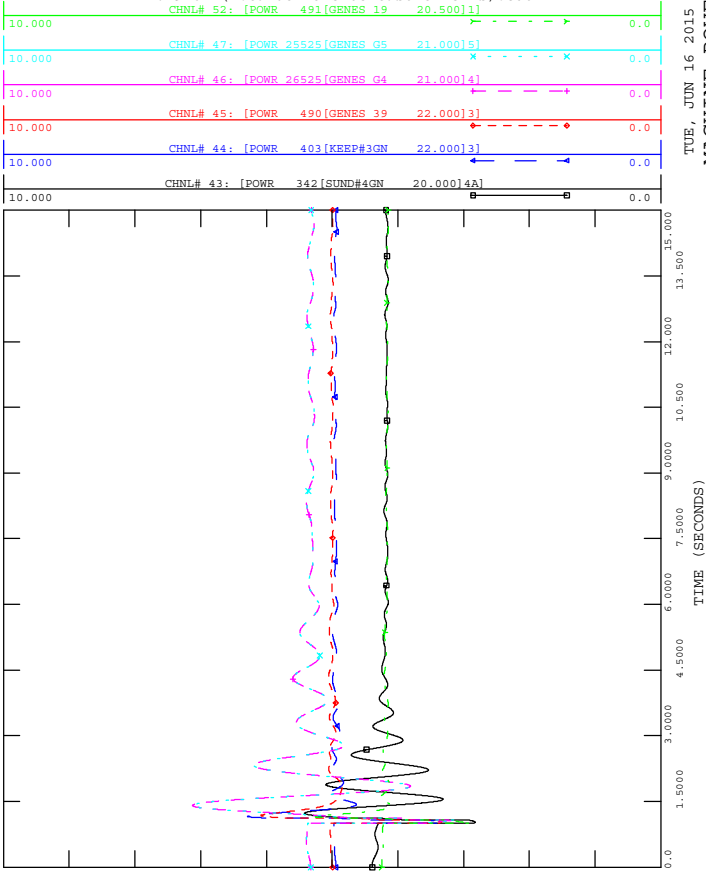
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 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out





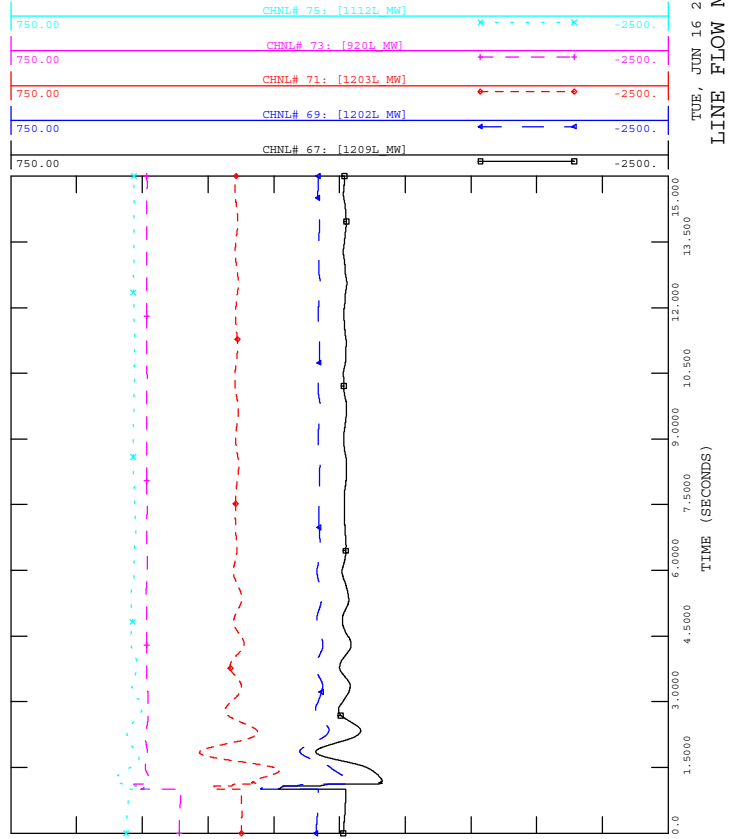
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

TUE, JUN 16 2015 20:17
 MACHINE POWER MW



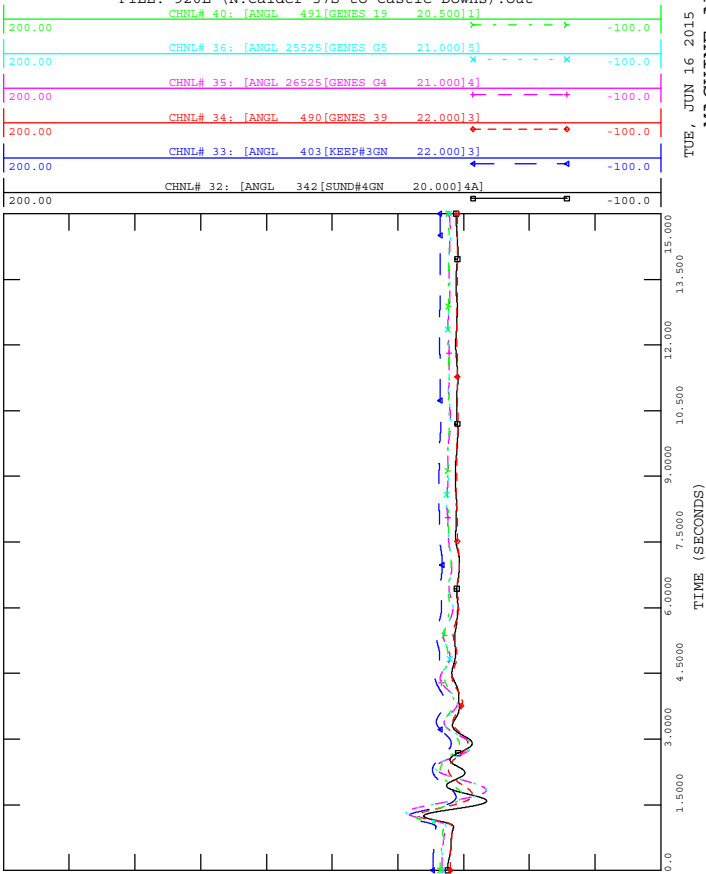
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

TUE, JUN 16 2015 20:17
 LINE FLOW MW/MVAR



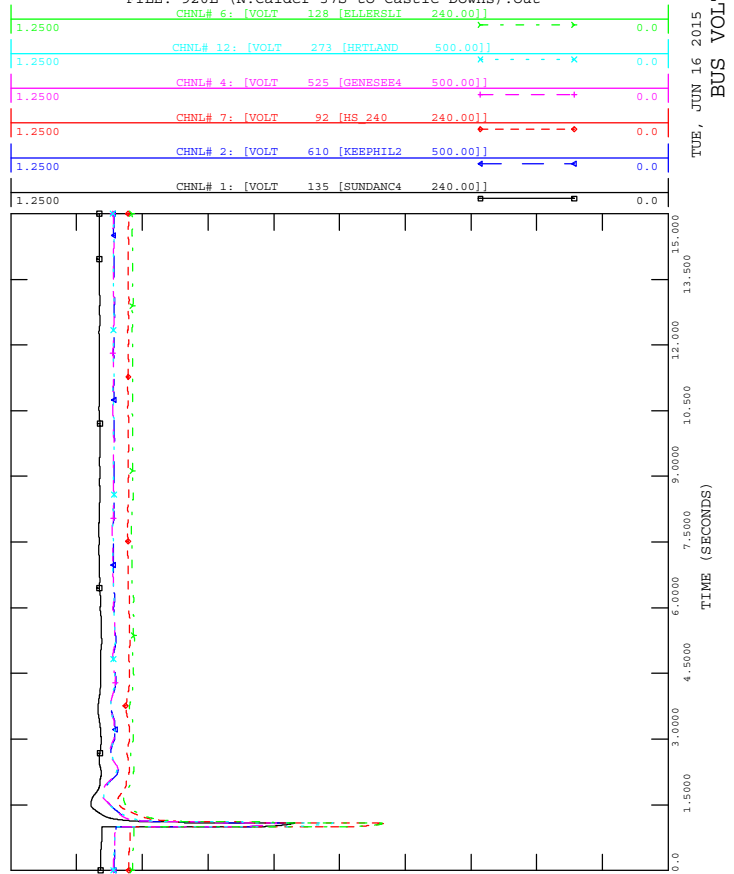
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

TUE, JUN 16 2015 20:17
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

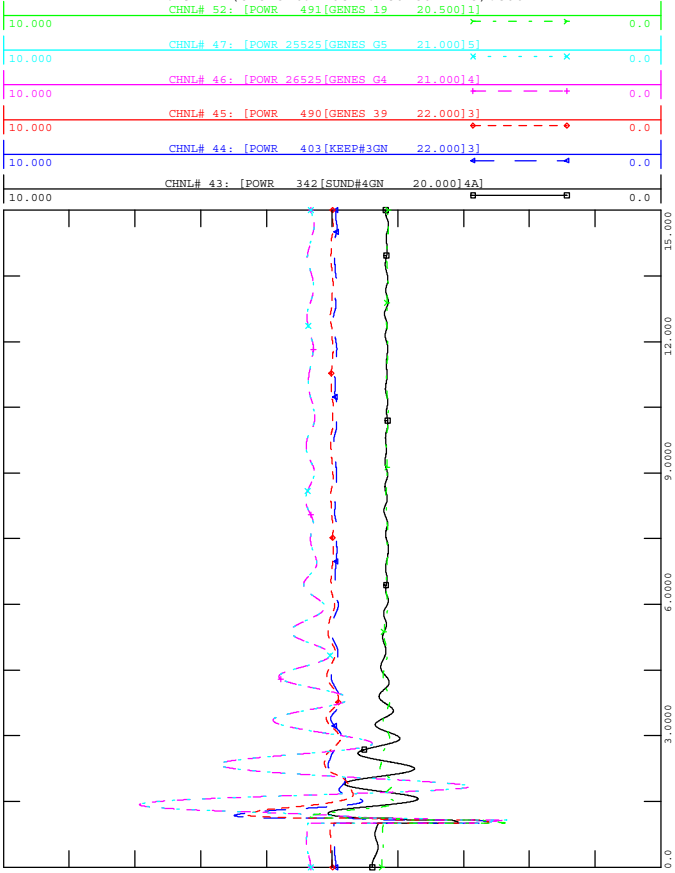
TUE, JUN 16 2015 20:17
 BUS VOLTAGE





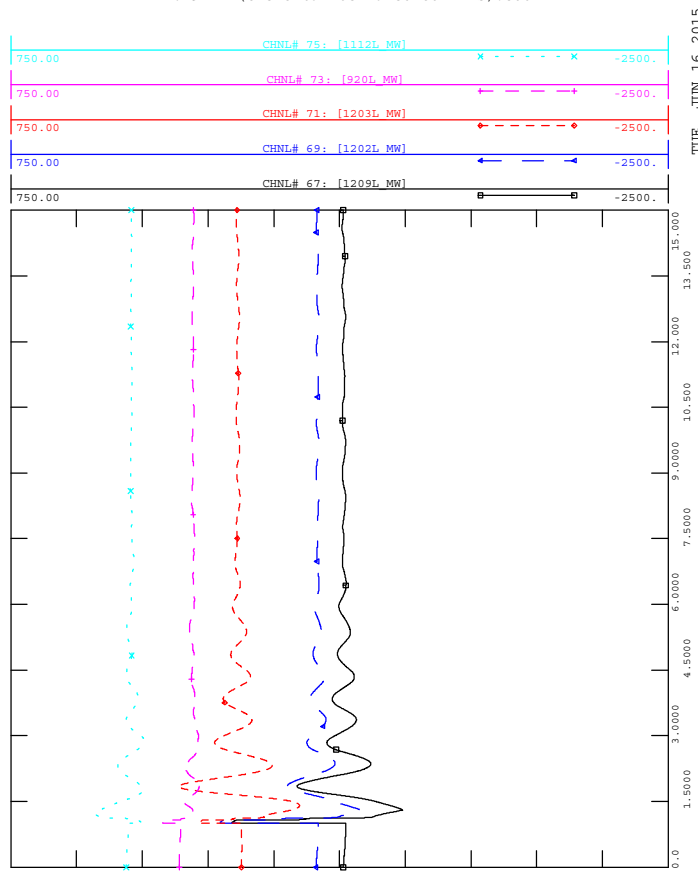
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

TUE, JUN 16 2015 20:17
 MACHINE POWER MW



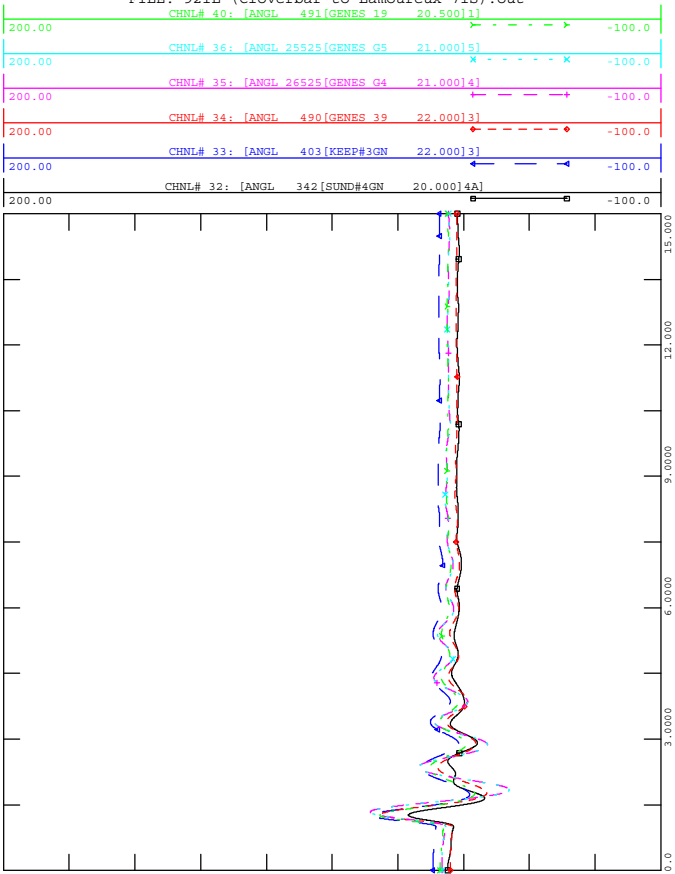
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

TUE, JUN 16 2015 20:18
 LINE FLOW MW/MVAR



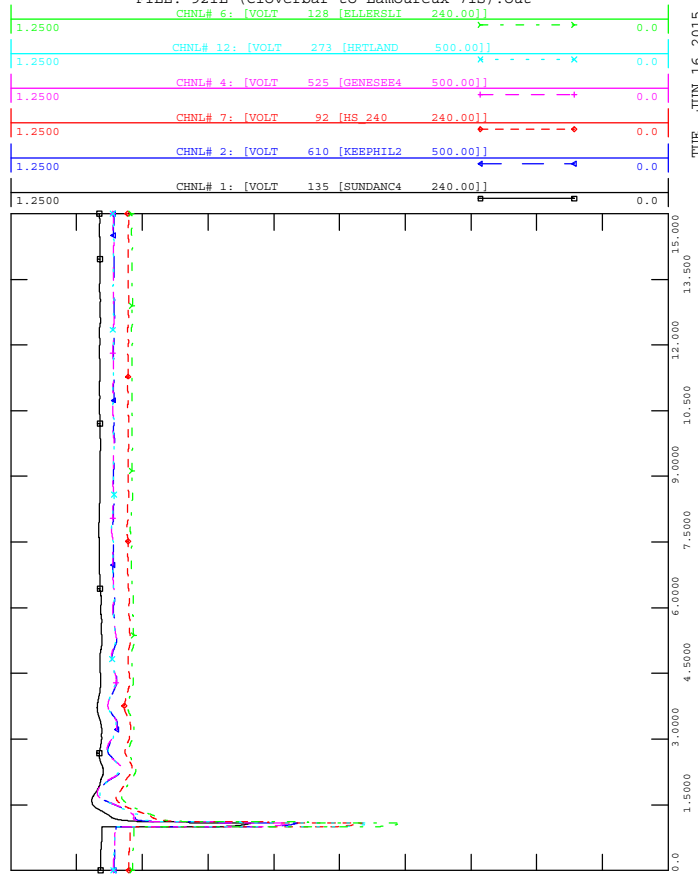
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 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

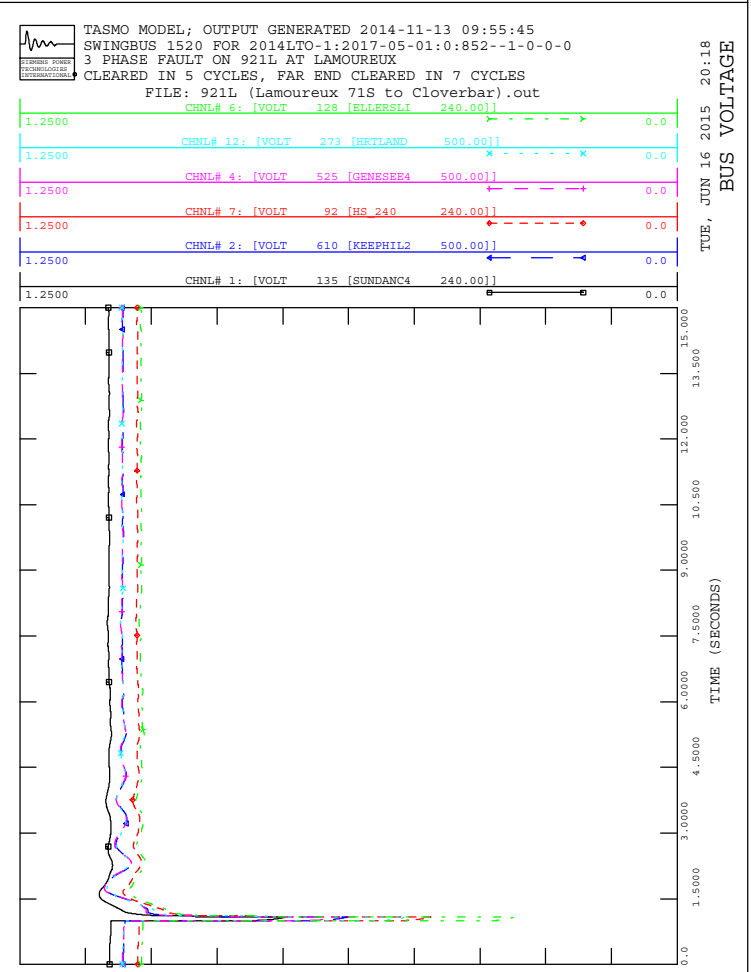
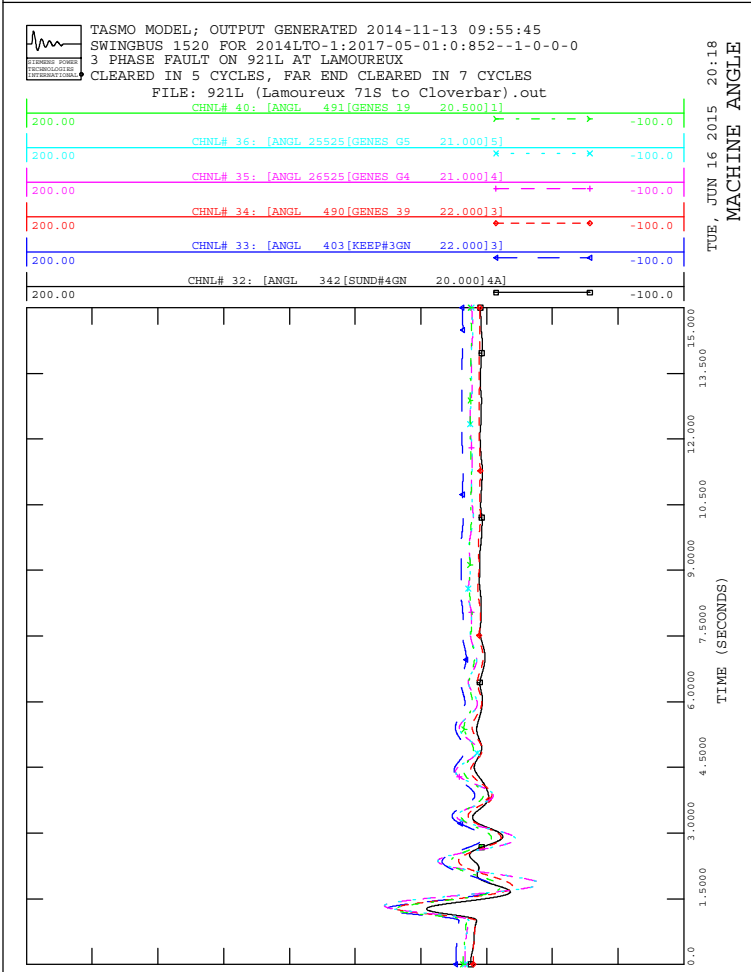
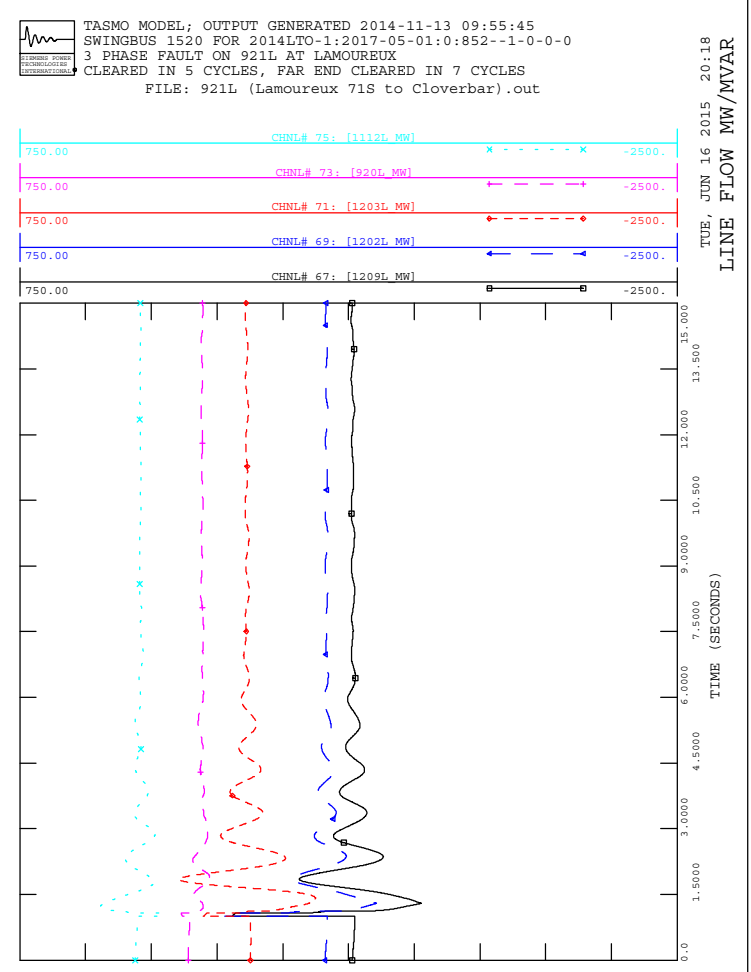
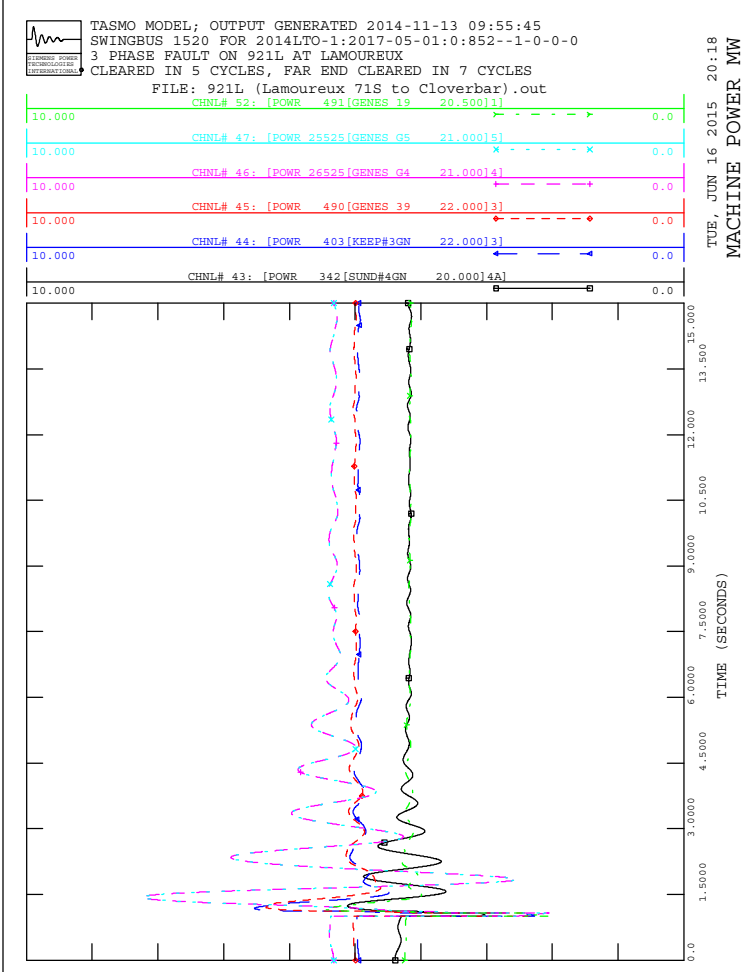
TUE, JUN 16 2015 20:17
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

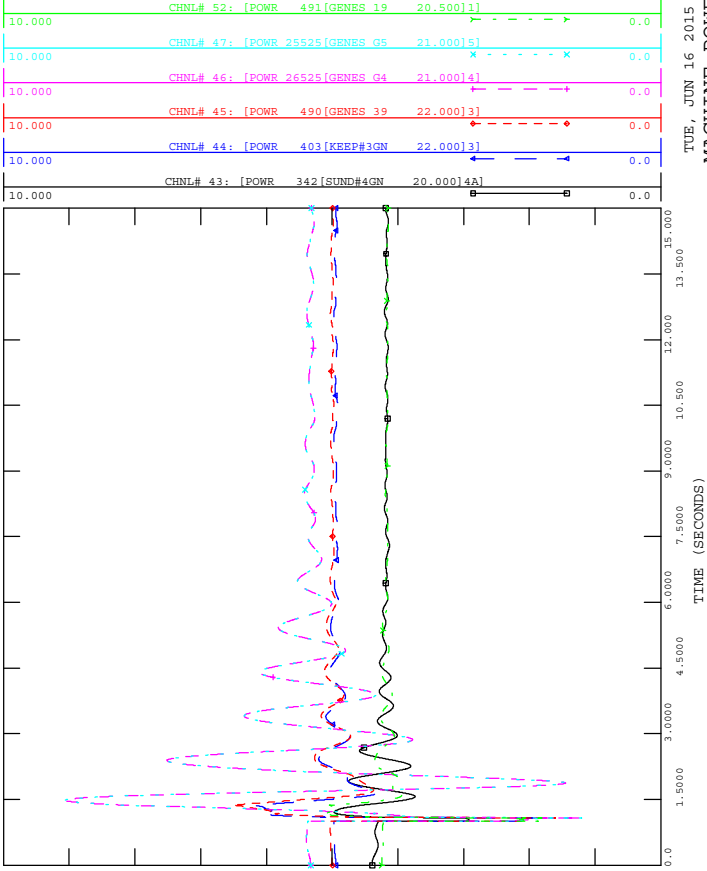
TUE, JUN 16 2015 20:18
 BUS VOLTAGE







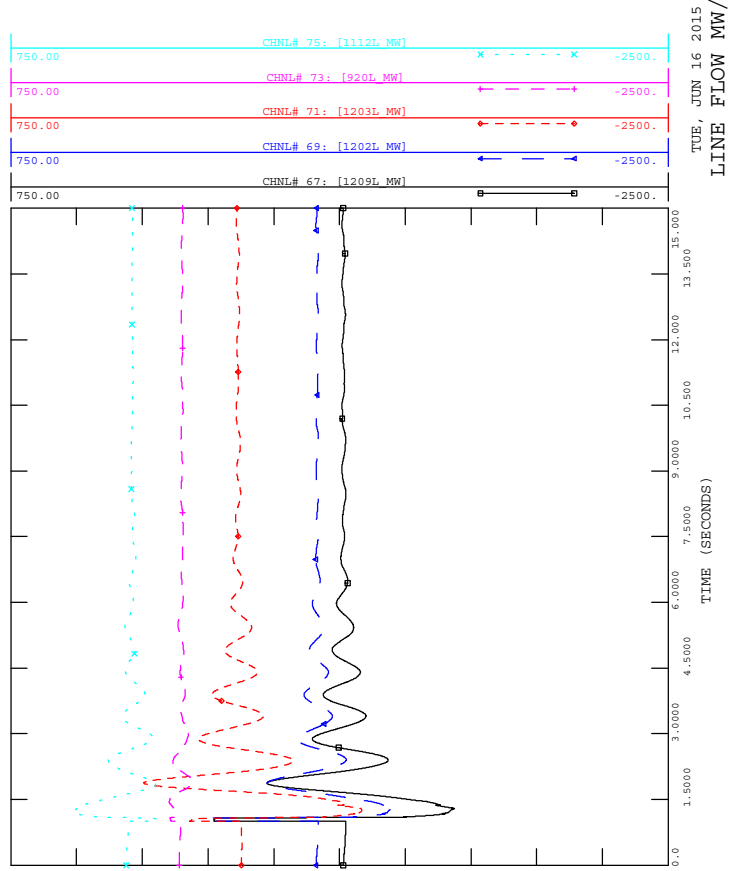
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



TUE, JUN 16 2015 20:18
 MACHINE POWER MW



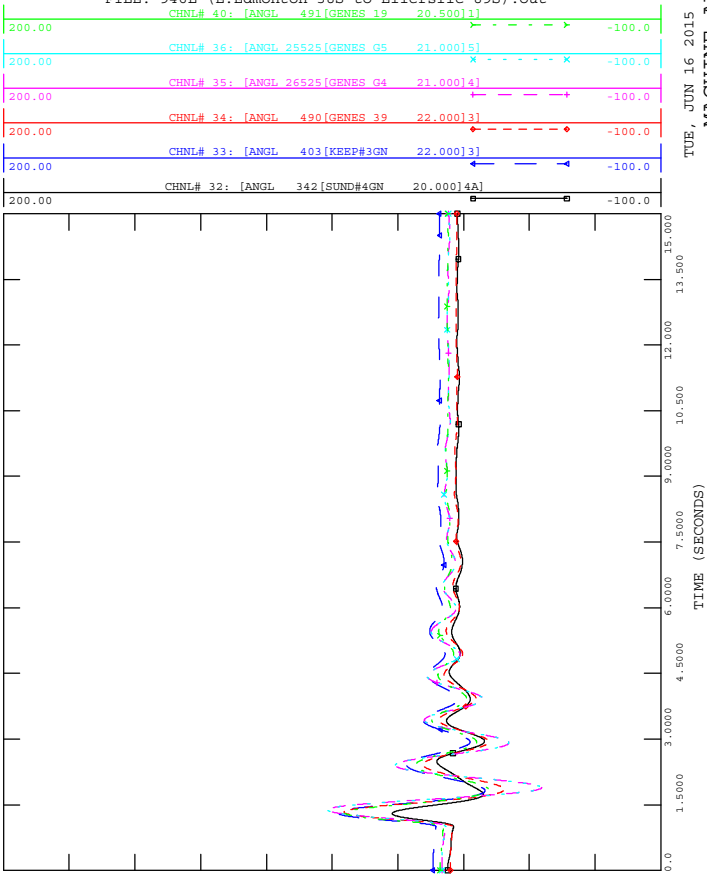
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



TUE, JUN 16 2015 20:18
 LINE FLOW MW/MVAR



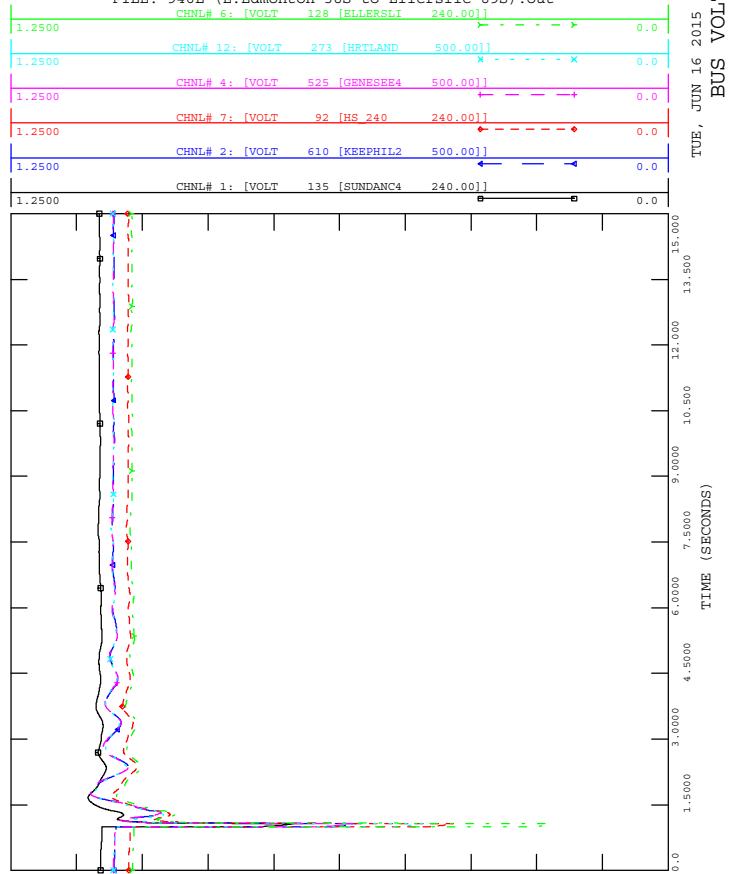
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



TUE, JUN 16 2015 20:18
 MACHINE ANGLE



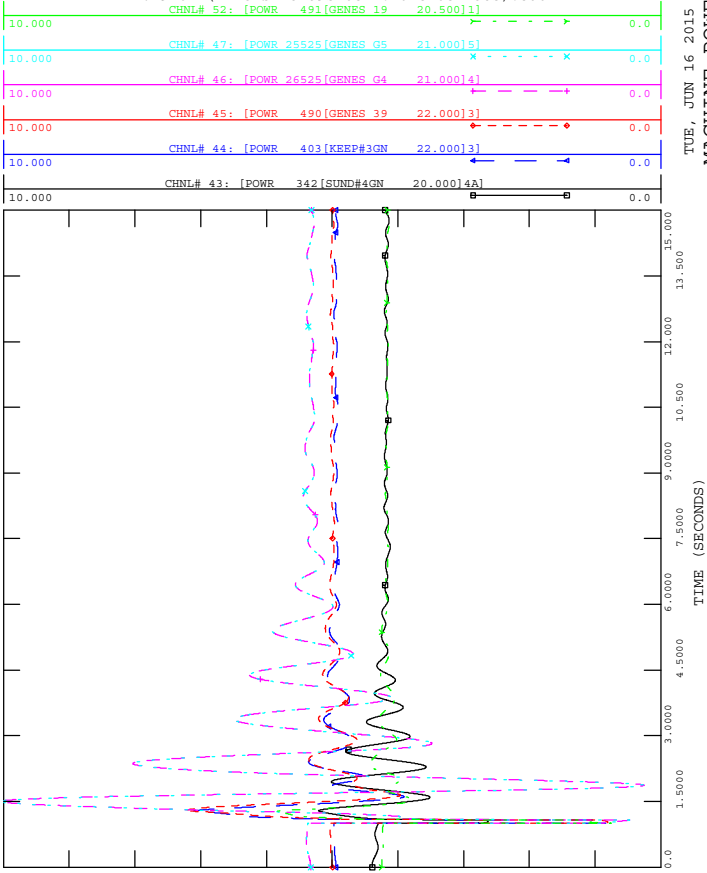
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



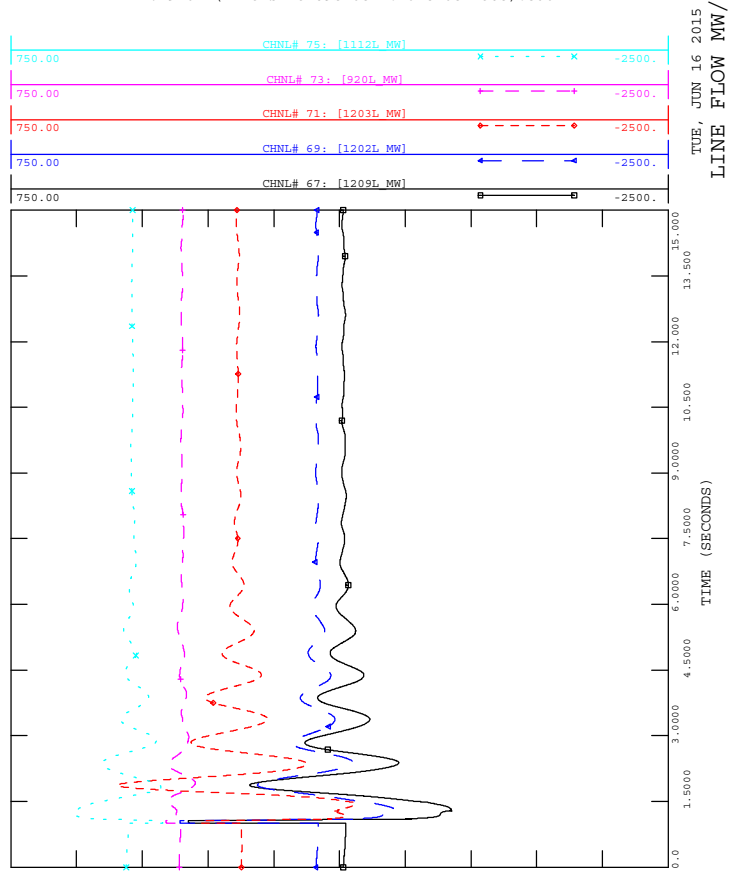
TUE, JUN 16 2015 20:18
 BUS VOLTAGE



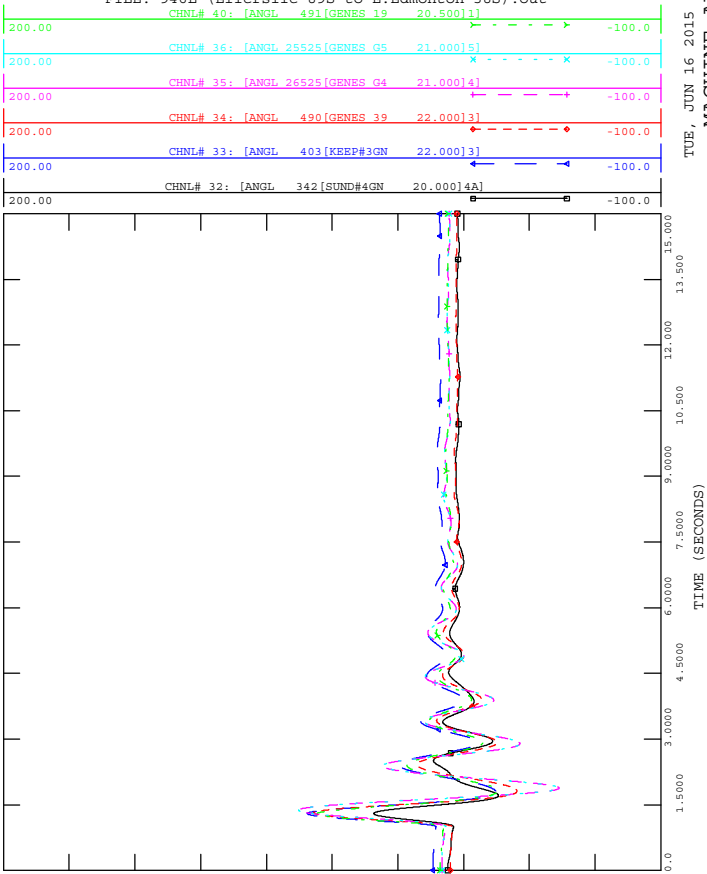
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



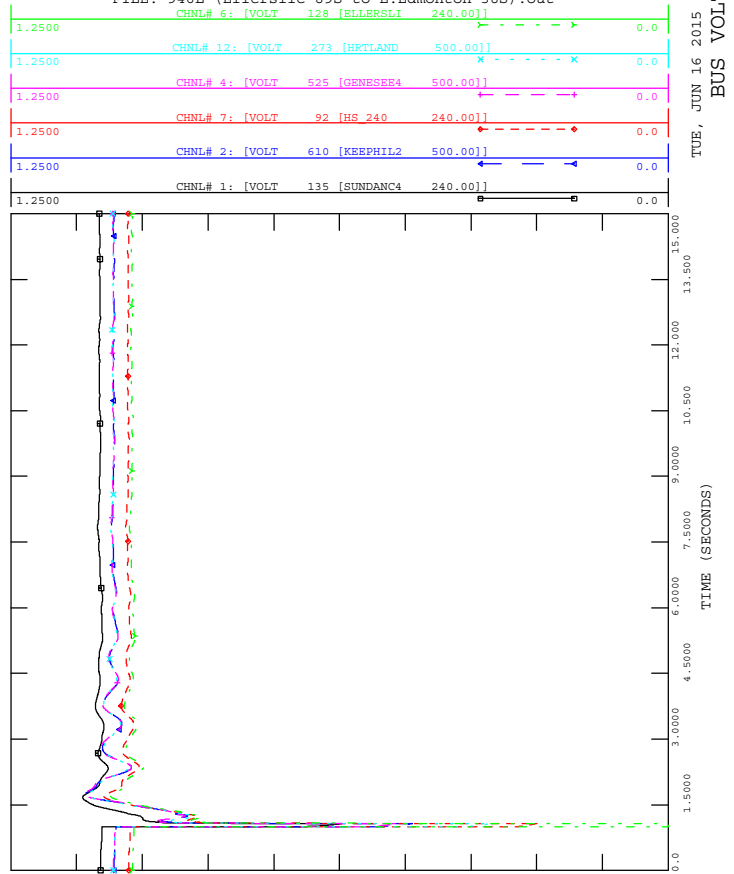
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 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

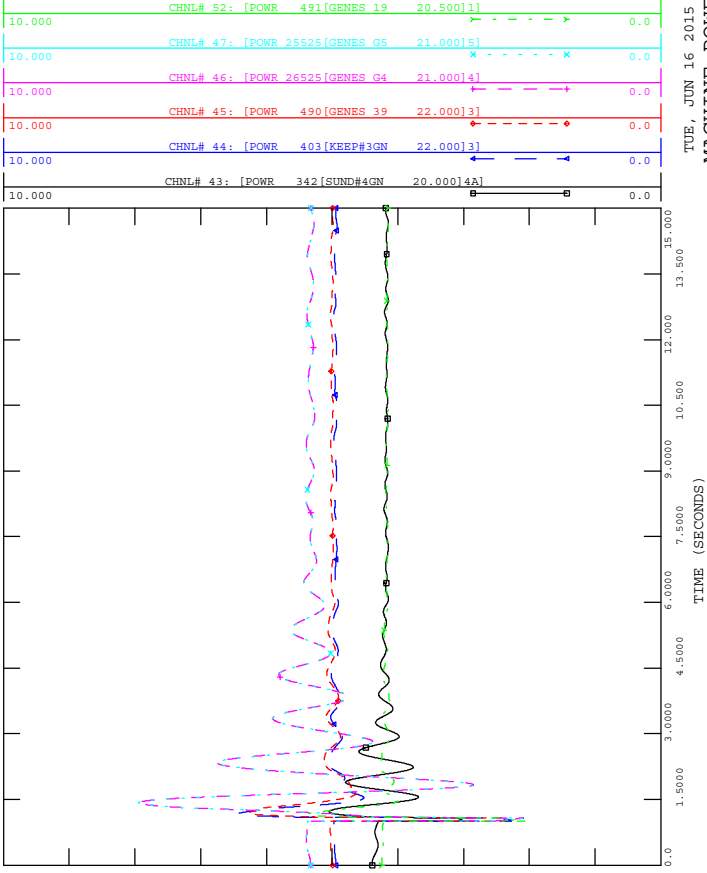


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

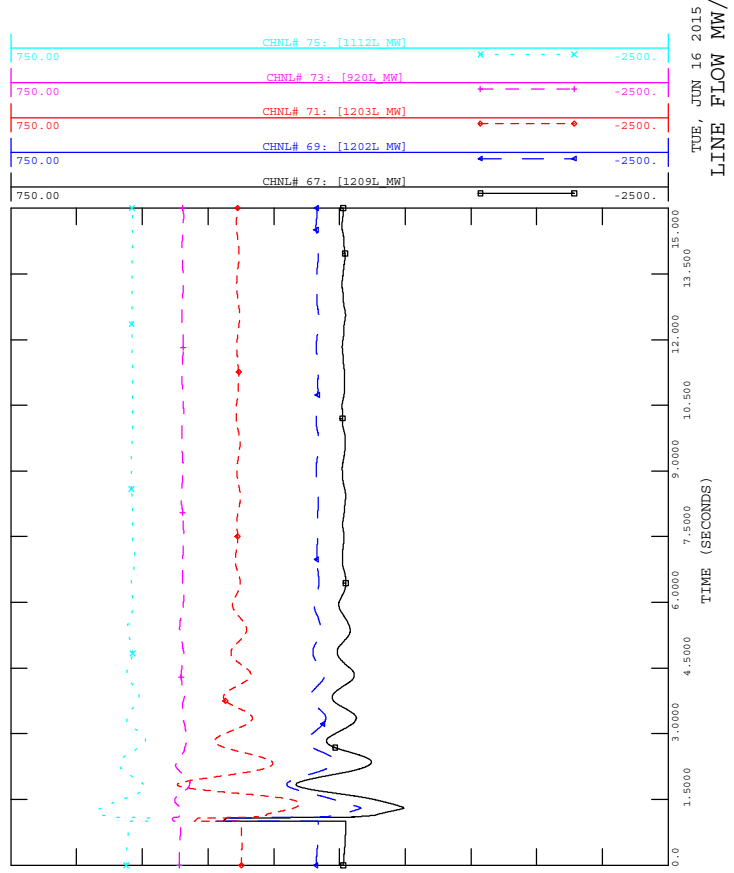




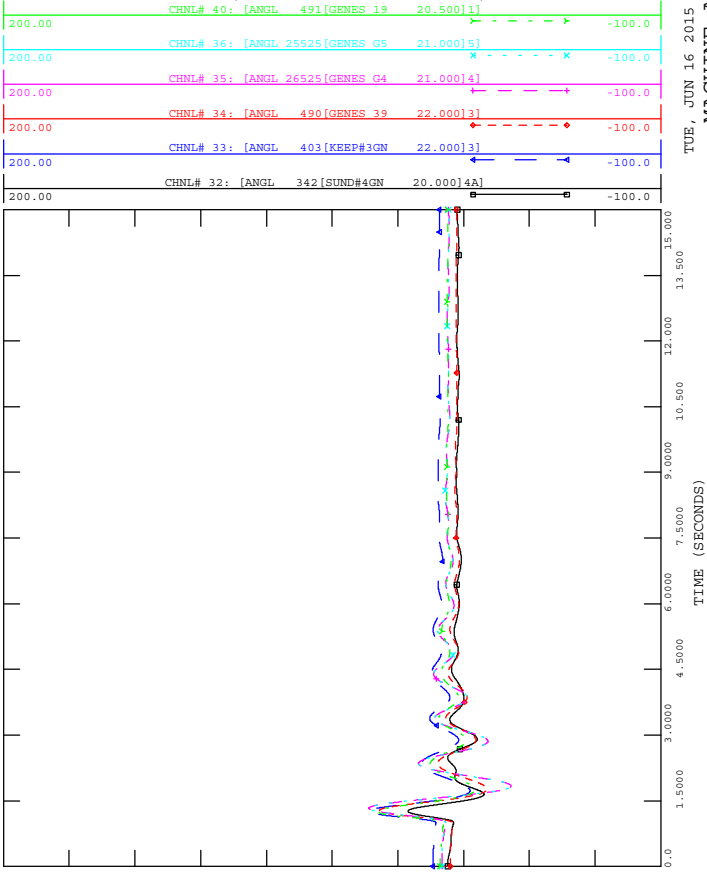
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



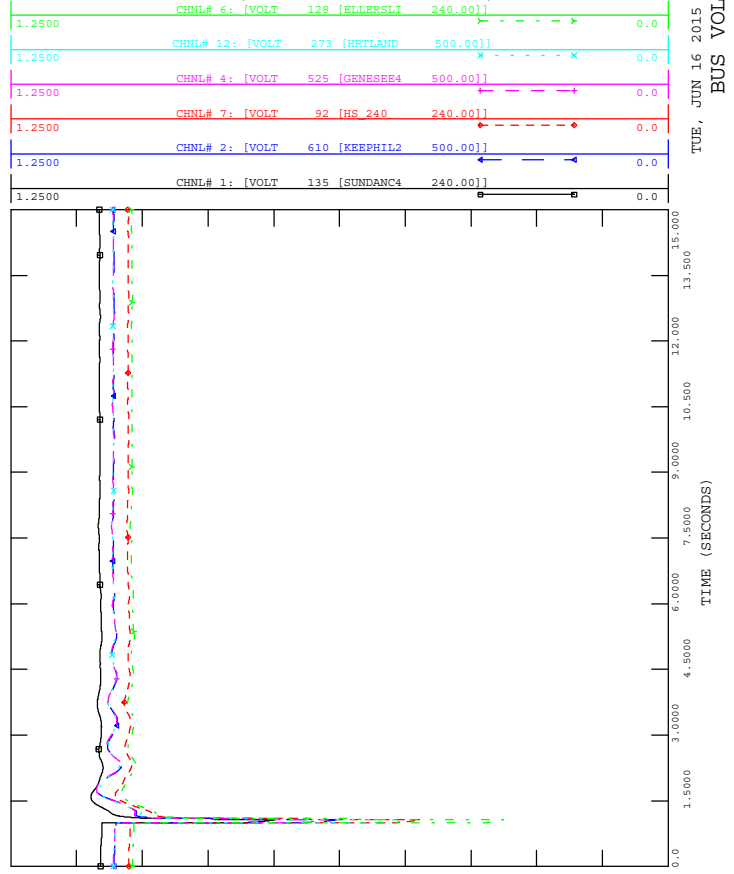
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

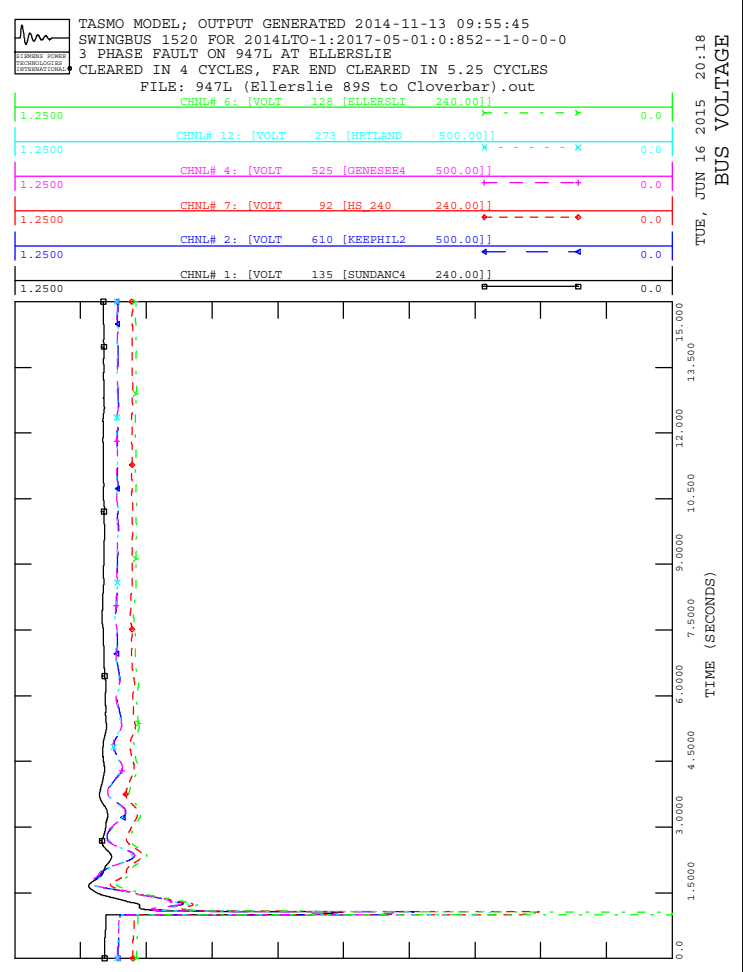
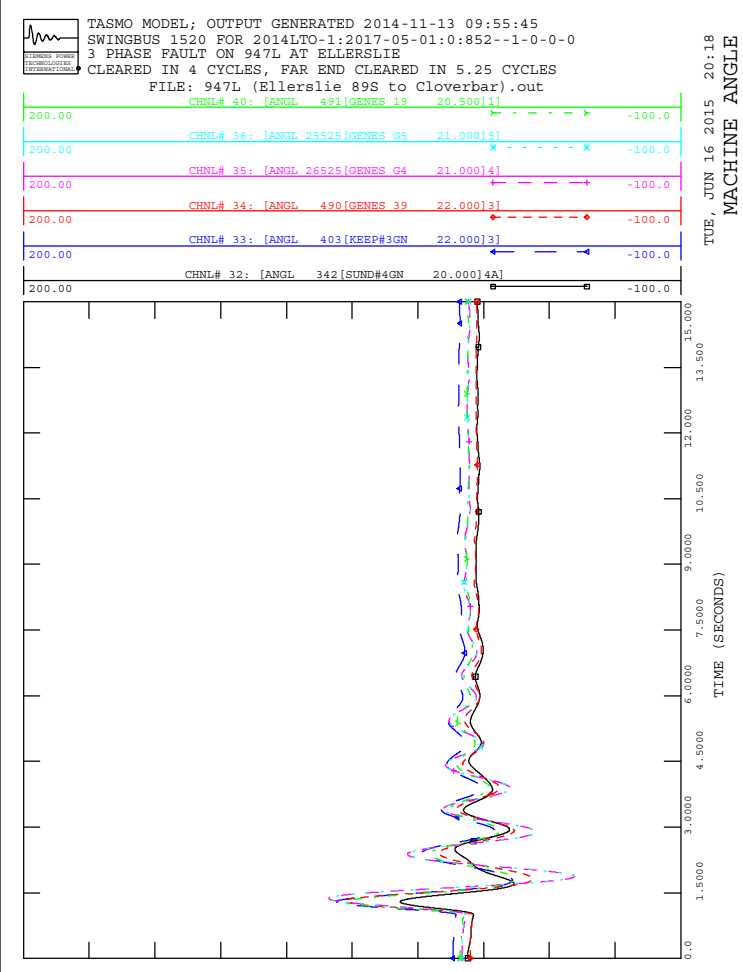
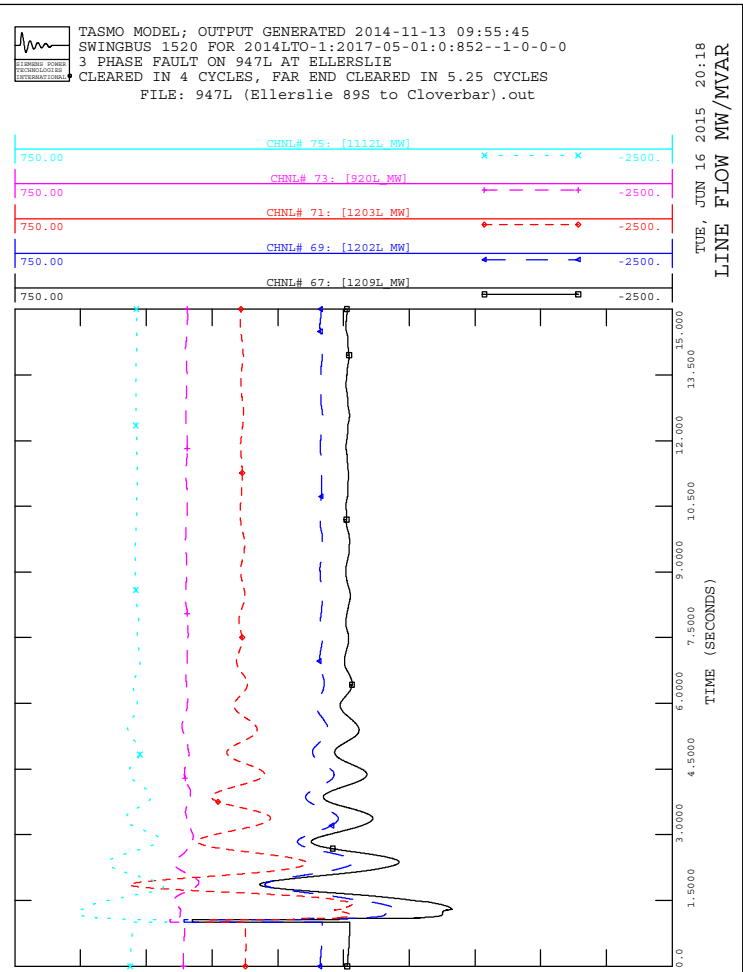
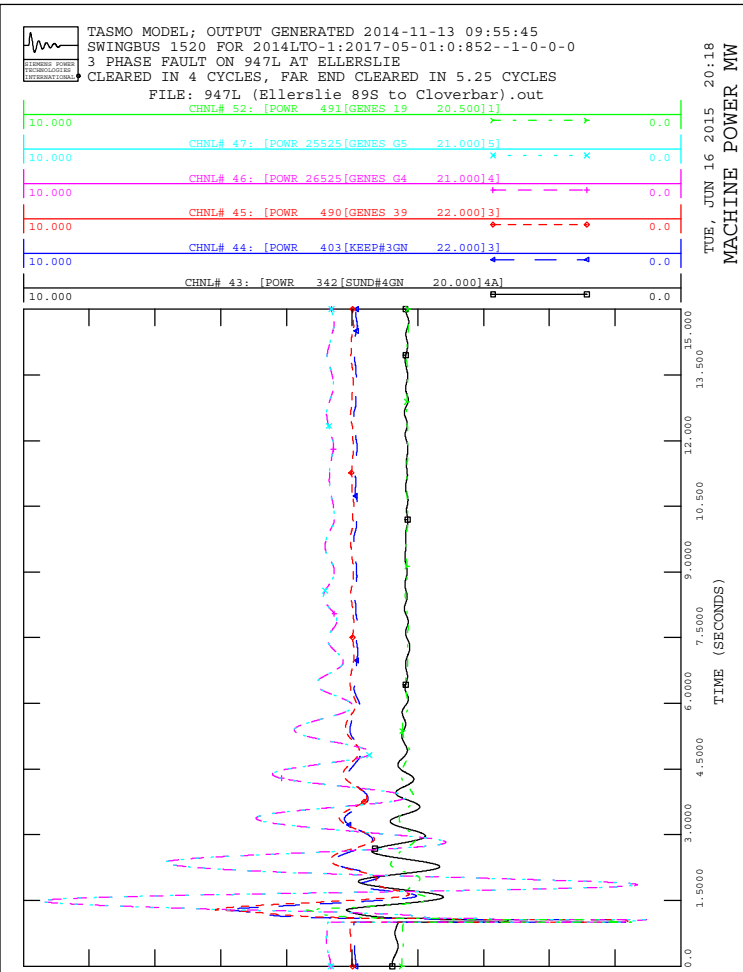


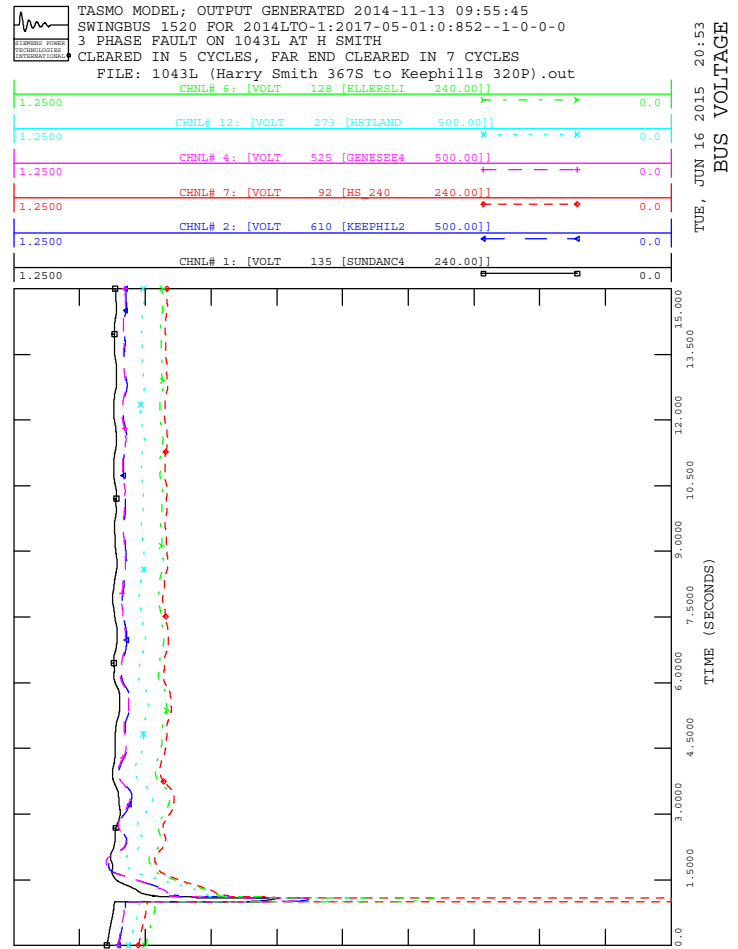
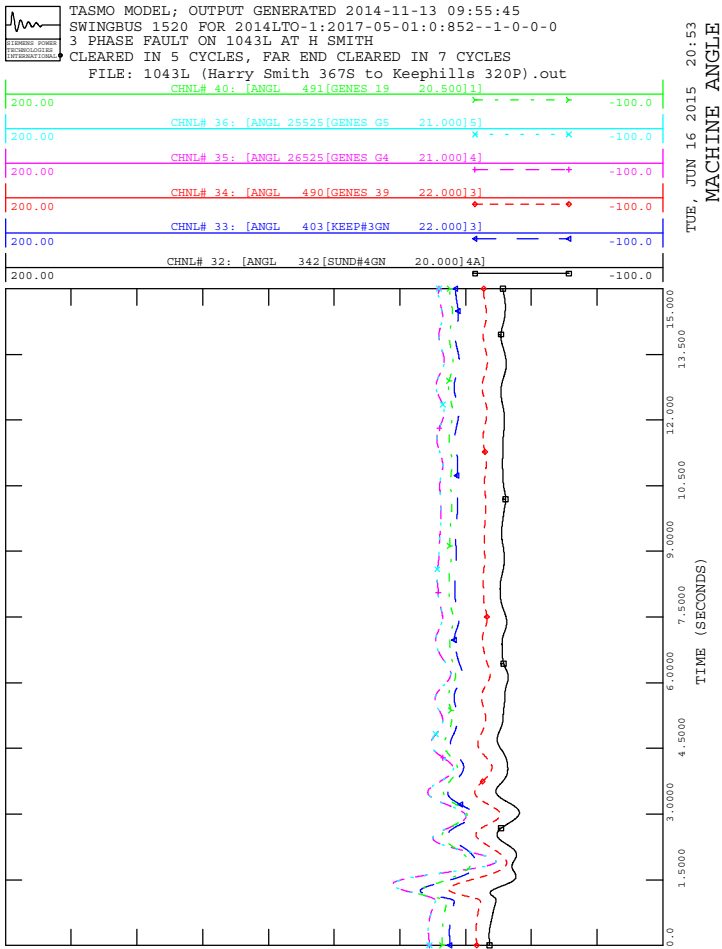
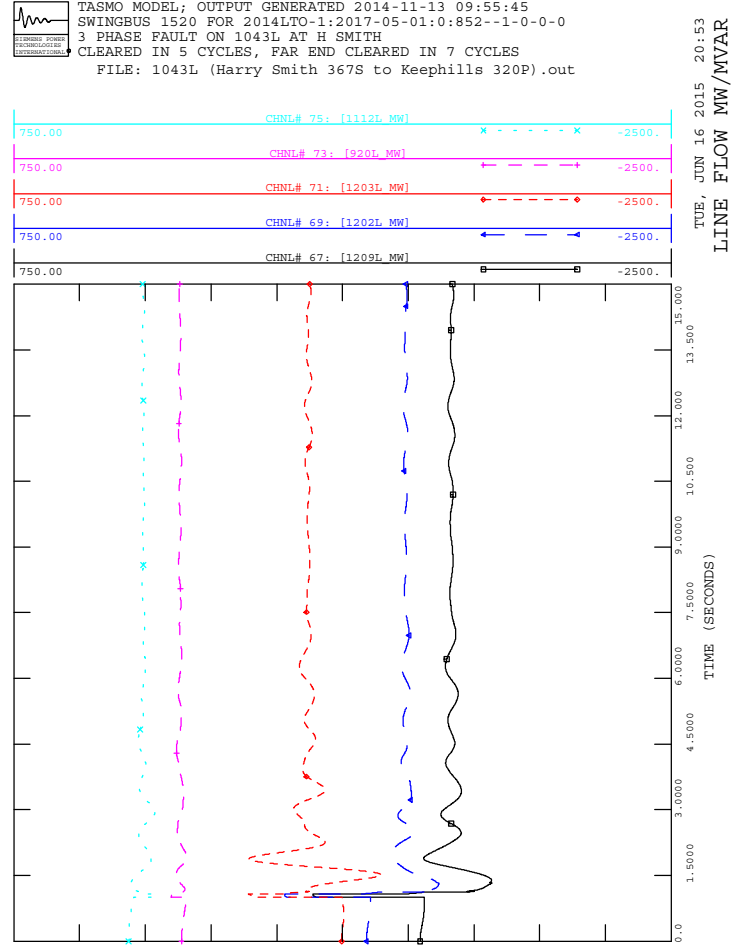
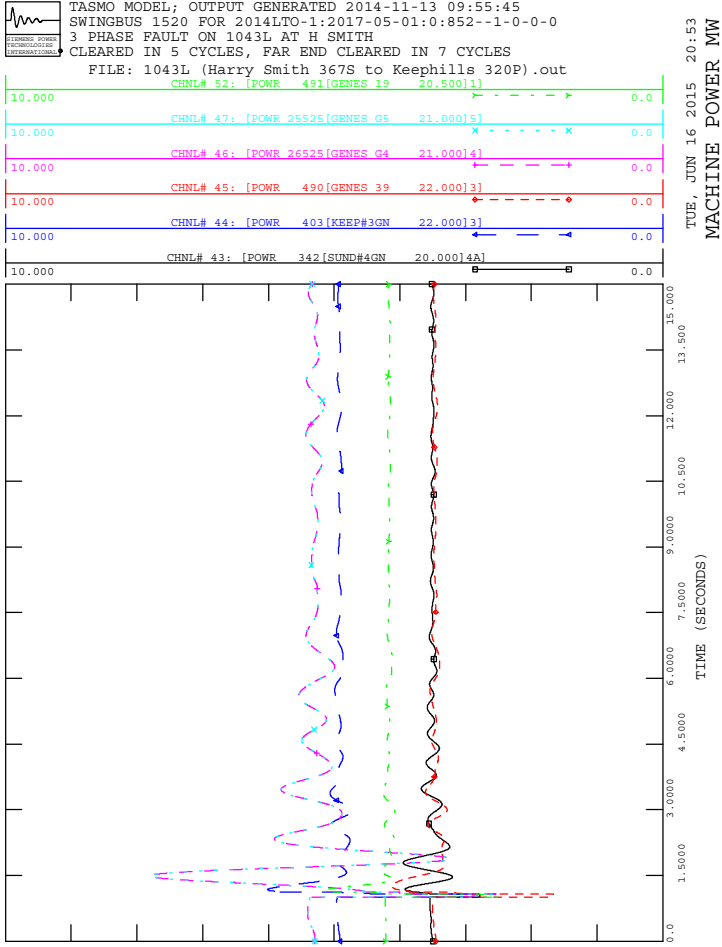
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



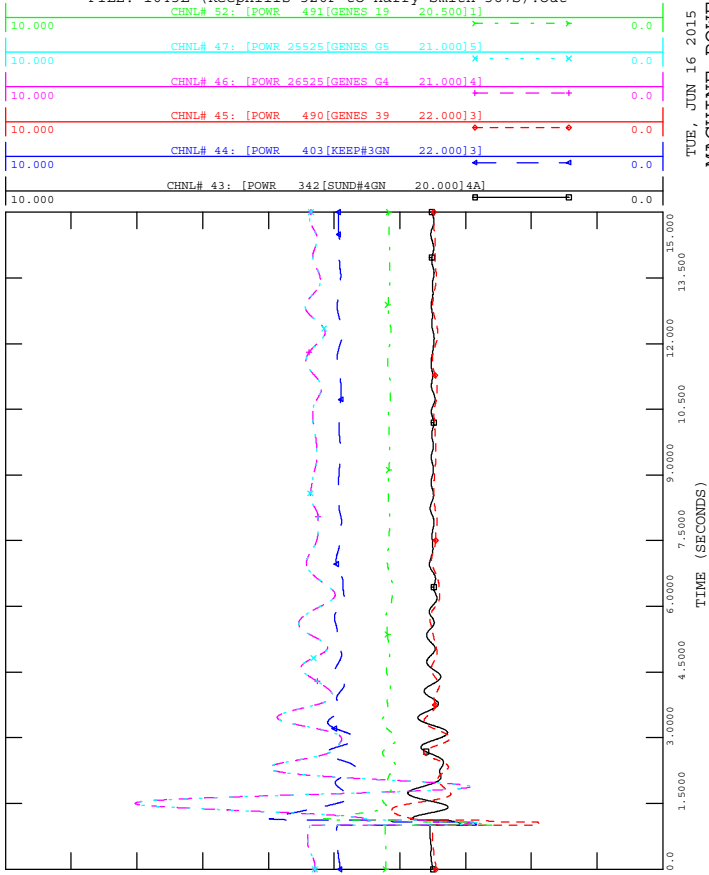






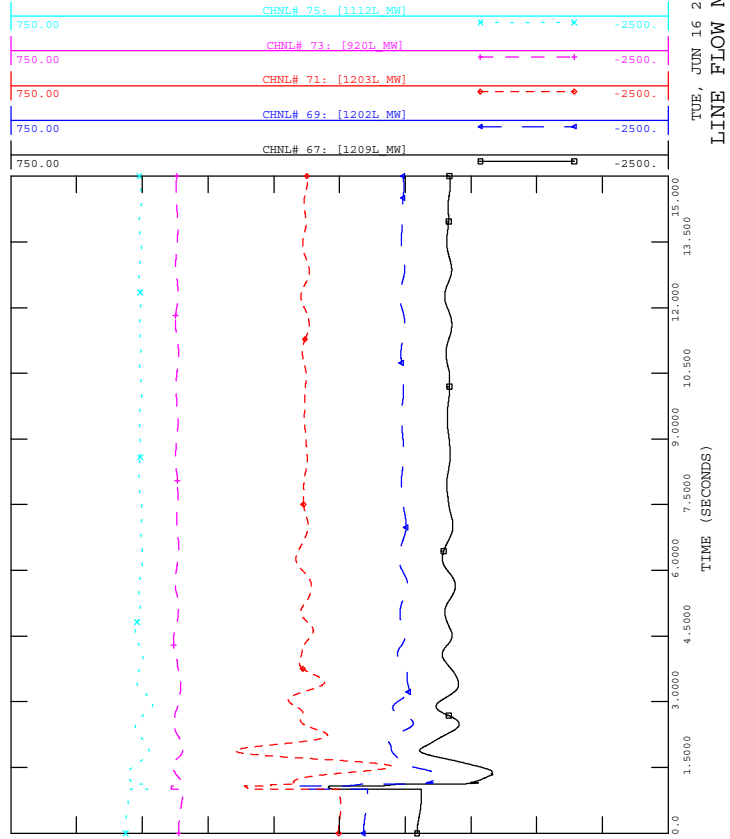
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1043L AT KEEPHILLS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Keephills 320P to Harry Smith 367S).out
 CHNL# 52: [POWR 491[GENES 19 20.500]1]

TUE, JUN 16 2015 20:53
 MACHINE POWER MW



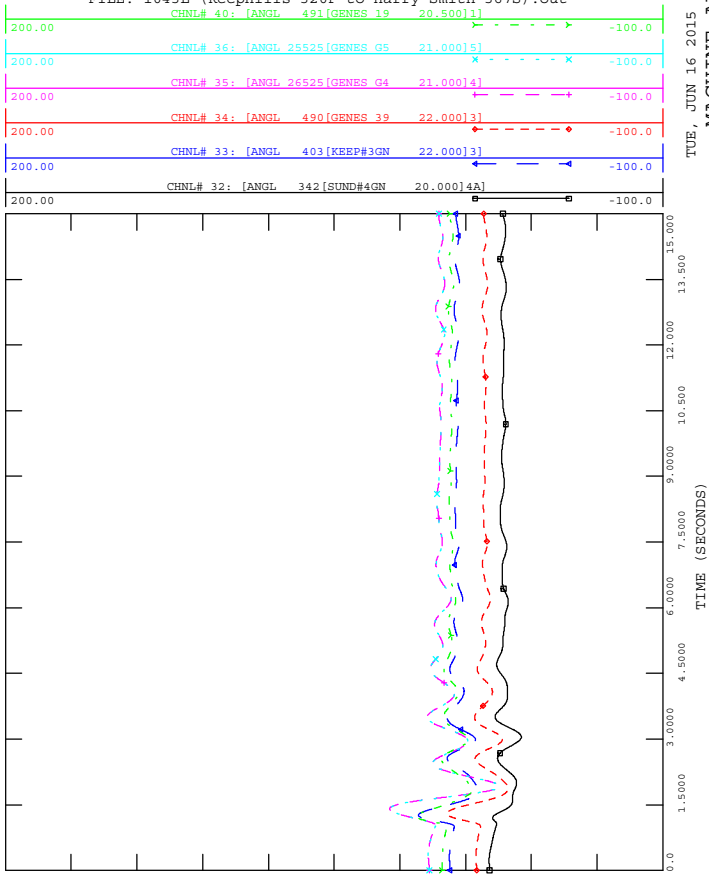
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1043L AT KEEPHILLS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Keephills 320P to Harry Smith 367S).out

TUE, JUN 16 2015 20:53
 LINE FLOW MW/MVAR



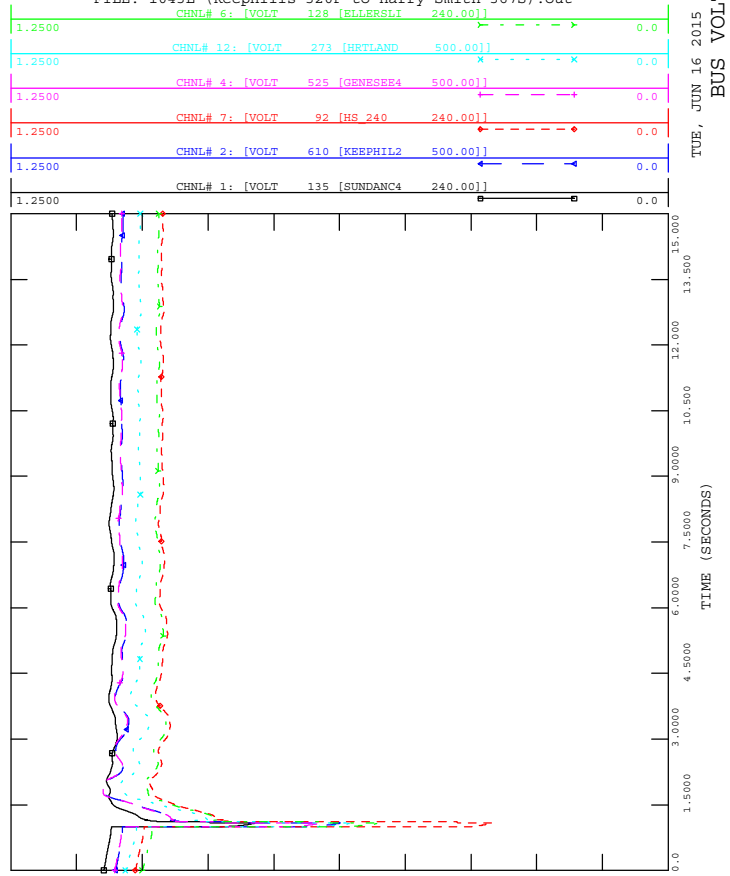
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1043L AT KEEPHILLS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Keephills 320P to Harry Smith 367S).out
 CHNL# 40: [ANGL 491[GENES 19 20.500]1]

TUE, JUN 16 2015 20:53
 MACHINE ANGLE



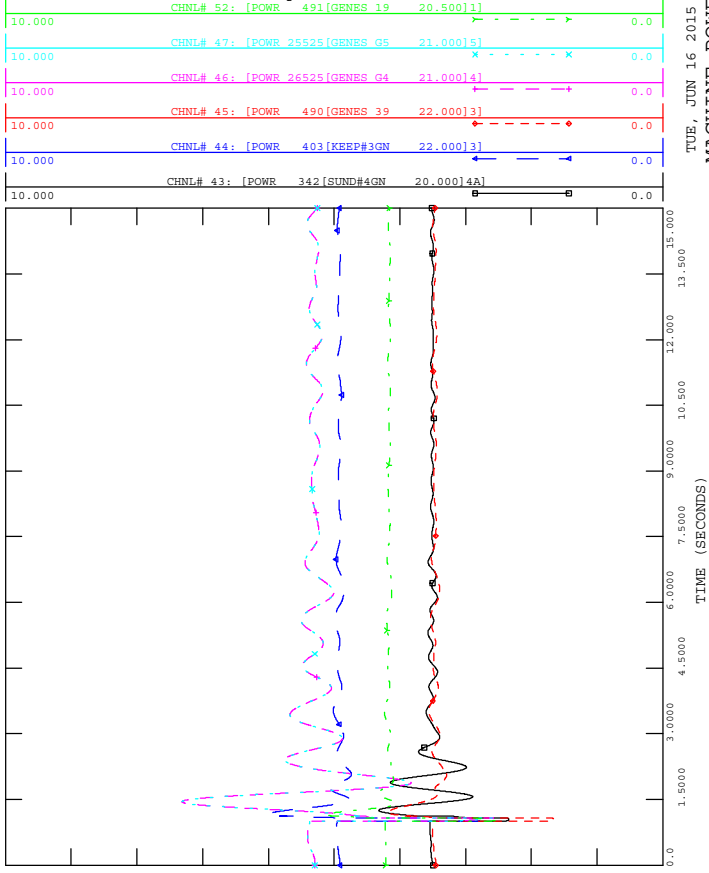
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1043L AT KEEPHILLS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Keephills 320P to Harry Smith 367S).out
 CHNL# 6: [VOLT 128 [ELLERSLI 240.00]]

TUE, JUN 16 2015 20:53
 BUS VOLTAGE





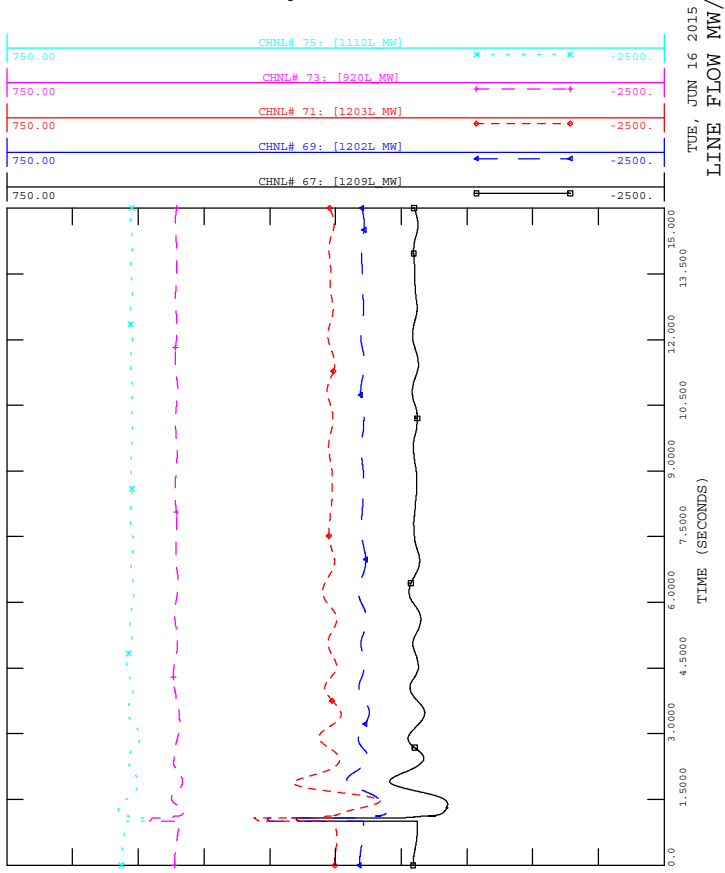
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



TUE, JUN 16 2015 20:53
 MACHINE POWER MW



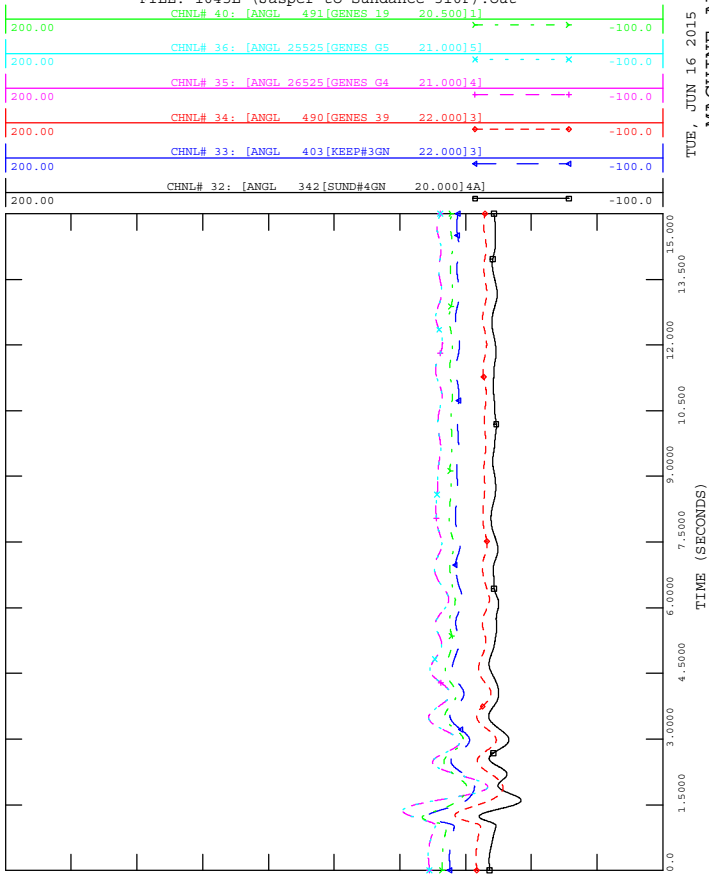
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



TUE, JUN 16 2015 20:53
 LINE FLOW MW/MVAR



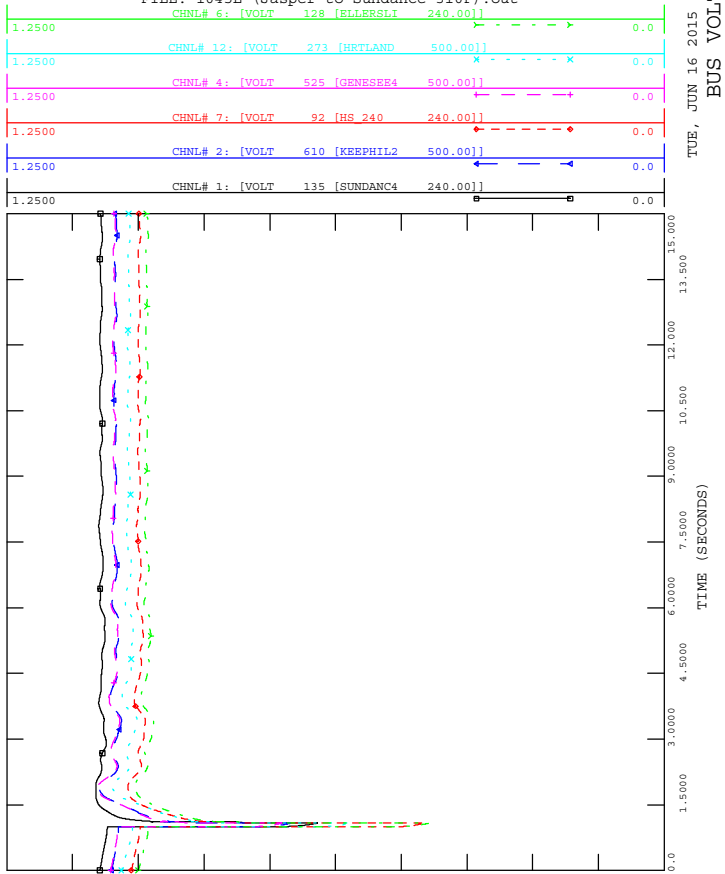
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



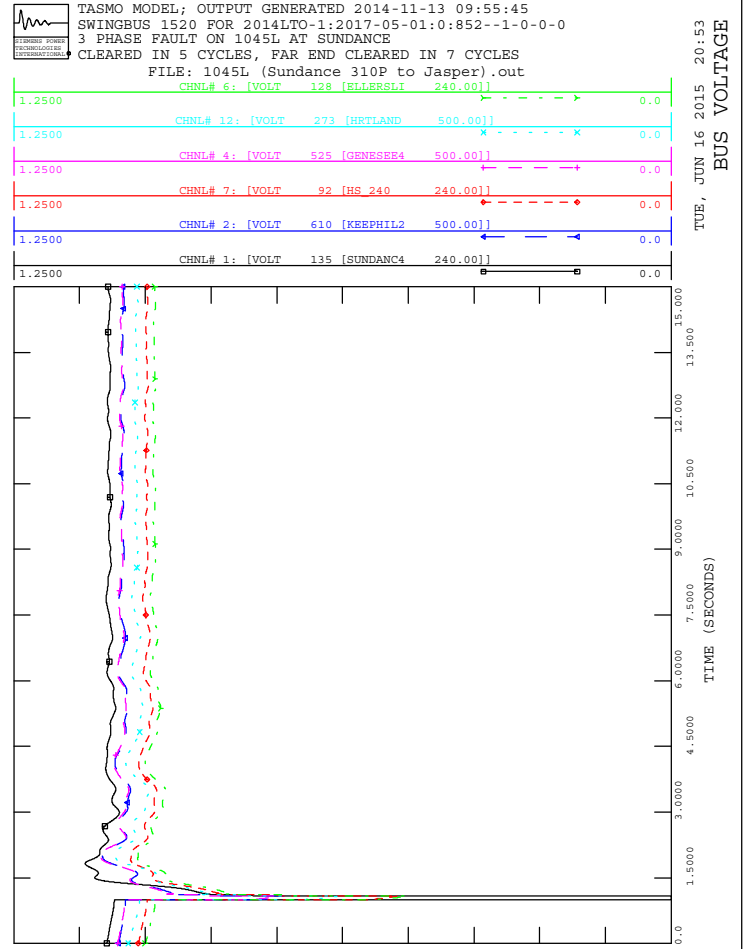
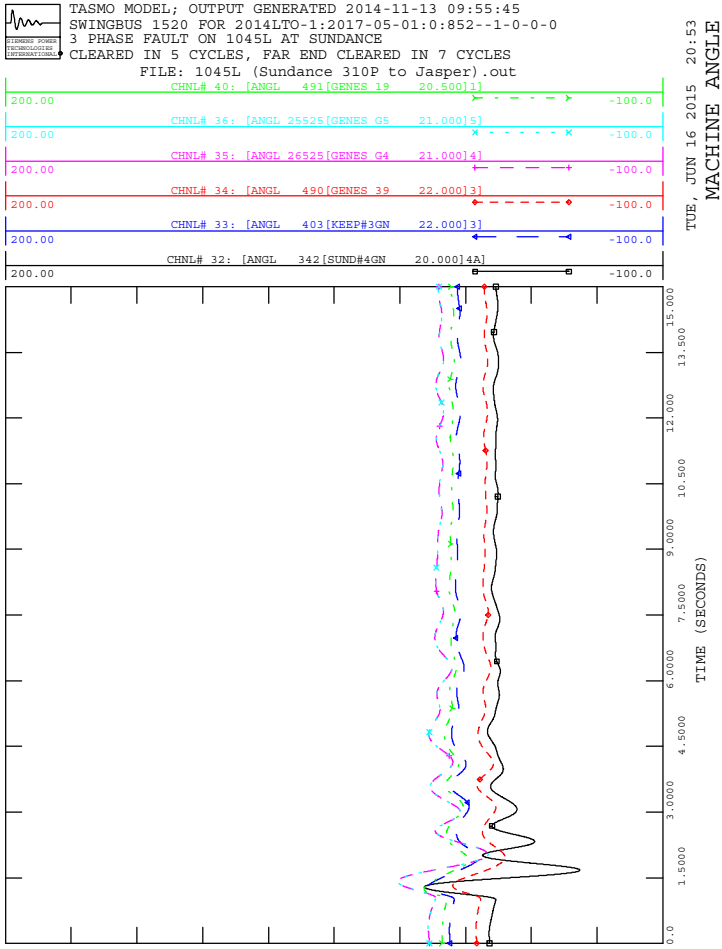
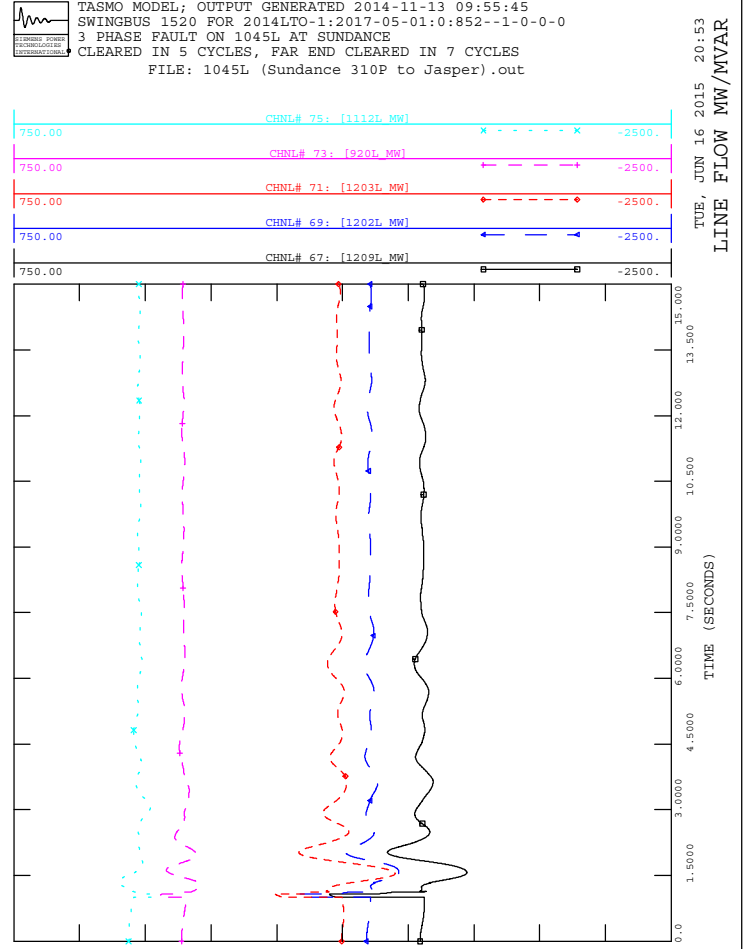
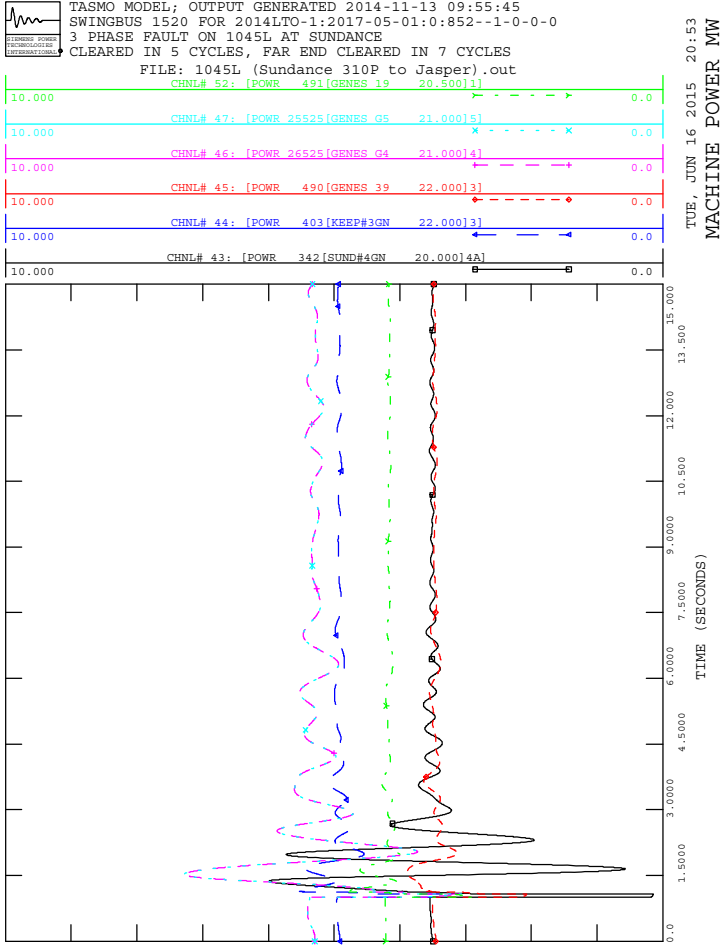
TUE, JUN 16 2015 20:53
 MACHINE ANGLE

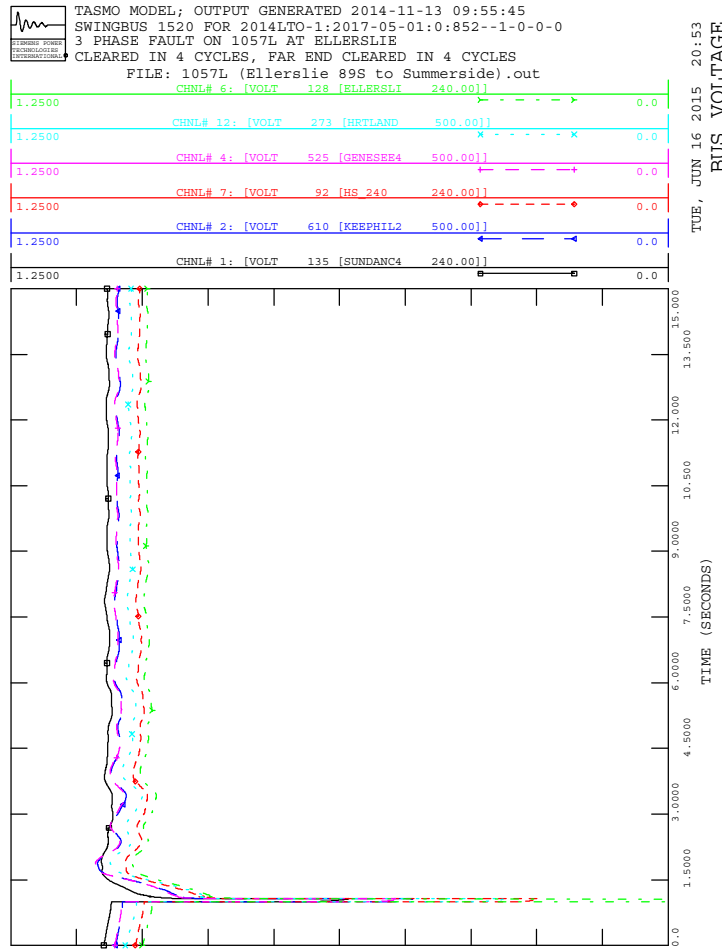
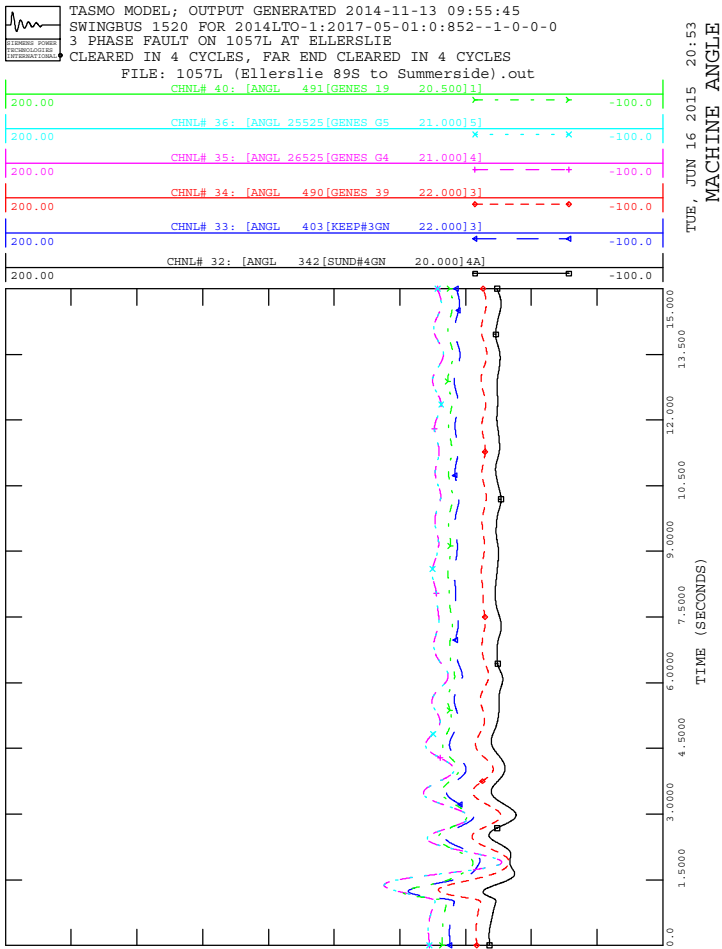
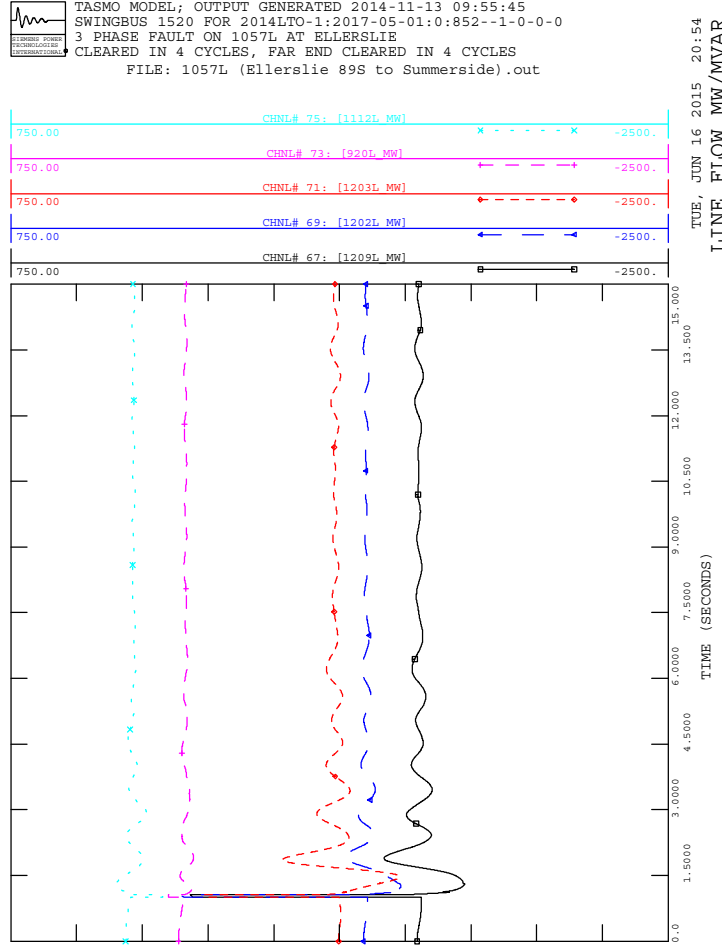
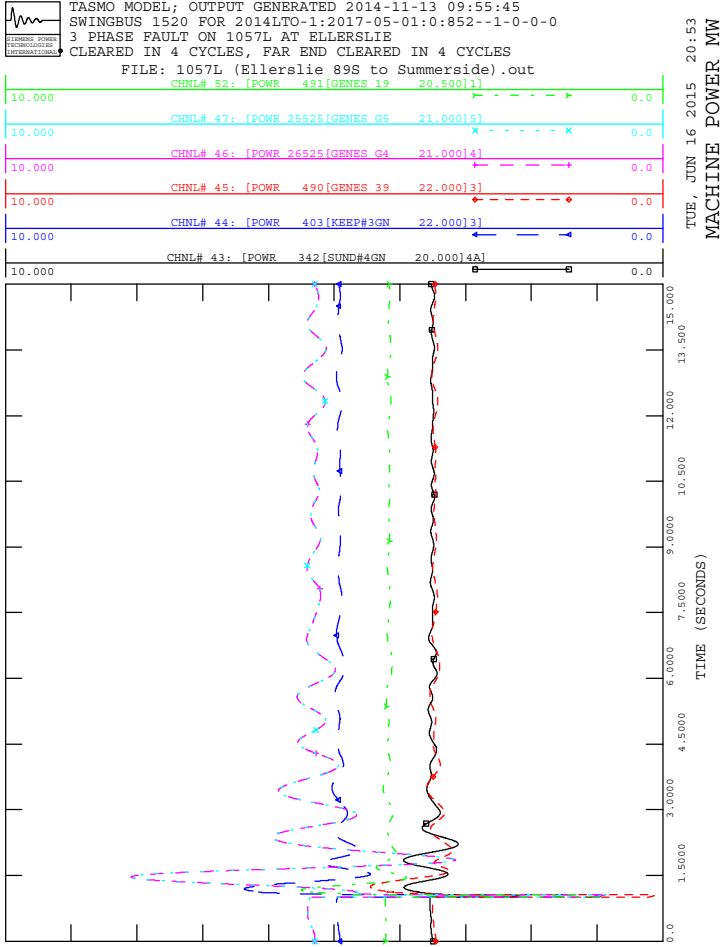


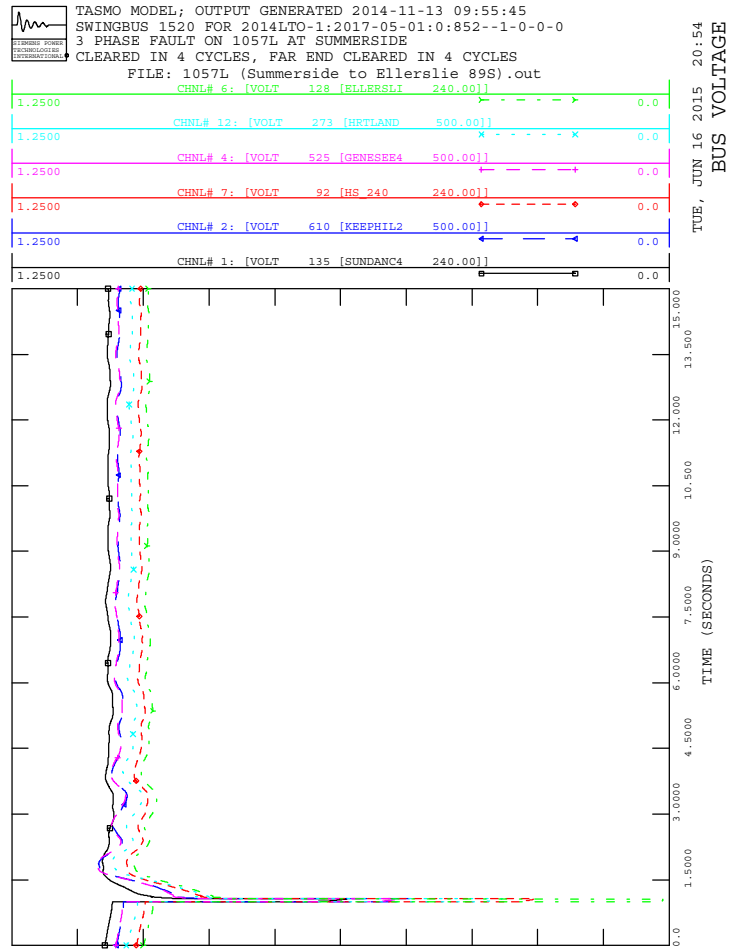
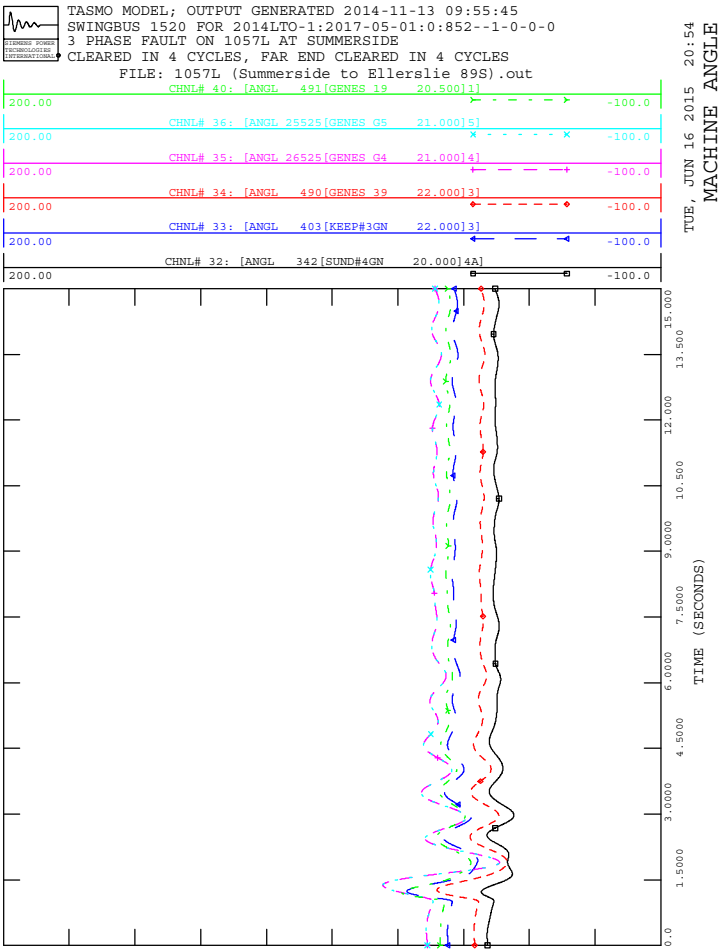
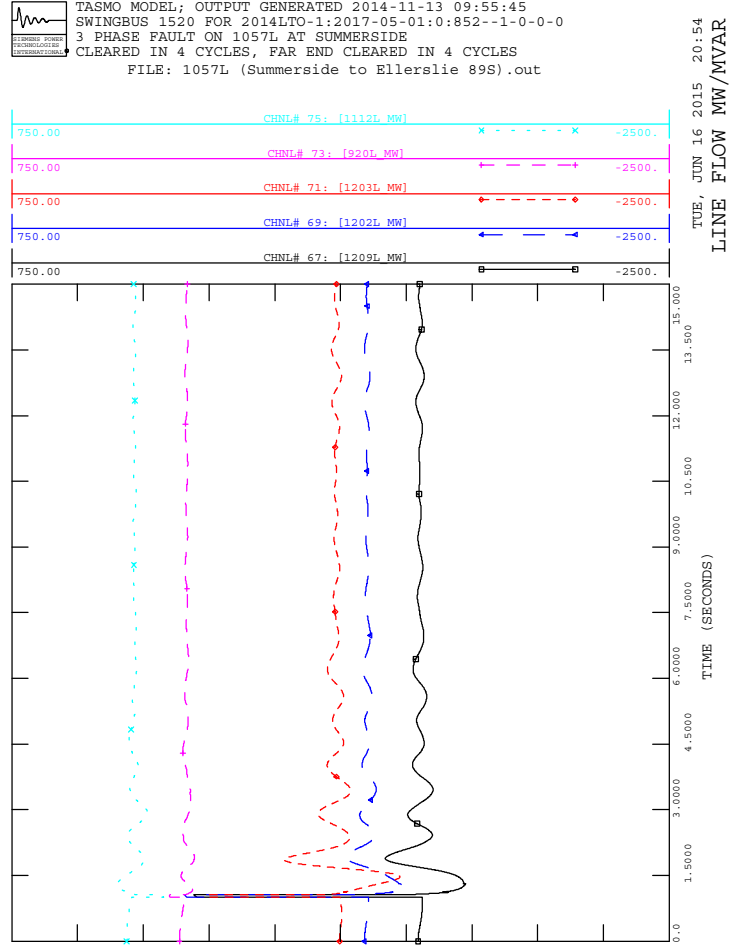
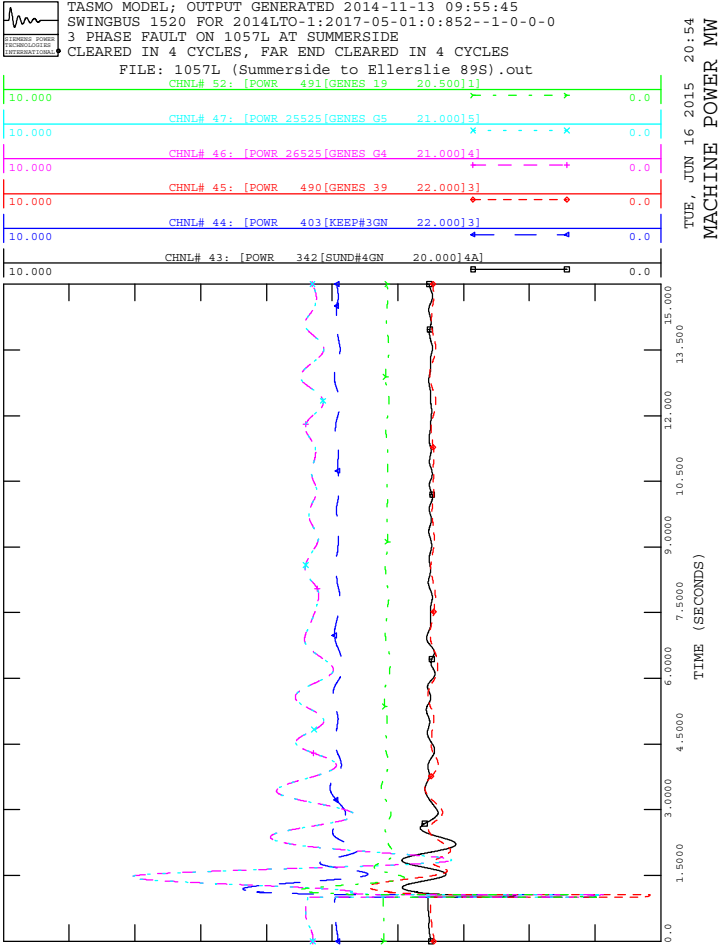
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out

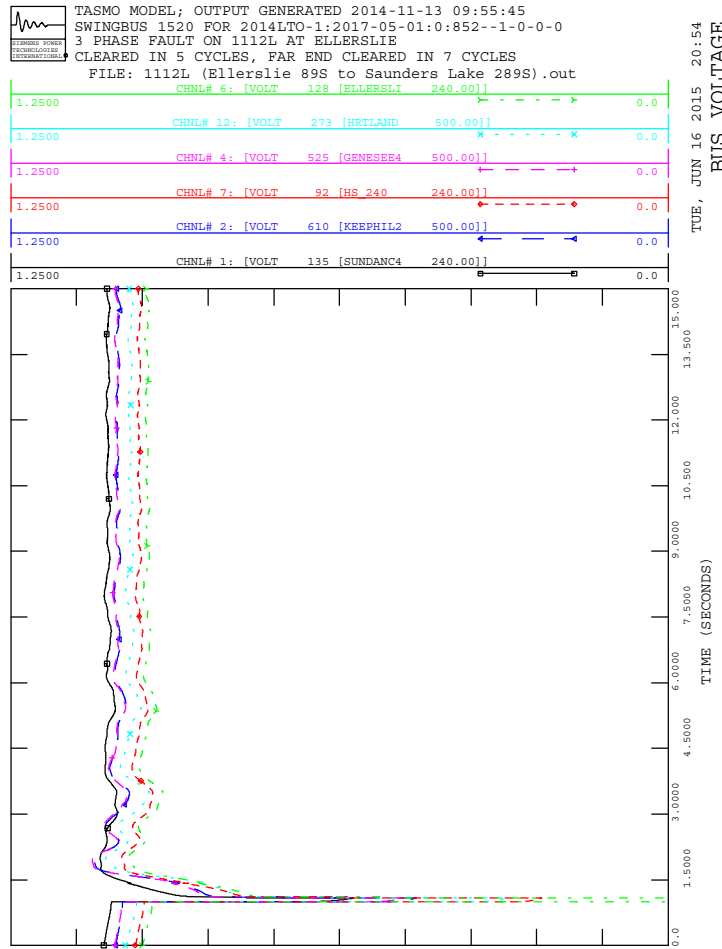
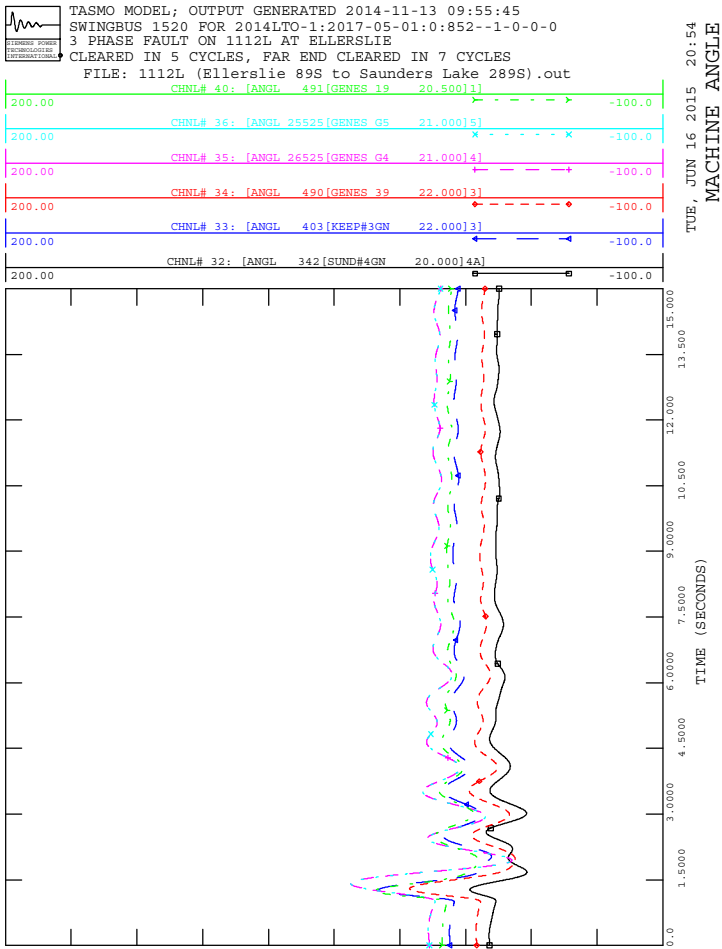
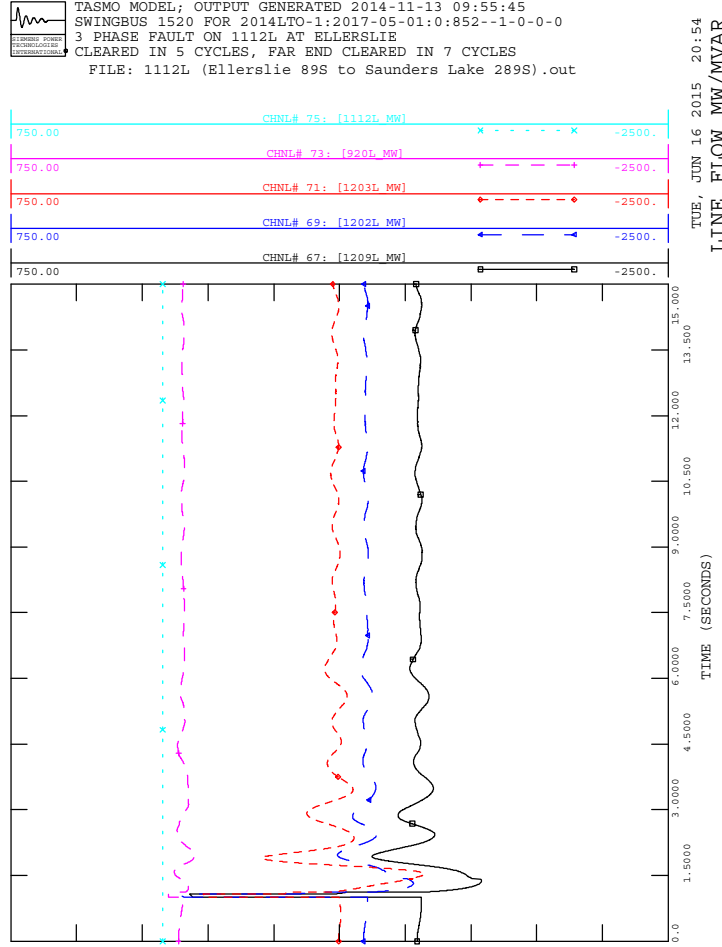
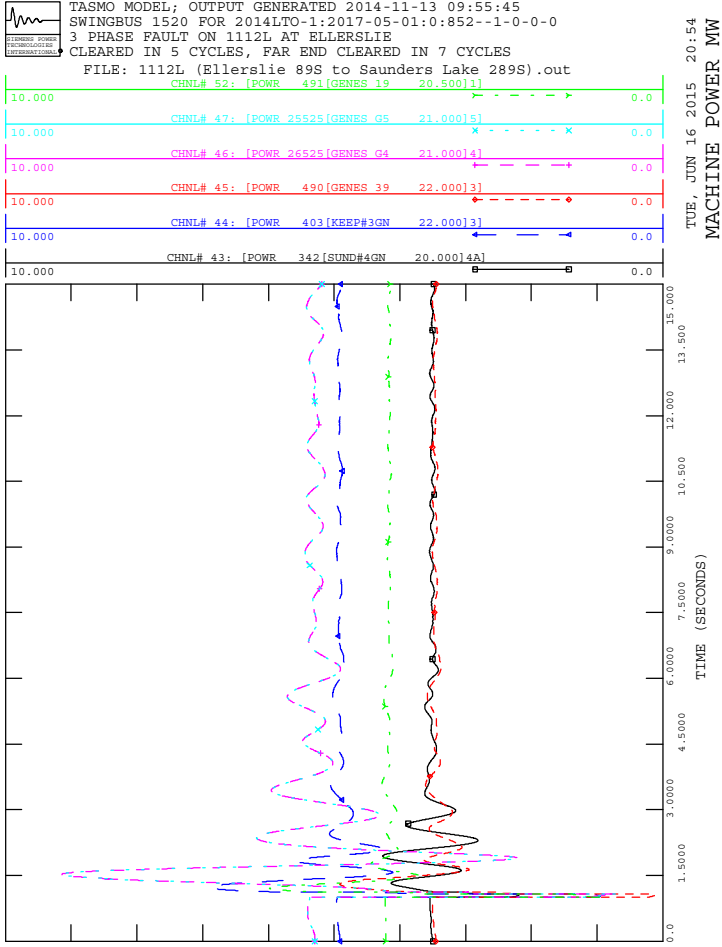


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 BUS VOLTAGE



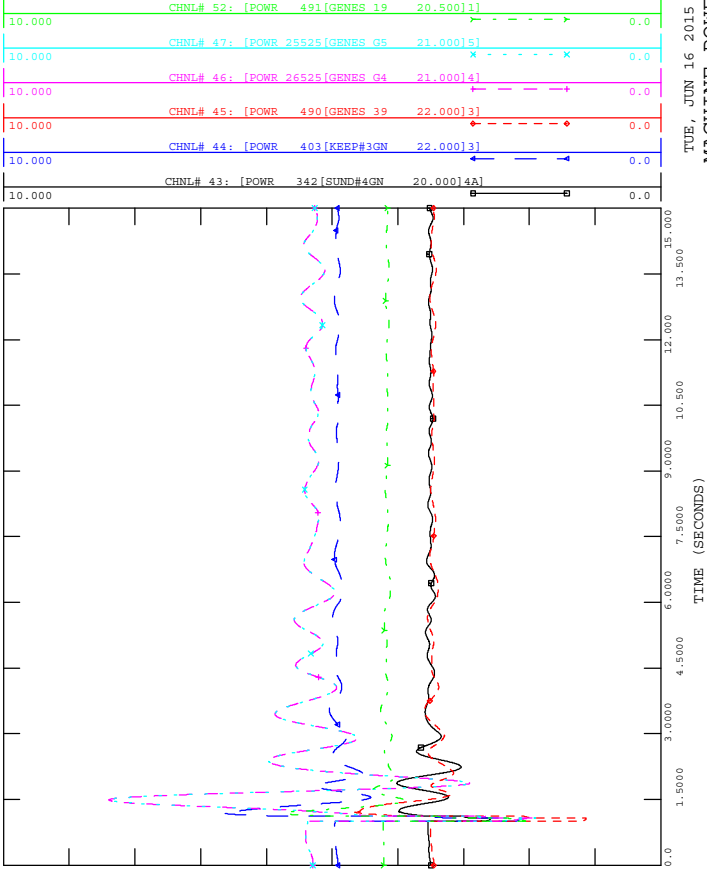




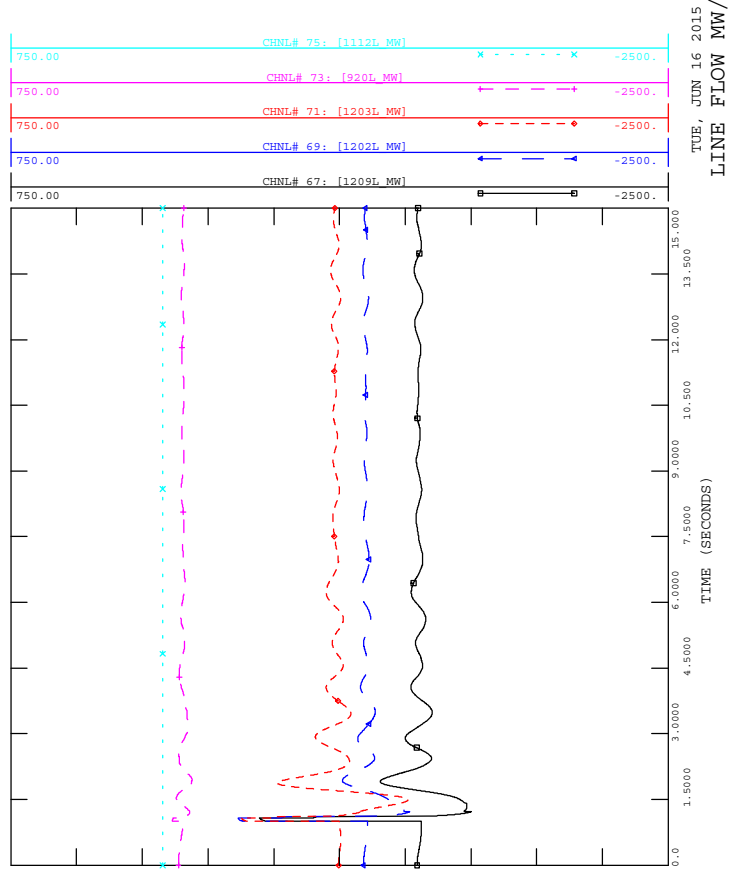




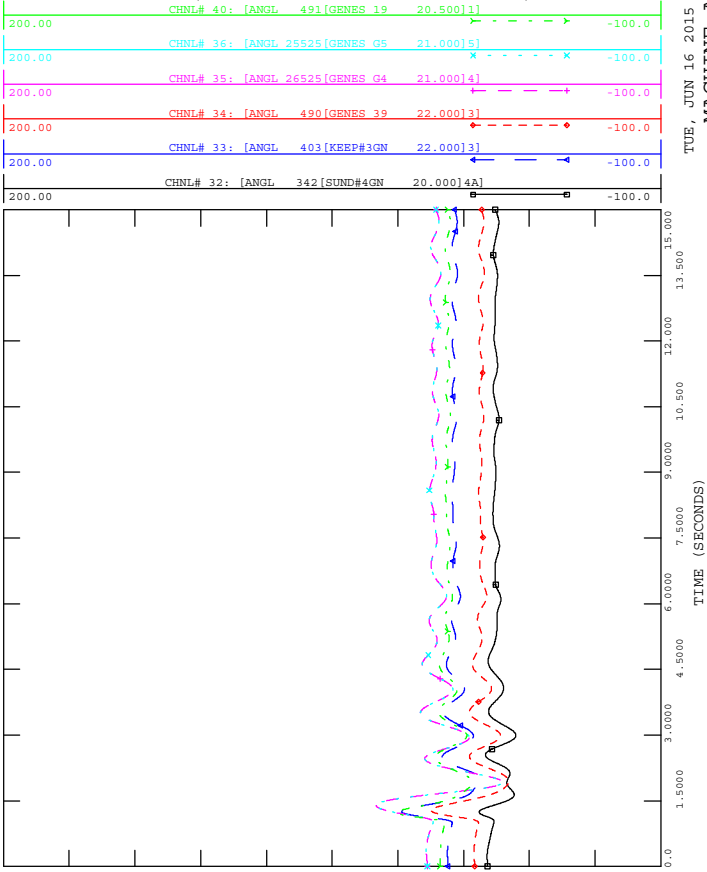
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



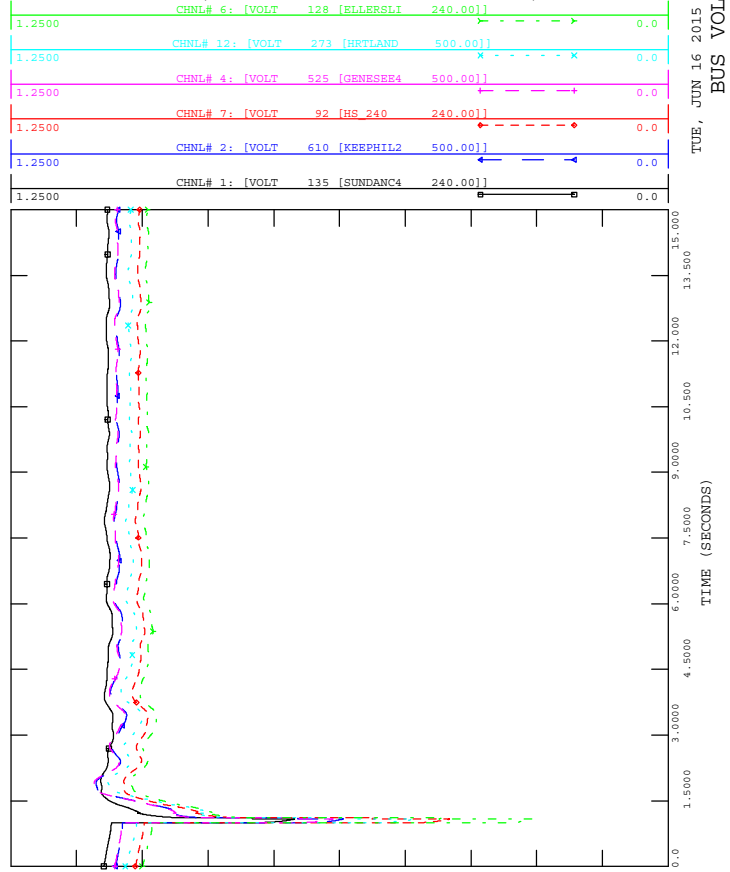
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

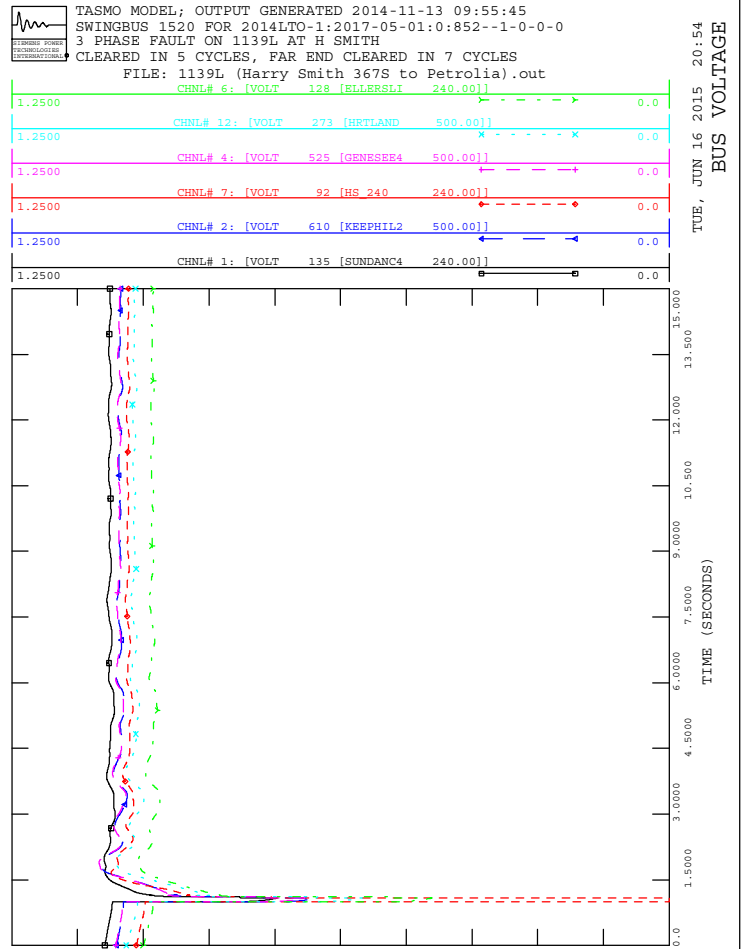
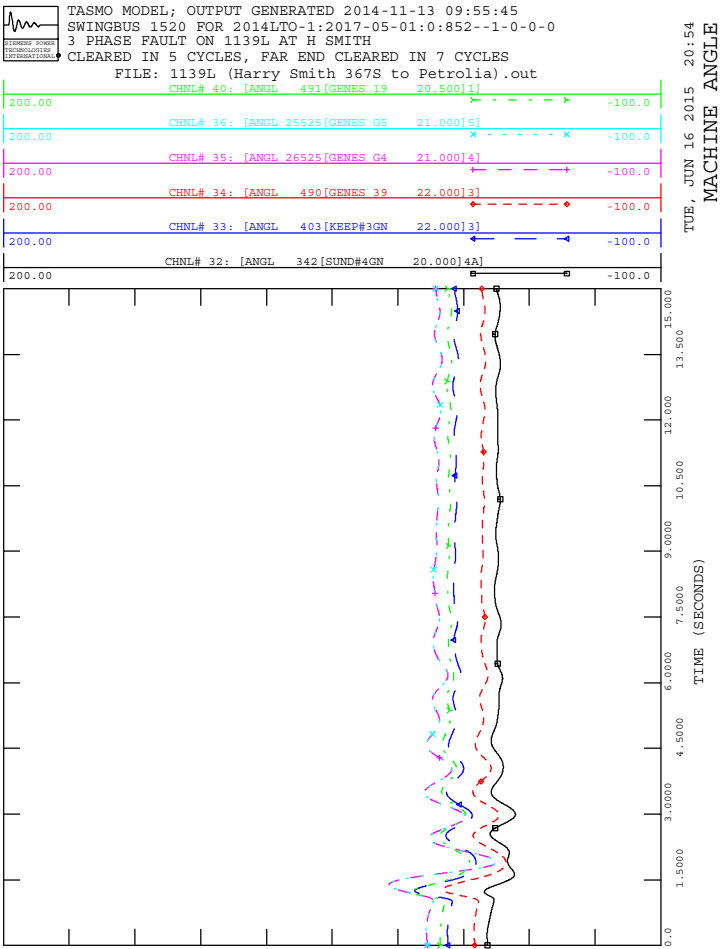
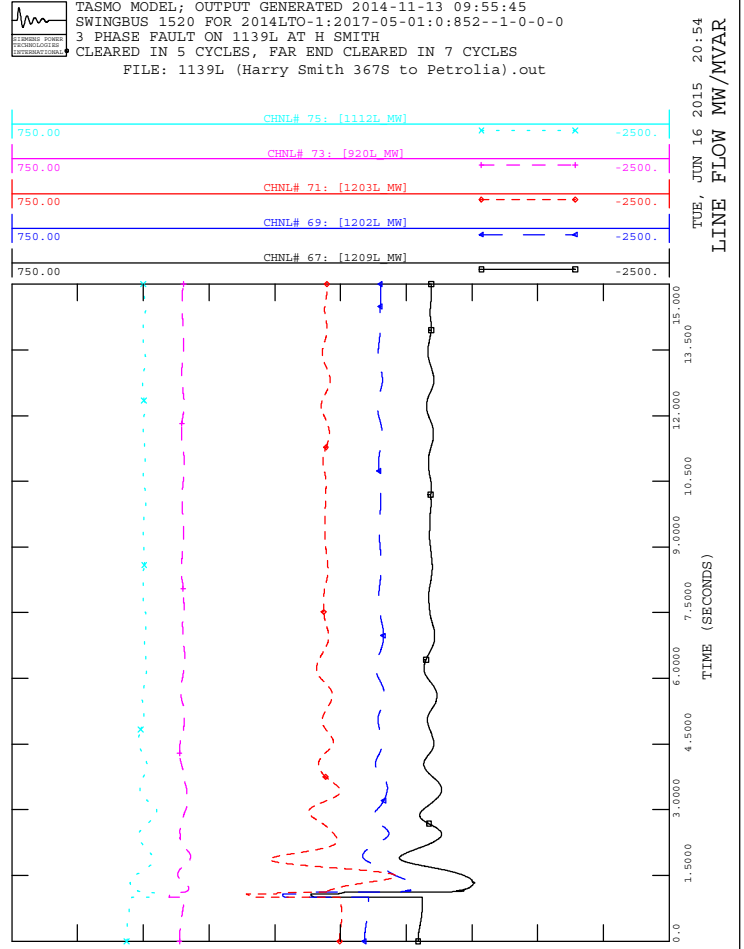
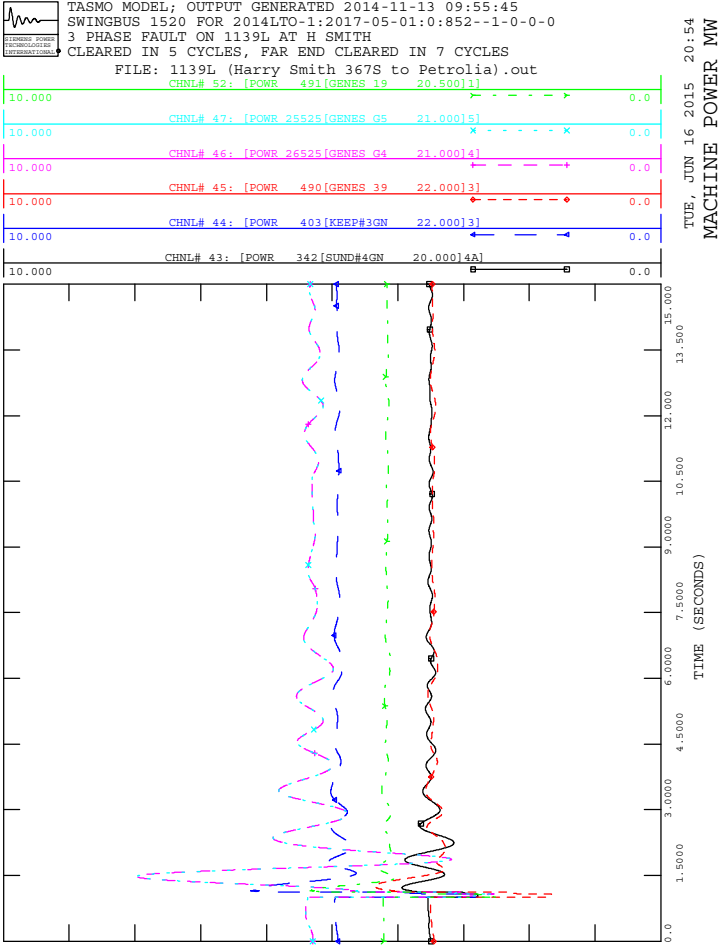


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



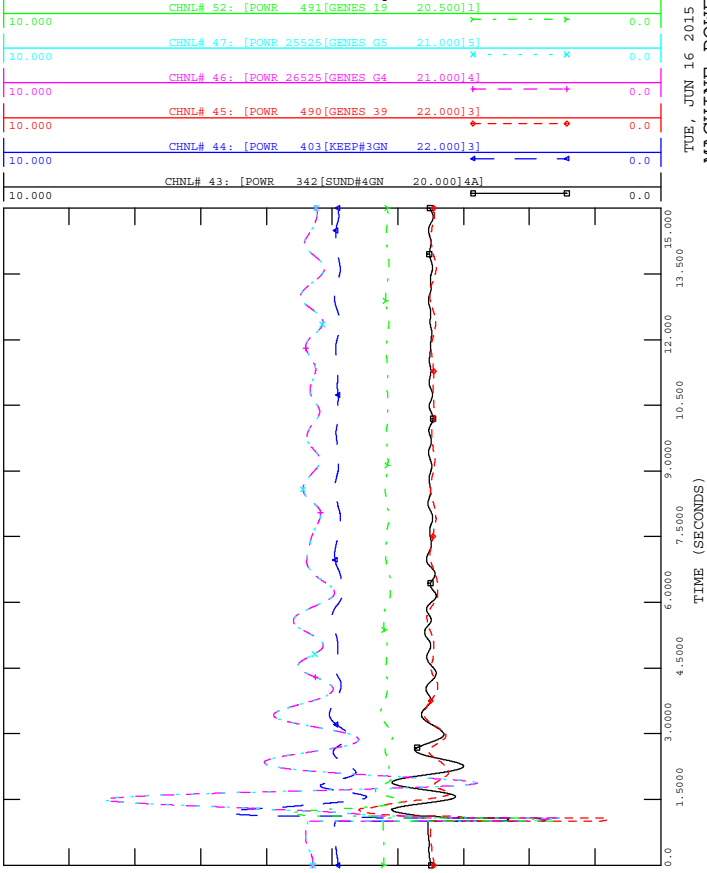
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out







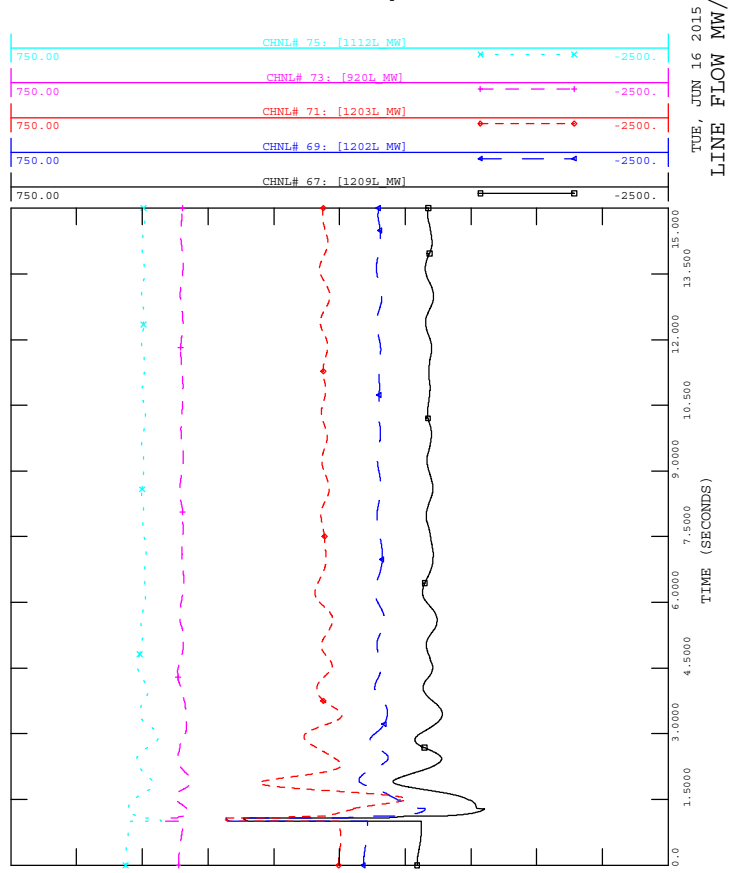
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



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 MACHINE POWER MW



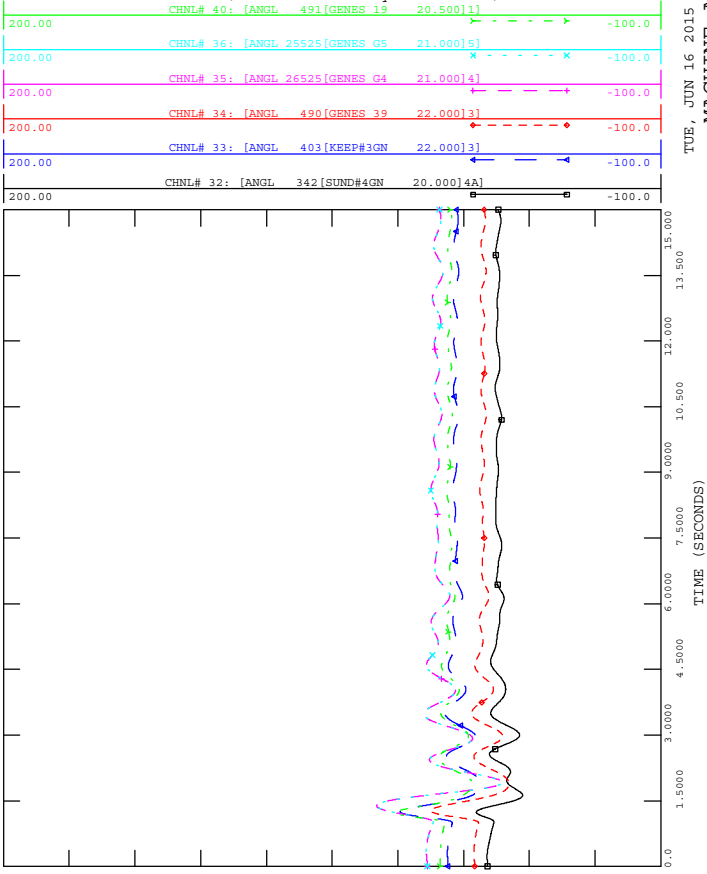
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



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 LINE FLOW MW/MVAR



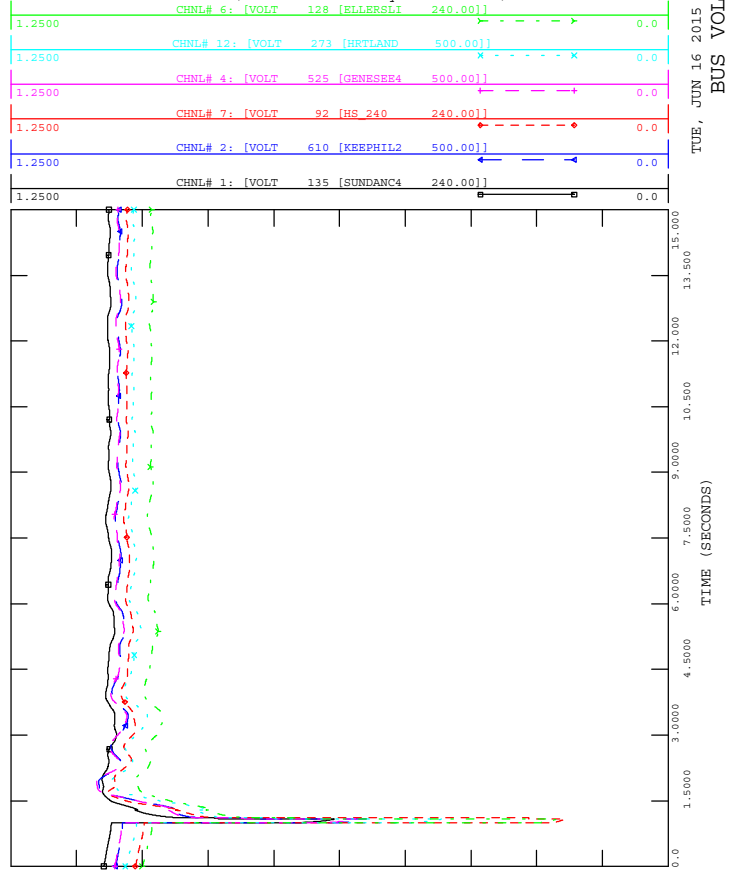
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



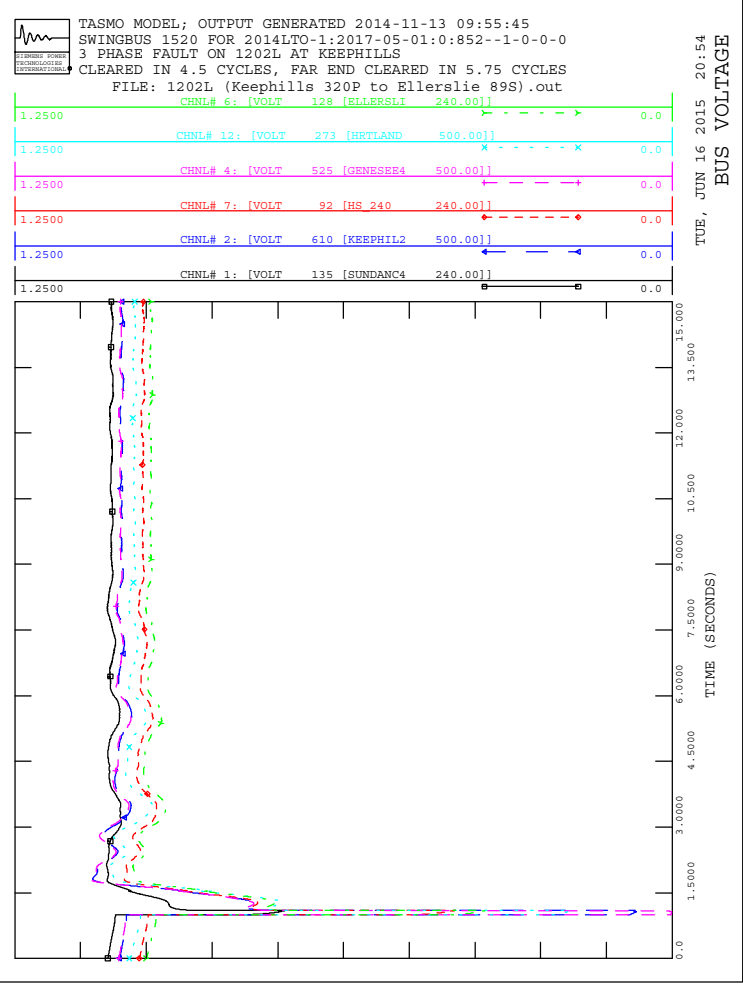
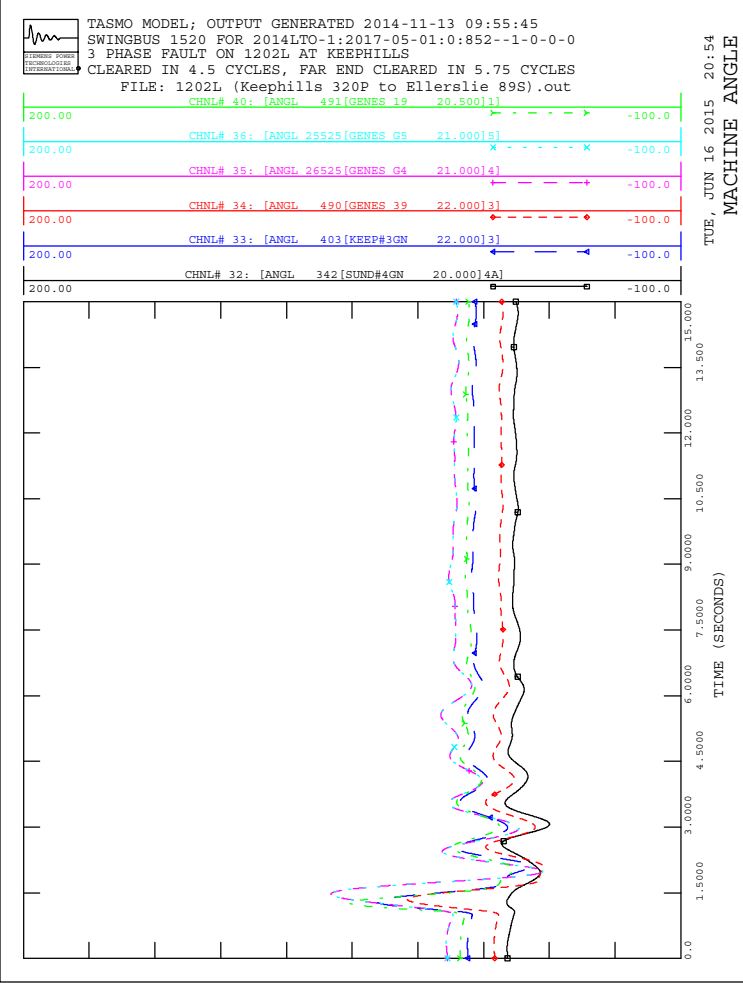
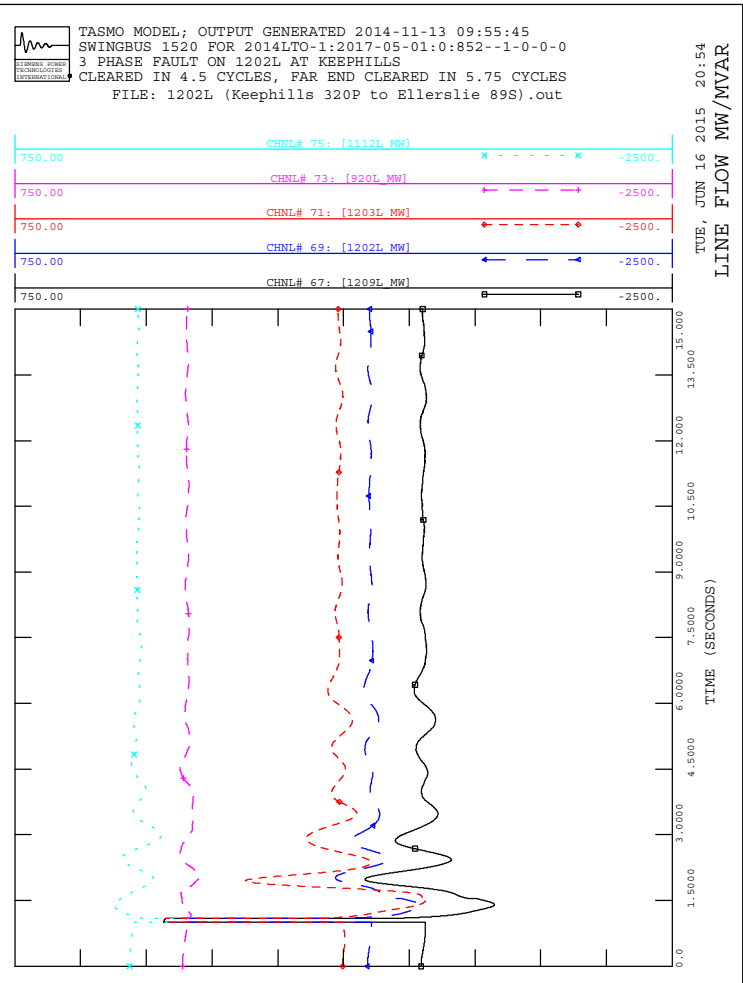
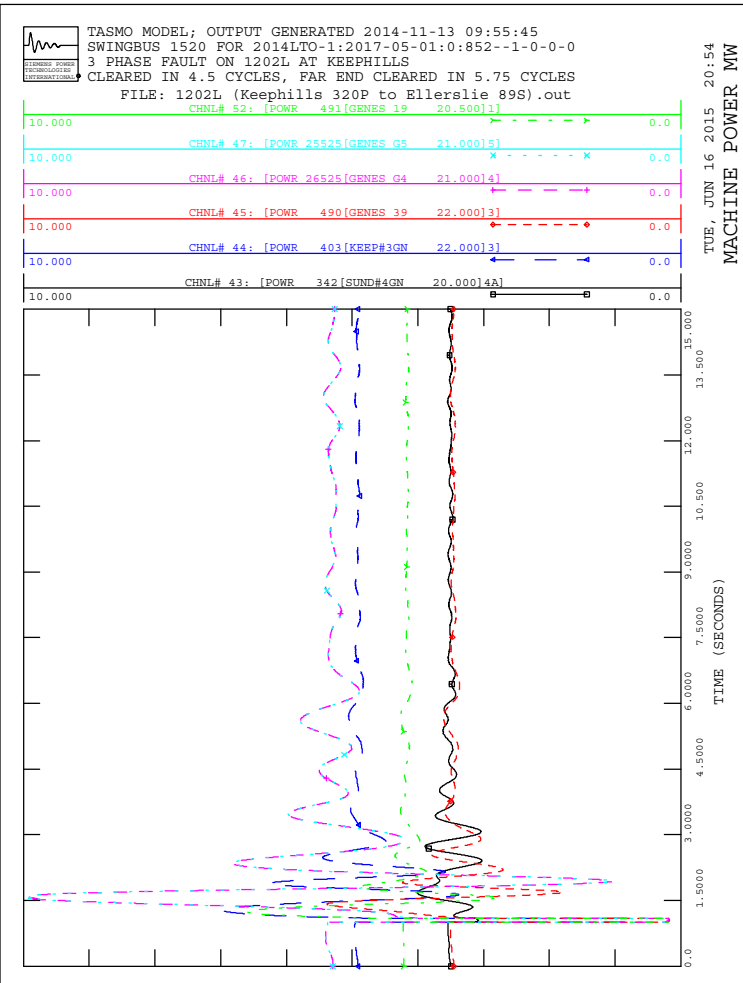
TUE, JUN 16 2015 20:54
 MACHINE ANGLE

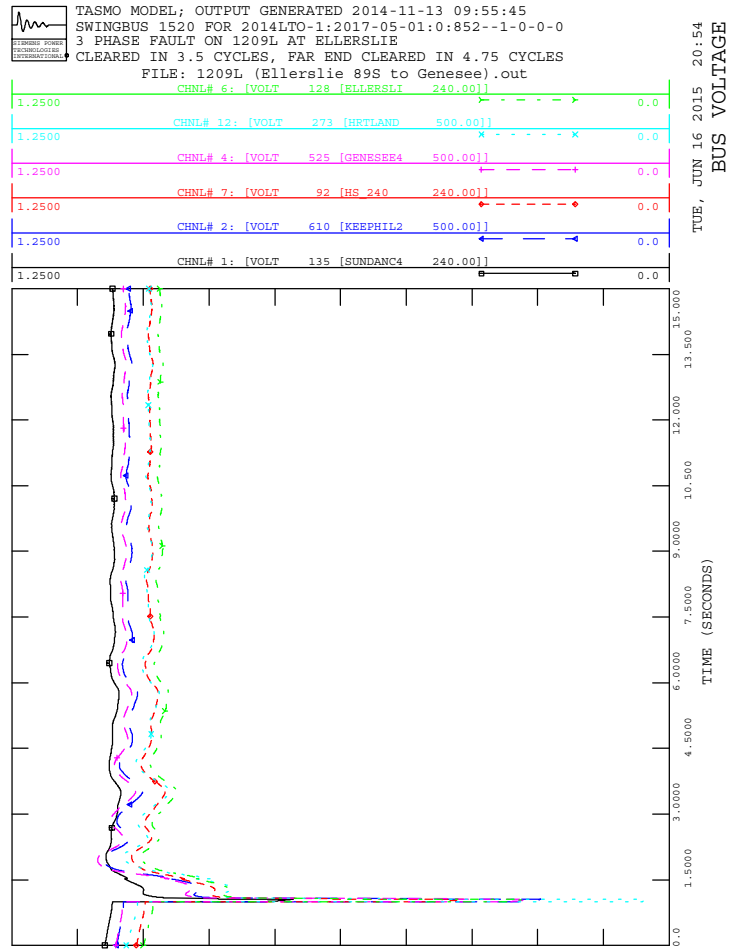
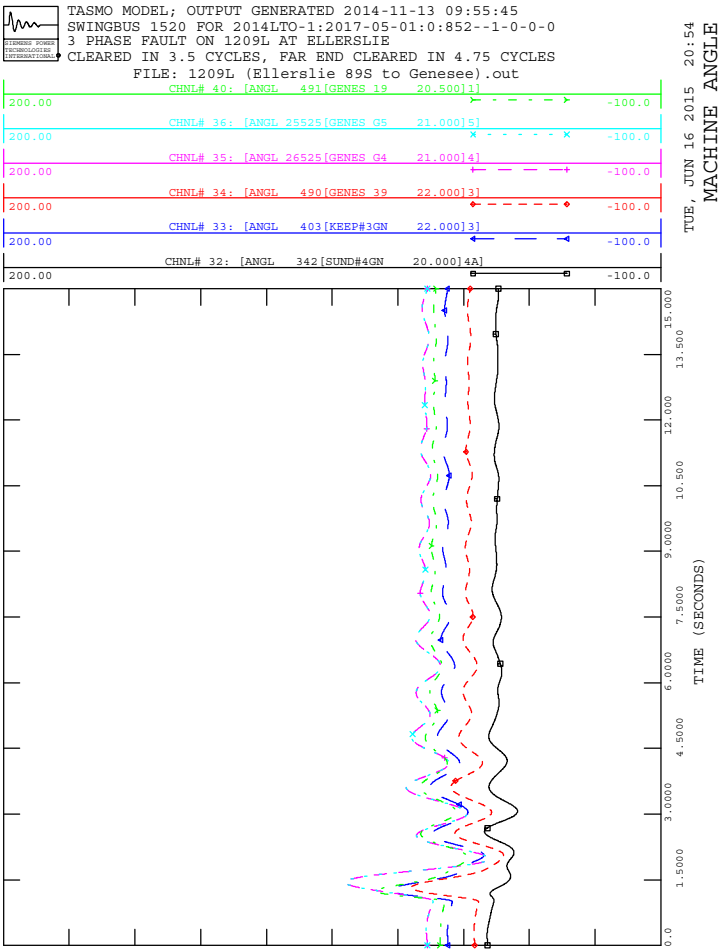
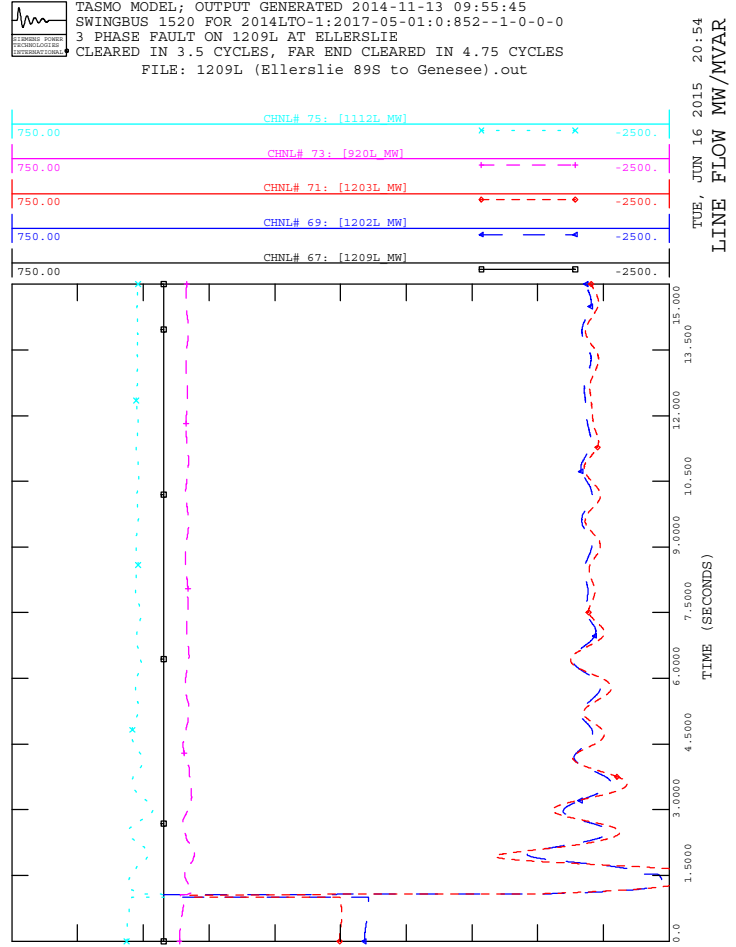
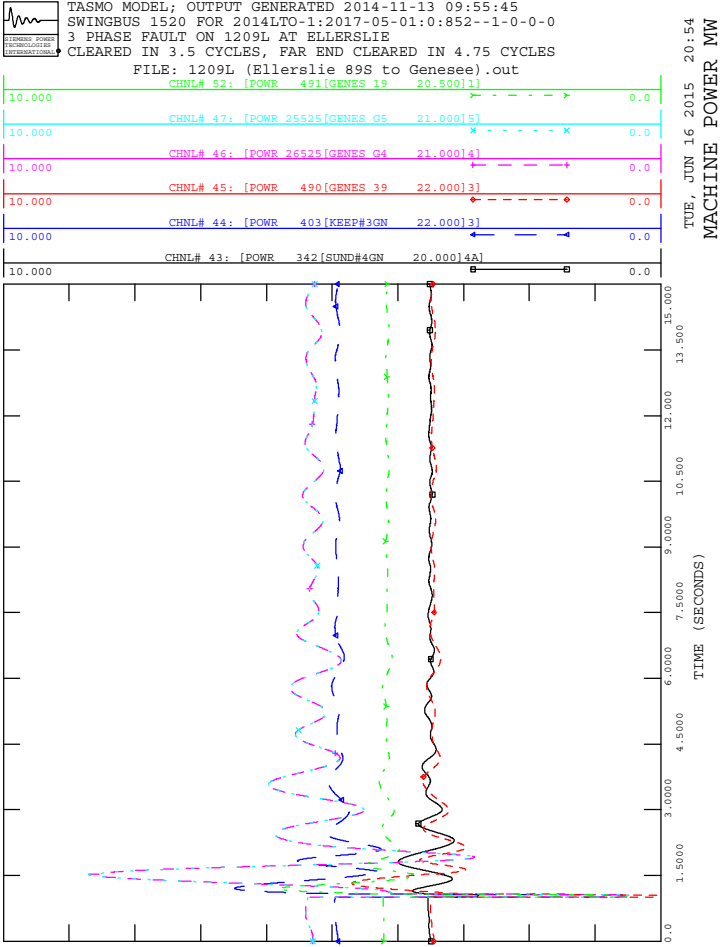


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



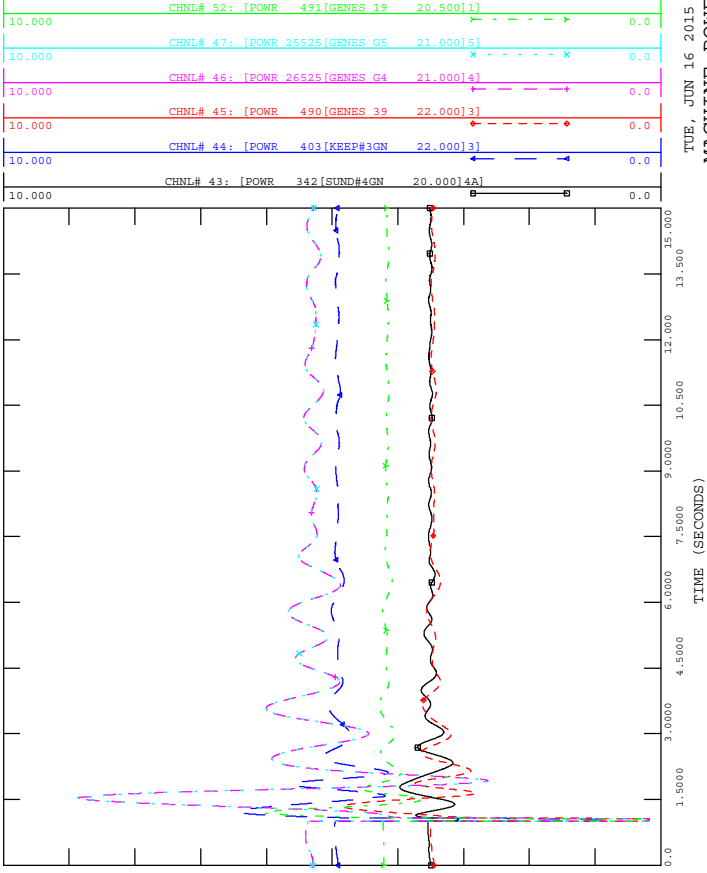
TUE, JUN 16 2015 20:54
 BUS VOLTAGE



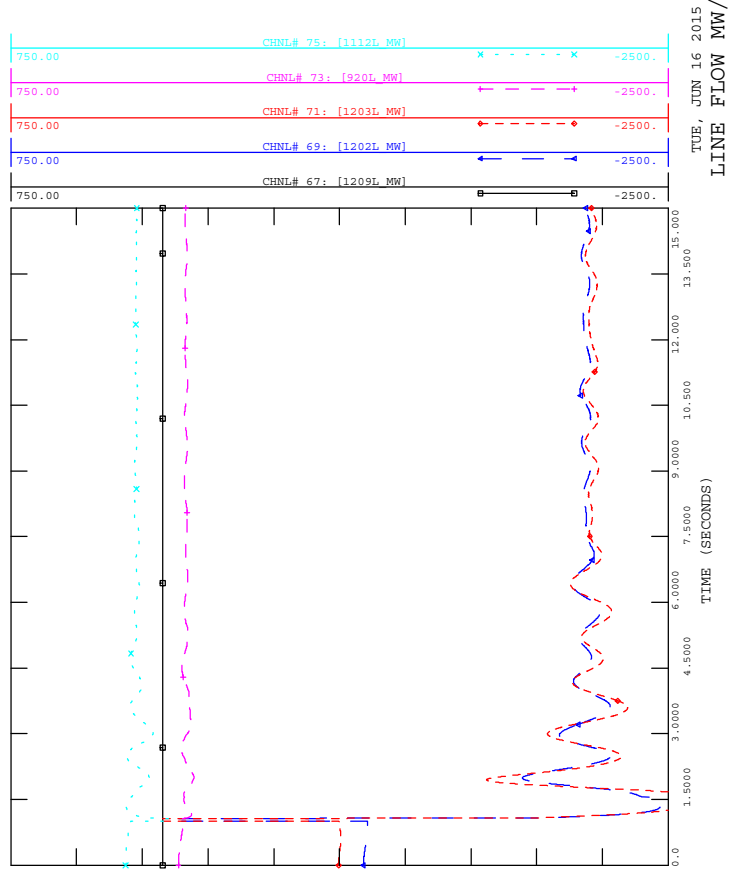




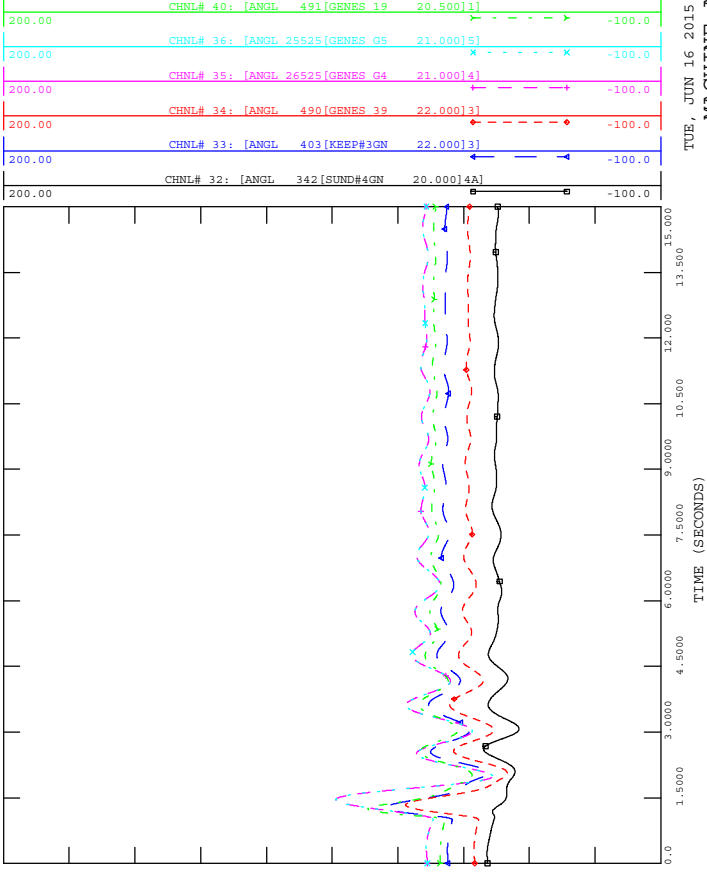
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



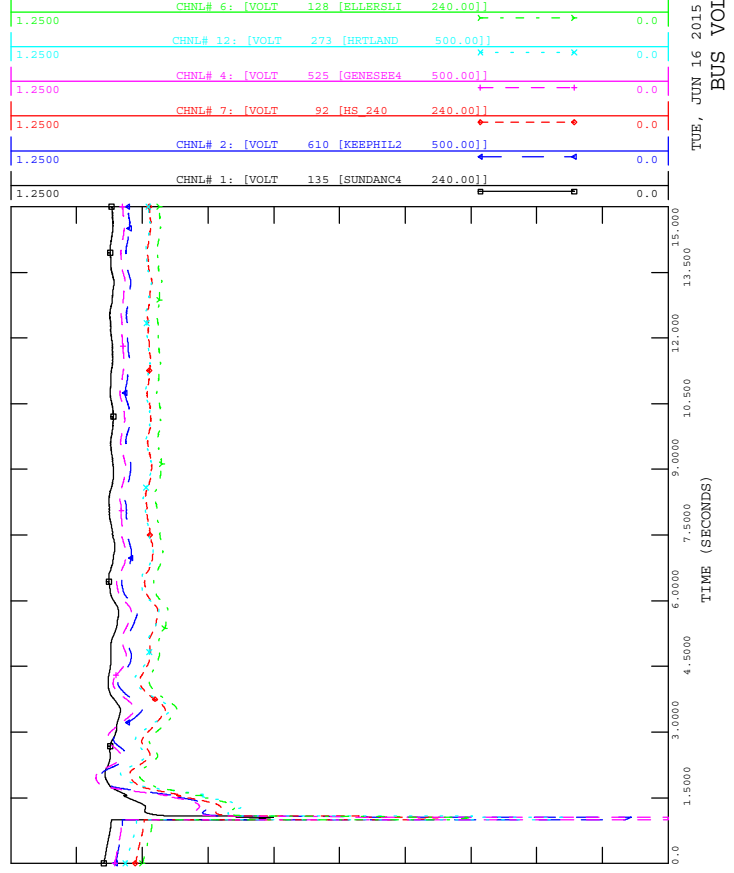
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

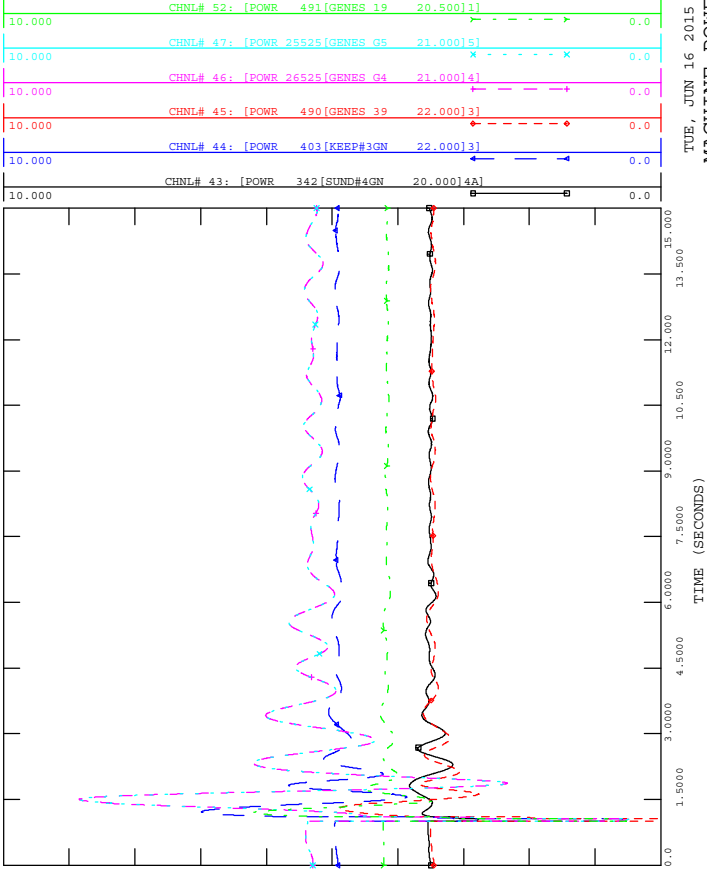


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

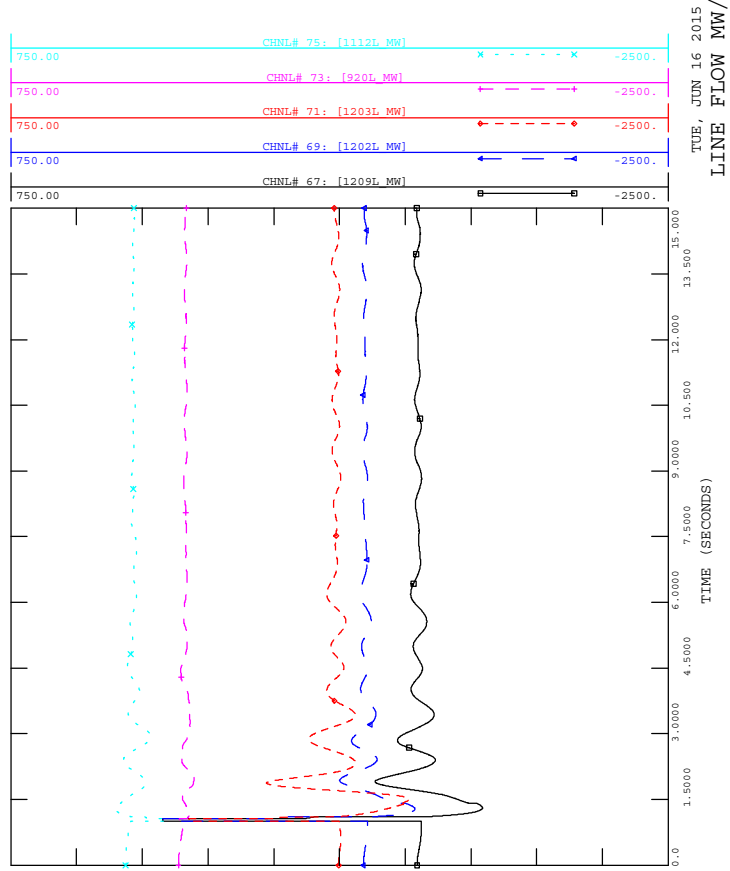




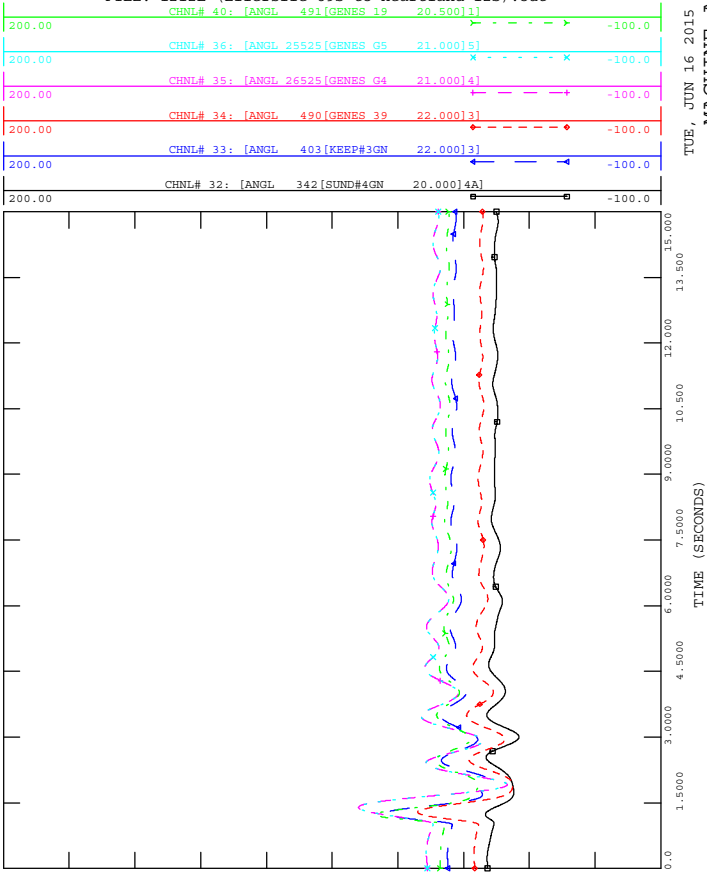
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



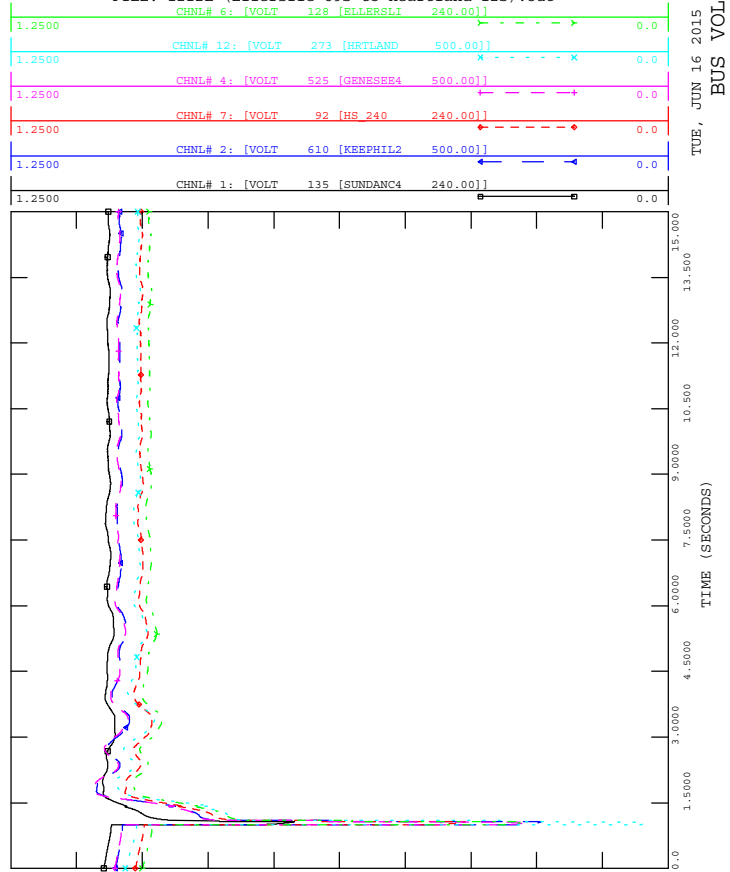
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 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out

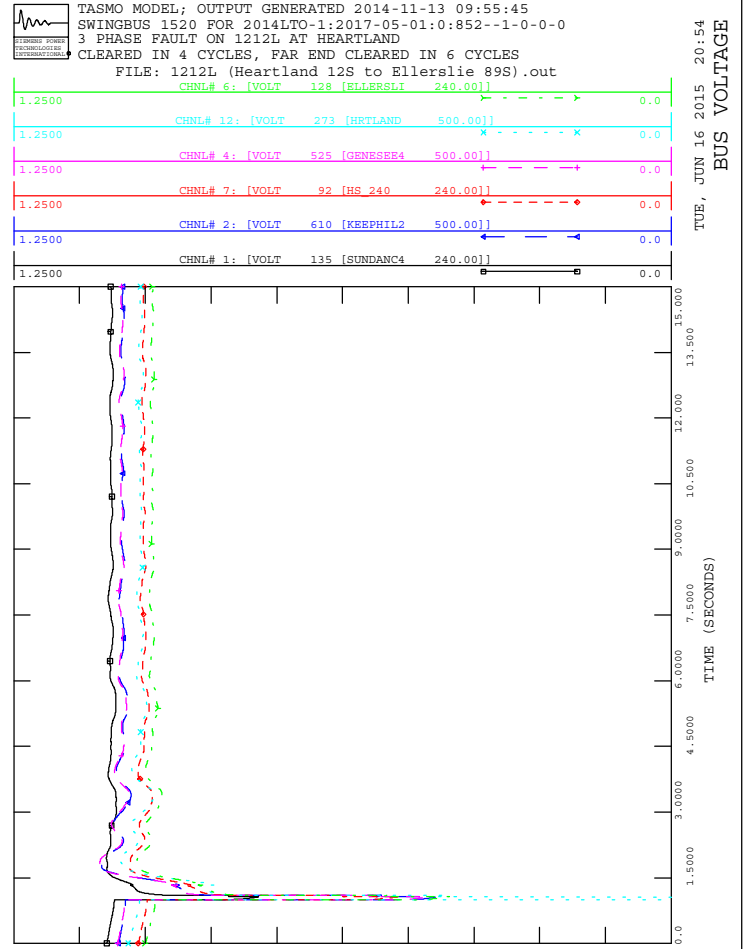
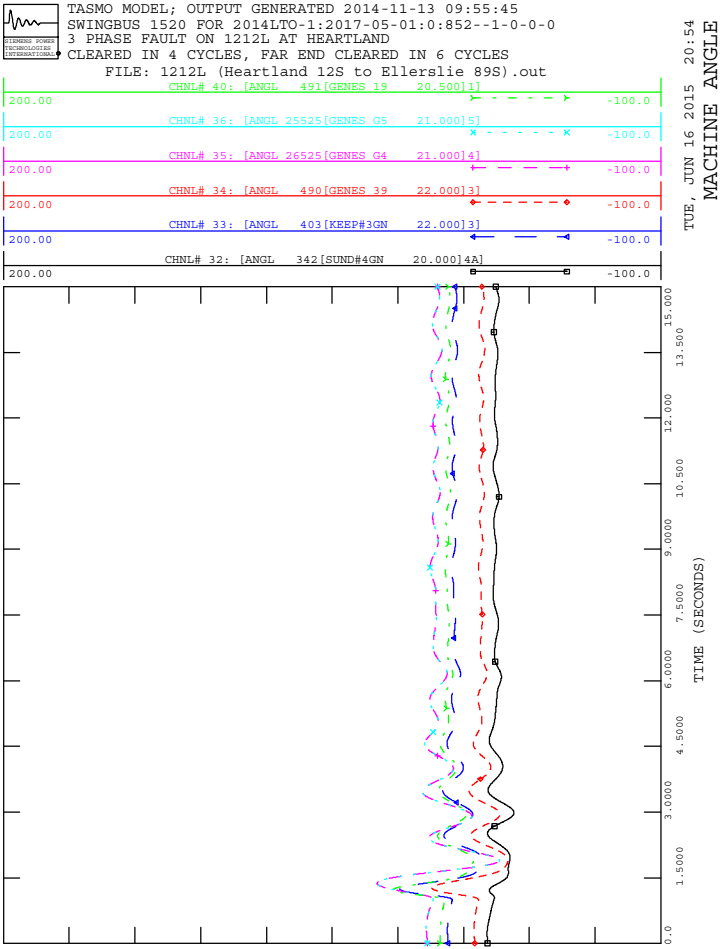
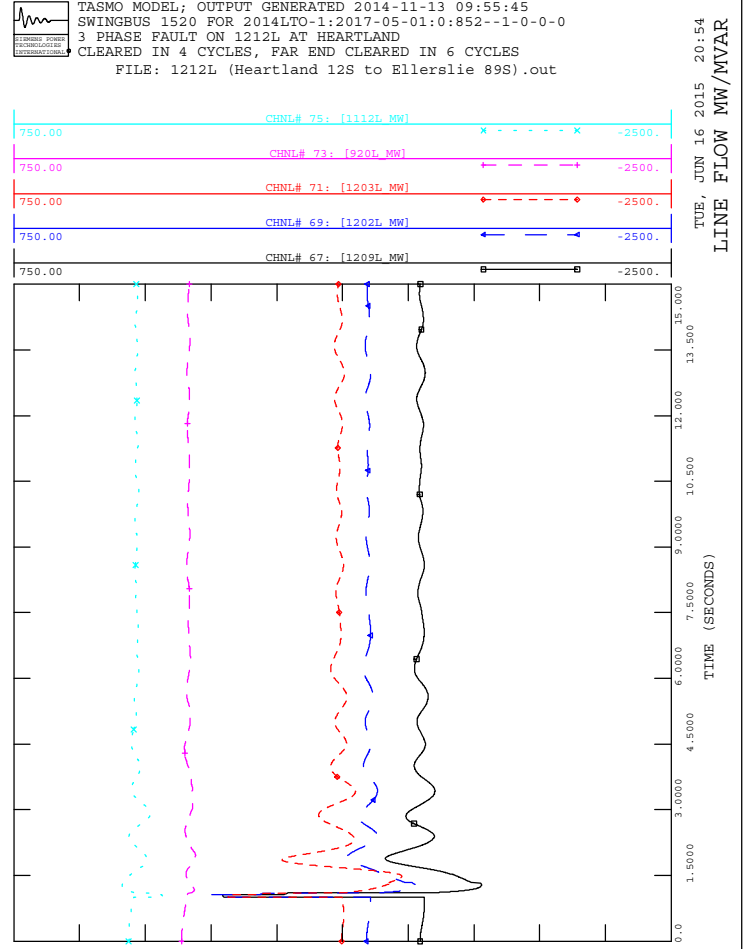
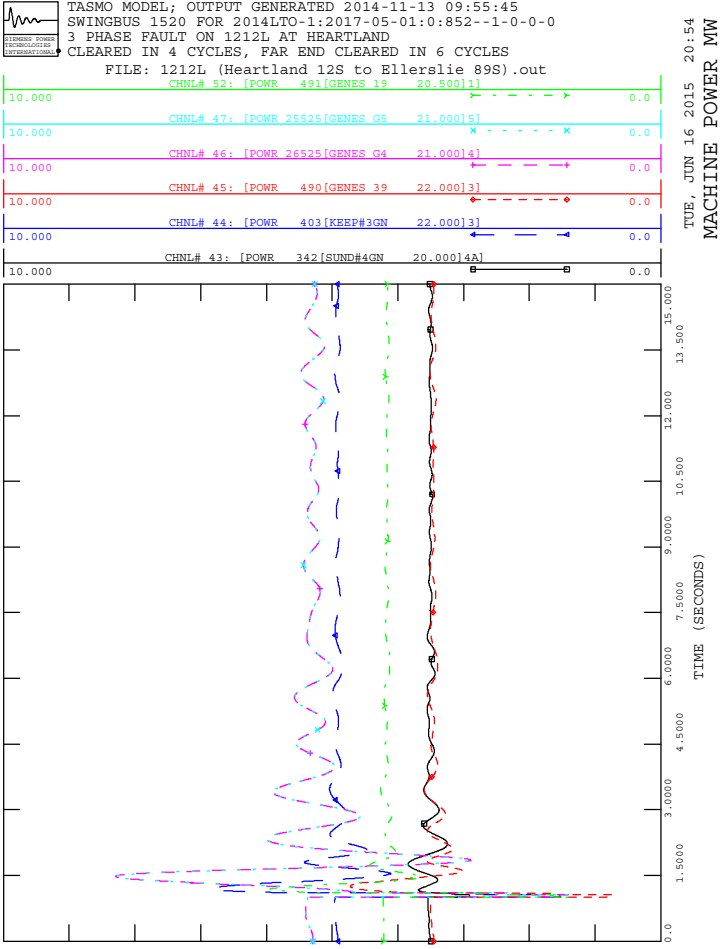


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



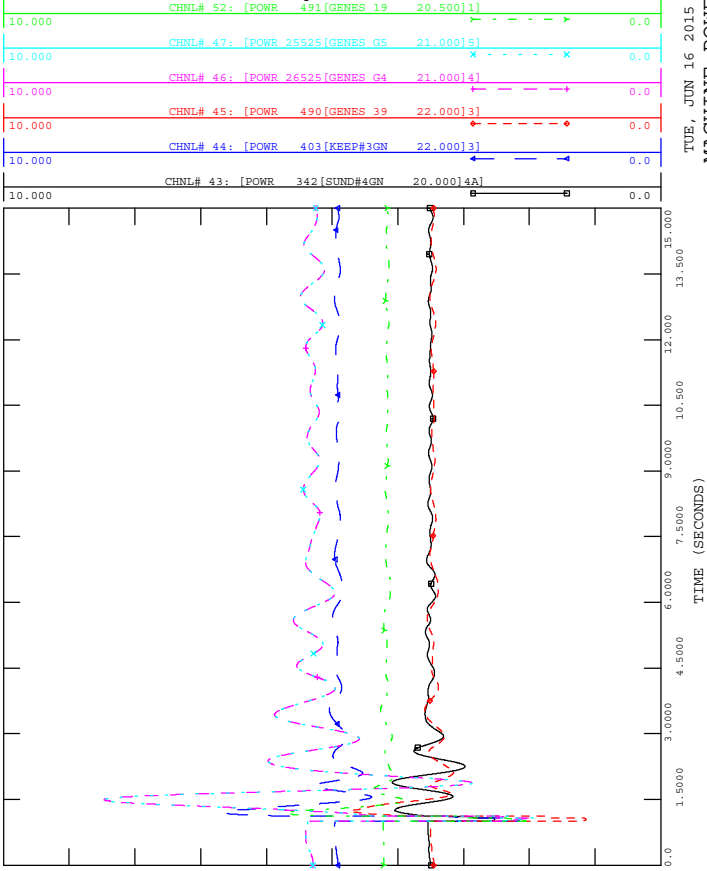
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out







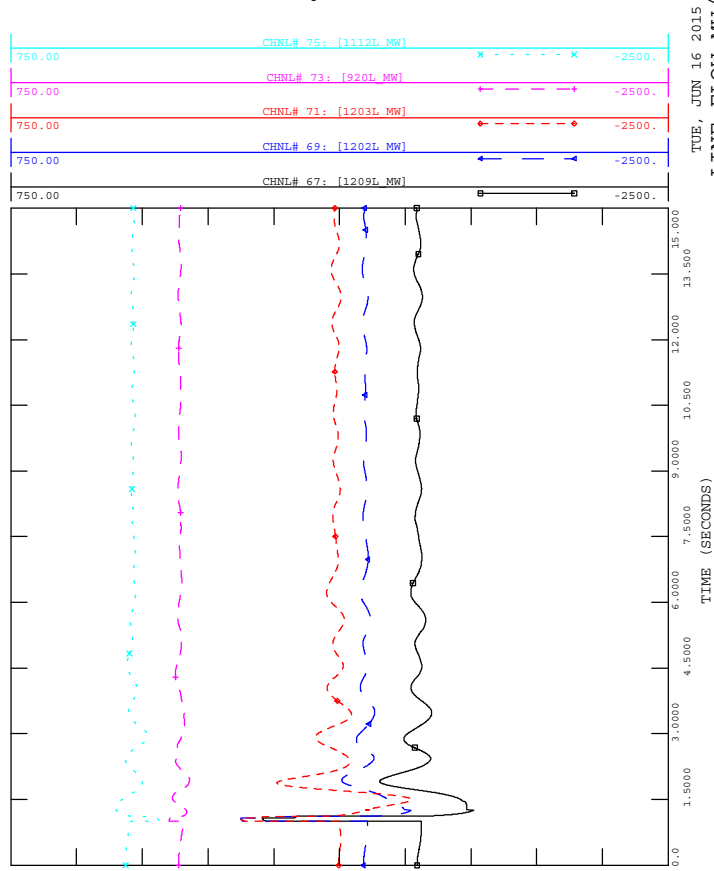
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



TUE, JUN 16 2015 20:53
 MACHINE POWER MW



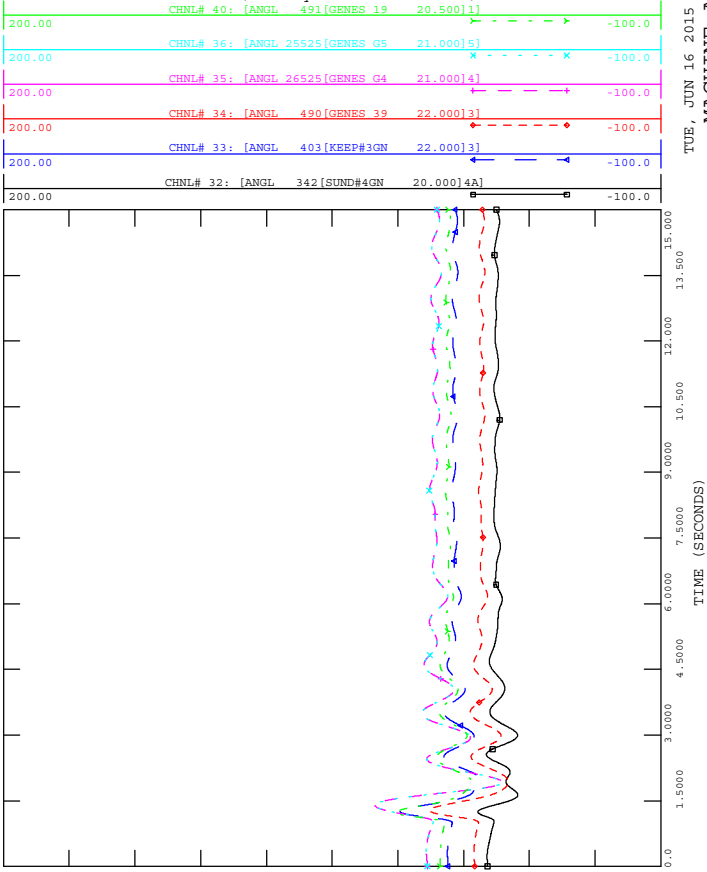
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



TUE, JUN 16 2015 20:53
 LINE FLOW MW/MVAR



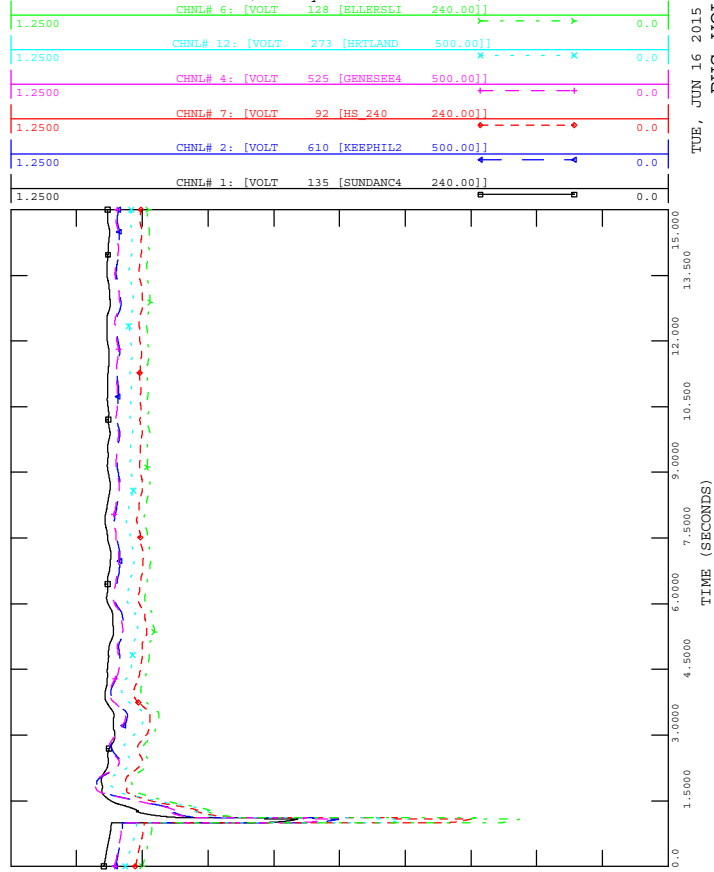
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



TUE, JUN 16 2015 20:53
 MACHINE ANGLE



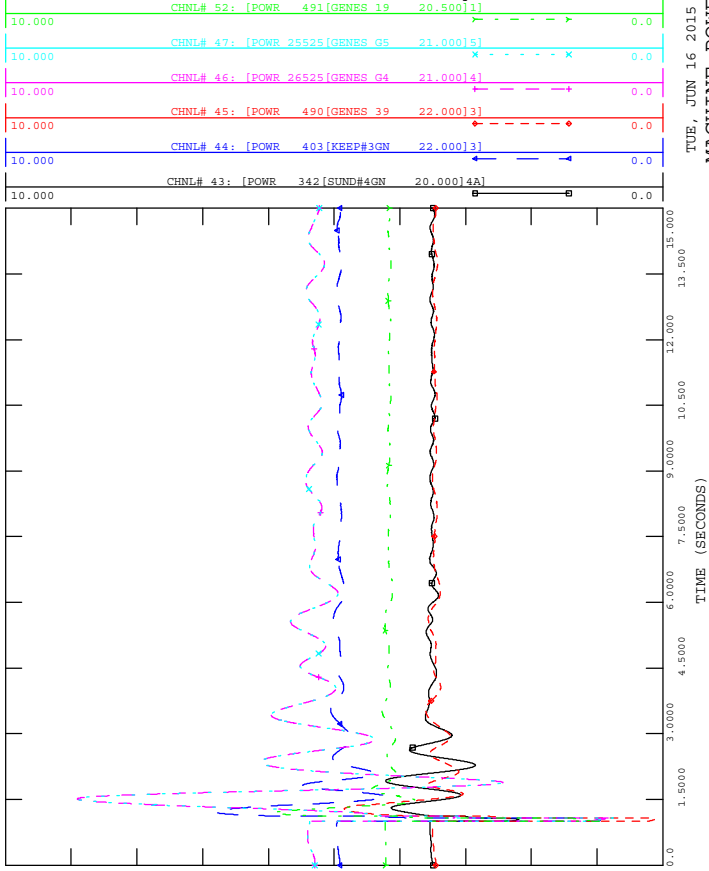
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



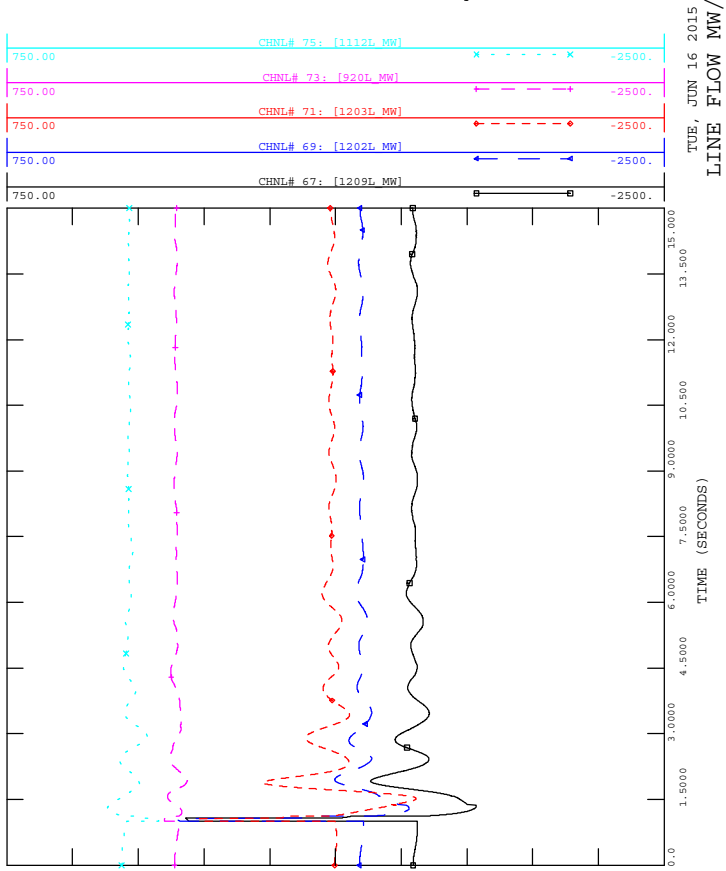
TUE, JUN 16 2015 20:53
 BUS VOLTAGE



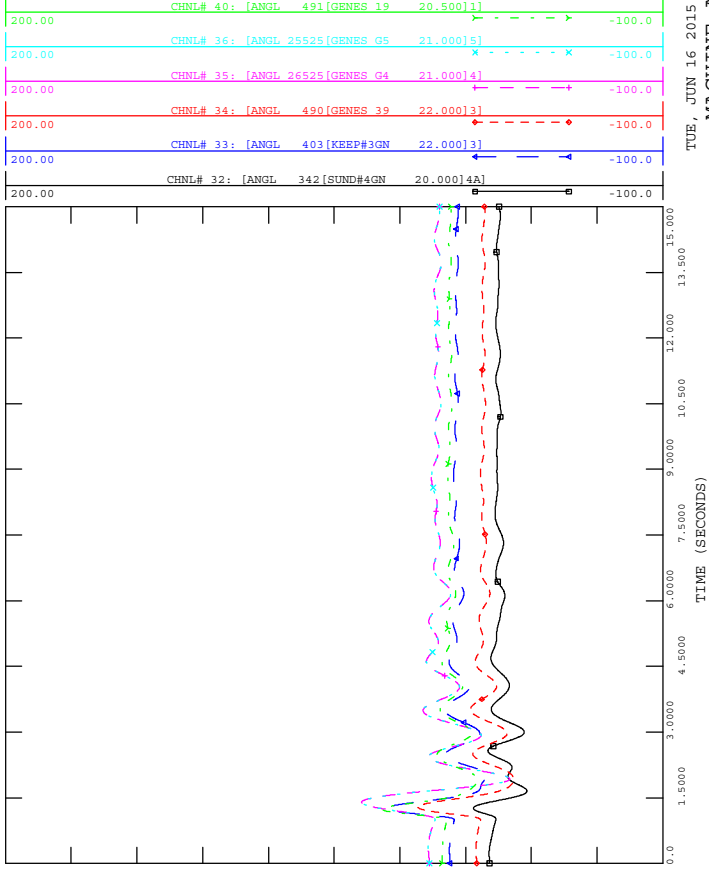
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out



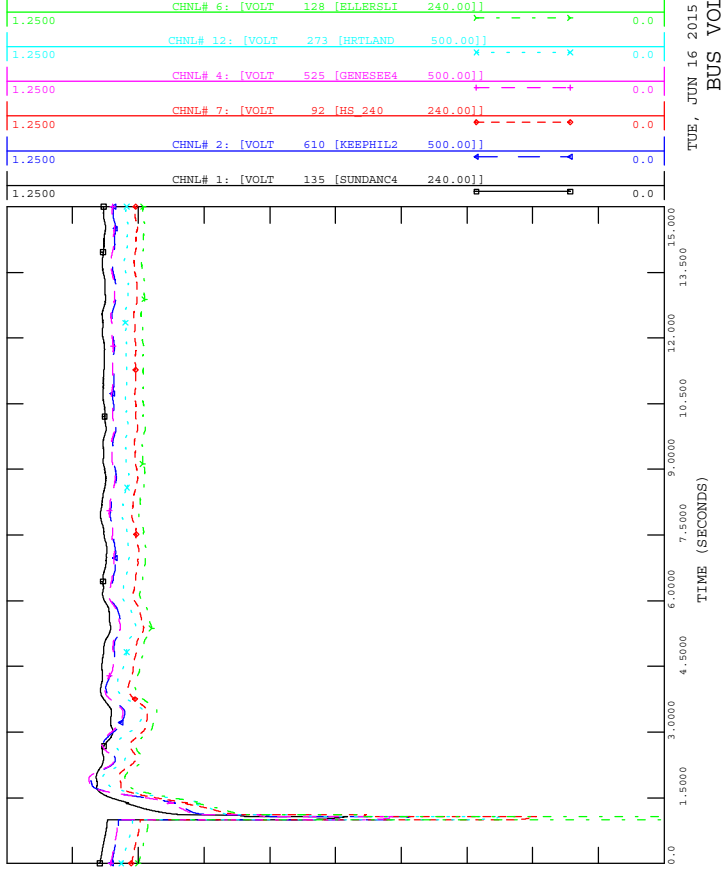
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out

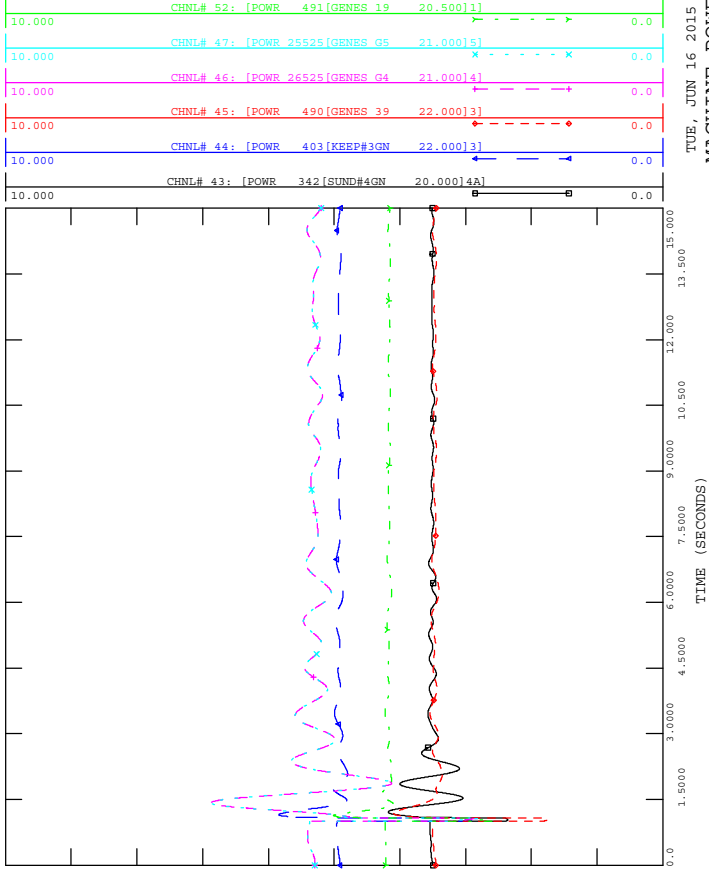


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out

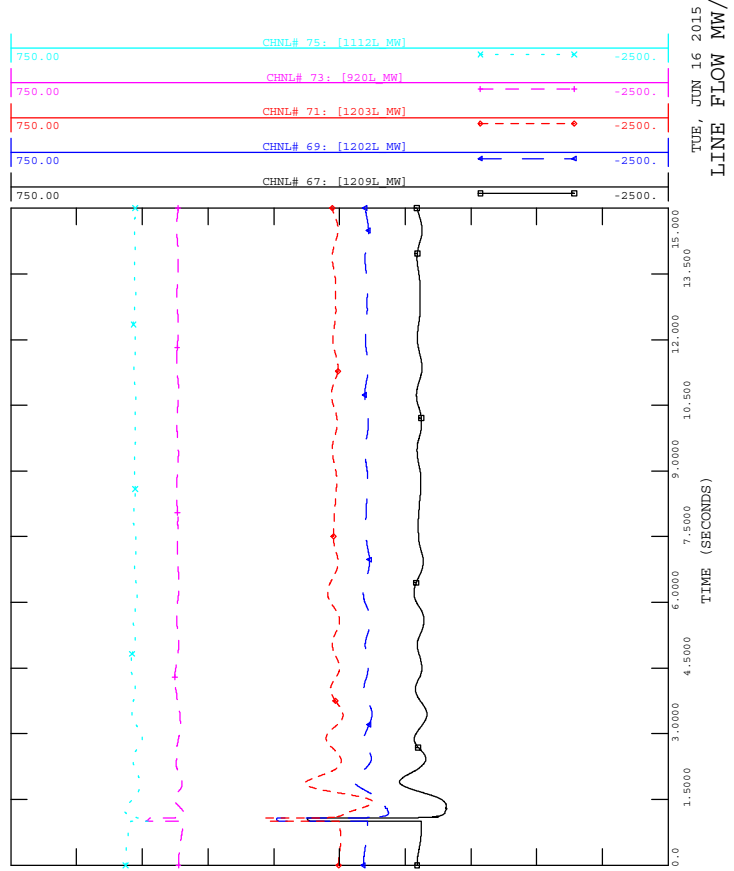




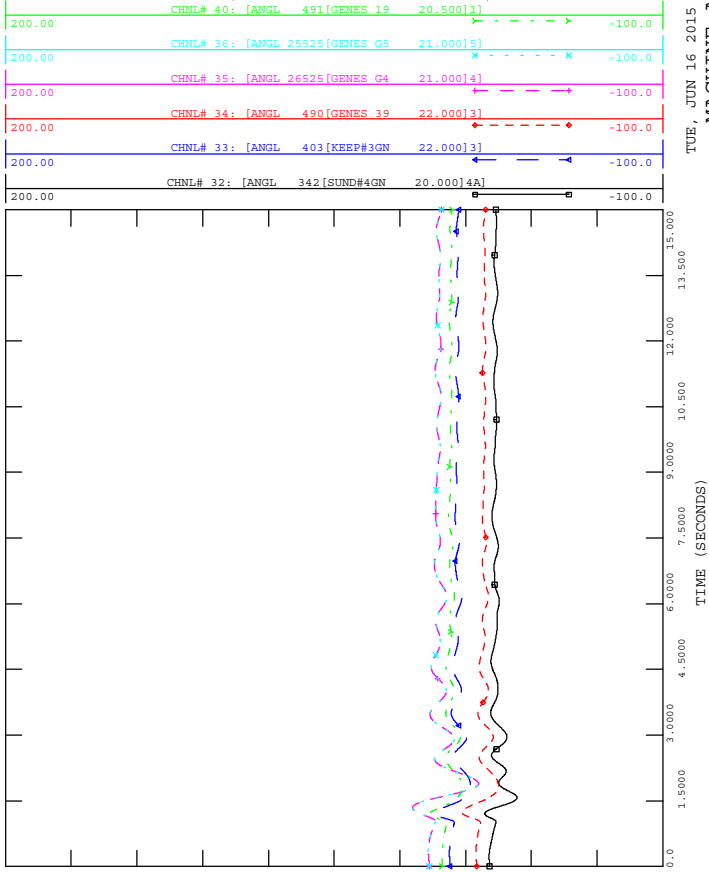
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



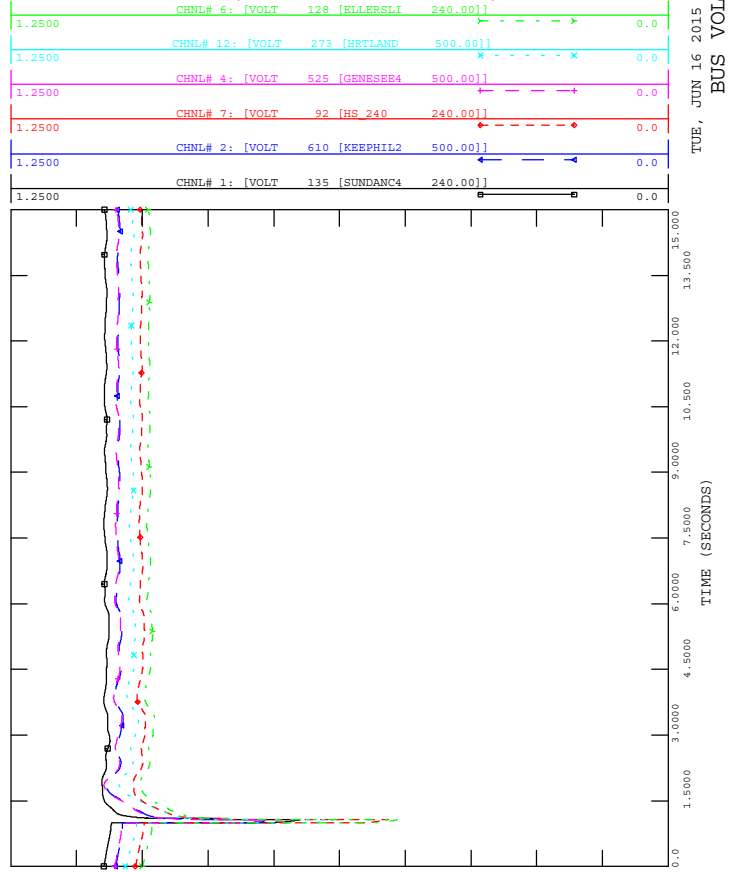
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

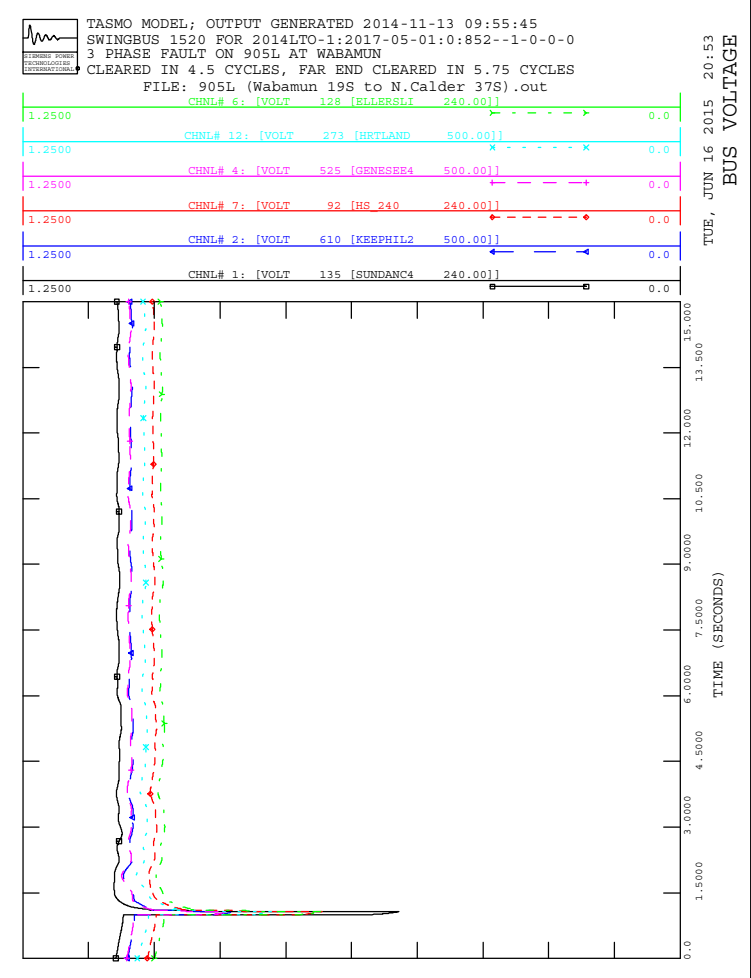
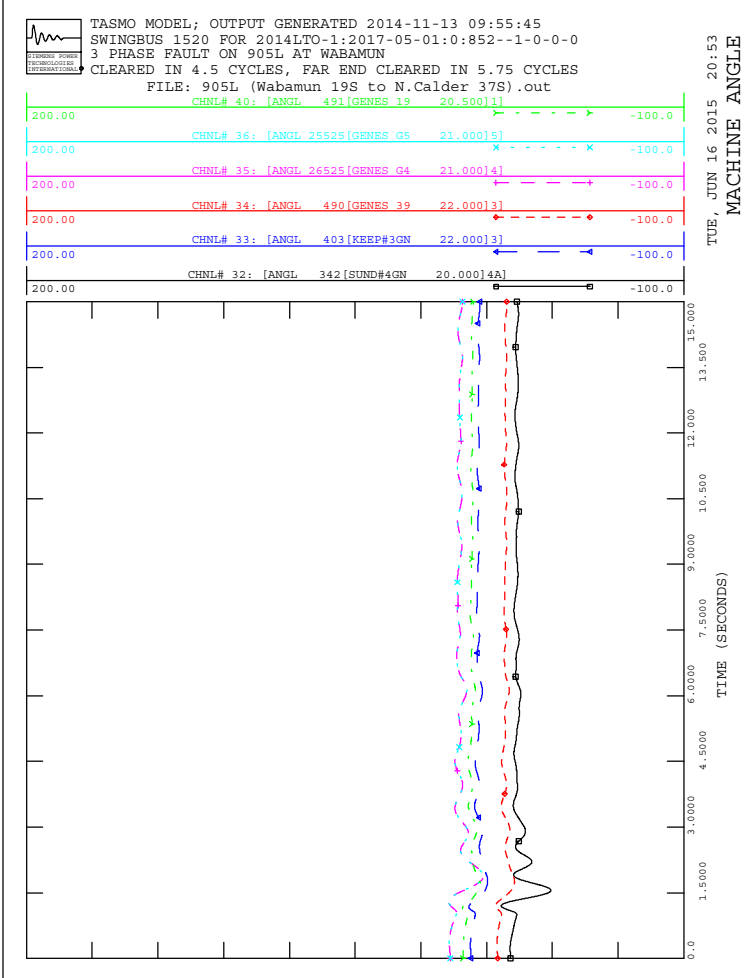
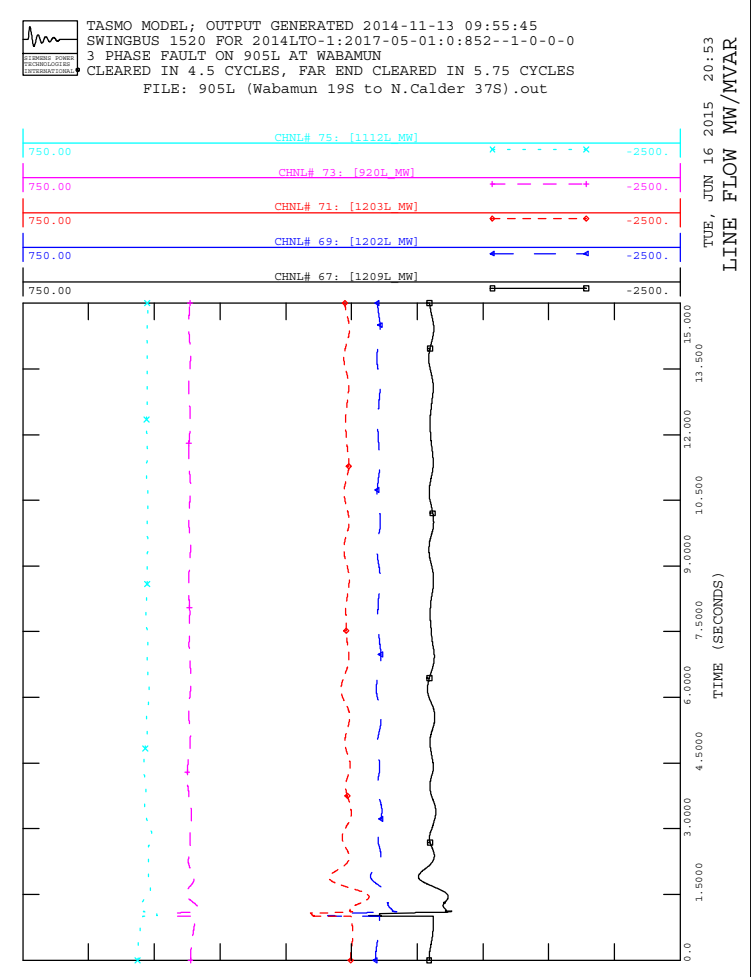
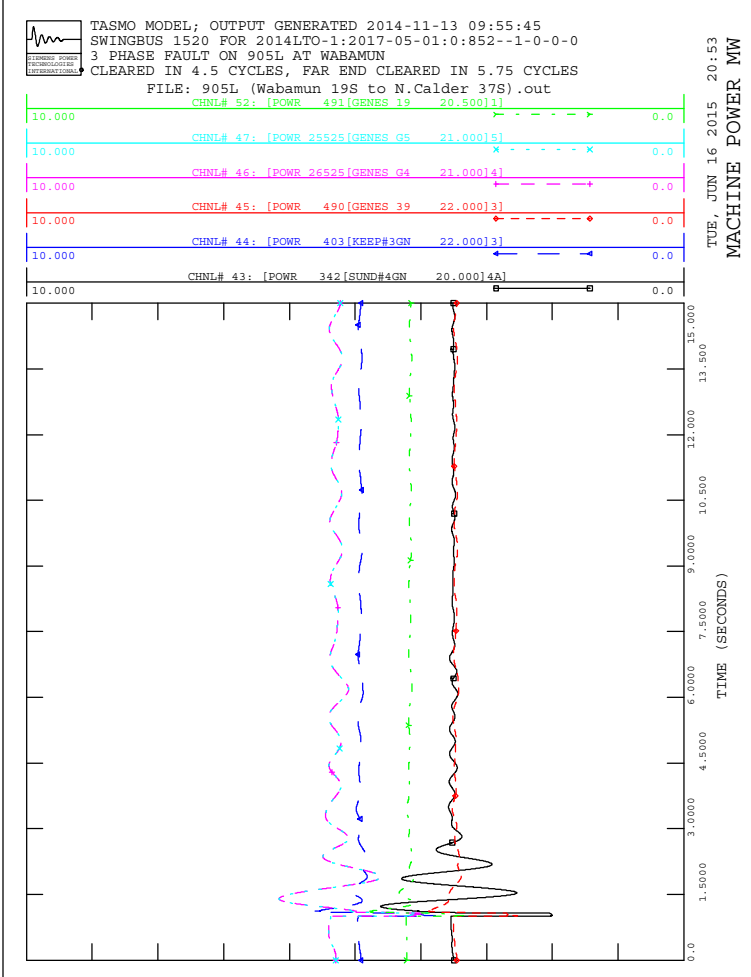


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



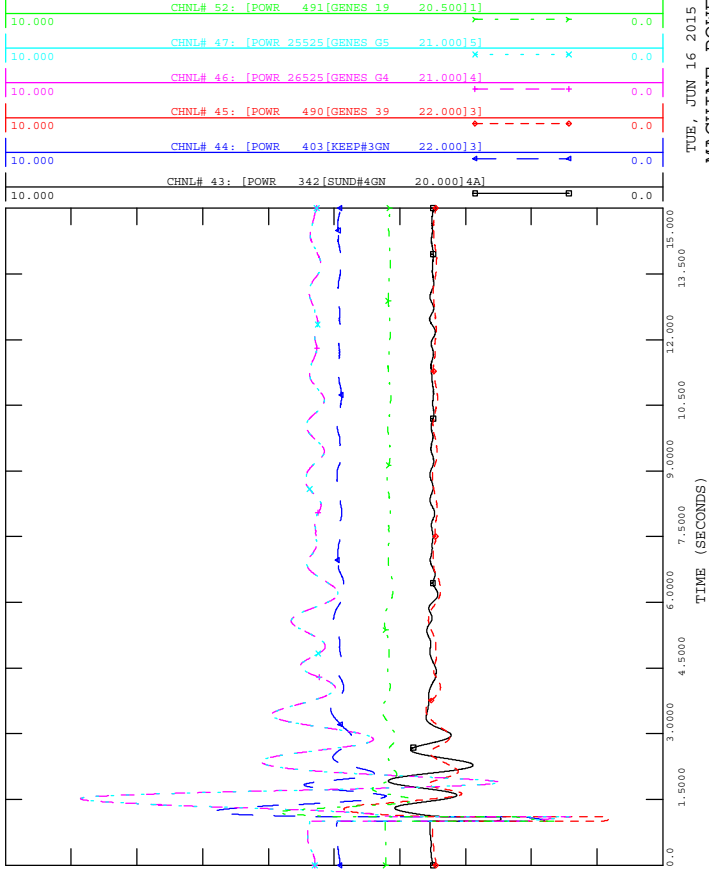
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



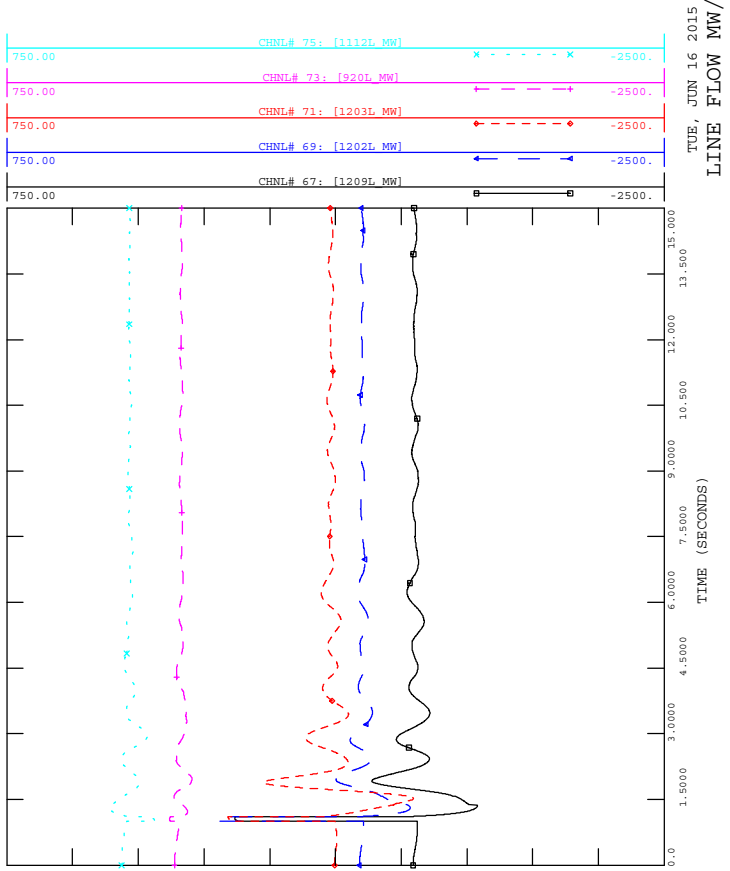




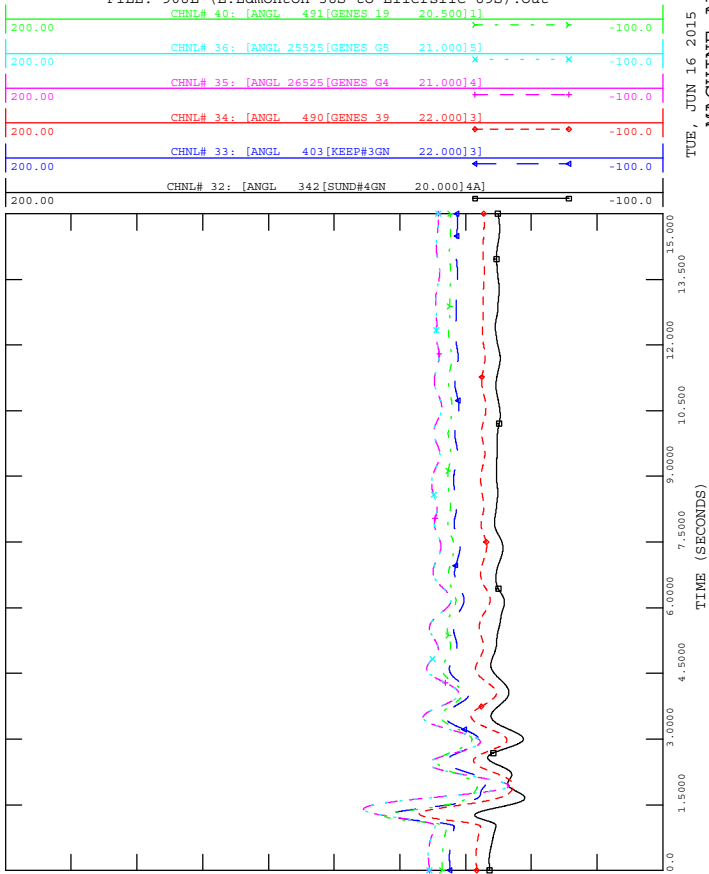
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



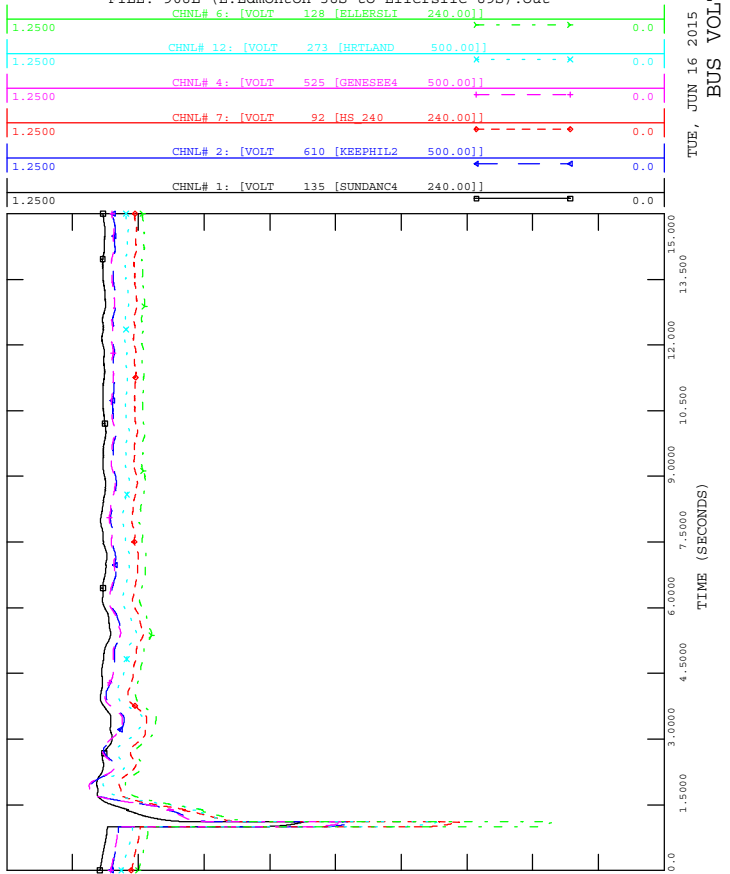
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out

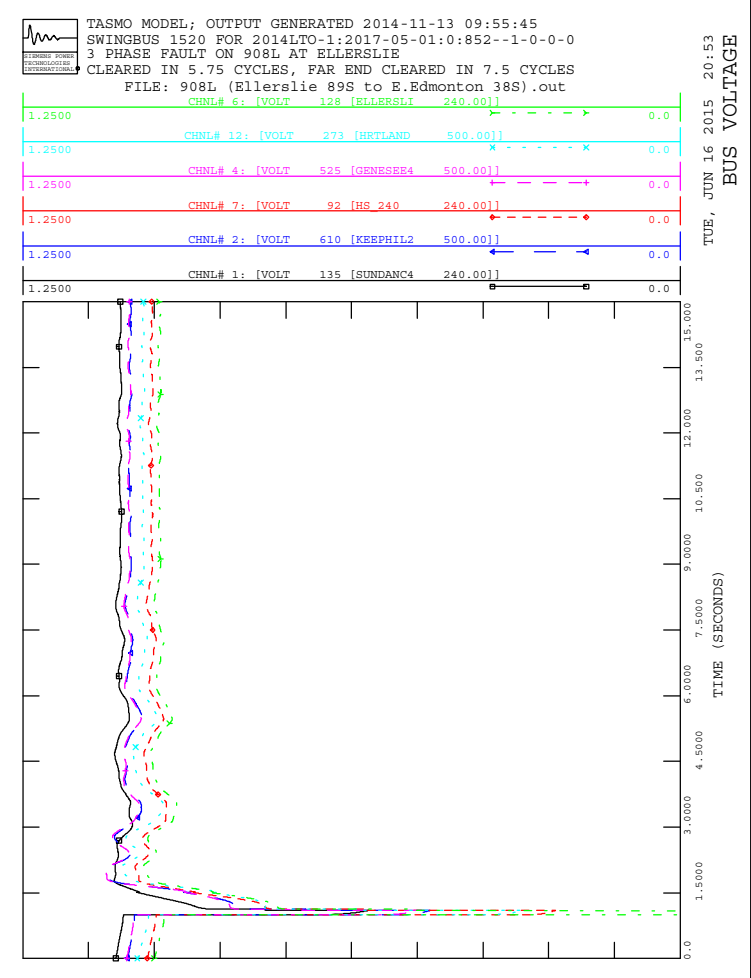
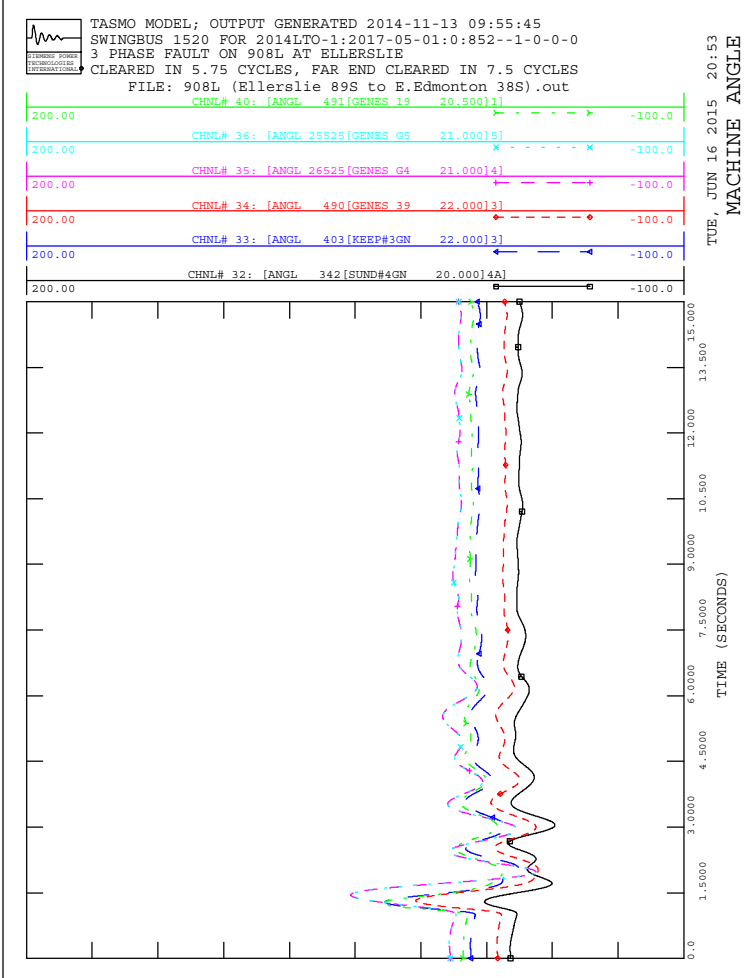
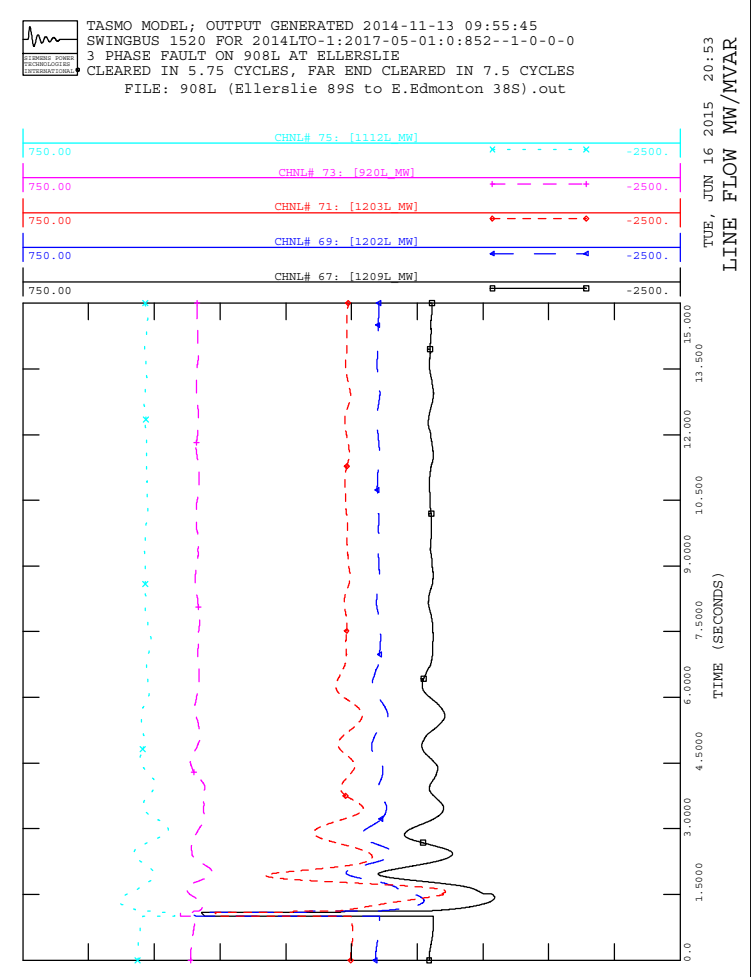
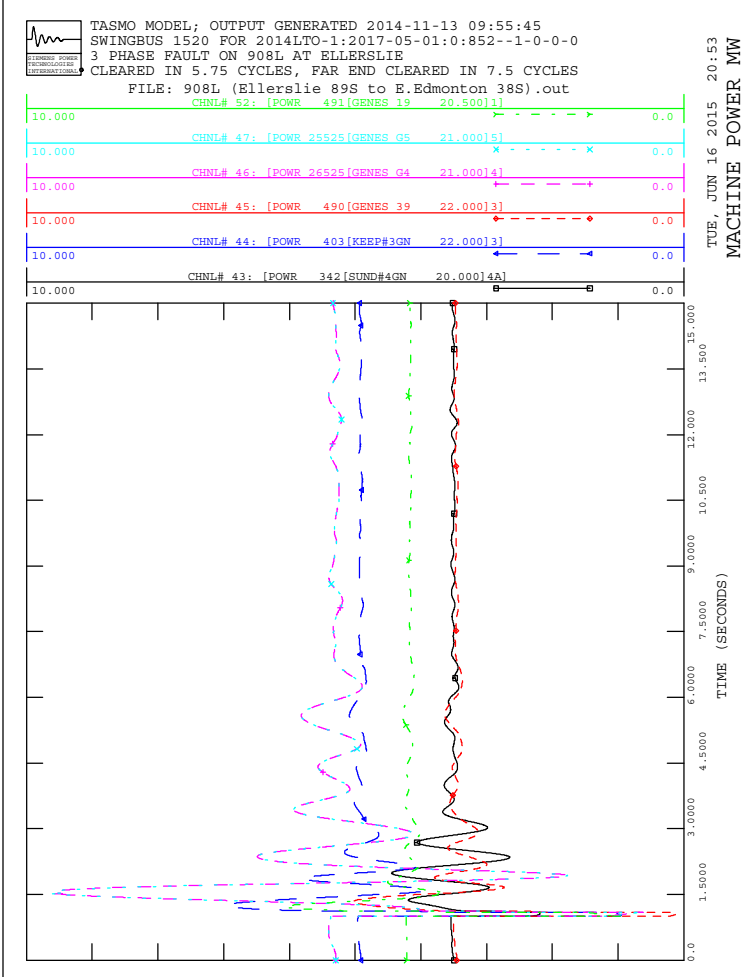


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



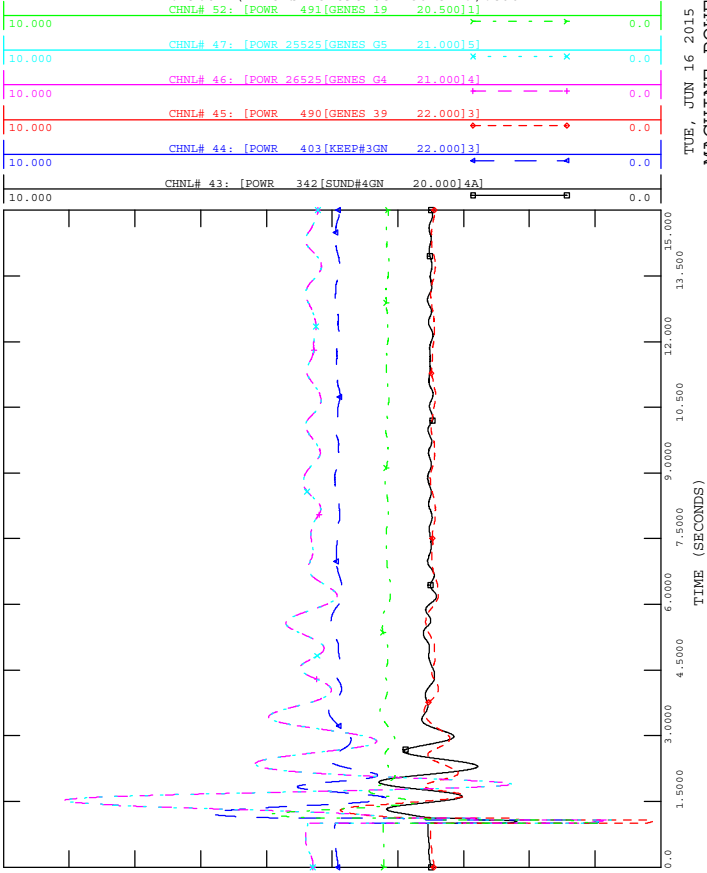
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



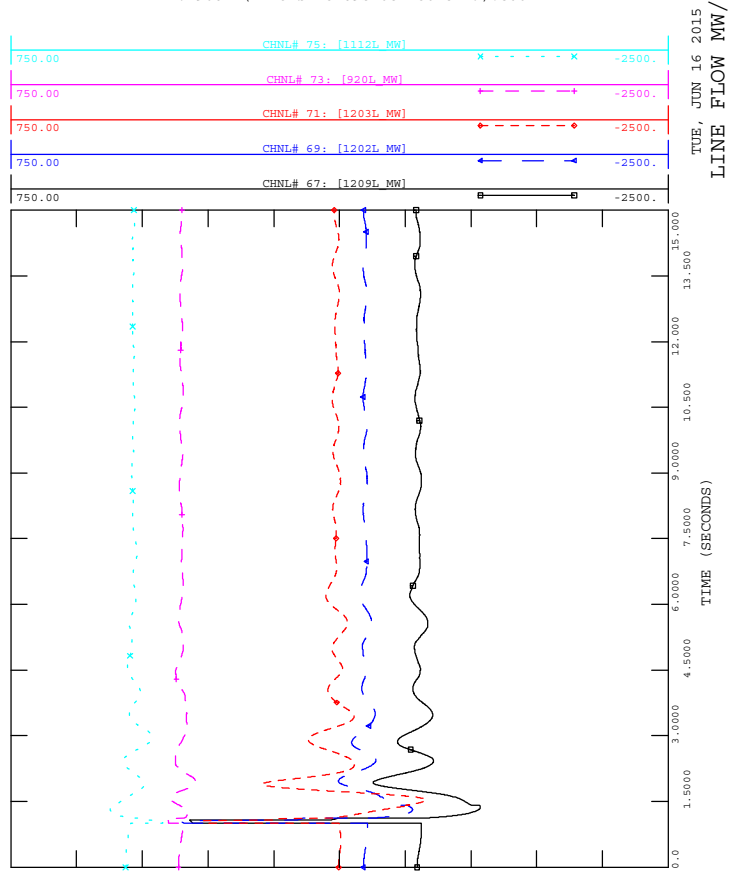




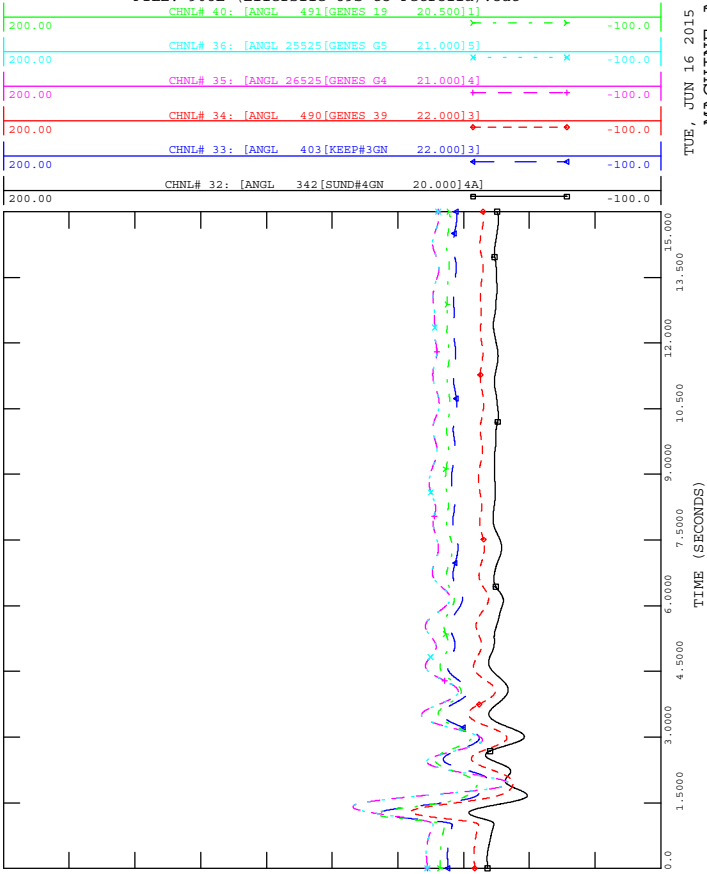
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



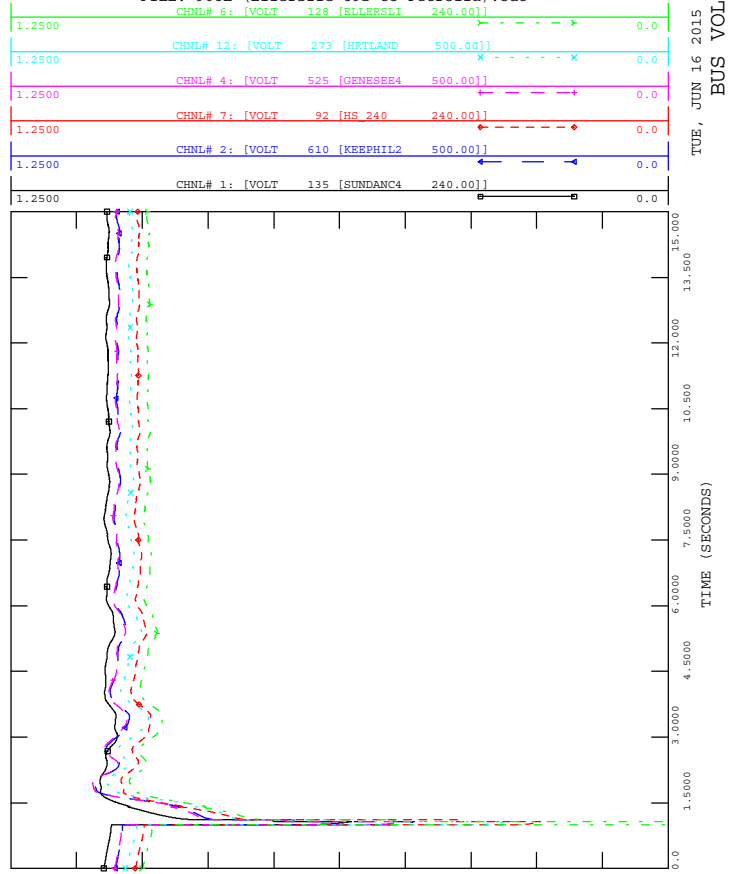
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out

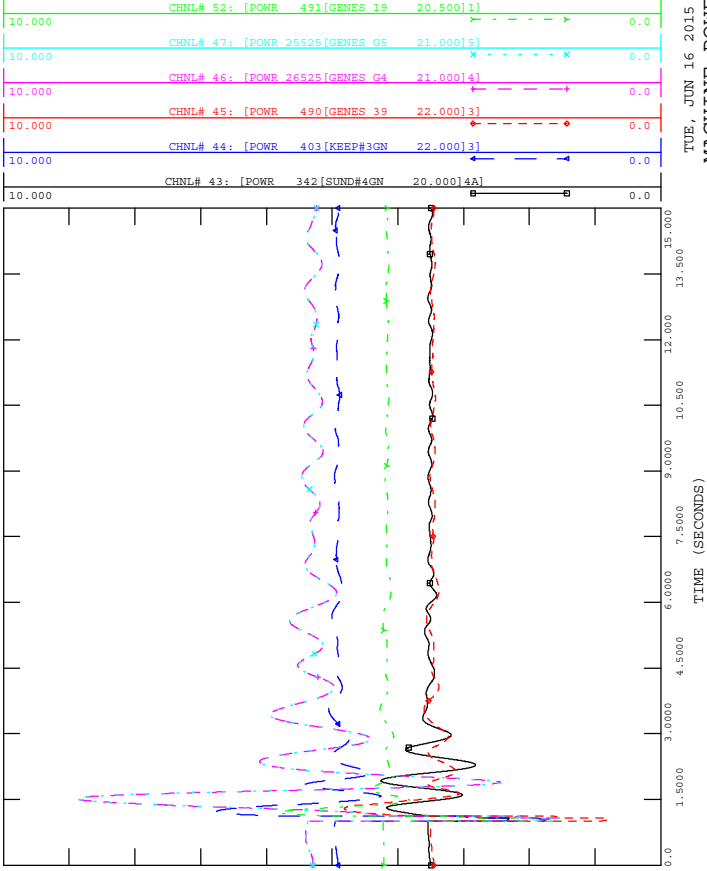


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out

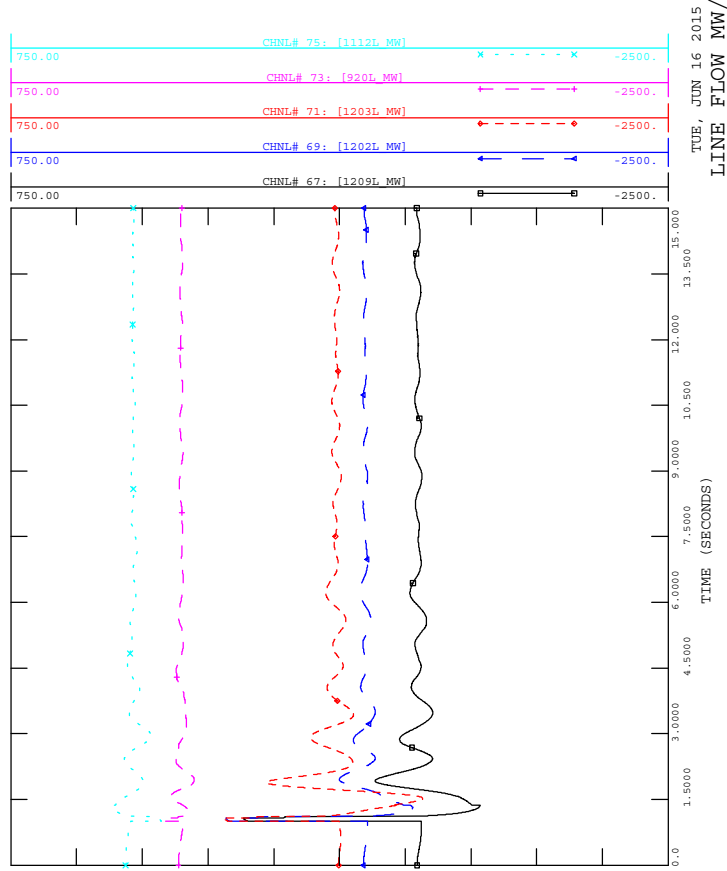




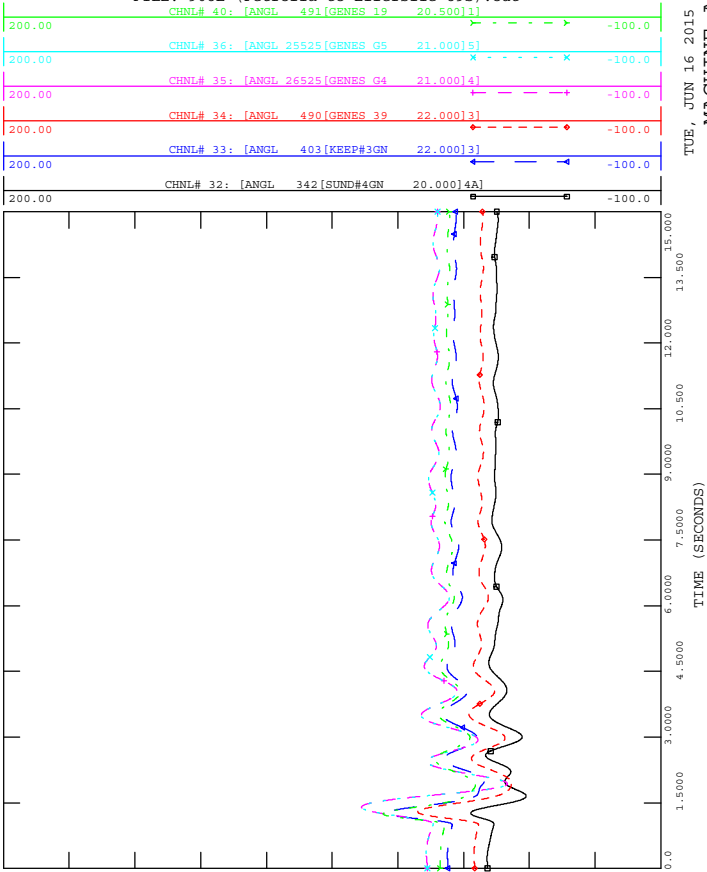
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out
 CHNL# 52: [POWR 491[GENES 19 20.500]1]



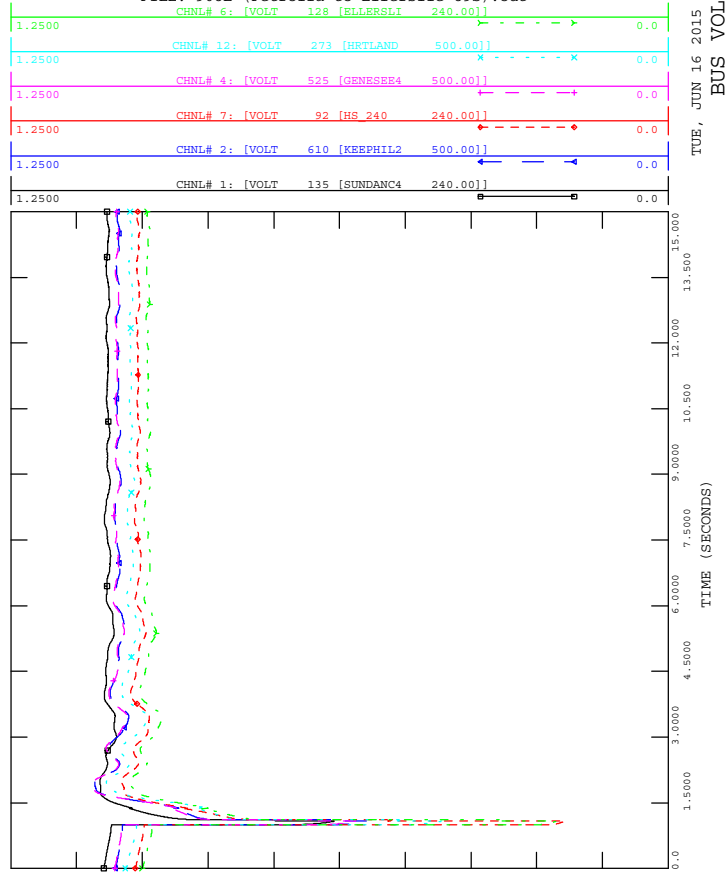
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out

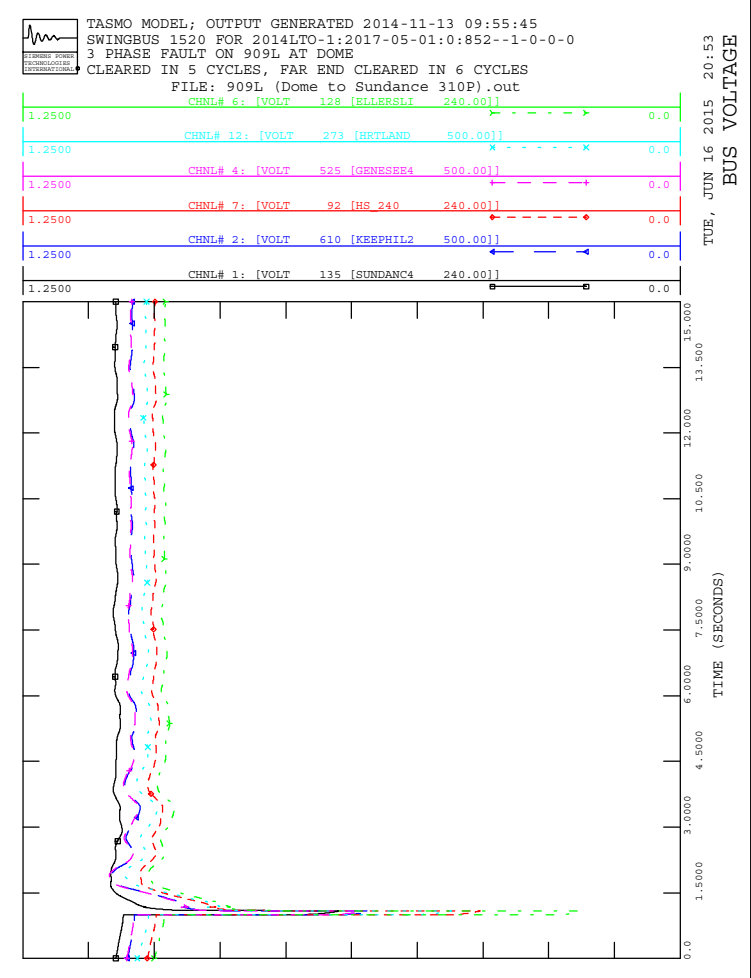
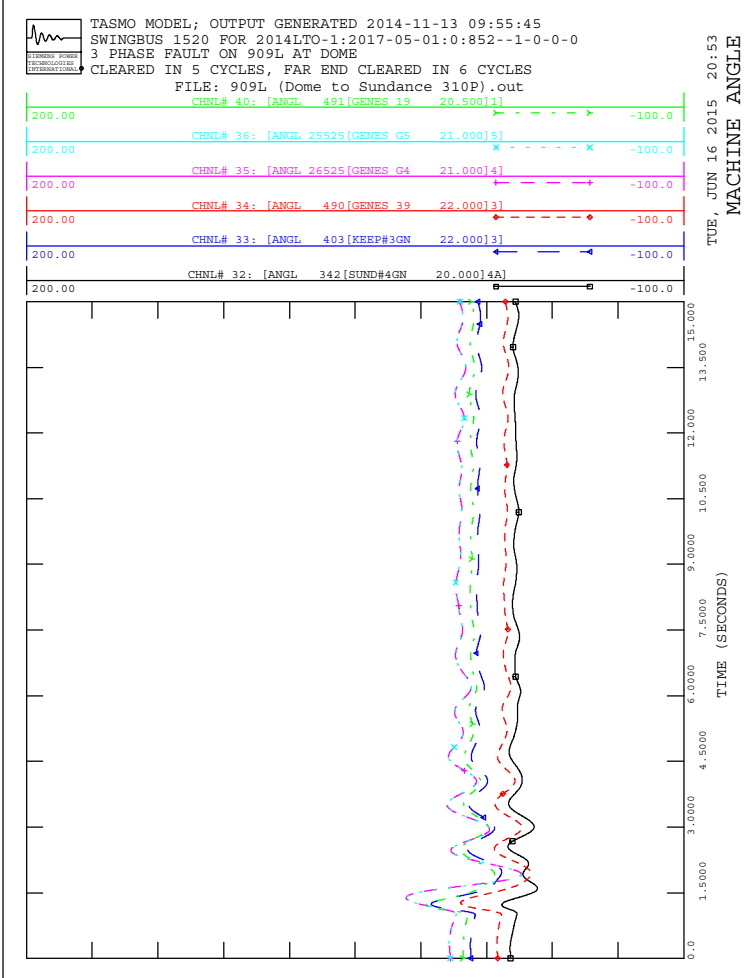
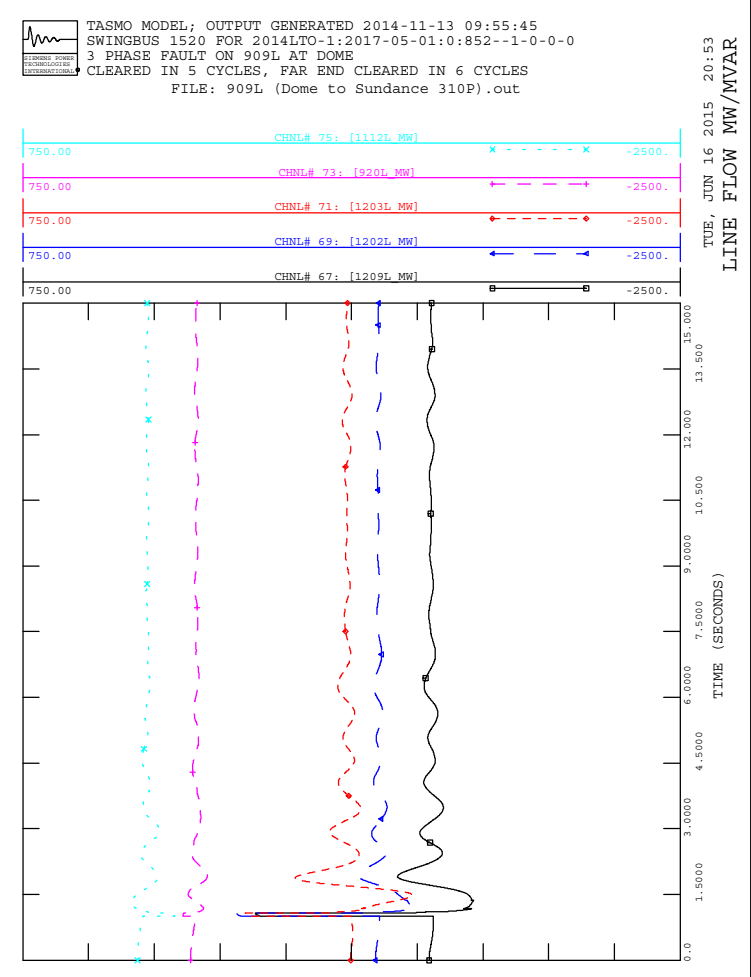
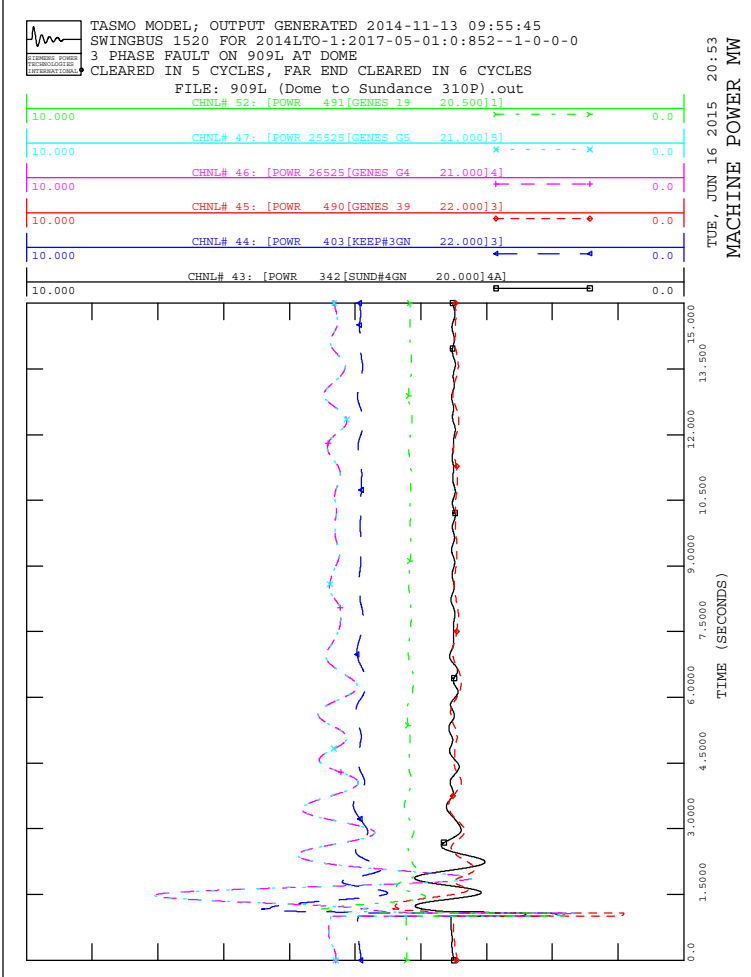


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out
 CHNL# 40: [ANGL 491[GENES 19 20.500]1]



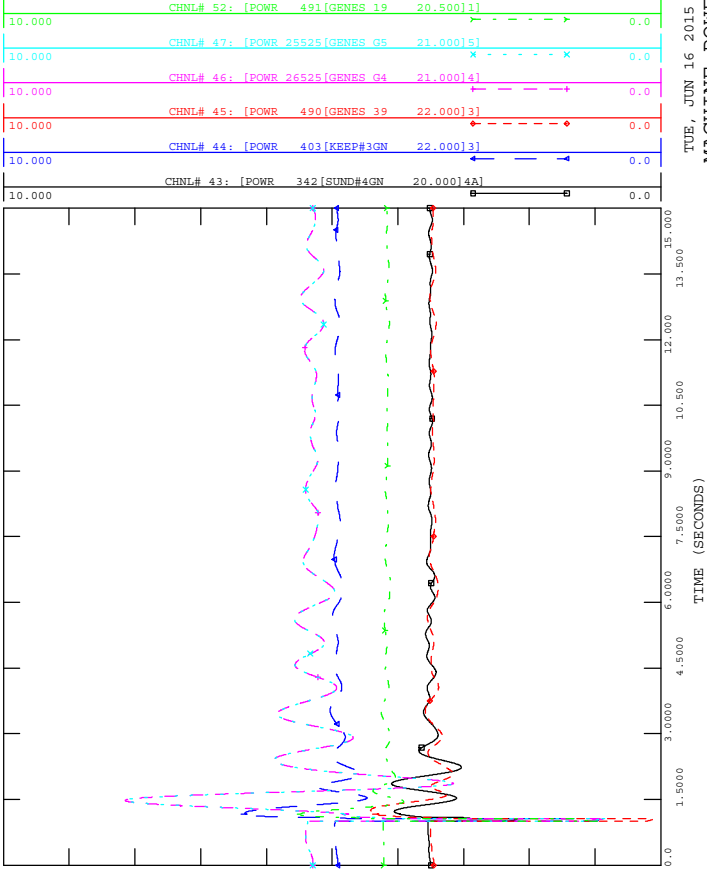
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out
 CHNL# 6: [VOLT 128 [ELLERSL1 240.00]]



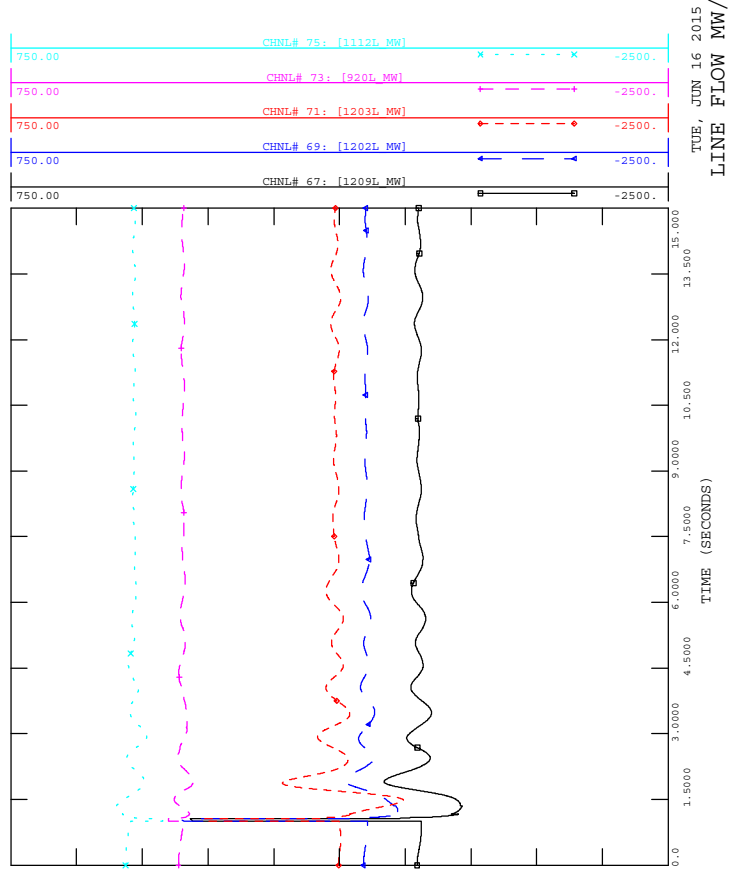




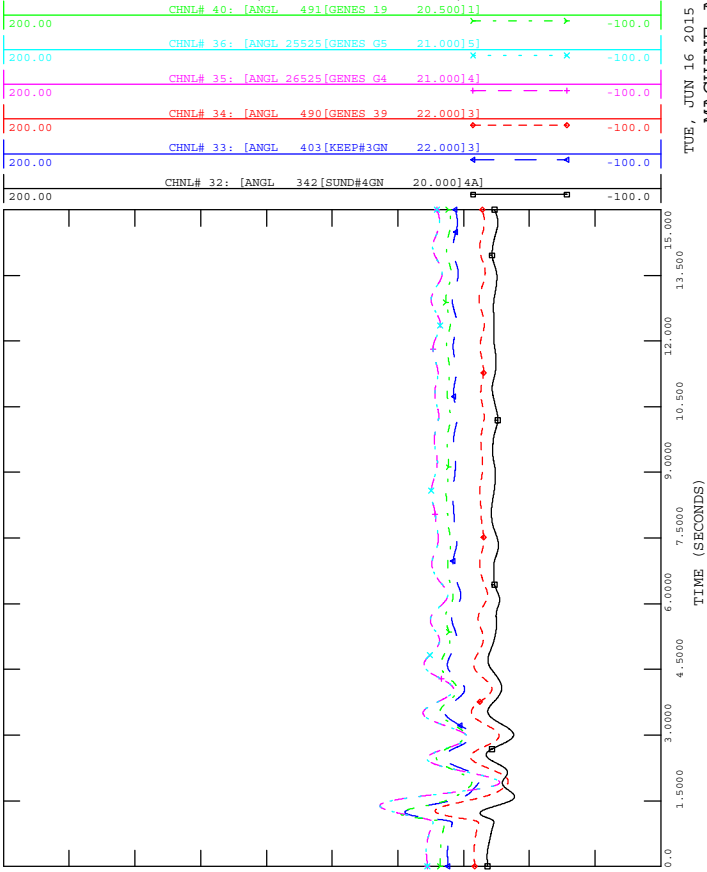
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out



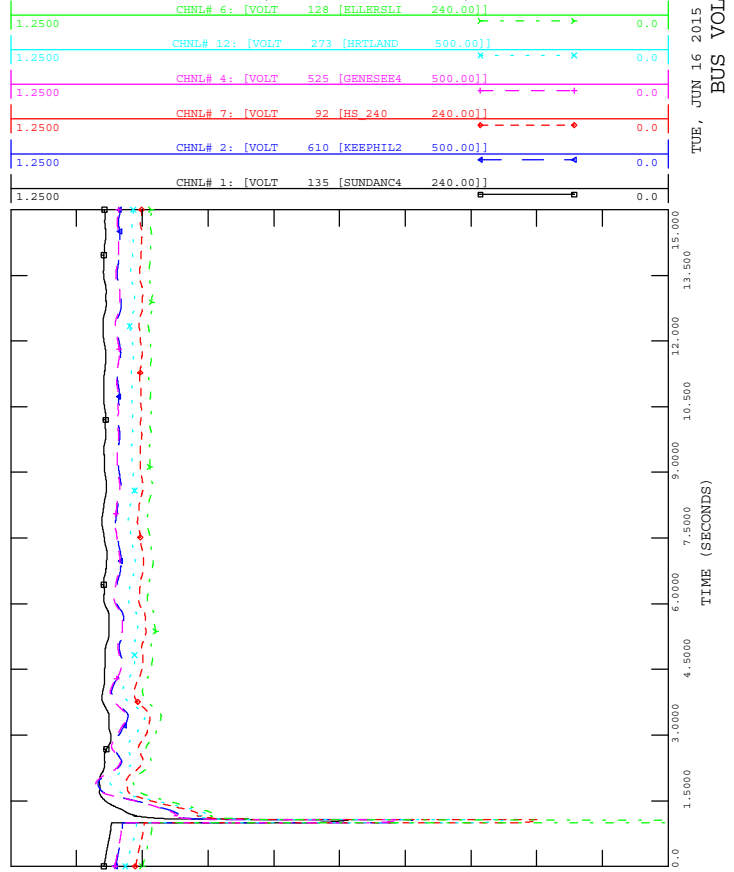
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out

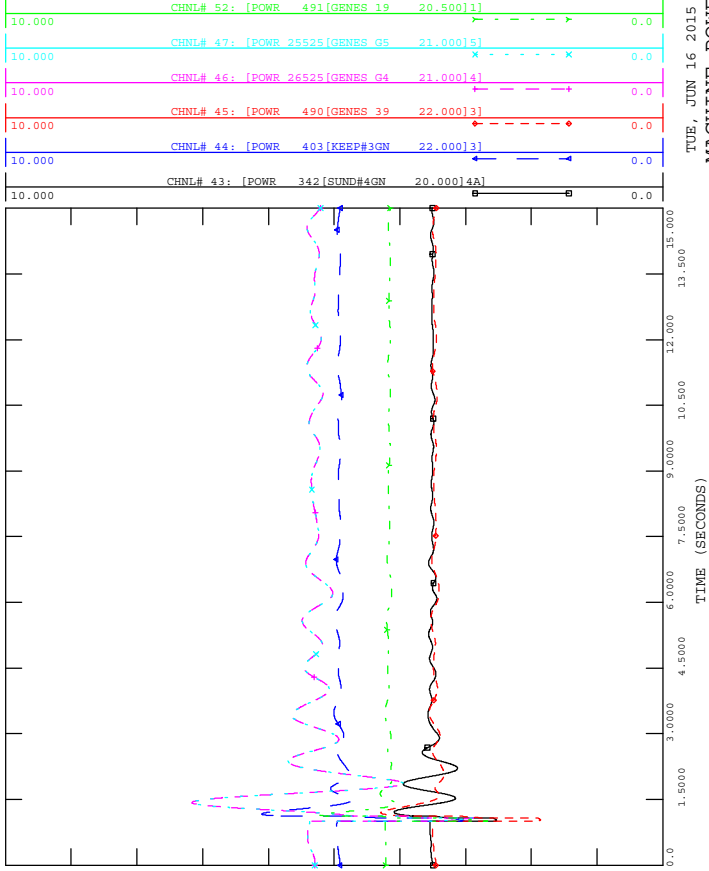


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 909L (Ellerslie 89S to Dome).out

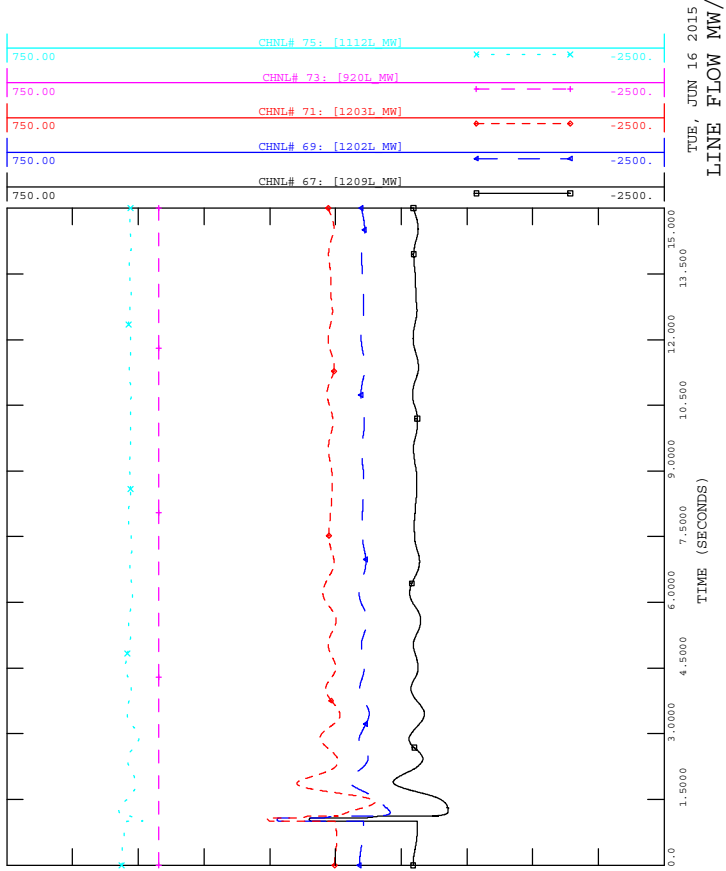




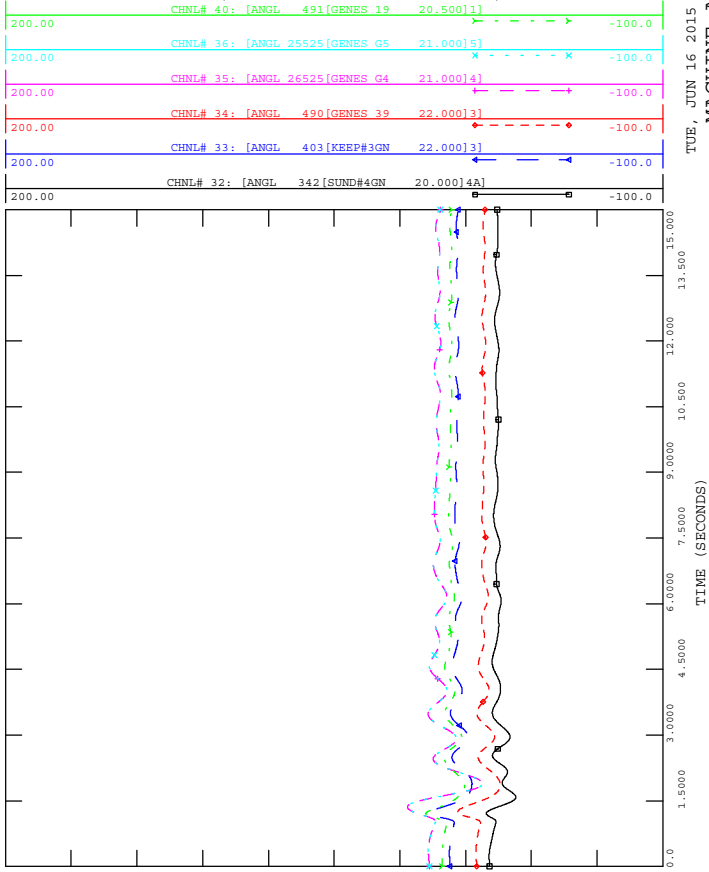
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



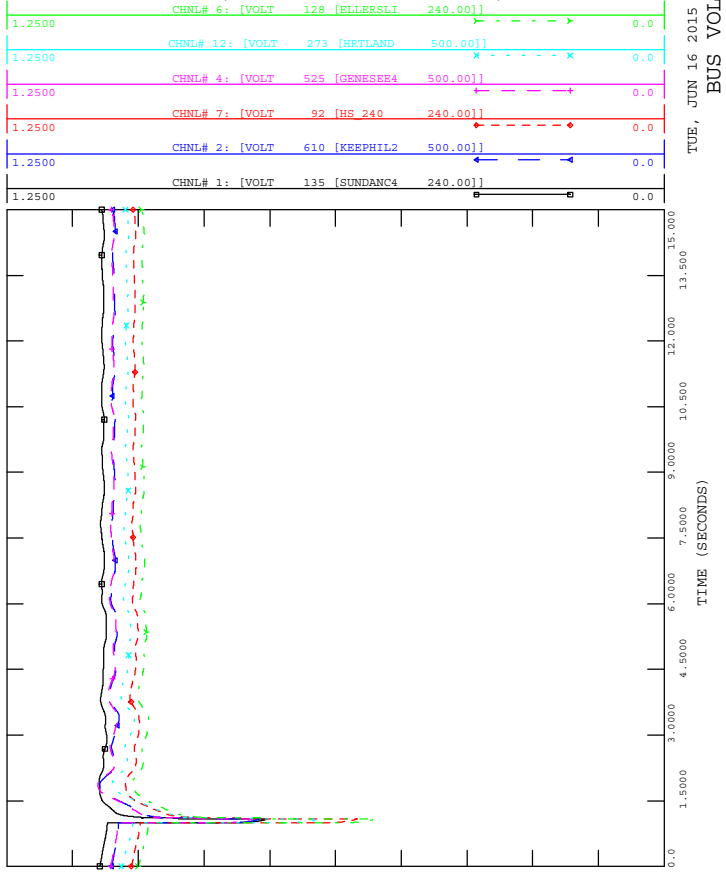
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out

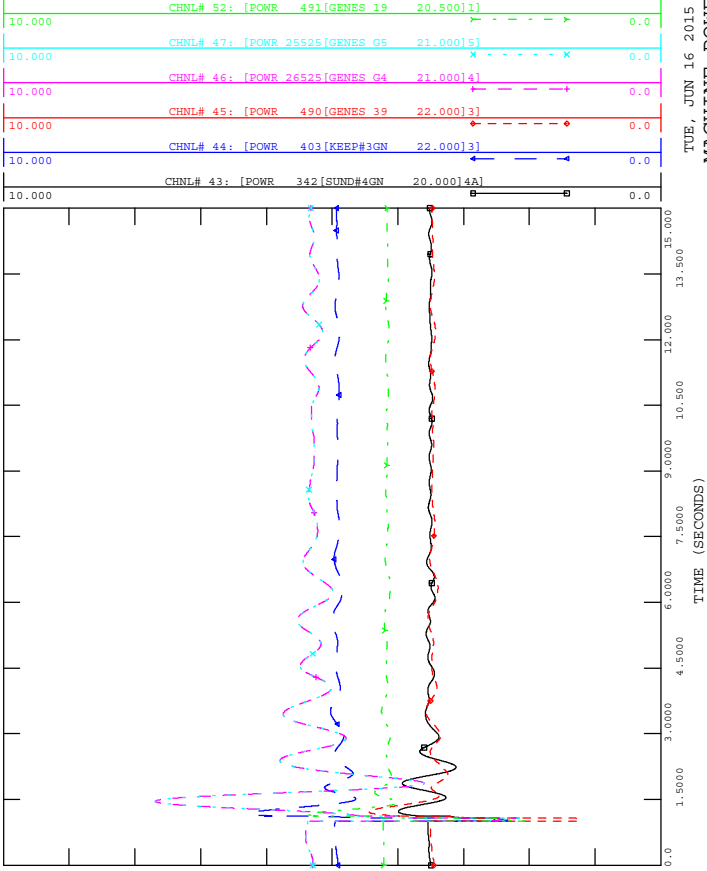


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out





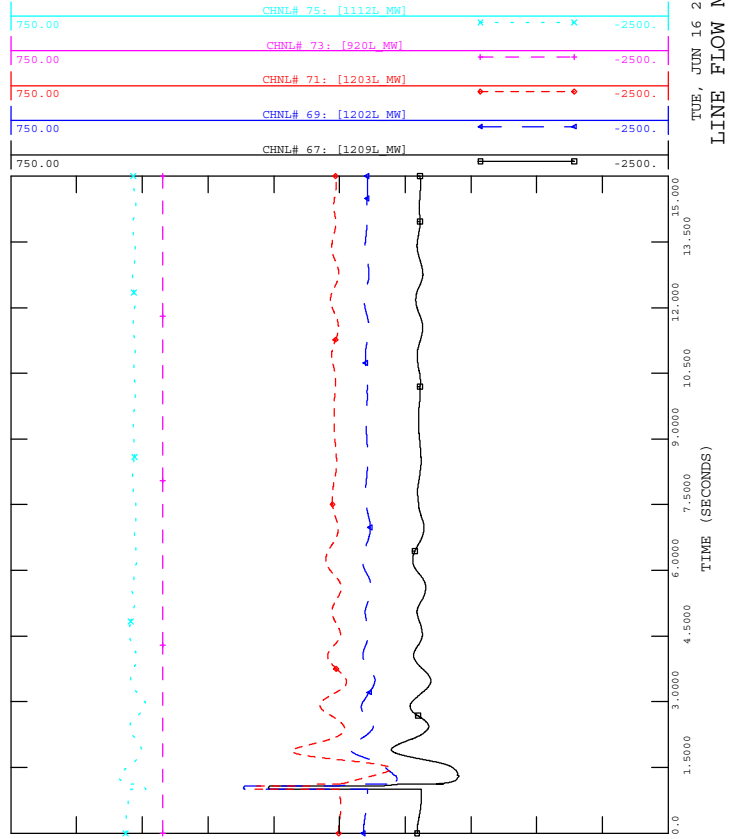
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



TUE, JUN 16 2015 20:53
 MACHINE POWER MW



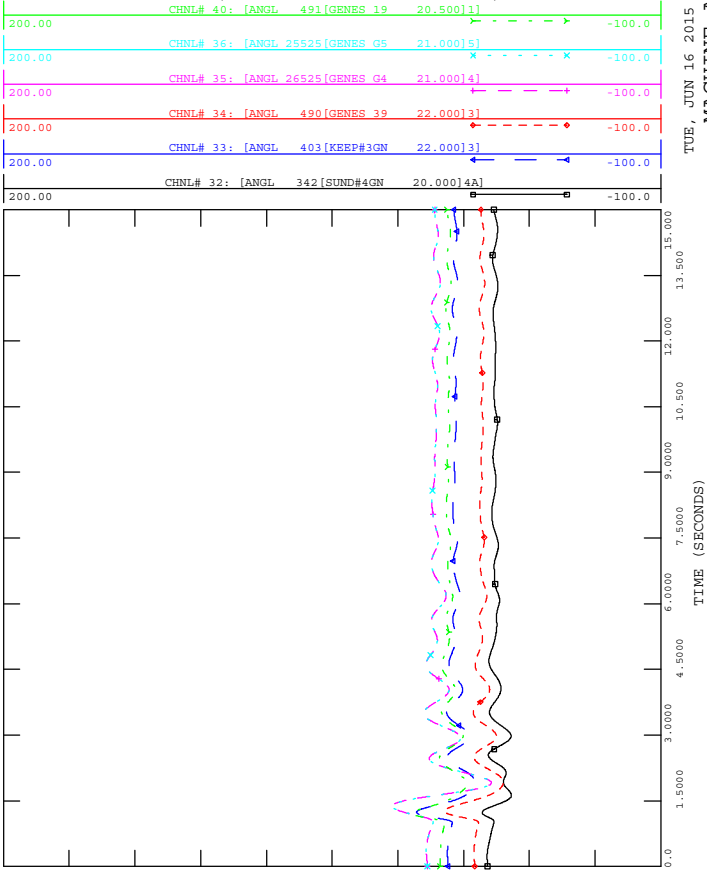
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



TUE, JUN 16 2015 20:53
 LINE FLOW MW/MVAR



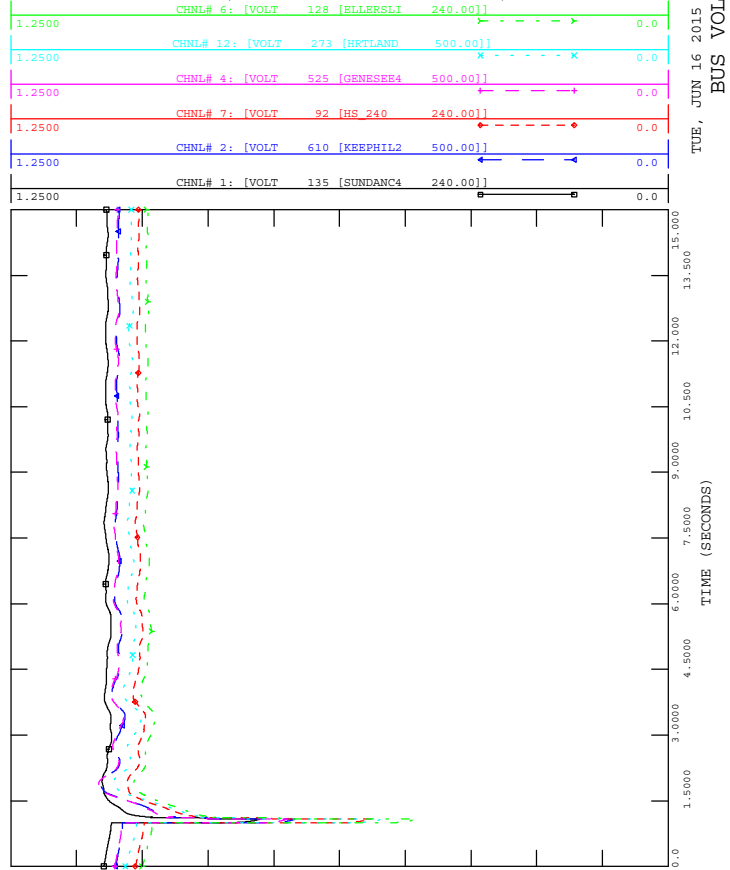
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



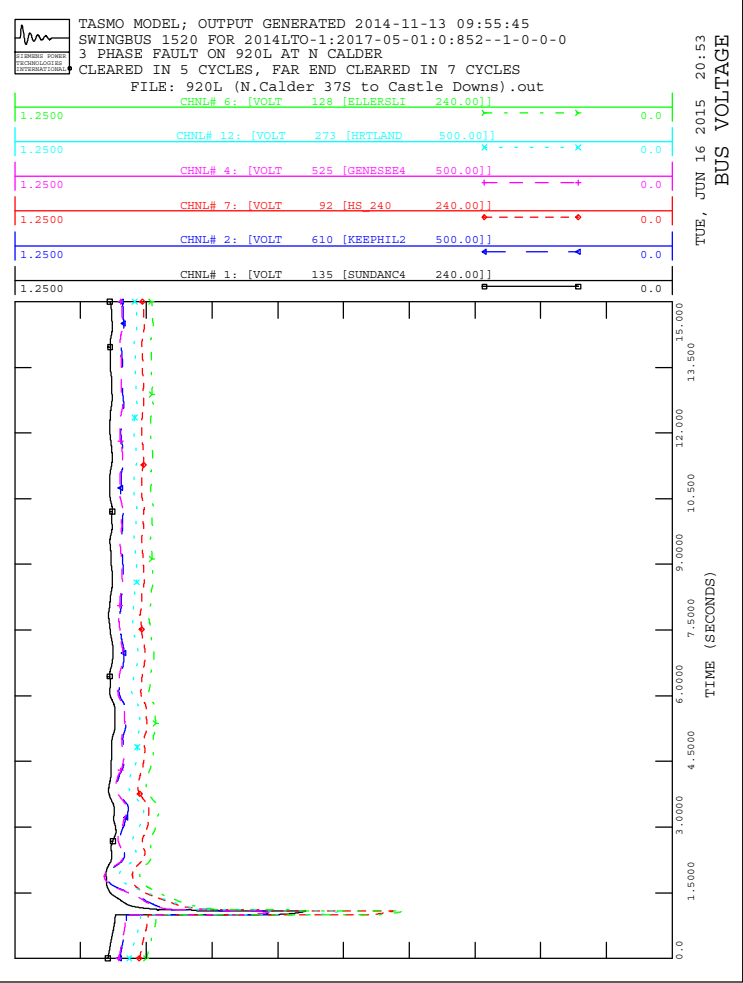
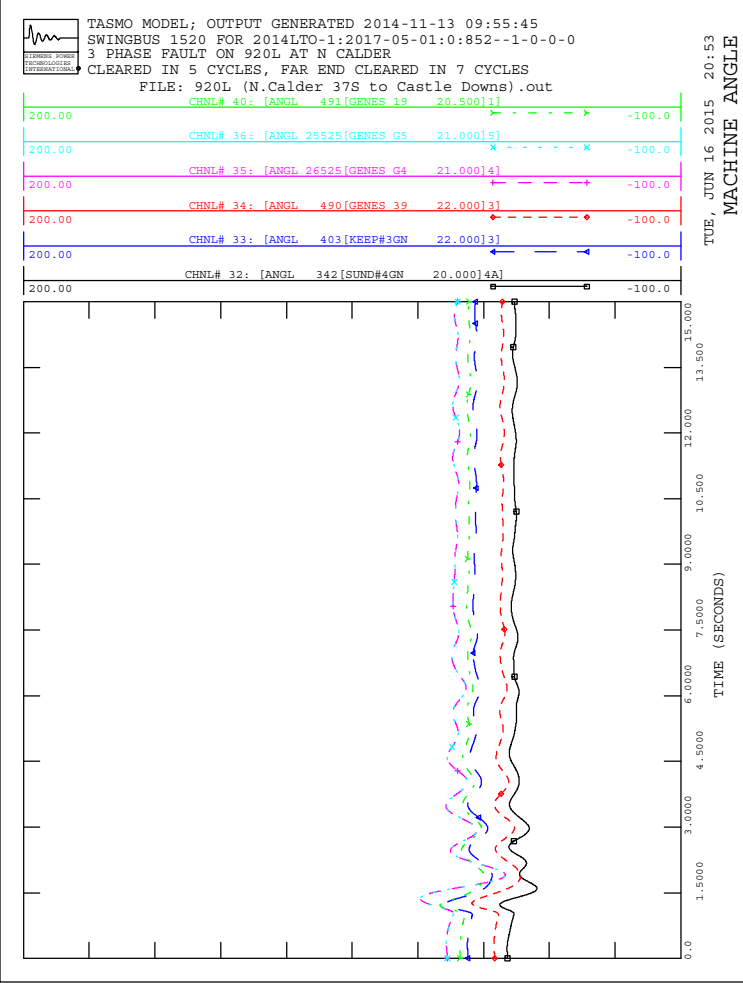
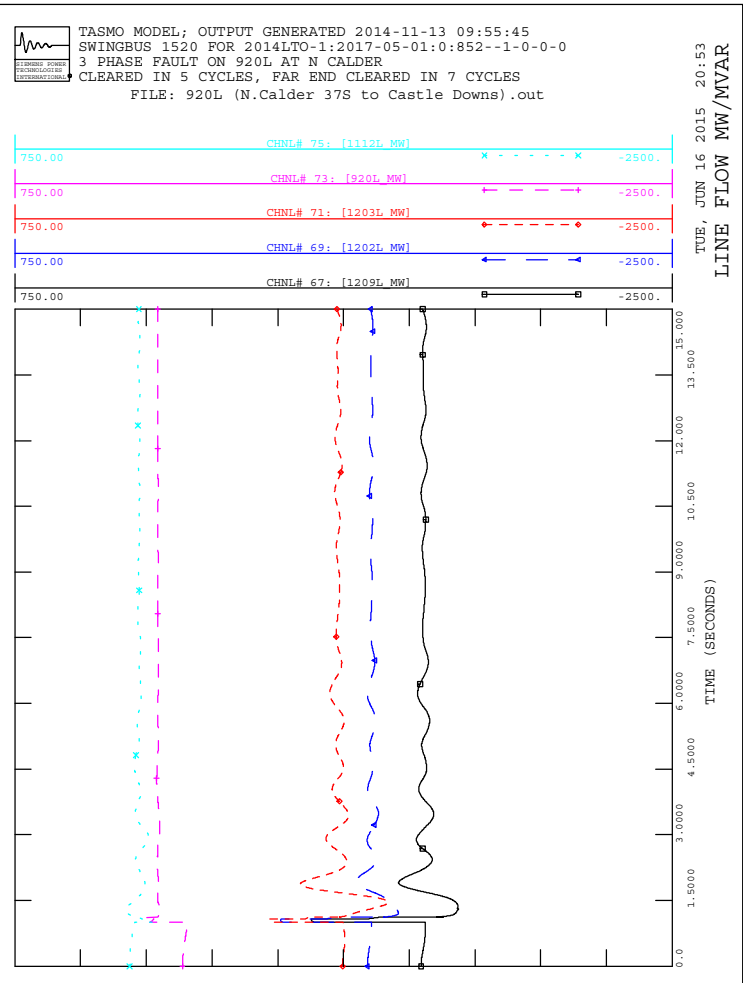
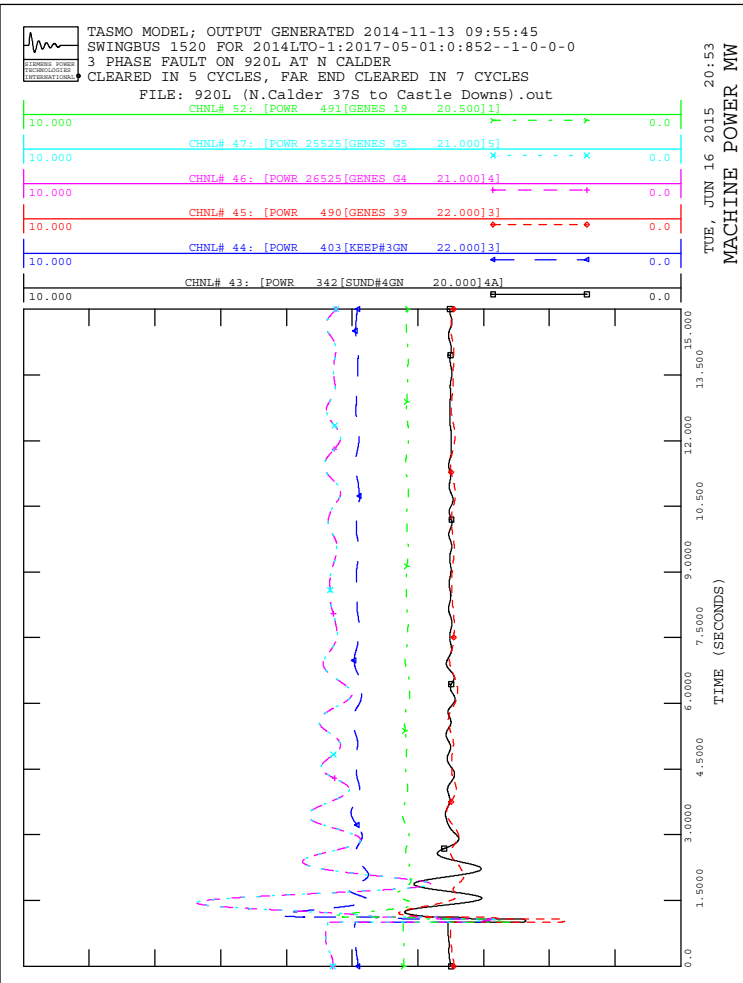
TUE, JUN 16 2015 20:53
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out

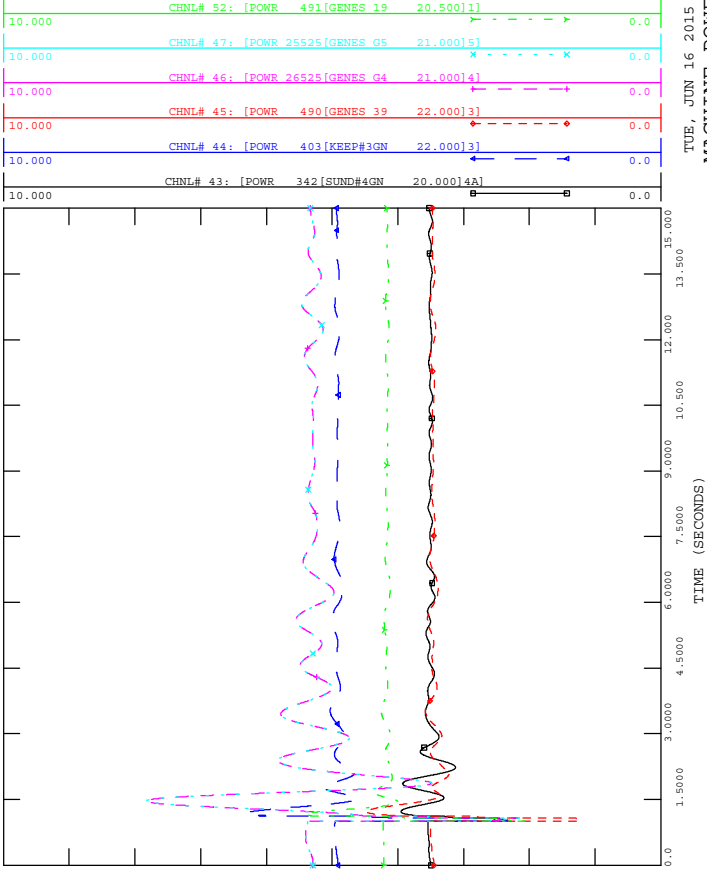


TUE, JUN 16 2015 20:53
 BUS VOLTAGE

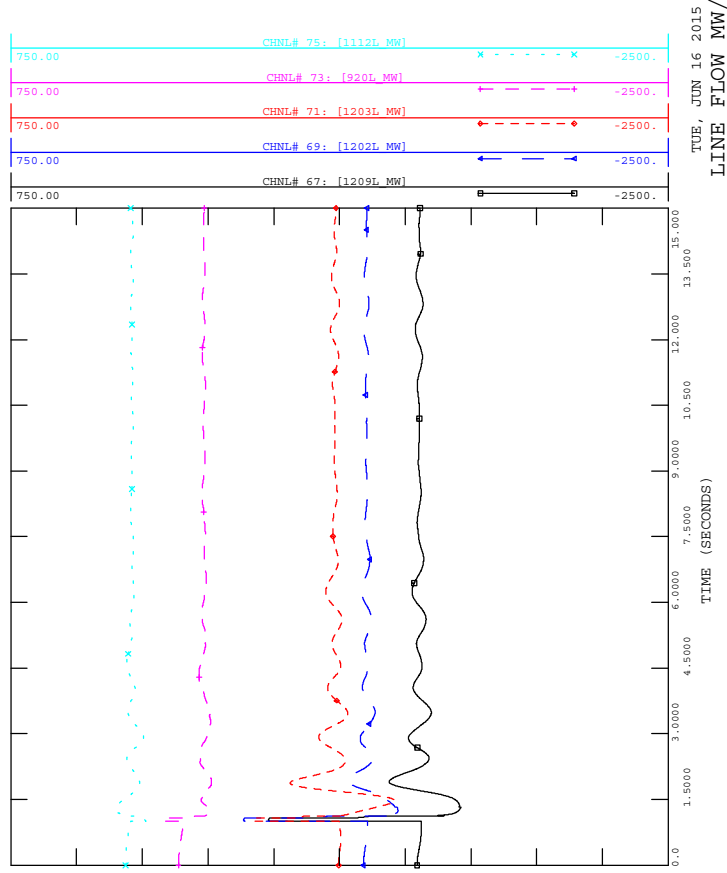




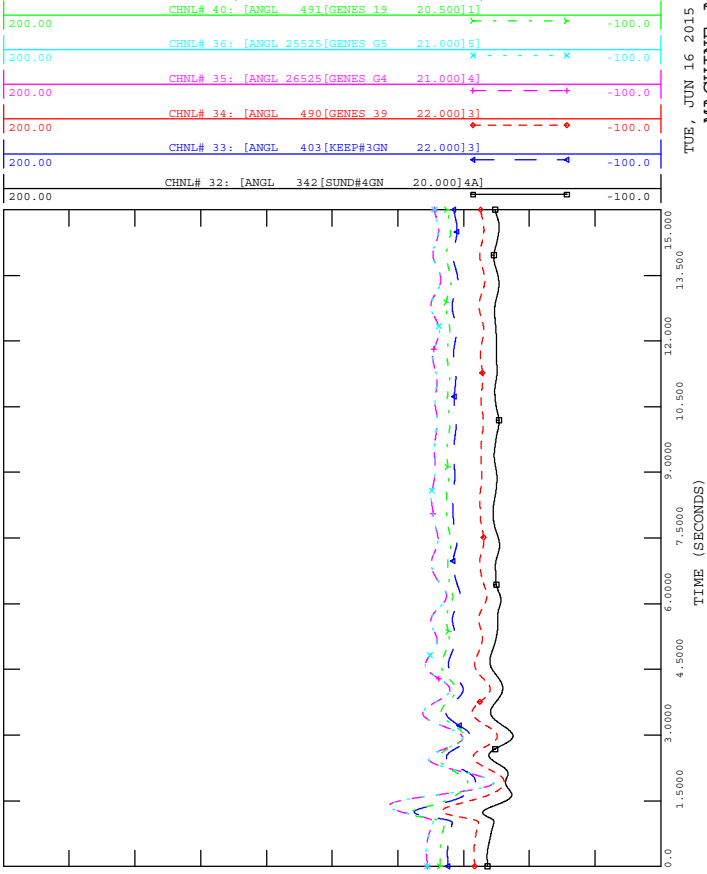
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out
 CHNL# 52: [POWR 491[GENES 19 20.500]1]



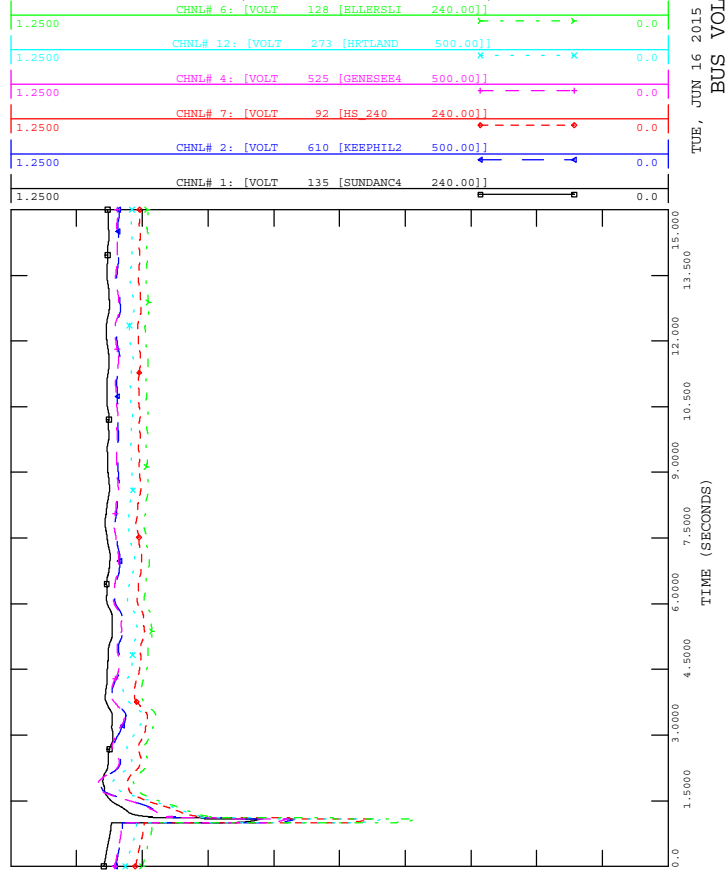
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

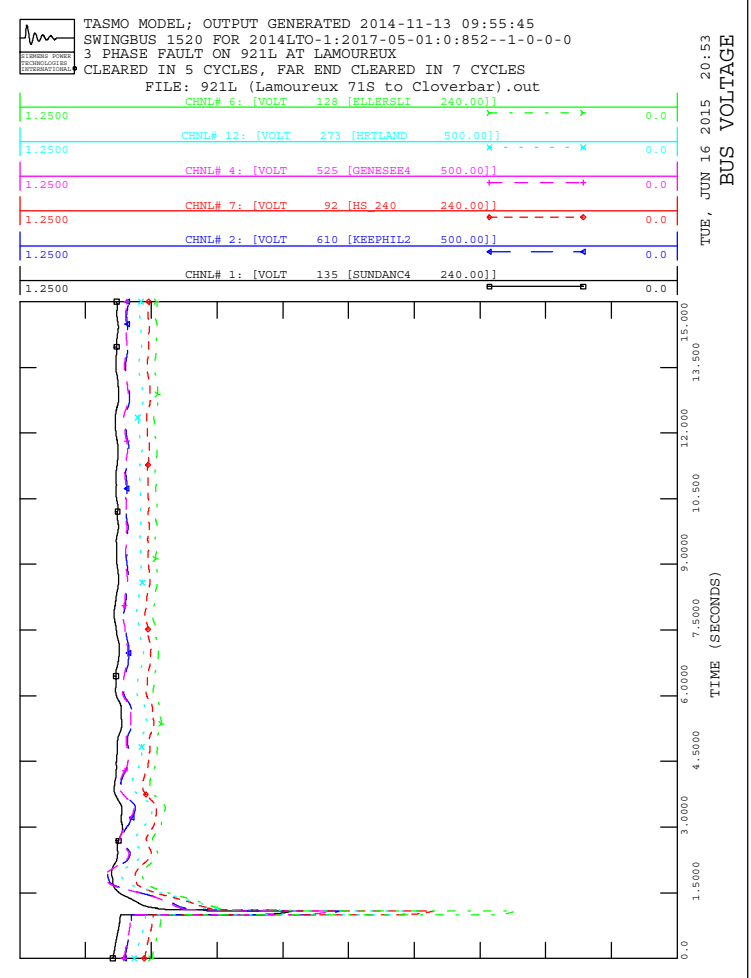
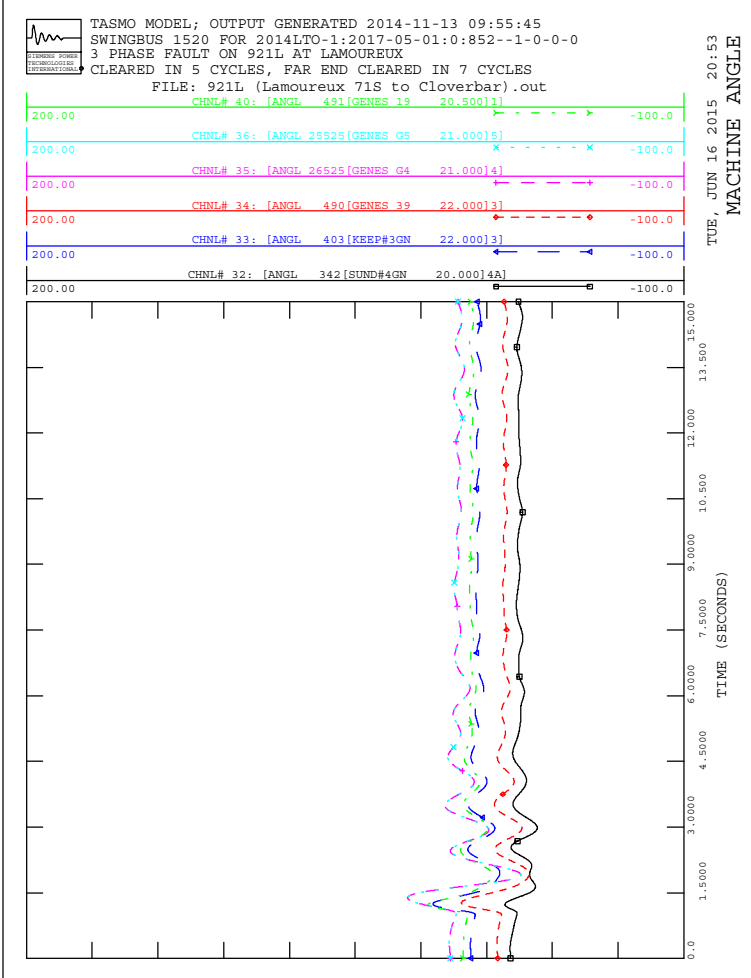
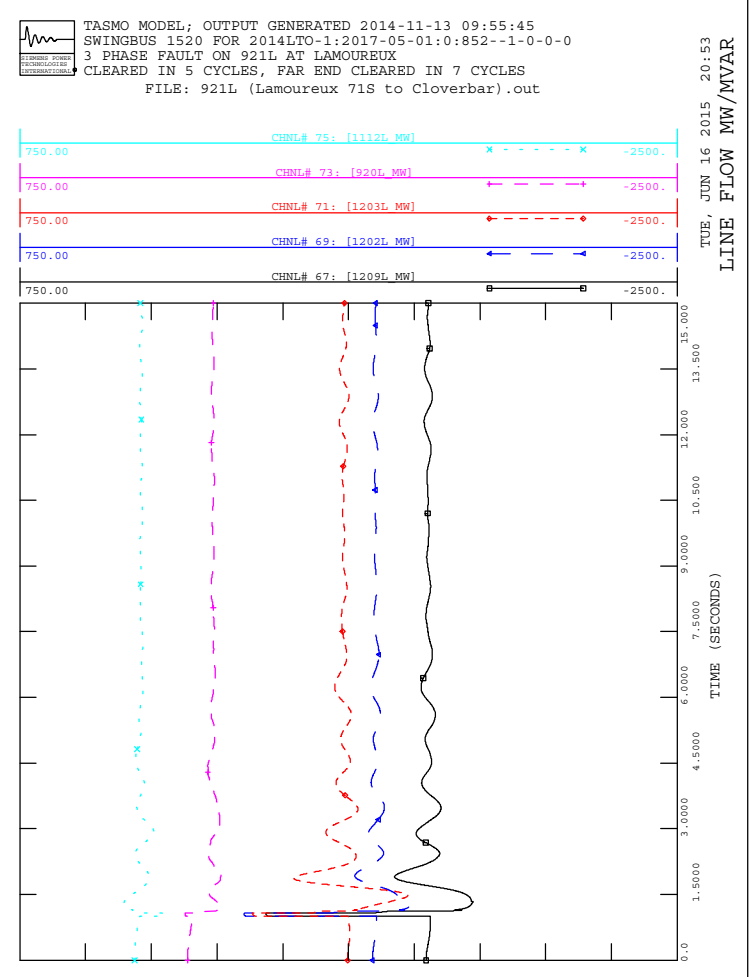
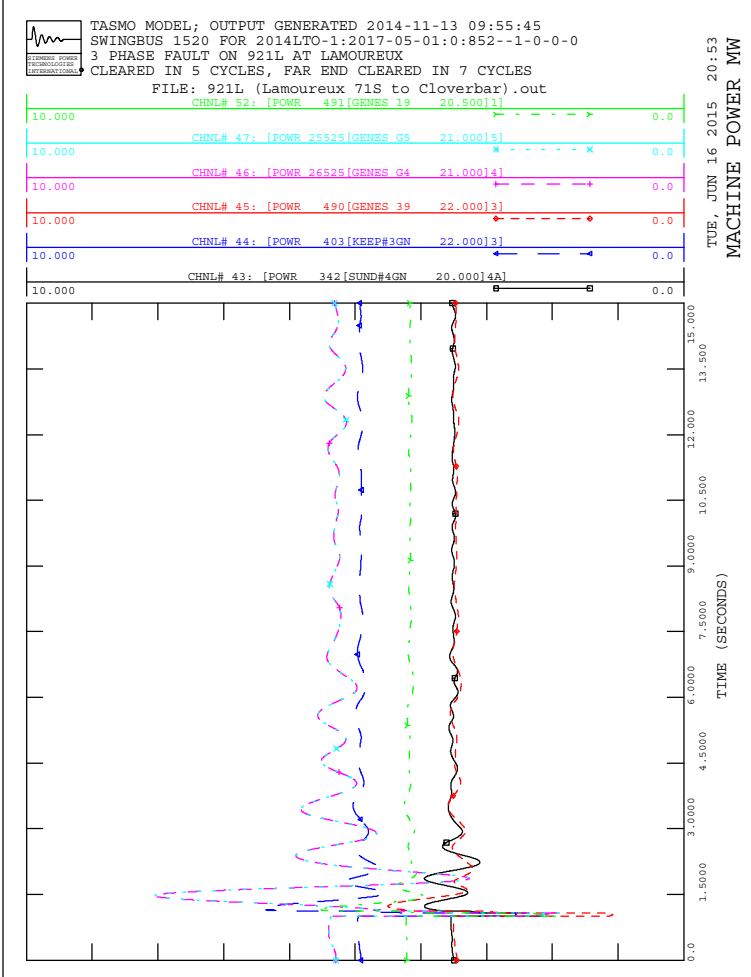


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out
 CHNL# 40: [ANGL 491[GENES 19 20.500]1]



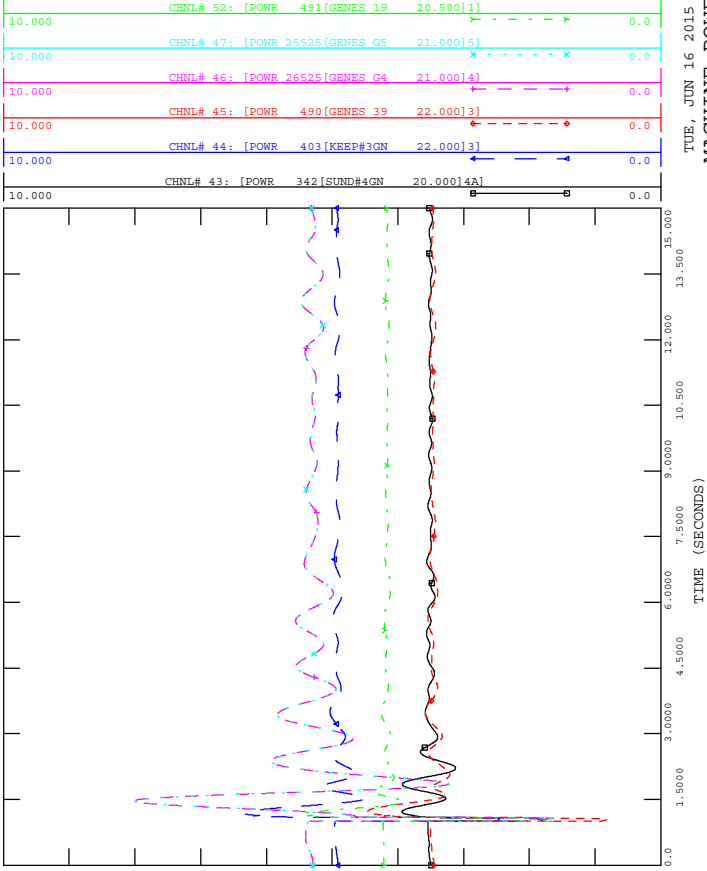
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out
 CHNL# 6: [VOLT 128 [TELLERSLI 240.00]]







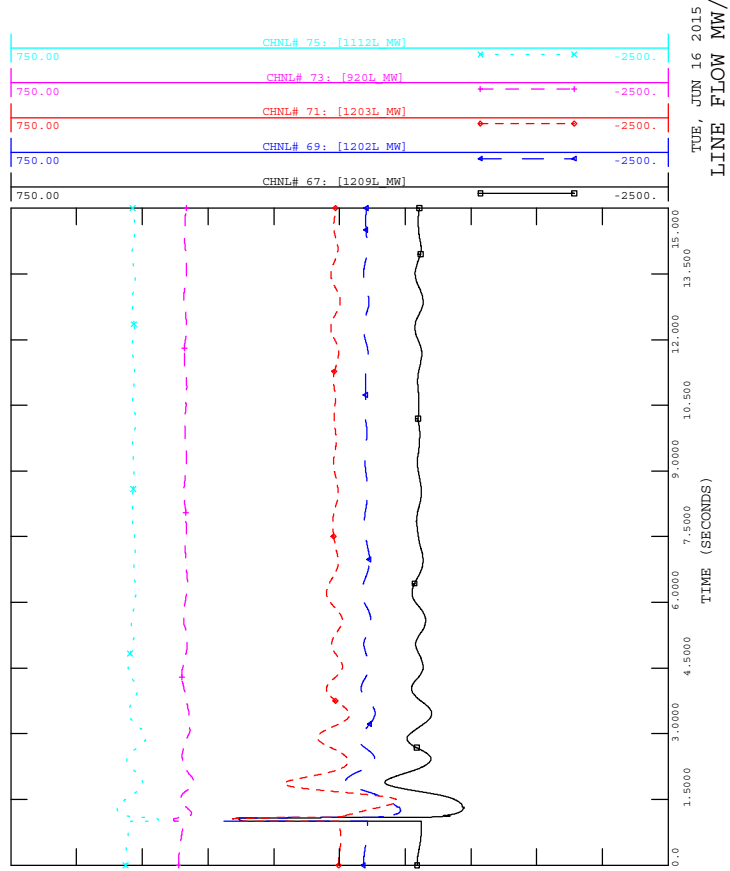
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



TUE, JUN 16 2015 20:53
 MACHINE POWER MW



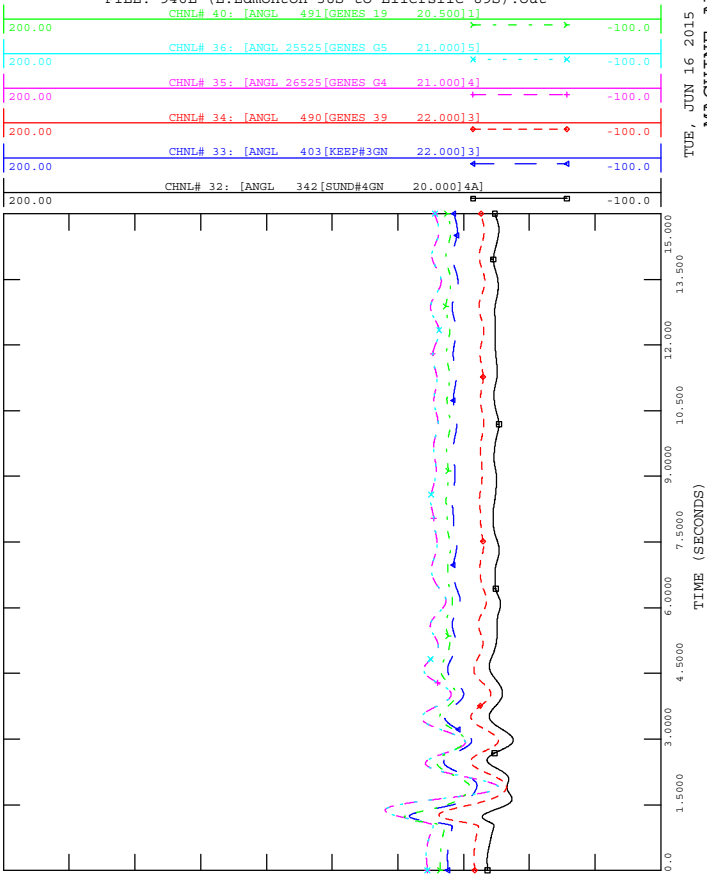
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



TUE, JUN 16 2015 20:53
 LINE FLOW MW/MVAR



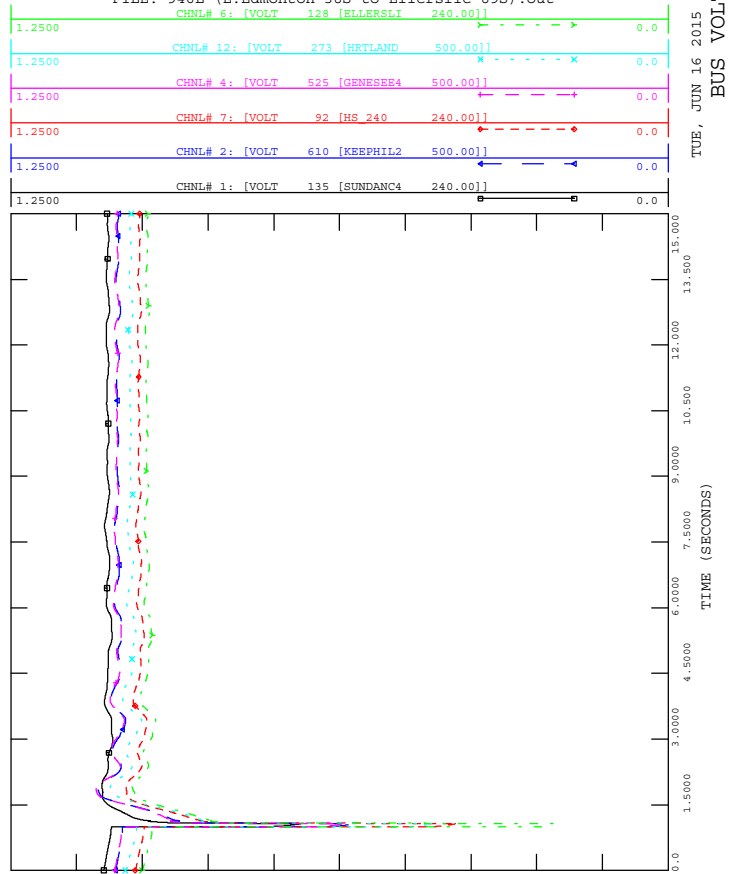
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



TUE, JUN 16 2015 20:53
 MACHINE ANGLE



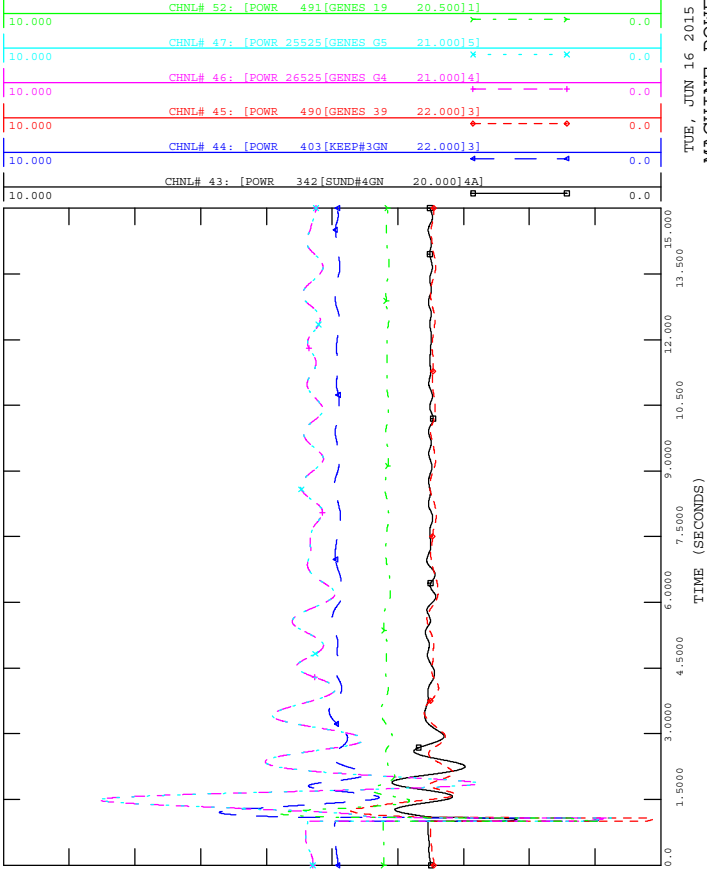
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



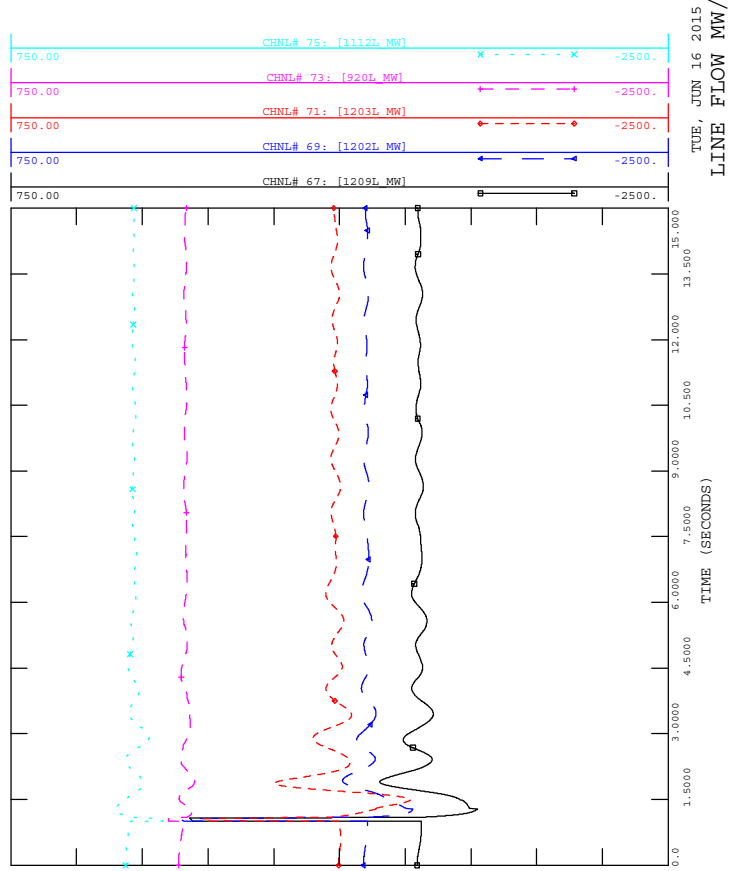
TUE, JUN 16 2015 20:53
 BUS VOLTAGE



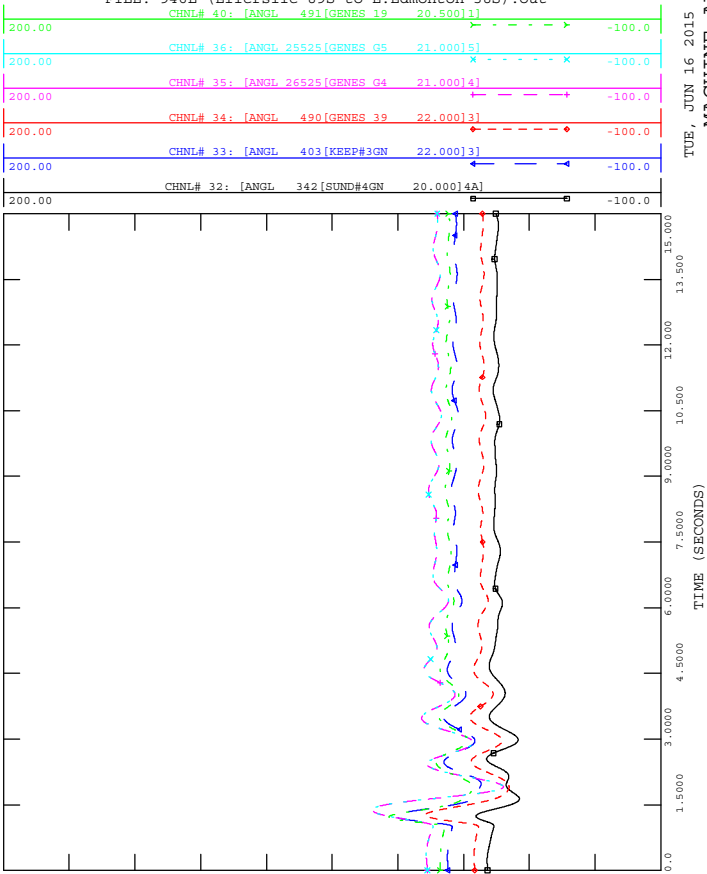
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



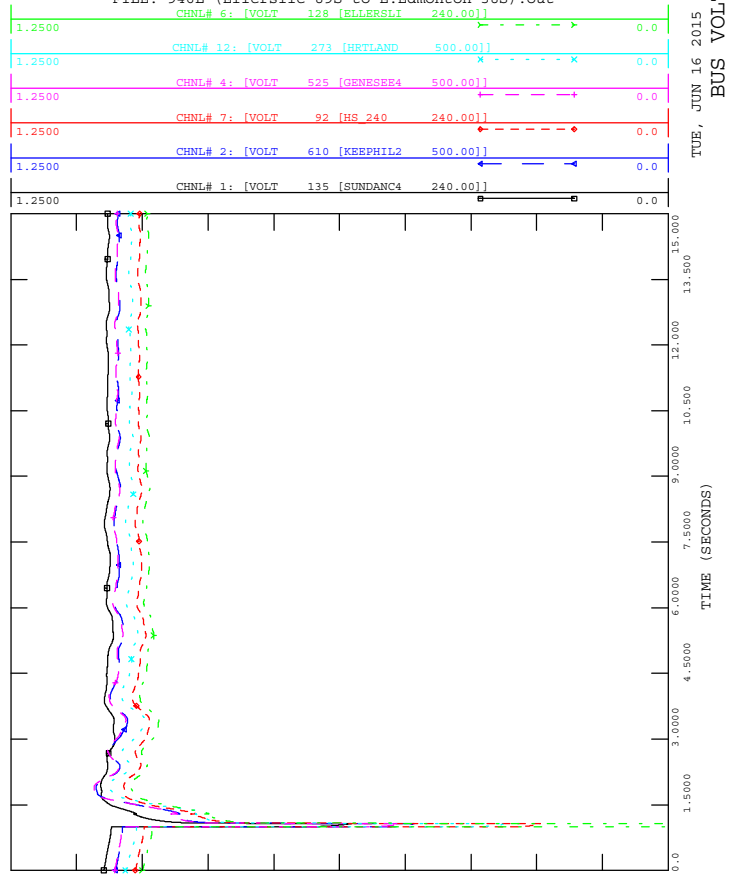
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

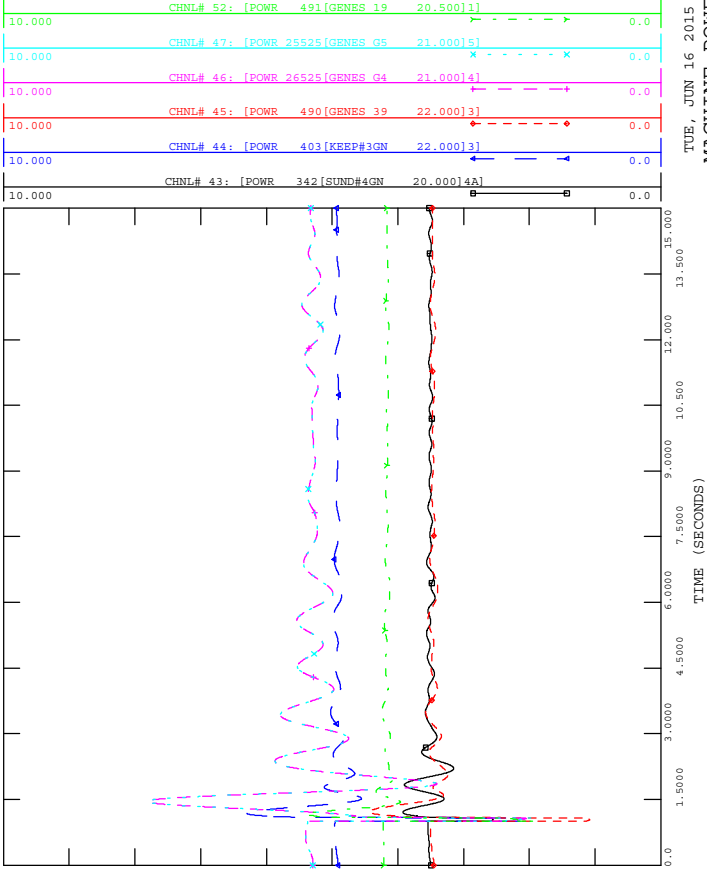


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out





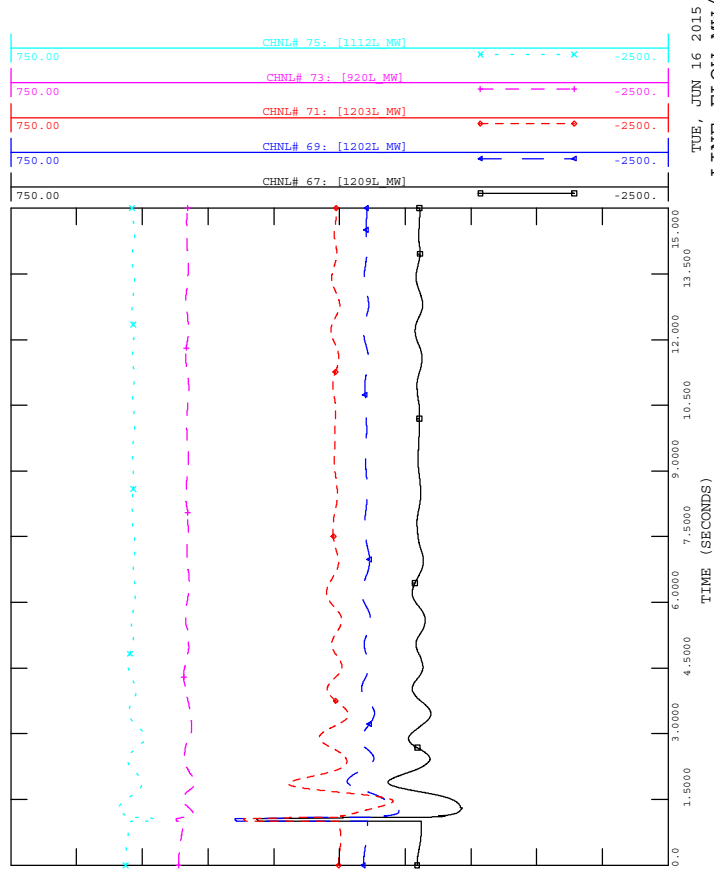
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



TUE, JUN 16 2015 20:53
 MACHINE POWER MW



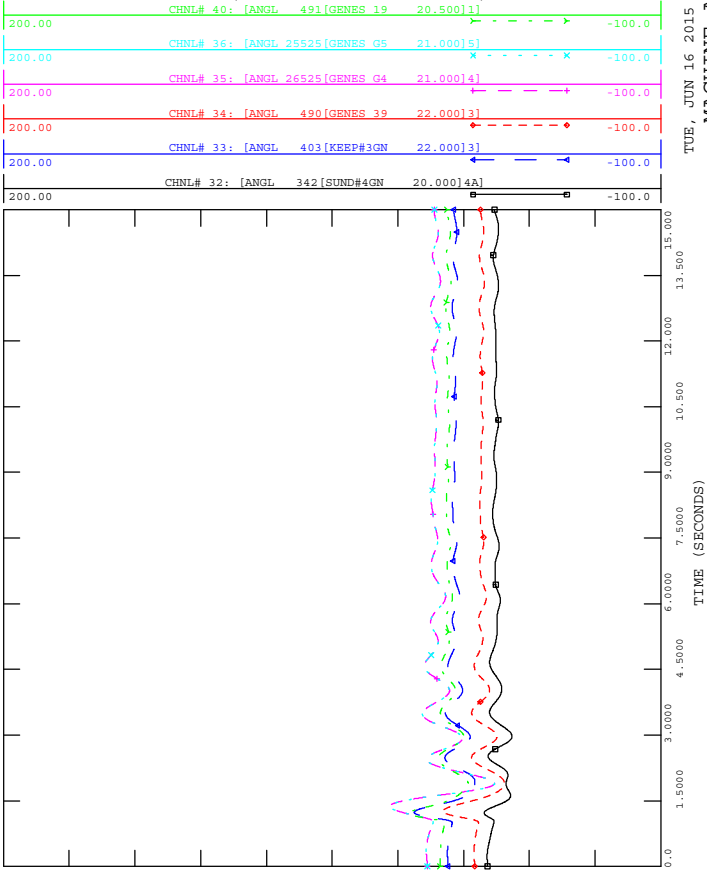
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



TUE, JUN 16 2015 20:53
 LINE FLOW MW/MVAR



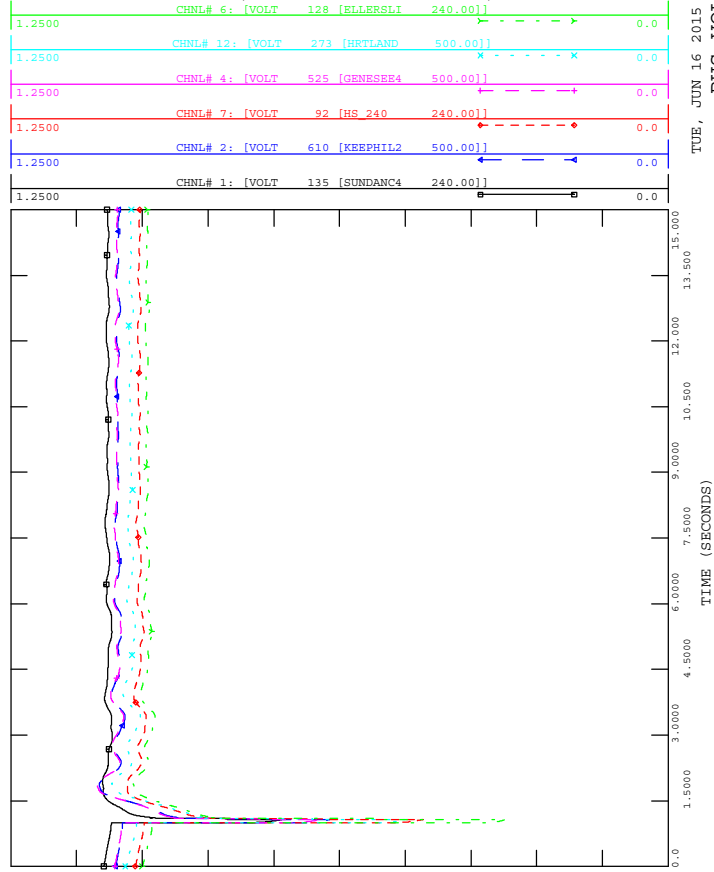
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



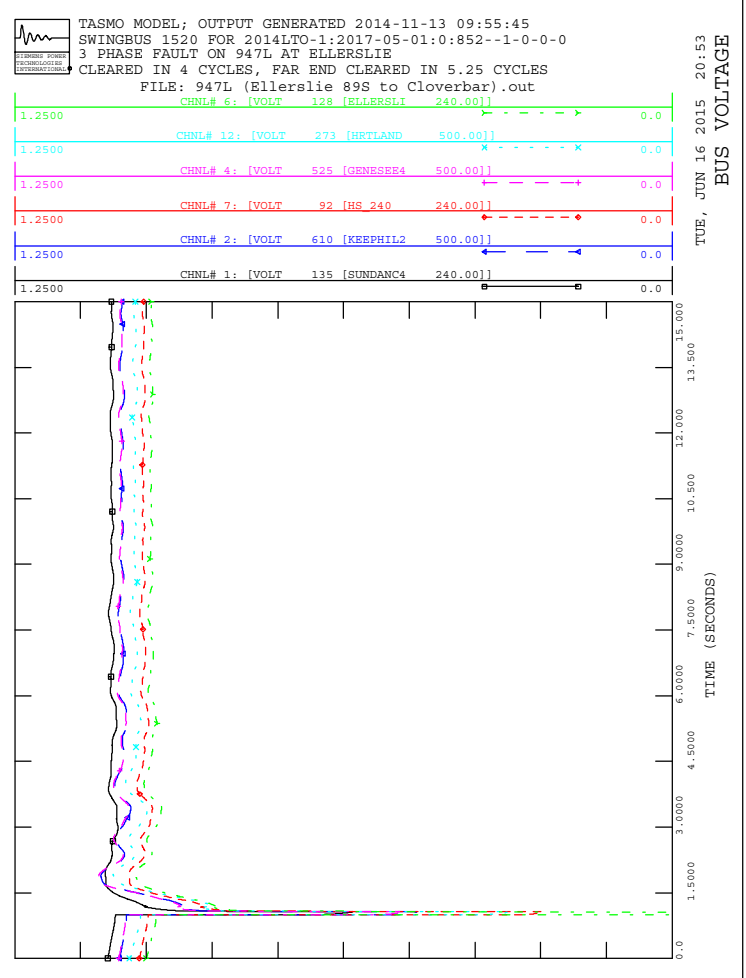
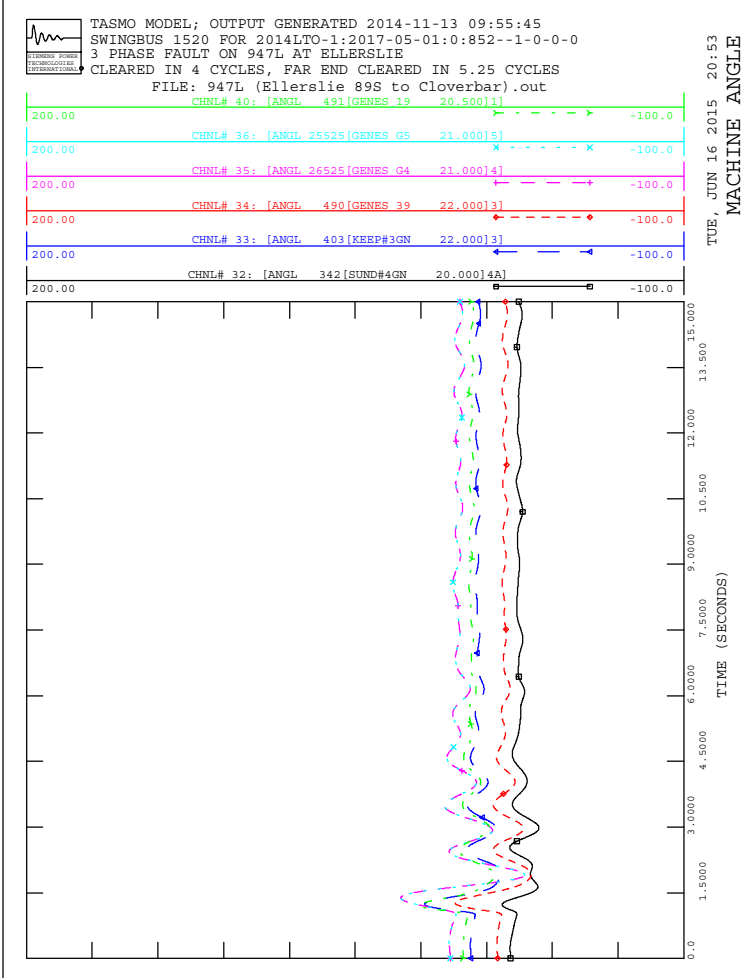
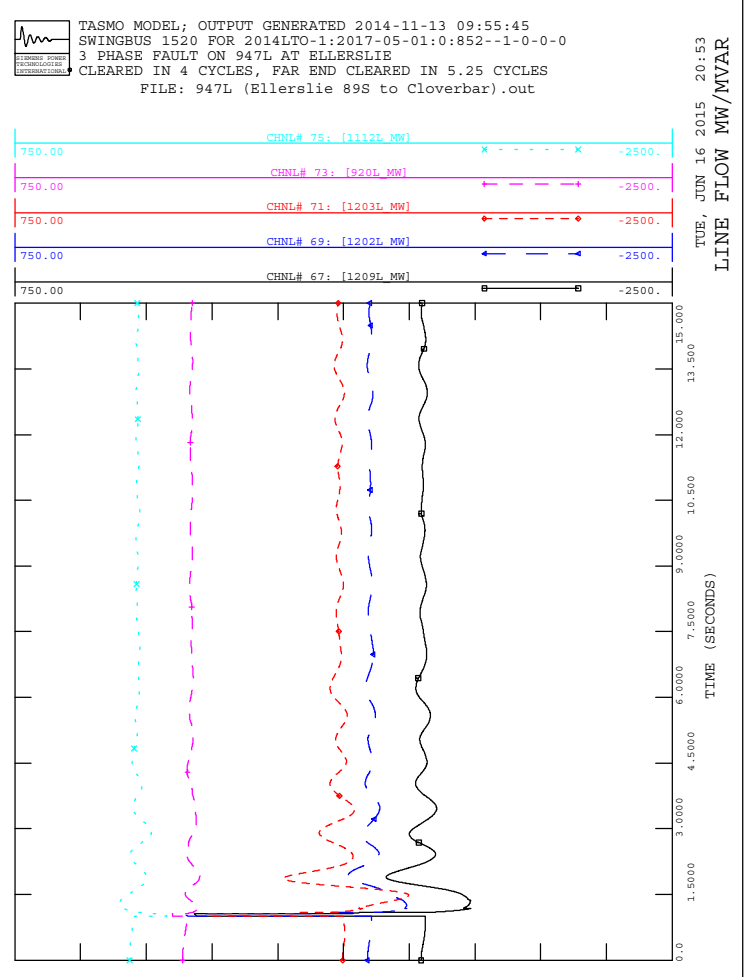
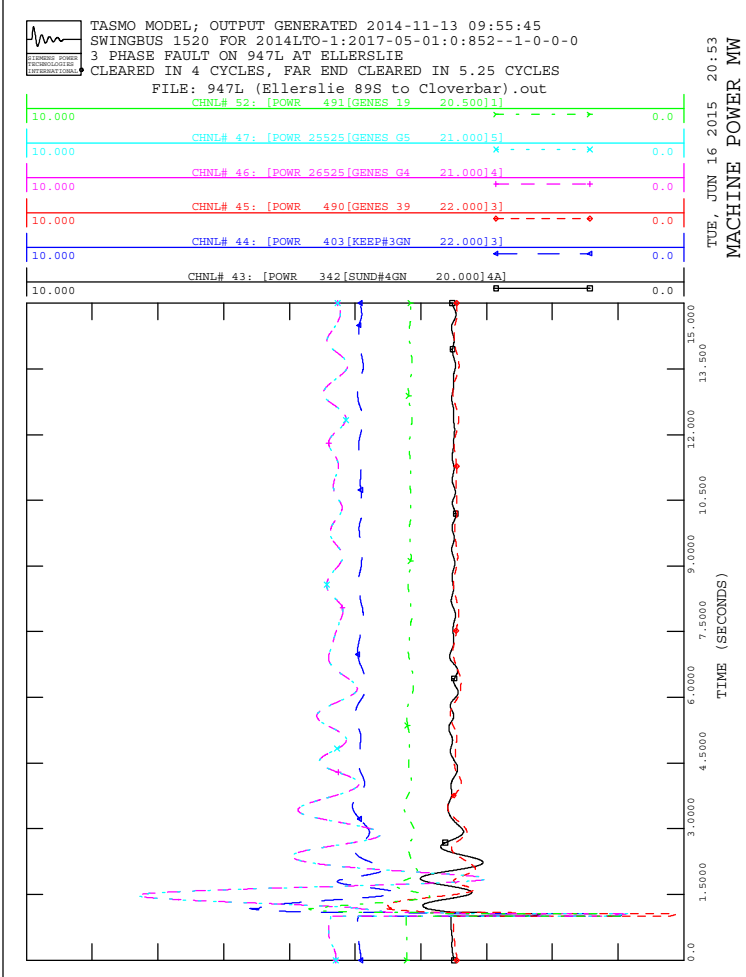
TUE, JUN 16 2015 20:53
 MACHINE ANGLE

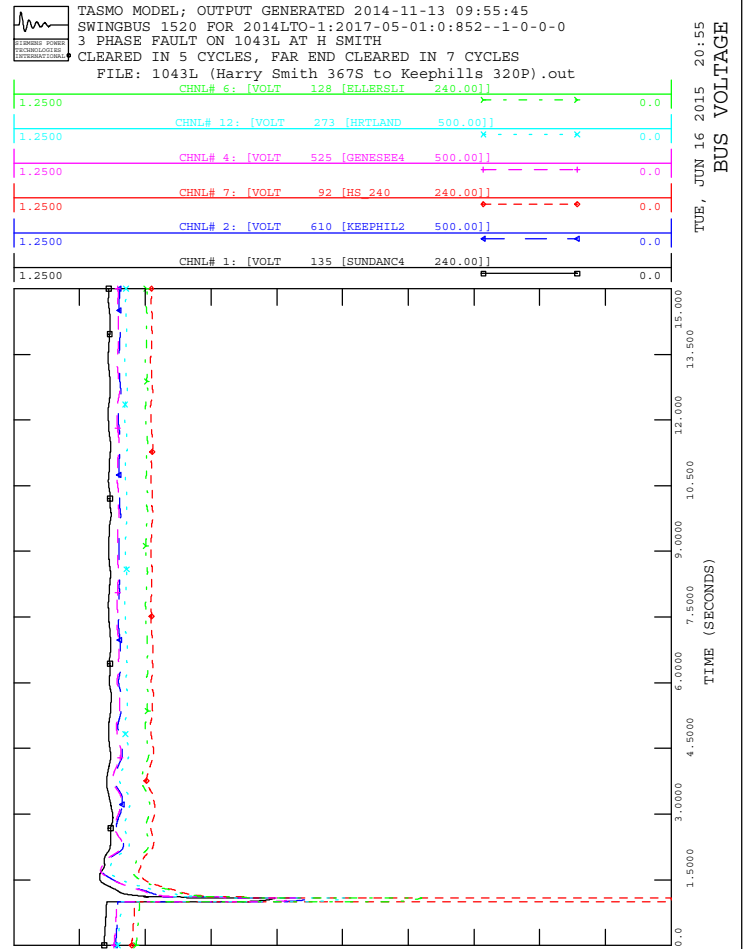
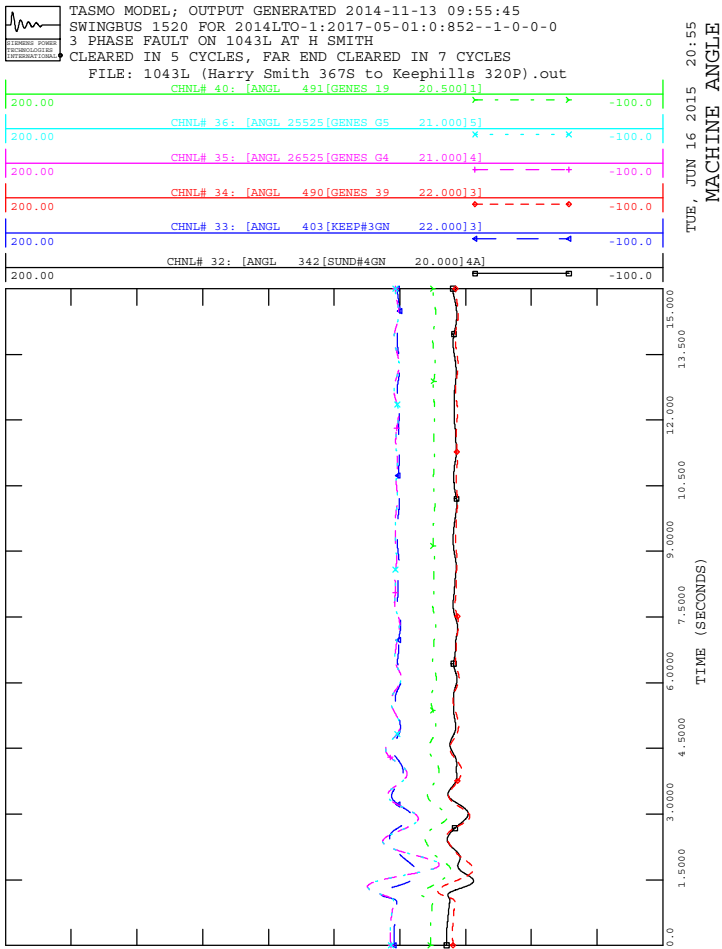
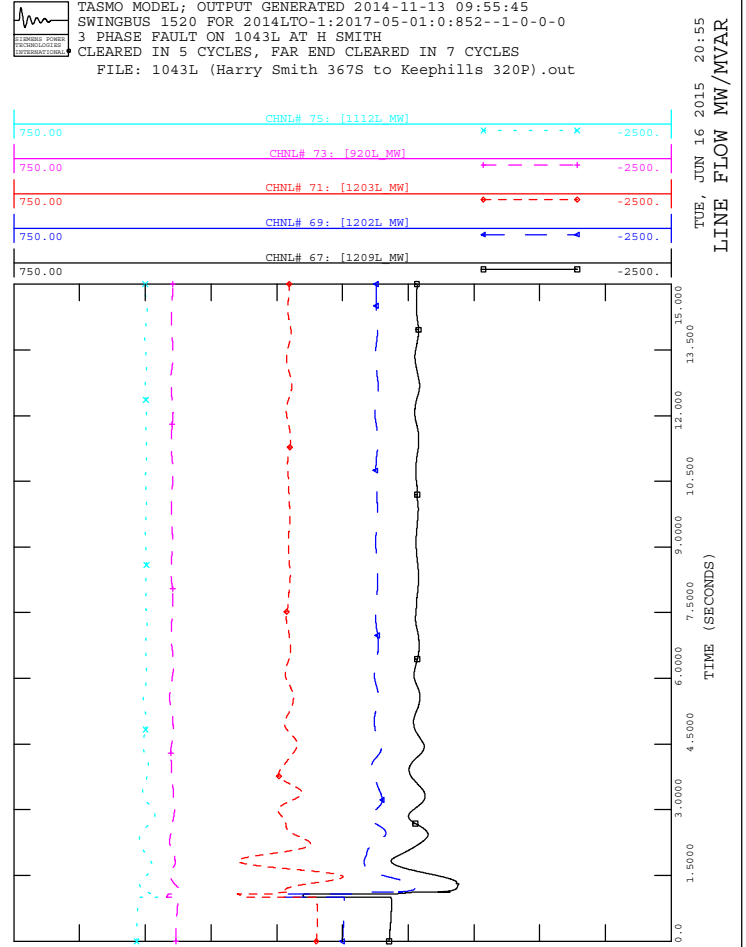
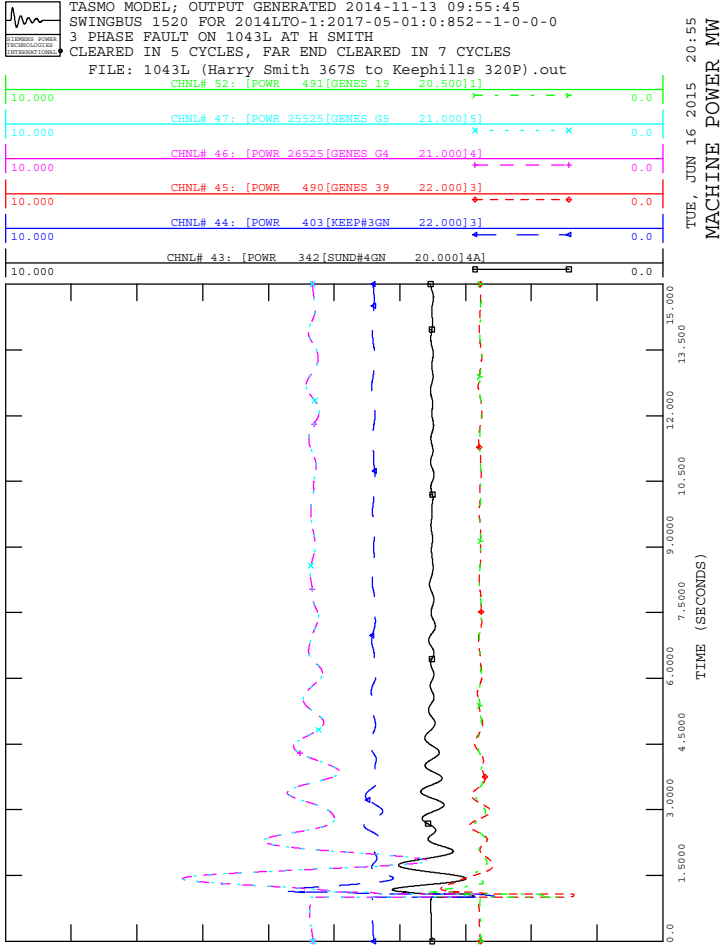


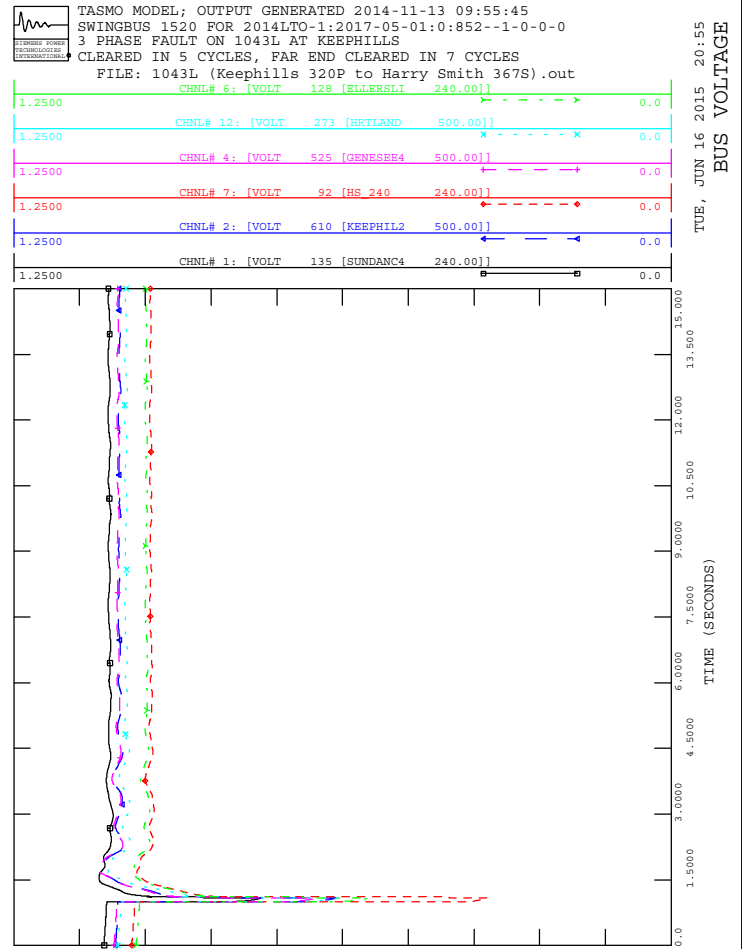
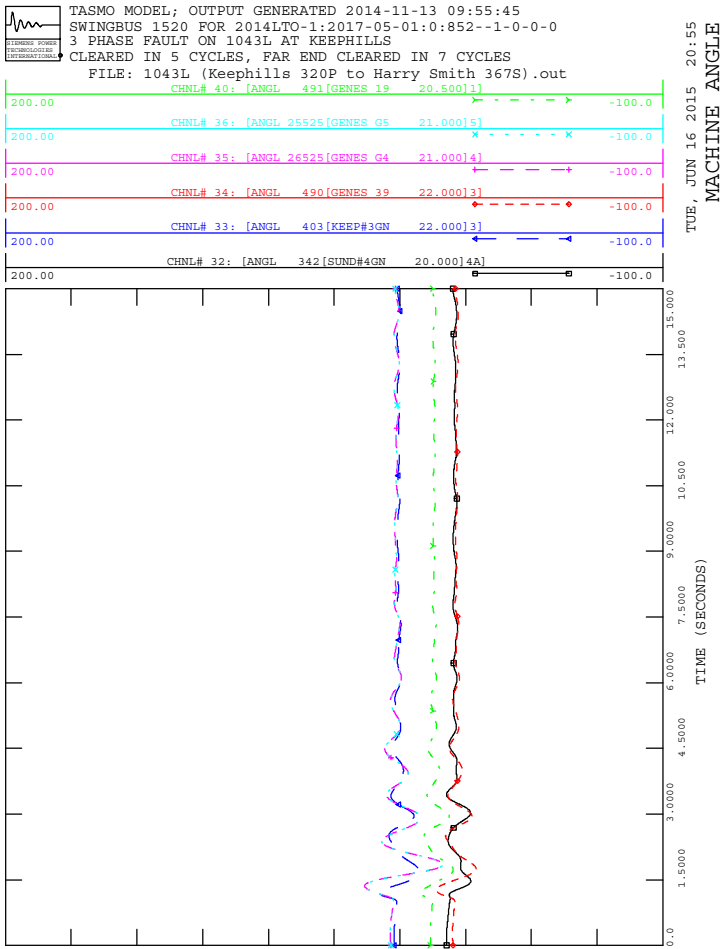
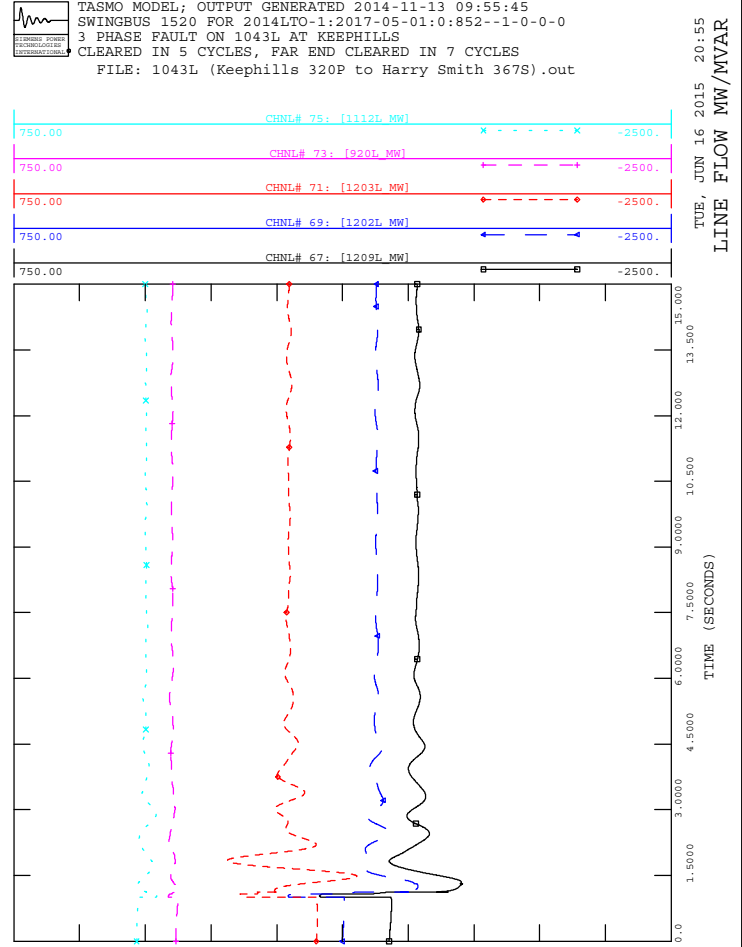
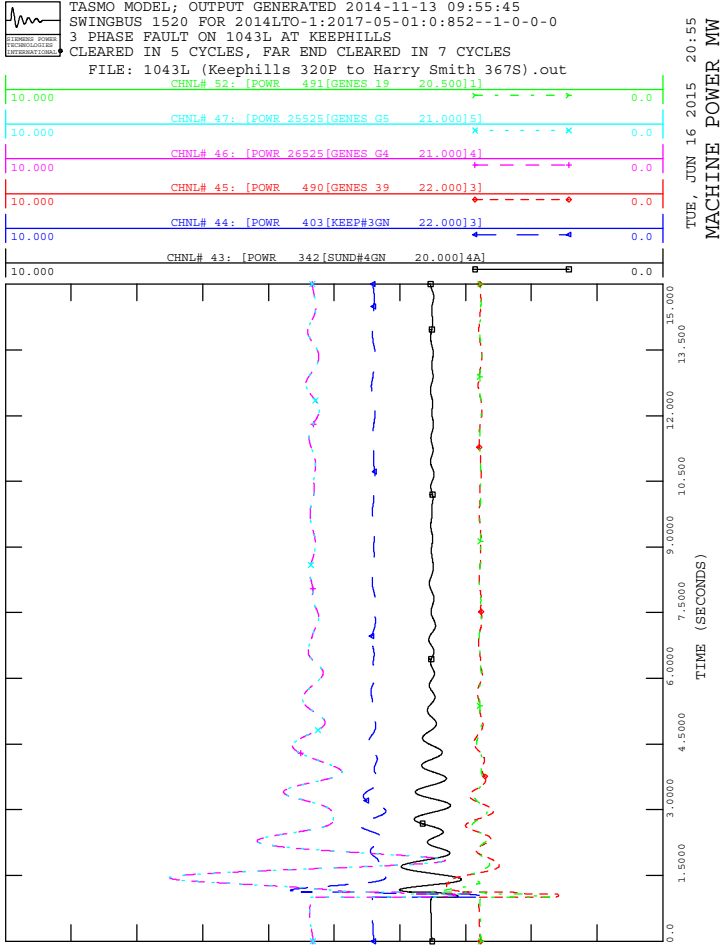
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

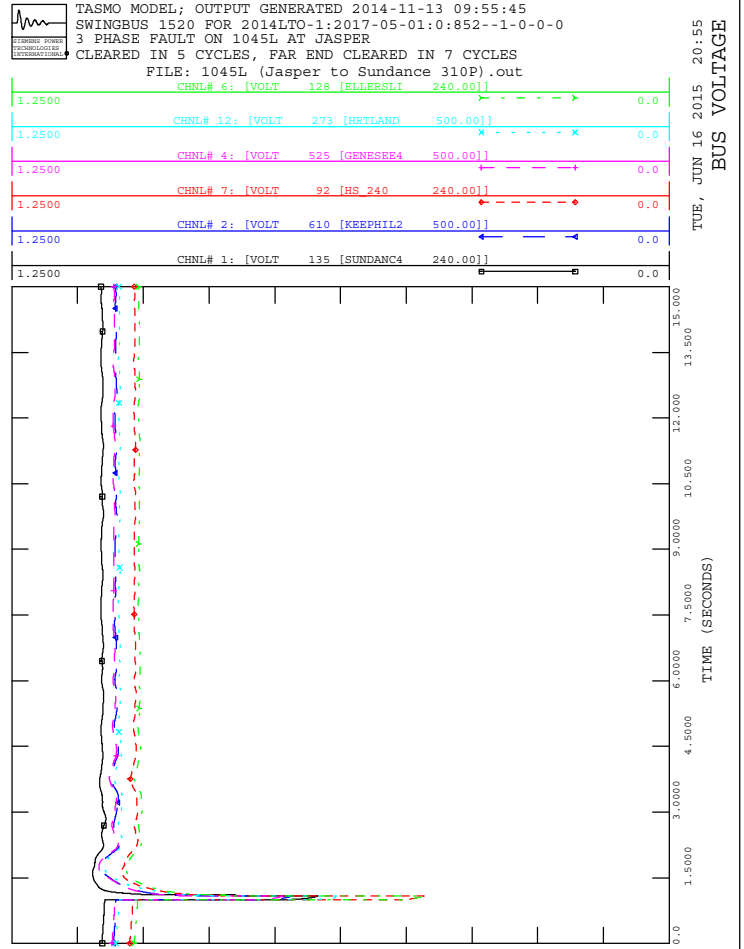
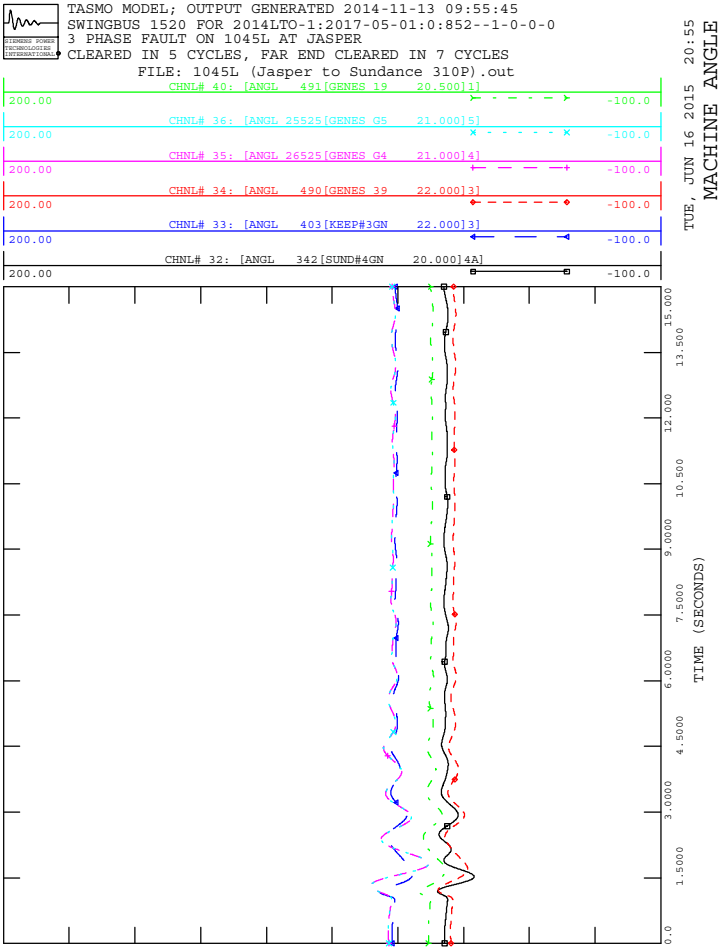
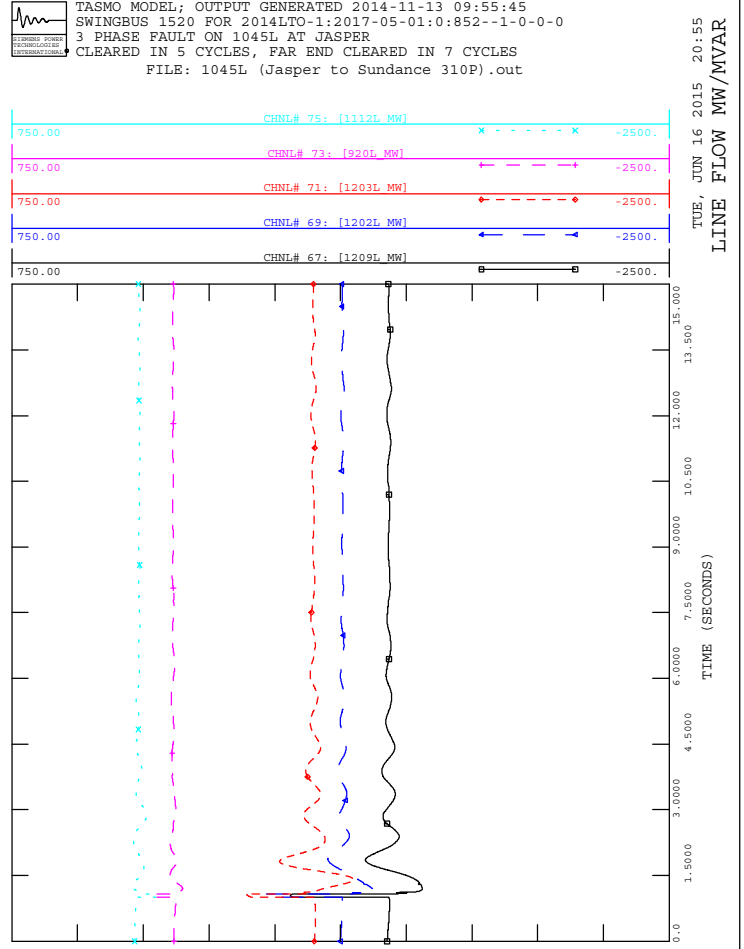
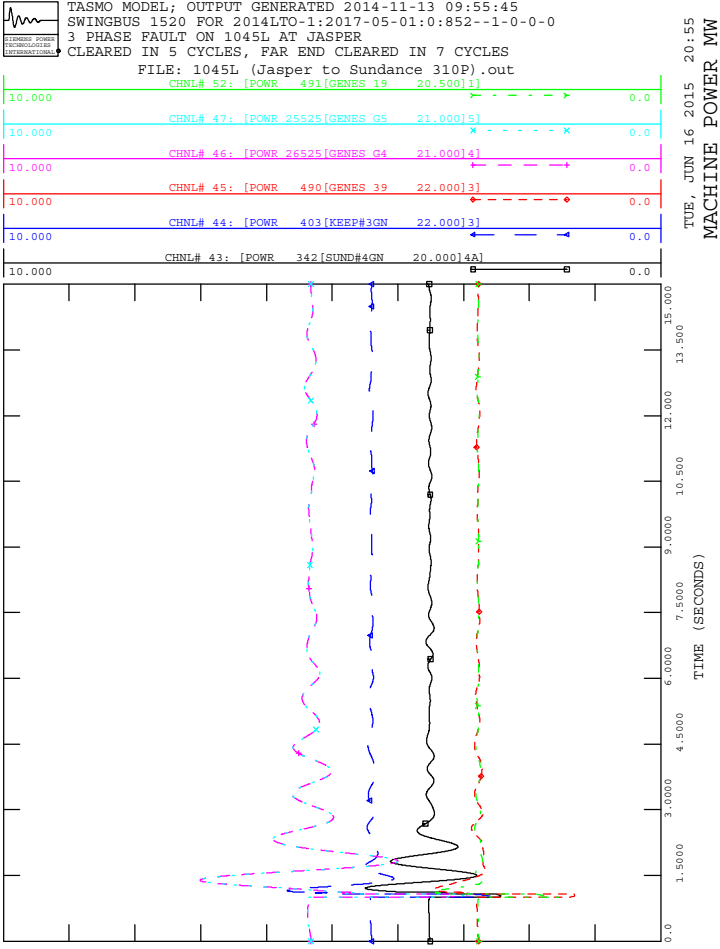


TUE, JUN 16 2015 20:53
 BUS VOLTAGE





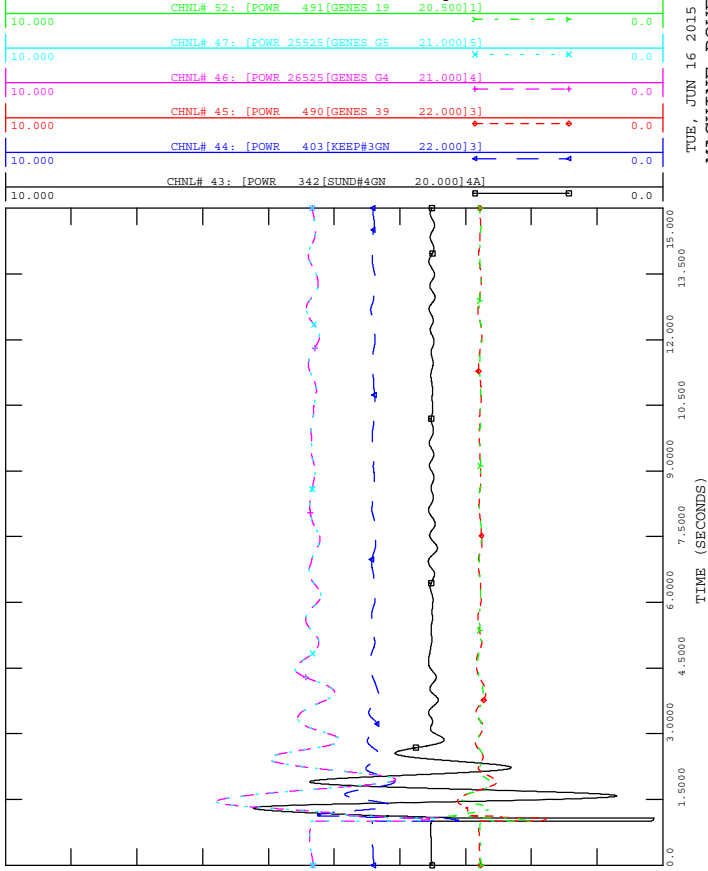






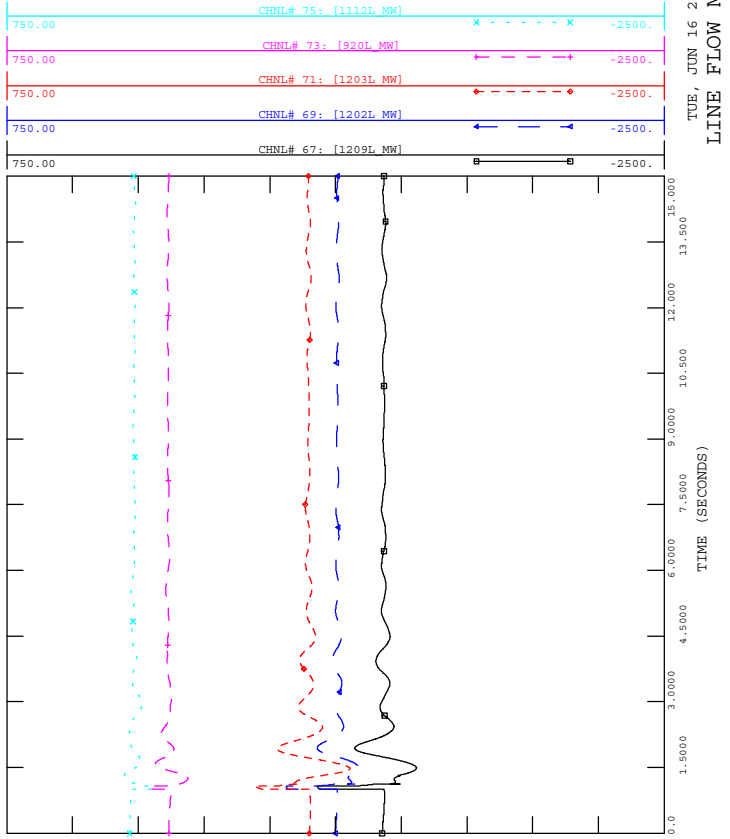
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out
 CHNL# 52: [POWR 491 [GENES 19 20.500]1]

TUE, JUN 16 2015 20:55
 MACHINE POWER MW



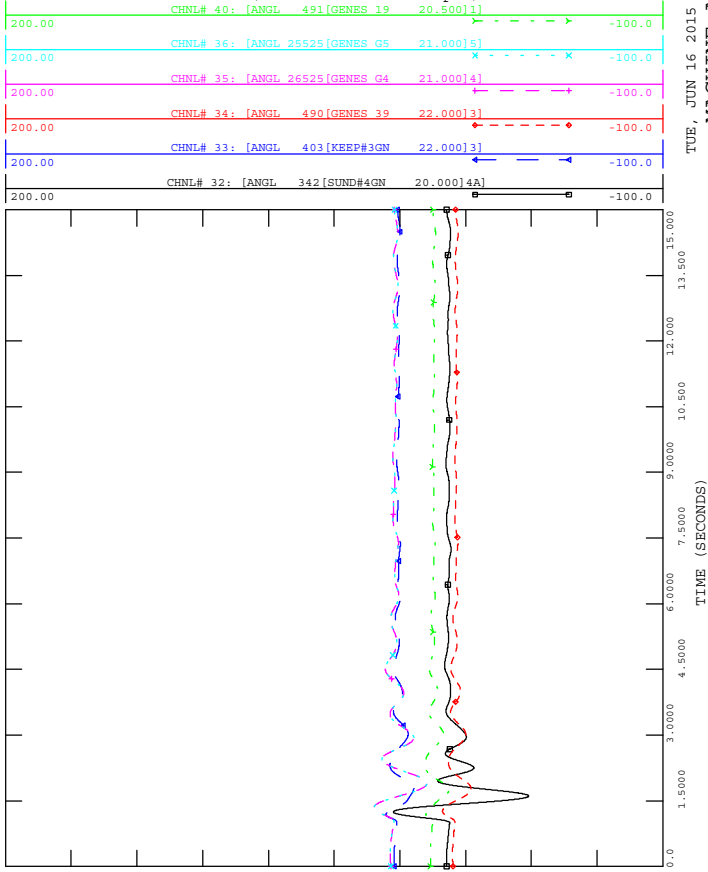
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out

TUE, JUN 16 2015 20:55
 LINE FLOW MW/MVAR



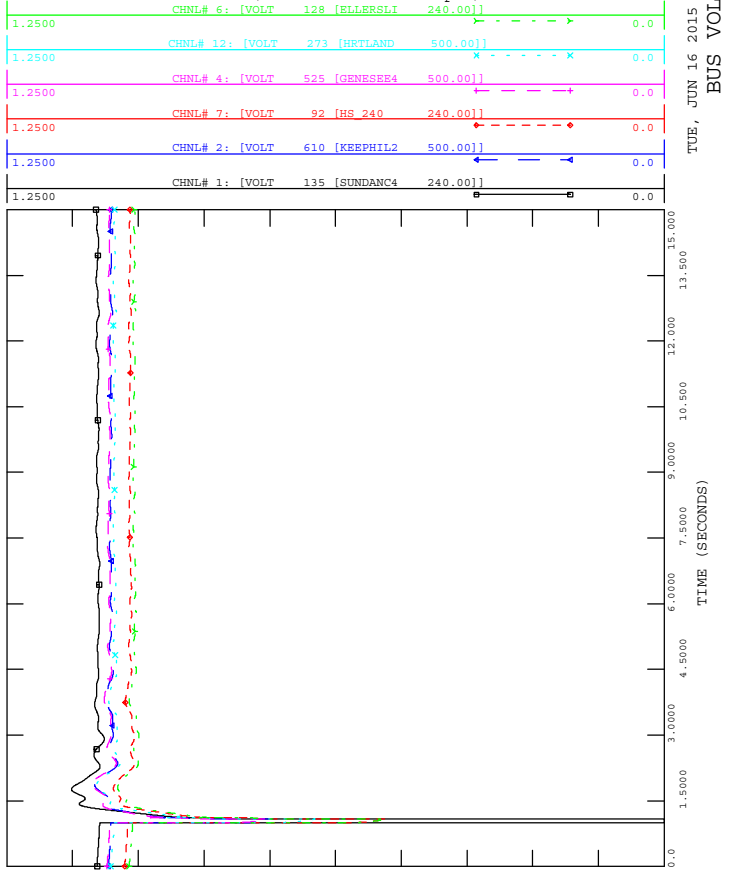
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out
 CHNL# 40: [ANGL 491 [GENES 19 20.500]1]

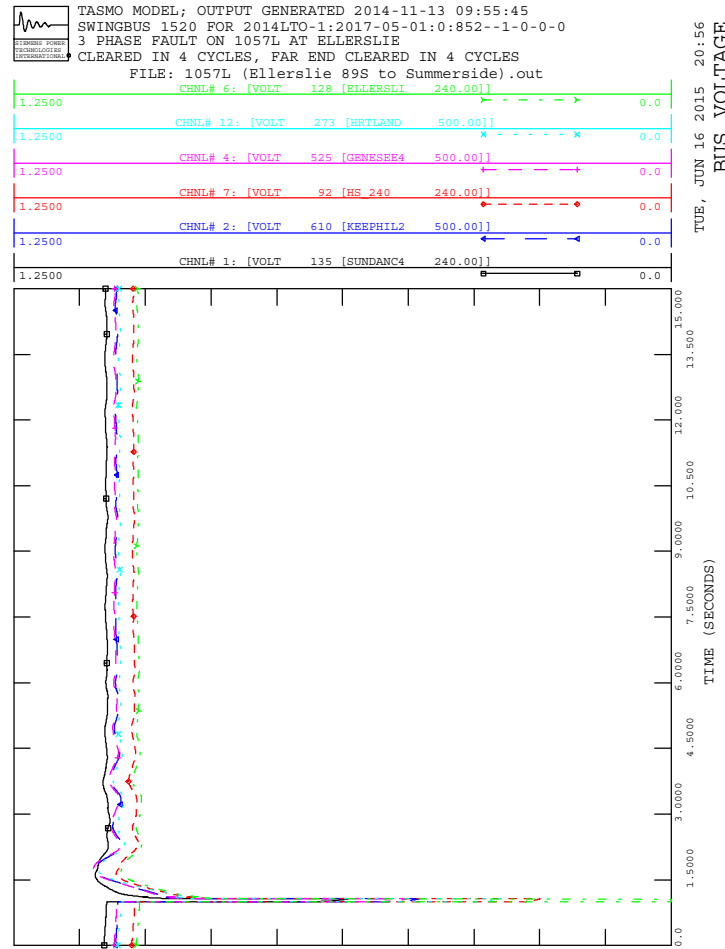
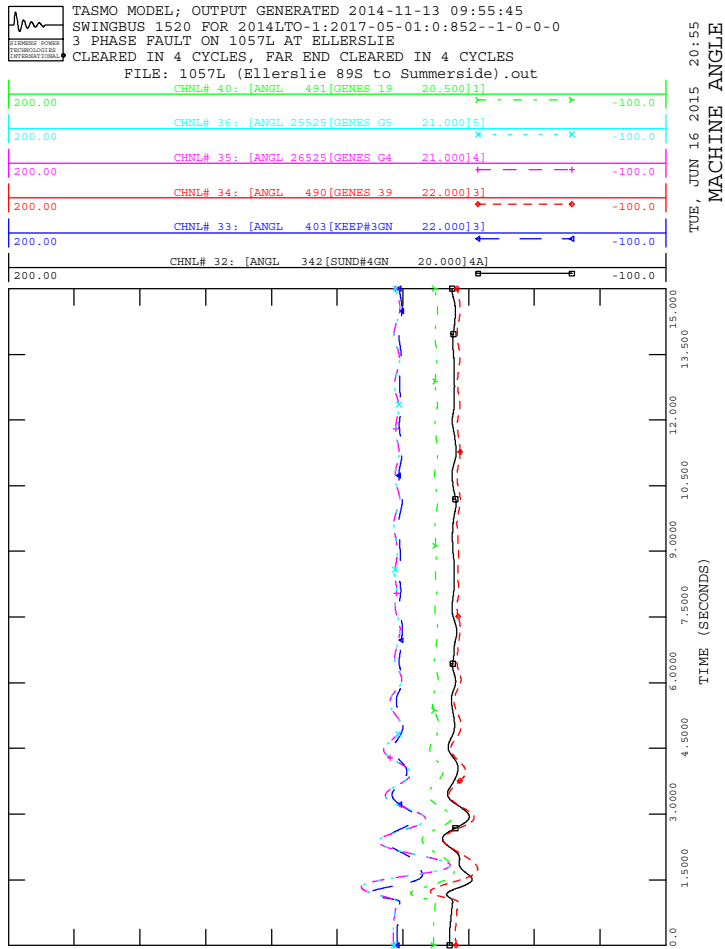
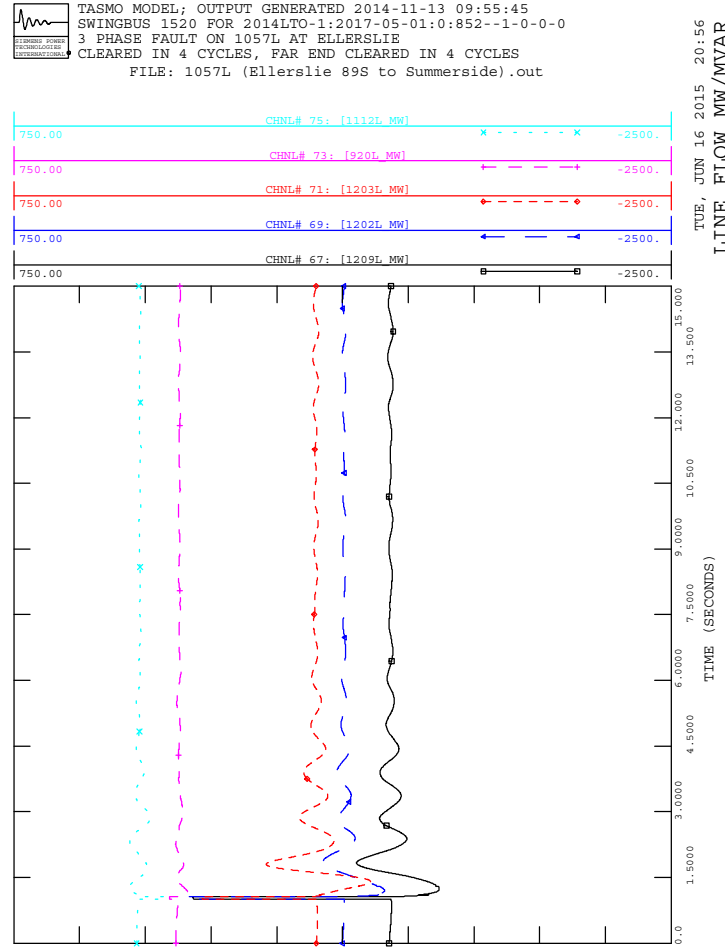
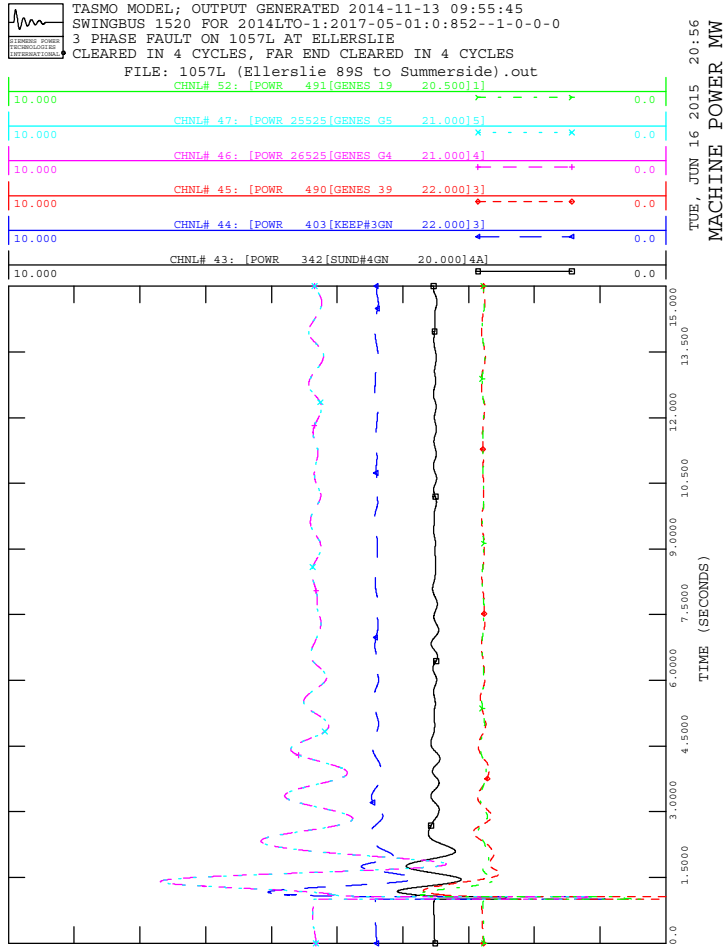
TUE, JUN 16 2015 20:55
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out
 CHNL# 6: [VOLT 128 [ELLERSLI 240.00]]

TUE, JUN 16 2015 20:55
 BUS VOLTAGE

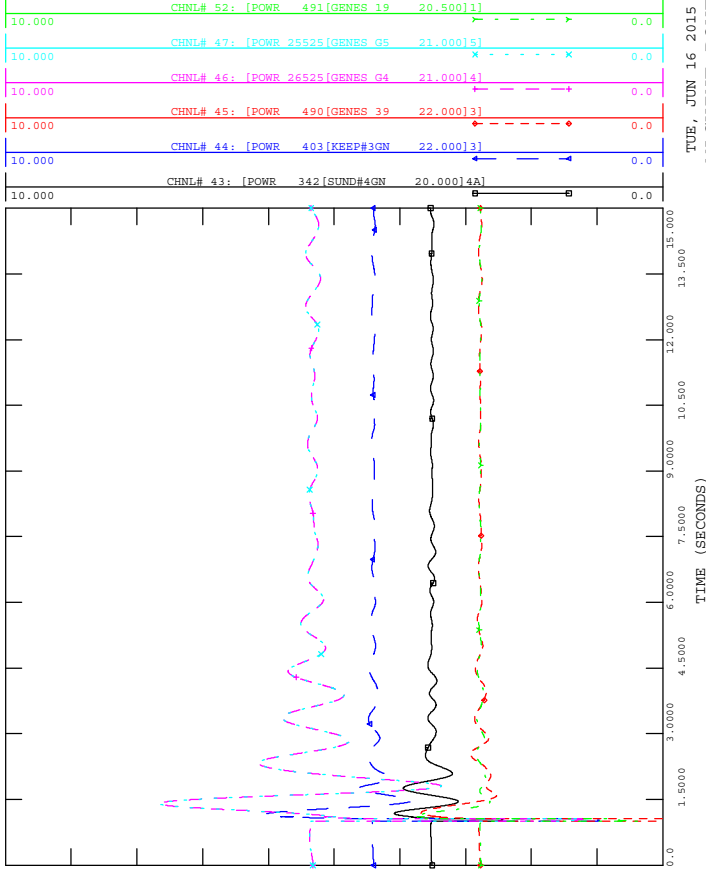






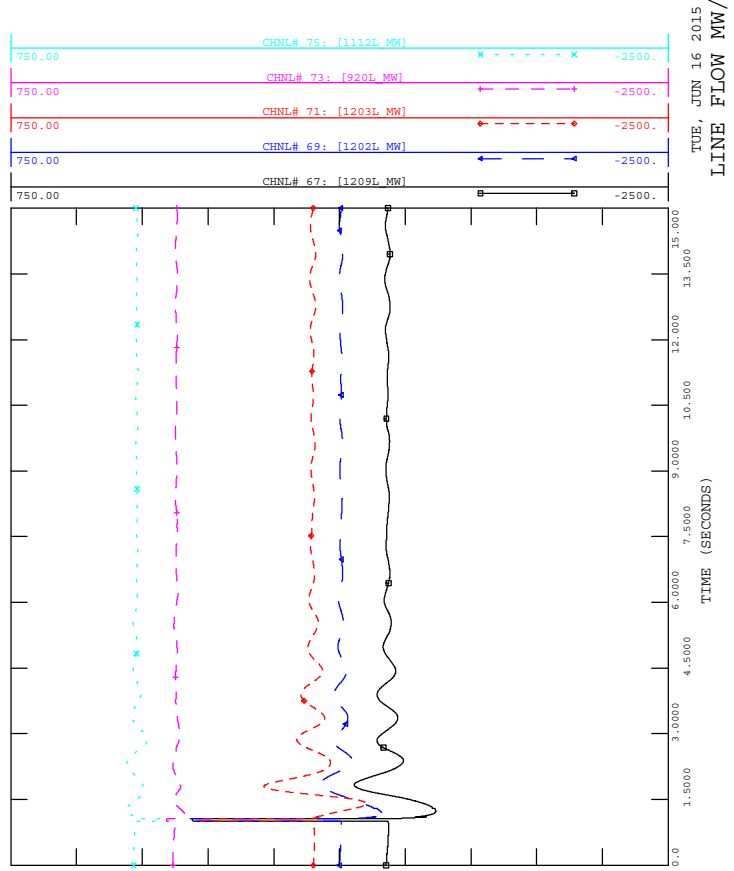
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out
 CHNL# 52: [POWR 491[GENES 19 20.500]1]

TUE, JUN 16 2015 20:56
 MACHINE POWER MW



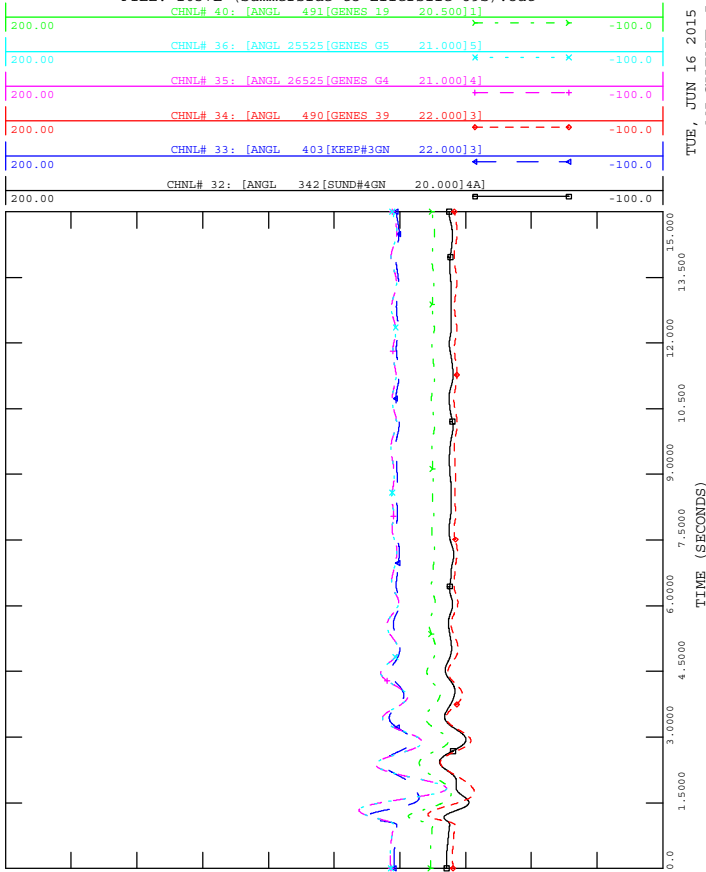
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out

TUE, JUN 16 2015 20:56
 LINE FLOW MW/MVAR



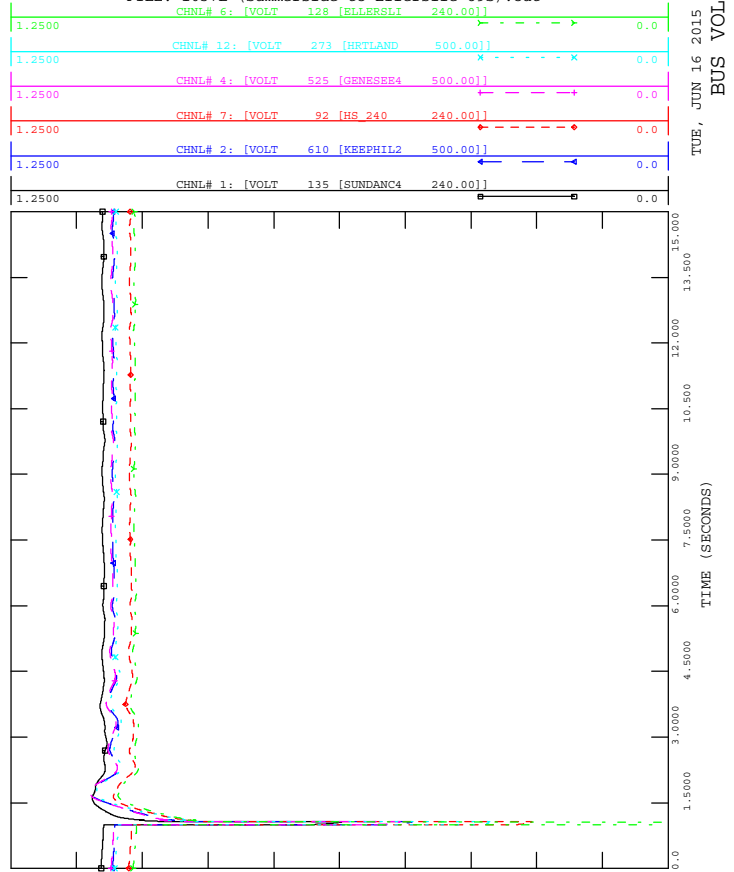
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out
 CHNL# 40: [ANGL 491[GENES 19 20.500]1]

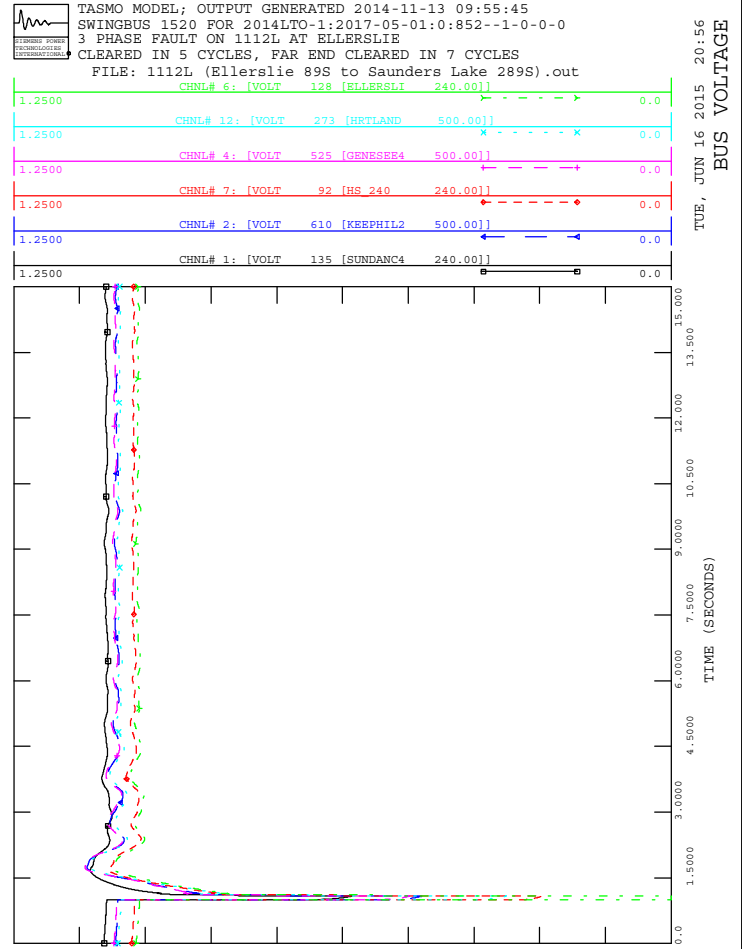
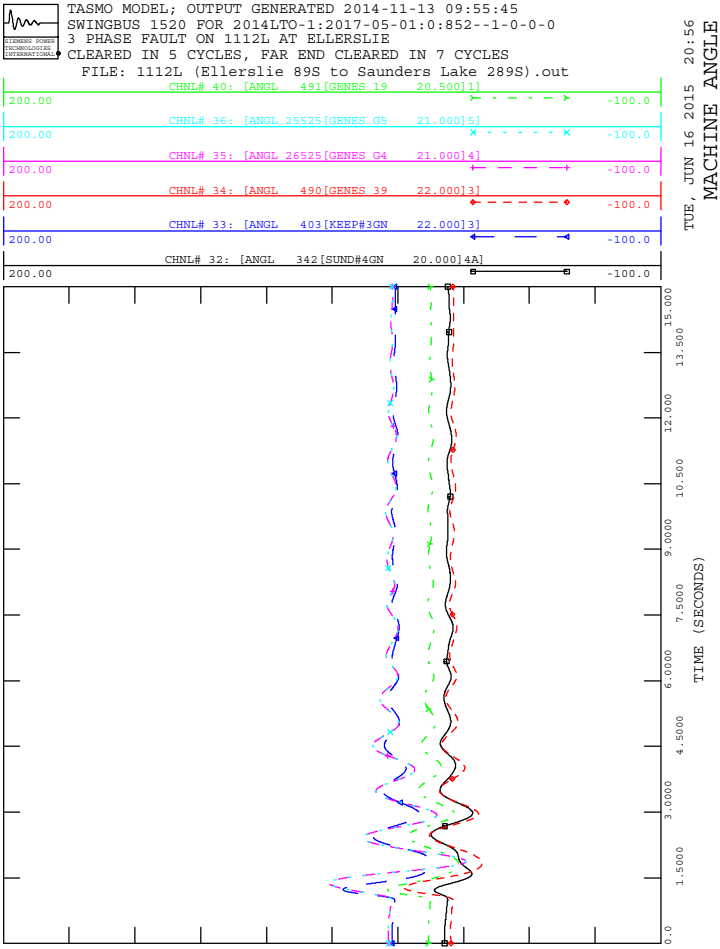
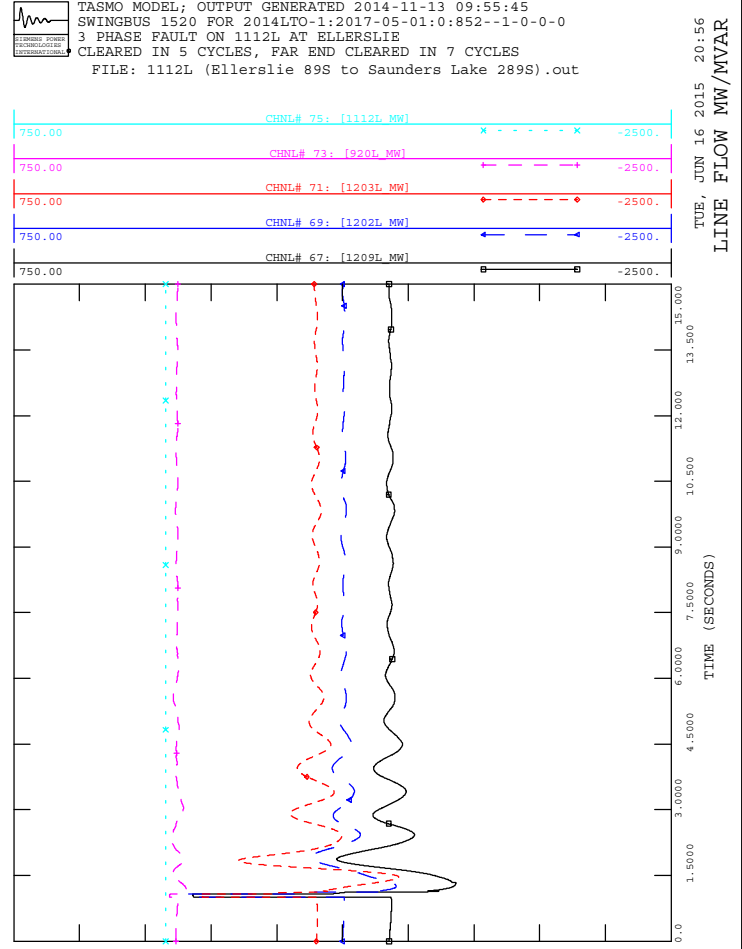
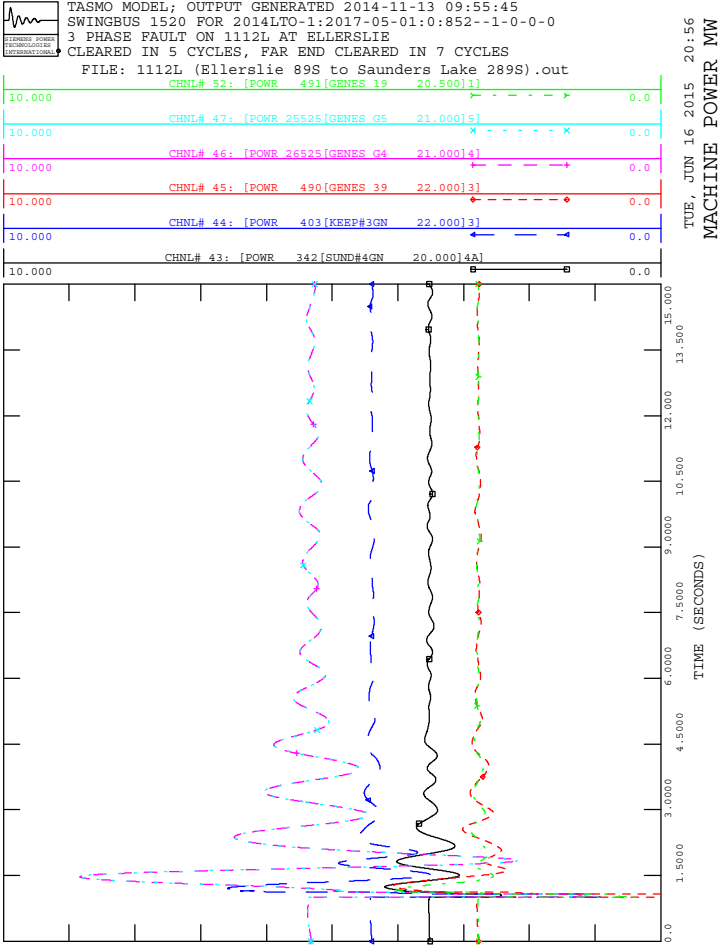
TUE, JUN 16 2015 20:56
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out
 CHNL# 6: [VOLT 128 [ELLERSL1 240.00]]

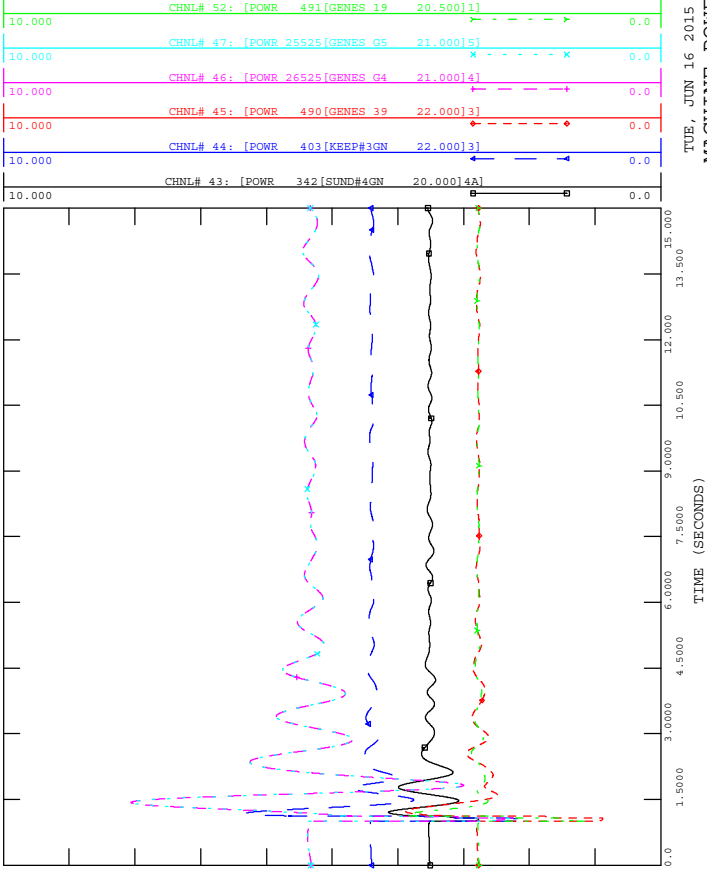
TUE, JUN 16 2015 20:56
 BUS VOLTAGE



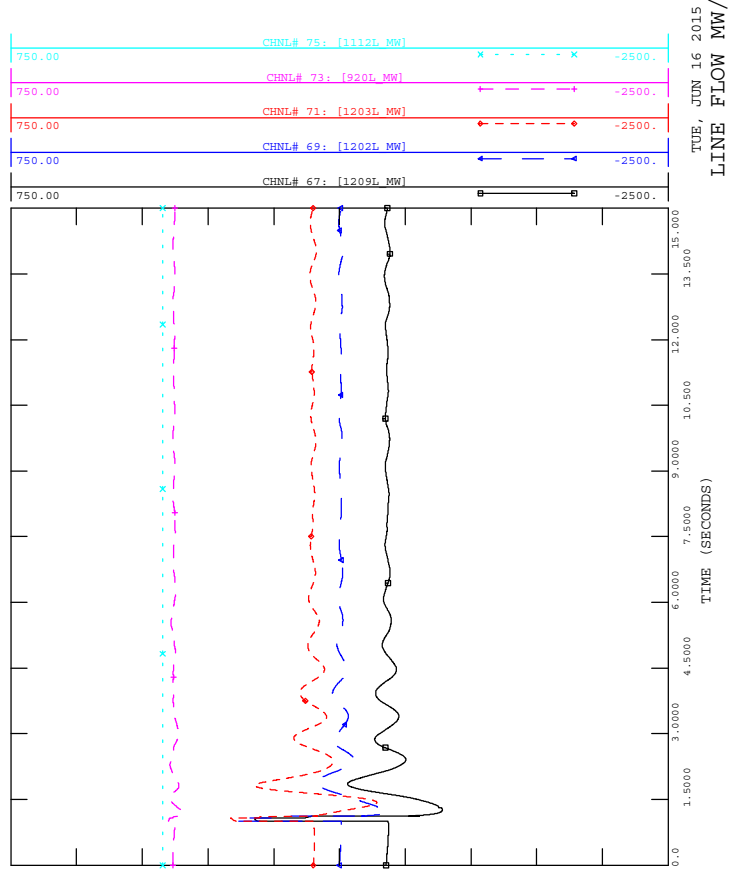




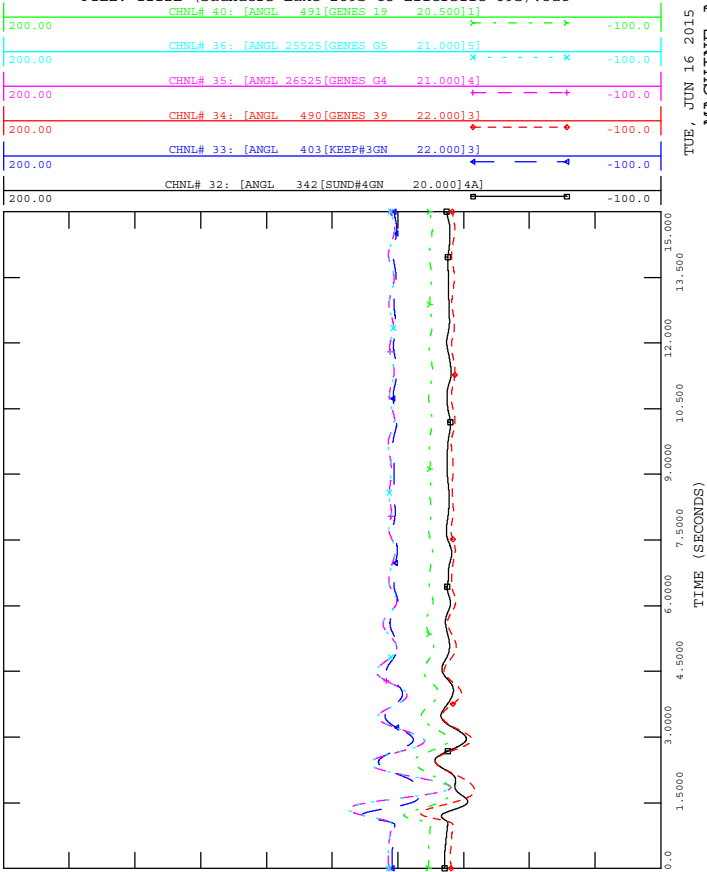
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 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



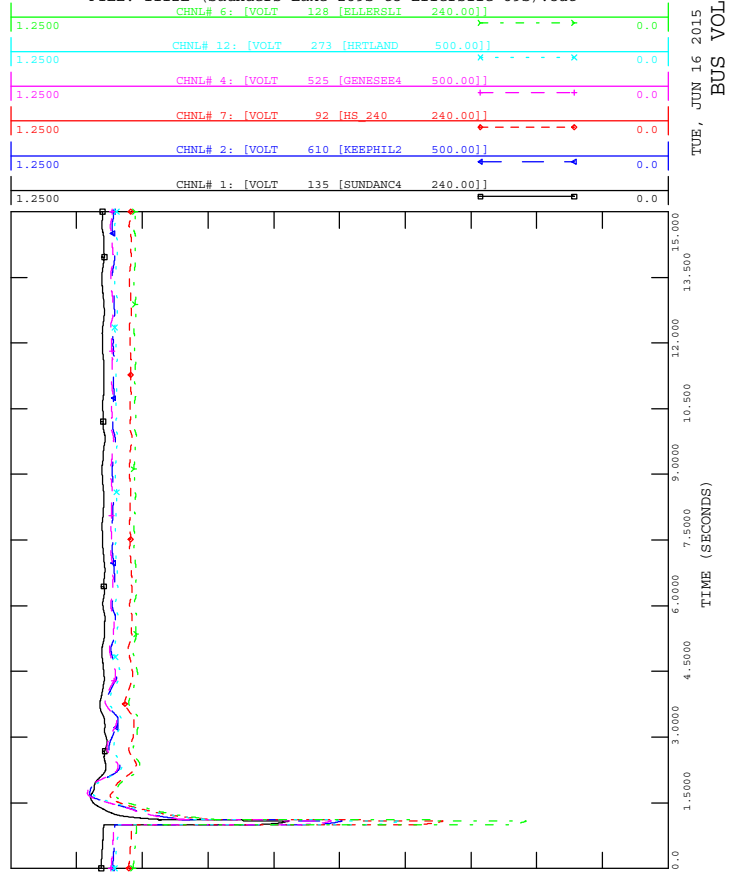
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

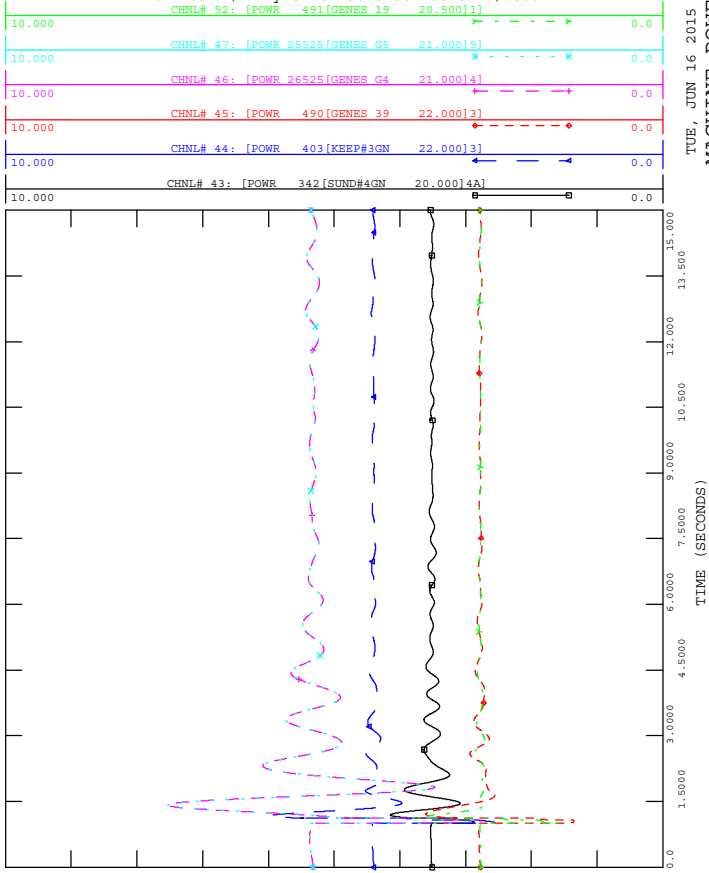


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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

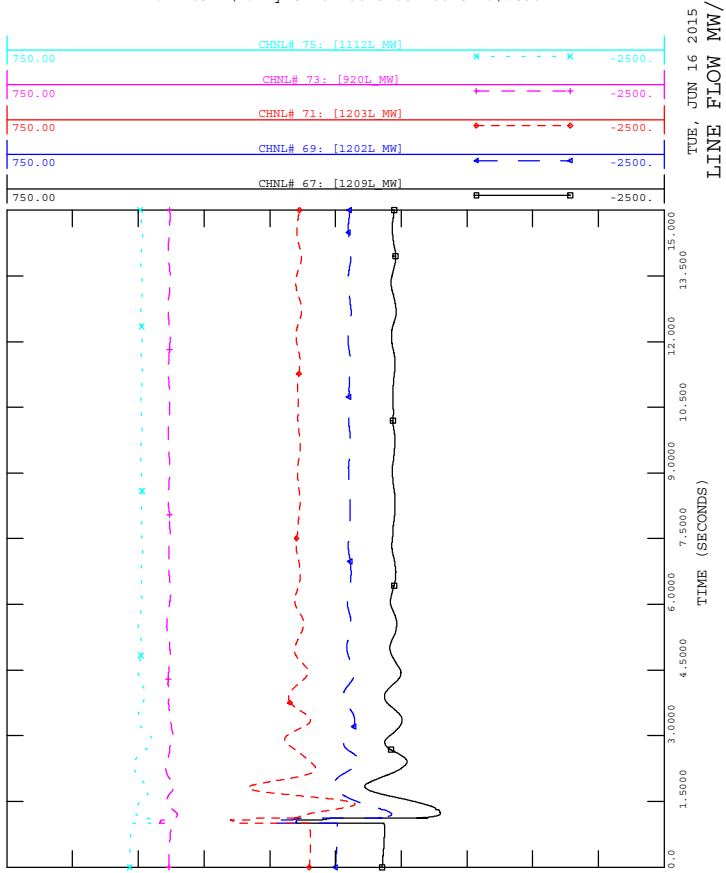




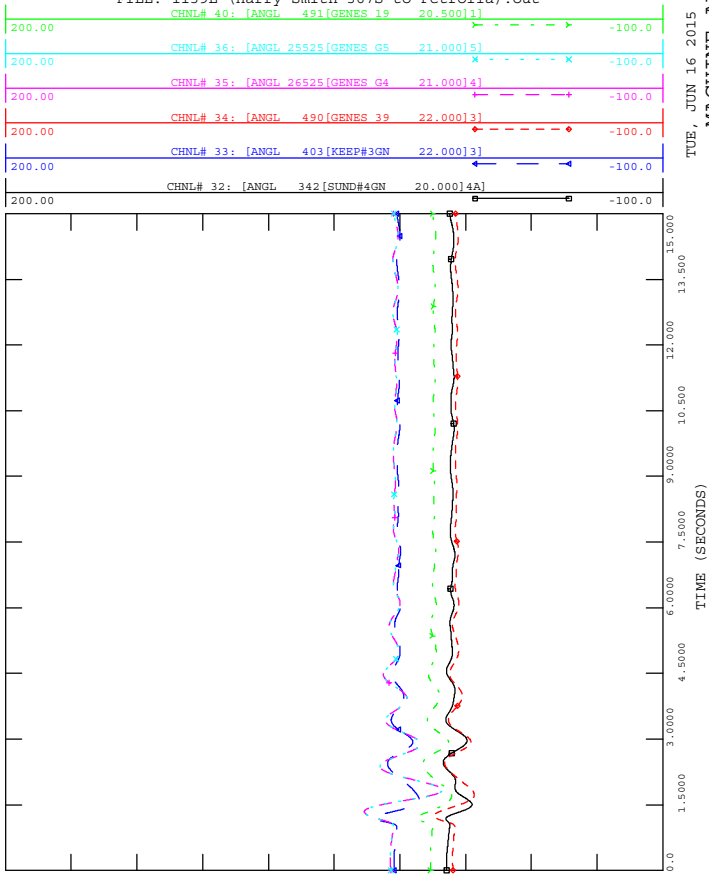
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 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



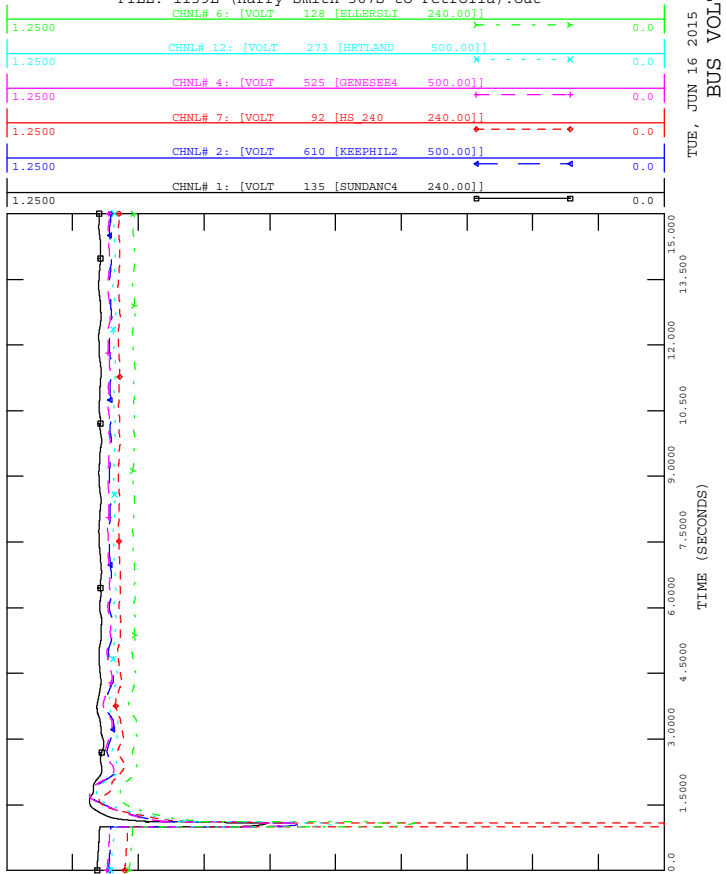
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out

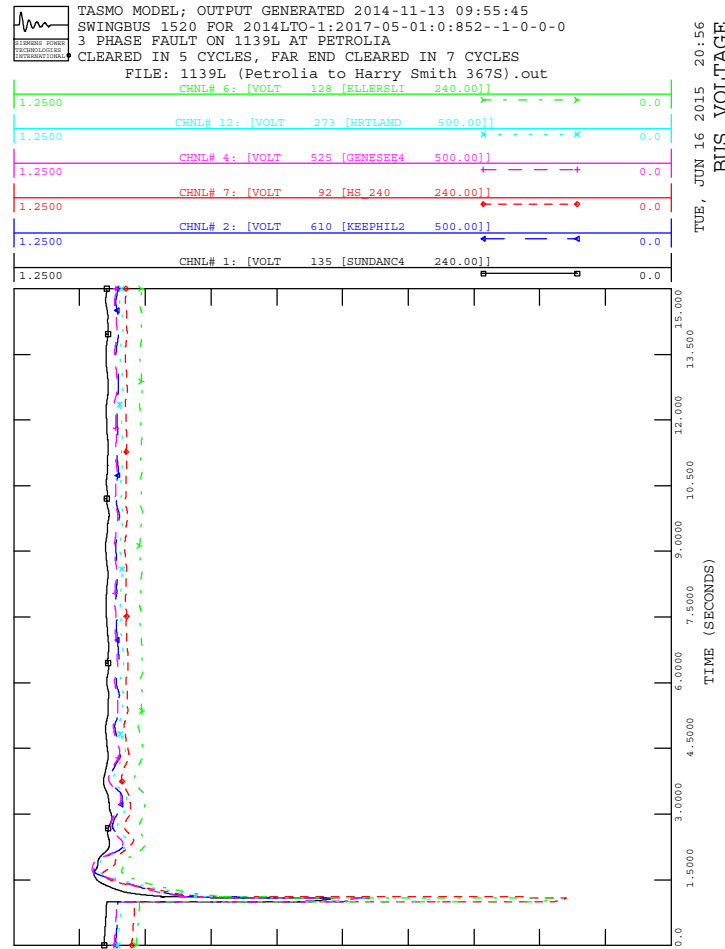
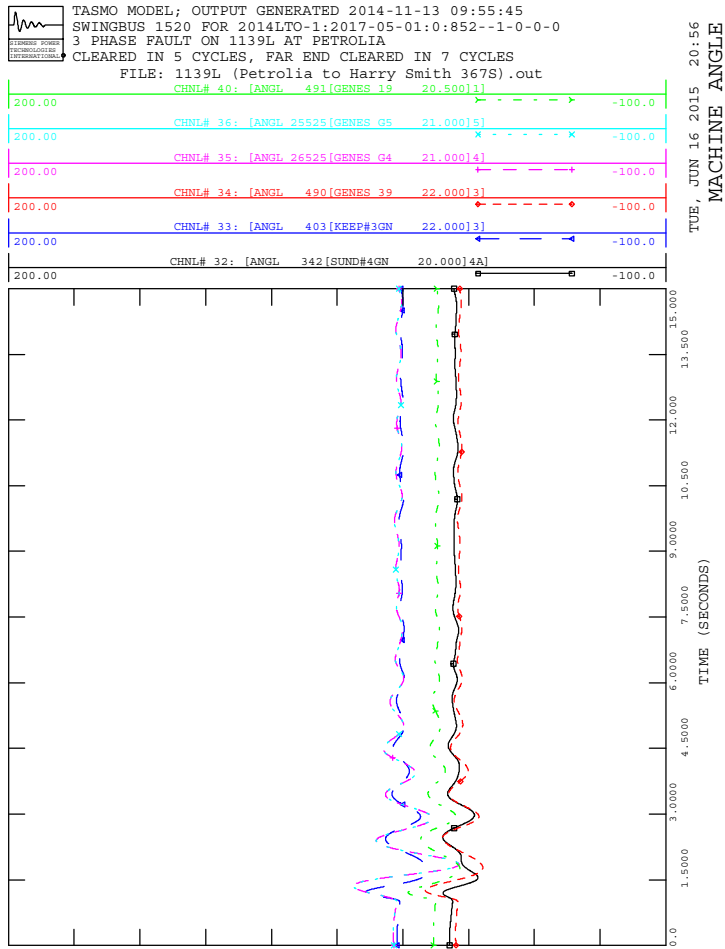
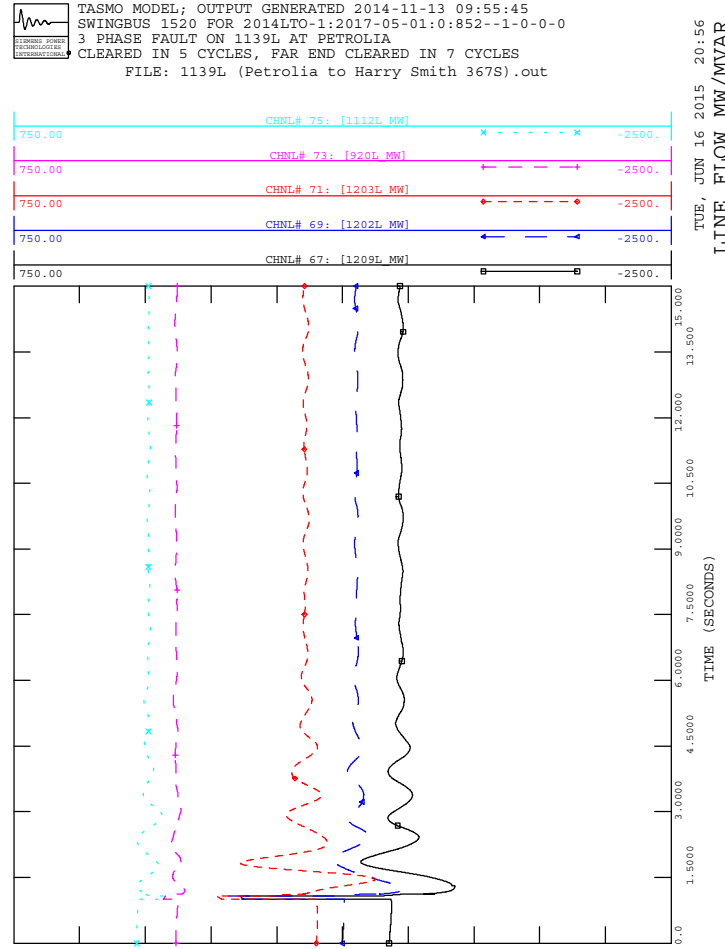
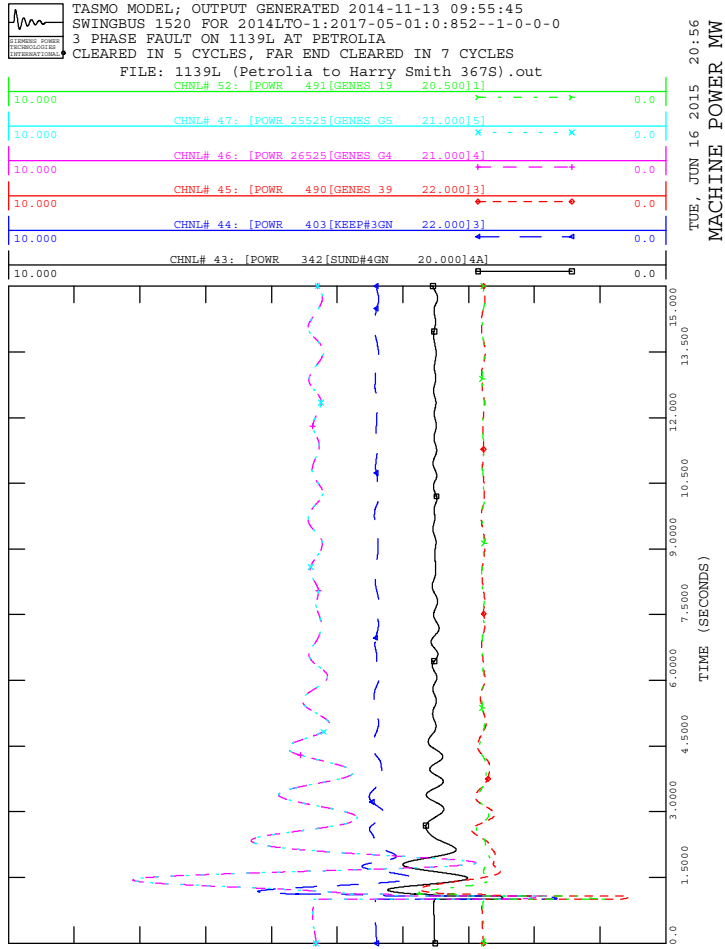


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



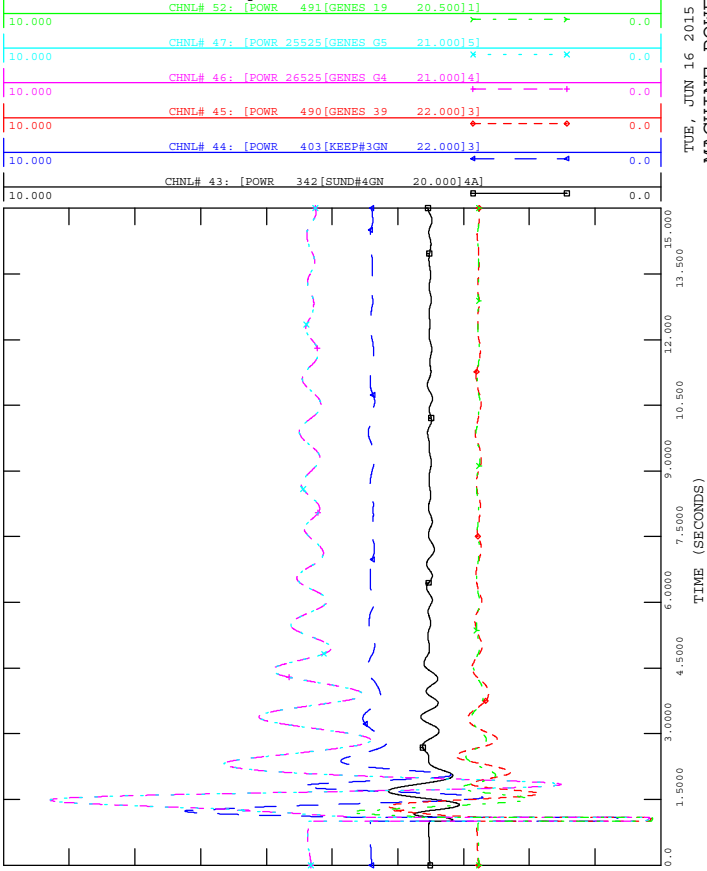
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



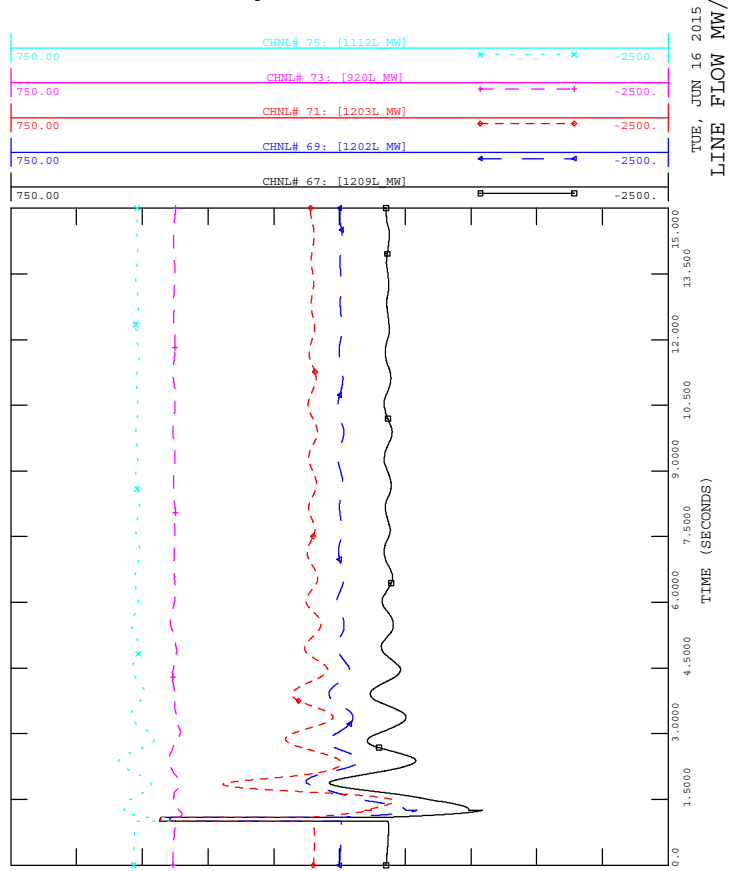




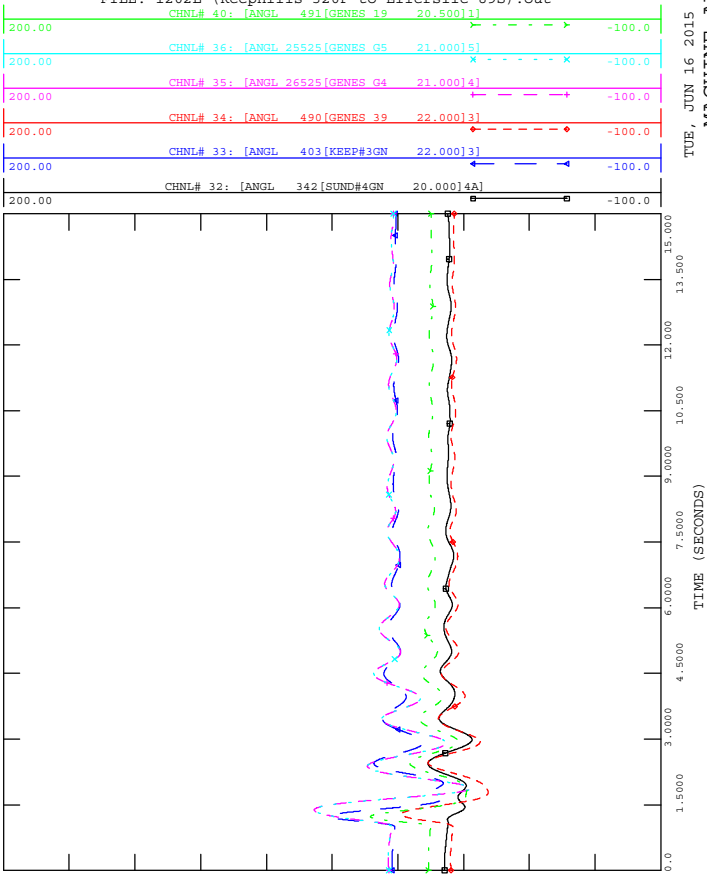
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1202L AT KEEPHILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out



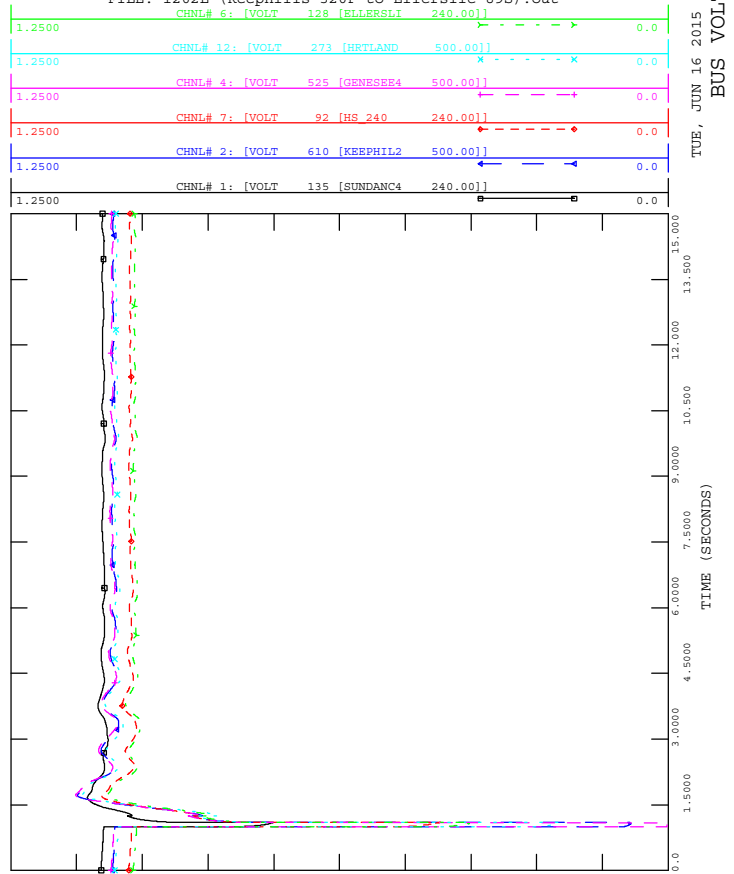
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1202L AT KEEPHILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out



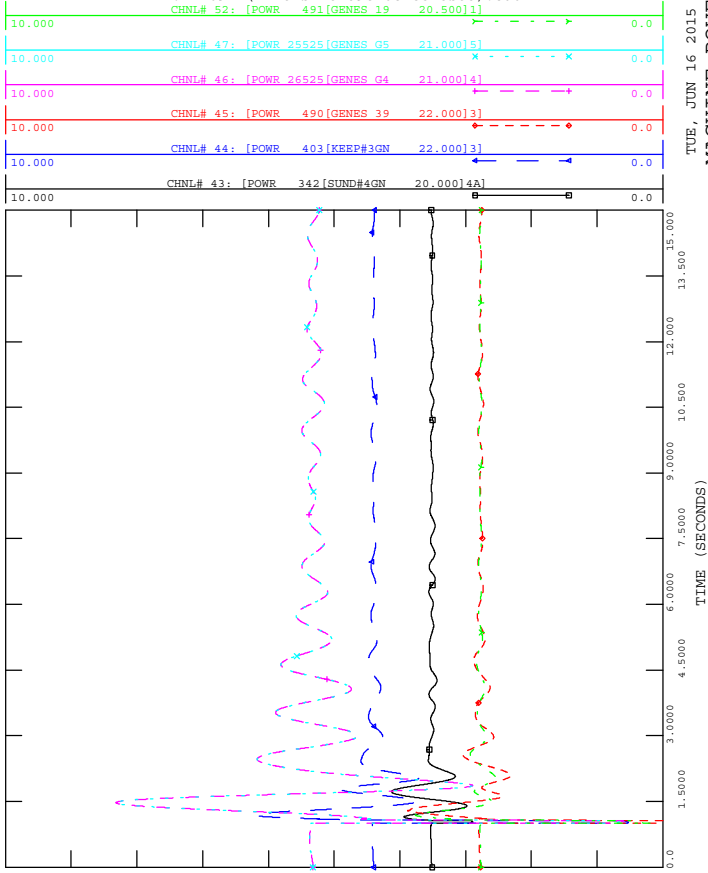
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out





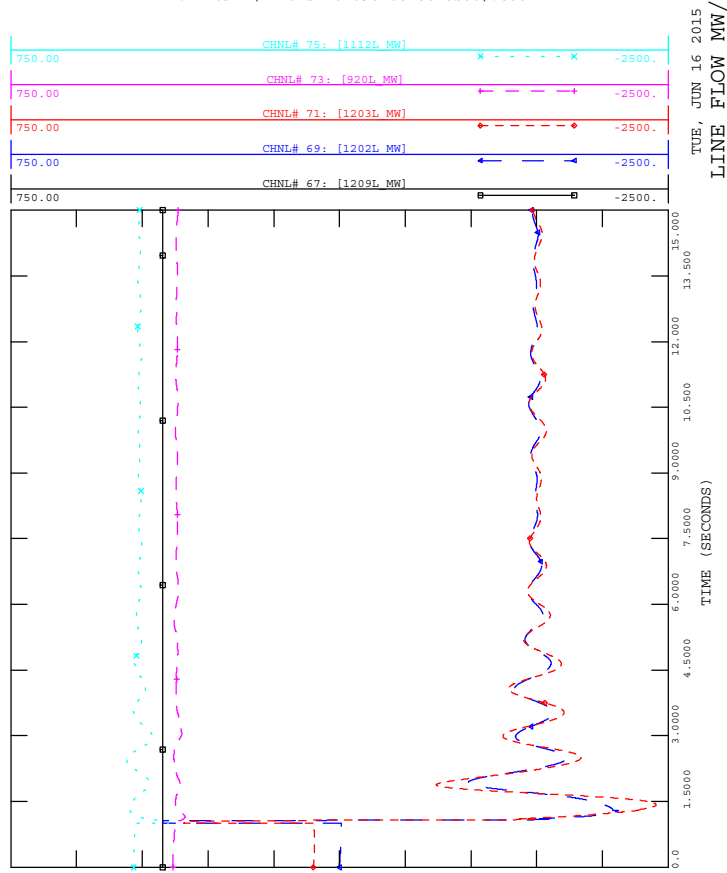
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 3 PHASE FAULT ON 1209L AT ELLERSLIE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out

TUE, JUN 16 2015 20:56
 MACHINE POWER MW



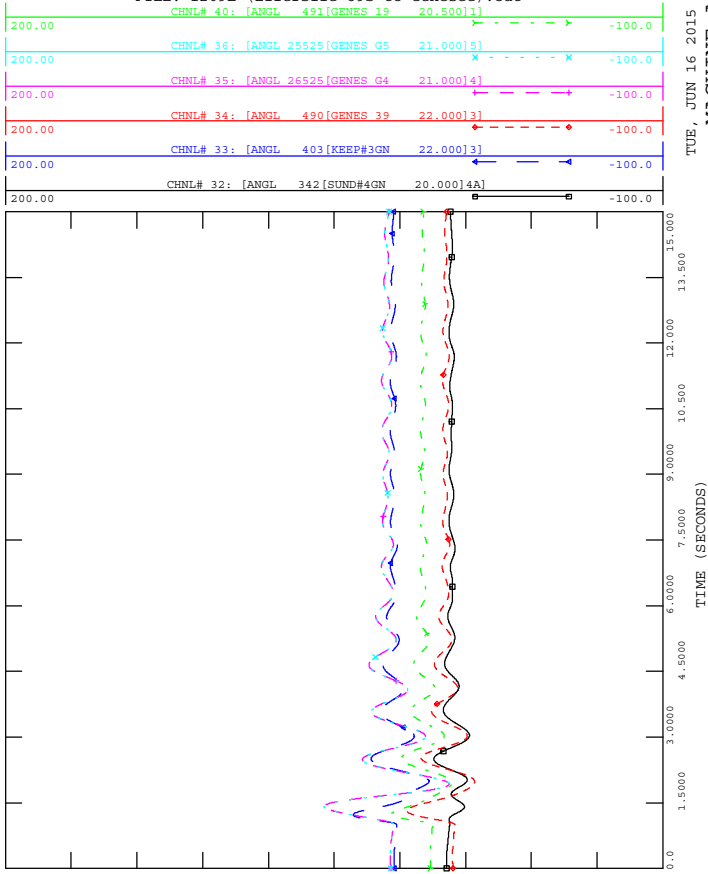
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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out

TUE, JUN 16 2015 20:56
 LINE FLOW MW/MVAR



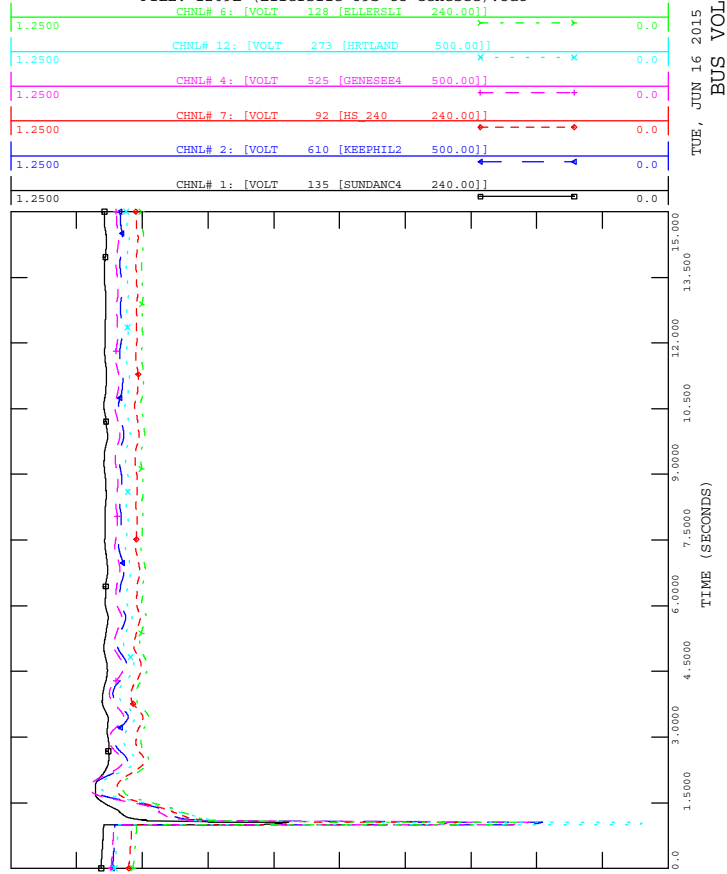
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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out

TUE, JUN 16 2015 20:56
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1209L AT ELLERSLIE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out

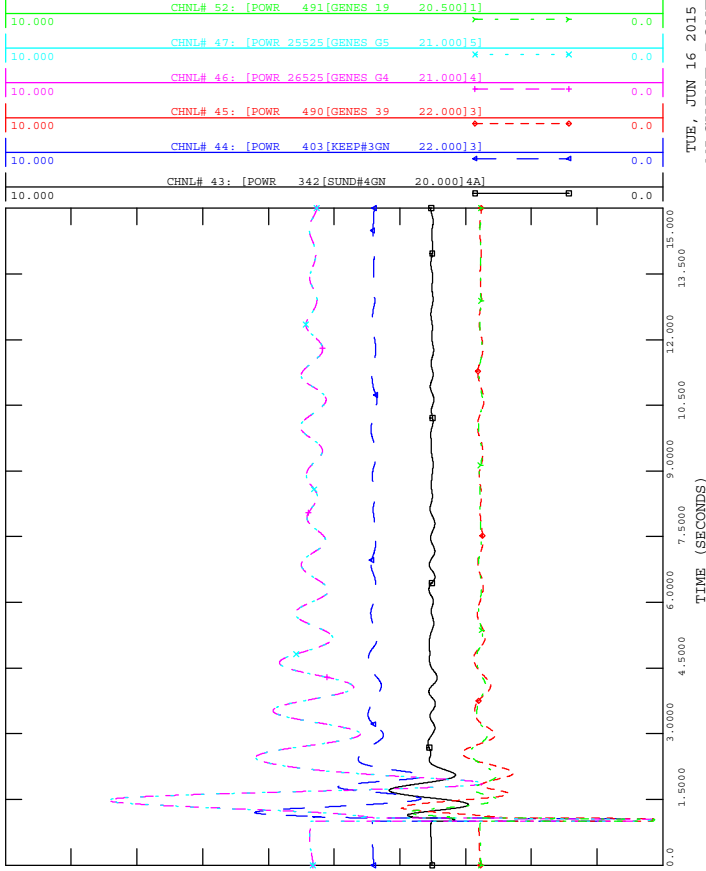
TUE, JUN 16 2015 20:56
 BUS VOLTAGE





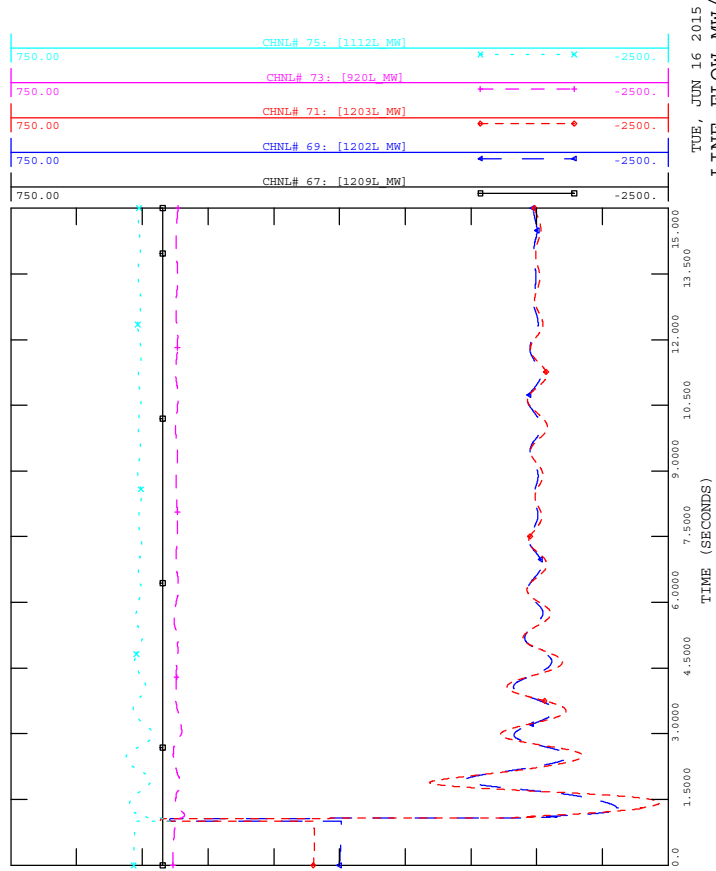
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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

TUE, JUN 16 2015 20:56
 MACHINE POWER MW



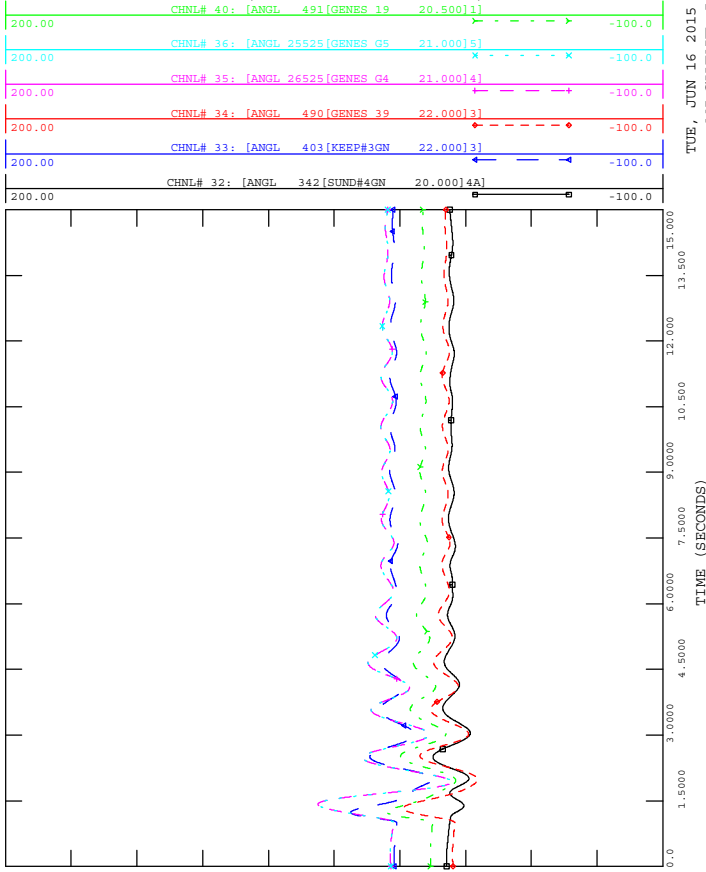
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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

TUE, JUN 16 2015 20:56
 LINE FLOW MW/MVAR



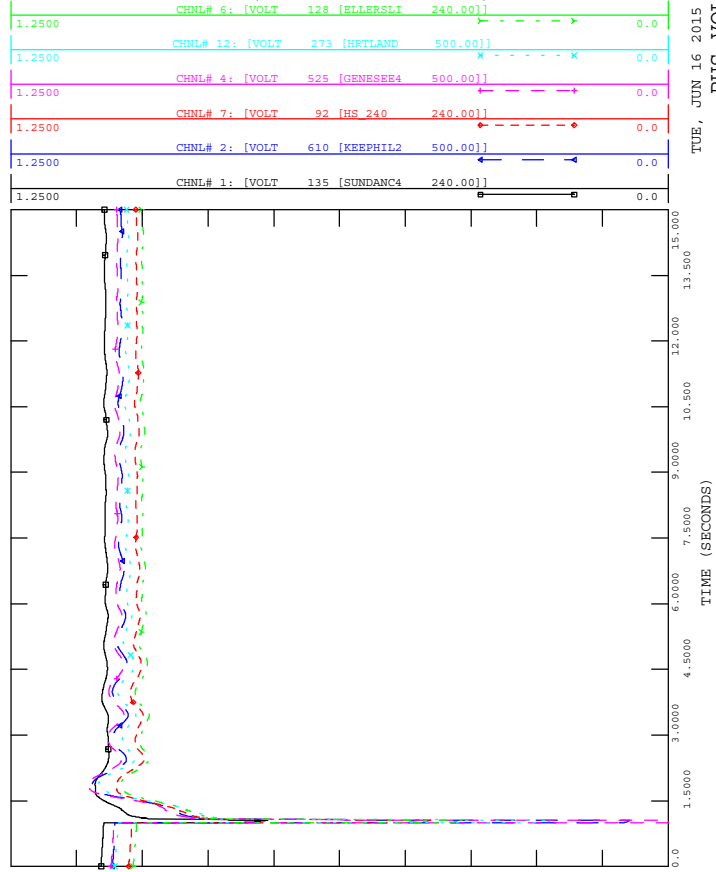
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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

TUE, JUN 16 2015 20:56
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

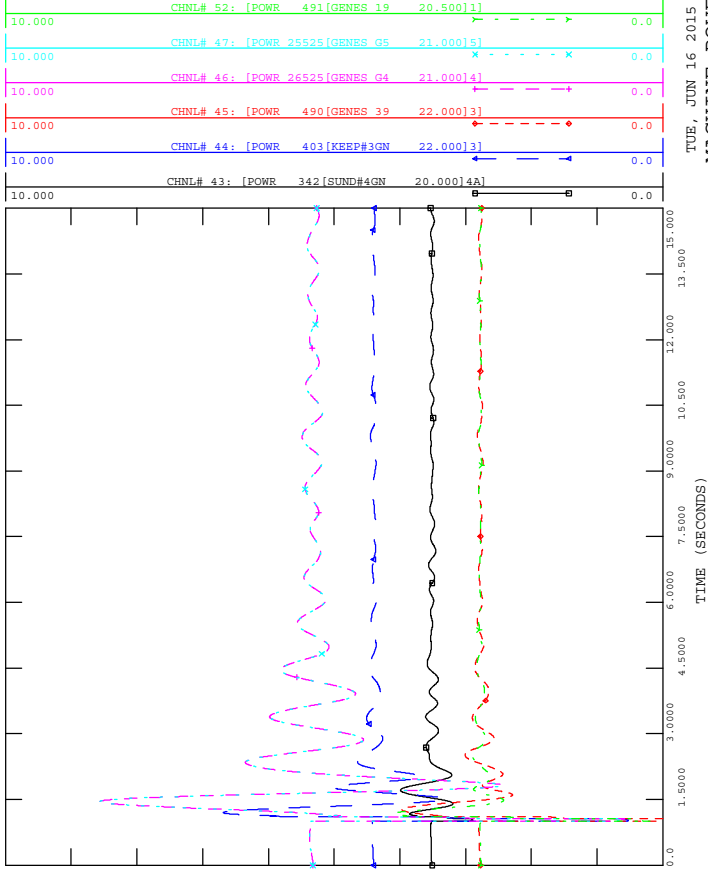
TUE, JUN 16 2015 20:56
 BUS VOLTAGE





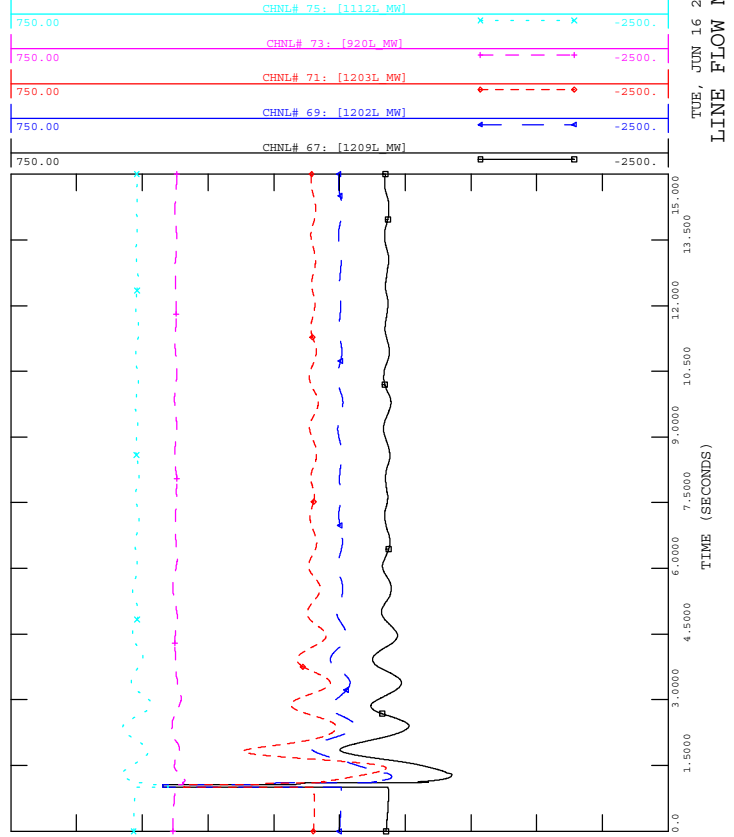
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out

TUE, JUN 16 2015 20:56
 MACHINE POWER MW



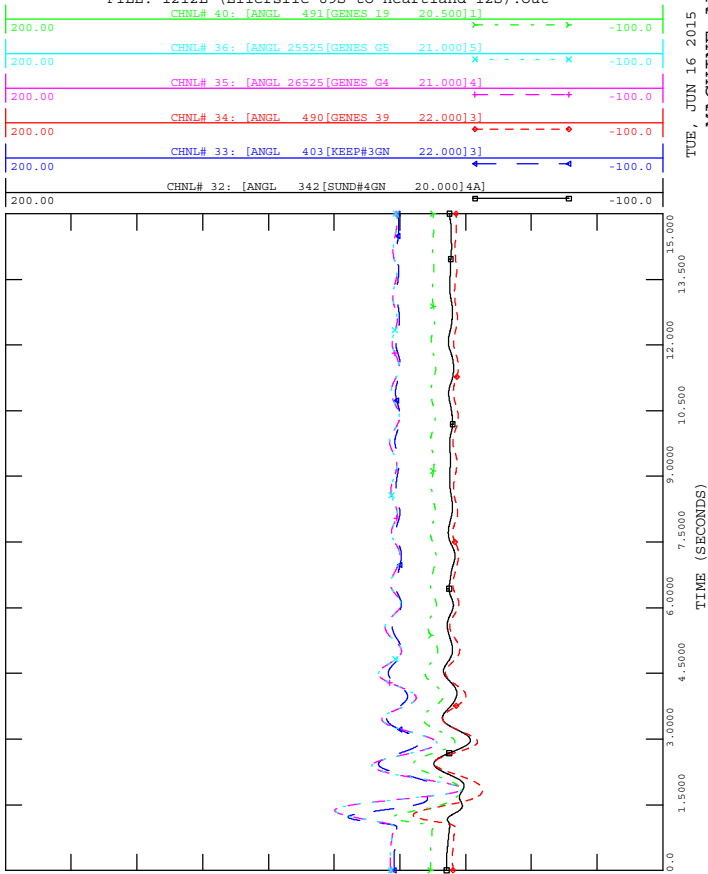
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out

TUE, JUN 16 2015 20:56
 LINE FLOW MW/MVAR



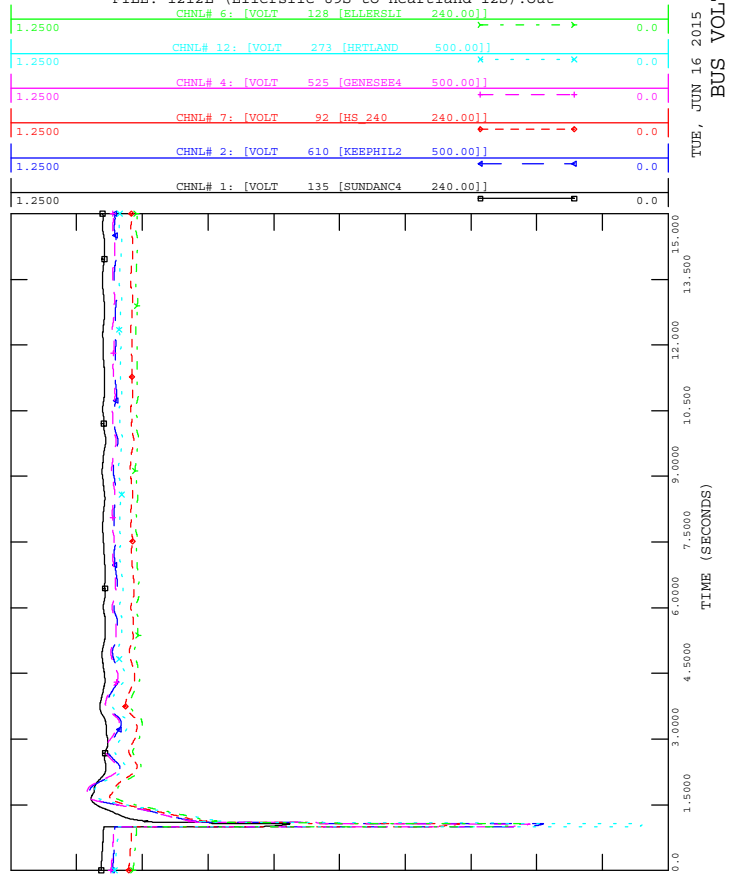
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out

TUE, JUN 16 2015 20:56
 MACHINE ANGLE



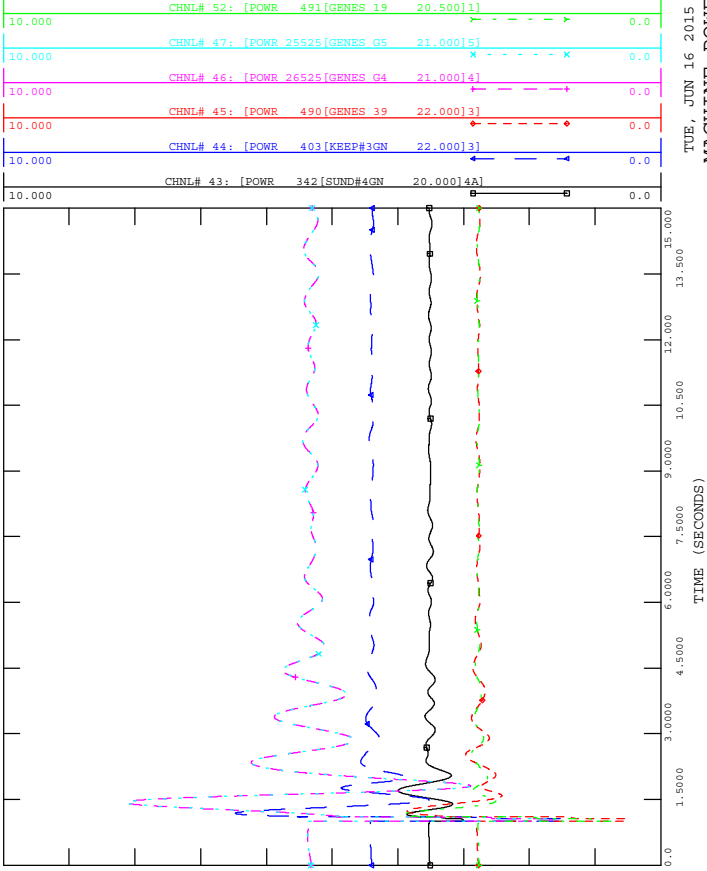
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out

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 BUS VOLTAGE

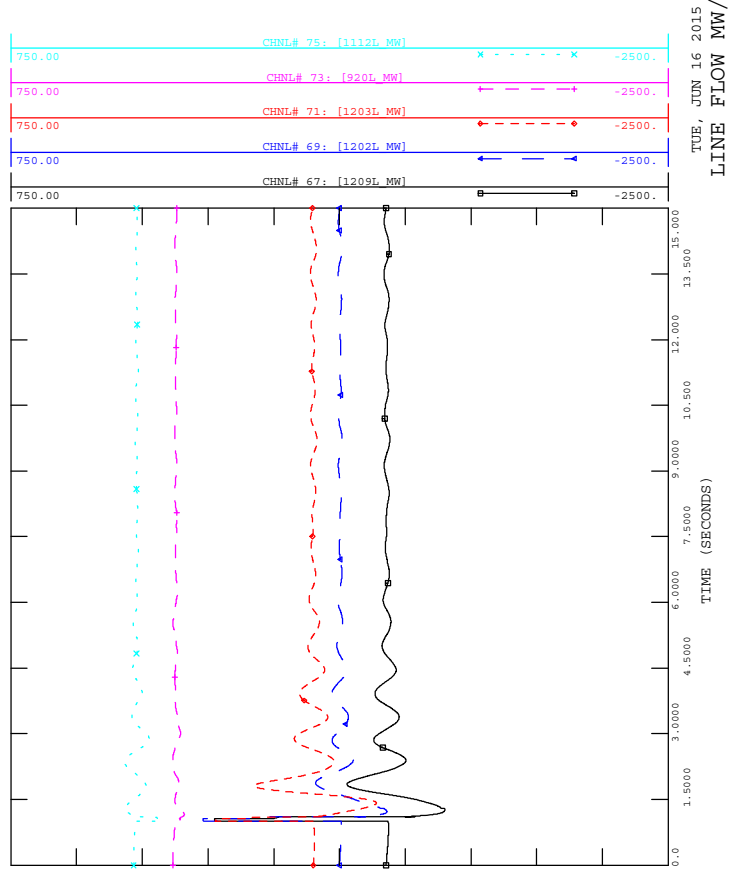




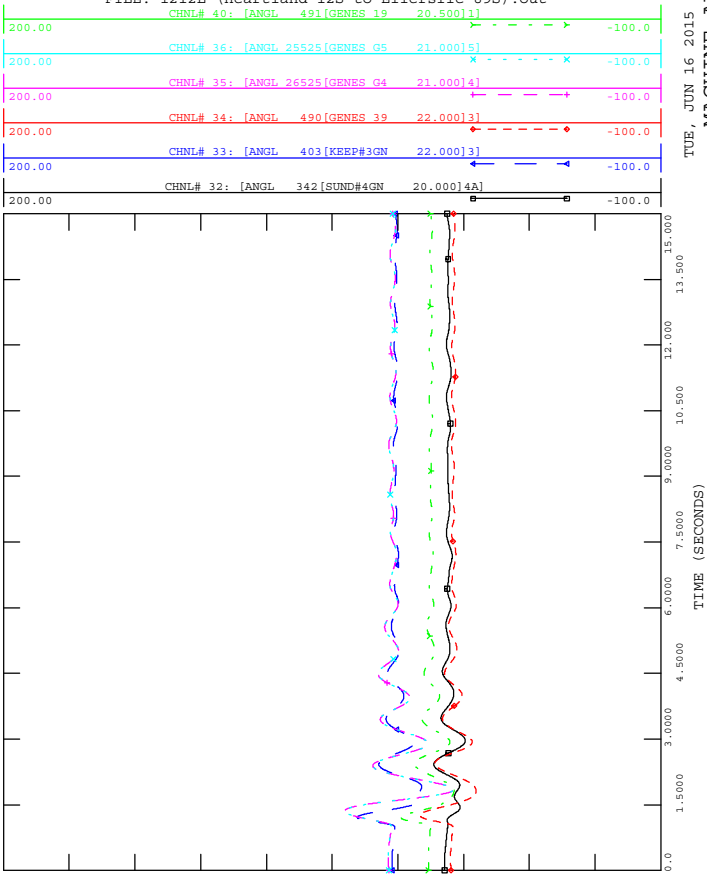
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



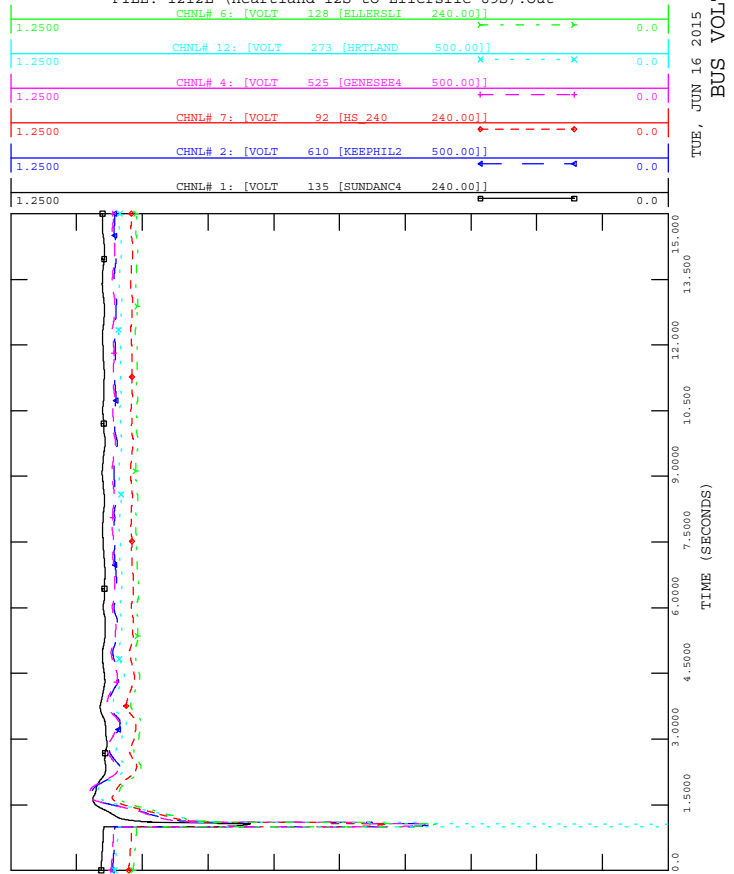
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out

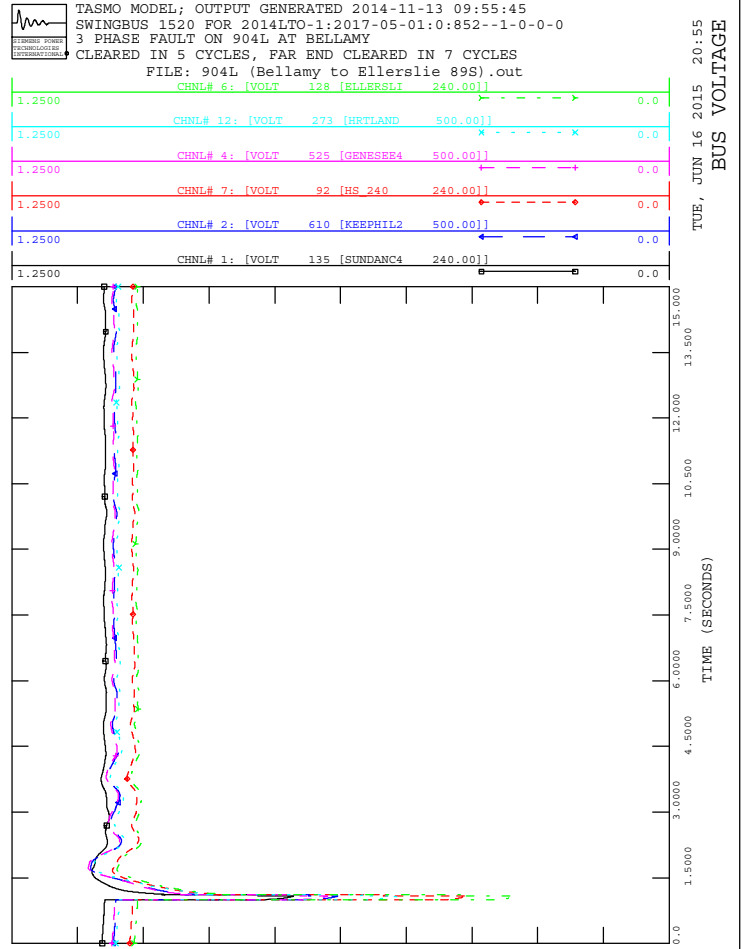
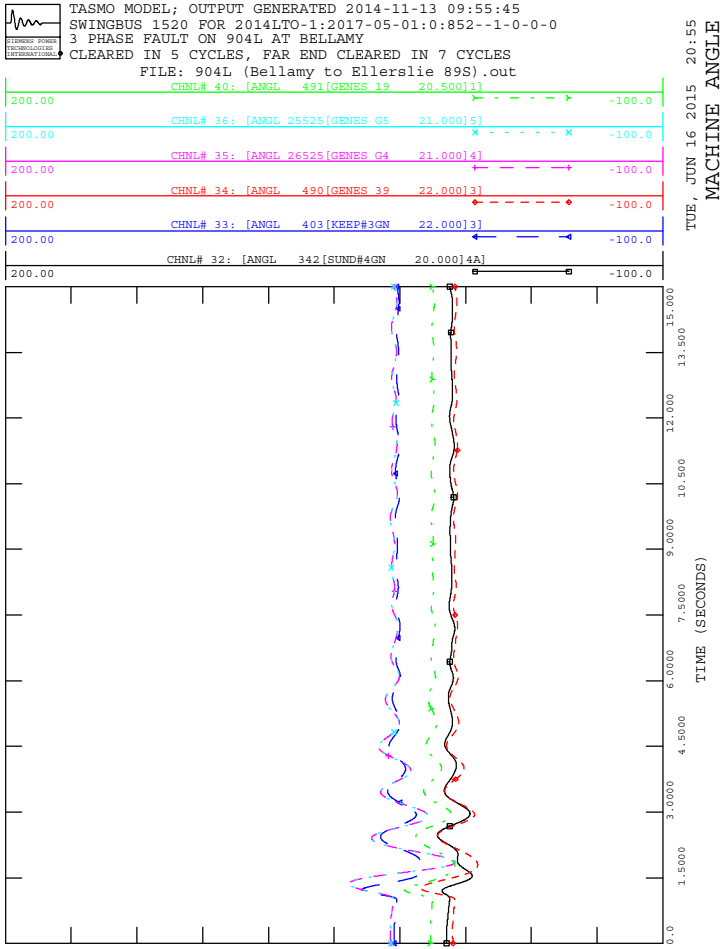
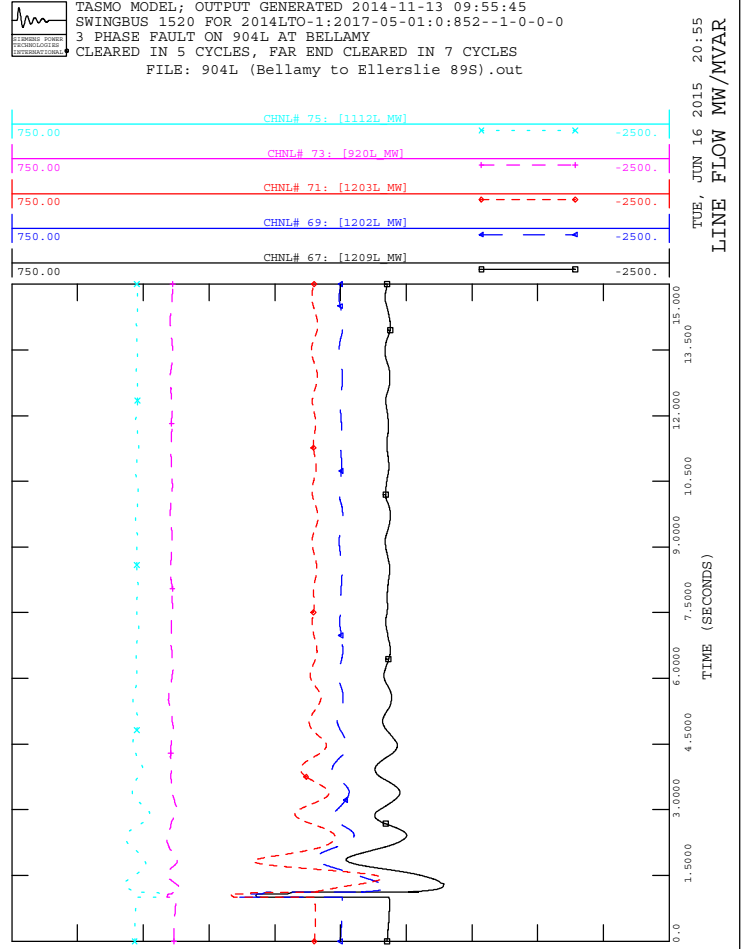
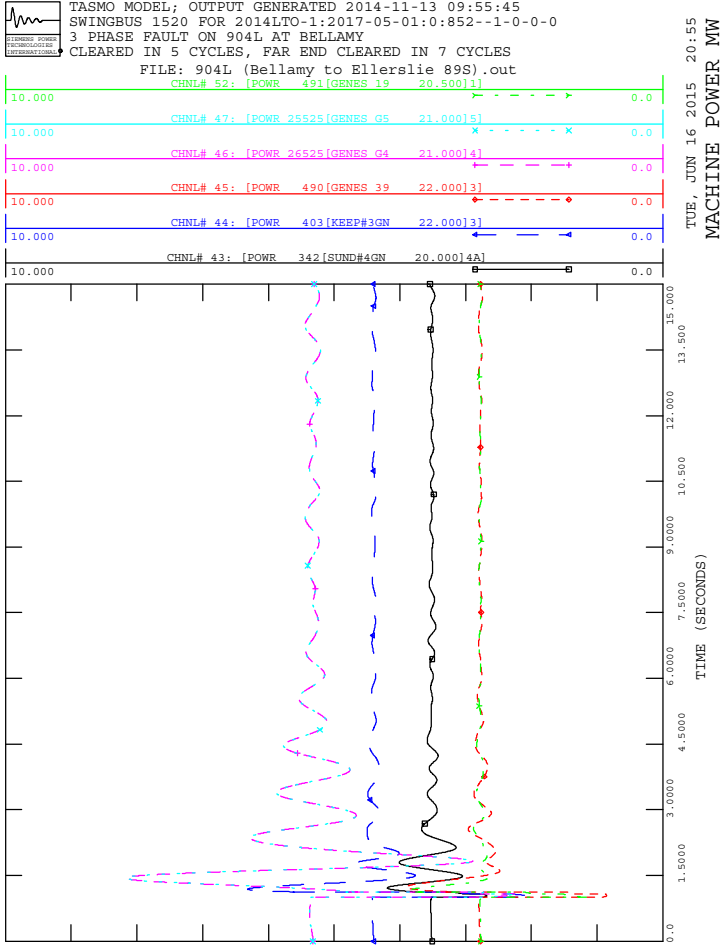


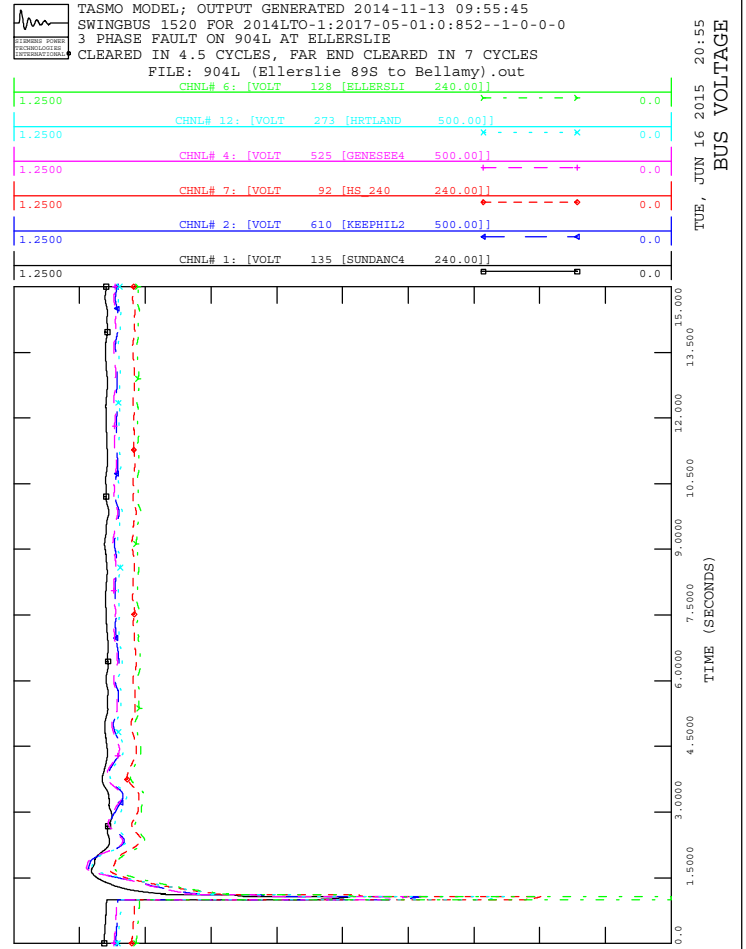
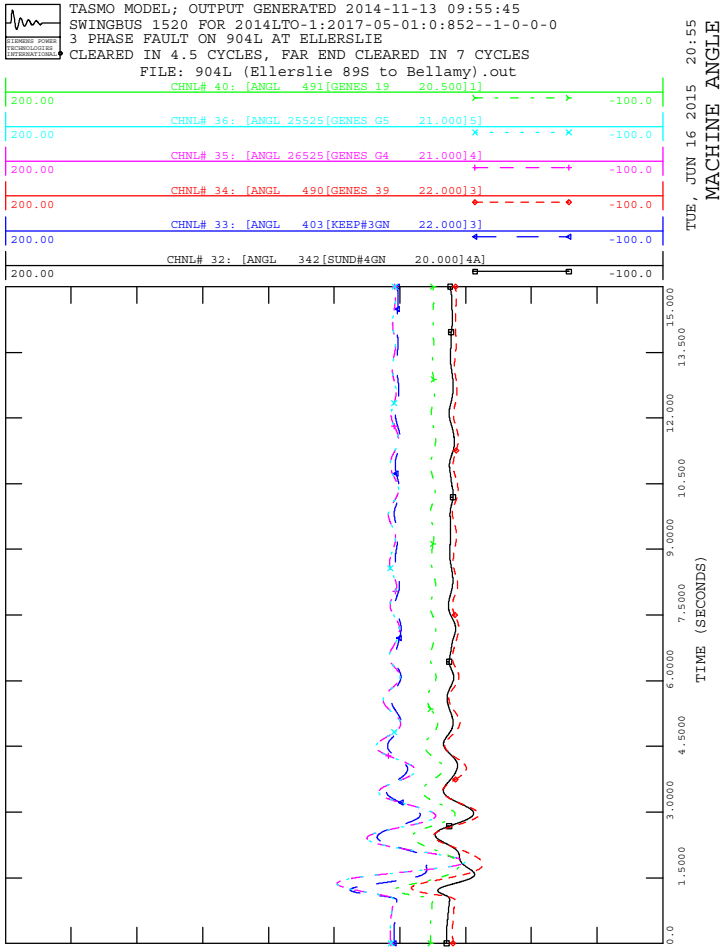
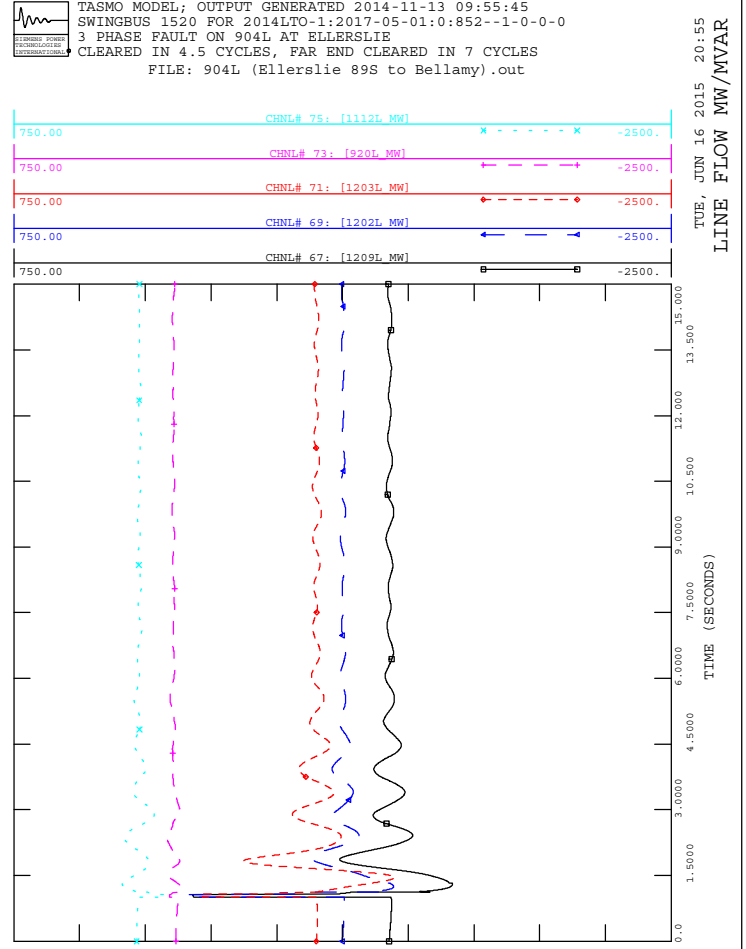
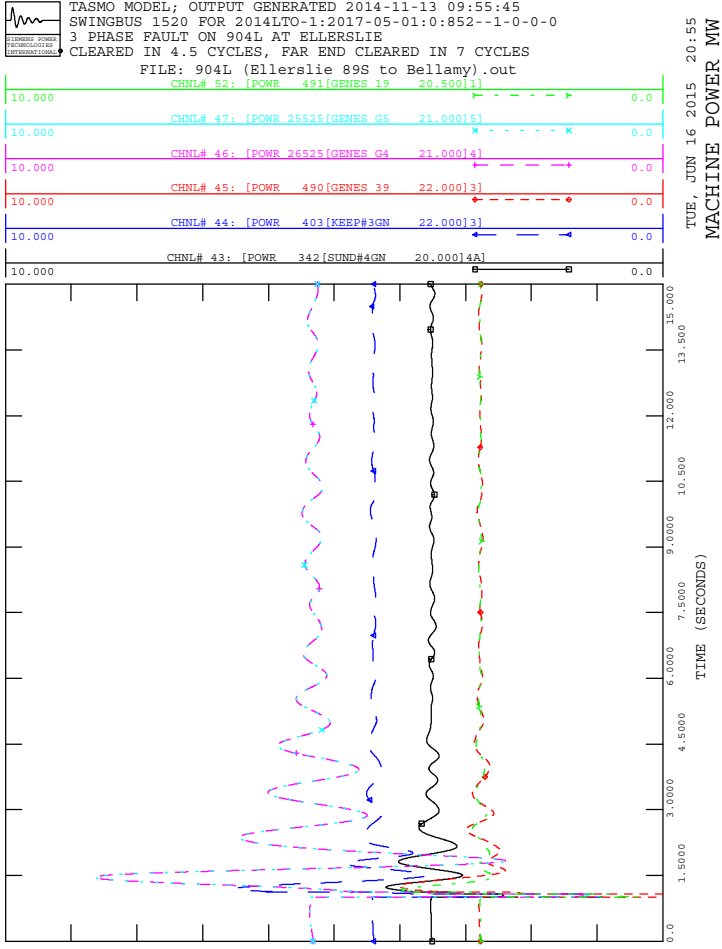
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



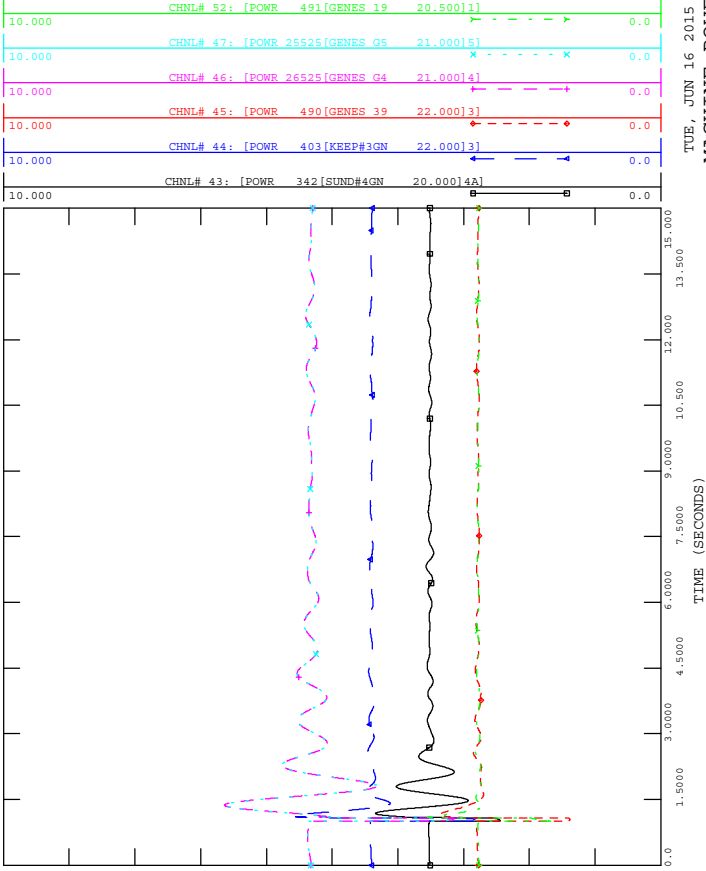






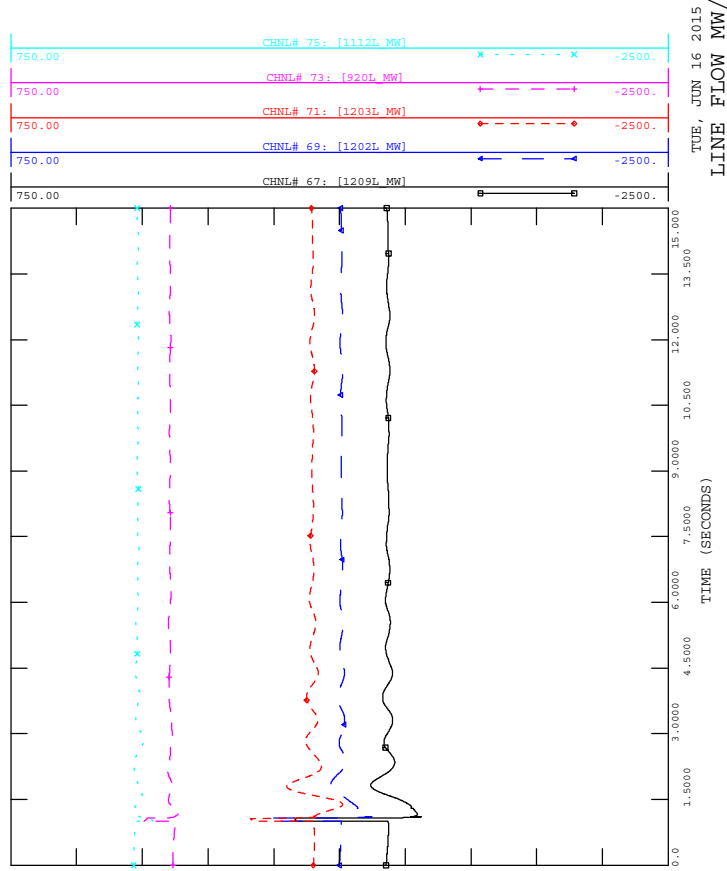
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

TUE, JUN 16 2015 20:55
 MACHINE POWER MW



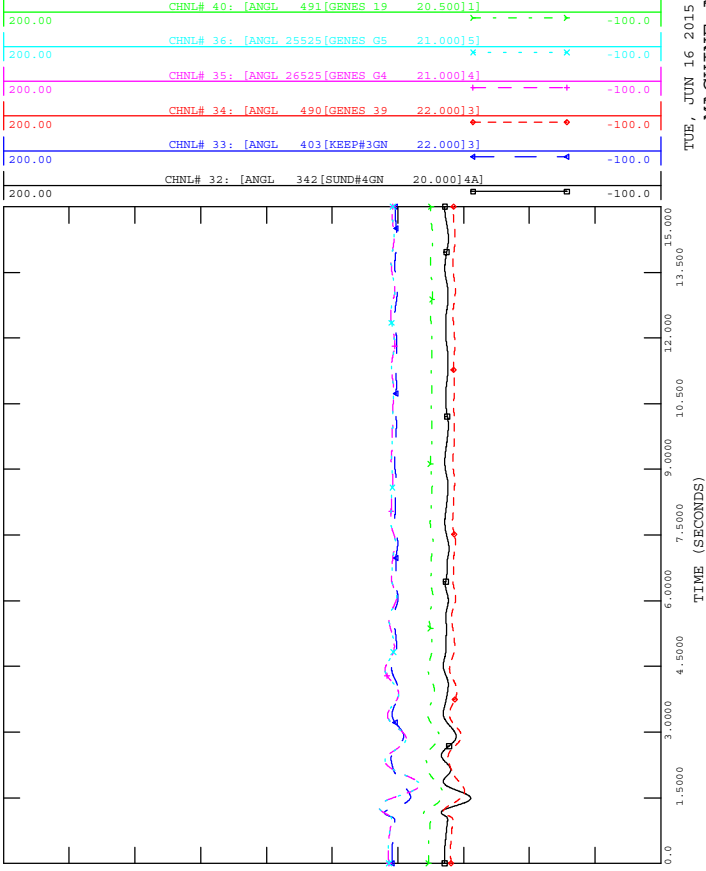
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

TUE, JUN 16 2015 20:55
 LINE FLOW MW/MVAR



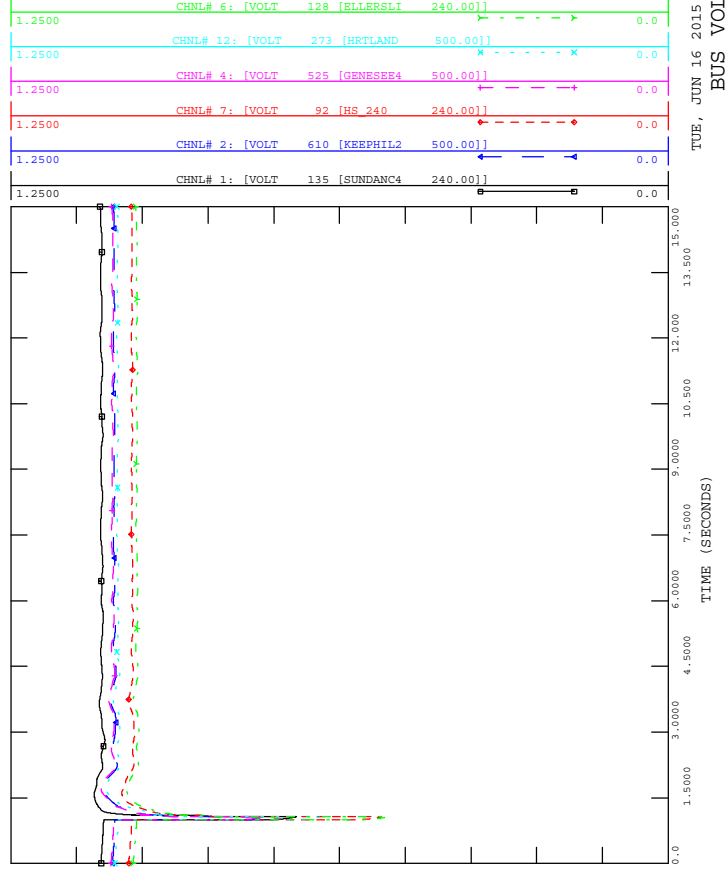
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

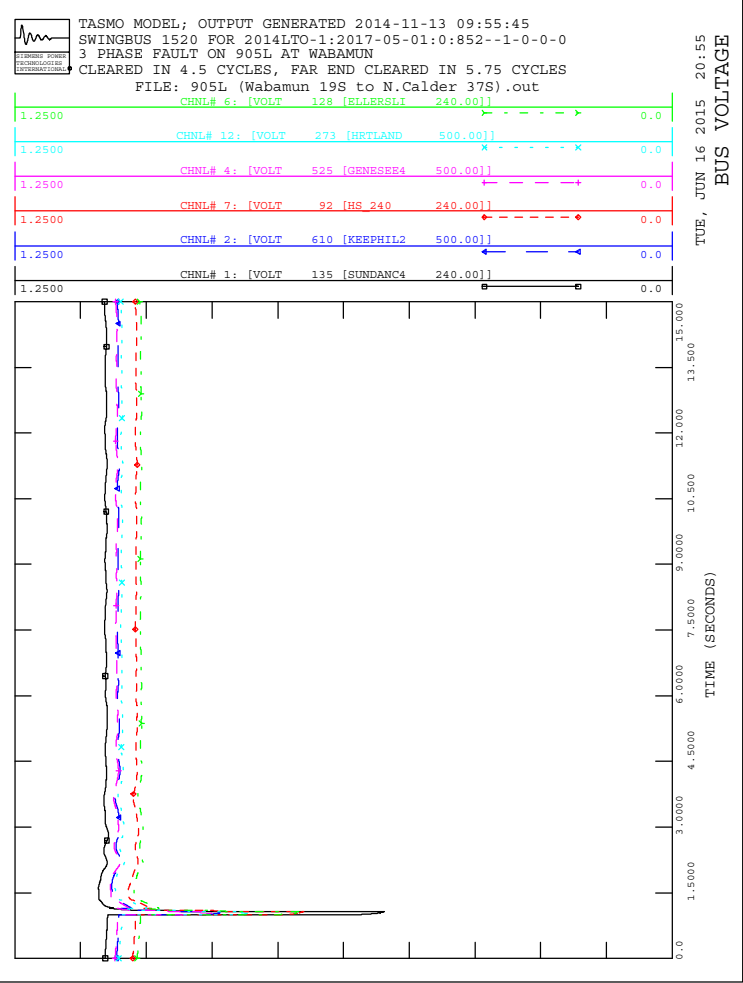
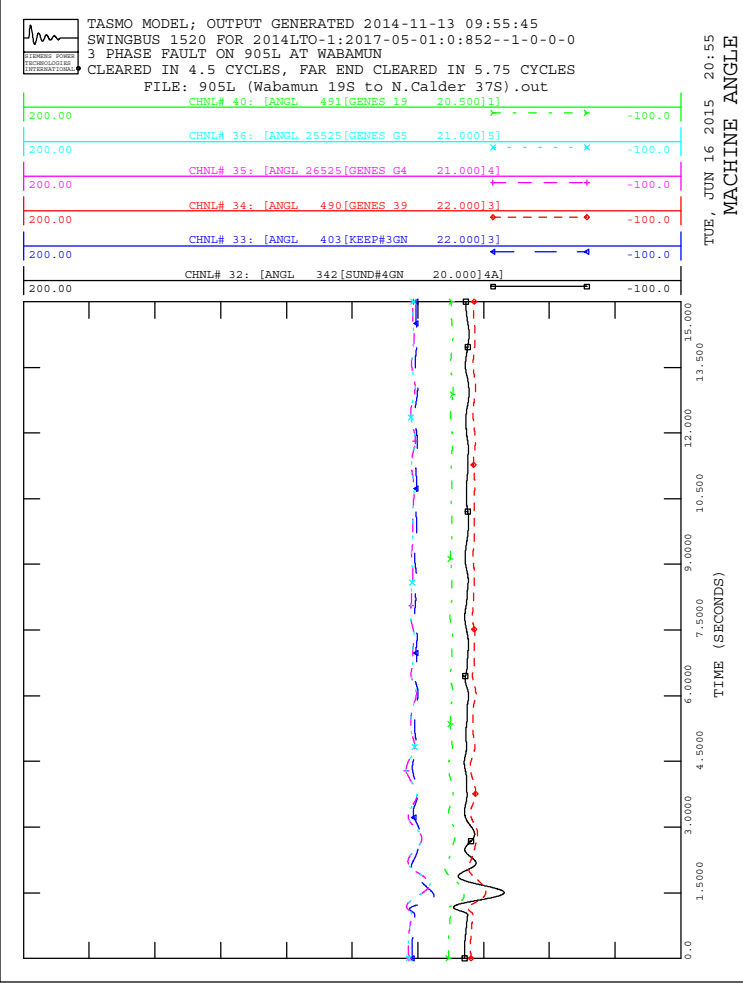
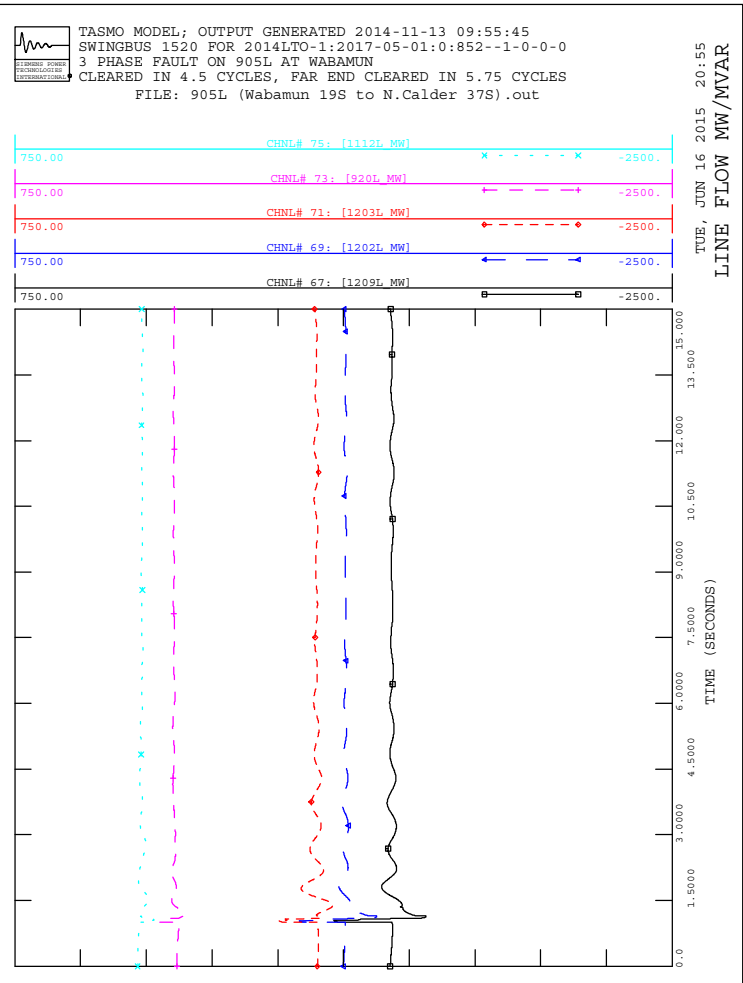
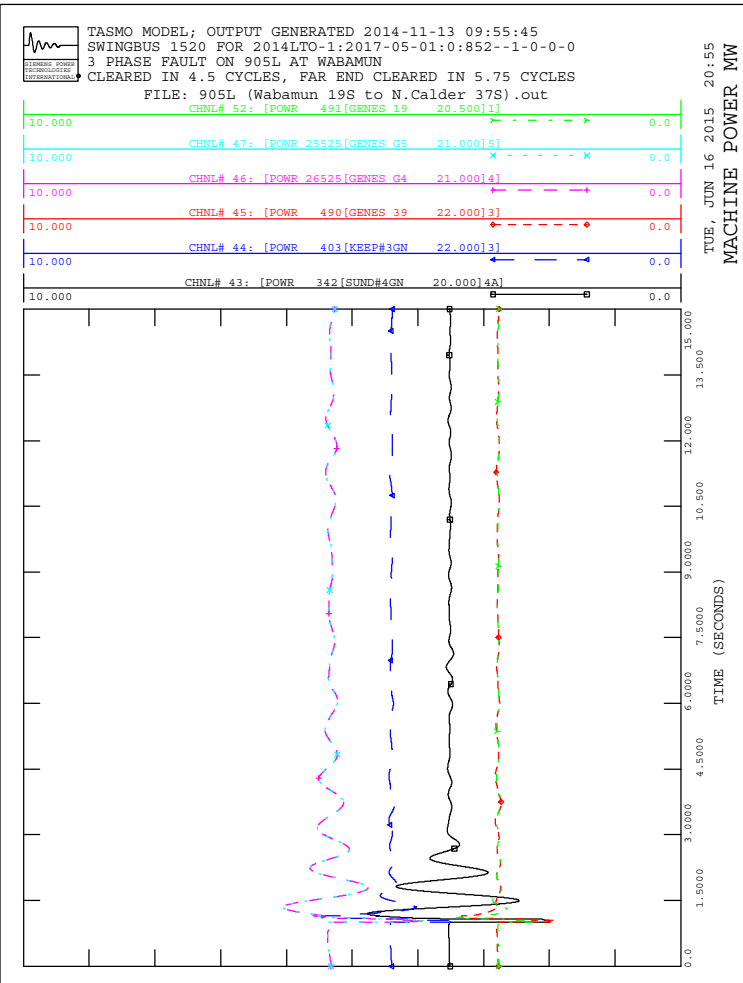
TUE, JUN 16 2015 20:55
 MACHINE ANGLE

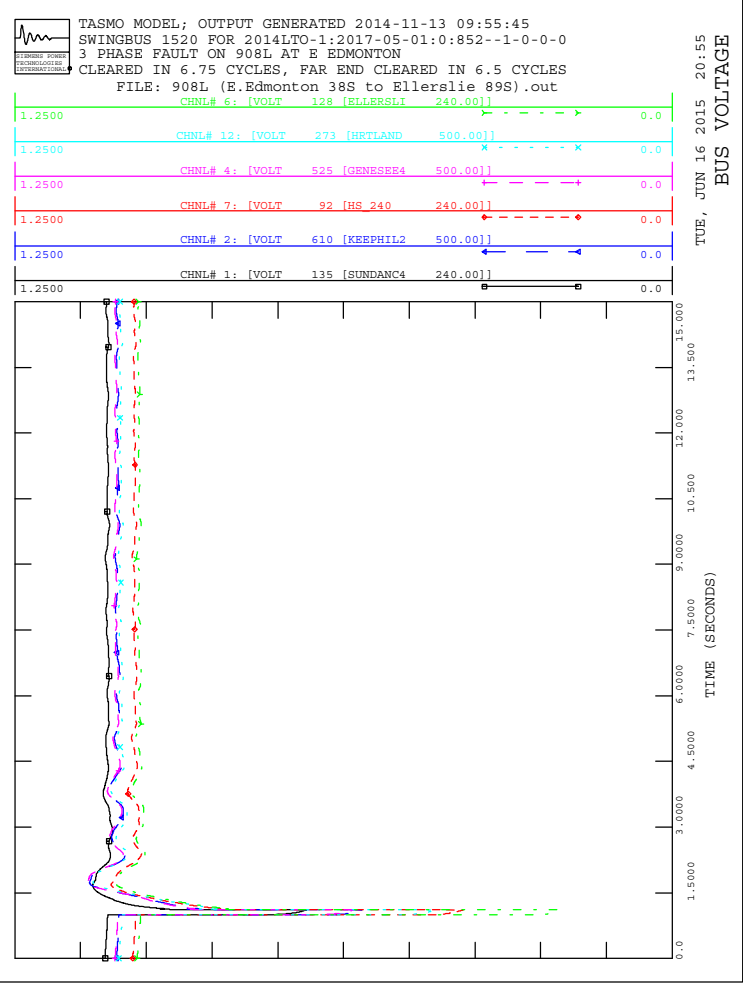
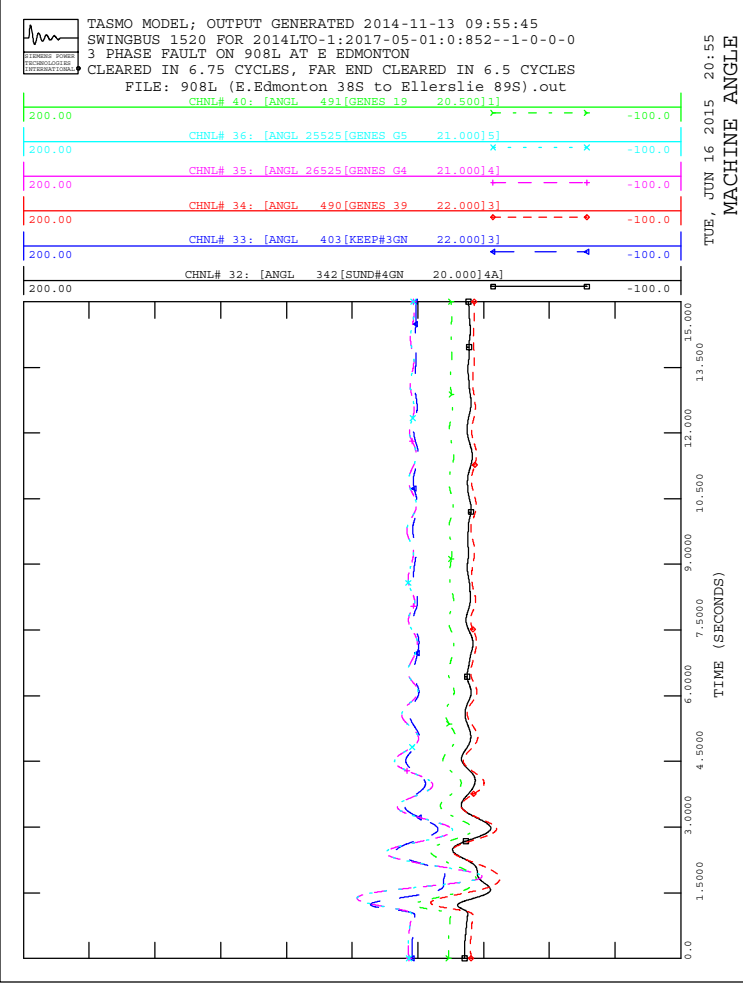
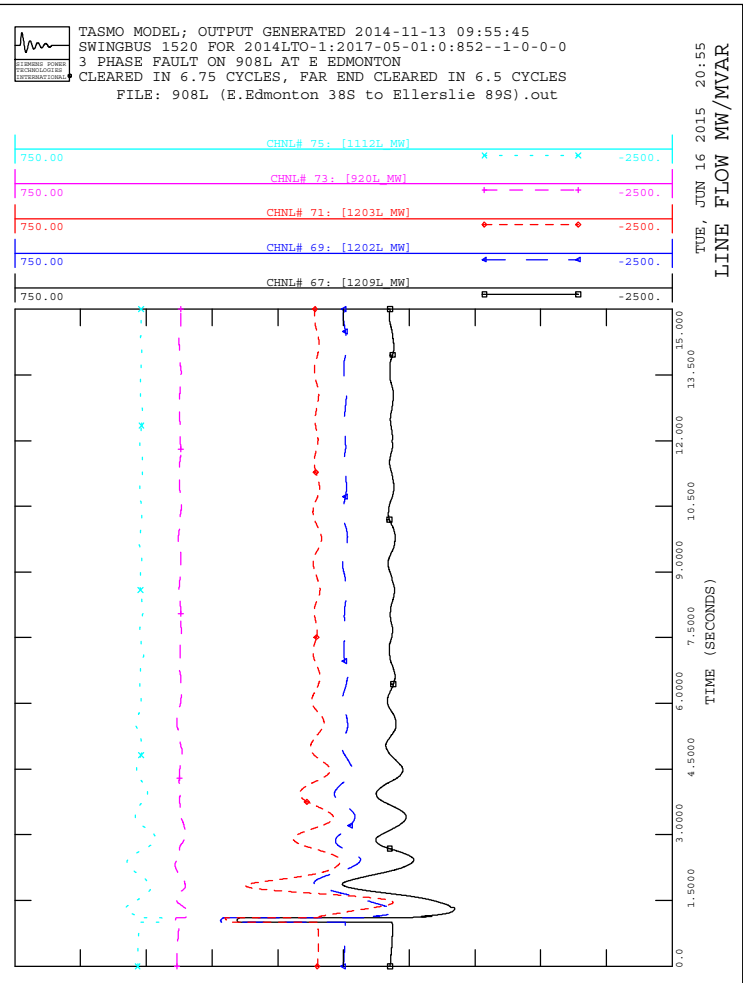
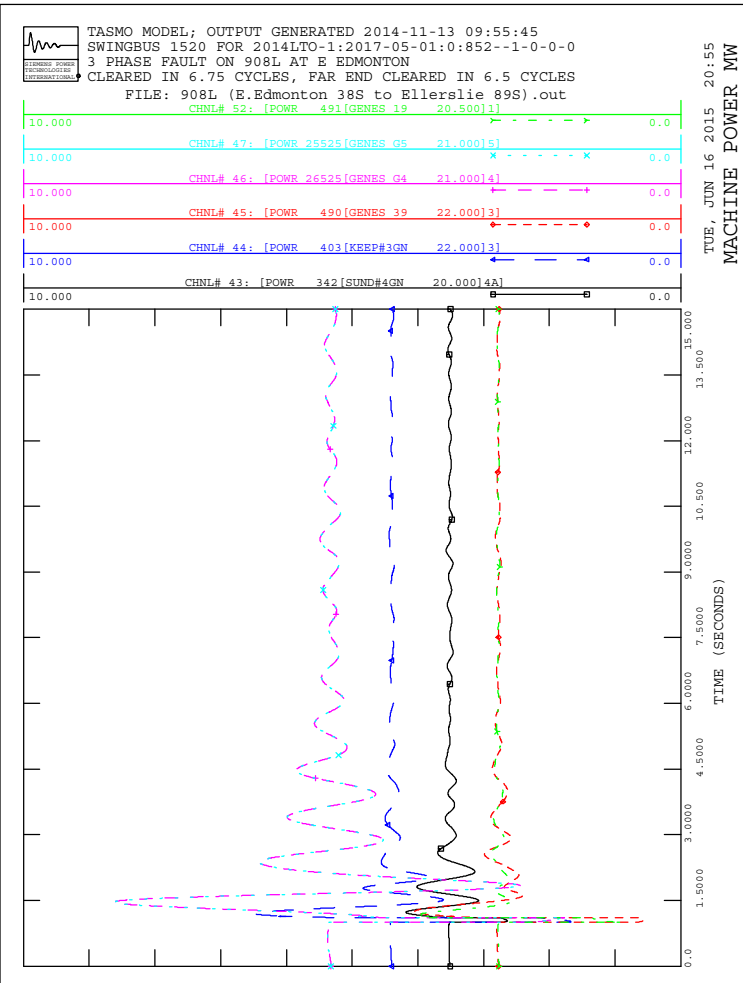


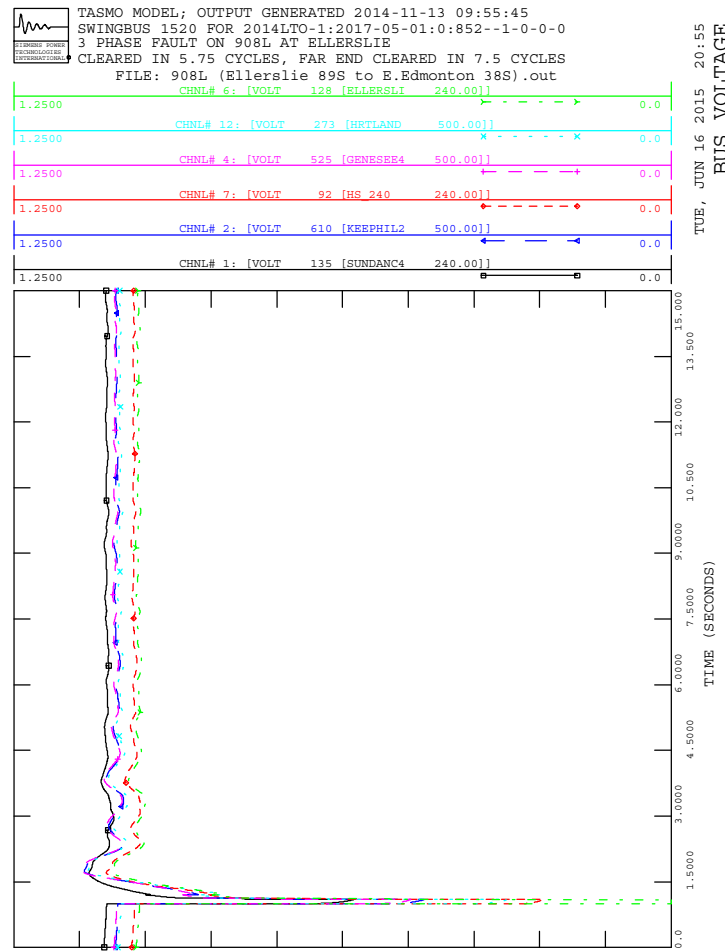
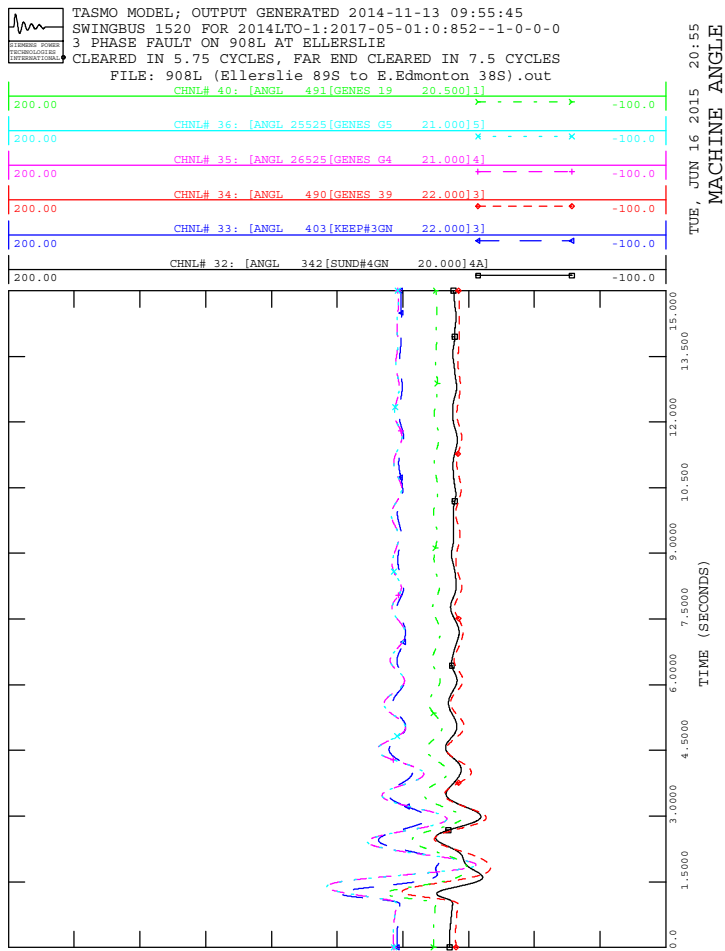
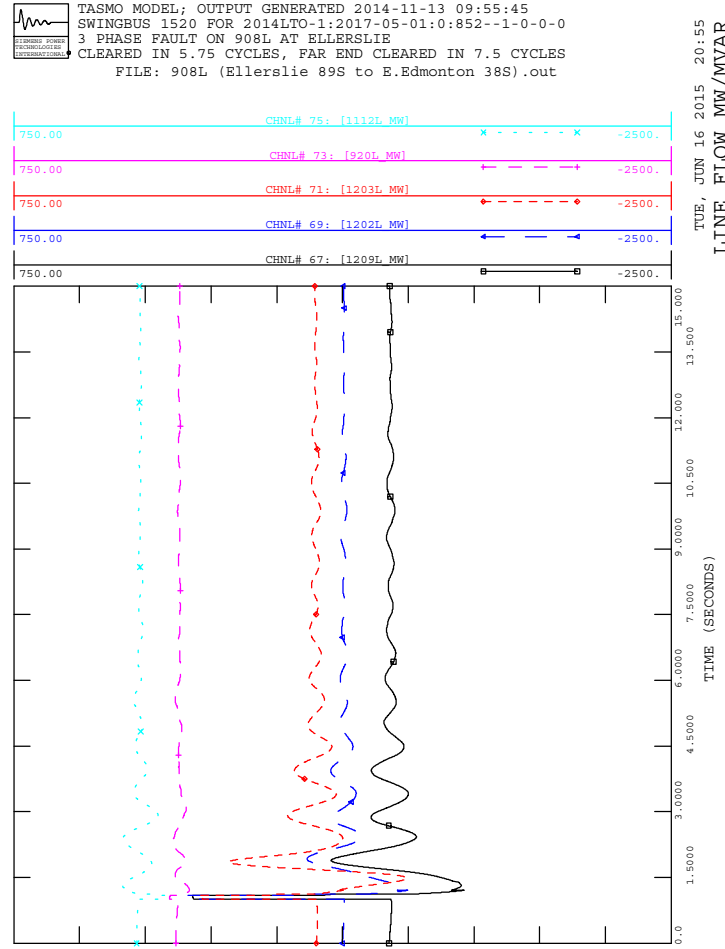
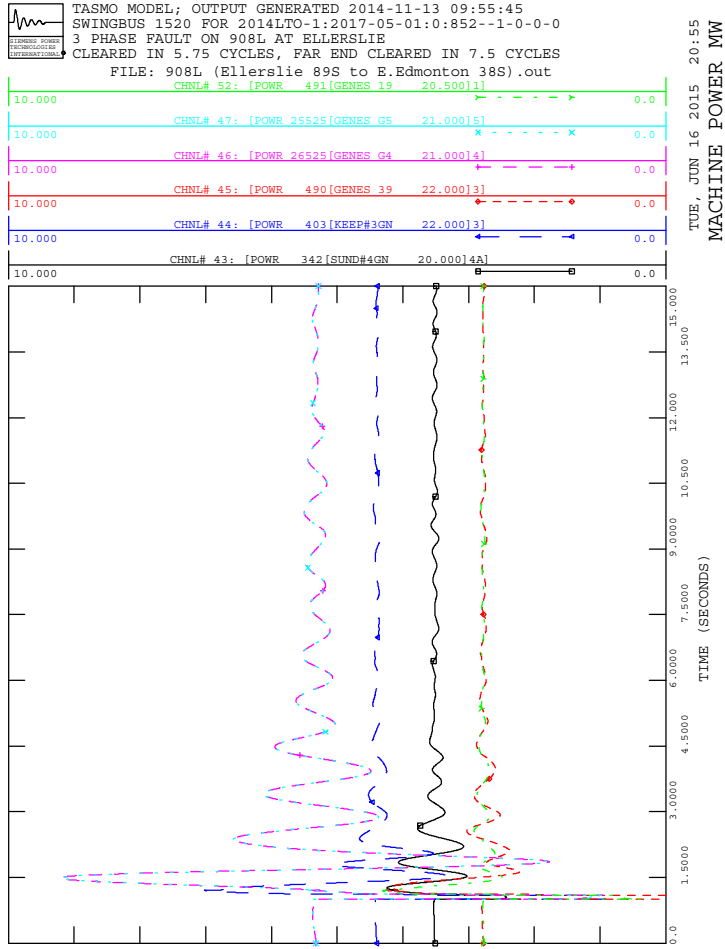
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

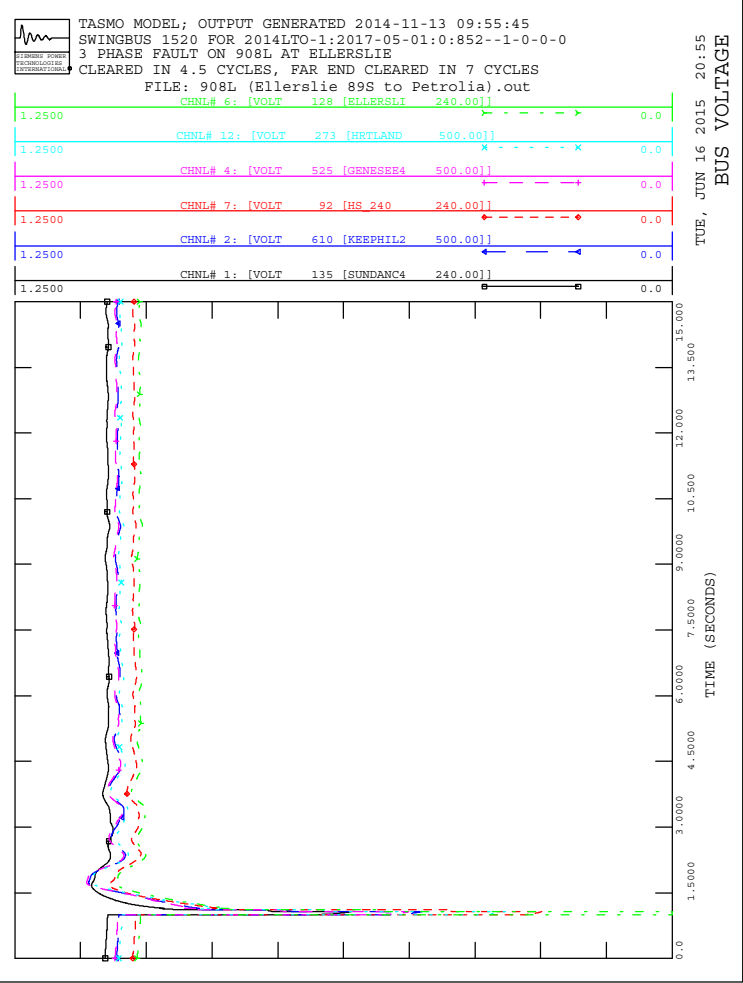
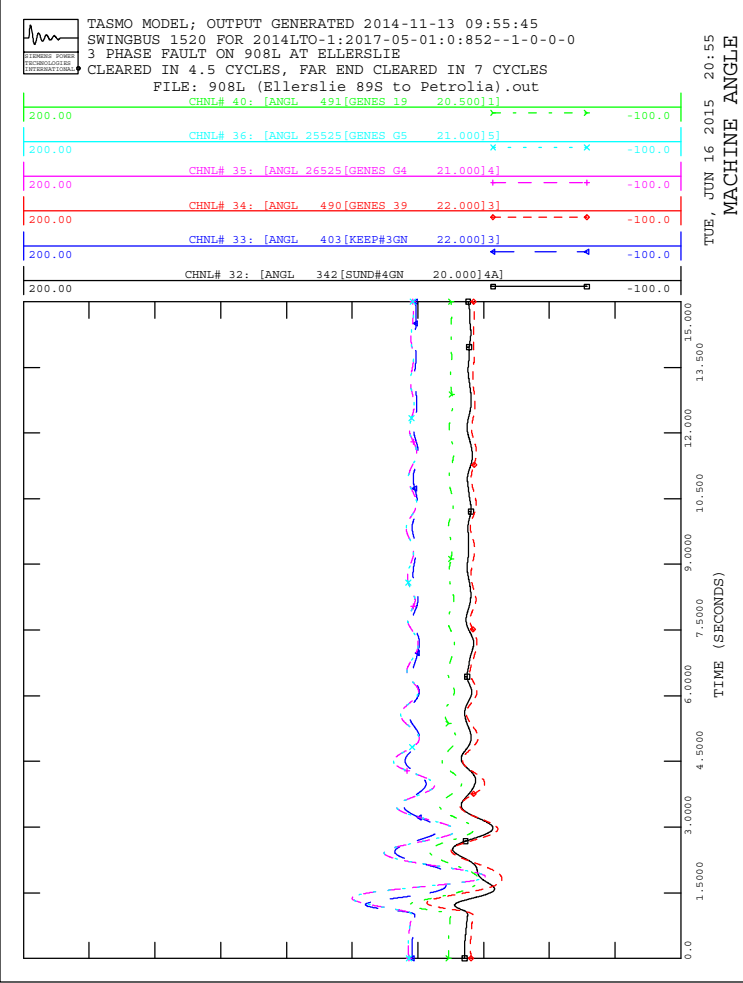
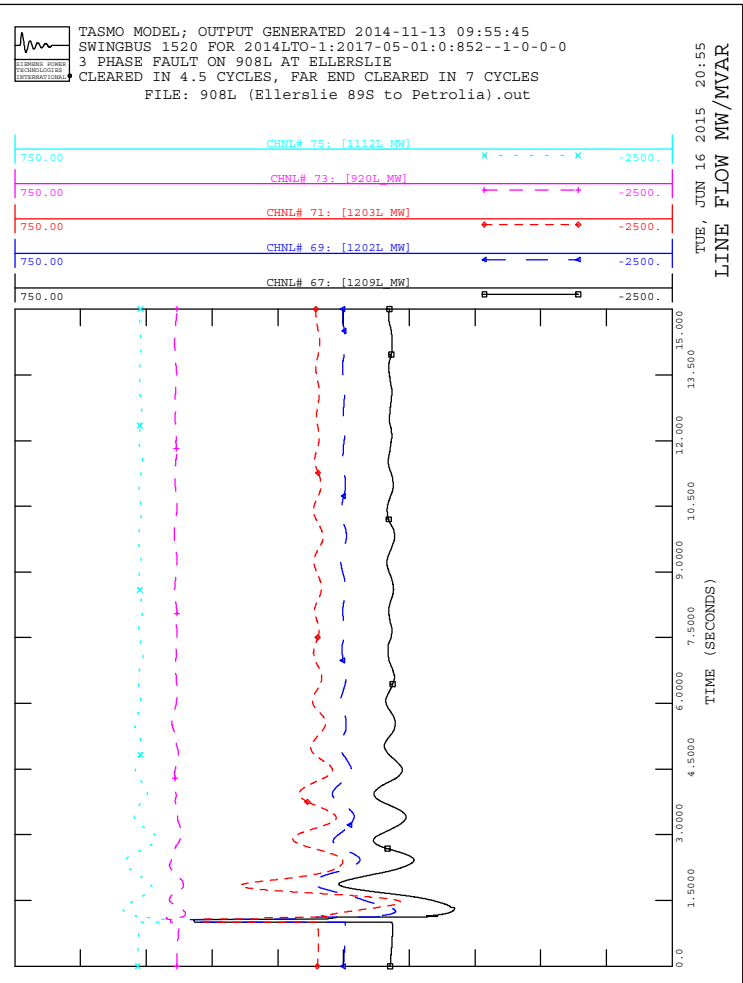
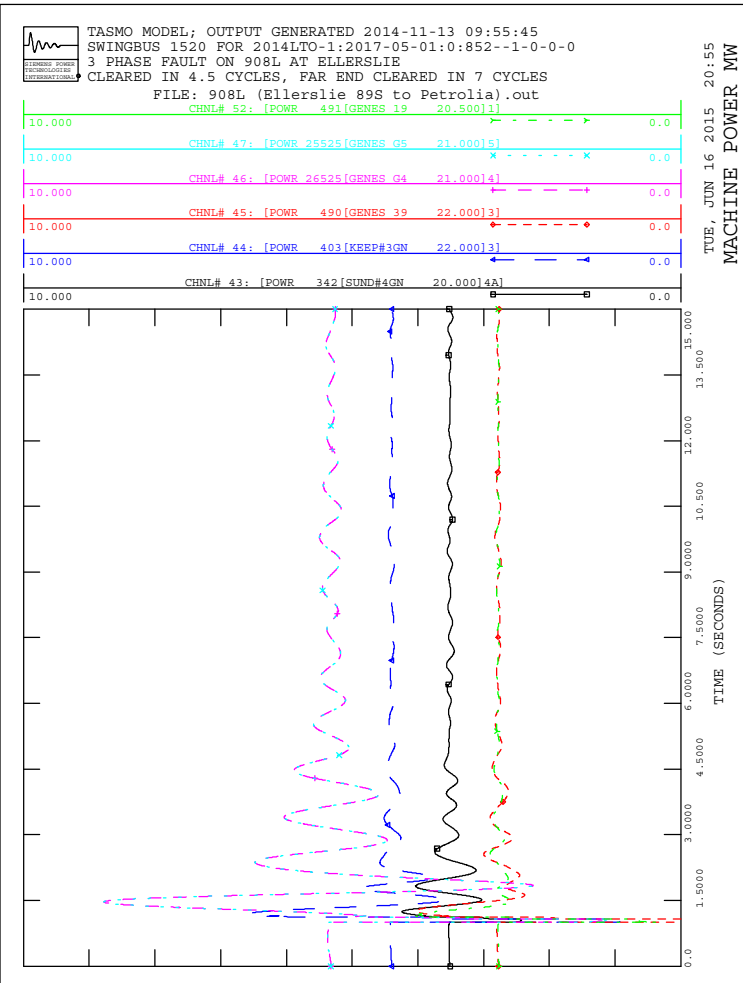
TUE, JUN 16 2015 20:55
 BUS VOLTAGE

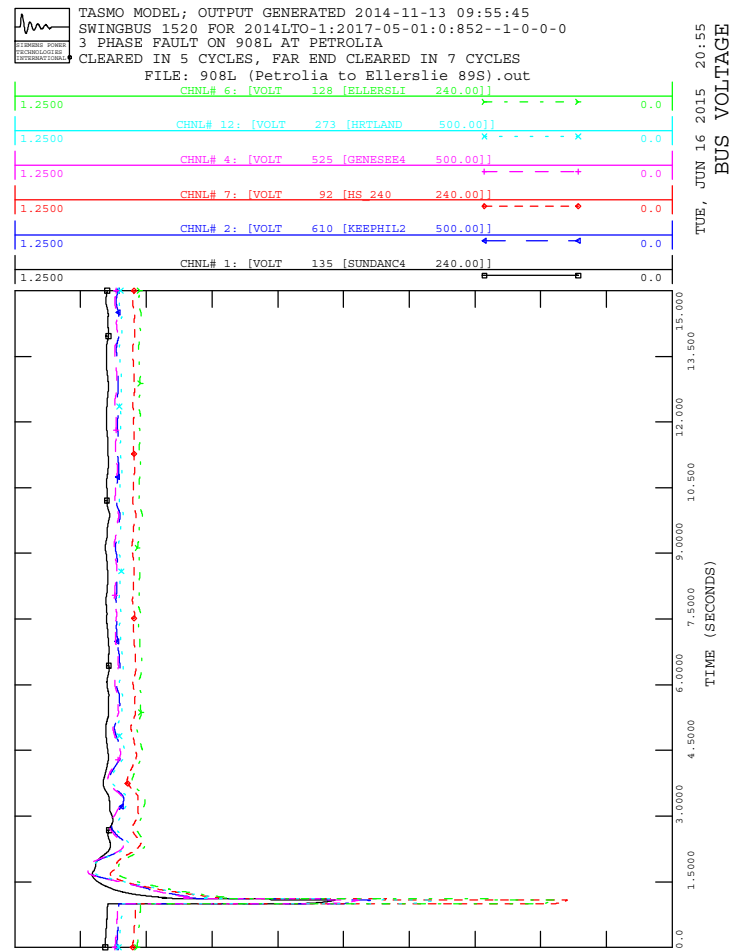
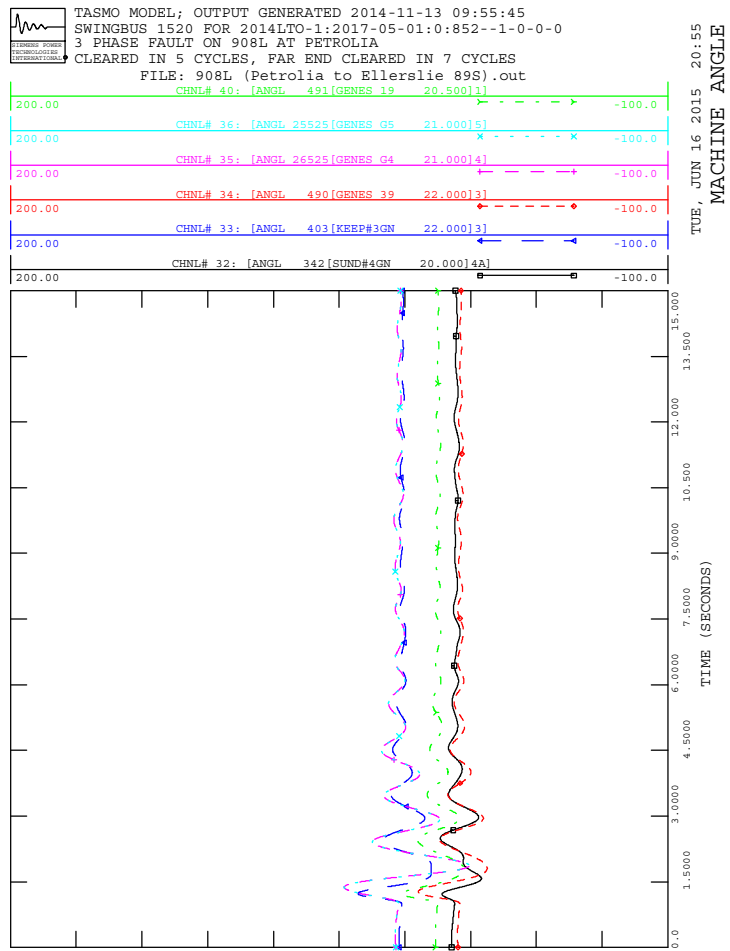
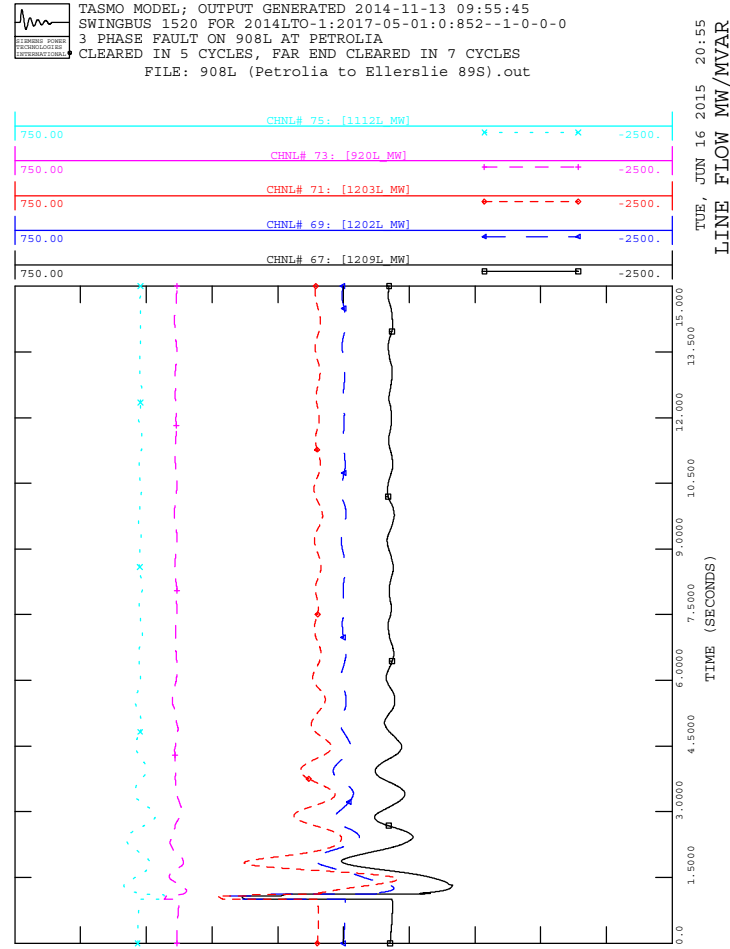
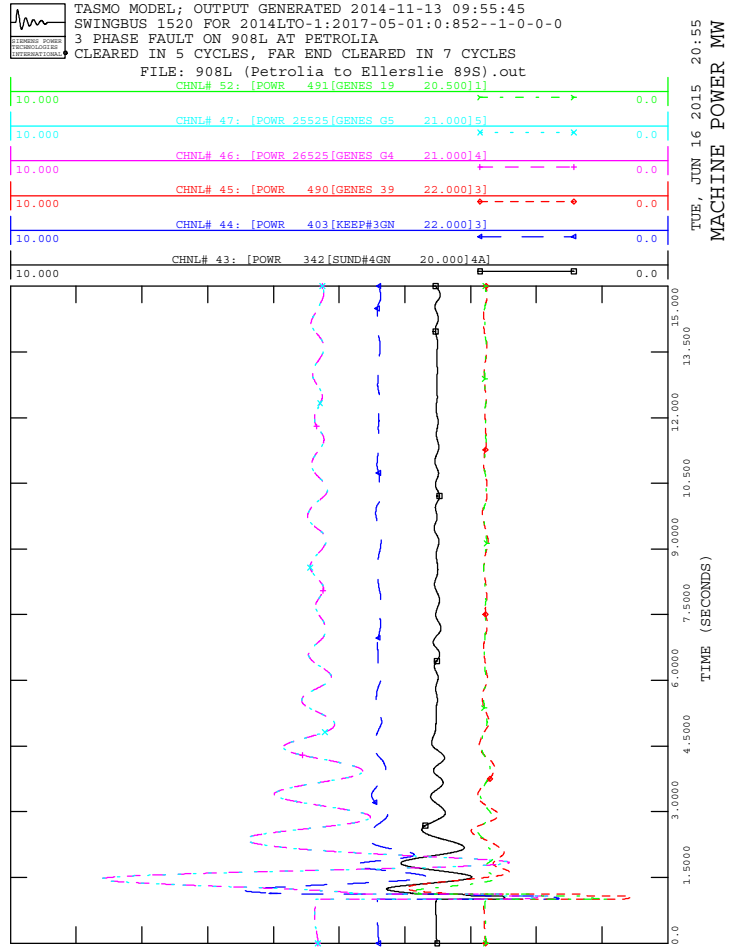


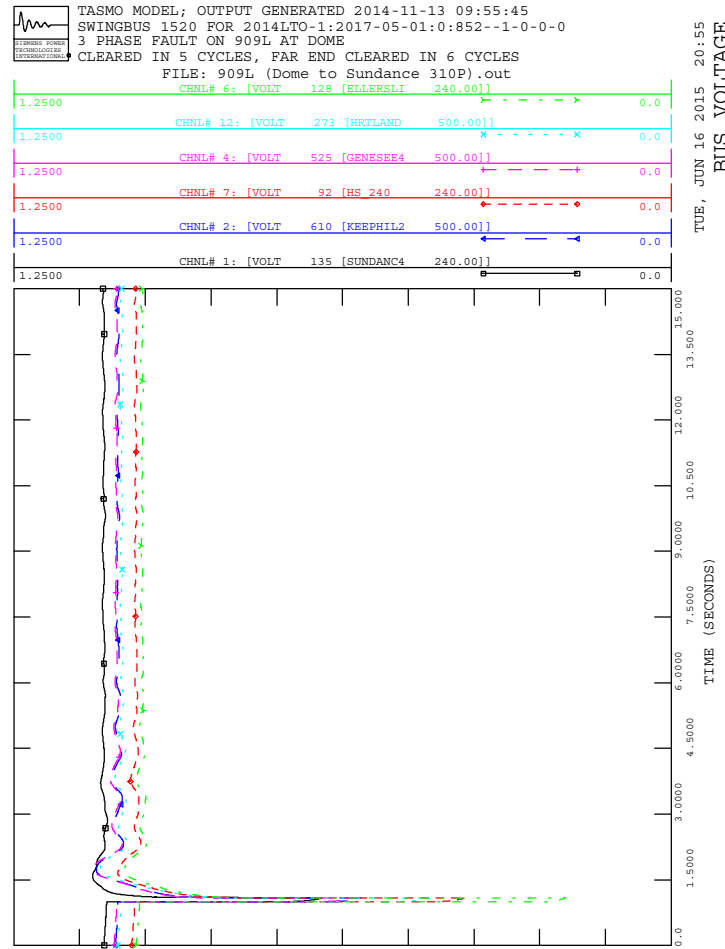
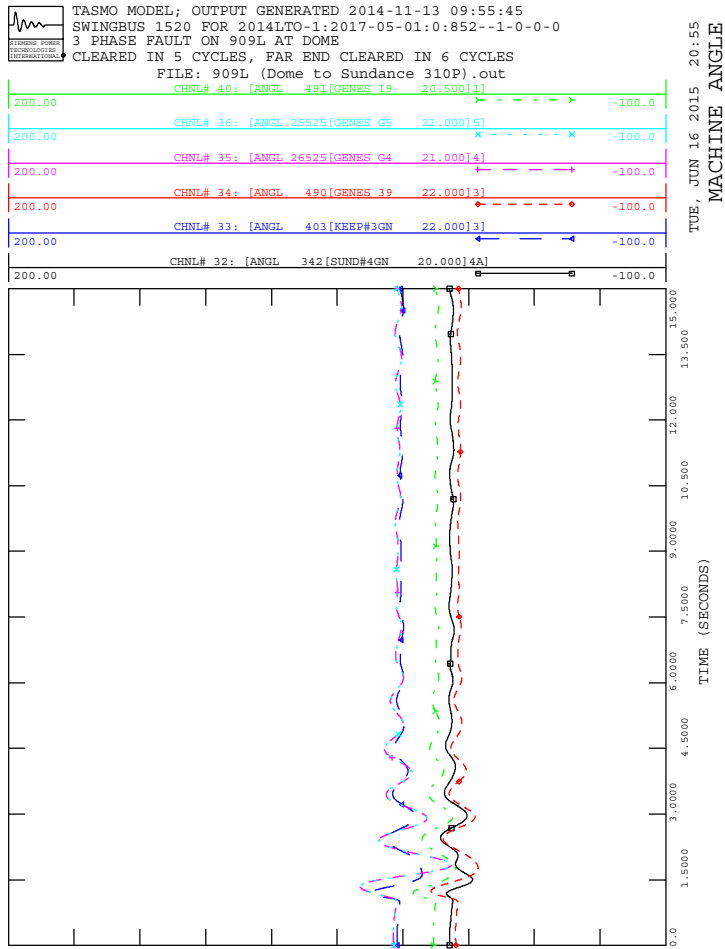
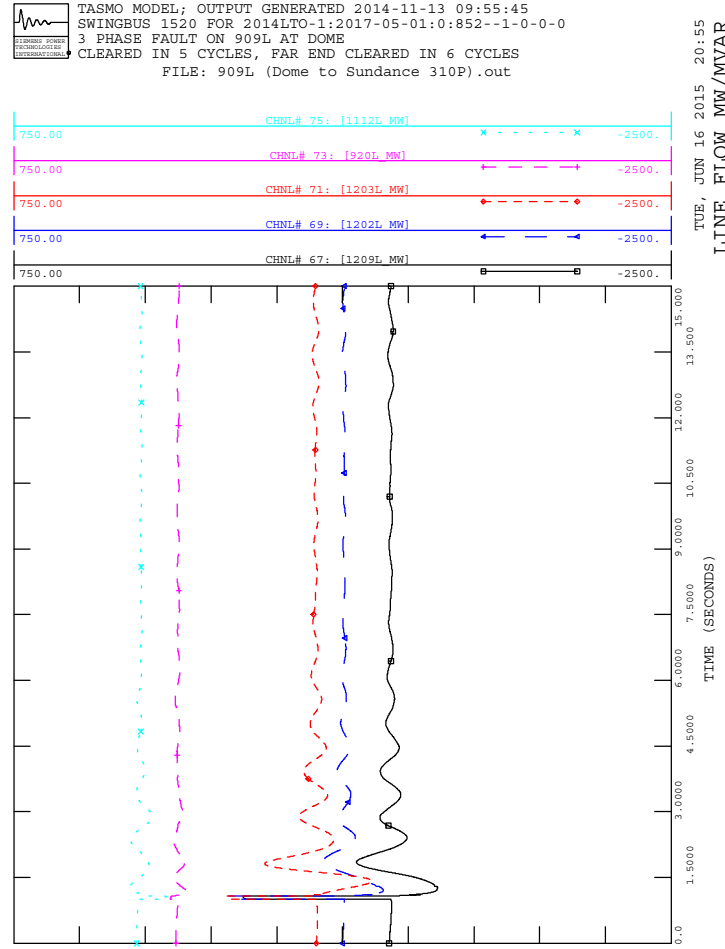
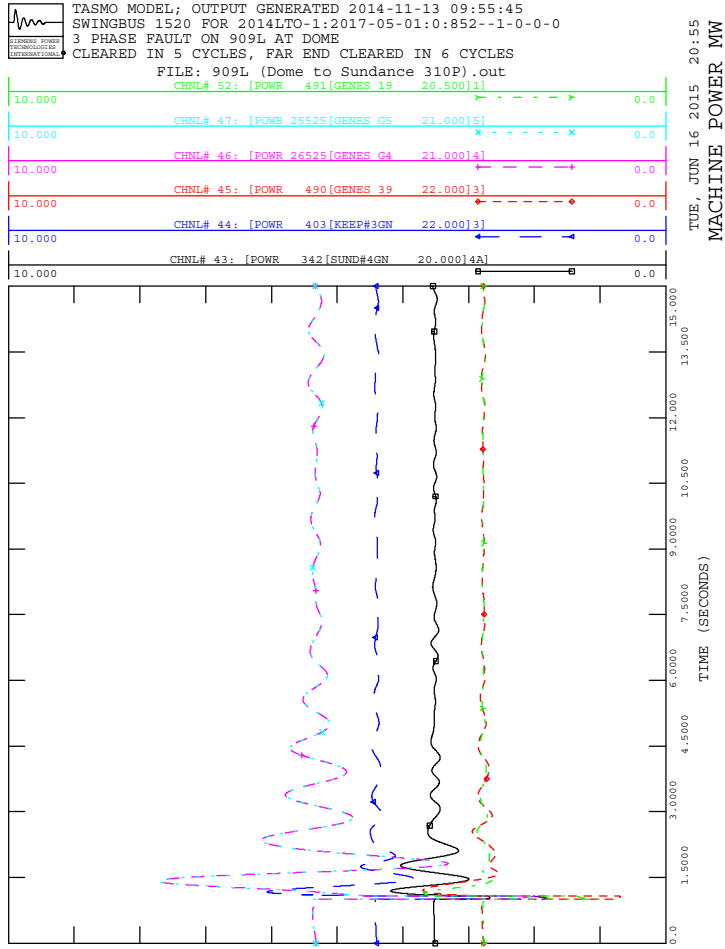


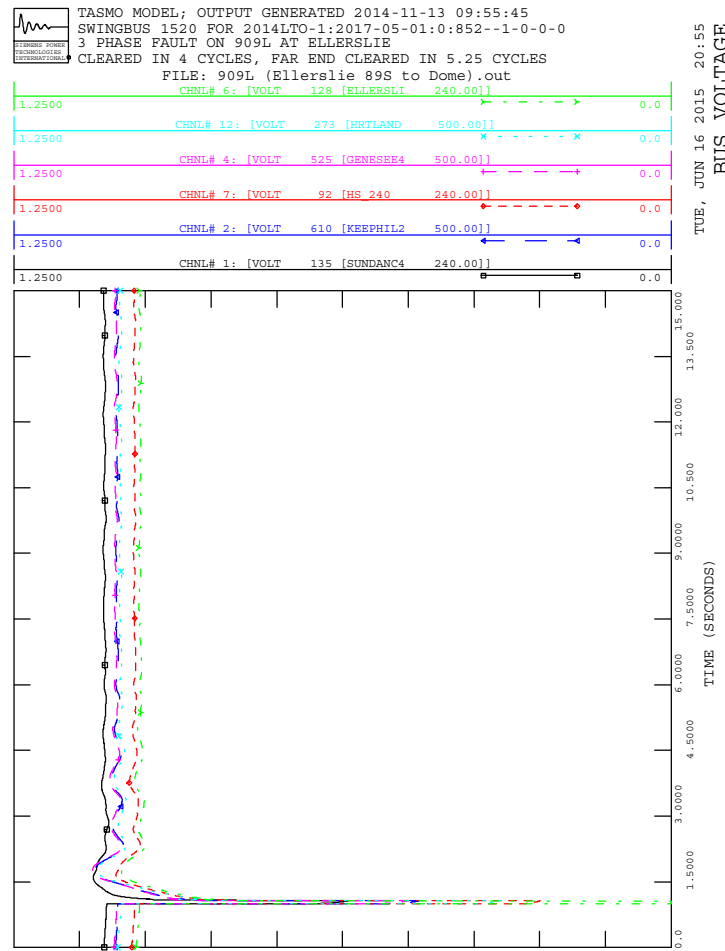
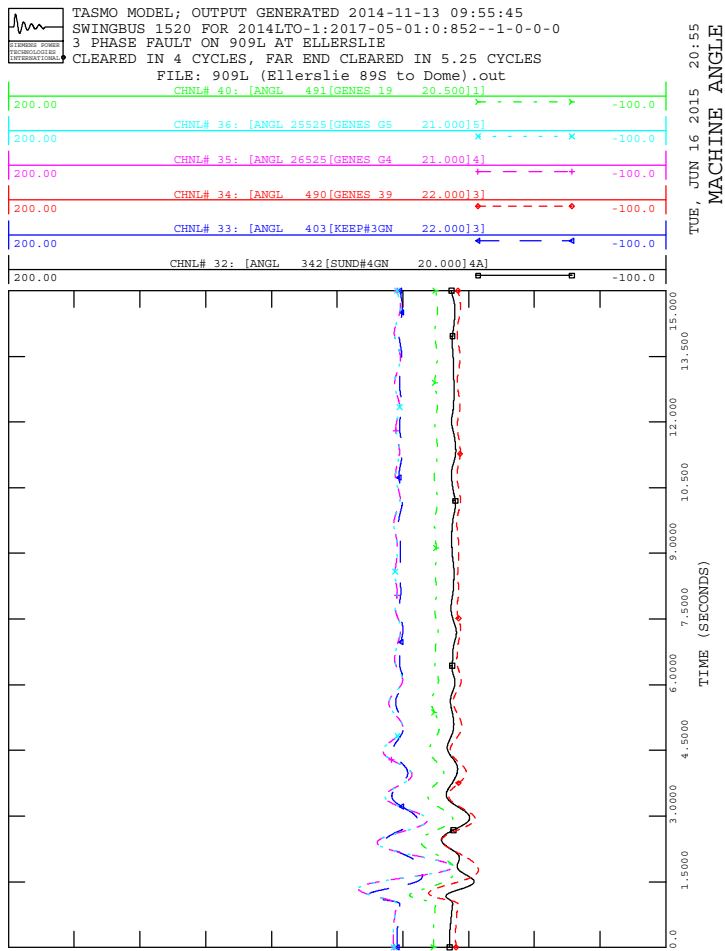
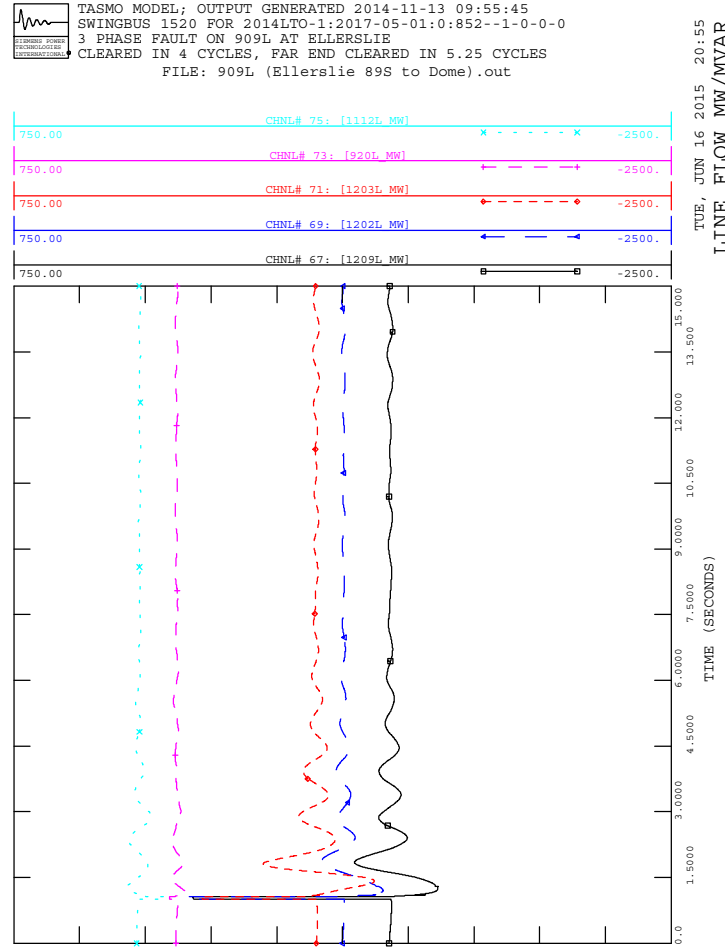
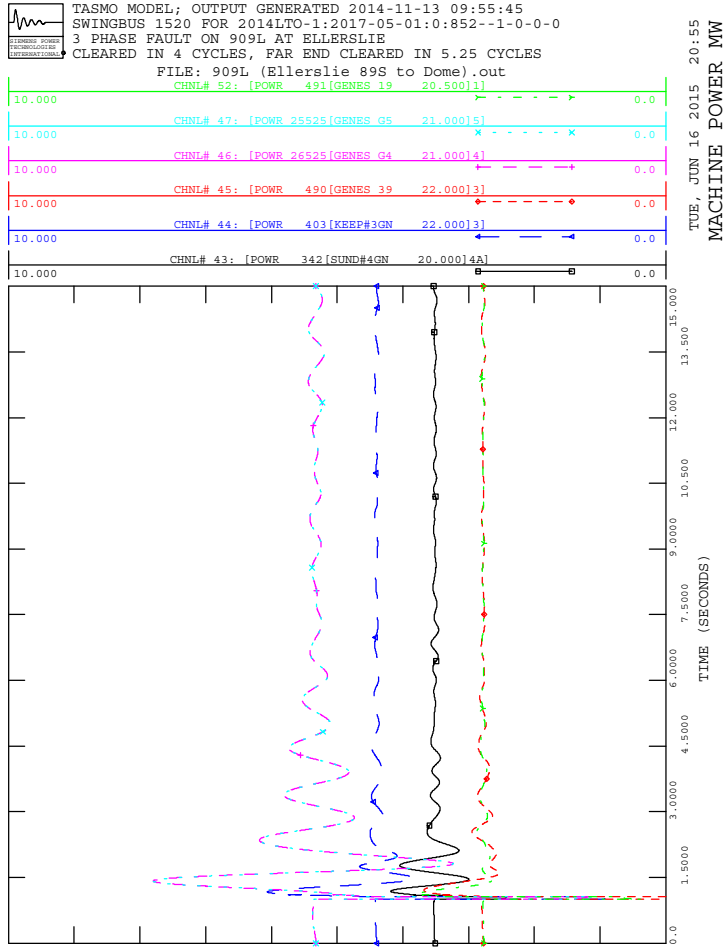


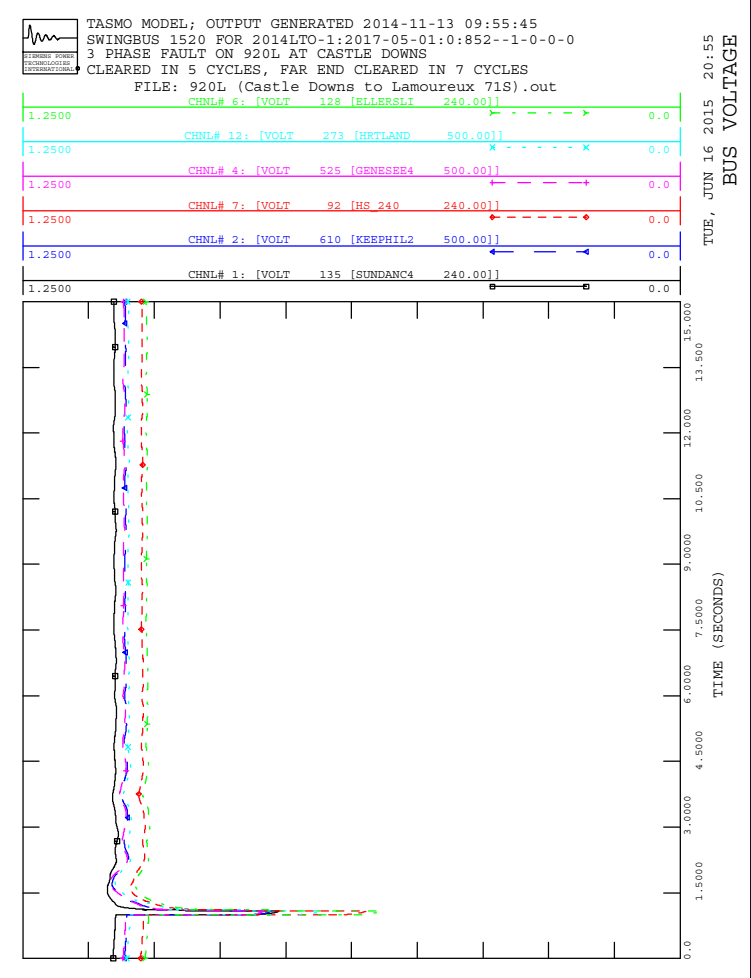
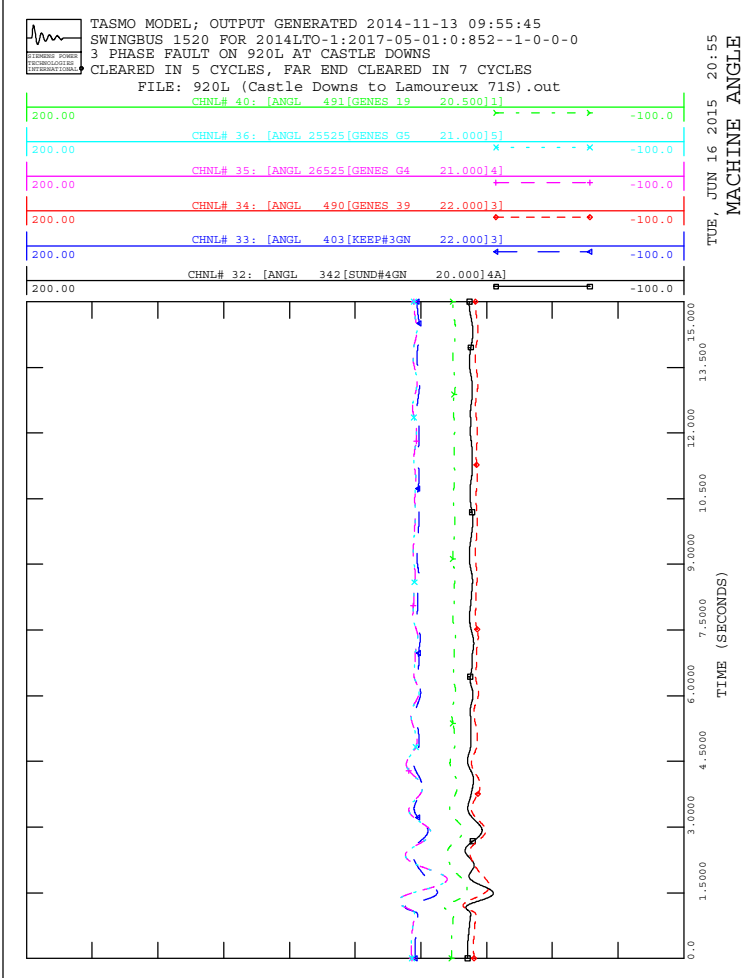
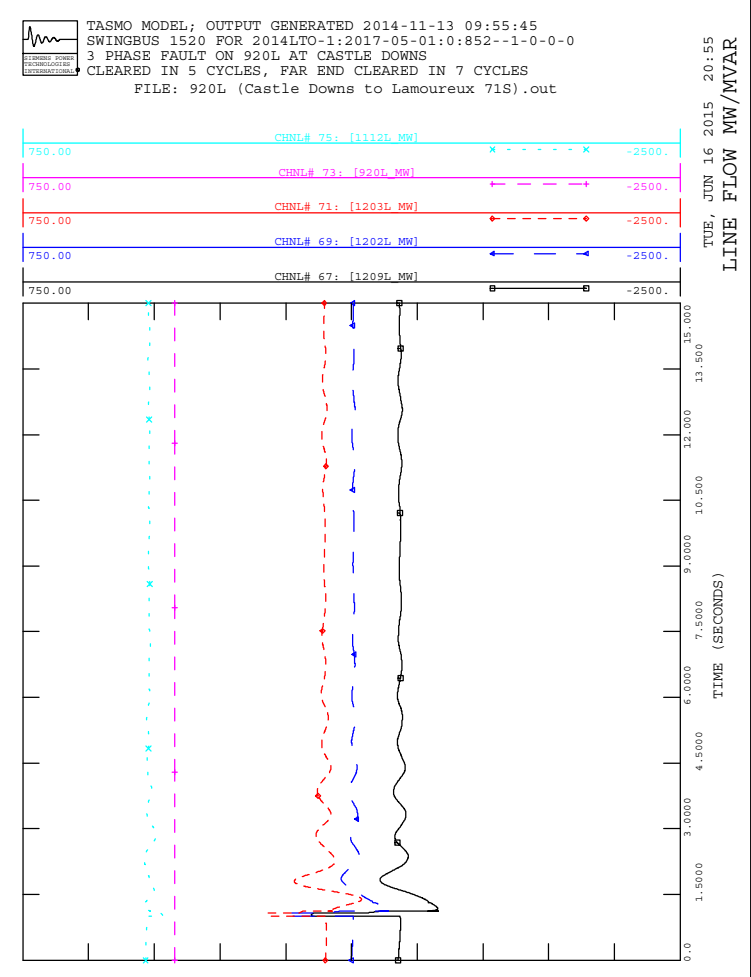
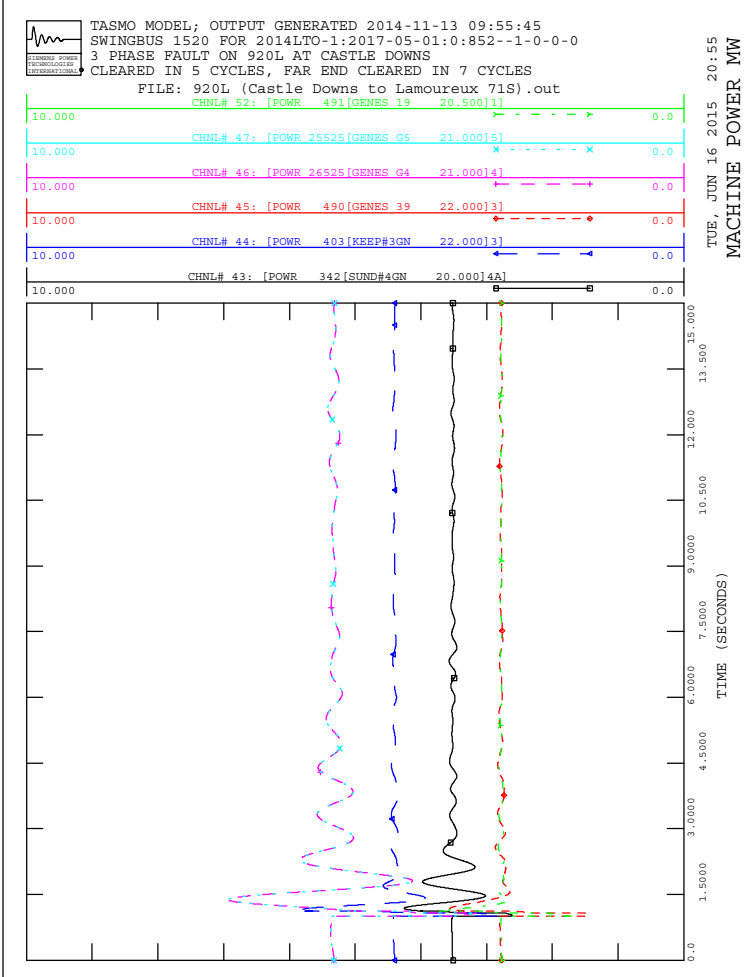






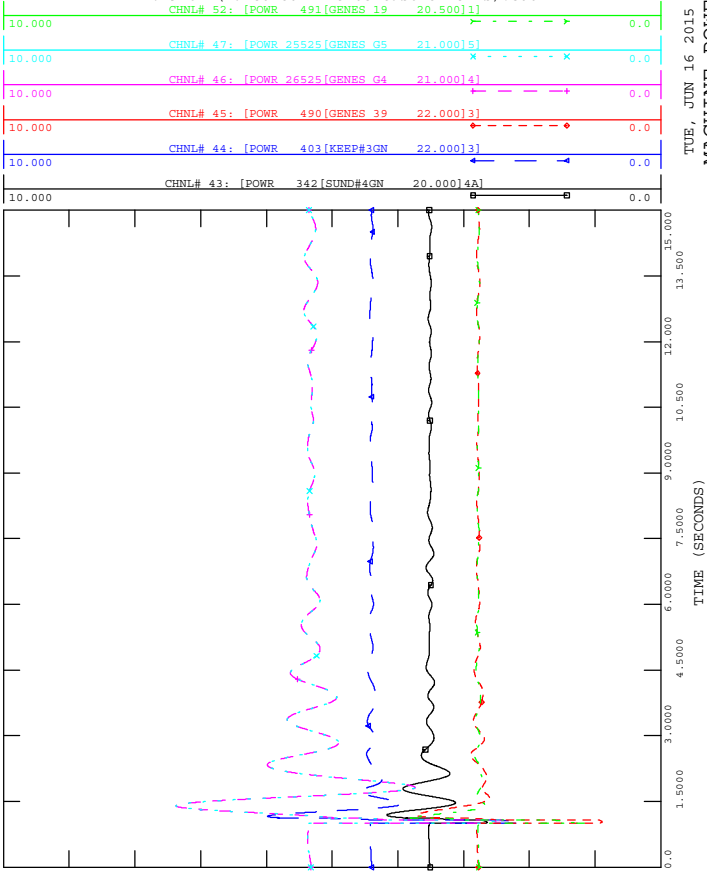




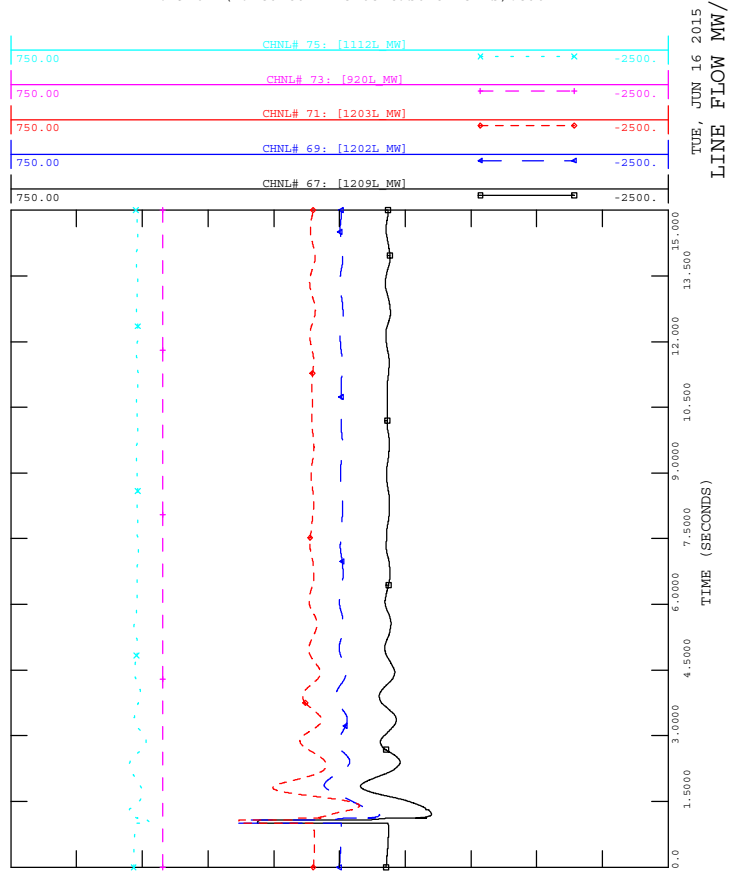




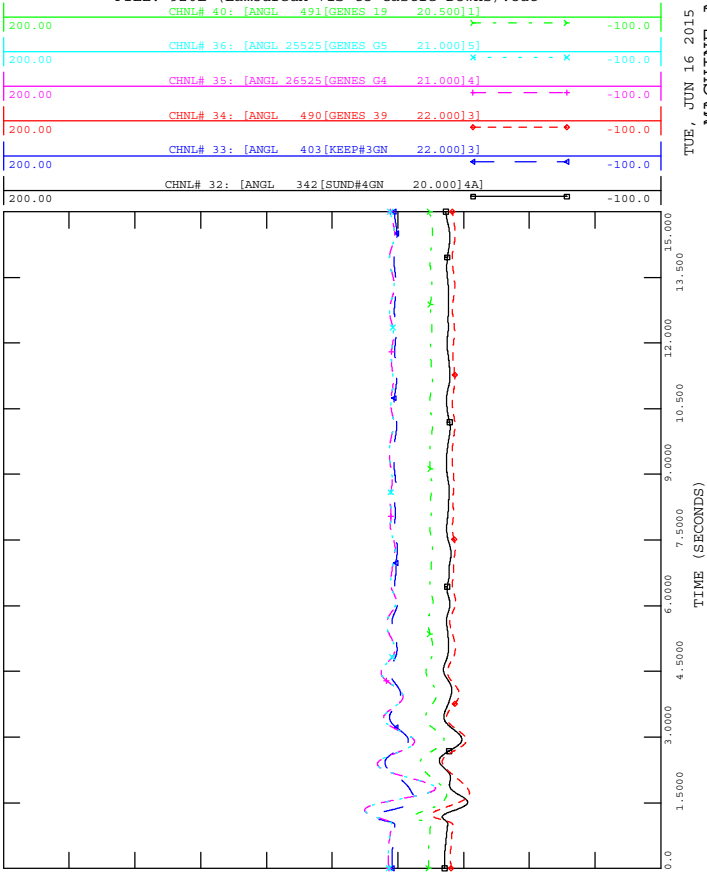
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



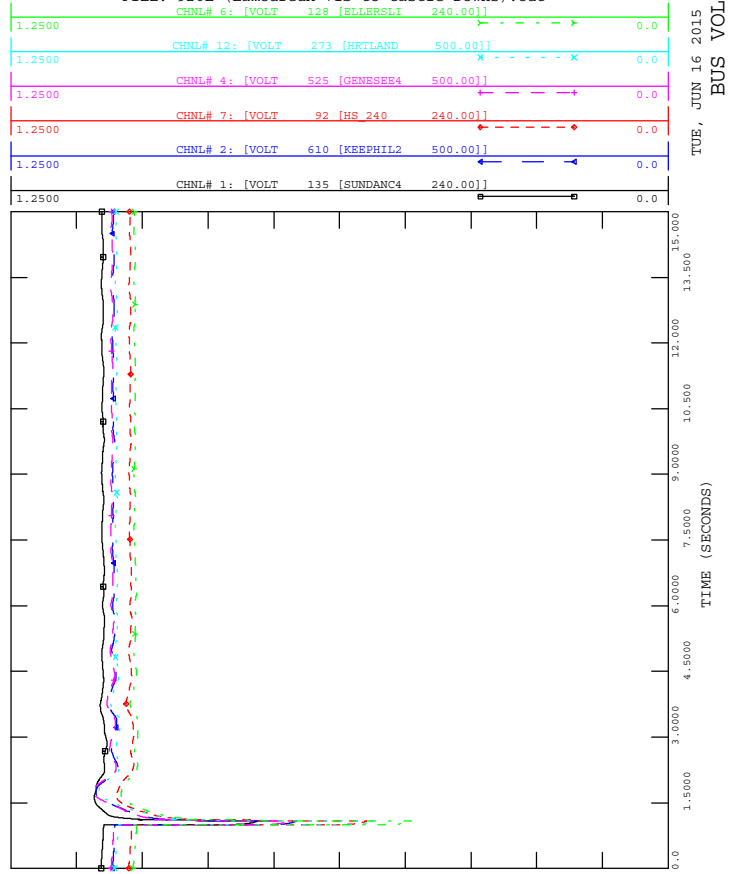
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out

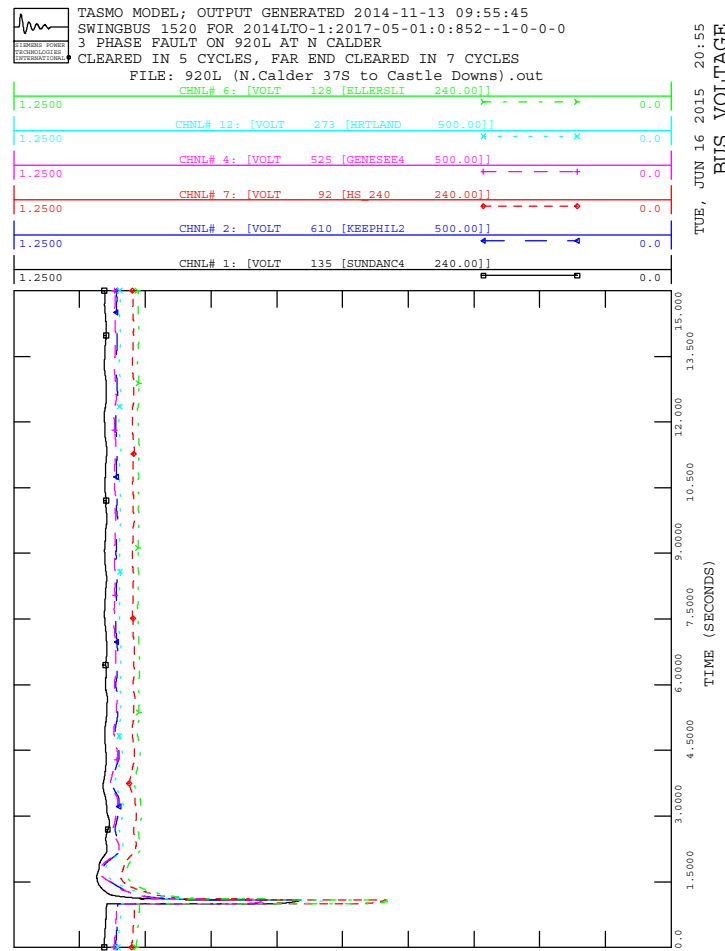
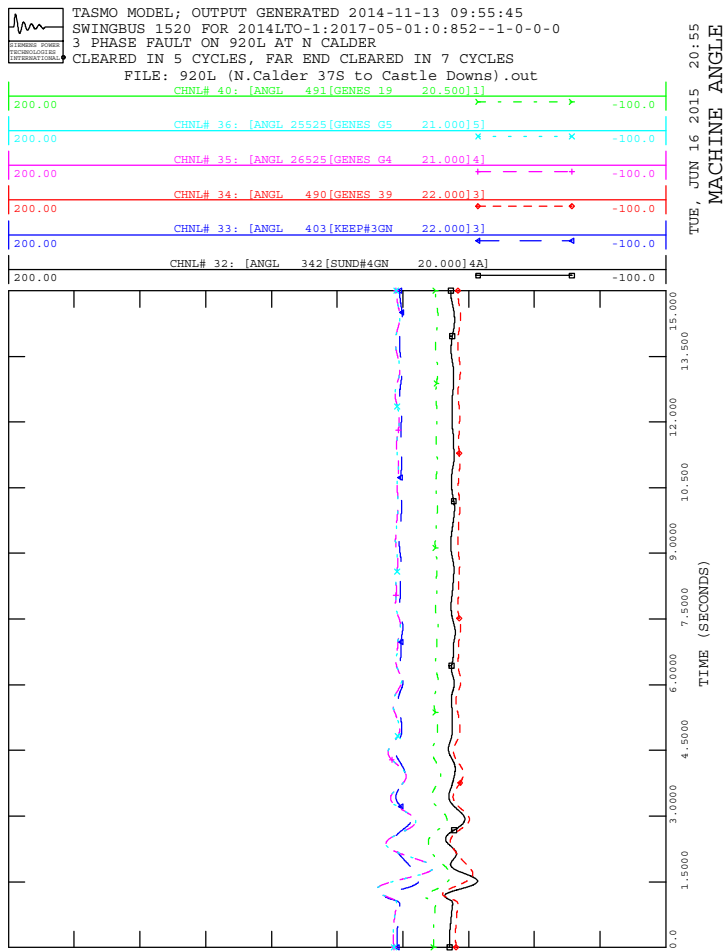
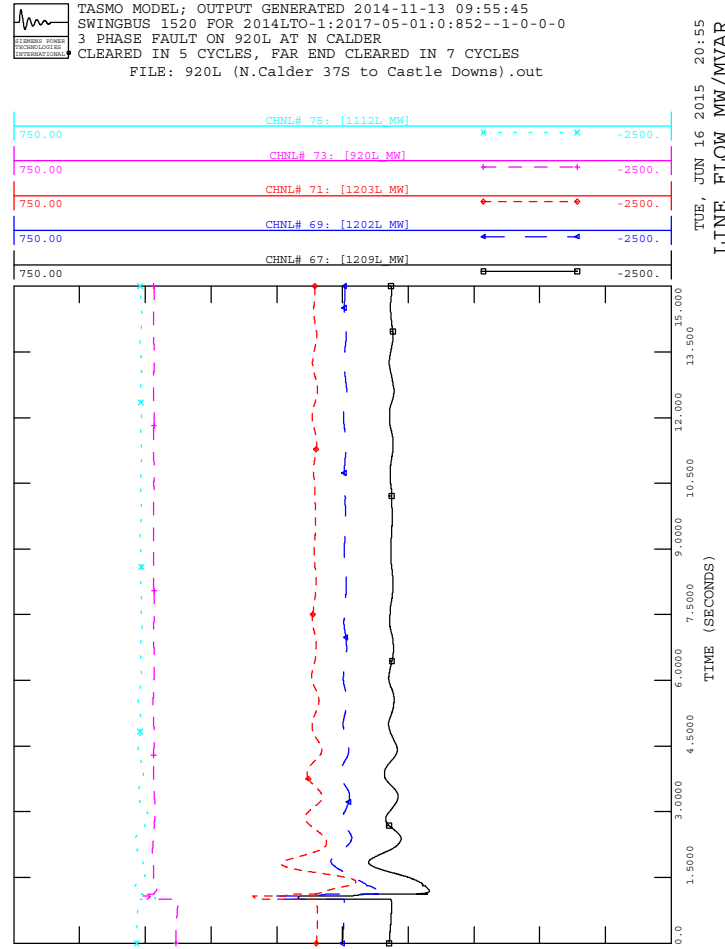
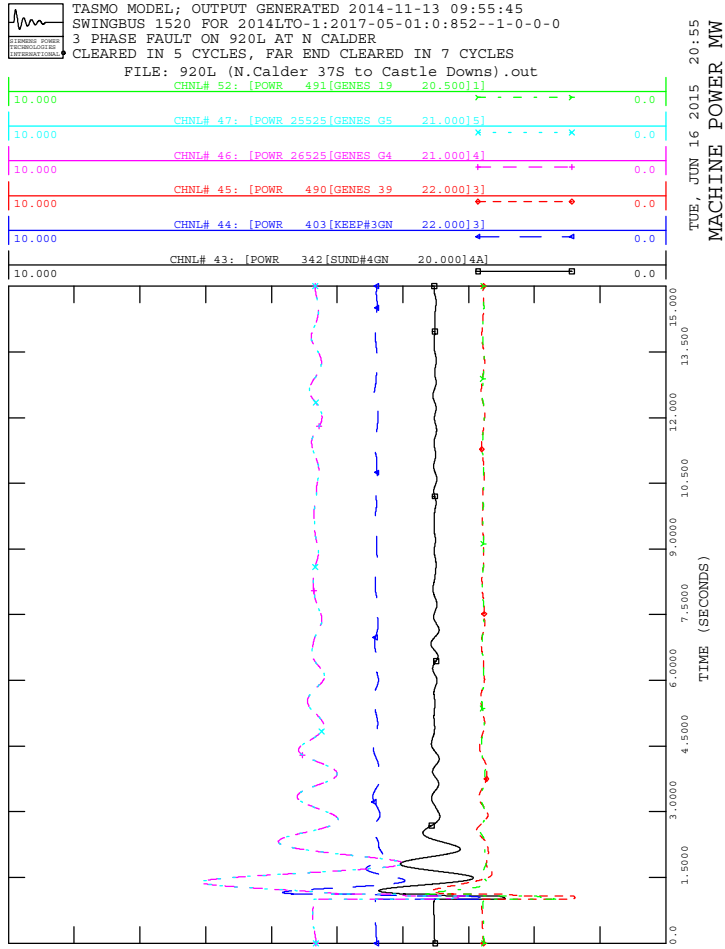


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out

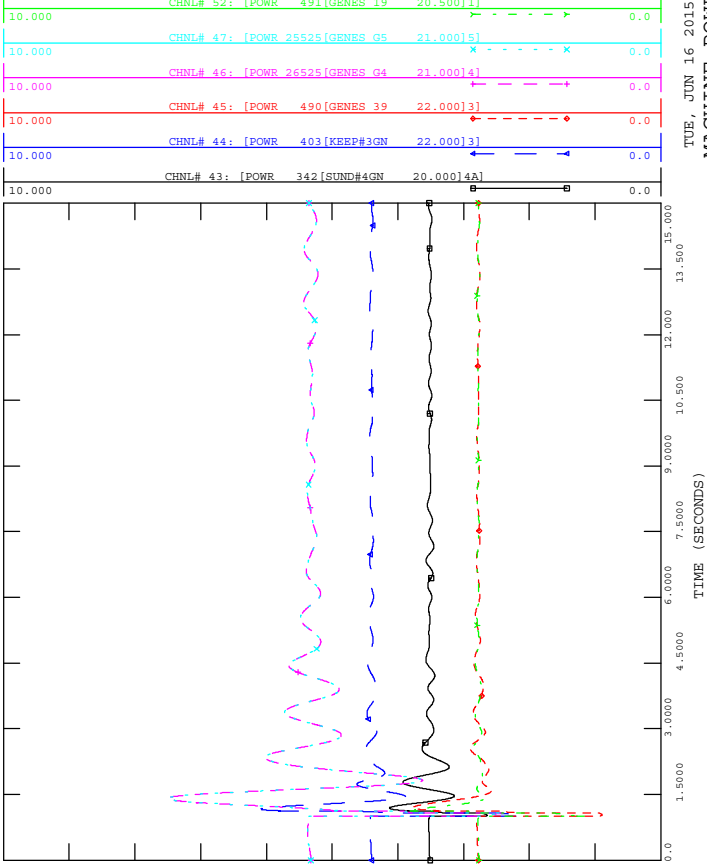






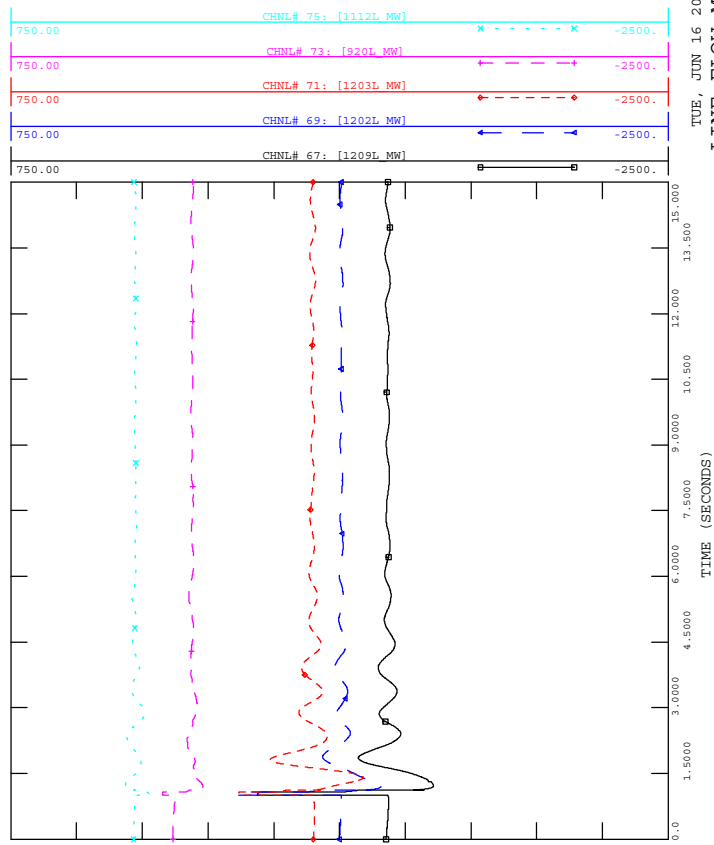
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out
 CHNL# 52: [POWR 491 [GENES 19 20.500]1]

TUE, JUN 16 2015 20:55
 MACHINE POWER MW



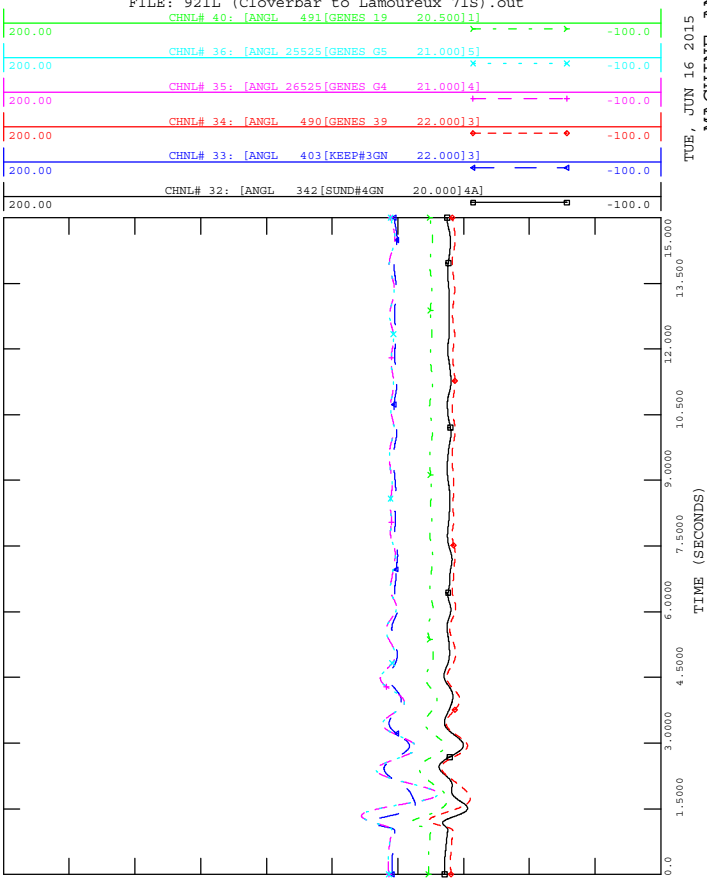
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out
 CHNL# 75: [1112L MW]

TUE, JUN 16 2015 20:55
 LINE FLOW MW/MVAR



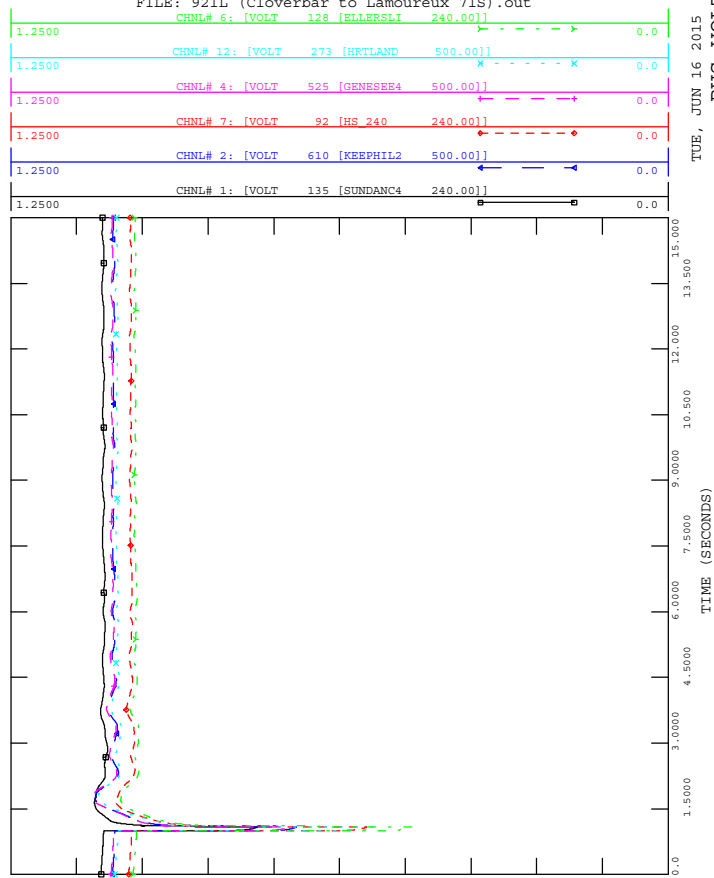
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out
 CHNL# 40: [ANGL 491 [GENES 19 20.500]1]

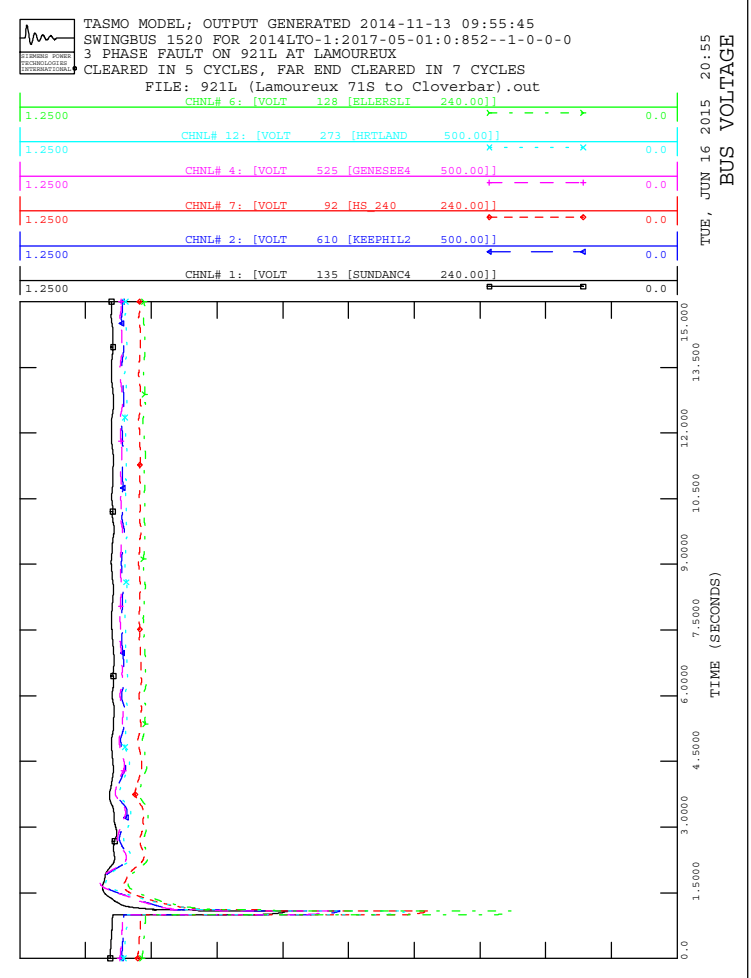
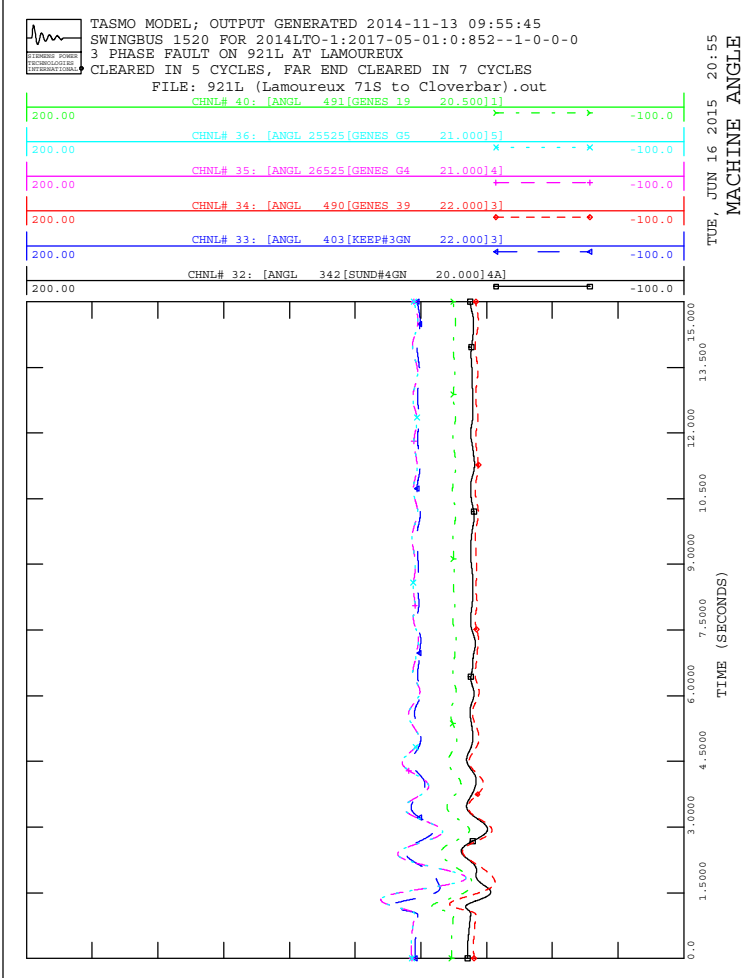
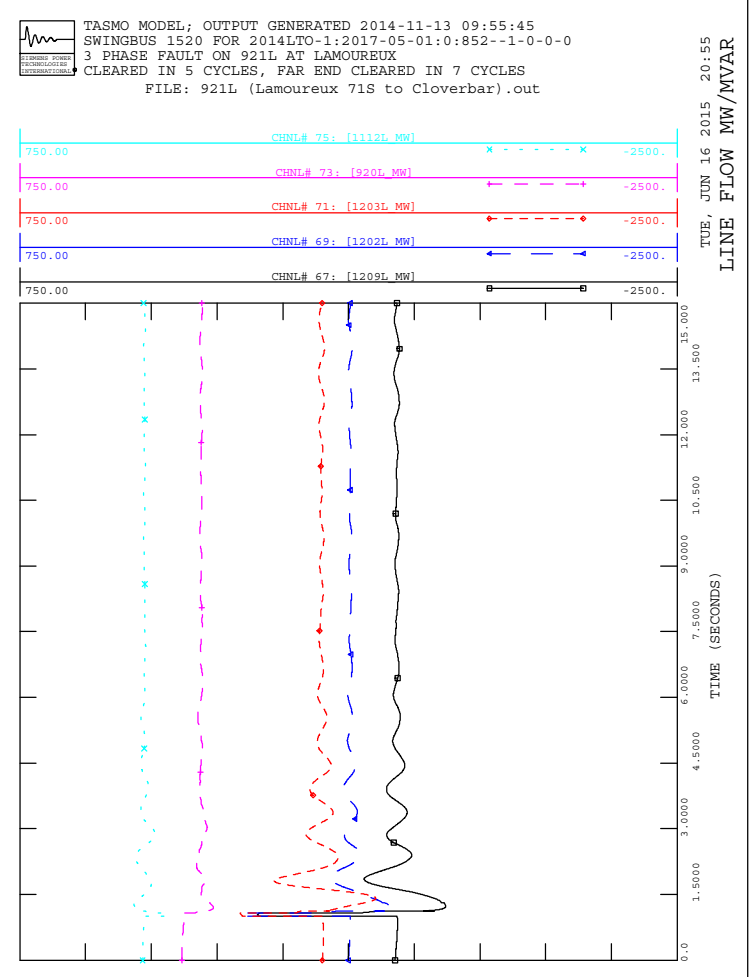
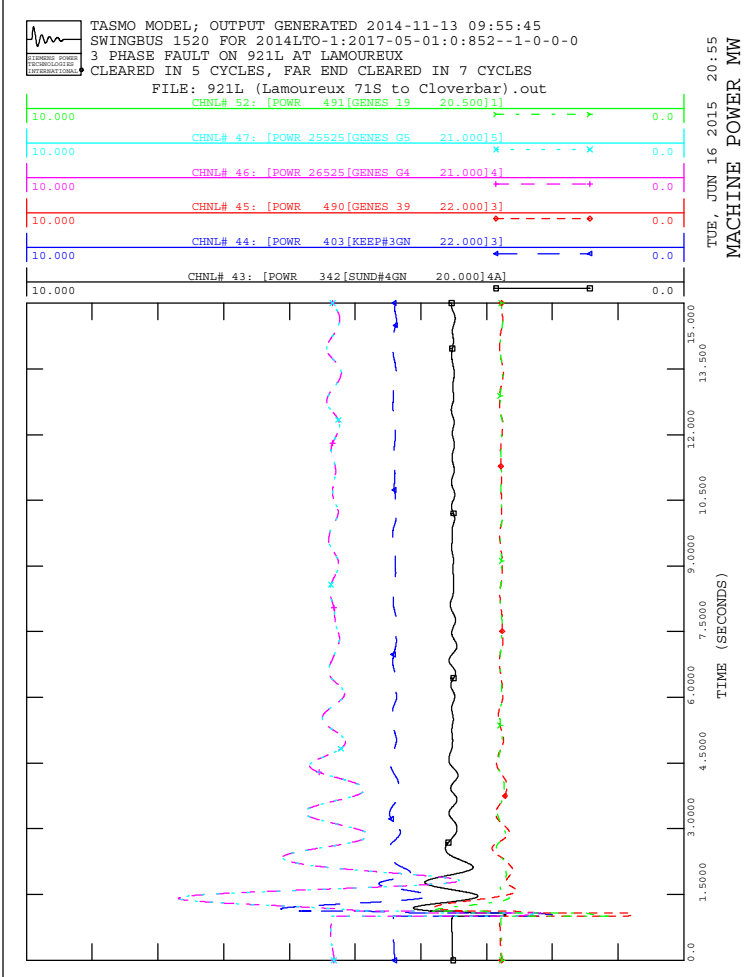
TUE, JUN 16 2015 20:55
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1;2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out
 CHNL# 6: [VOLT 128 [TELLERSB1 240.00]]

TUE, JUN 16 2015 20:55
 BUS VOLTAGE

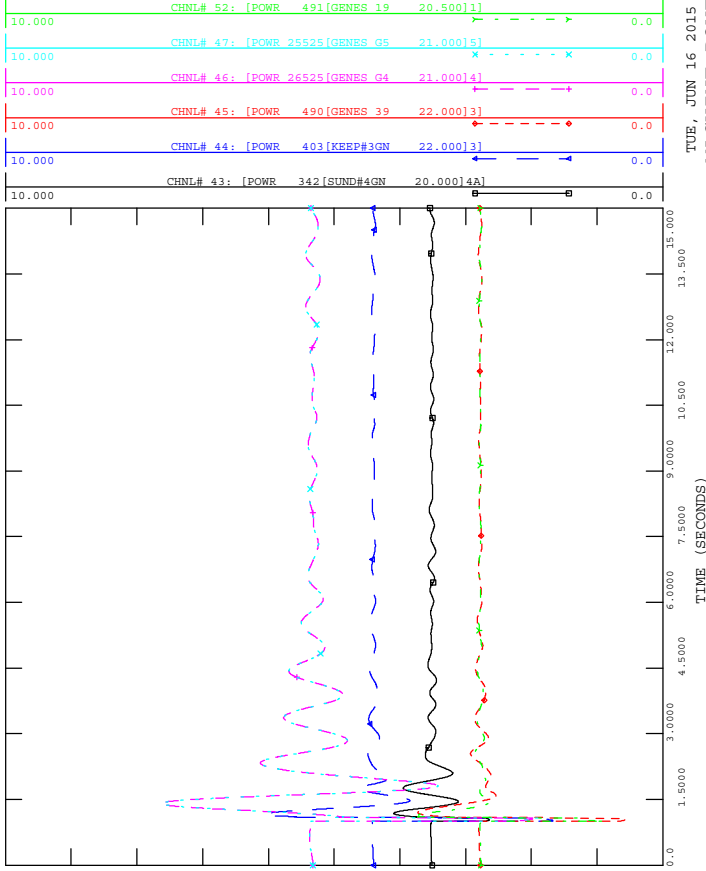






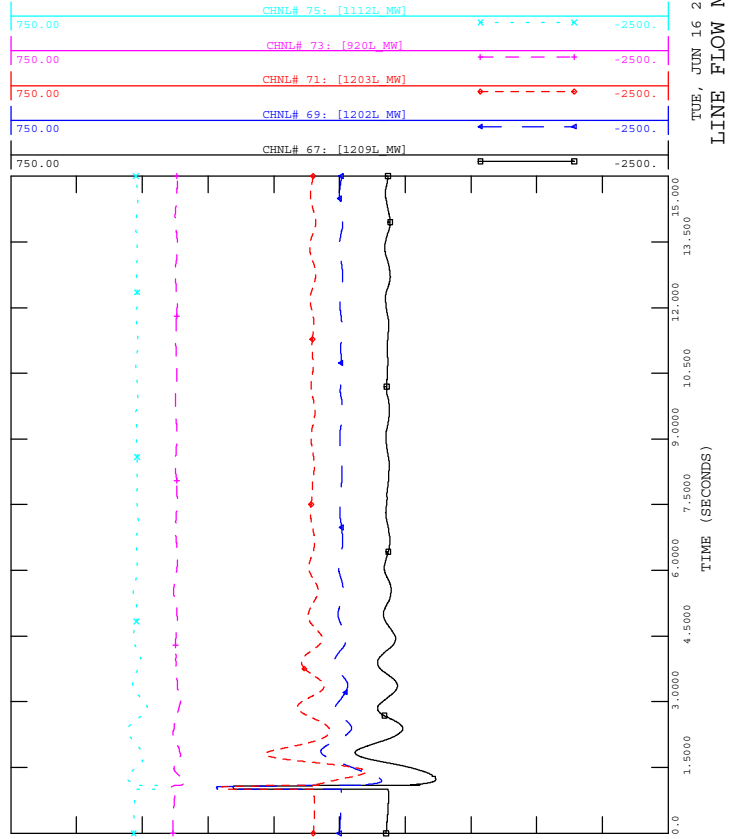
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

TUE, JUN 16 2015 20:55
 MACHINE POWER MW



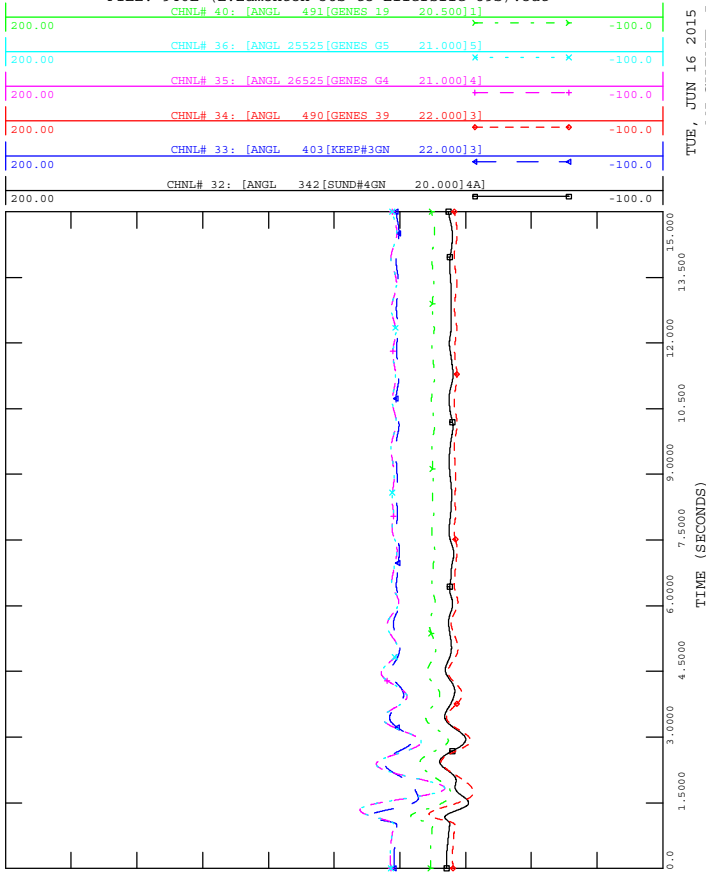
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

TUE, JUN 16 2015 20:55
 LINE FLOW MW/MVAR



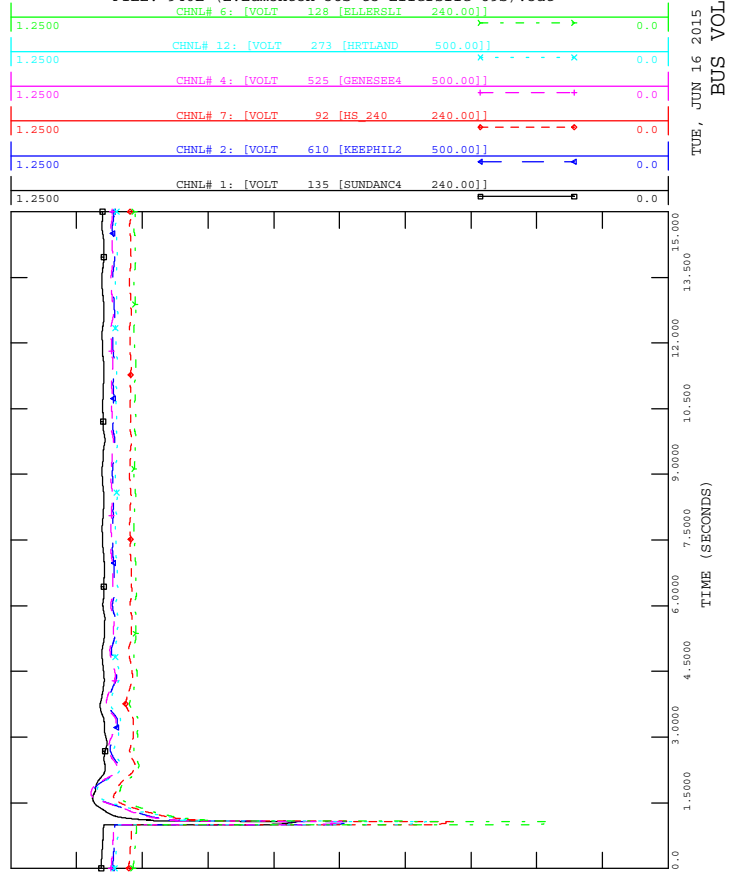
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

TUE, JUN 16 2015 20:55
 MACHINE ANGLE



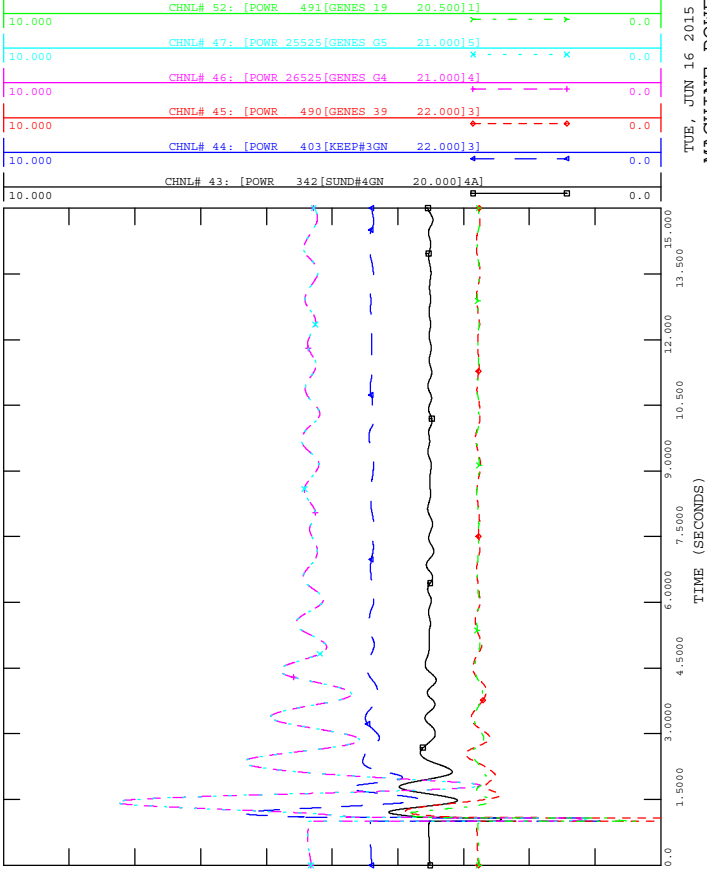
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

TUE, JUN 16 2015 20:55
 BUS VOLTAGE

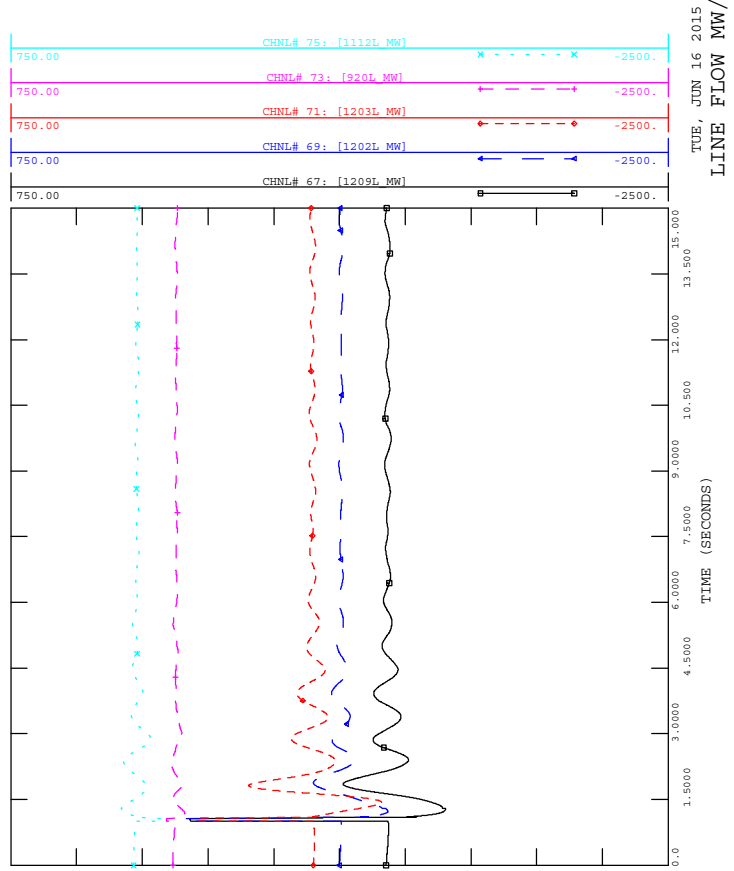




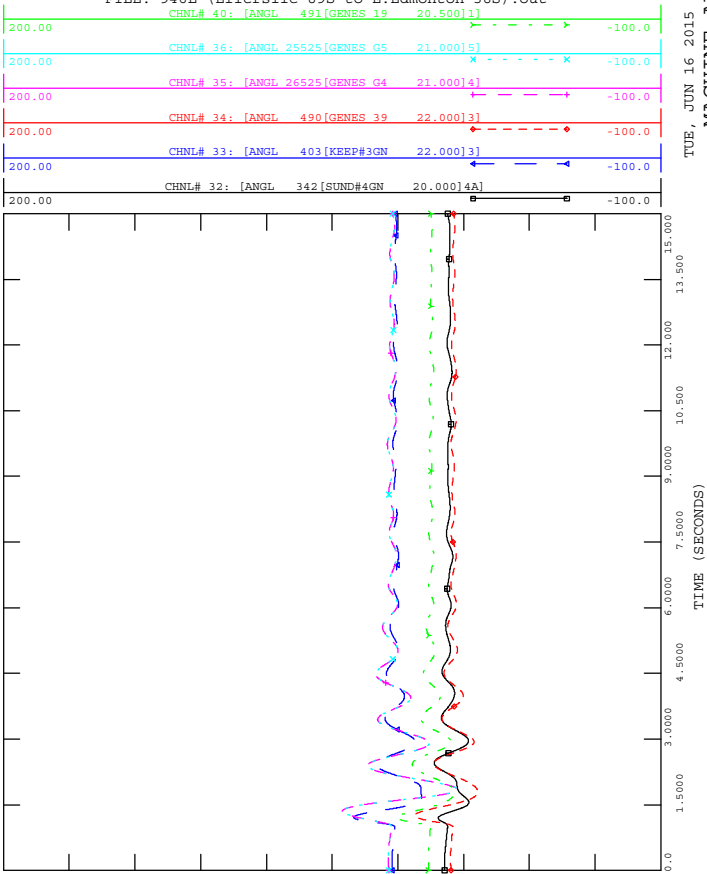
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



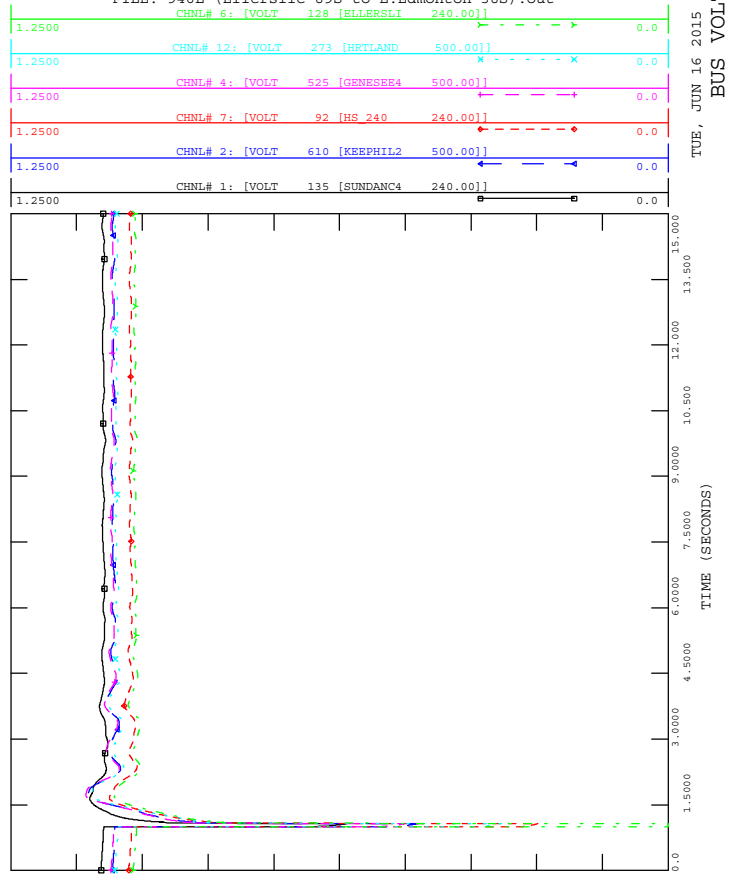
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

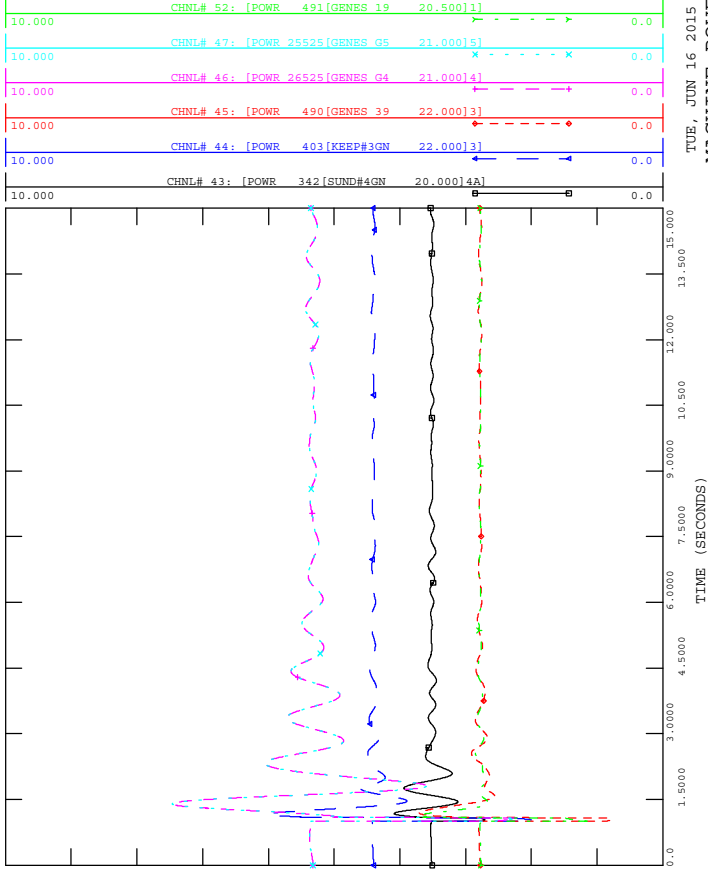


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

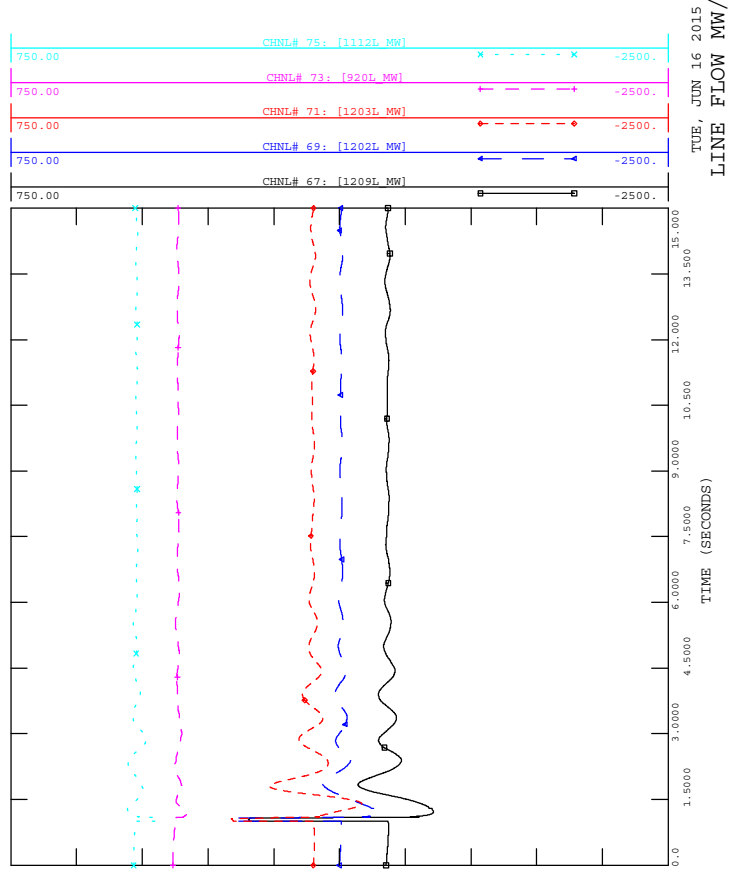




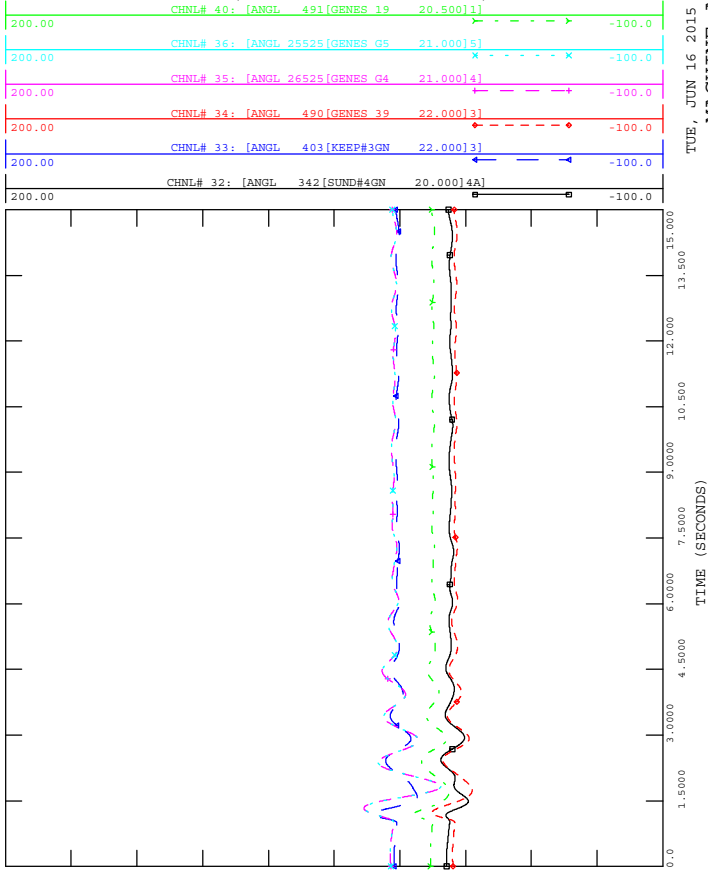
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



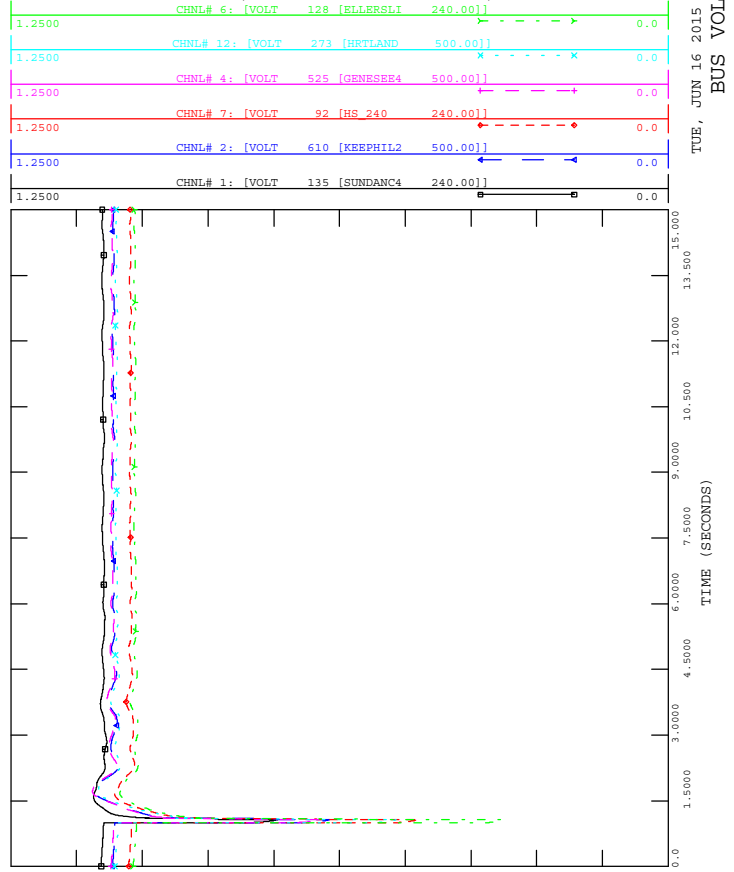
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

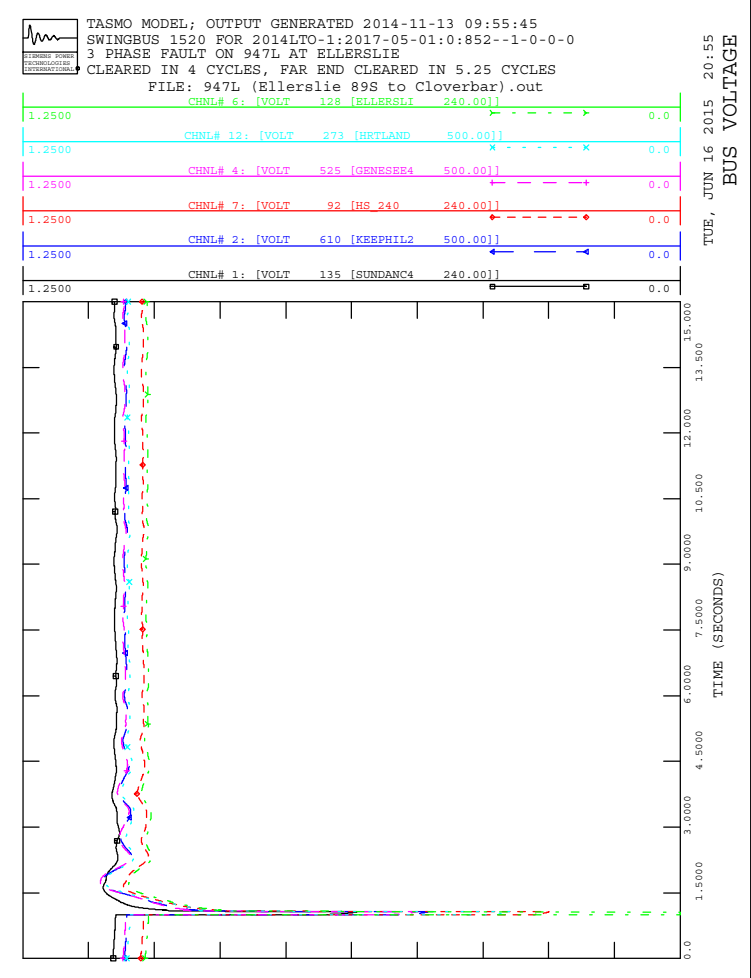
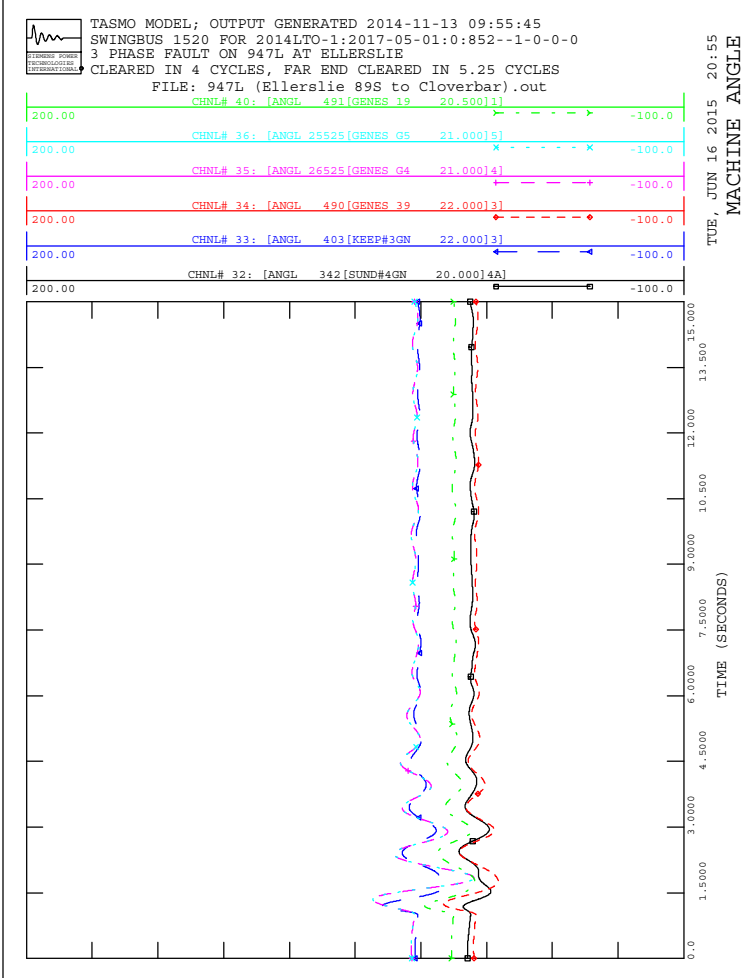
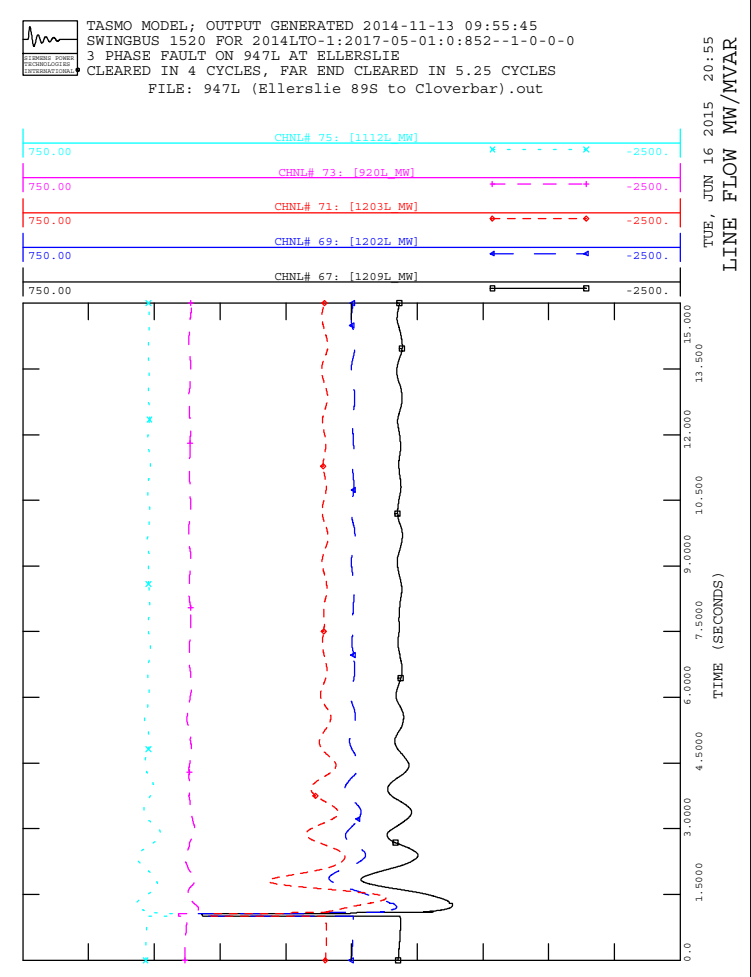
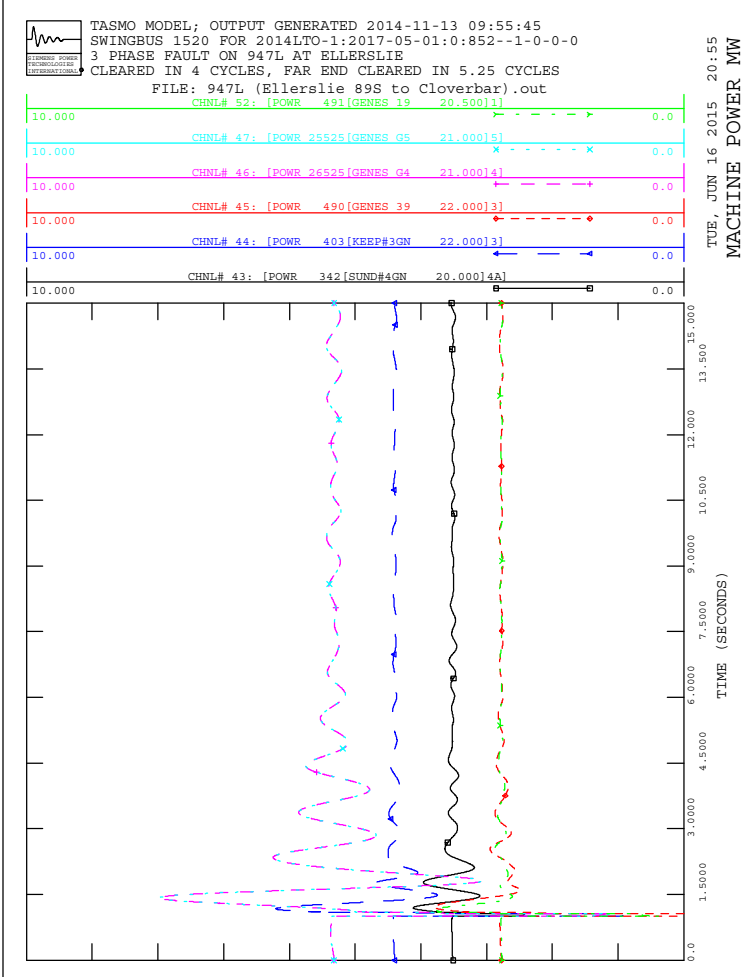


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



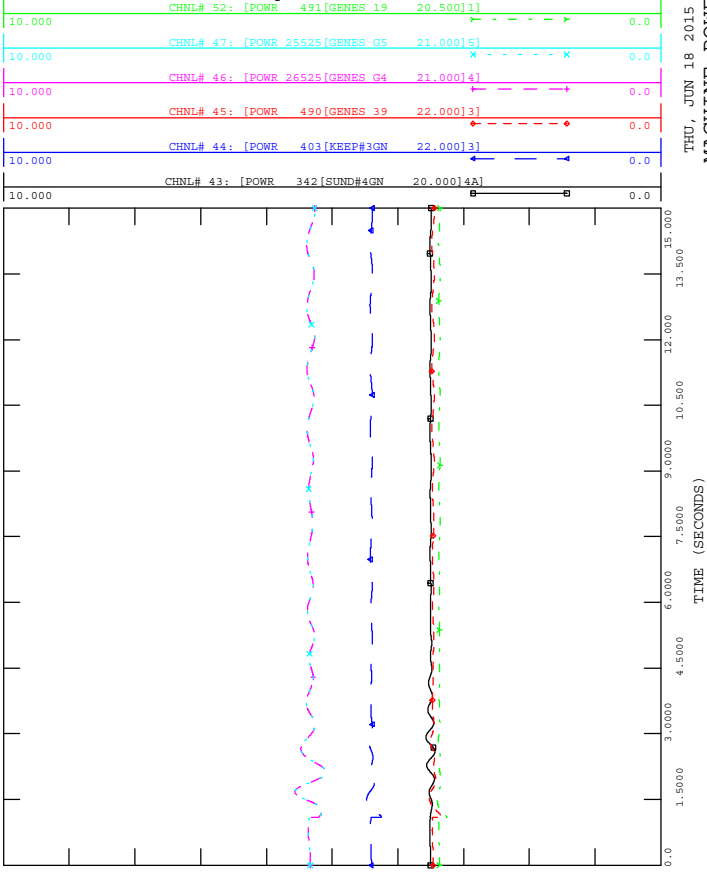
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



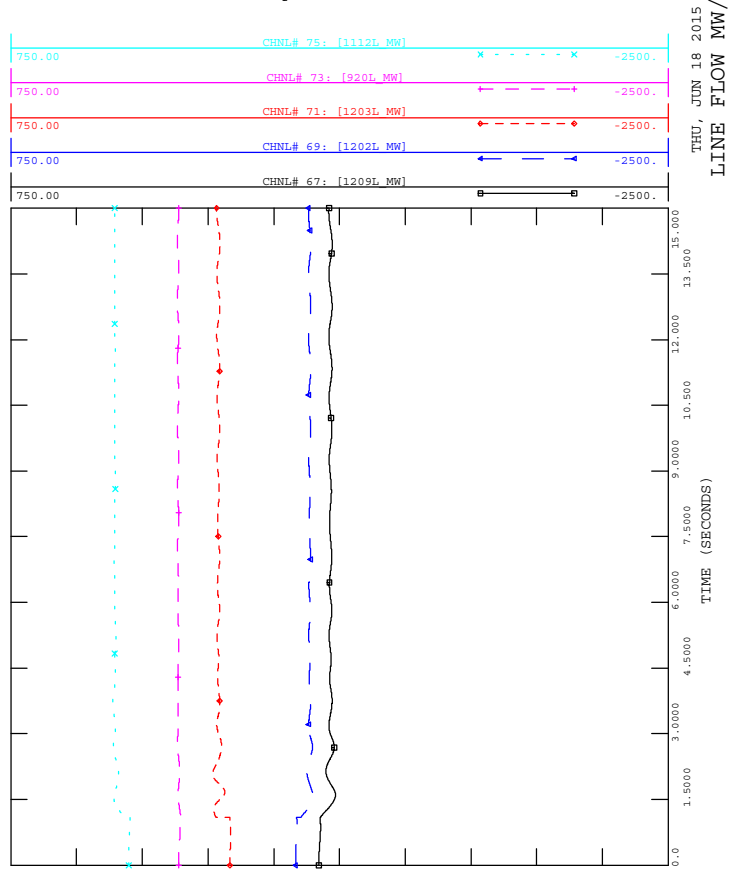




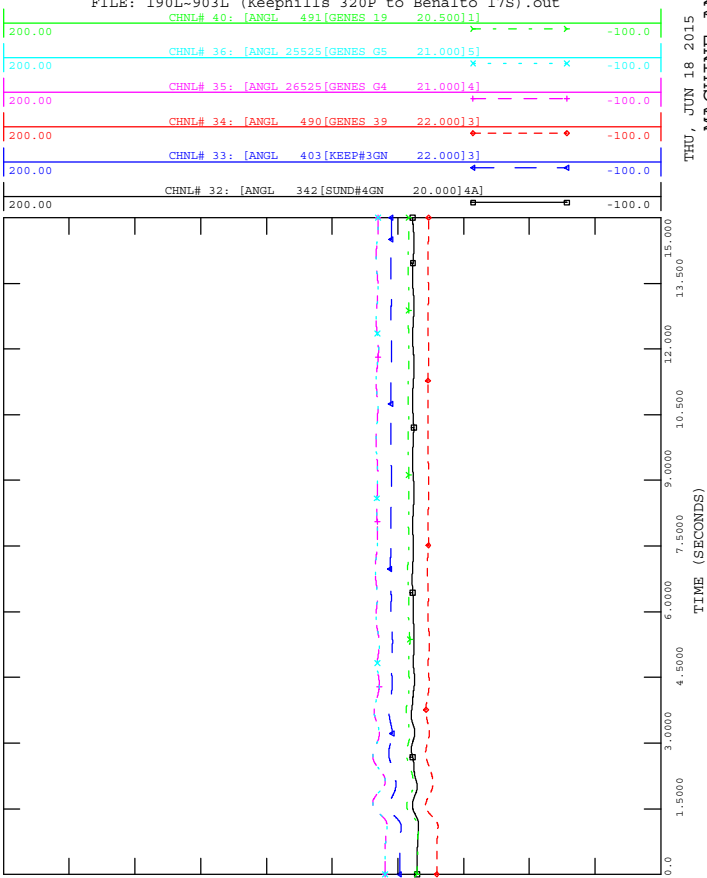
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



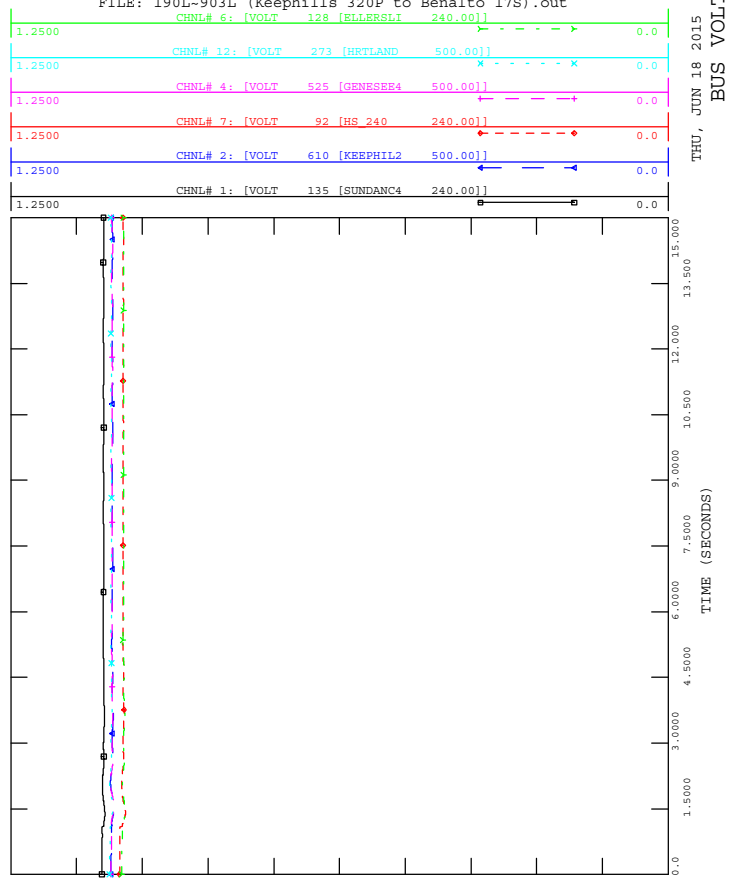
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

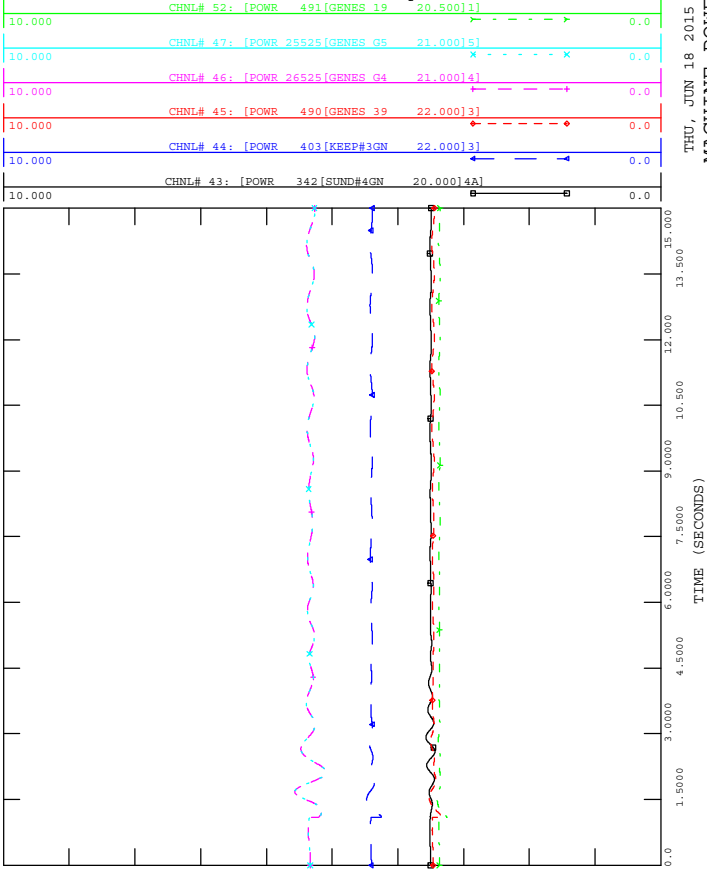


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

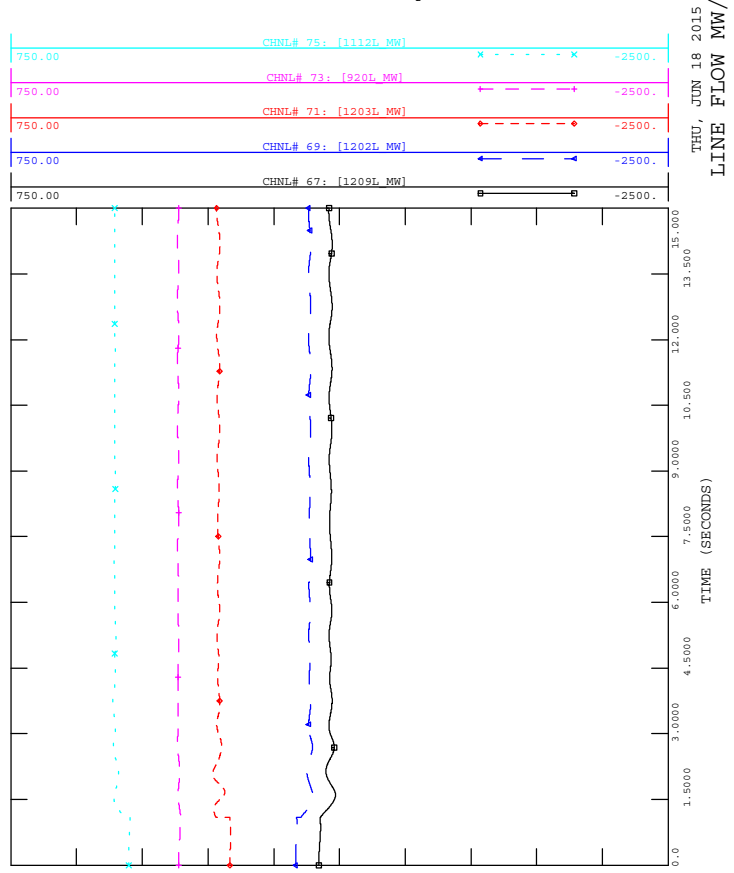




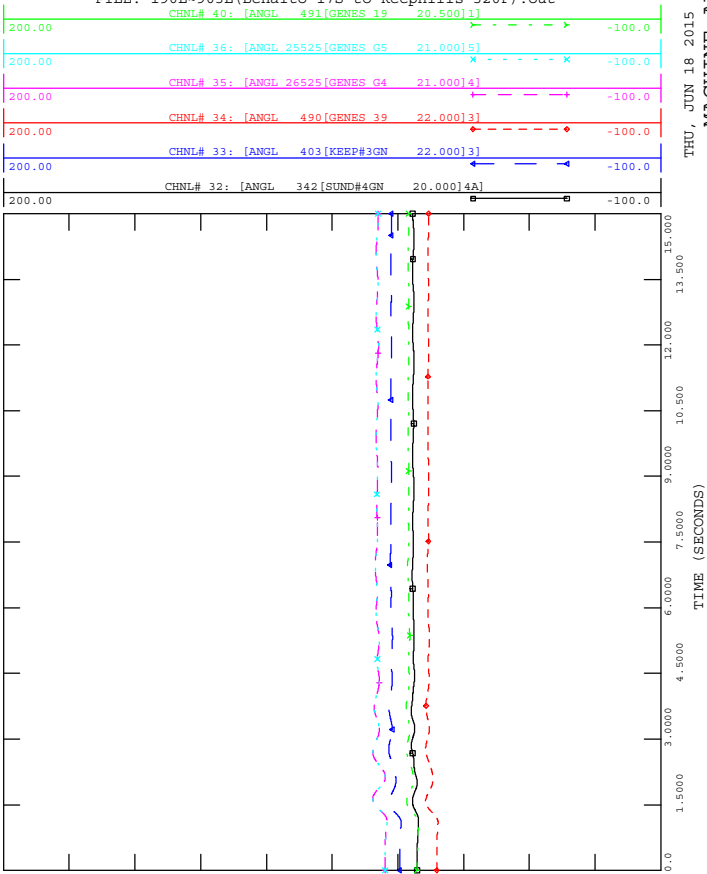
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out



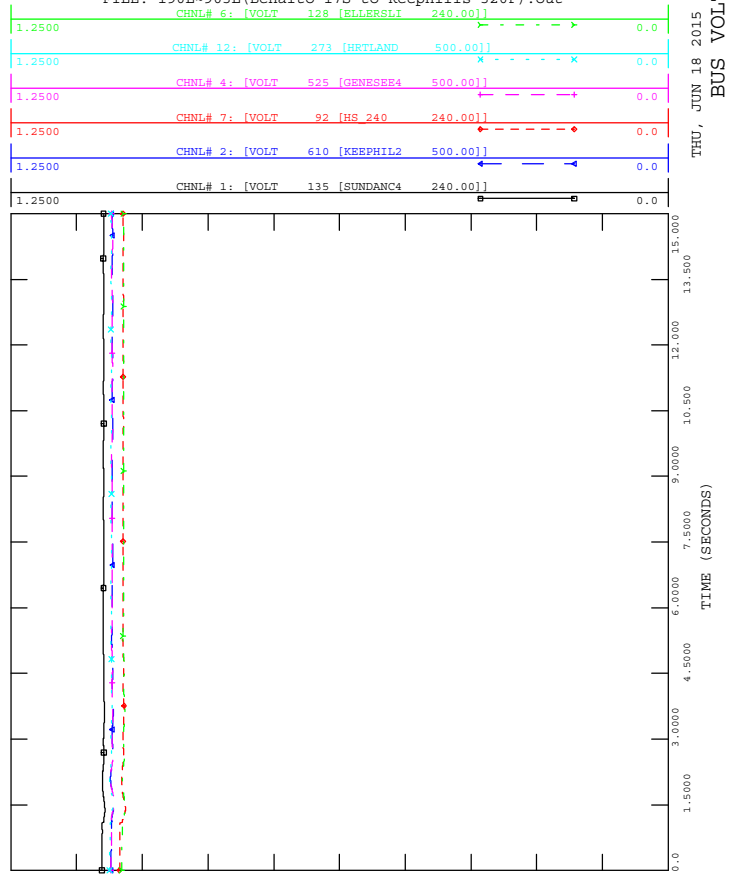
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 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out

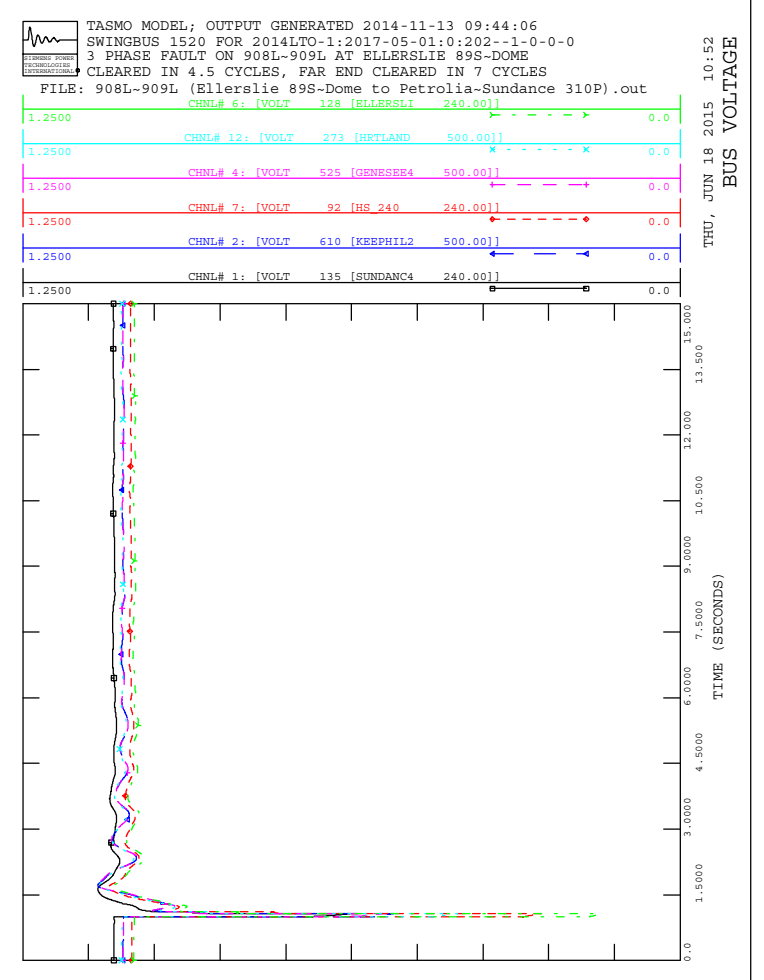
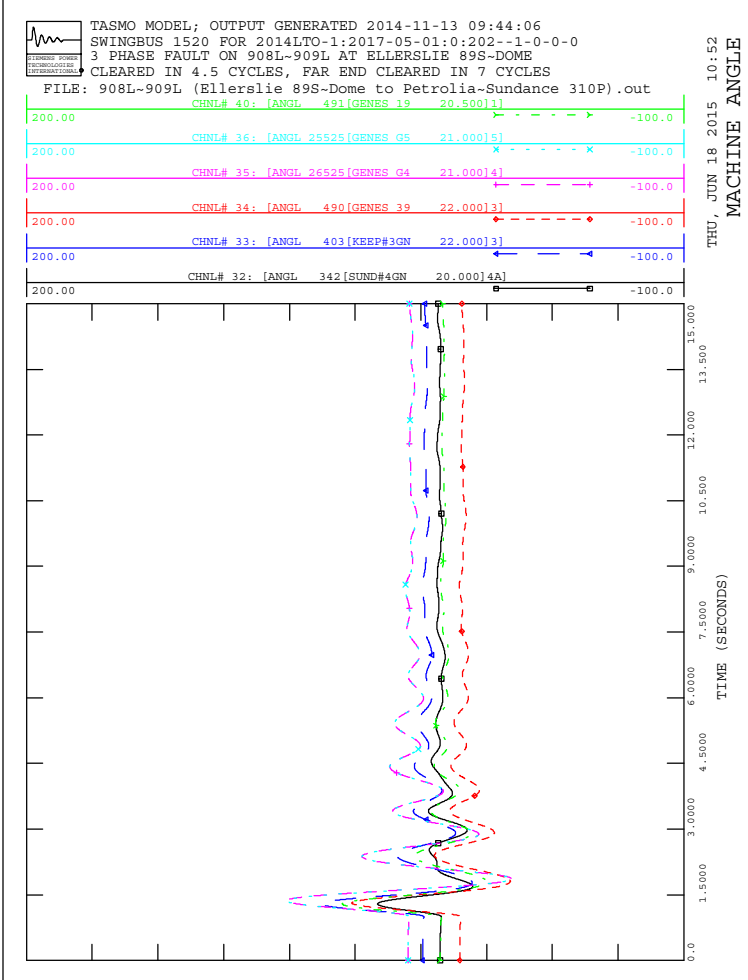
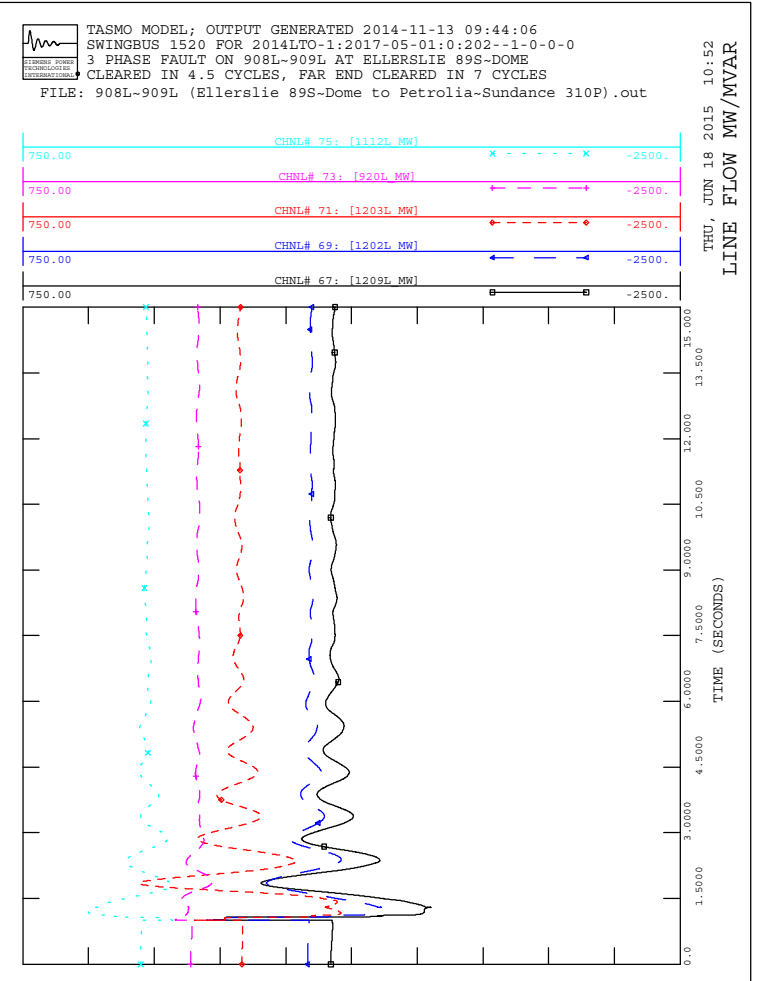
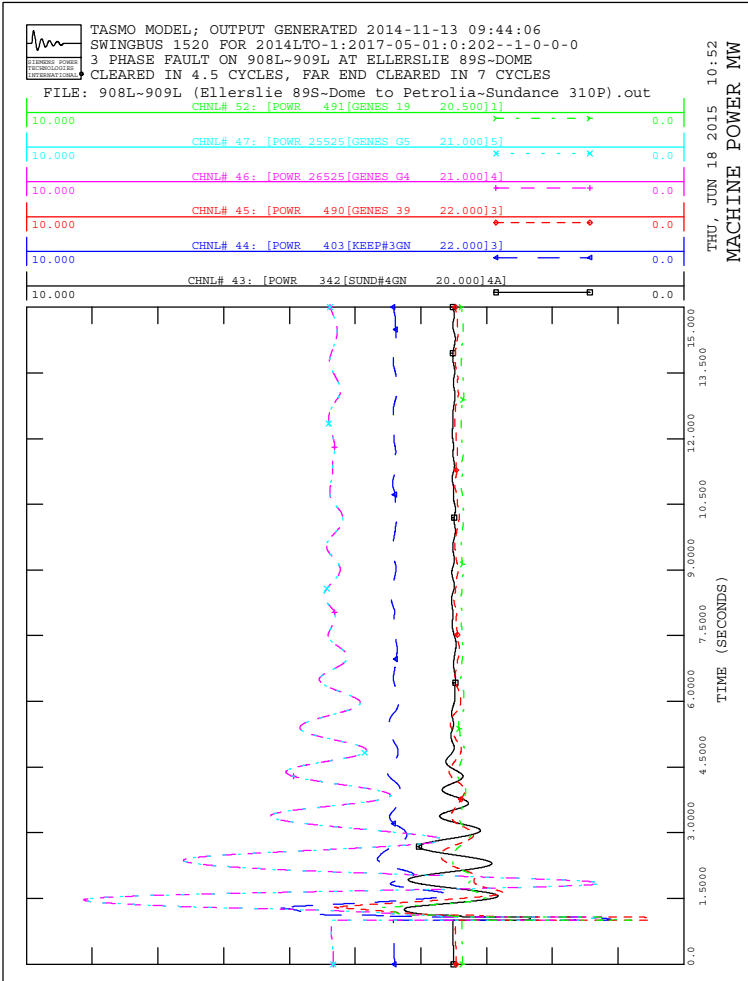


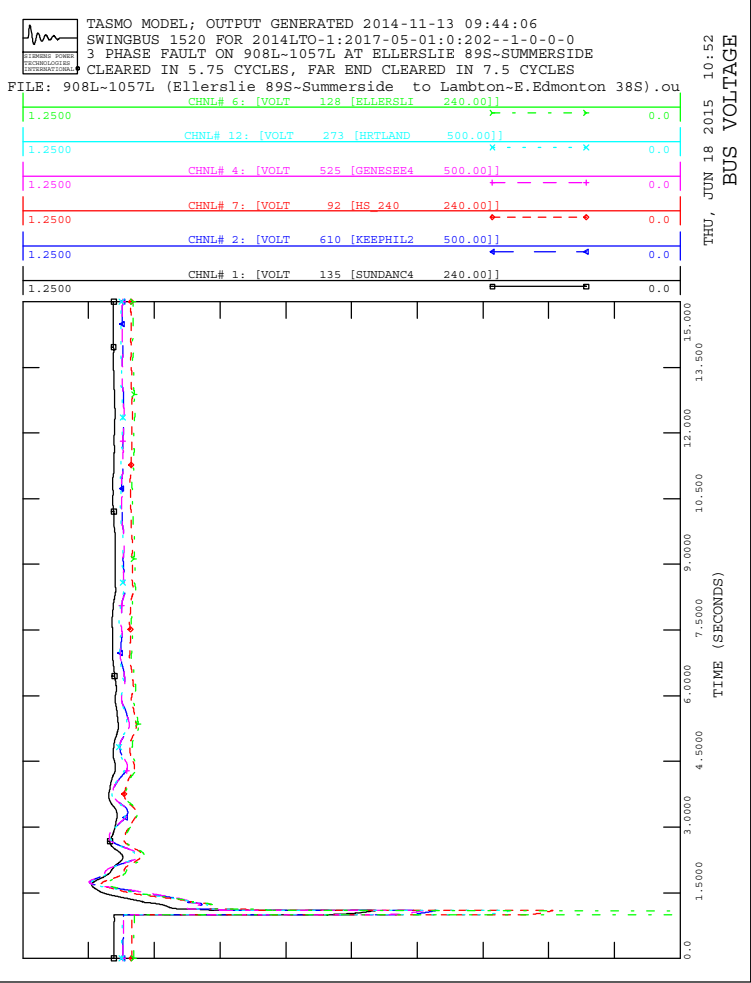
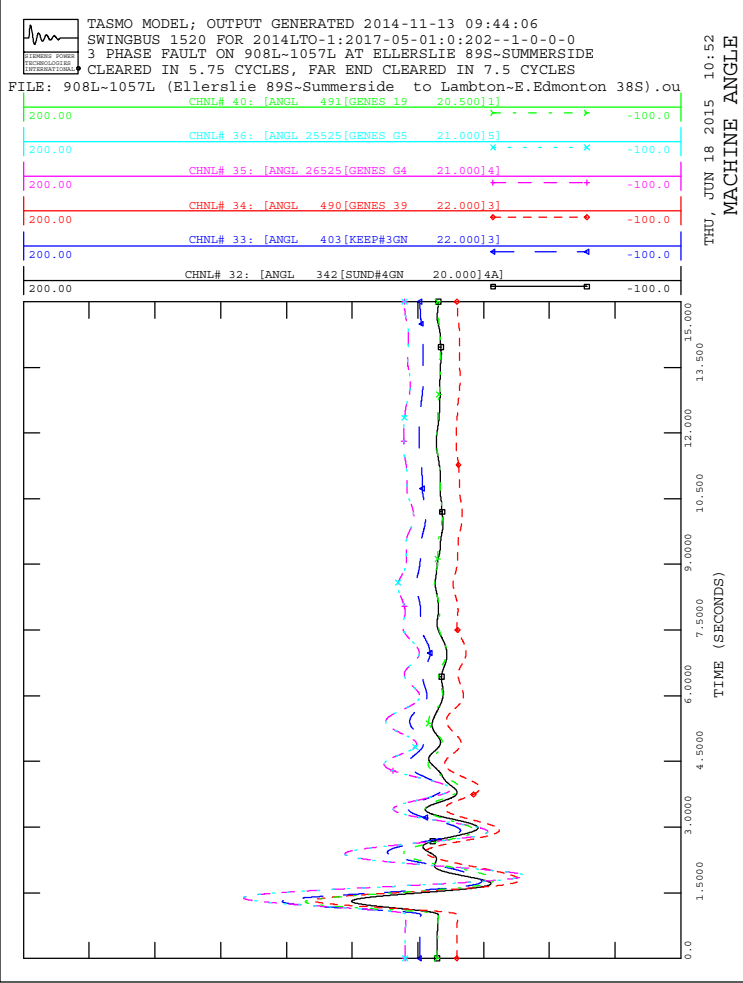
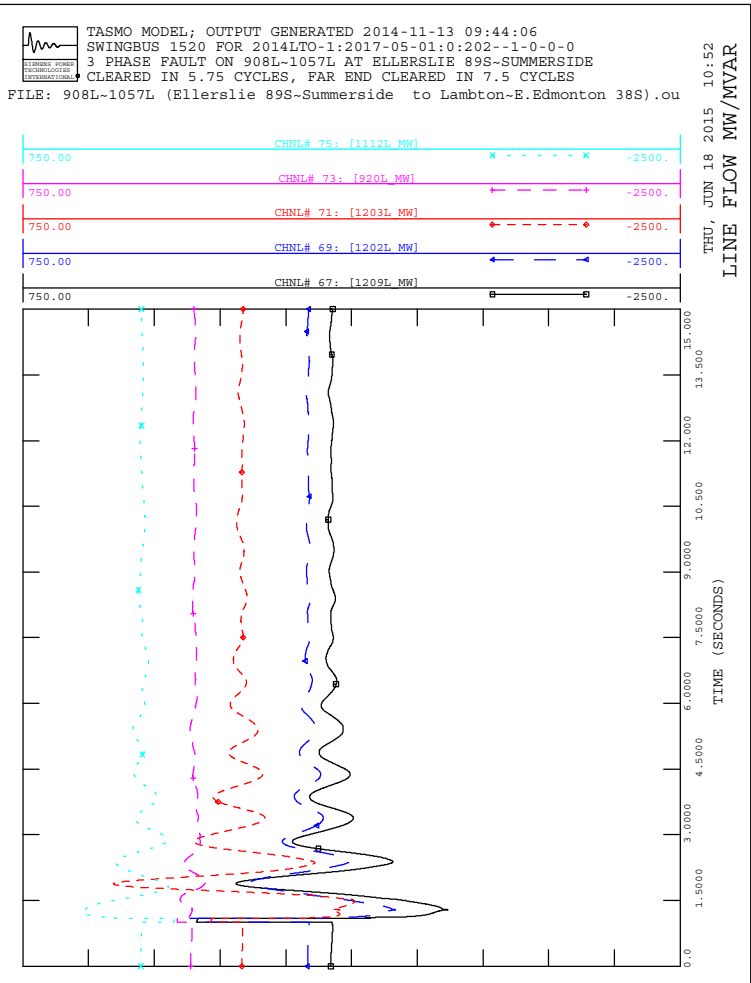
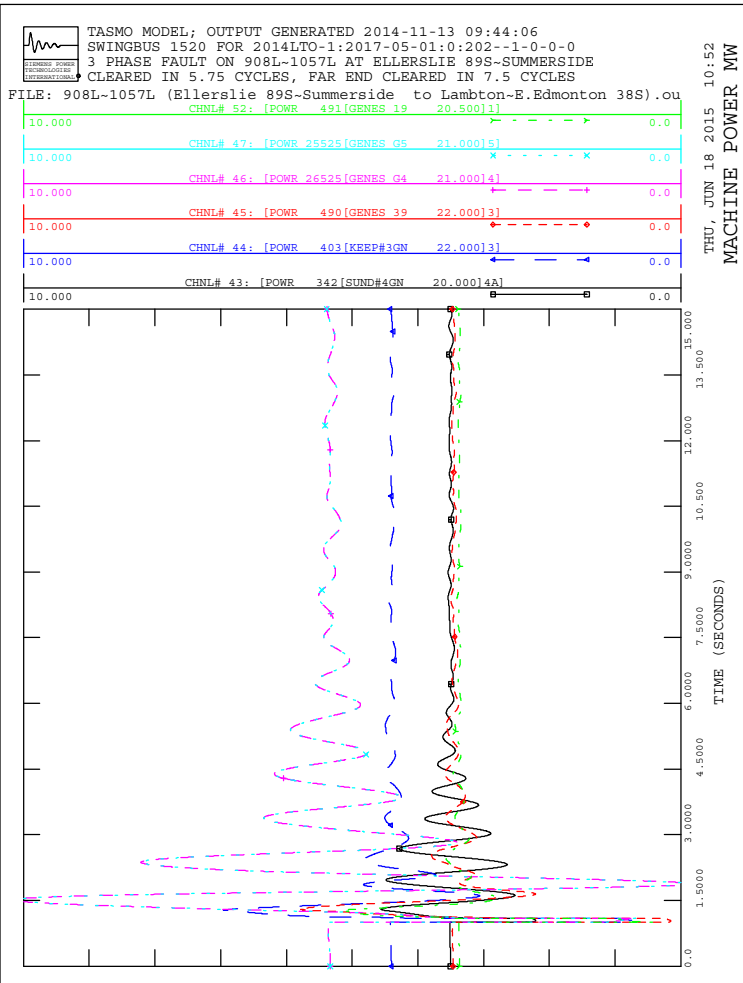
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out

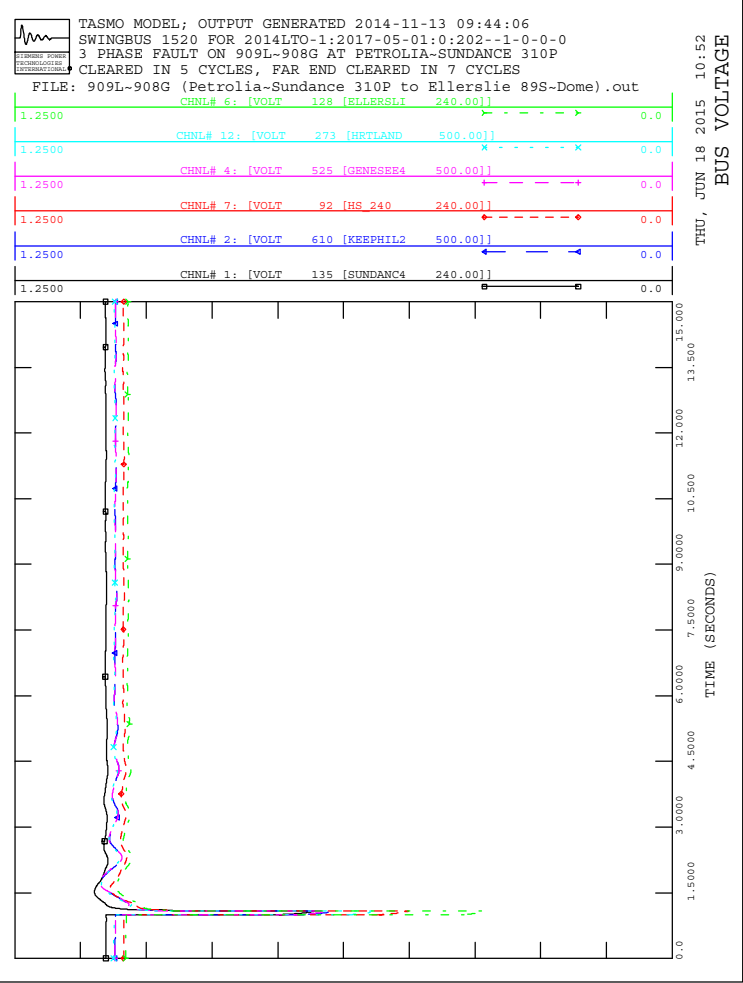
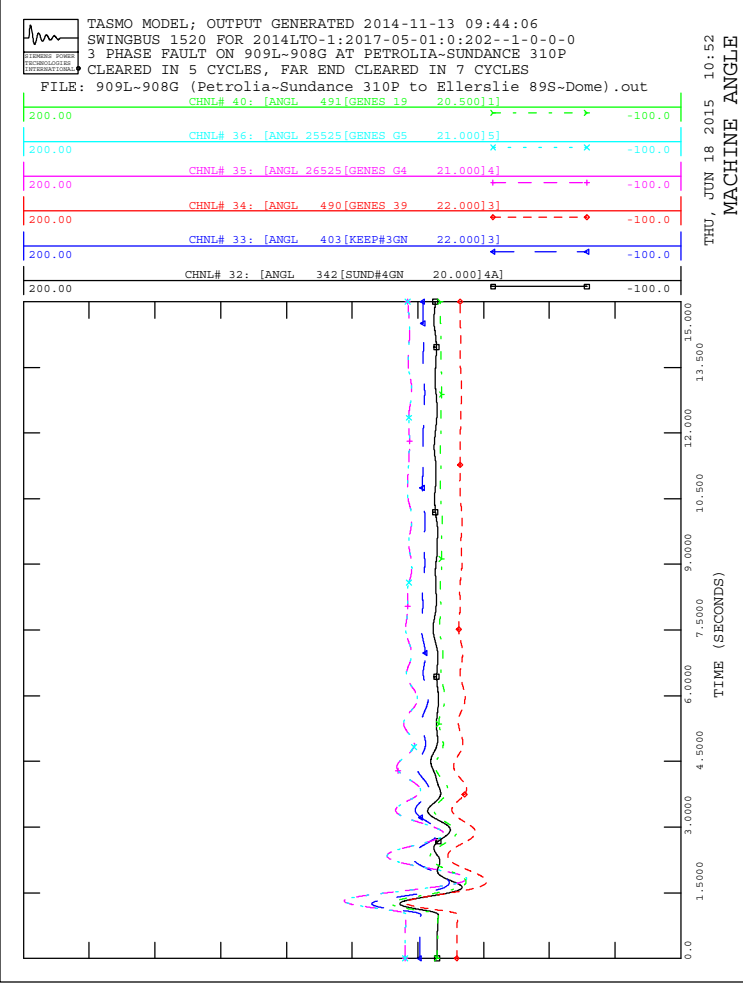
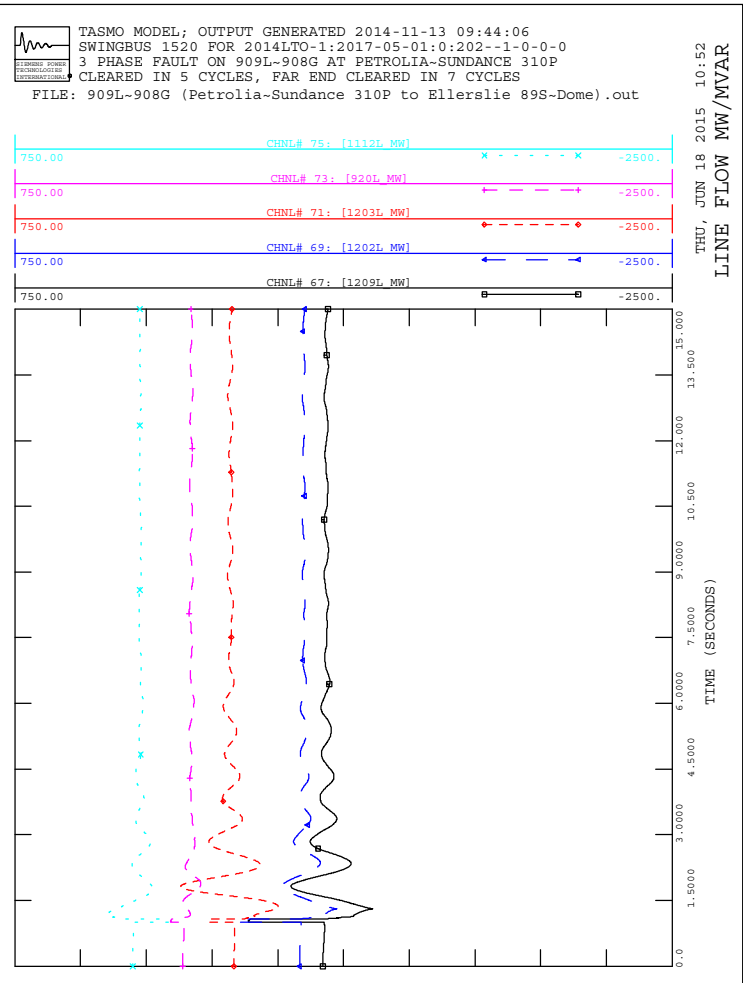
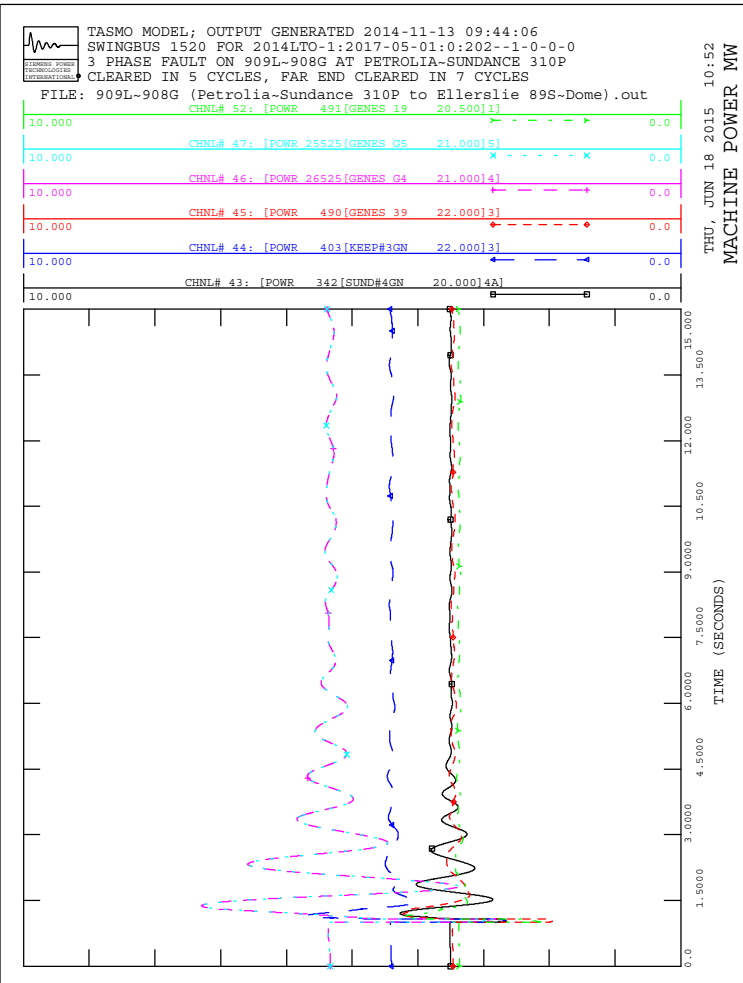


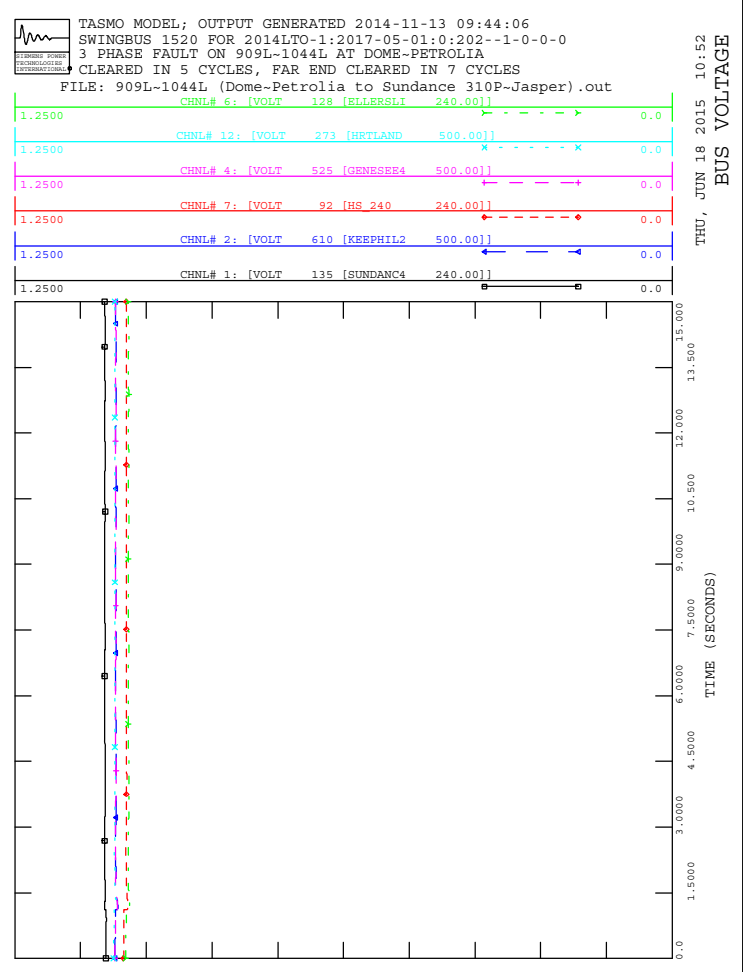
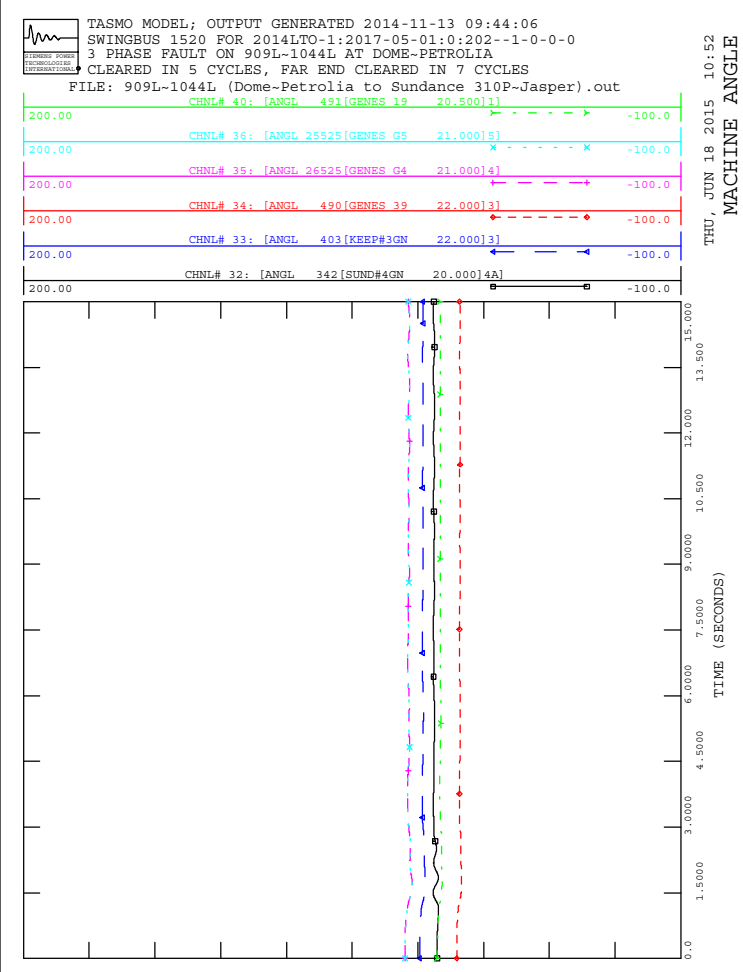
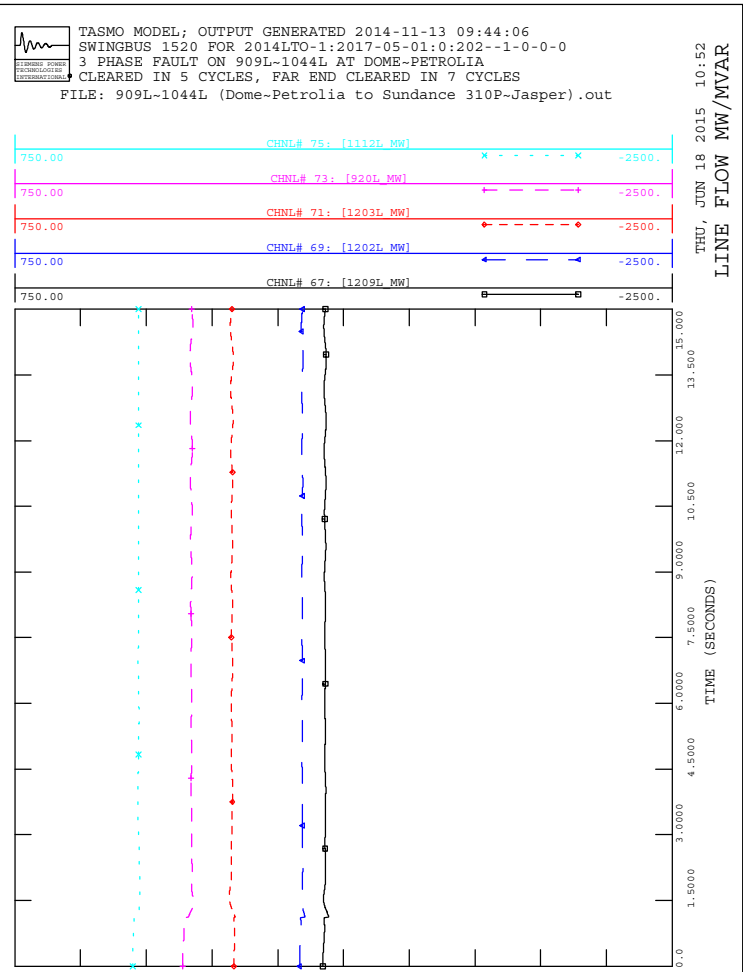
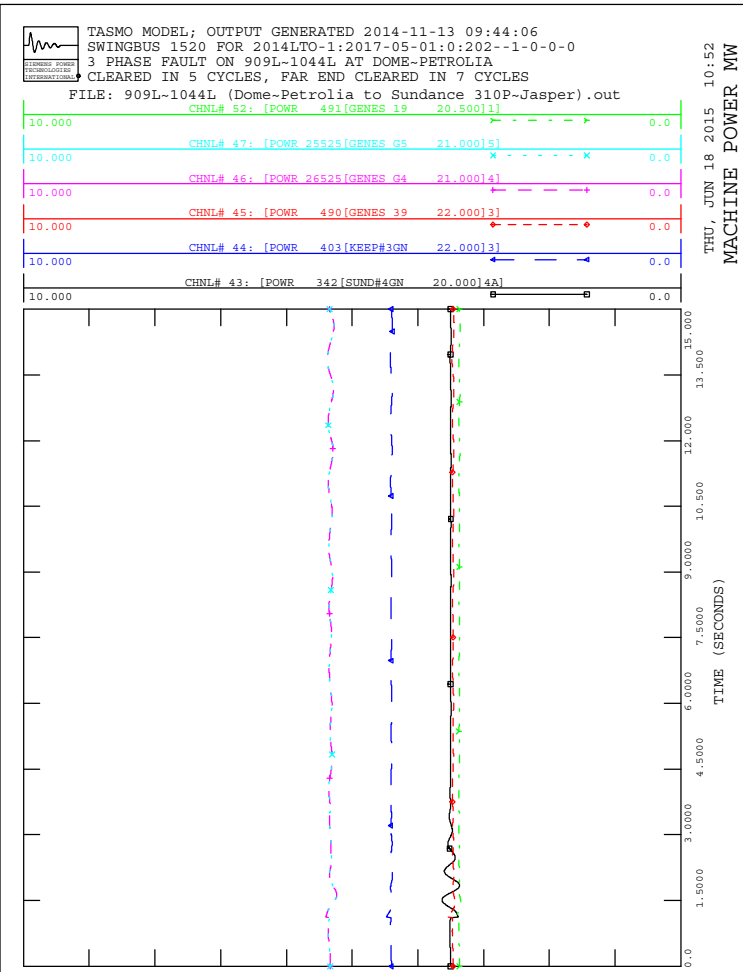
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out





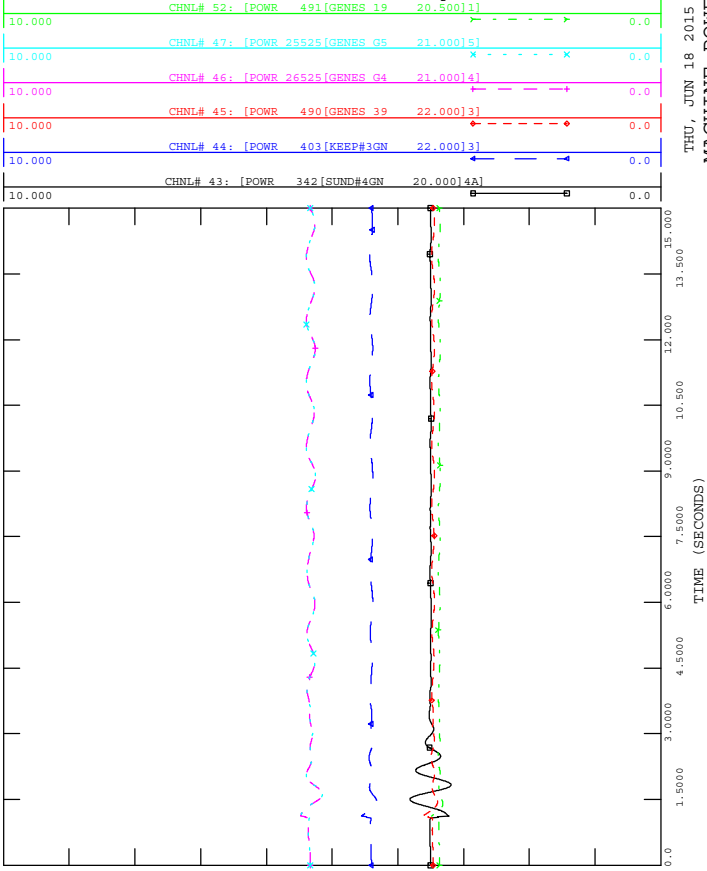








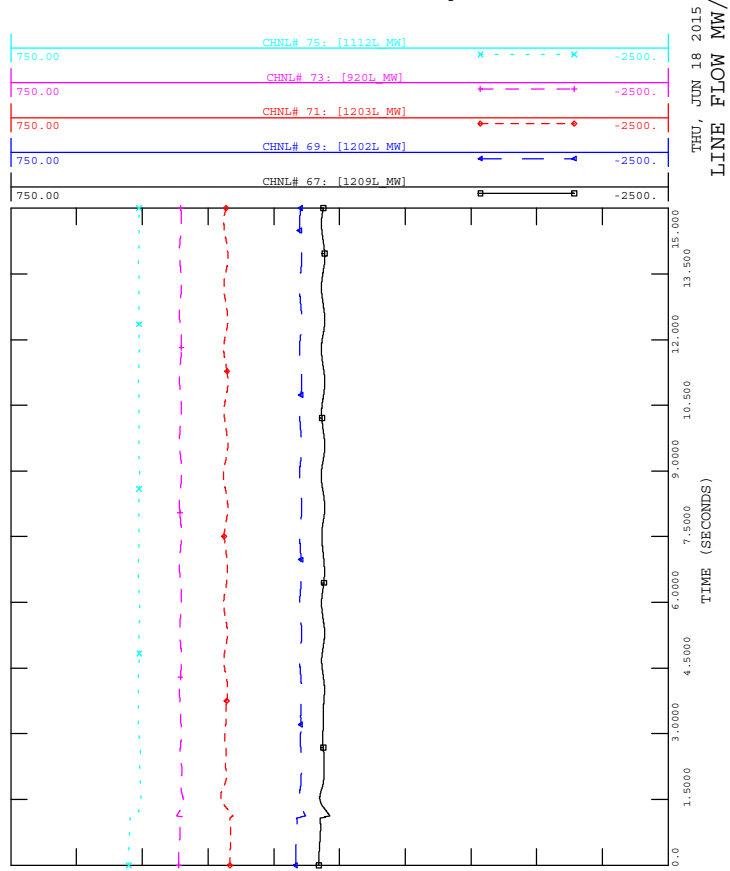
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



THU, JUN 18 2015 10:52
 MACHINE POWER MW



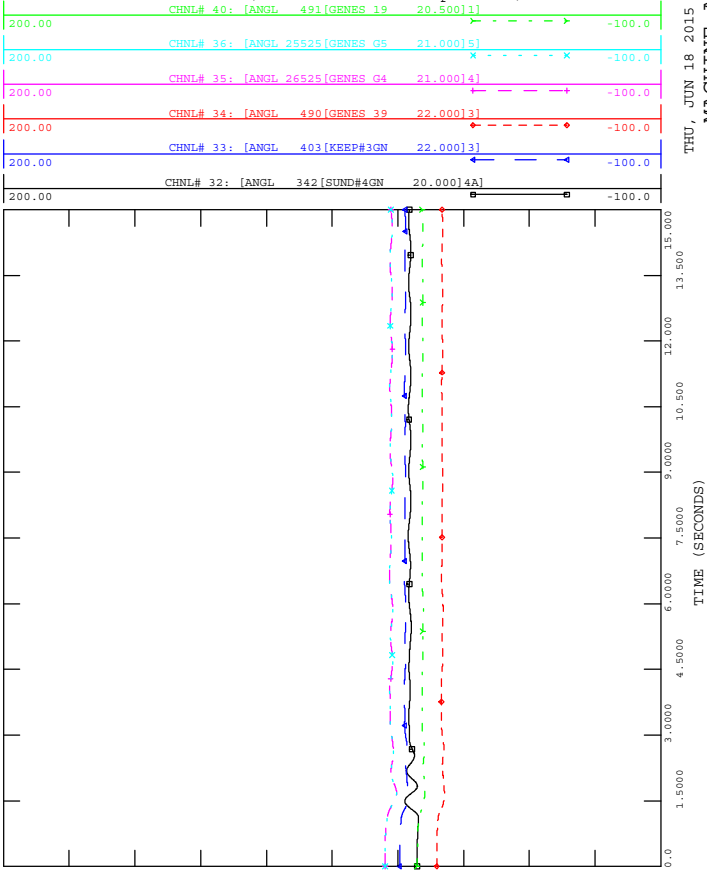
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



THU, JUN 18 2015 10:52
 LINE FLOW MW/MVAR



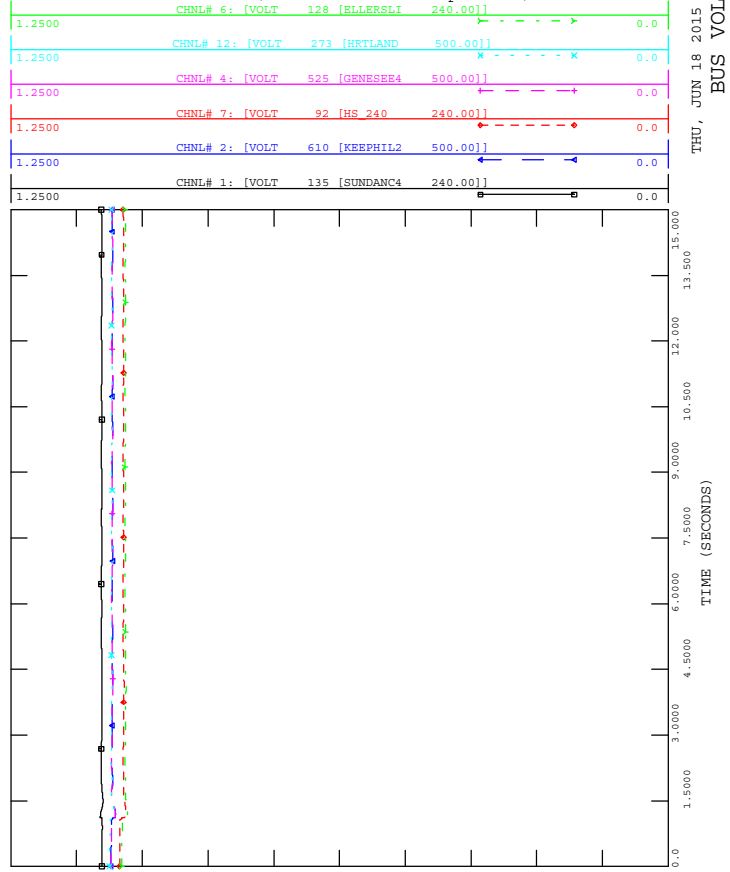
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



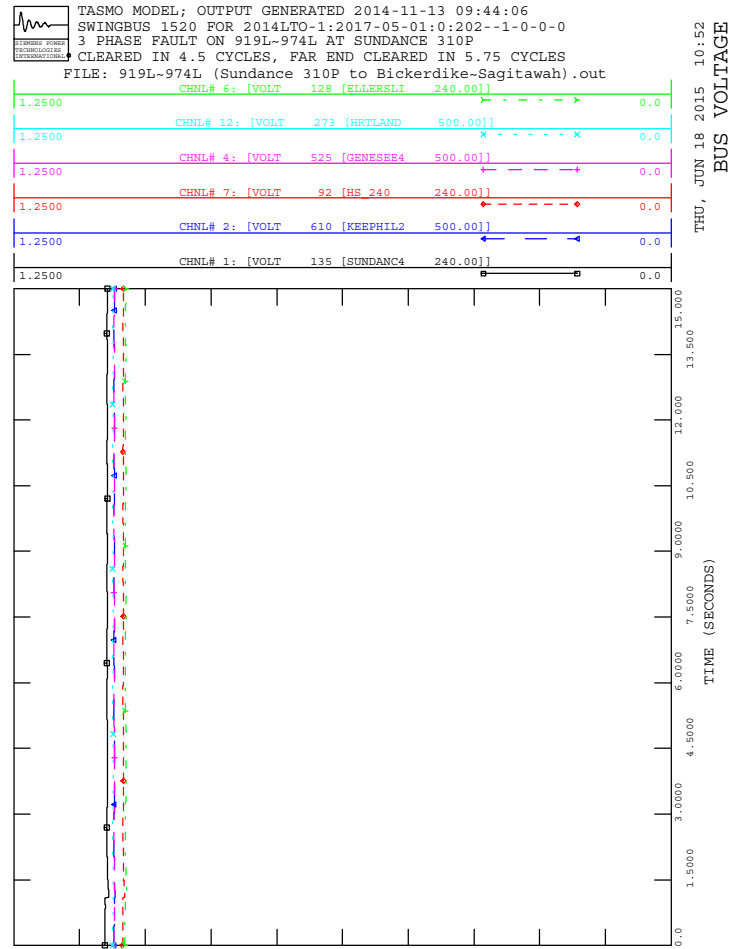
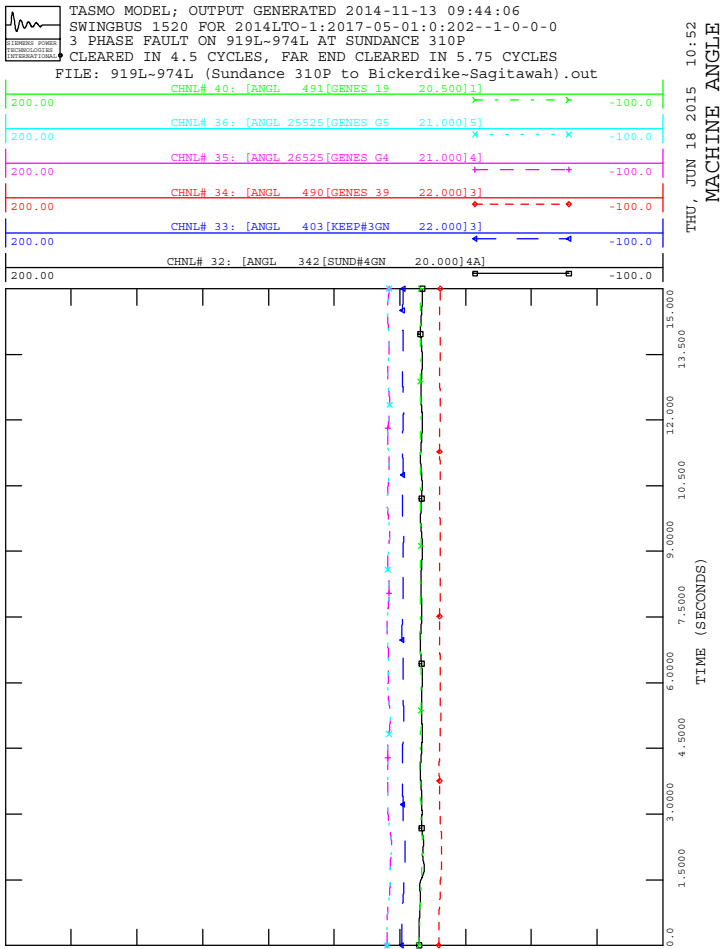
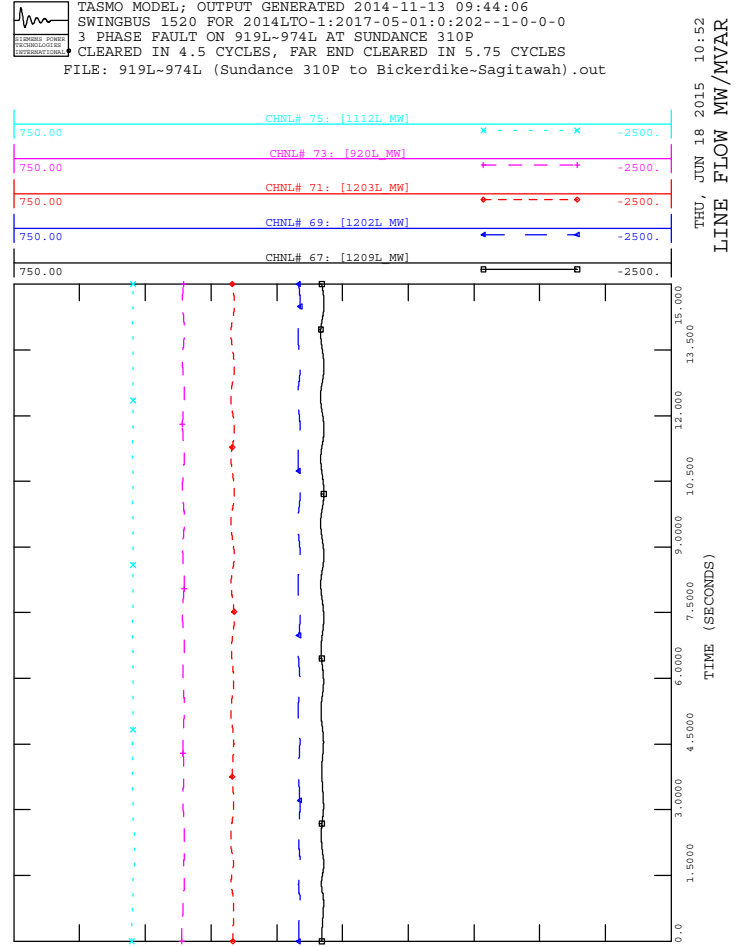
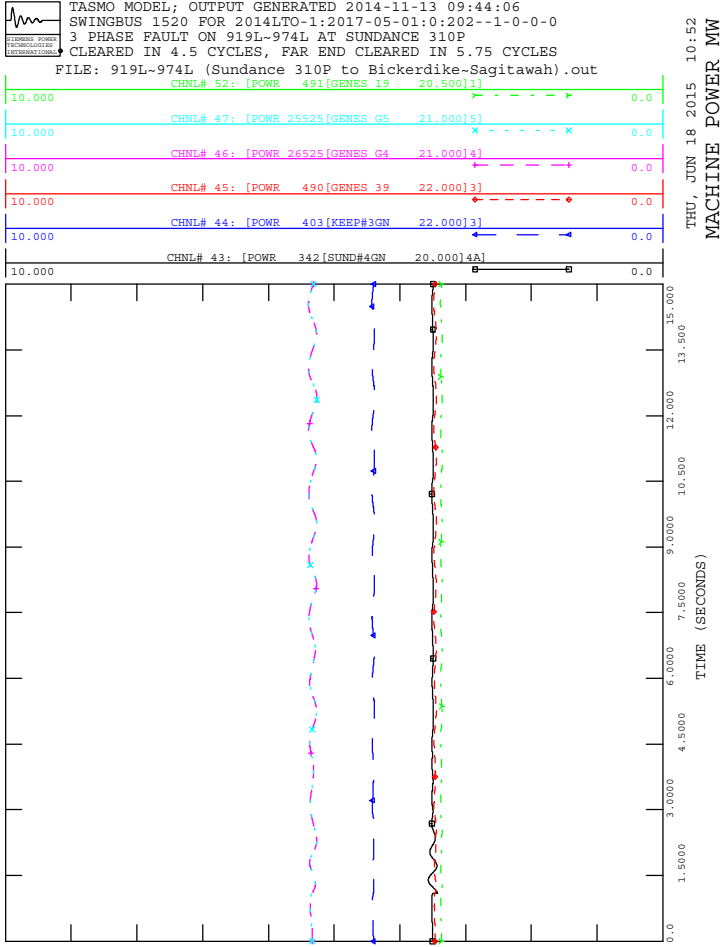
THU, JUN 18 2015 10:52
 MACHINE ANGLE

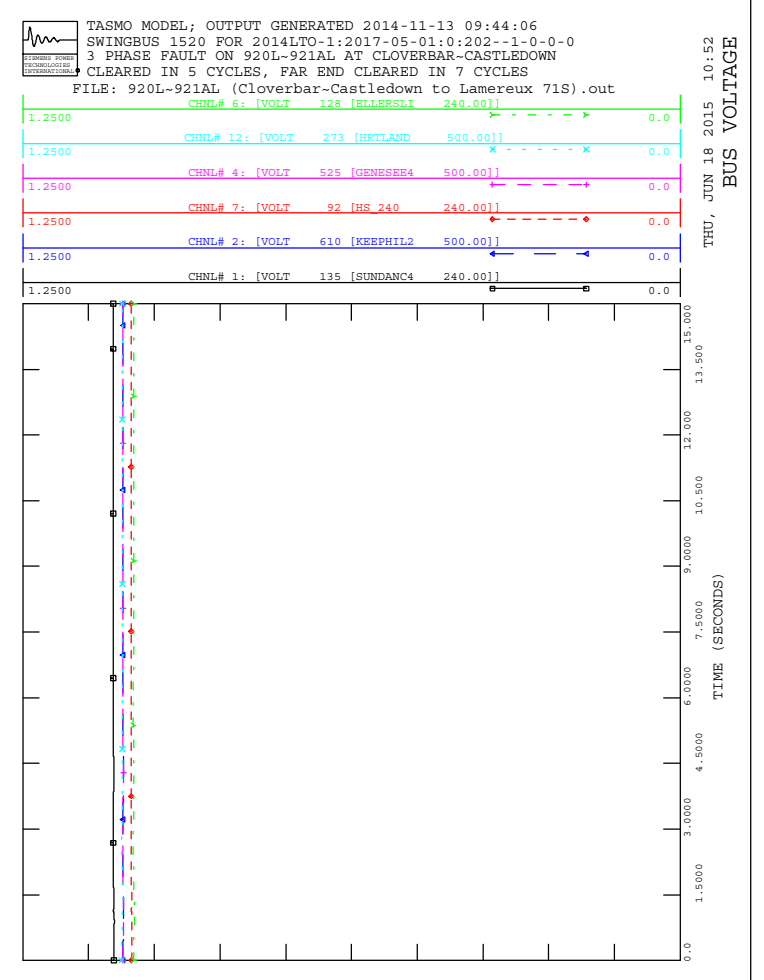
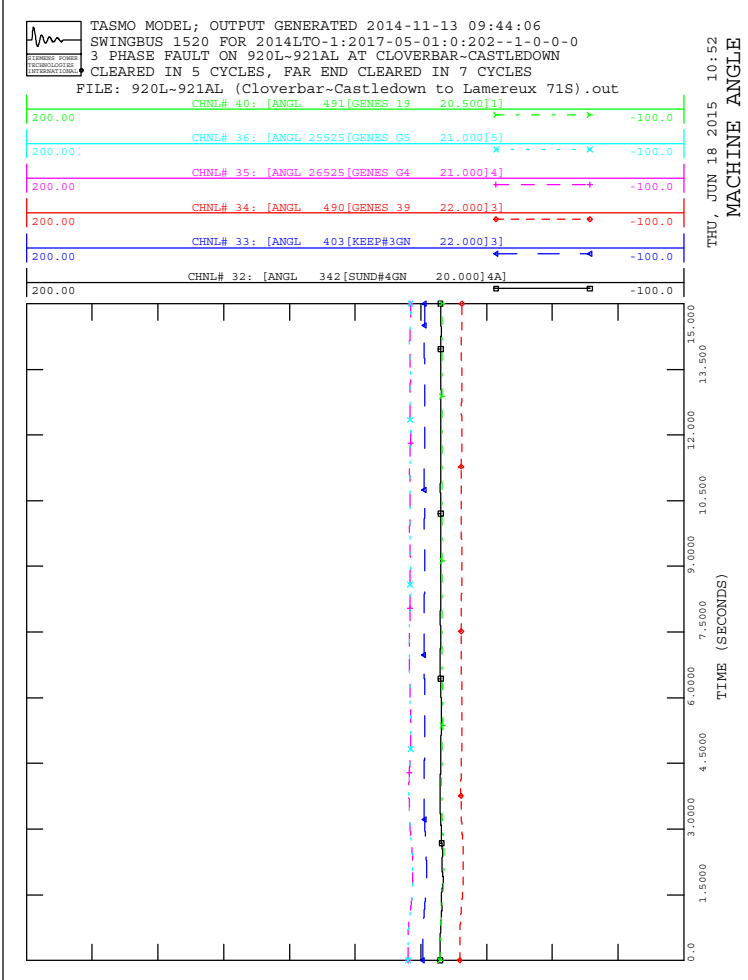
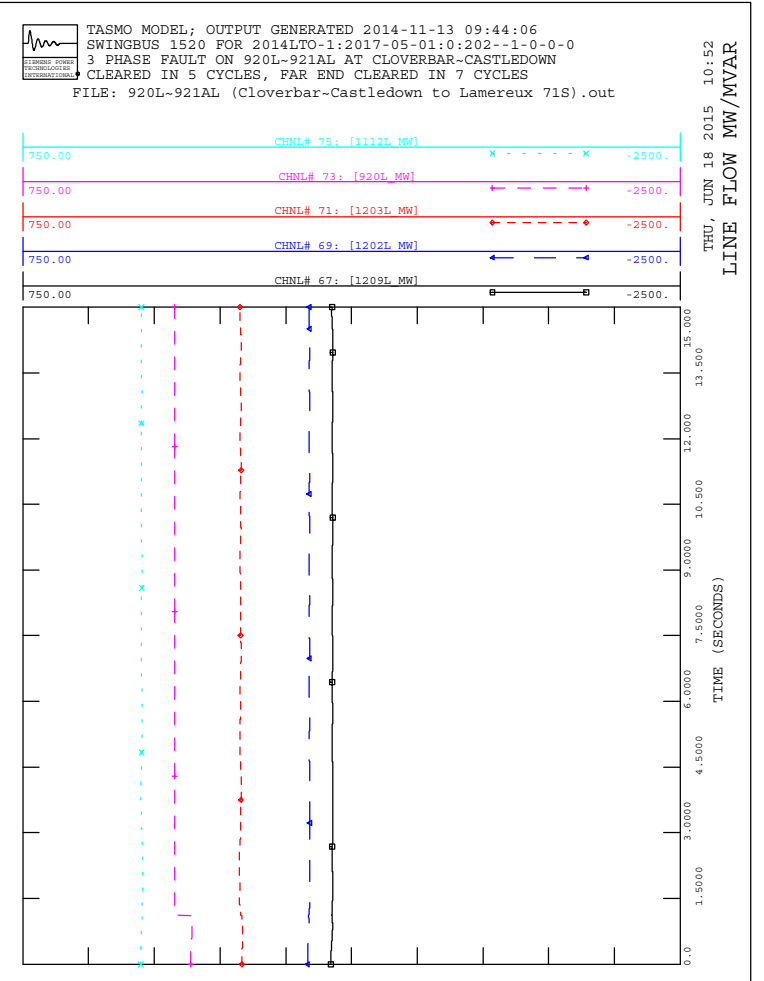
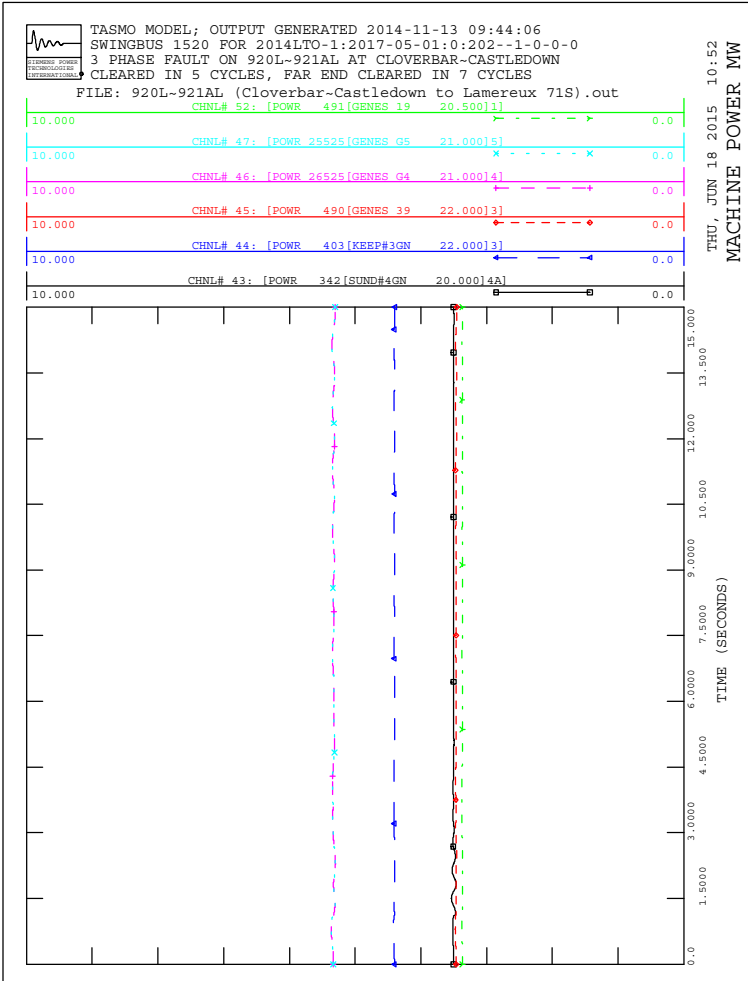


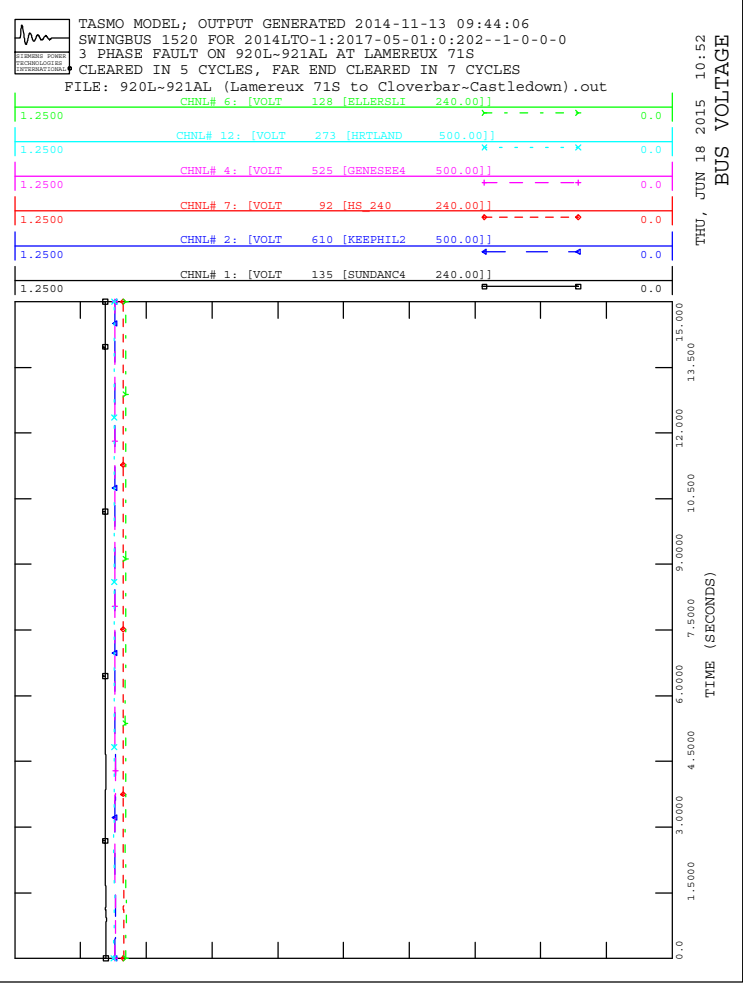
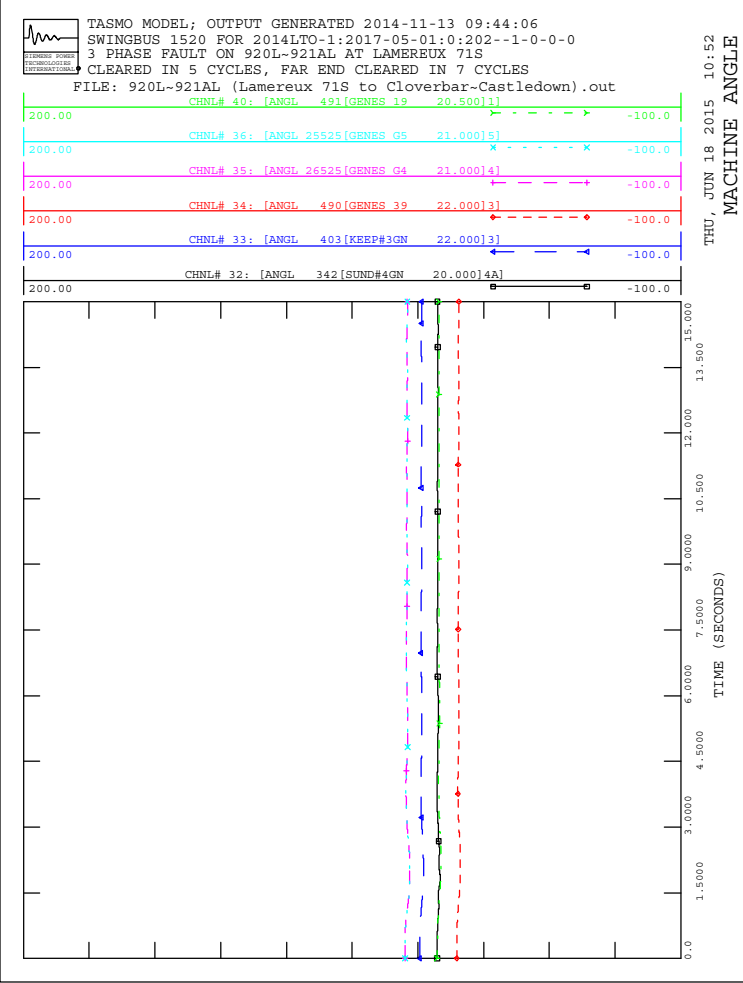
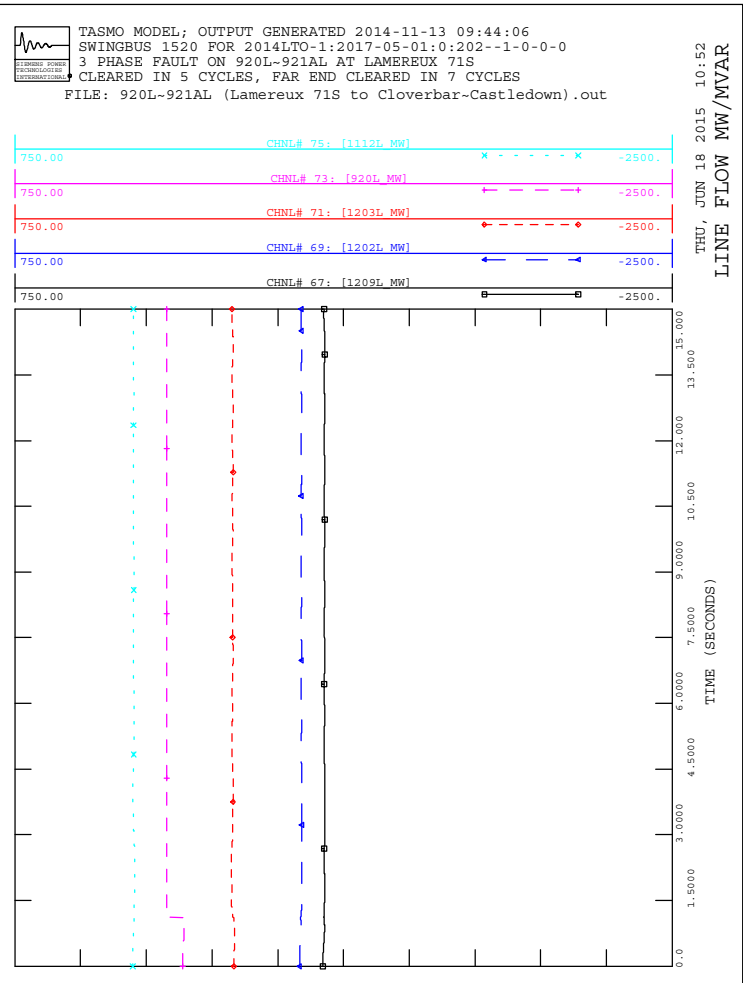
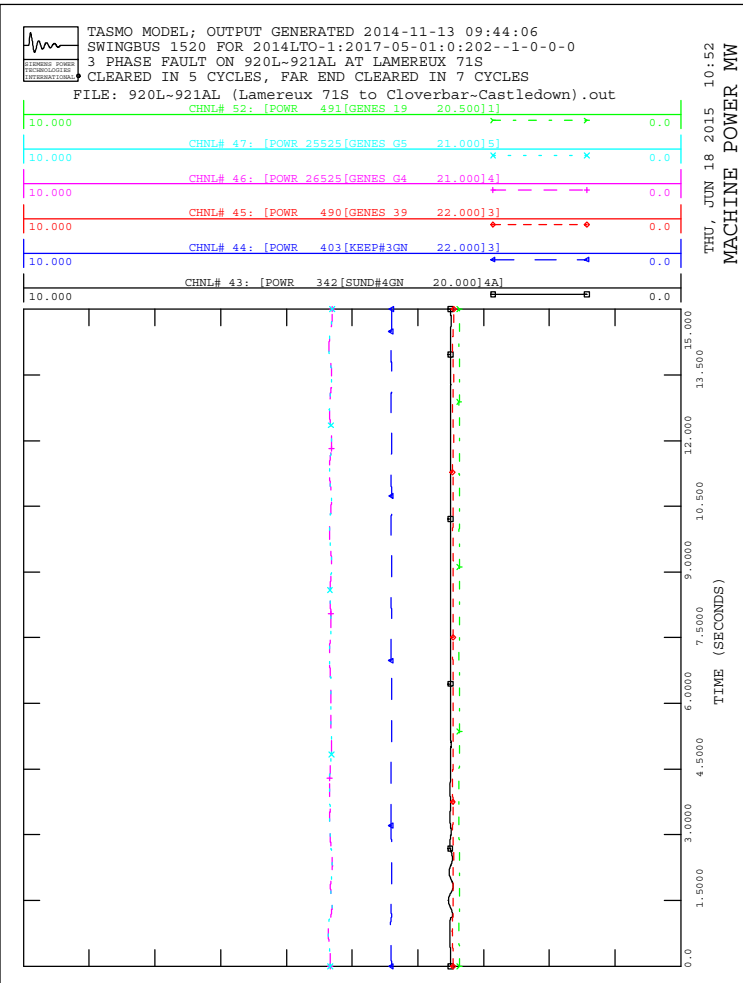
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



THU, JUN 18 2015 10:52
 BUS VOLTAGE

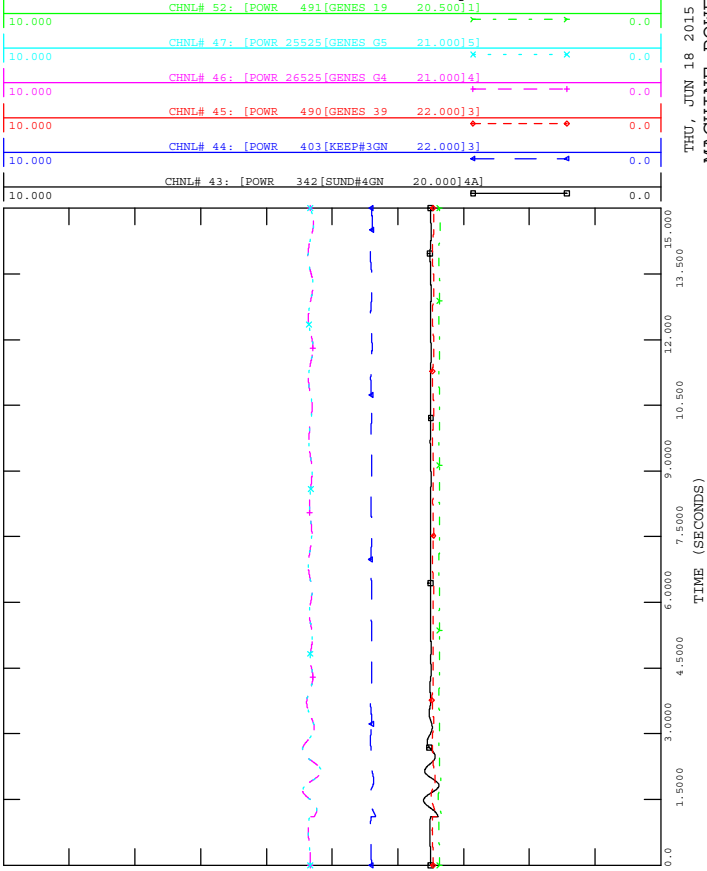




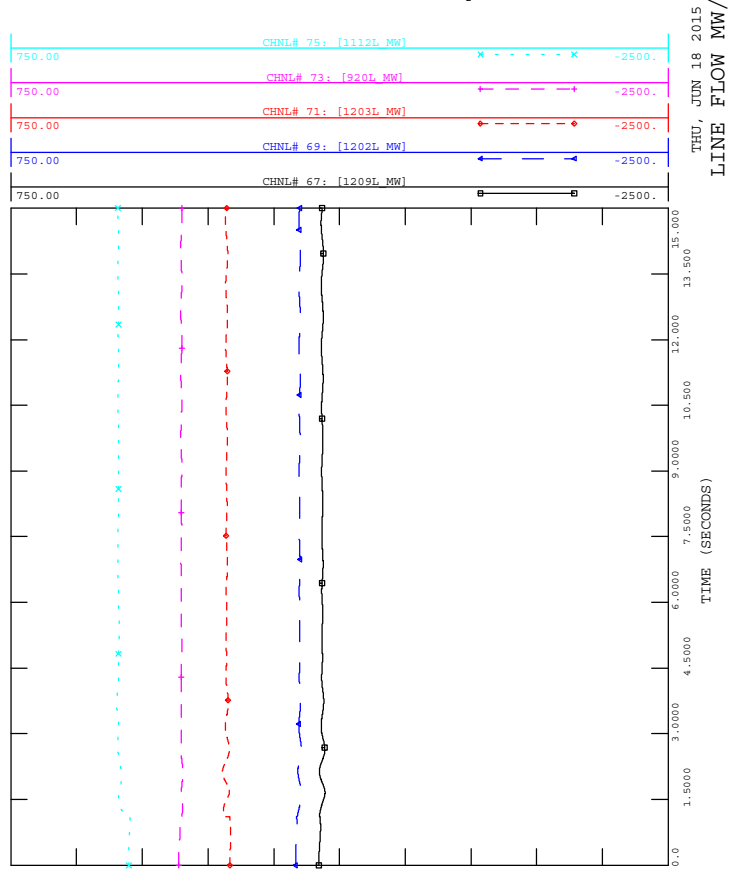




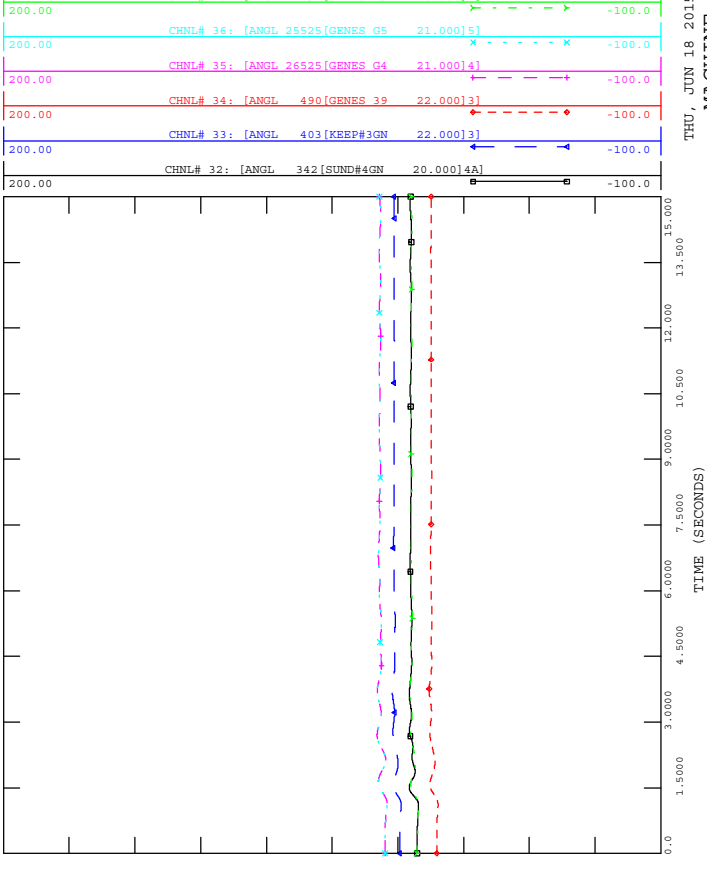
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



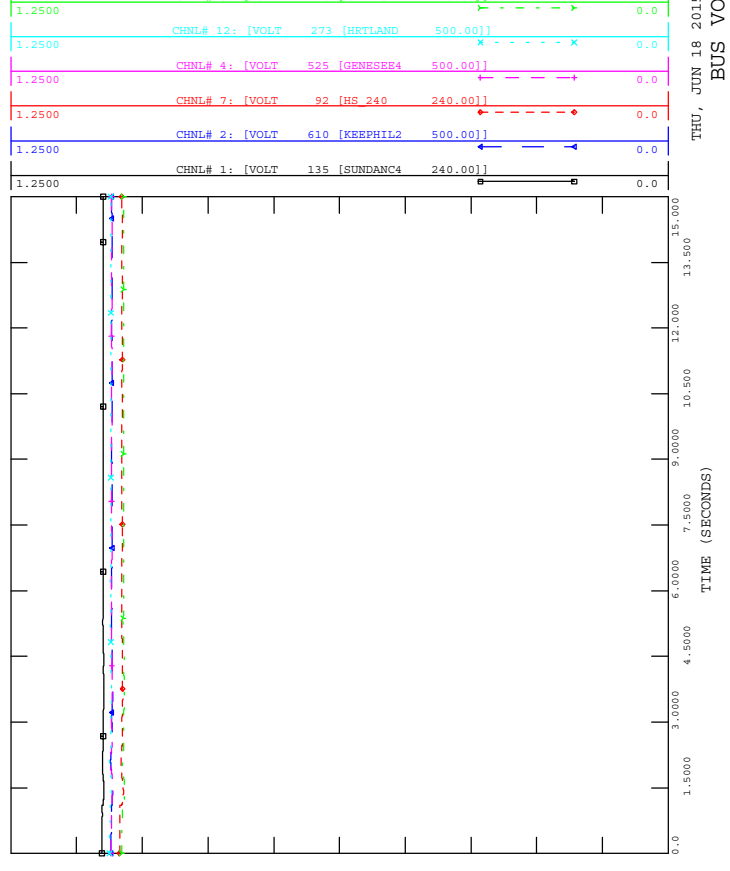
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
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 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

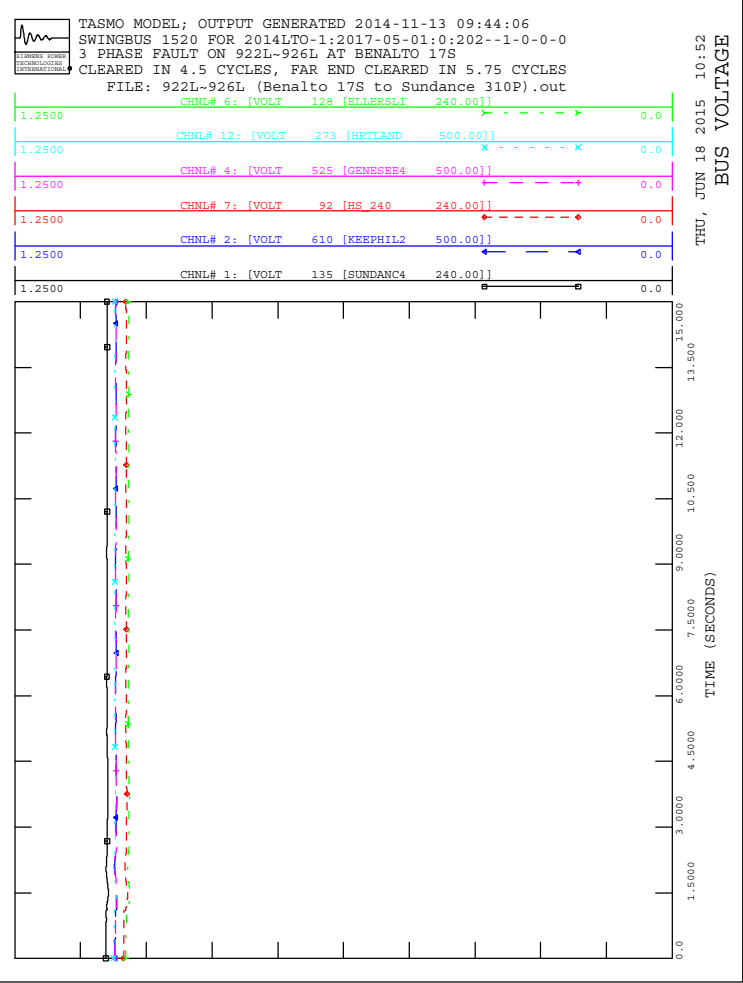
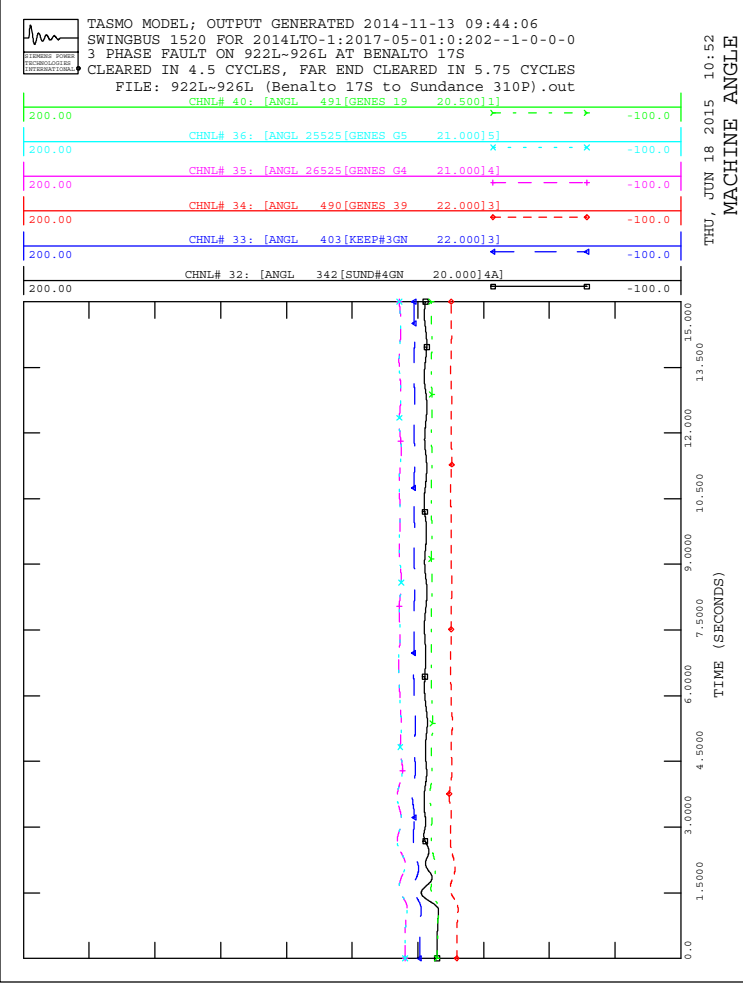
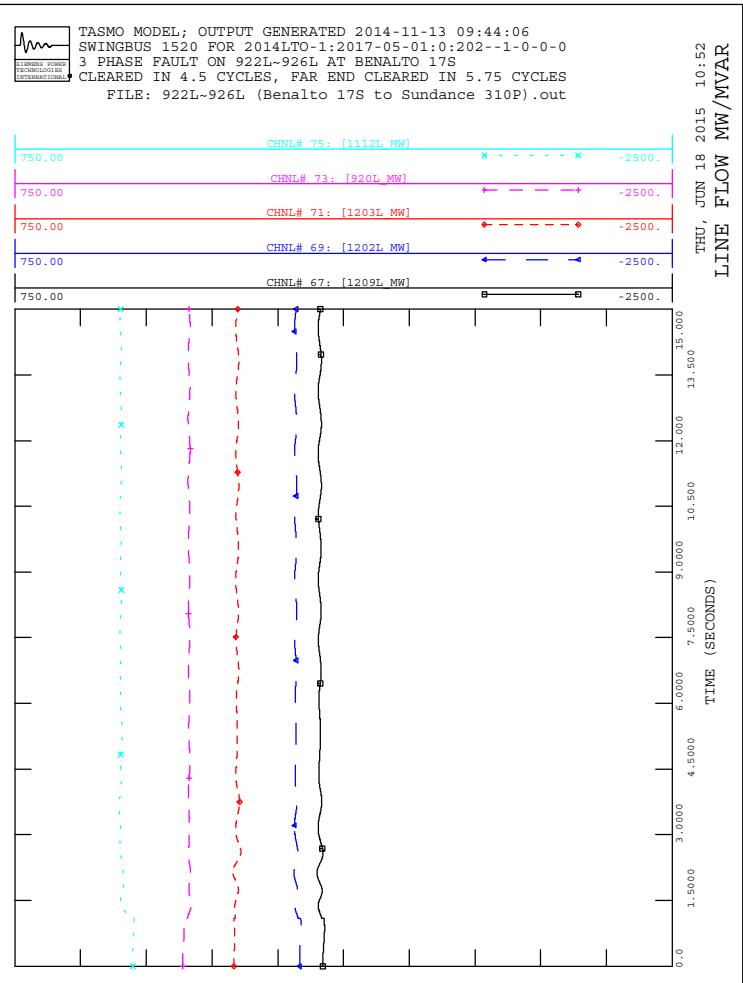
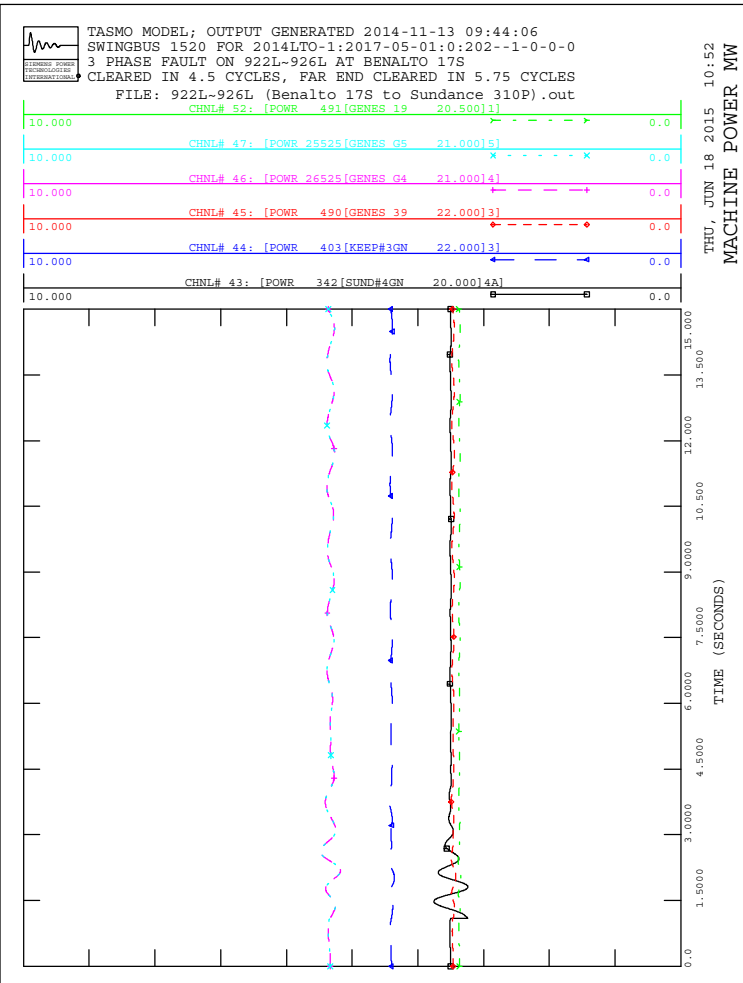


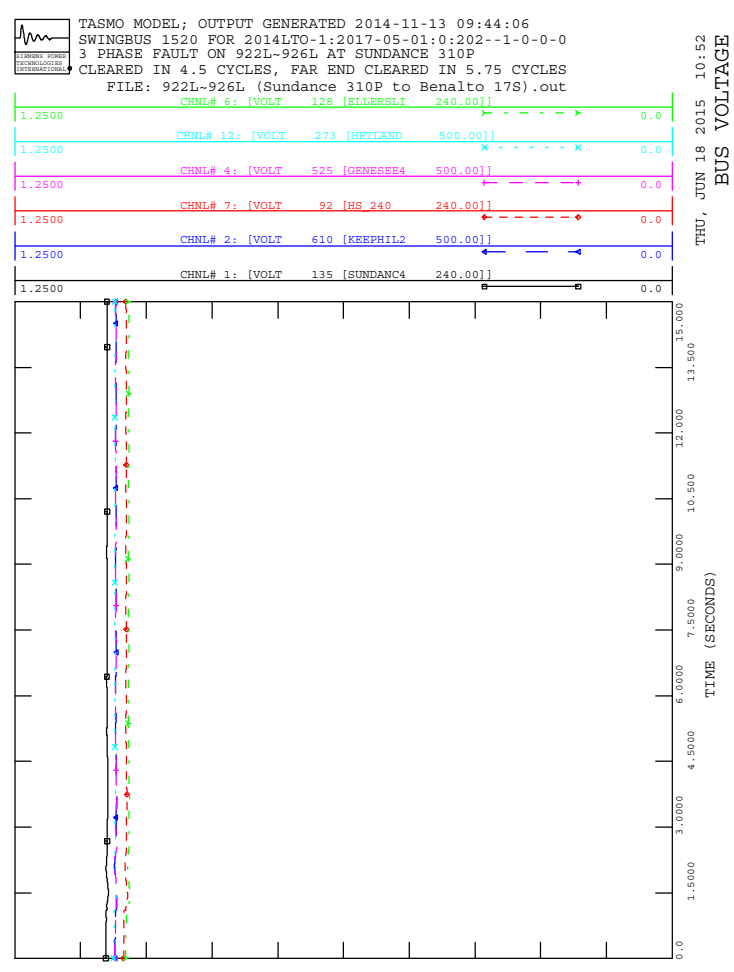
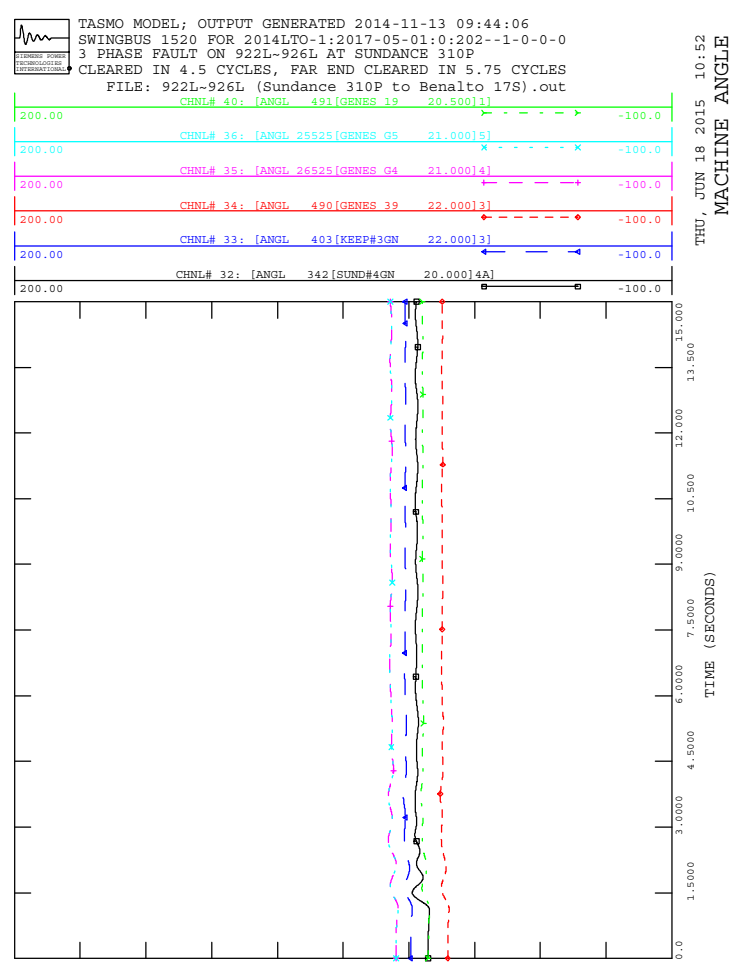
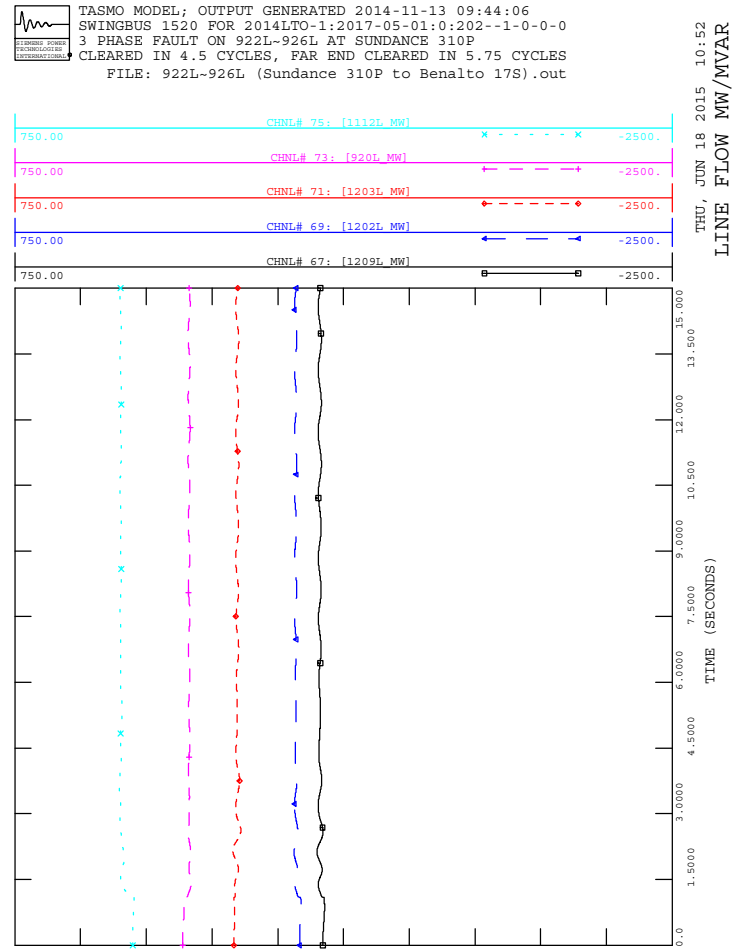
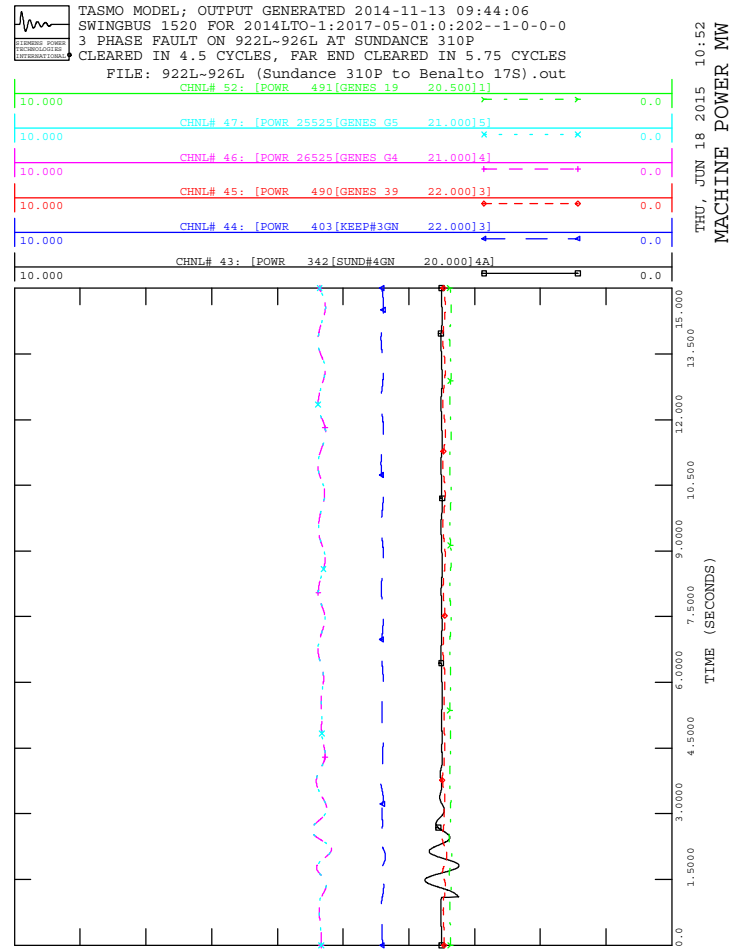
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

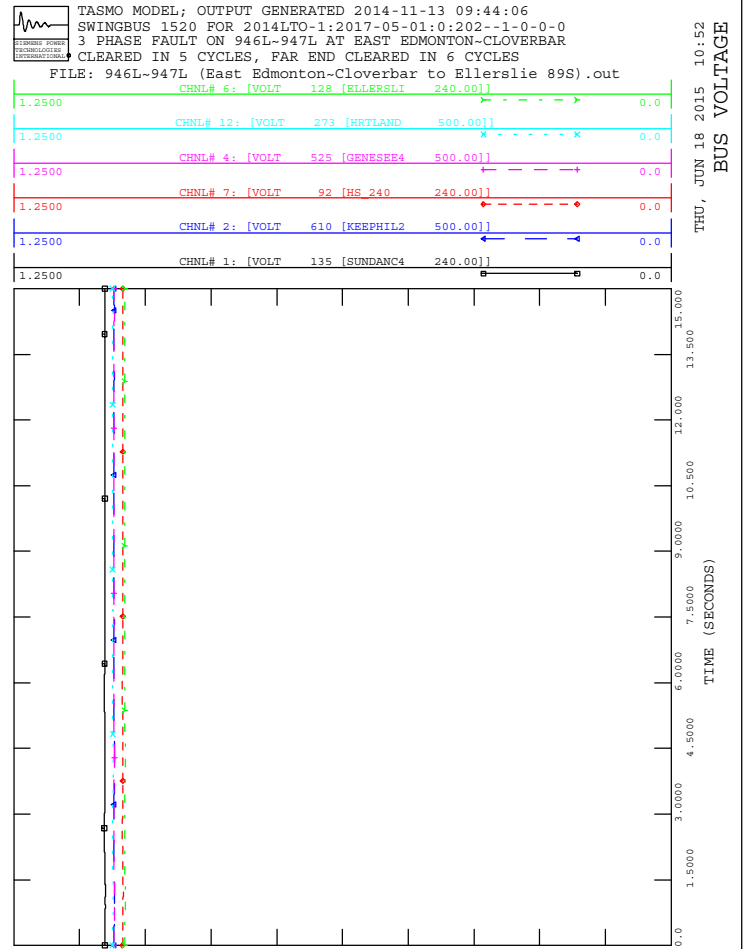
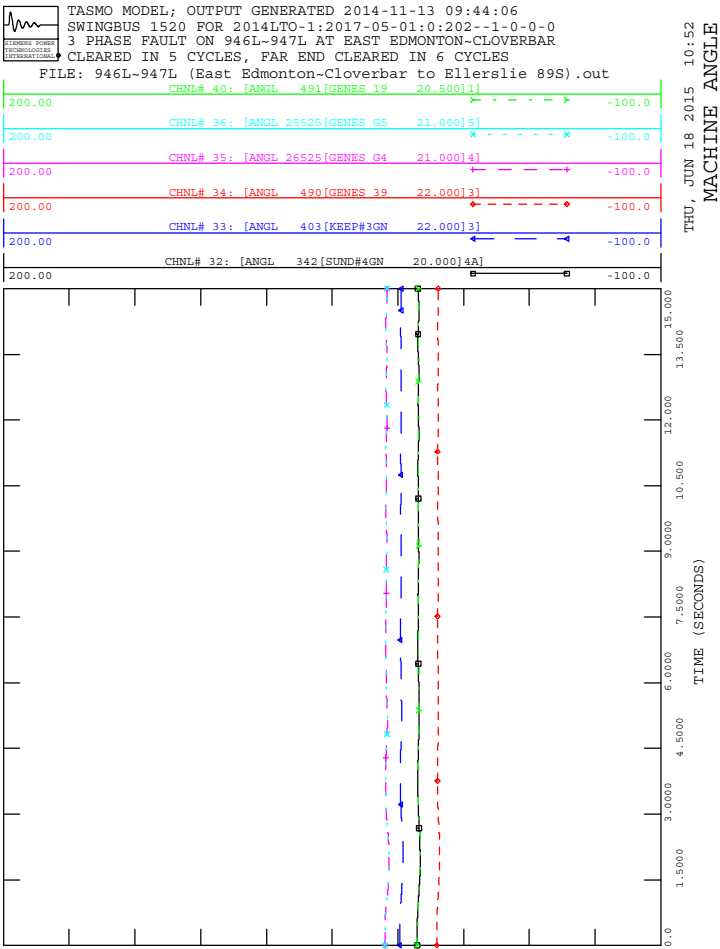
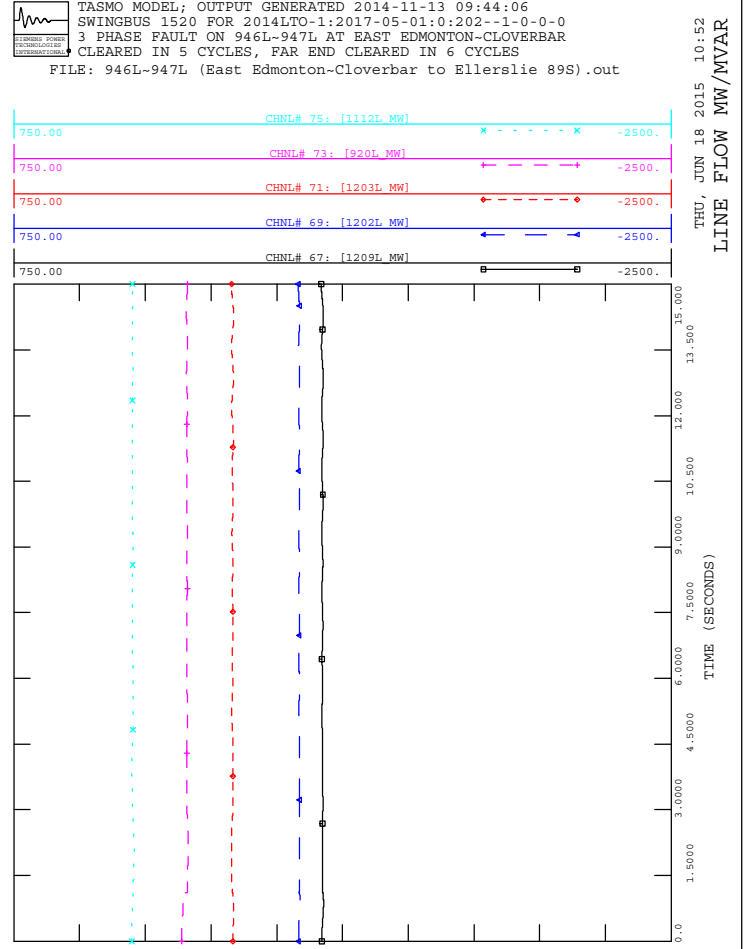
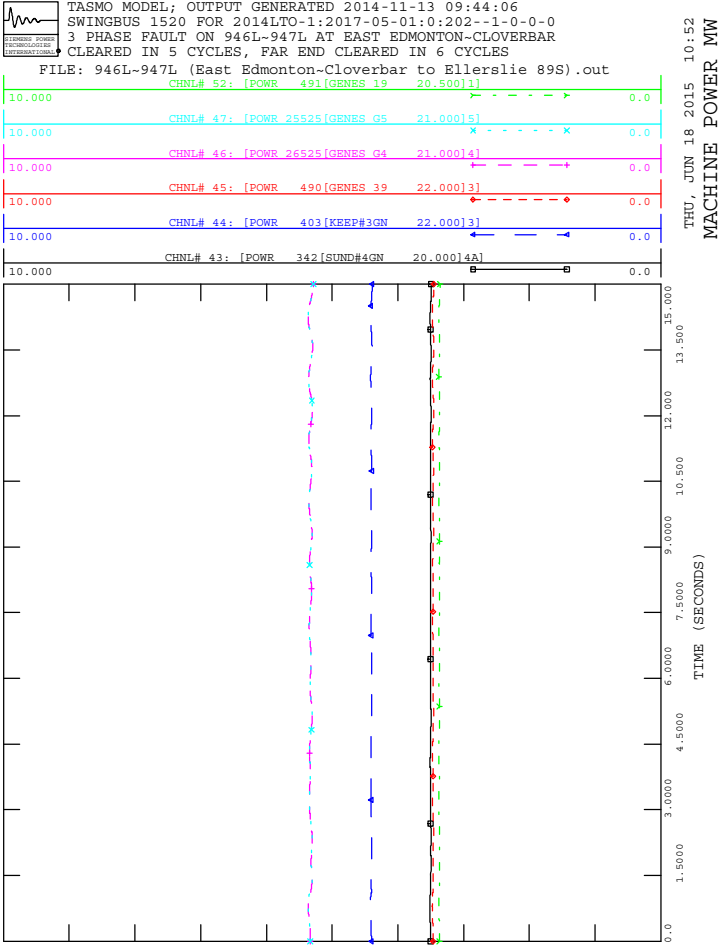


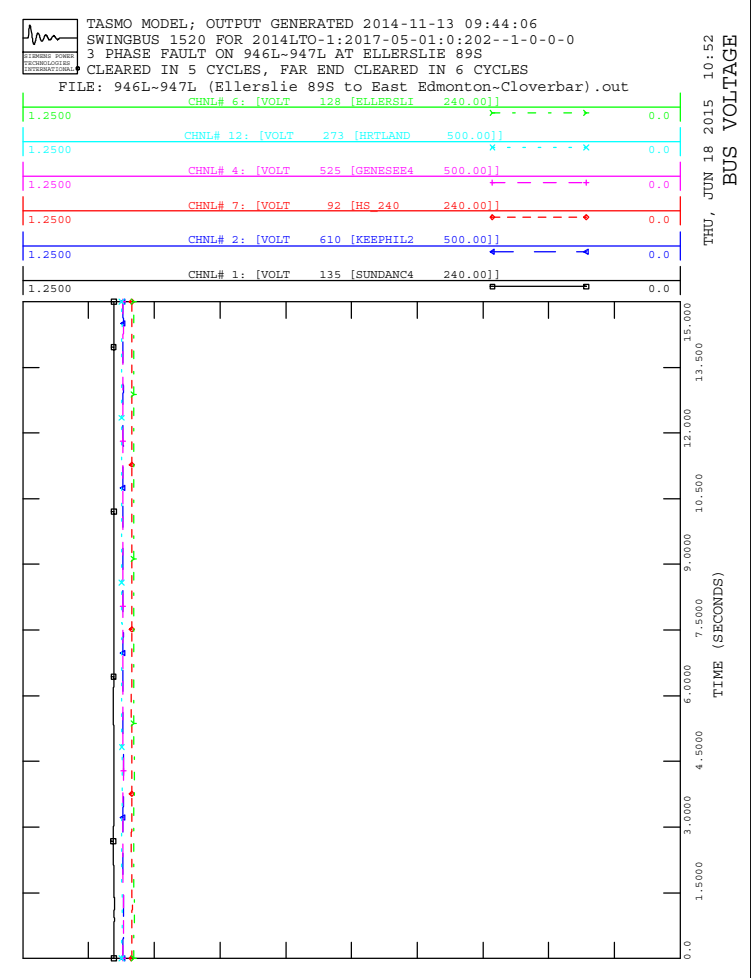
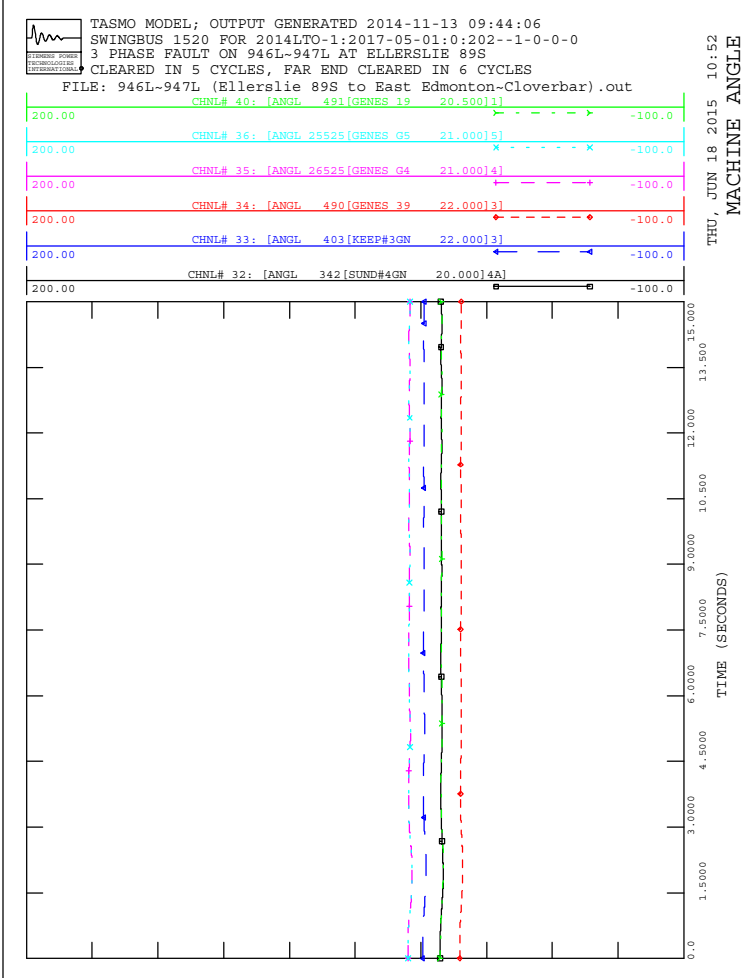
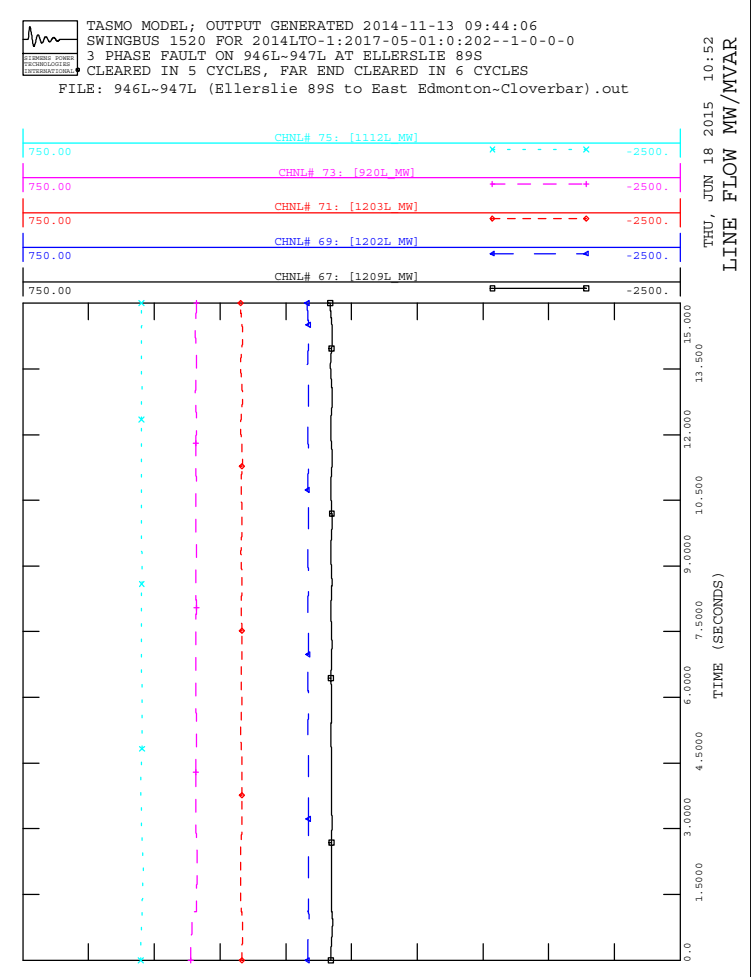
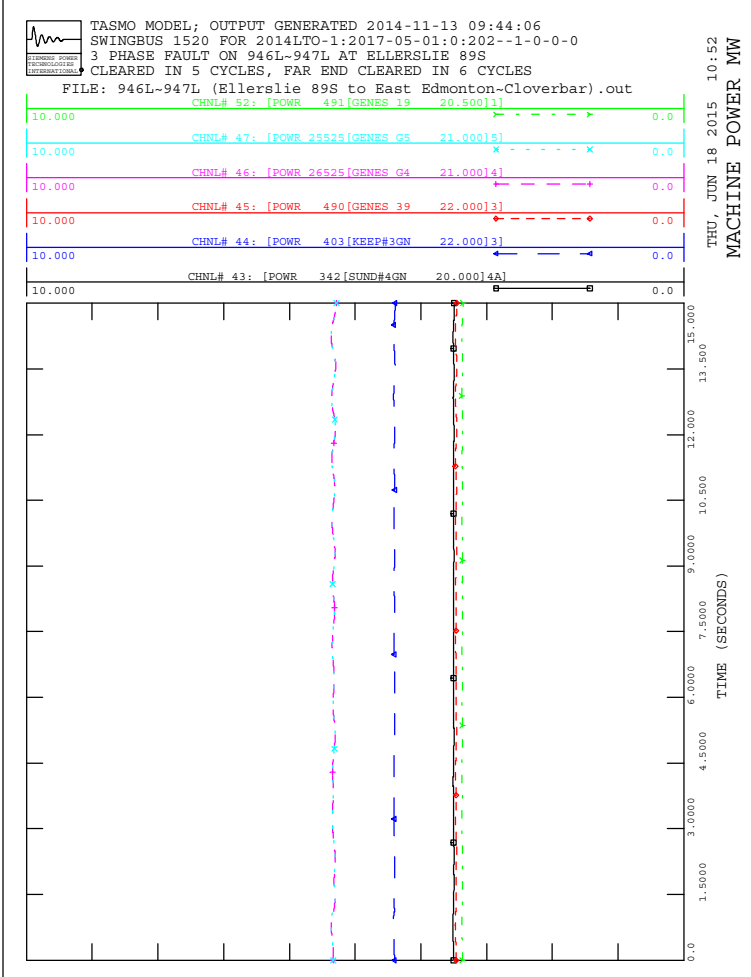
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

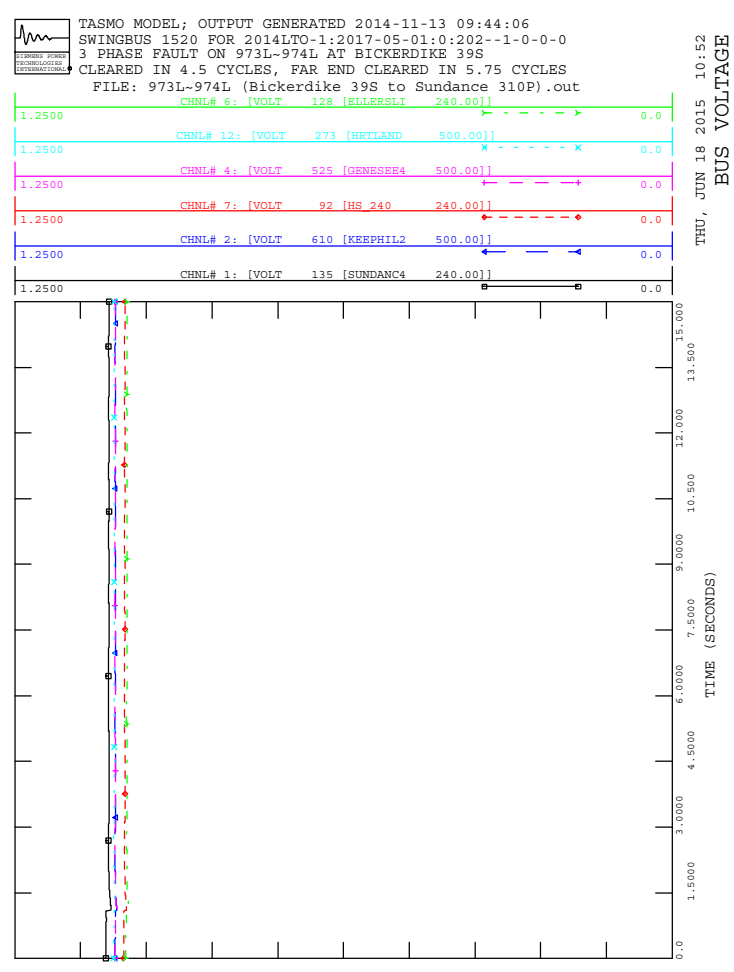
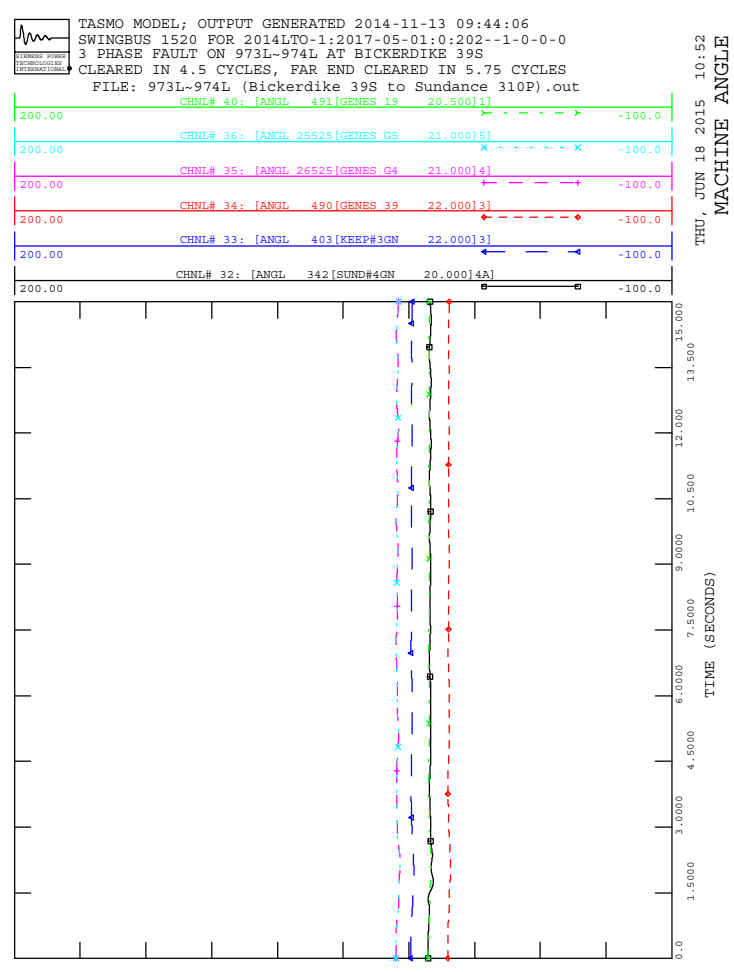
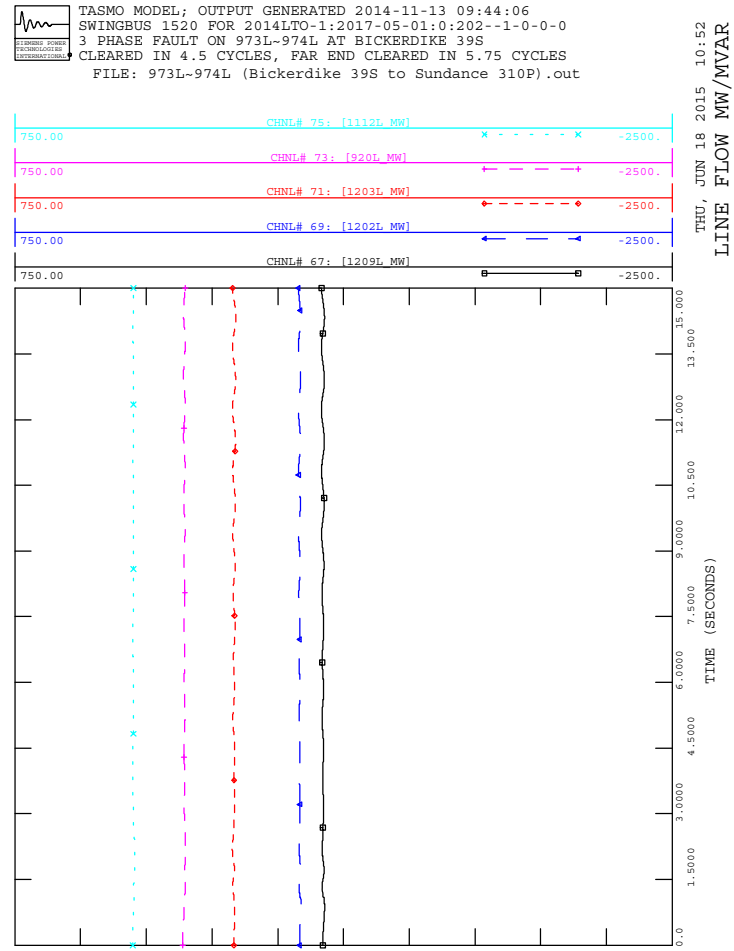
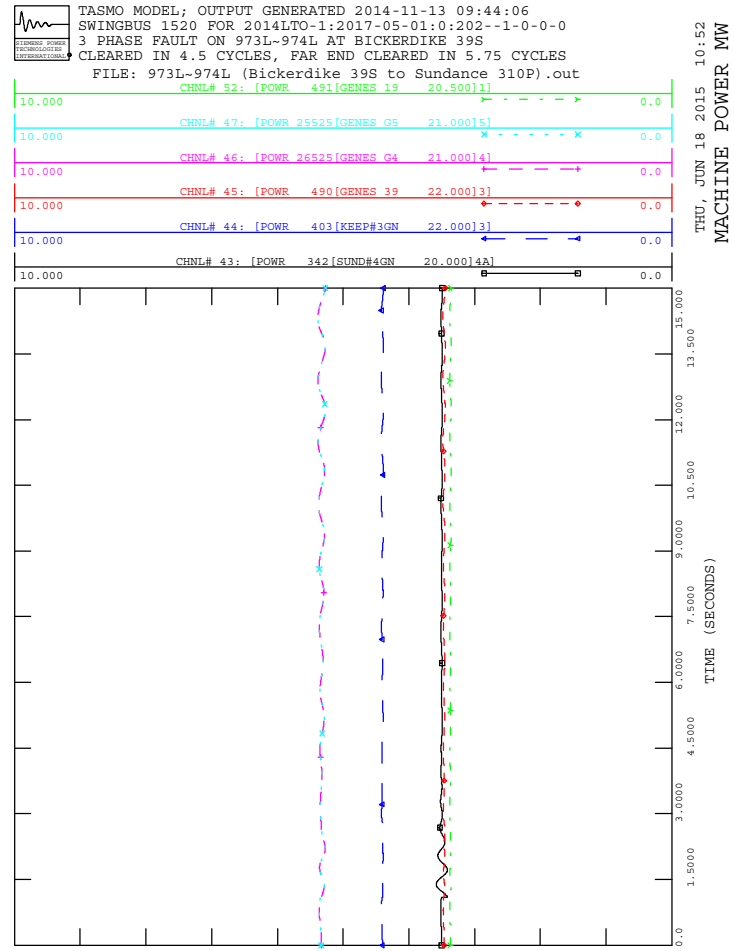


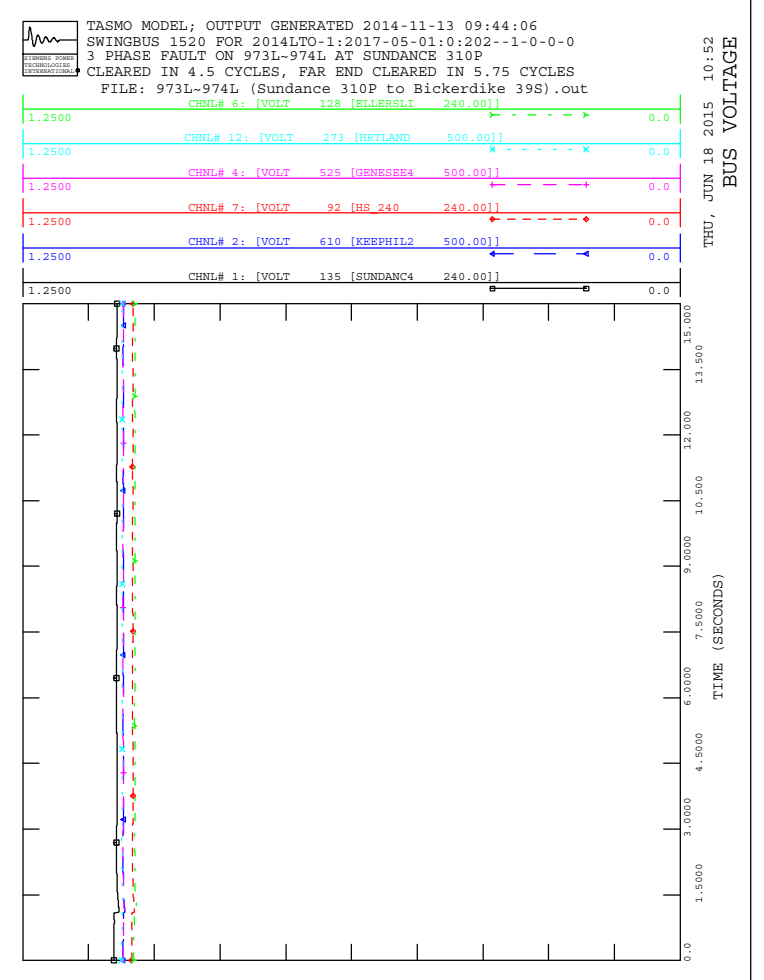
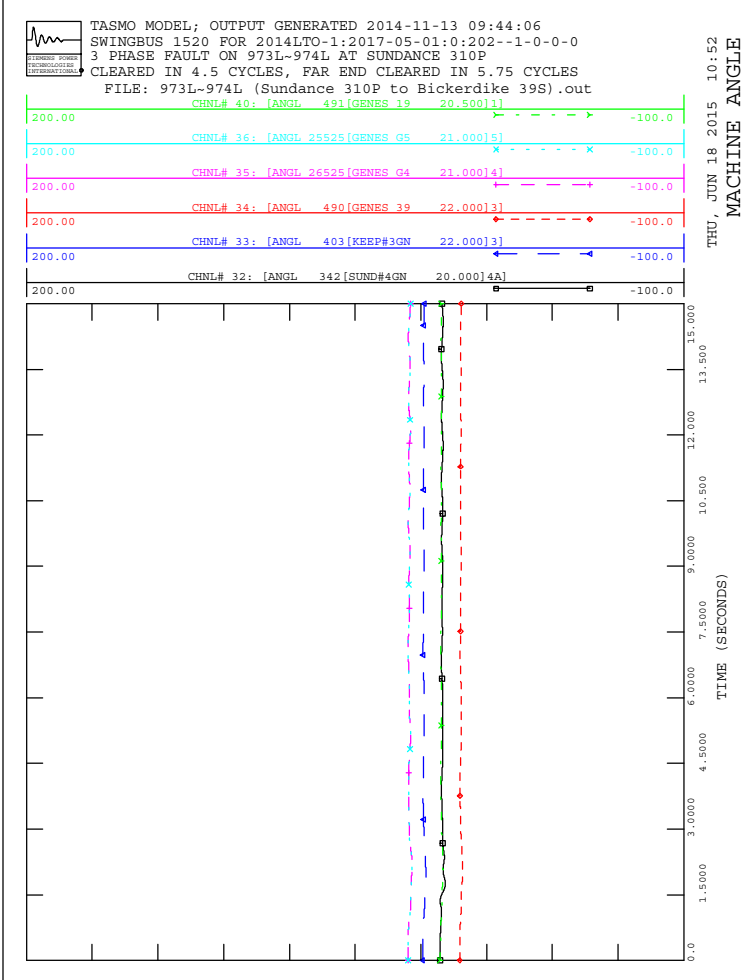
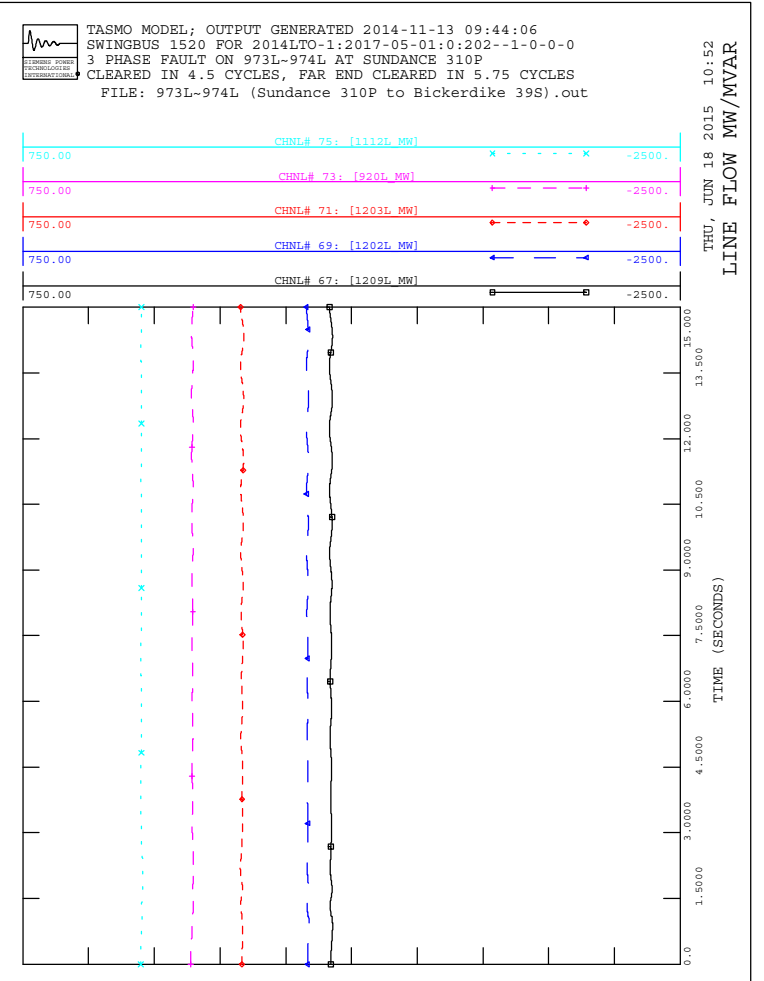
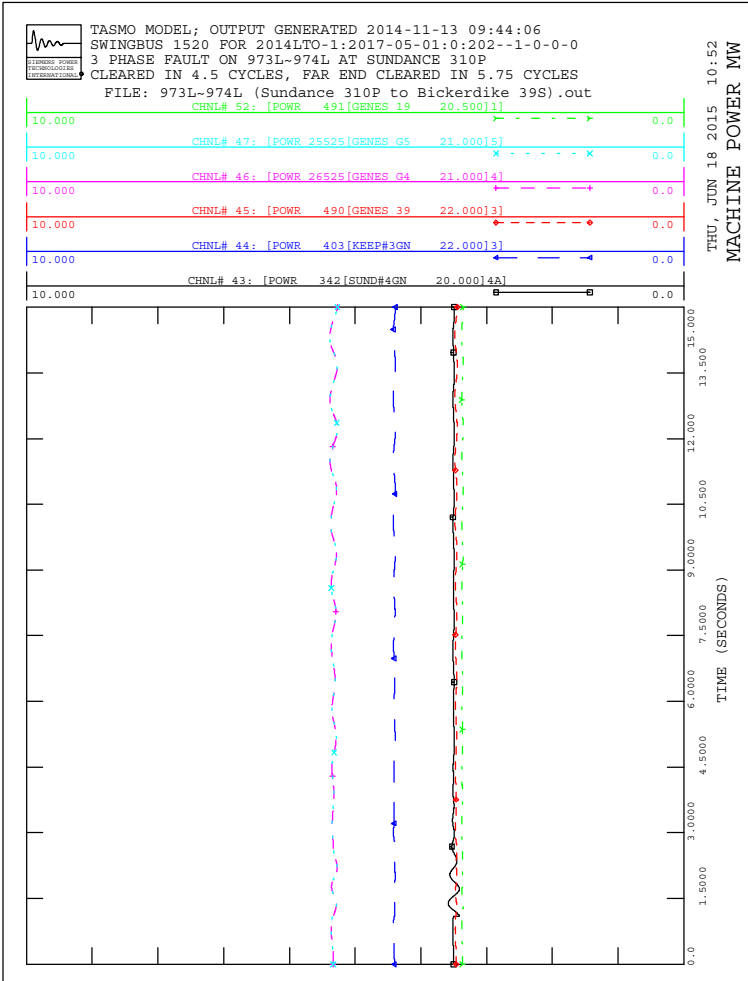


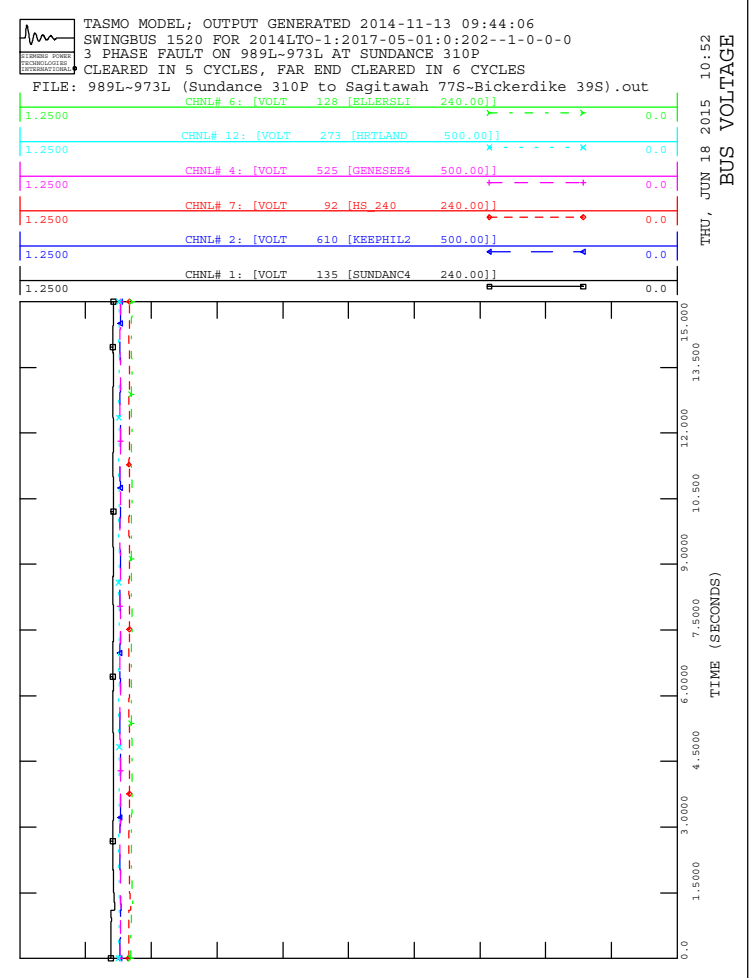
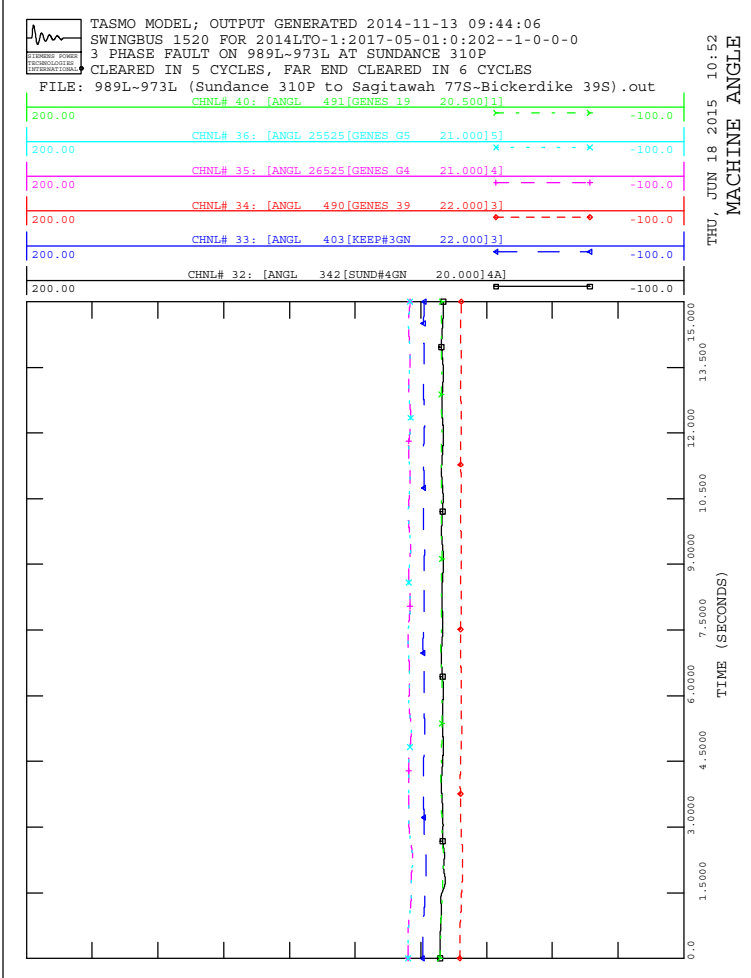
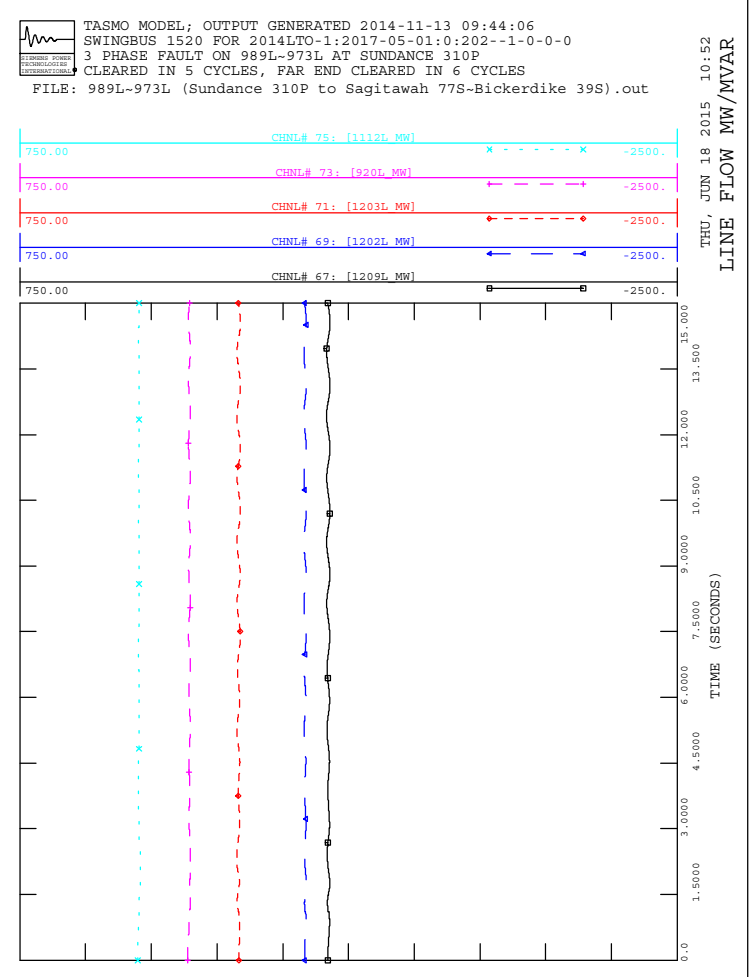
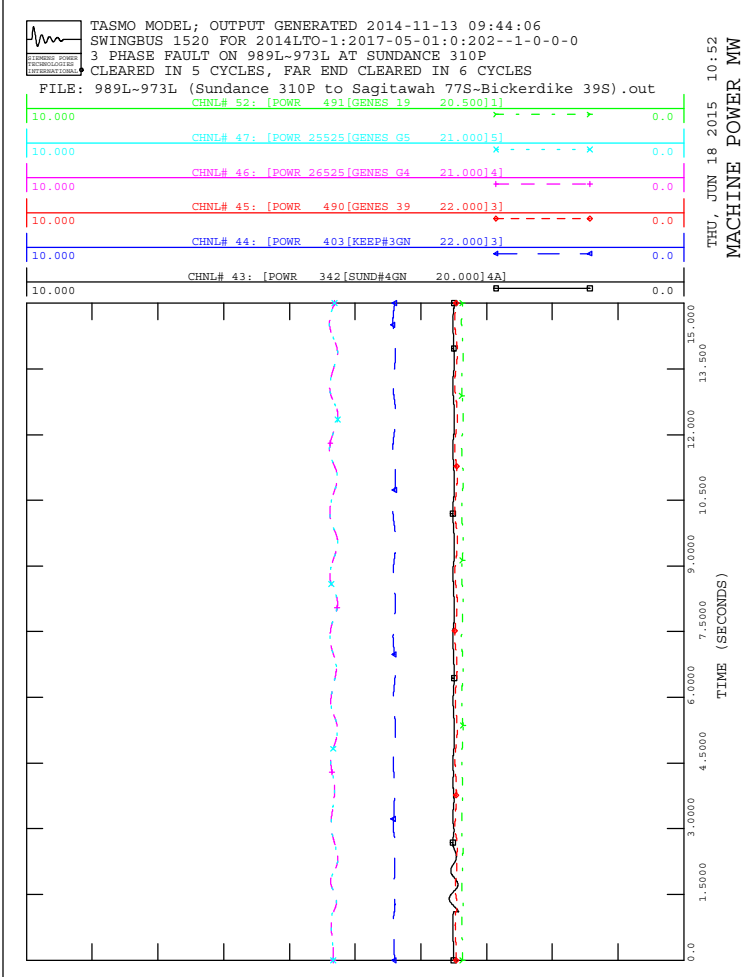






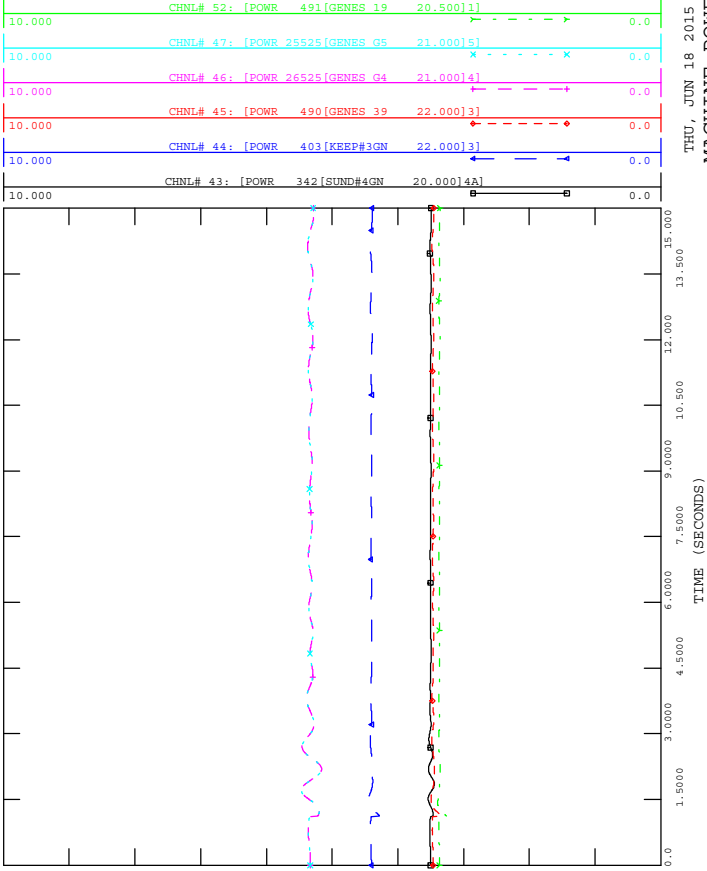








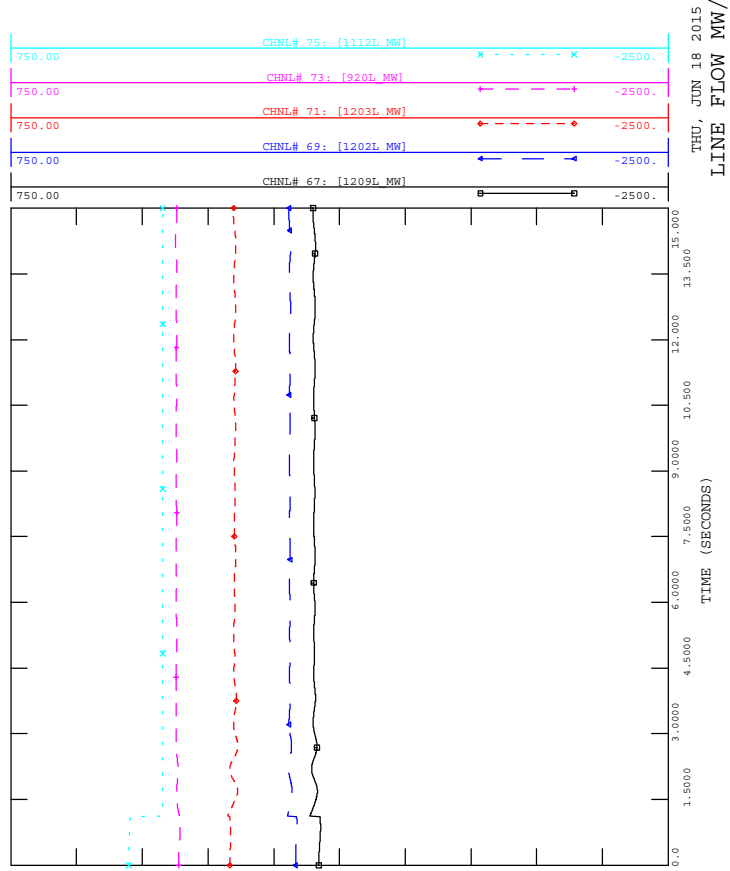
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 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



THU, JUN 18 2015 10:52
 MACHINE POWER MW



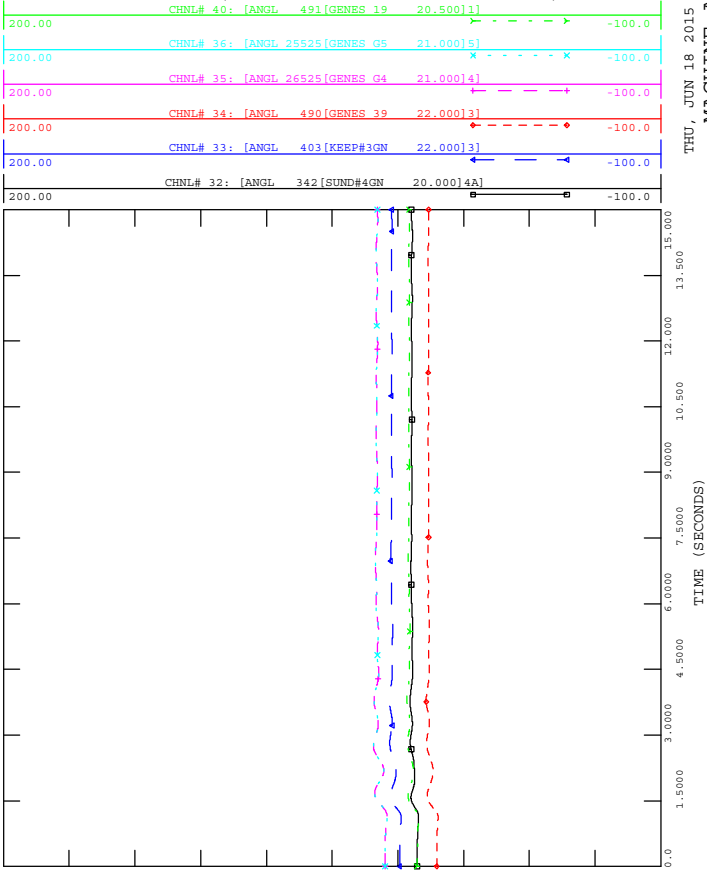
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 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



THU, JUN 18 2015 10:52
 LINE FLOW MW/MVAR



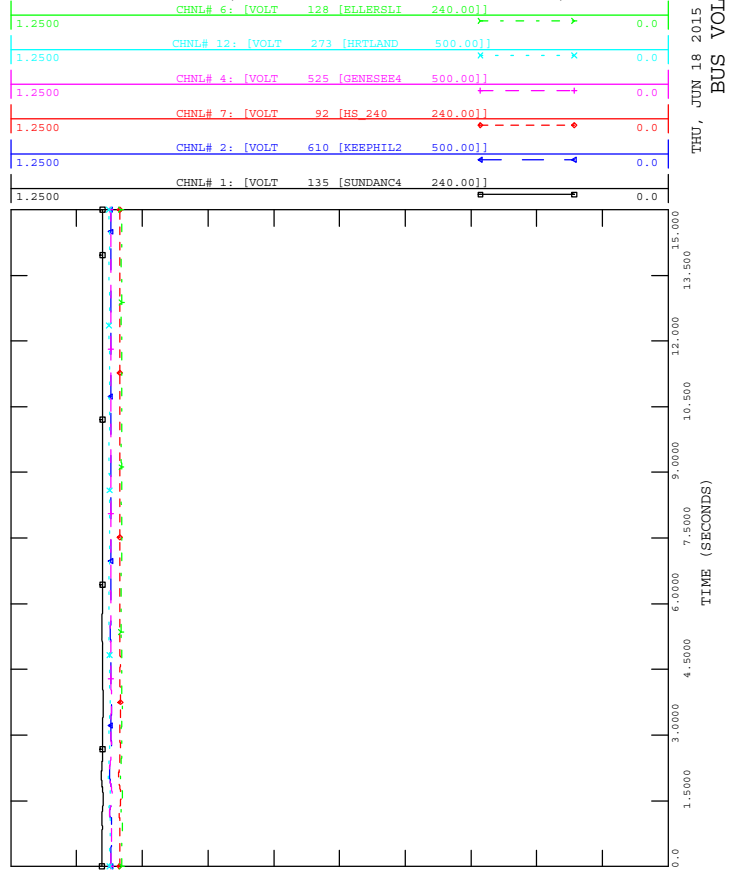
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 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



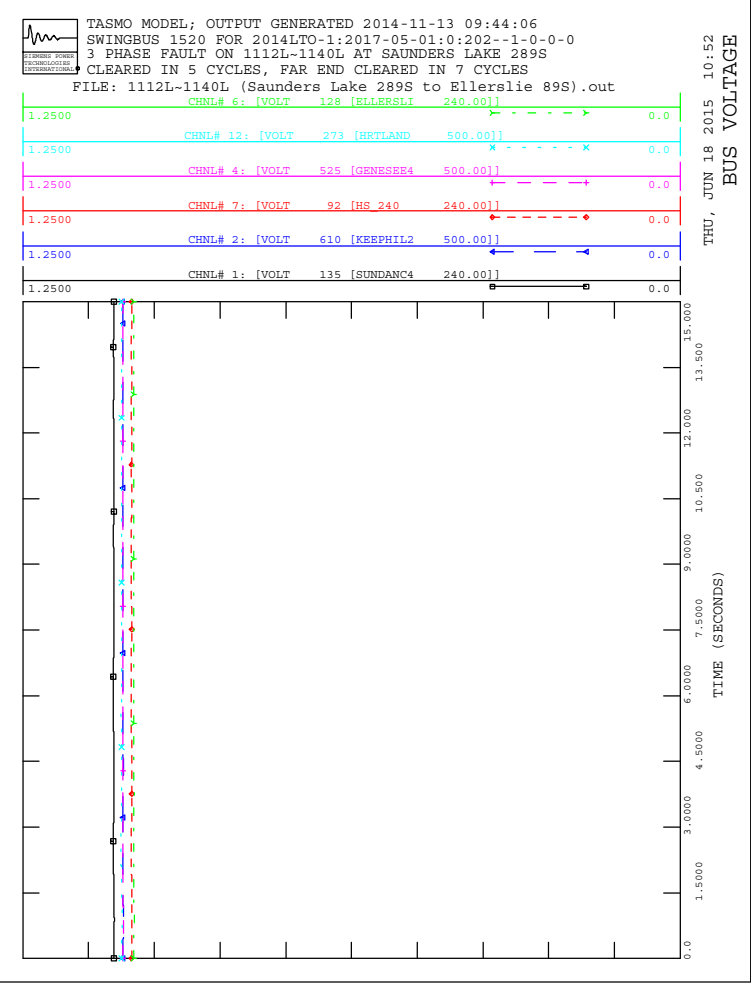
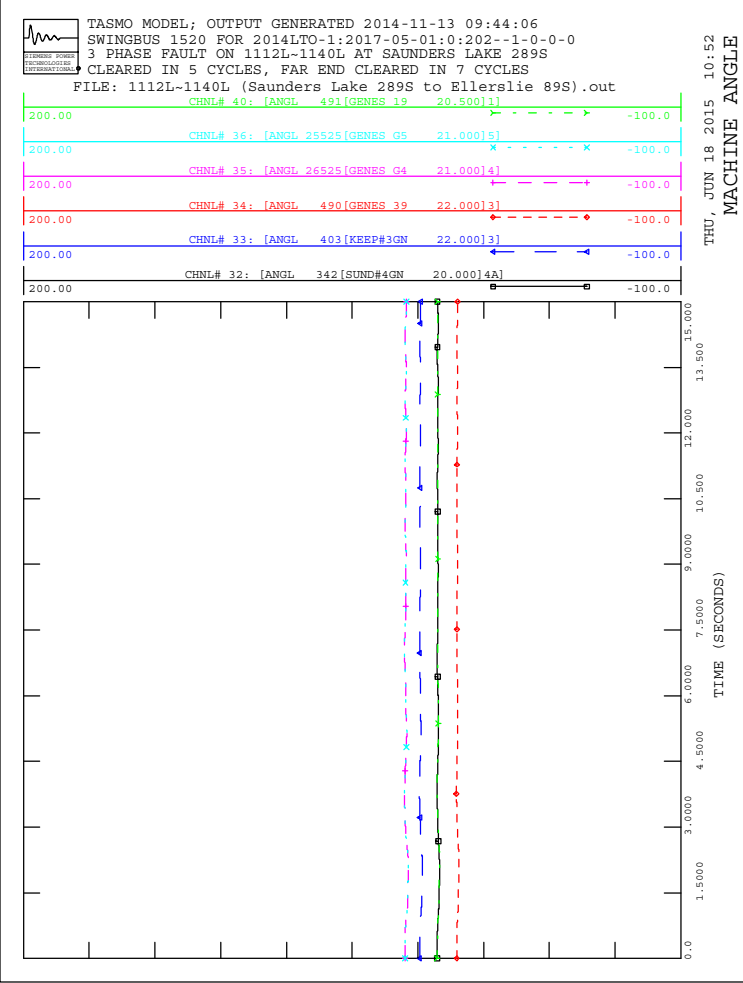
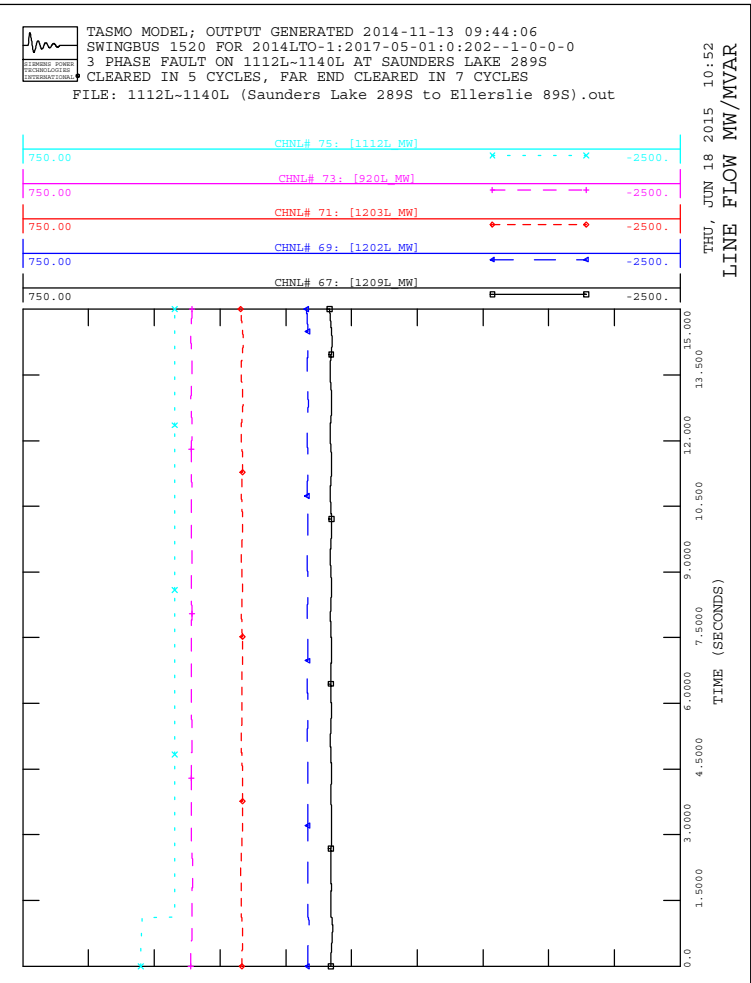
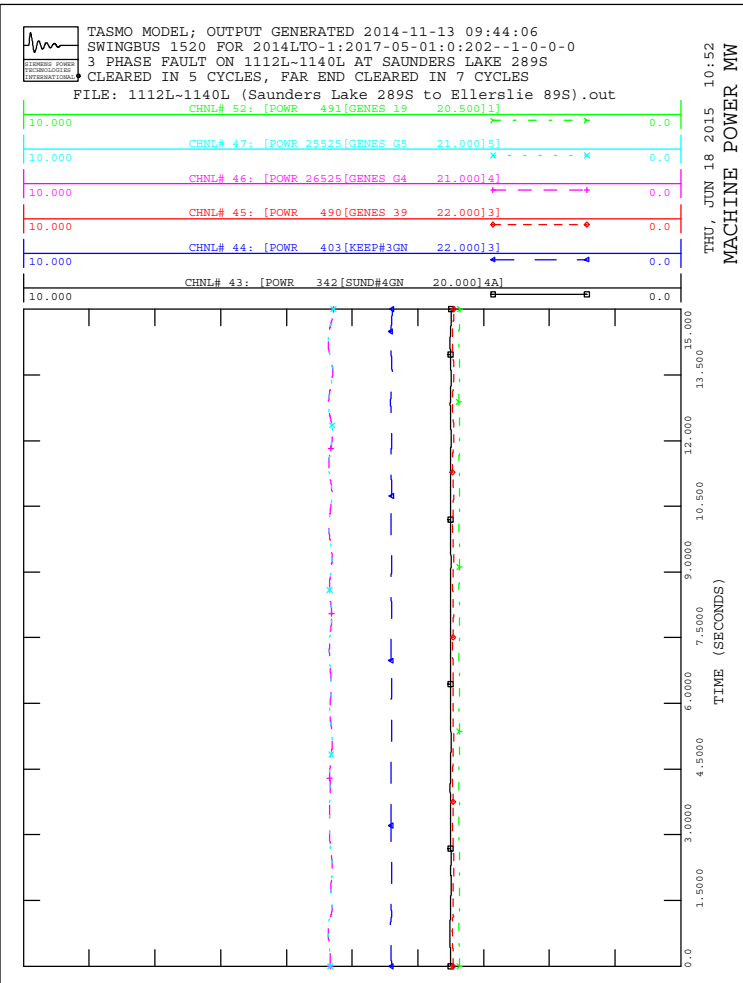
THU, JUN 18 2015 10:52
 MACHINE ANGLE

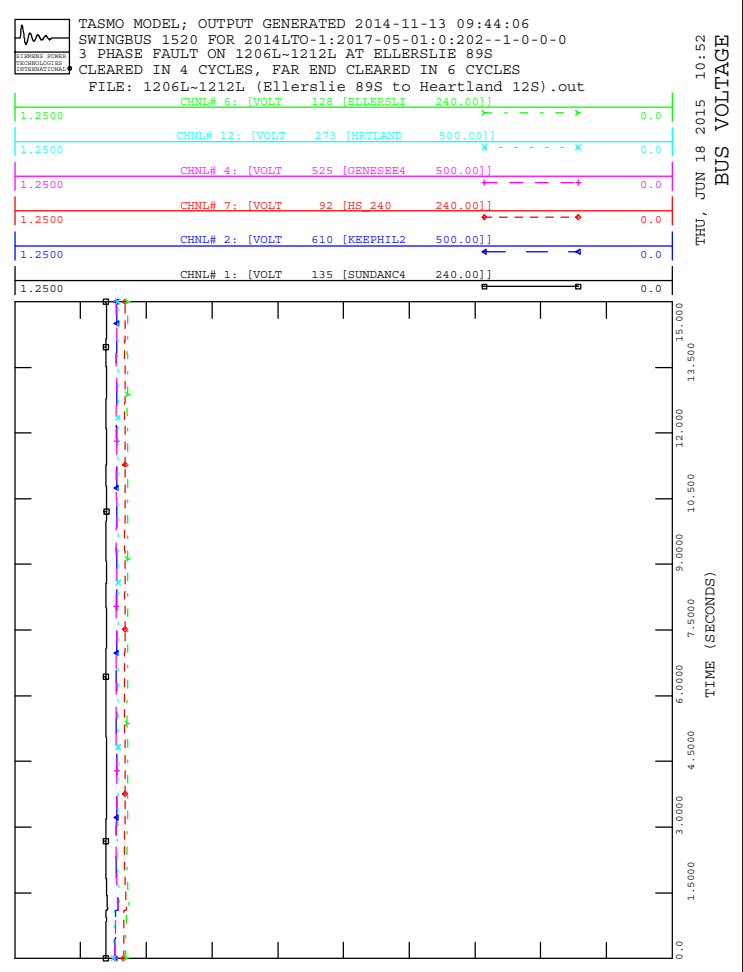
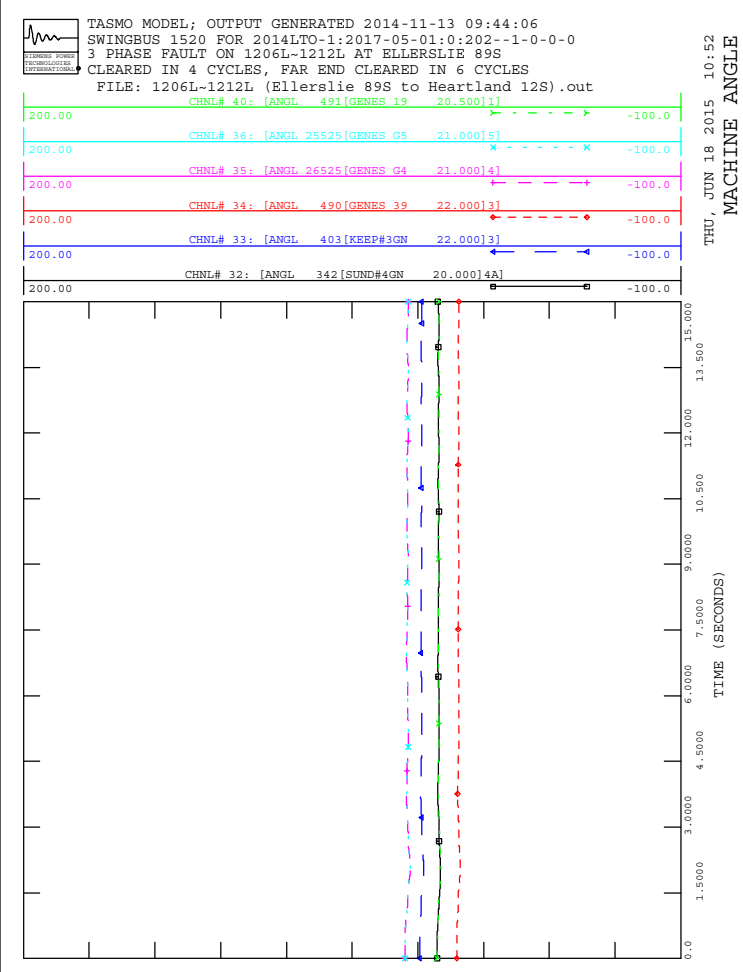
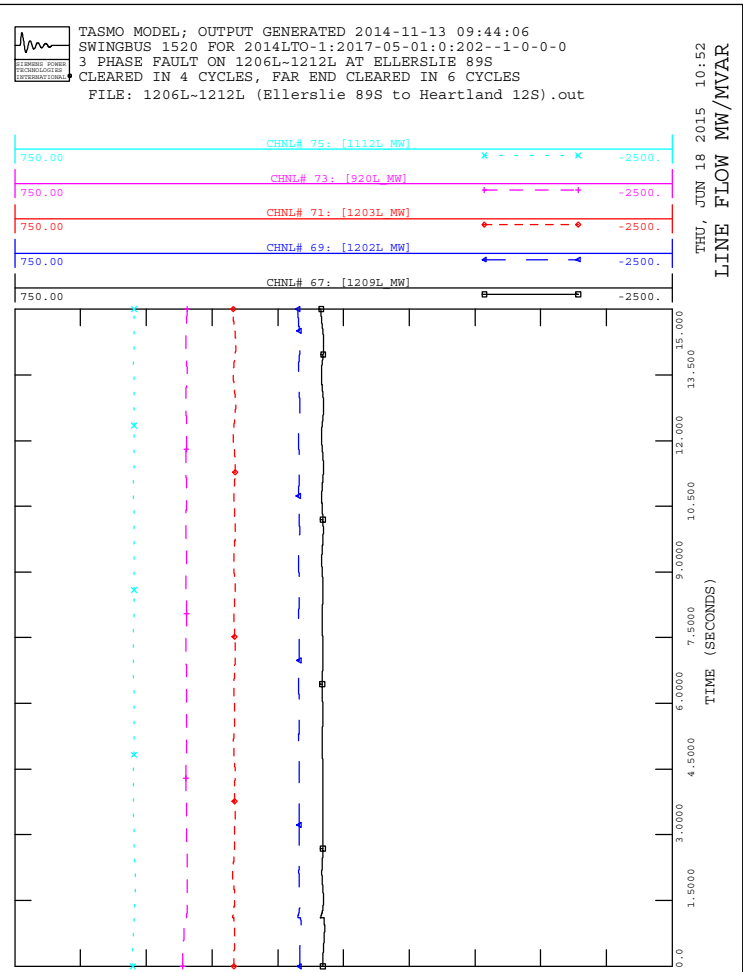
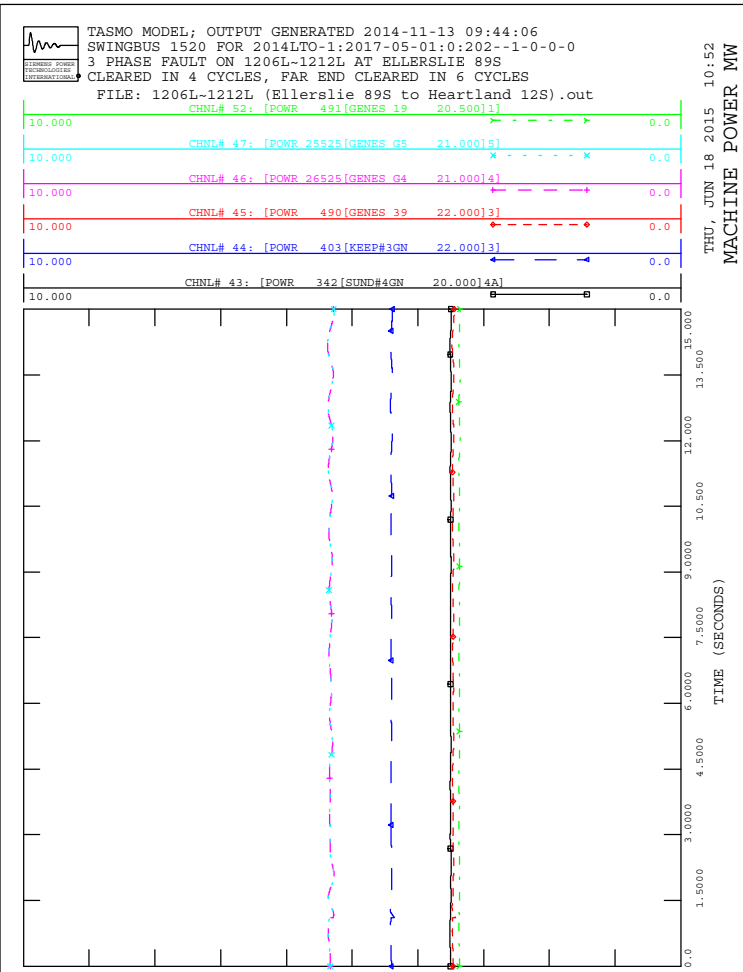


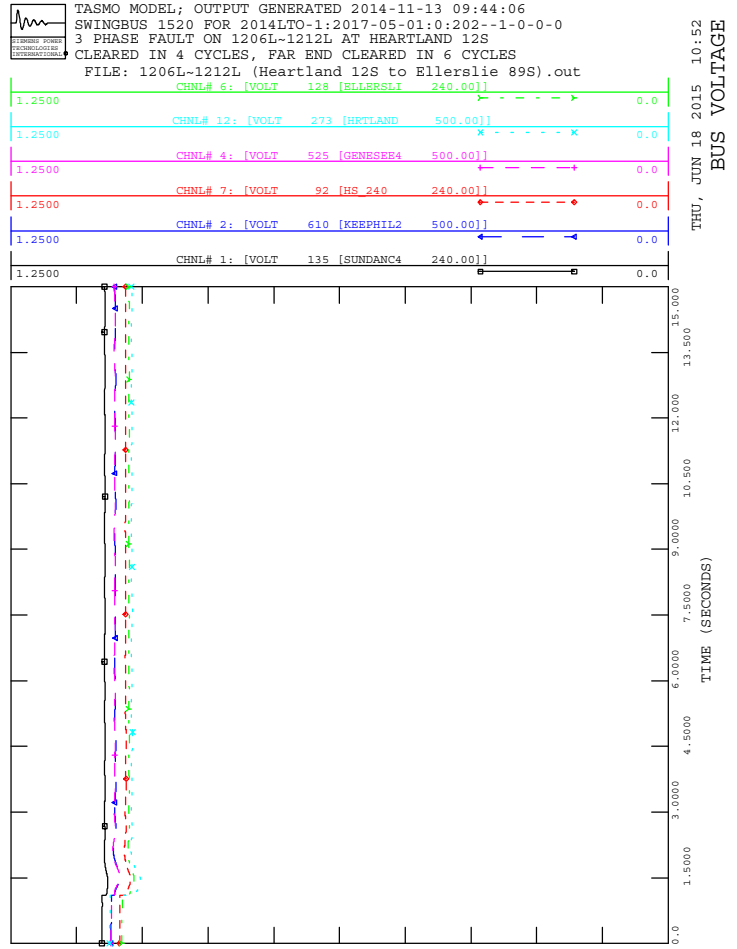
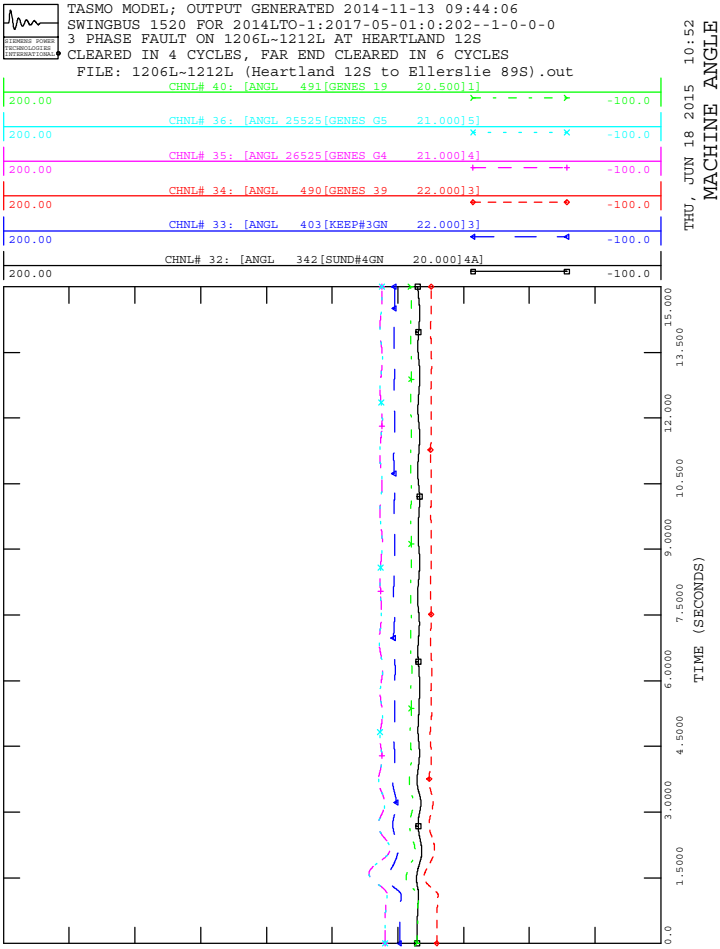
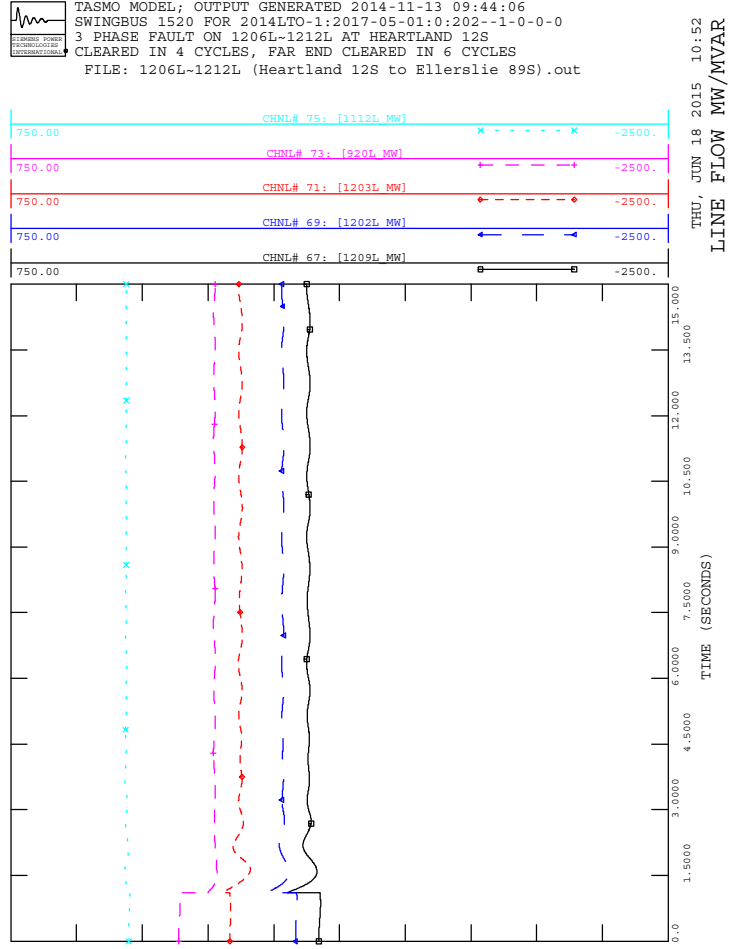
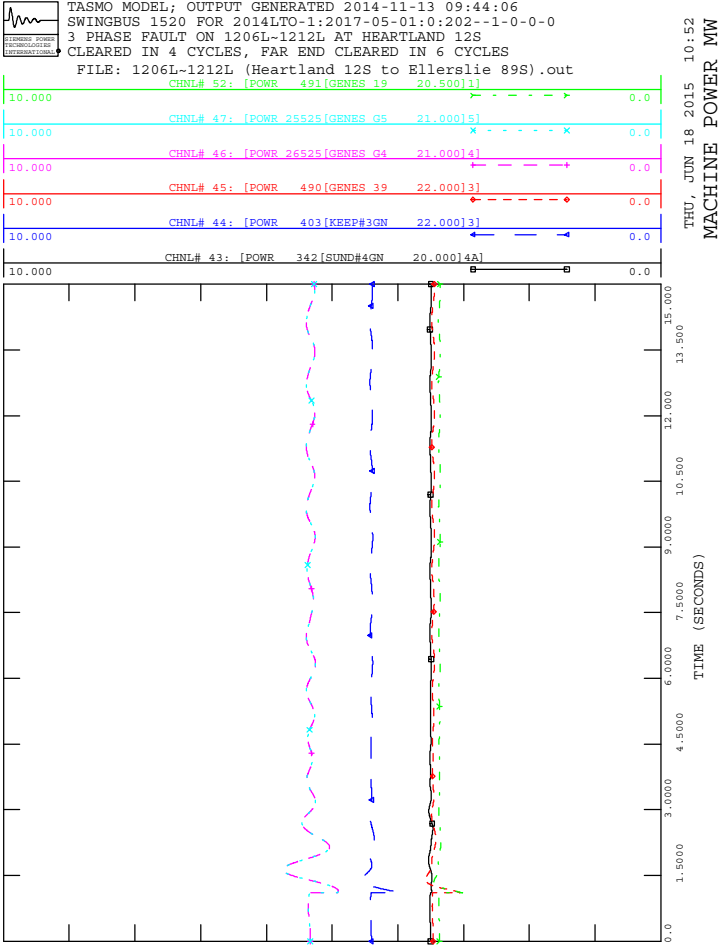
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:44:06
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:202--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



THU, JUN 18 2015 10:52
 BUS VOLTAGE

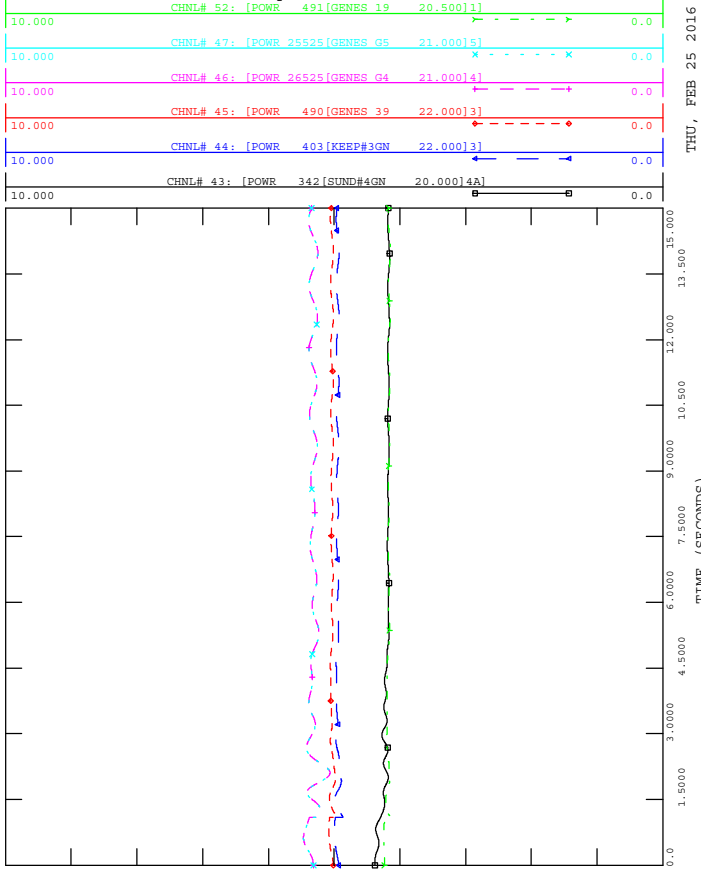




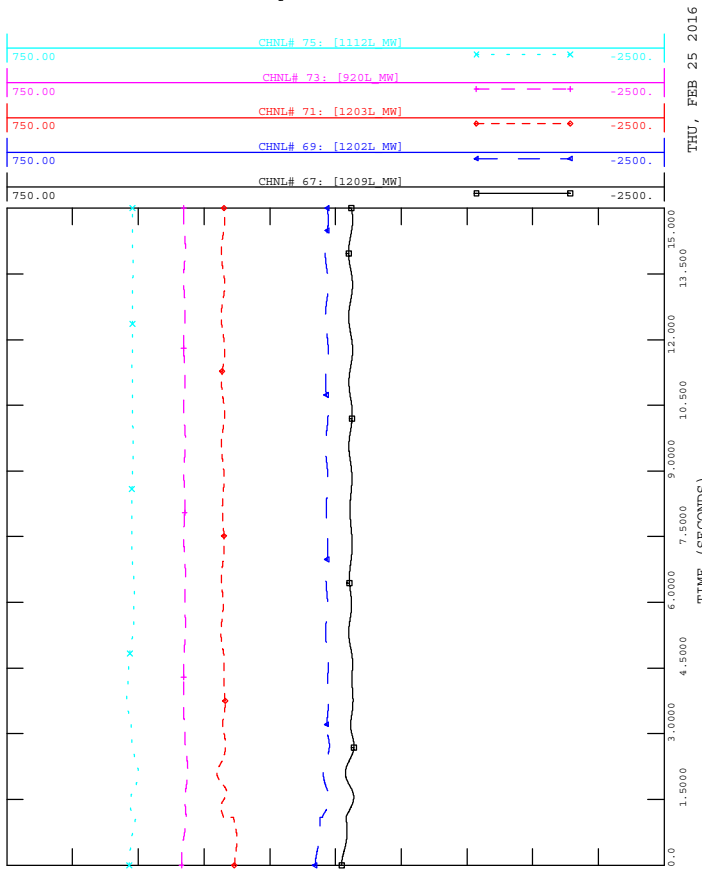




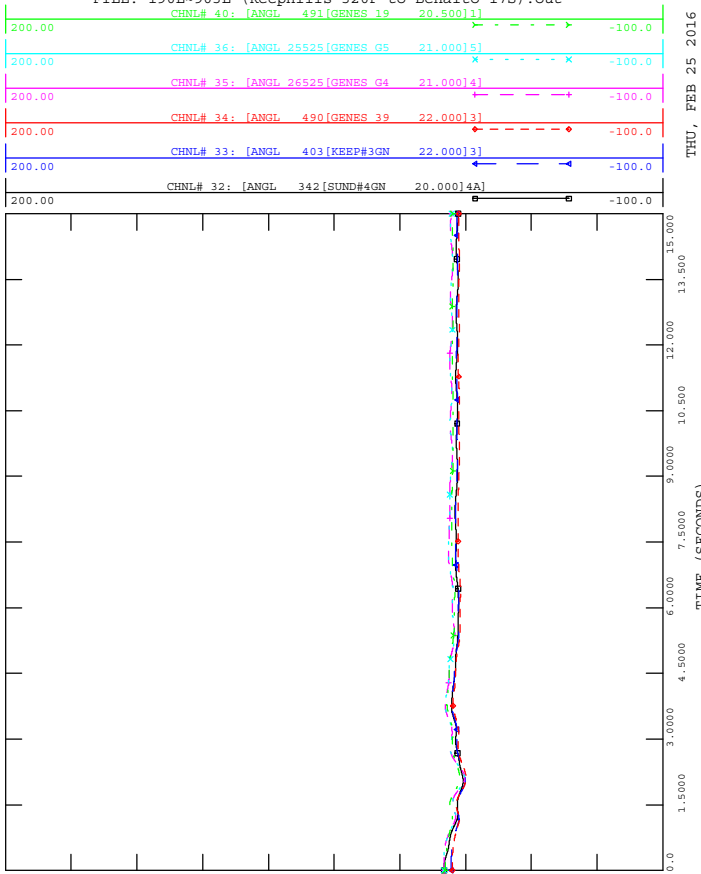
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 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



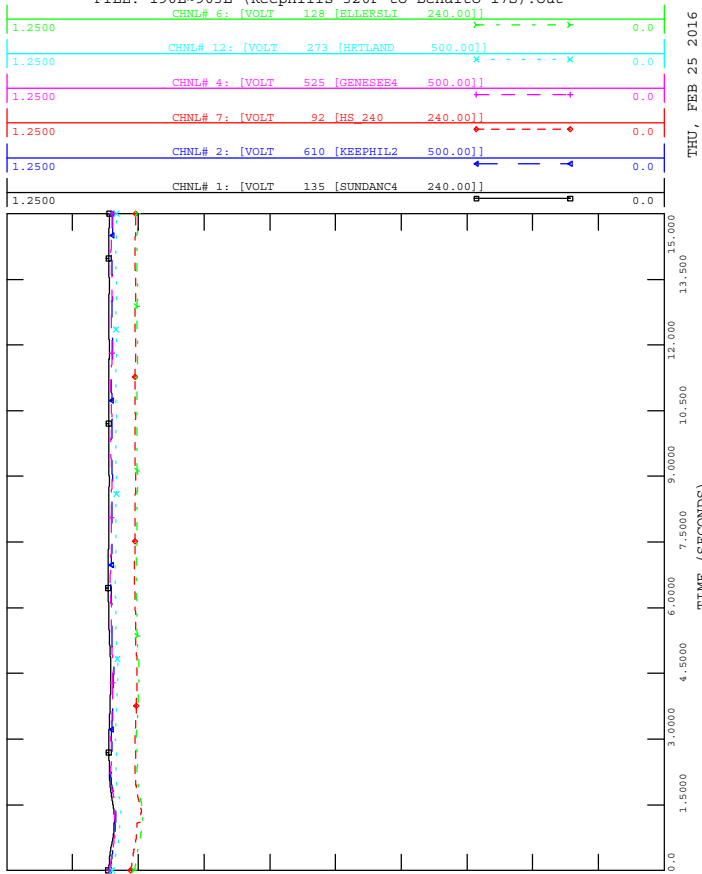
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 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

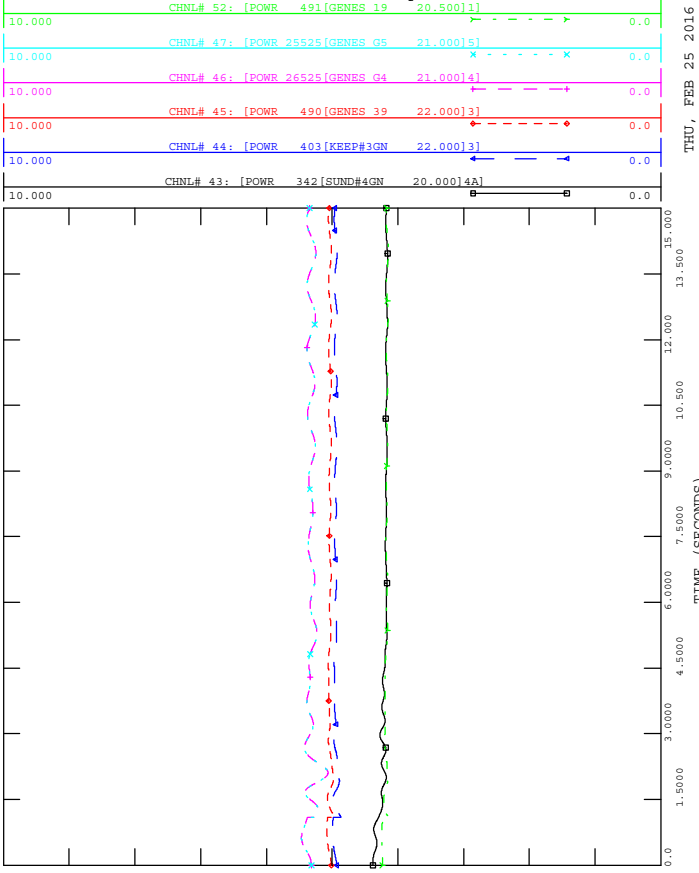


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 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

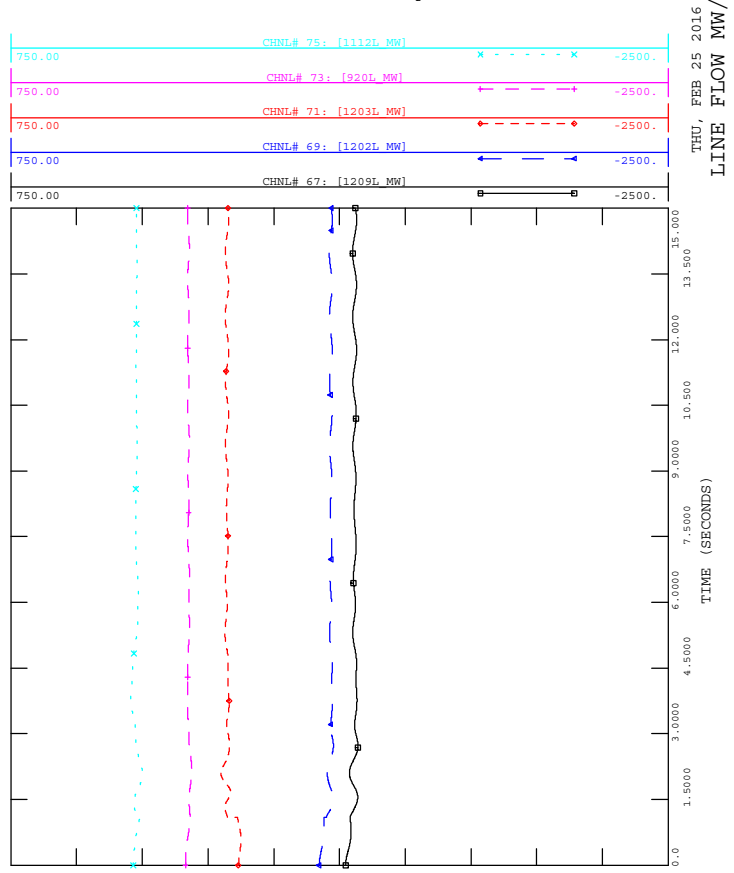




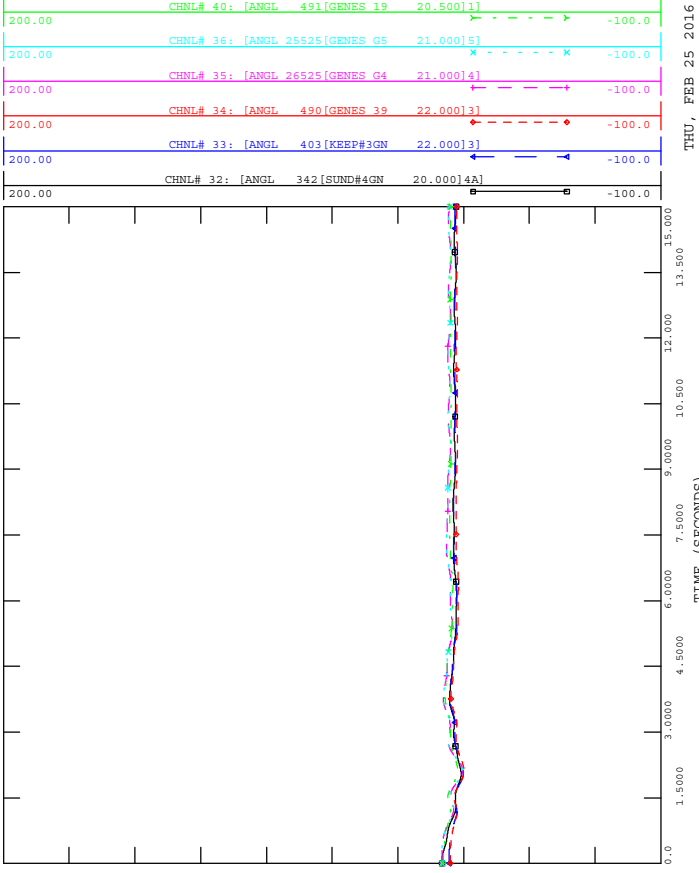
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 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out



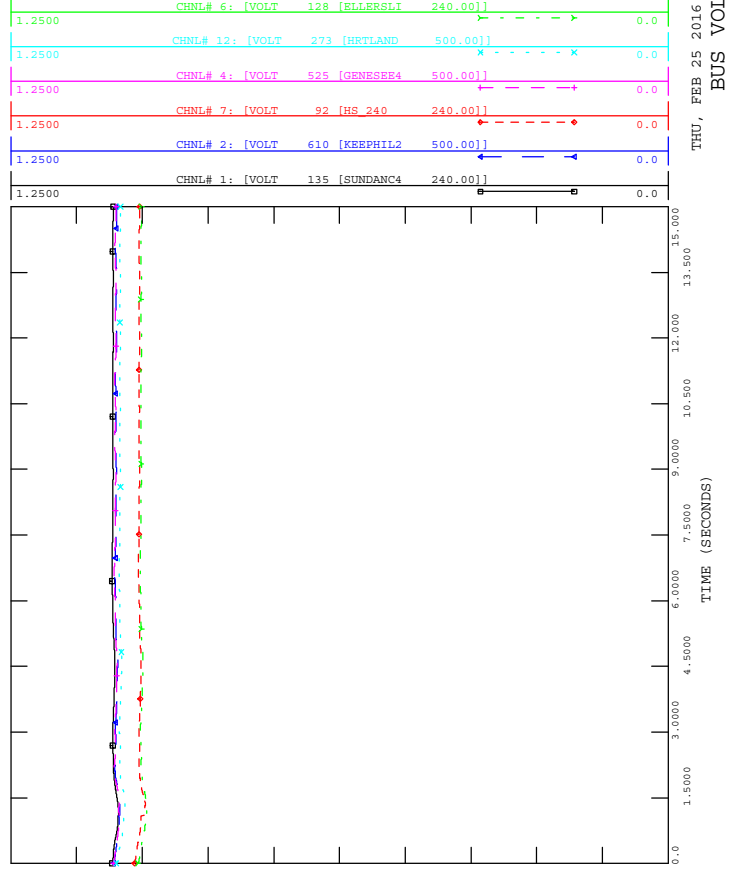
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out



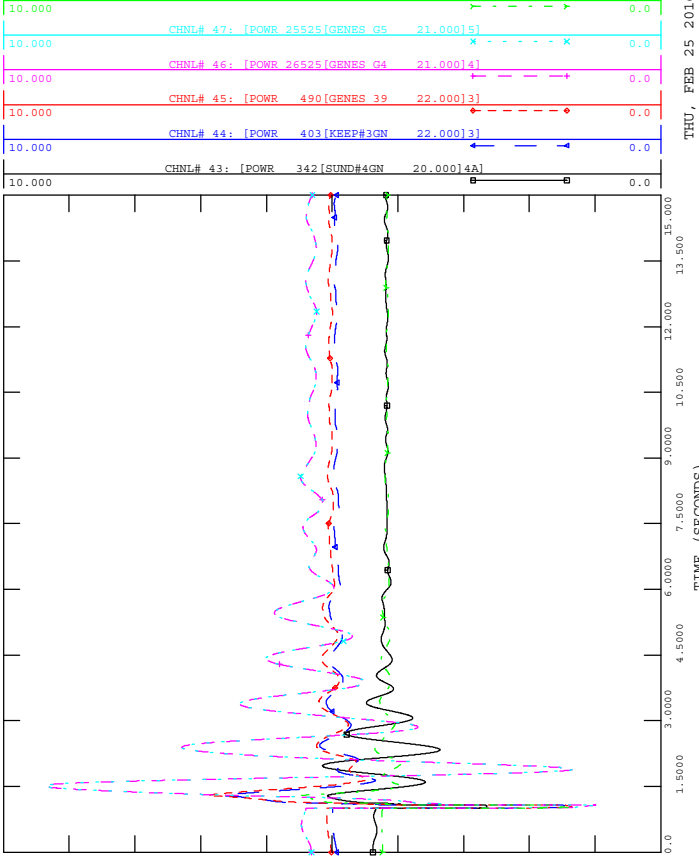
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out





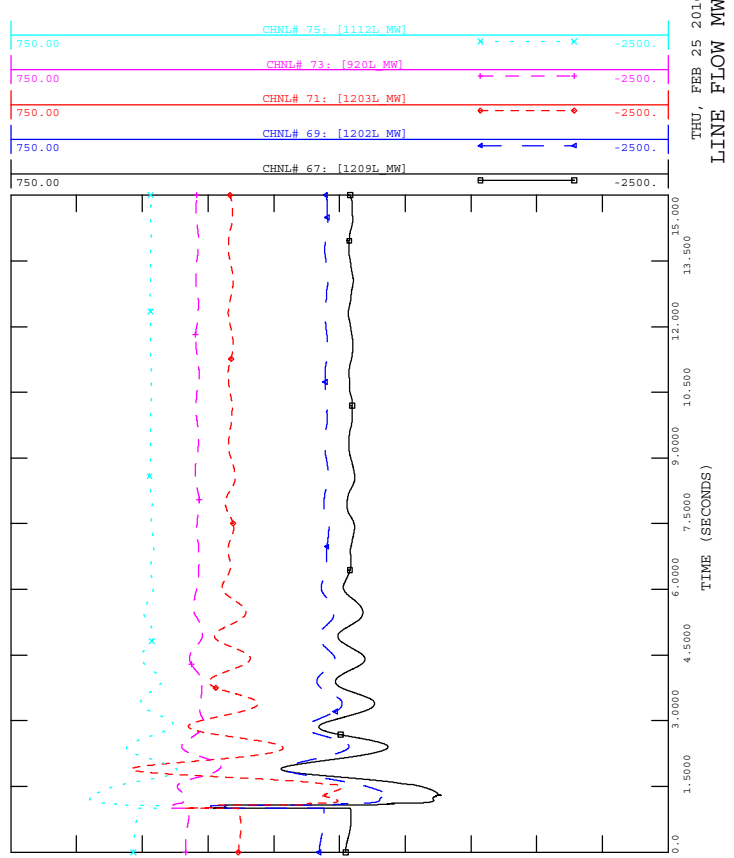
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 908L-909L AT ELLERSLIE 89S-DOME
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES

FILE: 908L-909L (Ellerslie 89S-Dome to Petrolia-Sundance 310P).out



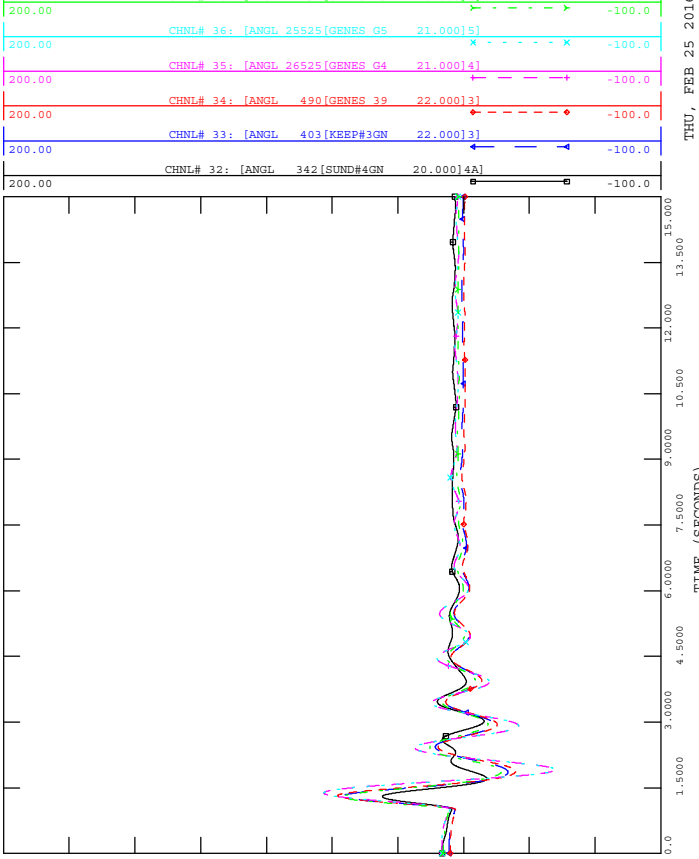
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES

FILE: 908L-909L (Ellerslie 89S-Dome to Petrolia-Sundance 310P).out



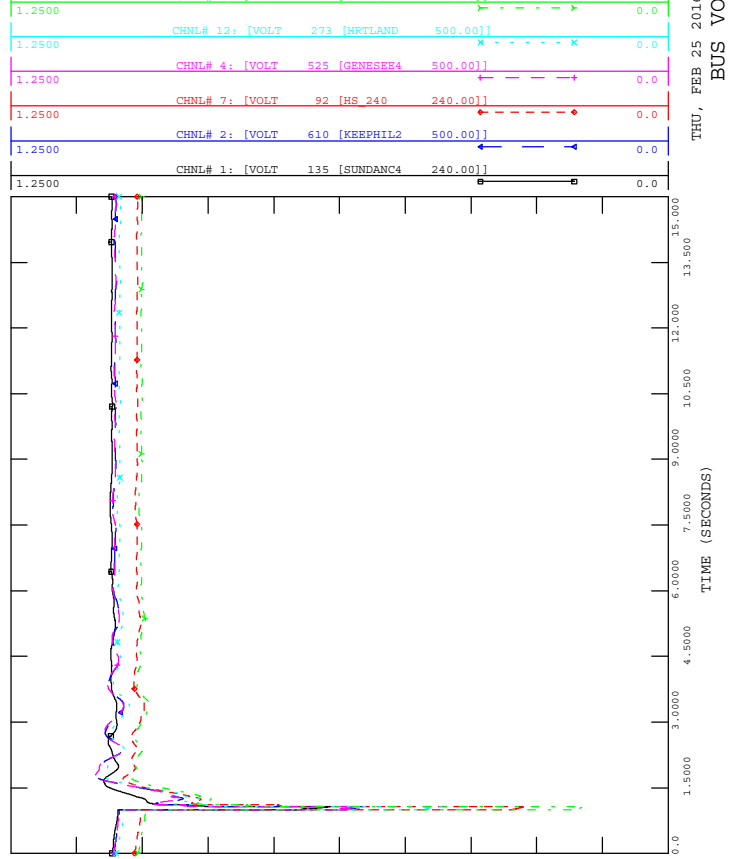
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES

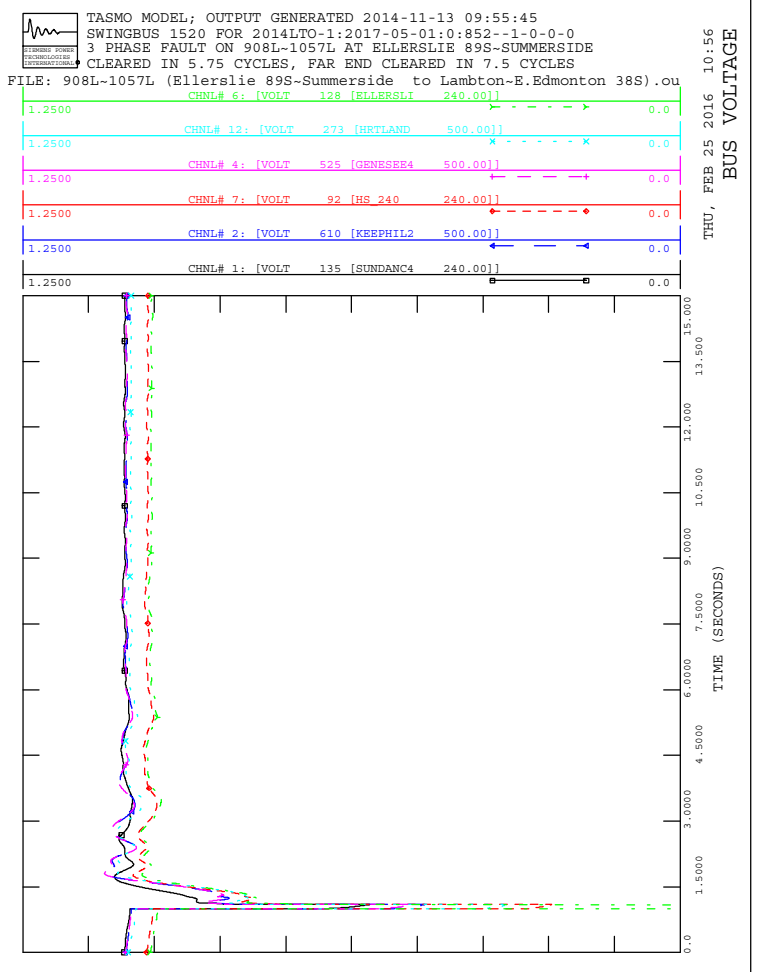
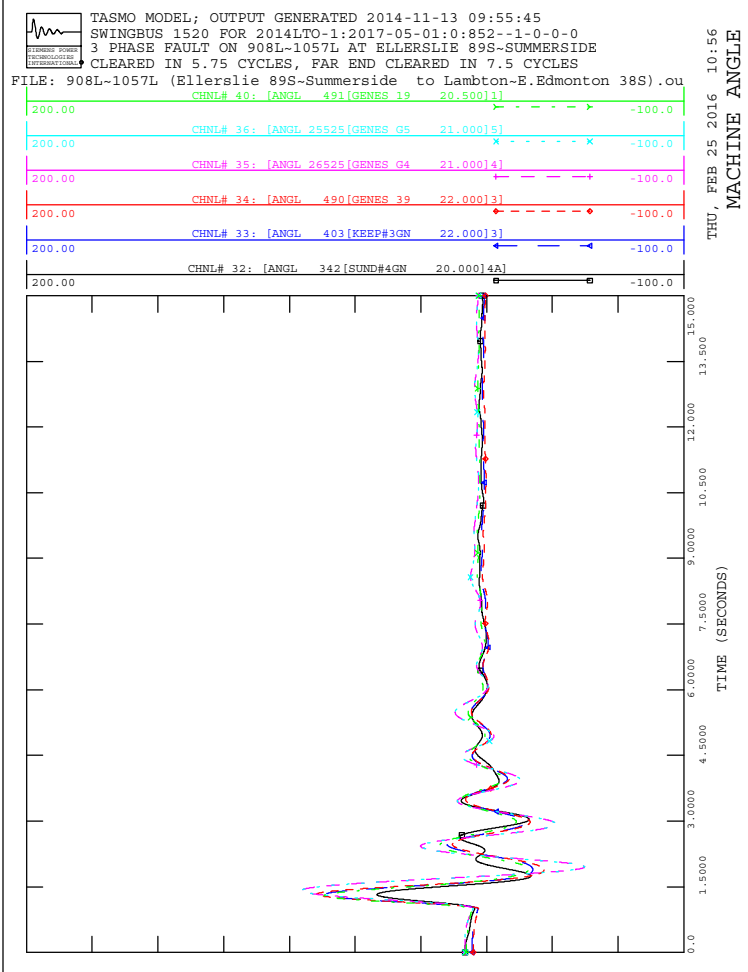
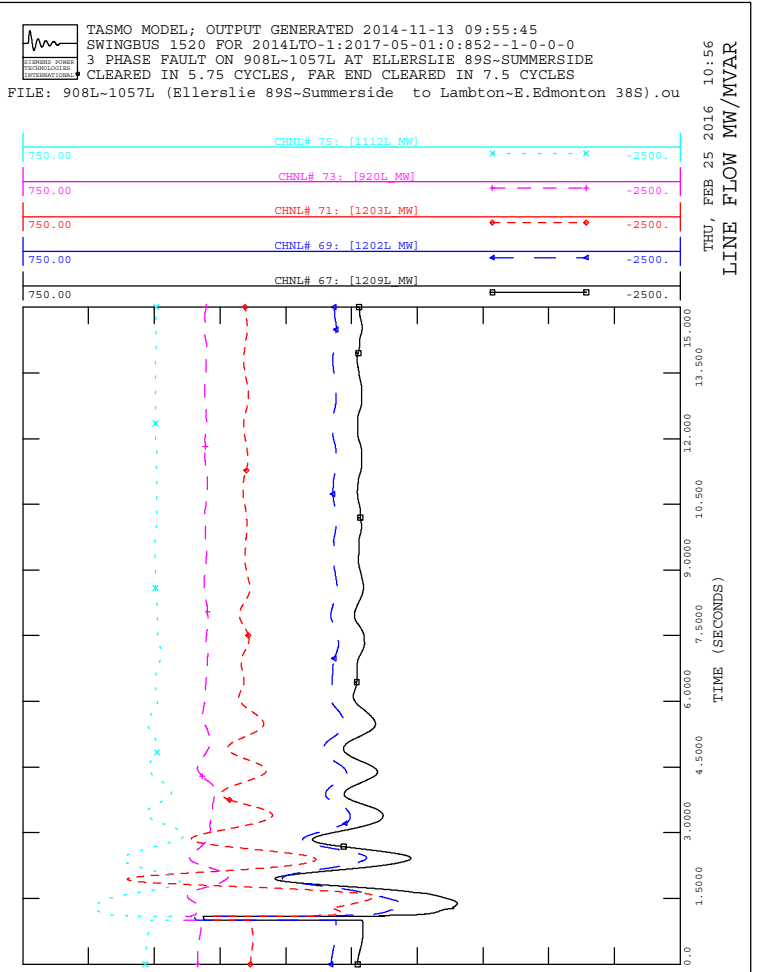
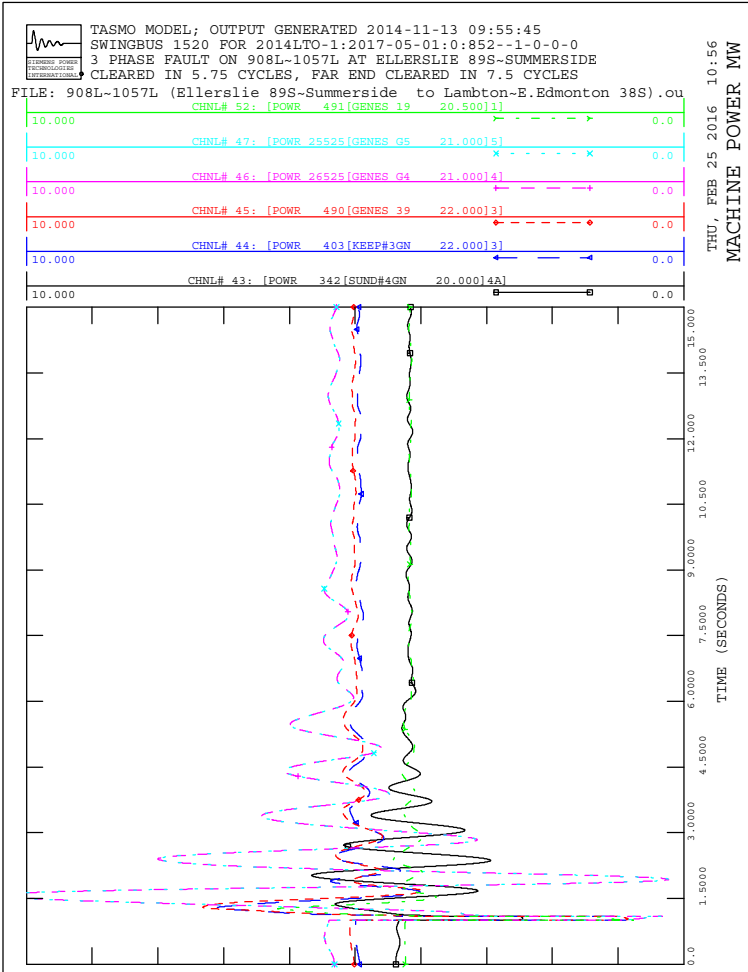
FILE: 908L-909L (Ellerslie 89S-Dome to Petrolia-Sundance 310P).out

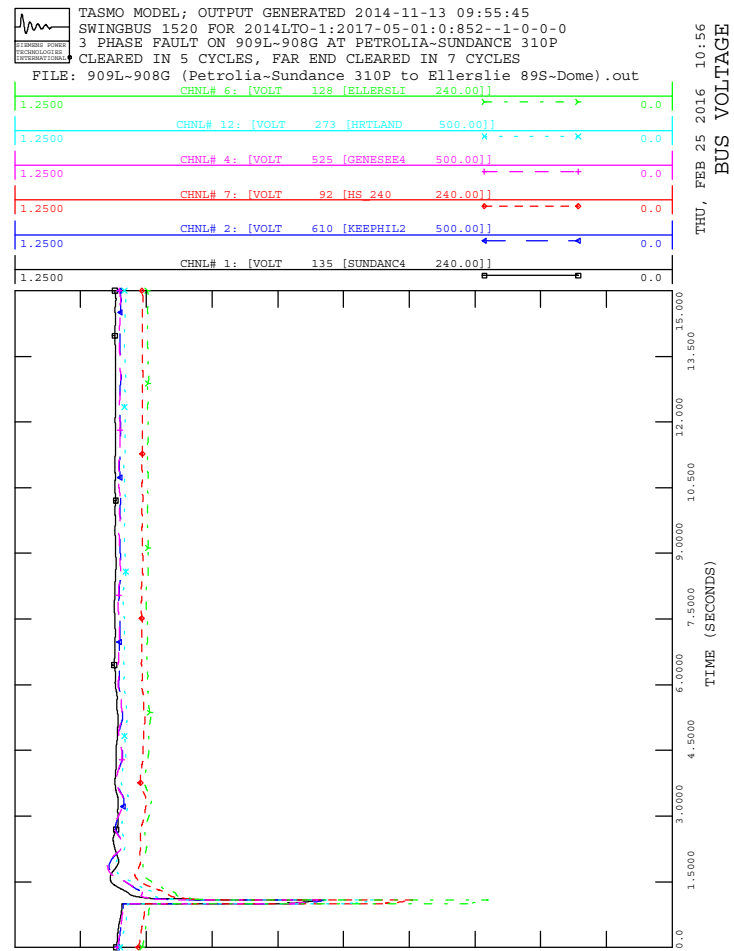
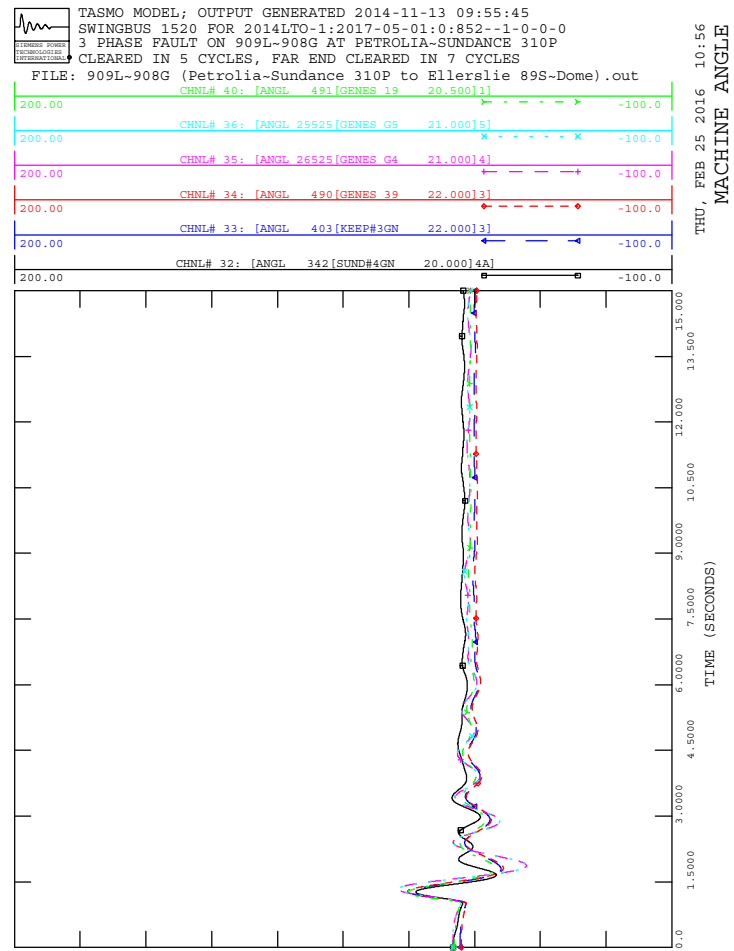
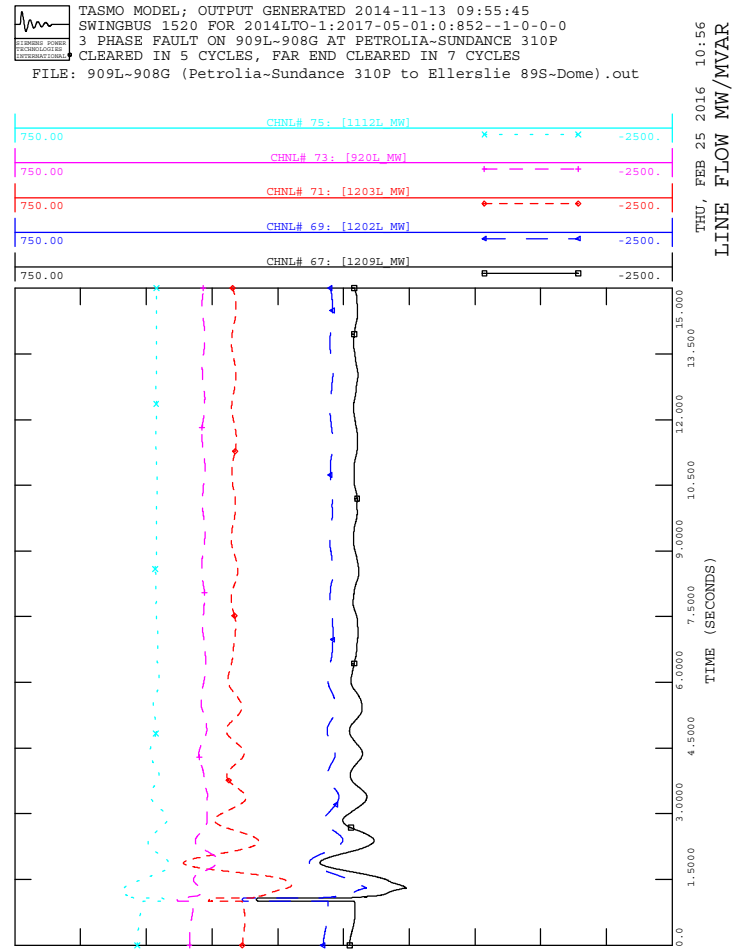
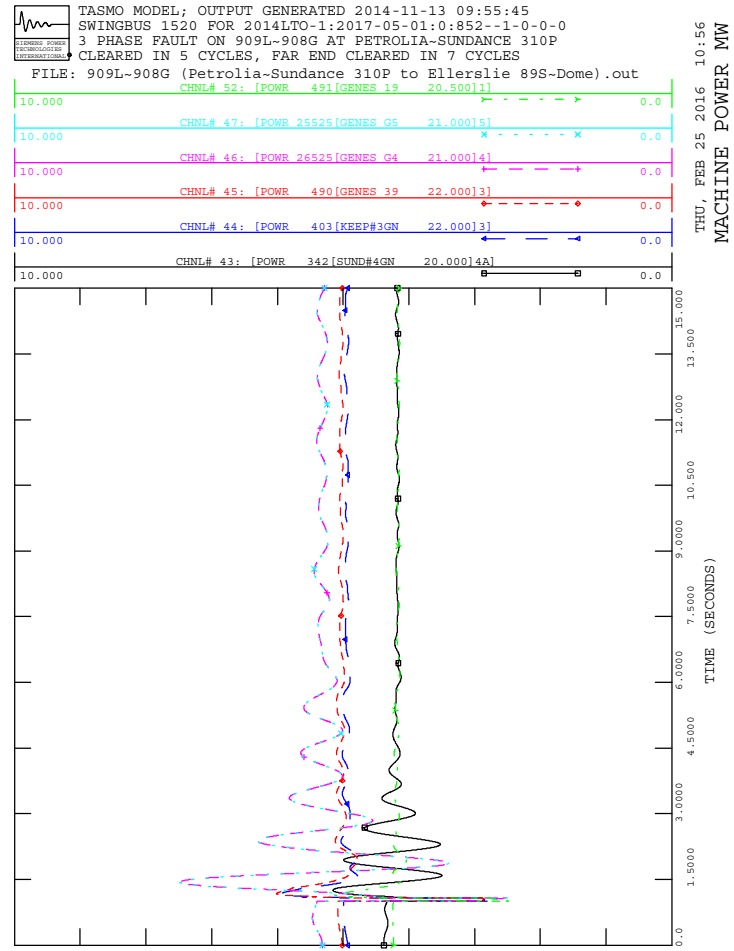


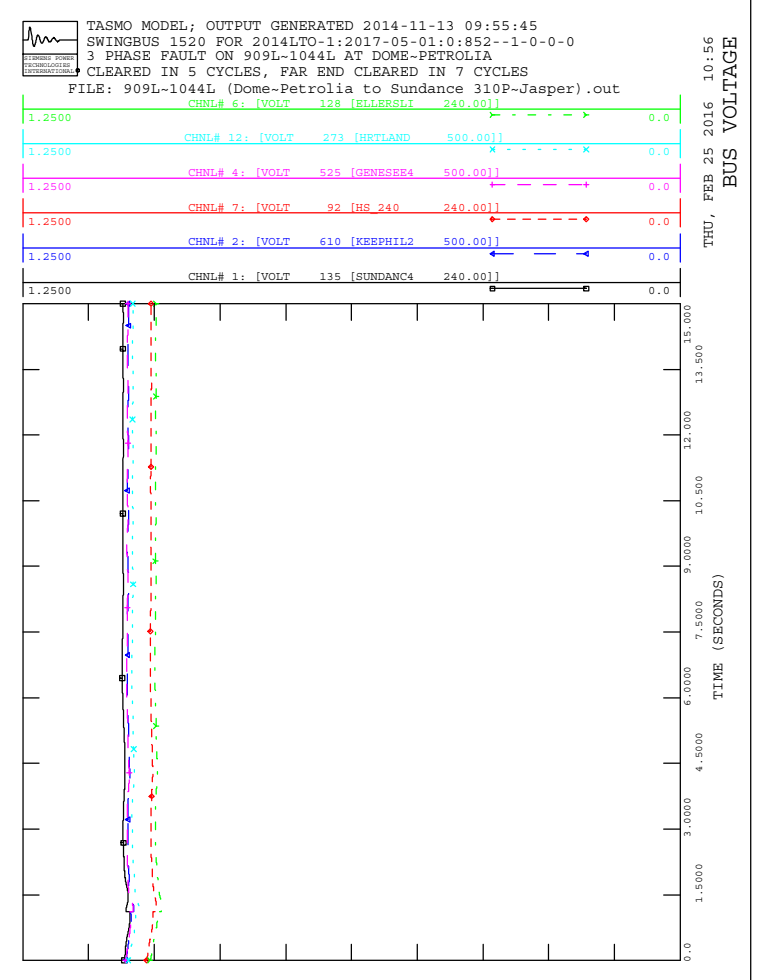
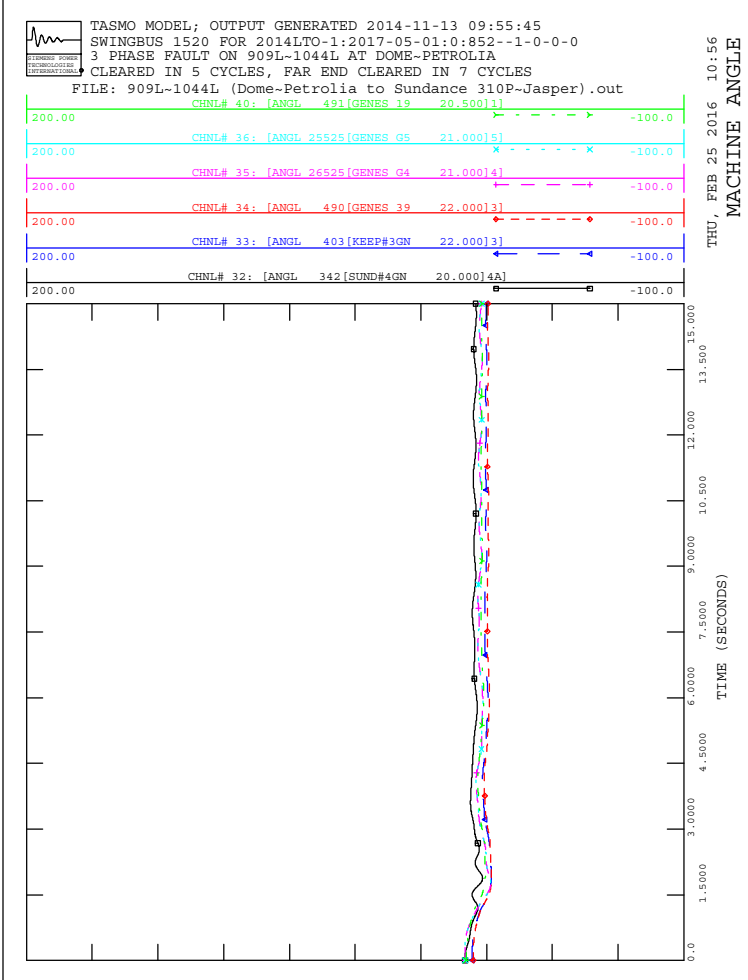
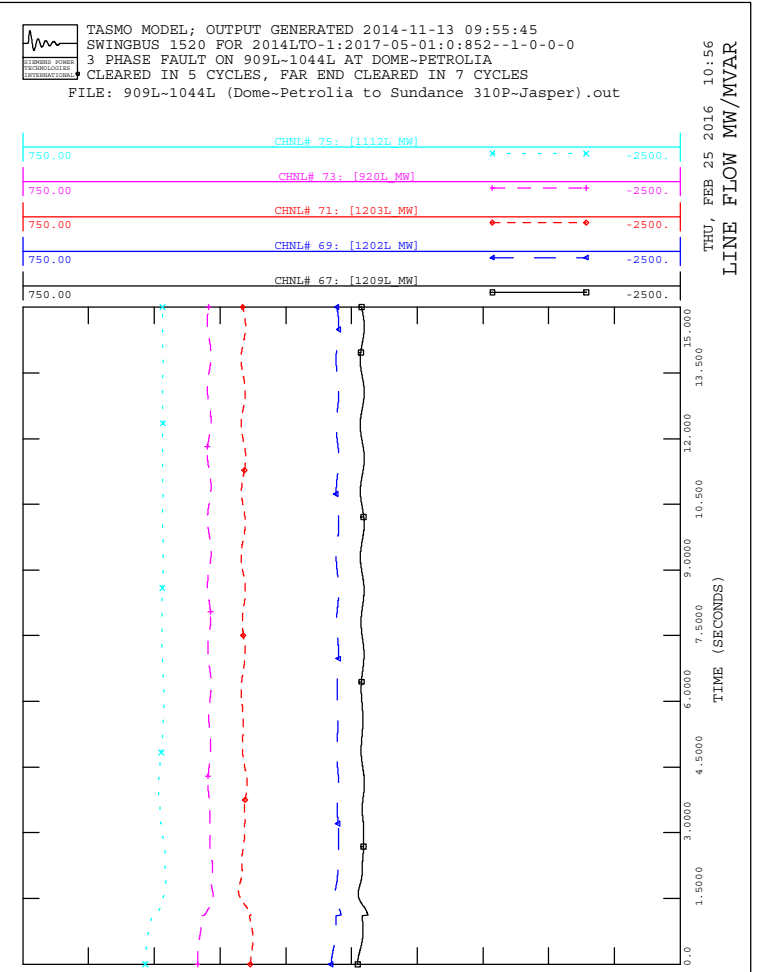
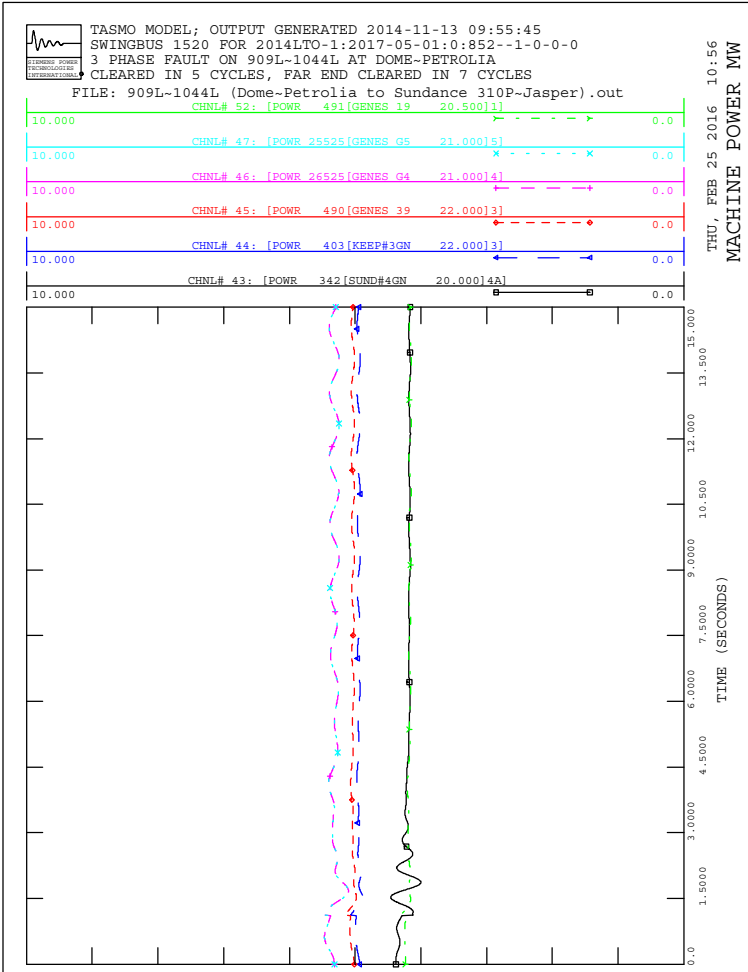
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 3 PHASE FAULT ON 908L-909L AT ELLERSLIE 89S-DOME
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES

FILE: 908L-909L (Ellerslie 89S-Dome to Petrolia-Sundance 310P).out





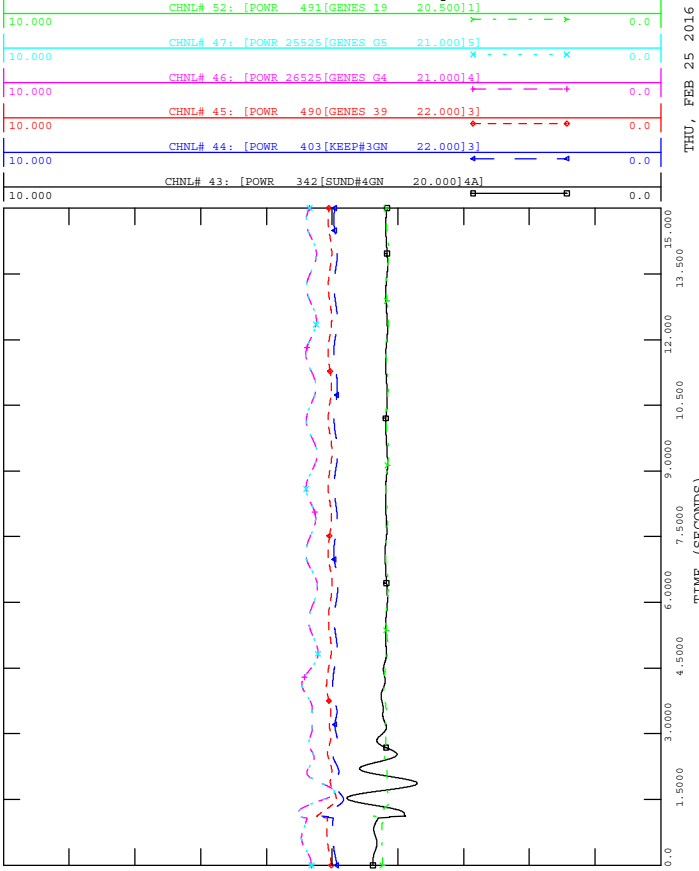






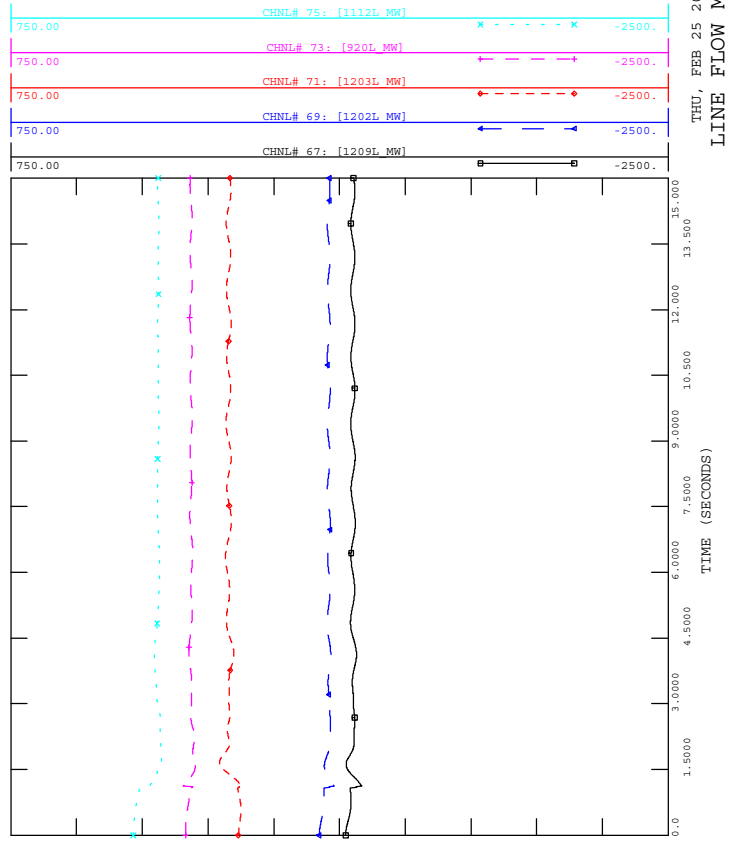
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES

FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



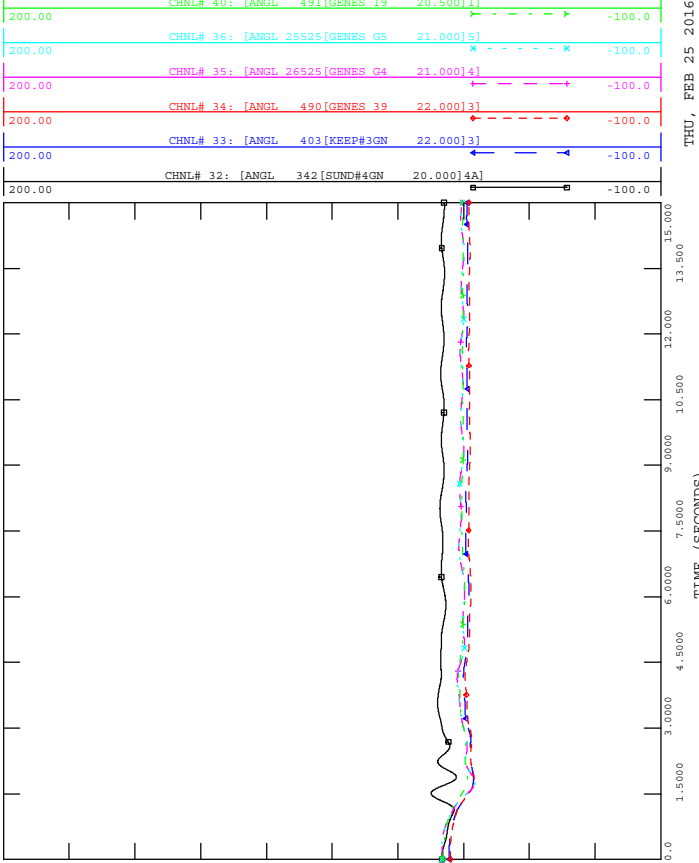
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES

FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



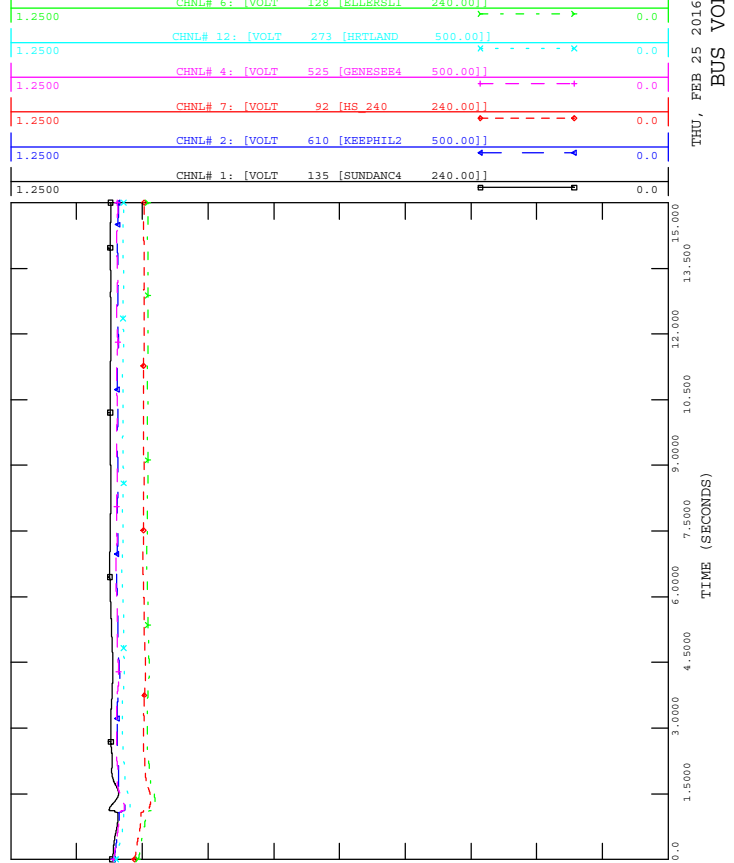
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES

FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



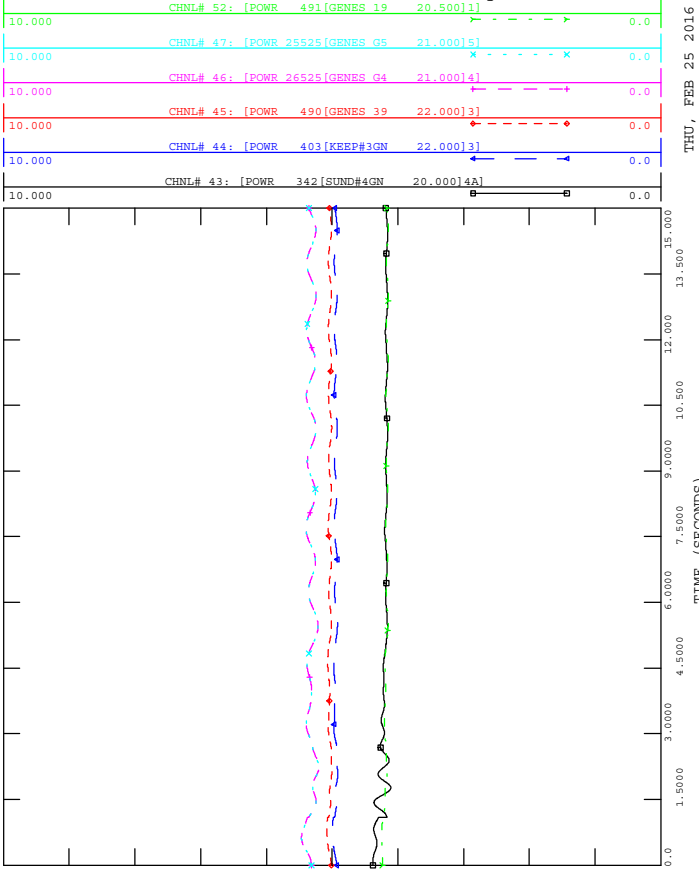
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 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES

FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out

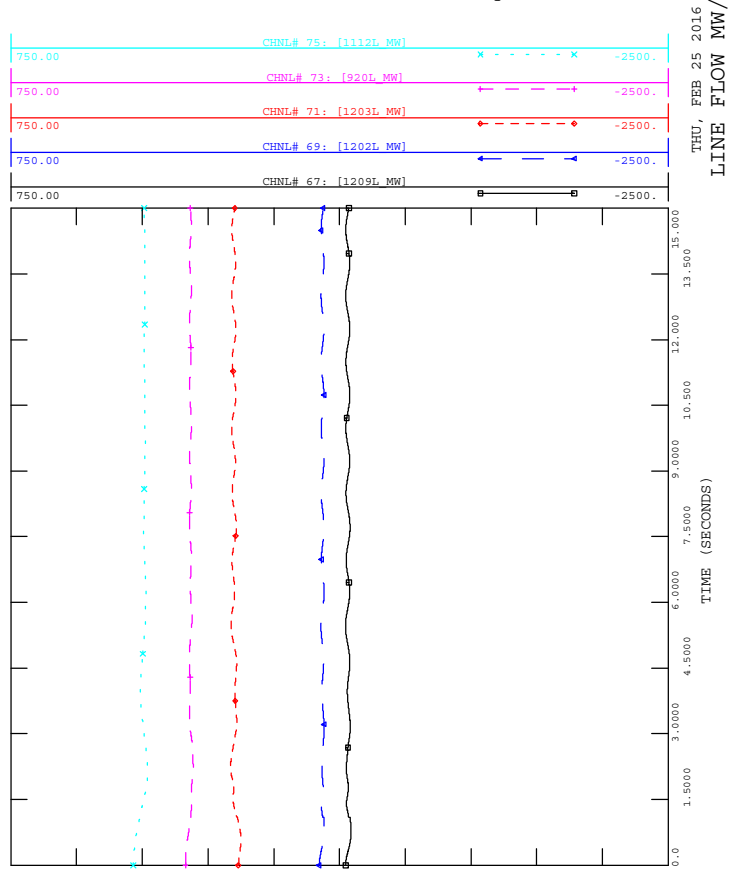




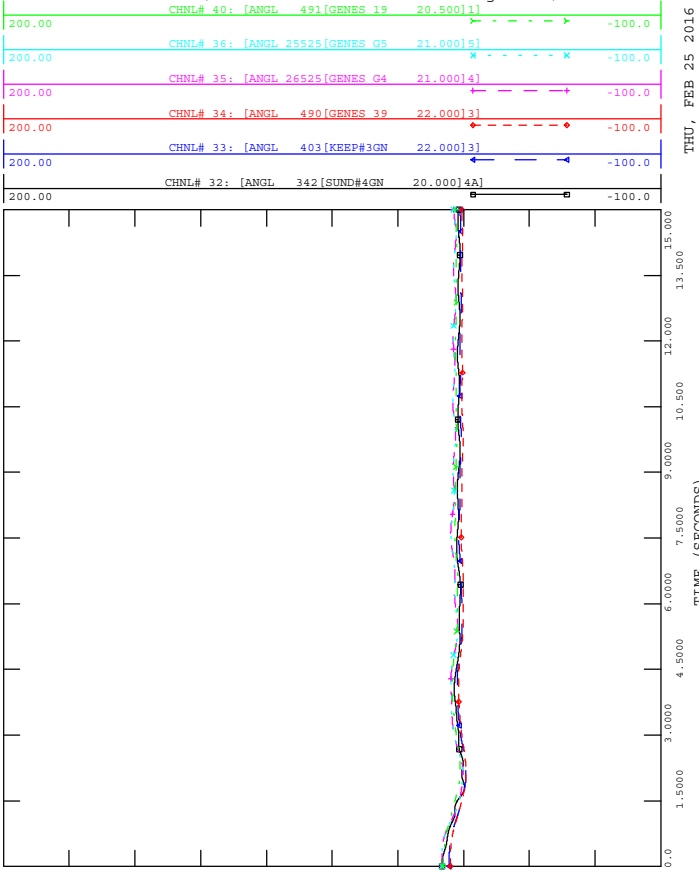
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



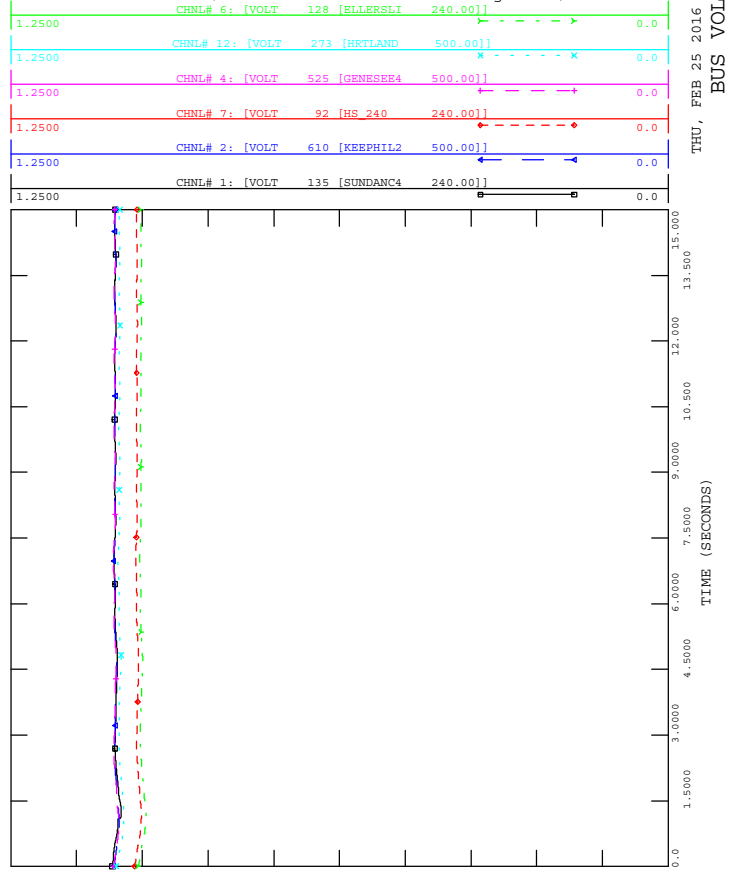
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 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



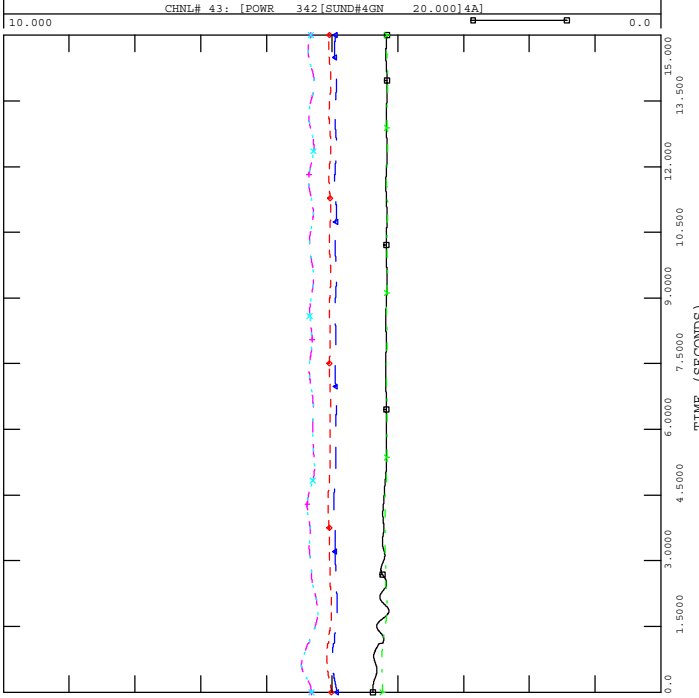
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 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



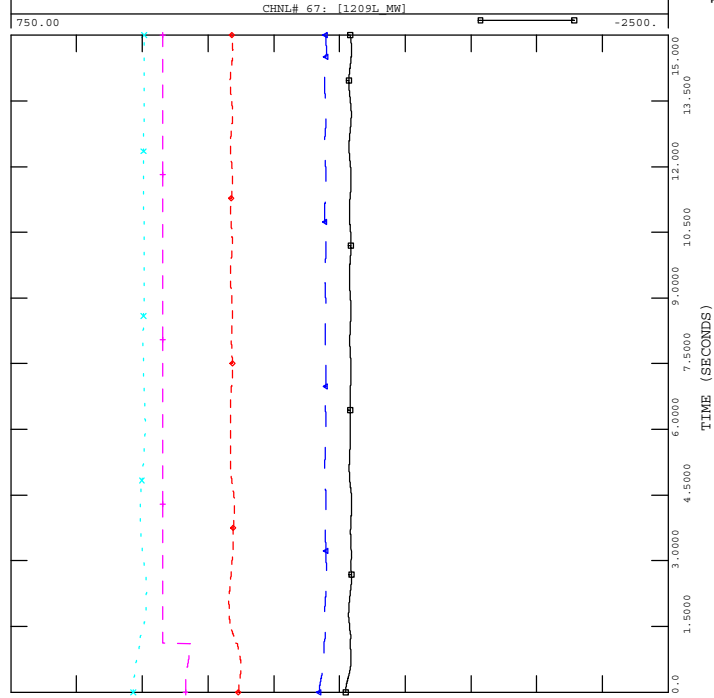
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 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



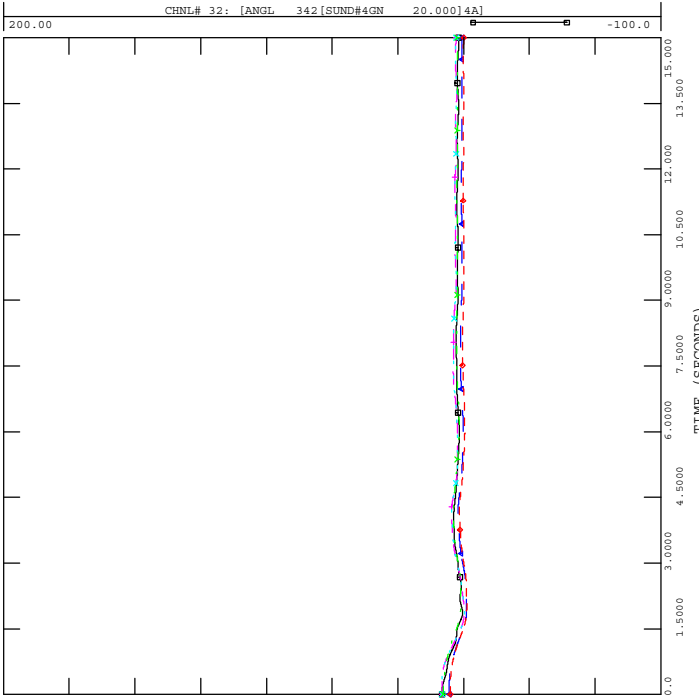
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 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out
 CHNL# 52: [POWR 491[GENES 19 20.500]1]



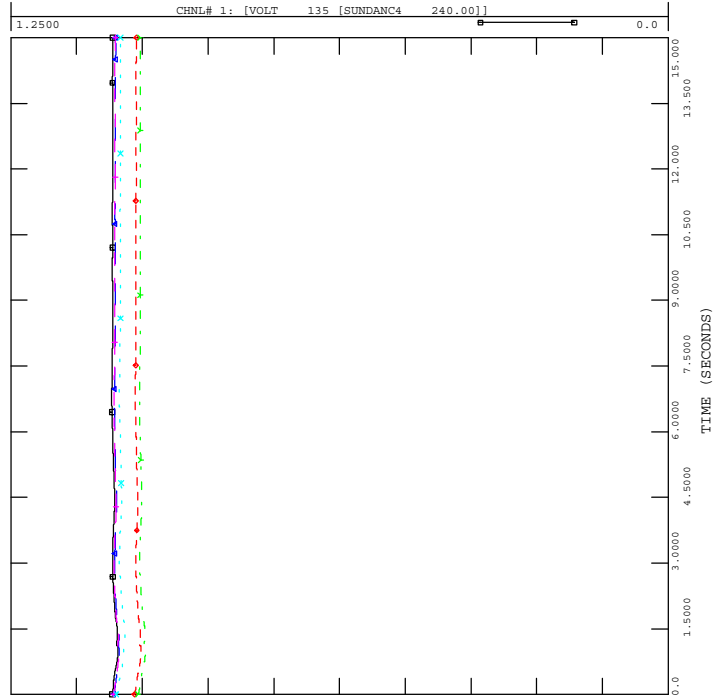
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out

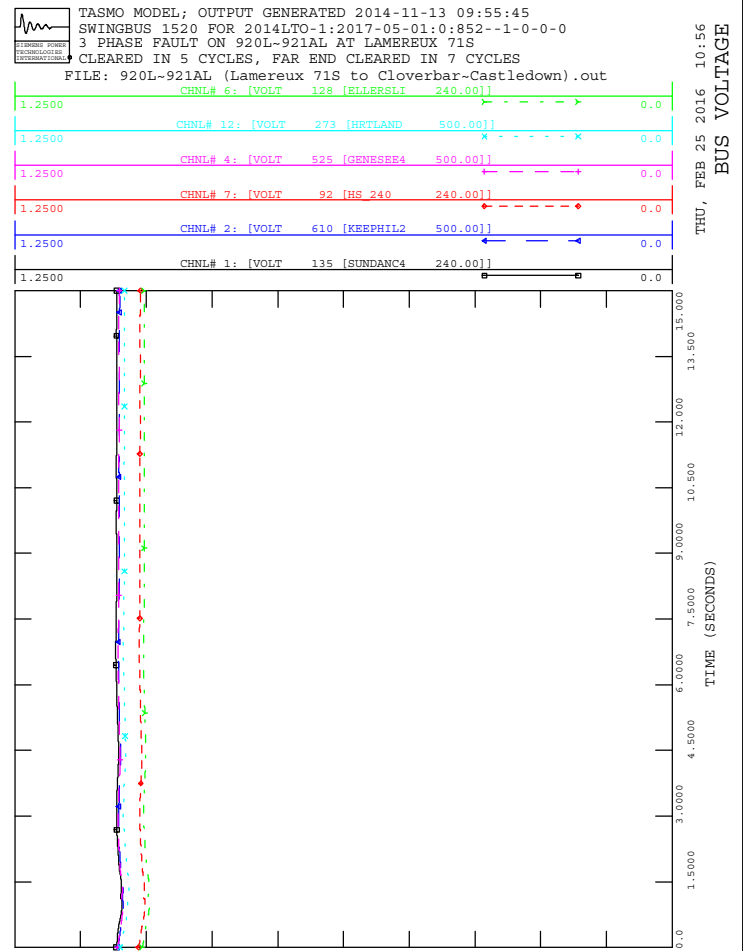
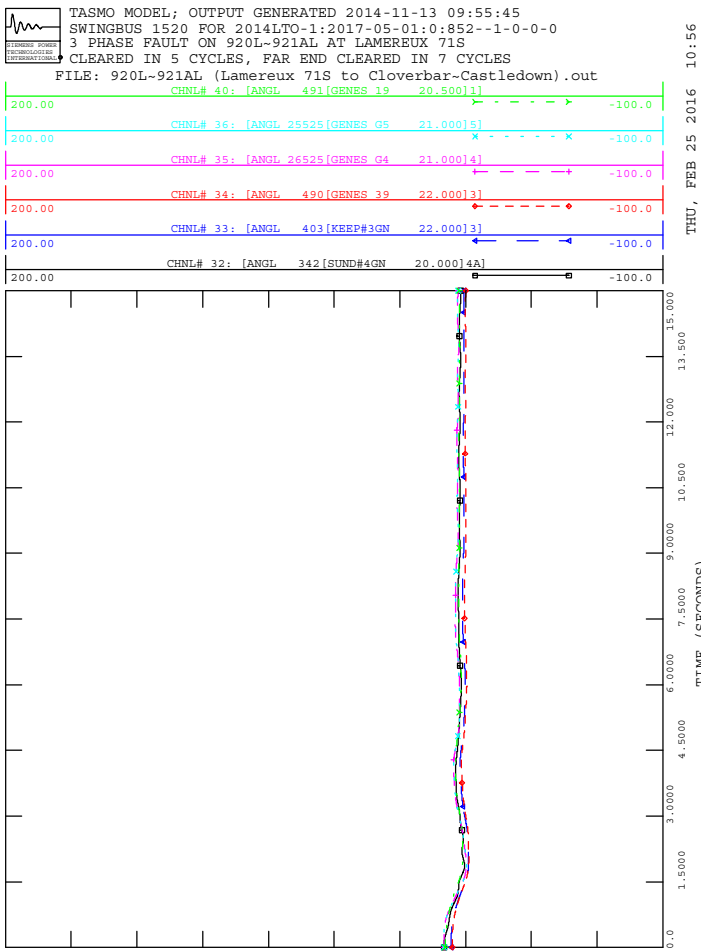
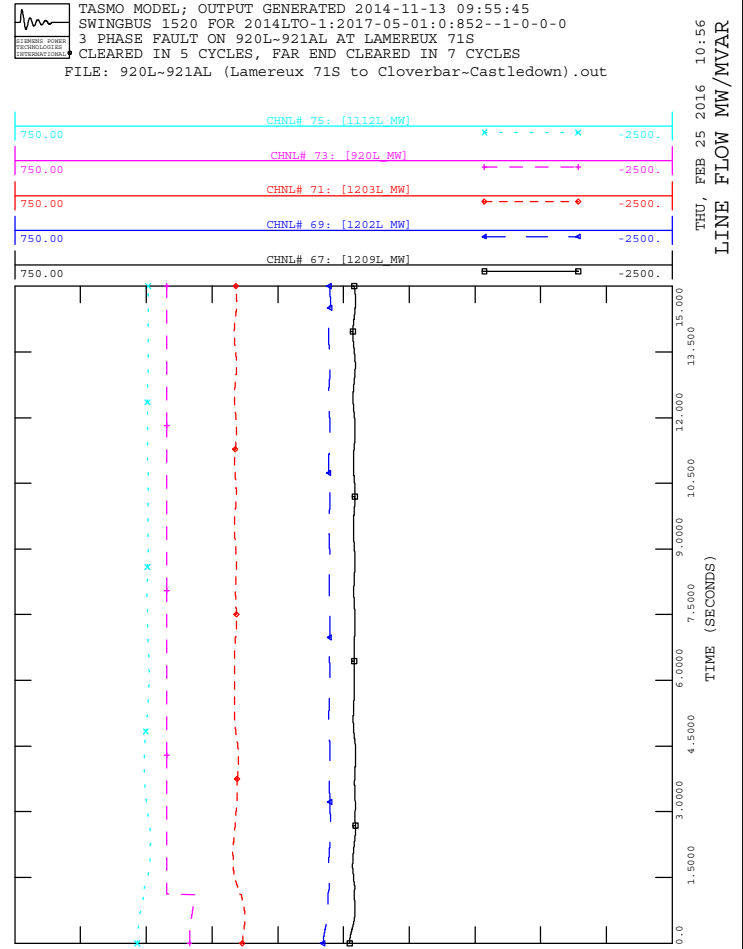
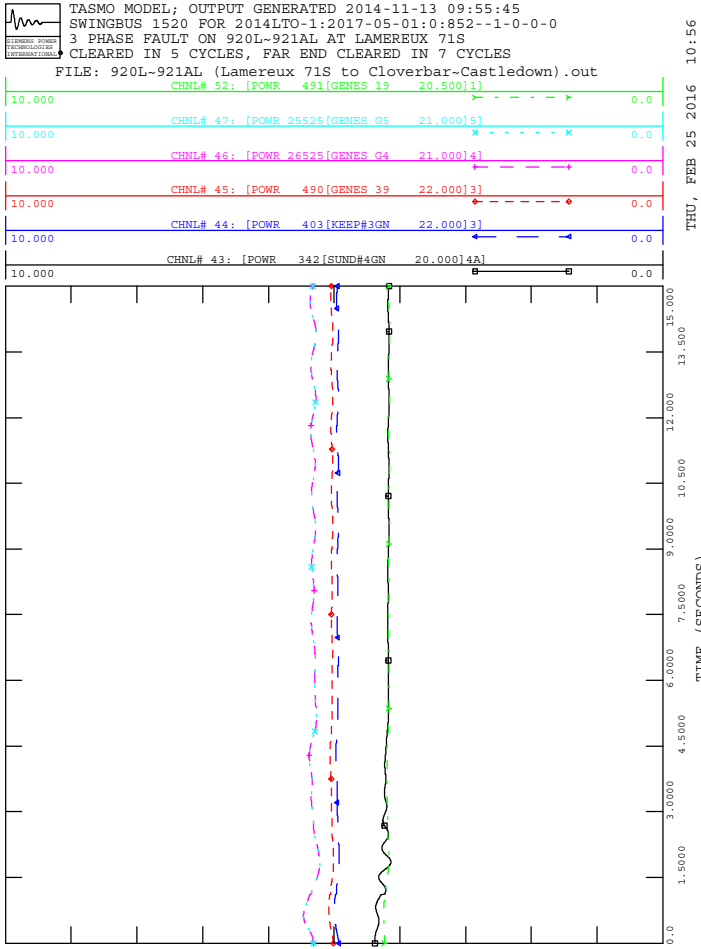


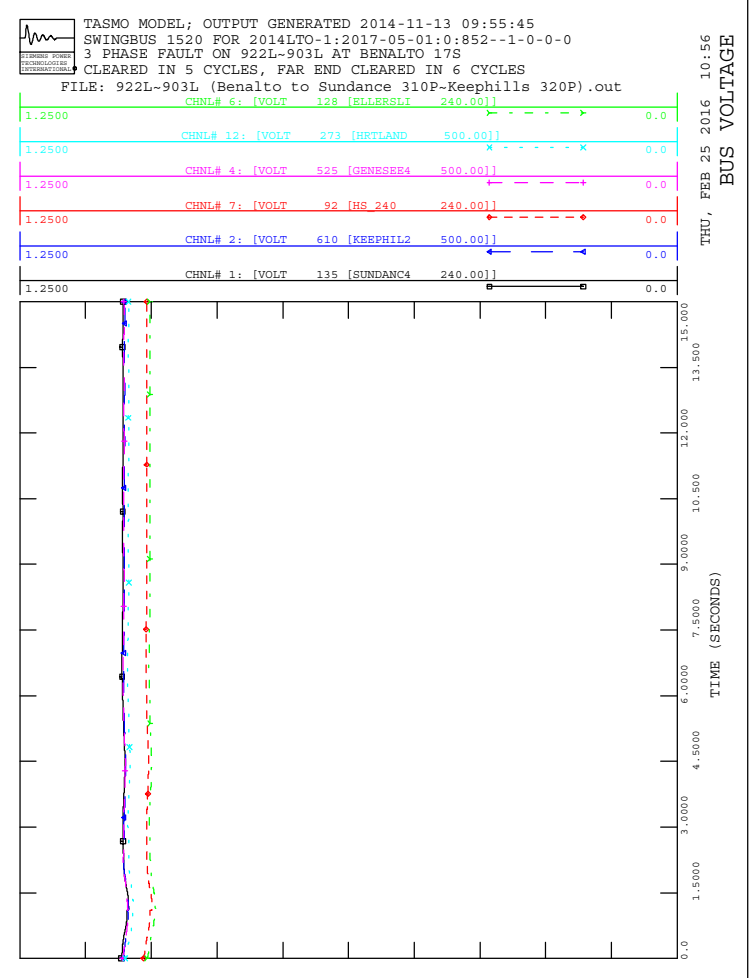
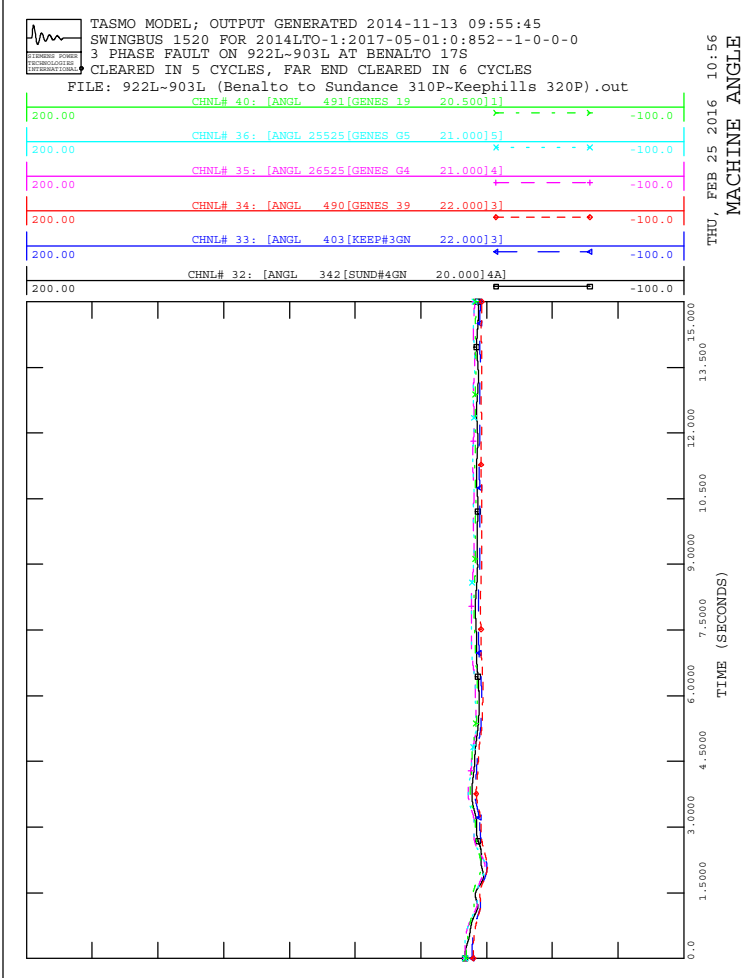
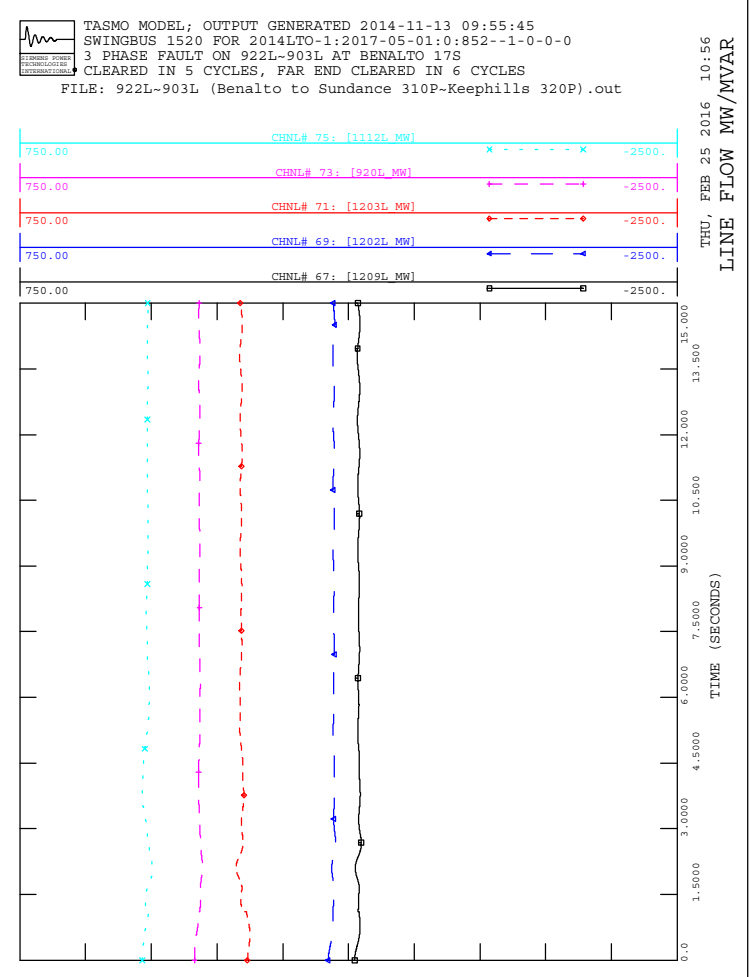
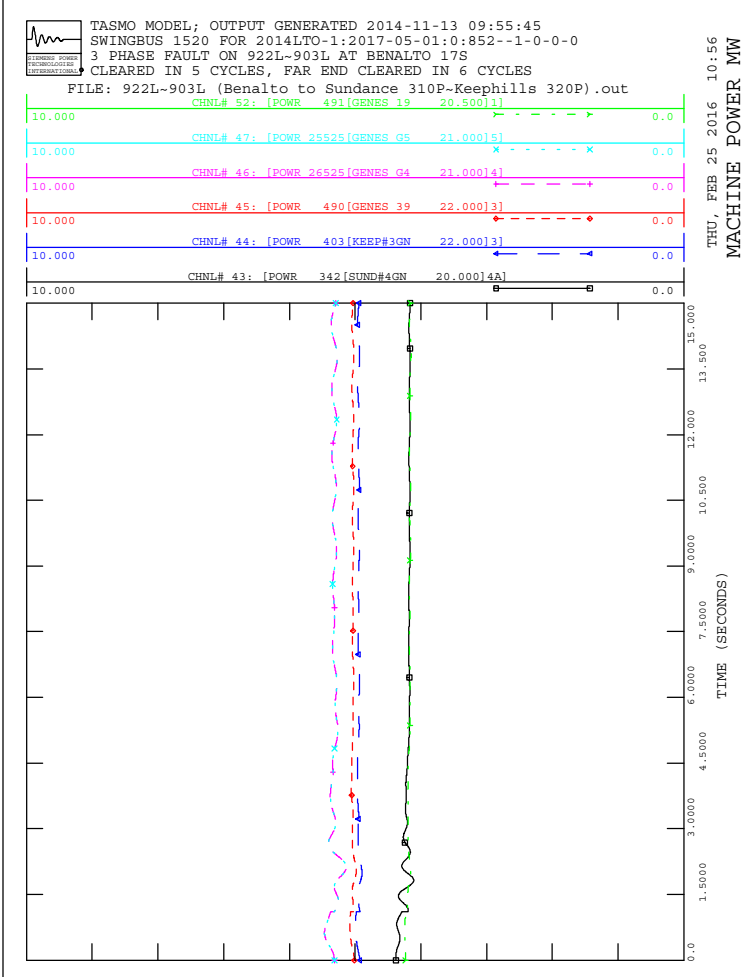
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 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out
 CHNL# 40: [ANGL 491[GENES 19 20.500]1]

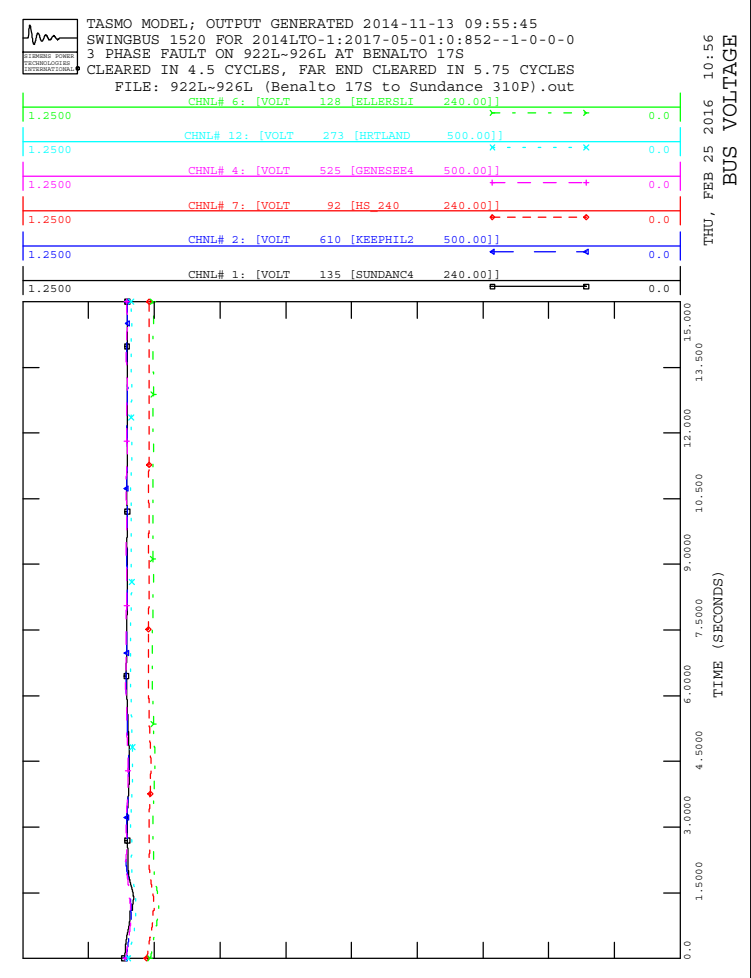
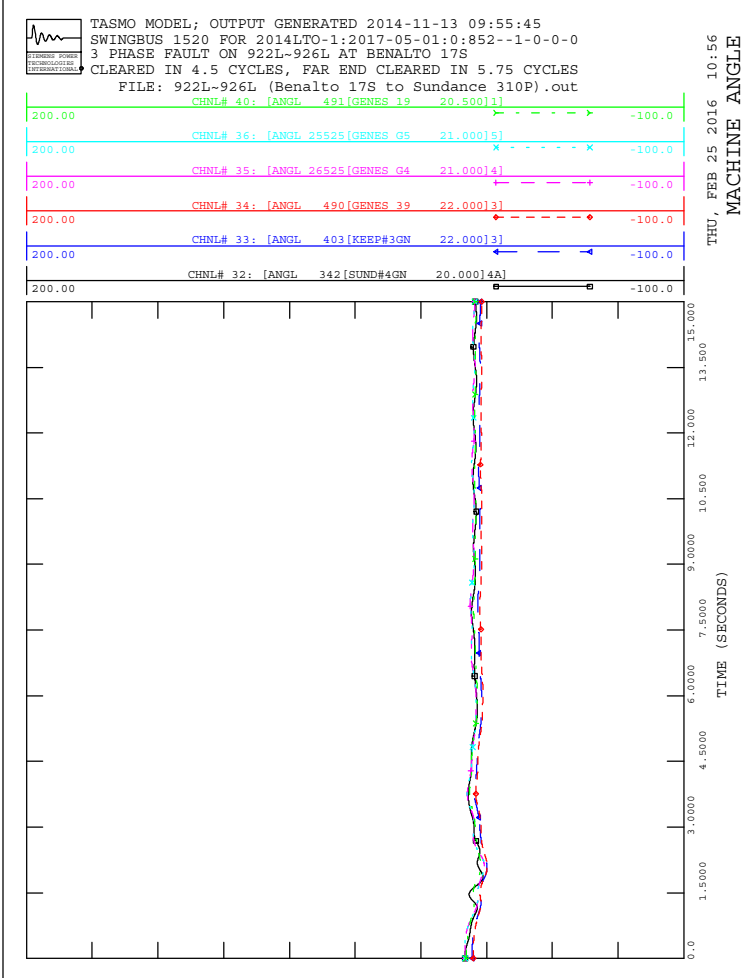
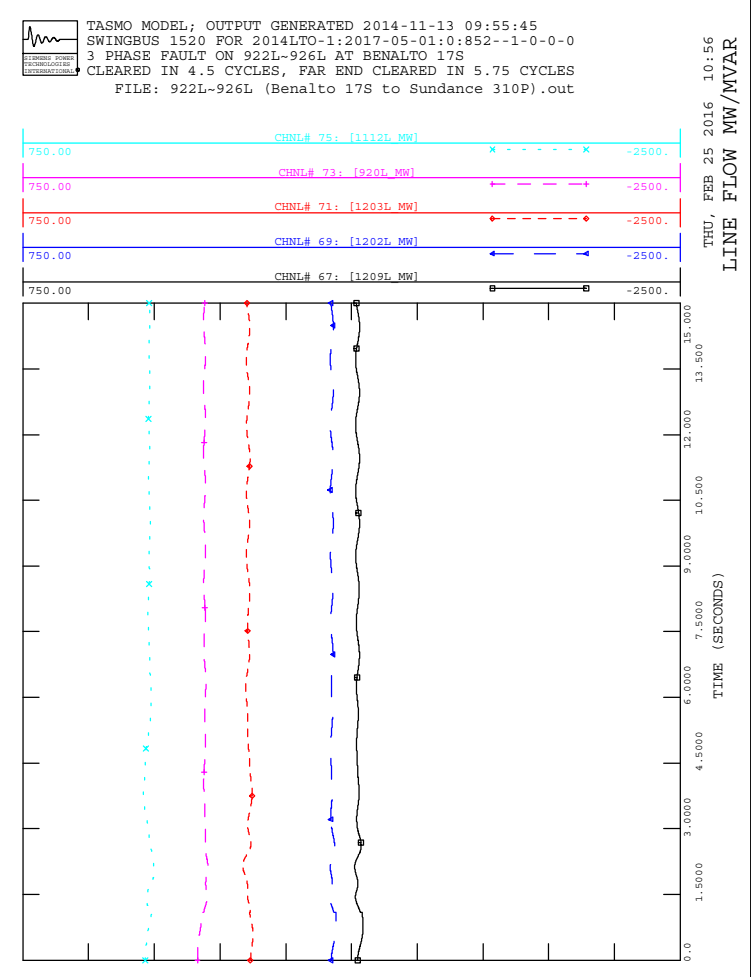
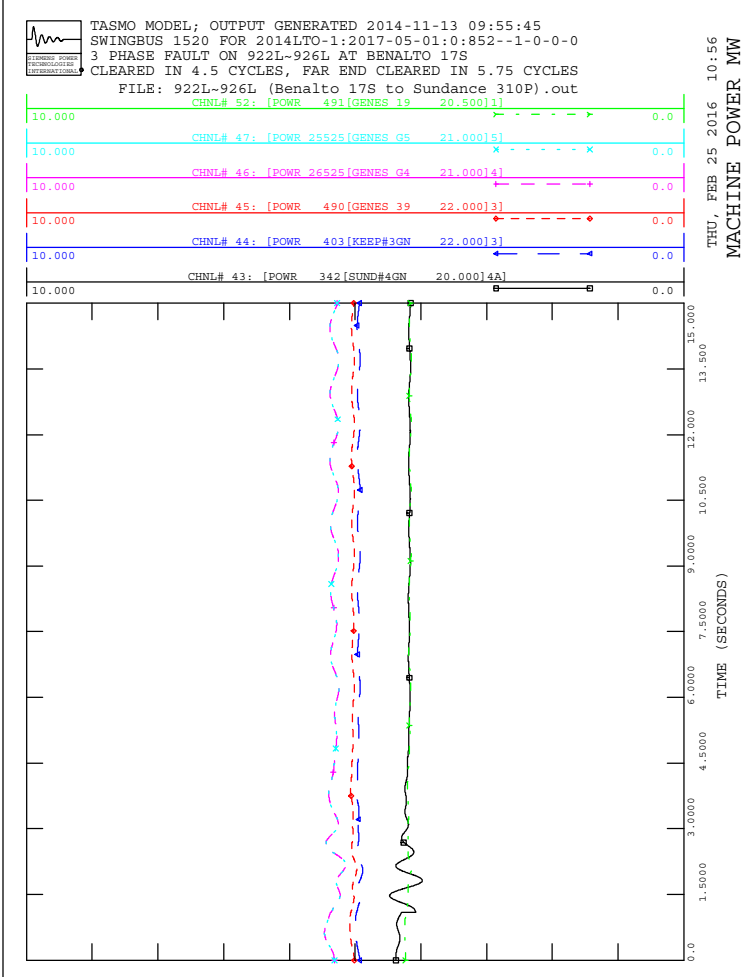


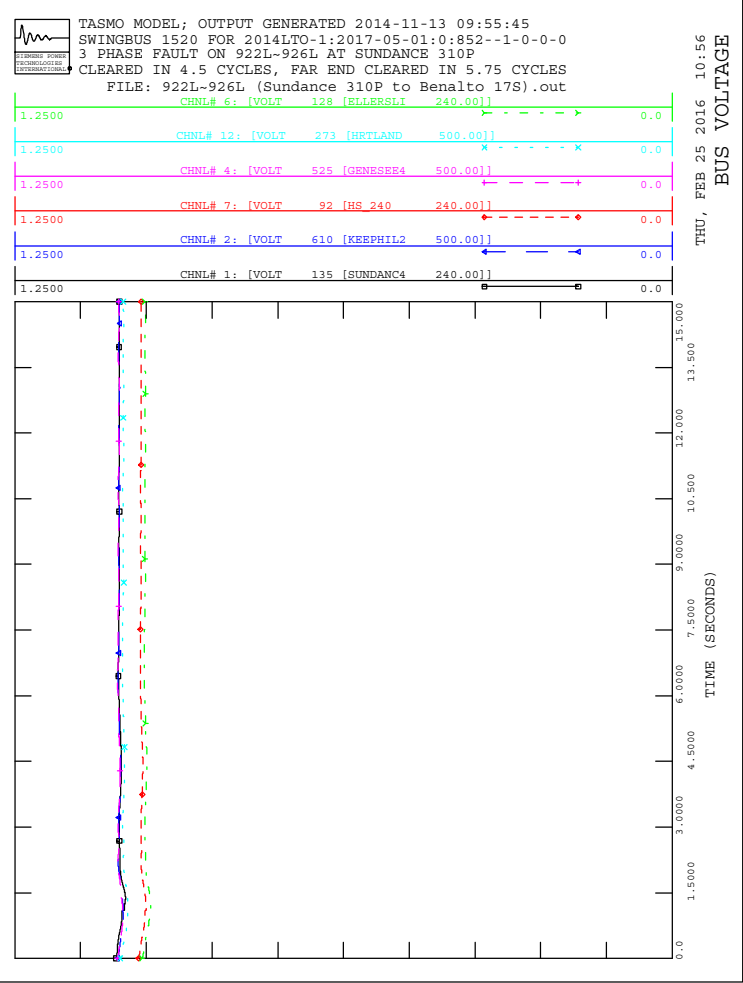
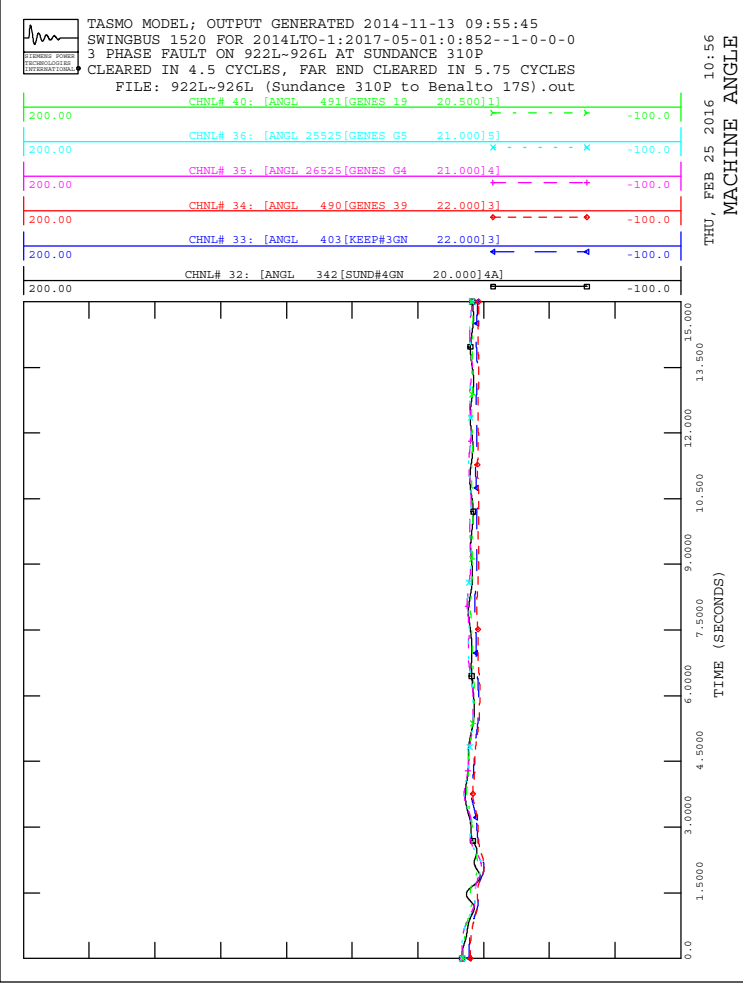
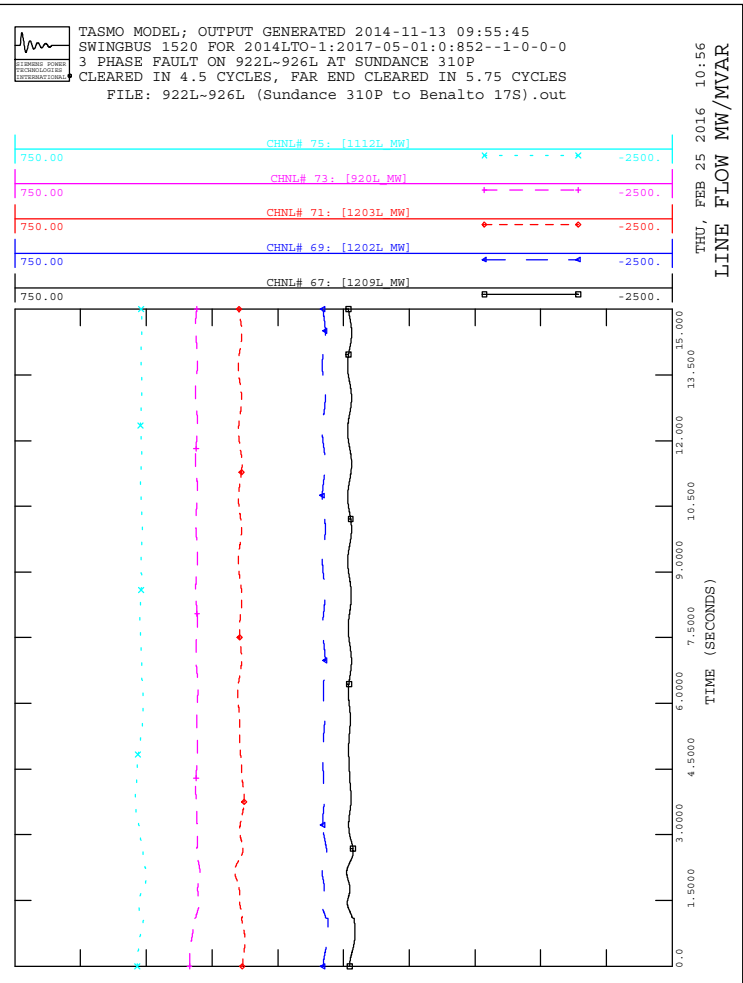
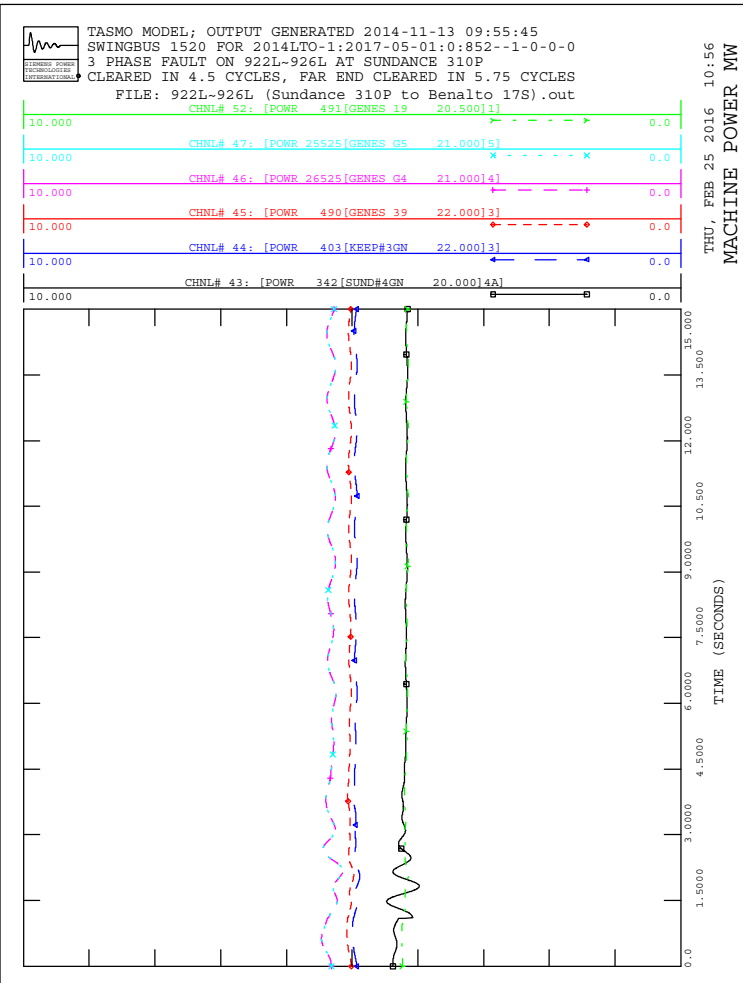
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 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out

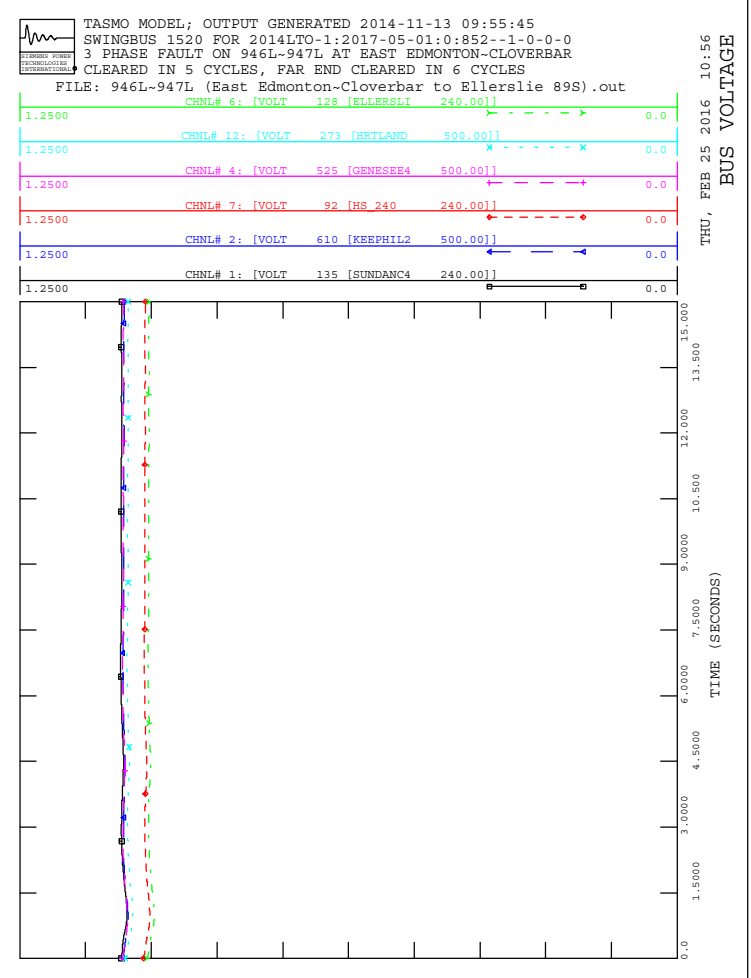
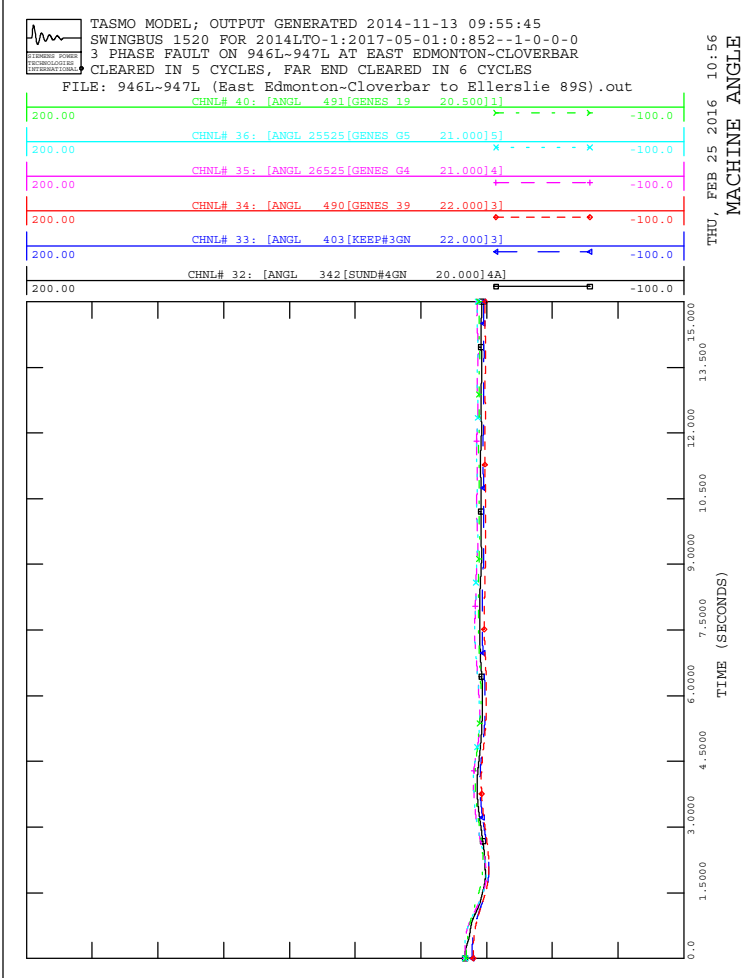
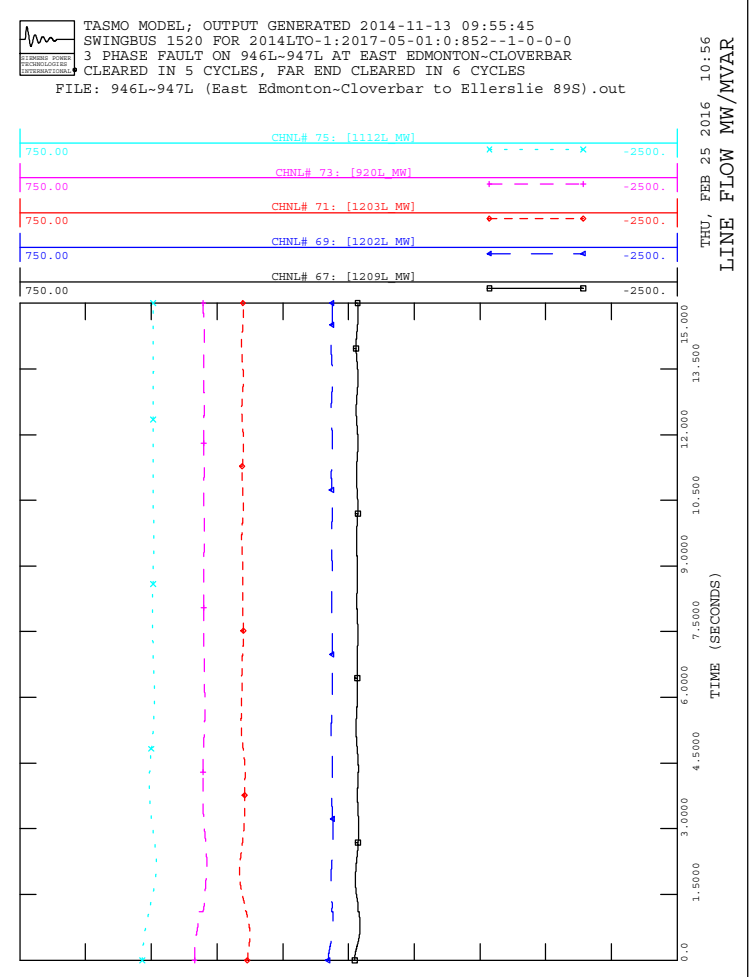
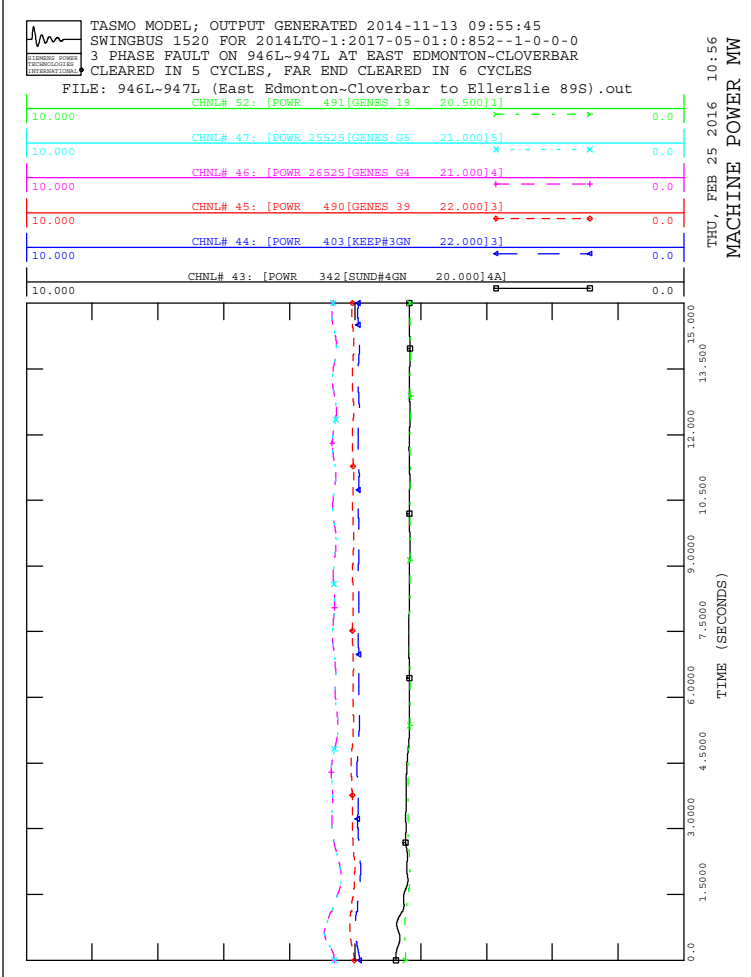






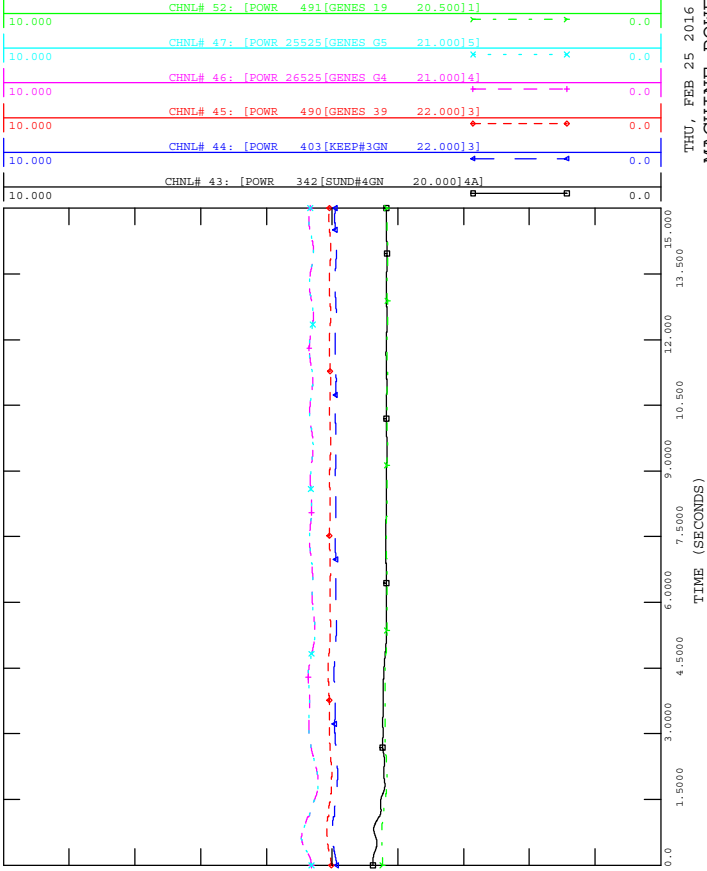




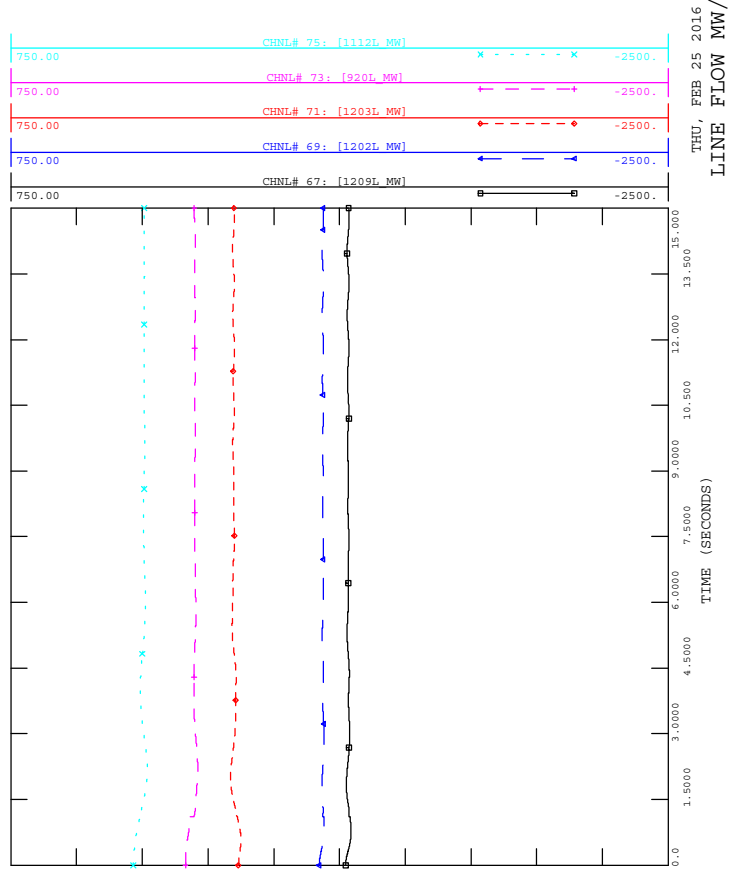




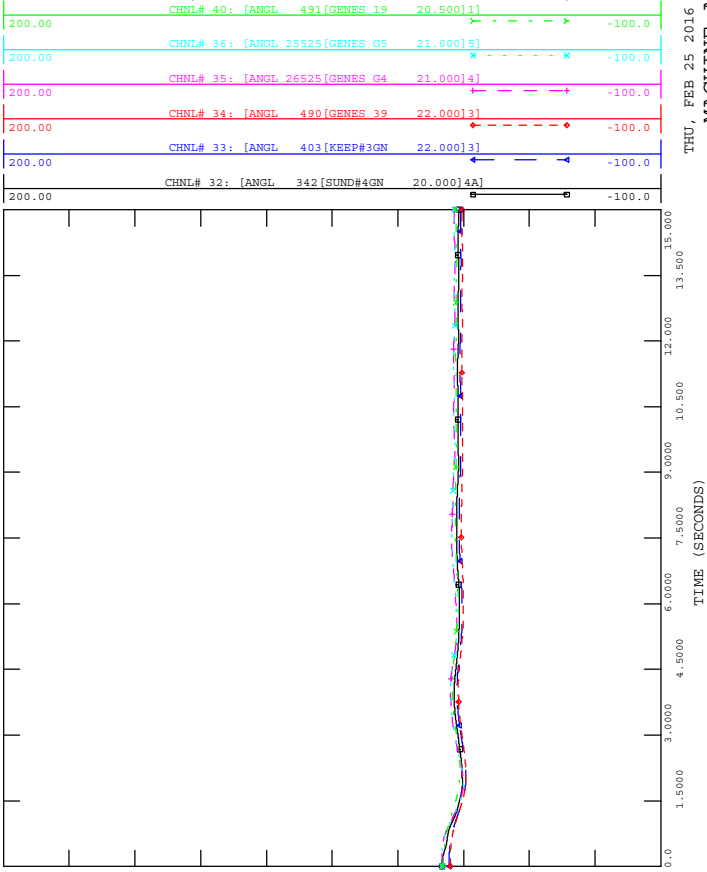
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 3 PHASE FAULT ON 946L-947L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (Ellerslie 89S to East Edmonton-Cloverbar).out



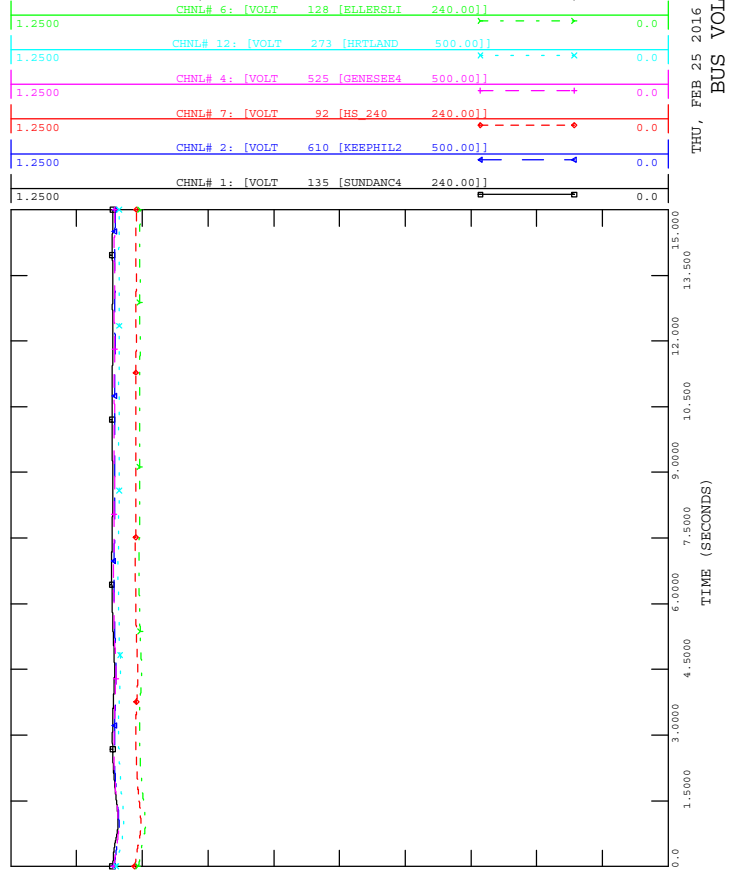
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (Ellerslie 89S to East Edmonton-Cloverbar).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (Ellerslie 89S to East Edmonton-Cloverbar).out

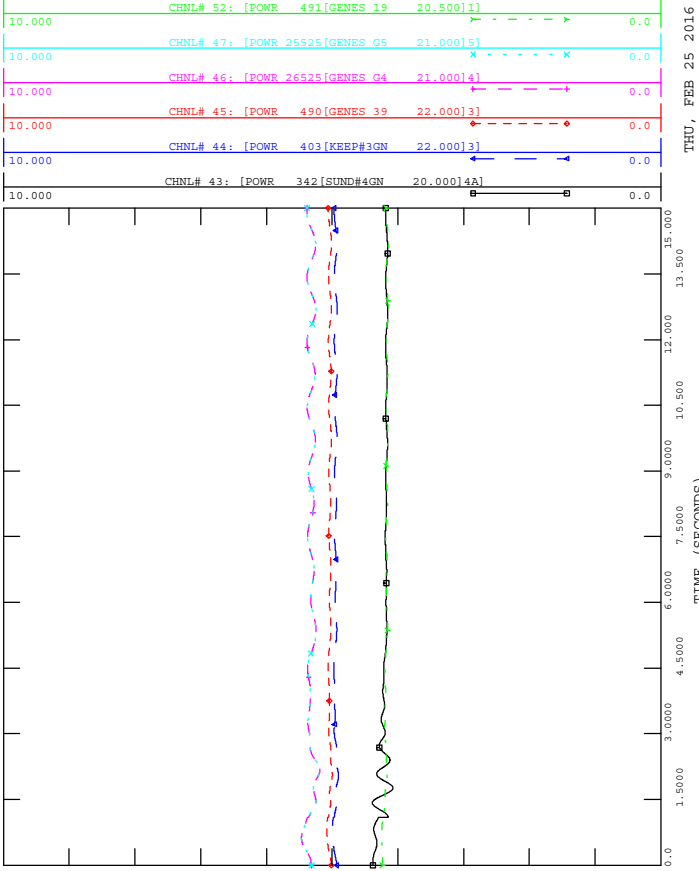


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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (Ellerslie 89S to East Edmonton-Cloverbar).out

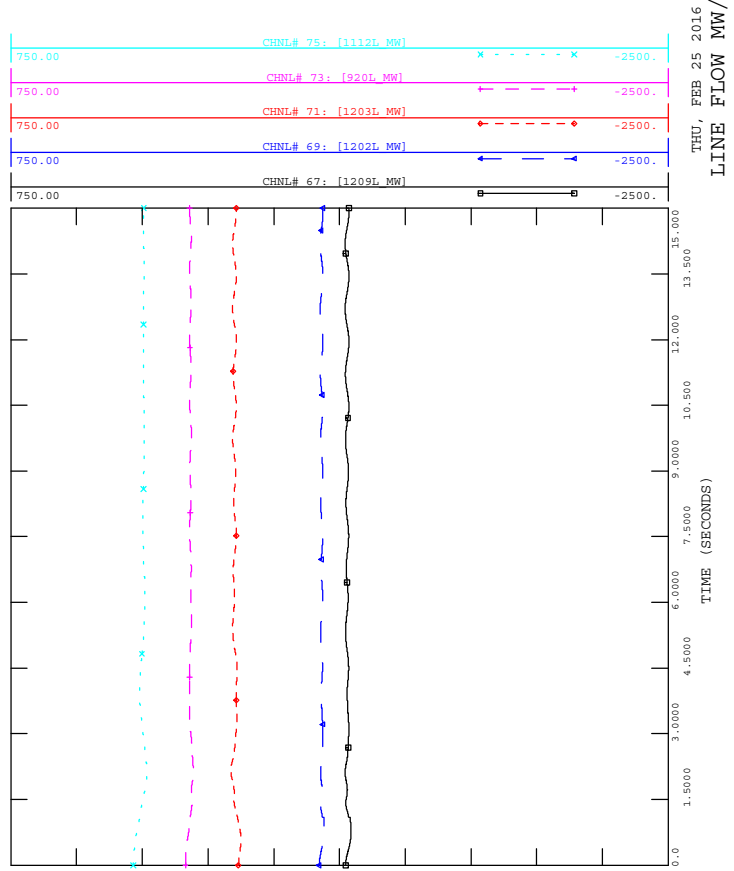




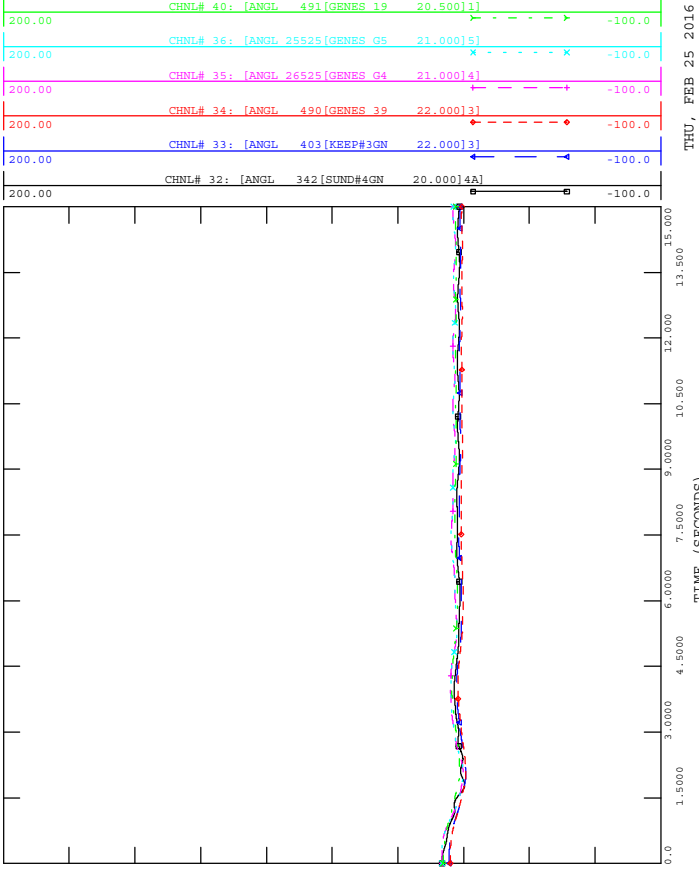
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out



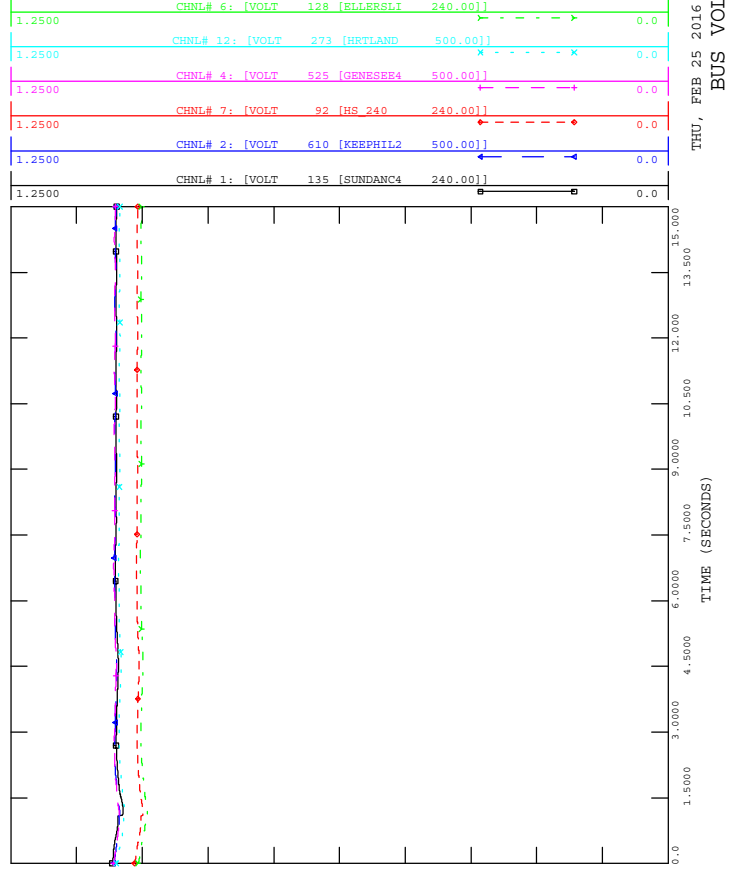
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

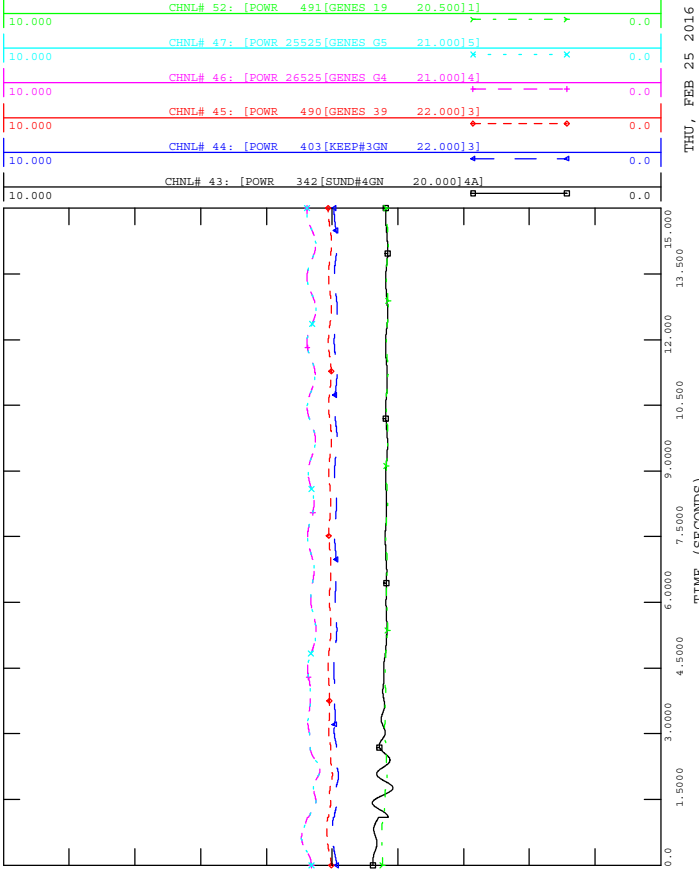


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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

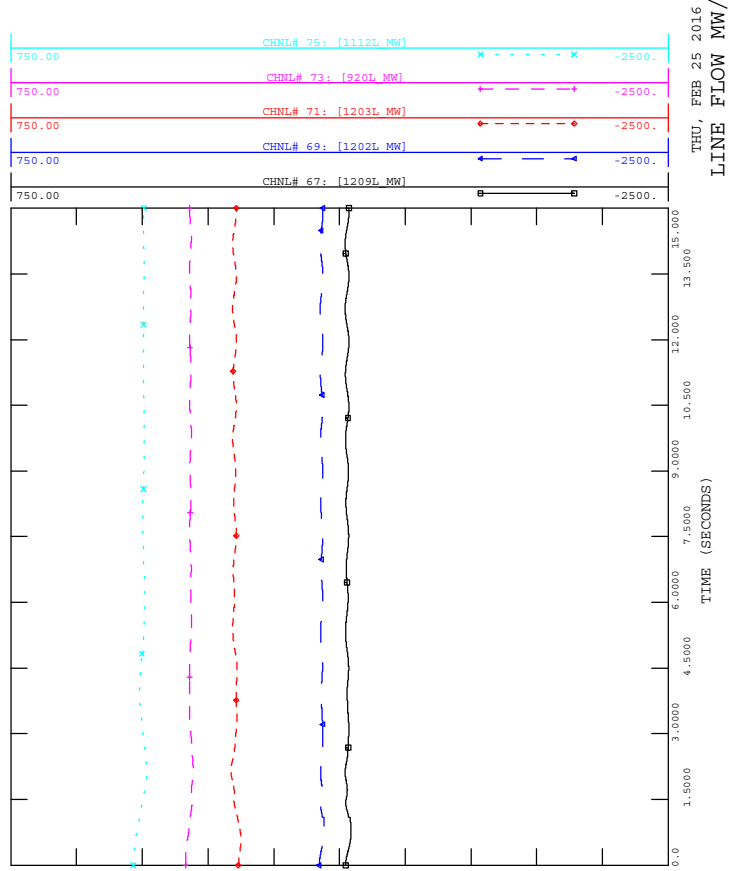




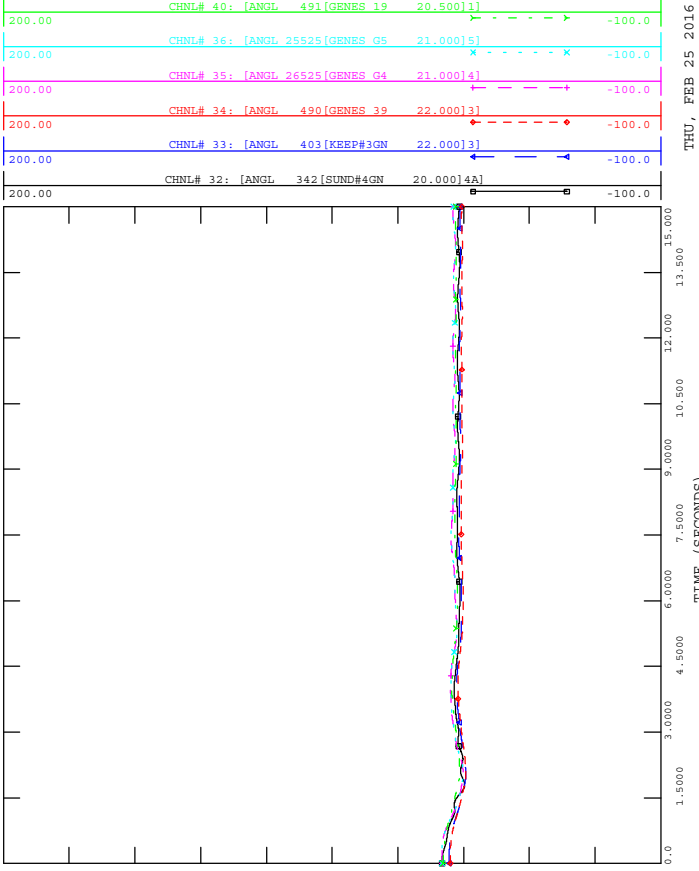
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



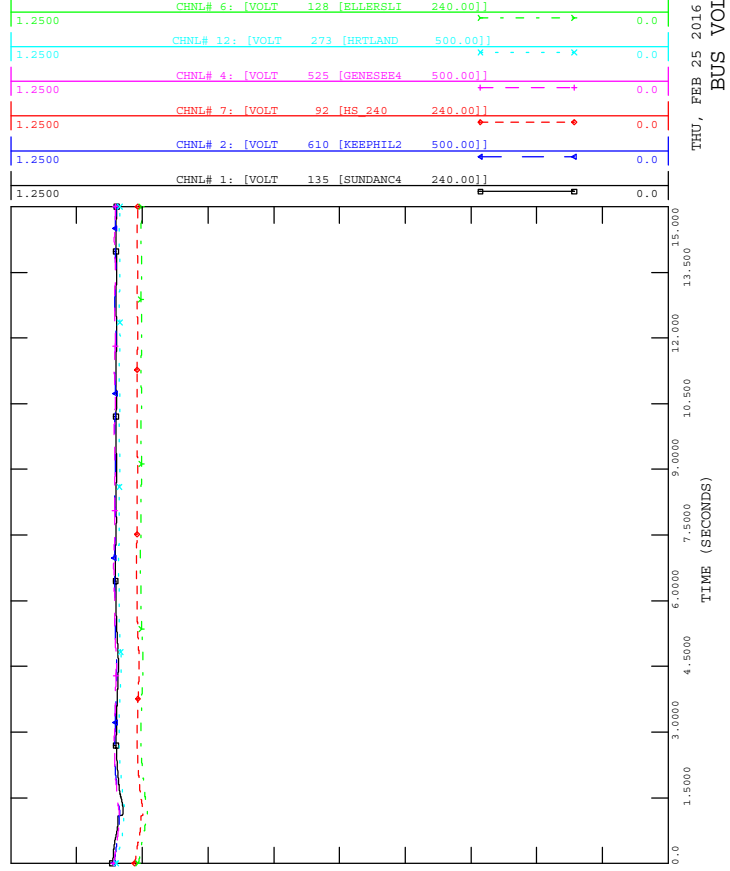
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out

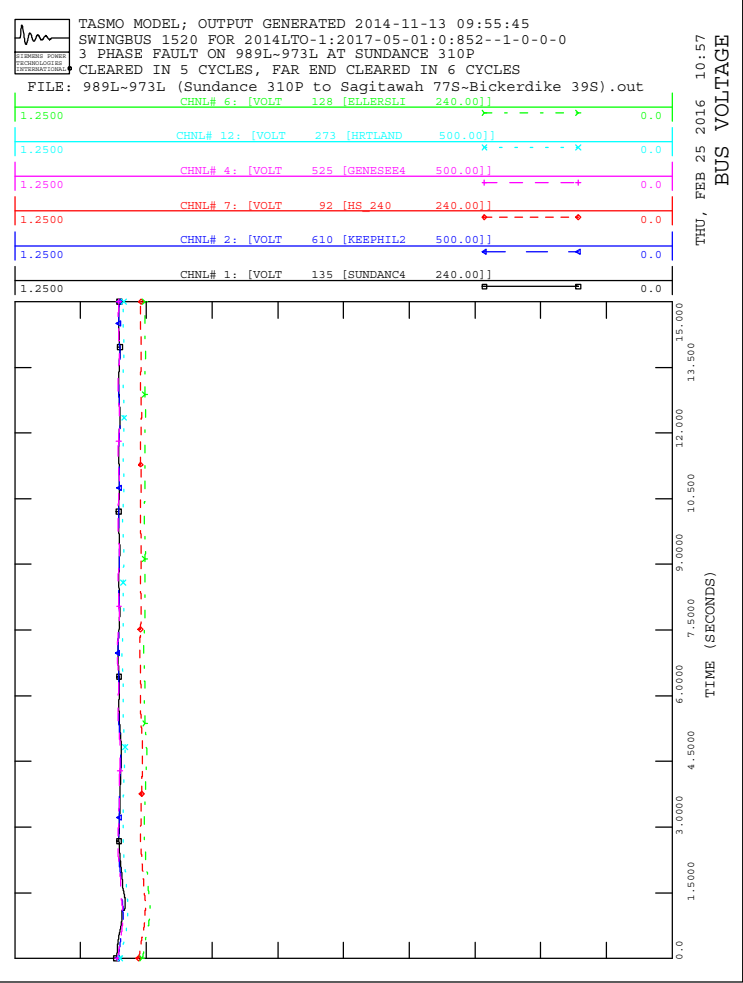
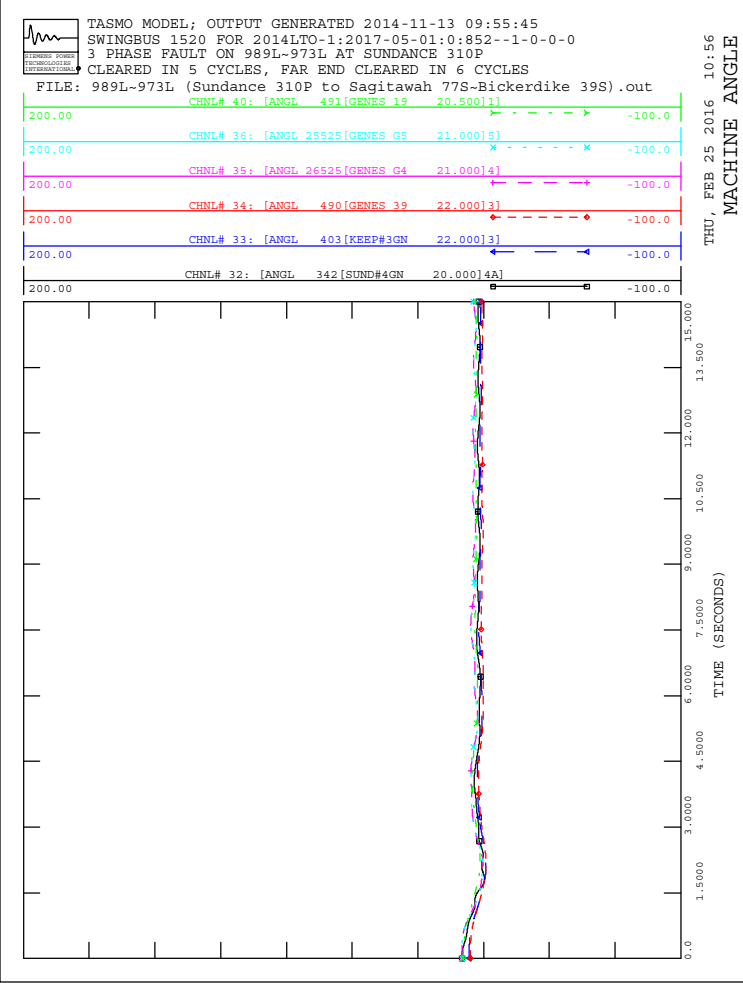
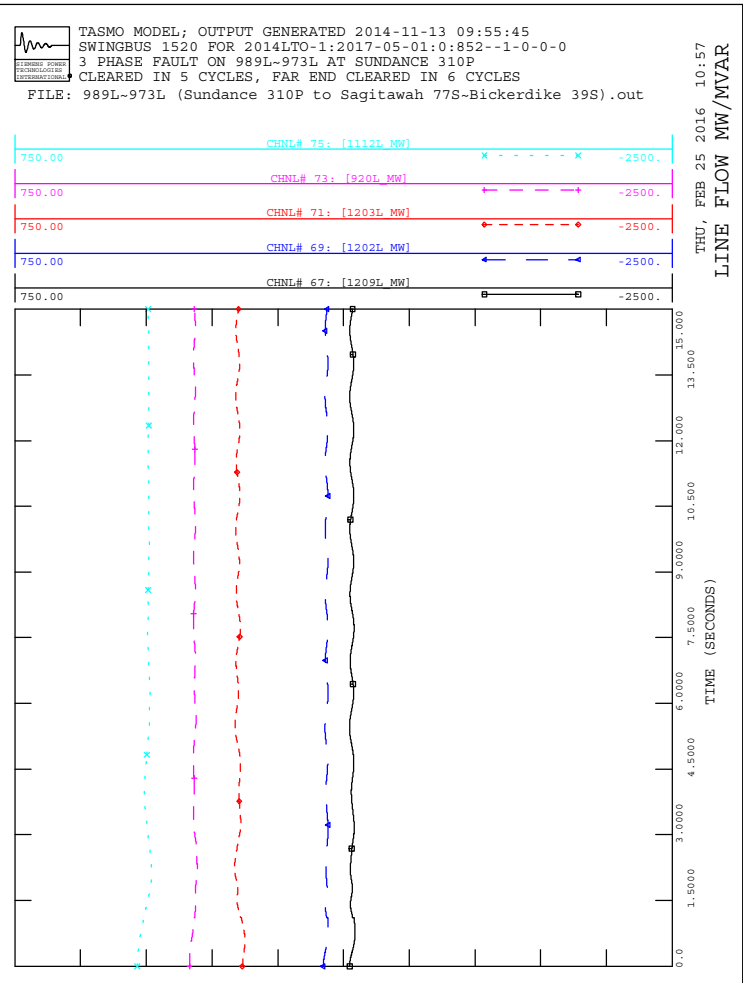
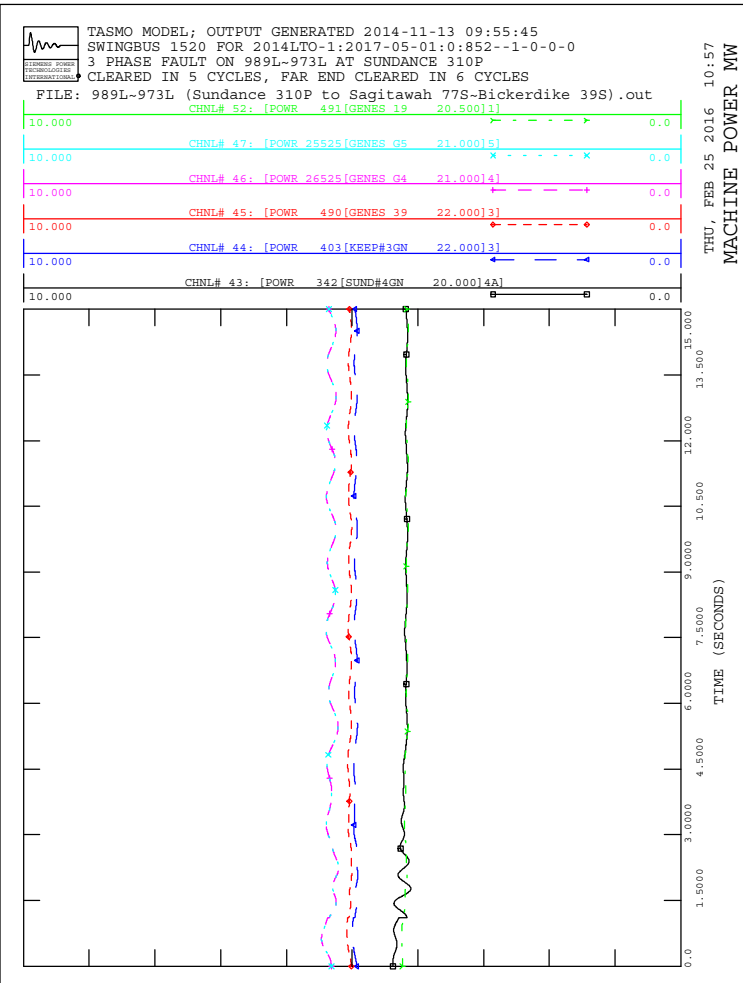


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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



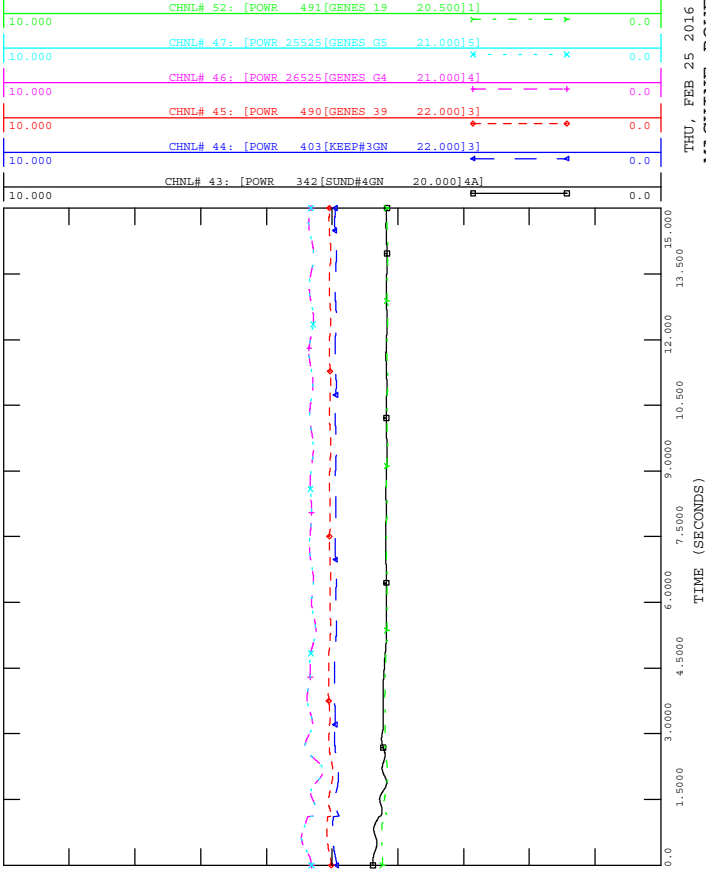
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 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



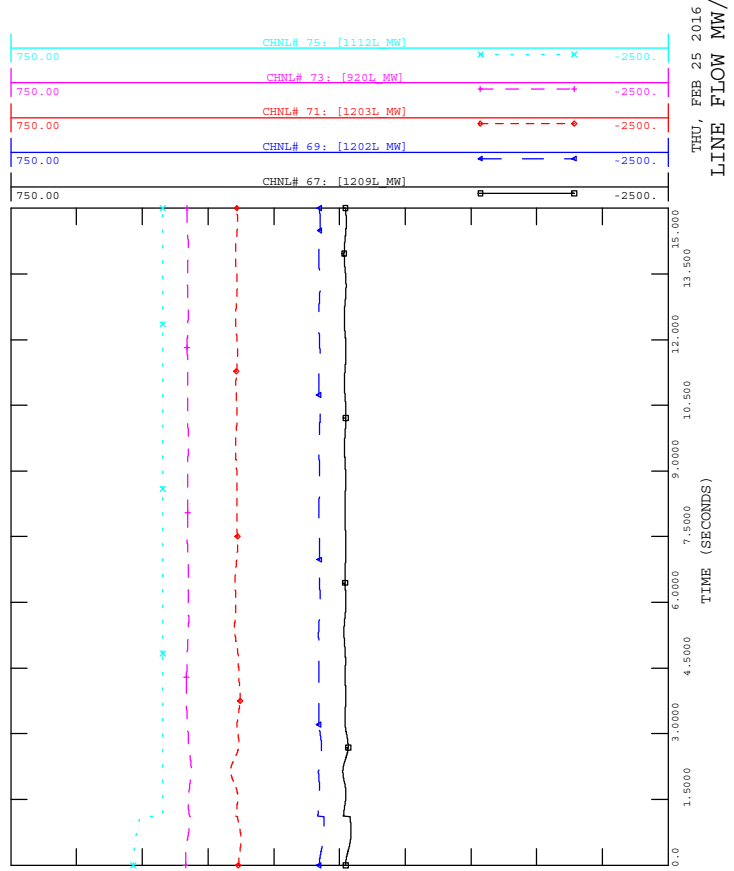




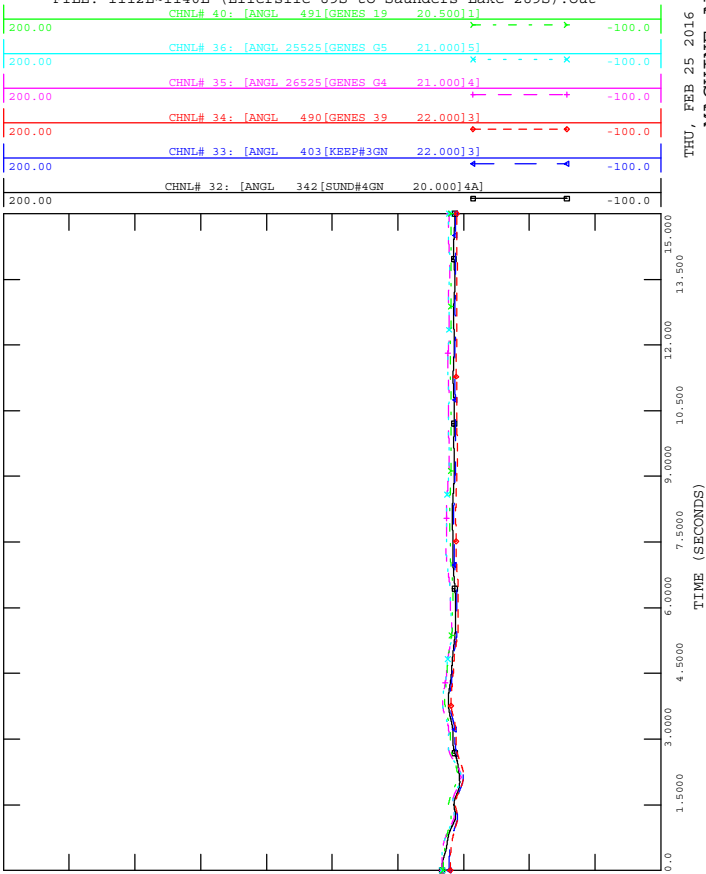
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 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



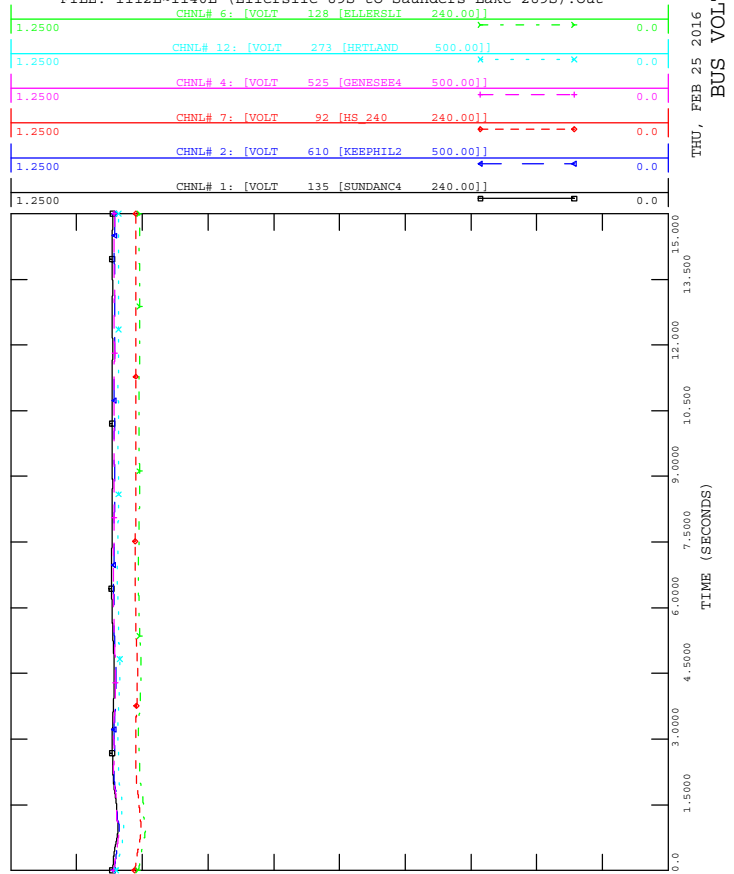
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out

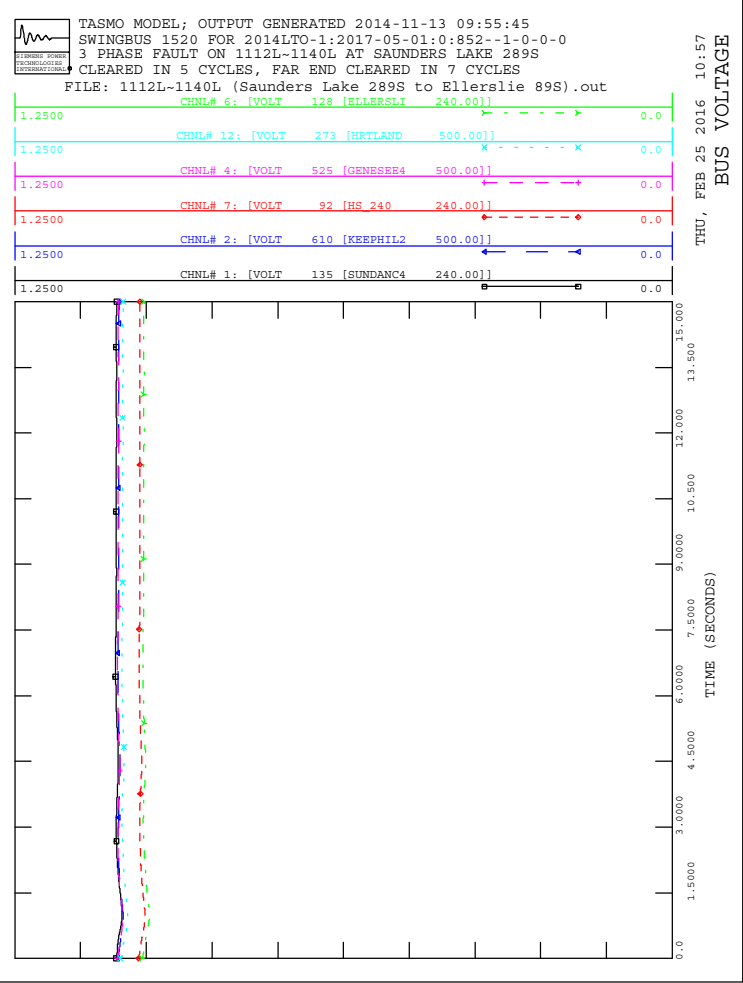
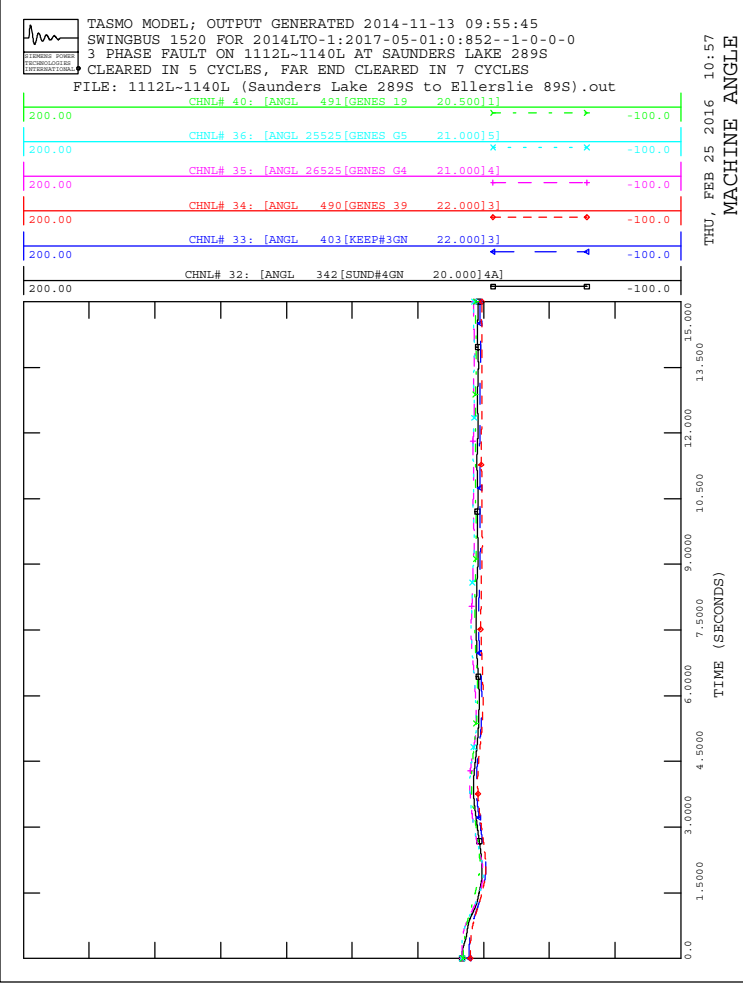
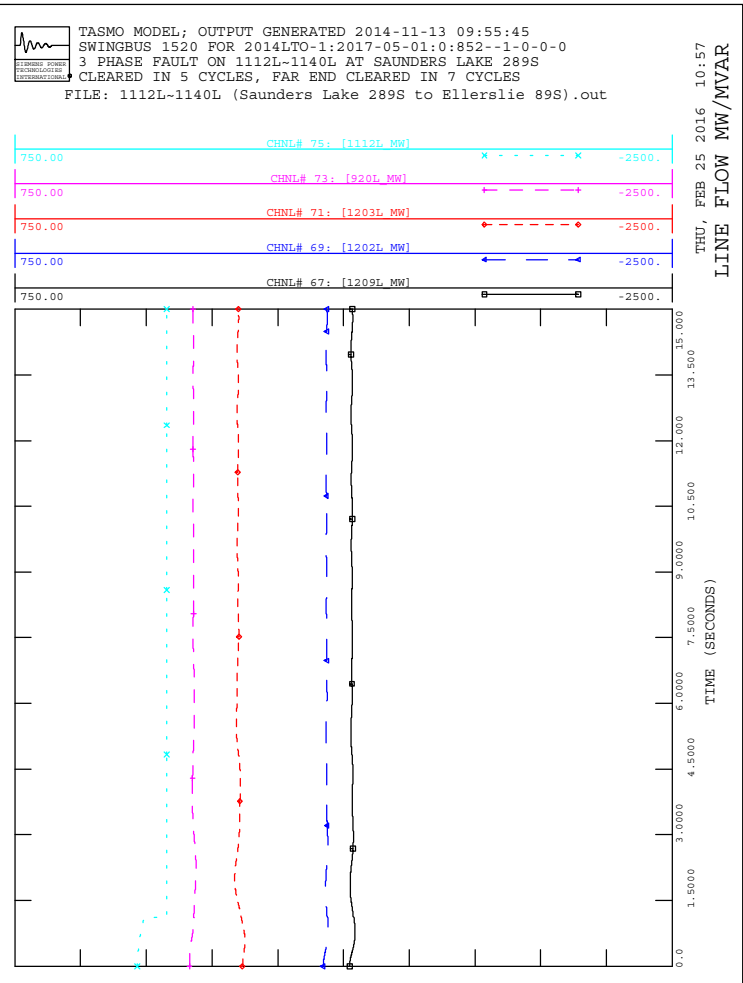
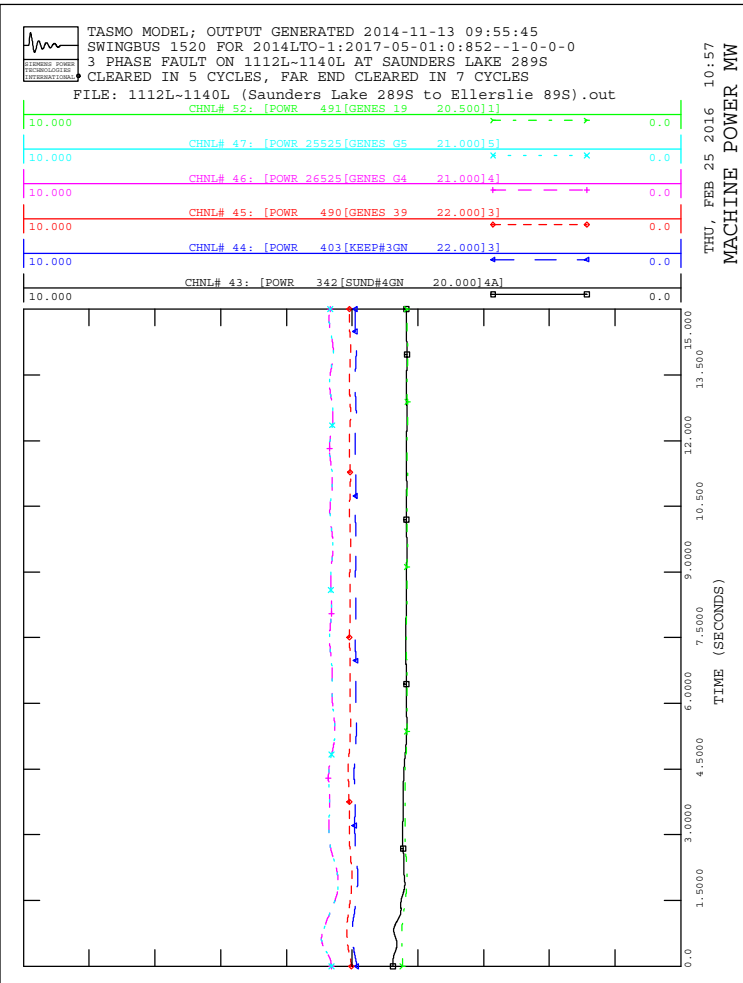


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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



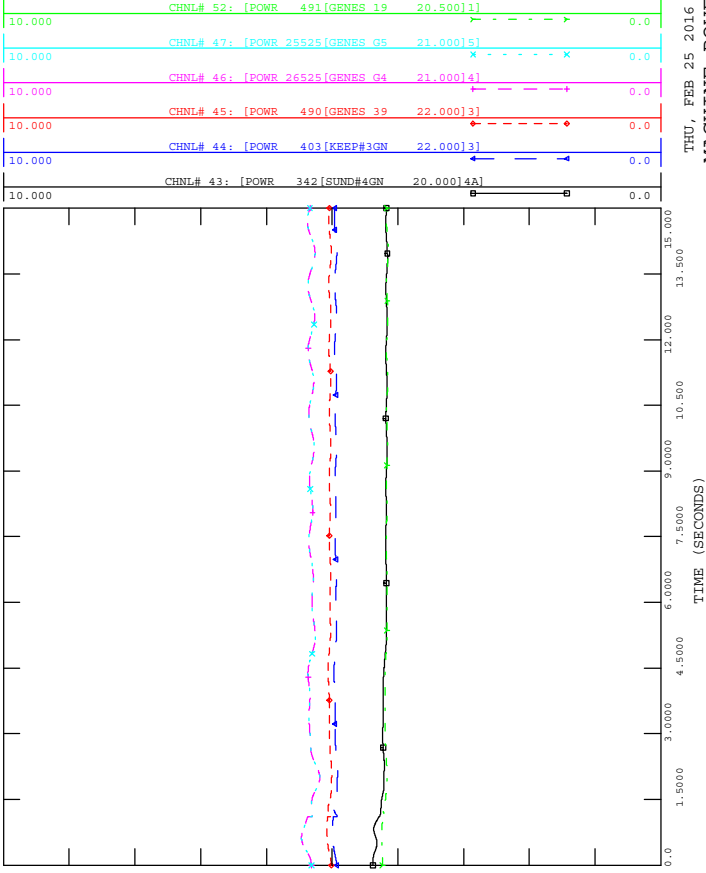
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



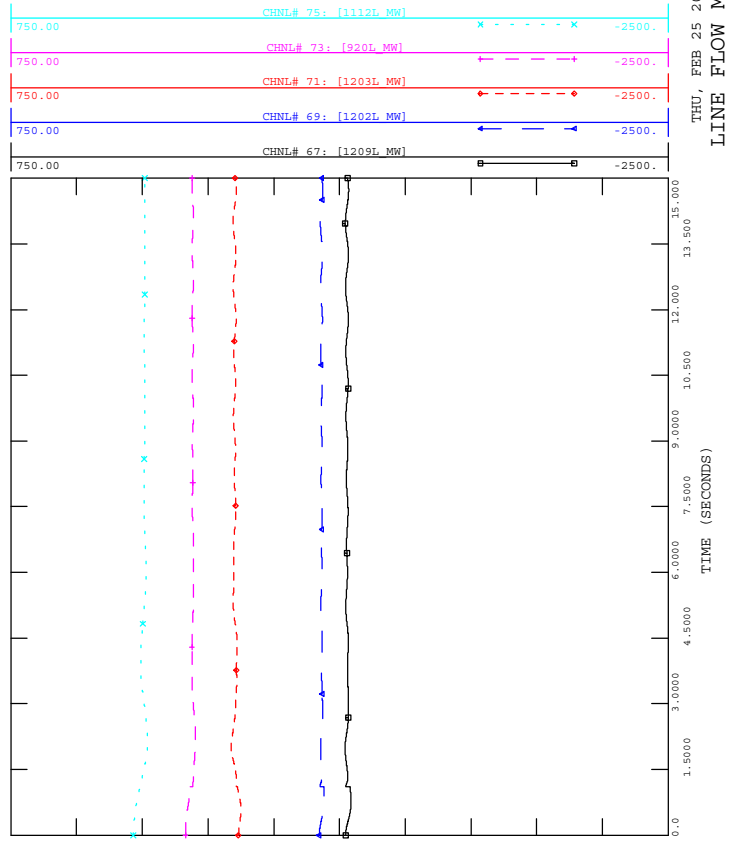




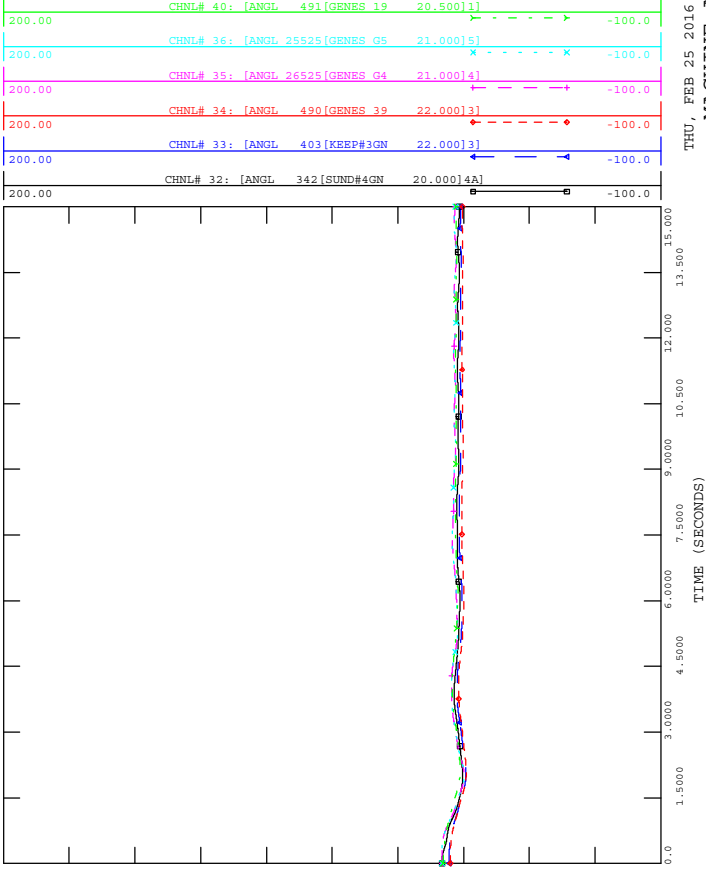
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out



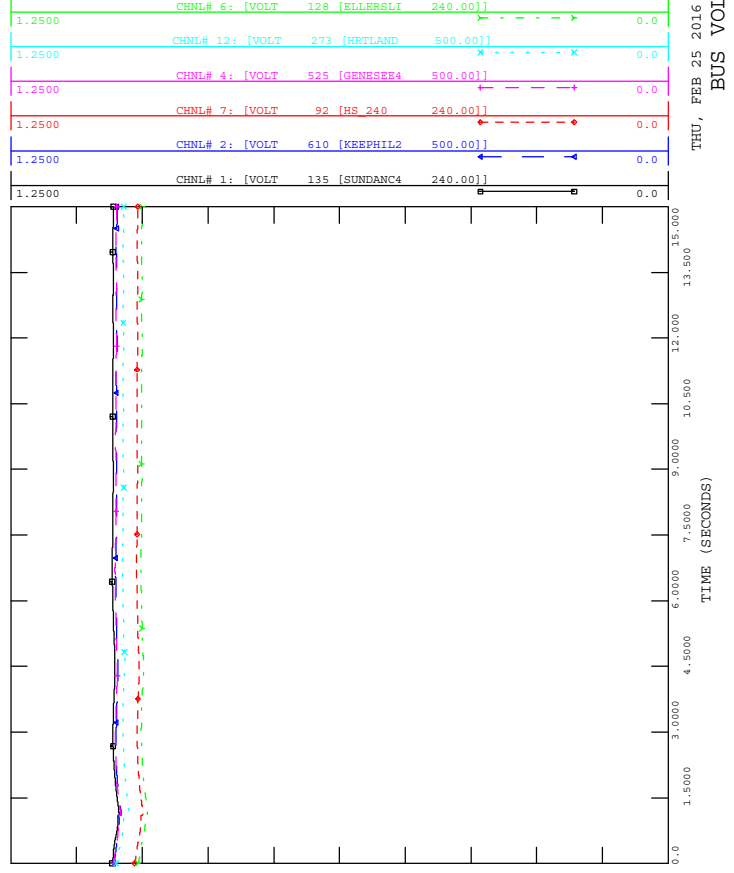
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out

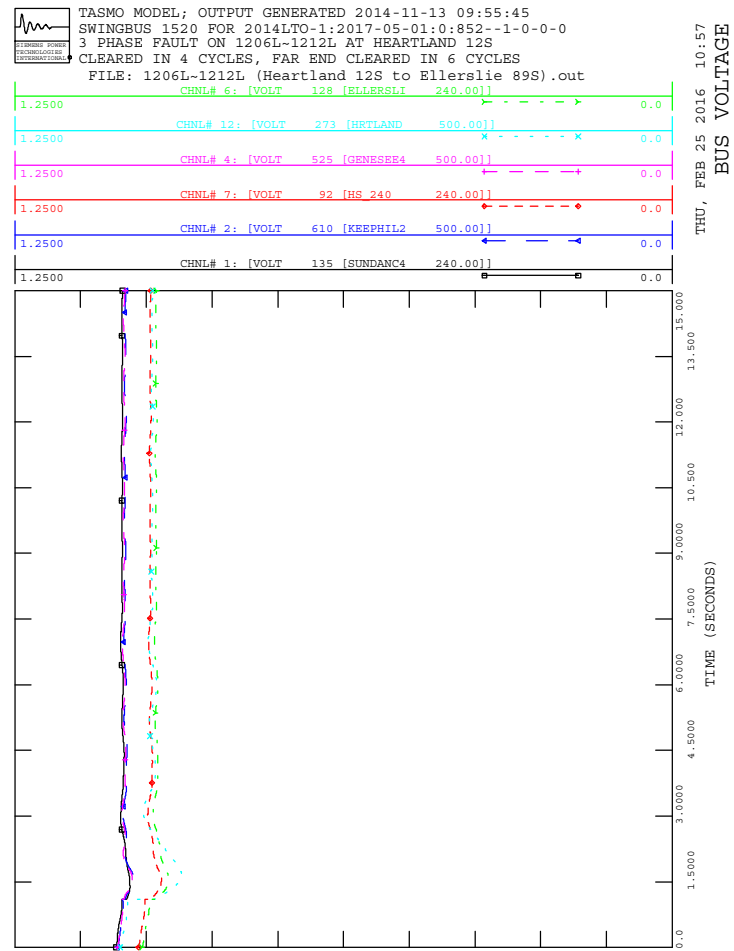
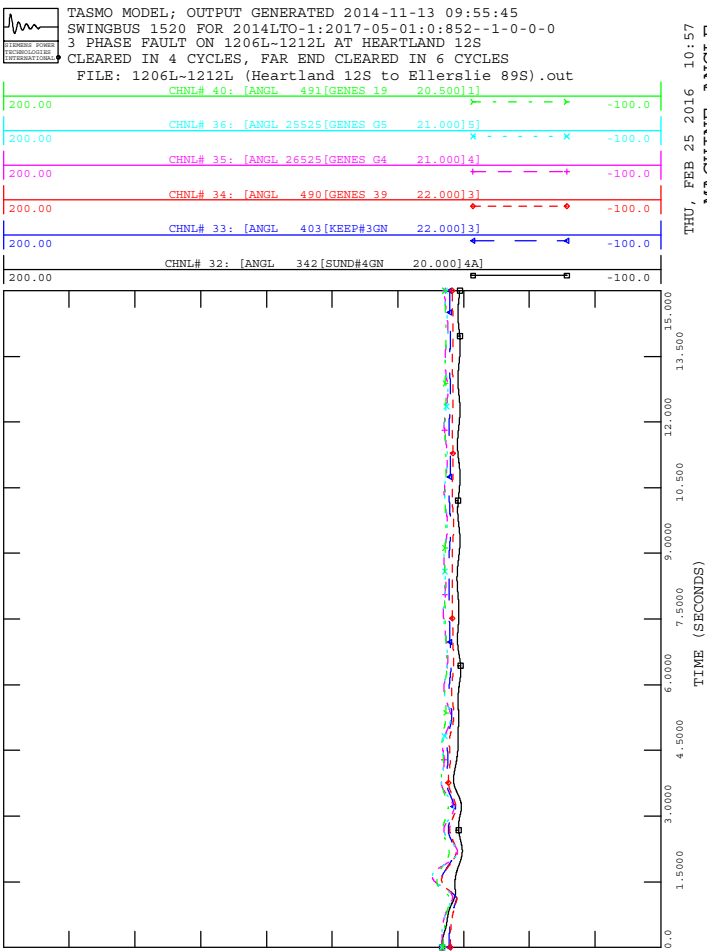
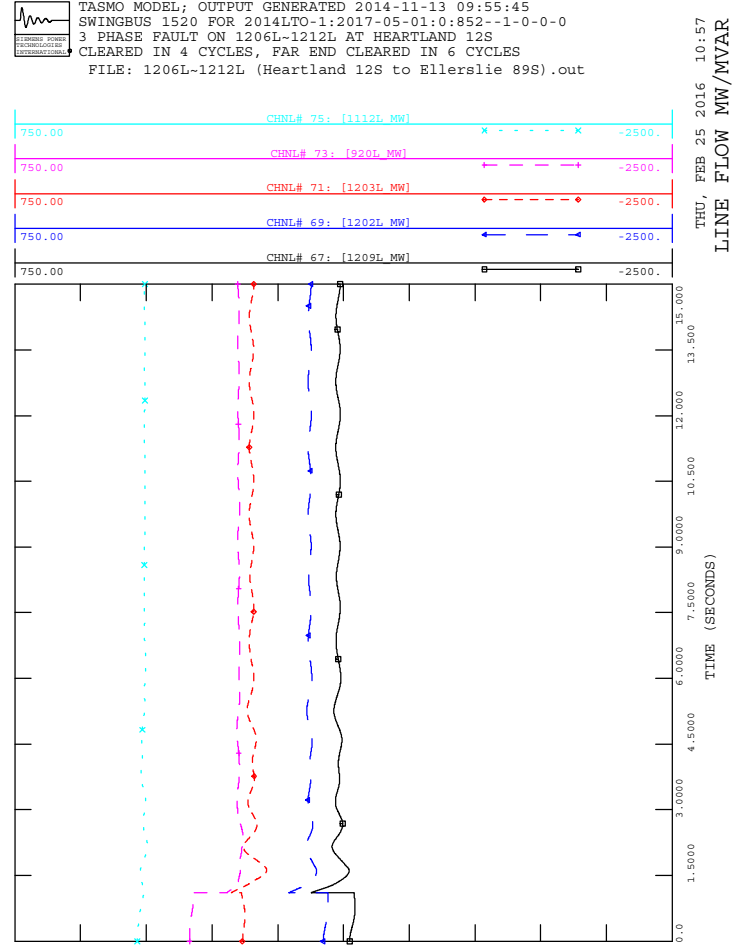
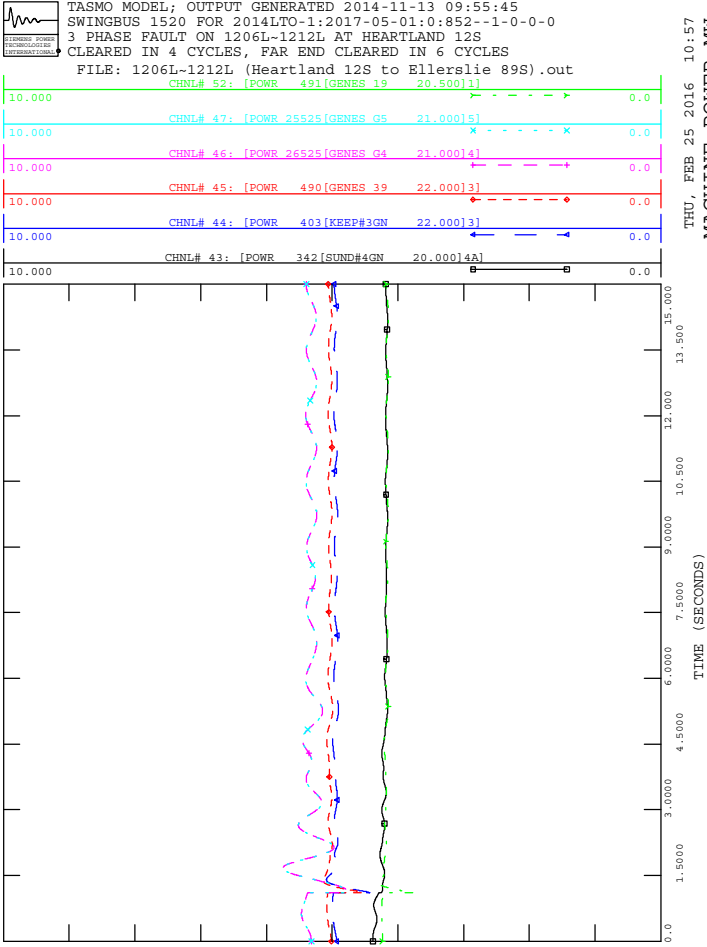


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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out



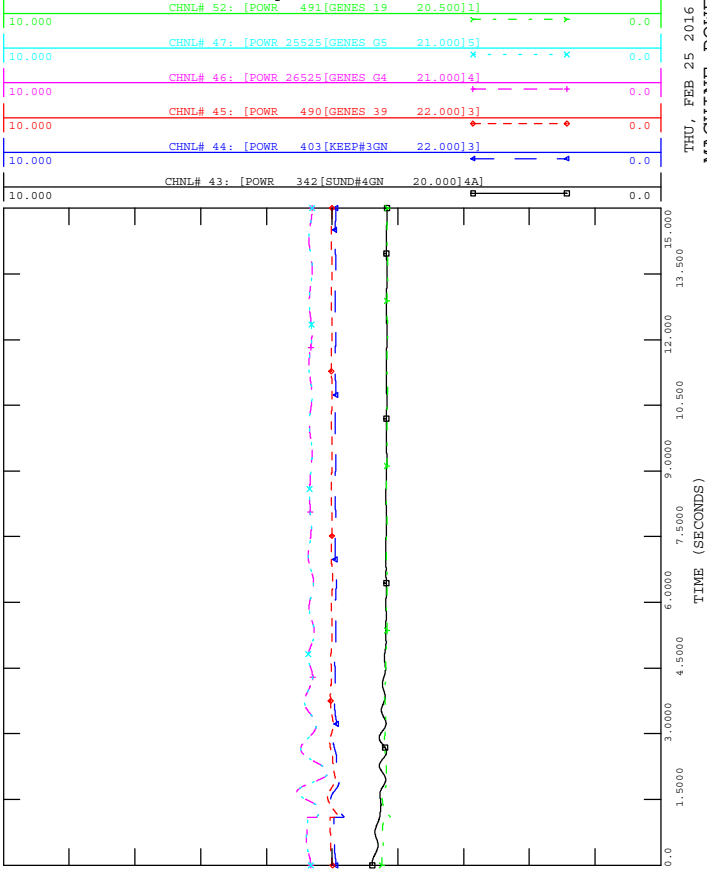
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out



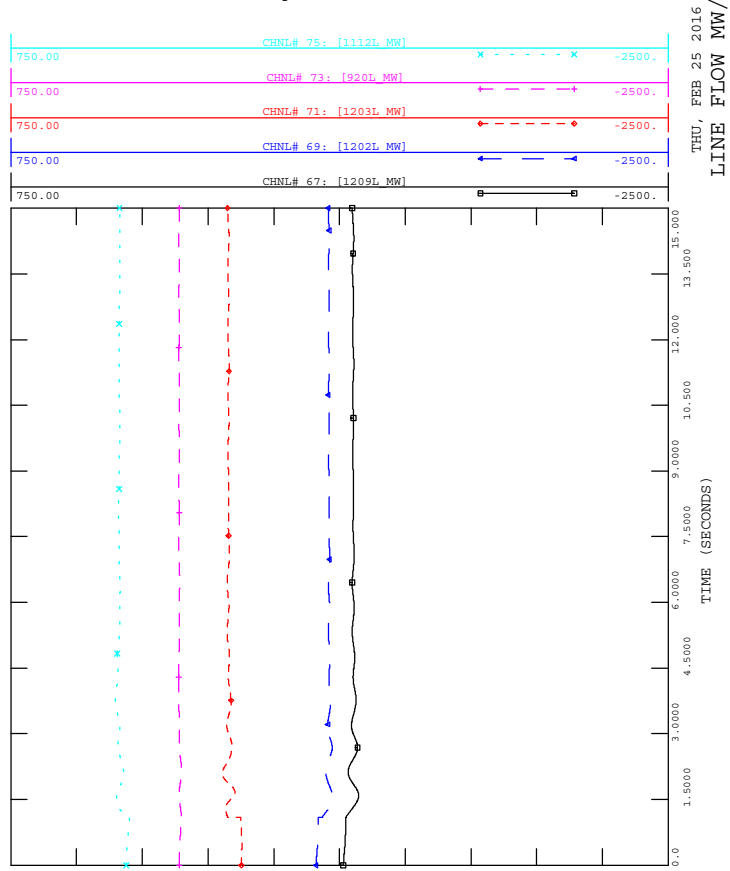




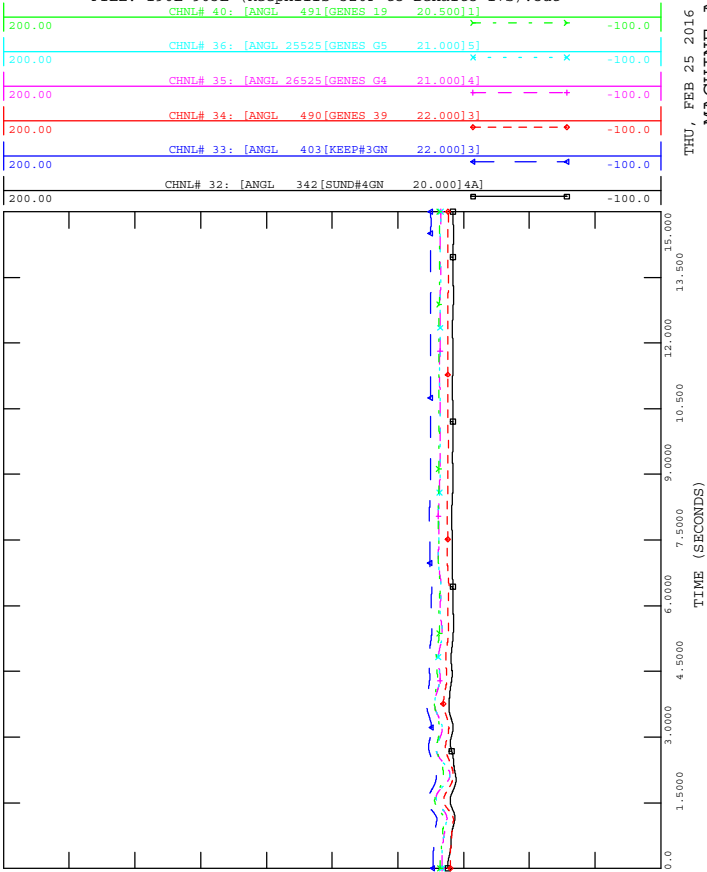
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



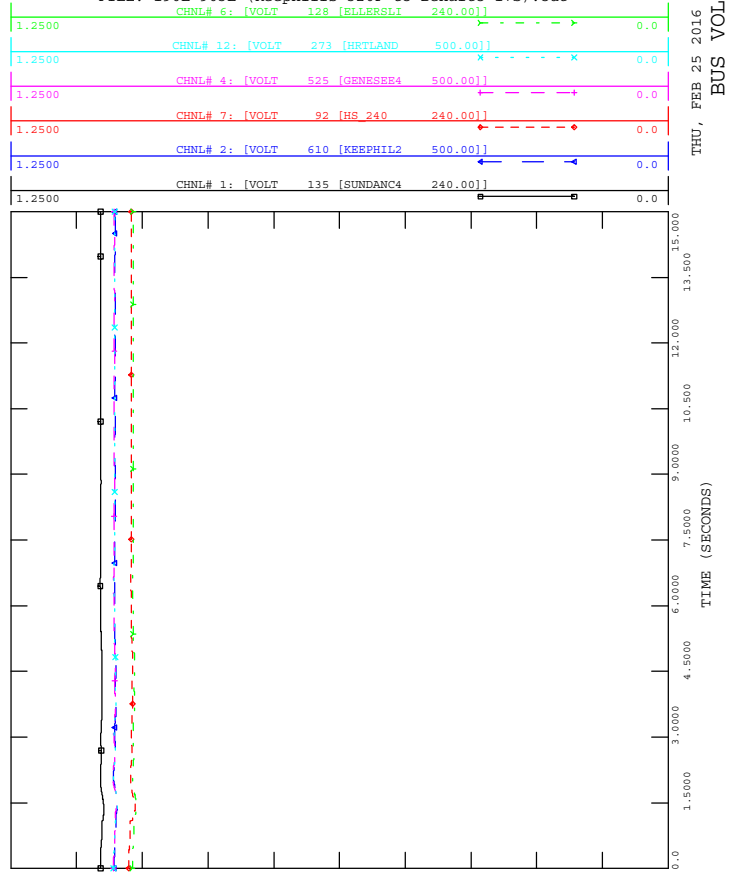
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 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

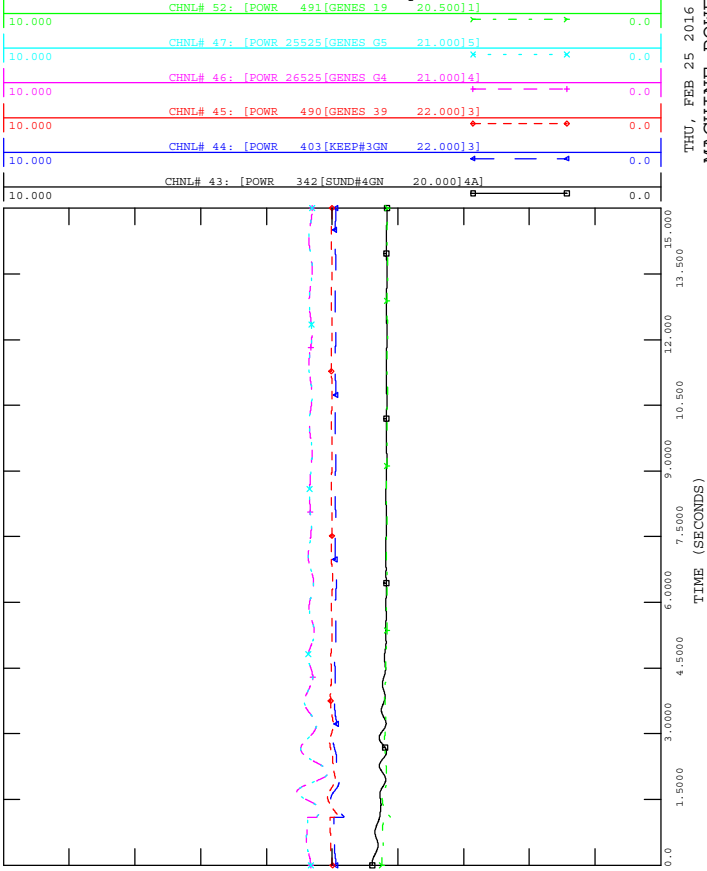


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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

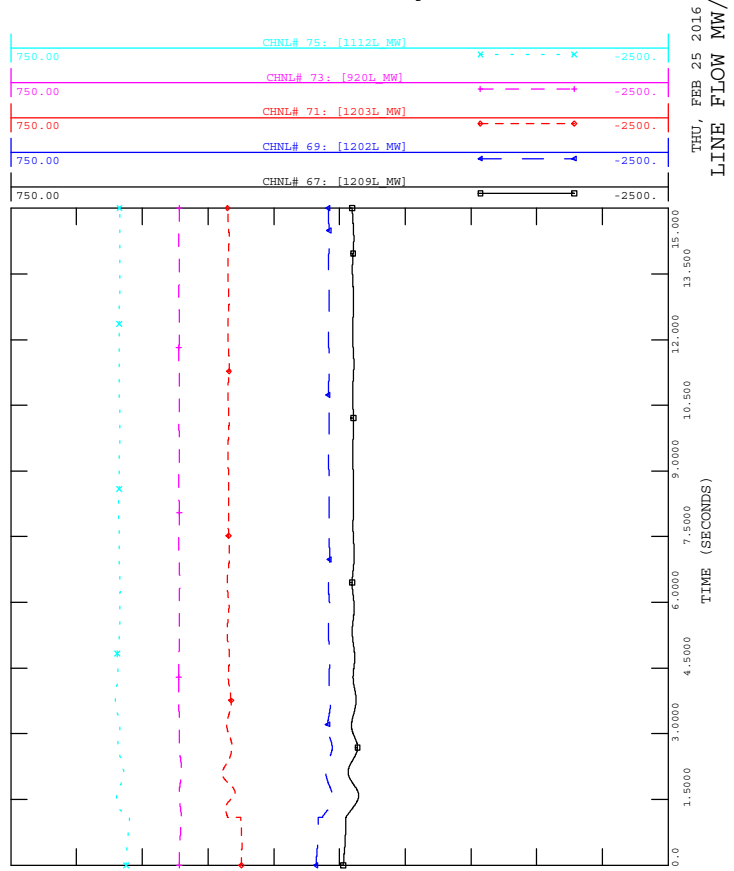




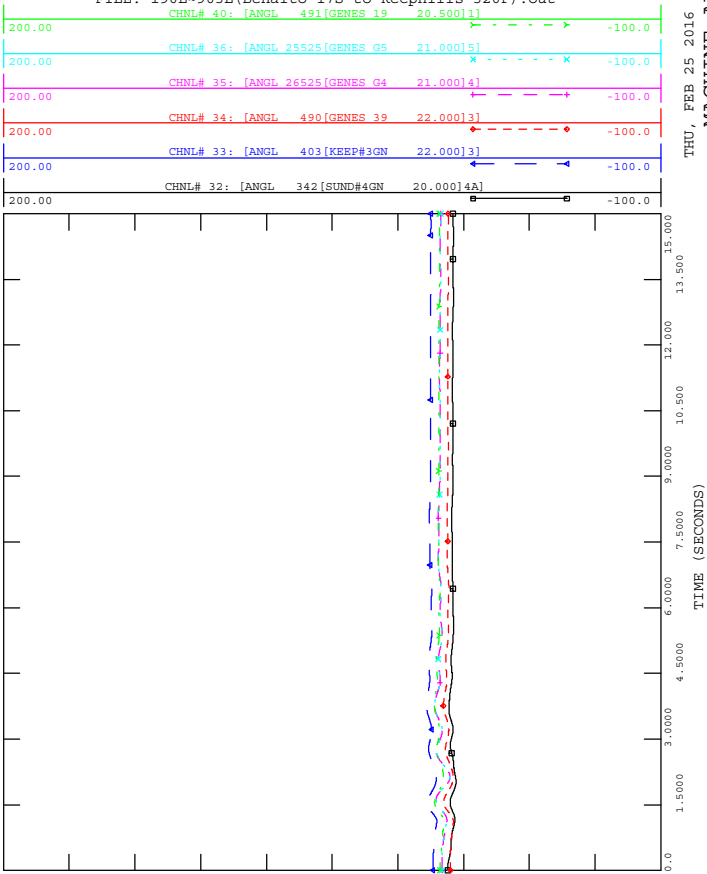
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out



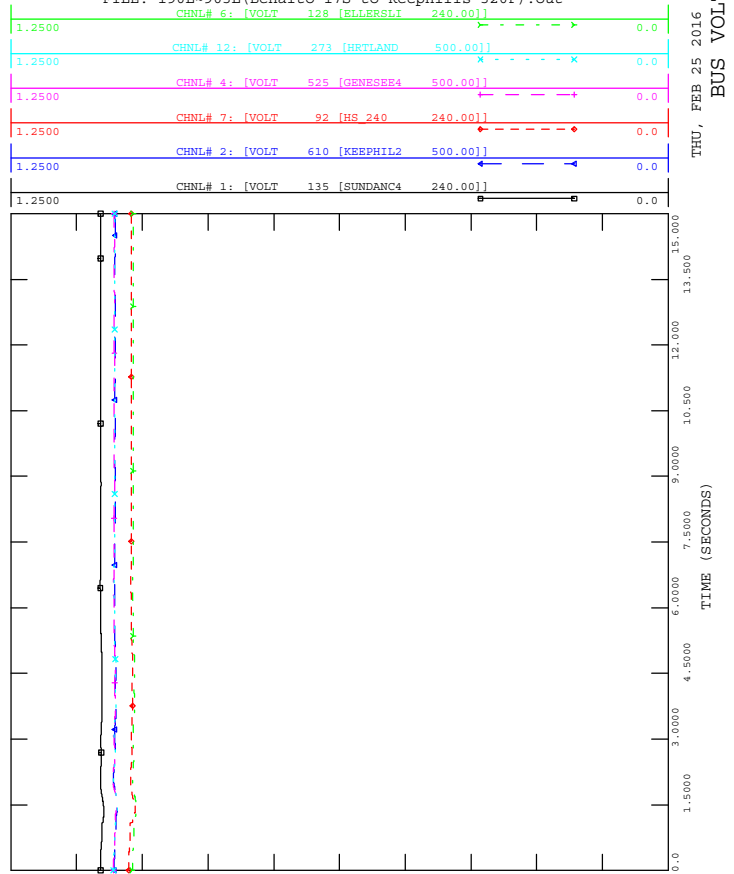
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out

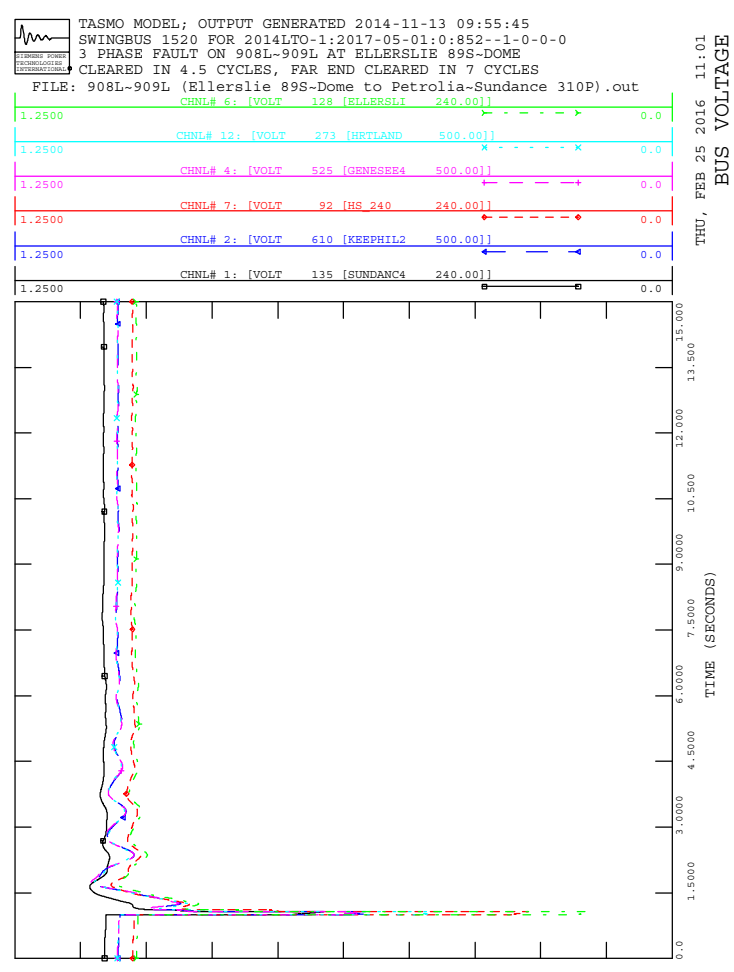
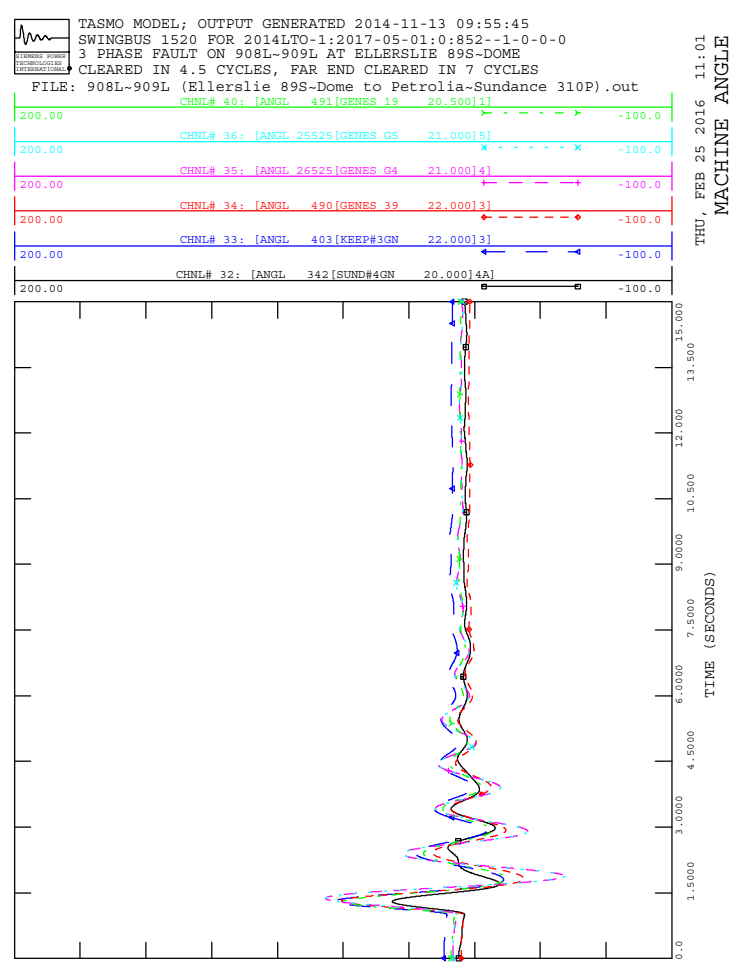
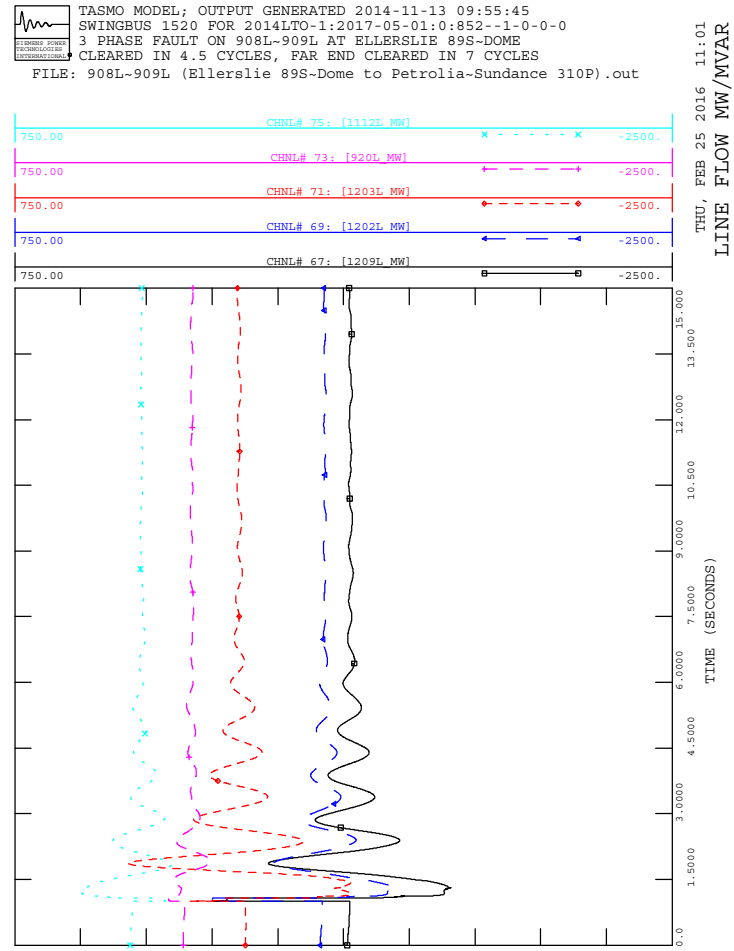
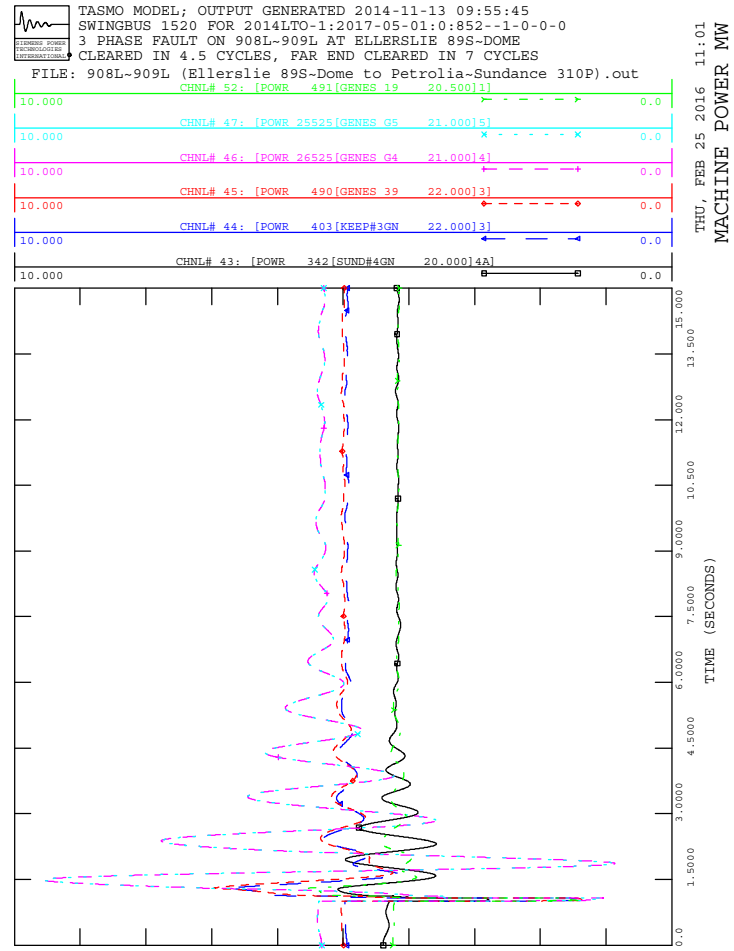


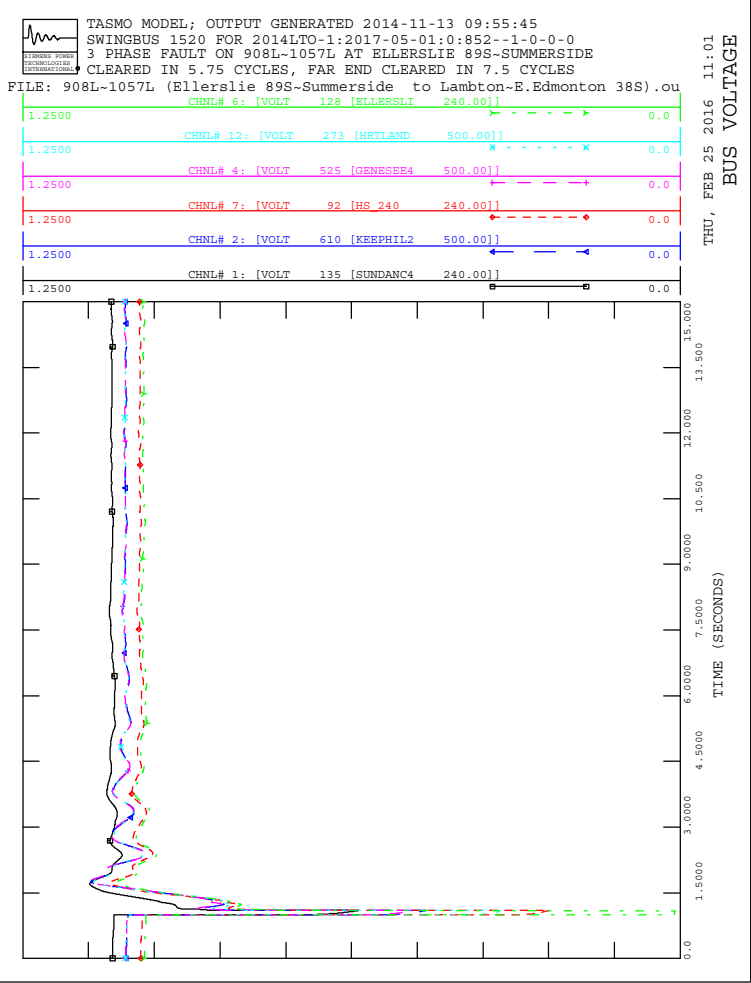
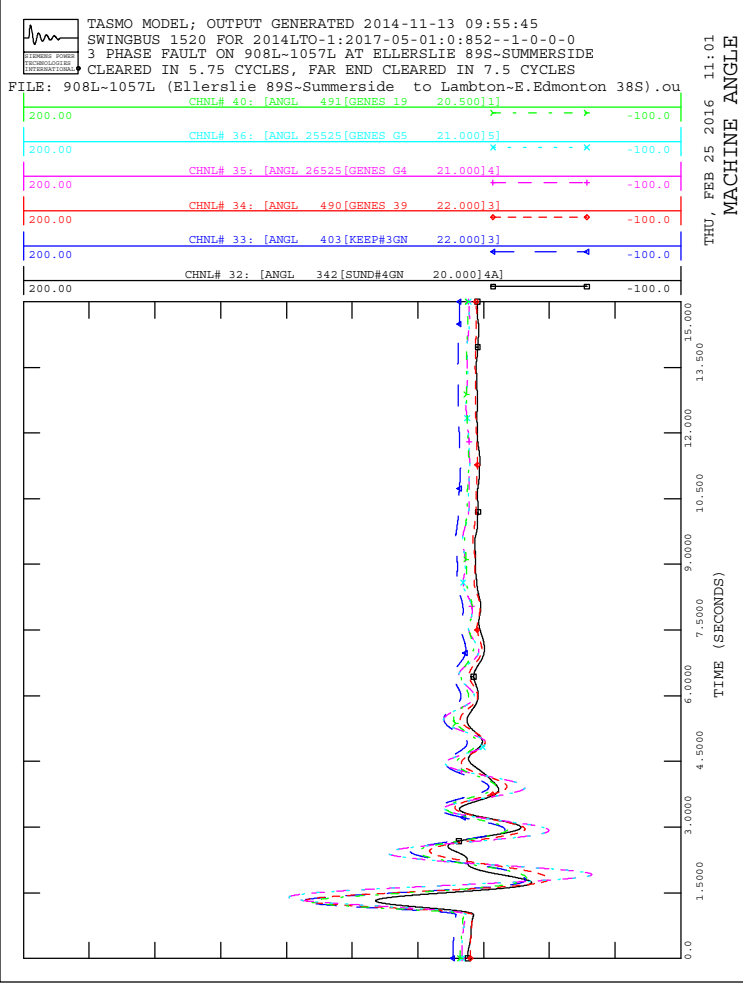
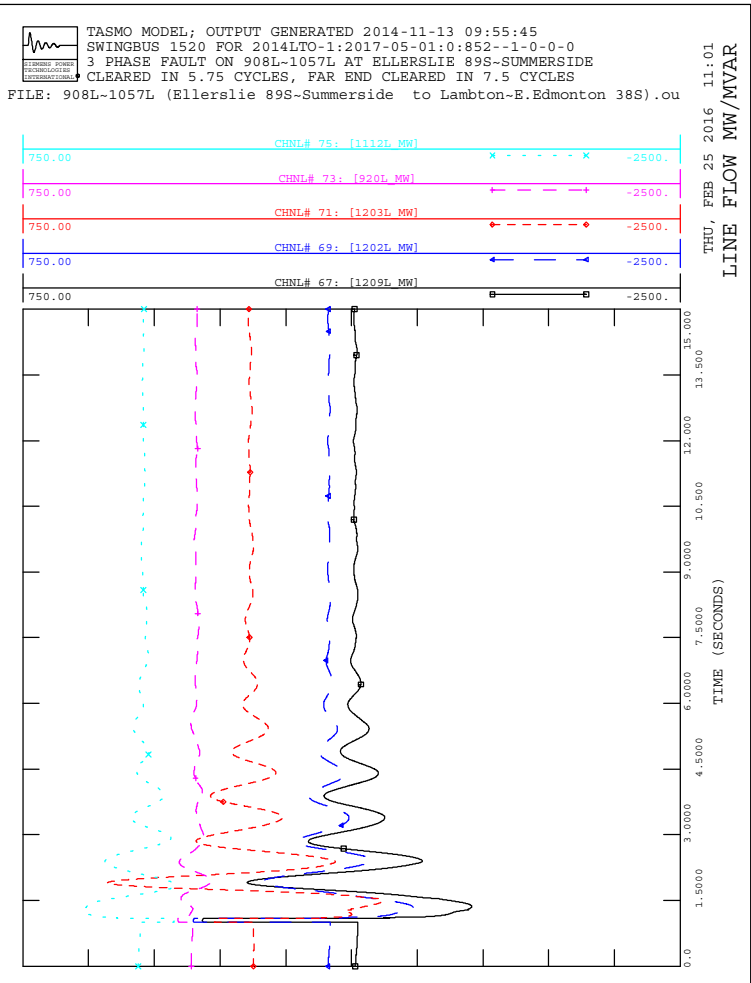
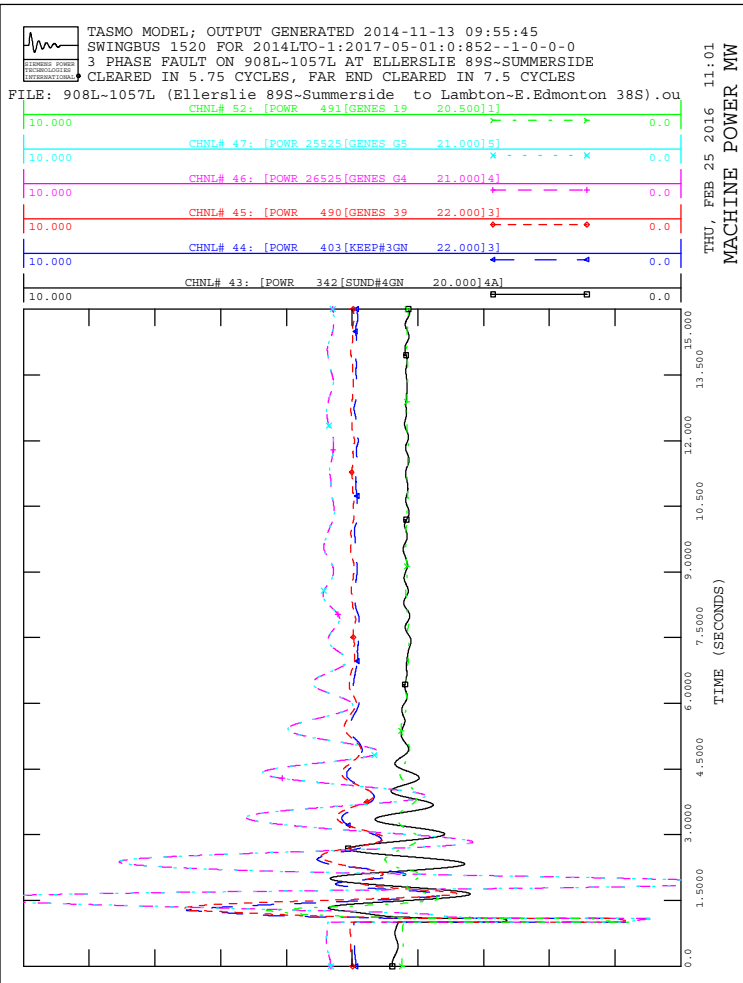
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out

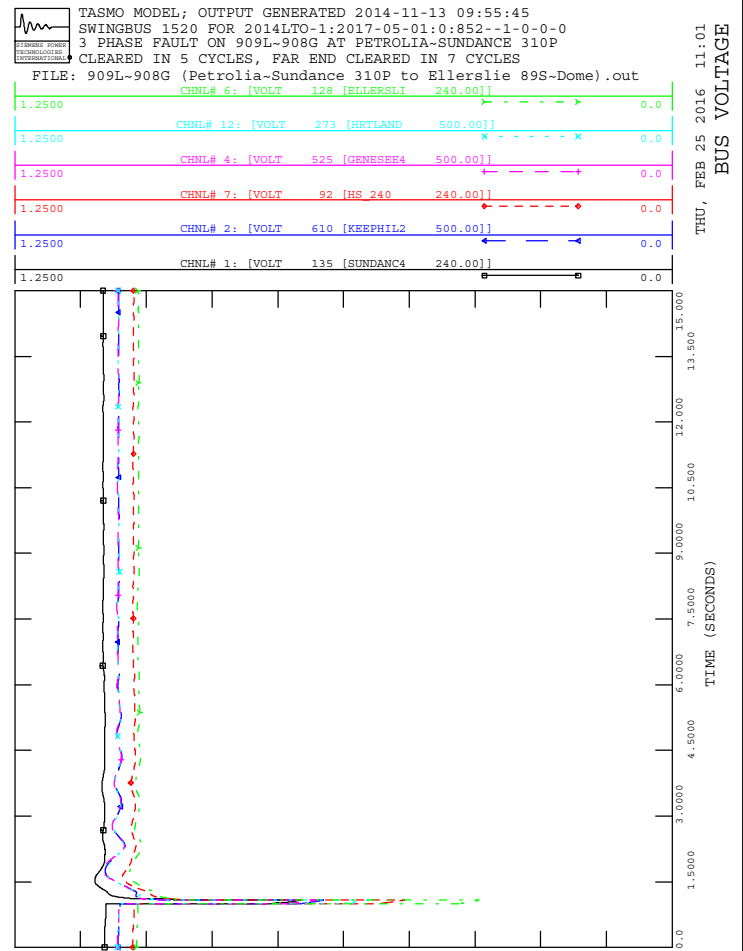
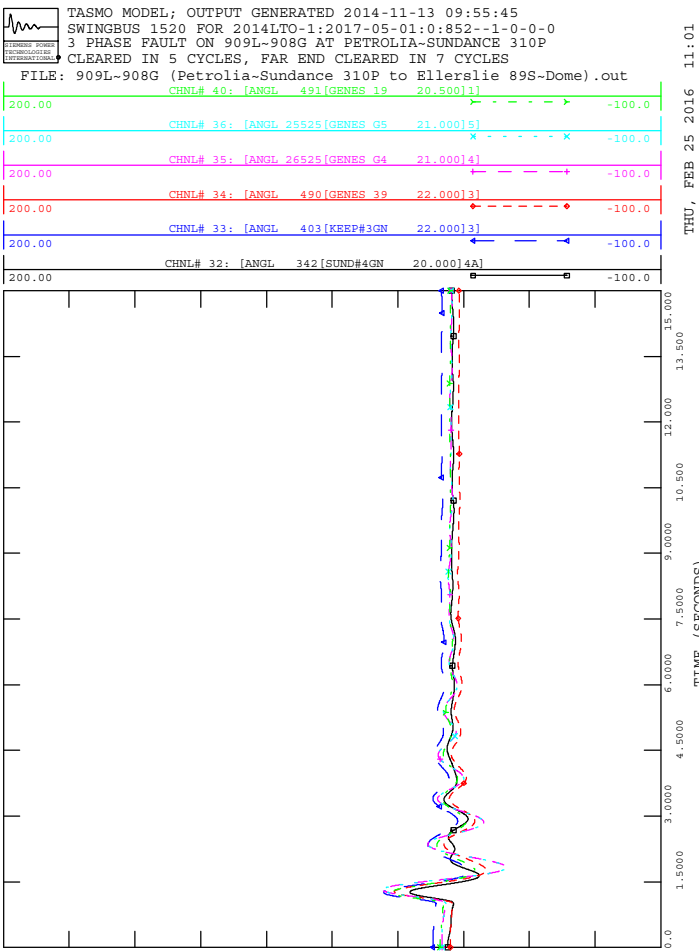
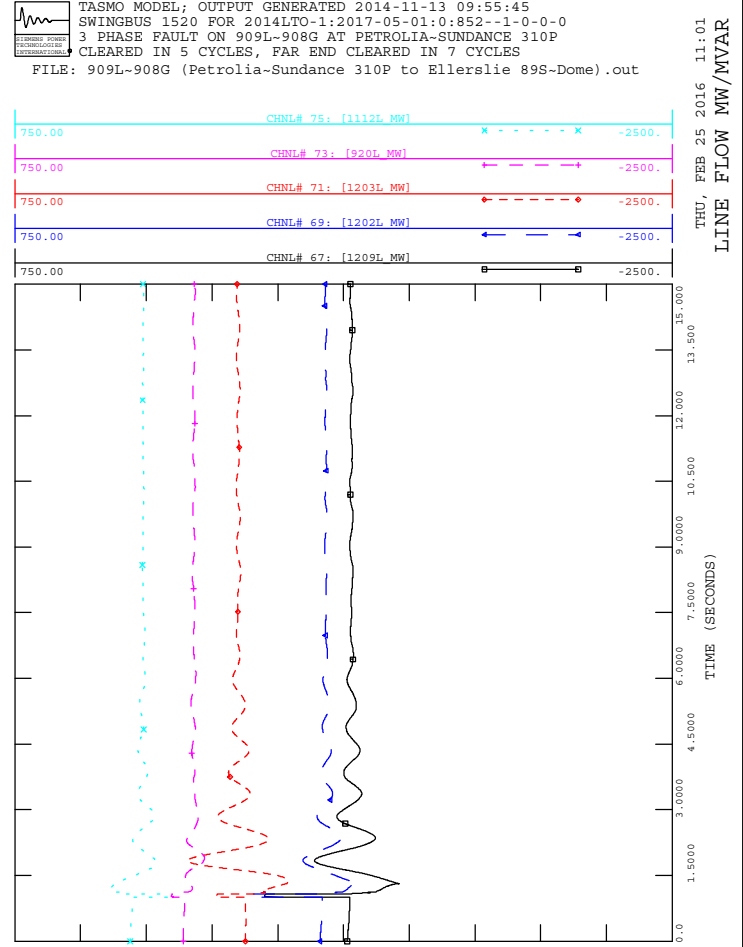
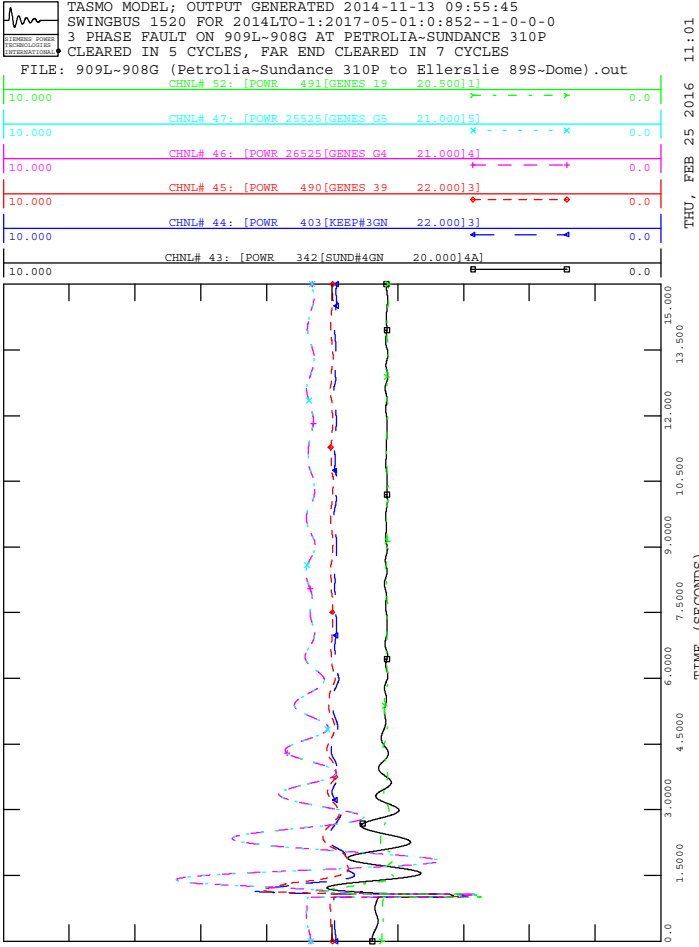


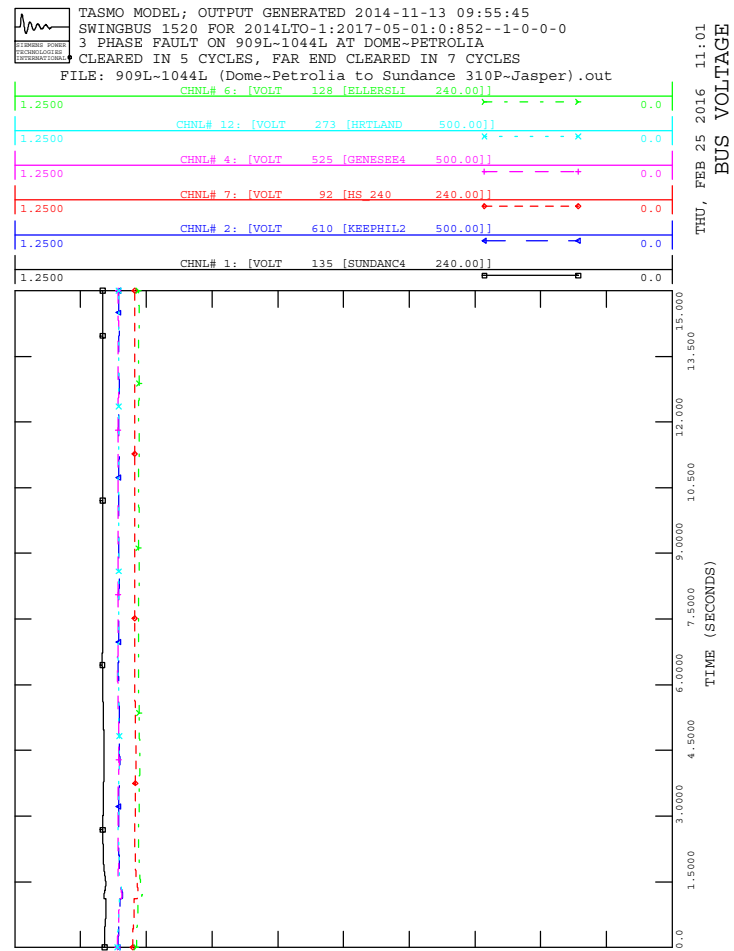
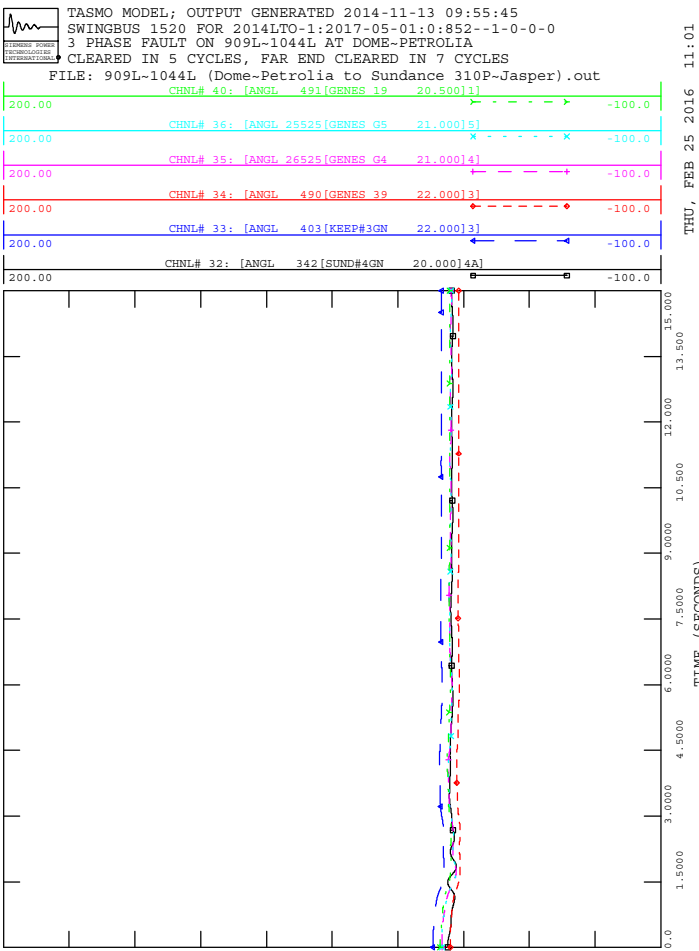
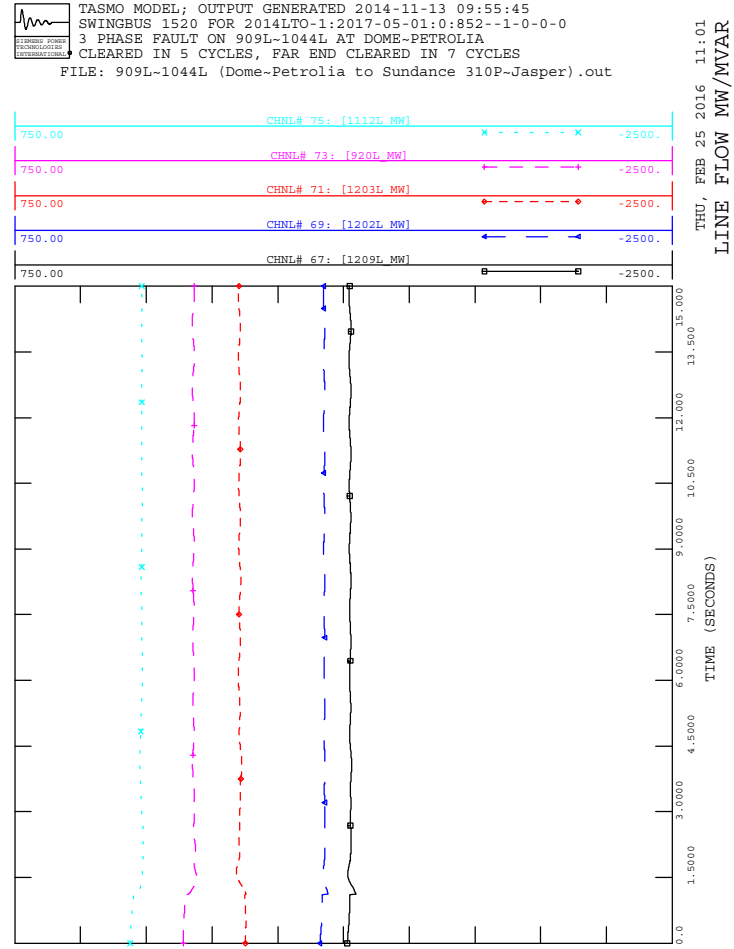
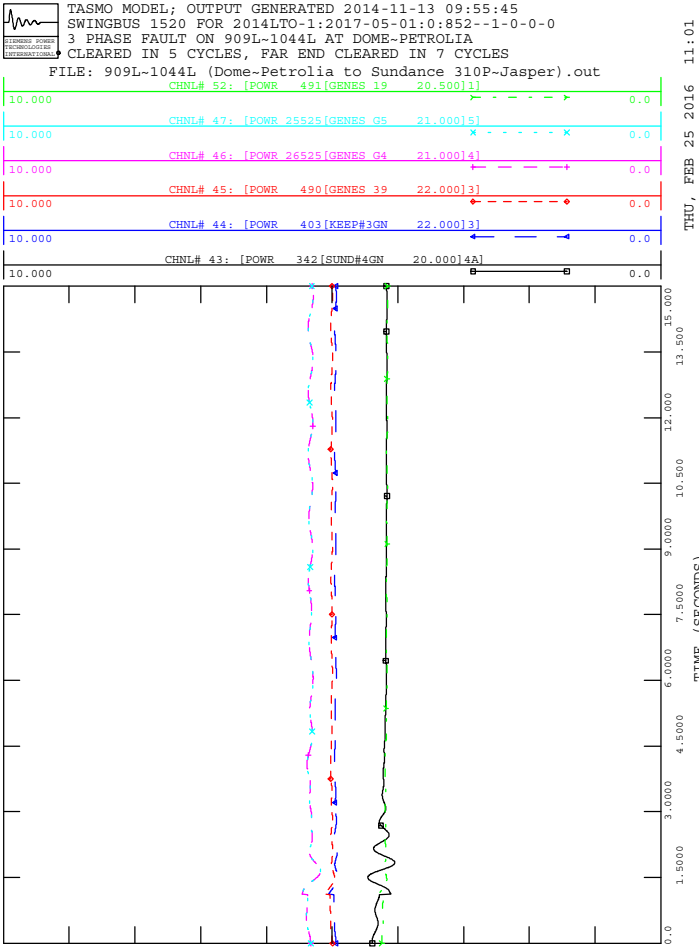
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out

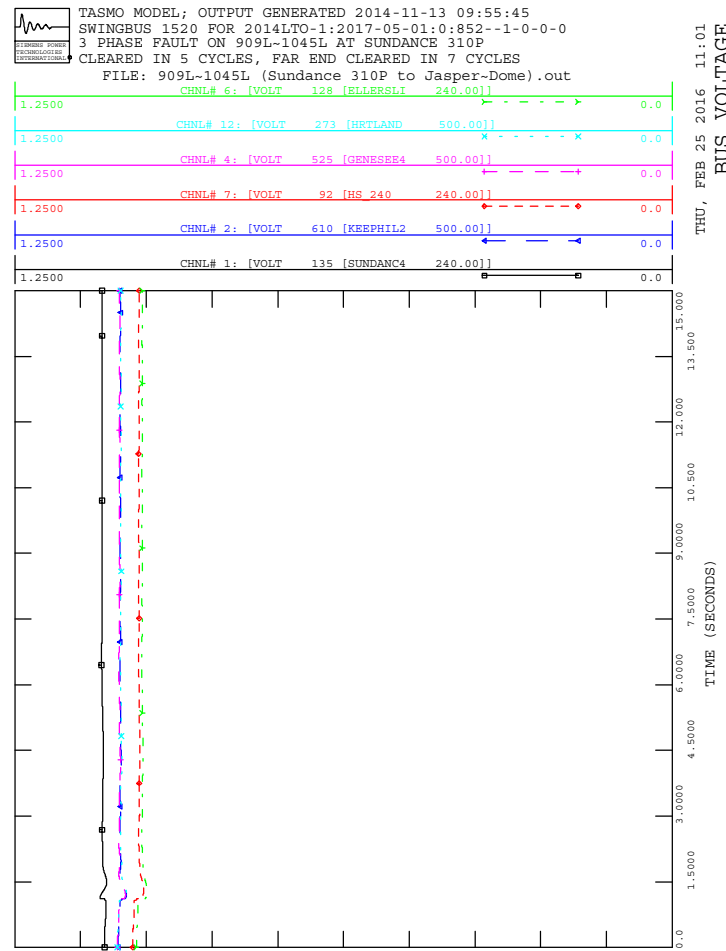
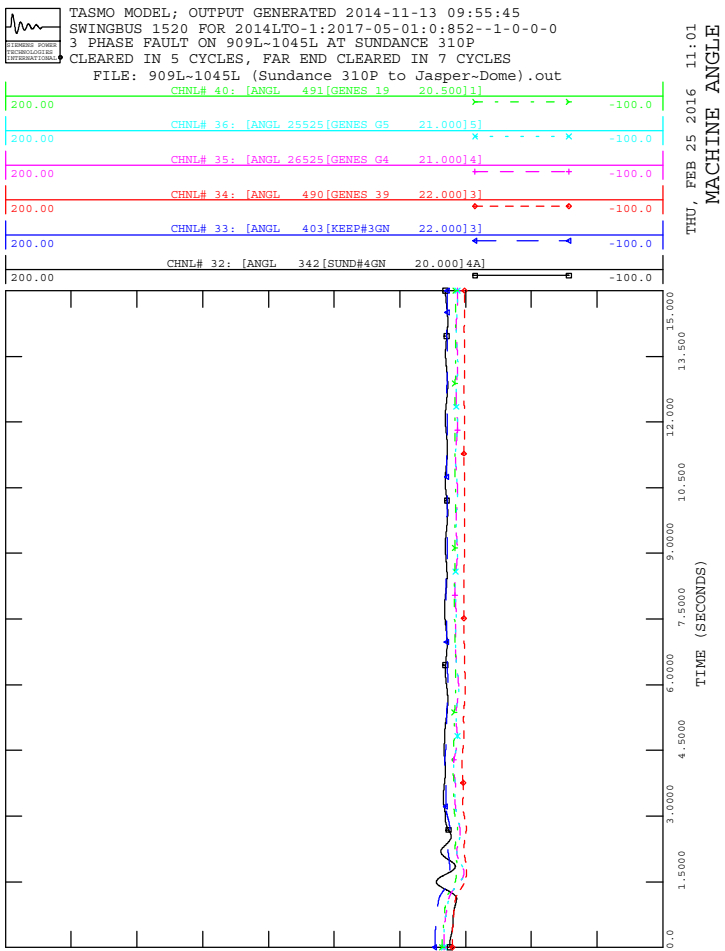
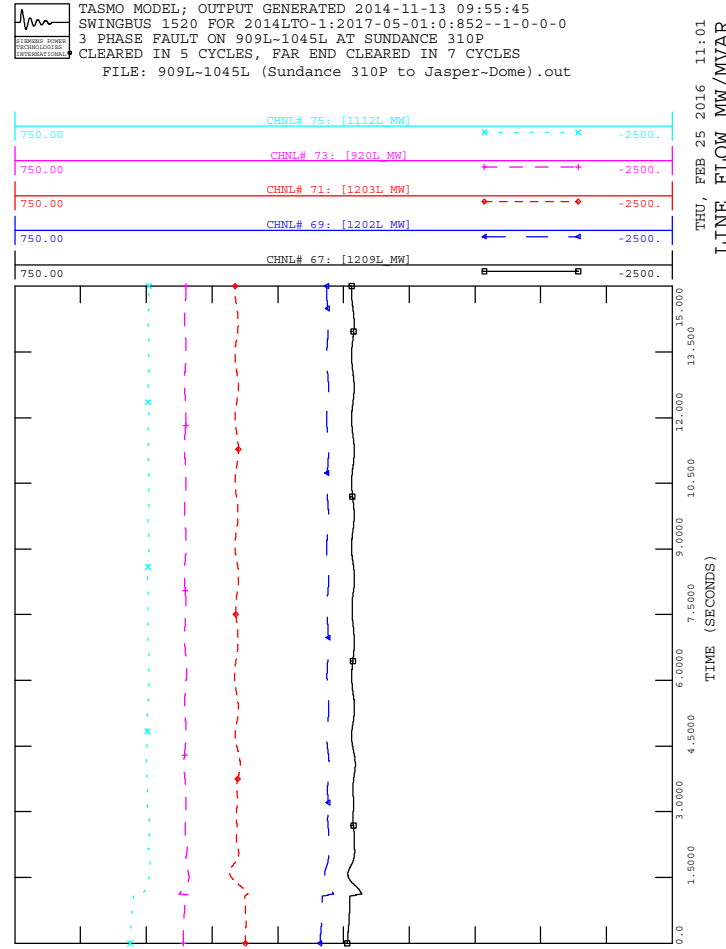
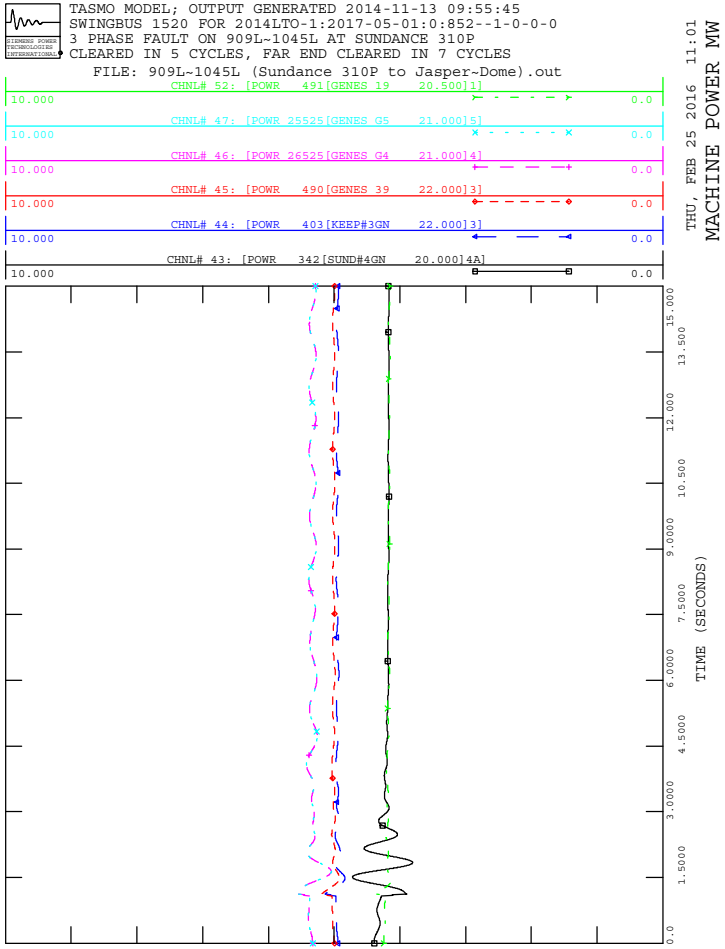






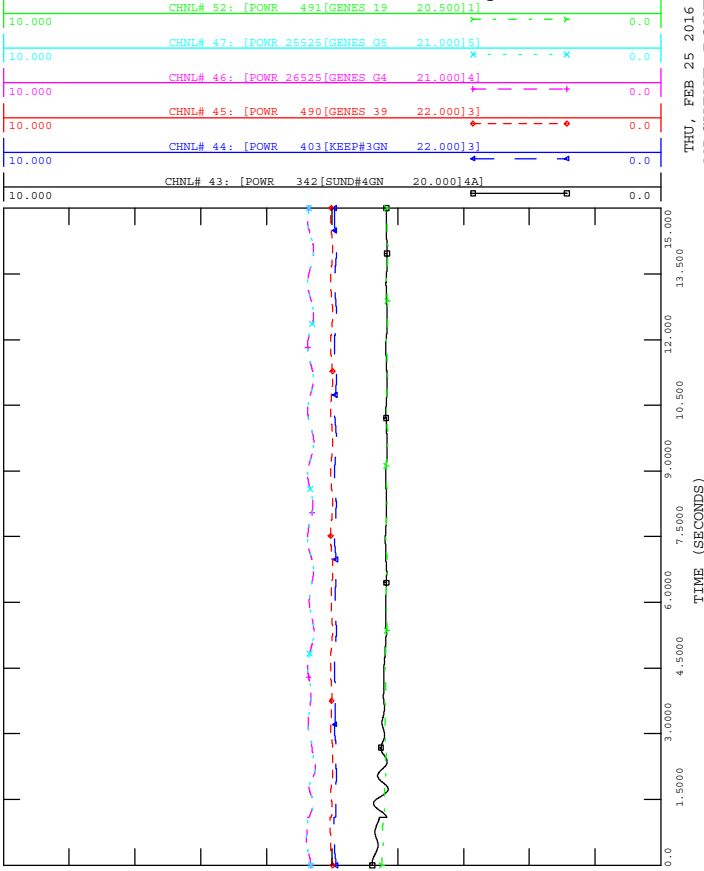




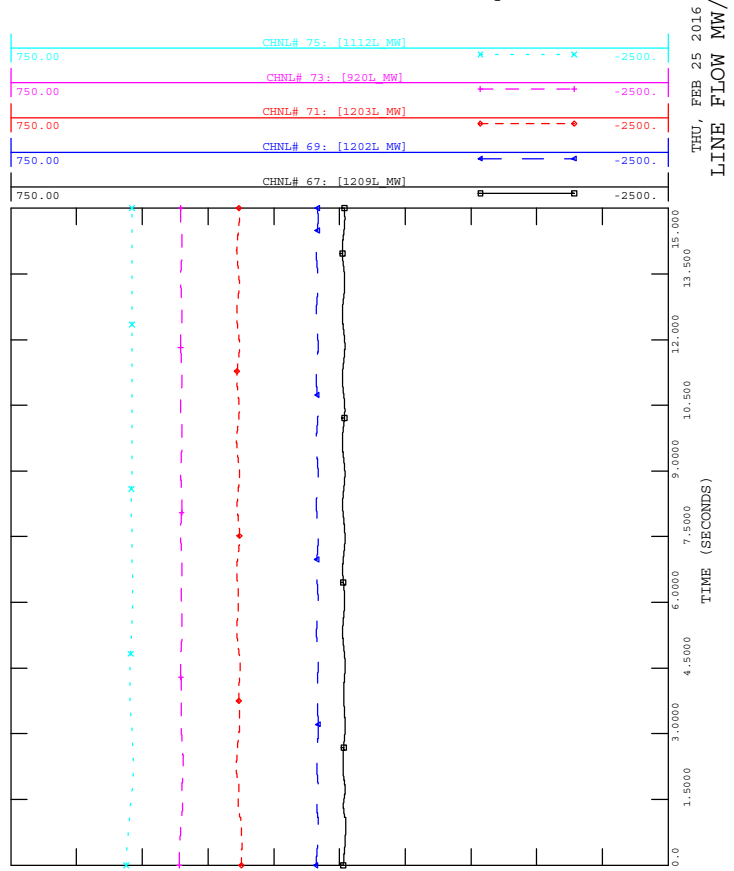




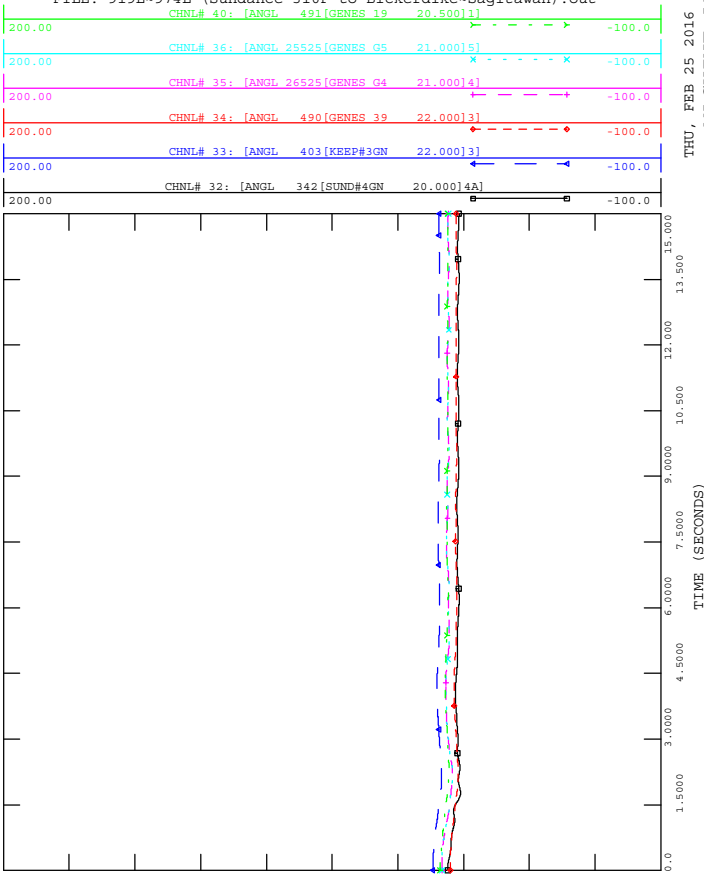
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



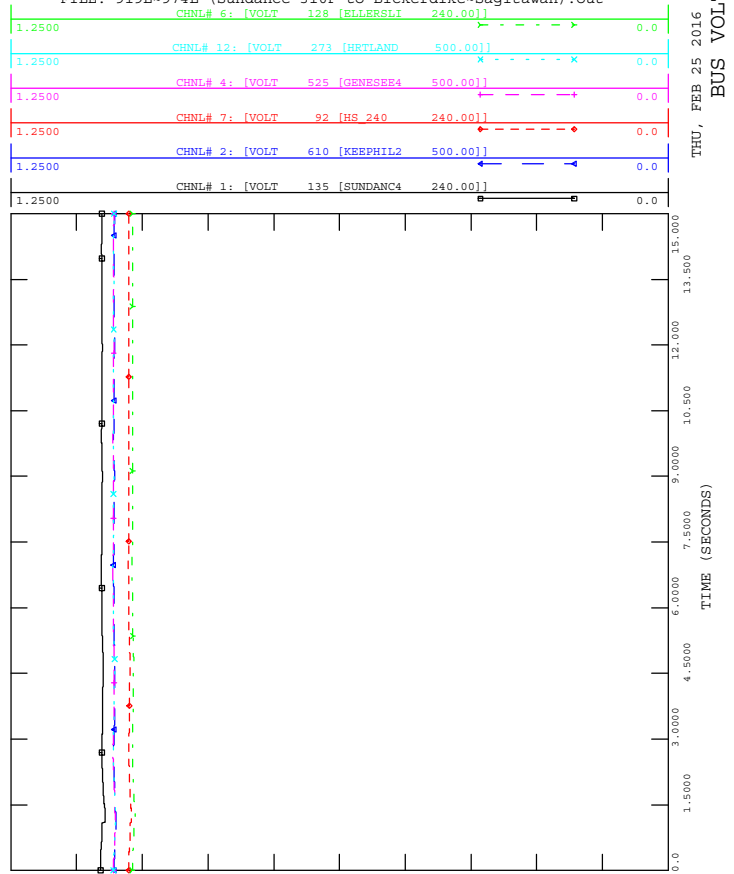
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out

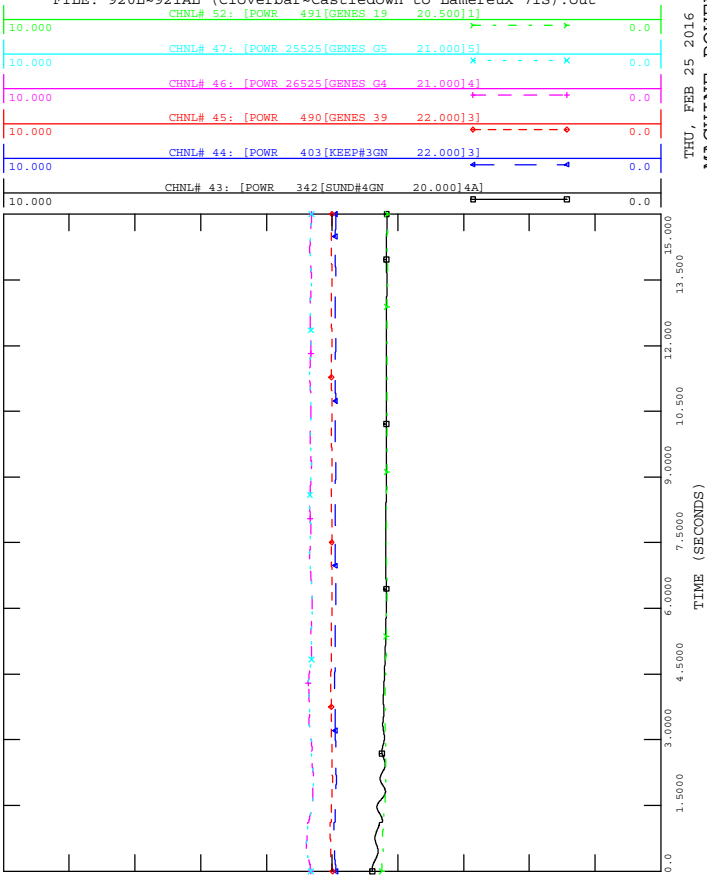


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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out





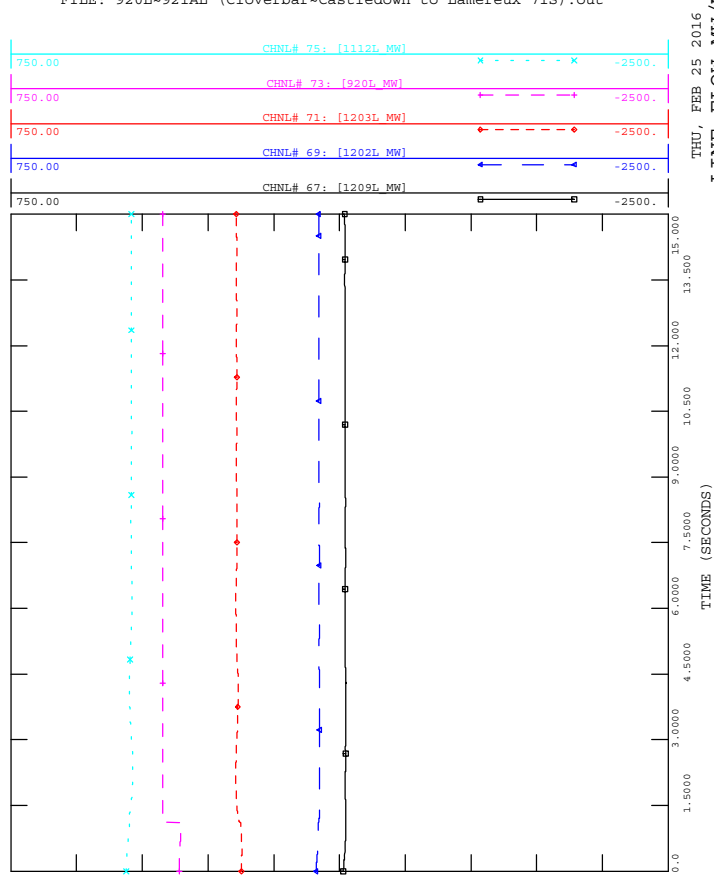
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



THU, FEB 25 2016 11:01
 MACHINE POWER MW



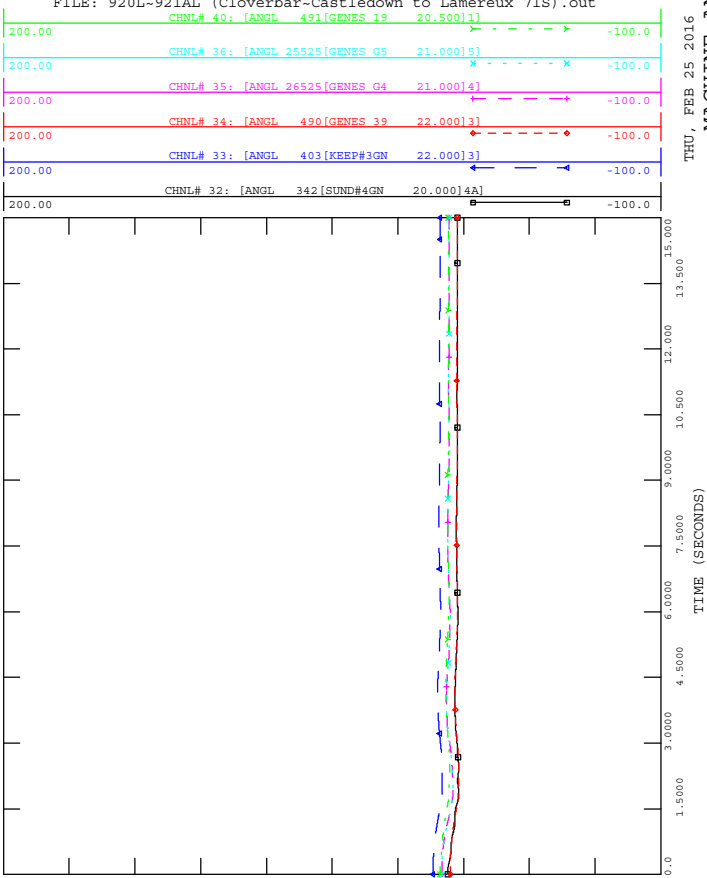
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



THU, FEB 25 2016 11:01
 LINE FLOW MW/MVAR



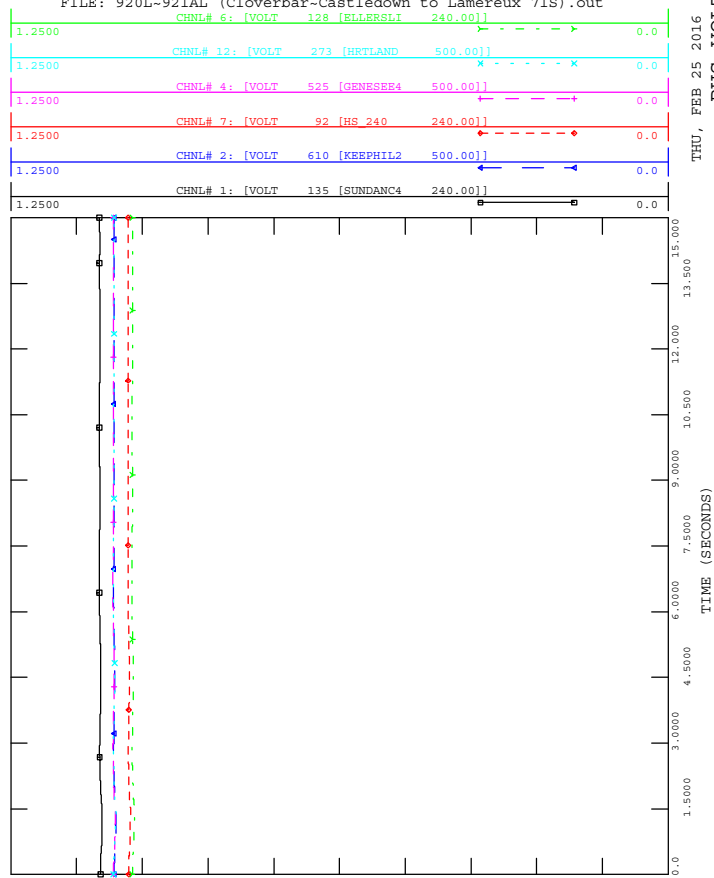
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 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



THU, FEB 25 2016 11:01
 MACHINE ANGLE



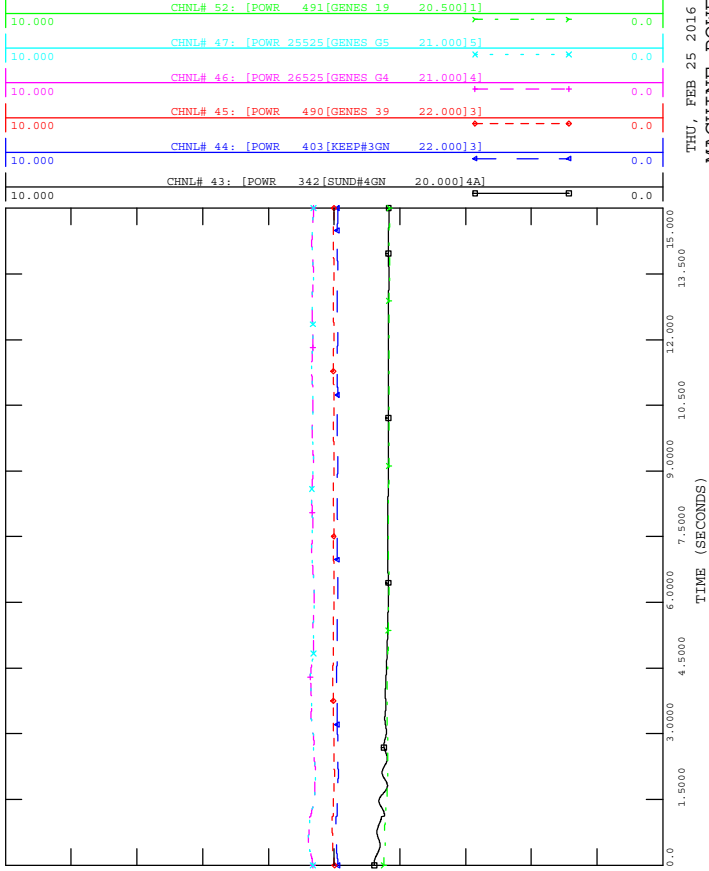
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



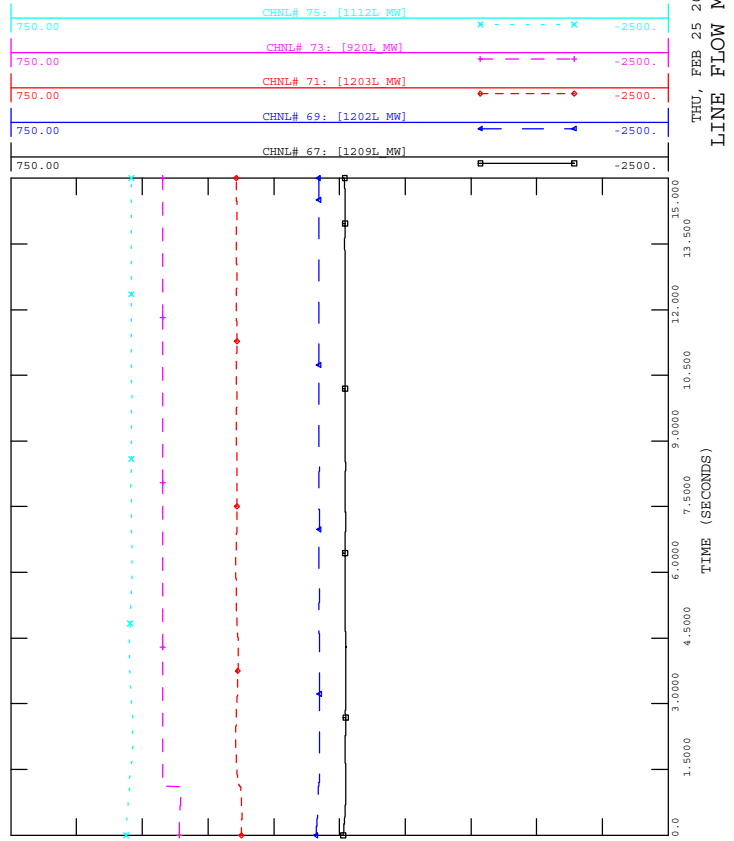
THU, FEB 25 2016 11:01
 BUS VOLTAGE



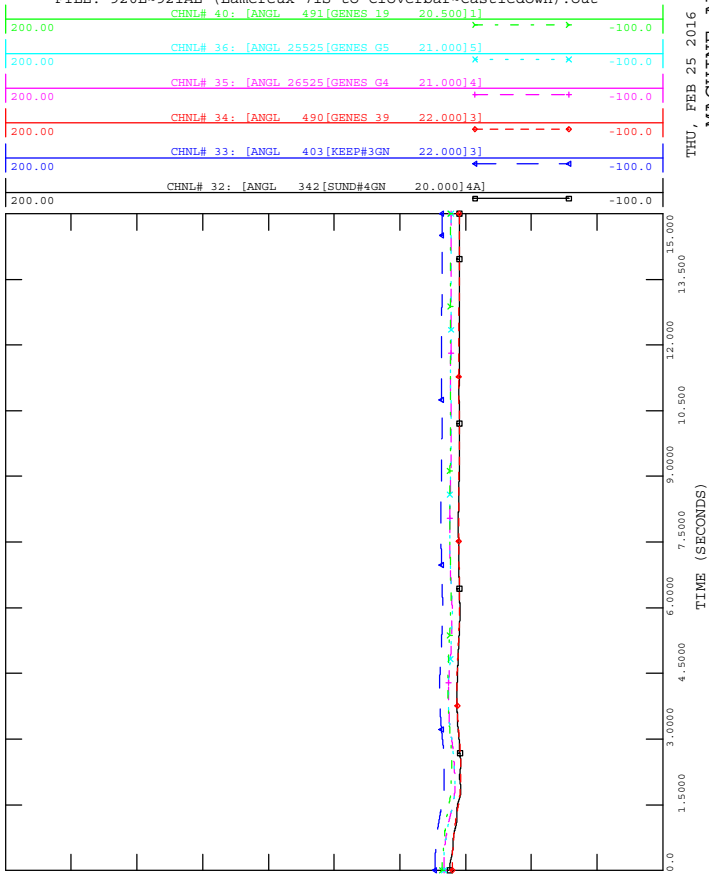
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT LAMEREUX 71S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Lamereux 71S to Cloverbar-Castledown).out



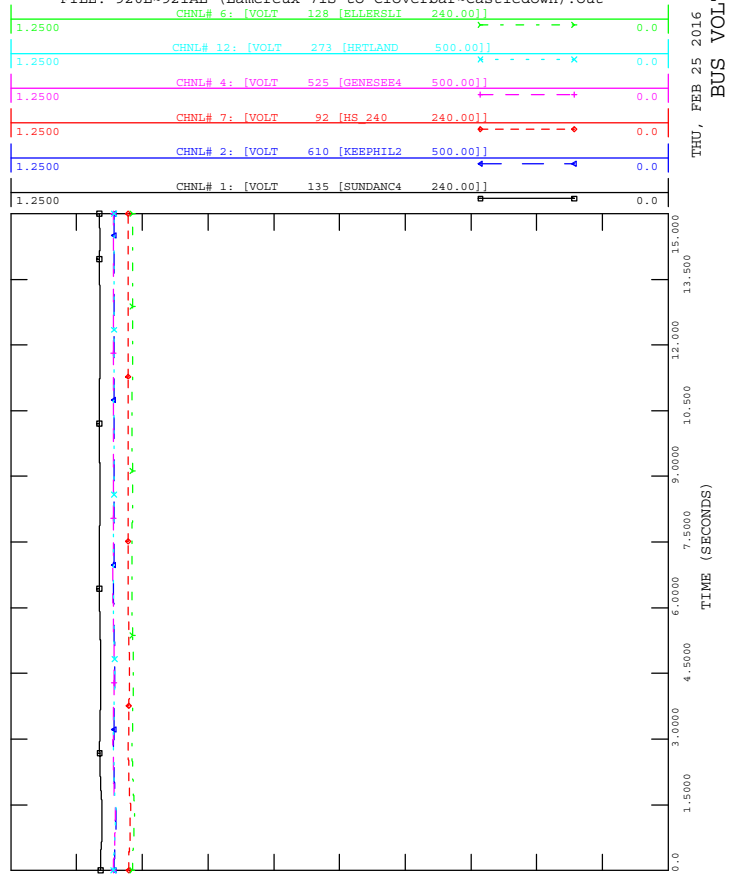
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT LAMEREUX 71S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Lamereux 71S to Cloverbar-Castledown).out



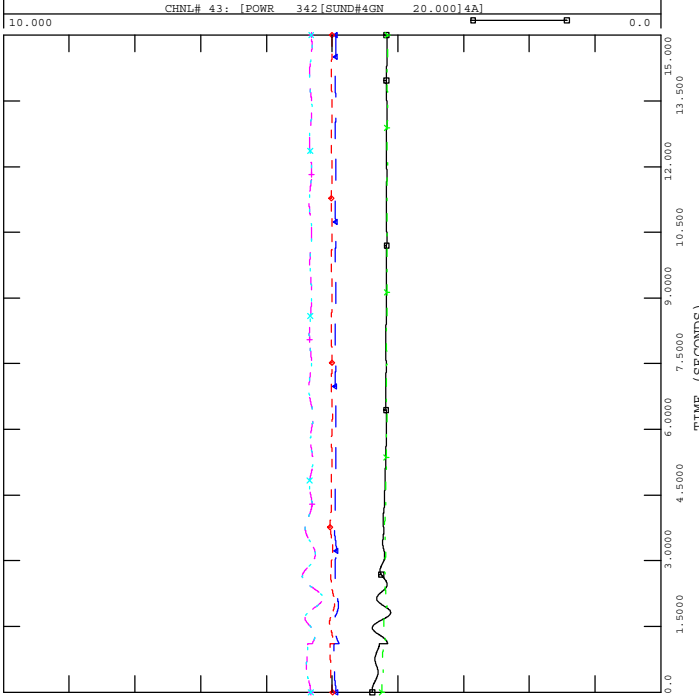
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Lamereux 71S to Cloverbar-Castledown).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT LAMEREUX 71S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Lamereux 71S to Cloverbar-Castledown).out

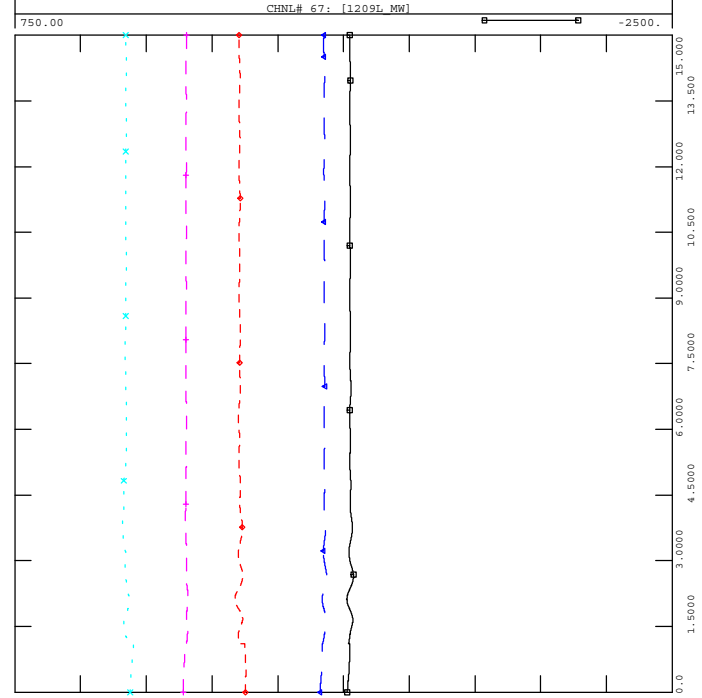


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out
 CHNL# 52: [POWR 491 [GENES 19 20.500]1]



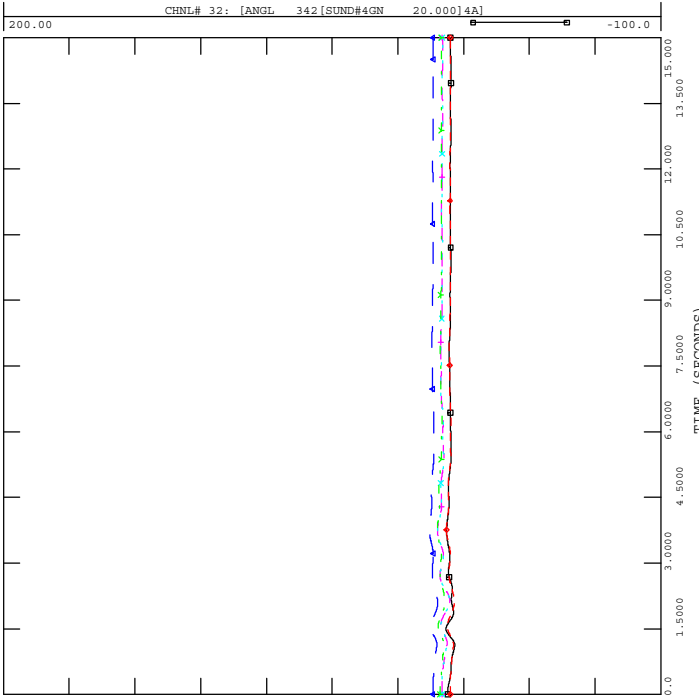
THU, FEB 25 2016 11:01
 MACHINE POWER MW

TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out
 CHNL# 75: [1112L MW]



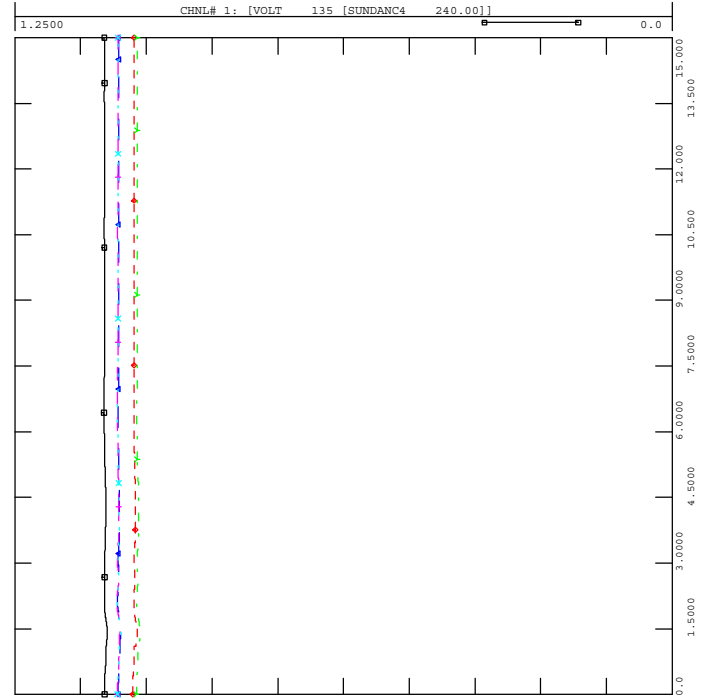
THU, FEB 25 2016 11:01
 LINE FLOW MW/MVAR

TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out
 CHNL# 40: [ANGL 491 [GENES 19 20.500]1]



THU, FEB 25 2016 11:01
 MACHINE ANGLE

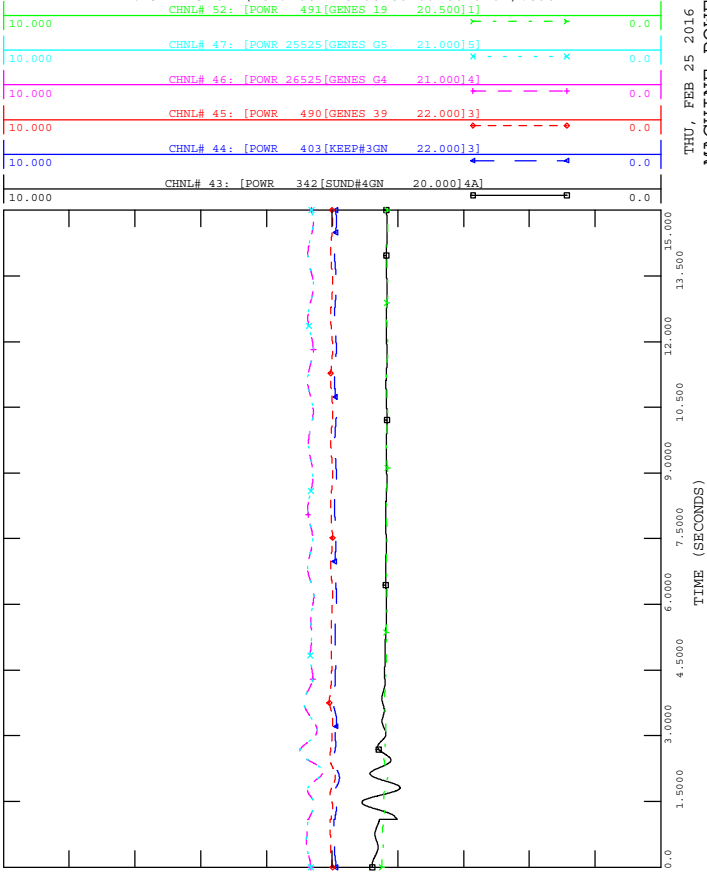
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out
 CHNL# 6: [VOLT 128 [TELLERSLI 240.00]]



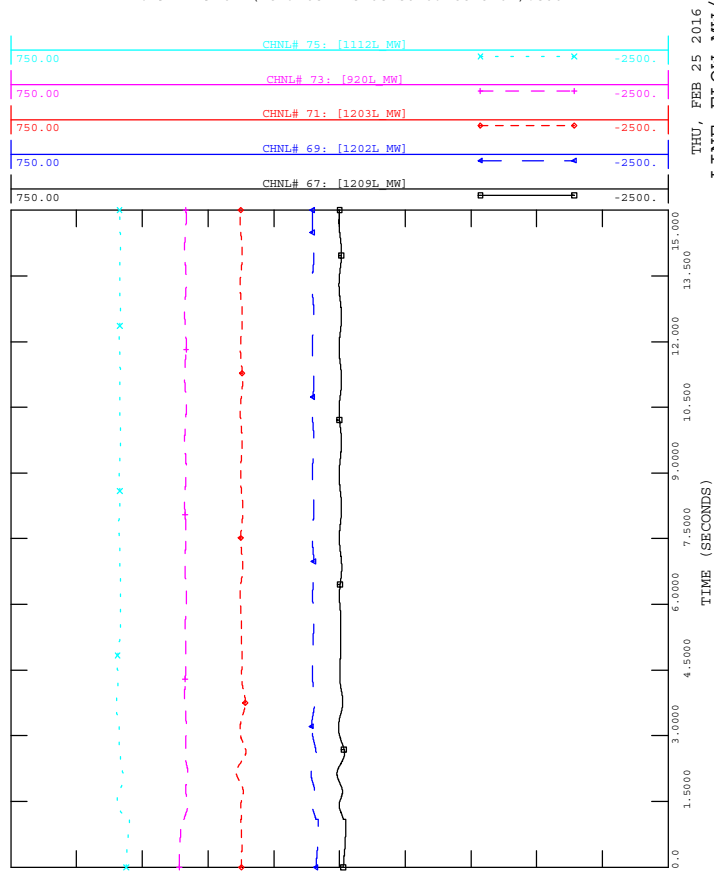
THU, FEB 25 2016 11:01
 BUS VOLTAGE



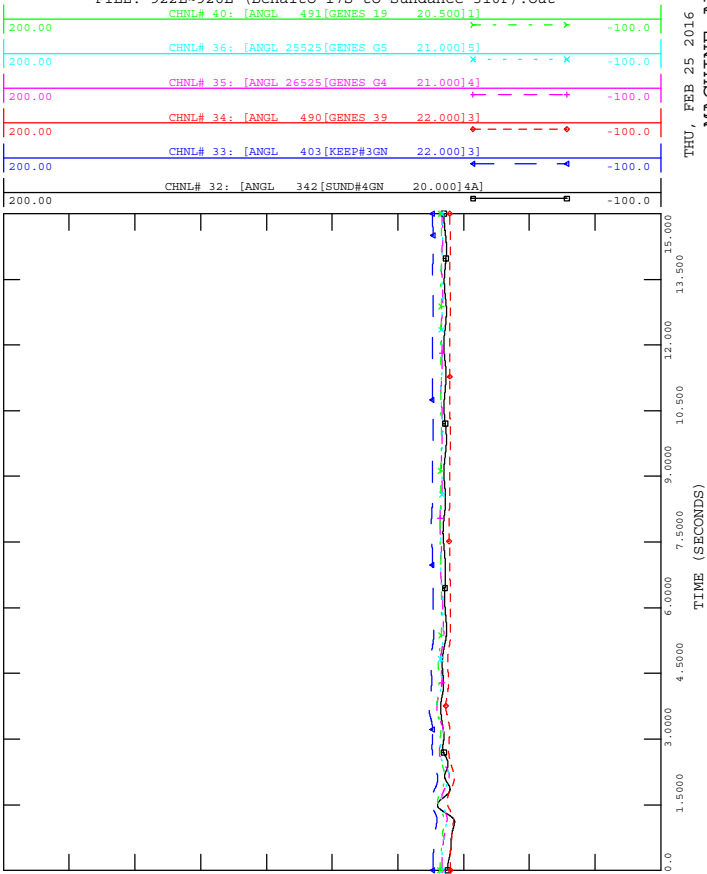
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



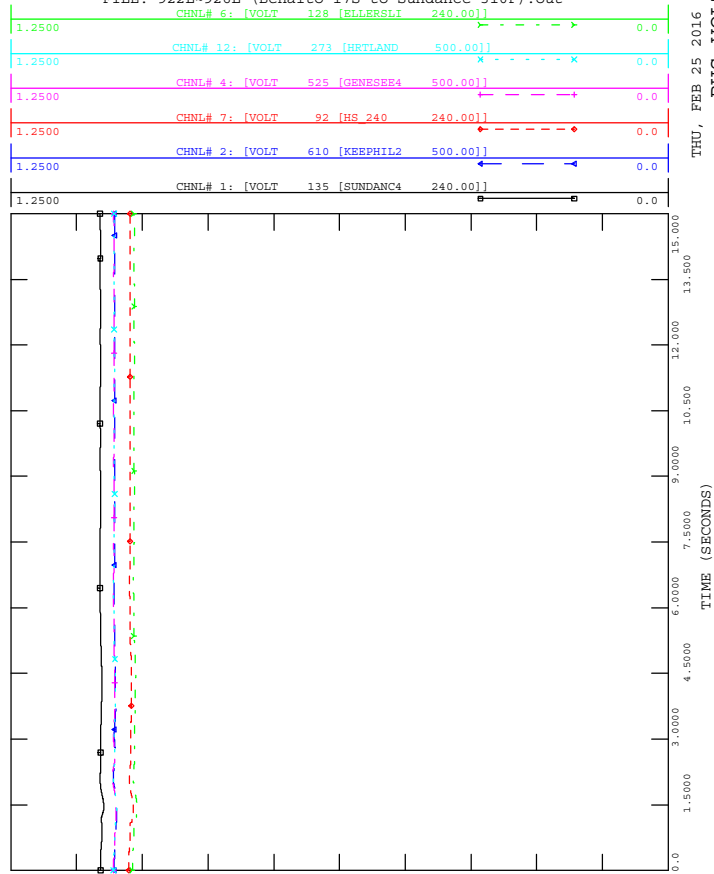
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 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out

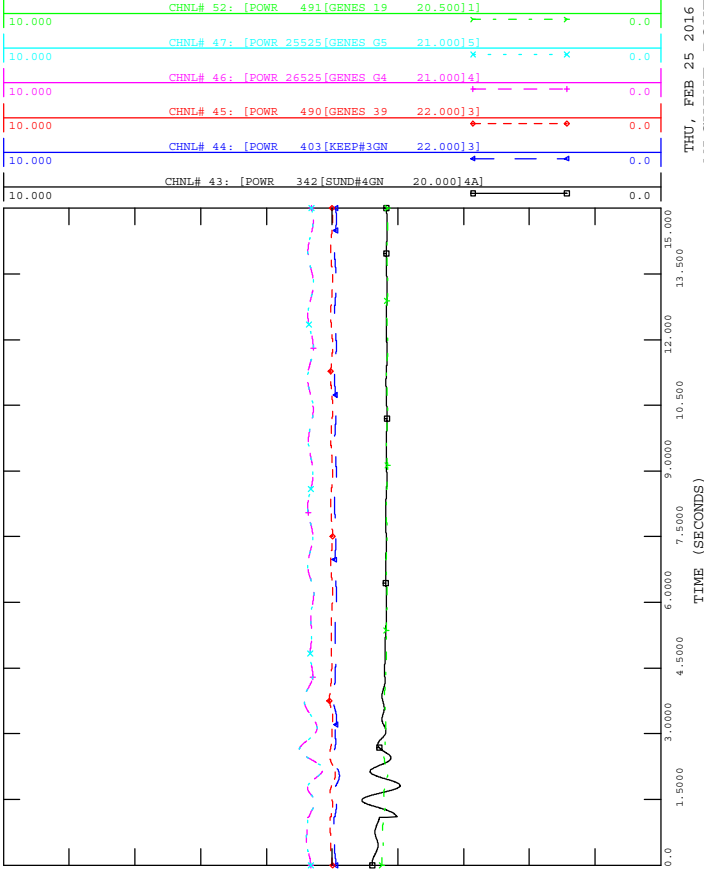


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out

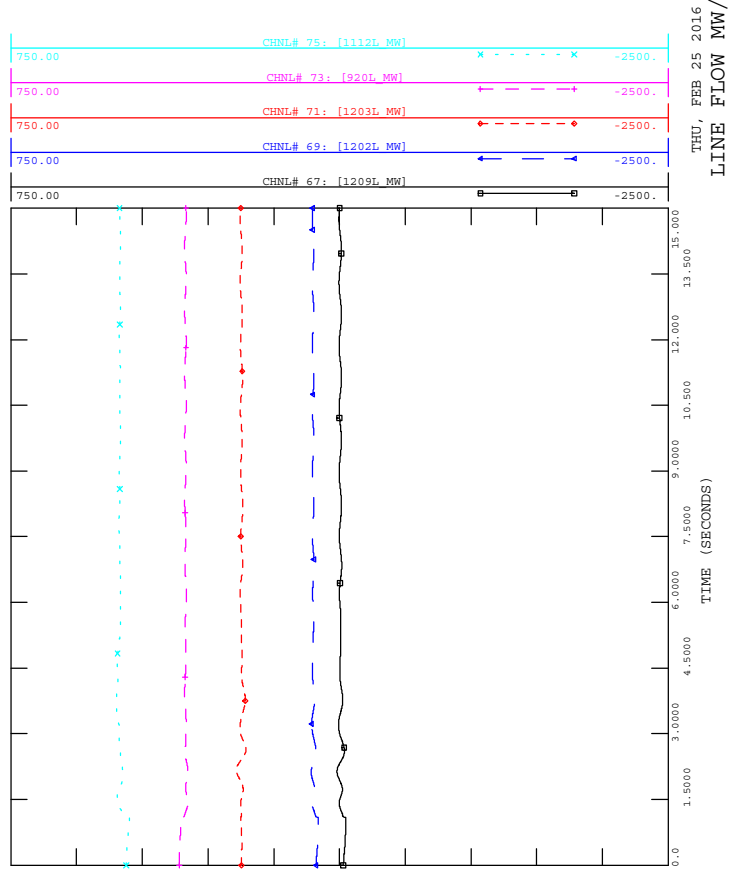




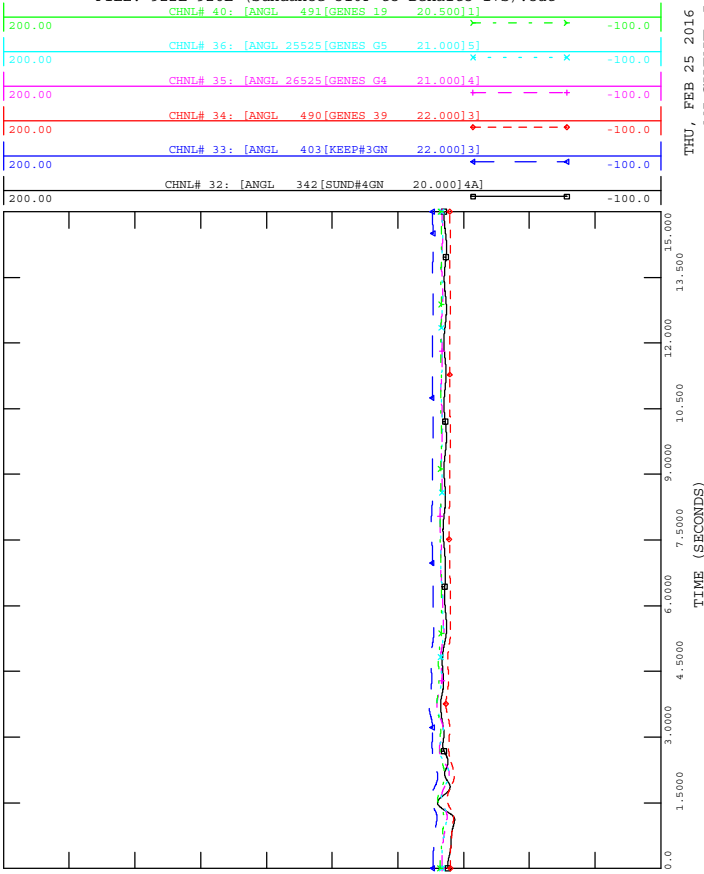
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



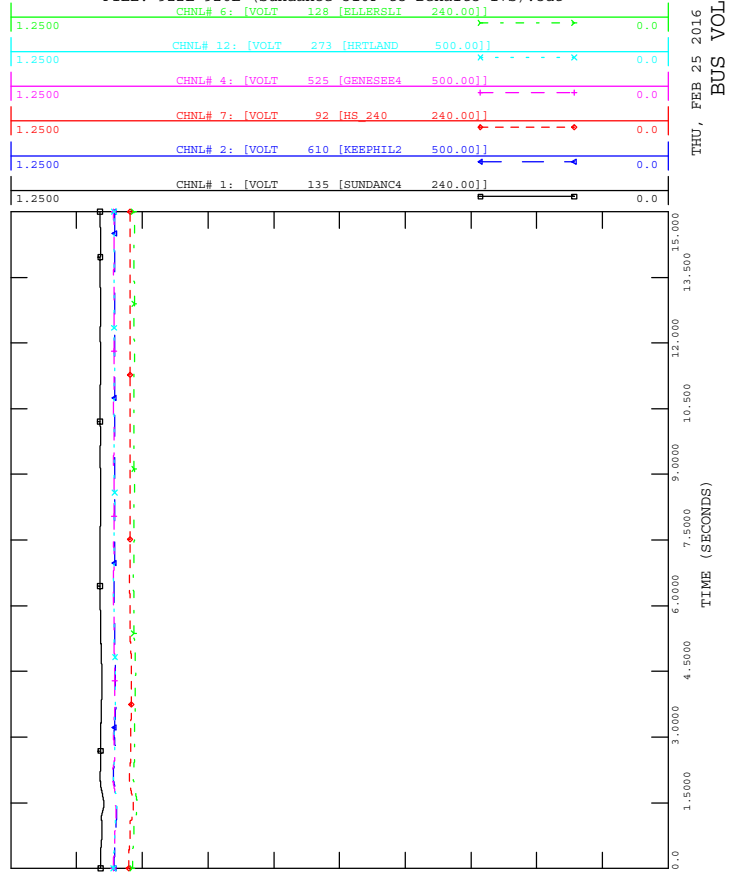
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

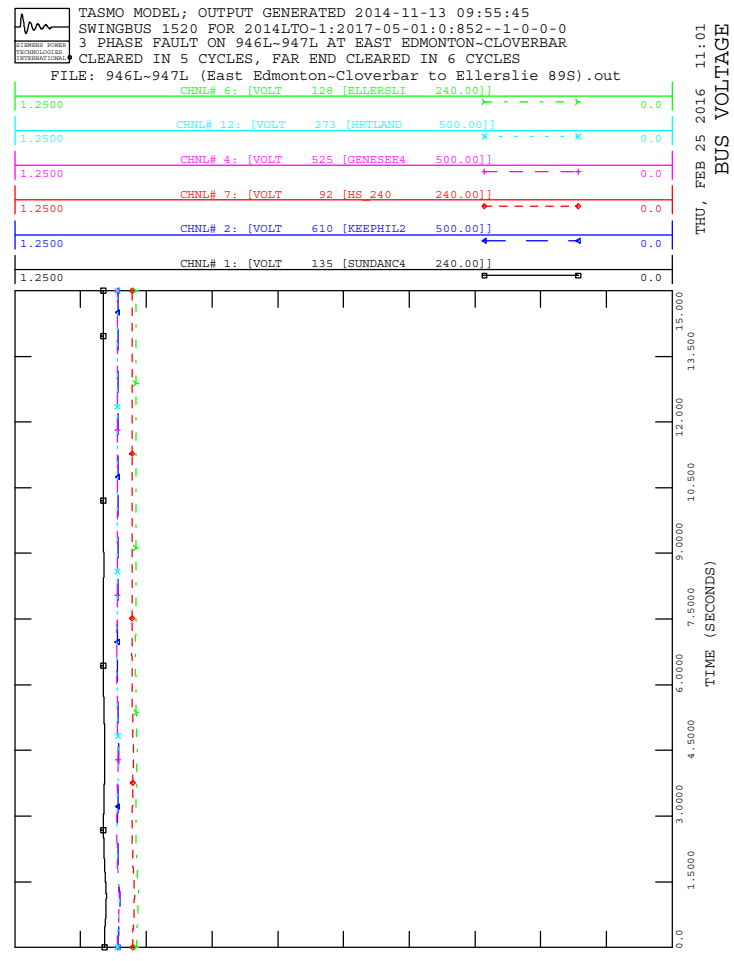
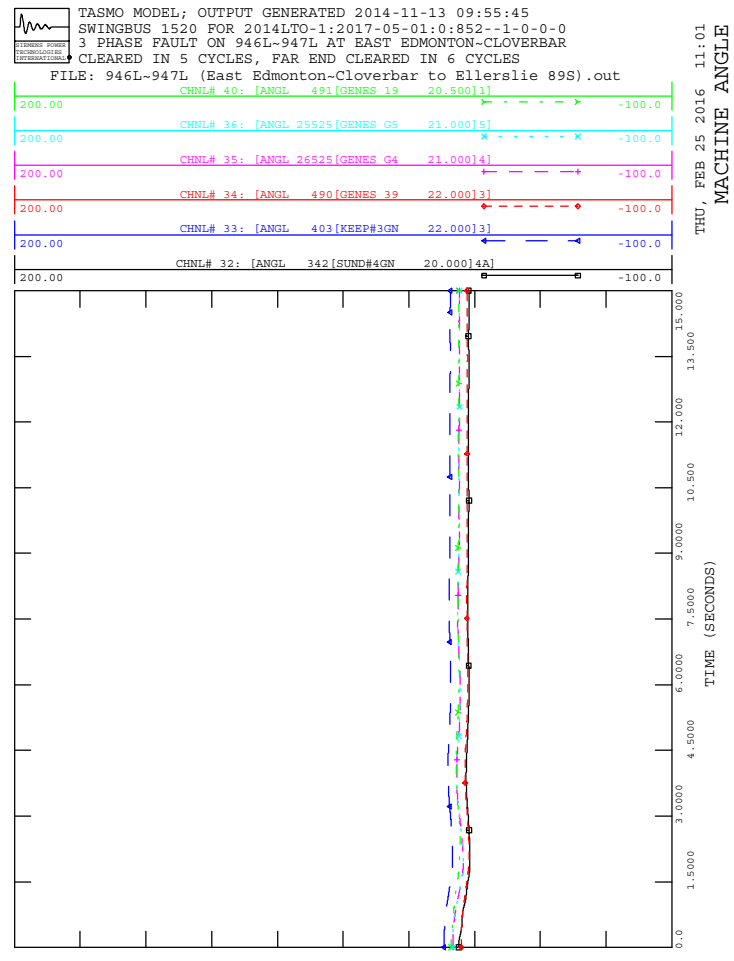
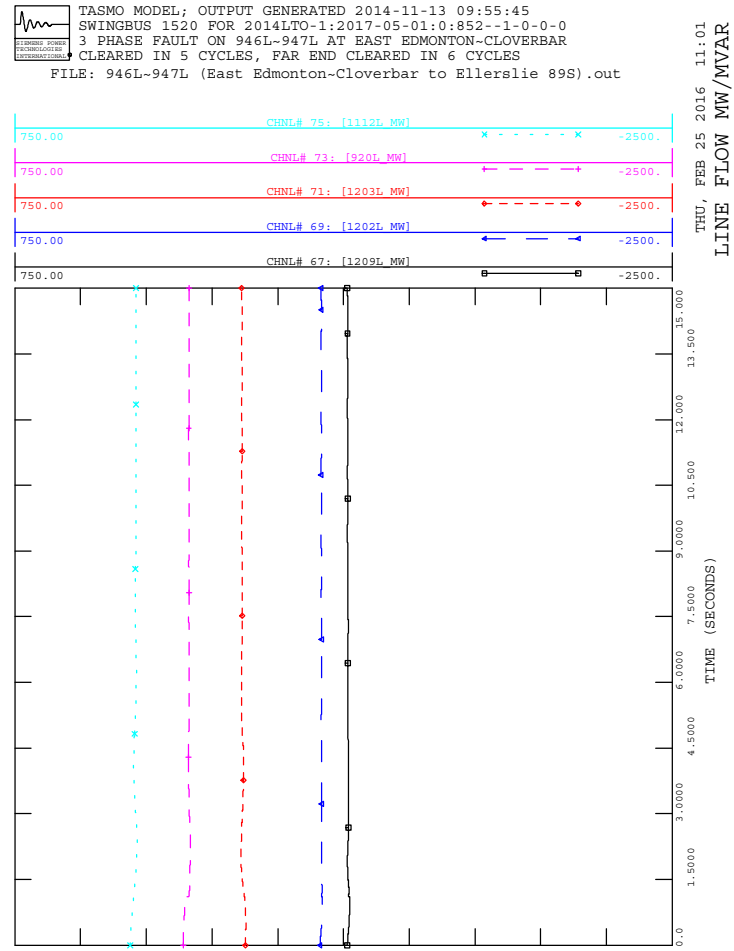
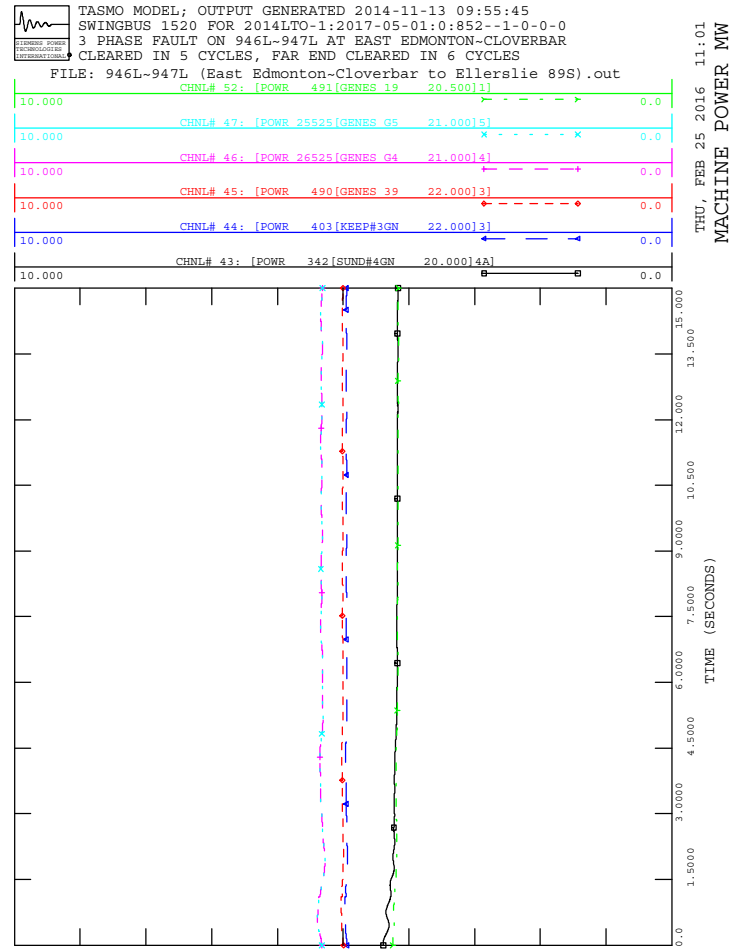


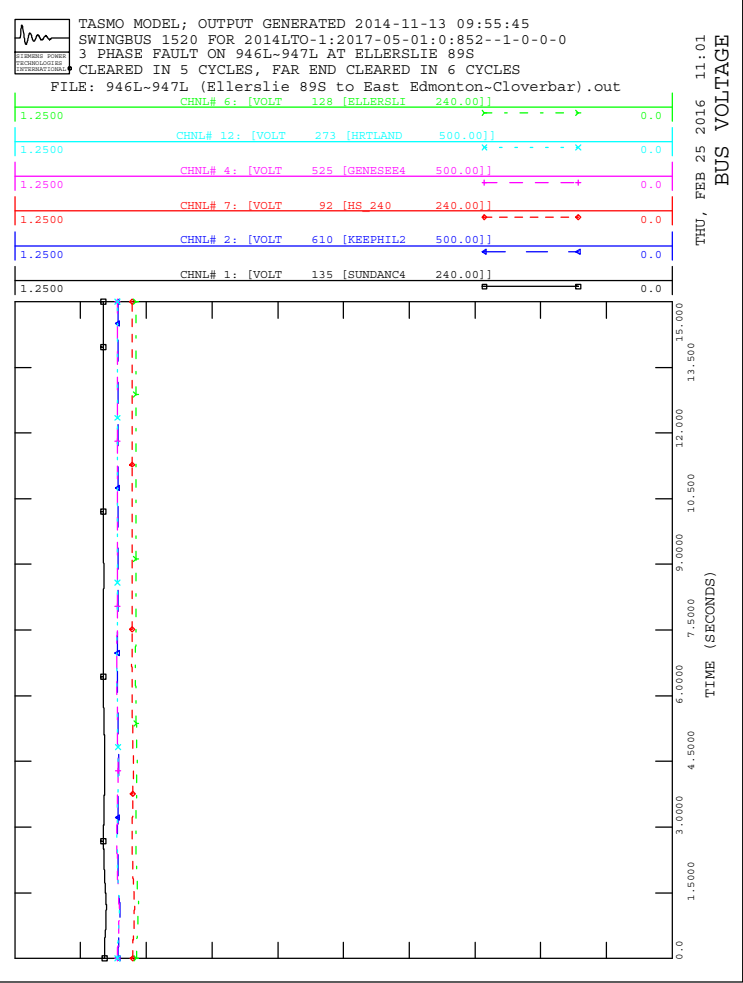
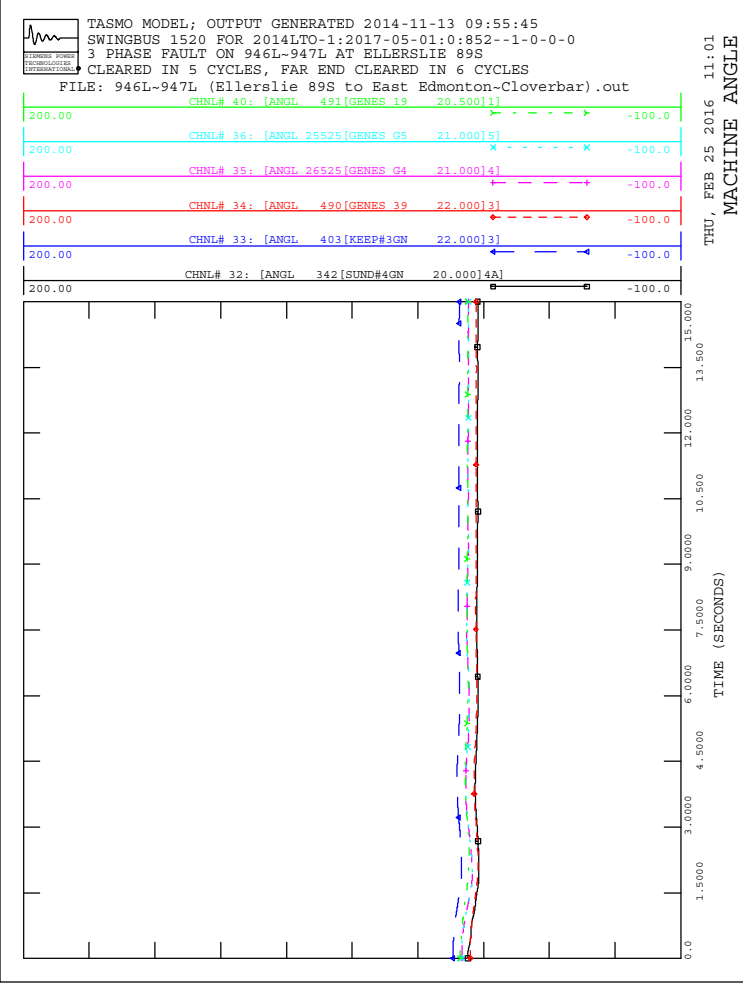
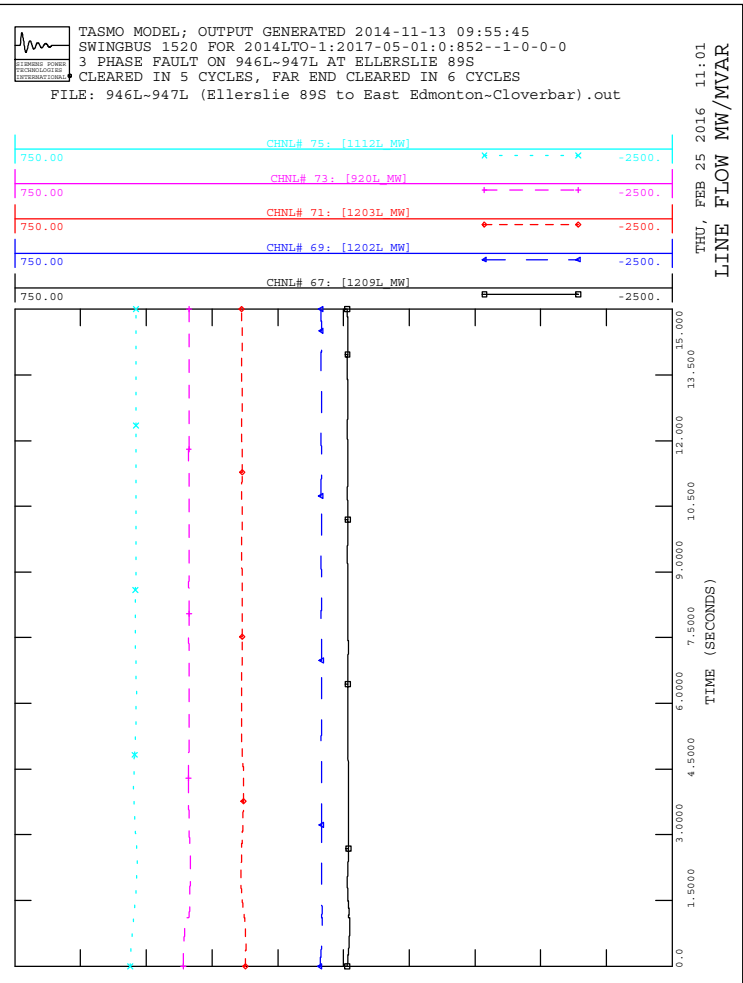
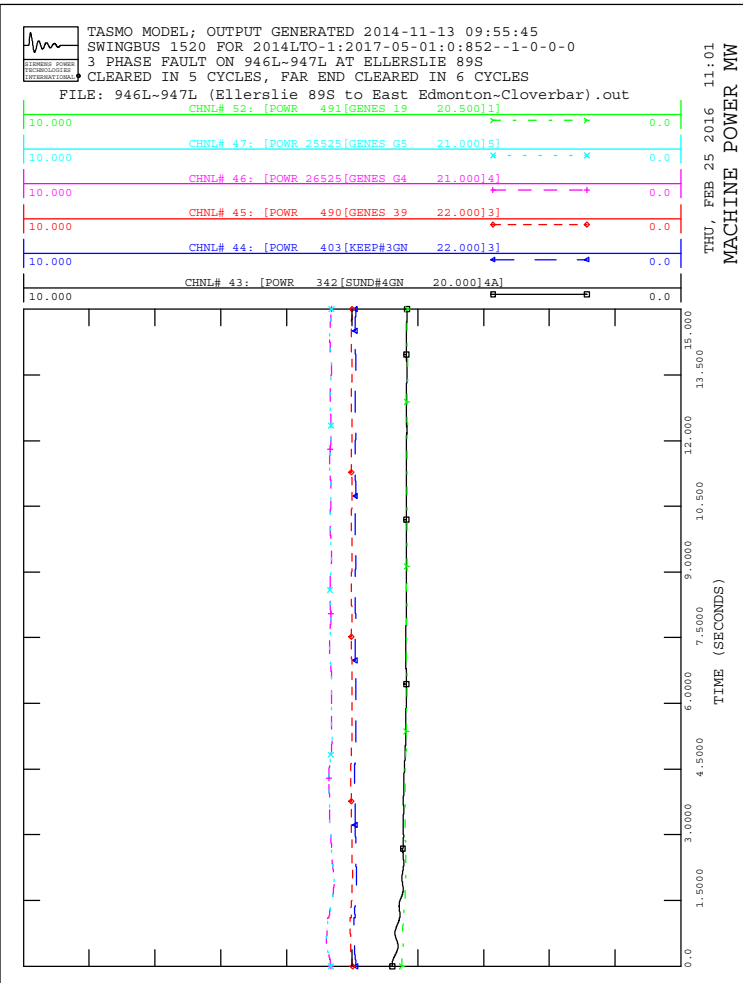
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 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

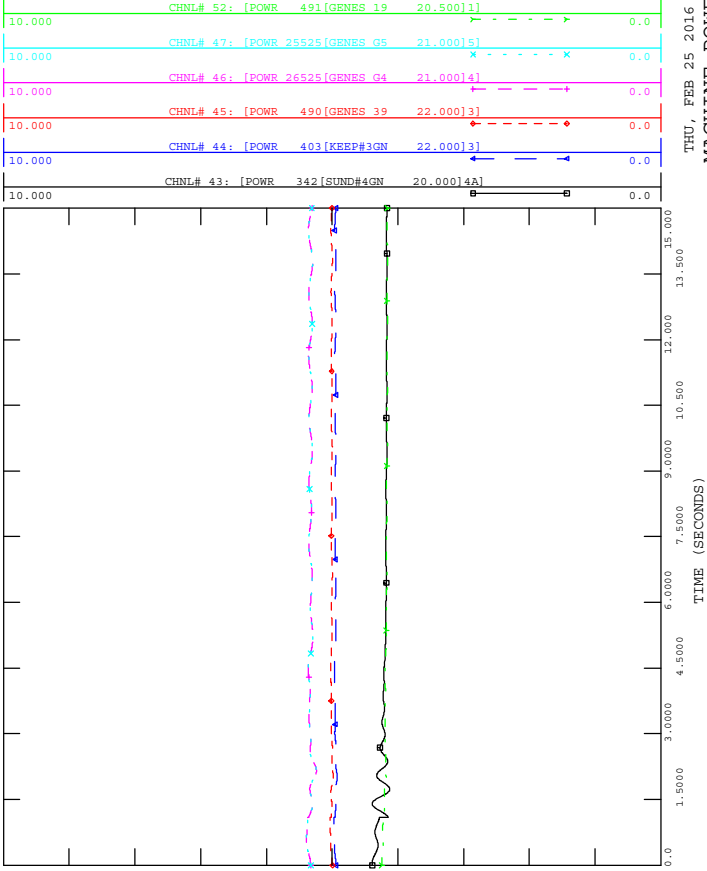




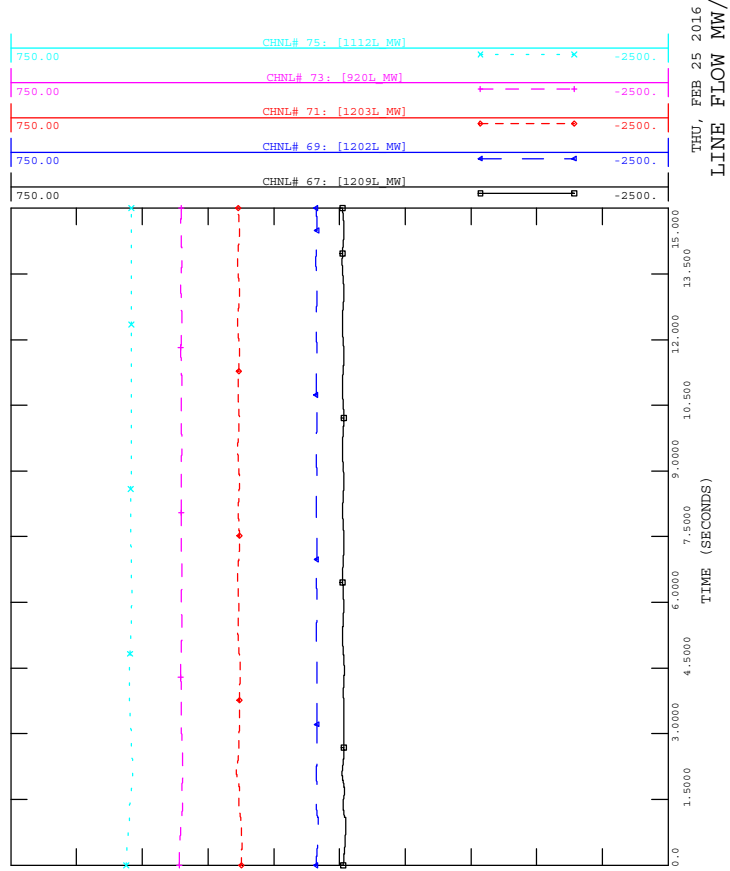




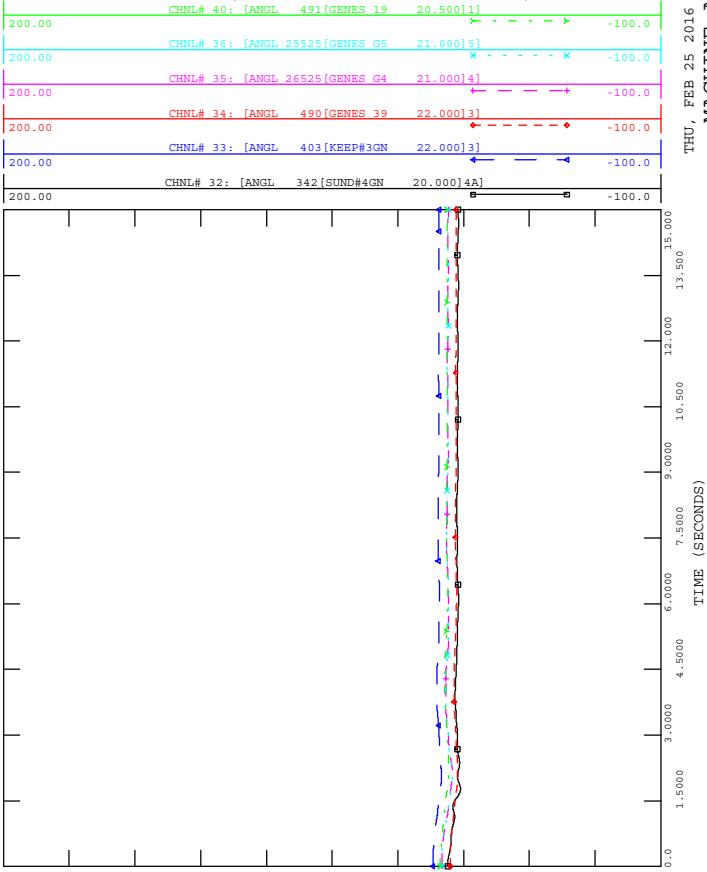
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out



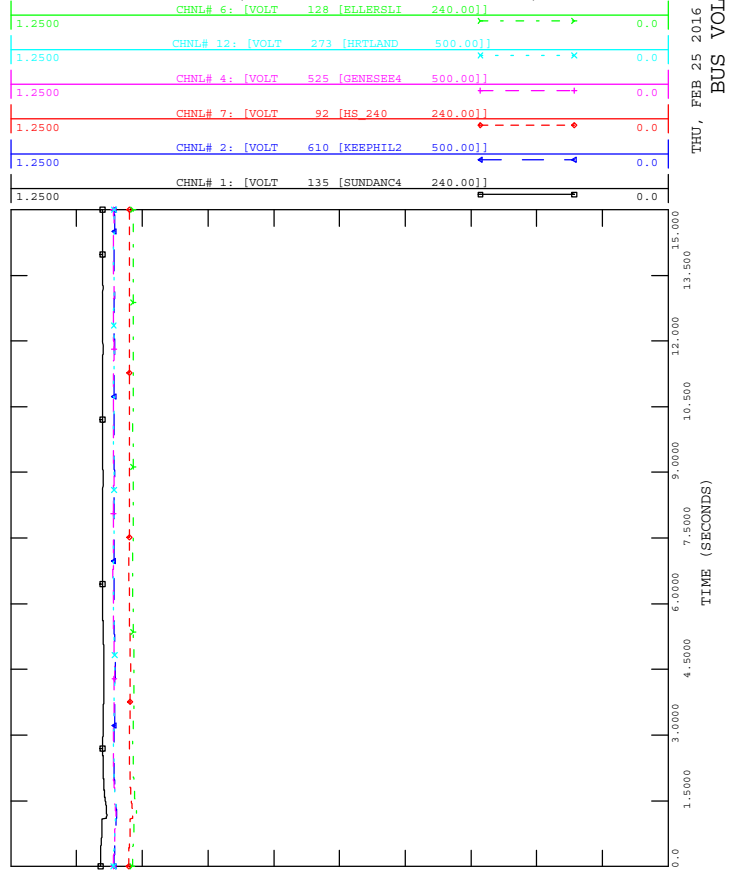
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

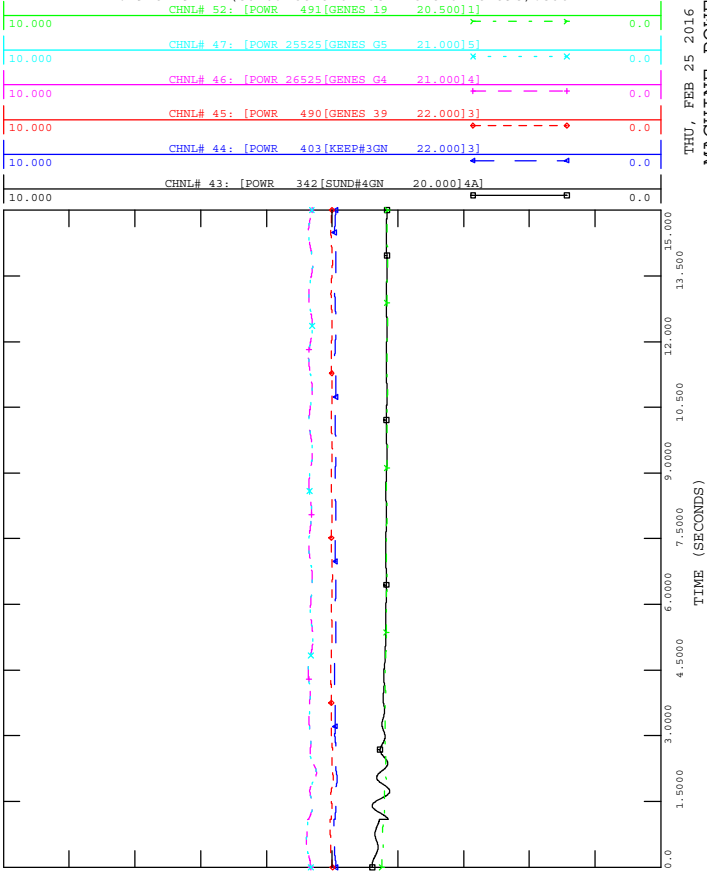


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

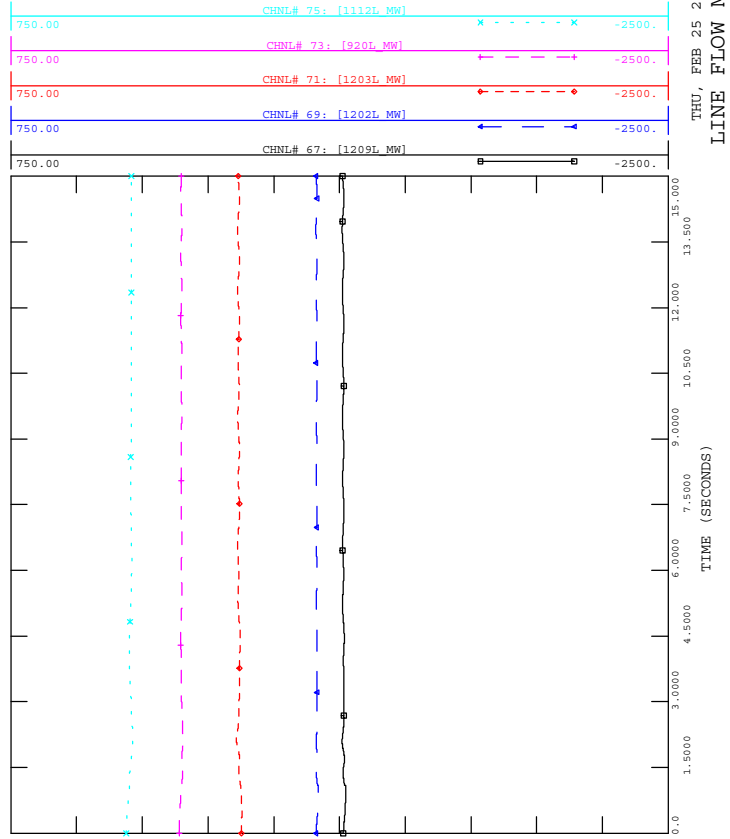




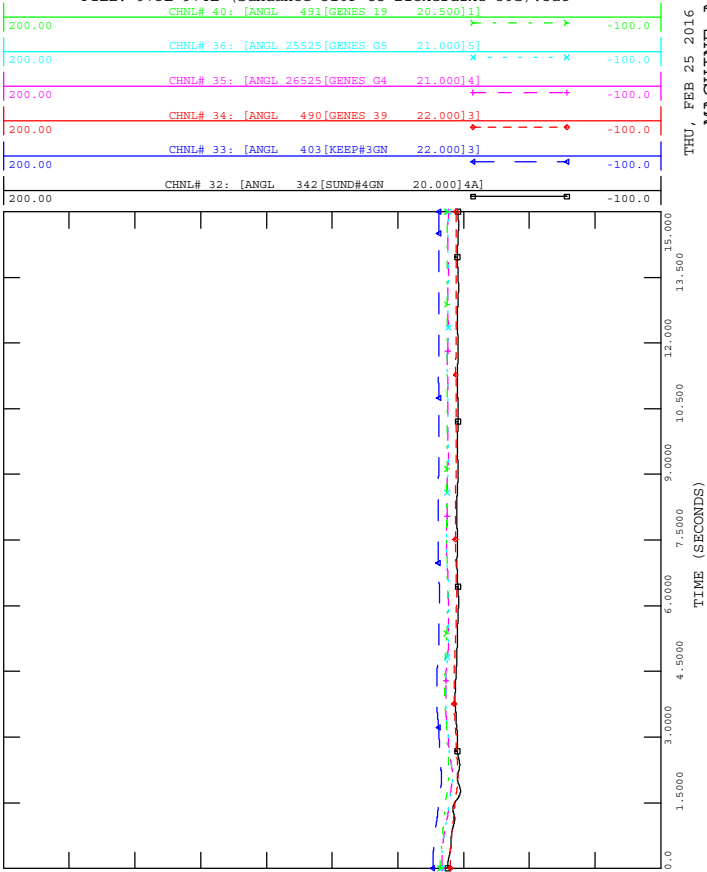
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



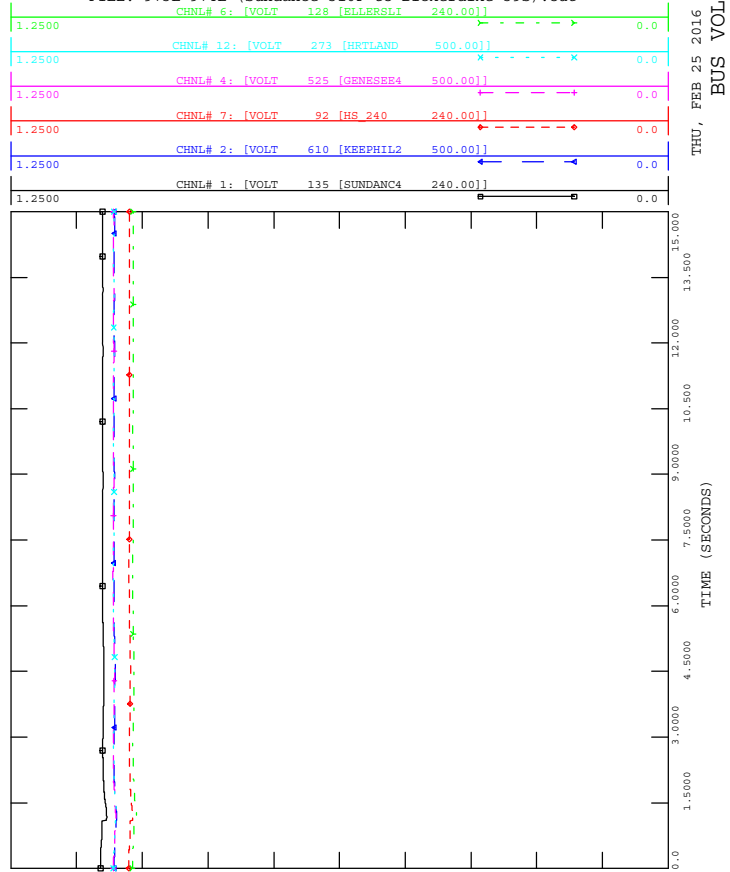
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



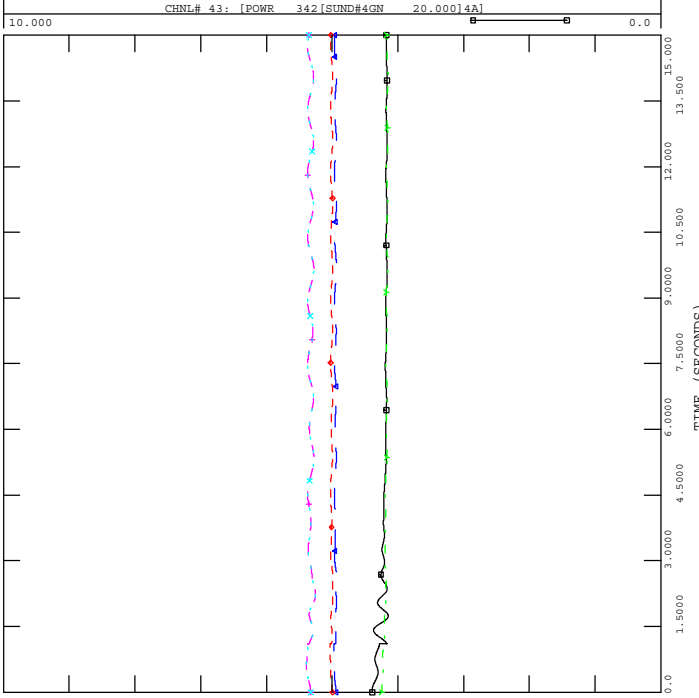
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out

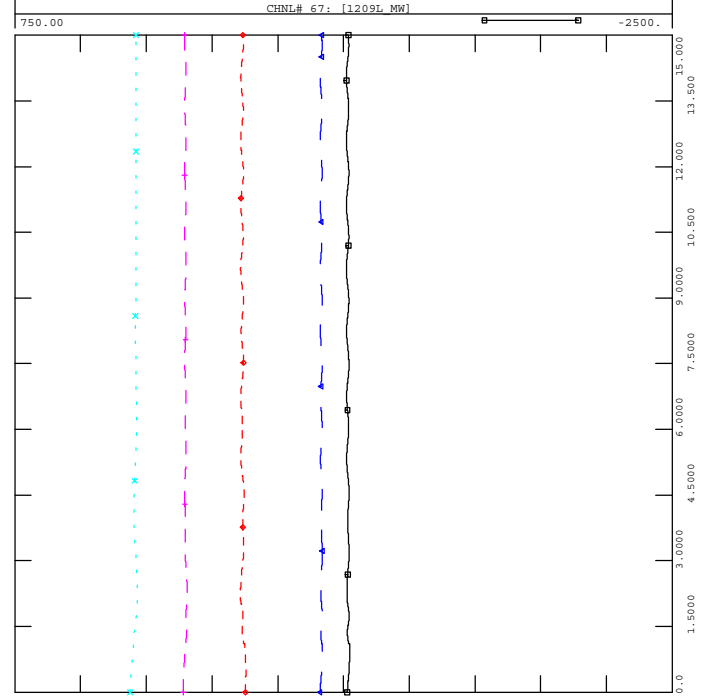


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 989L-973L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 989L-973L (Sundance 310P to Sagitawah 77S-Bickerdike 39S).out
 CHNL# 52: [POWR 491[GENES 19 20.500]1]



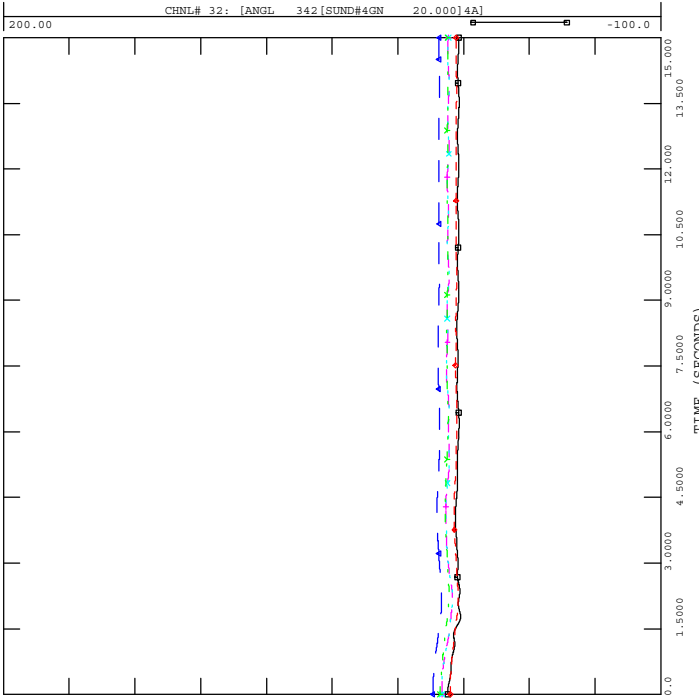
THU, FEB 25 2016 11:01
 MACHINE POWER MW

TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 989L-973L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 989L-973L (Sundance 310P to Sagitawah 77S-Bickerdike 39S).out
 CHNL# 67: [1209L MW]



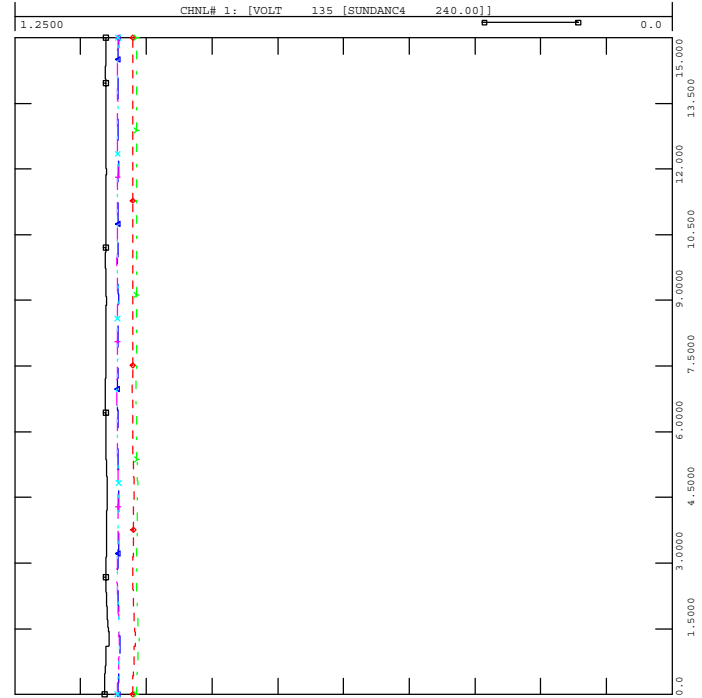
THU, FEB 25 2016 11:01
 LINE FLOW MW/MVAR

TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 989L-973L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 989L-973L (Sundance 310P to Sagitawah 77S-Bickerdike 39S).out
 CHNL# 40: [ANGL 491[GENES 19 20.500]1]



THU, FEB 25 2016 11:01
 MACHINE ANGLE

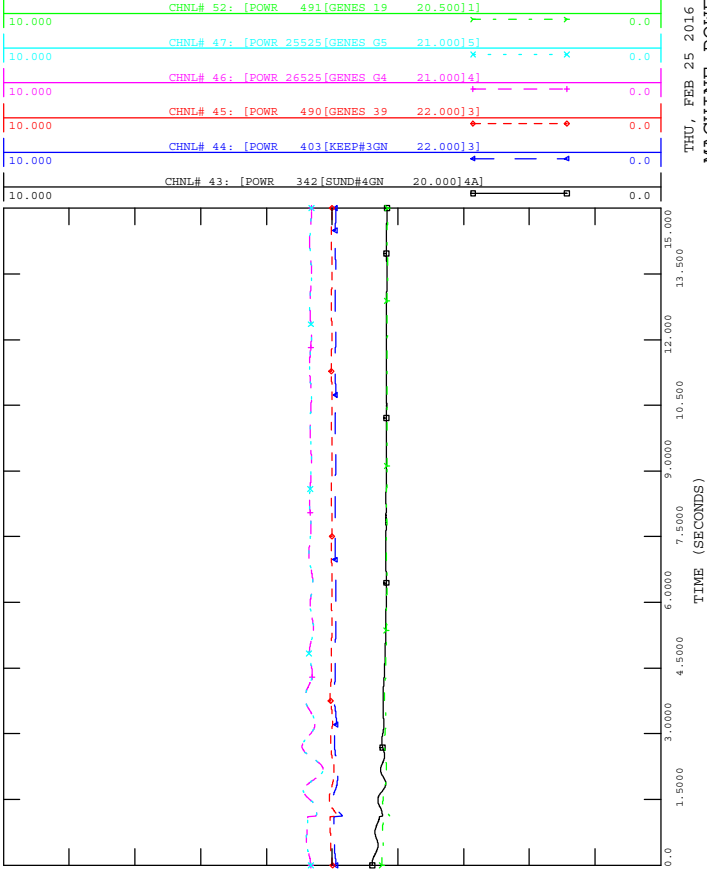
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 989L-973L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 989L-973L (Sundance 310P to Sagitawah 77S-Bickerdike 39S).out
 CHNL# 6: [VOLT 128 [TELLERSLI 240.00]]



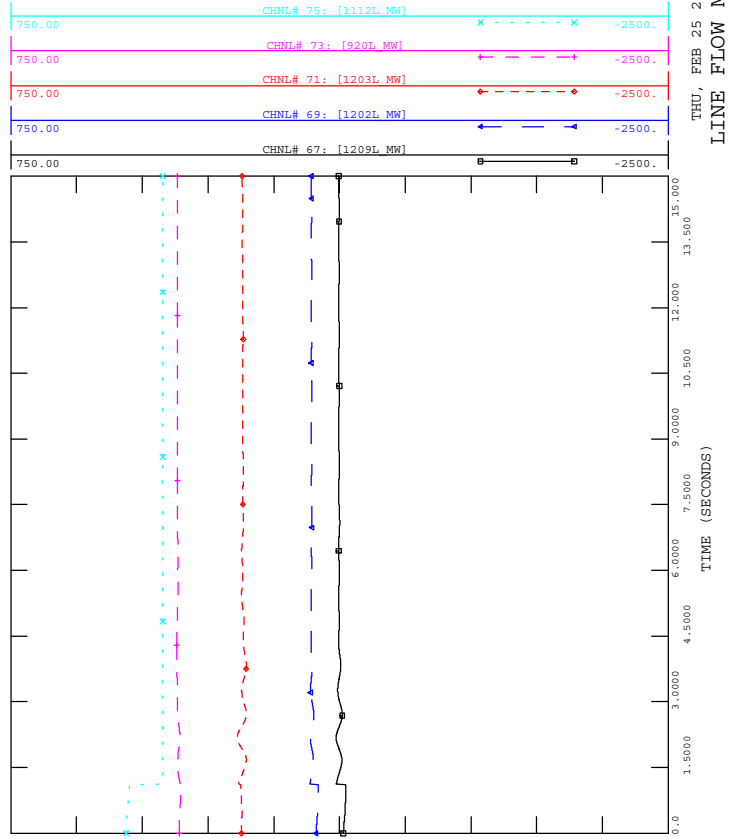
THU, FEB 25 2016 11:01
 BUS VOLTAGE



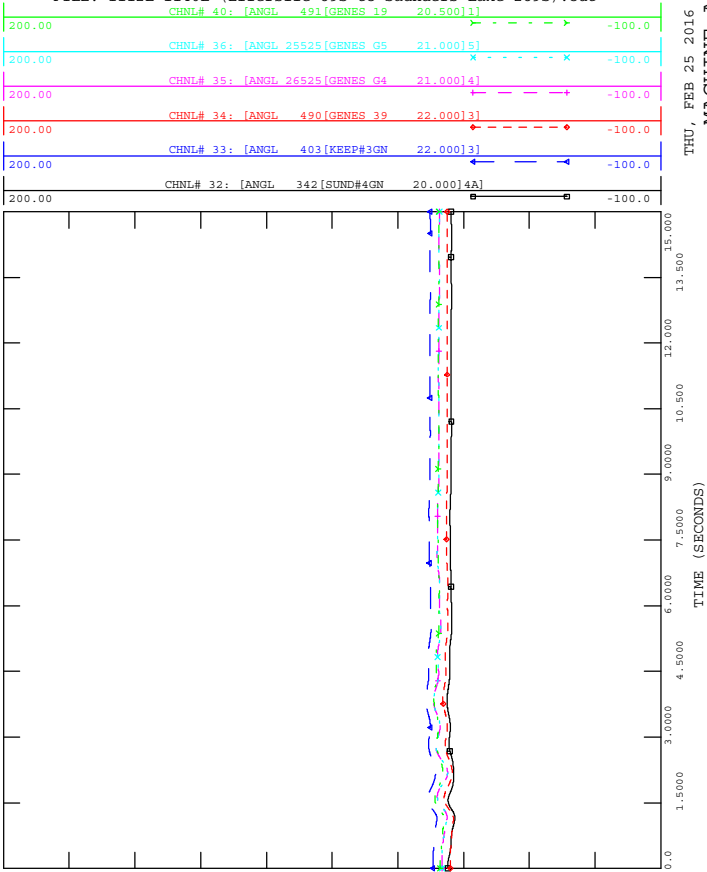
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



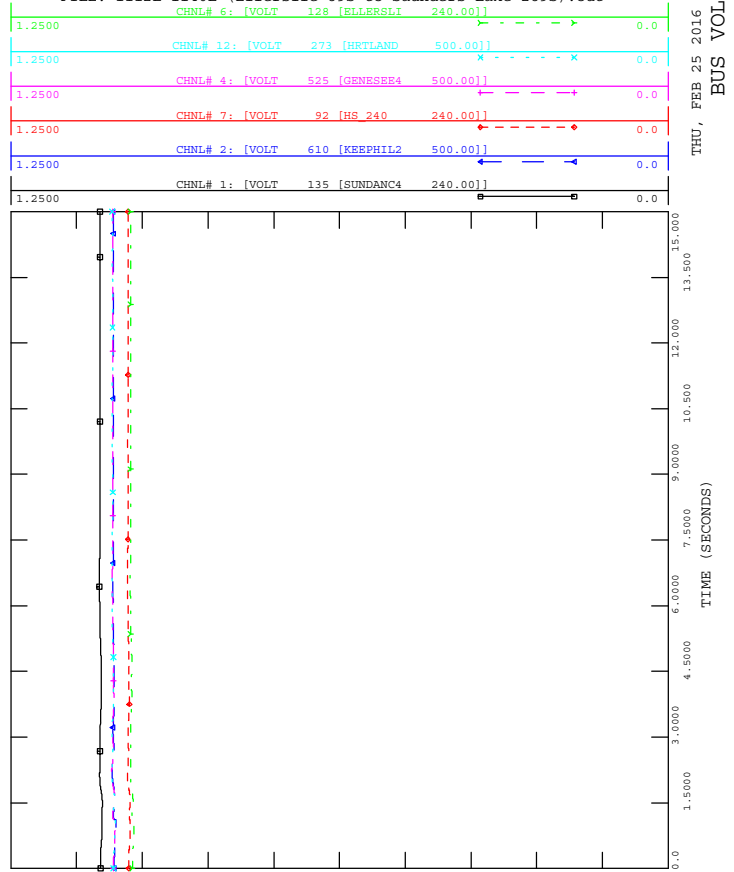
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 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out

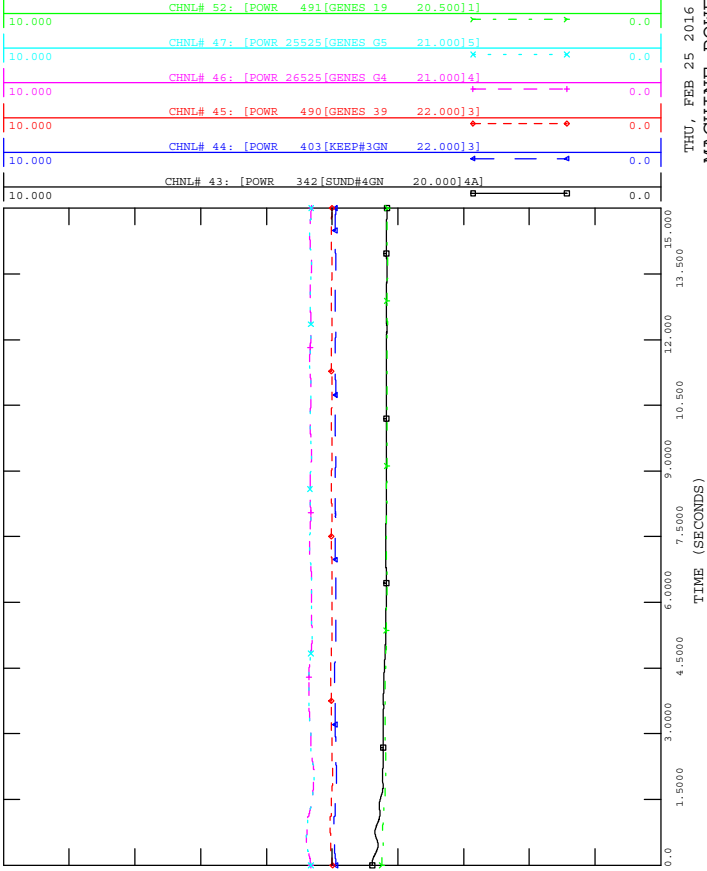


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out





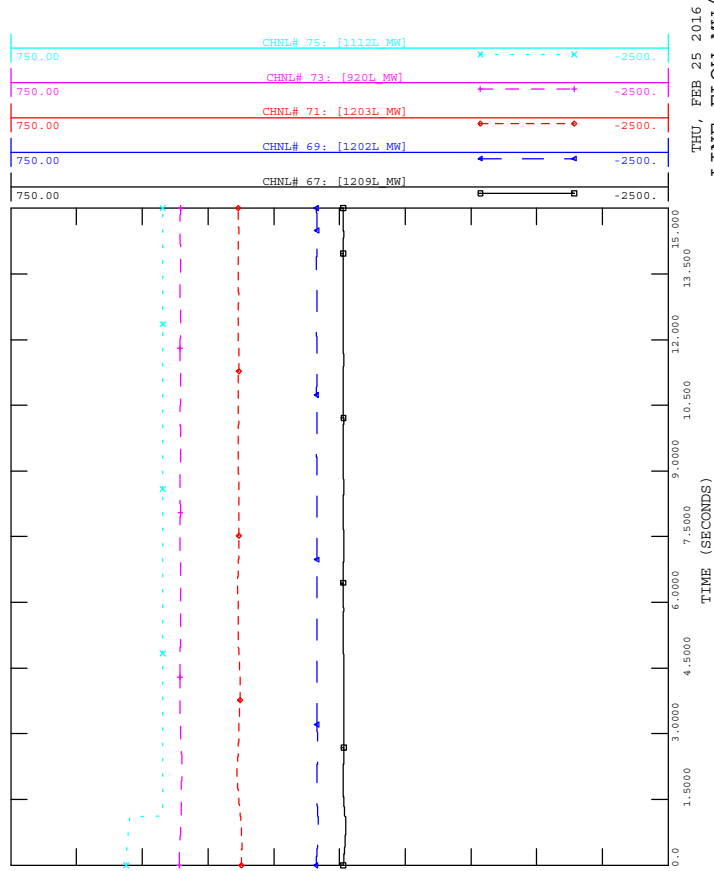
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out



THU, FEB 25 2016 11:01
 MACHINE POWER MW



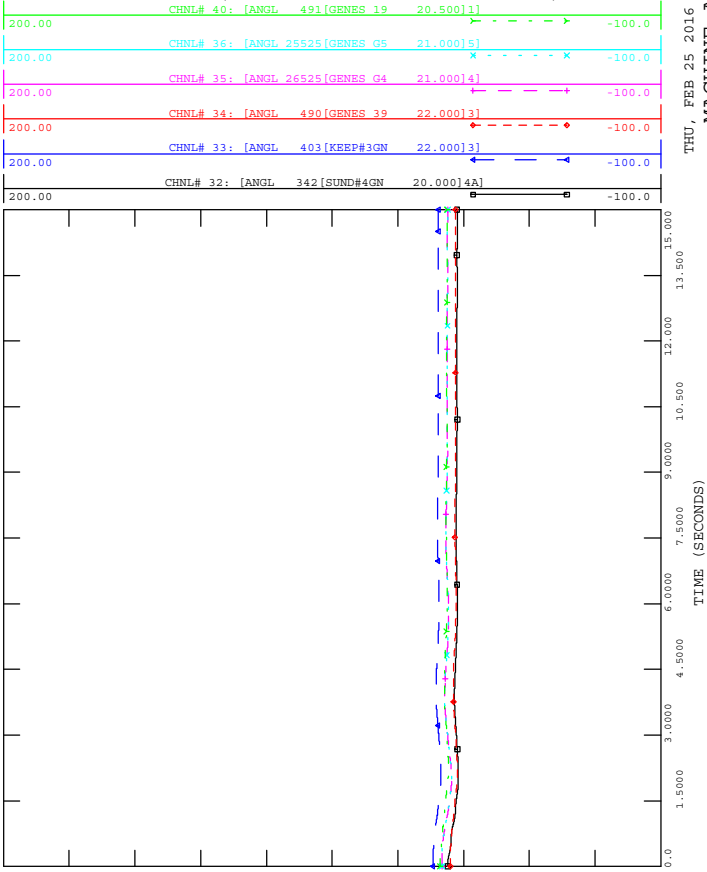
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 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out



THU, FEB 25 2016 11:01
 LINE FLOW MW/MVAR



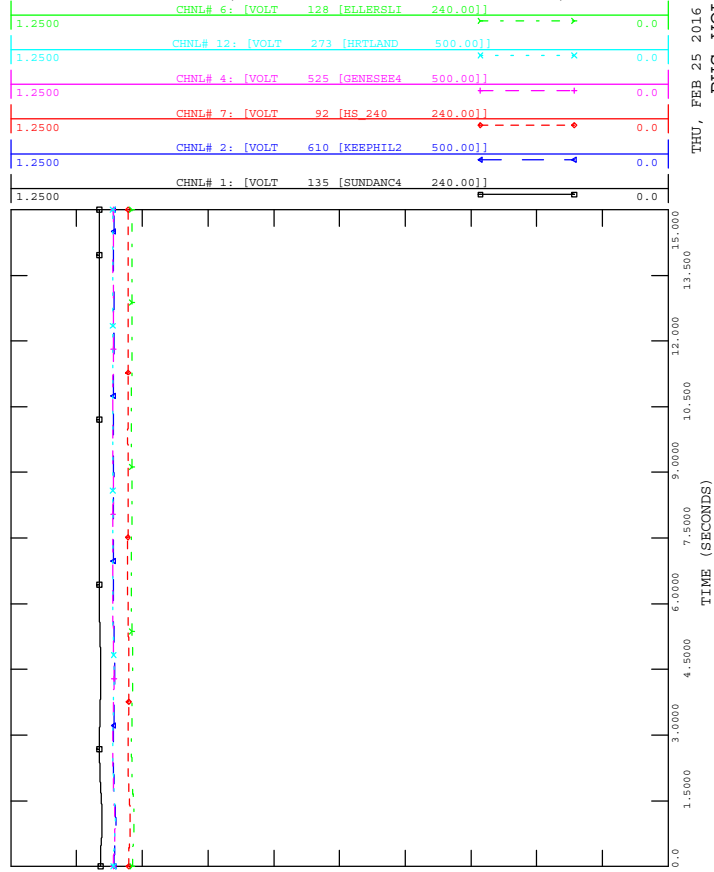
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 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out



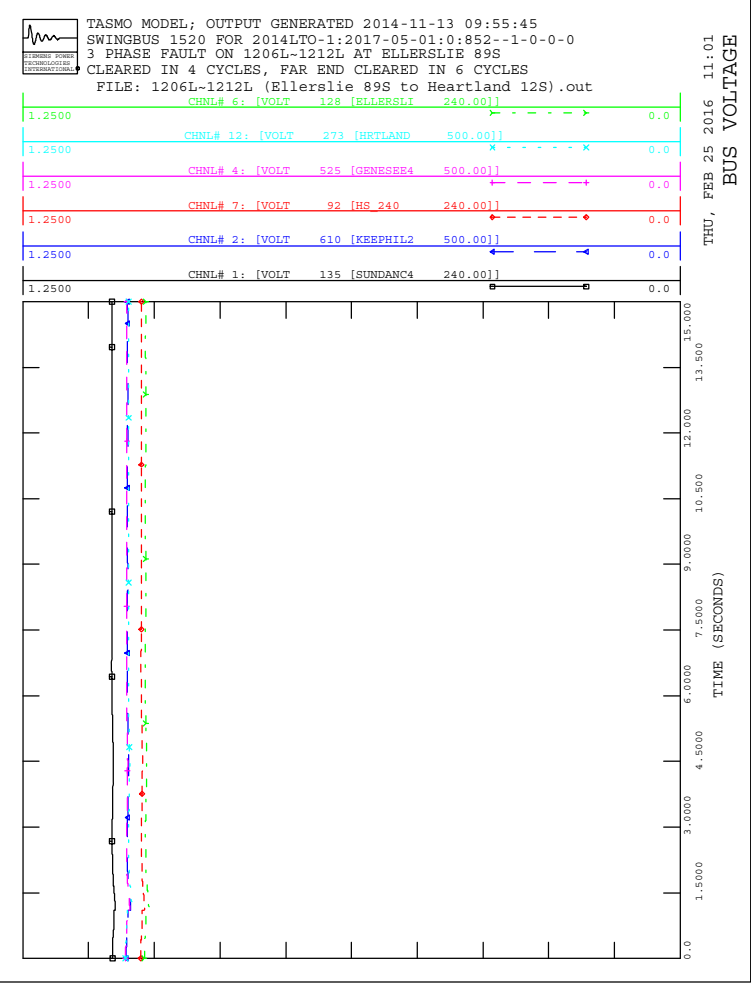
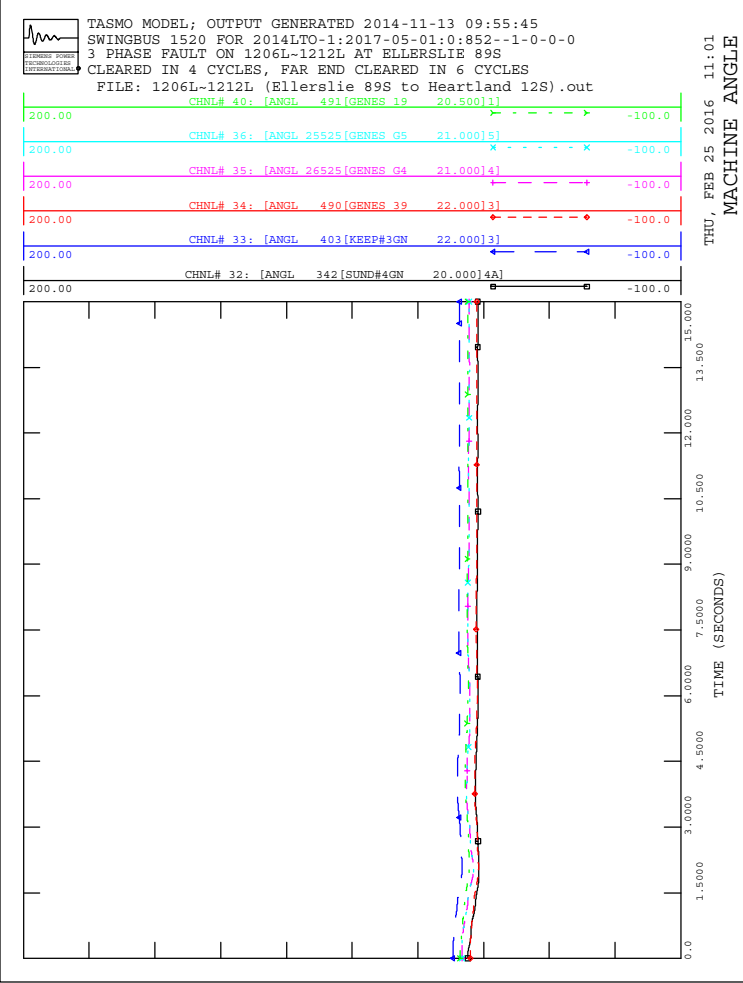
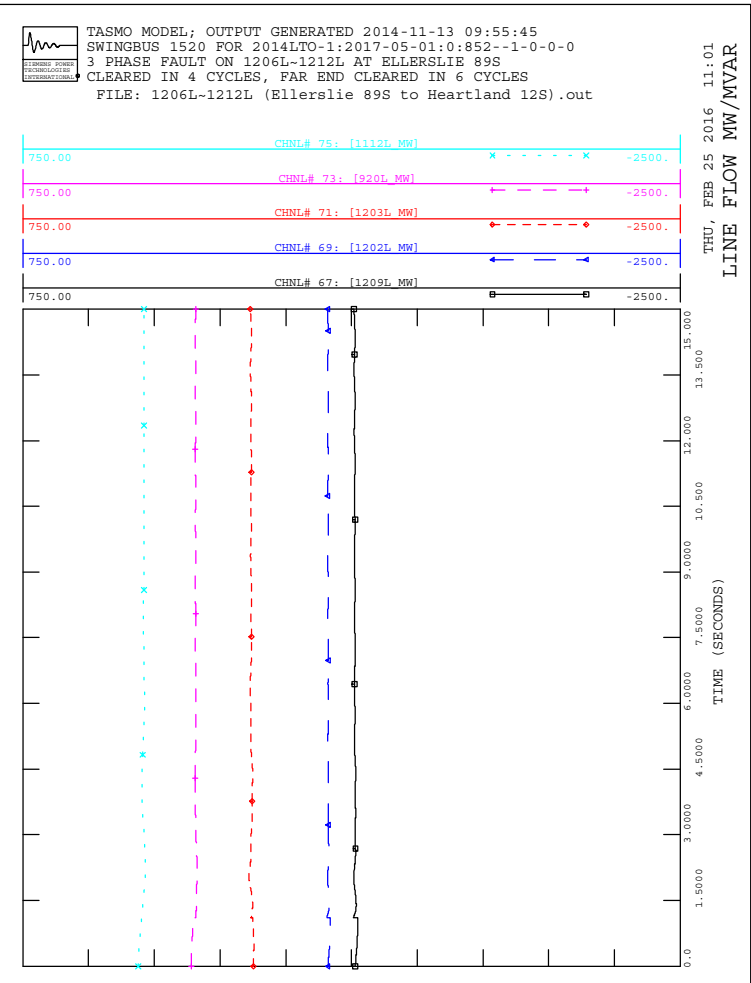
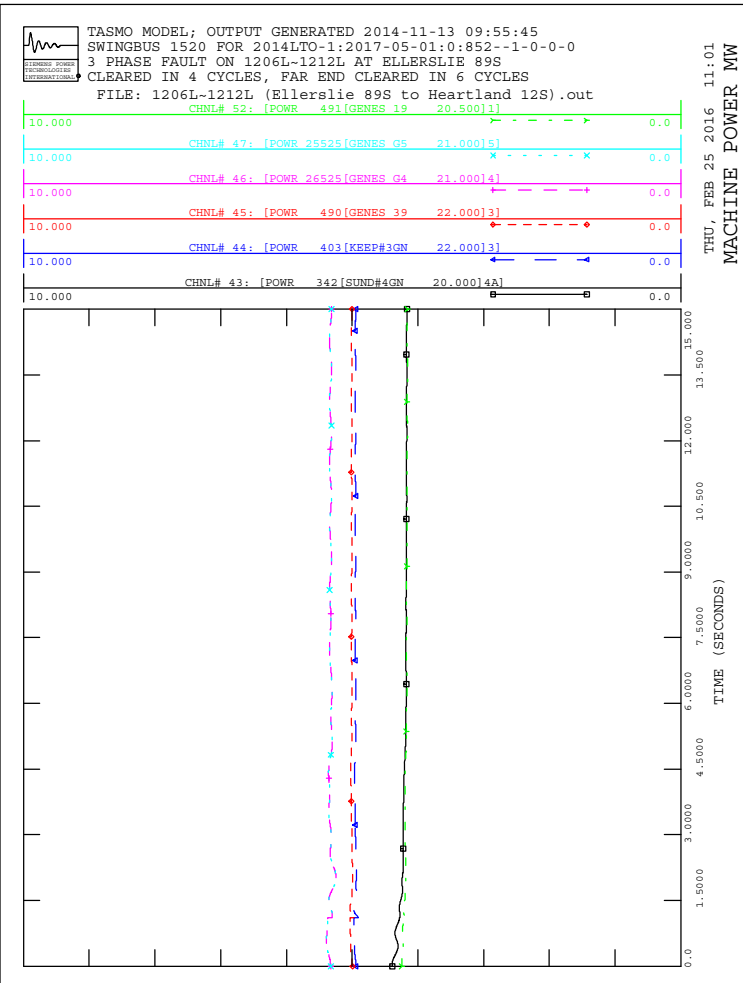
THU, FEB 25 2016 11:01
 MACHINE ANGLE

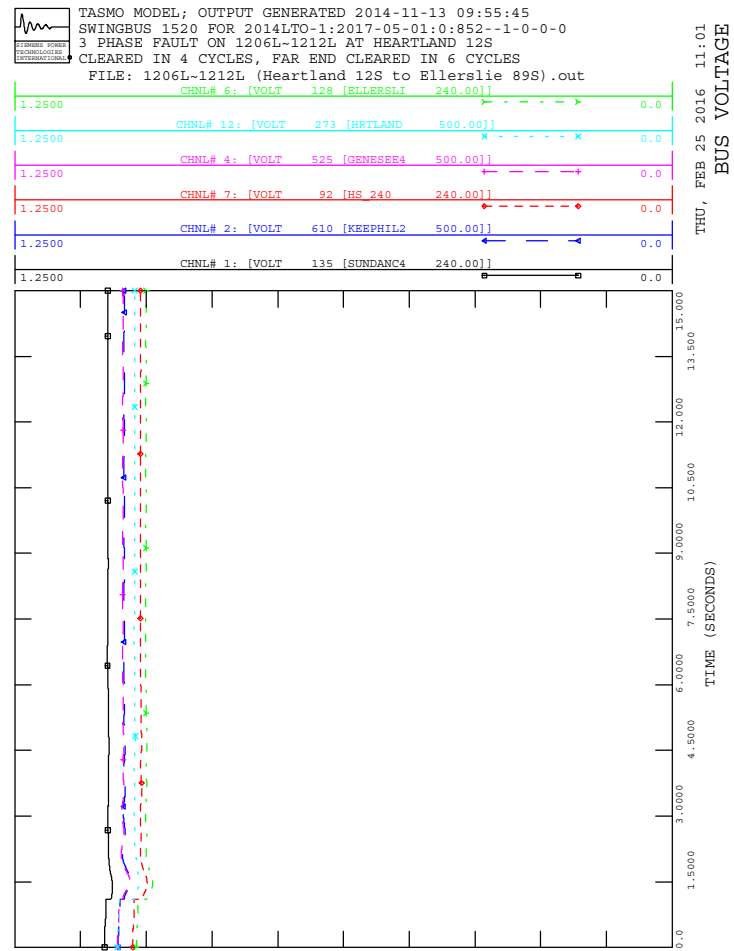
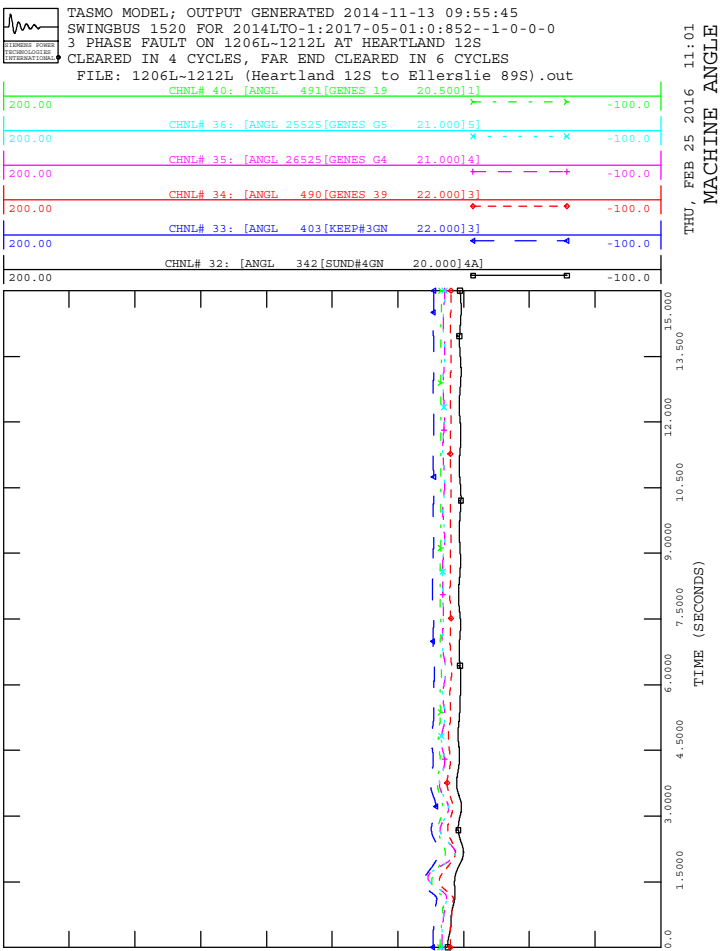
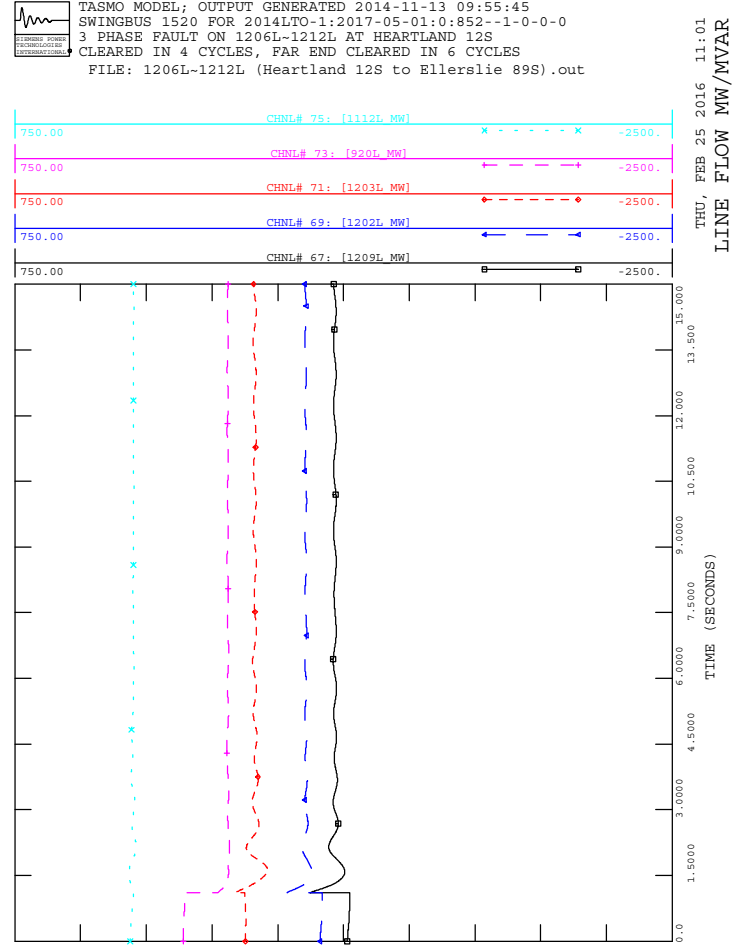
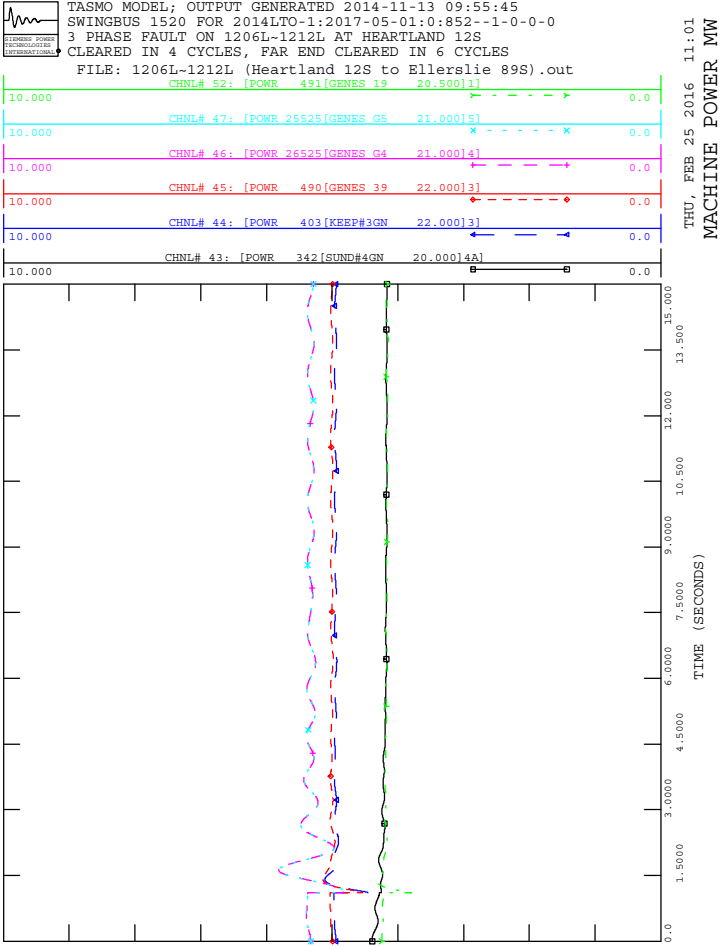


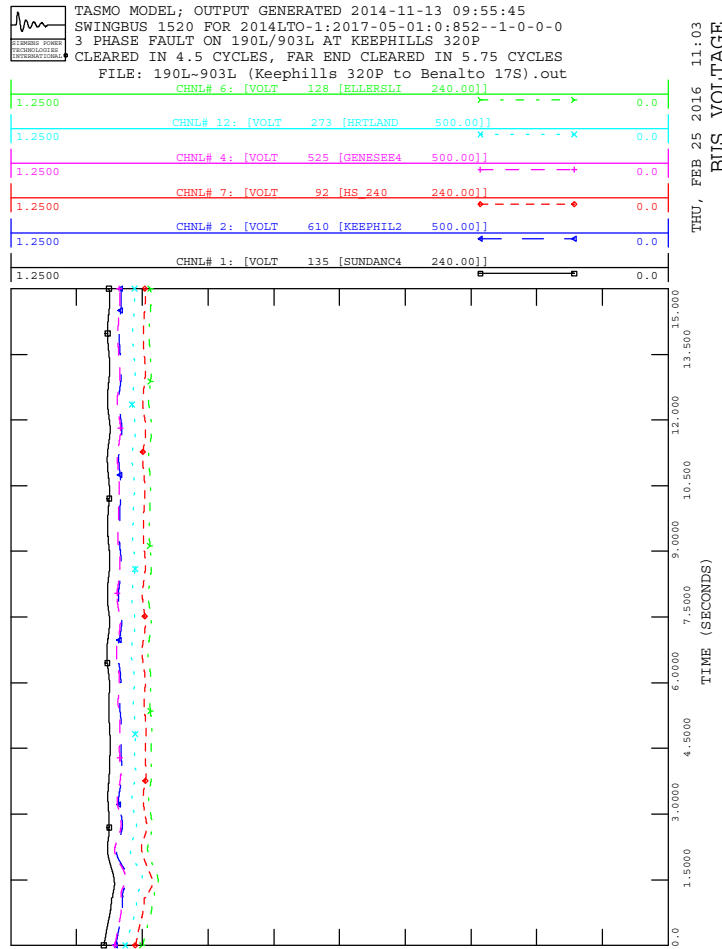
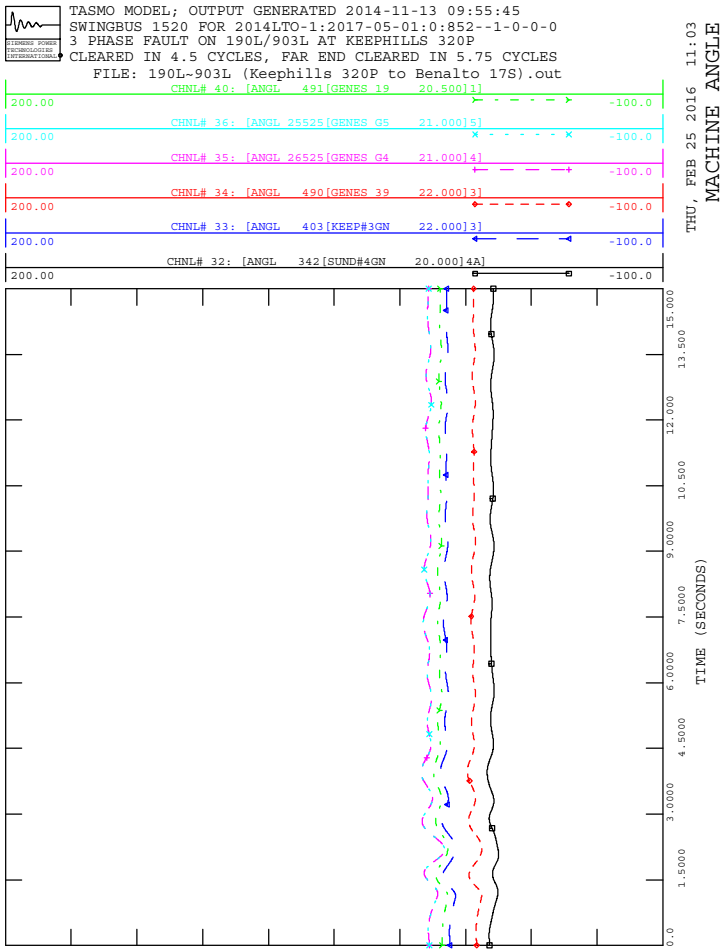
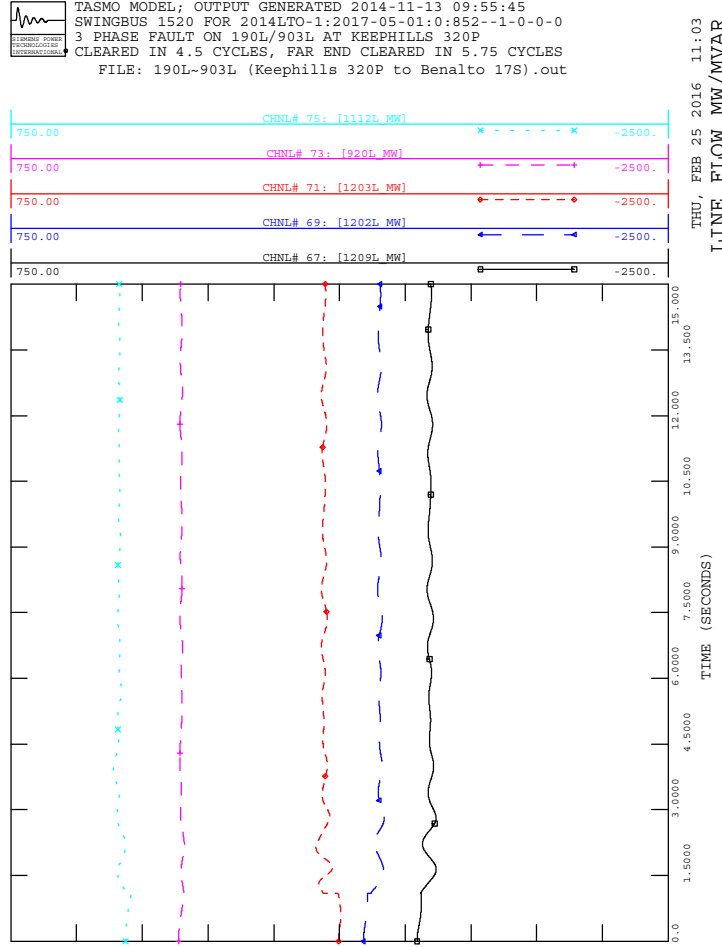
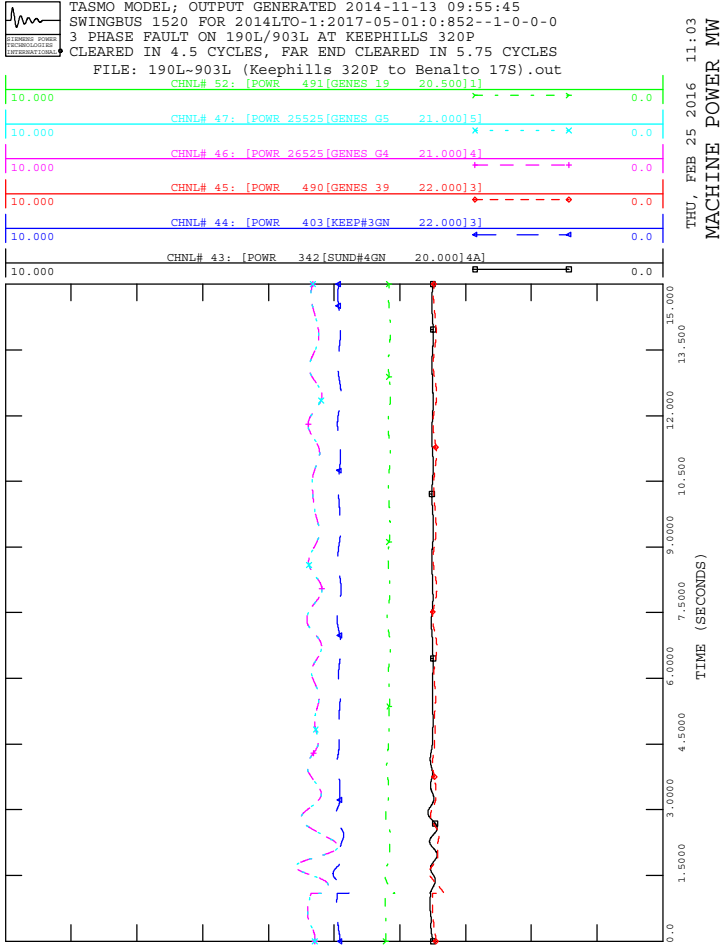
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out

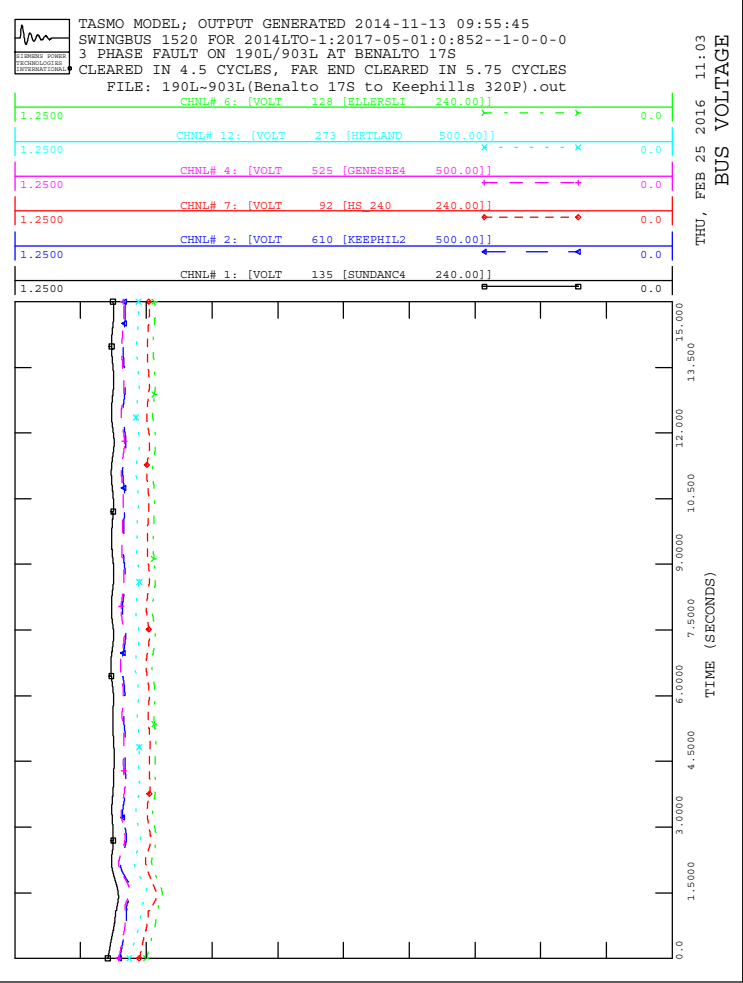
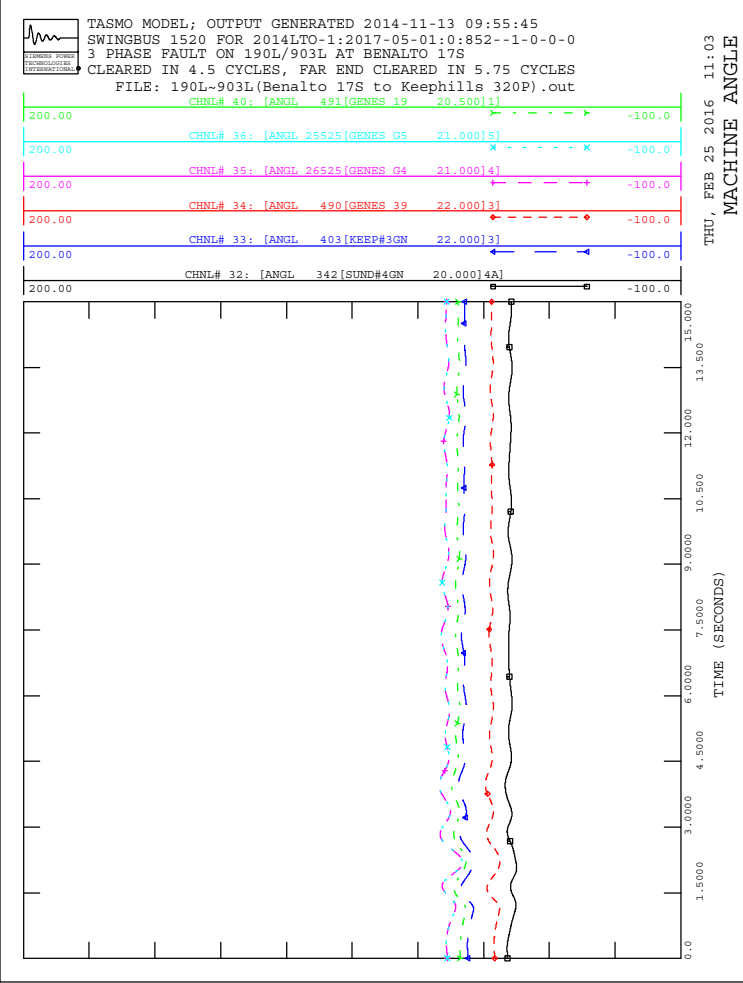
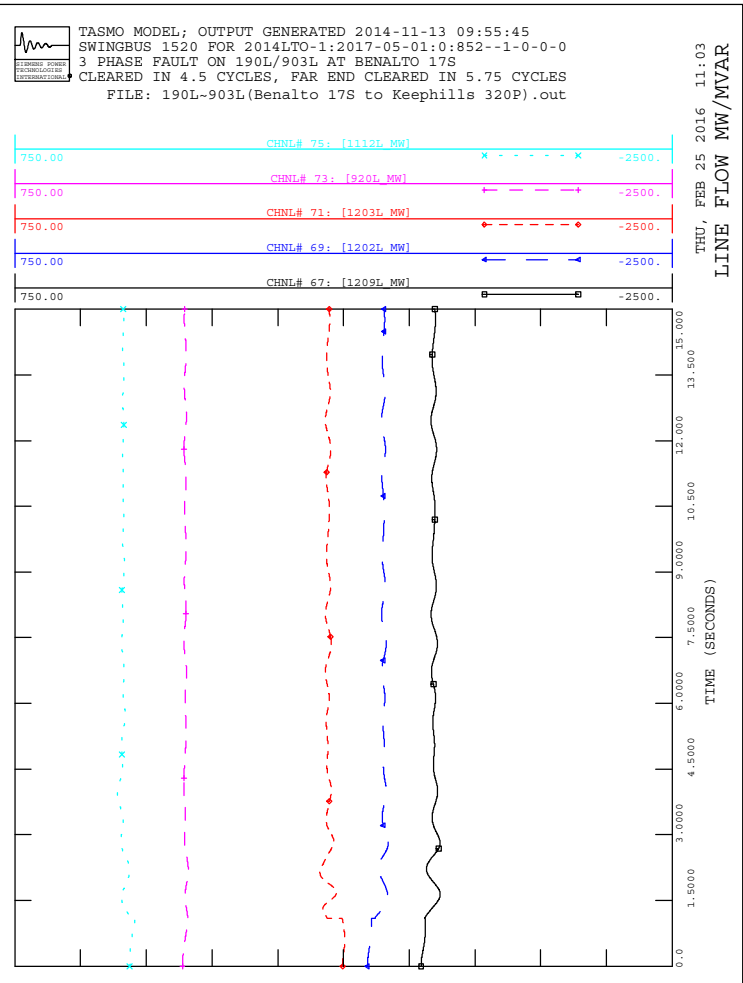
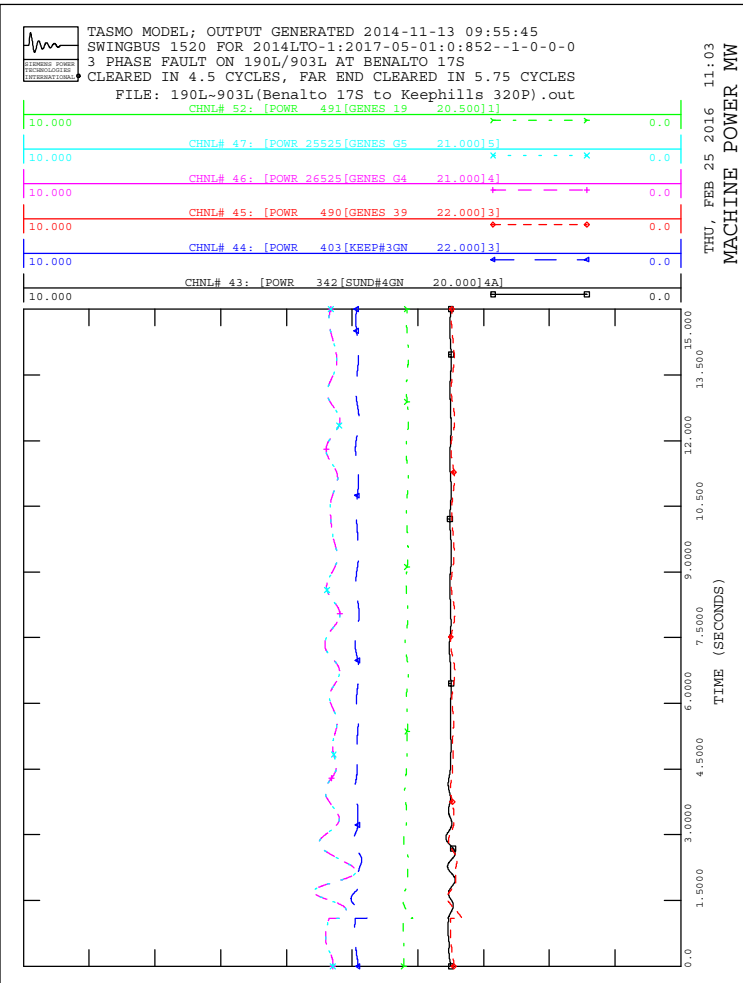


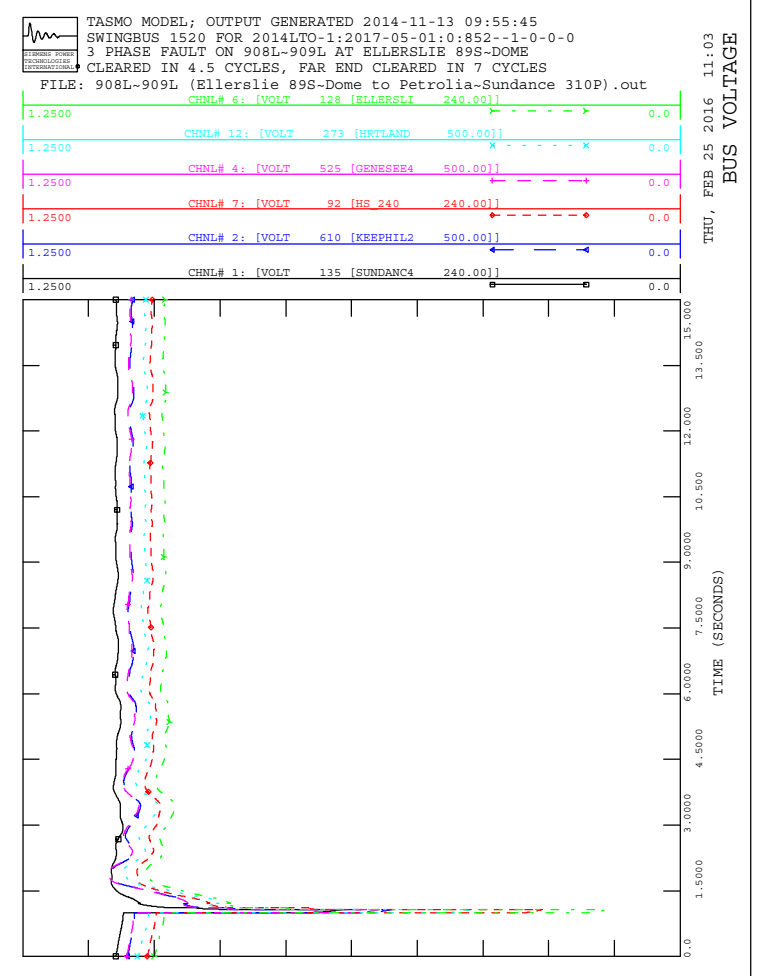
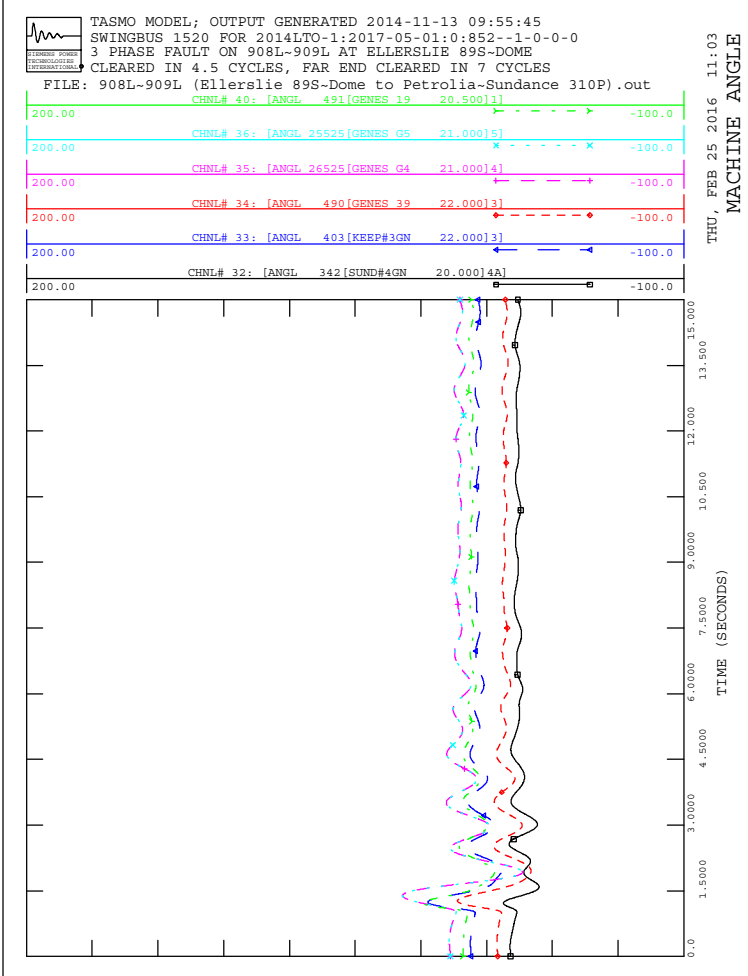
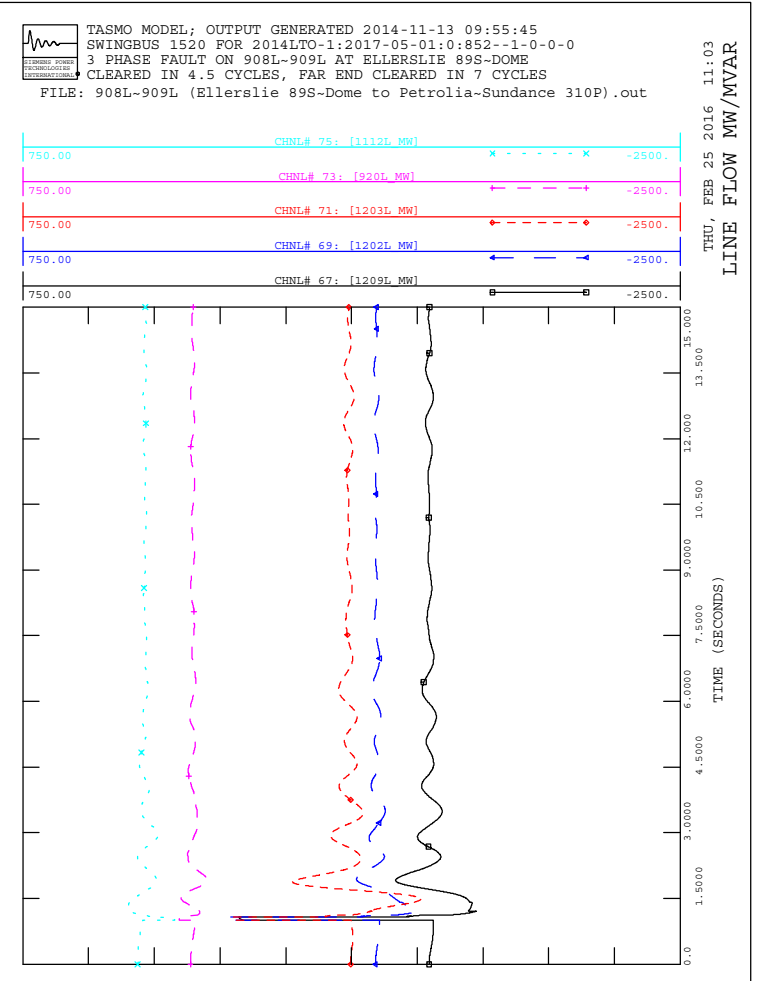
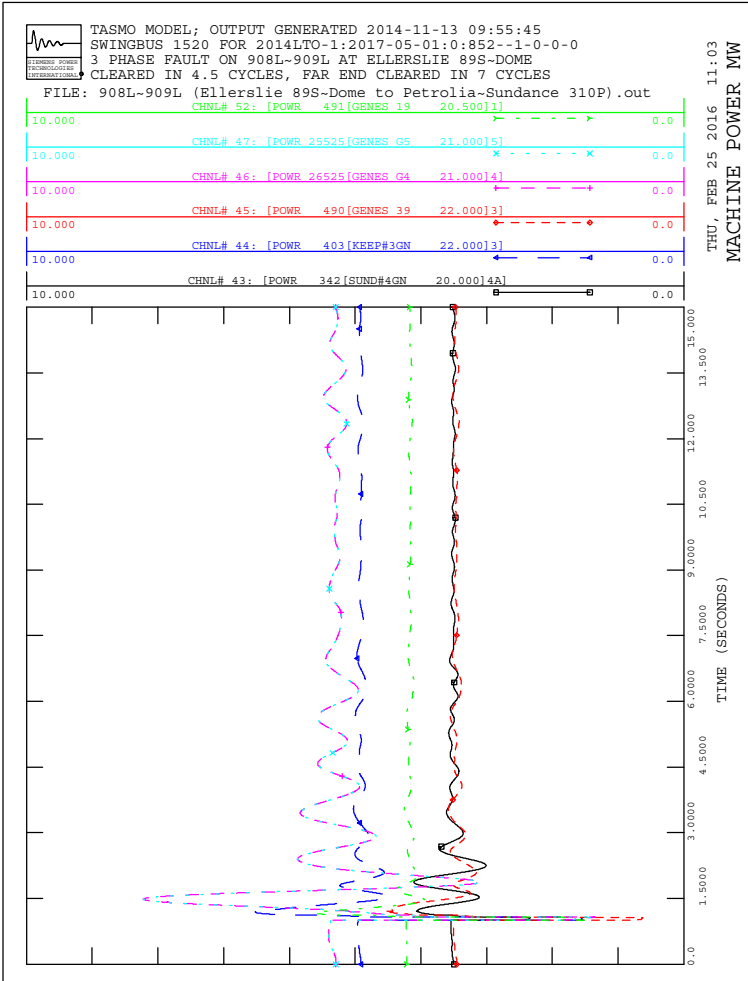
THU, FEB 25 2016 11:01
 BUS VOLTAGE

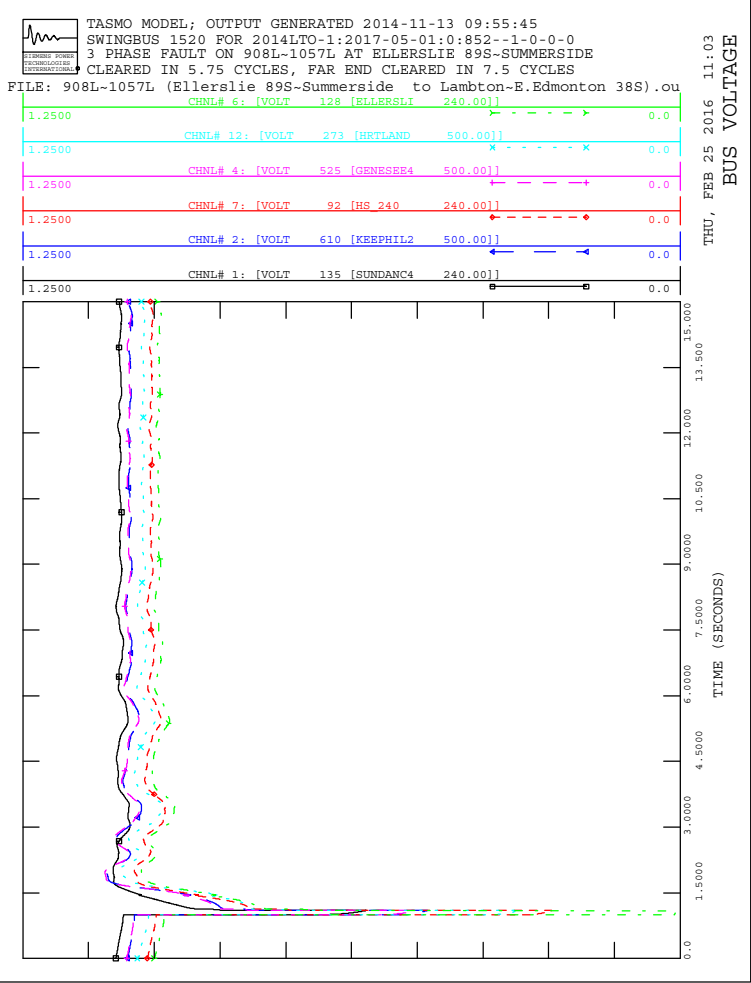
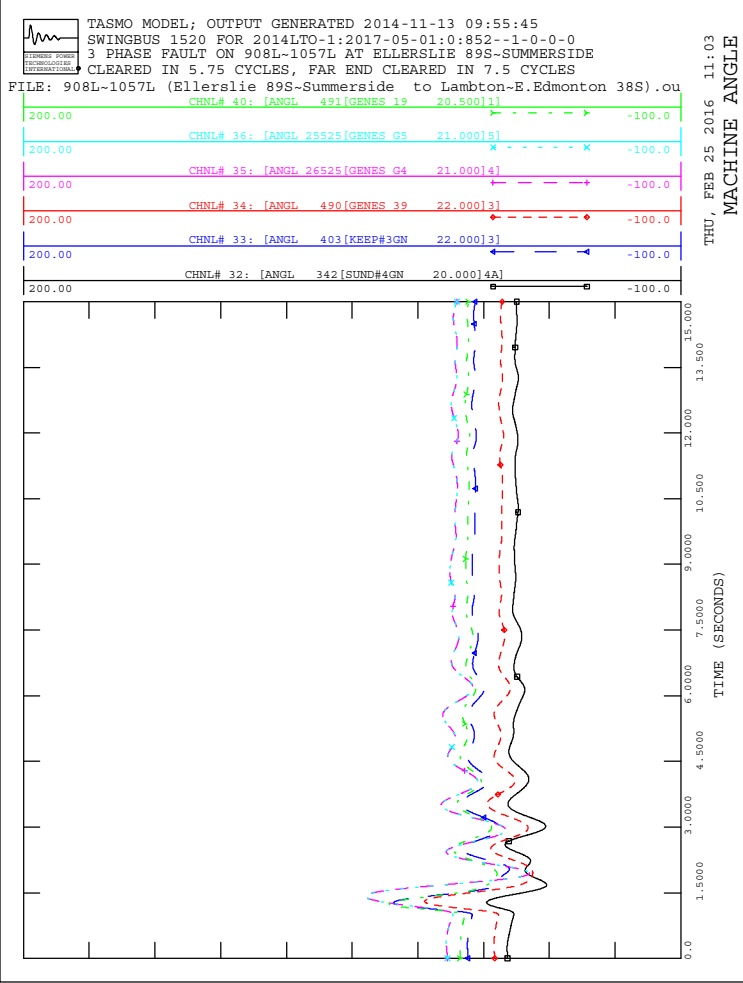
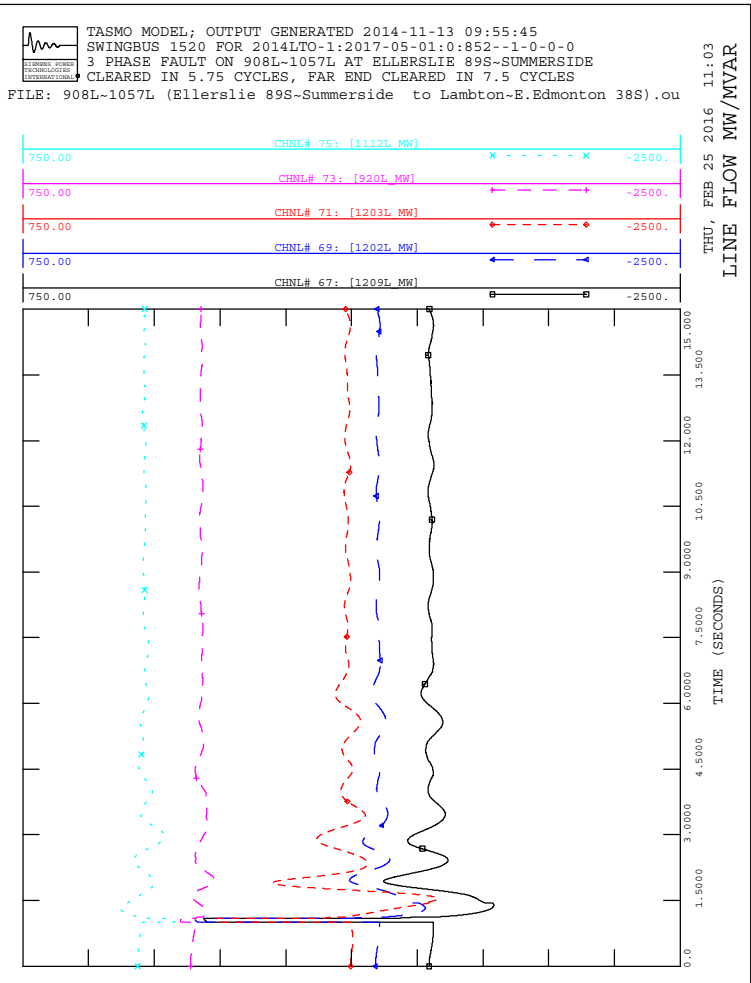
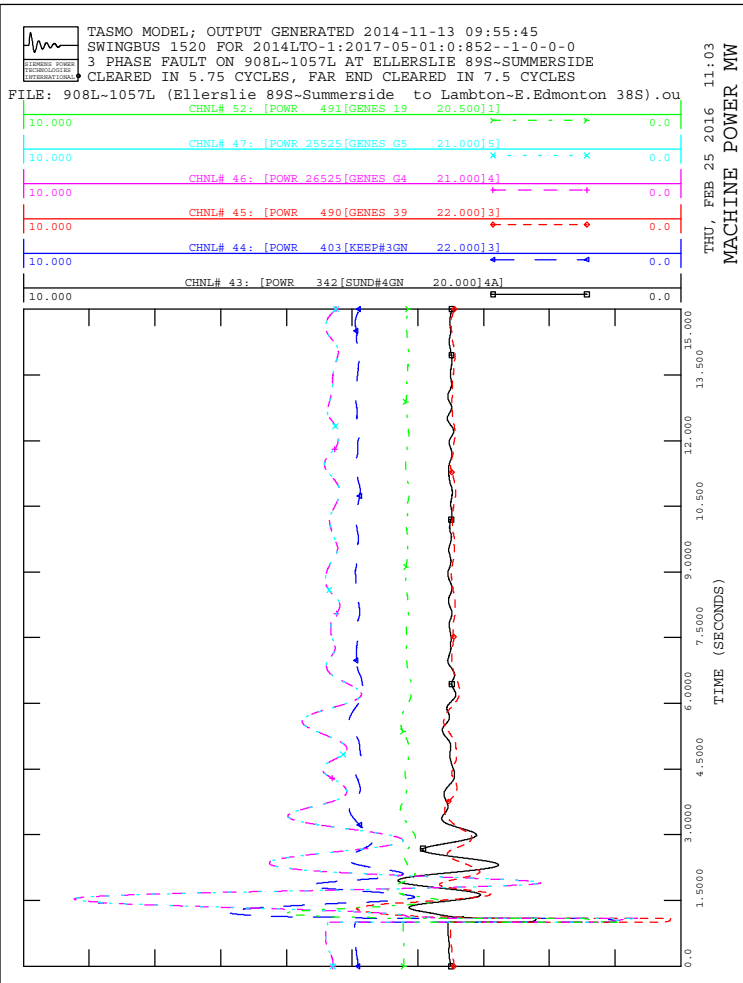


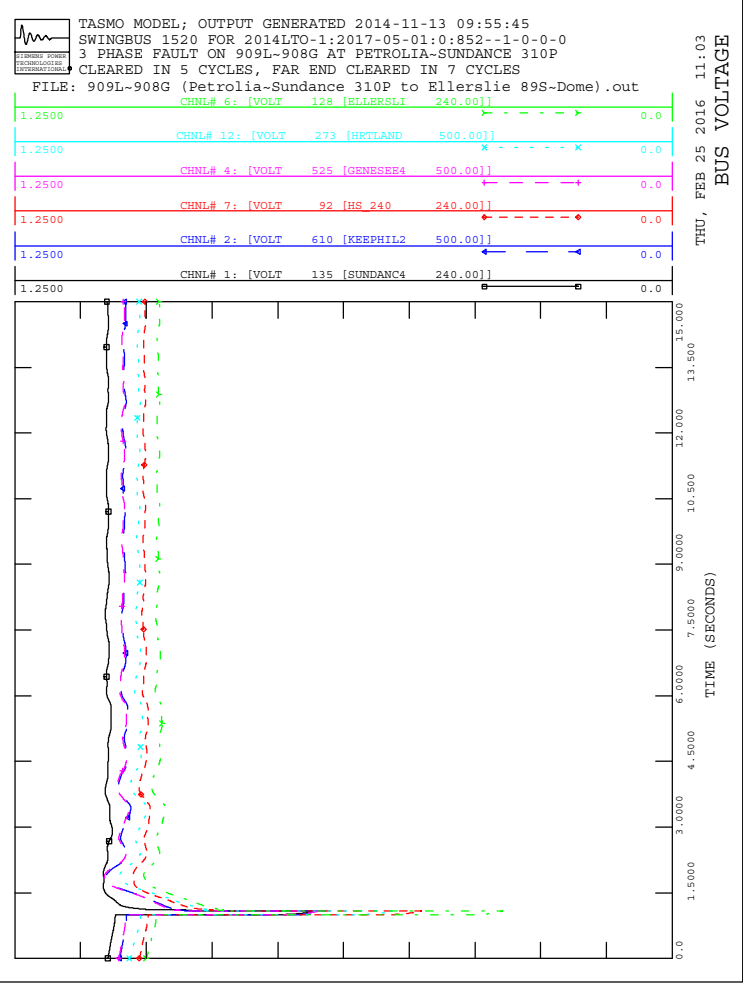
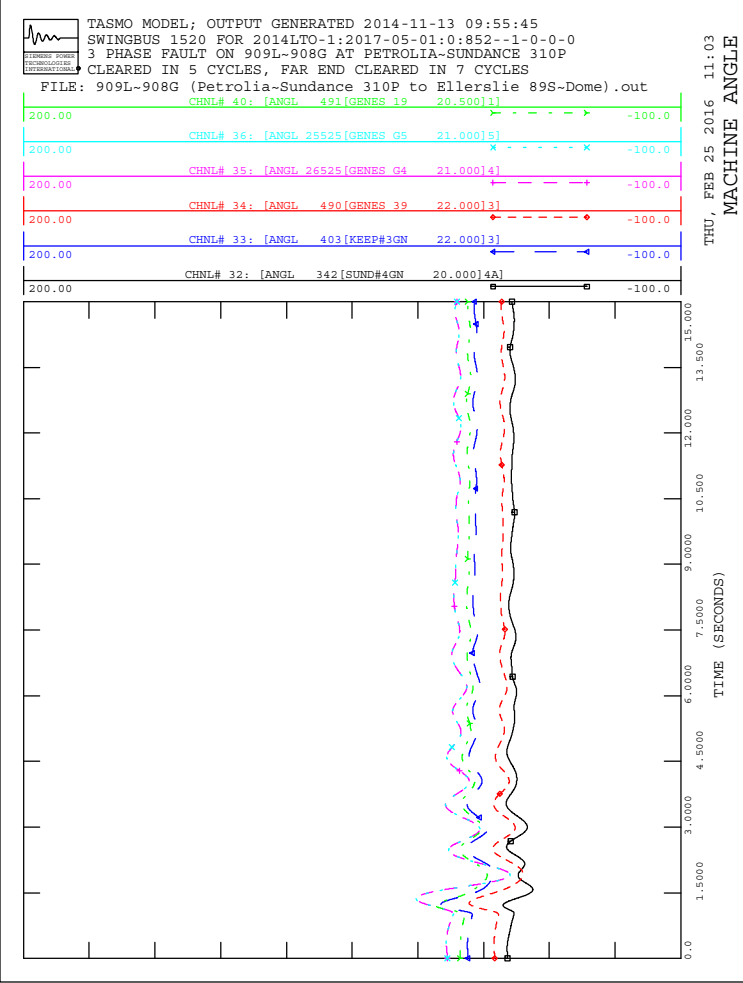
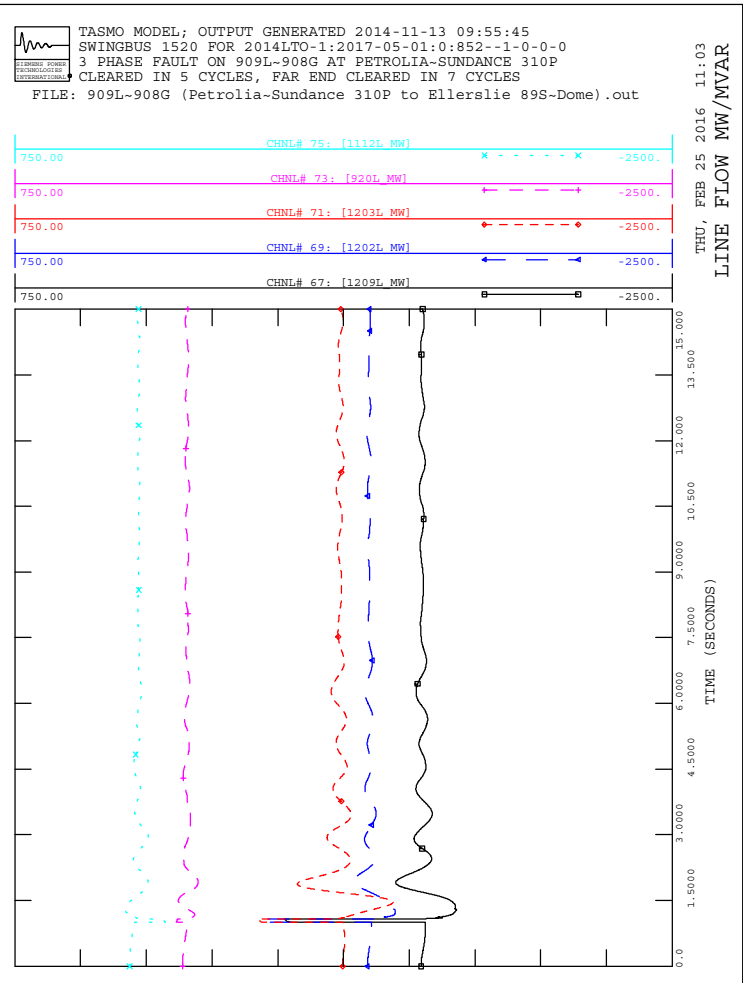
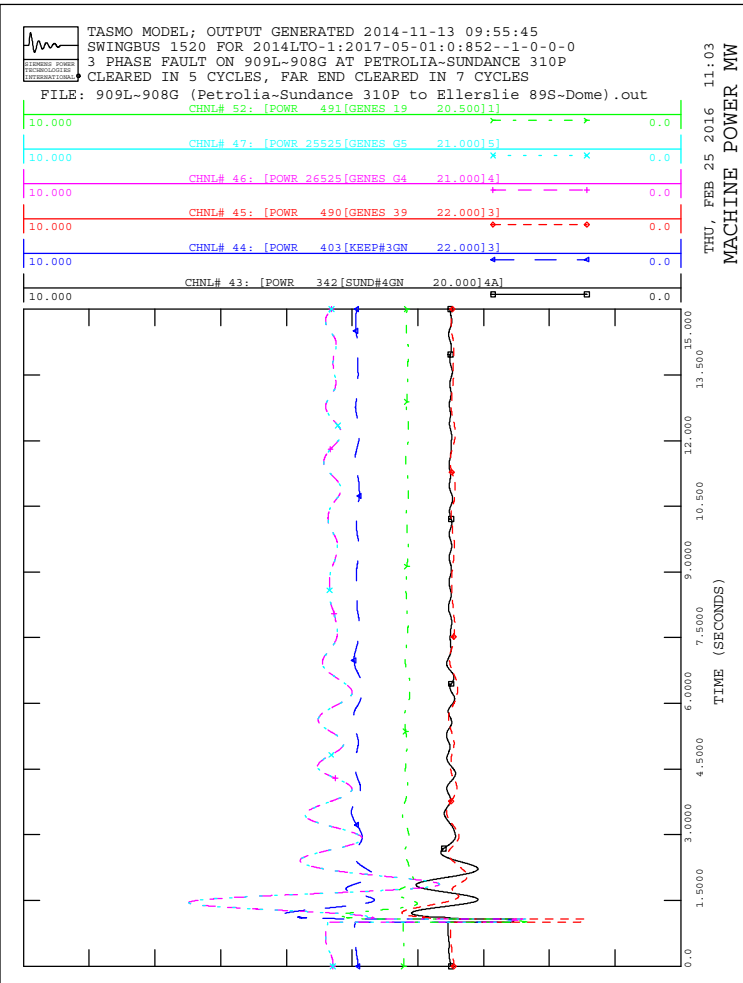


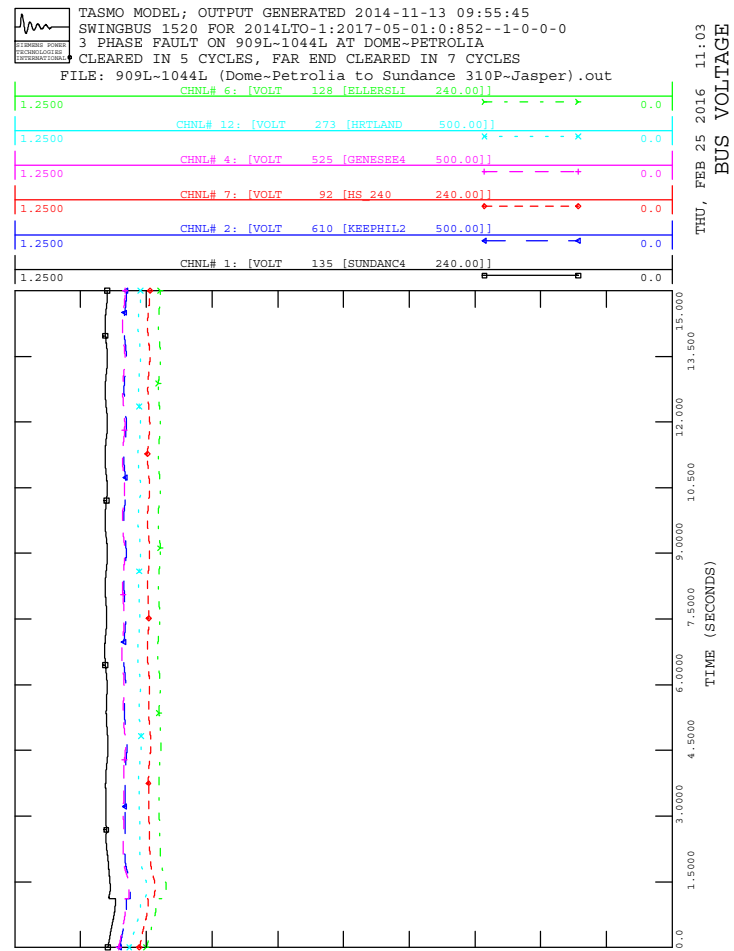
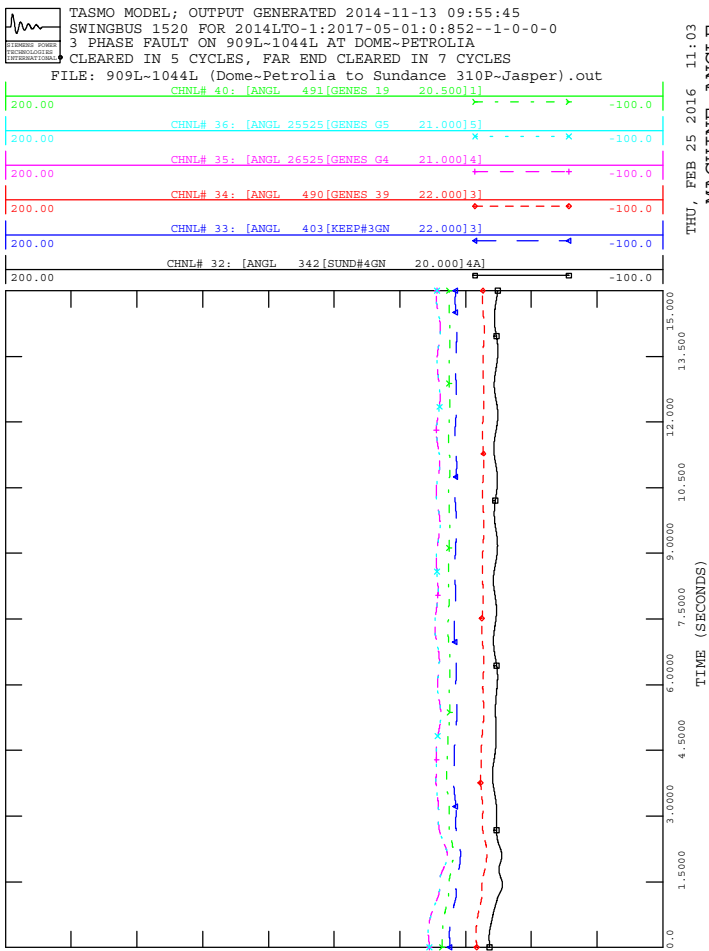
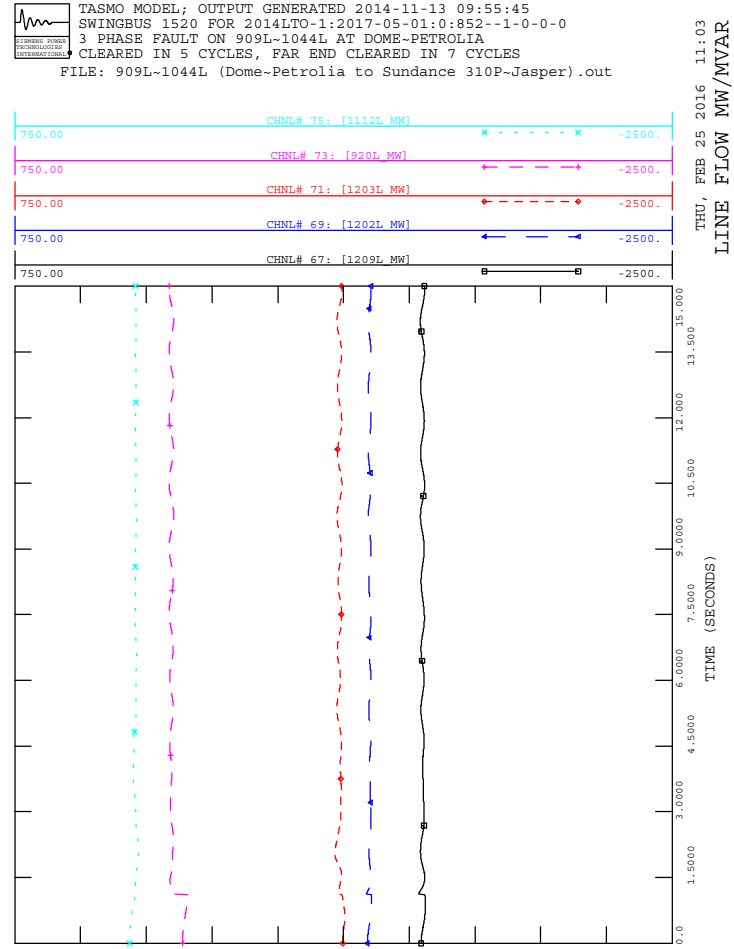
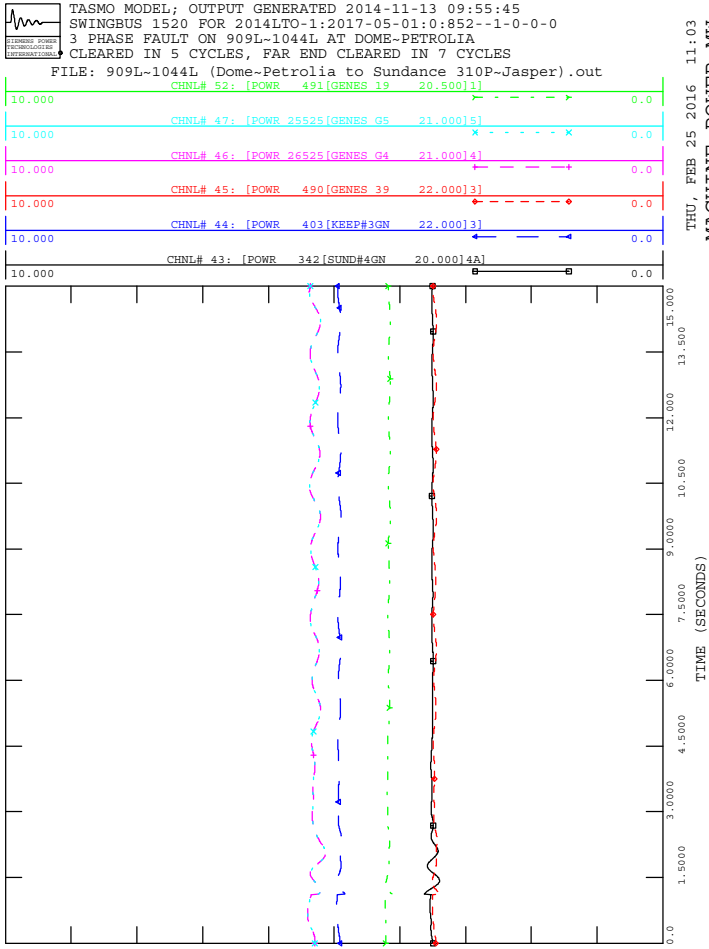






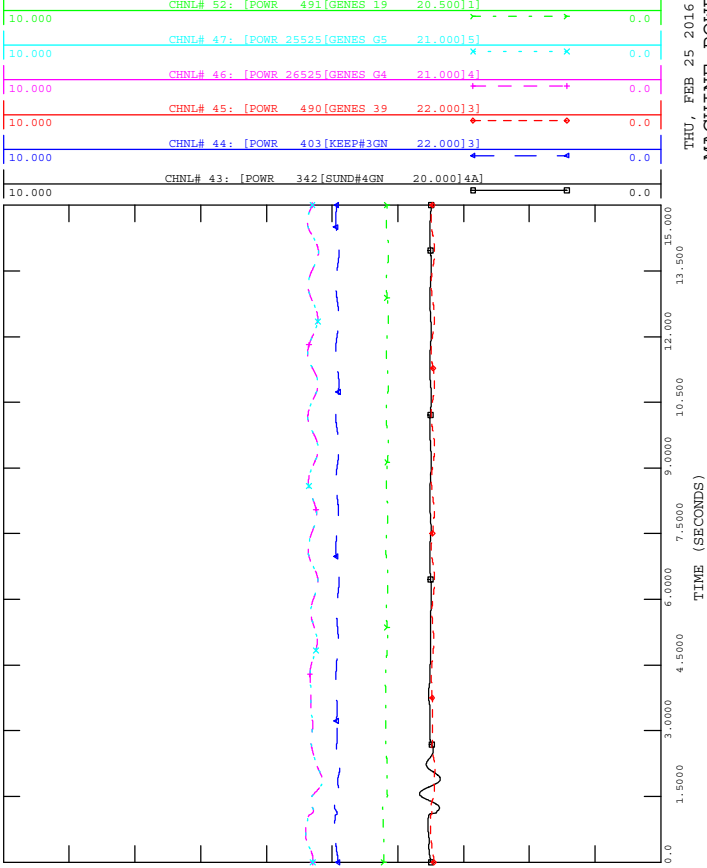




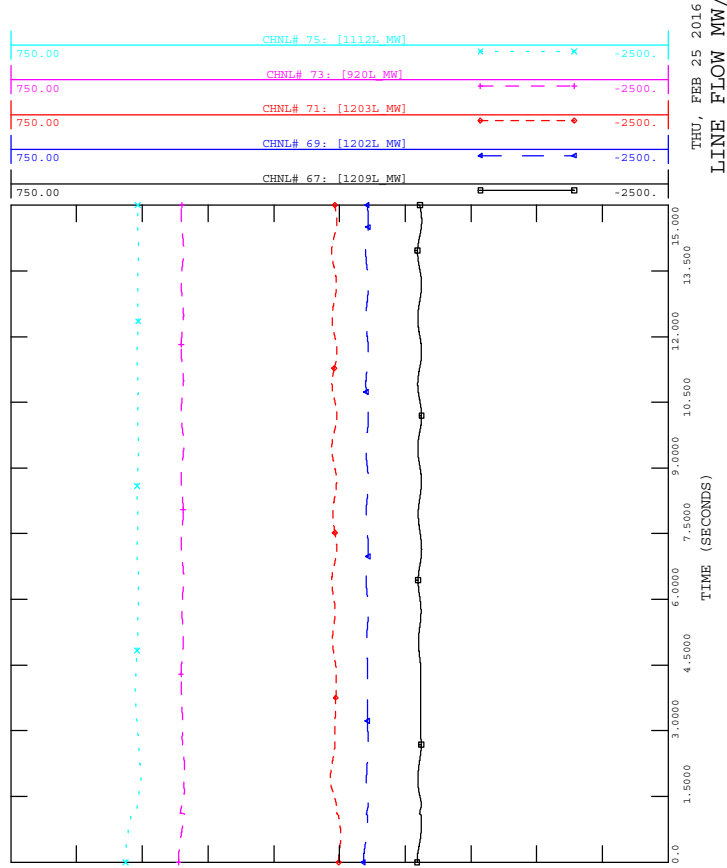




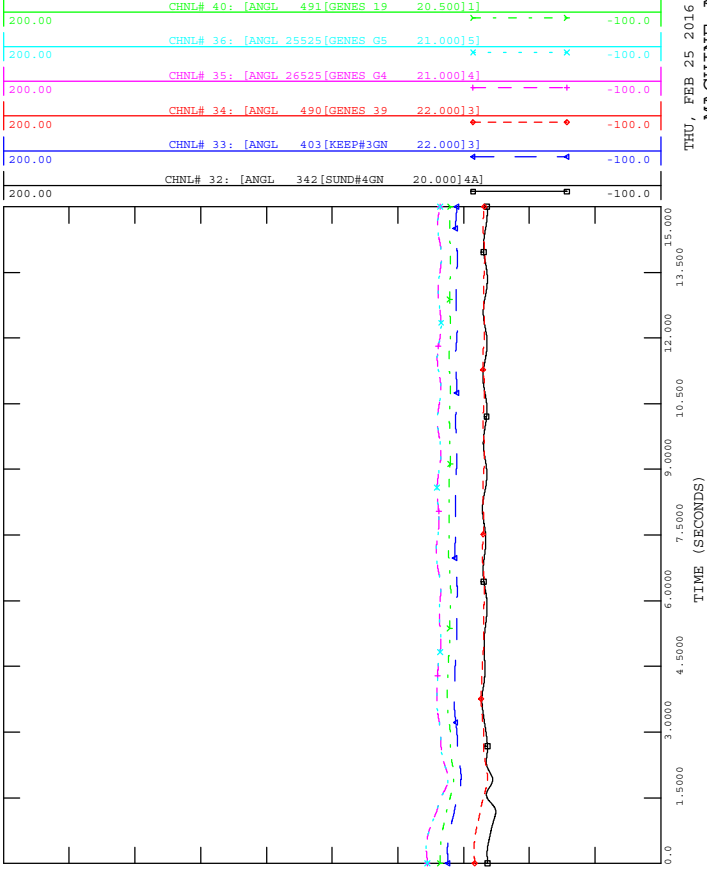
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 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



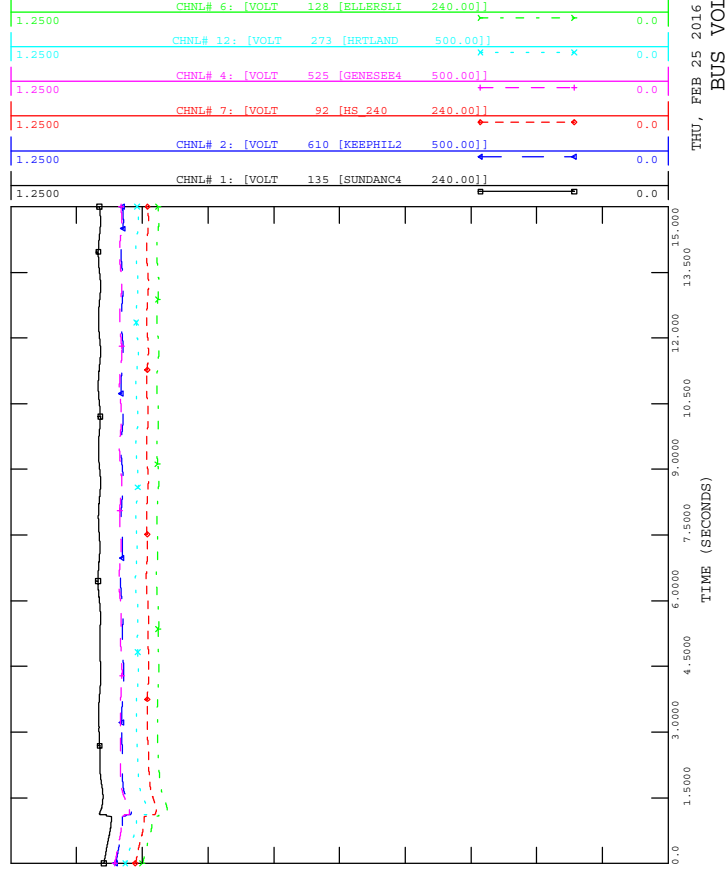
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



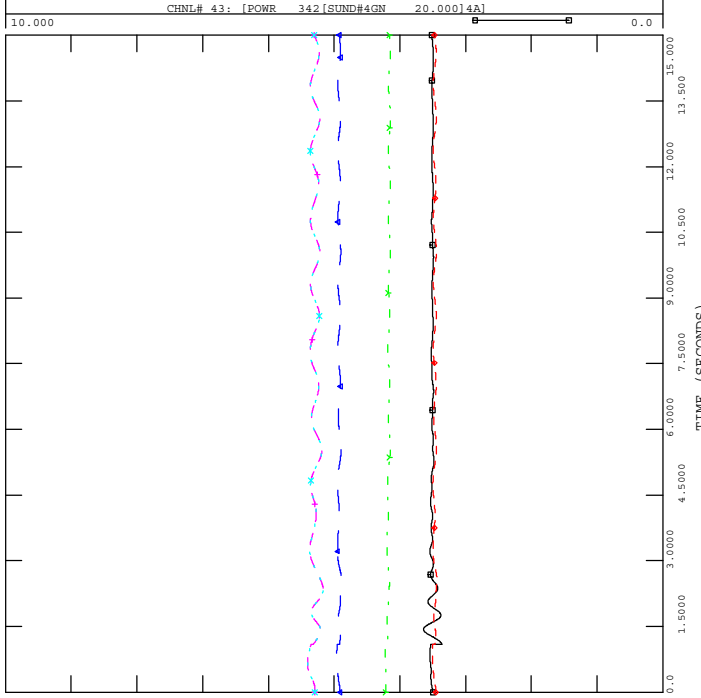
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out

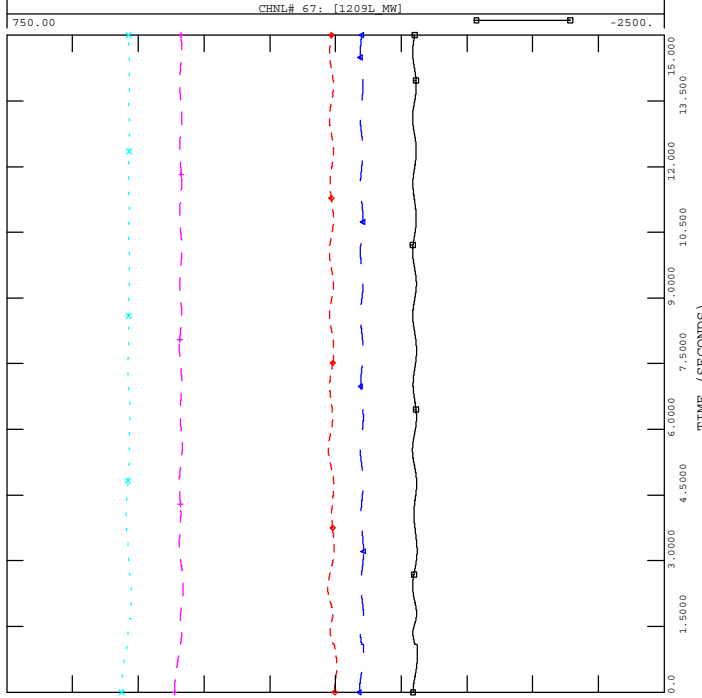


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



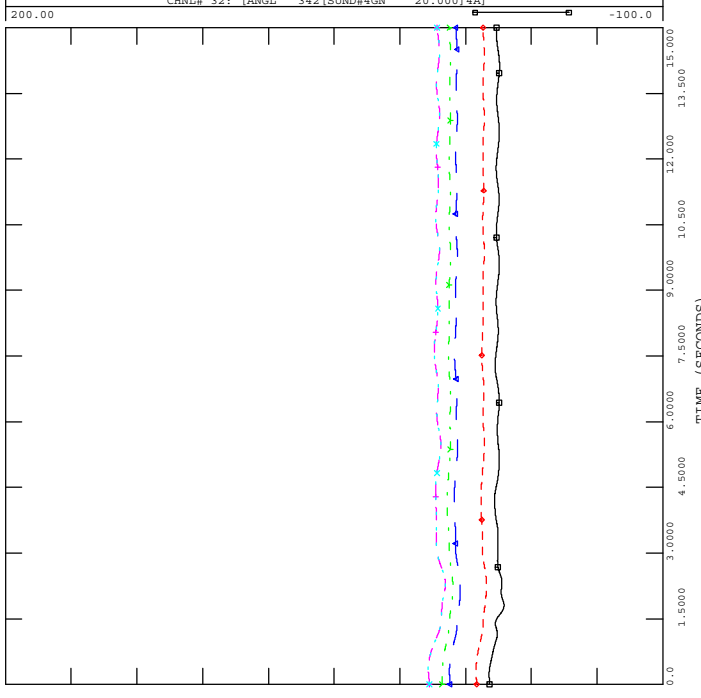
THU, FEB 25 2016 11:03
 MACHINE POWER MW

TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



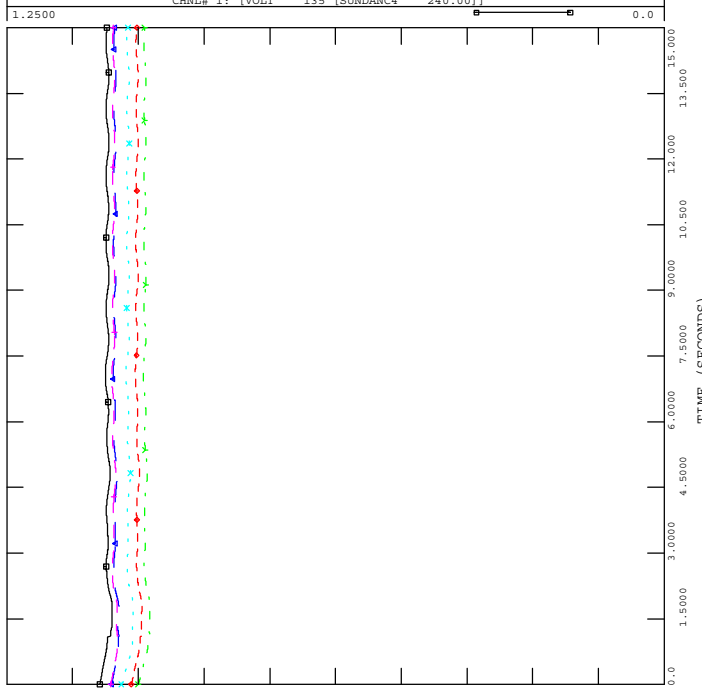
THU, FEB 25 2016 11:03
 LINE FLOW MW/MVAR

TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



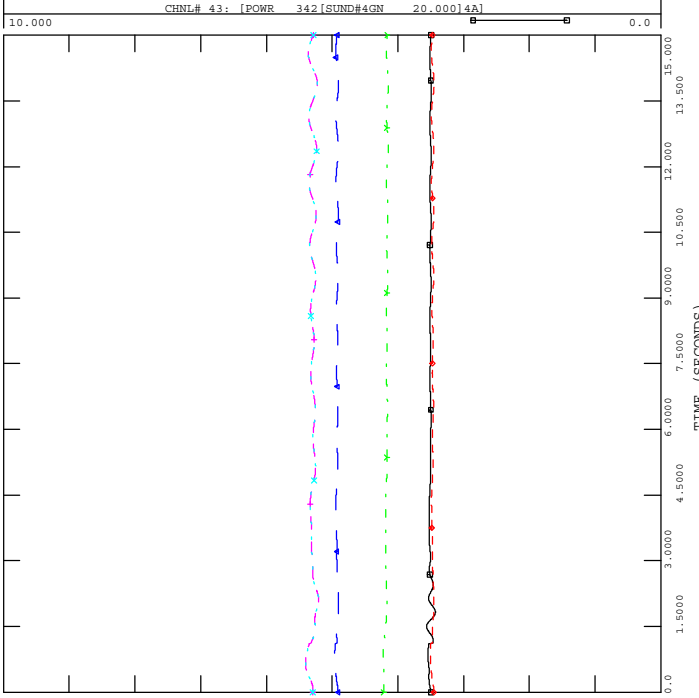
THU, FEB 25 2016 11:03
 MACHINE ANGLE

TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



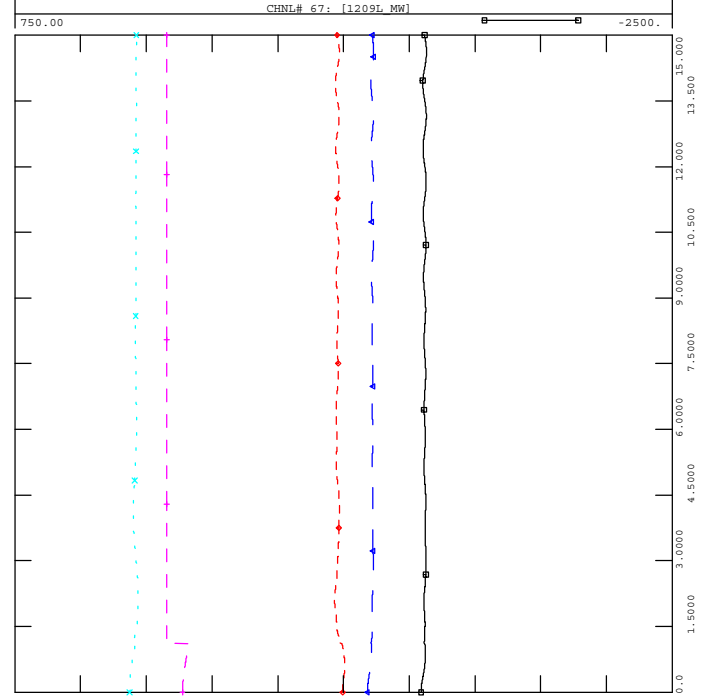
THU, FEB 25 2016 11:03
 BUS VOLTAGE

TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out
 CHNL# 52: [POWR 491[GENES 19 20.500]1]



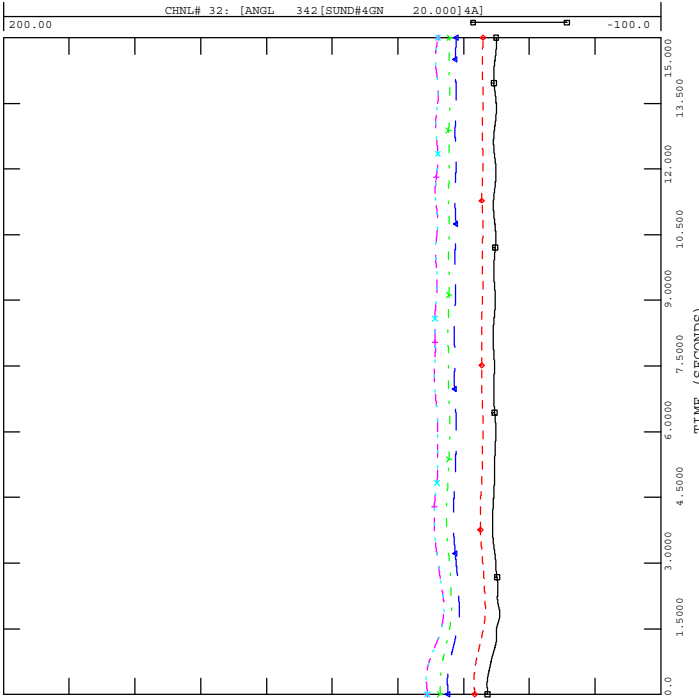
THU, FEB 25 2016 11:03
 MACHINE POWER MW

TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out
 CHNL# 75: [1112L MW]



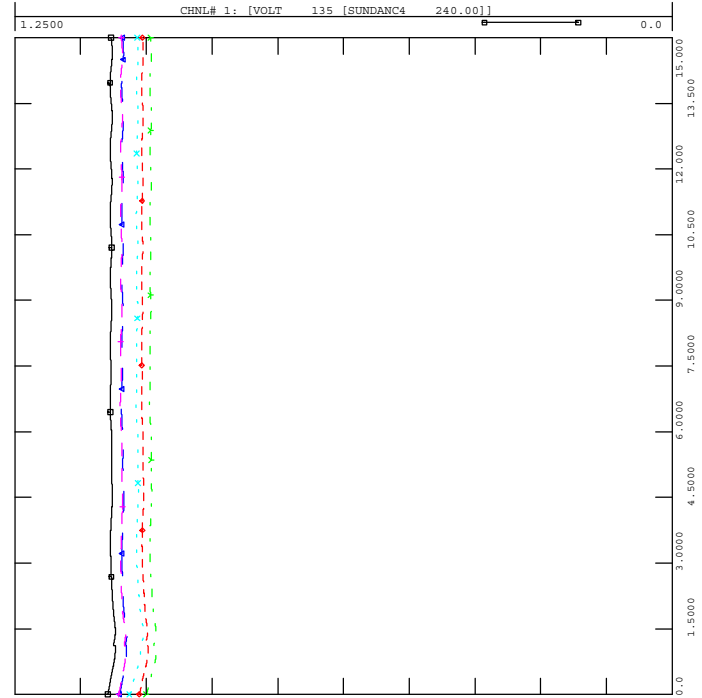
THU, FEB 25 2016 11:03
 LINE FLOW MW/MVAR

TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out
 CHNL# 40: [ANGL 491[GENES 19 20.500]1]

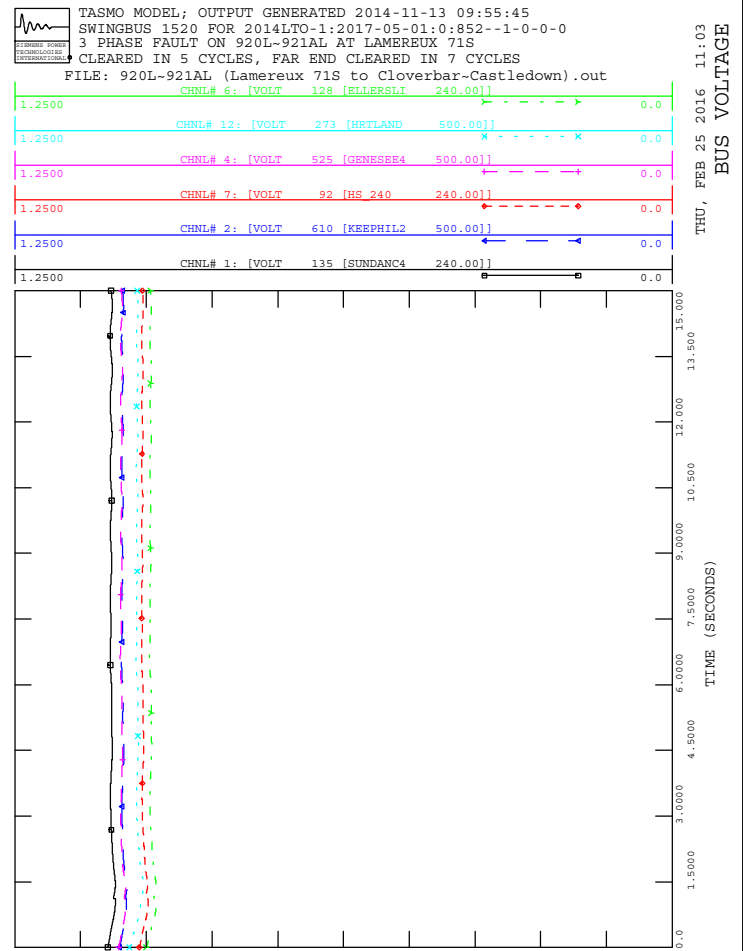
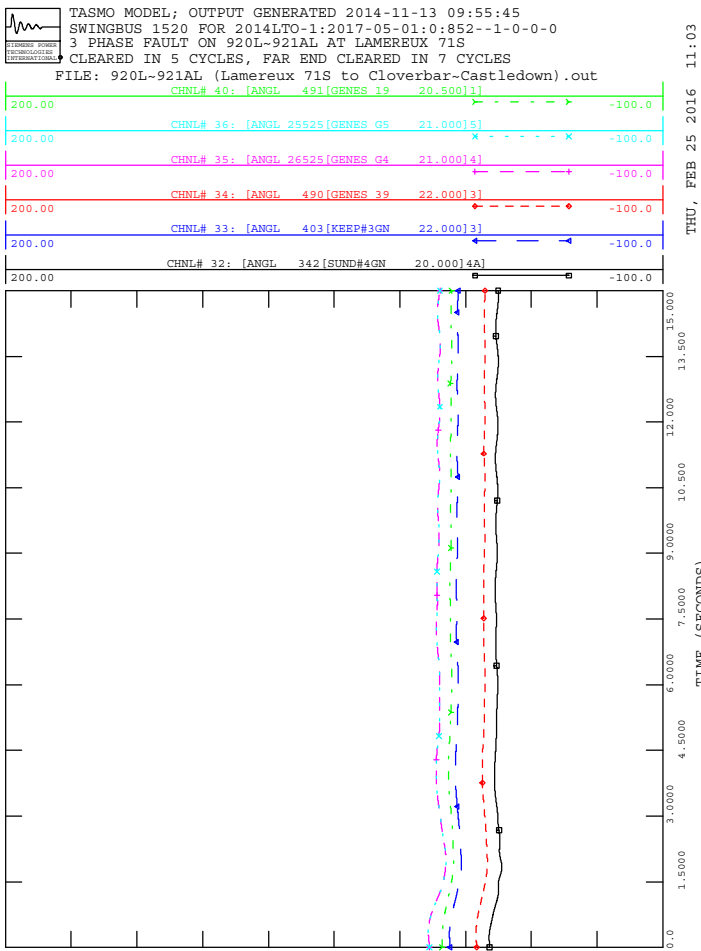
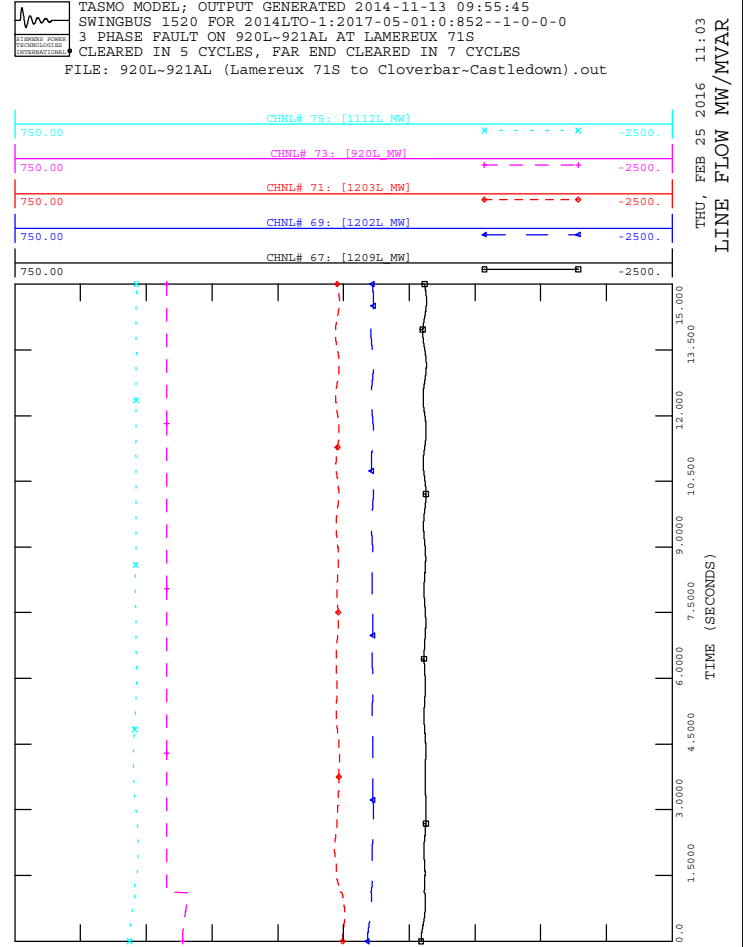
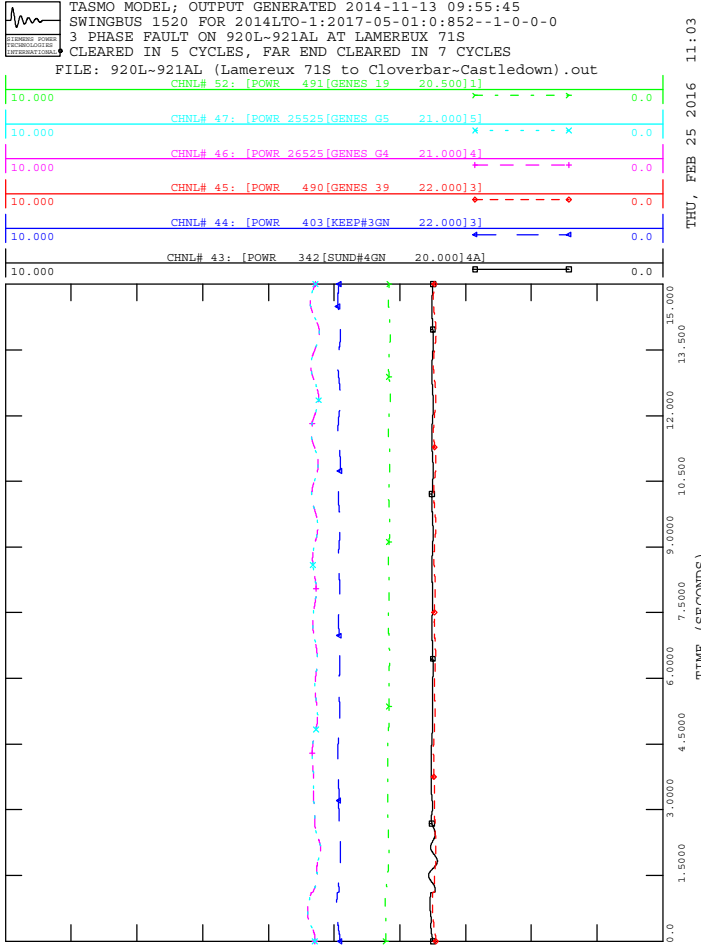


THU, FEB 25 2016 11:03
 MACHINE ANGLE

TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out
 CHNL# 6: [VOLT 128 [ELLERSLI 240.00]]

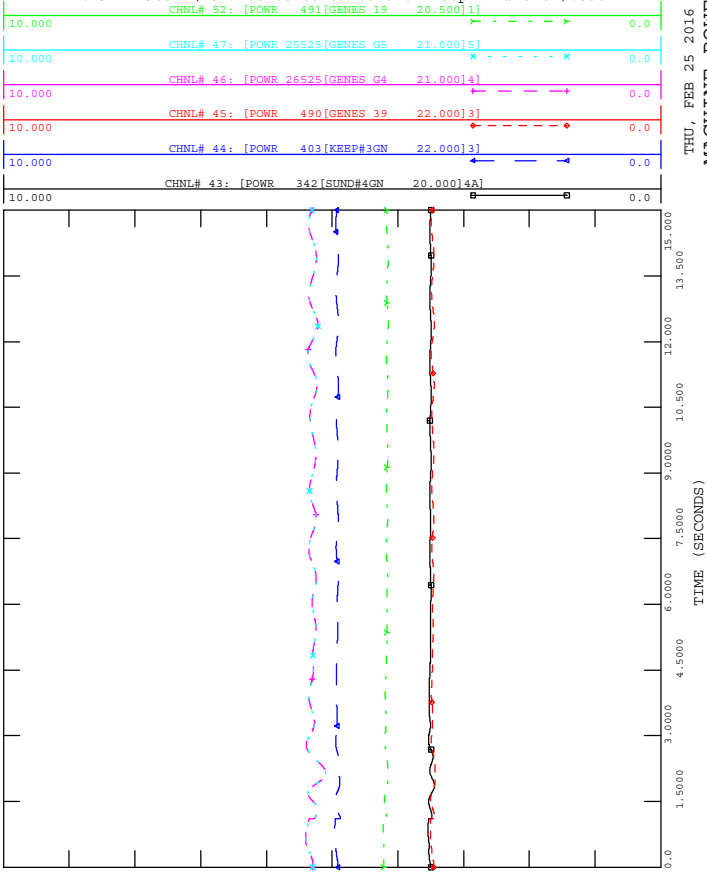


THU, FEB 25 2016 11:03
 BUS VOLTAGE

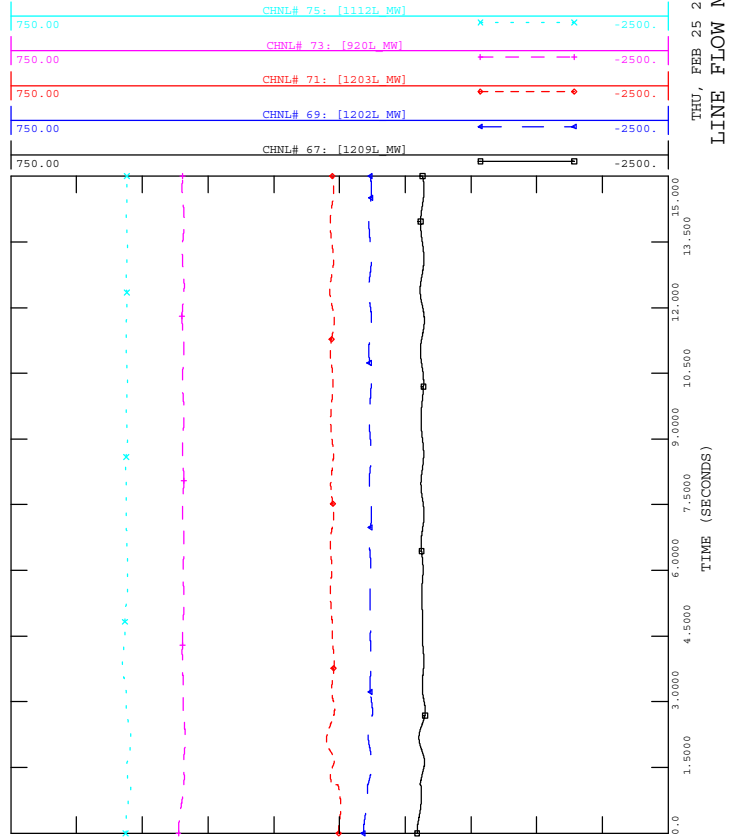




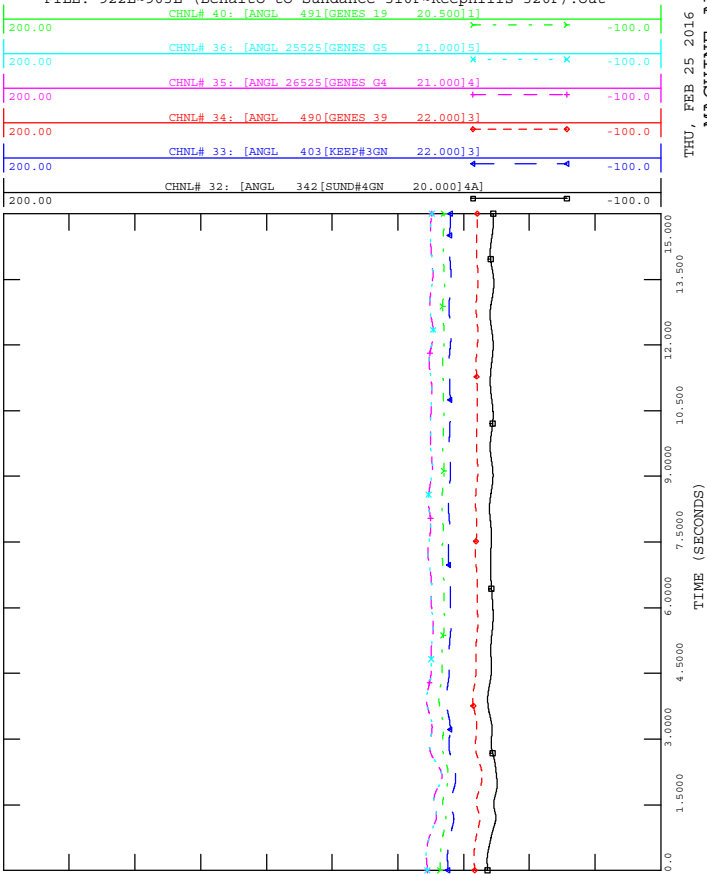
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



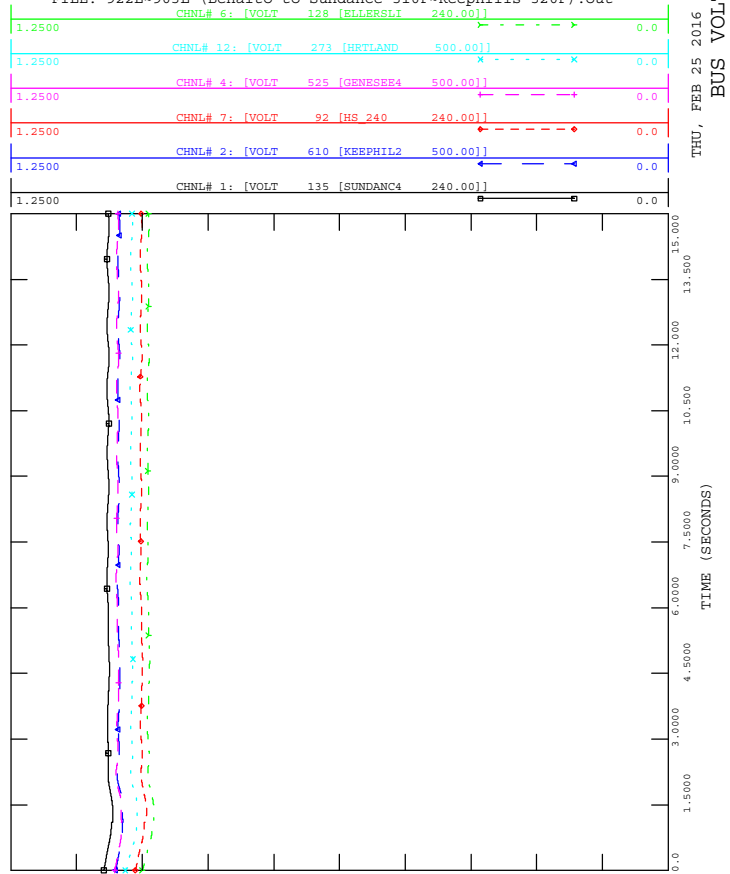
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

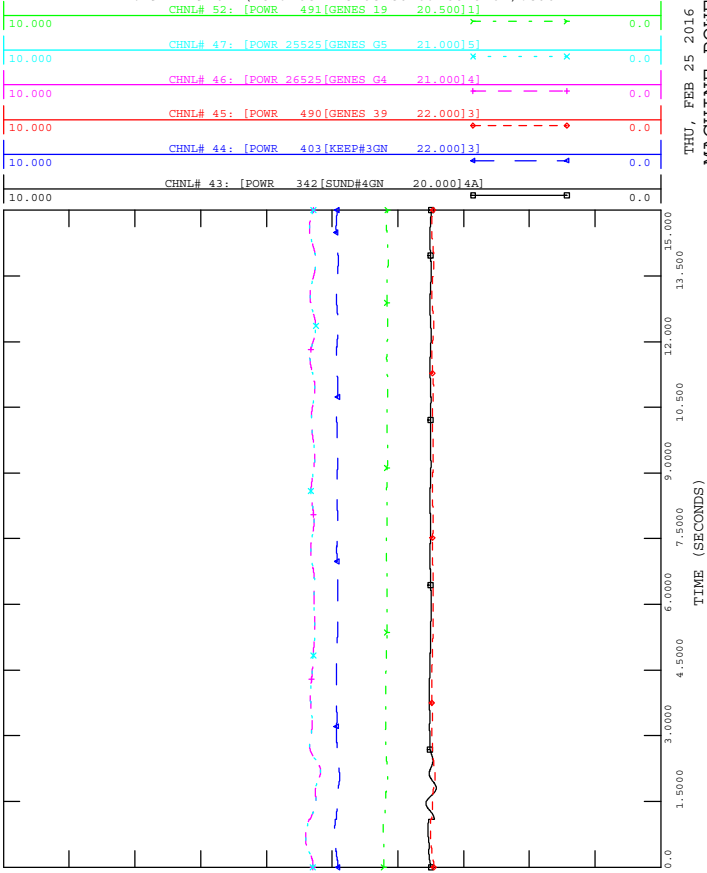


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

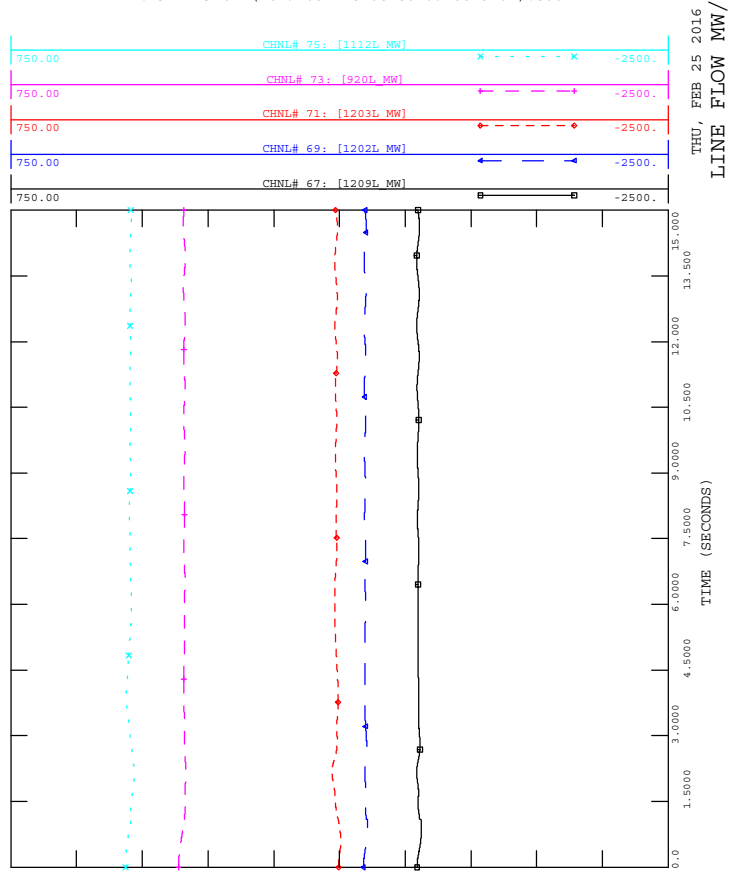




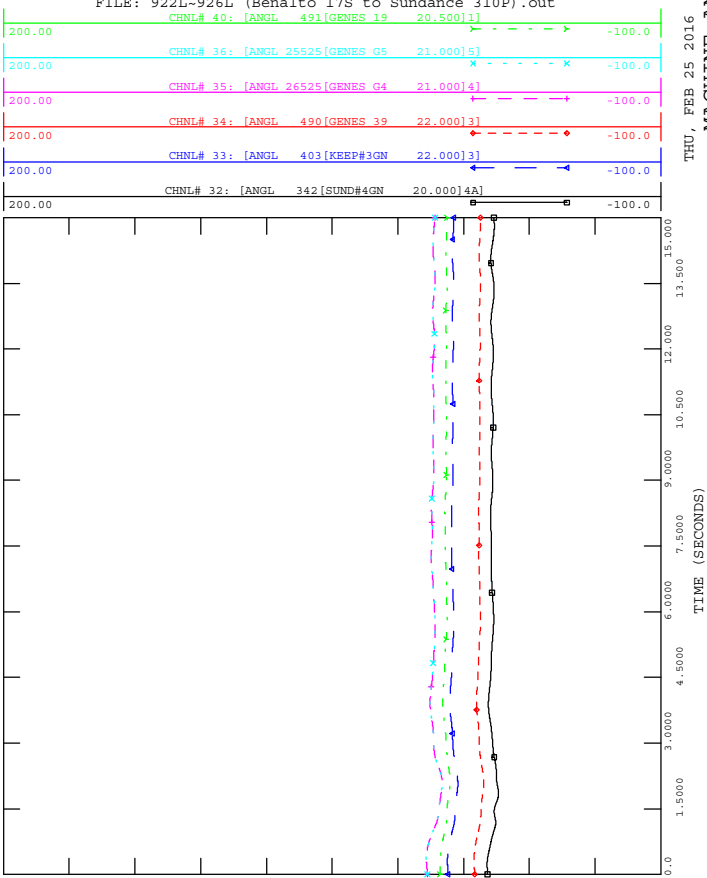
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



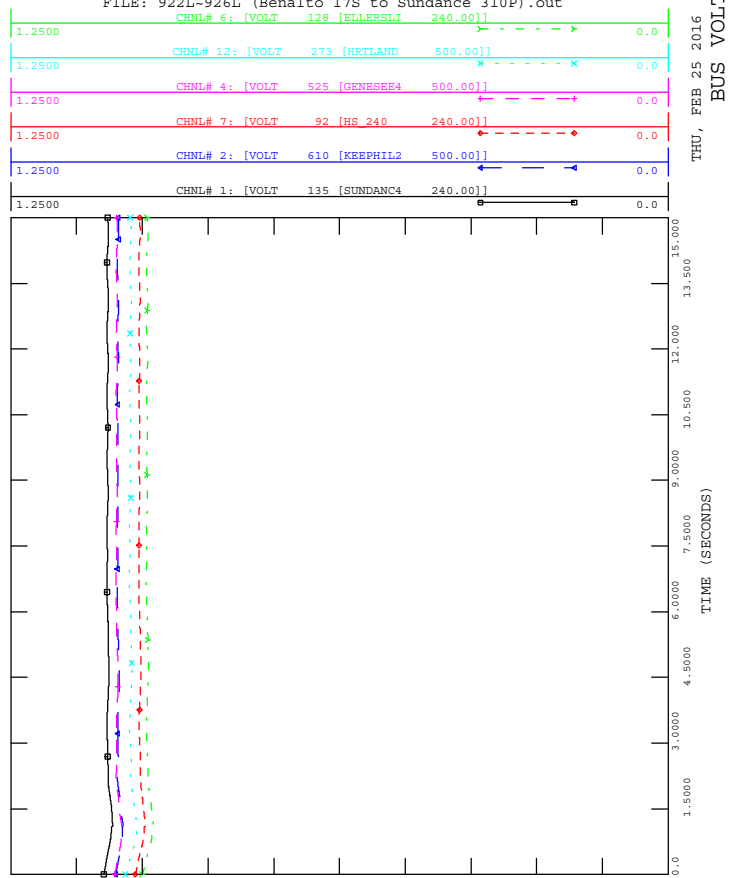
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out

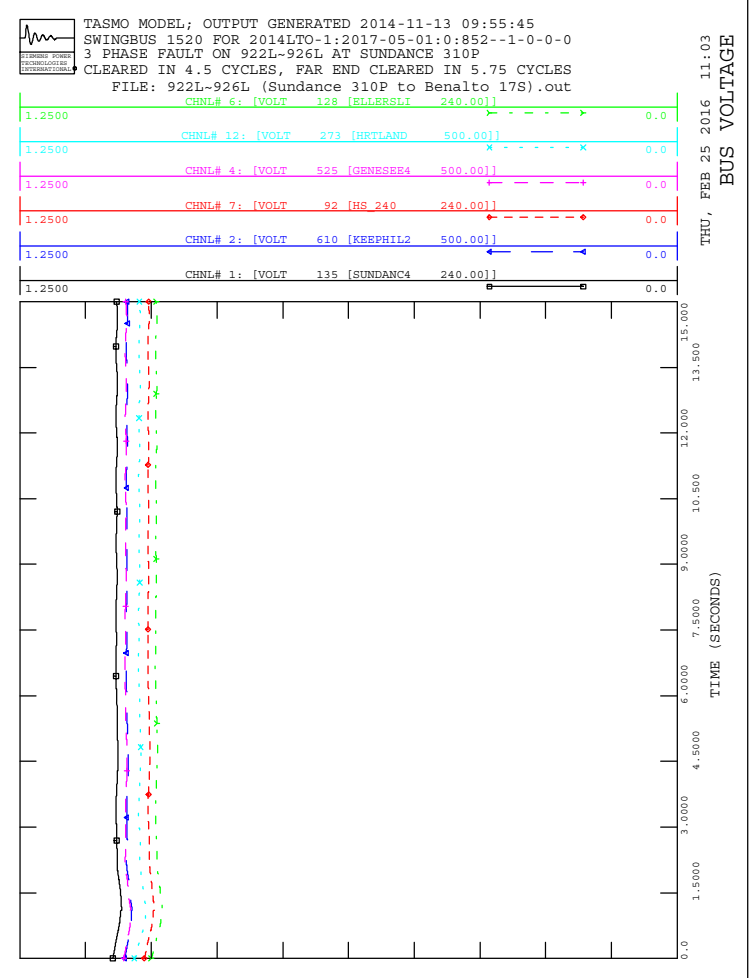
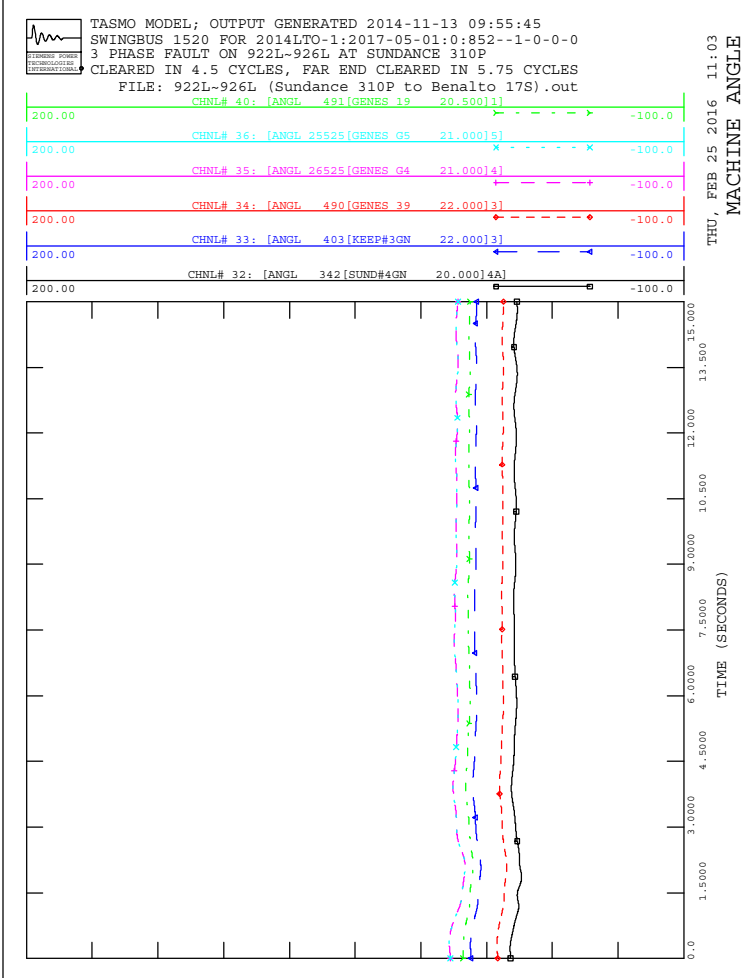
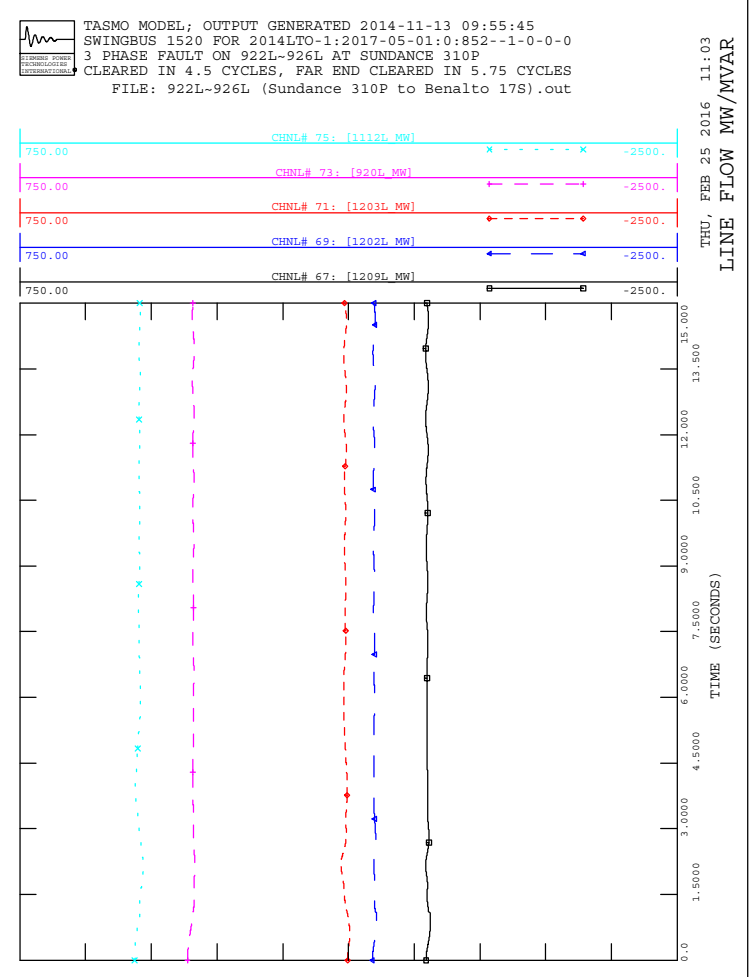
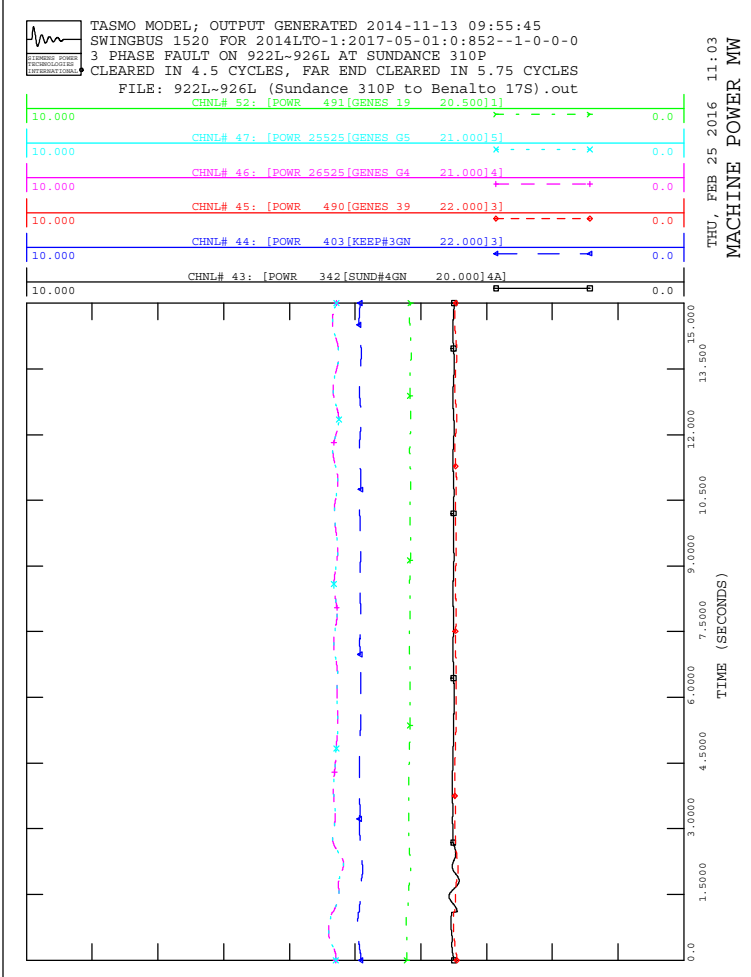


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



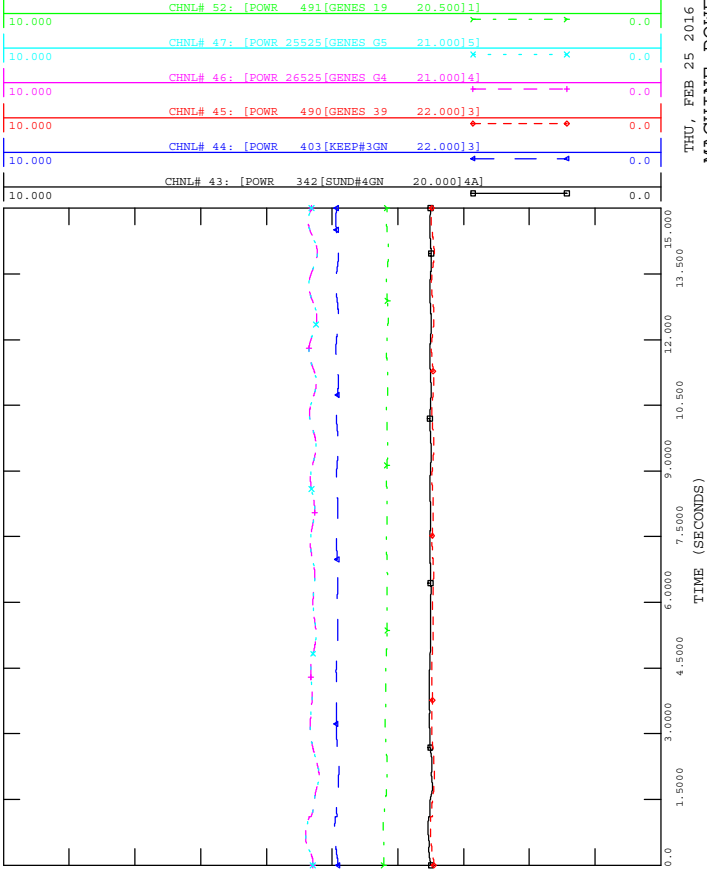
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



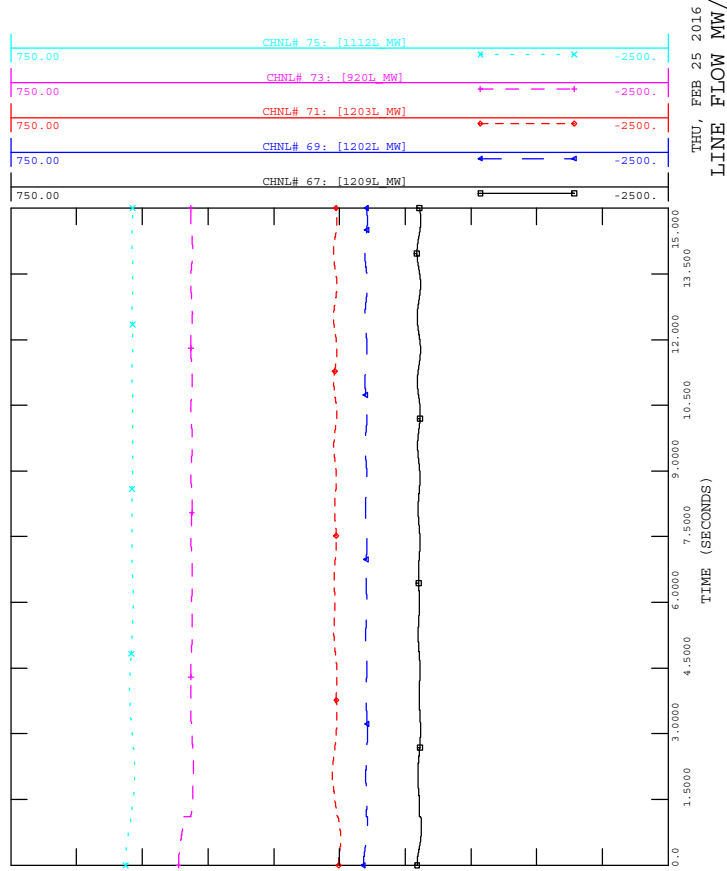




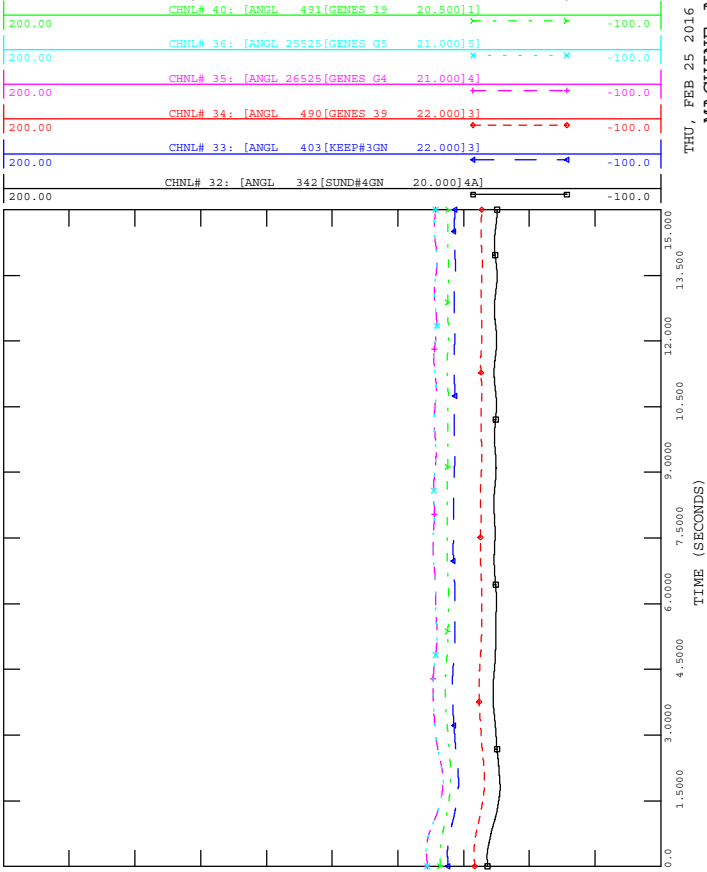
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L-947L AT EAST EDMONTON-CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out



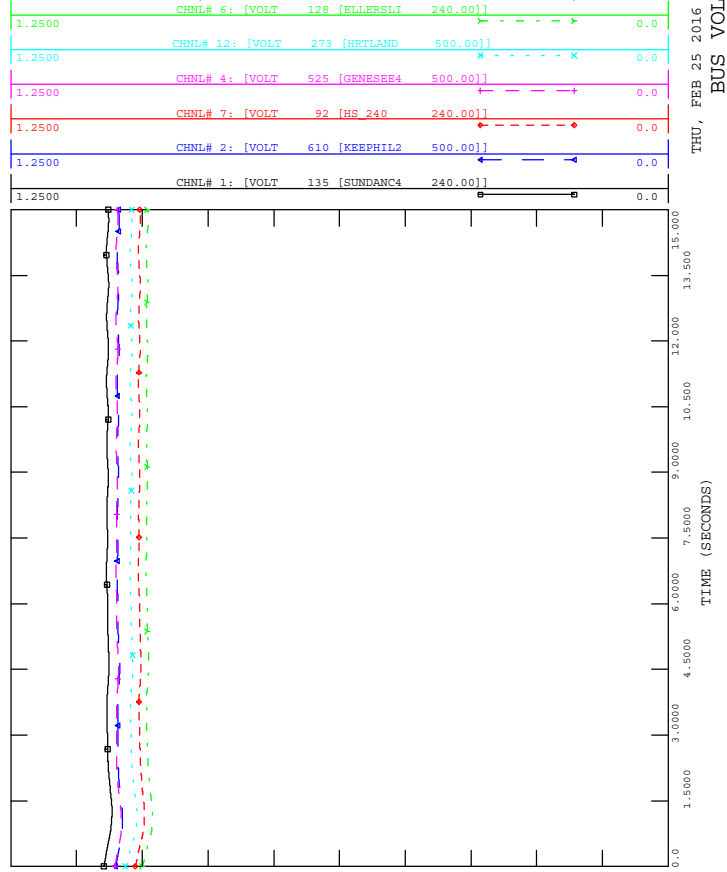
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L-947L AT EAST EDMONTON-CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out

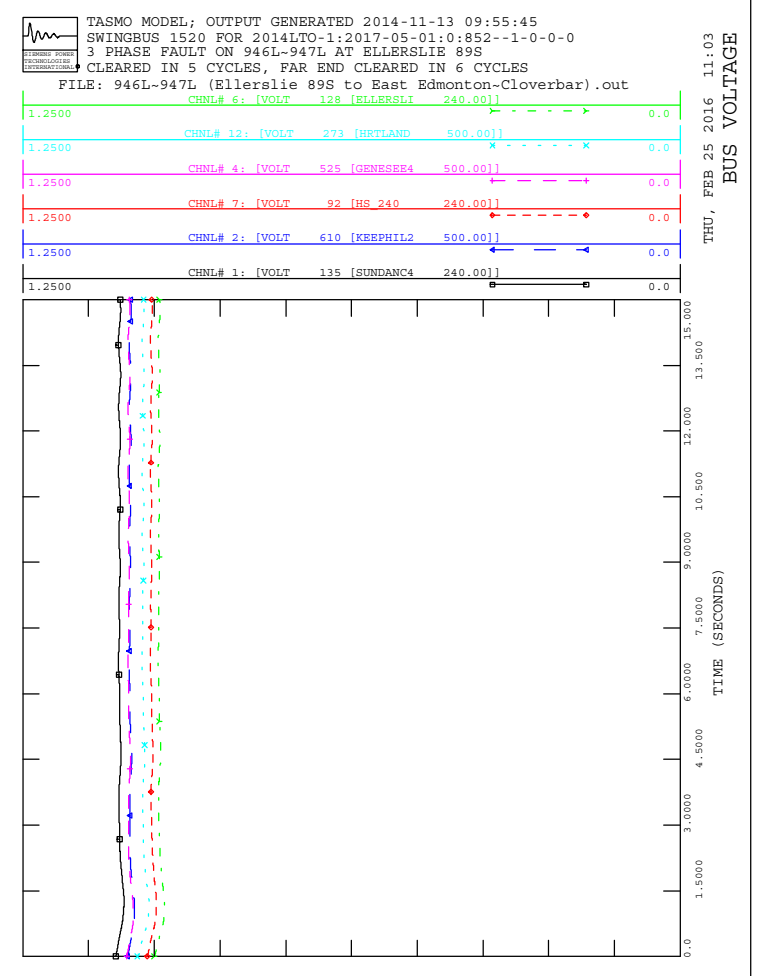
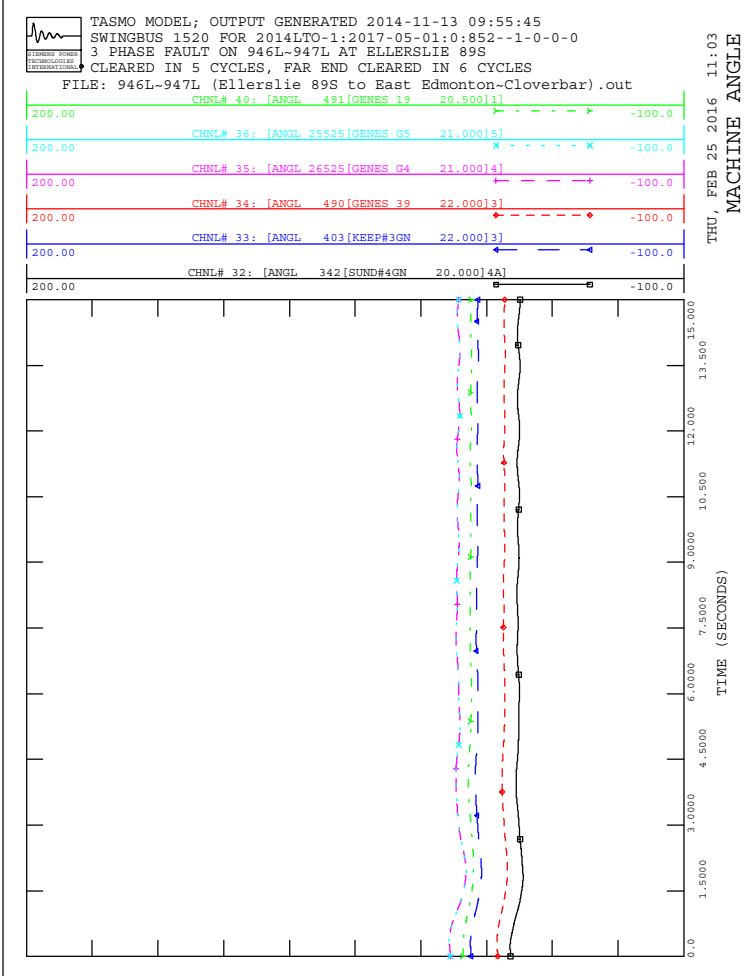
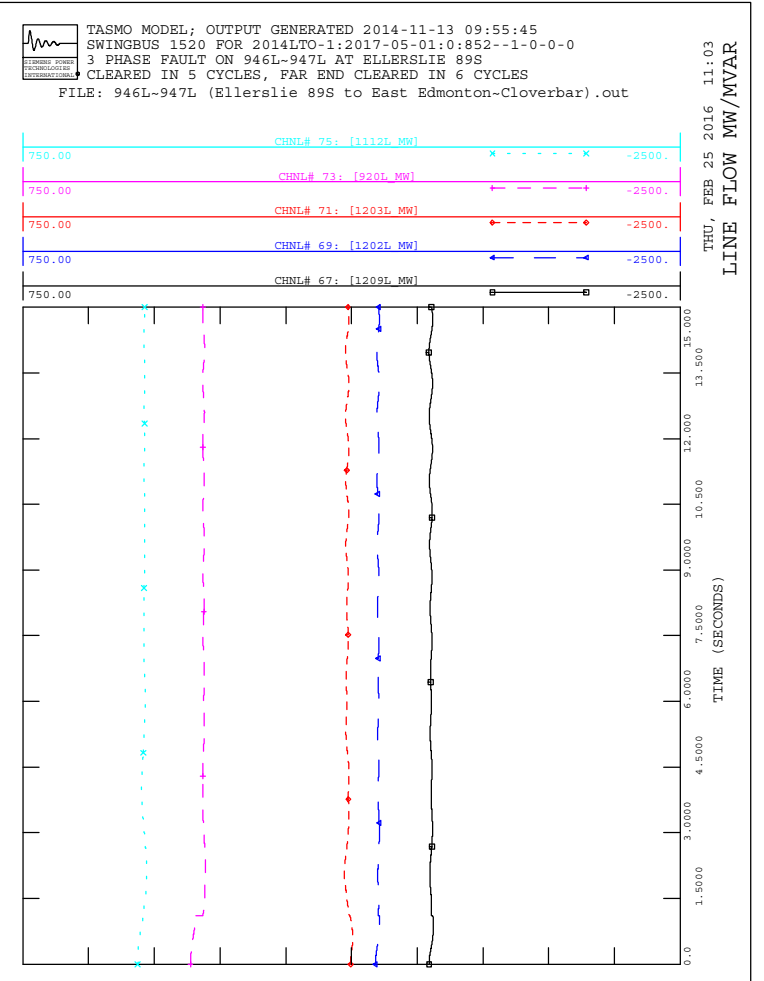
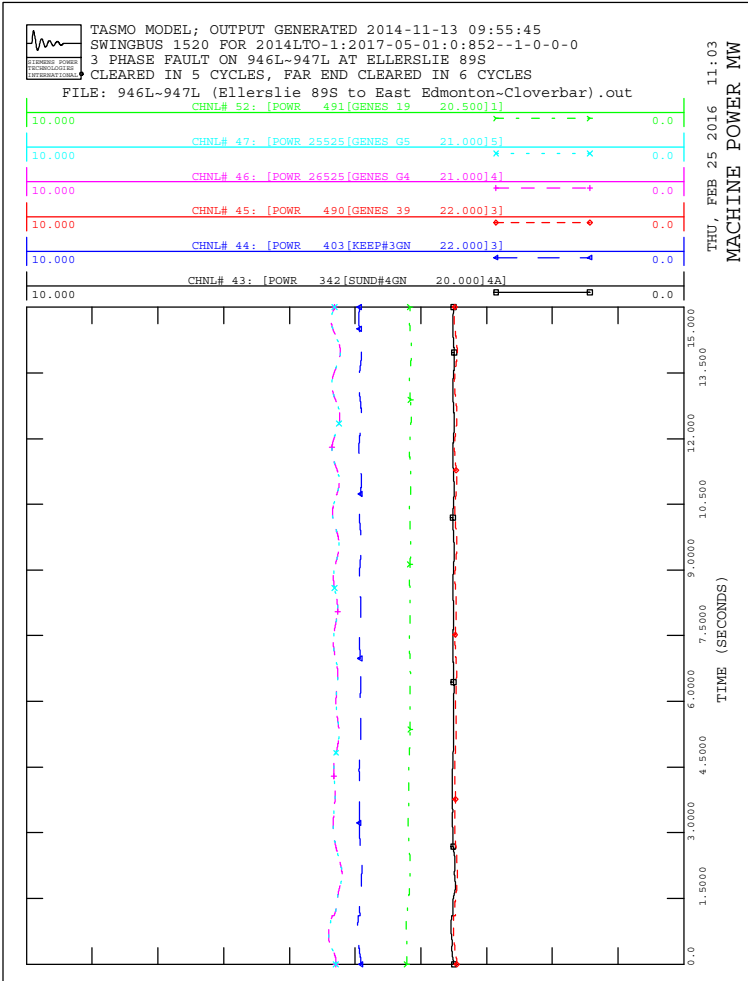


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L-947L AT EAST EDMONTON-CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out



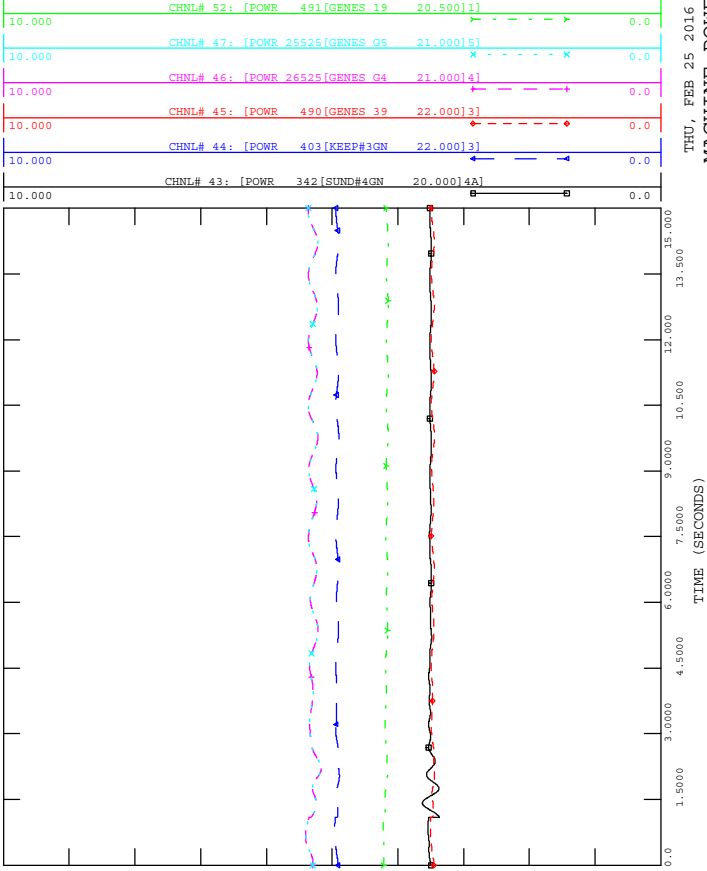
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 946L-947L AT EAST EDMONTON-CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out



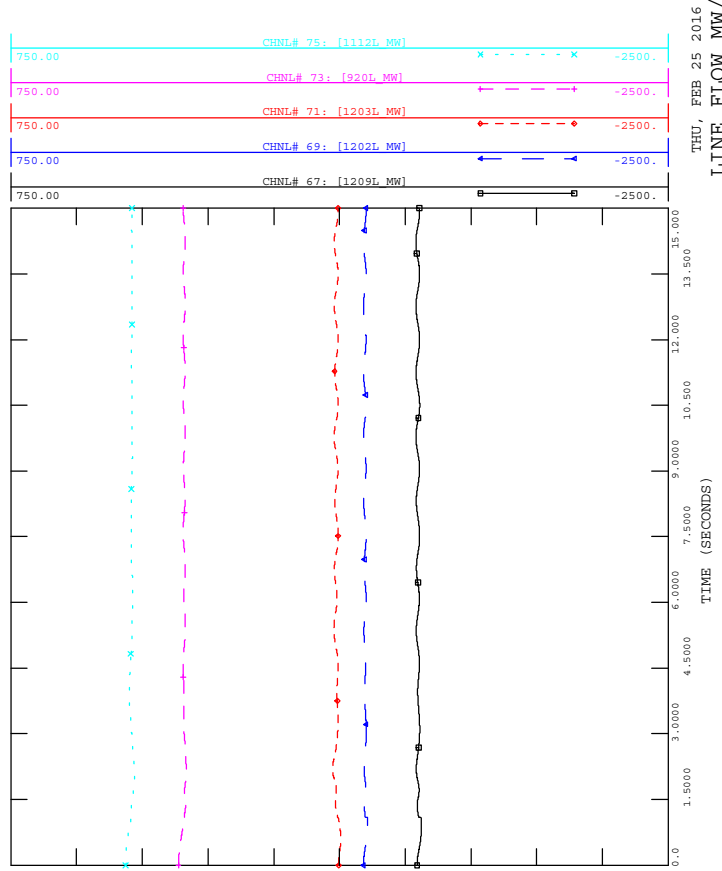




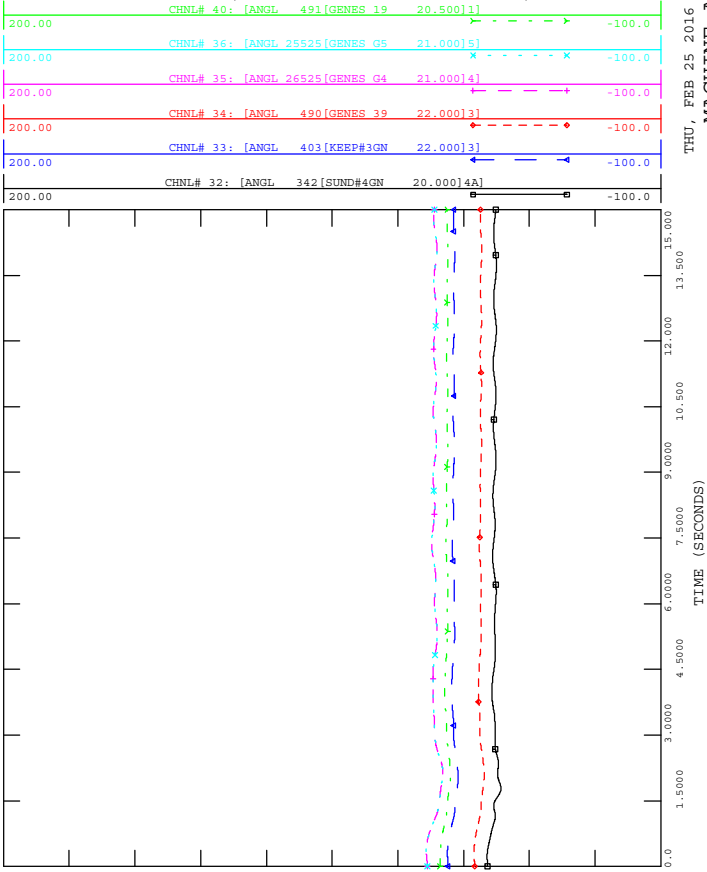
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out



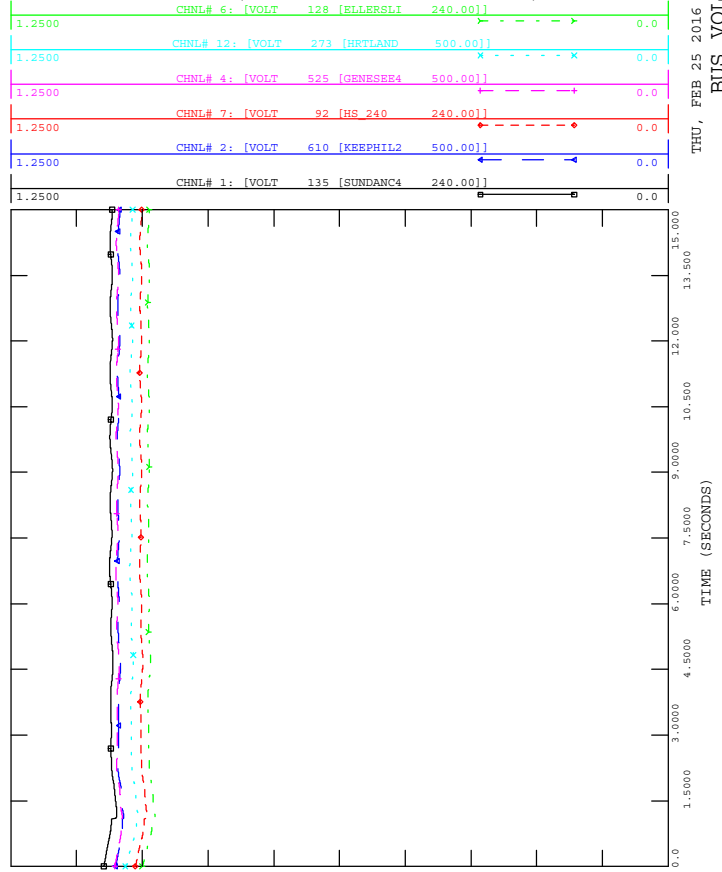
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

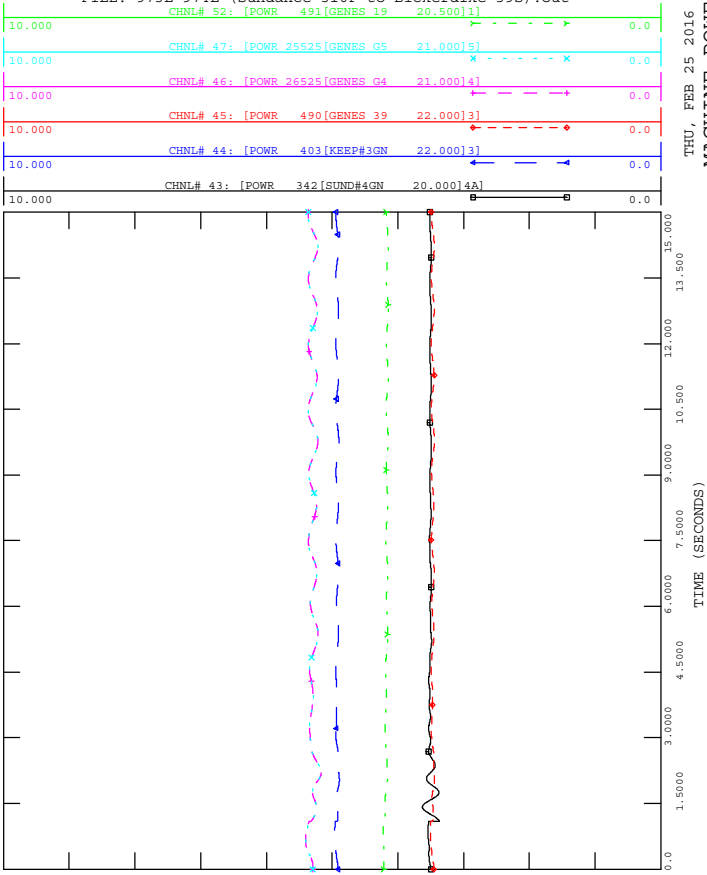


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

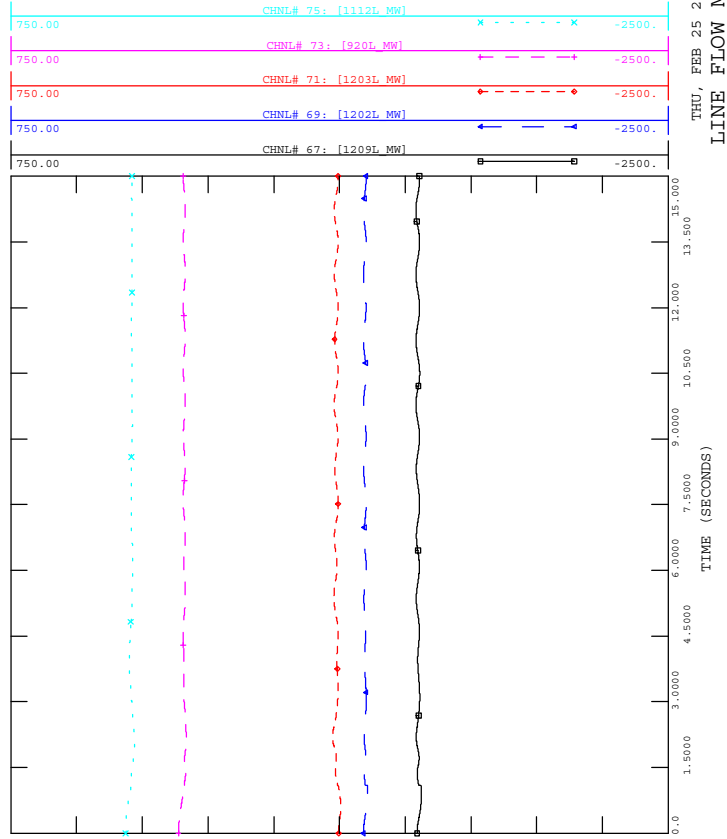




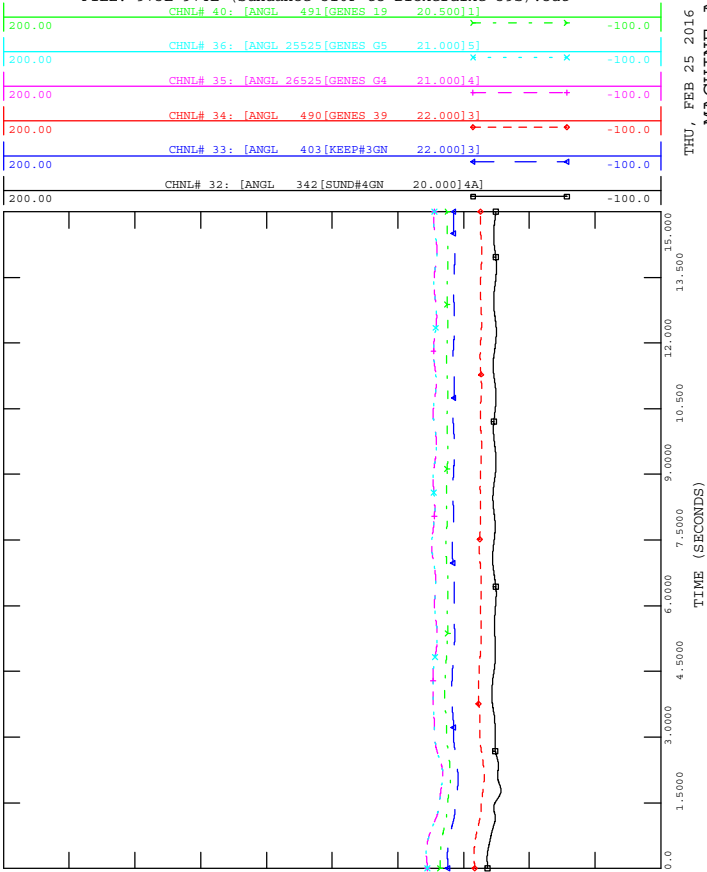
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



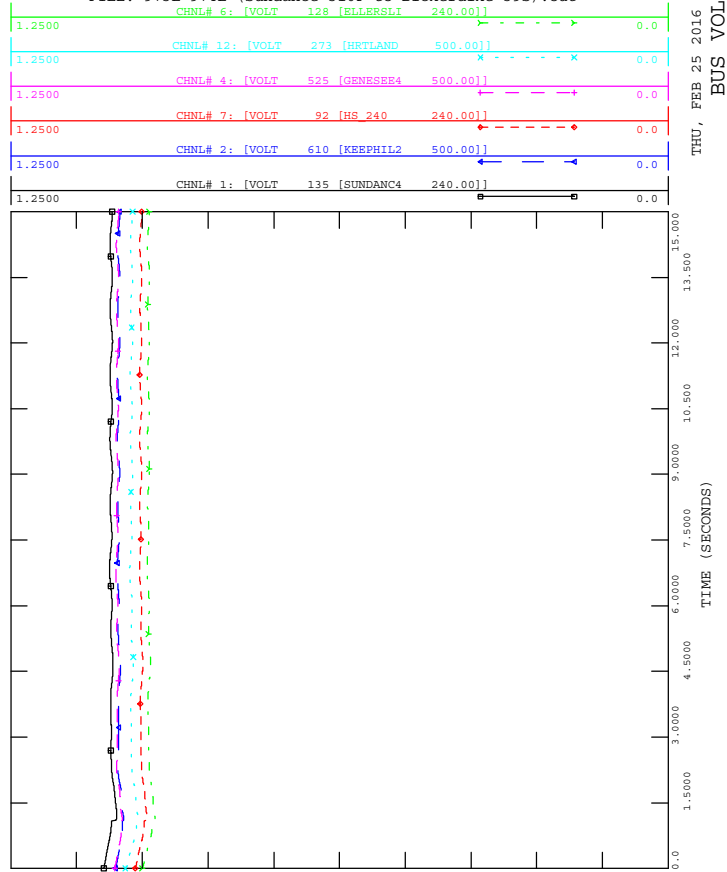
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out

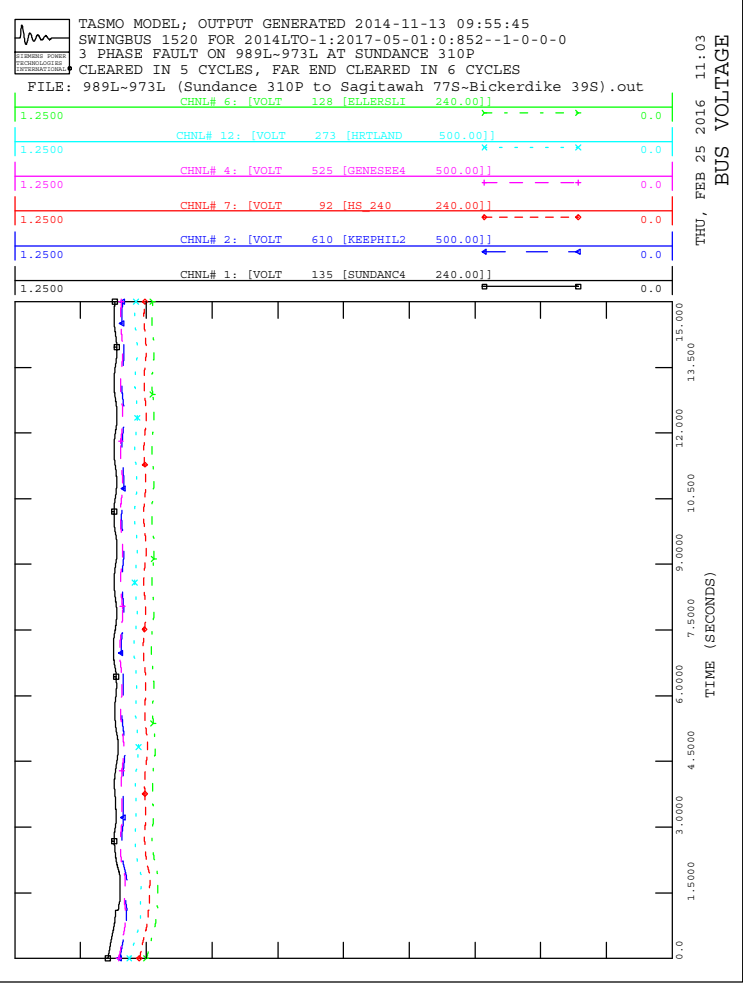
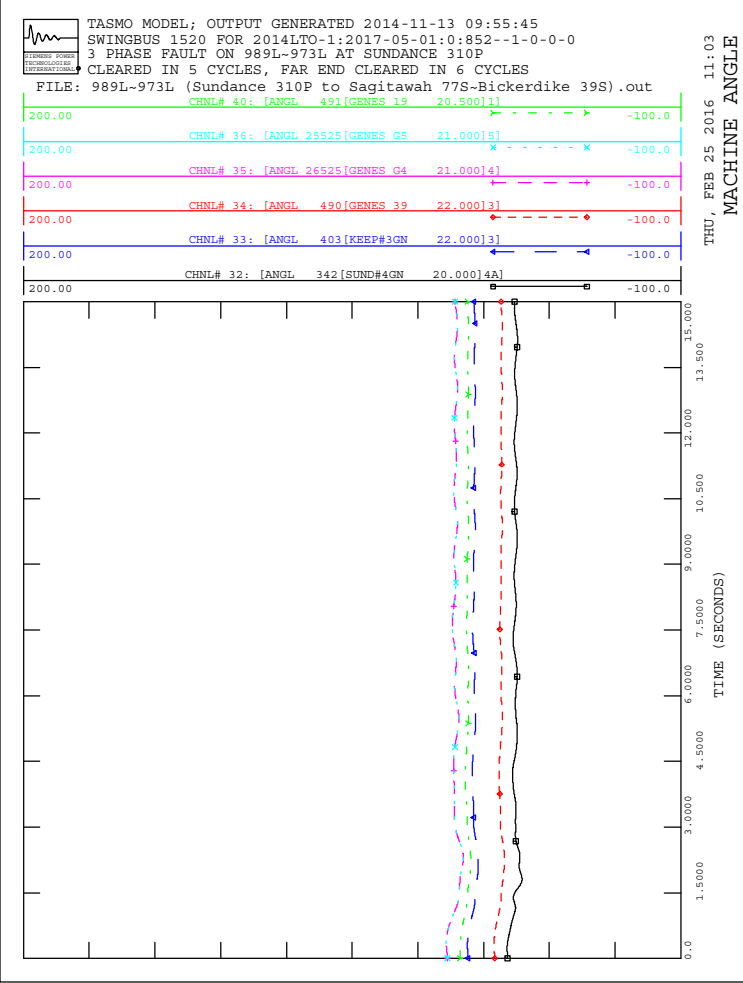
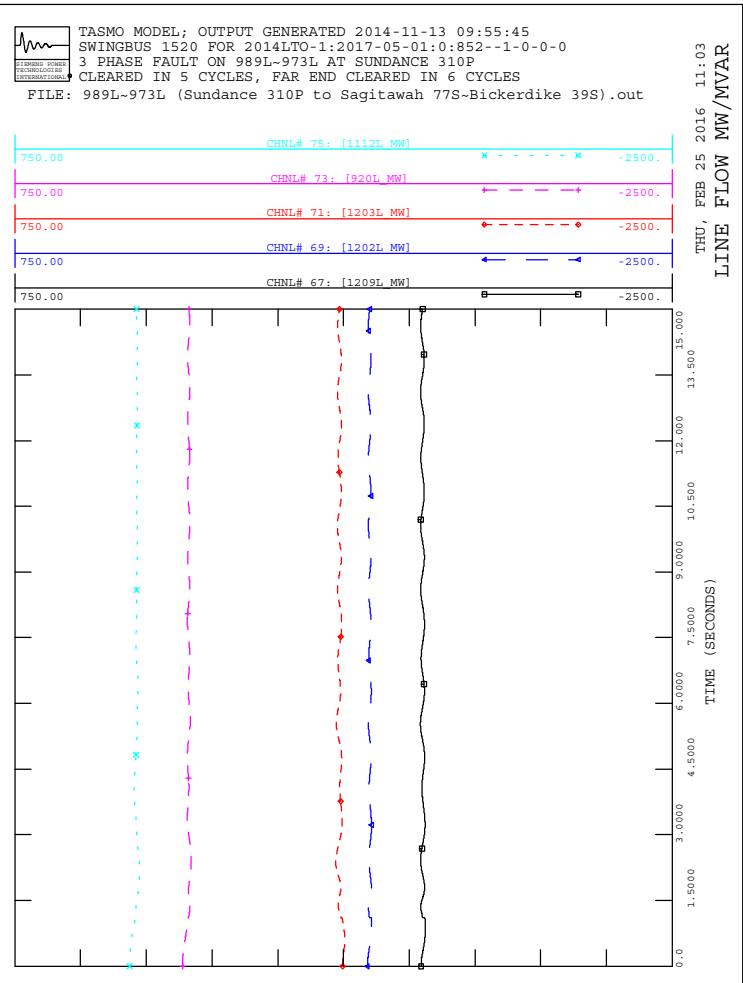
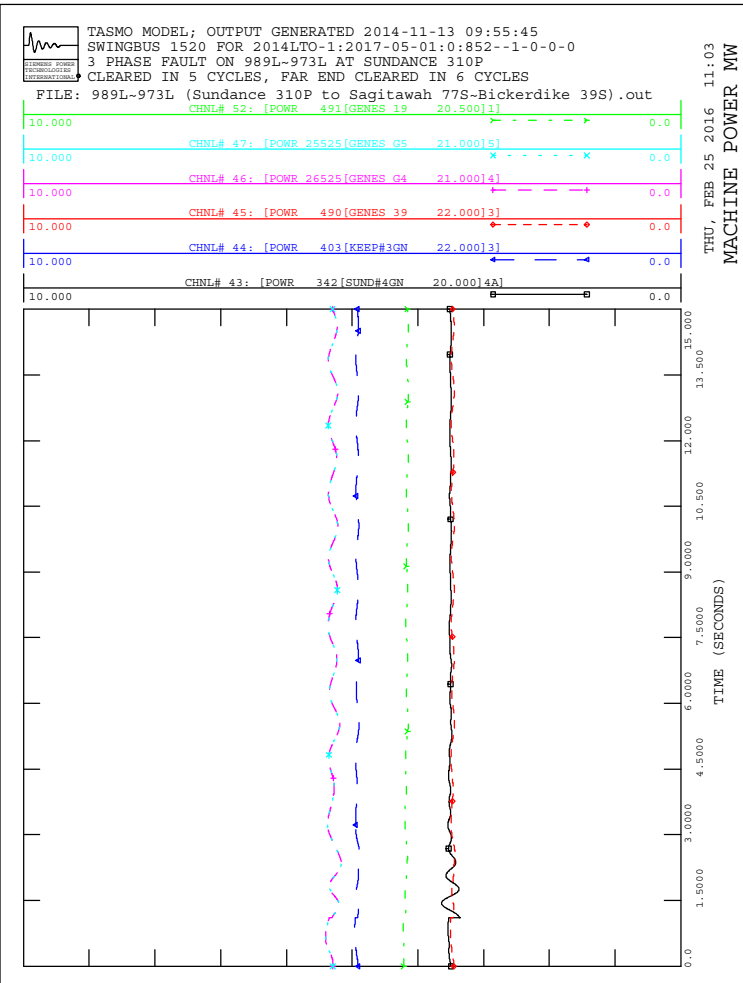


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



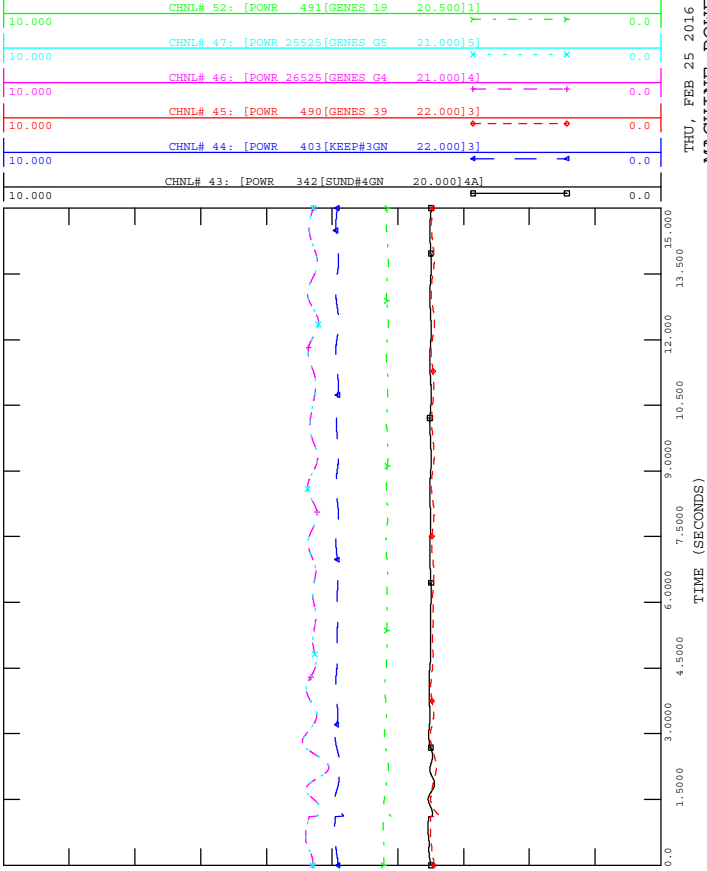
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



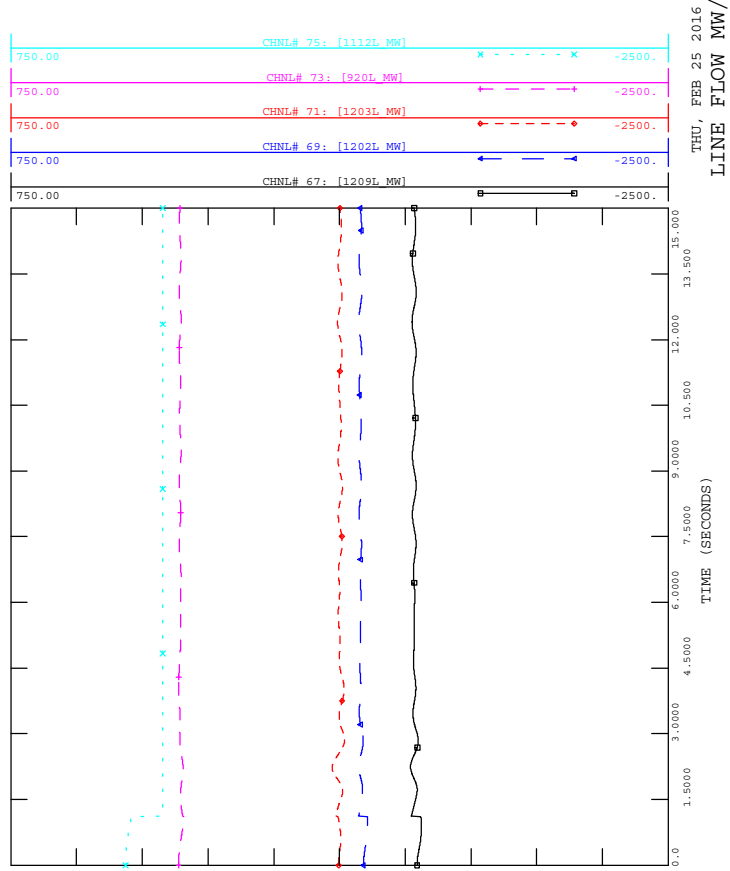




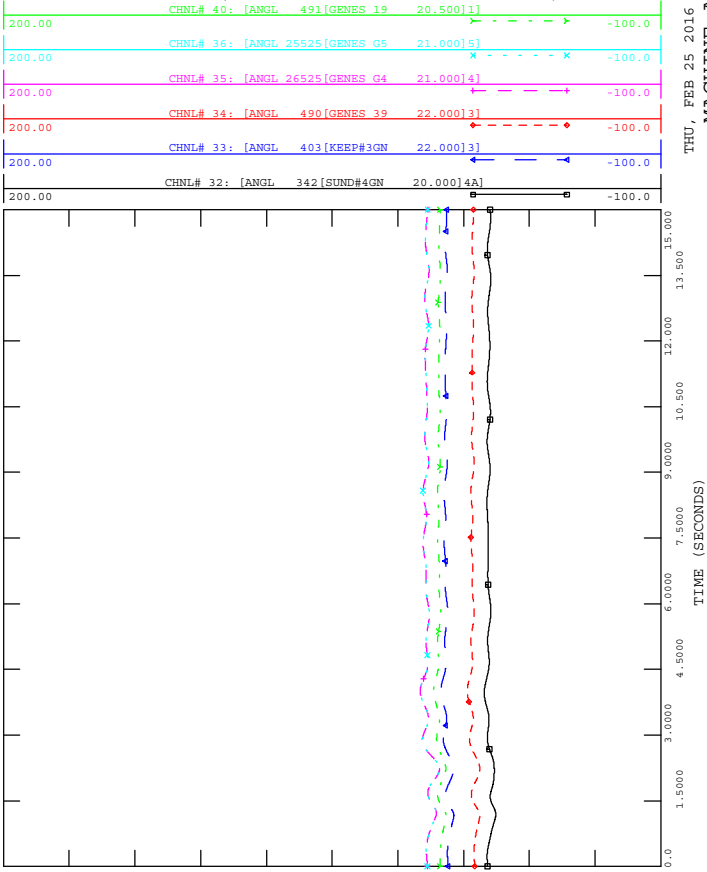
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



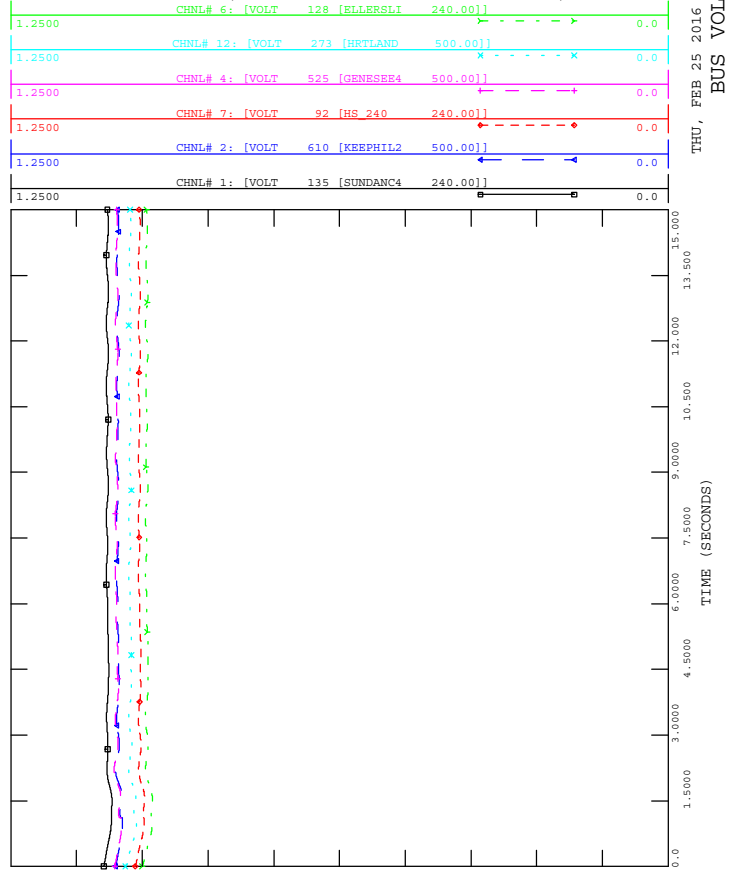
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out

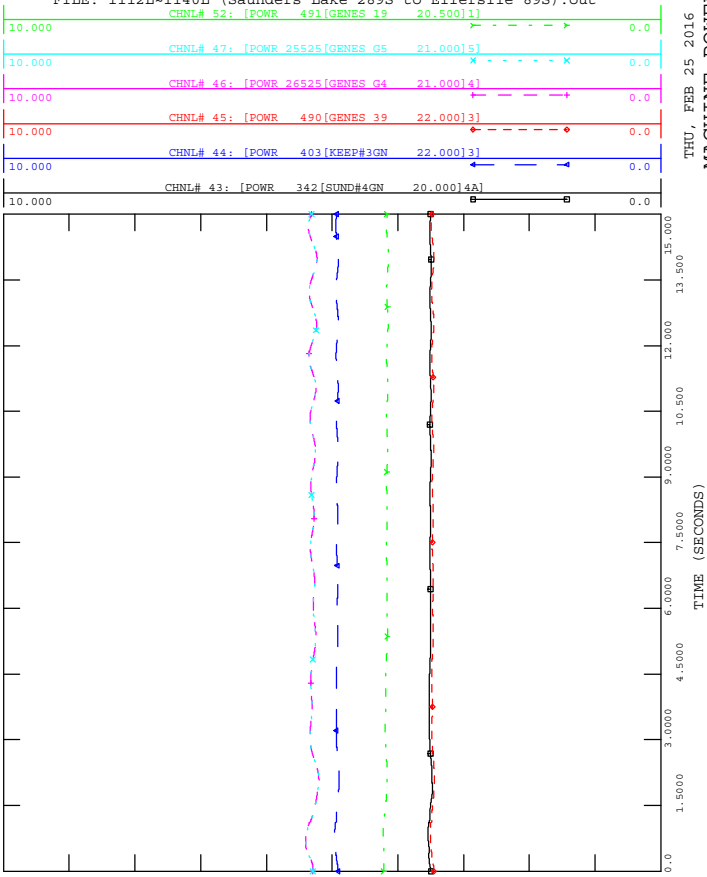


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out

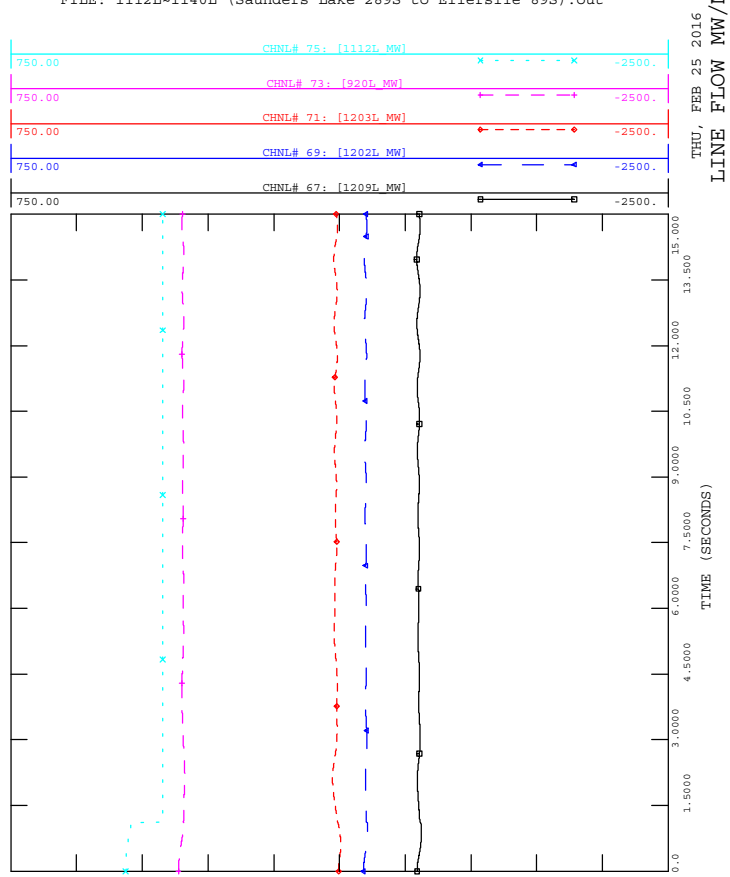




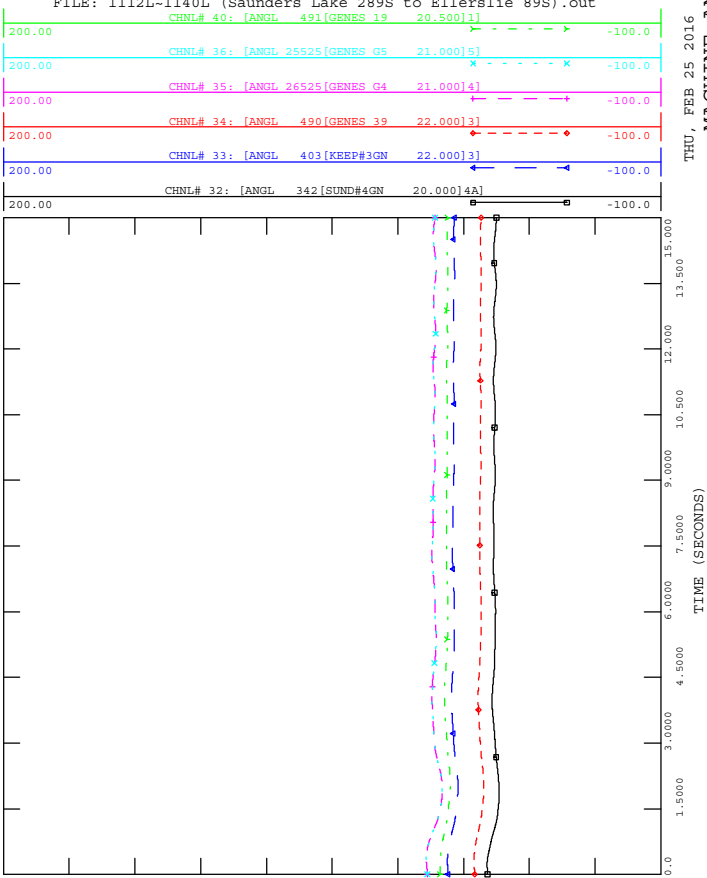
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out



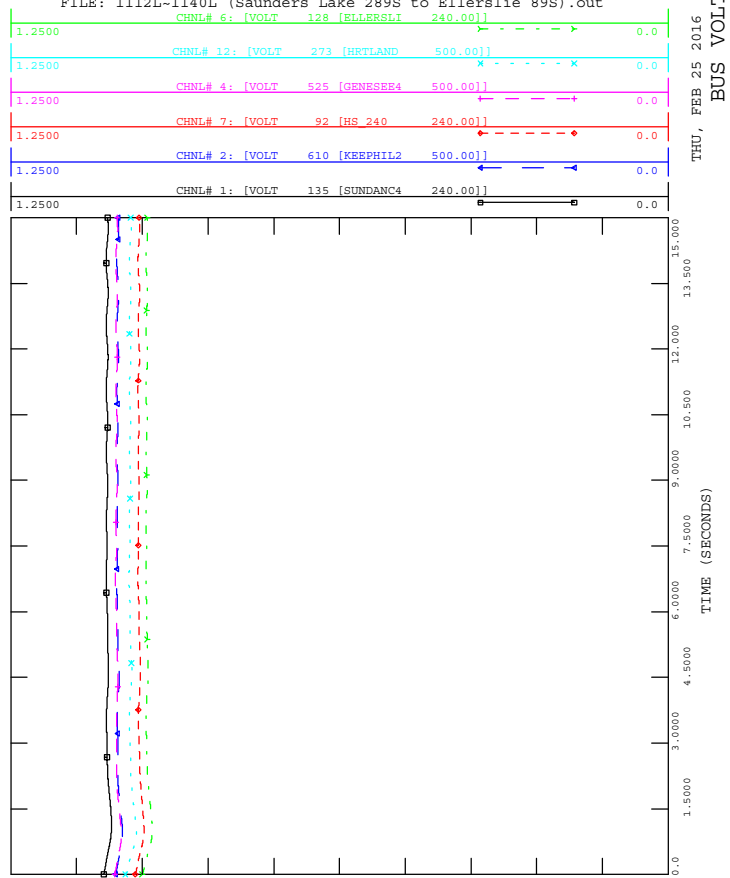
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out

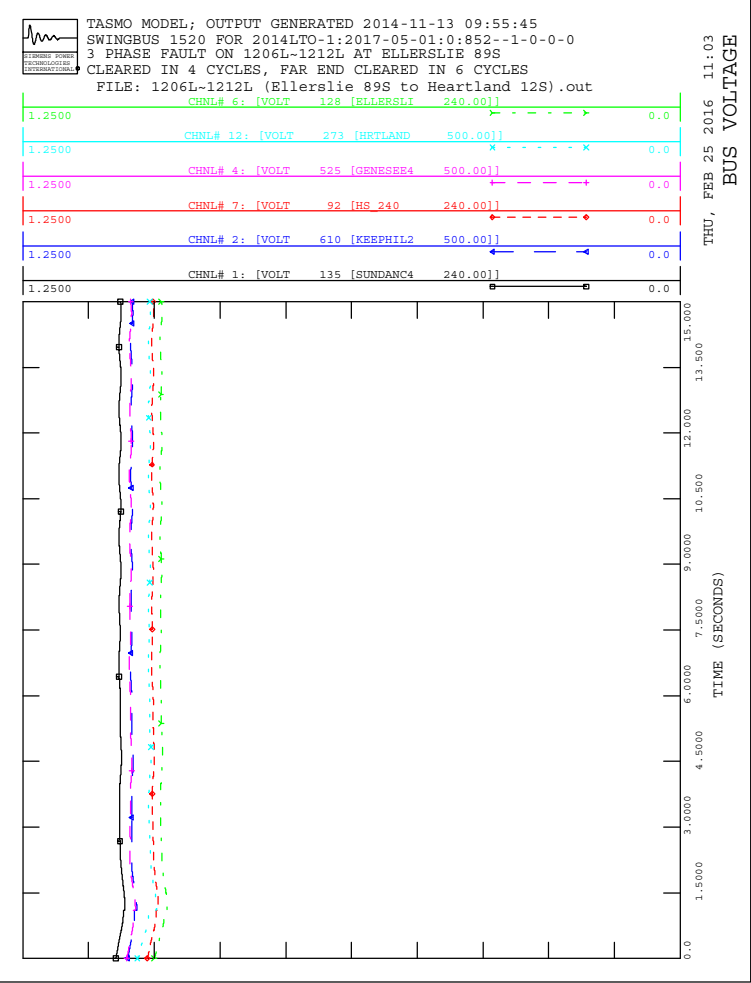
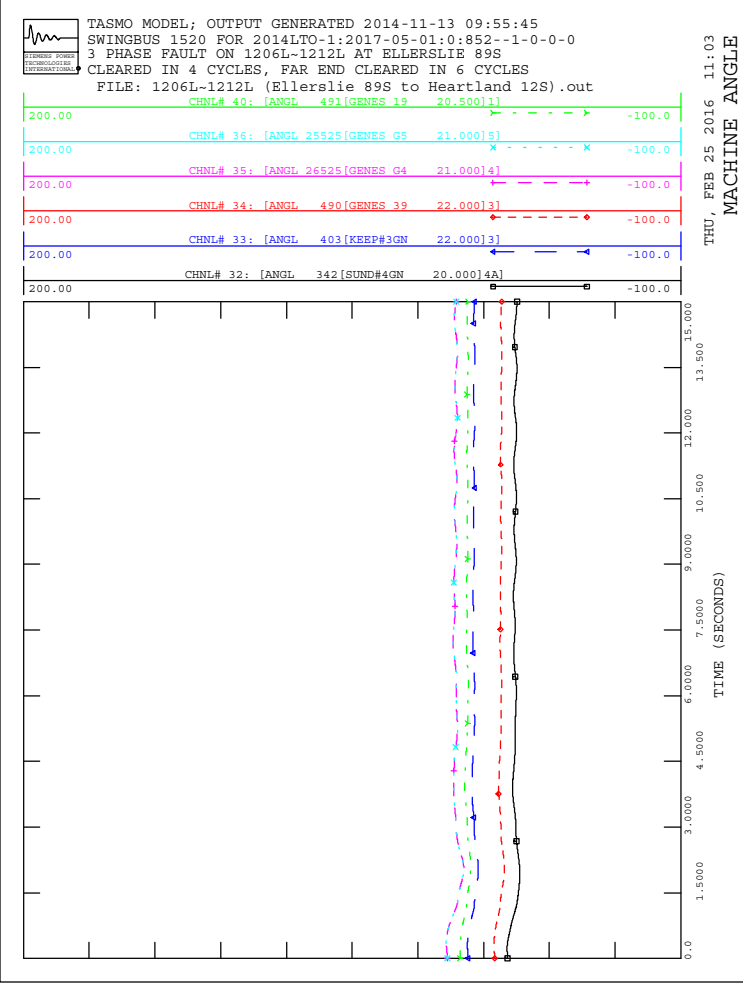
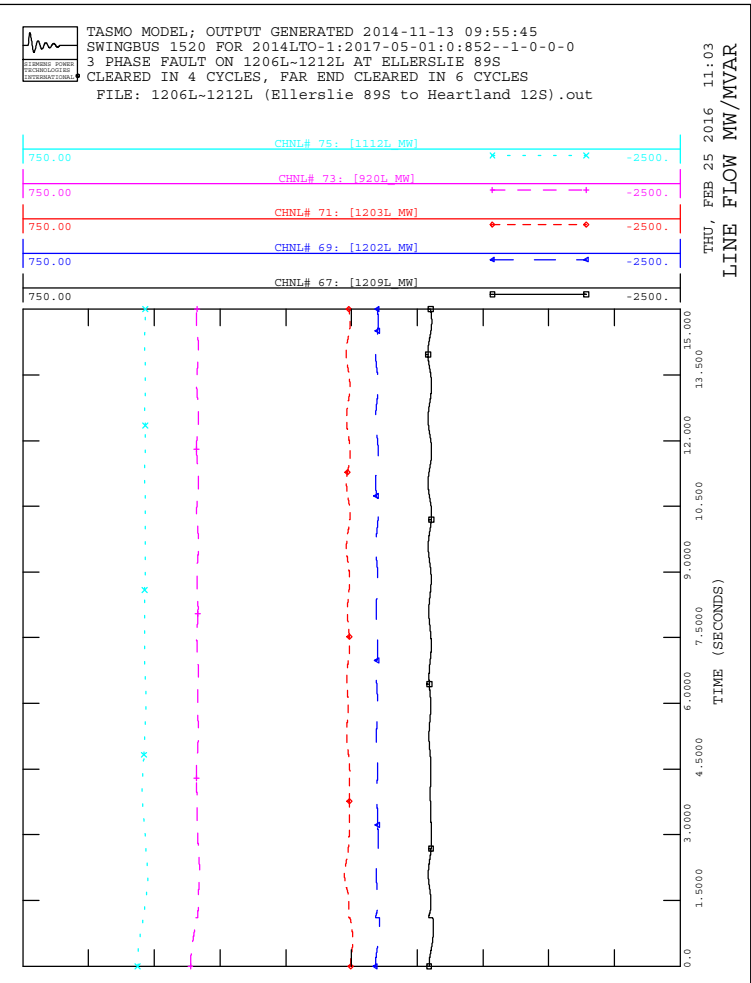
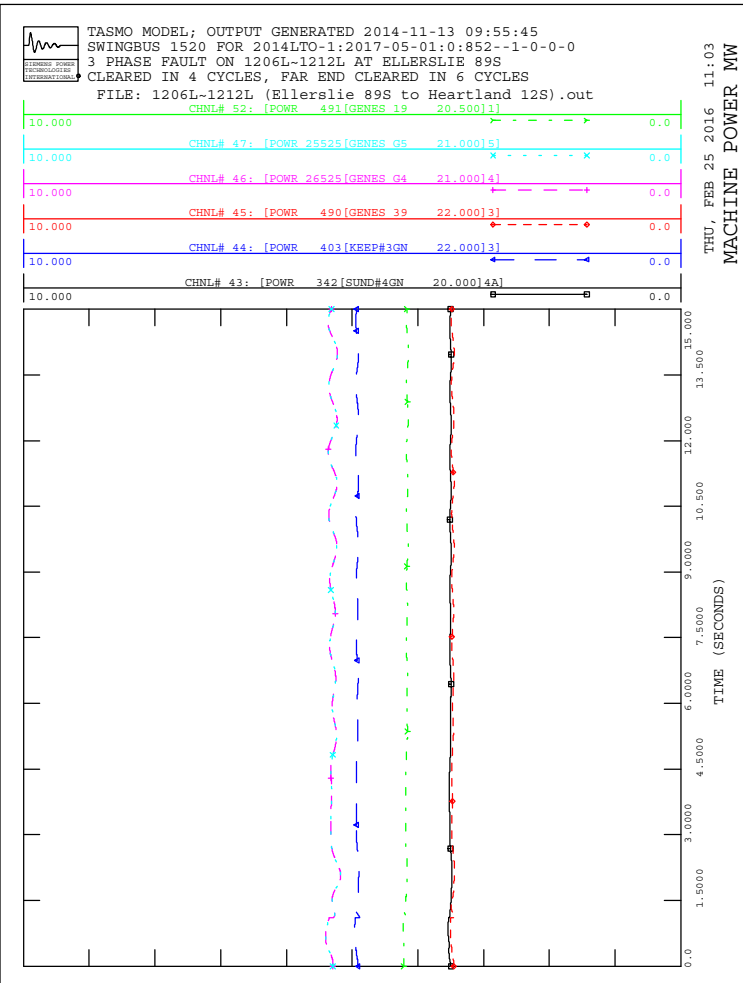


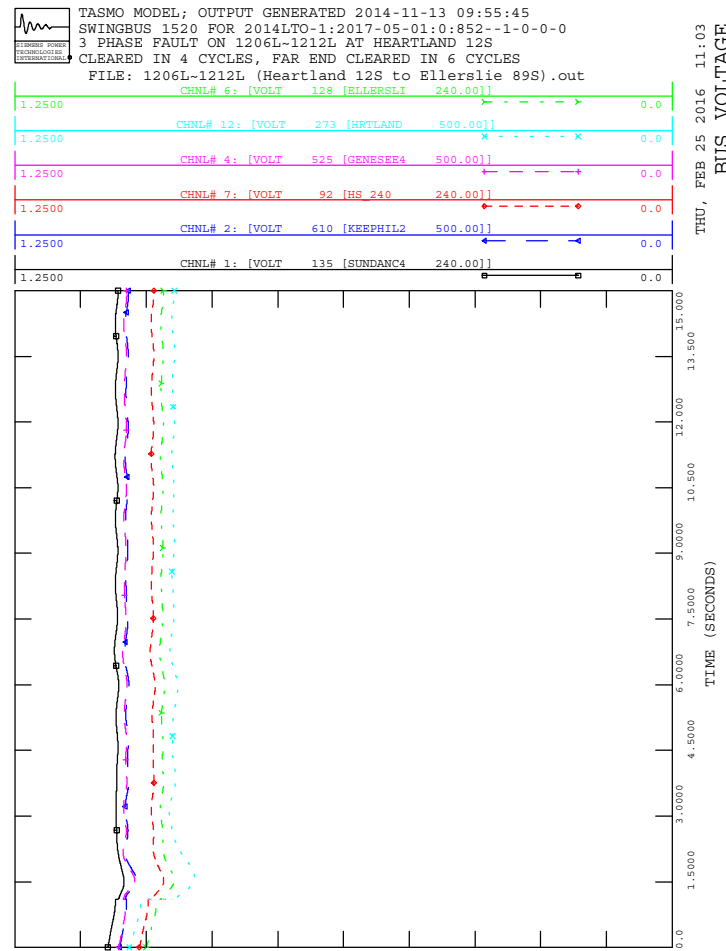
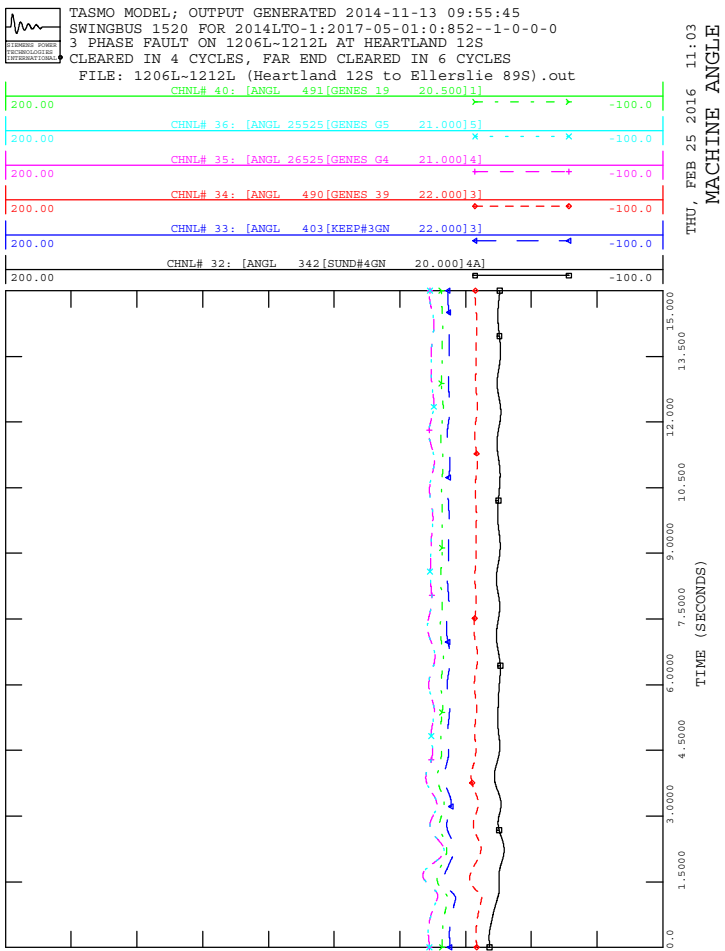
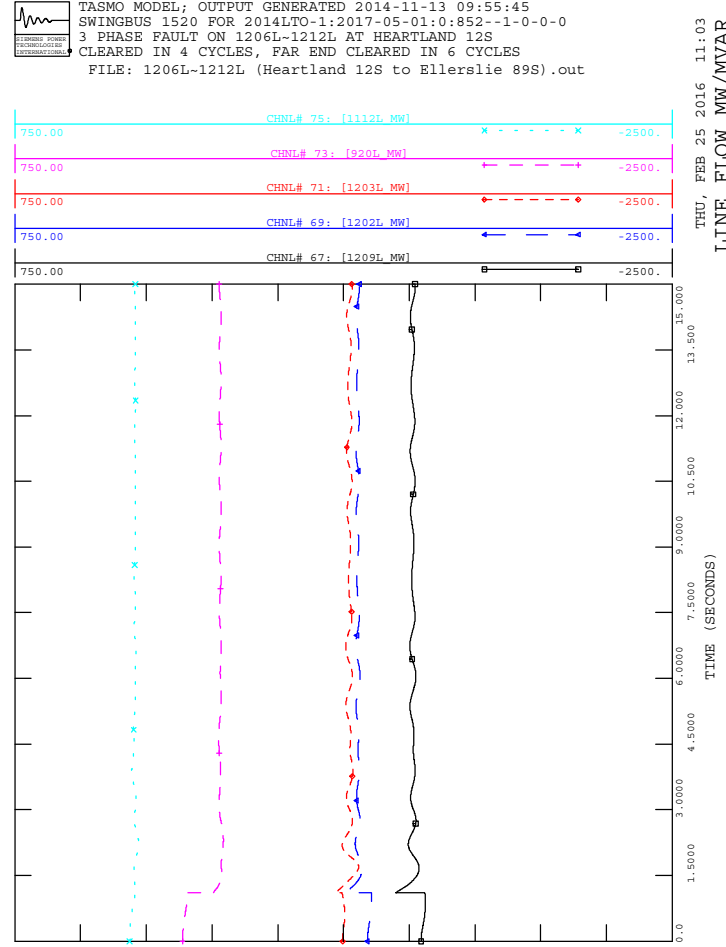
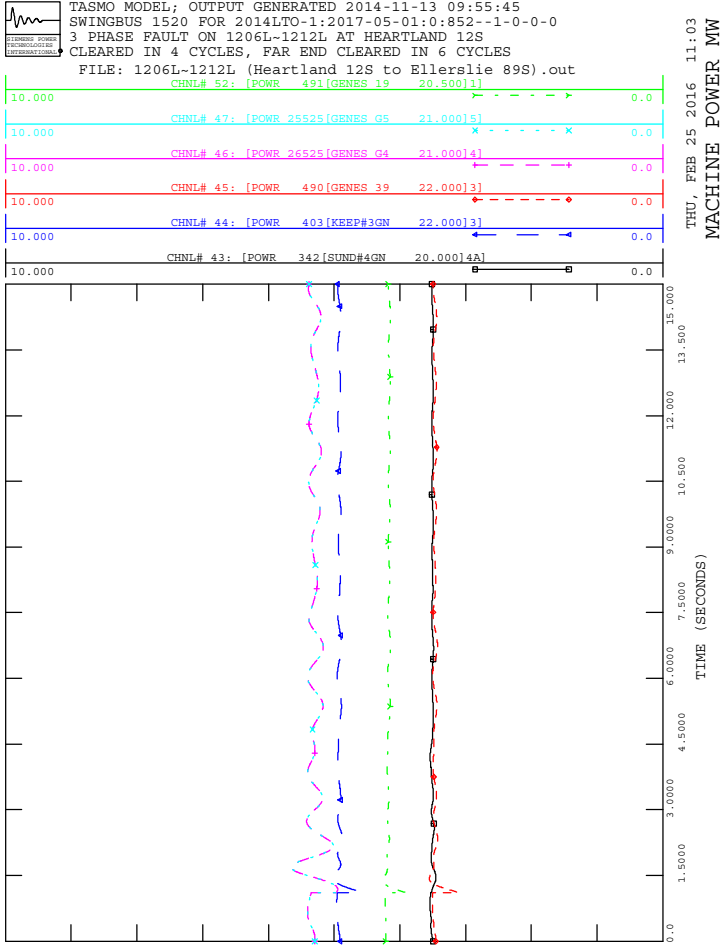
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out

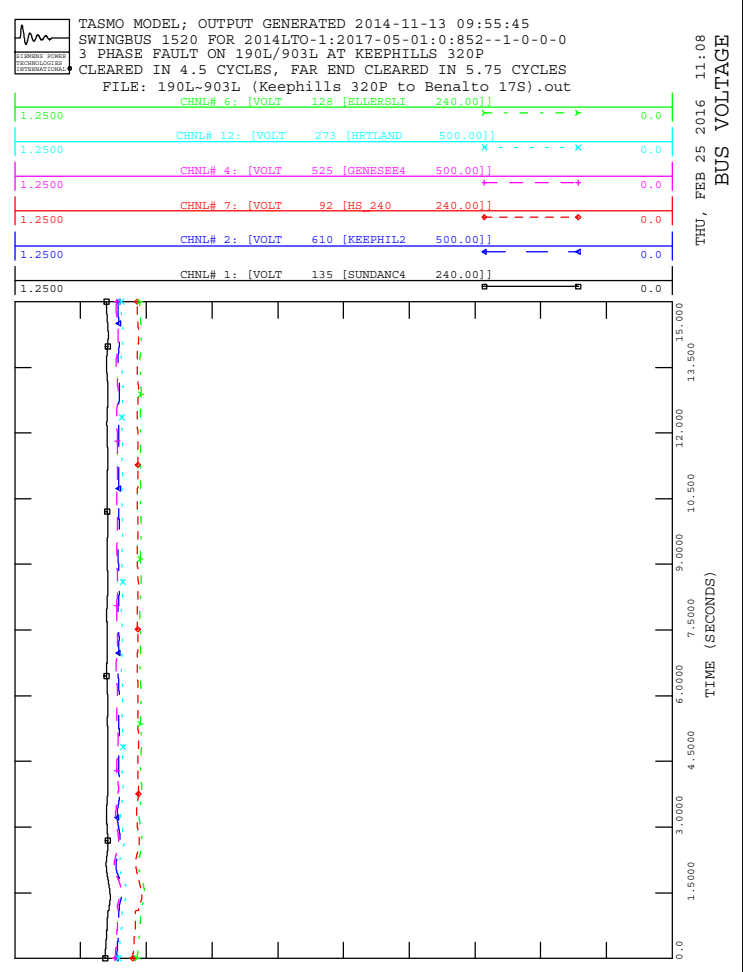
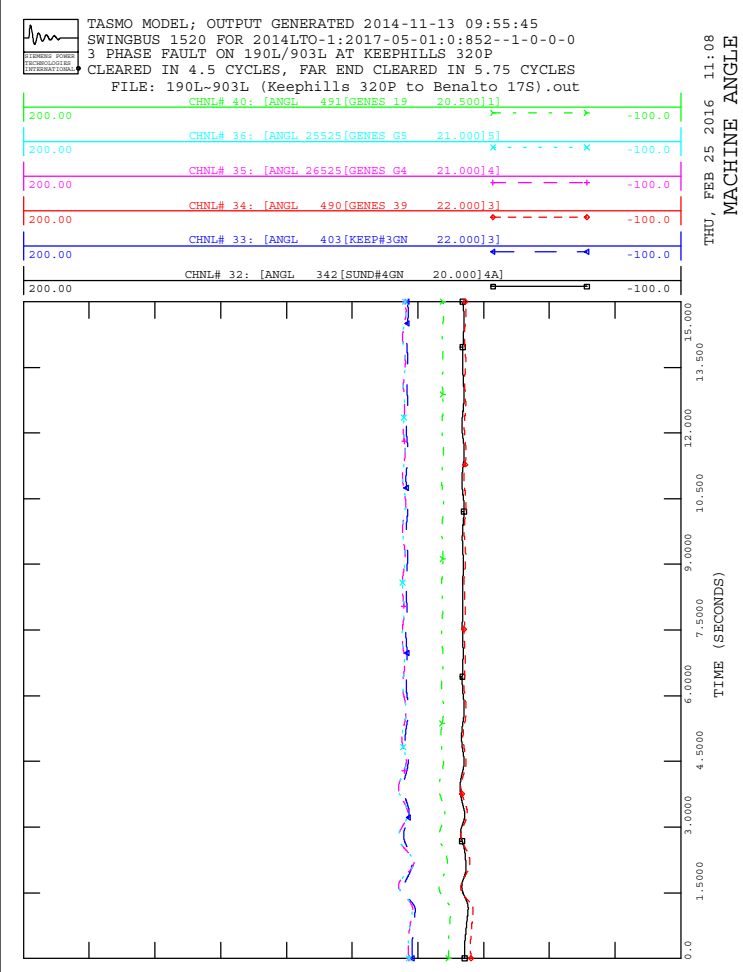
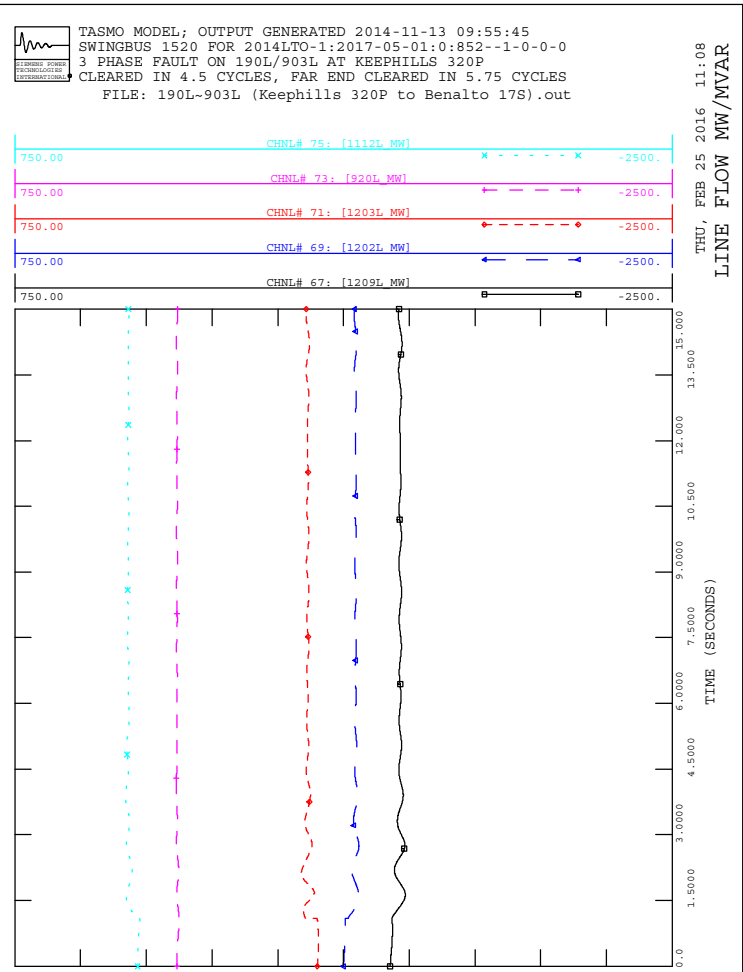
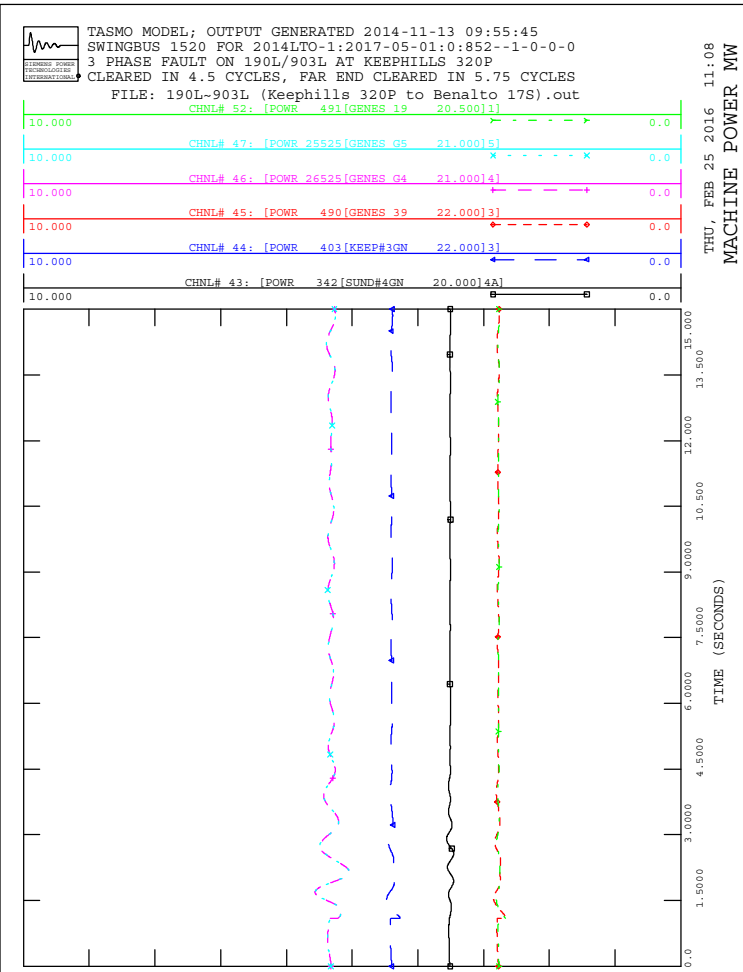


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out



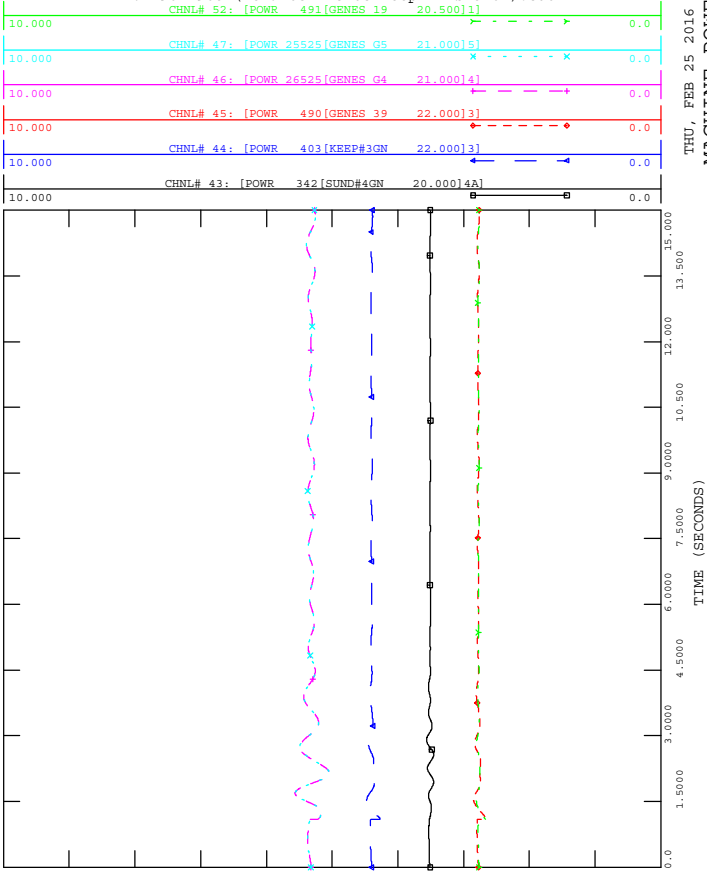




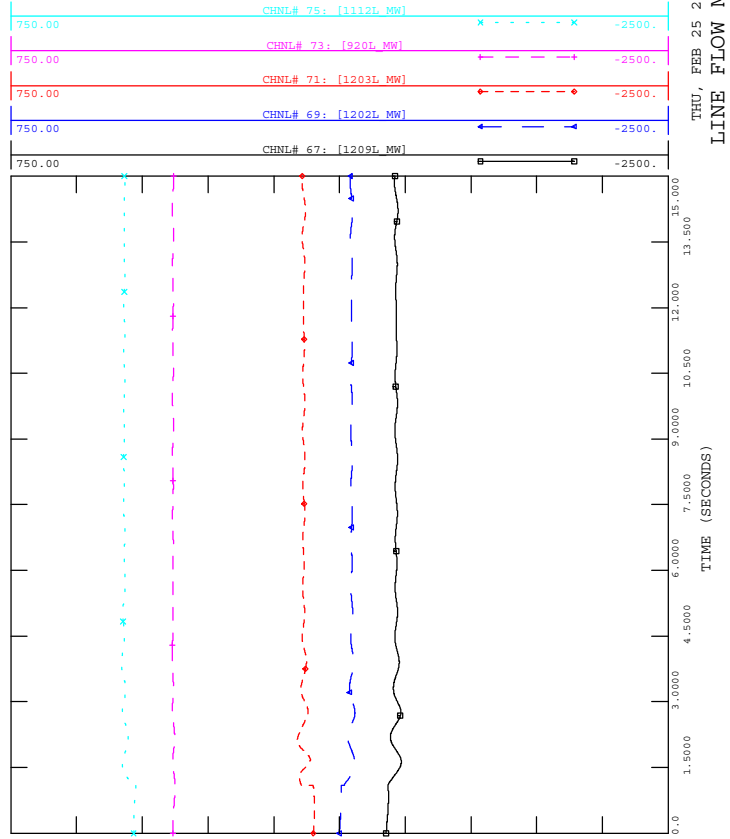




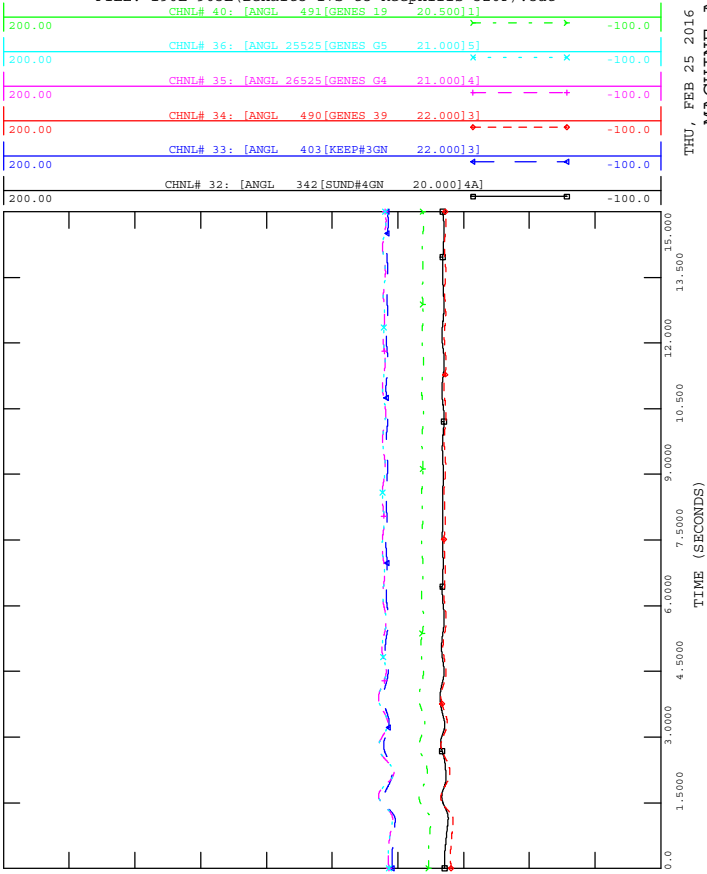
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out



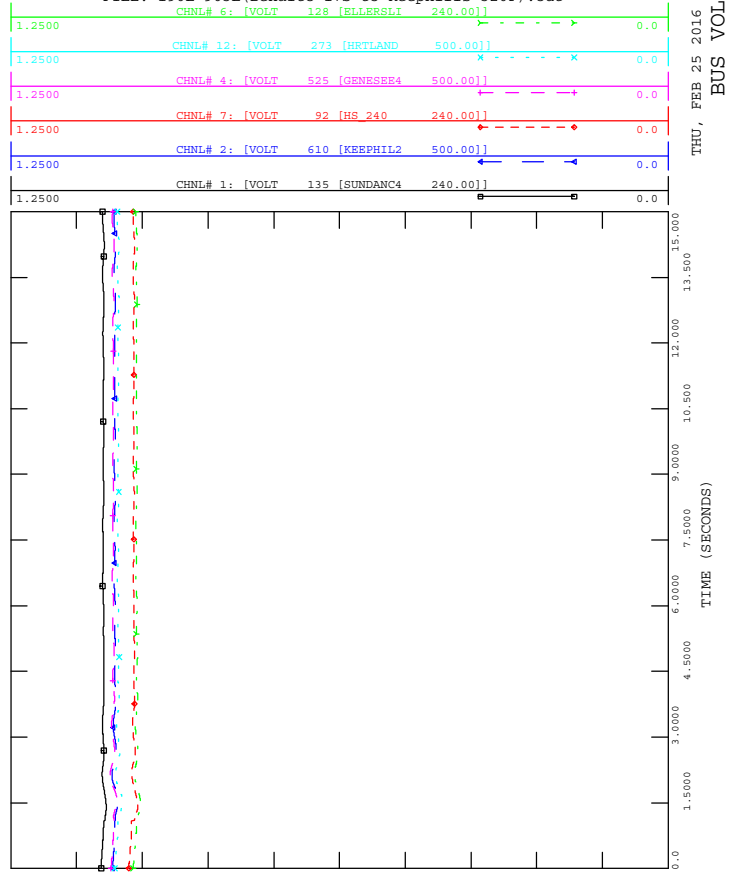
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out

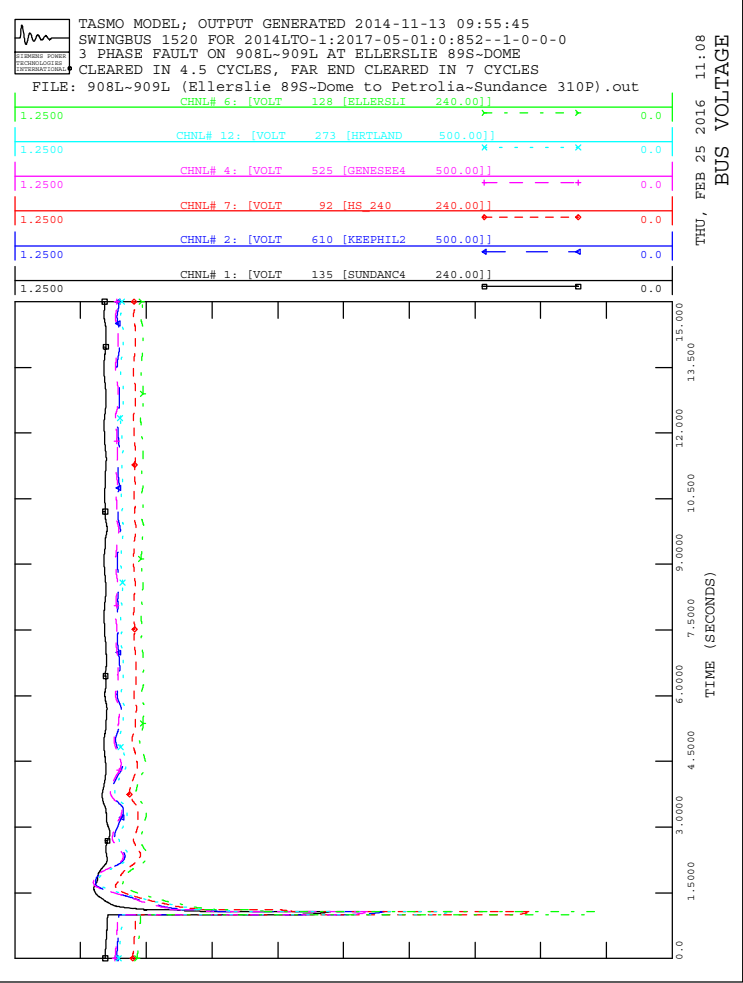
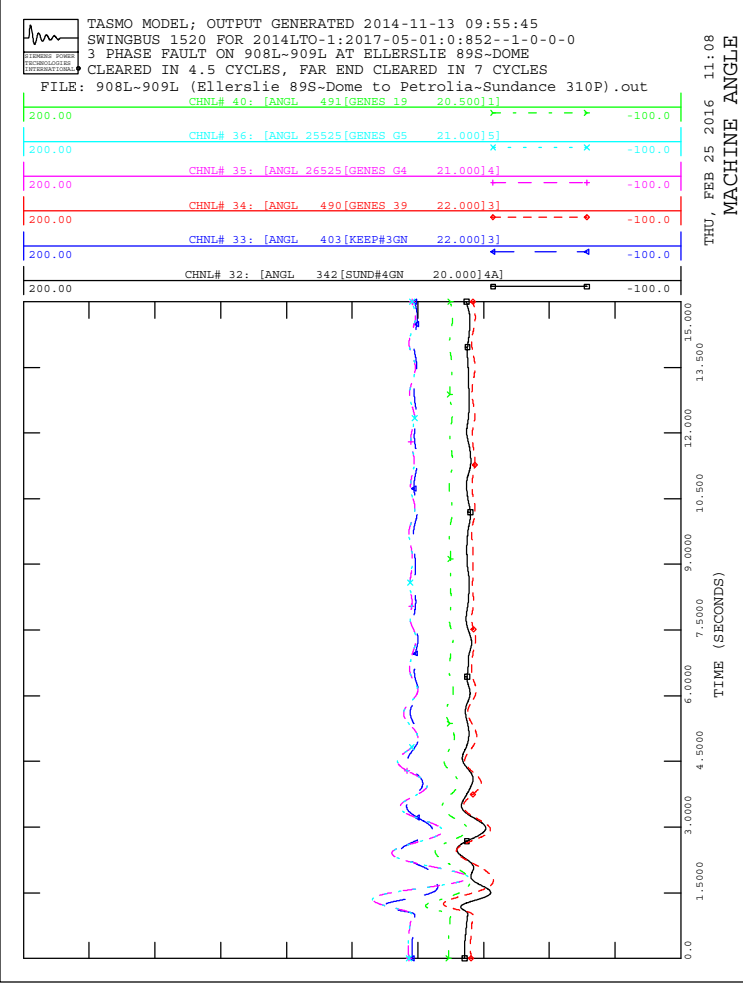
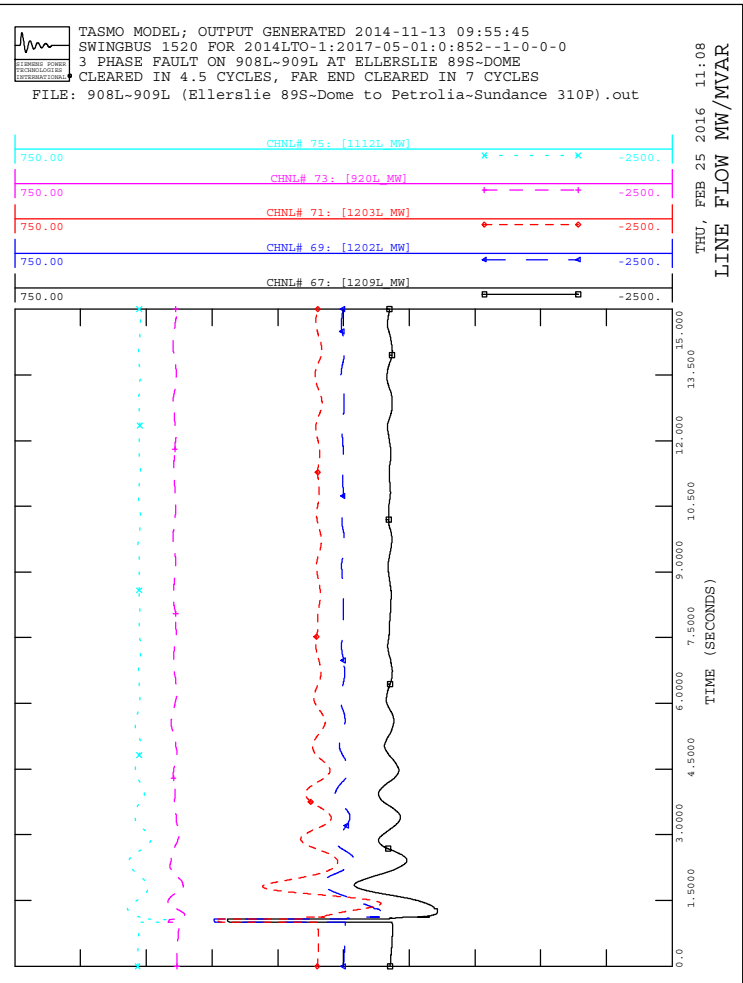
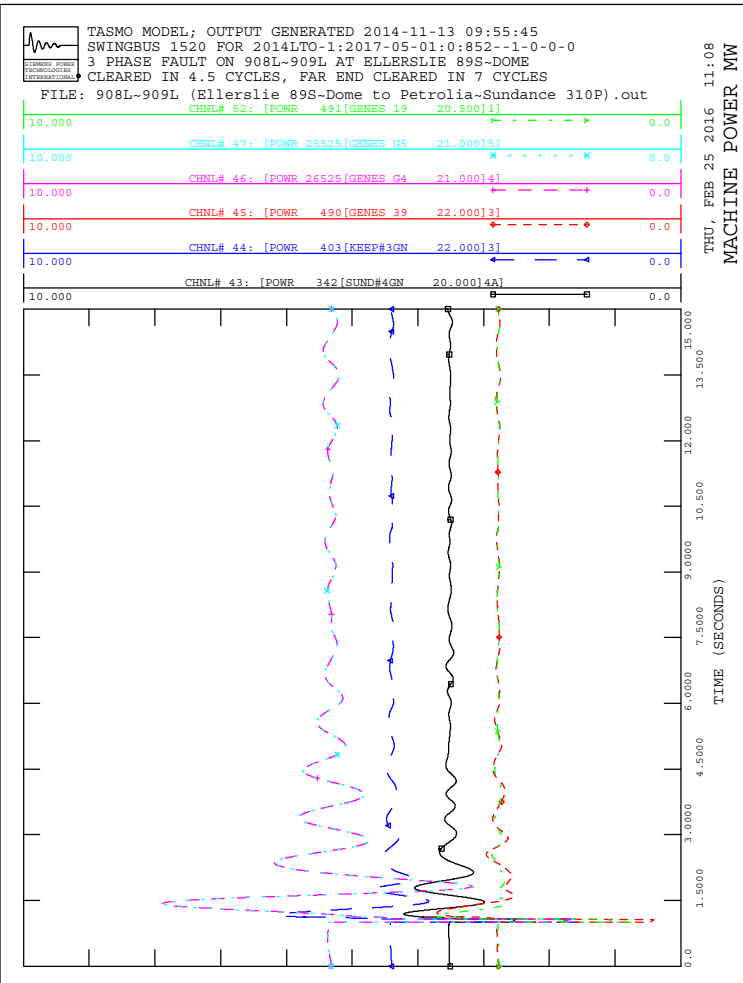


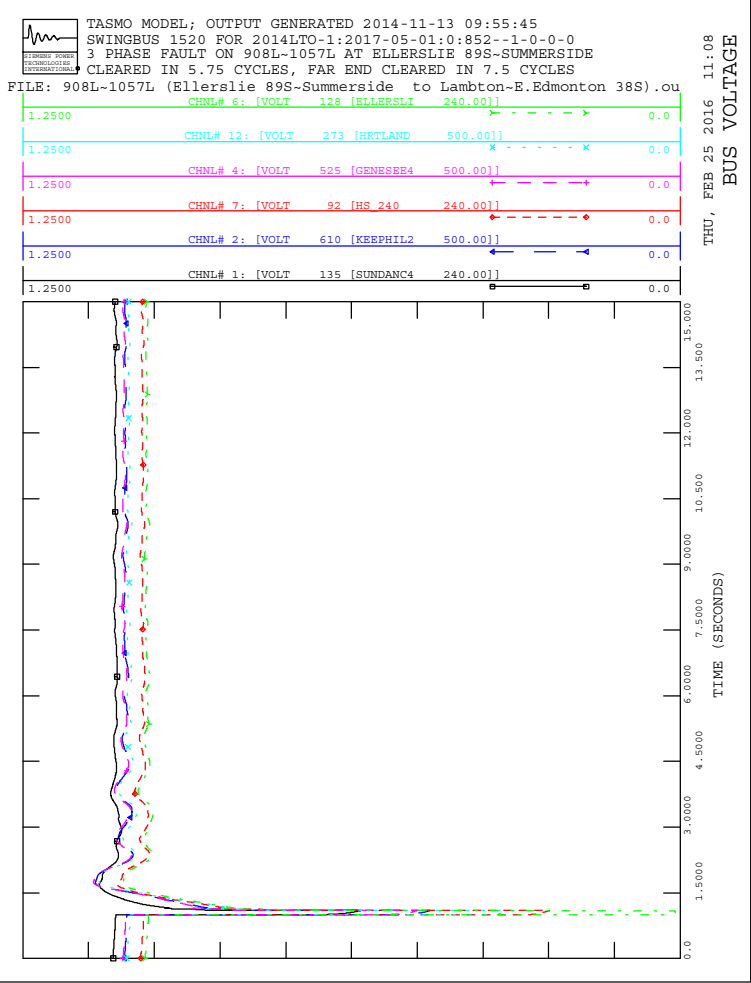
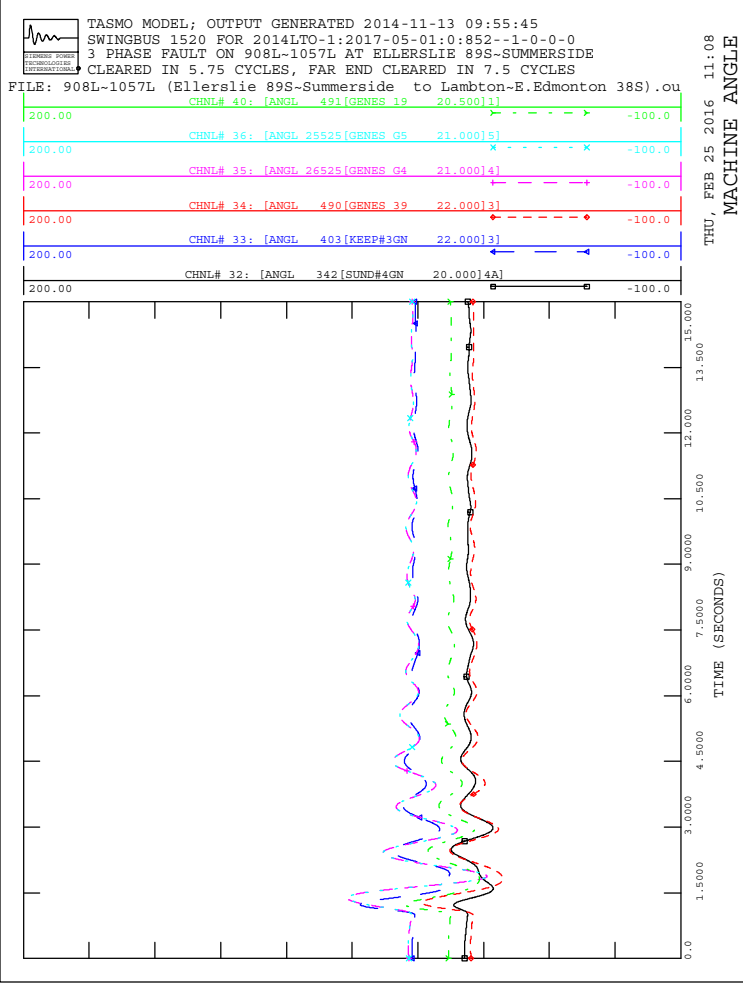
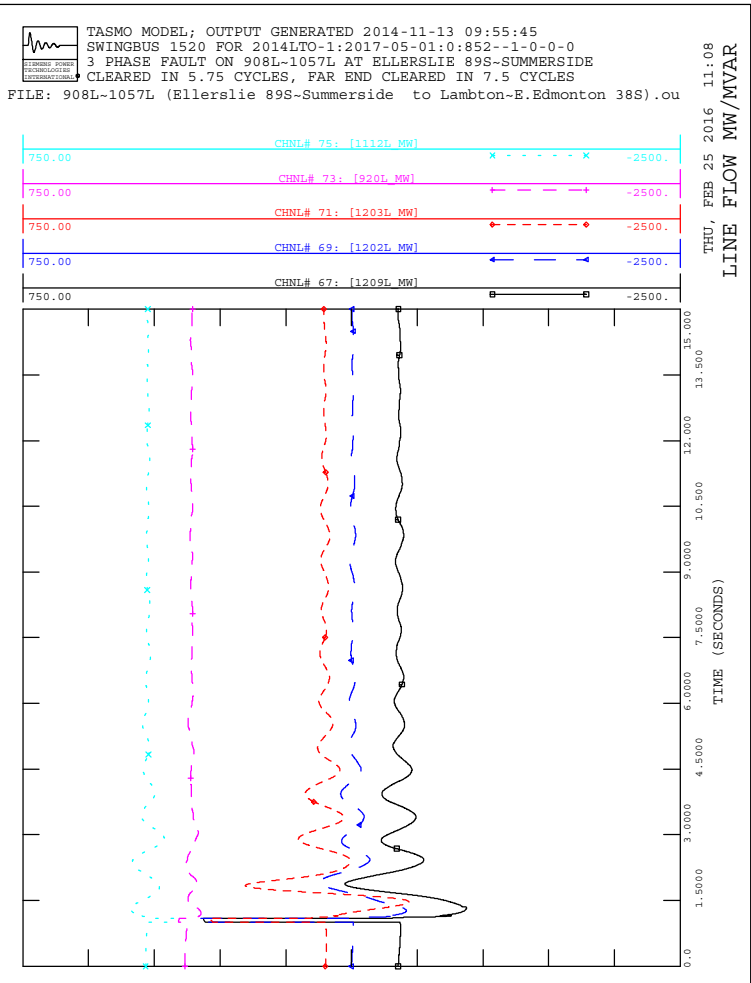
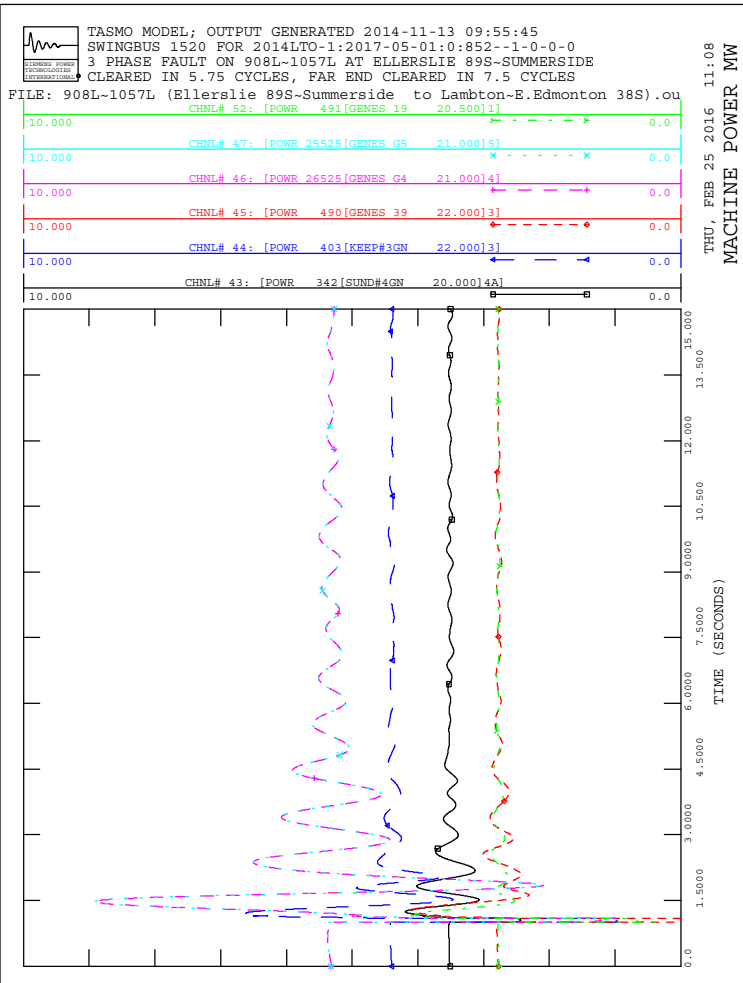
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out



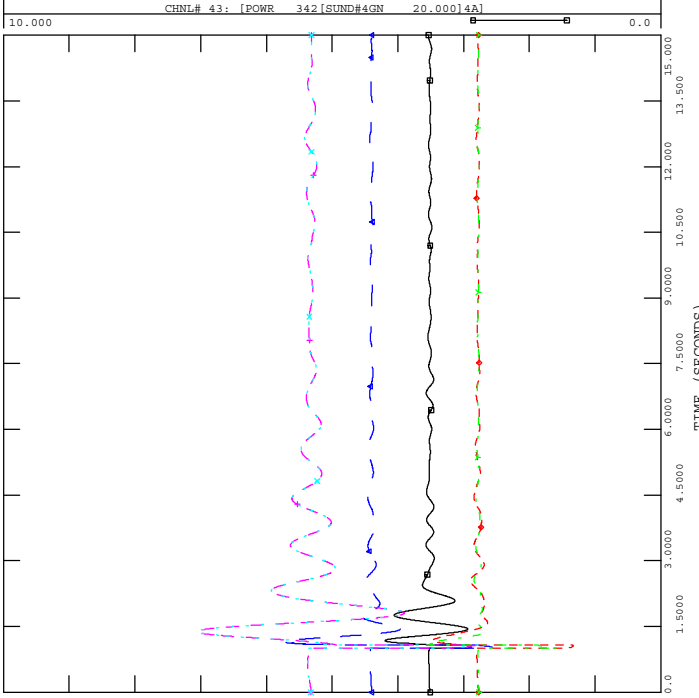
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out



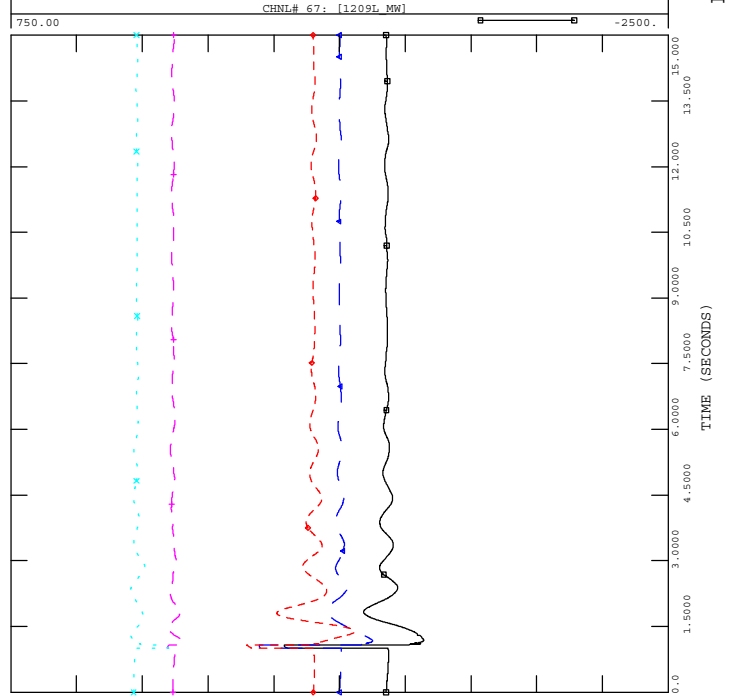




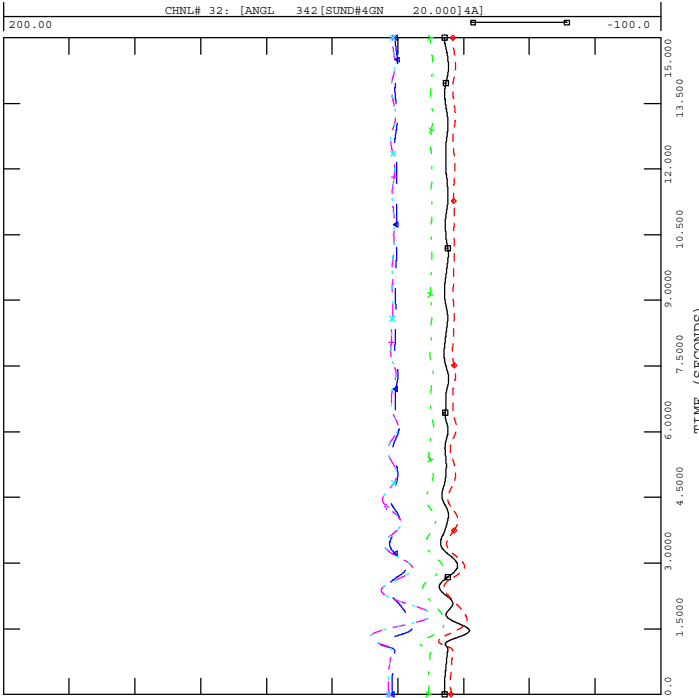
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L-908G AT PETROLIA-SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-908G (Petrolia-Sundance 310P to Ellerslie 89S-Dome).out
 CHNL# 52: [POWR 491 [GENES 19 20.500]1]



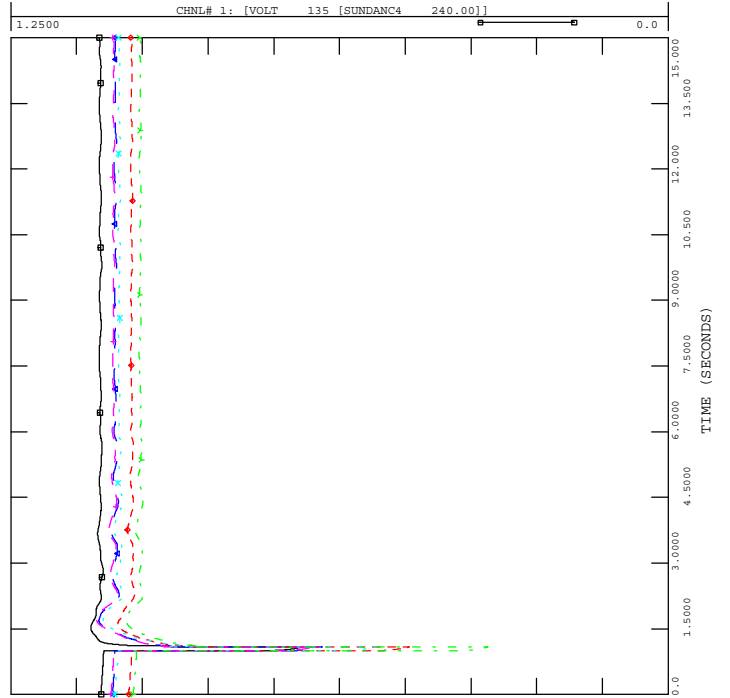
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L-908G AT PETROLIA-SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-908G (Petrolia-Sundance 310P to Ellerslie 89S-Dome).out

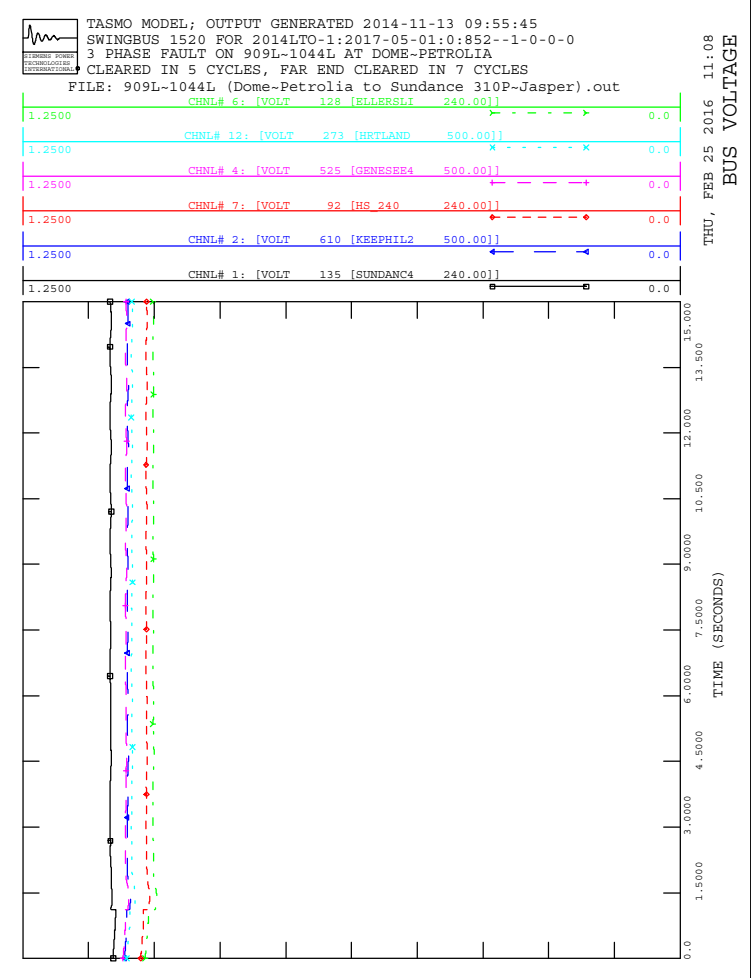
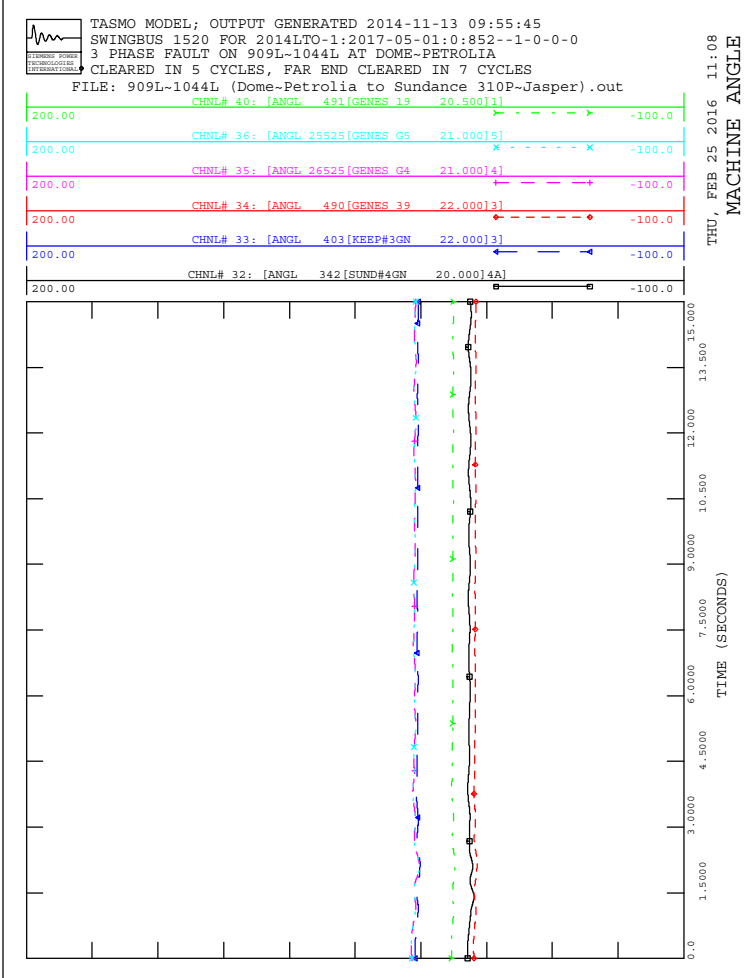
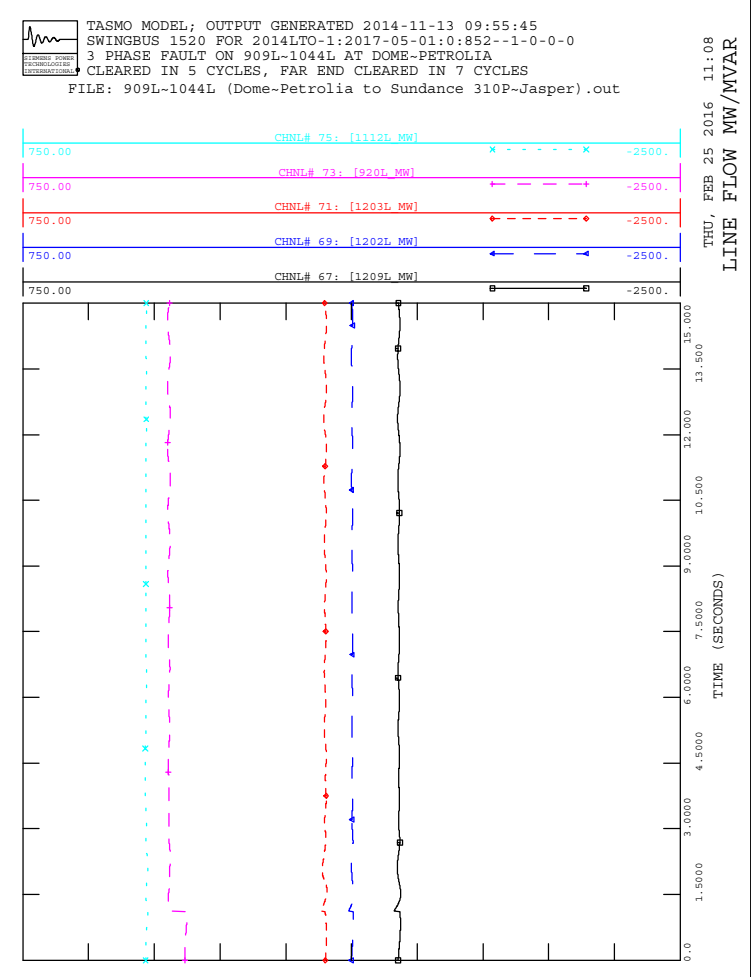
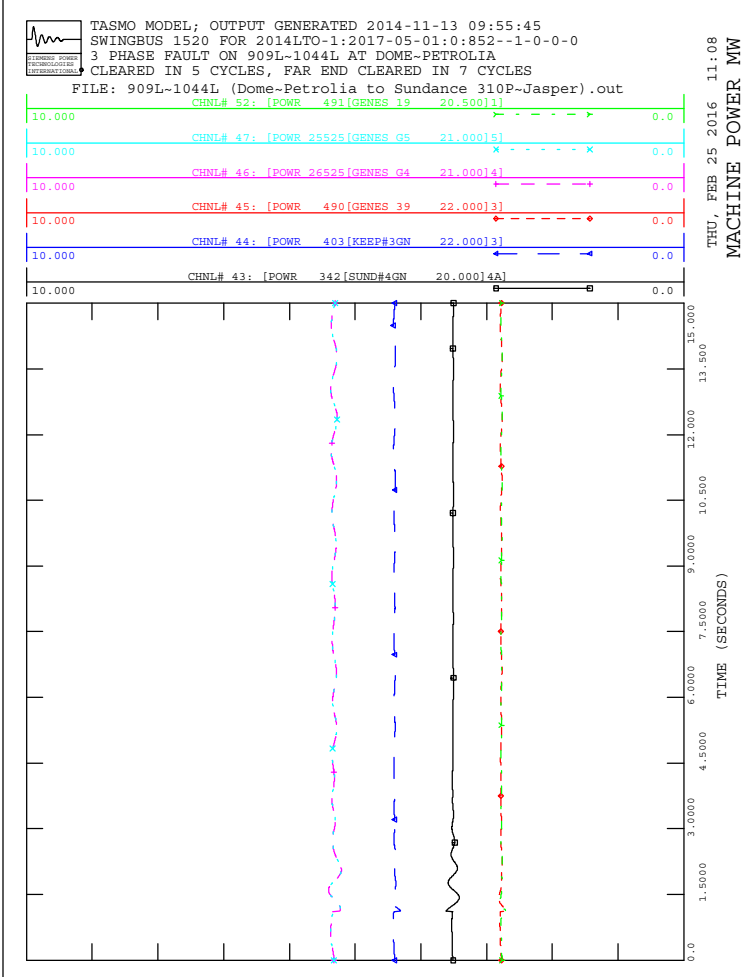


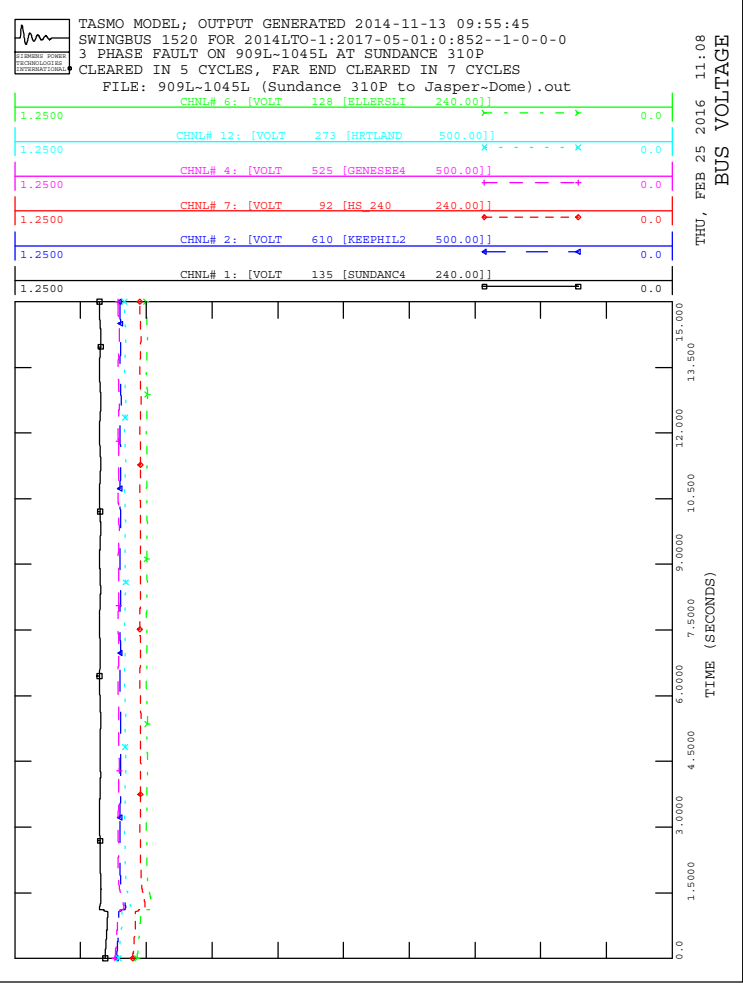
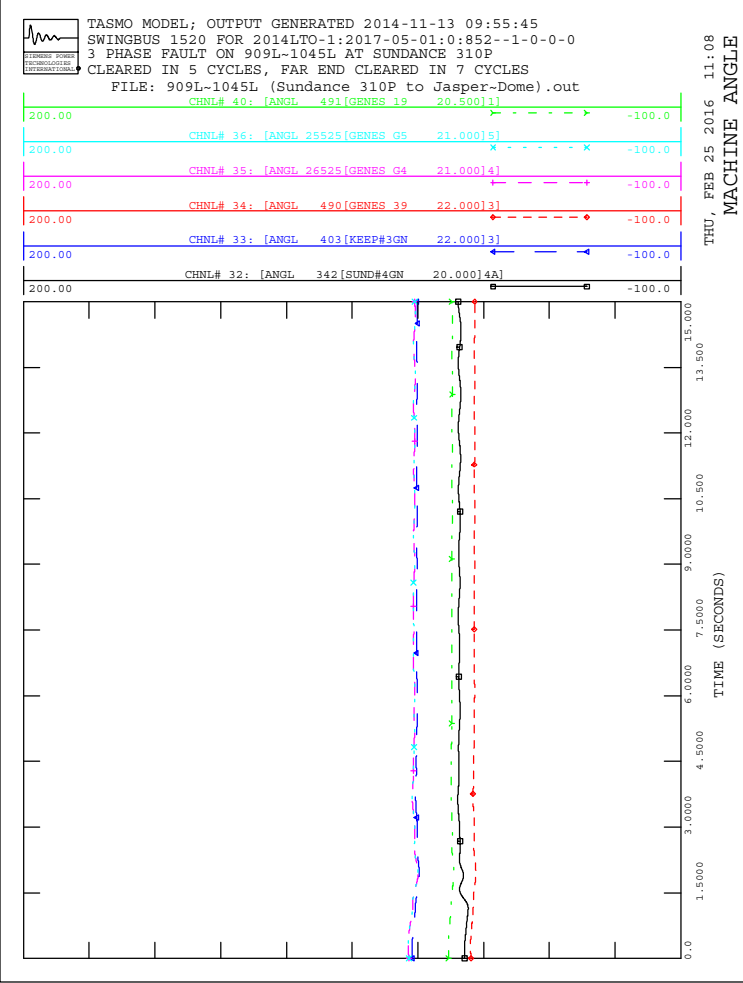
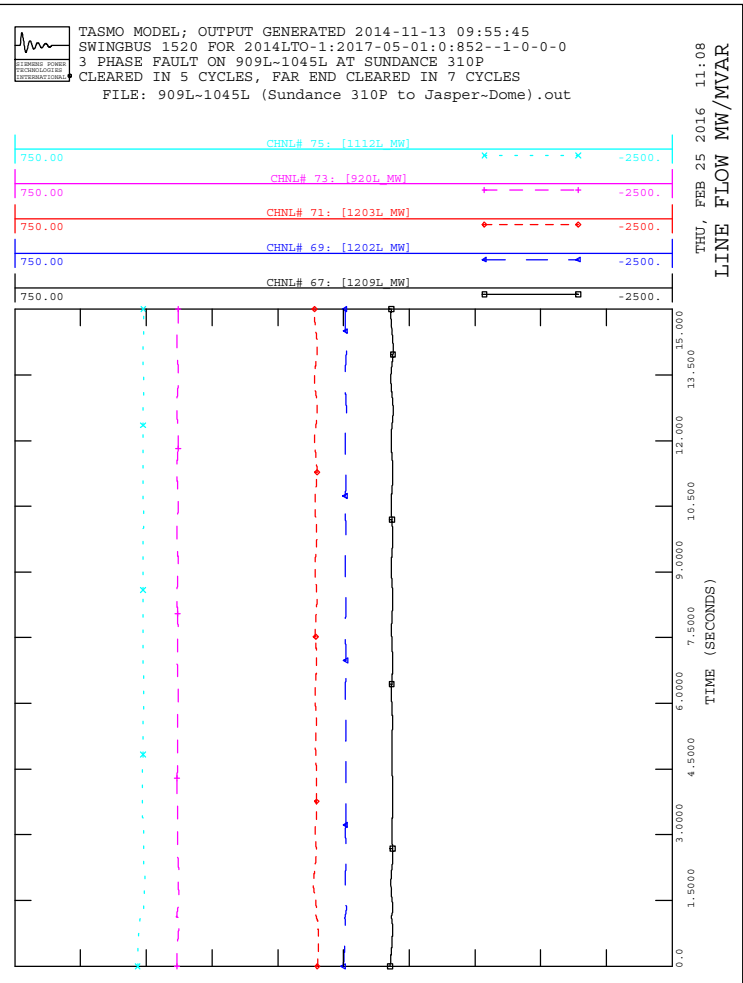
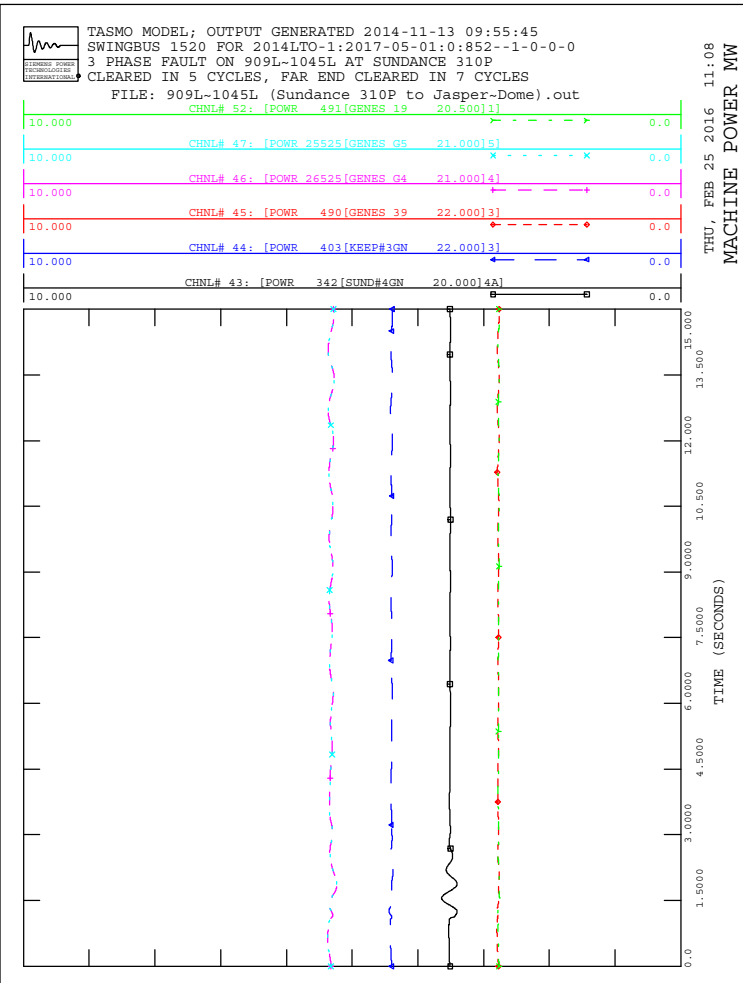
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L-908G AT PETROLIA-SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-908G (Petrolia-Sundance 310P to Ellerslie 89S-Dome).out
 CHNL# 40: [ANGL 491 [GENES 19 20.500]1]



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 909L-908G AT PETROLIA-SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-908G (Petrolia-Sundance 310P to Ellerslie 89S-Dome).out
 CHNL# 6: [VOLT 128 [ELLERSLI 240.00]]

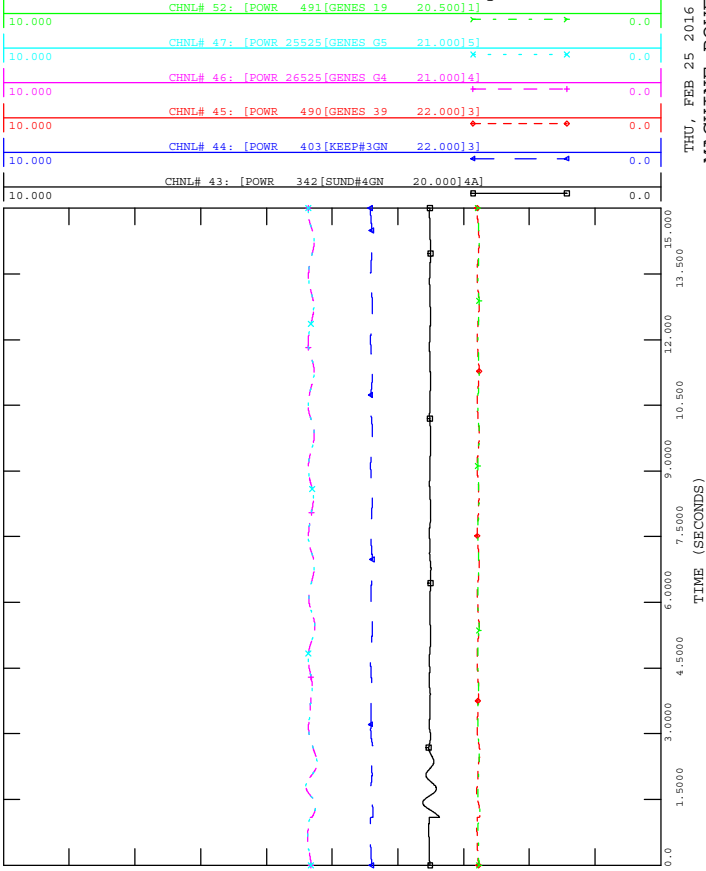




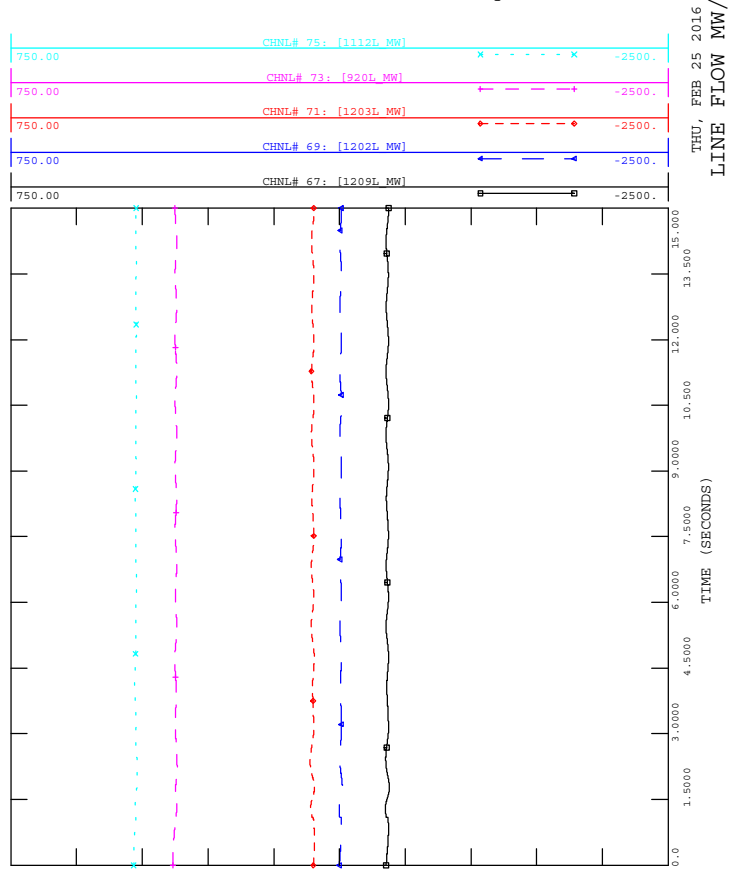




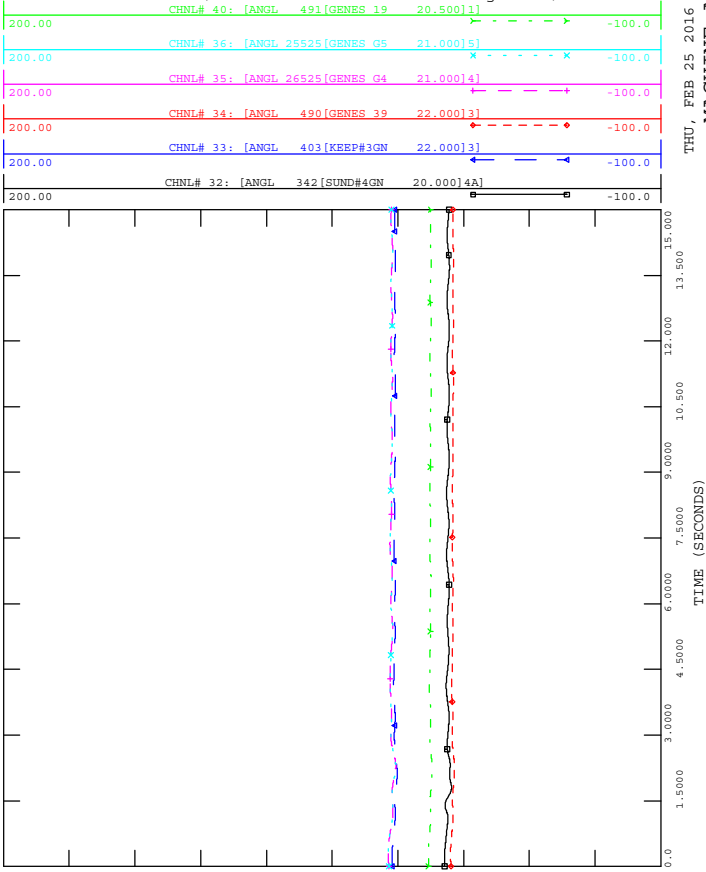
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



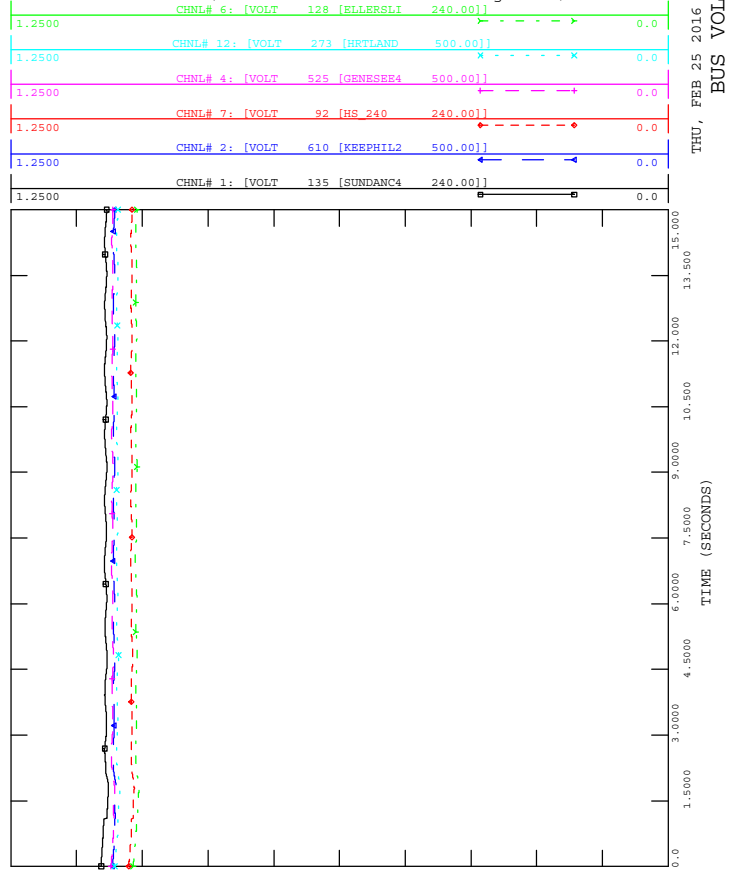
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out

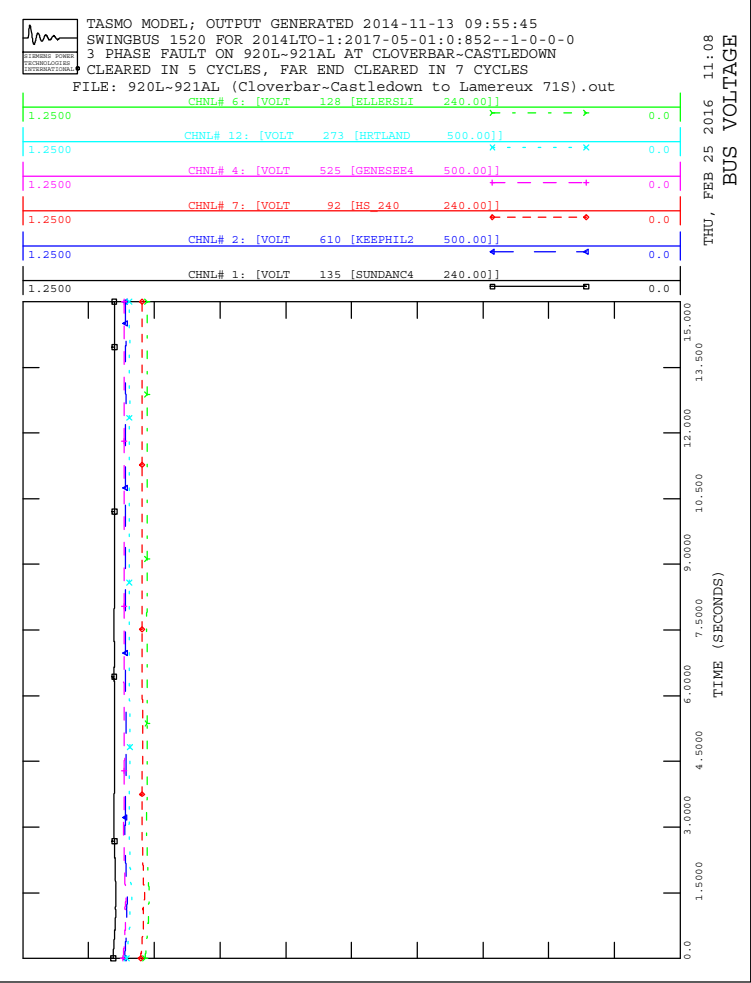
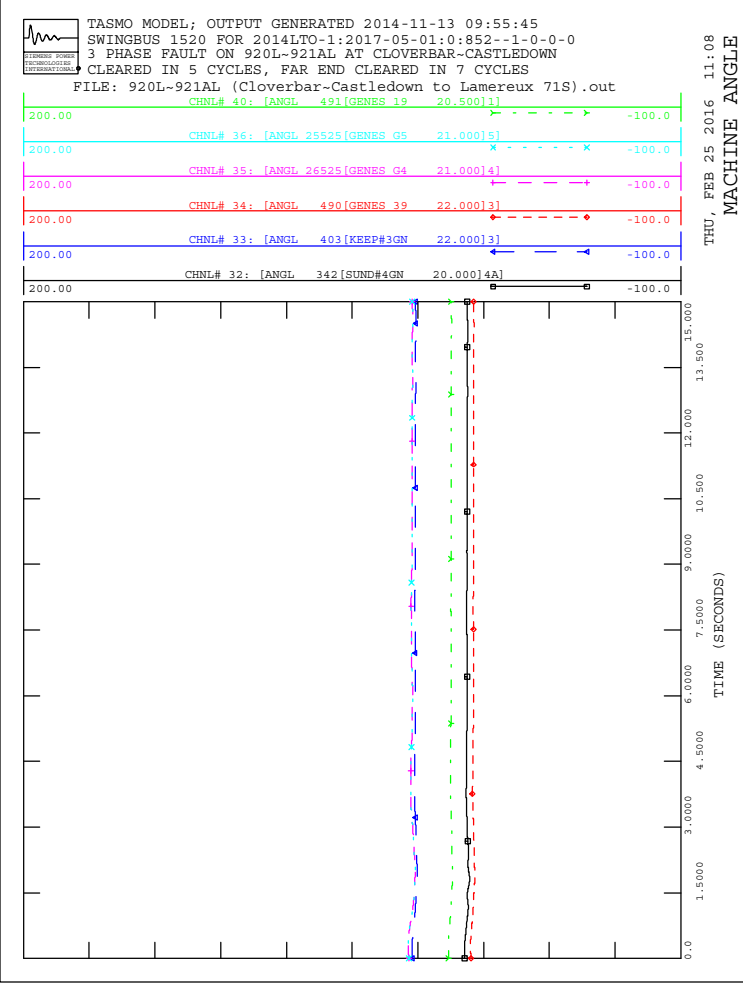
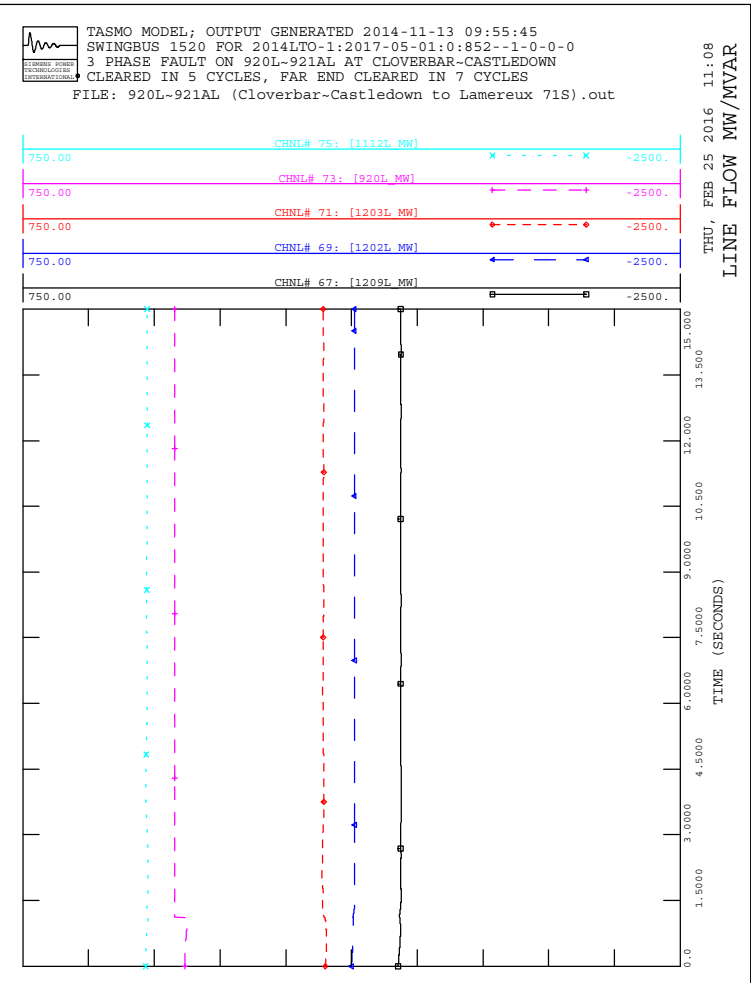
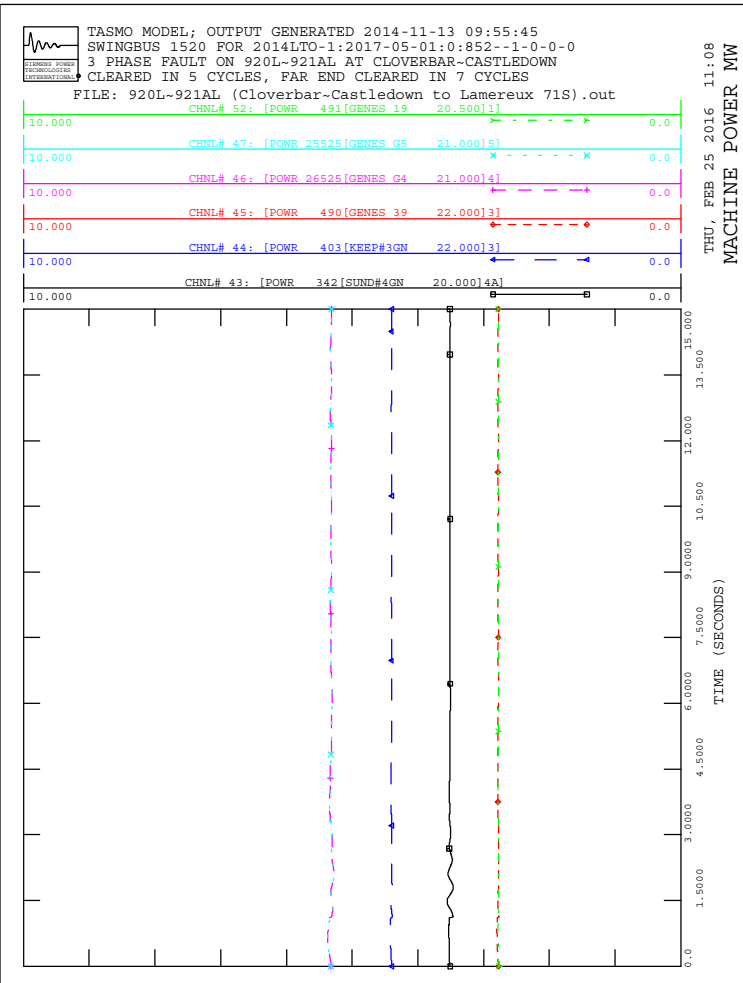


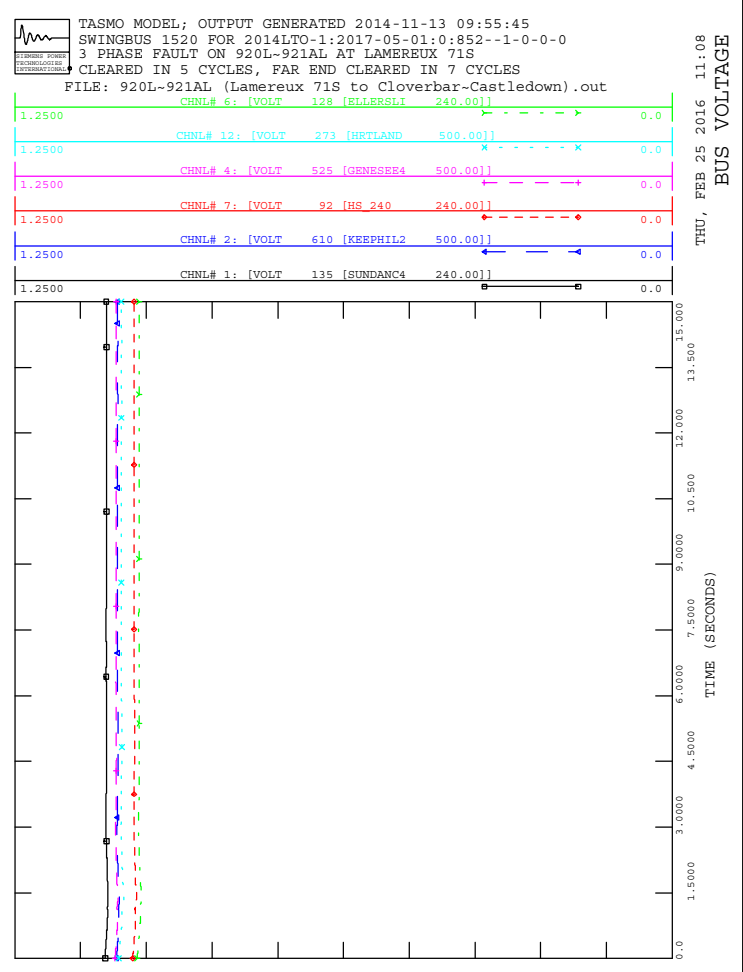
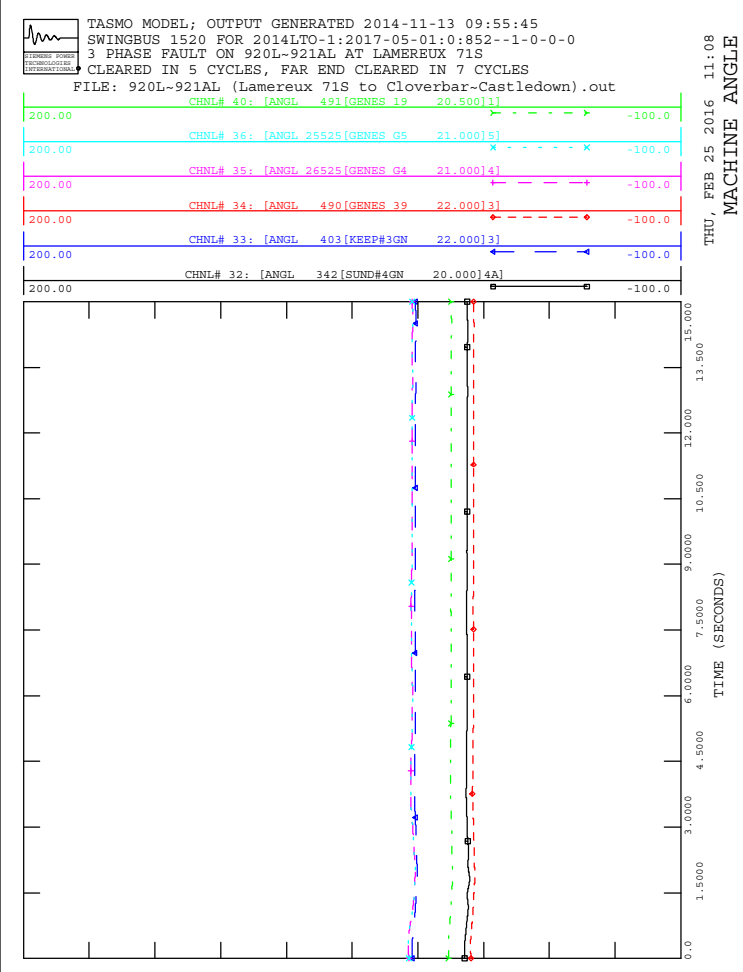
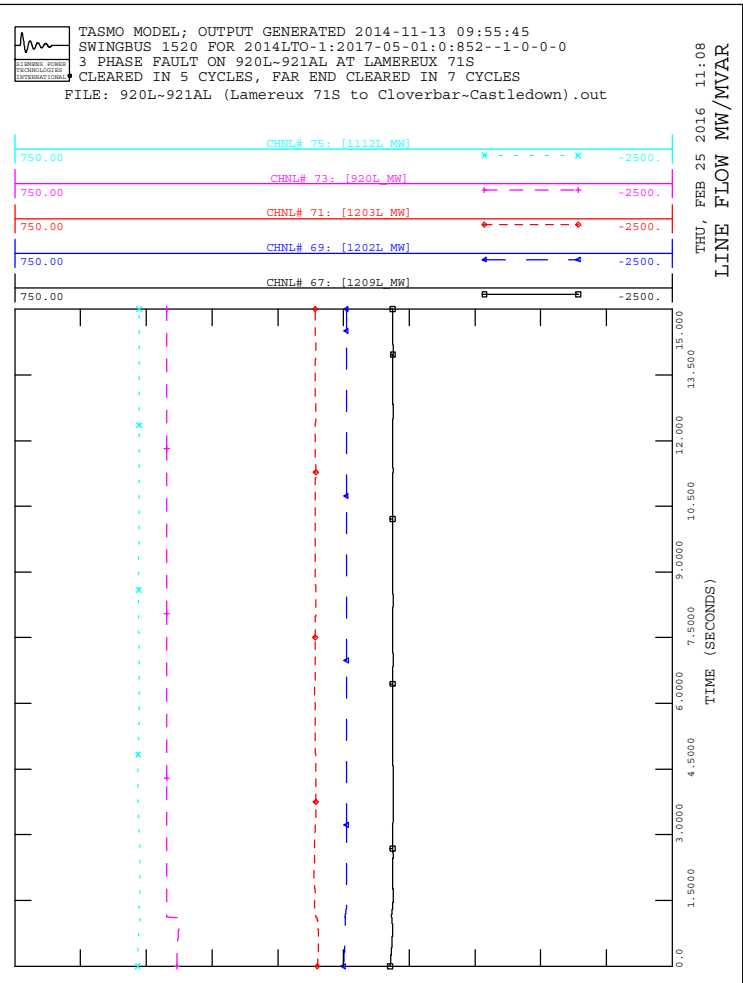
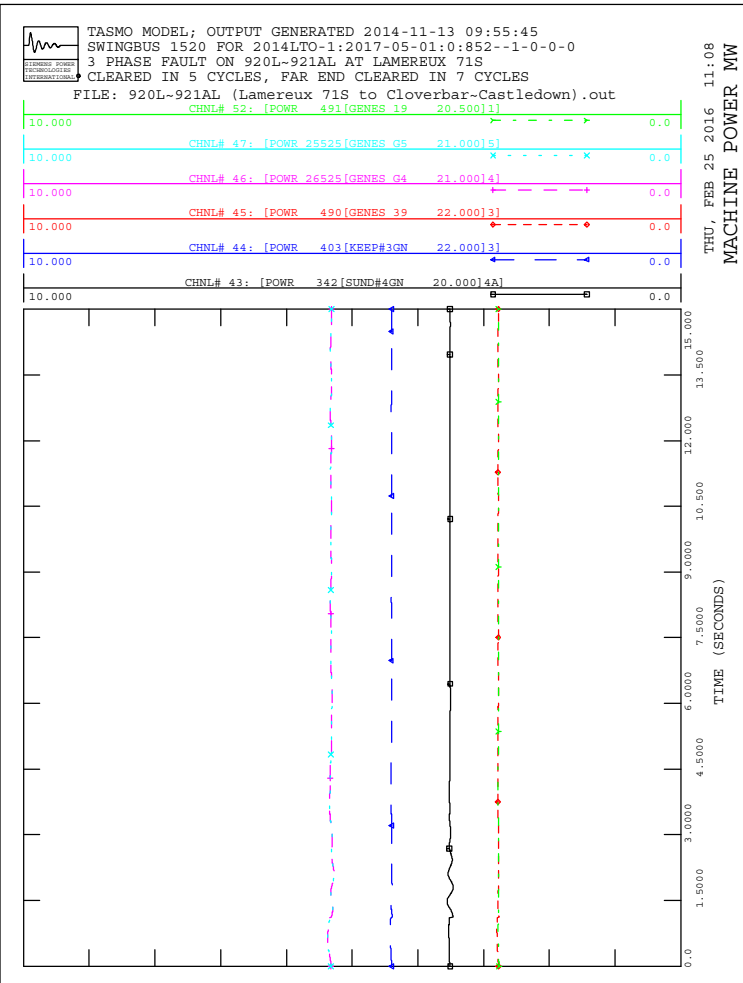
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out

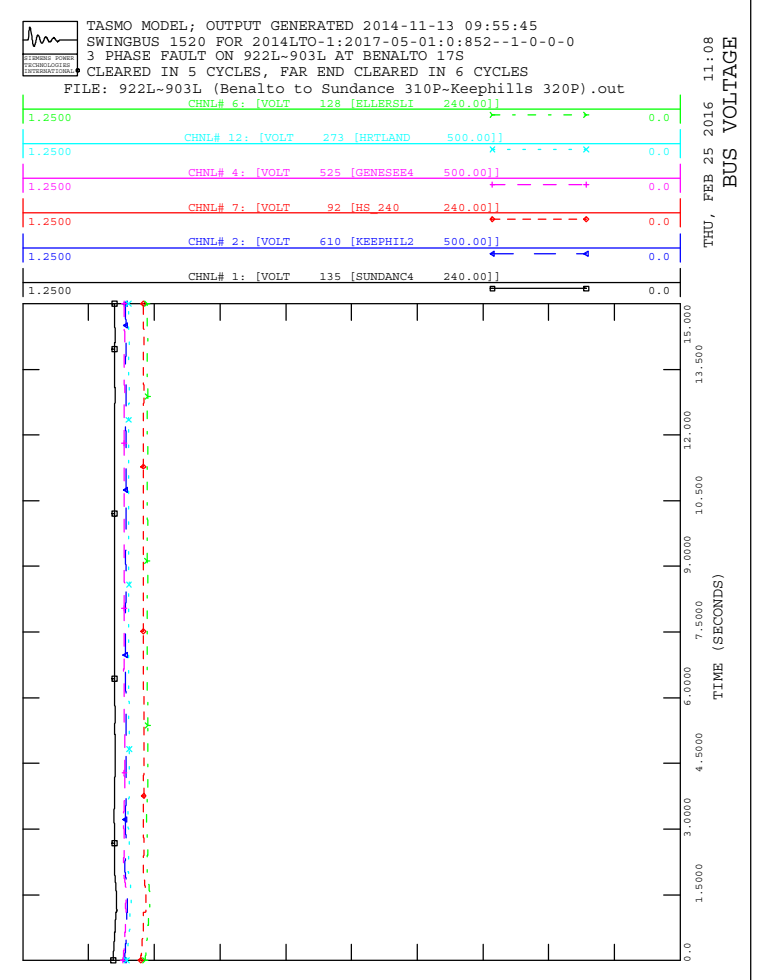
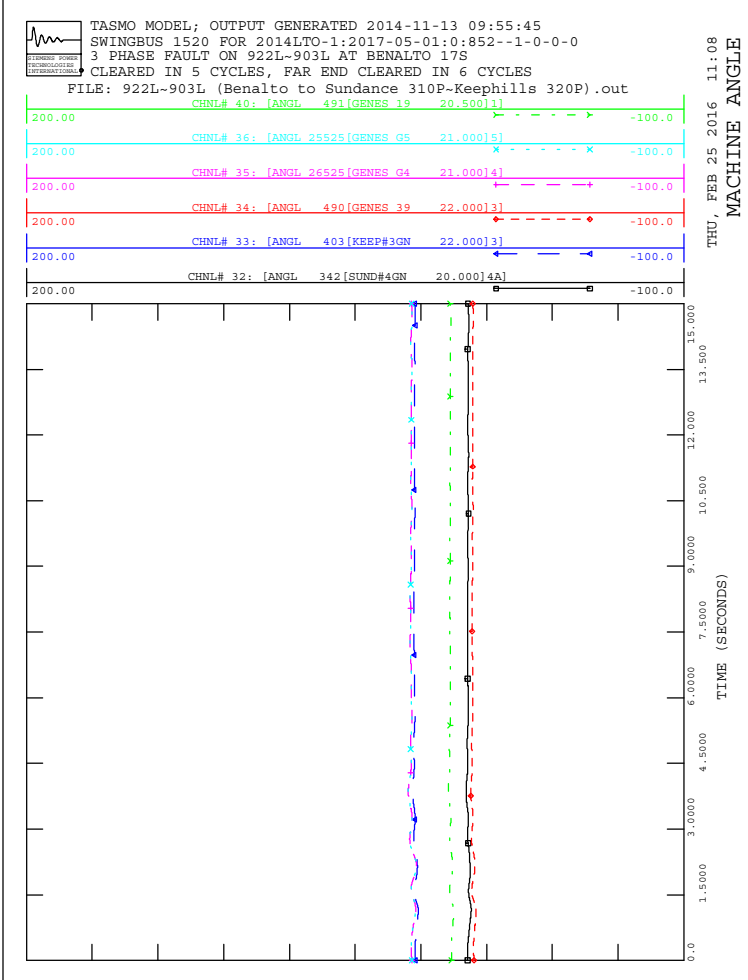
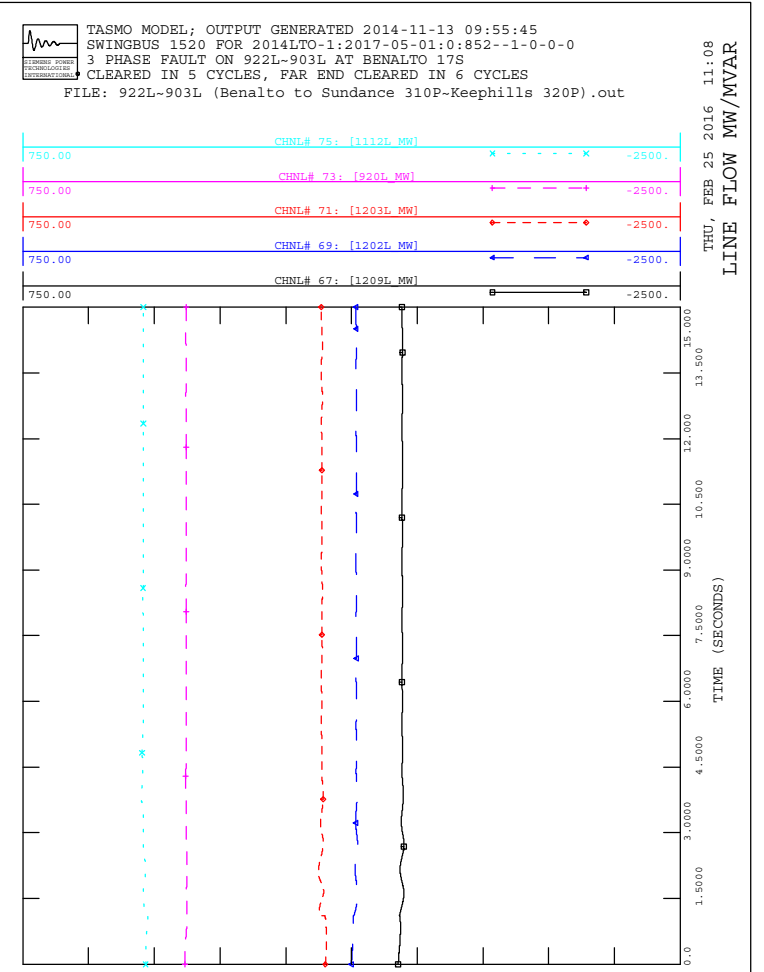
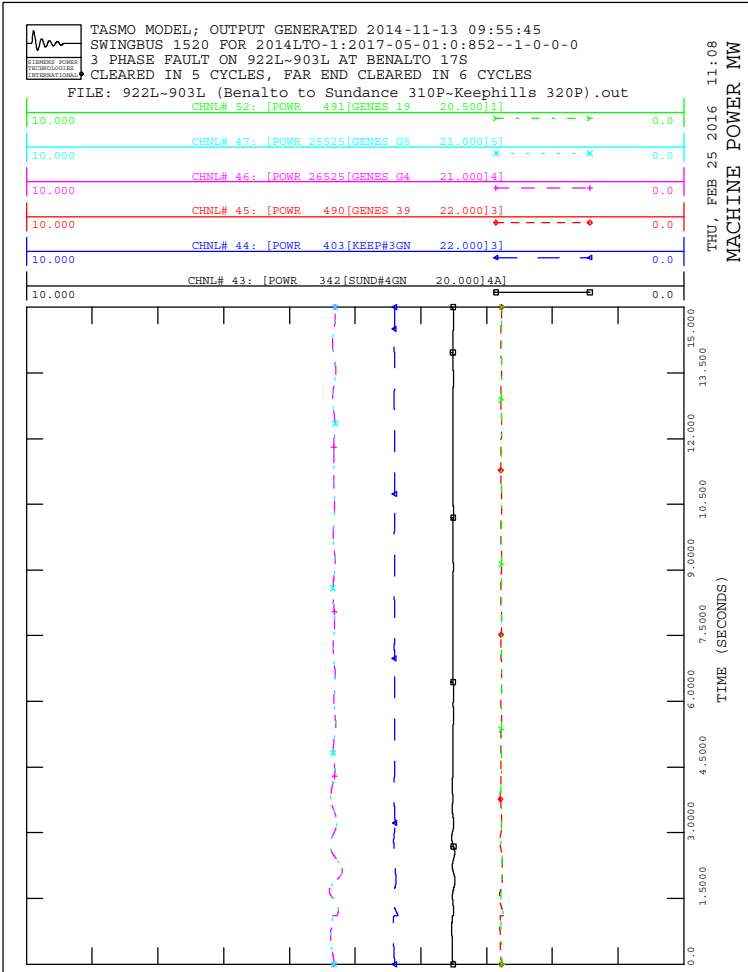


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



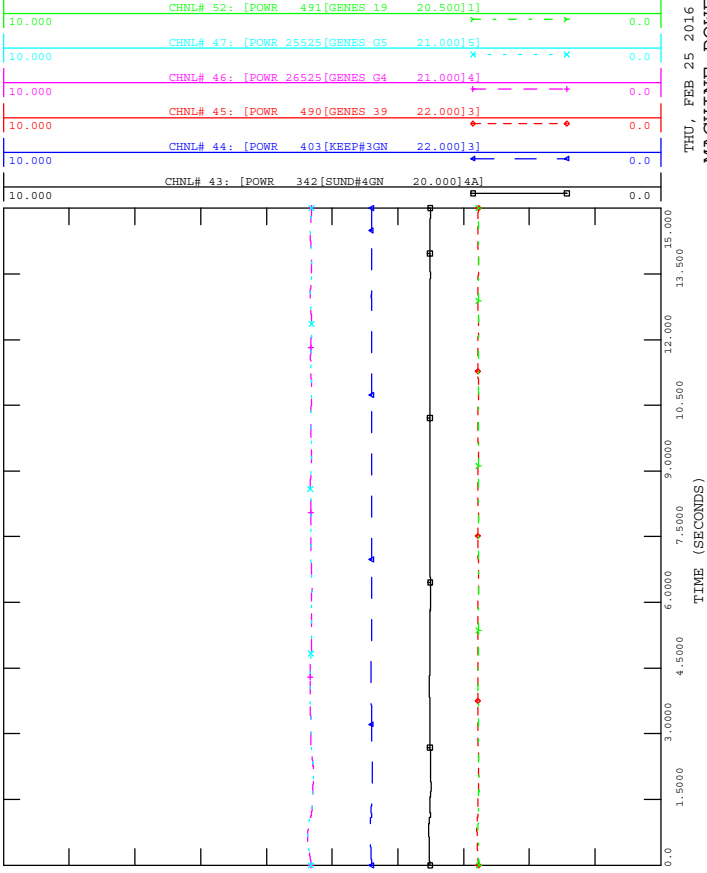




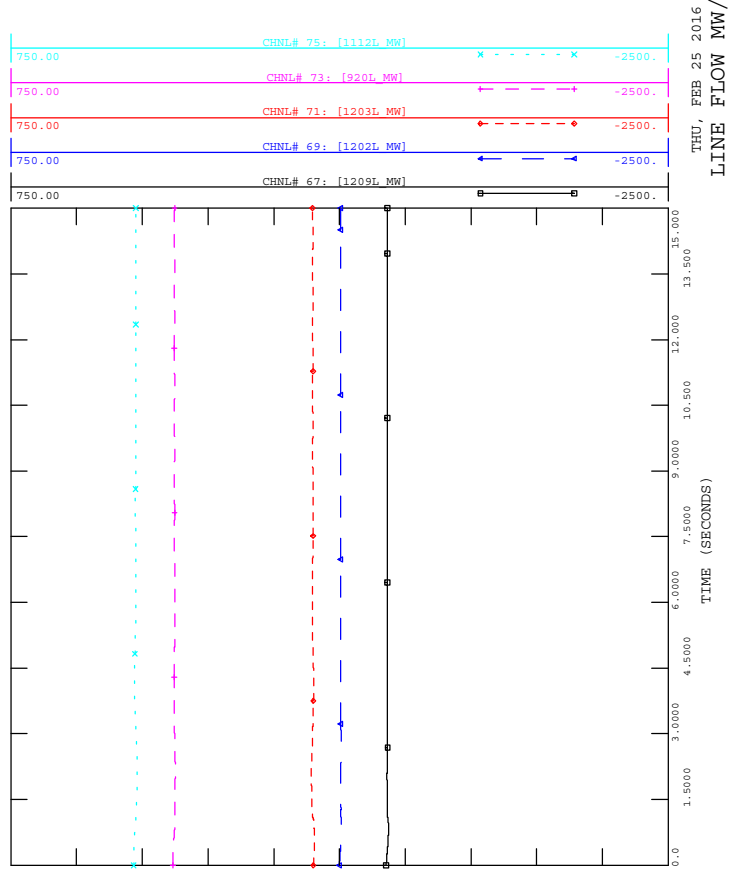




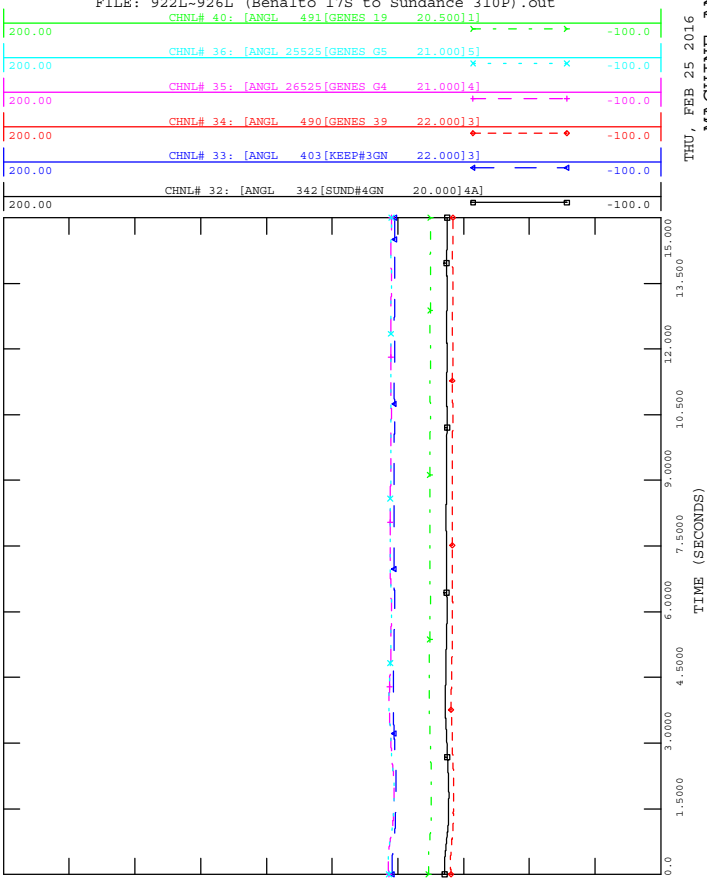
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



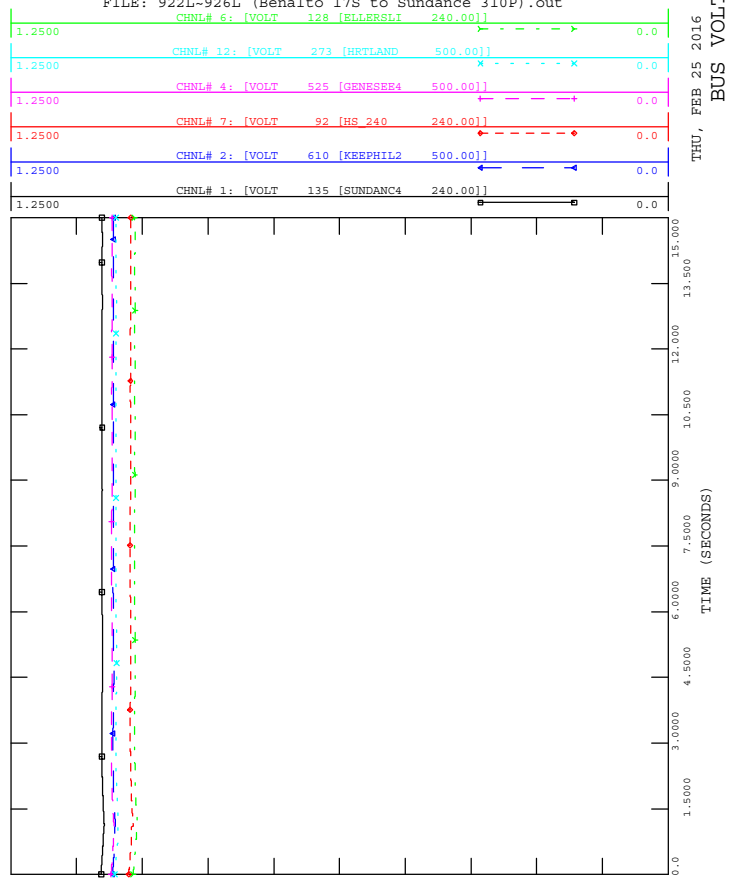
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out

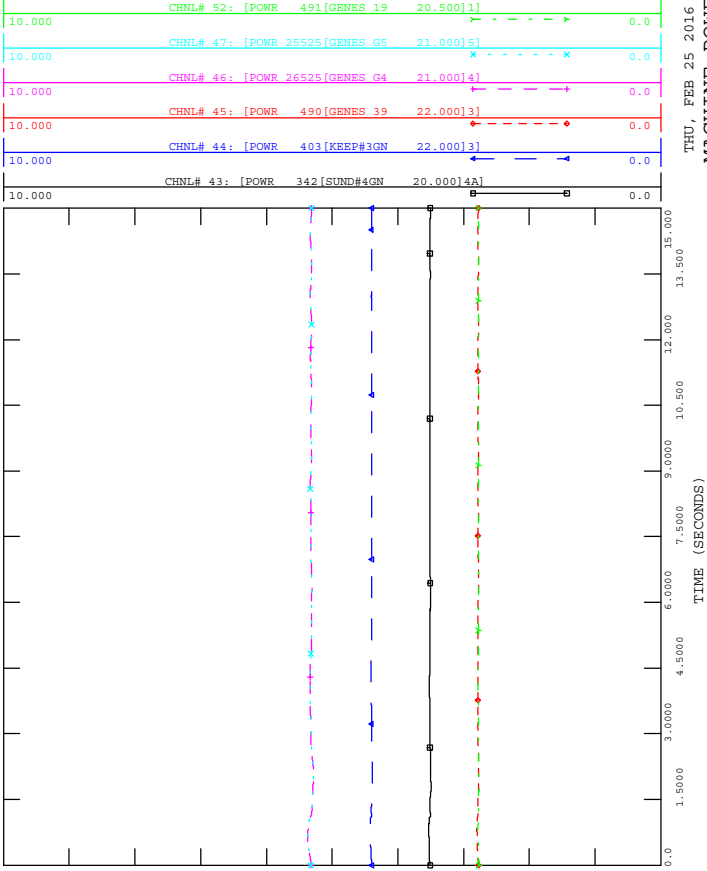


TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out

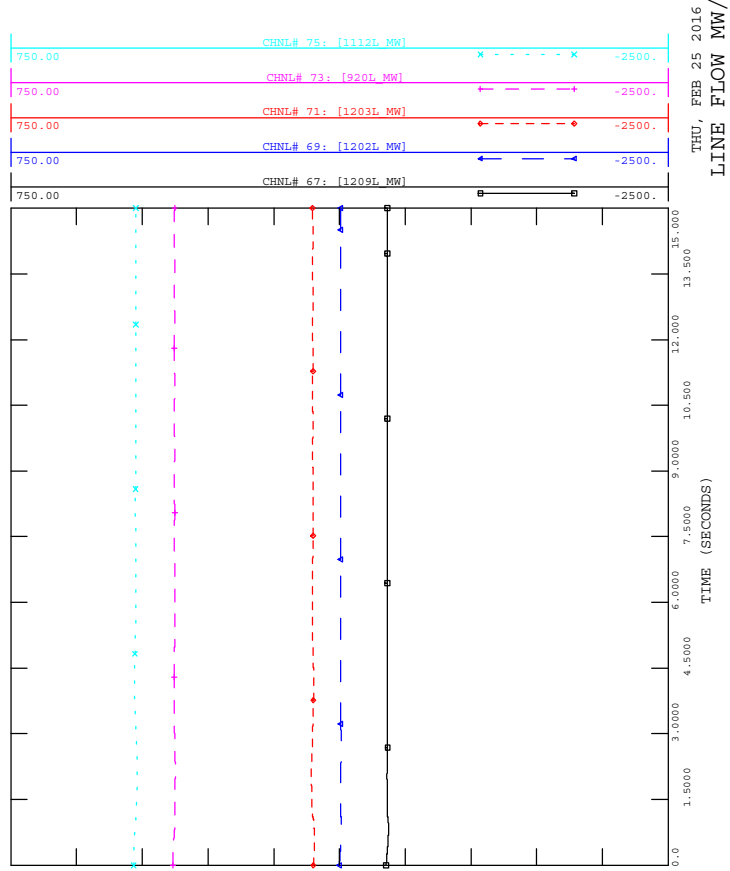




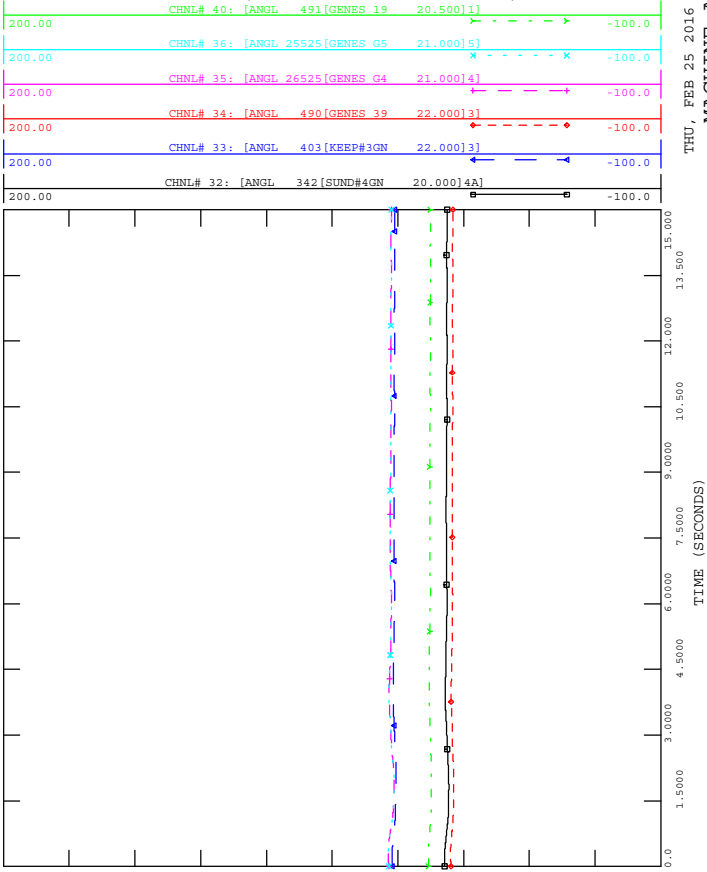
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



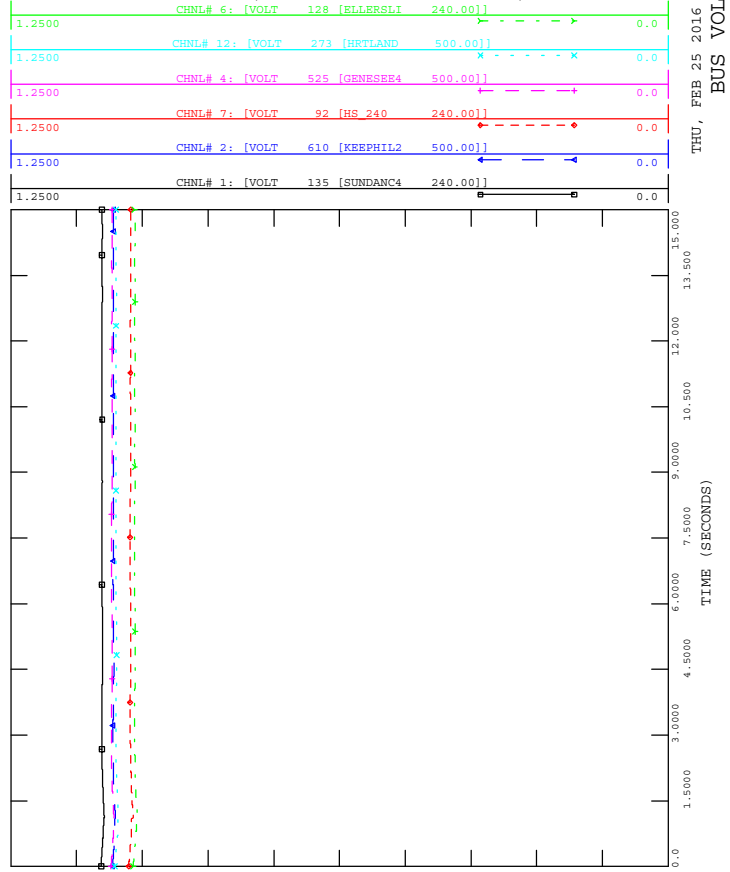
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 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

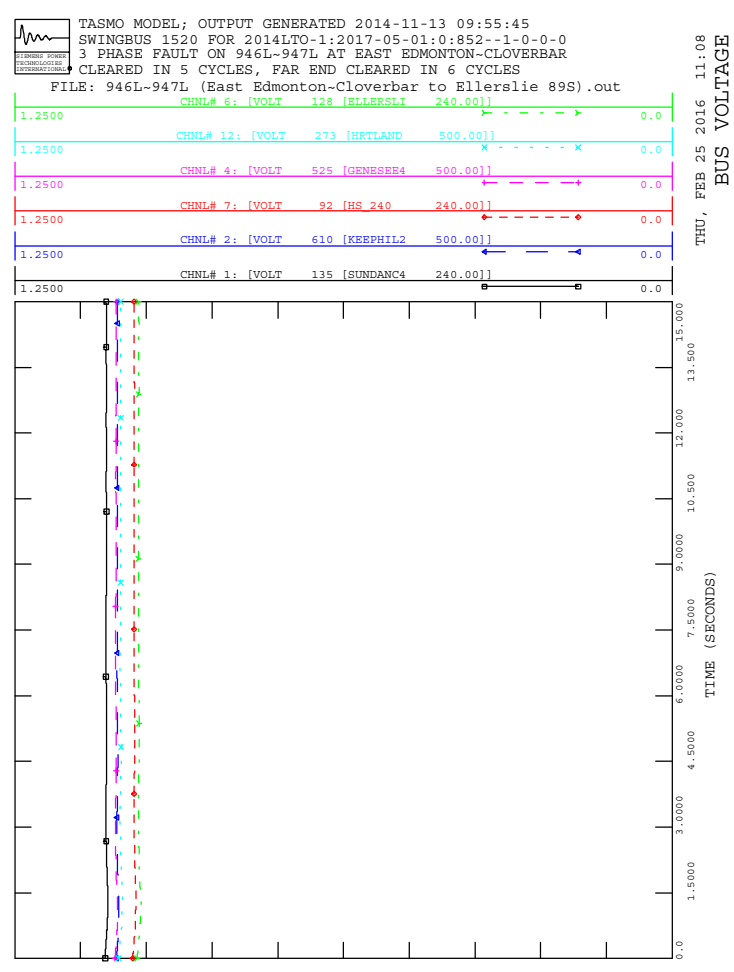
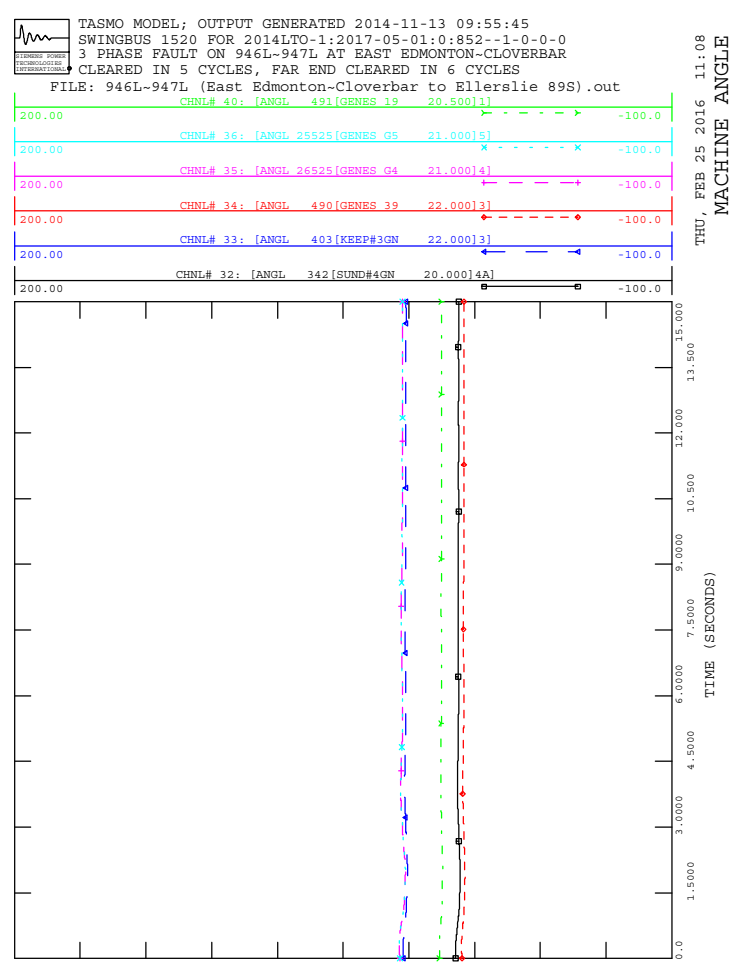
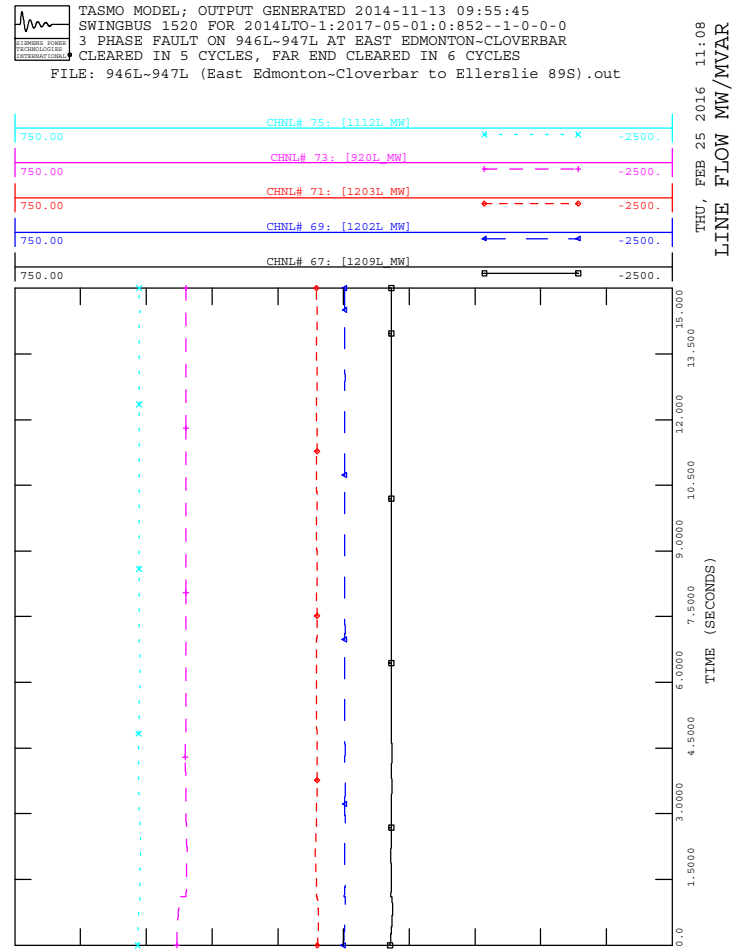
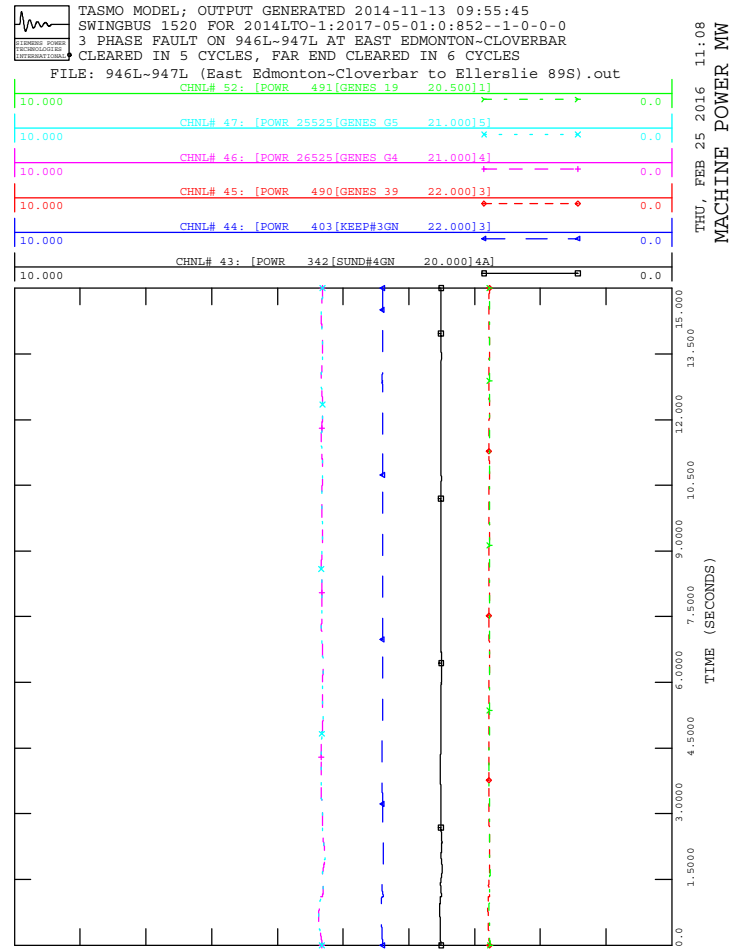


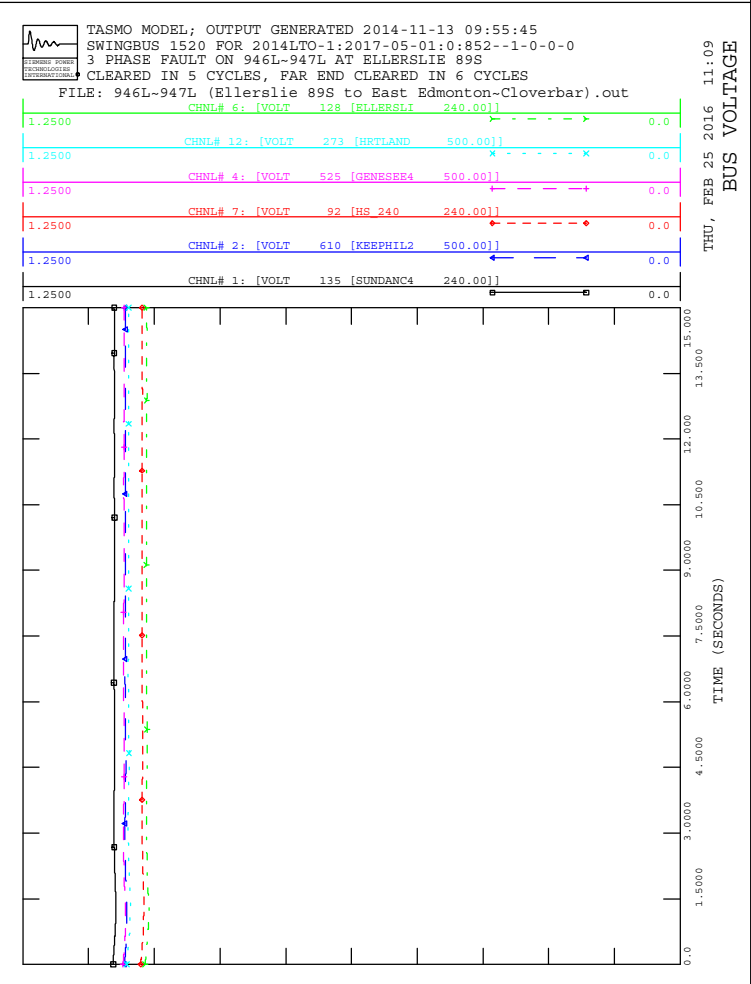
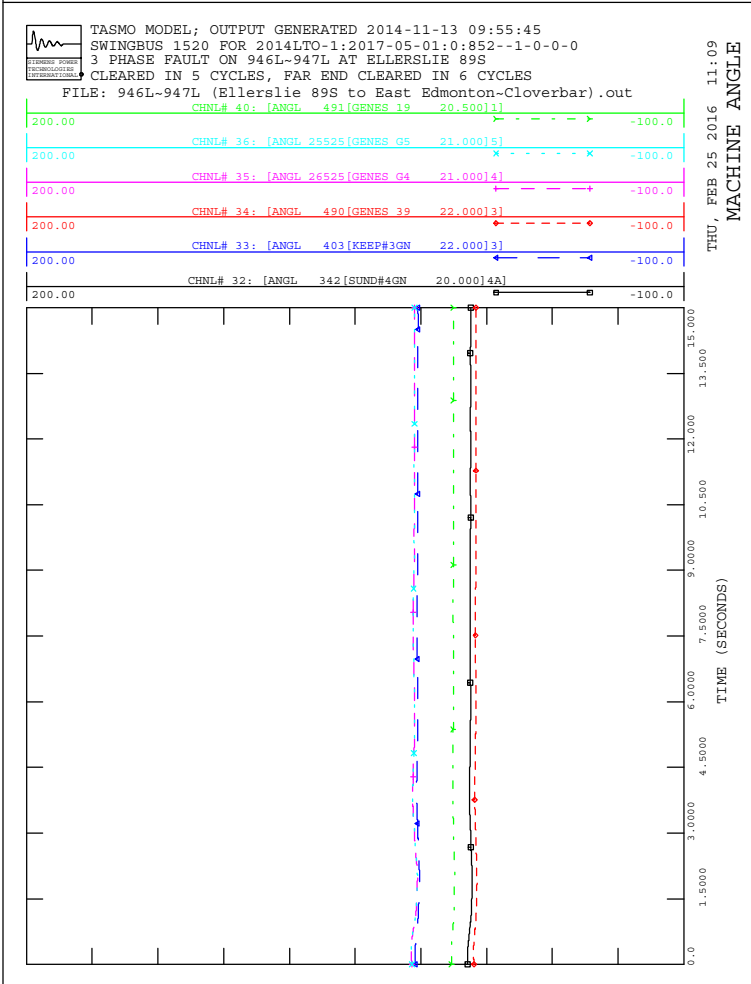
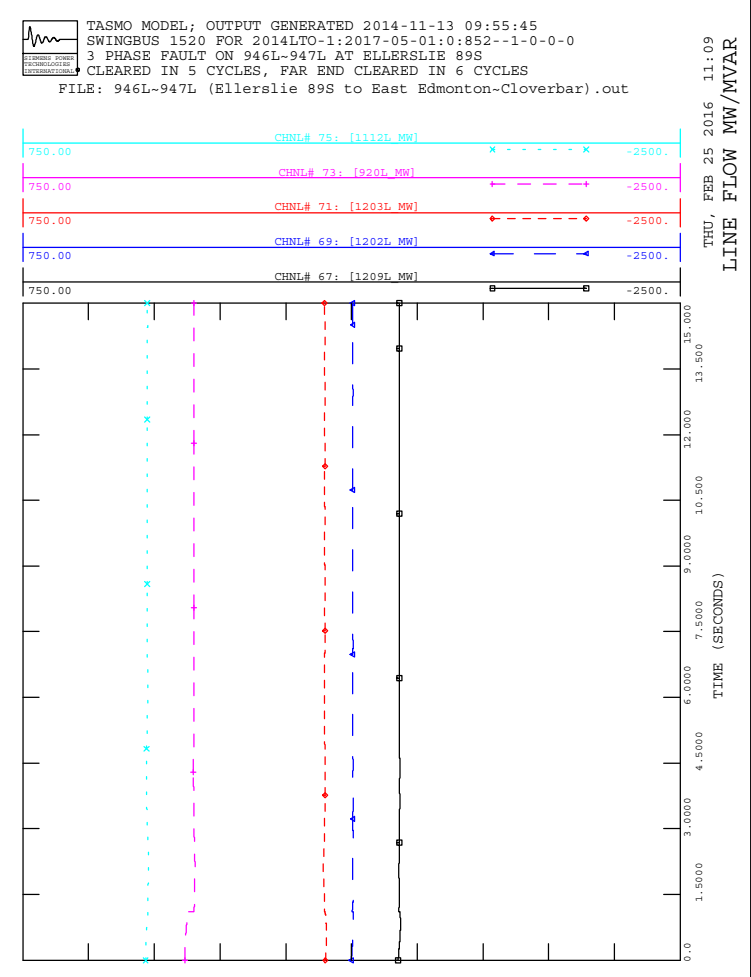
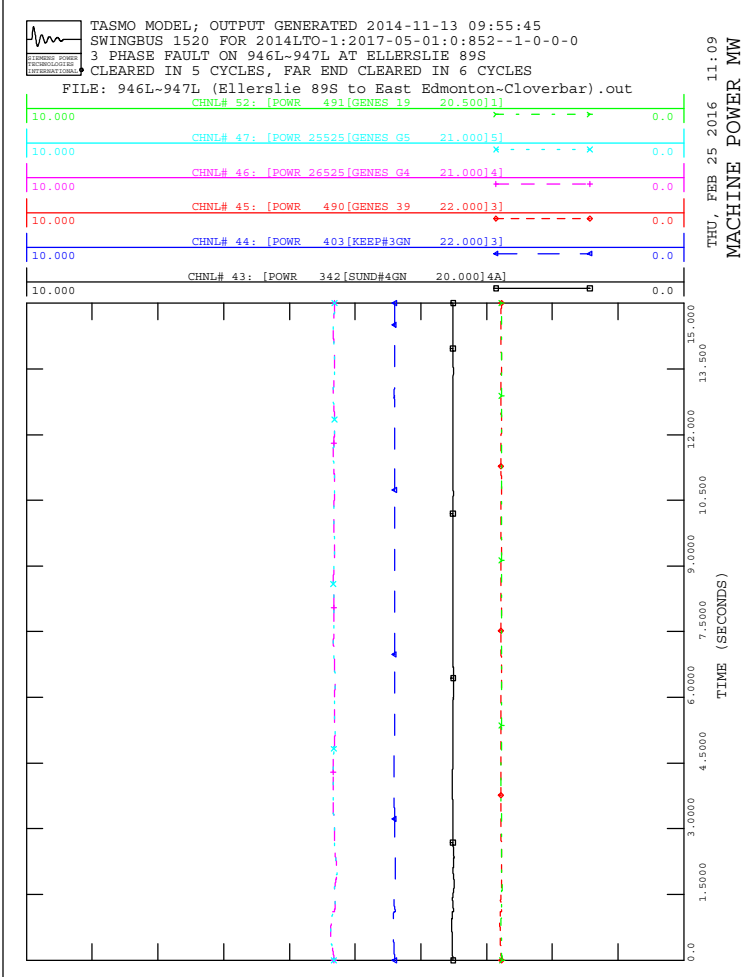
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

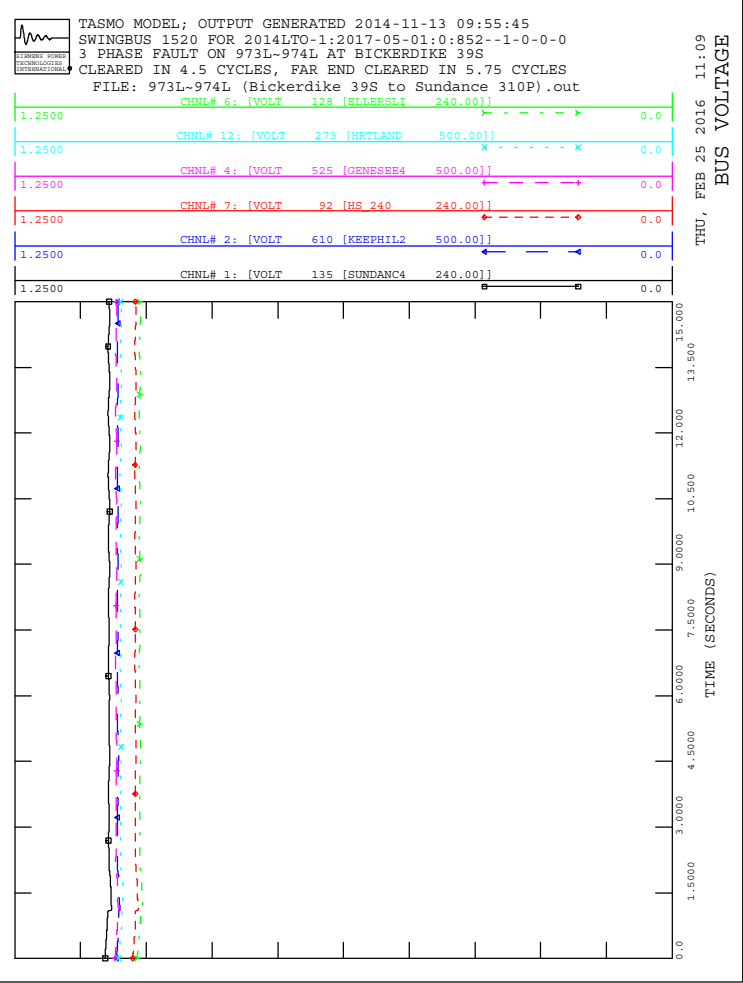
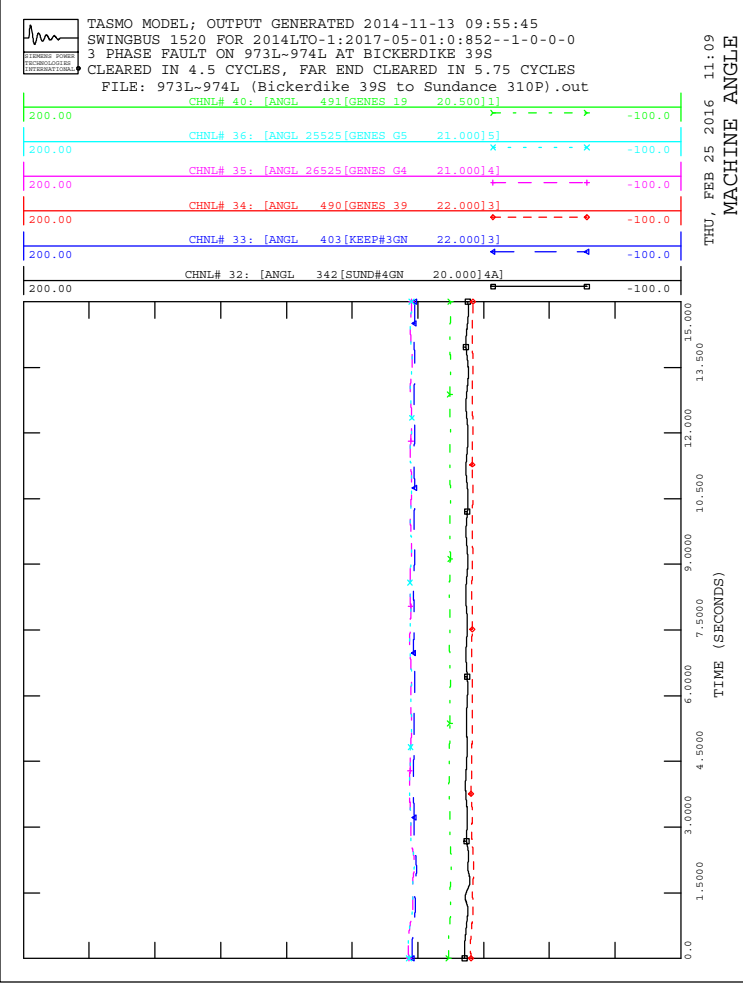
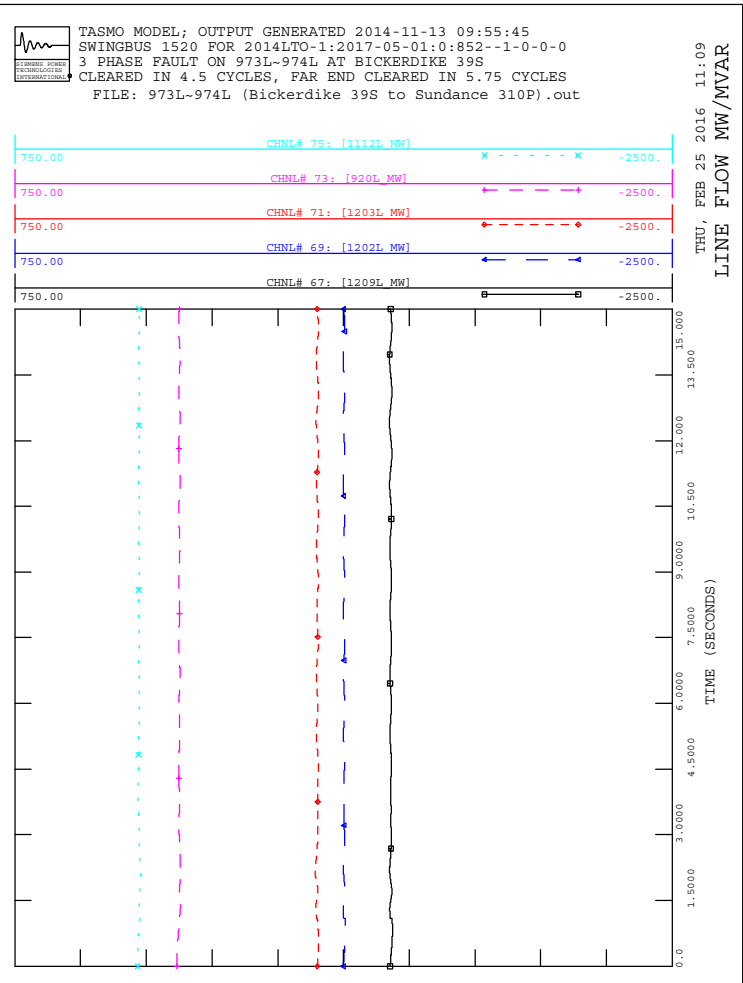
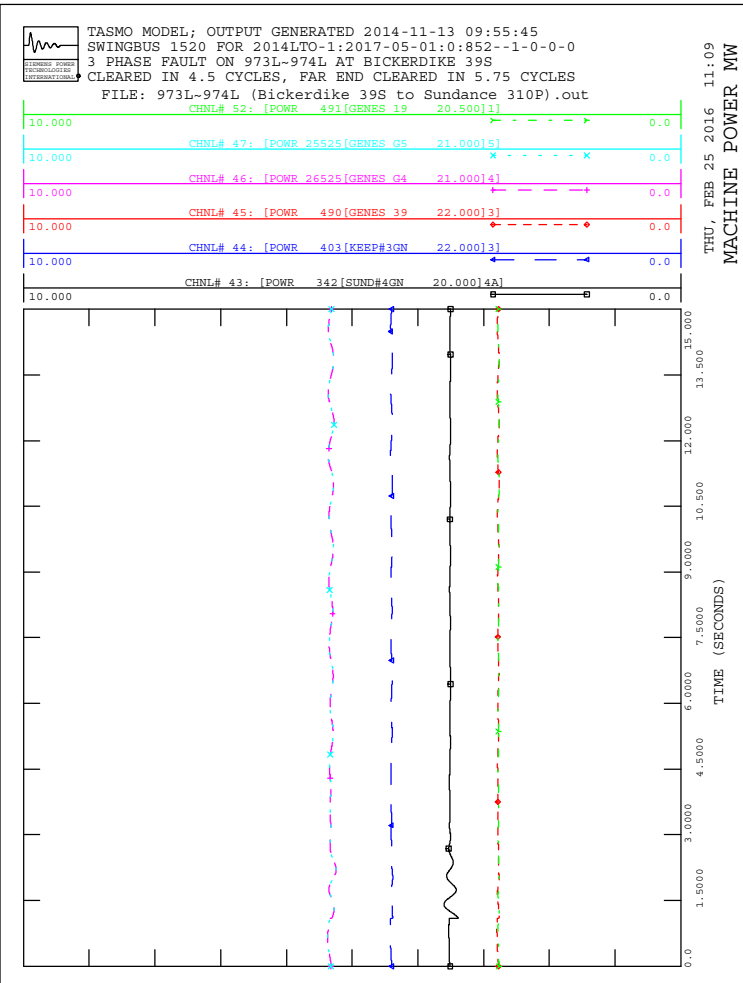


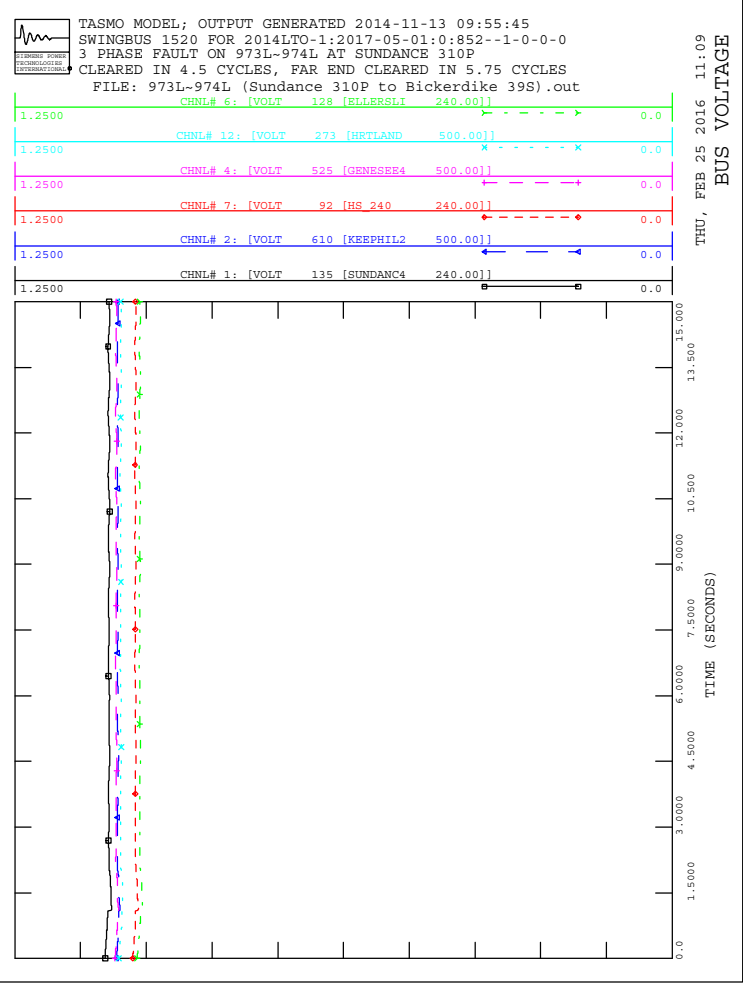
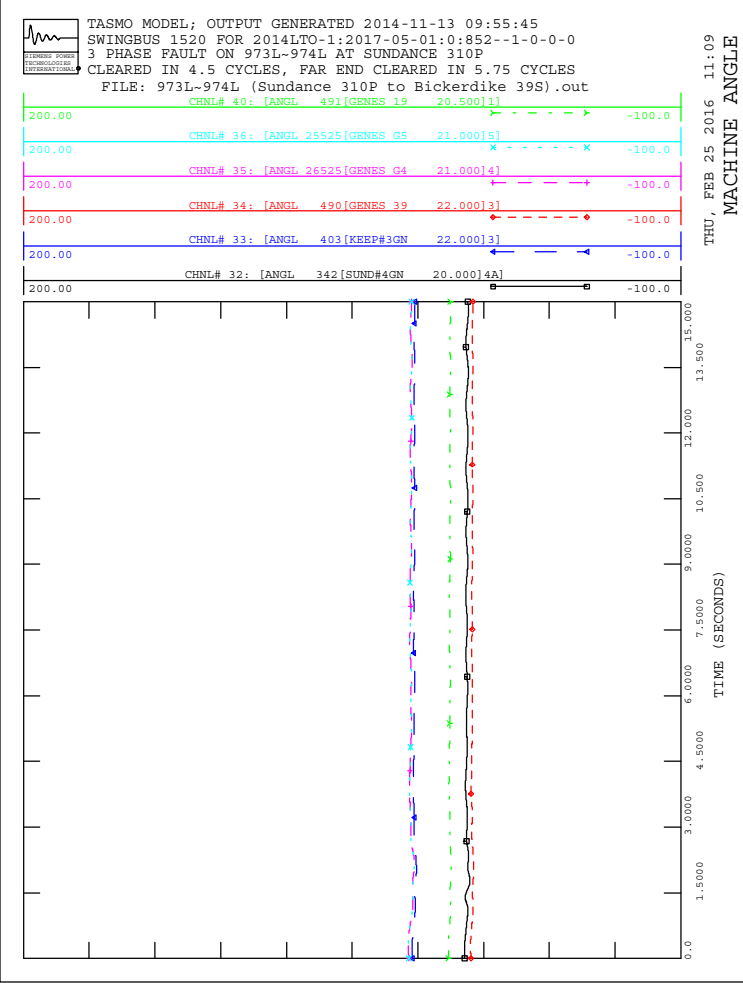
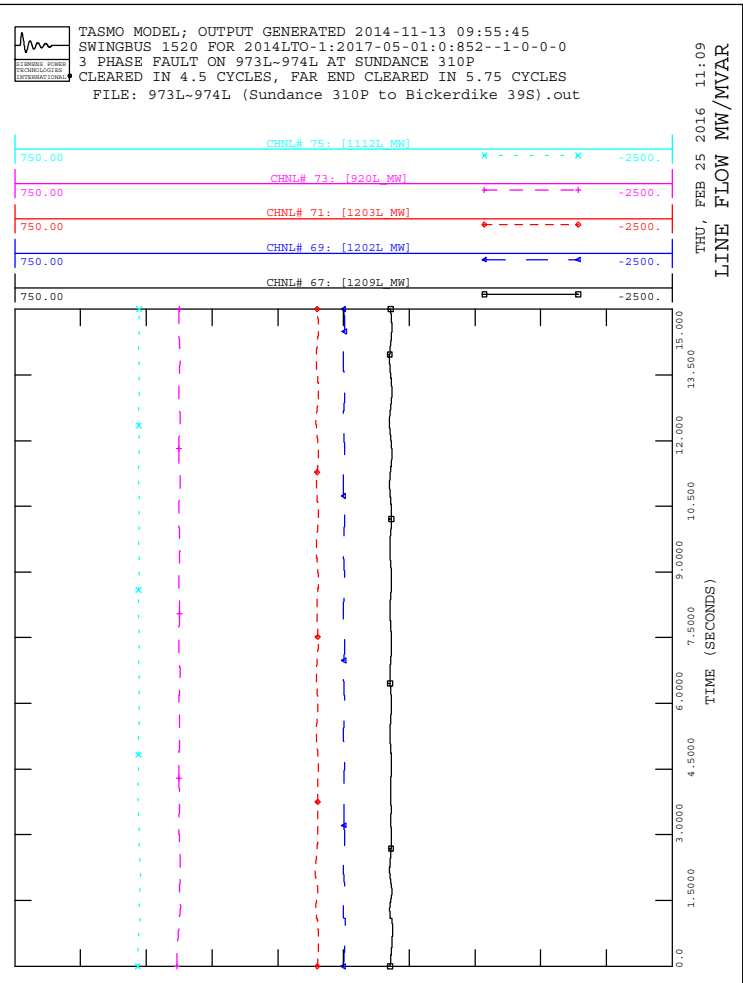
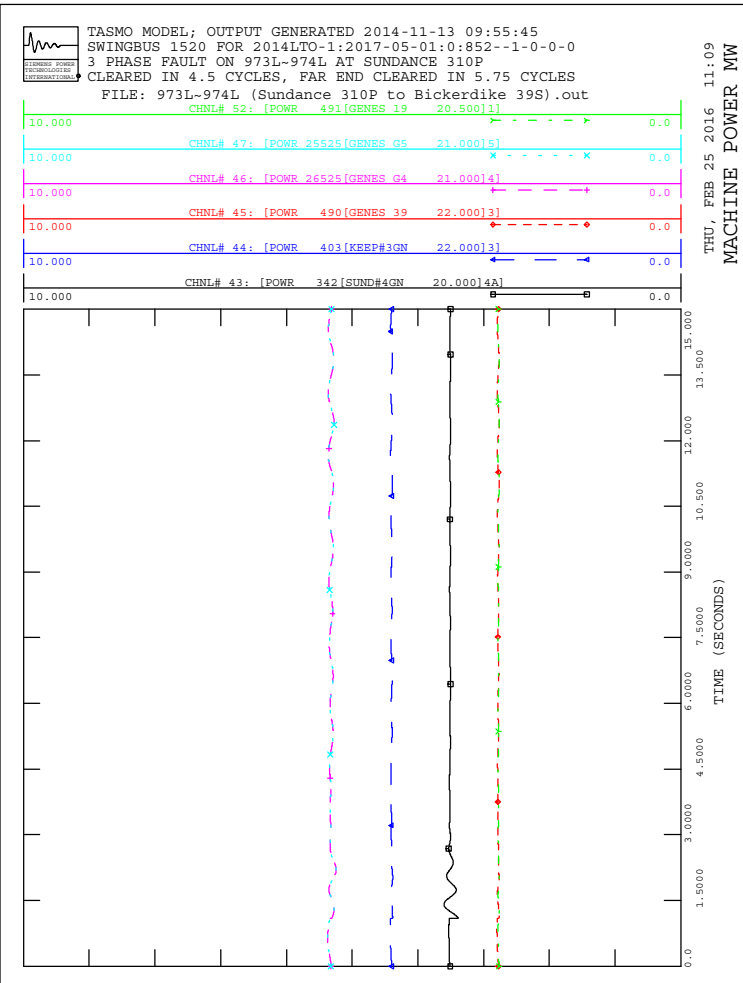
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

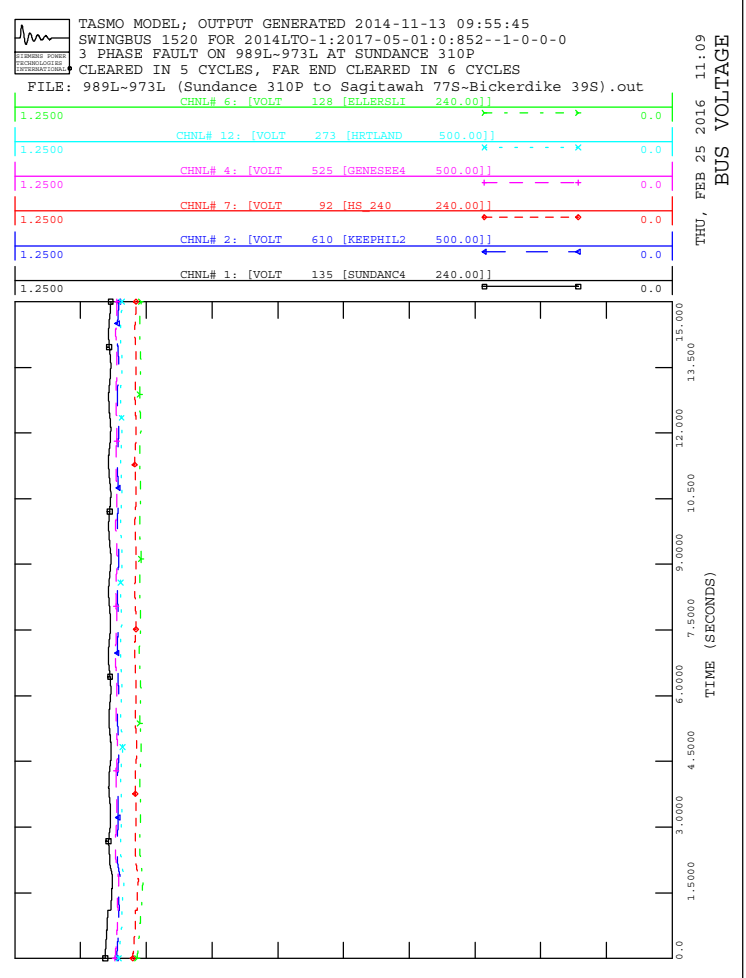
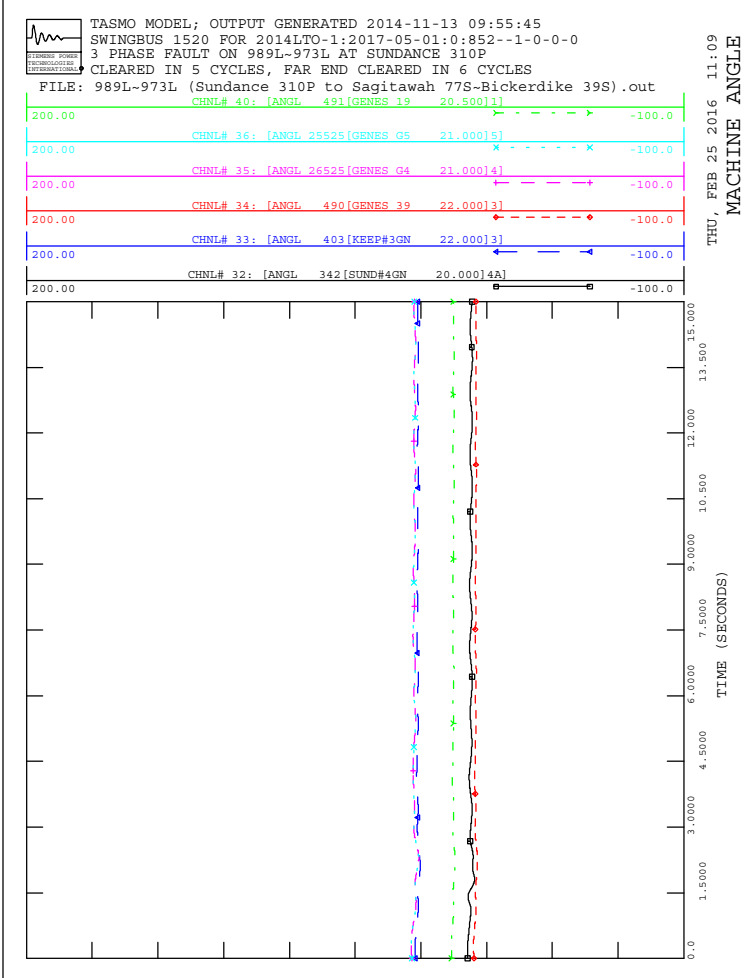
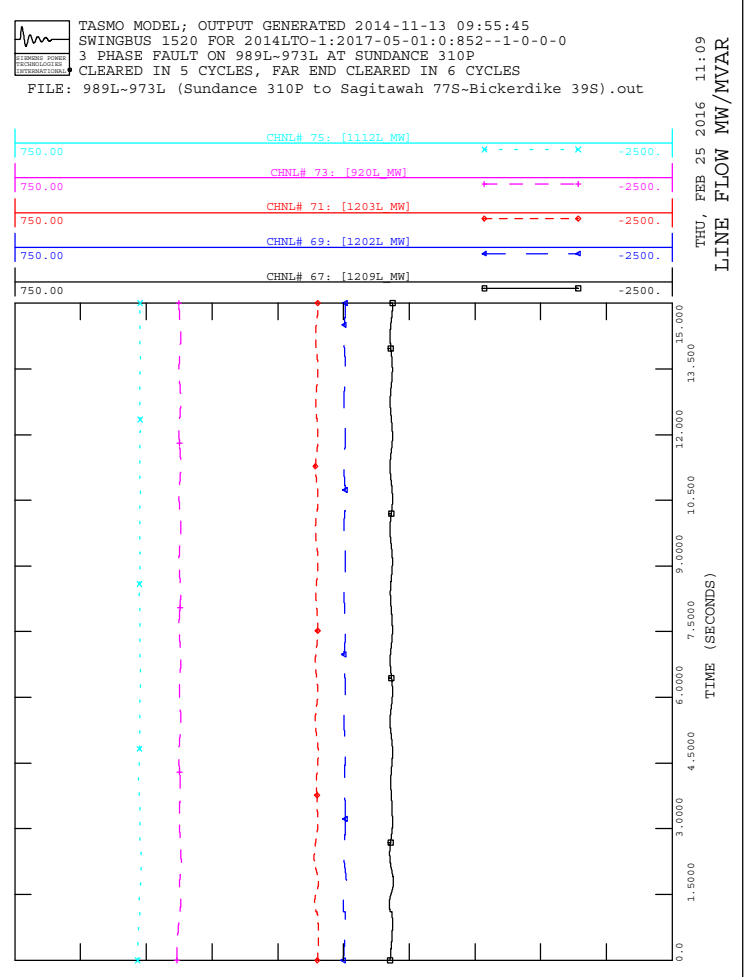
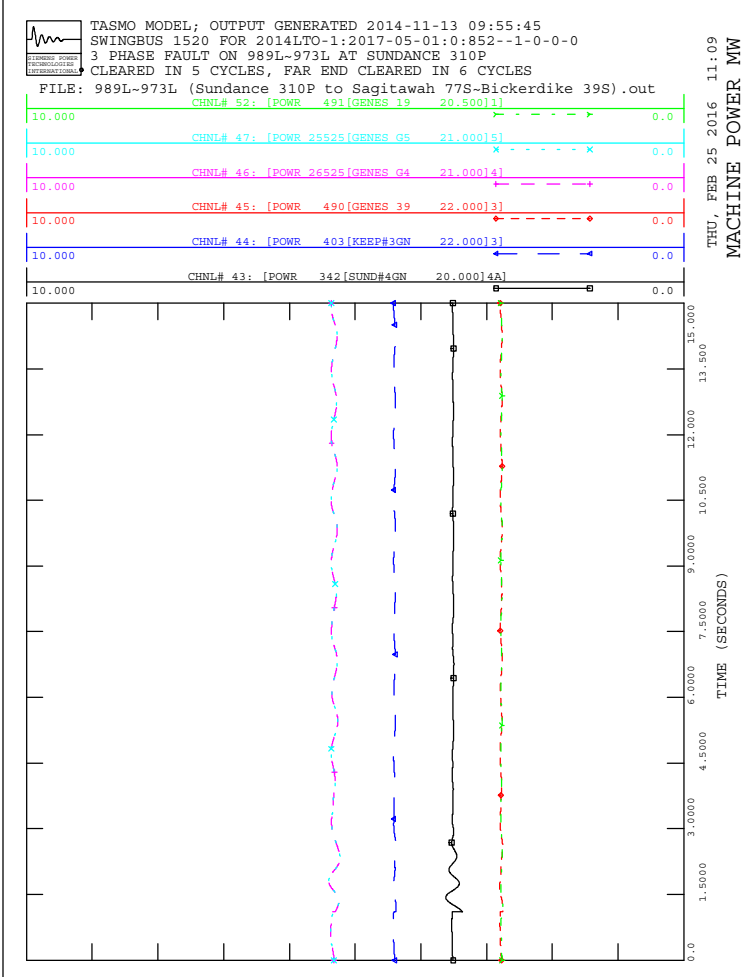






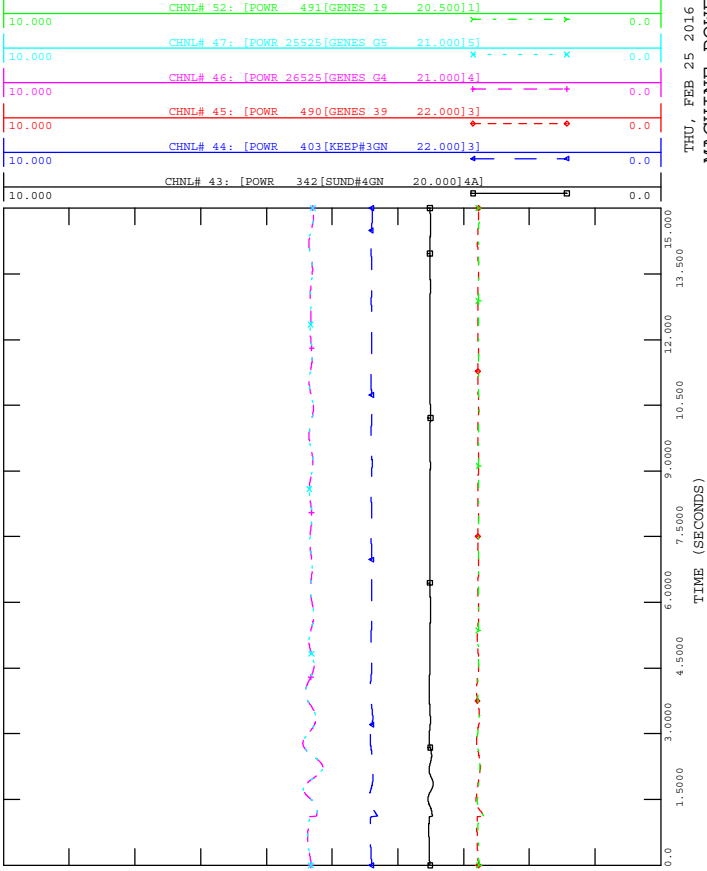




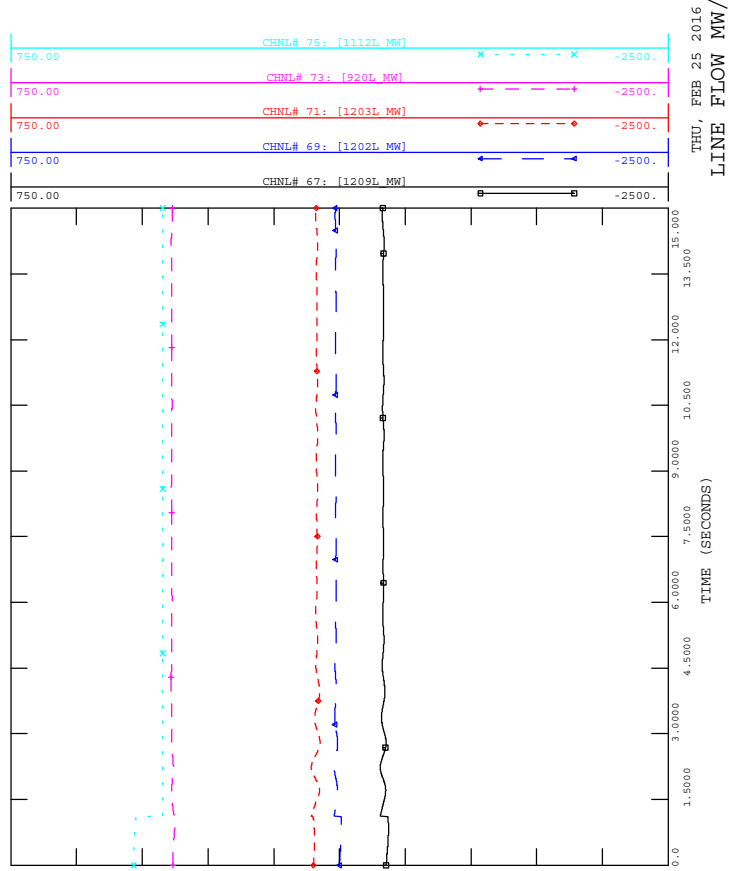




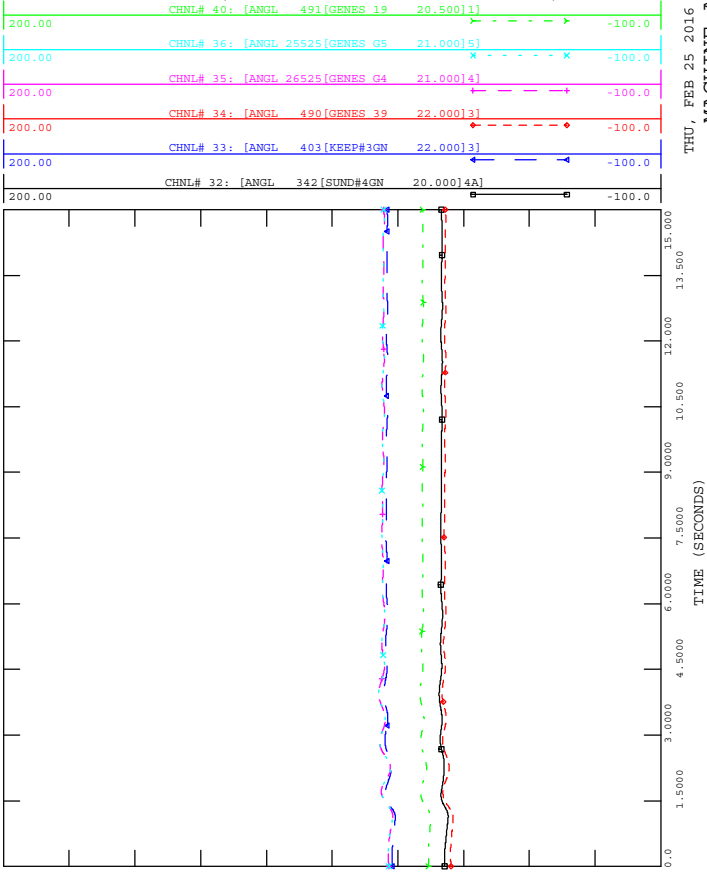
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Eilerslie 89S to Saunders Lake 289S).out



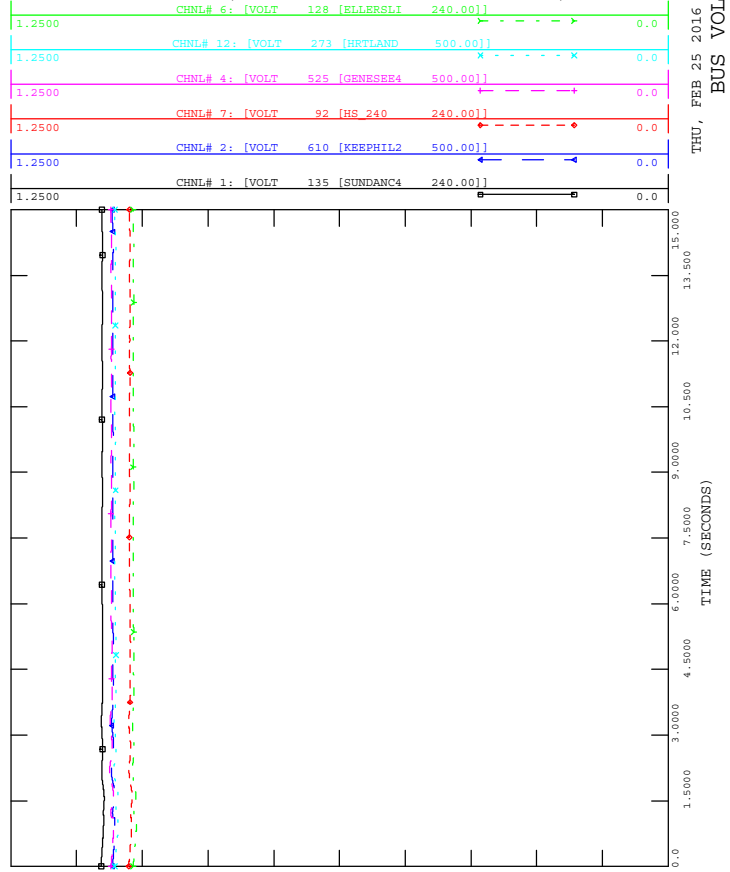
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Eilerslie 89S to Saunders Lake 289S).out

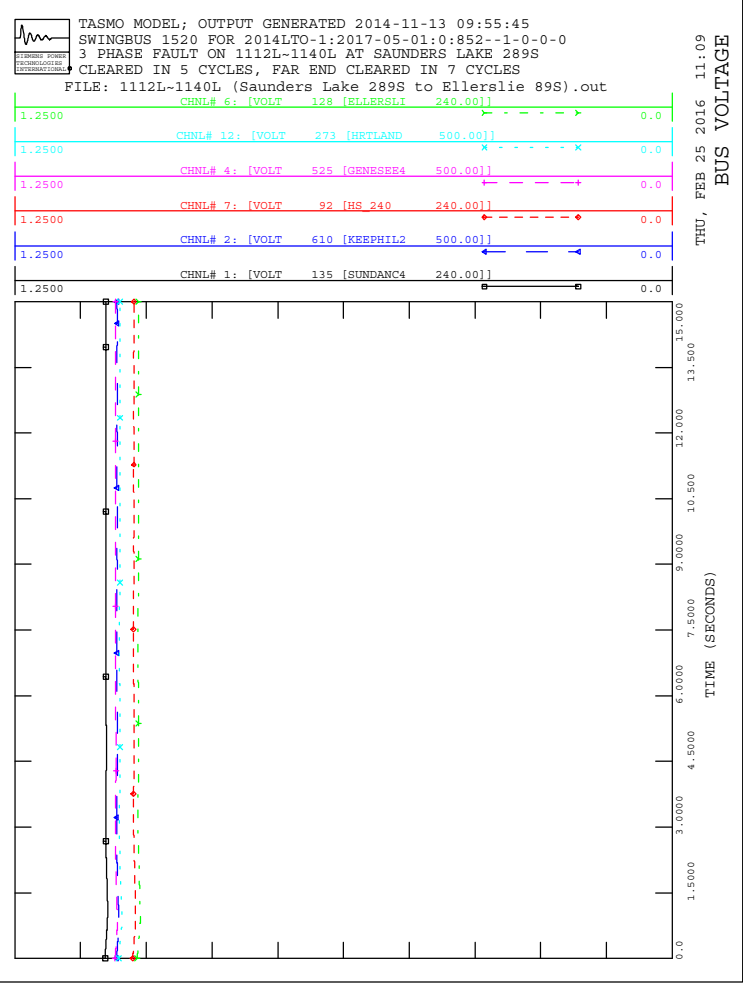
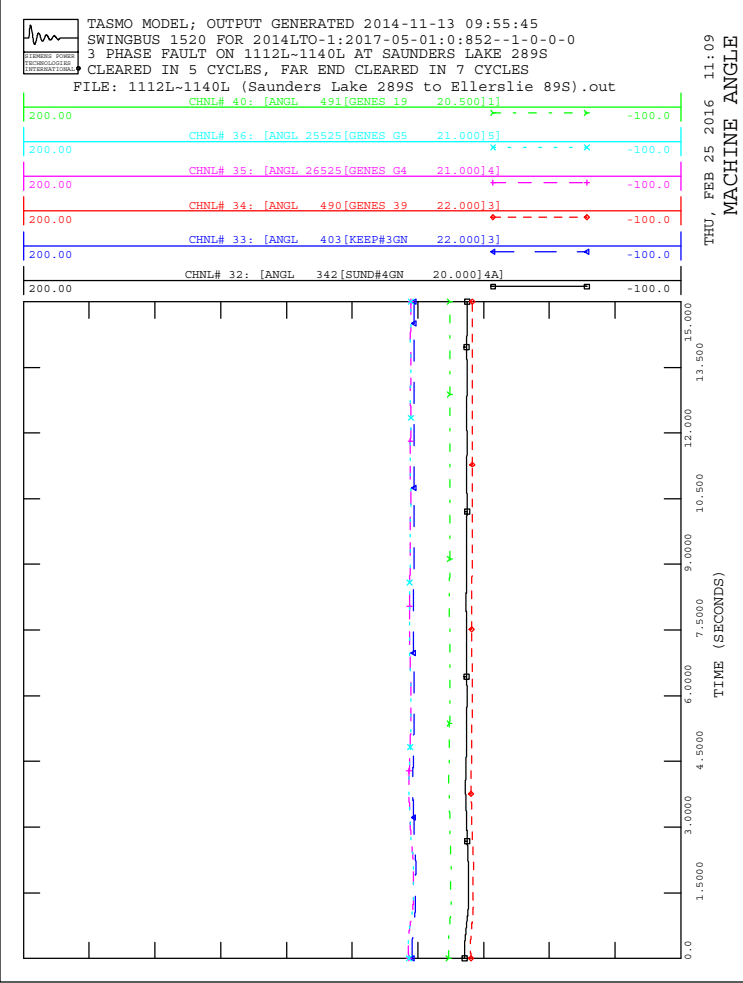
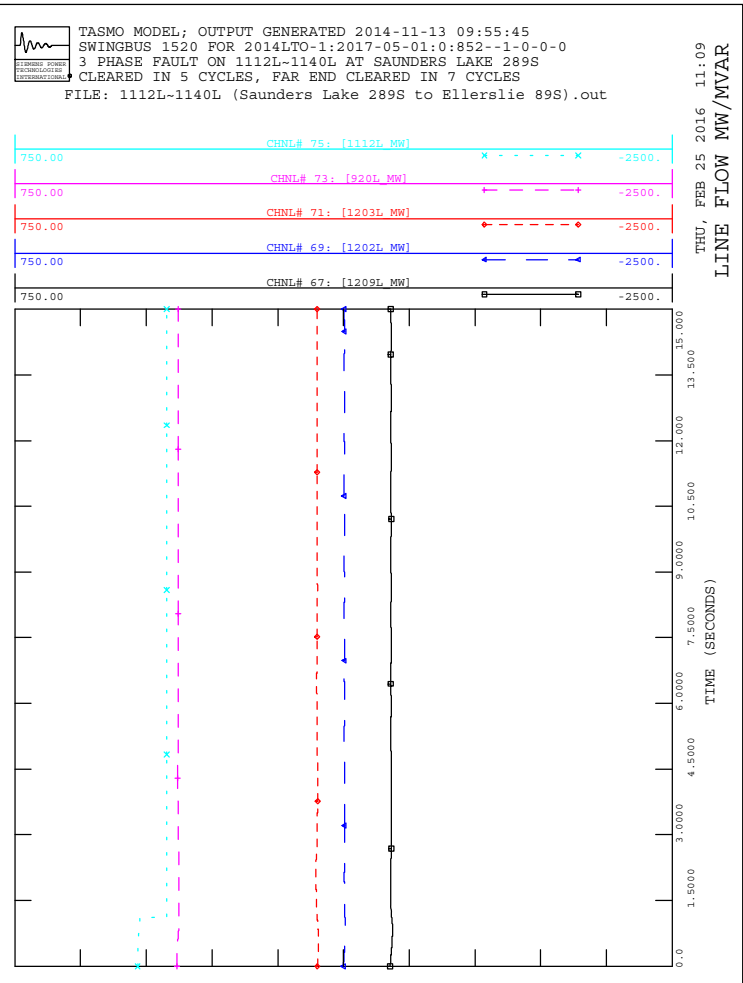
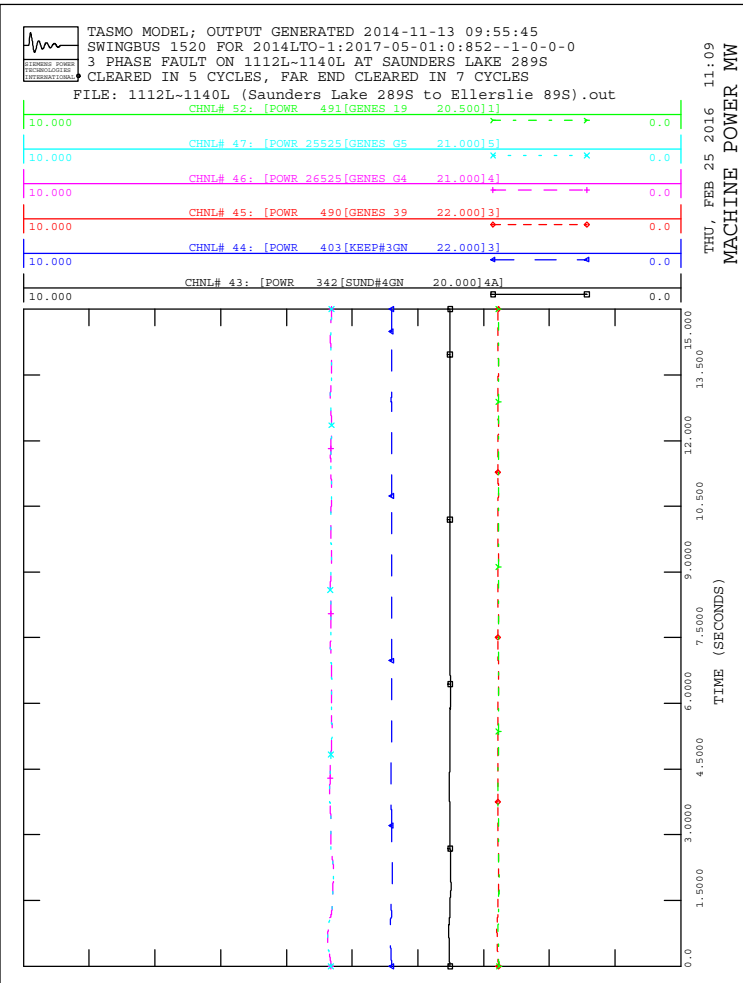


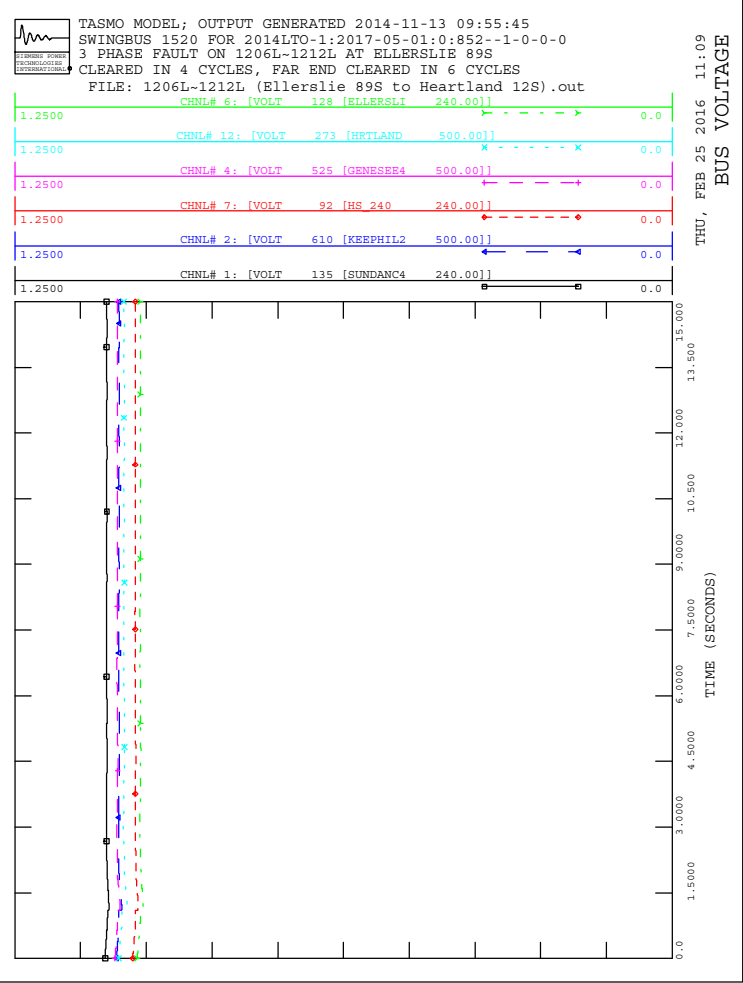
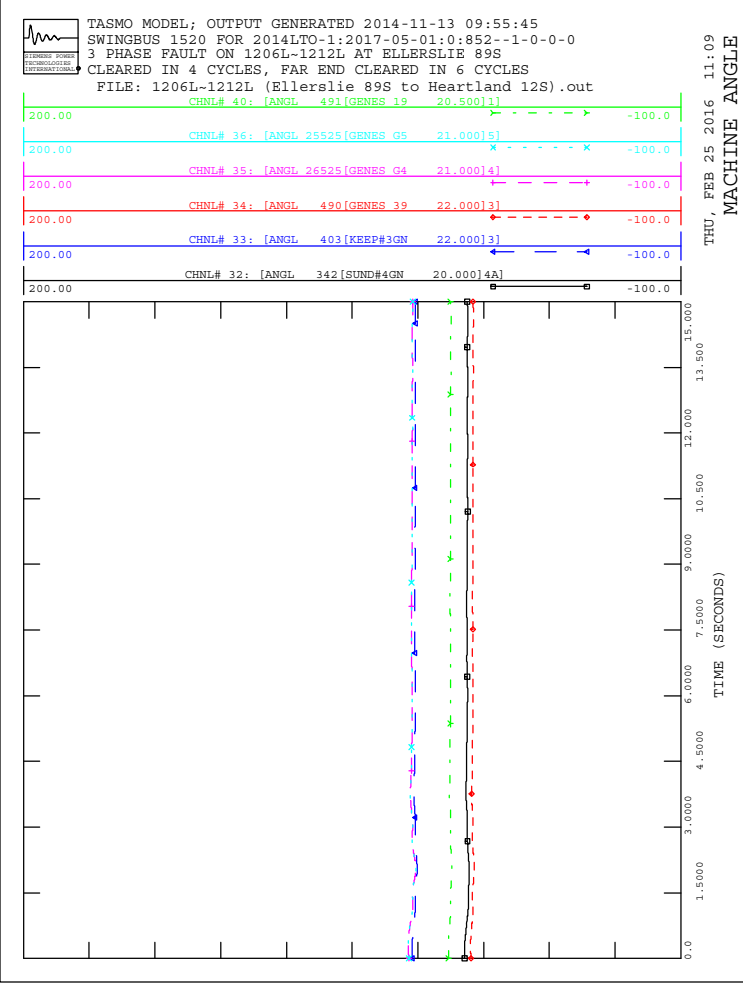
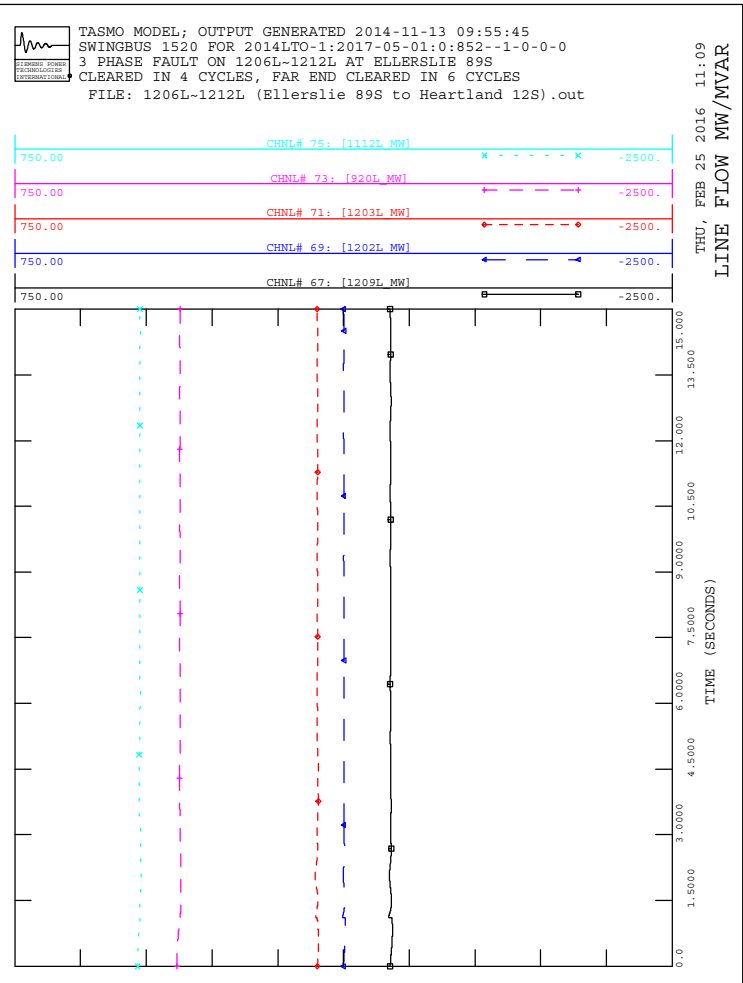
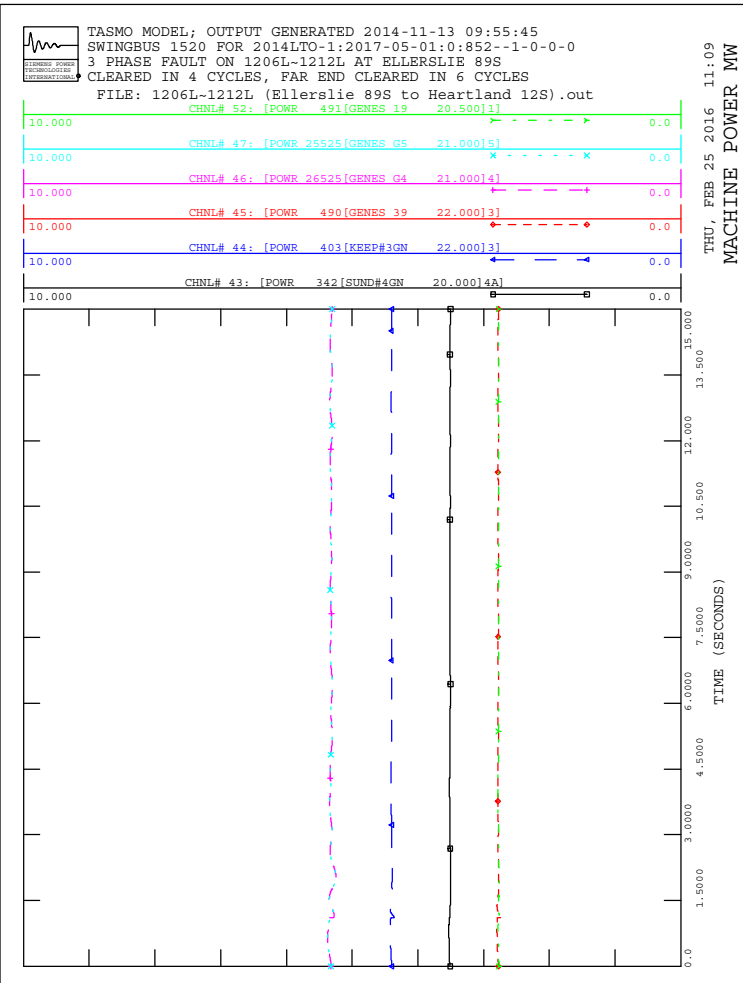
TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Eilerslie 89S to Saunders Lake 289S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Eilerslie 89S to Saunders Lake 289S).out

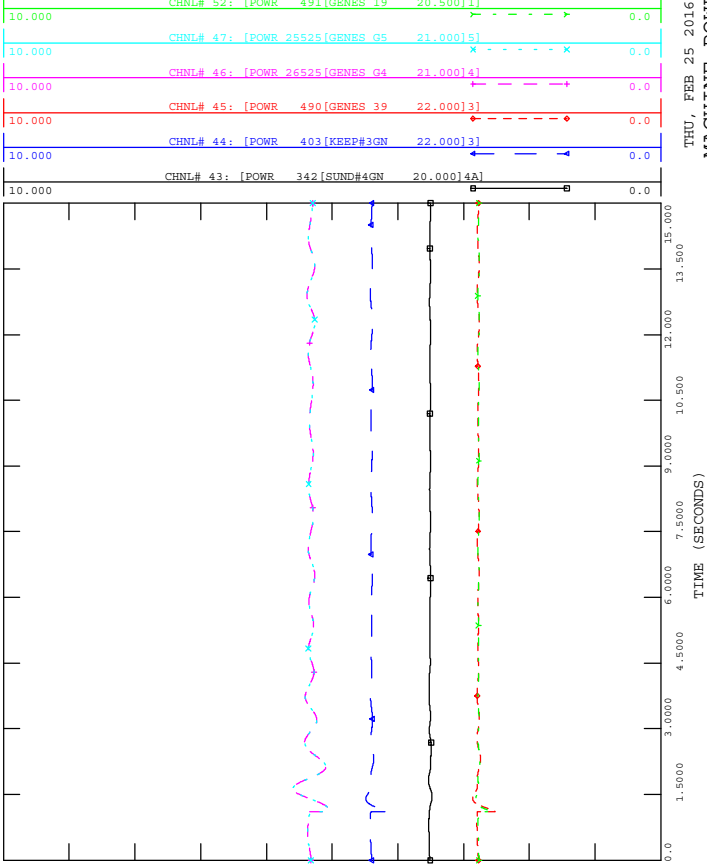




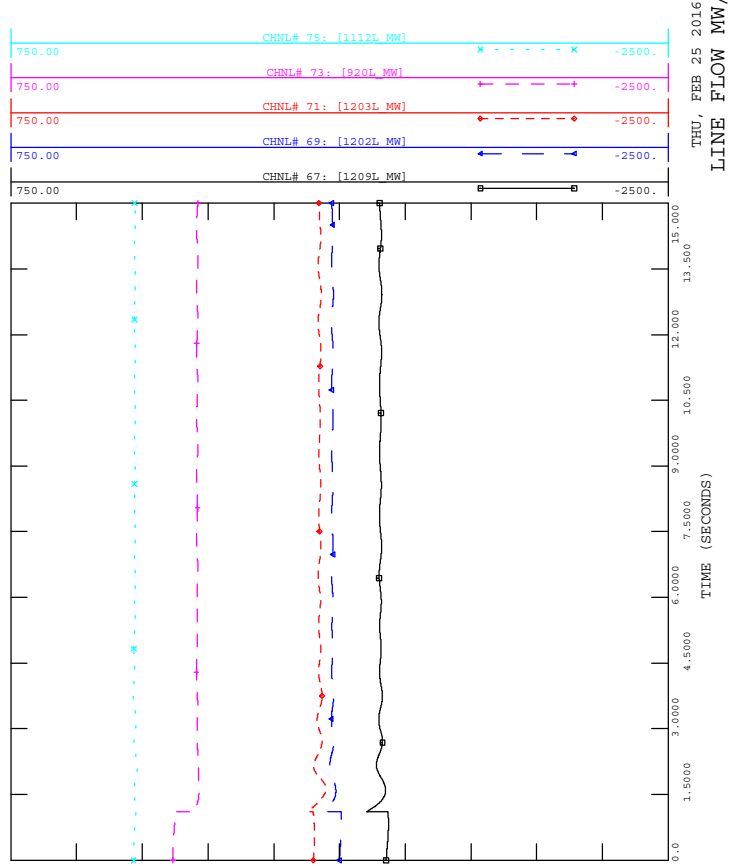




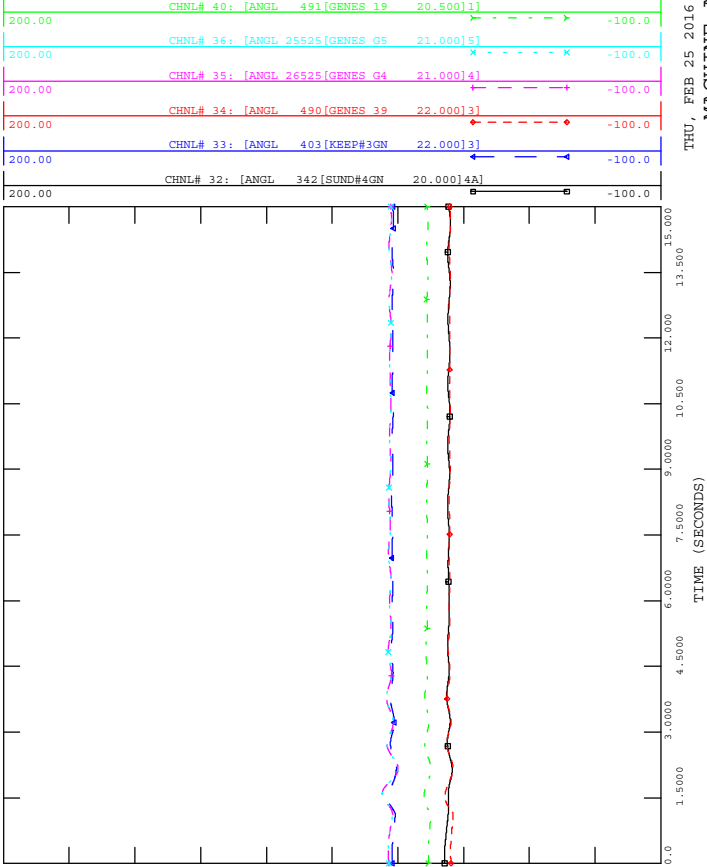
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Heartland 12S to Ellerslie 89S).out



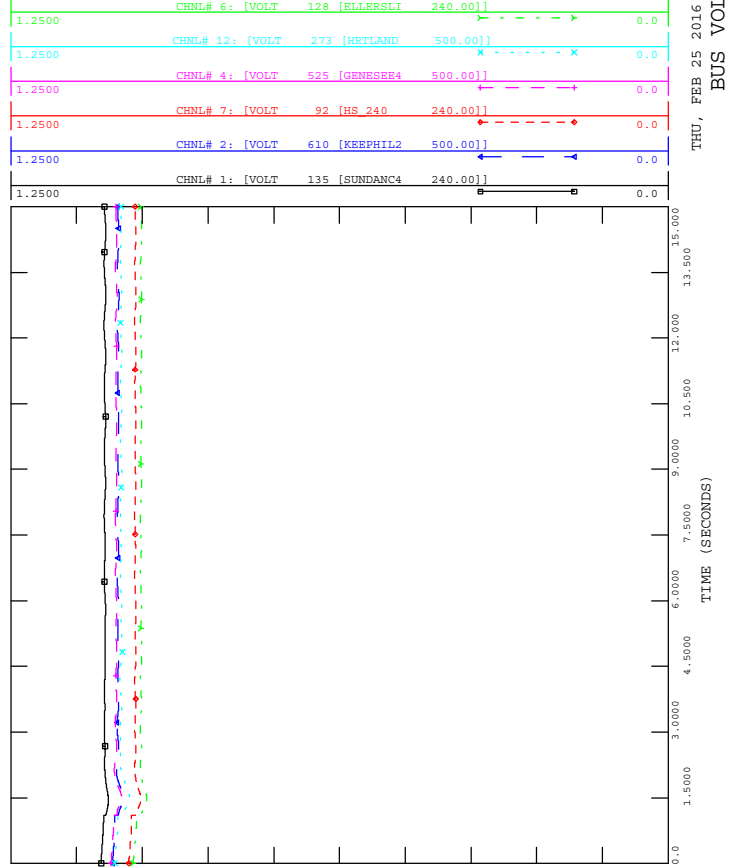
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 3 PHASE FAULT ON 1206L-1212L AT HEARTLAND 12S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Heartland 12S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 09:55:45
 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1206L-1212L AT HEARTLAND 12S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Heartland 12S to Ellerslie 89S).out

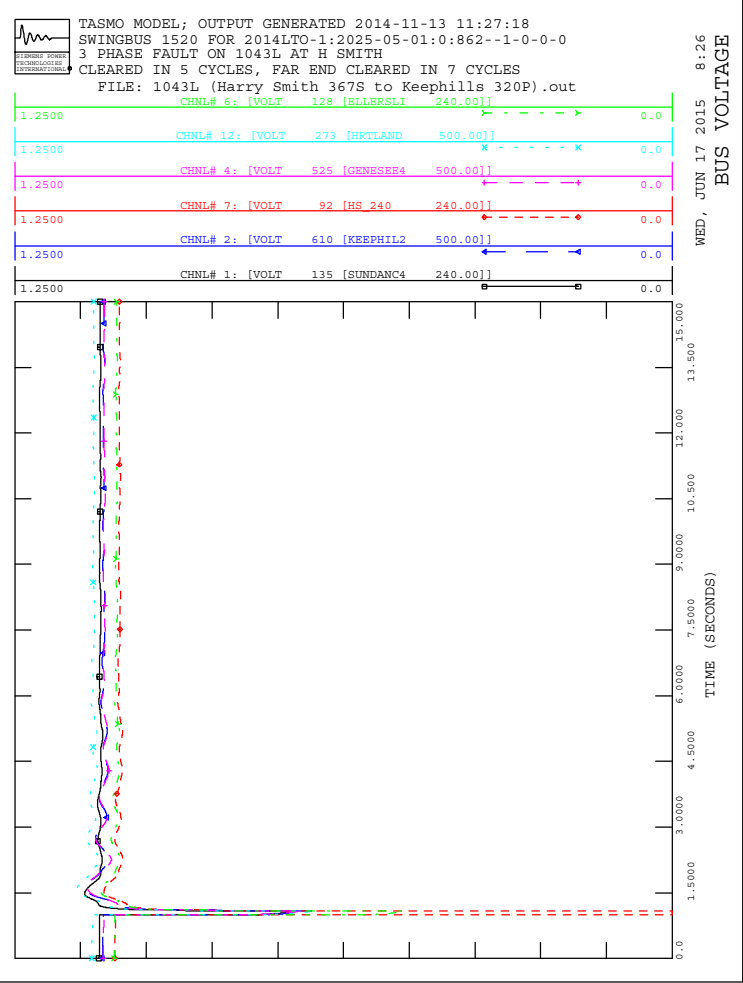
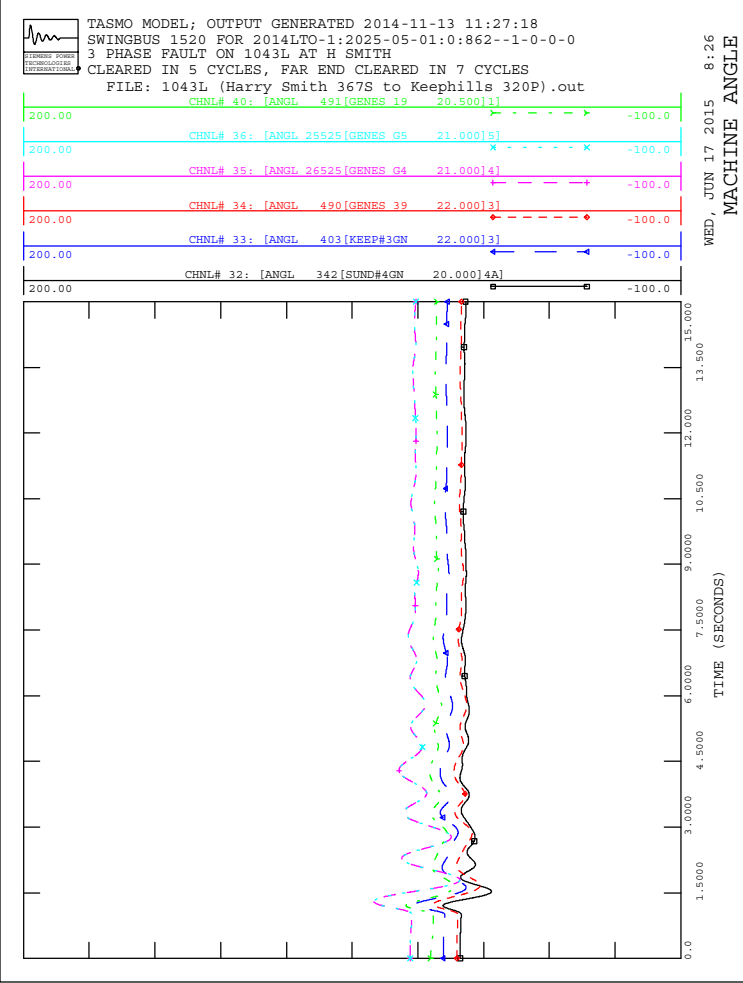
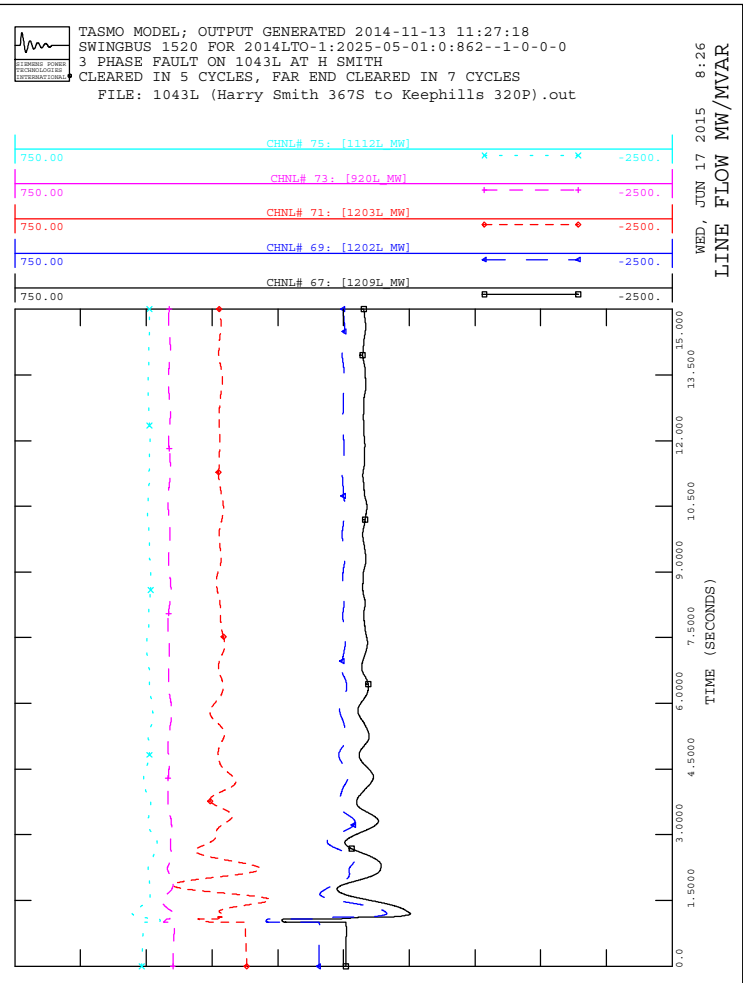
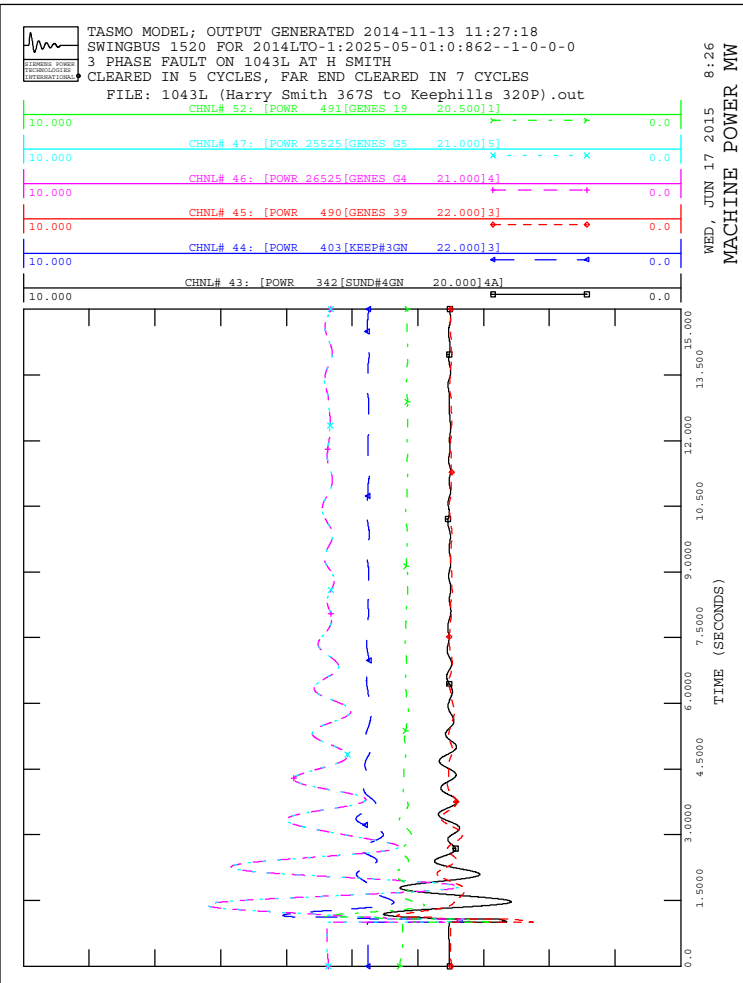


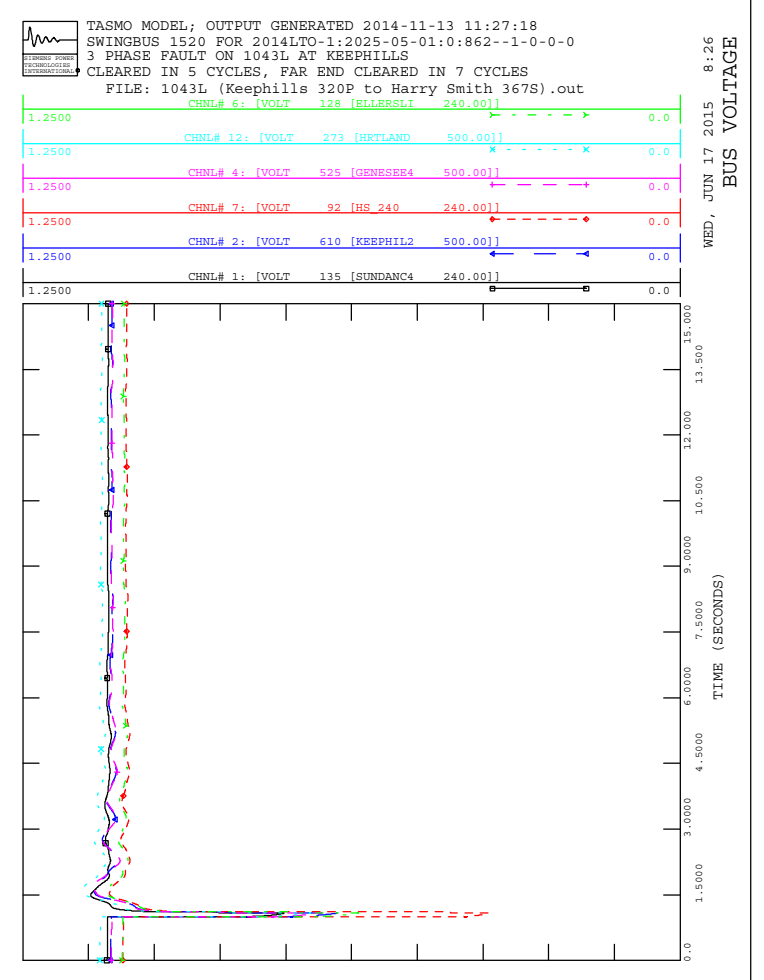
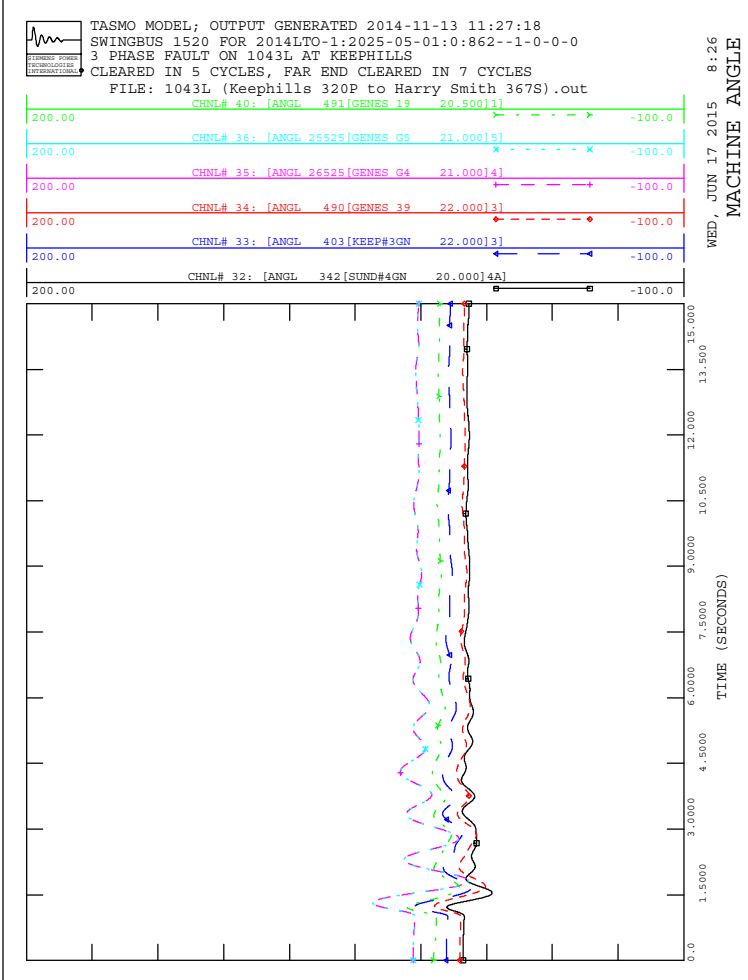
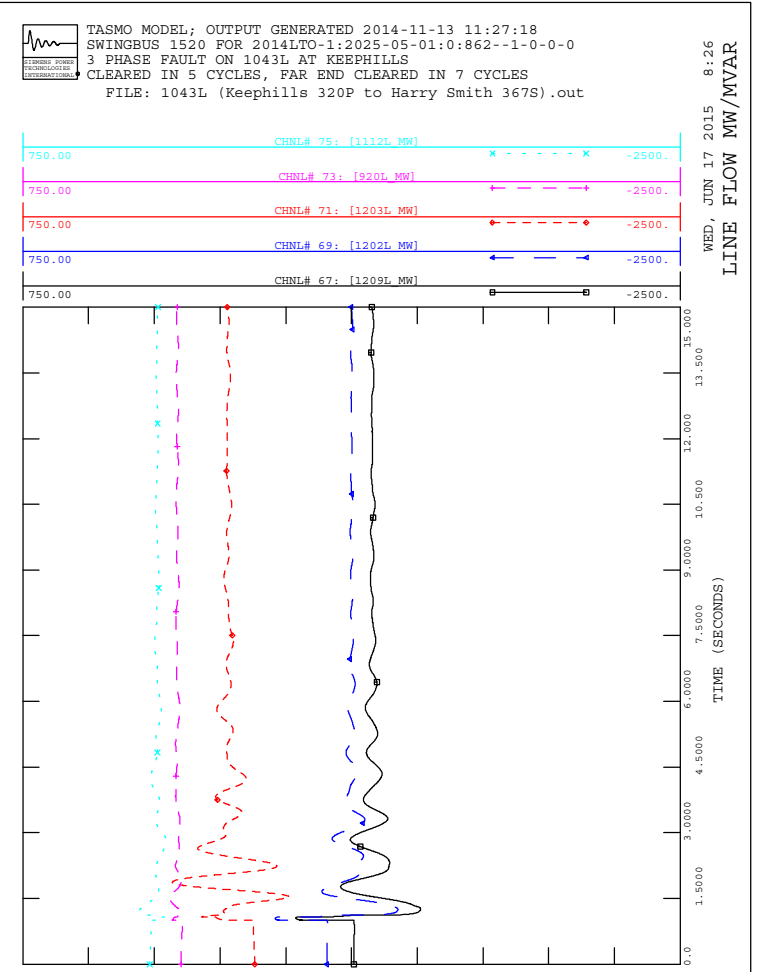
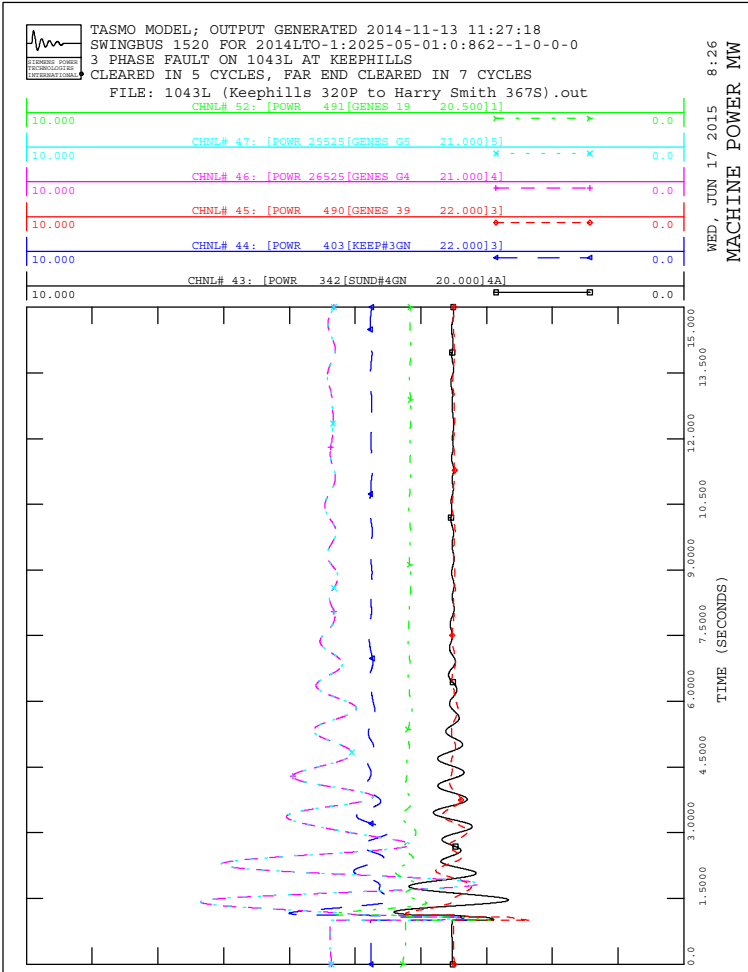
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 SWINGBUS 1520 FOR 2014LTO-1:2017-05-01:0:852--1-0-0-0
 3 PHASE FAULT ON 1206L-1212L AT HEARTLAND 12S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Heartland 12S to Ellerslie 89S).out

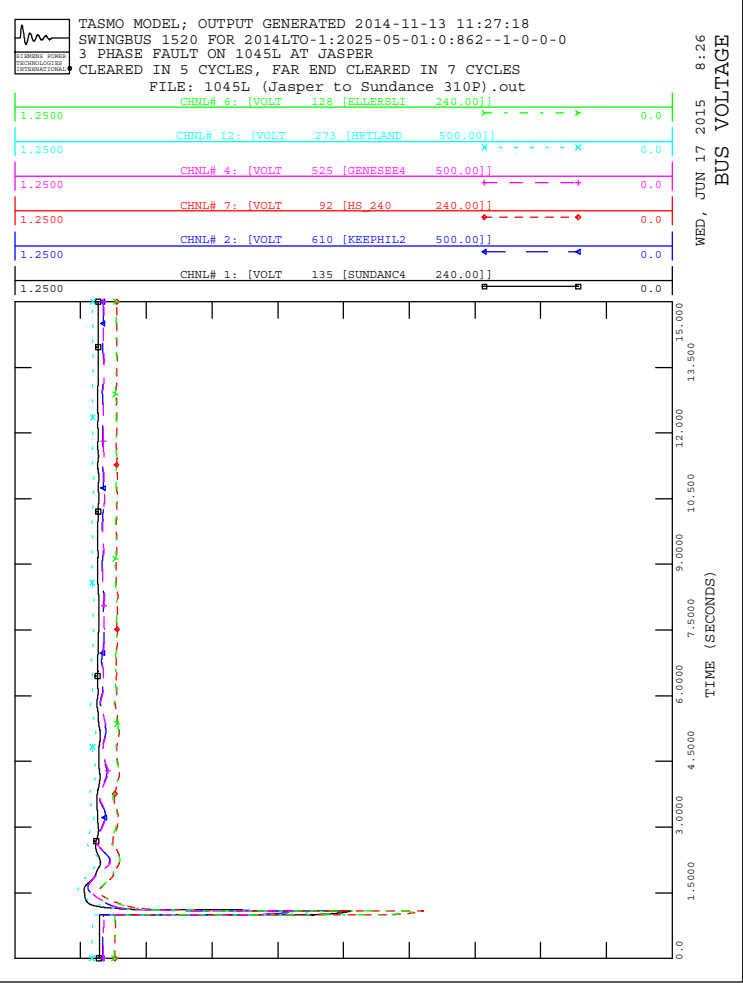
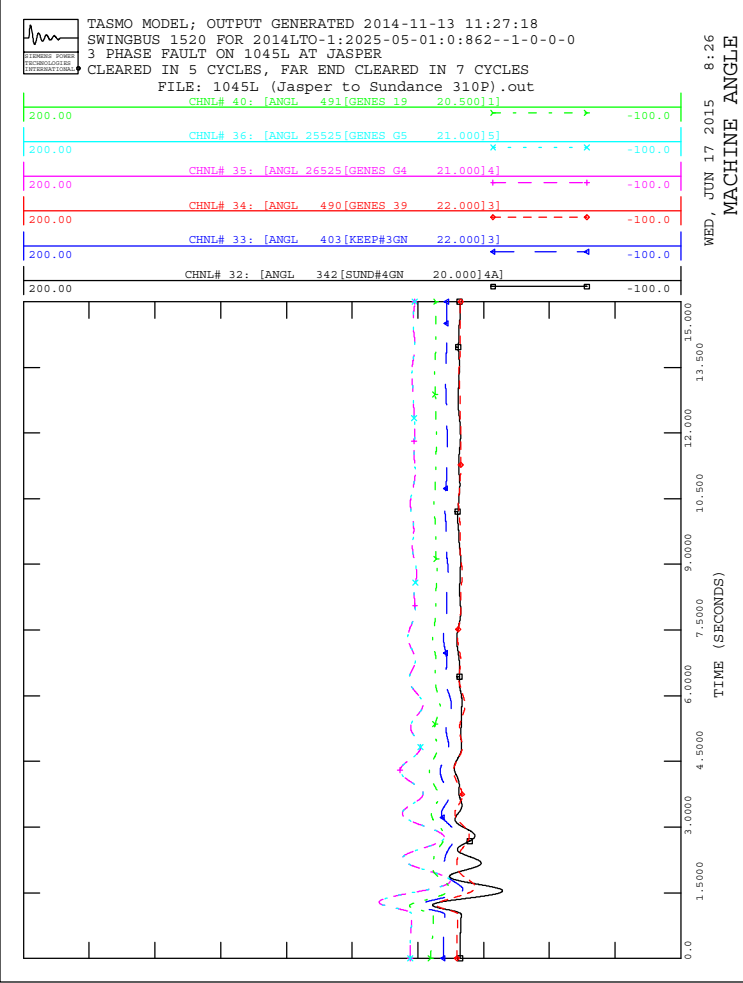
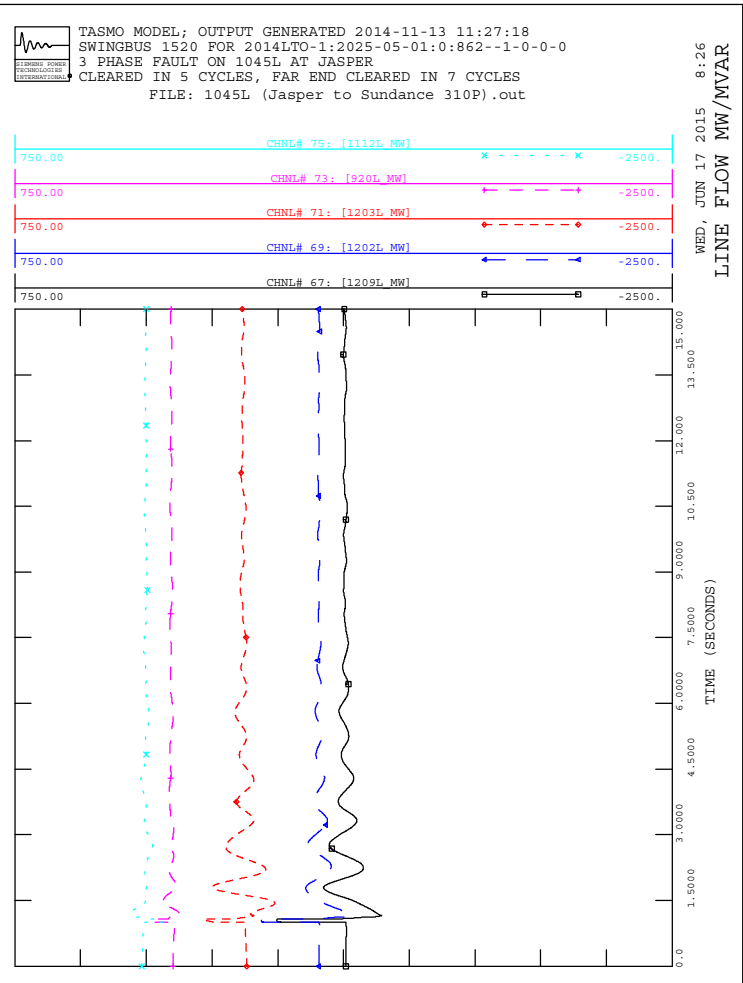
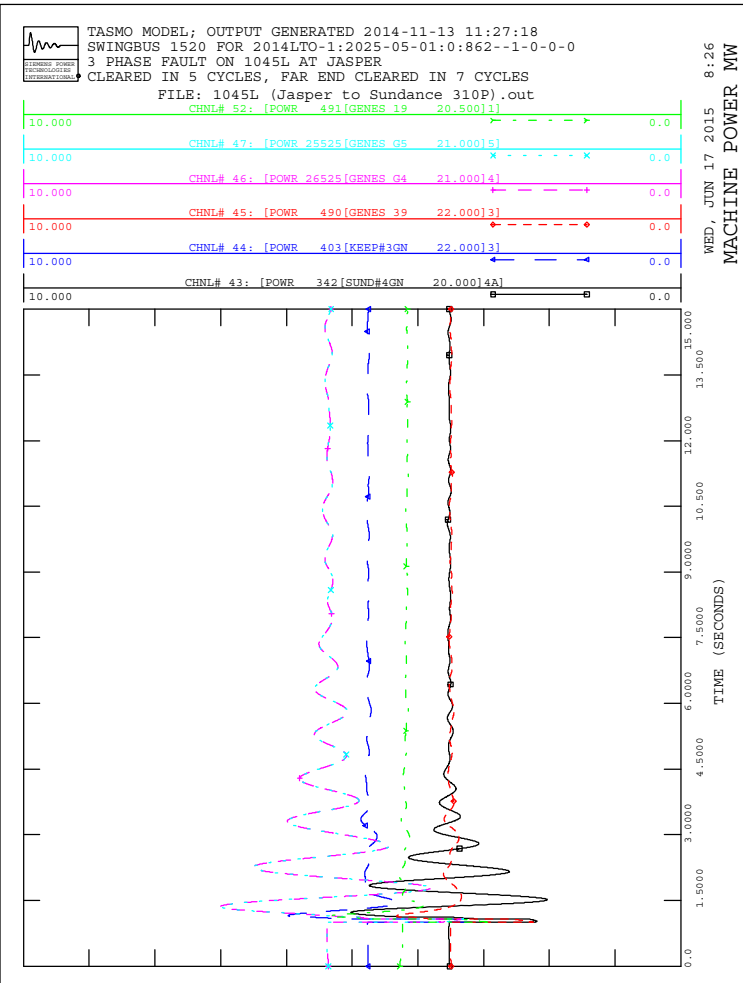


Attachment F

Long-Term Post-Connection Transient Stability
Analysis Results

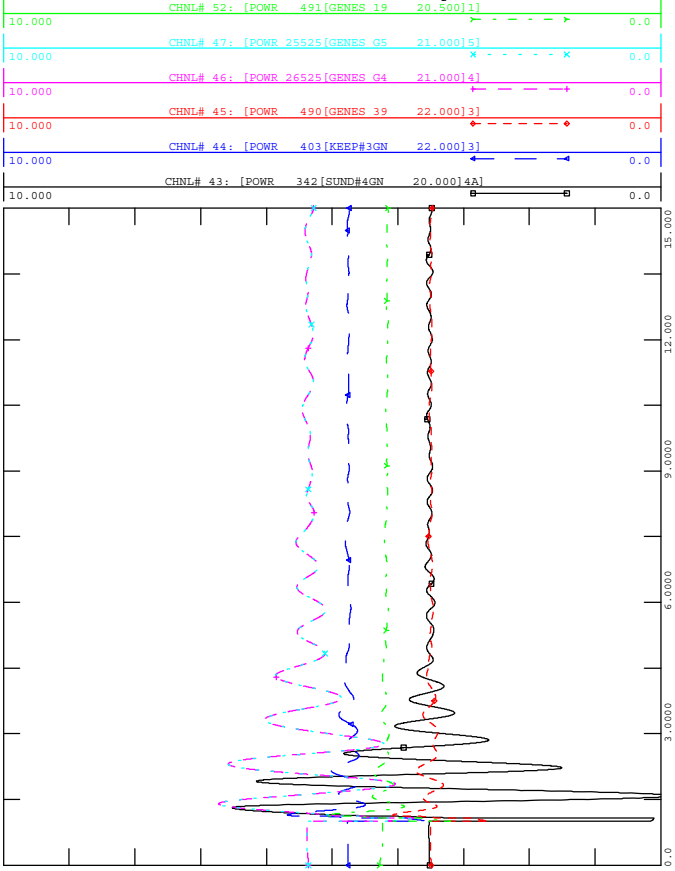








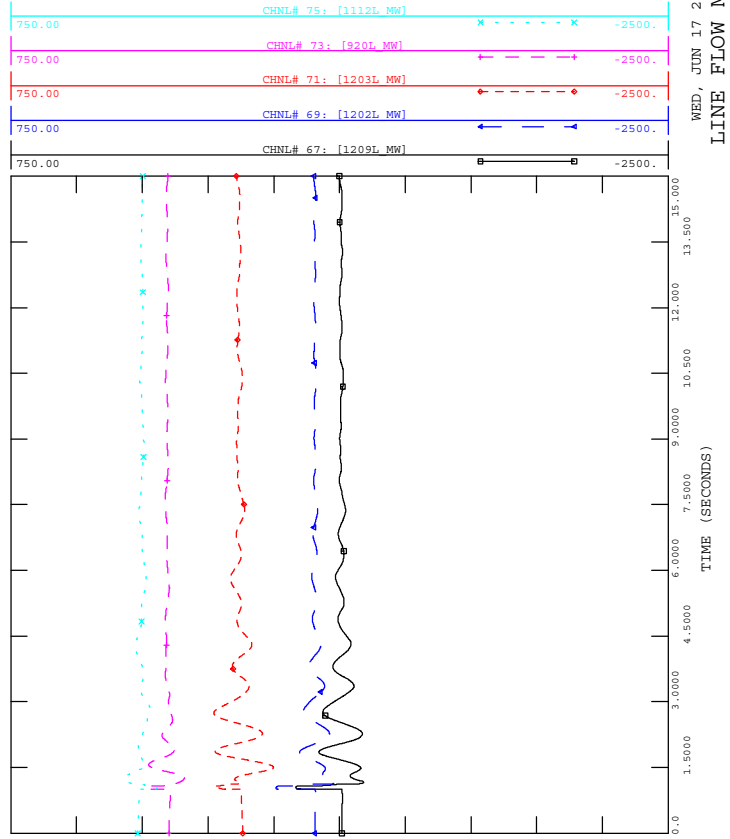
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out



WED, JUN 17 2015 8:26
 MACHINE POWER MW



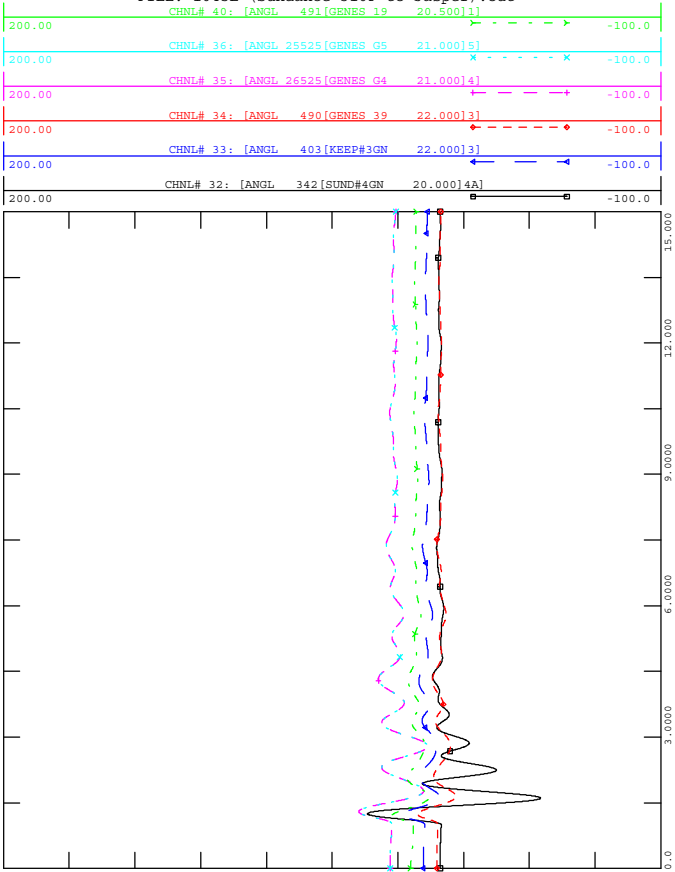
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out



WED, JUN 17 2015 8:26
 LINE FLOW MW/MVAR



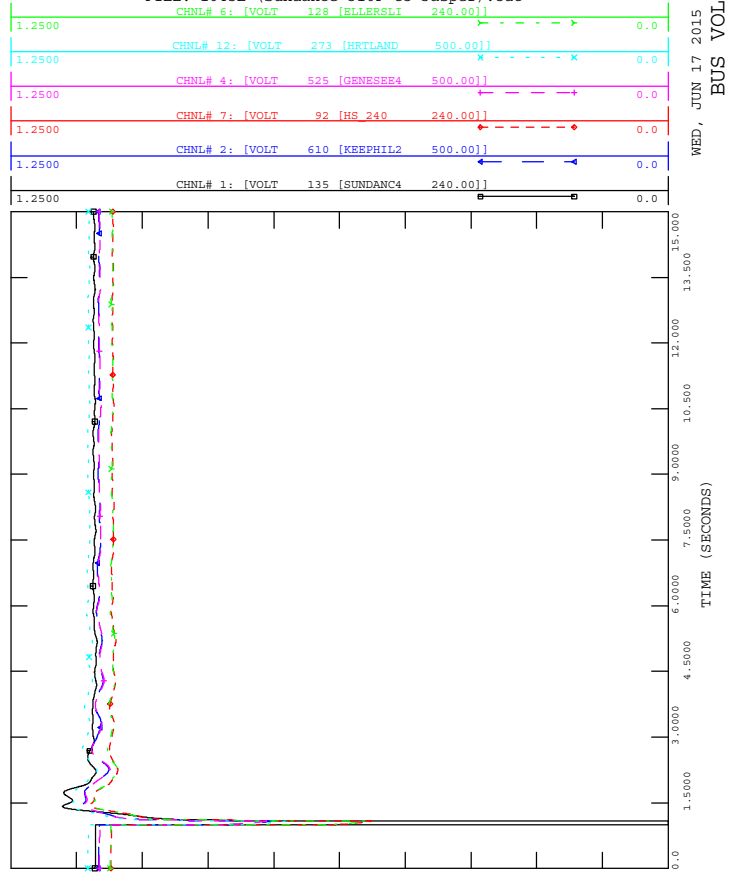
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out



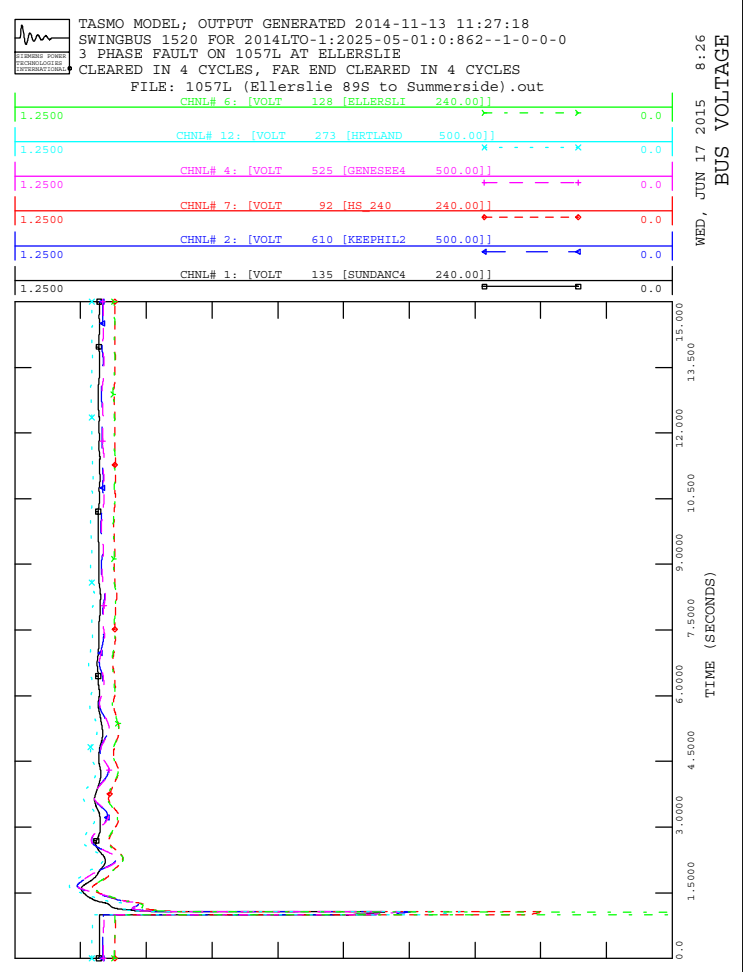
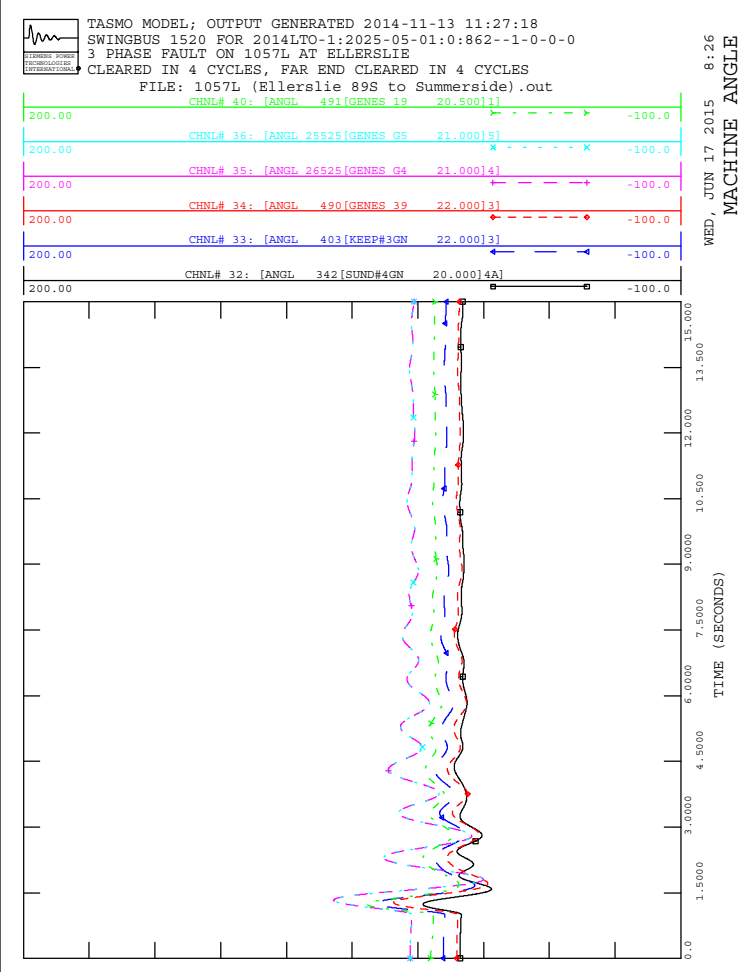
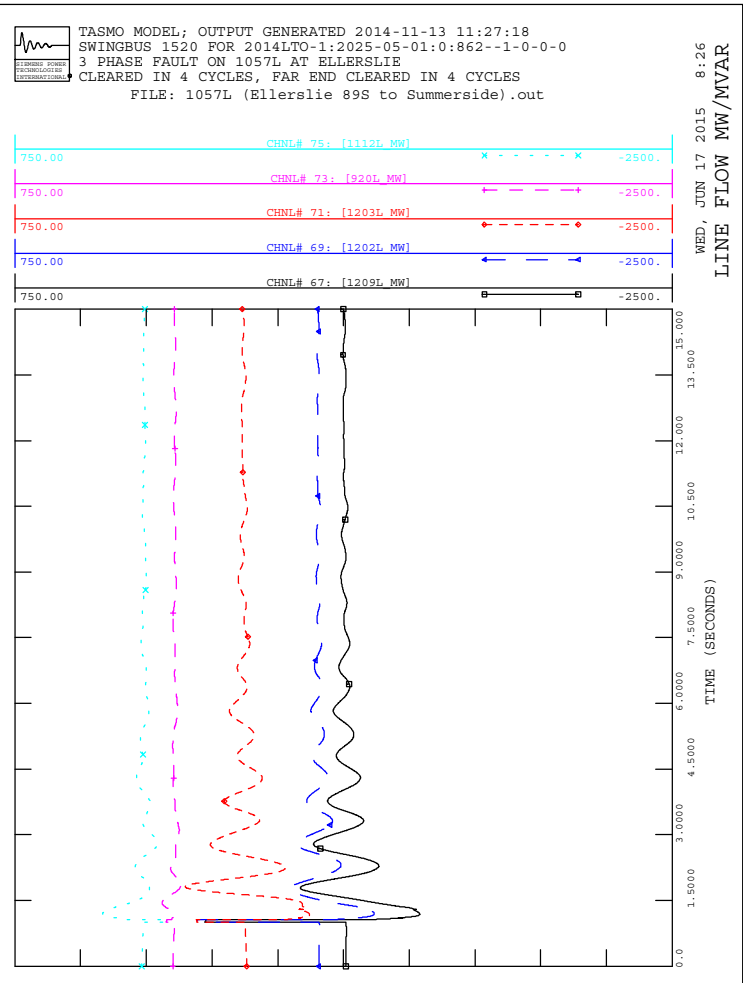
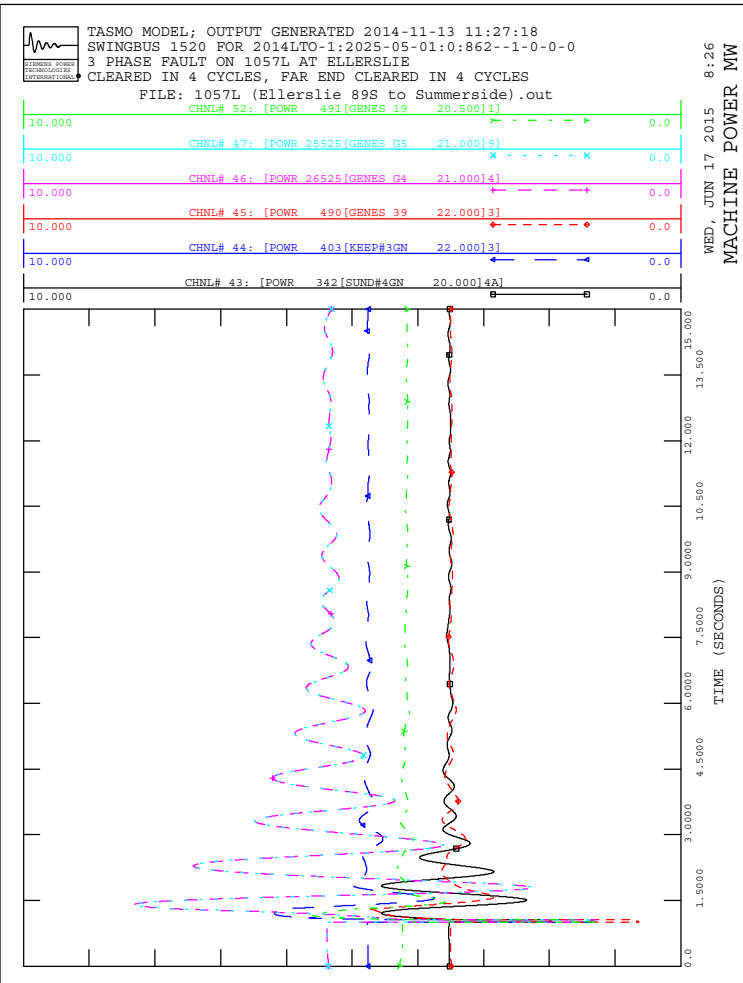
WED, JUN 17 2015 8:26
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out

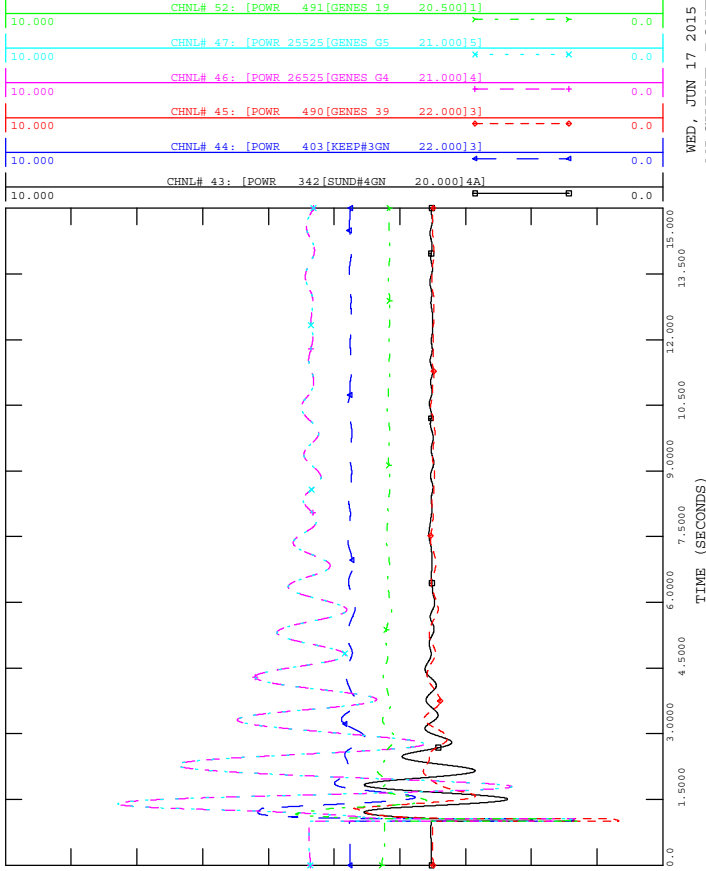


WED, JUN 17 2015 8:26
 BUS VOLTAGE

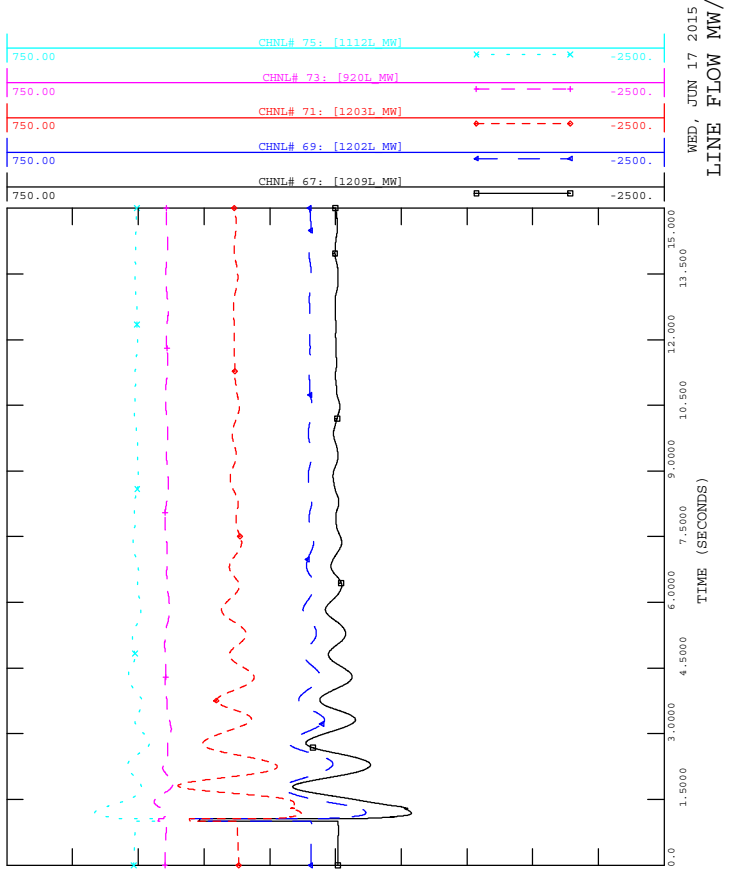




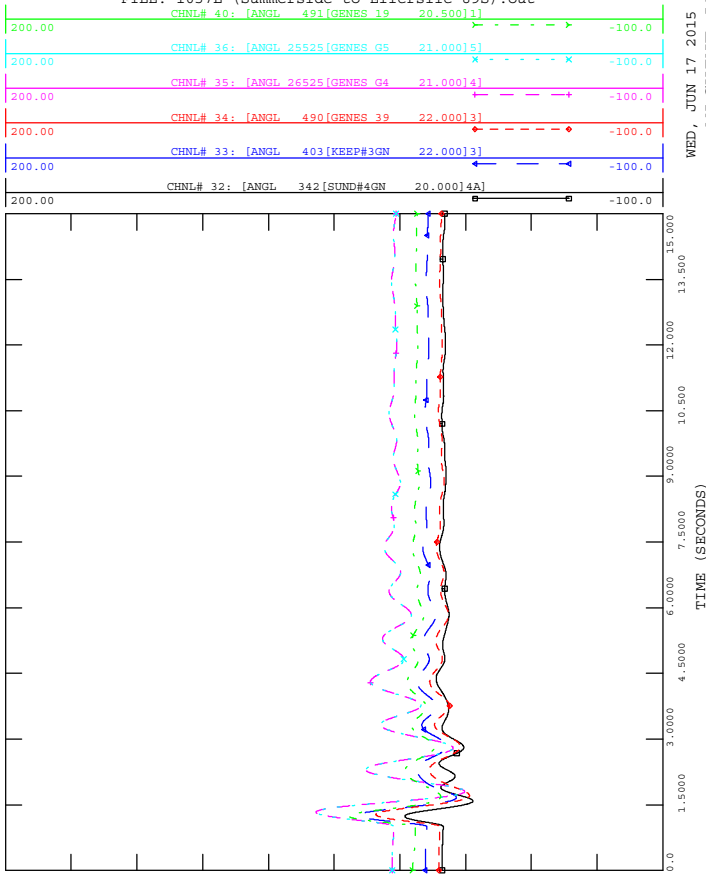
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out



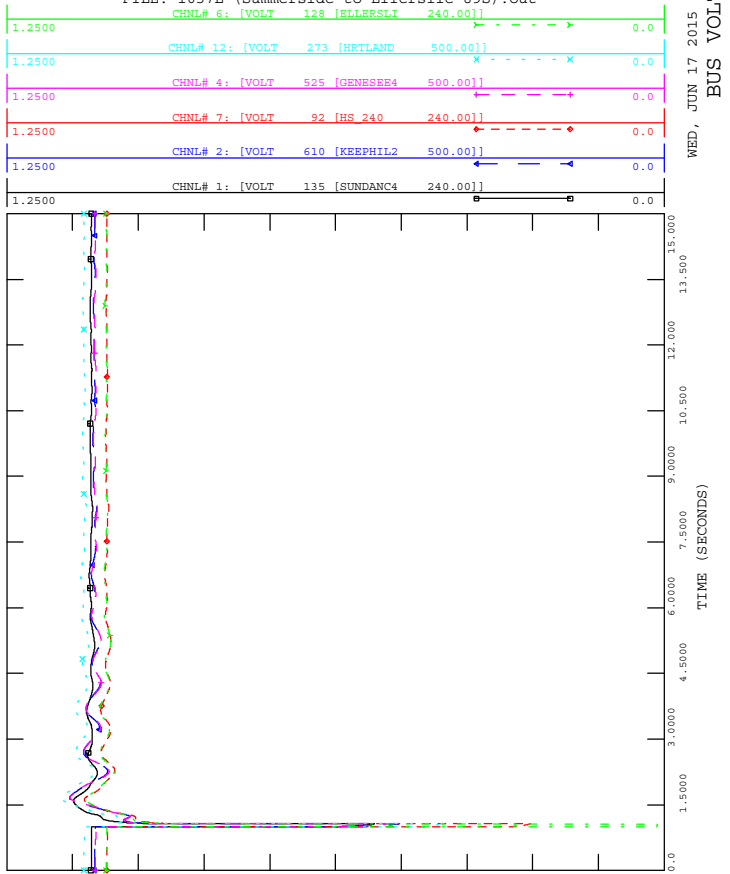
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out

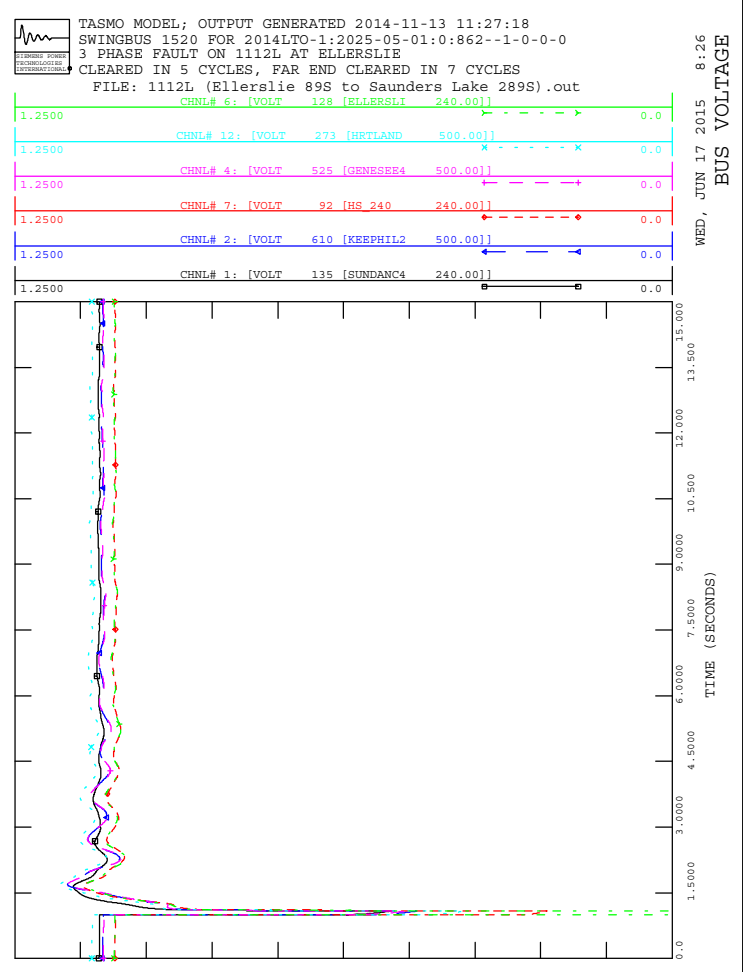
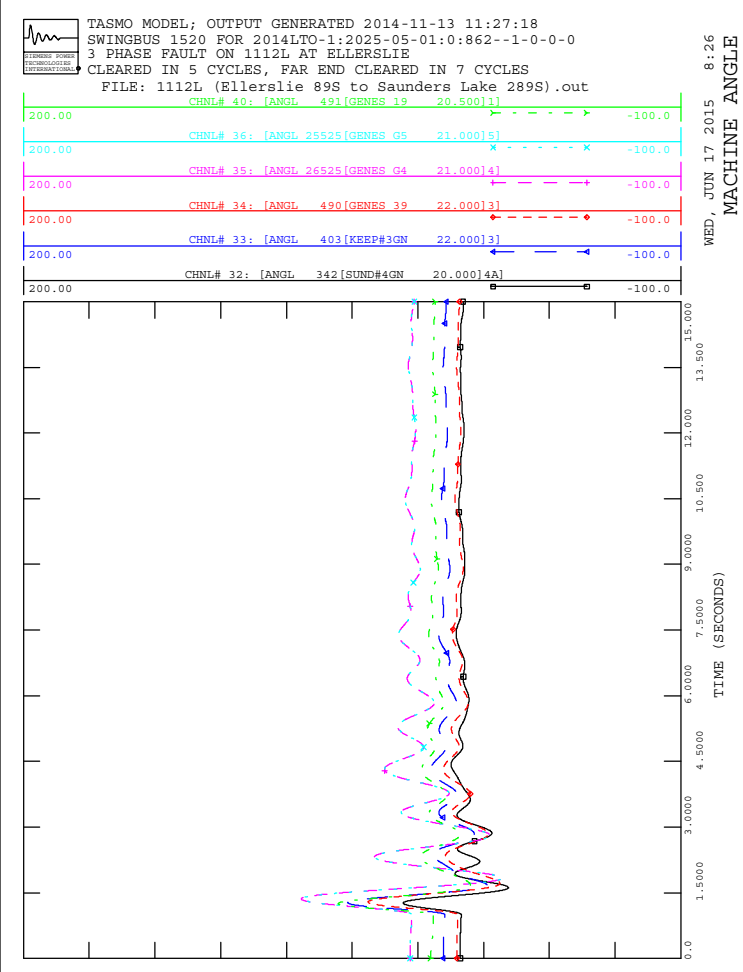
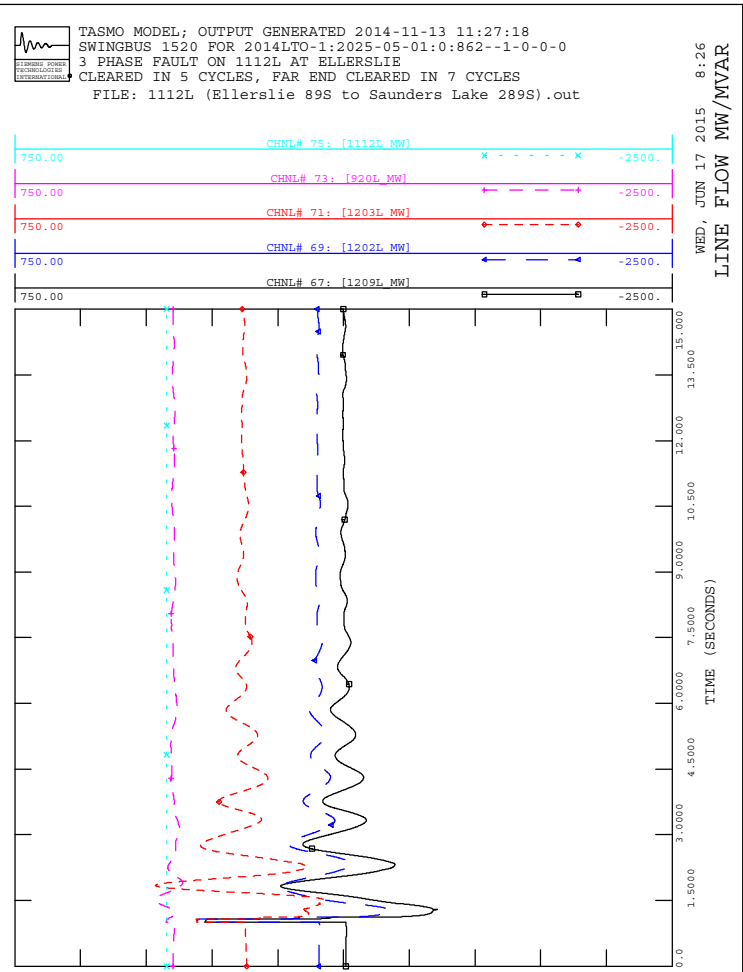
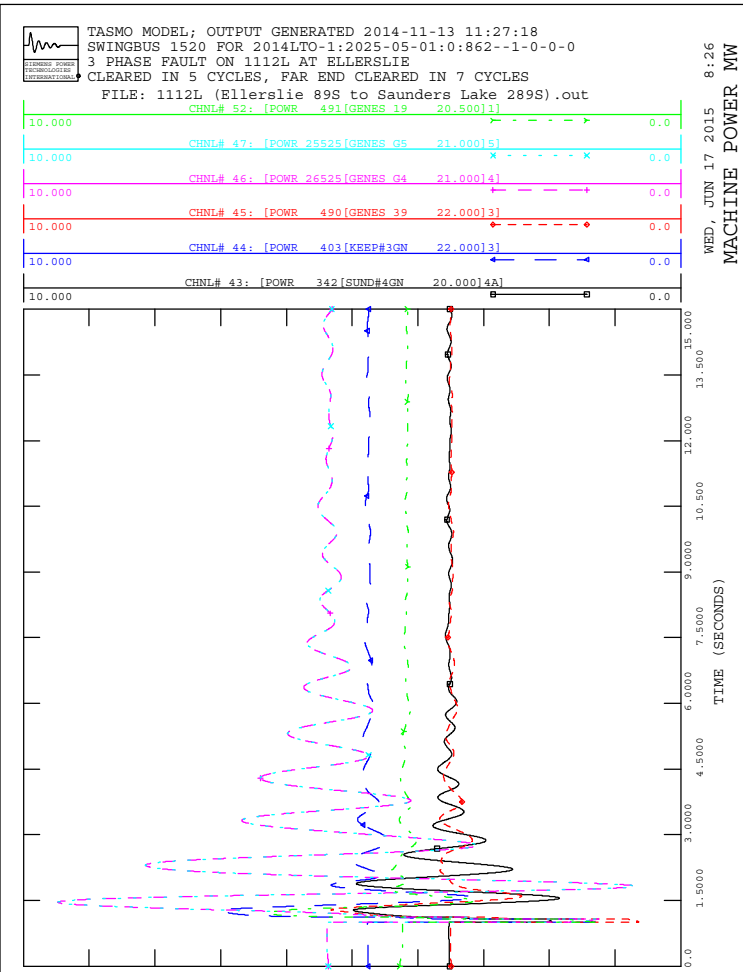


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out

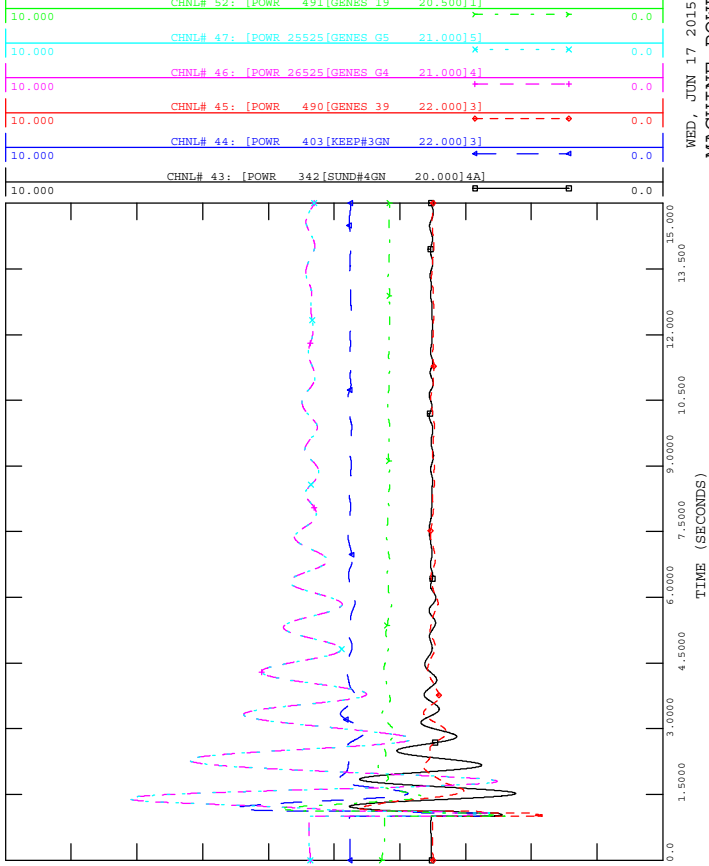






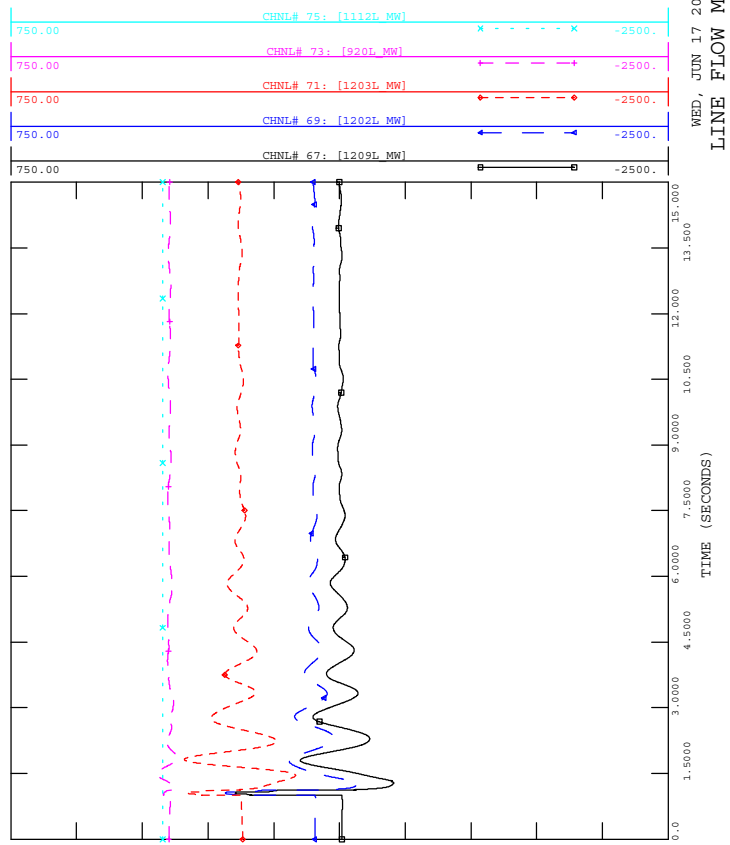
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

WED, JUN 17 2015 8:26
 MACHINE POWER MW



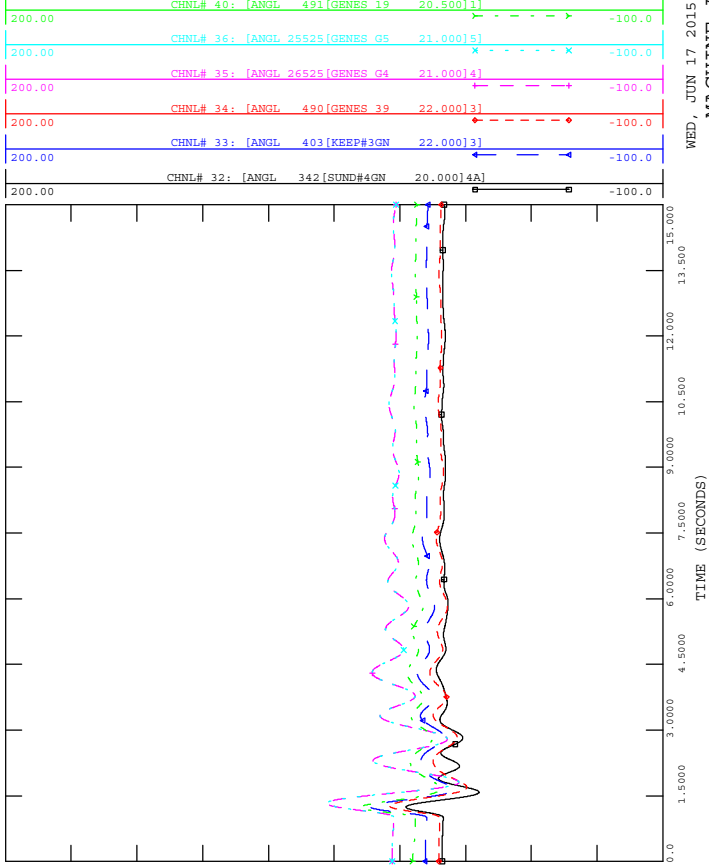
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

WED, JUN 17 2015 8:26
 LINE FLOW MW/MVAR



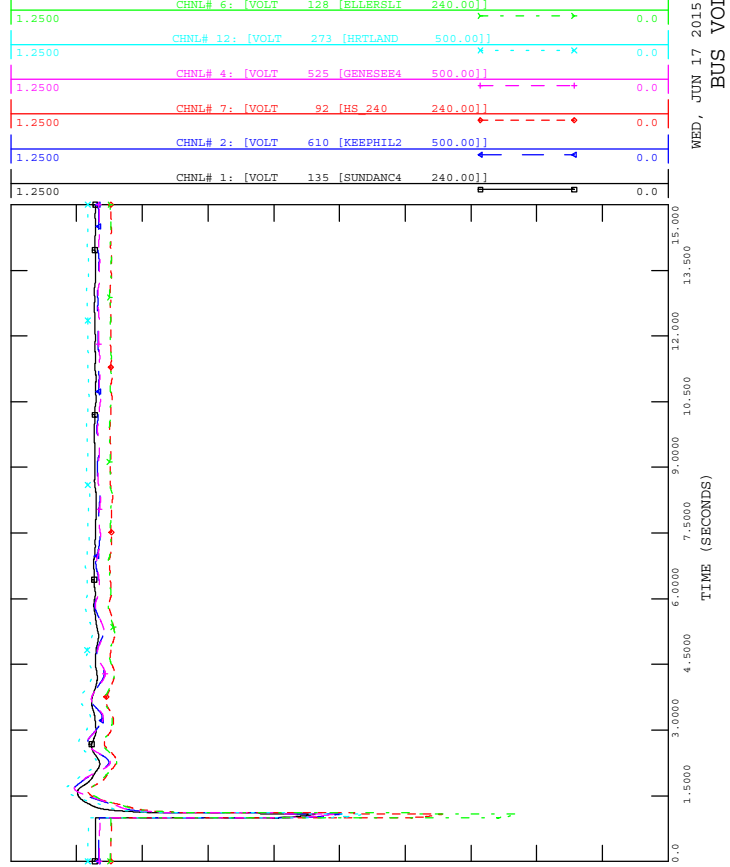
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 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

WED, JUN 17 2015 8:26
 MACHINE ANGLE



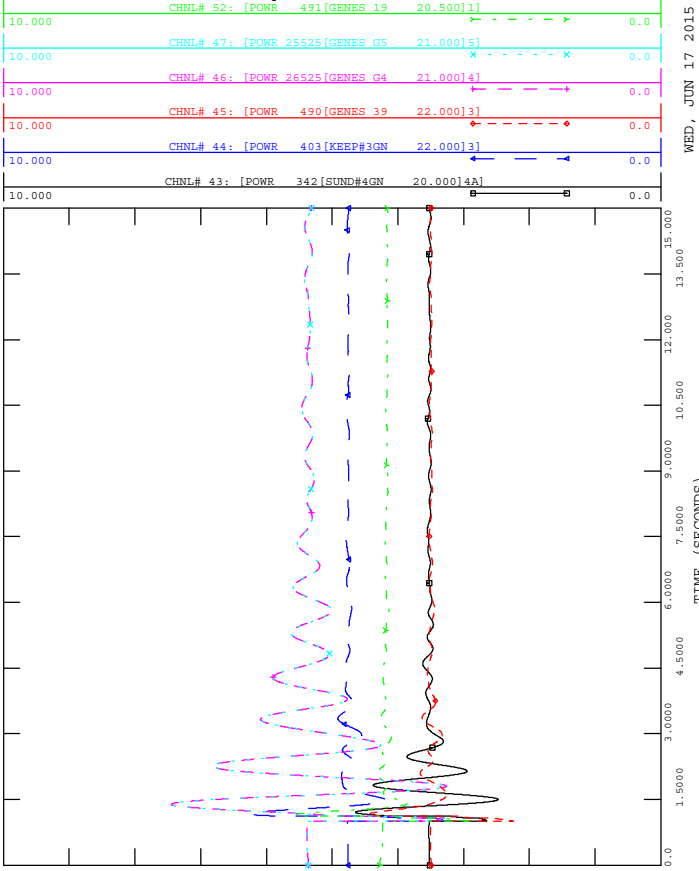
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

WED, JUN 17 2015 8:26
 BUS VOLTAGE

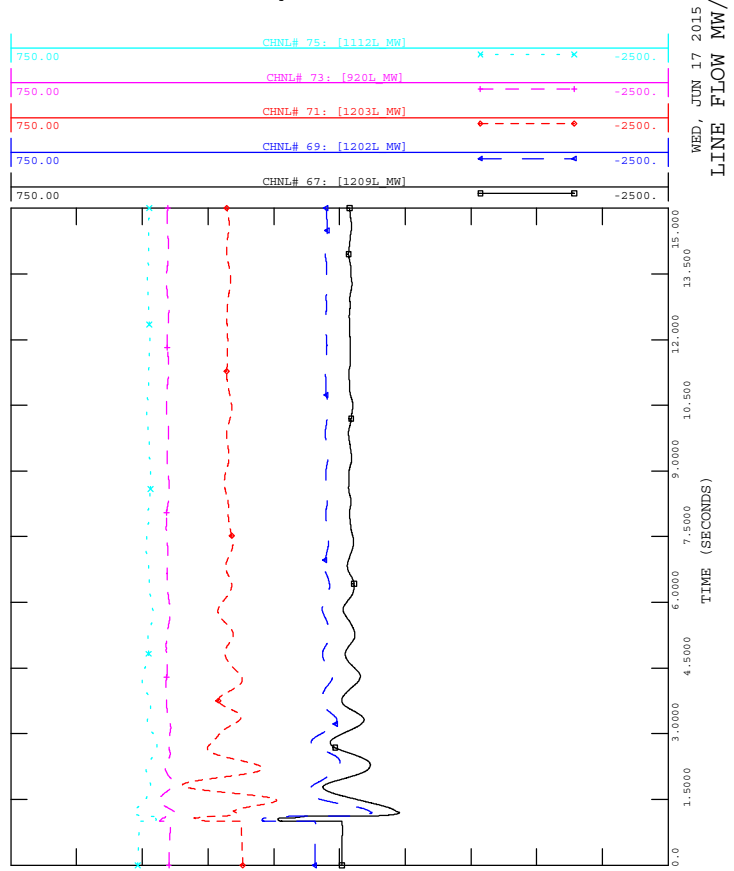




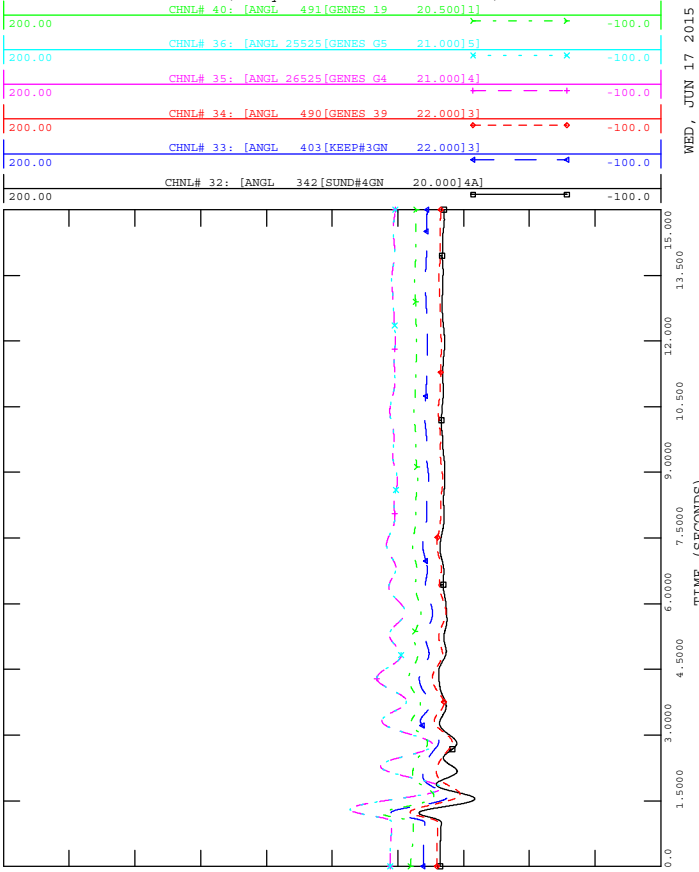
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 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



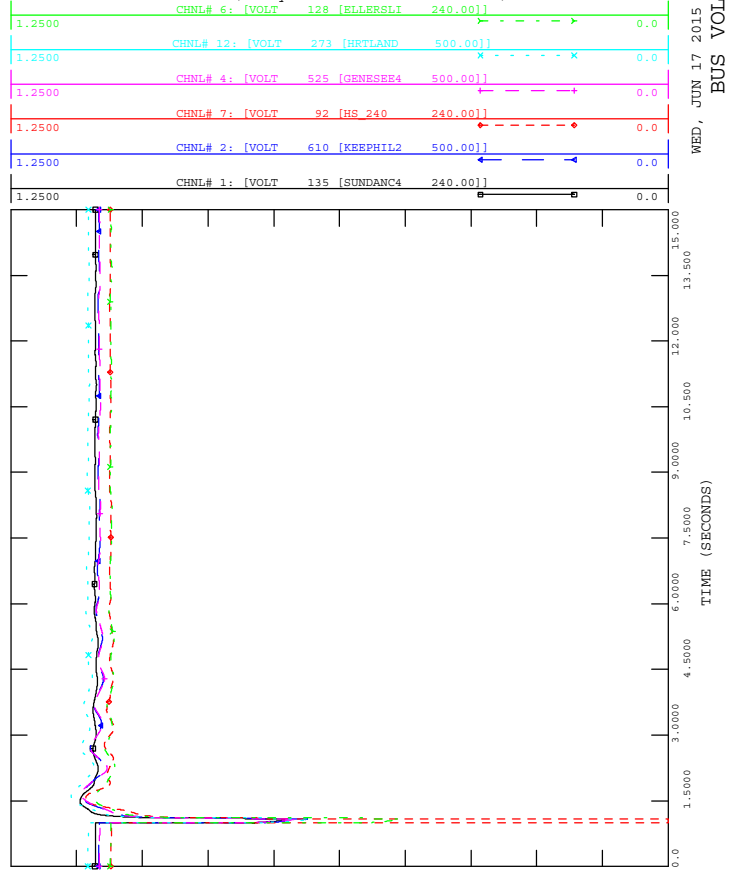
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 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



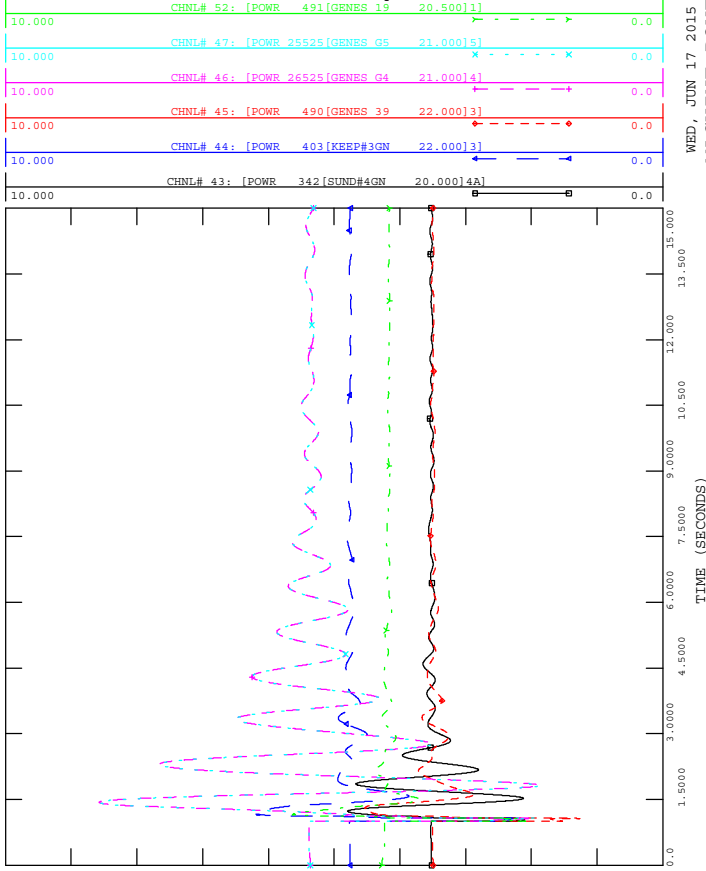
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out





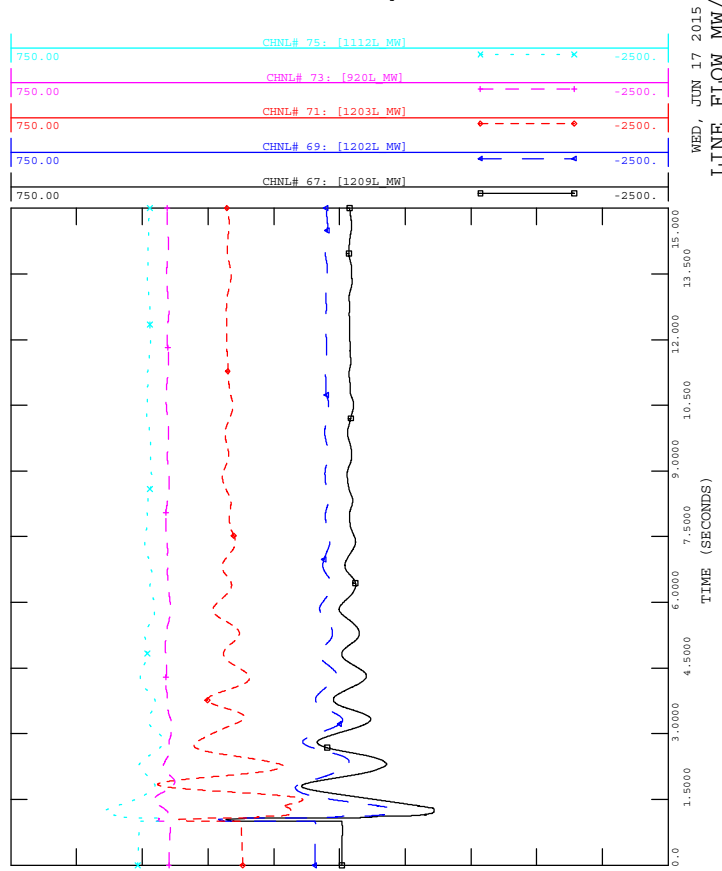
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 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out

8:26
 WED, JUN 17 2015
 MACHINE POWER MW



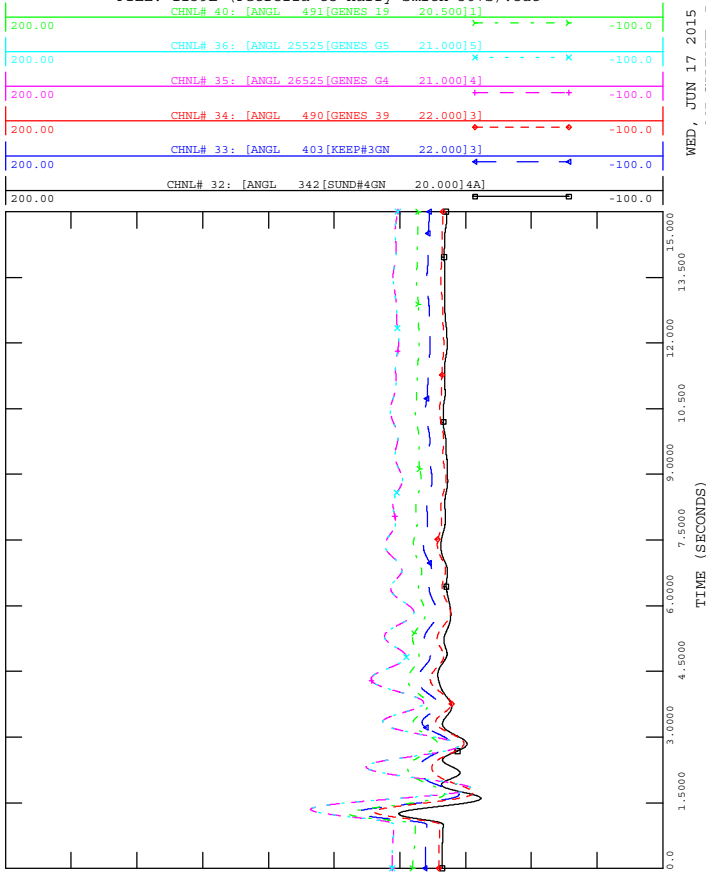
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out

8:26
 WED, JUN 17 2015
 LINE FLOW MW/MVAR



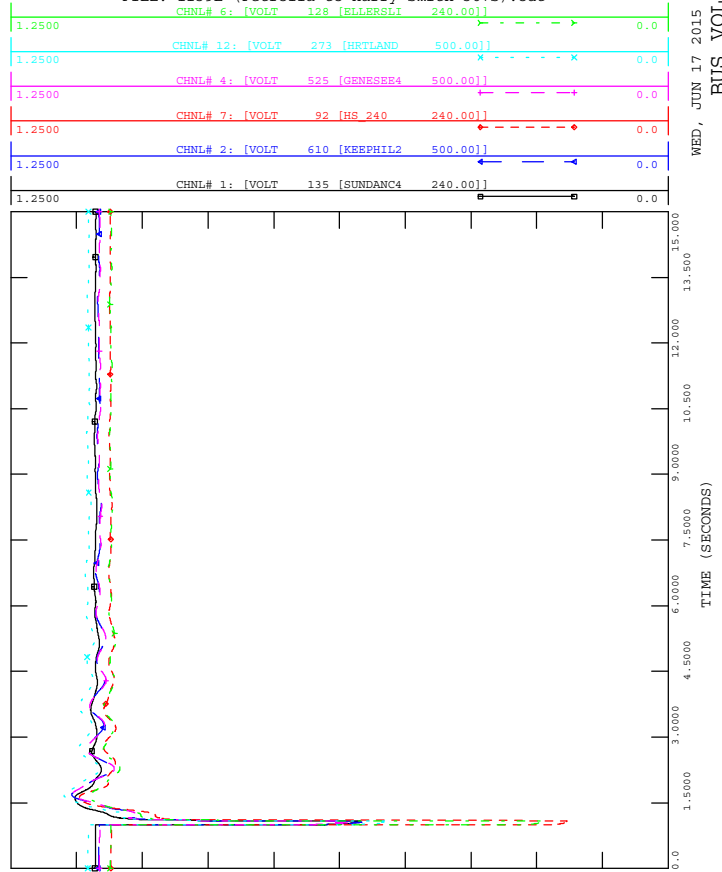
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out

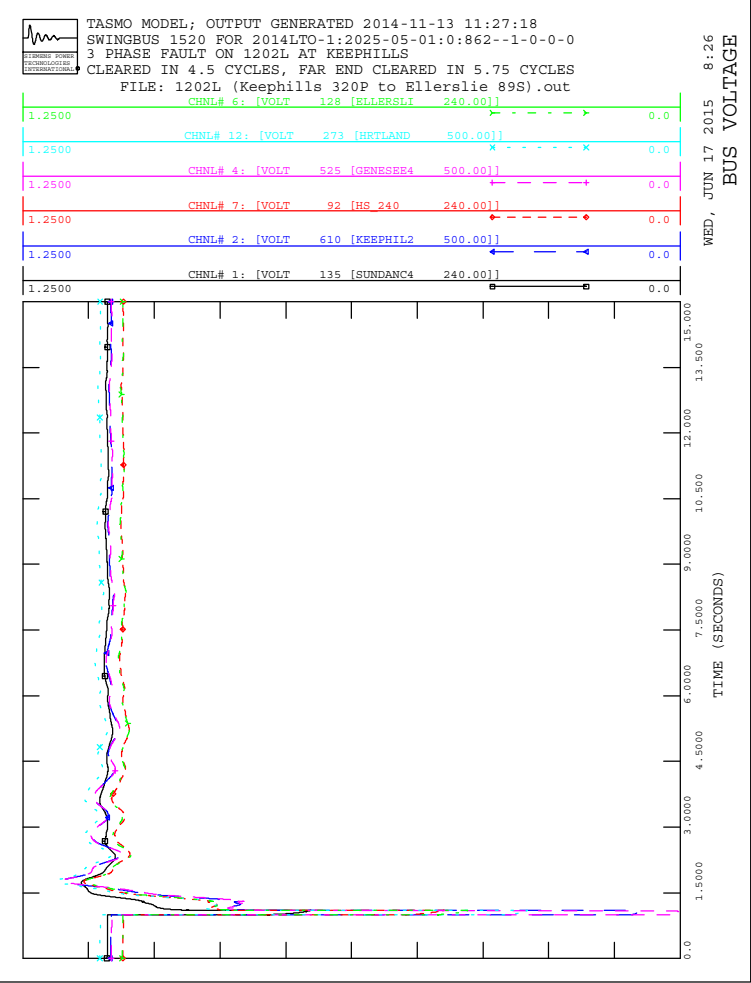
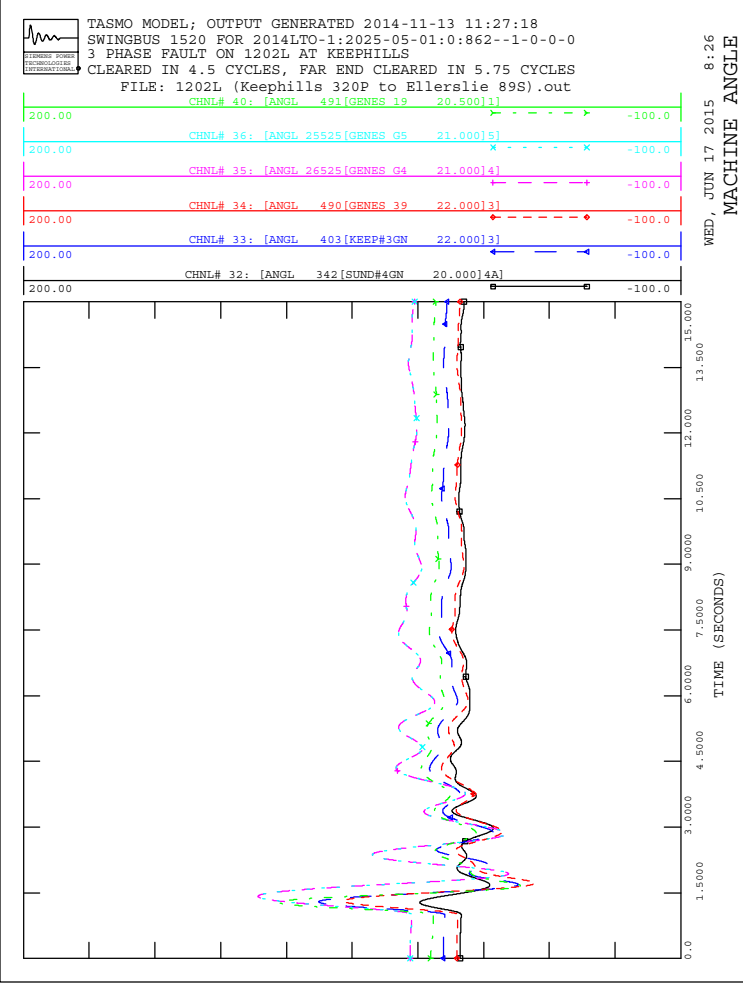
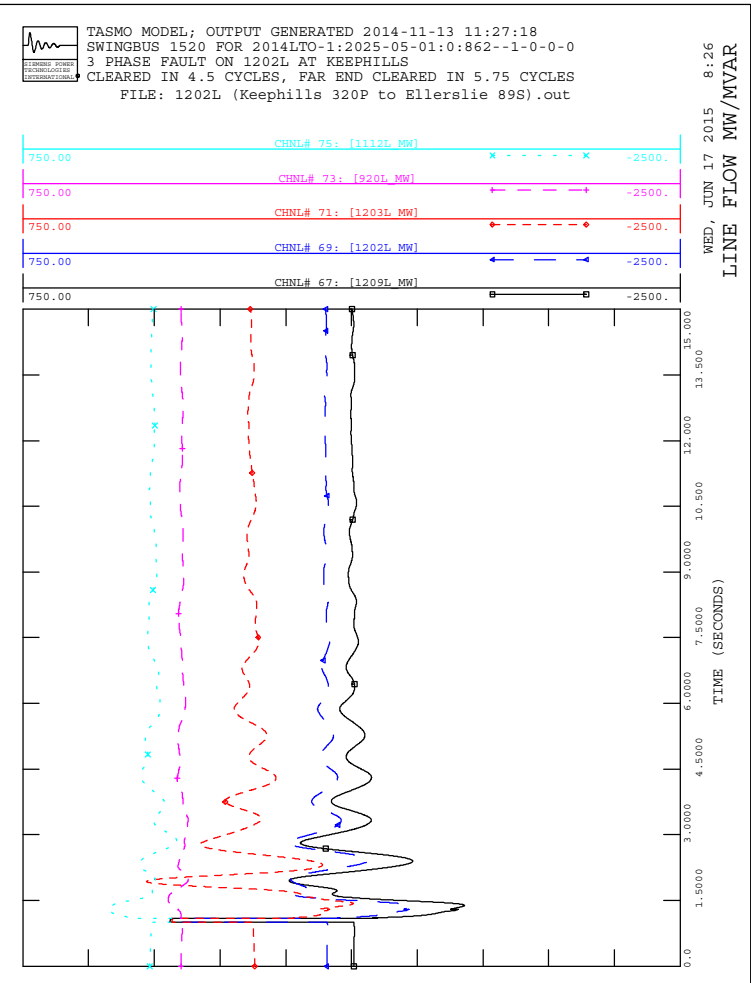
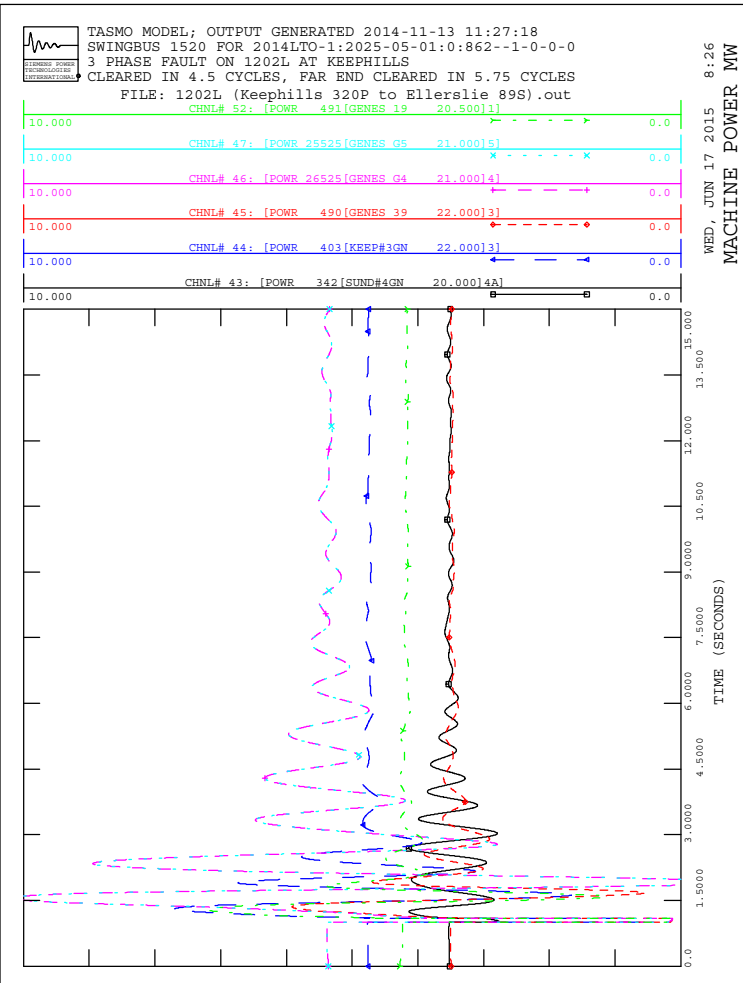
8:26
 WED, JUN 17 2015
 MACHINE ANGLE

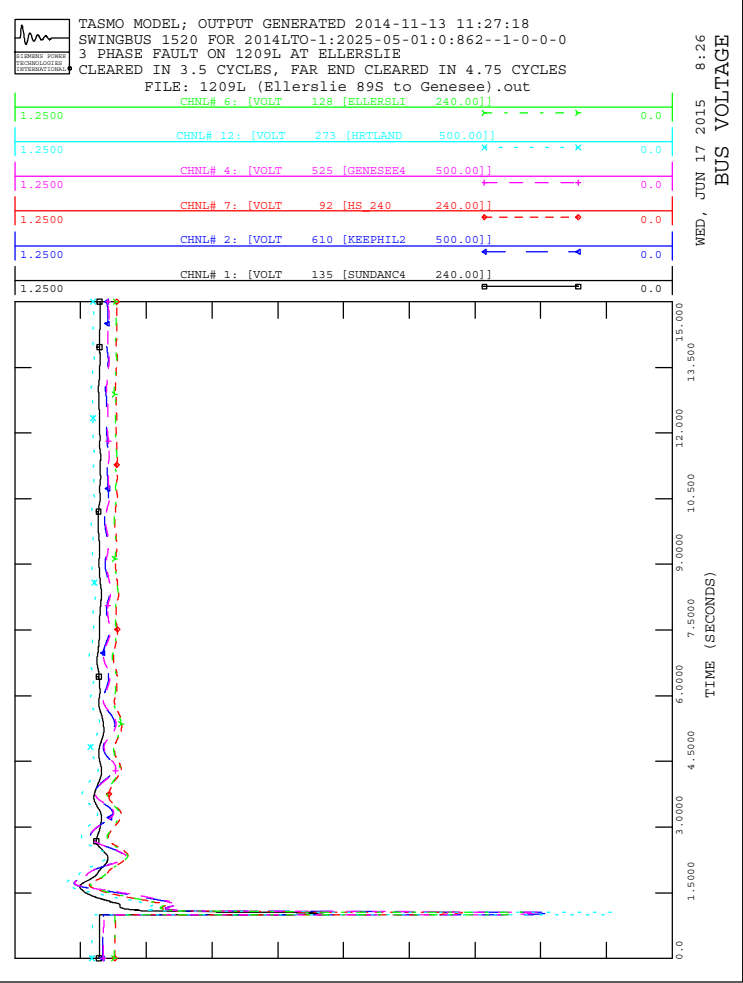
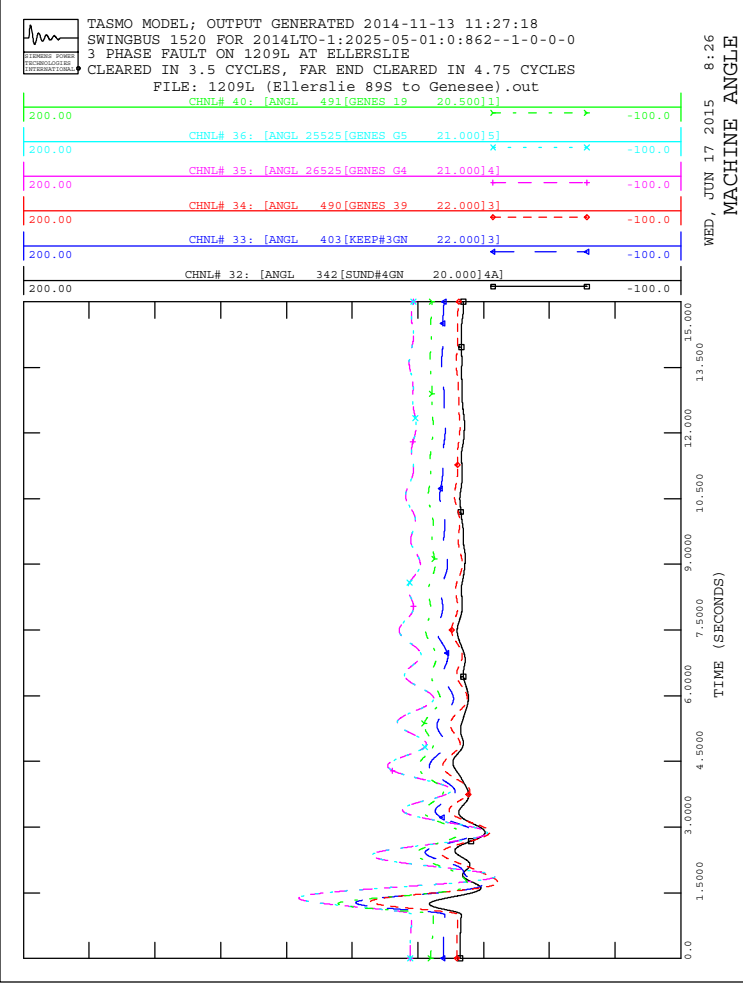
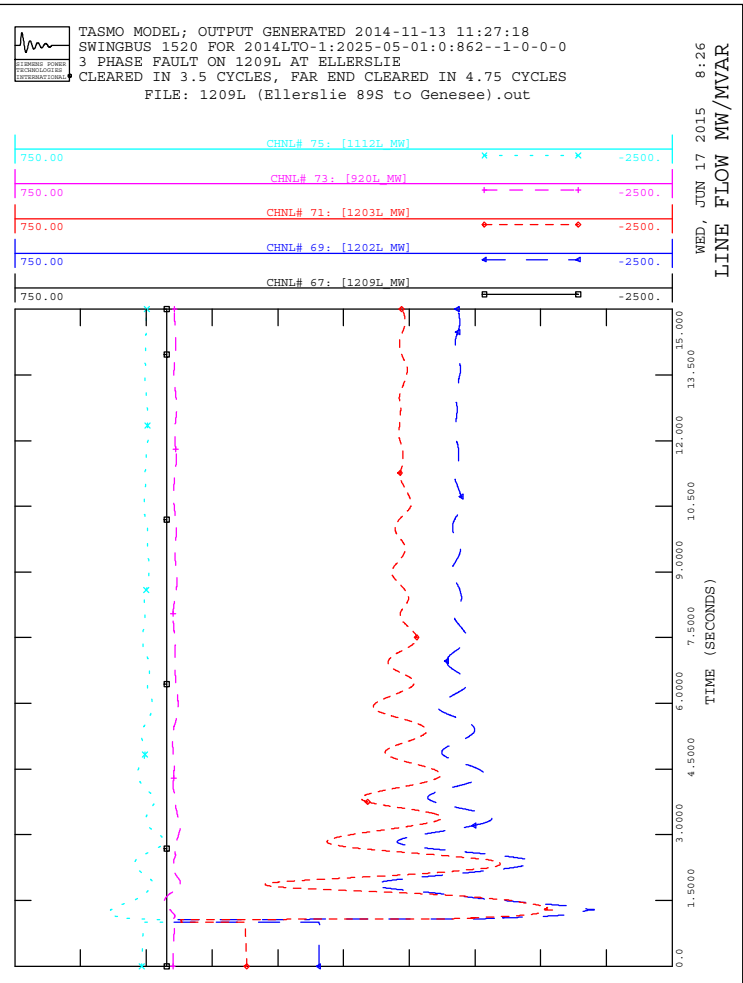
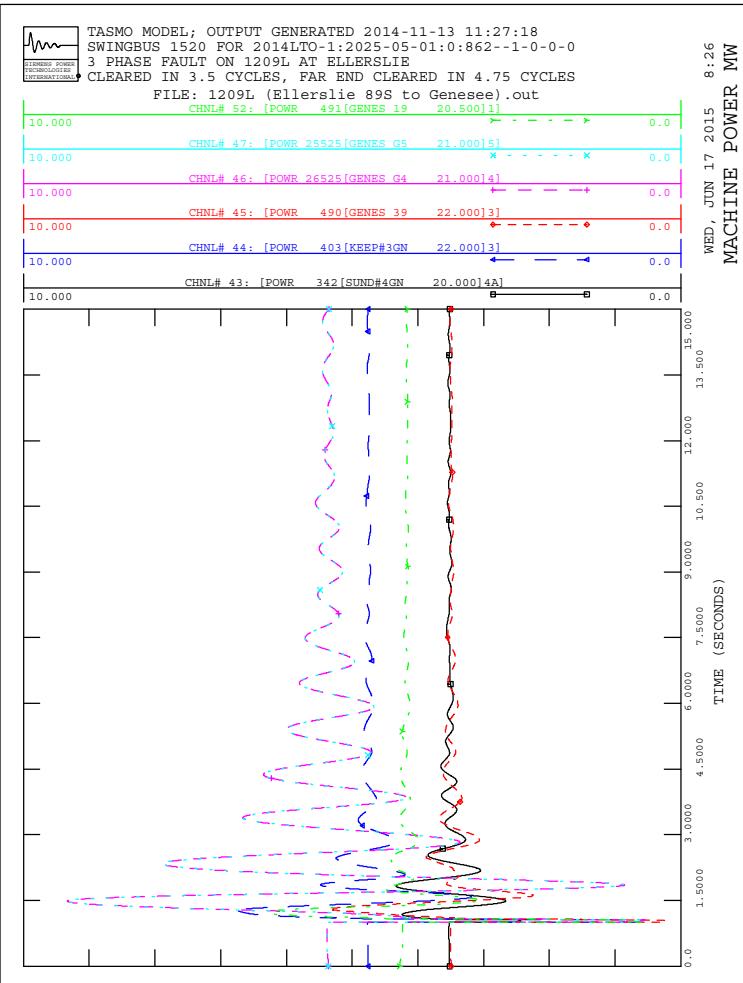


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out

8:26
 WED, JUN 17 2015
 BUS VOLTAGE

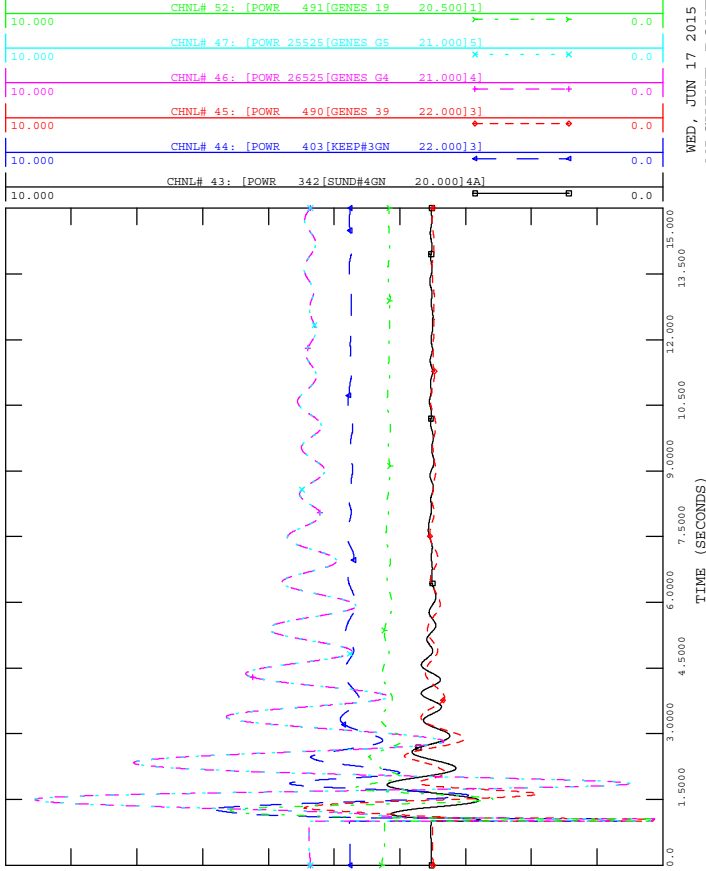




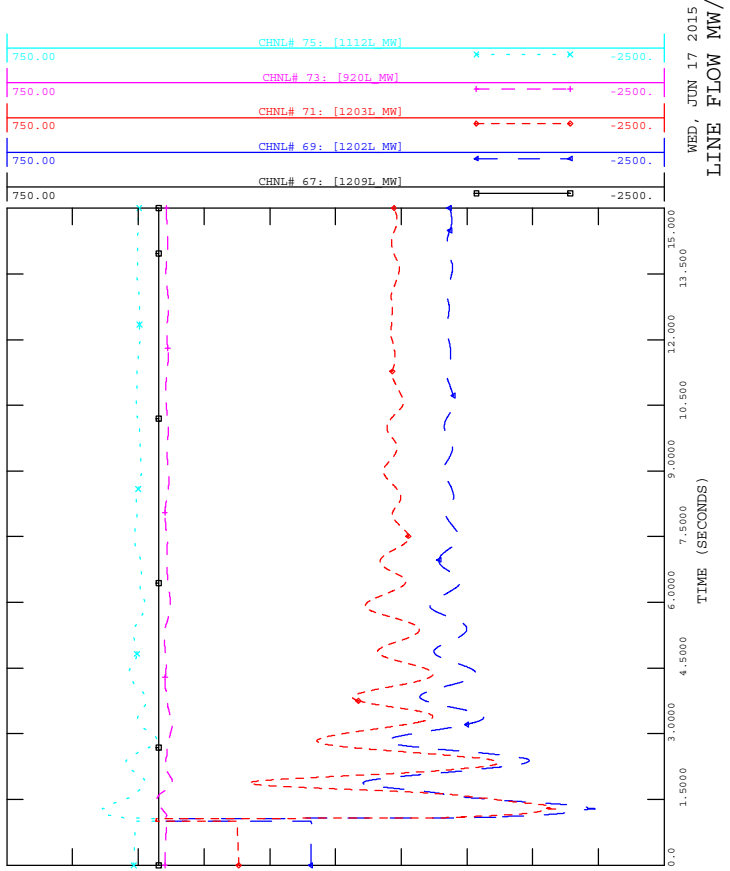




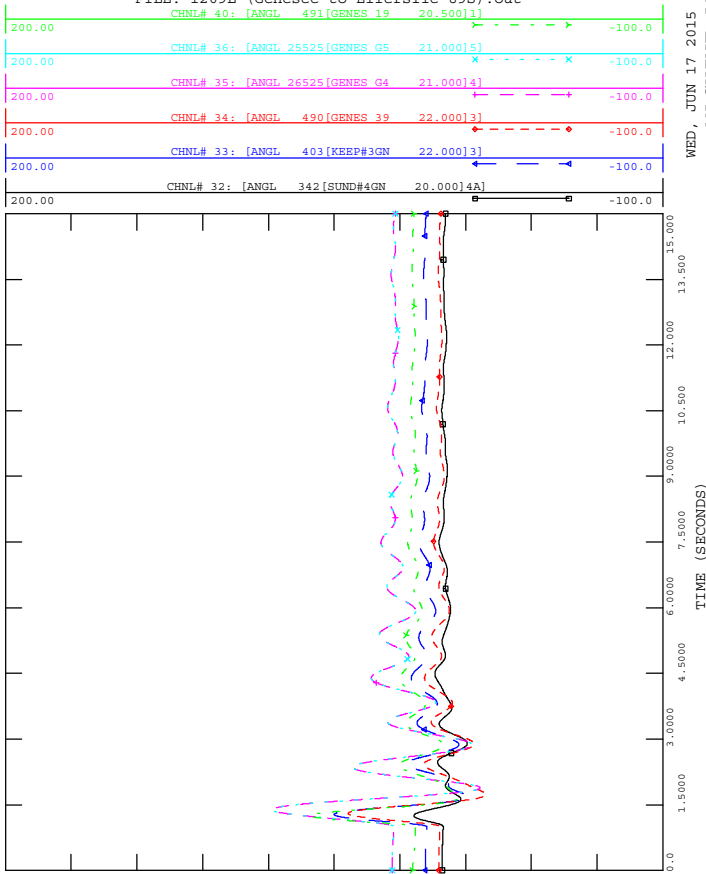
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



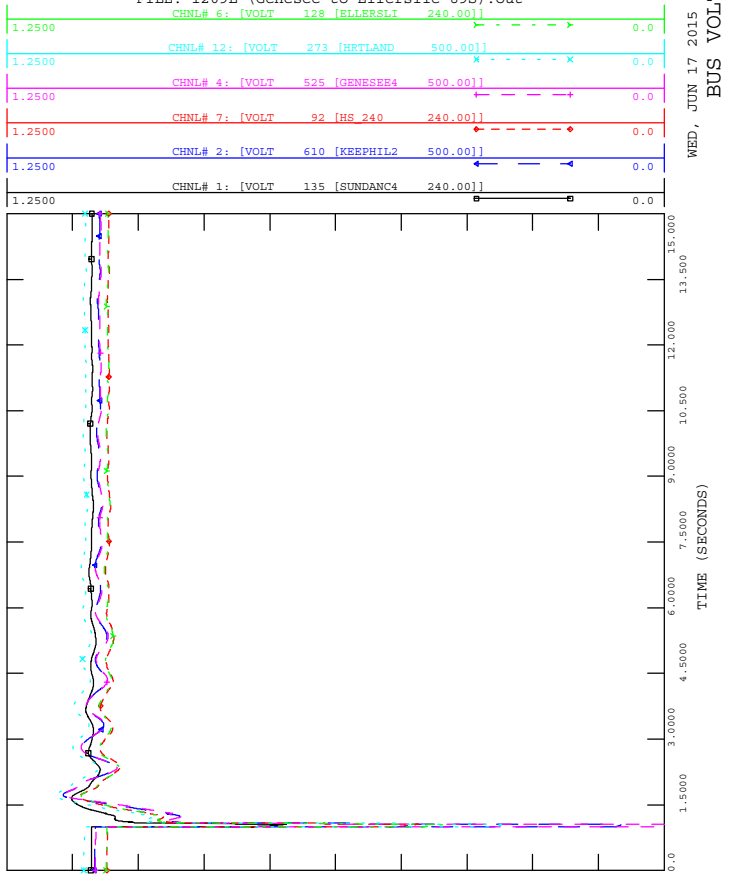
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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

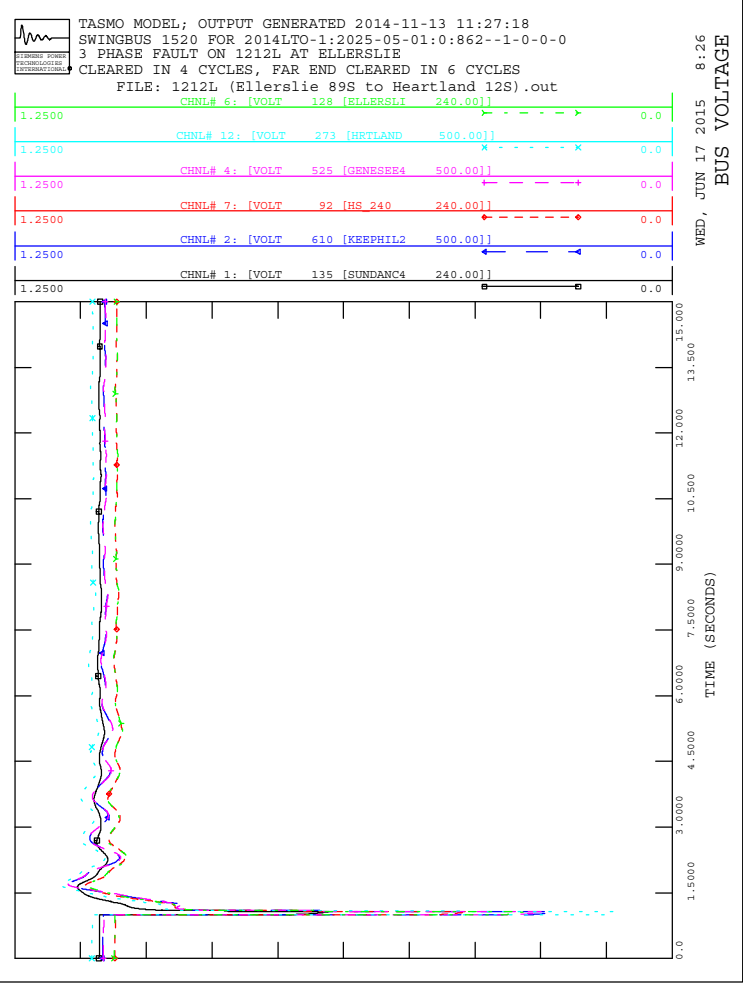
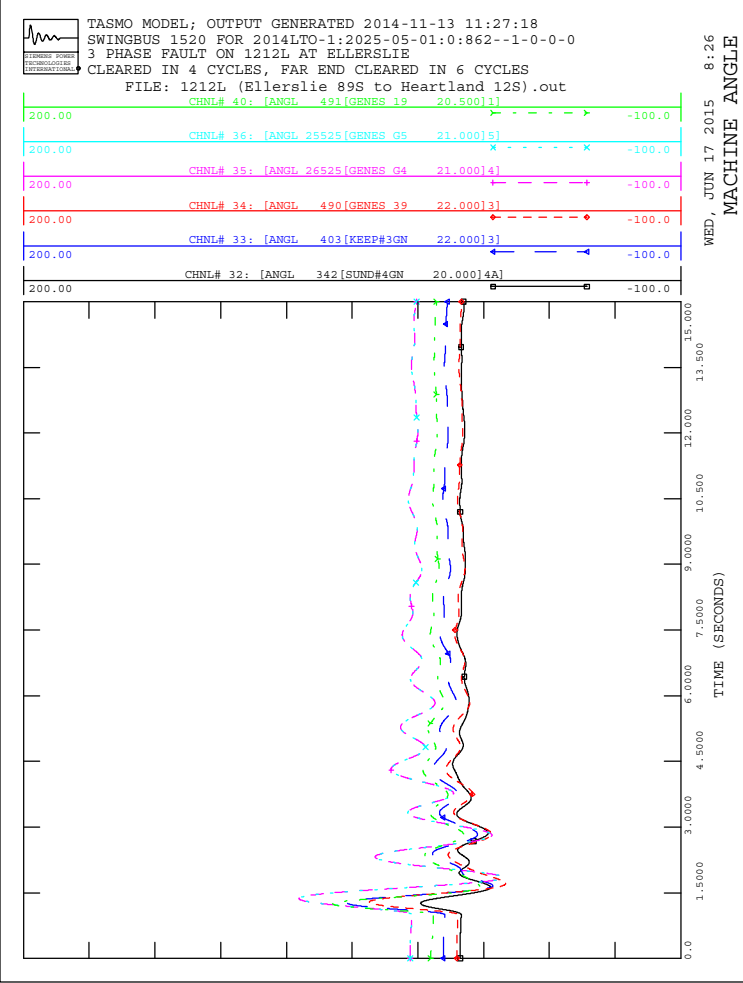
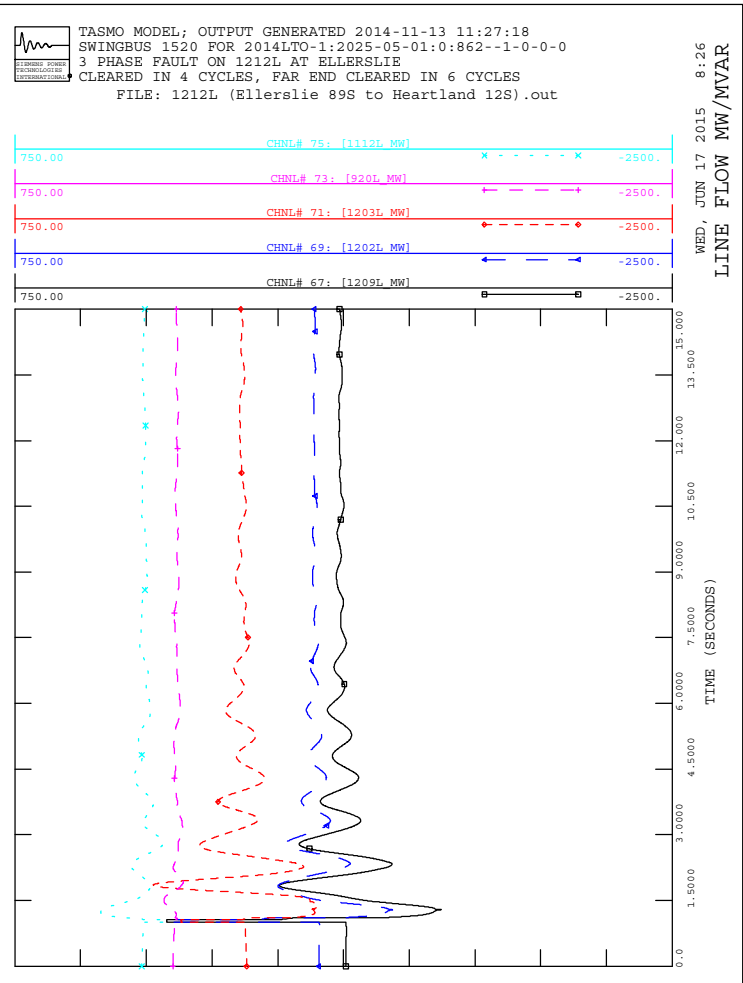
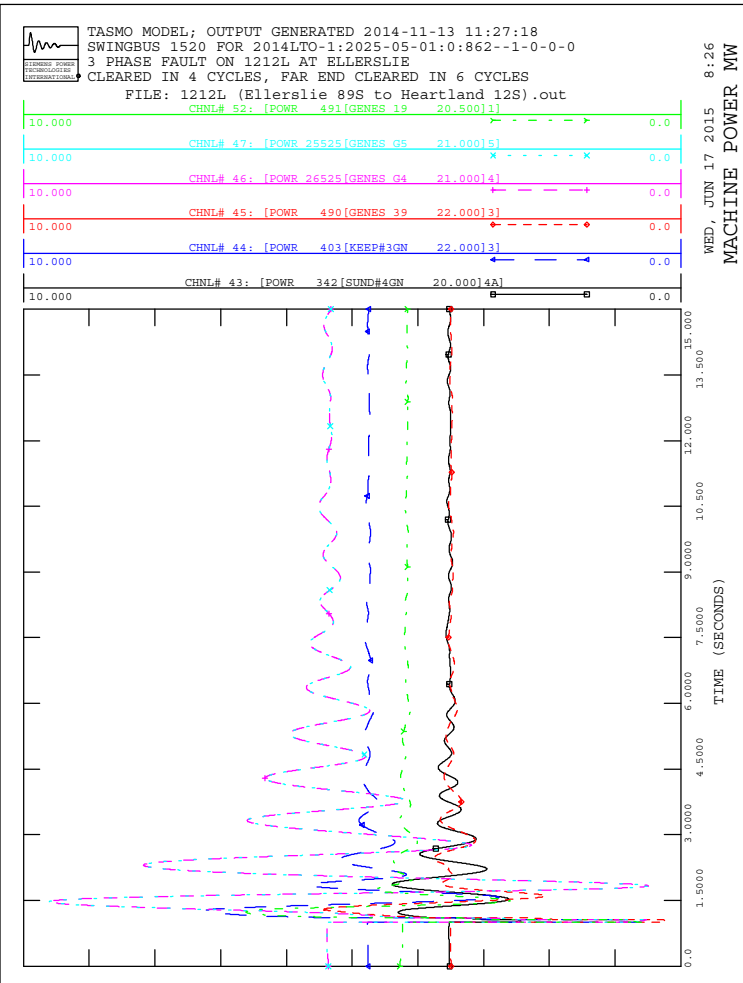


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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



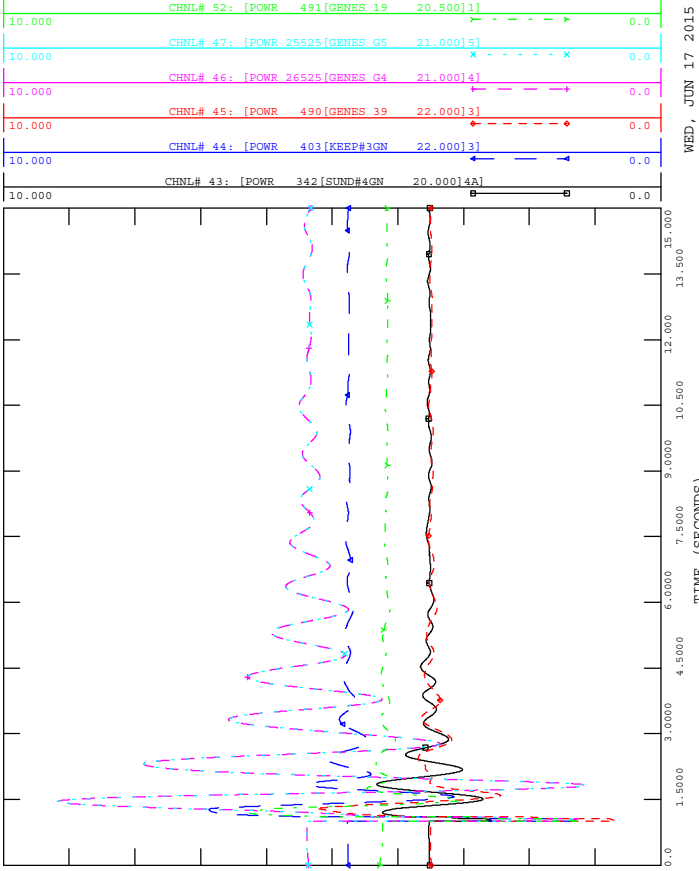
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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out







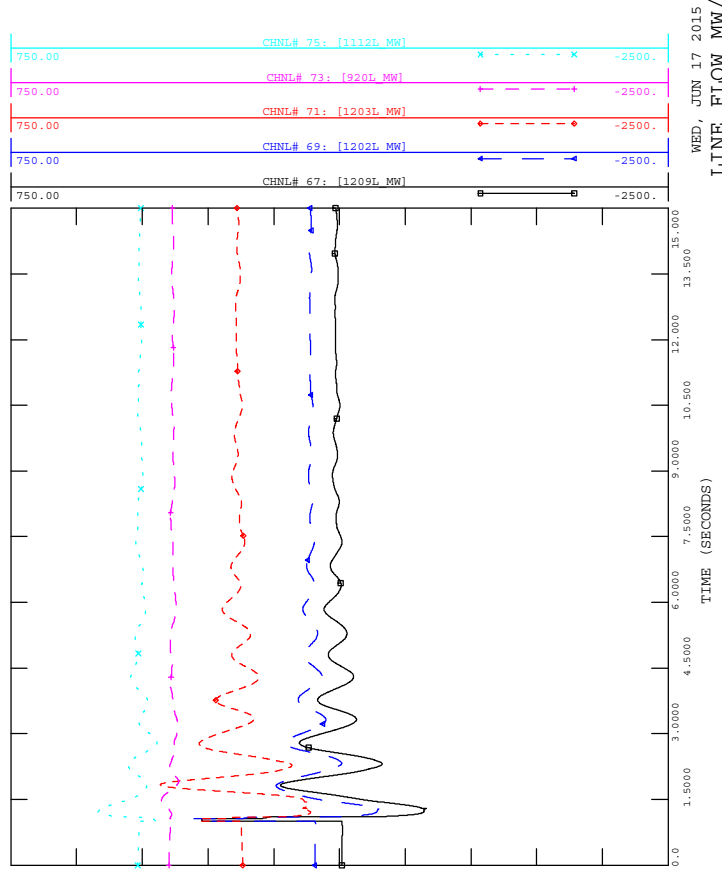
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



8:26
 WED, JUN 17 2015
 MACHINE POWER MW



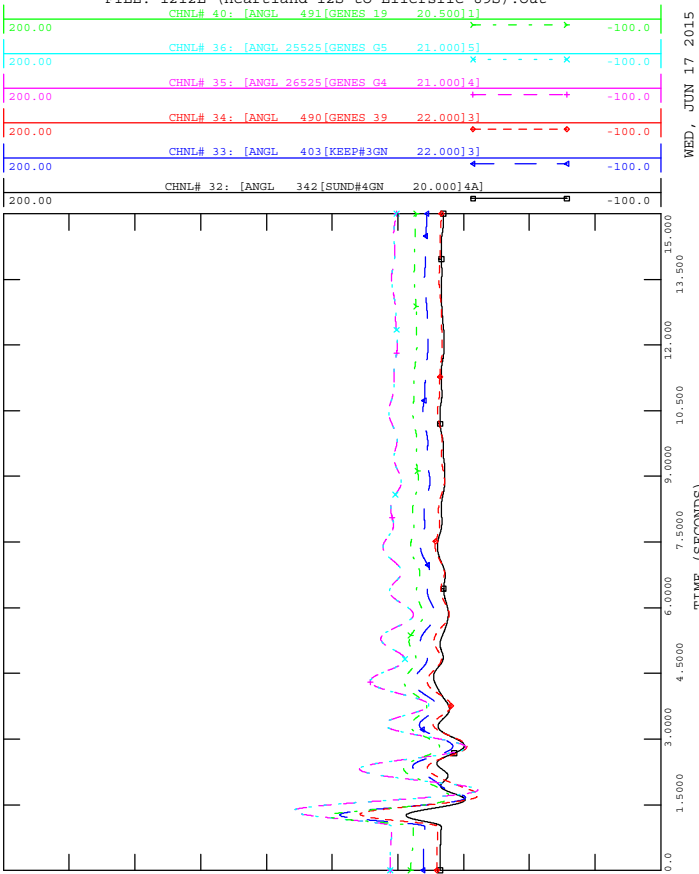
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 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



8:26
 WED, JUN 17 2015
 LINE FLOW MW/MVAR



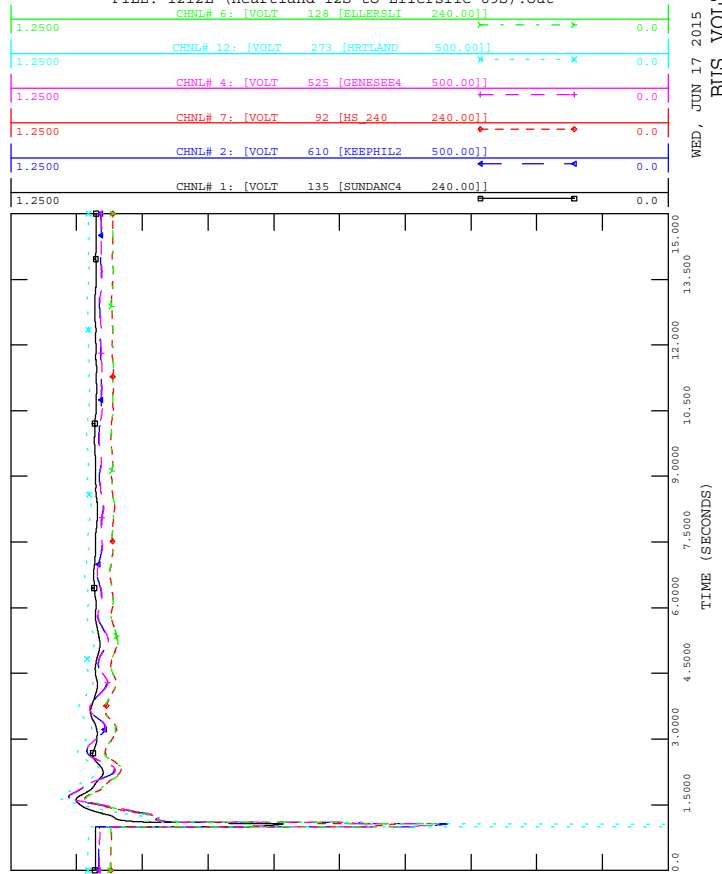
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



8:26
 WED, JUN 17 2015
 MACHINE ANGLE



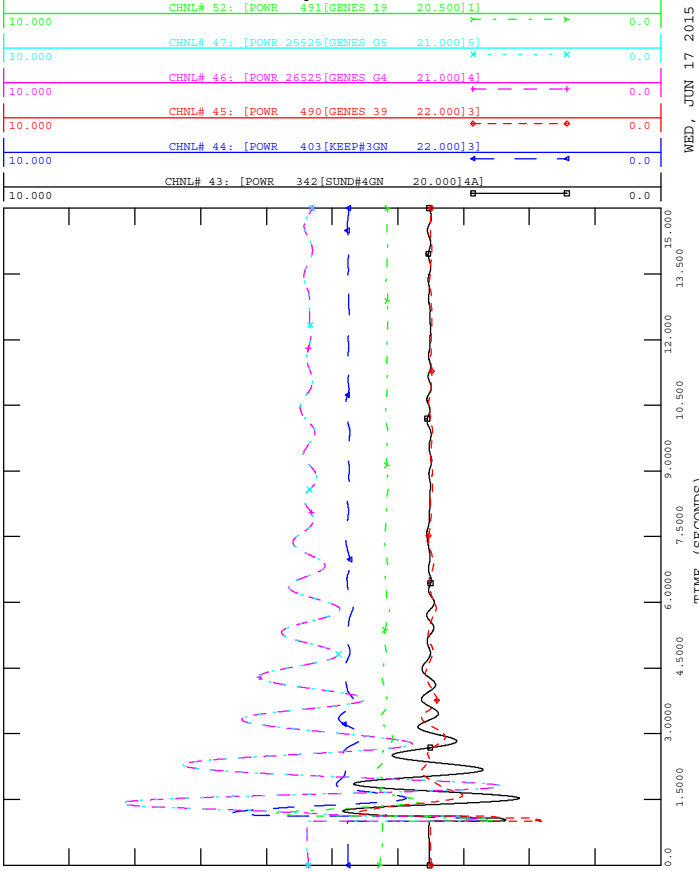
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



8:26
 WED, JUN 17 2015
 BUS VOLTAGE



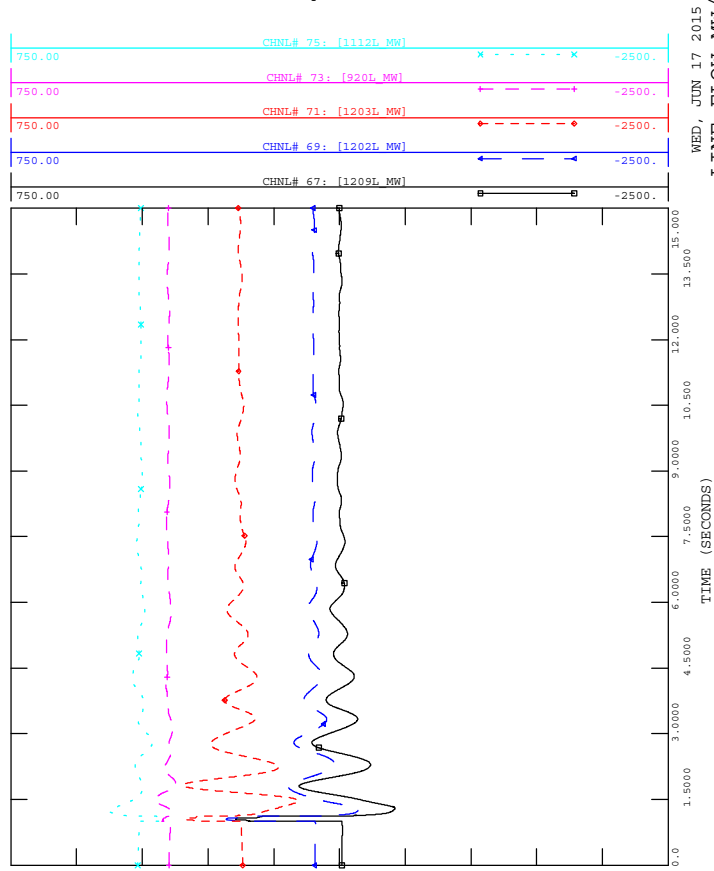
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



8:25
 WED, JUN 17 2015
 MACHINE POWER MW



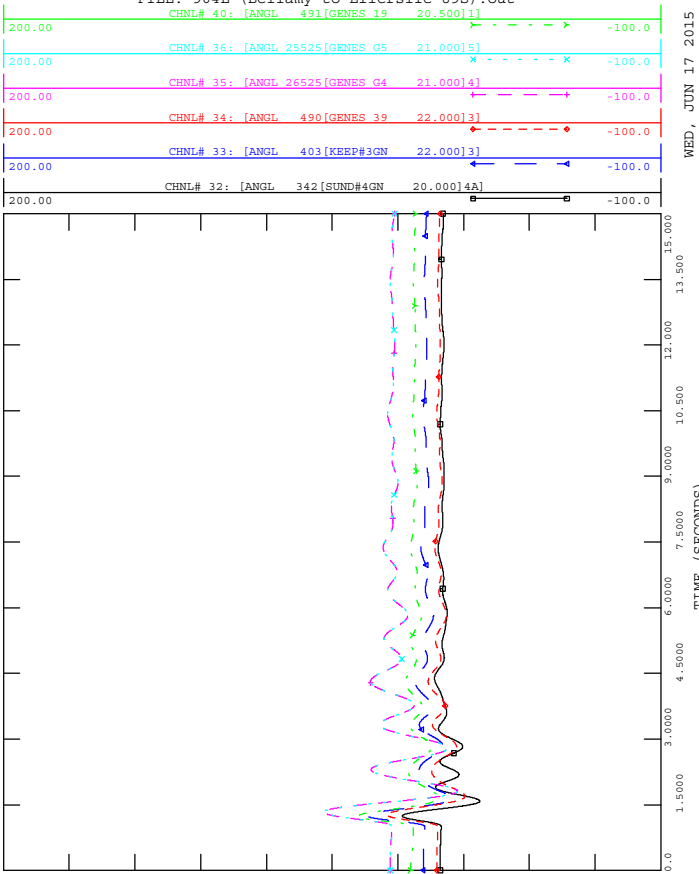
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



8:25
 WED, JUN 17 2015
 LINE FLOW MW/MVAR



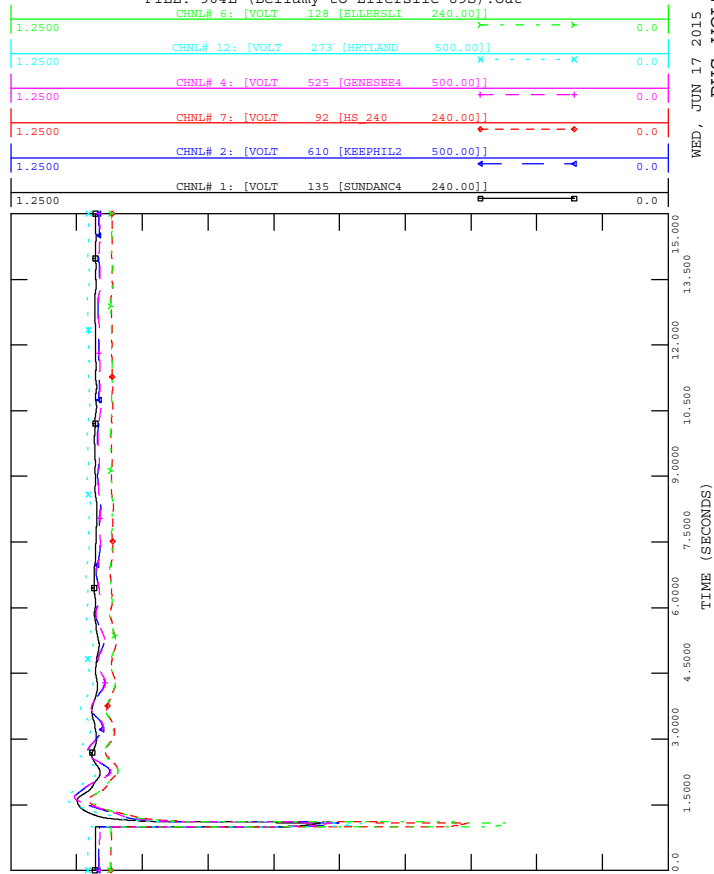
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



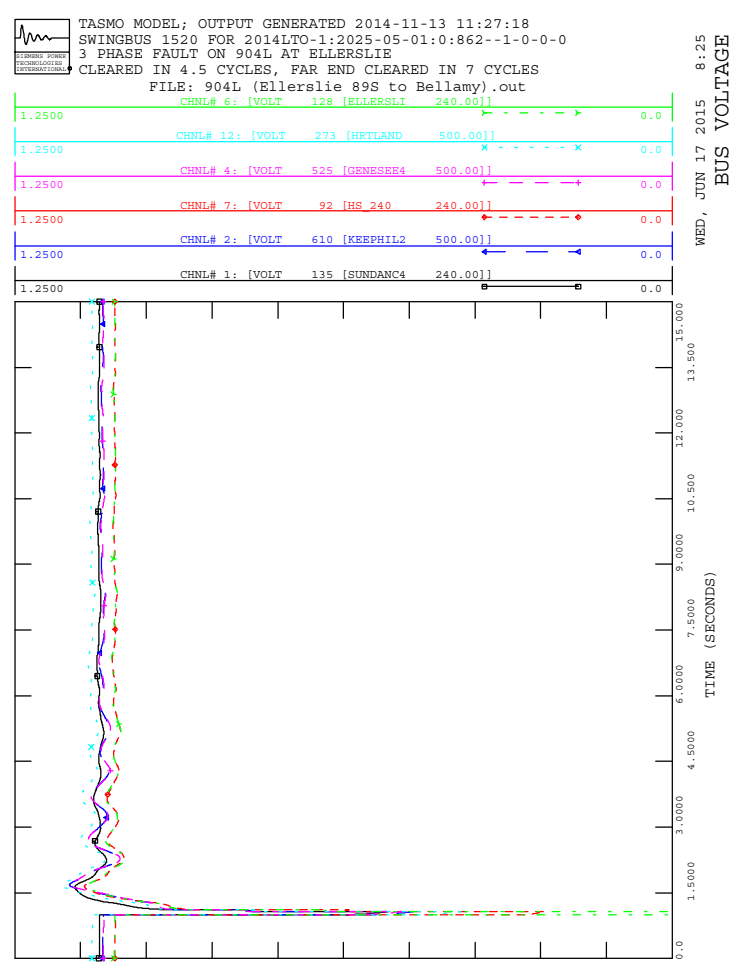
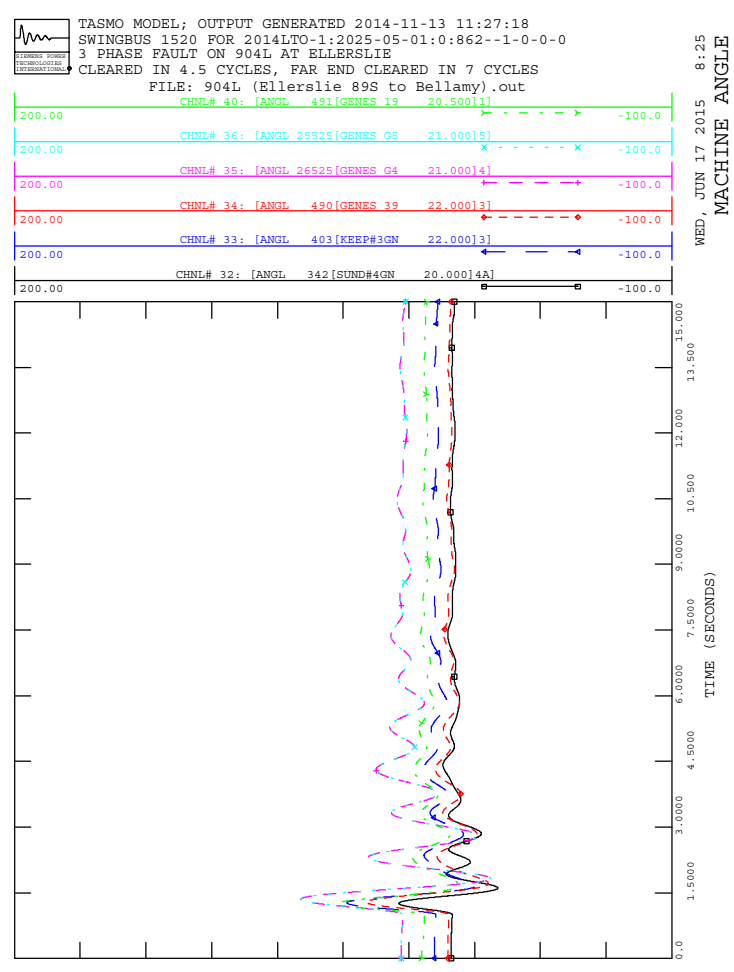
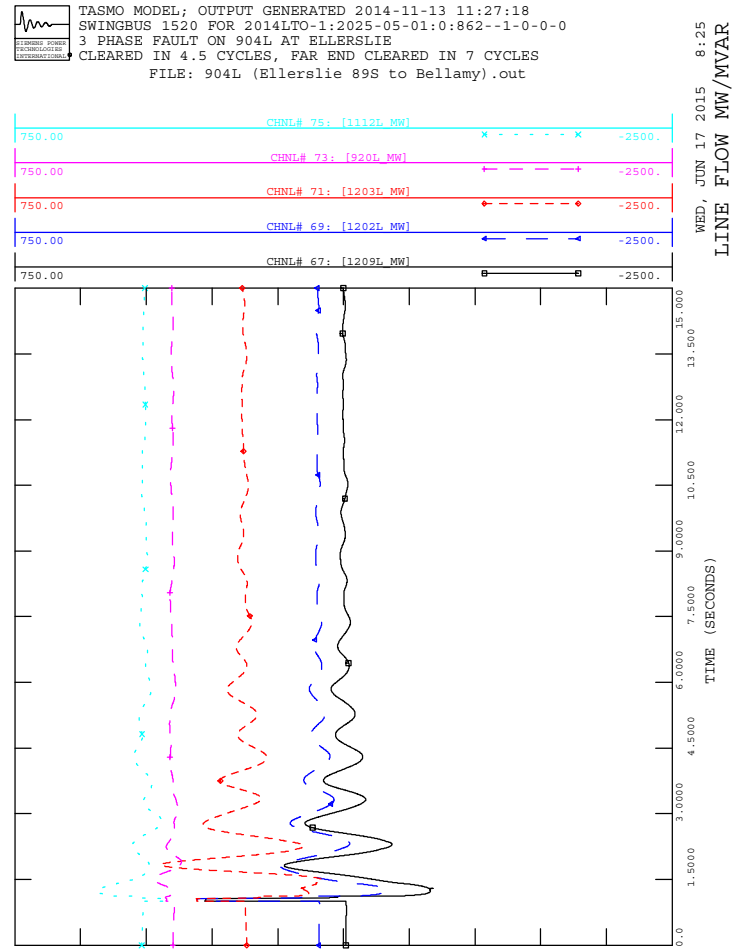
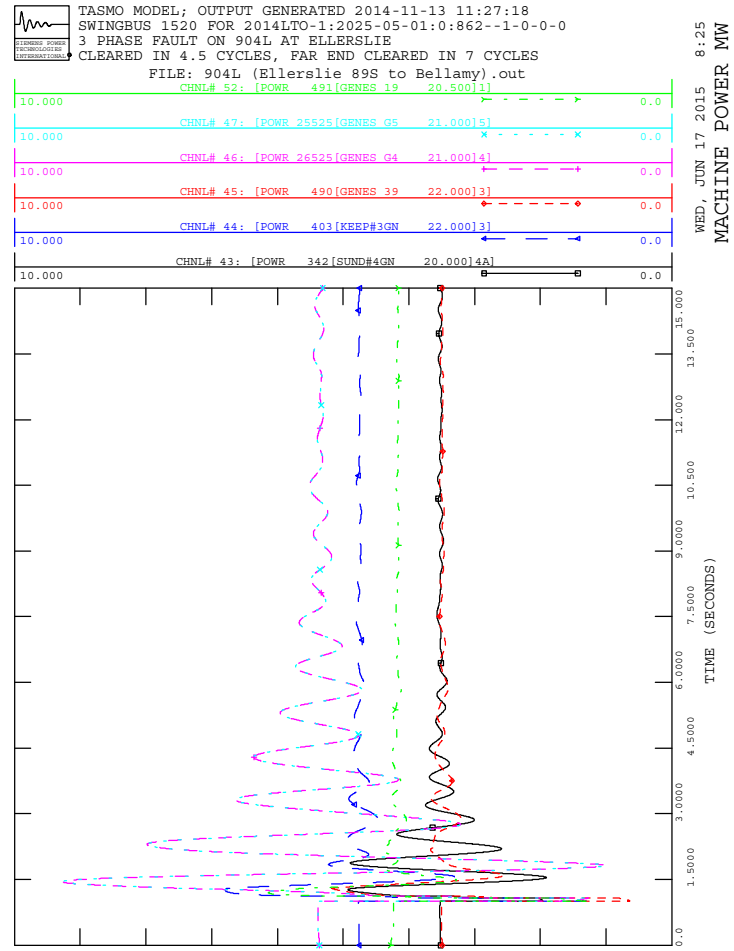
8:25
 WED, JUN 17 2015
 MACHINE ANGLE

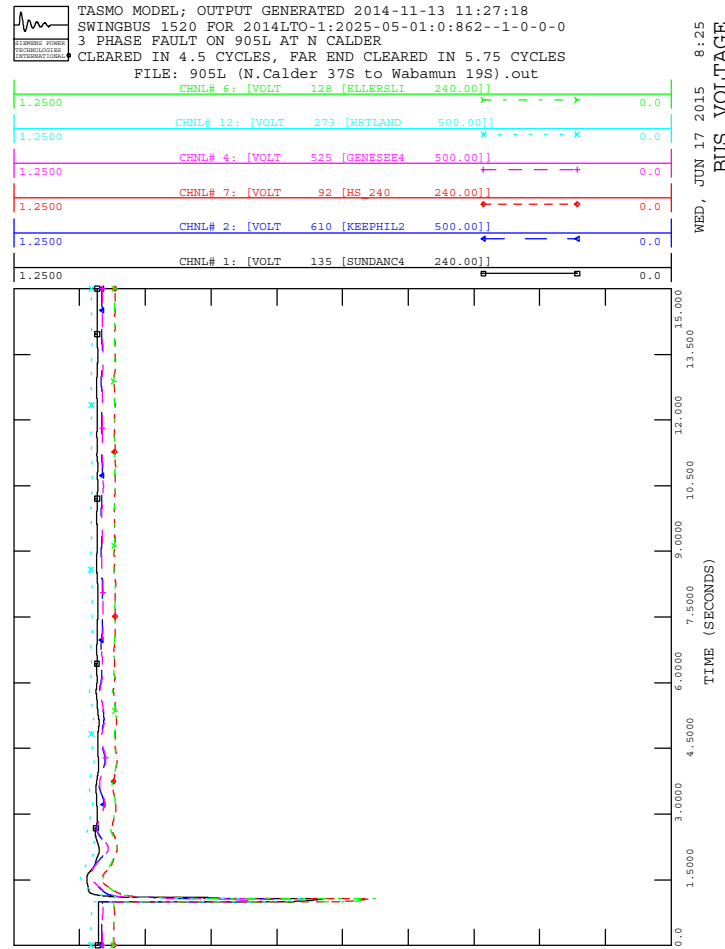
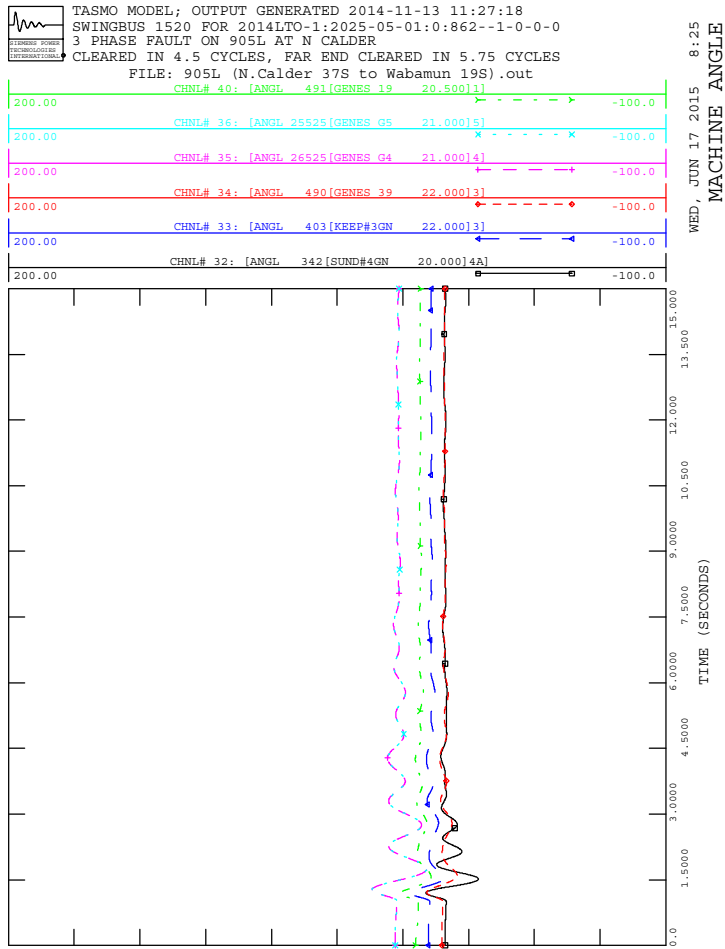
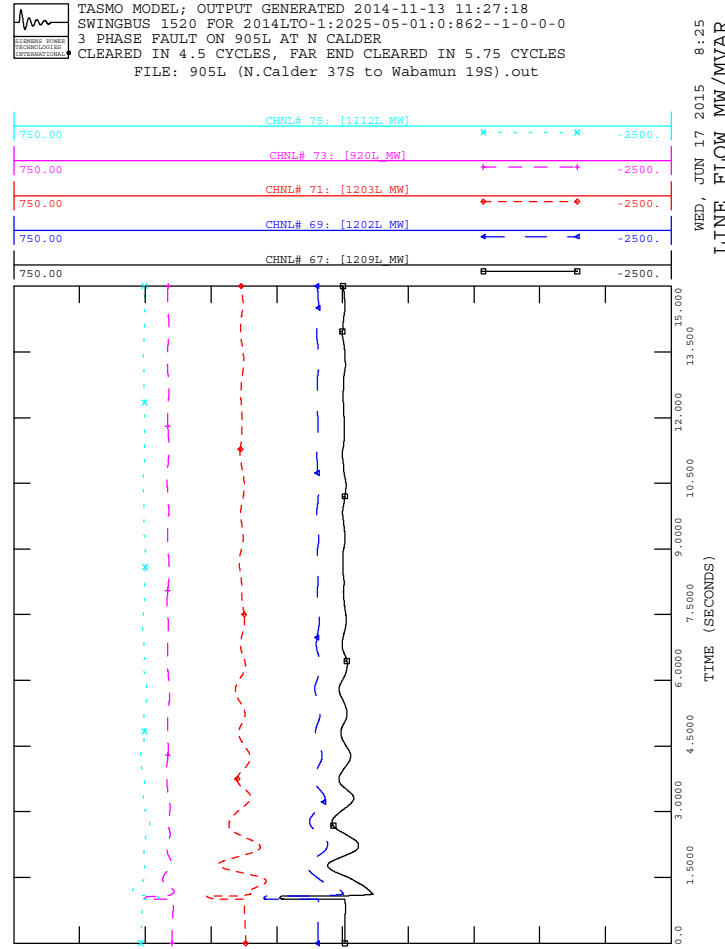
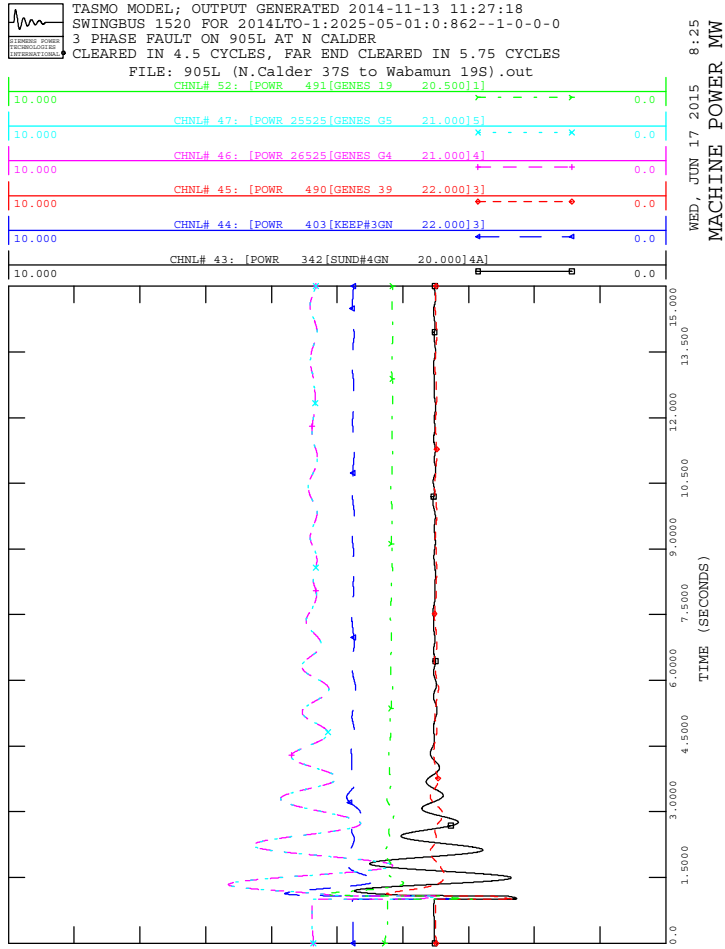


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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



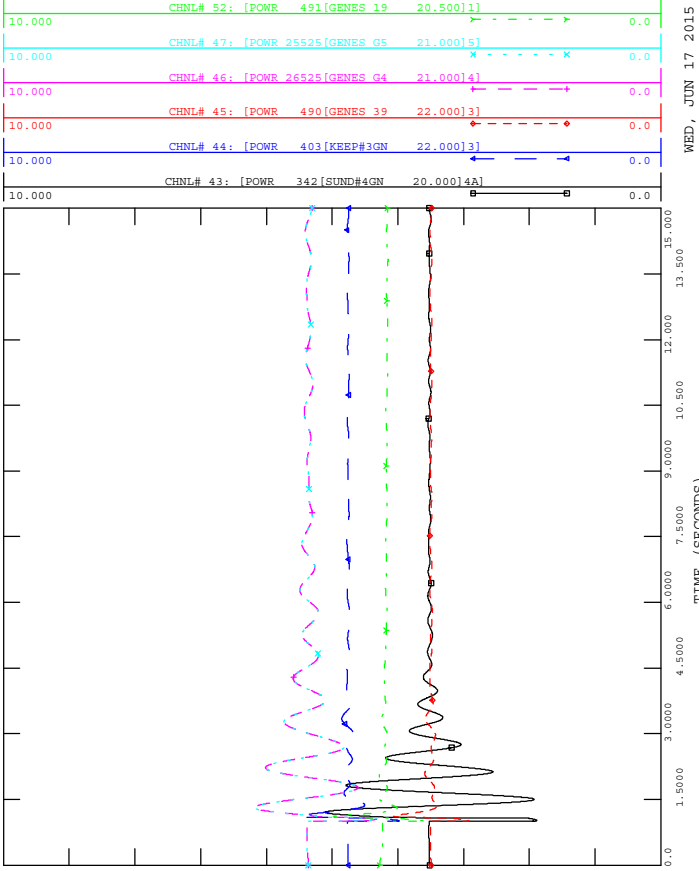
8:25
 WED, JUN 17 2015
 BUS VOLTAGE



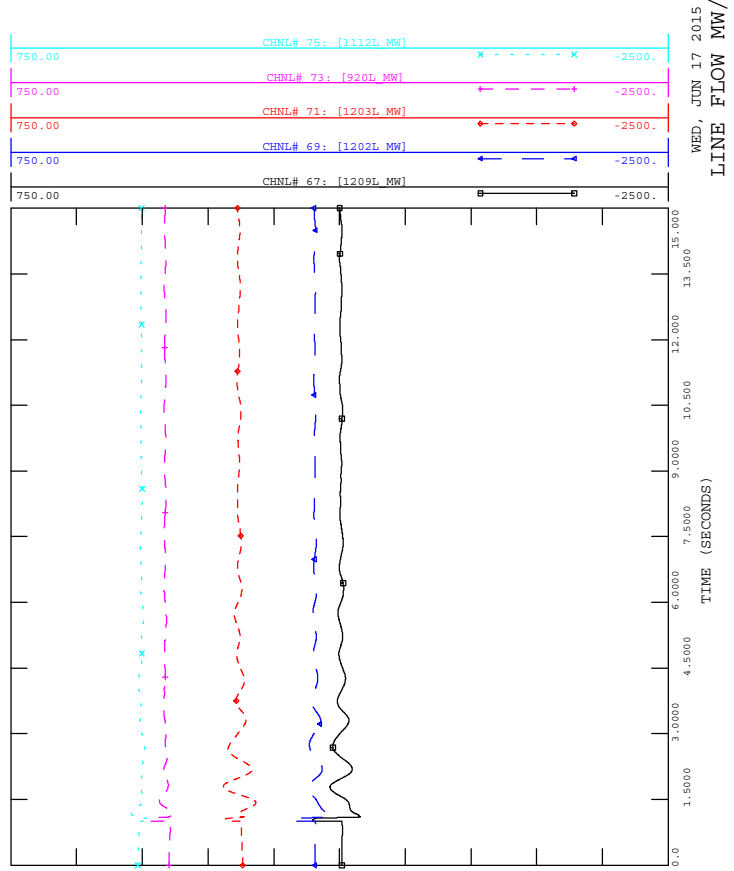




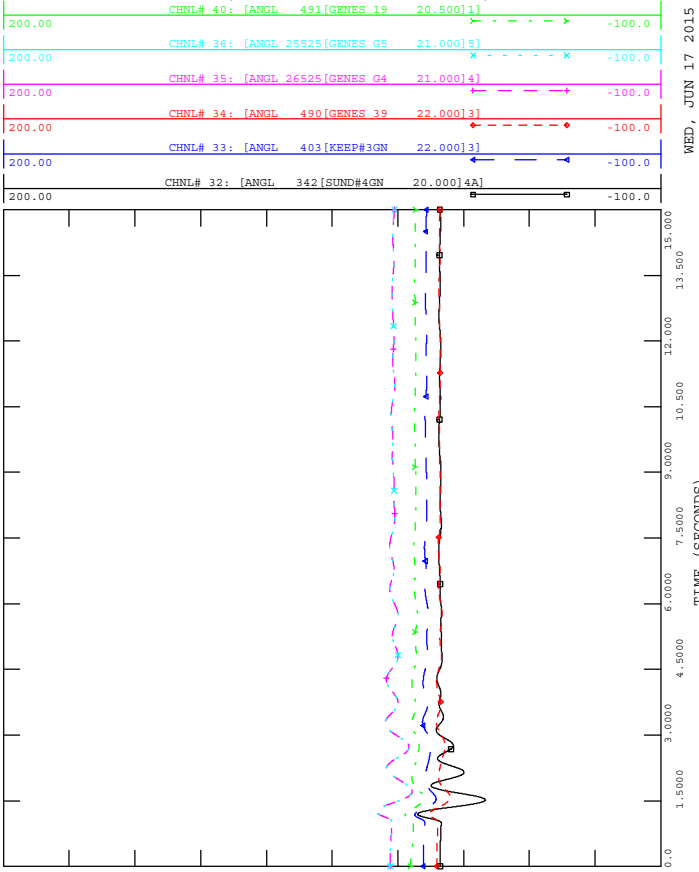
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 905L AT WABAMUN
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (Wabamun 19S to N.Calder 37S).out



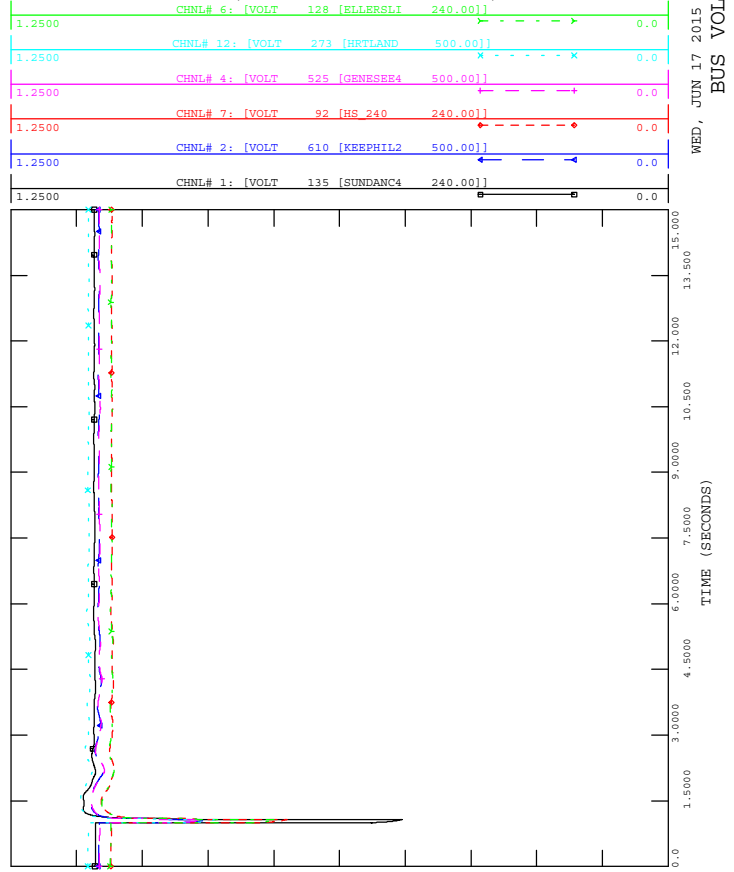
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (Wabamun 19S to N.Calder 37S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 905L AT WABAMUN
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (Wabamun 19S to N.Calder 37S).out

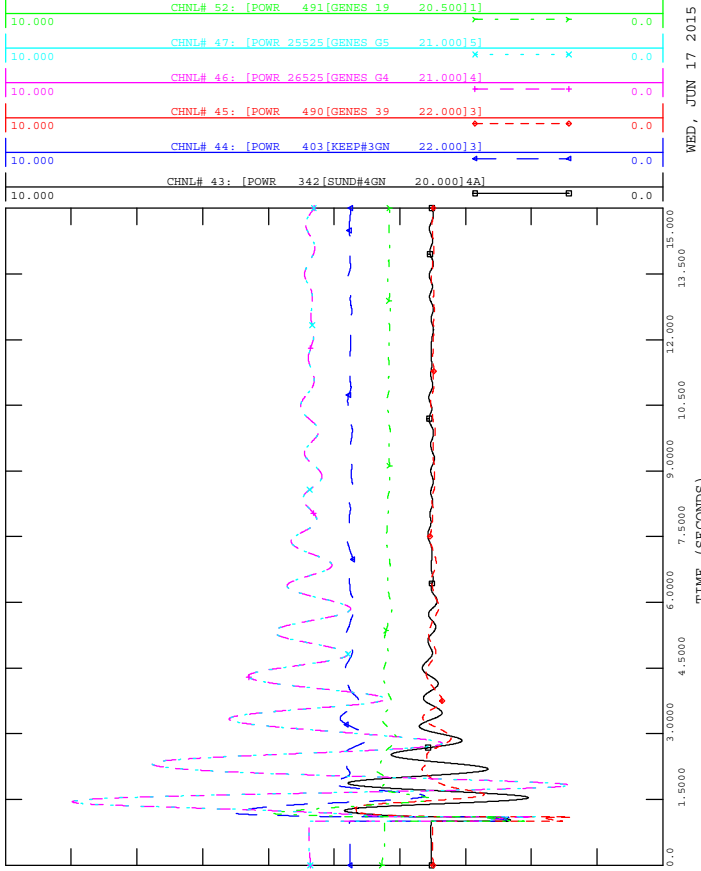


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 905L AT WABAMUN
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (Wabamun 19S to N.Calder 37S).out

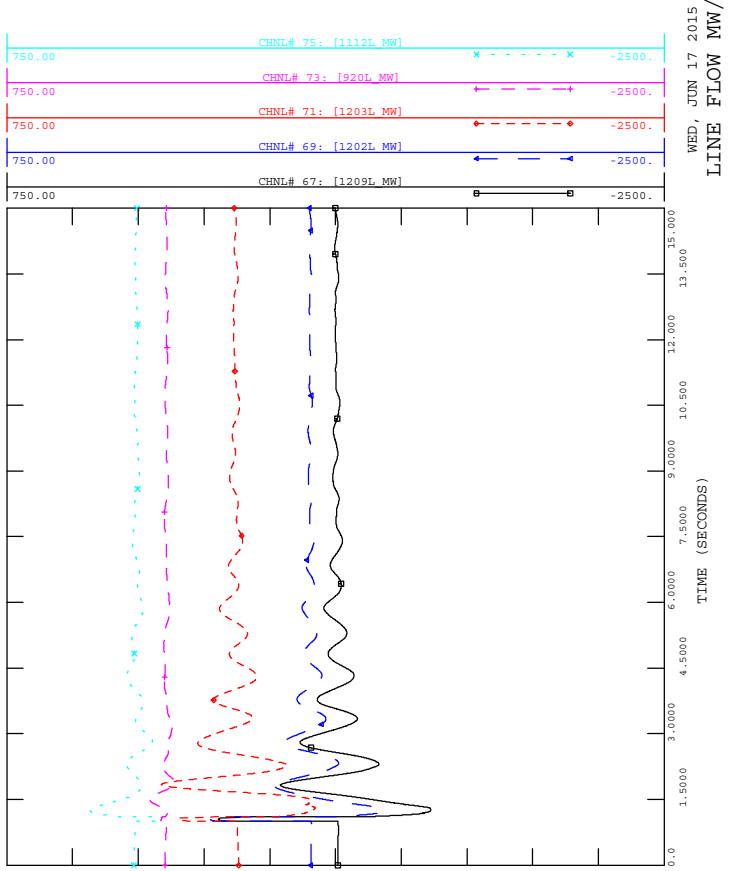




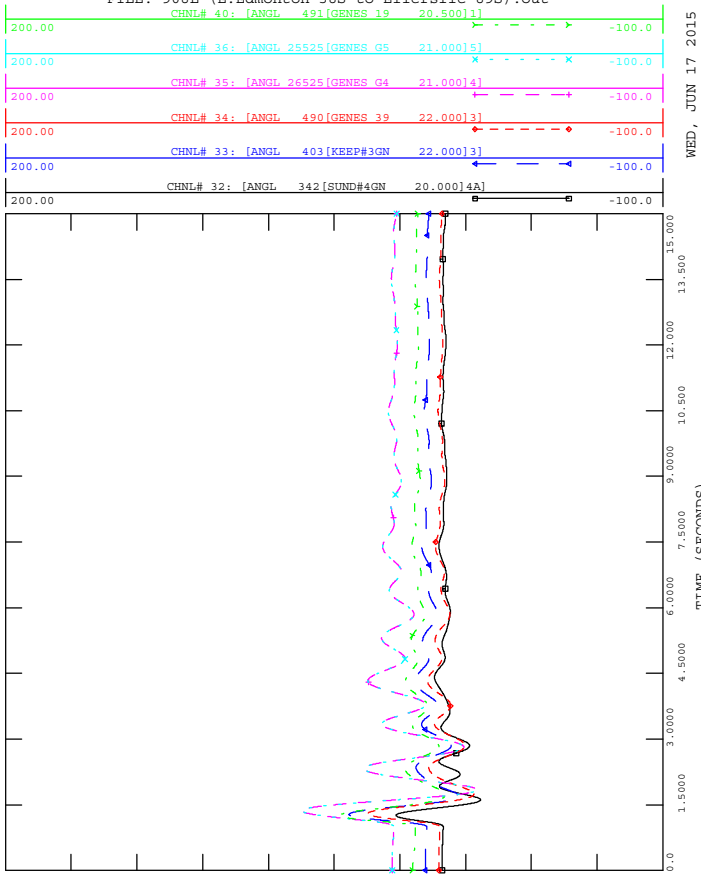
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



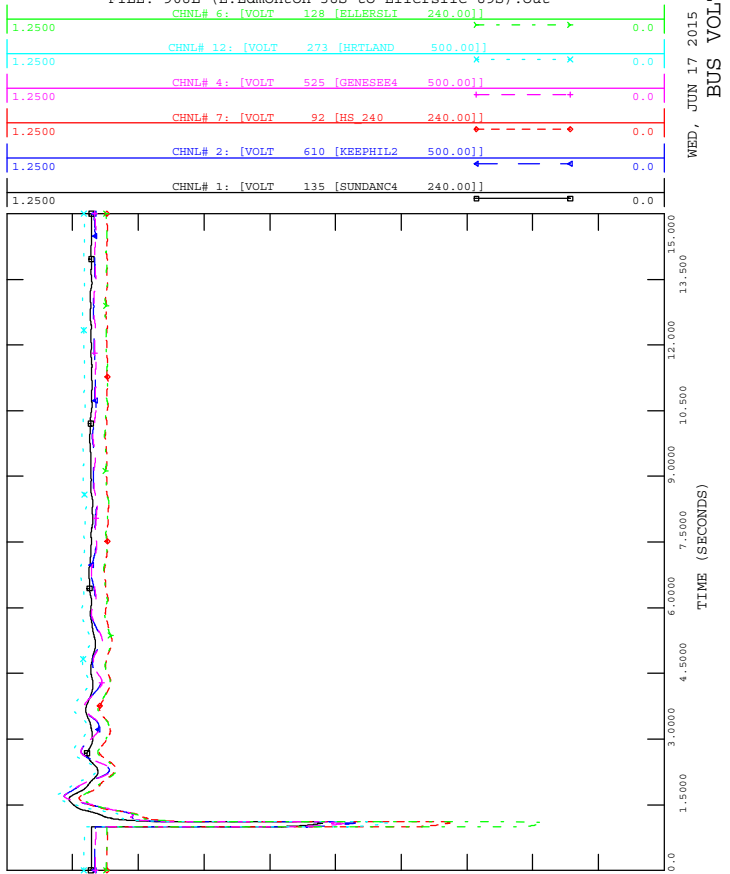
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 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out

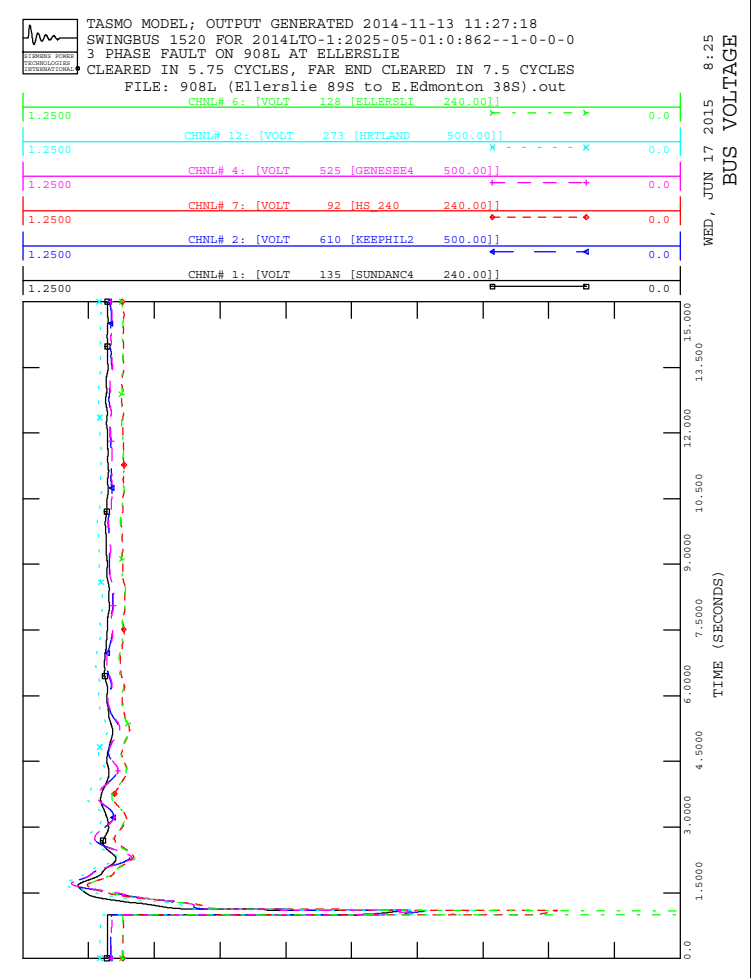
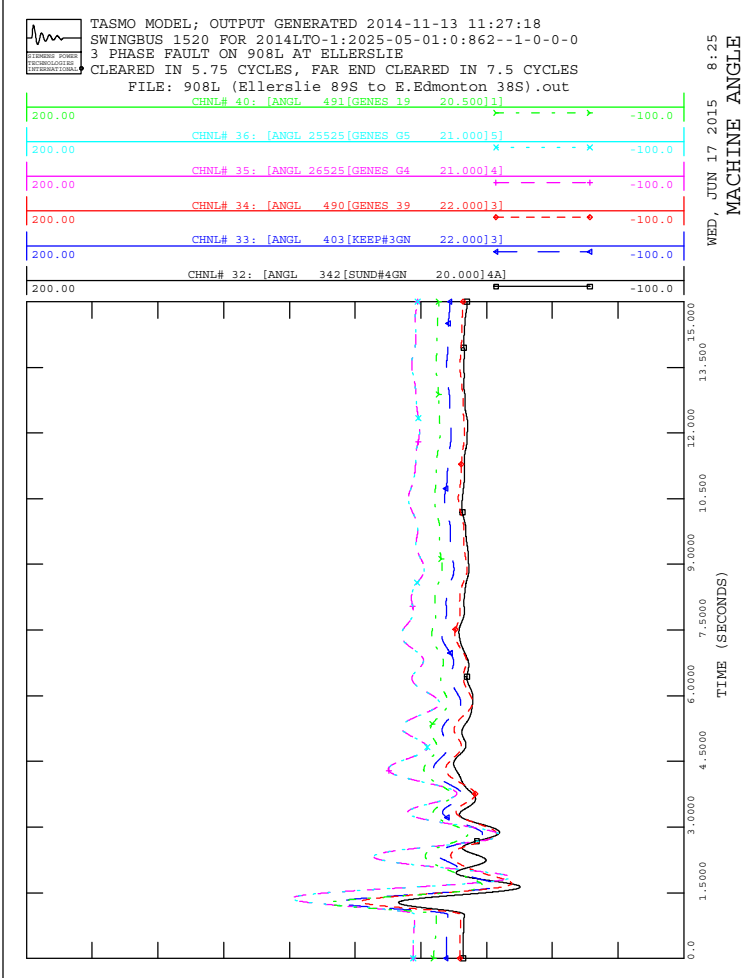
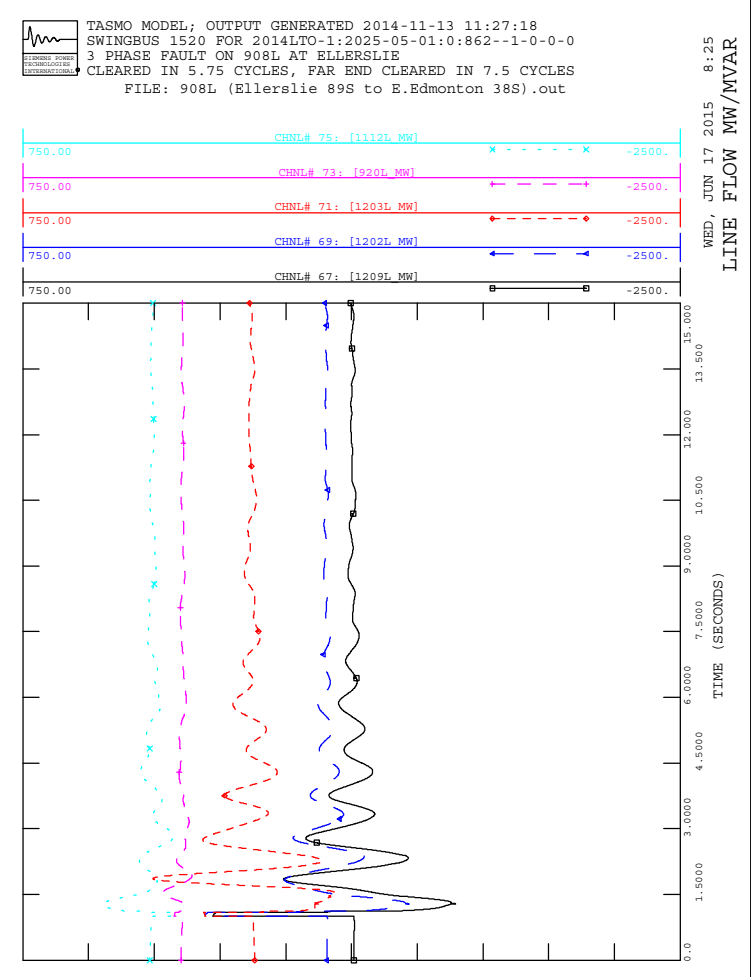
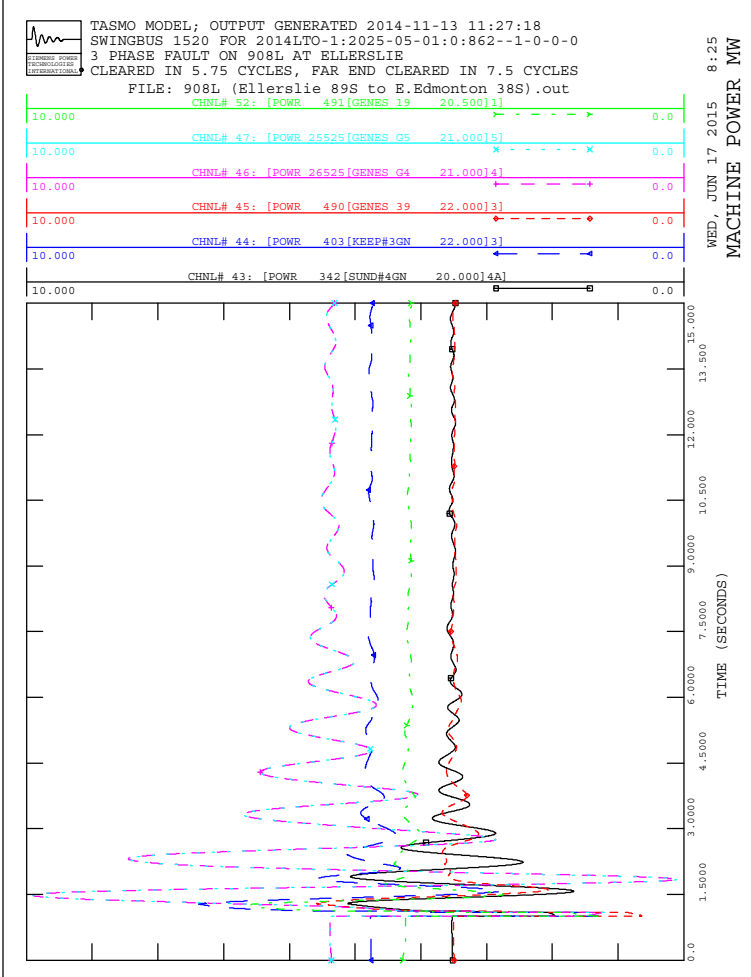


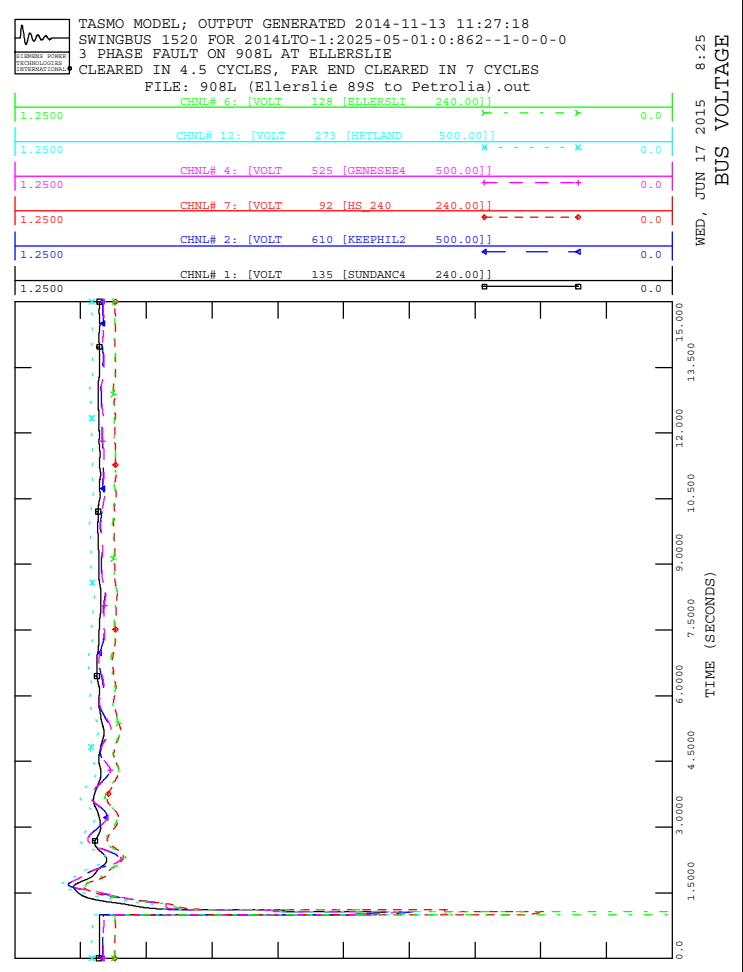
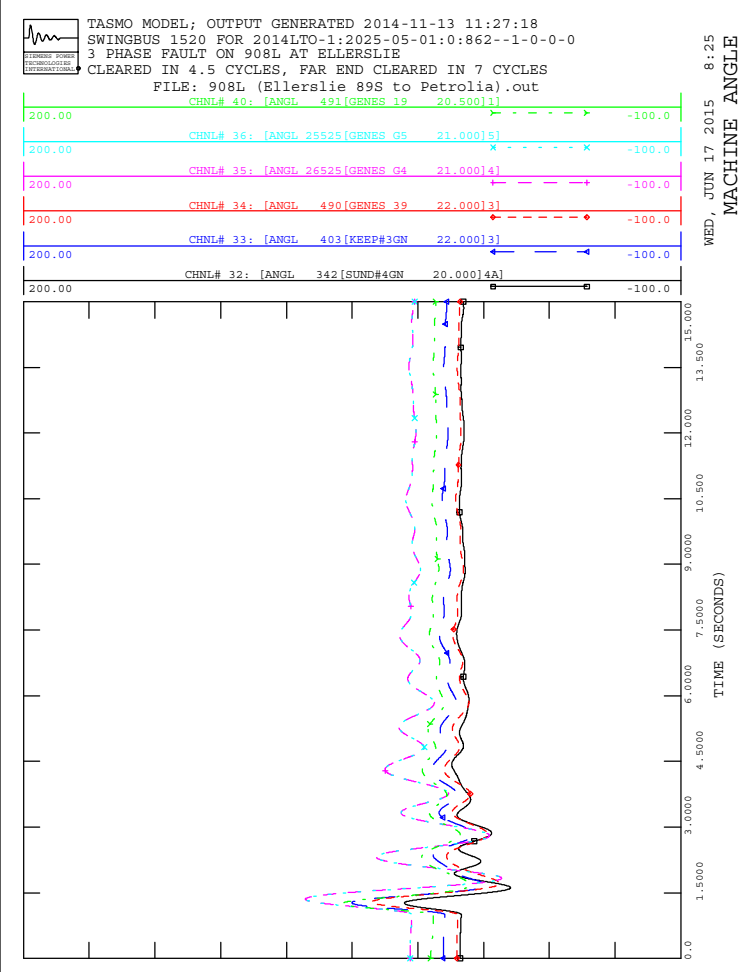
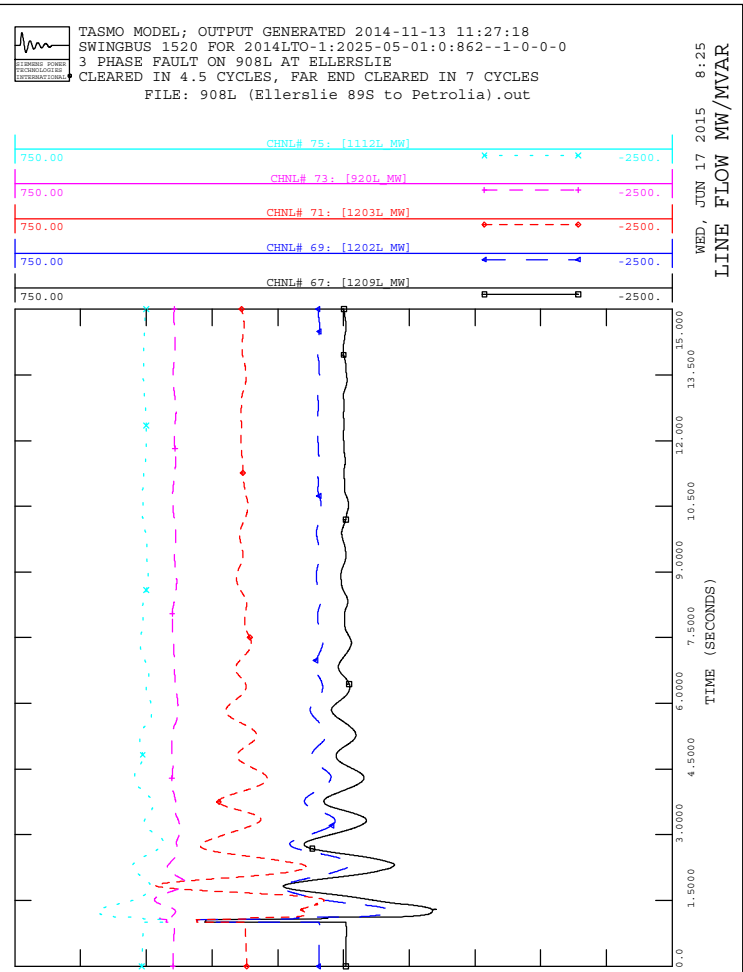
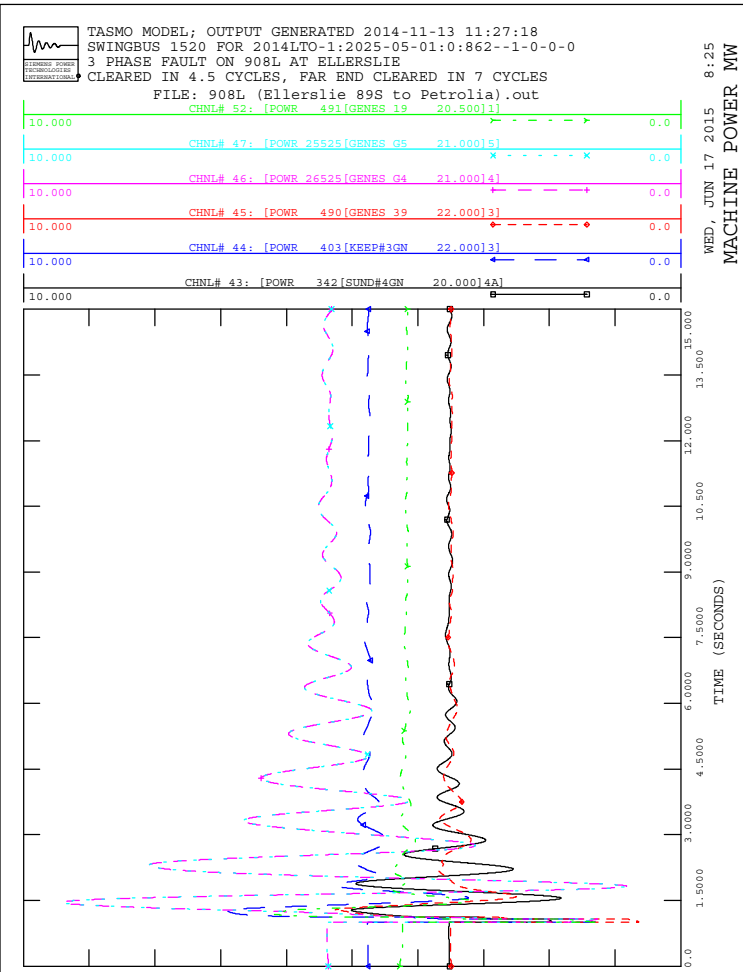
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



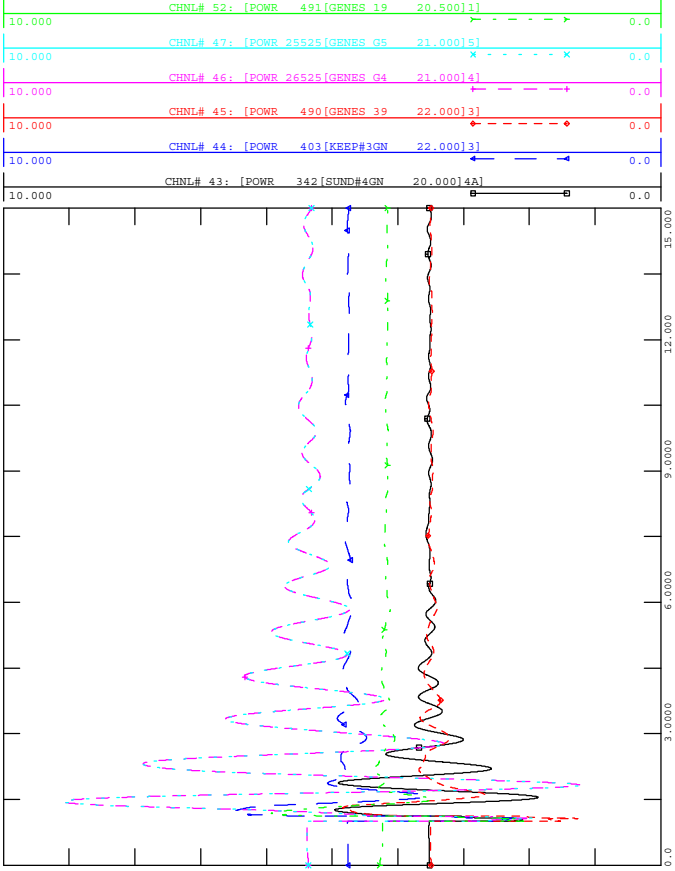






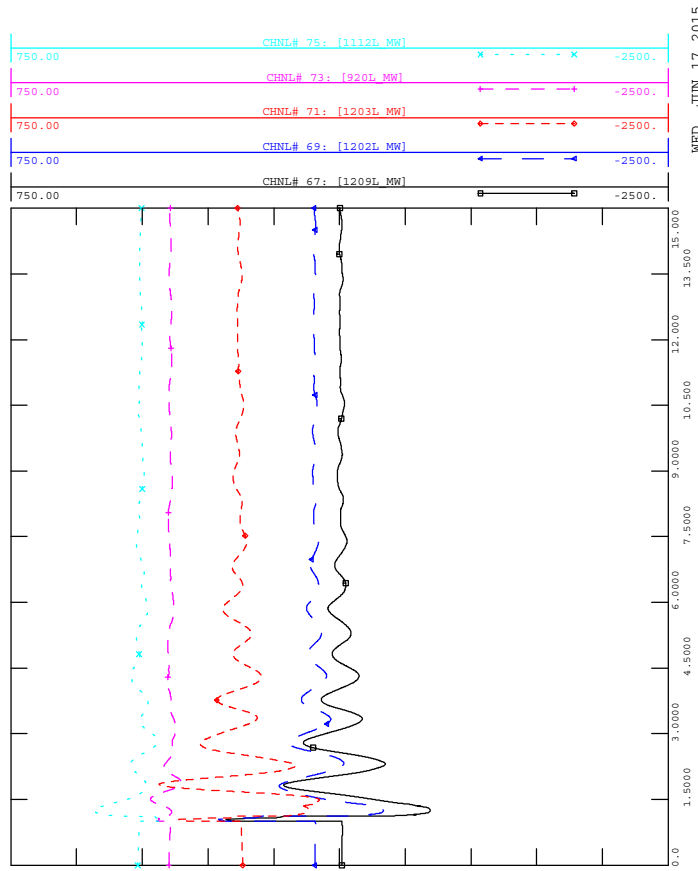
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out

8:25
 WED, JUN 17 2015
 MACHINE POWER MW



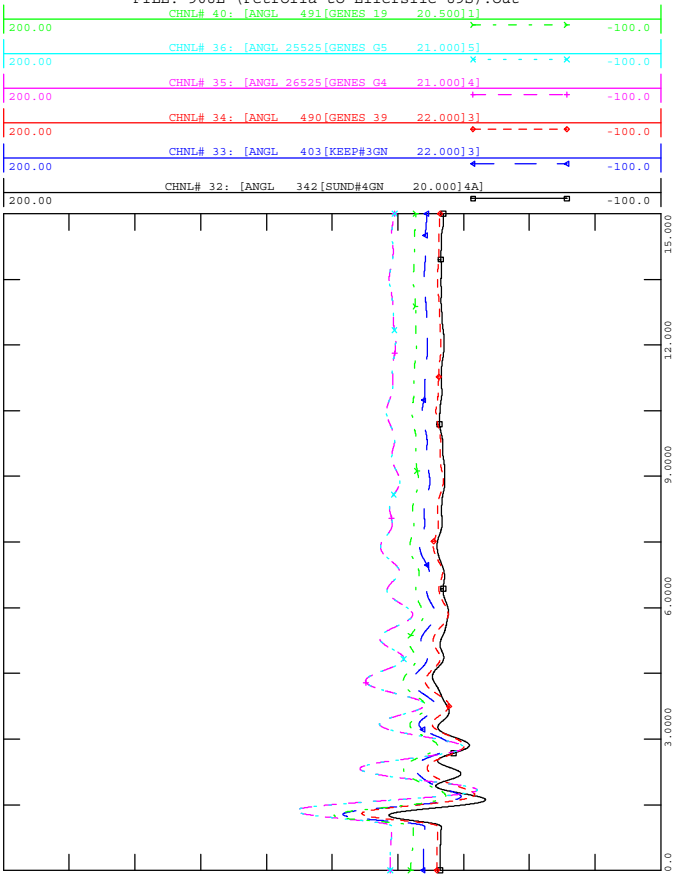
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 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out

8:25
 WED, JUN 17 2015
 LINE FLOW MW/MVAR



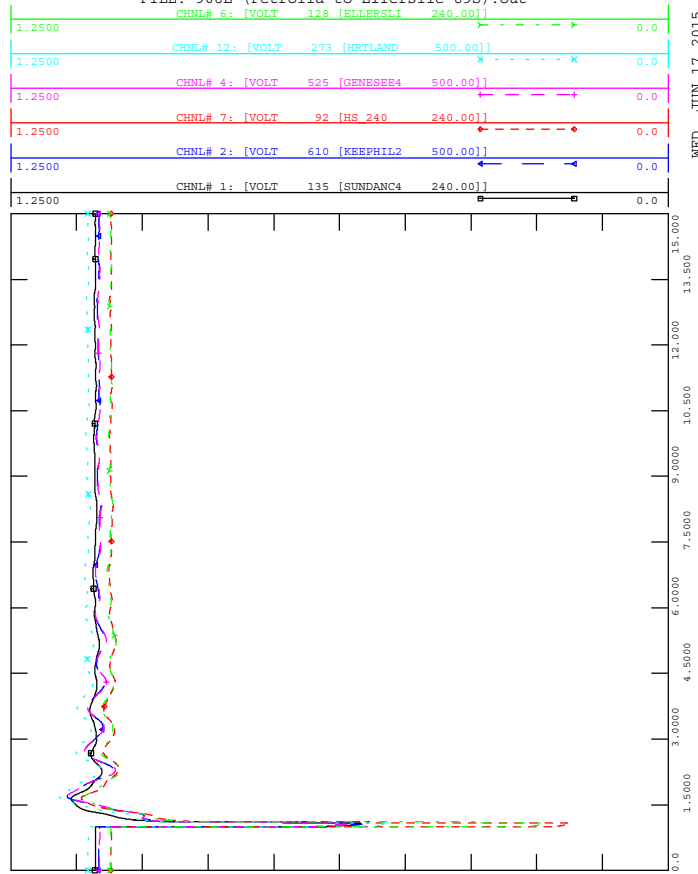
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 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out

8:25
 WED, JUN 17 2015
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out

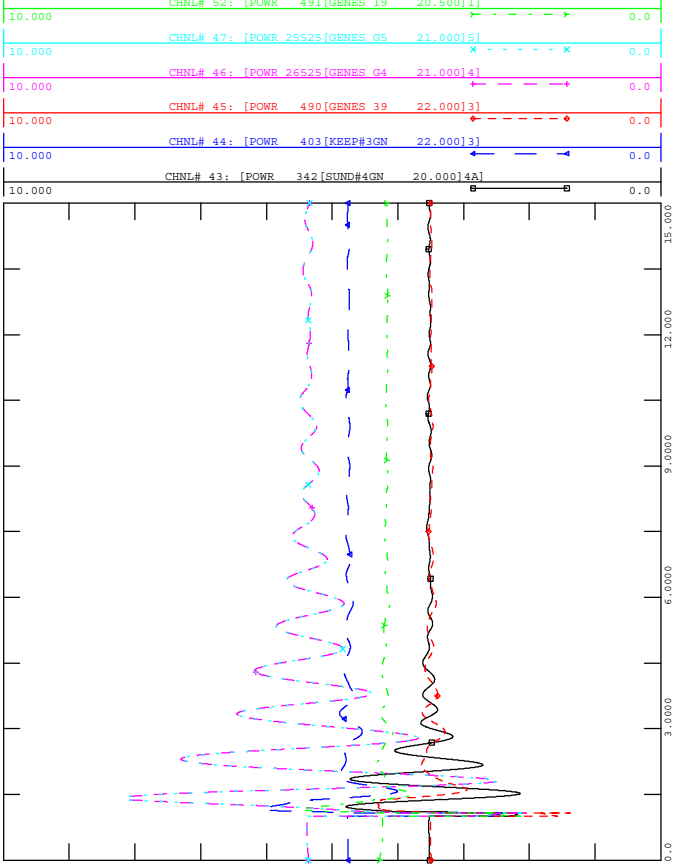
8:25
 WED, JUN 17 2015
 BUS VOLTAGE





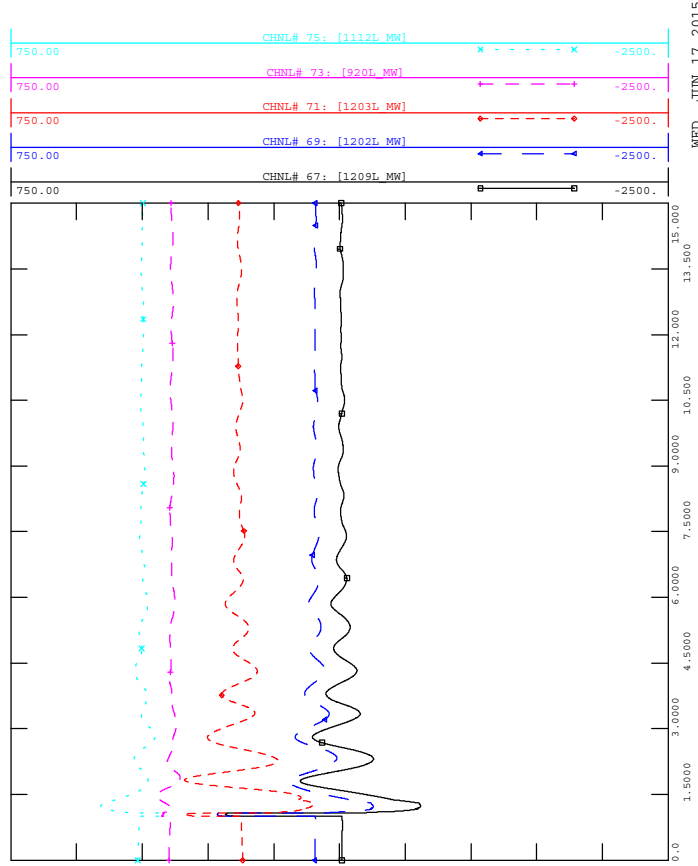
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 SWINGBUS 1520 FOR 2014LTO-1;2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L AT DOME
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out

WED, JUN 17 2015 8:26
 MACHINE POWER MW



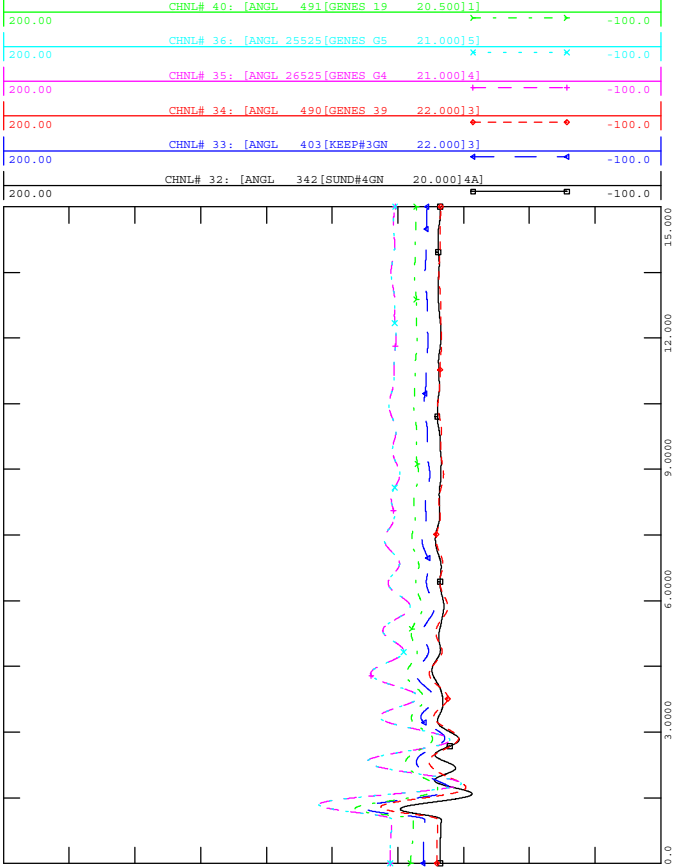
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 3 PHASE FAULT ON 909L AT DOME
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out

WED, JUN 17 2015 8:26
 LINE FLOW MW/MVAR



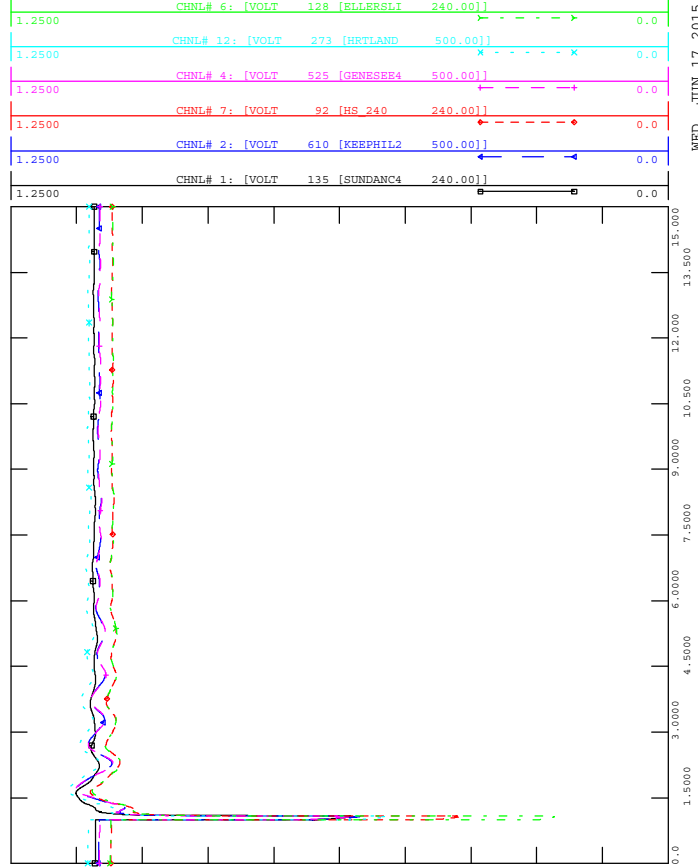
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 3 PHASE FAULT ON 909L AT DOME
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out

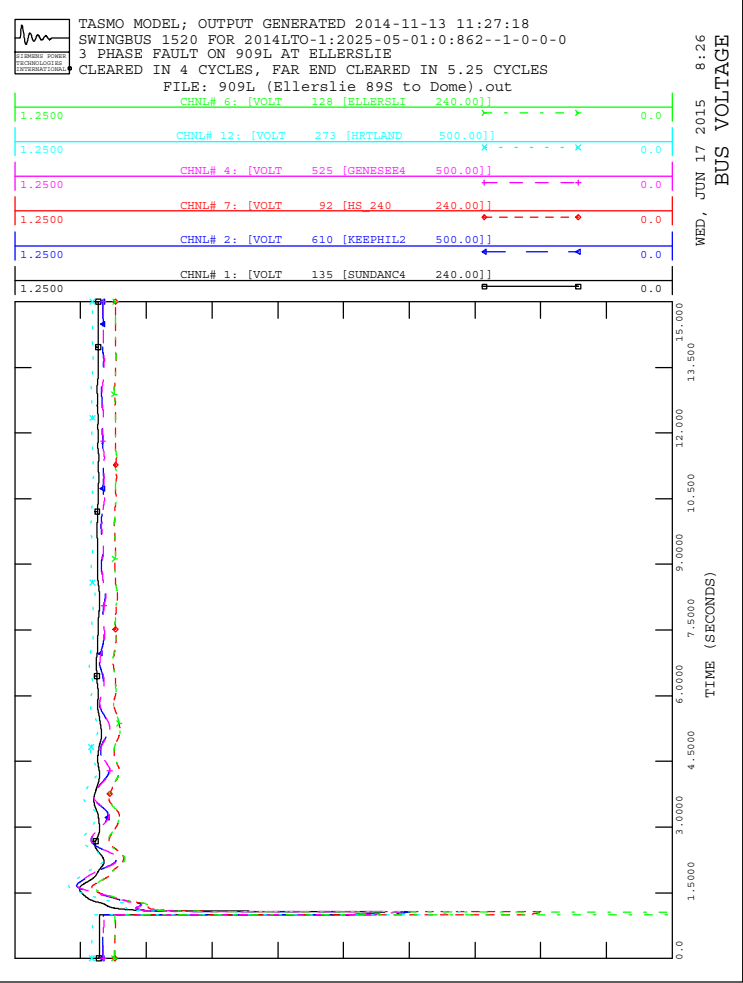
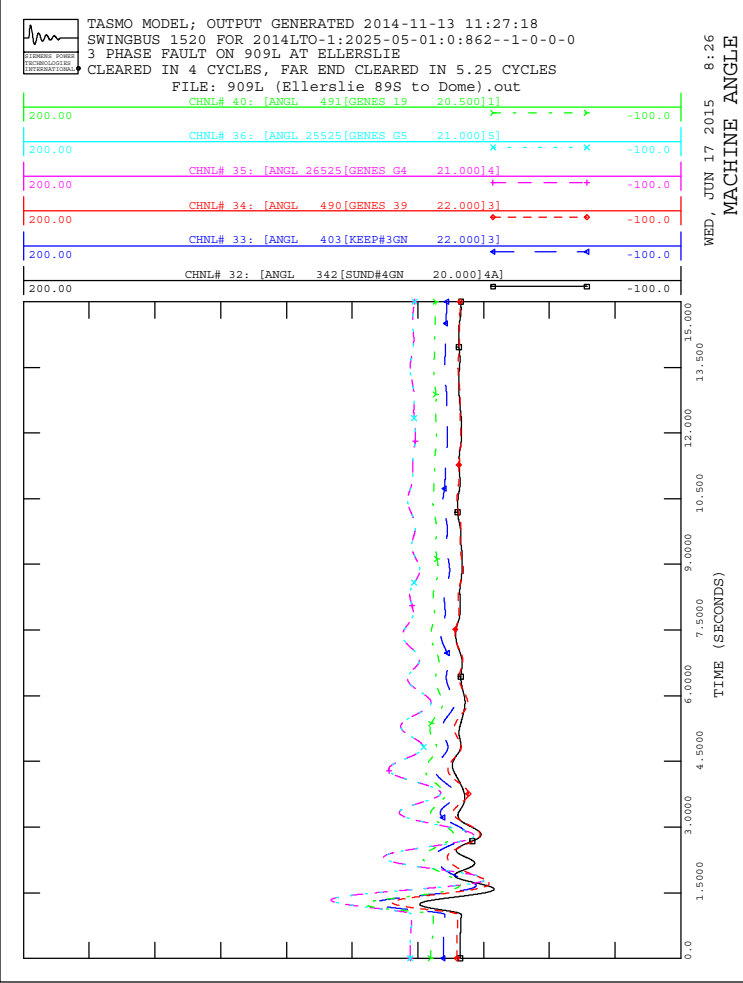
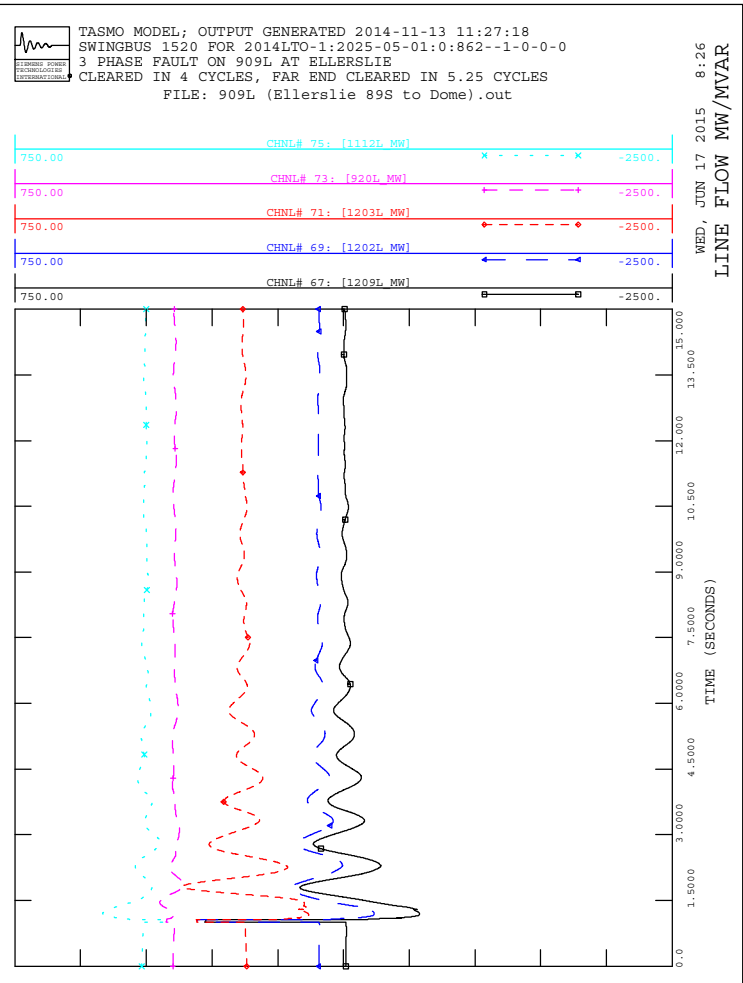
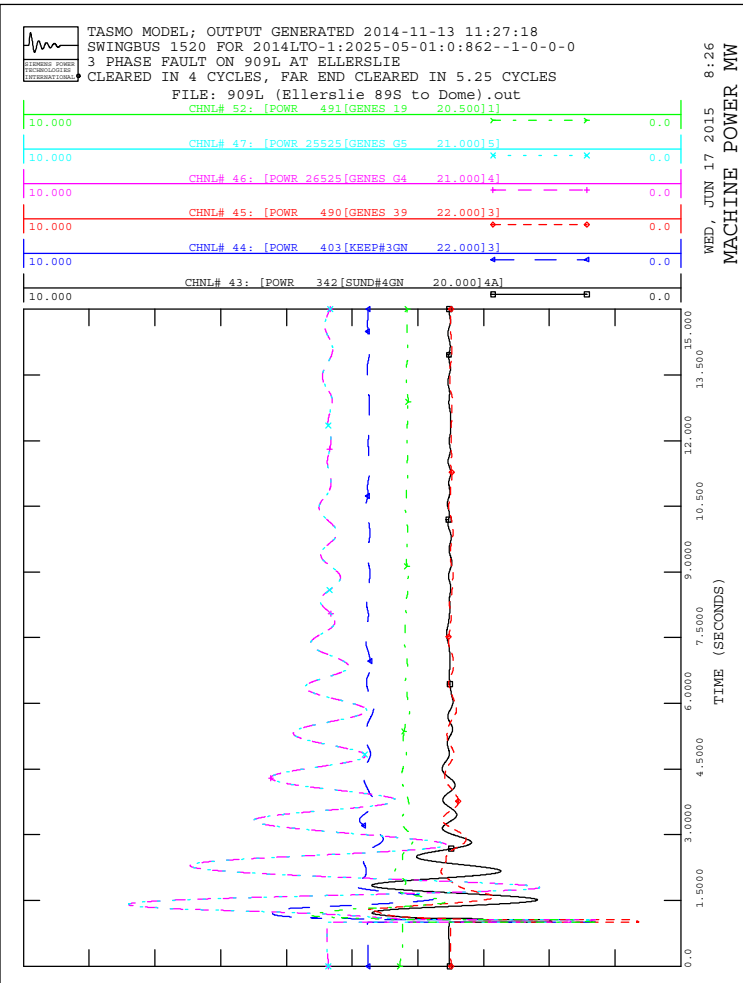
WED, JUN 17 2015 8:26
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1;2025-05-01:0:862--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out

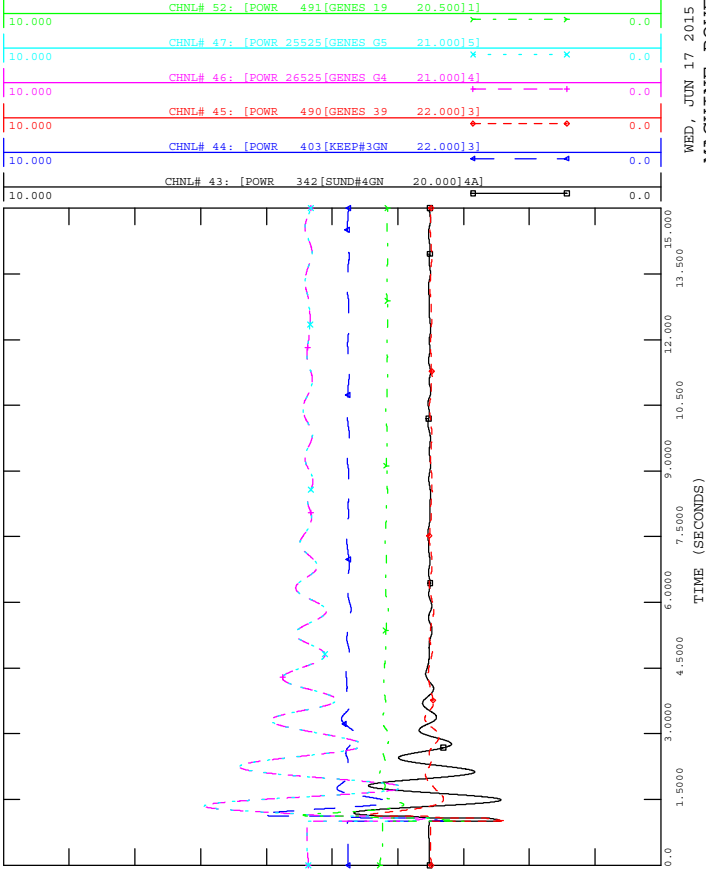
WED, JUN 17 2015 8:26
 BUS VOLTAGE



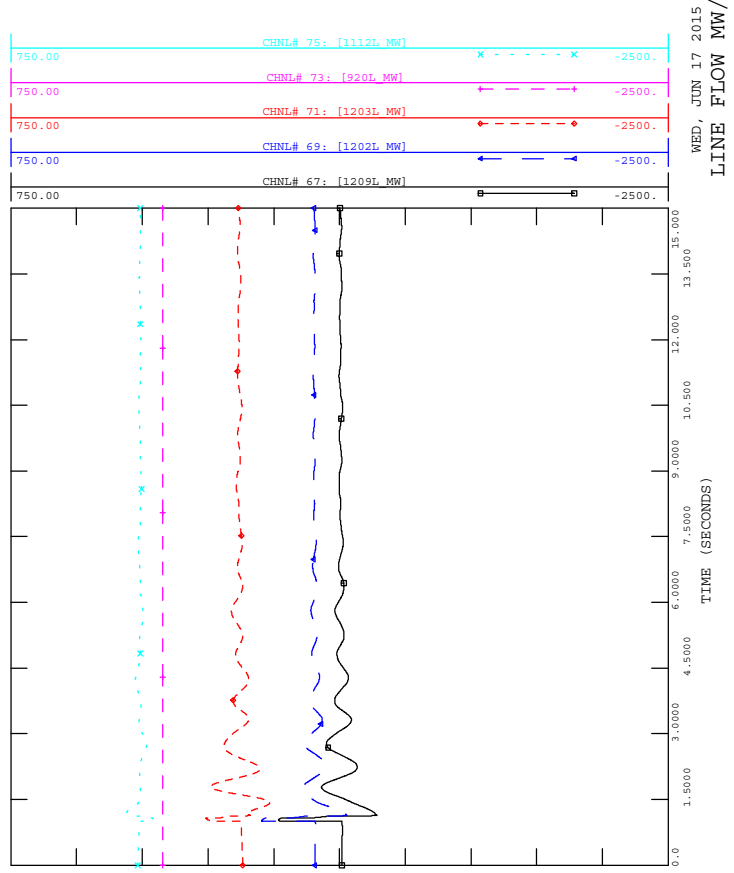




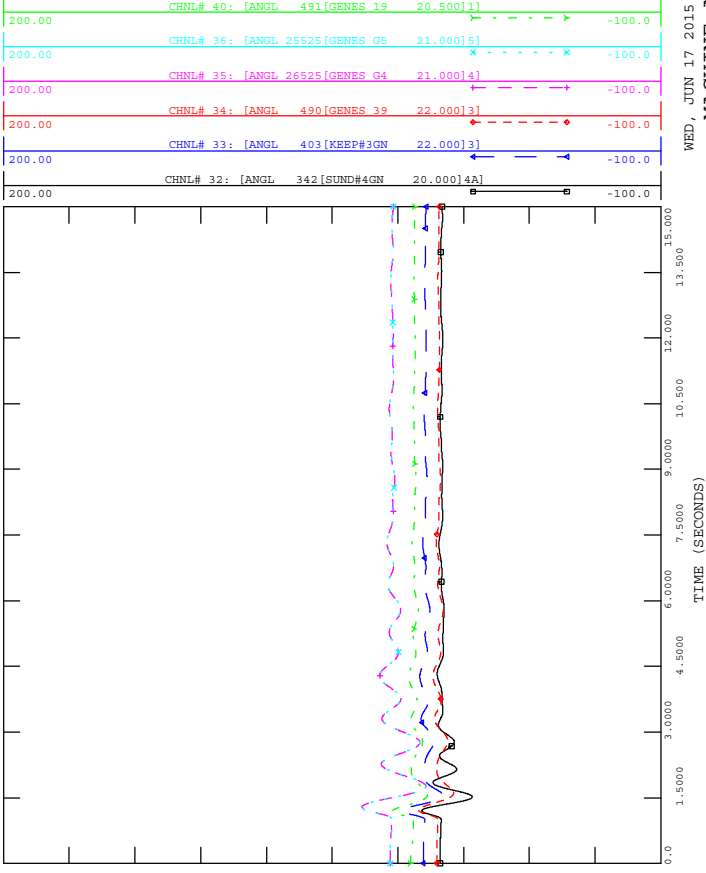
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



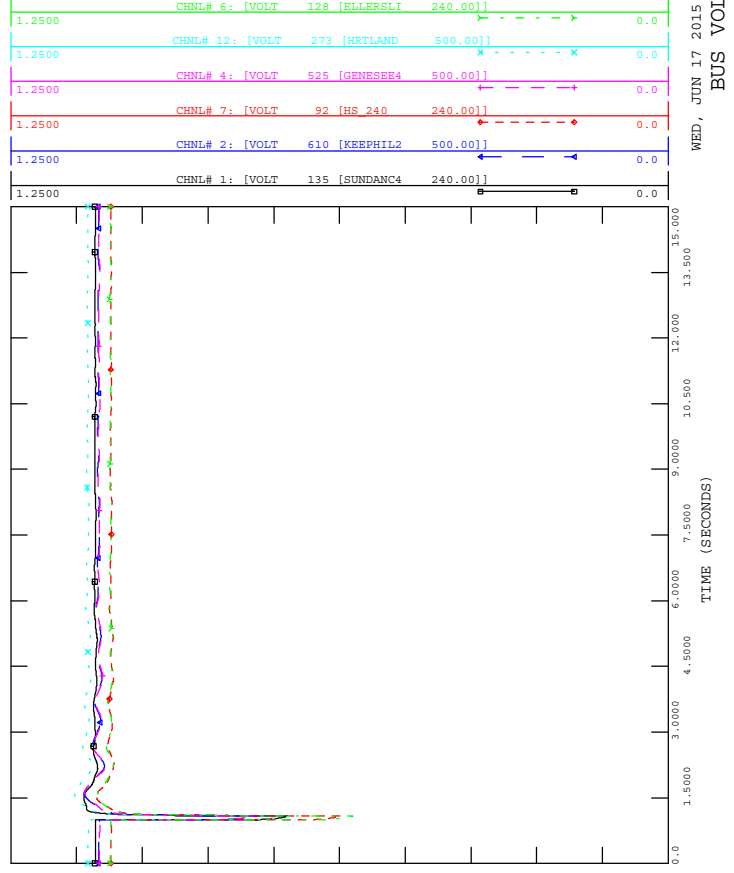
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out

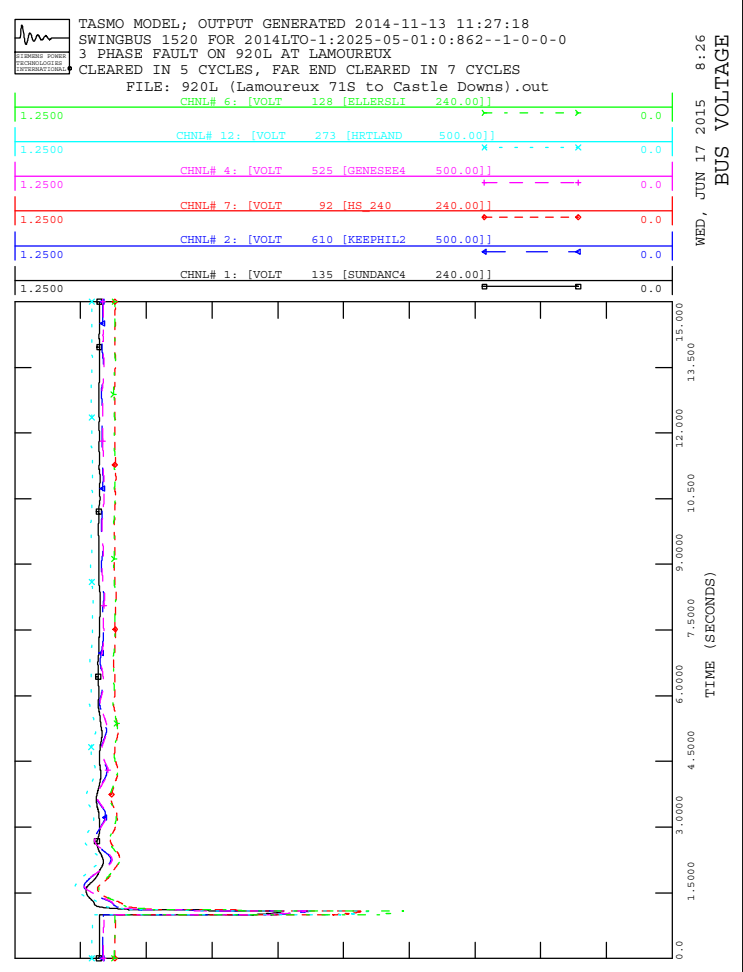
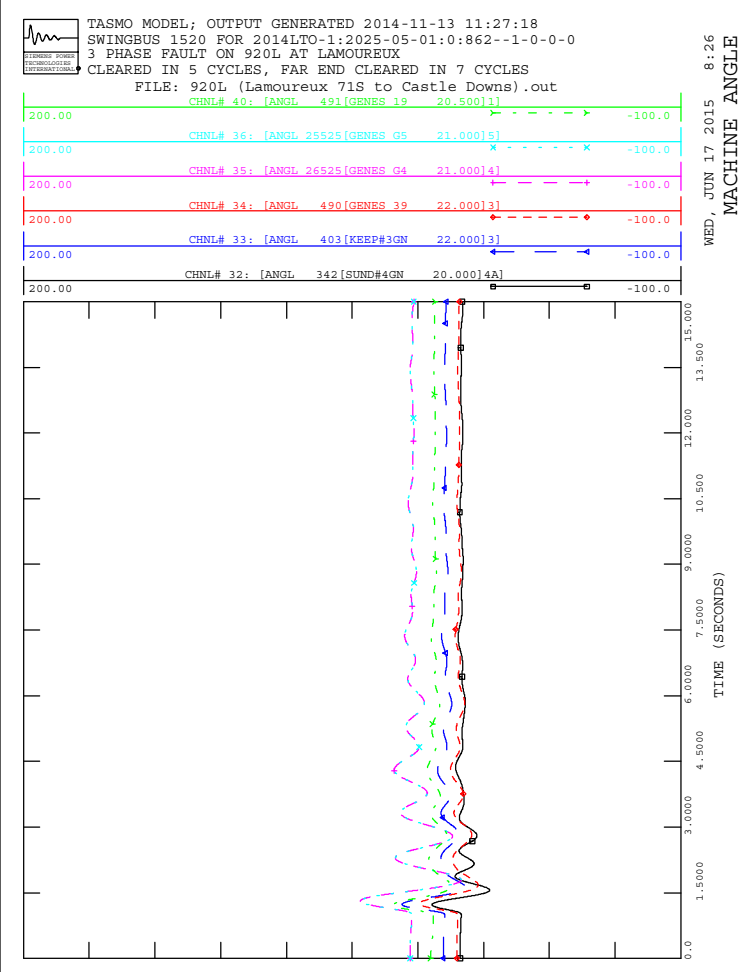
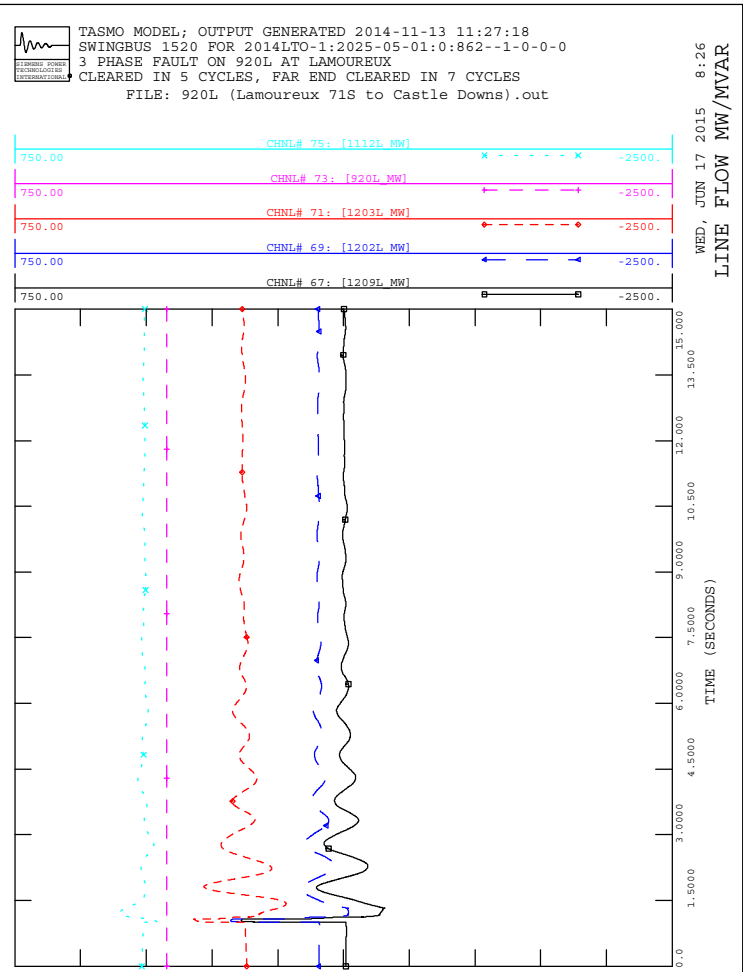
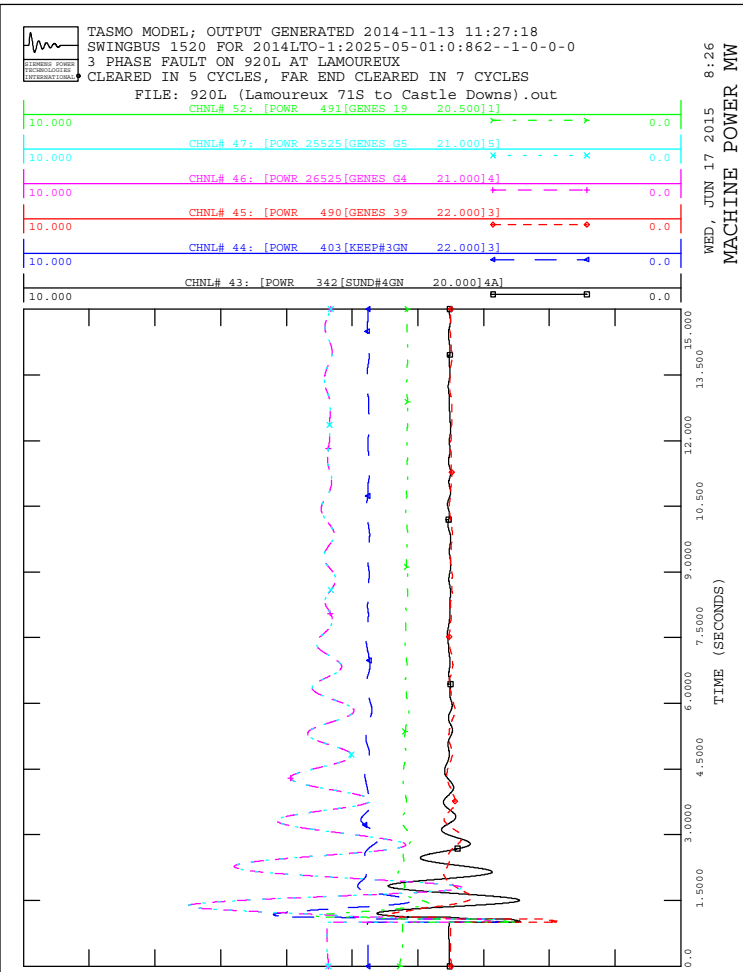


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out

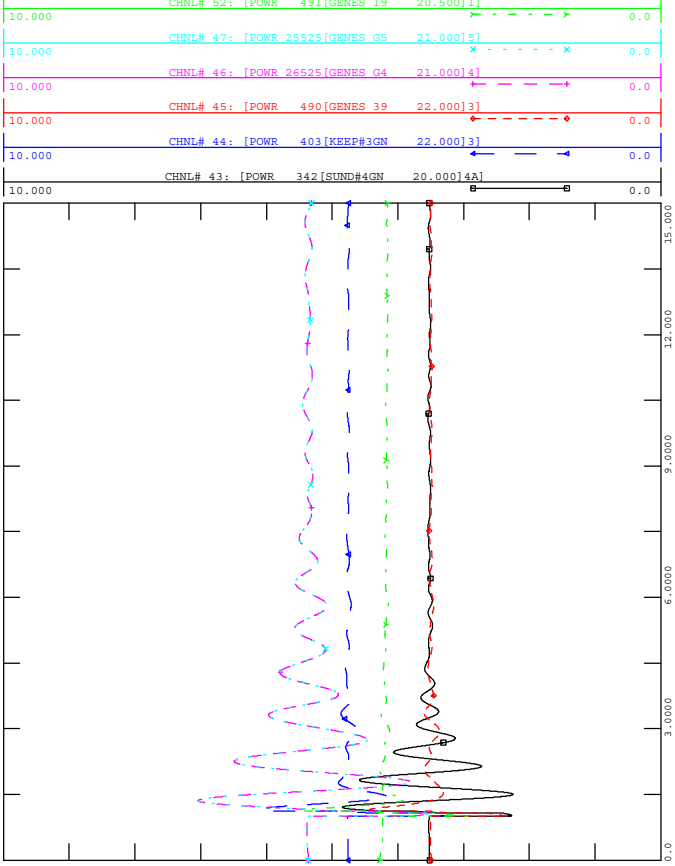






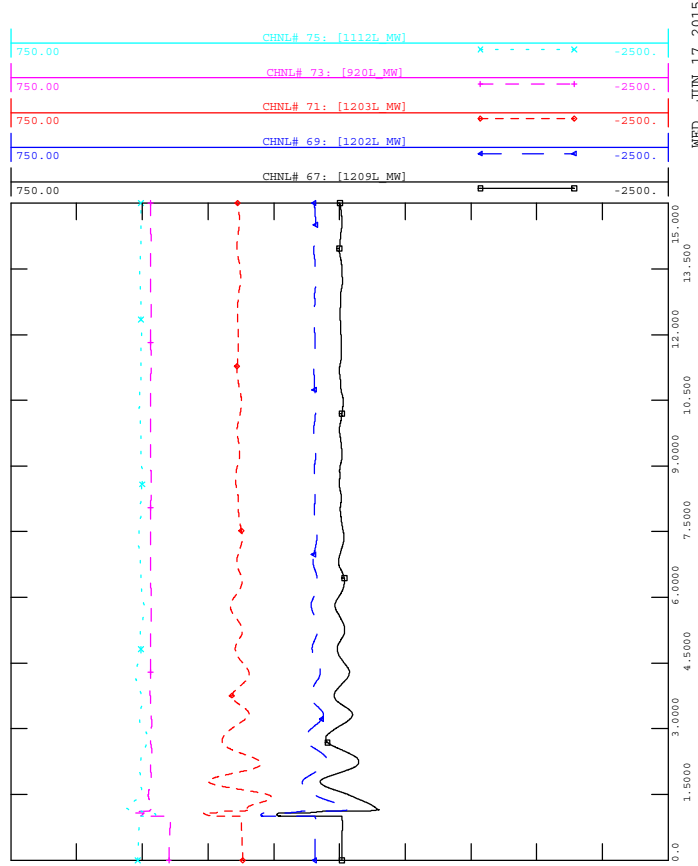
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

WED, JUN 17 2015 8:26
 MACHINE POWER MW



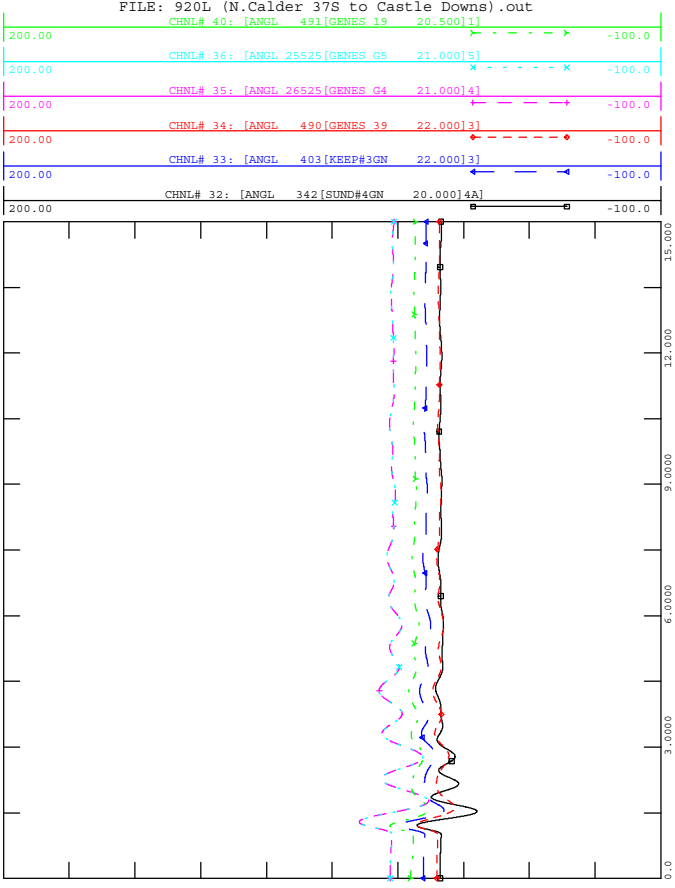
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 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

WED, JUN 17 2015 8:26
 LINE FLOW MW/MVAR



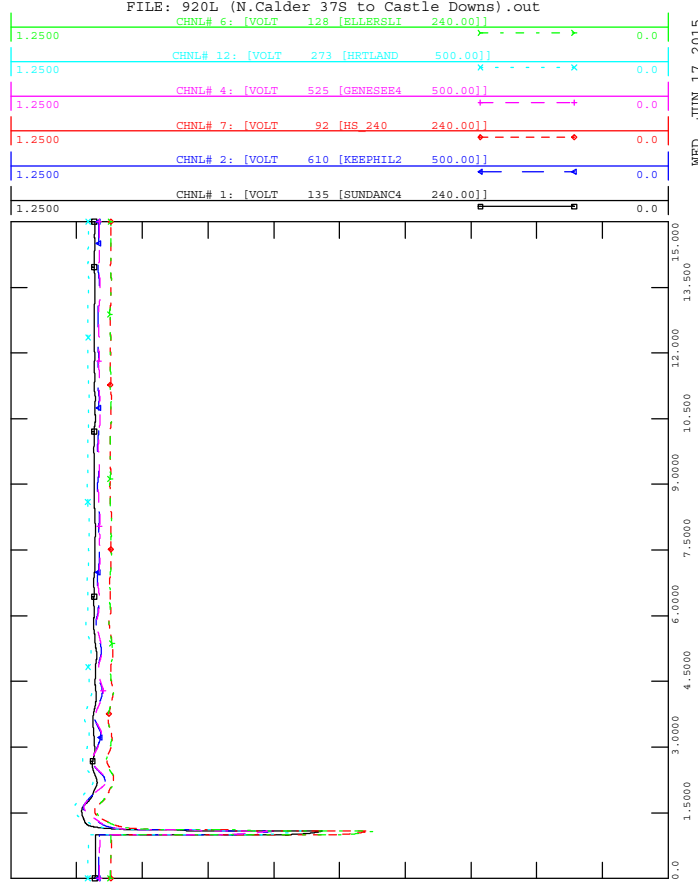
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

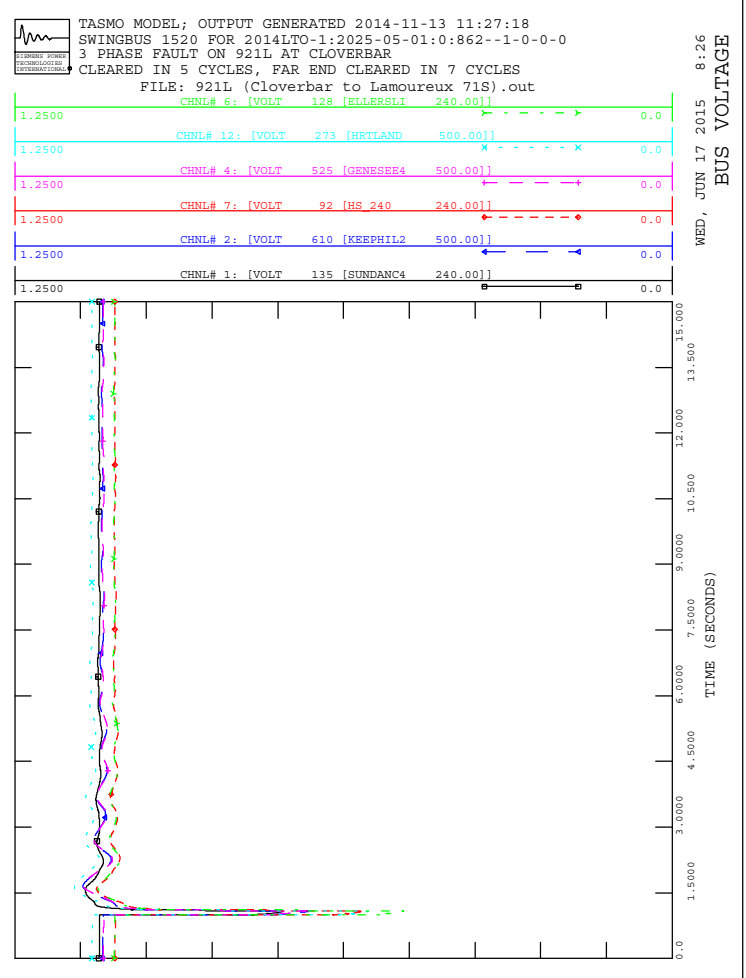
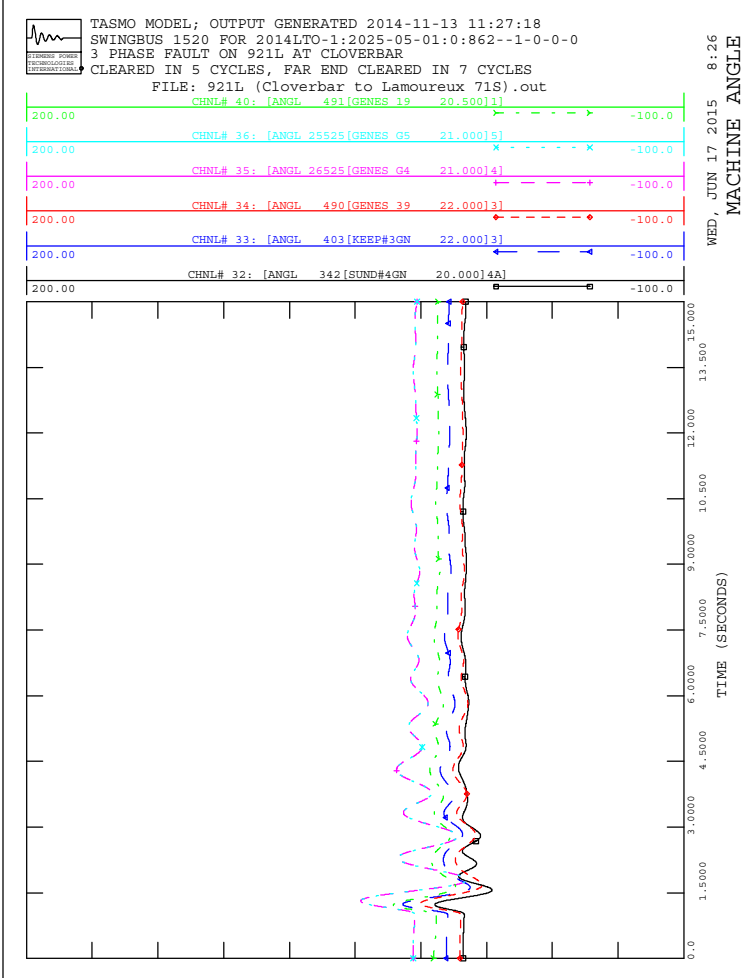
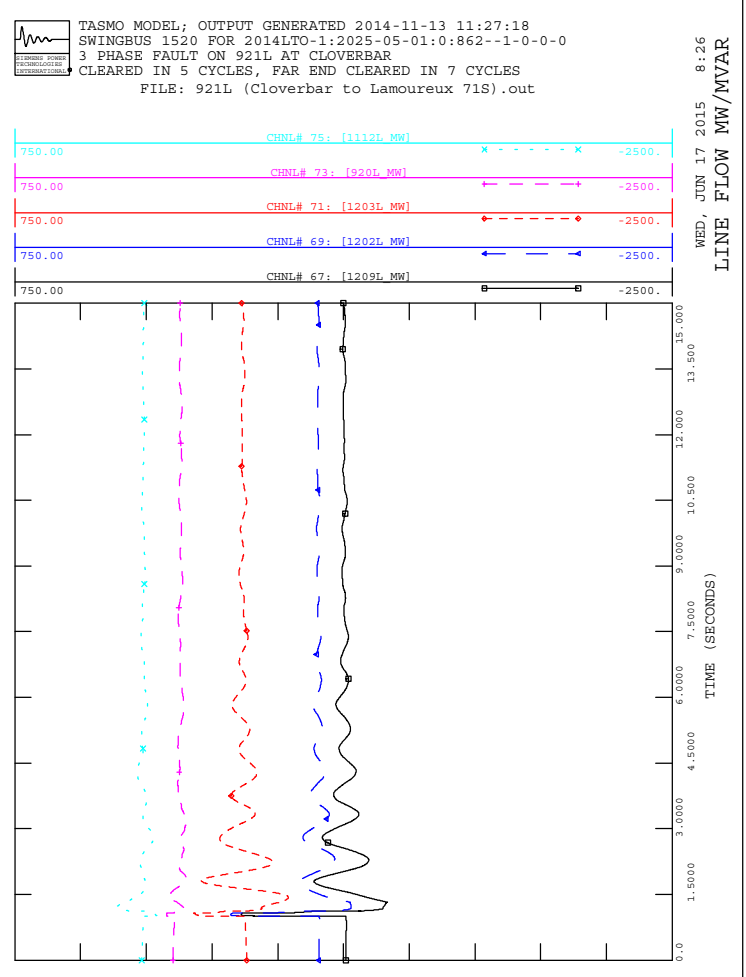
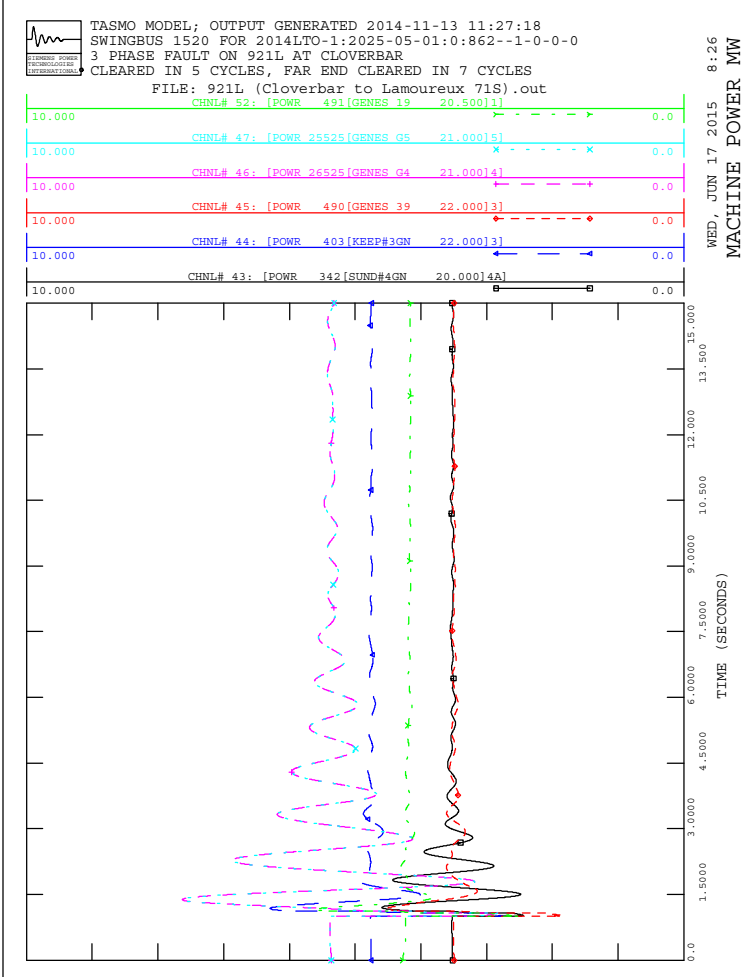
WED, JUN 17 2015 8:26
 MACHINE ANGLE

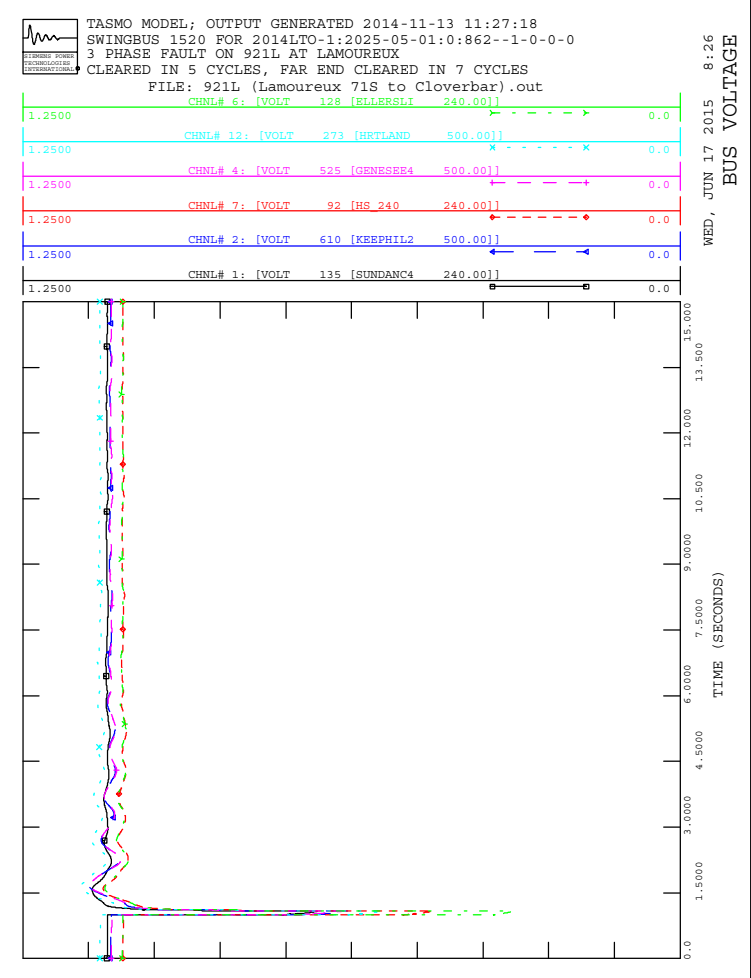
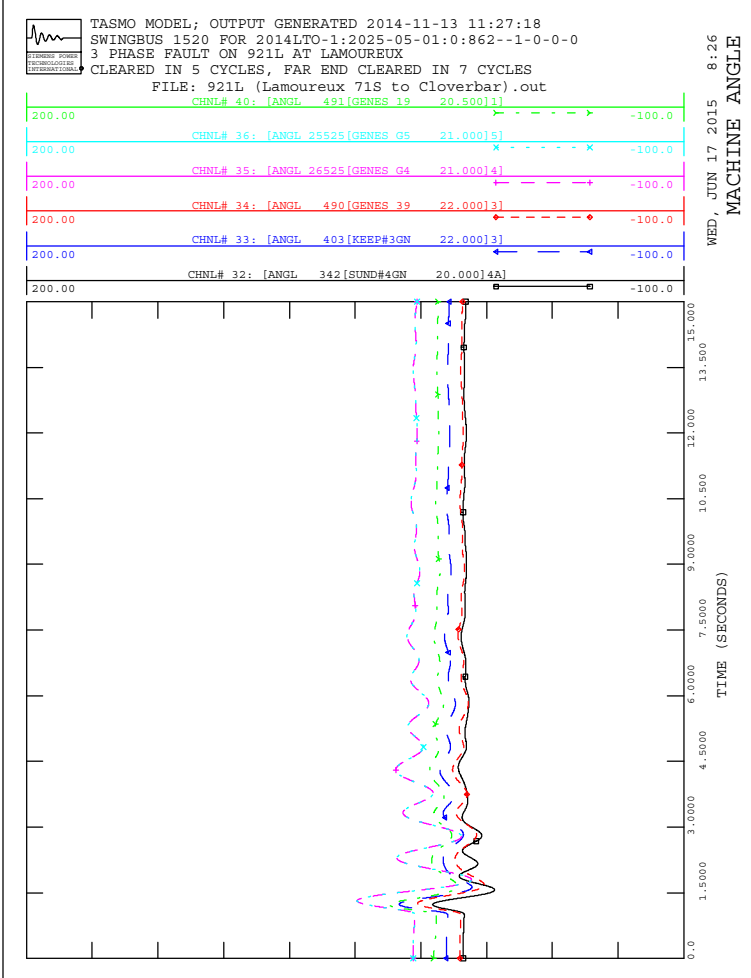
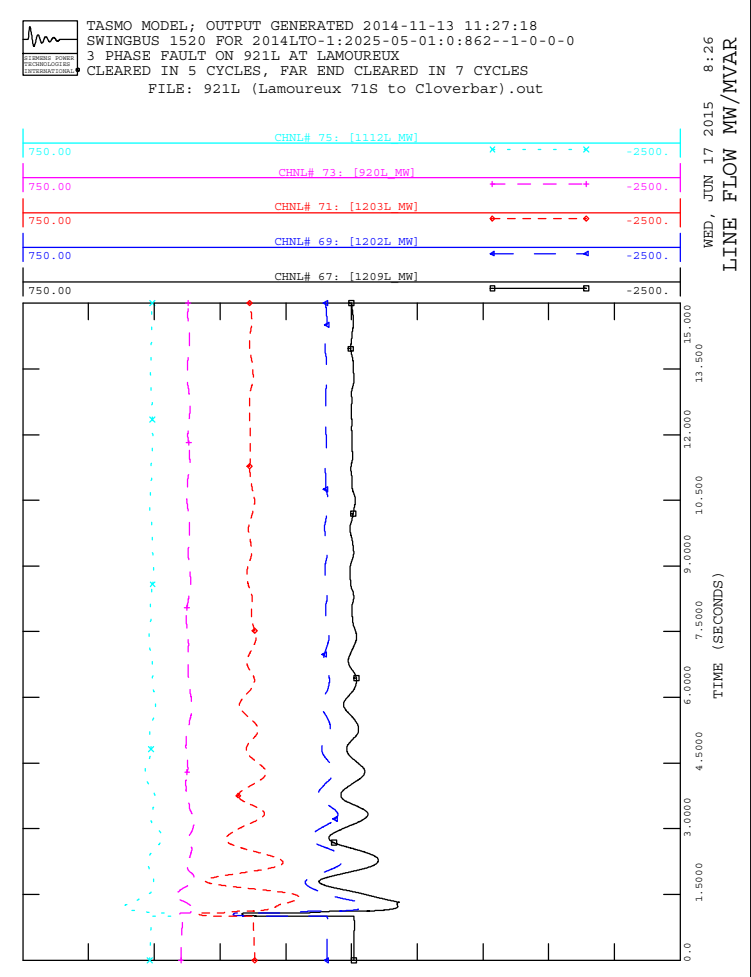
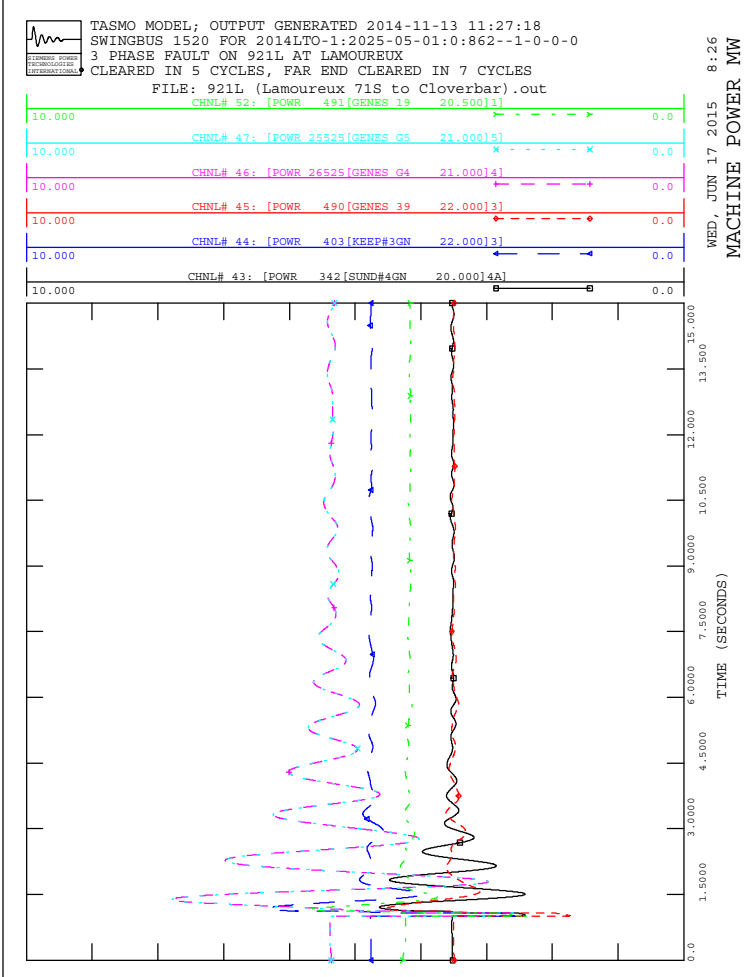


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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

WED, JUN 17 2015 8:26
 BUS VOLTAGE

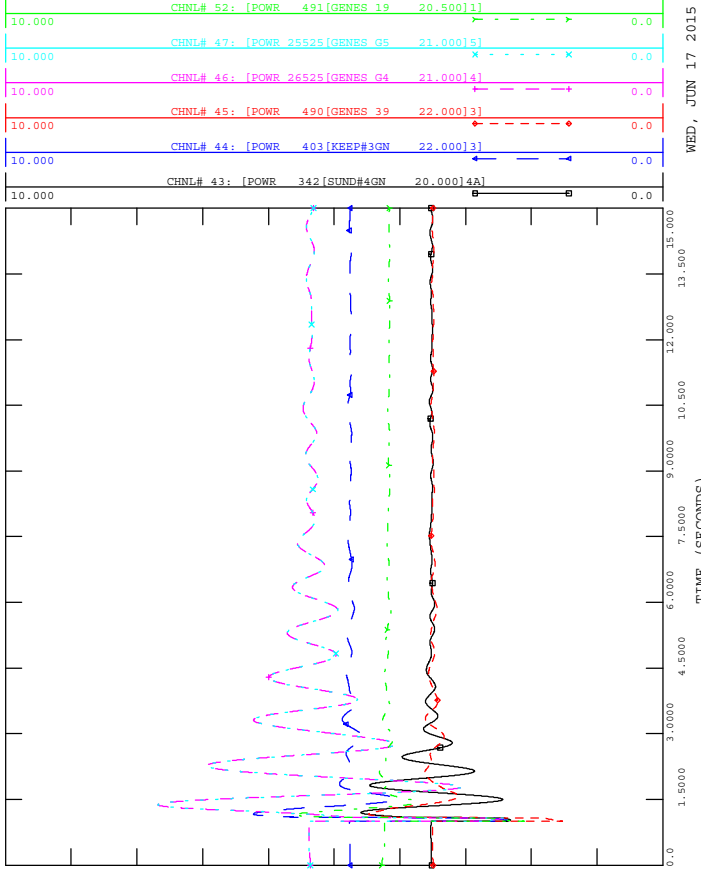




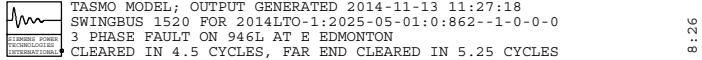




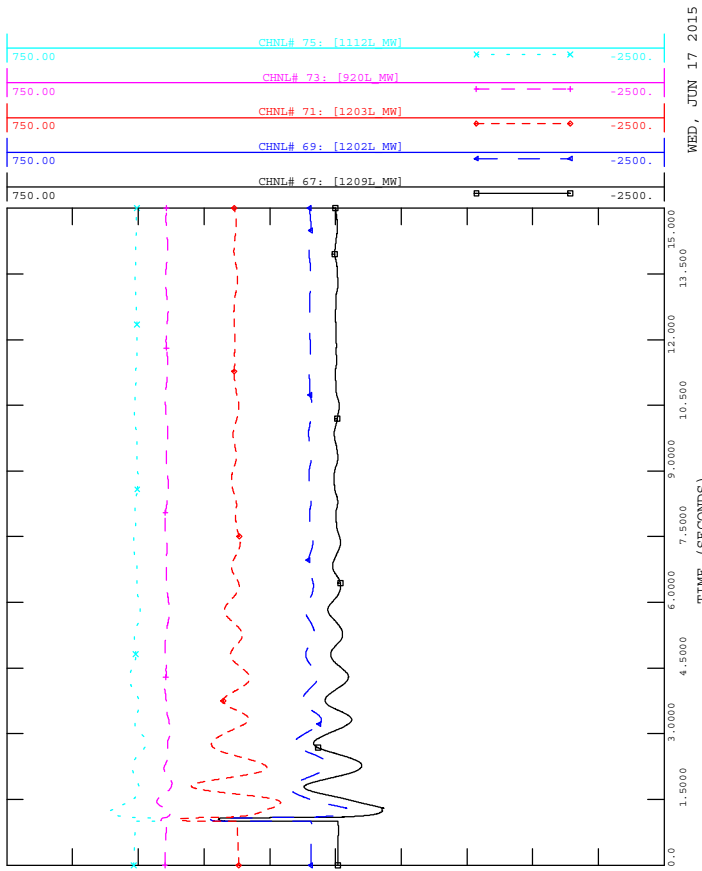
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



8:26
 WED, JUN 17 2015
 MACHINE POWER MW



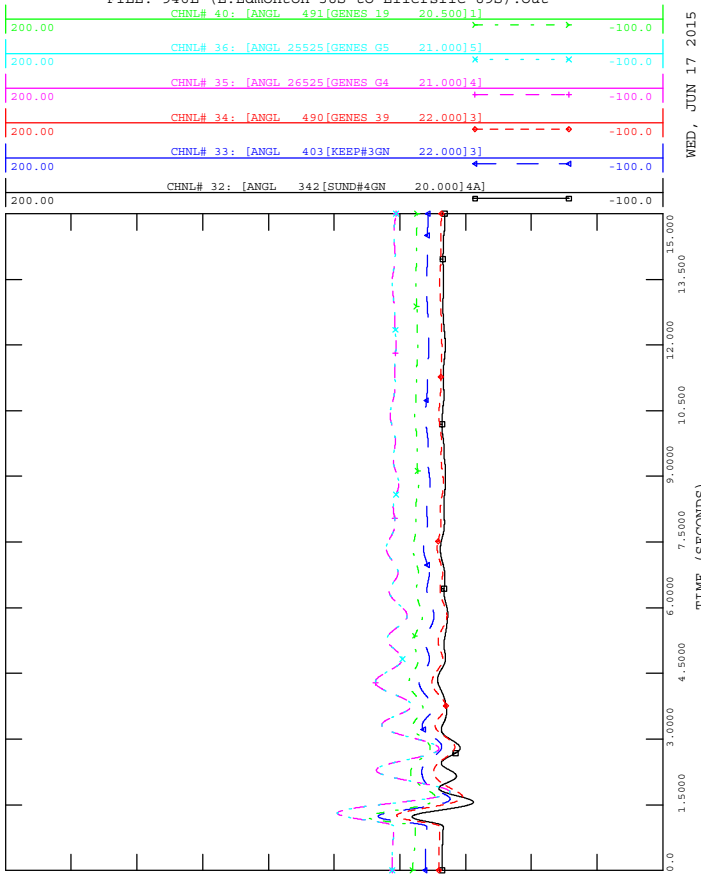
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



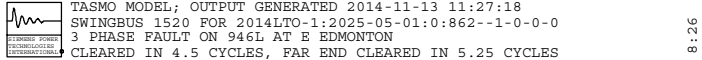
8:26
 WED, JUN 17 2015
 LINE FLOW MW/MVAR



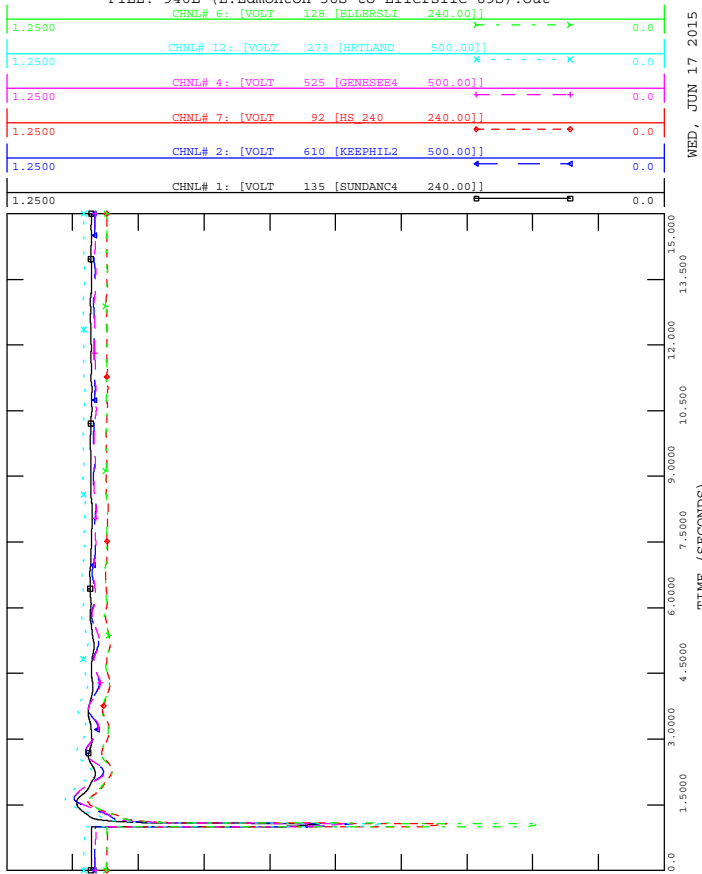
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



8:26
 WED, JUN 17 2015
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

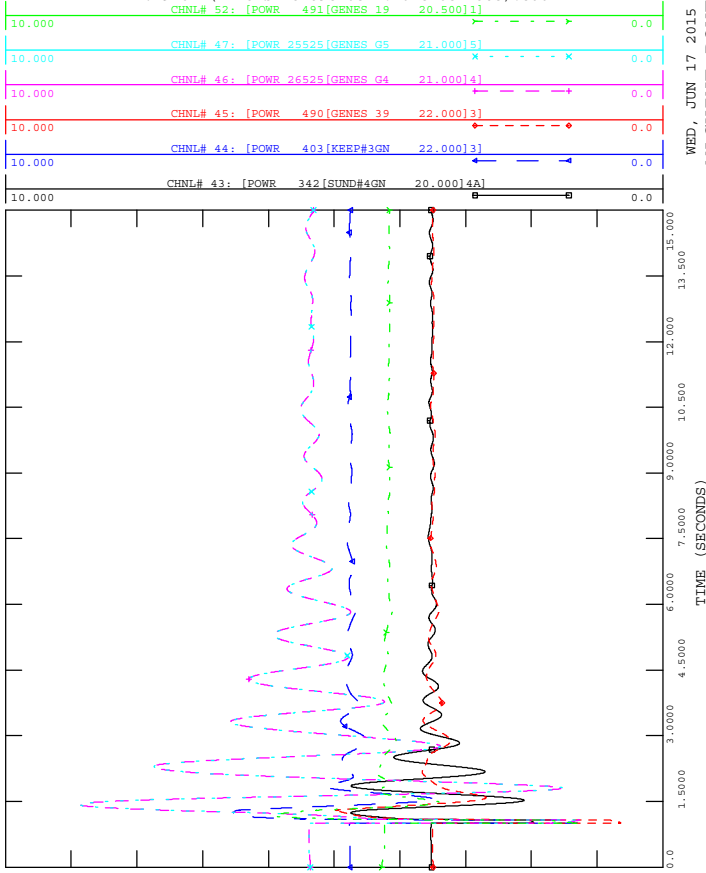


8:26
 WED, JUN 17 2015
 BUS VOLTAGE



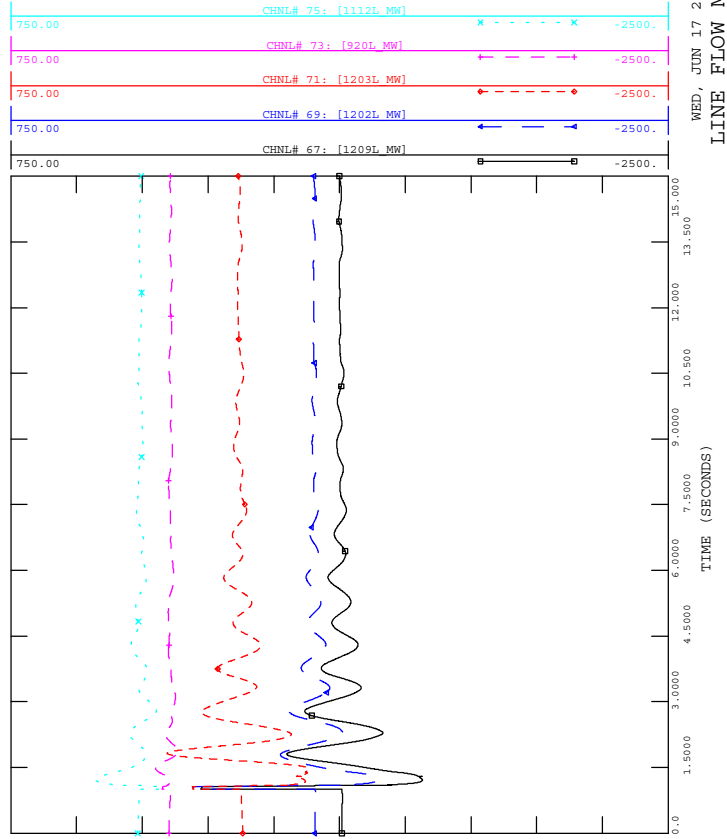
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 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

WED, JUN 17 2015 8:26
 MACHINE POWER MW



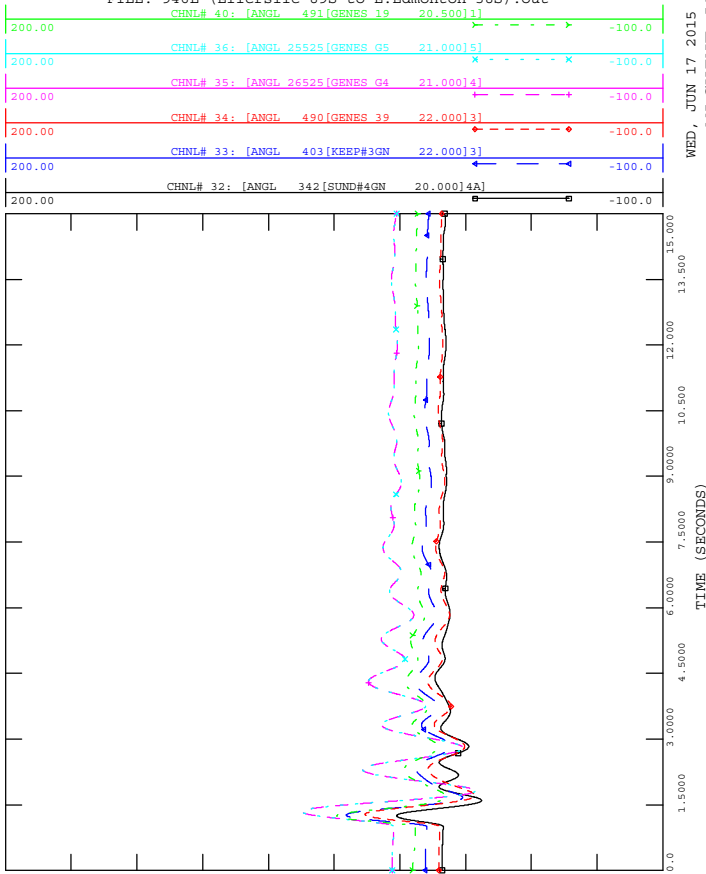
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

WED, JUN 17 2015 8:26
 LINE FLOW MW/MVAR



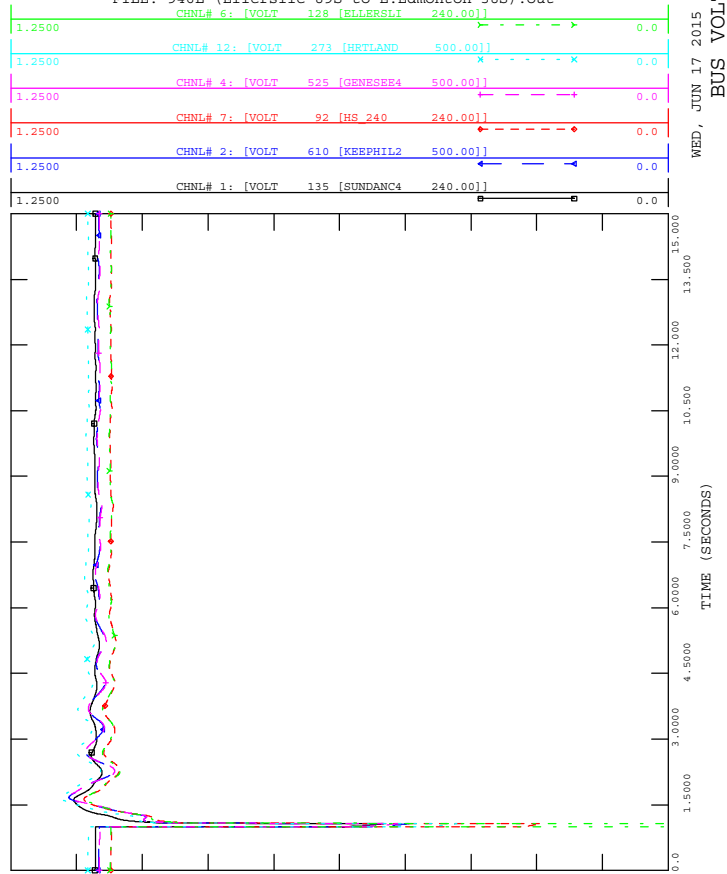
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 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

WED, JUN 17 2015 8:26
 MACHINE ANGLE



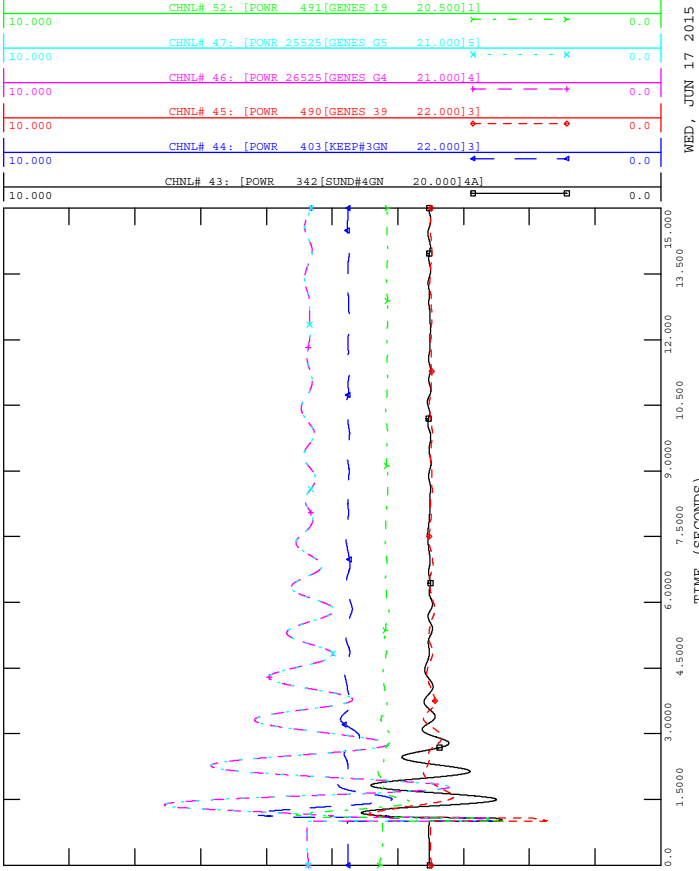
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 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

WED, JUN 17 2015 8:26
 BUS VOLTAGE





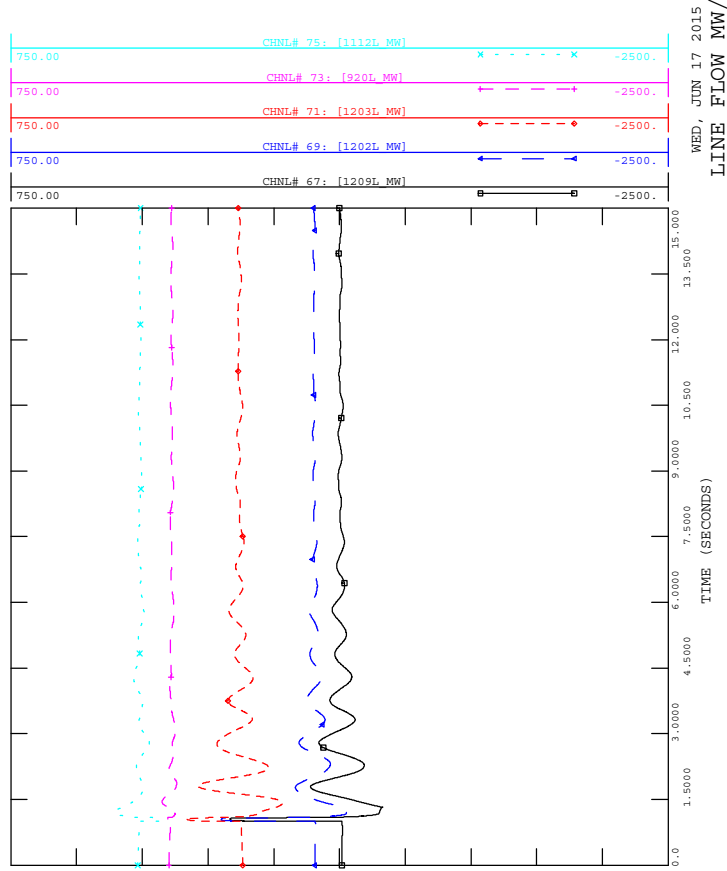
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



8:26
 WED, JUN 17 2015
 MACHINE POWER MW



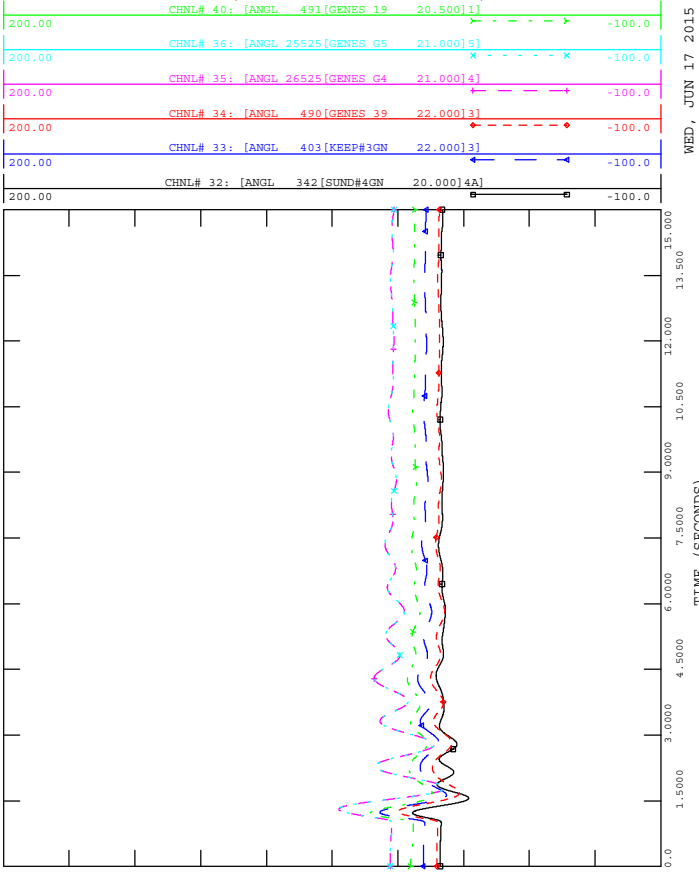
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



8:26
 WED, JUN 17 2015
 LINE FLOW MW/MVAR



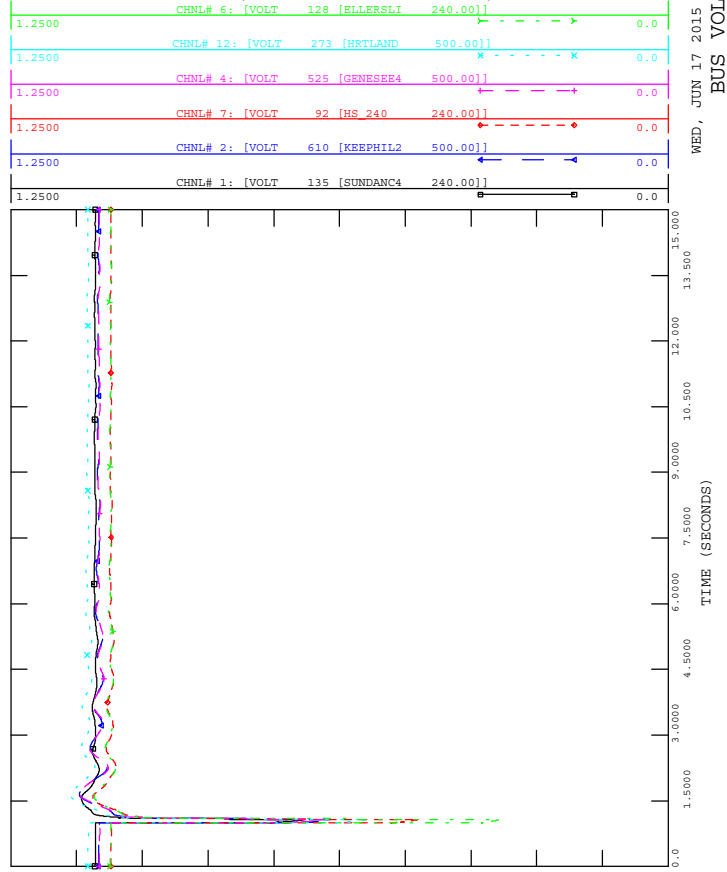
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



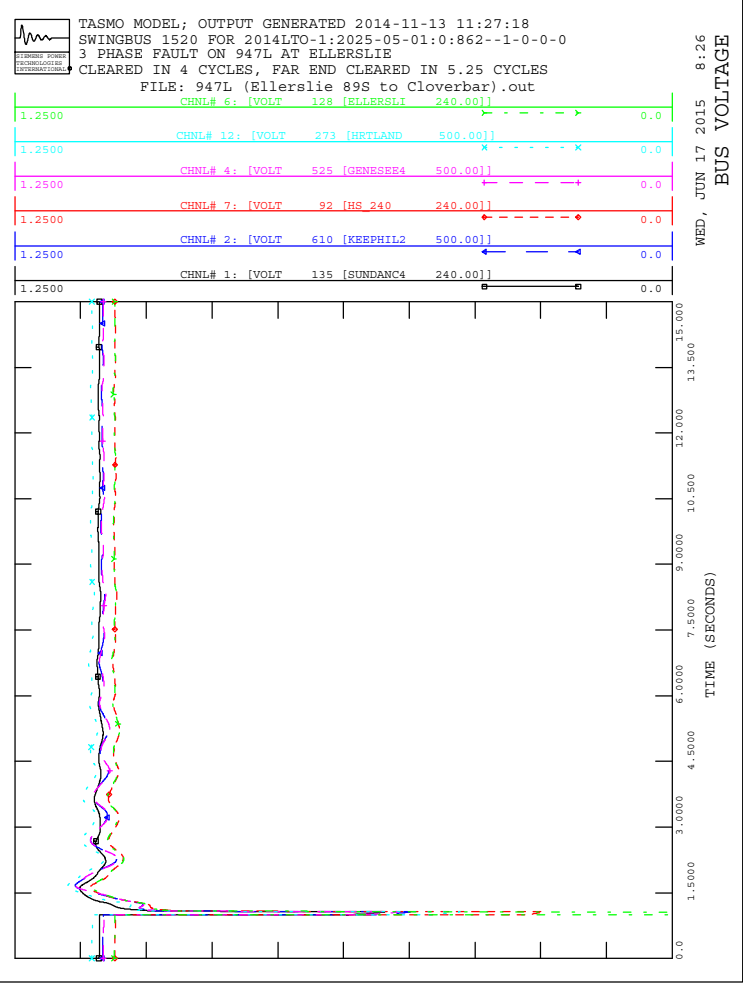
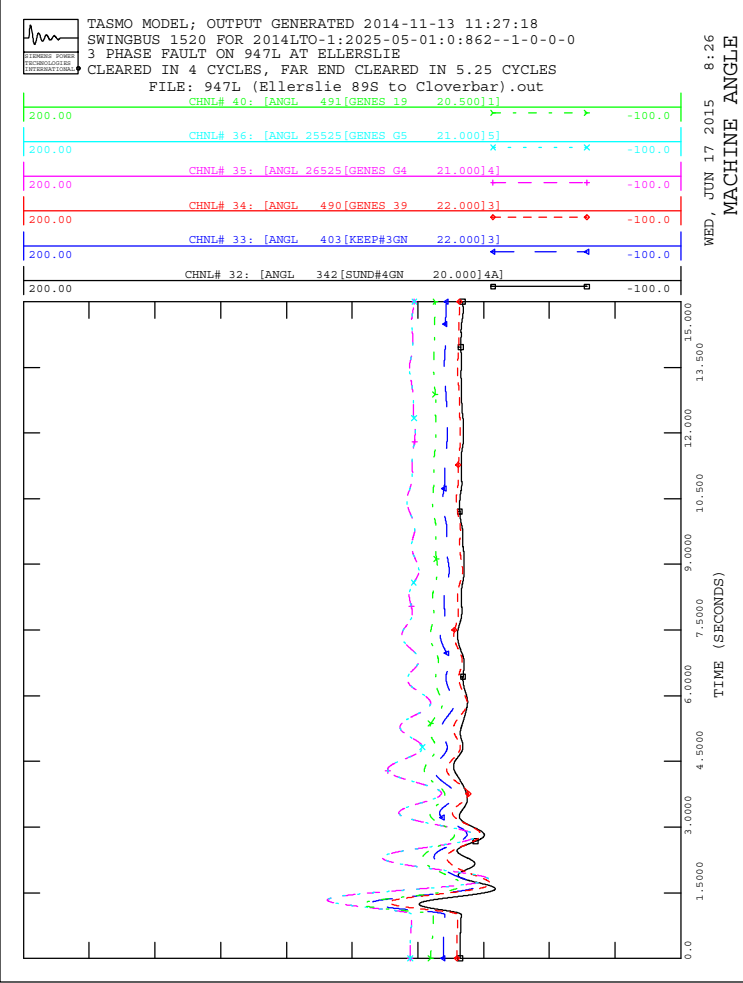
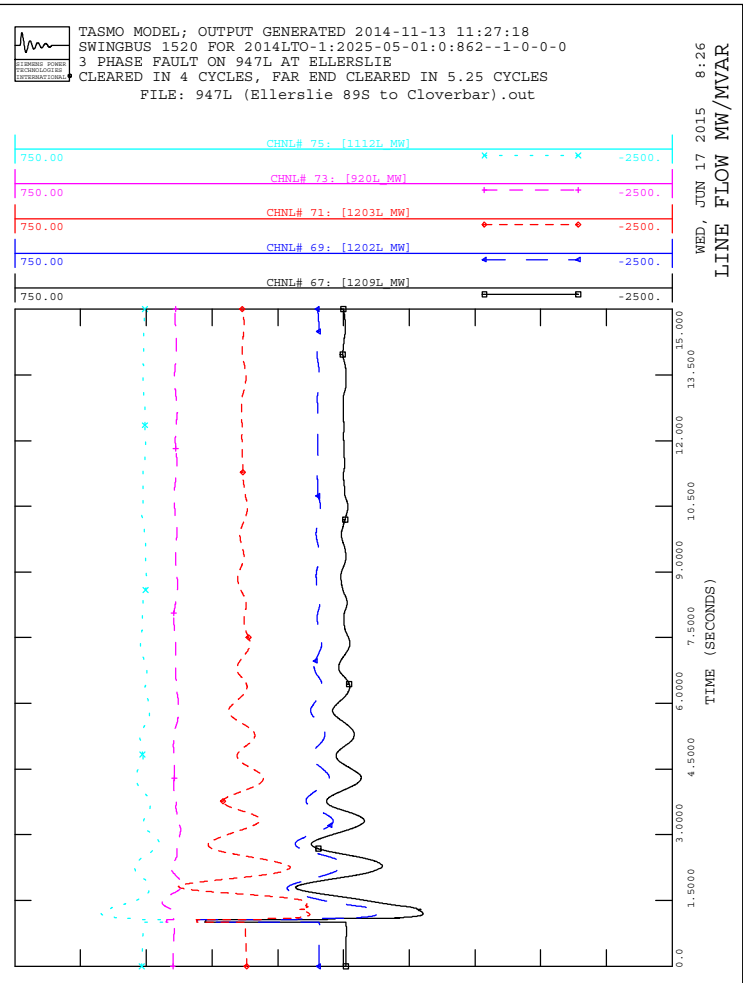
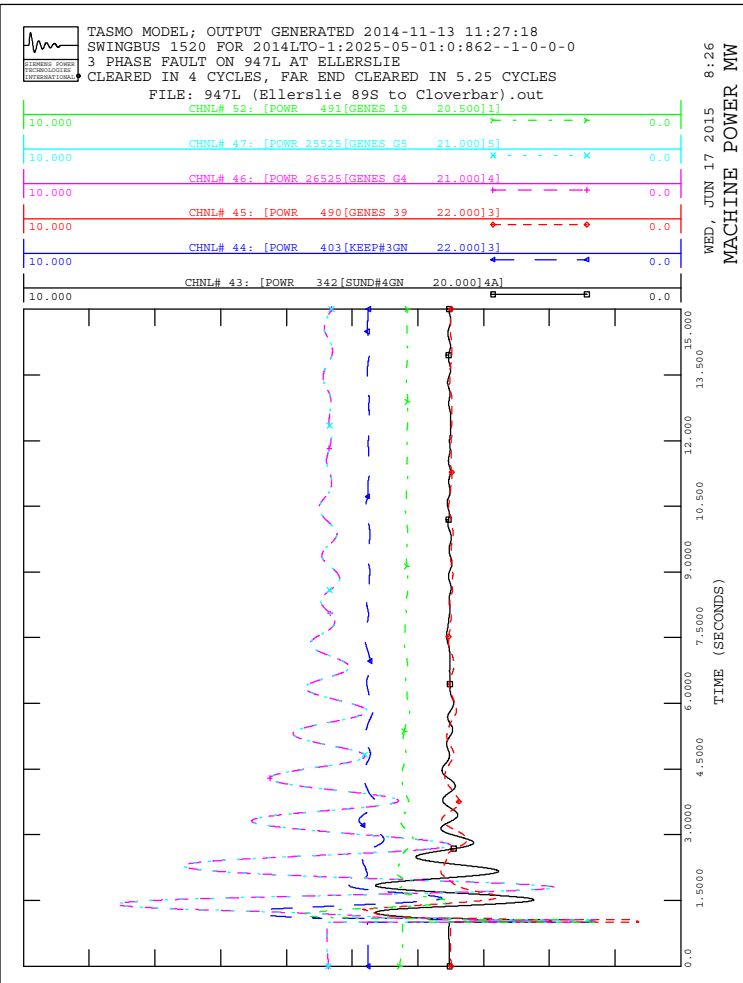
8:26
 WED, JUN 17 2015
 MACHINE ANGLE

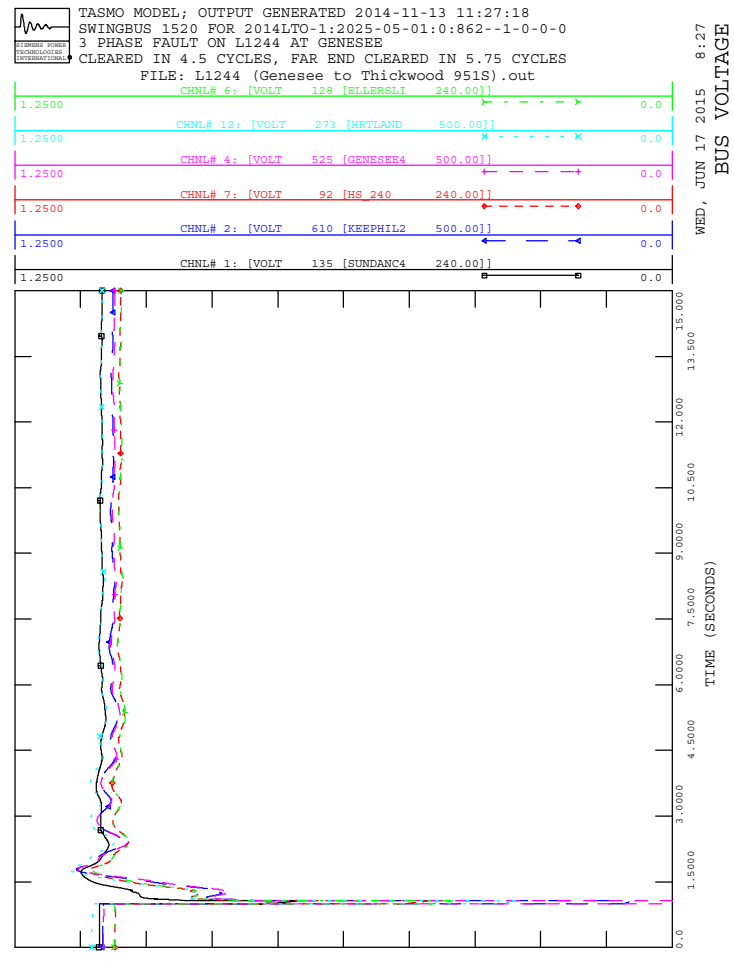
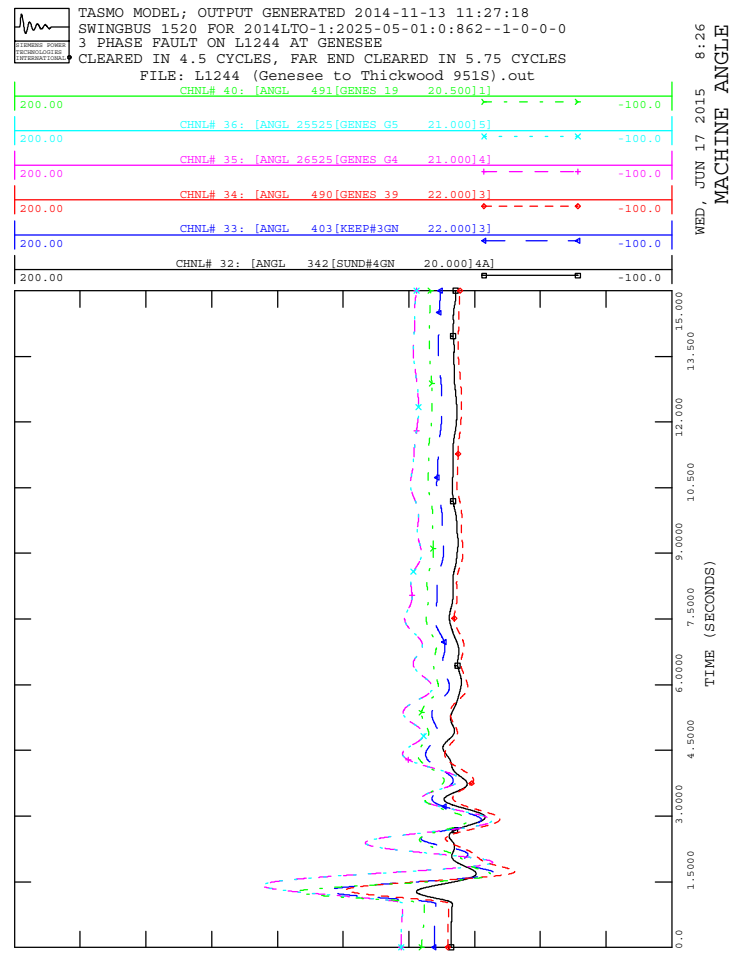
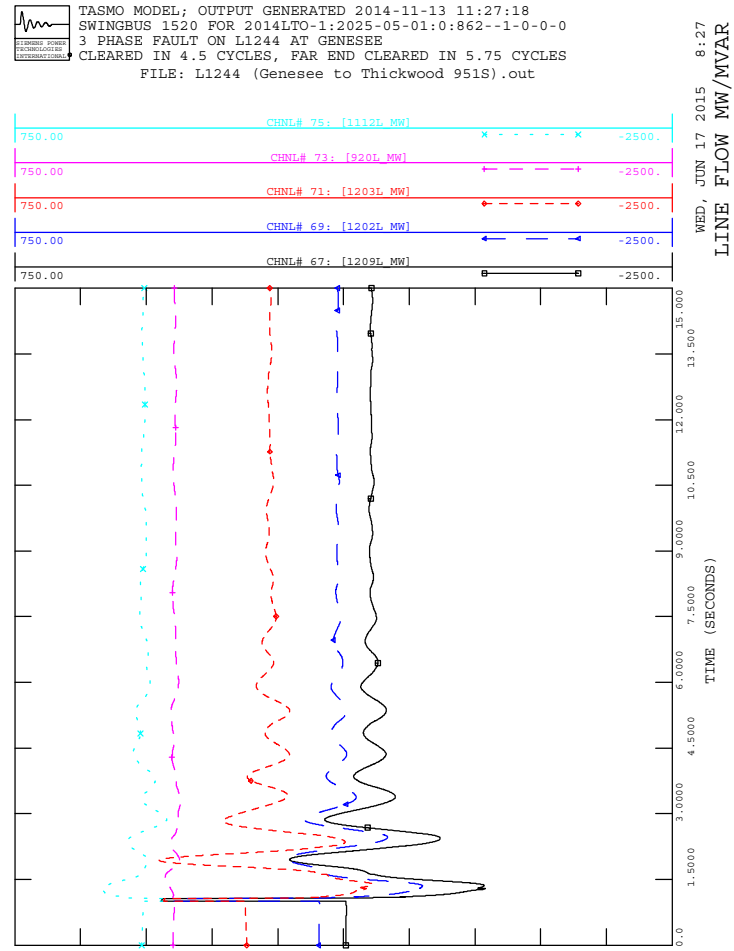
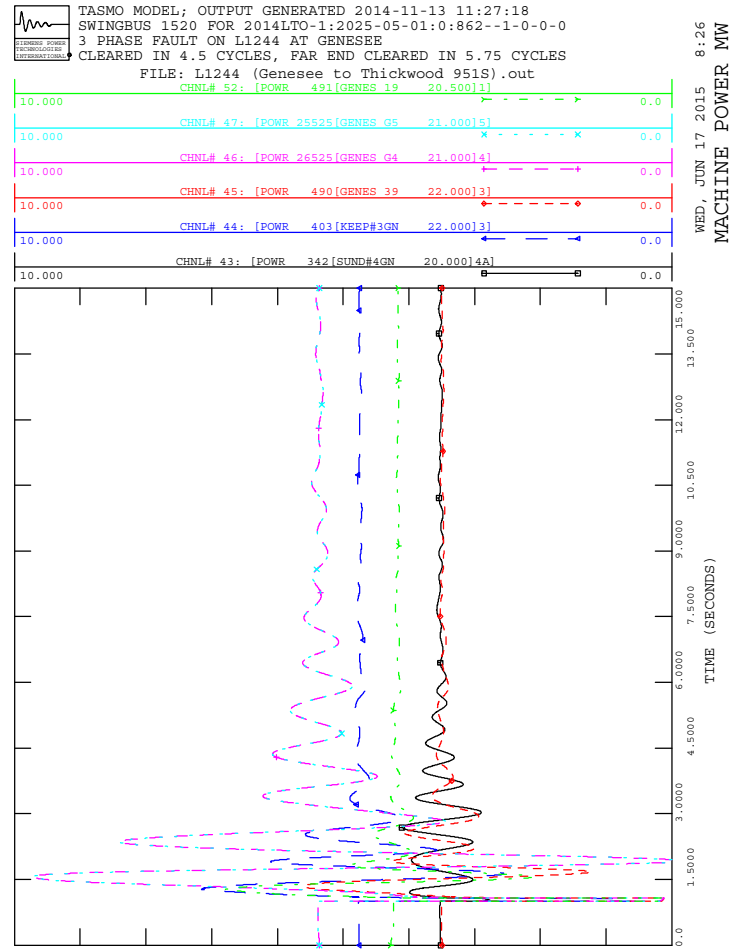


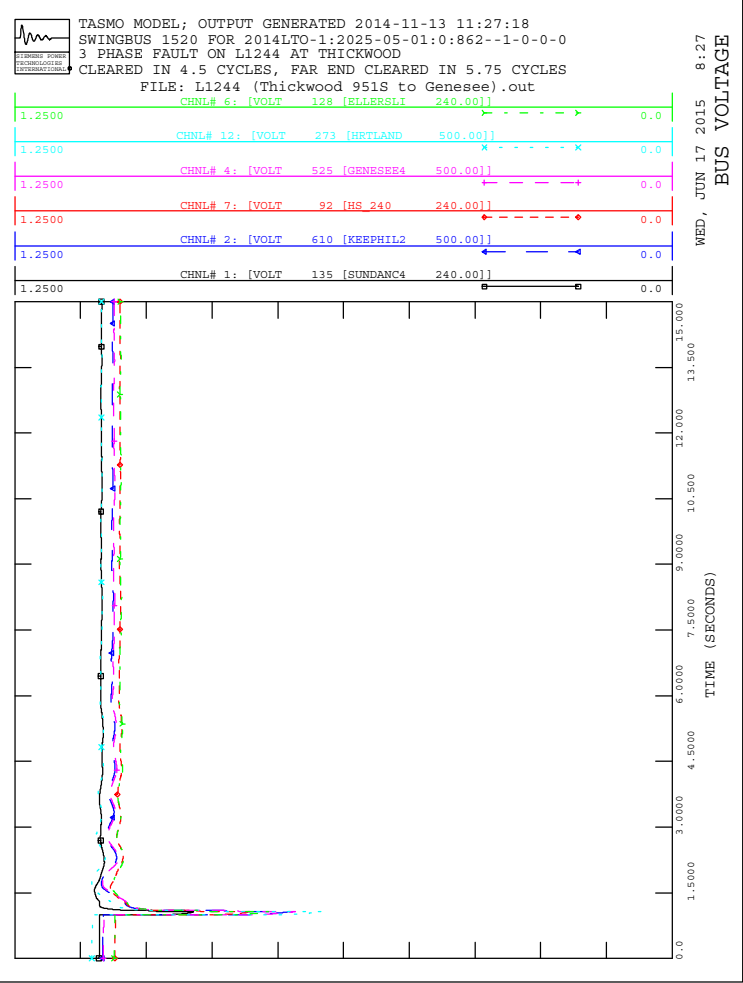
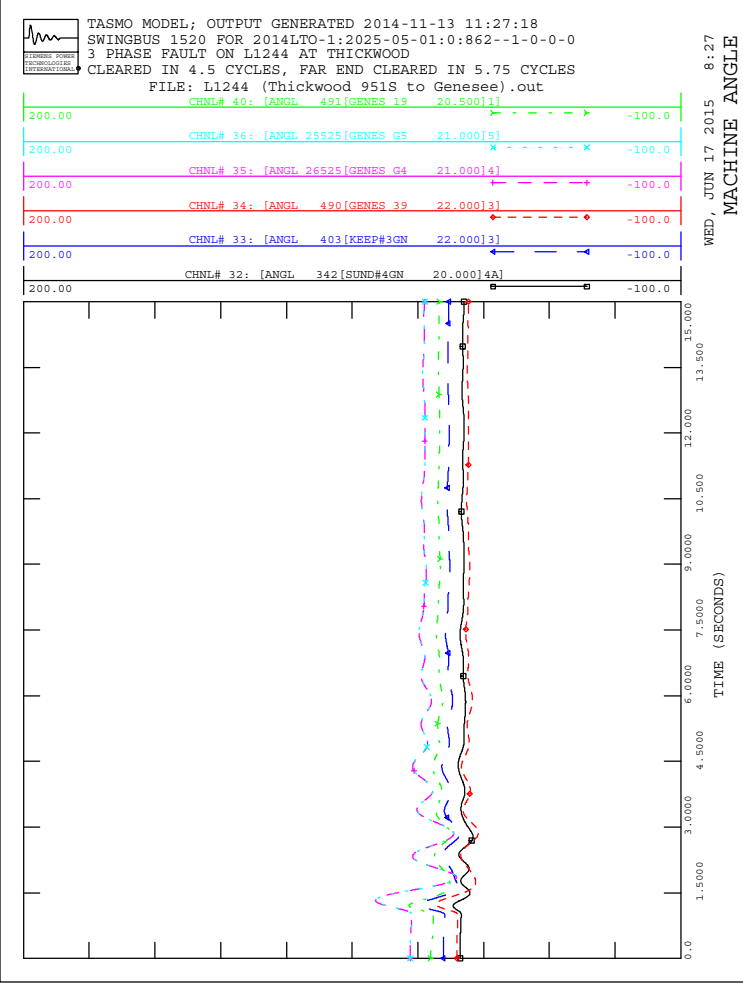
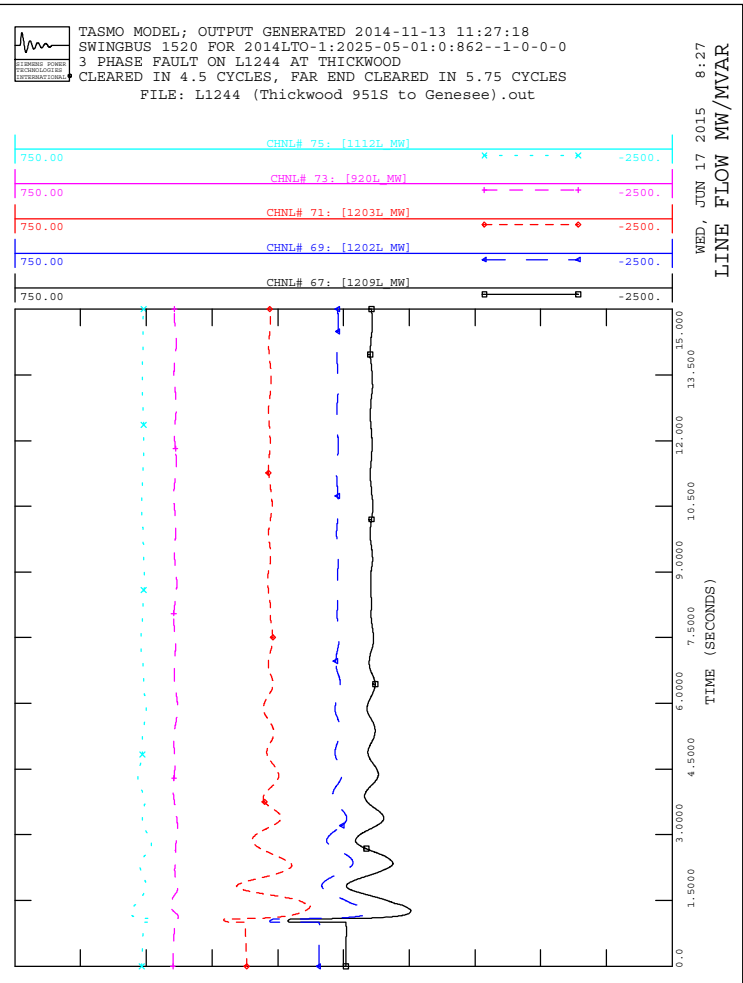
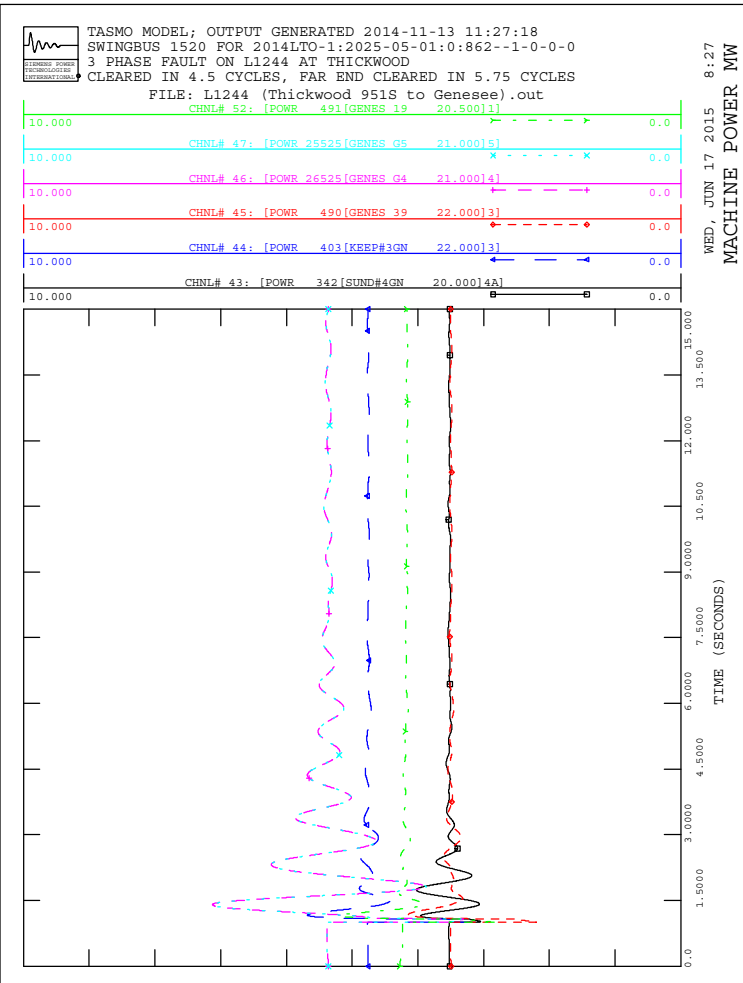
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

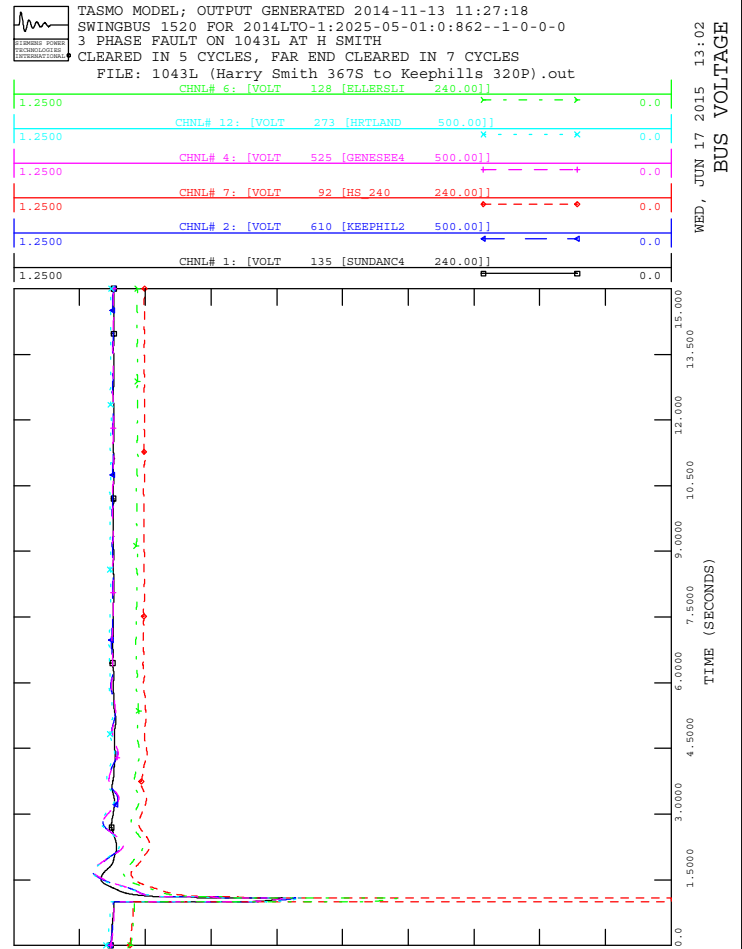
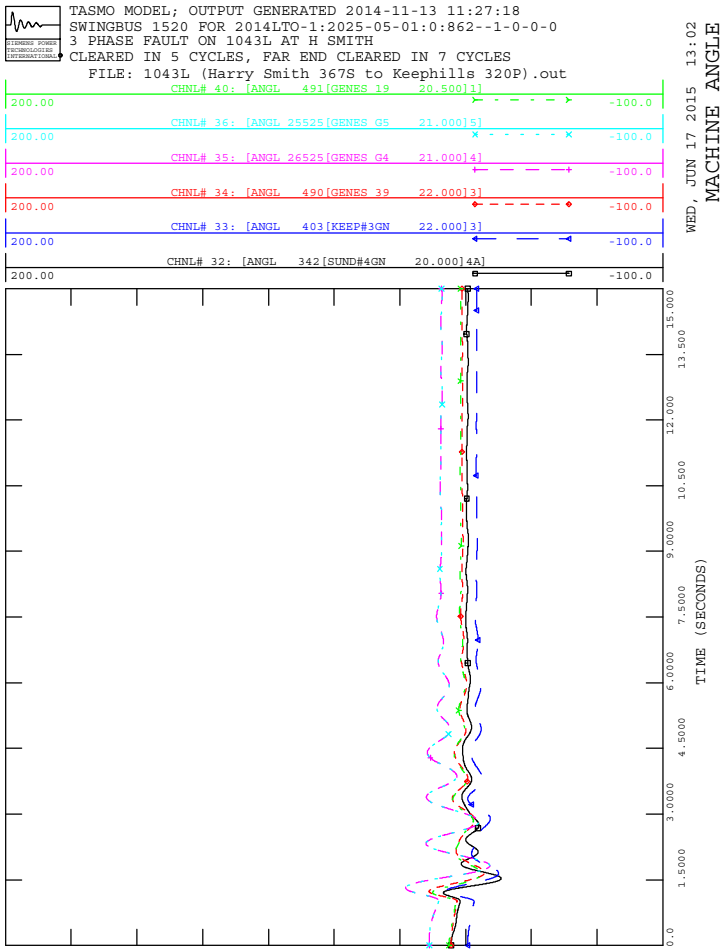
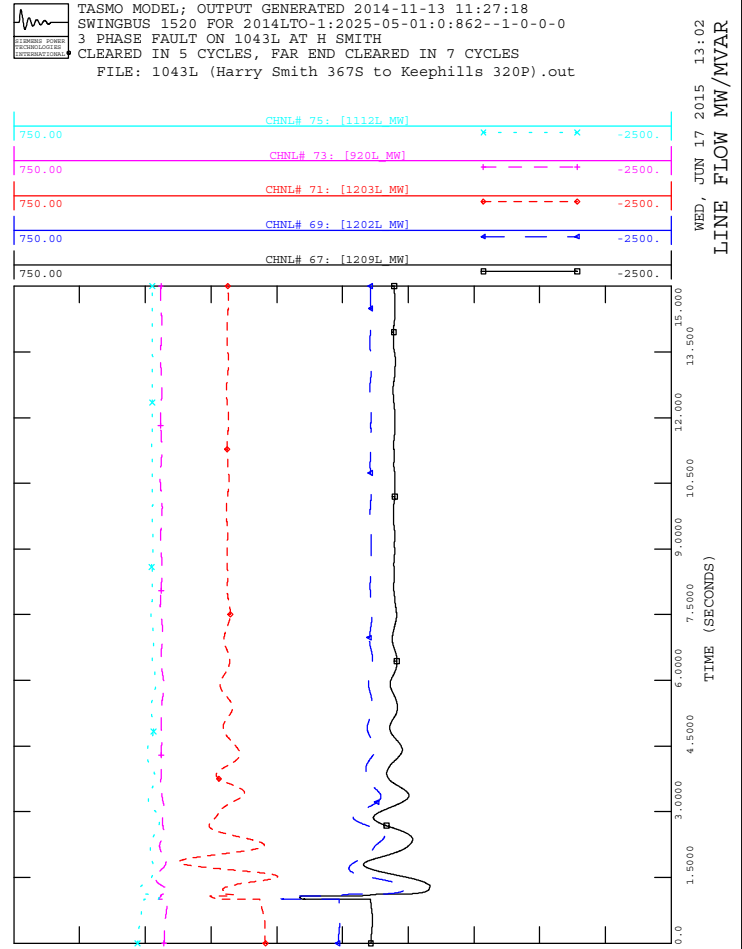
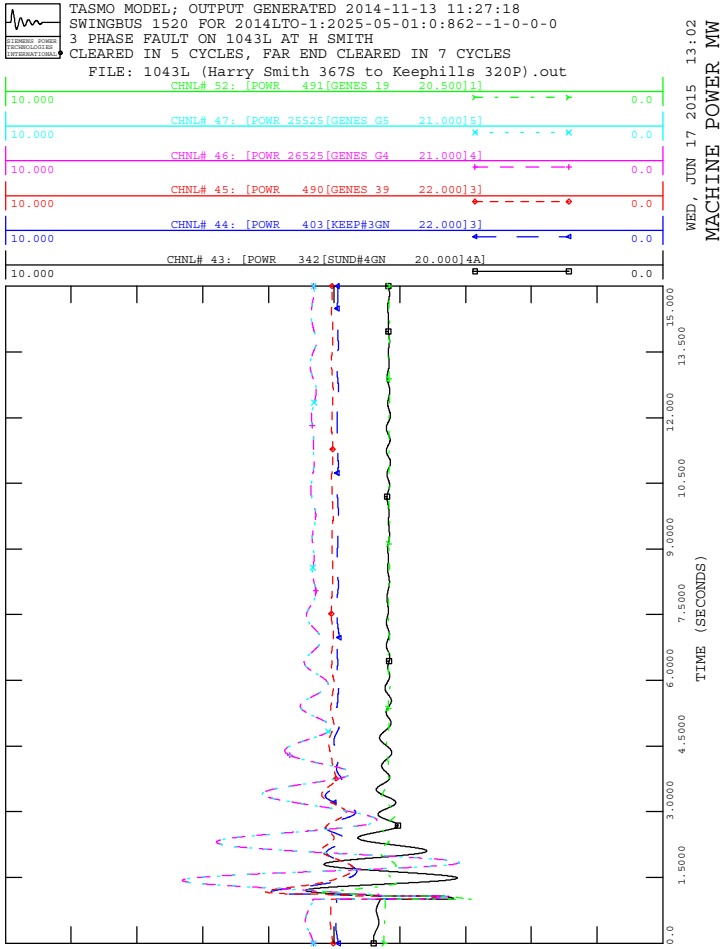


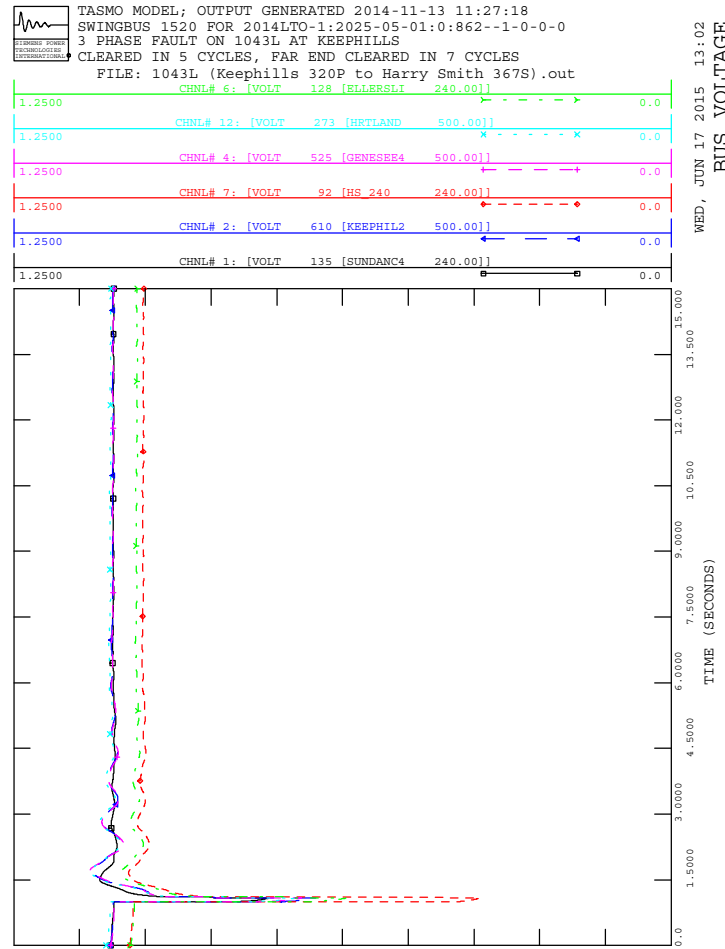
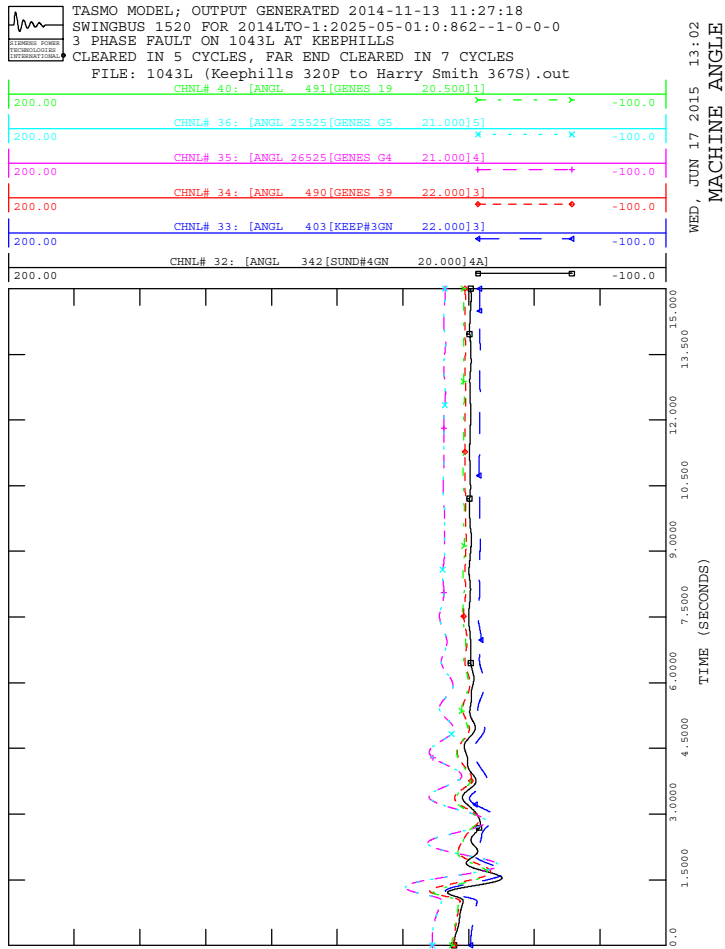
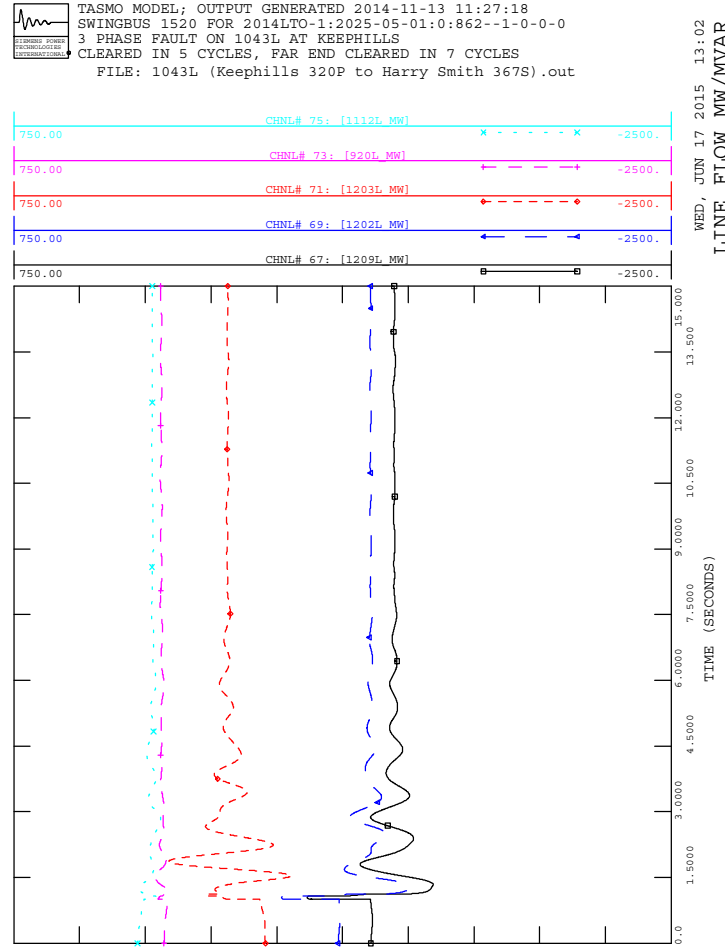
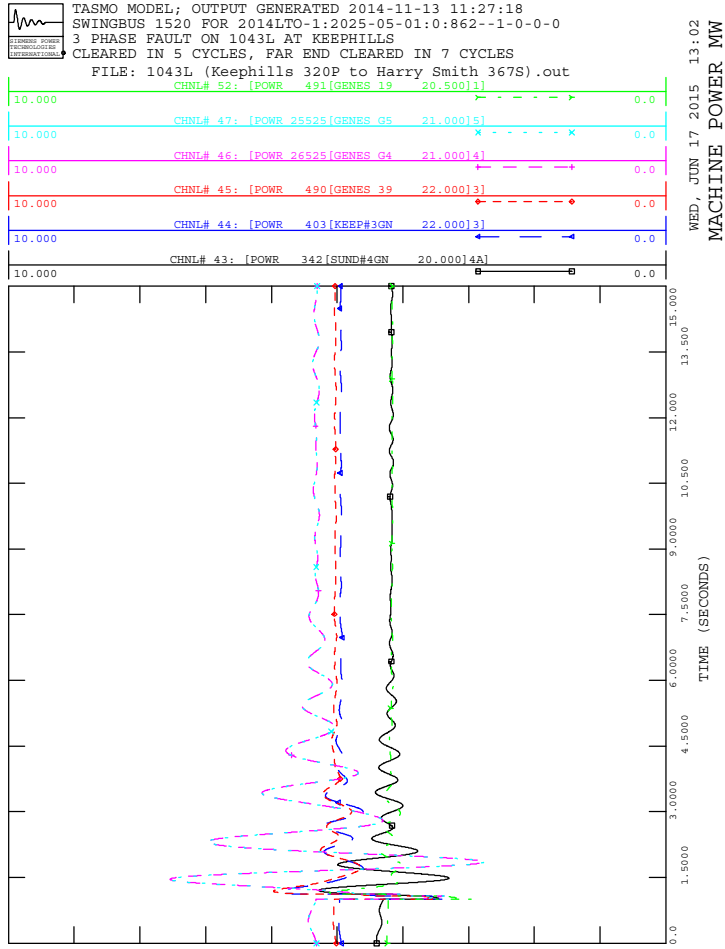
8:26
 WED, JUN 17 2015
 BUS VOLTAGE





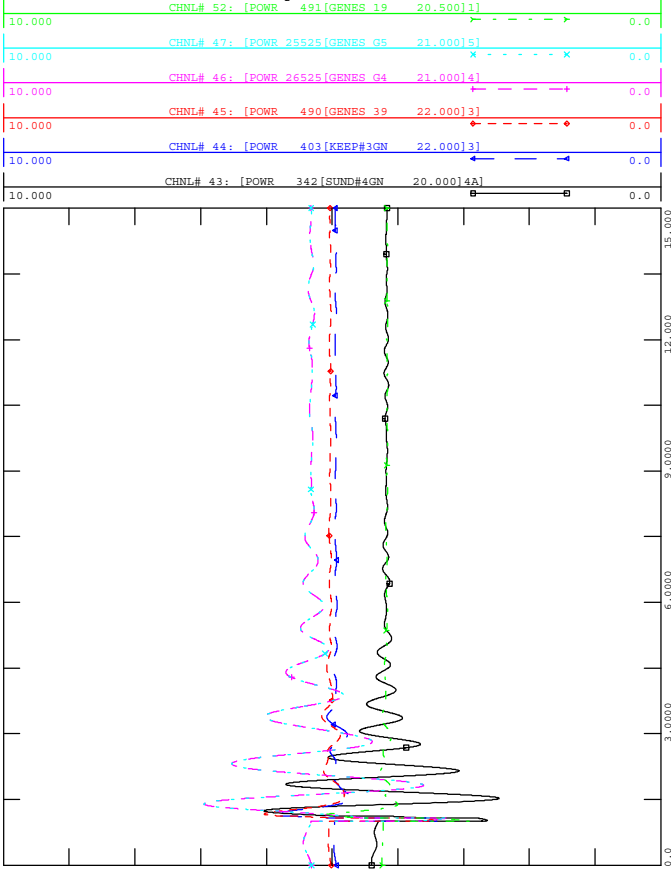








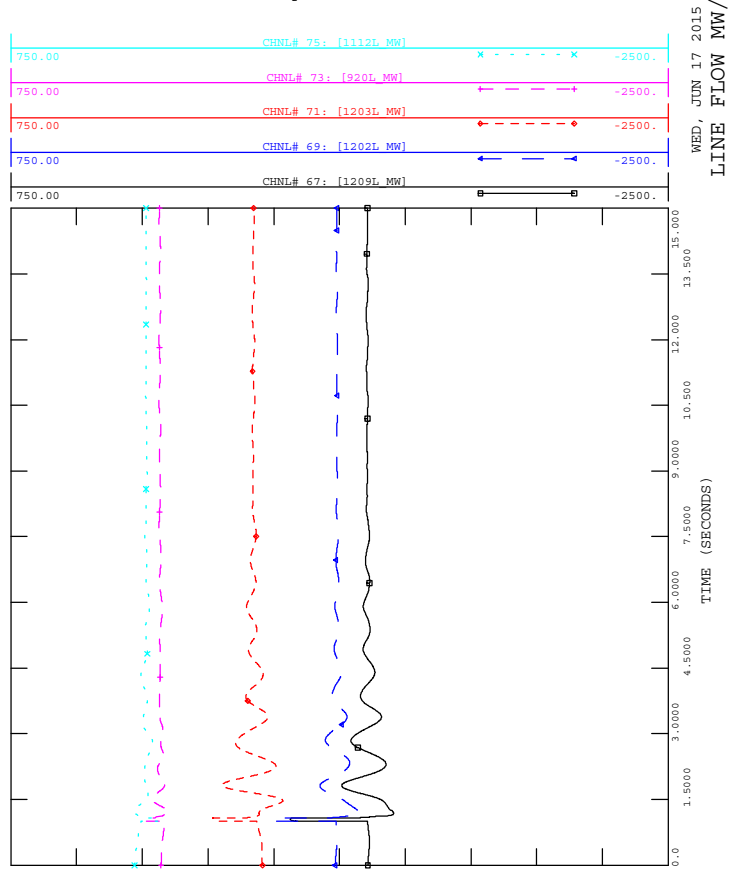
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



WED, JUN 17 2015 13:02
 MACHINE POWER MW



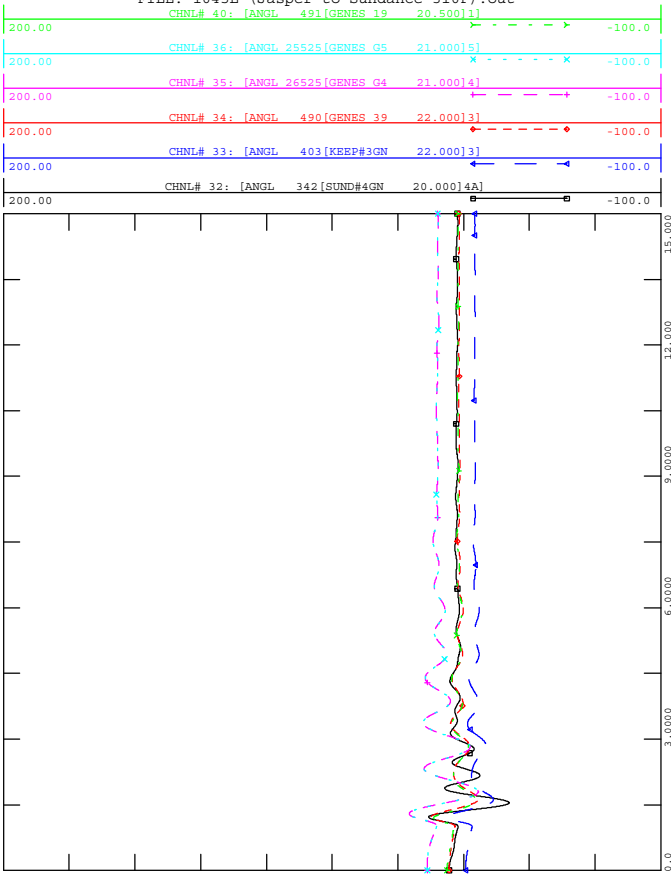
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



WED, JUN 17 2015 13:02
 LINE FLOW MW/MVAR



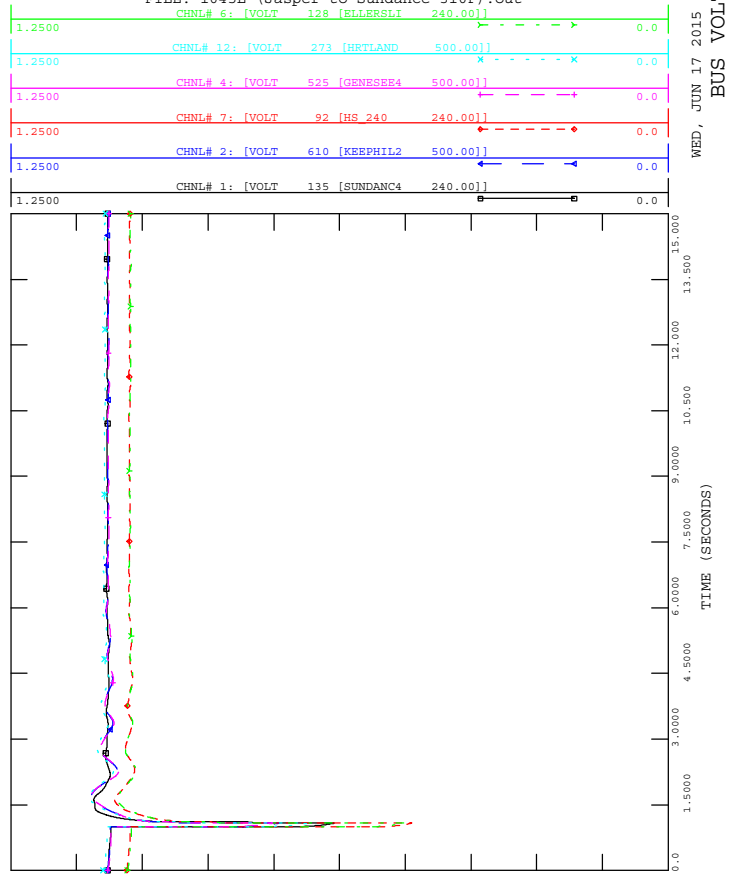
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



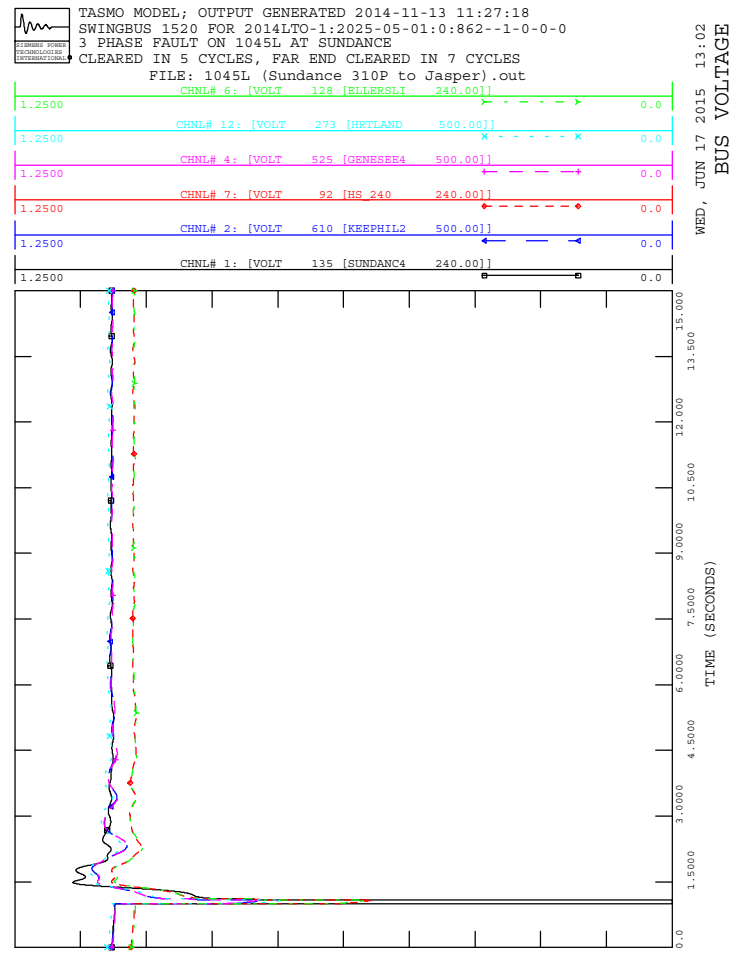
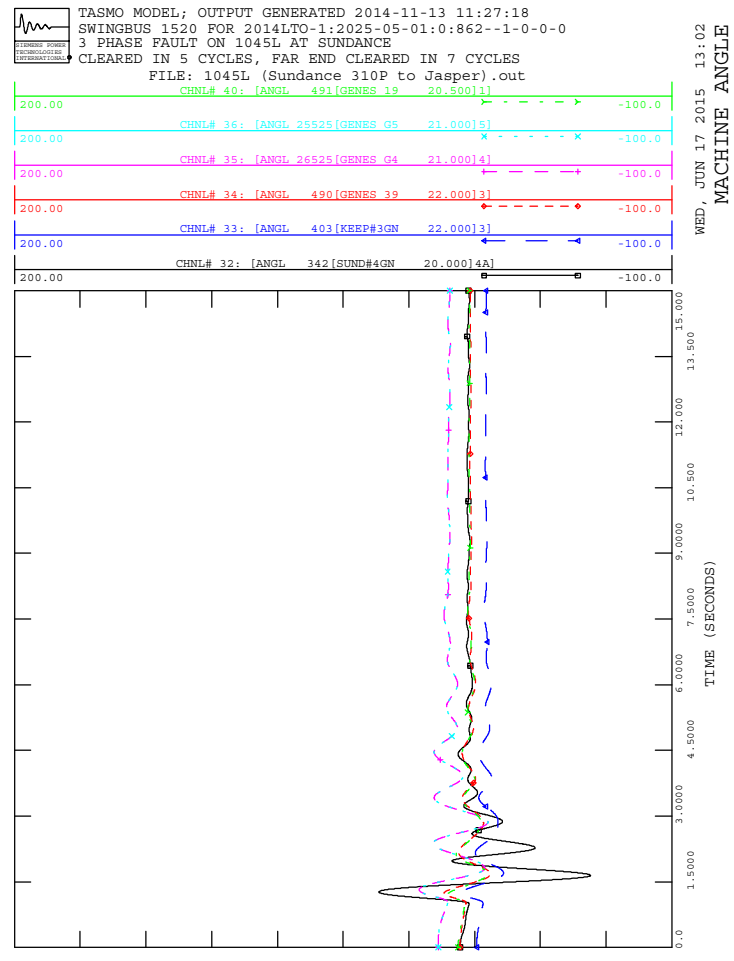
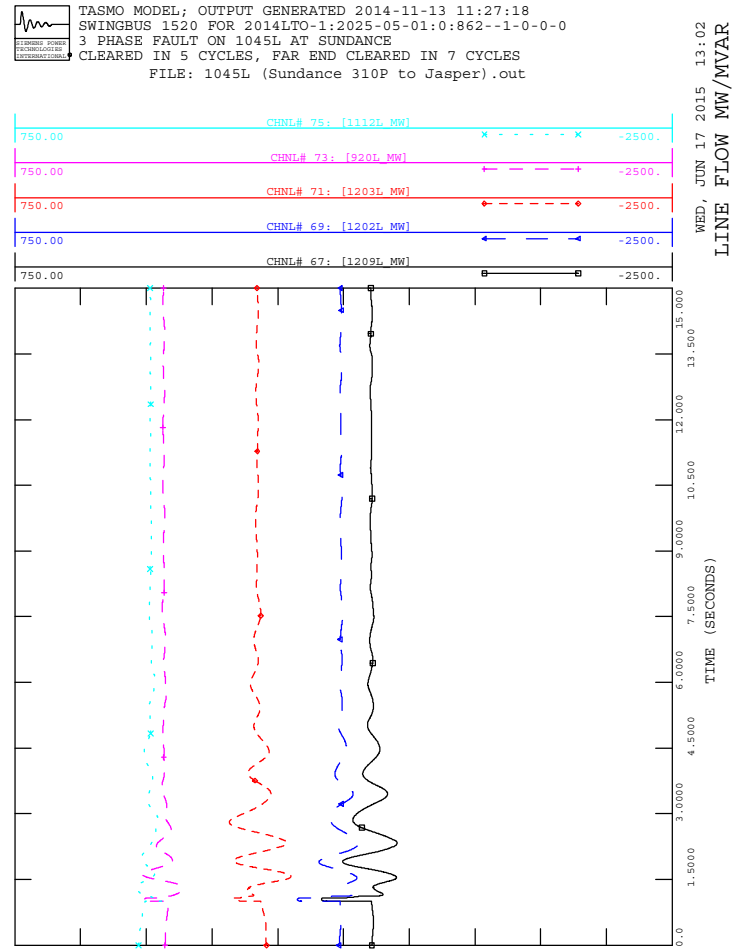
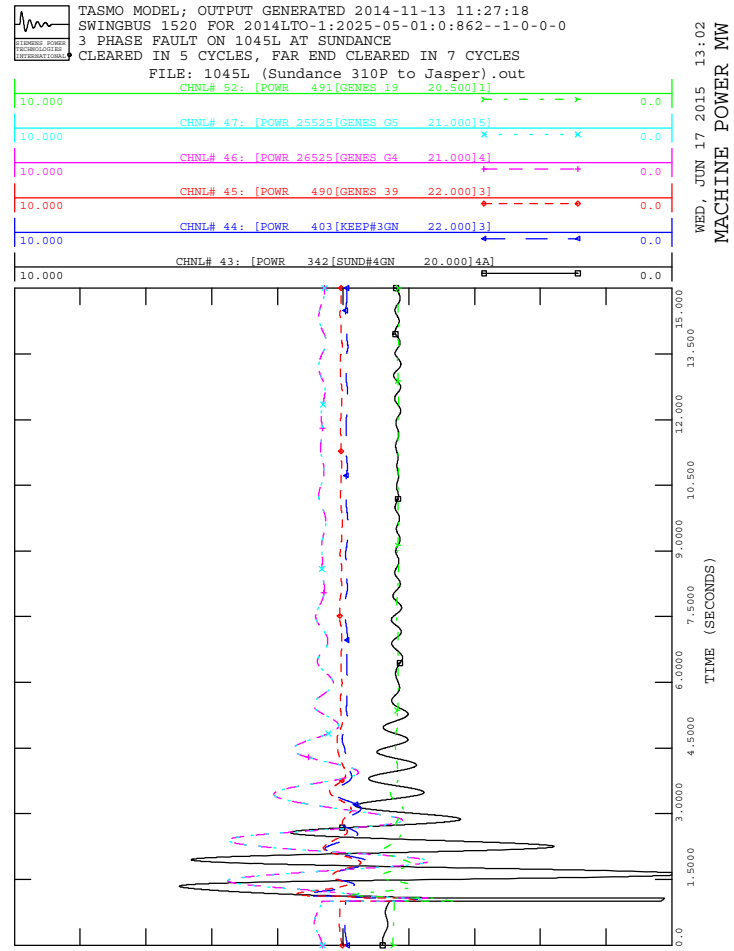
WED, JUN 17 2015 13:02
 MACHINE ANGLE

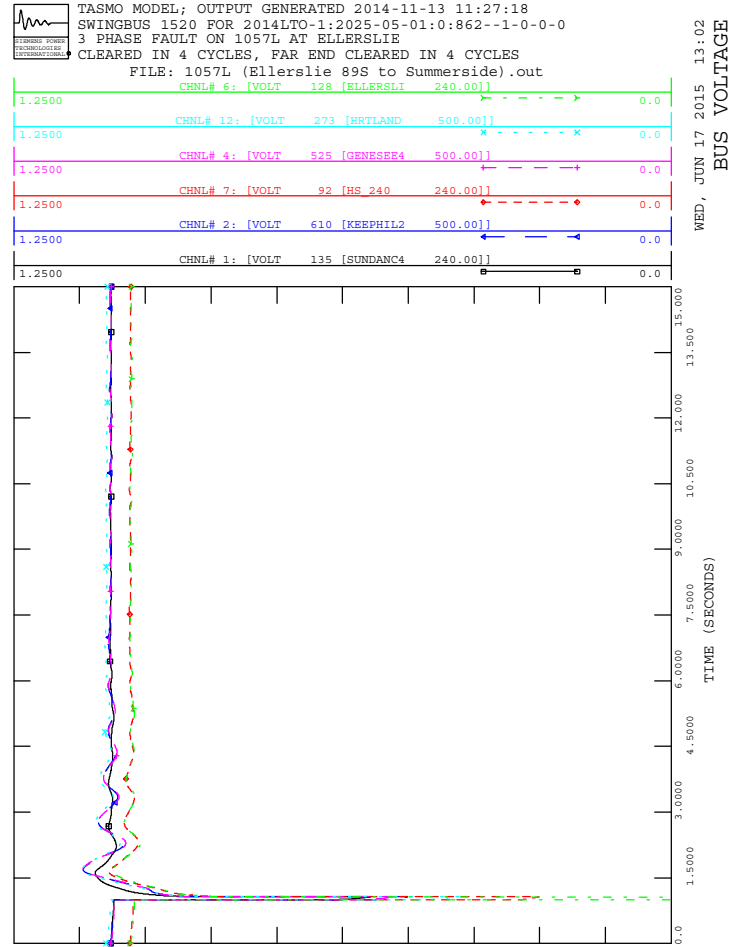
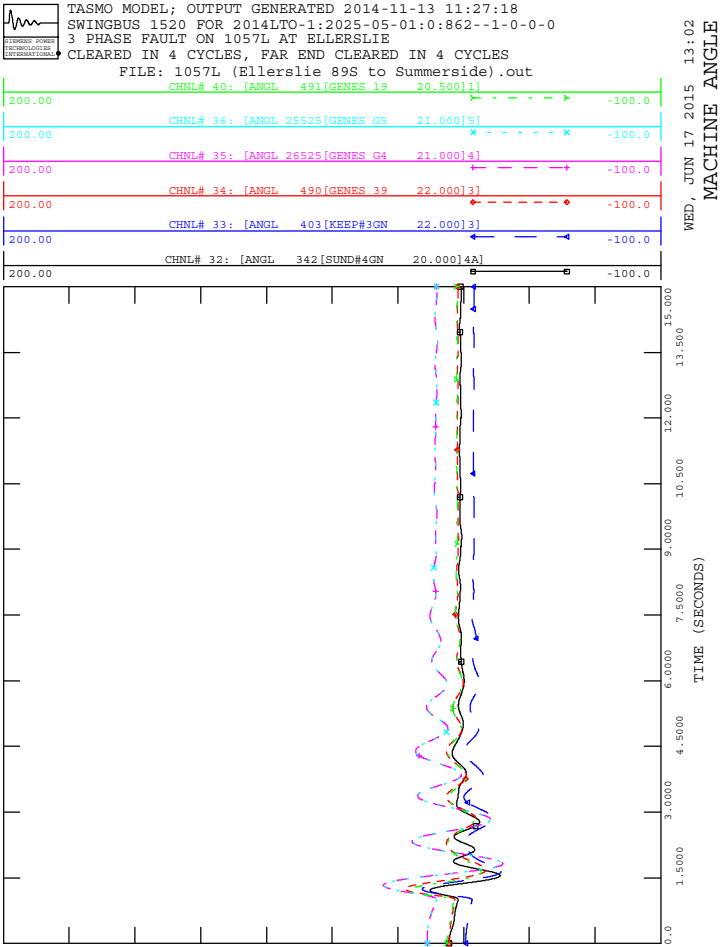
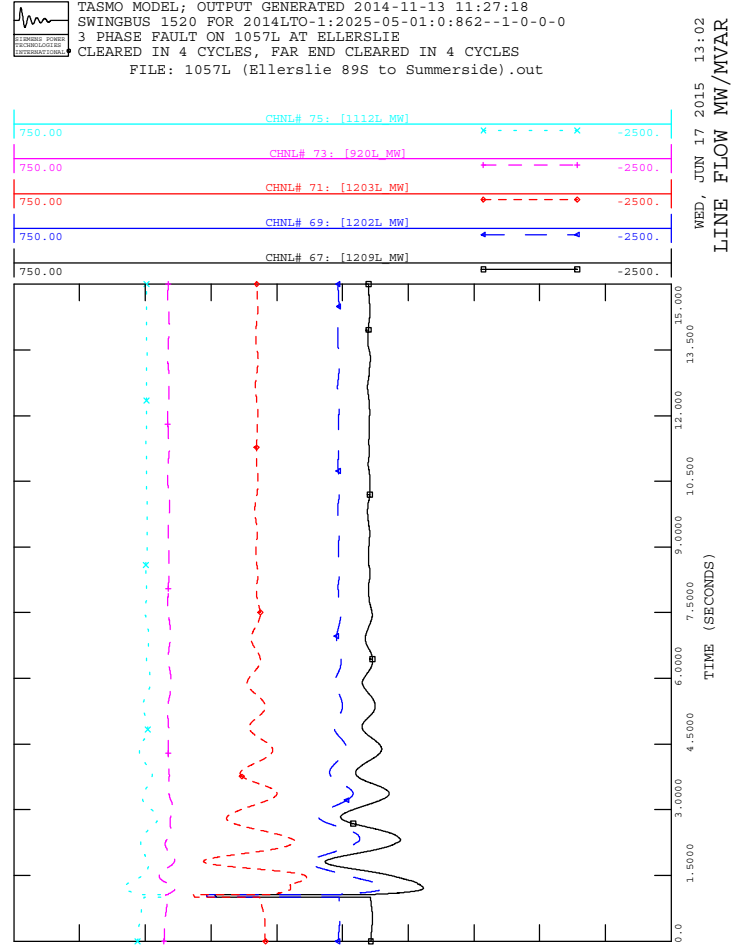
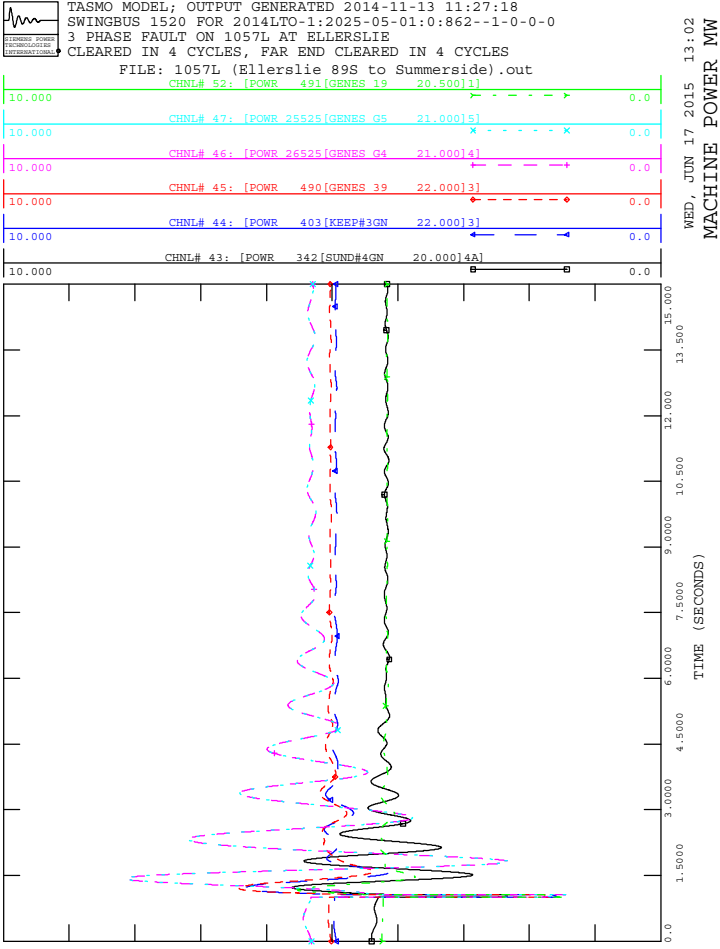


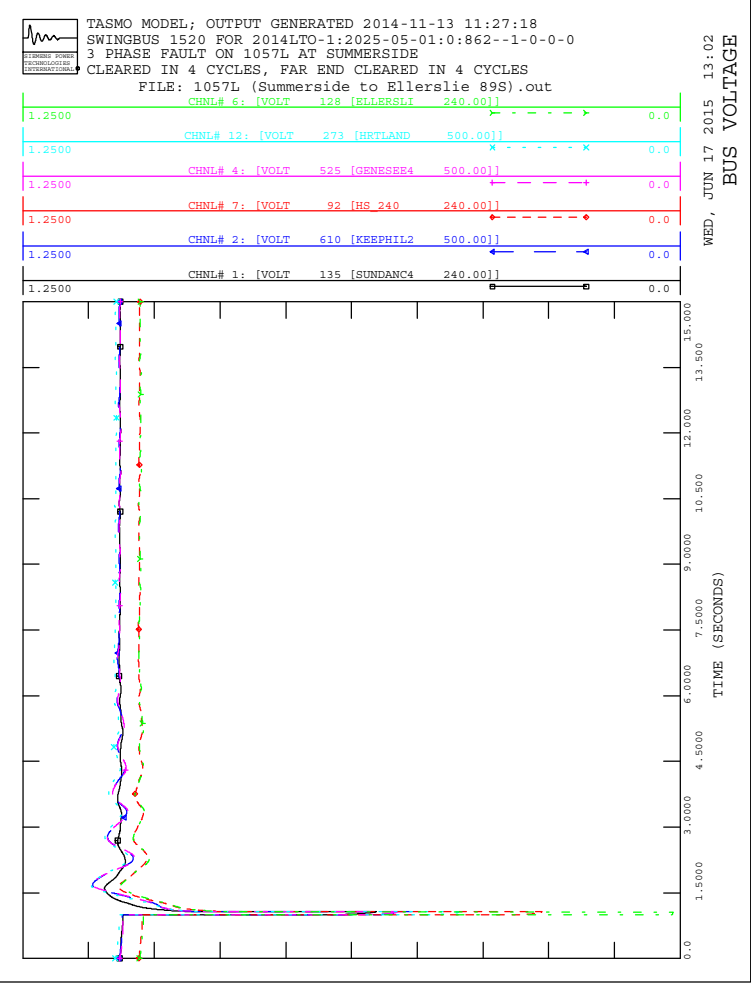
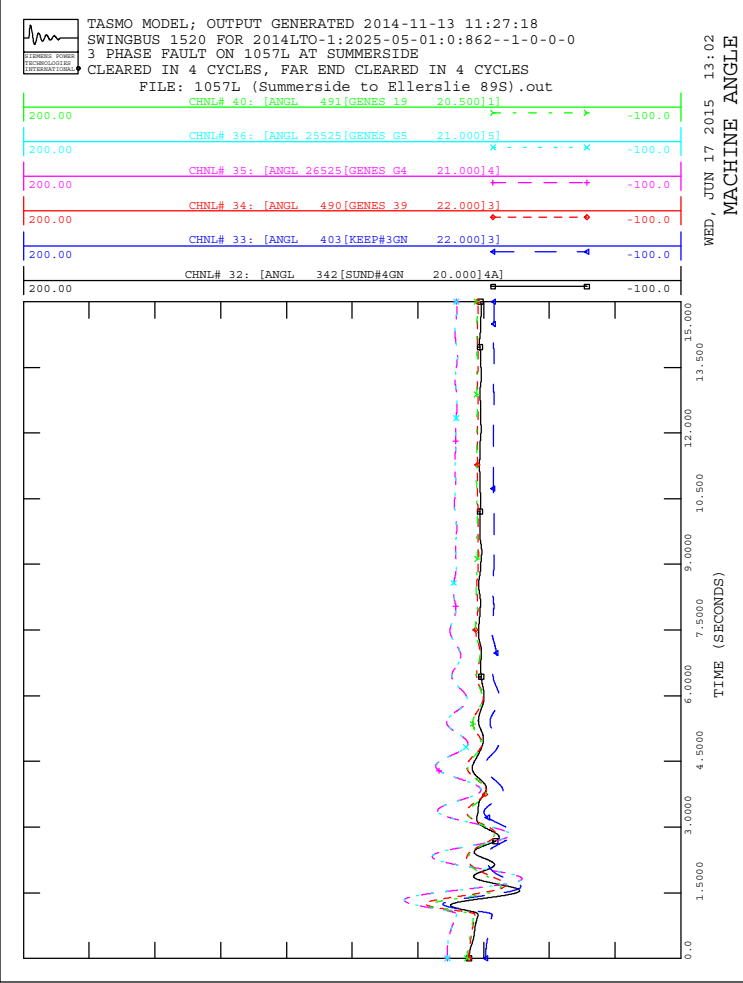
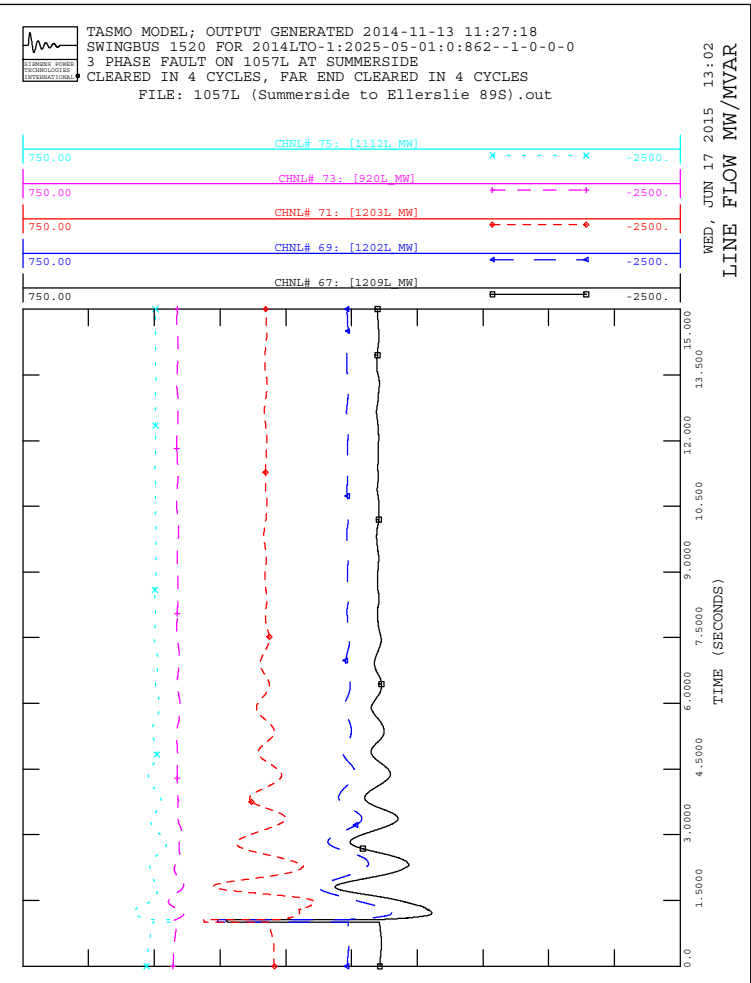
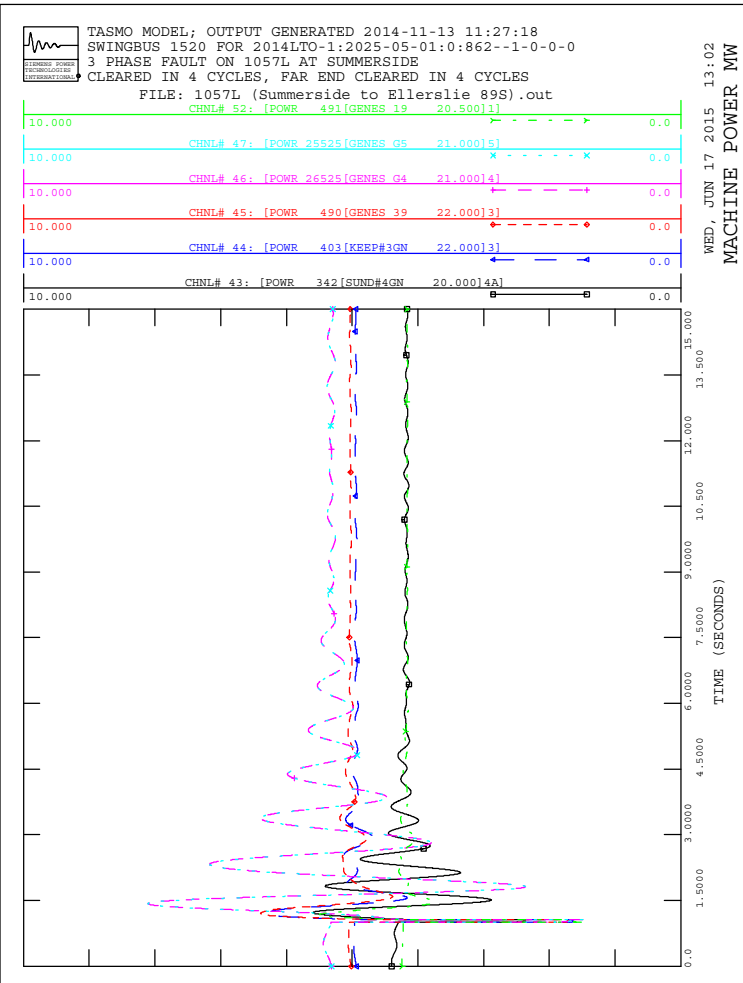
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out

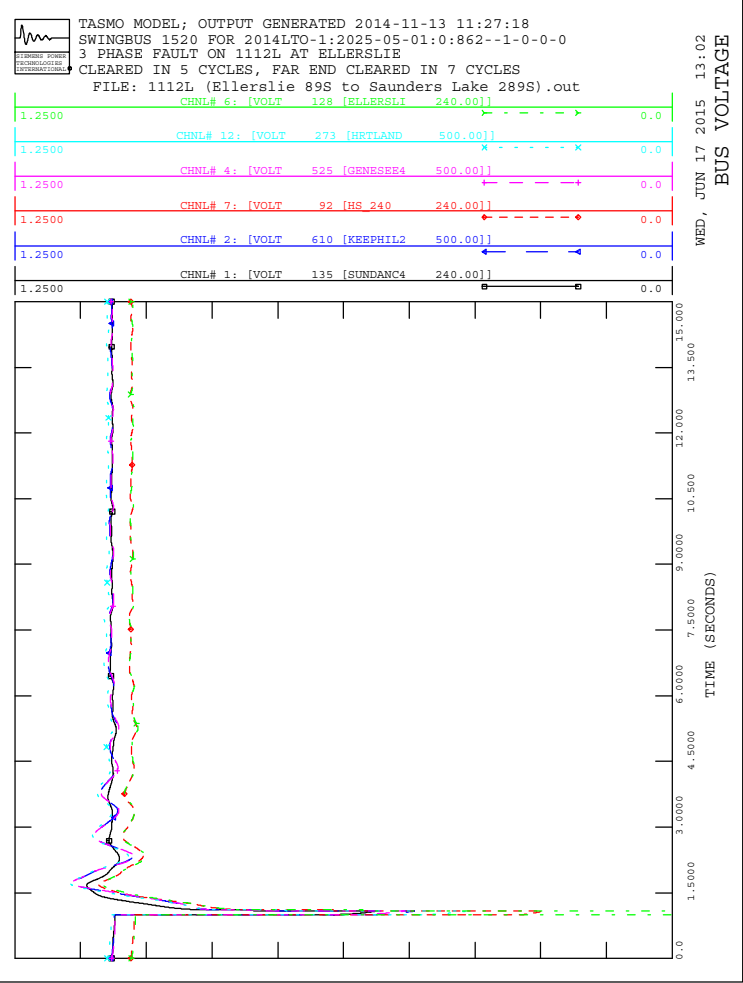
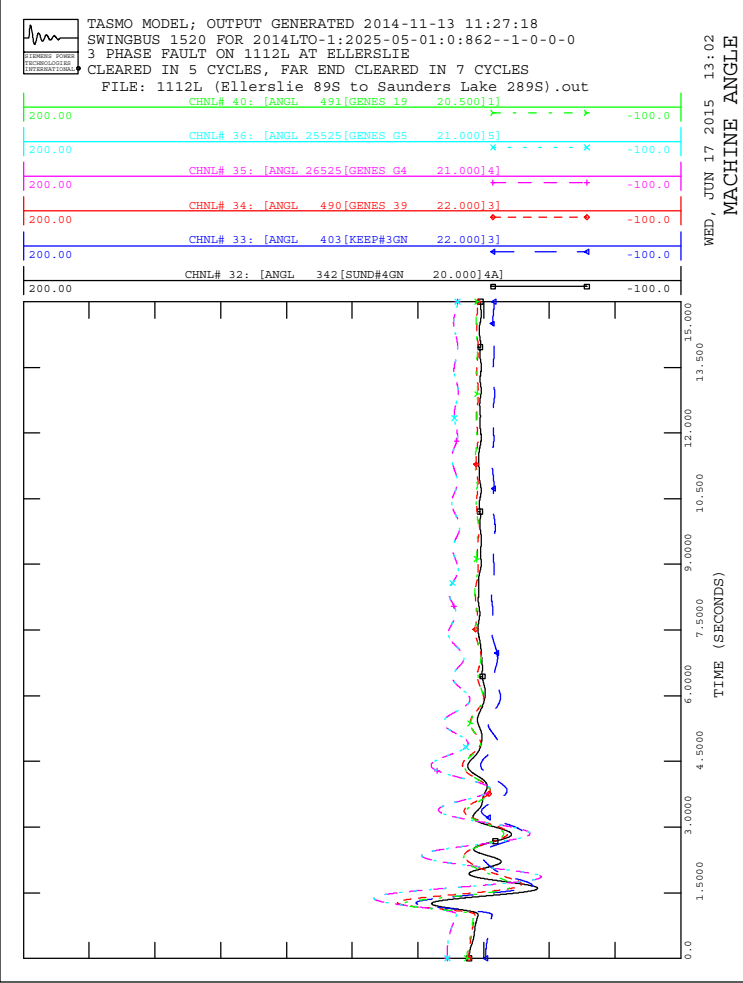
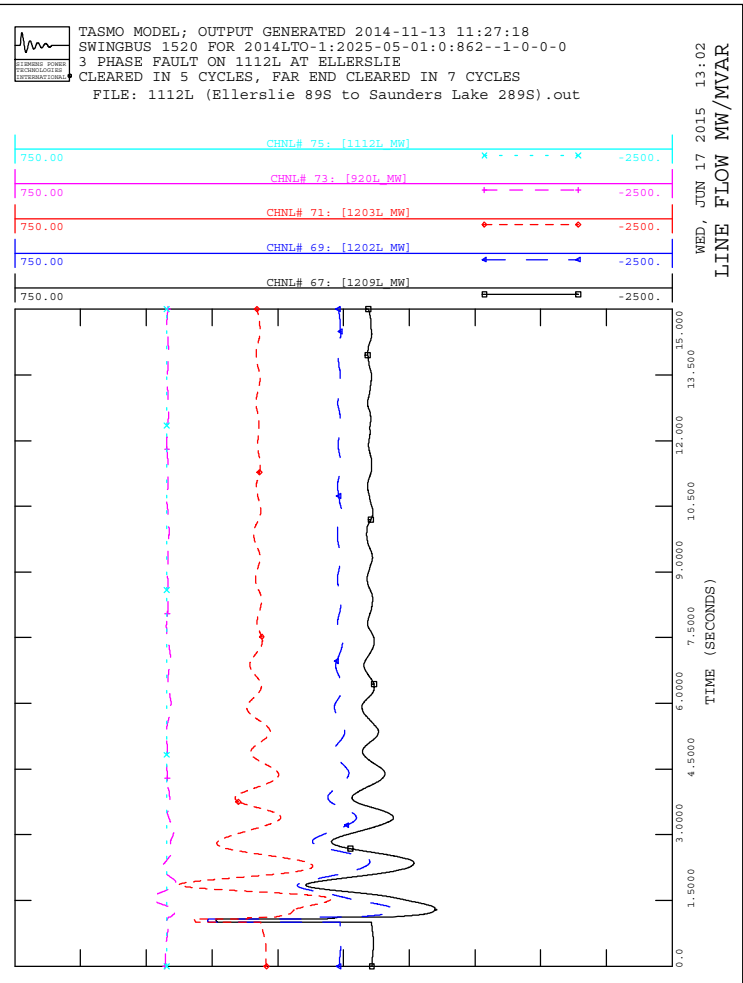
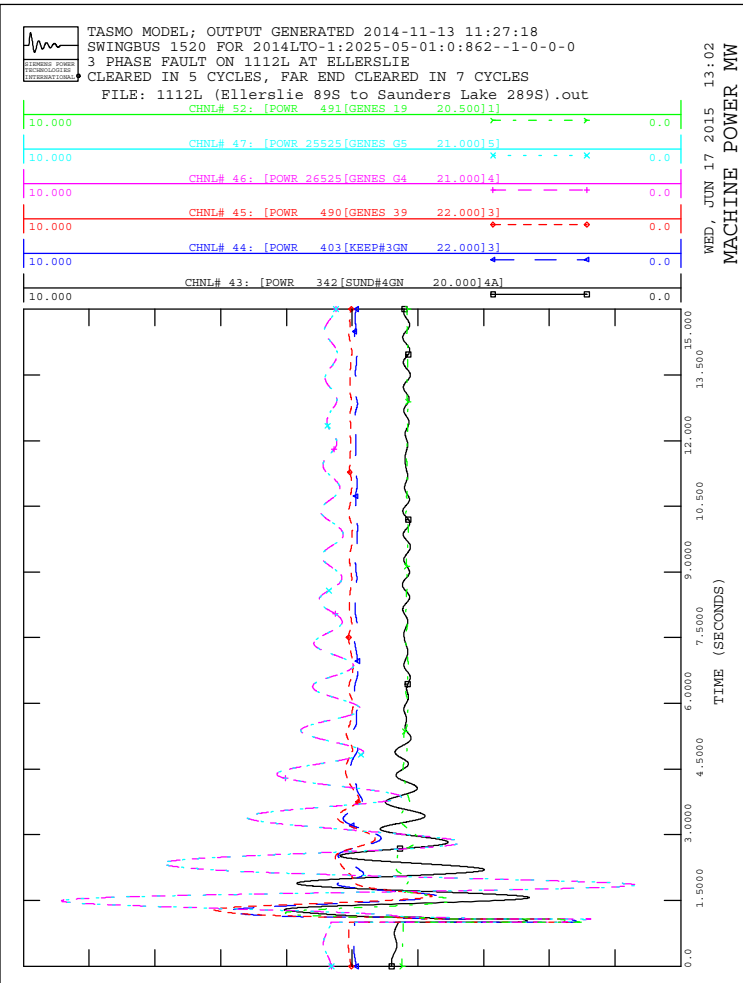


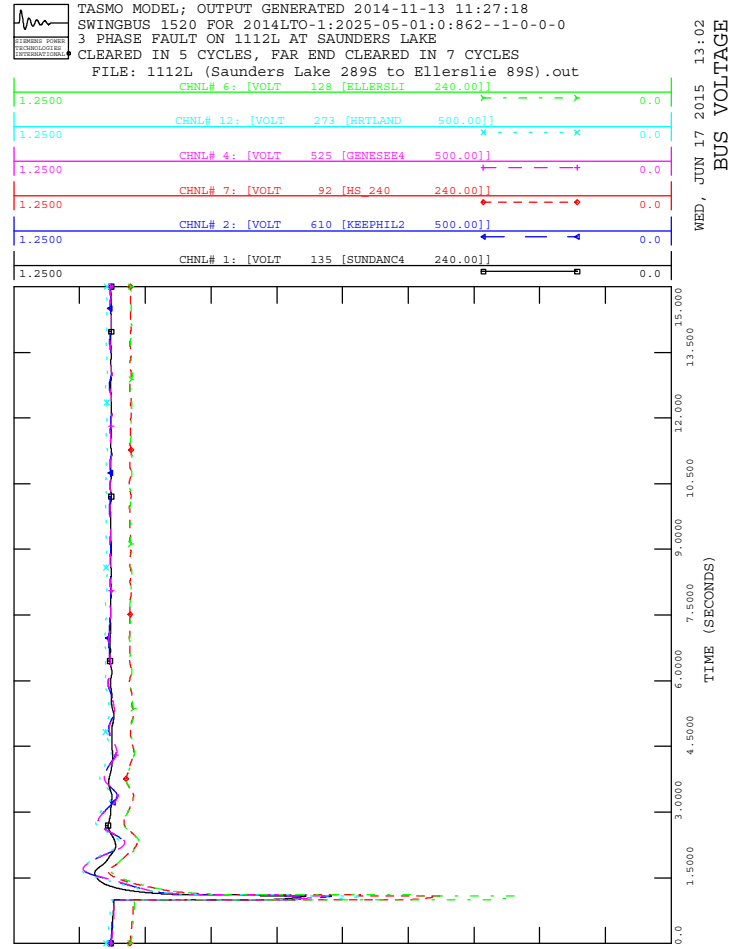
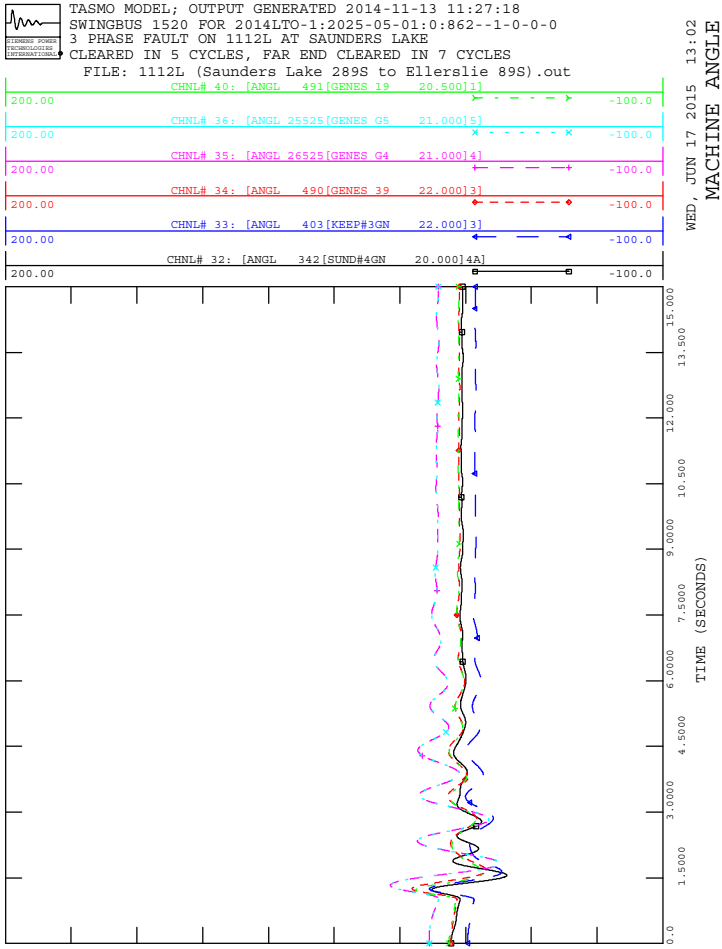
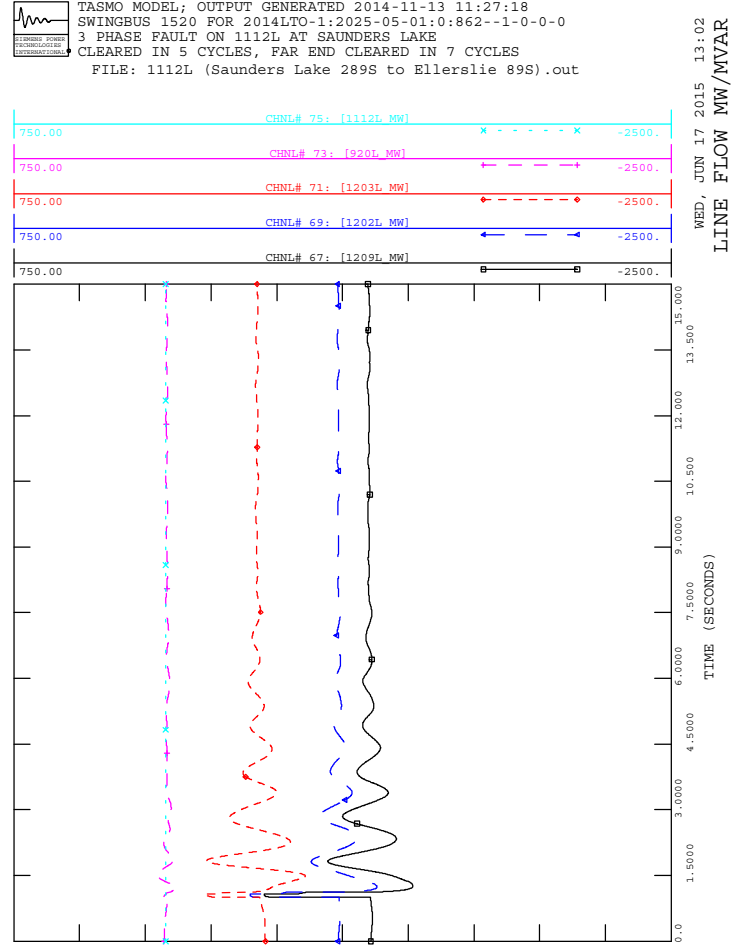
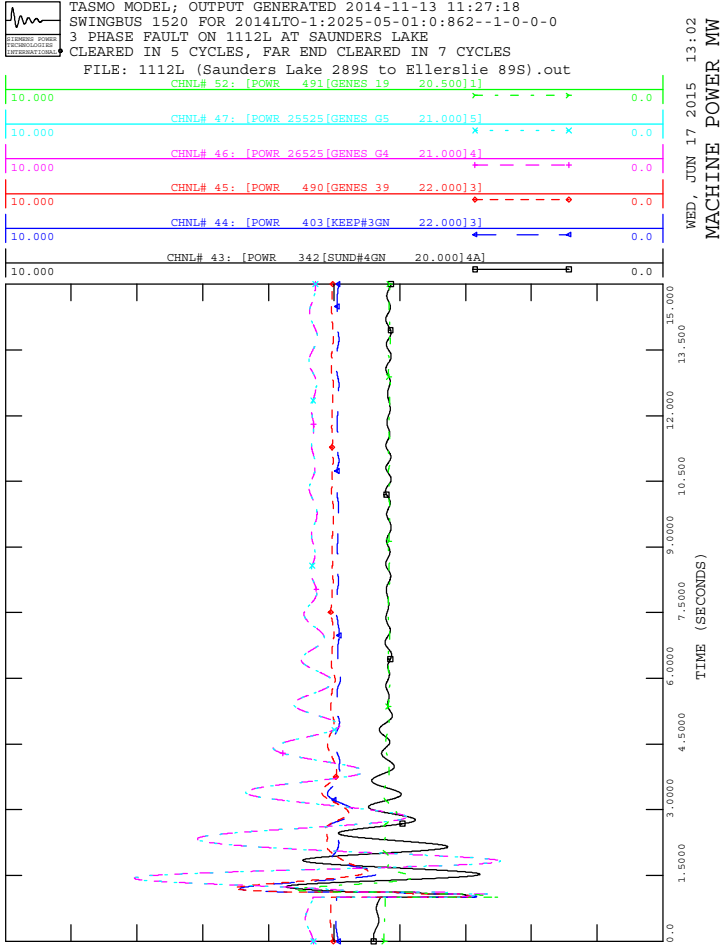
WED, JUN 17 2015 13:02
 BUS VOLTAGE





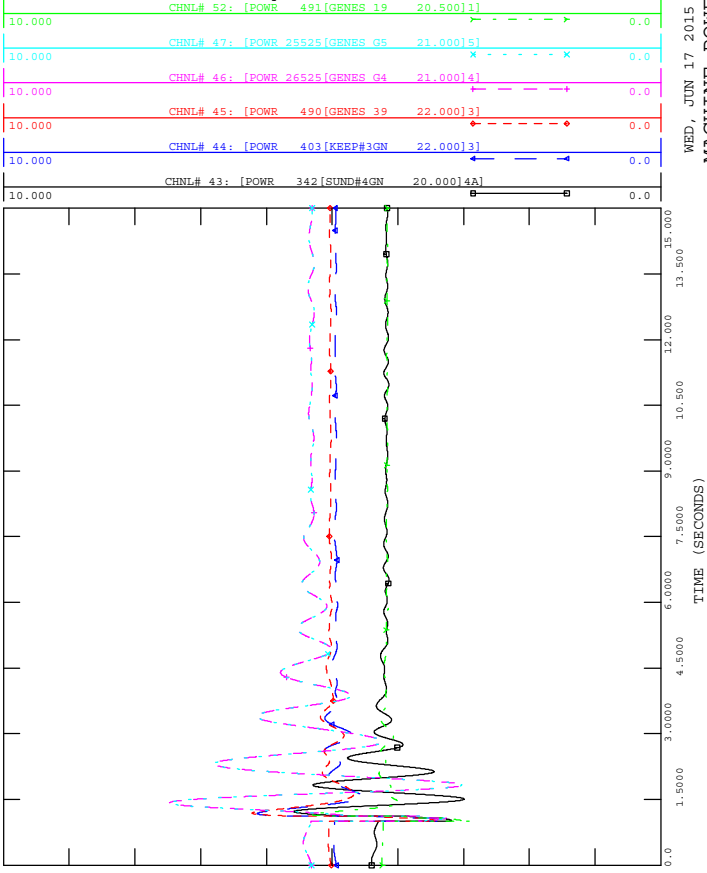








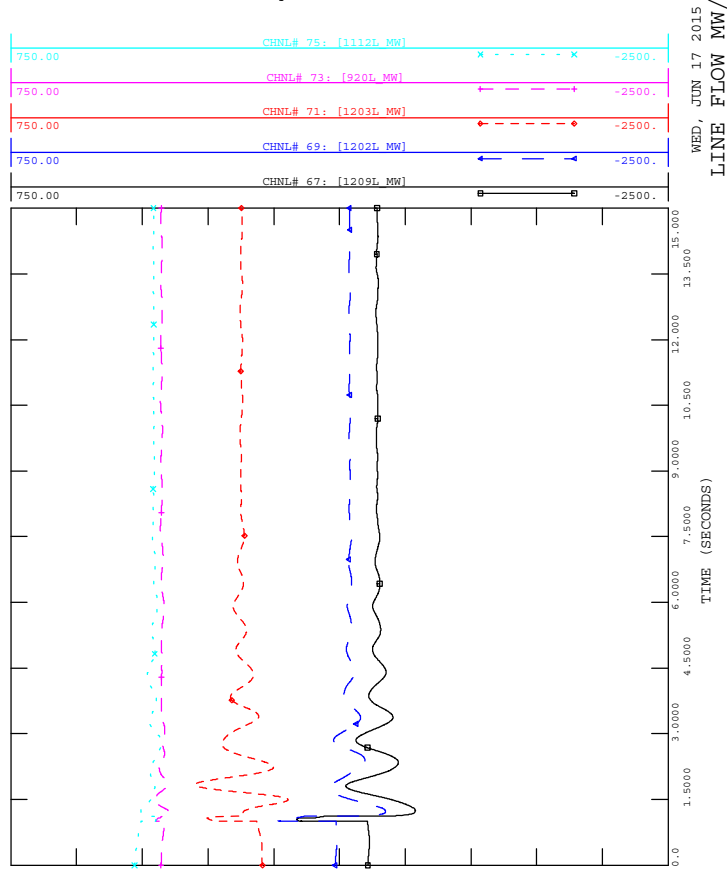
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



WED, JUN 17 2015 13:02
 MACHINE POWER MW



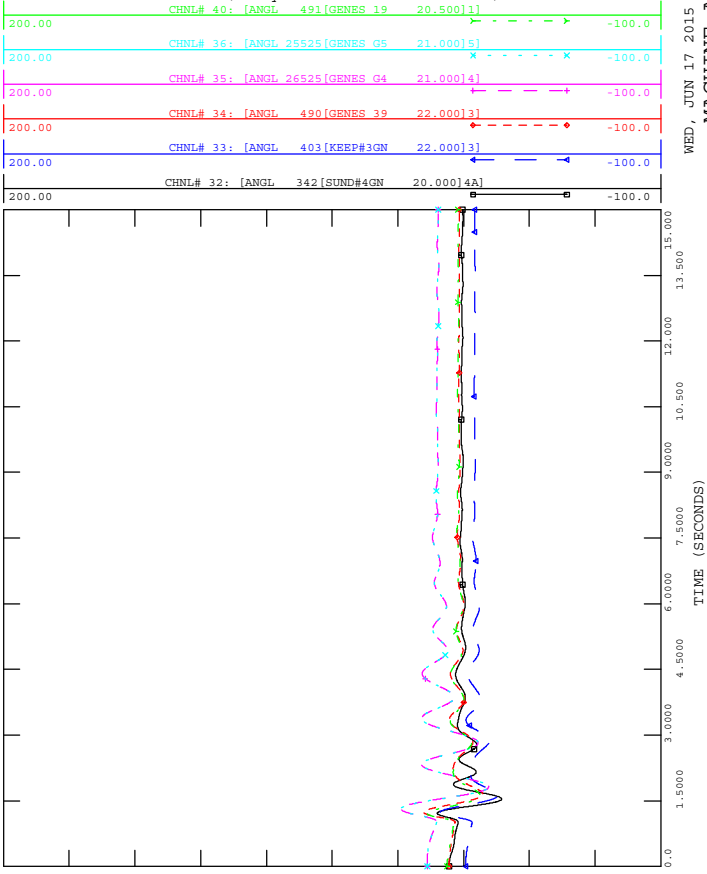
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



WED, JUN 17 2015 13:02
 LINE FLOW MW/MVAR



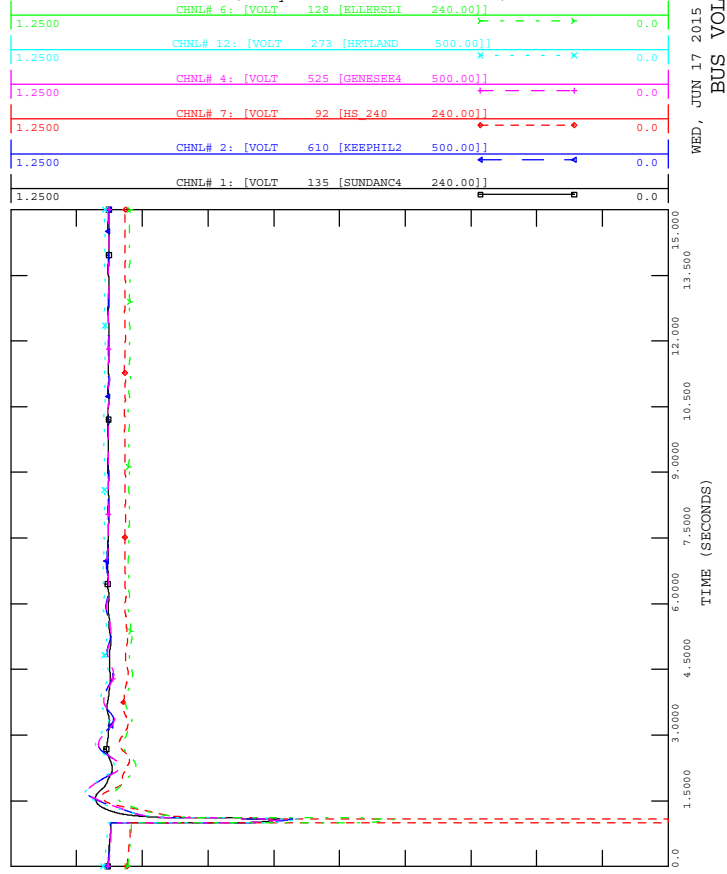
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



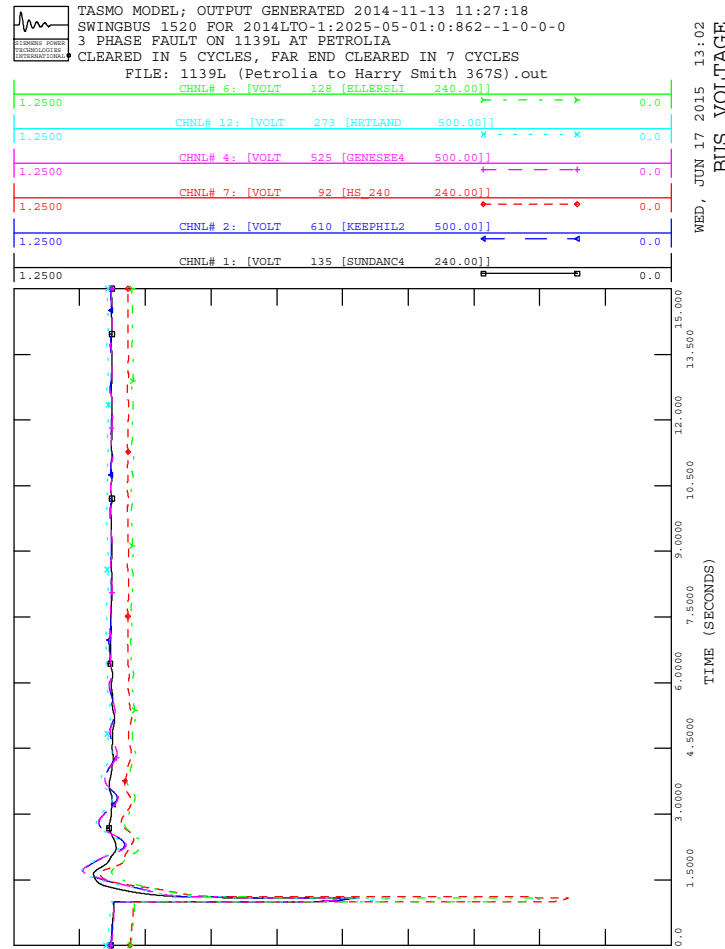
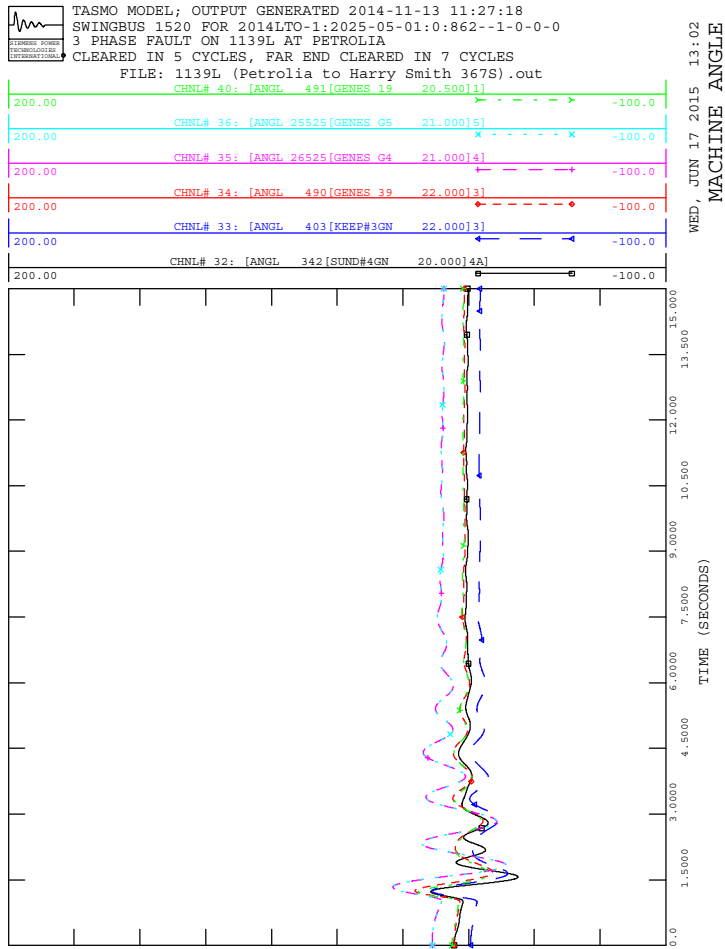
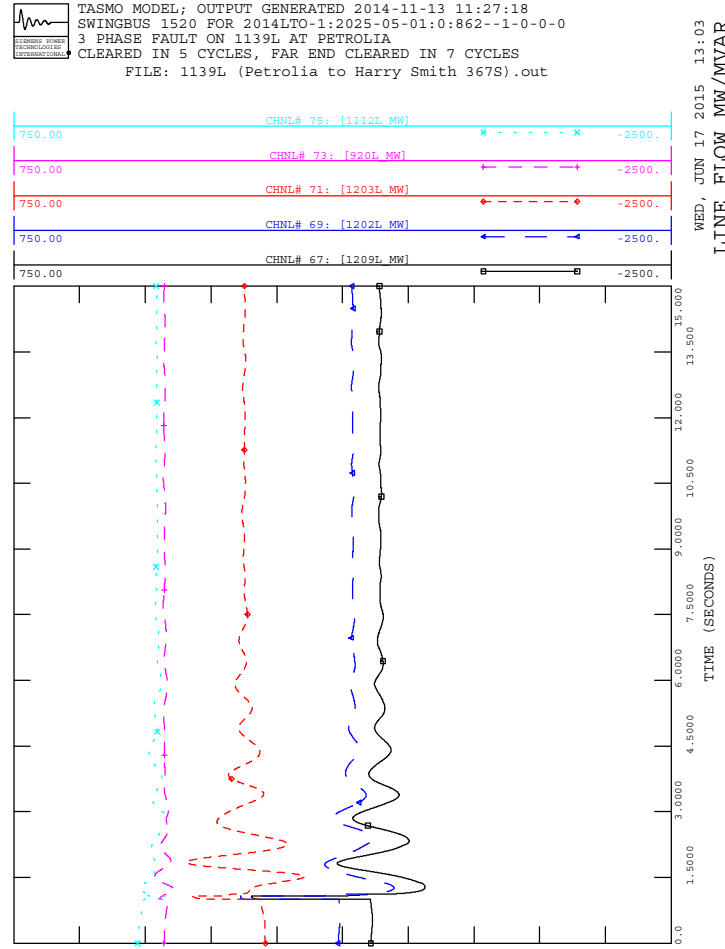
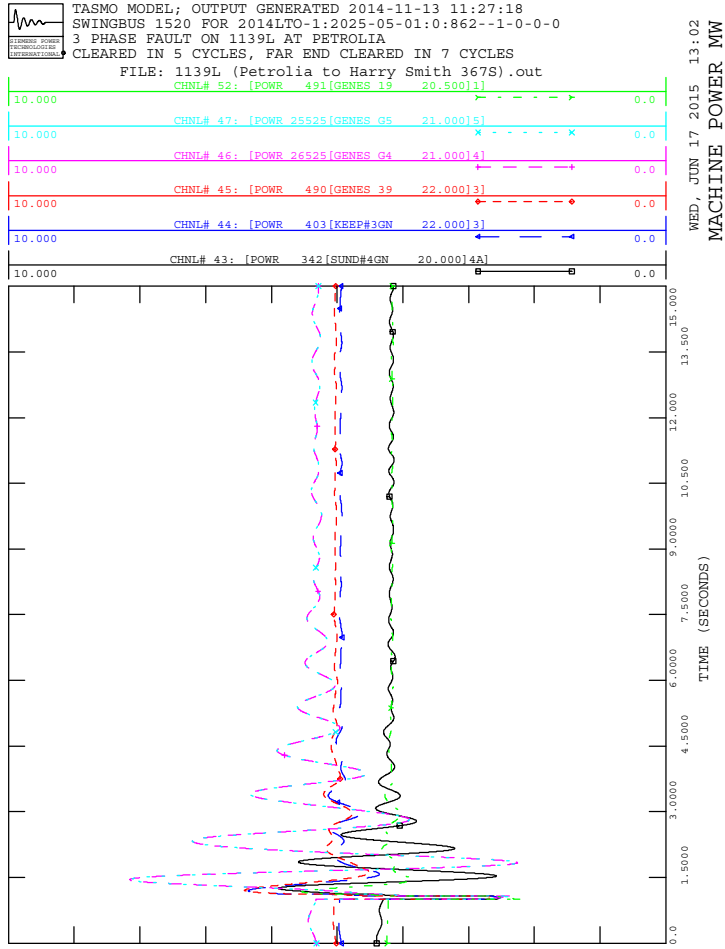
WED, JUN 17 2015 13:02
 MACHINE ANGLE

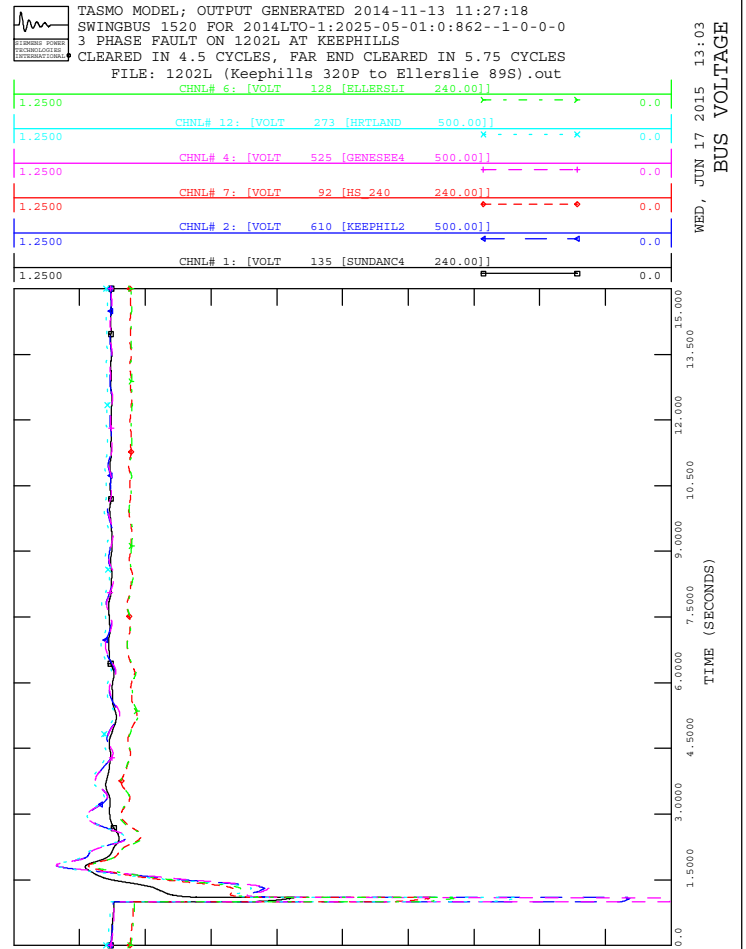
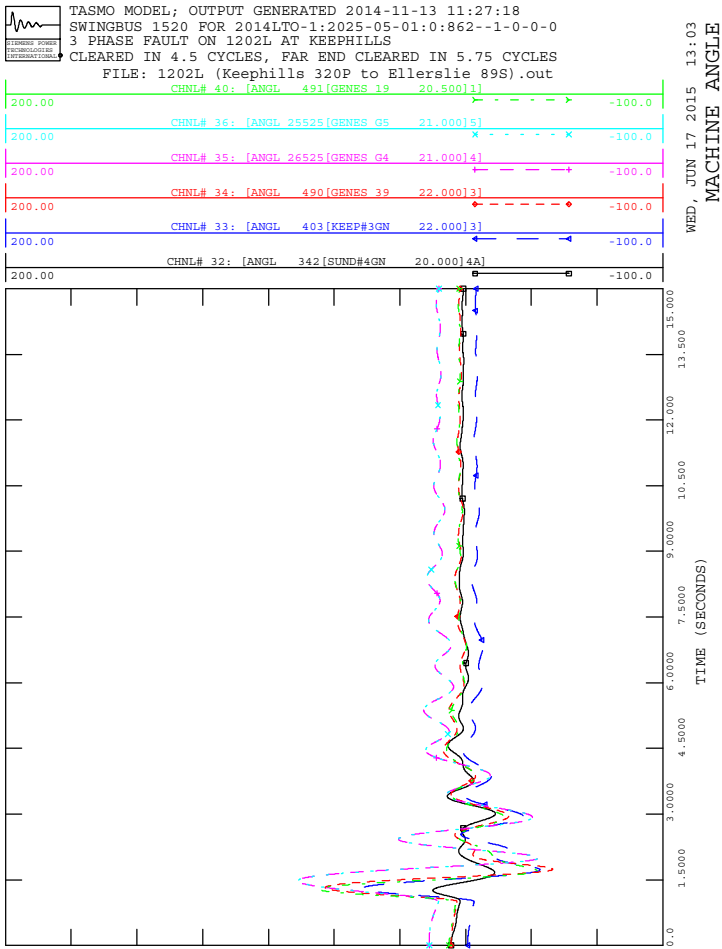
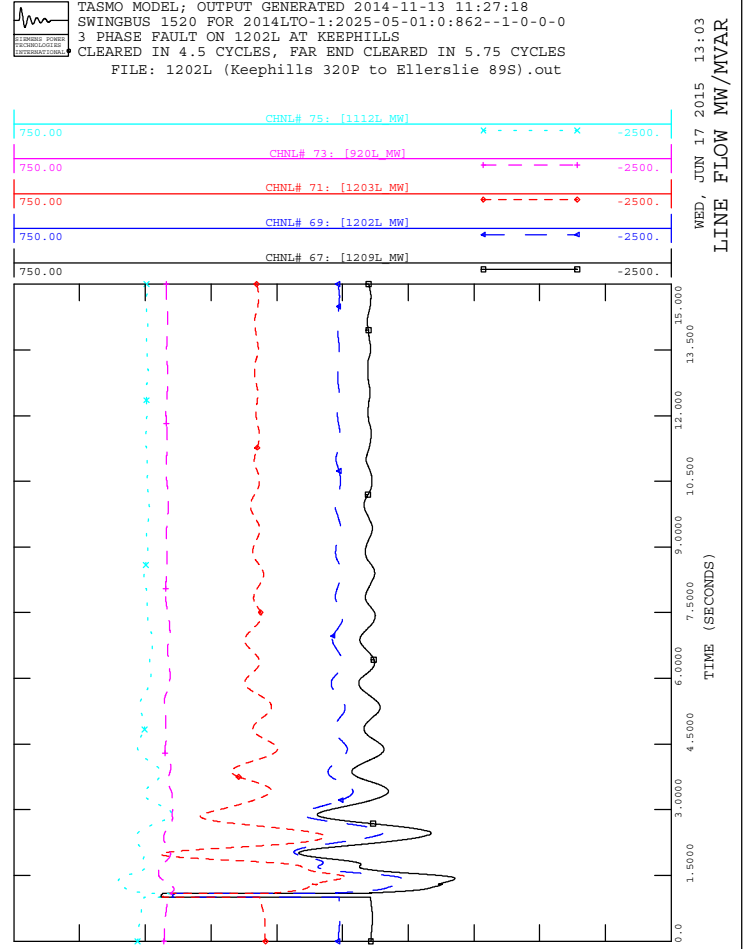
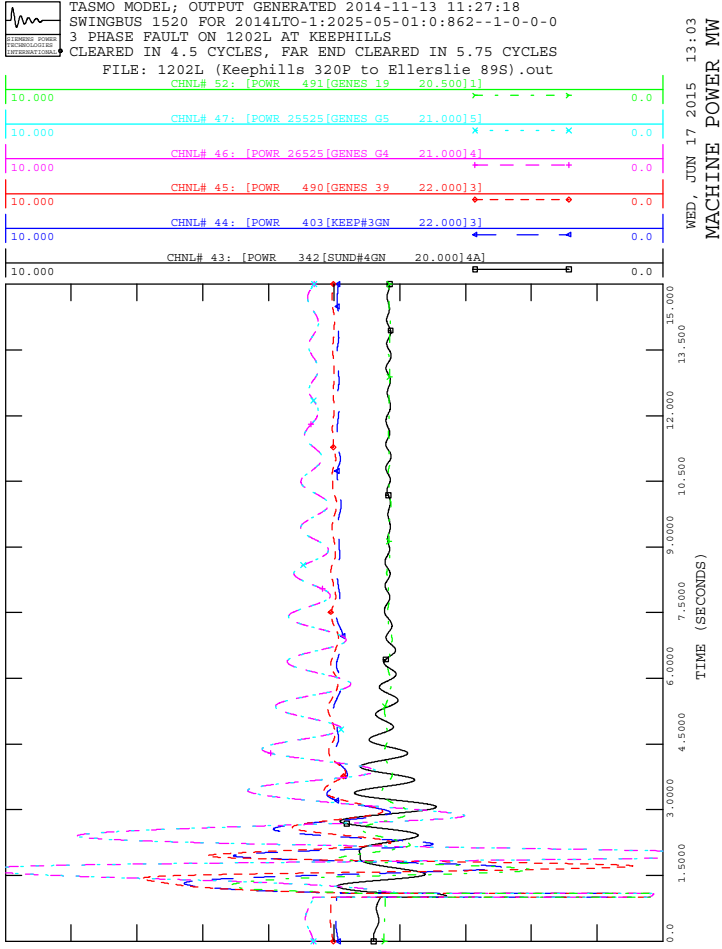


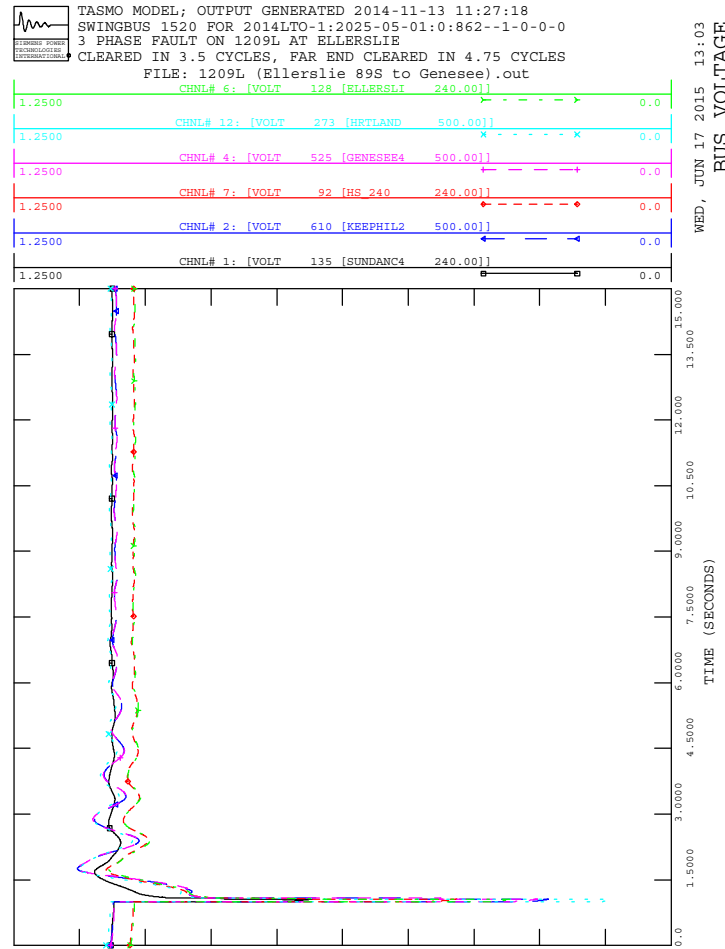
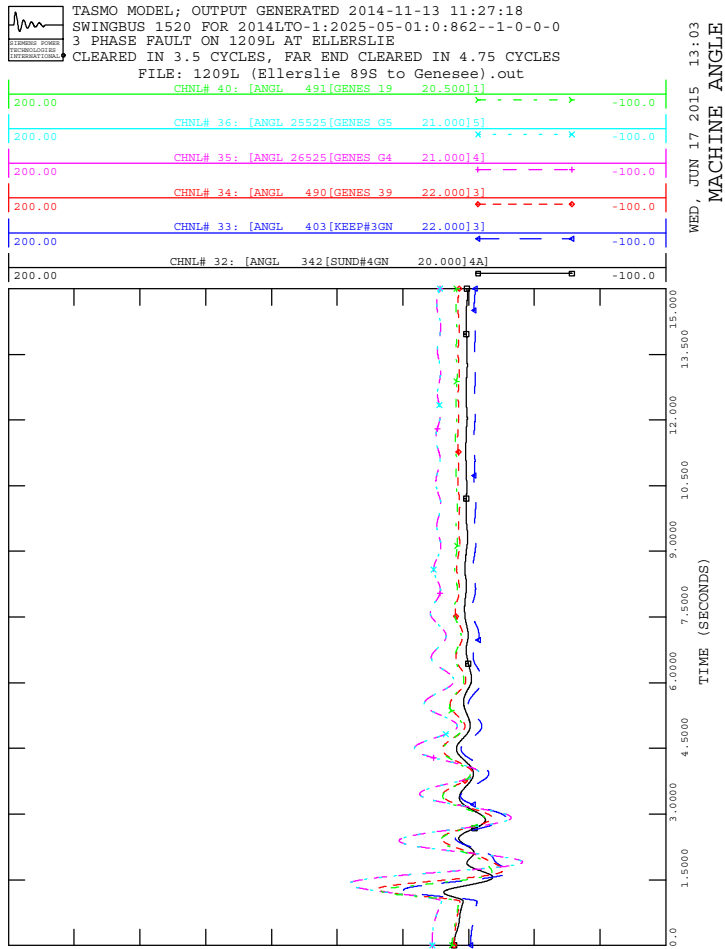
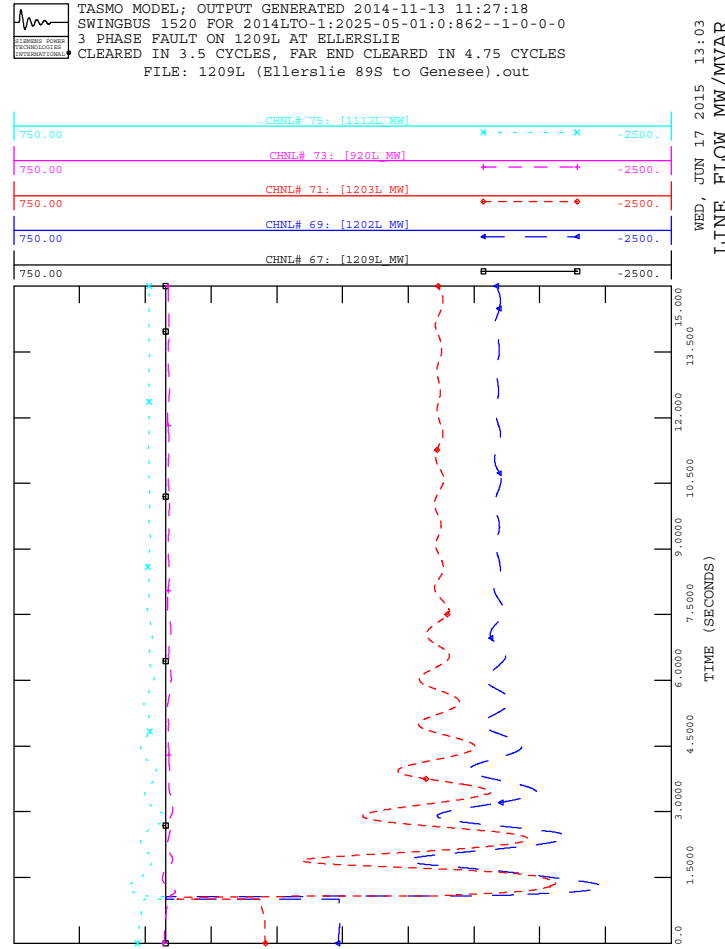
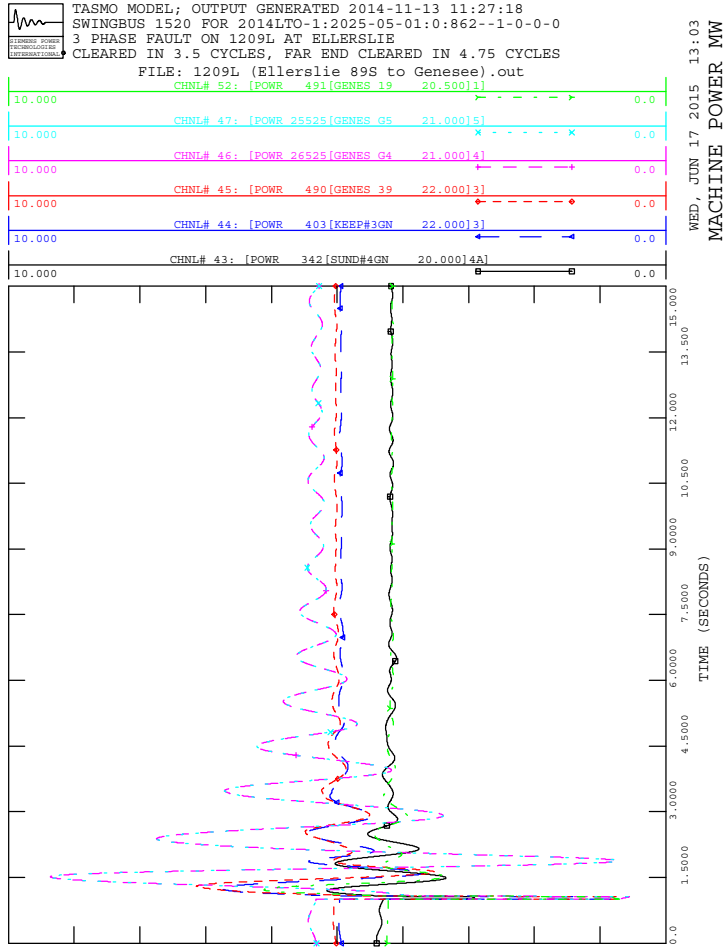
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



WED, JUN 17 2015 13:02
 BUS VOLTAGE

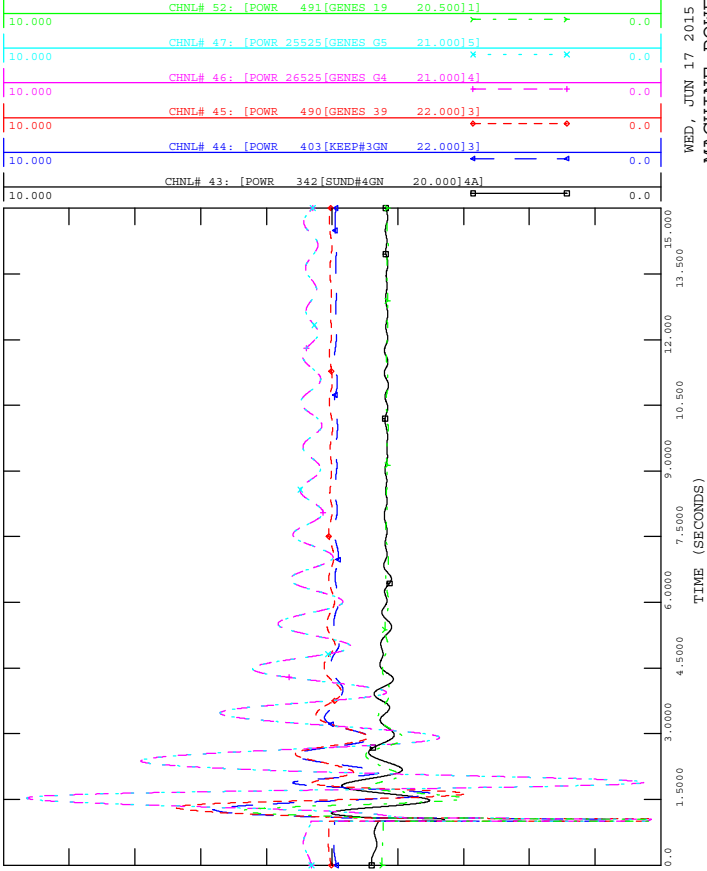




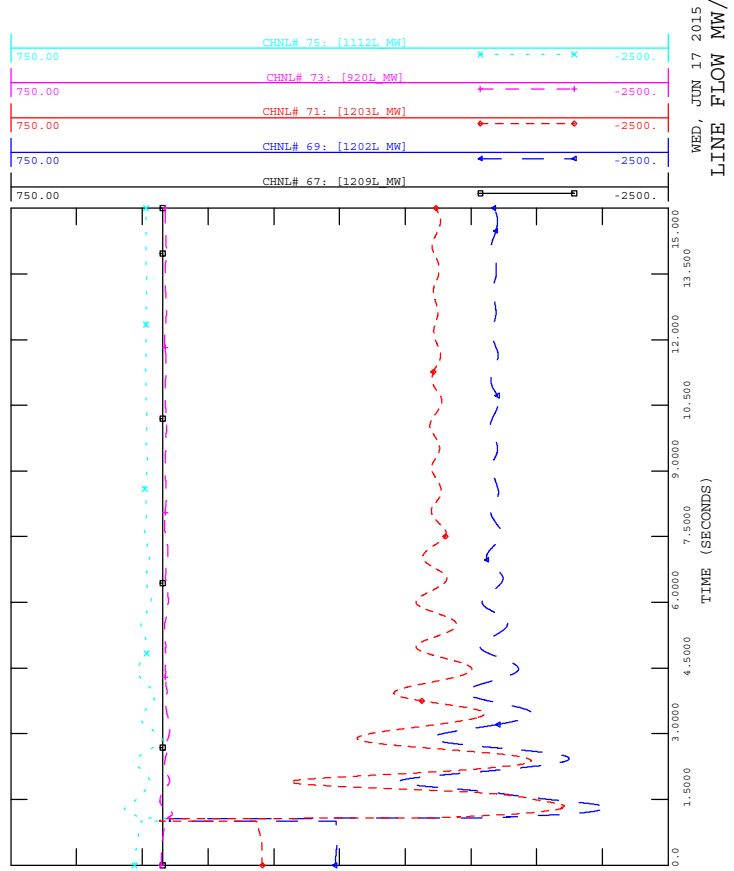




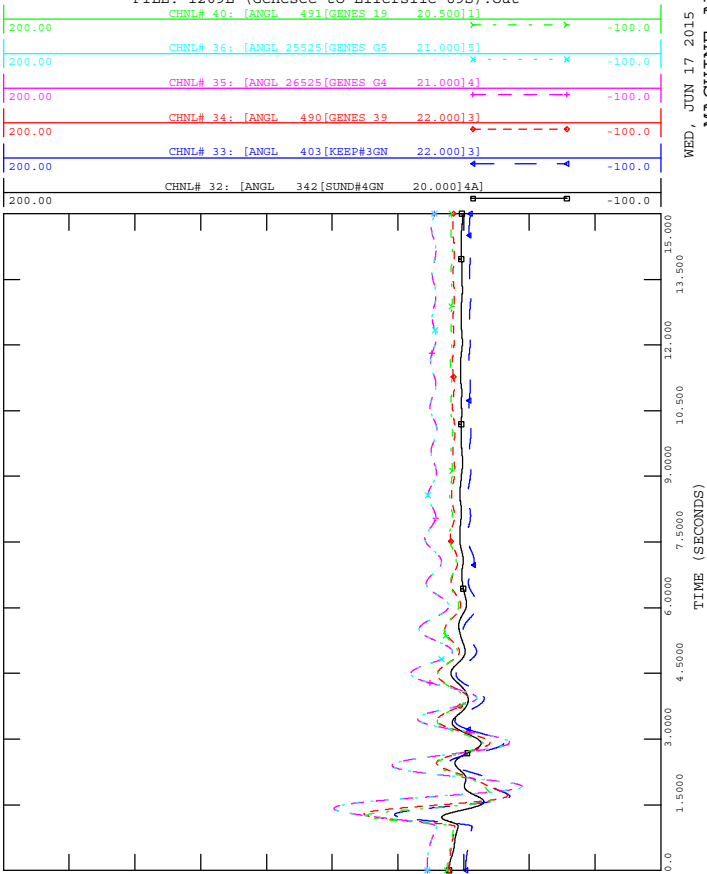
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



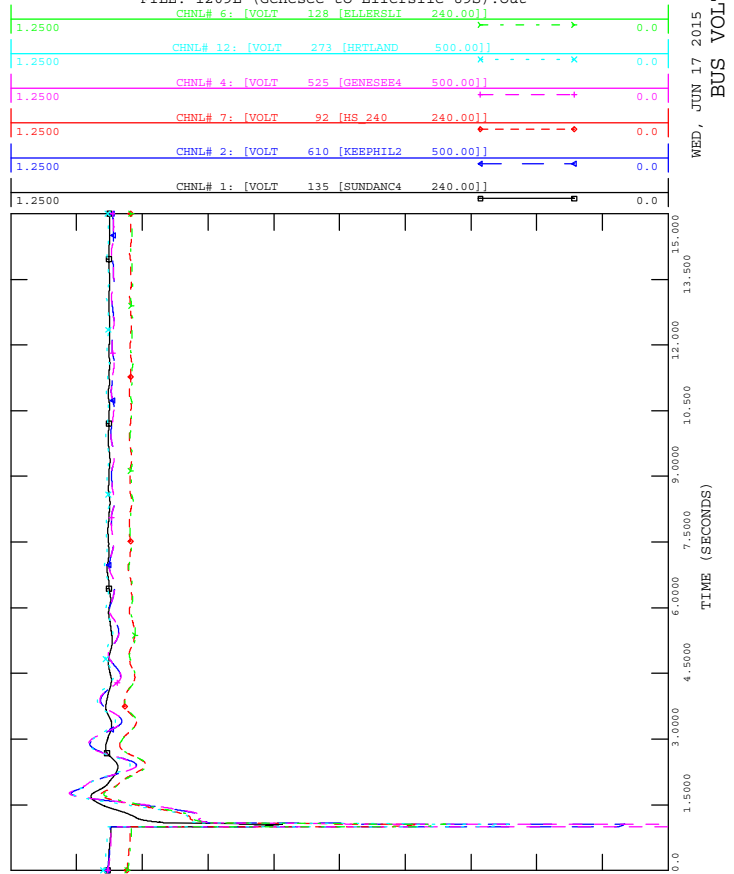
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

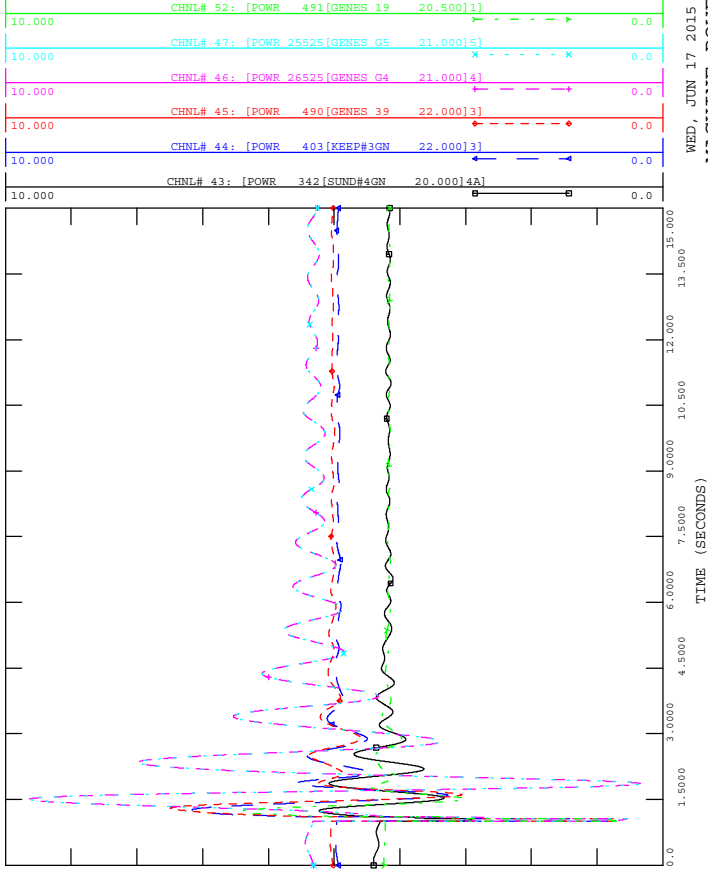


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out





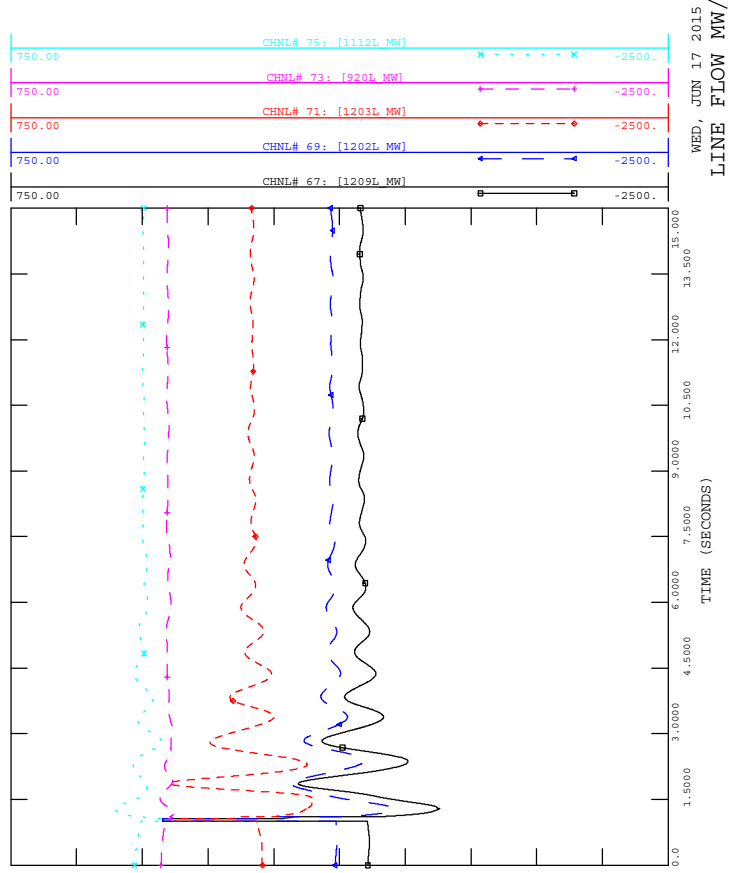
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



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 MACHINE POWER MW



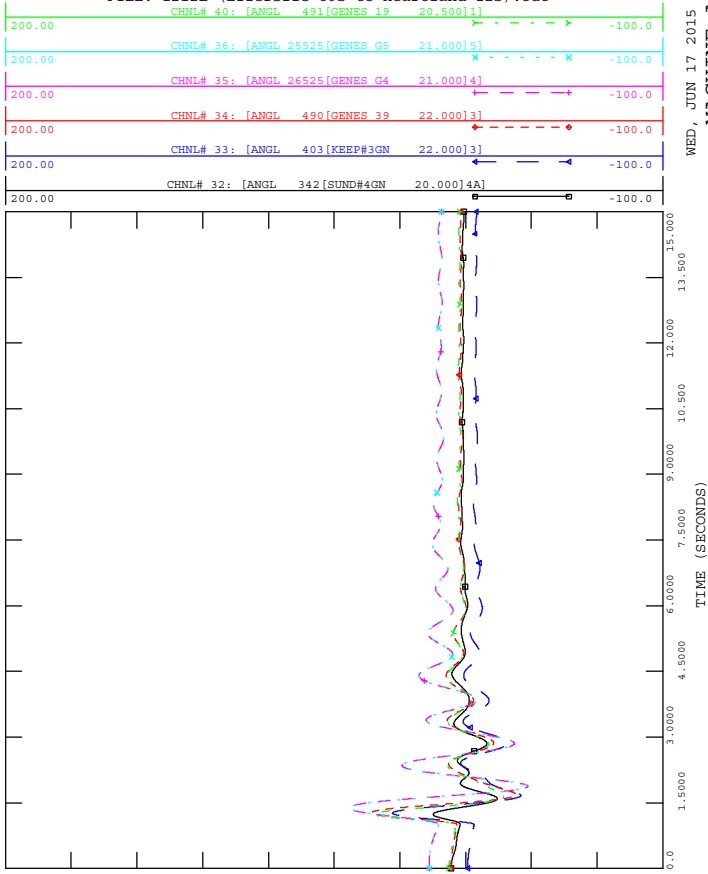
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



WED, JUN 17 2015 13:03
 LINE FLOW MW/MVAR



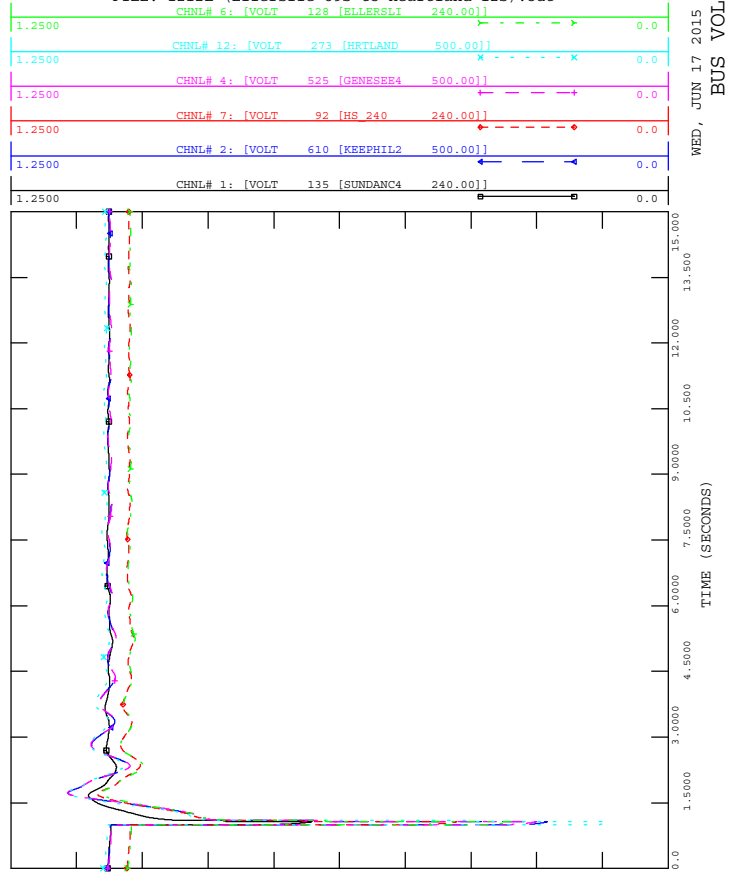
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



WED, JUN 17 2015 13:03
 MACHINE ANGLE



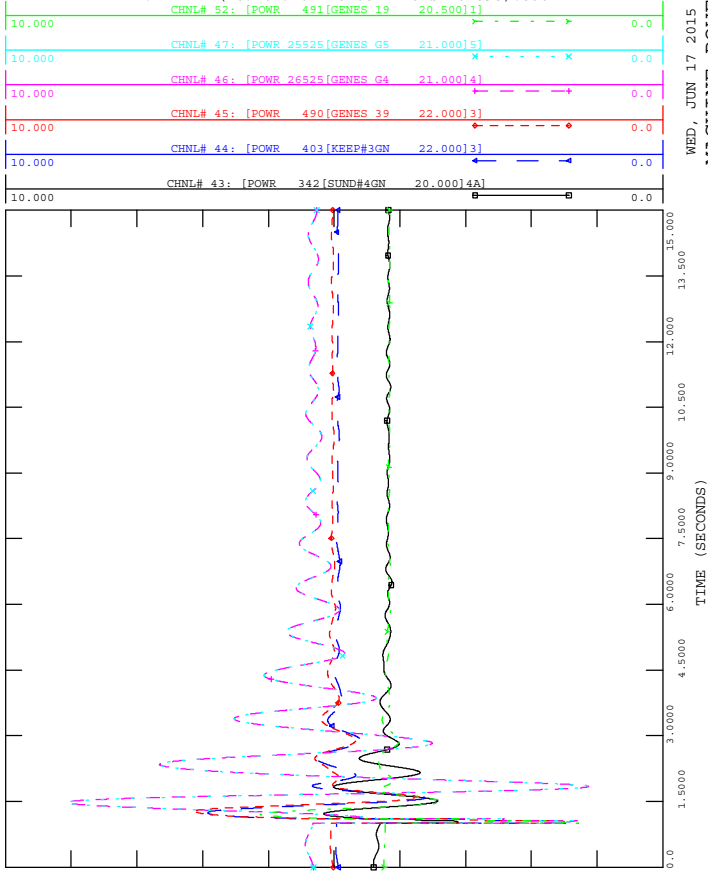
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



WED, JUN 17 2015 13:03
 BUS VOLTAGE



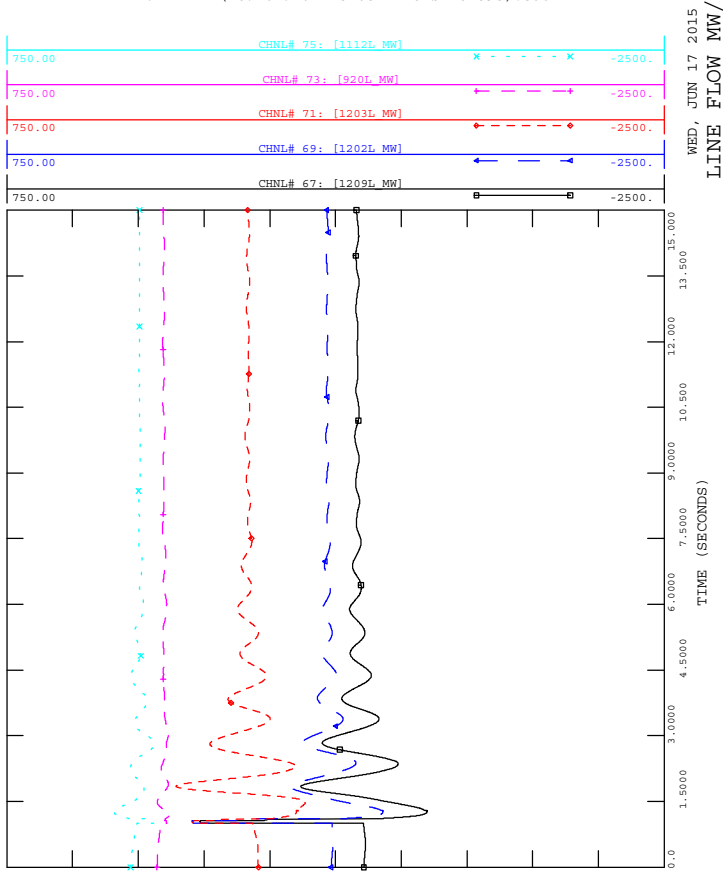
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



WED, JUN 17 2015 13:03
 MACHINE POWER MW



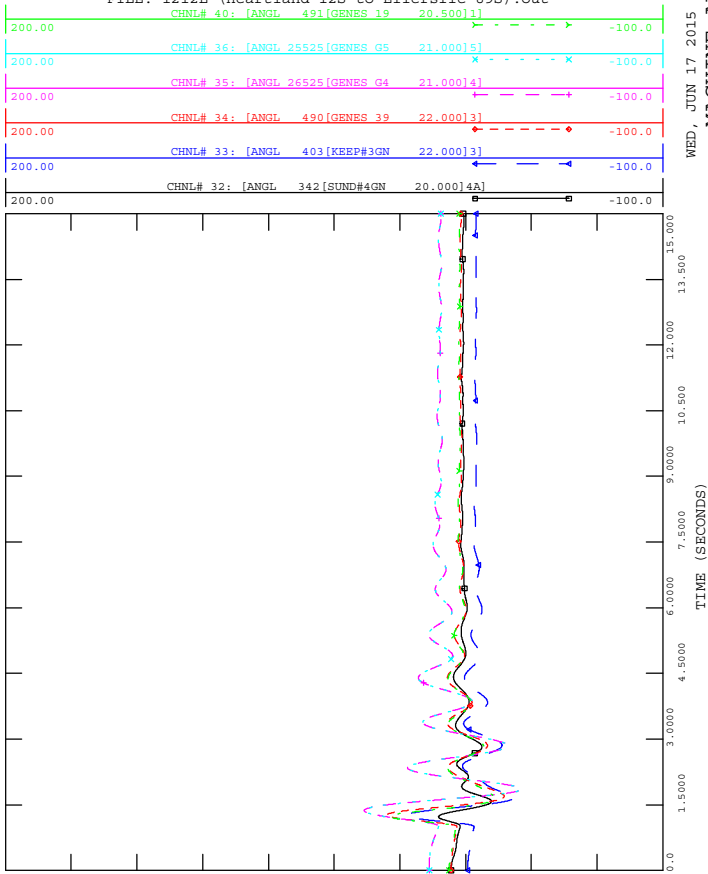
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 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



WED, JUN 17 2015 13:03
 LINE FLOW MW/MVAR



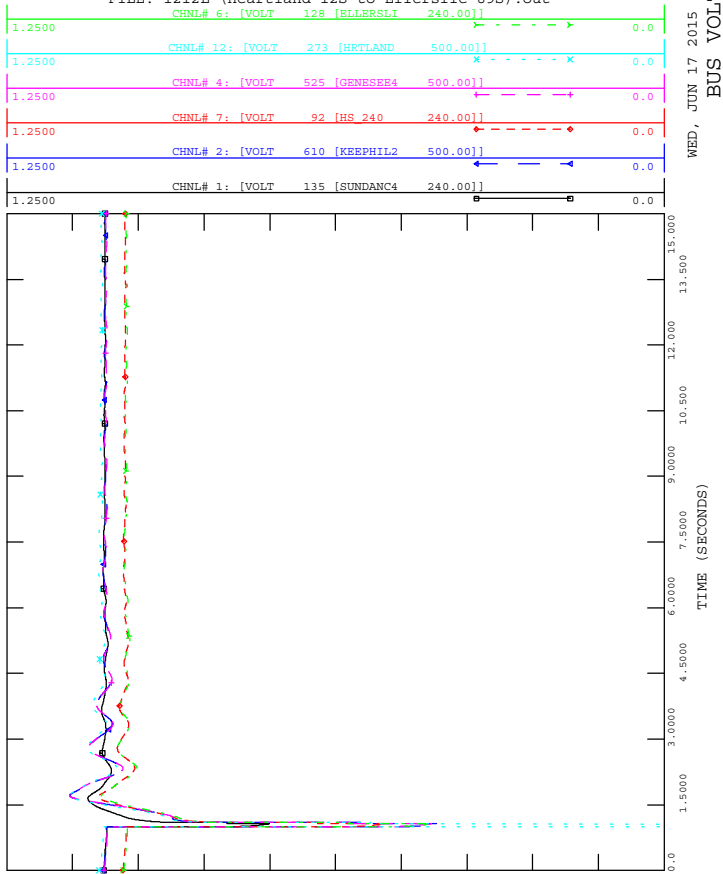
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 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



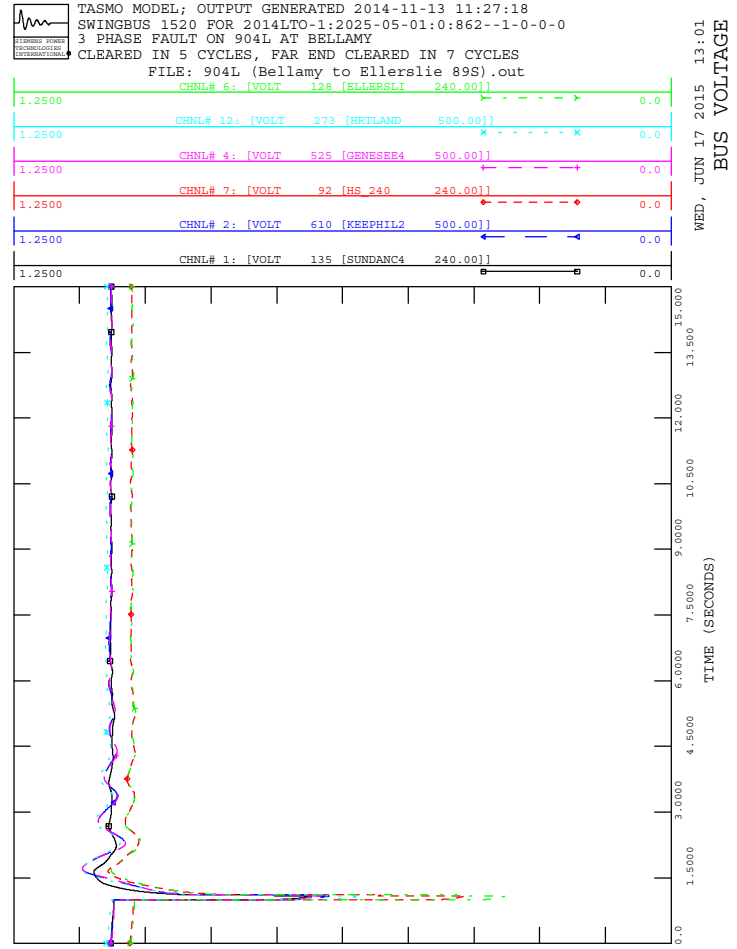
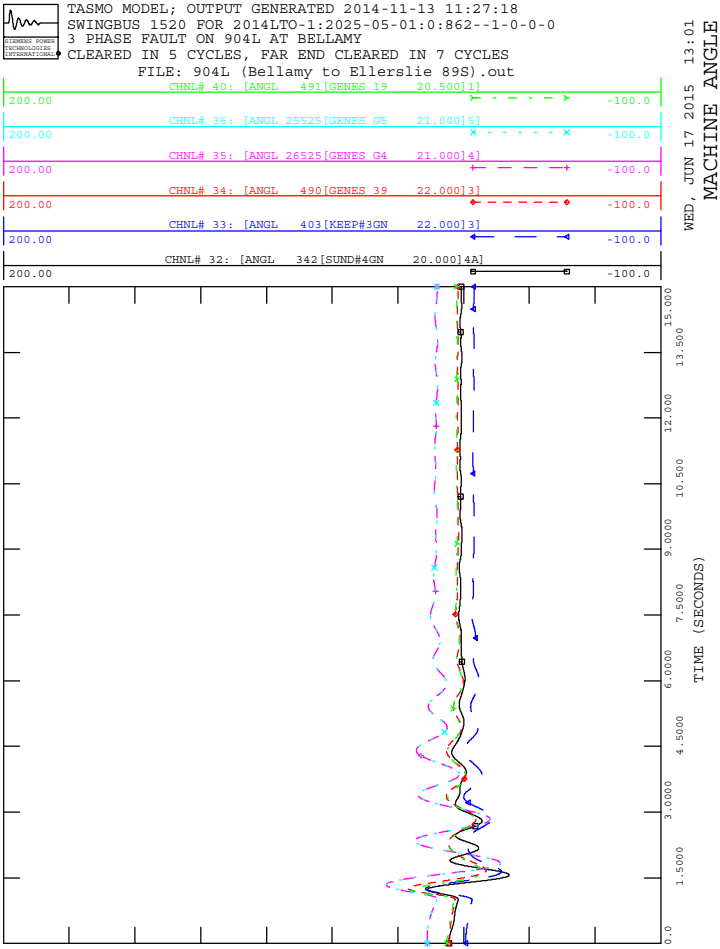
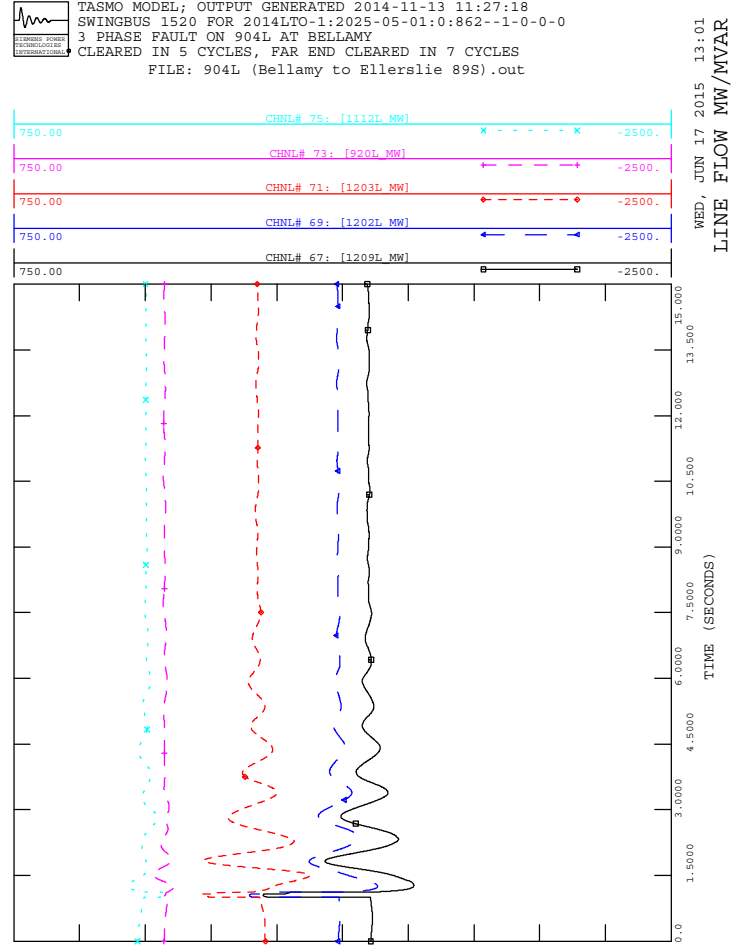
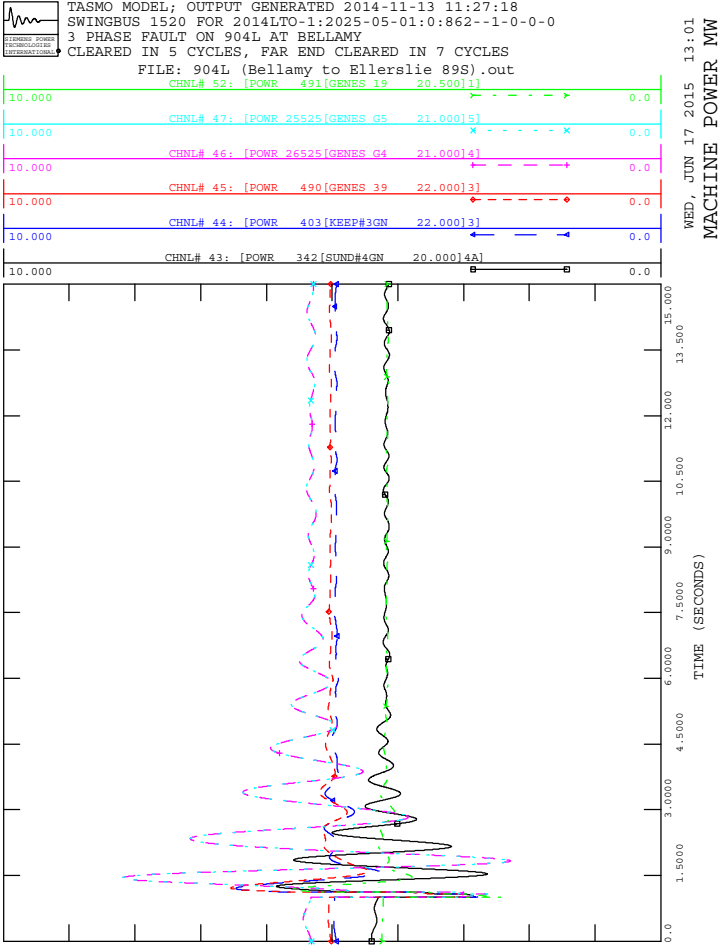
WED, JUN 17 2015 13:03
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out

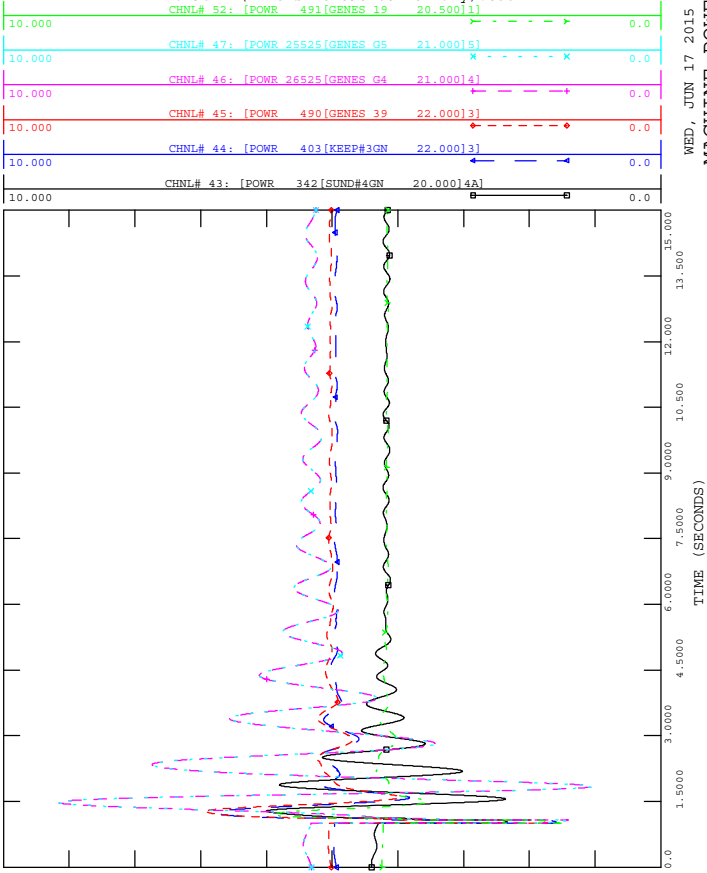


WED, JUN 17 2015 13:03
 BUS VOLTAGE





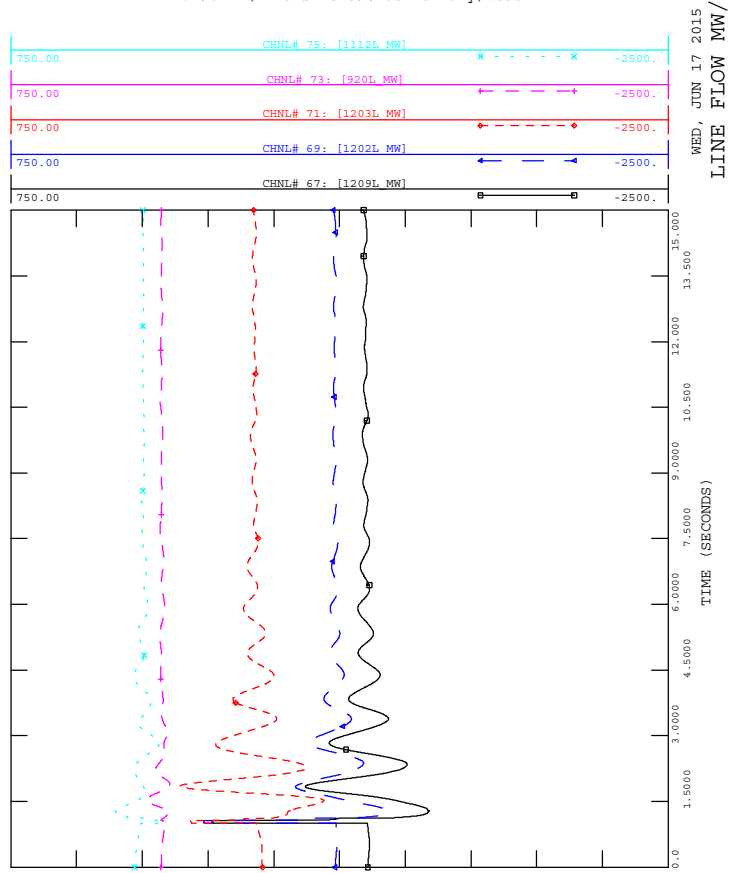
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 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out



WED, JUN 17 2015 13:02
 MACHINE POWER MW



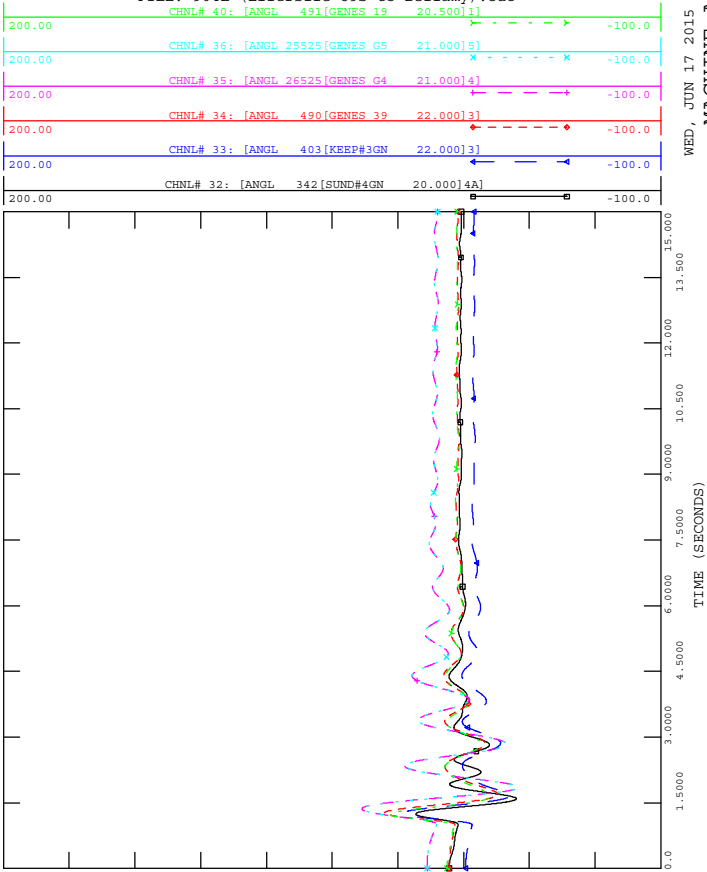
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 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out



WED, JUN 17 2015 13:02
 LINE FLOW MW/MVAR



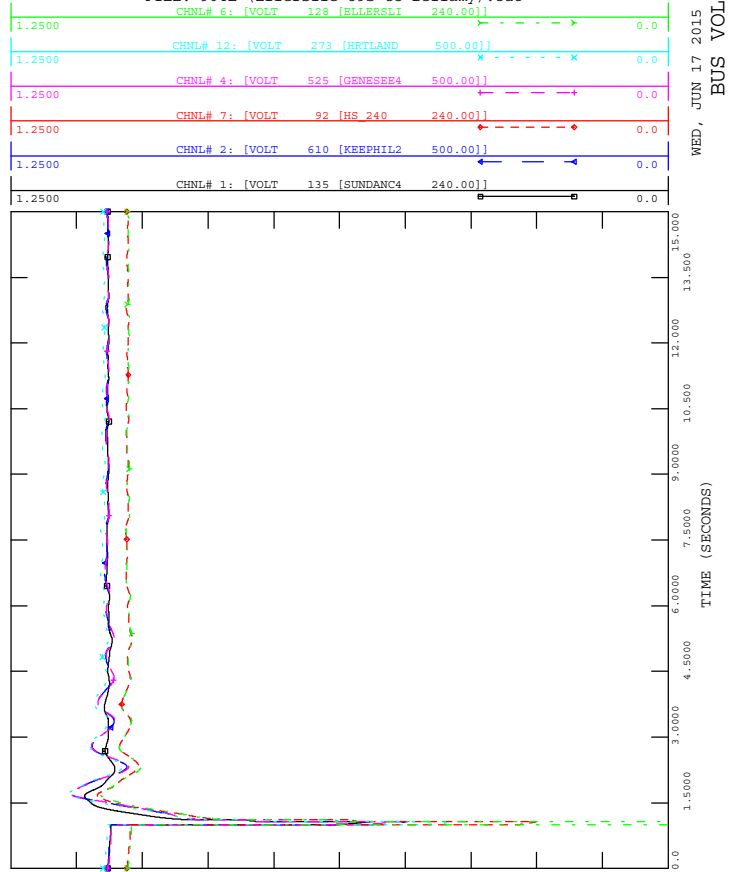
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 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out



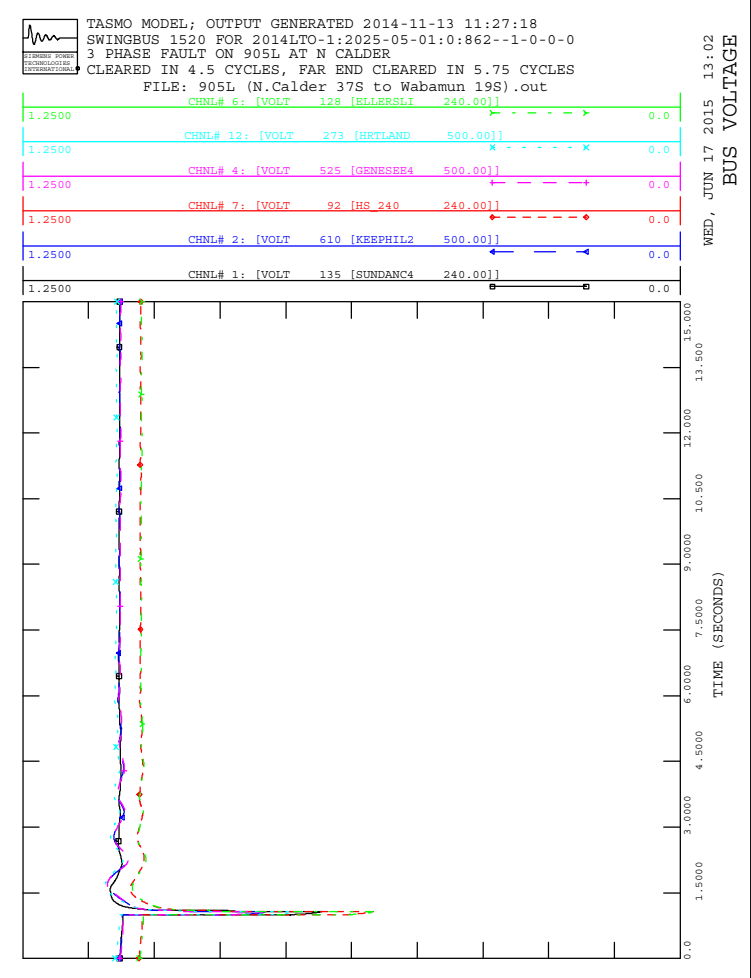
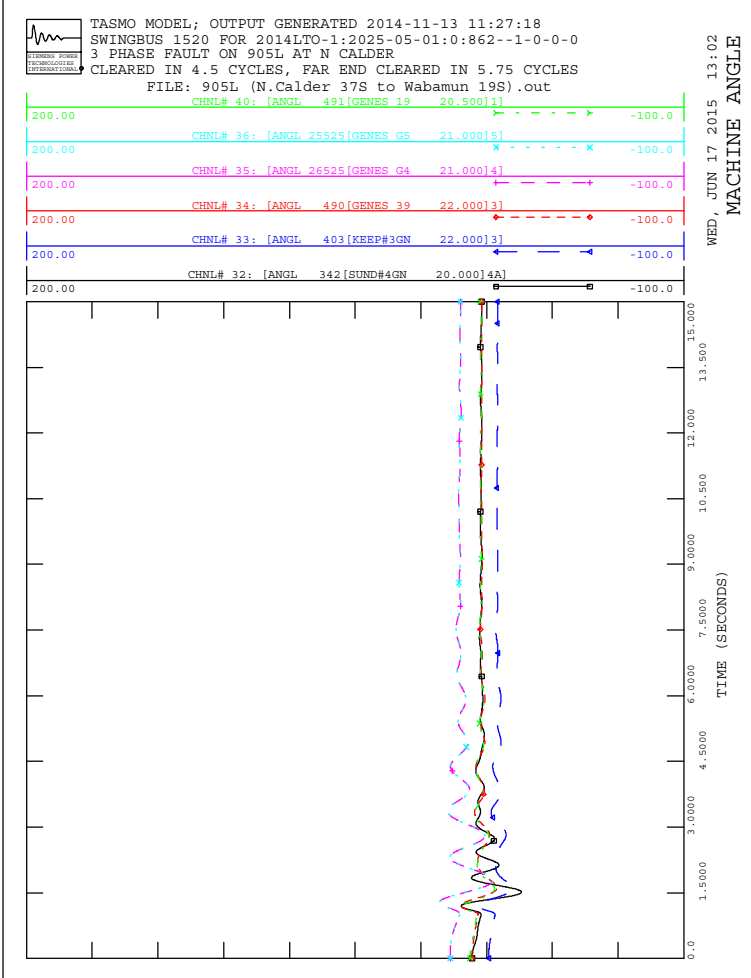
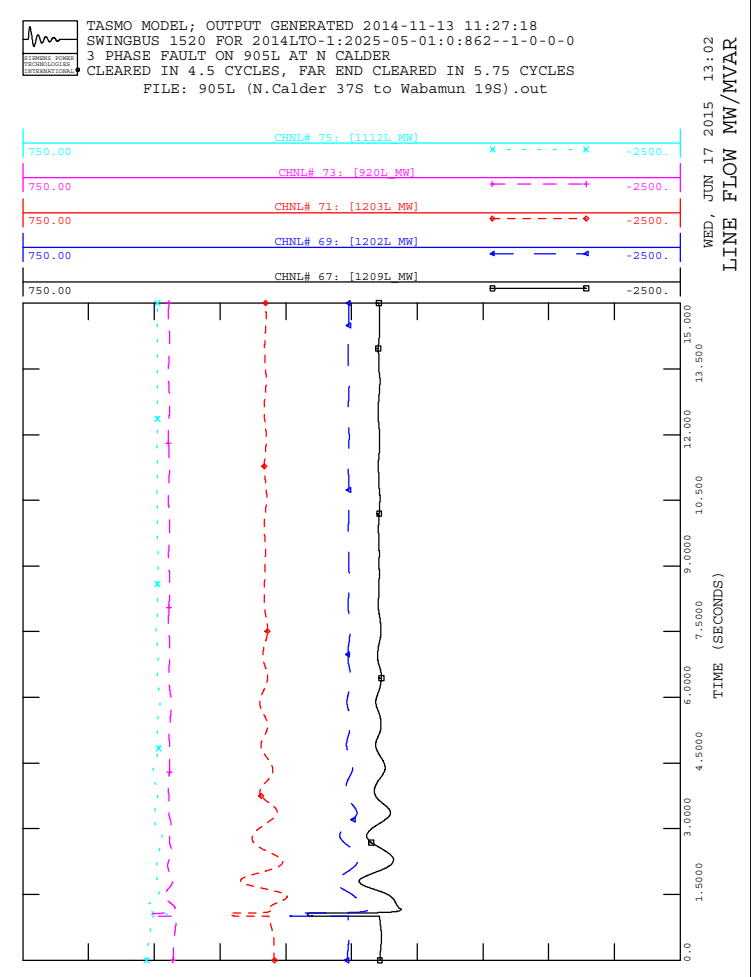
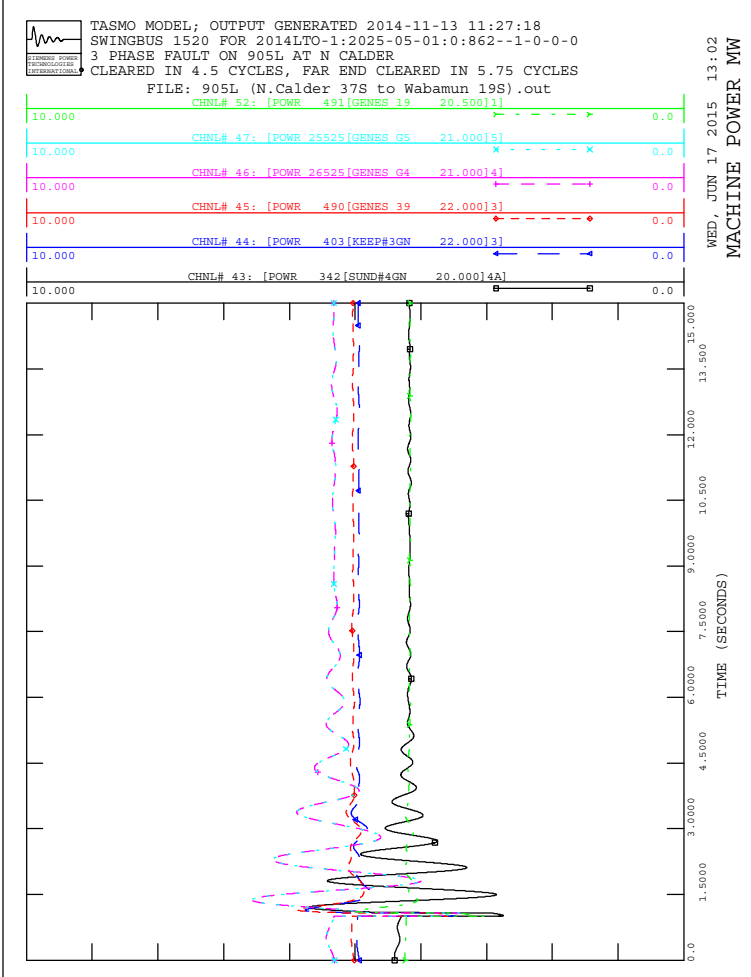
WED, JUN 17 2015 13:02
 MACHINE ANGLE

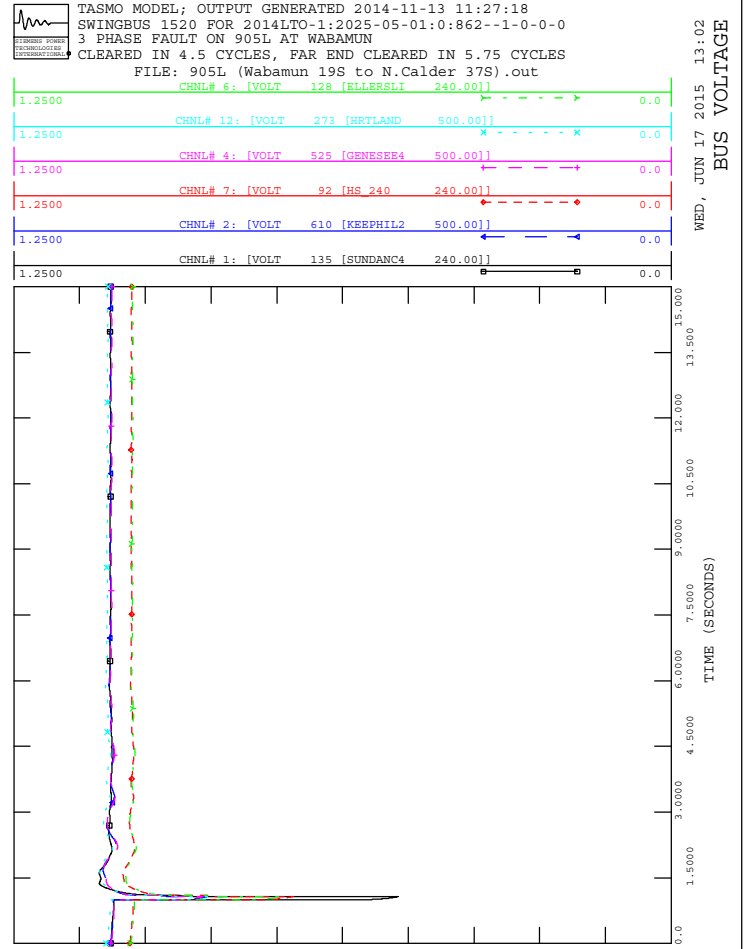
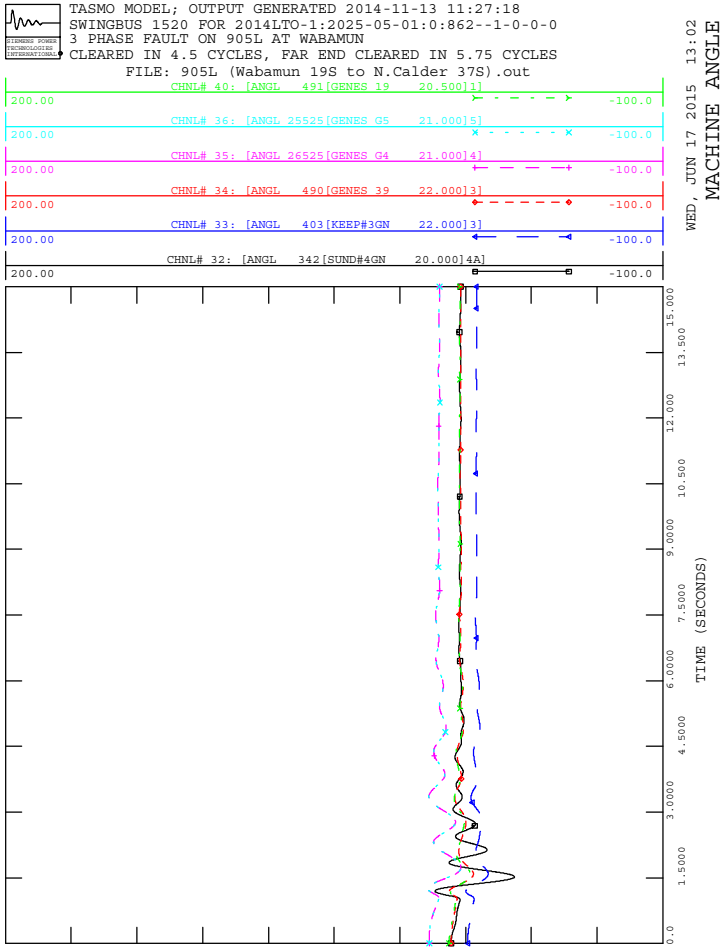
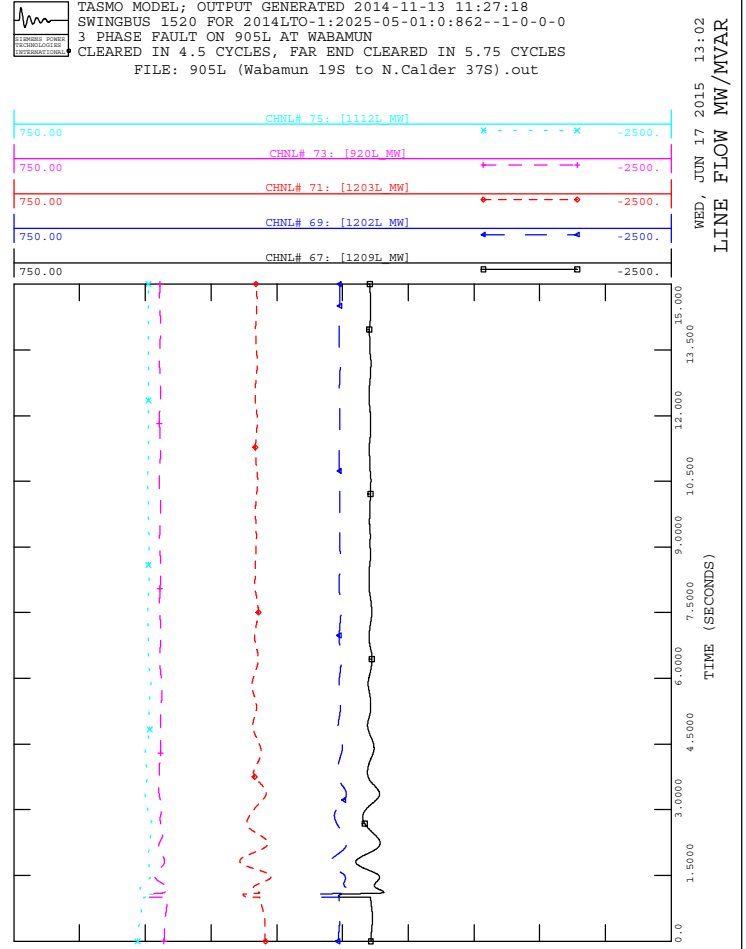
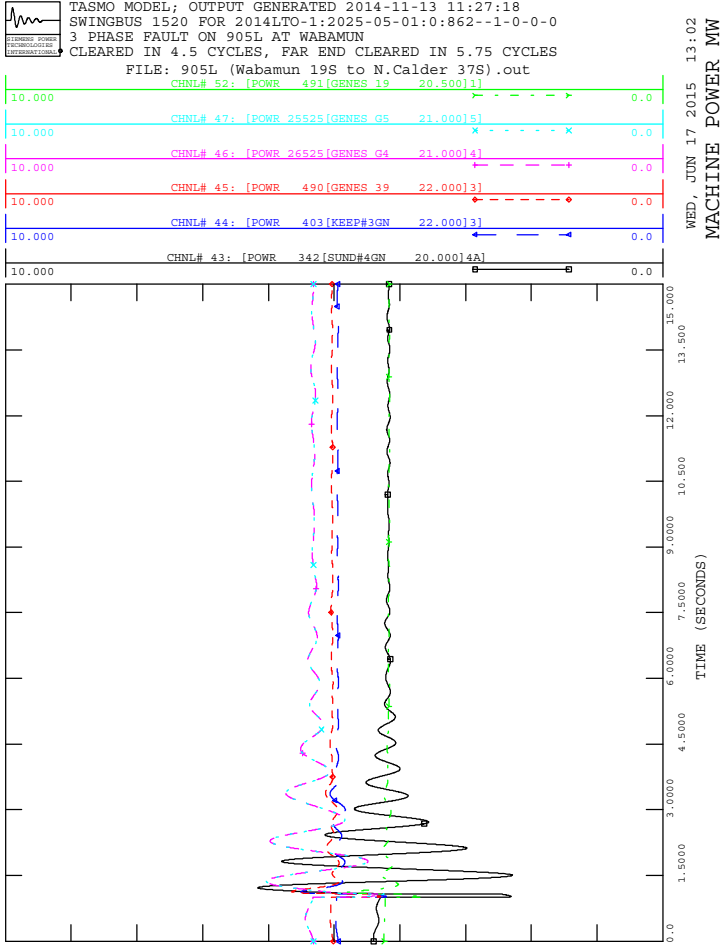


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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out



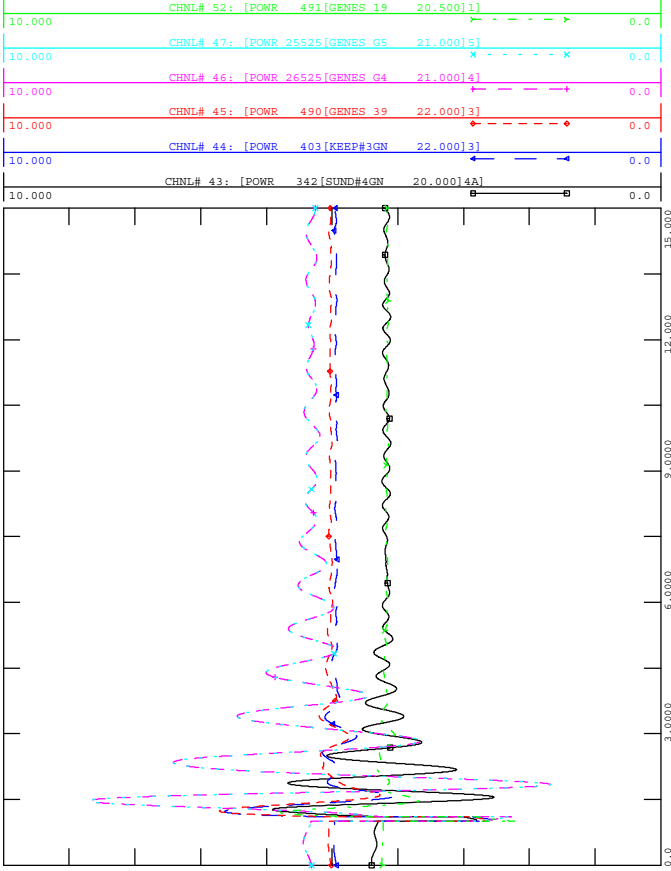
WED, JUN 17 2015 13:02
 BUS VOLTAGE







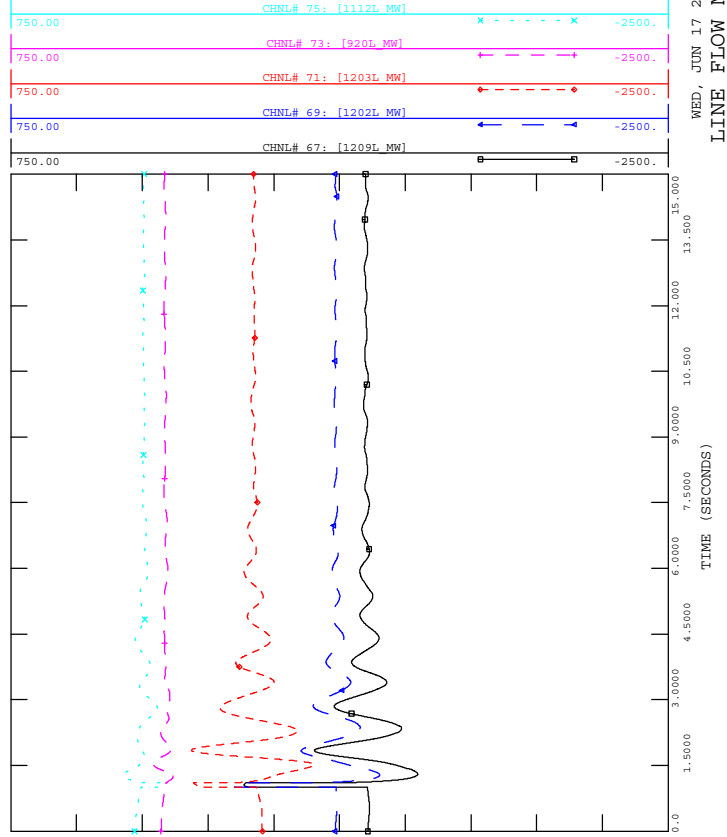
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:02
 MACHINE POWER MW



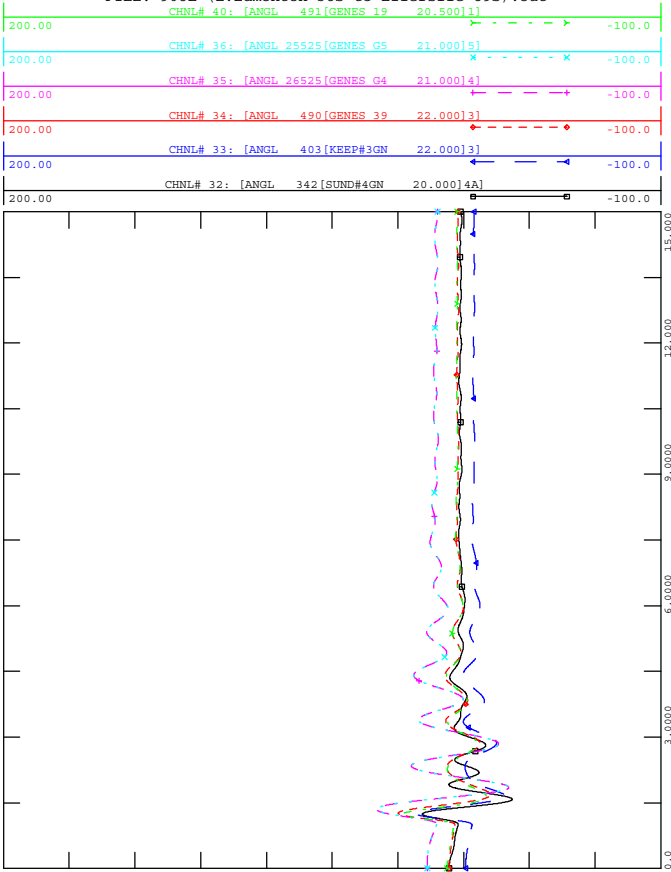
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:02
 LINE FLOW MW/MVAR



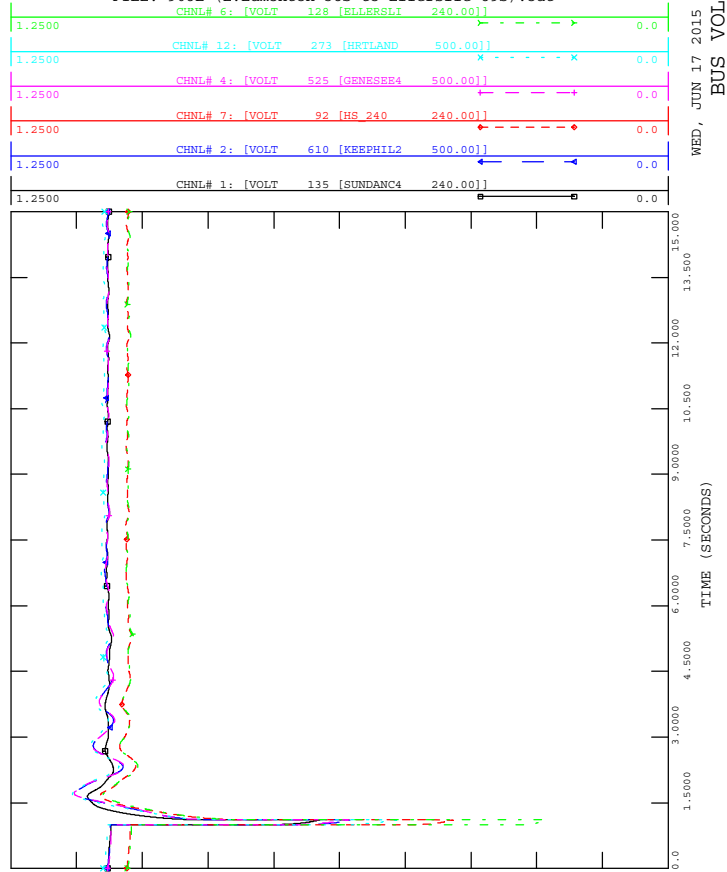
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:02
 MACHINE ANGLE



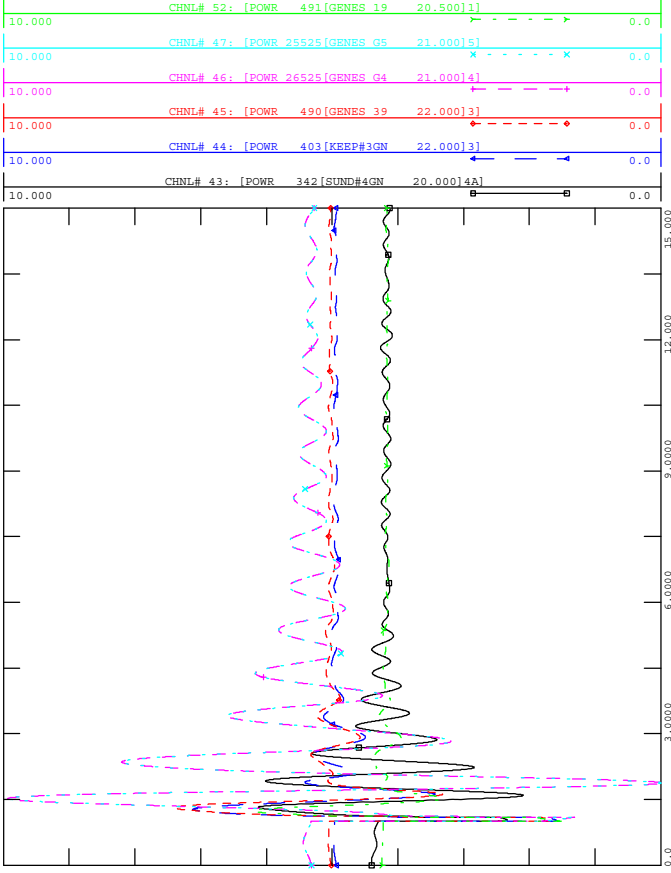
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:02
 BUS VOLTAGE



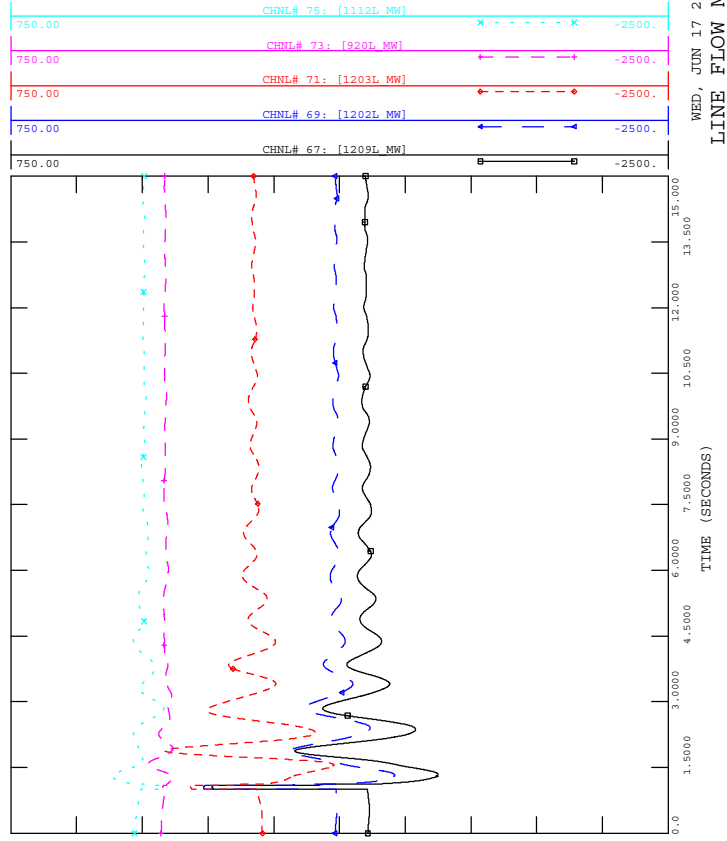
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out



WED, JUN 17 2015 13:02
 MACHINE POWER MW



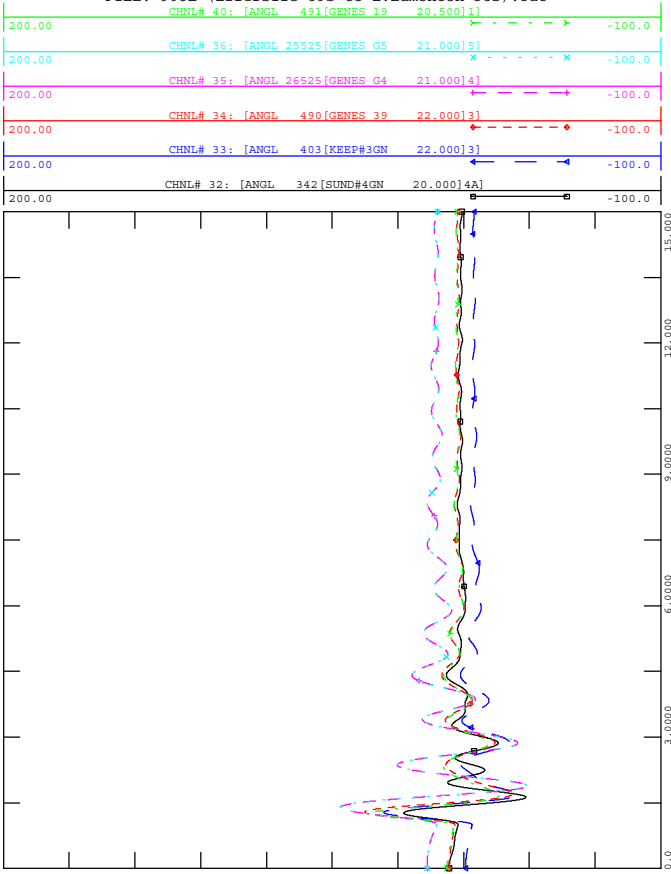
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out



WED, JUN 17 2015 13:02
 LINE FLOW MW/MVAR



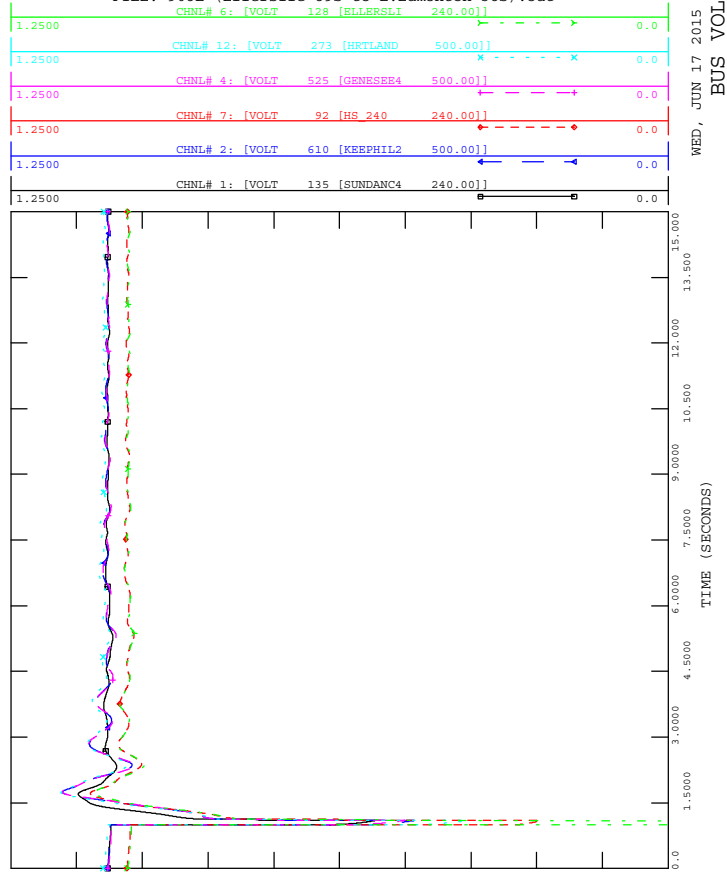
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out



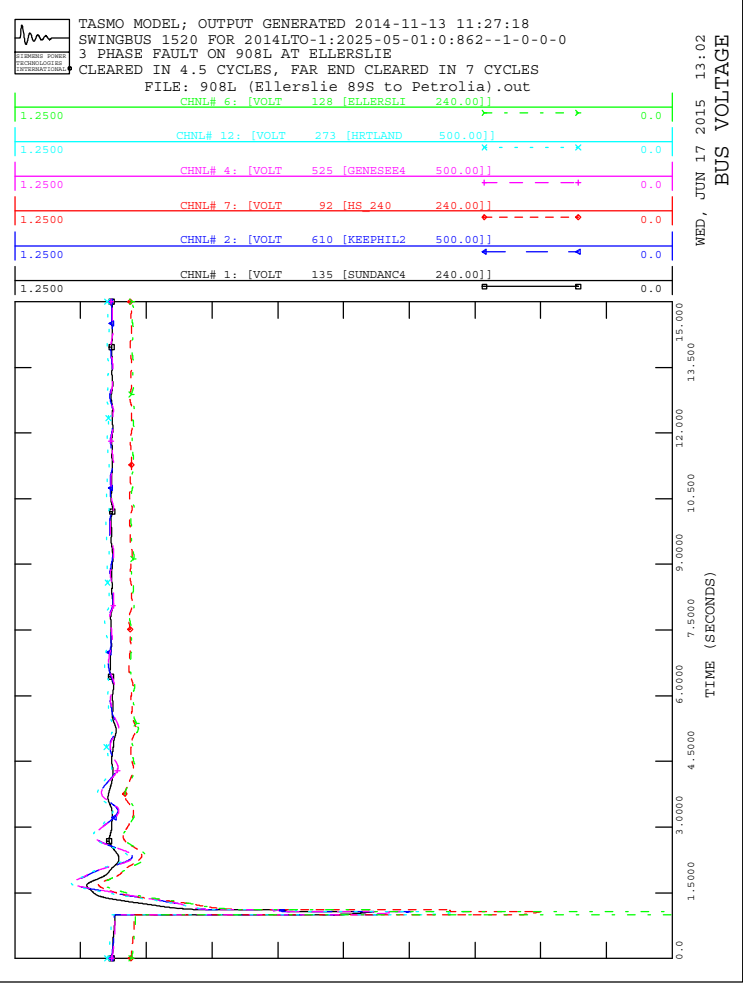
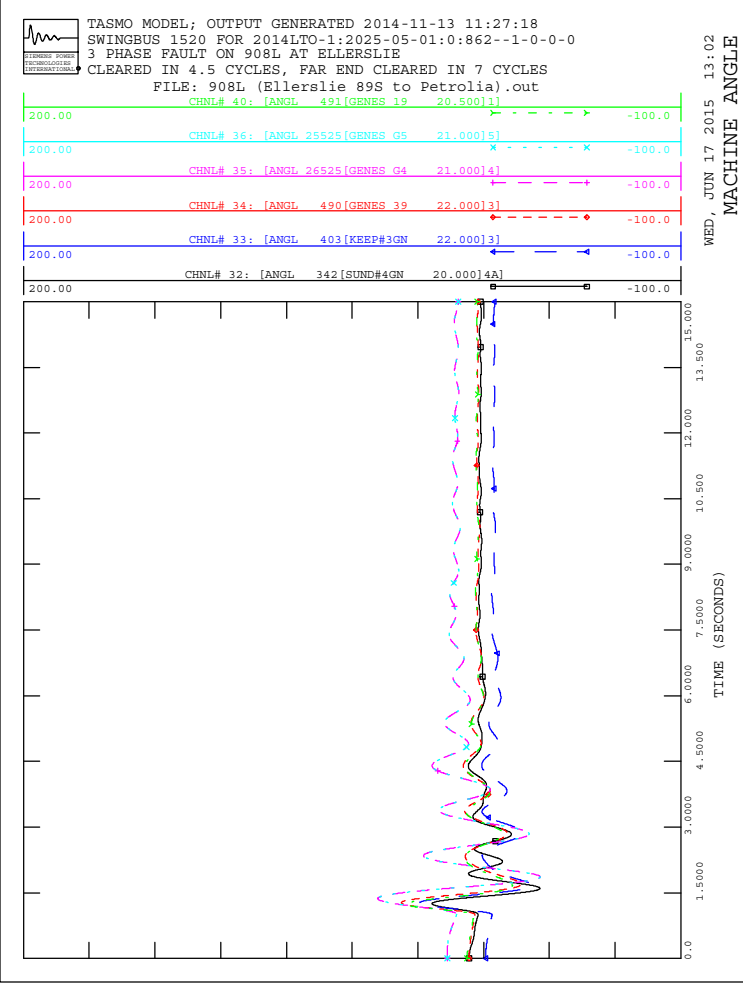
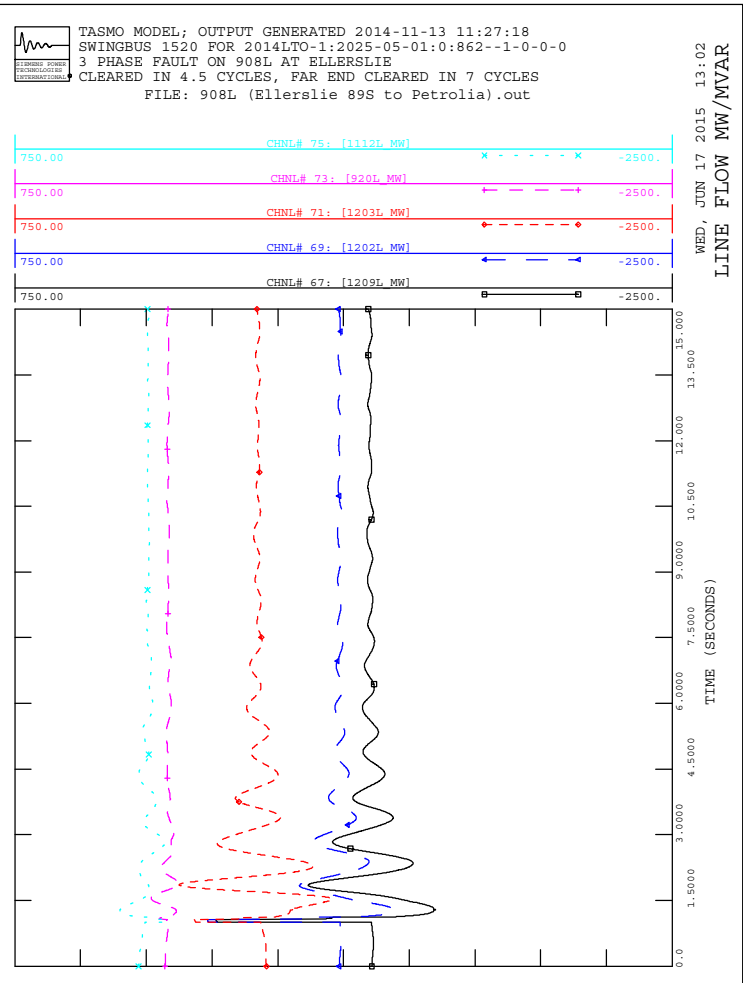
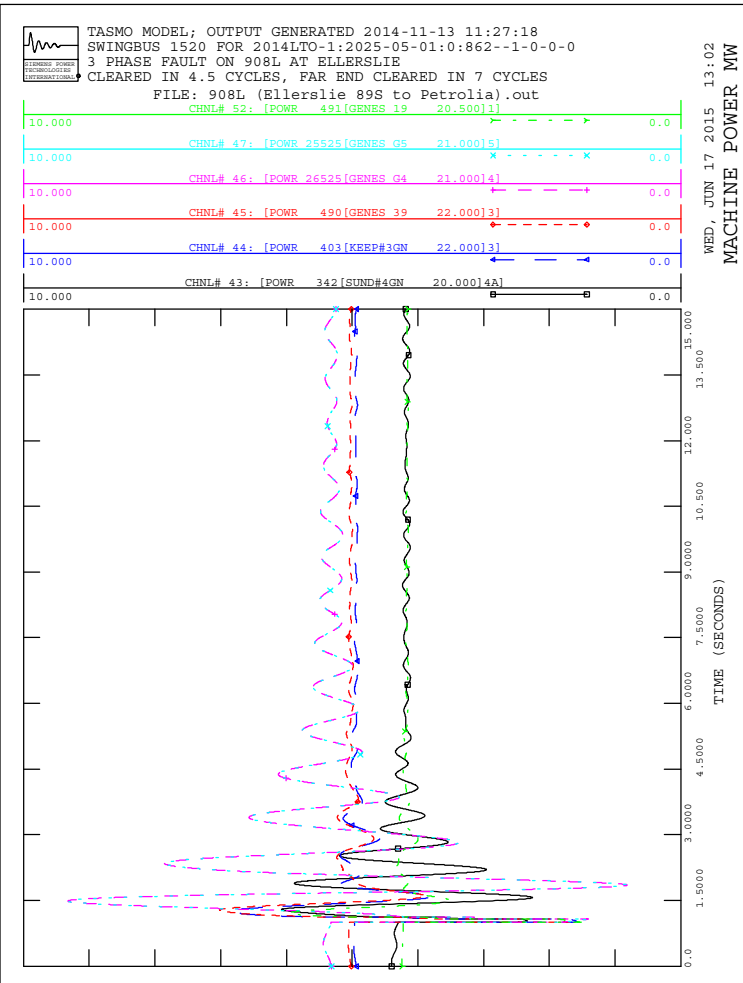
WED, JUN 17 2015 13:02
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out



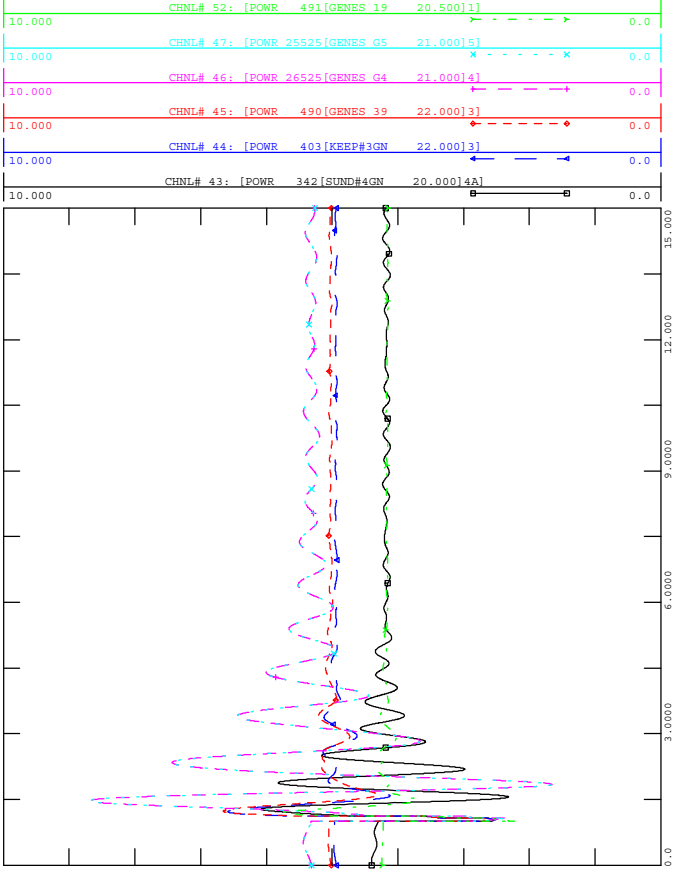
WED, JUN 17 2015 13:02
 BUS VOLTAGE





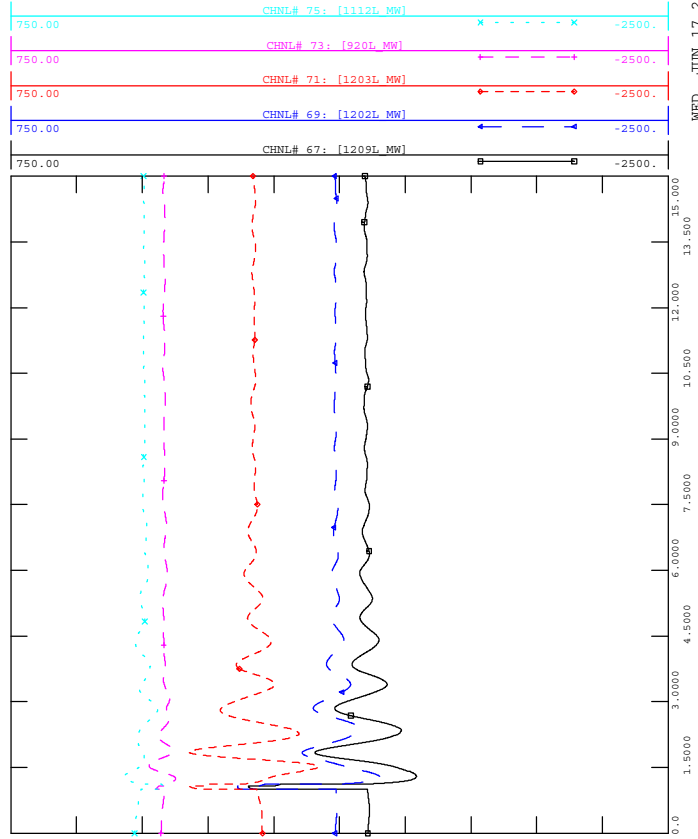
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 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out

WED, JUN 17 2015 13:02
 MACHINE POWER MW



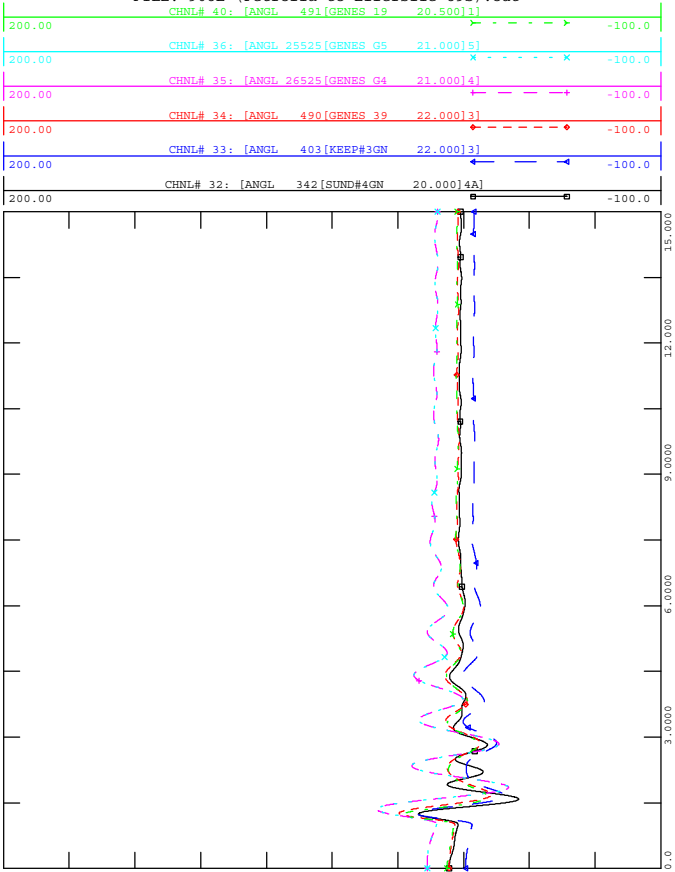
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out

WED, JUN 17 2015 13:02
 LINE FLOW MW/MVAR



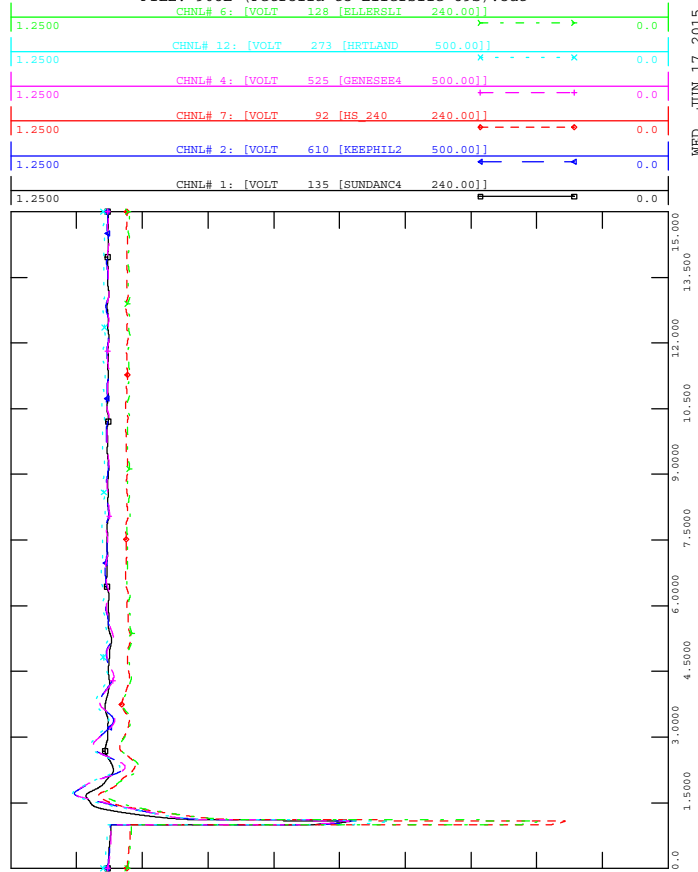
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 FILE: 908L (Petrolia to Ellerslie 89S).out

WED, JUN 17 2015 13:02
 MACHINE ANGLE



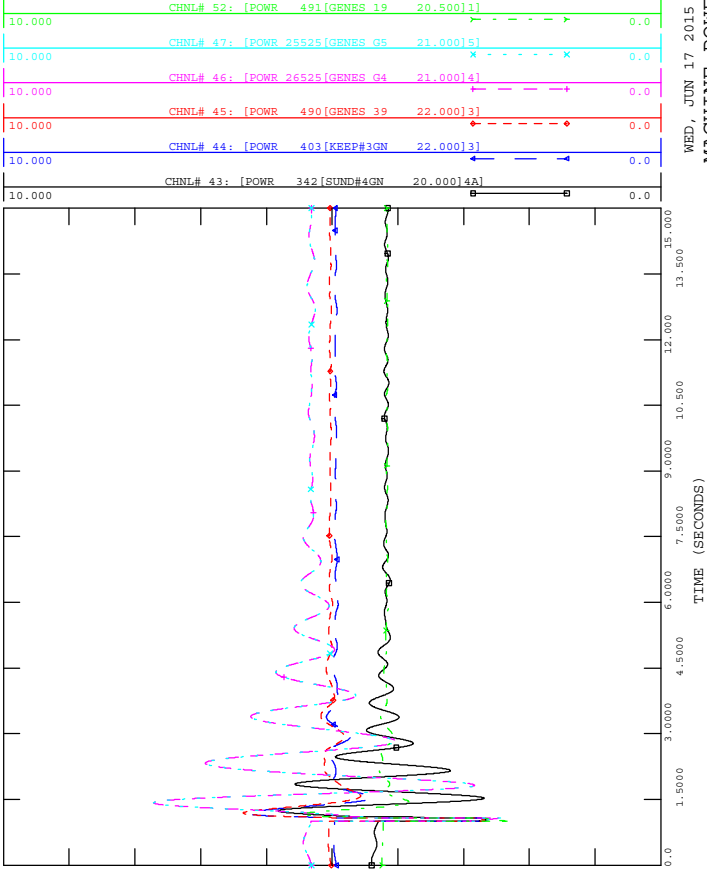
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out

WED, JUN 17 2015 13:02
 BUS VOLTAGE





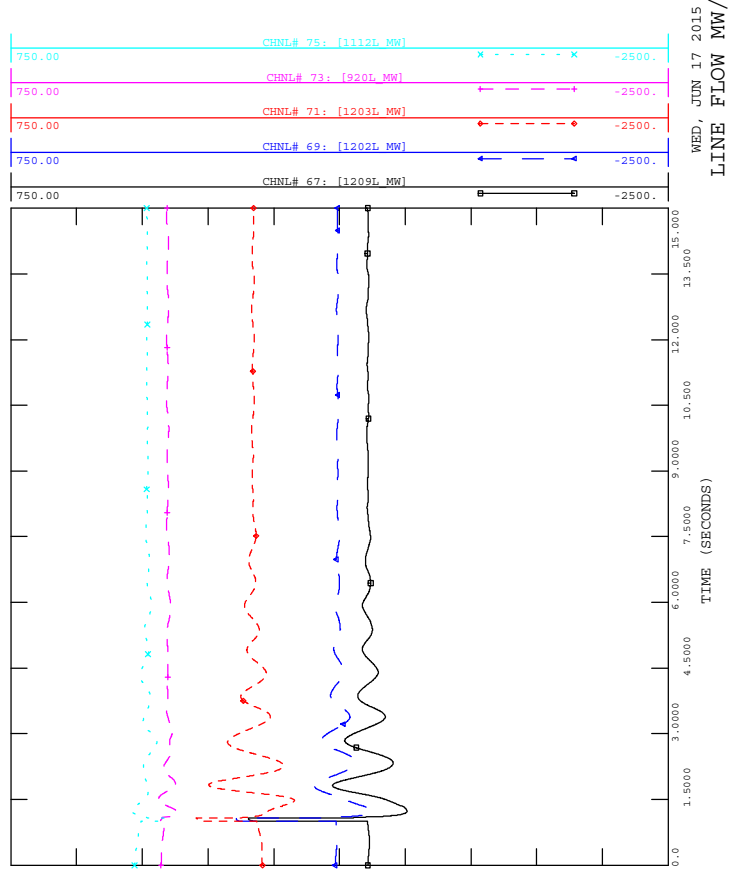
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 3 PHASE FAULT ON 909L AT DOME
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out



WED, JUN 17 2015 13:02
 MACHINE POWER MW



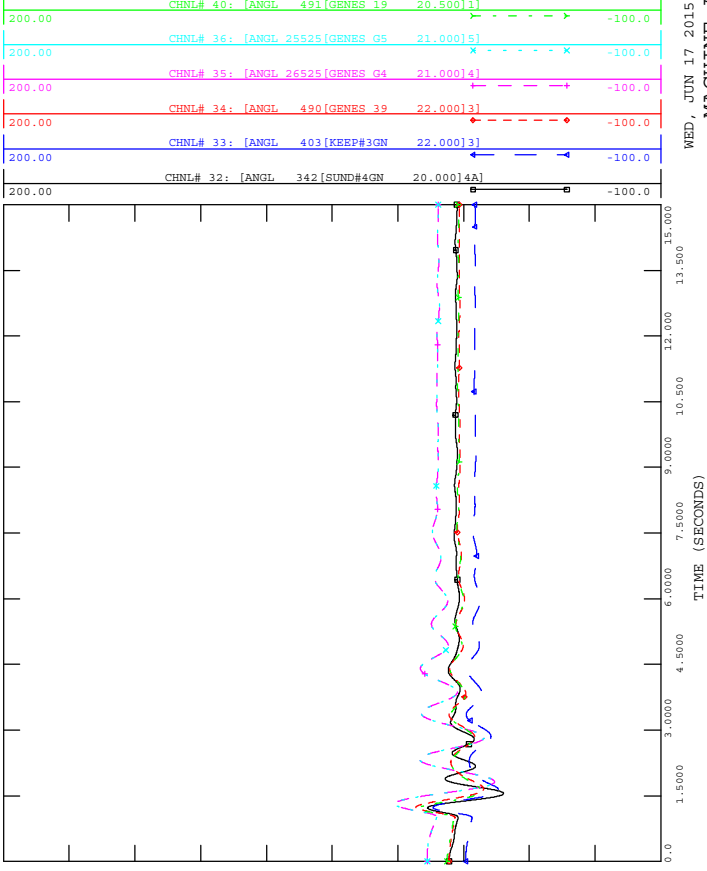
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 3 PHASE FAULT ON 909L AT DOME
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out



WED, JUN 17 2015 13:02
 LINE FLOW MW/MVAR



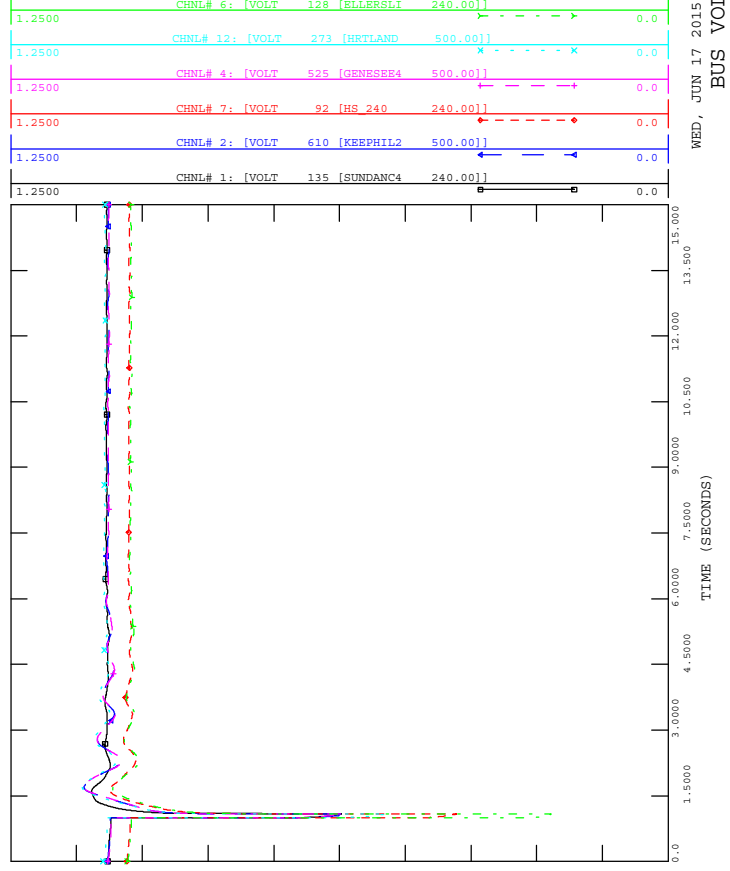
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out



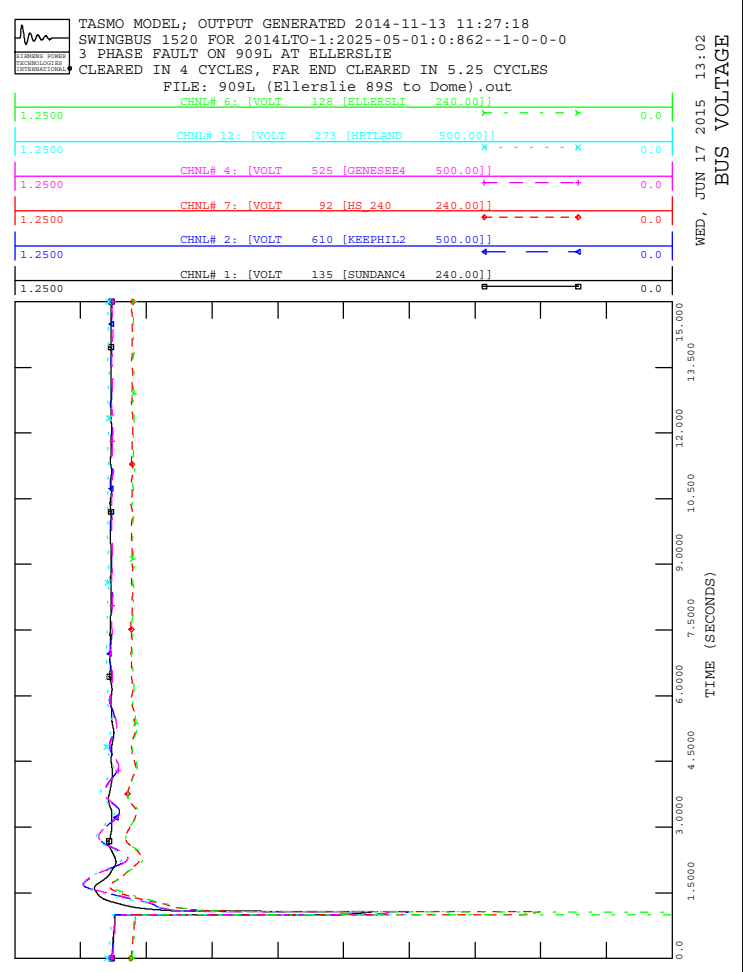
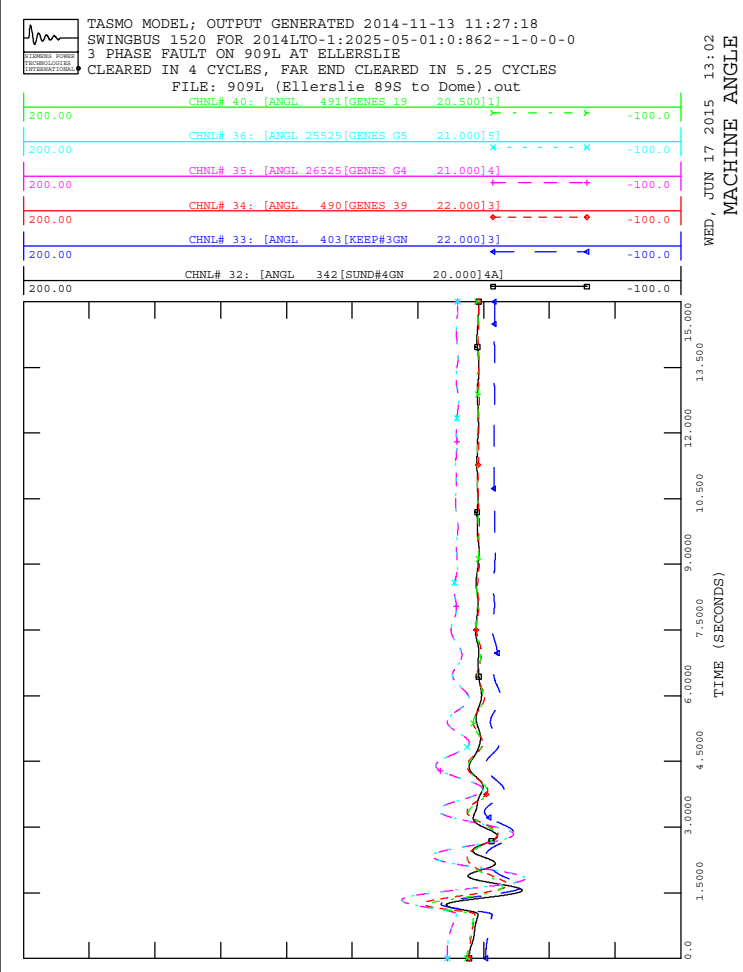
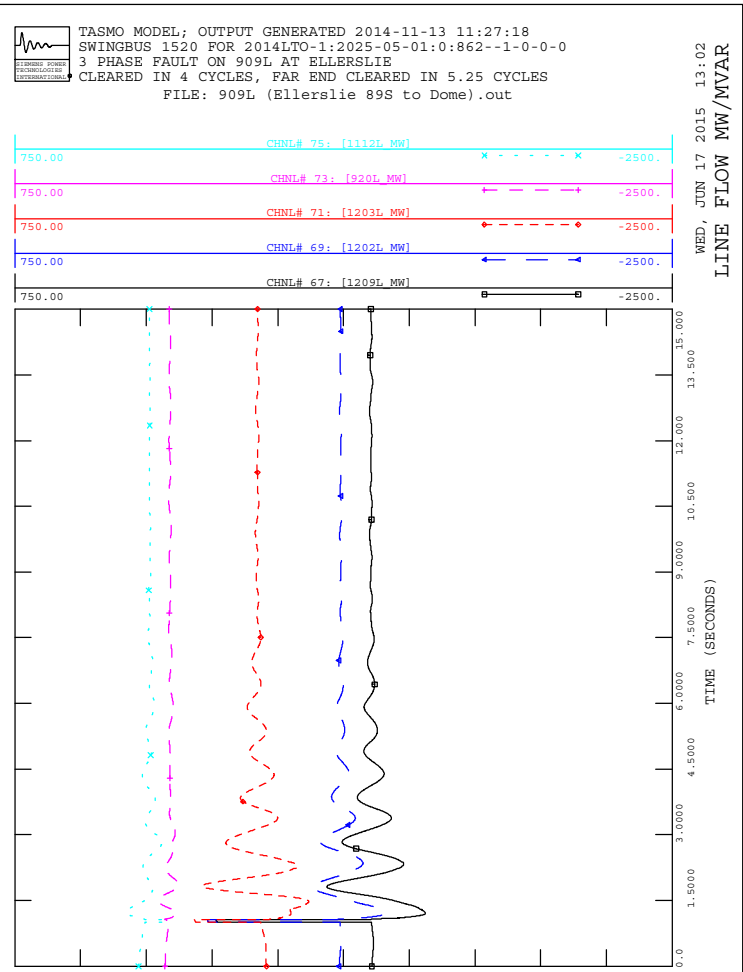
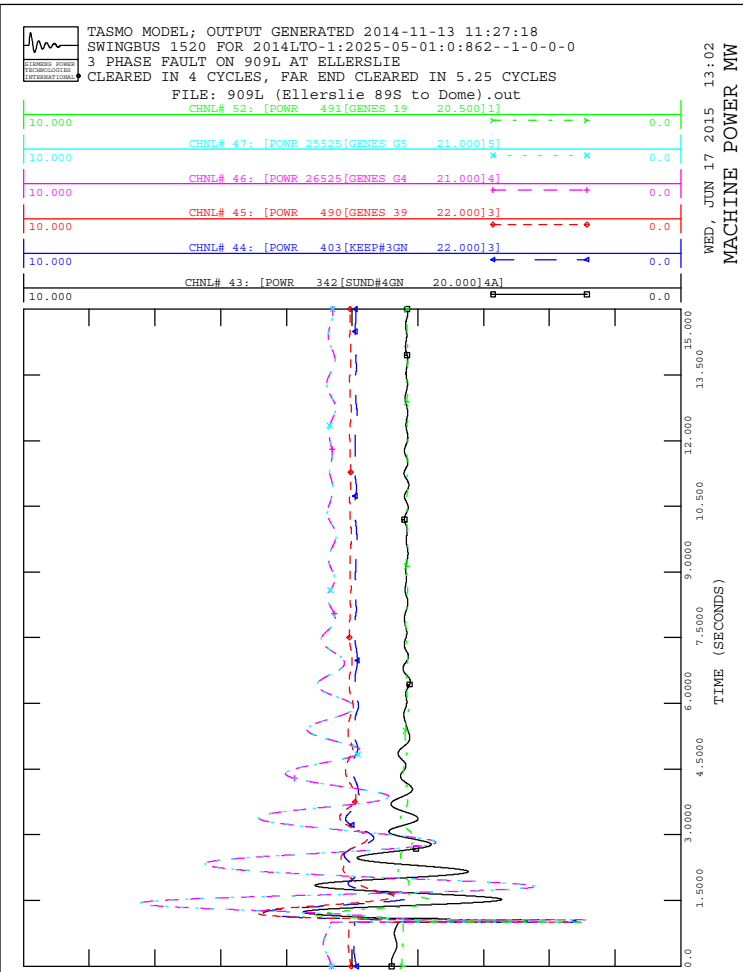
WED, JUN 17 2015 13:02
 MACHINE ANGLE

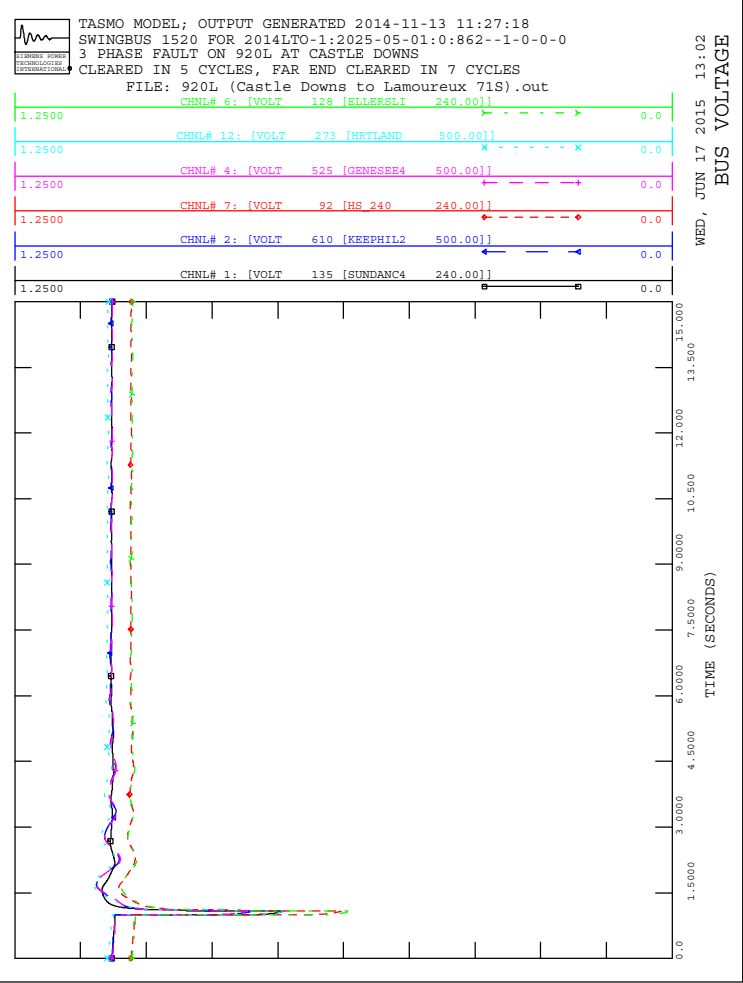
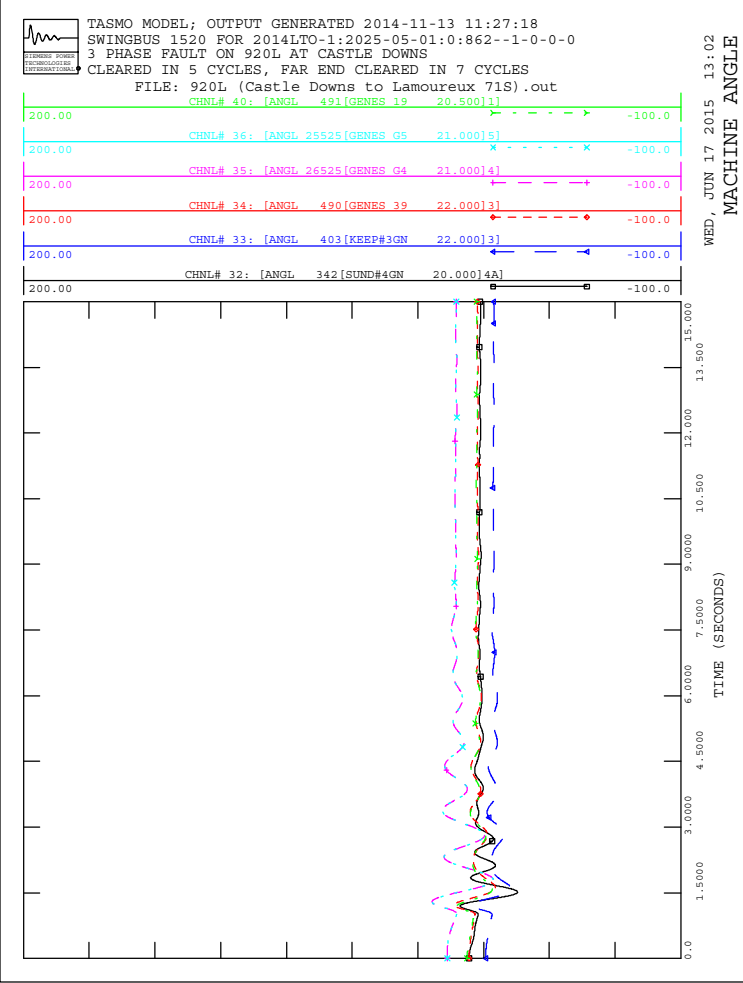
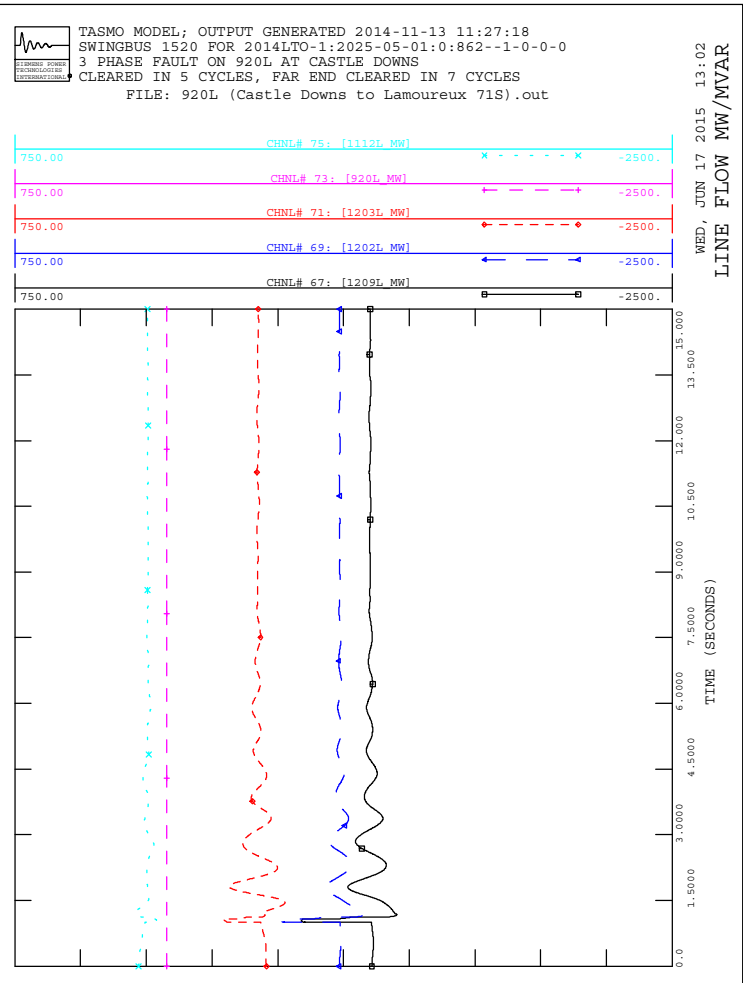
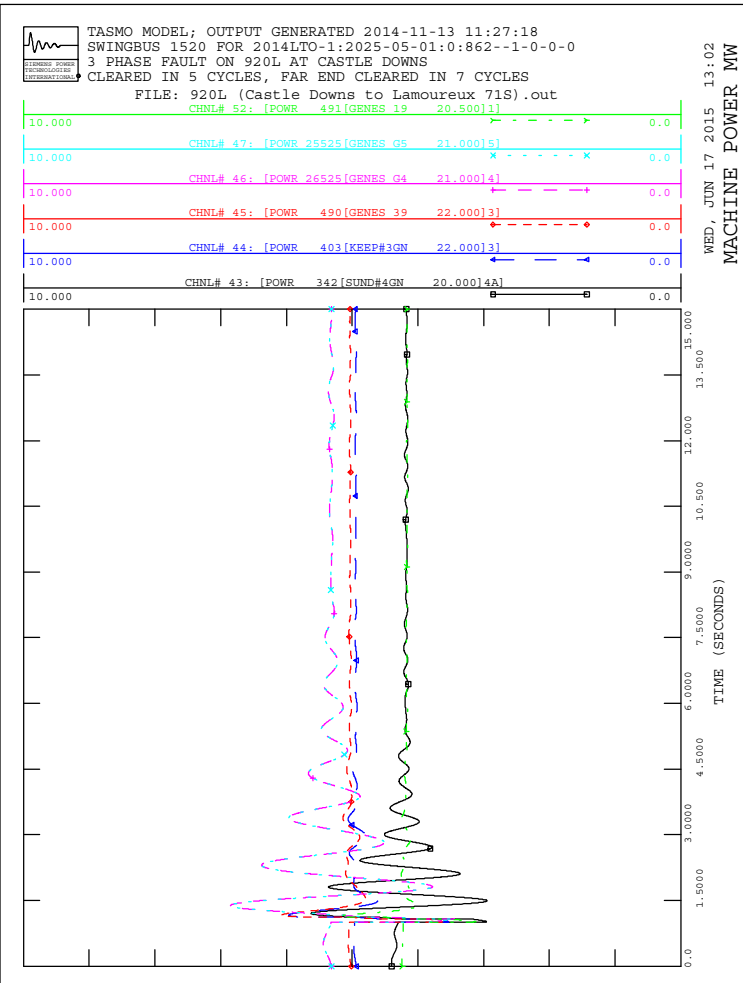


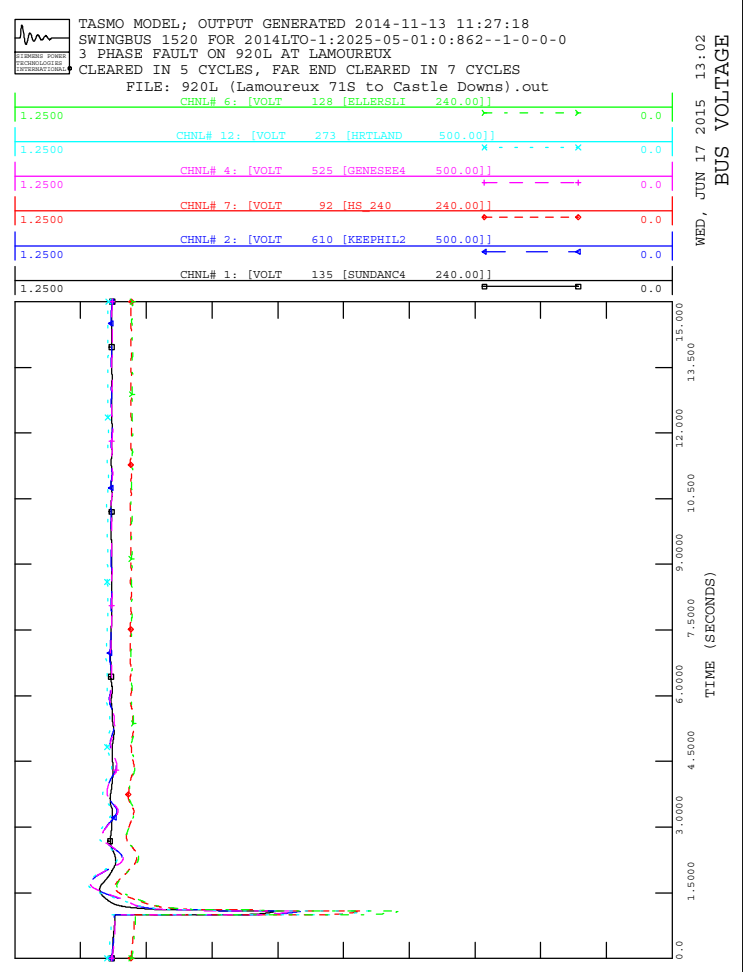
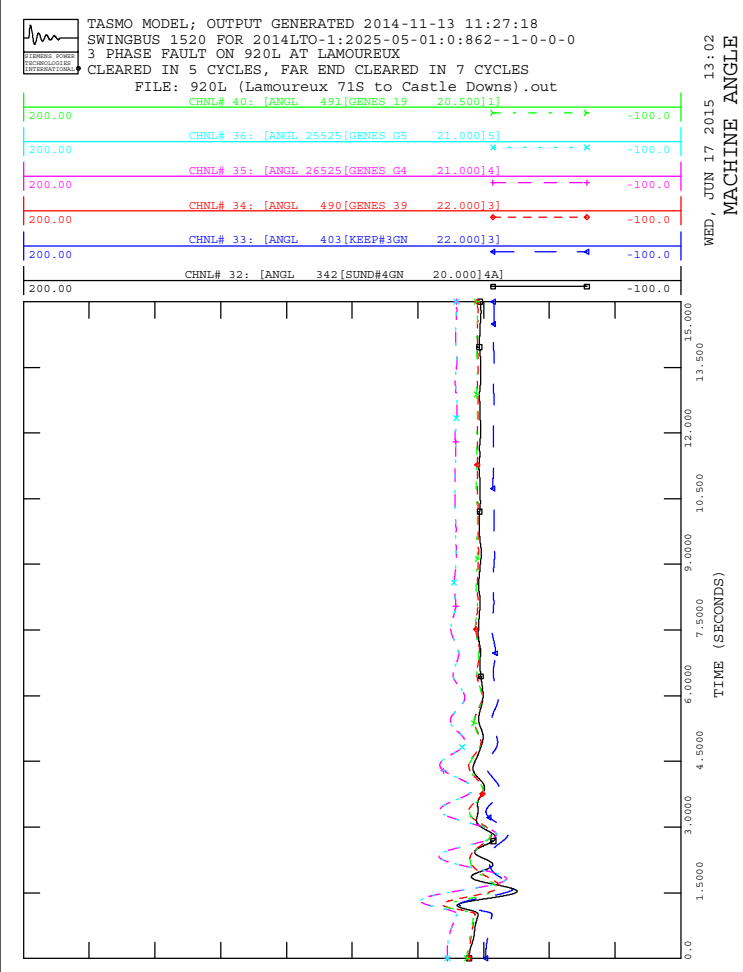
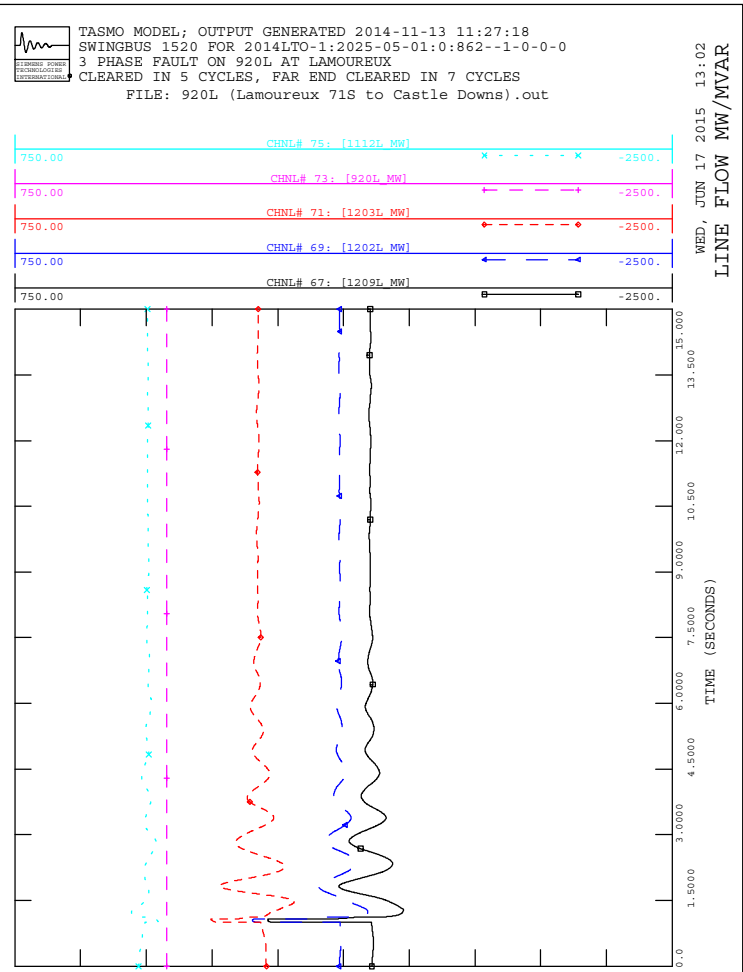
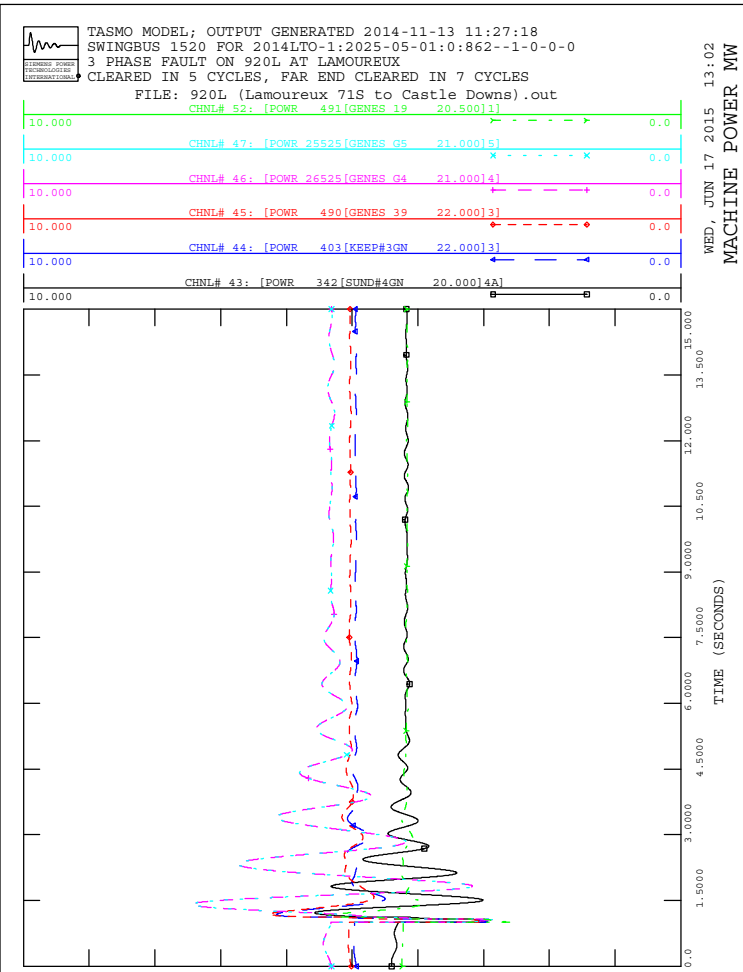
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1;2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L AT DOME
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 909L (Dome to Sundance 310P).out



WED, JUN 17 2015 13:02
 BUS VOLTAGE

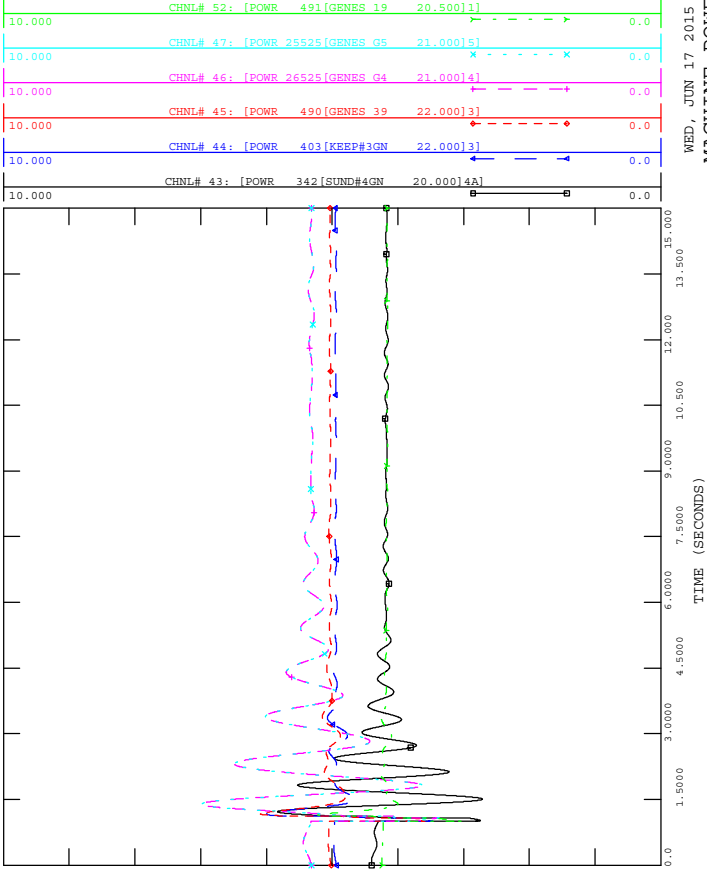




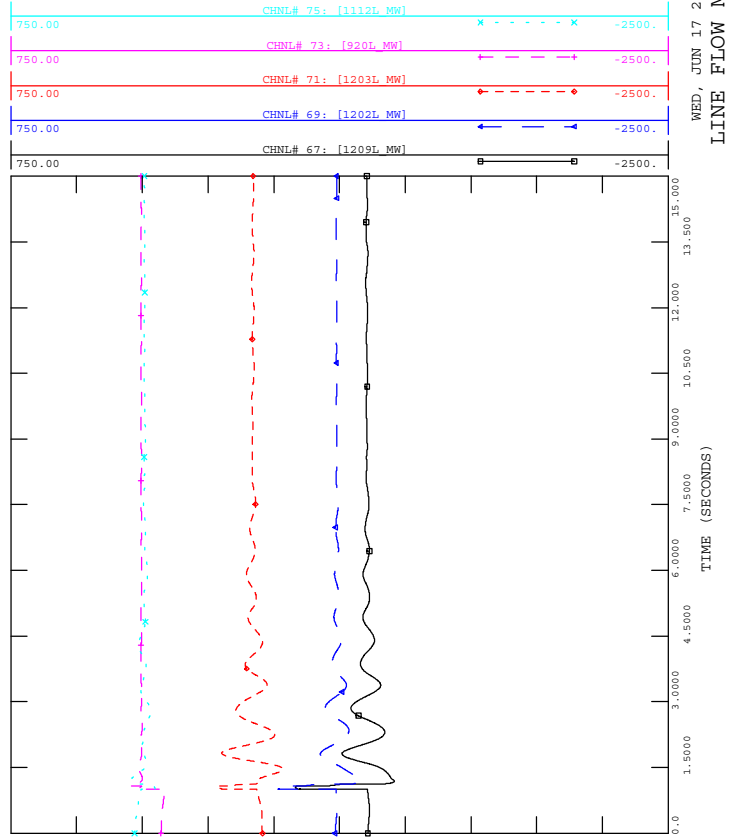




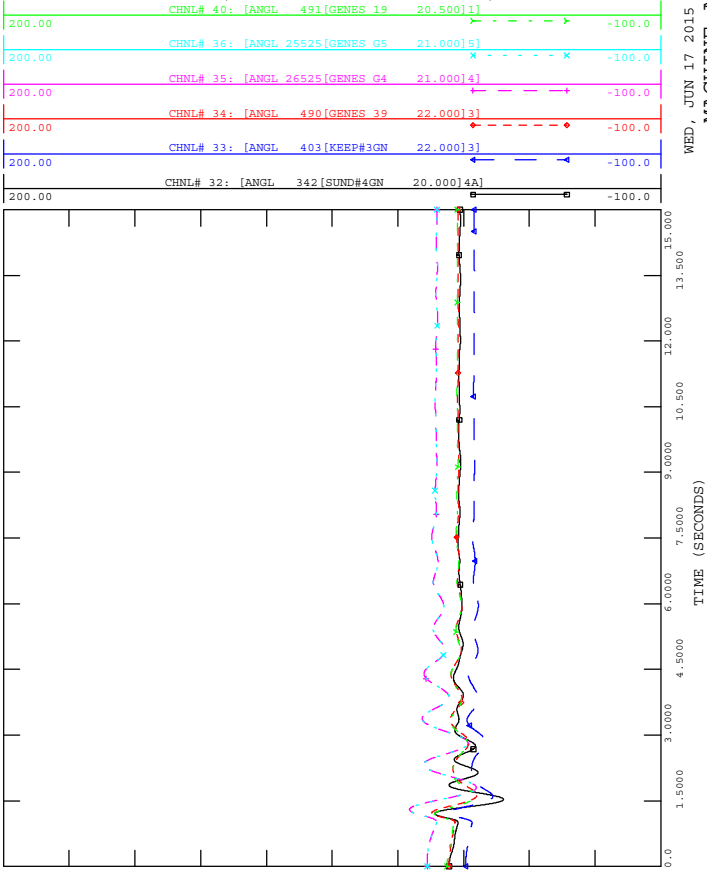
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



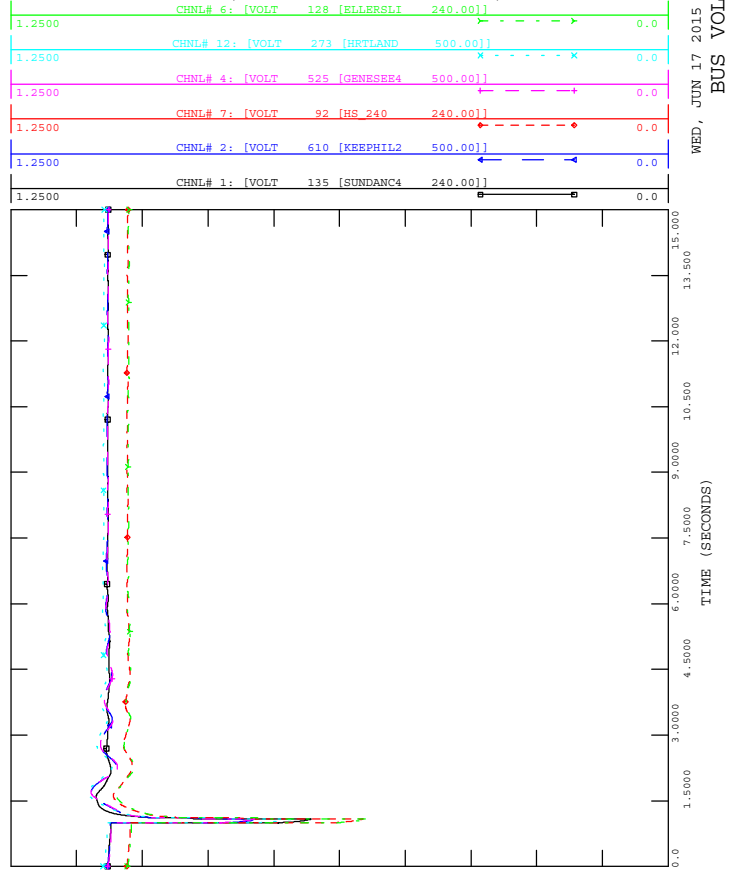
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 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

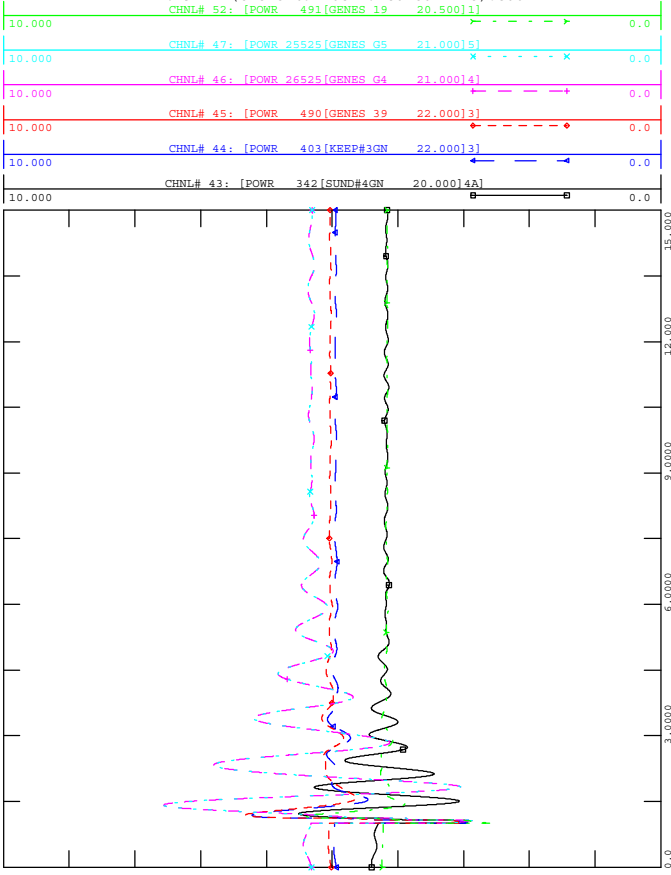


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out





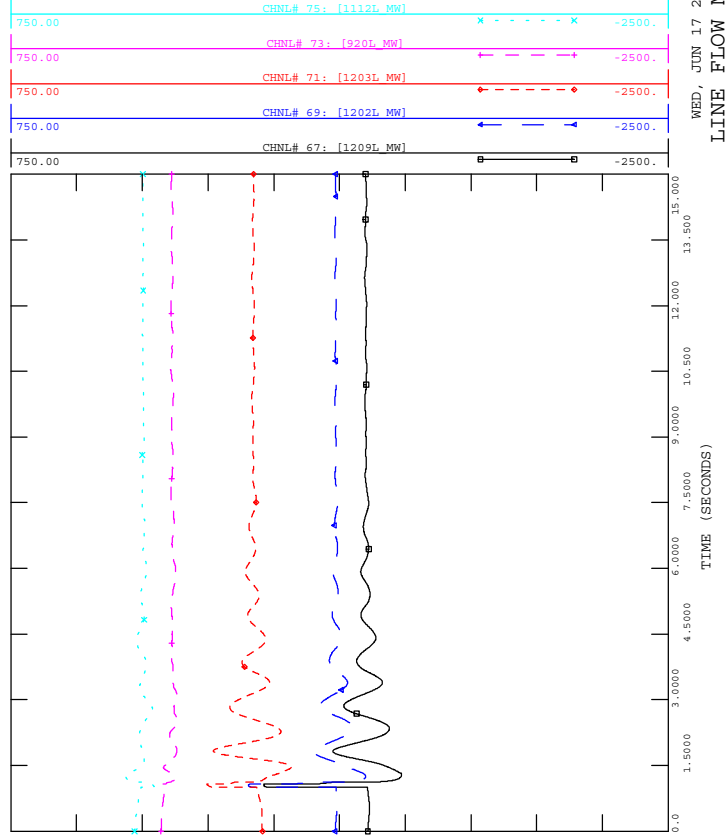
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out
 CHNL# 52: [POWR 491 [GENES 19 20.500]1]



WED, JUN 17 2015 13:02
 MACHINE POWER MW



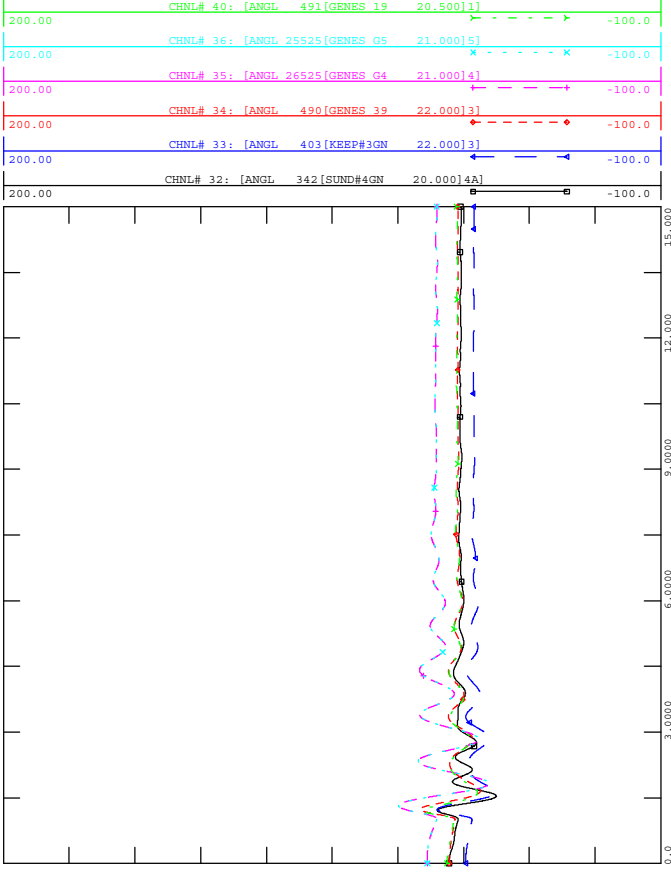
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out



WED, JUN 17 2015 13:02
 LINE FLOW MW/MVAR



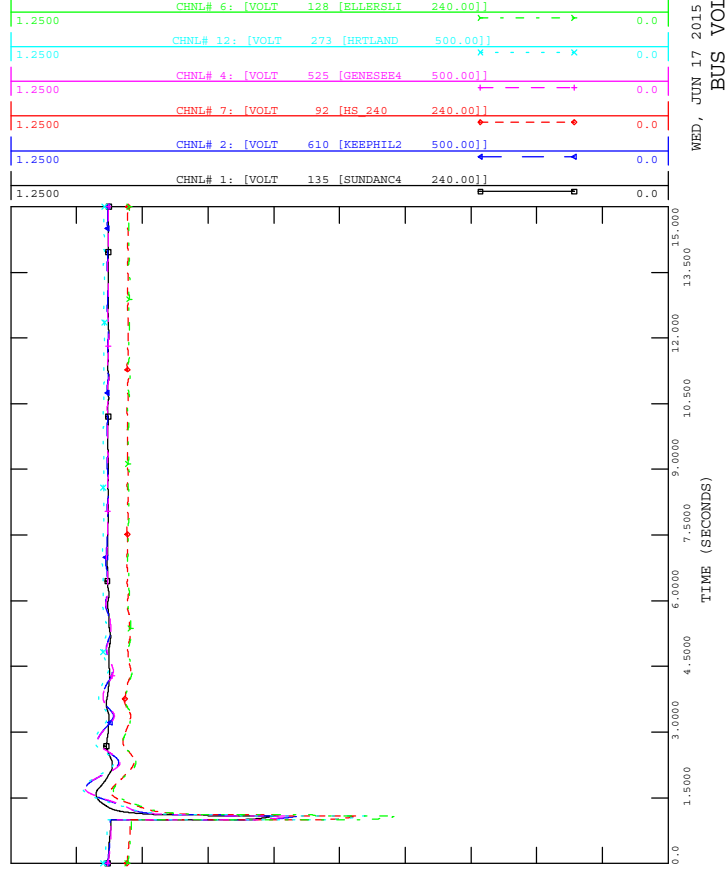
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out
 CHNL# 40: [ANGL 491 [GENES 19 20.500]1]



WED, JUN 17 2015 13:02
 MACHINE ANGLE



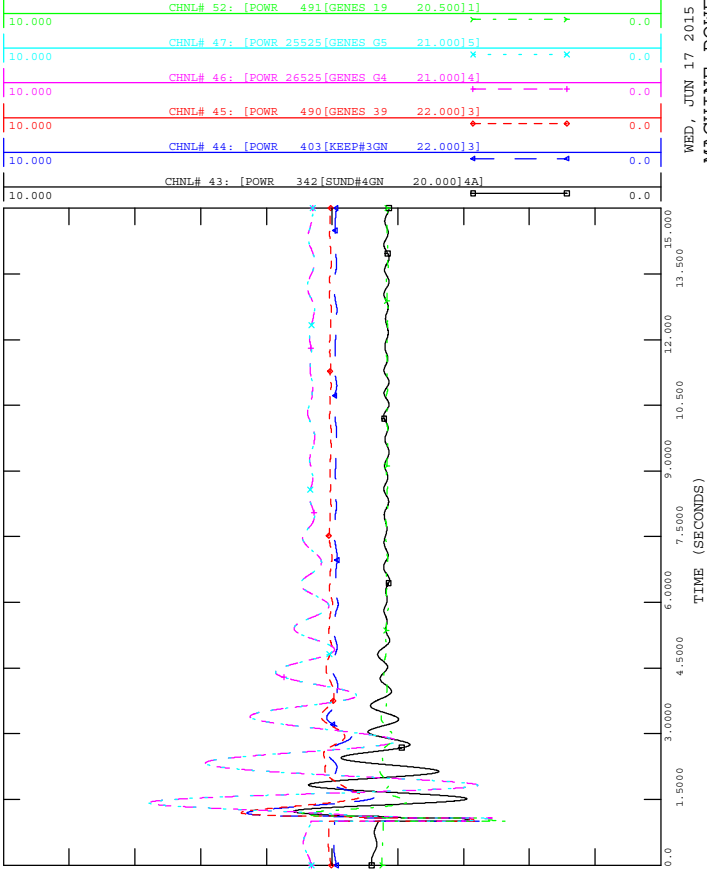
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out
 CHNL# 6: [VOLT 128 [ELLERSLI 240.00]]



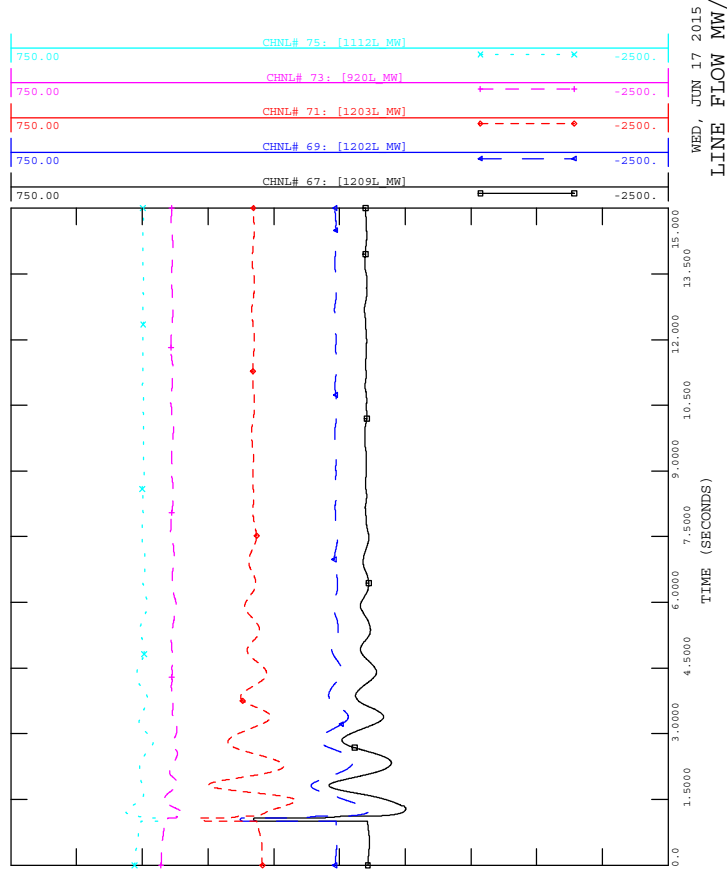
WED, JUN 17 2015 13:02
 BUS VOLTAGE



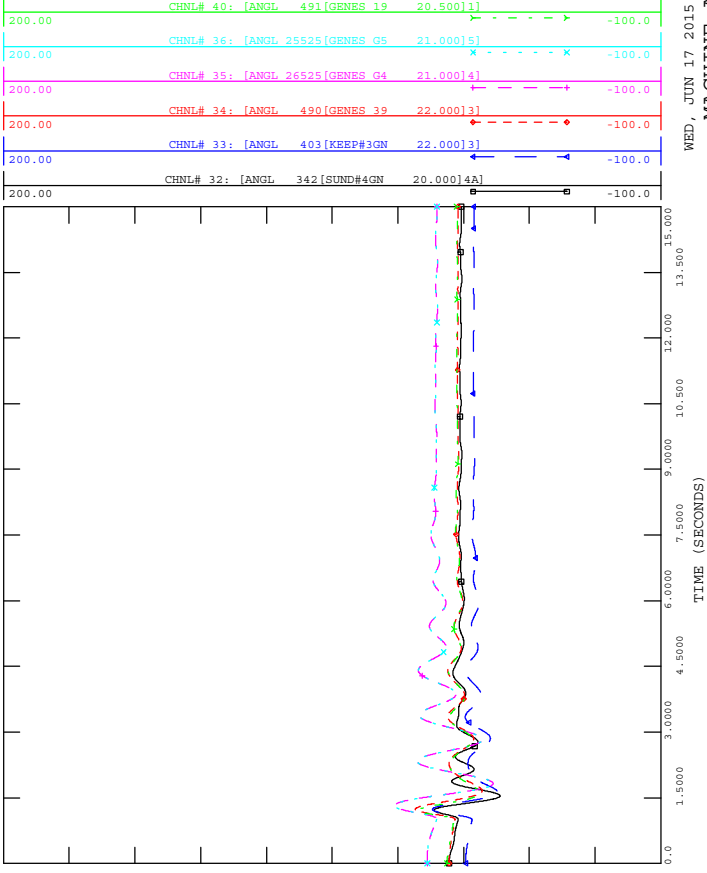
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1;2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



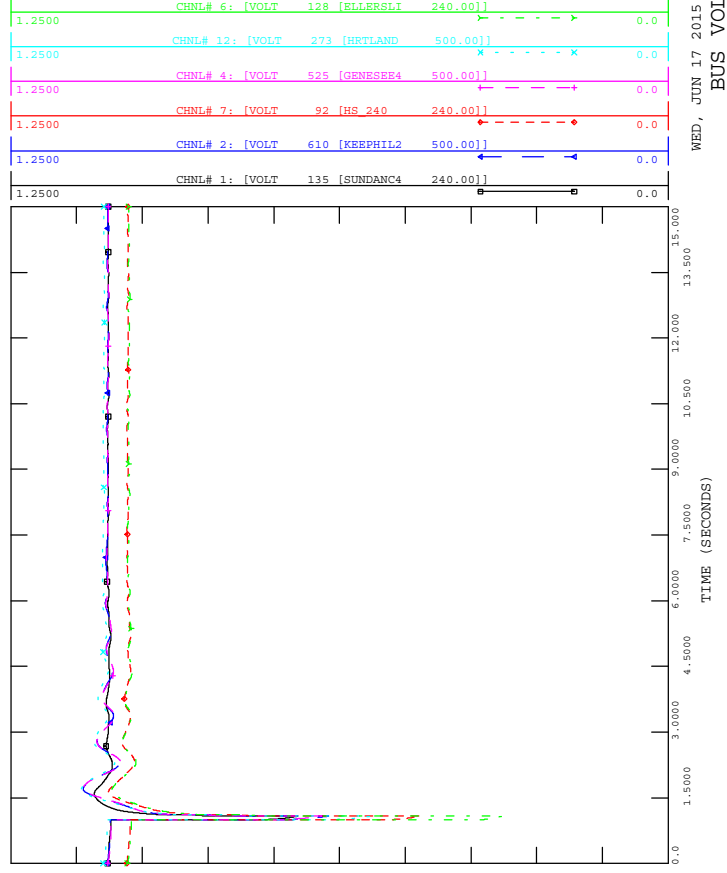
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1;2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1;2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out

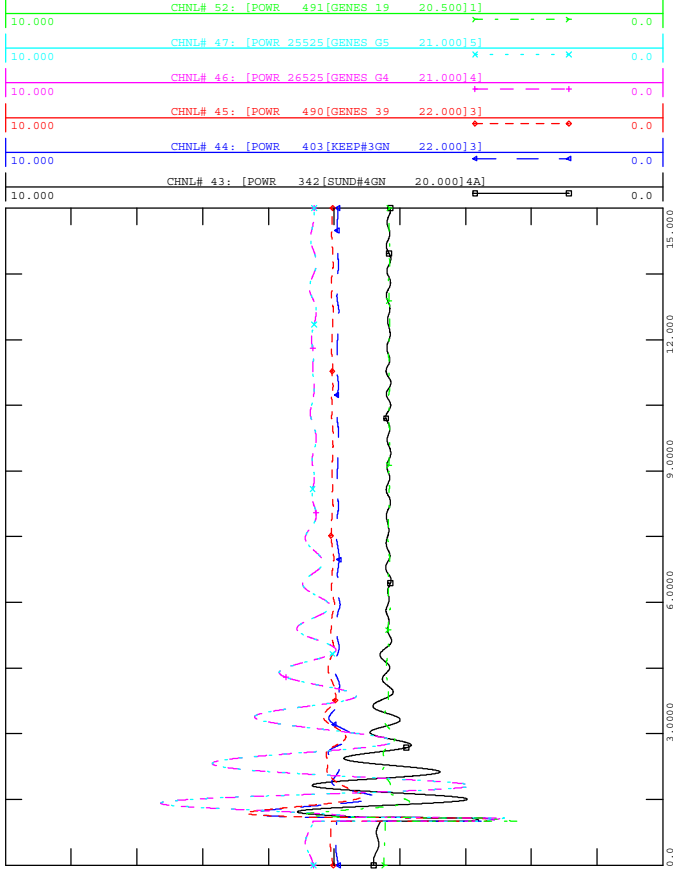


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1;2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out





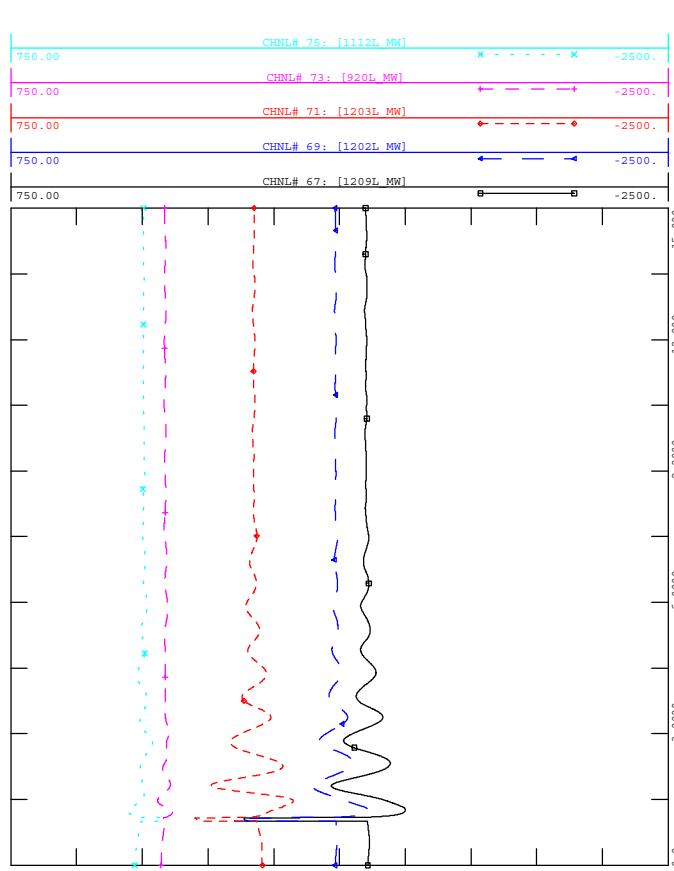
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:02
 MACHINE POWER MW



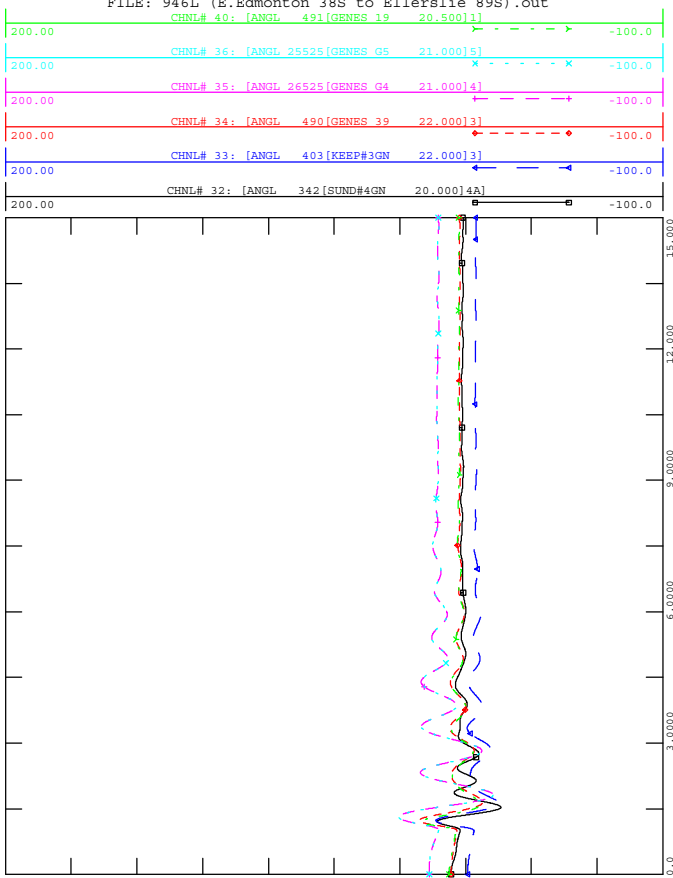
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:02
 LINE FLOW MW/MVAR



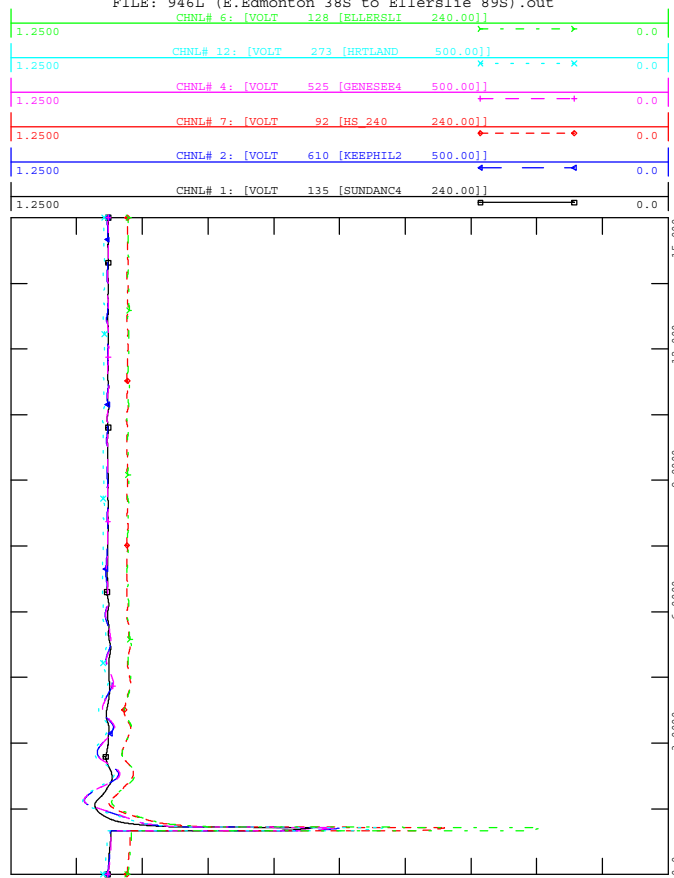
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:02
 MACHINE ANGLE



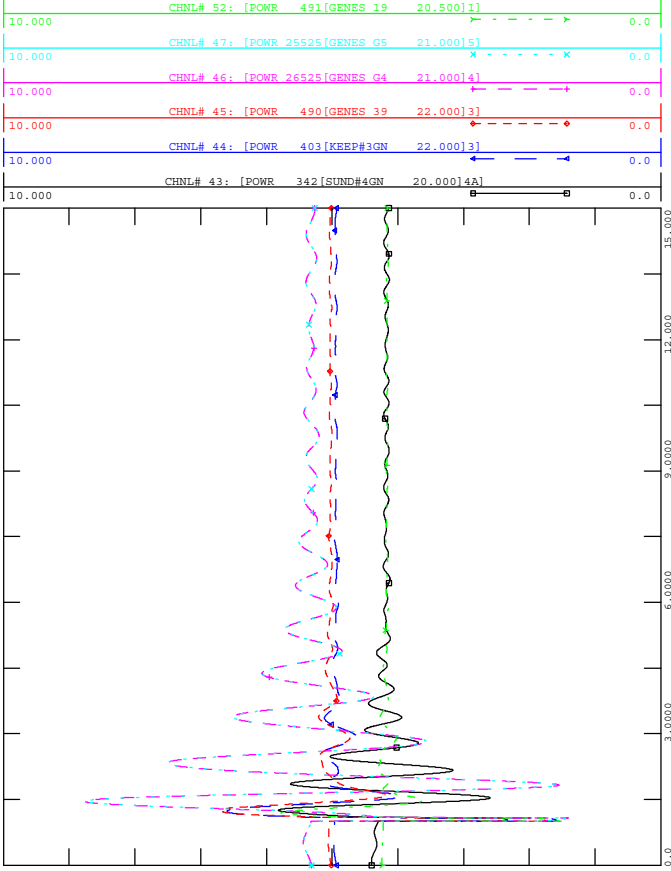
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:02
 BUS VOLTAGE



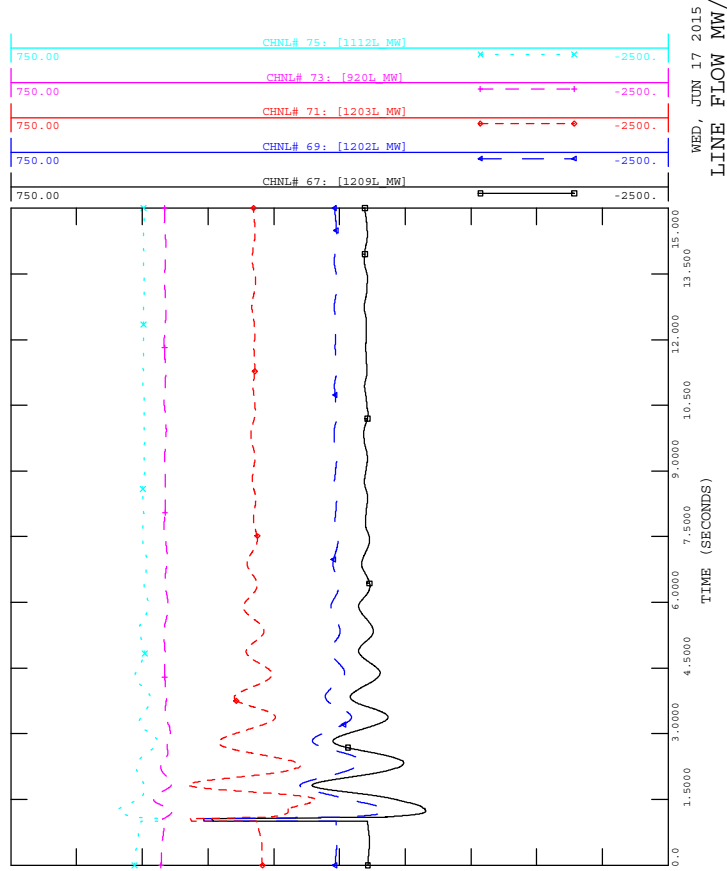
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



WED, JUN 17 2015 13:02
 MACHINE POWER MW



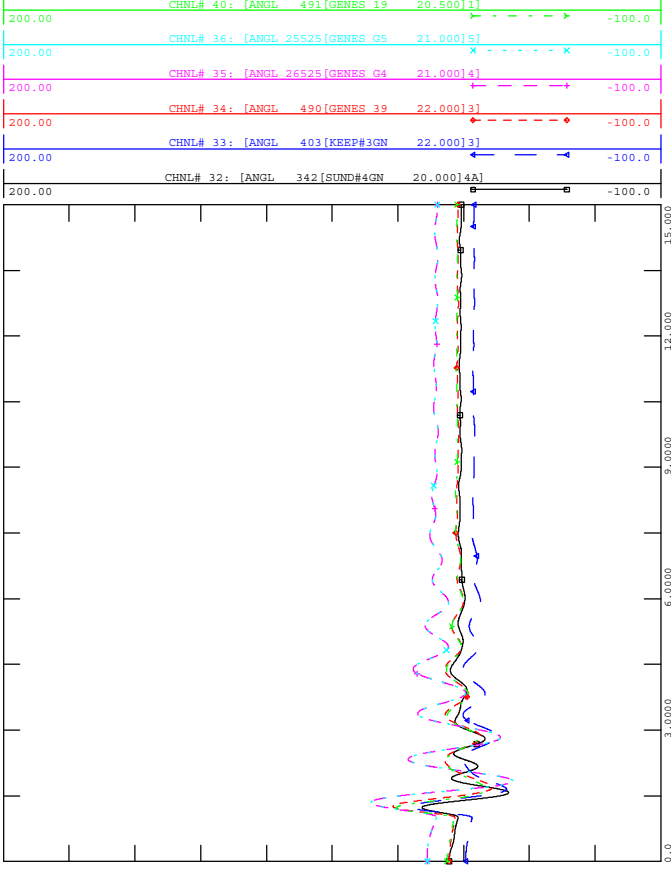
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



WED, JUN 17 2015 13:02
 LINE FLOW MW/MVAR



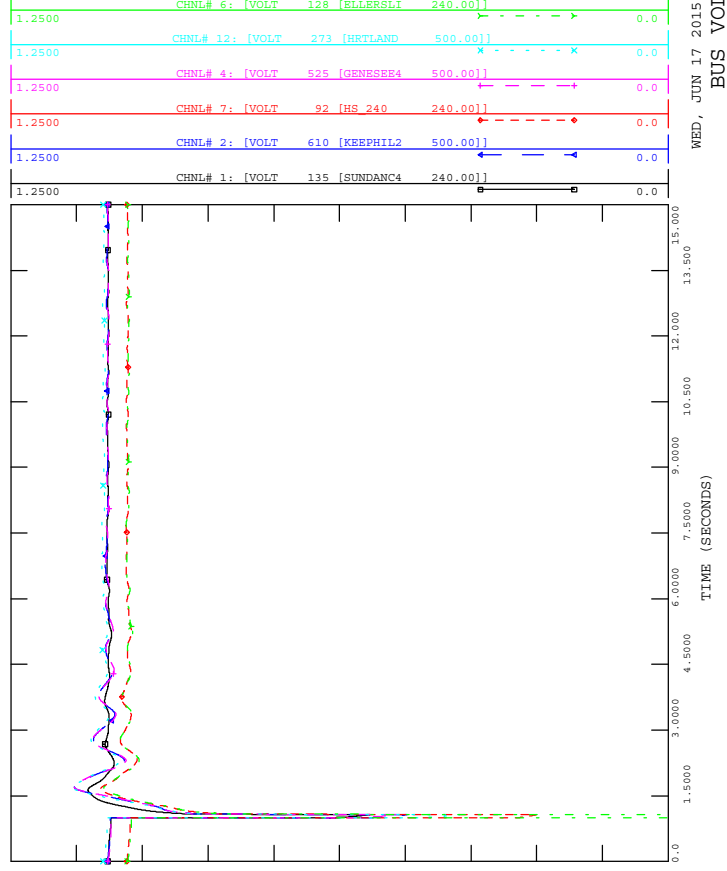
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



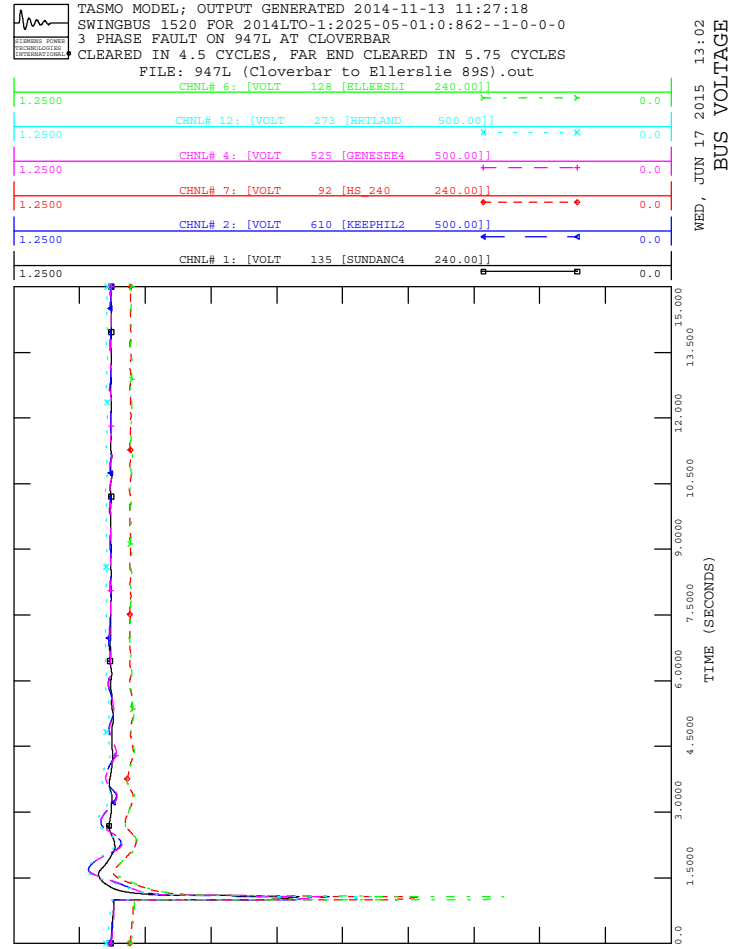
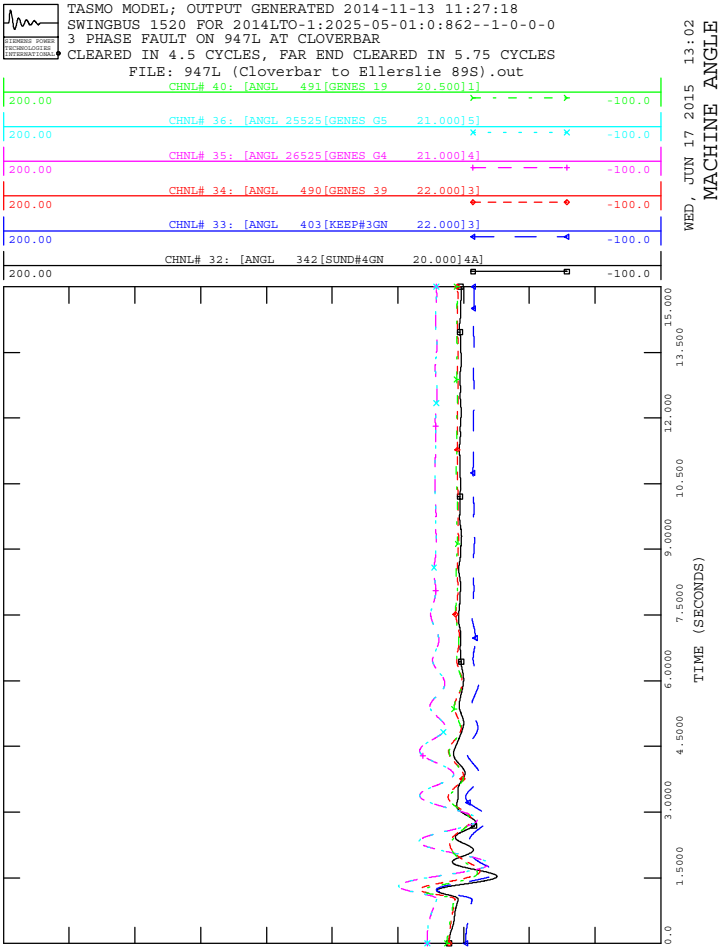
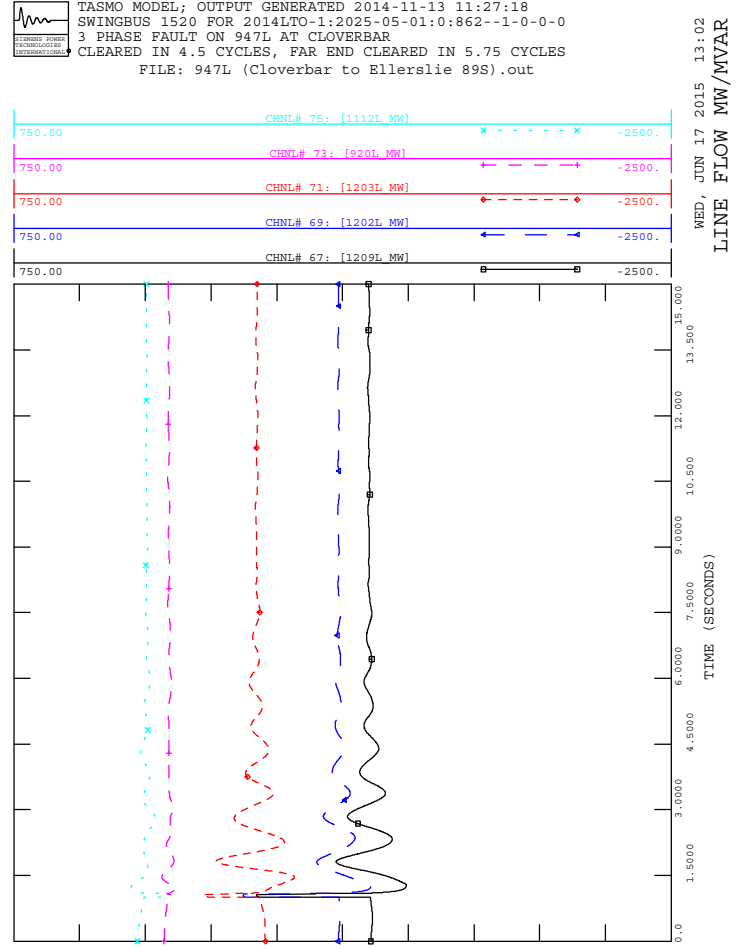
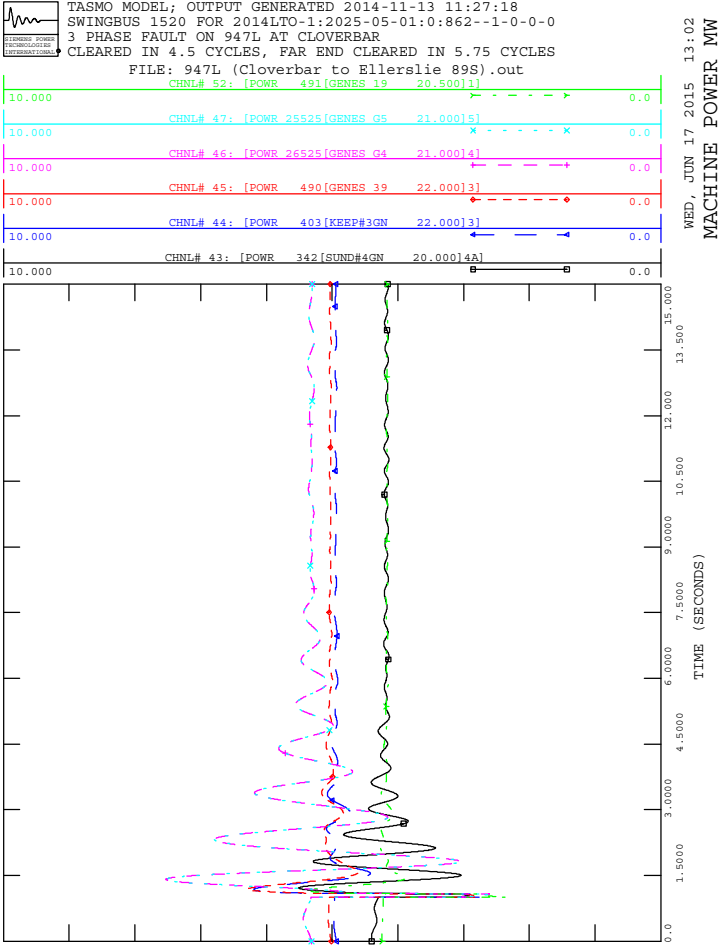
WED, JUN 17 2015 13:02
 MACHINE ANGLE

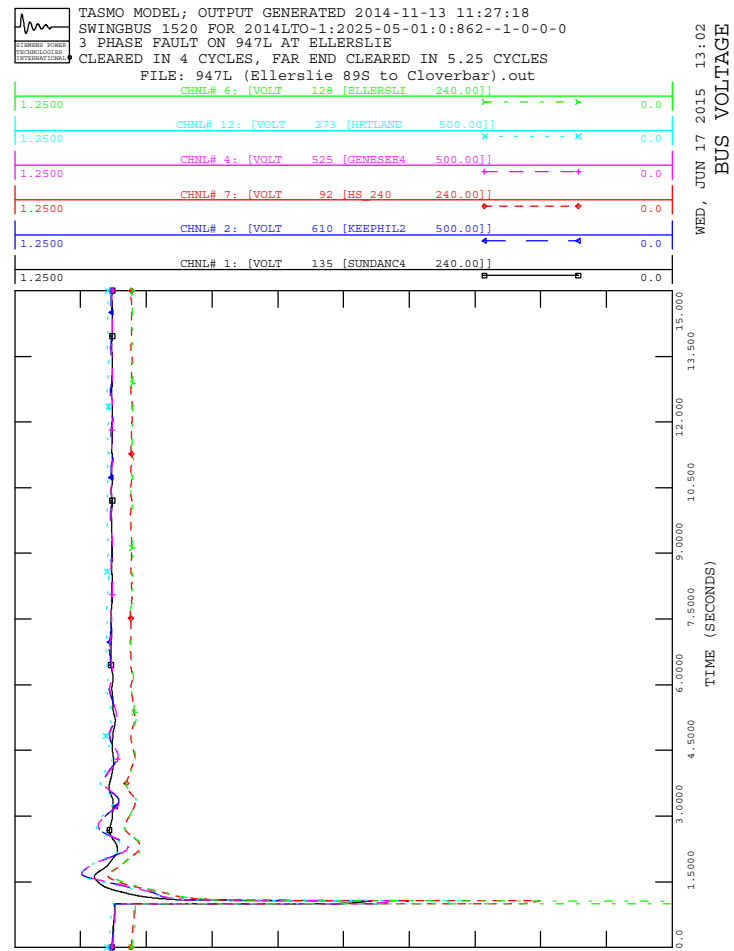
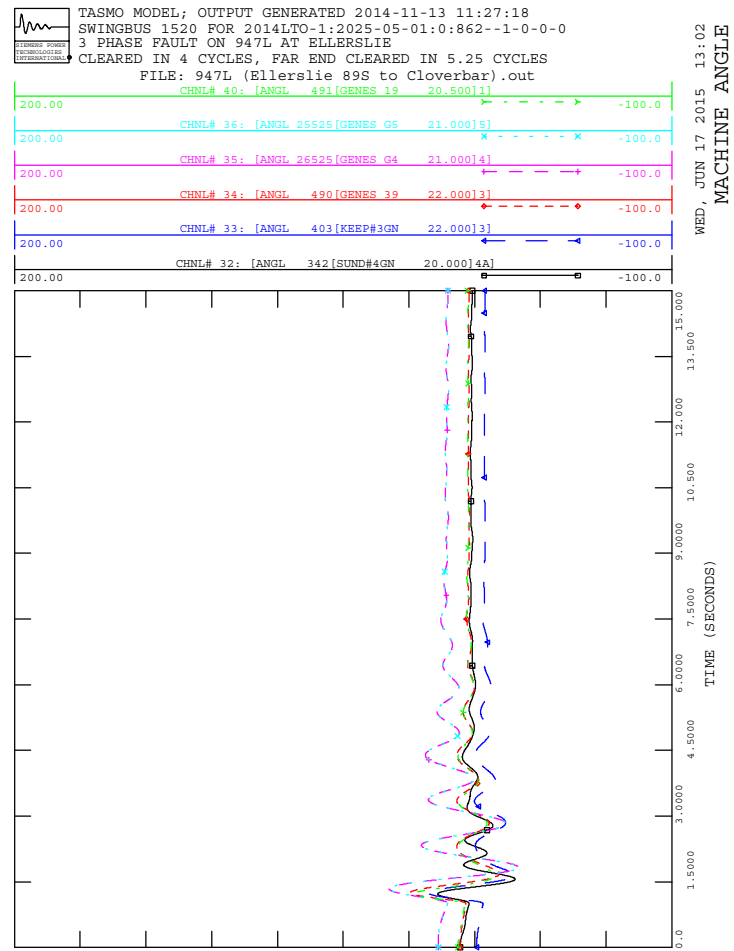
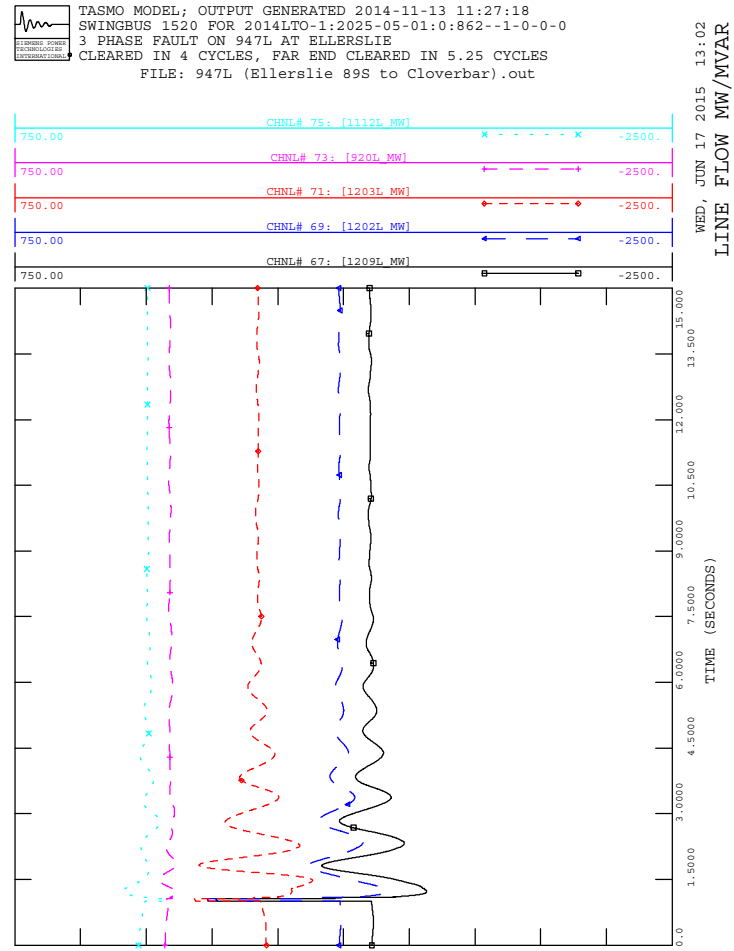
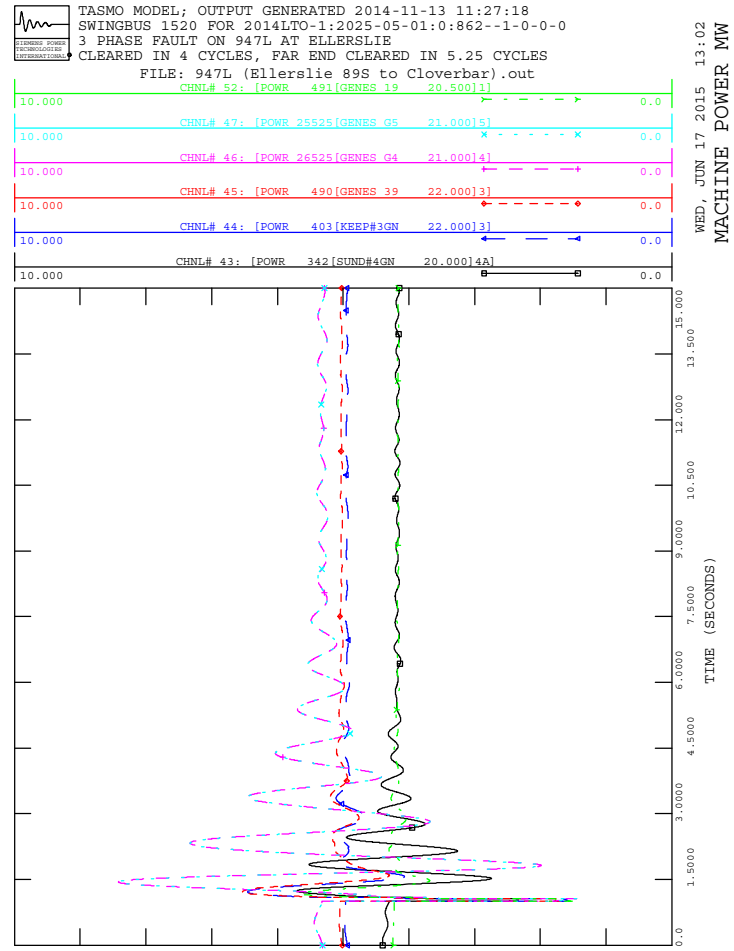


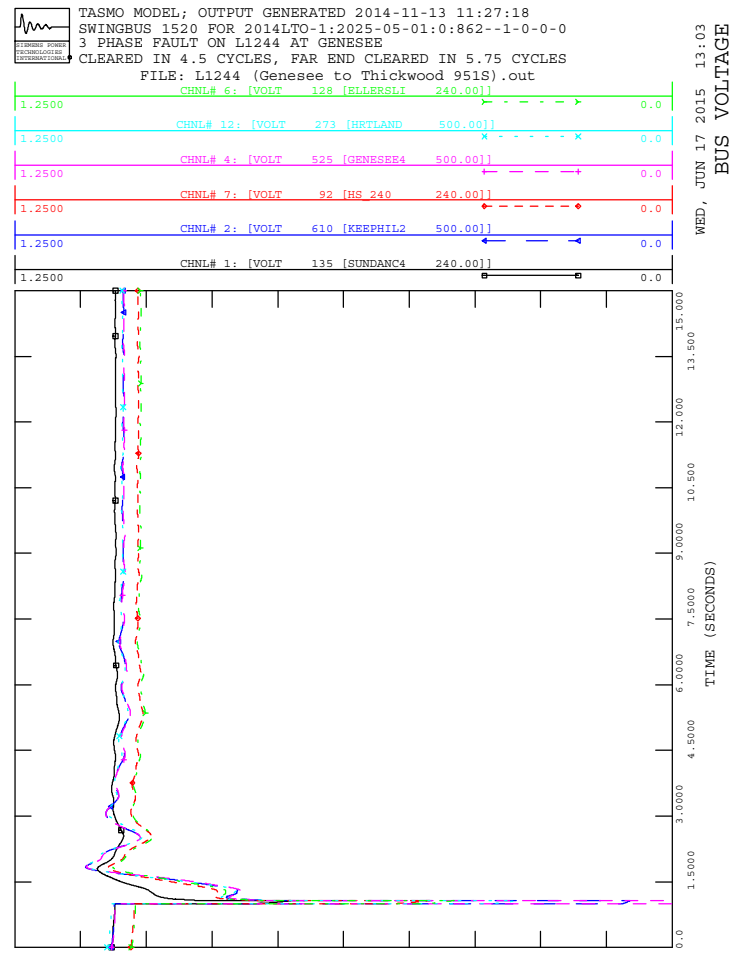
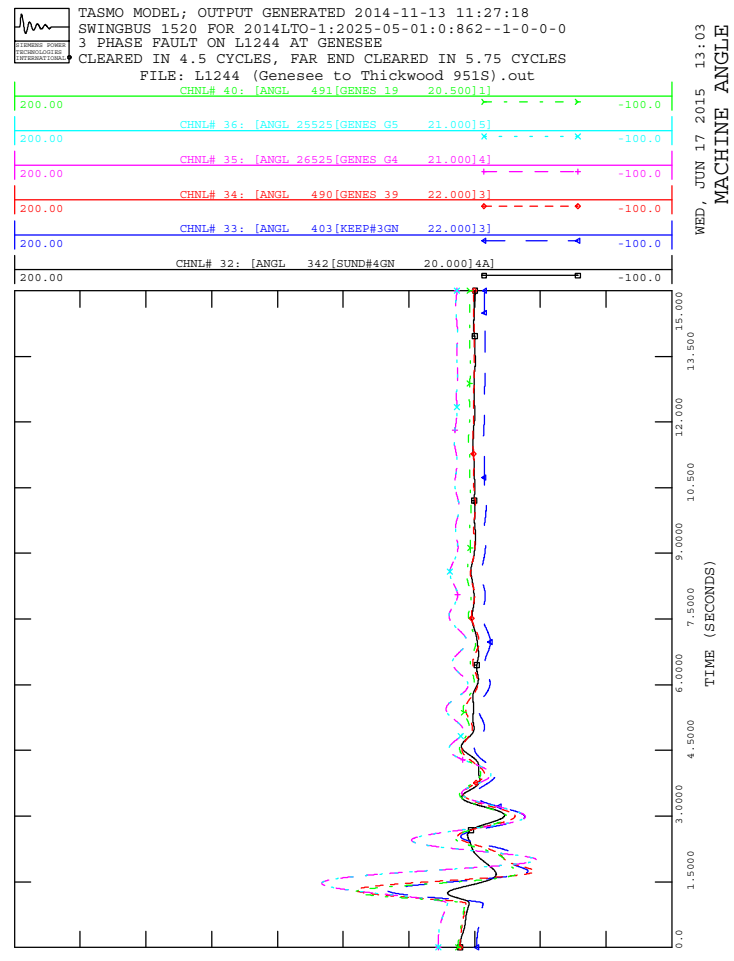
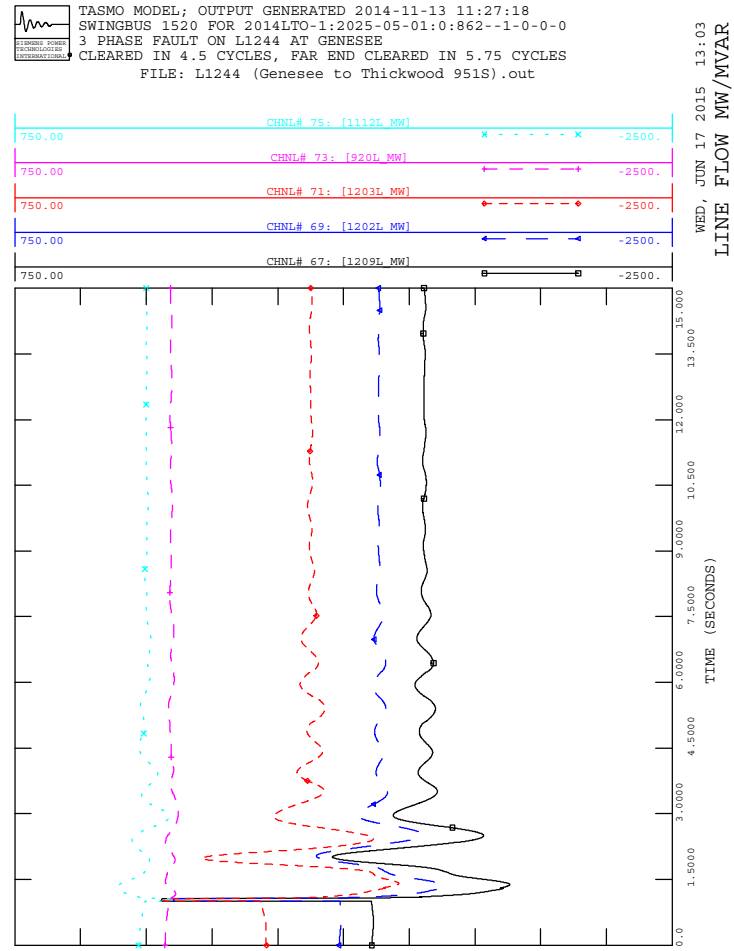
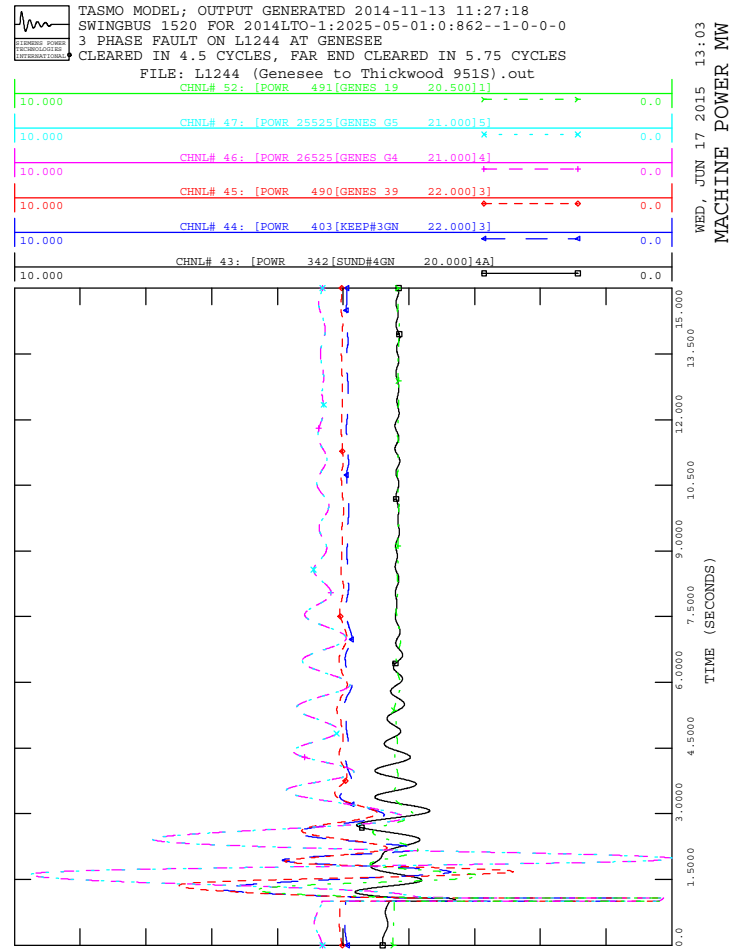
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

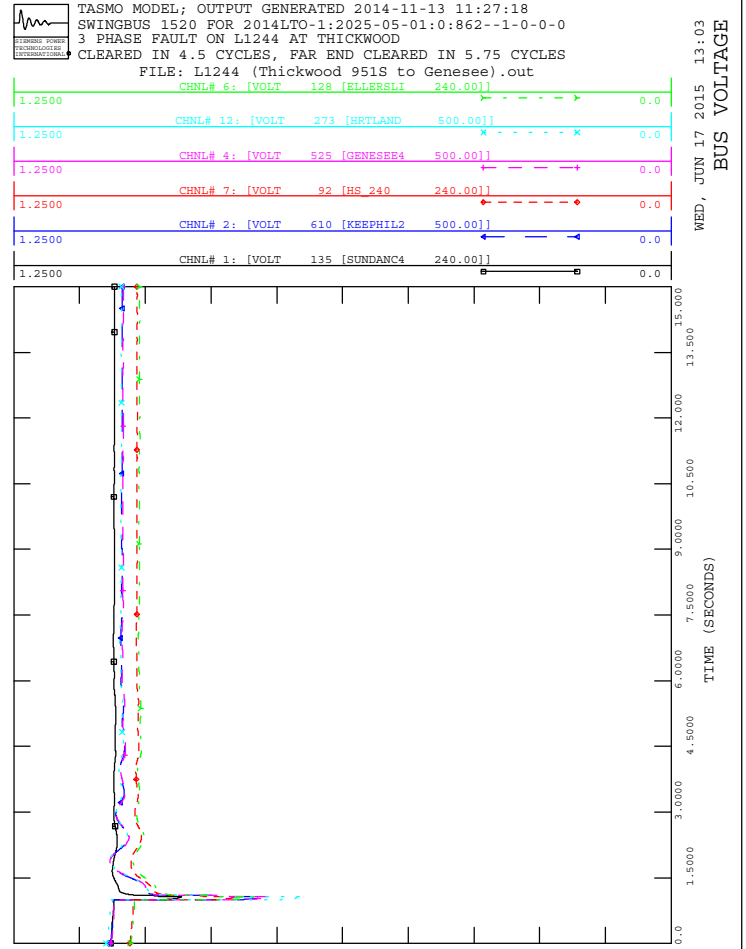
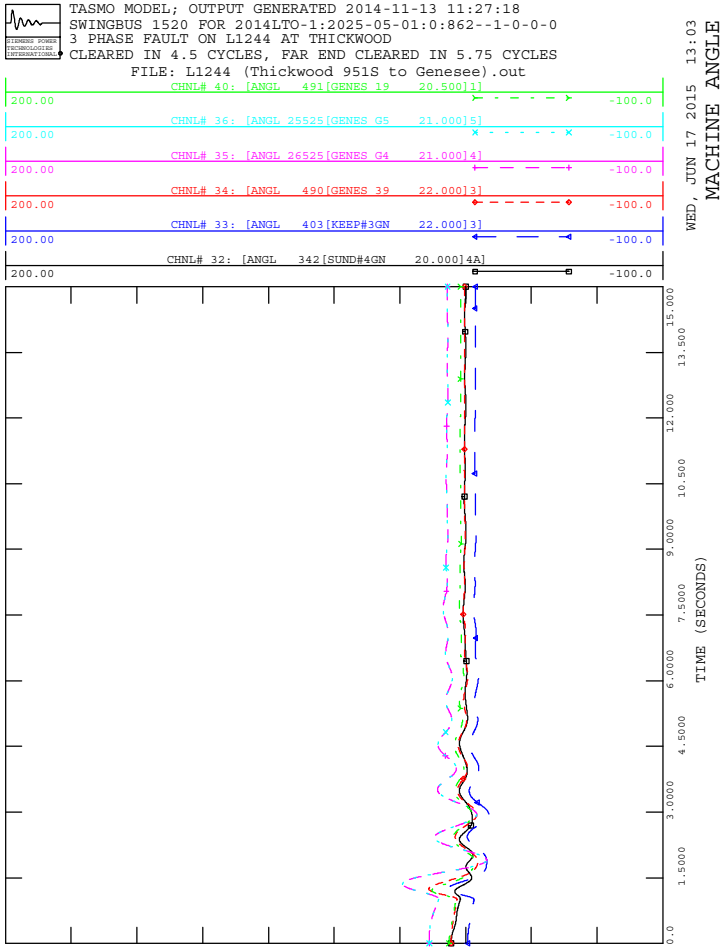
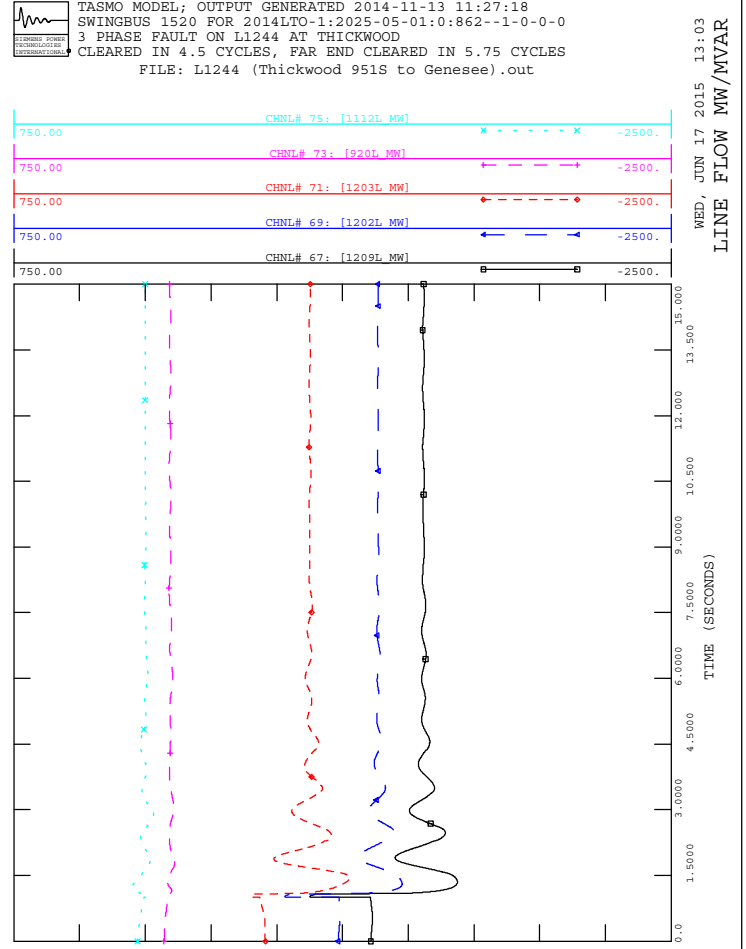
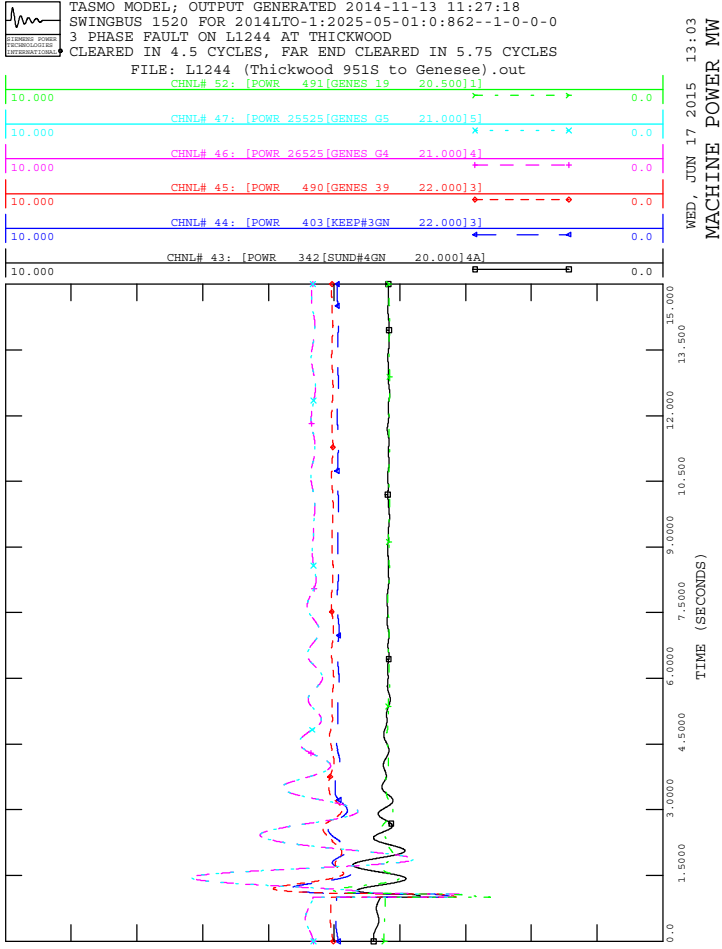


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 BUS VOLTAGE



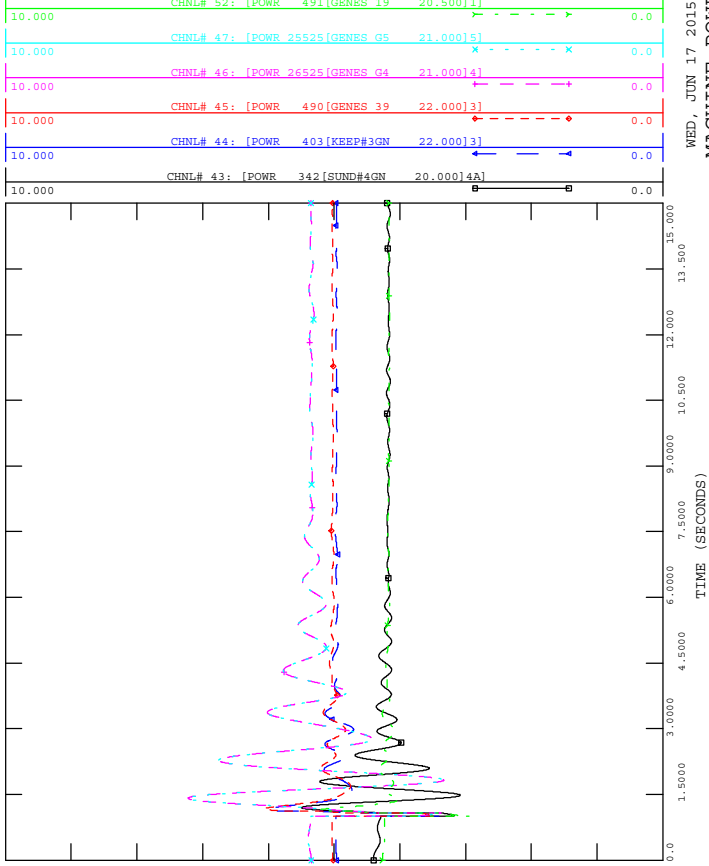








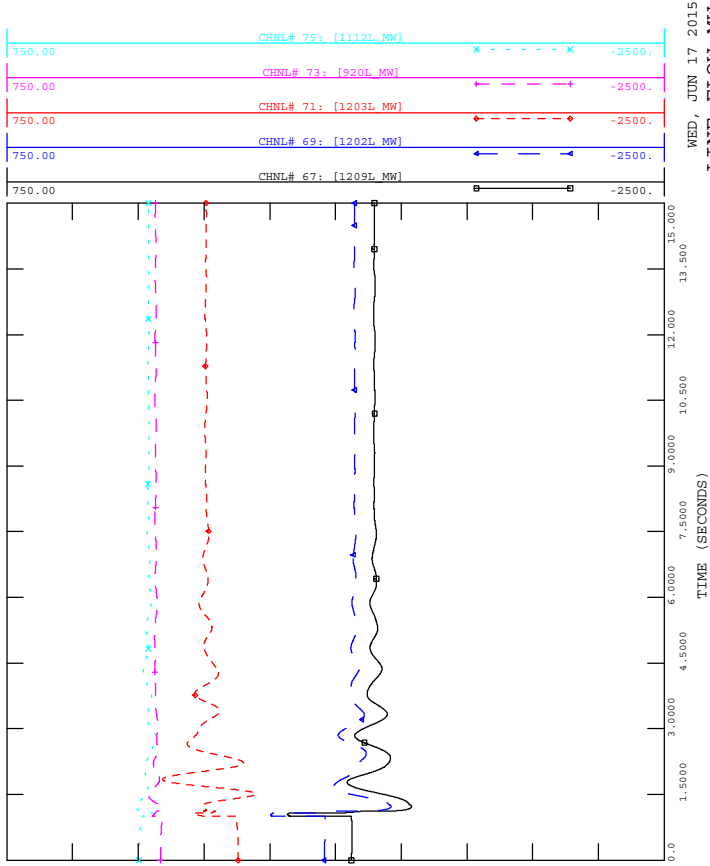
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out



WED, JUN 17 2015 13:10
 MACHINE POWER MW



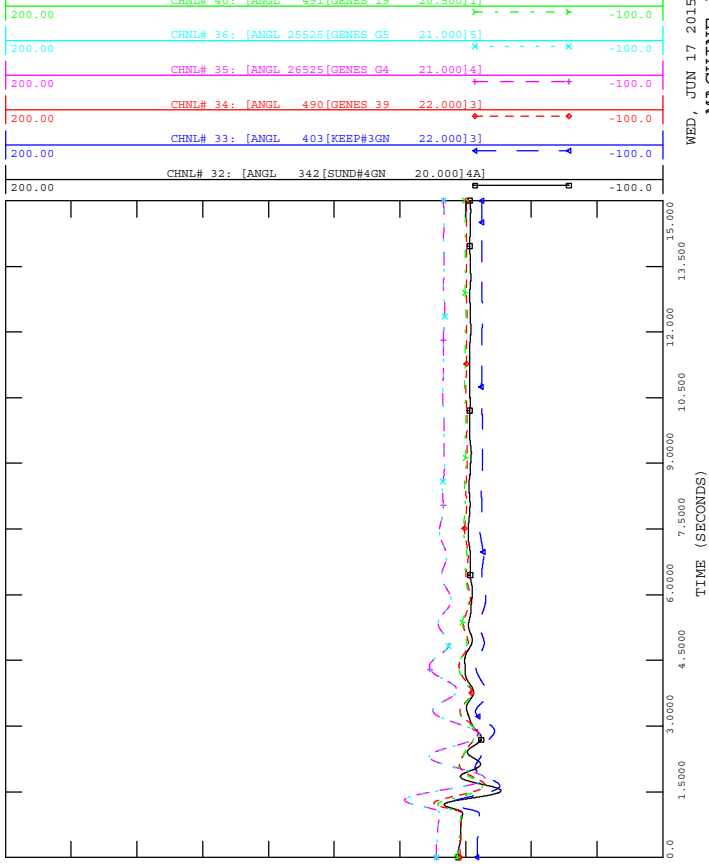
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out



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 LINE FLOW MW/MVAR



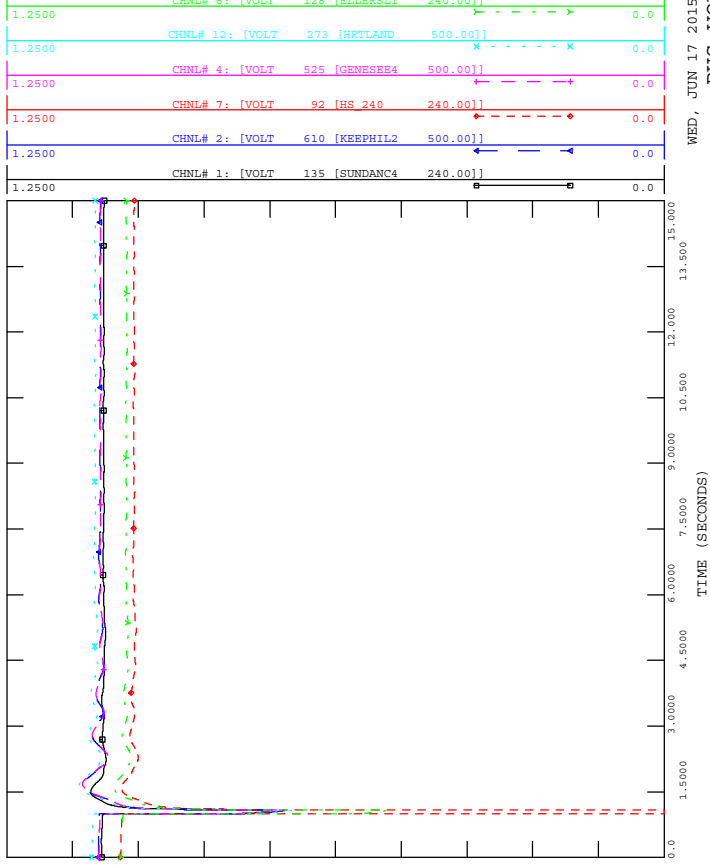
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 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out



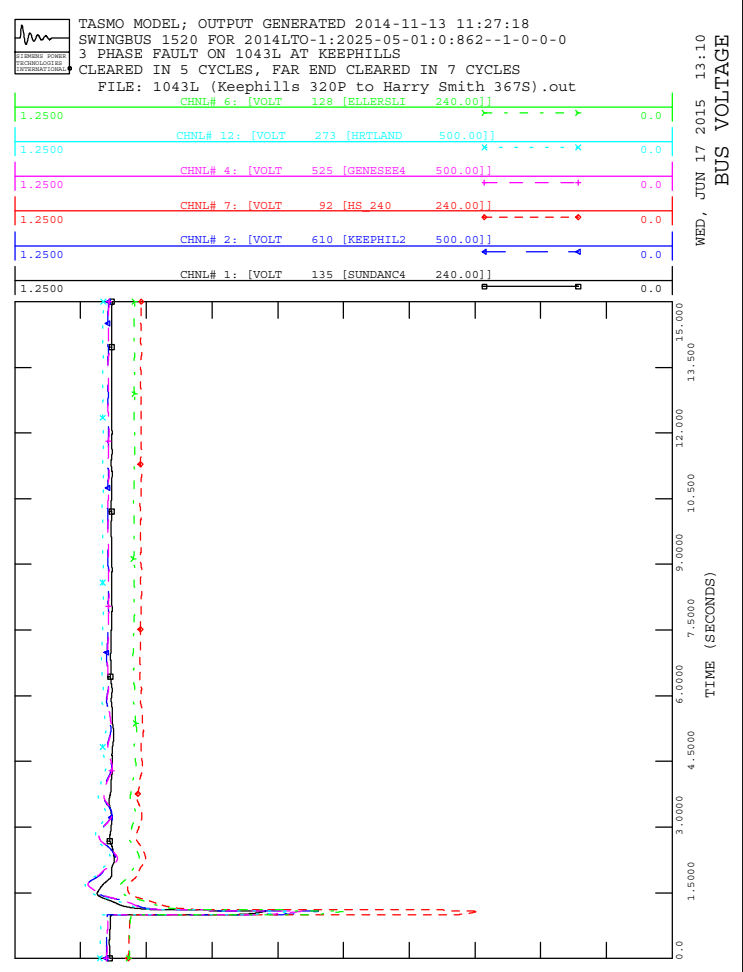
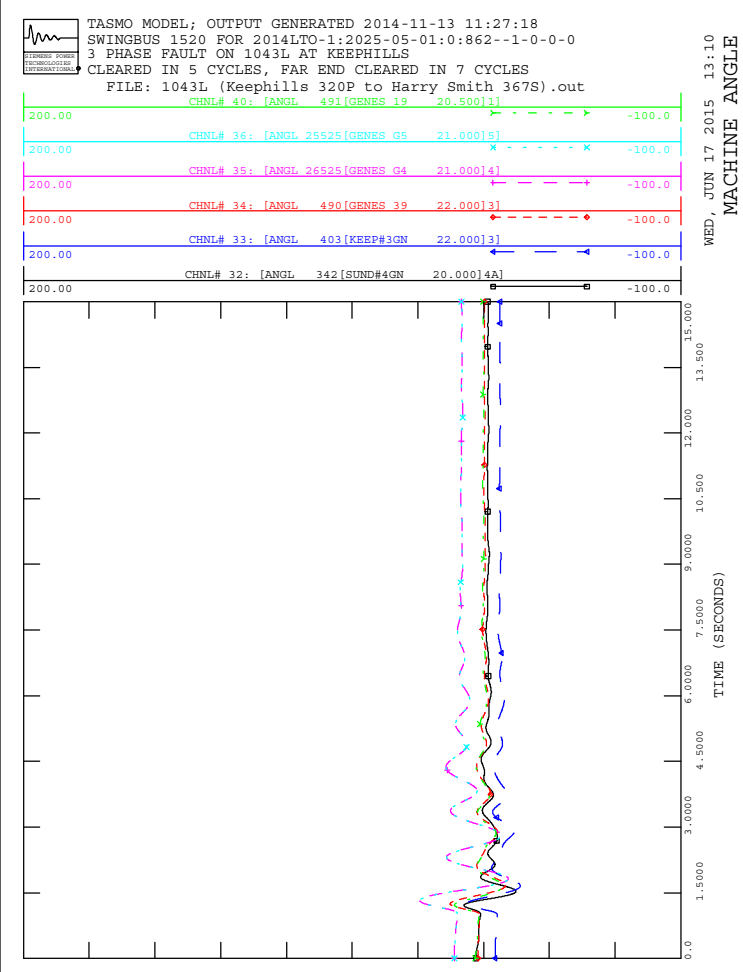
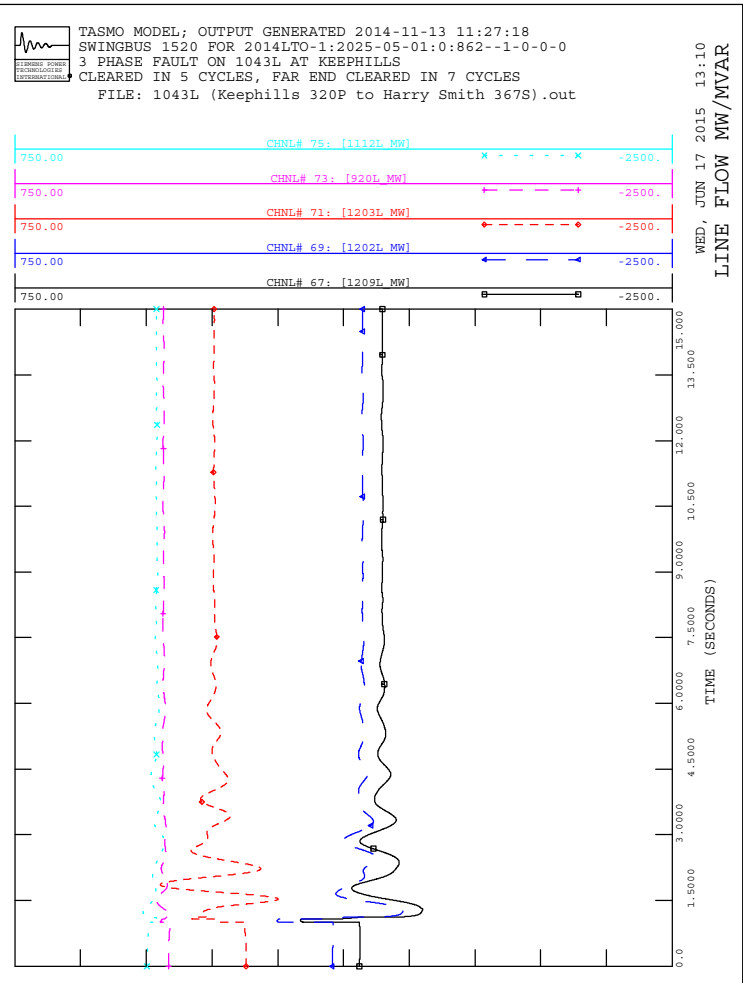
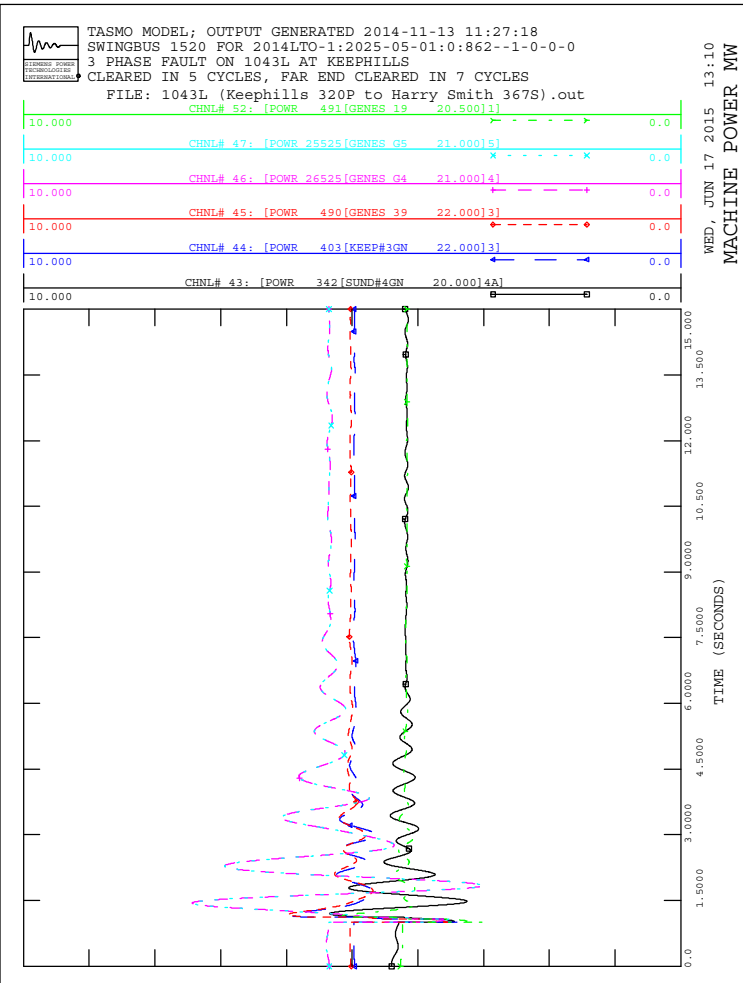
WED, JUN 17 2015 13:10
 MACHINE ANGLE

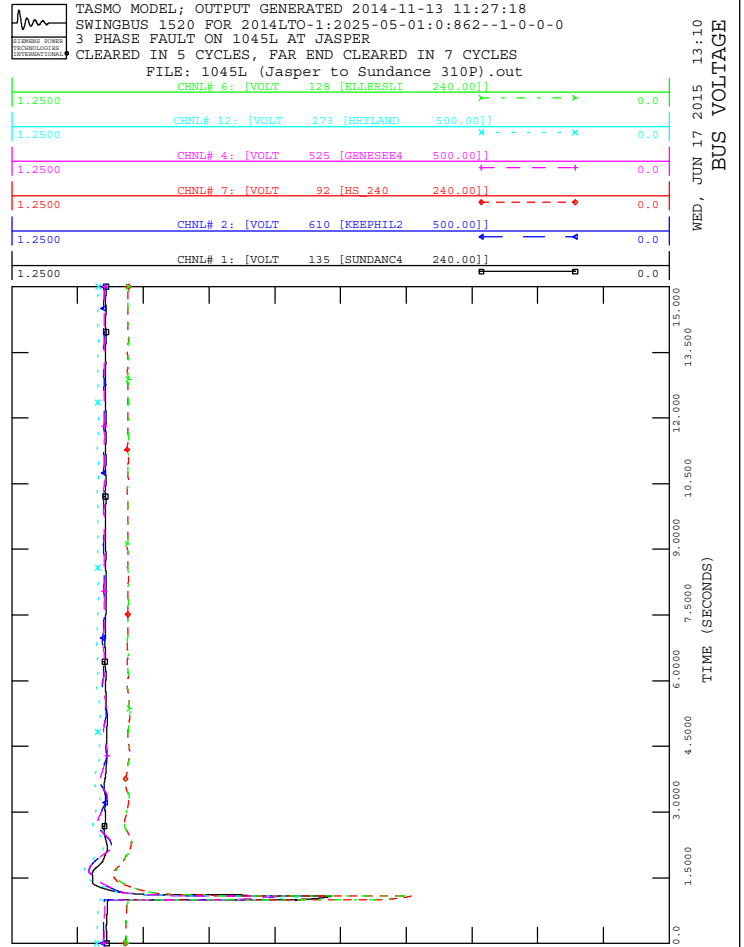
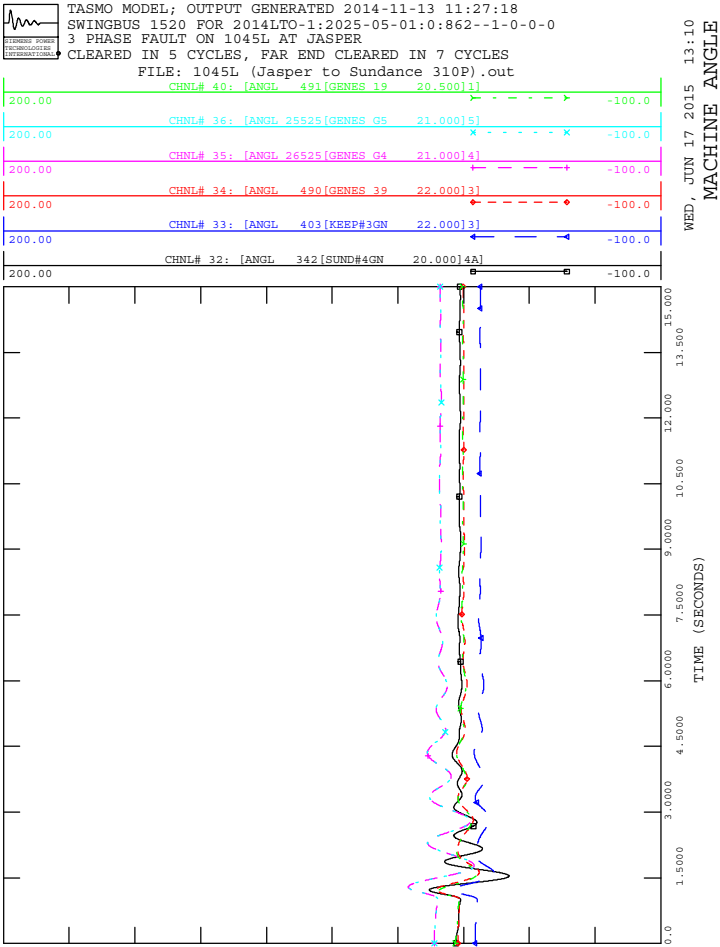
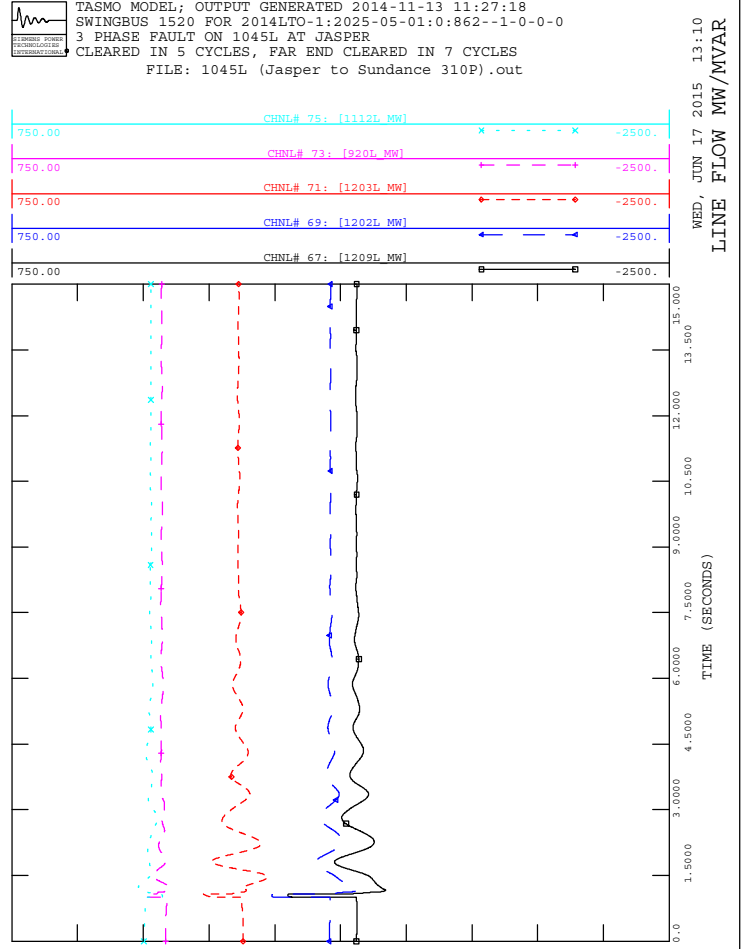
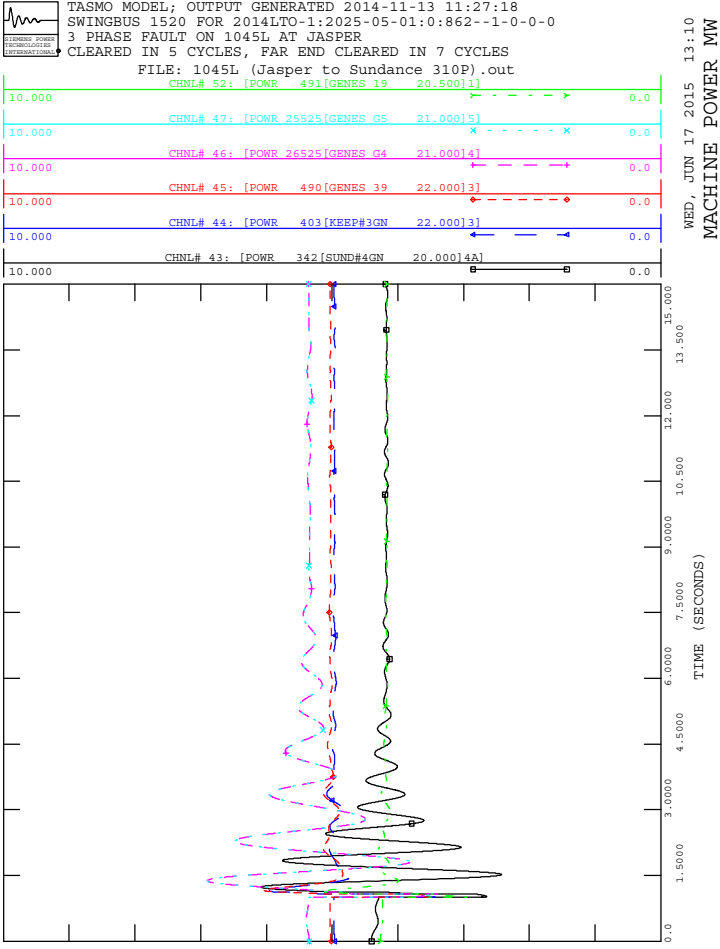


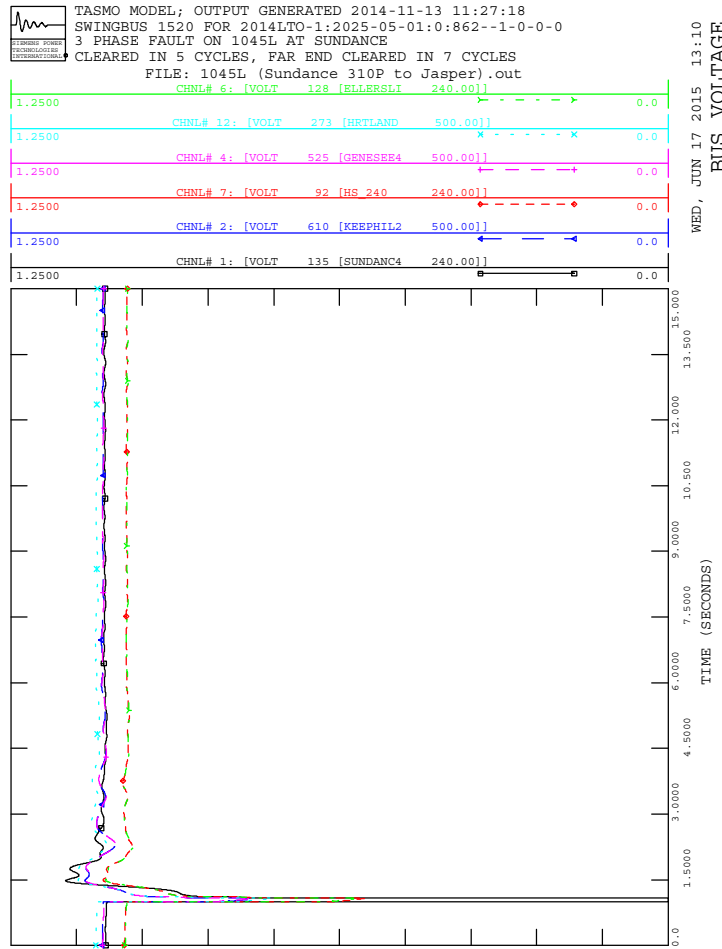
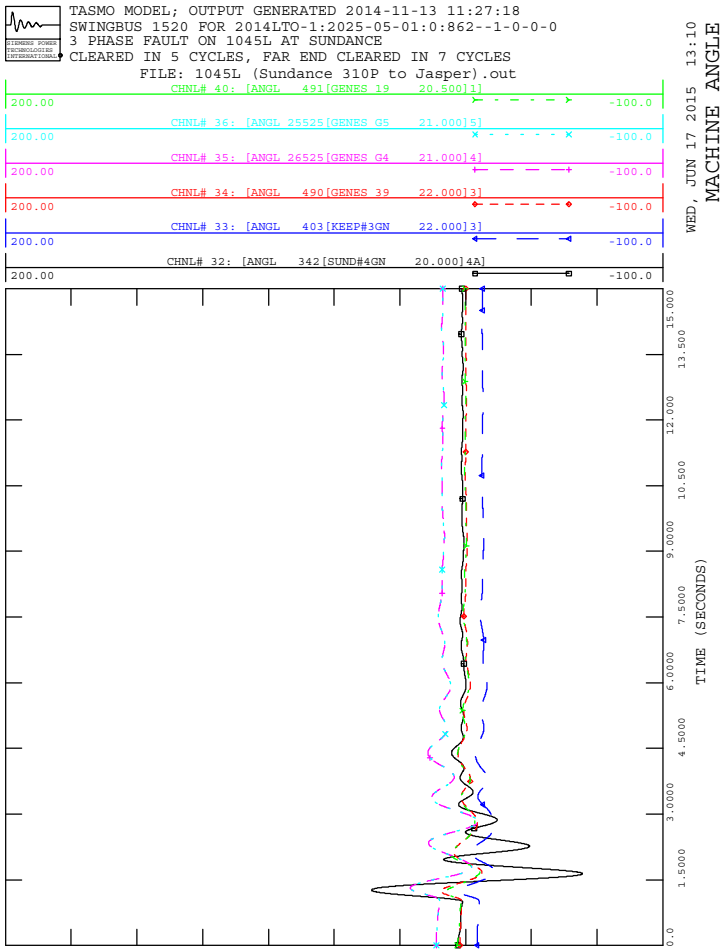
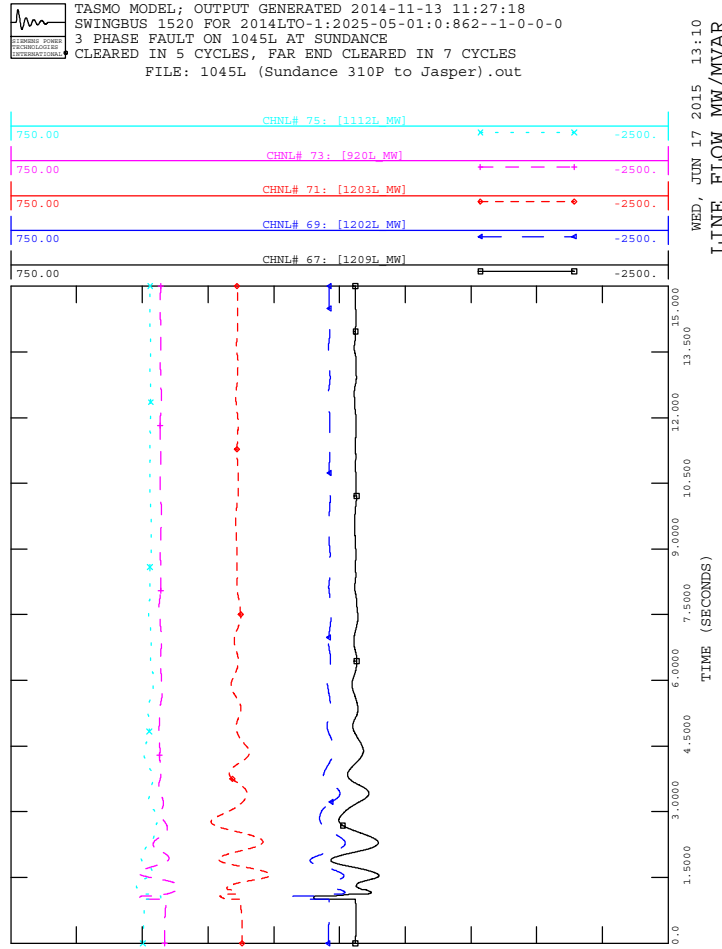
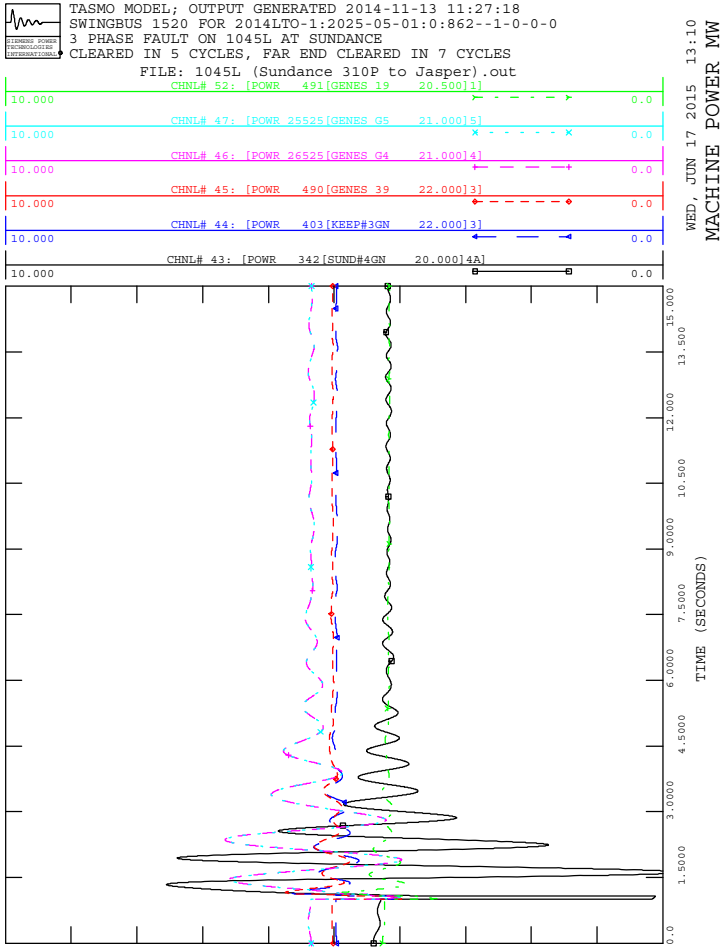
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1043L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1043L (Harry Smith 367S to Keephills 320P).out

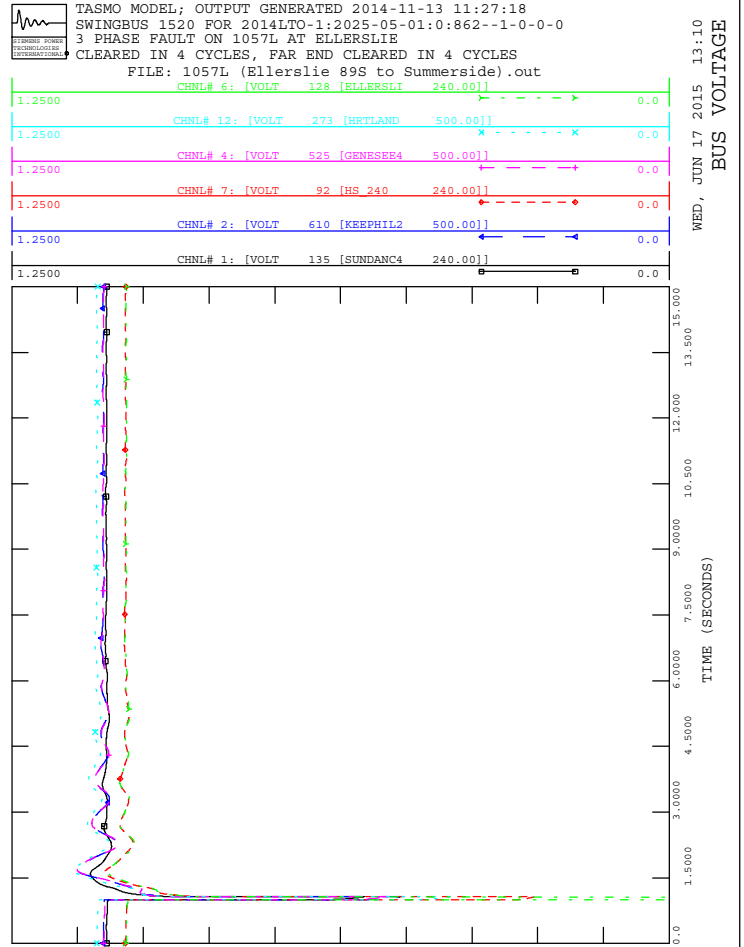
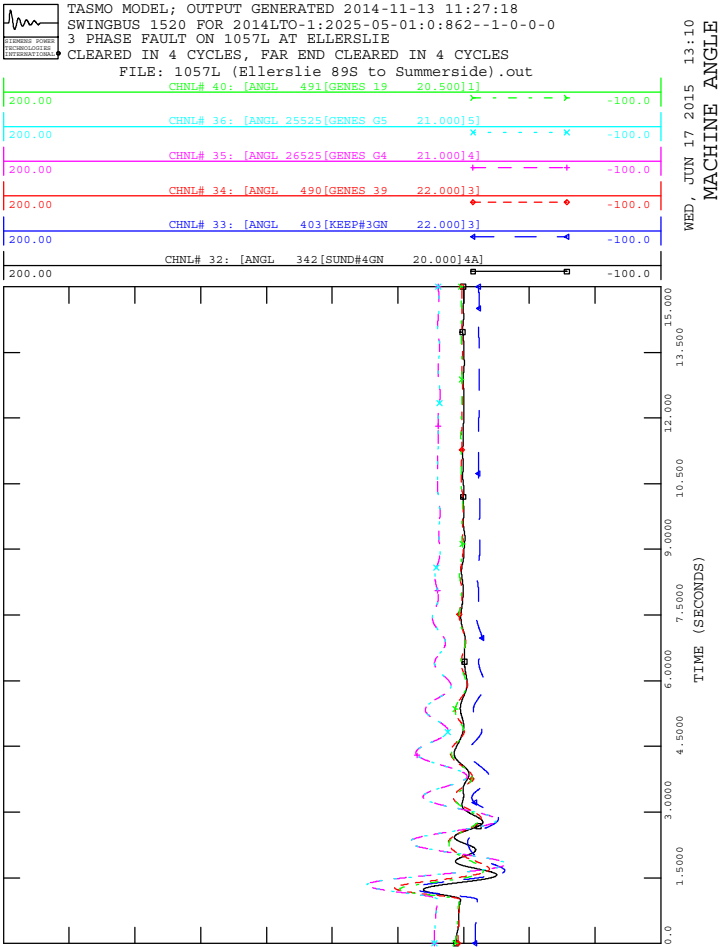
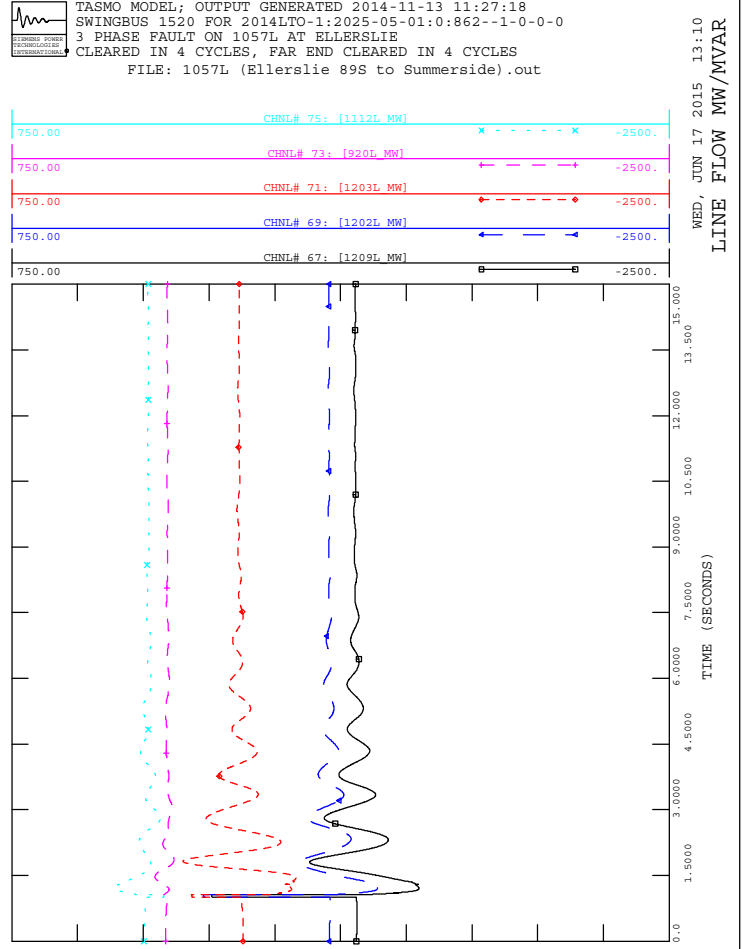
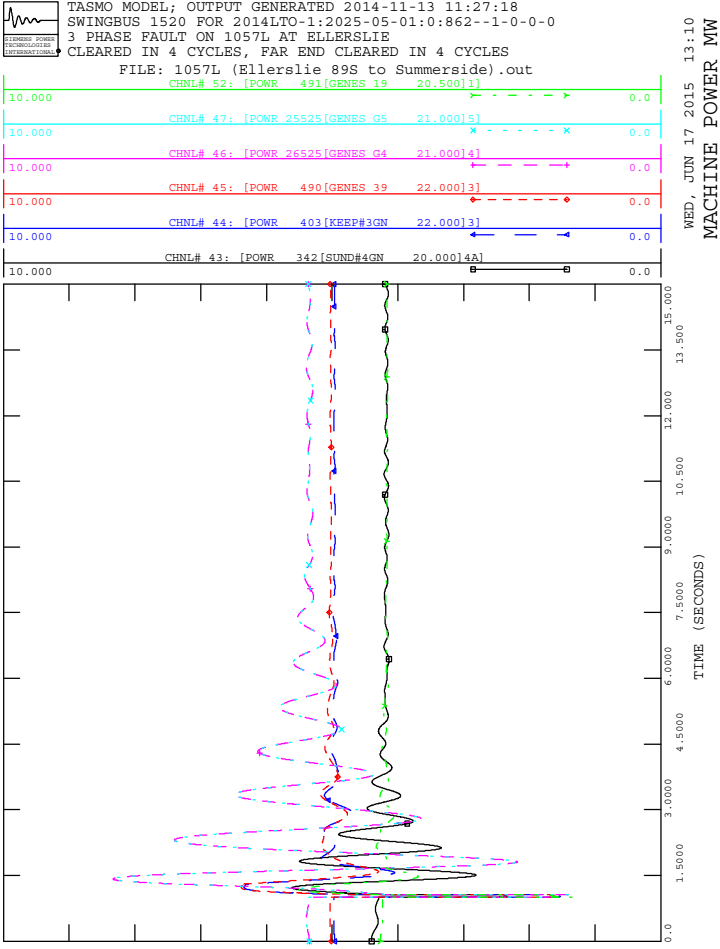


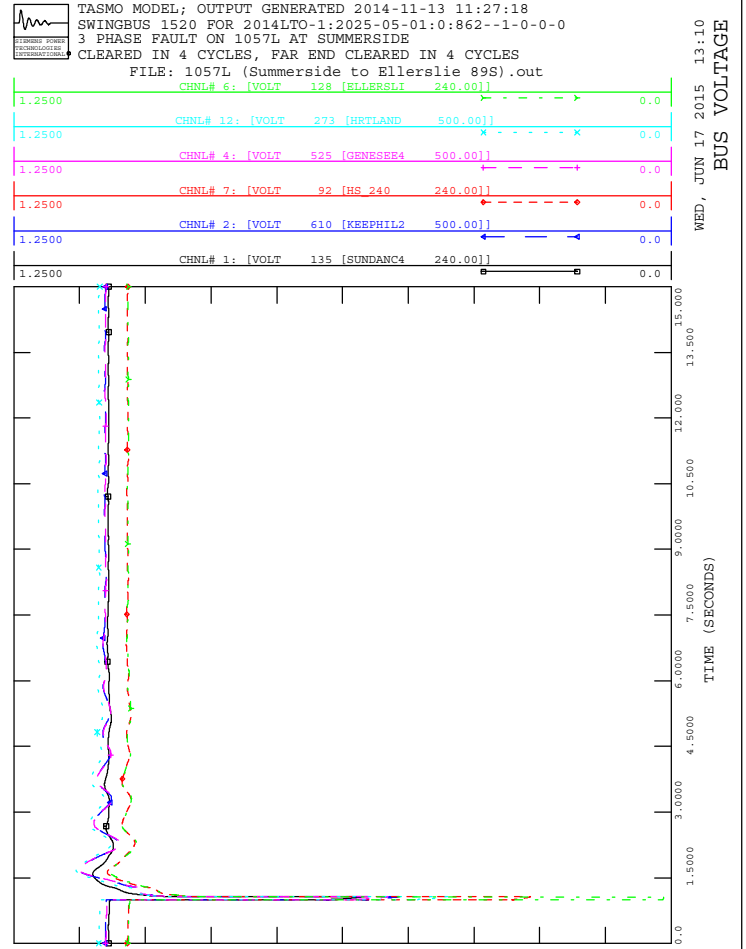
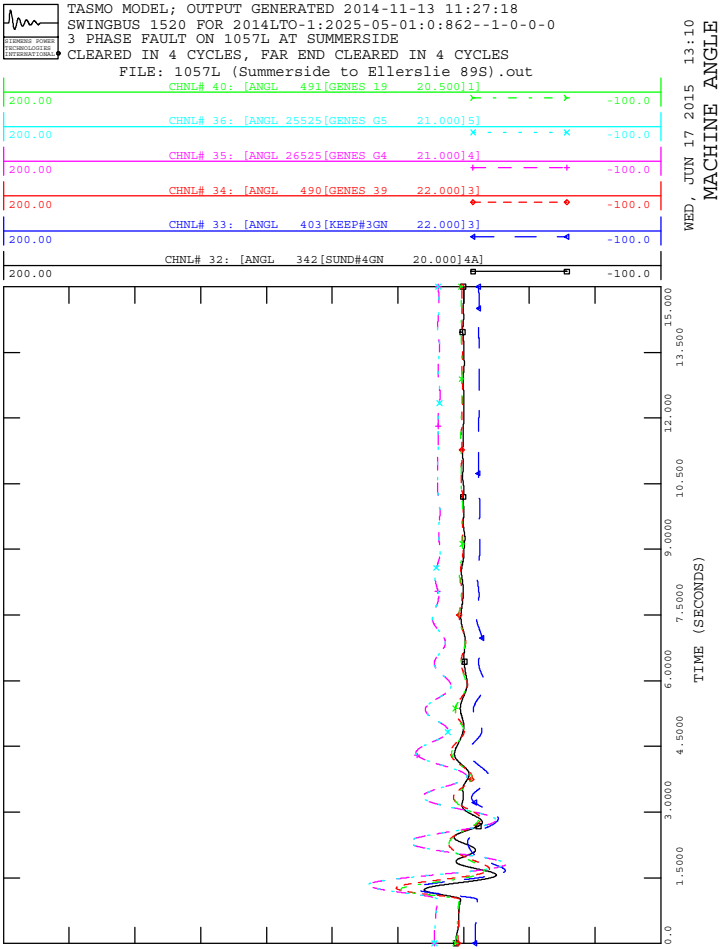
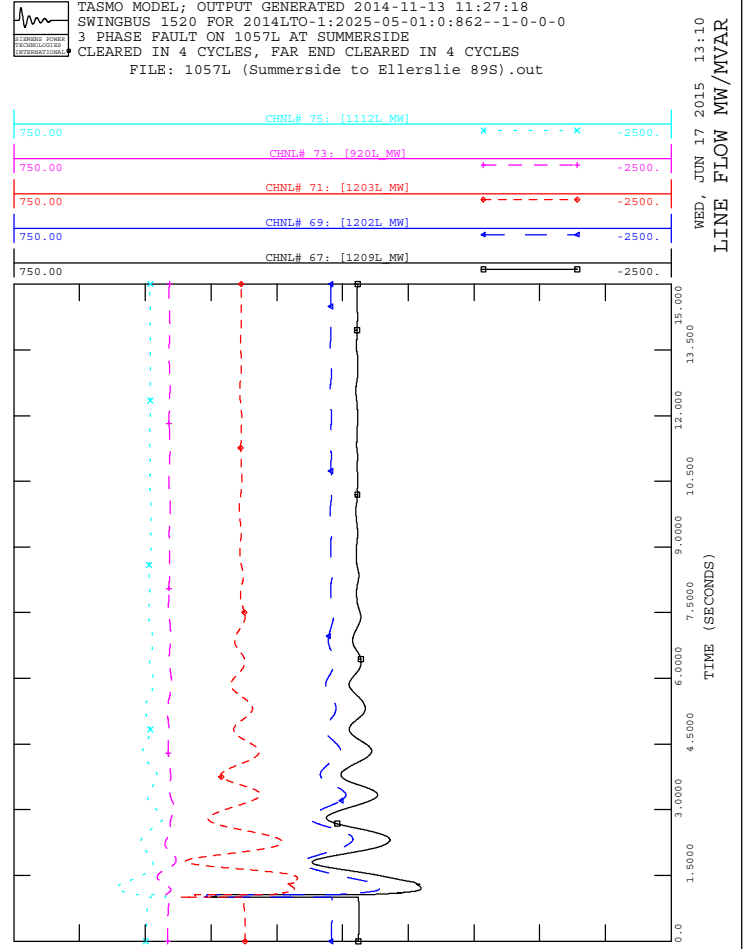
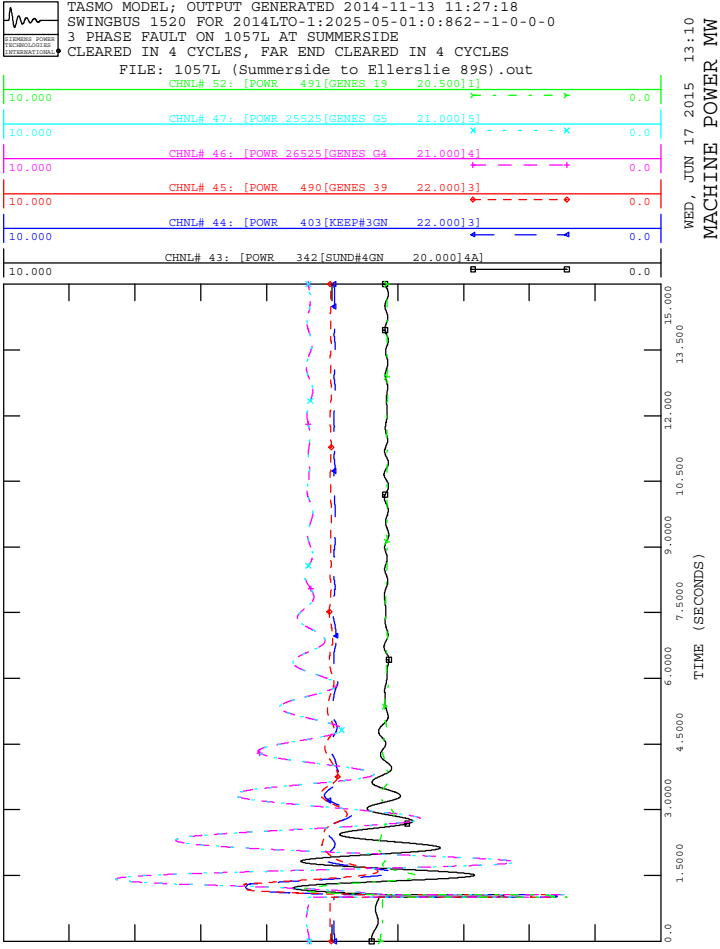
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 BUS VOLTAGE

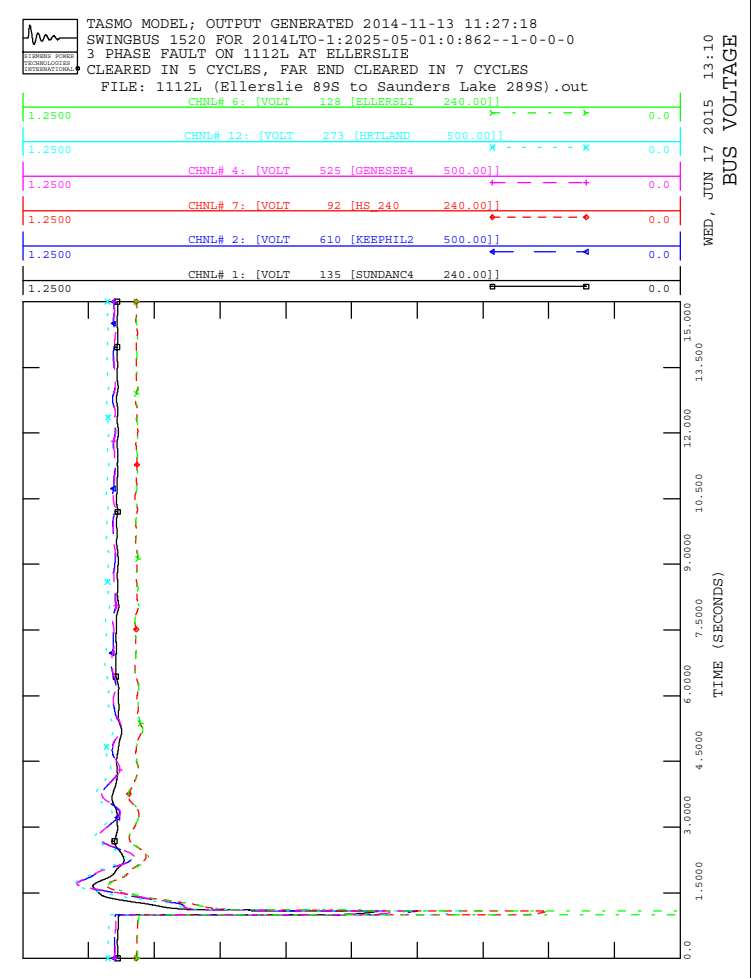
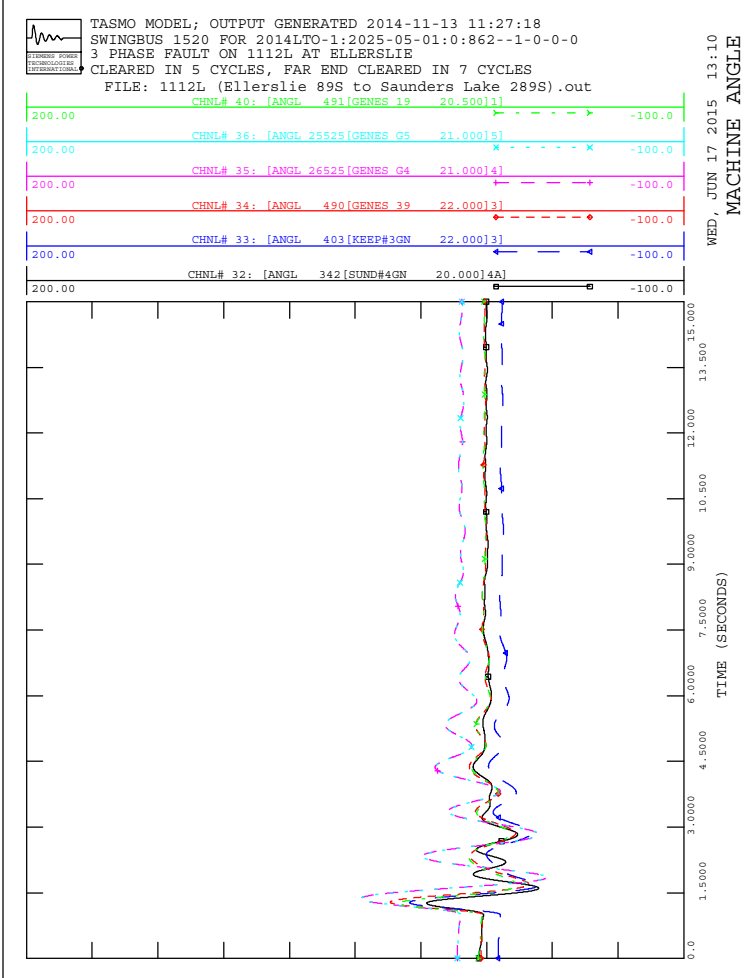
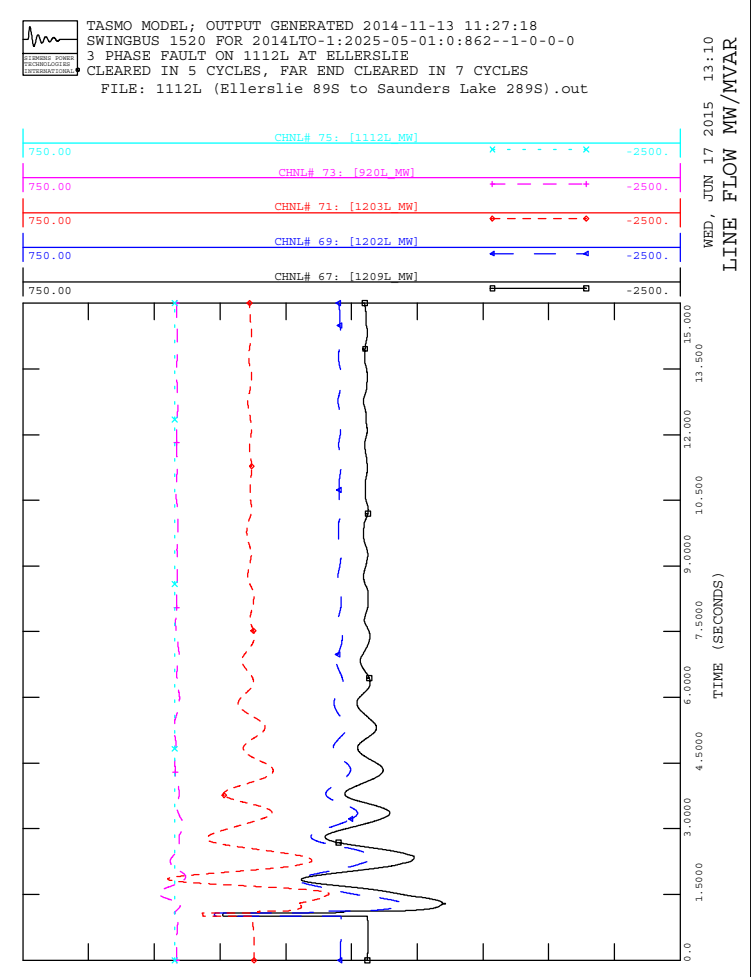
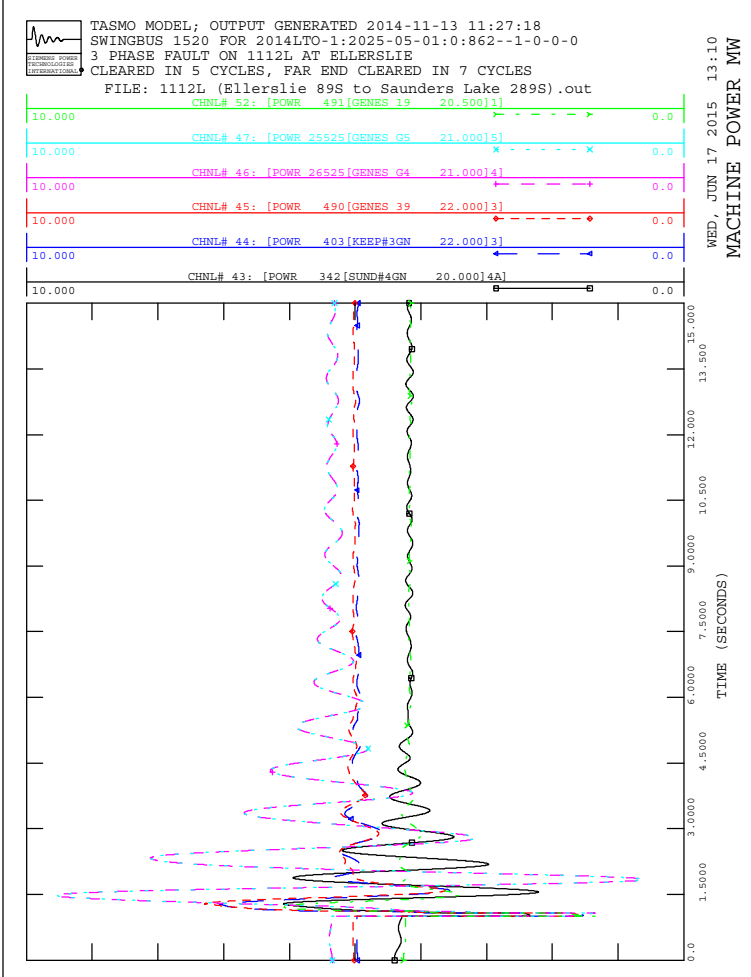


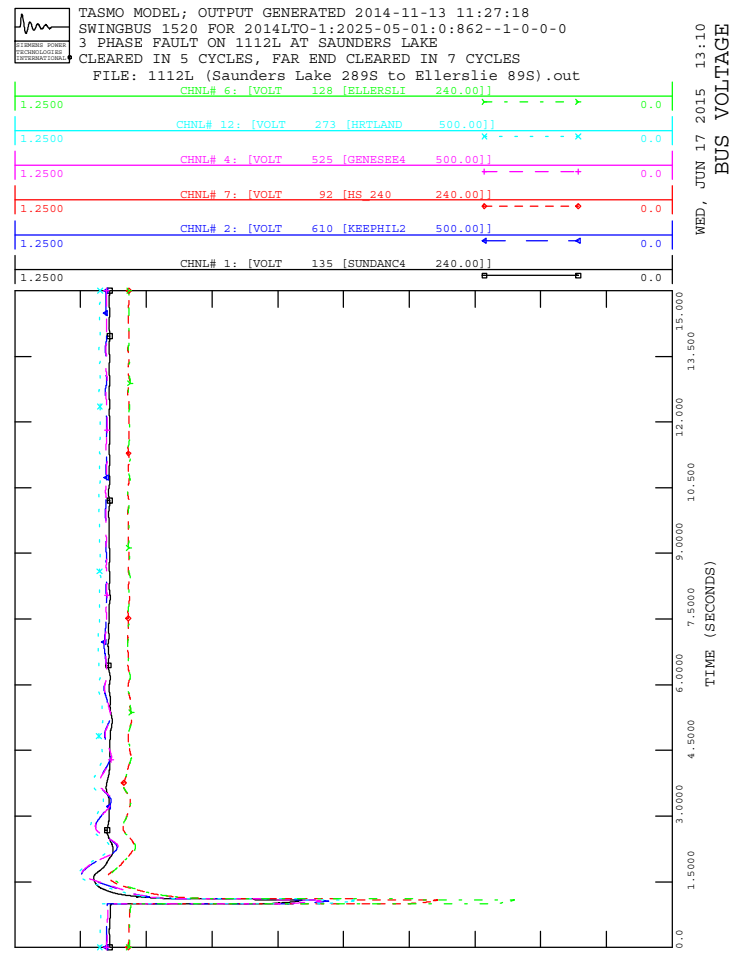
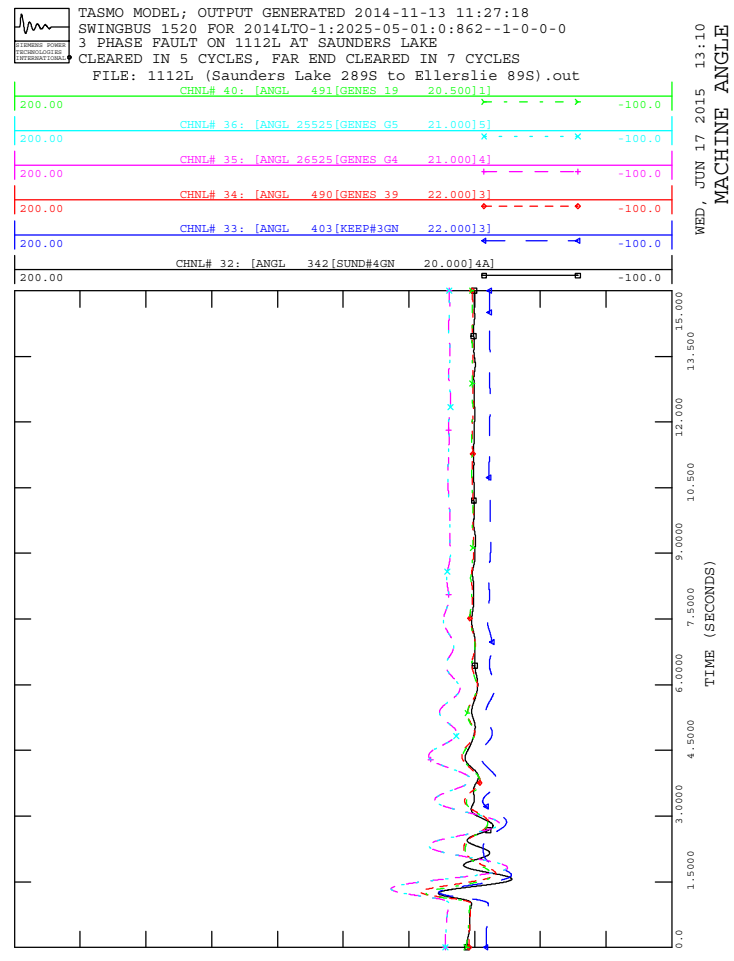
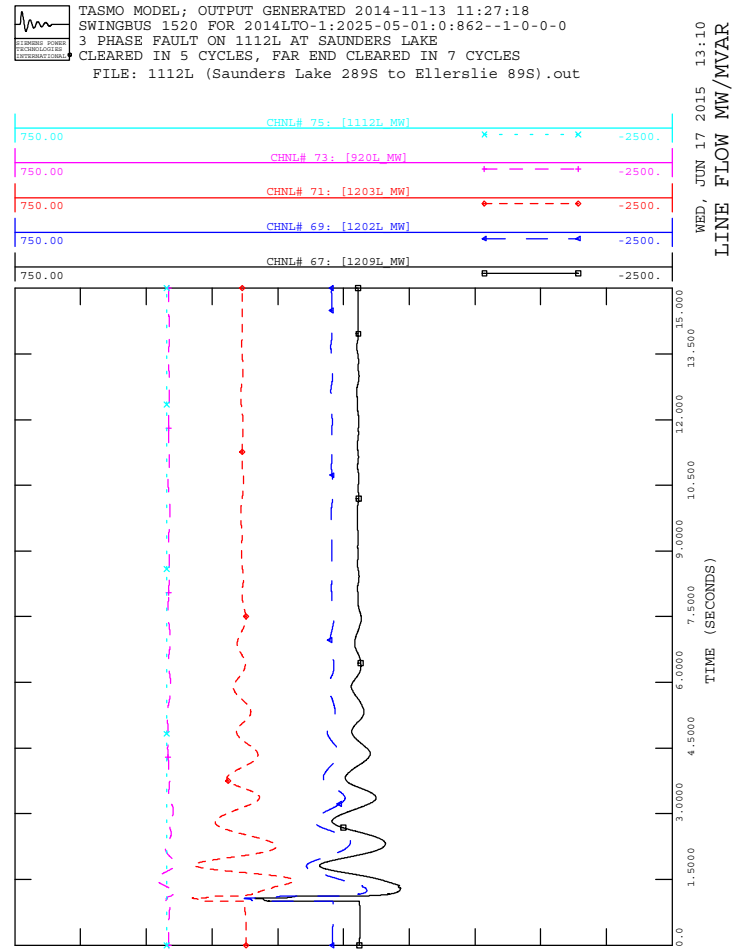
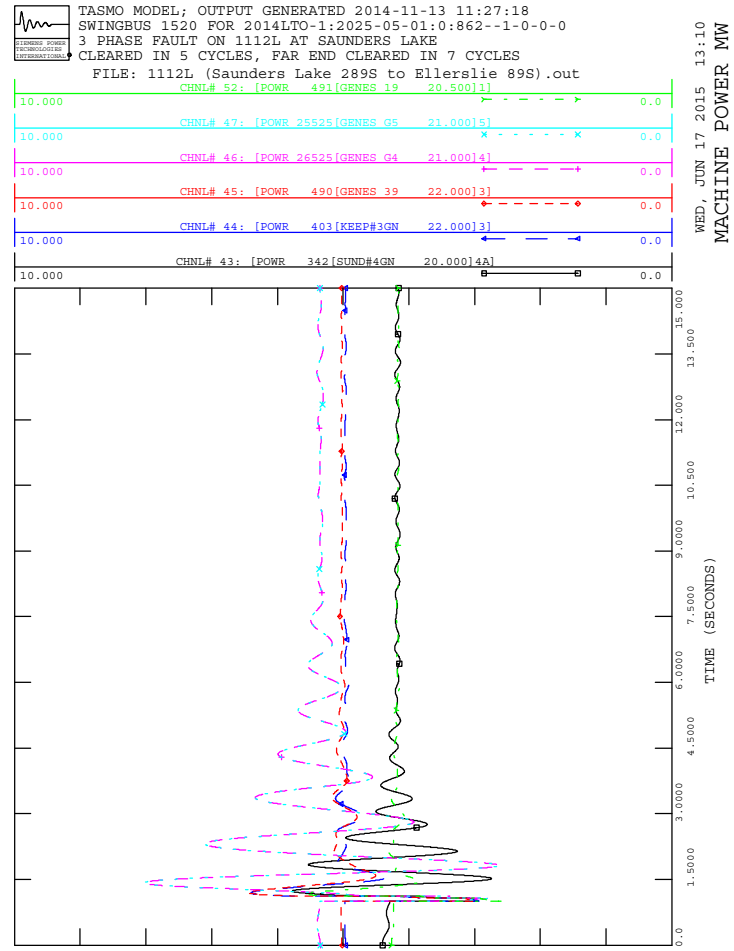






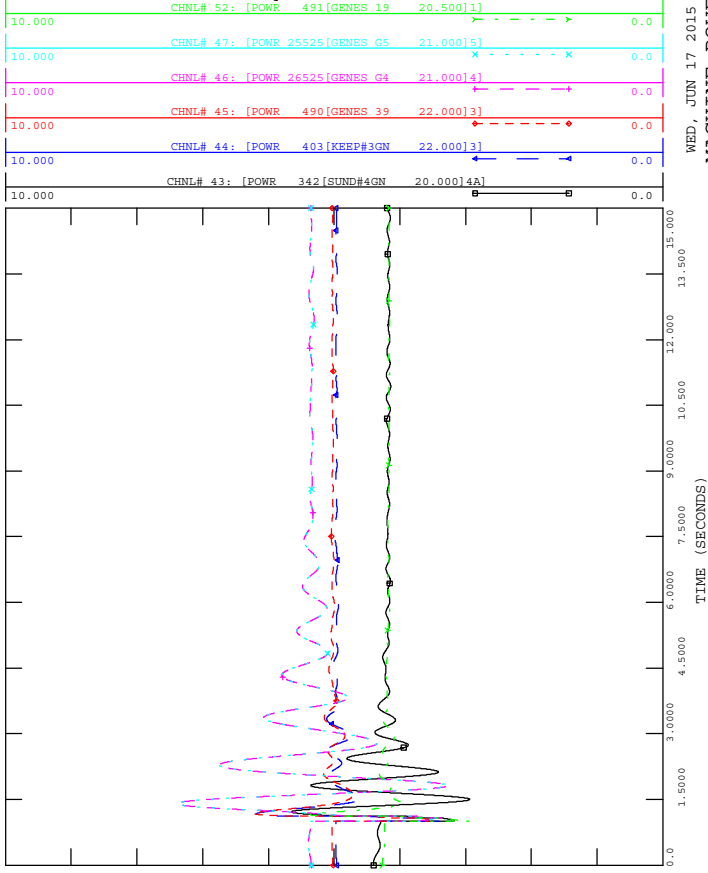








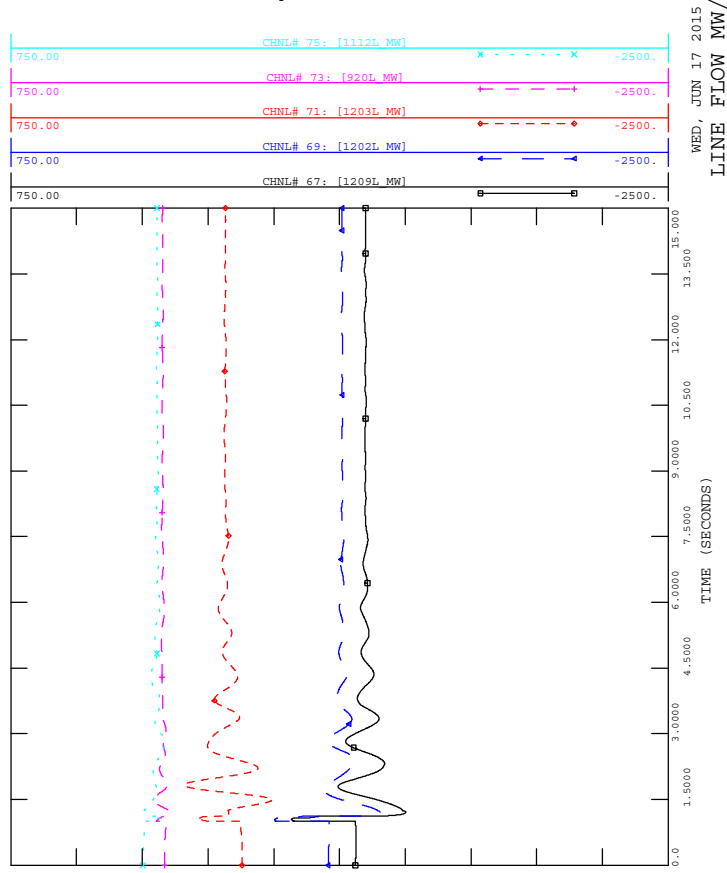
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 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



WED, JUN 17 2015 13:10
 MACHINE POWER MW



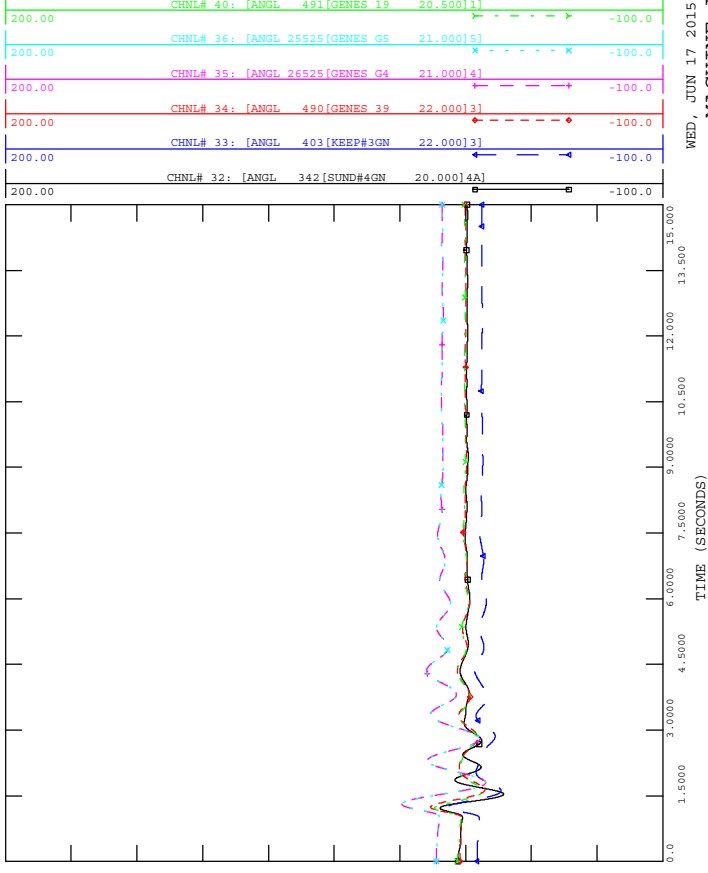
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



WED, JUN 17 2015 13:10
 LINE FLOW MW/MVAR



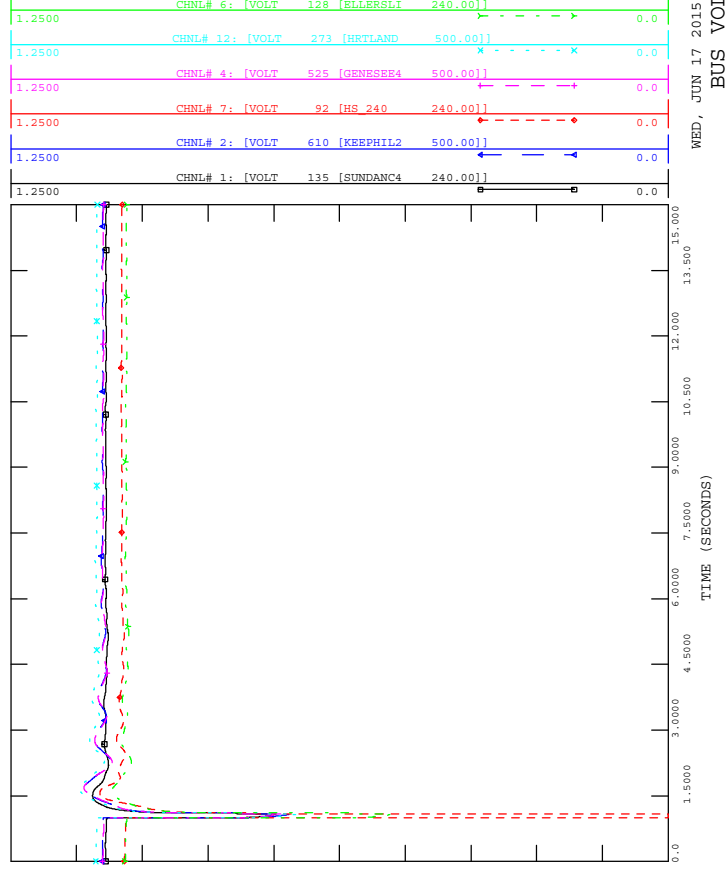
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



WED, JUN 17 2015 13:10
 MACHINE ANGLE



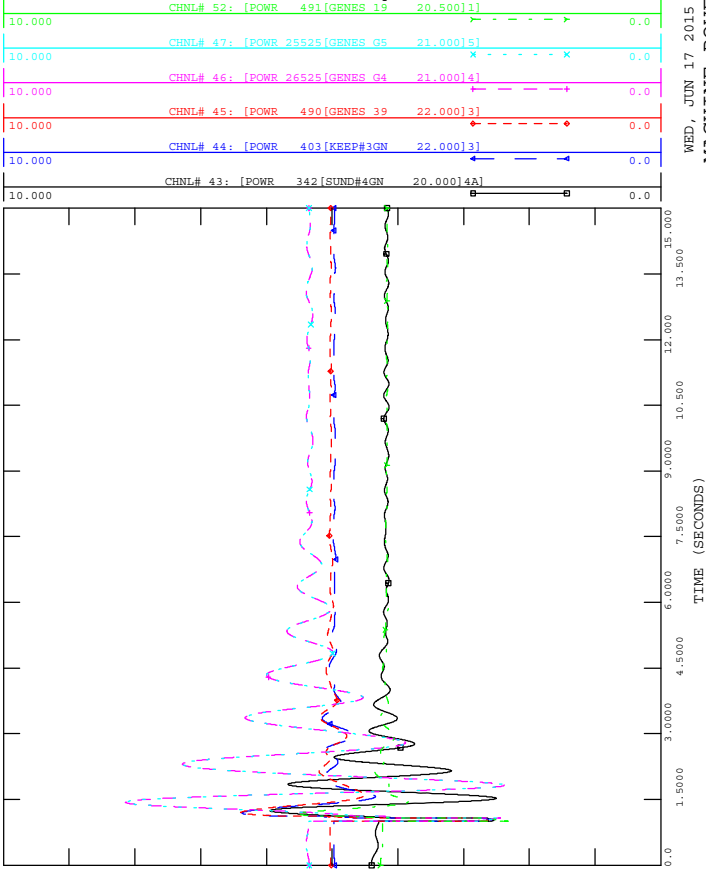
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 3 PHASE FAULT ON 1139L AT H SMITH
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Harry Smith 367S to Petrolia).out



WED, JUN 17 2015 13:10
 BUS VOLTAGE



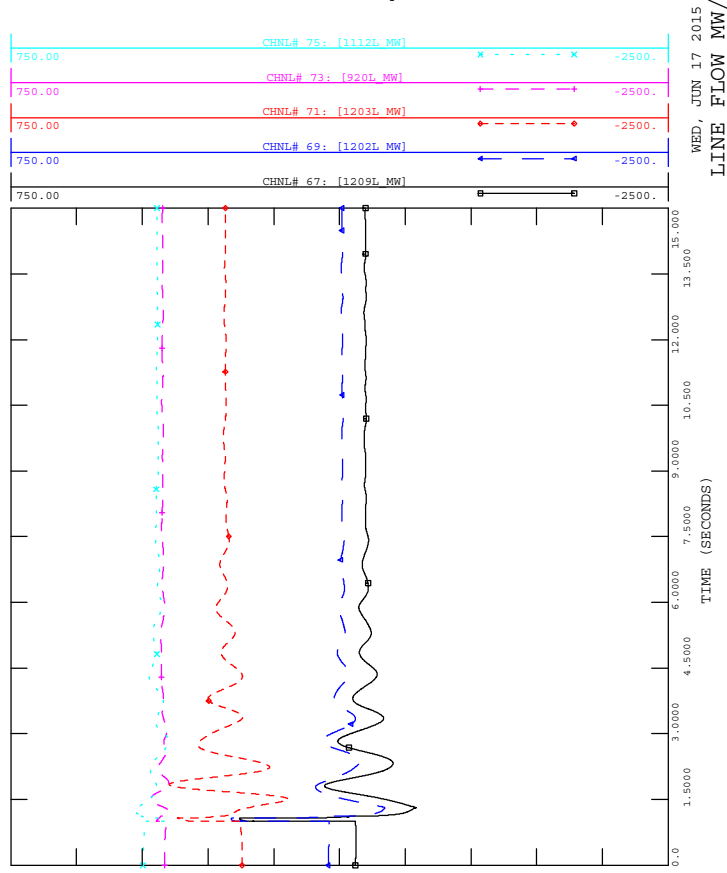
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 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



WED, JUN 17 2015 13:10
 MACHINE POWER MW



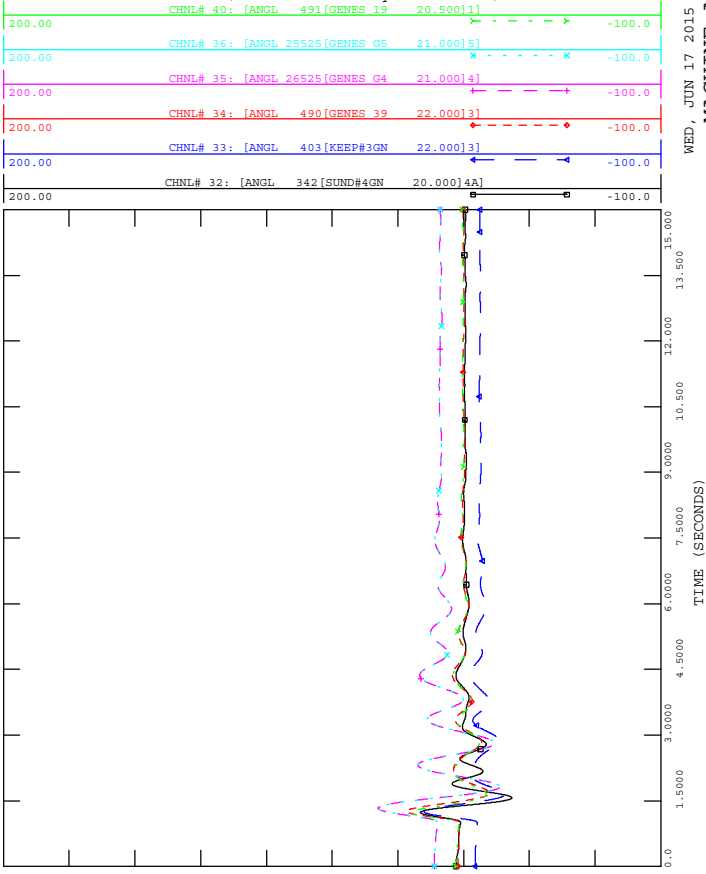
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 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



WED, JUN 17 2015 13:10
 LINE FLOW MW/MVAR



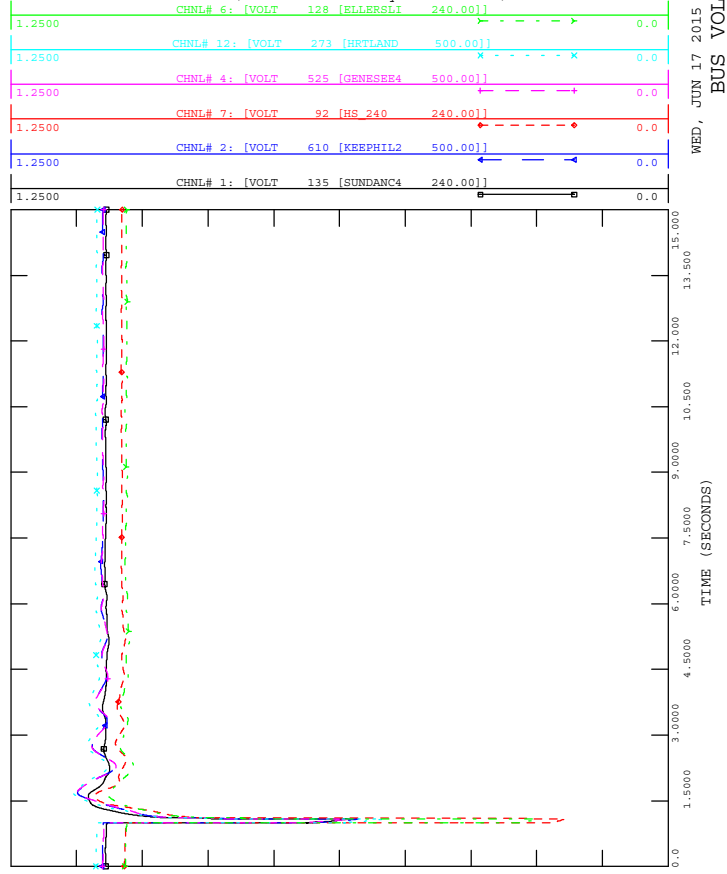
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



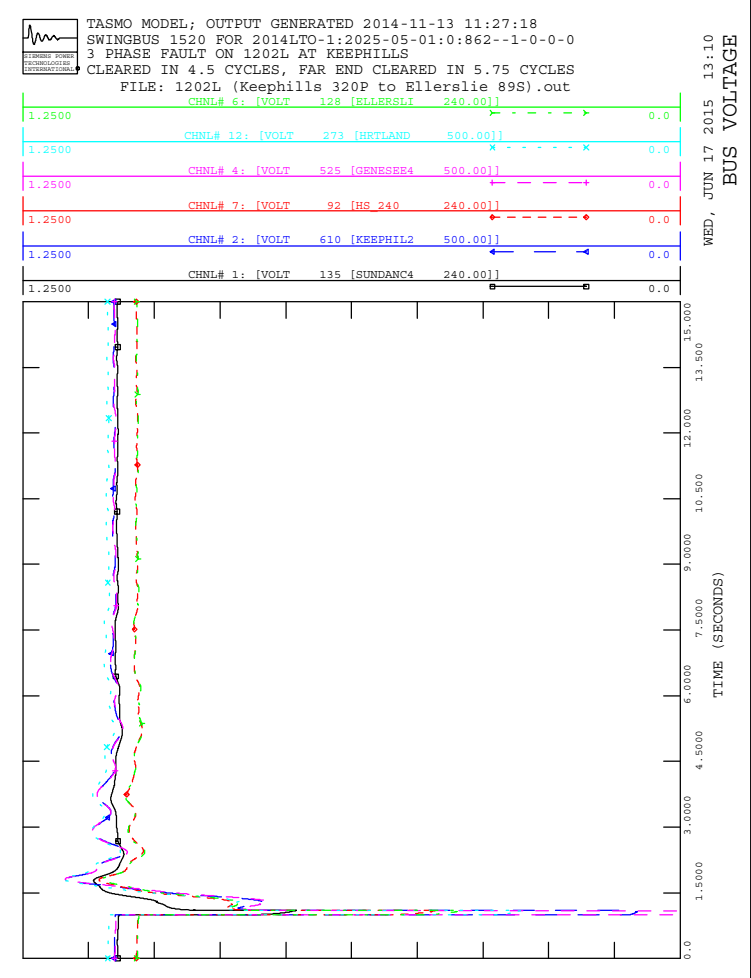
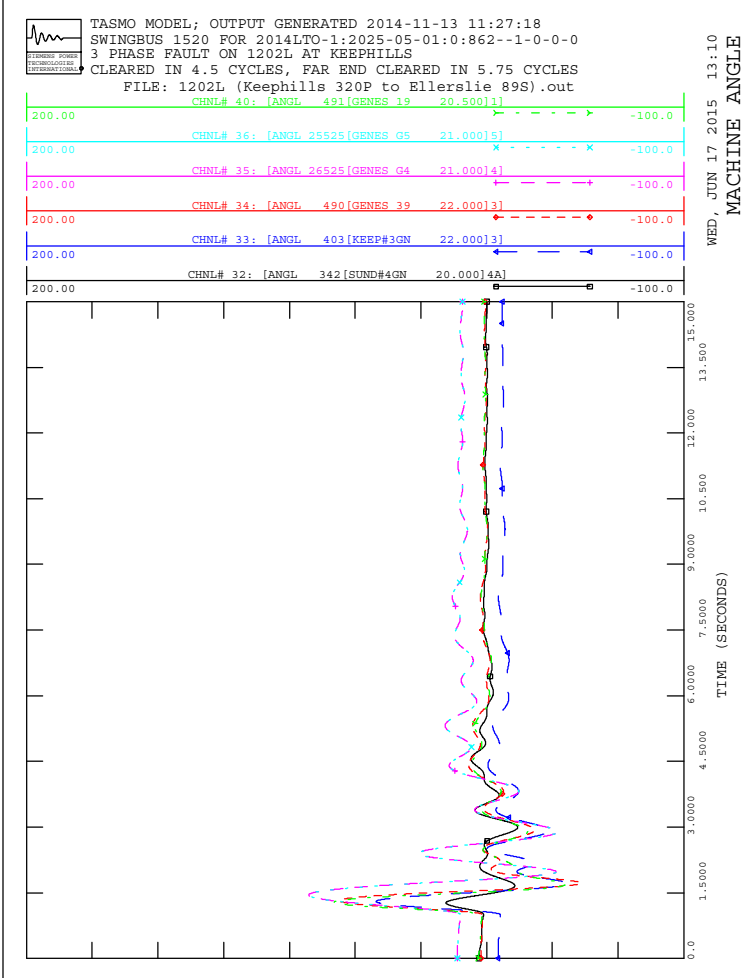
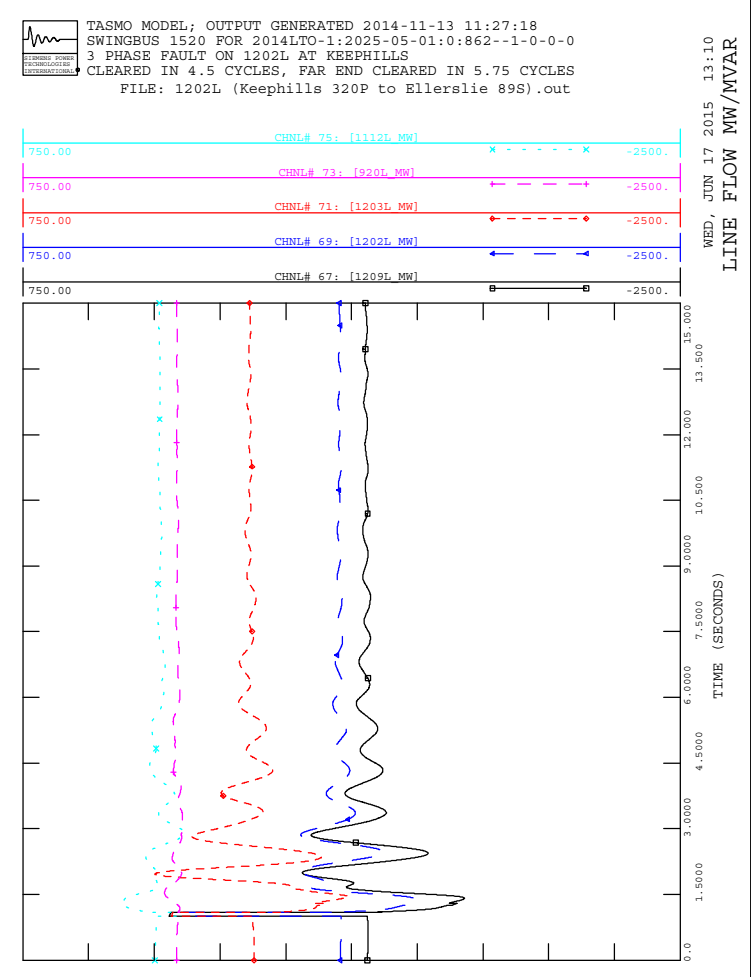
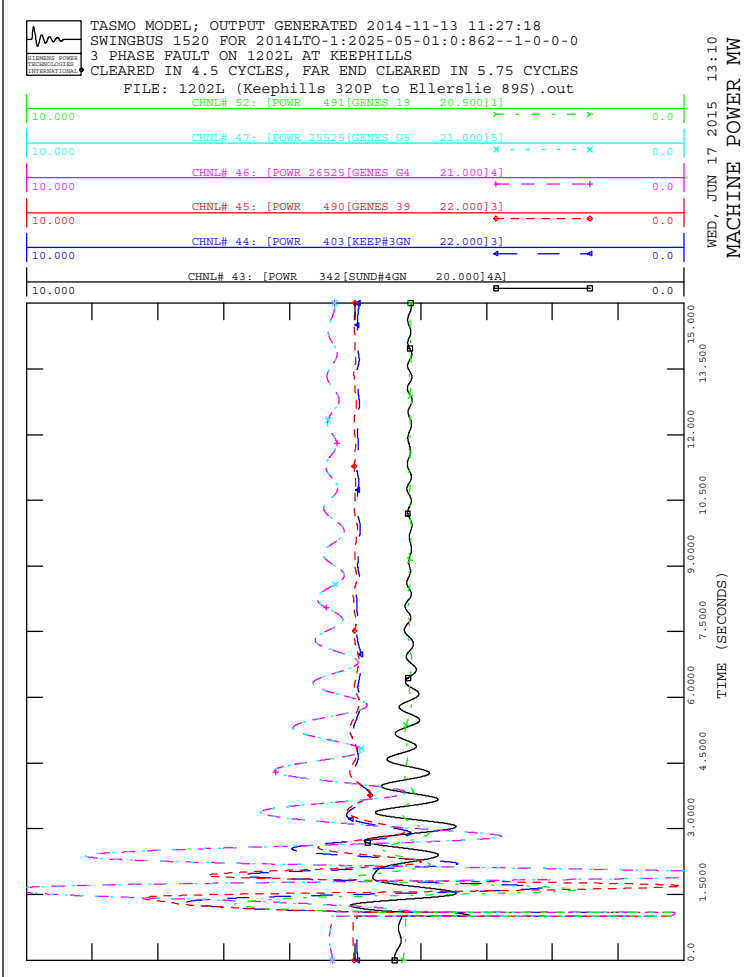
WED, JUN 17 2015 13:10
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



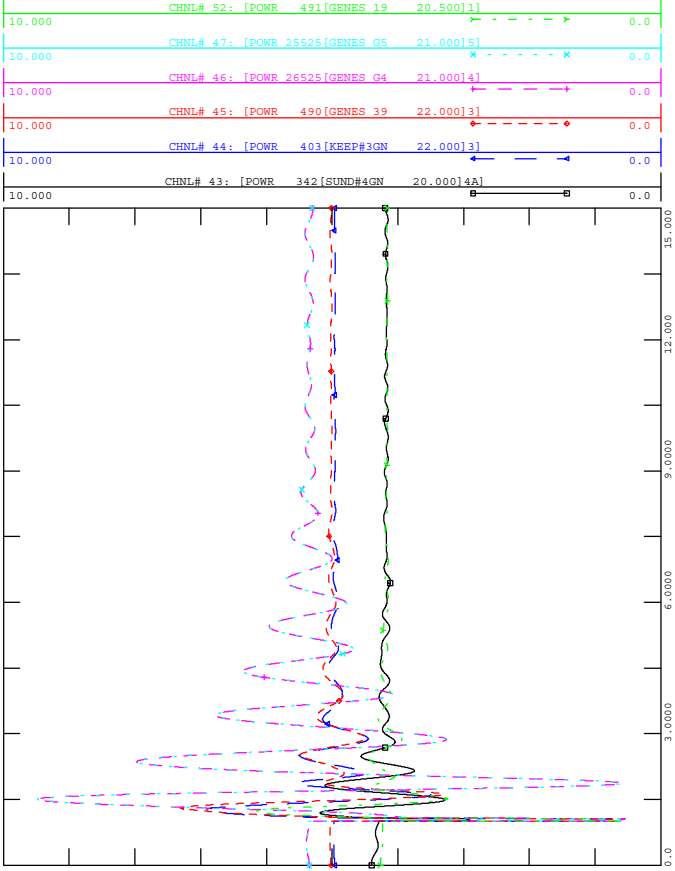
WED, JUN 17 2015 13:10
 BUS VOLTAGE





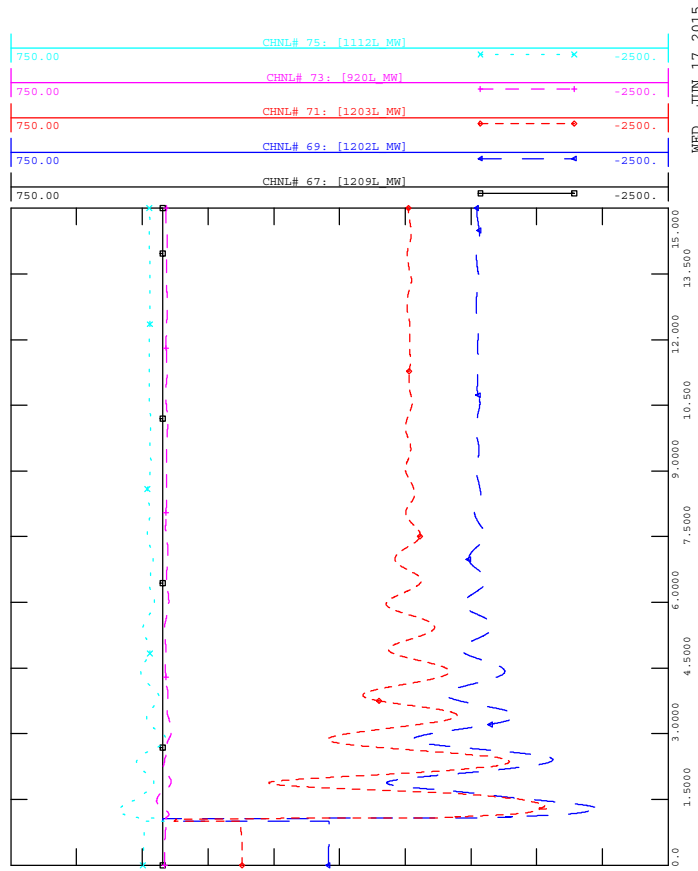
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 3 PHASE FAULT ON 1209L AT ELLERSLIE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out

WED, JUN 17 2015 13:10
 MACHINE POWER MW



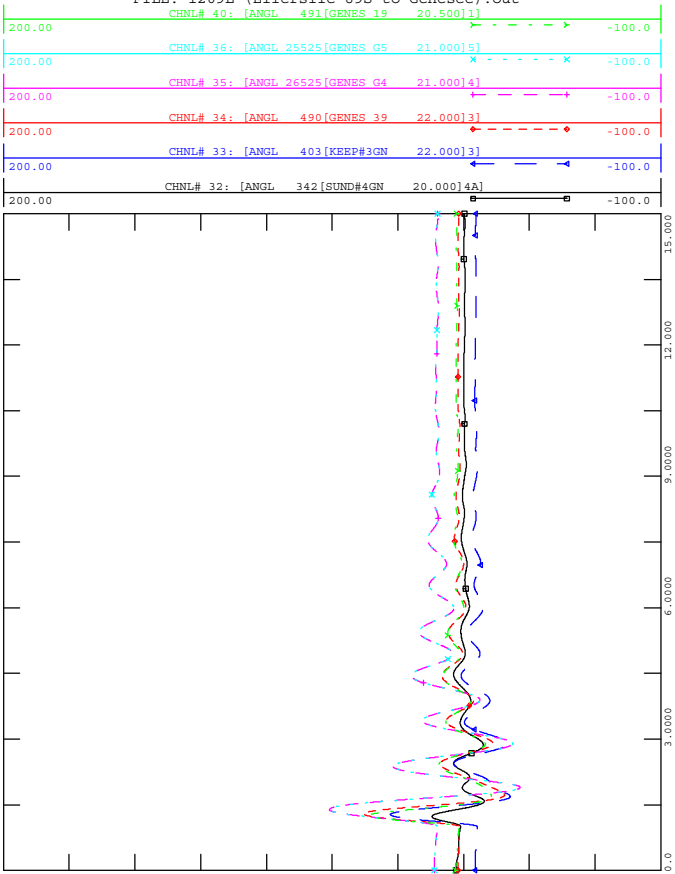
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 3 PHASE FAULT ON 1209L AT ELLERSLIE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out

WED, JUN 17 2015 13:10
 LINE FLOW MW/MVAR



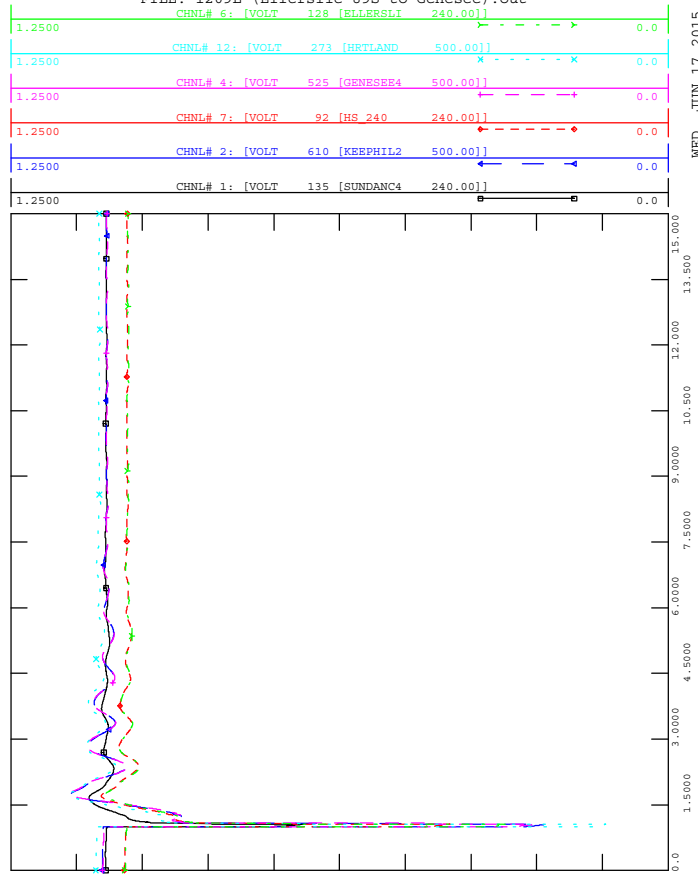
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 3 PHASE FAULT ON 1209L AT ELLERSLIE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out

WED, JUN 17 2015 13:10
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1209L AT ELLERSLIE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Ellerslie 89S to Genesee).out

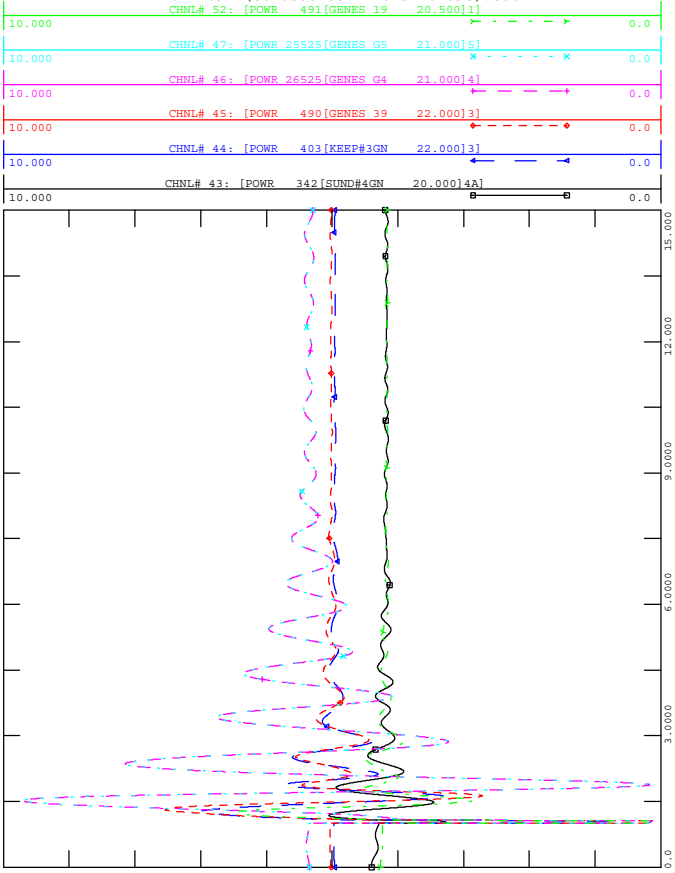
WED, JUN 17 2015 13:10
 BUS VOLTAGE





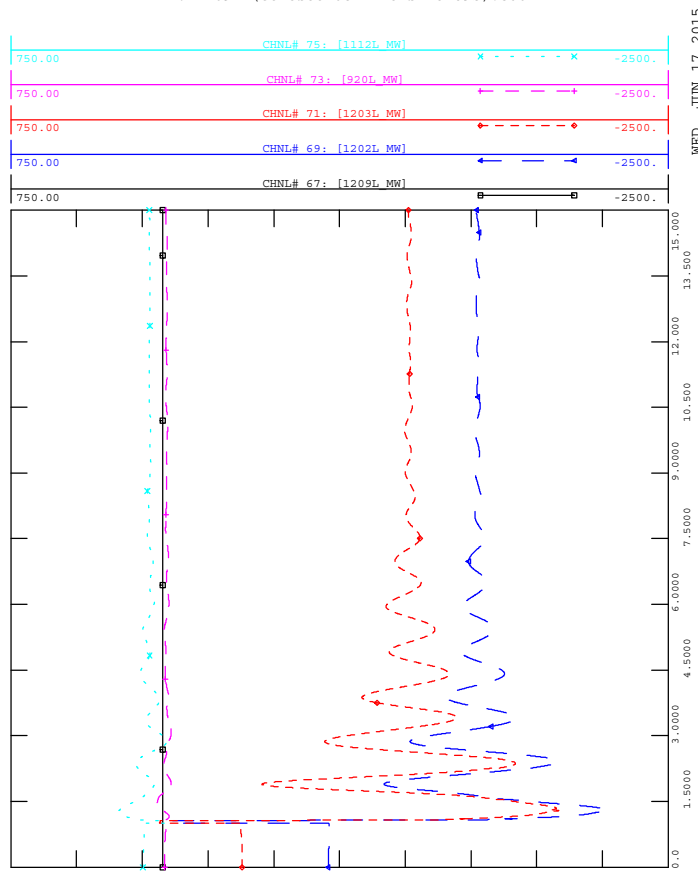
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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

WED, JUN 17 2015 13:10
 MACHINE POWER MW



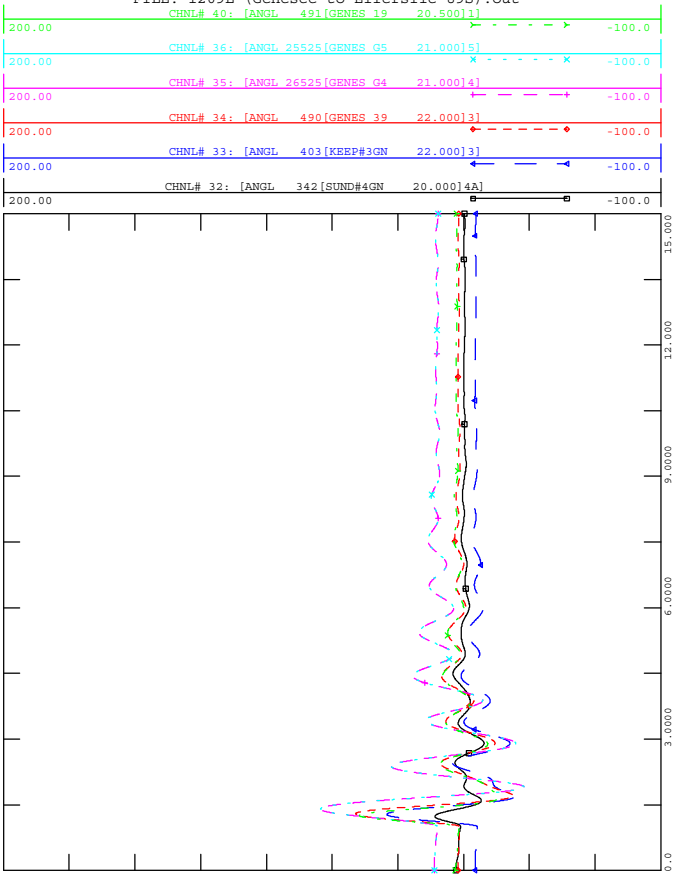
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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

WED, JUN 17 2015 13:10
 LINE FLOW MW/MVAR



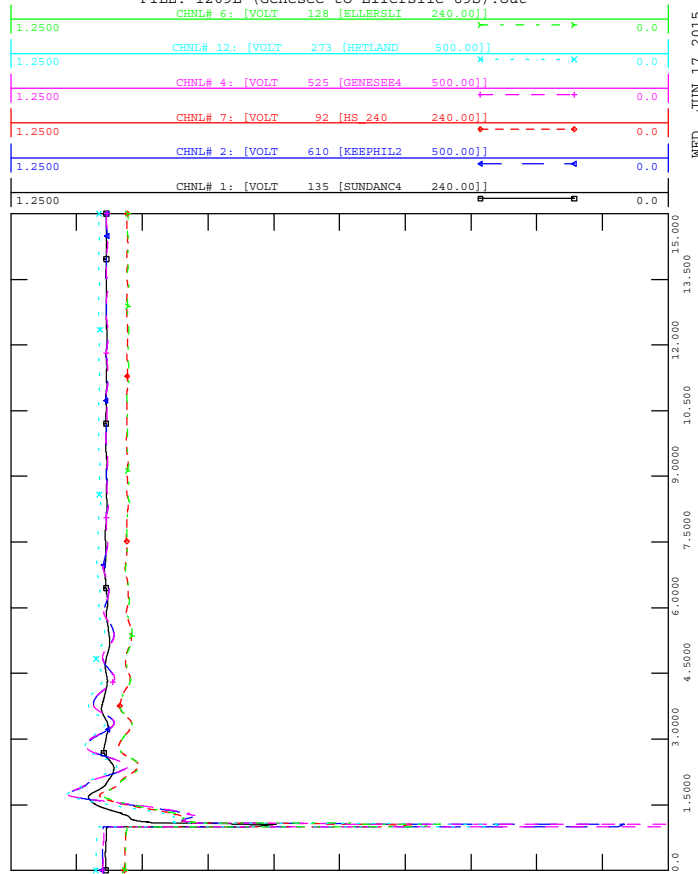
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 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

WED, JUN 17 2015 13:10
 MACHINE ANGLE



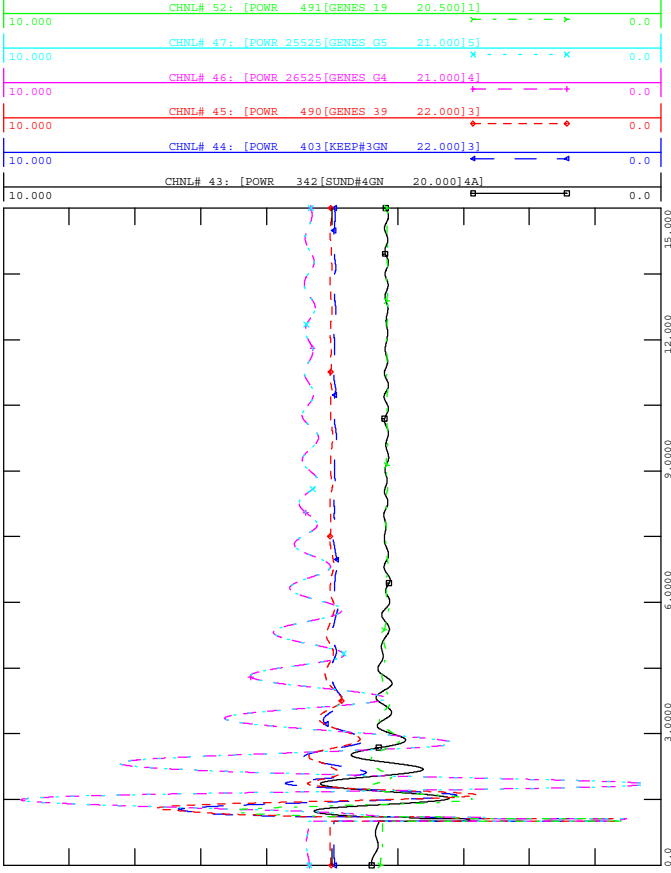
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 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

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 BUS VOLTAGE





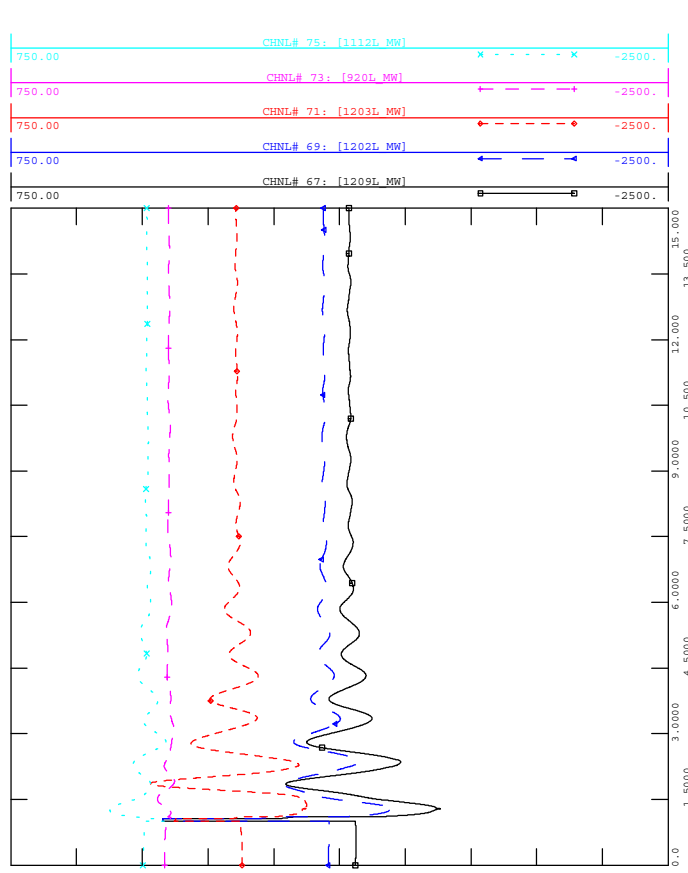
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 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



WED, JUN 17 2015 13:10
 MACHINE POWER MW



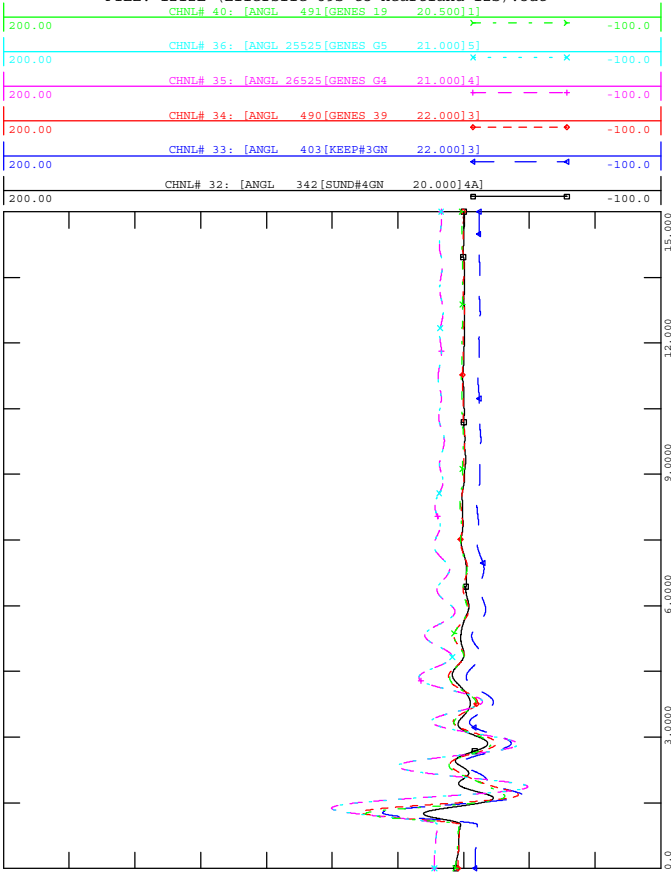
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



WED, JUN 17 2015 13:10
 LINE FLOW MW/MVAR



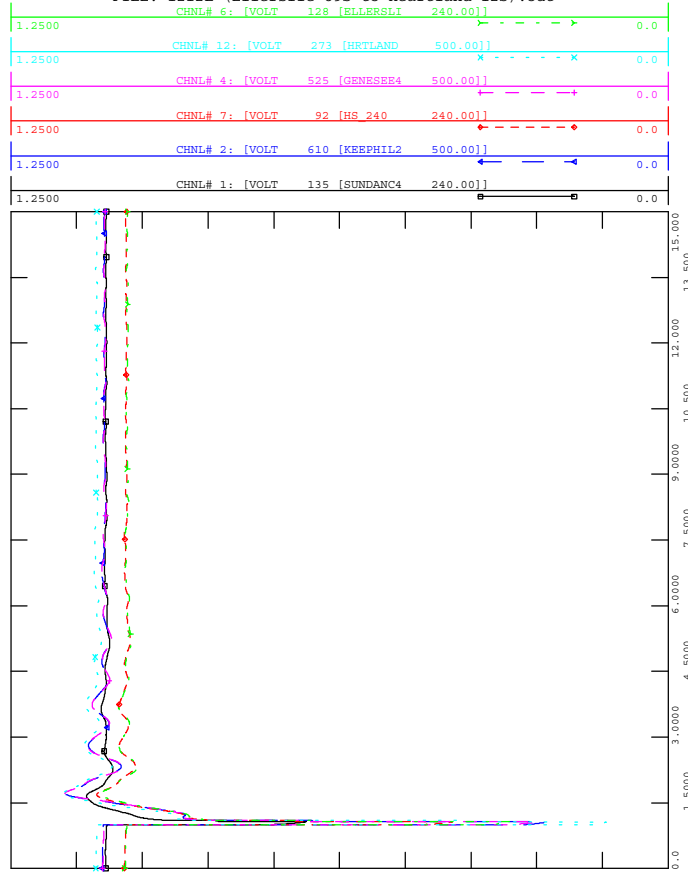
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



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 MACHINE ANGLE



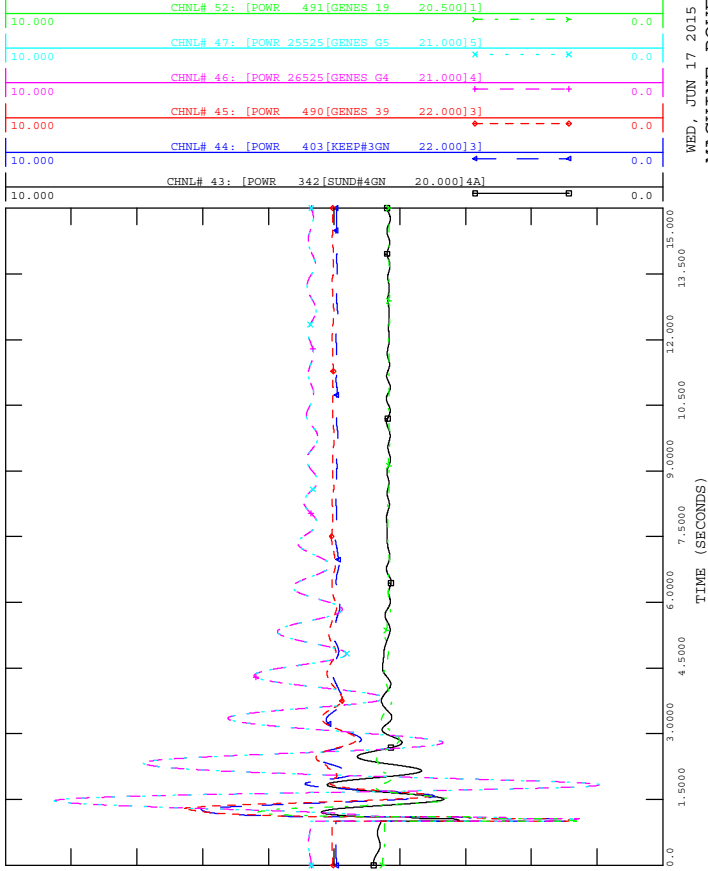
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



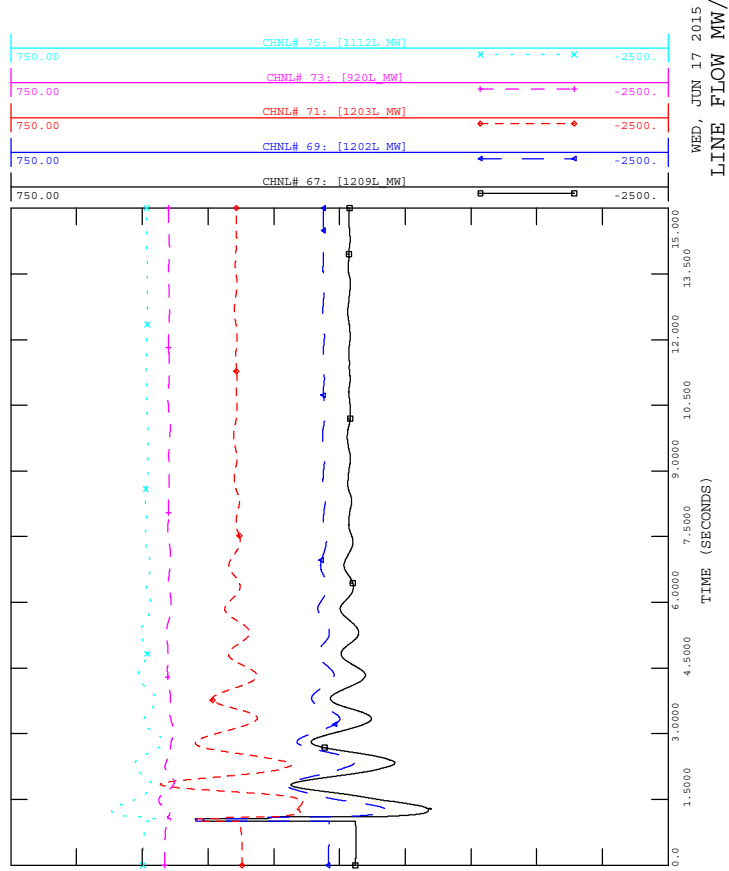
WED, JUN 17 2015 13:10
 BUS VOLTAGE



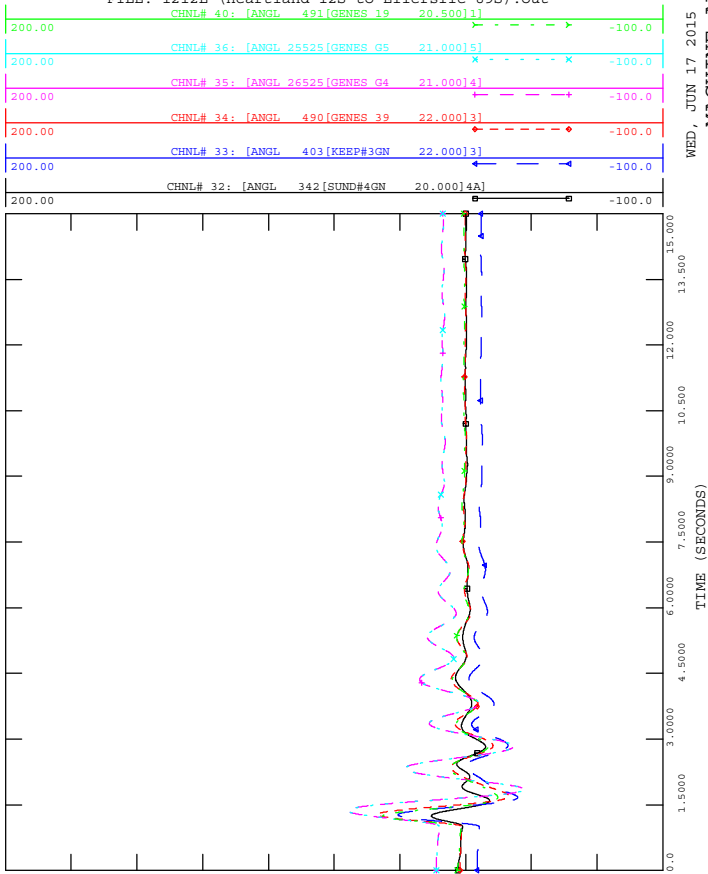
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



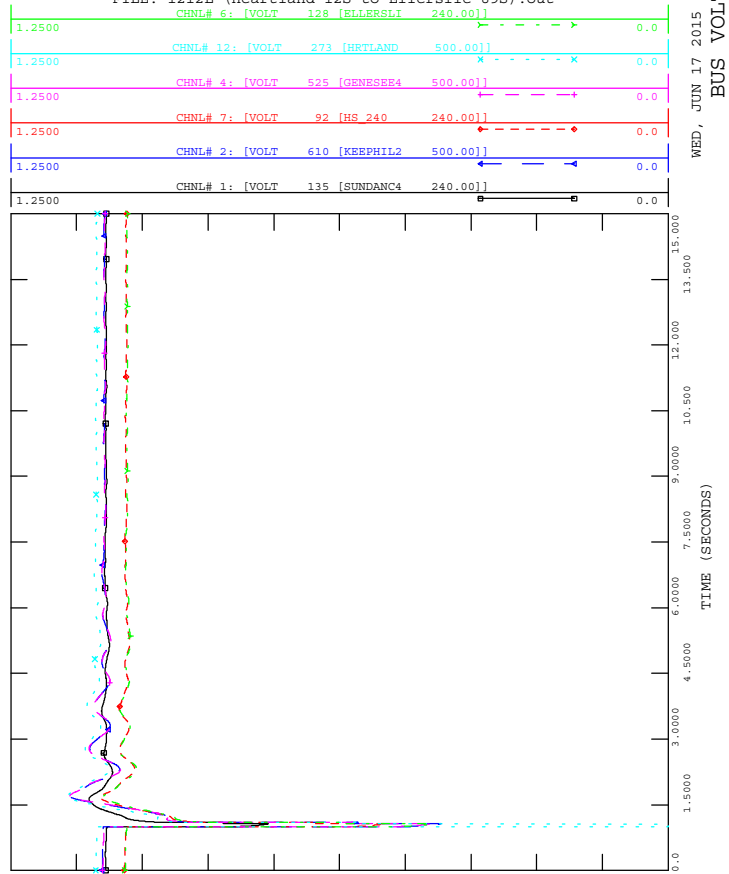
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out

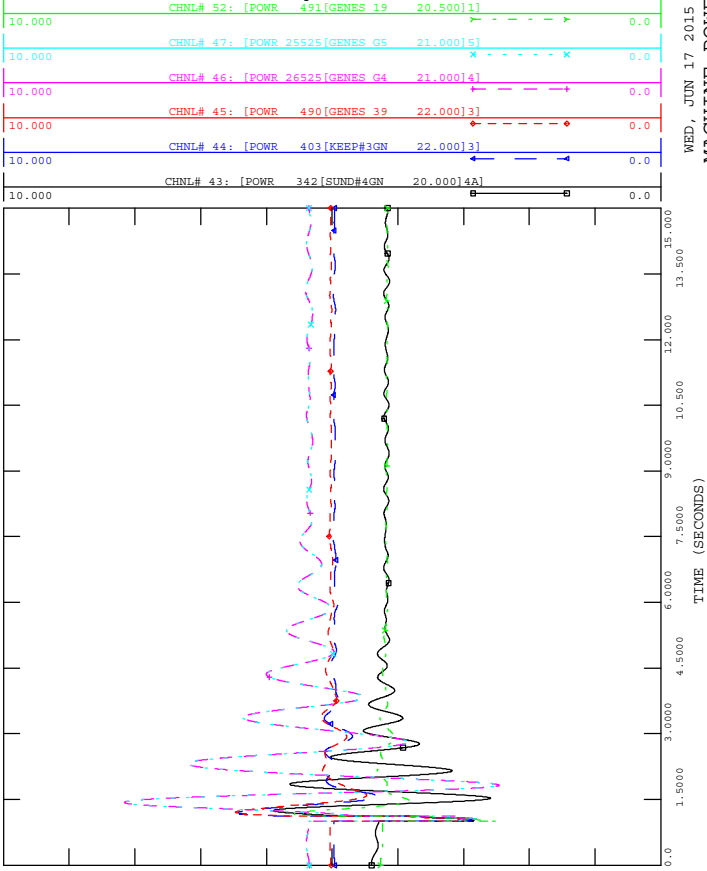


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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out





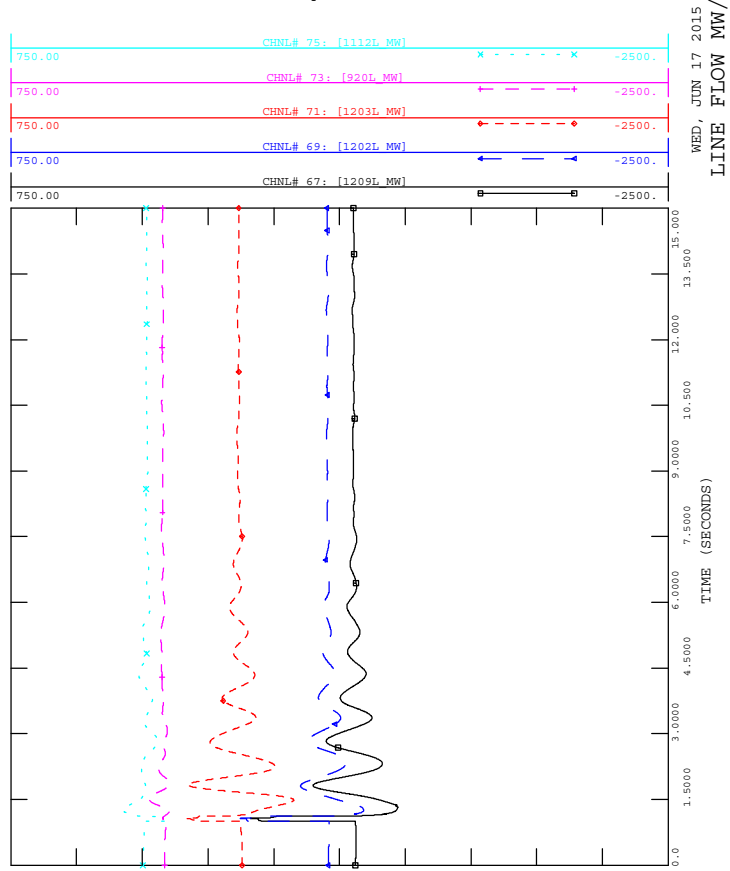
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 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



WED, JUN 17 2015 13:09
 MACHINE POWER MW



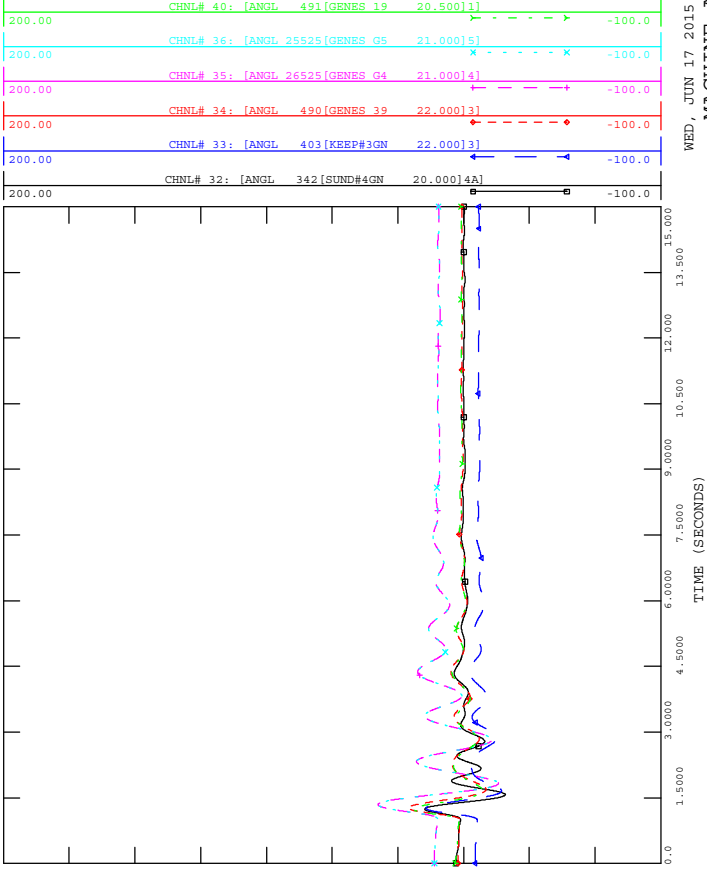
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 LINE FLOW MW/MVAR



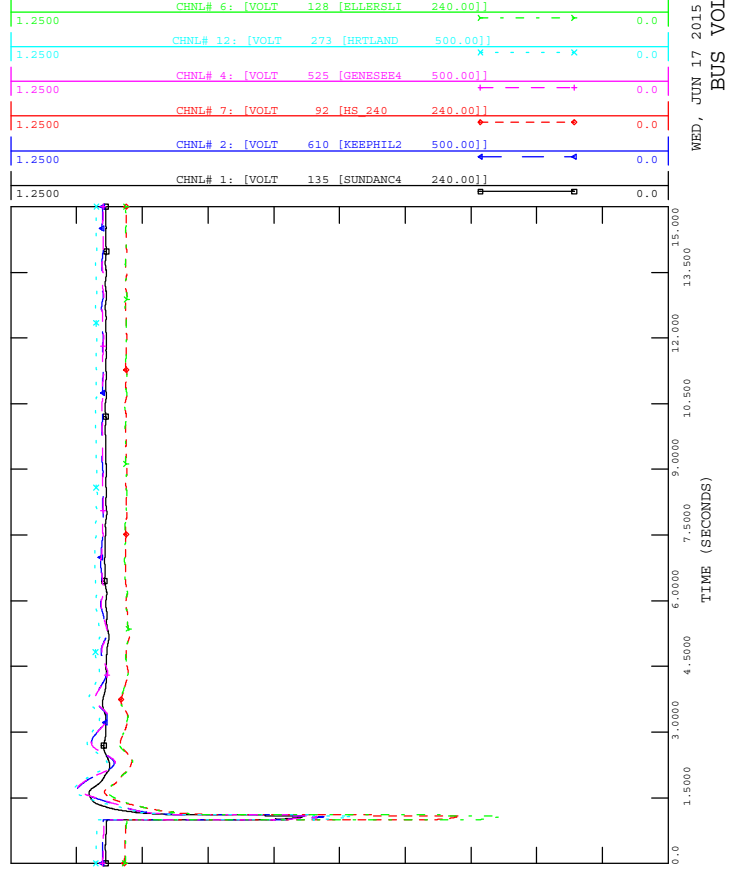
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



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 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out

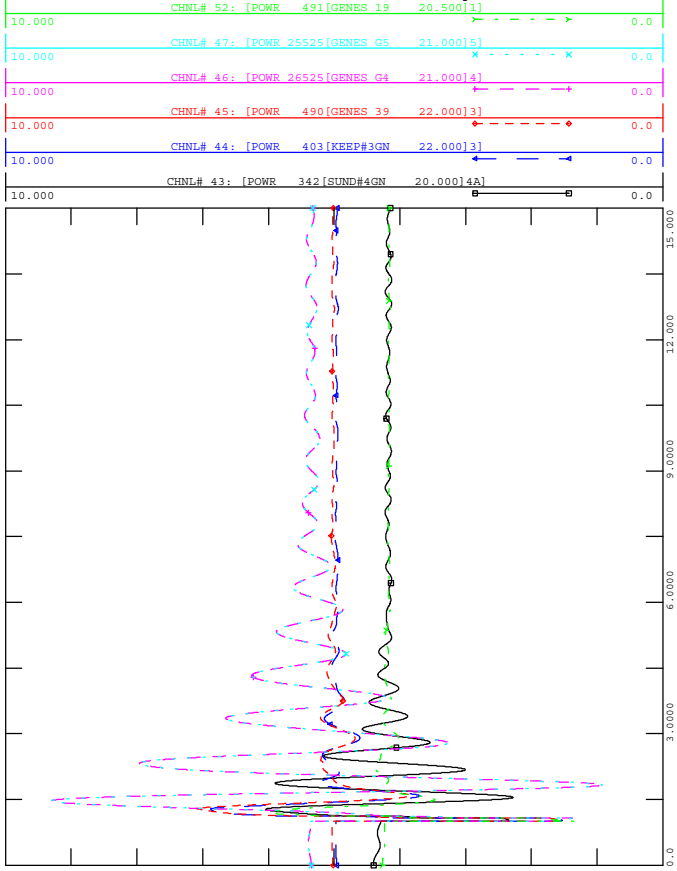


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 BUS VOLTAGE



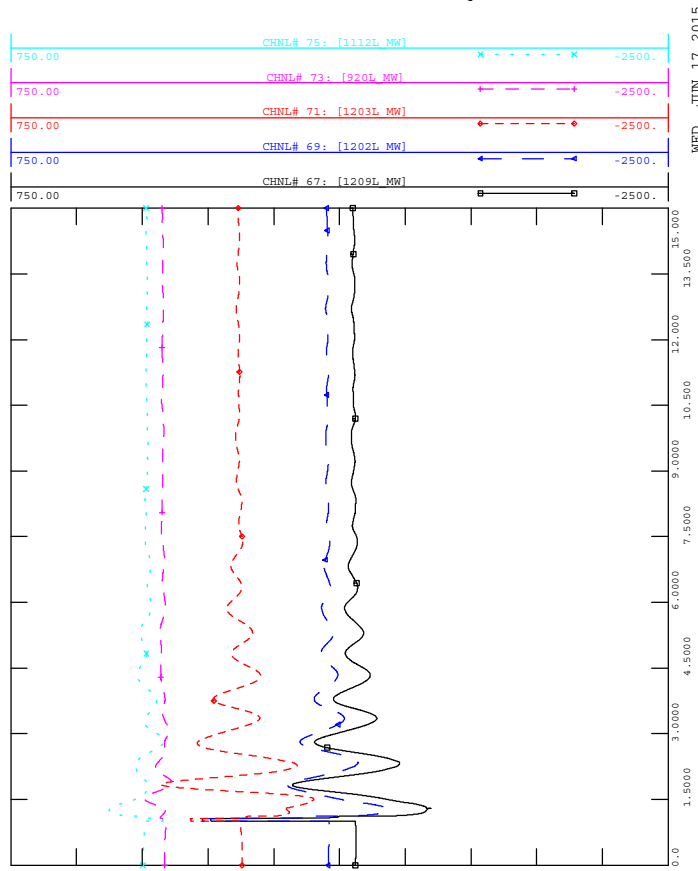
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out

WED, JUN 17 2015 13:09
 MACHINE POWER MW



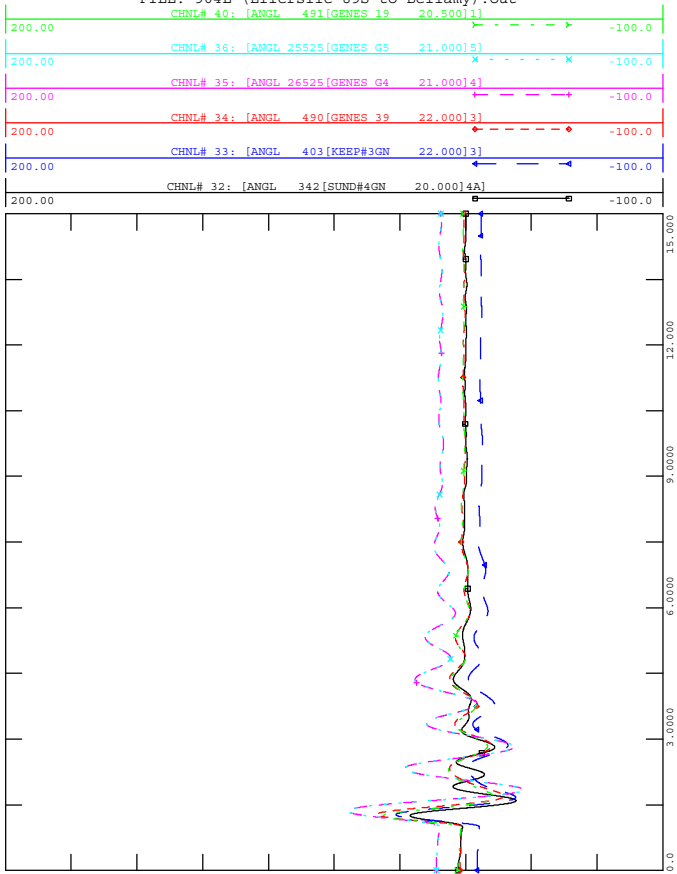
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 3 PHASE FAULT ON 904L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out

WED, JUN 17 2015 13:09
 LINE FLOW MW/MVAR



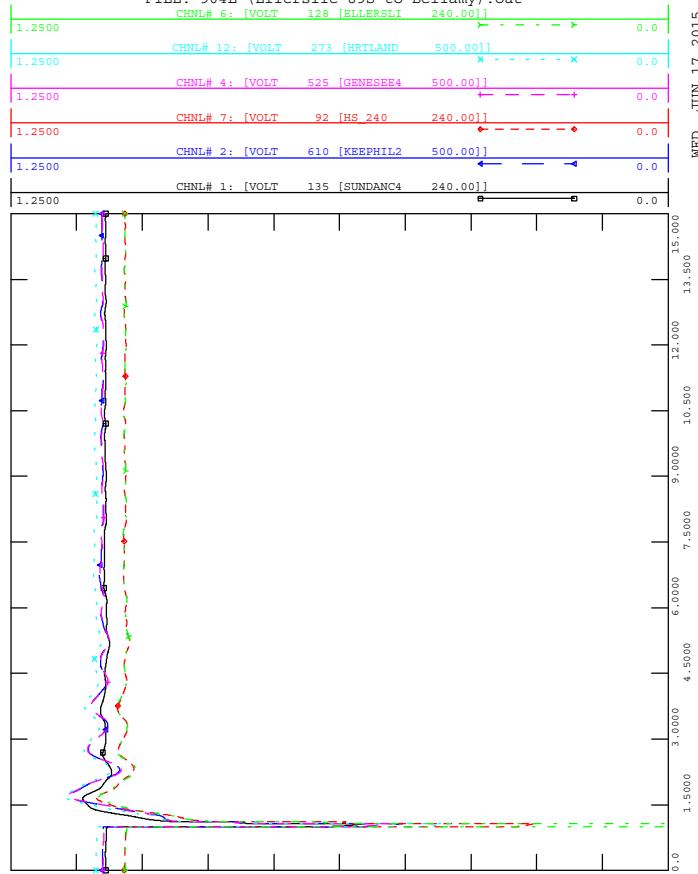
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out

WED, JUN 17 2015 13:09
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Ellerslie 89S to Bellamy).out

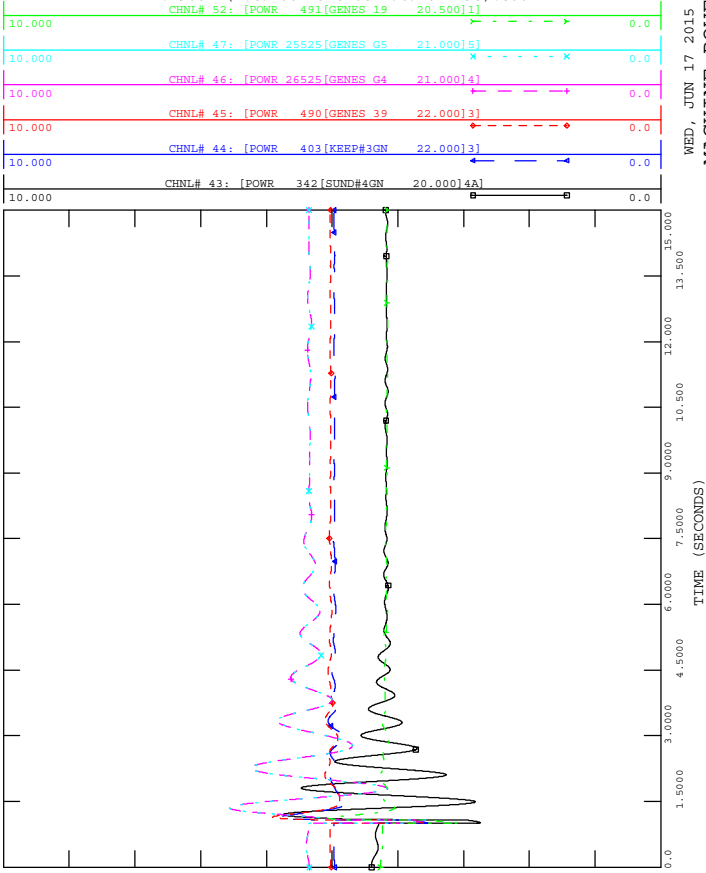
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 BUS VOLTAGE





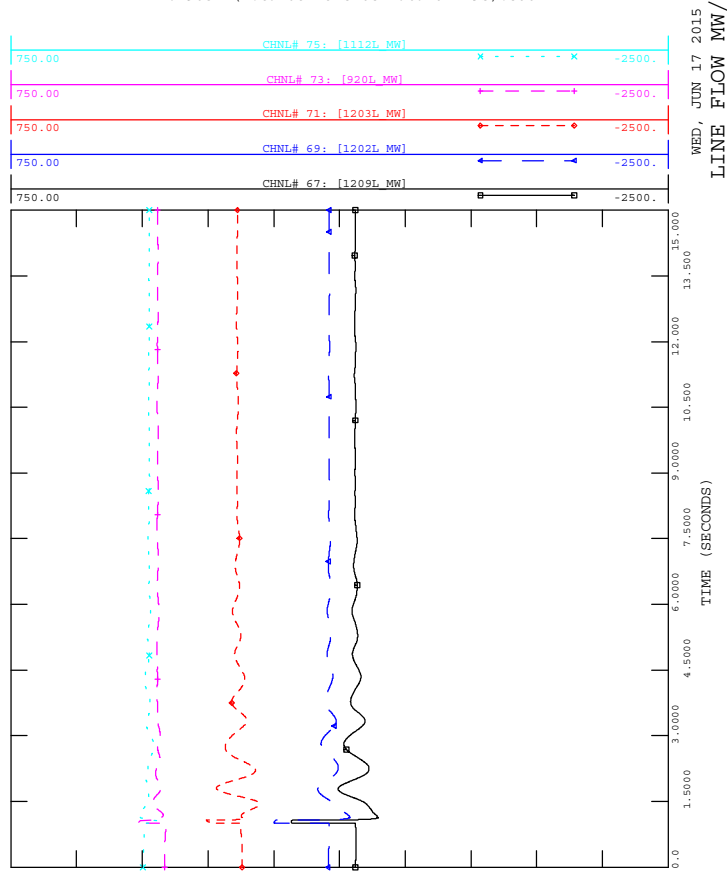
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 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

WED, JUN 17 2015 13:09
 MACHINE POWER MW



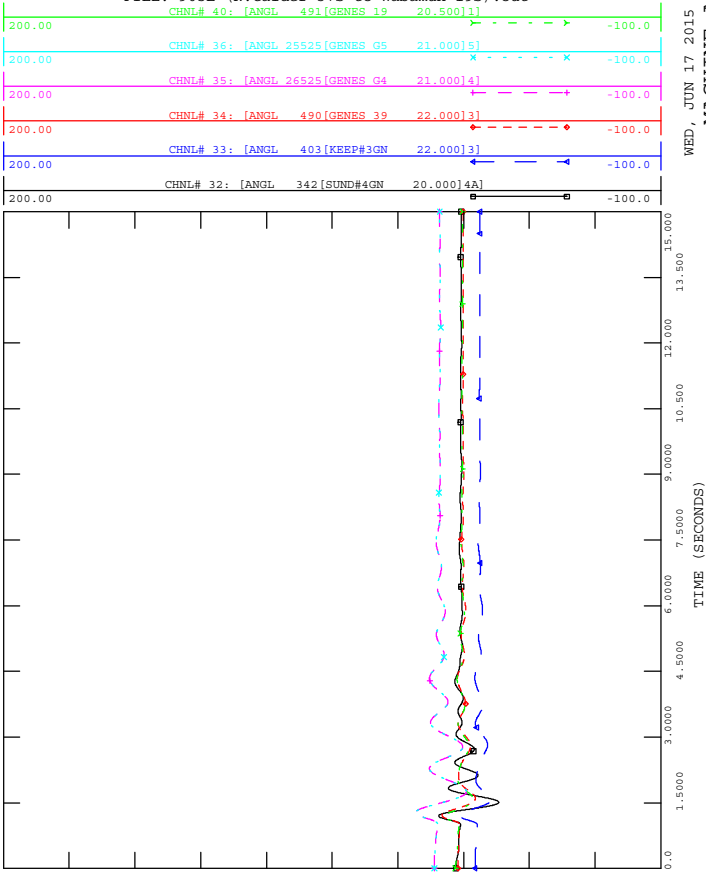
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 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

WED, JUN 17 2015 13:09
 LINE FLOW MW/MVAR



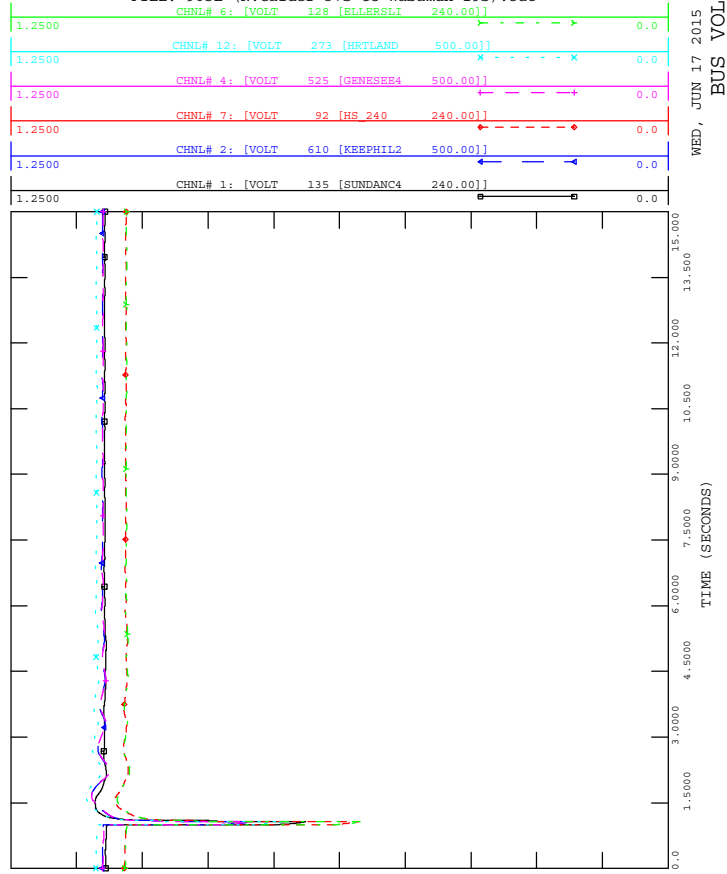
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 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

WED, JUN 17 2015 13:09
 MACHINE ANGLE



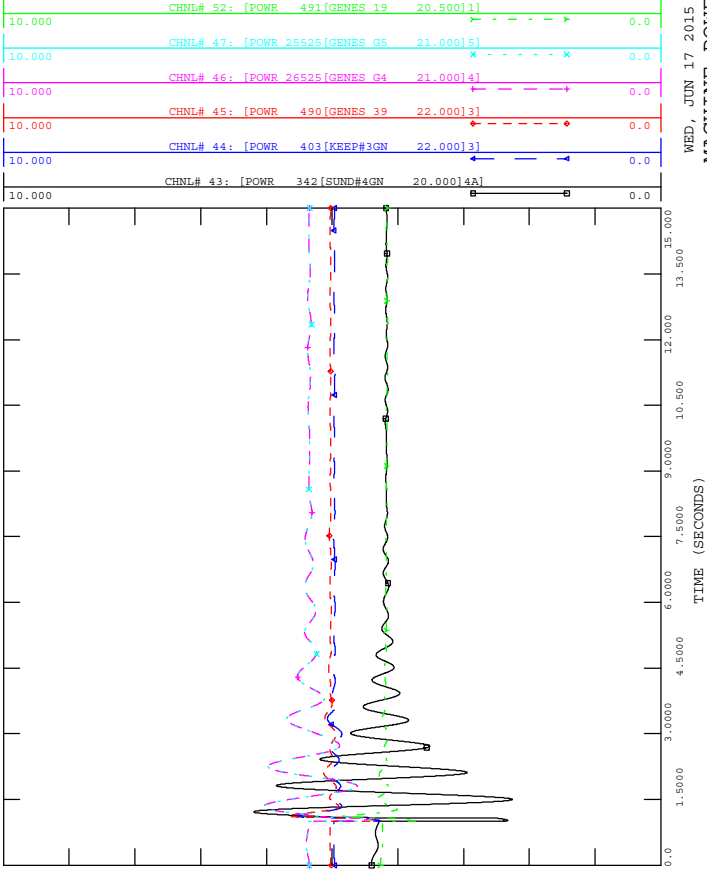
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

WED, JUN 17 2015 13:09
 BUS VOLTAGE





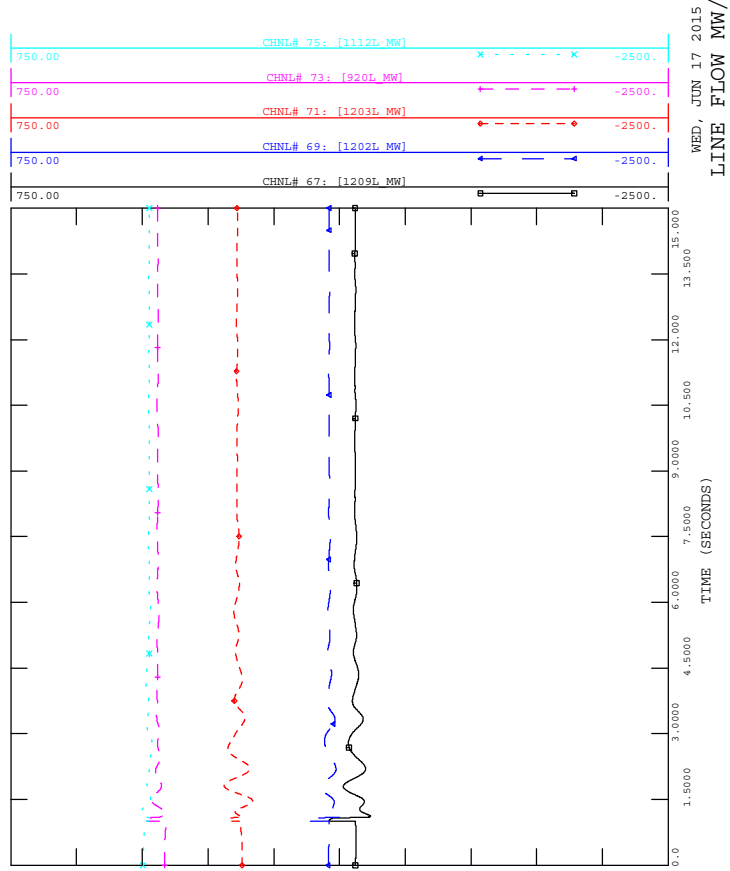
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 3 PHASE FAULT ON 905L AT WABAMUN
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (Wabamun 19S to N.Calder 37S).out



WED, JUN 17 2015 13:09
 MACHINE POWER MW



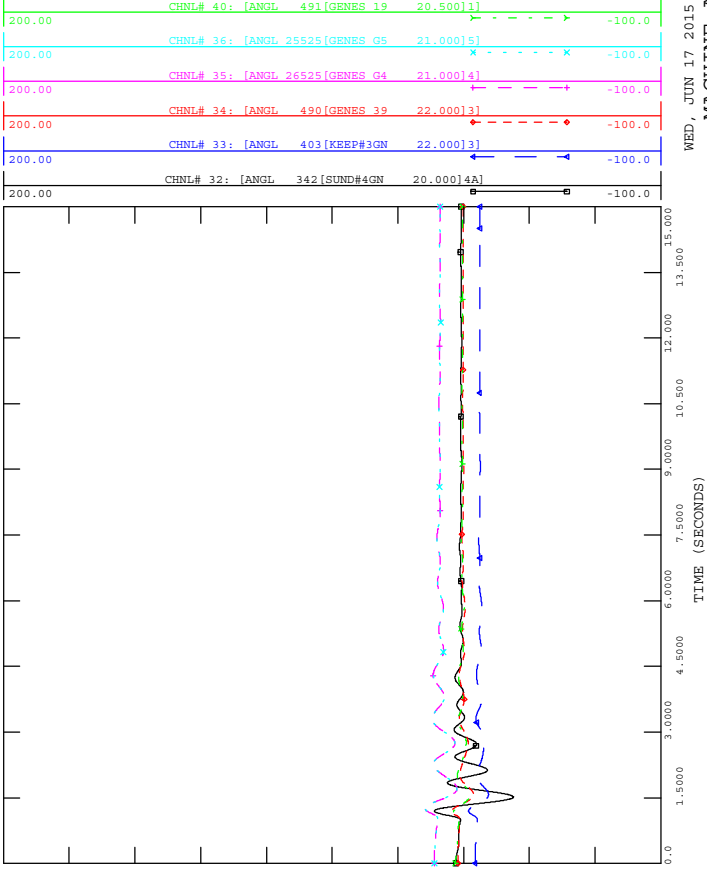
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 3 PHASE FAULT ON 905L AT WABAMUN
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (Wabamun 19S to N.Calder 37S).out



WED, JUN 17 2015 13:09
 LINE FLOW MW/MVAR



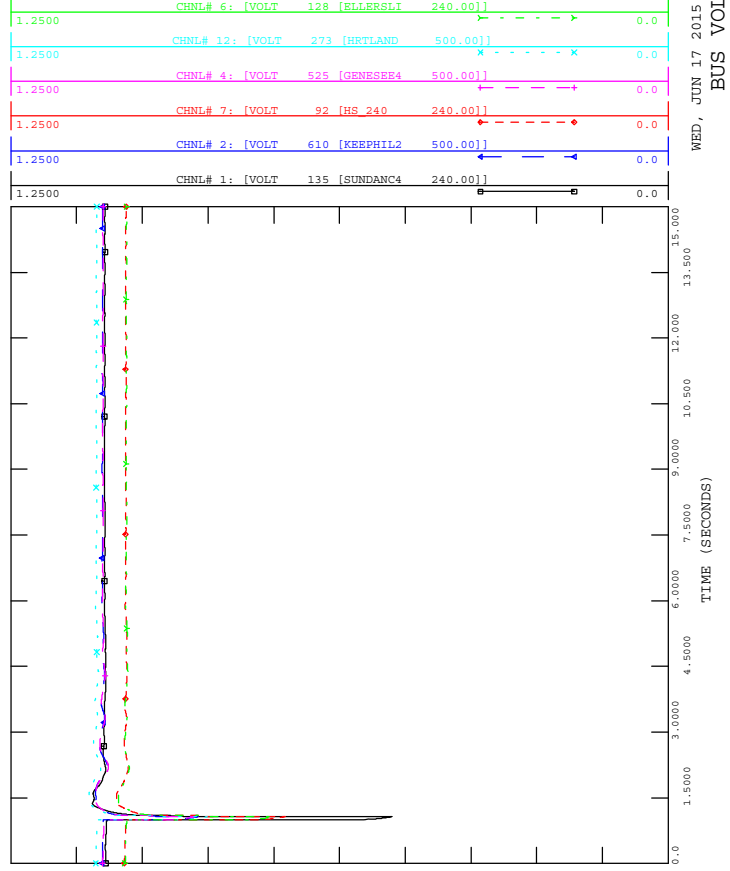
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 3 PHASE FAULT ON 905L AT WABAMUN
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (Wabamun 19S to N.Calder 37S).out



WED, JUN 17 2015 13:09
 MACHINE ANGLE



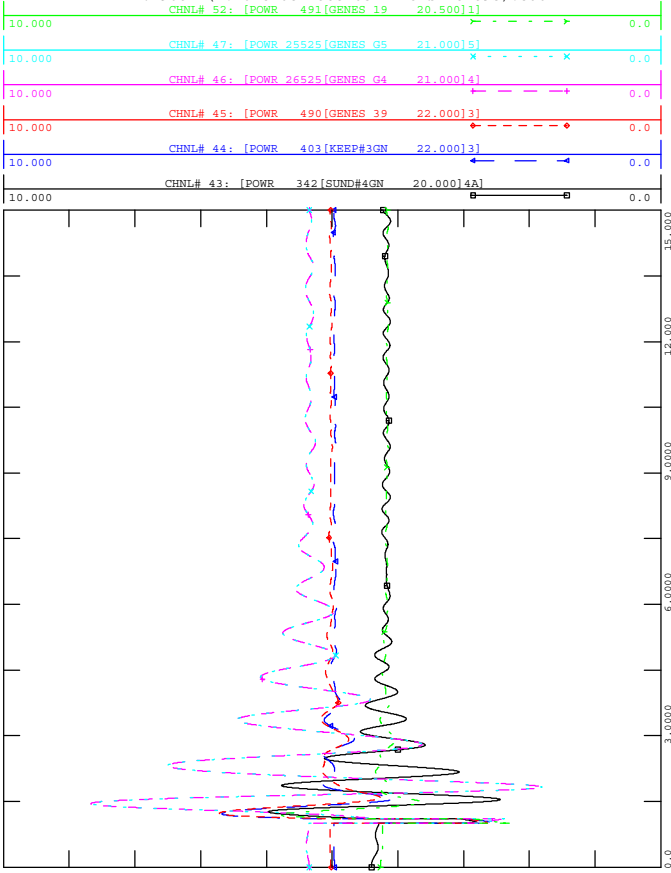
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 3 PHASE FAULT ON 905L AT WABAMUN
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (Wabamun 19S to N.Calder 37S).out



WED, JUN 17 2015 13:09
 BUS VOLTAGE



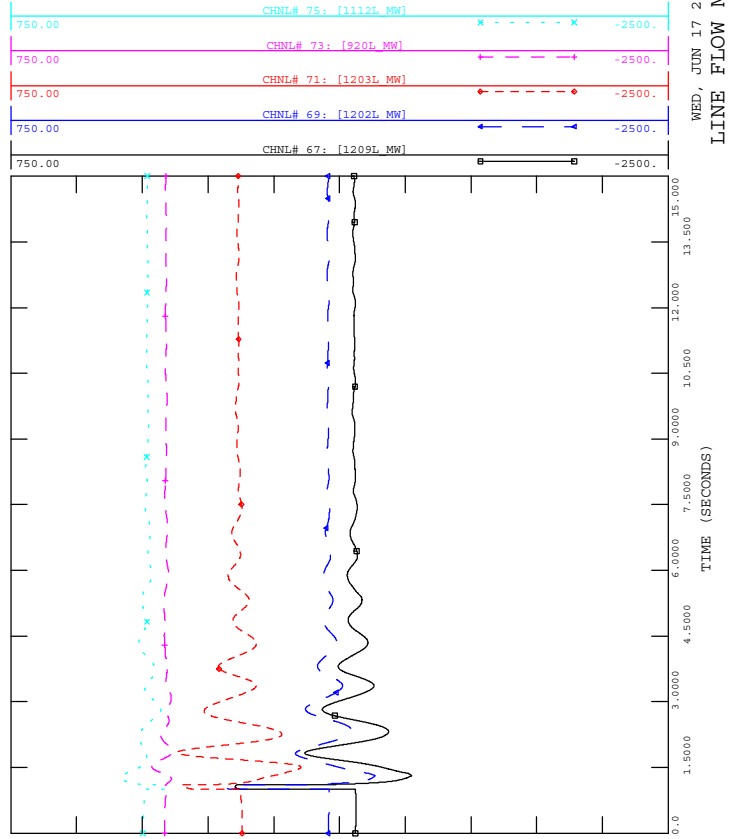
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:09
 MACHINE POWER MW



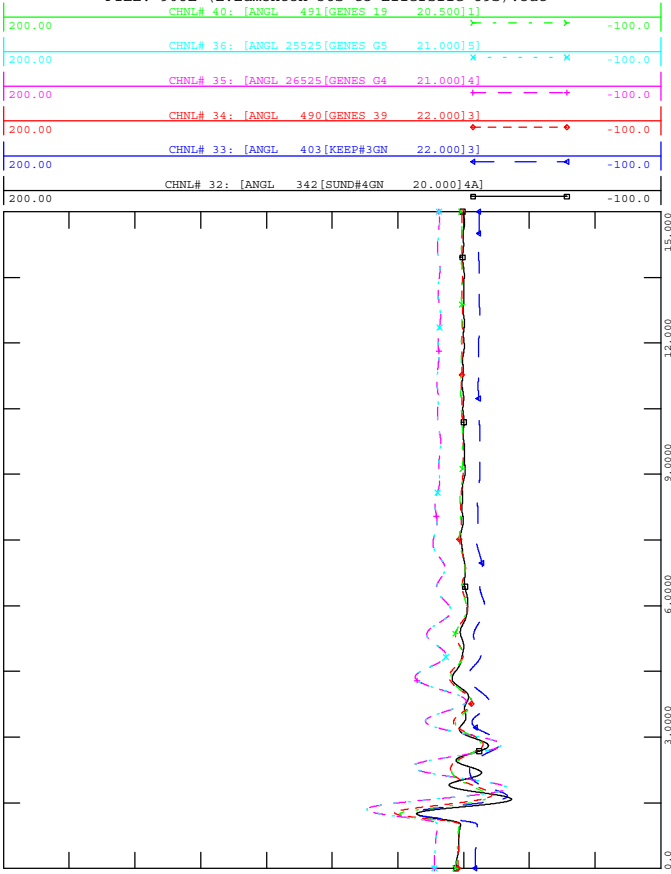
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:09
 LINE FLOW MW/MVAR



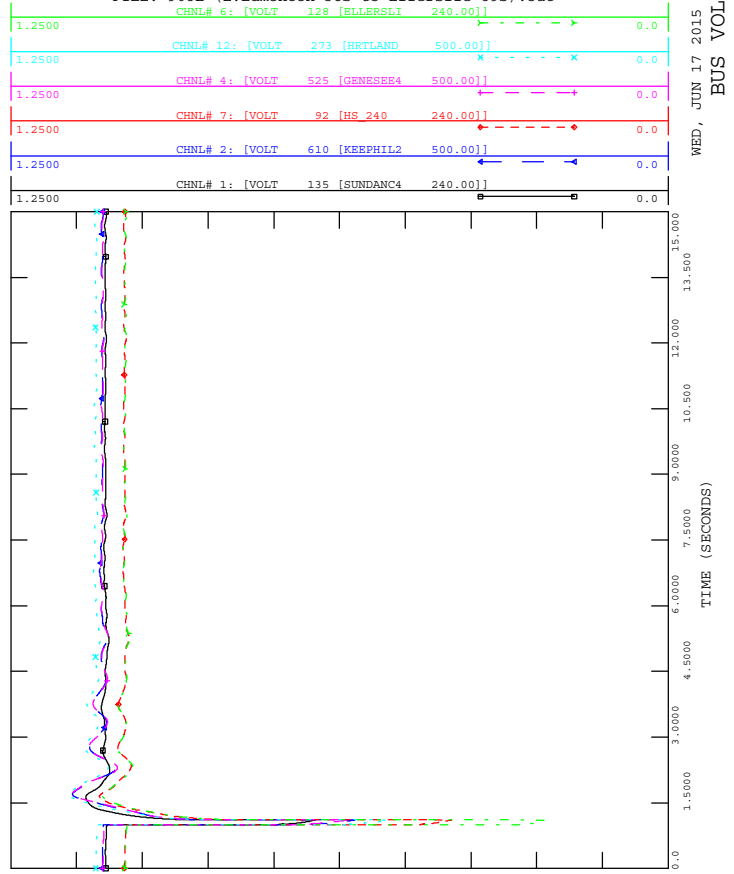
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



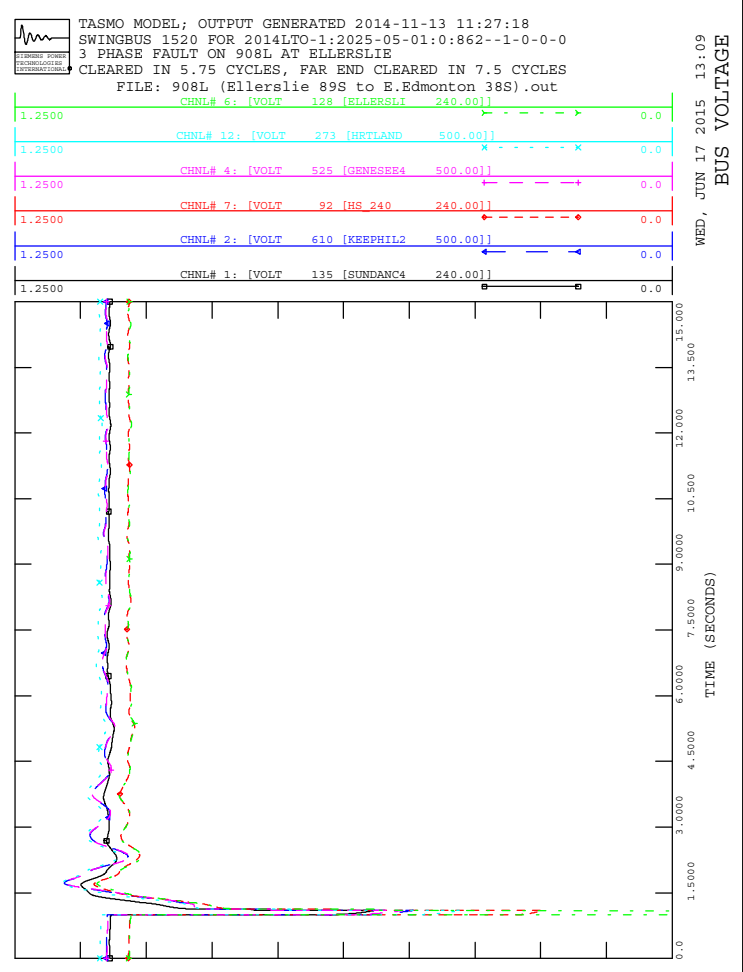
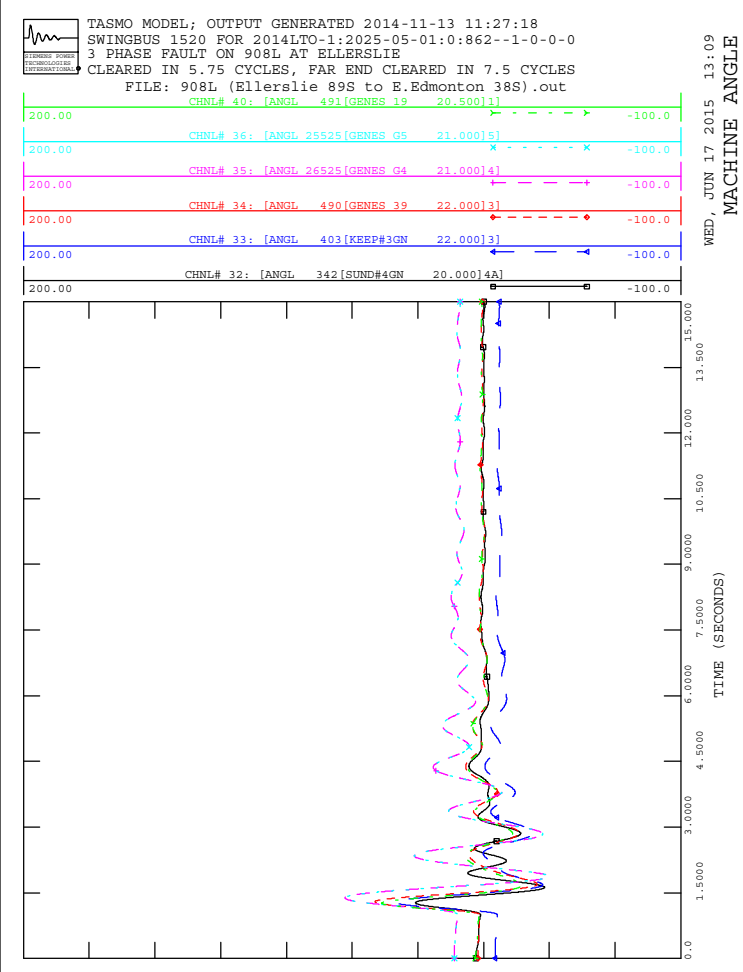
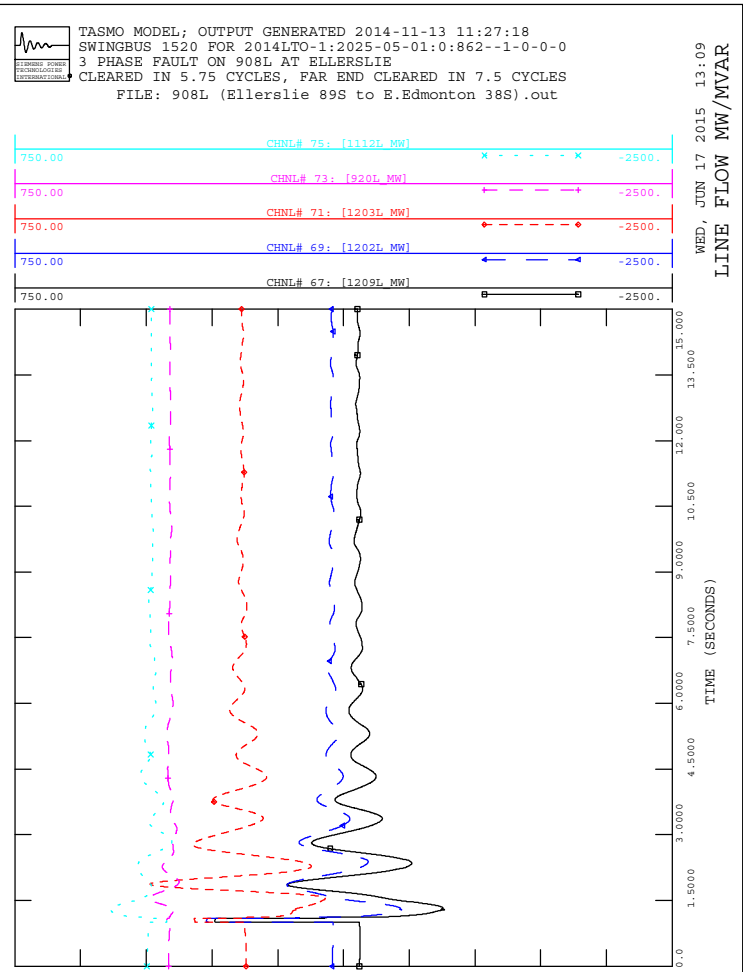
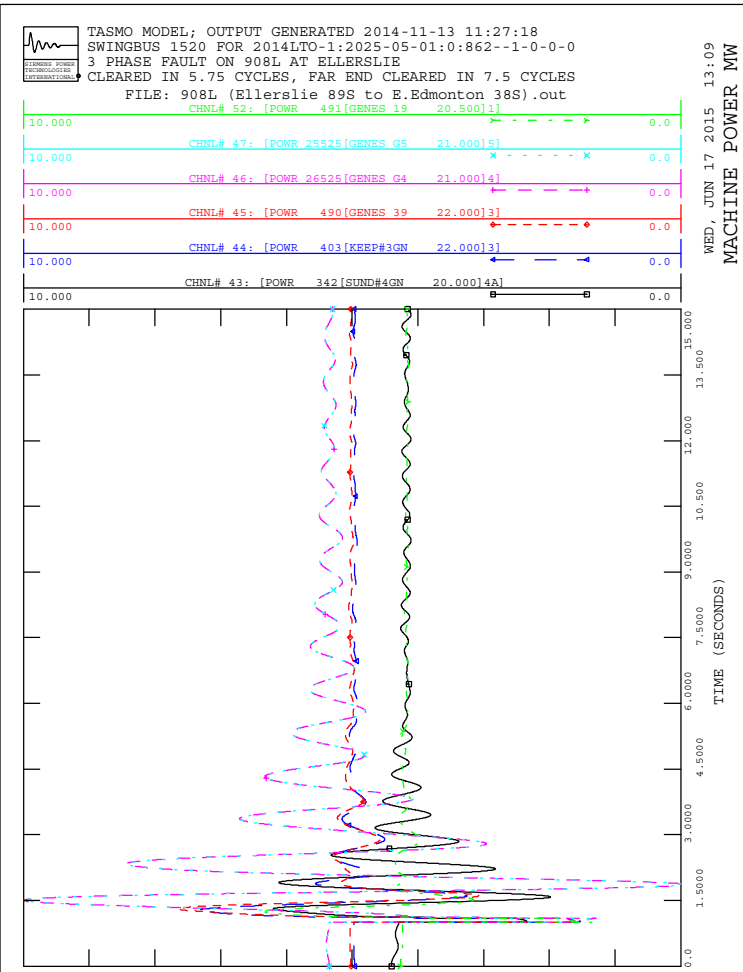
WED, JUN 17 2015 13:09
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out

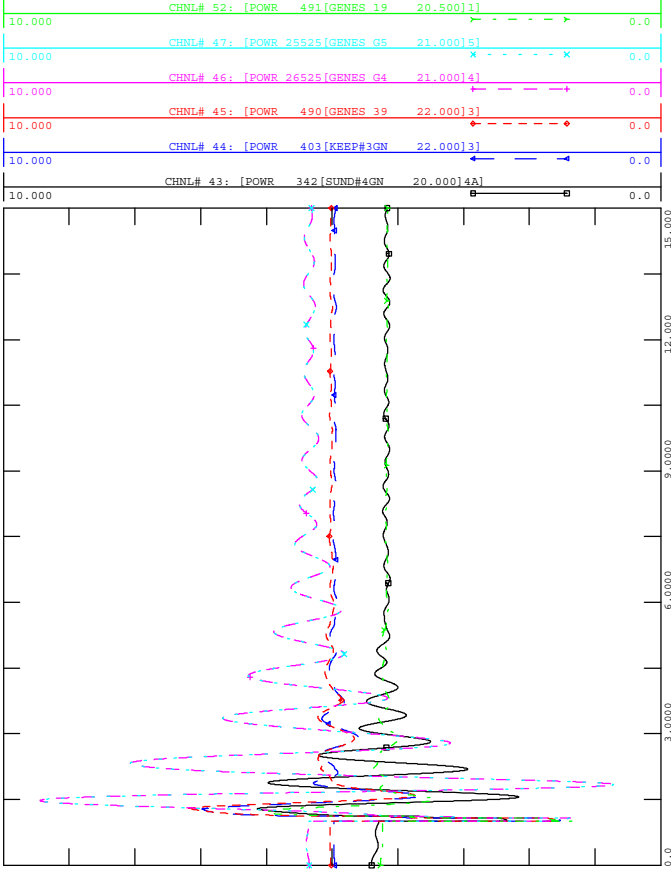


WED, JUN 17 2015 13:09
 BUS VOLTAGE





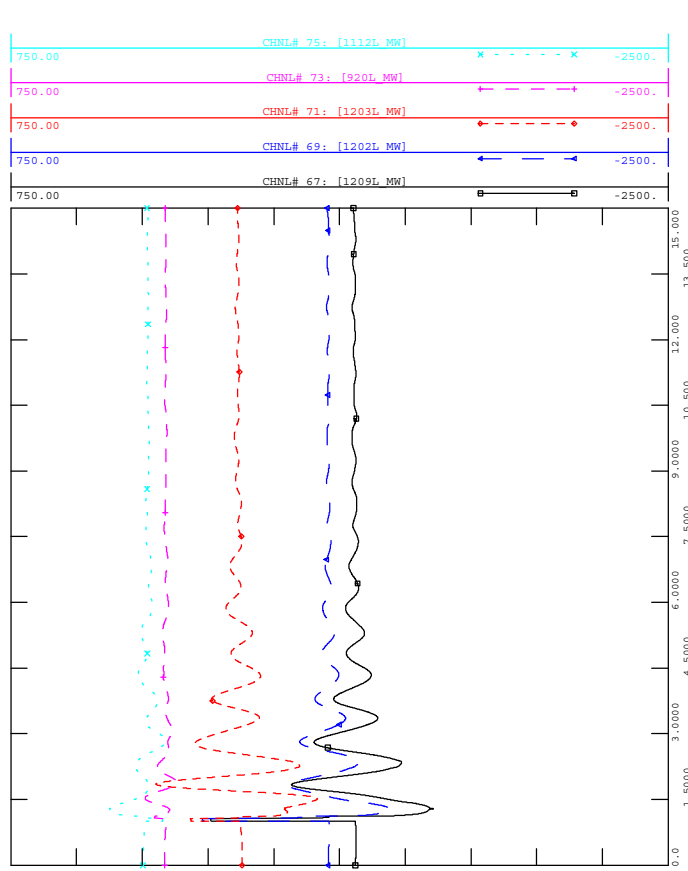
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



WED, JUN 17 2015 13:09
 MACHINE POWER MW



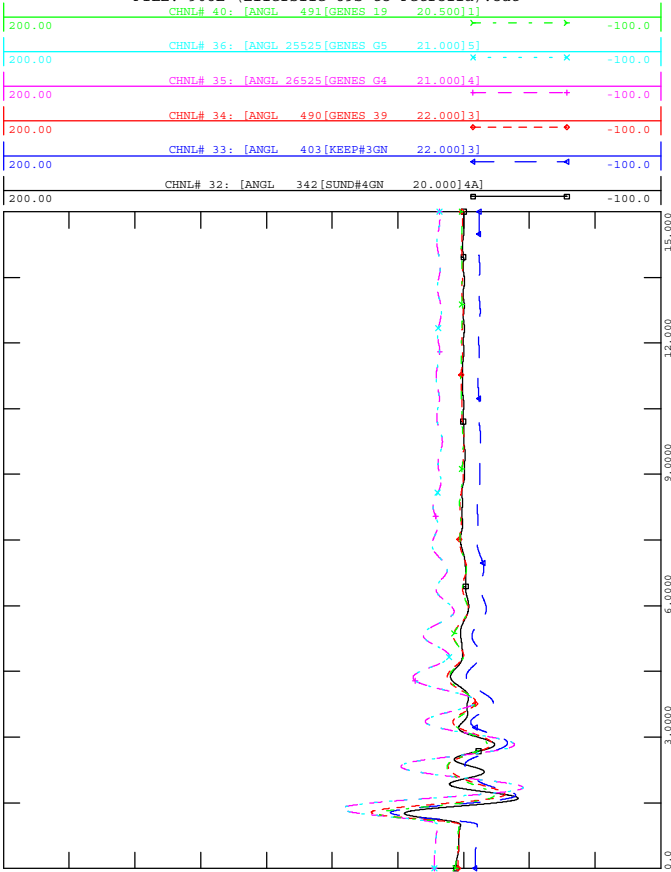
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



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 LINE FLOW MW/MVAR



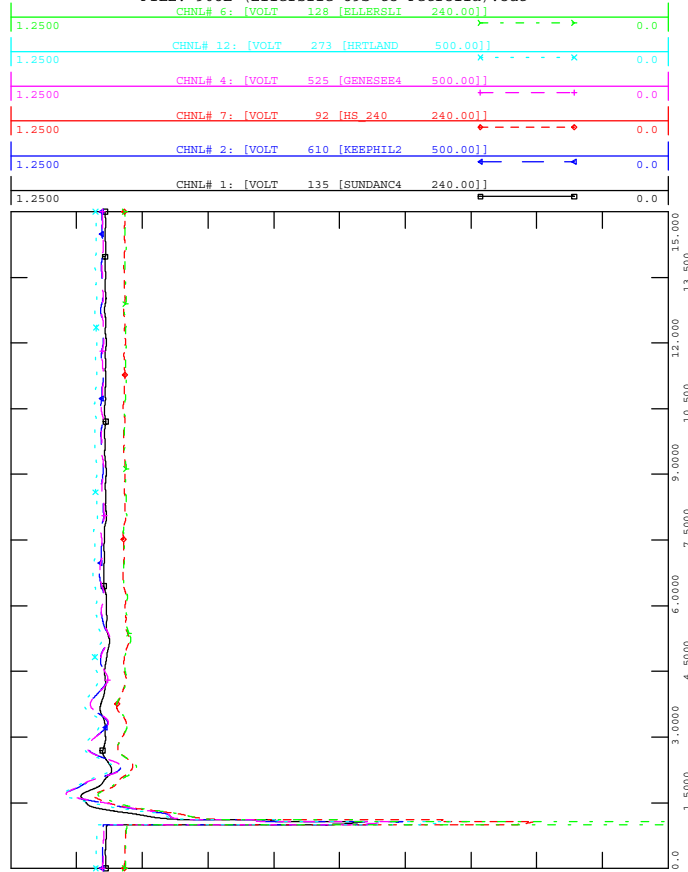
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



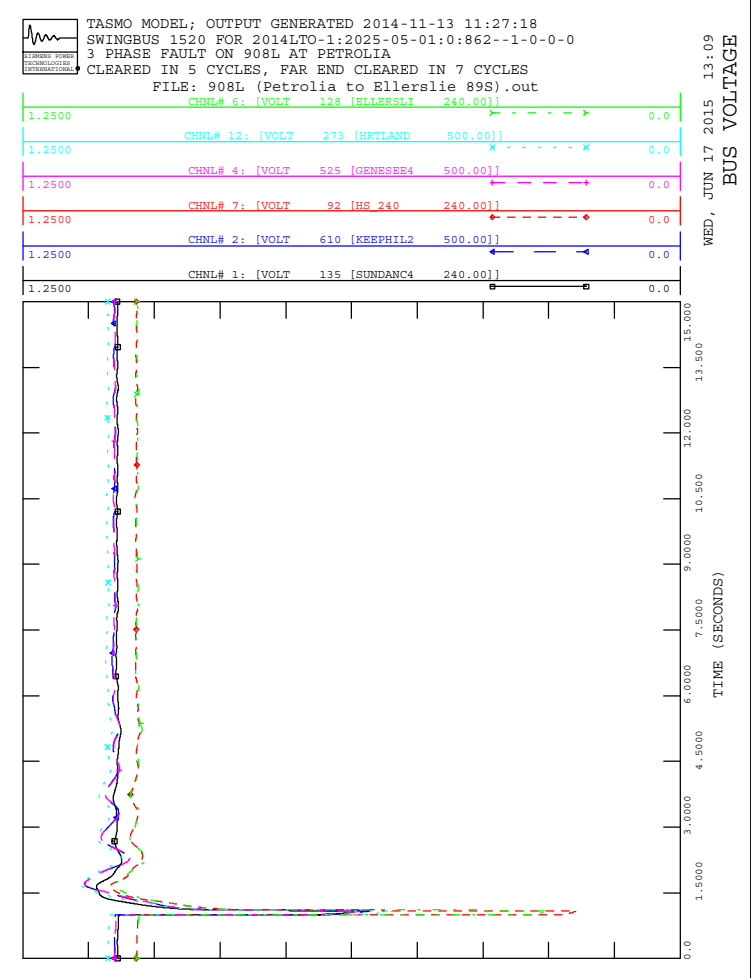
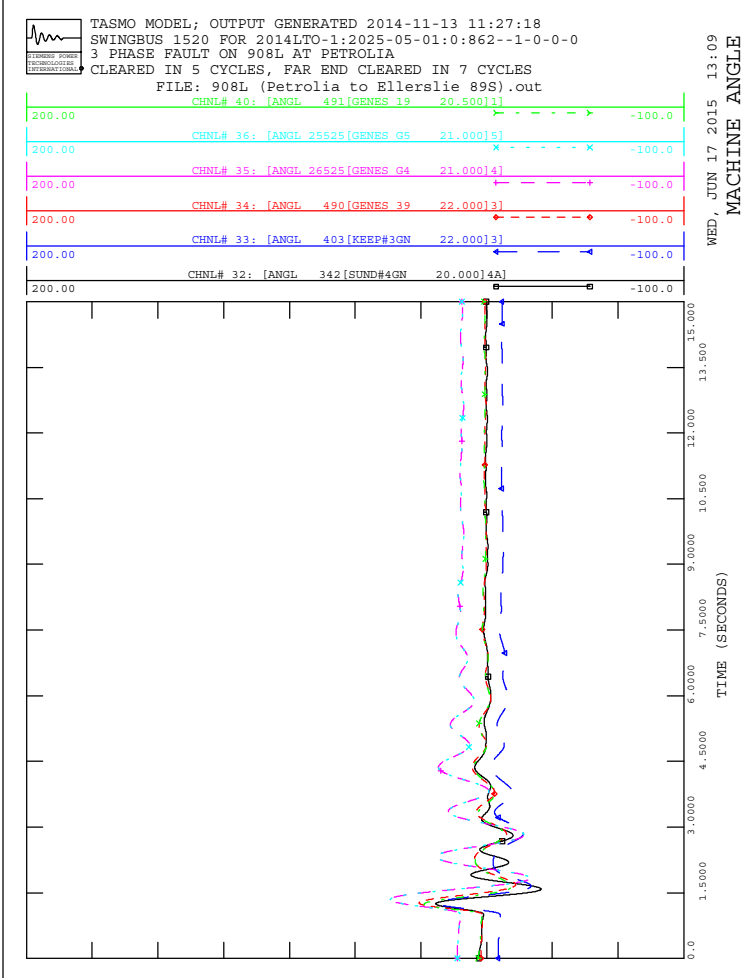
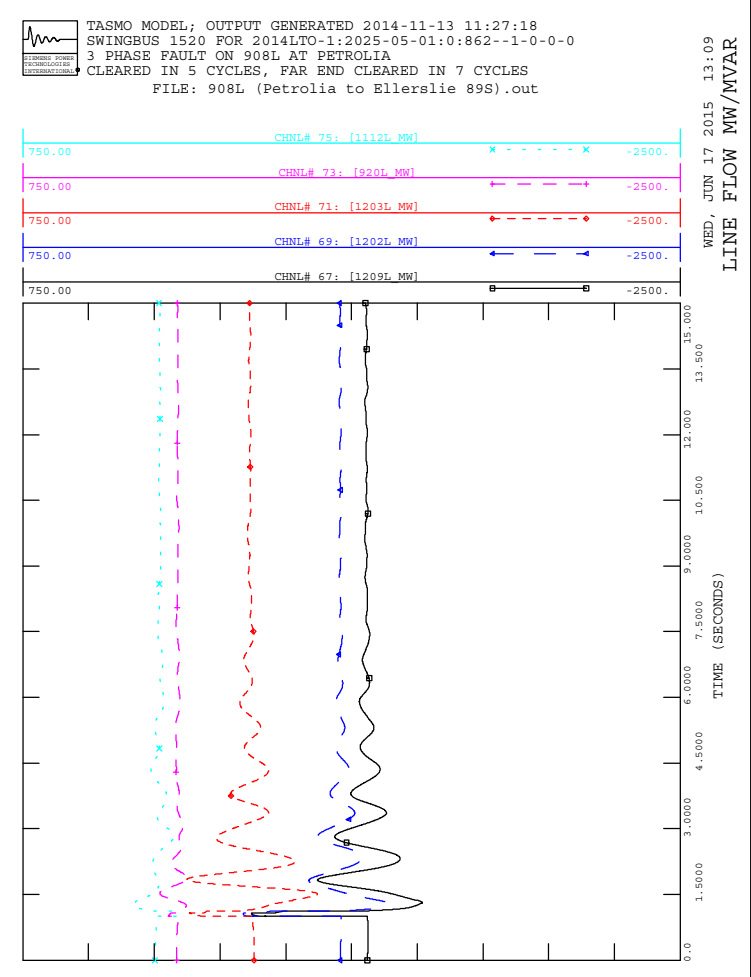
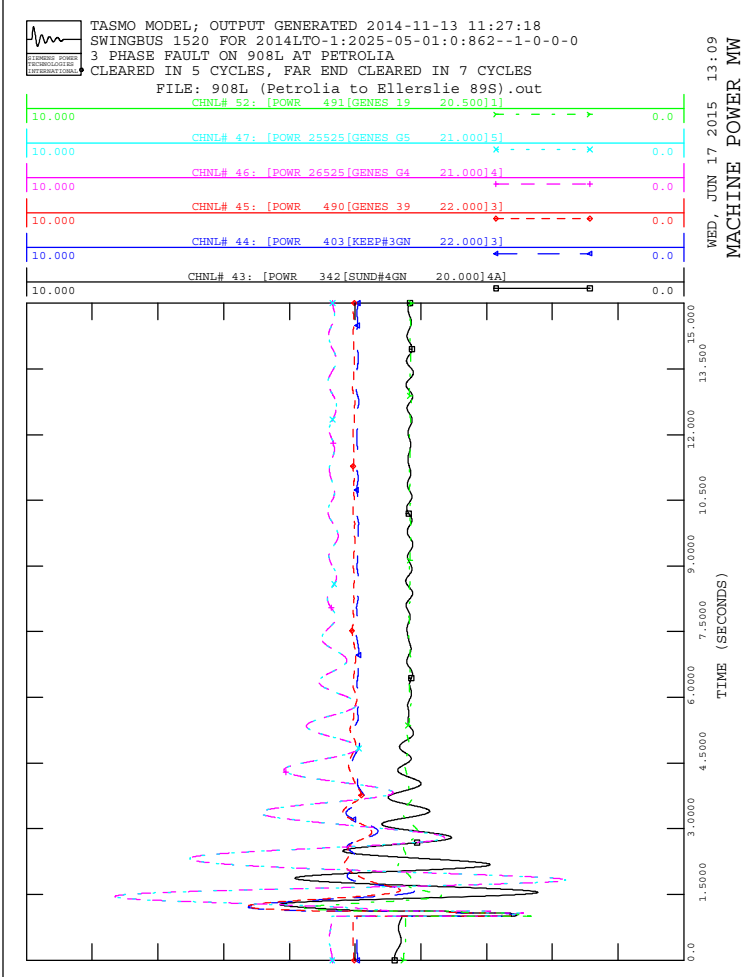
WED, JUN 17 2015 13:09
 MACHINE ANGLE

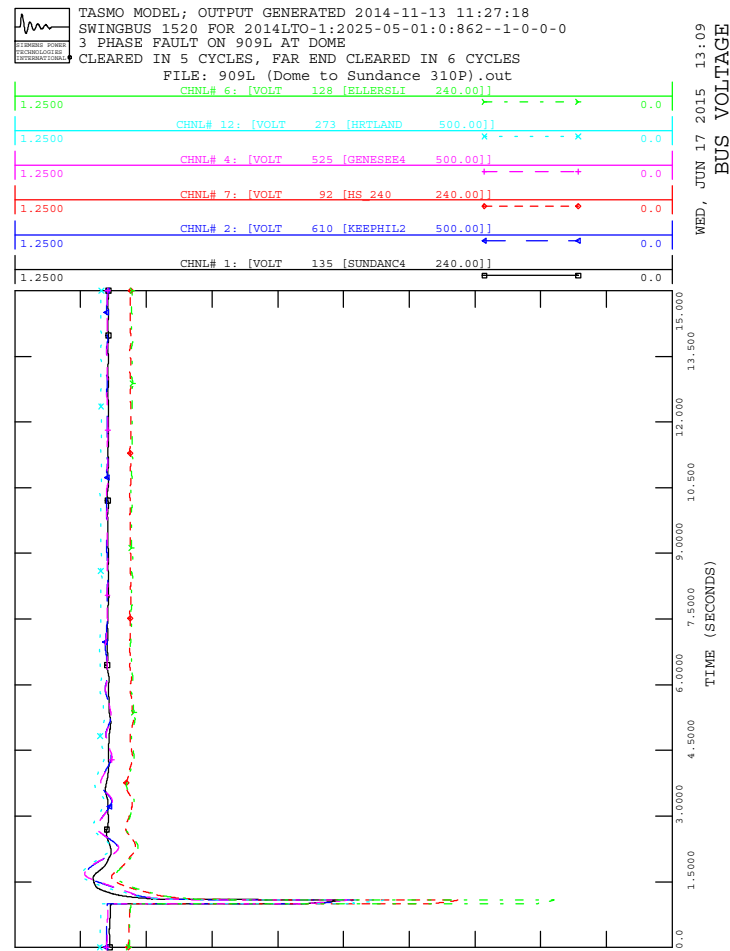
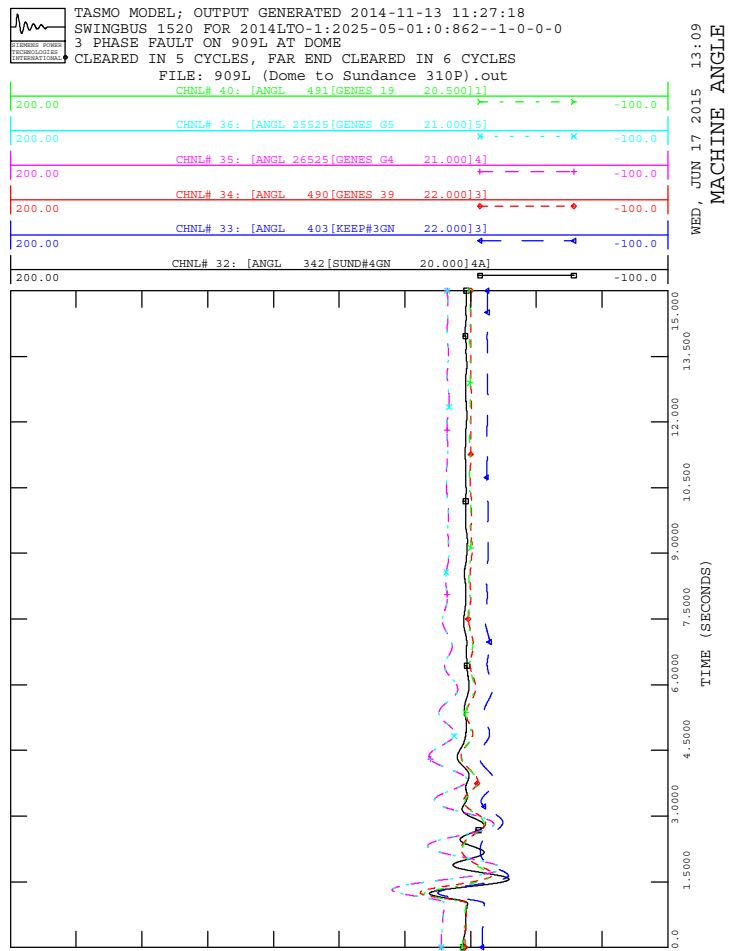
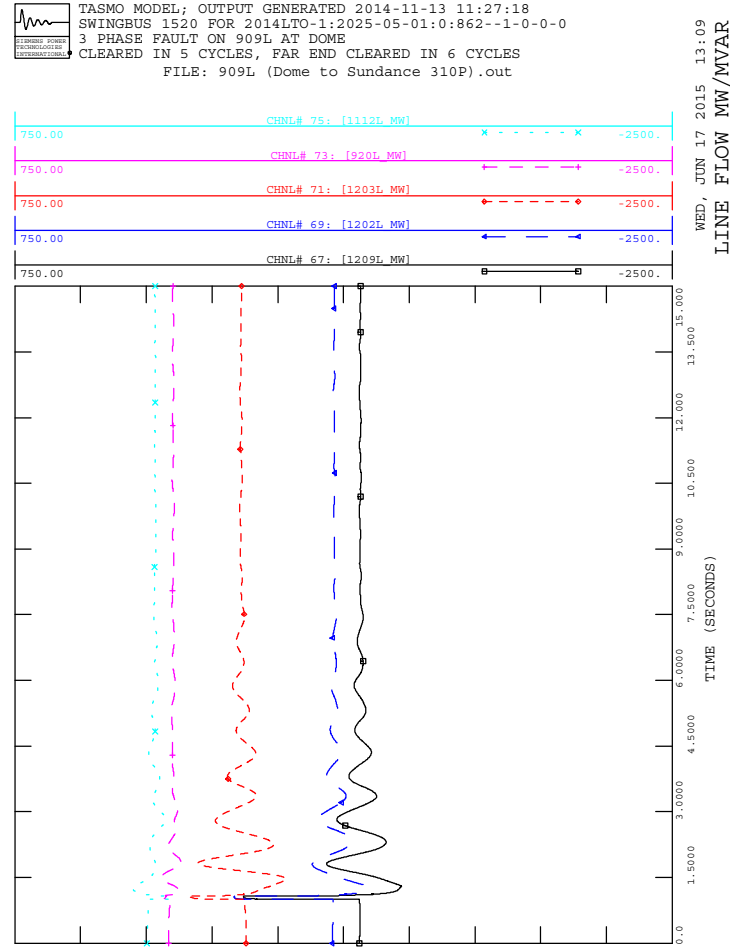
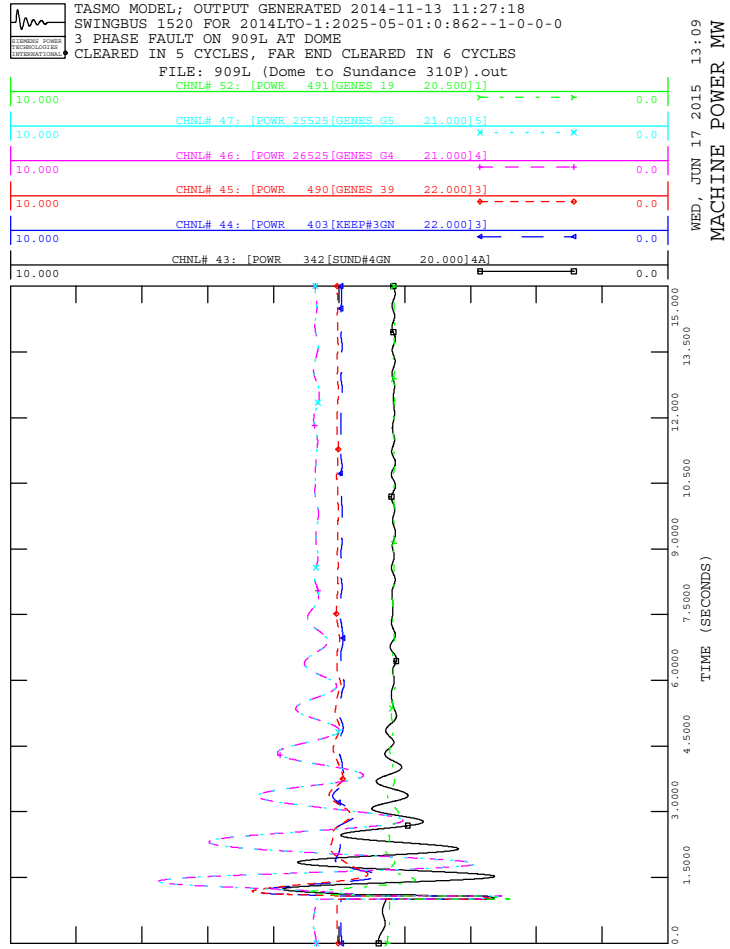


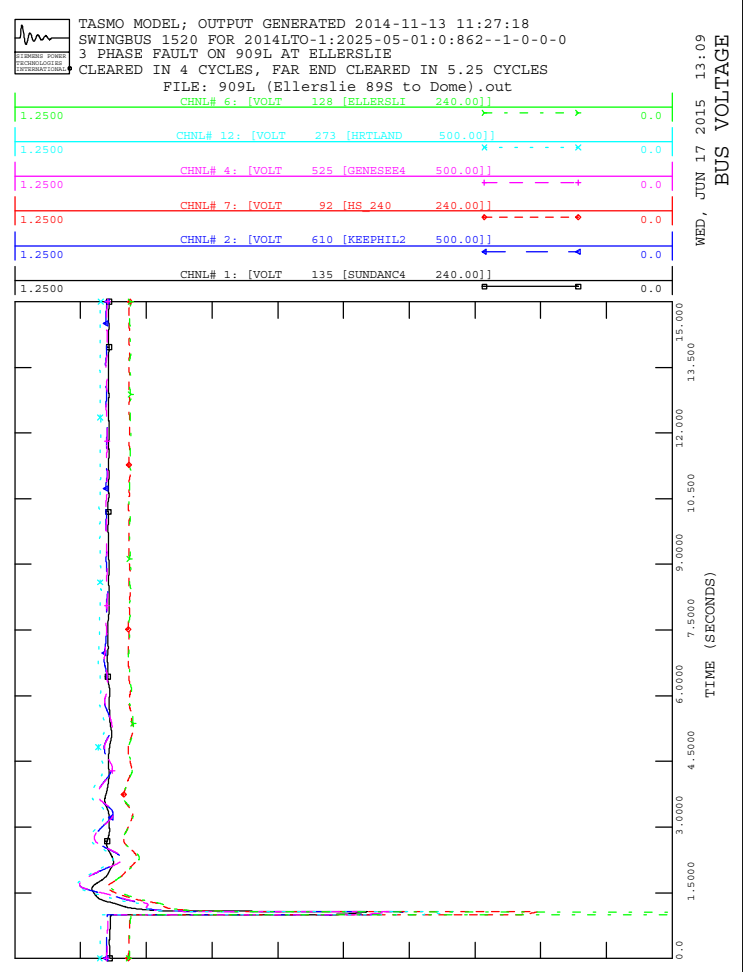
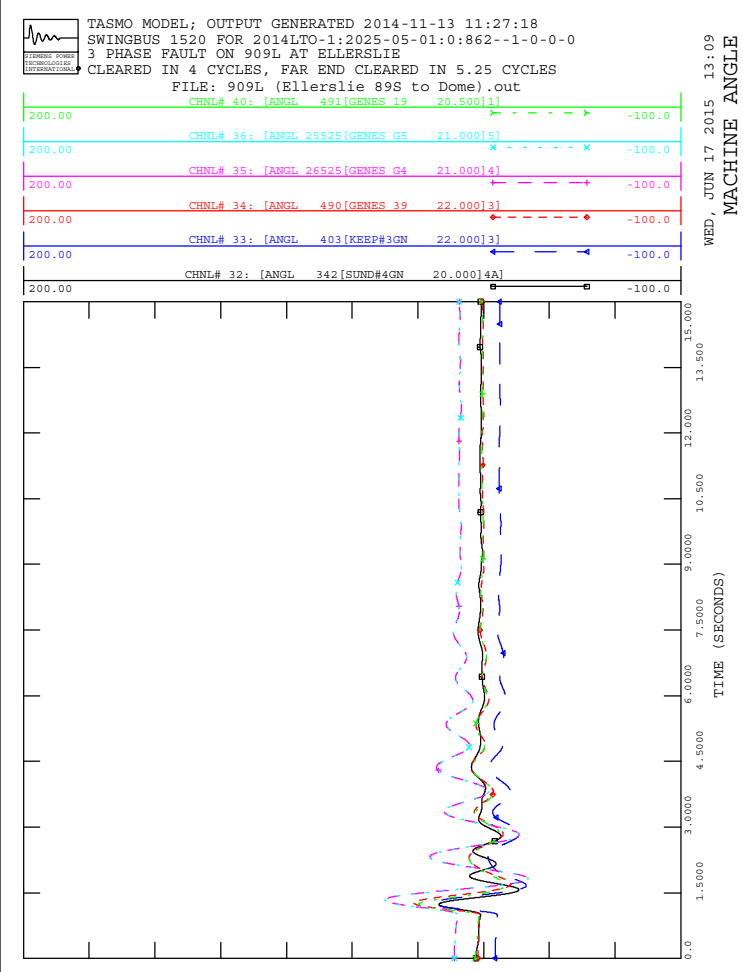
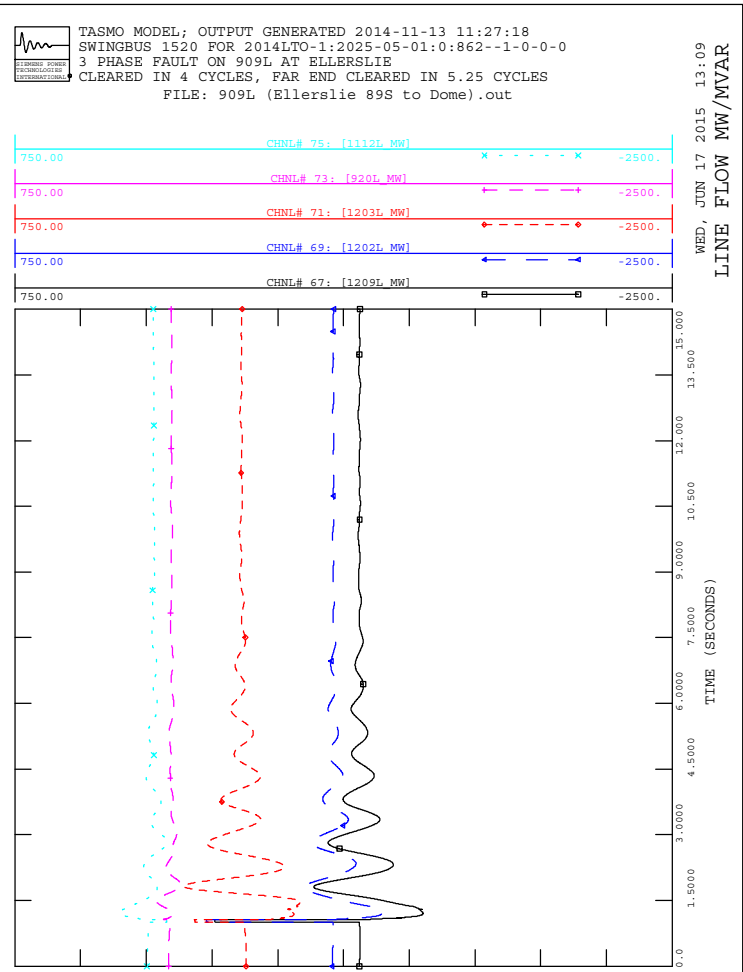
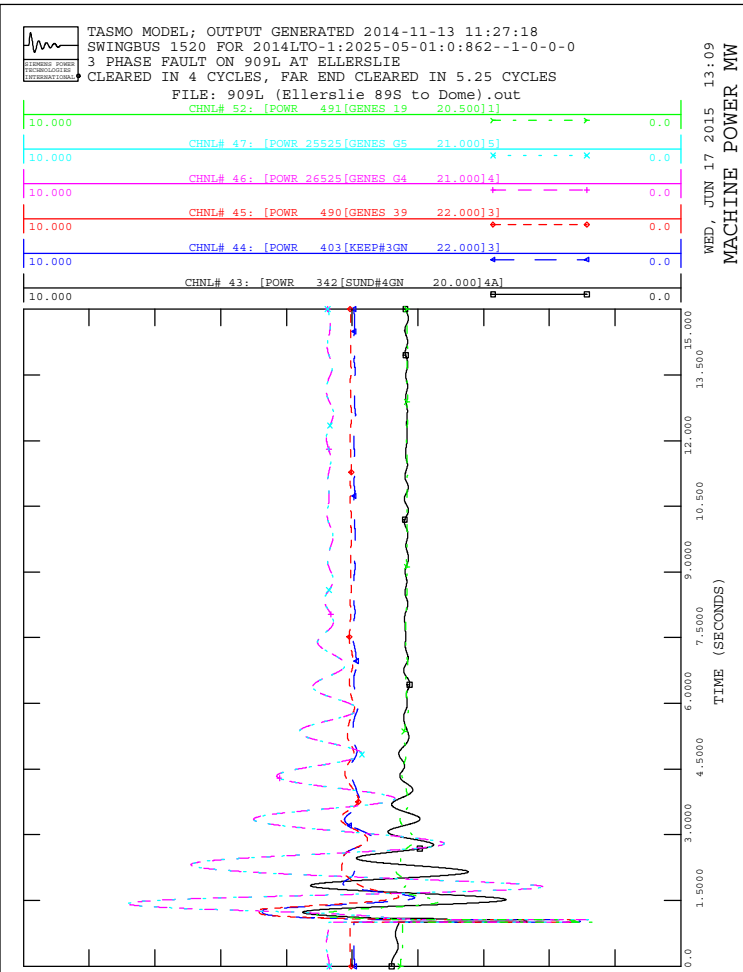
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out

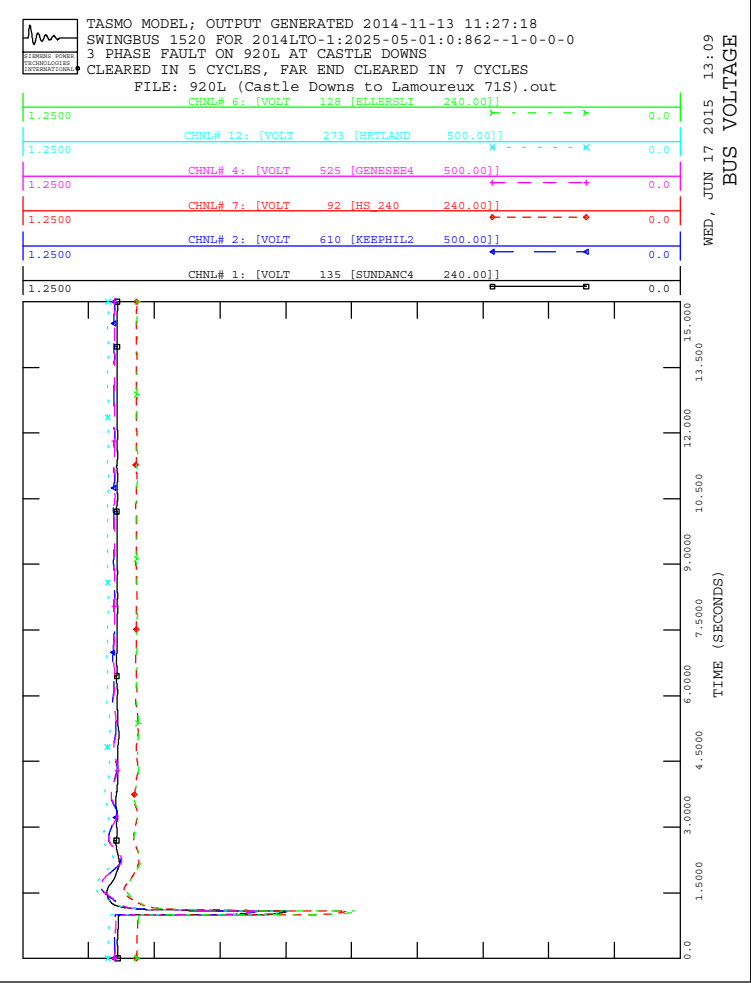
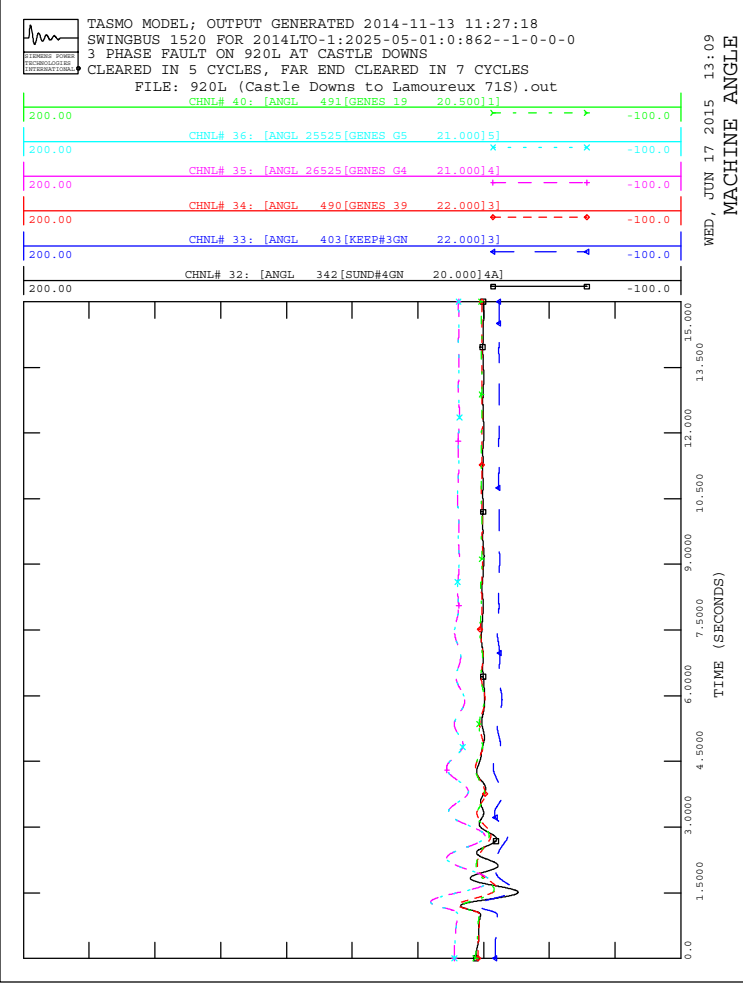
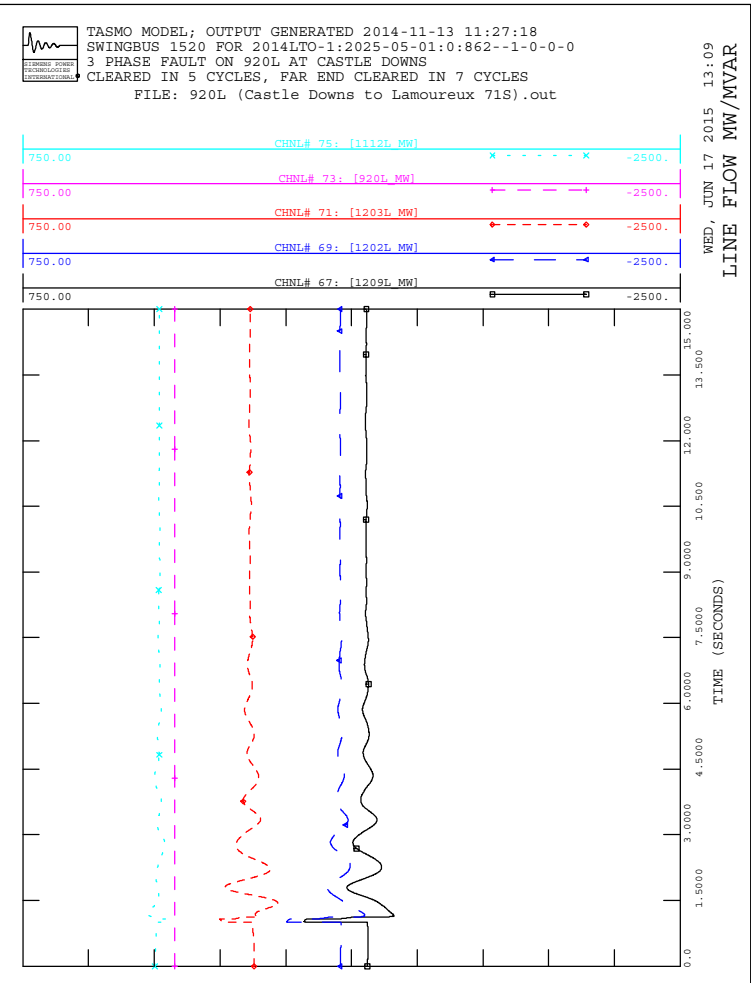
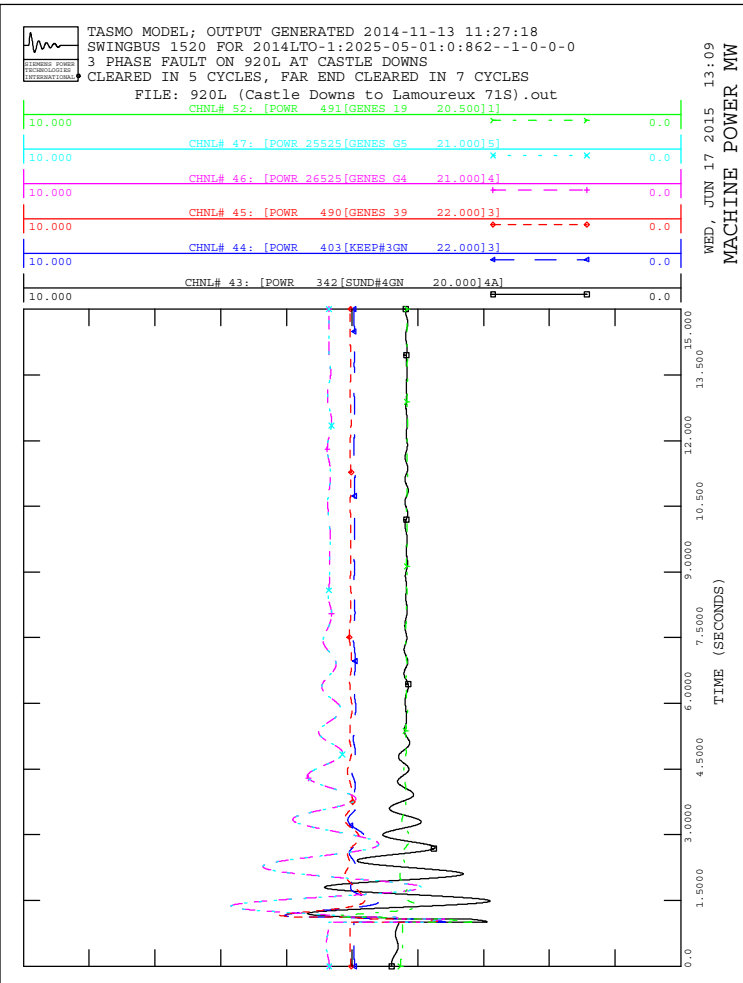


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 BUS VOLTAGE





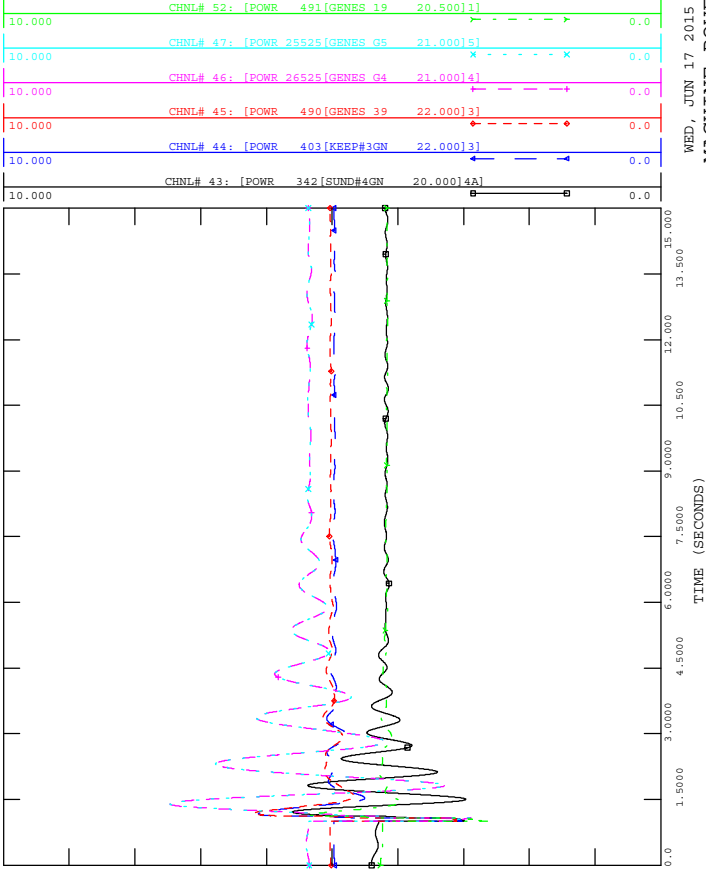






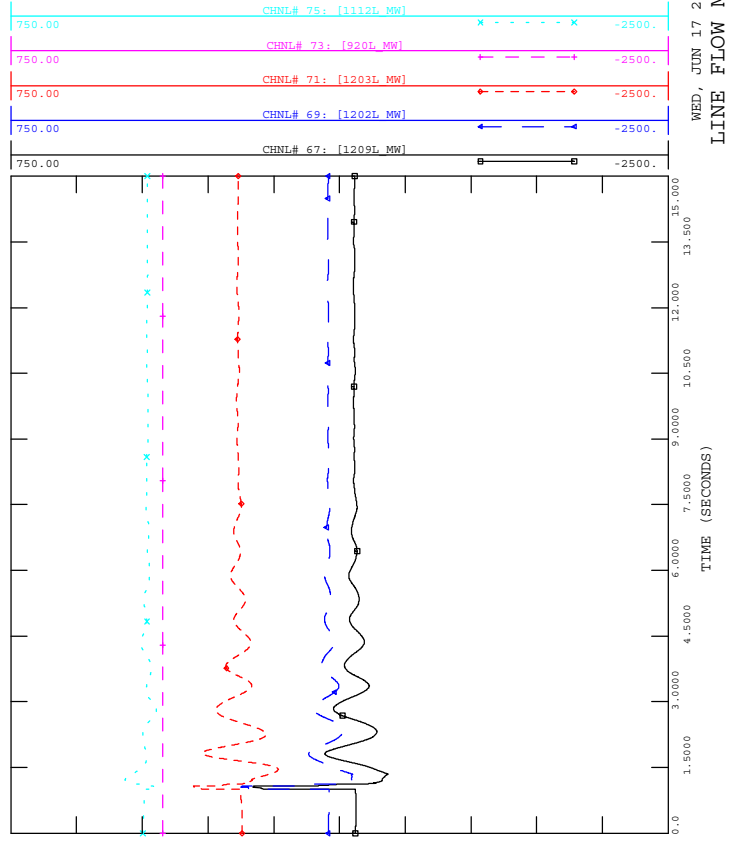
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 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out

WED, JUN 17 2015 13:09
 MACHINE POWER MW



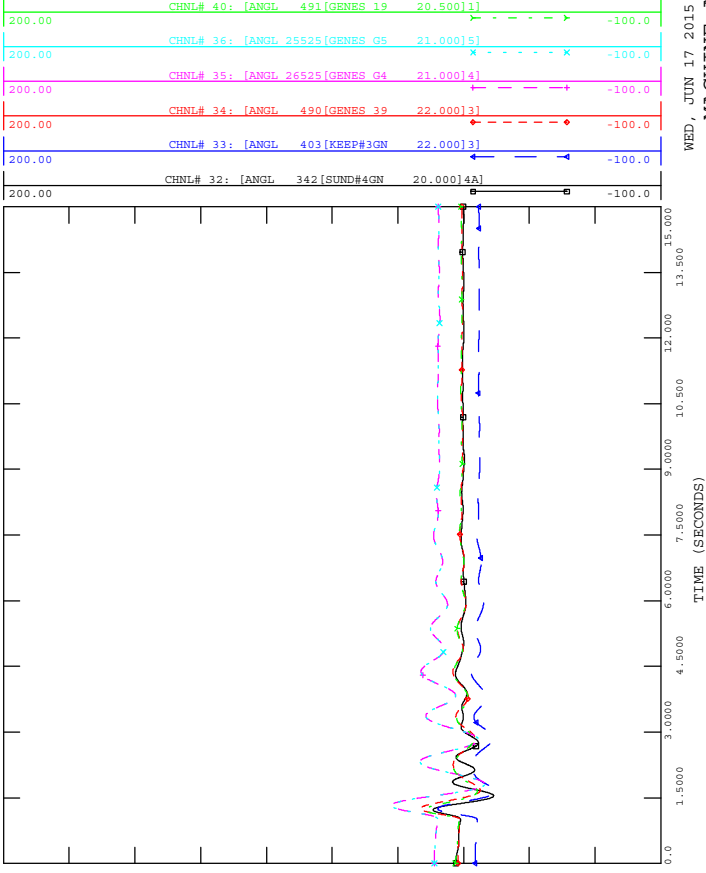
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 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out

WED, JUN 17 2015 13:09
 LINE FLOW MW/MVAR



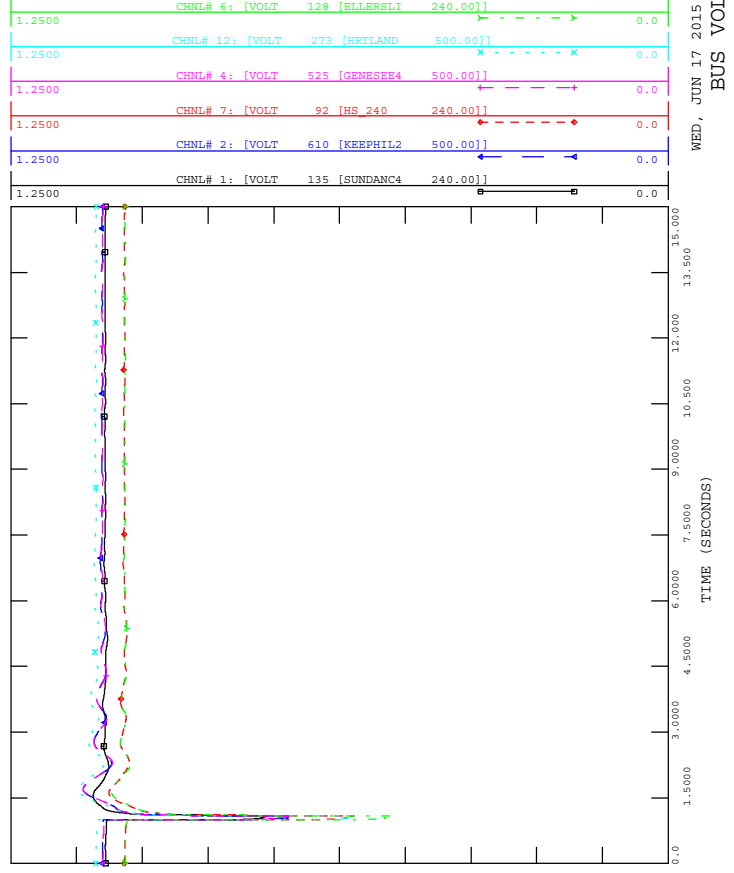
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out

WED, JUN 17 2015 13:09
 MACHINE ANGLE



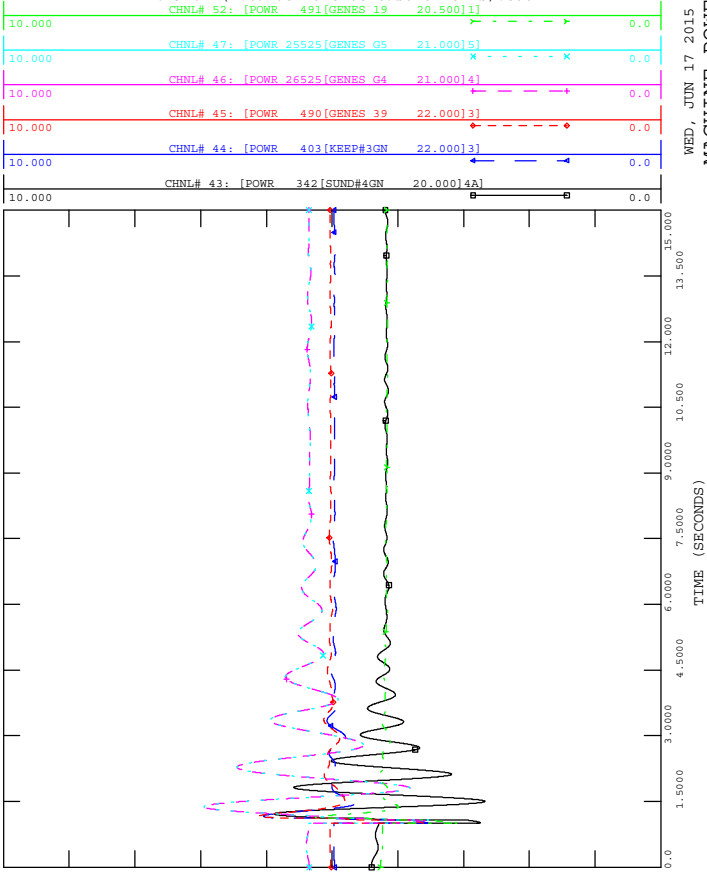
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out

WED, JUN 17 2015 13:09
 BUS VOLTAGE





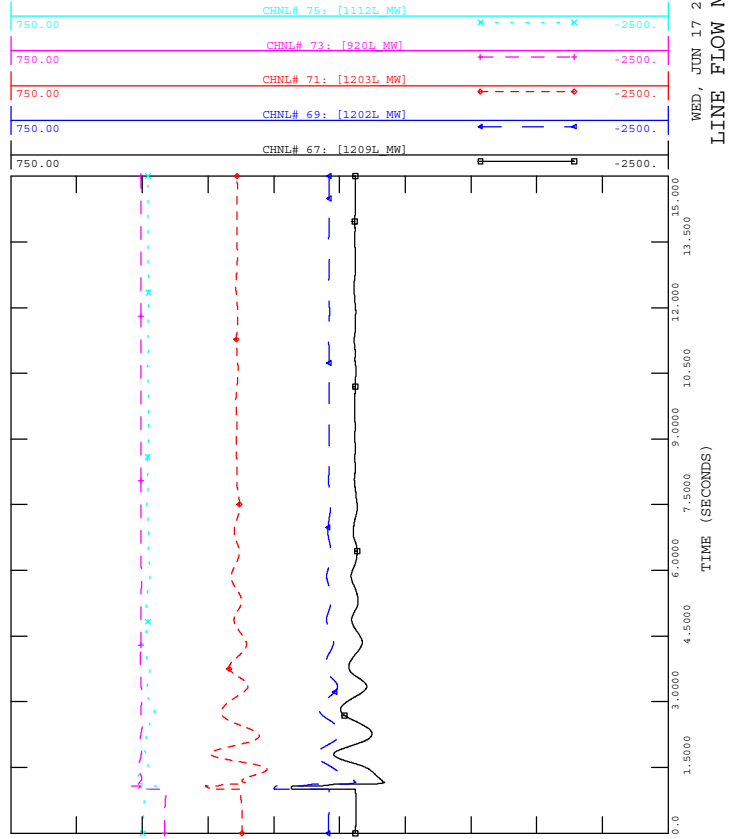
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



WED, JUN 17 2015 13:09
 MACHINE POWER MW



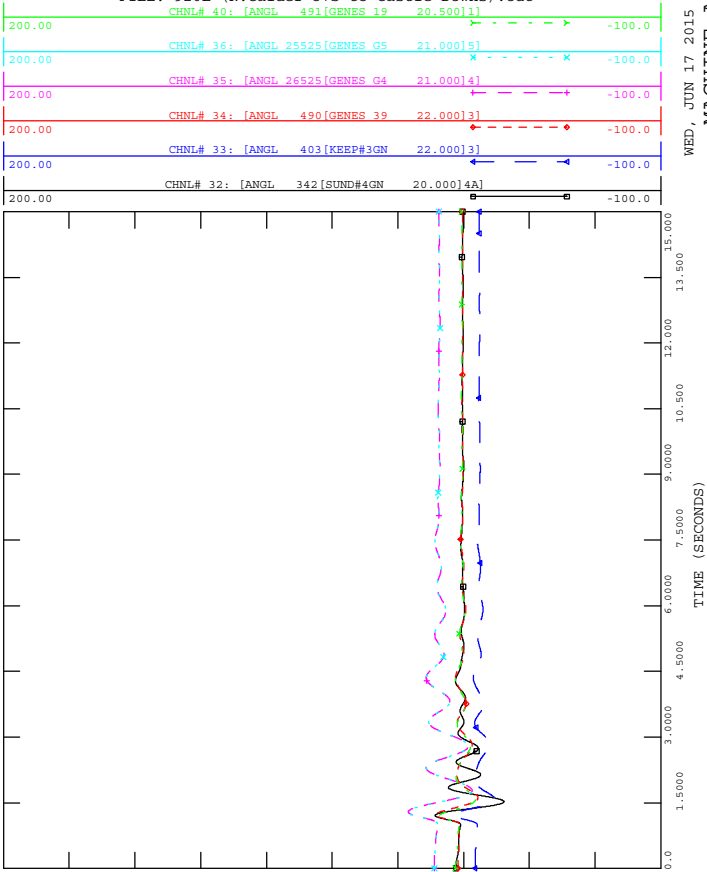
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



WED, JUN 17 2015 13:09
 LINE FLOW MW/MVAR



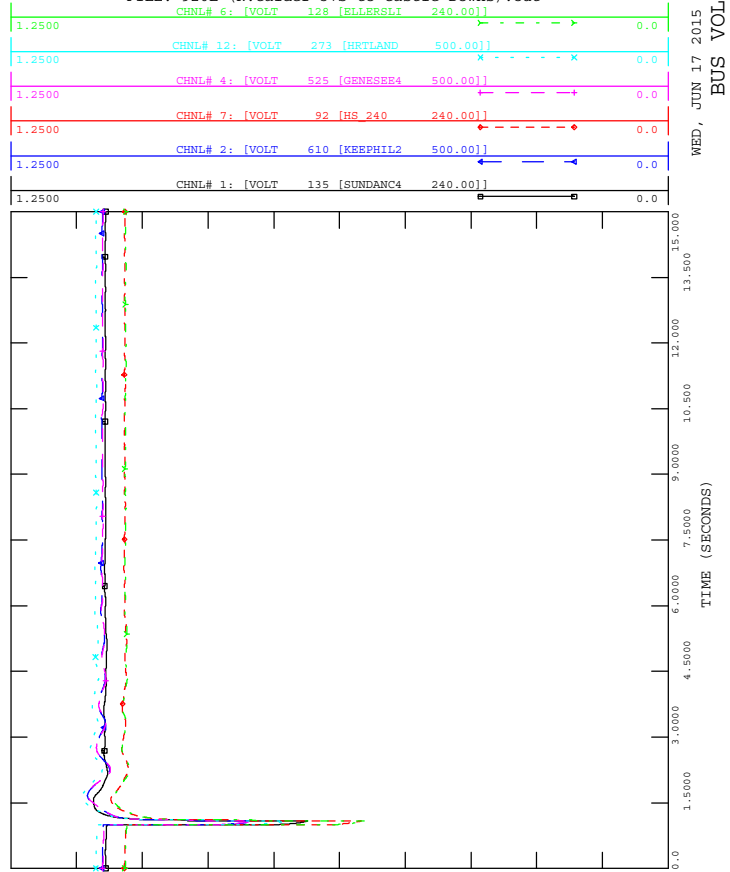
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



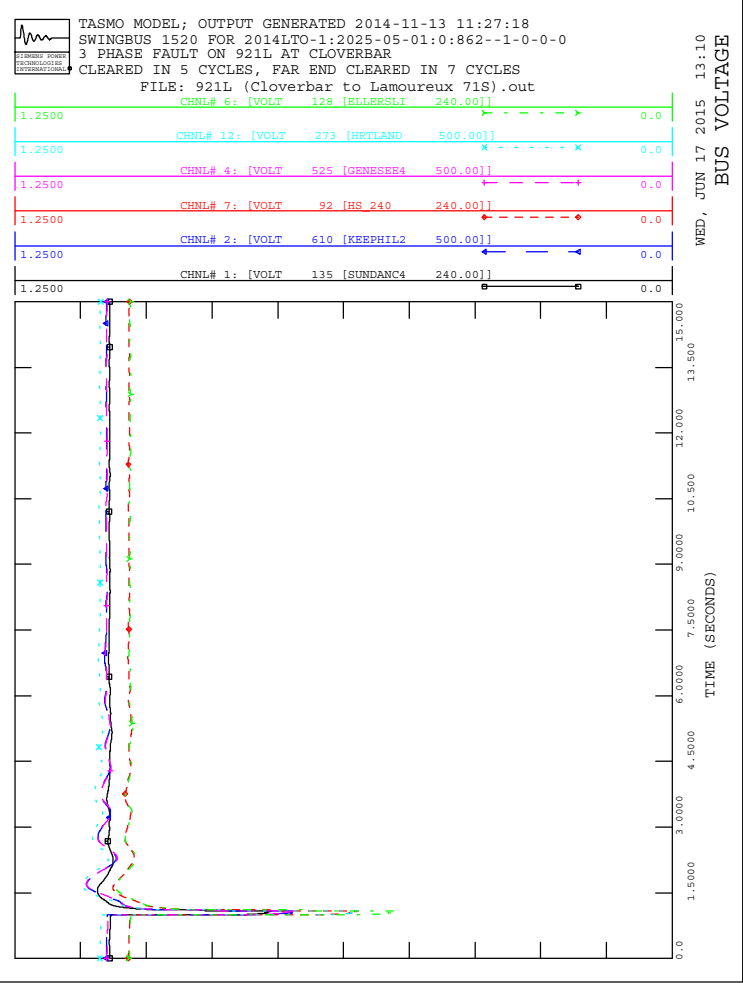
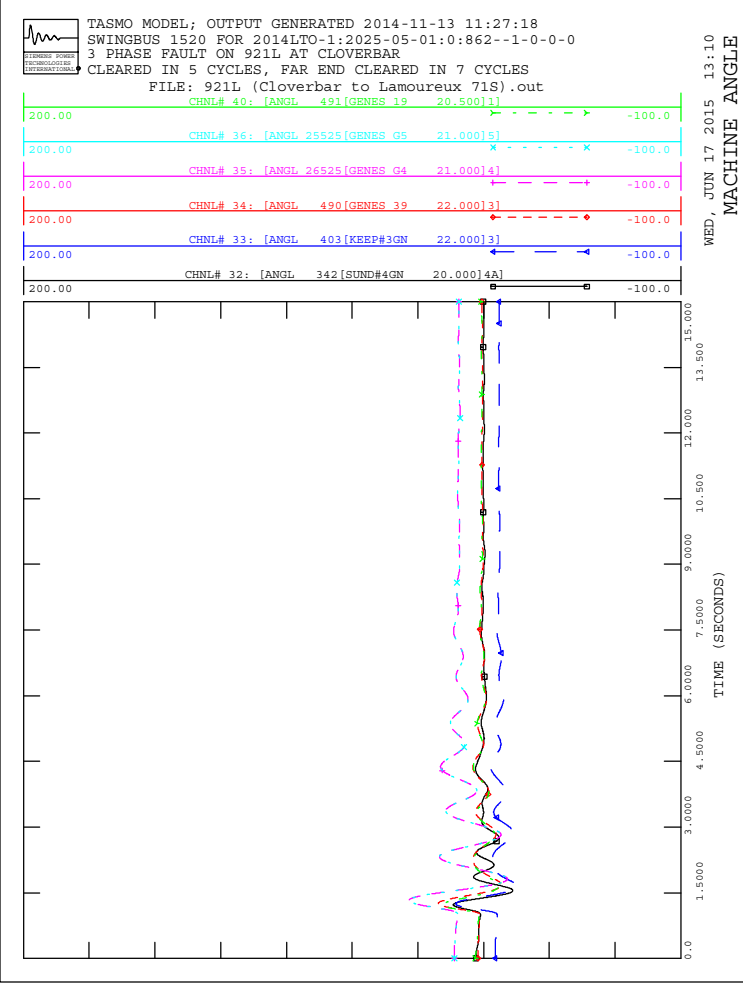
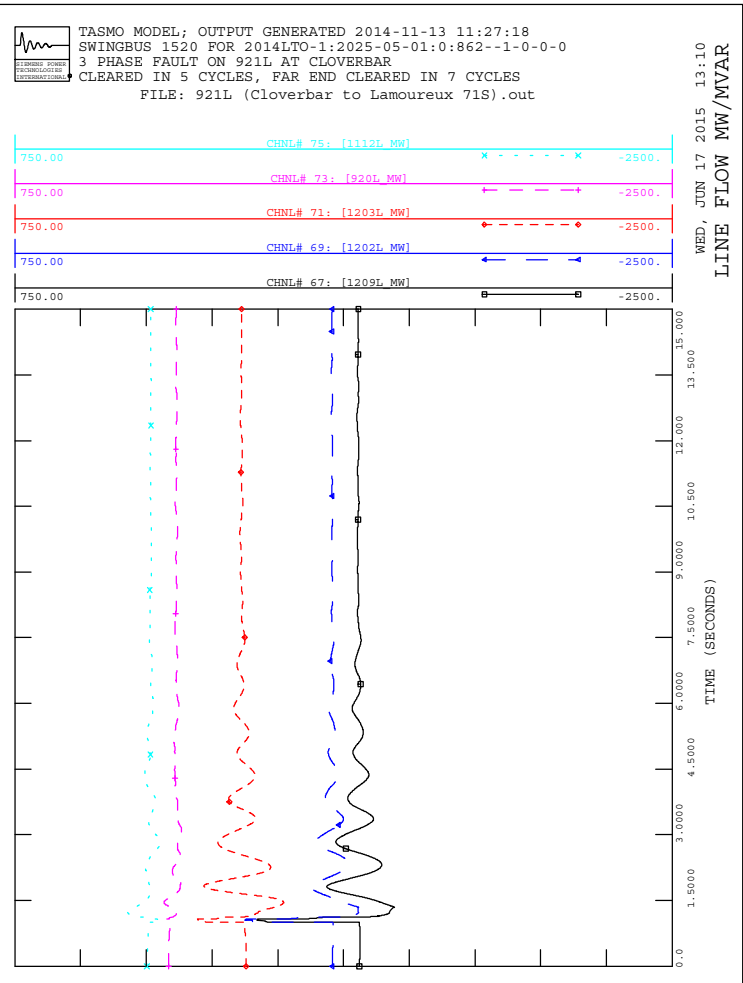
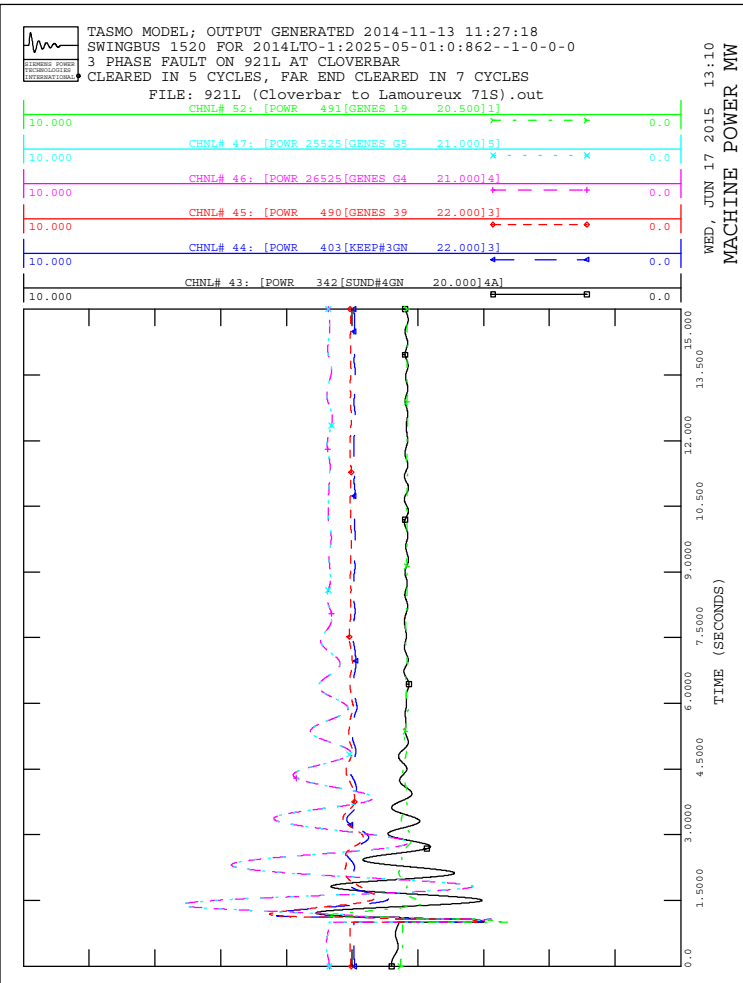
WED, JUN 17 2015 13:09
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



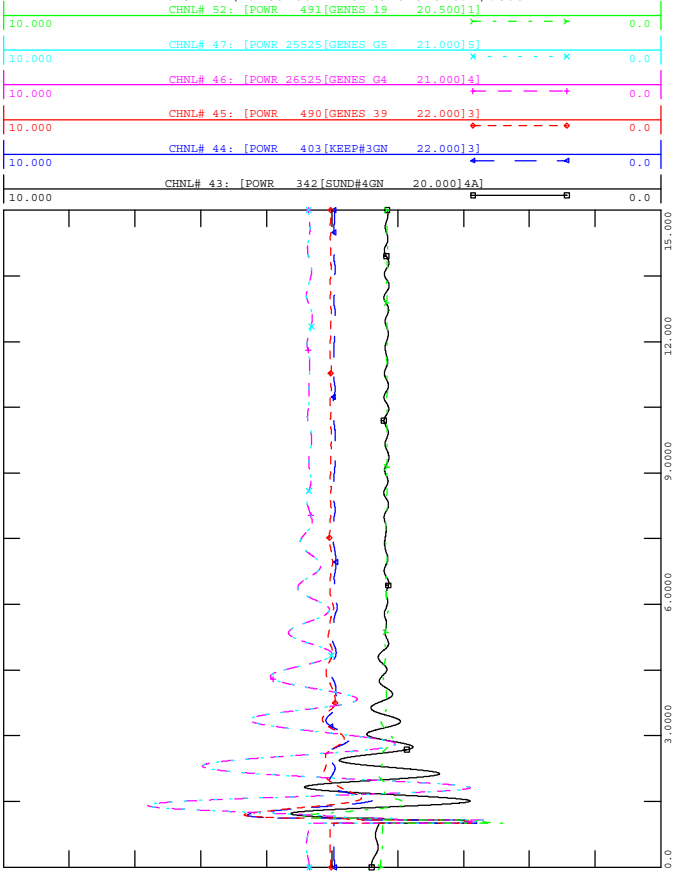
WED, JUN 17 2015 13:09
 BUS VOLTAGE





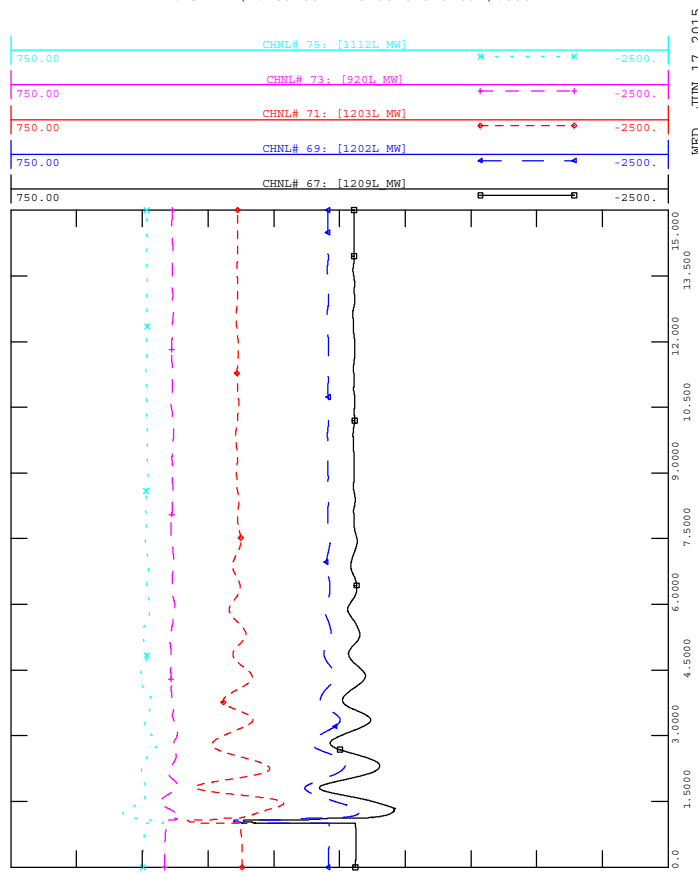
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 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out

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 MACHINE POWER MW



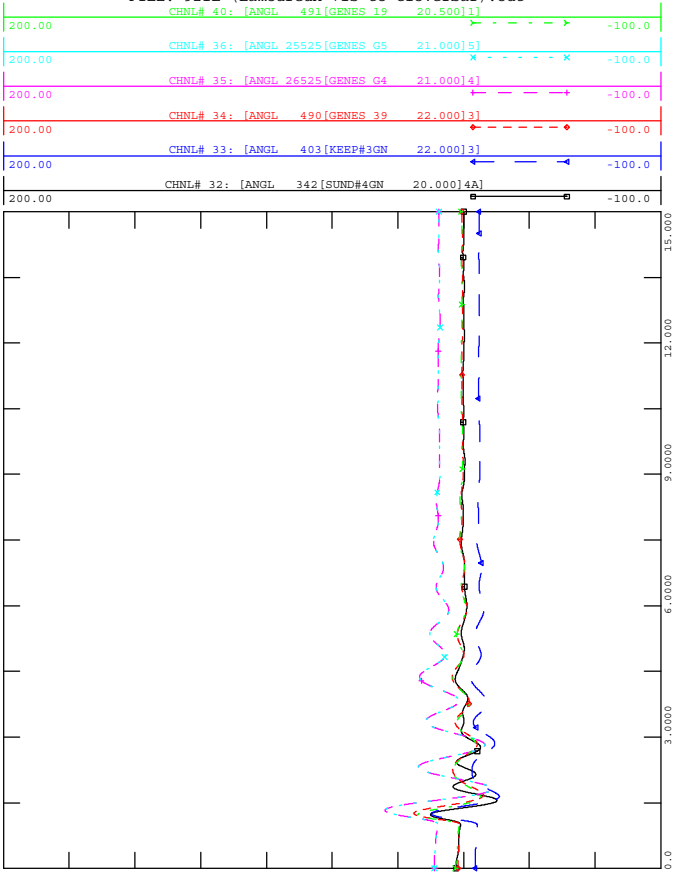
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 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out

WED, JUN 17 2015 13:10
 LINE FLOW MW/MVAR



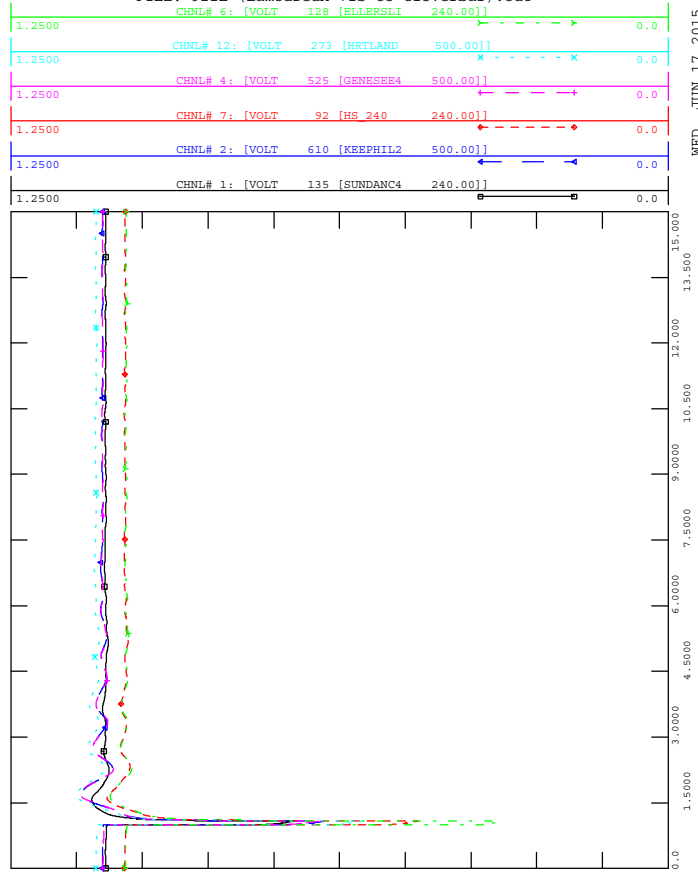
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out

WED, JUN 17 2015 13:10
 MACHINE ANGLE



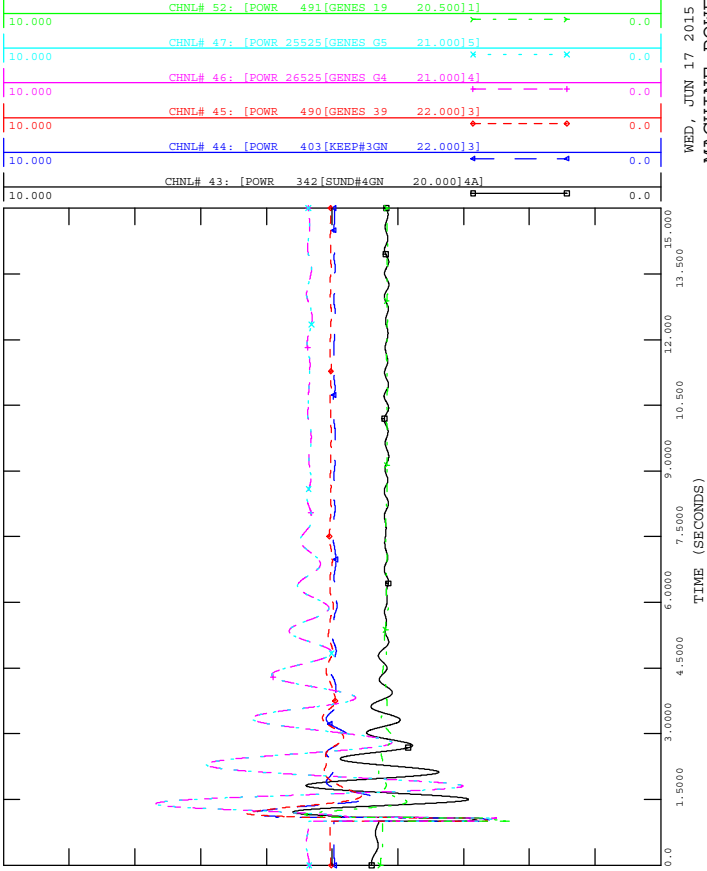
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 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out

WED, JUN 17 2015 13:10
 BUS VOLTAGE





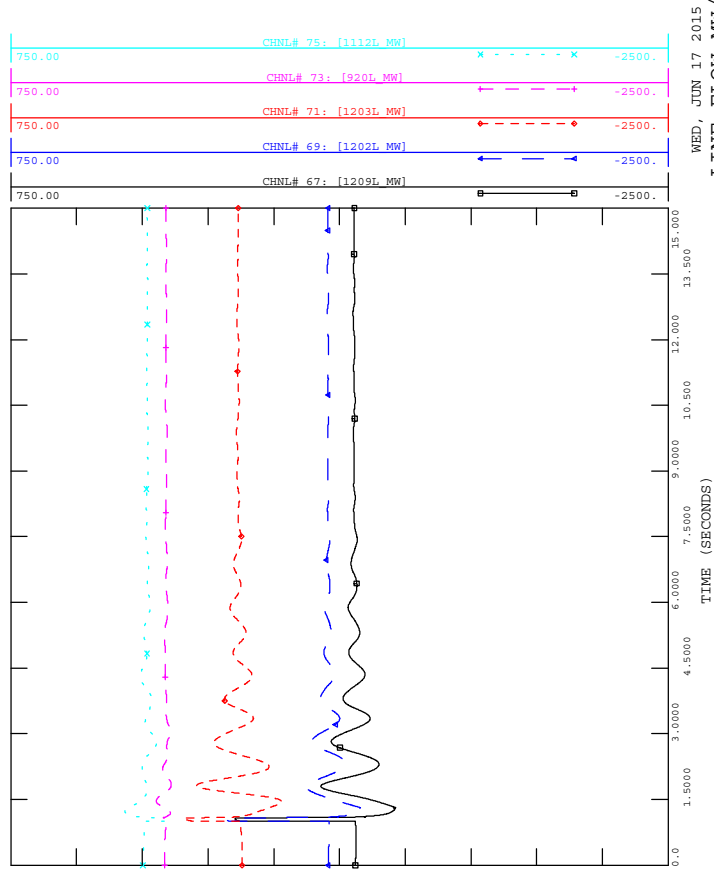
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:10
 MACHINE POWER MW



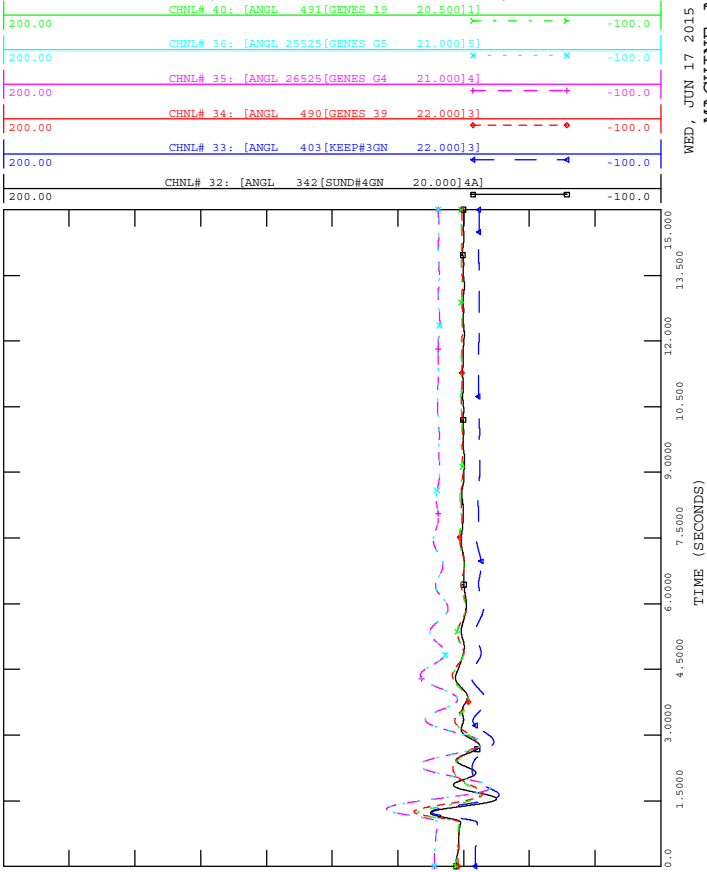
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 13:10
 LINE FLOW MW/MVAR



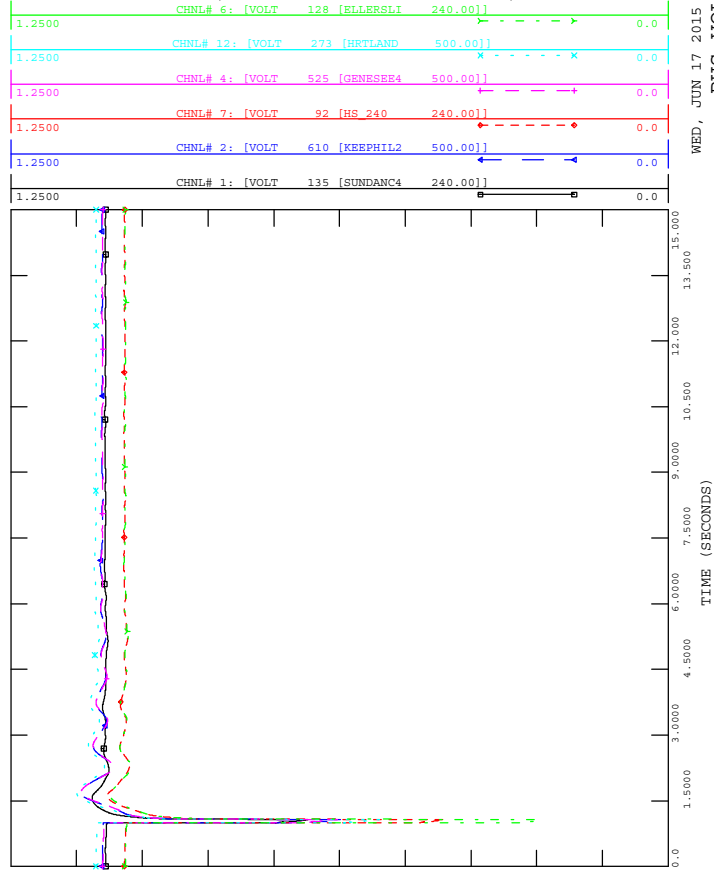
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



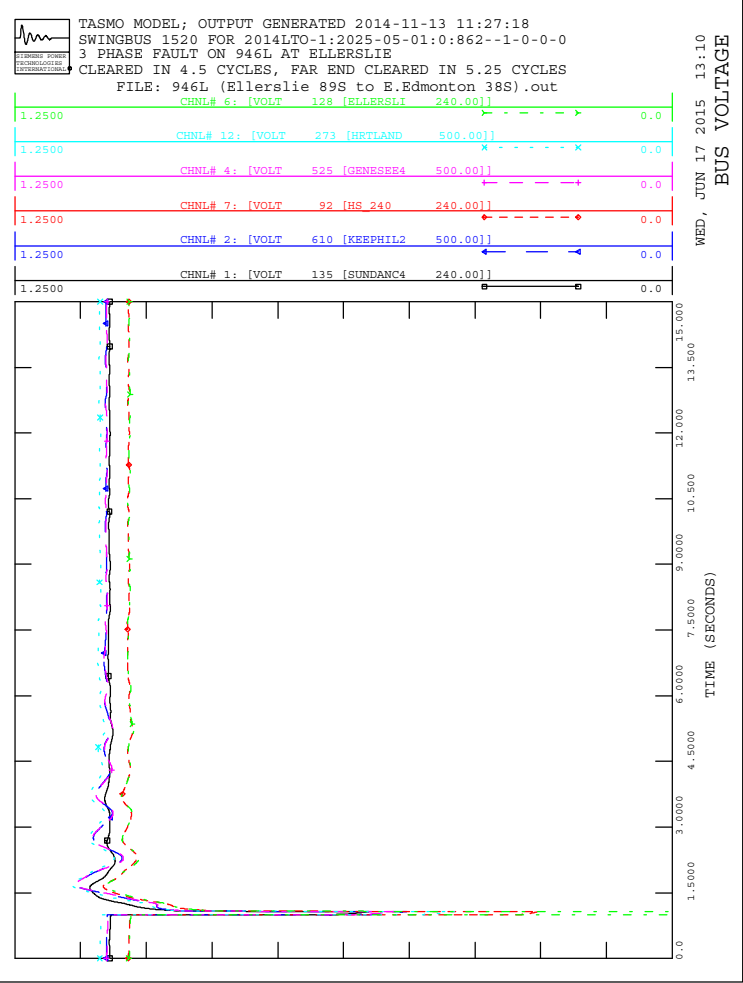
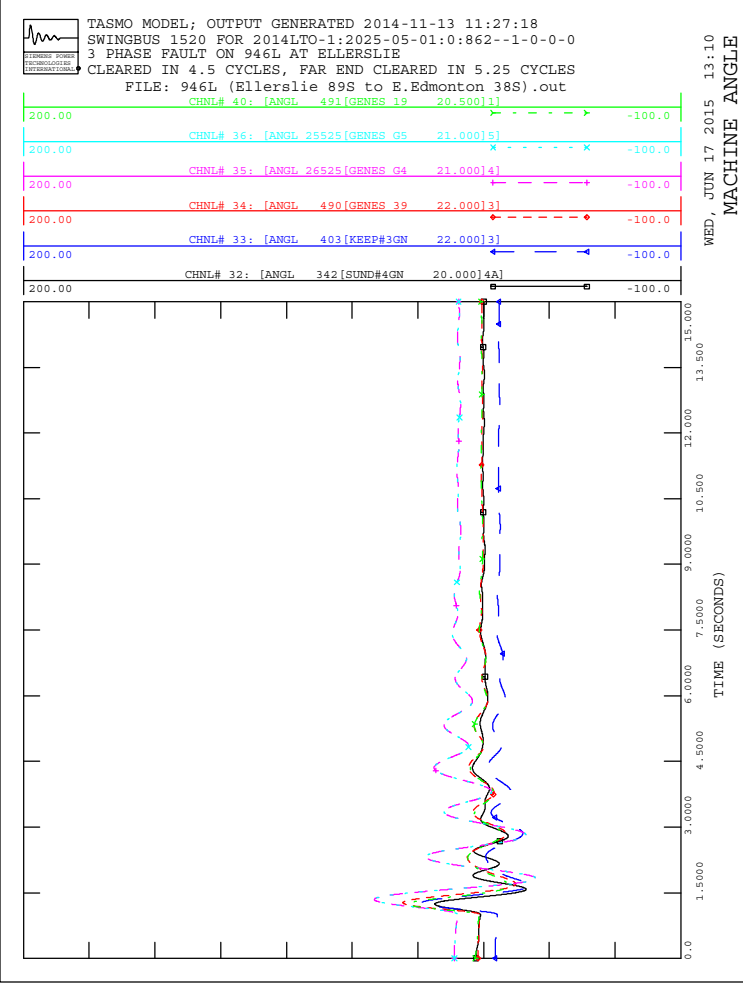
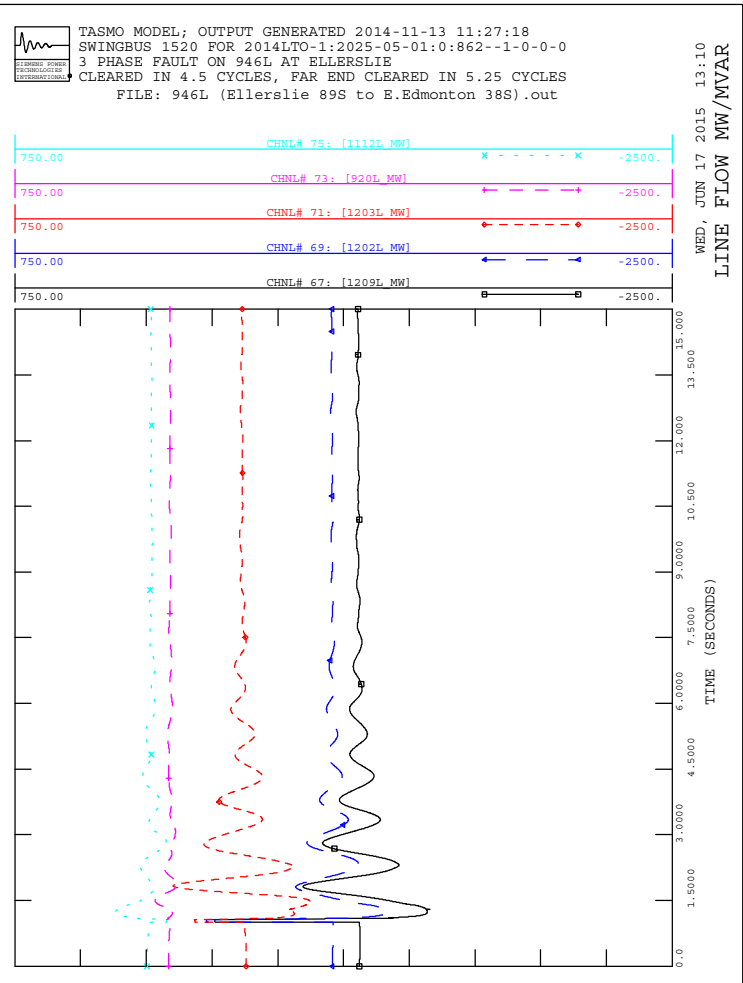
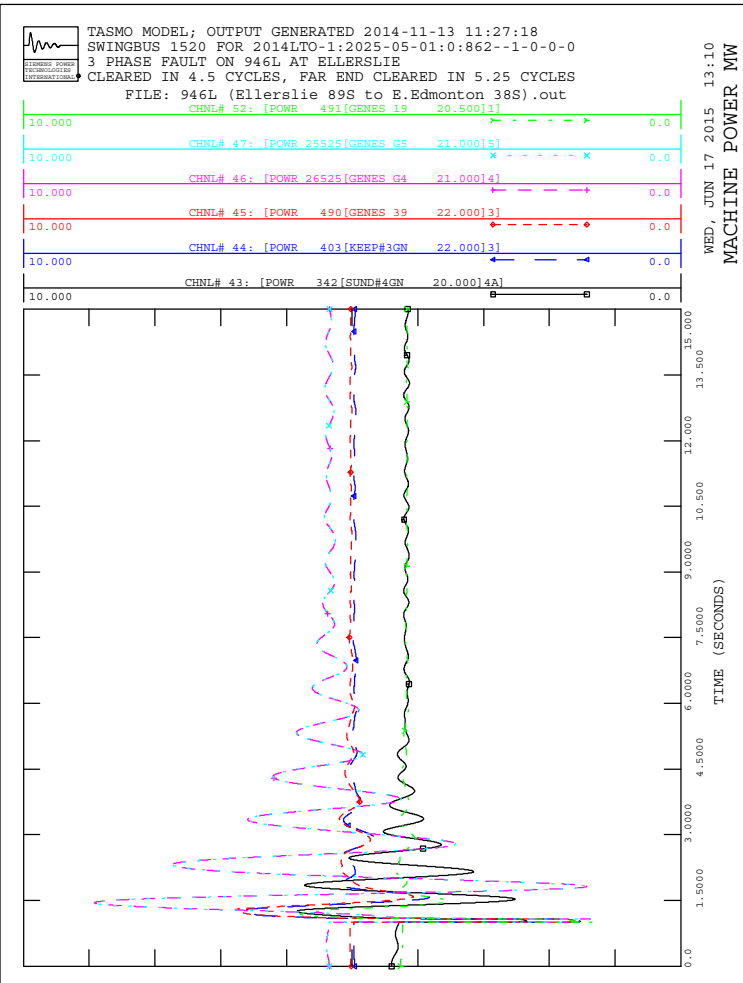
WED, JUN 17 2015 13:10
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out

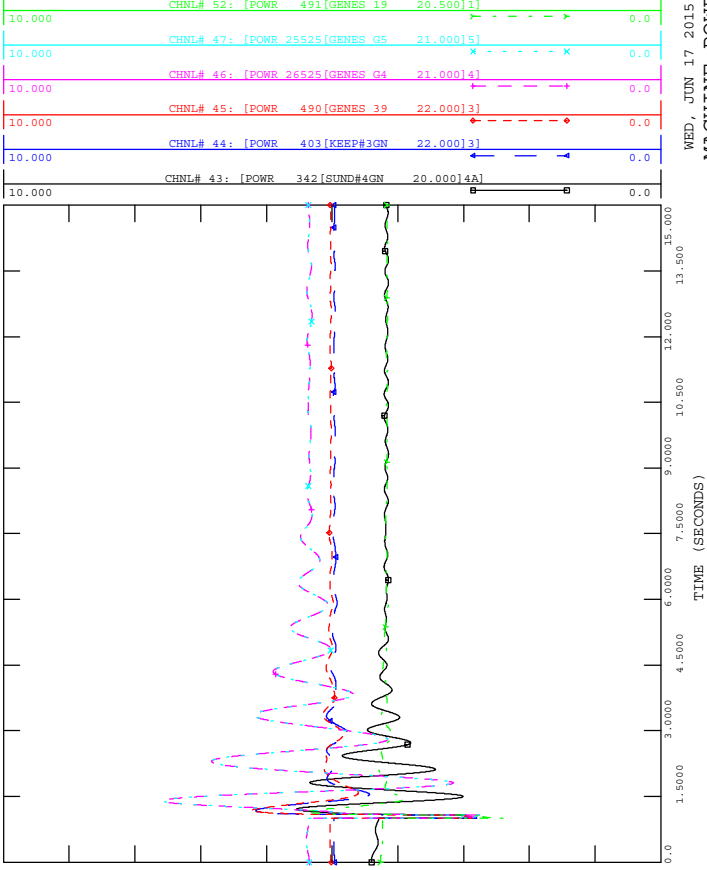


WED, JUN 17 2015 13:10
 BUS VOLTAGE

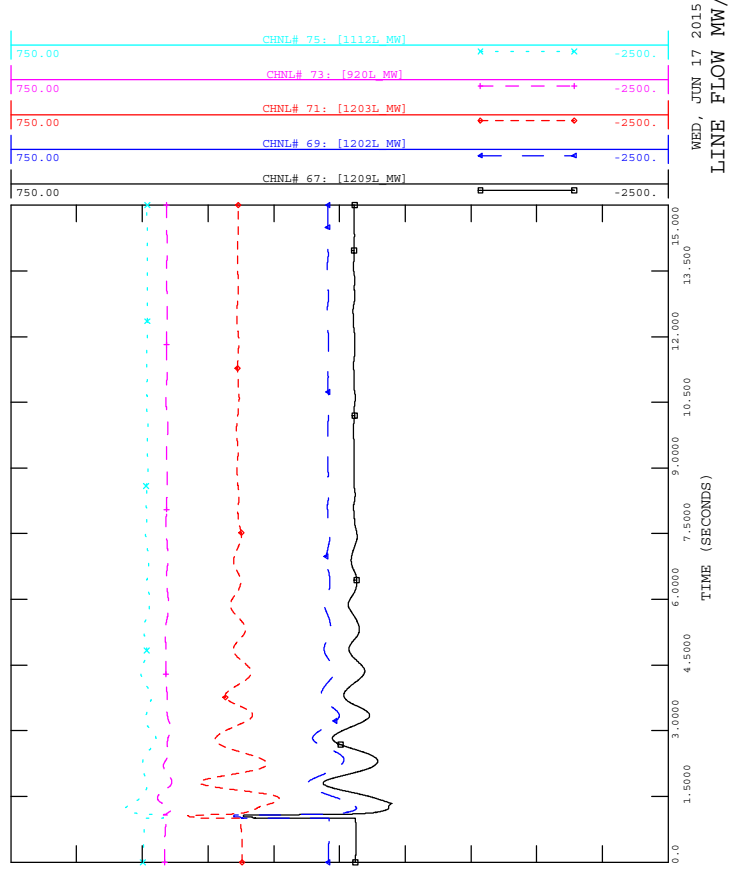




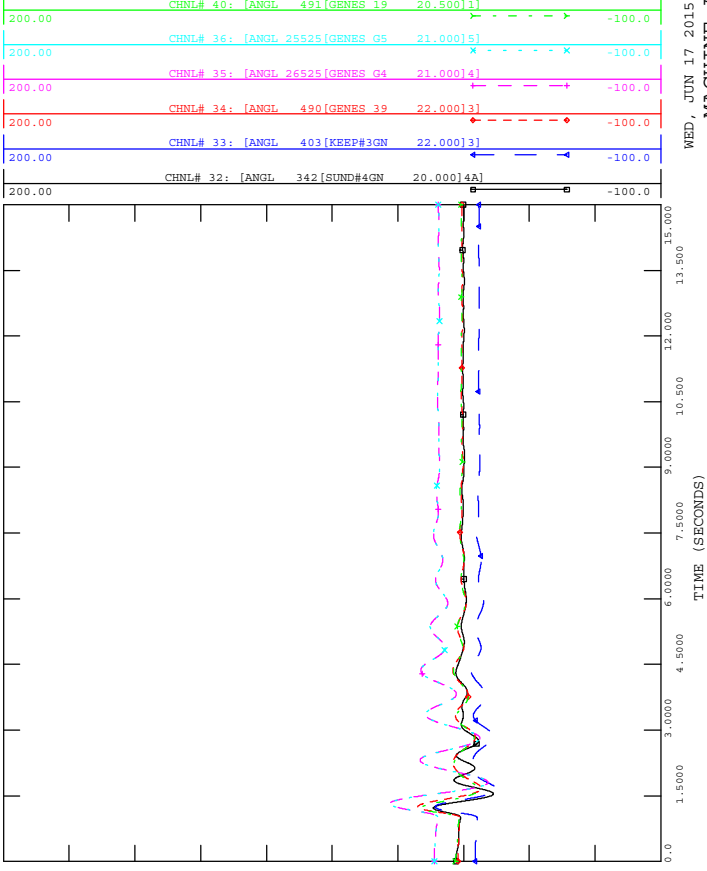
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



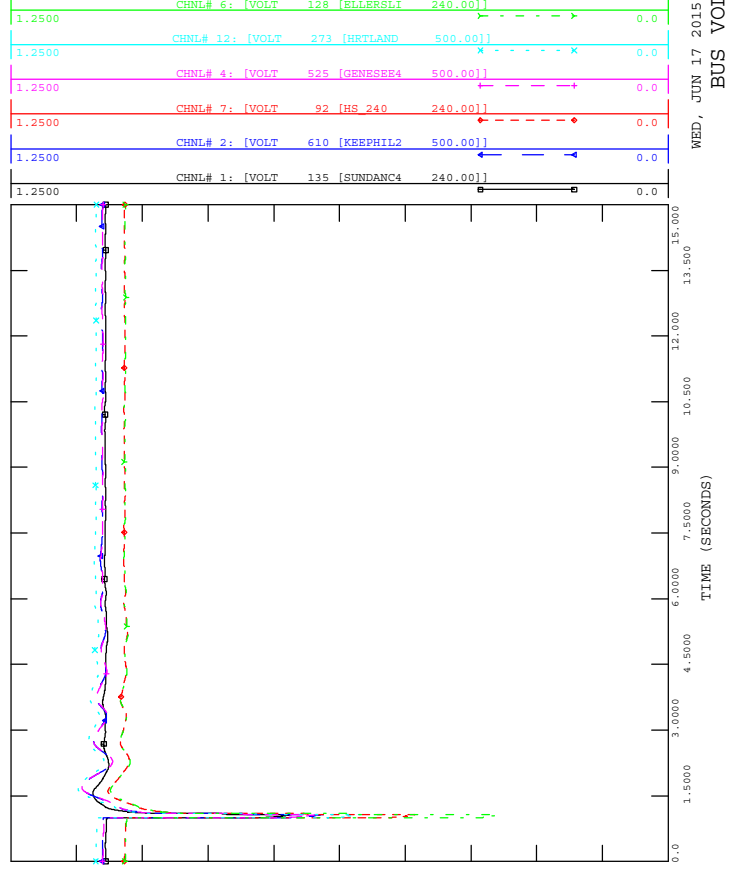
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 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

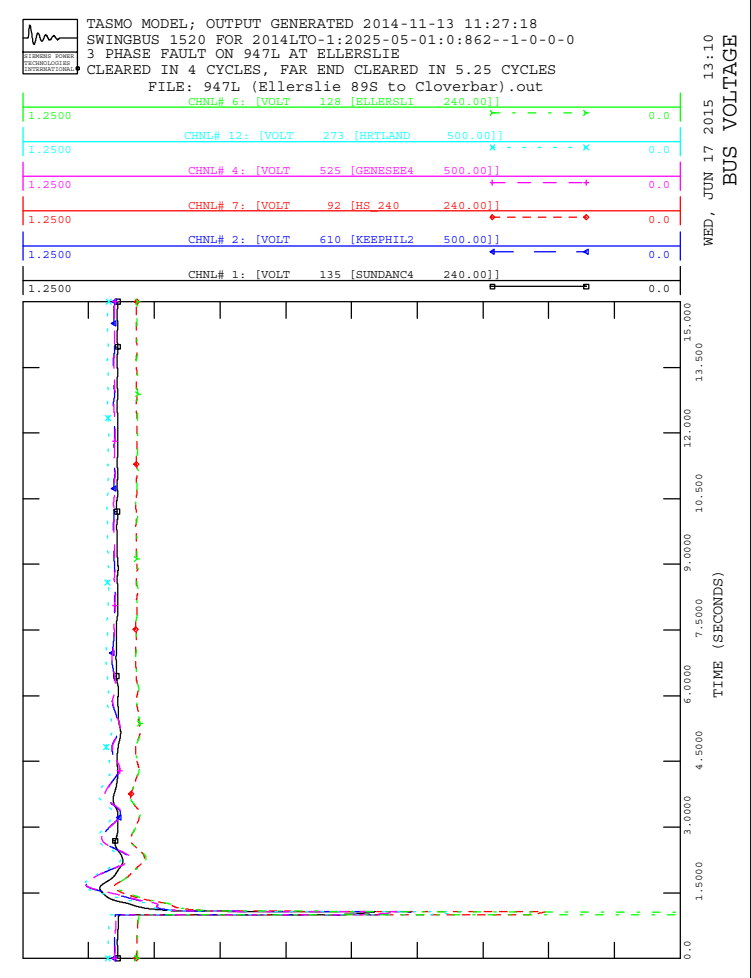
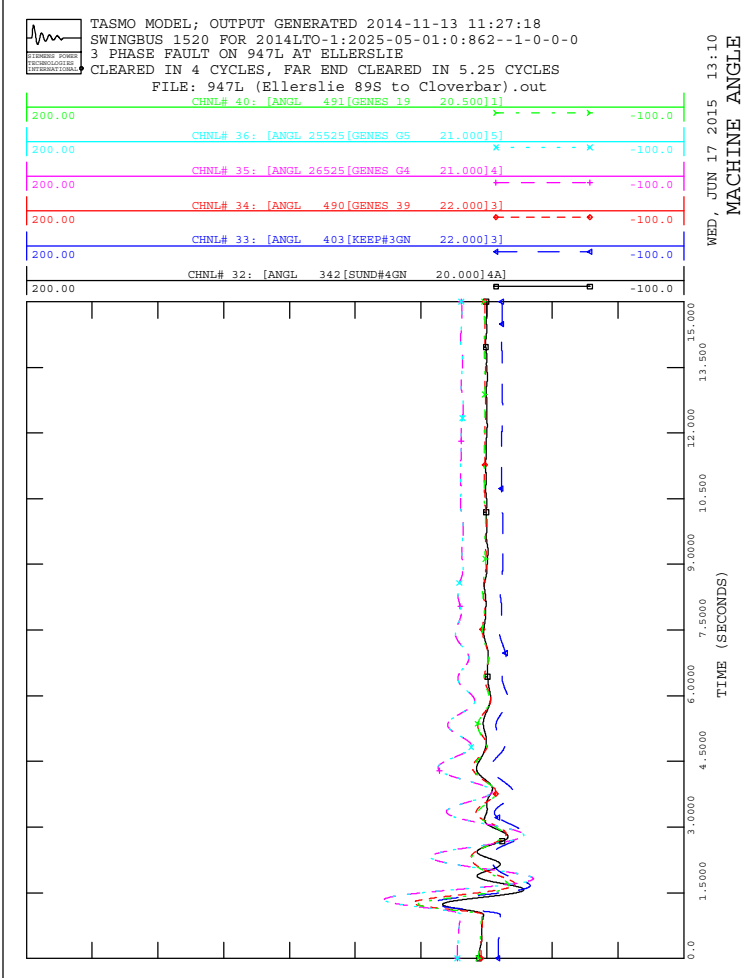
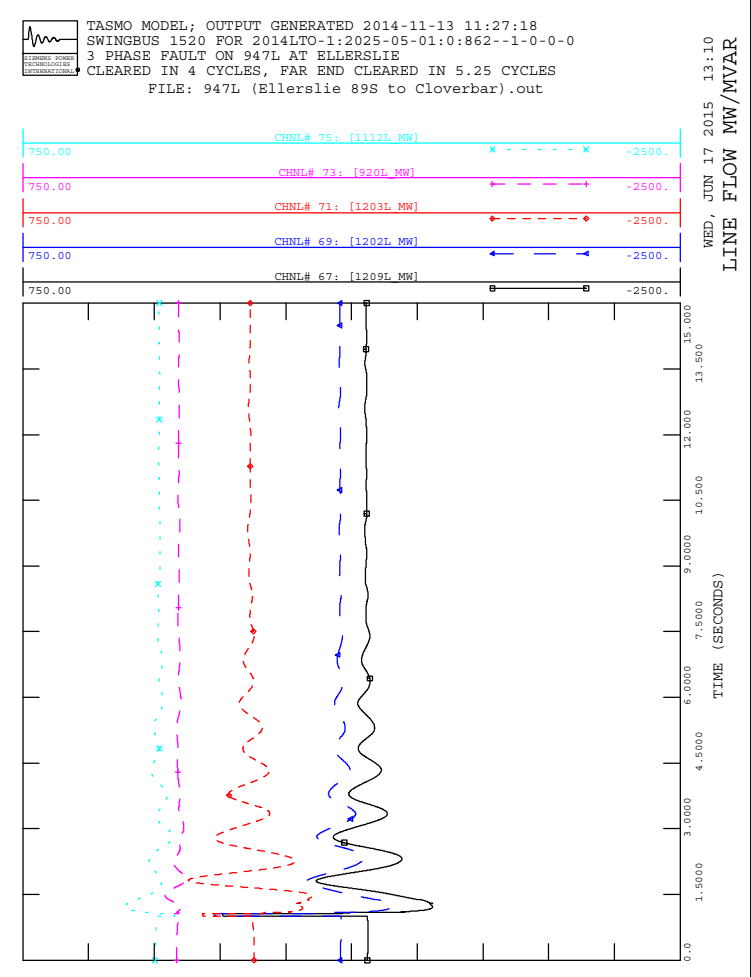
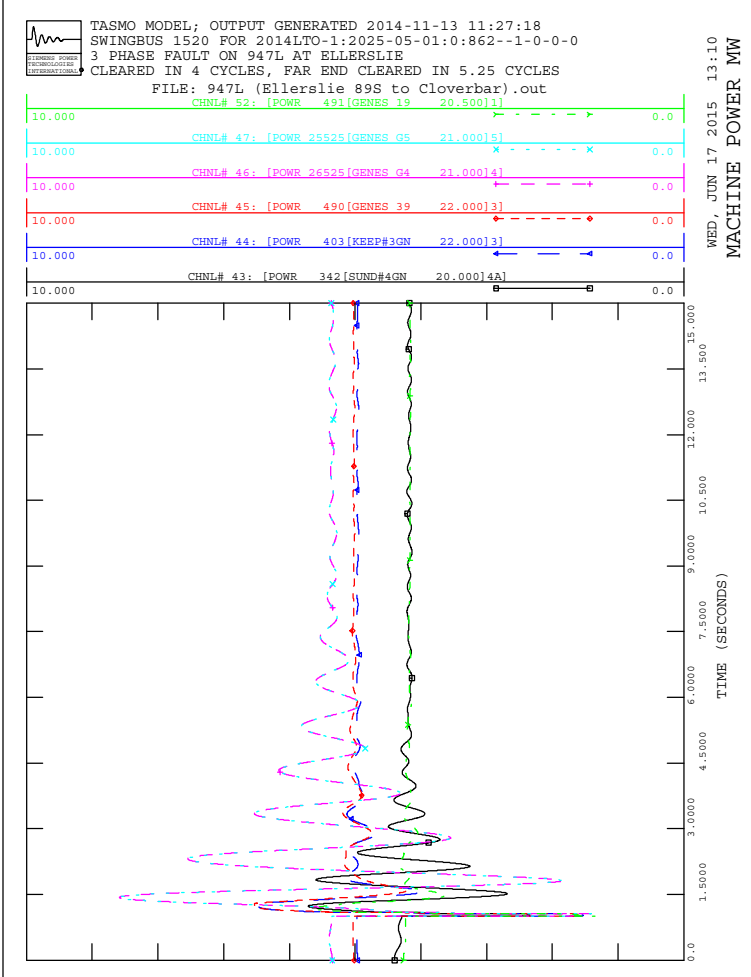


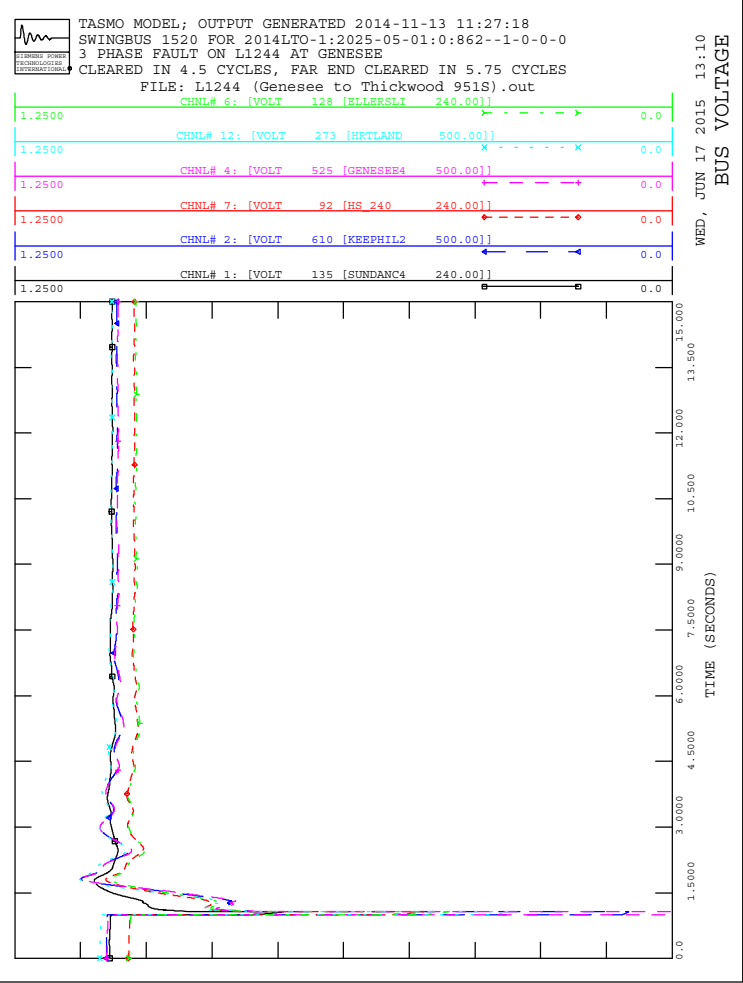
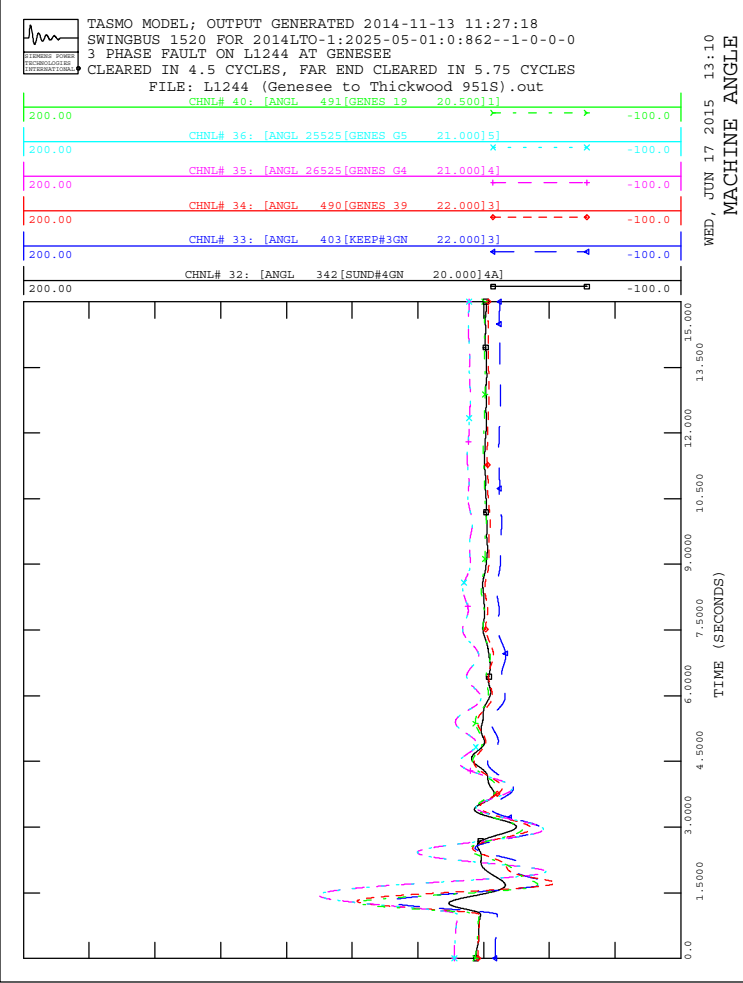
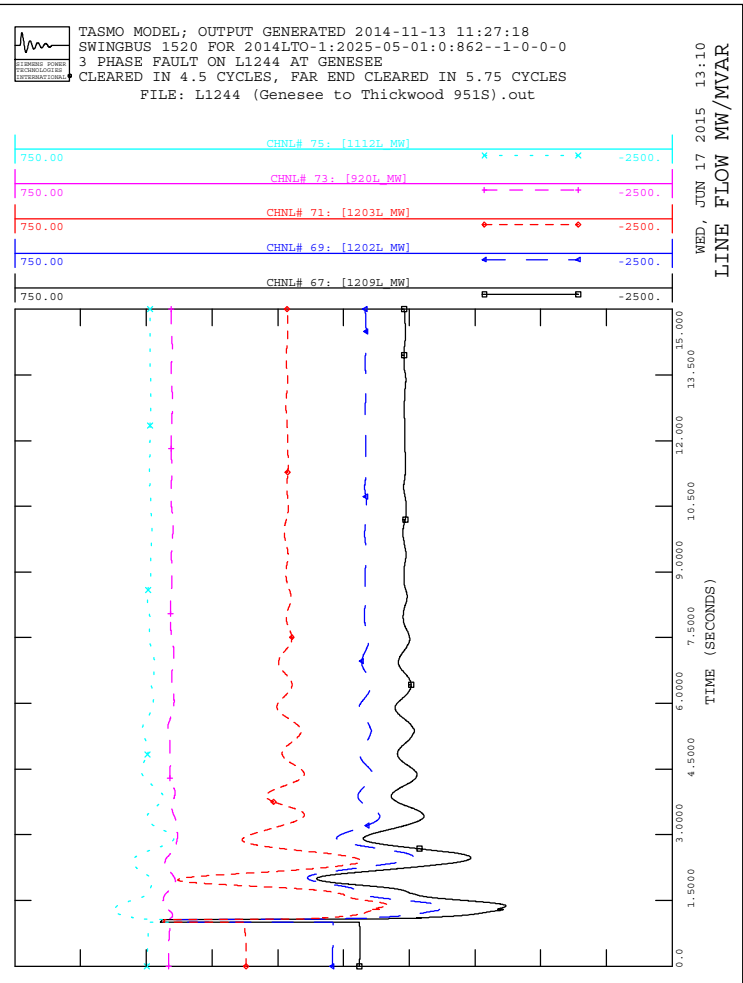
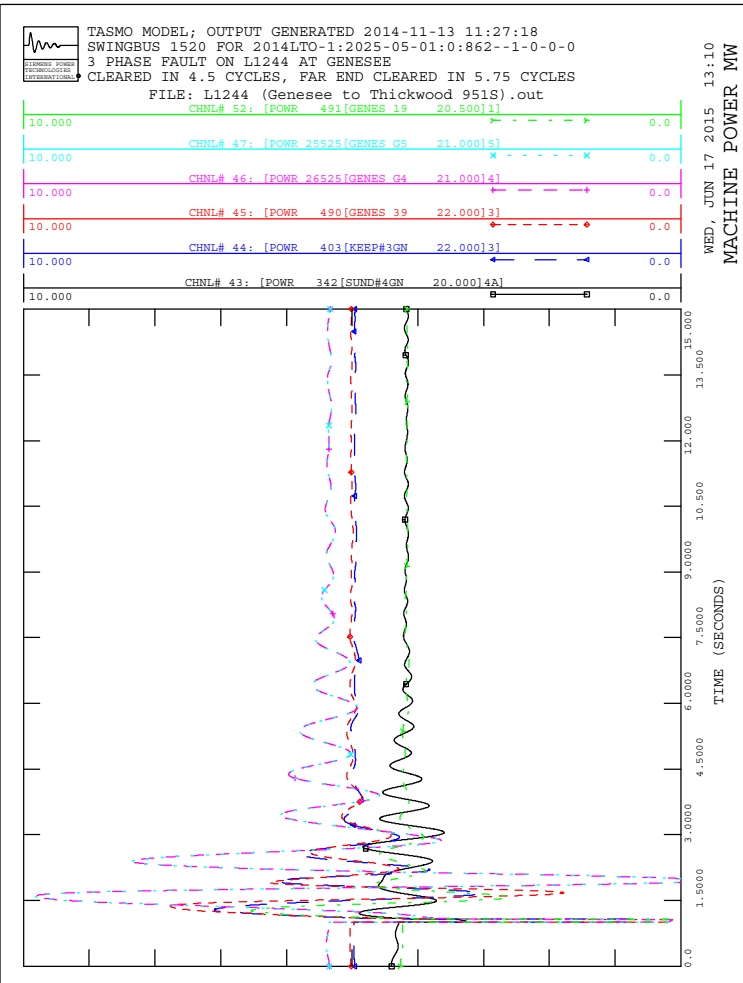
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

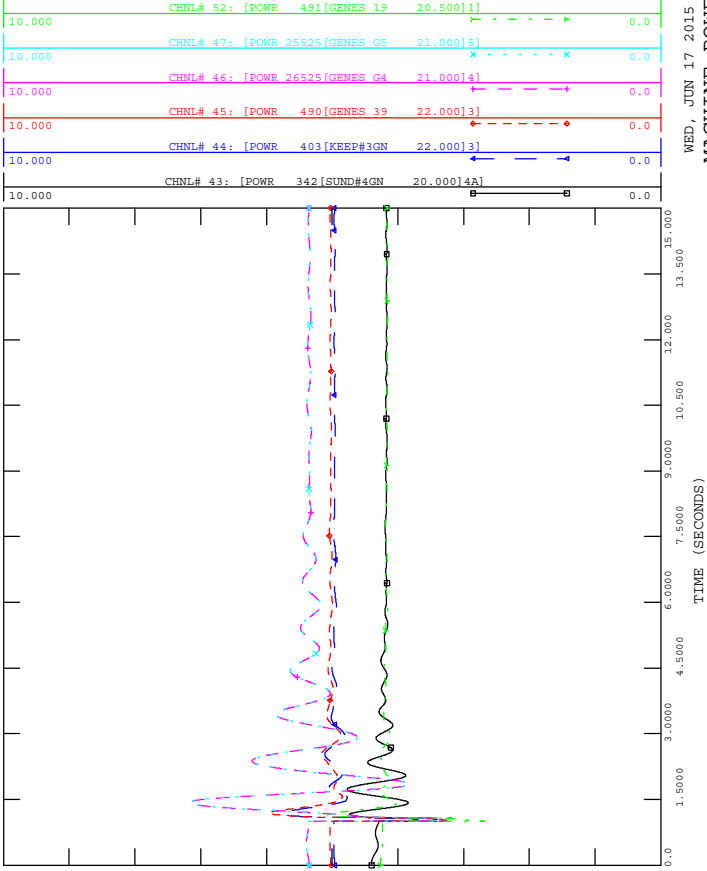








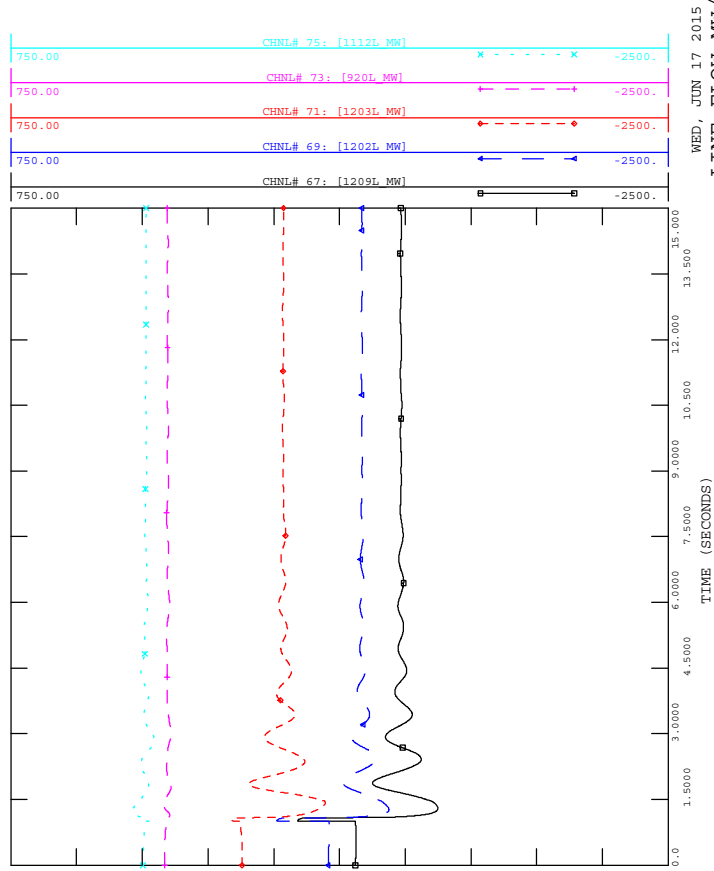
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON L1244 AT THICKWOOD
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Thickwood 951S to Genesee).out



WED, JUN 17 2015 13:10
 MACHINE POWER MW



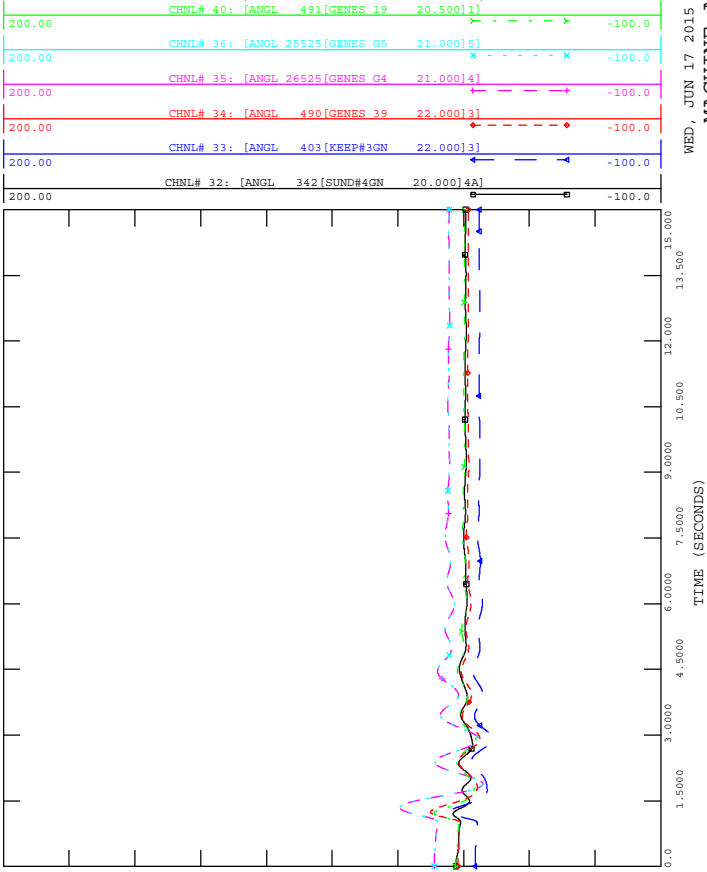
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON L1244 AT THICKWOOD
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Thickwood 951S to Genesee).out



WED, JUN 17 2015 13:10
 LINE FLOW MW/MVAR



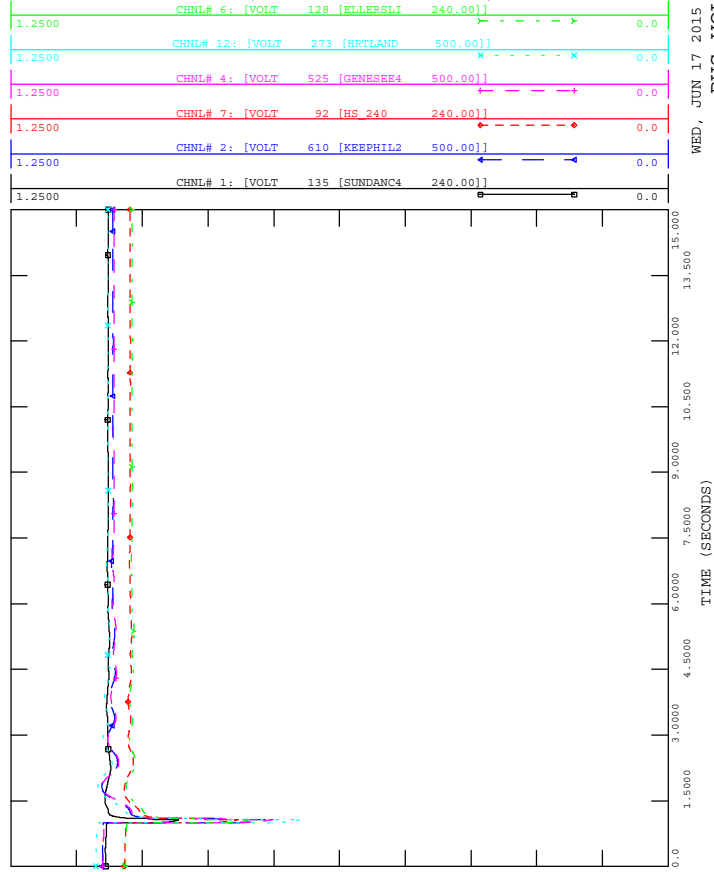
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Thickwood 951S to Genesee).out



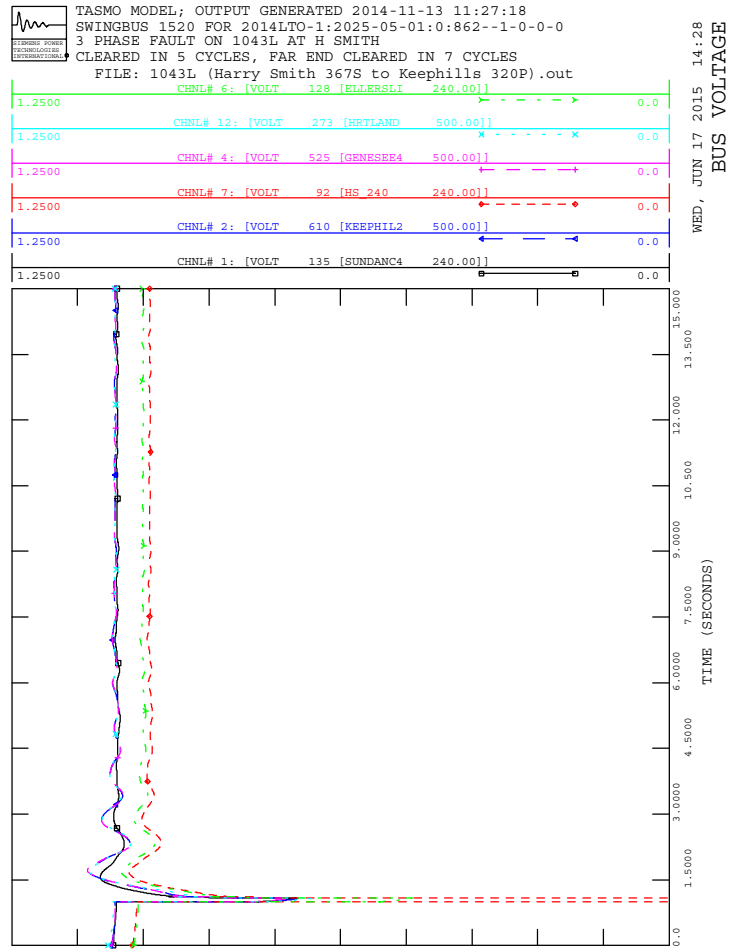
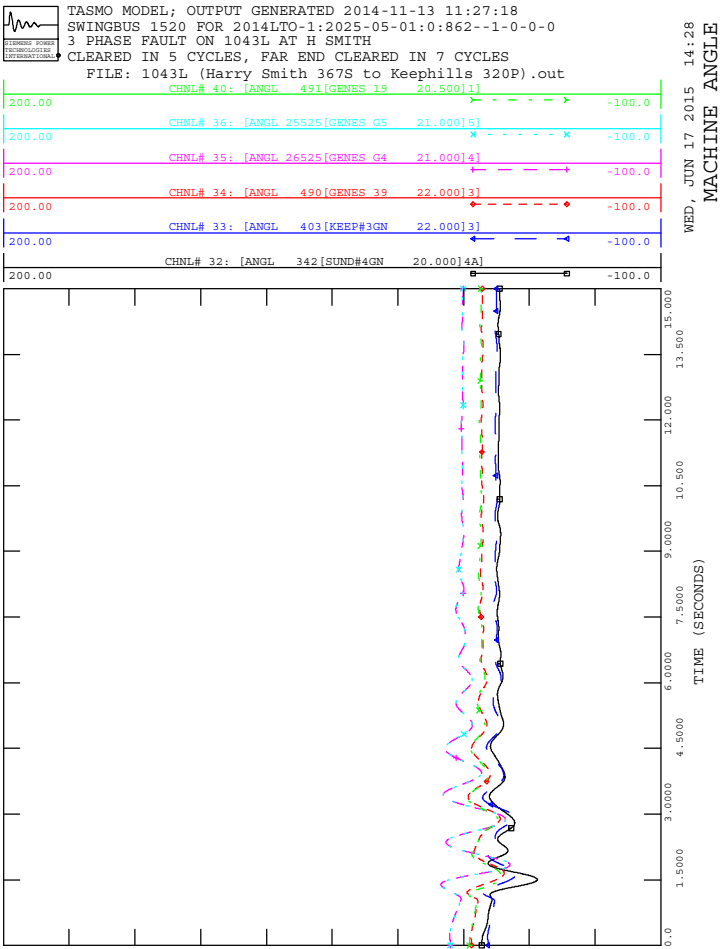
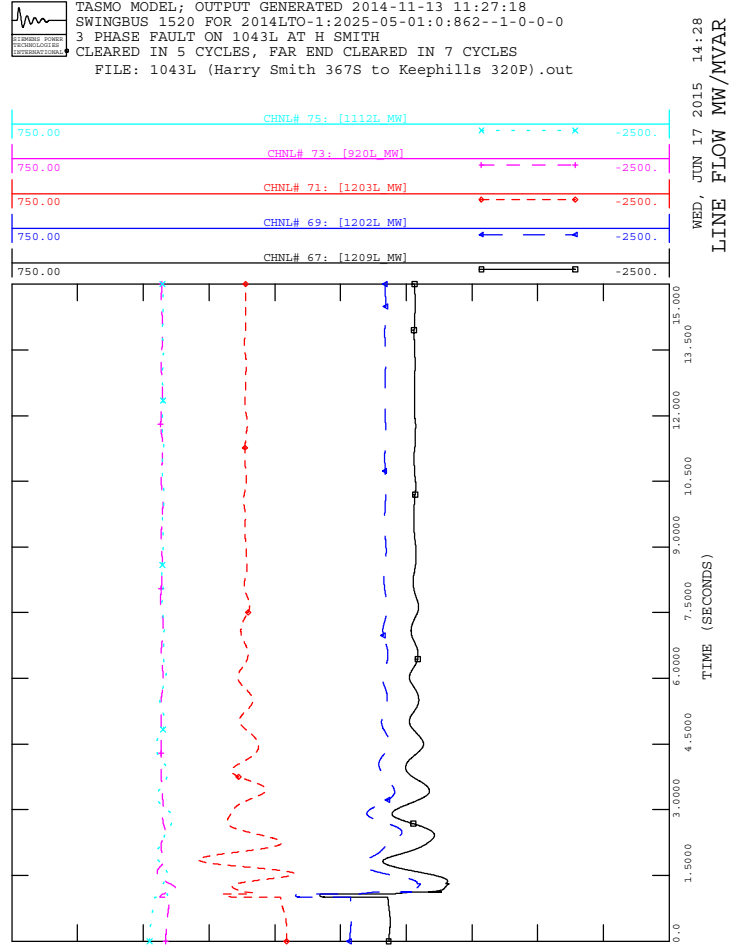
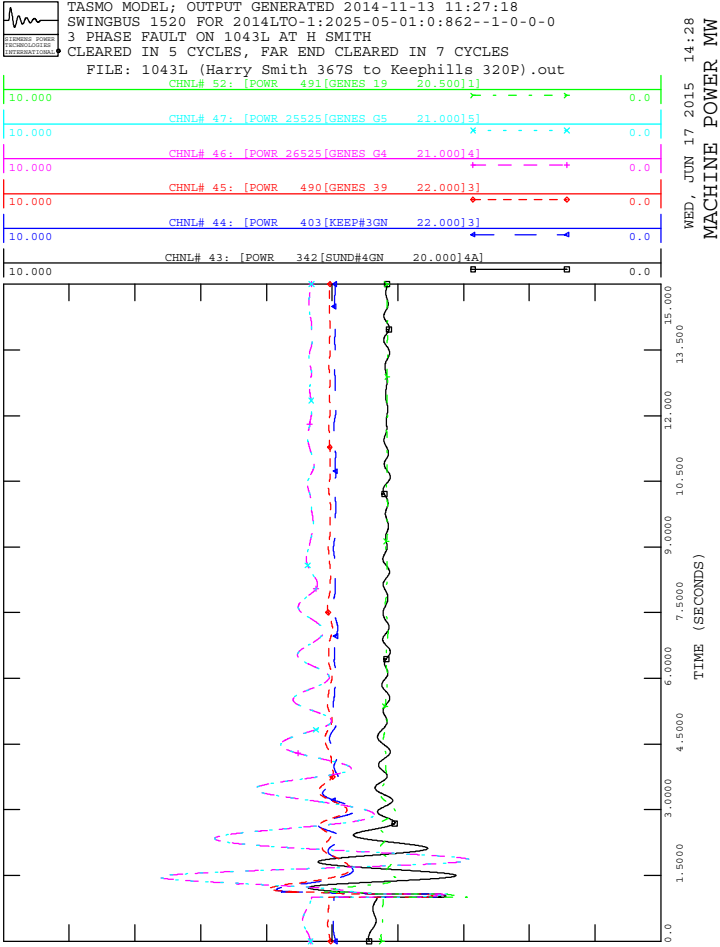
WED, JUN 17 2015 13:10
 MACHINE ANGLE

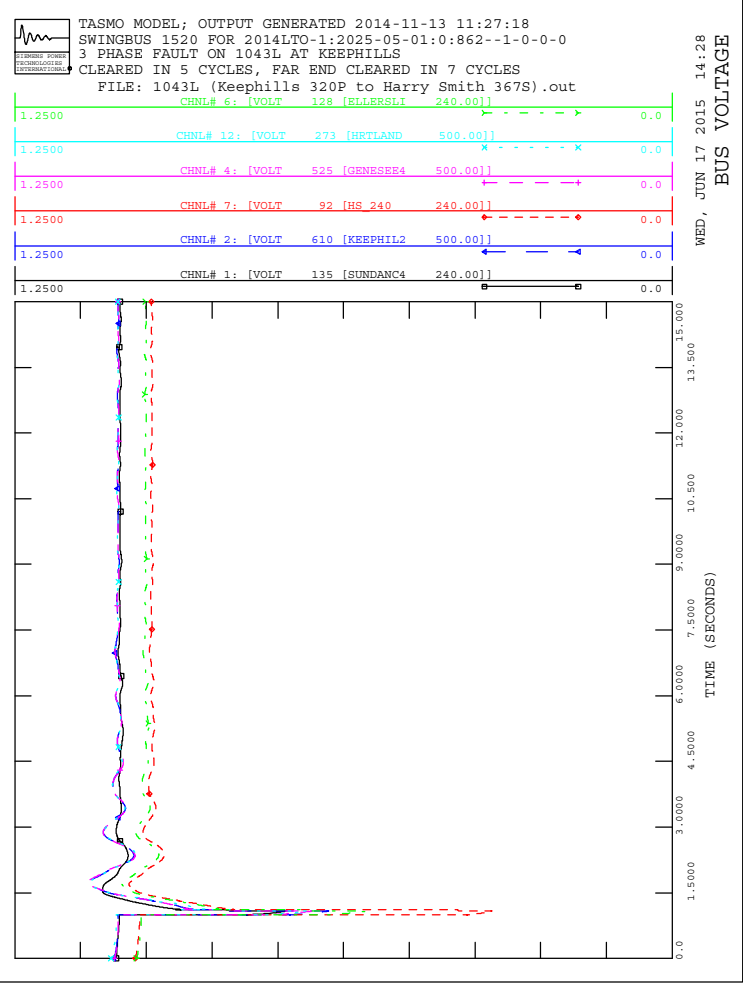
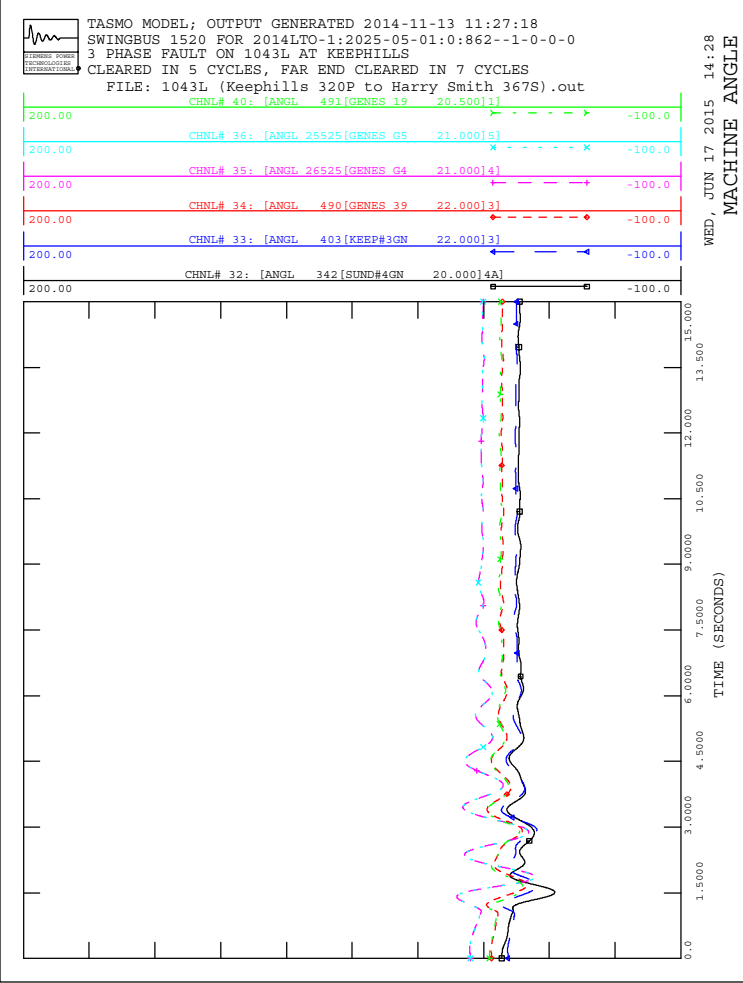
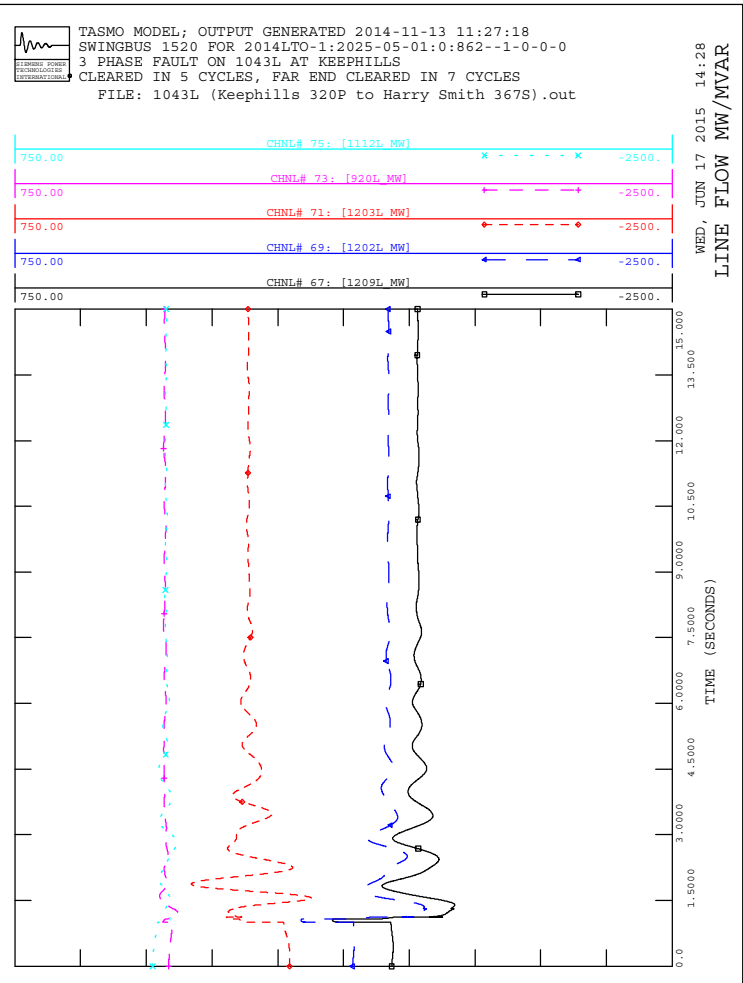
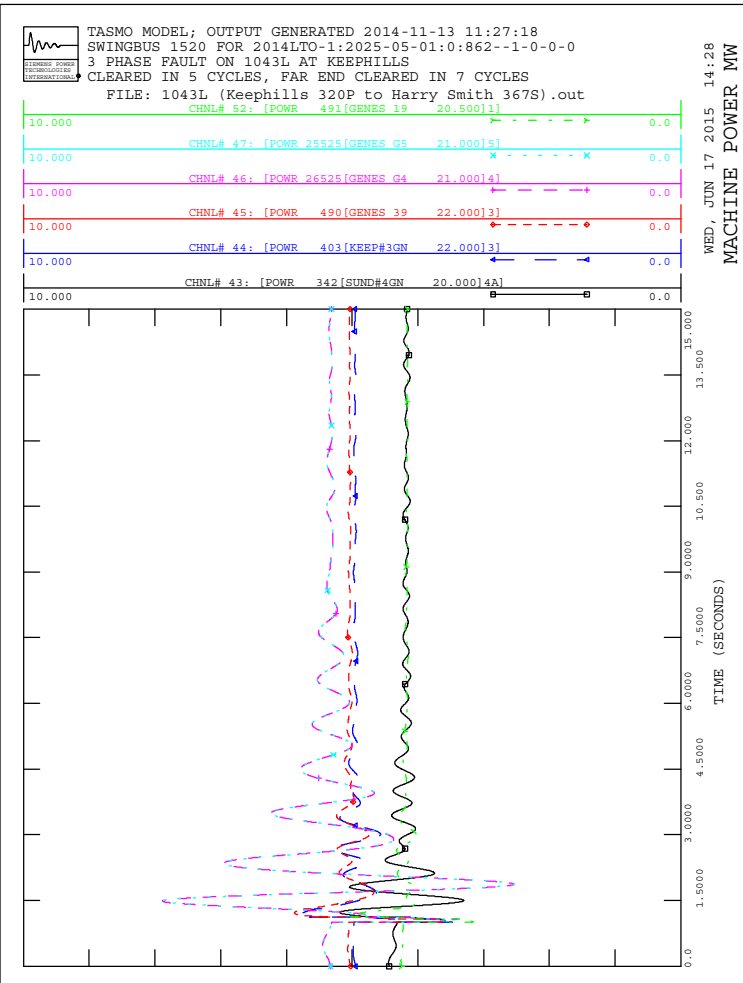


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON L1244 AT THICKWOOD
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Thickwood 951S to Genesee).out



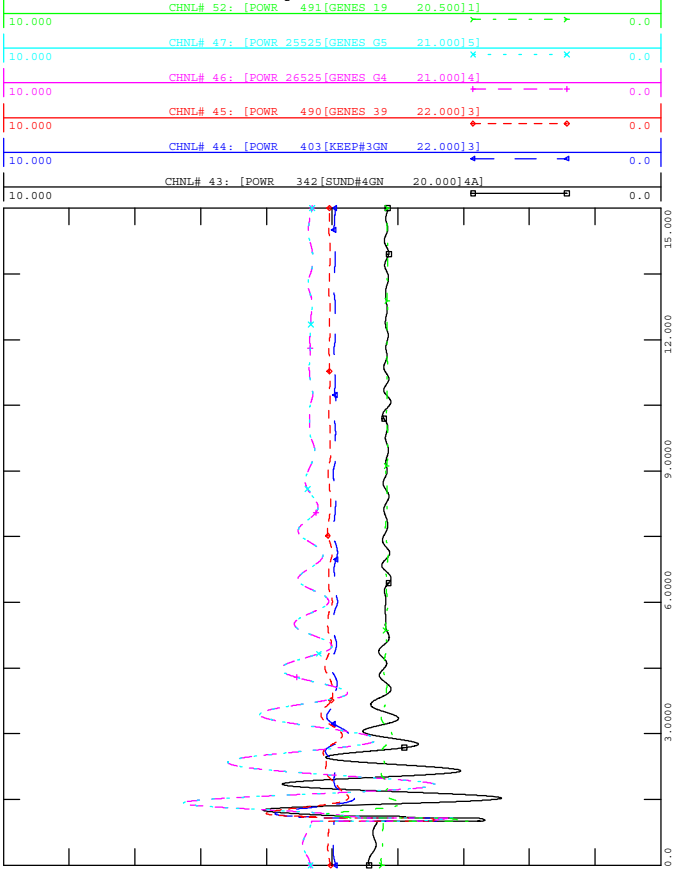
WED, JUN 17 2015 13:10
 BUS VOLTAGE



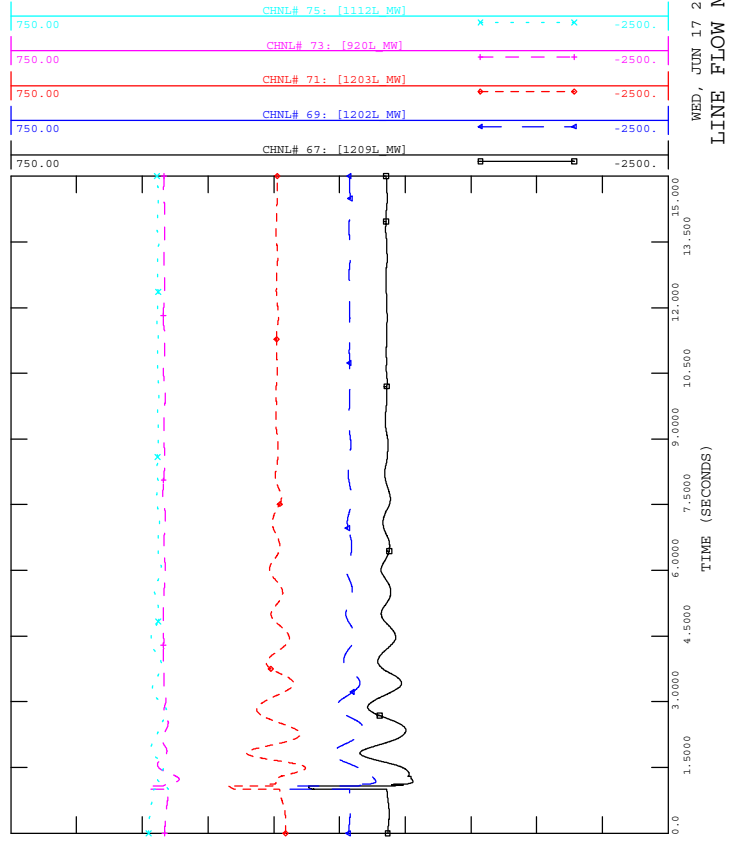




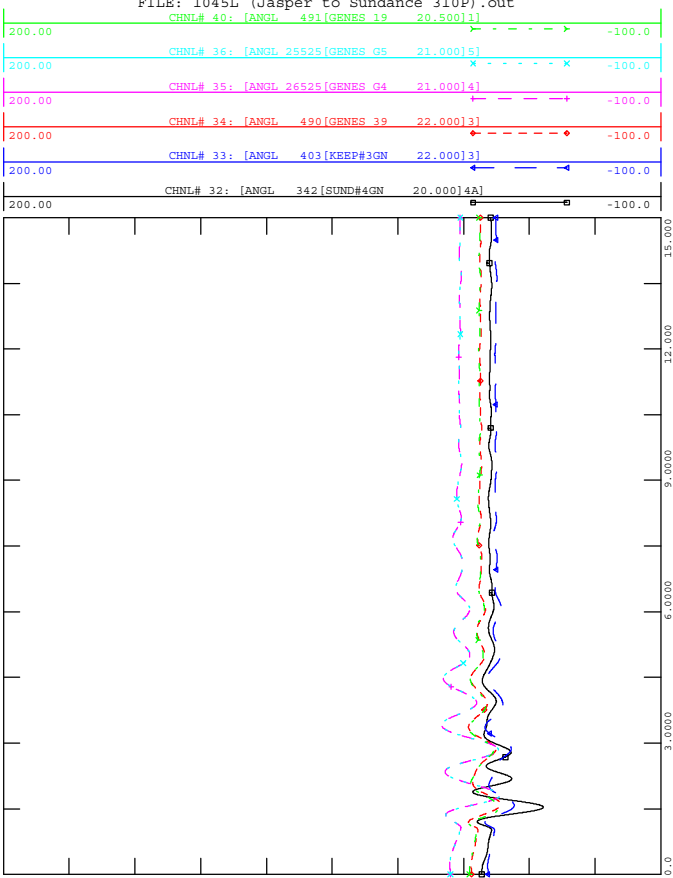
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



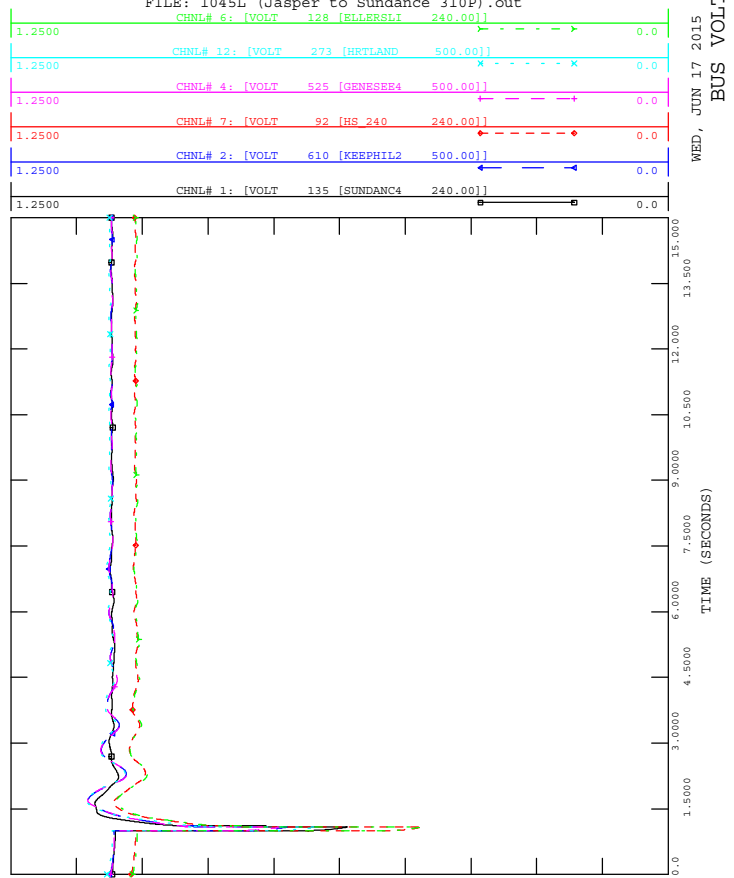
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out

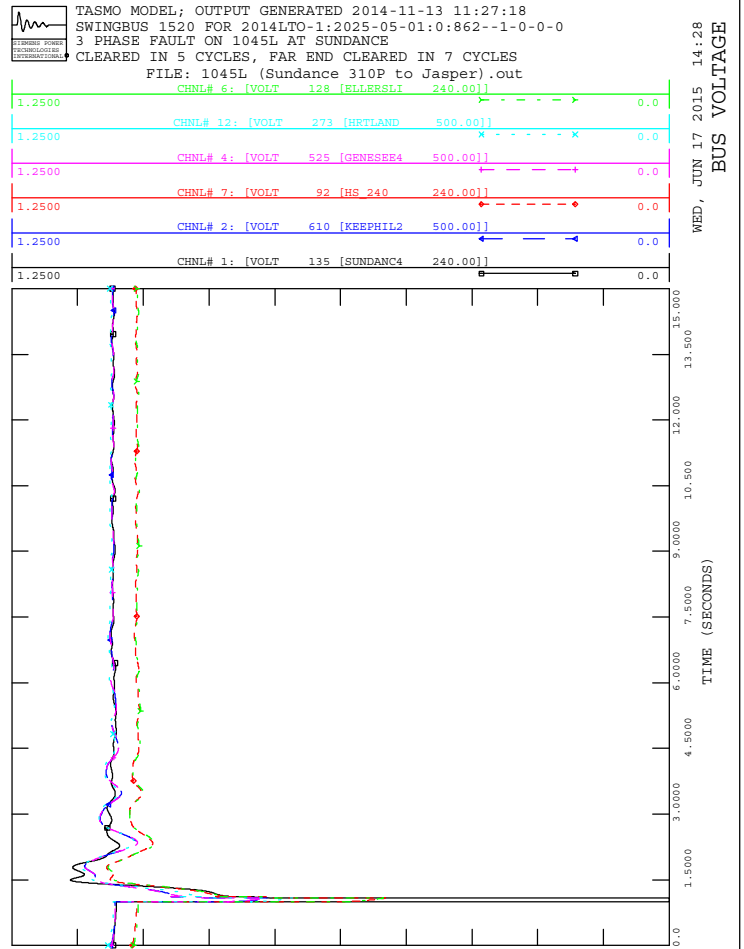
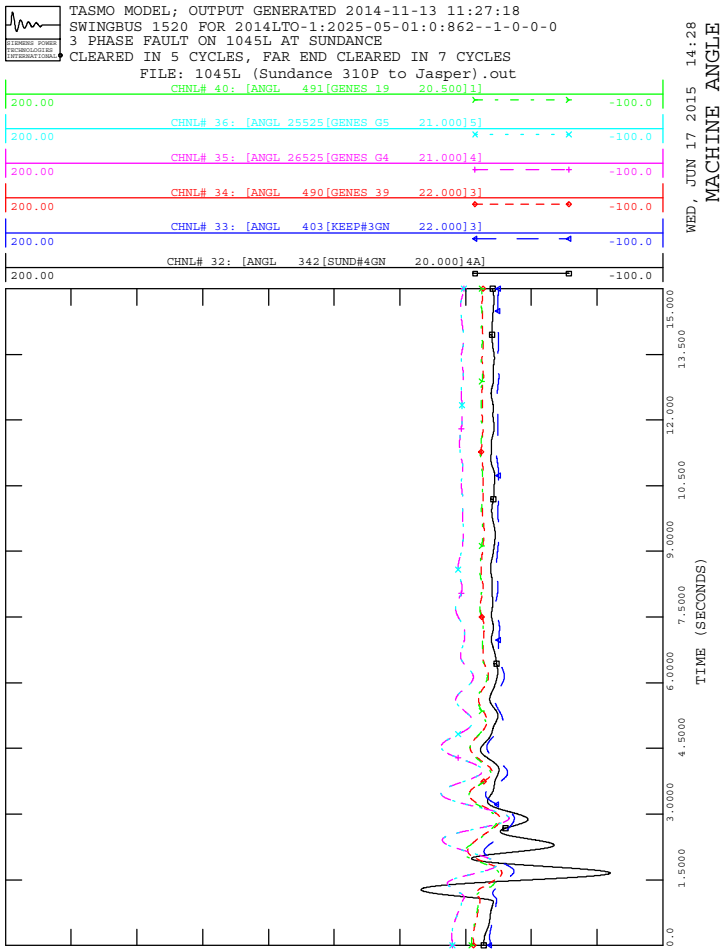
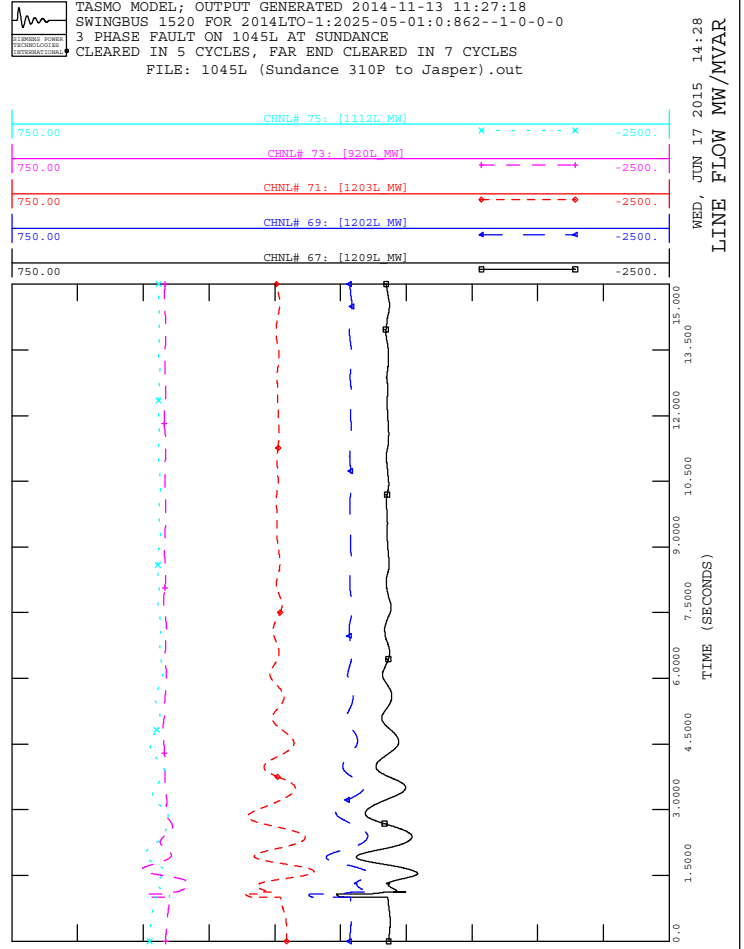
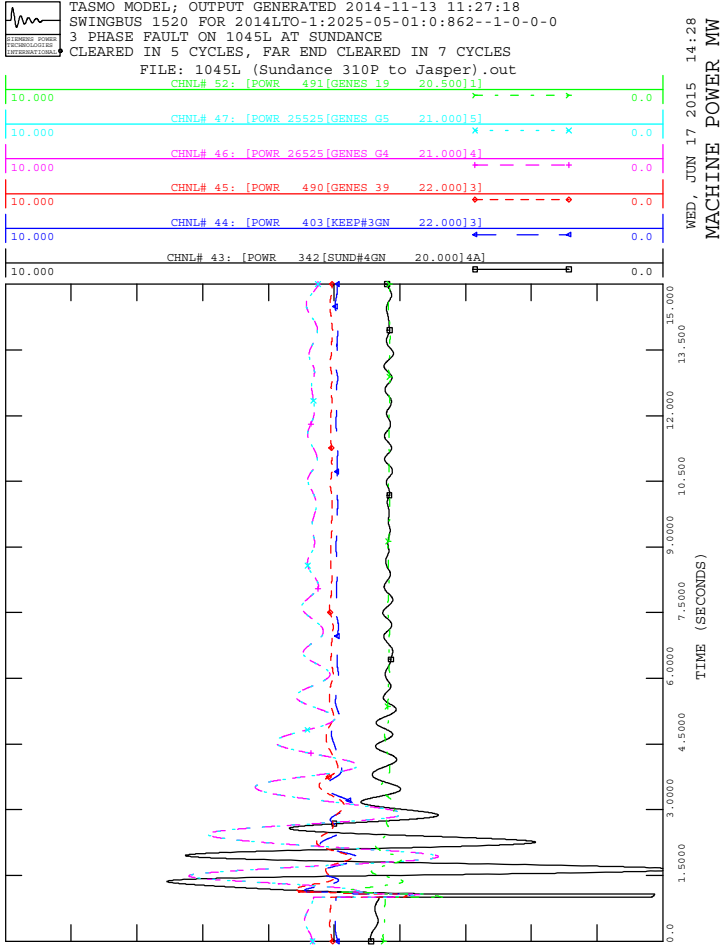


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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out



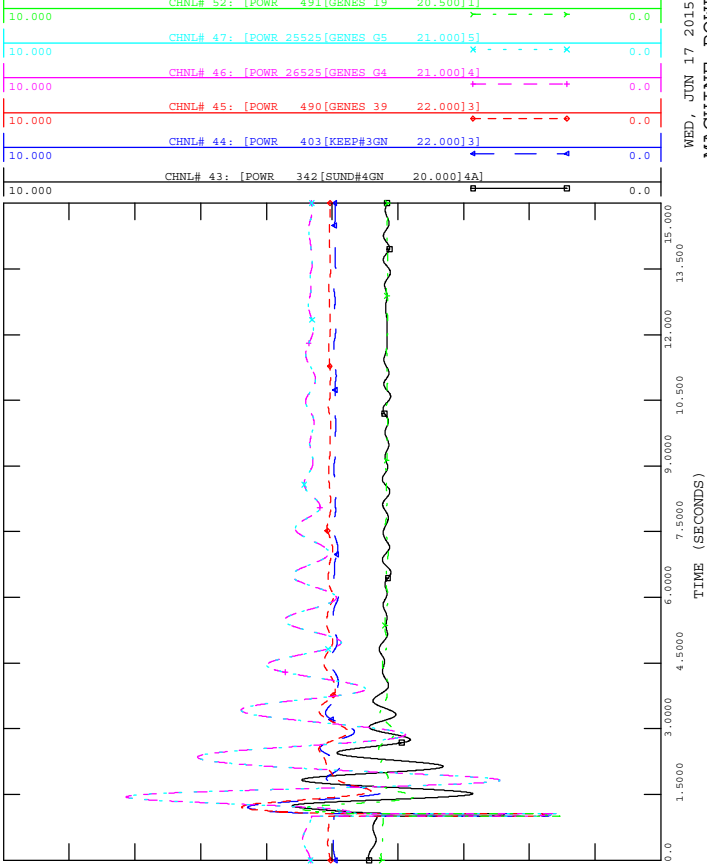
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT JASPER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Jasper to Sundance 310P).out







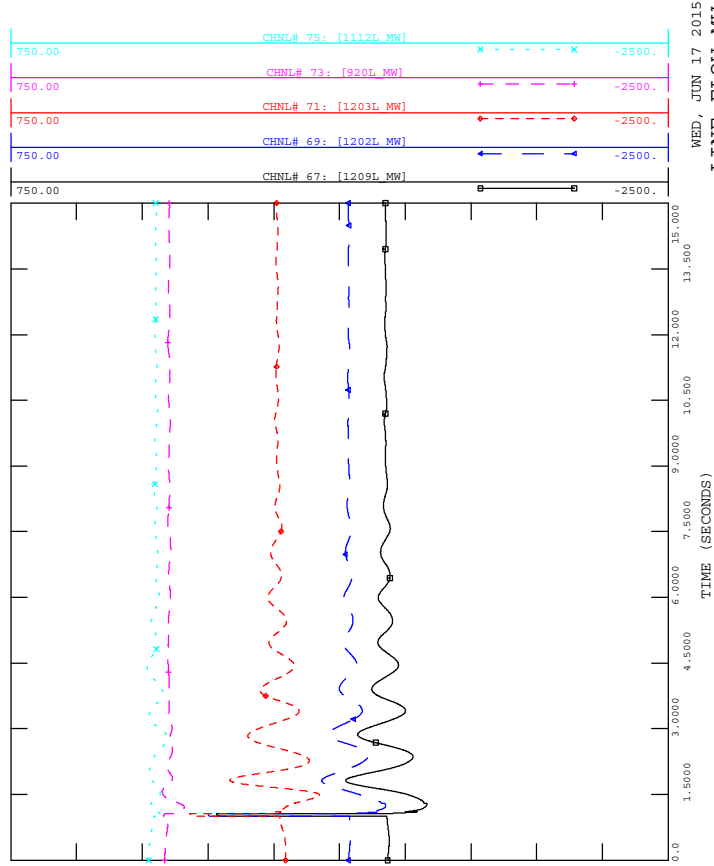
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Ellerslie 89S to Summerside).out



WED, JUN 17 2015 14:28
 MACHINE POWER MW



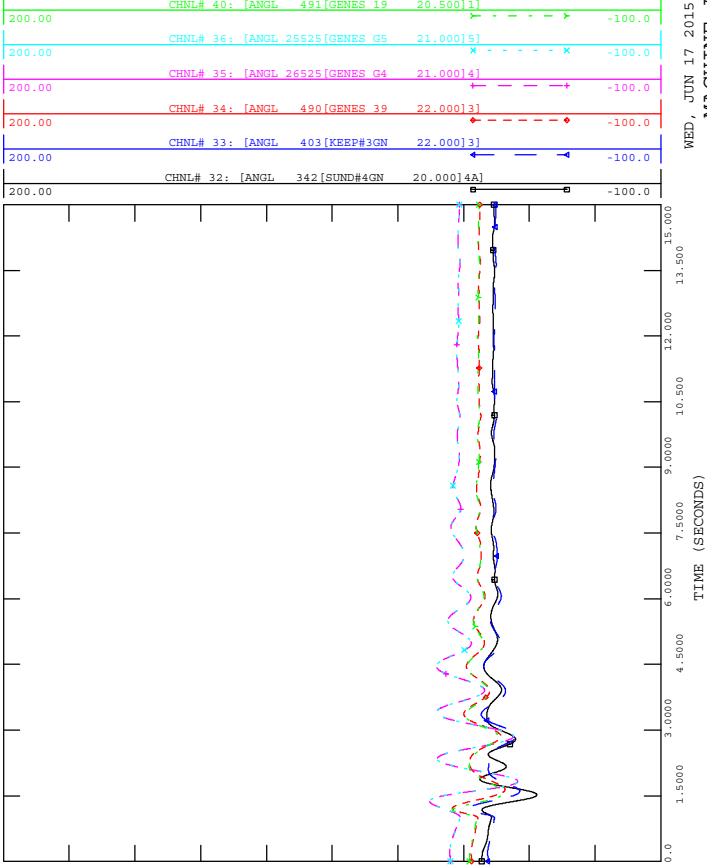
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 3 PHASE FAULT ON 1057L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Ellerslie 89S to Summerside).out



WED, JUN 17 2015 14:28
 LINE FLOW MW/MVAR



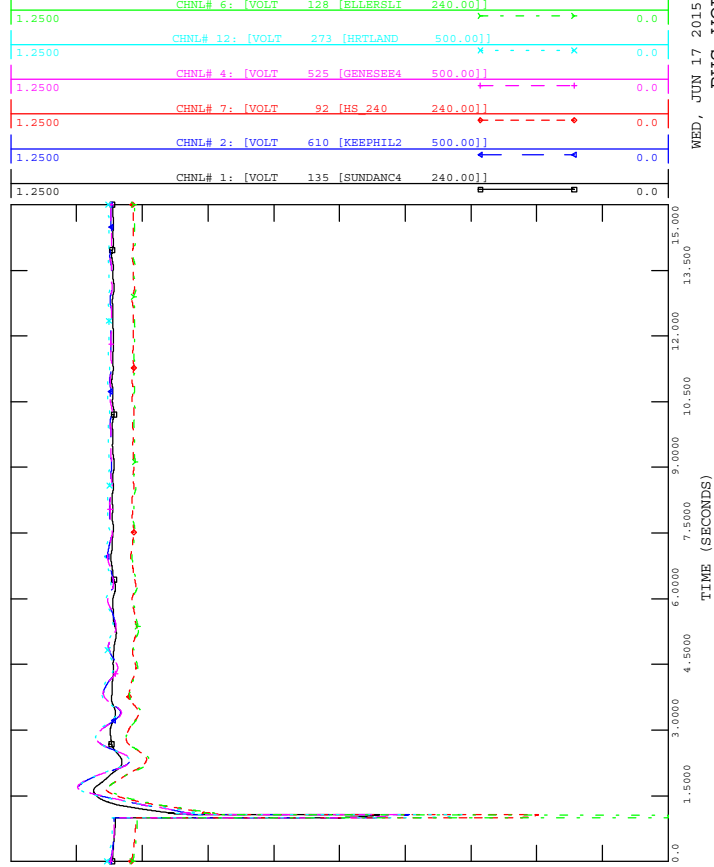
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Ellerslie 89S to Summerside).out



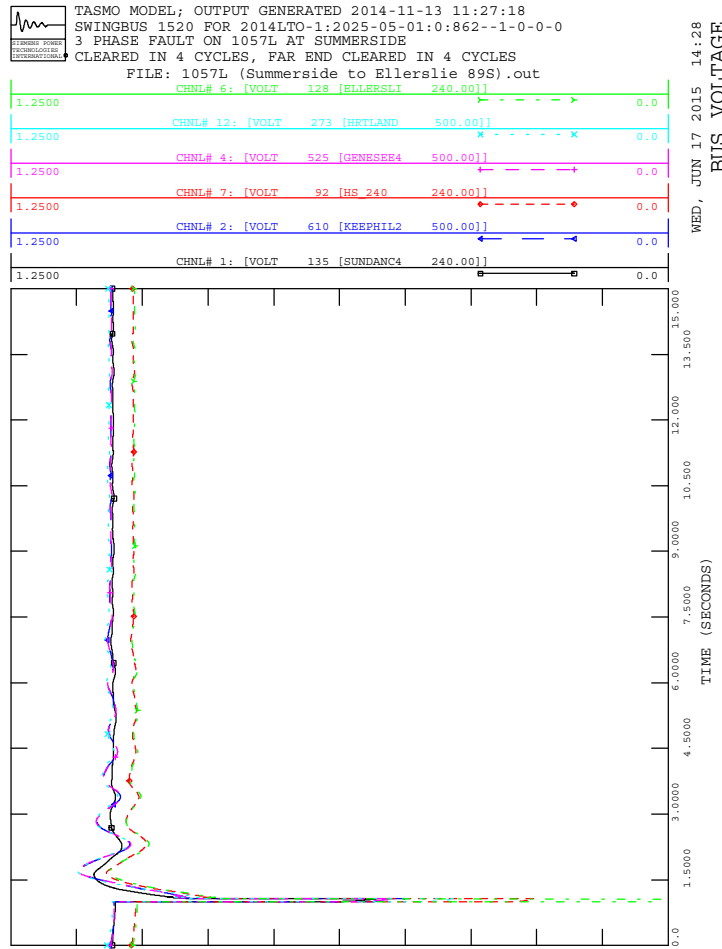
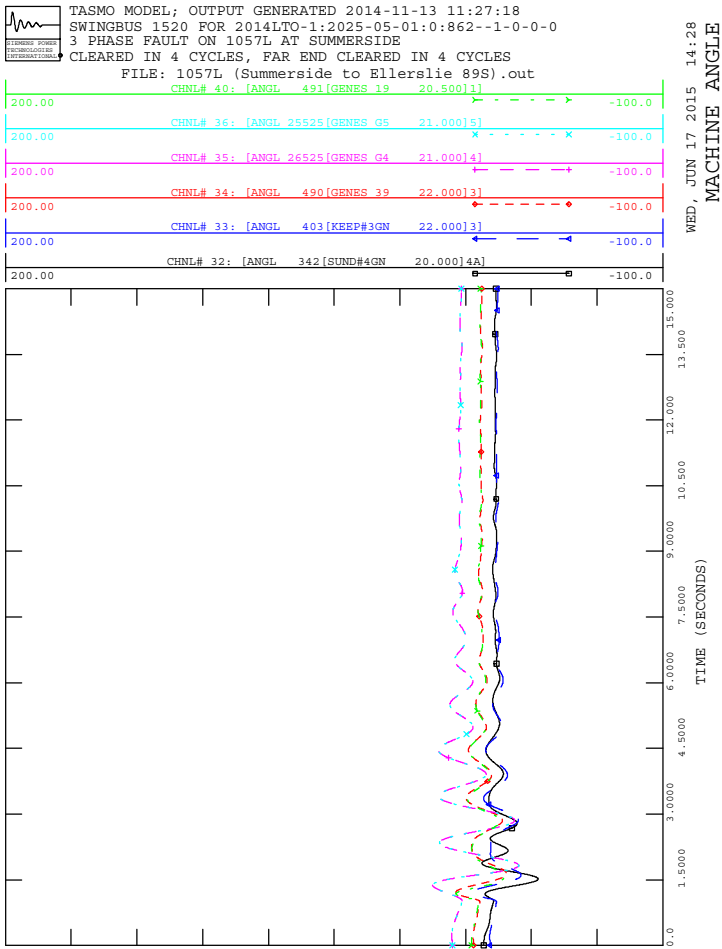
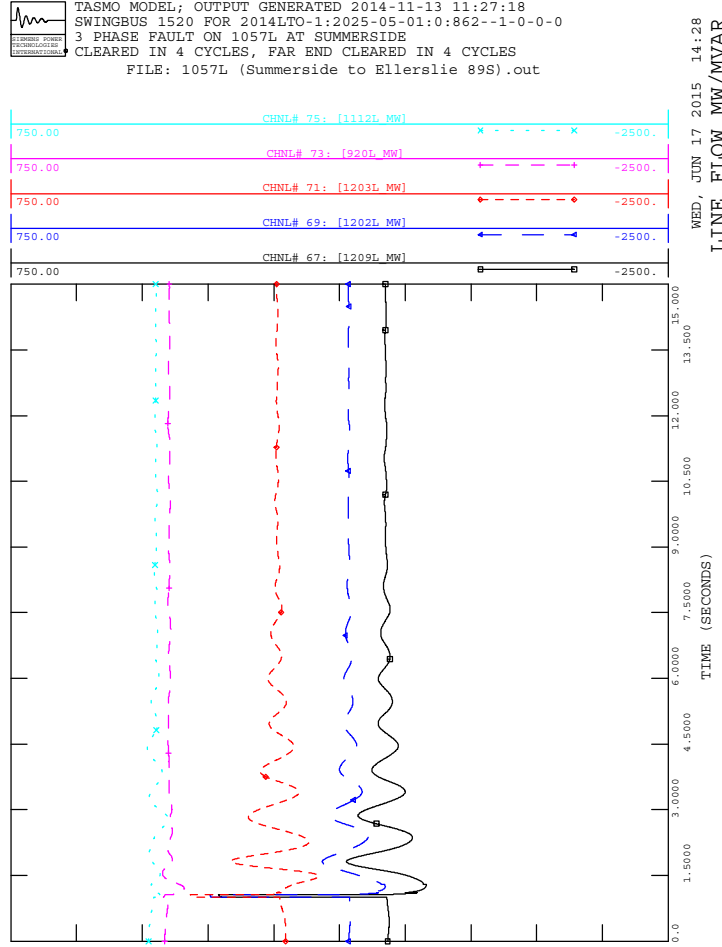
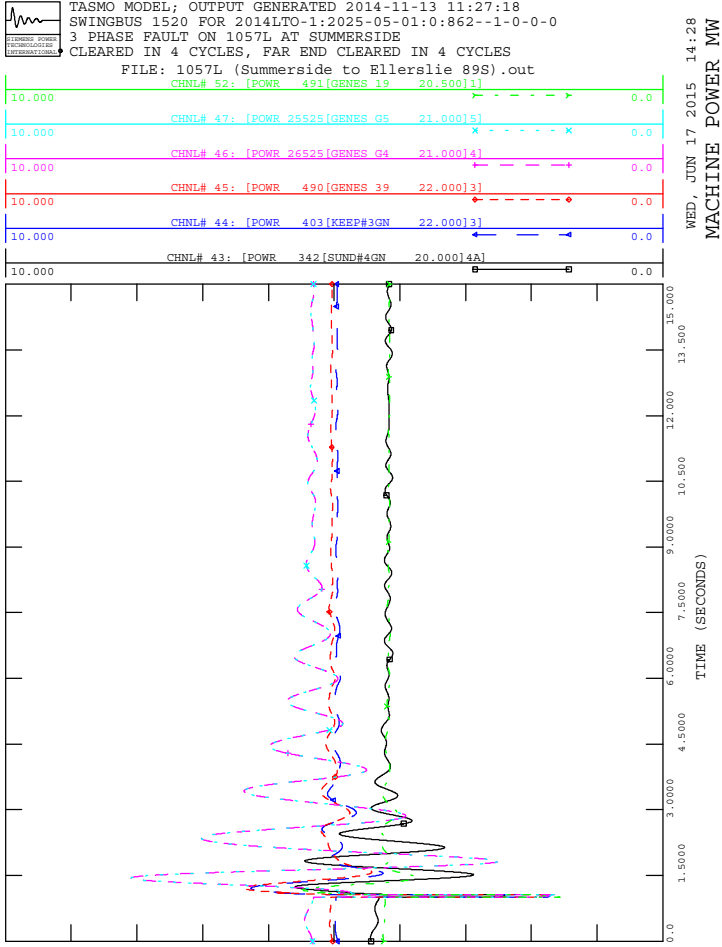
WED, JUN 17 2015 14:28
 MACHINE ANGLE

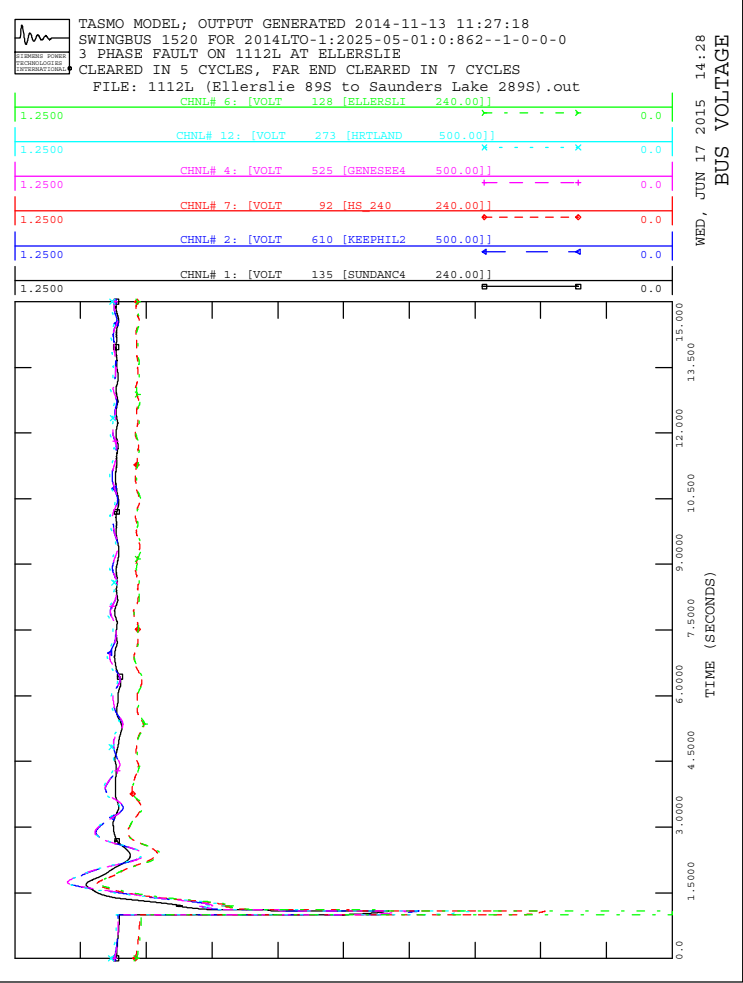
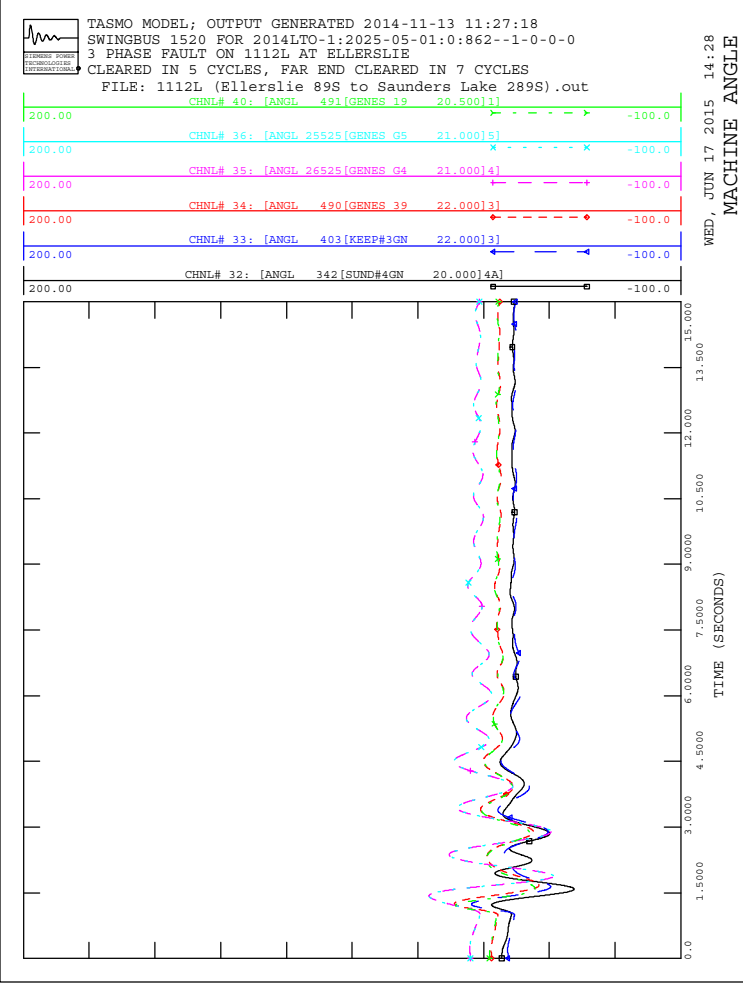
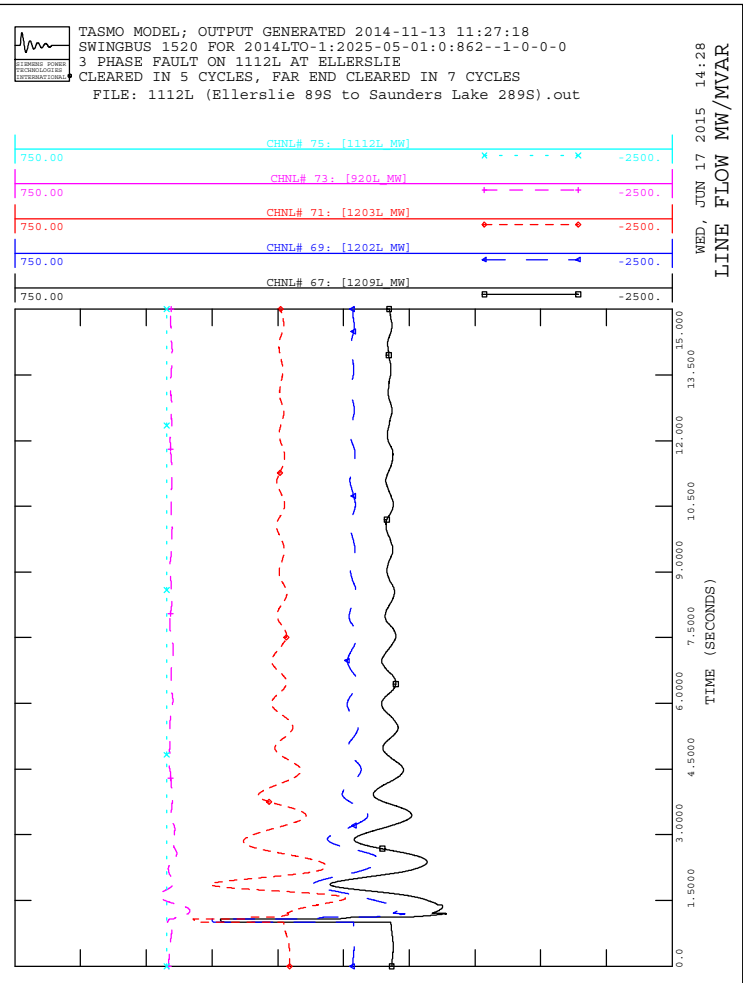
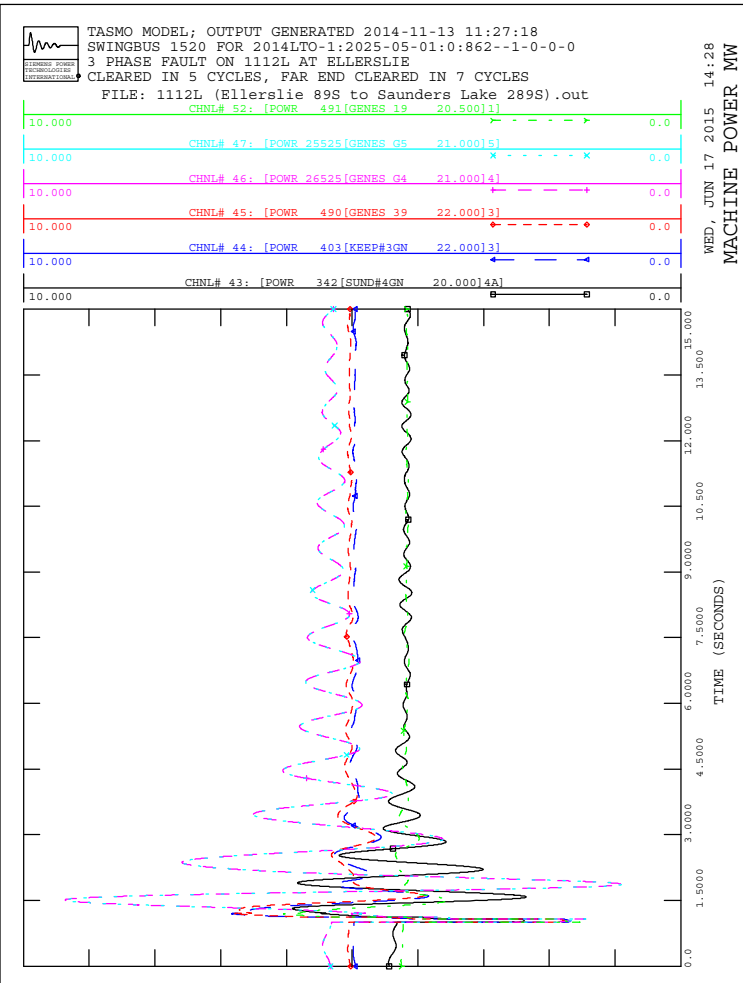


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Ellerslie 89S to Summerside).out



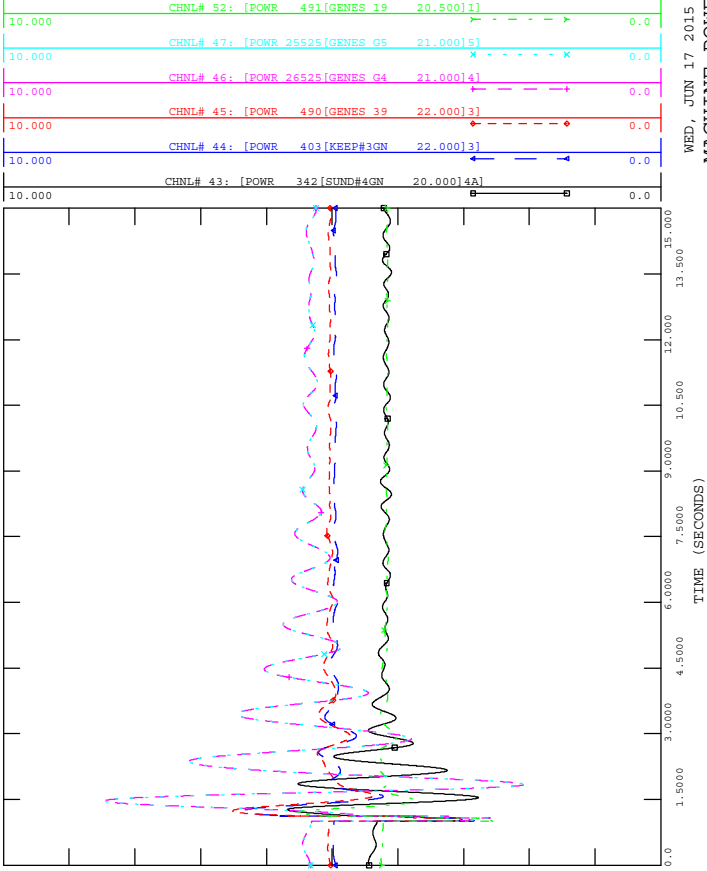
WED, JUN 17 2015 14:28
 BUS VOLTAGE



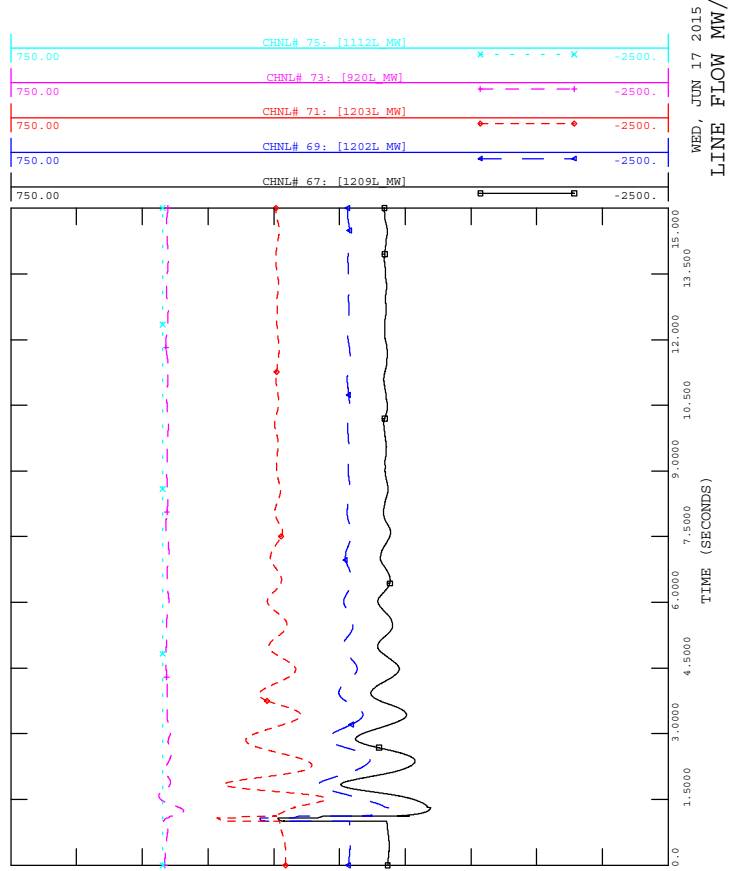




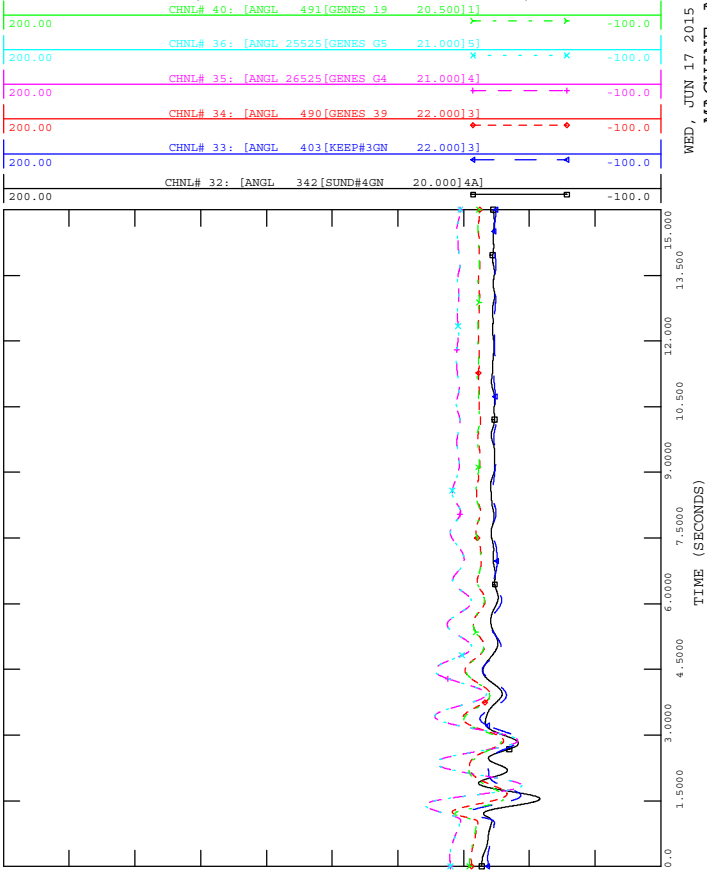
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



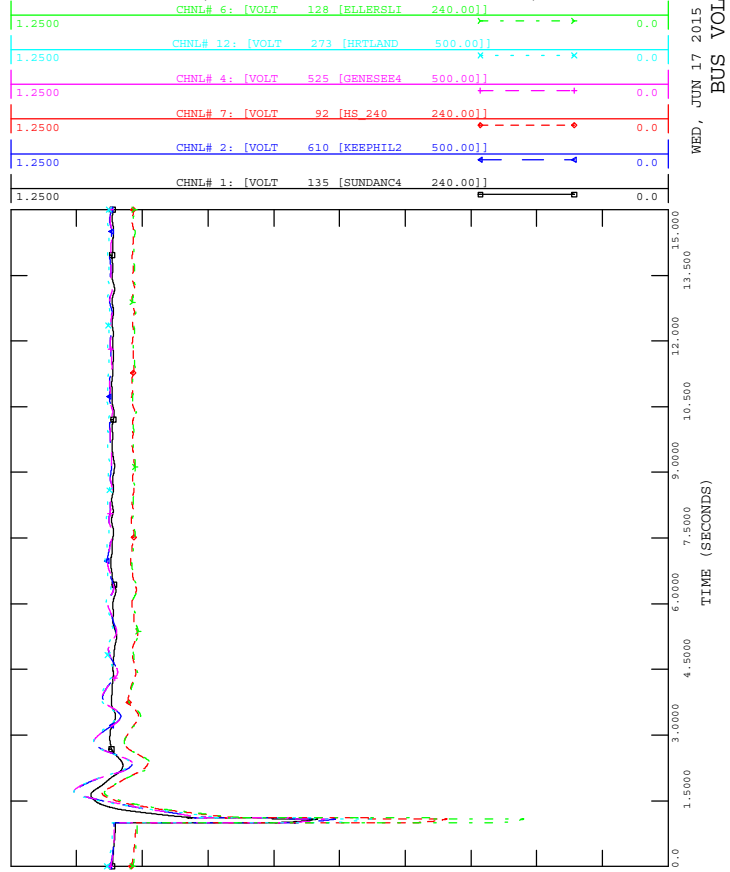
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 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

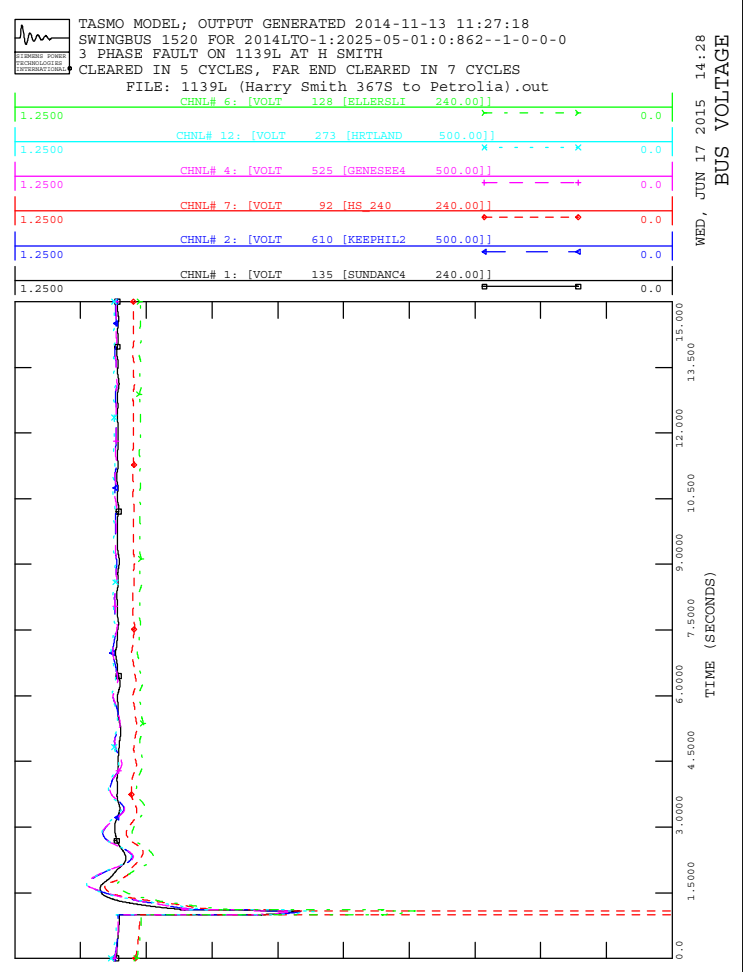
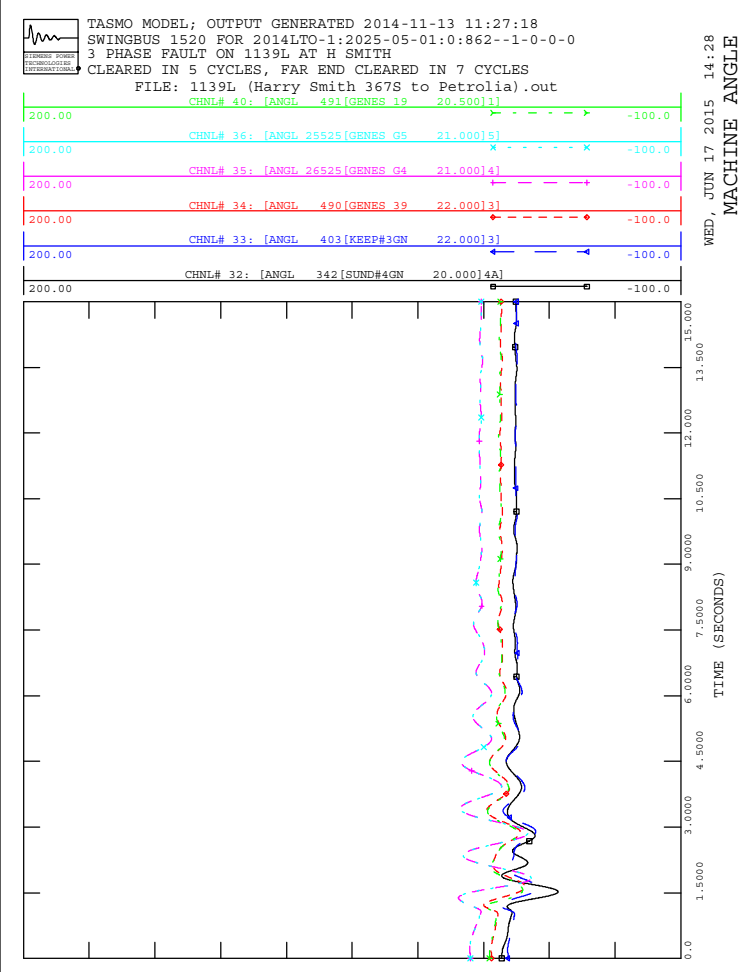
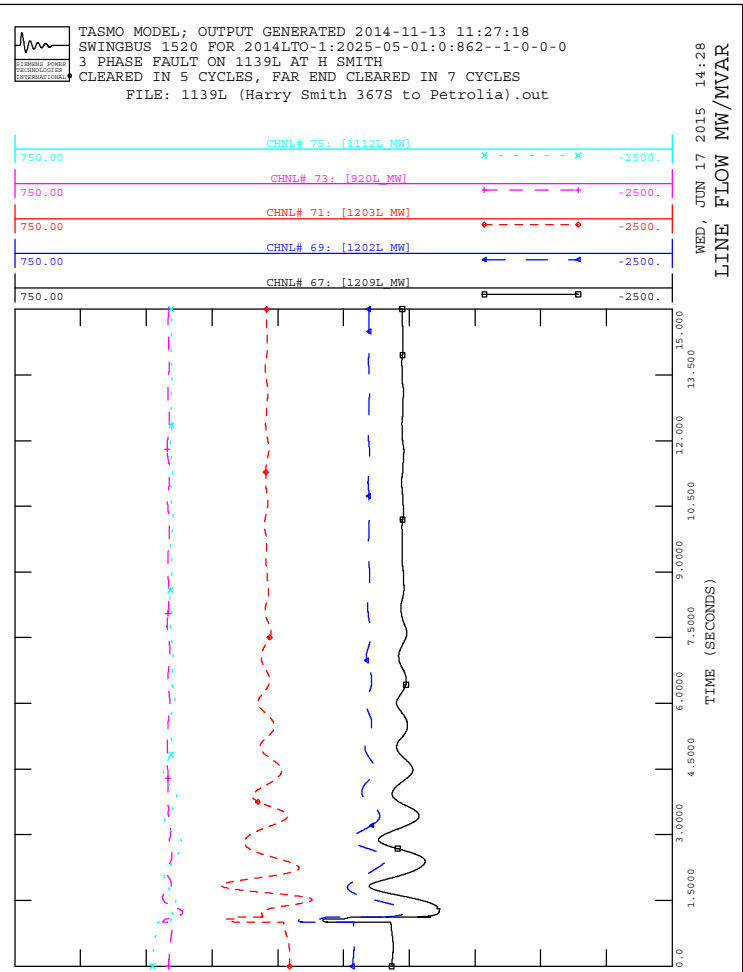
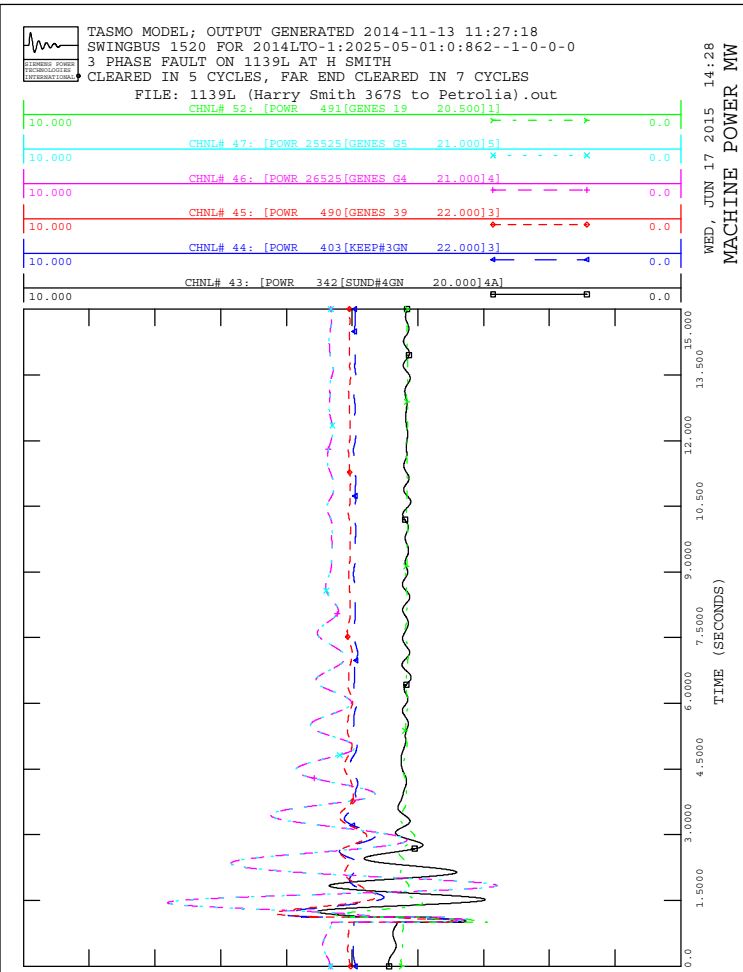


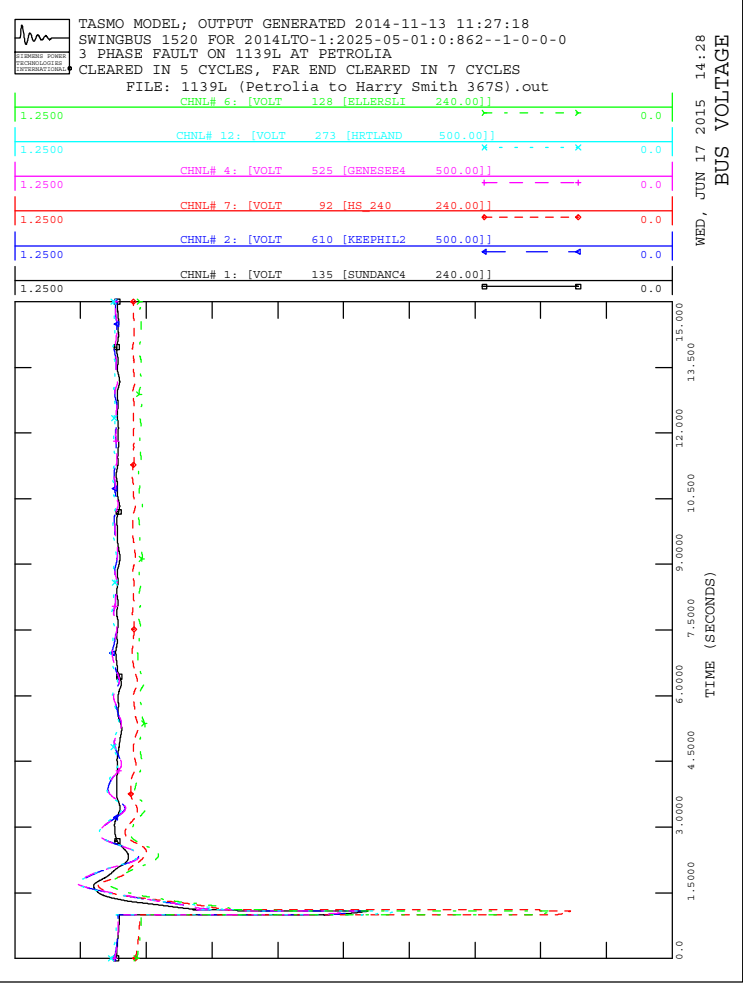
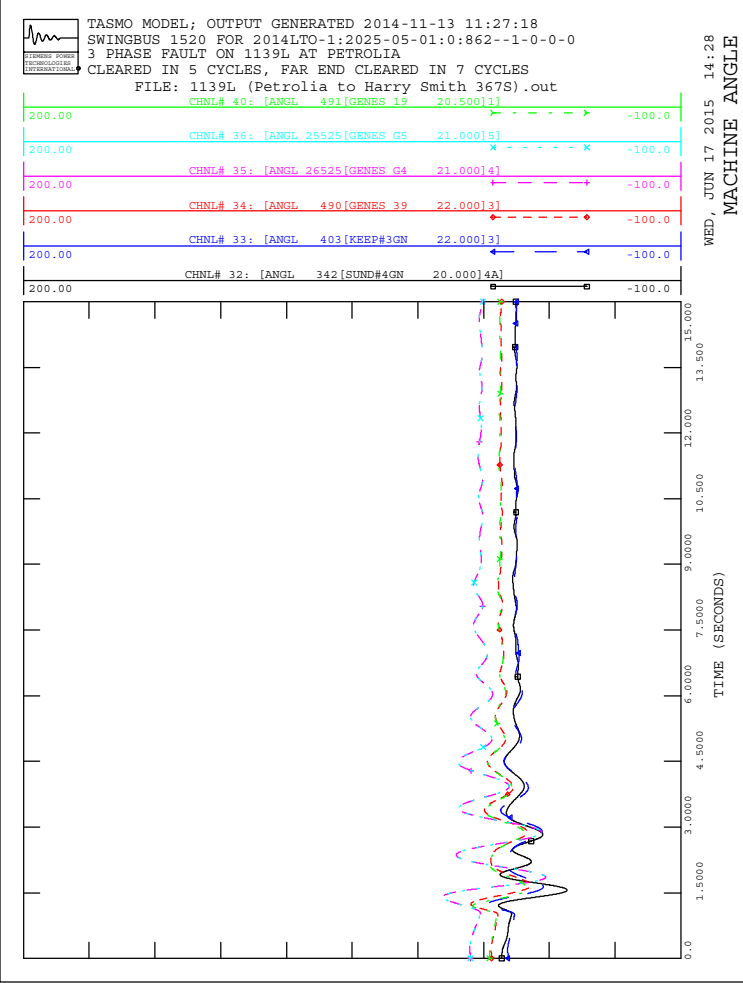
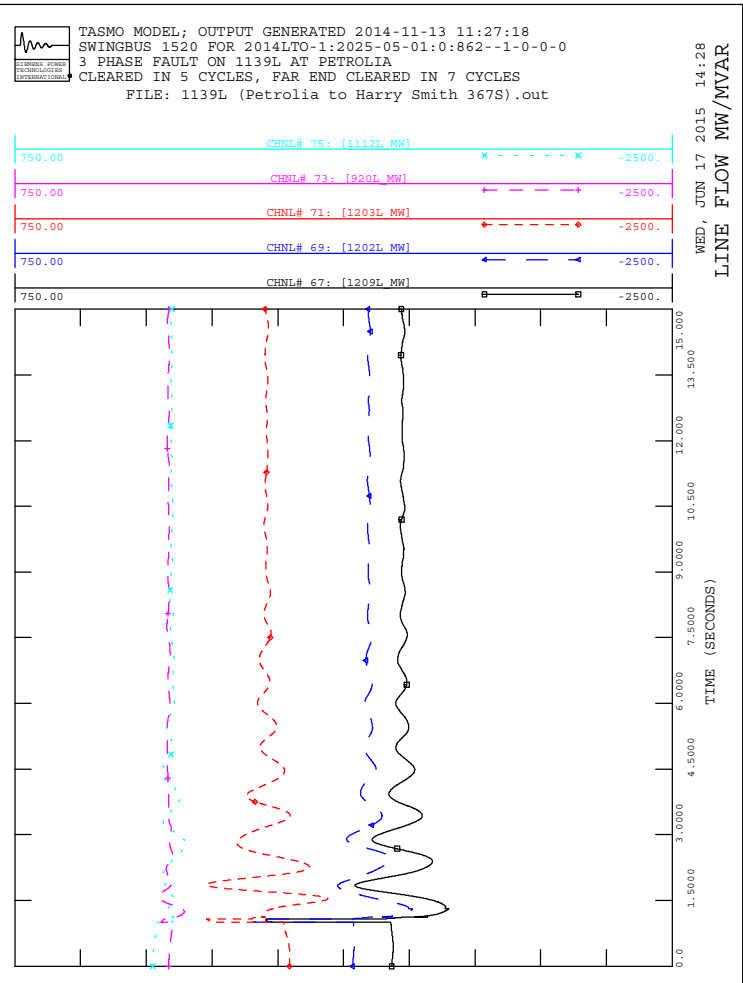
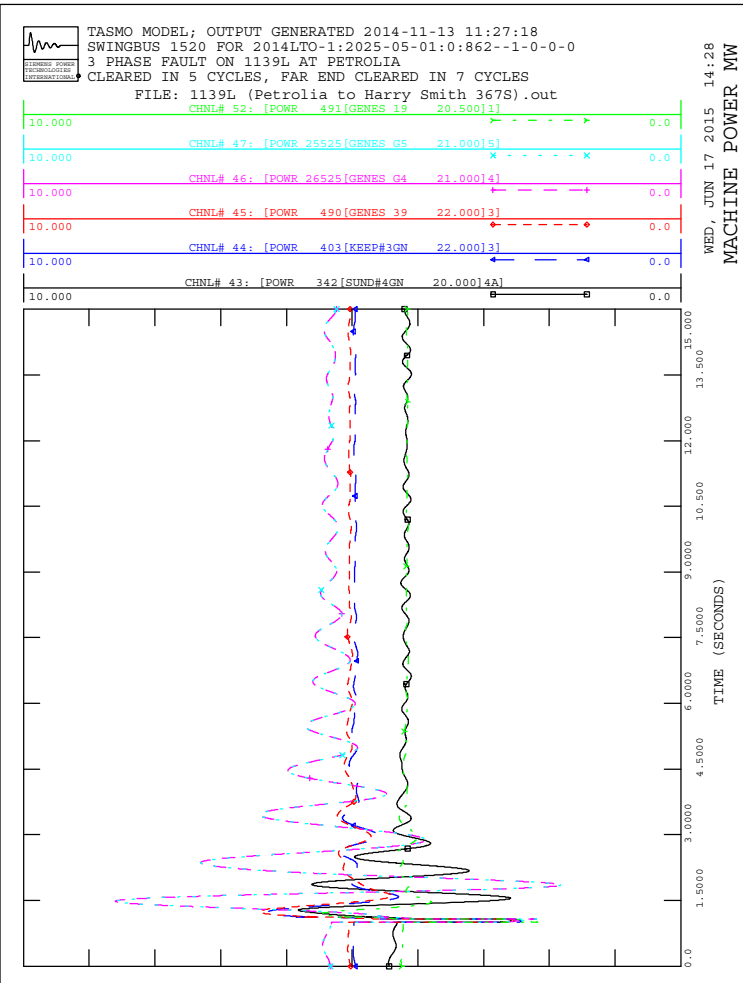
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

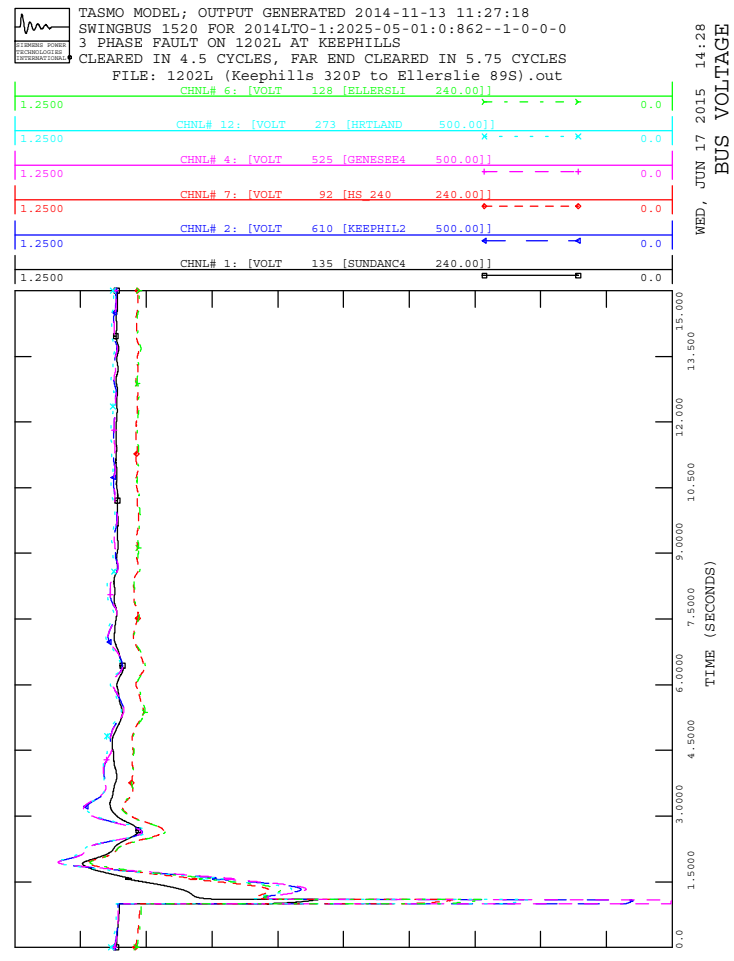
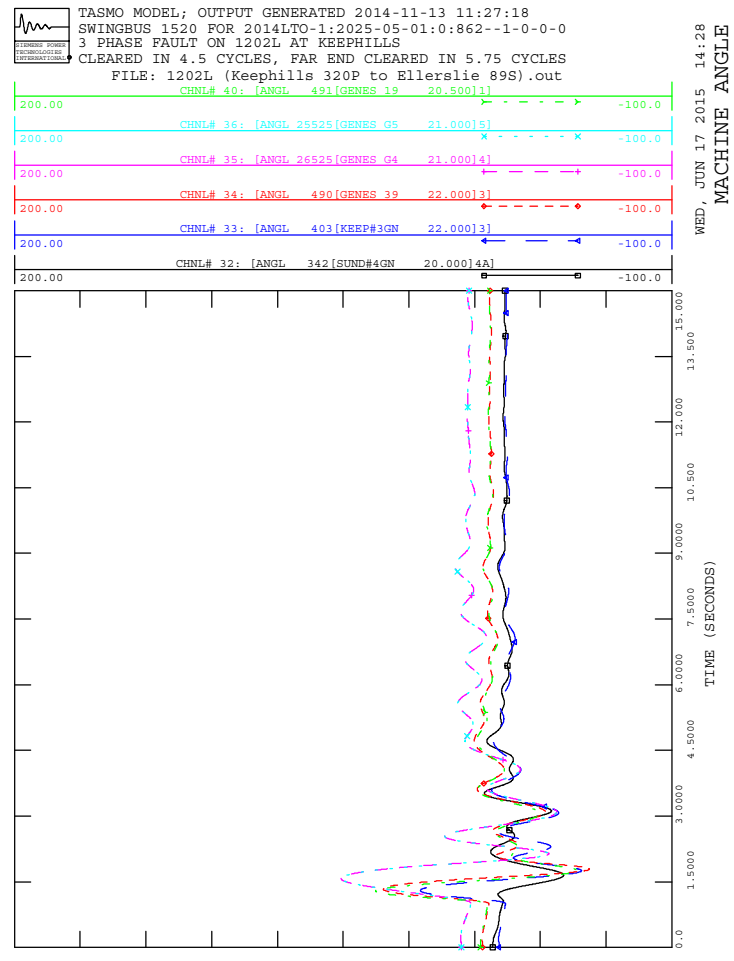
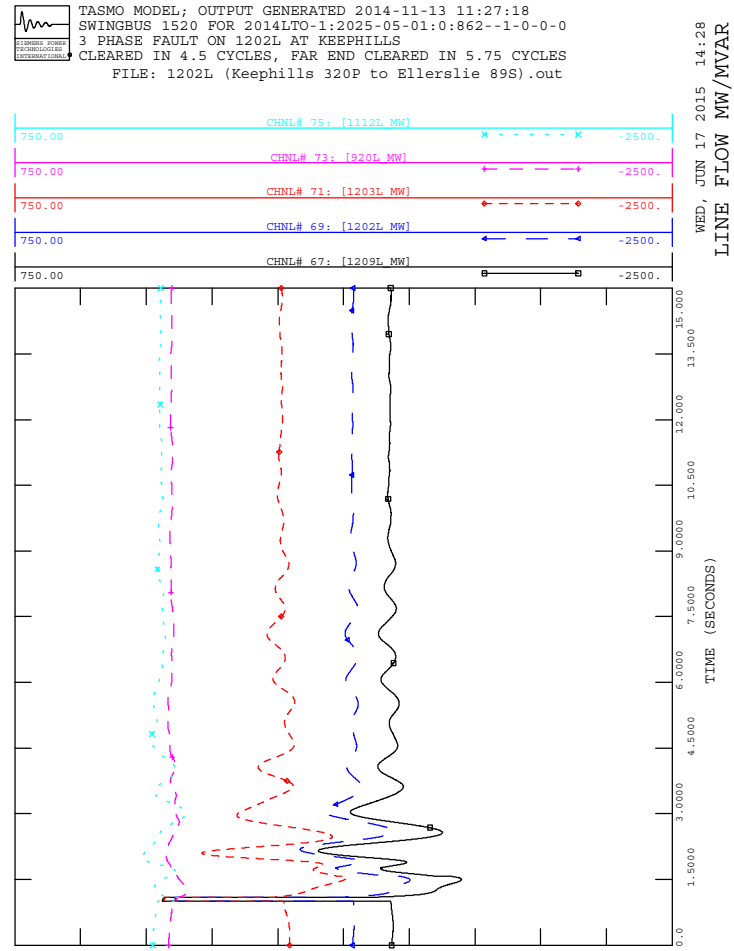
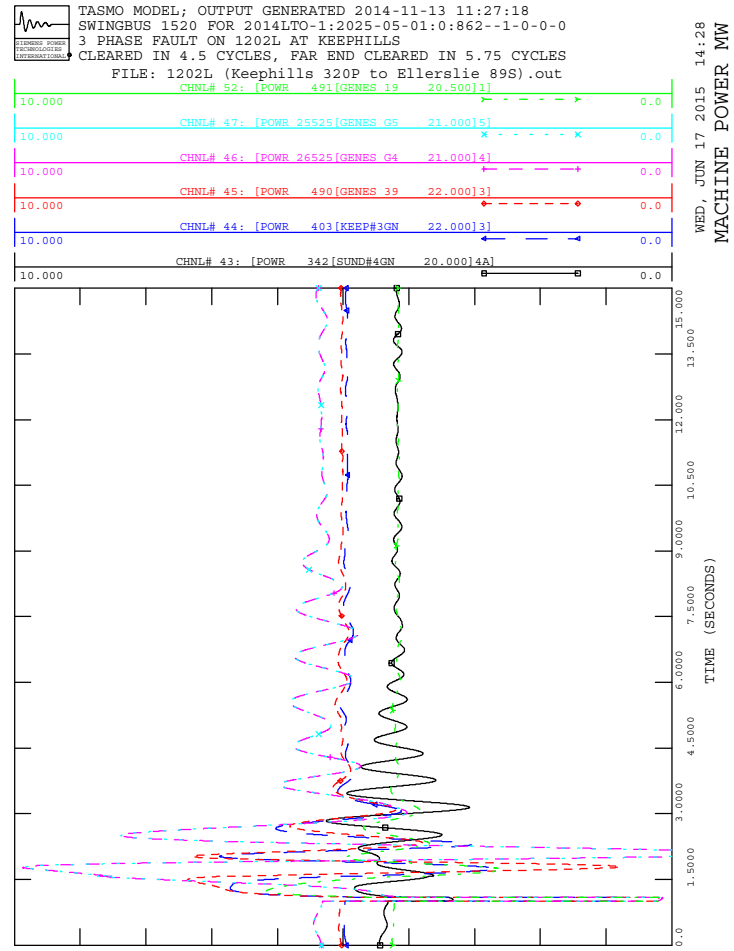


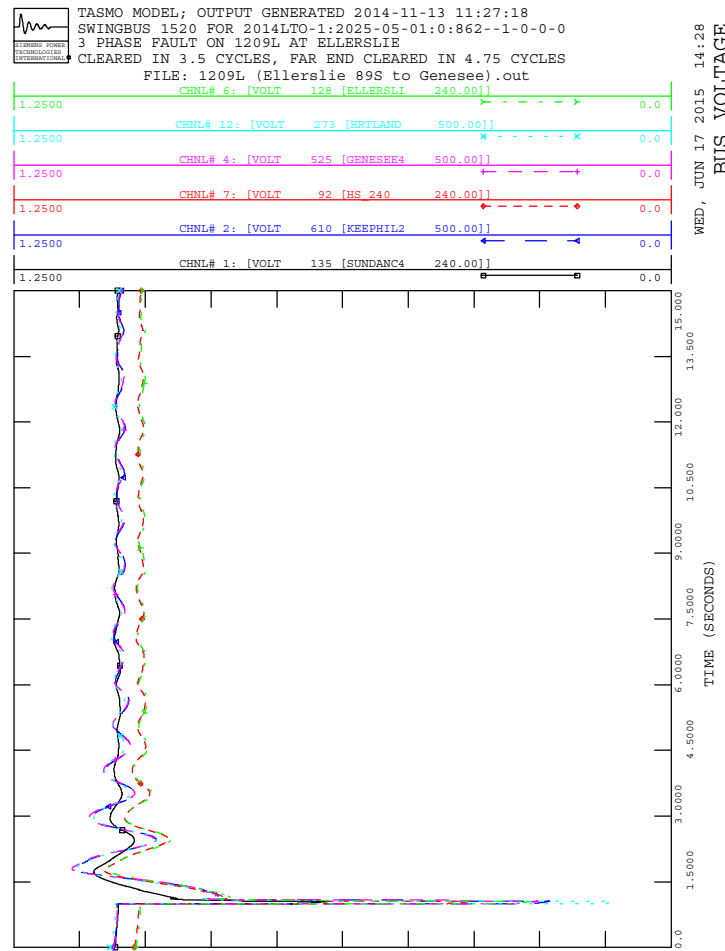
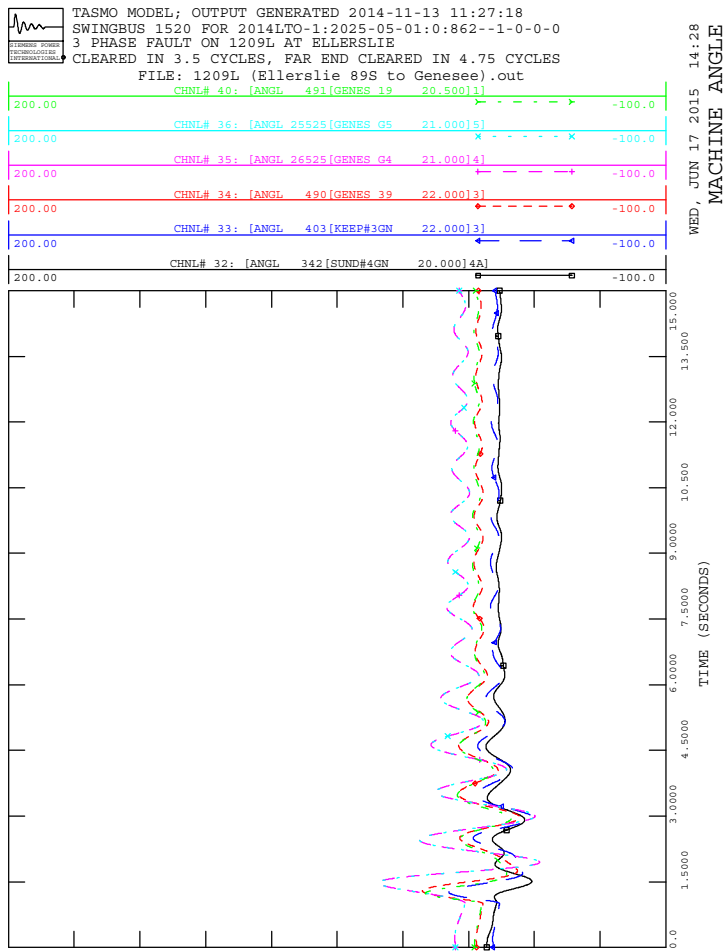
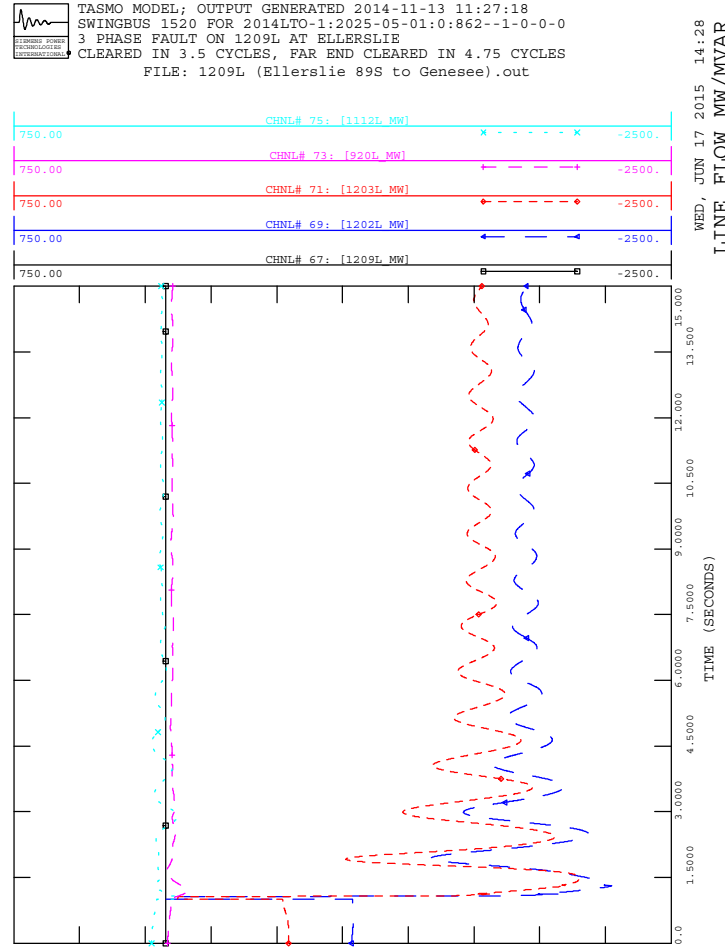
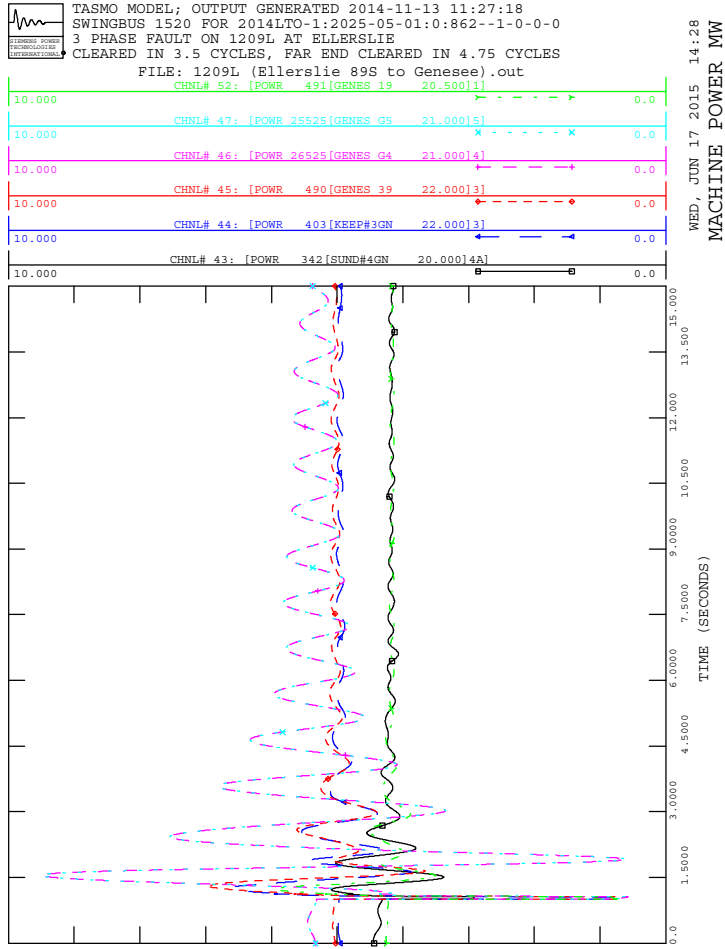
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out





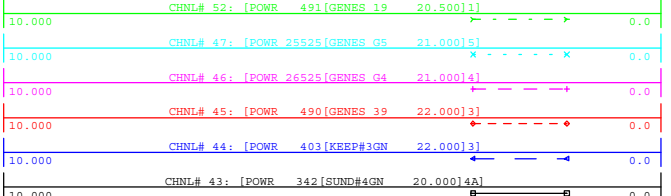




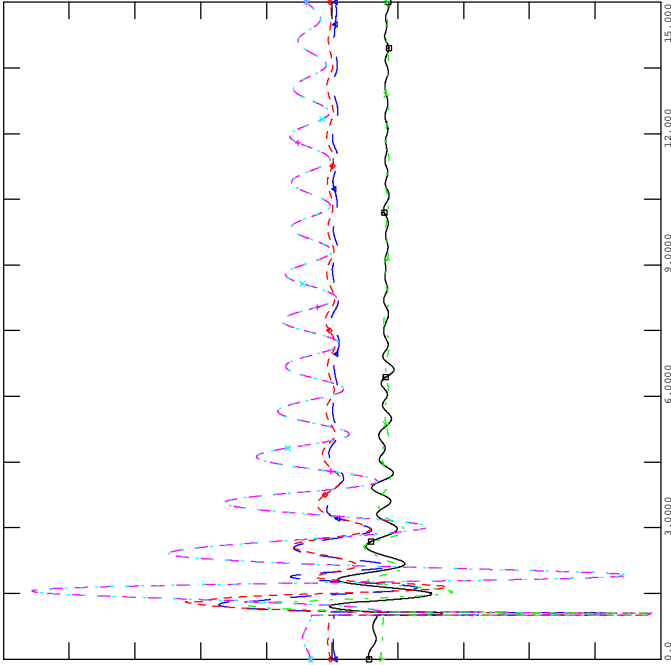




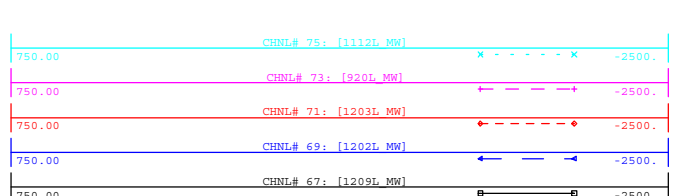
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



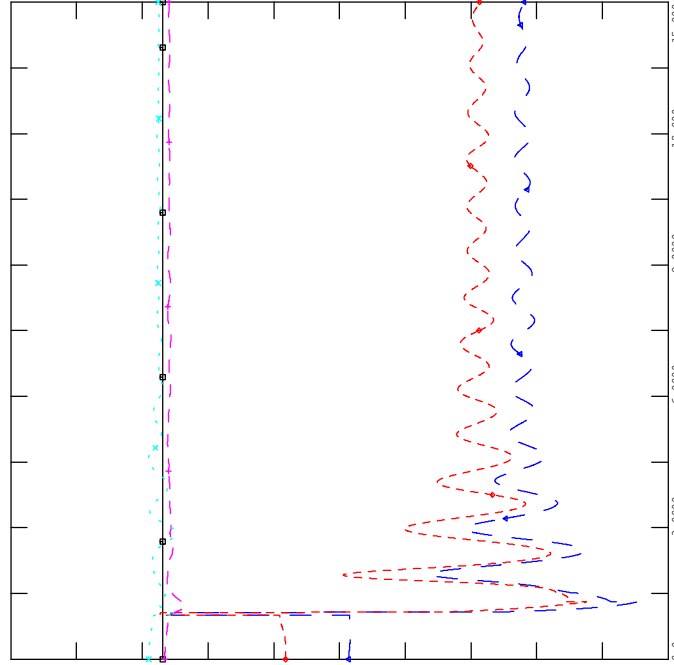
WED, JUN 17 2015 14:28
 MACHINE POWER MW



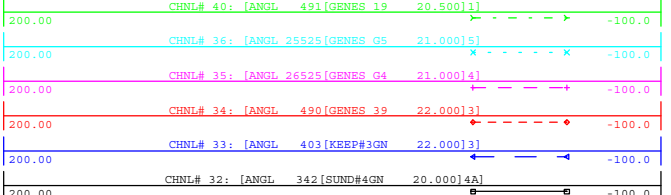
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 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



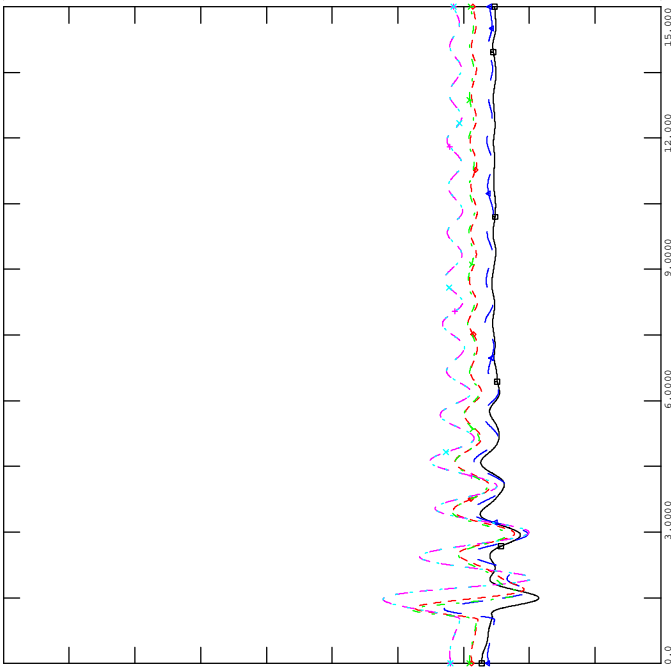
WED, JUN 17 2015 14:28
 LINE FLOW MW/MVAR



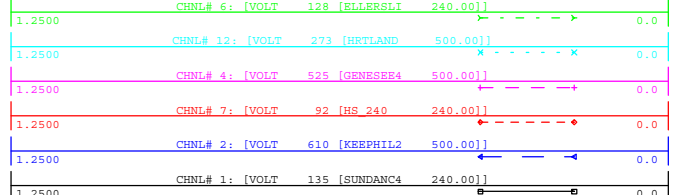
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 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



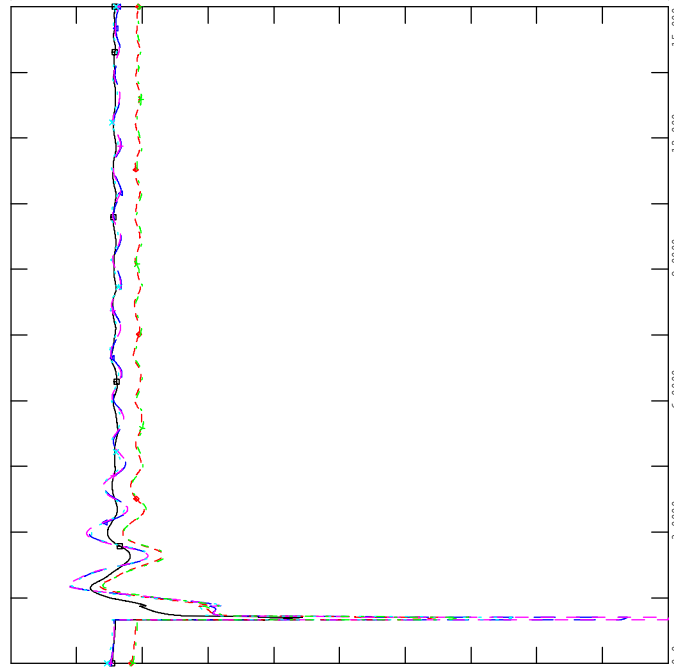
WED, JUN 17 2015 14:28
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

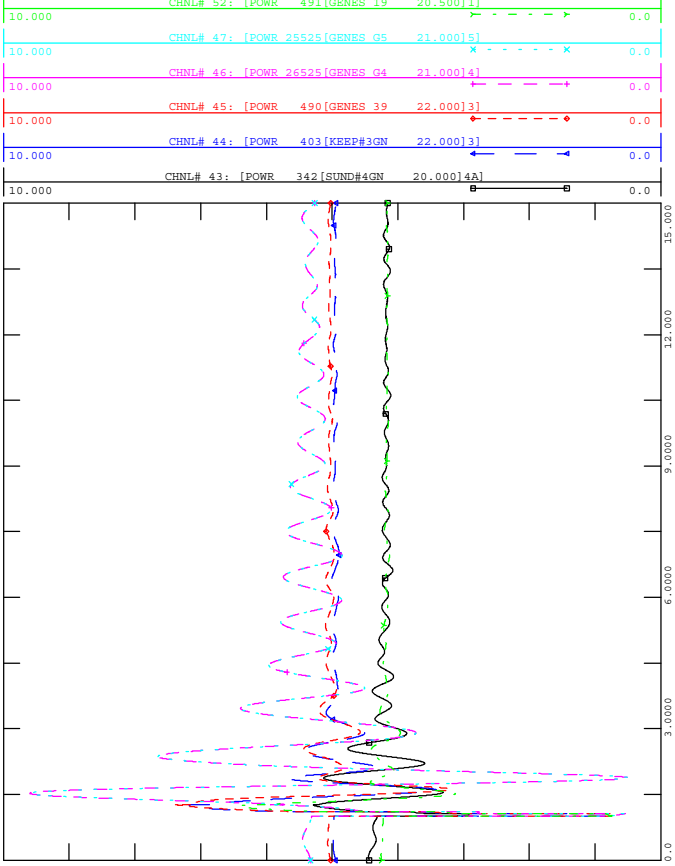


WED, JUN 17 2015 14:28
 BUS VOLTAGE





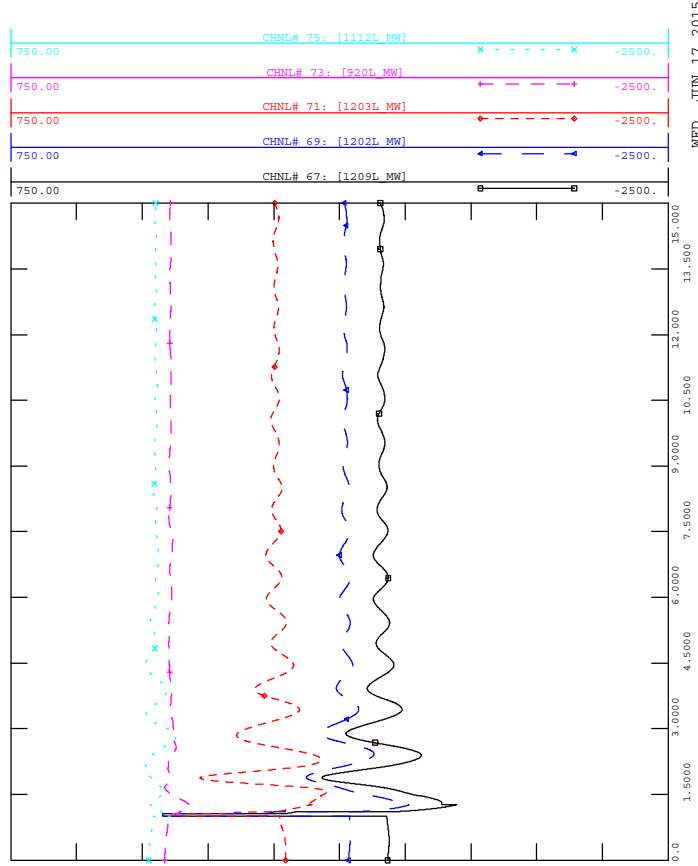
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



WED, JUN 17 2015 14:28
 MACHINE POWER MW



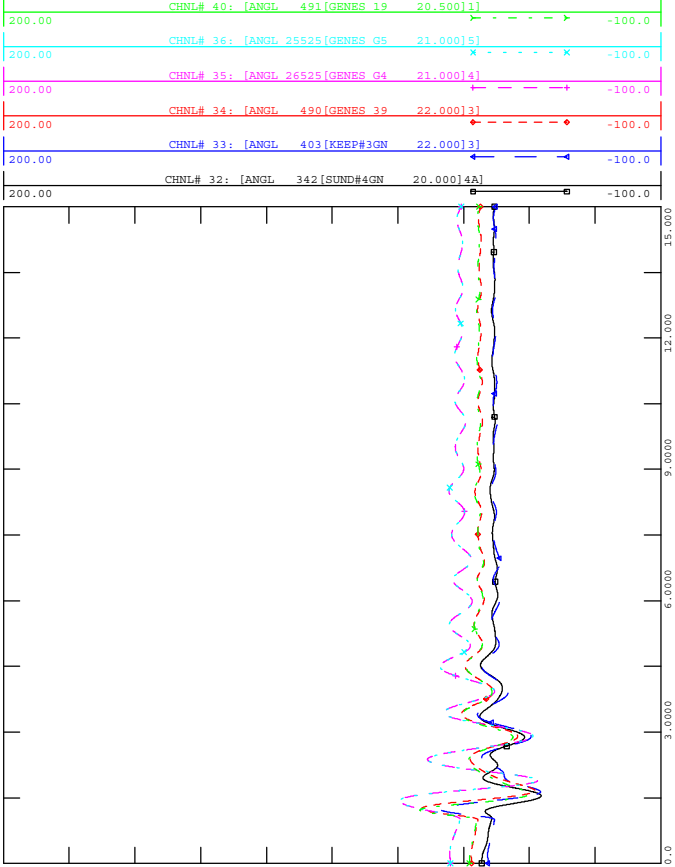
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



WED, JUN 17 2015 14:28
 LINE FLOW MW/MVAR



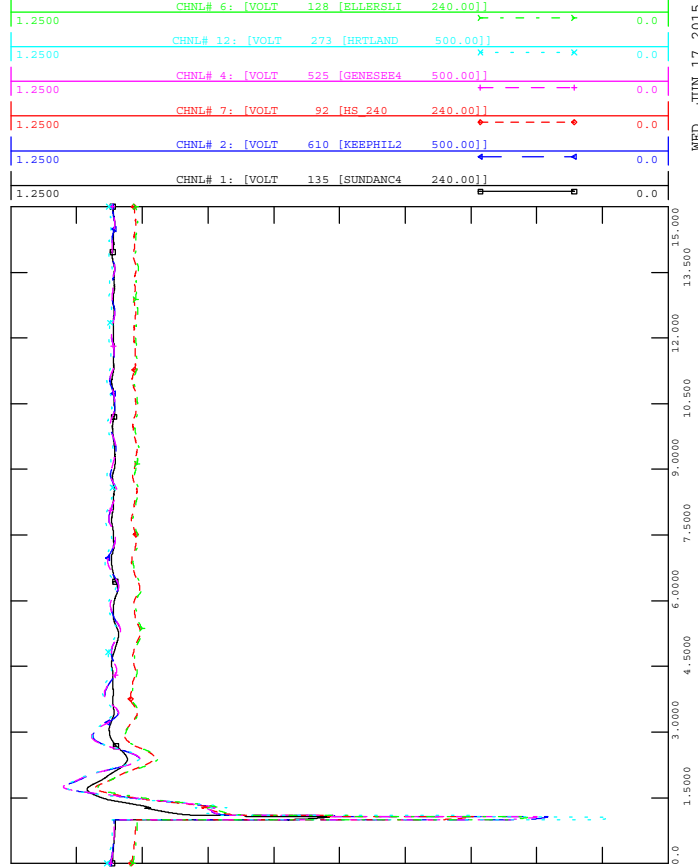
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



WED, JUN 17 2015 14:28
 MACHINE ANGLE



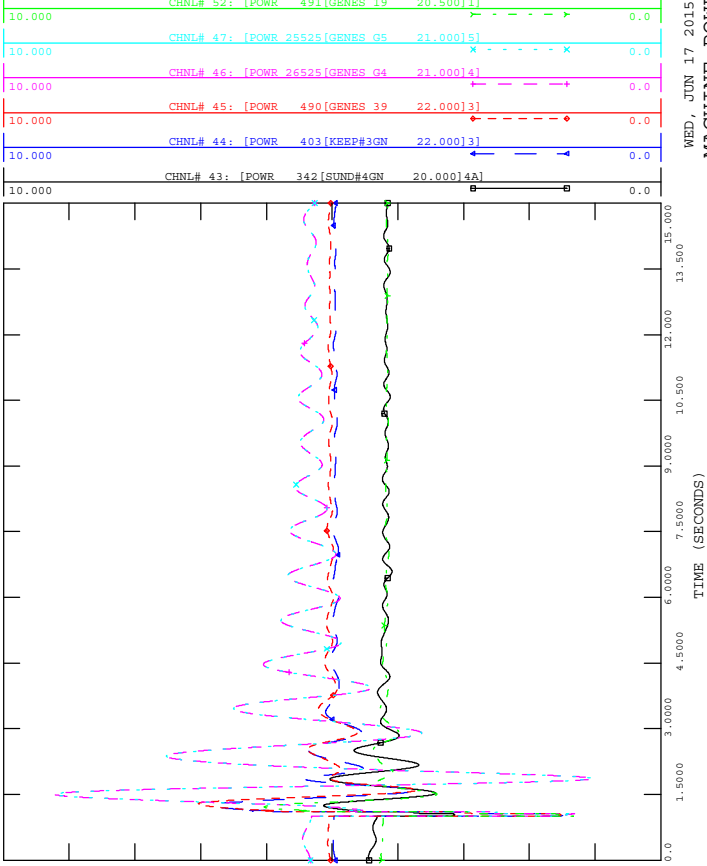
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



WED, JUN 17 2015 14:28
 BUS VOLTAGE



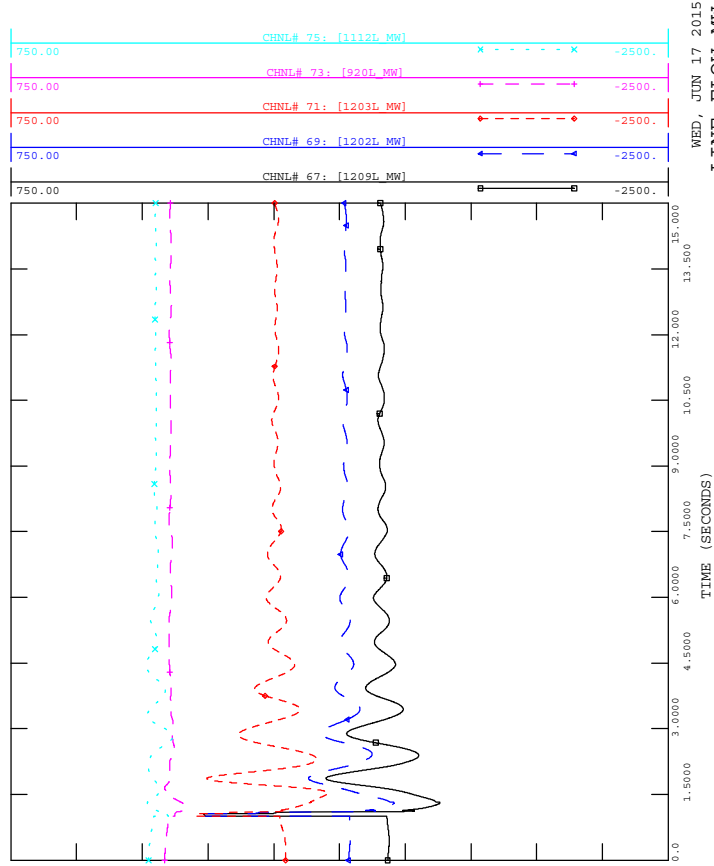
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



WED, JUN 17 2015 14:28
 MACHINE POWER MW



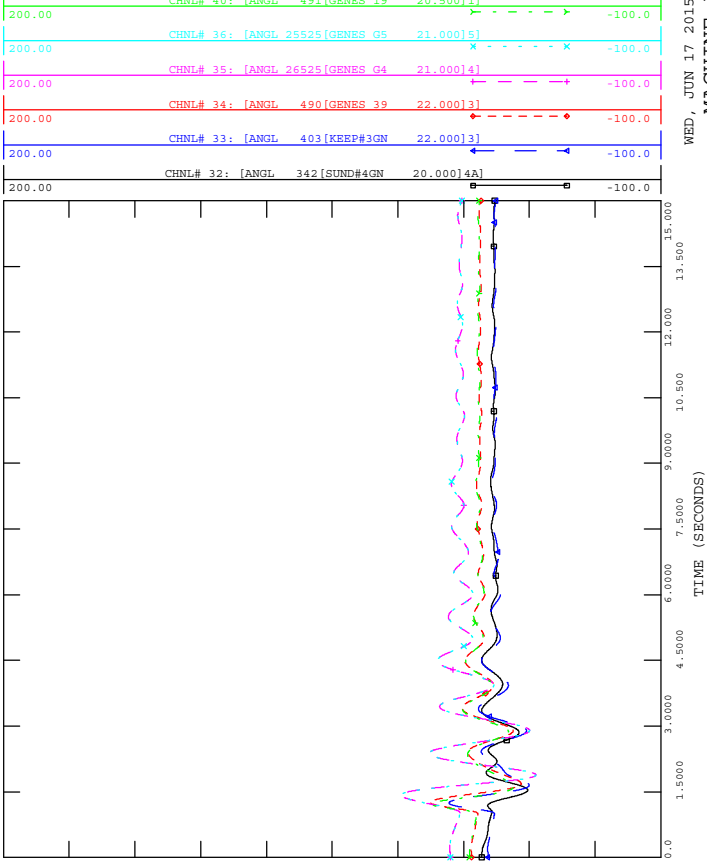
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 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



WED, JUN 17 2015 14:28
 LINE FLOW MW/MVAR



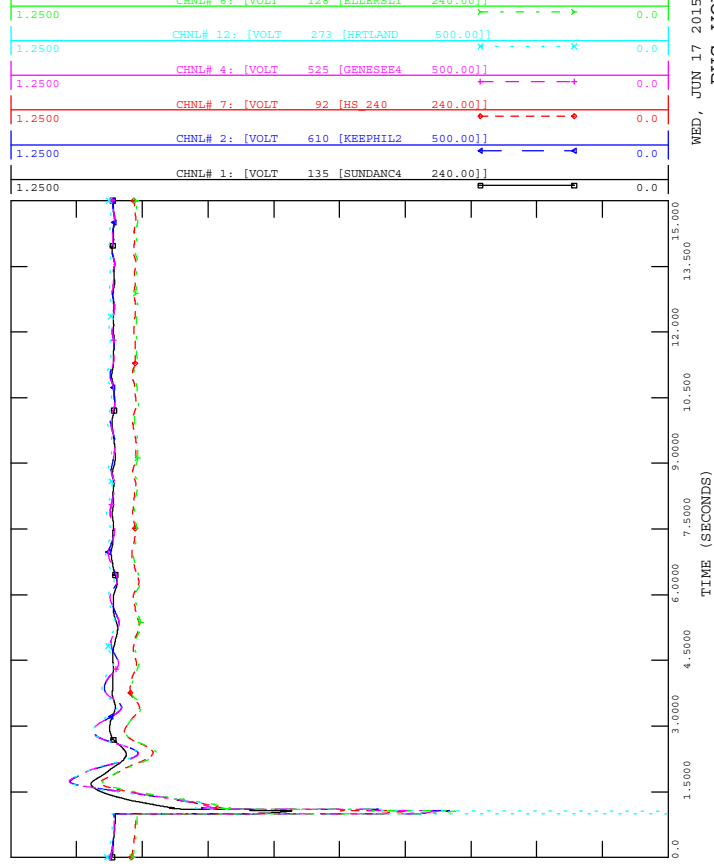
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



WED, JUN 17 2015 14:28
 MACHINE ANGLE



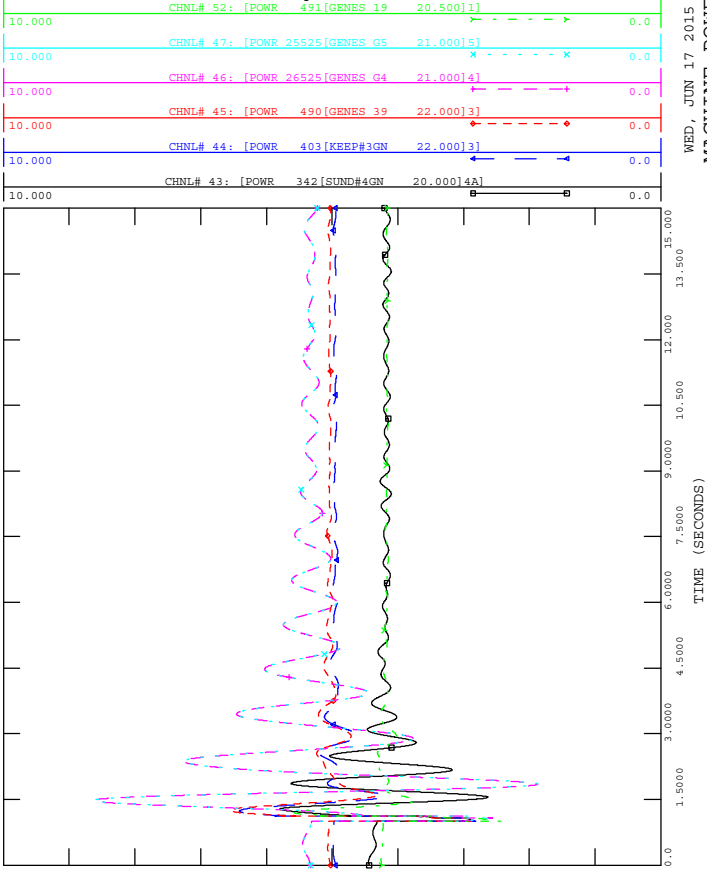
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 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



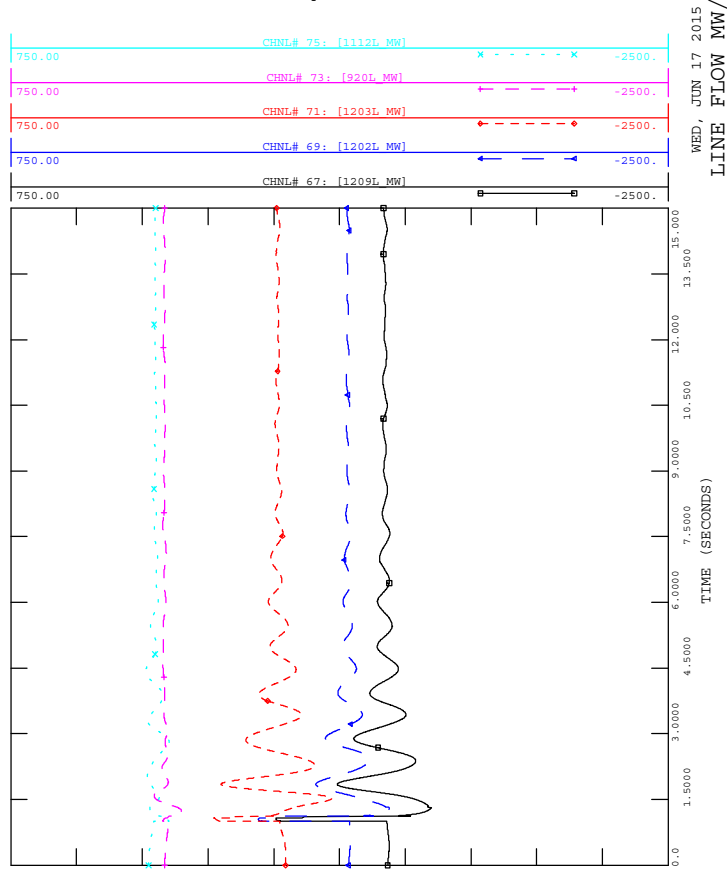
WED, JUN 17 2015 14:28
 BUS VOLTAGE



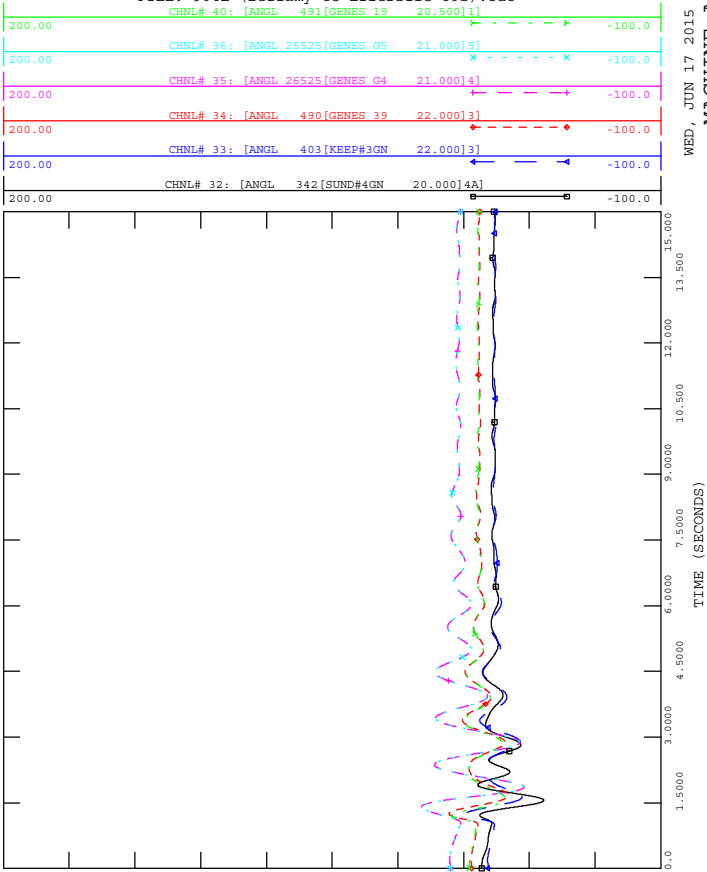
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



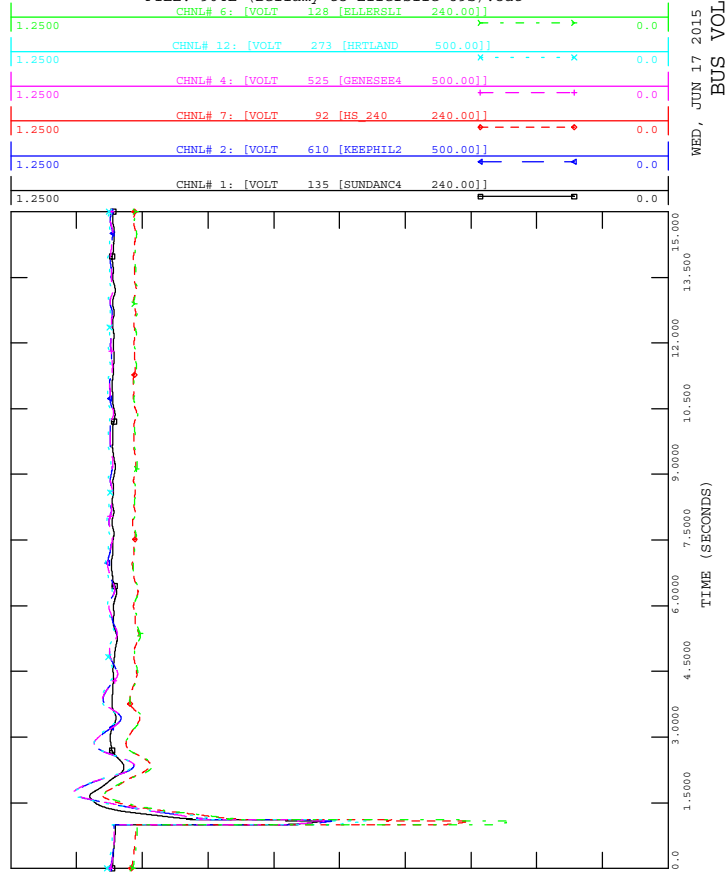
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 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out

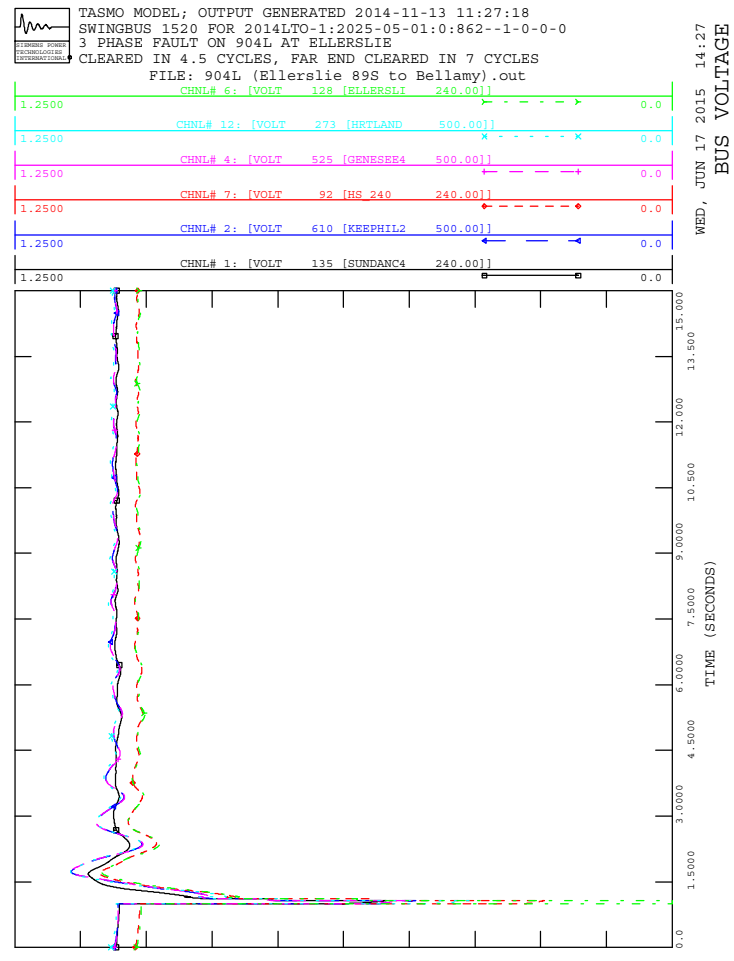
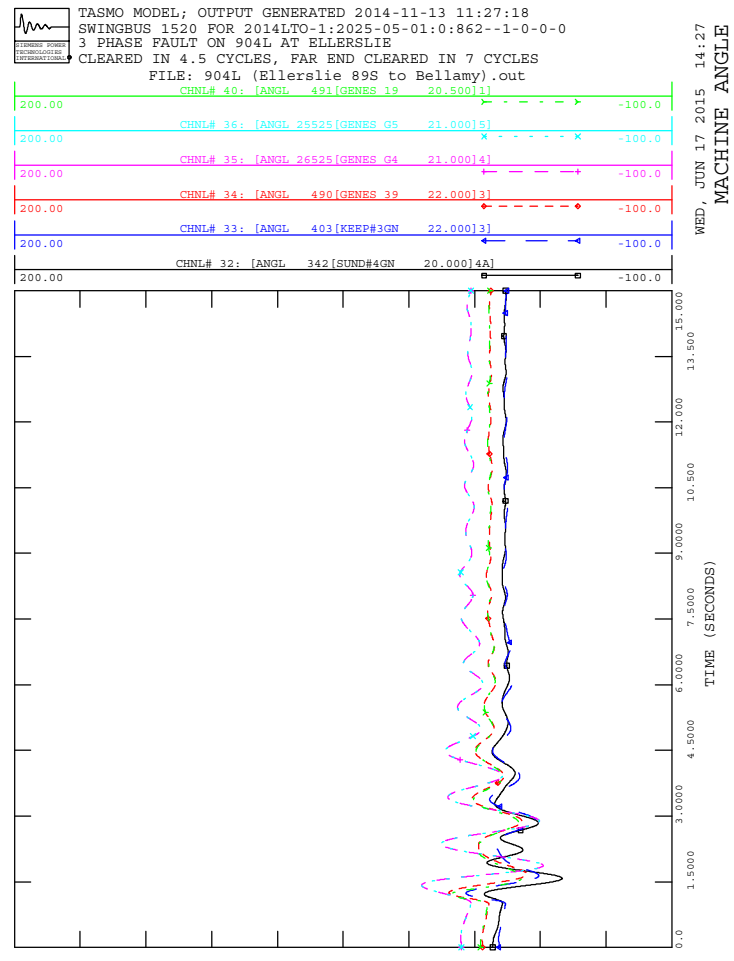
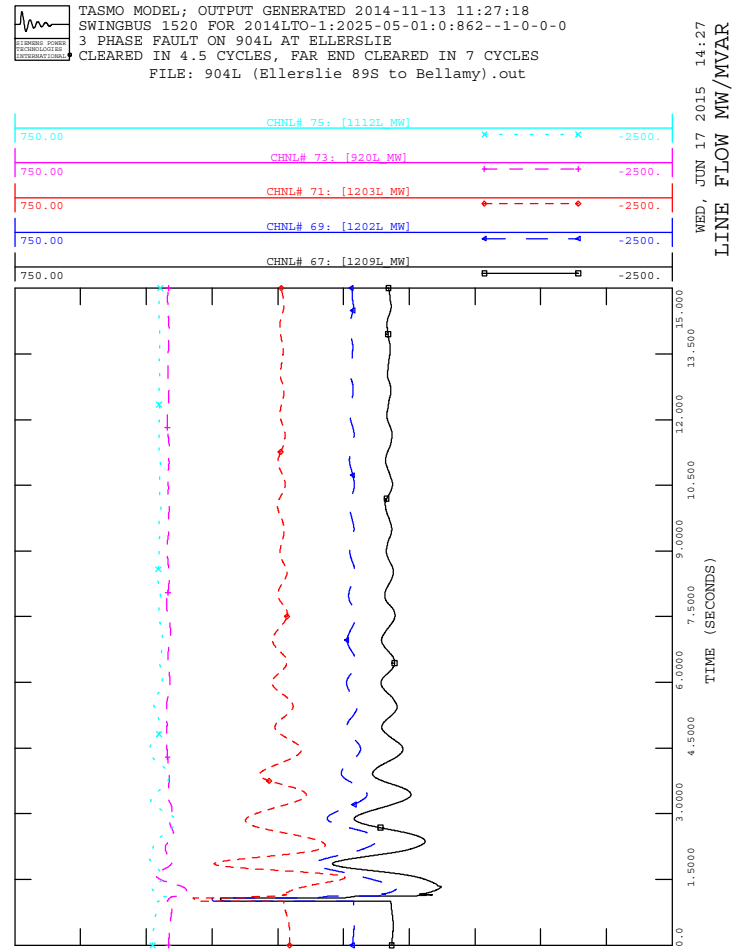
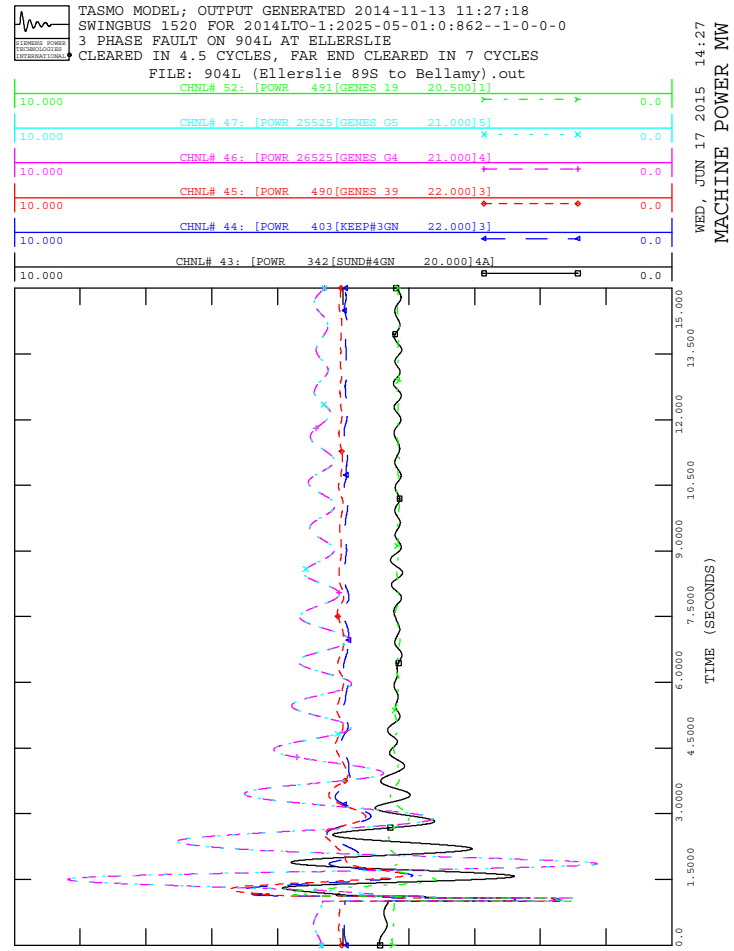


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



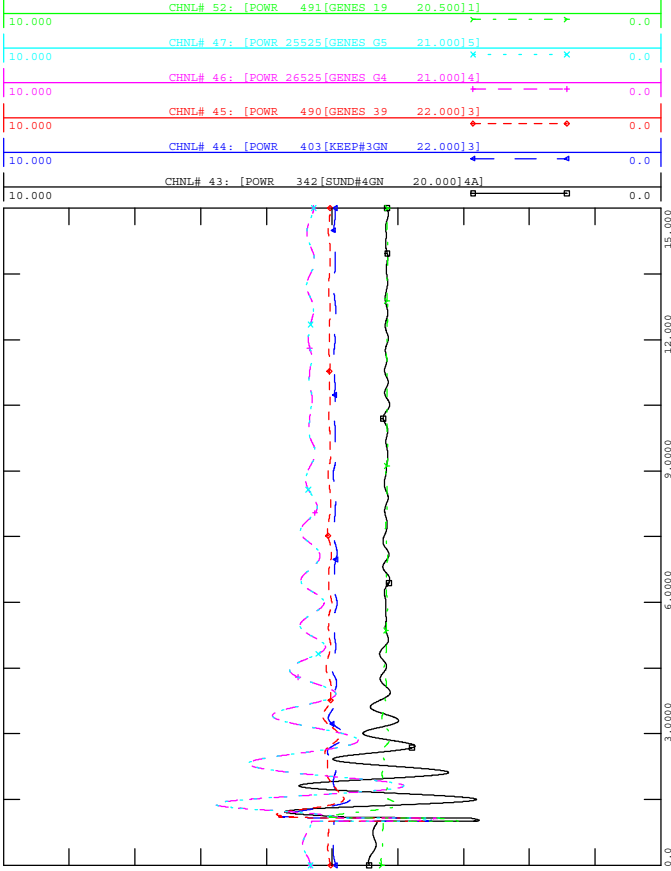
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out







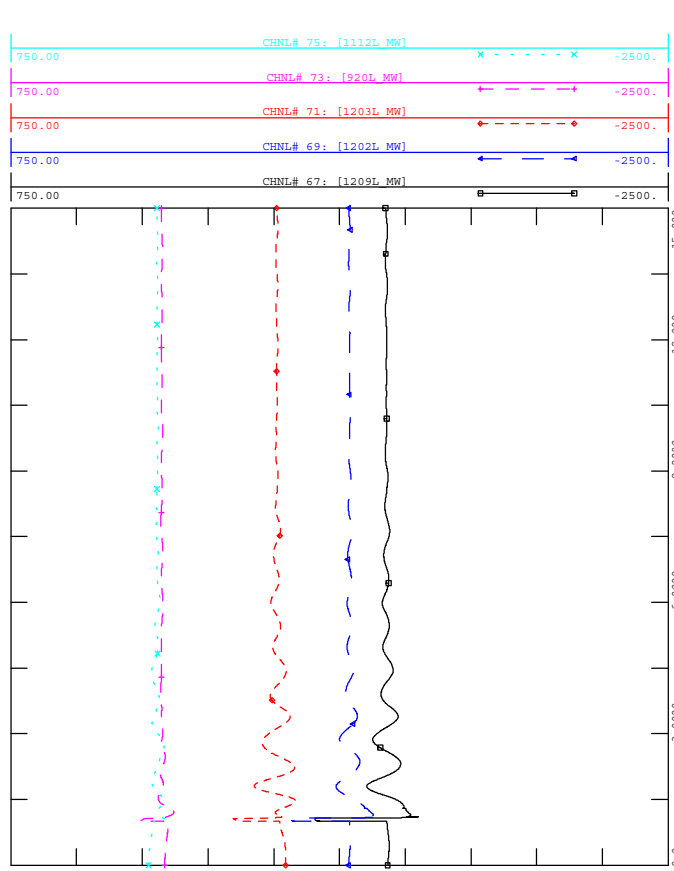
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



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 MACHINE POWER MW



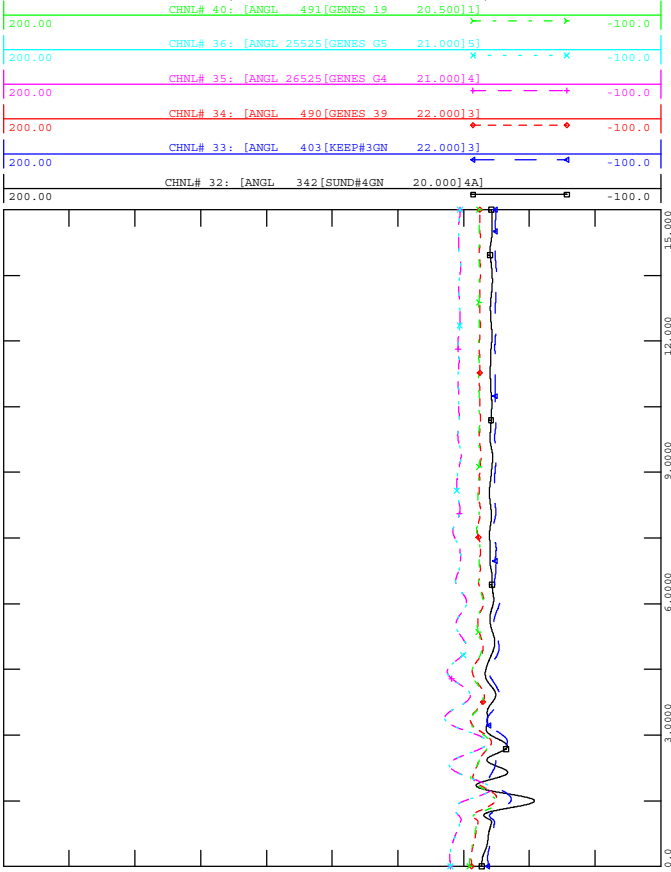
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 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



WED, JUN 17 2015 14:27
 LINE FLOW MW/MVAR



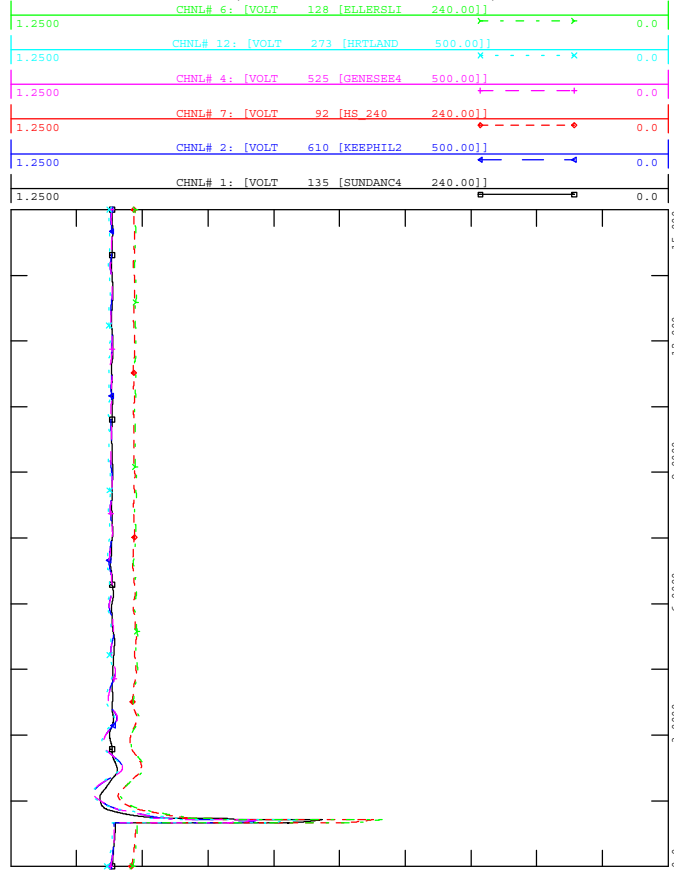
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 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



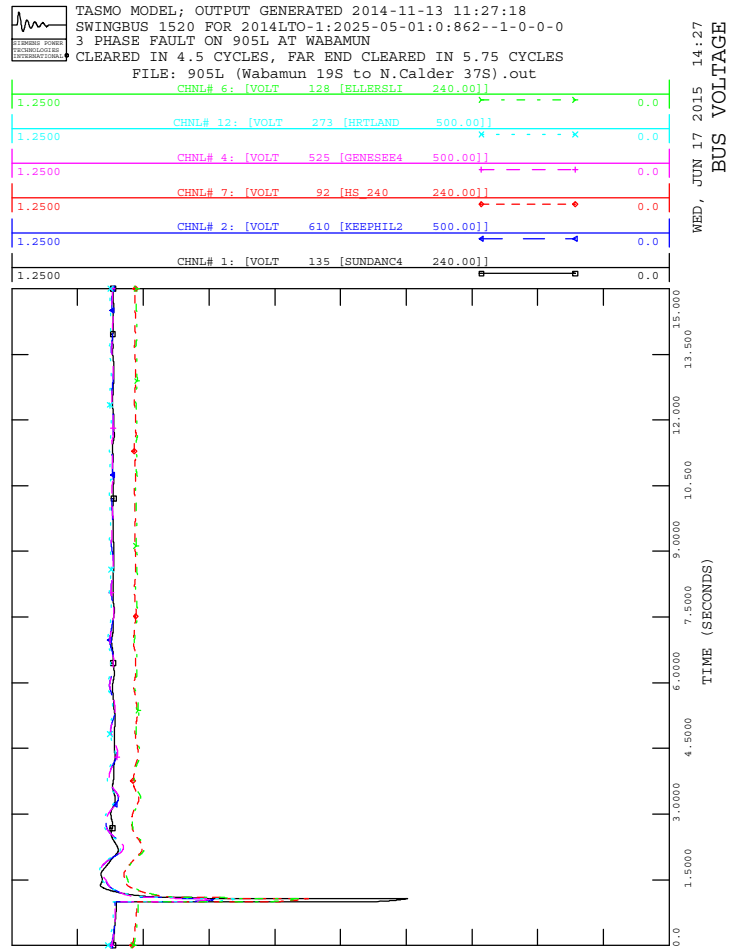
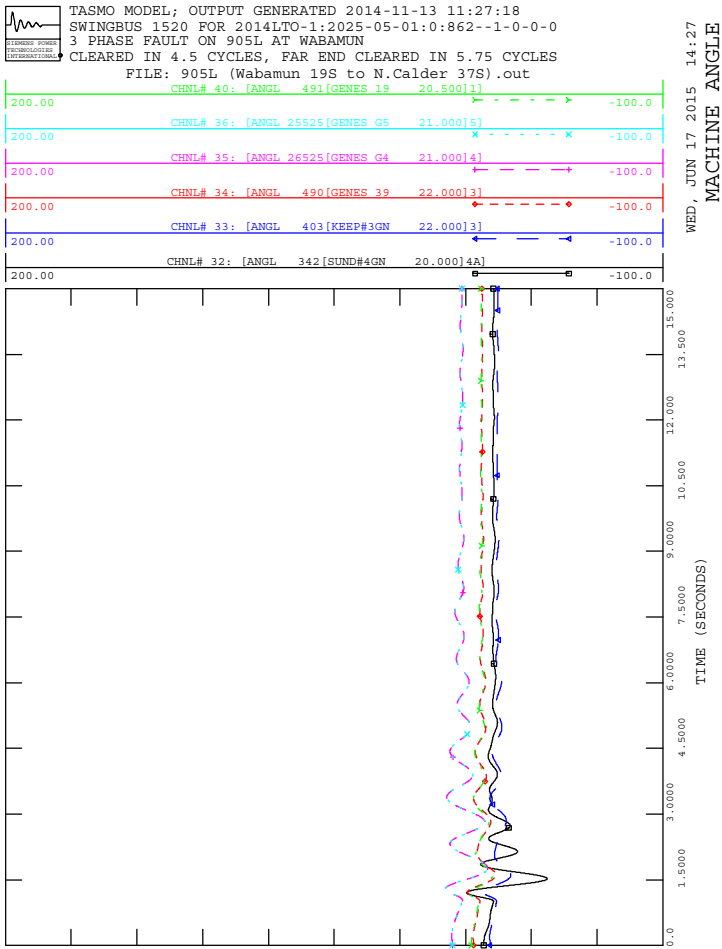
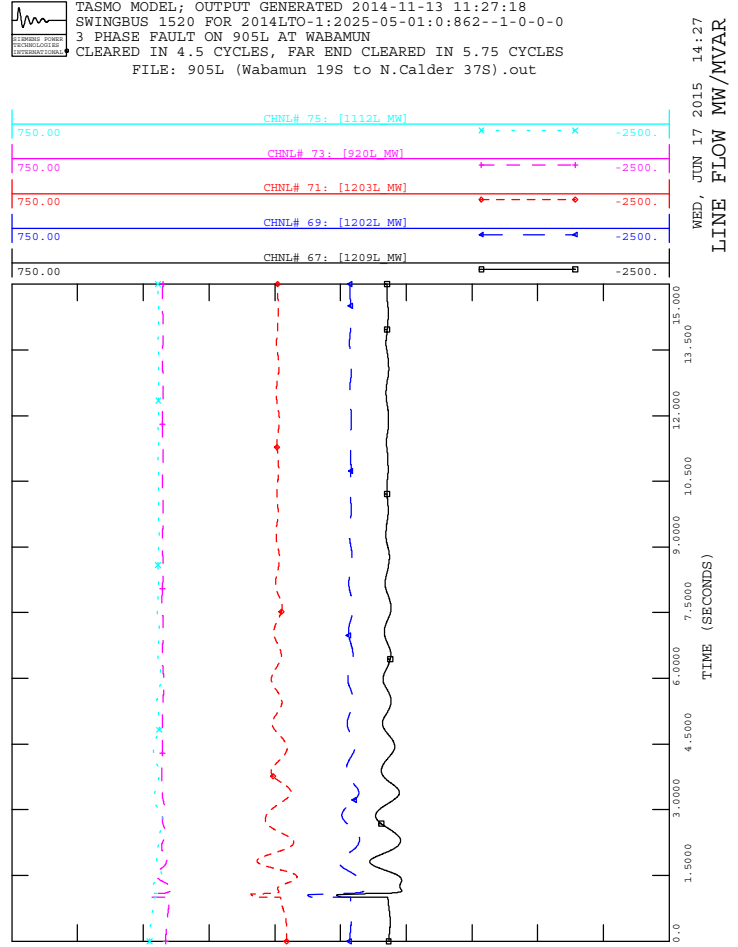
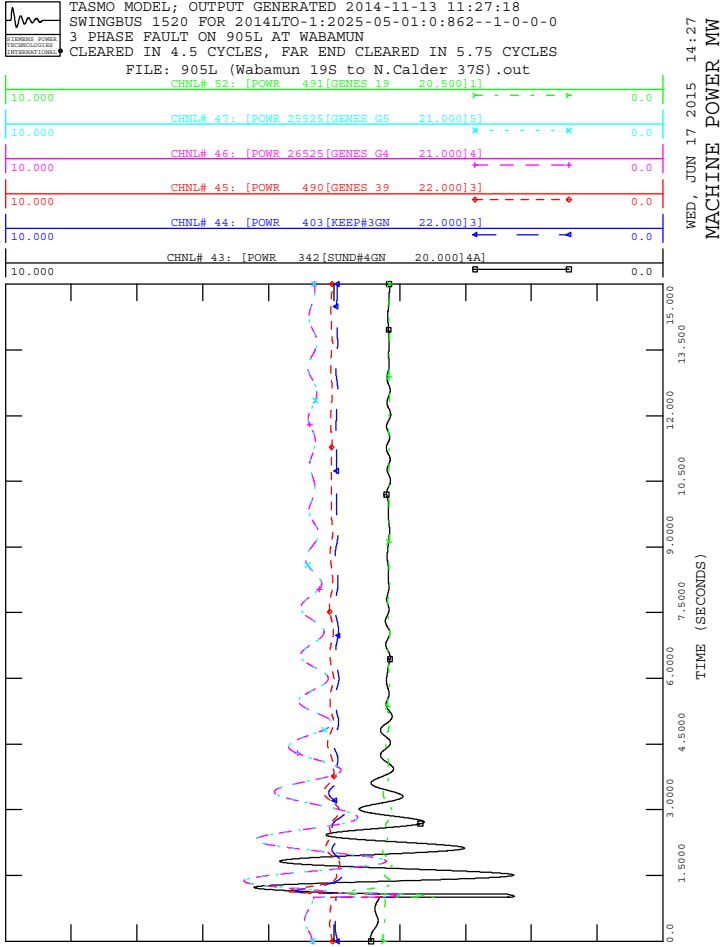
WED, JUN 17 2015 14:27
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

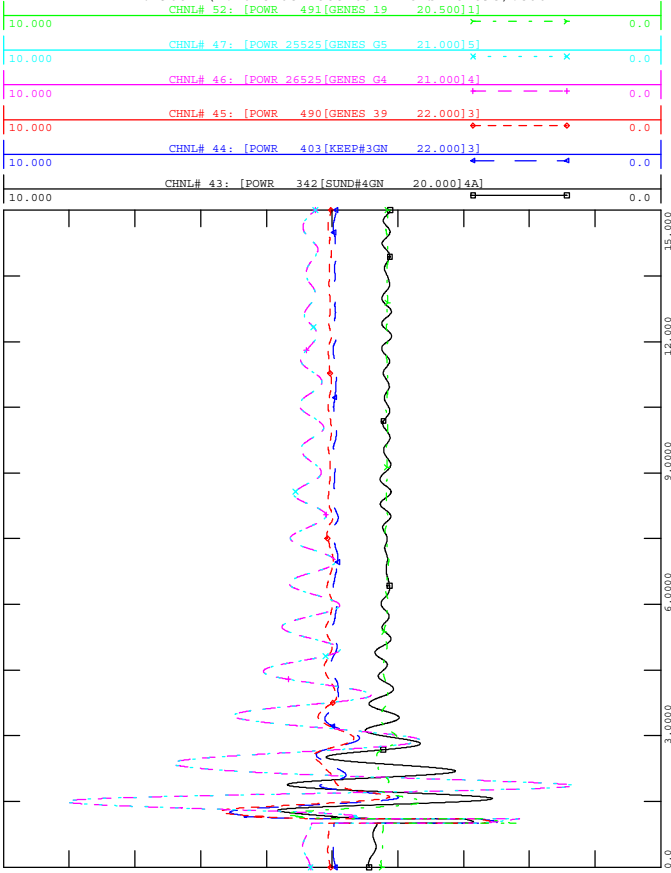


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 BUS VOLTAGE





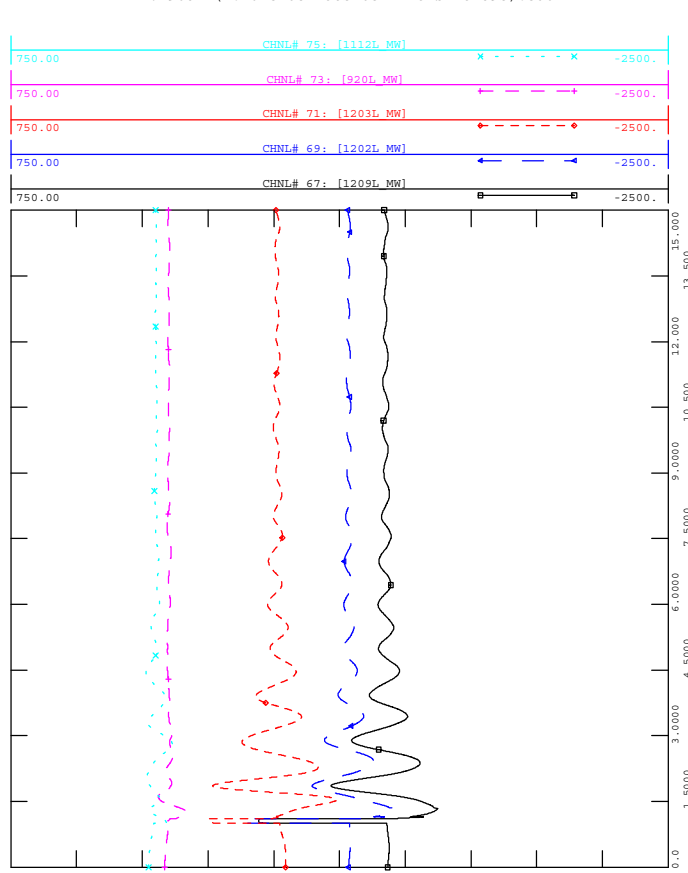
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 14:27
 MACHINE POWER MW



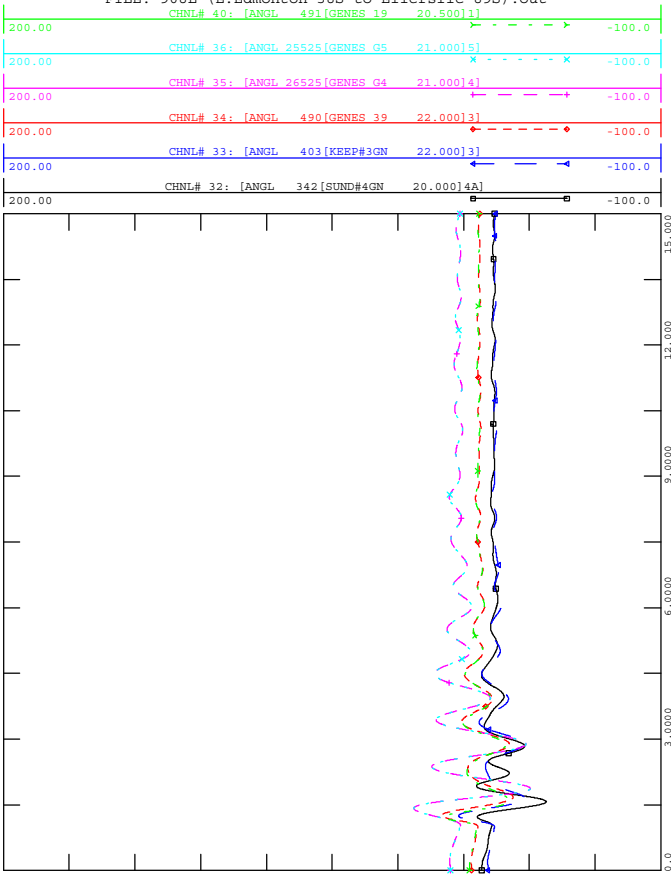
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 14:27
 LINE FLOW MW/MVAR



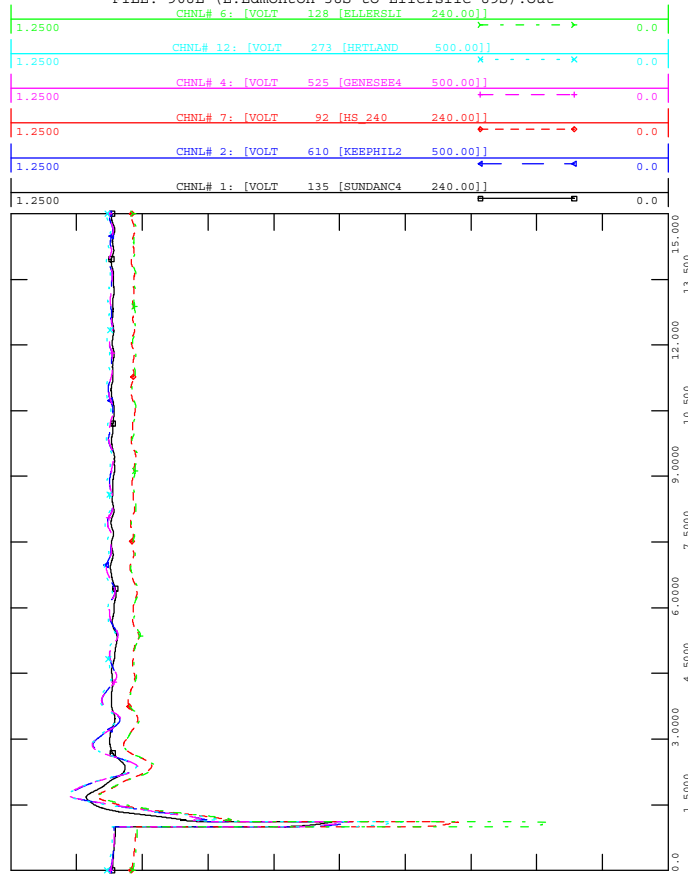
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 14:27
 MACHINE ANGLE



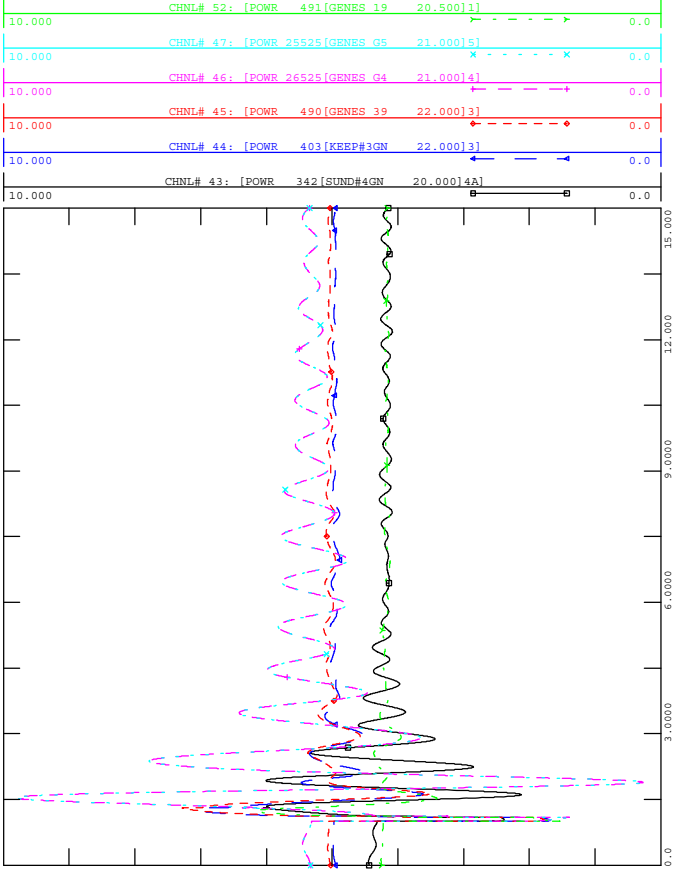
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 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 14:27
 BUS VOLTAGE



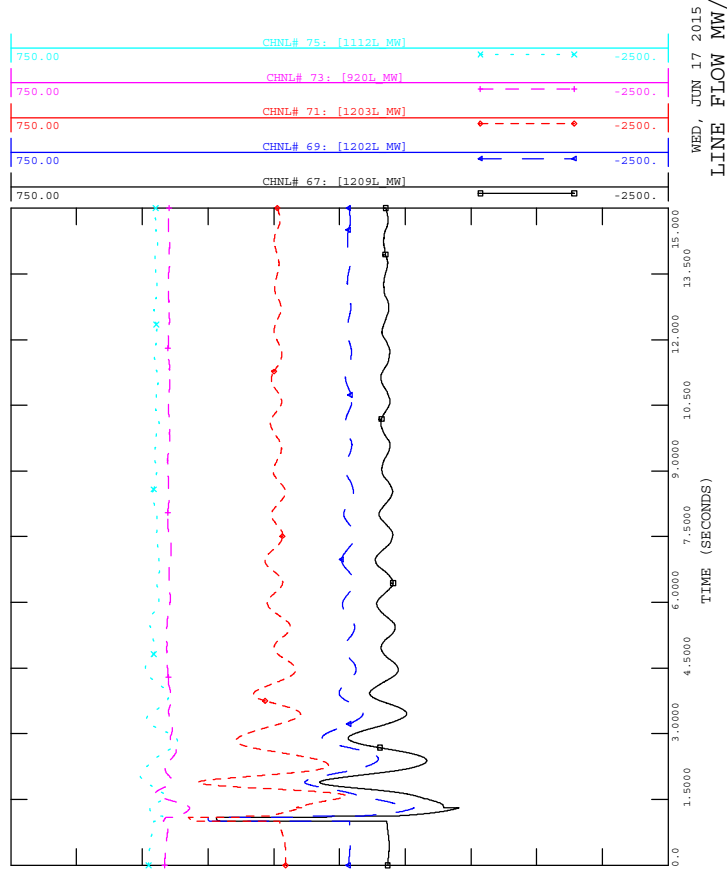
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out



WED, JUN 17 2015 14:27
 MACHINE POWER MW



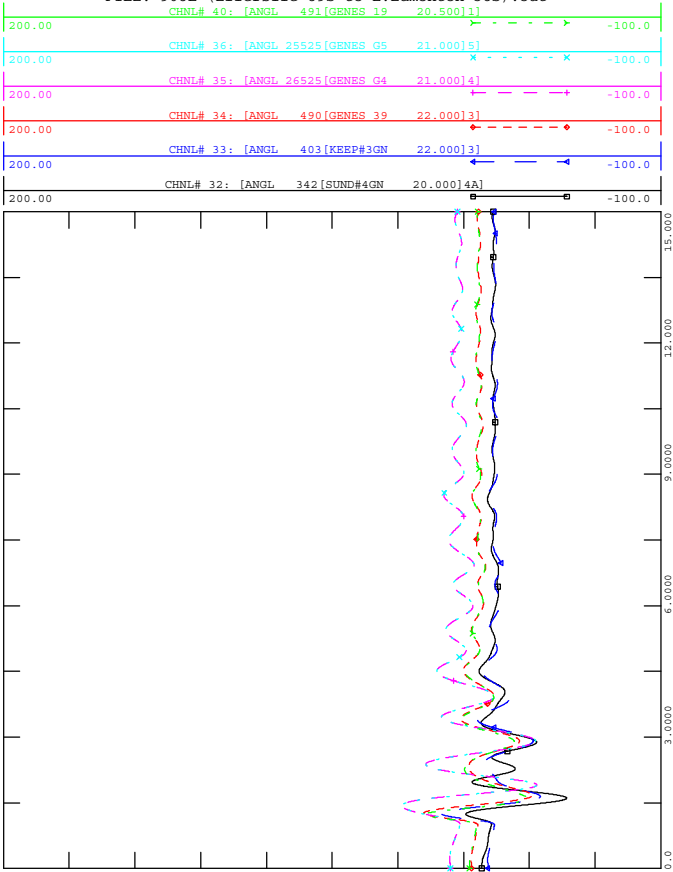
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out



WED, JUN 17 2015 14:27
 LINE FLOW MW/MVAR



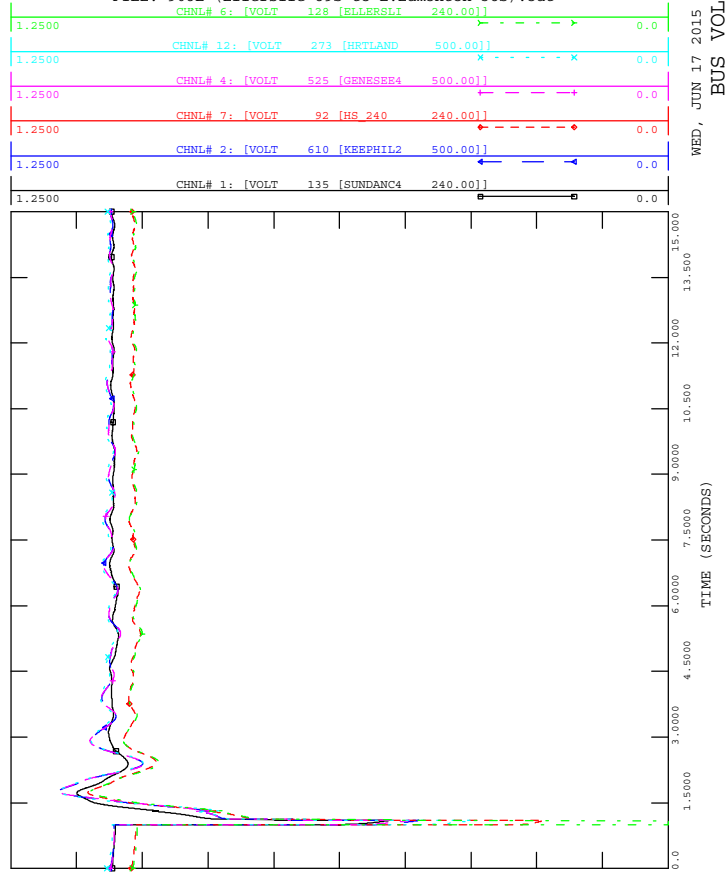
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out



WED, JUN 17 2015 14:27
 MACHINE ANGLE



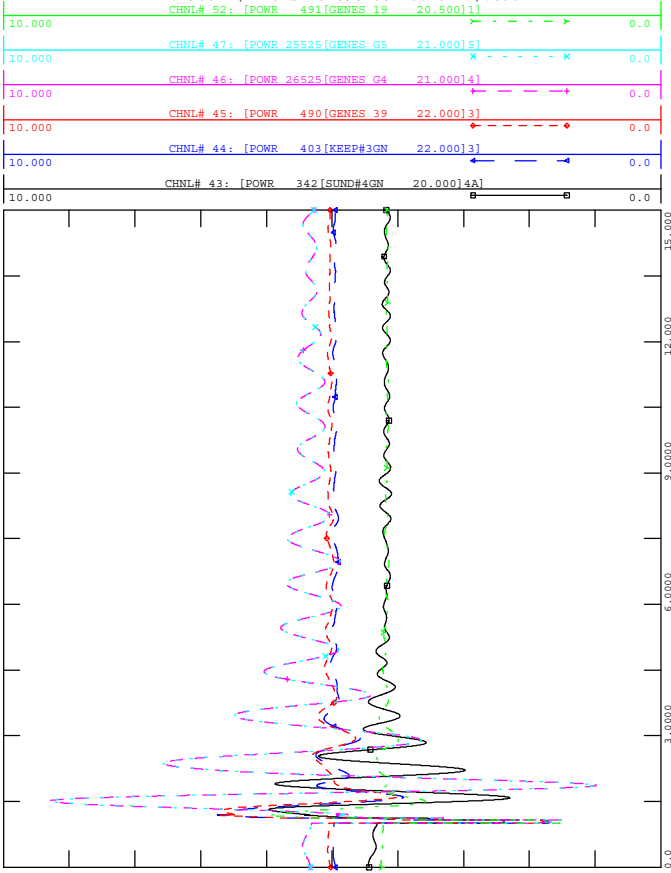
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 5.75 CYCLES, FAR END CLEARED IN 7.5 CYCLES
 FILE: 908L (Ellerslie 89S to E.Edmonton 38S).out



WED, JUN 17 2015 14:27
 BUS VOLTAGE



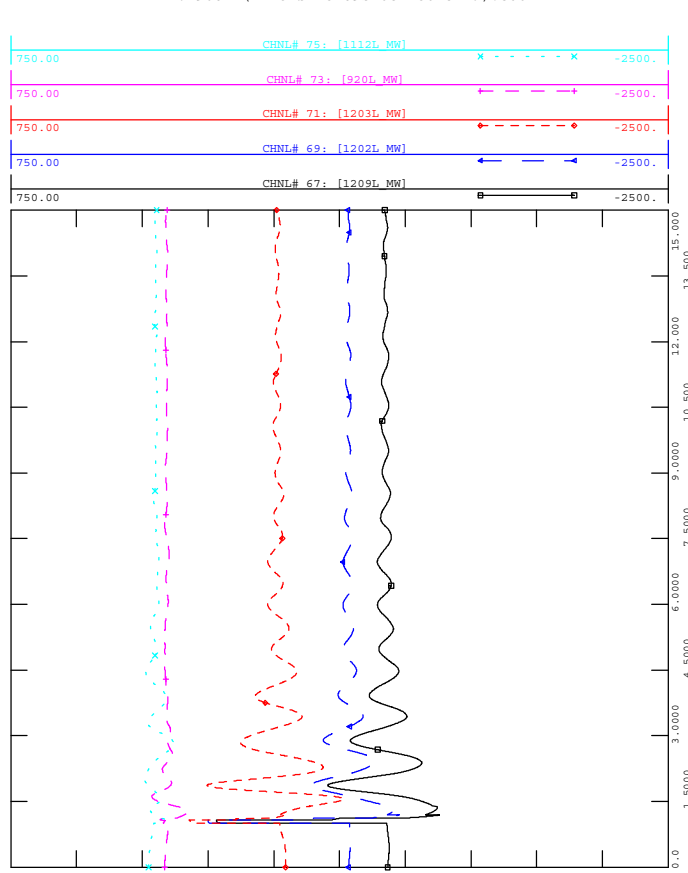
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



WED, JUN 17 2015 14:27
 MACHINE POWER MW



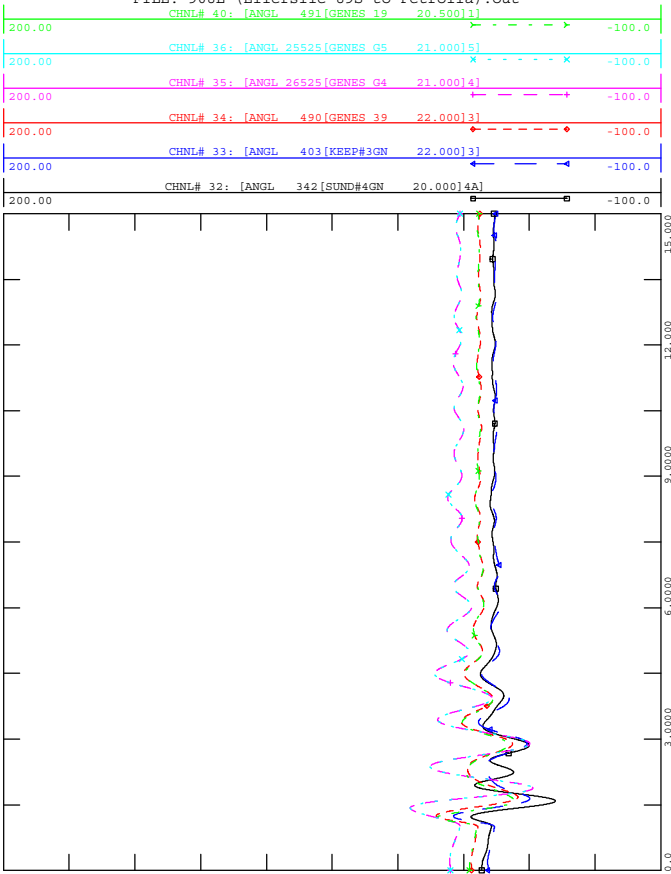
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



WED, JUN 17 2015 14:27
 LINE FLOW MW/MVAR



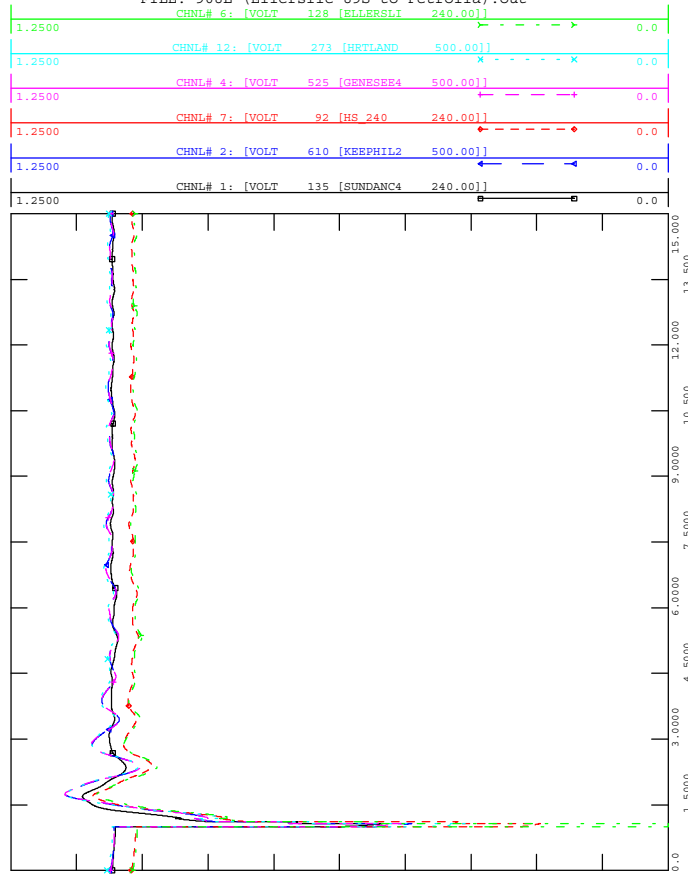
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



WED, JUN 17 2015 14:27
 MACHINE ANGLE



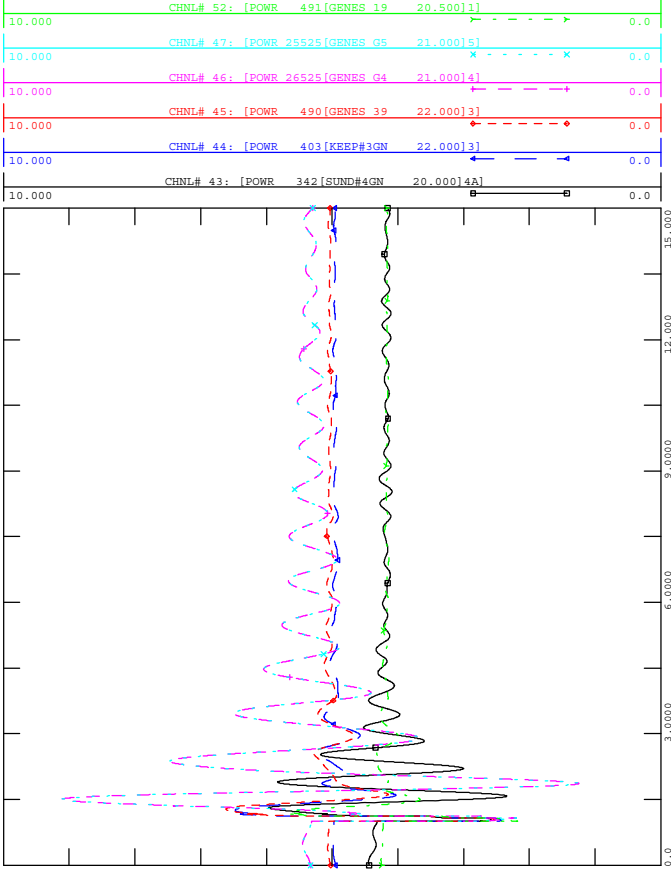
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



WED, JUN 17 2015 14:27
 BUS VOLTAGE



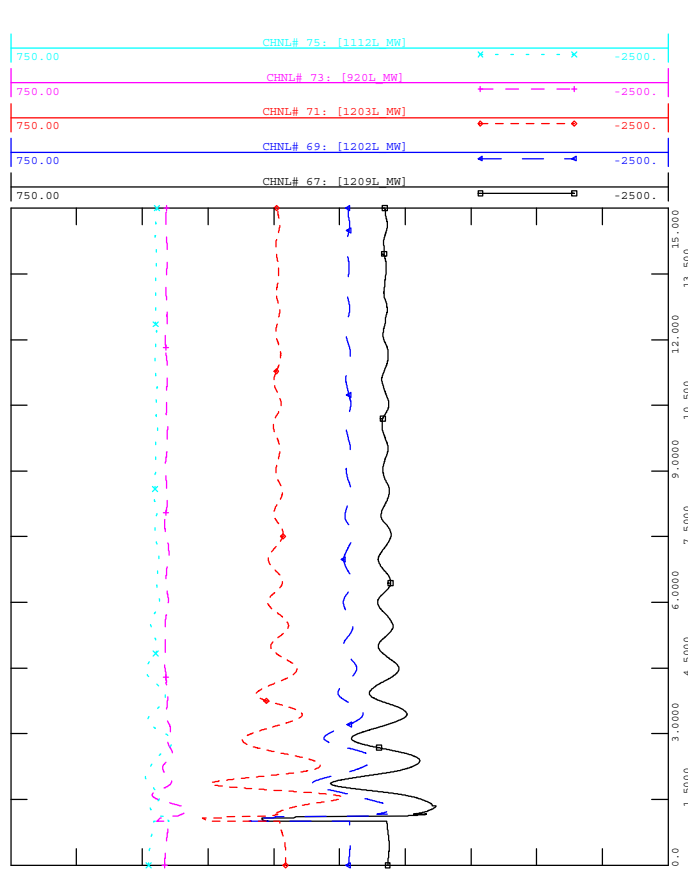
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 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out



WED, JUN 17 2015 14:27
 MACHINE POWER MW



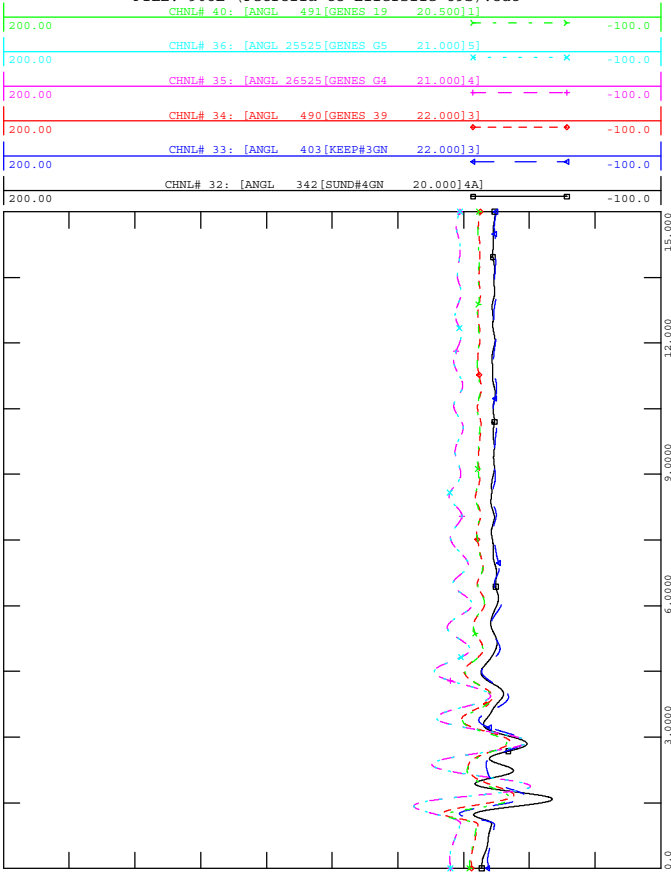
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 3 PHASE FAULT ON 908L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out



WED, JUN 17 2015 14:27
 LINE FLOW MW/MVAR



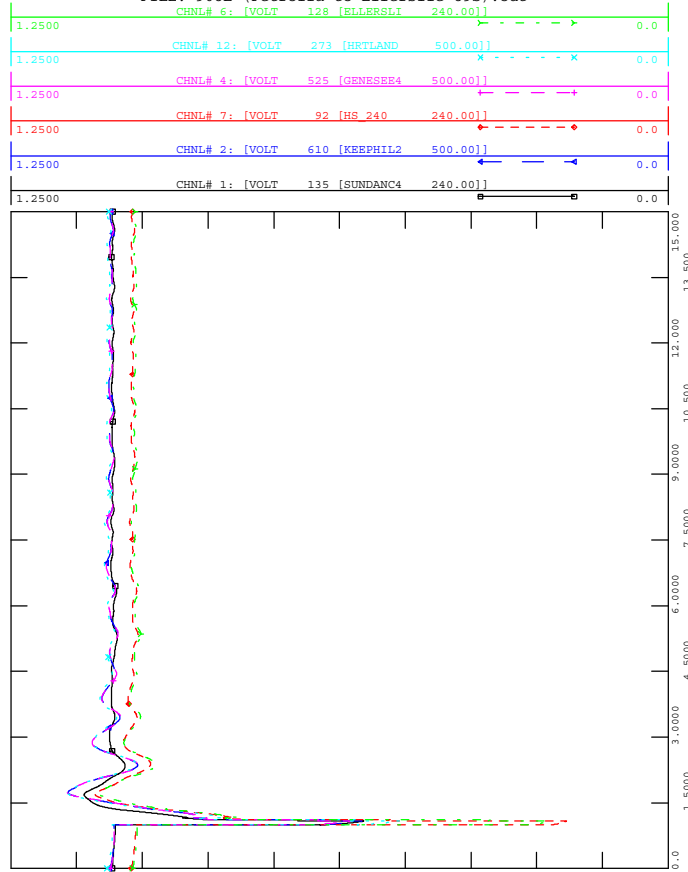
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out



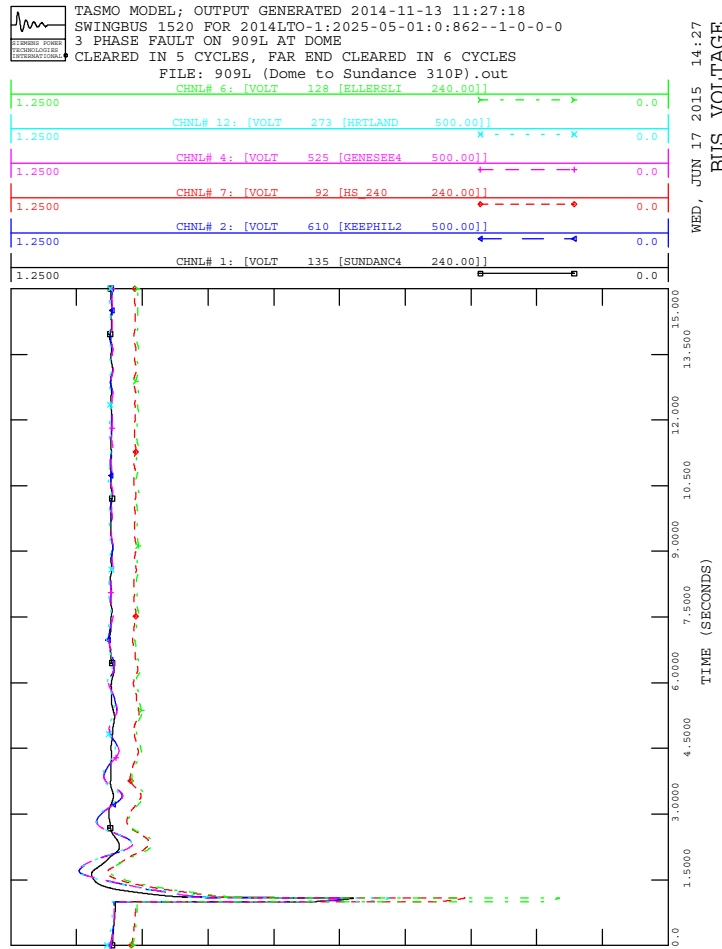
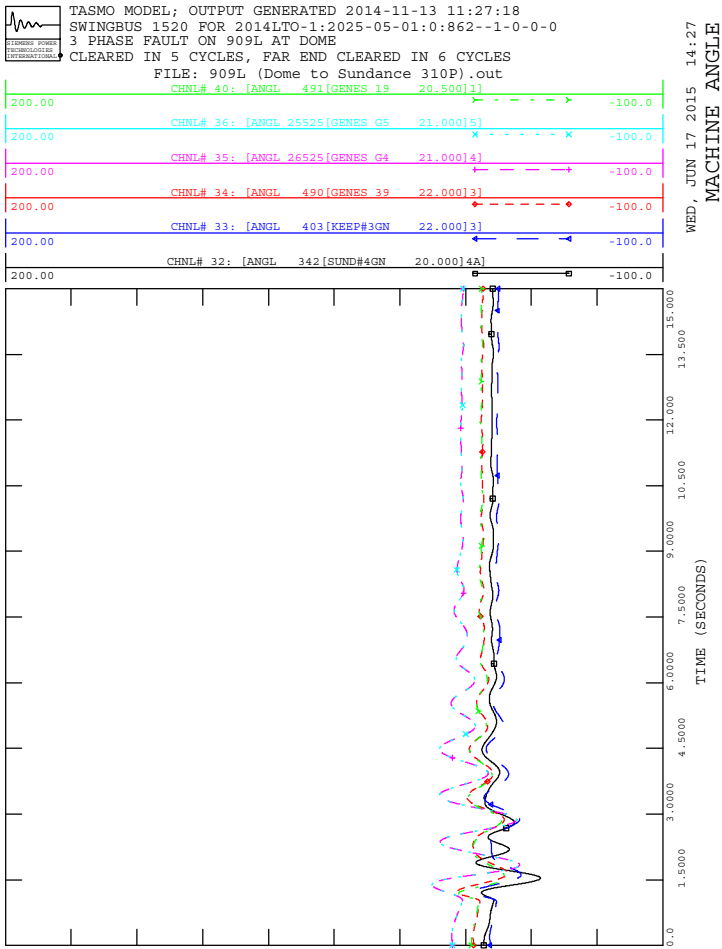
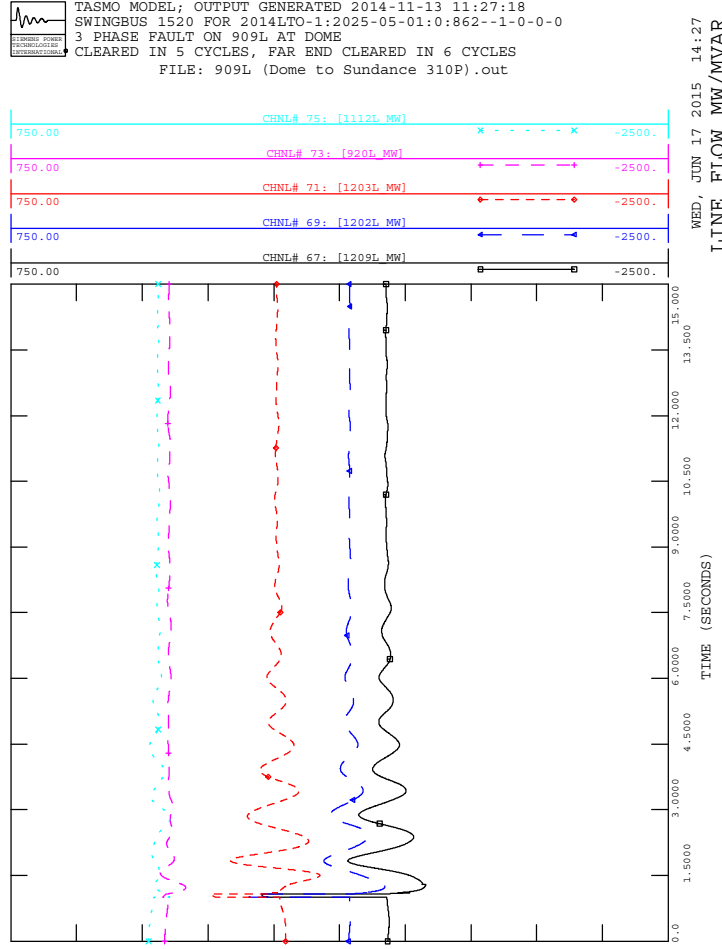
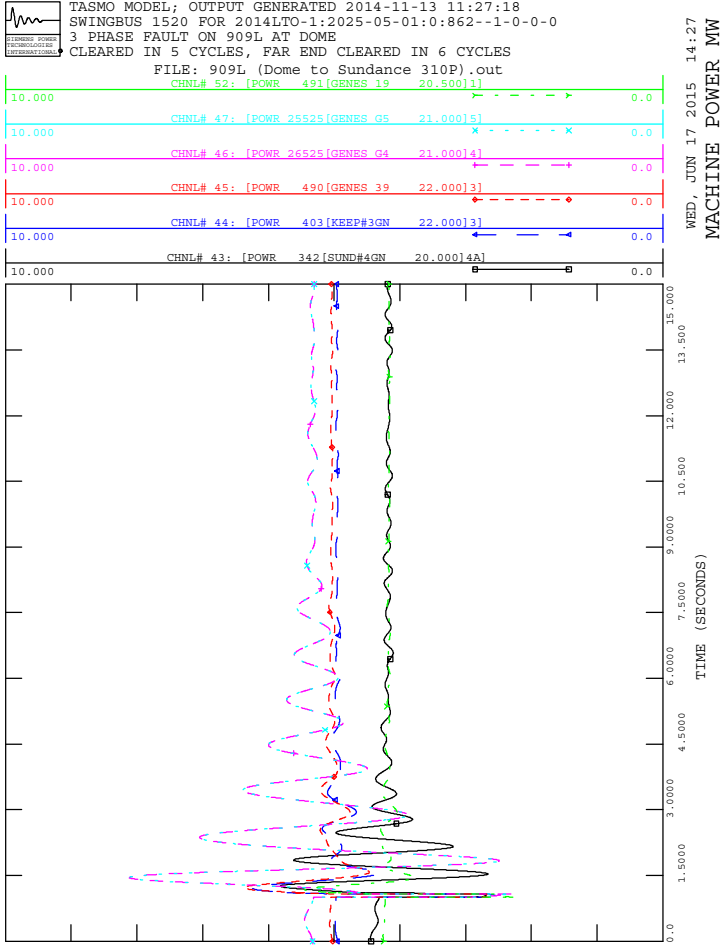
WED, JUN 17 2015 14:27
 MACHINE ANGLE

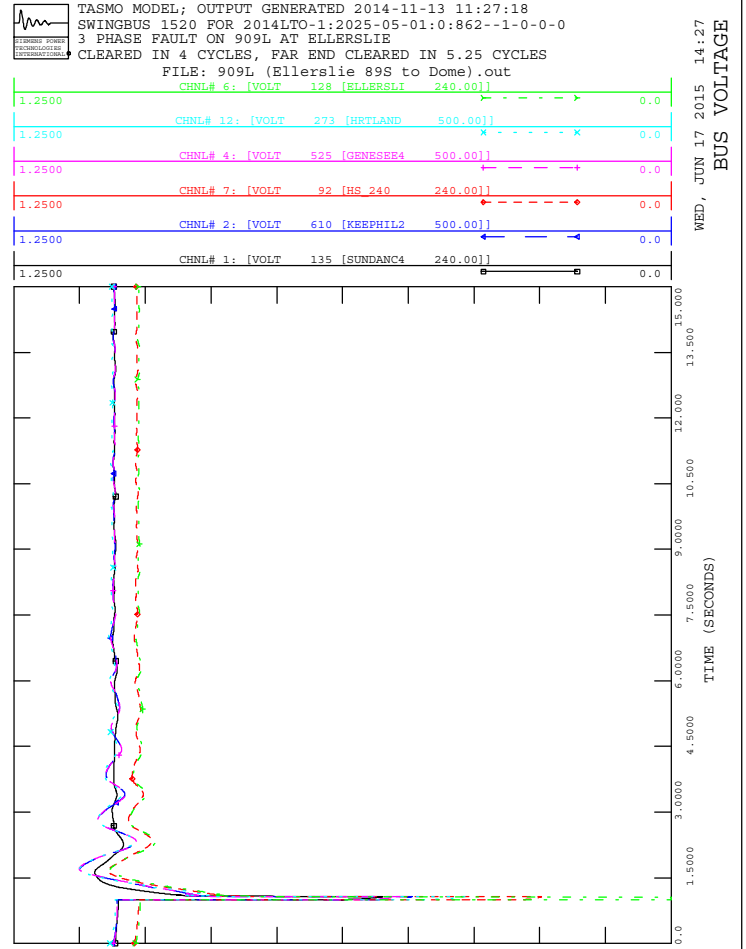
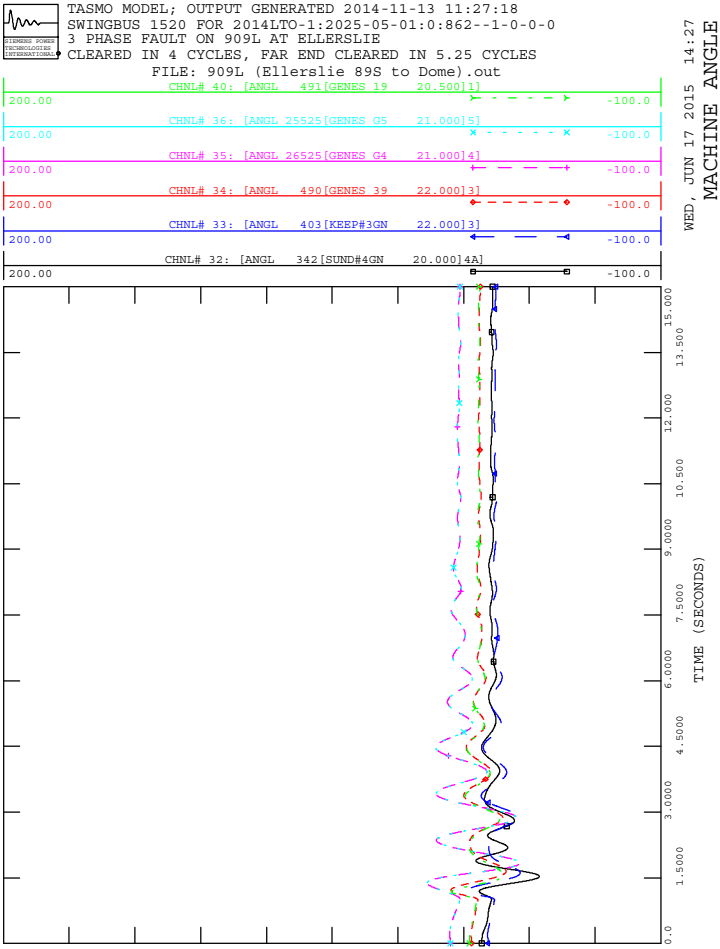
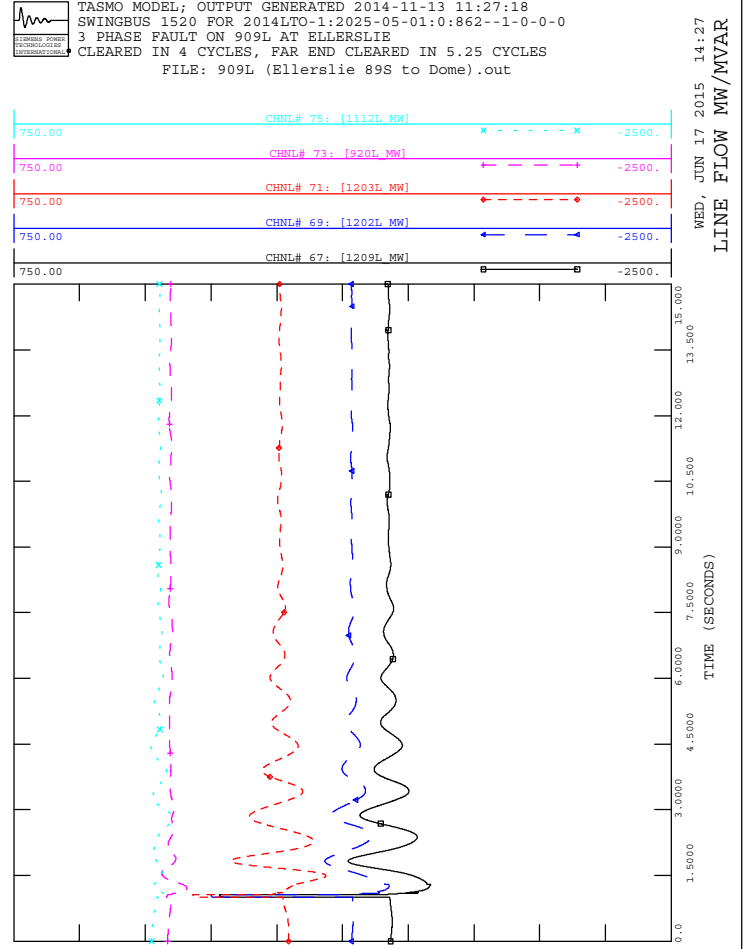
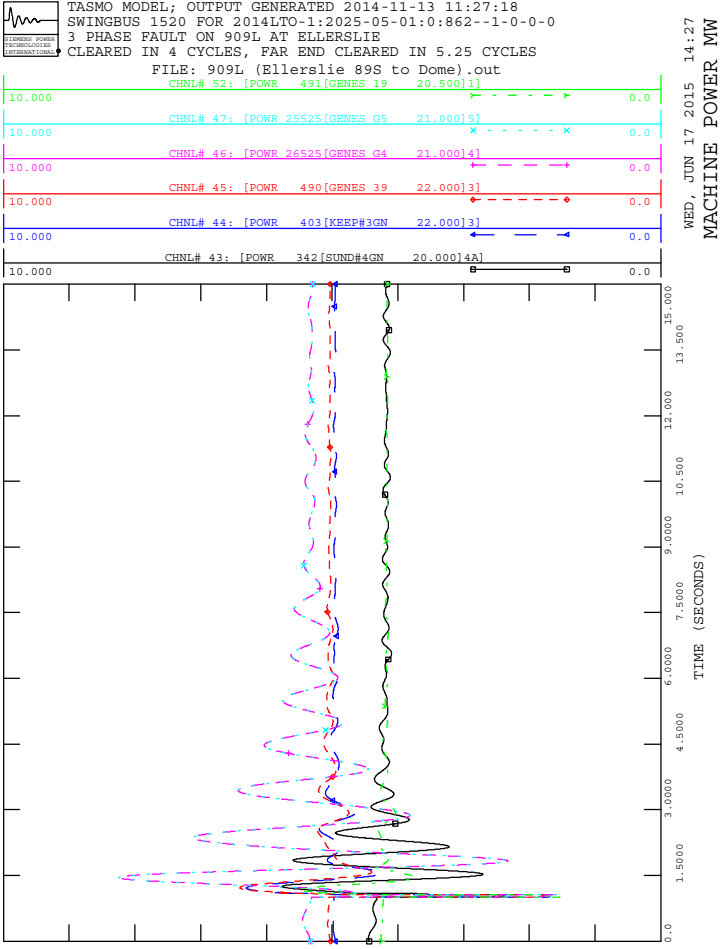


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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Petrolia to Ellerslie 89S).out



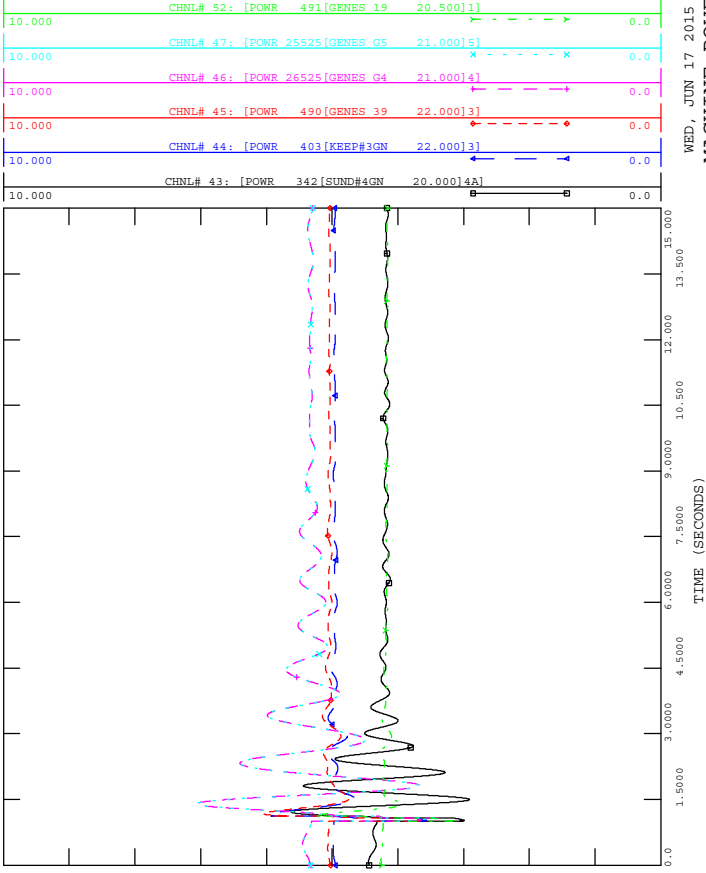
WED, JUN 17 2015 14:27
 BUS VOLTAGE







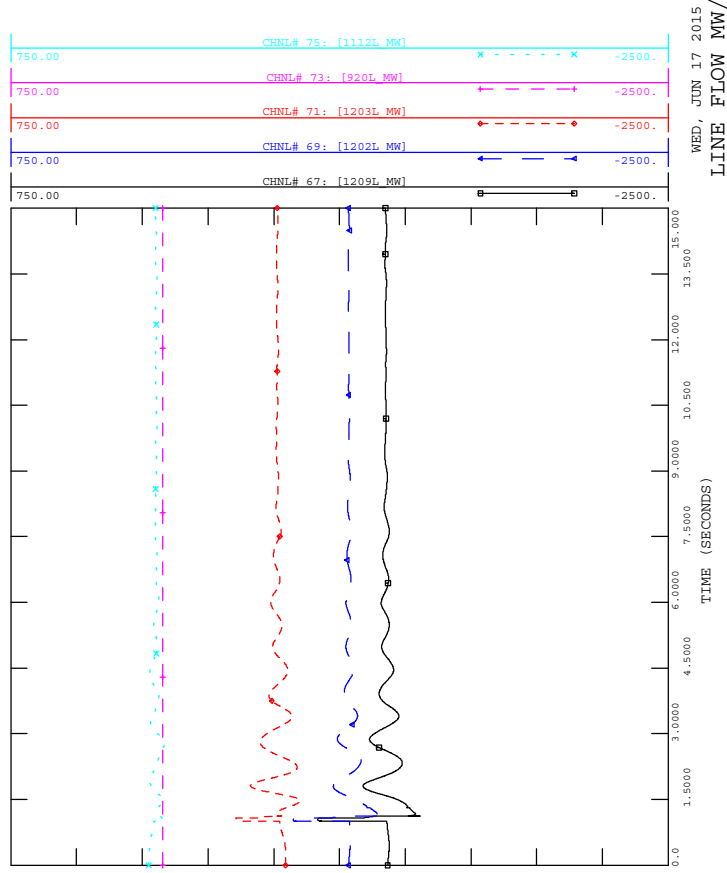
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 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



WED, JUN 17 2015 14:27
 MACHINE POWER MW



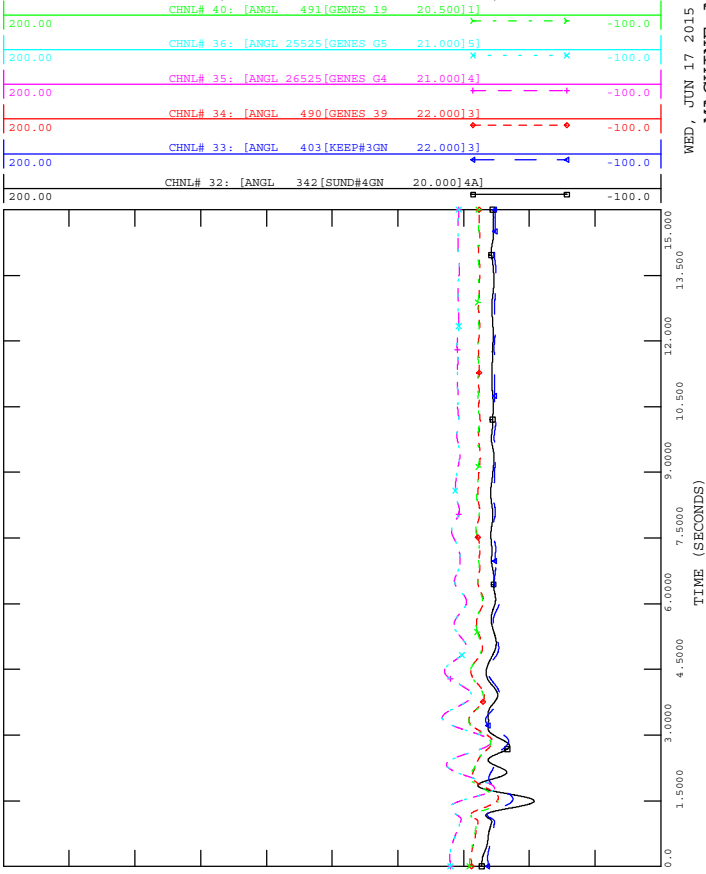
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



WED, JUN 17 2015 14:27
 LINE FLOW MW/MVAR



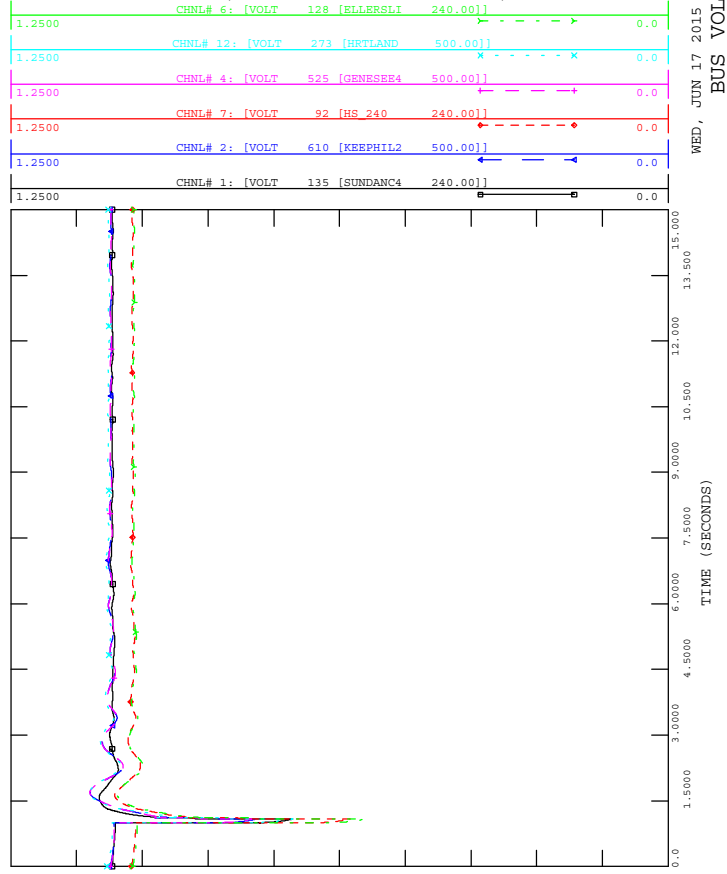
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 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



WED, JUN 17 2015 14:27
 MACHINE ANGLE



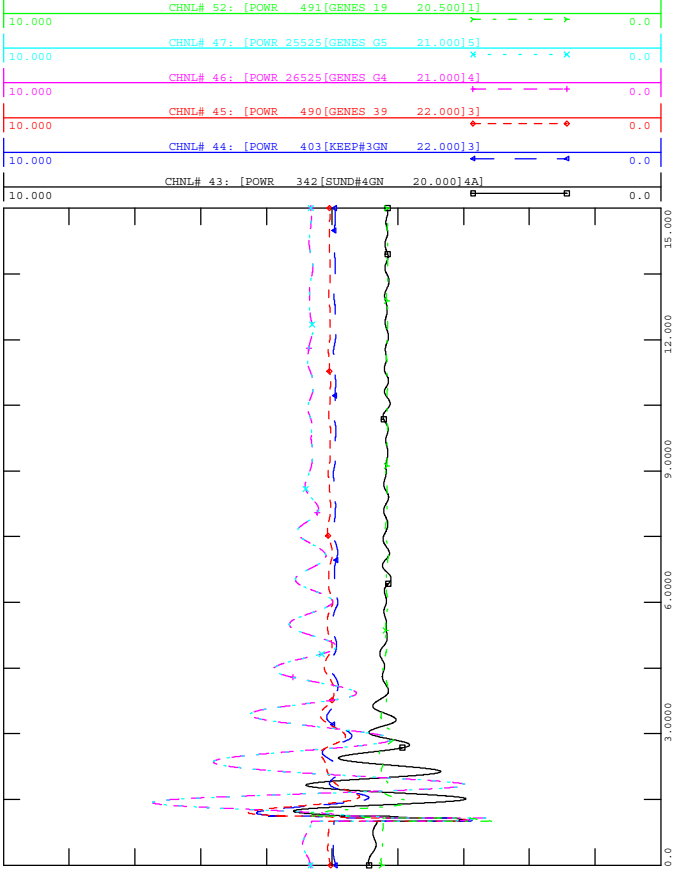
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 3 PHASE FAULT ON 920L AT CASTLE DOWNS
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Castle Downs to Lamoureux 71S).out



WED, JUN 17 2015 14:27
 BUS VOLTAGE



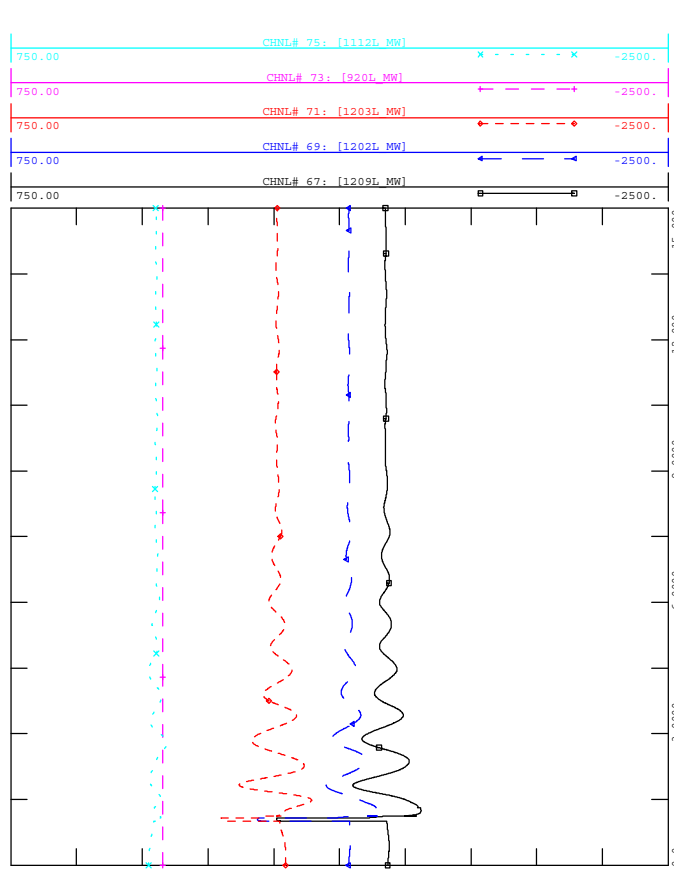
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 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



WED, JUN 17 2015 14:27
 MACHINE POWER MW



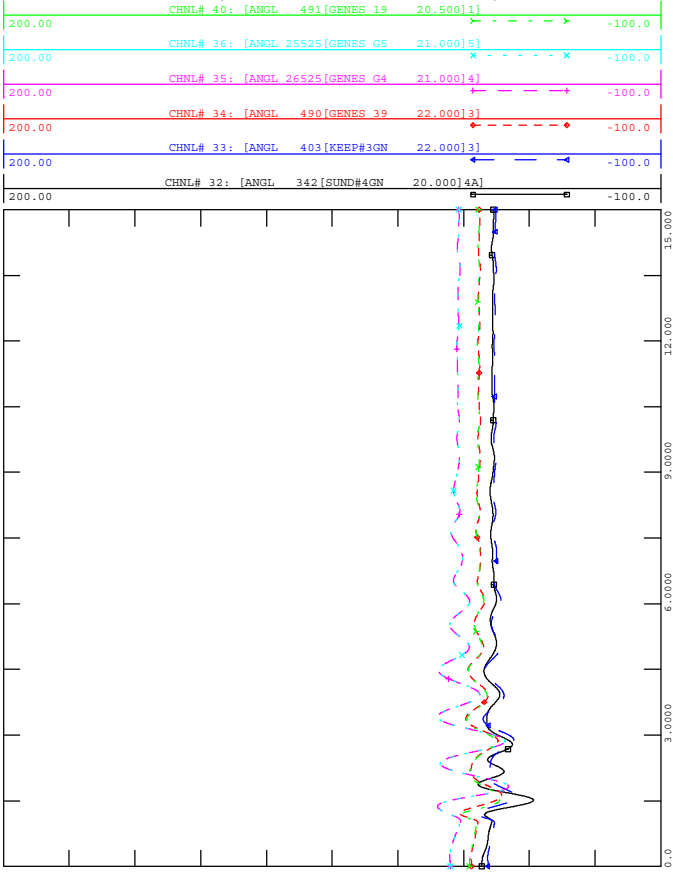
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 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



WED, JUN 17 2015 14:27
 LINE FLOW MW/MVAR



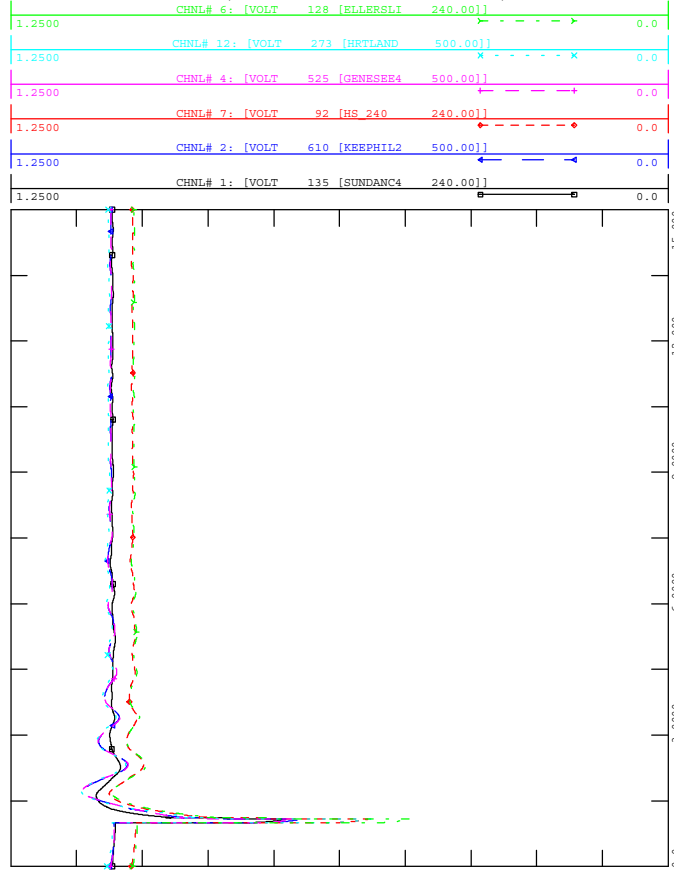
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 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



WED, JUN 17 2015 14:27
 MACHINE ANGLE



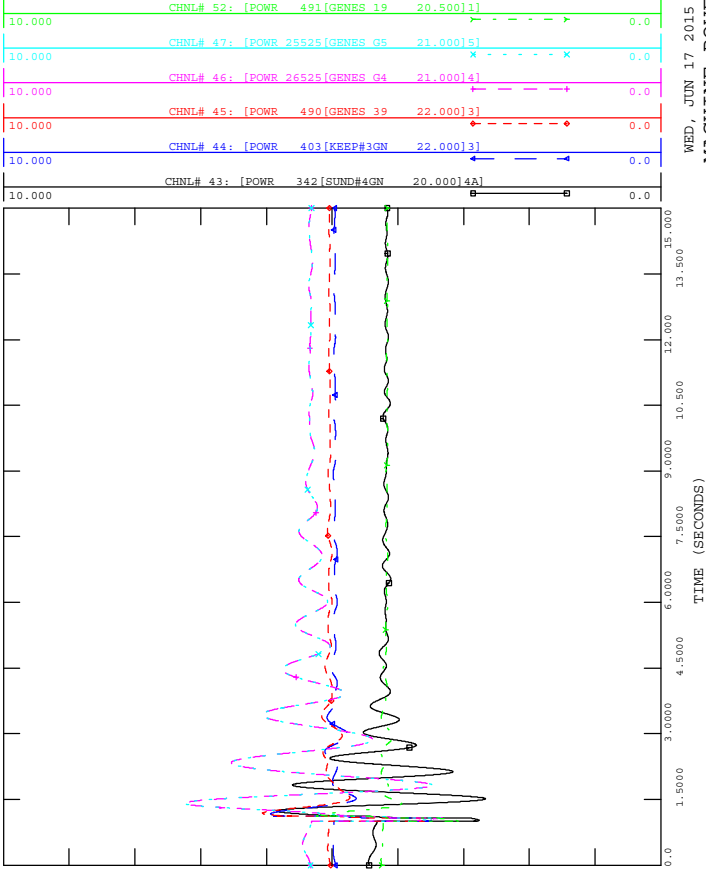
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



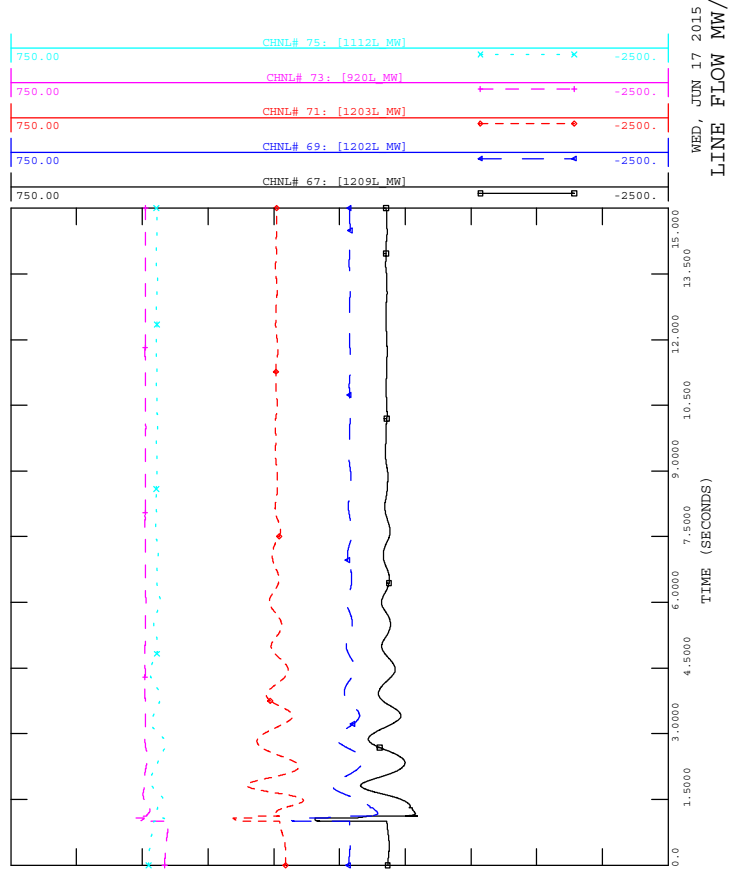
WED, JUN 17 2015 14:27
 BUS VOLTAGE



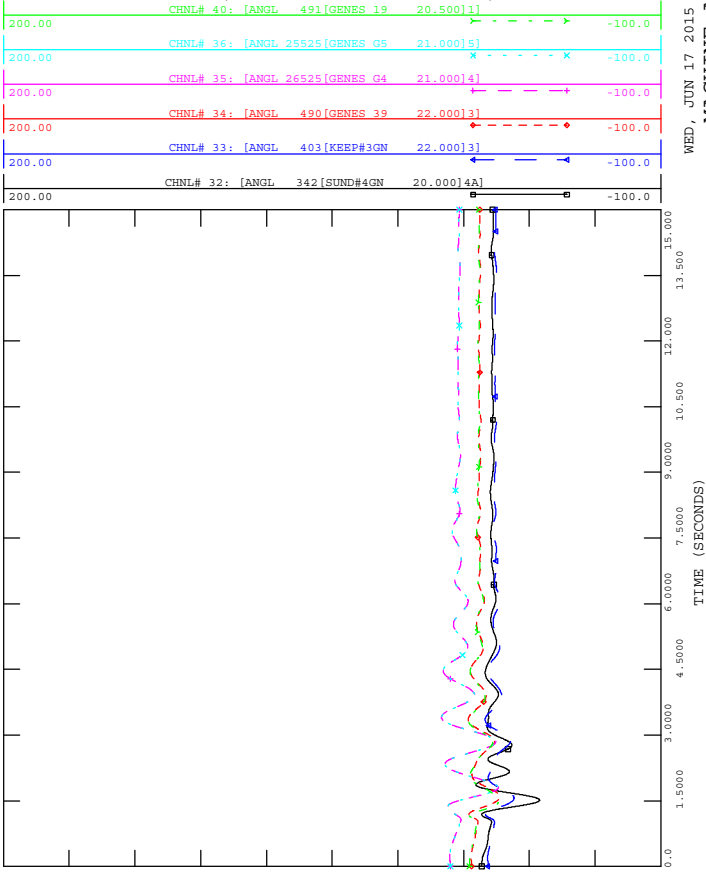
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 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



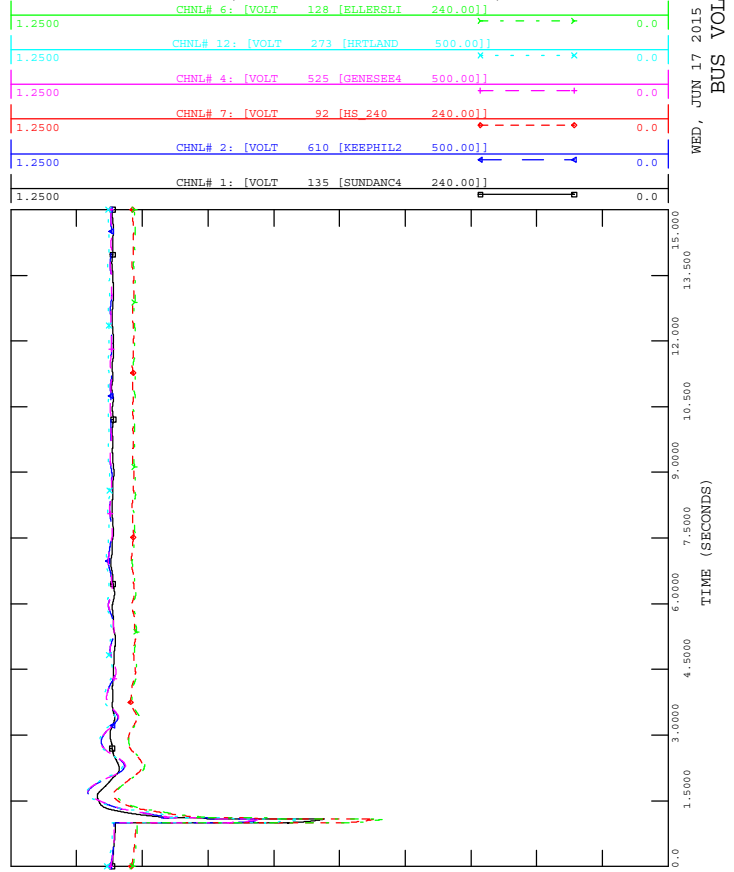
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

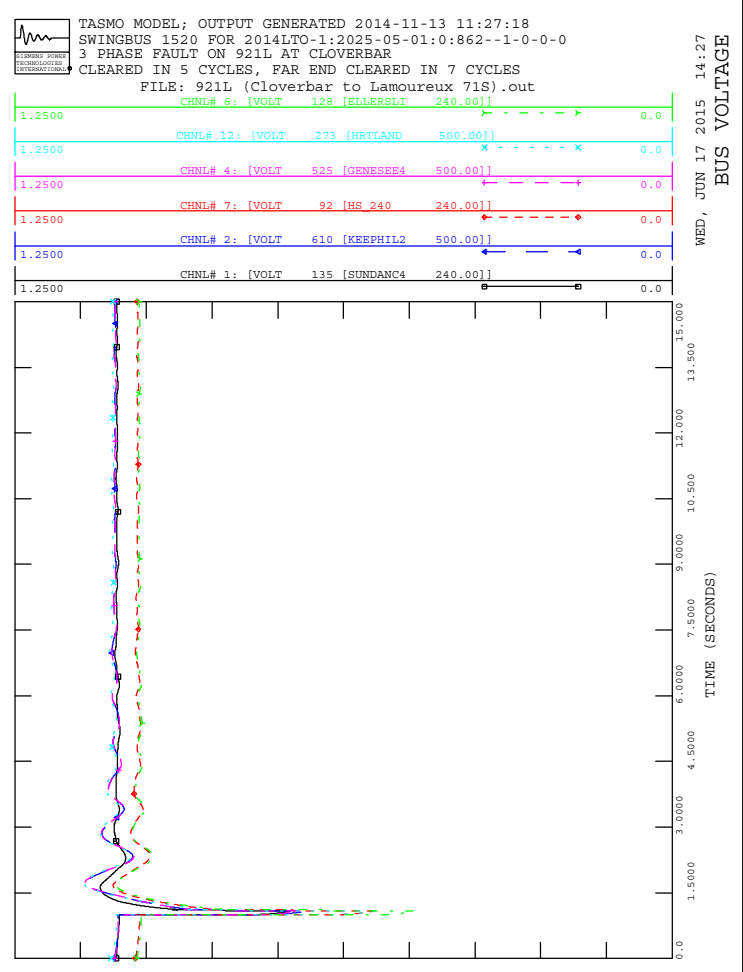
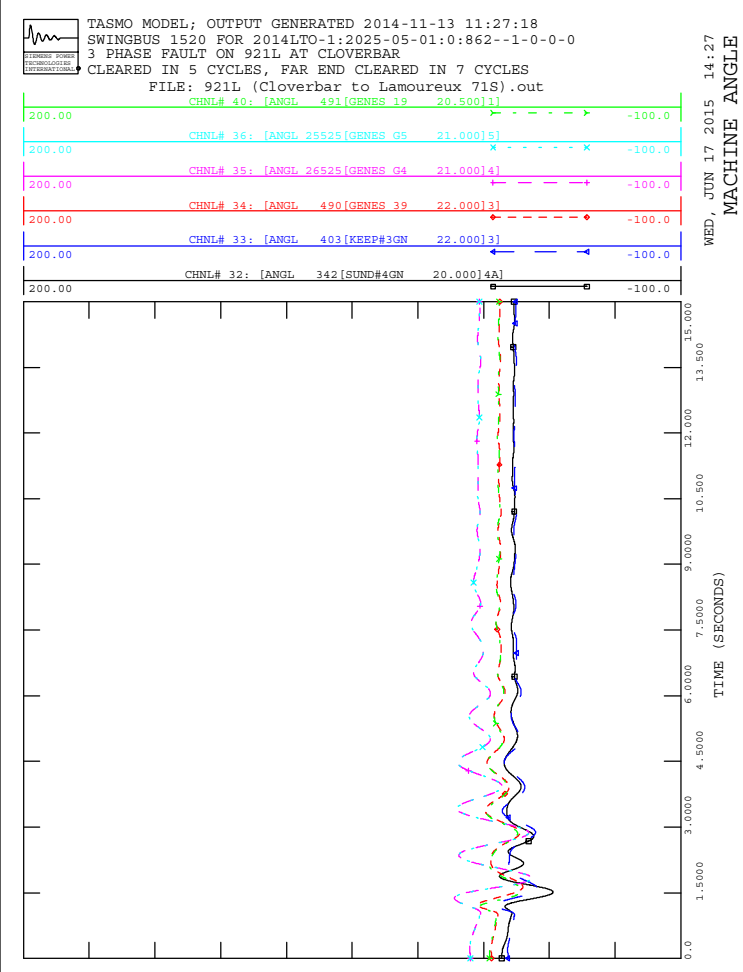
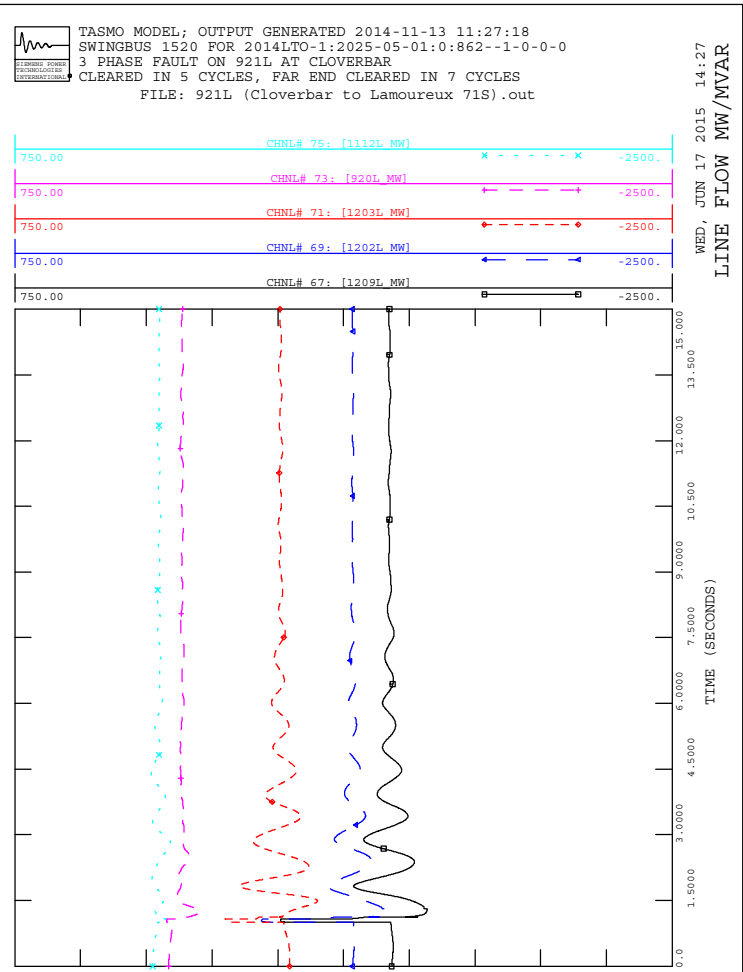
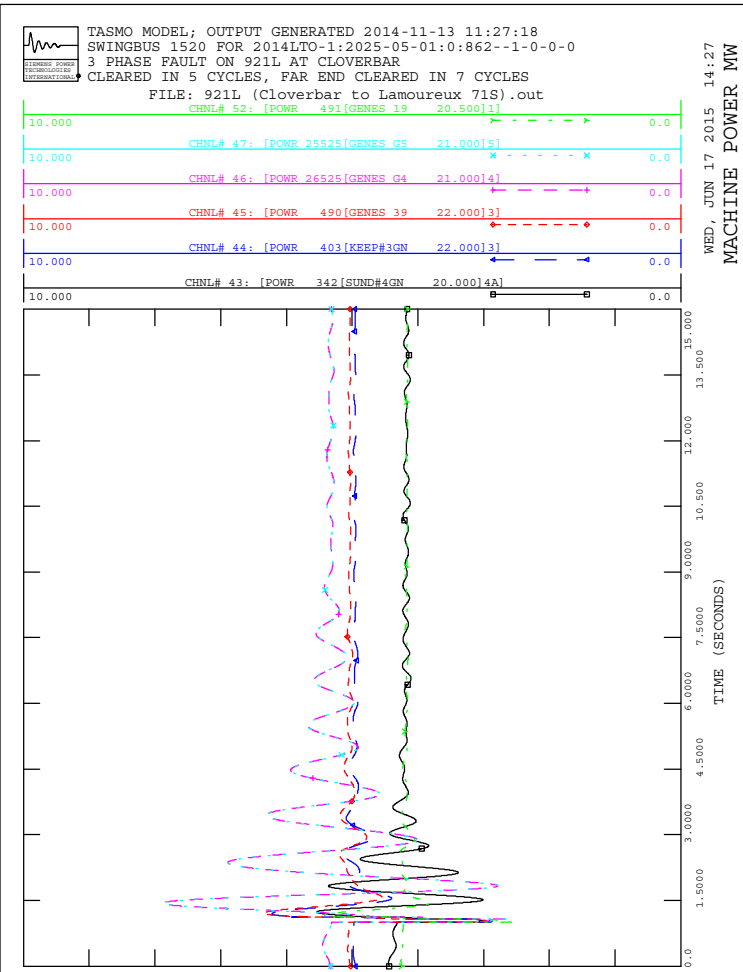


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 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



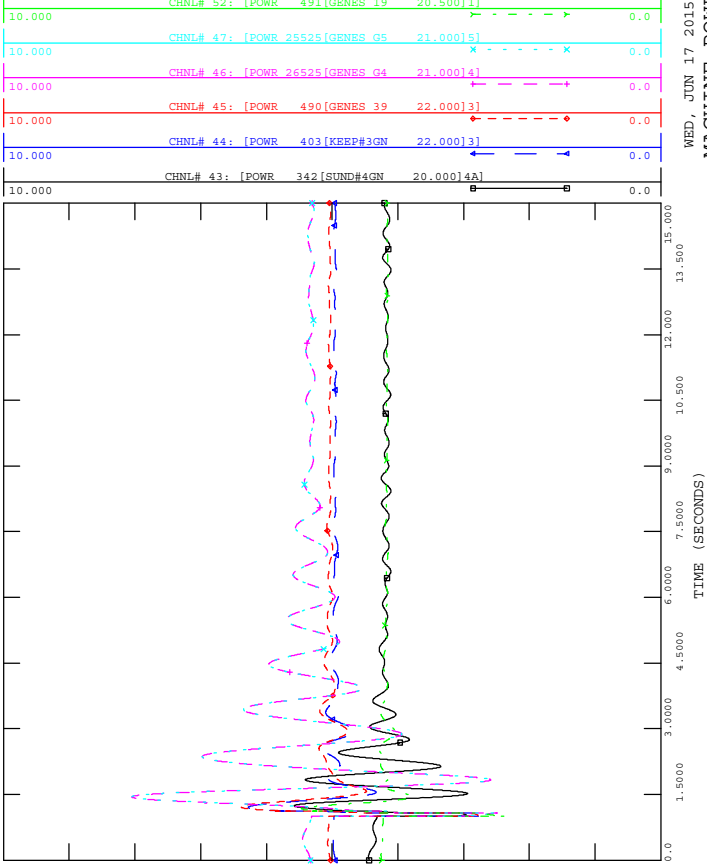
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 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out







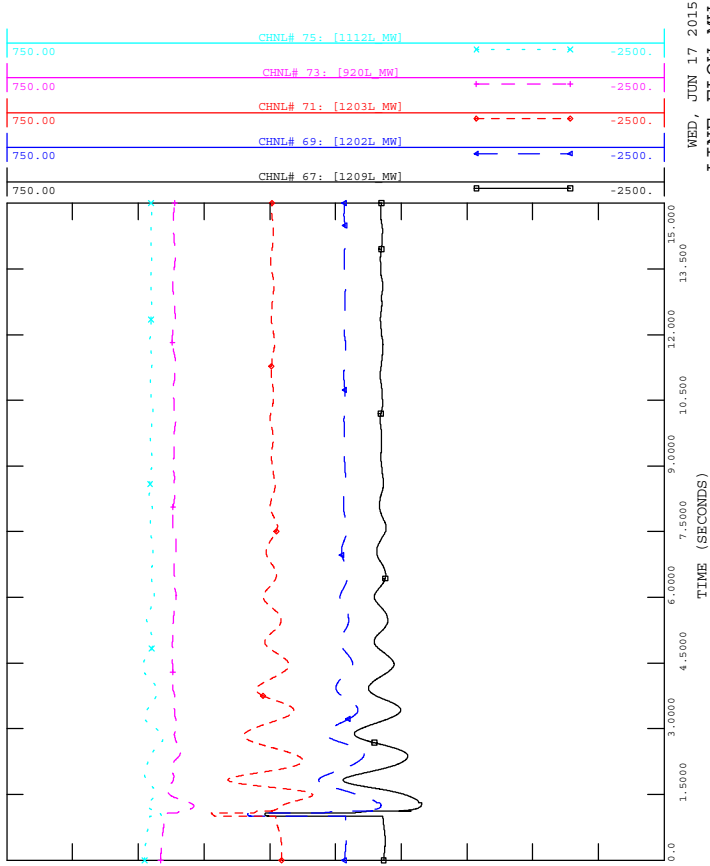
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 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



WED, JUN 17 2015 14:28
 MACHINE POWER MW



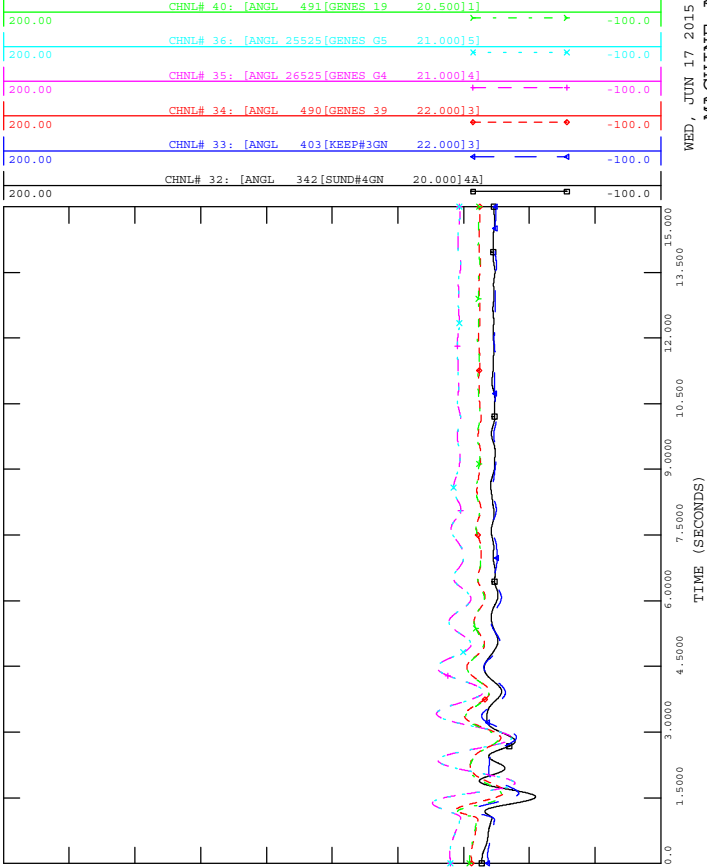
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 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



WED, JUN 17 2015 14:28
 LINE FLOW MW/MVAR



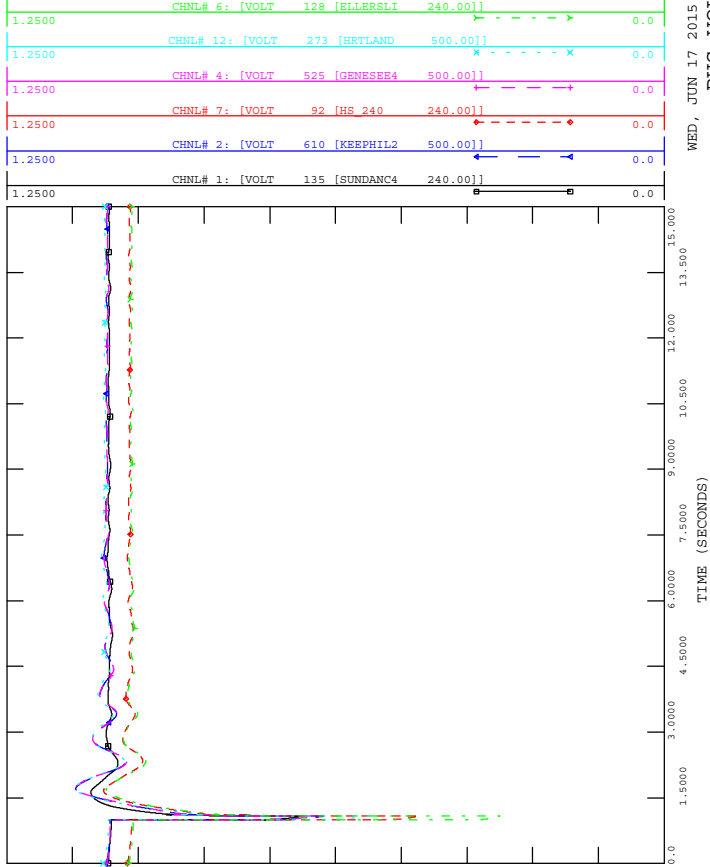
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 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



WED, JUN 17 2015 14:27
 MACHINE ANGLE



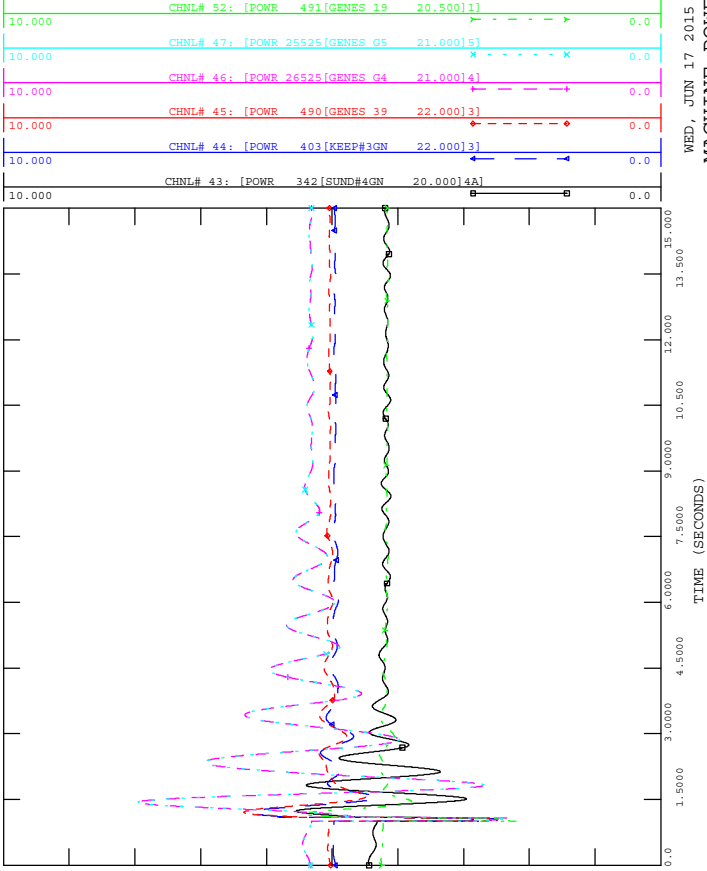
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



WED, JUN 17 2015 14:28
 BUS VOLTAGE



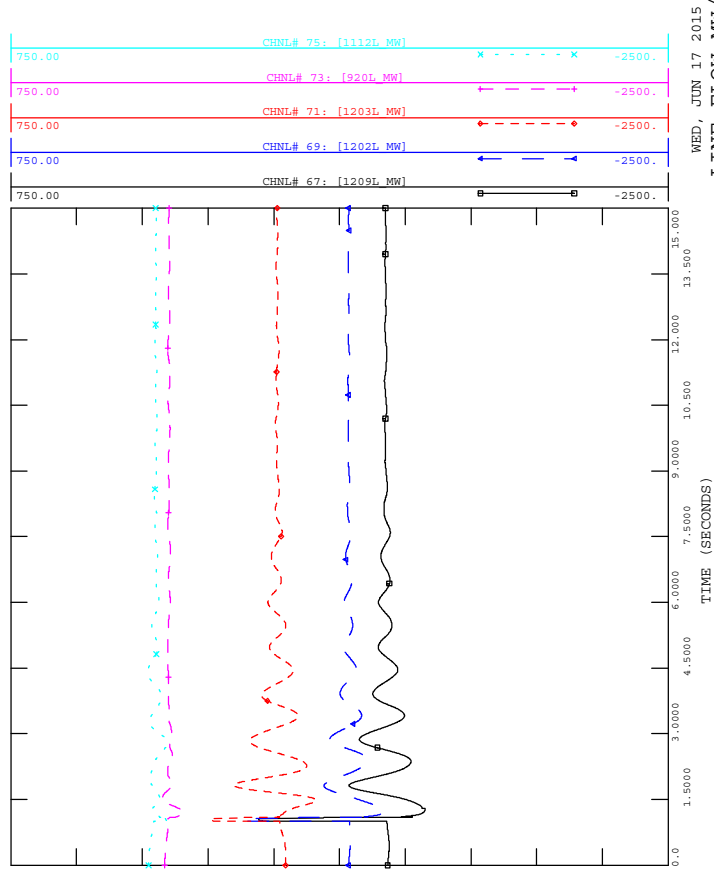
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 14:28
 MACHINE POWER MW



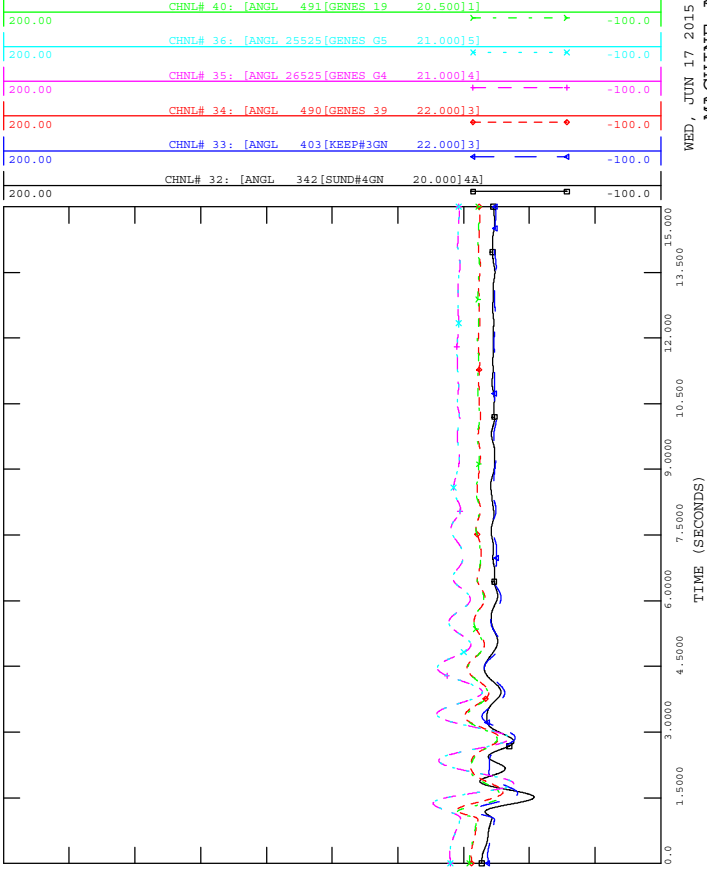
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 14:28
 LINE FLOW MW/MVAR



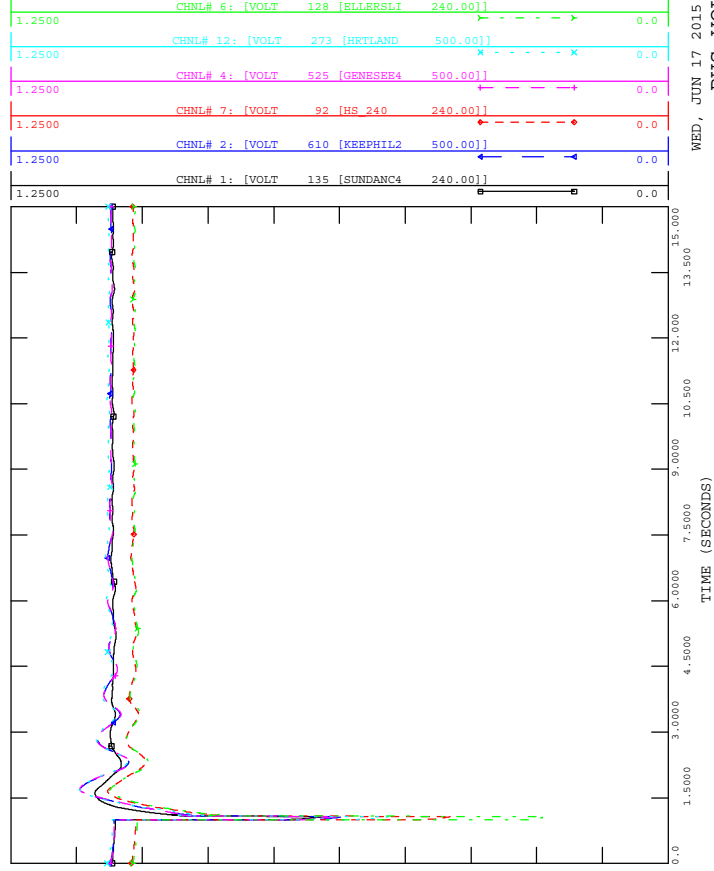
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 14:28
 MACHINE ANGLE



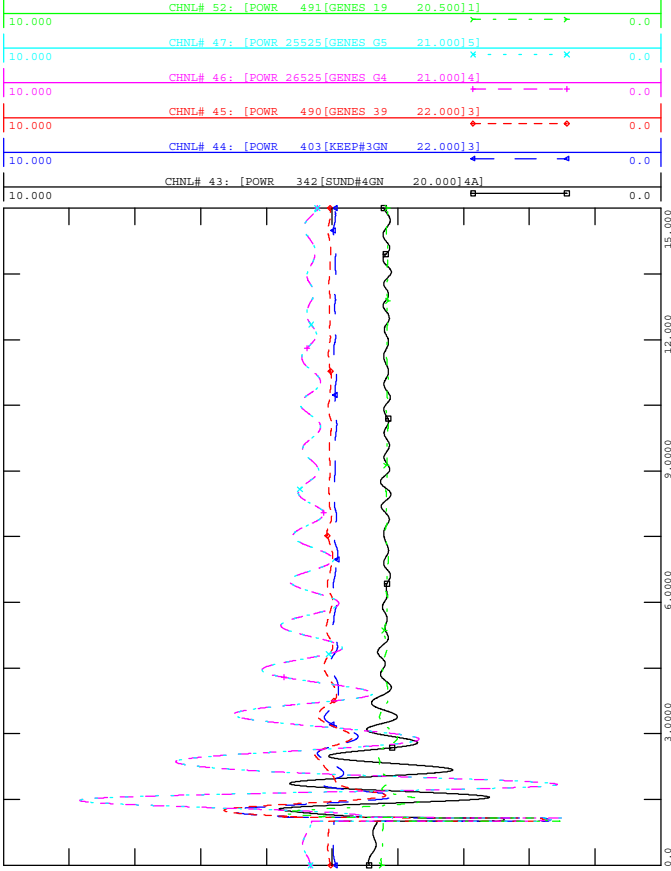
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 14:28
 BUS VOLTAGE



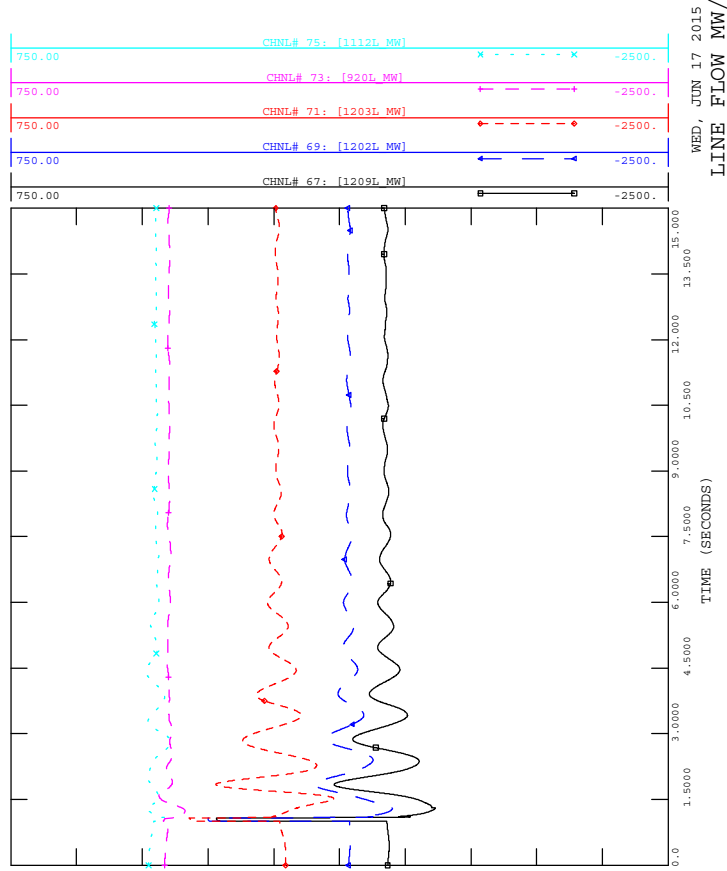
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 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



WED, JUN 17 2015 14:28
 MACHINE POWER MW



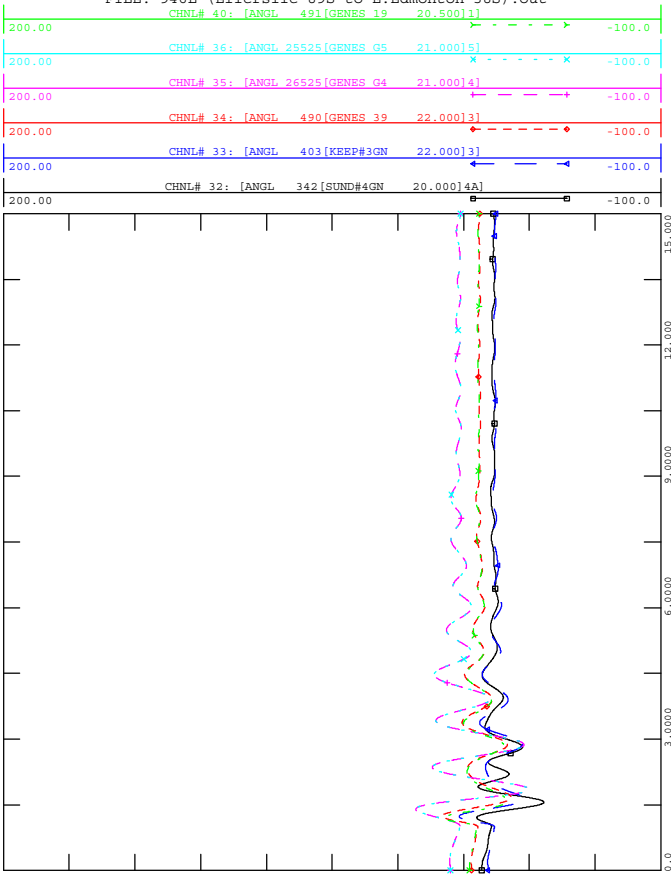
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 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



WED, JUN 17 2015 14:28
 LINE FLOW MW/MVAR



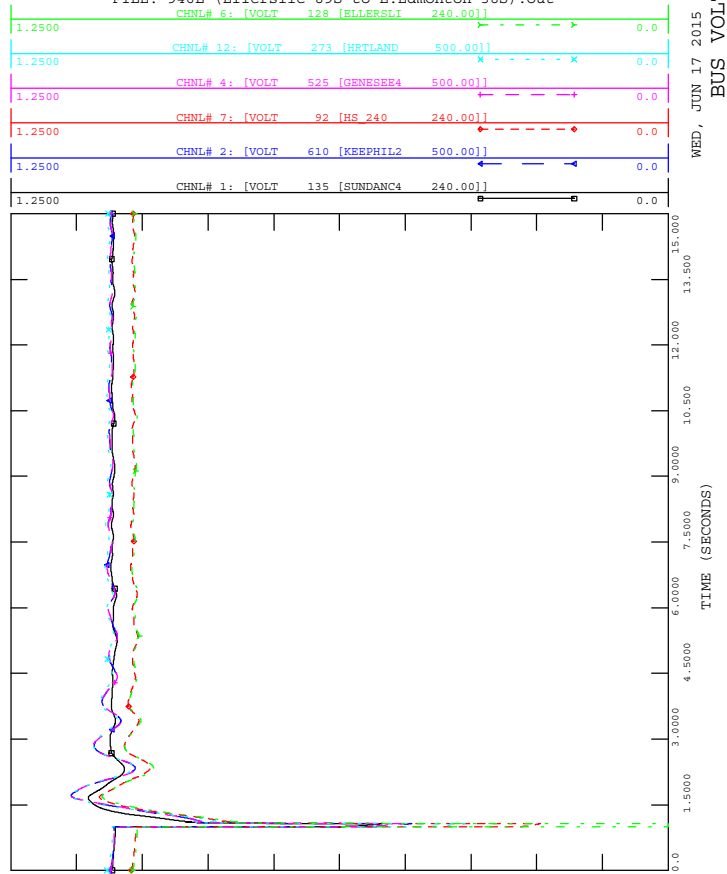
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 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



WED, JUN 17 2015 14:28
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

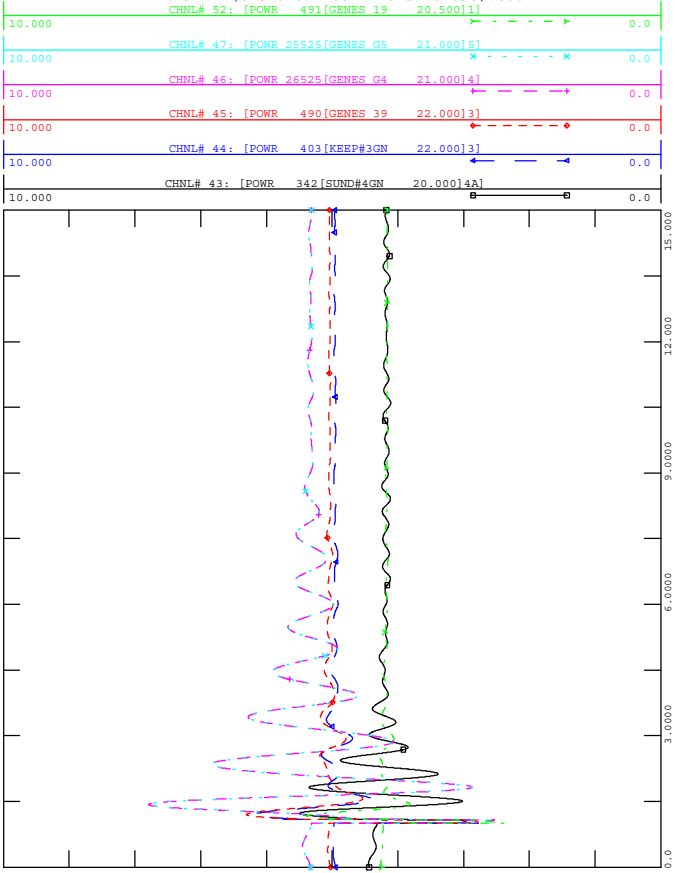


WED, JUN 17 2015 14:28
 BUS VOLTAGE



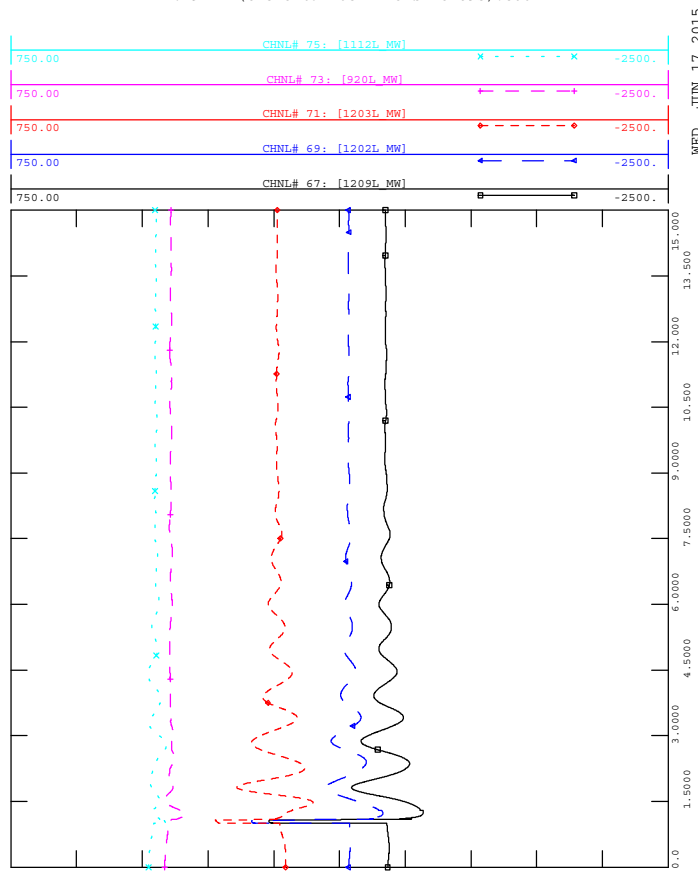
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 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

WED, JUN 17 2015 14:28
 MACHINE POWER MW



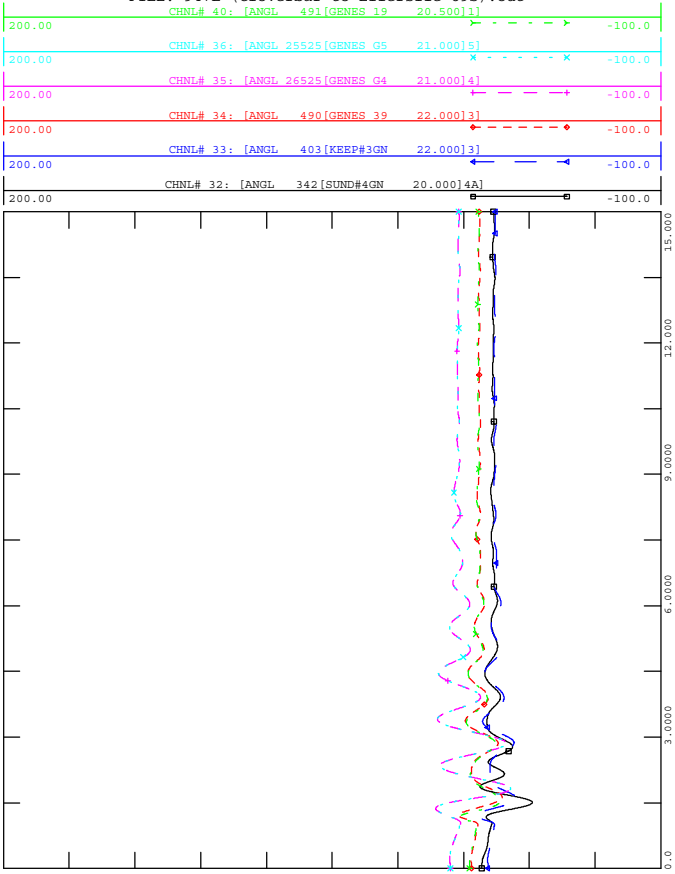
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

WED, JUN 17 2015 14:28
 LINE FLOW MW/MVAR



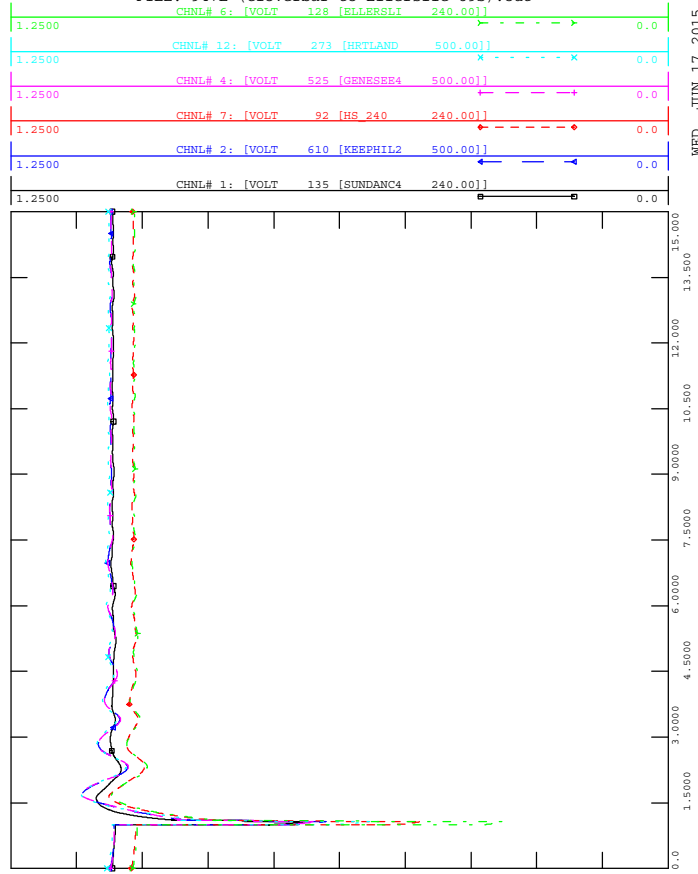
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

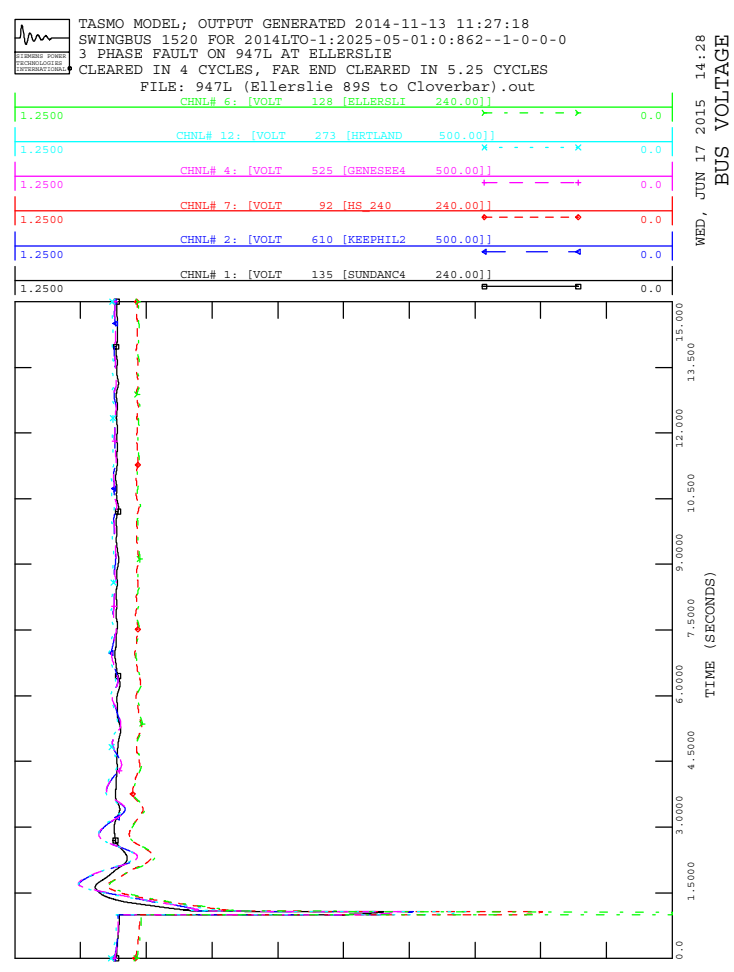
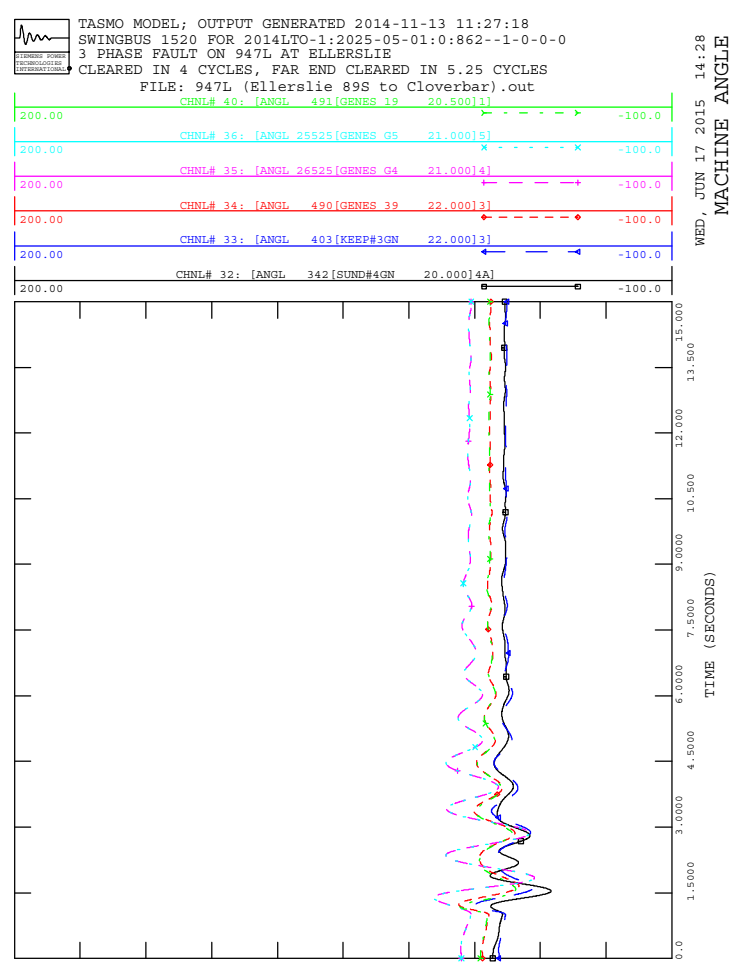
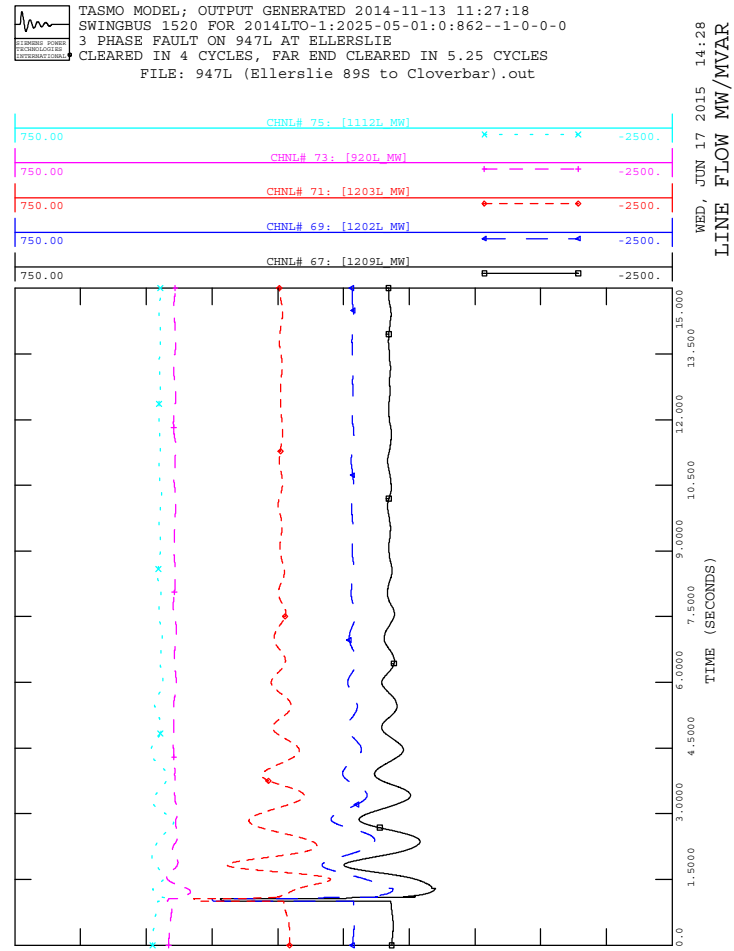
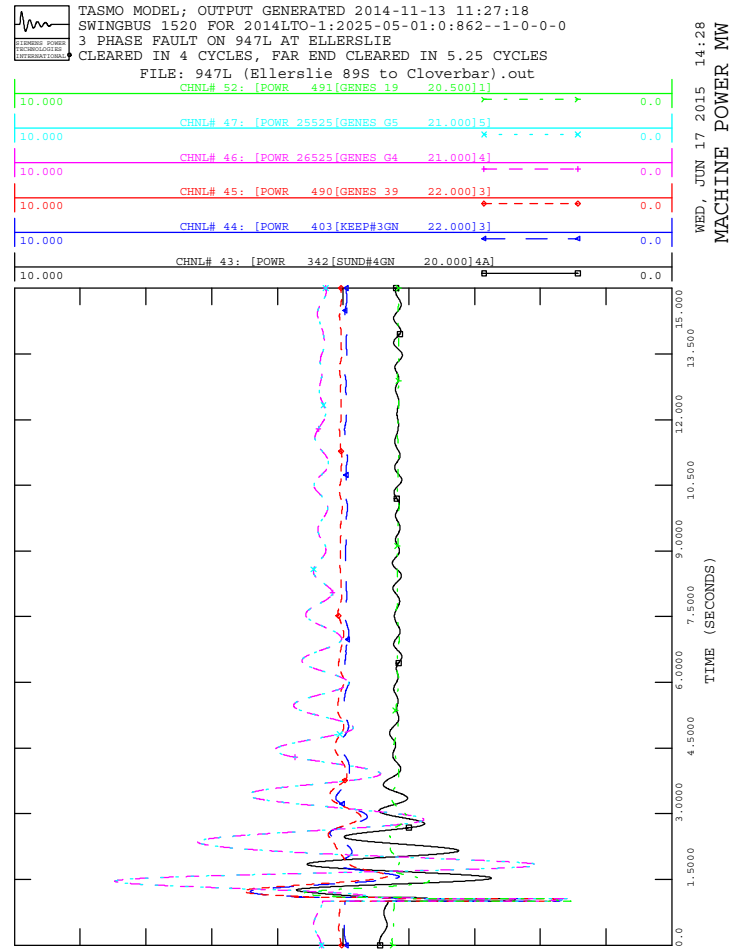
WED, JUN 17 2015 14:28
 MACHINE ANGLE

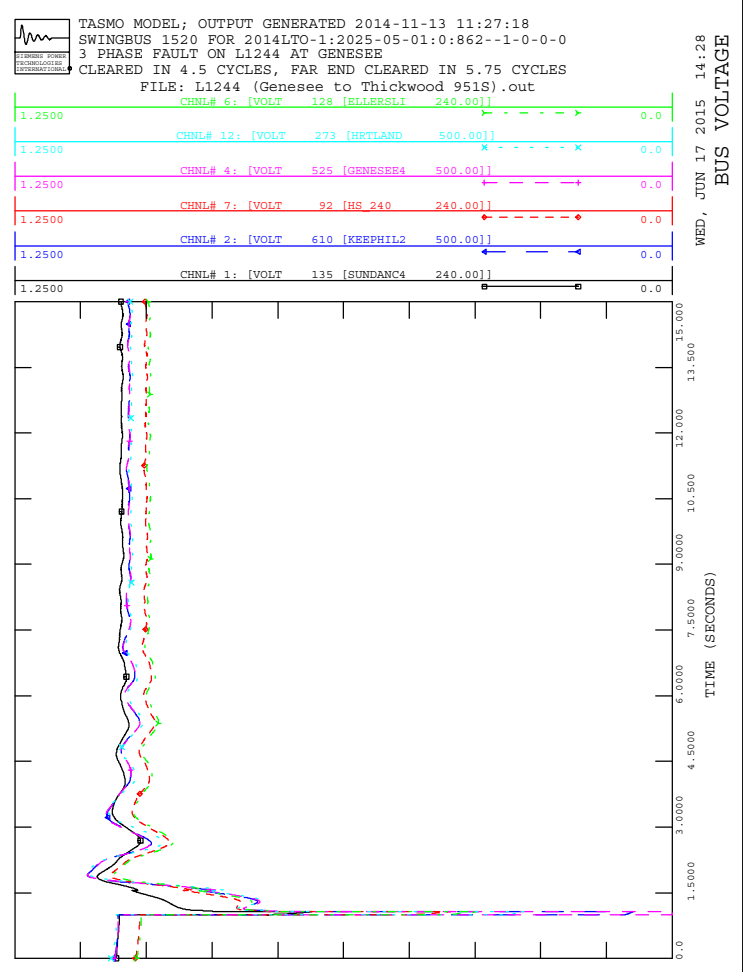
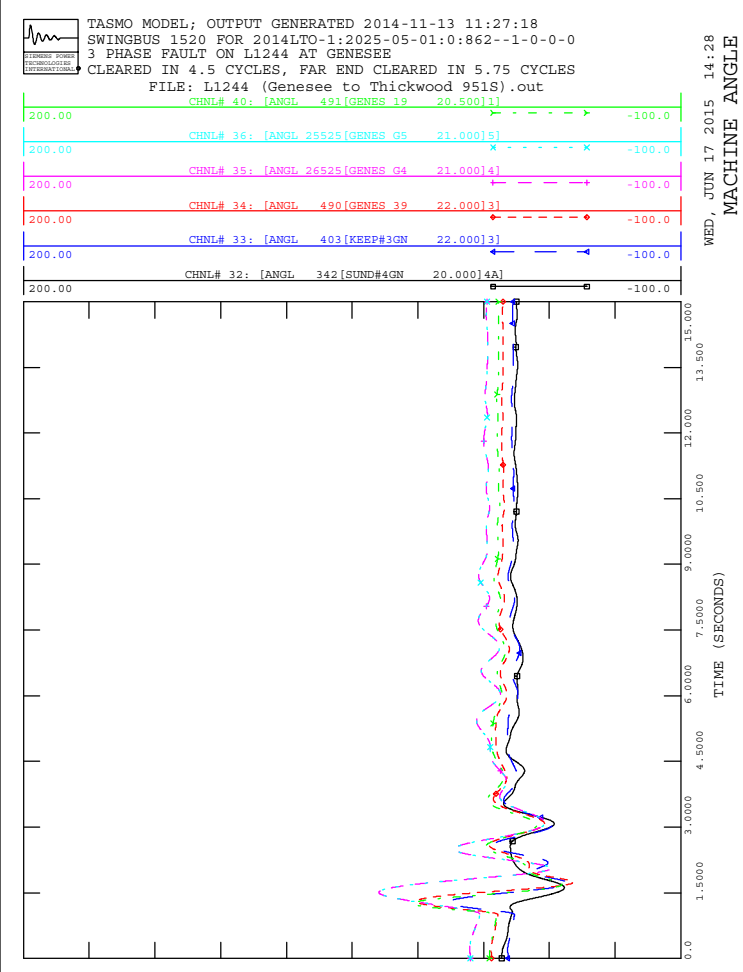
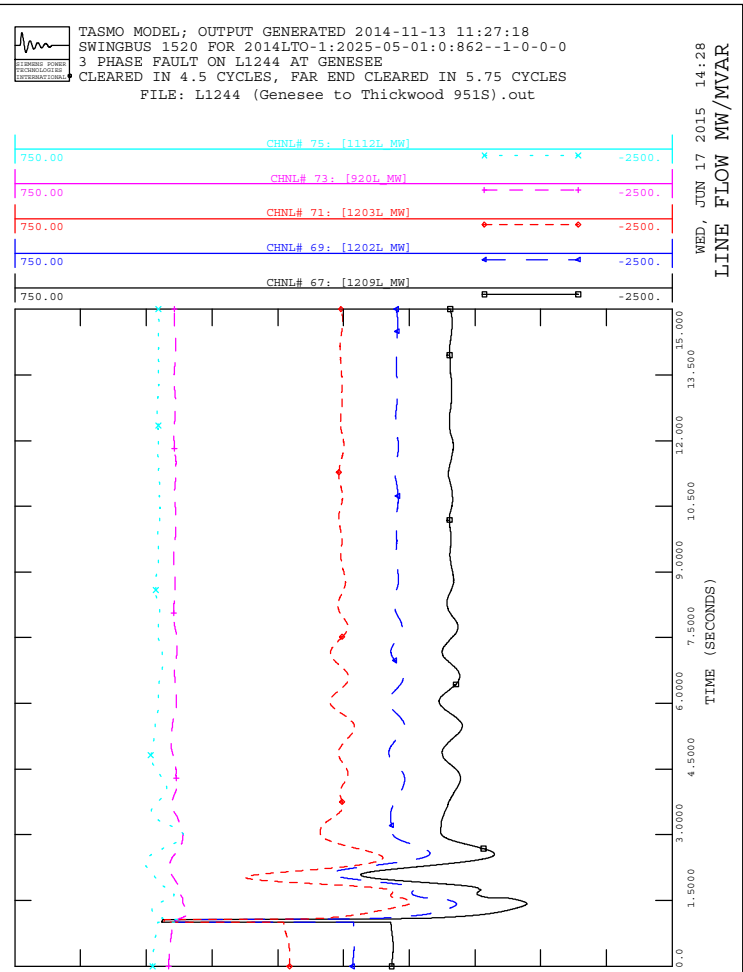
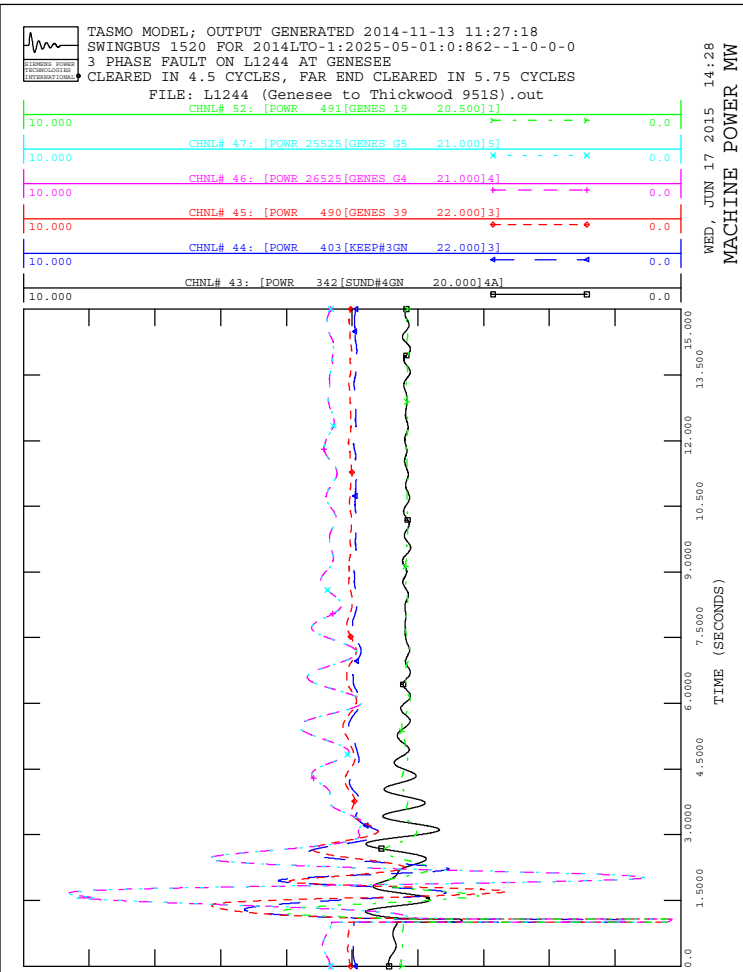


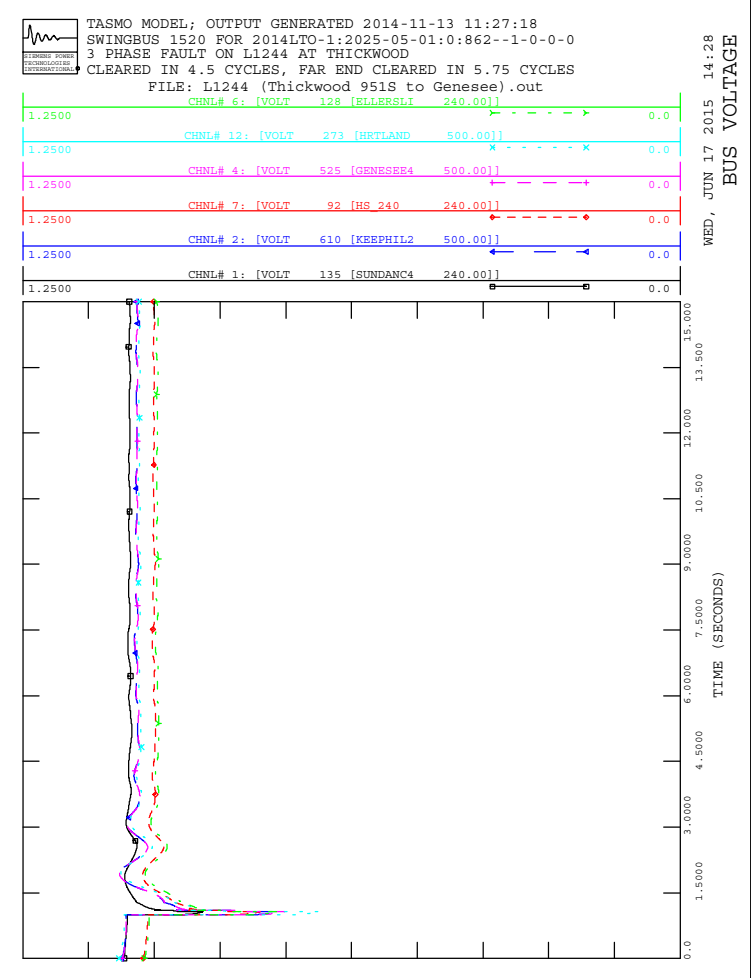
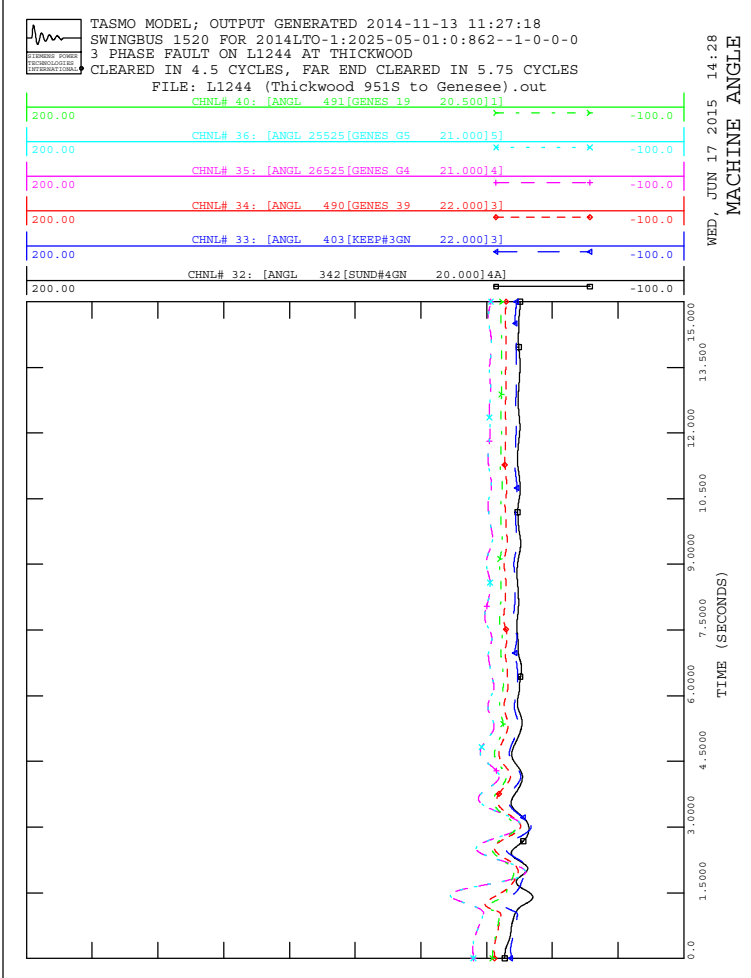
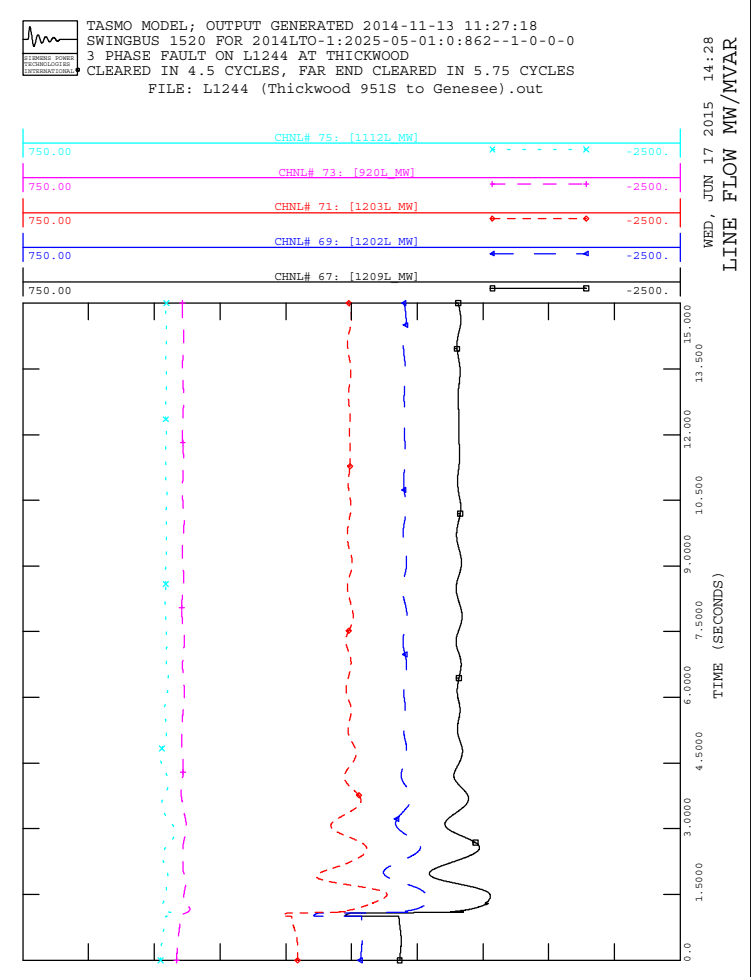
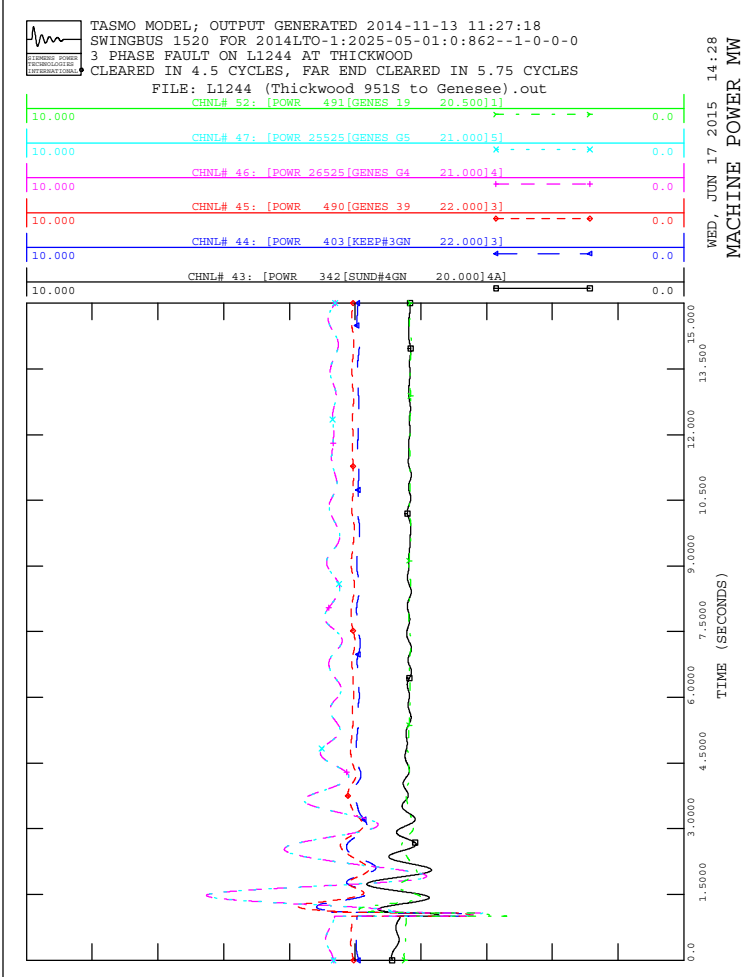
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

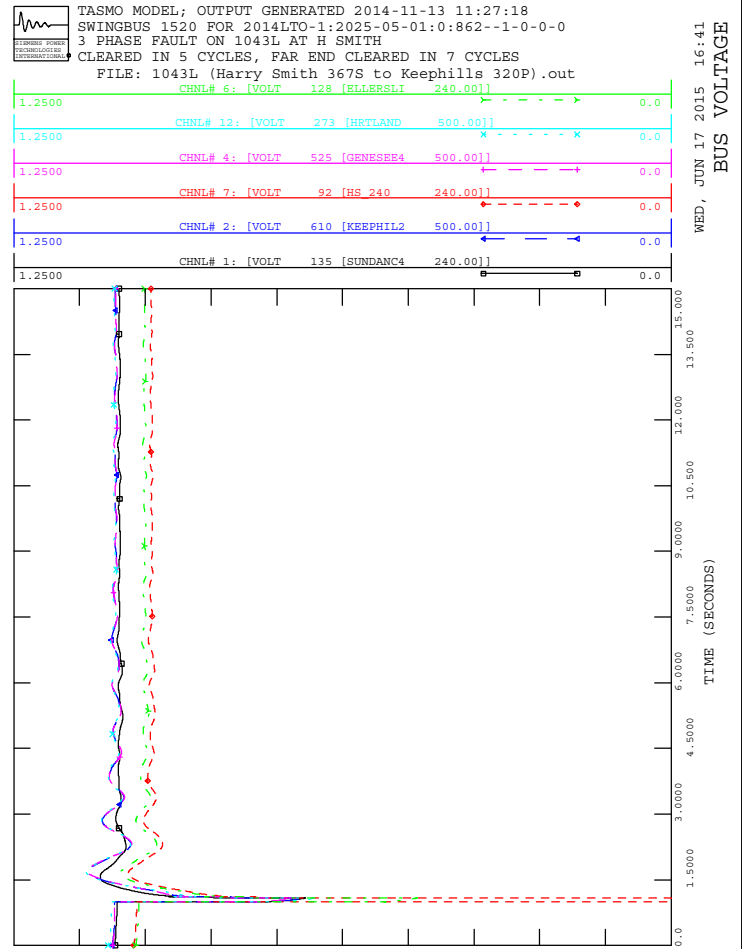
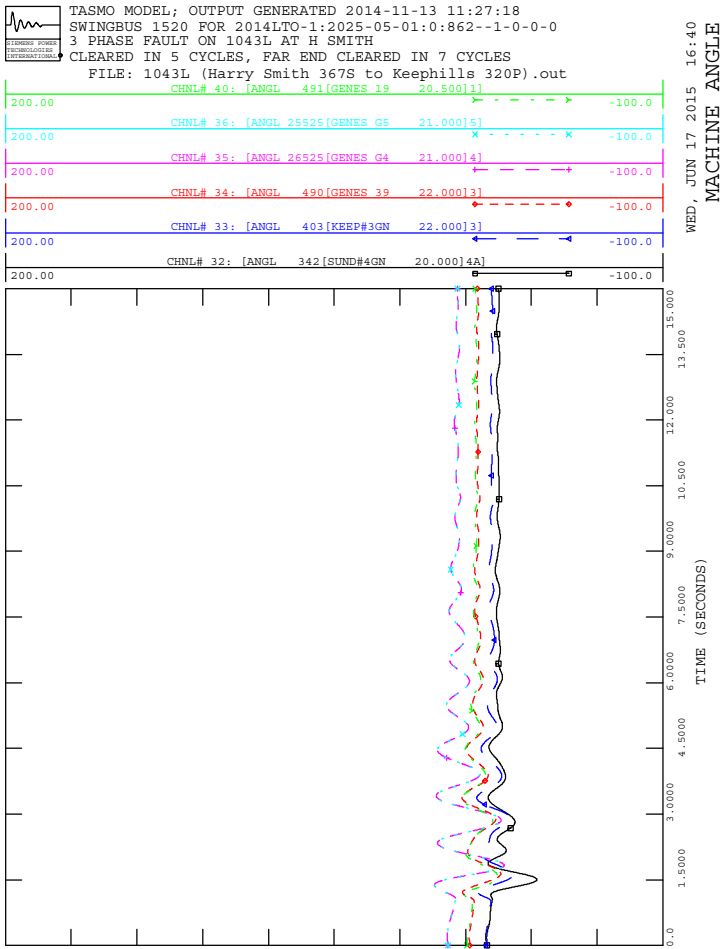
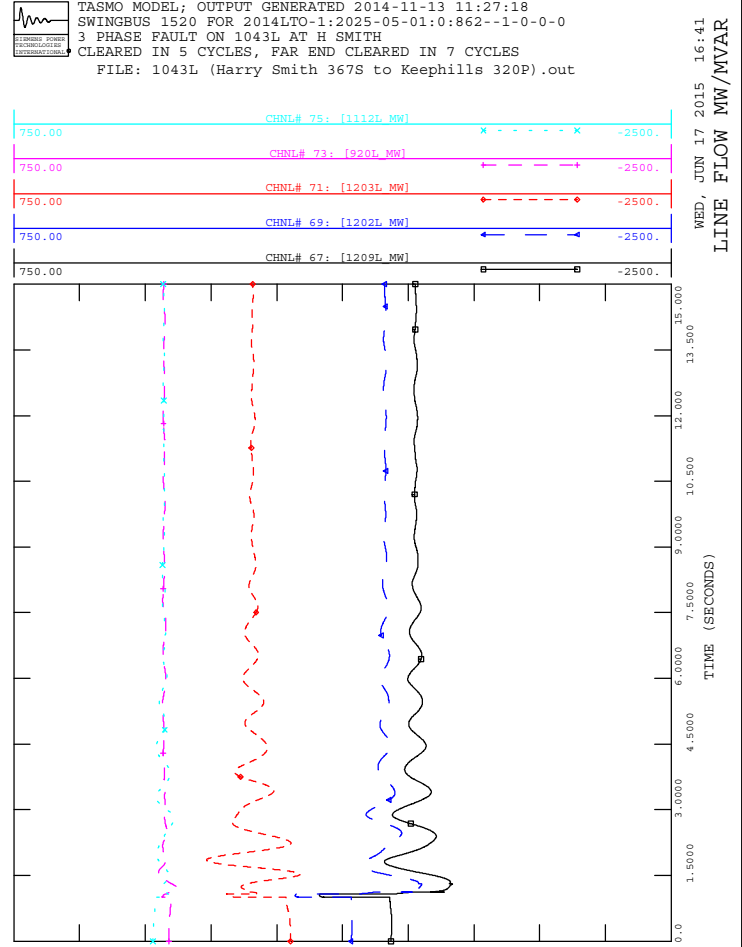
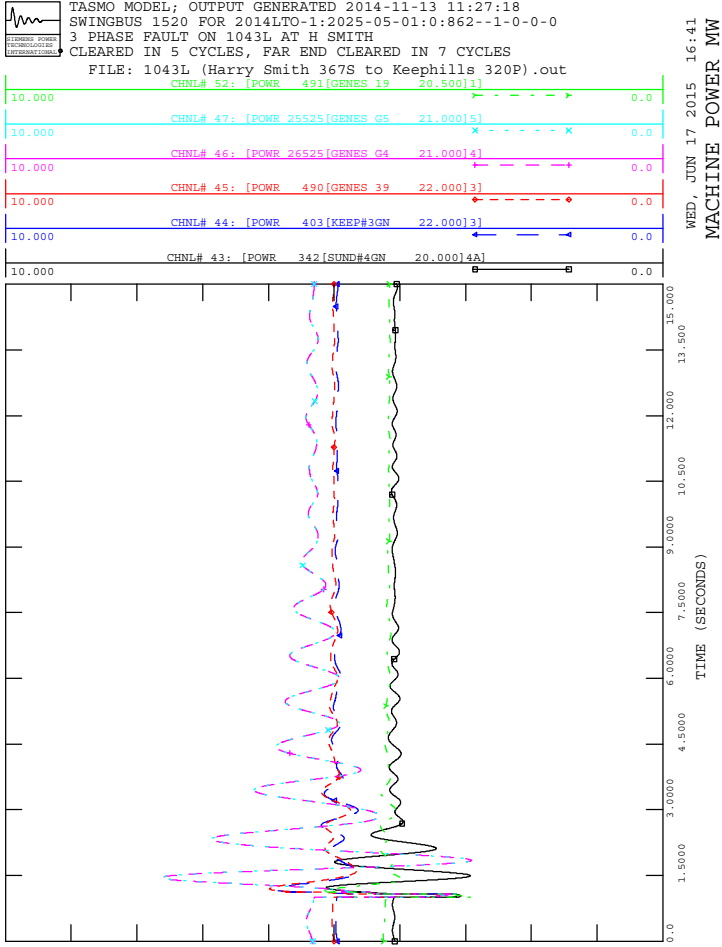
WED, JUN 17 2015 14:28
 BUS VOLTAGE

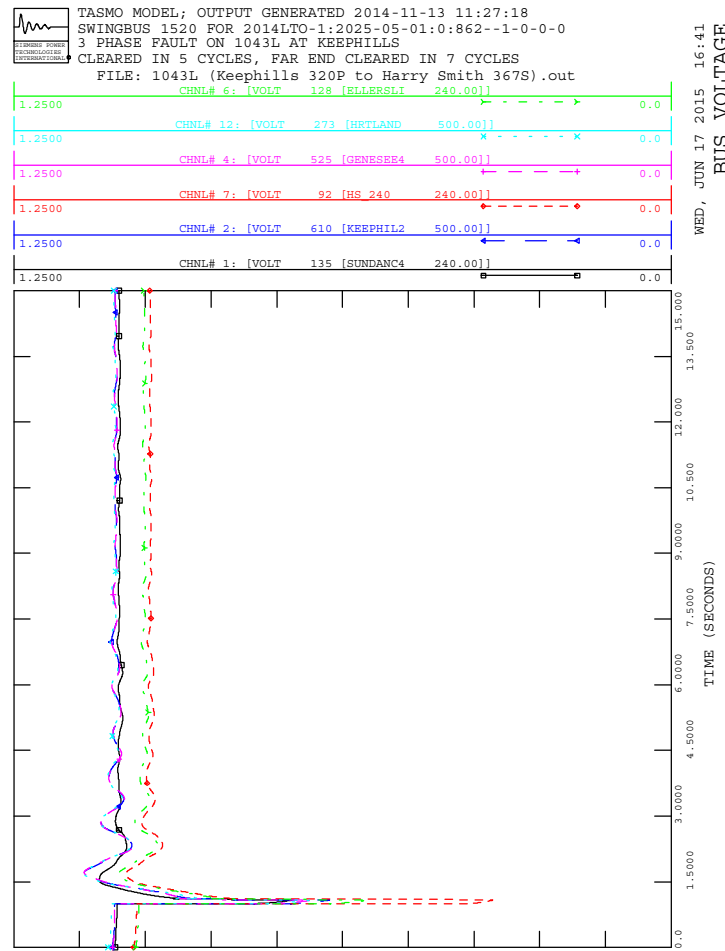
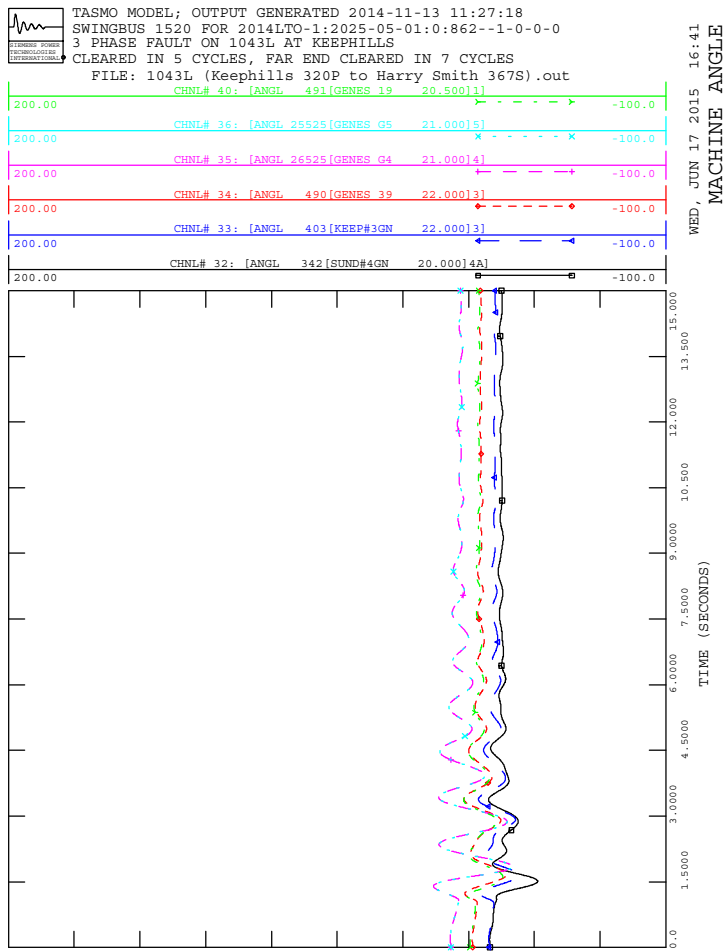
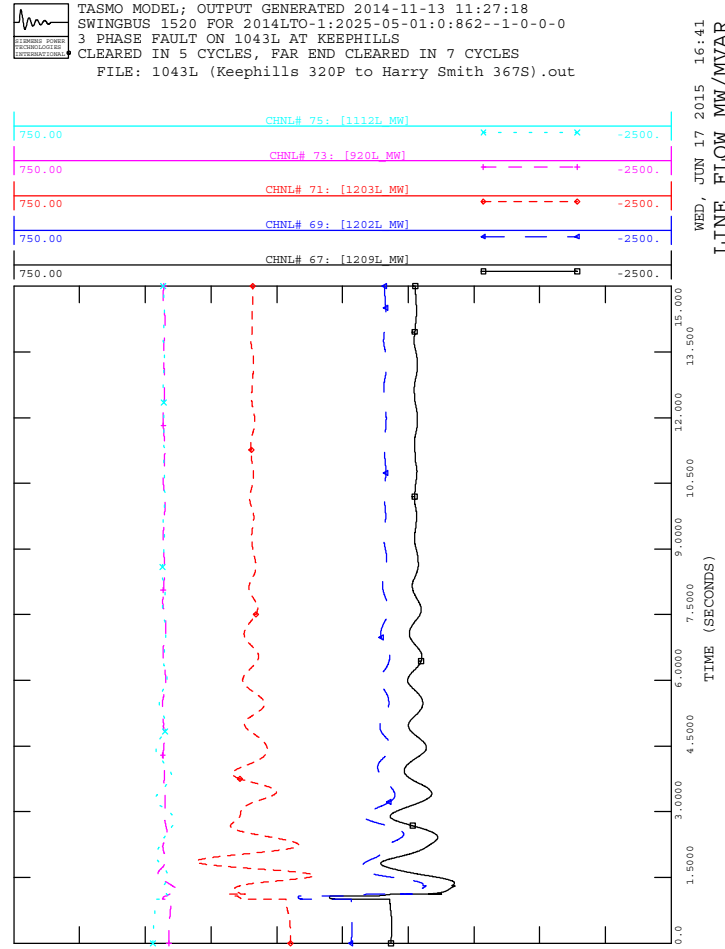
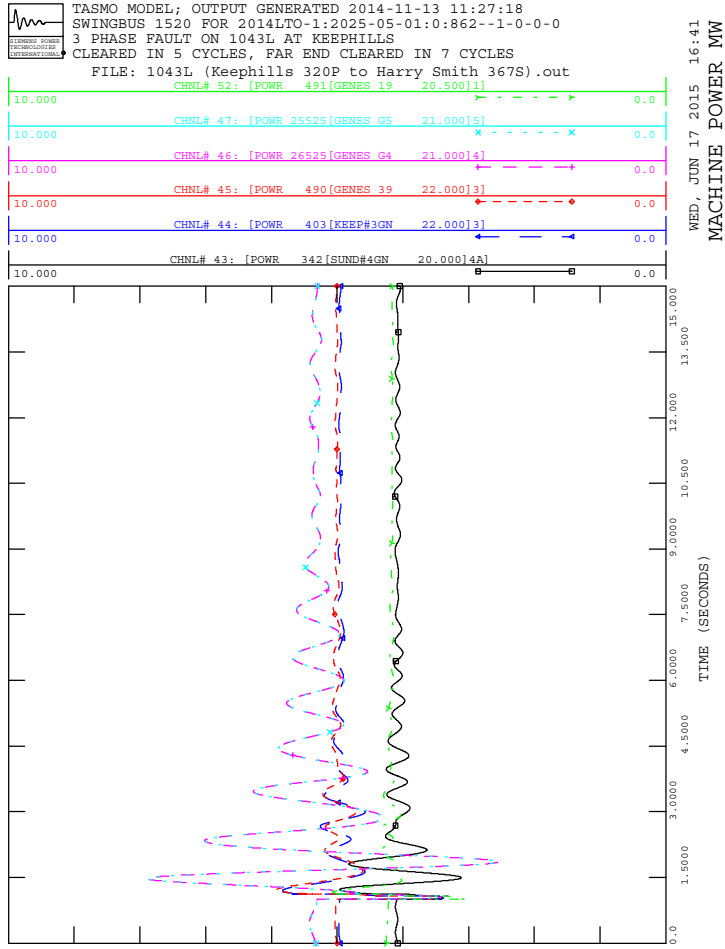


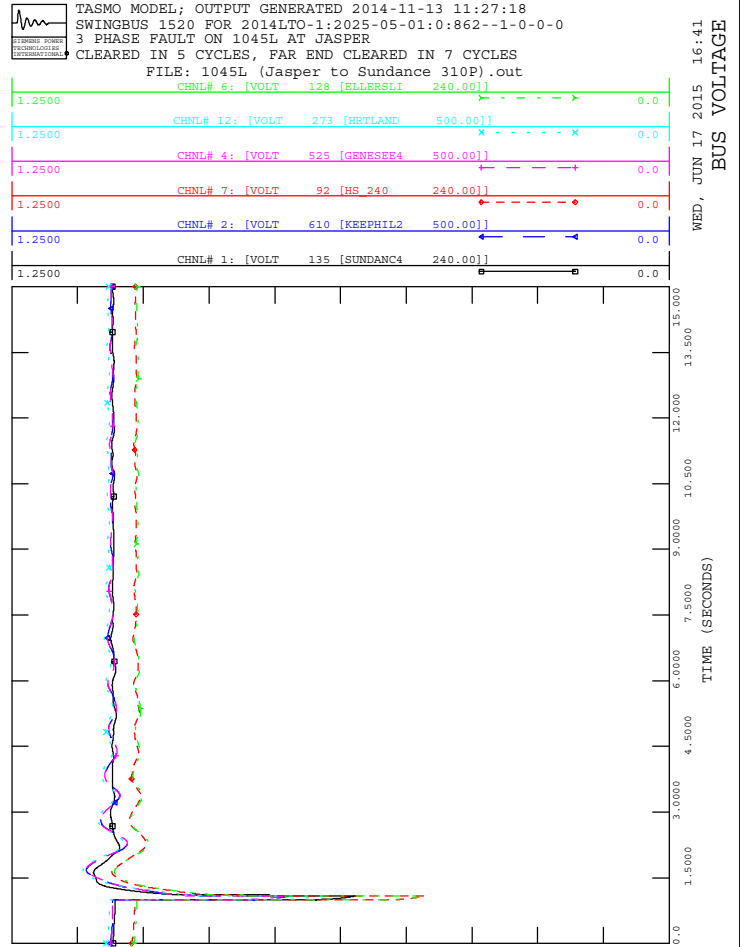
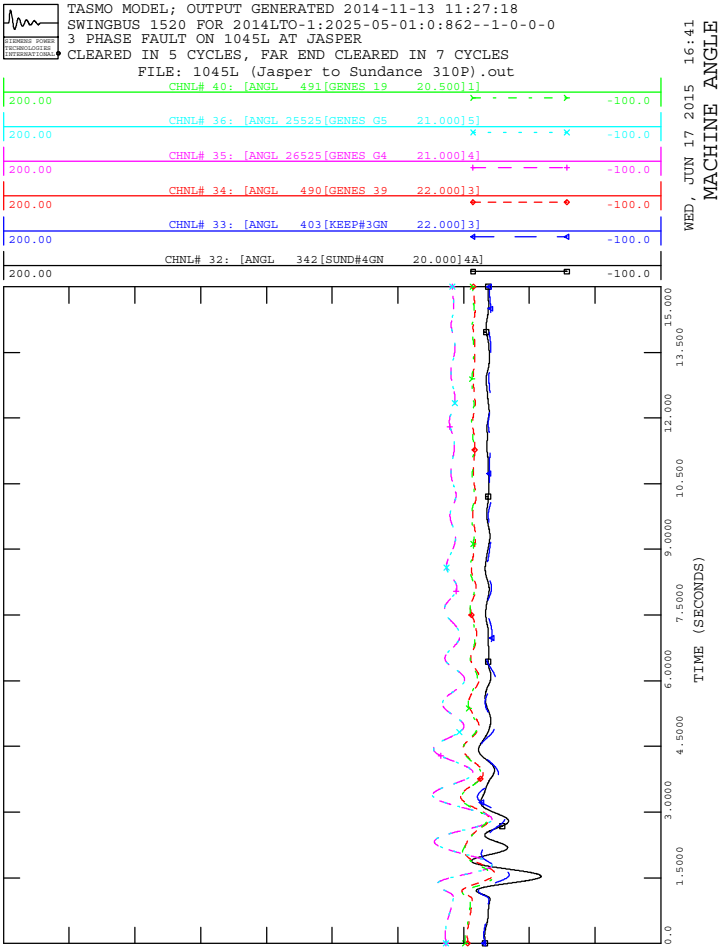
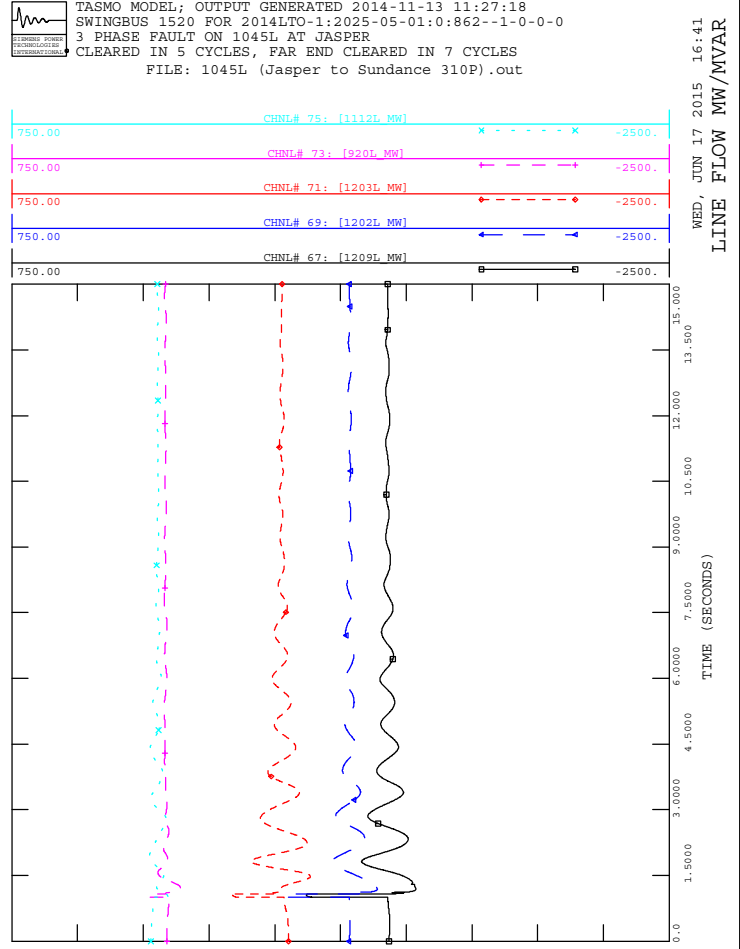
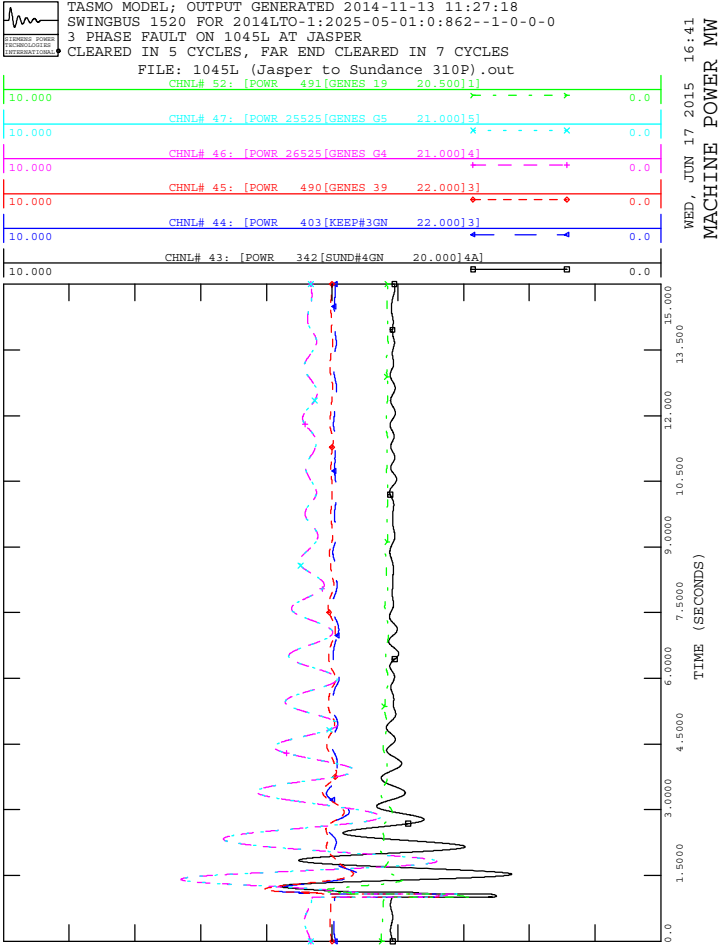






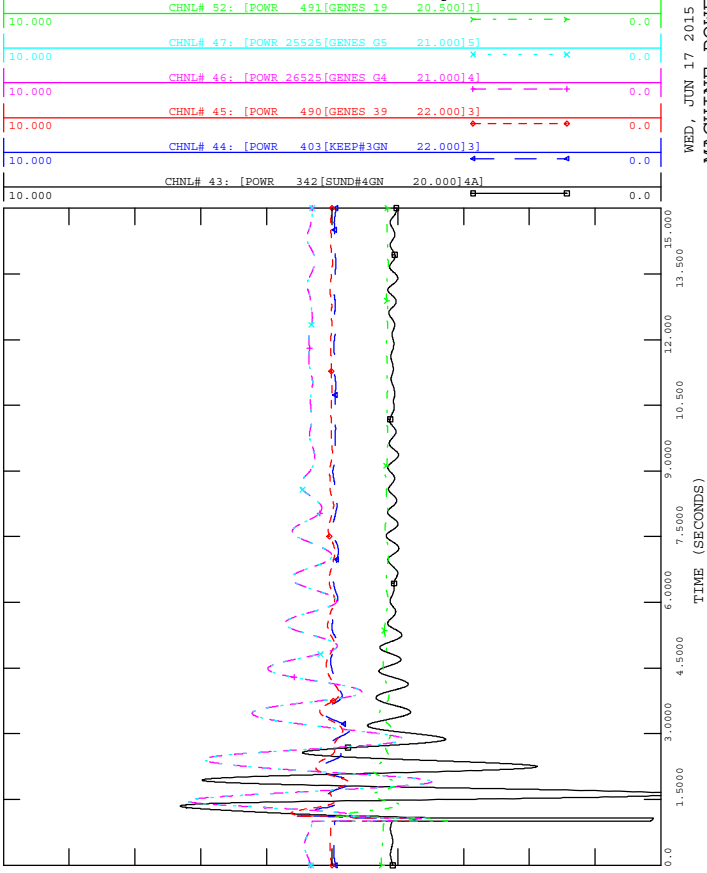




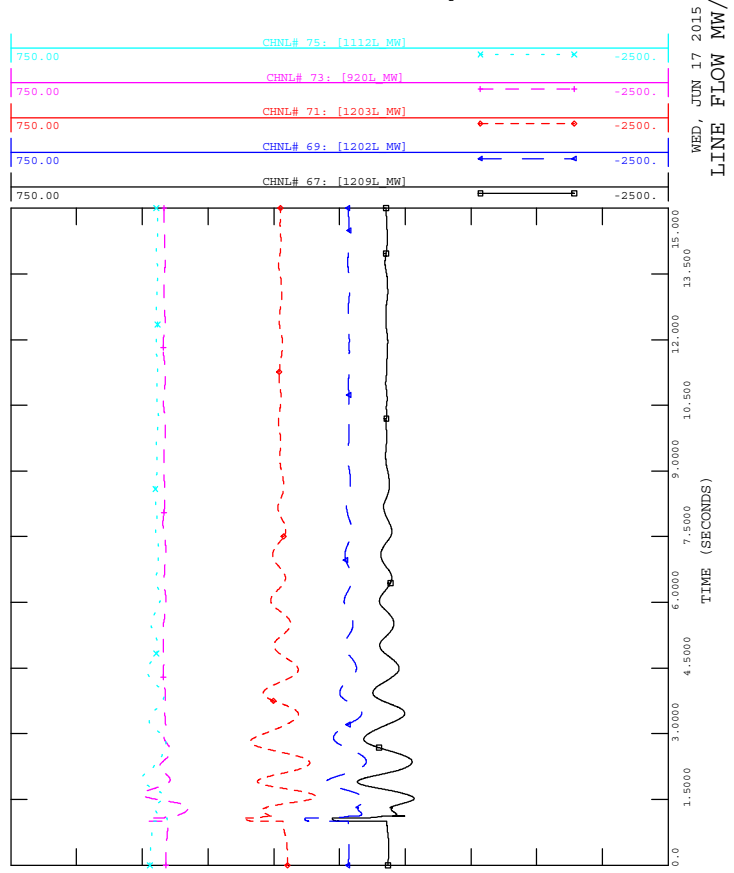




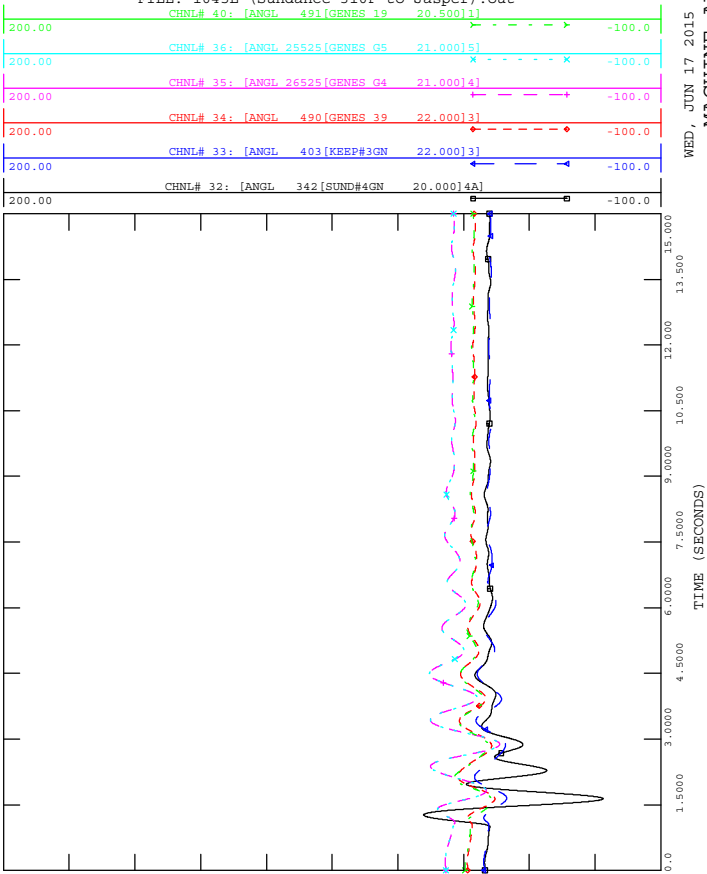
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out



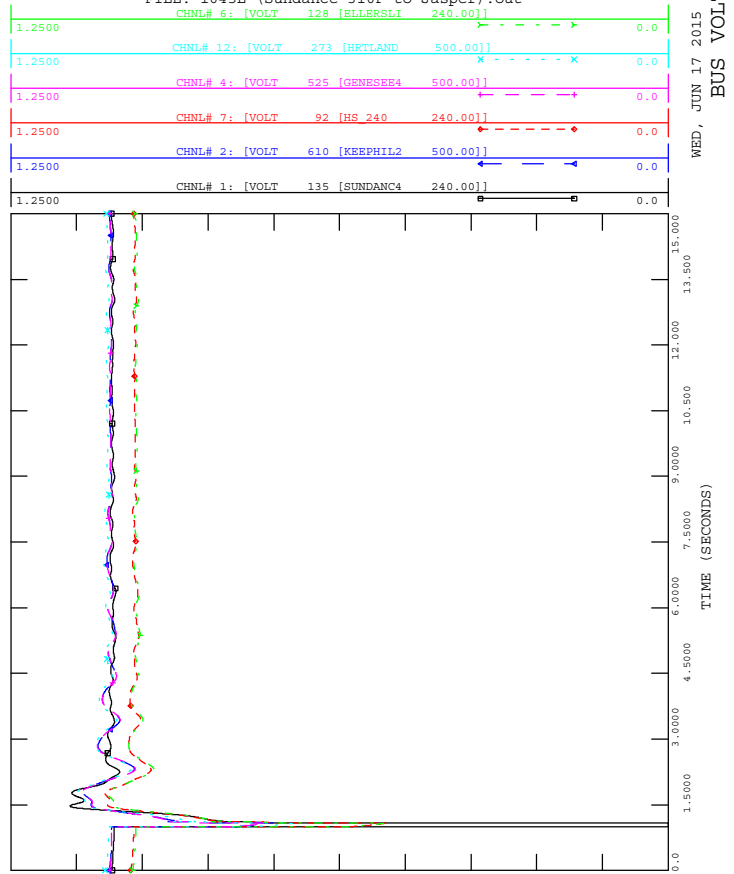
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out

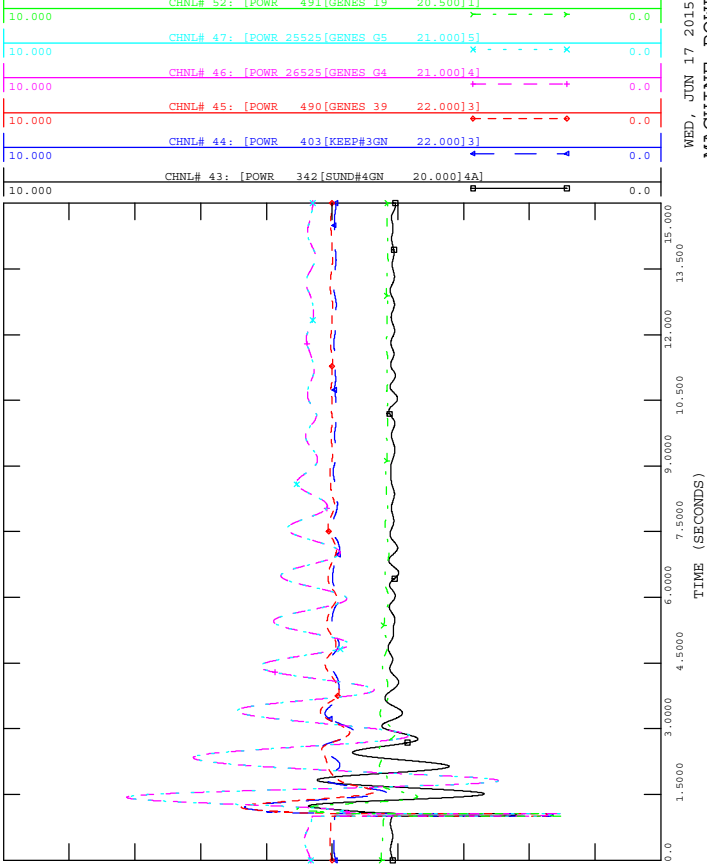


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1045L AT SUNDANCE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1045L (Sundance 310P to Jasper).out





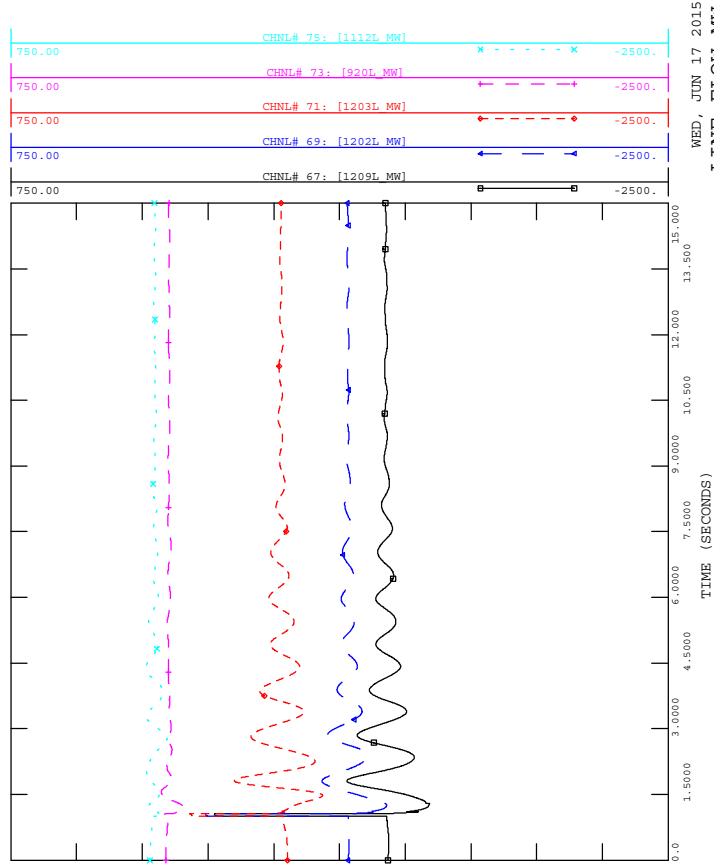
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Ellerslie 89S to Summerside).out



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 MACHINE POWER MW



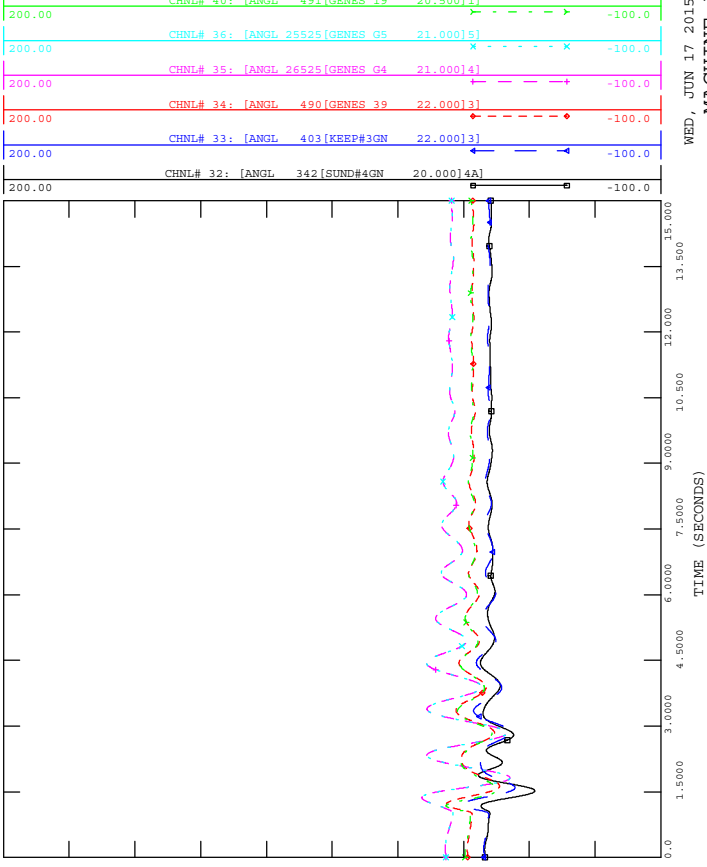
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Ellerslie 89S to Summerside).out



WED, JUN 17 2015 16:41
 LINE FLOW MW/MVAR



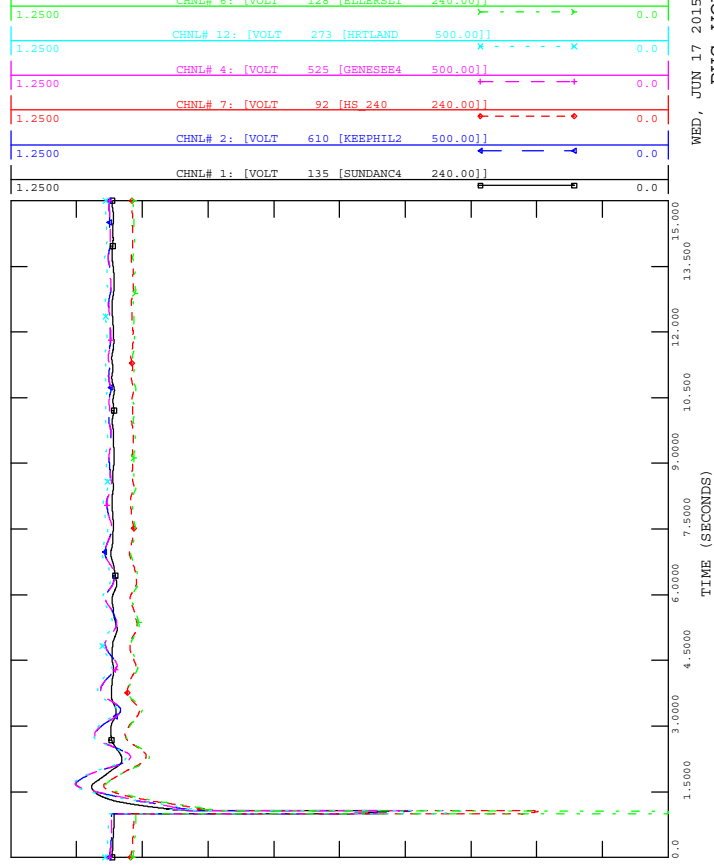
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Ellerslie 89S to Summerside).out



WED, JUN 17 2015 16:41
 MACHINE ANGLE



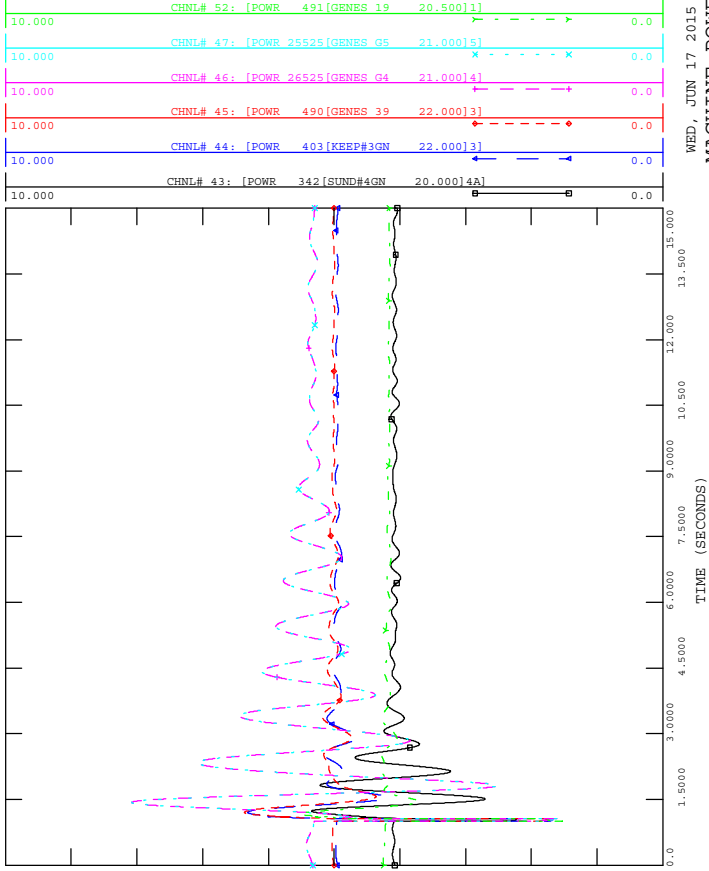
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Ellerslie 89S to Summerside).out



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 BUS VOLTAGE



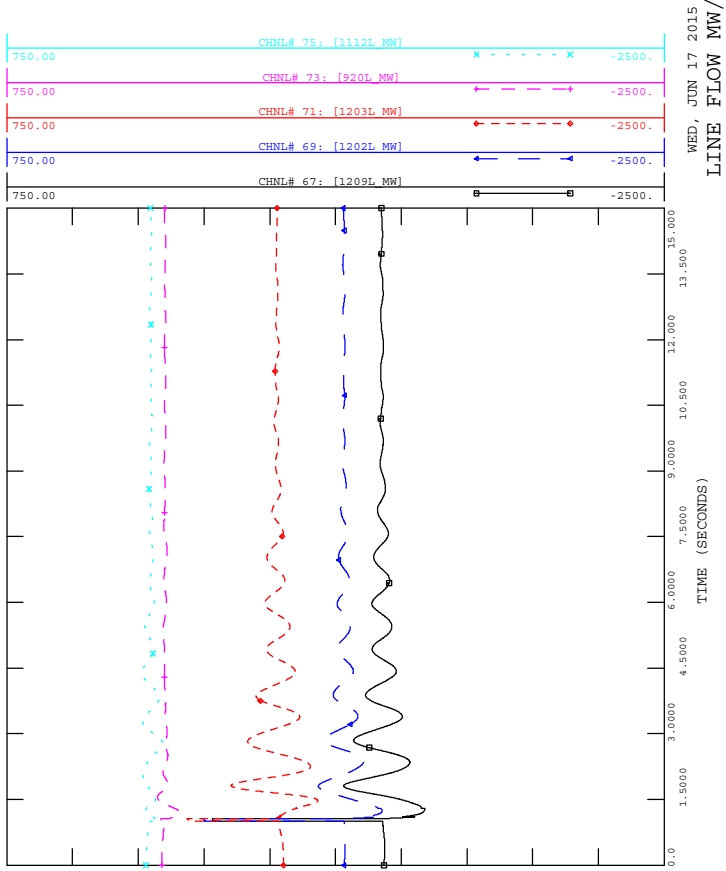
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out



WED, JUN 17 2015 16:41
 MACHINE POWER MW



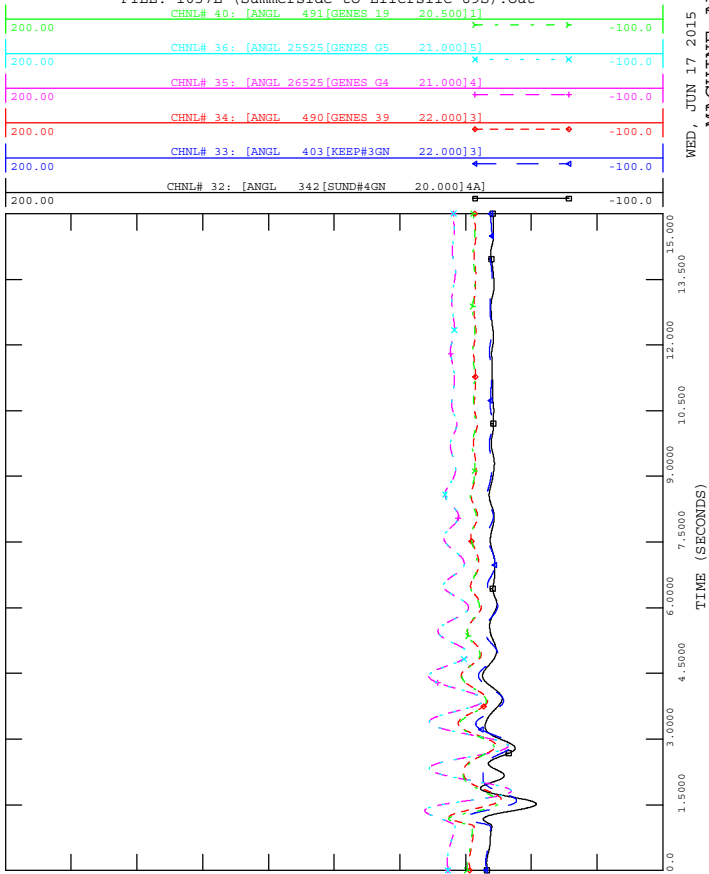
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out



WED, JUN 17 2015 16:41
 LINE FLOW MW/MVAR



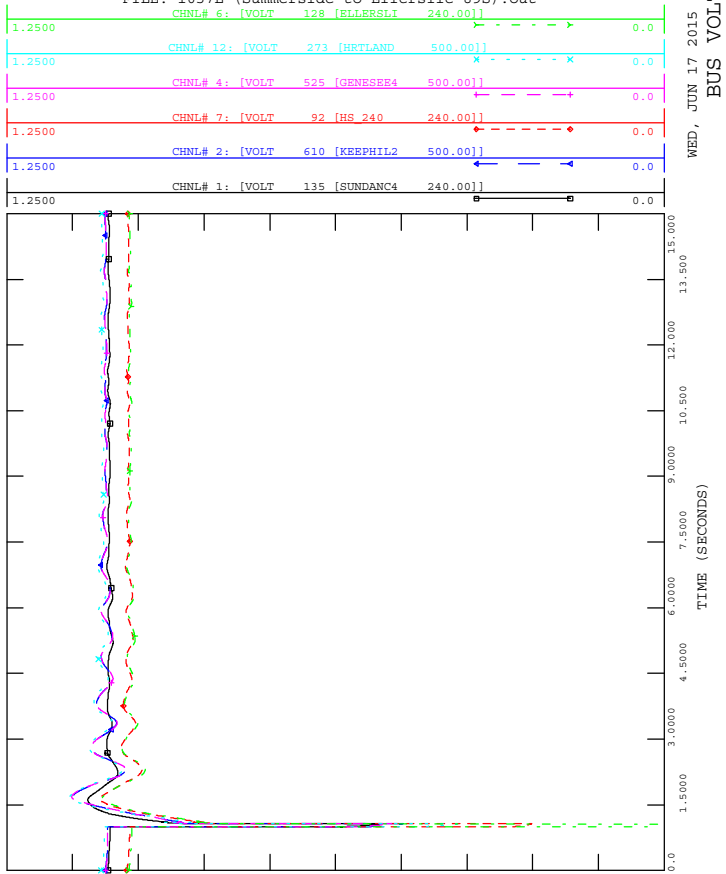
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out



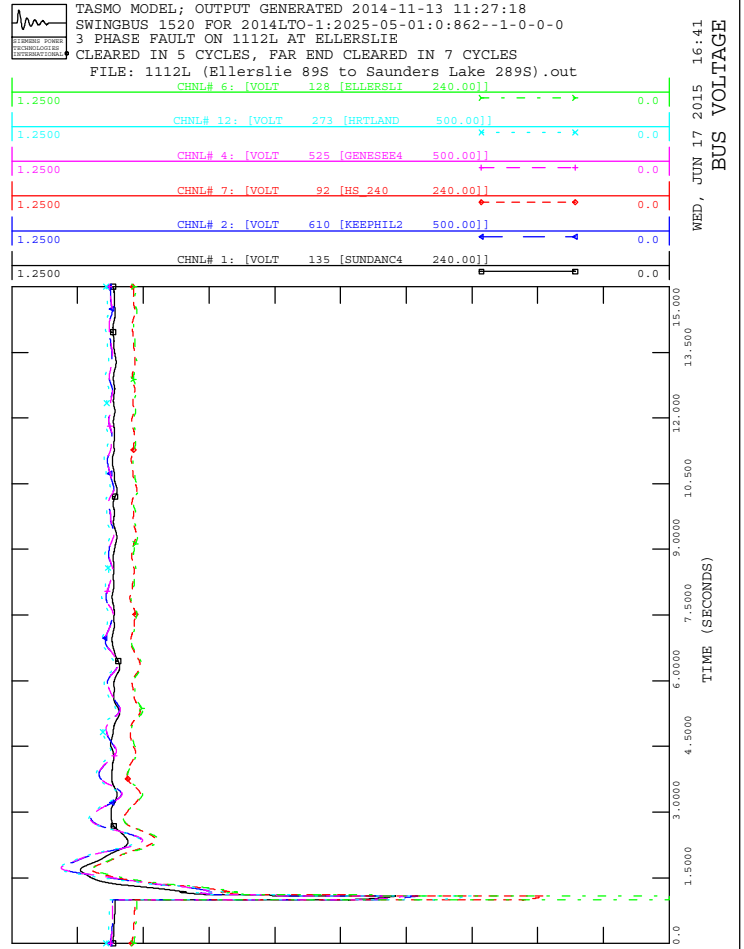
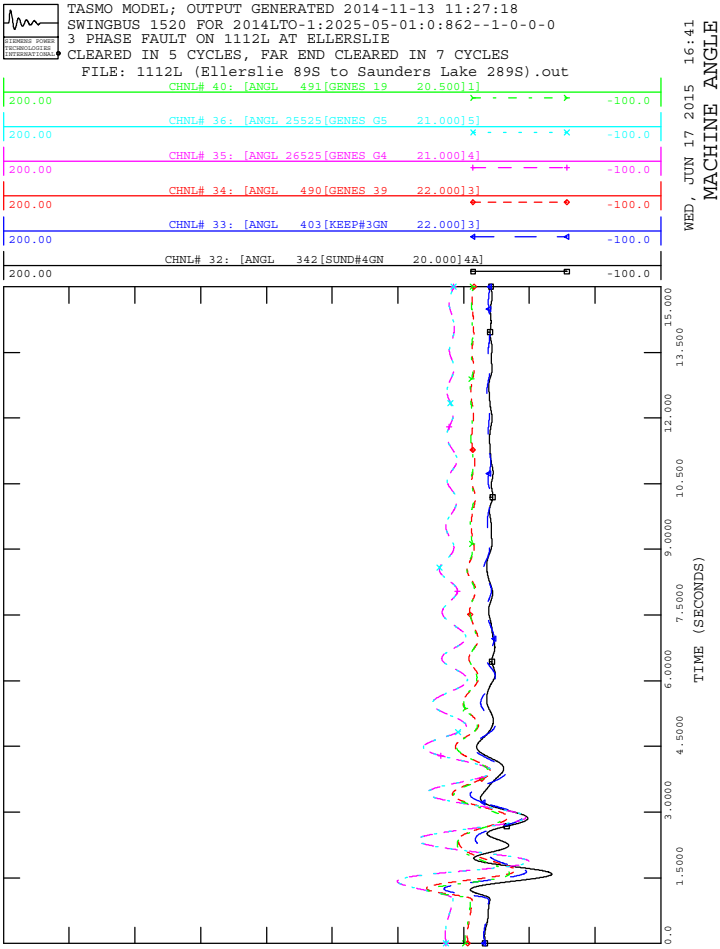
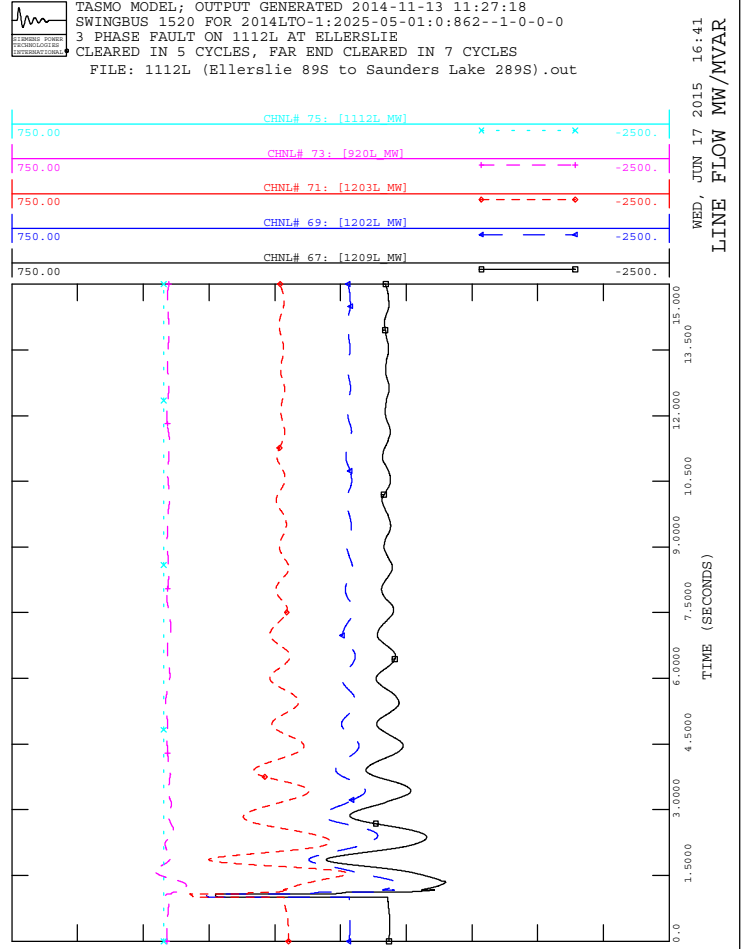
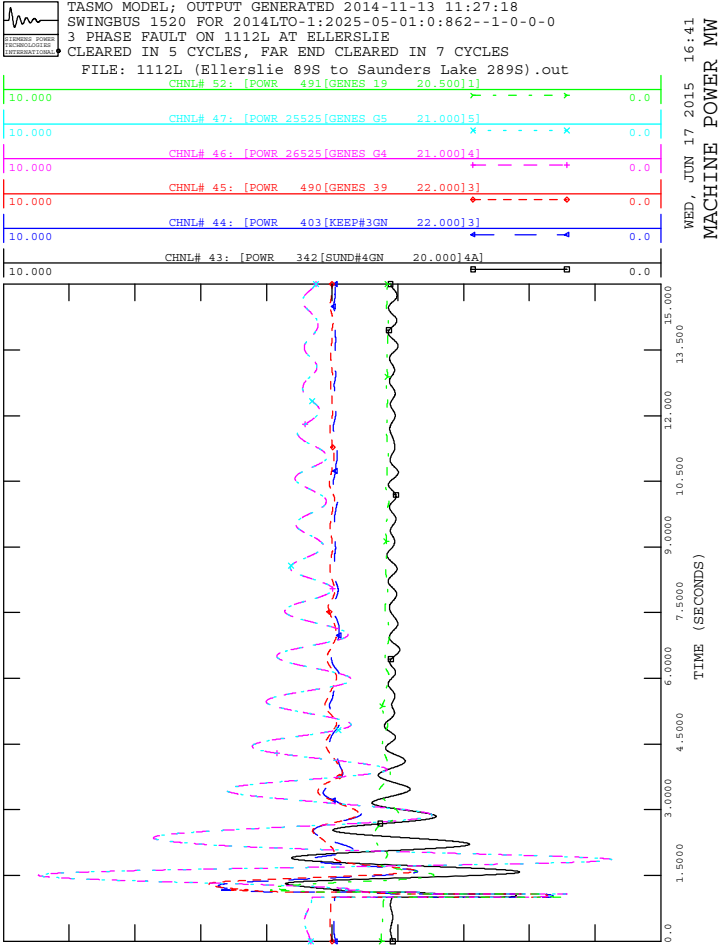
WED, JUN 17 2015 16:41
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1057L AT SUMMERSIDE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 4 CYCLES
 FILE: 1057L (Summerside to Ellerslie 89S).out

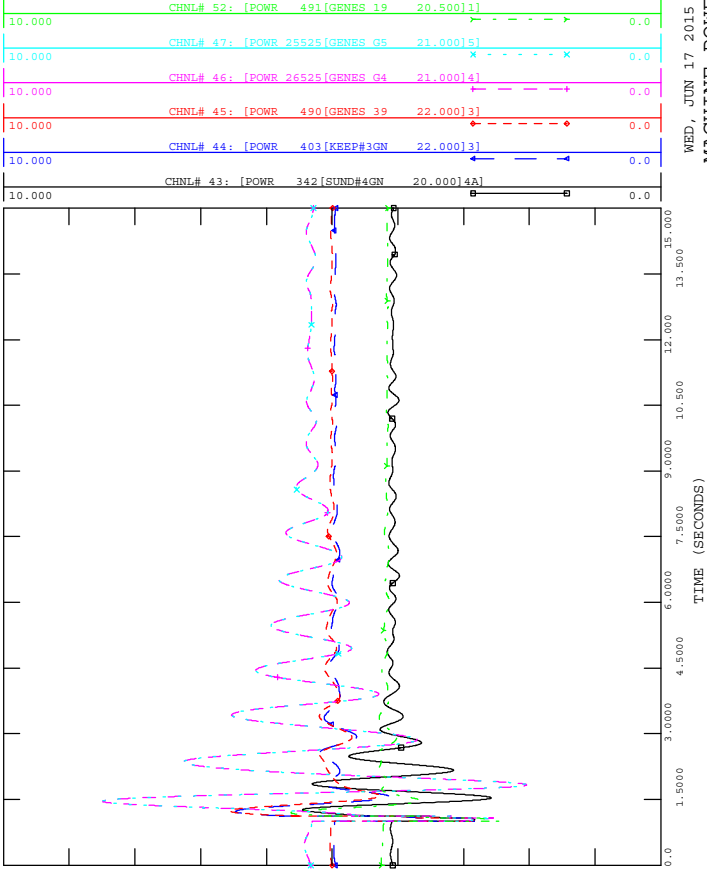


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 BUS VOLTAGE





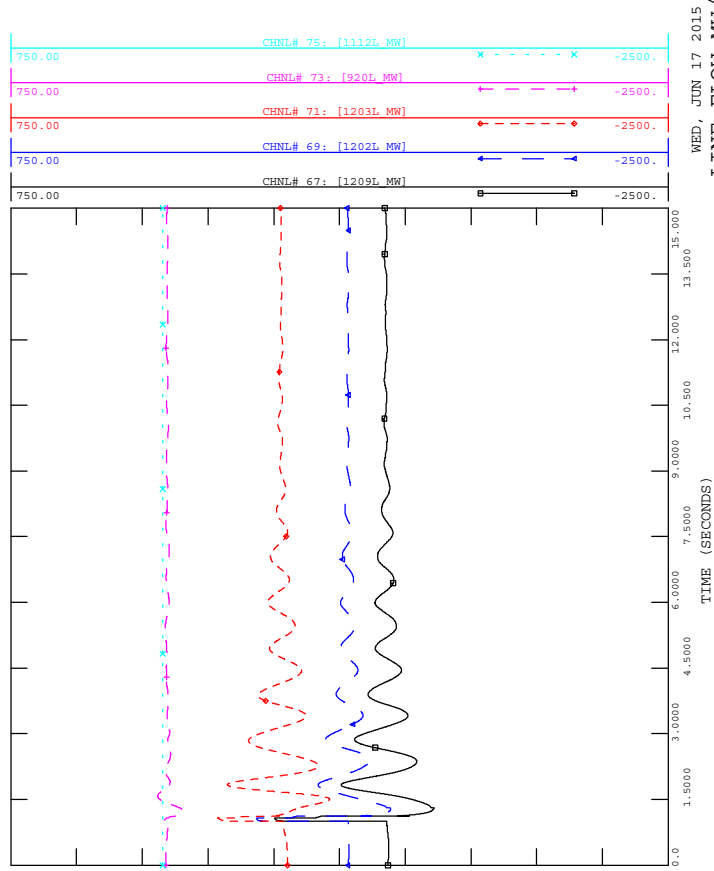
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



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 MACHINE POWER MW



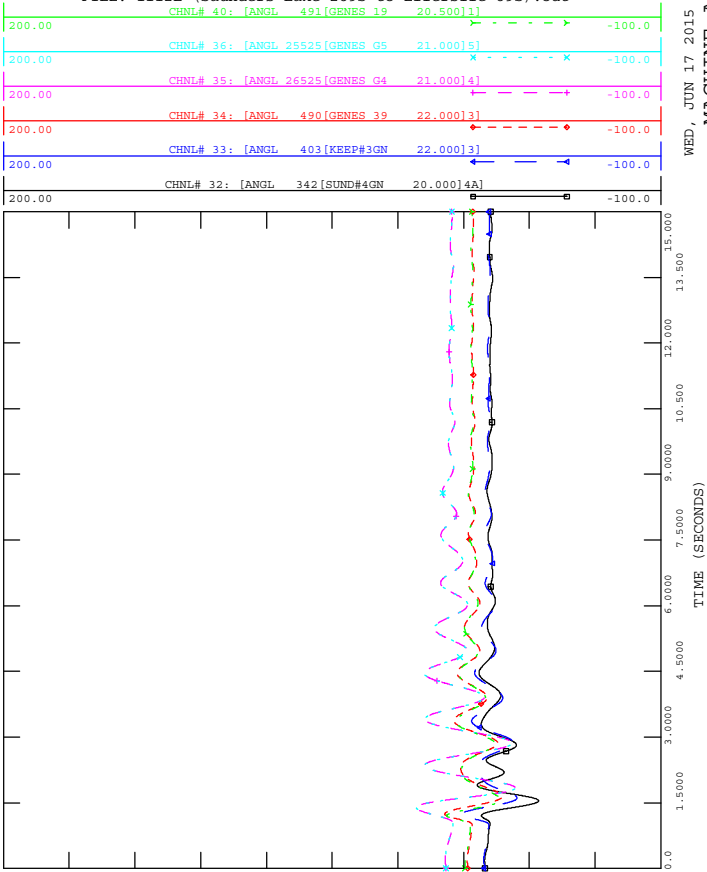
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



WED, JUN 17 2015 16:41
 LINE FLOW MW/MVAR



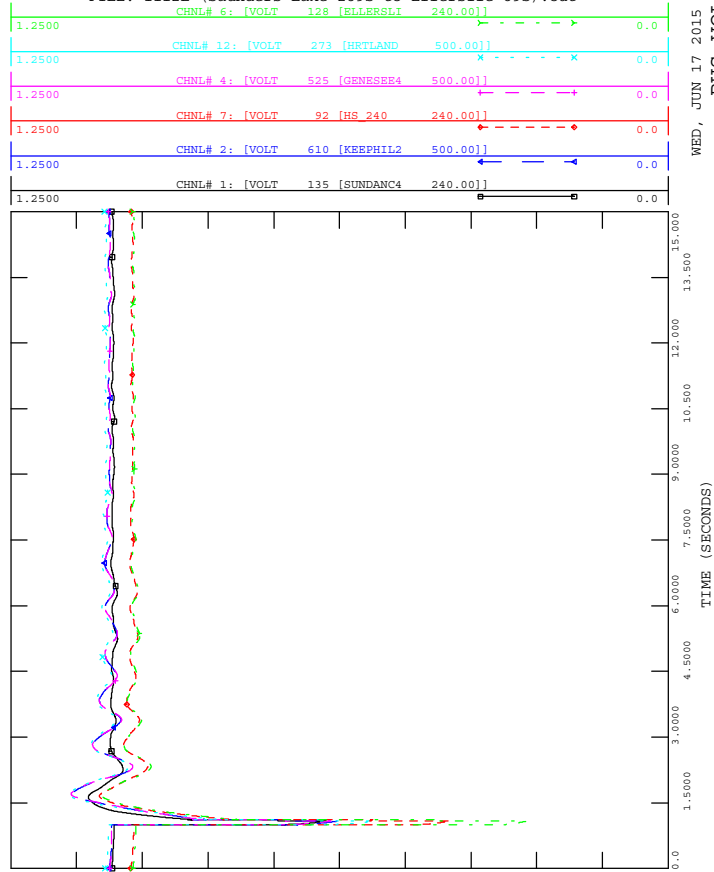
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out



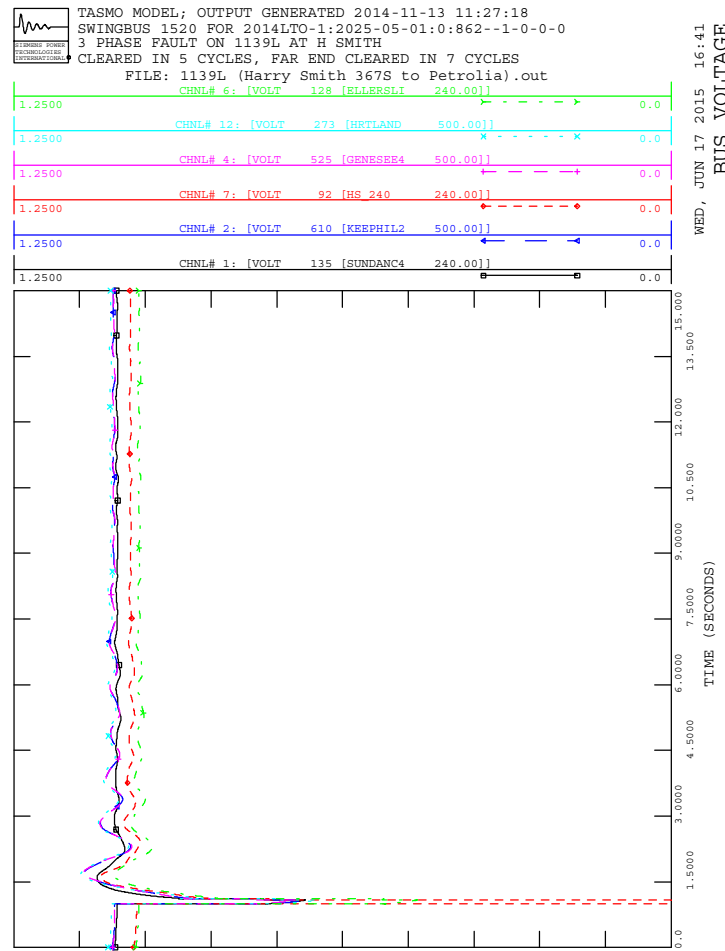
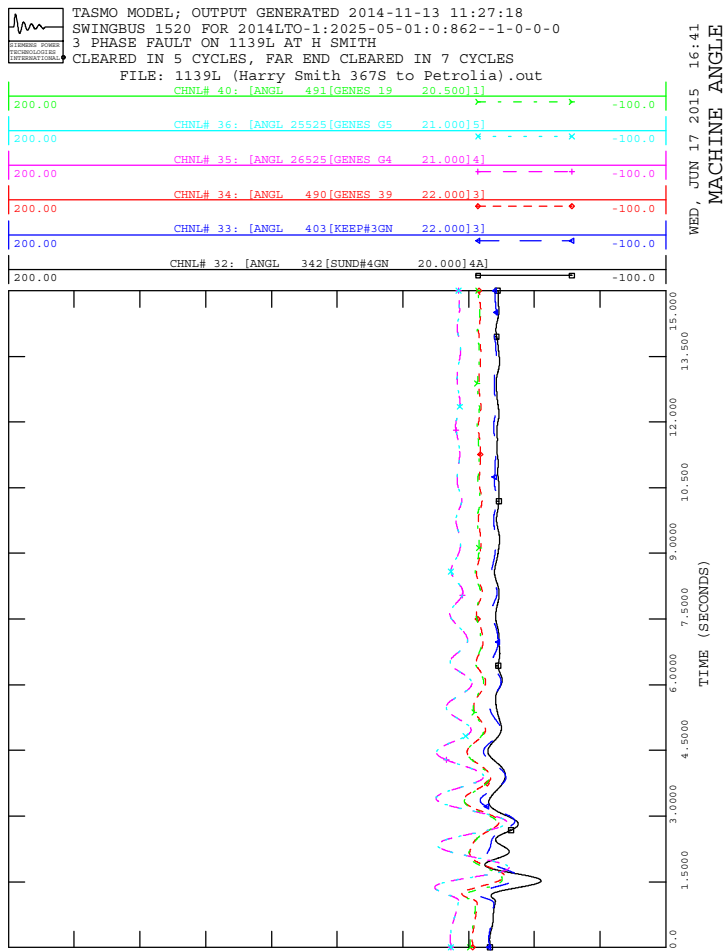
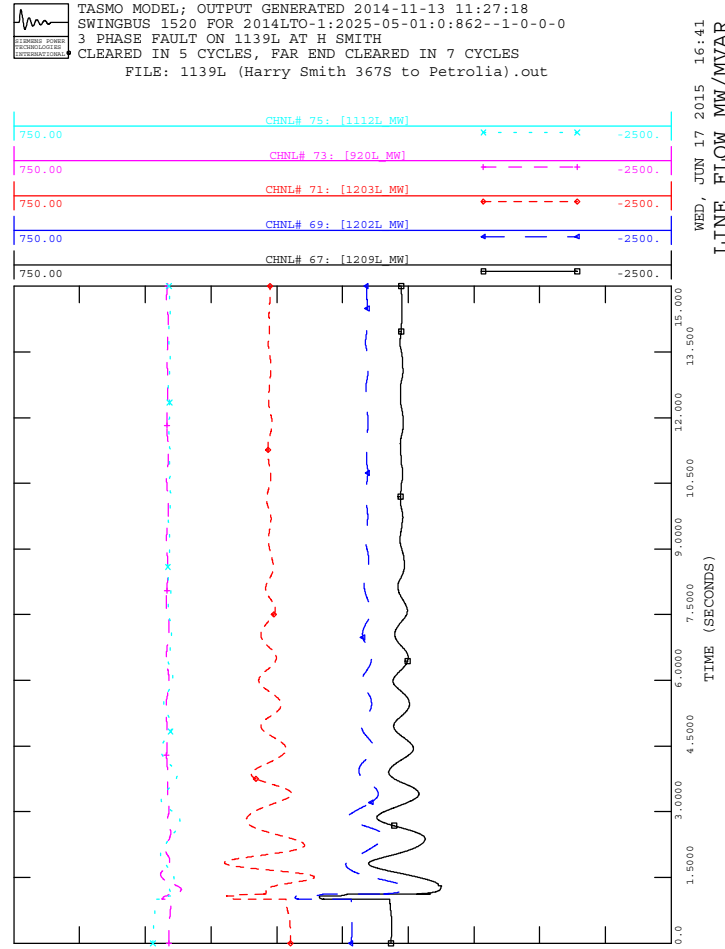
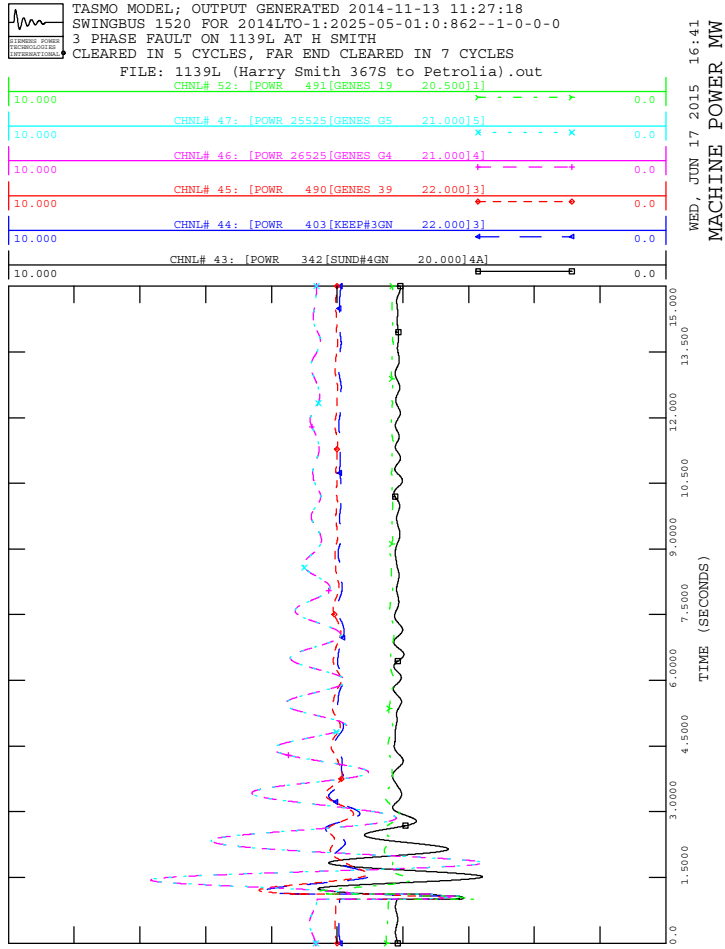
WED, JUN 17 2015 16:41
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L AT SAUNDERS LAKE
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L (Saunders Lake 289S to Ellerslie 89S).out

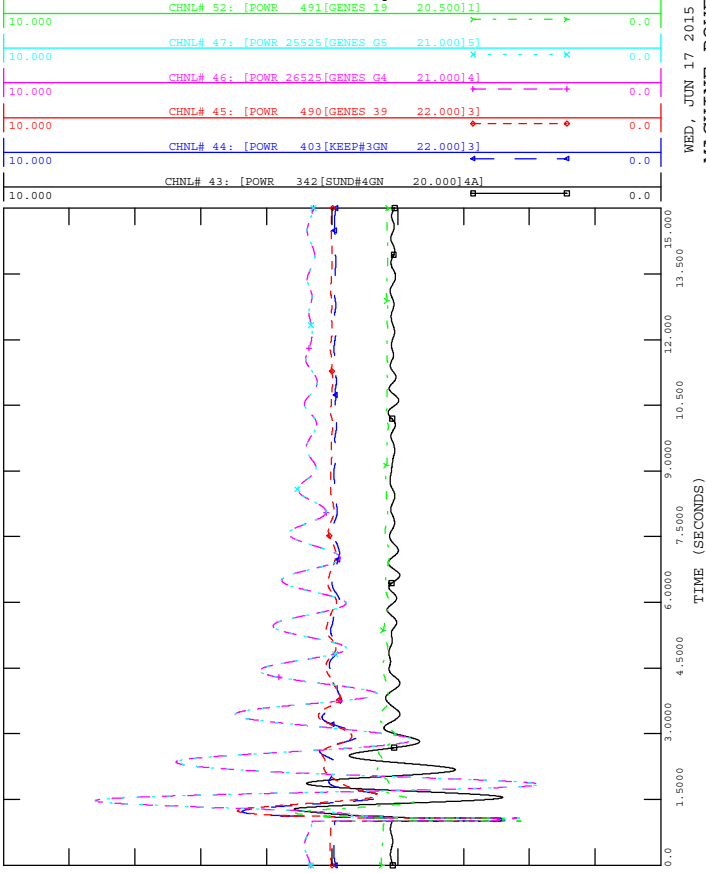


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 BUS VOLTAGE





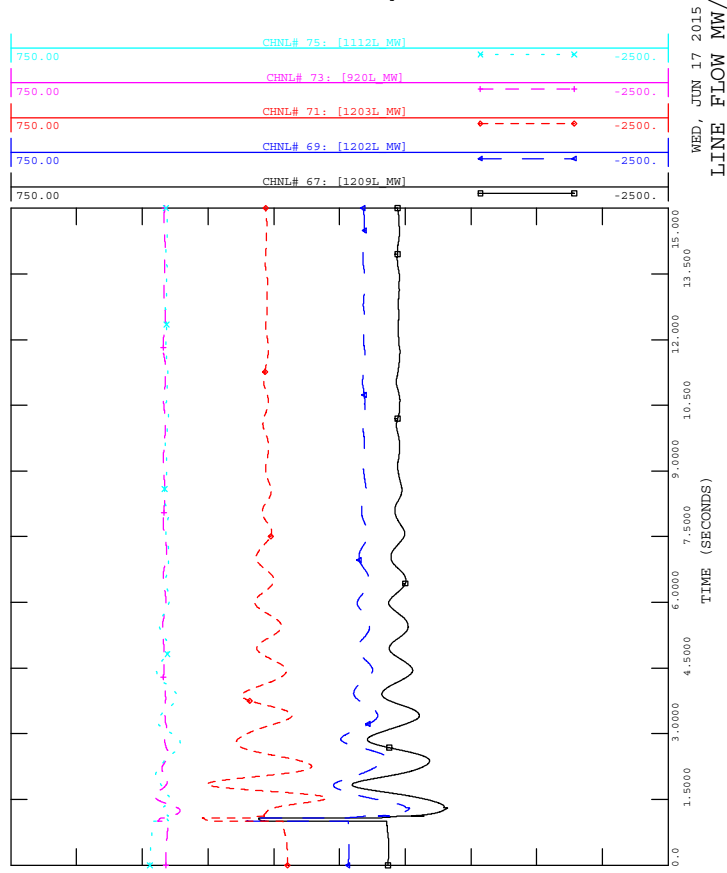
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



WED, JUN 17 2015 16:41
 MACHINE POWER MW



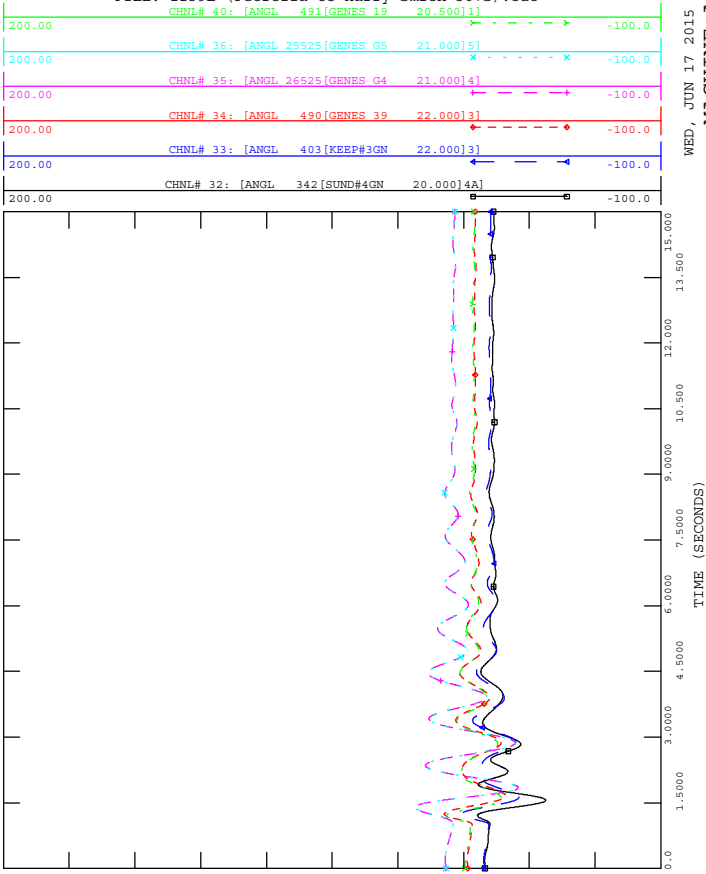
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



WED, JUN 17 2015 16:41
 LINE FLOW MW/MVAR



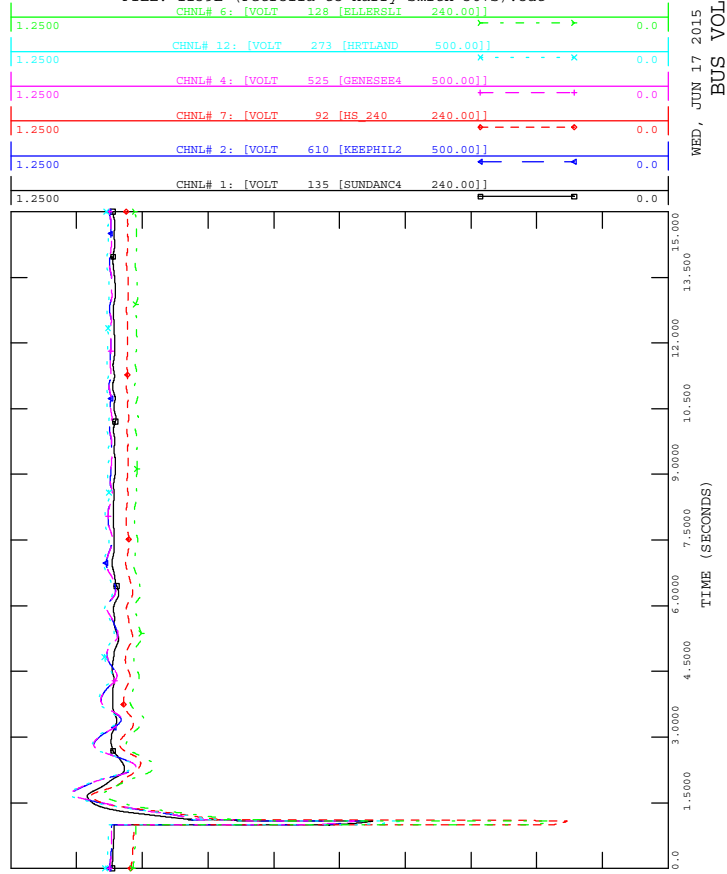
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



WED, JUN 17 2015 16:41
 MACHINE ANGLE



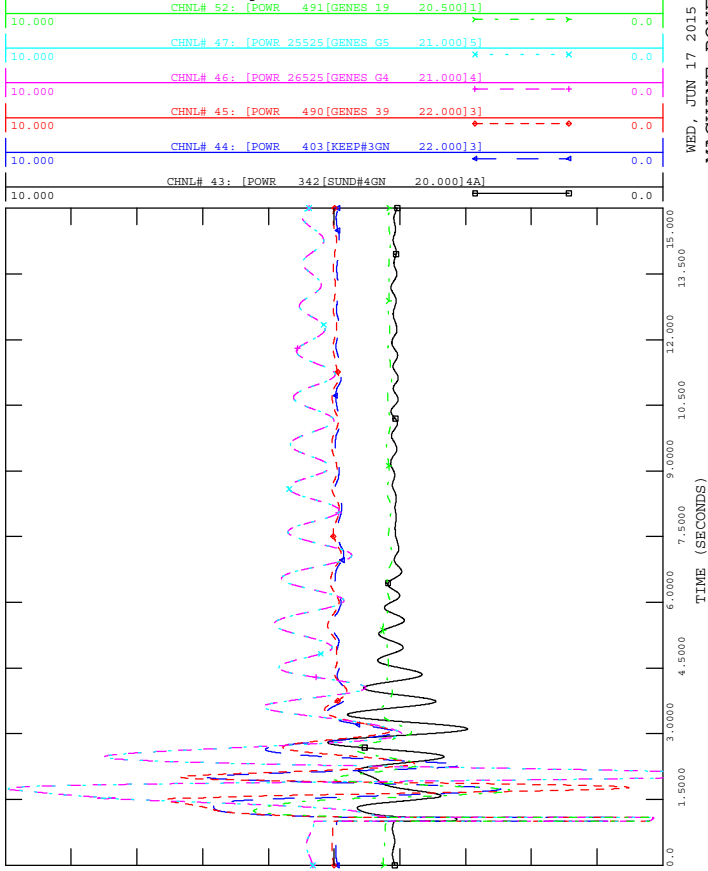
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 1139L AT PETROLIA
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1139L (Petrolia to Harry Smith 367S).out



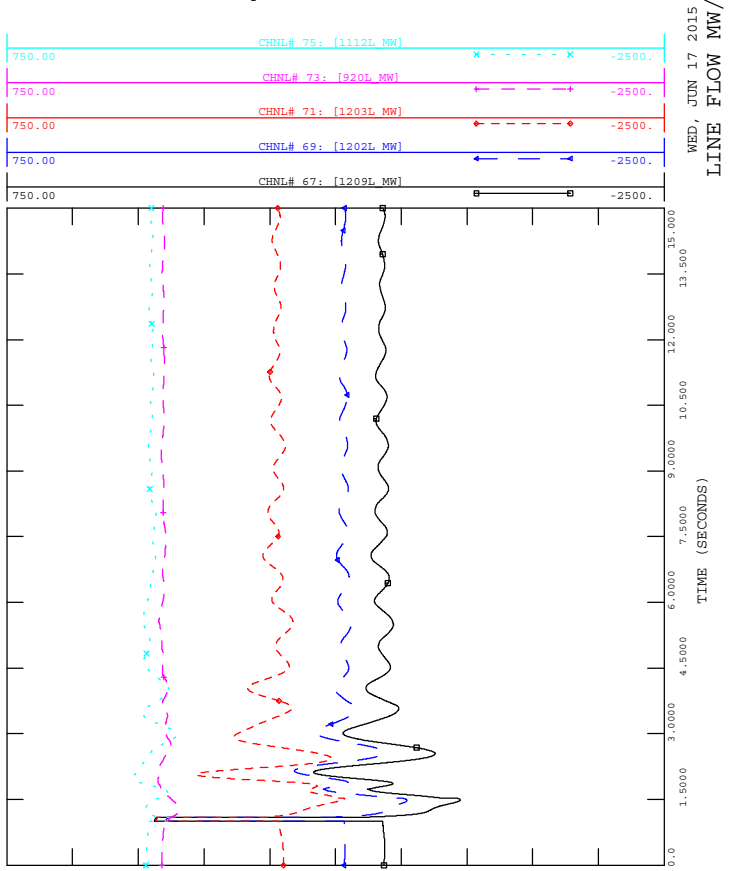
WED, JUN 17 2015 16:41
 BUS VOLTAGE



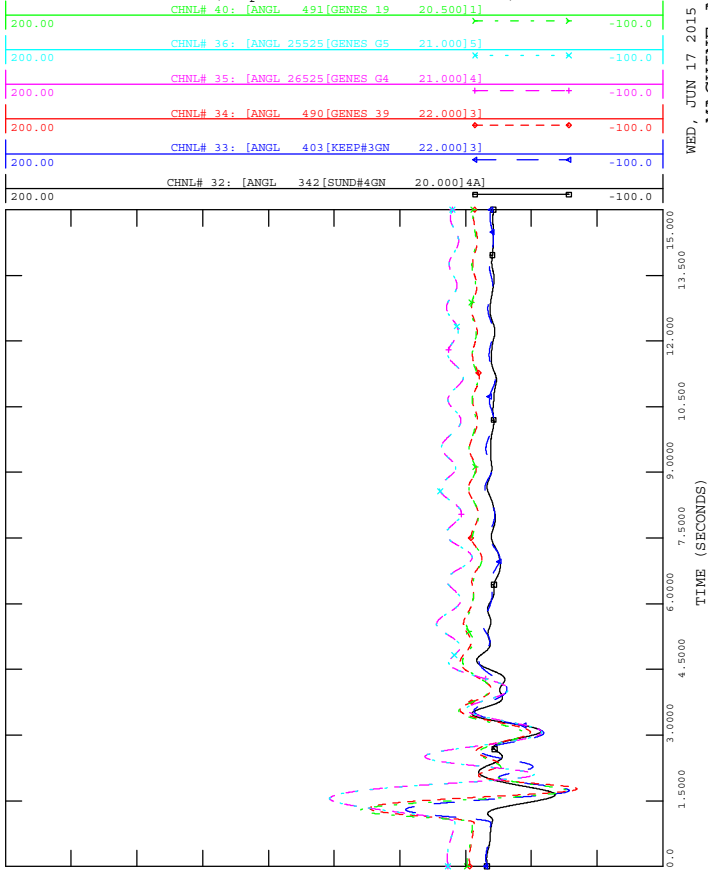
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1202L AT KEEPHILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out



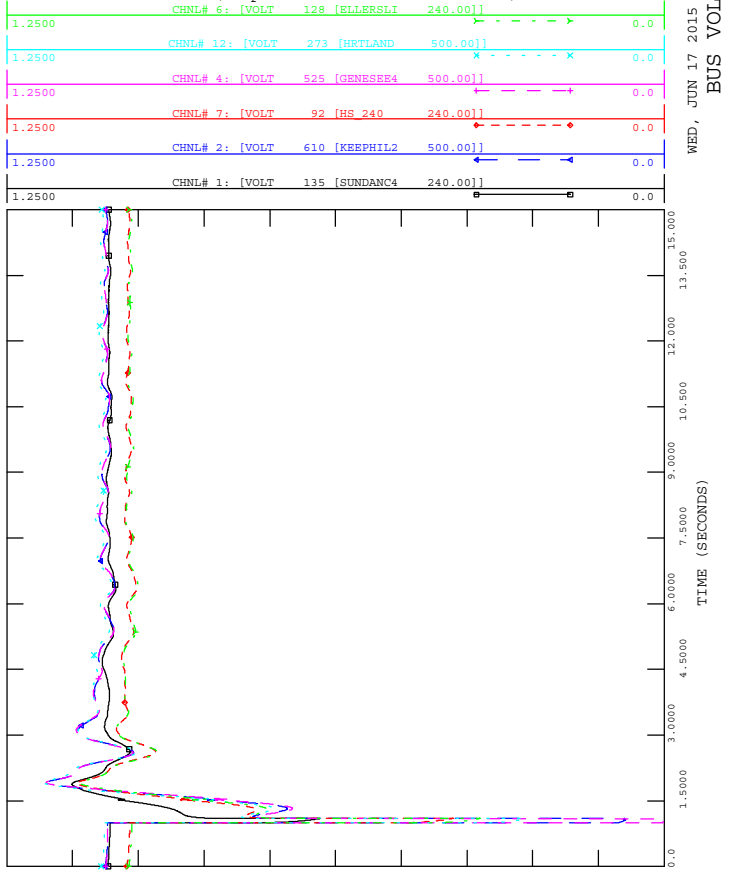
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1202L AT KEEPHILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out

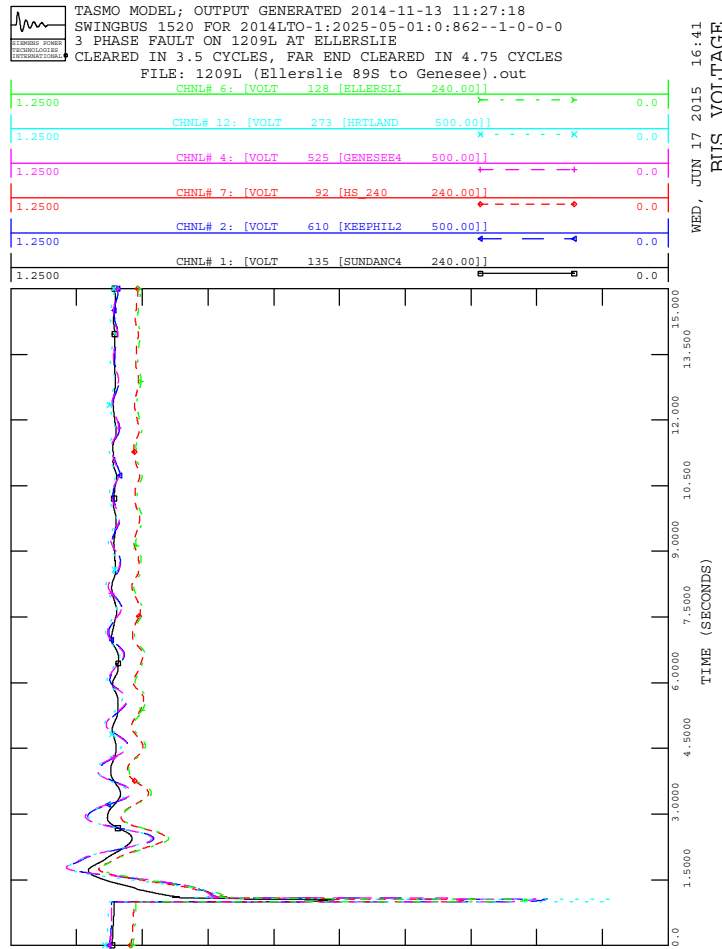
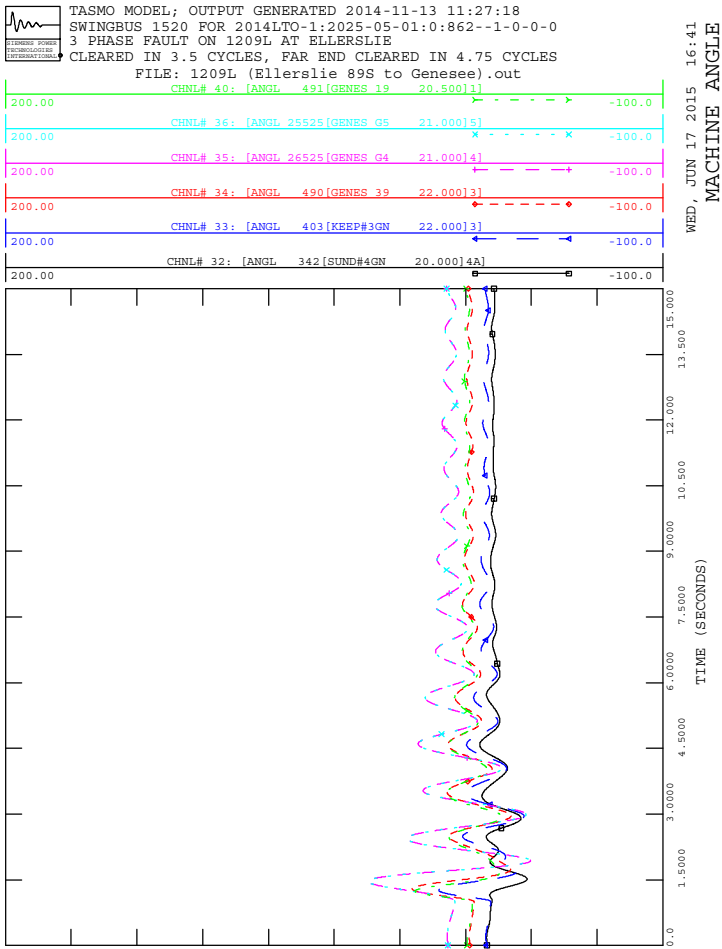
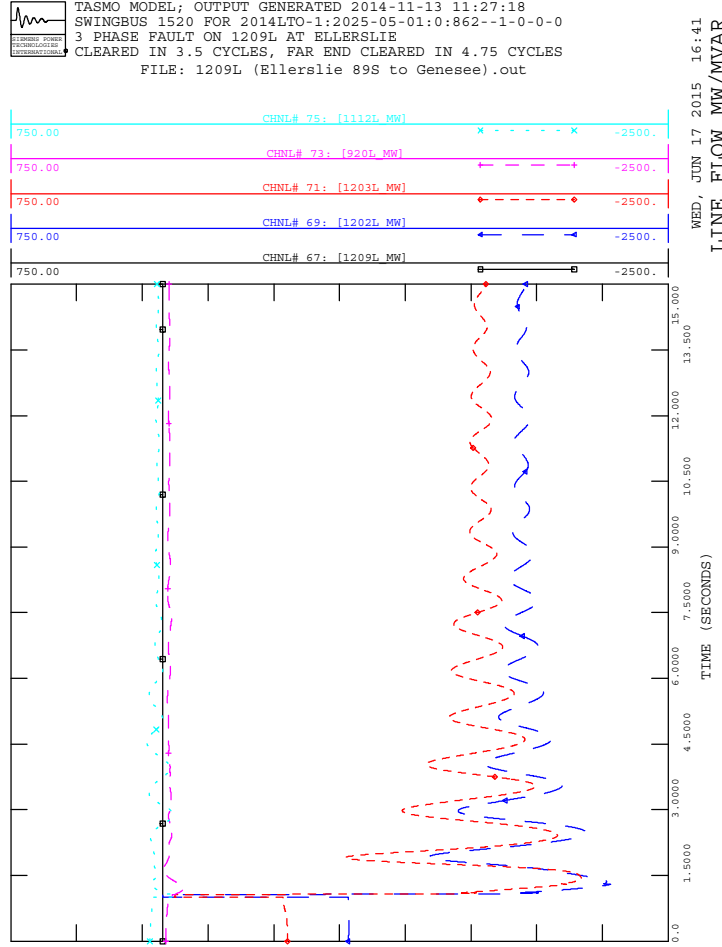
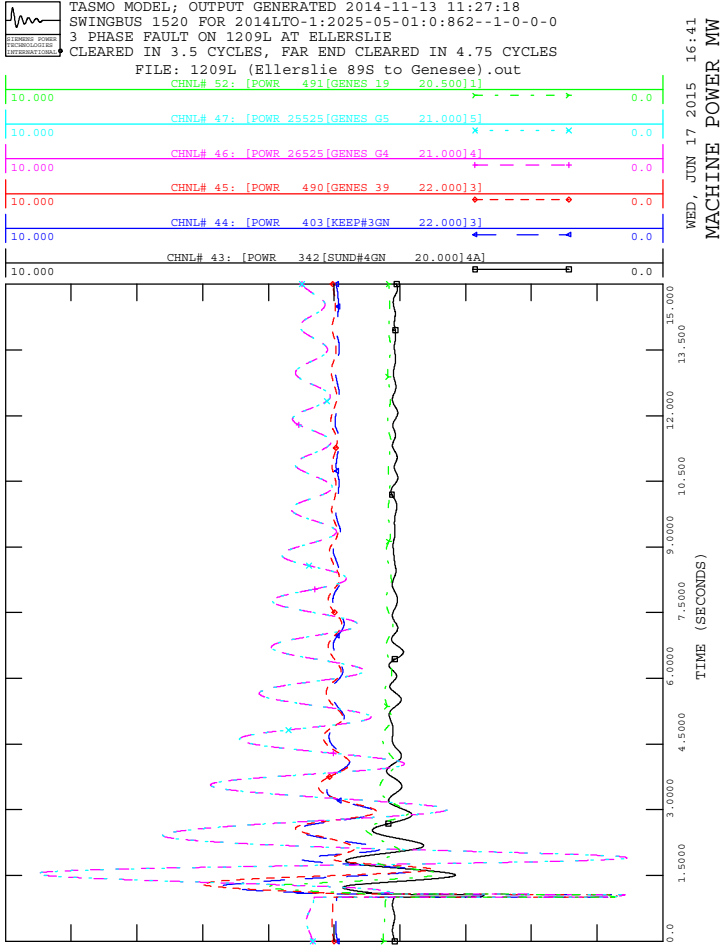


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1202L AT KEEPHILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out



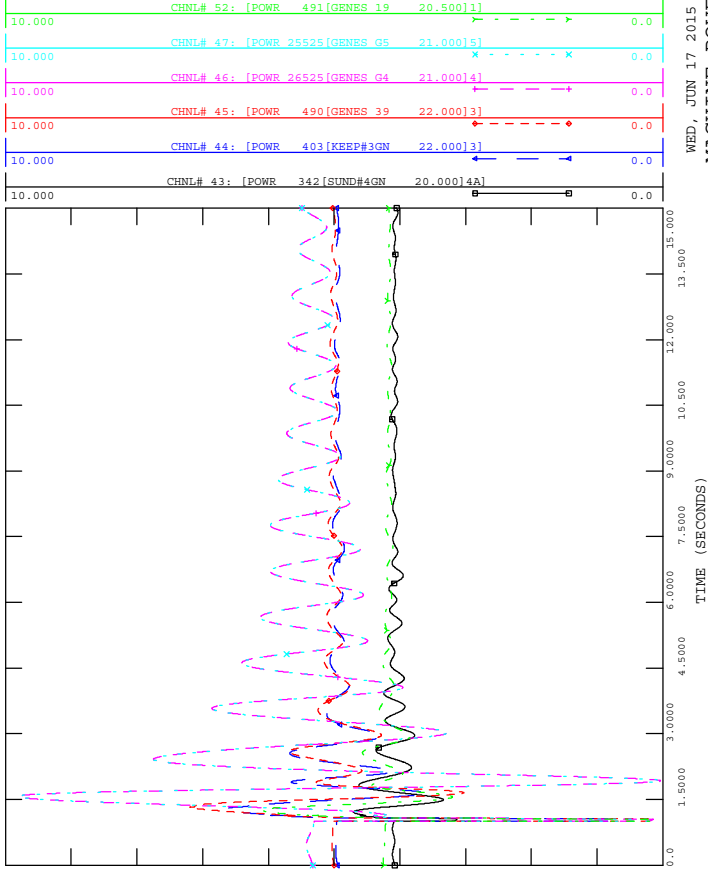
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1202L AT KEEPHILLS
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 1202L (Keephills 320P to Ellerslie 89S).out



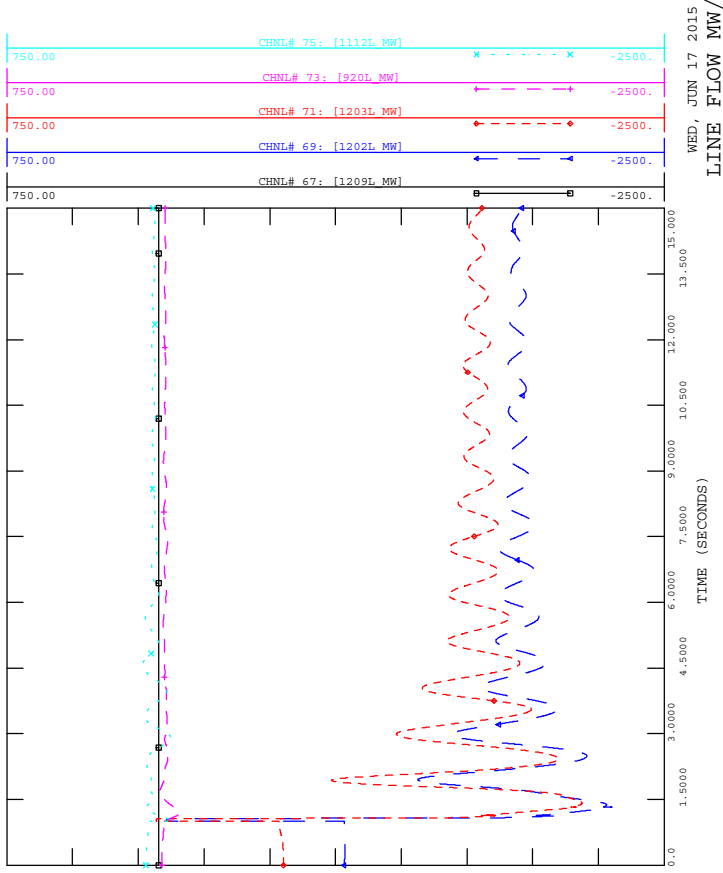




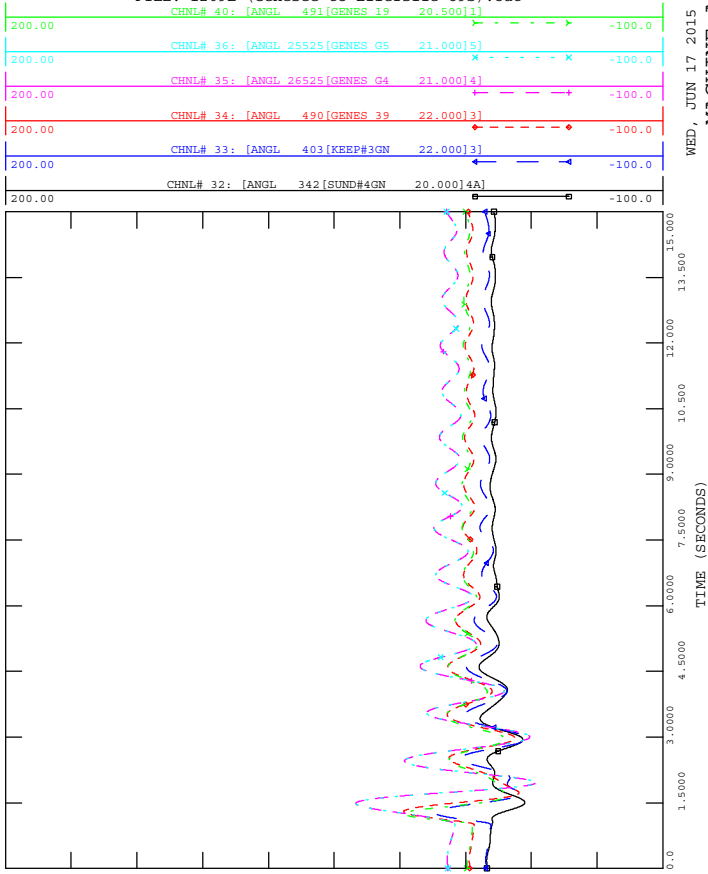
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



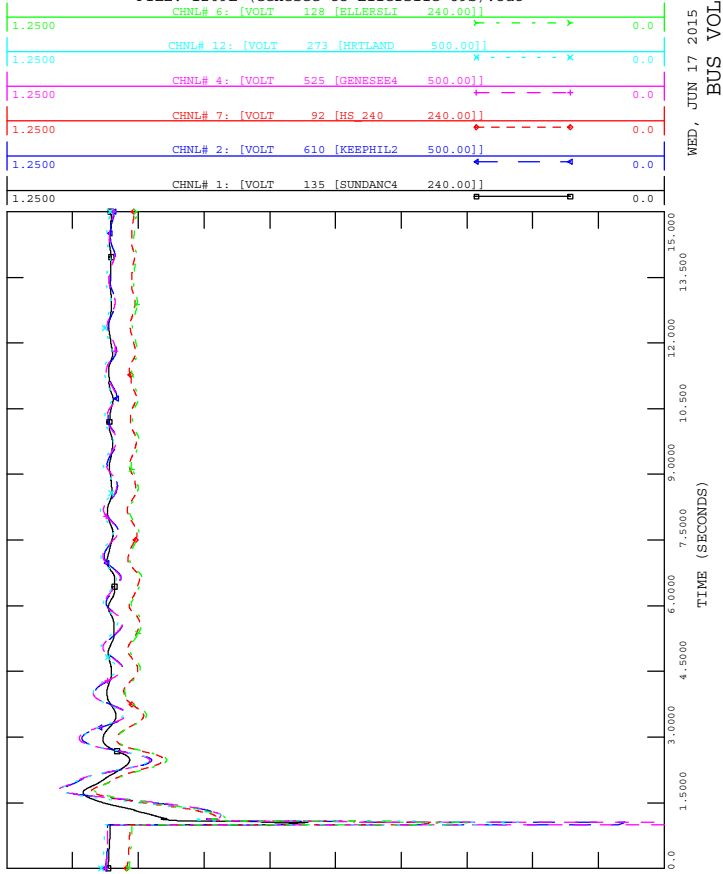
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 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

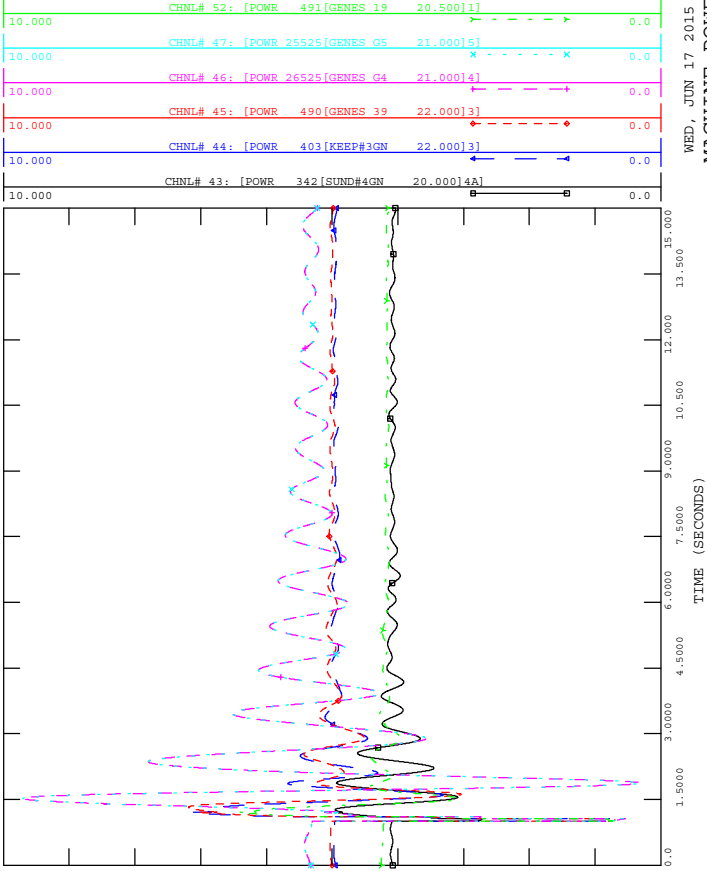


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 3 PHASE FAULT ON 1209L AT GENESEE
 CLEARED IN 3.5 CYCLES, FAR END CLEARED IN 4.75 CYCLES
 FILE: 1209L (Genesee to Ellerslie 89S).out

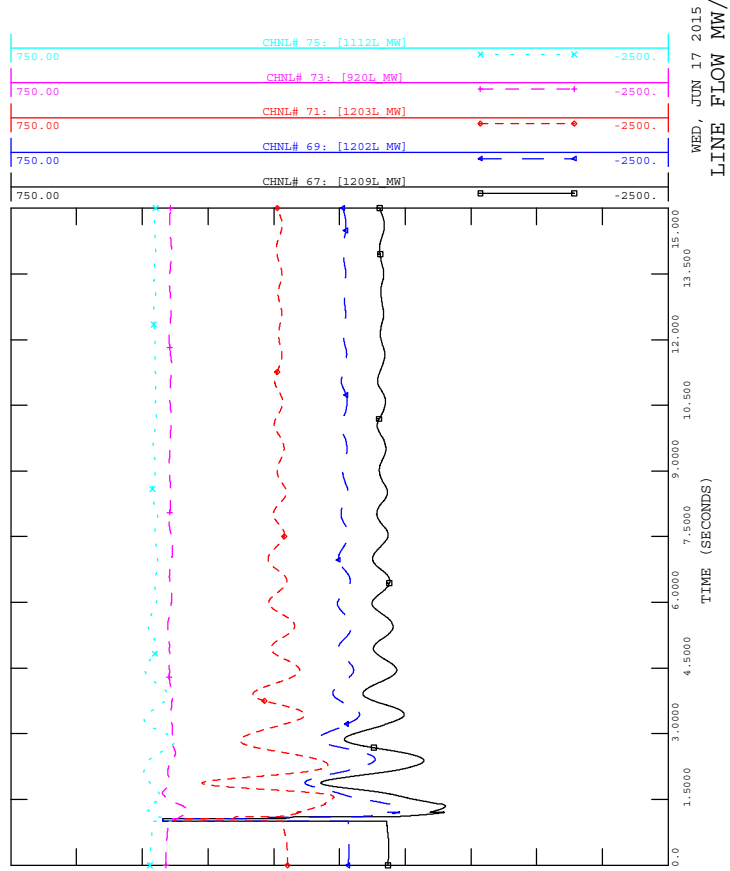




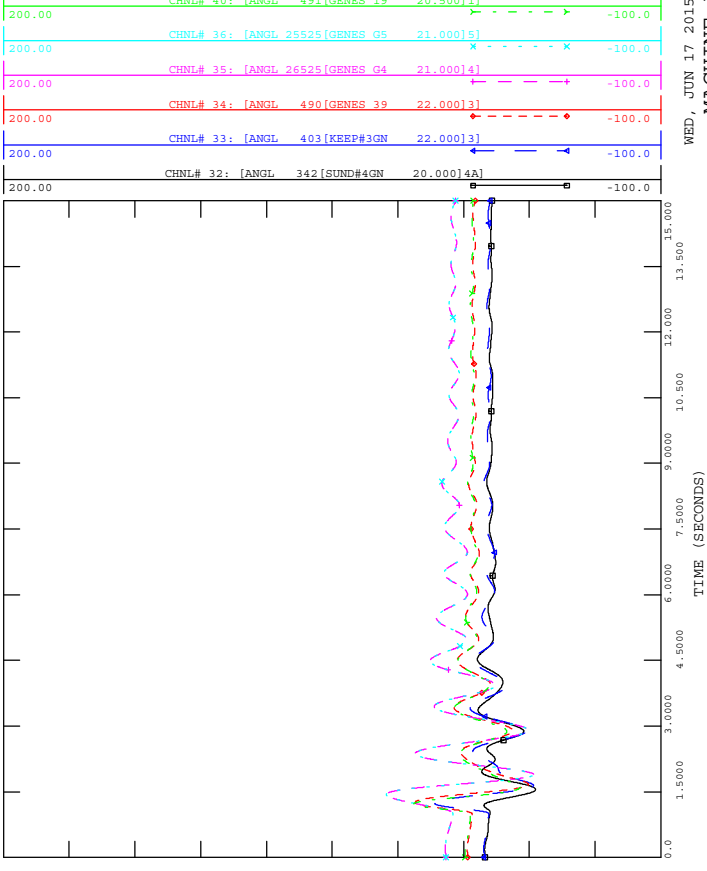
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



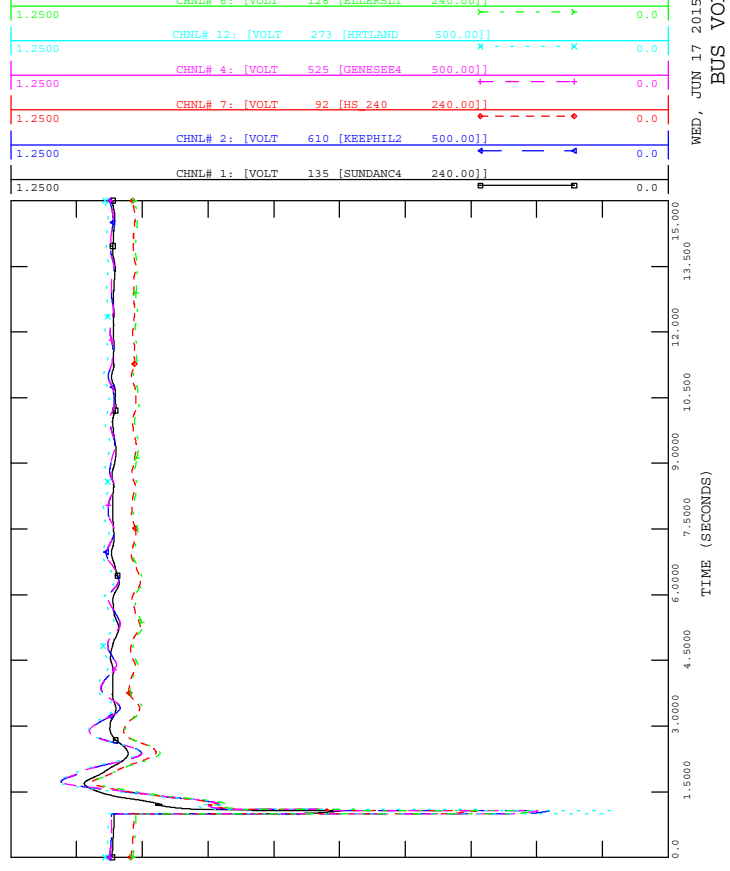
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 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT ELLERSLIE
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out

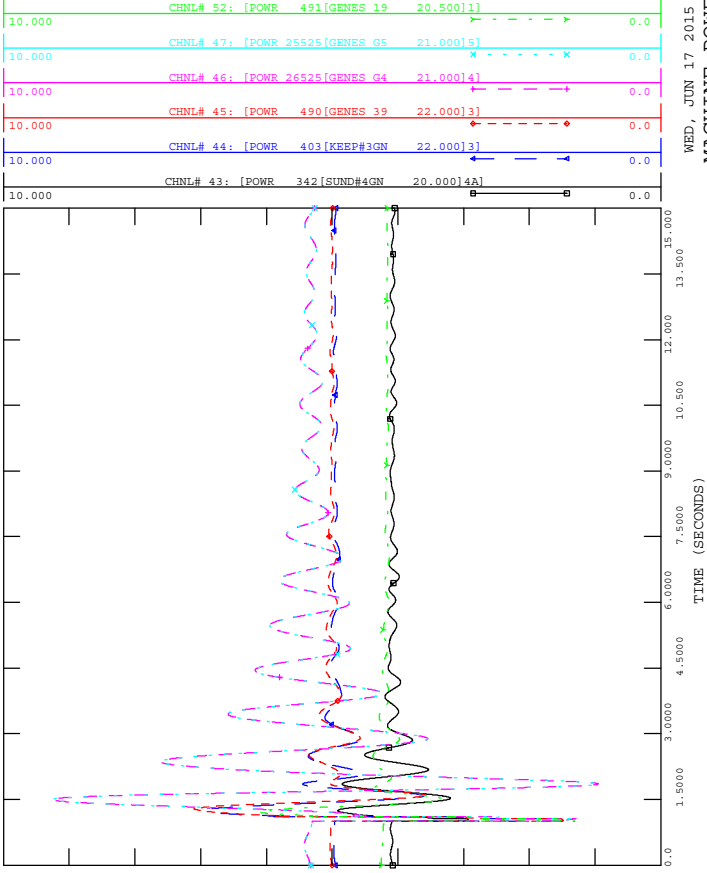


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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Ellerslie 89S to Heartland 12S).out

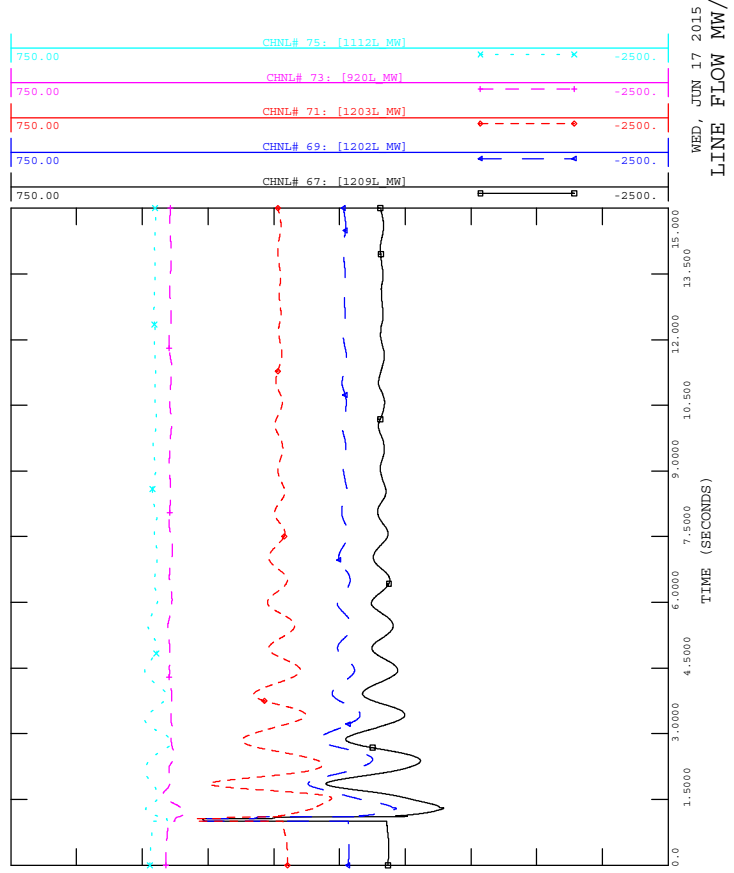




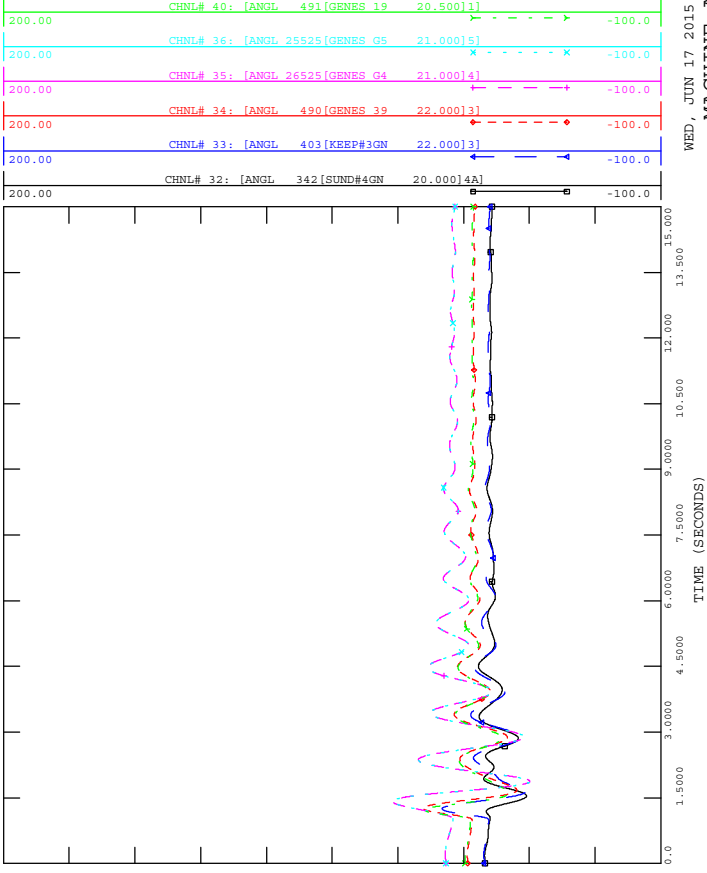
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 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



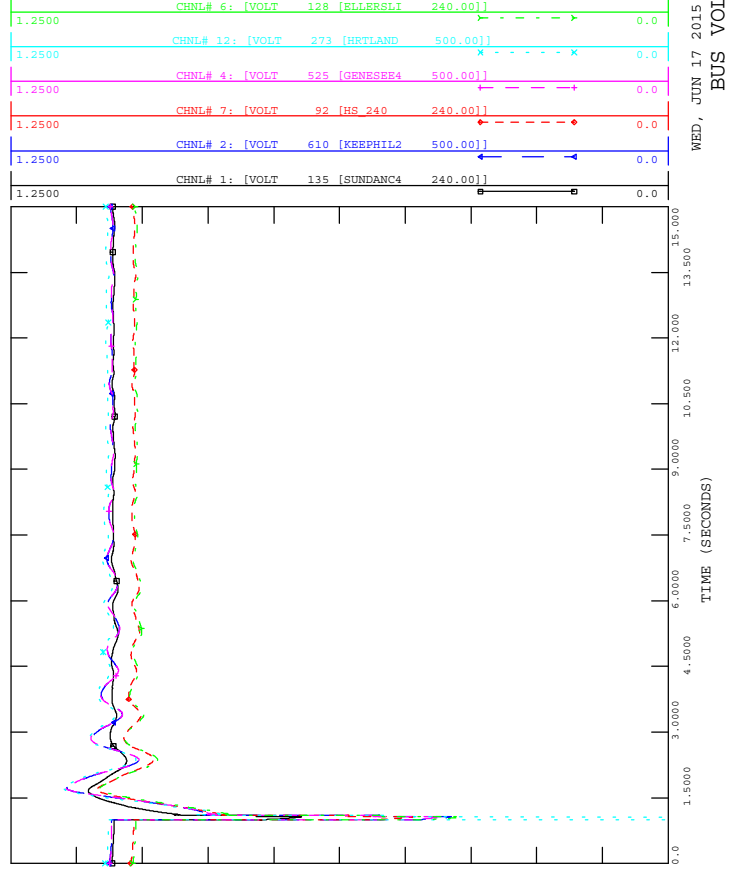
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out

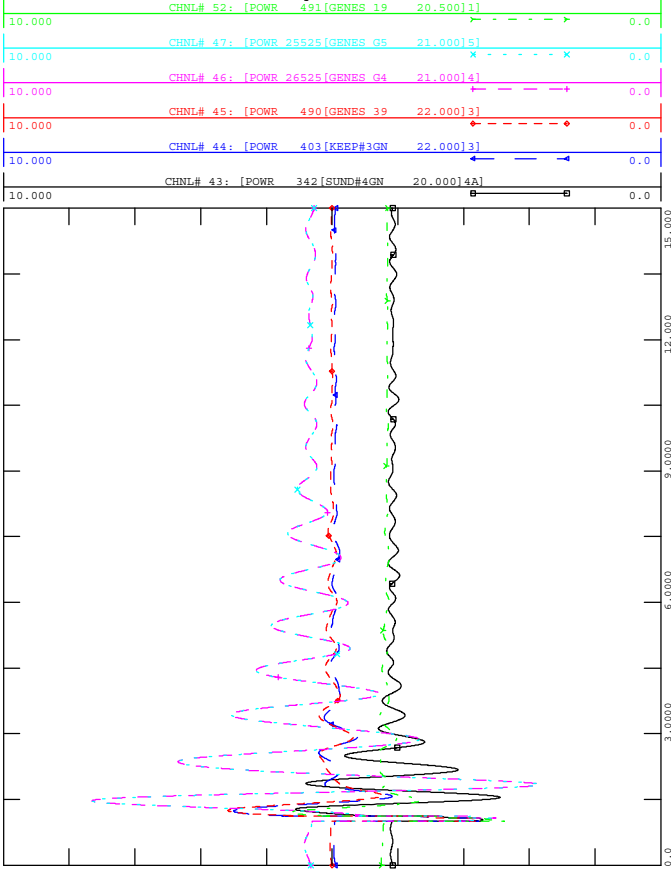


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 3 PHASE FAULT ON 1212L AT HEARTLAND
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1212L (Heartland 12S to Ellerslie 89S).out





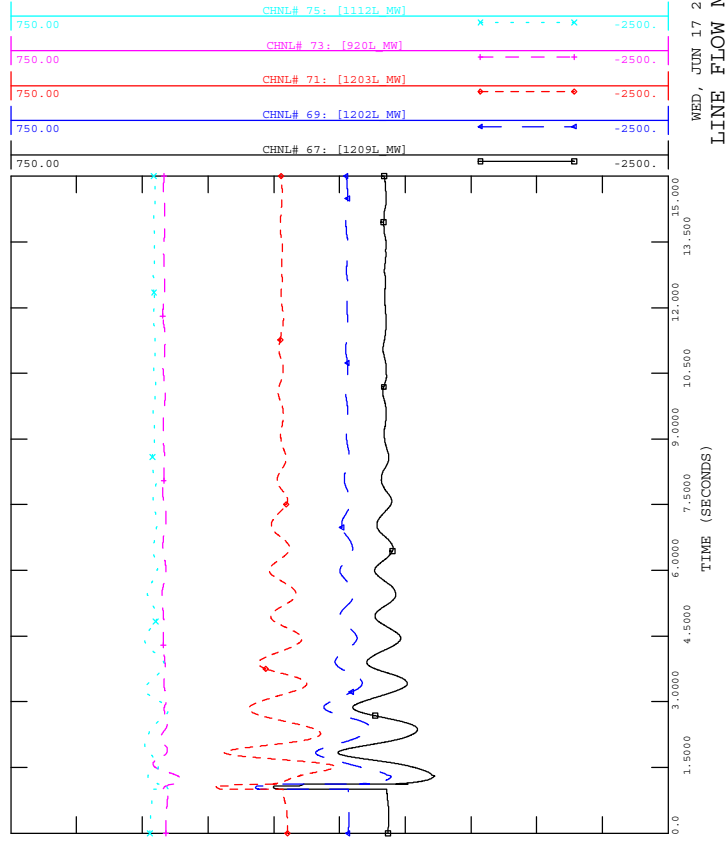
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



WED, JUN 17 2015 16:40
 MACHINE POWER MW



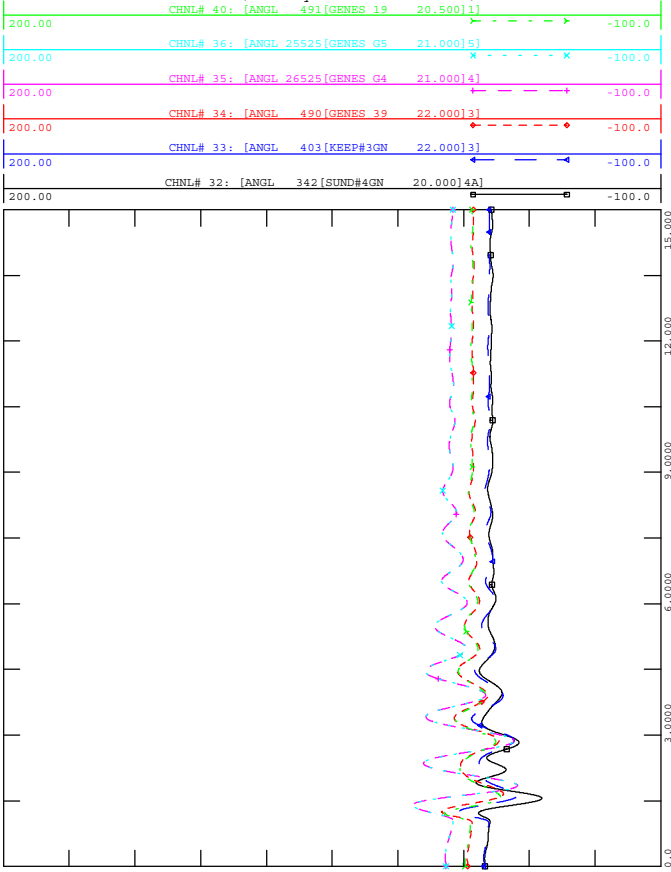
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



WED, JUN 17 2015 16:40
 LINE FLOW MW/MVAR



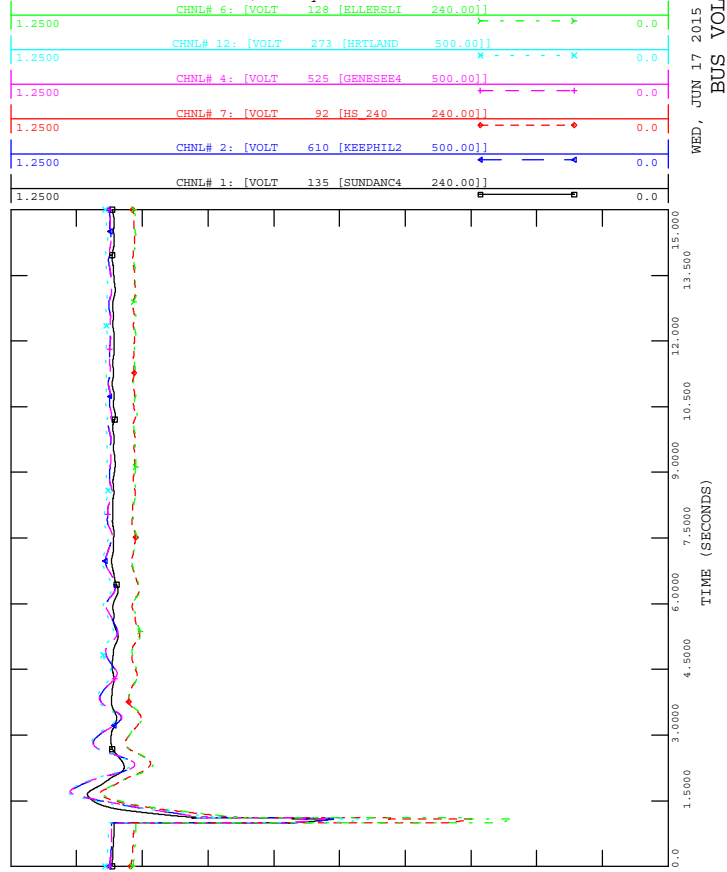
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out



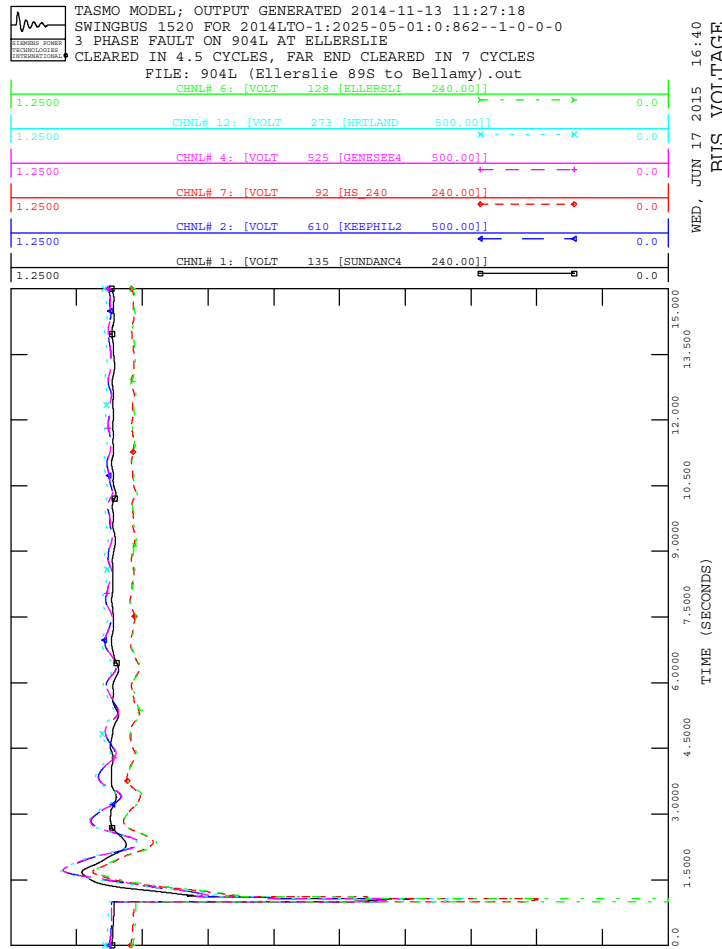
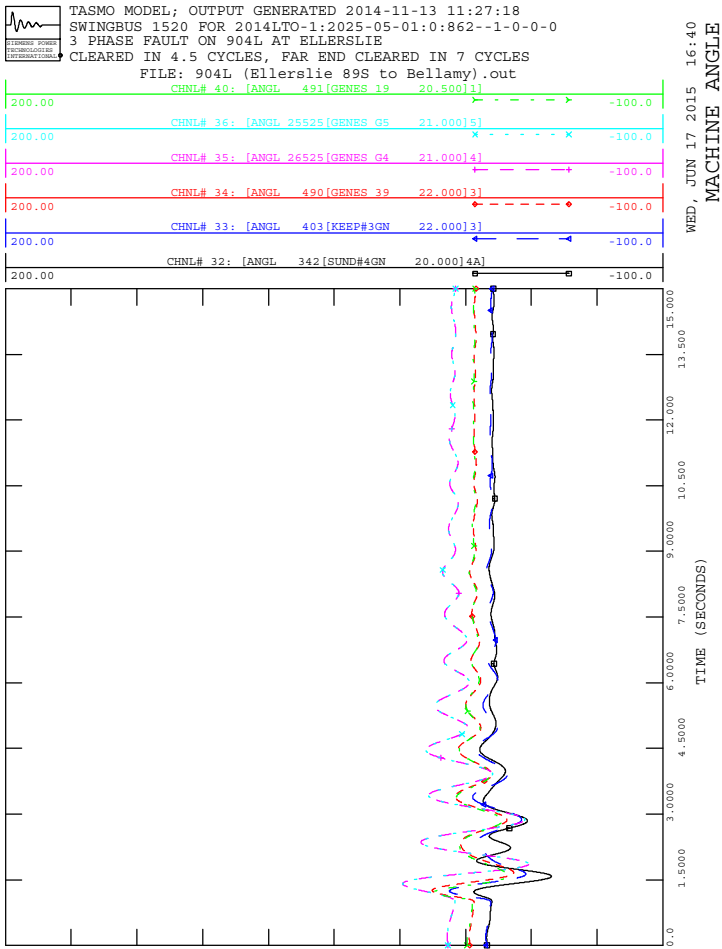
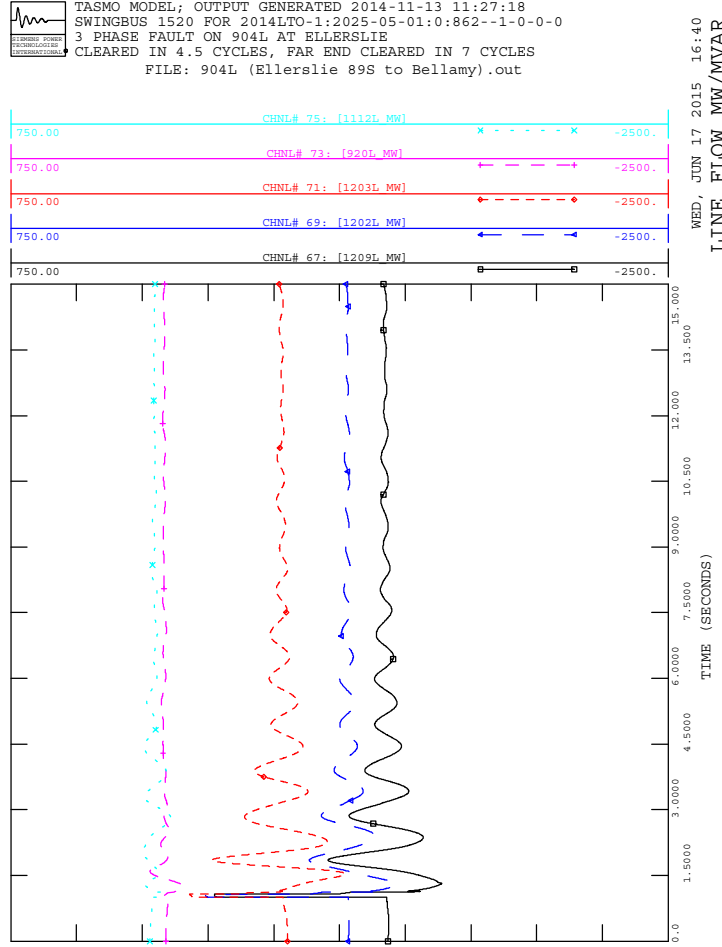
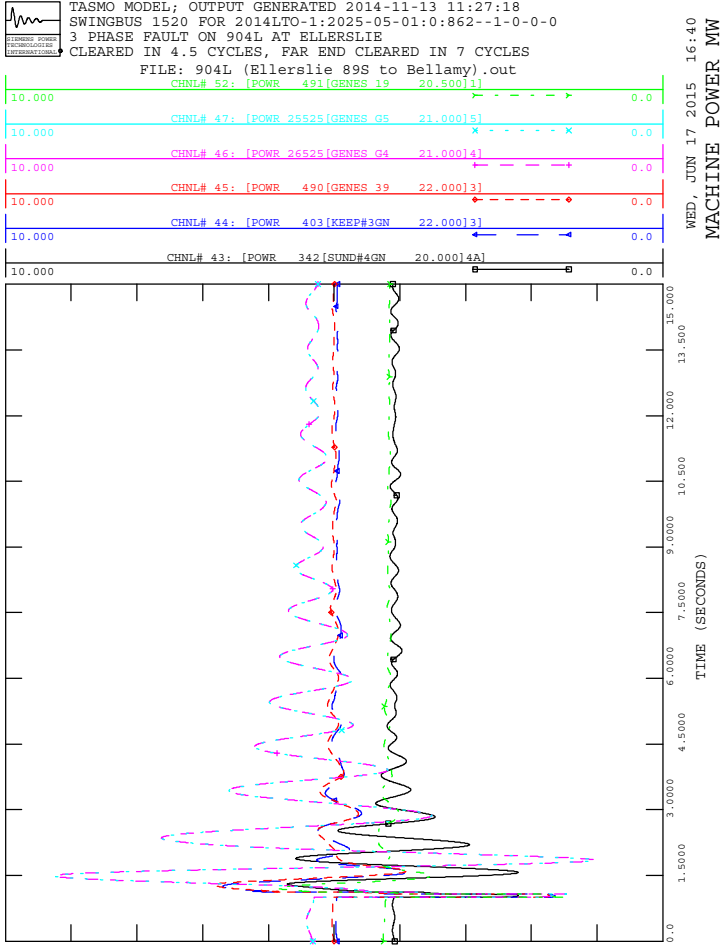
WED, JUN 17 2015 16:40
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 904L AT BELLAMY
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 904L (Bellamy to Ellerslie 89S).out

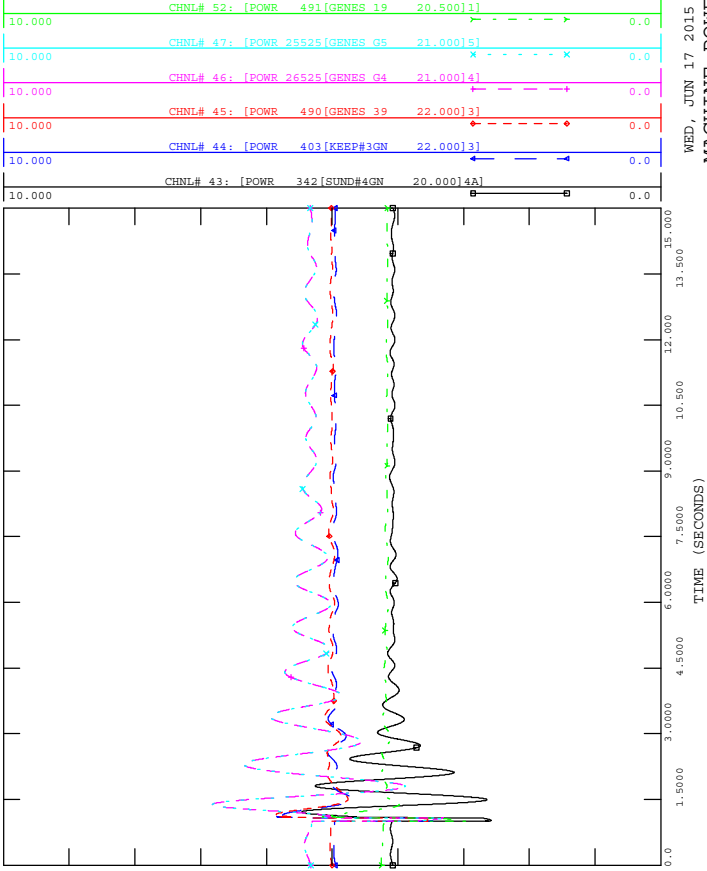


WED, JUN 17 2015 16:40
 BUS VOLTAGE

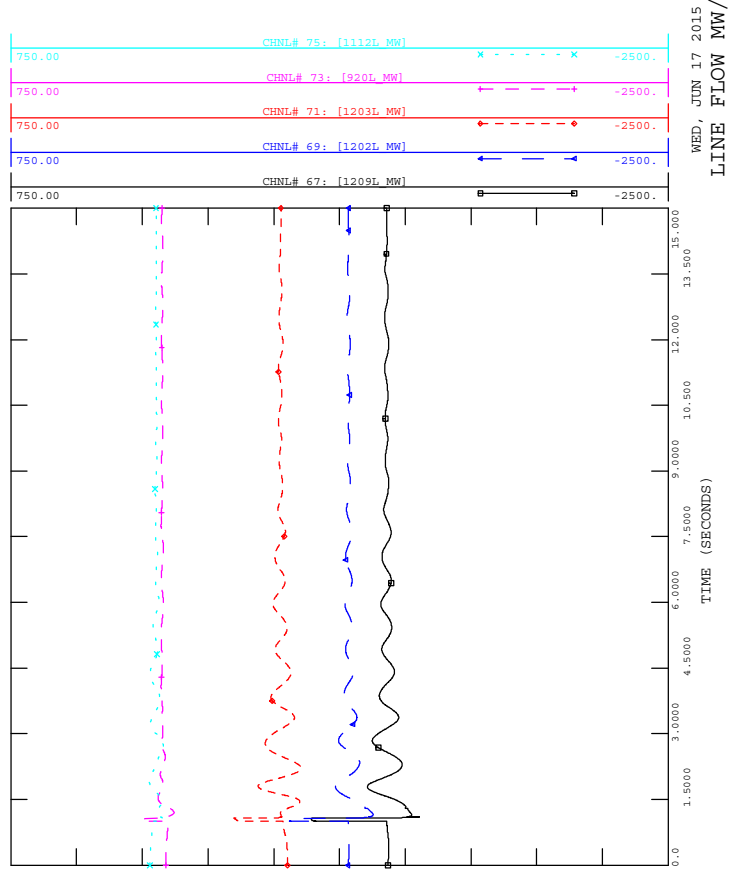




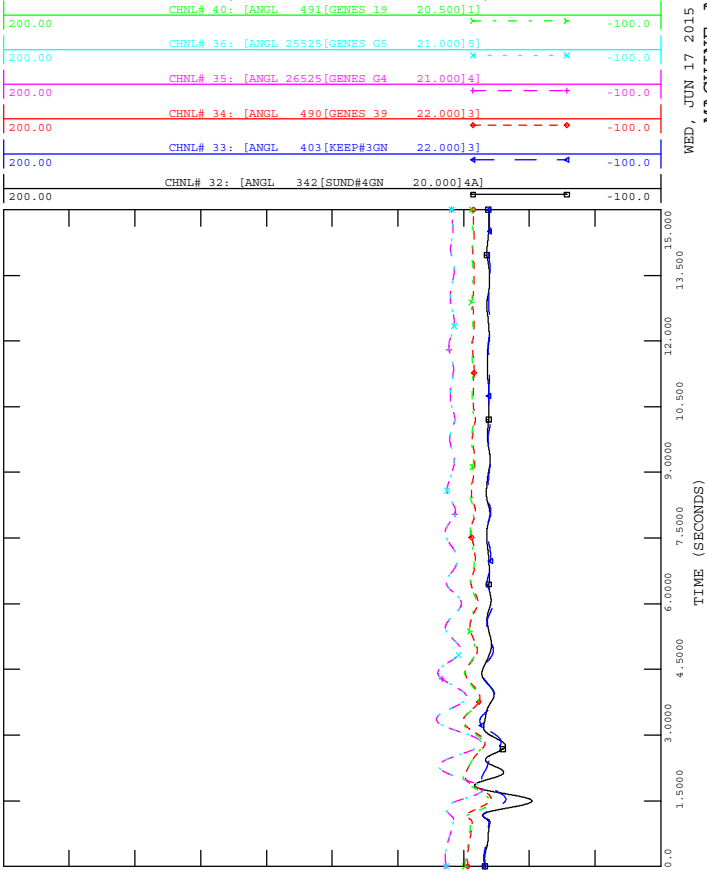
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



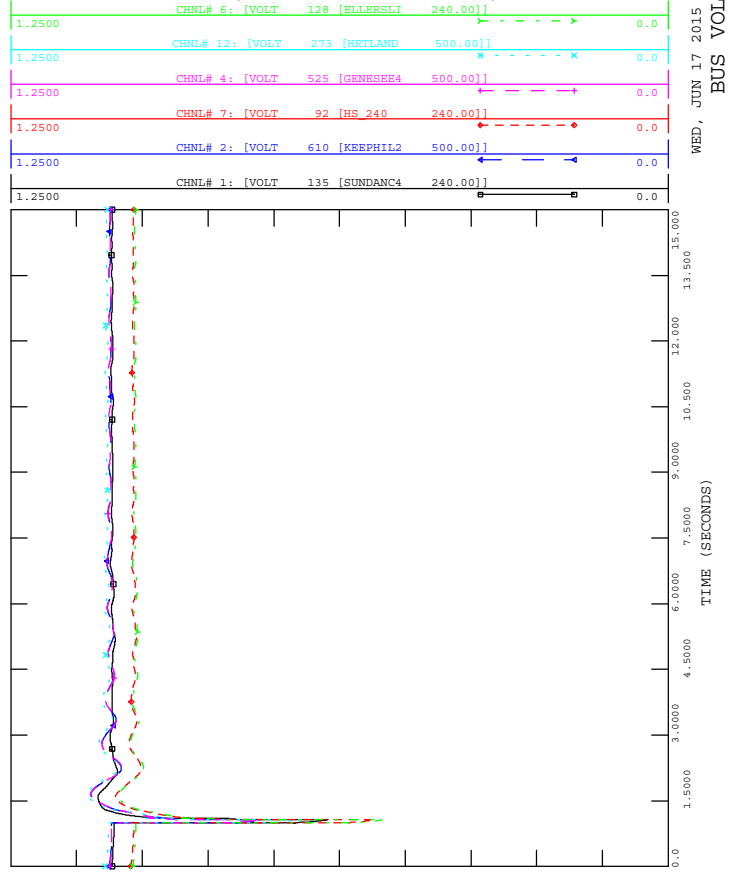
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out

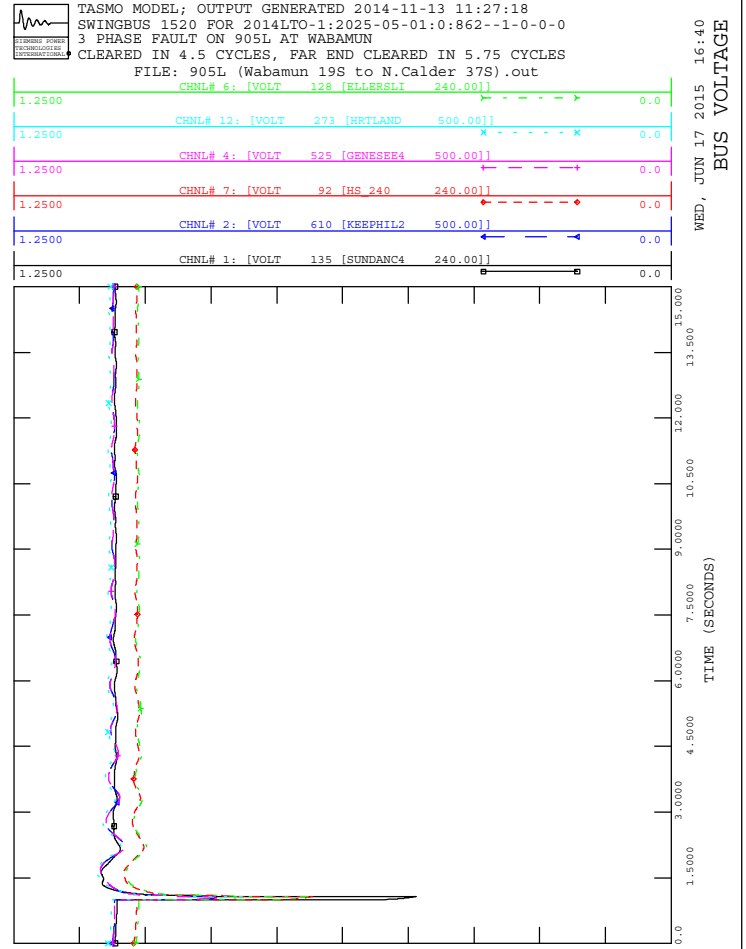
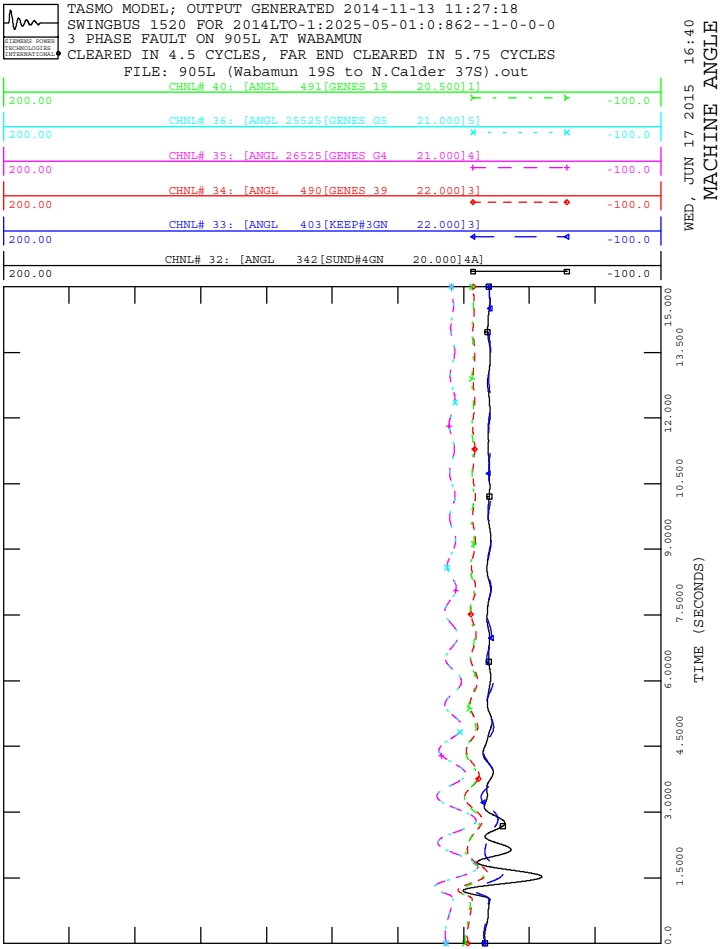
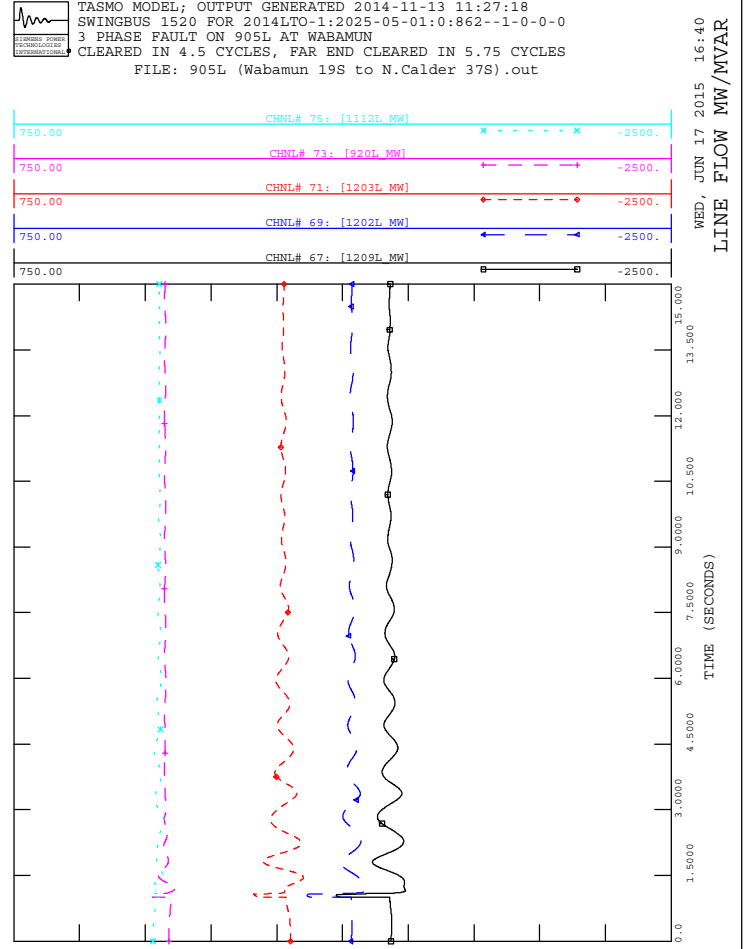
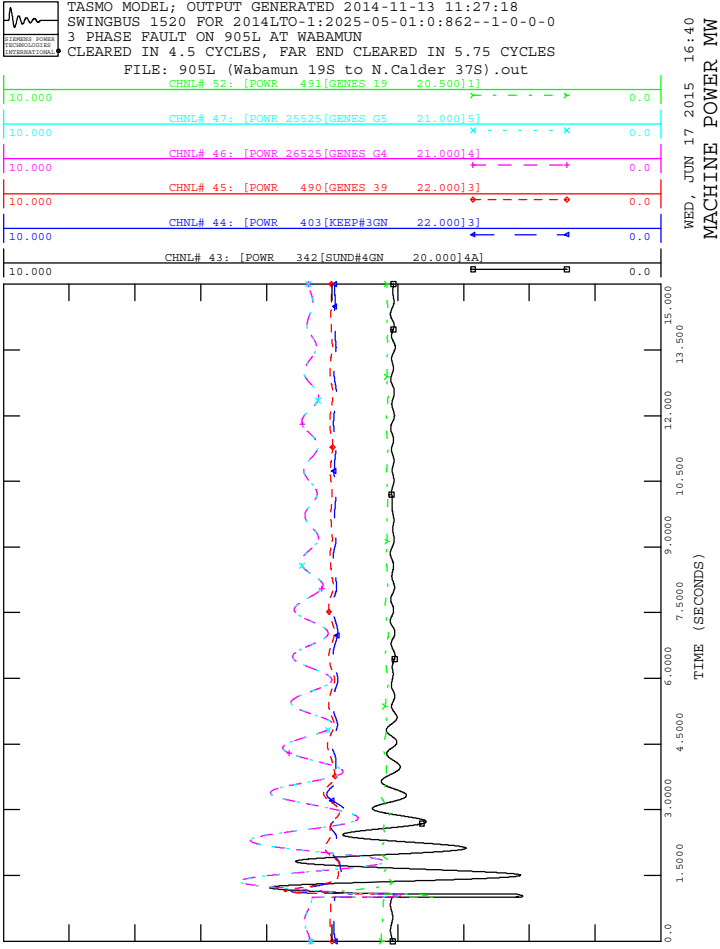


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 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out



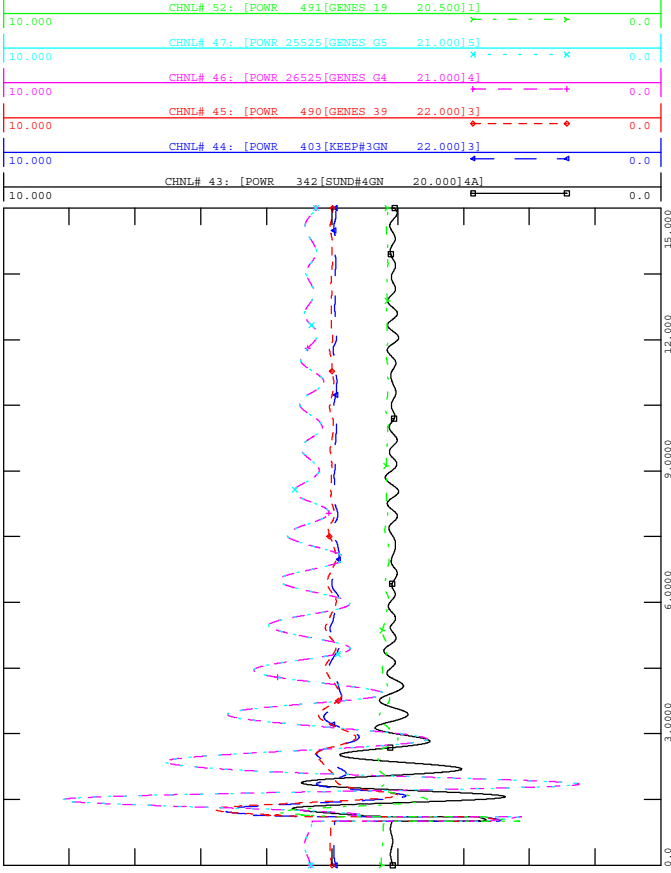
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 3 PHASE FAULT ON 905L AT N CALDER
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 905L (N.Calder 37S to Wabamun 19S).out







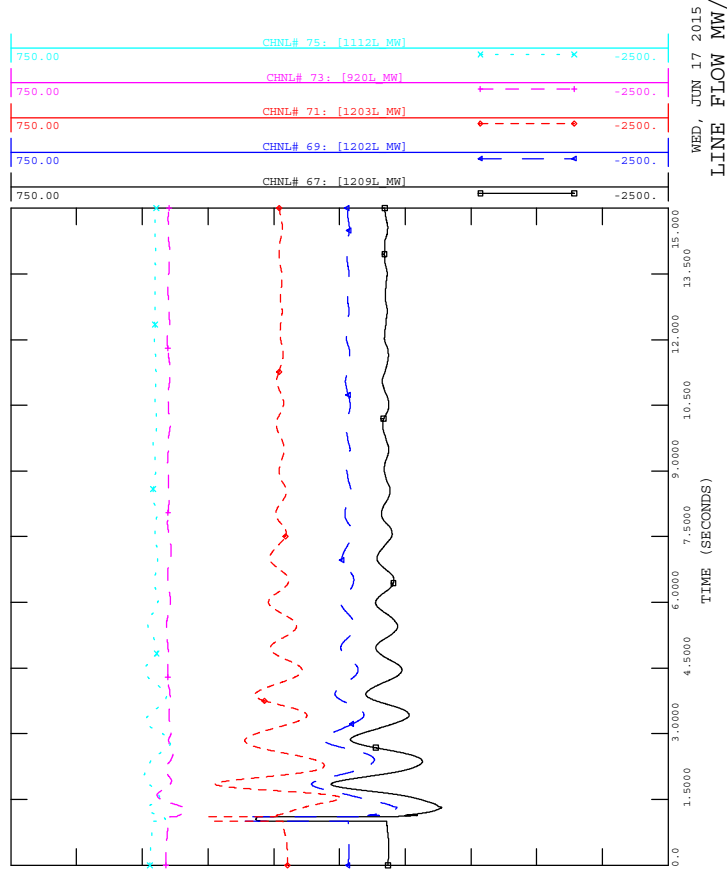
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 16:40
 MACHINE POWER MW



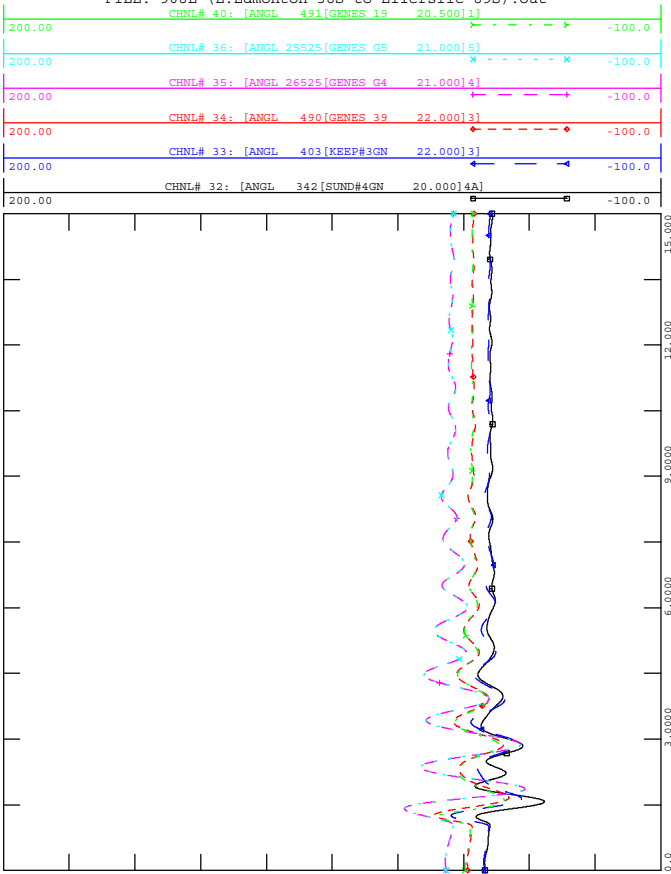
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 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 16:40
 LINE FLOW MW/MVAR



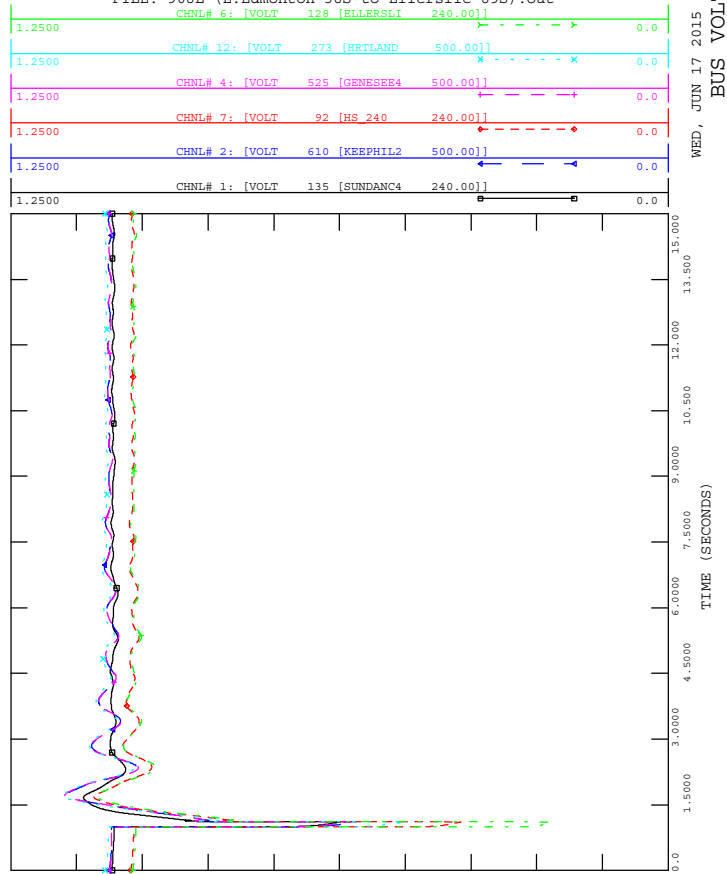
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 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out



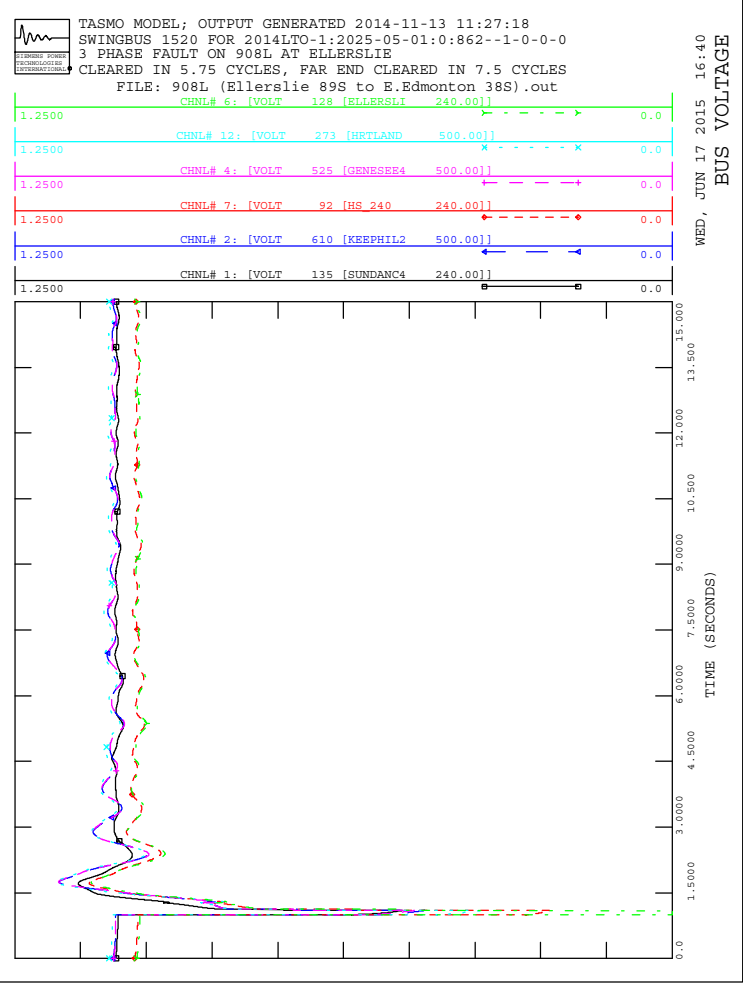
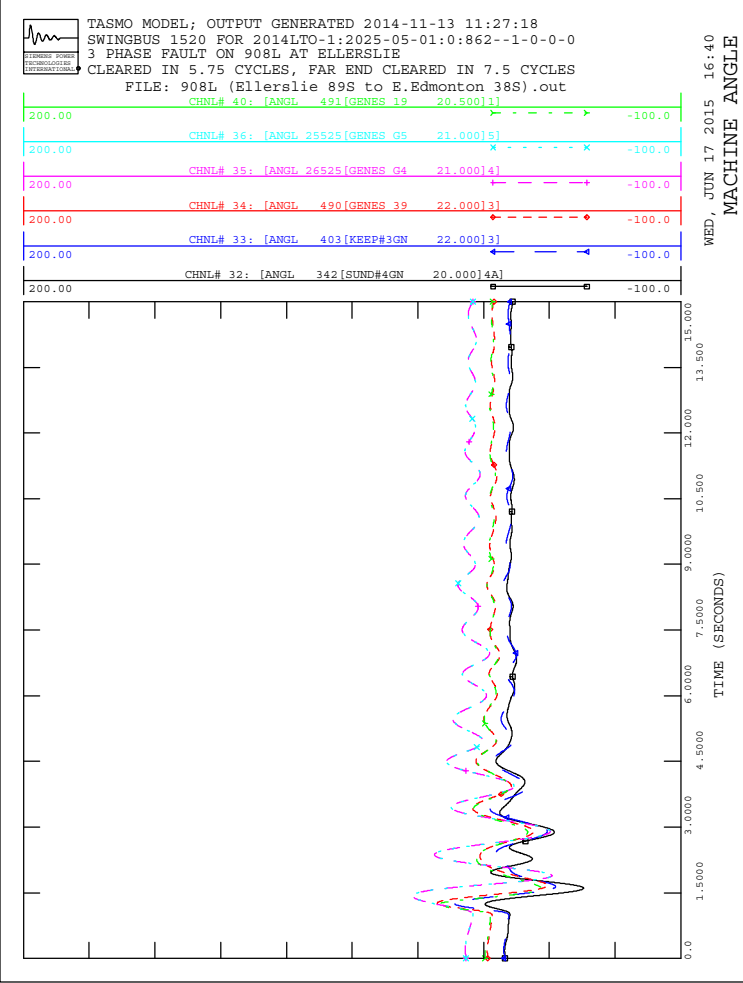
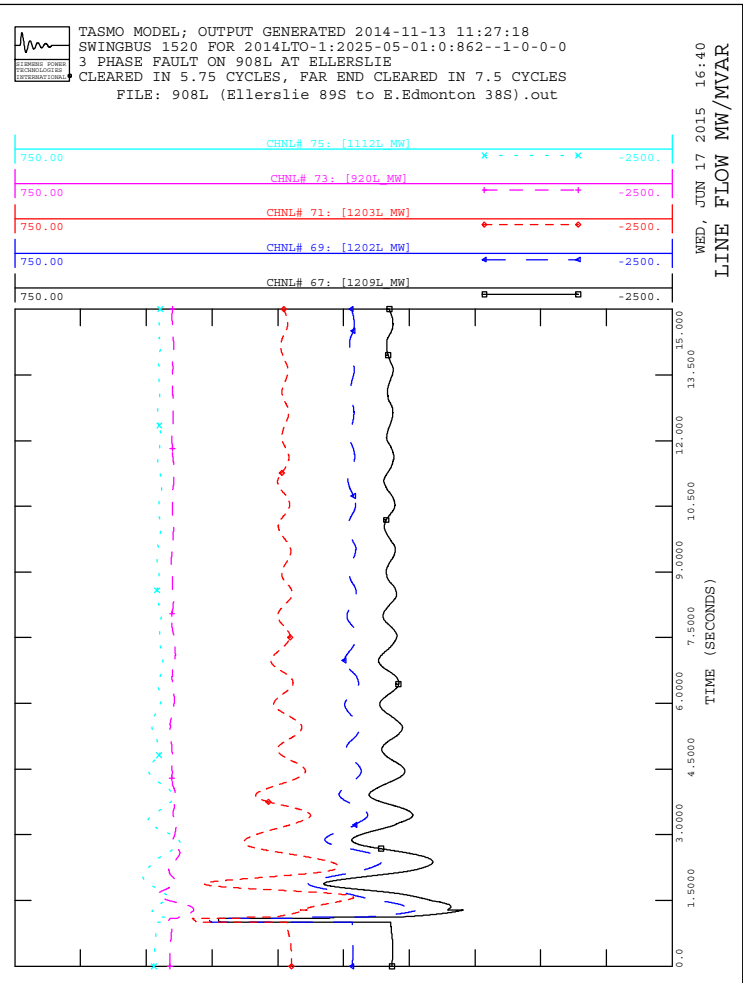
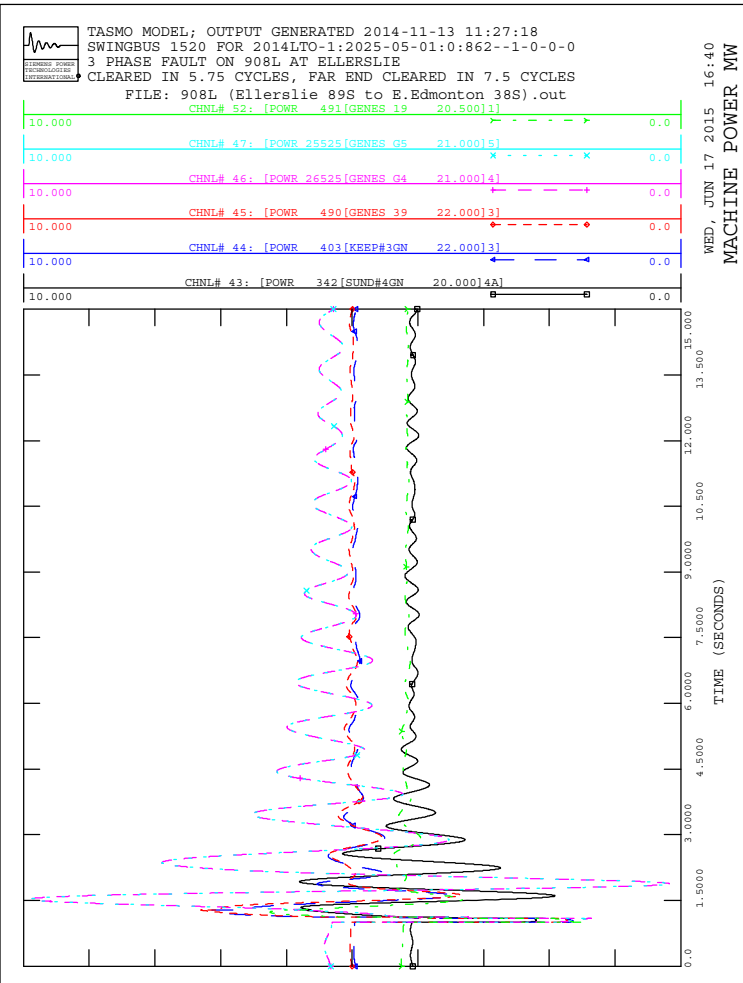
WED, JUN 17 2015 16:40
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT E EDMONTON
 CLEARED IN 6.75 CYCLES, FAR END CLEARED IN 6.5 CYCLES
 FILE: 908L (E.Edmonton 38S to Ellerslie 89S).out

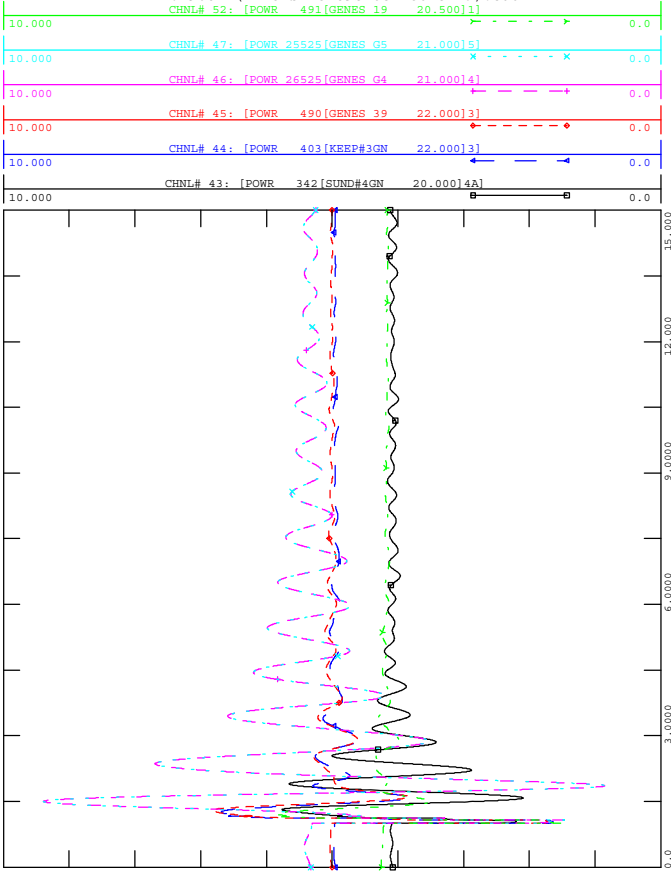


WED, JUN 17 2015 16:40
 BUS VOLTAGE





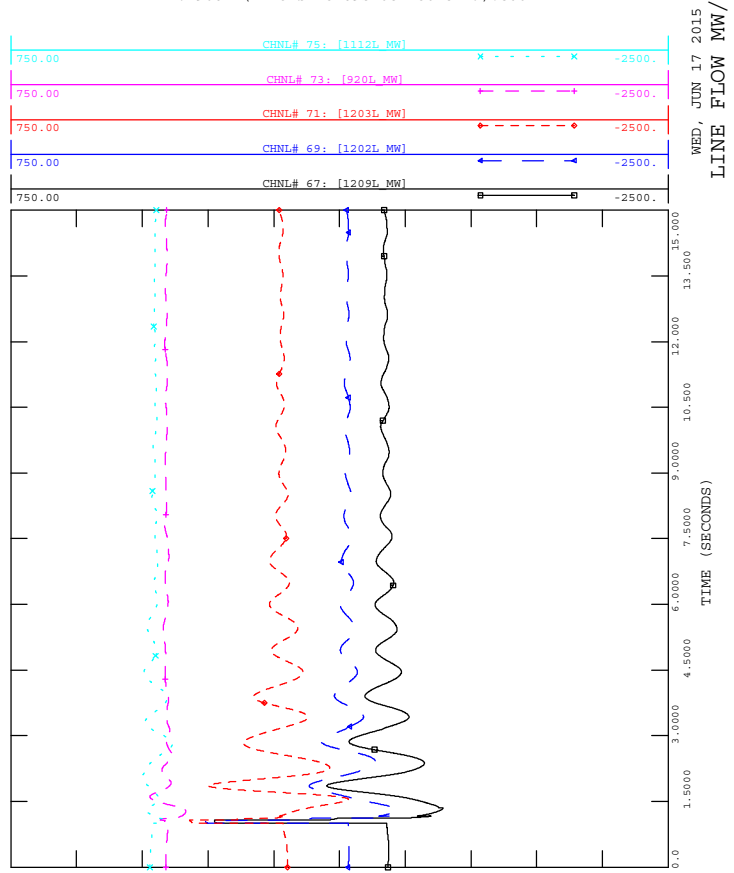
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



WED, JUN 17 2015 16:40
 MACHINE POWER MW



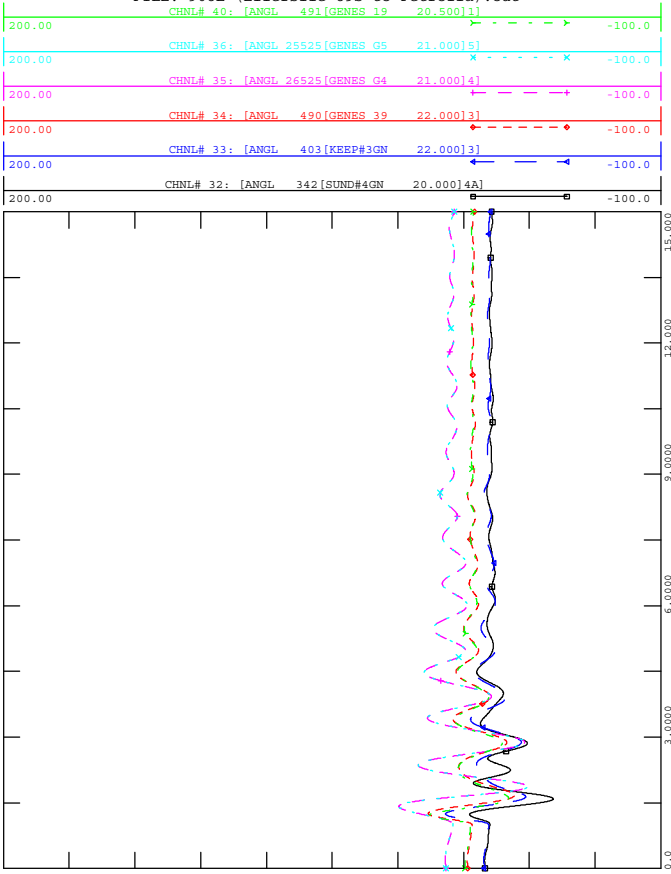
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 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



WED, JUN 17 2015 16:40
 LINE FLOW MW/MVAR



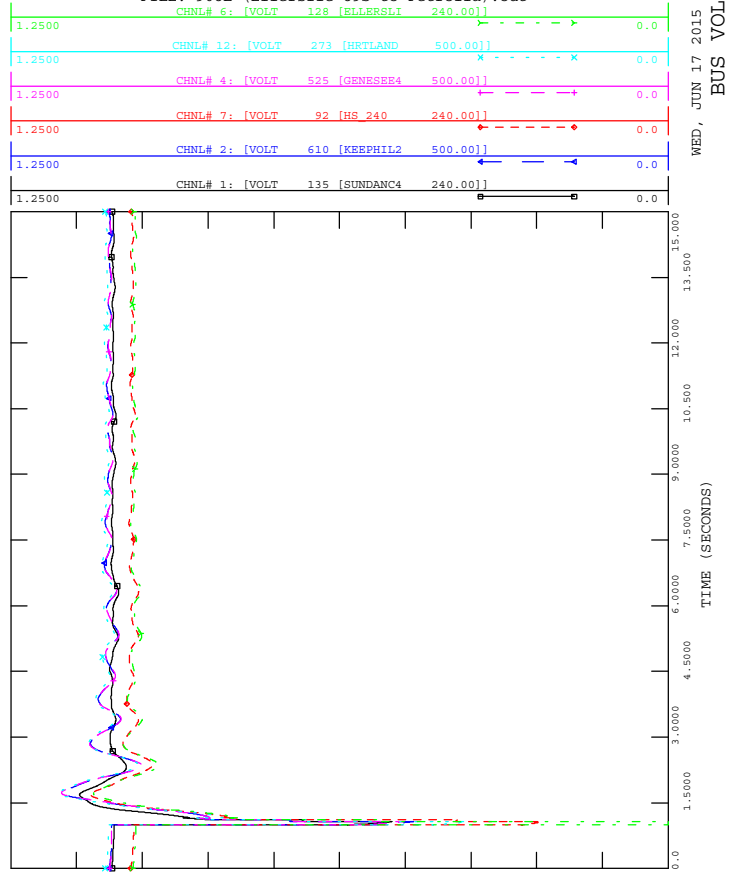
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out



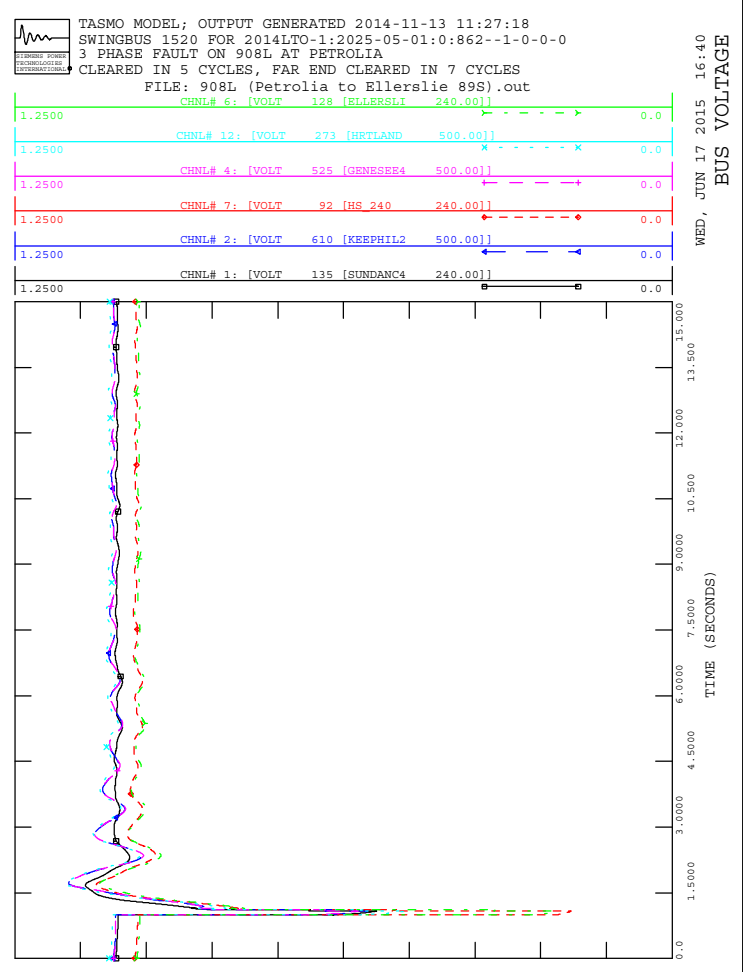
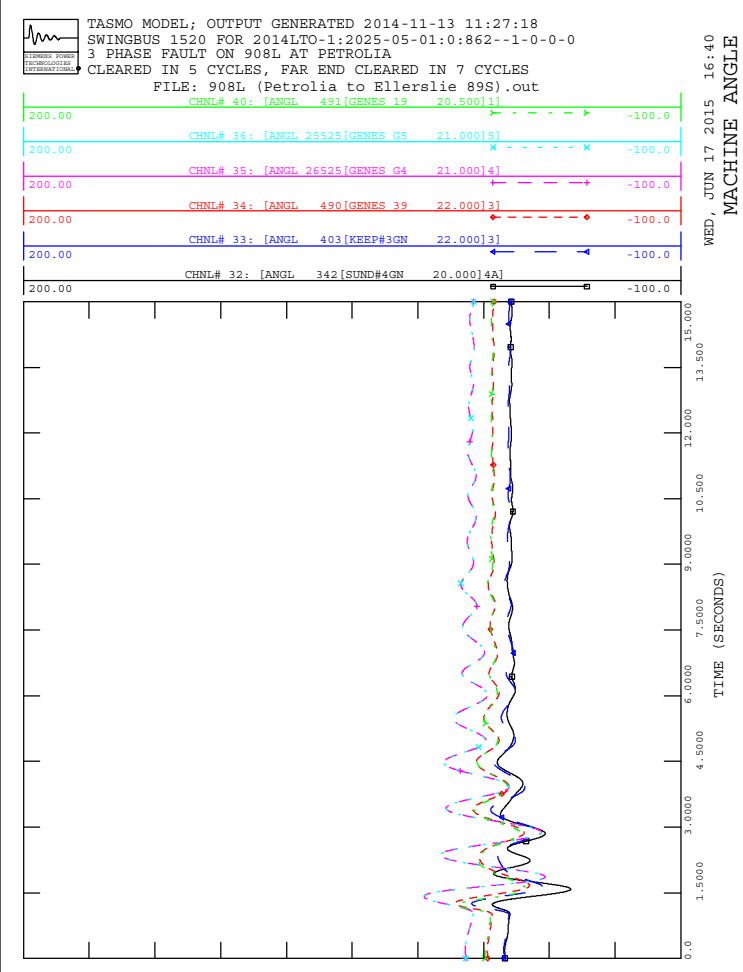
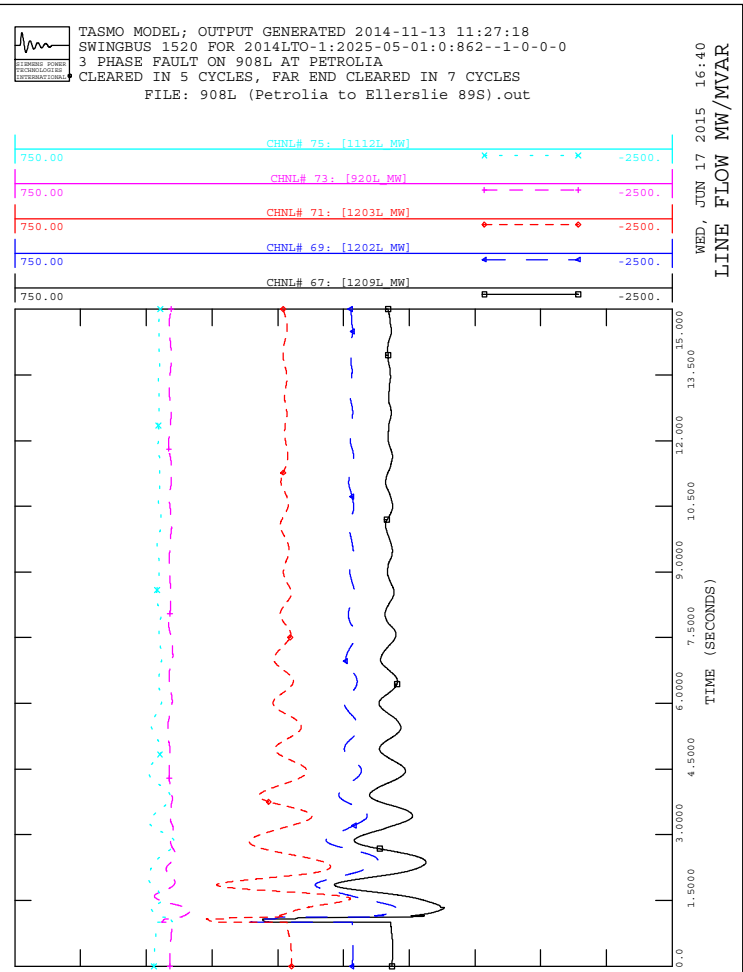
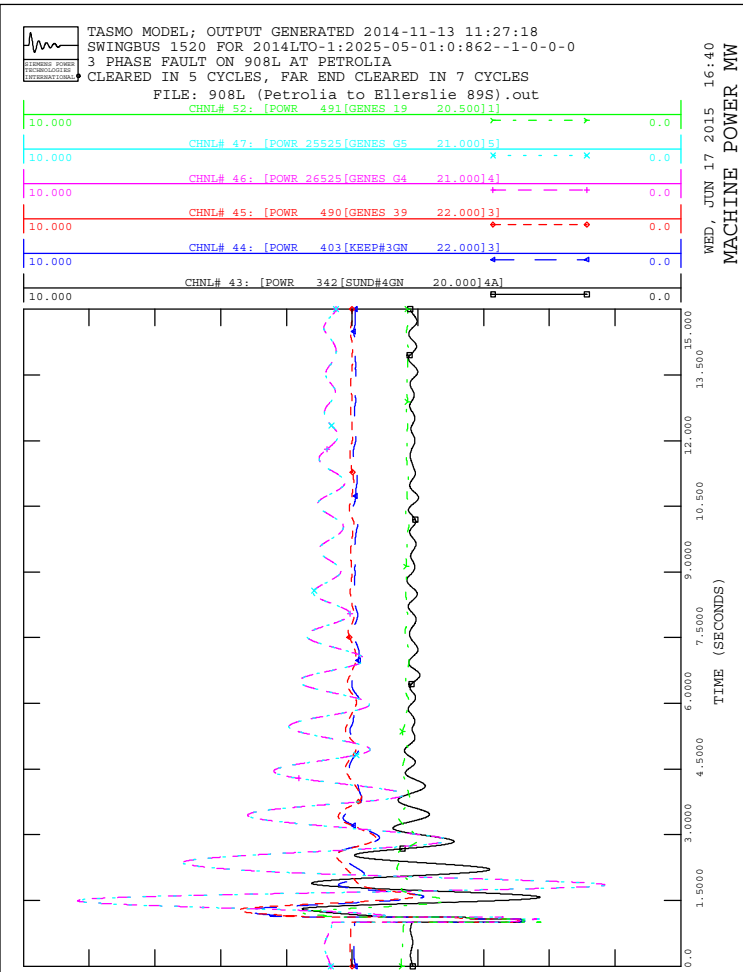
WED, JUN 17 2015 16:40
 MACHINE ANGLE

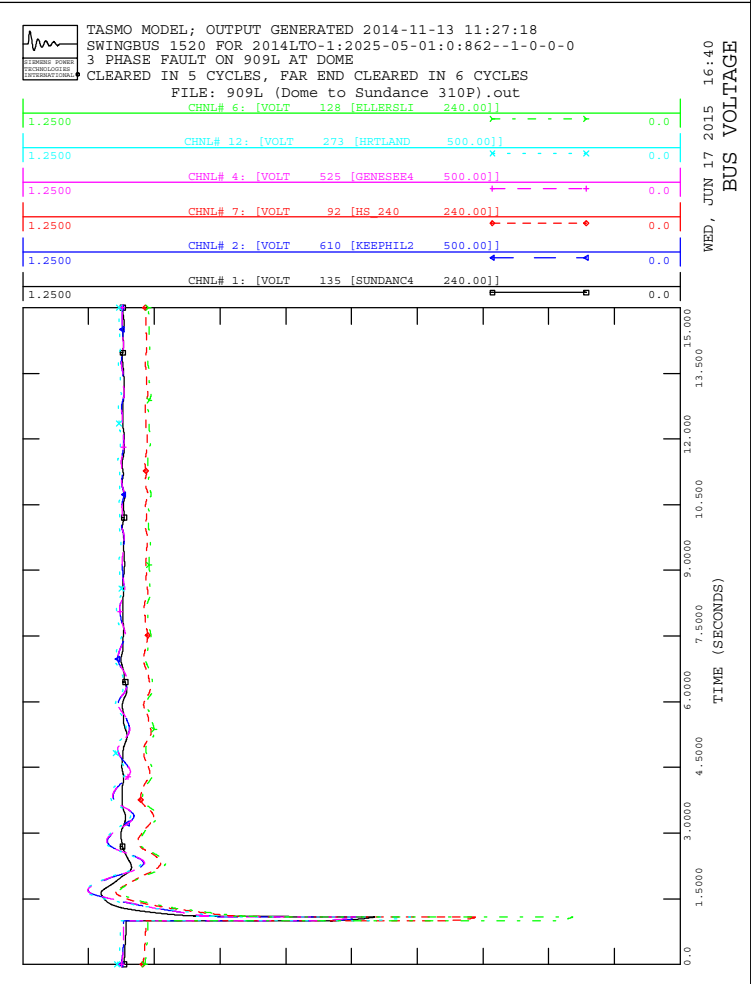
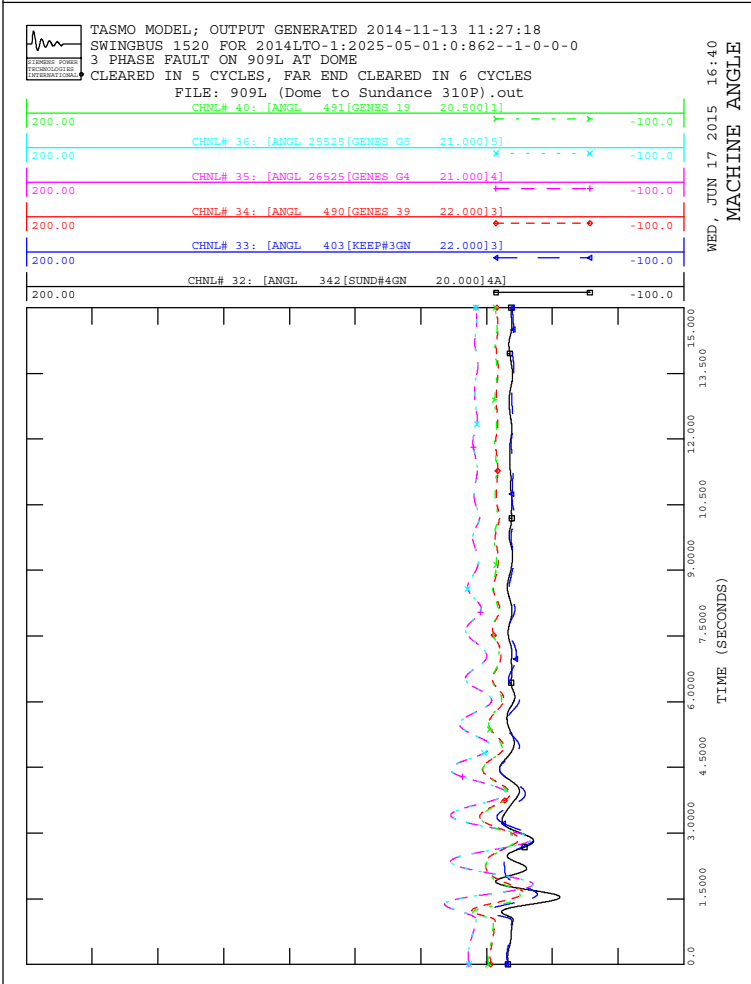
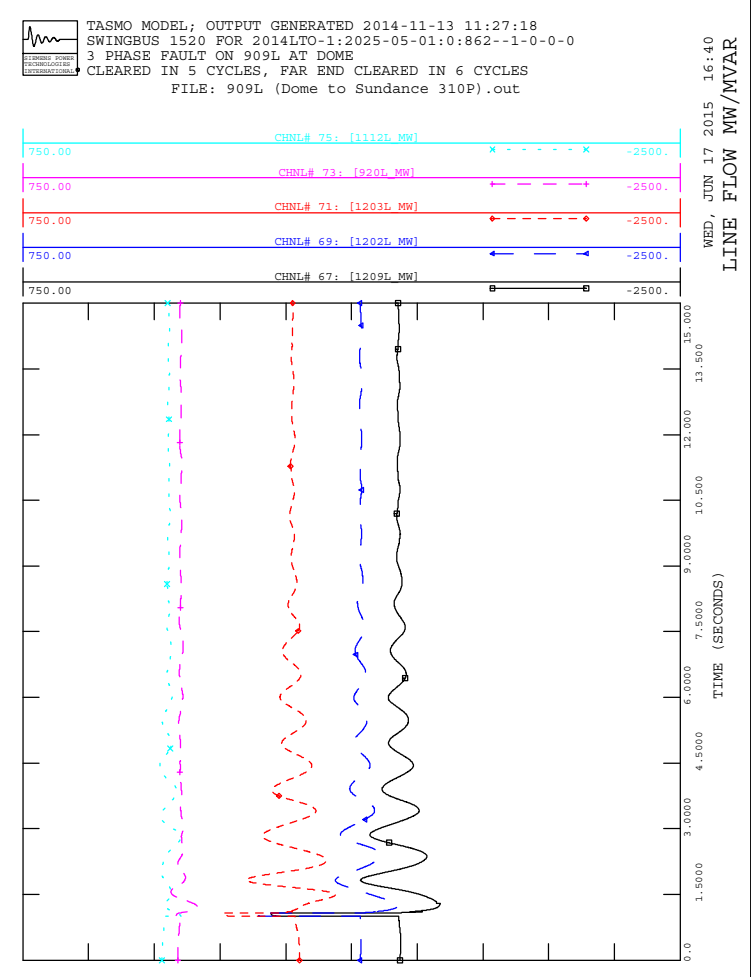
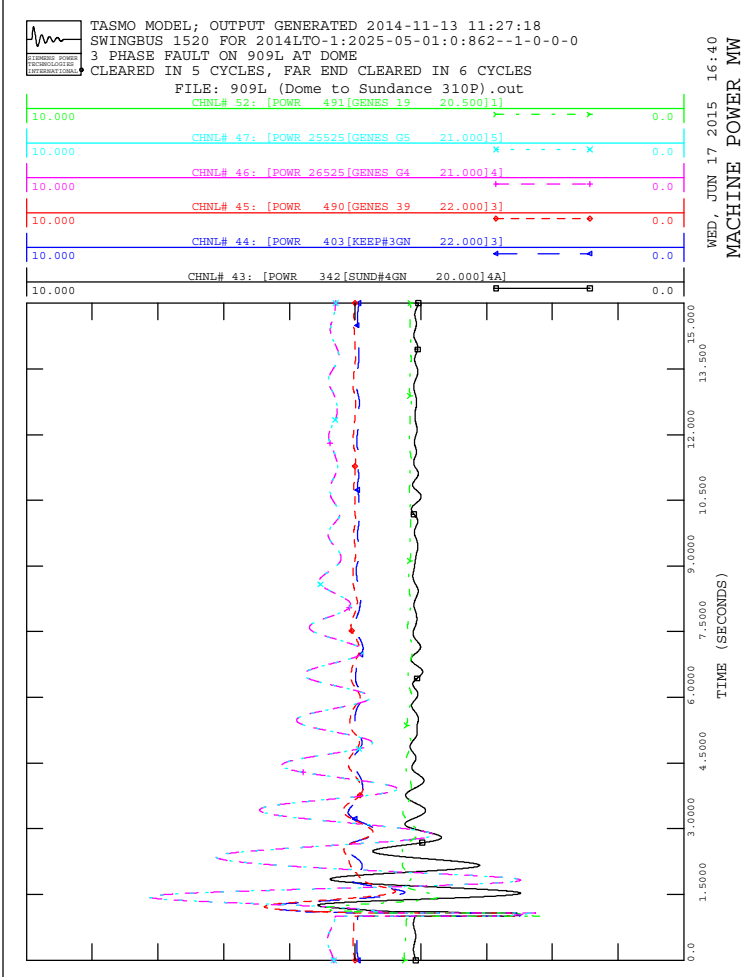


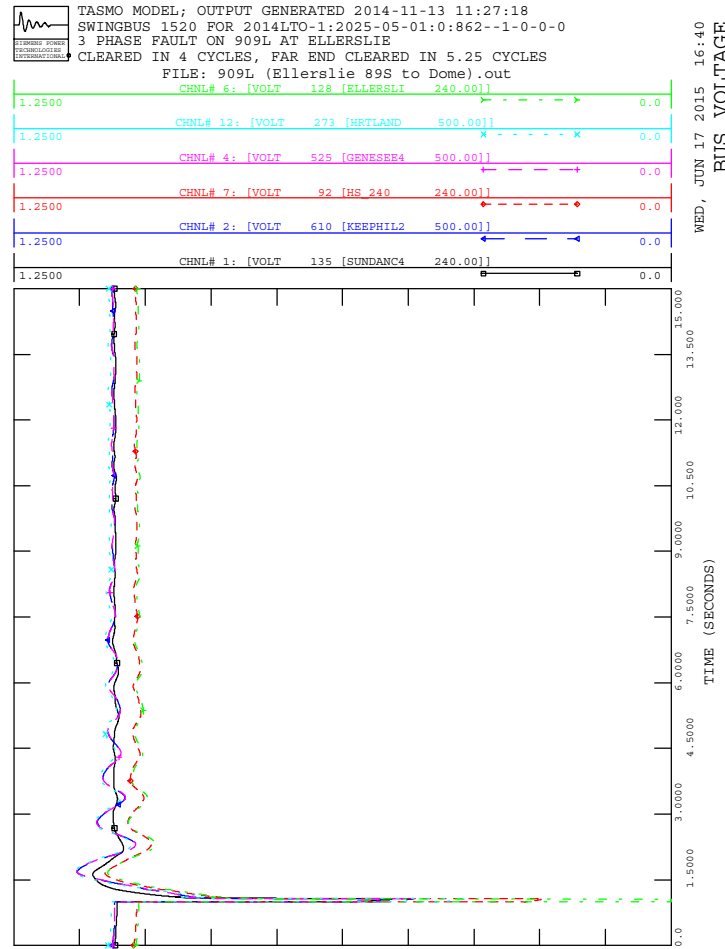
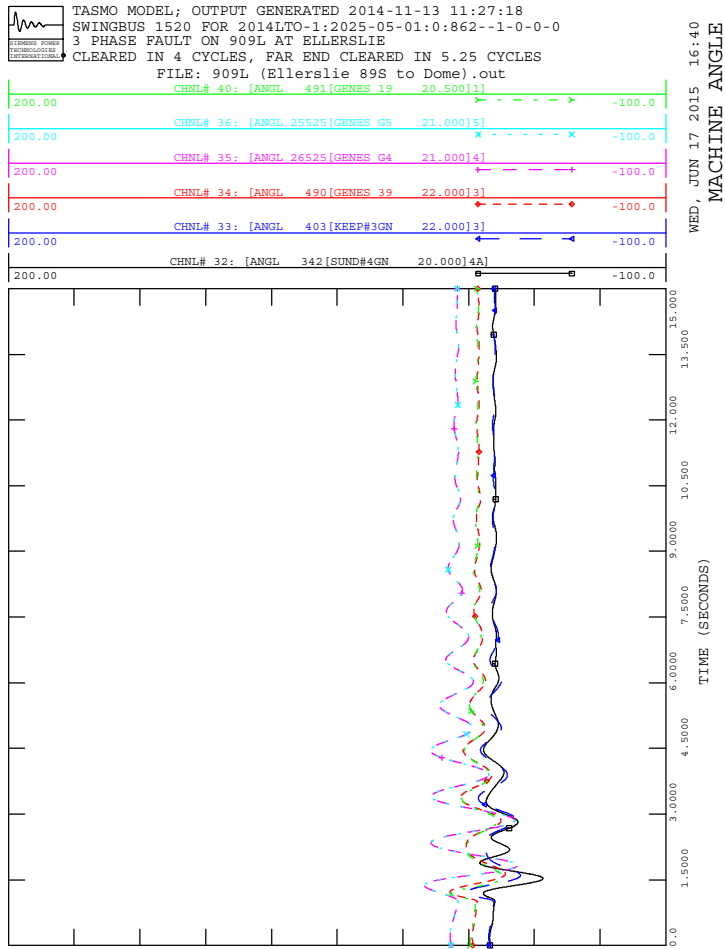
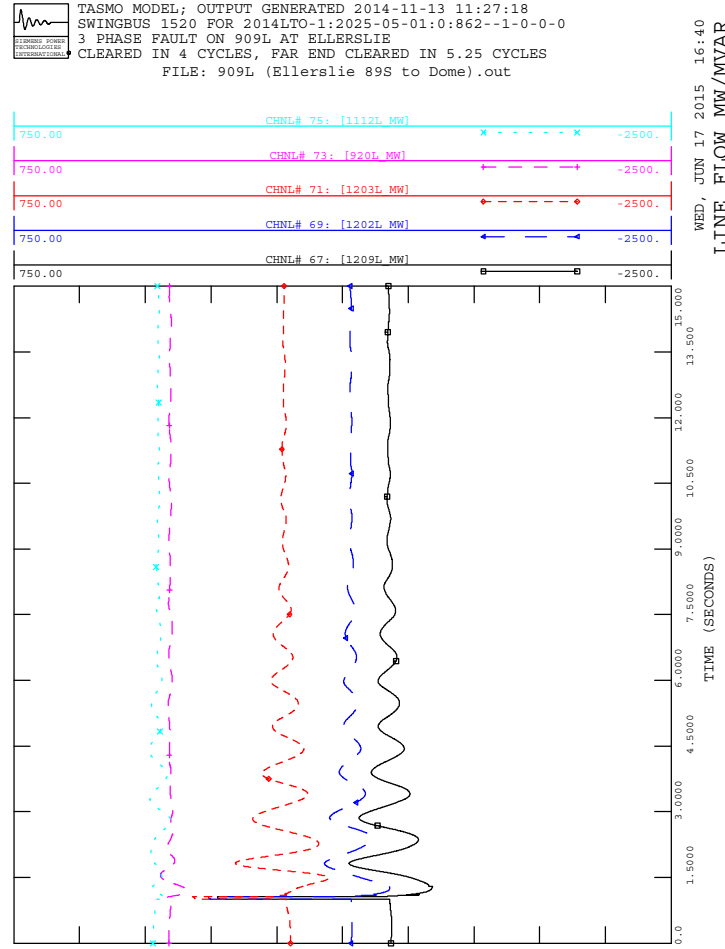
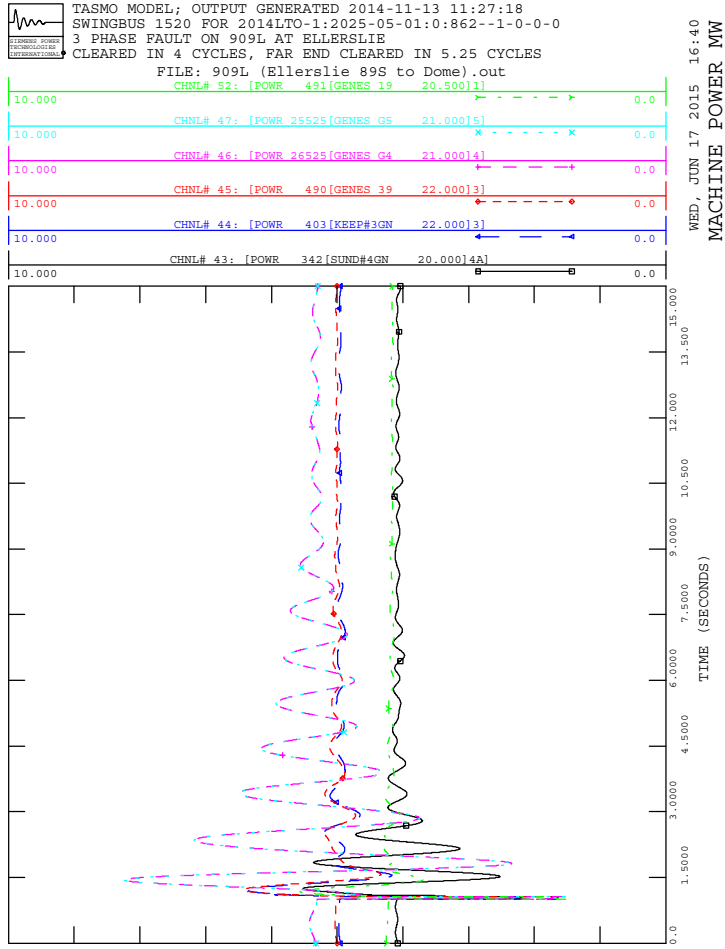
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 908L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 908L (Ellerslie 89S to Petrolia).out

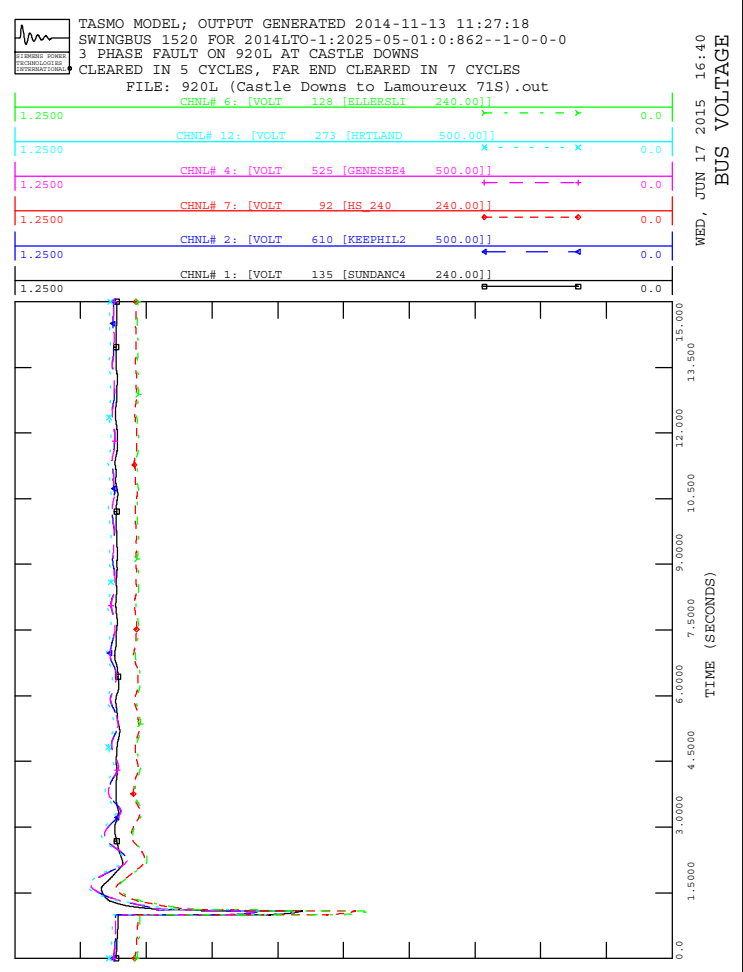
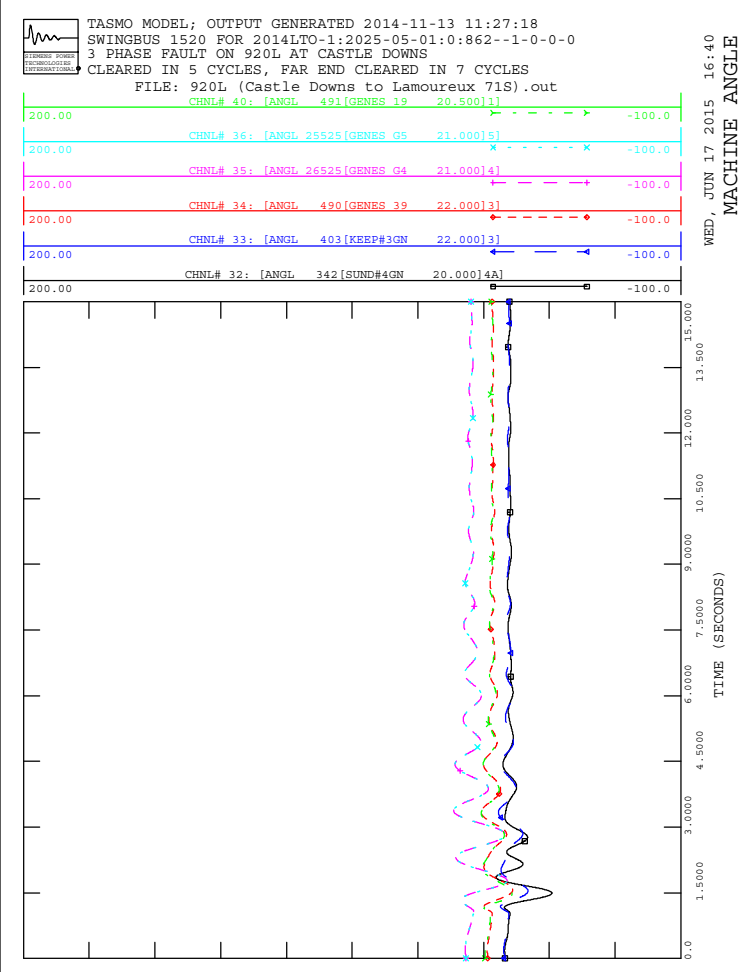
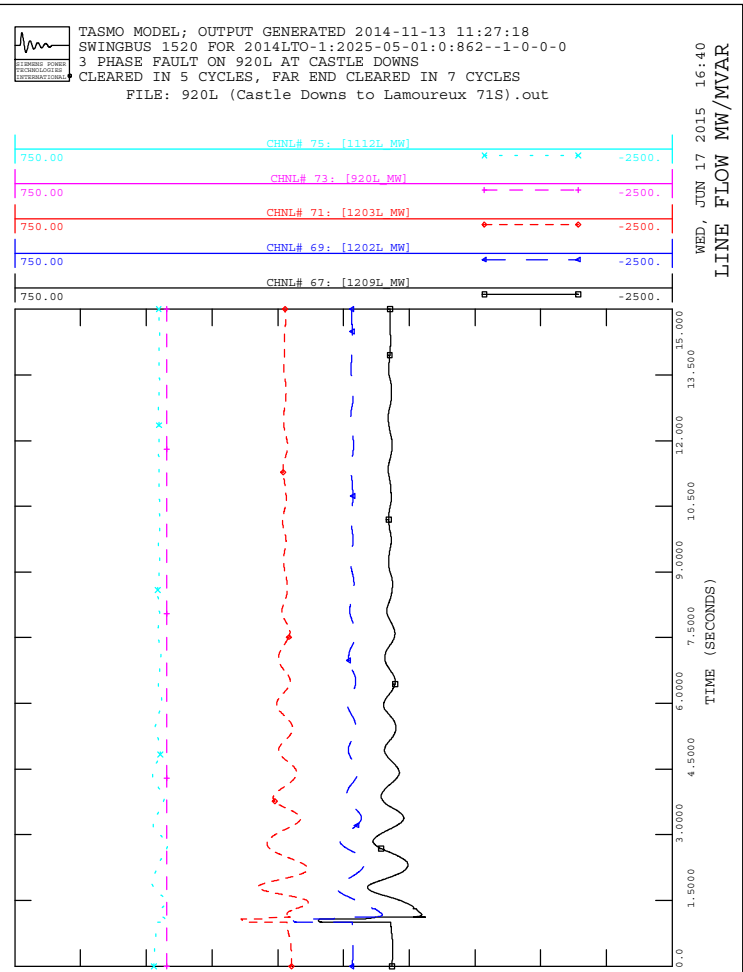
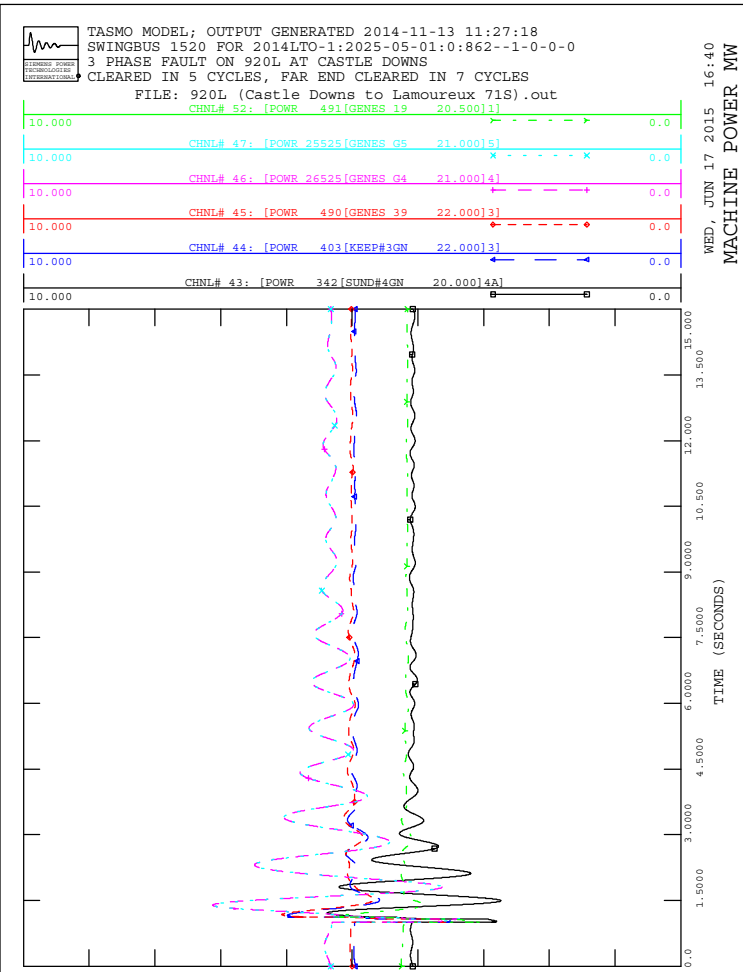


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 BUS VOLTAGE



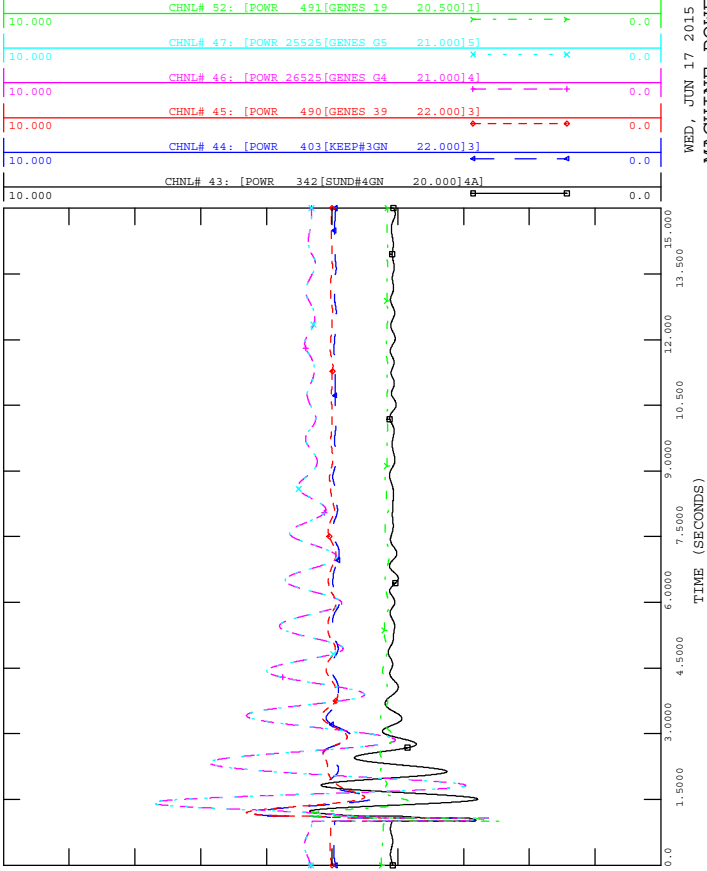








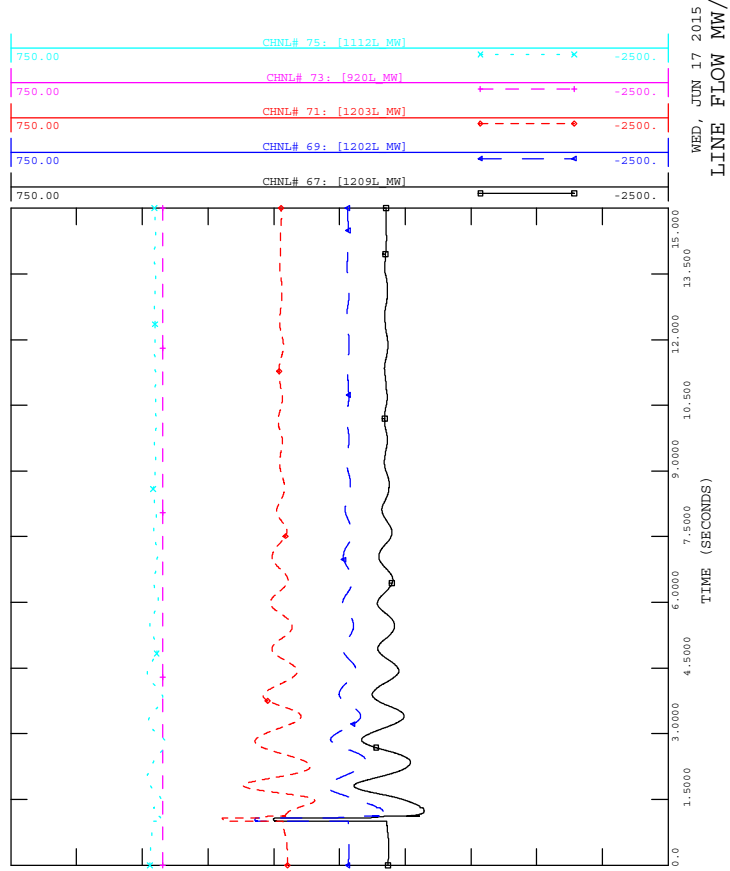
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



WED, JUN 17 2015 16:40
 MACHINE POWER MW



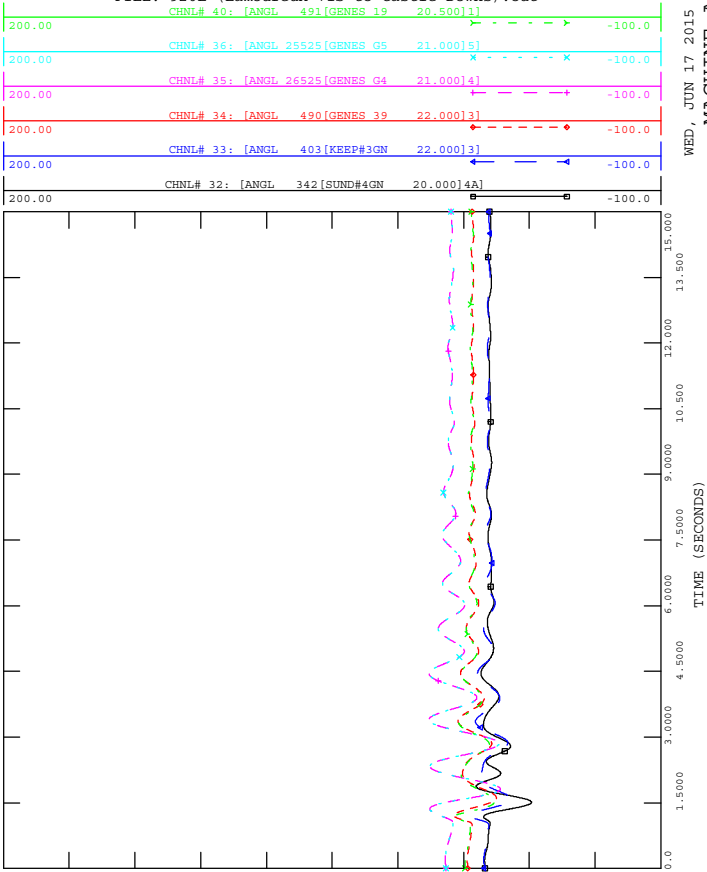
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 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



WED, JUN 17 2015 16:40
 LINE FLOW MW/MVAR



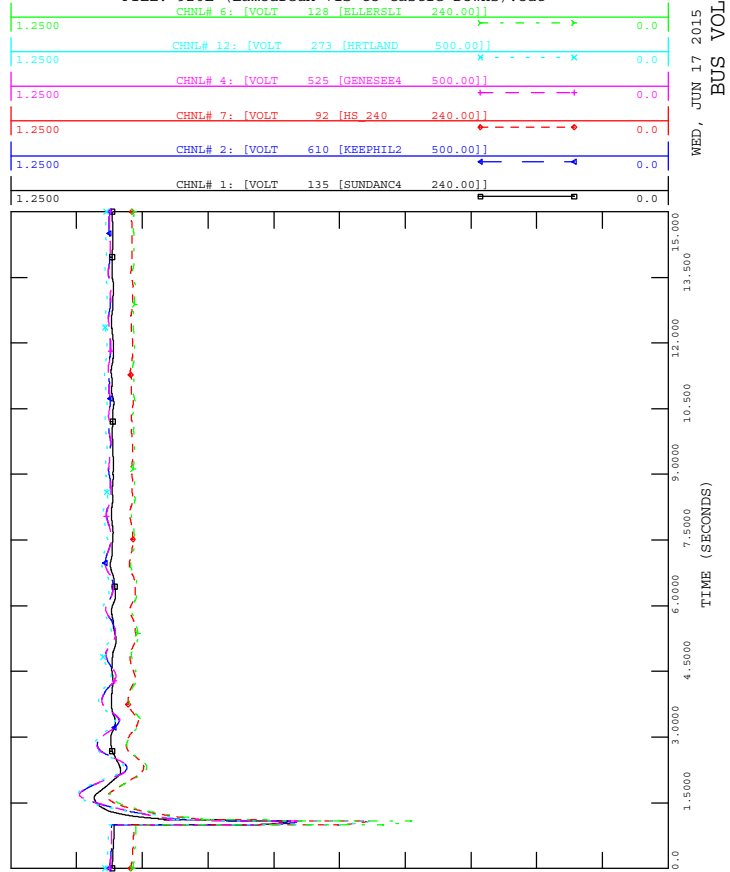
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 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



WED, JUN 17 2015 16:40
 MACHINE ANGLE



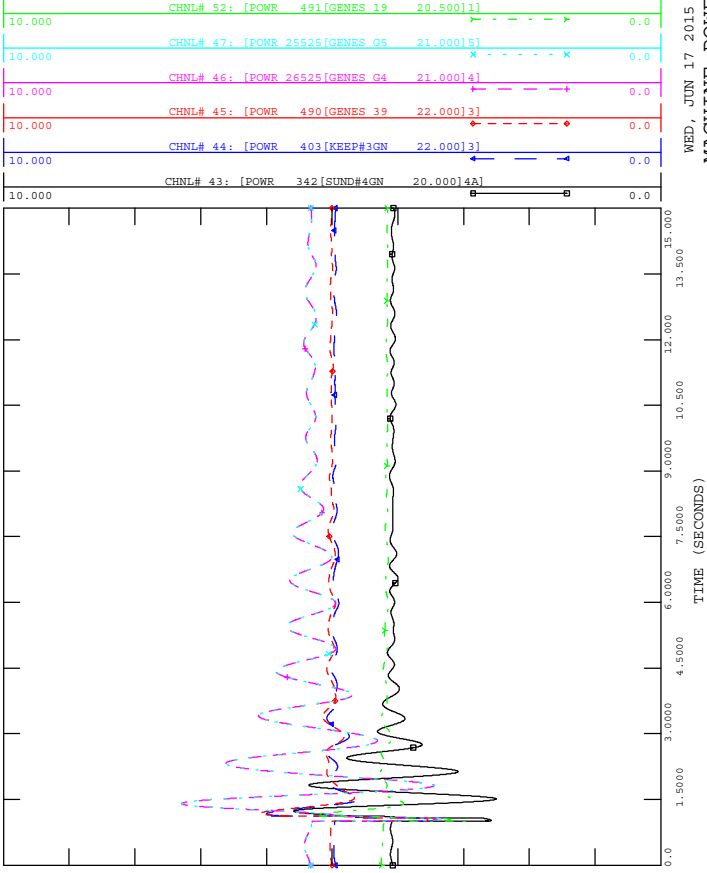
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (Lamoureux 71S to Castle Downs).out



WED, JUN 17 2015 16:40
 BUS VOLTAGE



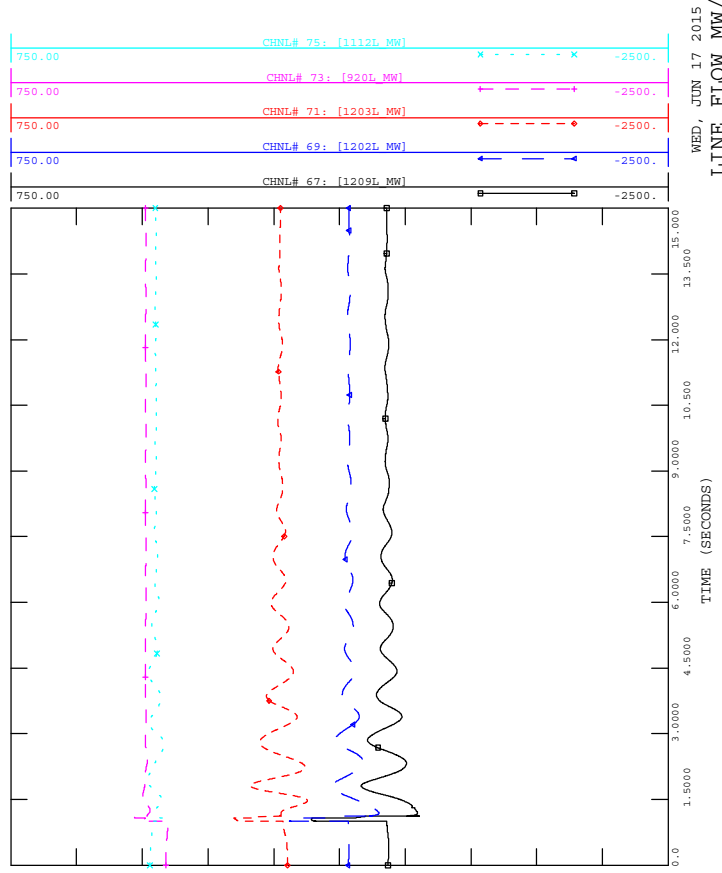
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 3 PHASE FAULT ON 920L AT N CALDER
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



WED, JUN 17 2015 16:40
 MACHINE POWER MW



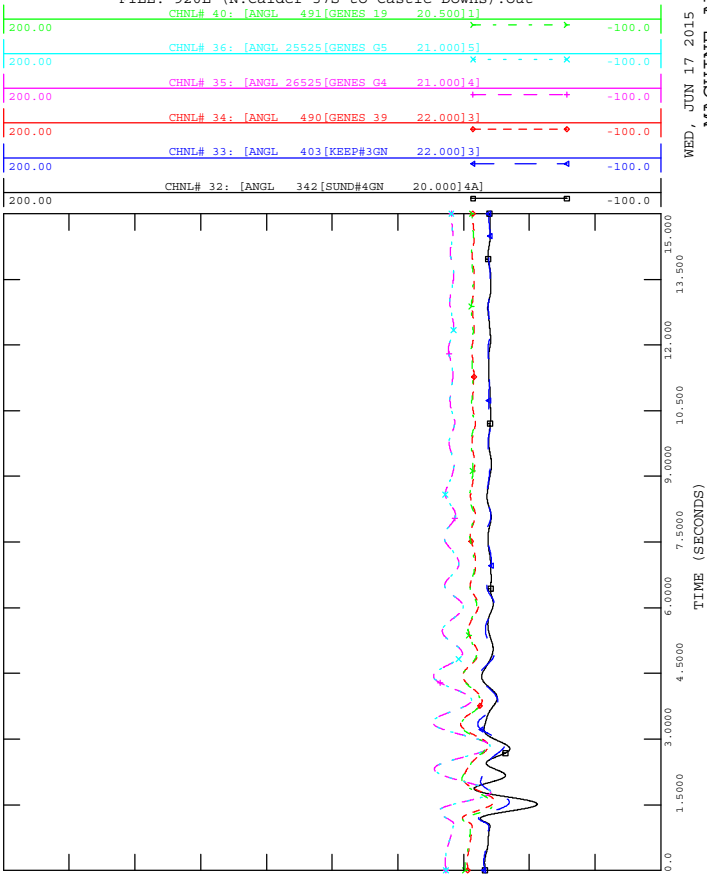
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



WED, JUN 17 2015 16:40
 LINE FLOW MW/MVAR



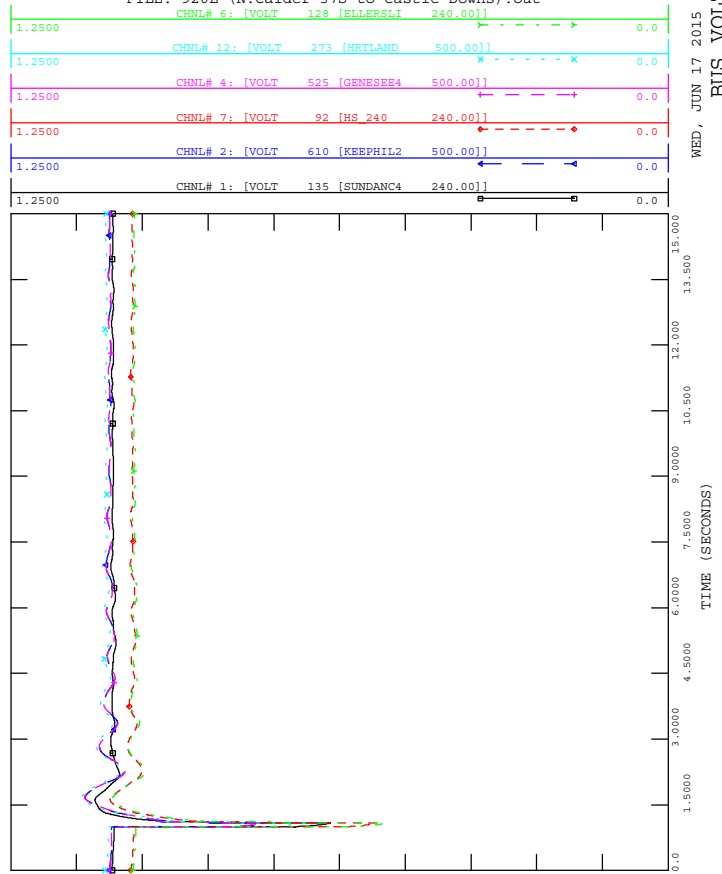
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out



WED, JUN 17 2015 16:40
 MACHINE ANGLE



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L (N.Calder 37S to Castle Downs).out

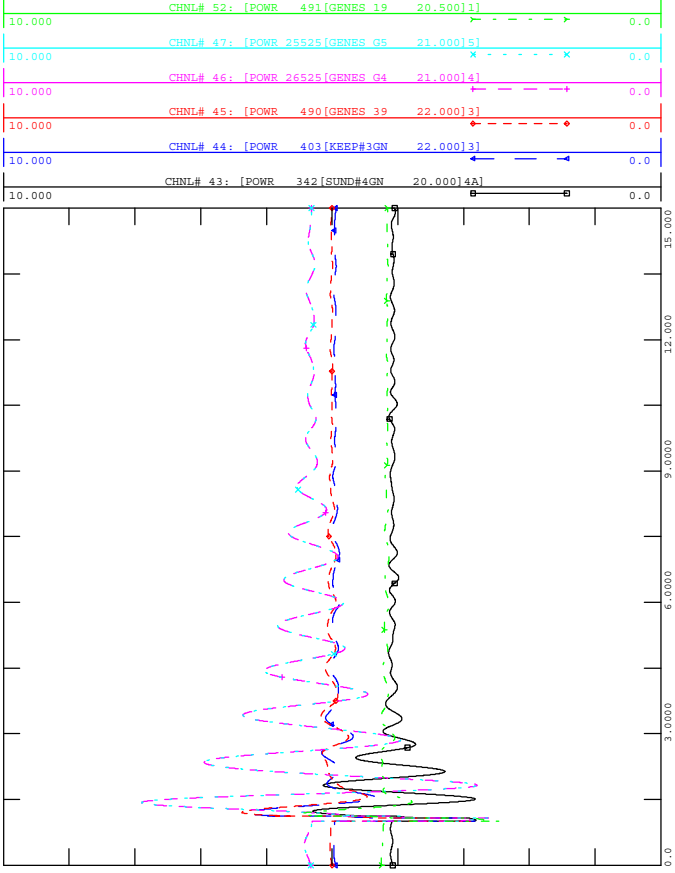


WED, JUN 17 2015 16:40
 BUS VOLTAGE



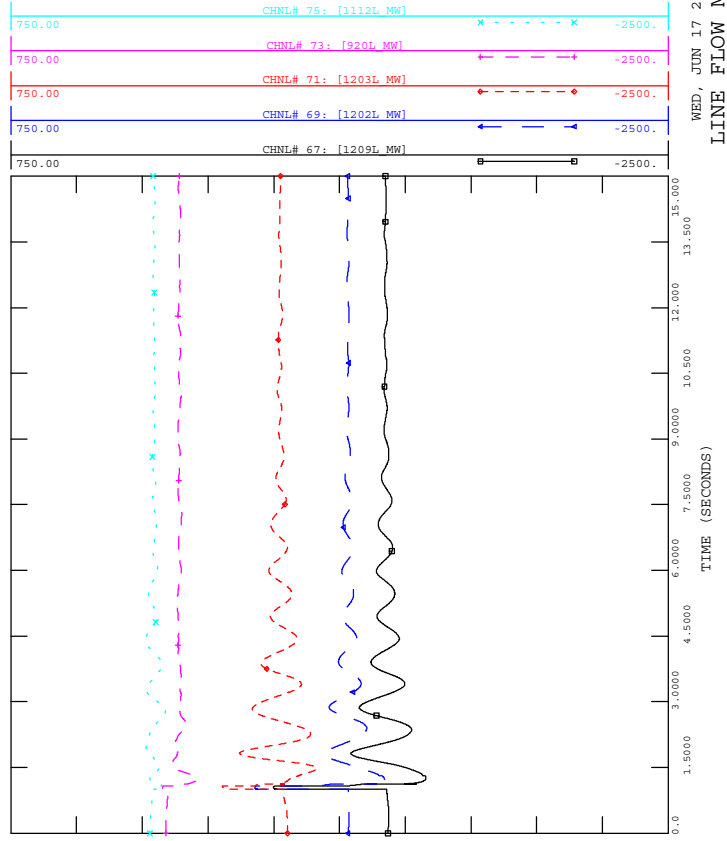
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 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

WED, JUN 17 2015 16:40
 MACHINE POWER MW



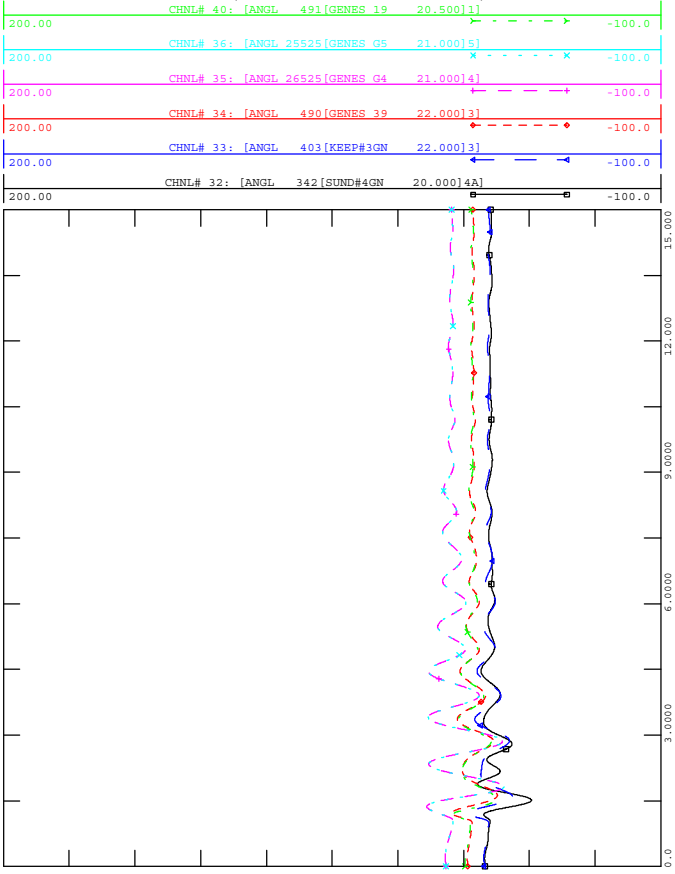
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

WED, JUN 17 2015 16:40
 LINE FLOW MW/MVAR



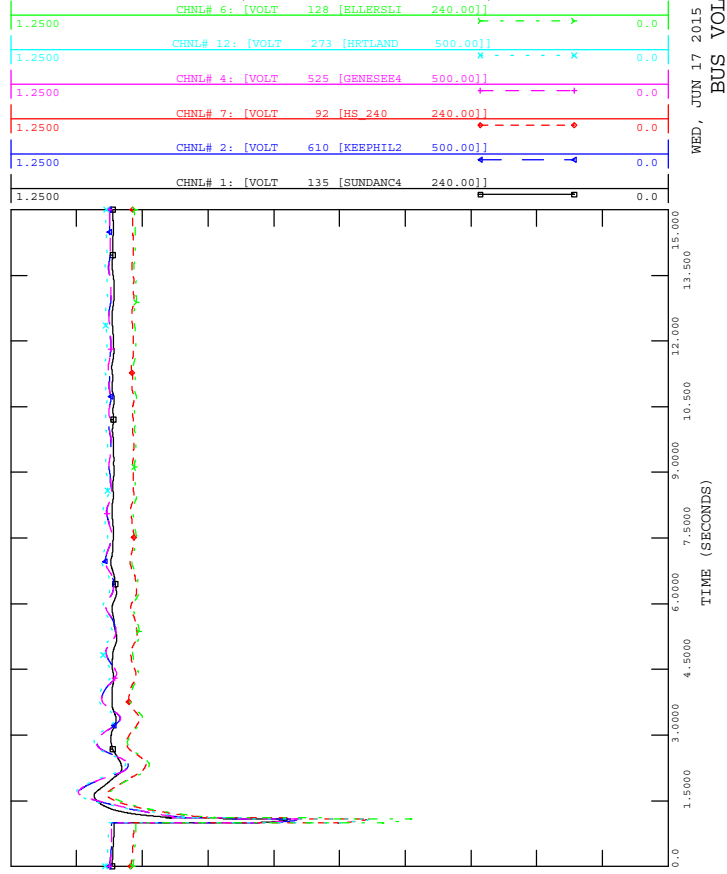
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 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

WED, JUN 17 2015 16:40
 MACHINE ANGLE



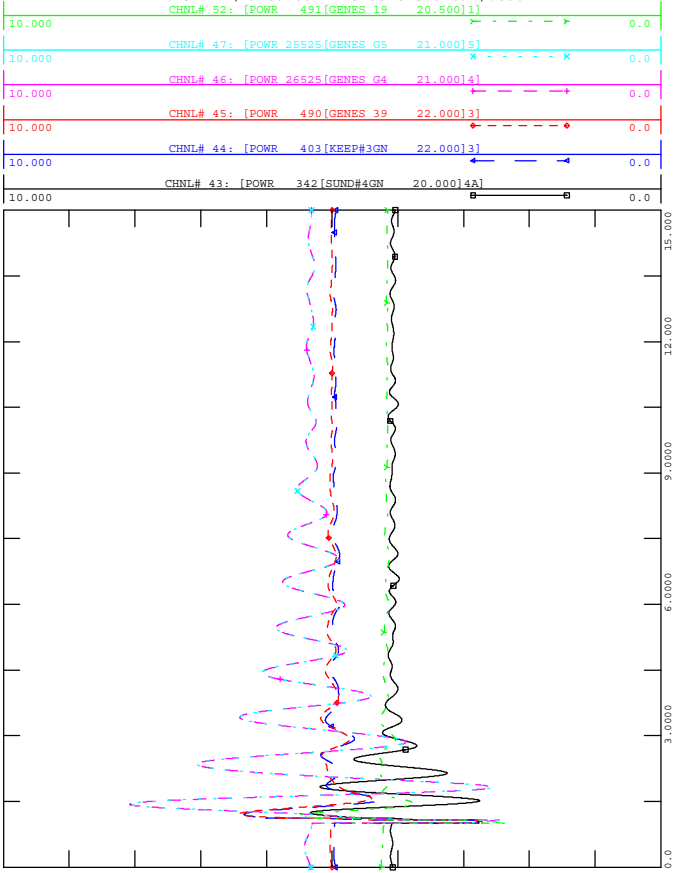
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 3 PHASE FAULT ON 921L AT CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Cloverbar to Lamoureux 71S).out

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 BUS VOLTAGE





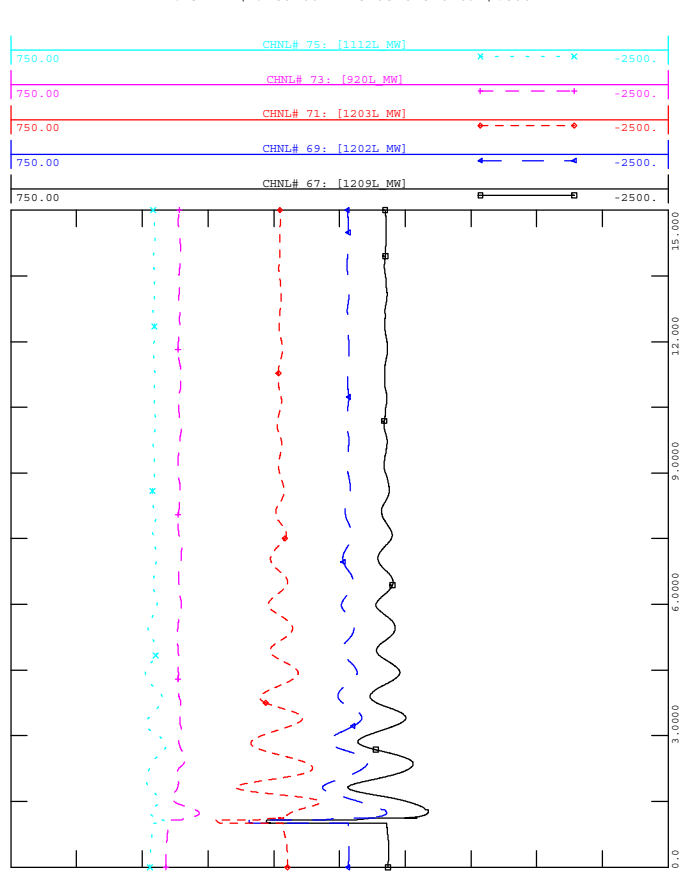
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 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



WED, JUN 17 2015 16:40
 MACHINE POWER MW



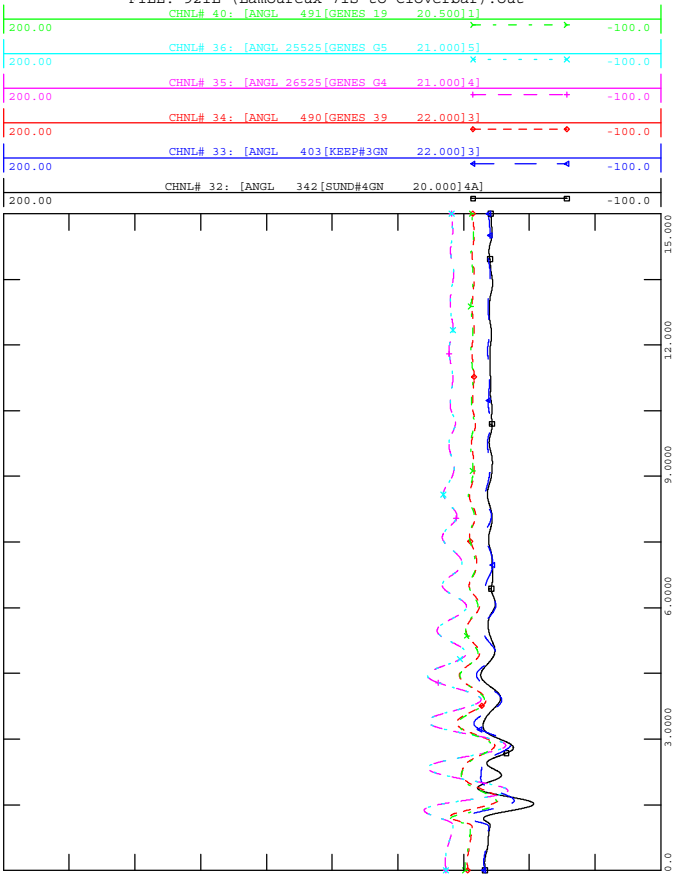
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 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



WED, JUN 17 2015 16:40
 LINE FLOW MW/MVAR



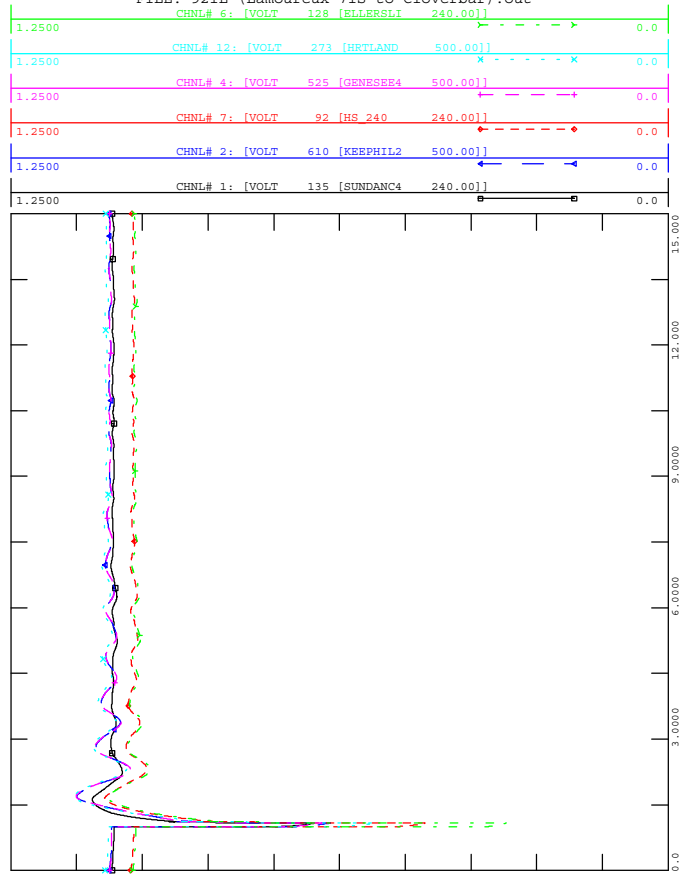
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 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



WED, JUN 17 2015 16:40
 MACHINE ANGLE



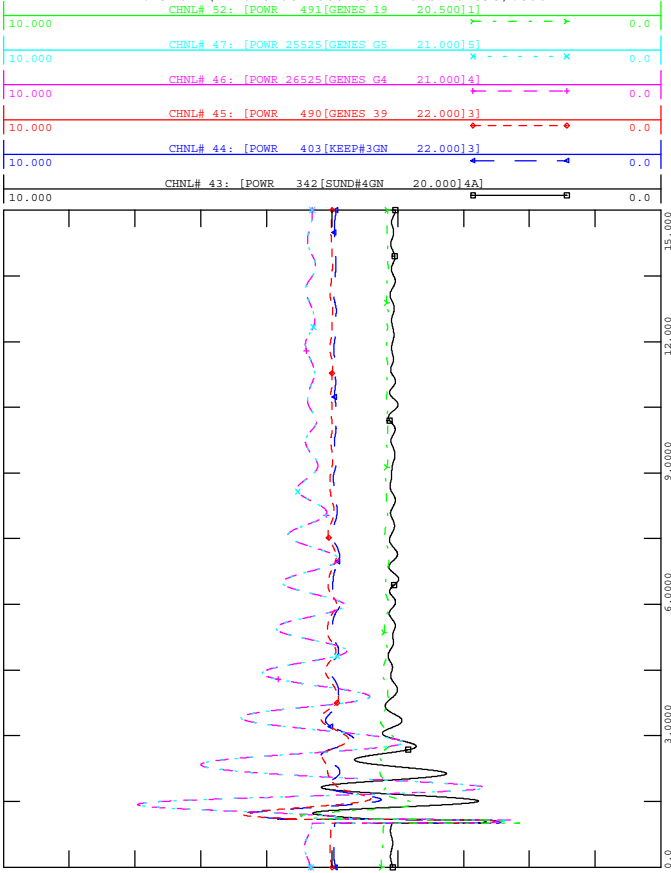
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 3 PHASE FAULT ON 921L AT LAMOUREUX
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 921L (Lamoureux 71S to Cloverbar).out



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 BUS VOLTAGE



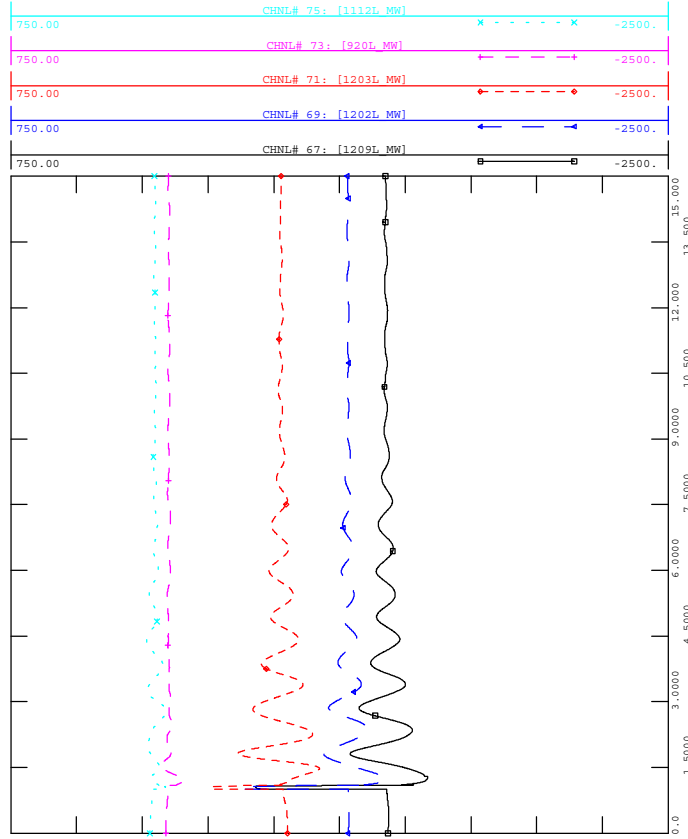
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 16:40
 MACHINE POWER MW



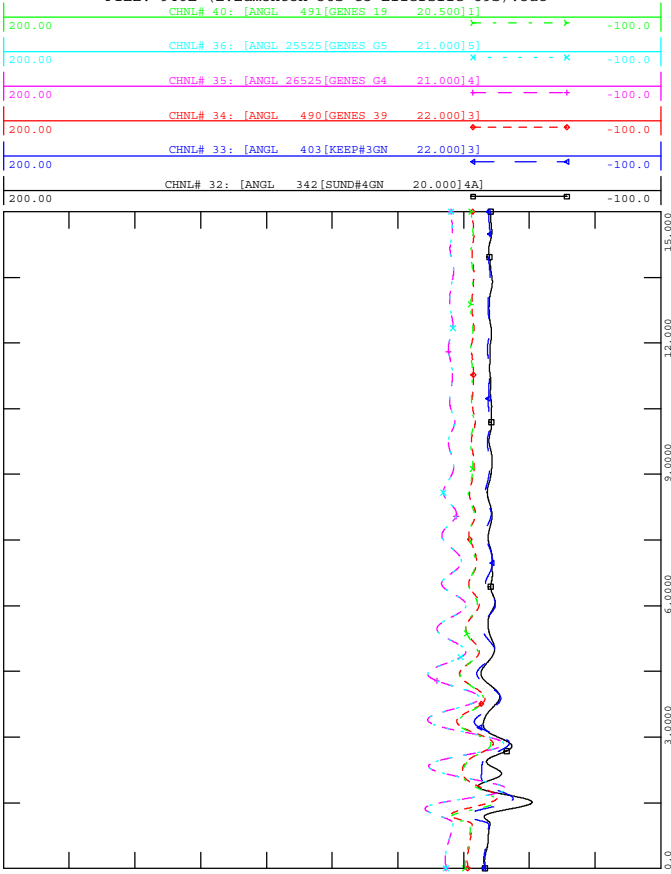
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 16:40
 LINE FLOW MW/MVAR



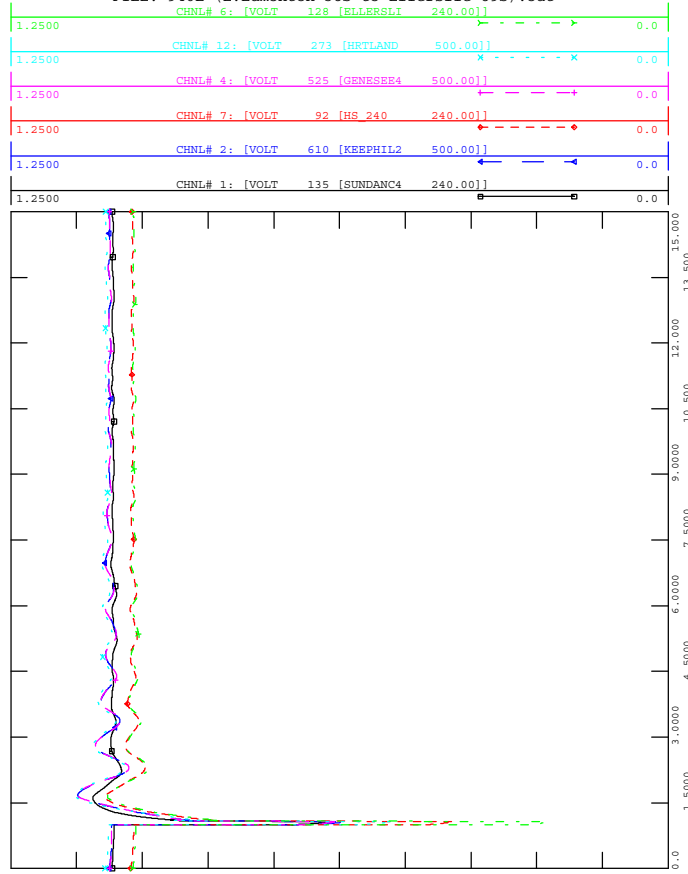
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



WED, JUN 17 2015 16:40
 MACHINE ANGLE



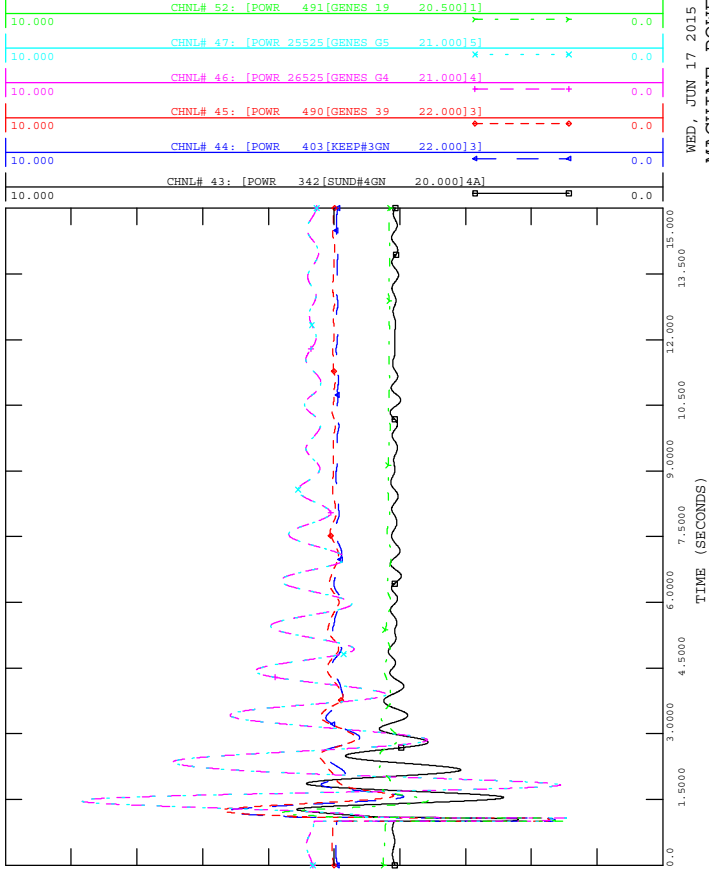
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 3 PHASE FAULT ON 946L AT E EDMONTON
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (E.Edmonton 38S to Ellerslie 89S).out



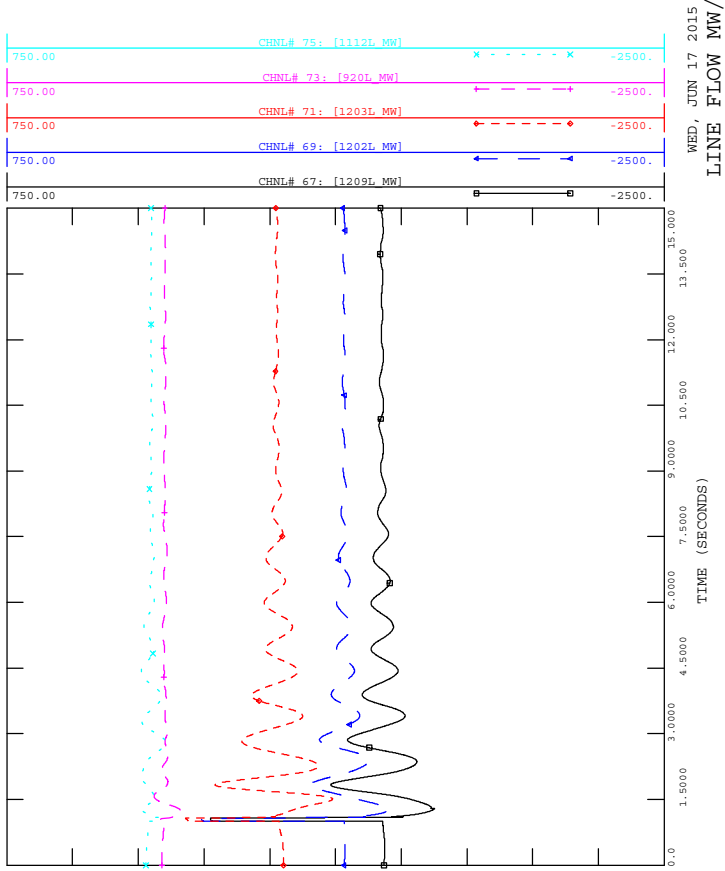
WED, JUN 17 2015 16:40
 BUS VOLTAGE



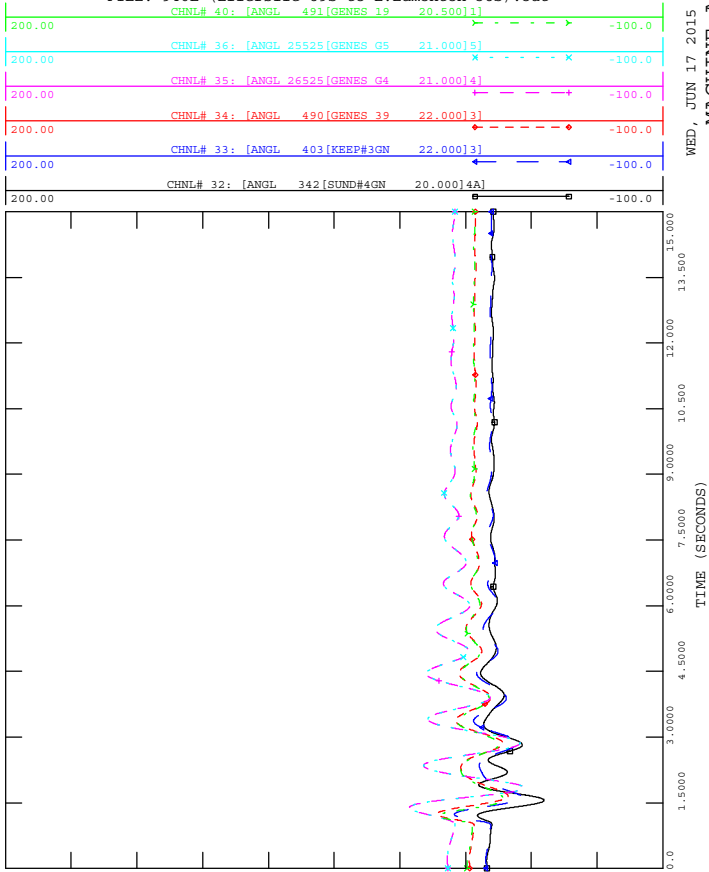
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 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



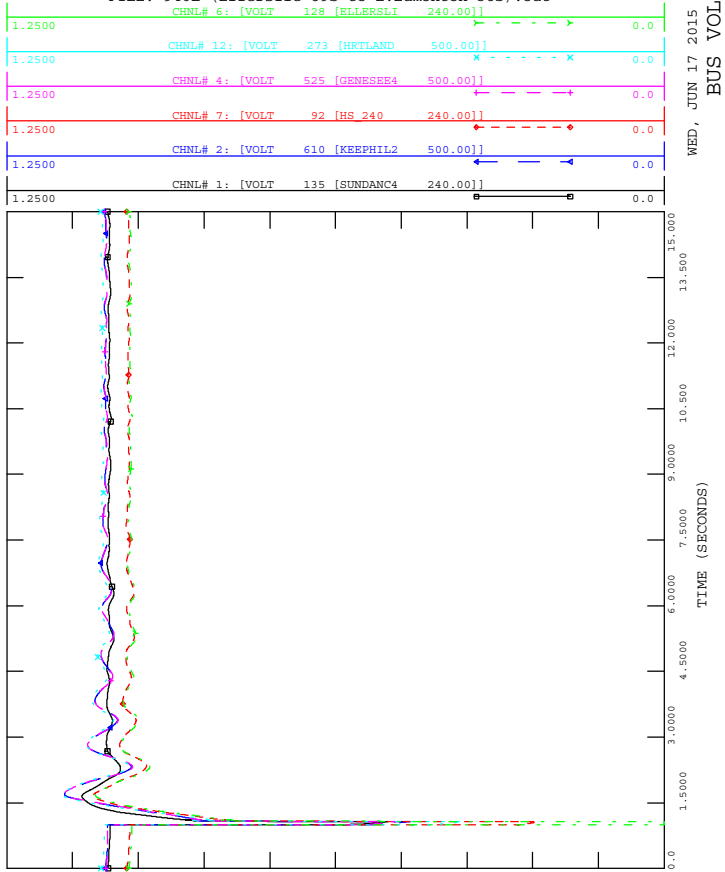
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 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L AT ELLERSLIE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

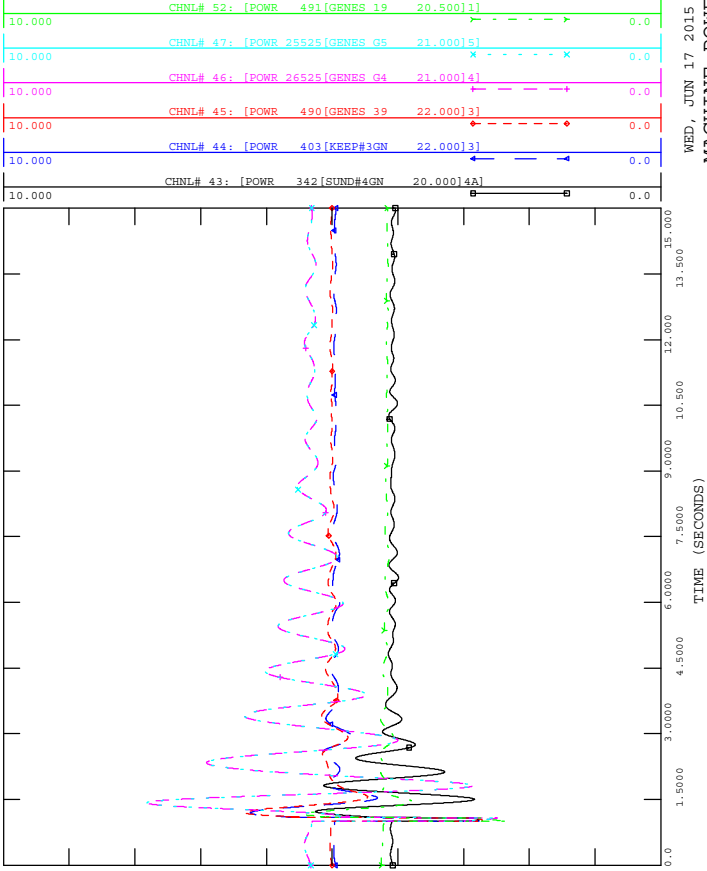


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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.25 CYCLES
 FILE: 946L (Ellerslie 89S to E.Edmonton 38S).out

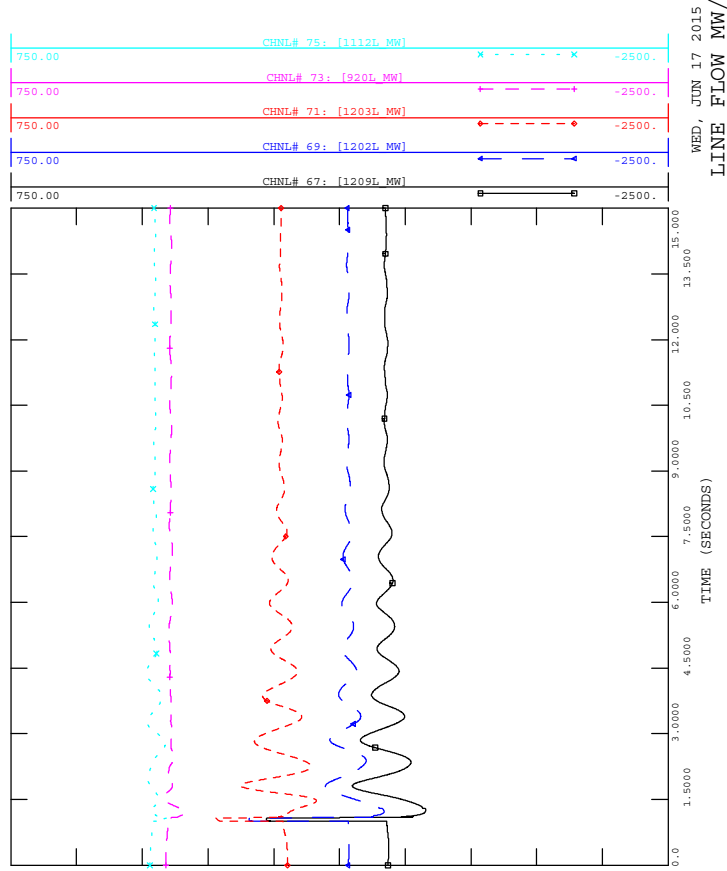




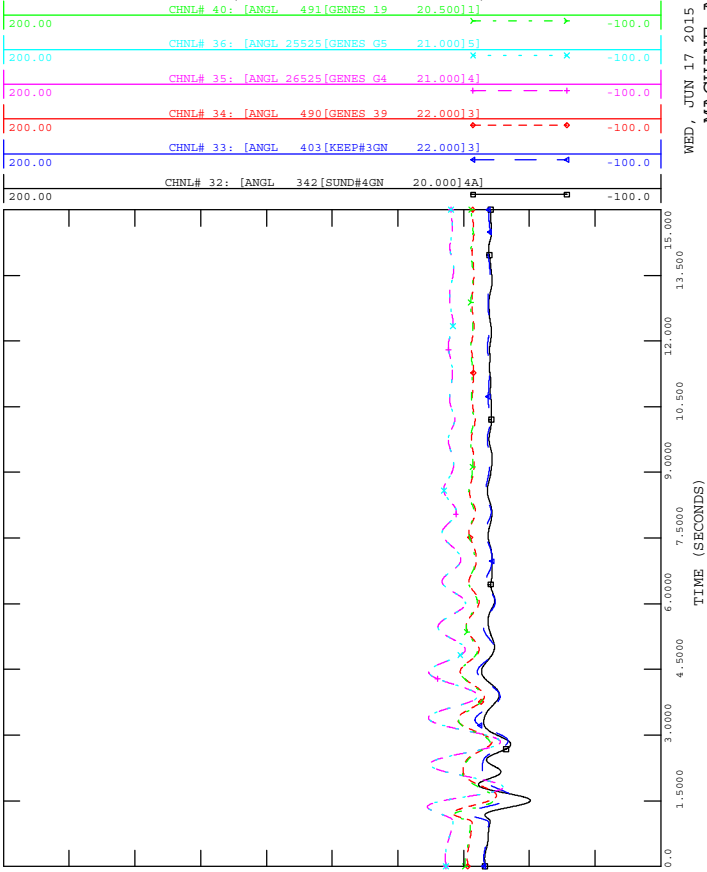
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 3 PHASE FAULT ON 947L AT CLOVERBAR
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



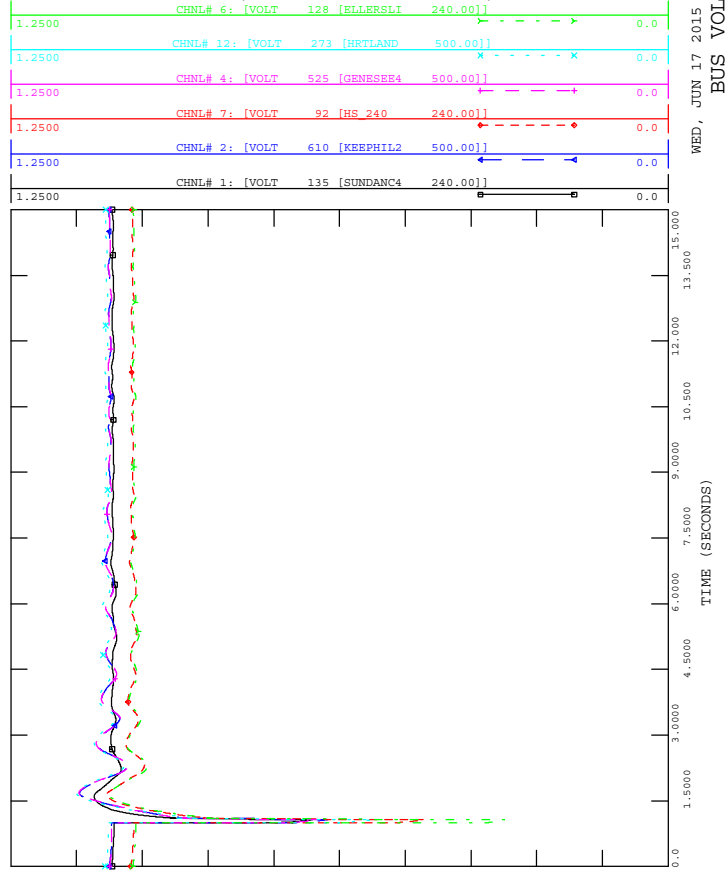
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out

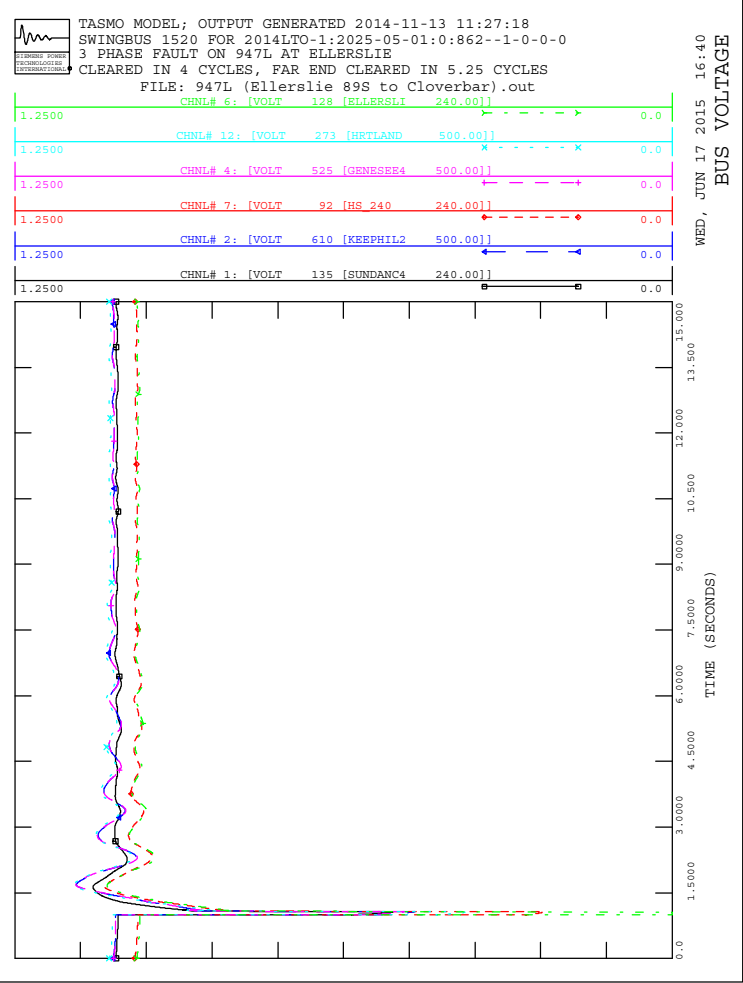
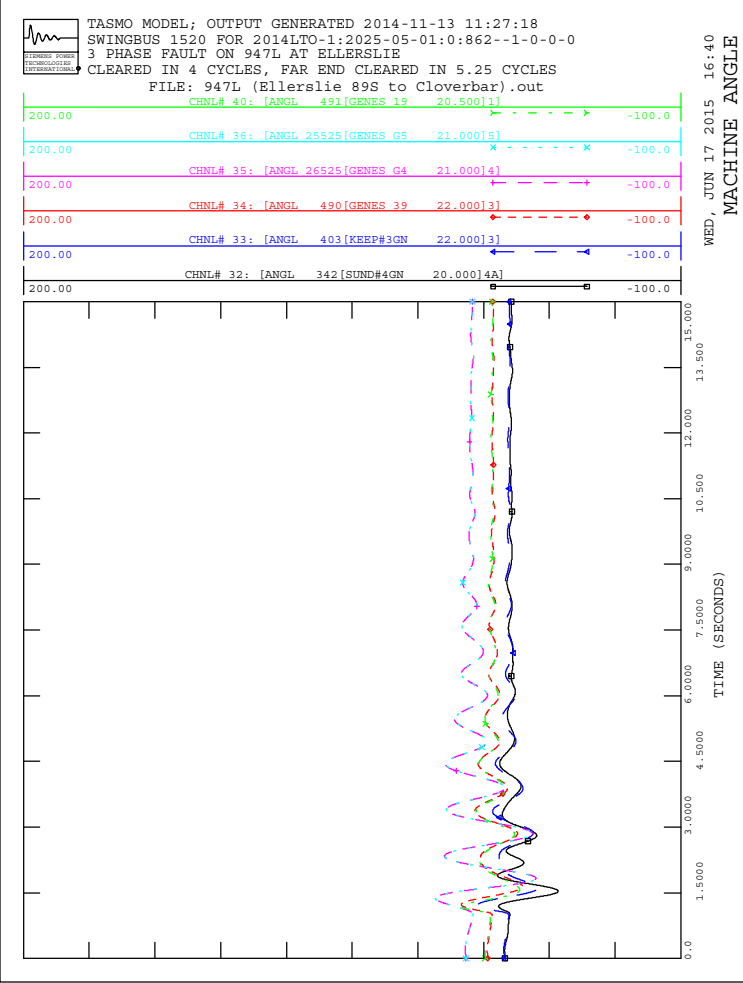
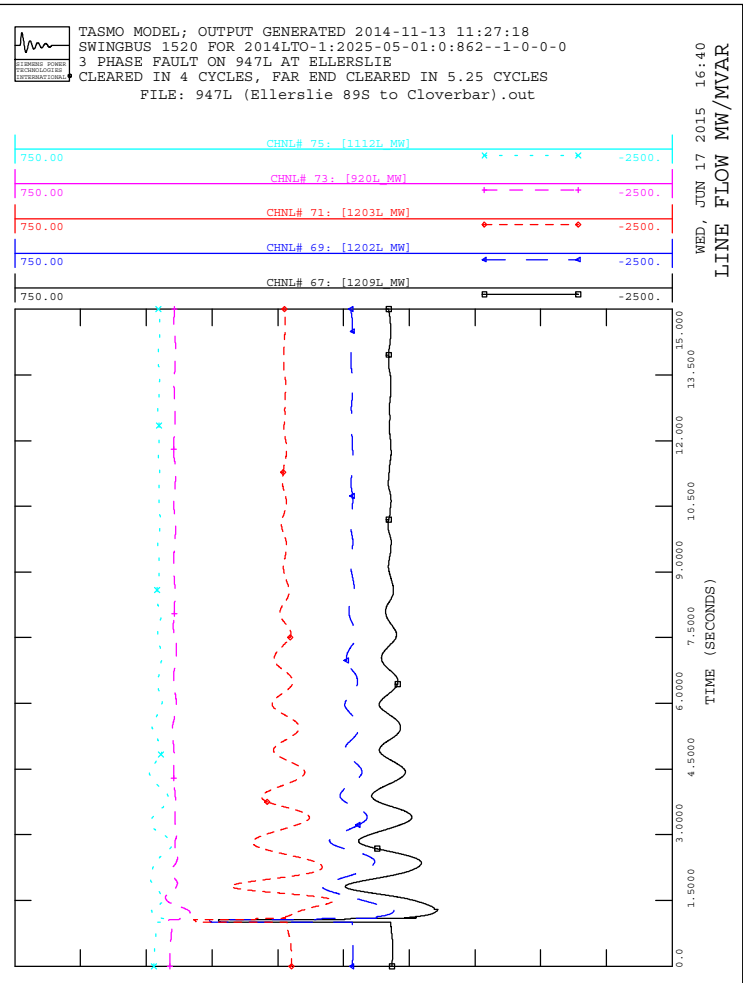
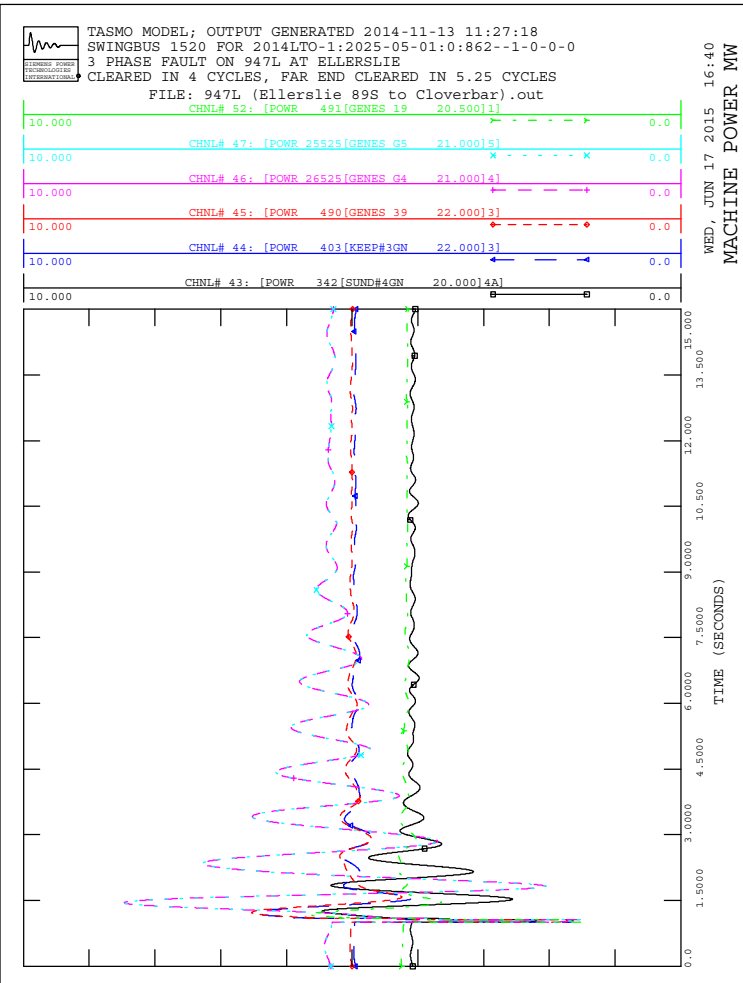


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out



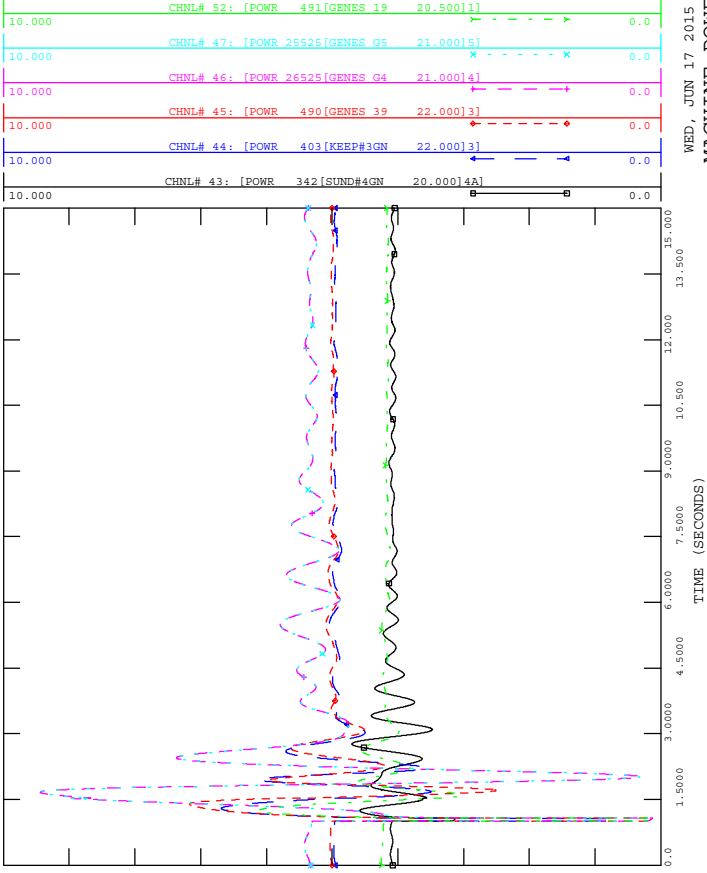
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 947L (Cloverbar to Ellerslie 89S).out







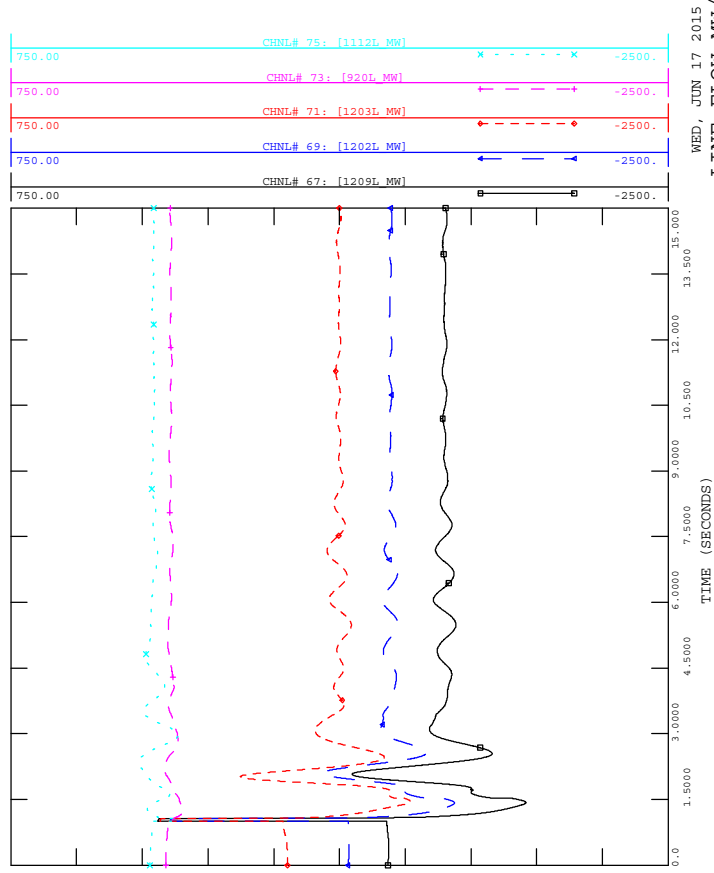
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 3 PHASE FAULT ON L1244 AT GENESEE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Genesee to Thickwood 951S).out



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 MACHINE POWER MW



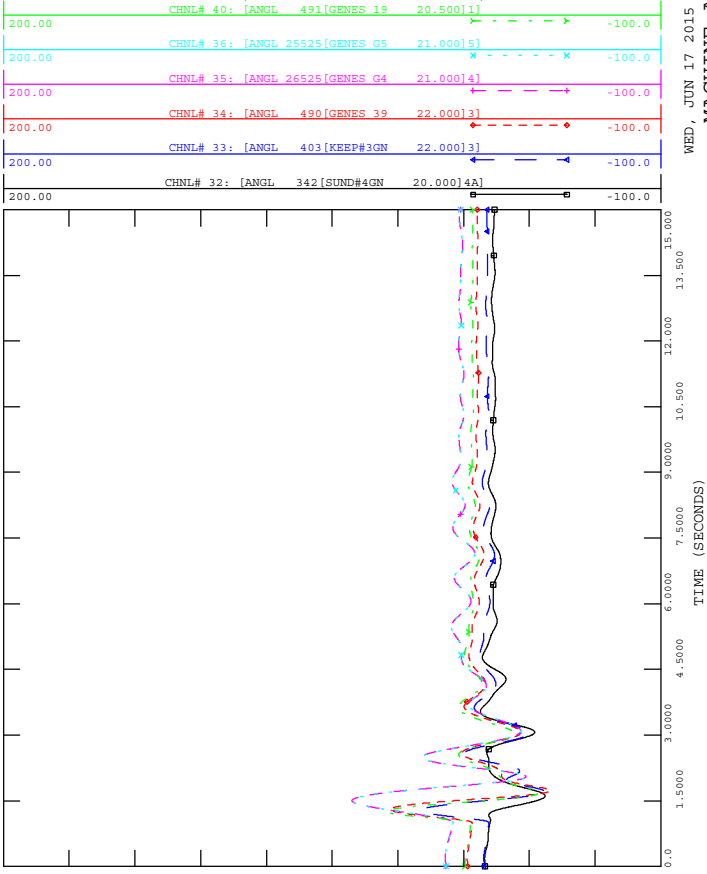
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 3 PHASE FAULT ON L1244 AT GENESEE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Genesee to Thickwood 951S).out



WED, JUN 17 2015 16:41
 LINE FLOW MW/MVAR



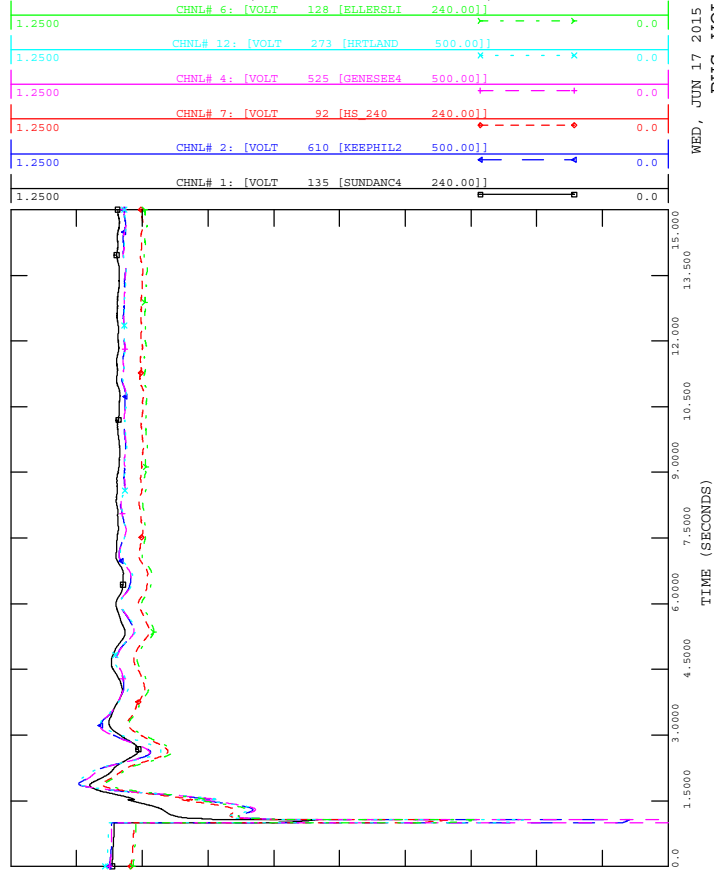
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 3 PHASE FAULT ON L1244 AT GENESEE
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Genesee to Thickwood 951S).out



WED, JUN 17 2015 16:41
 MACHINE ANGLE



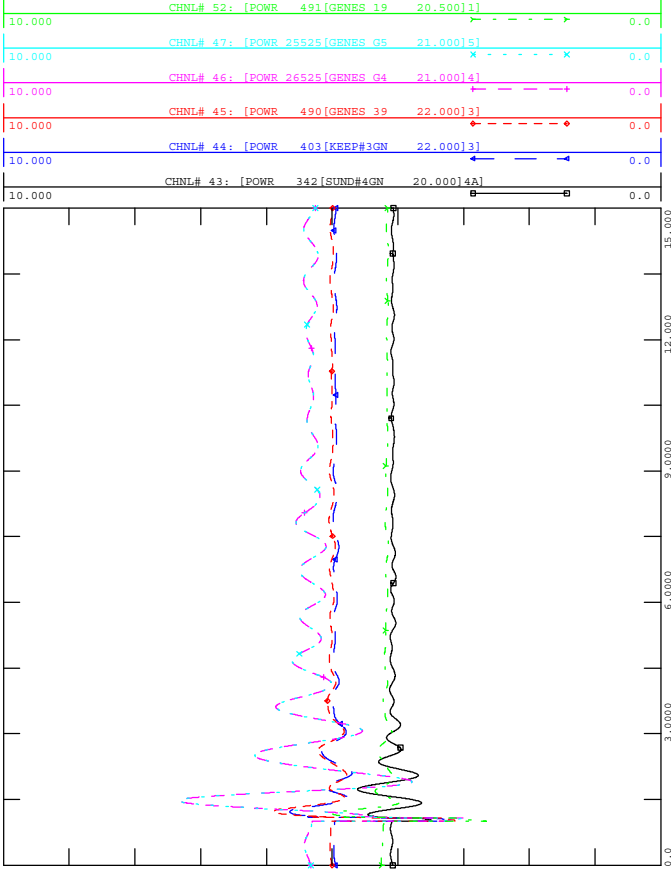
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Genesee to Thickwood 951S).out



WED, JUN 17 2015 16:41
 BUS VOLTAGE



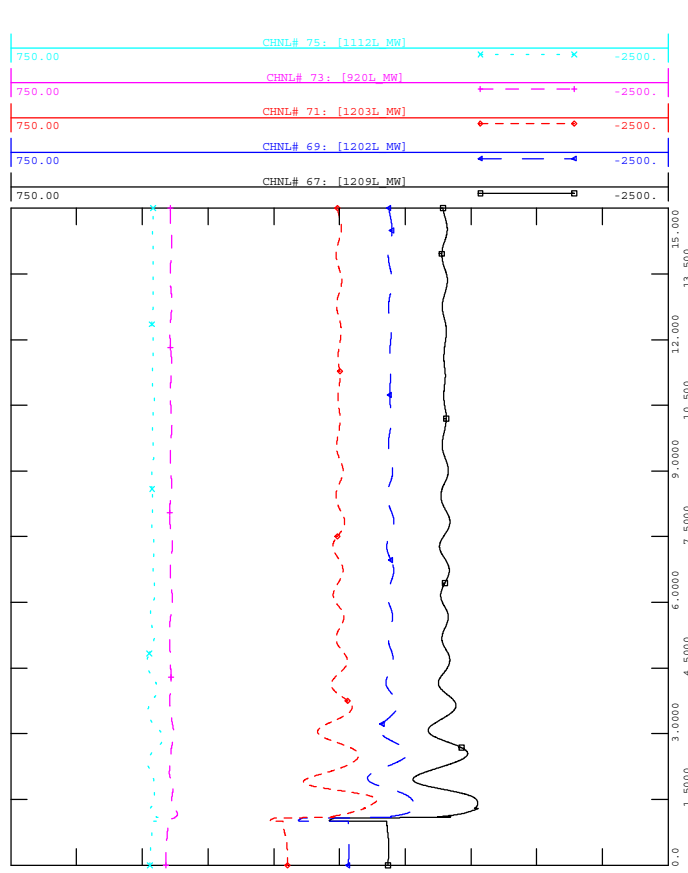
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 3 PHASE FAULT ON L1244 AT THICKWOOD
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Thickwood 951S to Genesee).out



WED, JUN 17 2015 16:41
 MACHINE POWER MW



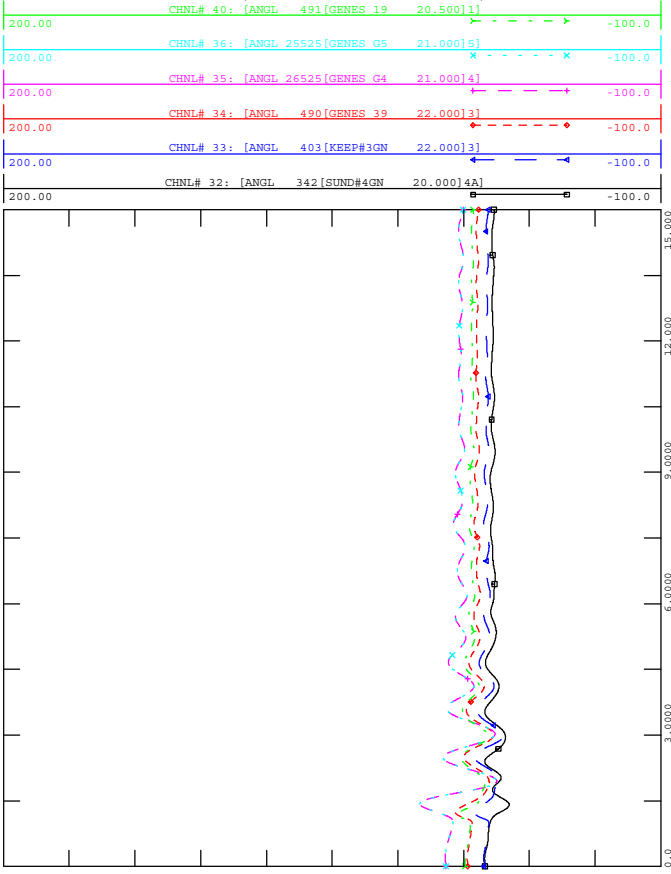
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Thickwood 951S to Genesee).out



WED, JUN 17 2015 16:41
 LINE FLOW MW/MVAR



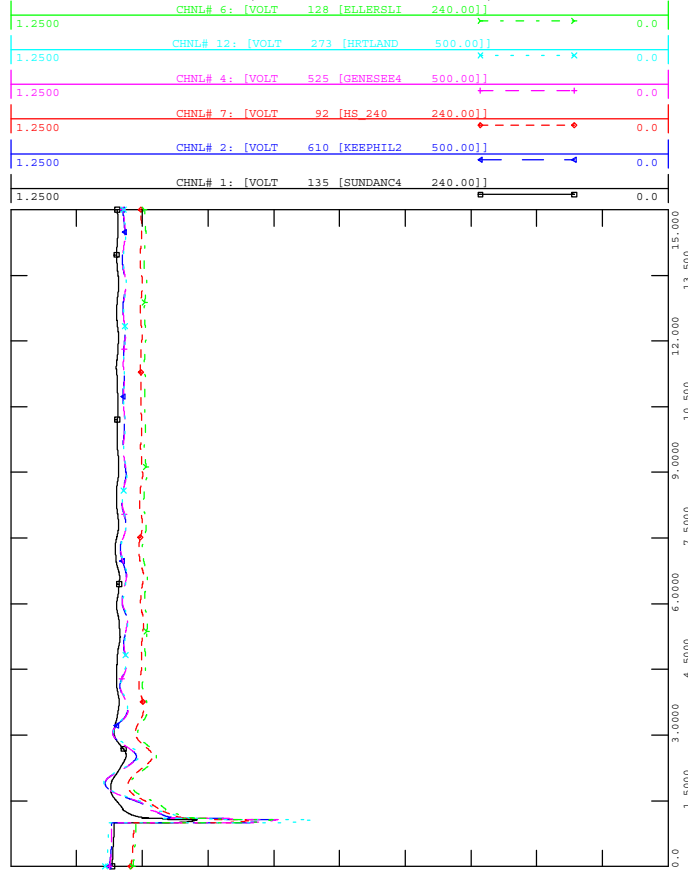
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON L1244 AT THICKWOOD
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Thickwood 951S to Genesee).out



WED, JUN 17 2015 16:41
 MACHINE ANGLE



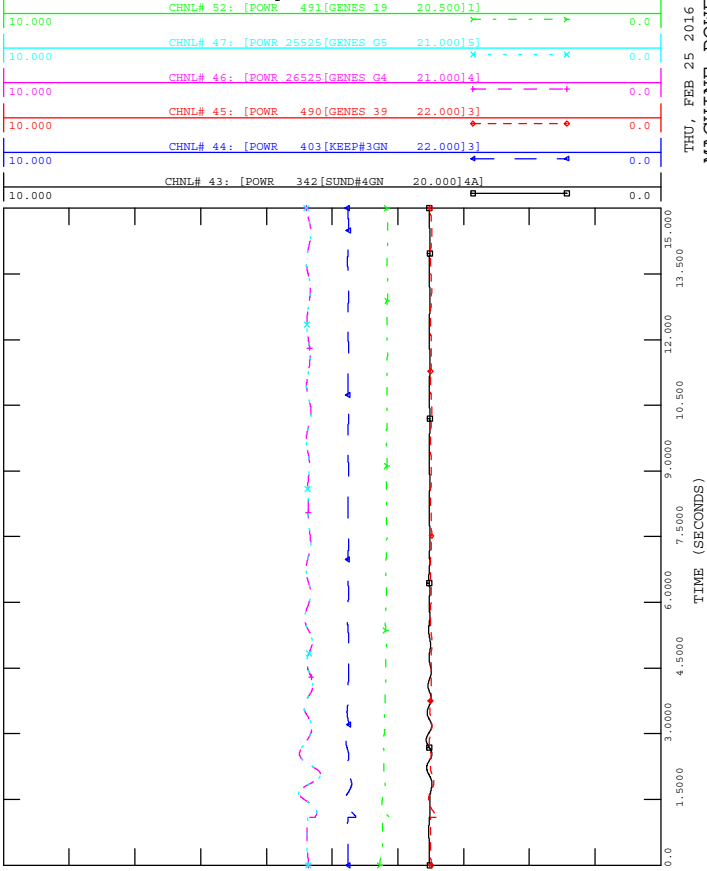
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON L1244 AT THICKWOOD
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: L1244 (Thickwood 951S to Genesee).out



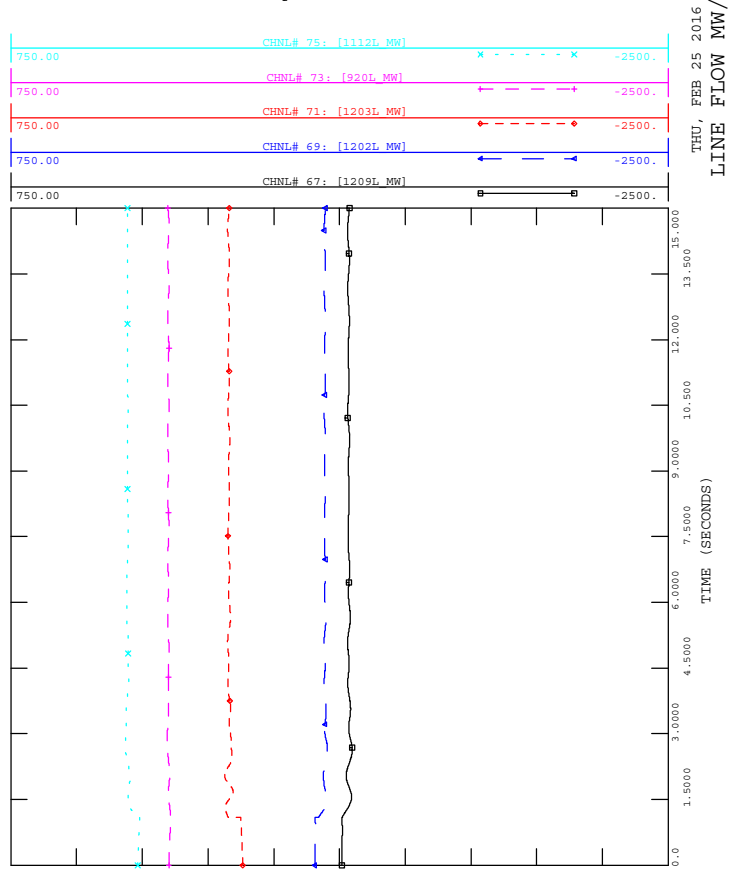
WED, JUN 17 2015 16:41
 BUS VOLTAGE



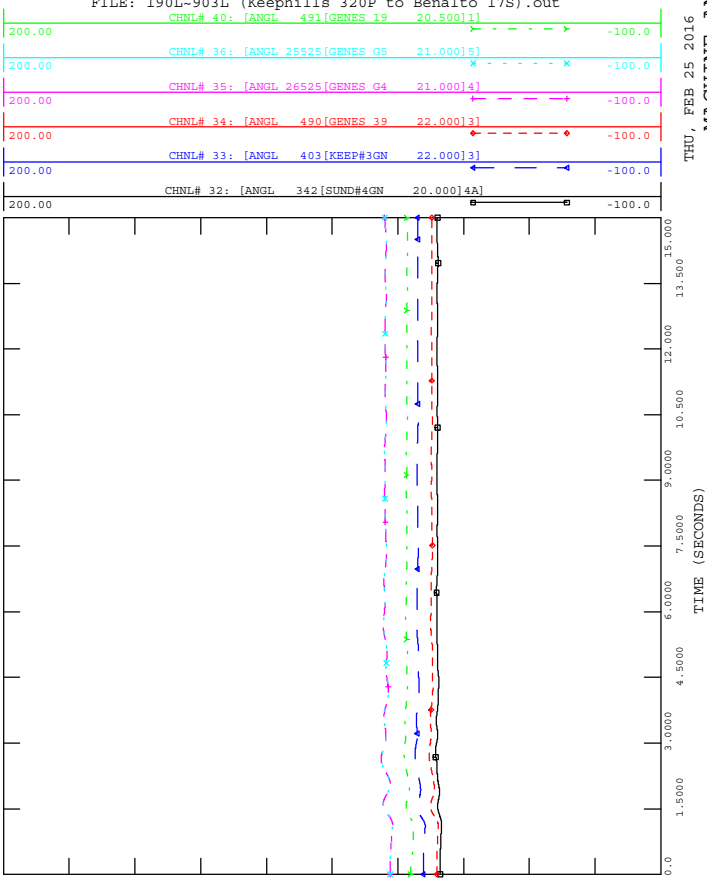
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



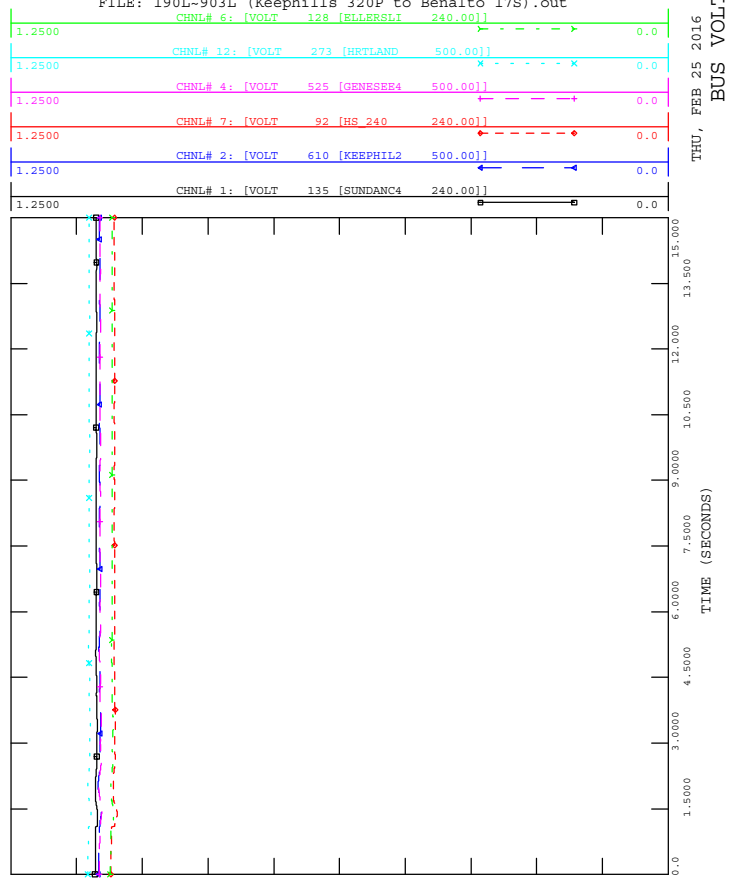
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 3 PHASE FAULT ON 190L/903L AT KEEPPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

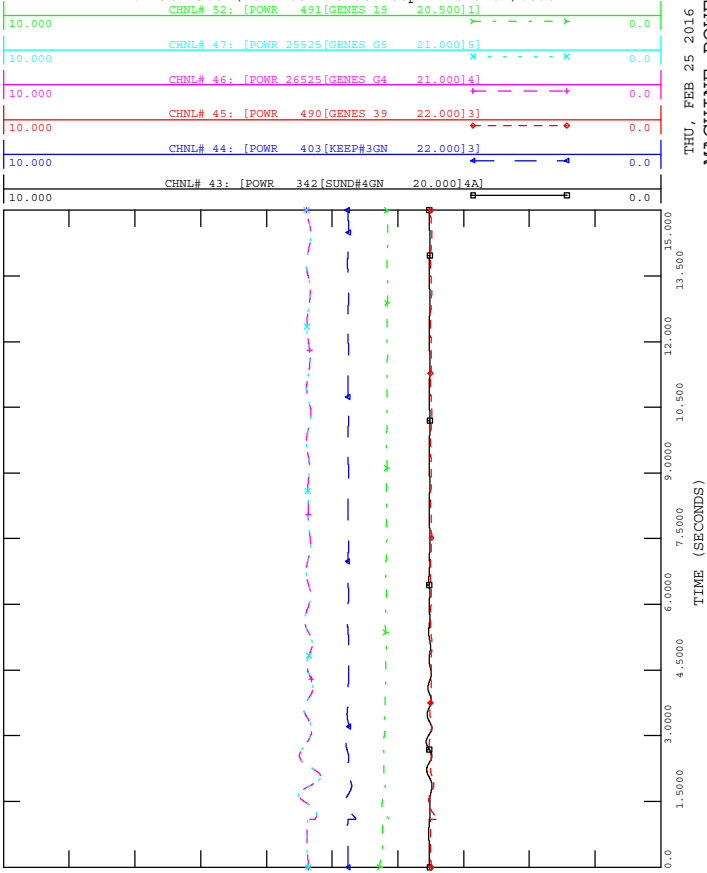


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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out





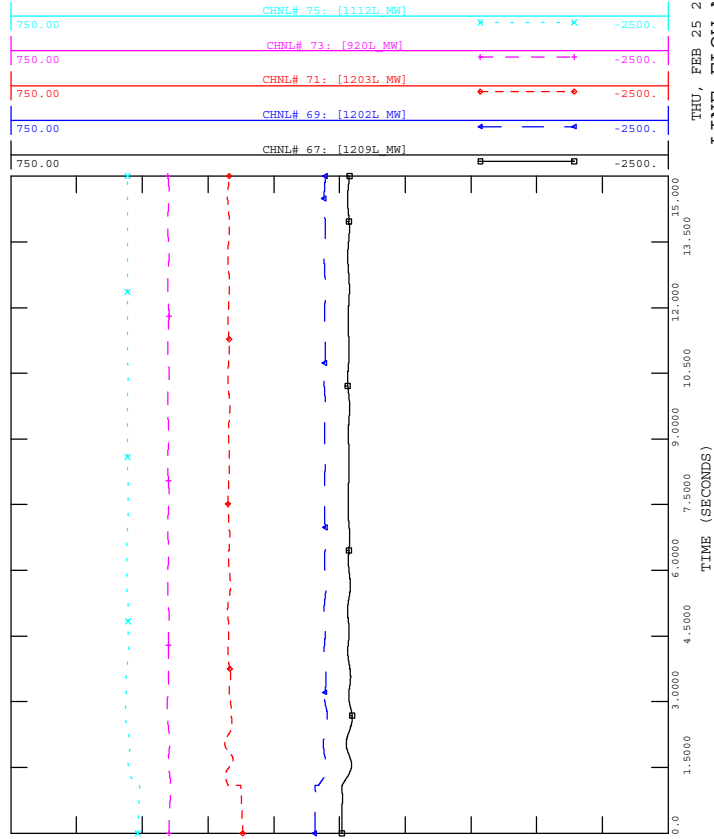
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out



THU, FEB 25 2016 11:15
 MACHINE POWER MW



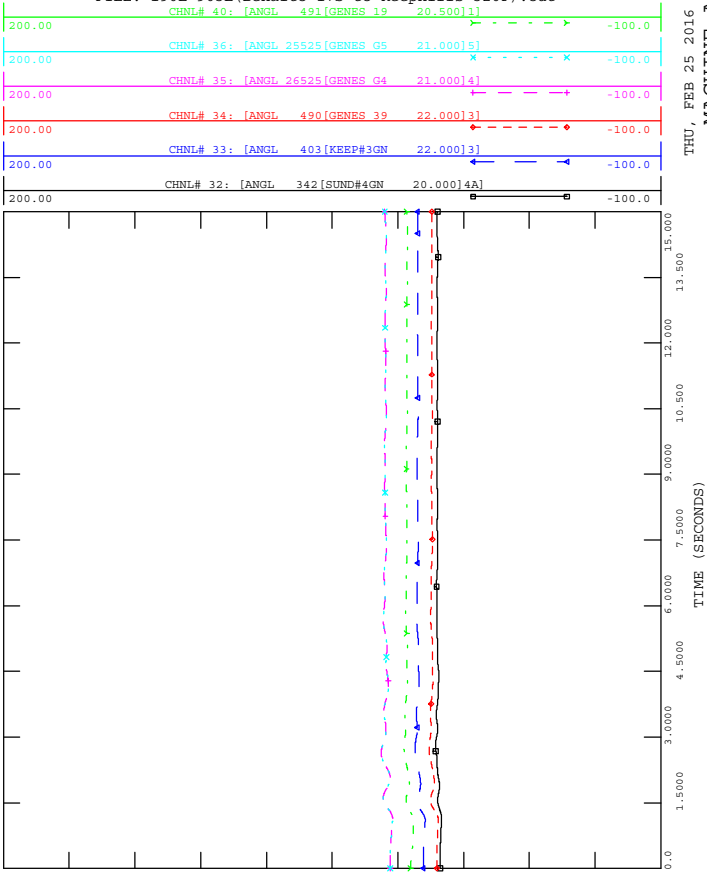
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 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out



THU, FEB 25 2016 11:15
 LINE FLOW MW/MVAR



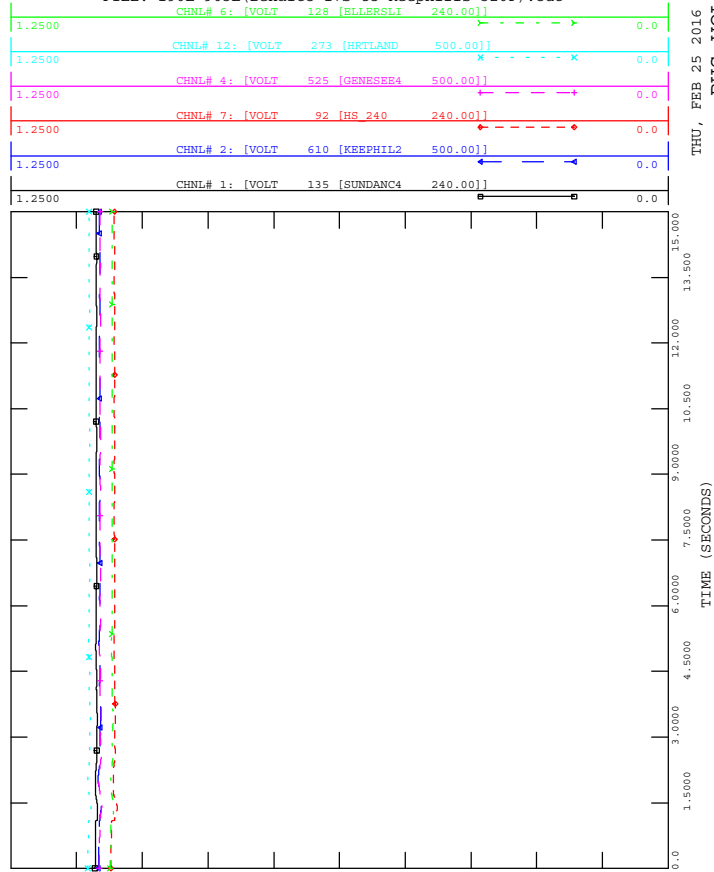
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out



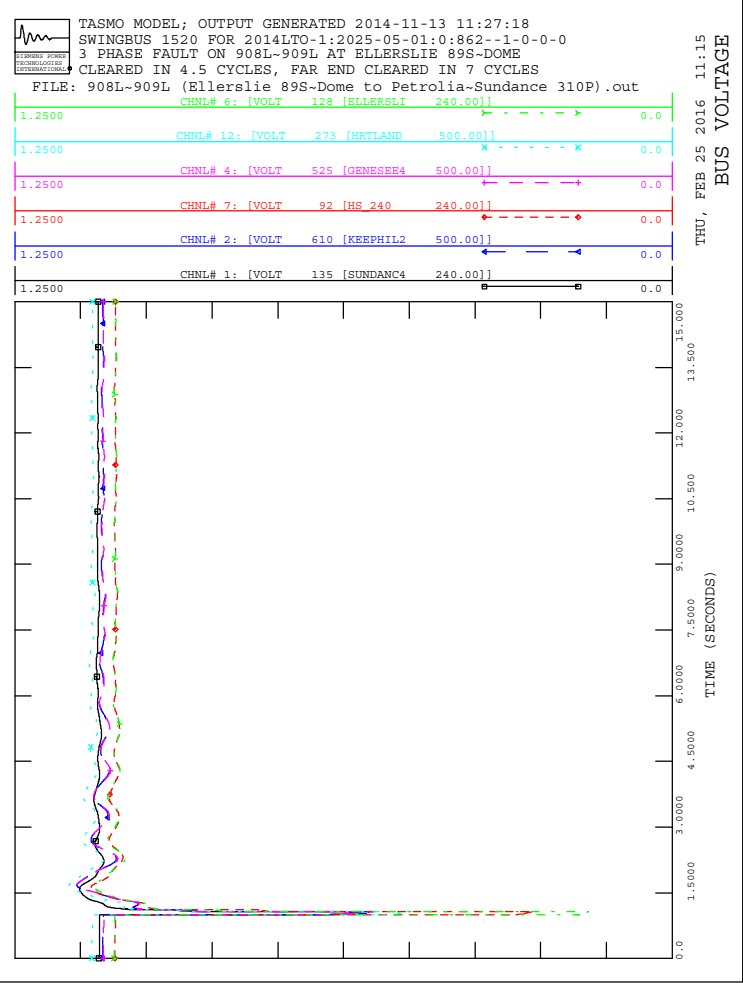
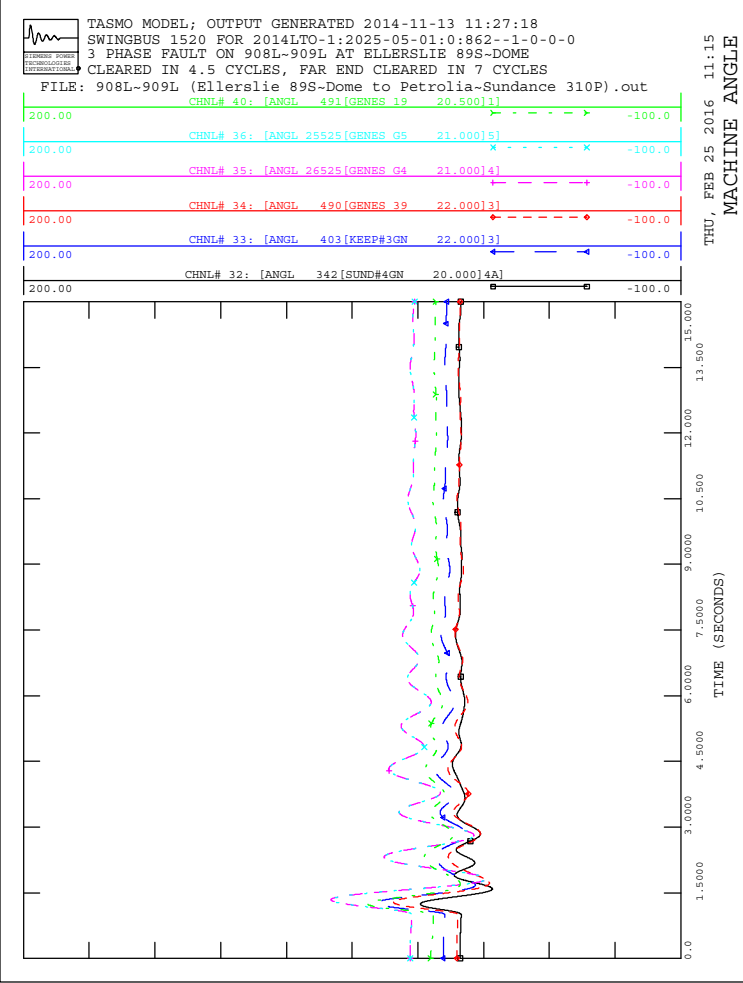
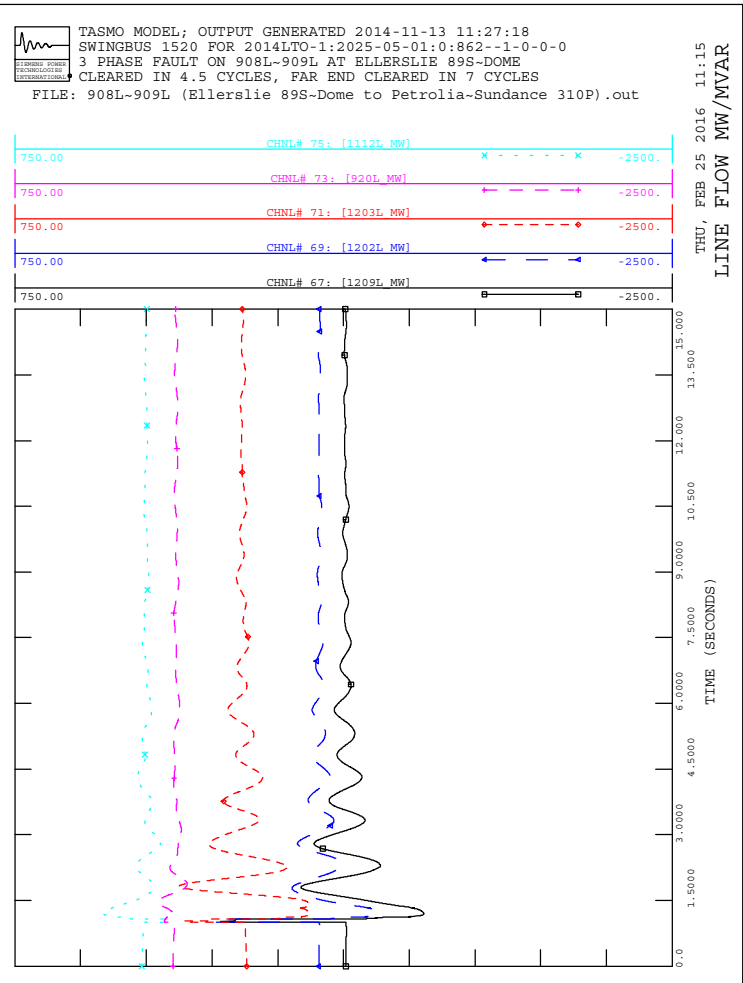
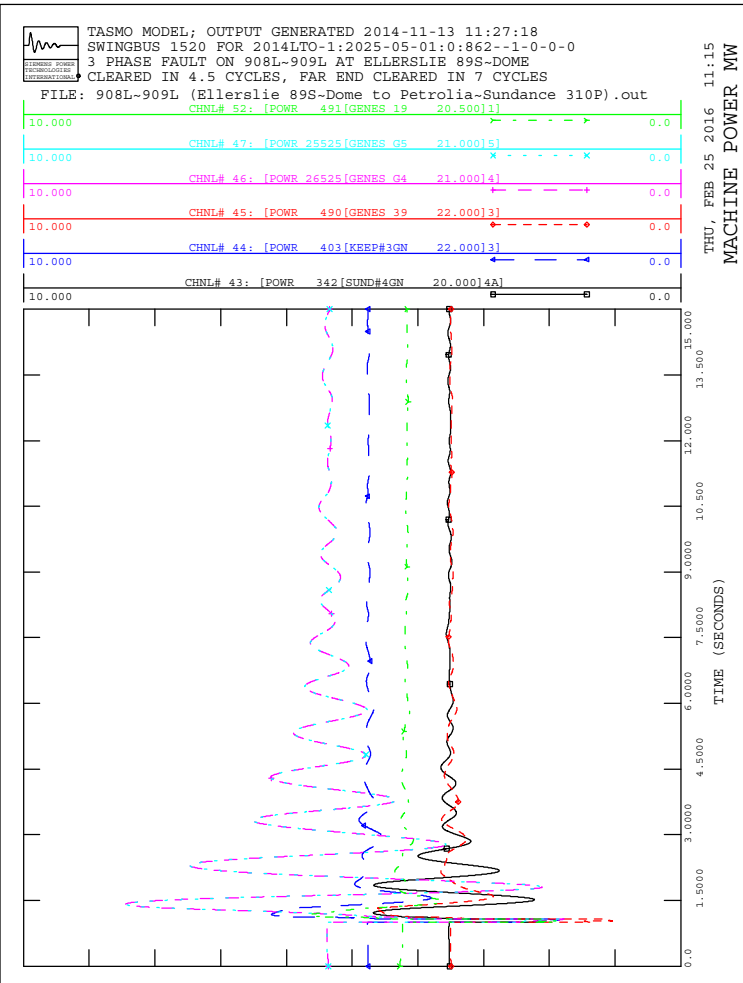
THU, FEB 25 2016 11:15
 MACHINE ANGLE

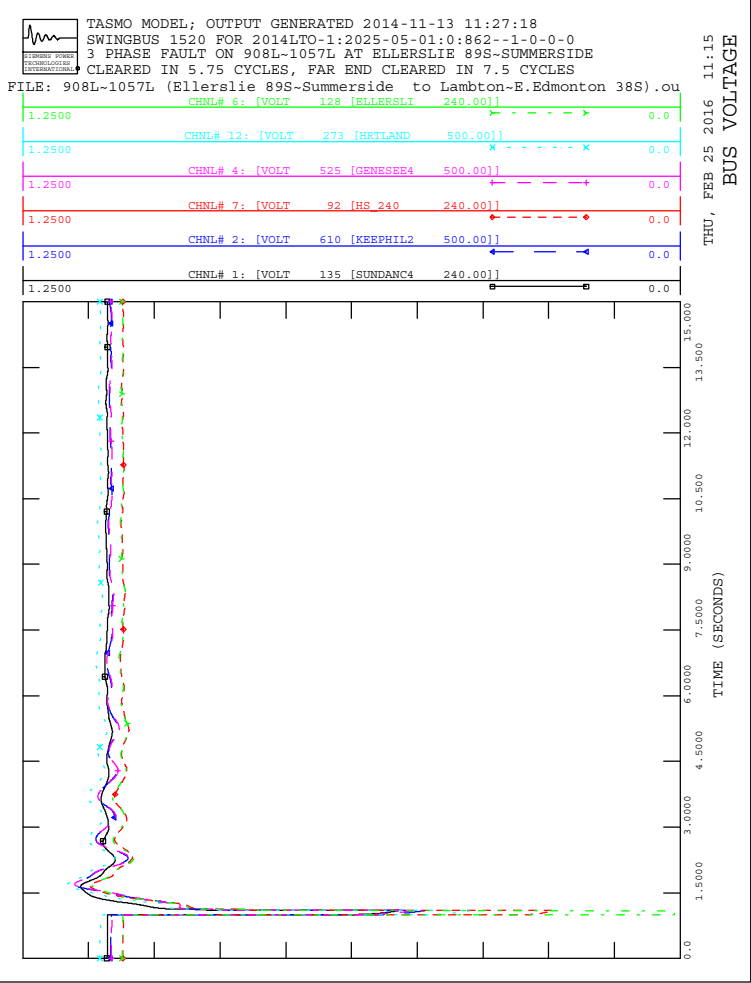
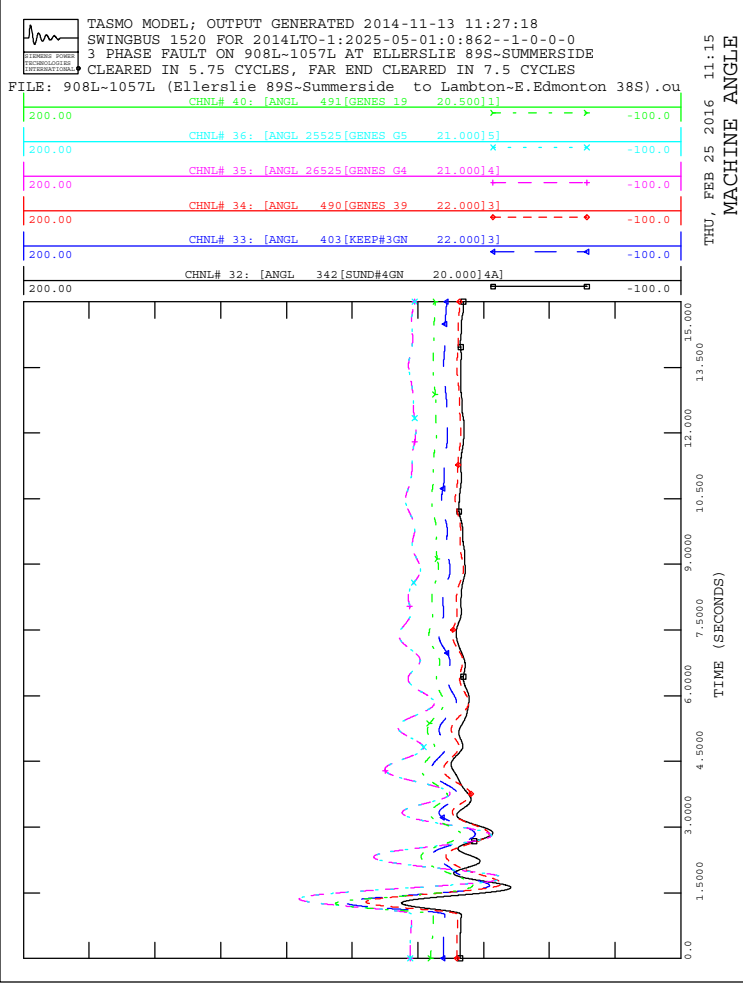
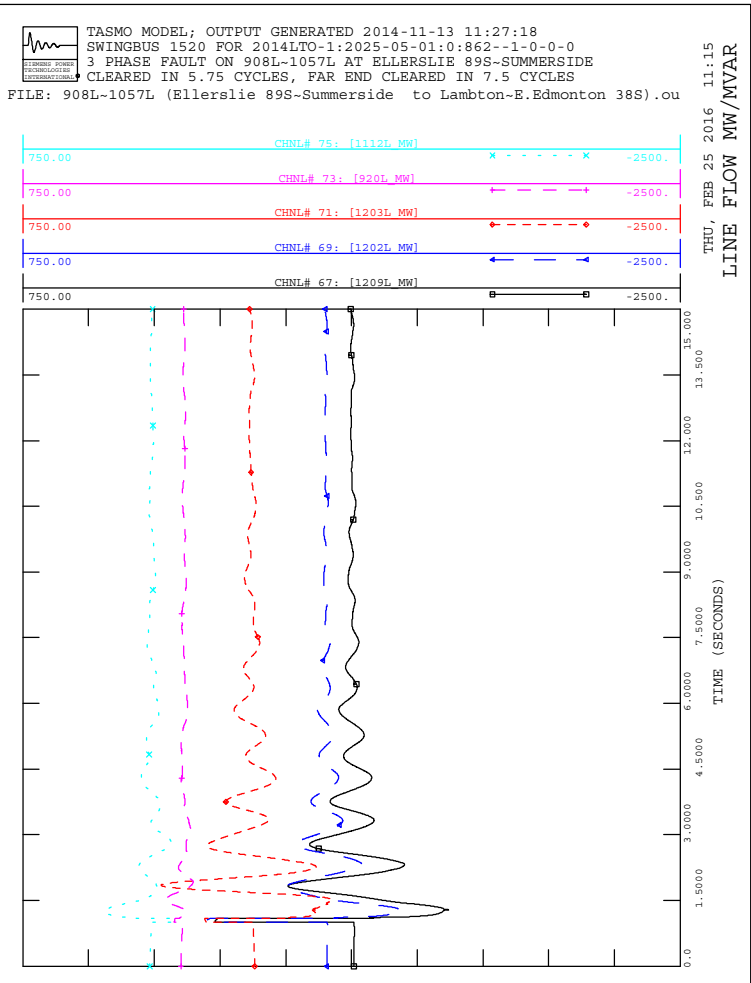
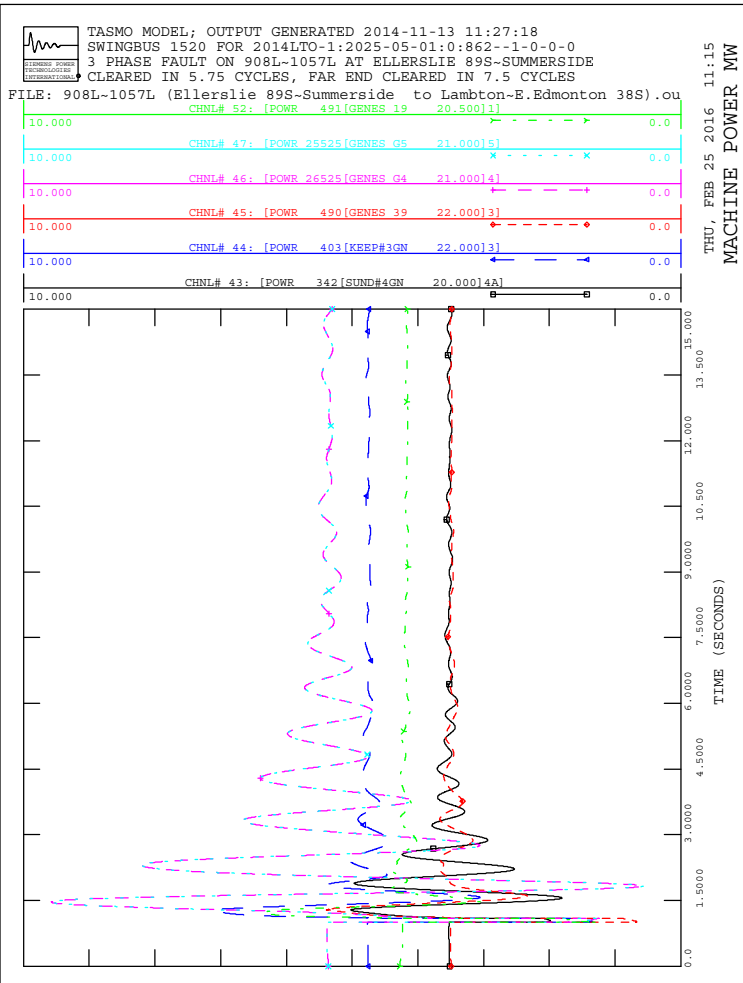


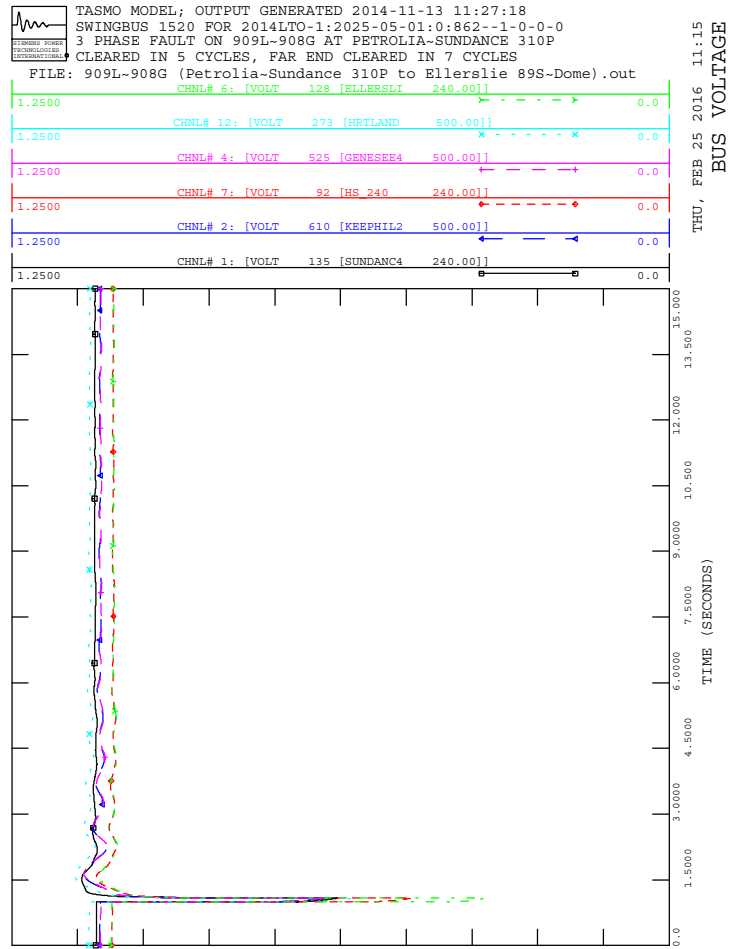
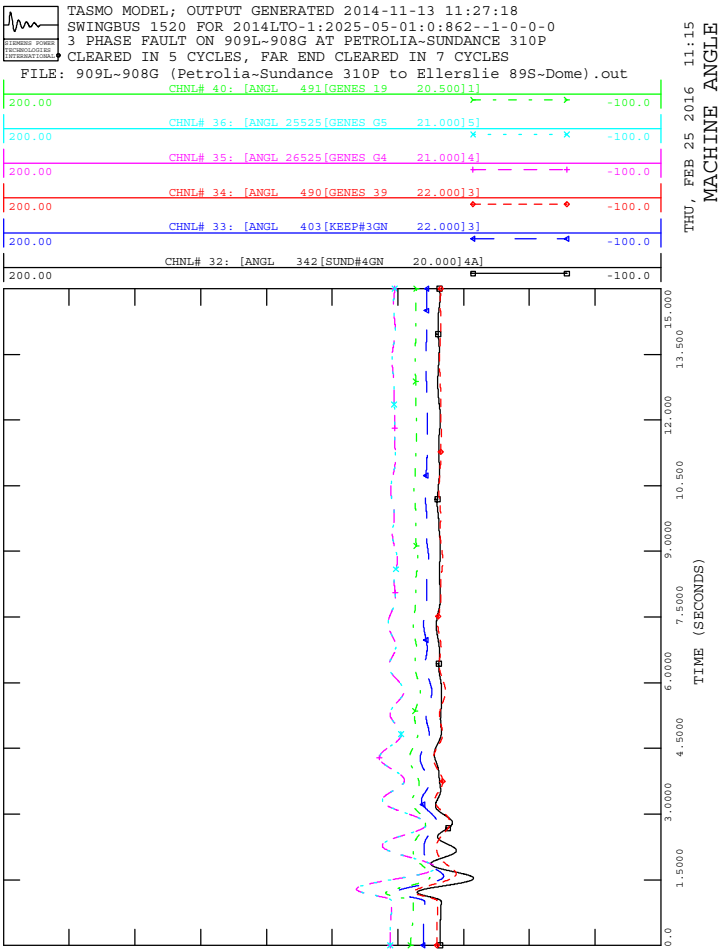
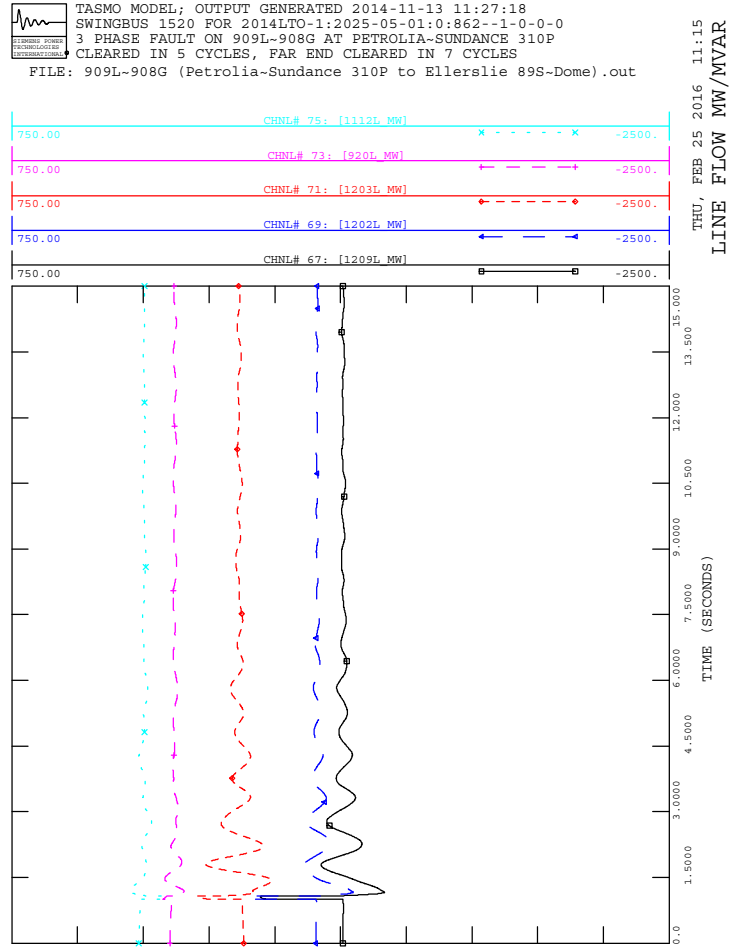
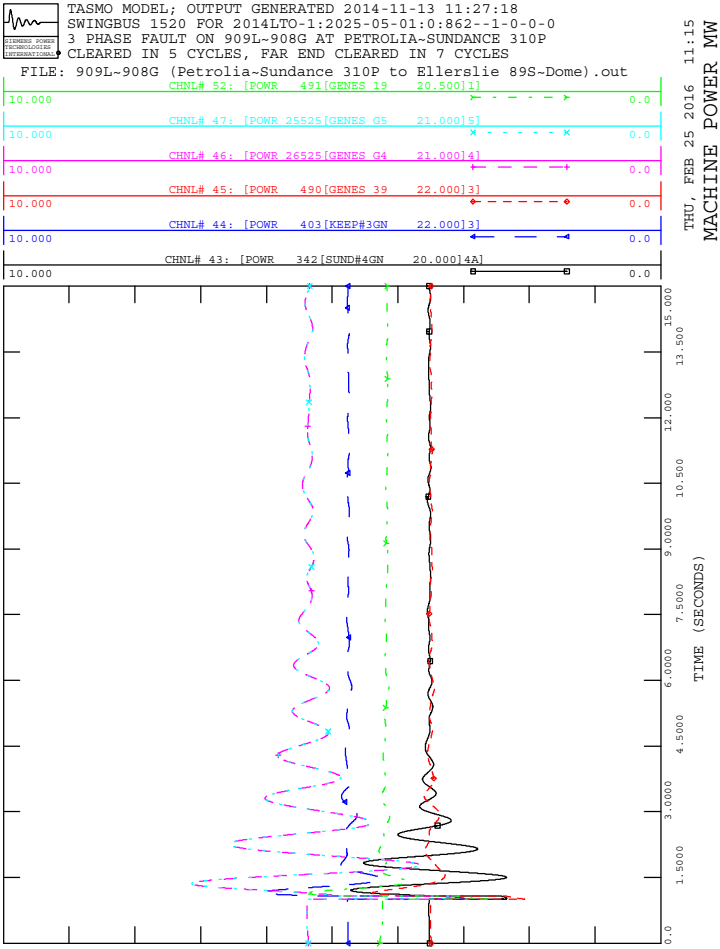
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keephills 320P).out

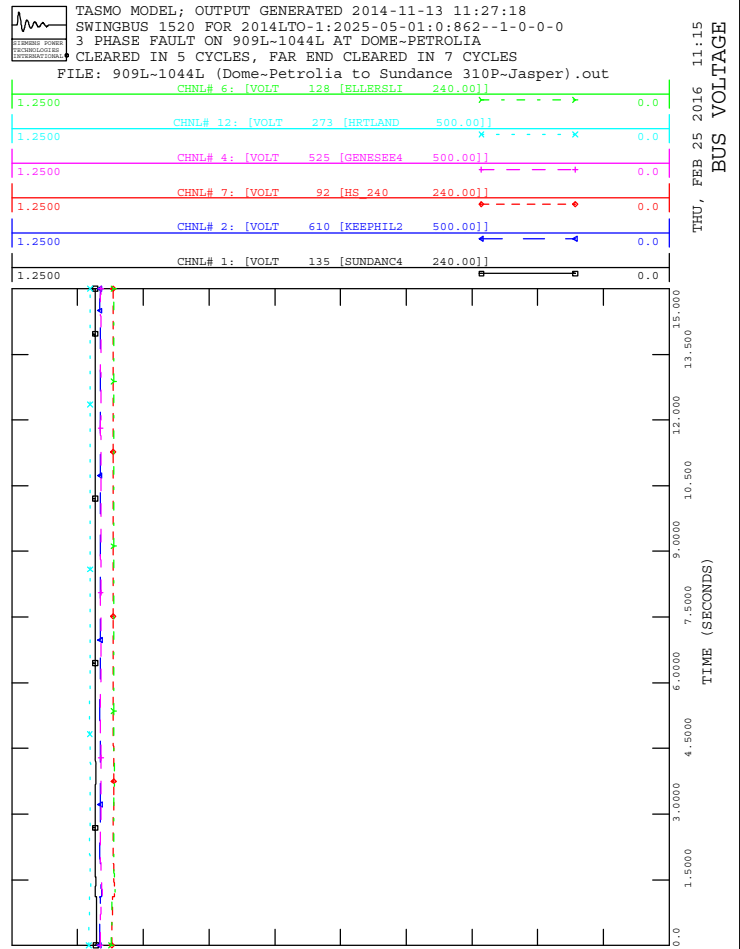
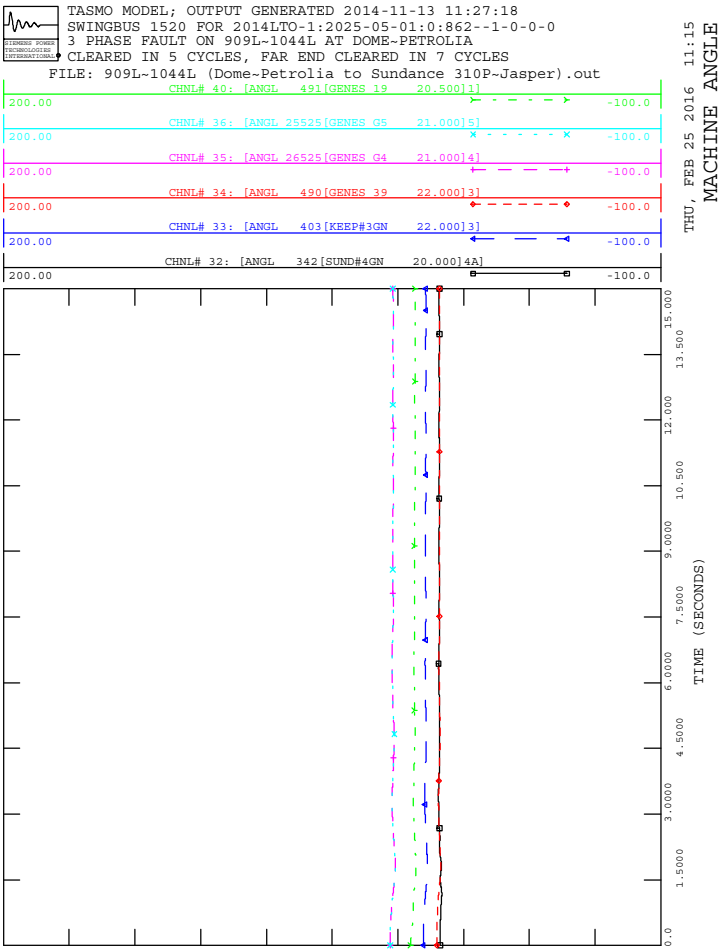
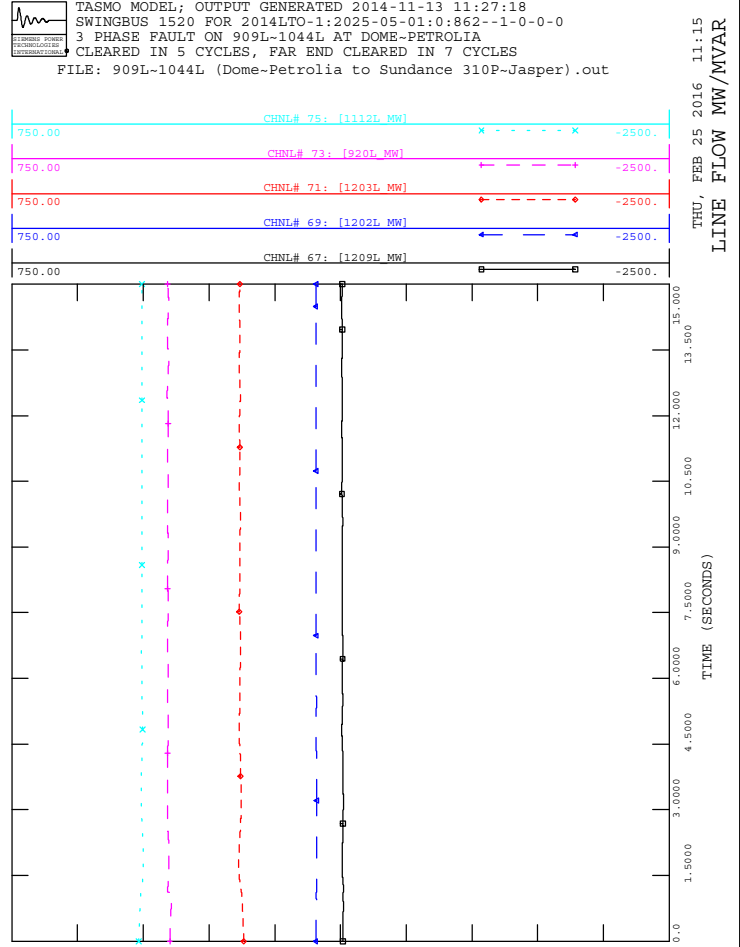
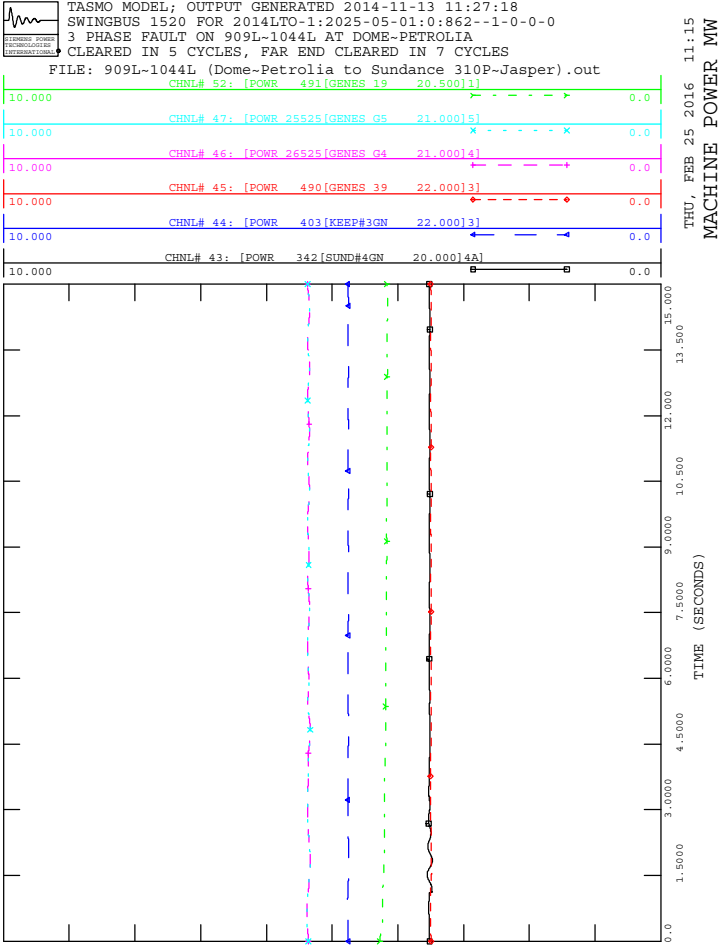


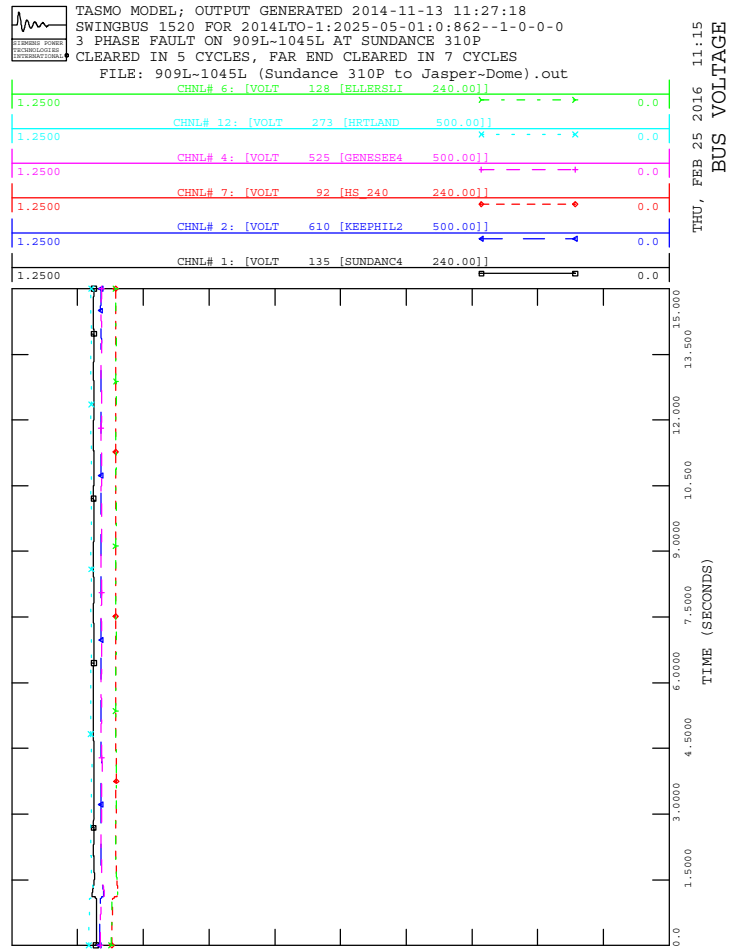
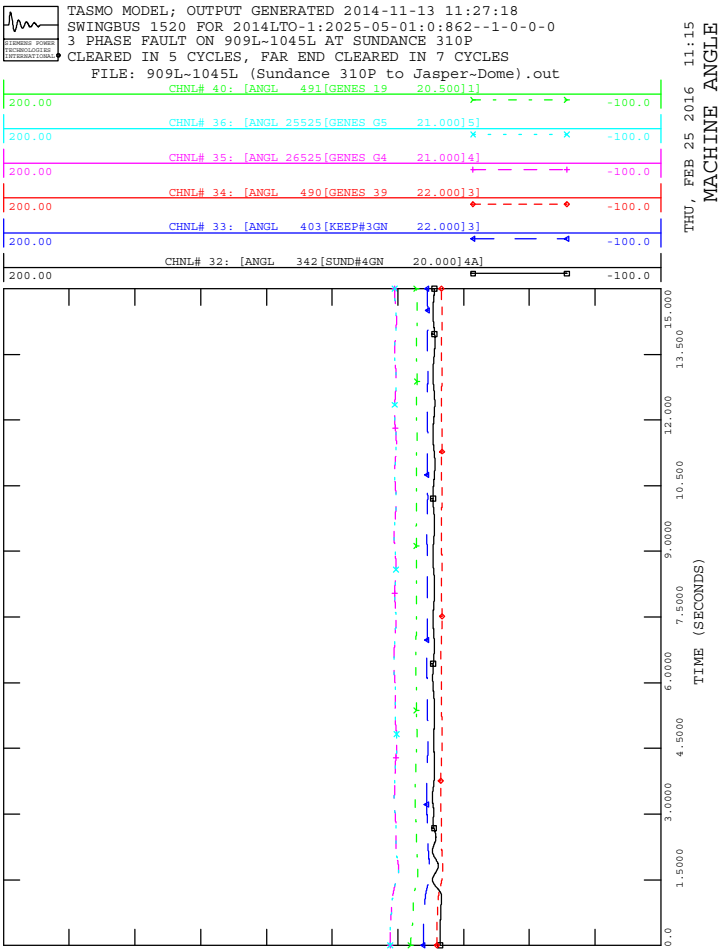
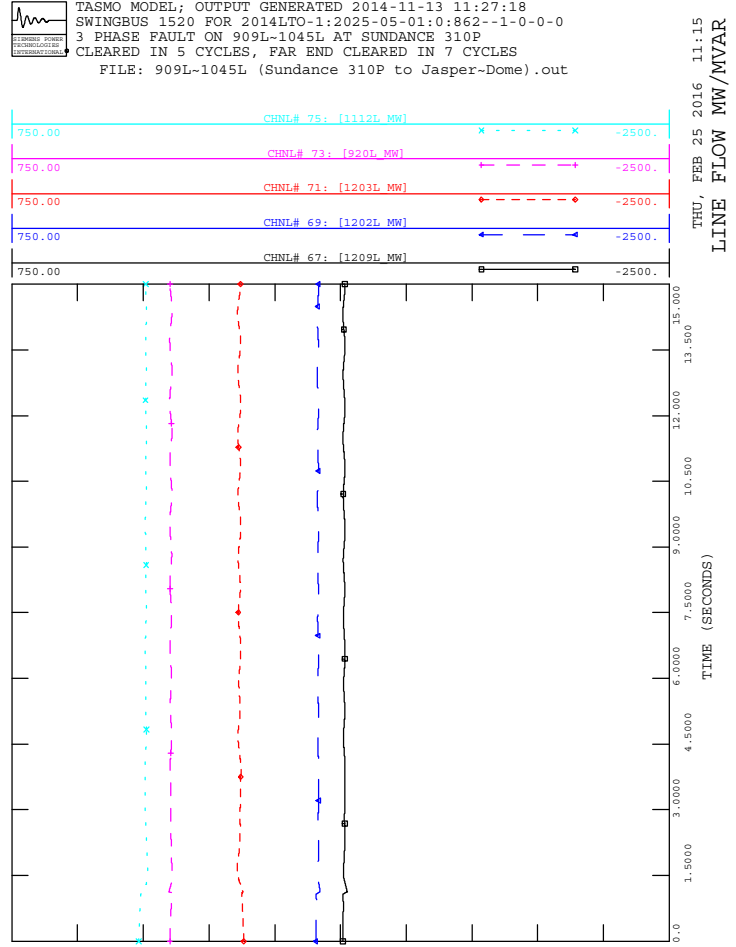
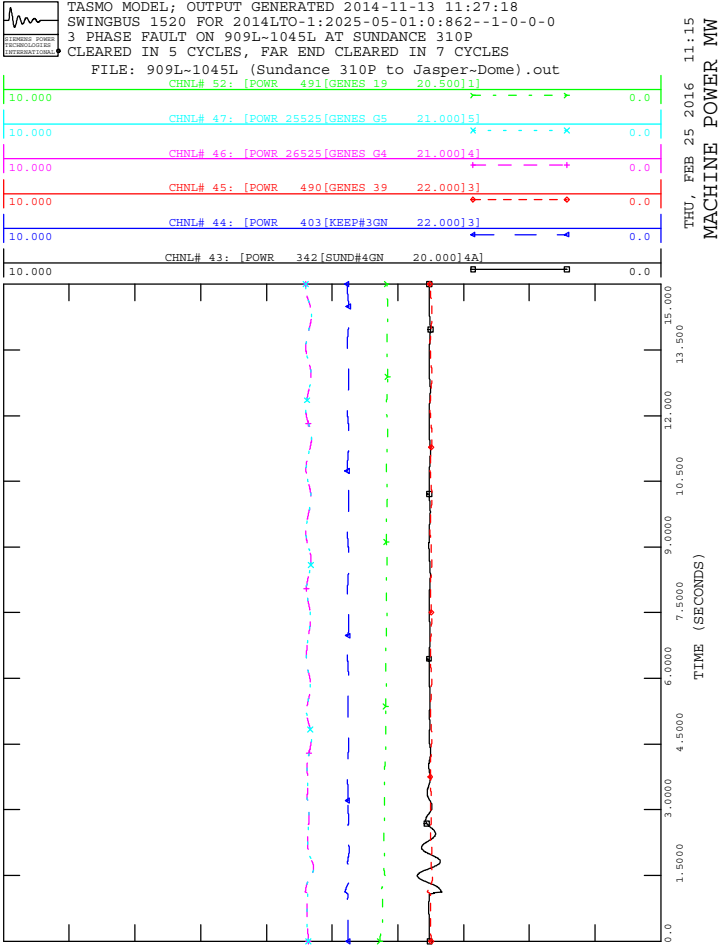
THU, FEB 25 2016 11:15
 BUS VOLTAGE

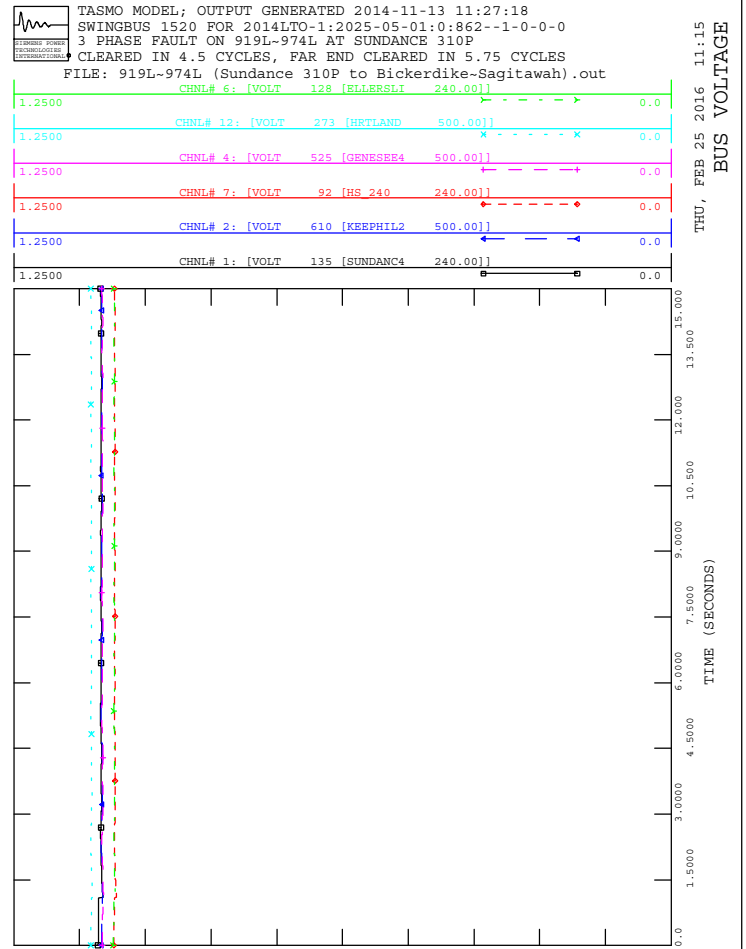
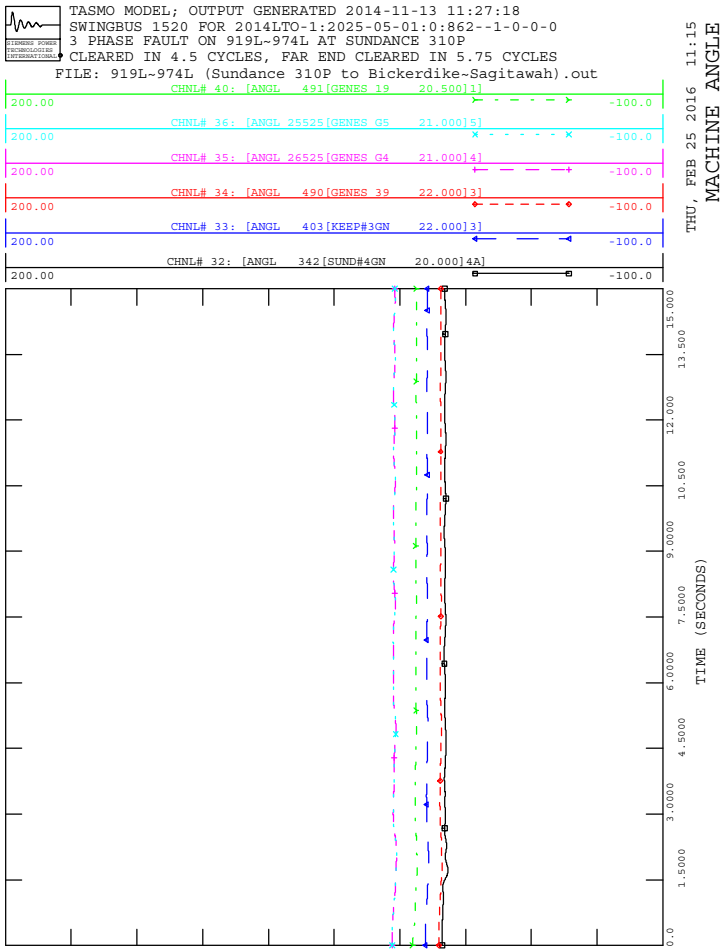
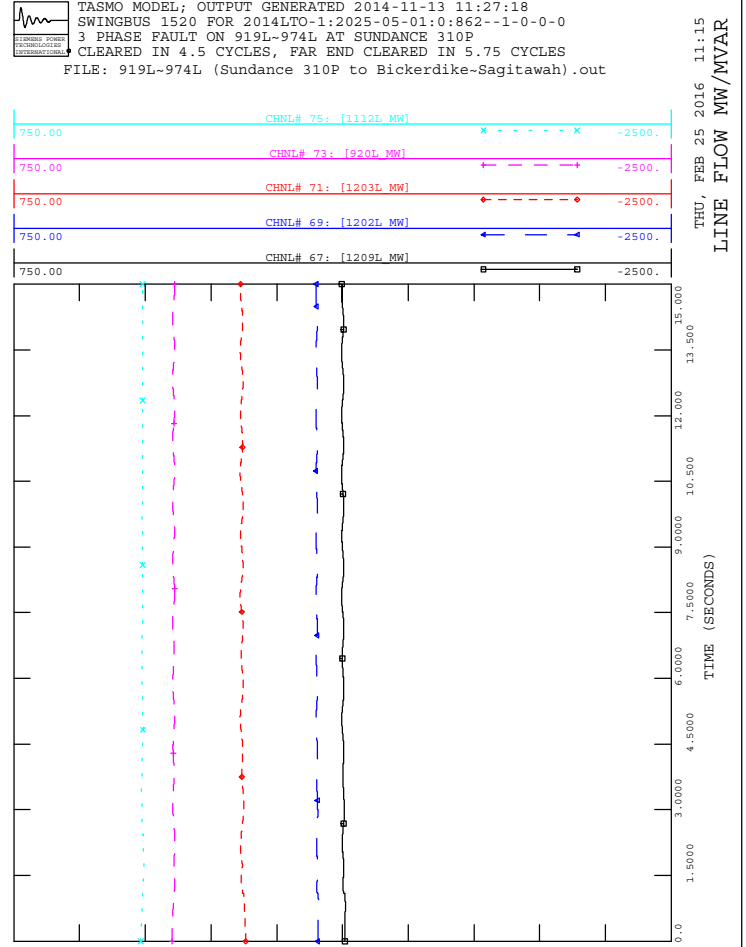
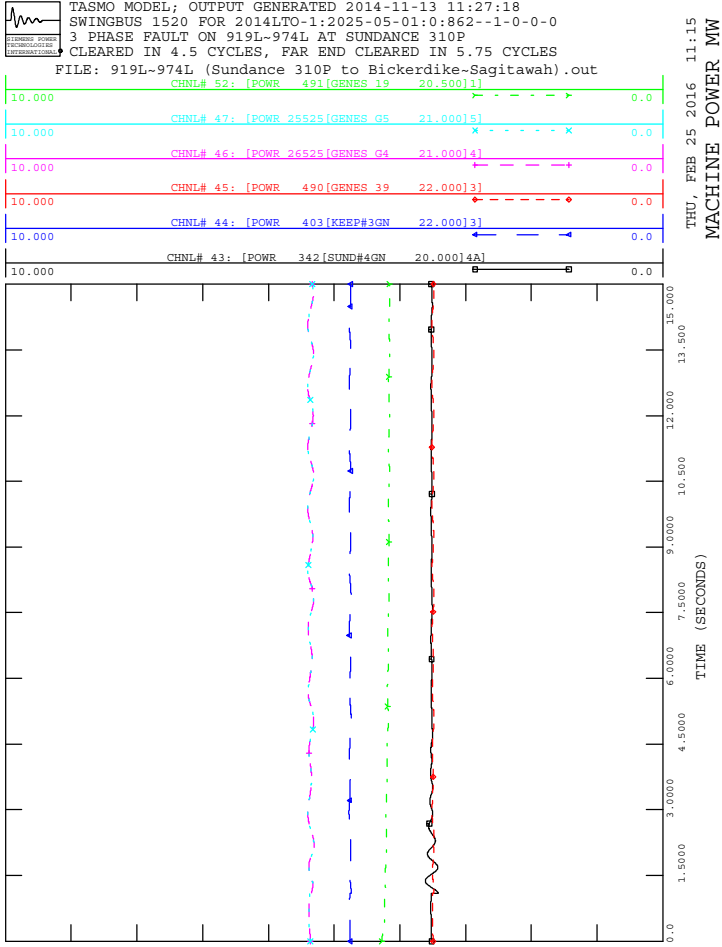






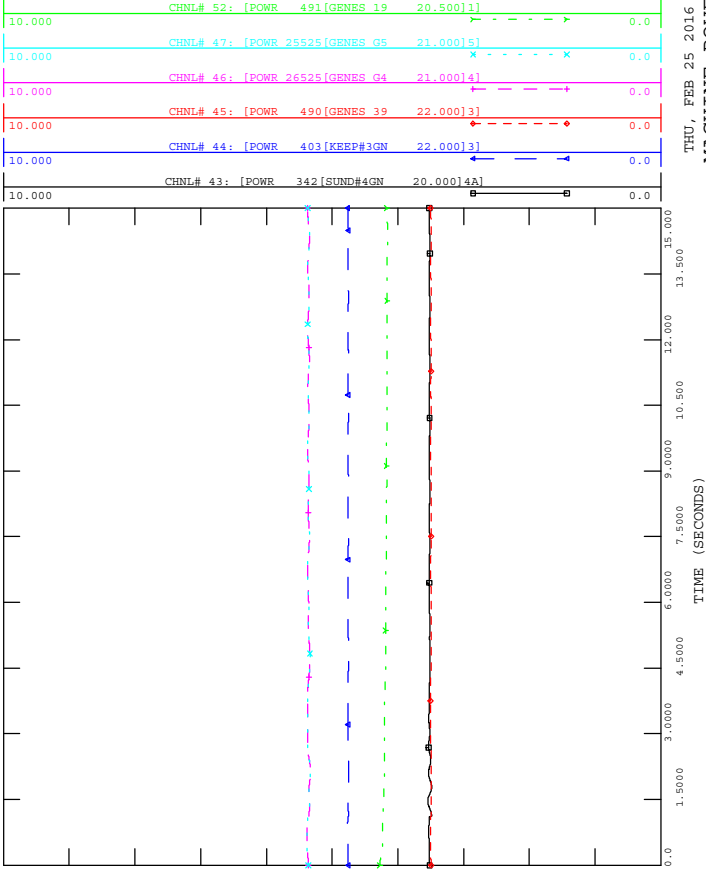




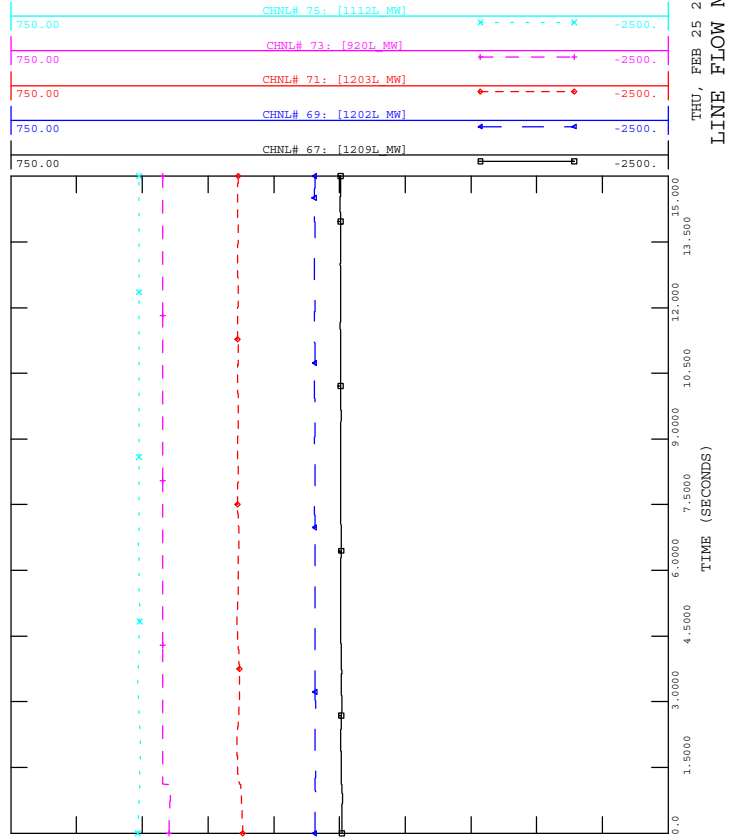




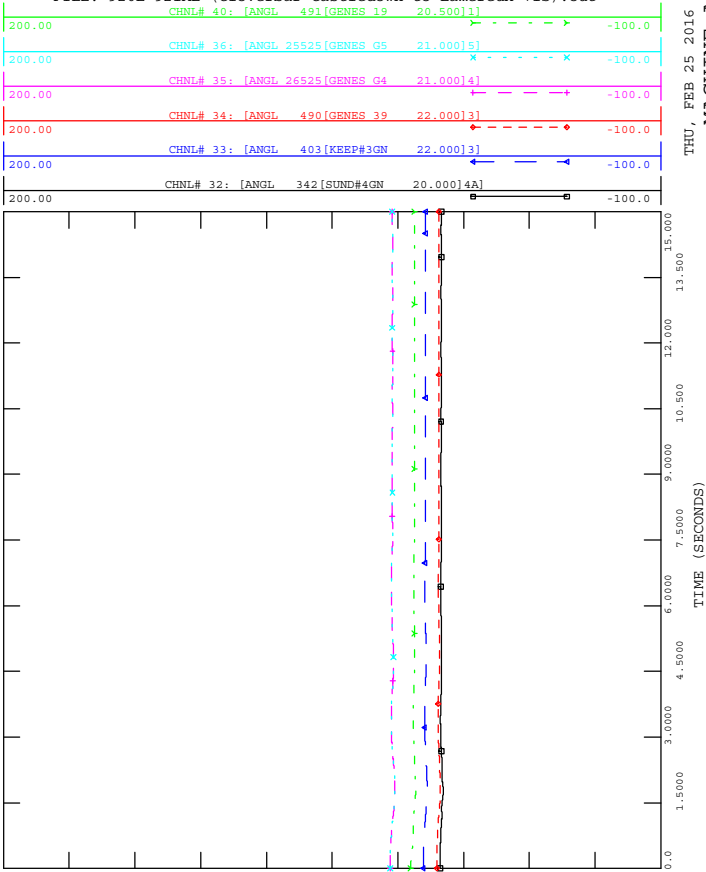
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



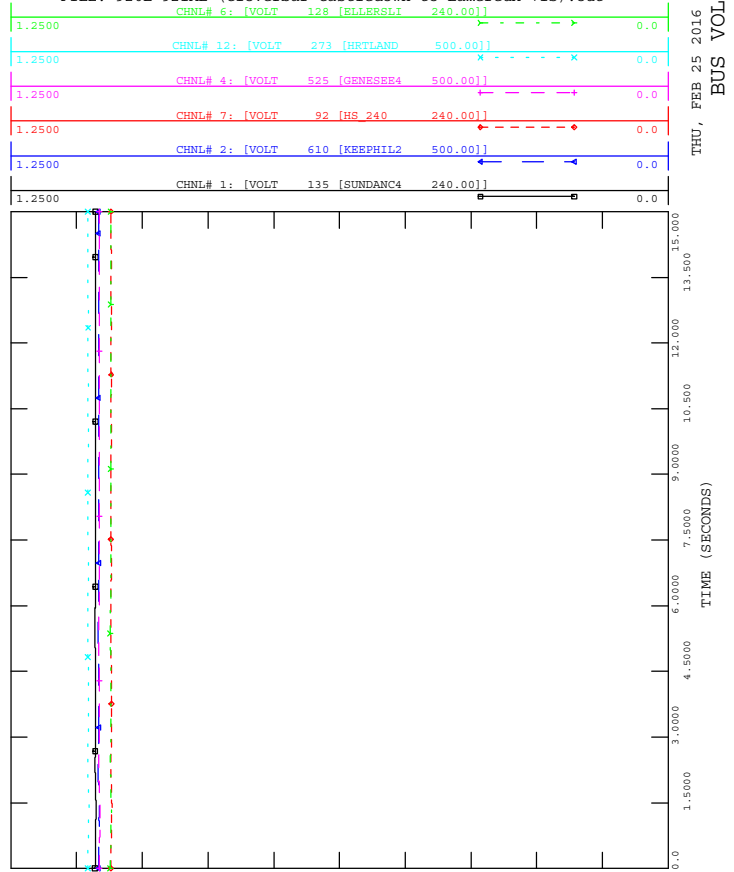
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out

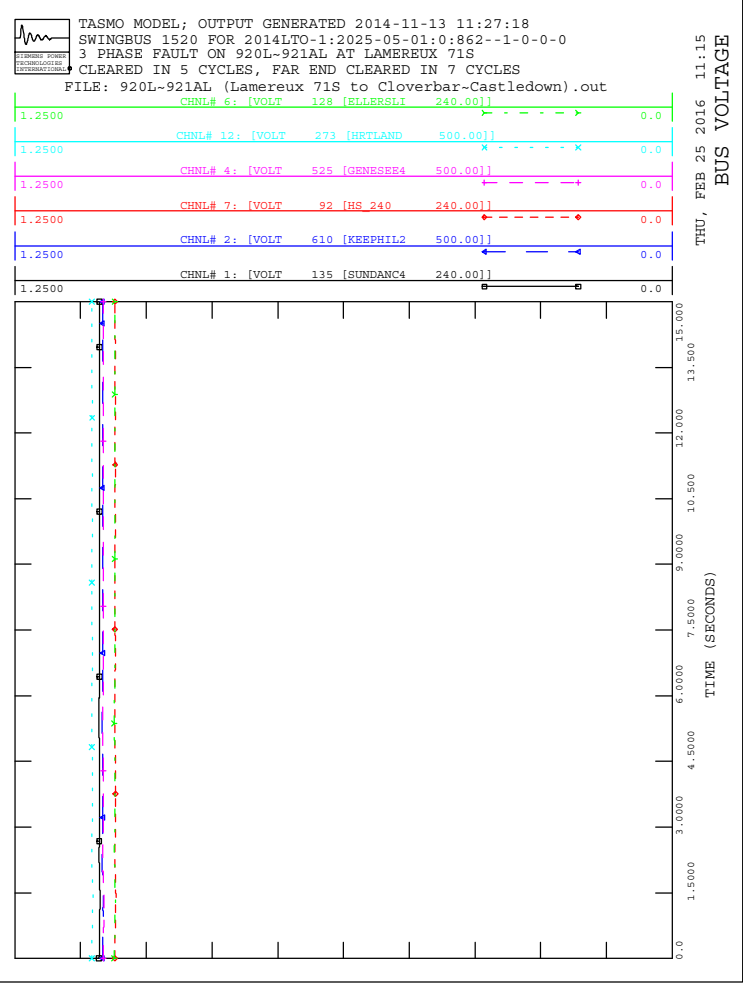
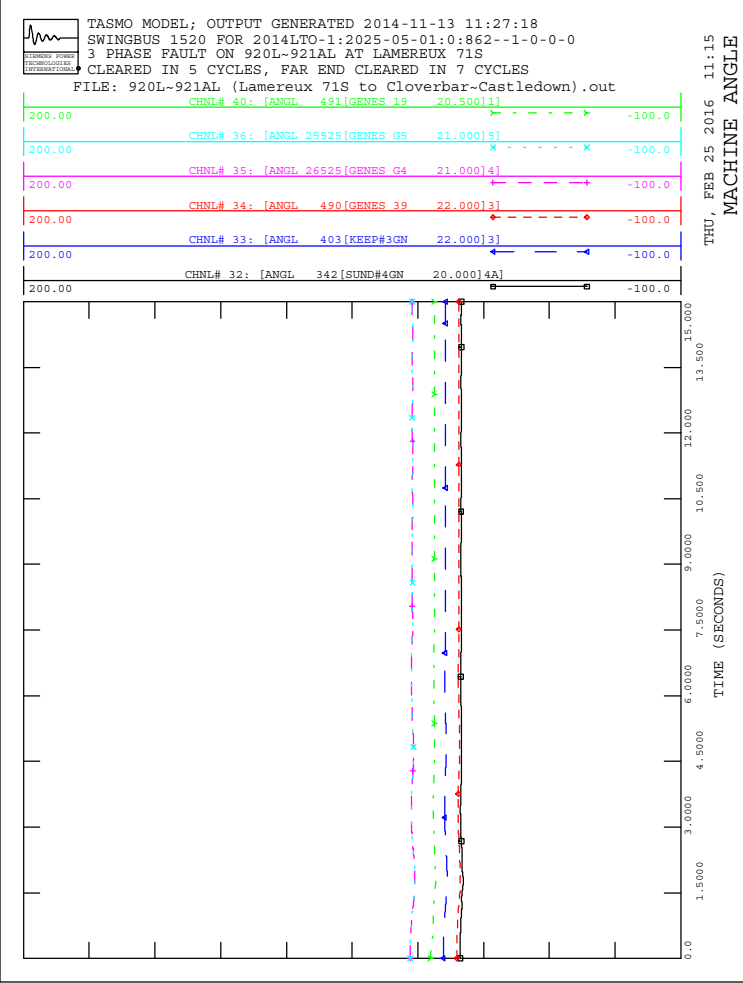
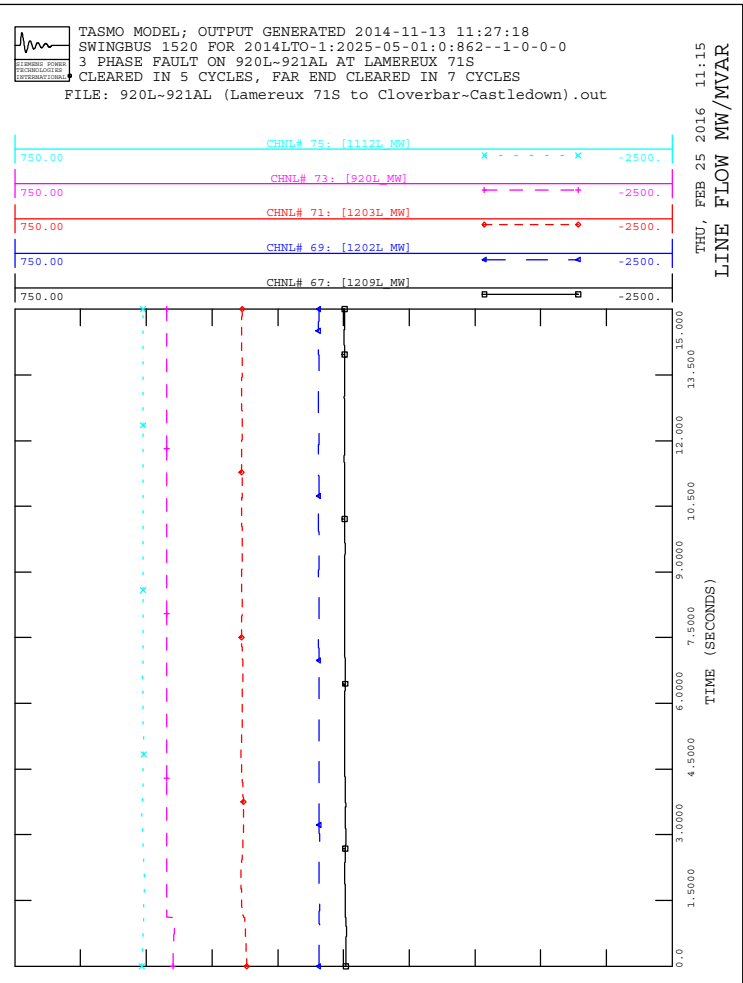
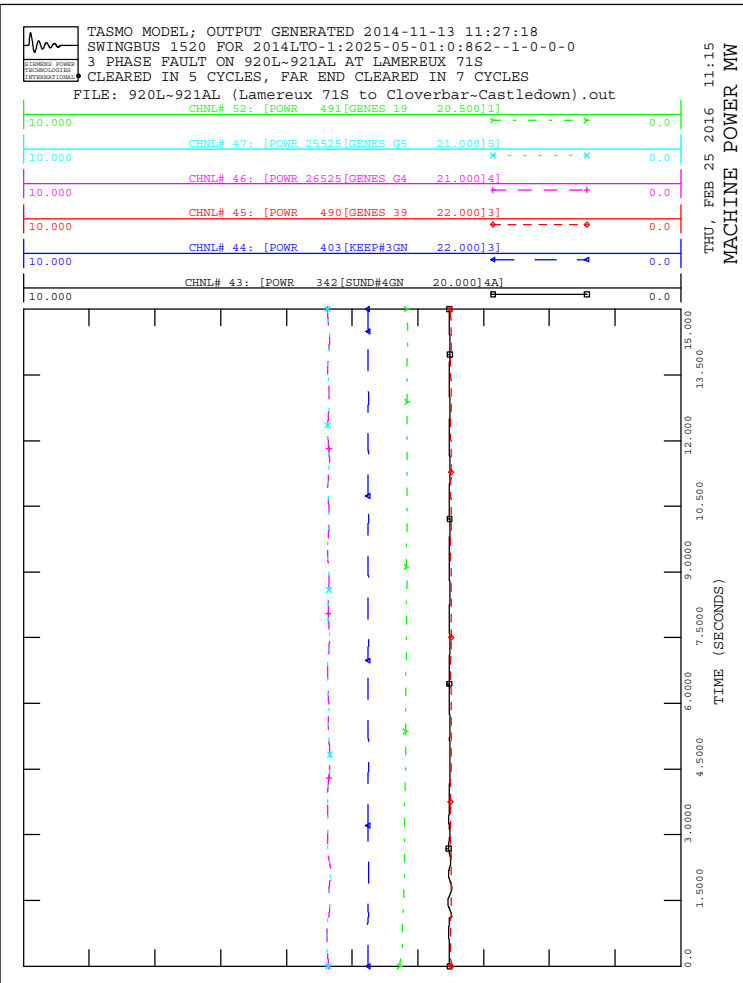


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



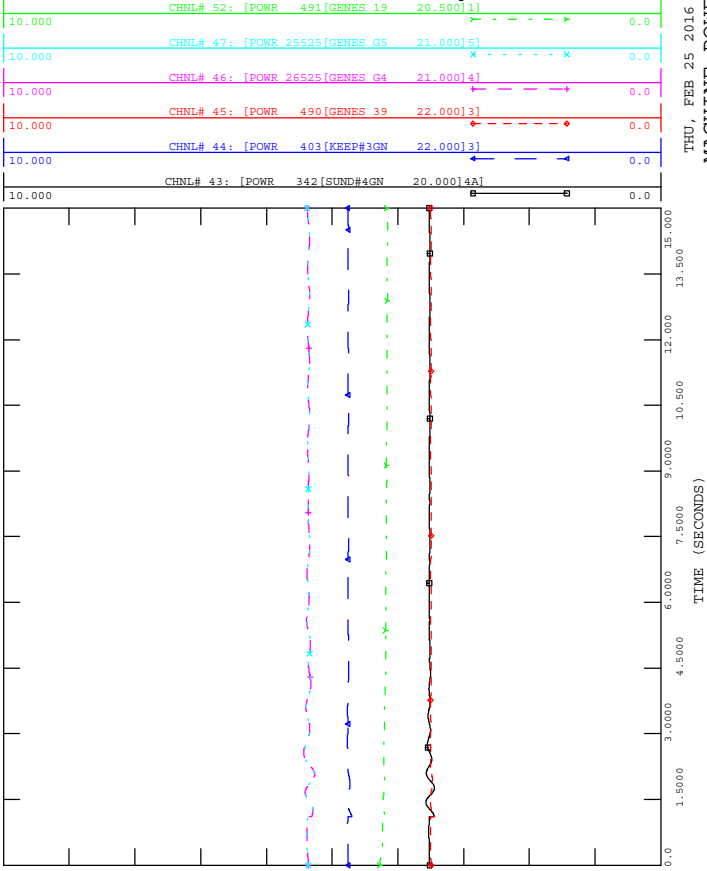
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



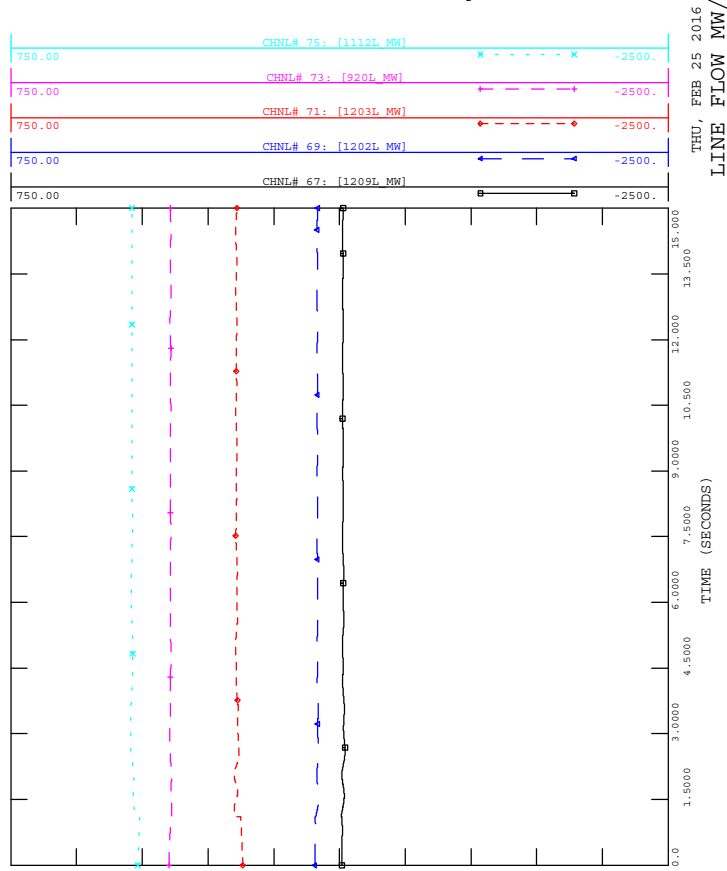




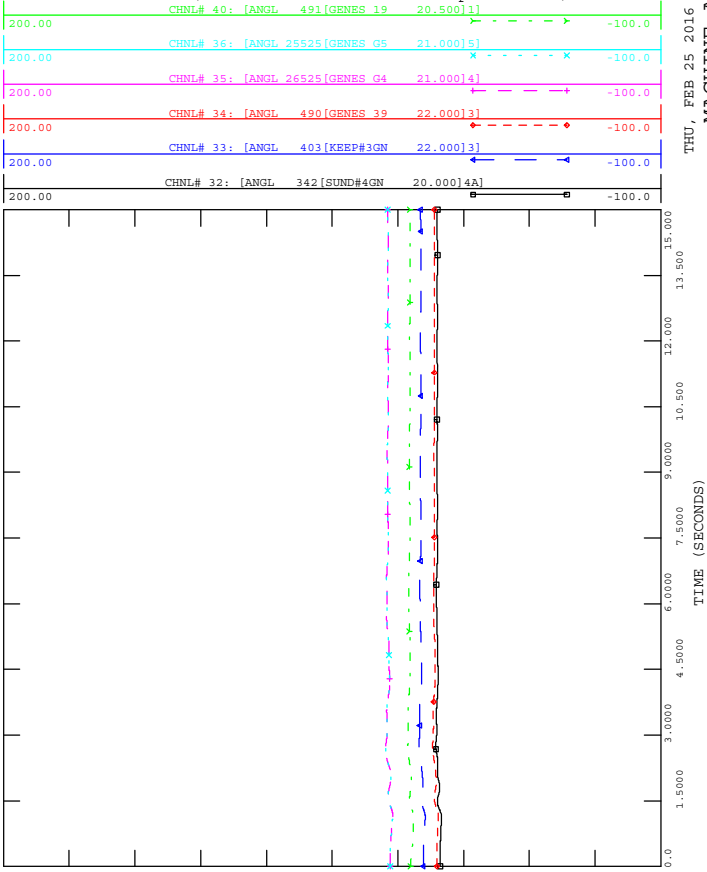
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



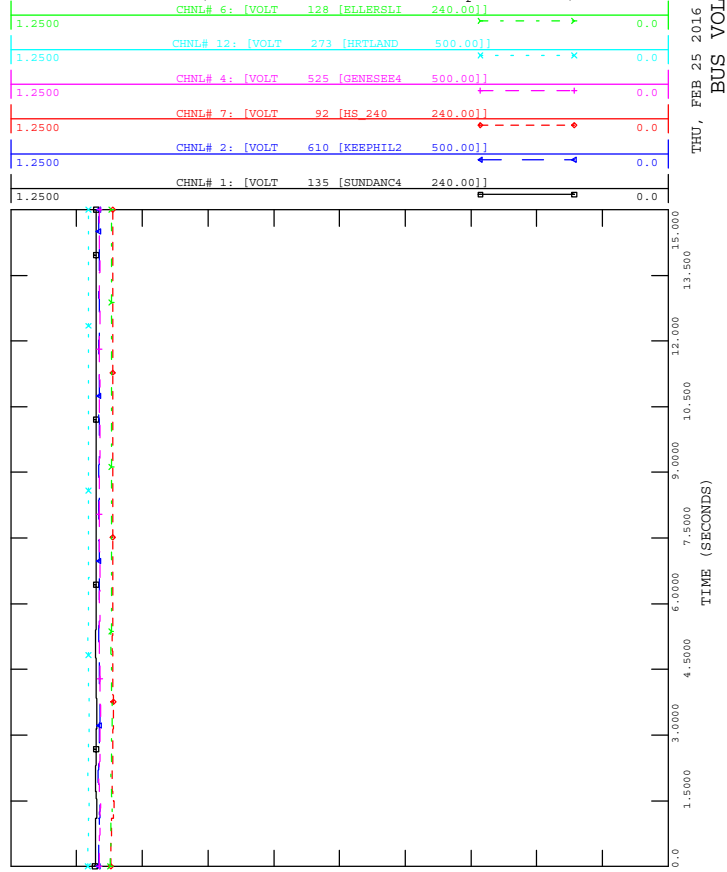
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

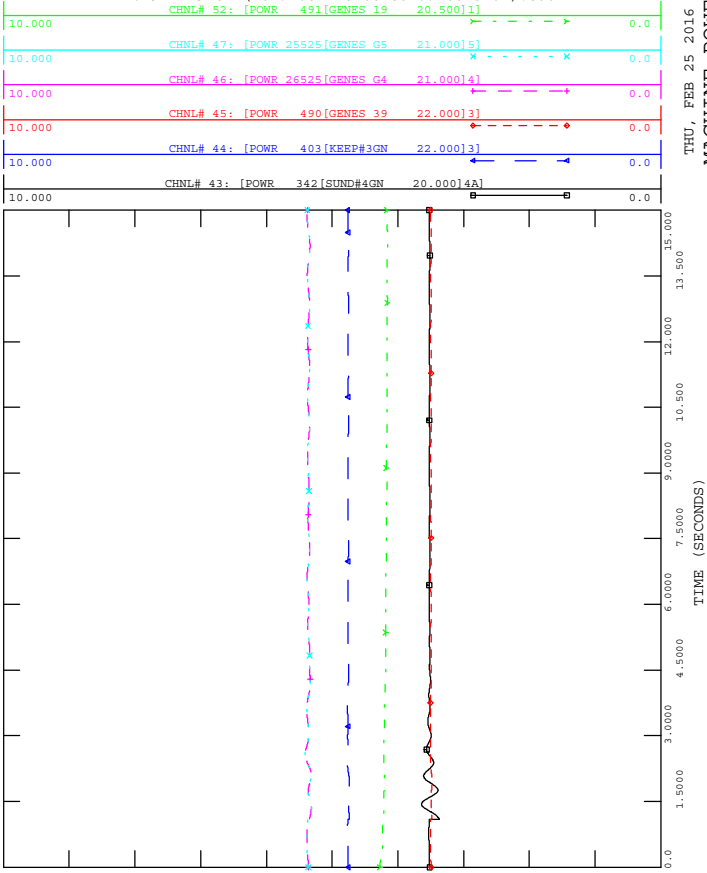


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 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

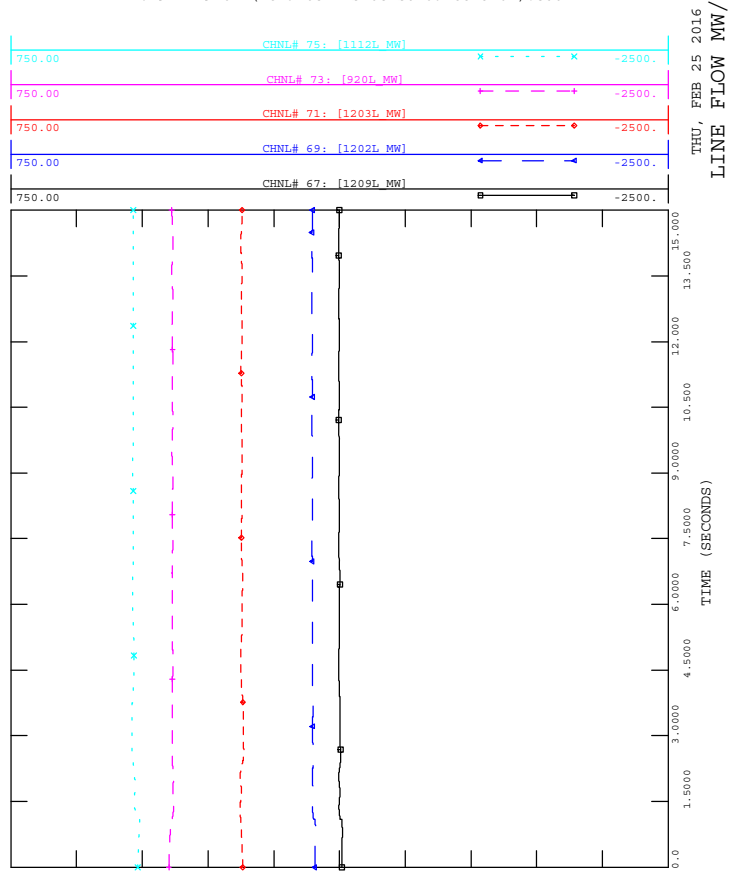




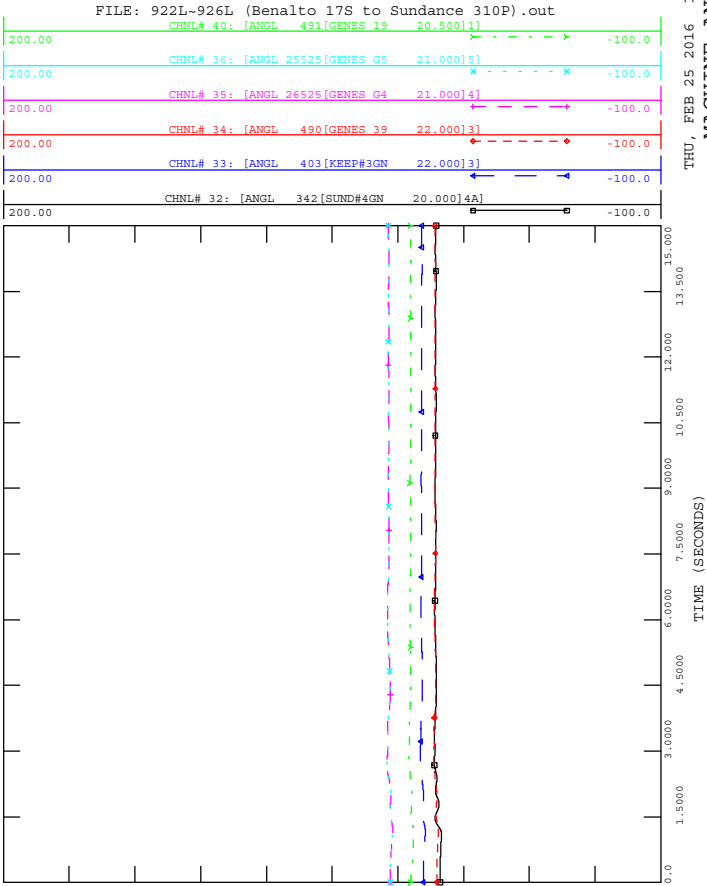
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



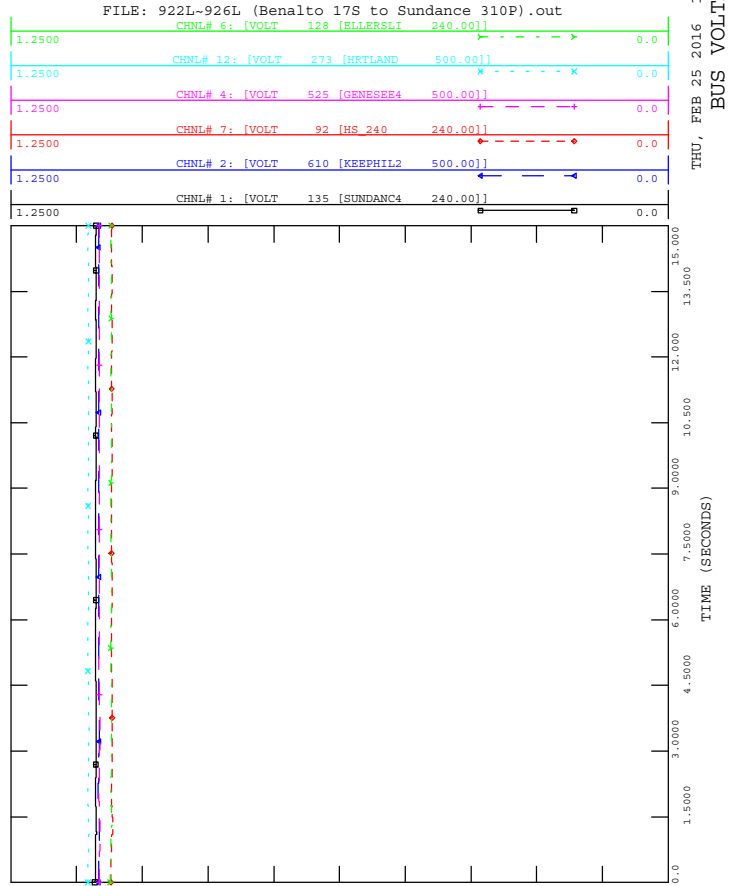
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out

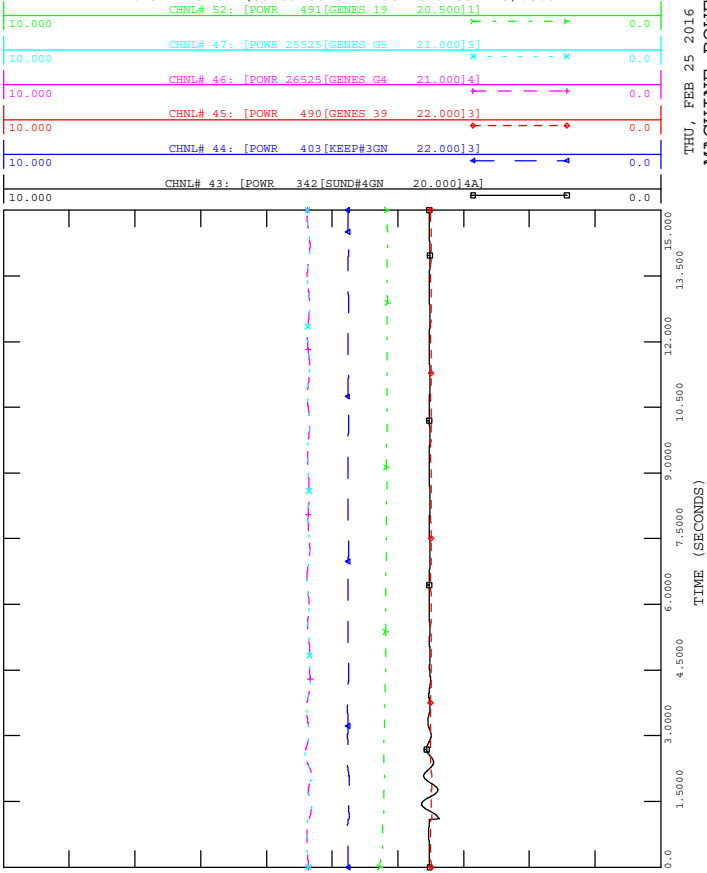


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out

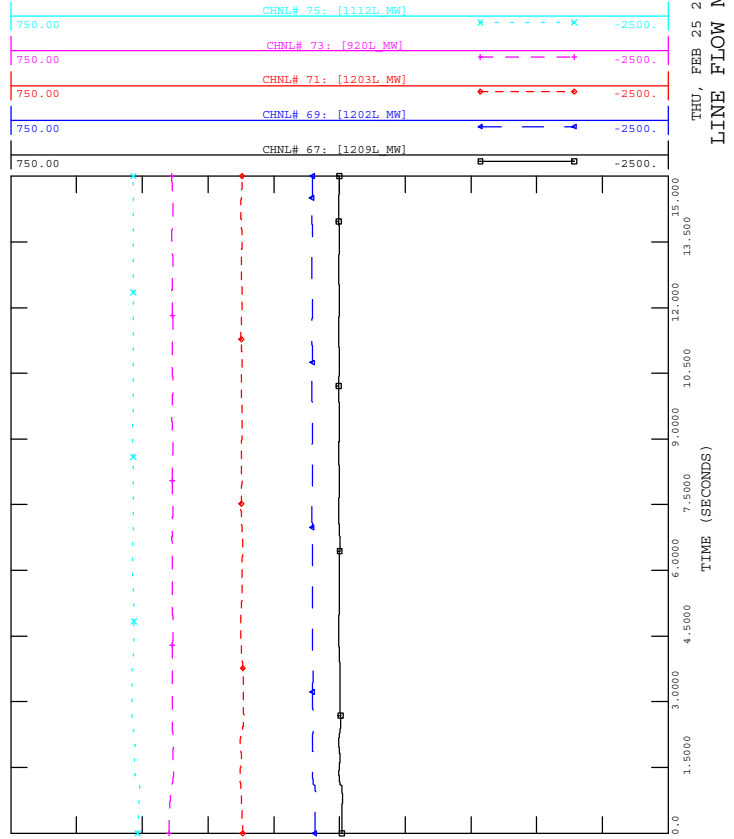




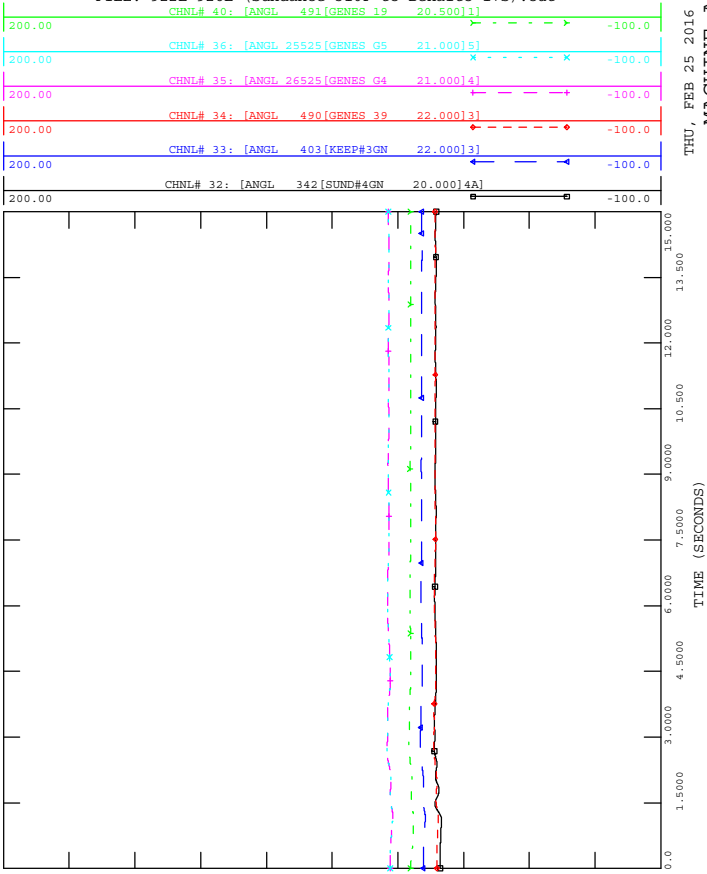
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



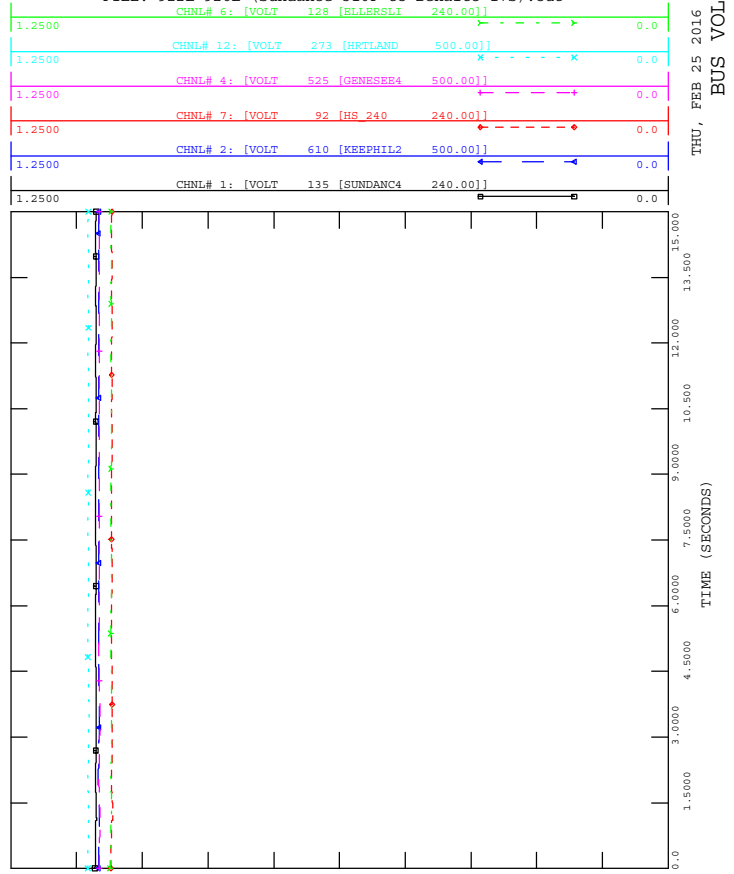
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

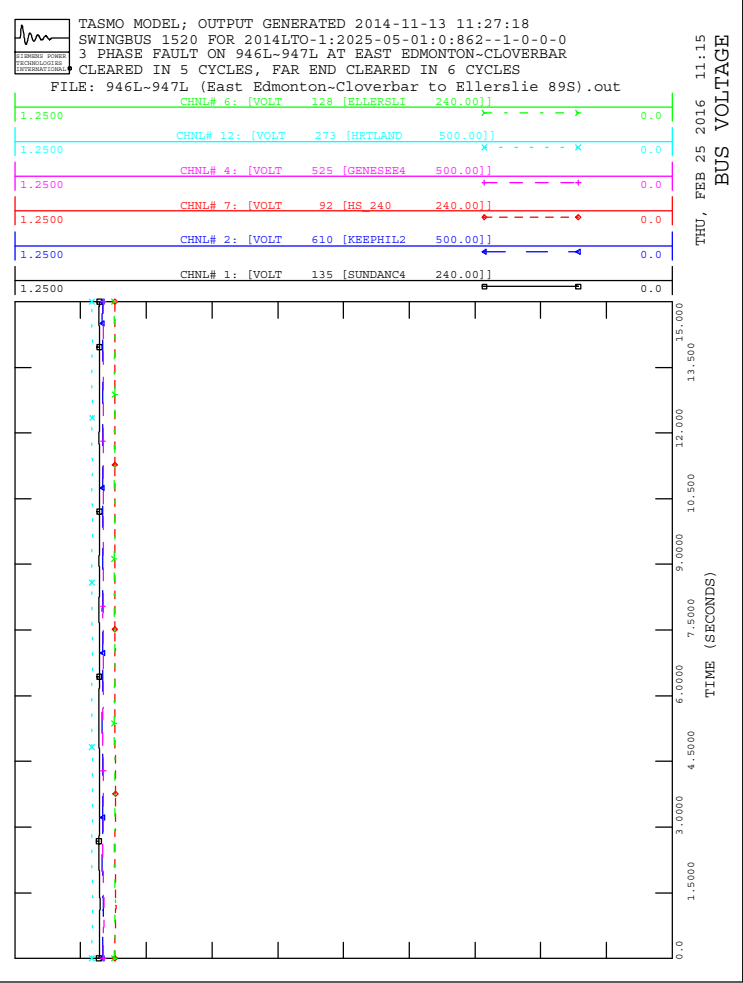
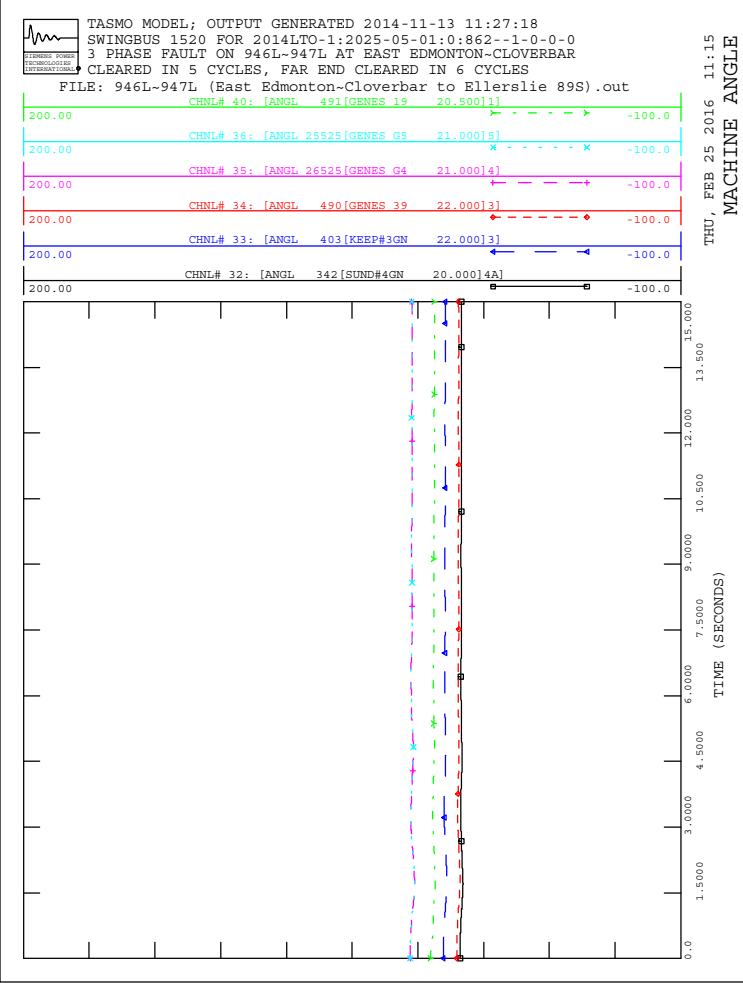
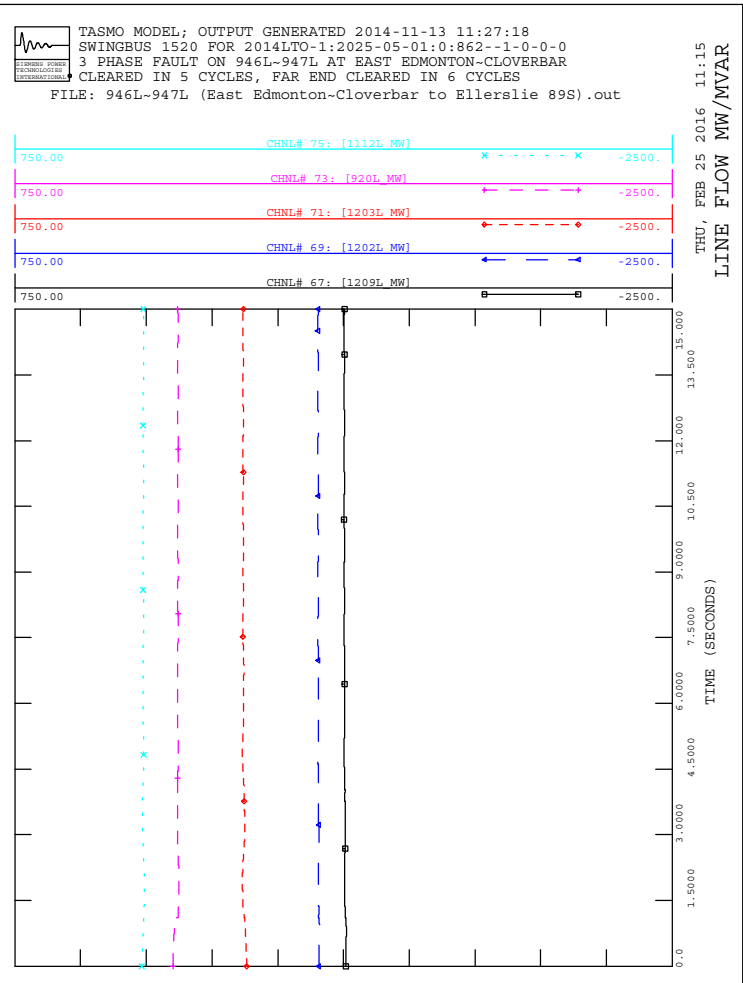
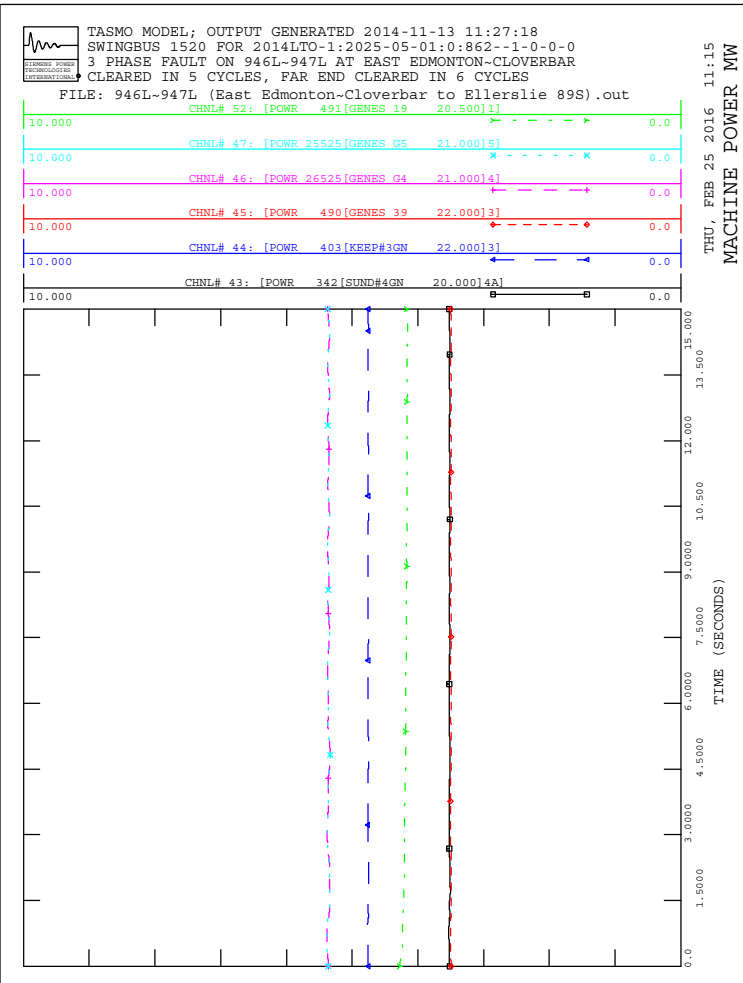


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



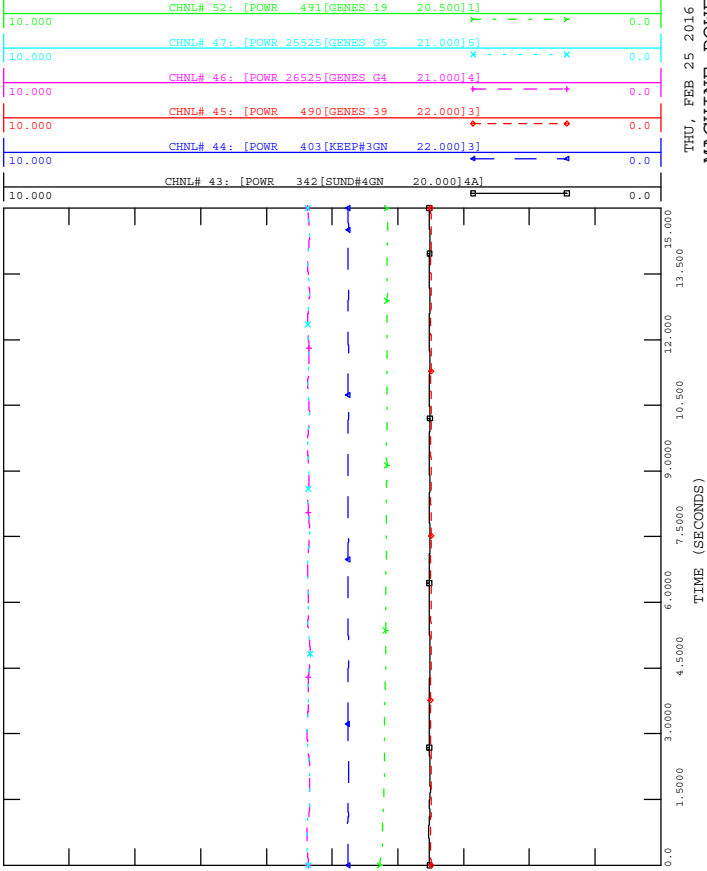
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



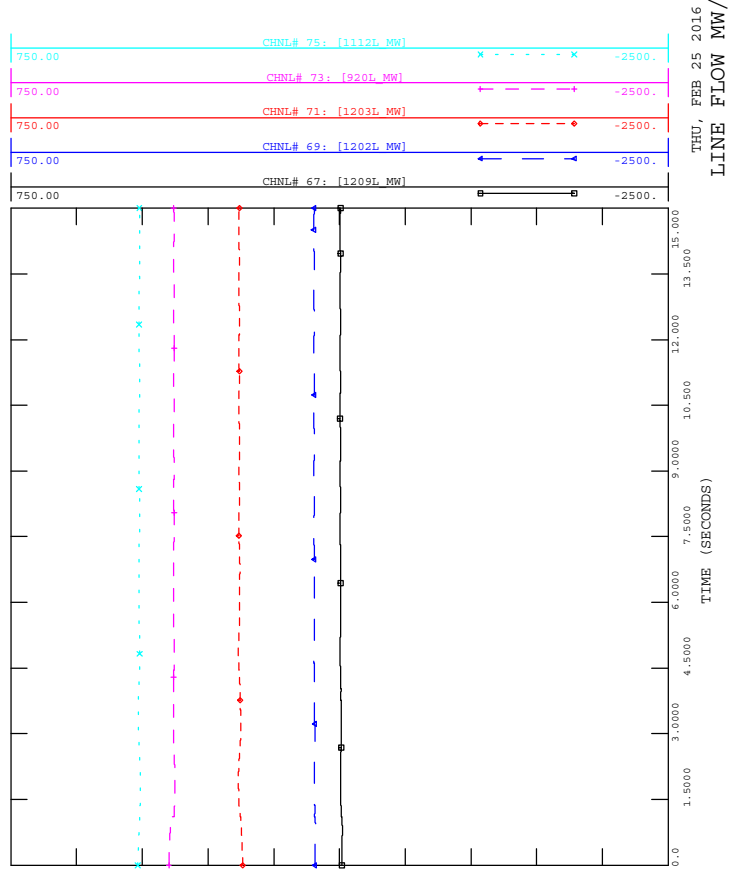




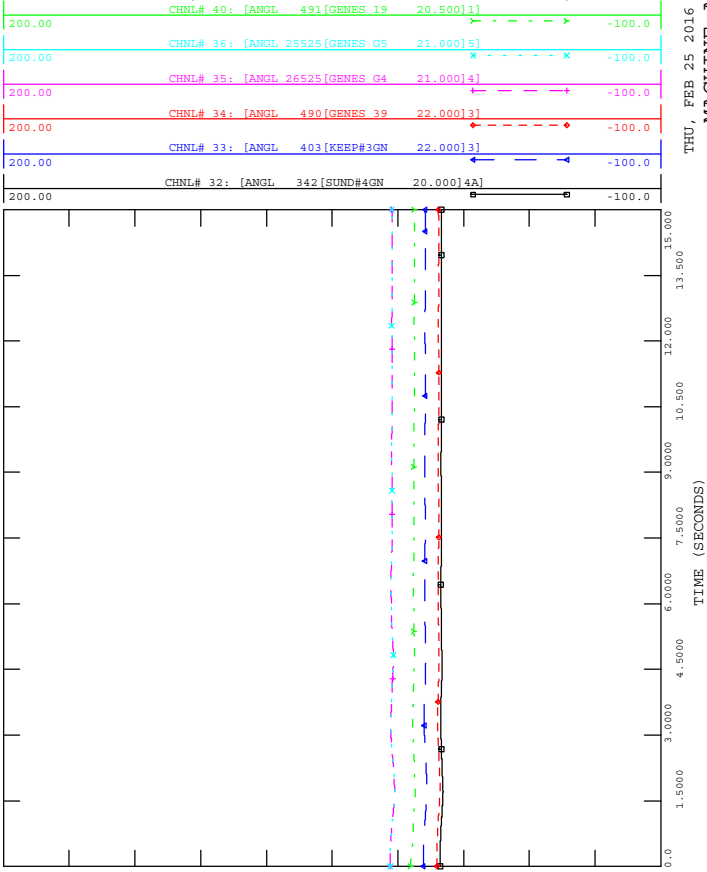
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L-947L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (Ellerslie 89S to East Edmonton-Cloverbar).out



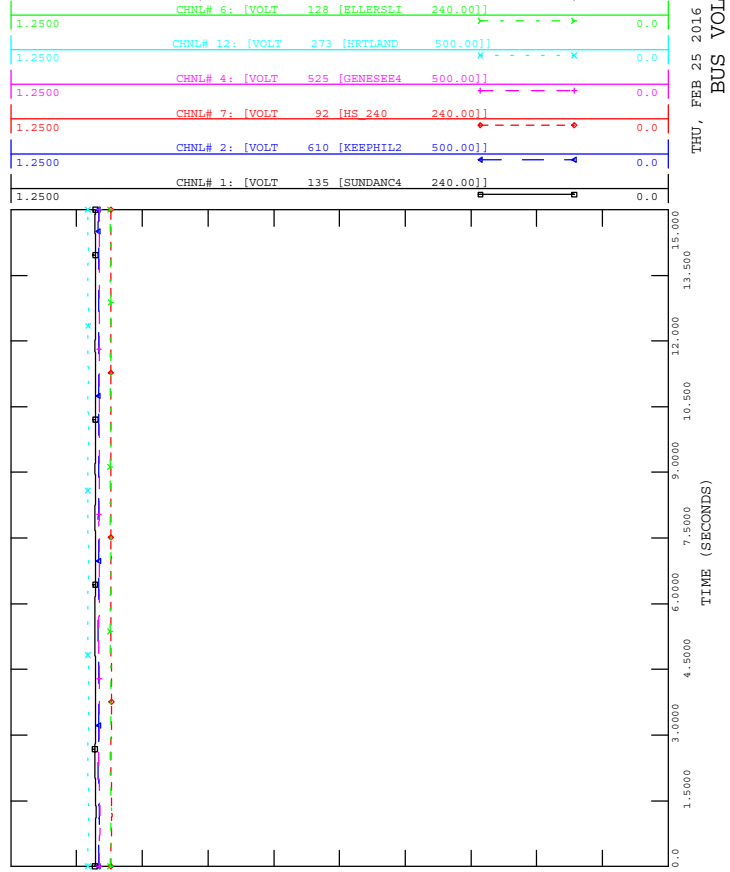
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L-947L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (Ellerslie 89S to East Edmonton-Cloverbar).out

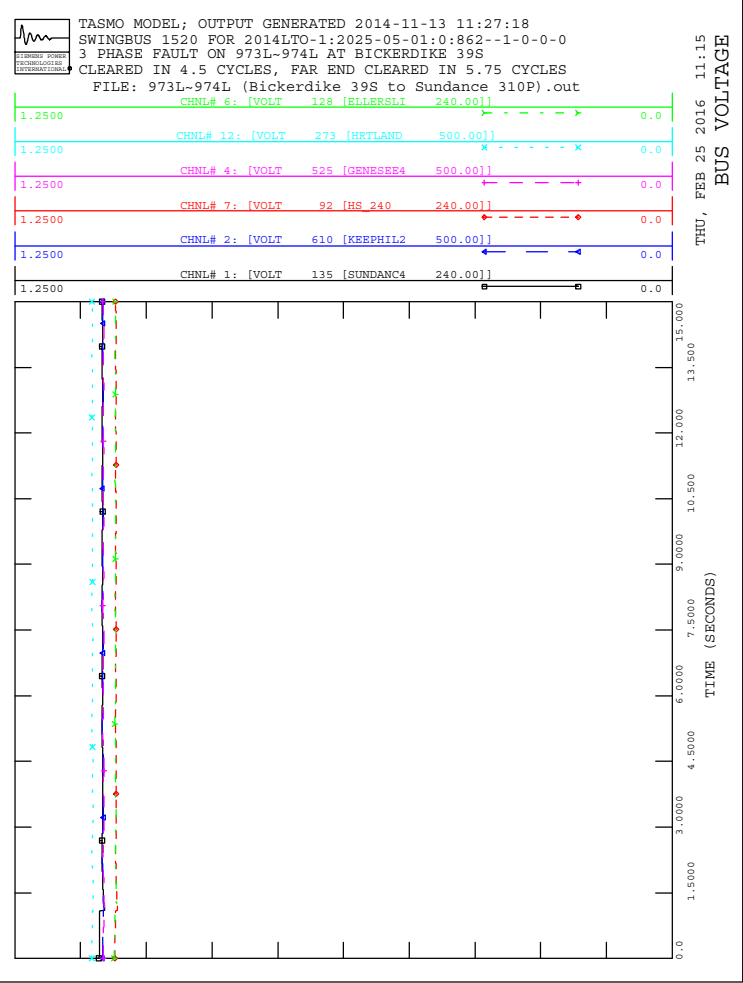
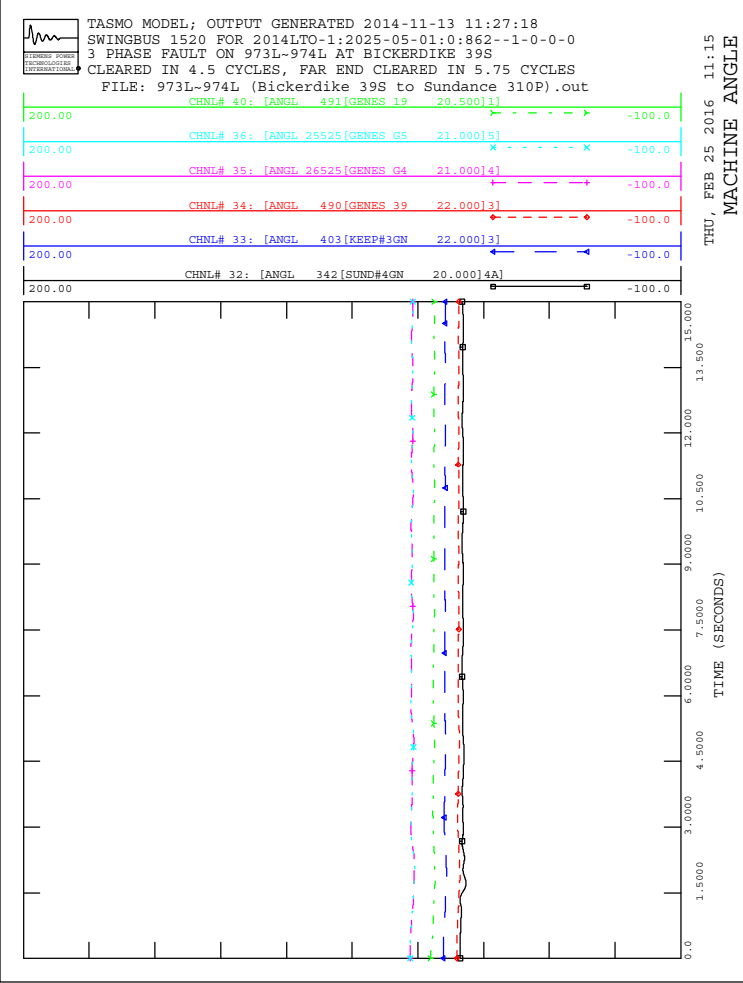
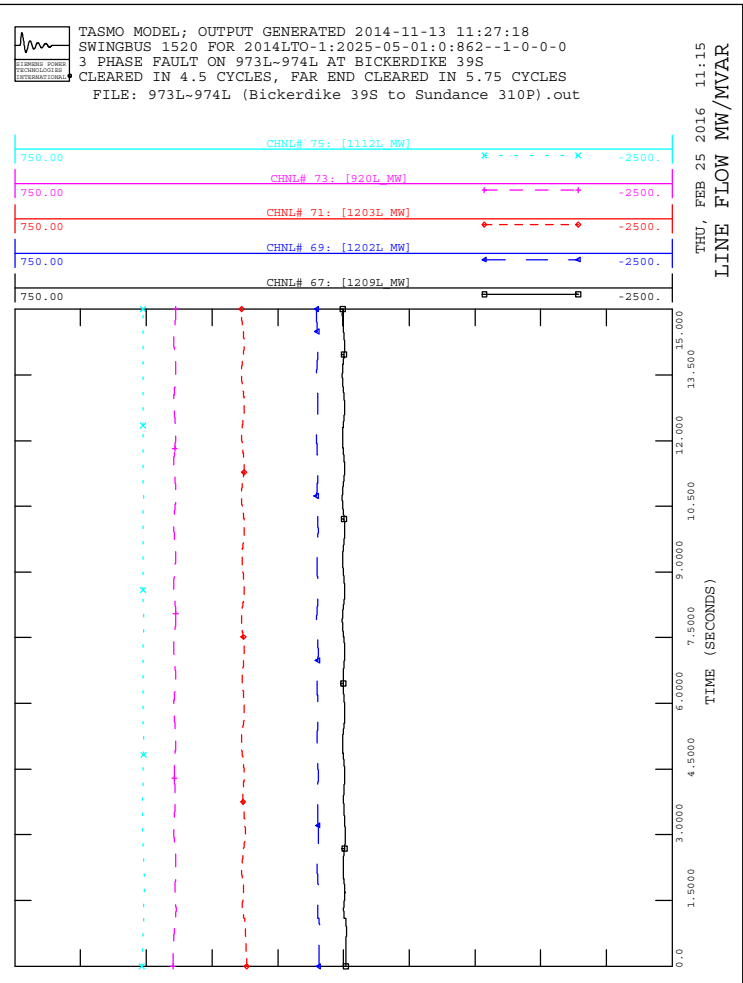
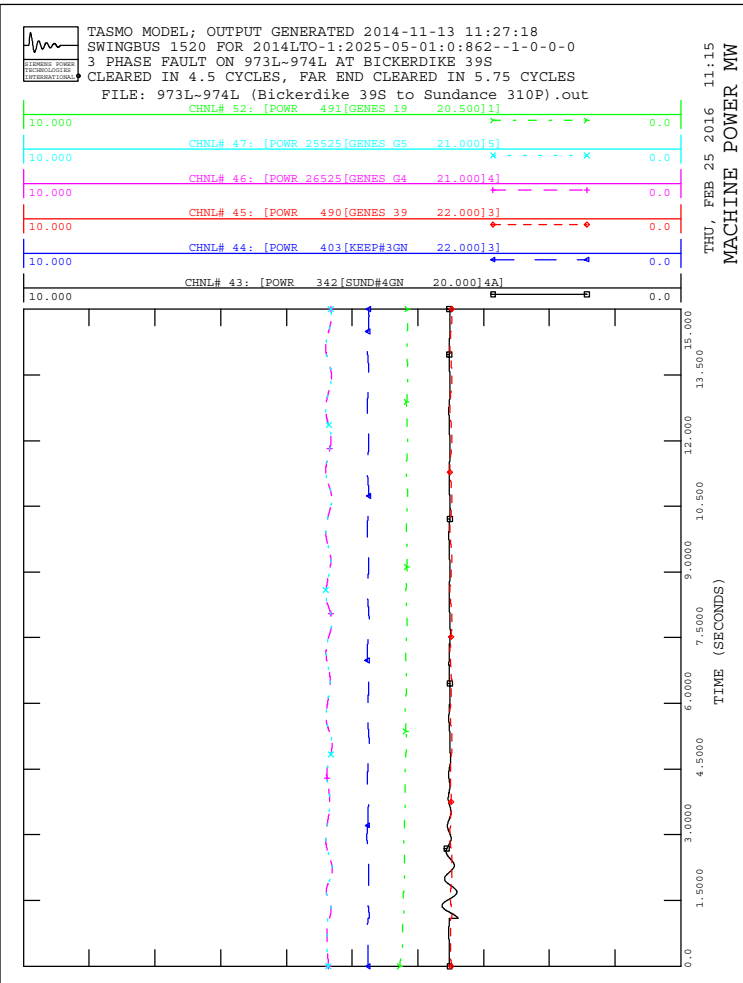


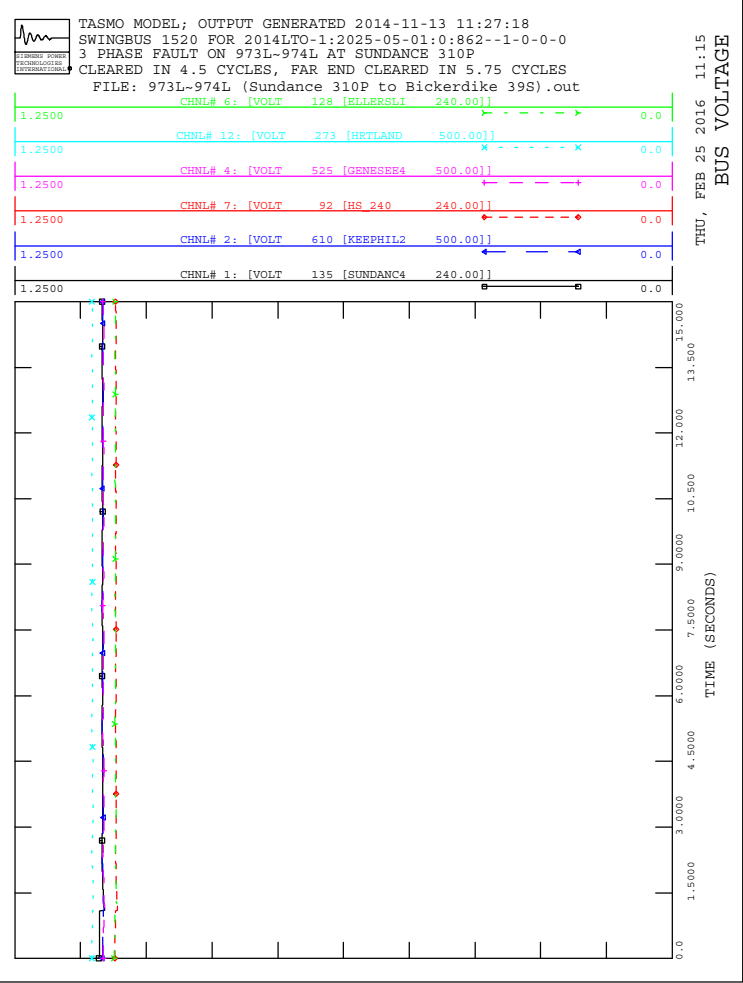
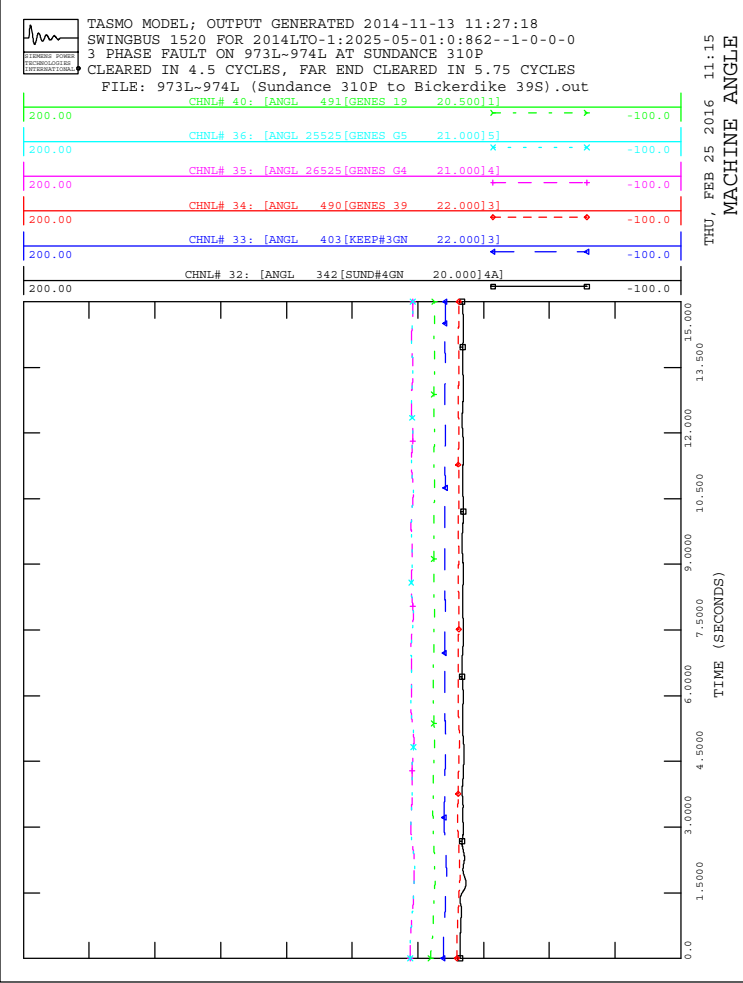
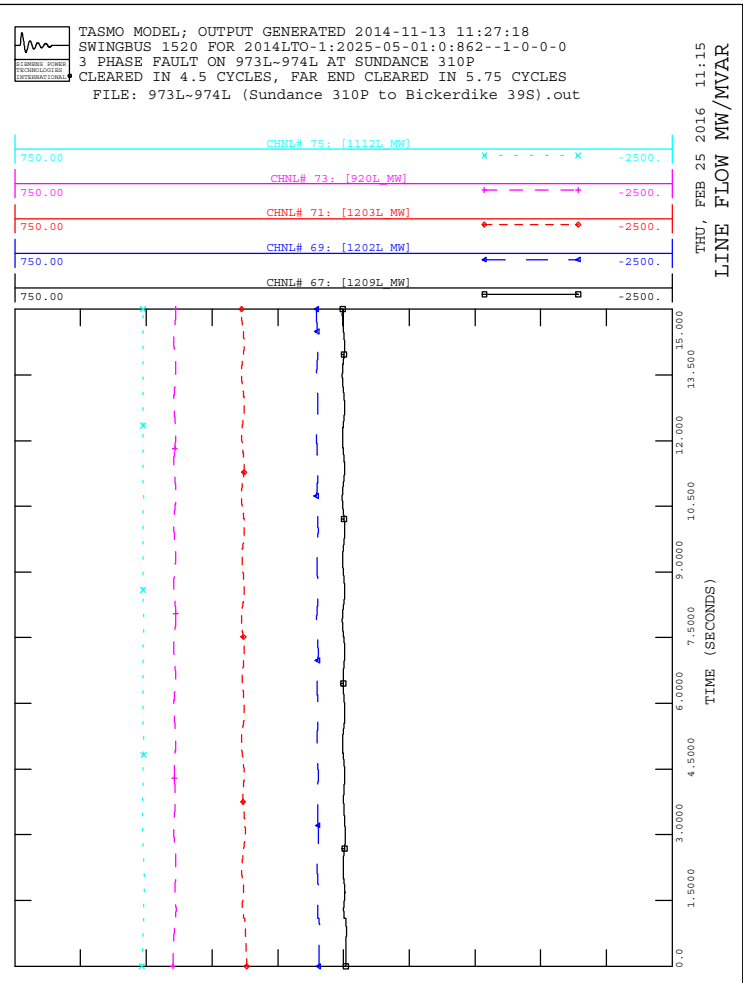
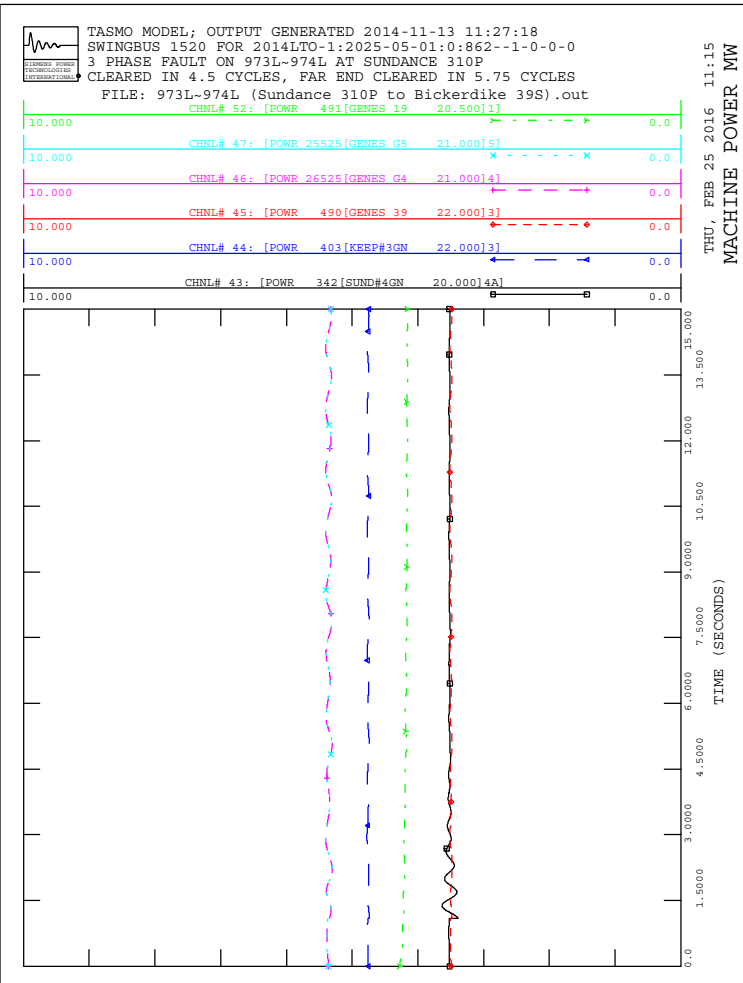
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L-947L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (Ellerslie 89S to East Edmonton-Cloverbar).out

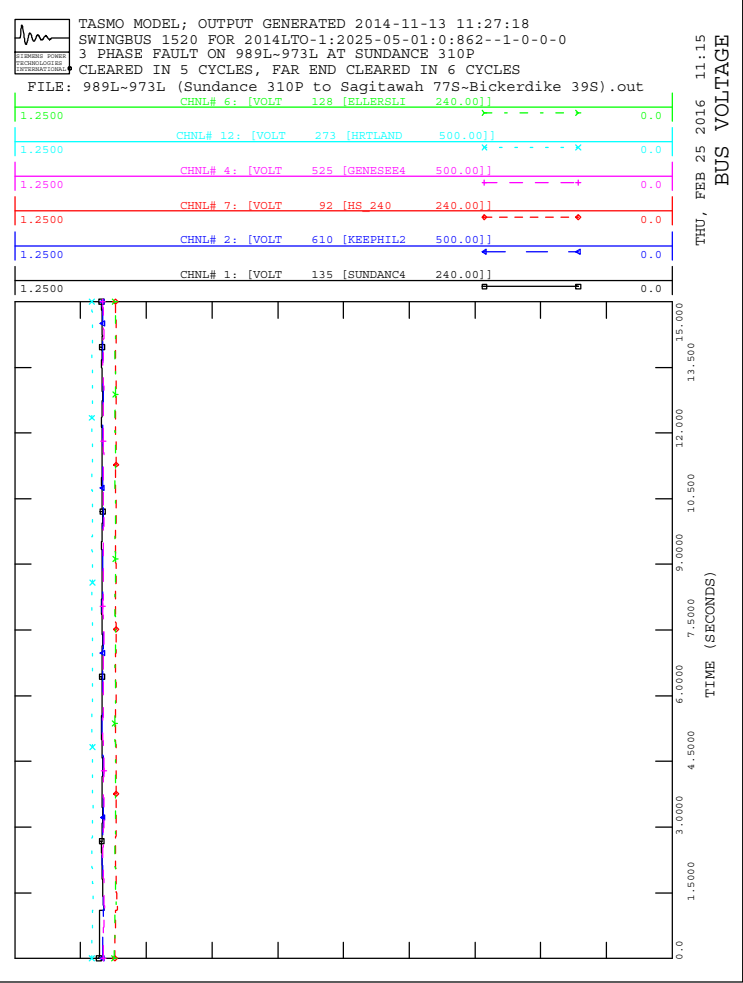
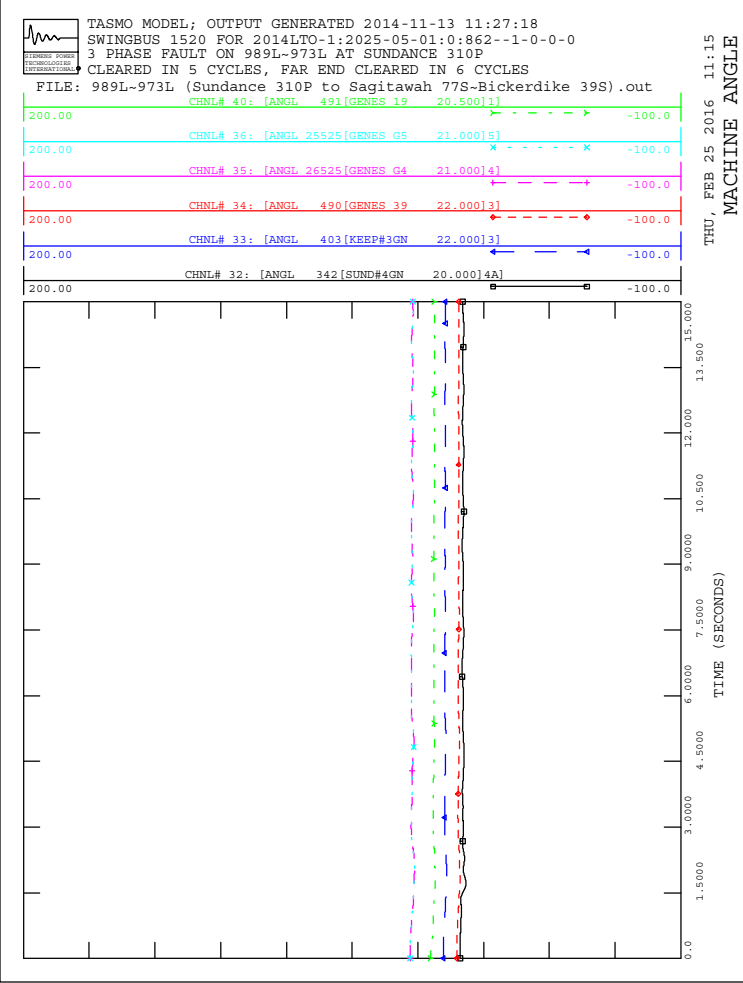
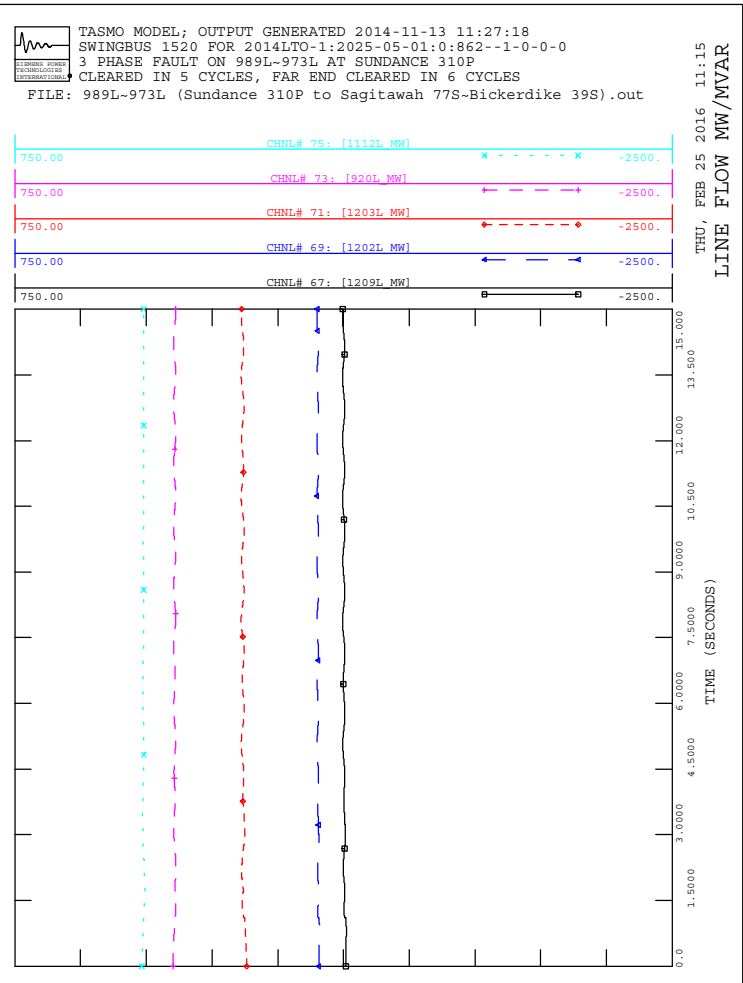
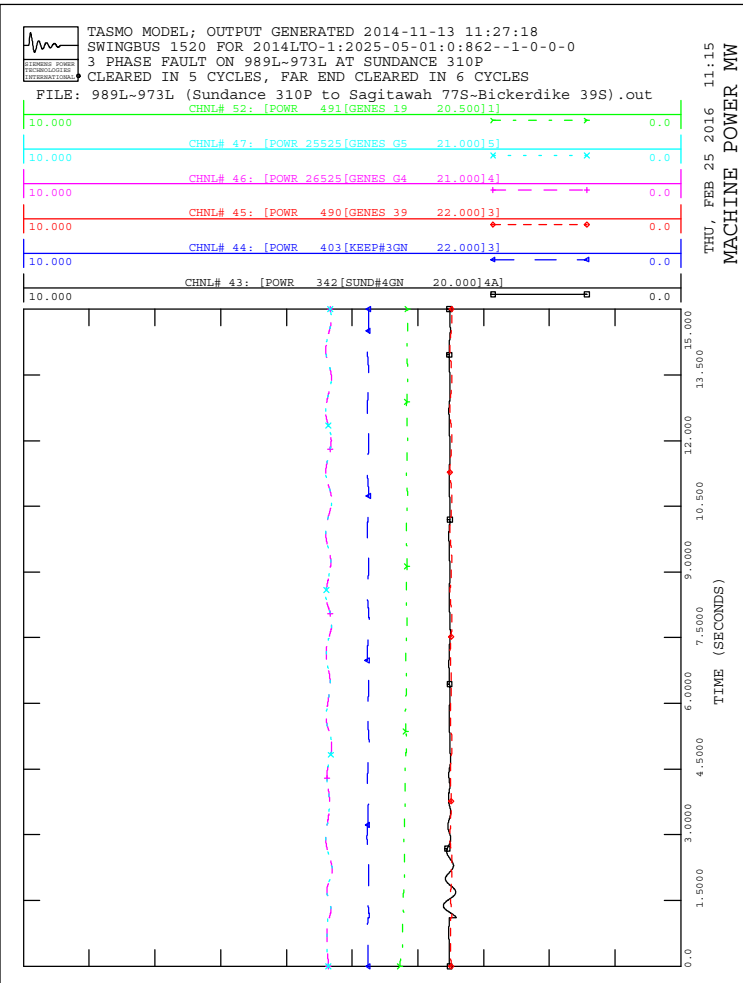


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L-947L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (Ellerslie 89S to East Edmonton-Cloverbar).out



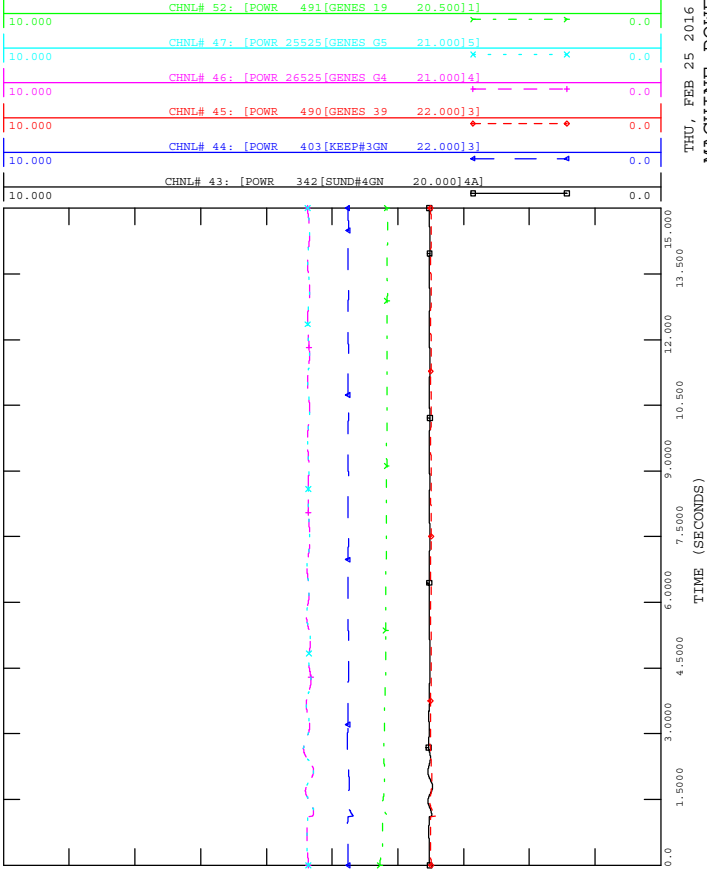




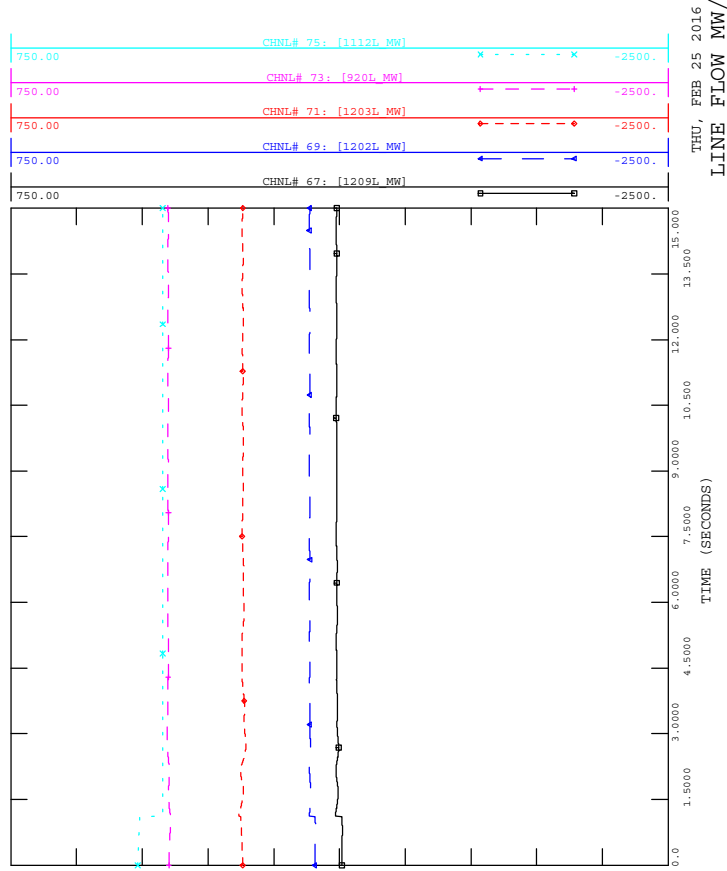




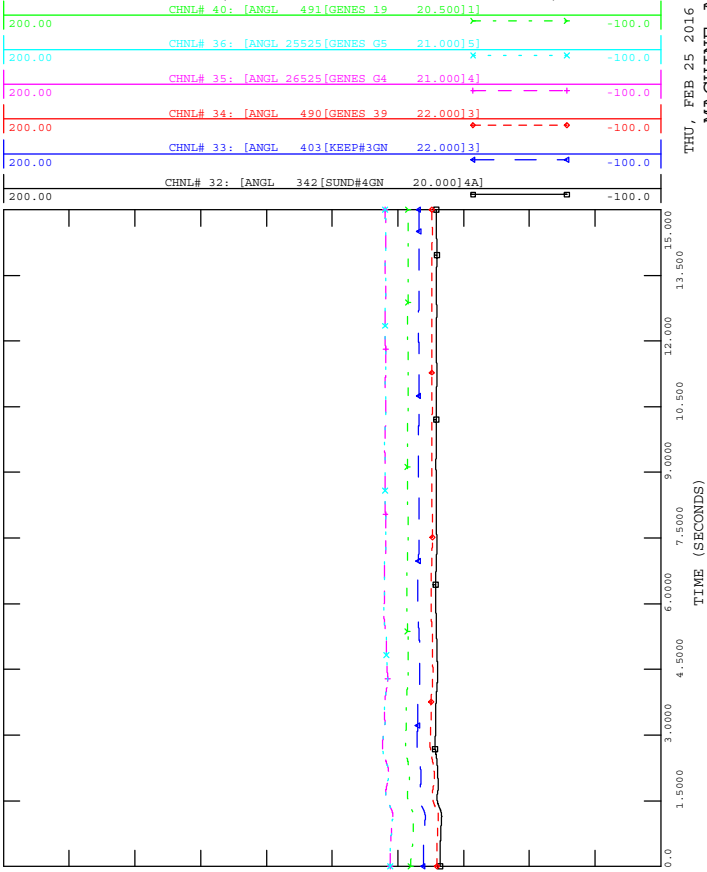
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



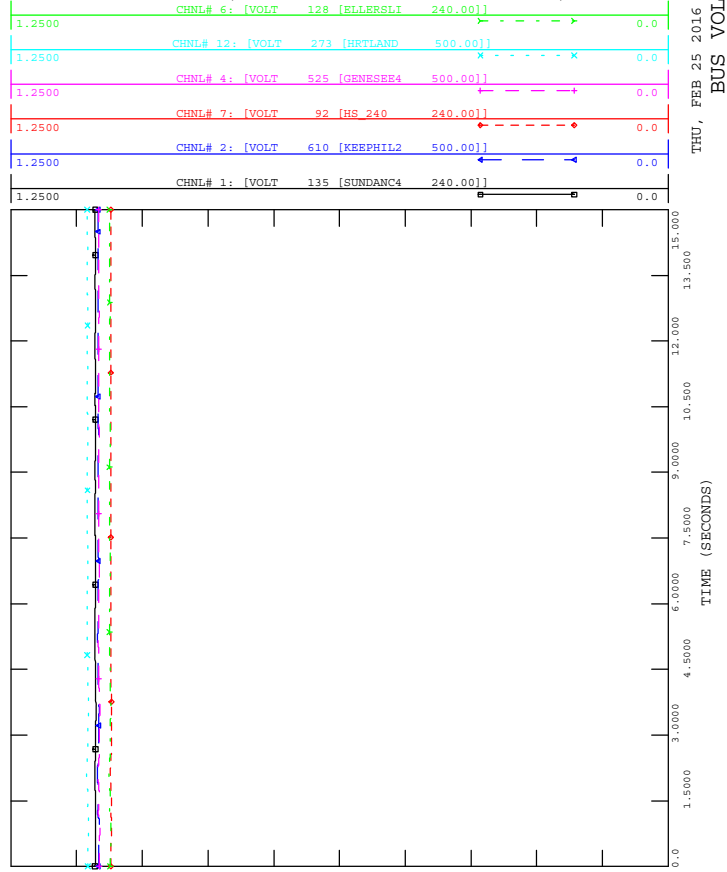
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out

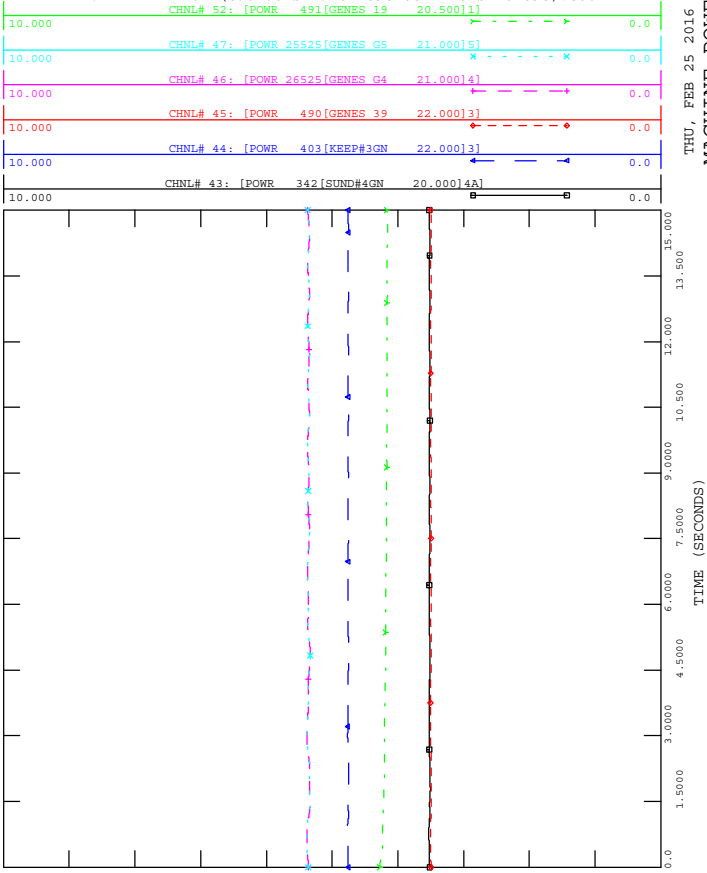


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out

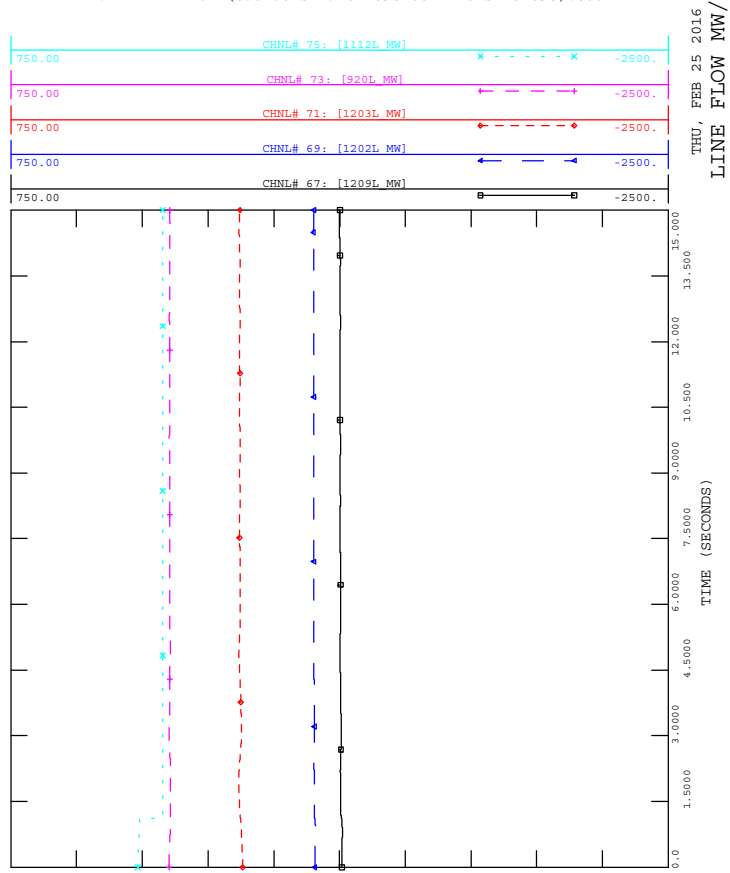




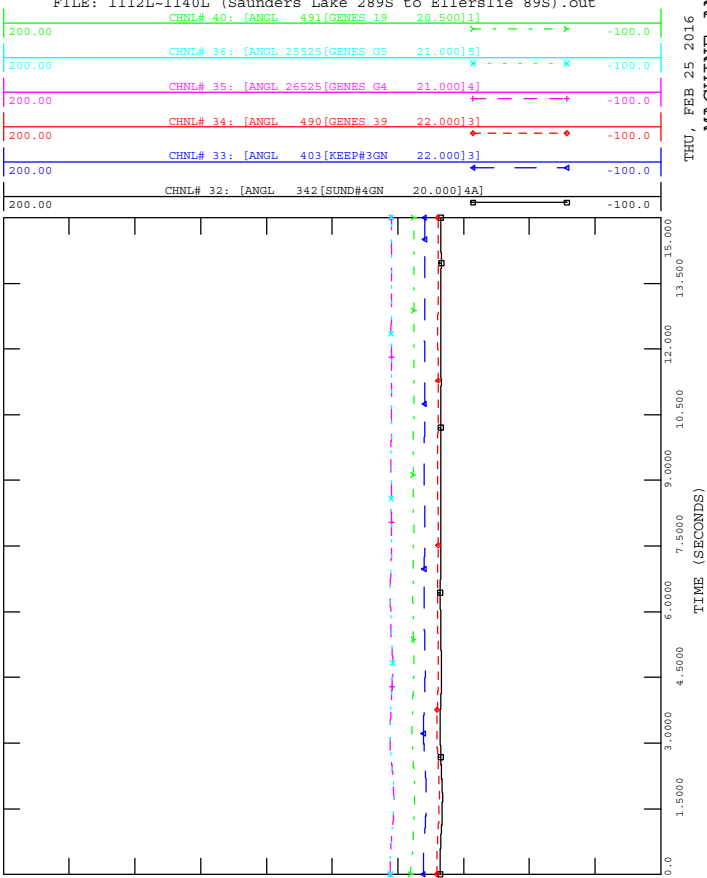
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out



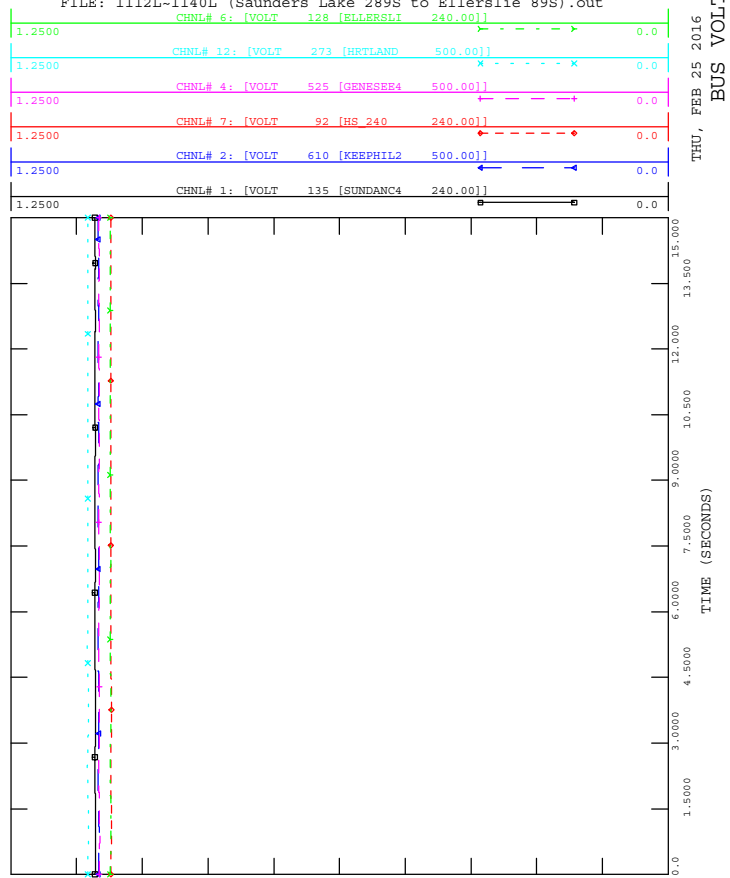
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out

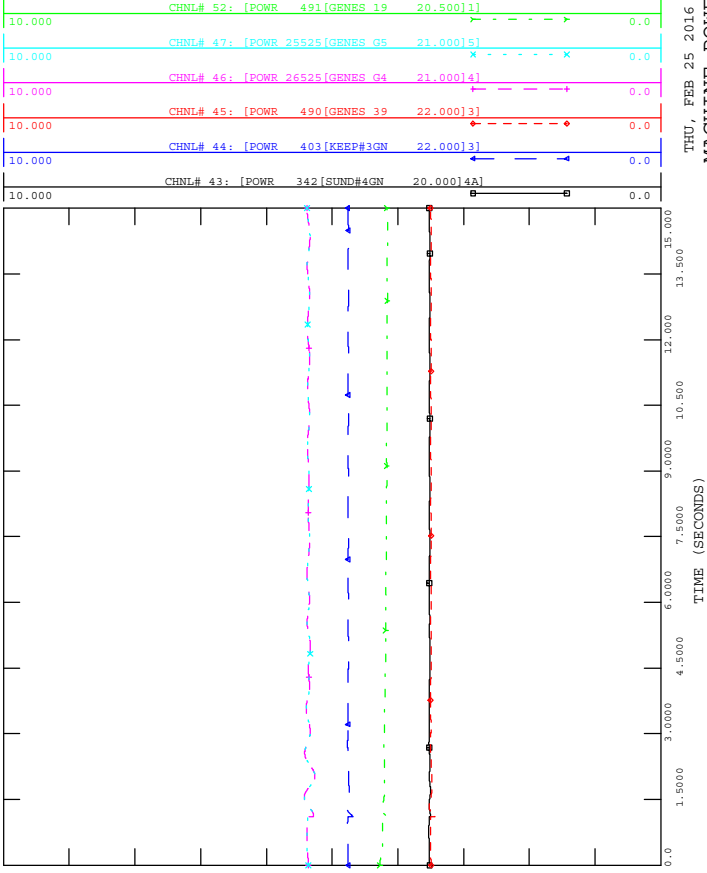


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out

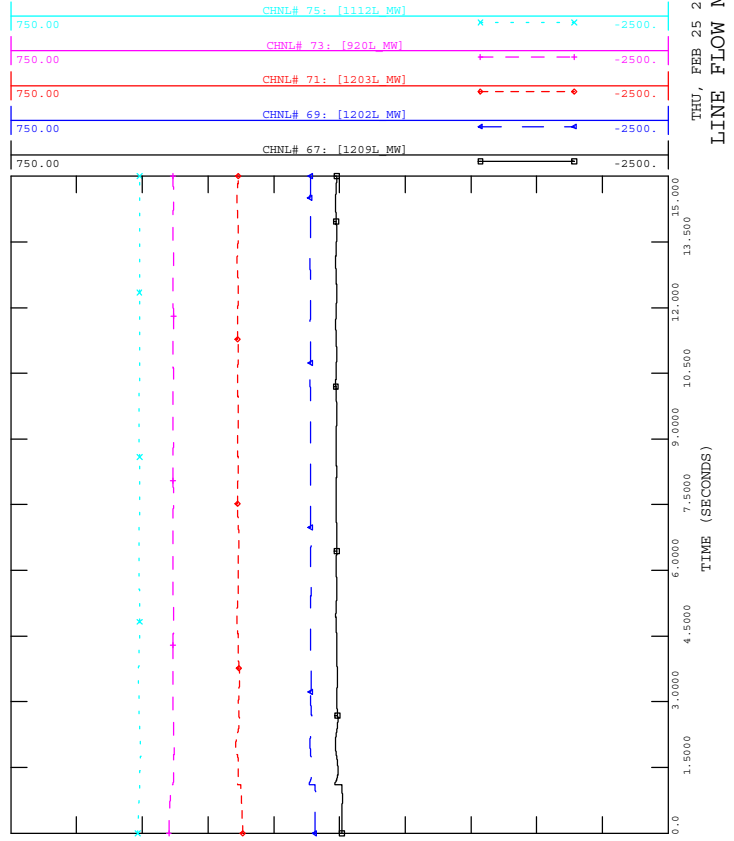




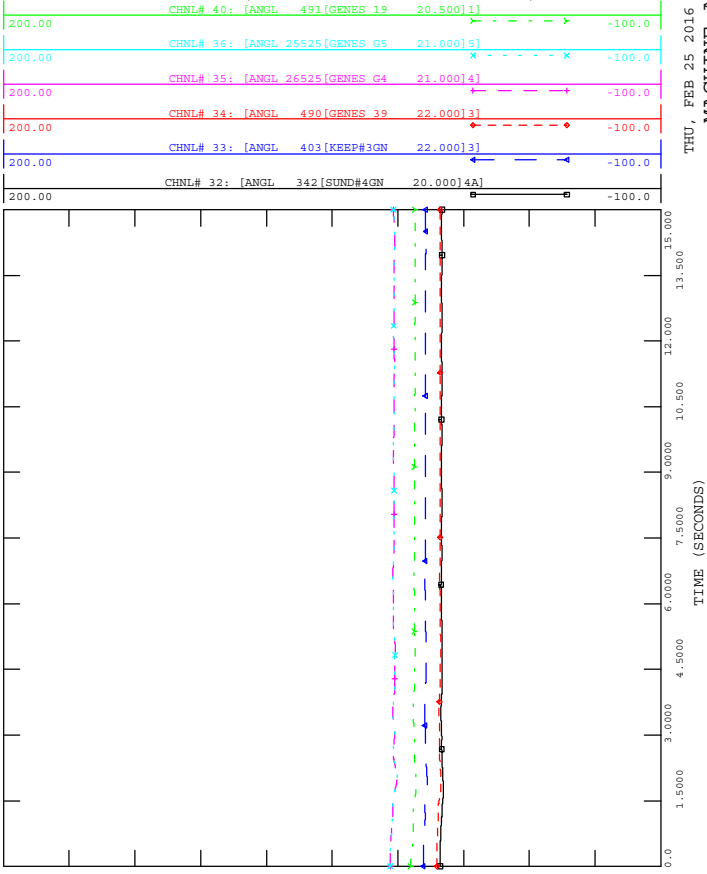
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1206L-1212L AT ELLERSLIE 89S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out



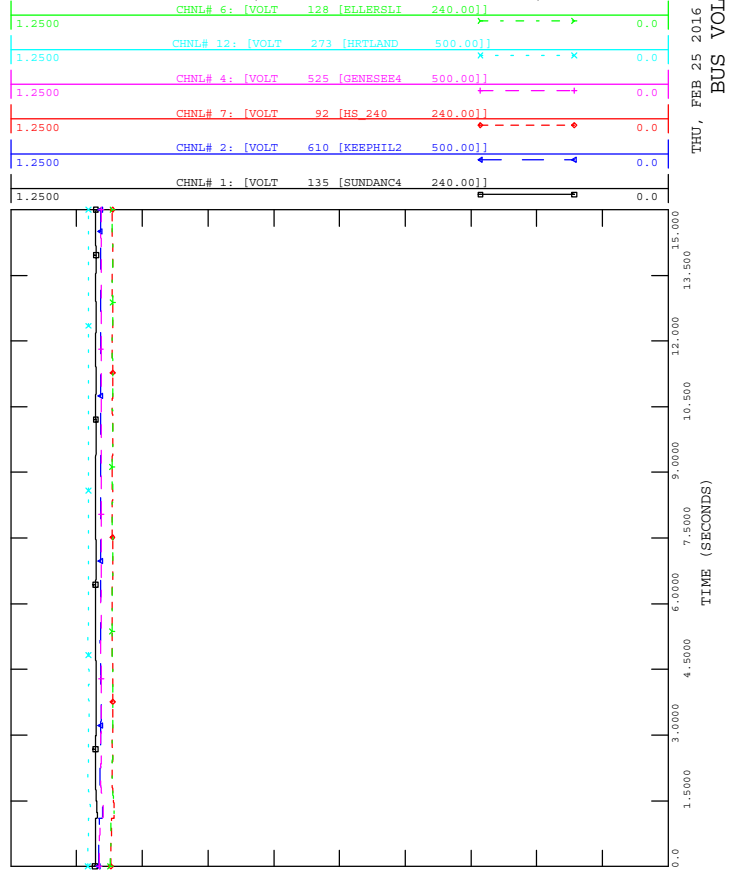
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 3 PHASE FAULT ON 1206L-1212L AT ELLERSLIE 89S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1206L-1212L AT ELLERSLIE 89S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out



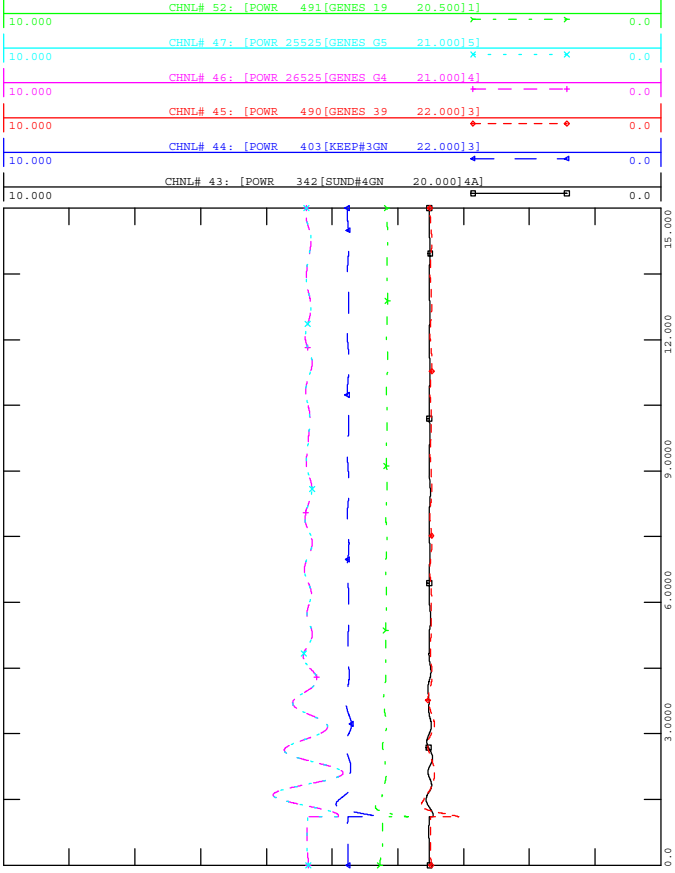
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1206L-1212L AT ELLERSLIE 89S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out





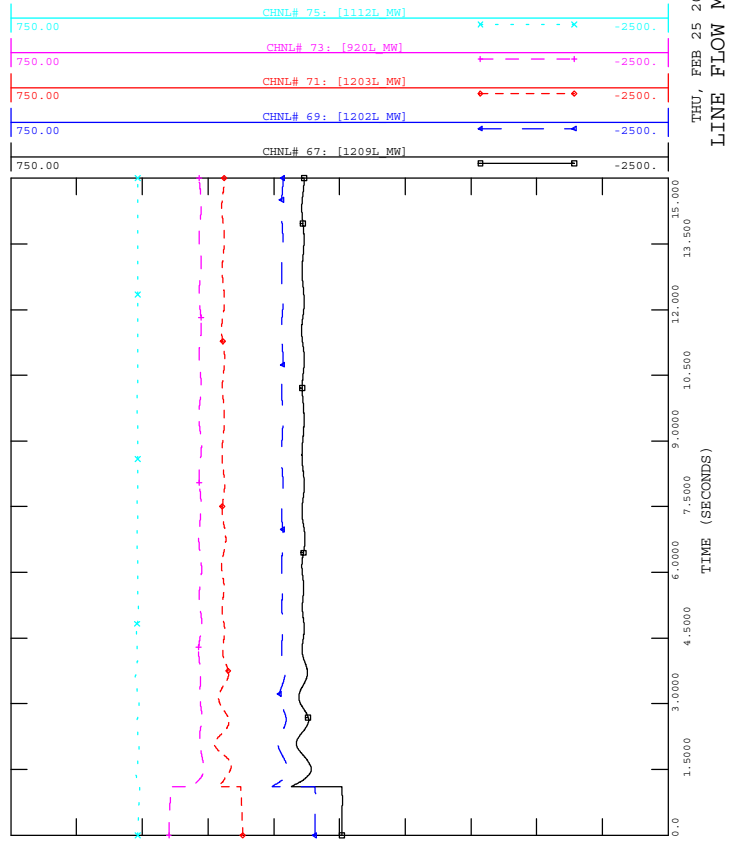
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1206L-1212L AT HEARTLAND 12S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Heartland 12S to Ellerslie 89S).out

THU, FEB 25 2016 11:15
 MACHINE POWER MW



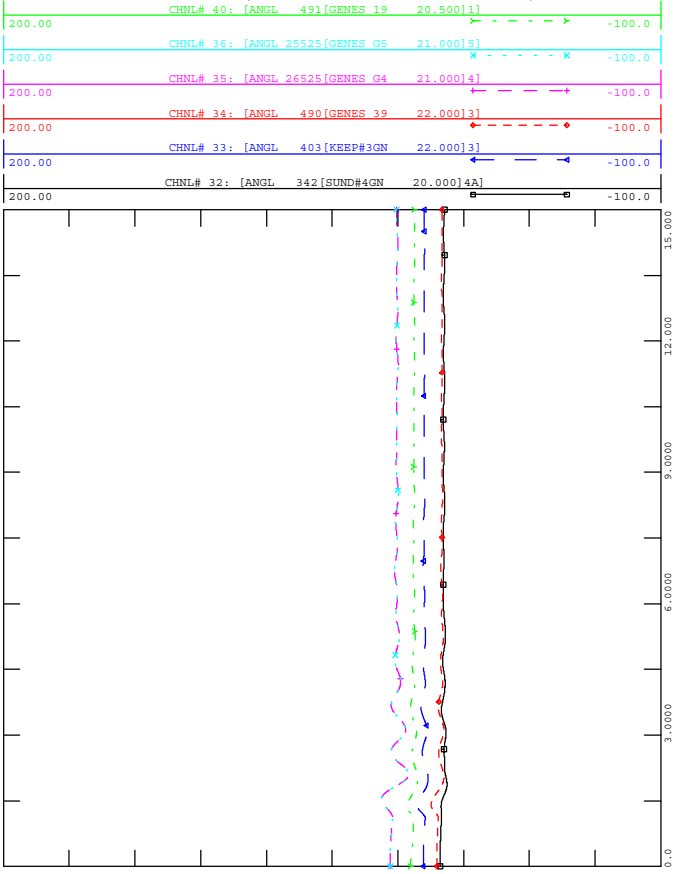
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1206L-1212L AT HEARTLAND 12S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Heartland 12S to Ellerslie 89S).out

THU, FEB 25 2016 11:15
 LINE FLOW MW/MVAR



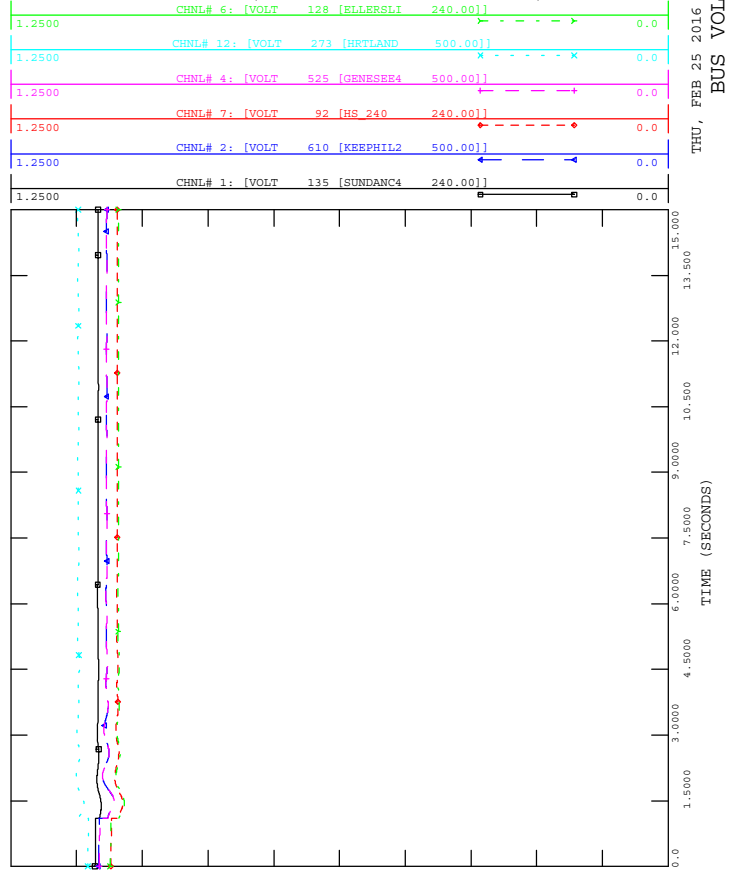
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1206L-1212L AT HEARTLAND 12S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Heartland 12S to Ellerslie 89S).out

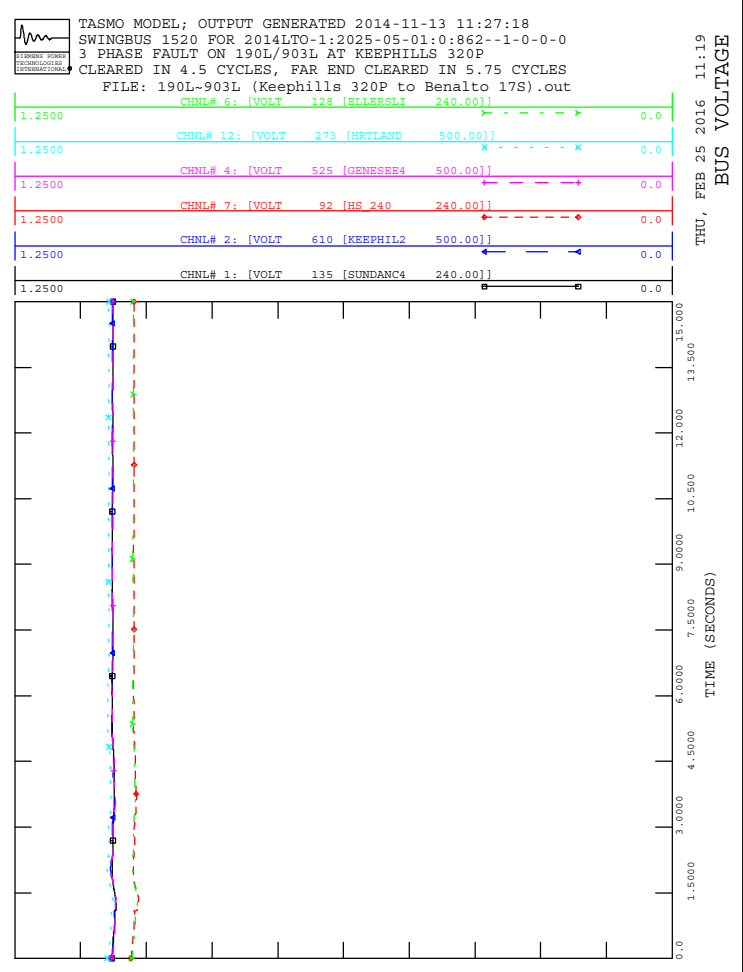
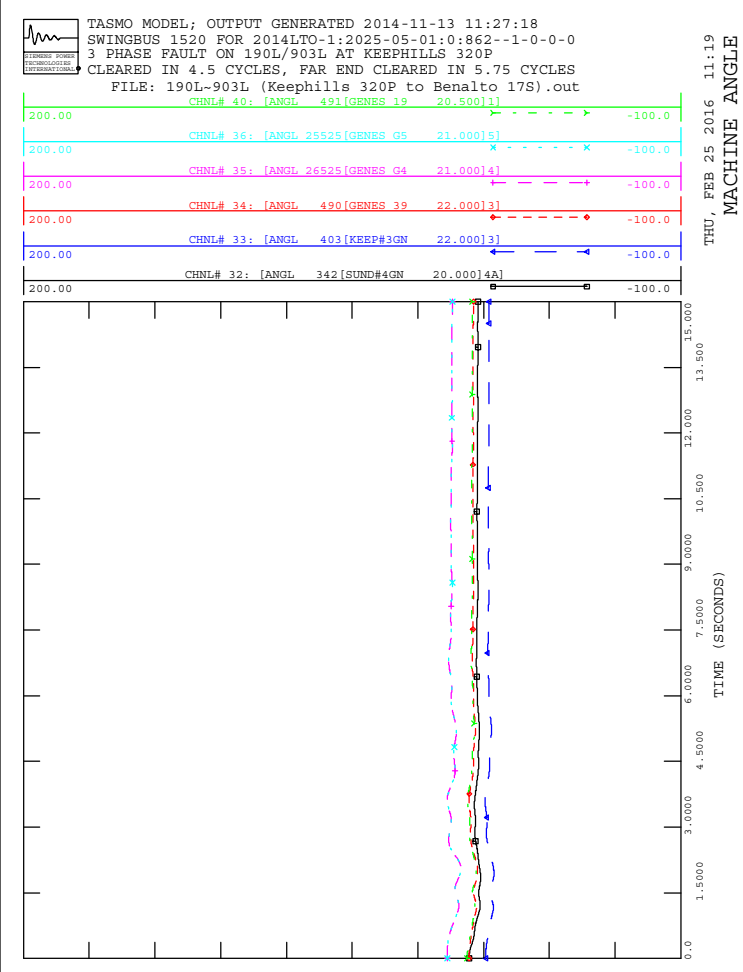
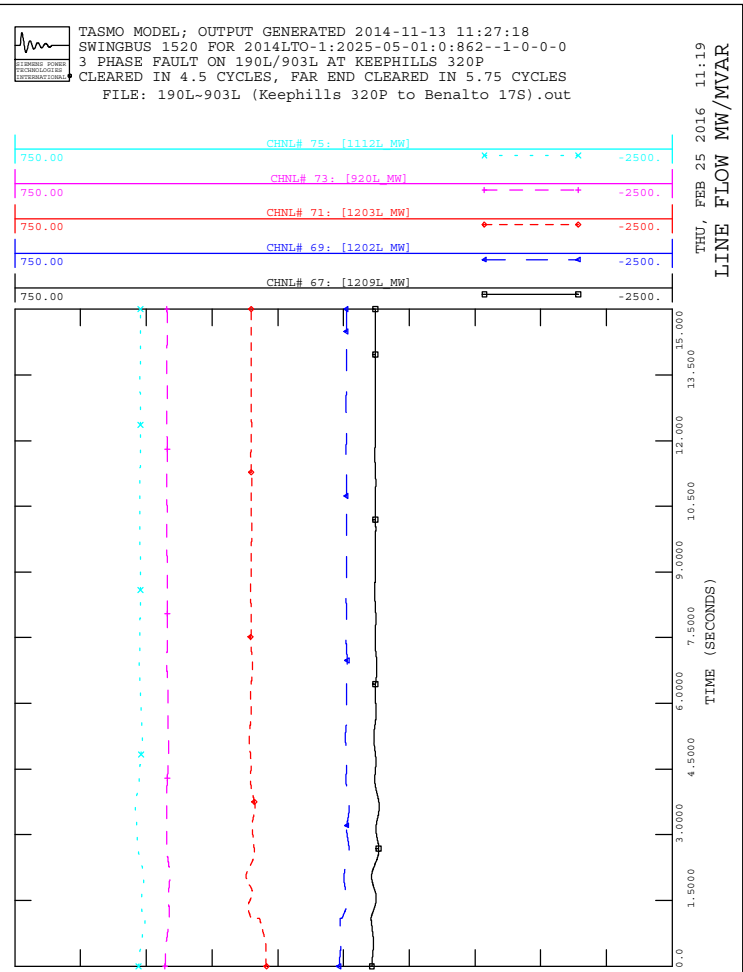
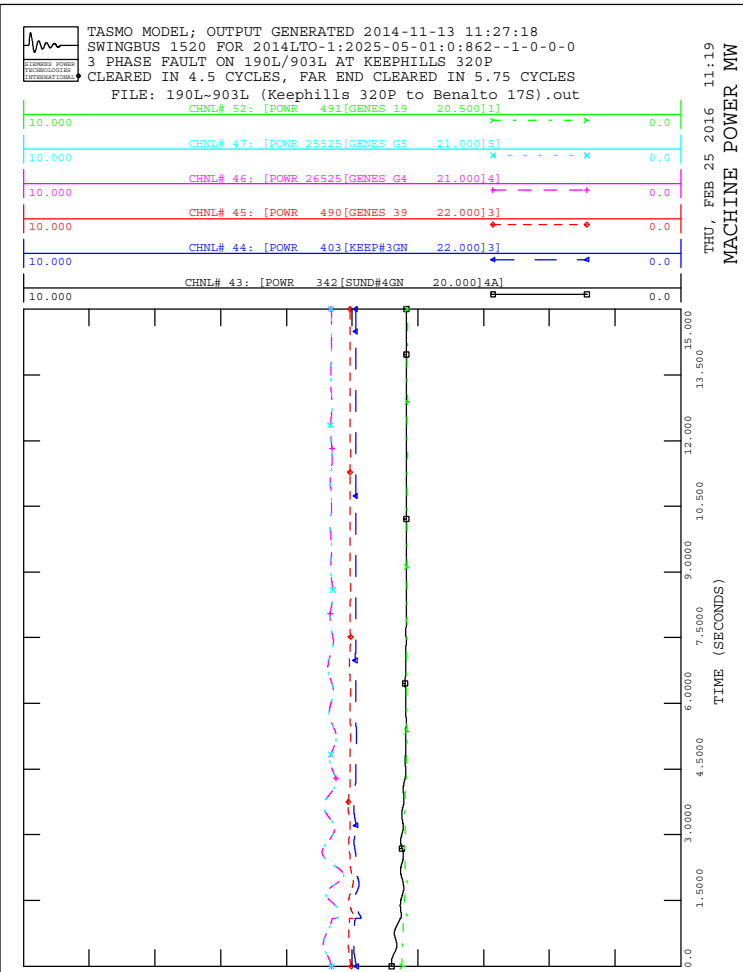
THU, FEB 25 2016 11:15
 MACHINE ANGLE

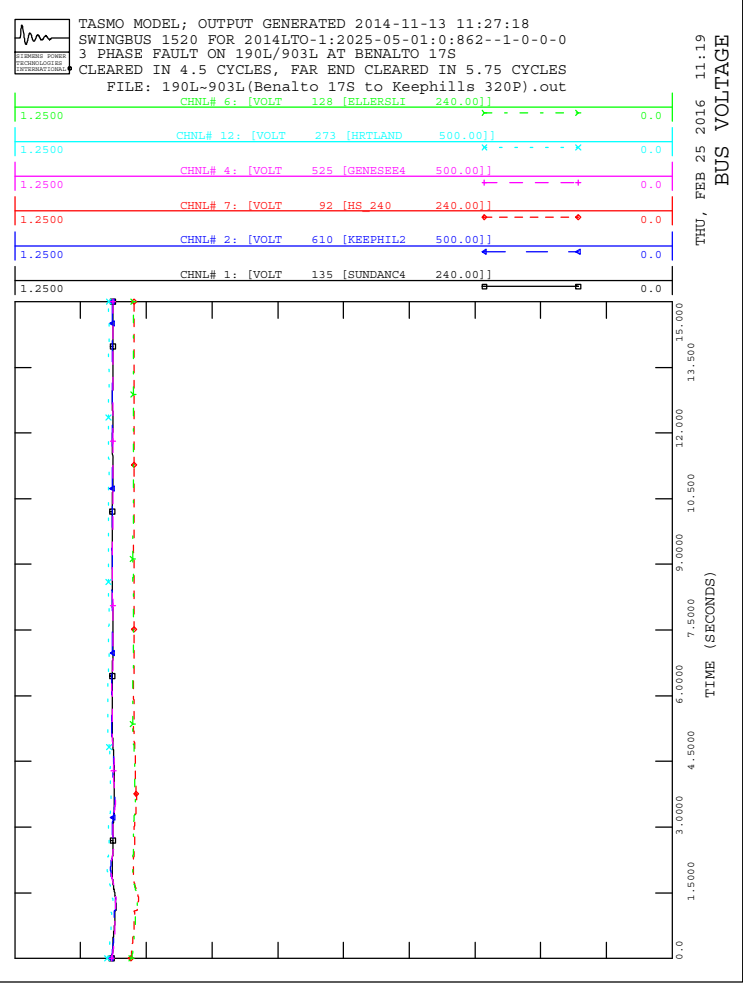
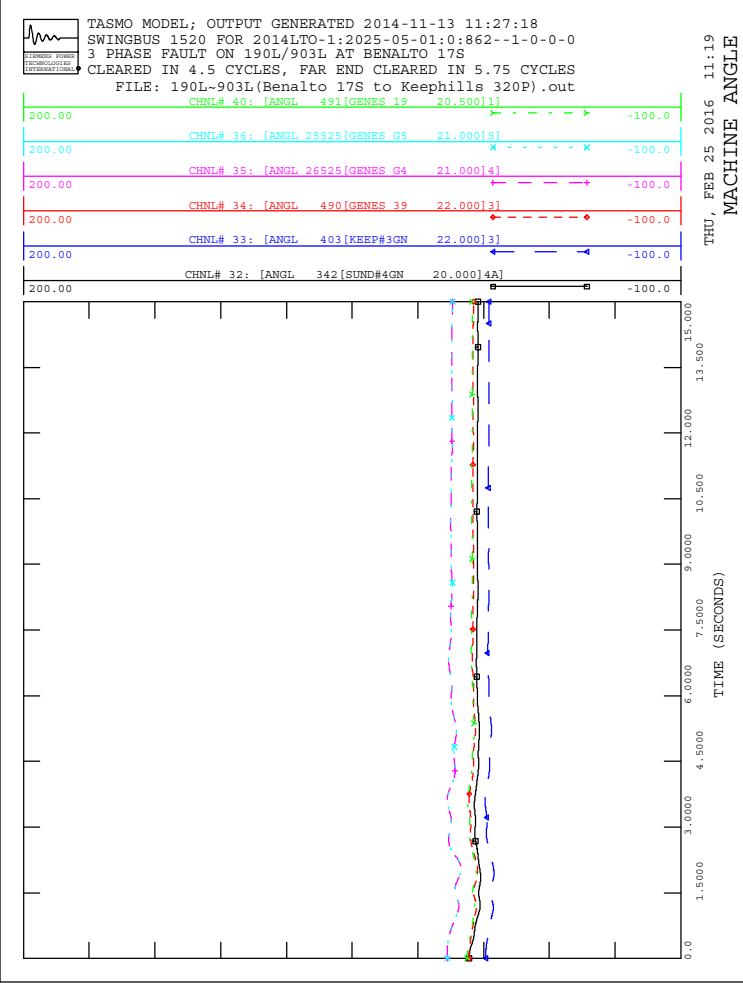
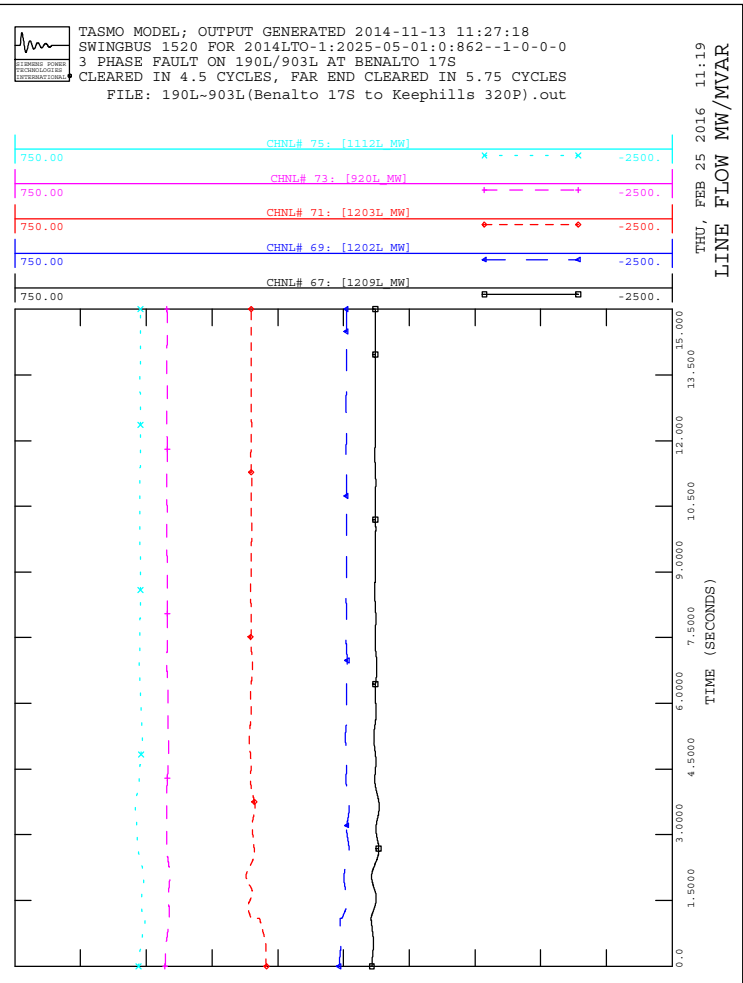
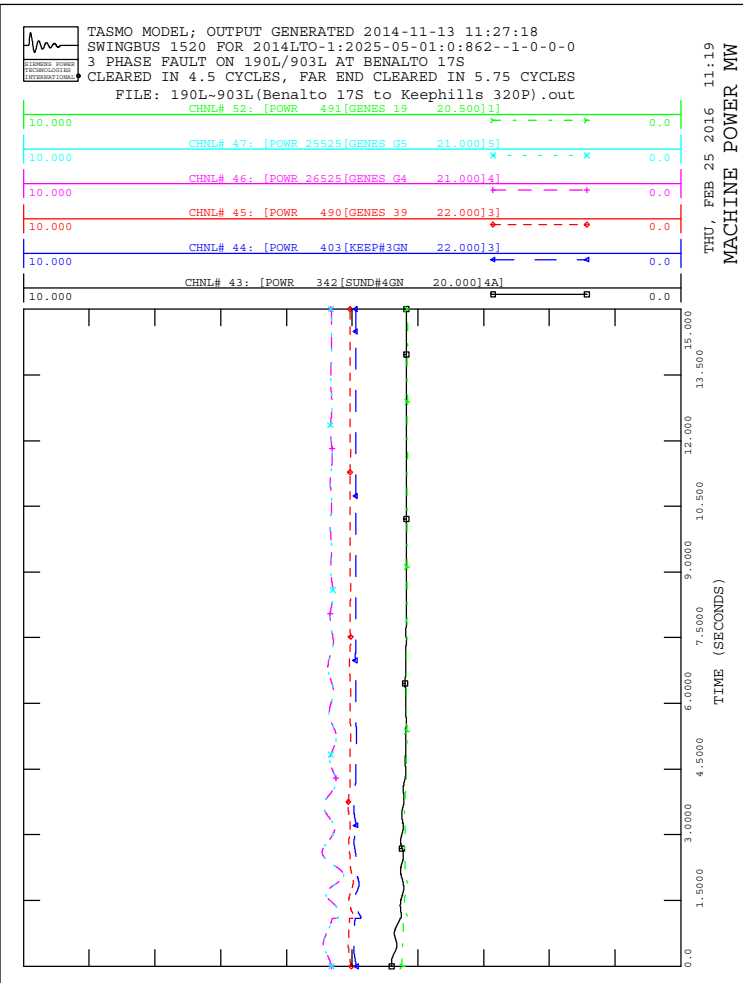


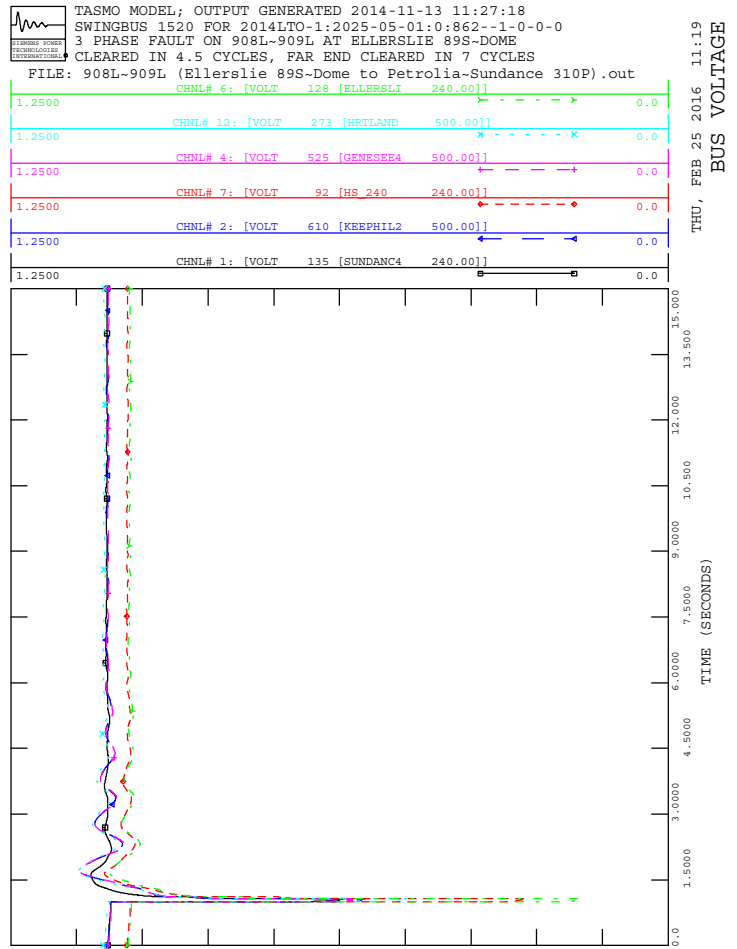
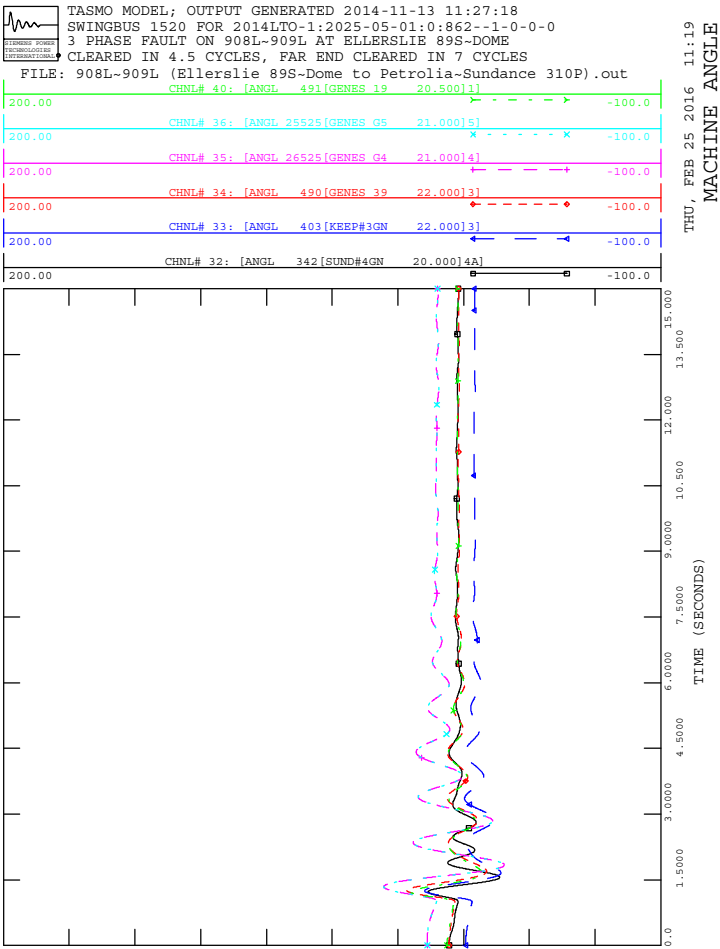
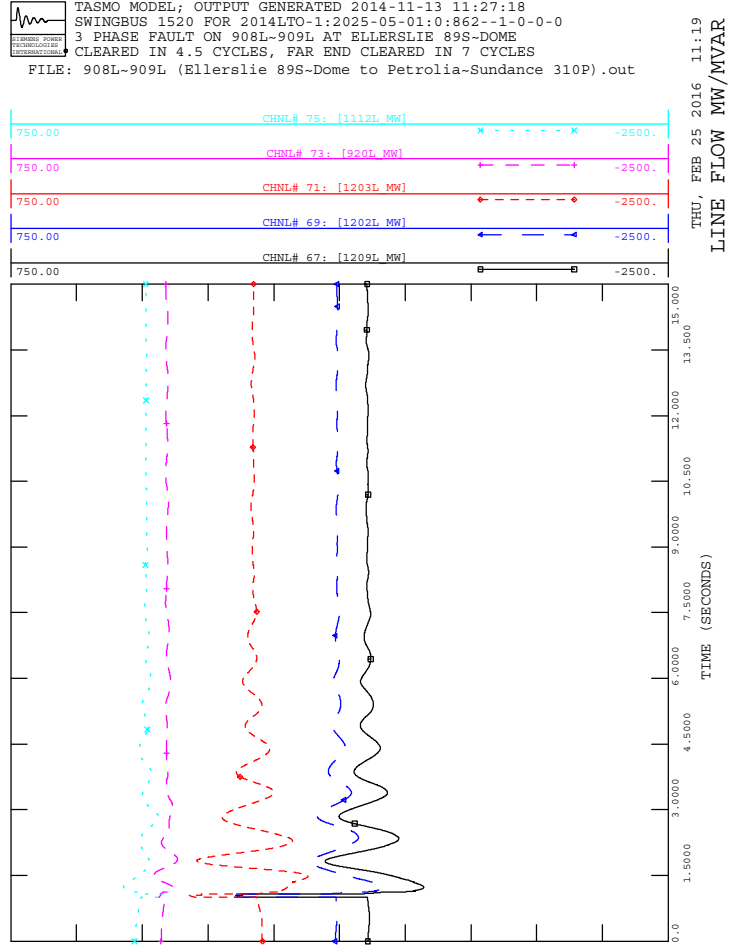
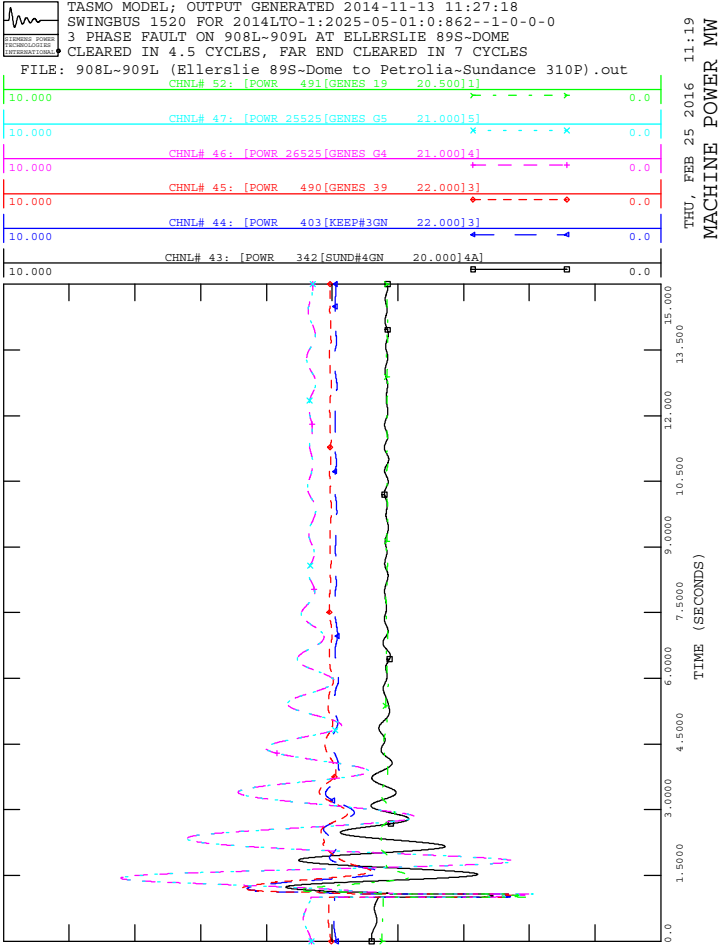
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1206L-1212L AT HEARTLAND 12S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Heartland 12S to Ellerslie 89S).out

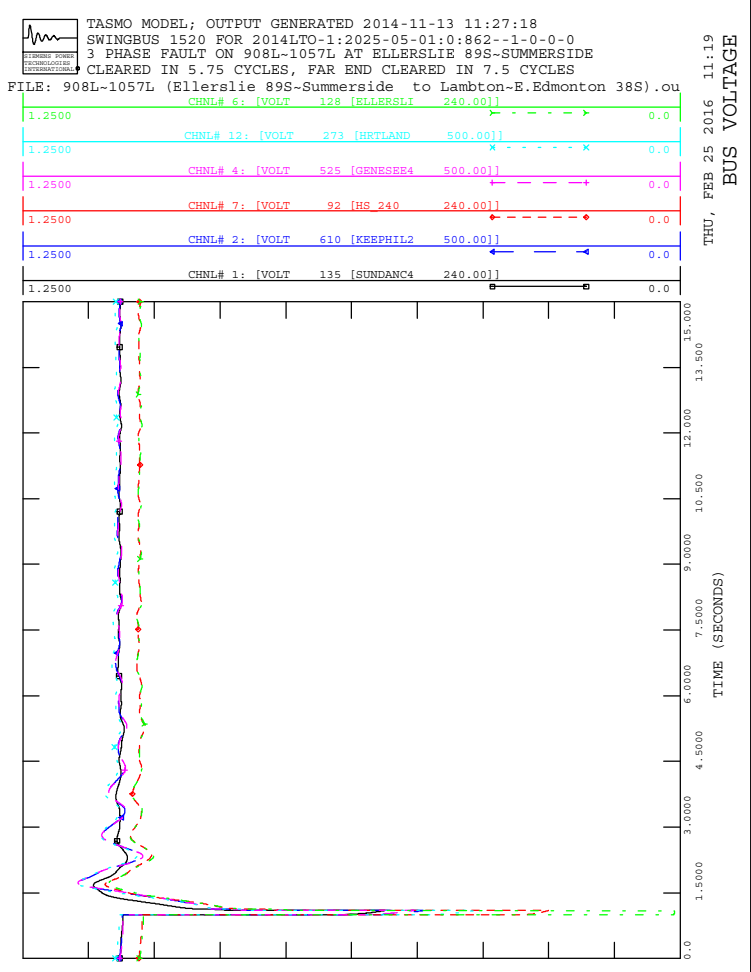
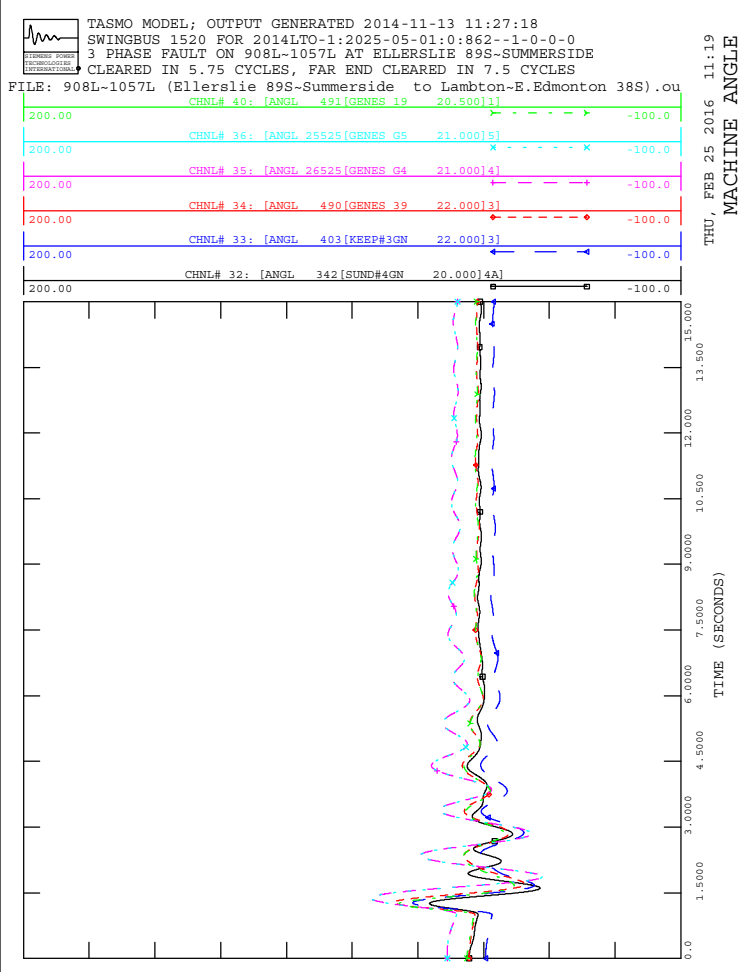
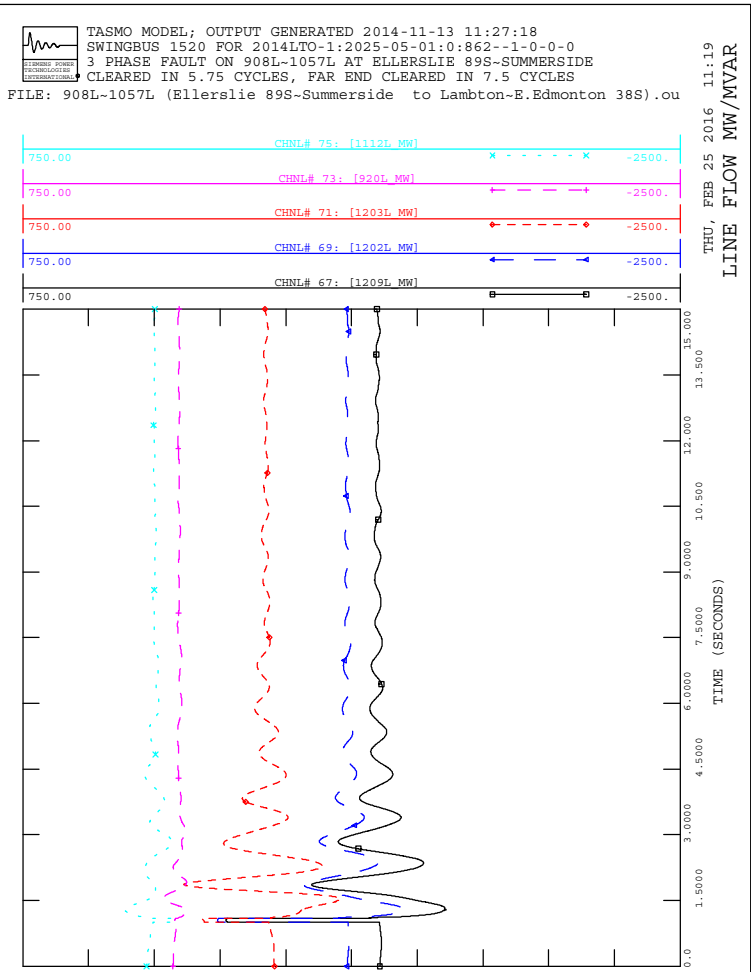
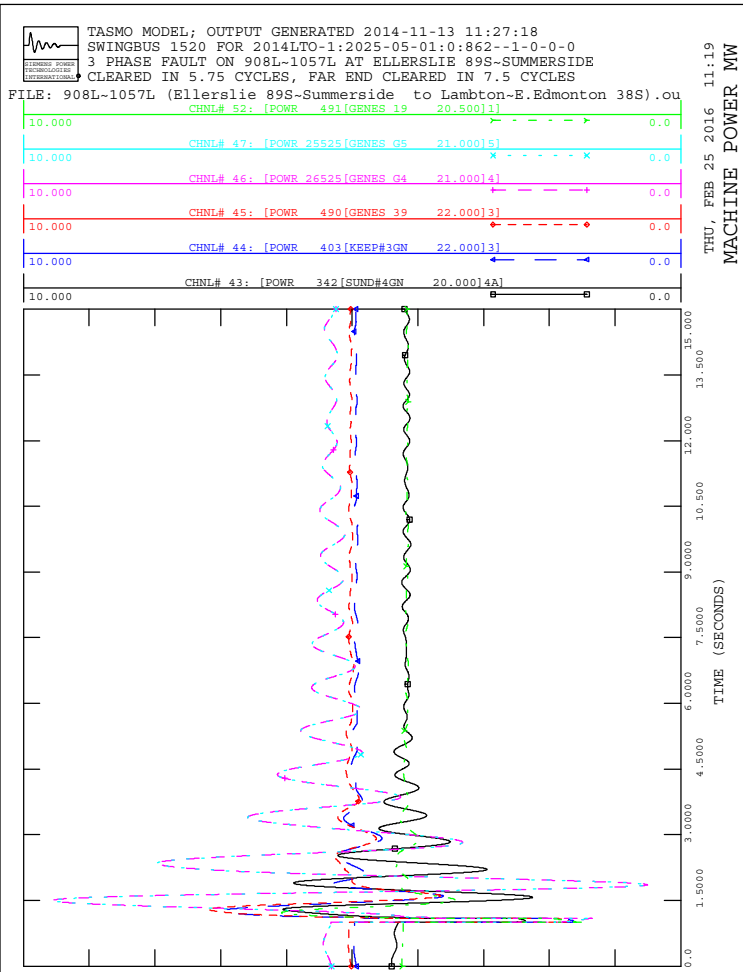
THU, FEB 25 2016 11:15
 BUS VOLTAGE

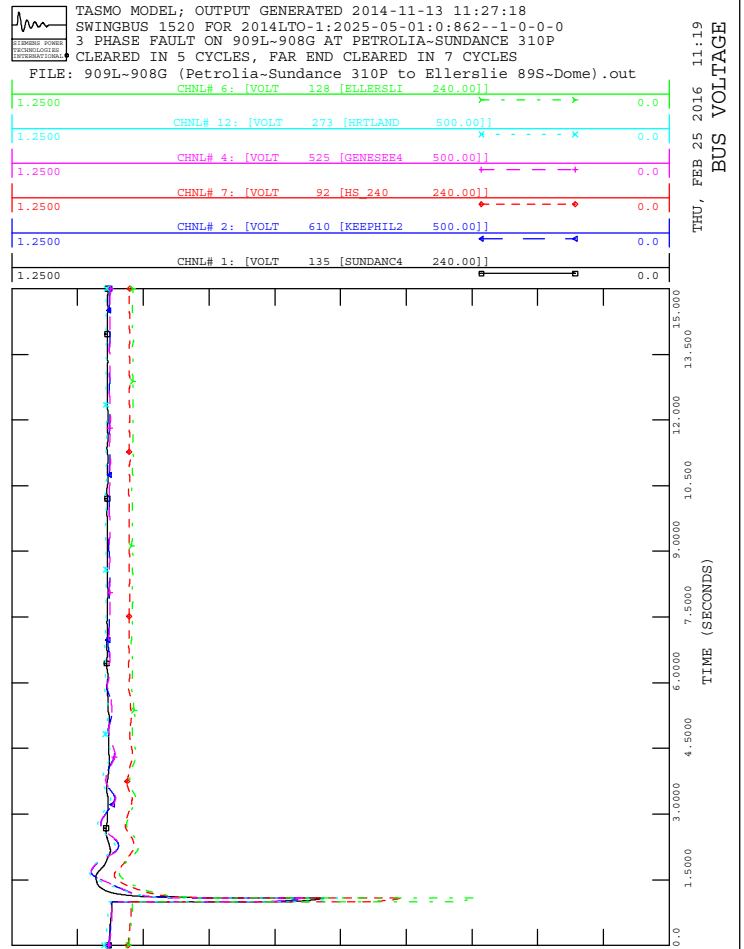
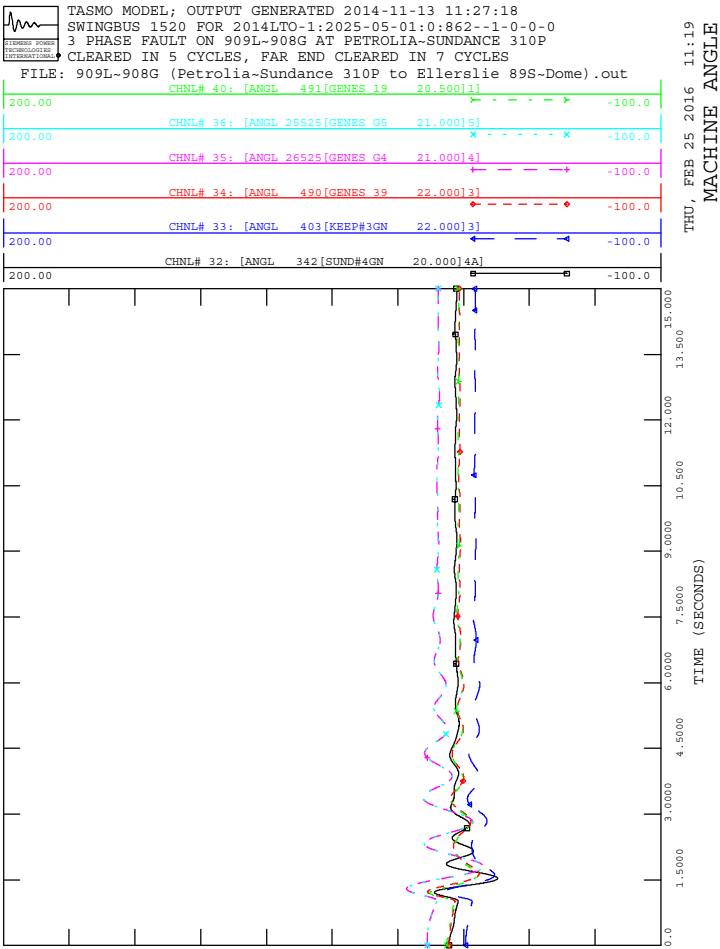
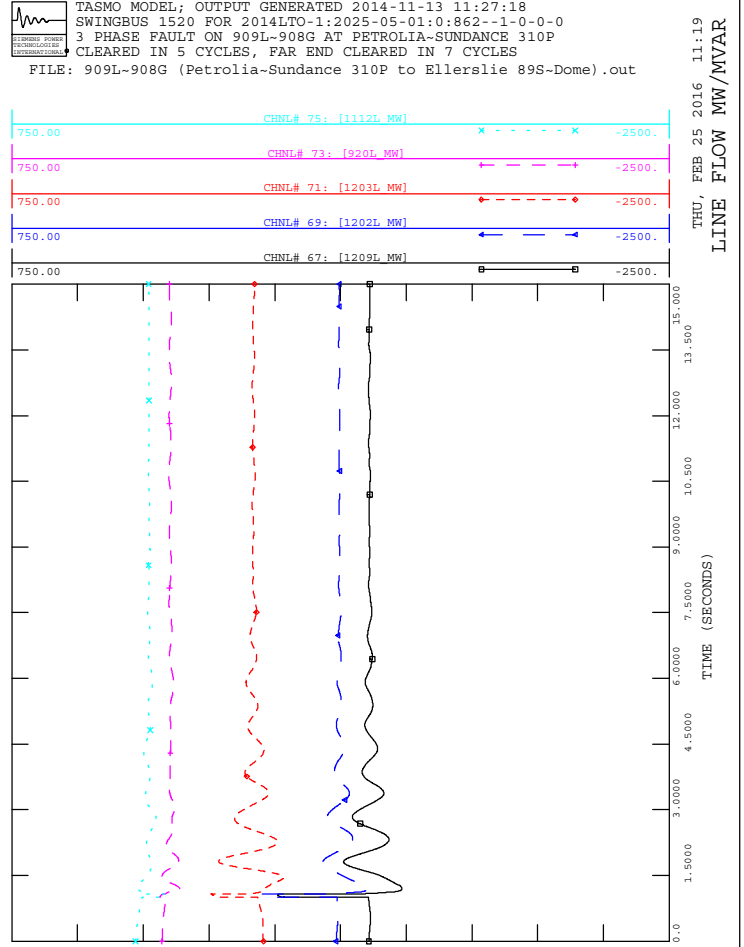
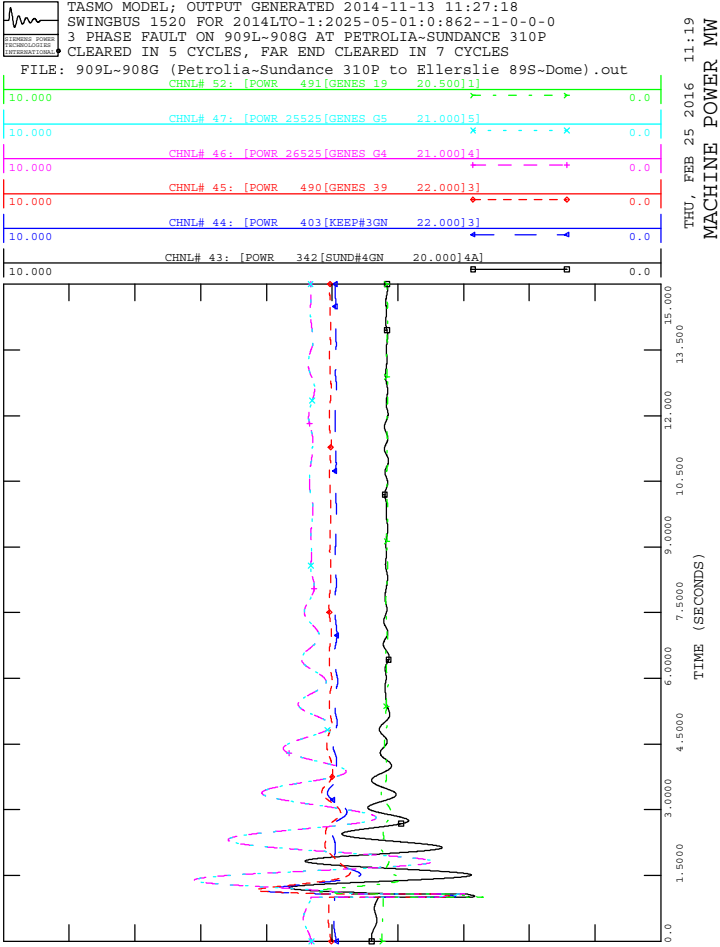


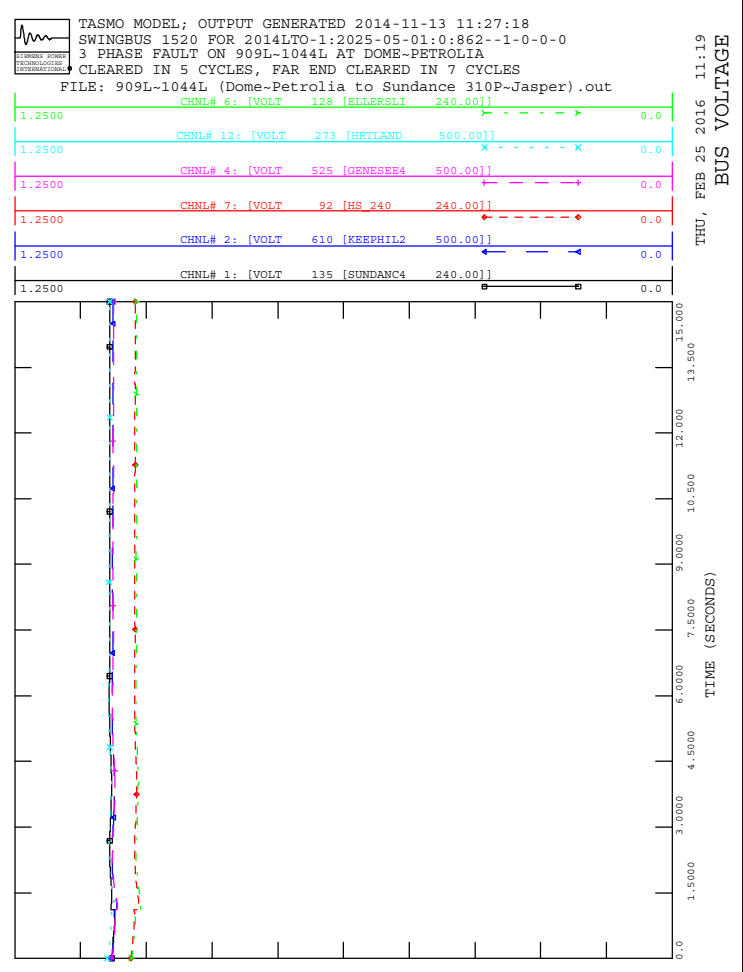
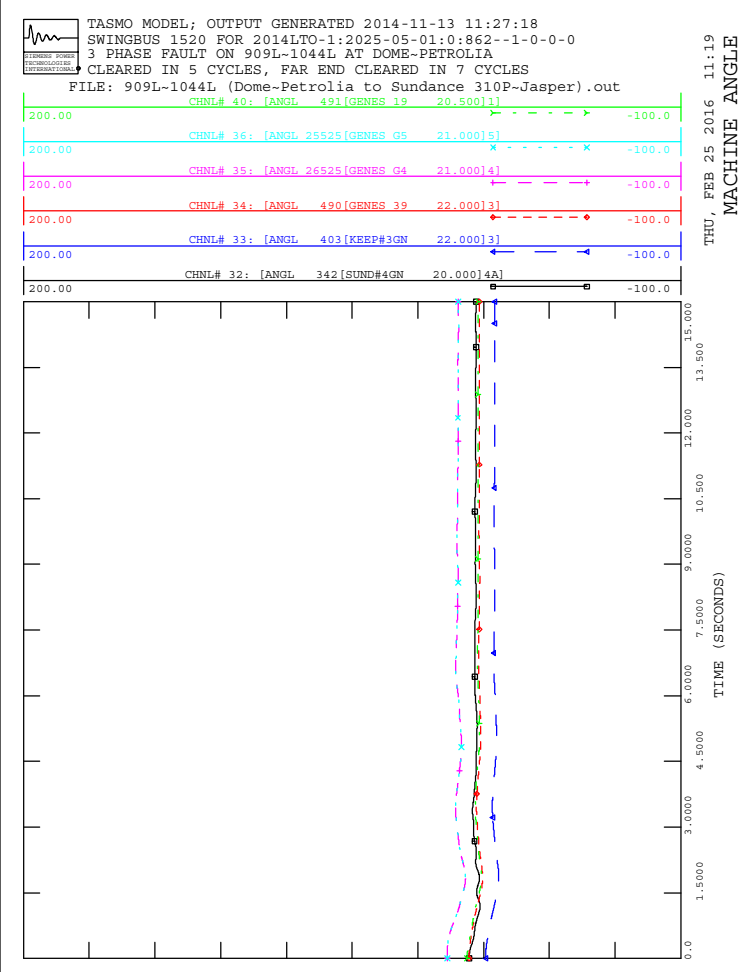
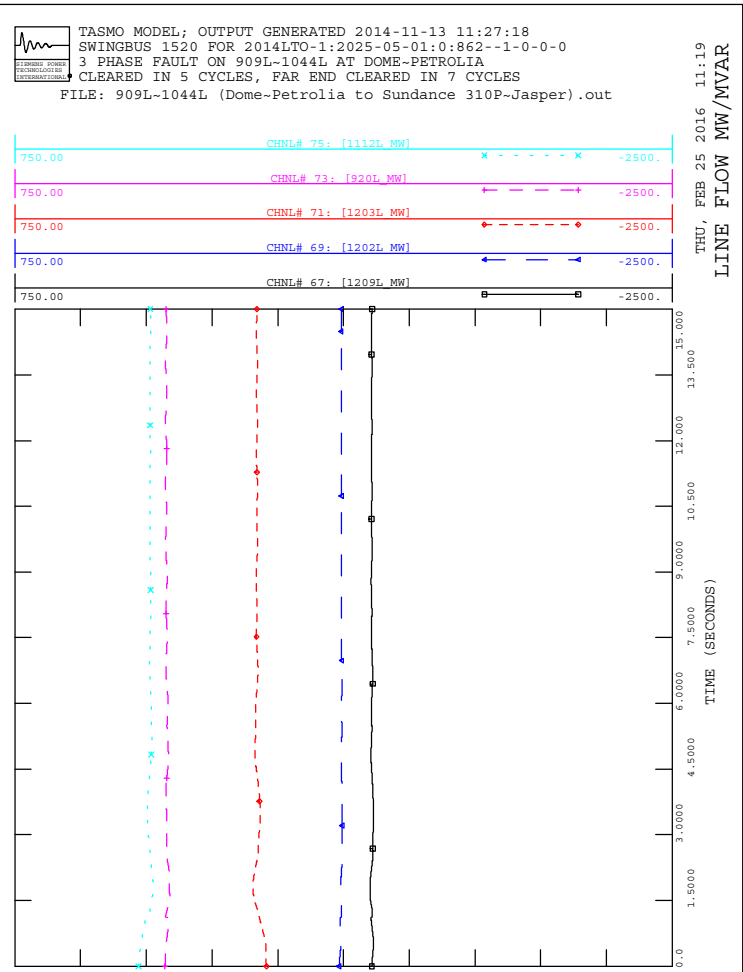
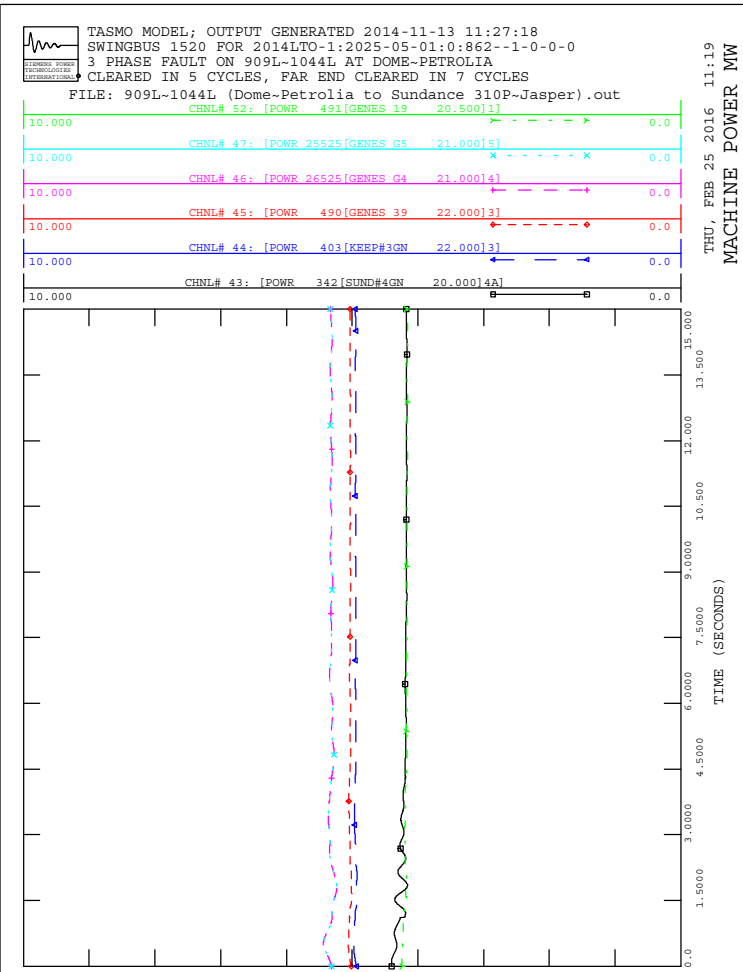






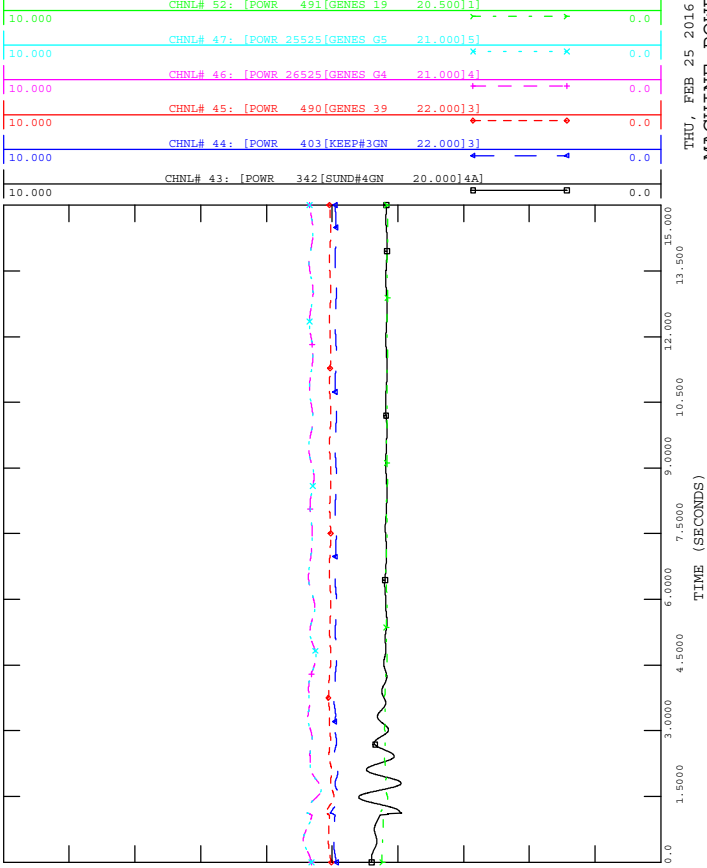




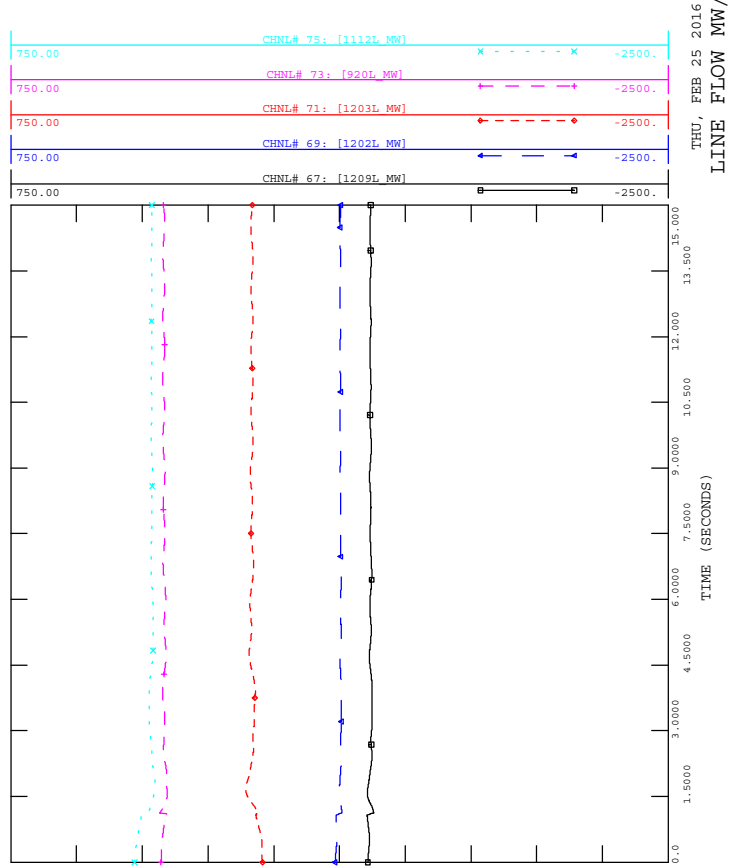




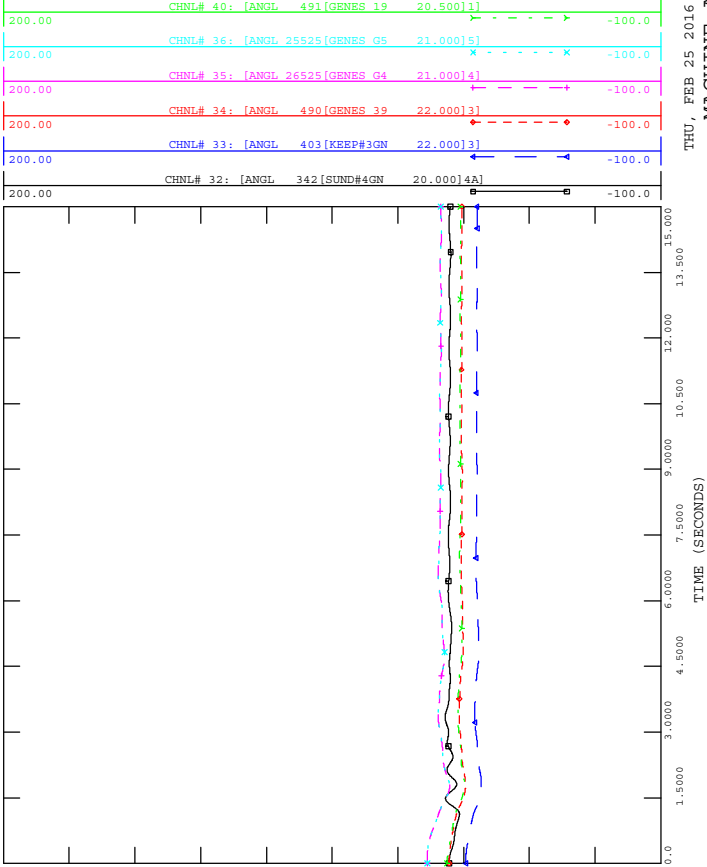
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



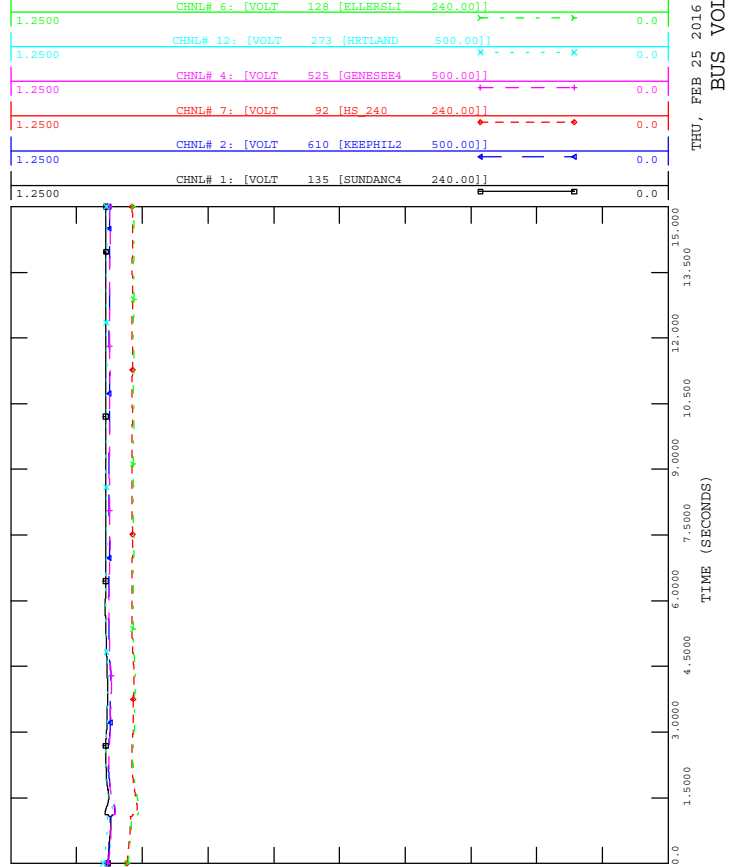
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out

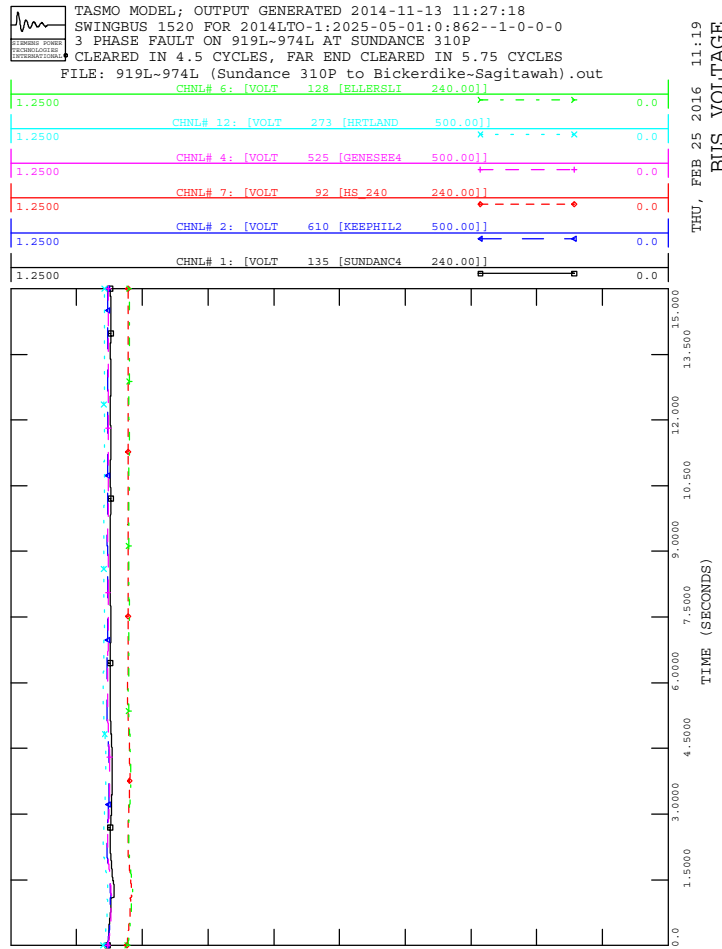
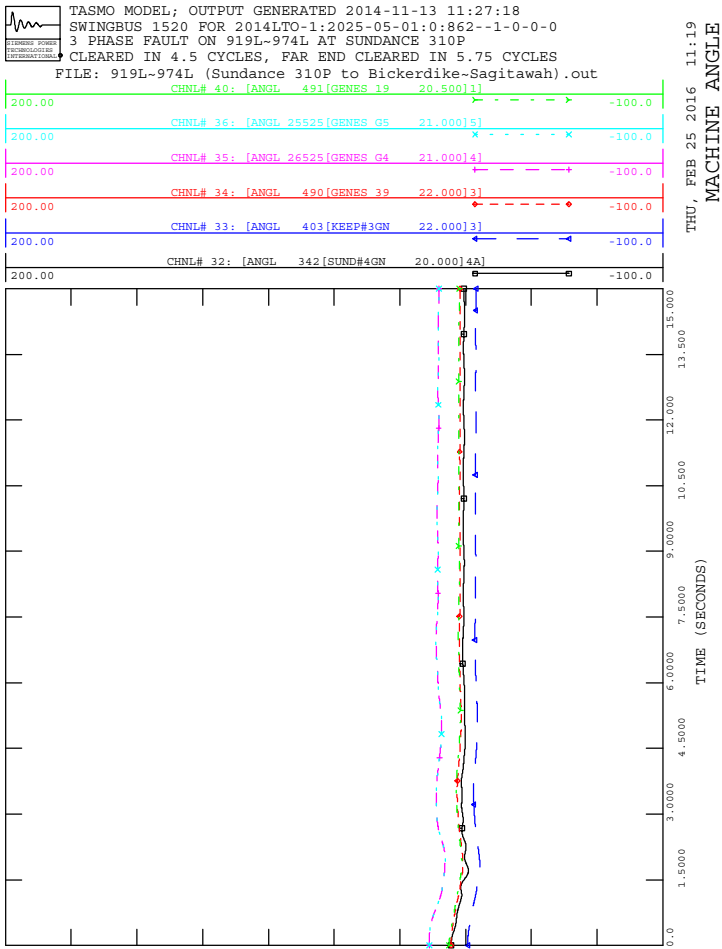
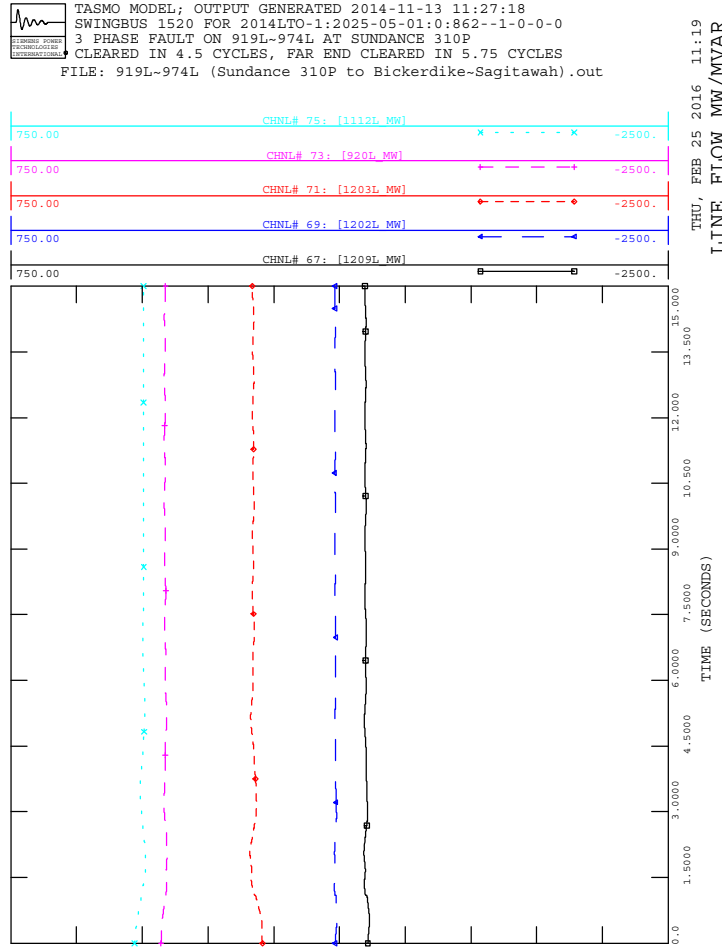
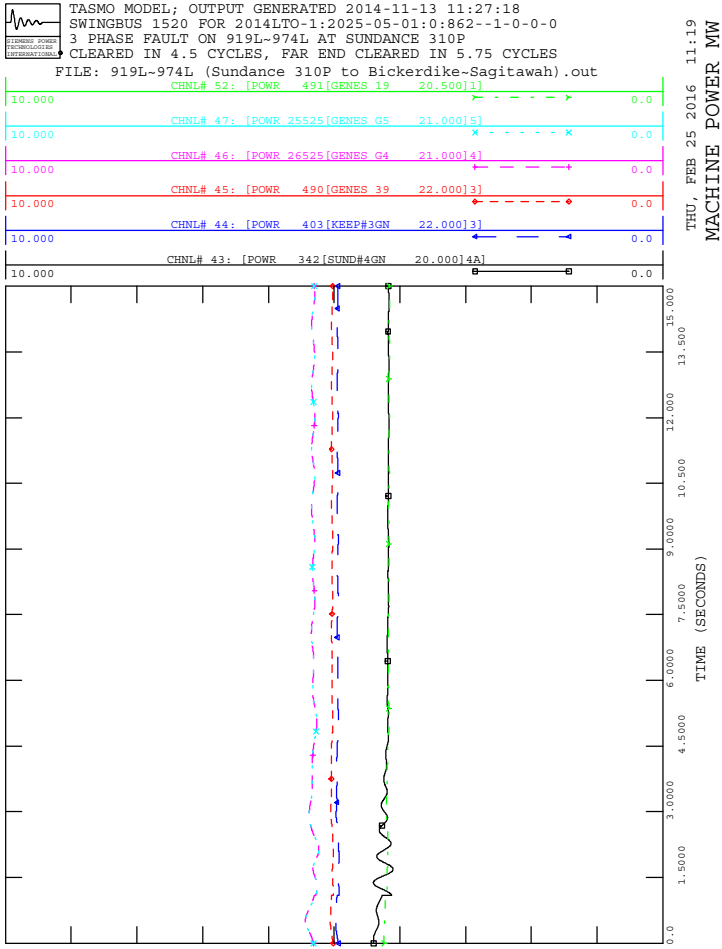


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



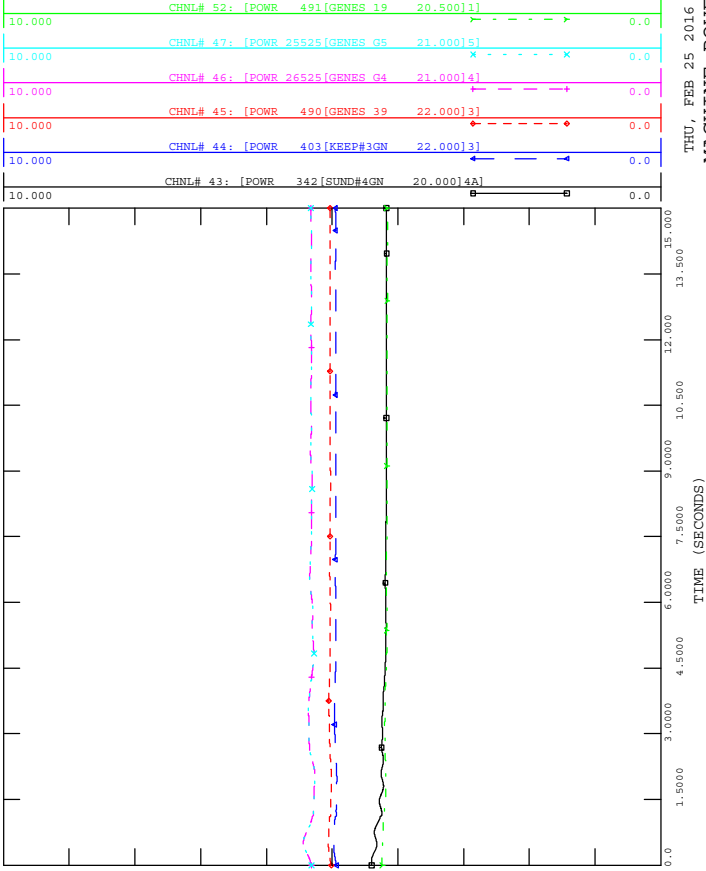
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 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



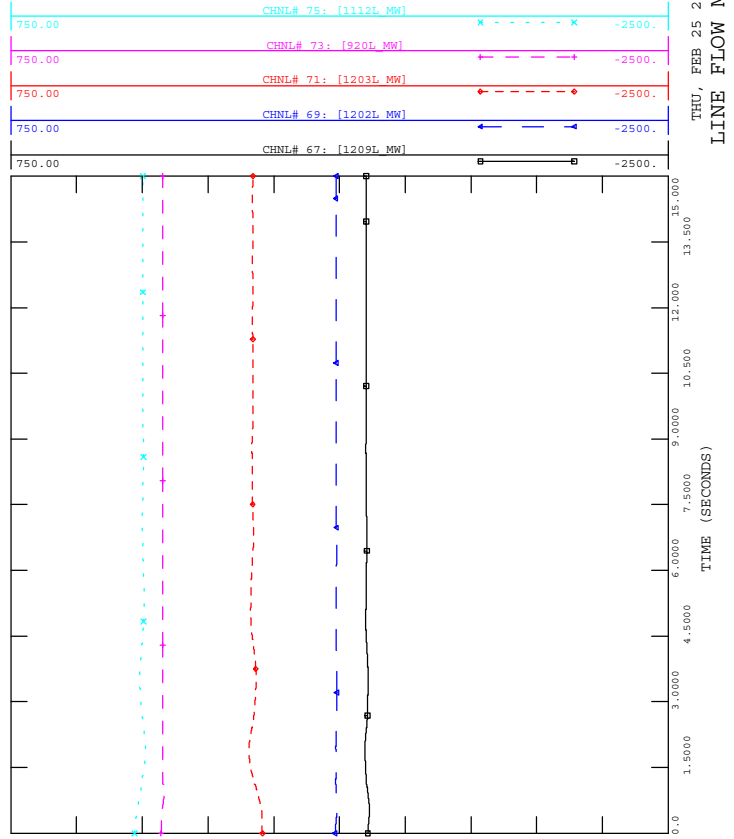




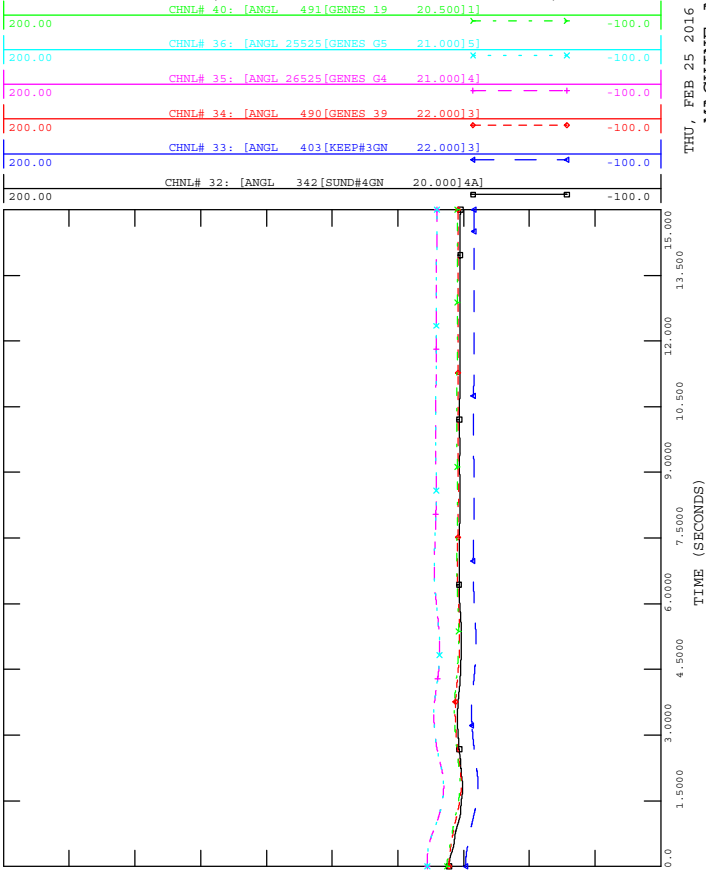
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 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



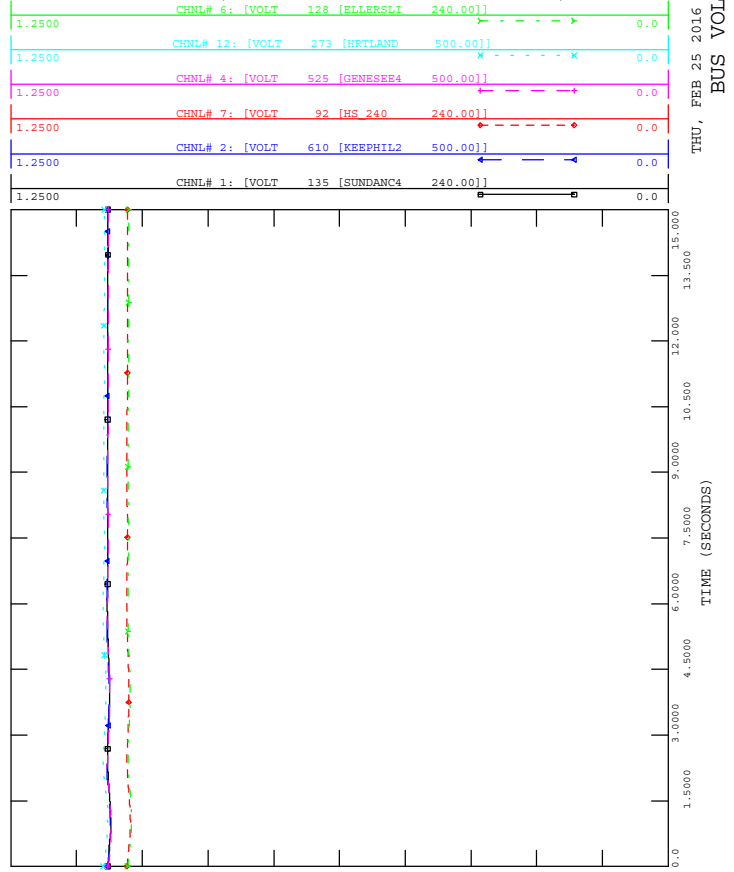
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out

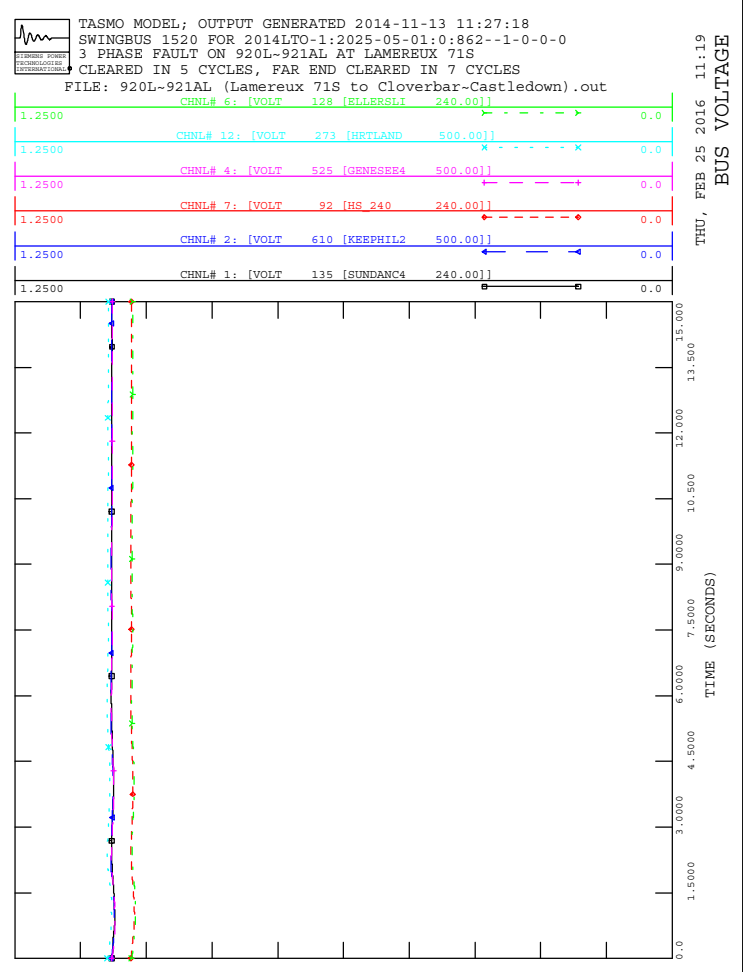
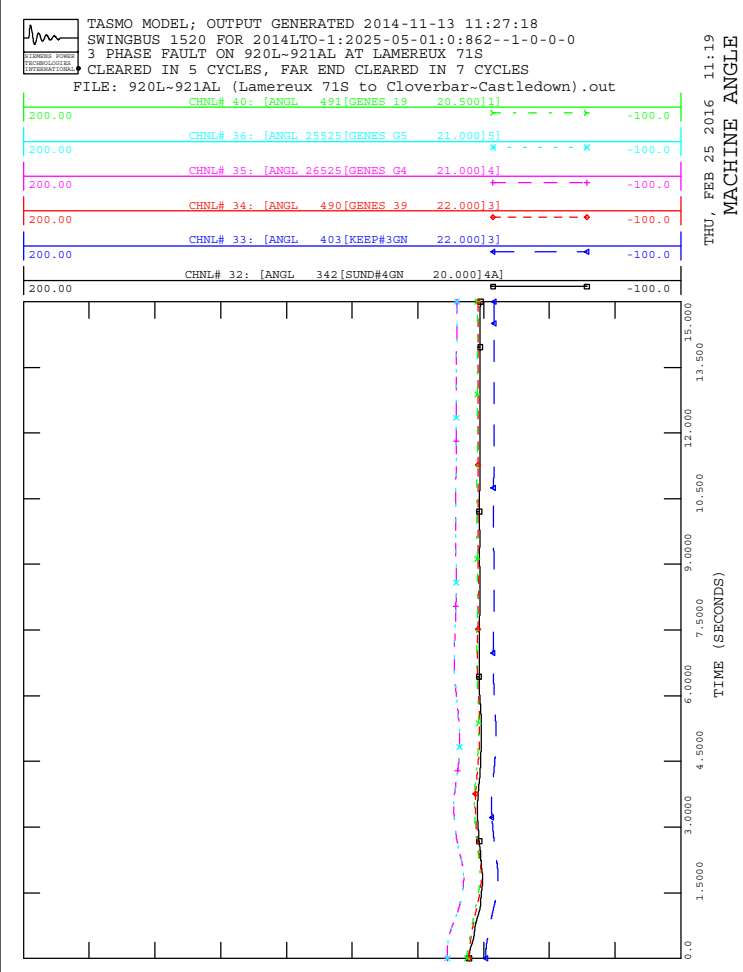
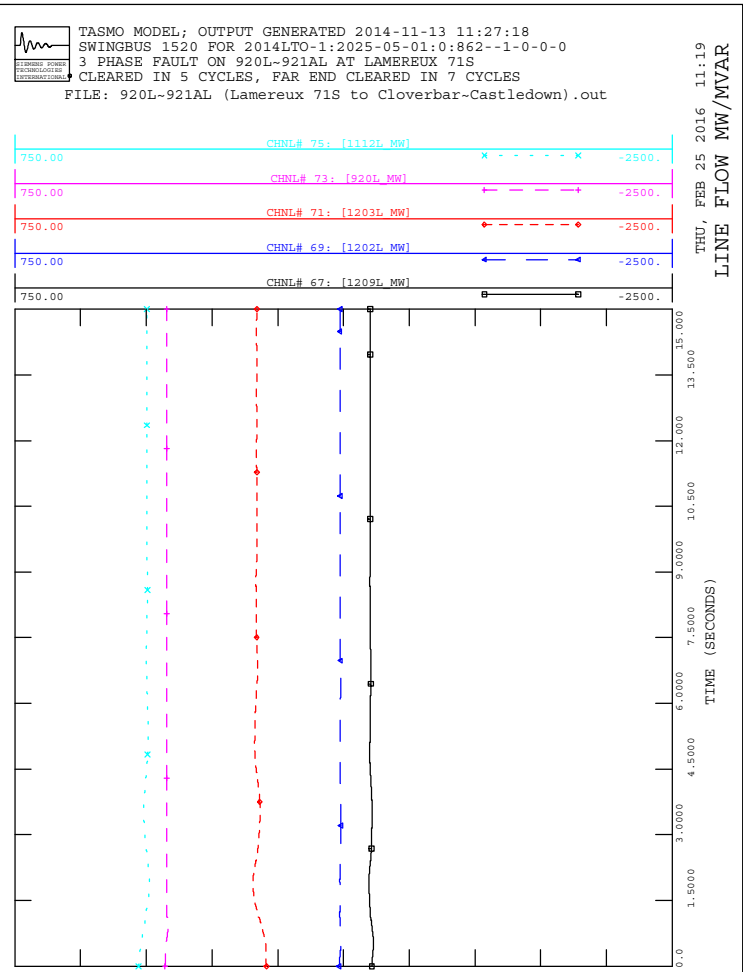
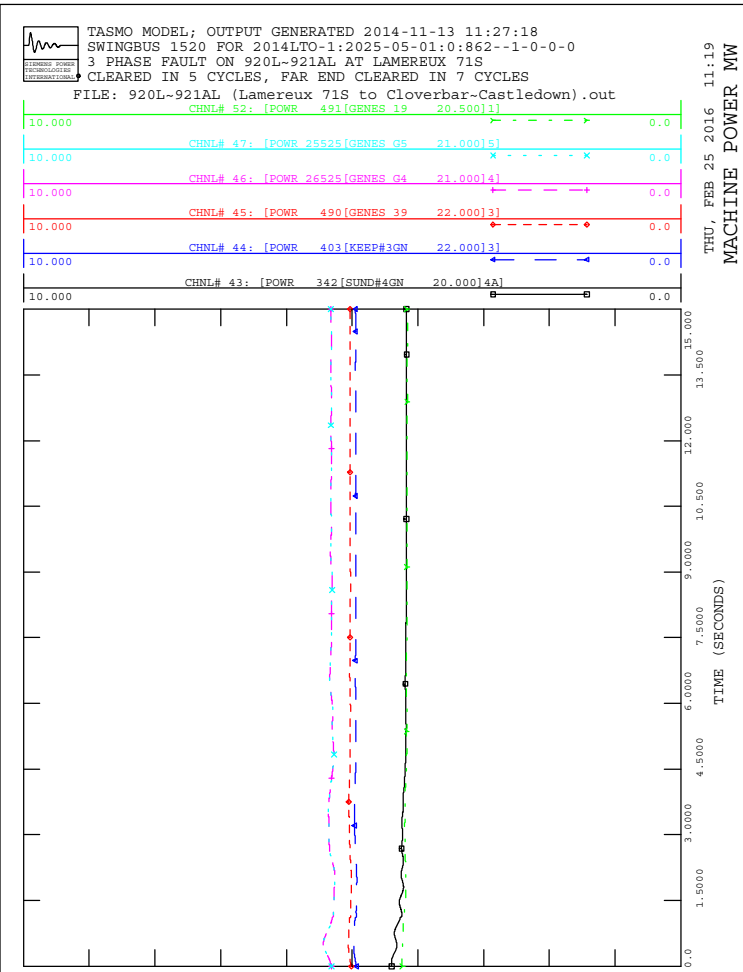


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 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



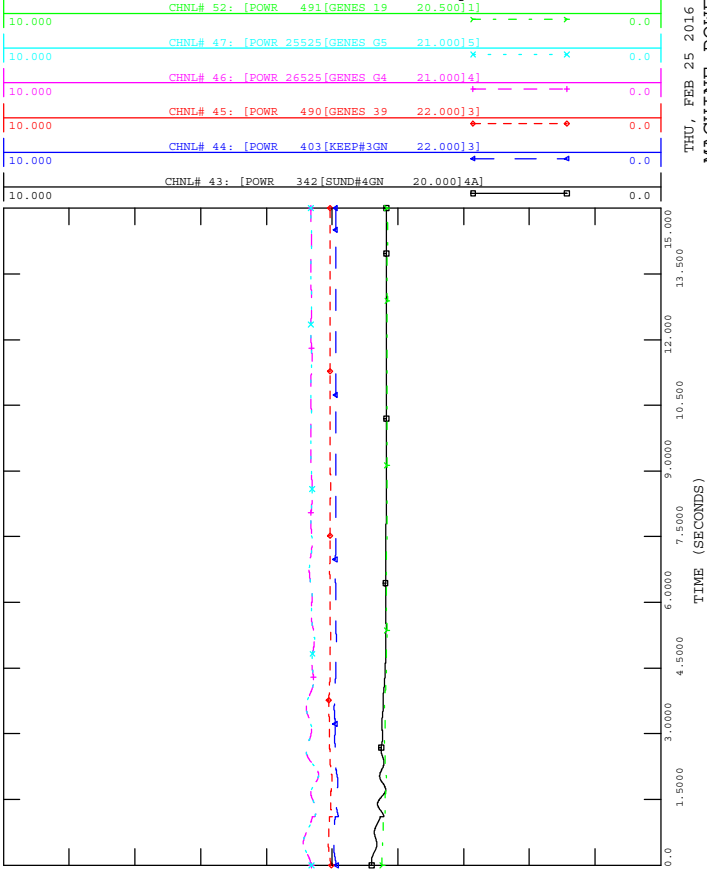
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



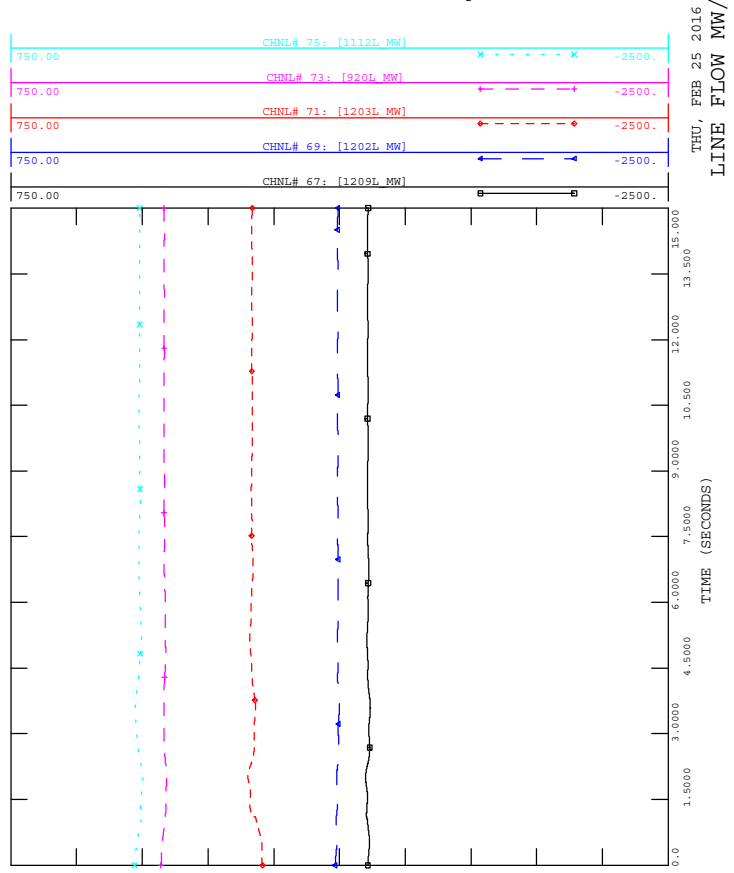




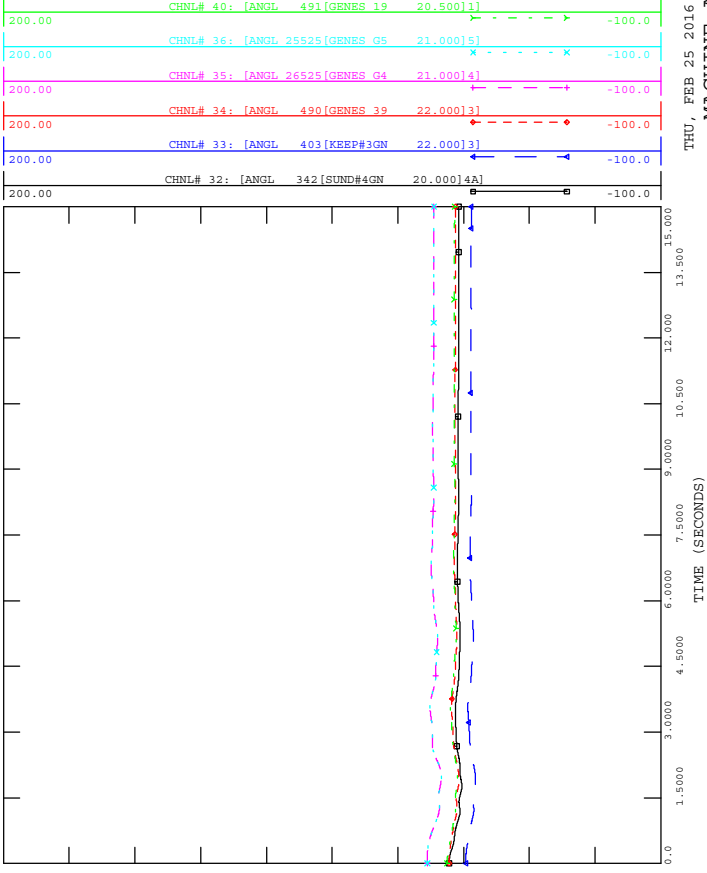
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



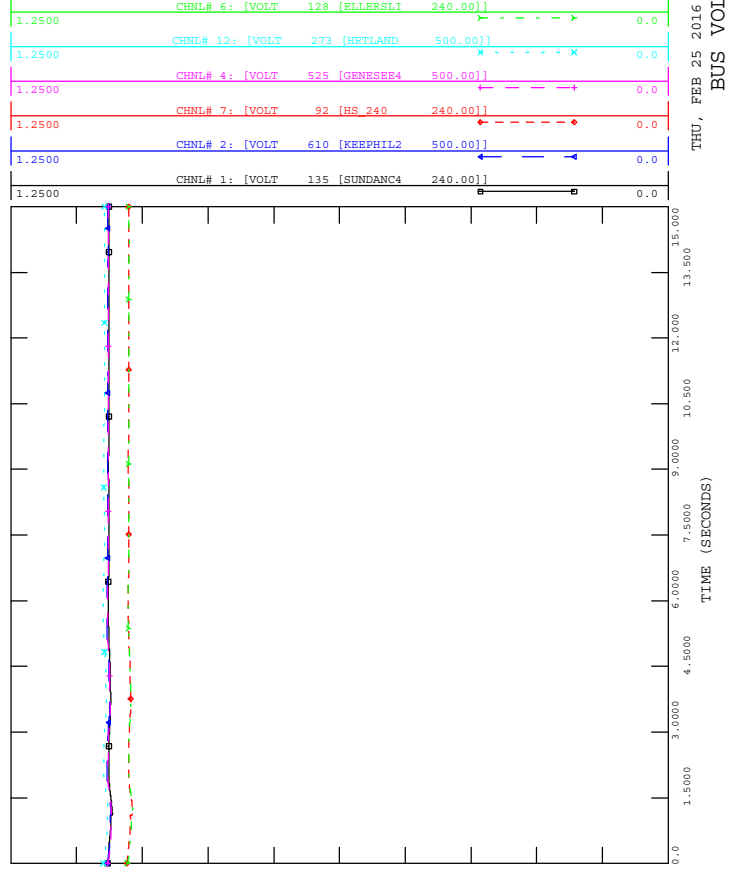
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

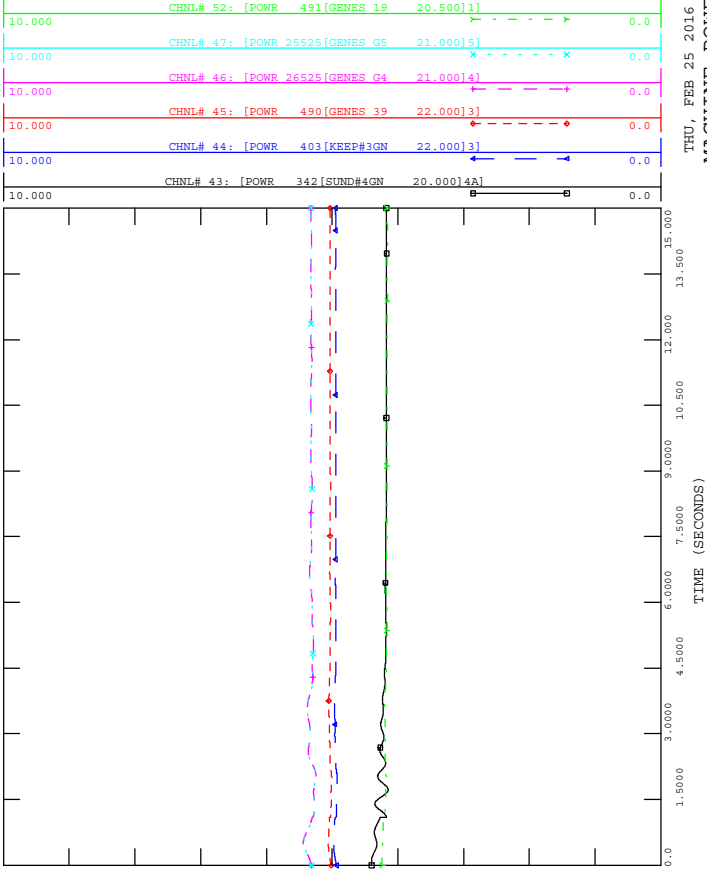


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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

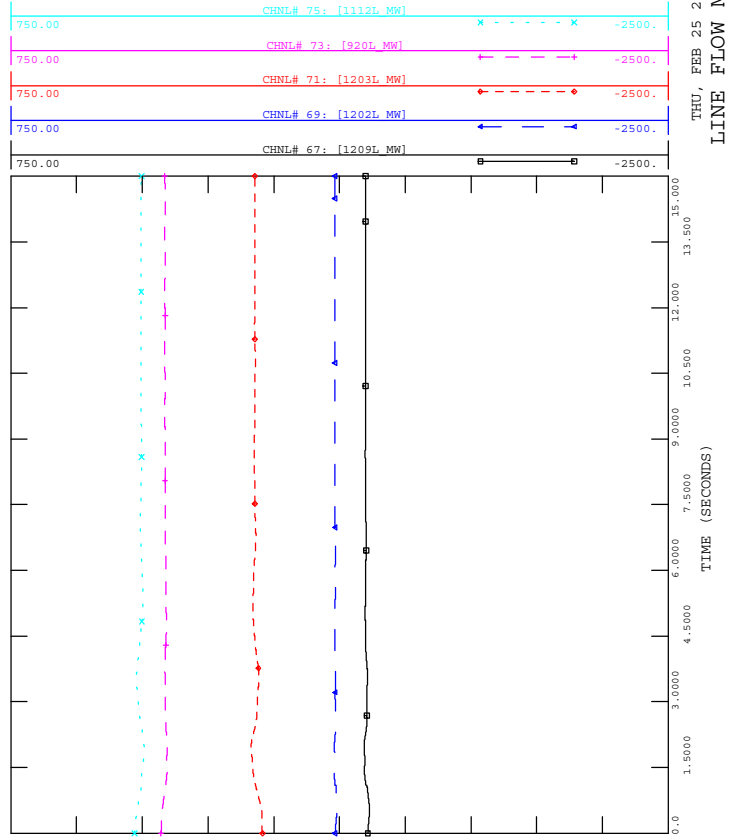




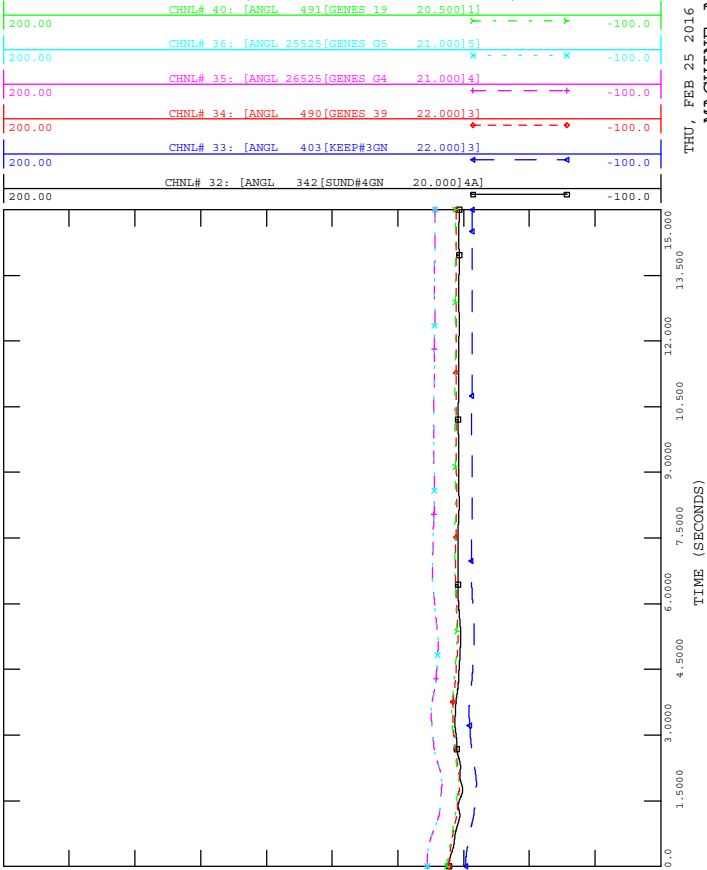
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



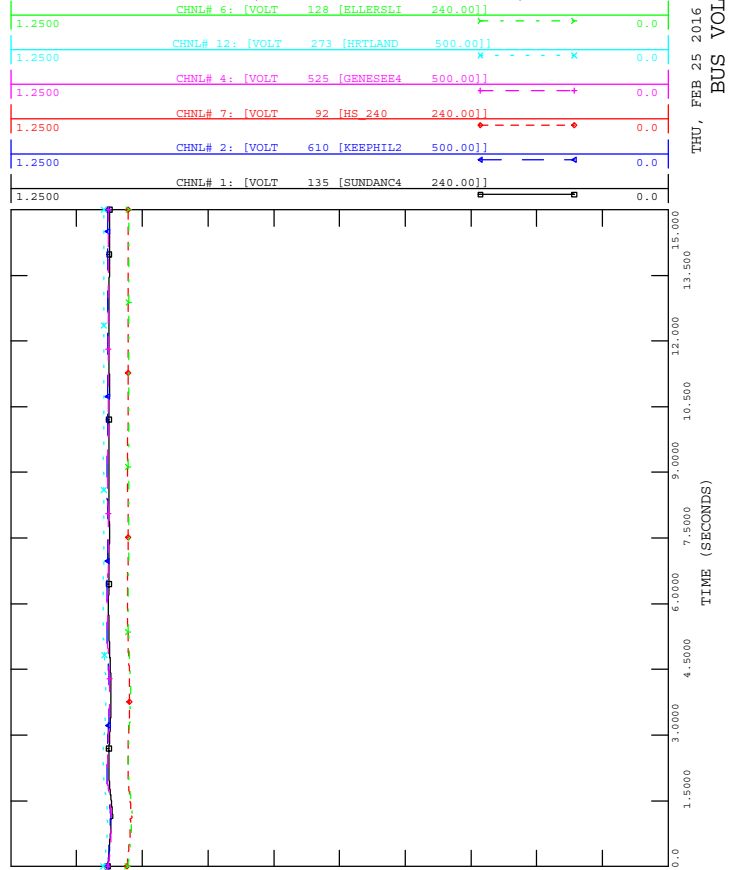
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out

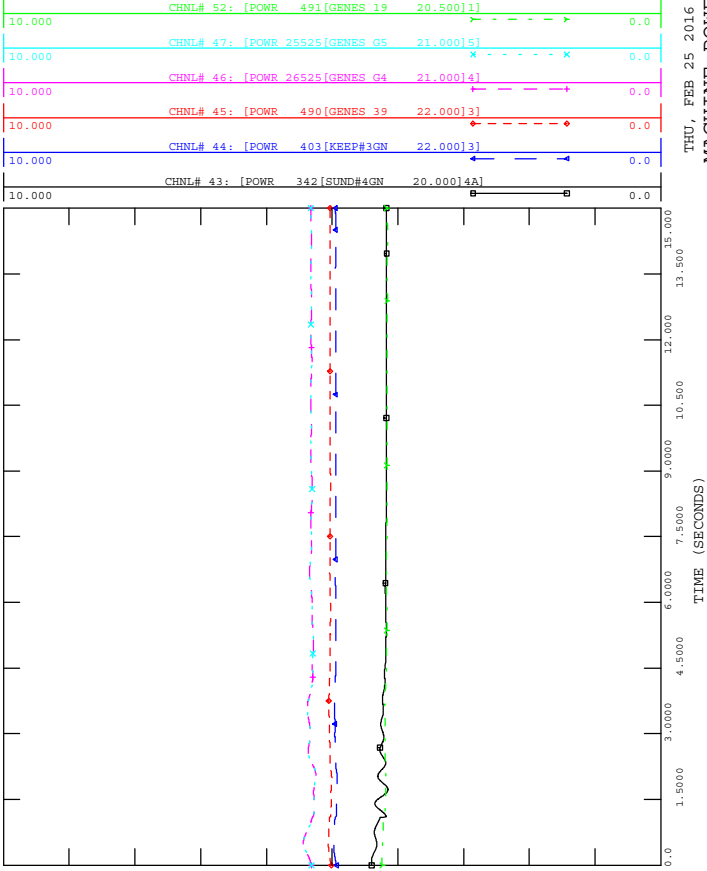


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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out

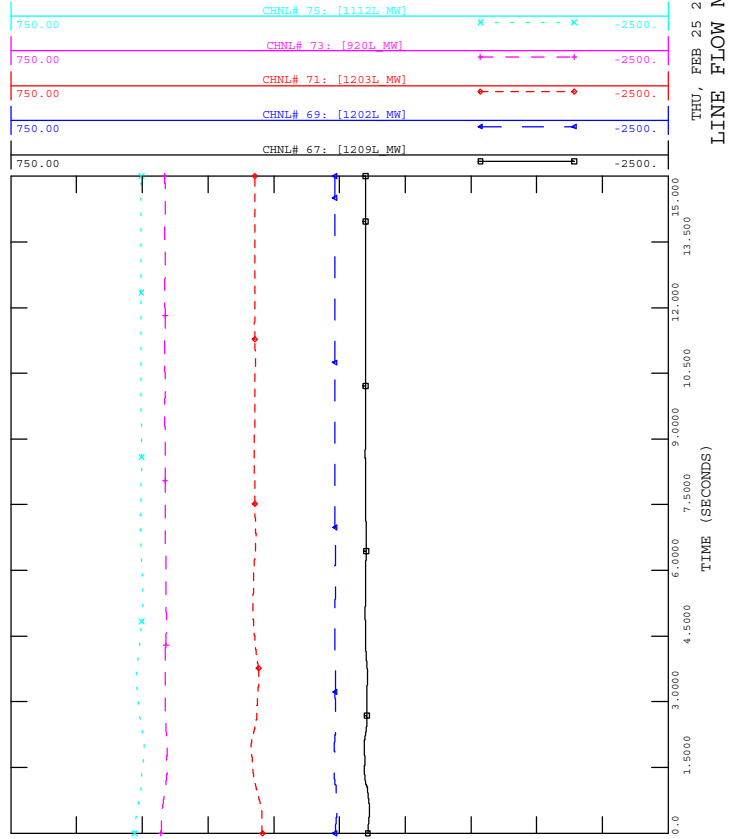




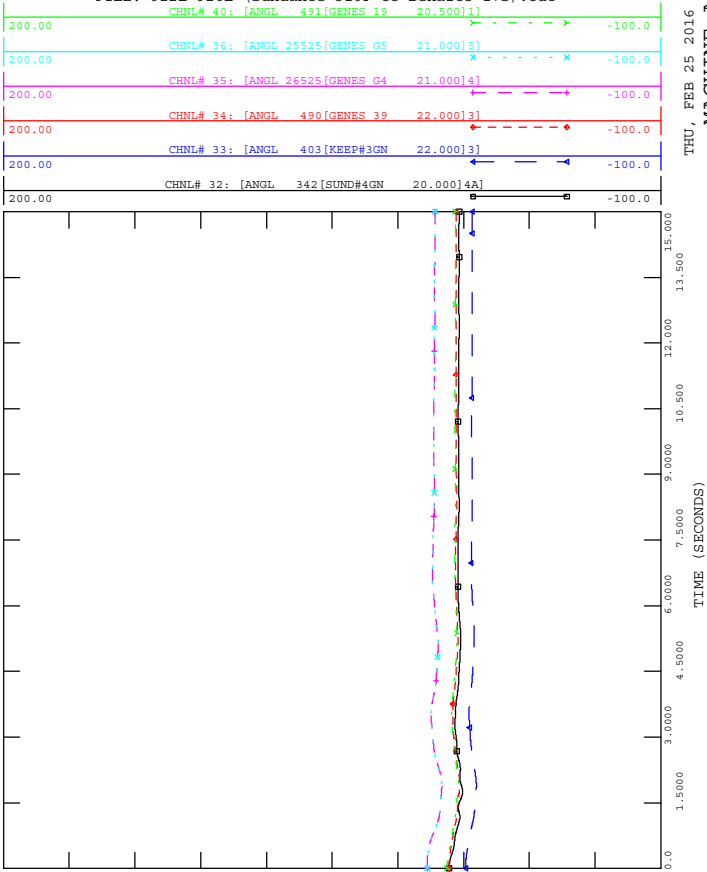
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 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



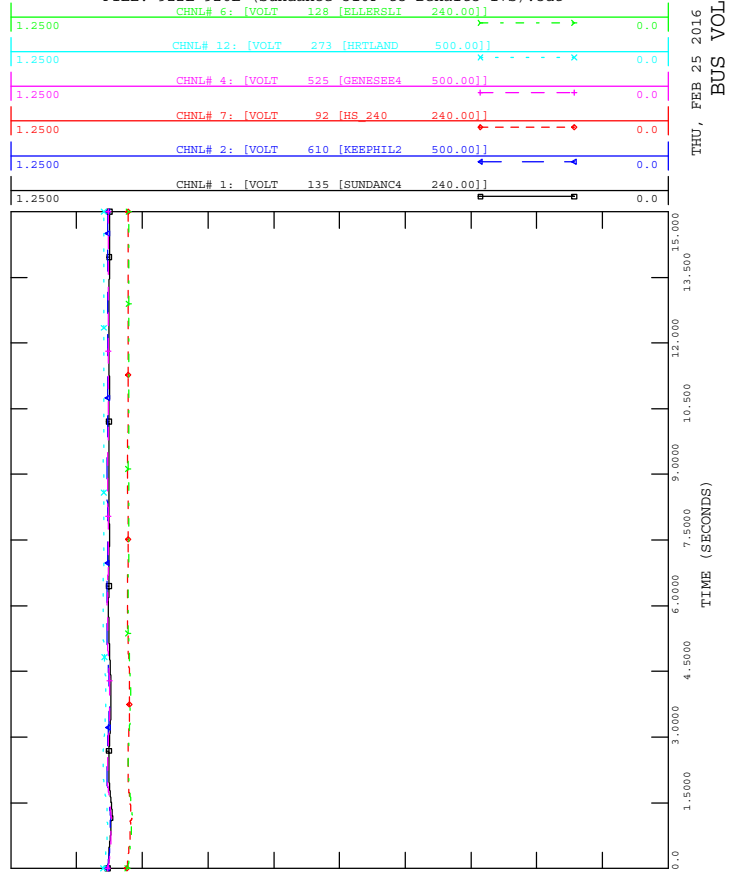
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

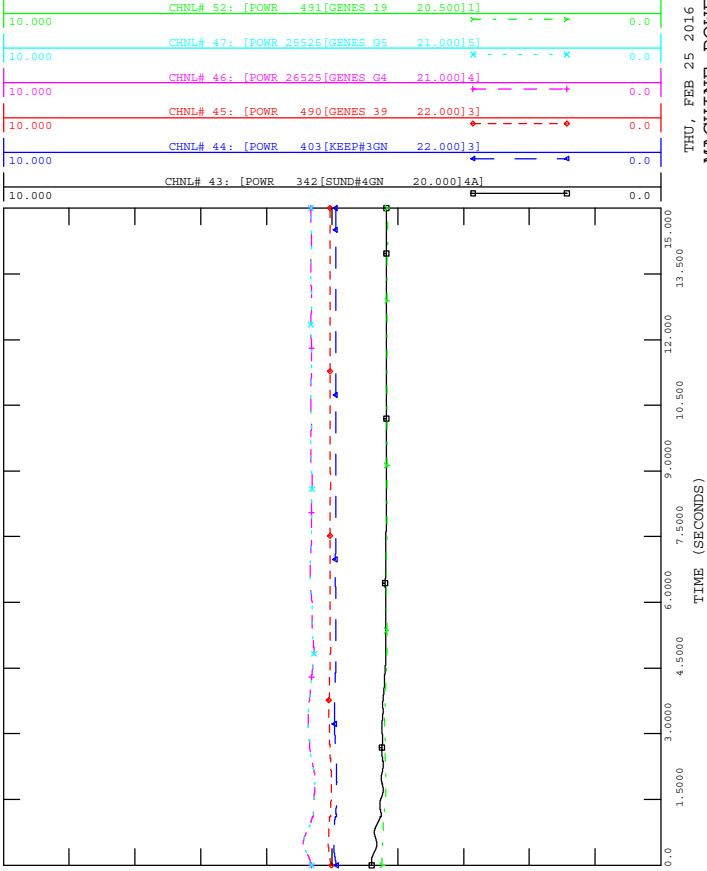


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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

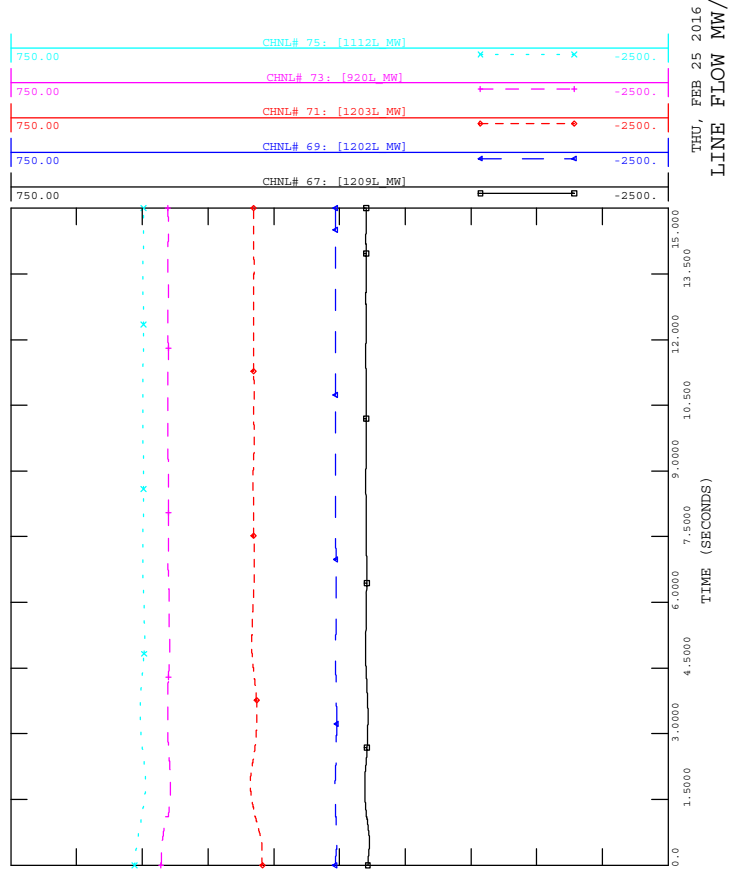




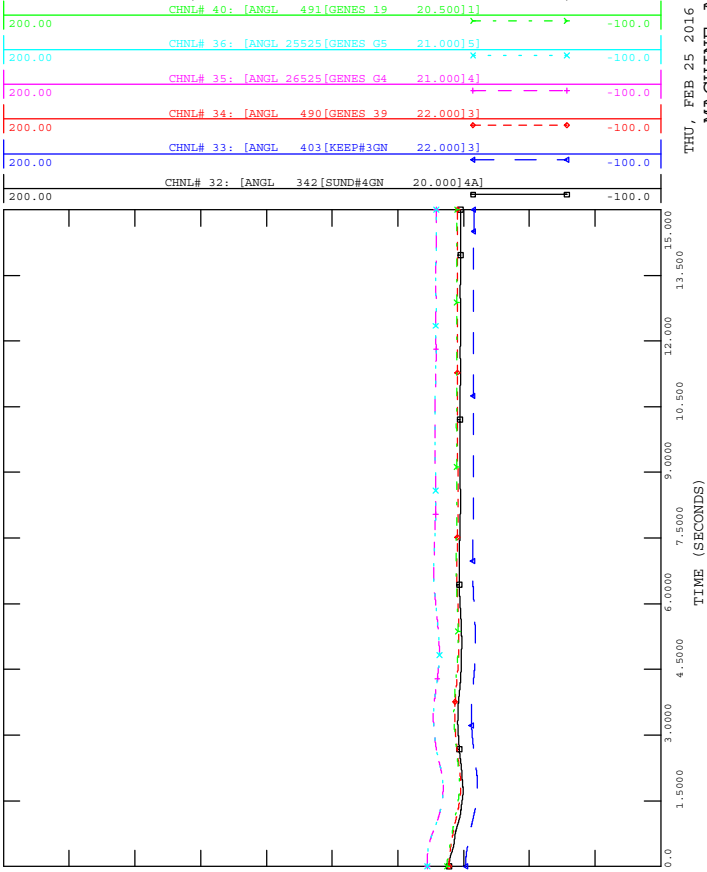
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L-947L AT EAST EDMONTON-CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out



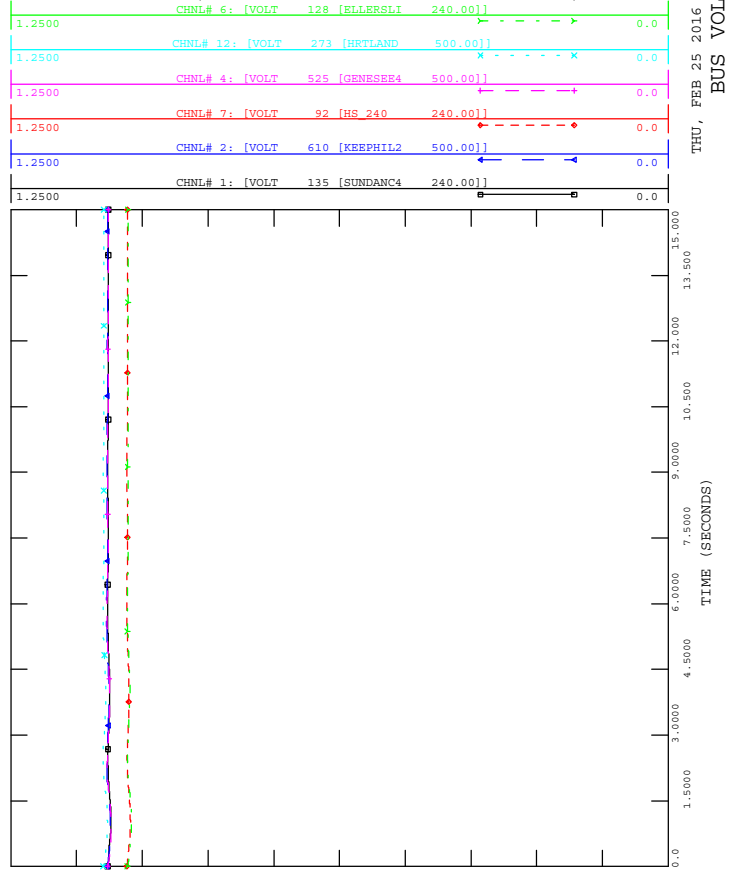
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out

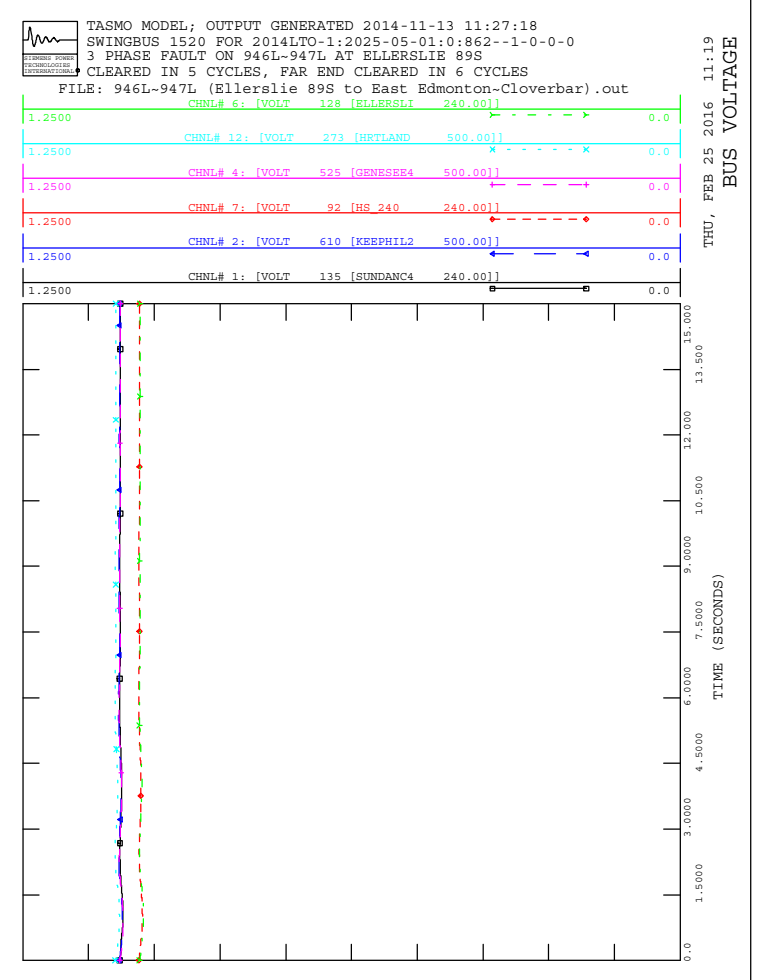
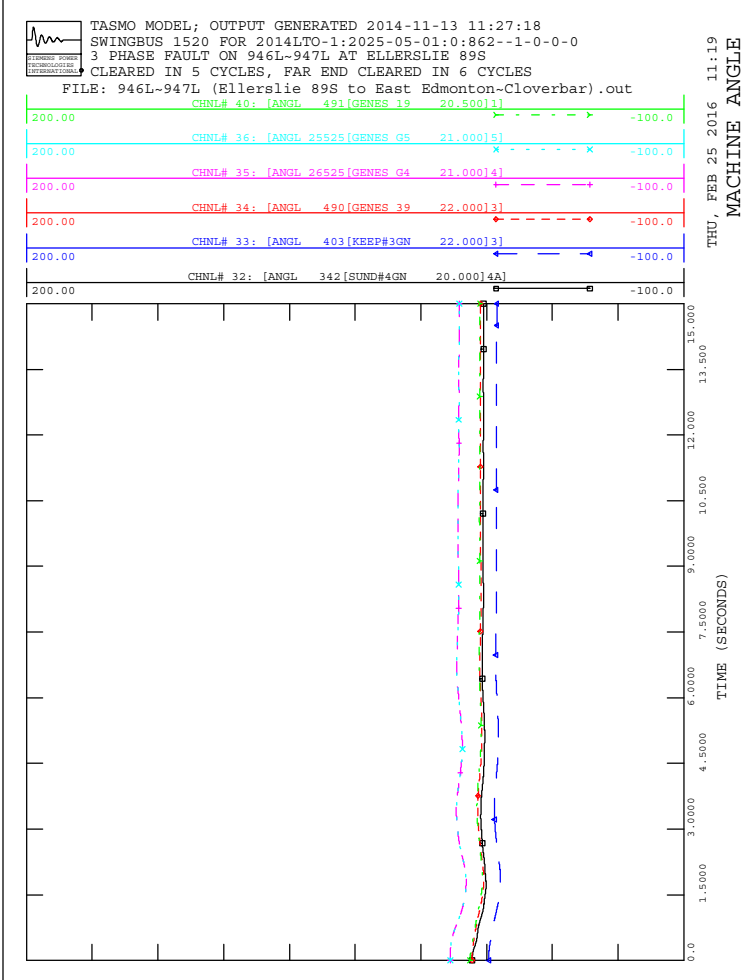
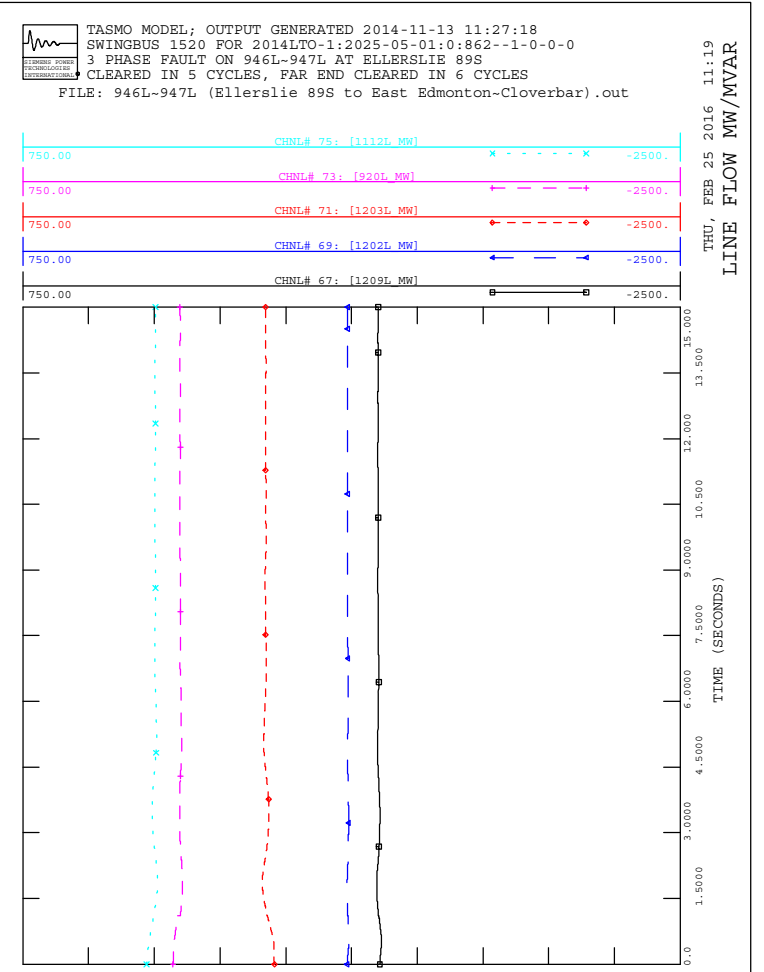
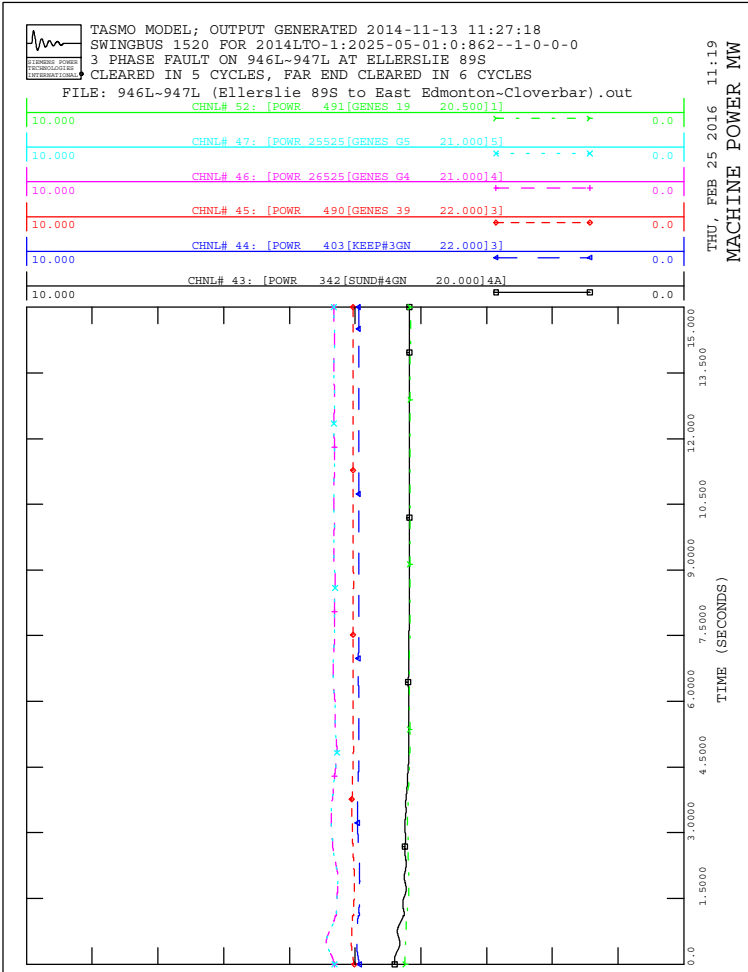


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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L-947L AT EAST EDMONTON-CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 946L-947L AT EAST EDMONTON-CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out

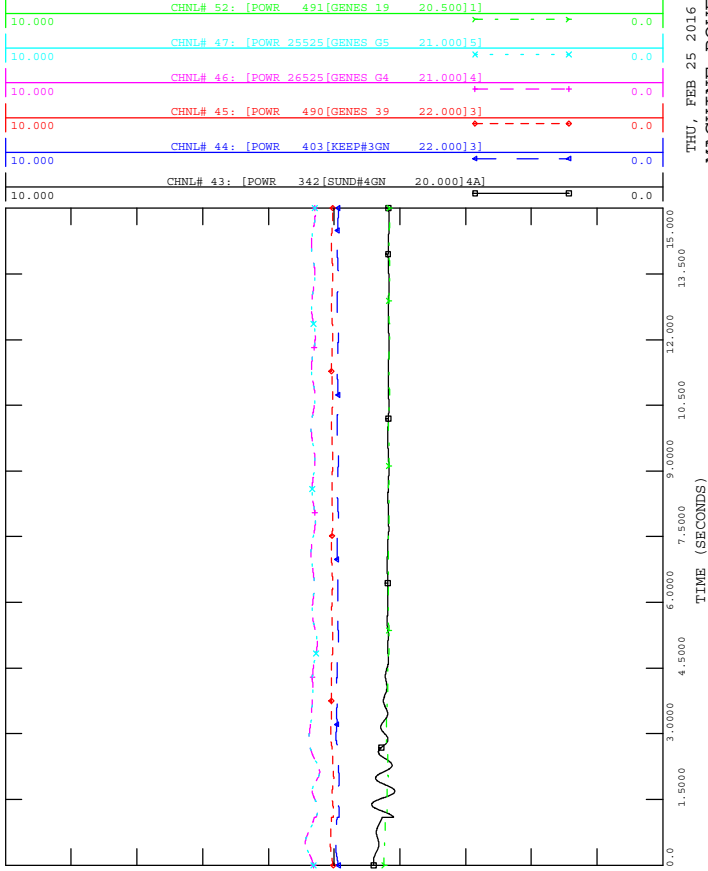






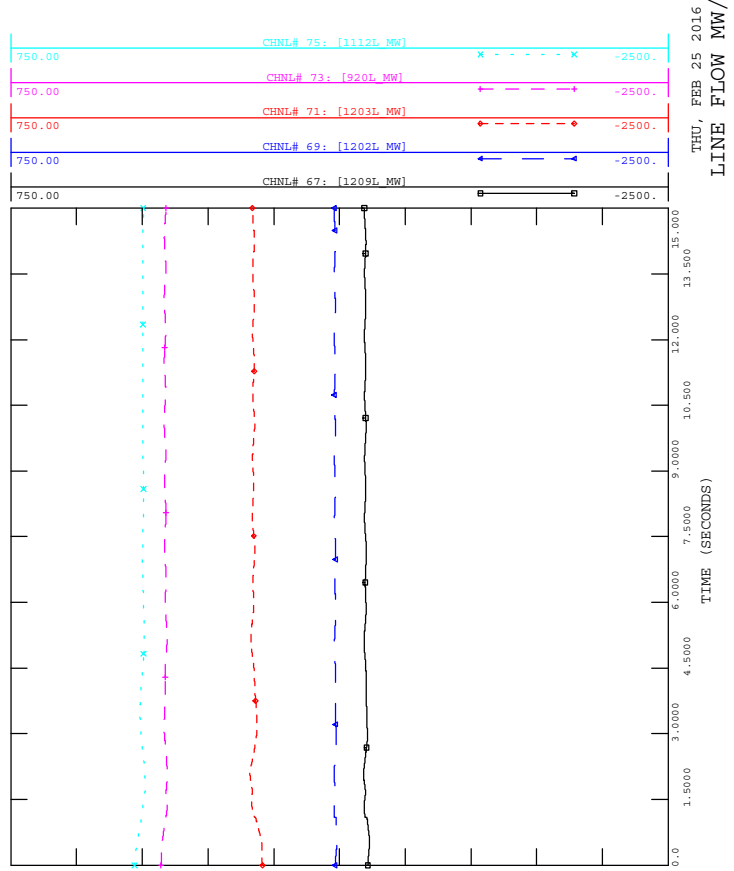
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

THU, FEB 25 2016 11:19
 MACHINE POWER MW



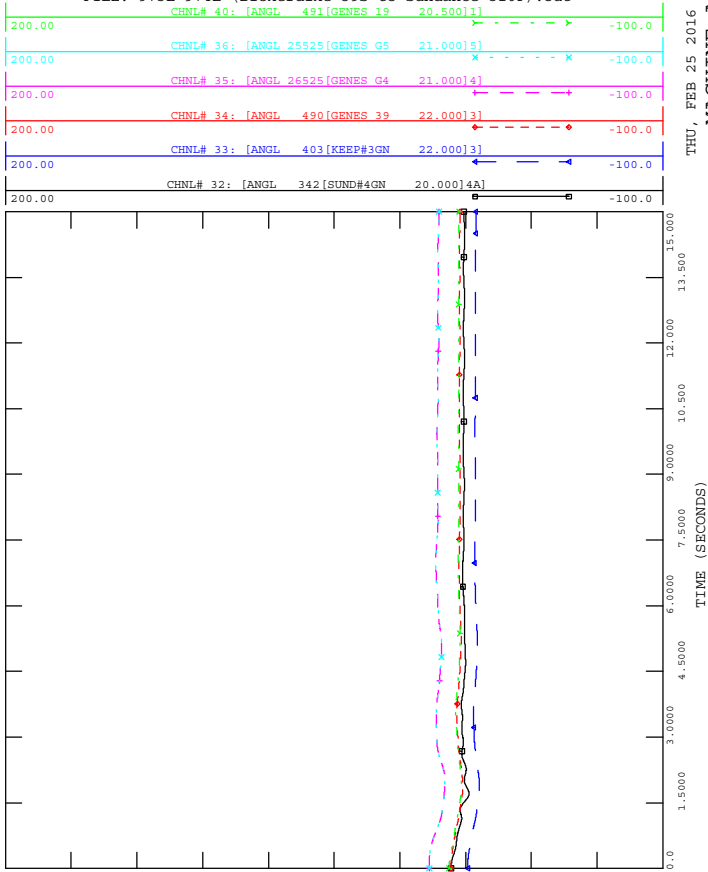
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 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

THU, FEB 25 2016 11:19
 LINE FLOW MW/MVAR



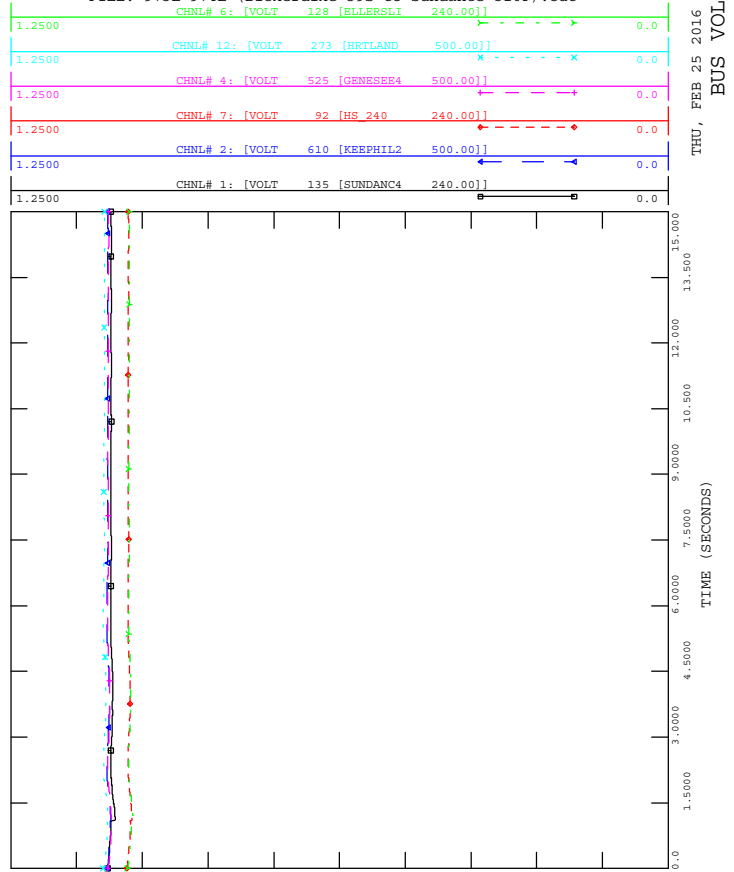
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 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

THU, FEB 25 2016 11:19
 MACHINE ANGLE



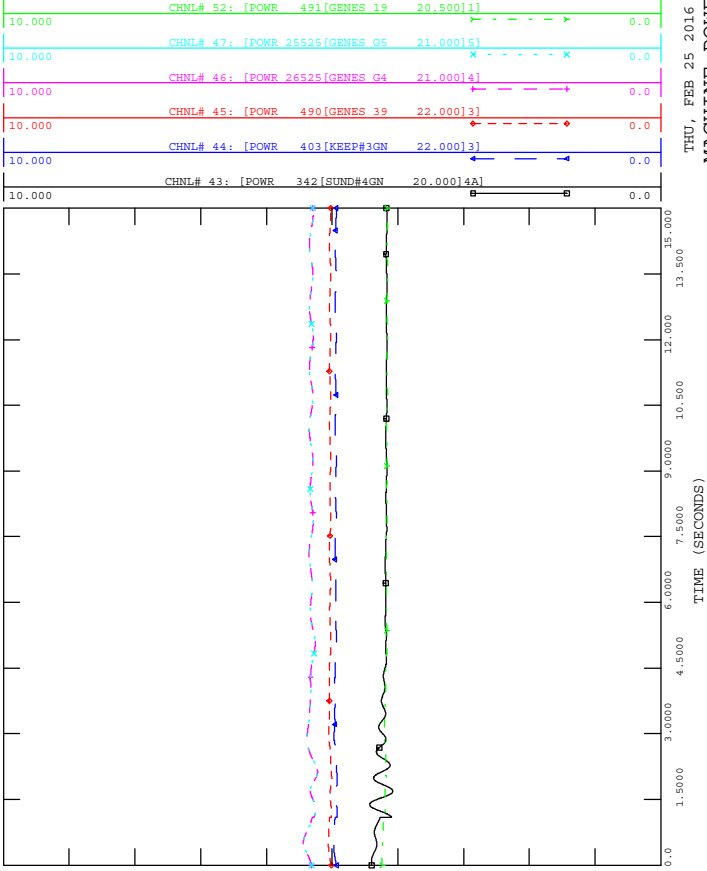
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 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

THU, FEB 25 2016 11:19
 BUS VOLTAGE

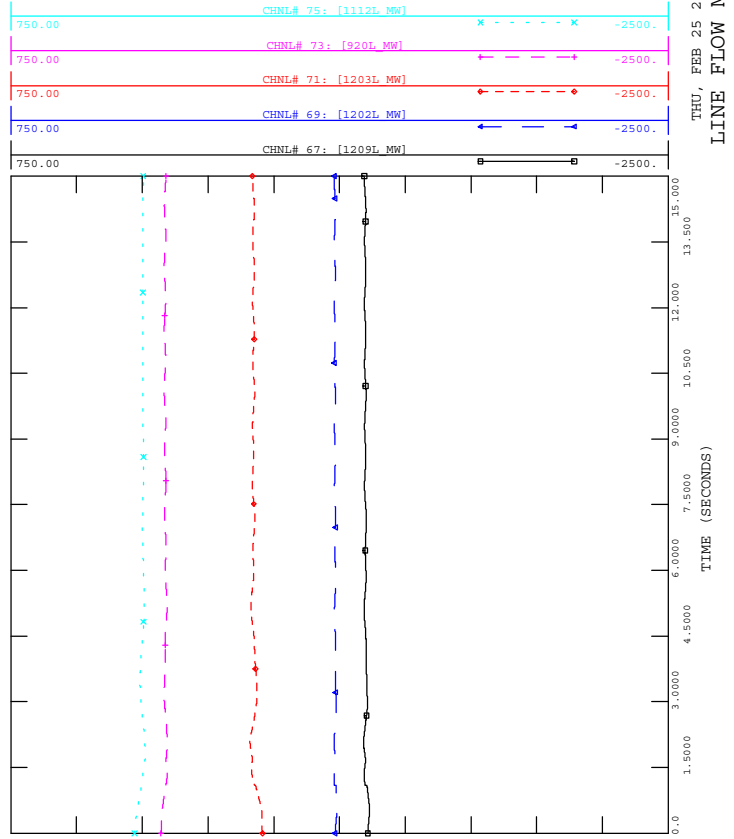




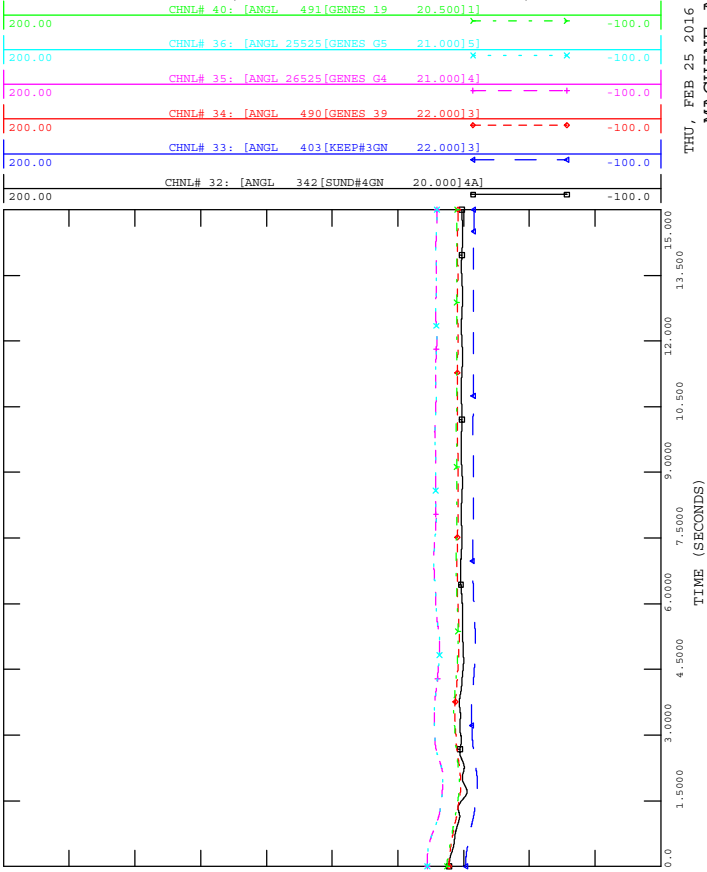
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



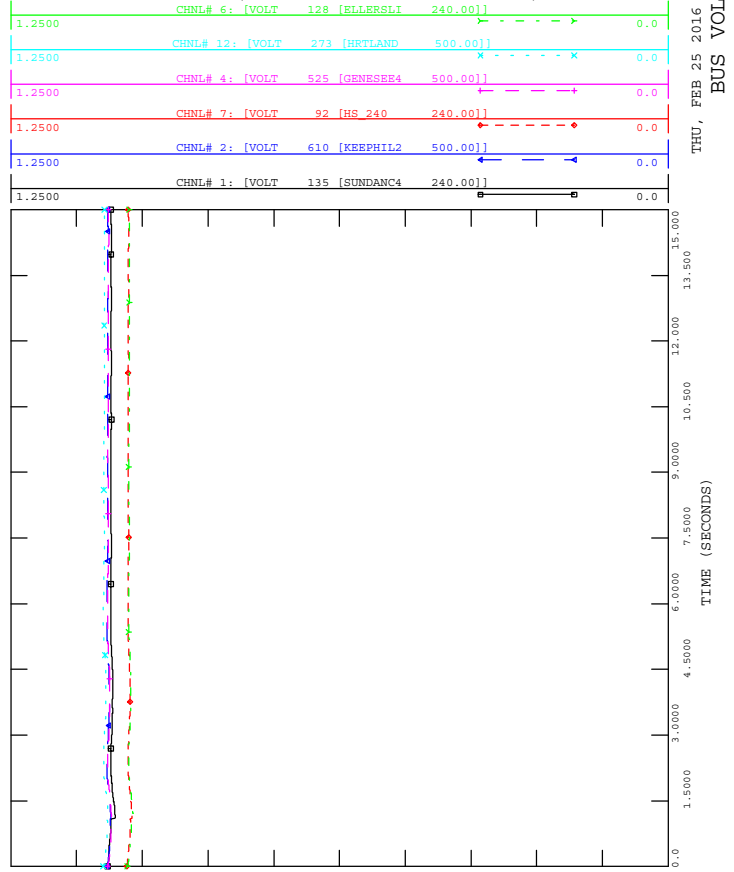
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 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out

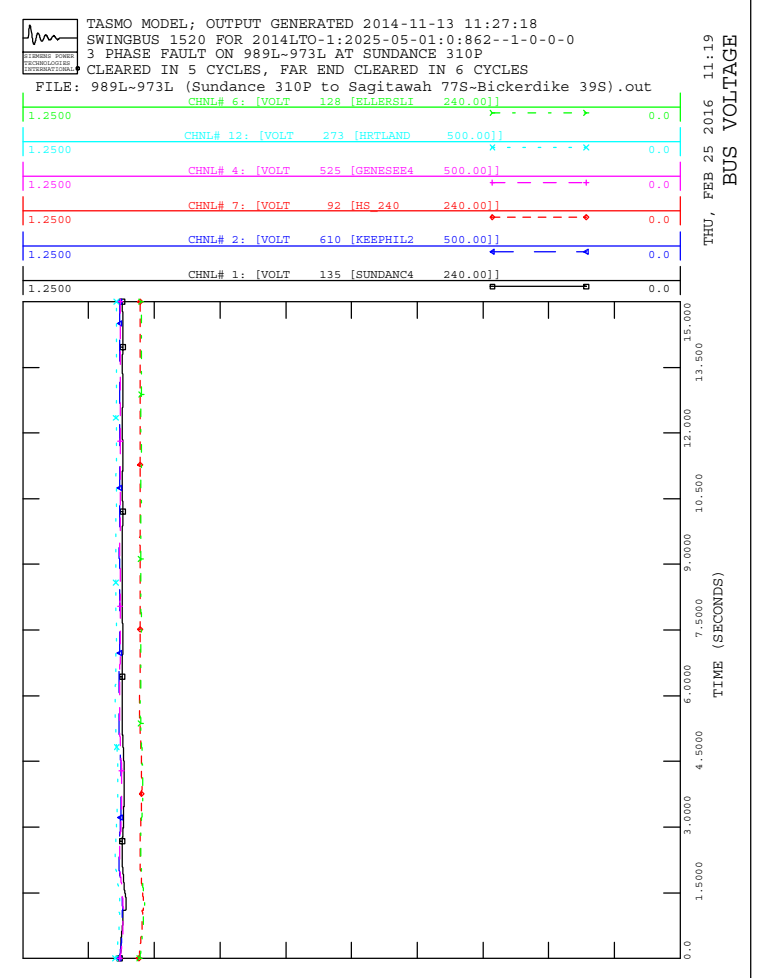
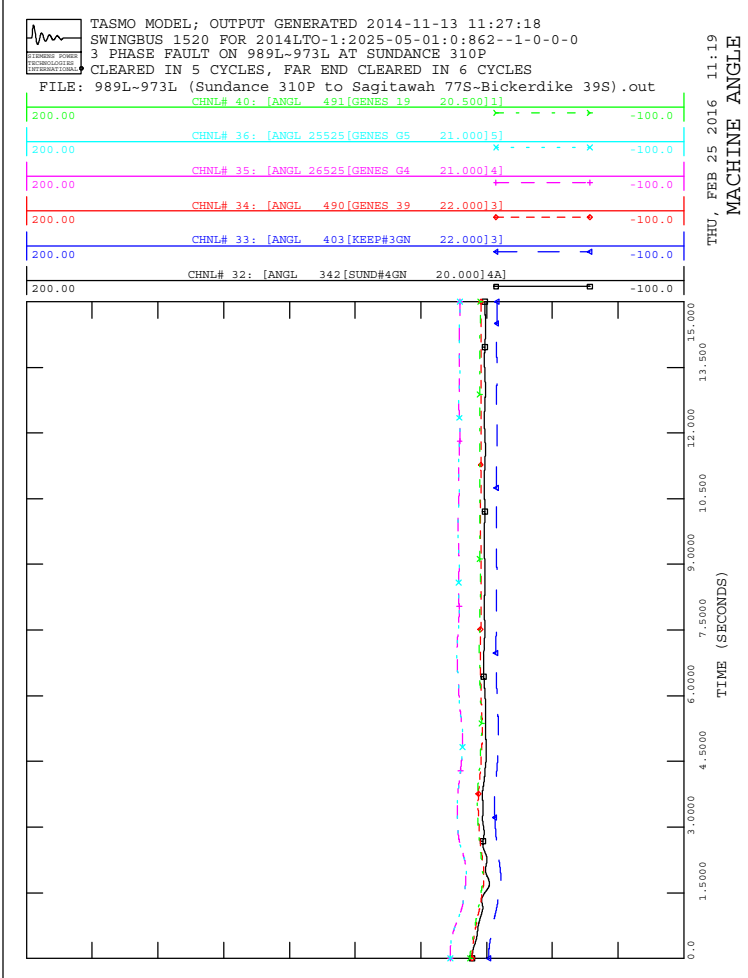
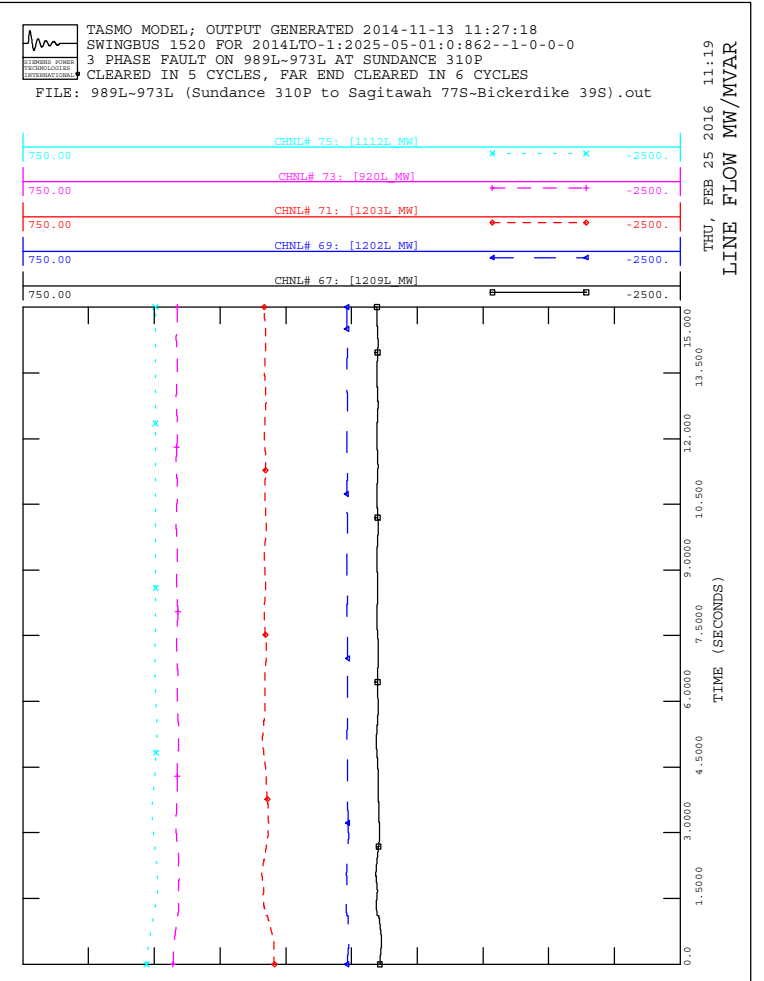
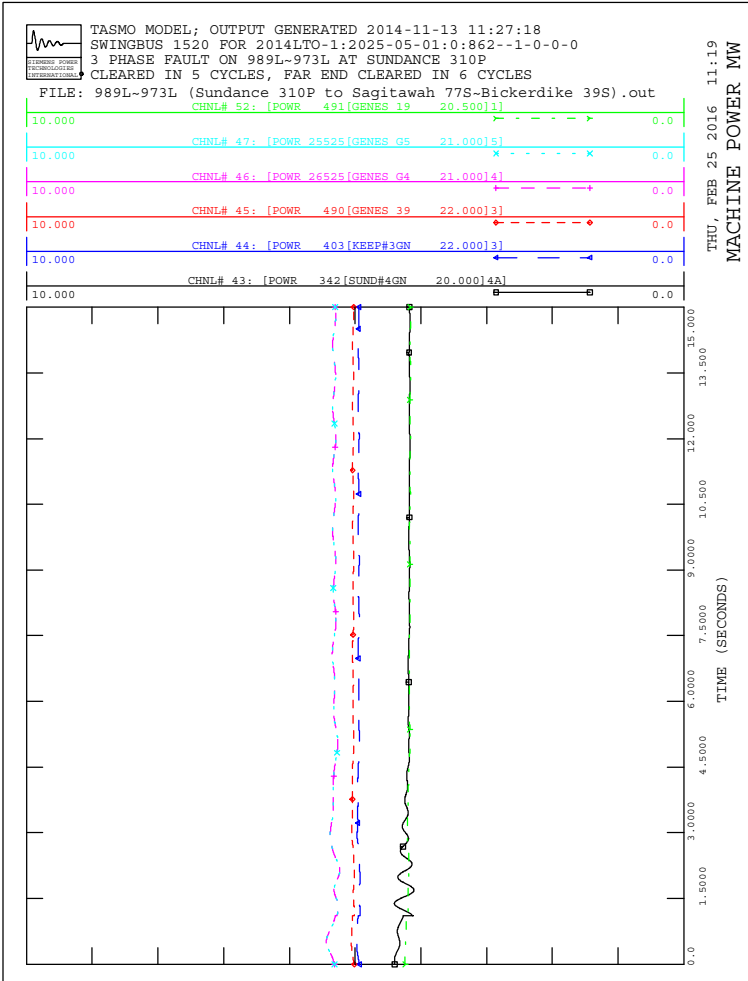


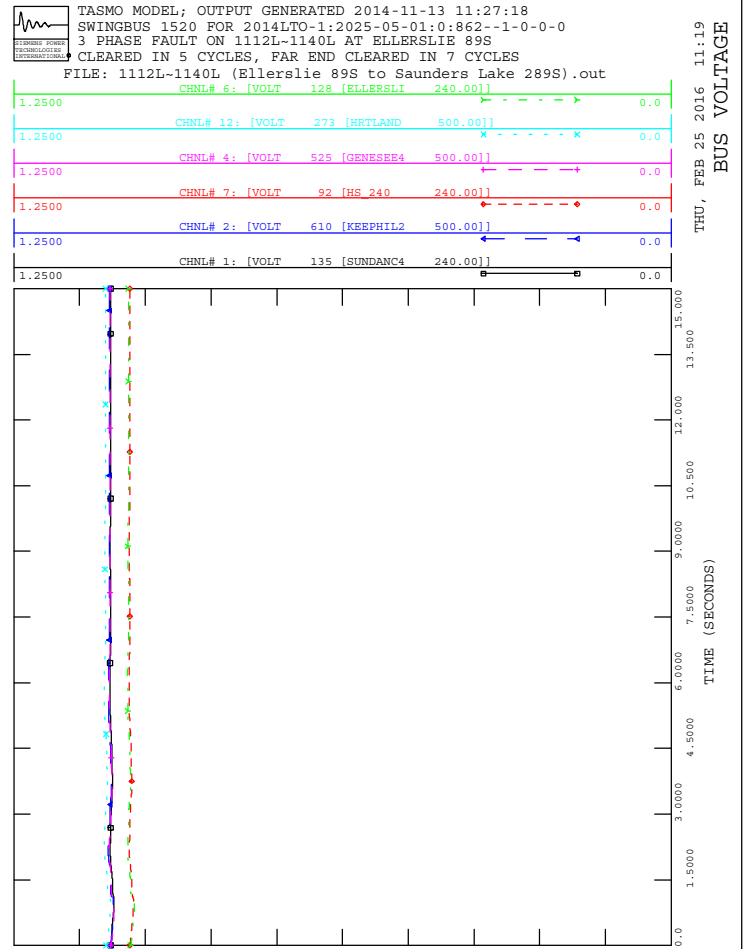
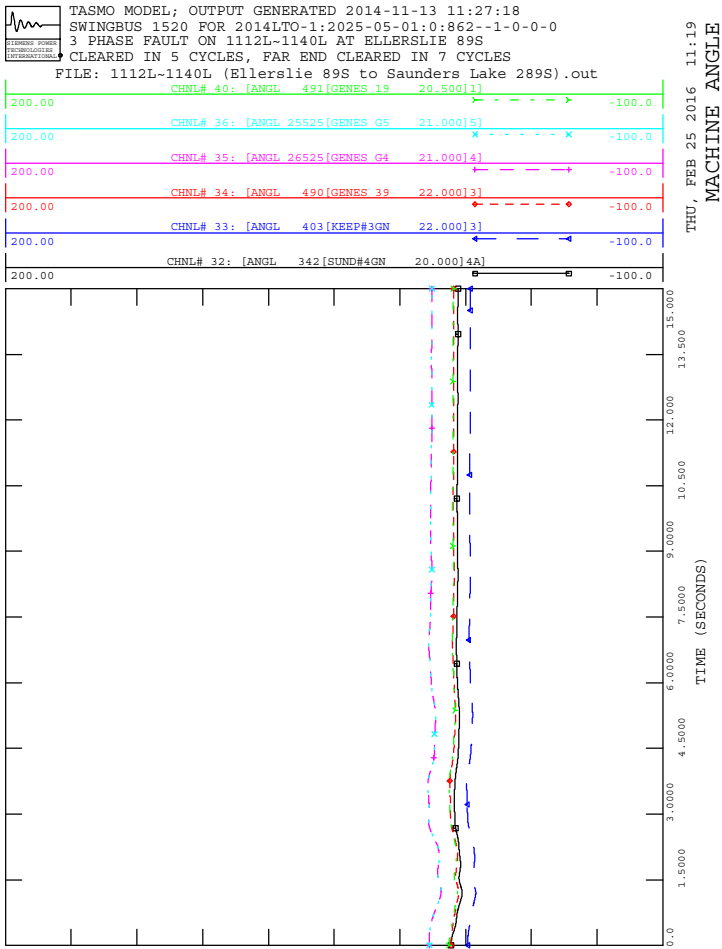
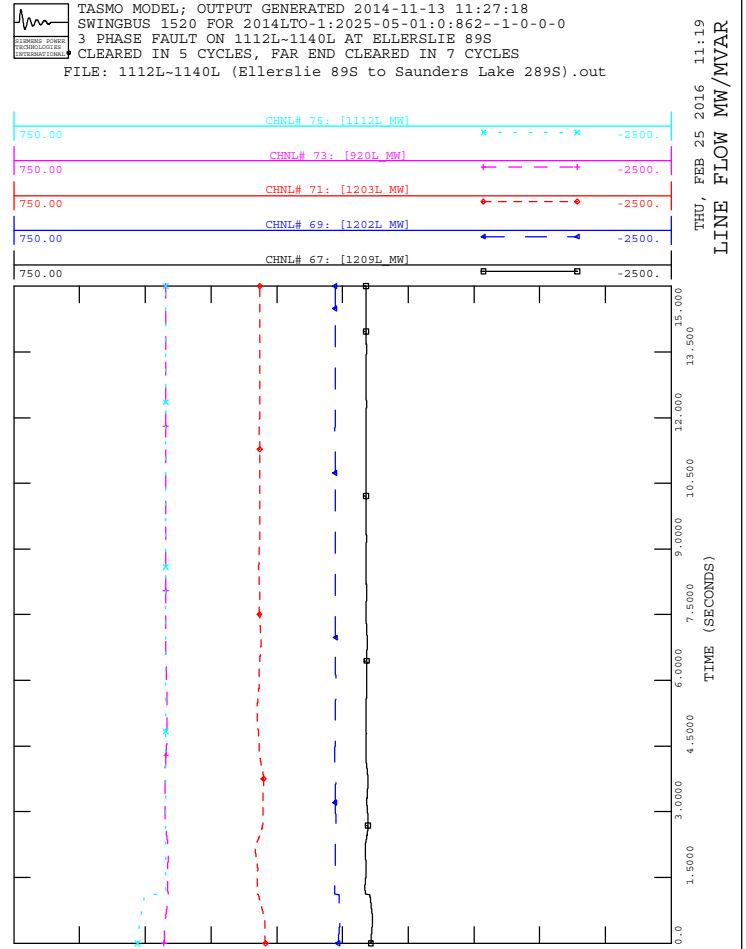
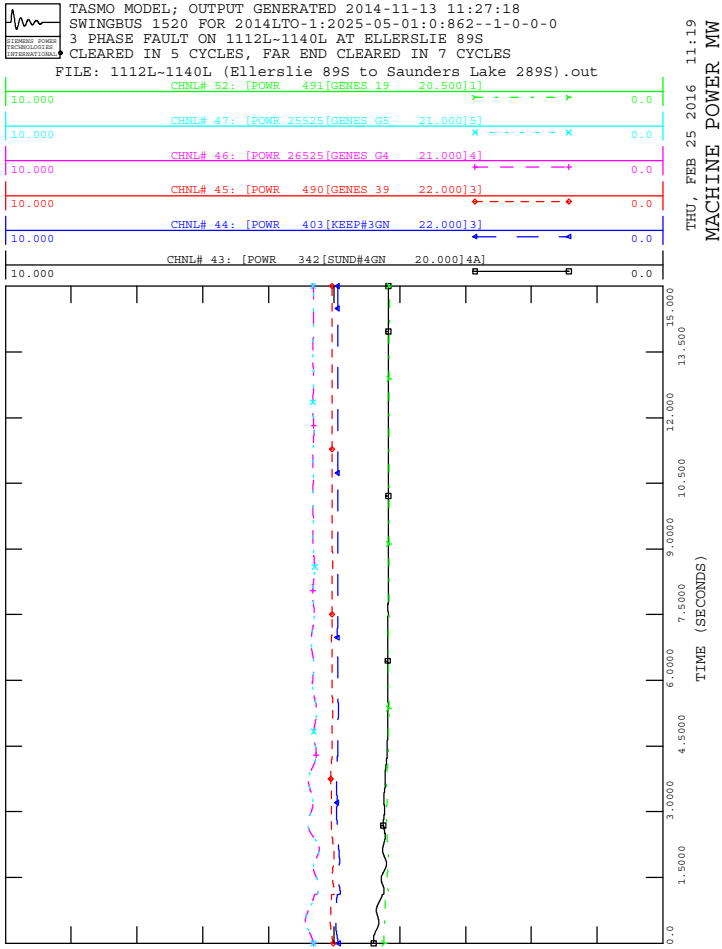
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out

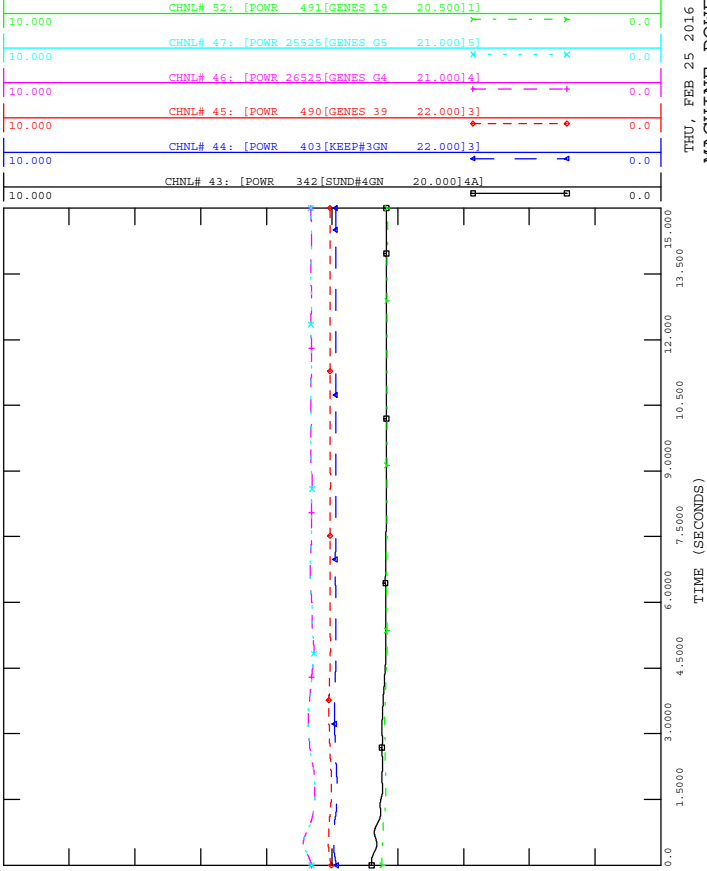




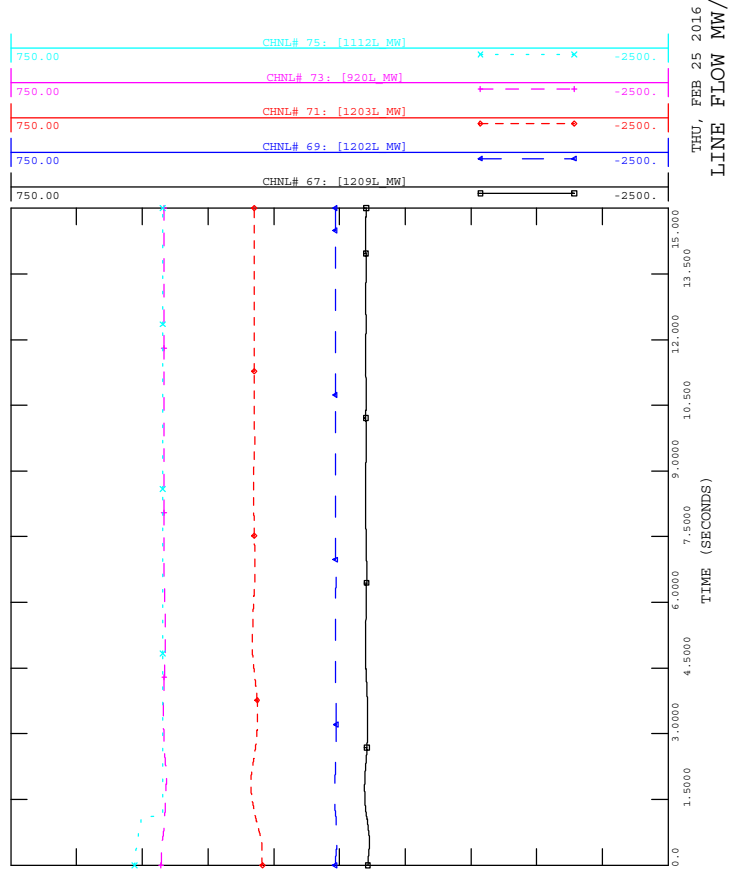




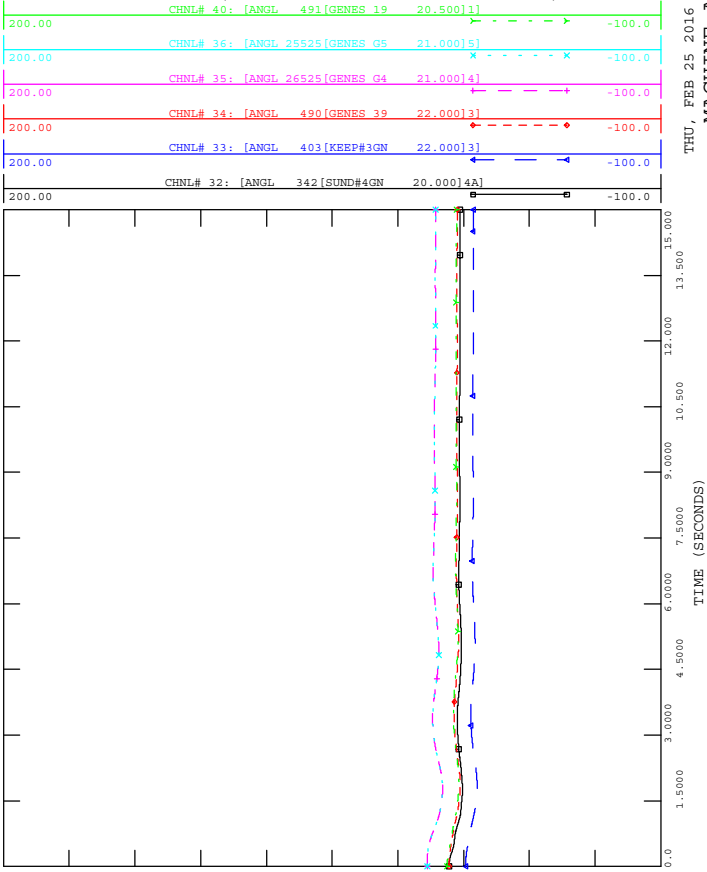
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out



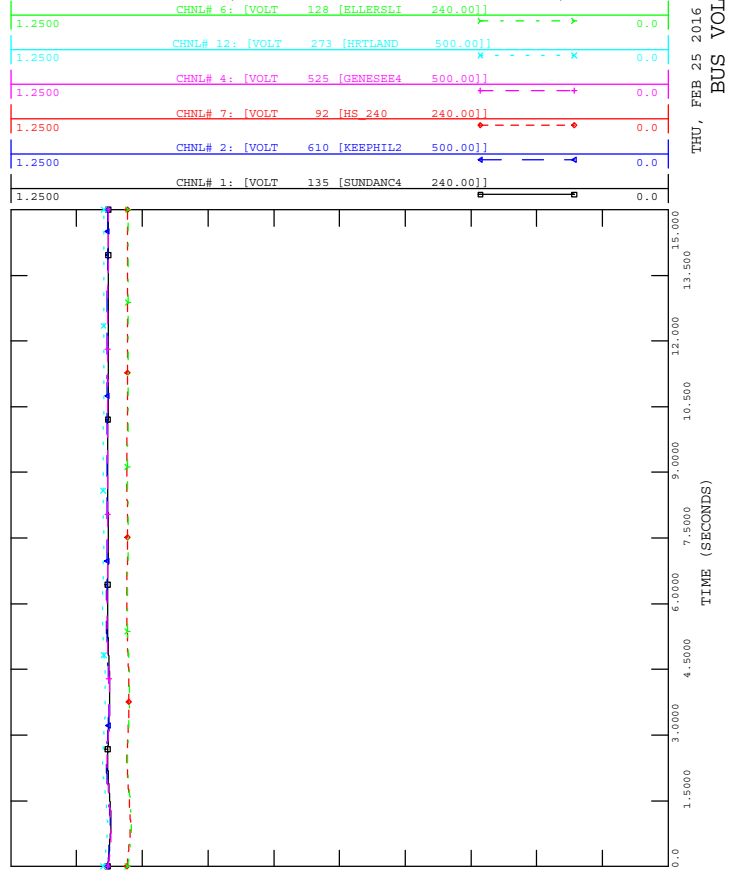
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out

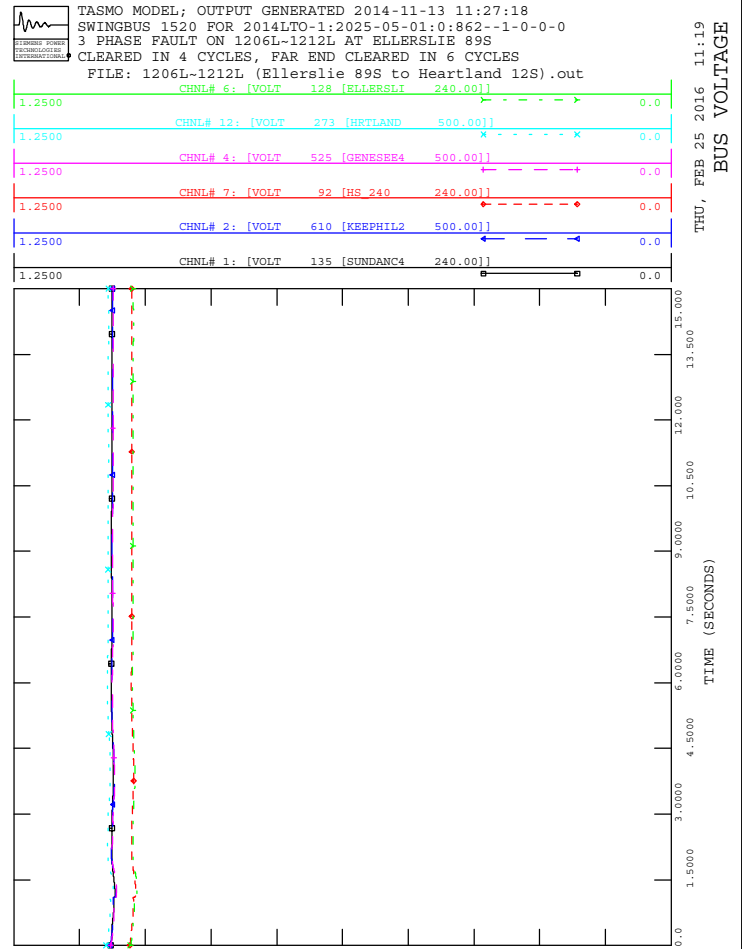
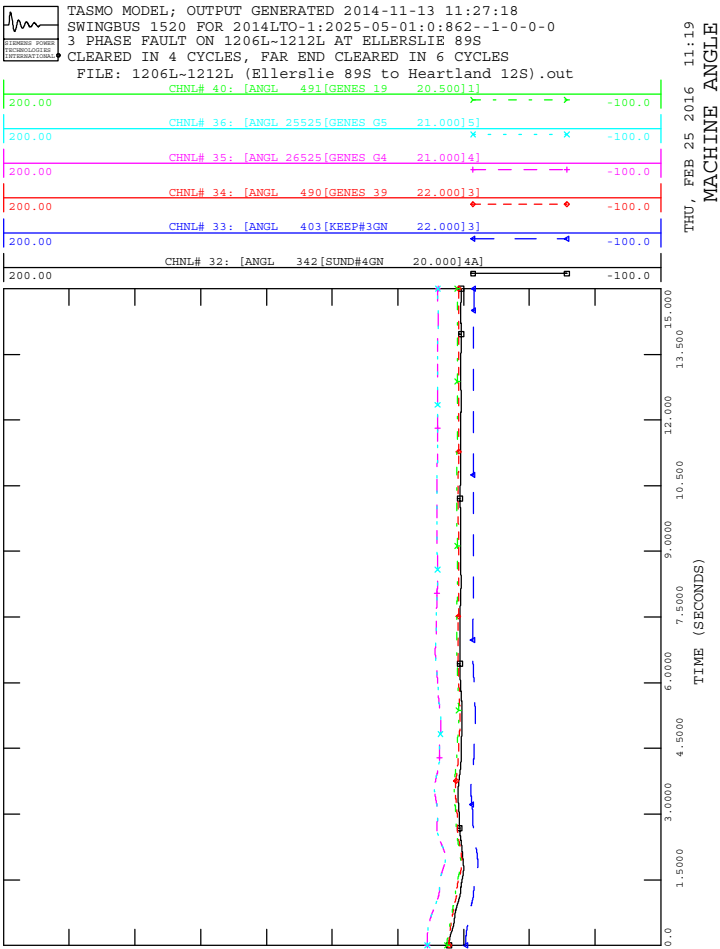
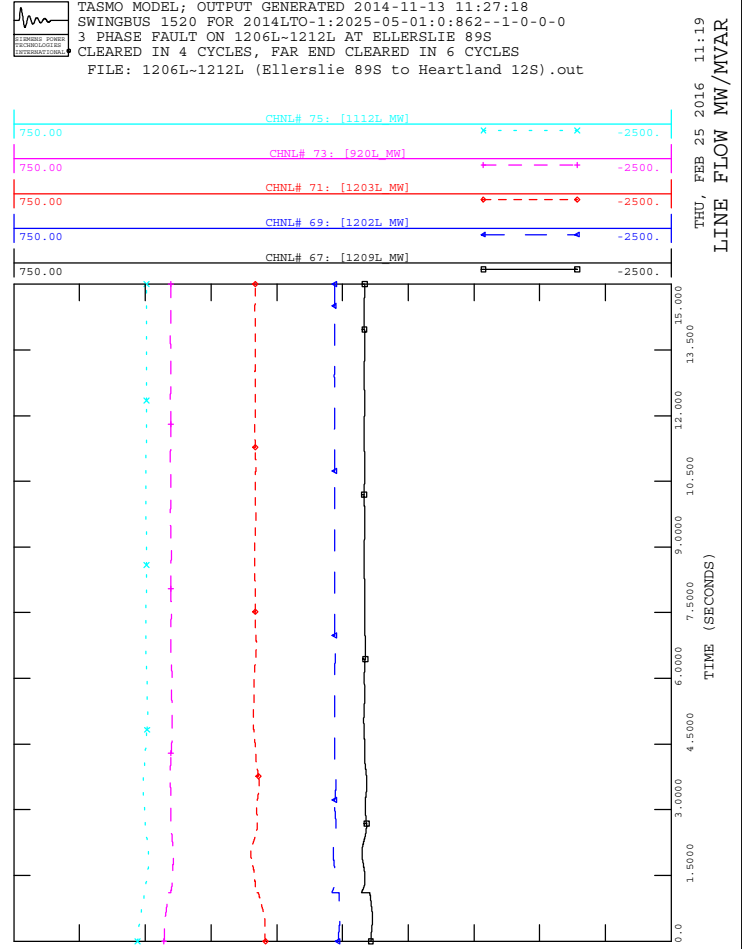
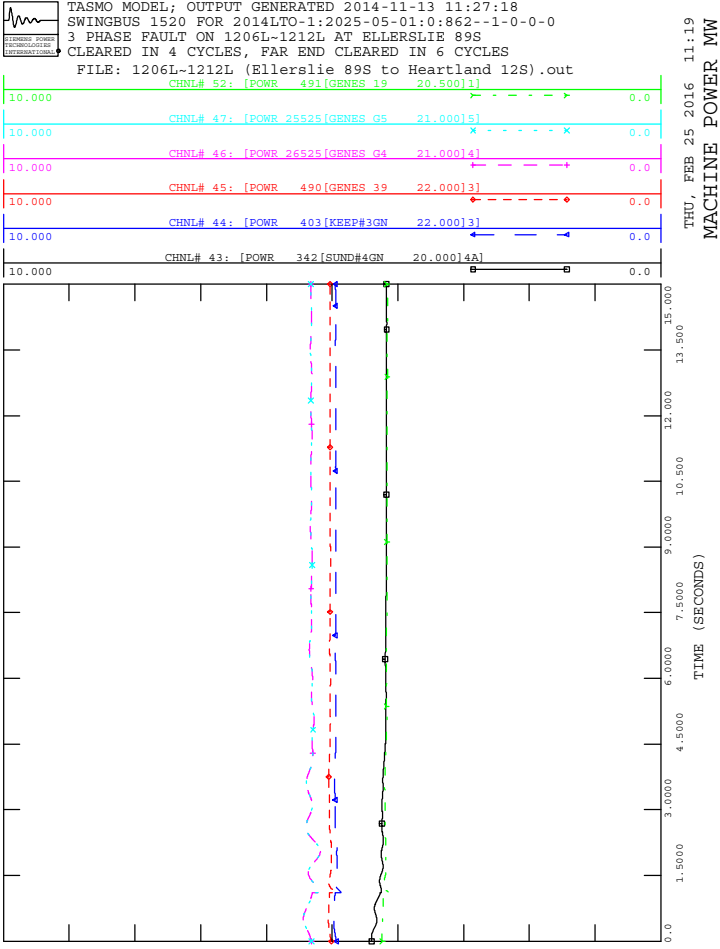


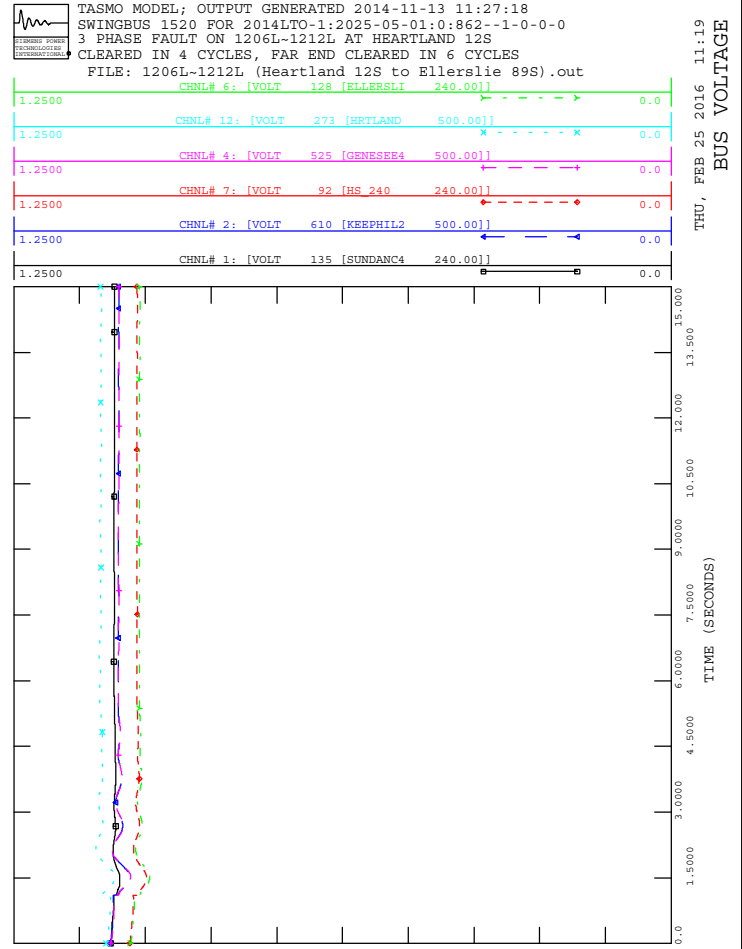
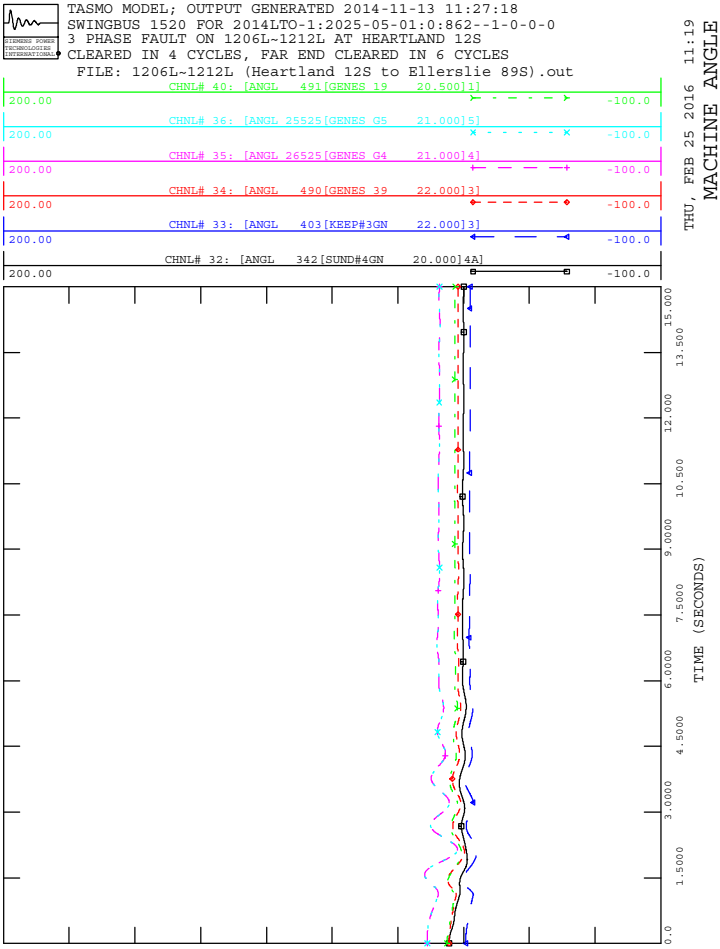
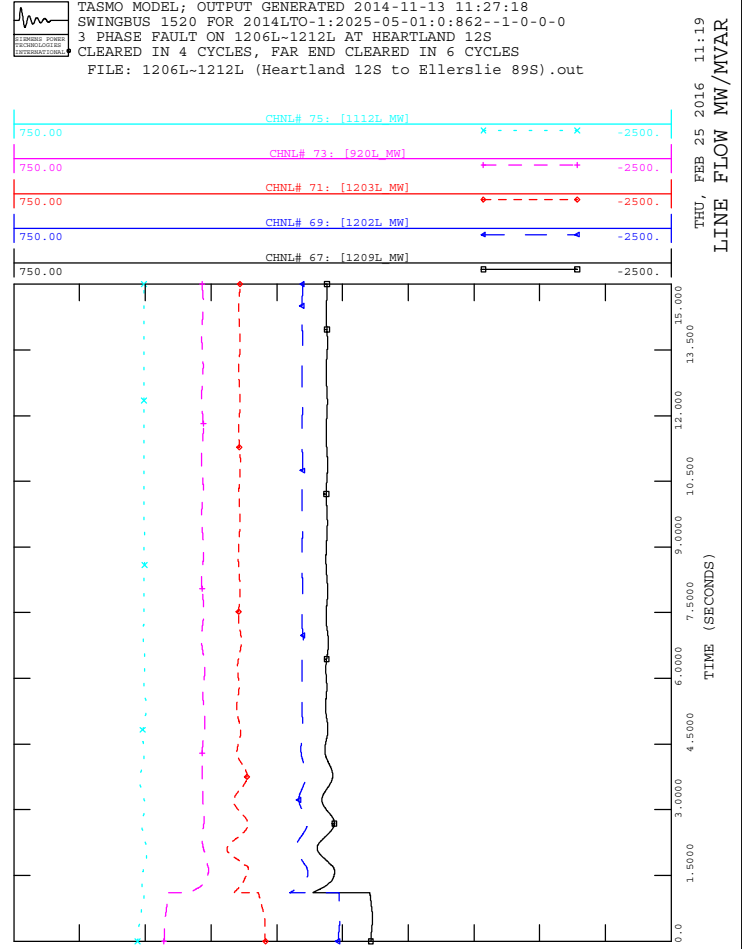
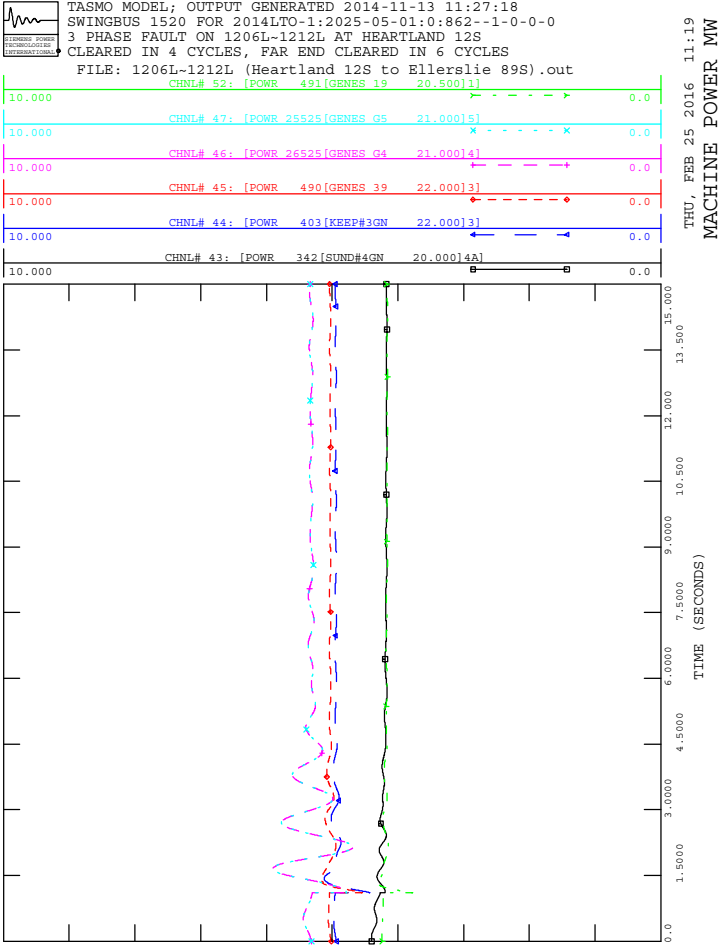
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out

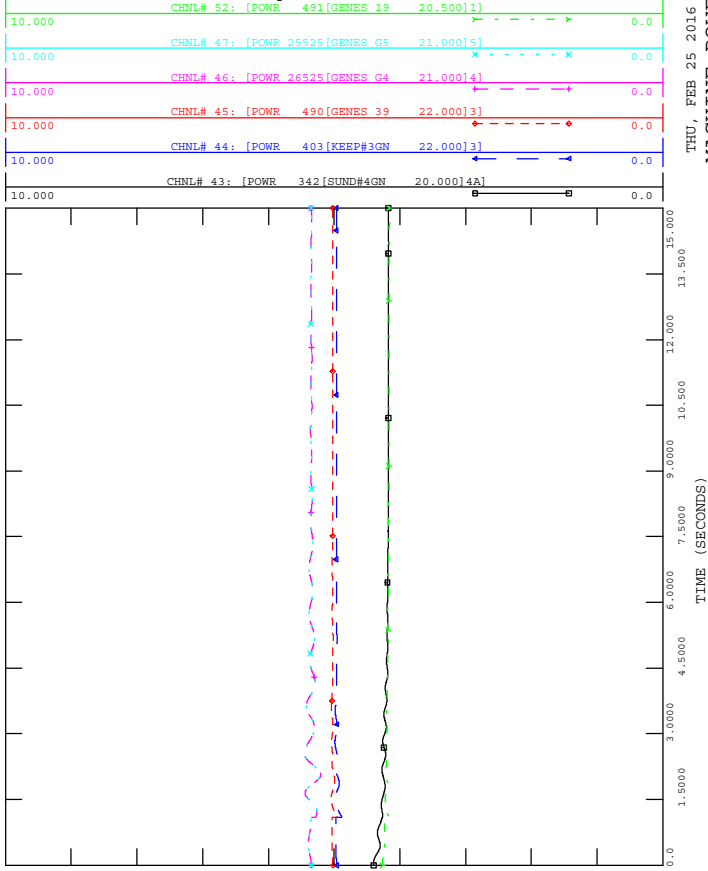




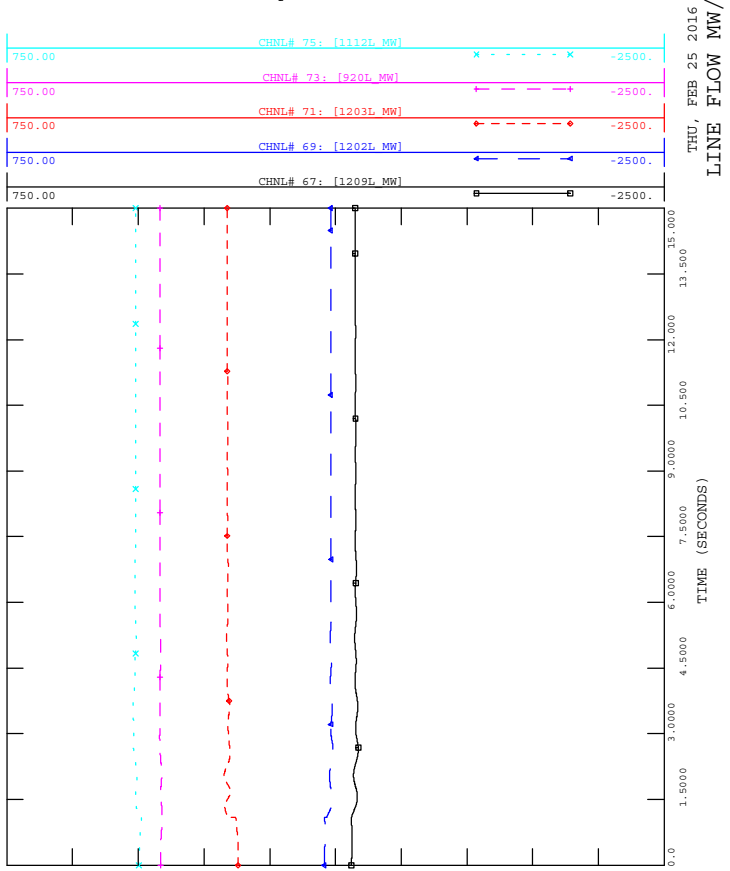




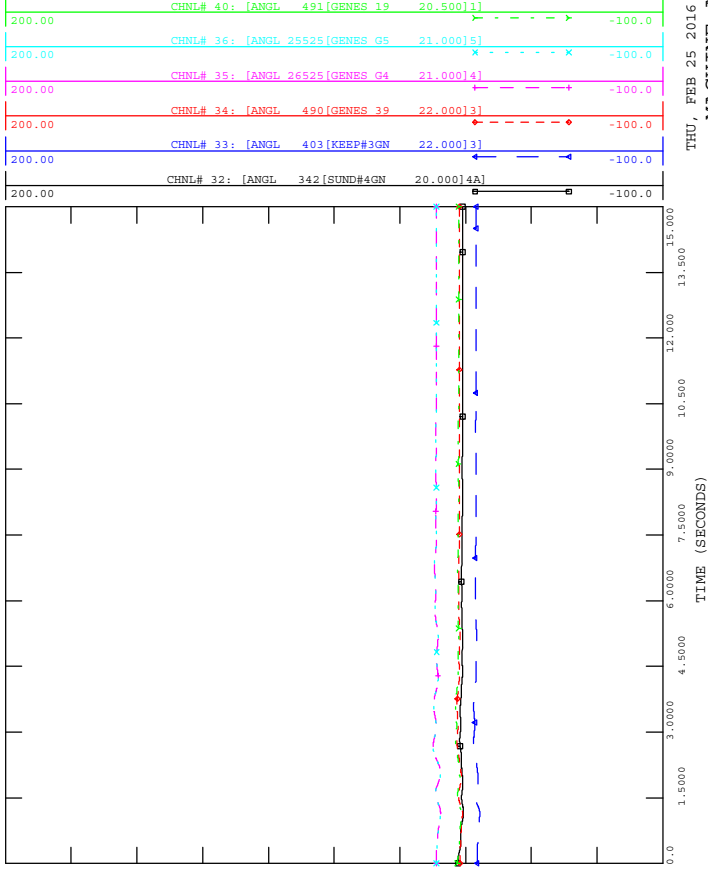
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



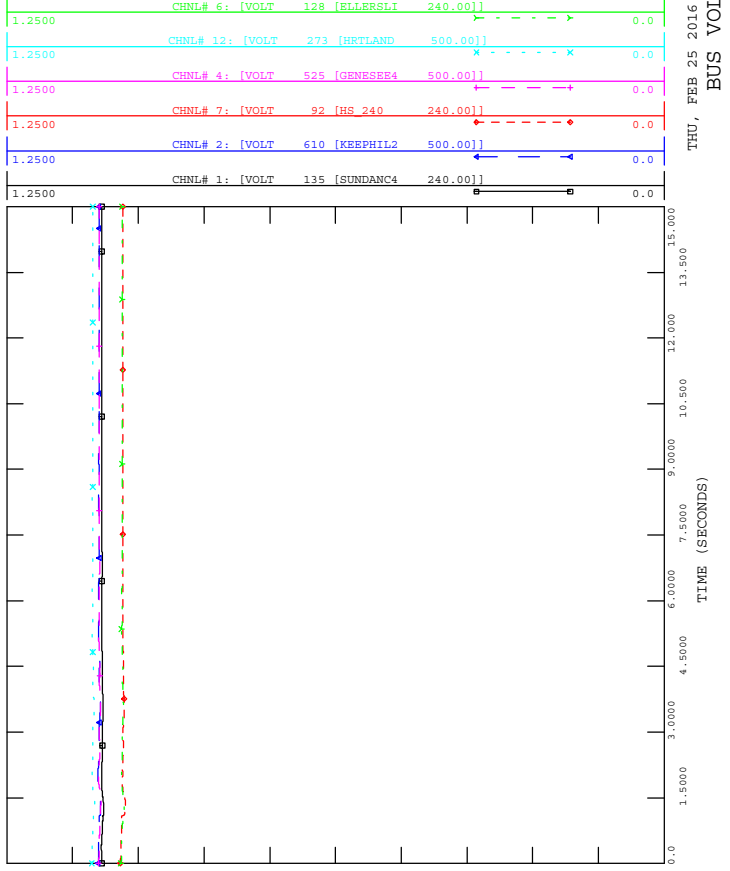
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

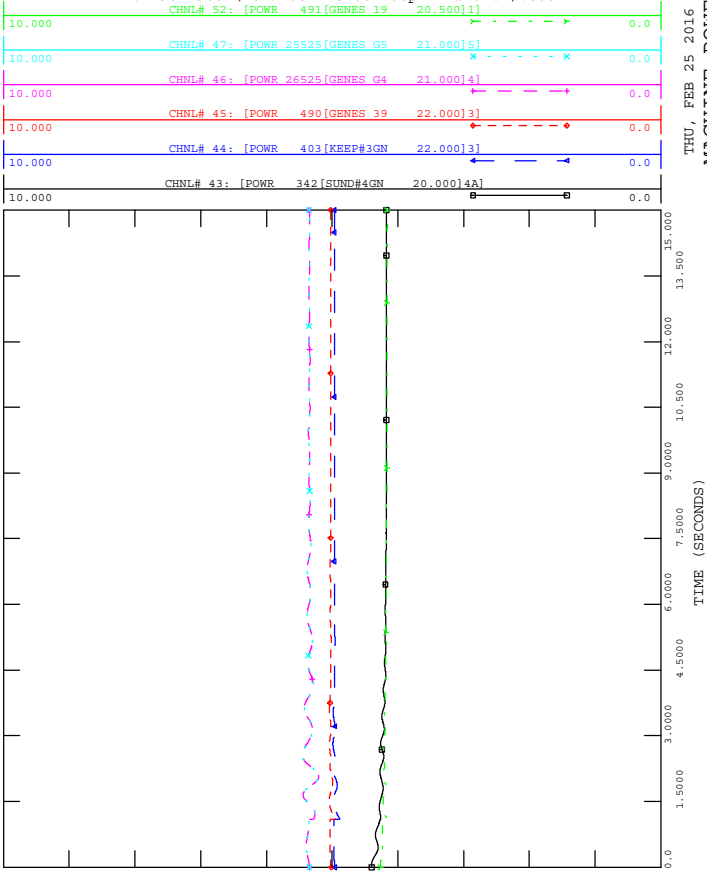


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

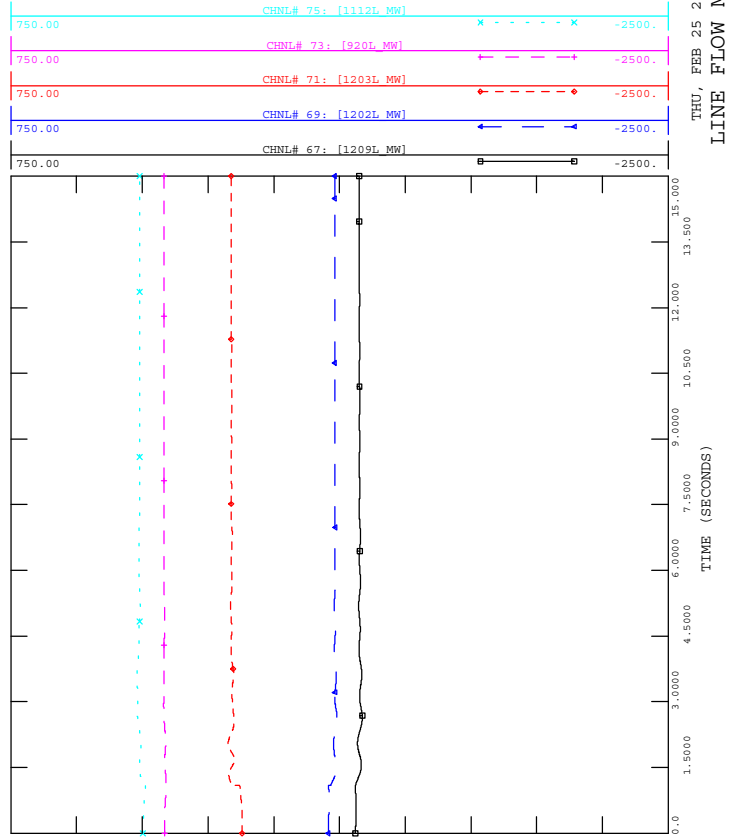




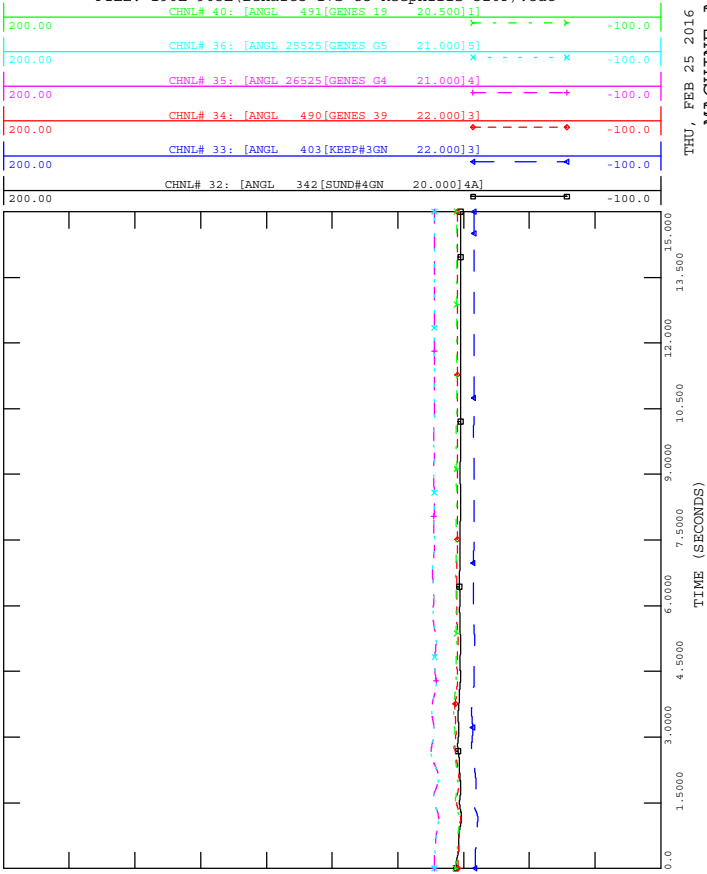
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out



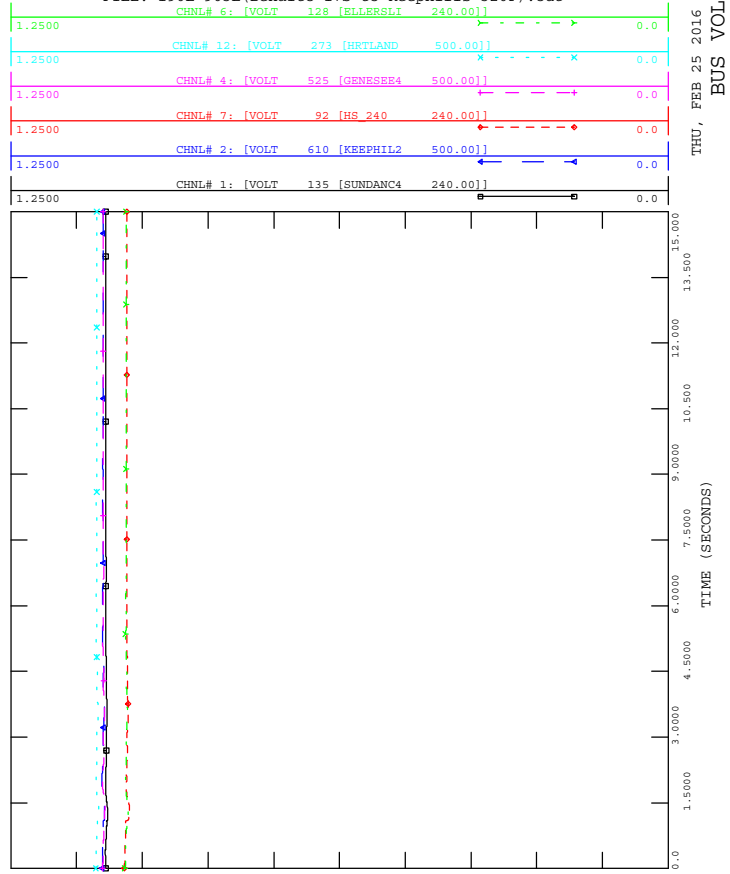
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out

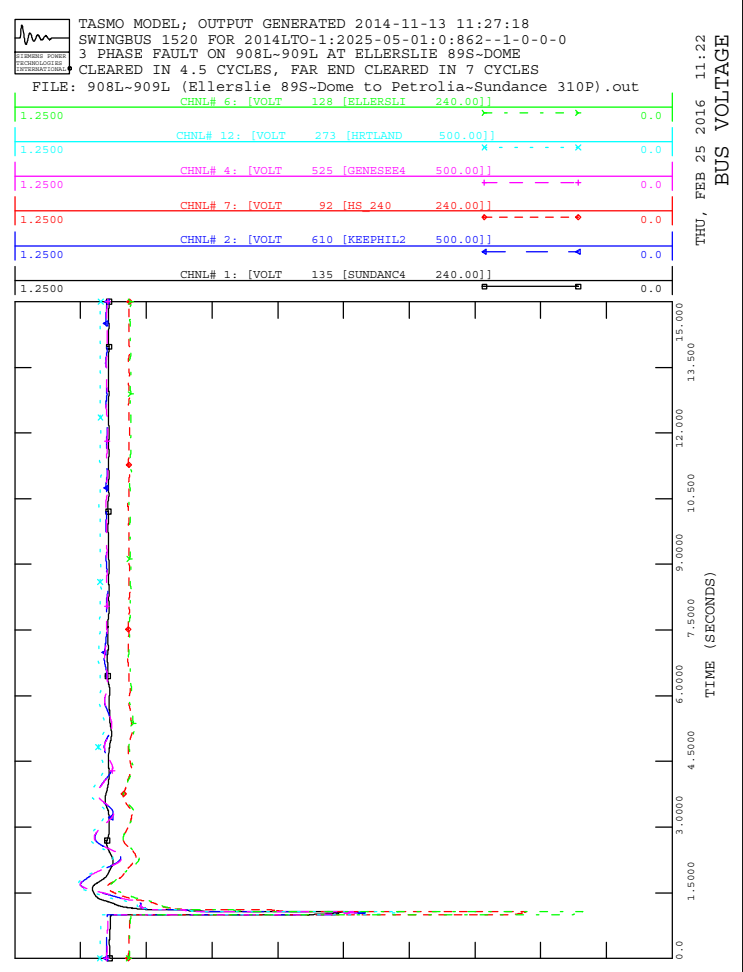
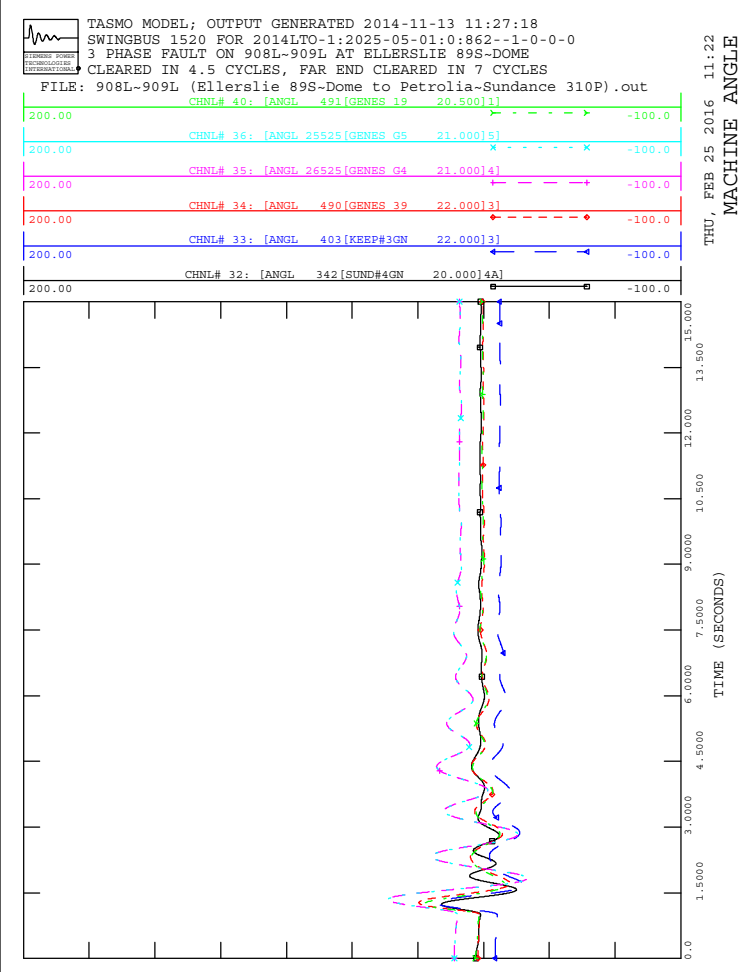
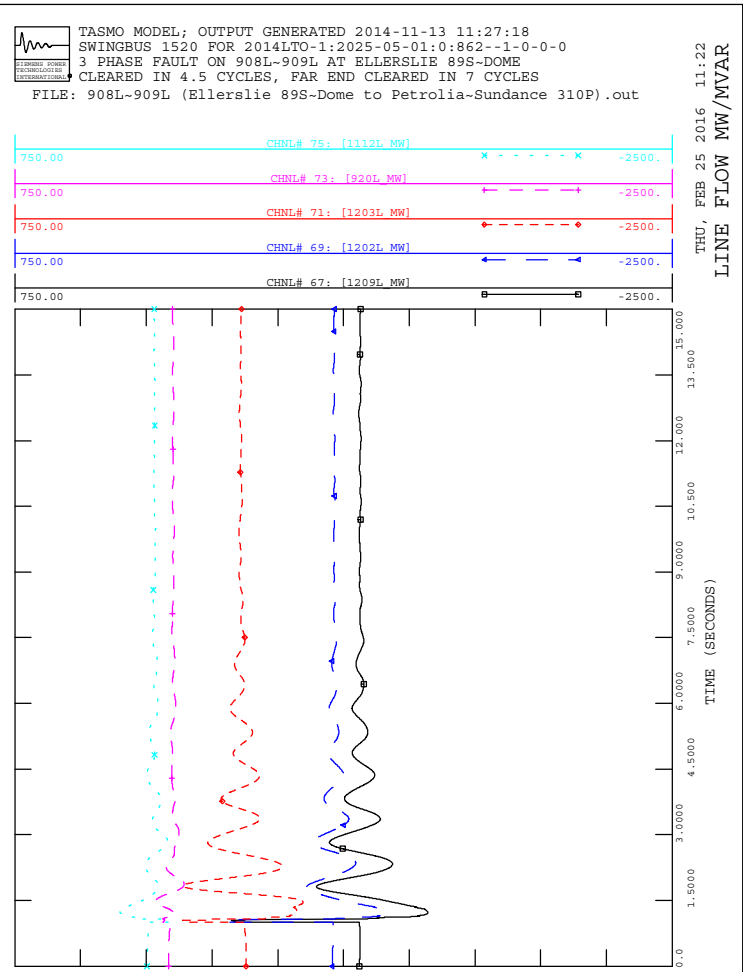
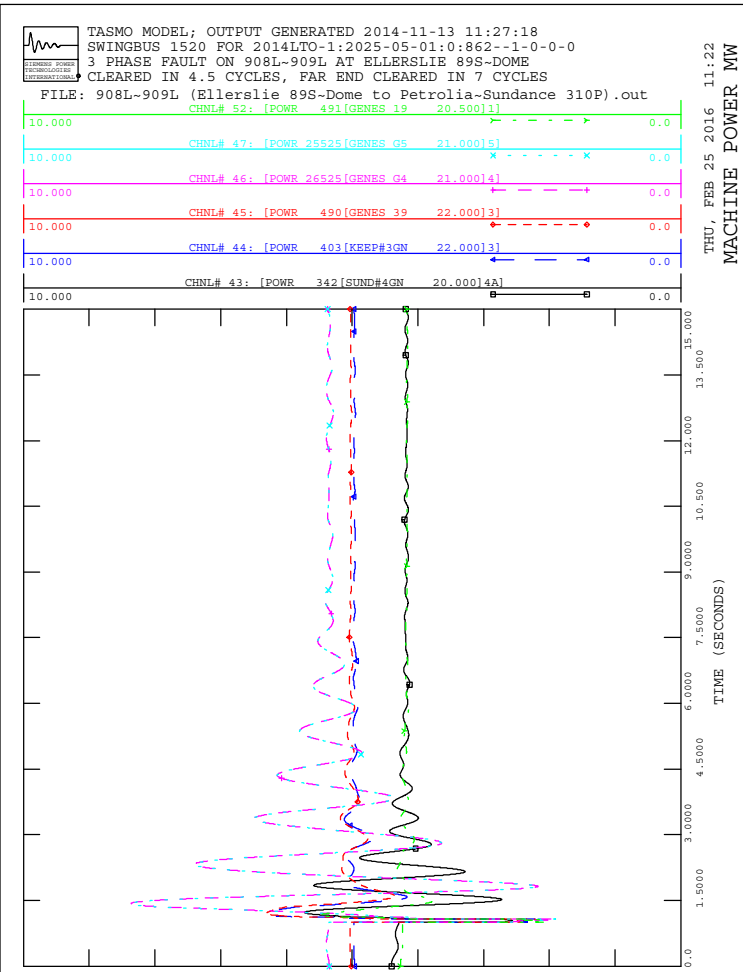


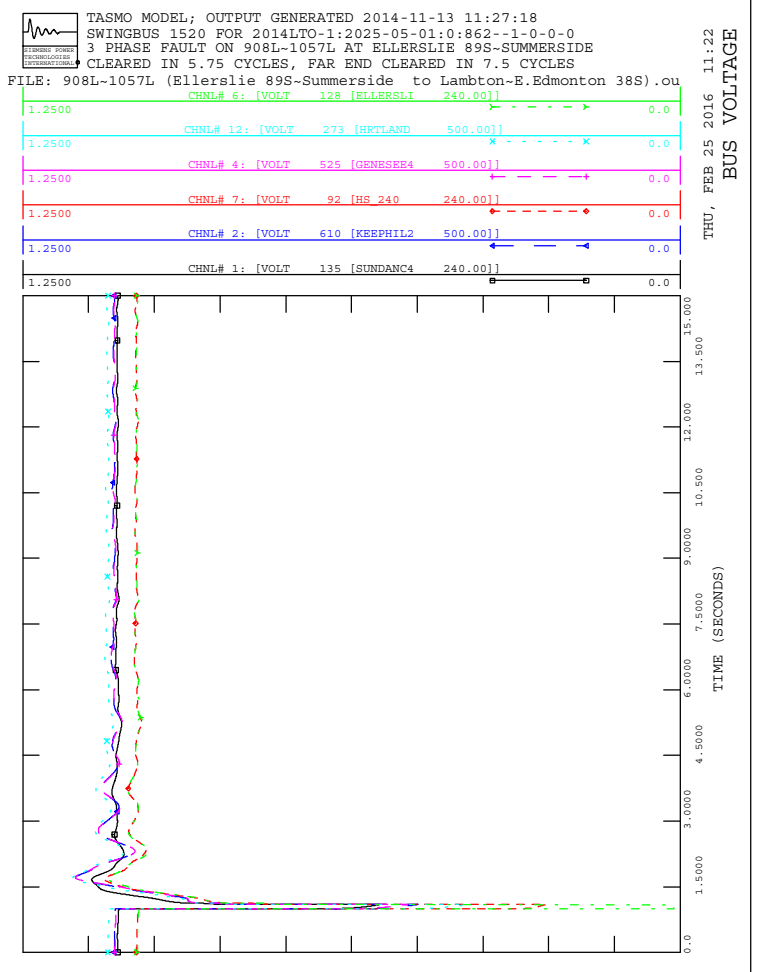
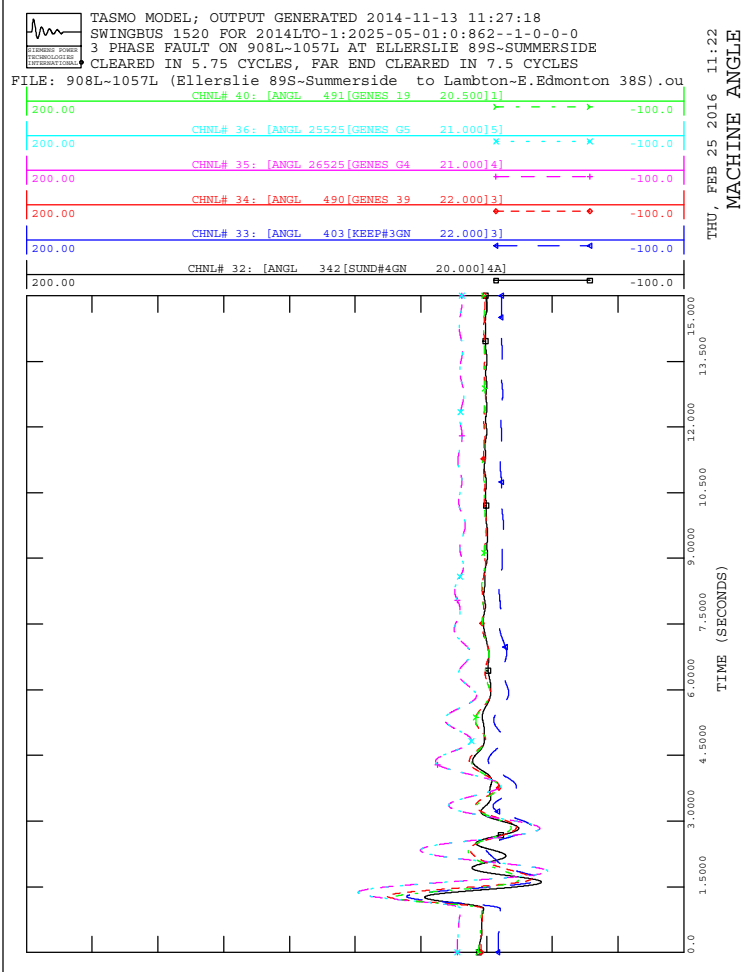
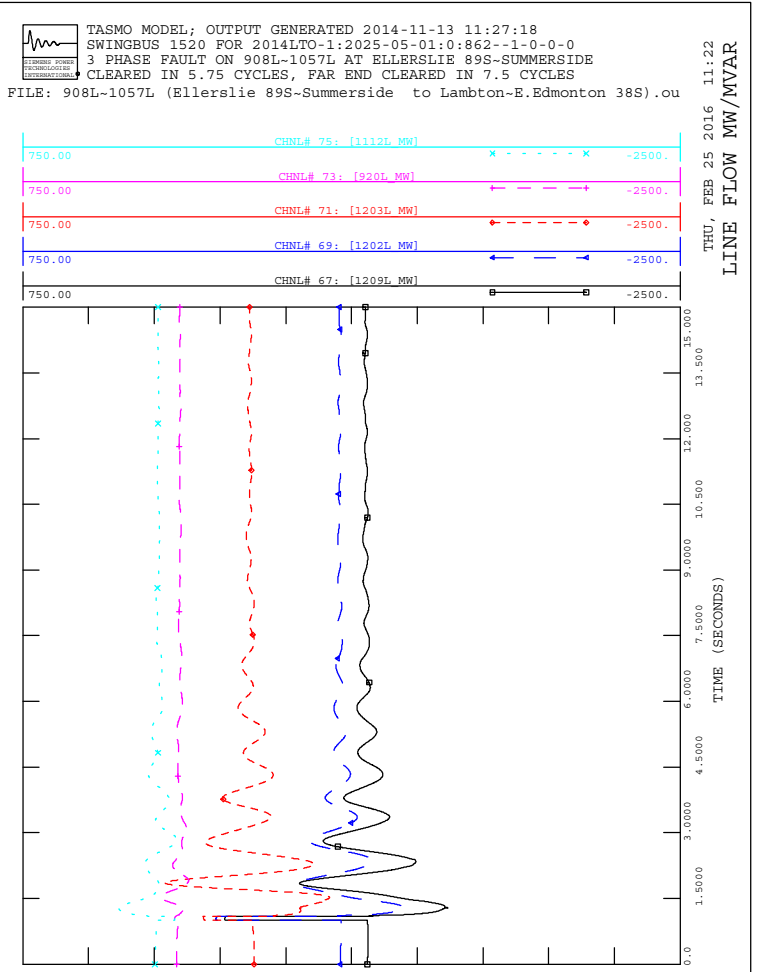
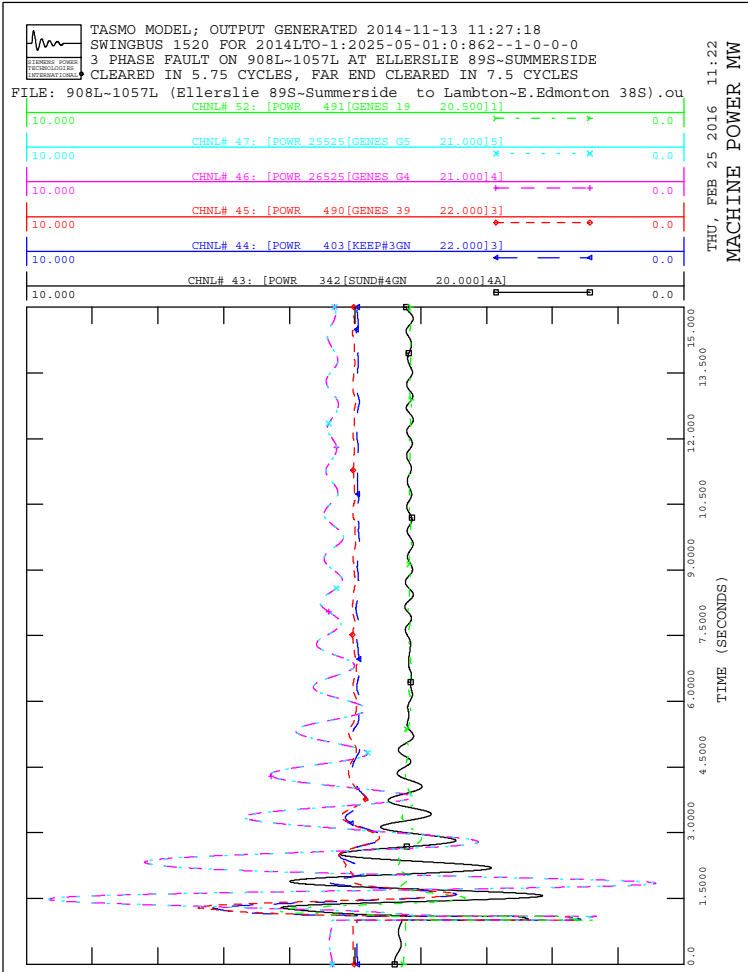
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out

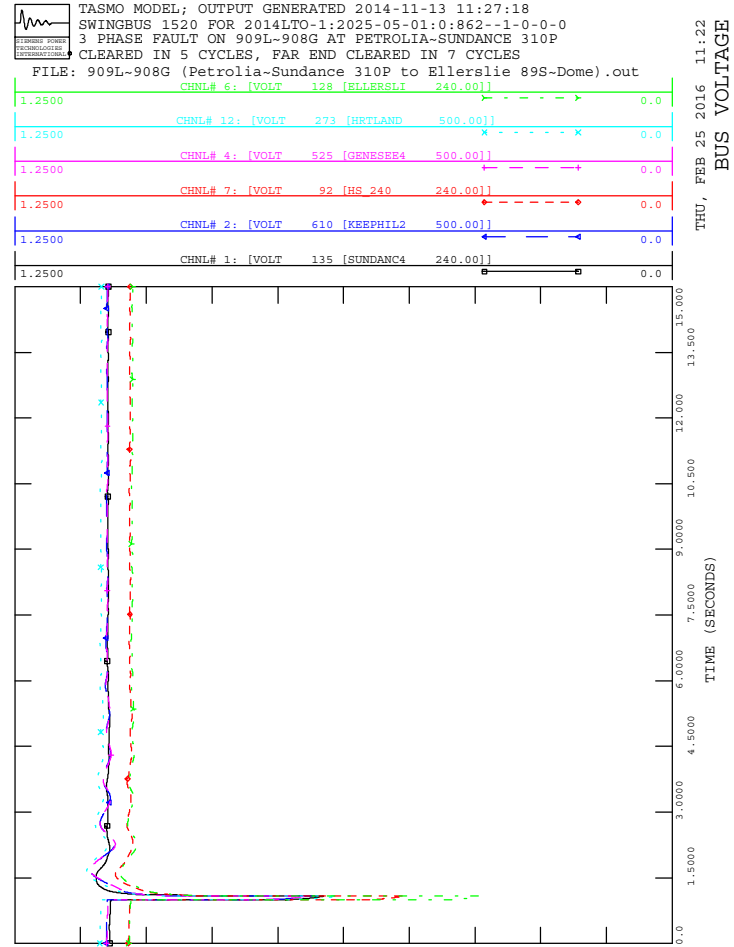
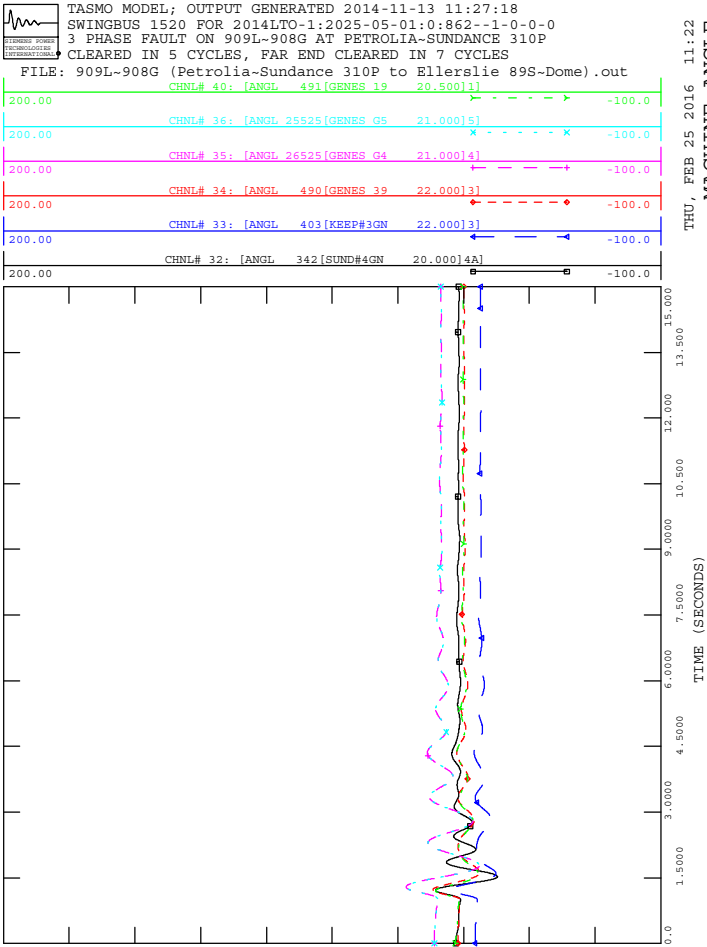
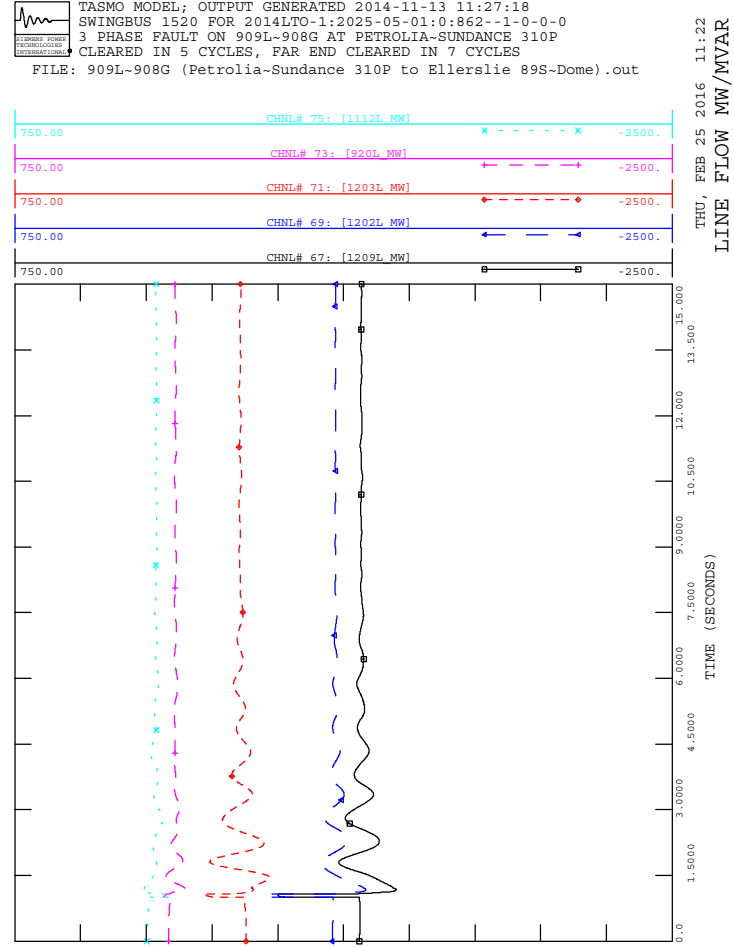
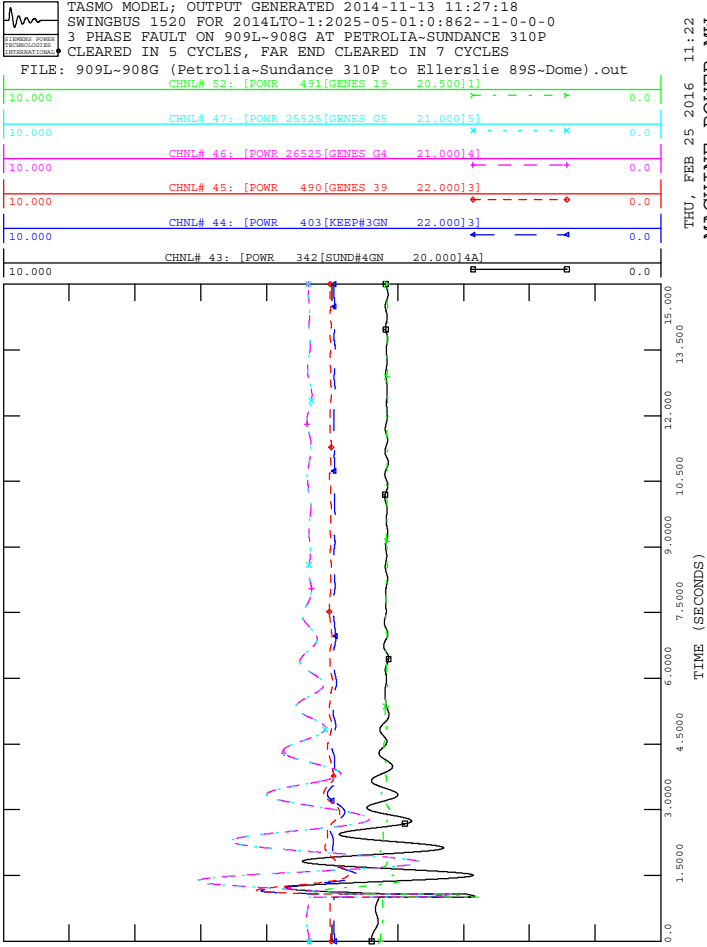


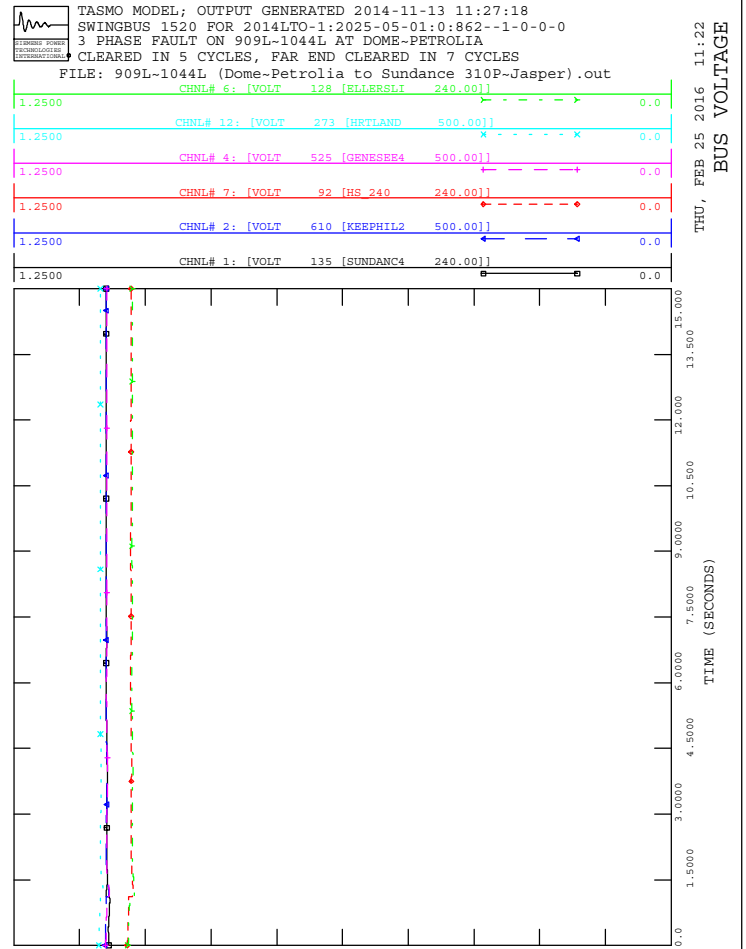
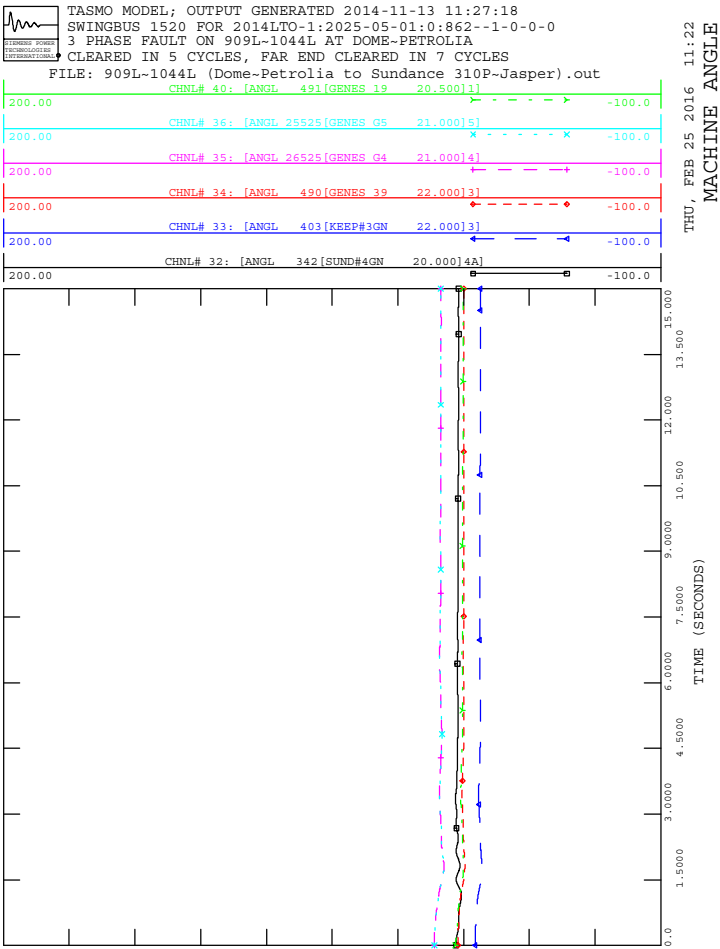
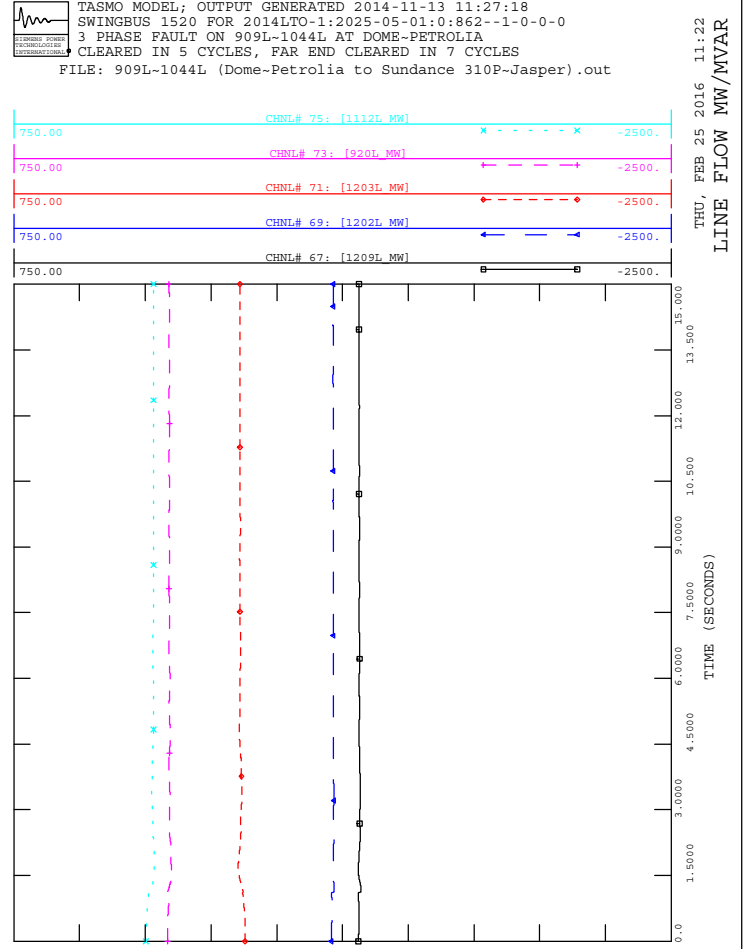
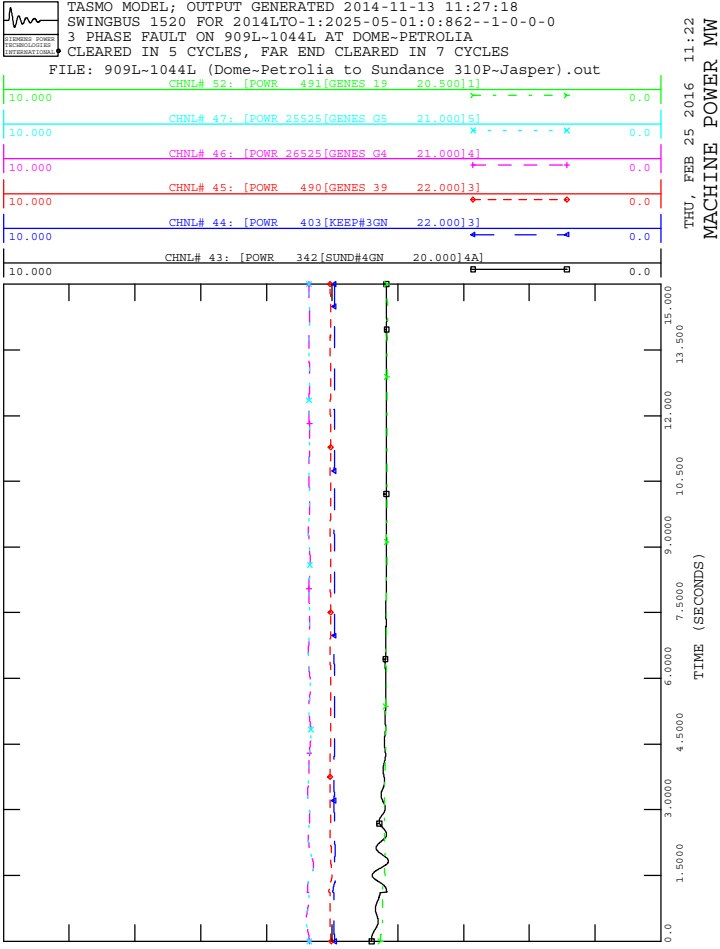
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out





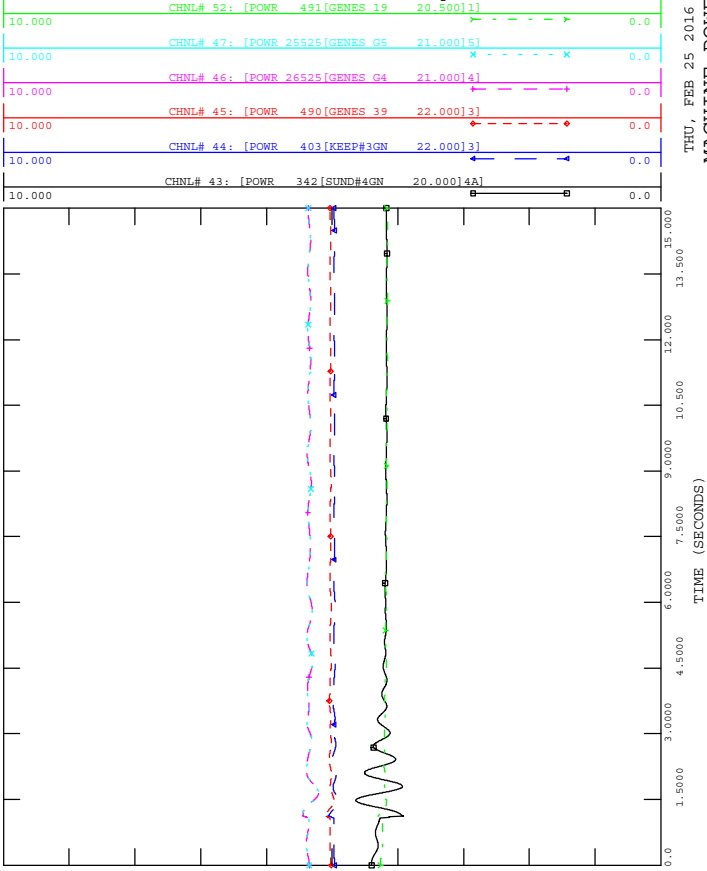




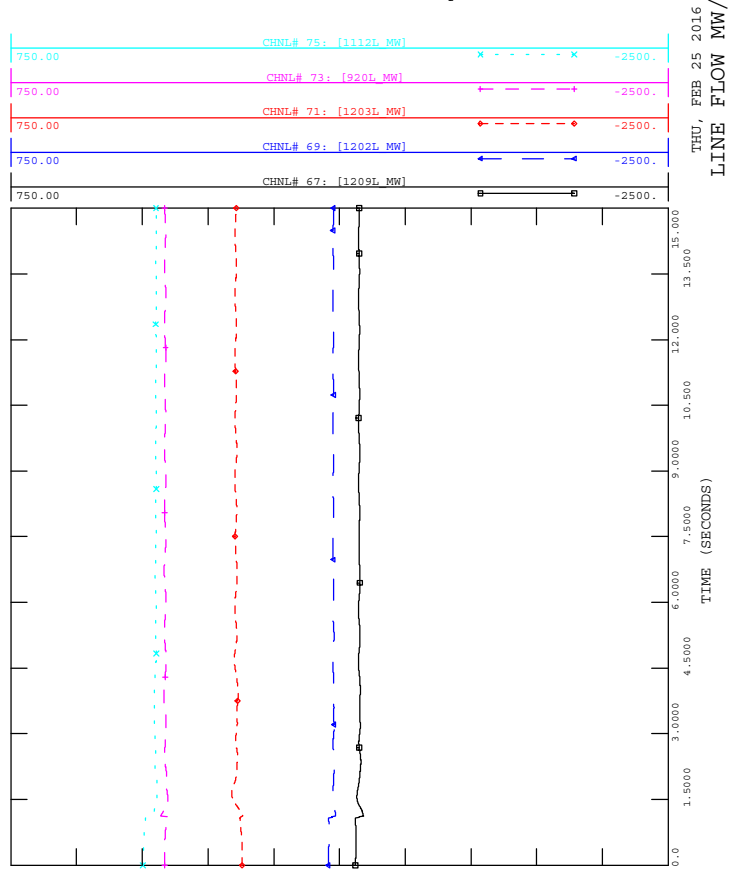




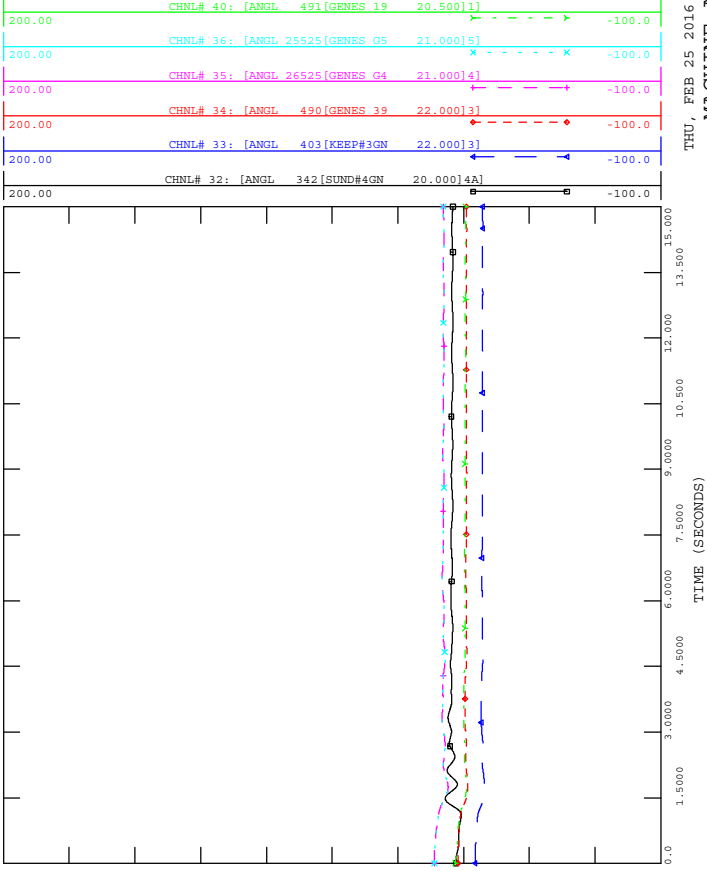
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



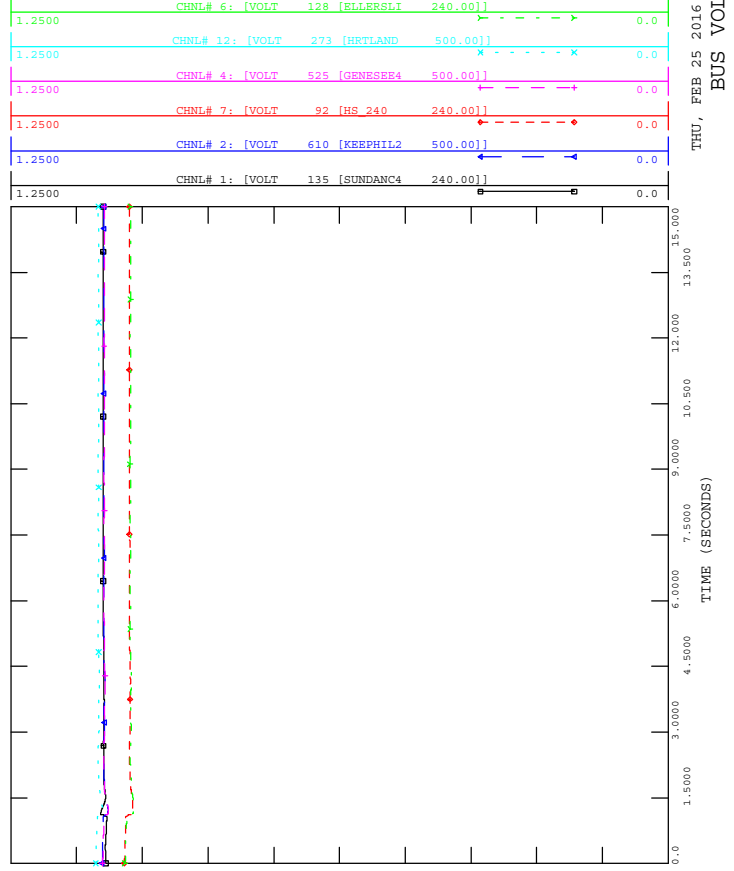
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out

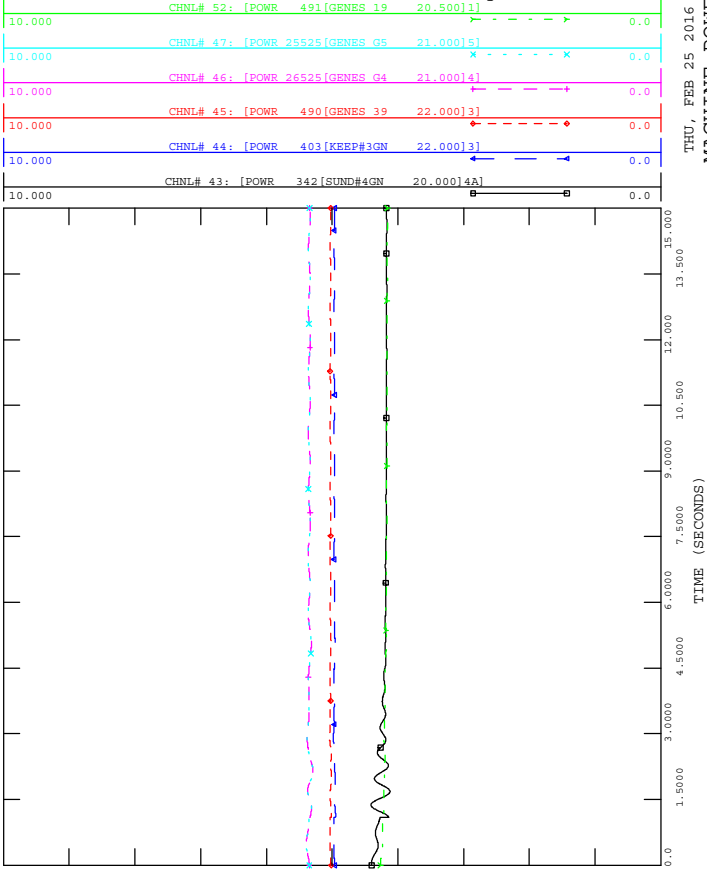


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out

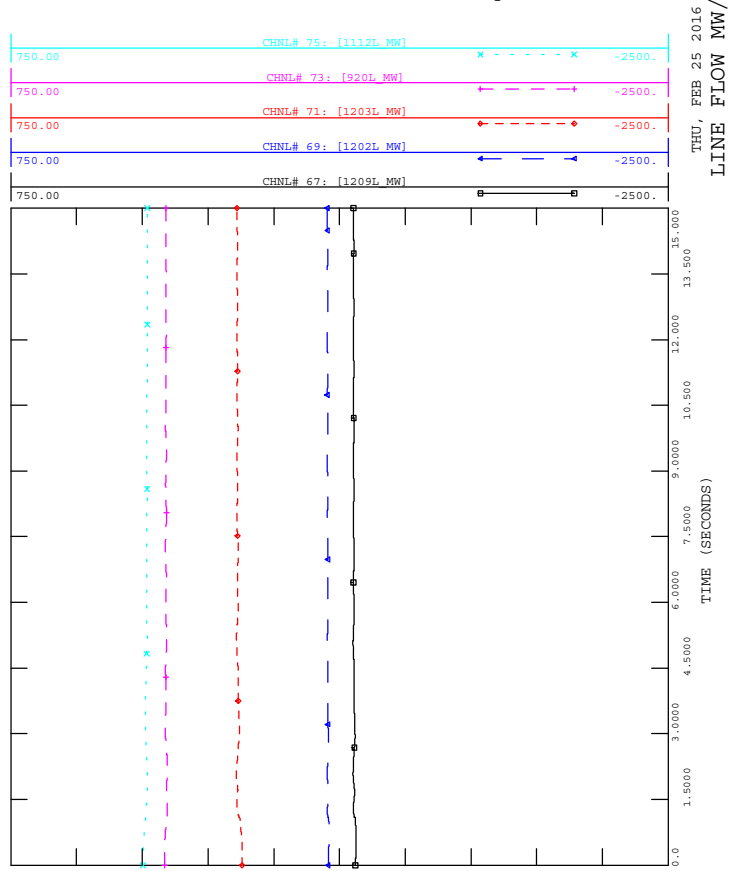




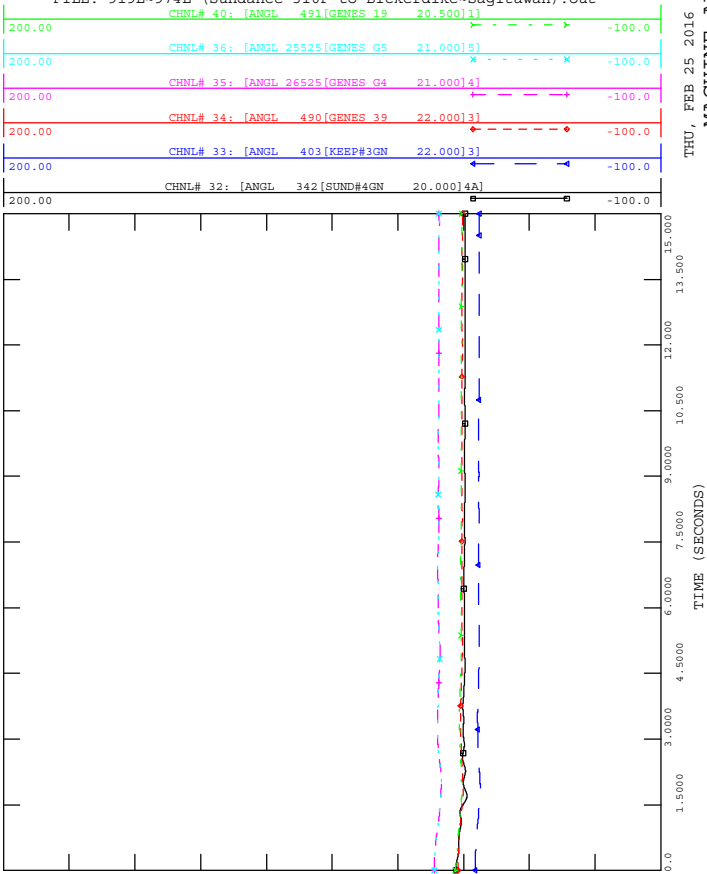
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



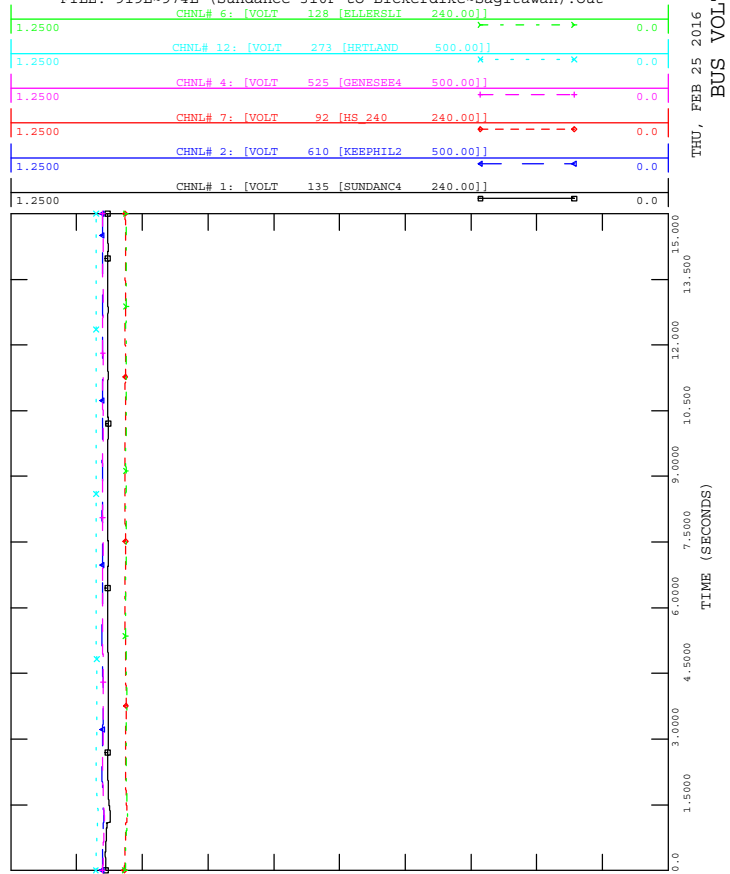
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out

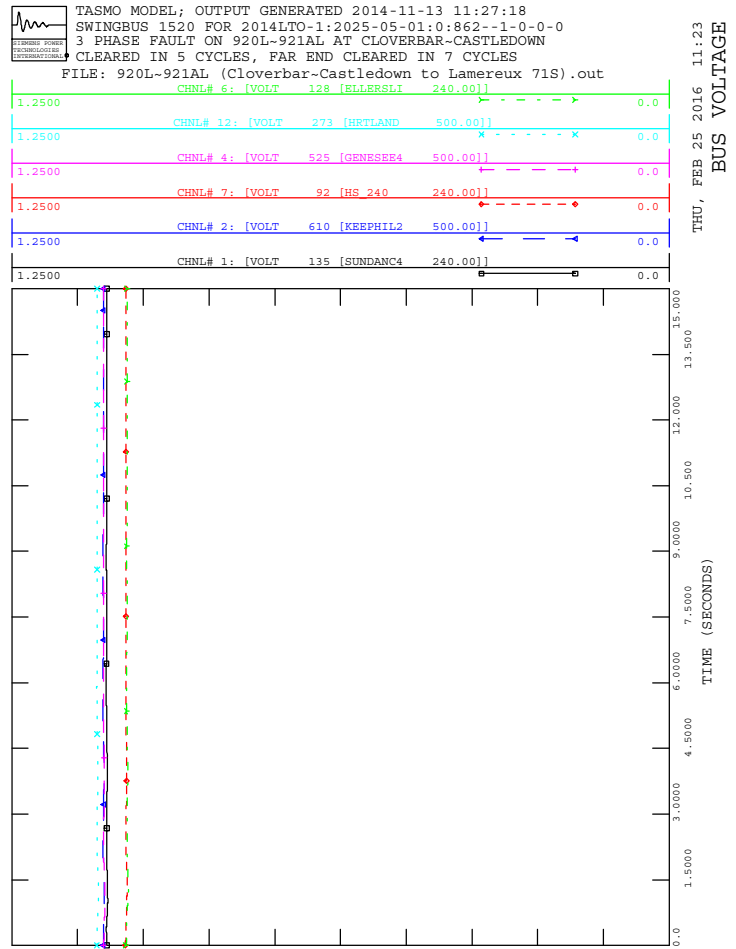
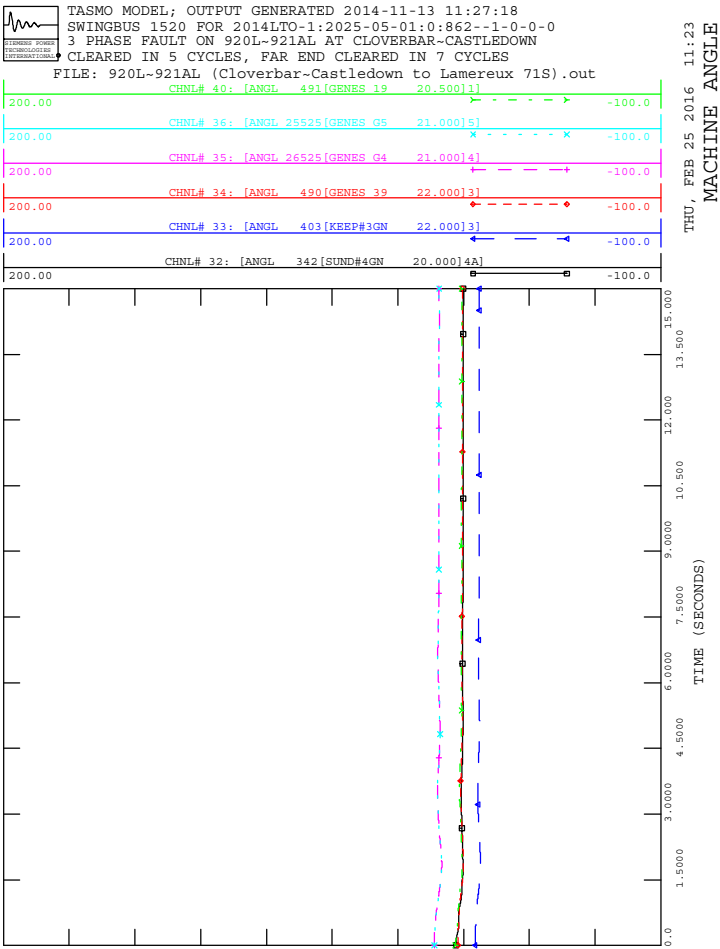
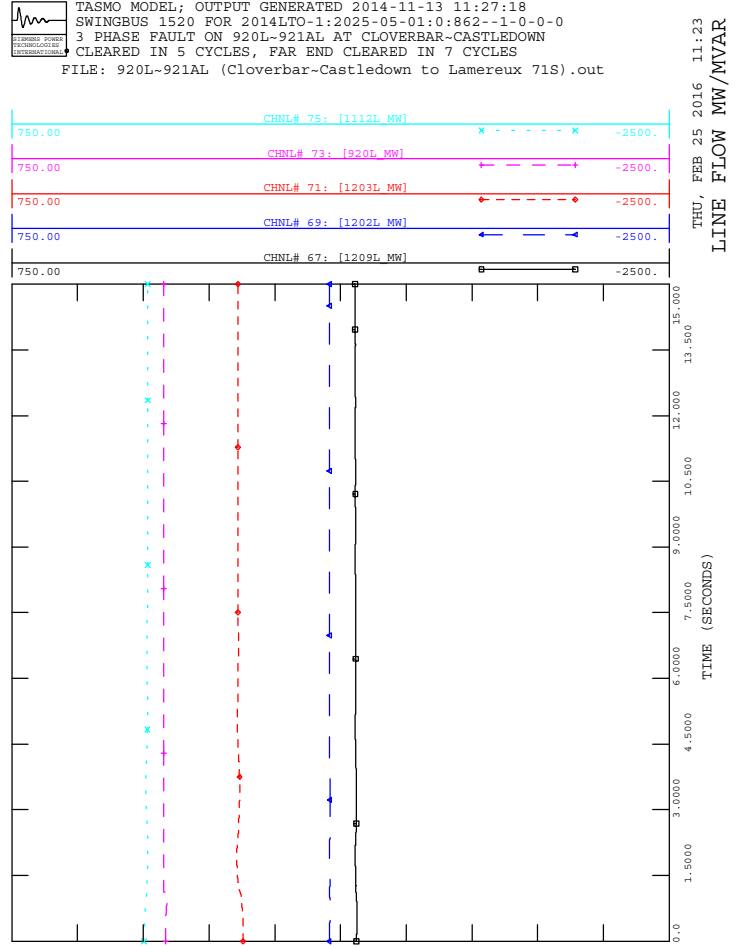
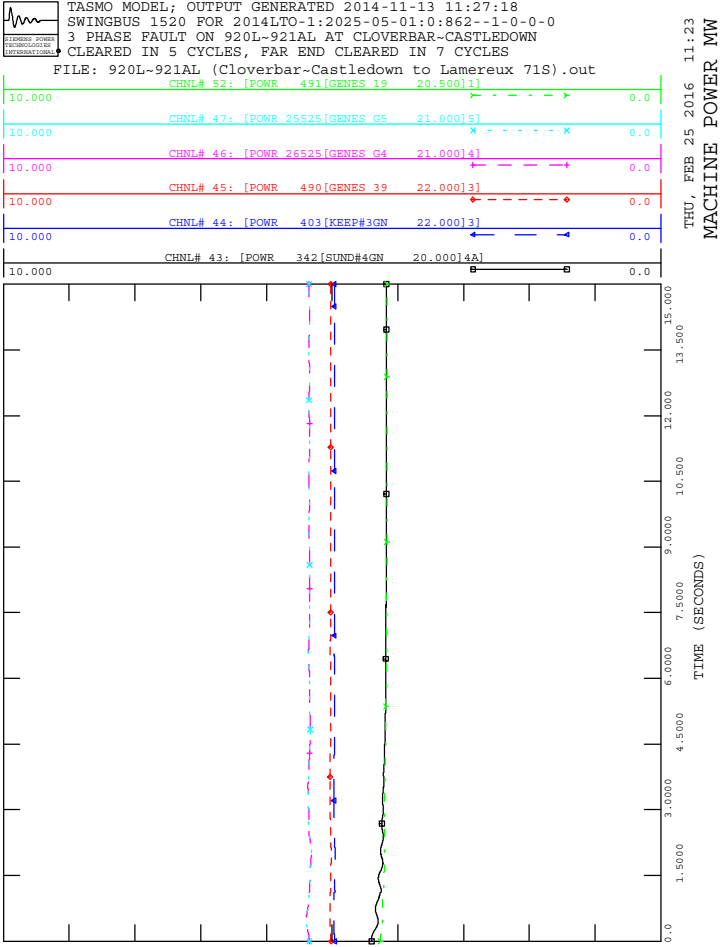


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



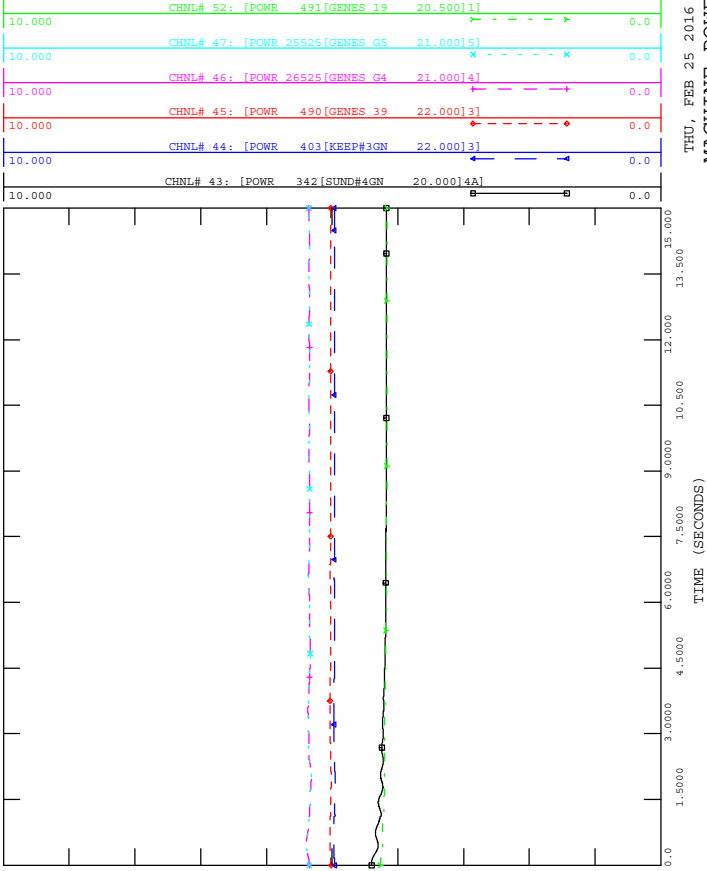
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



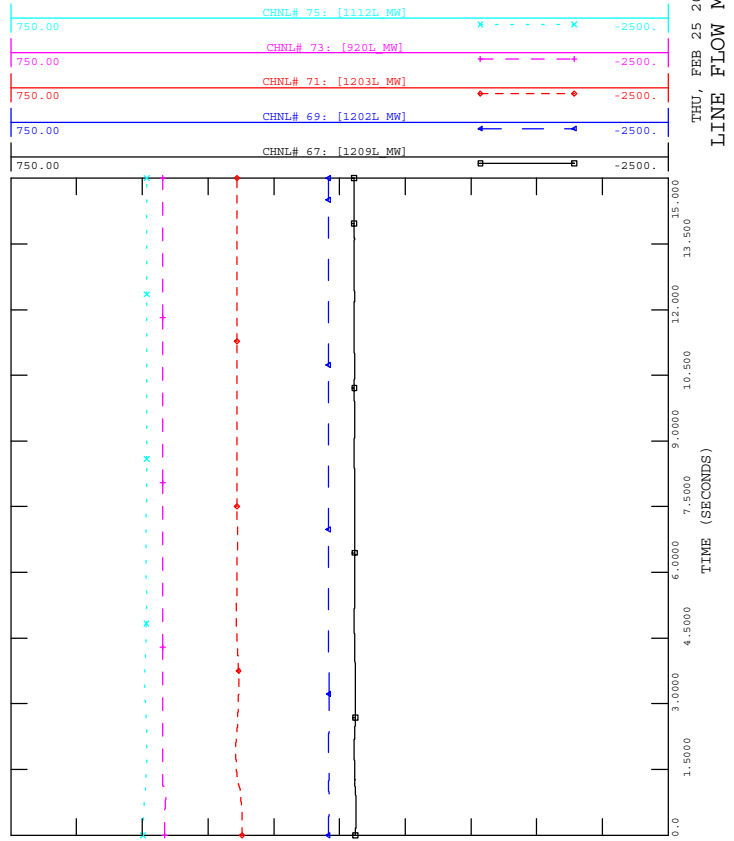




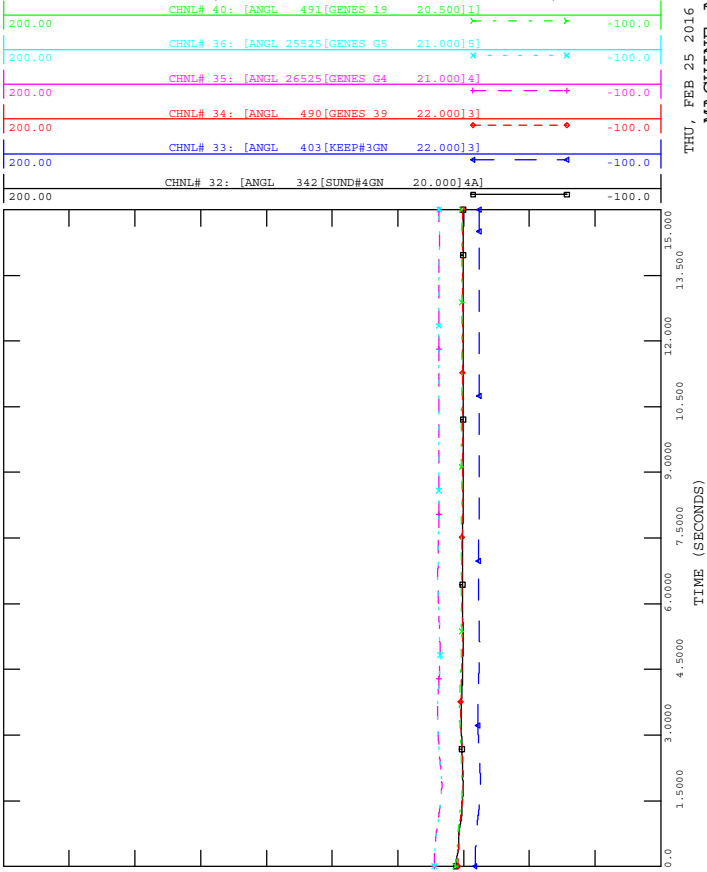
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT LAMEREUX 71S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Lamereux 71S to Cloverbar-Castledown).out



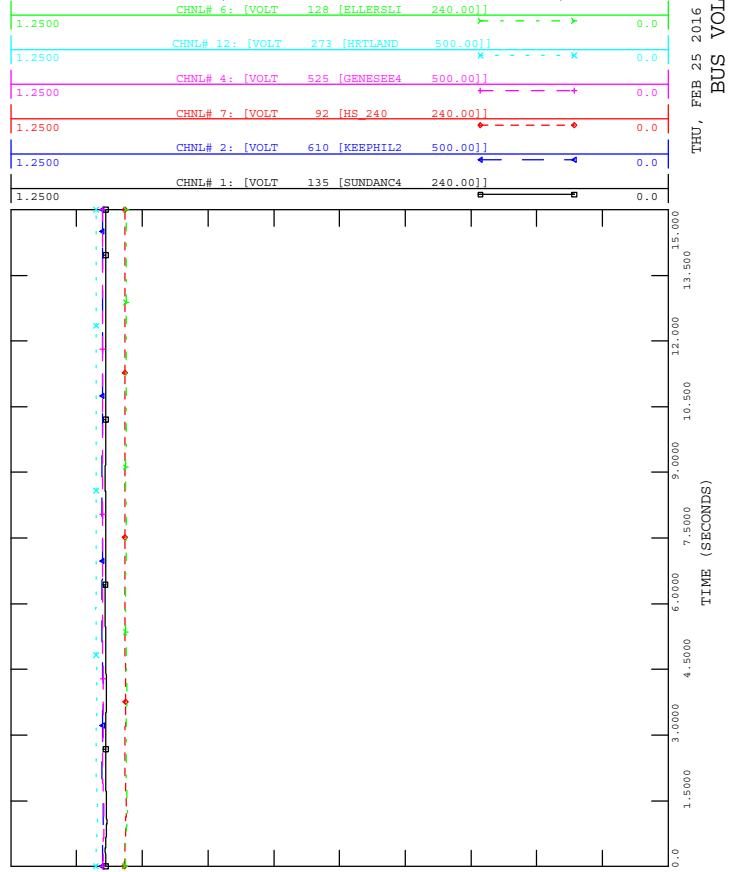
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT LAMEREUX 71S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Lamereux 71S to Cloverbar-Castledown).out

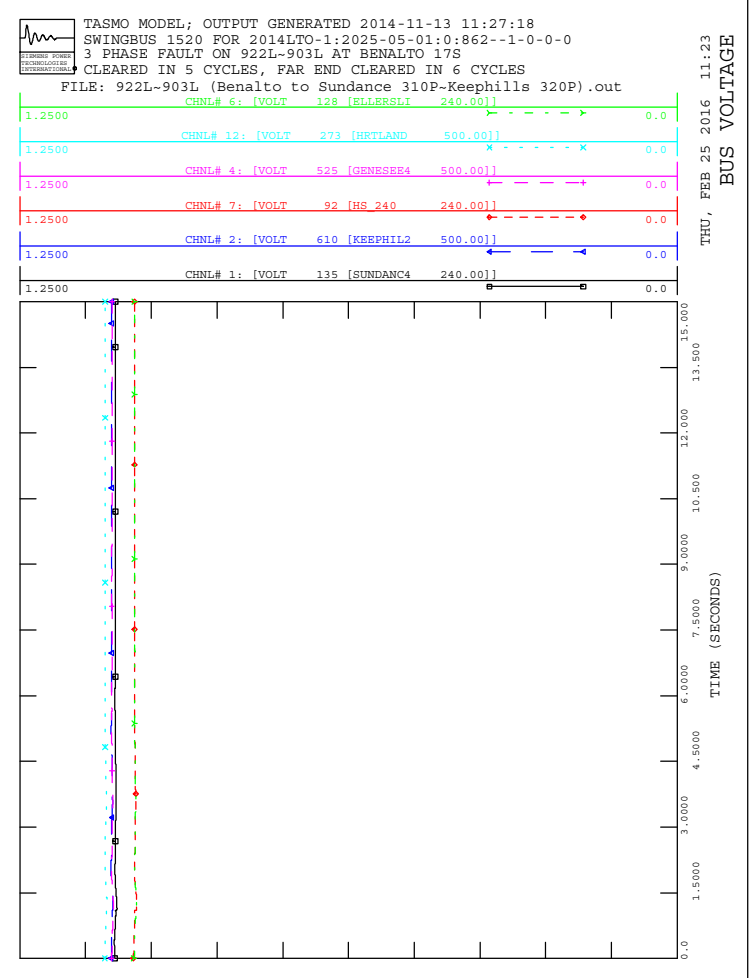
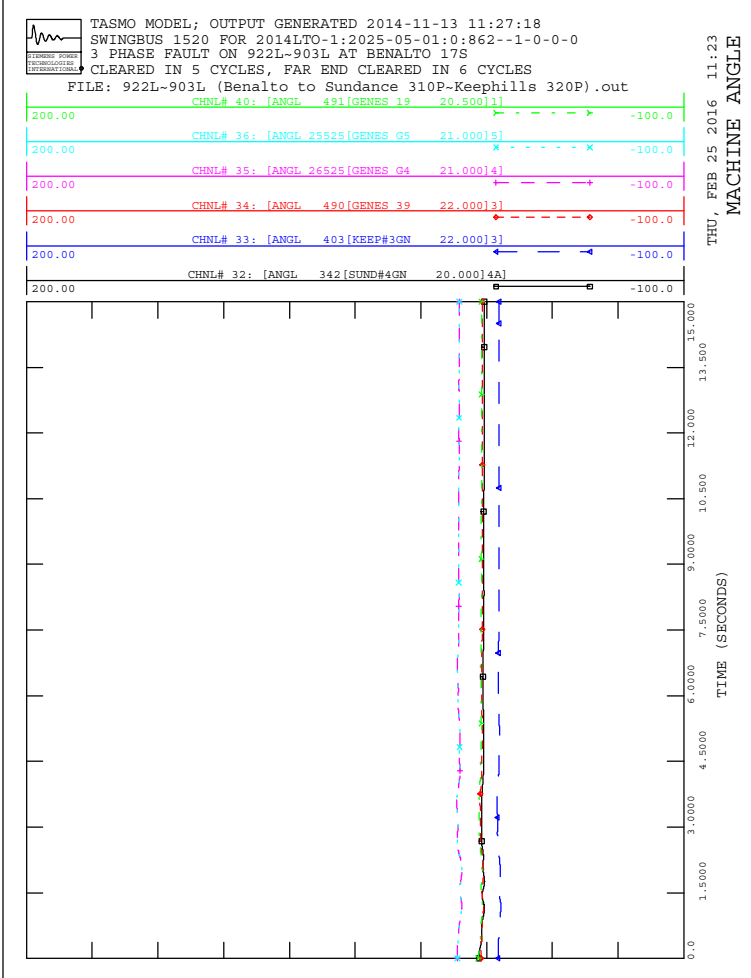
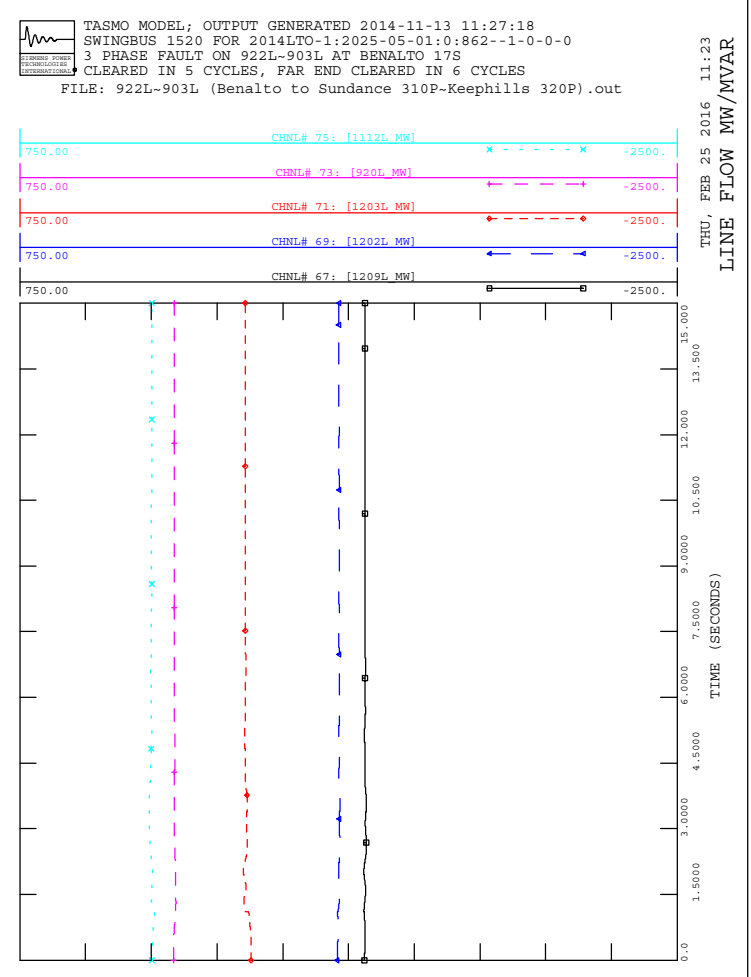
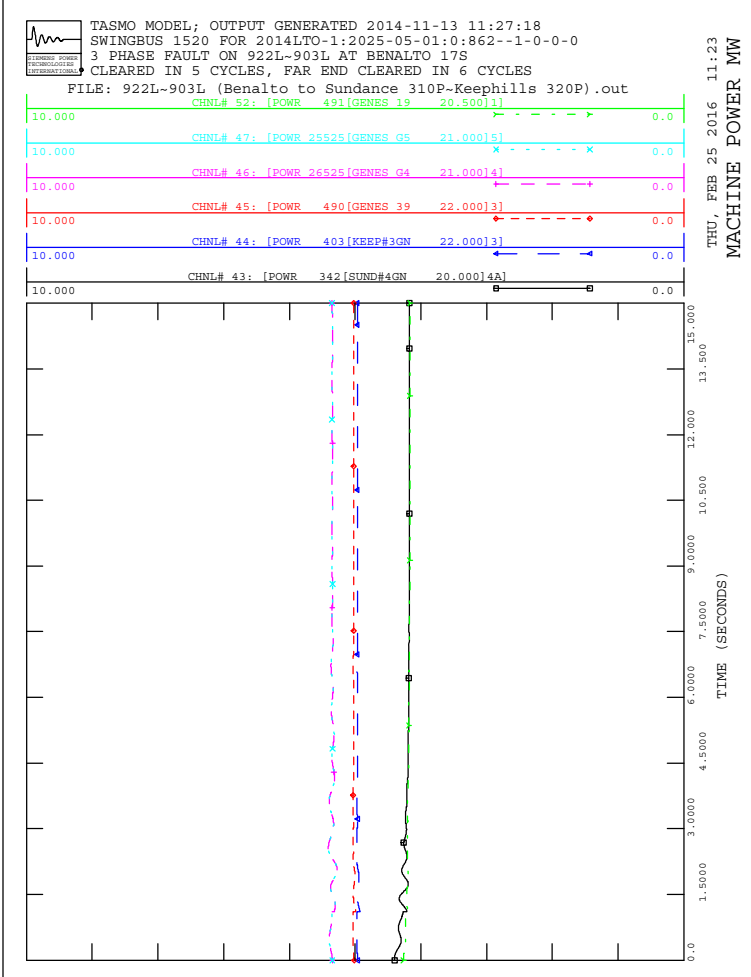


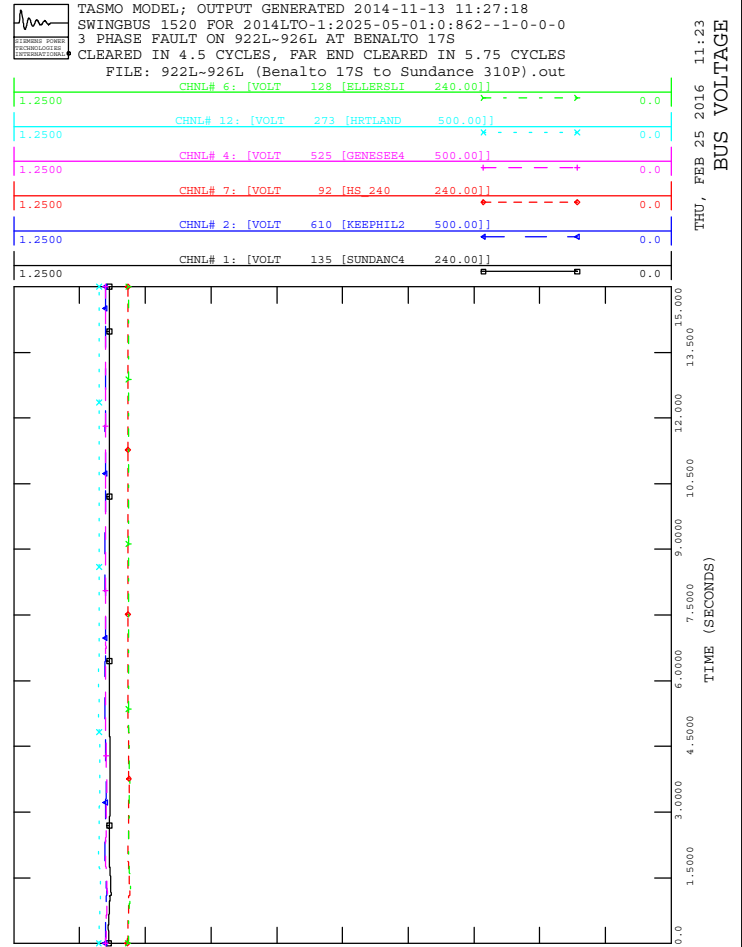
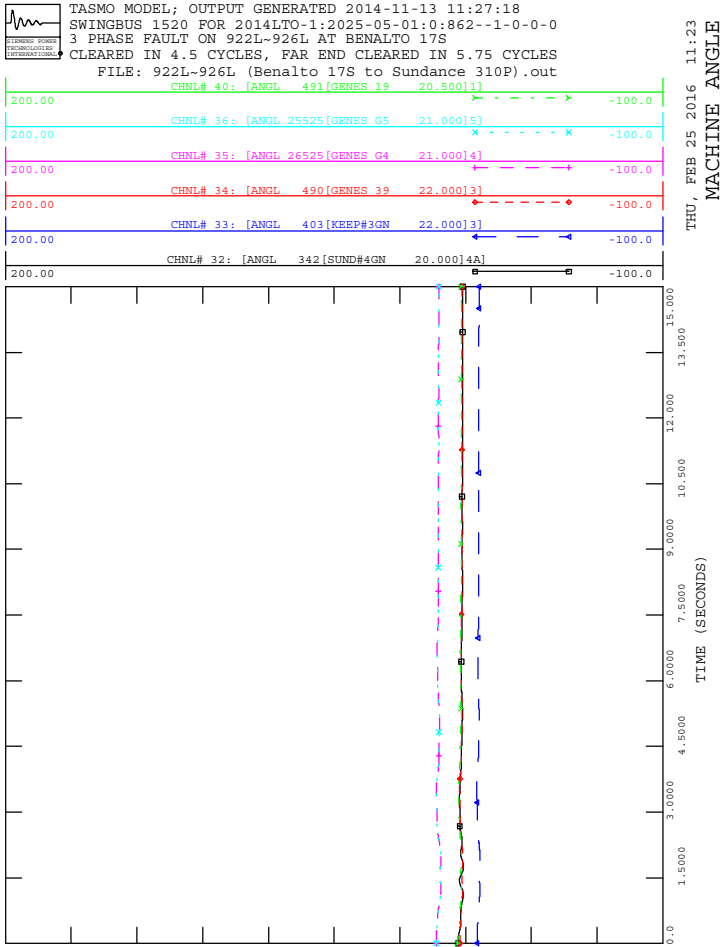
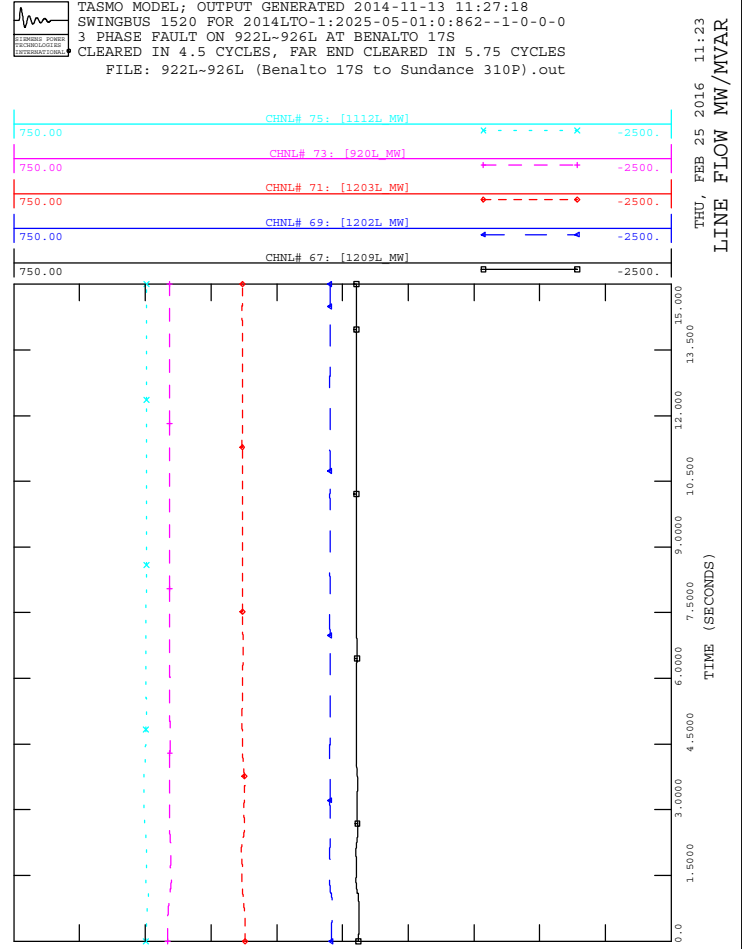
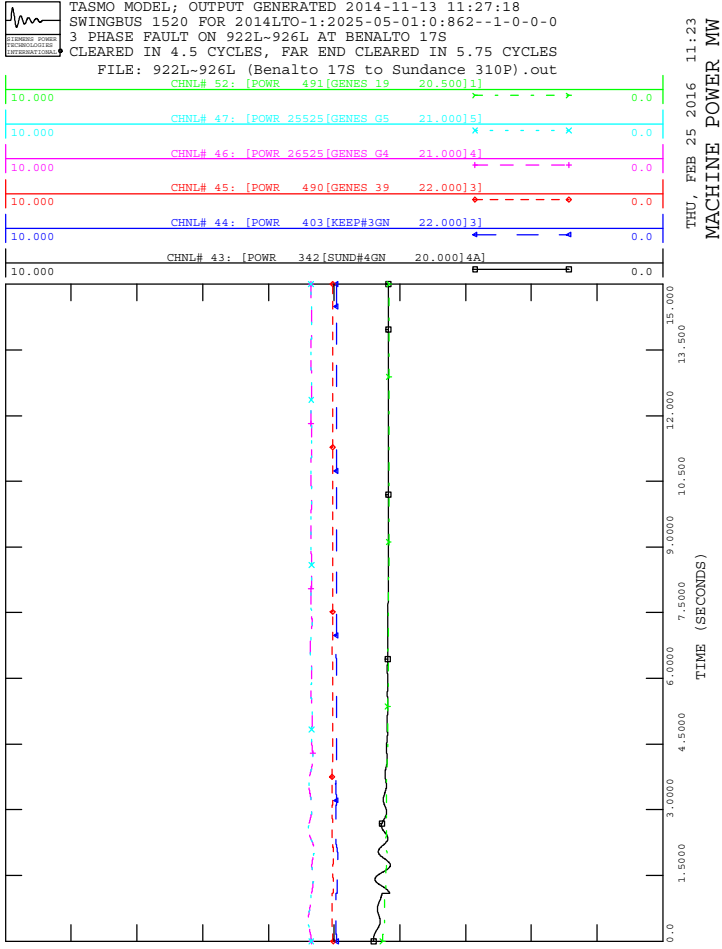
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT LAMEREUX 71S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Lamereux 71S to Cloverbar-Castledown).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT LAMEREUX 71S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Lamereux 71S to Cloverbar-Castledown).out

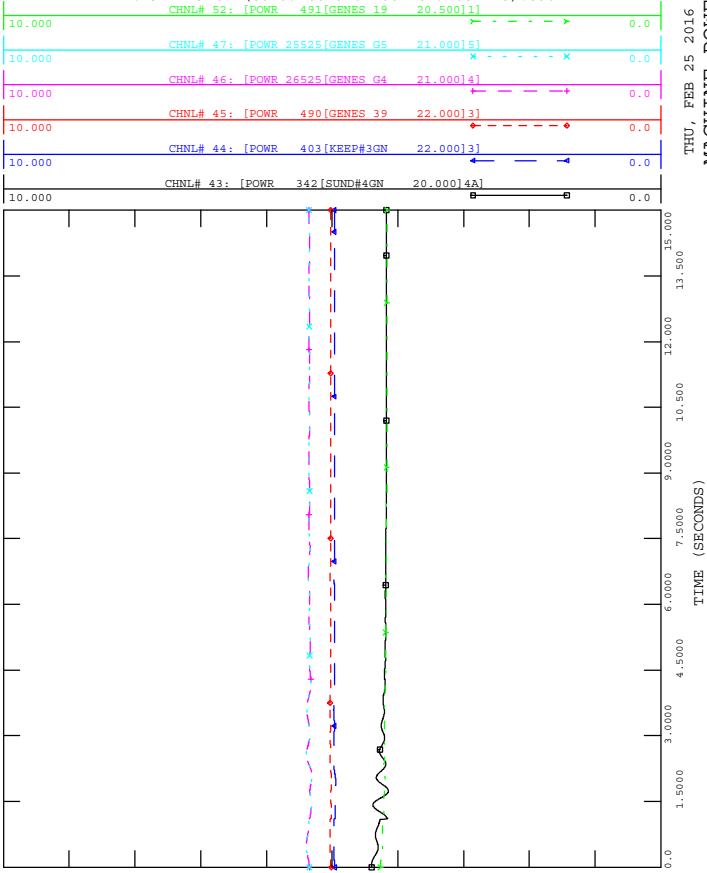




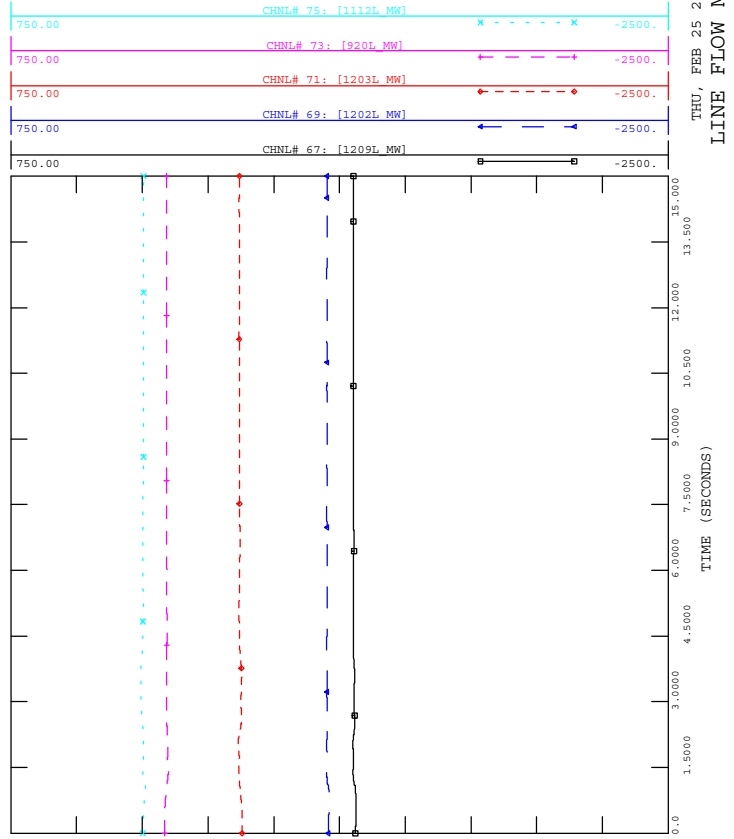




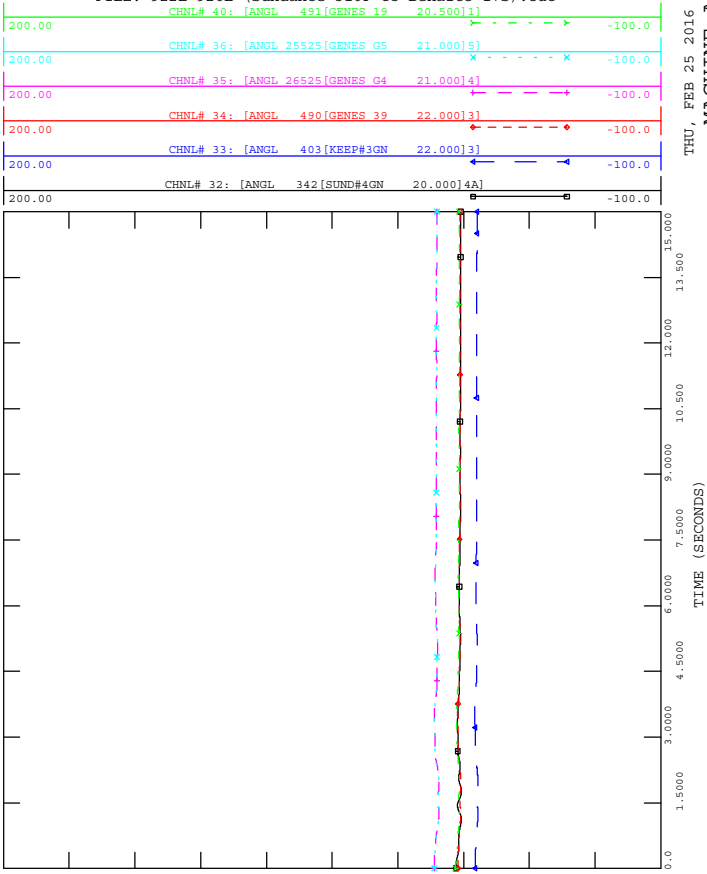
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



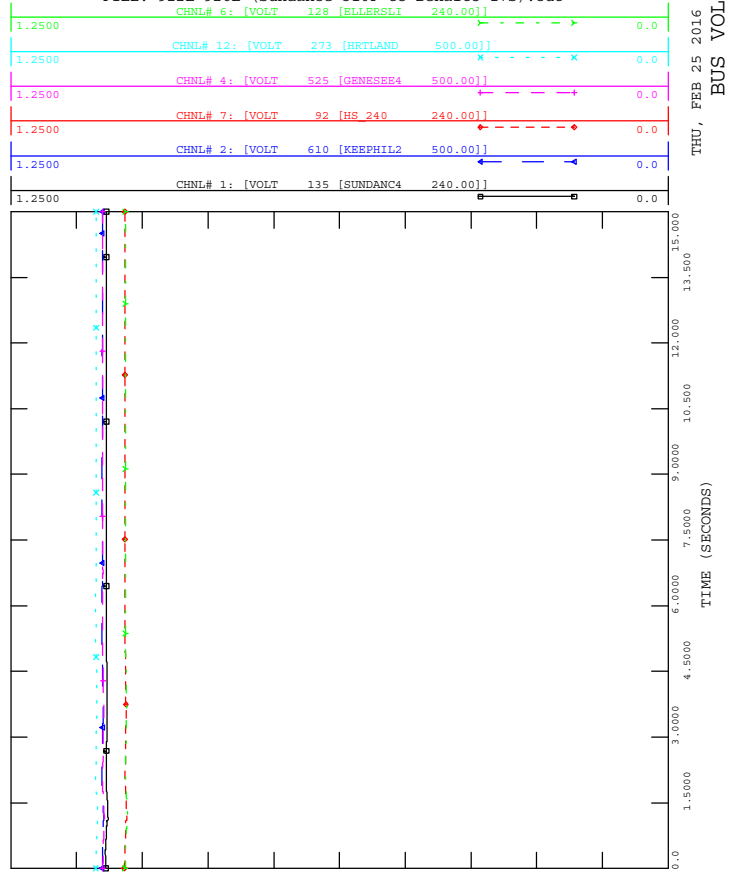
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

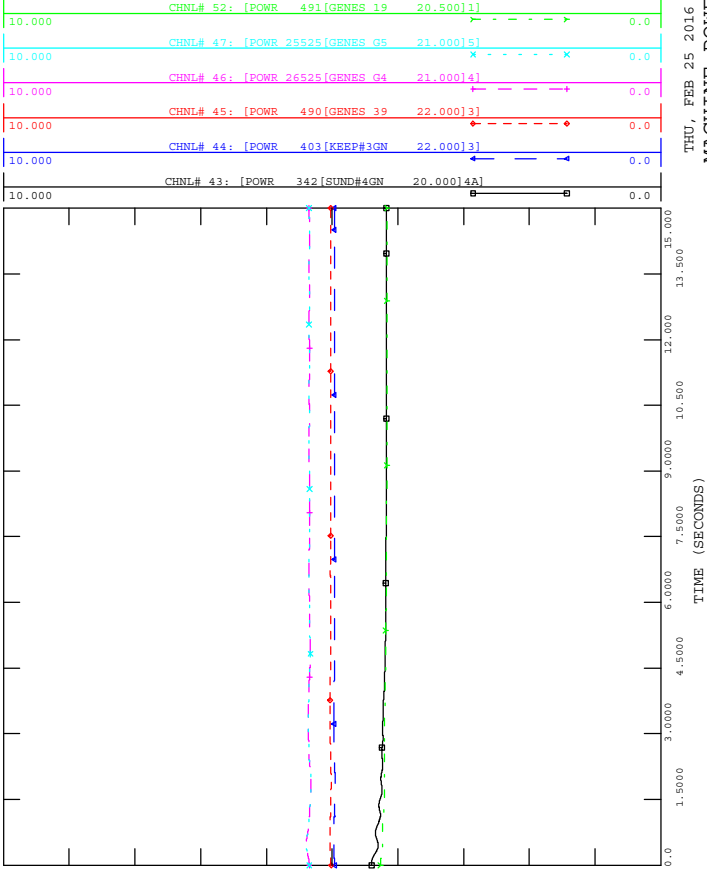


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 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

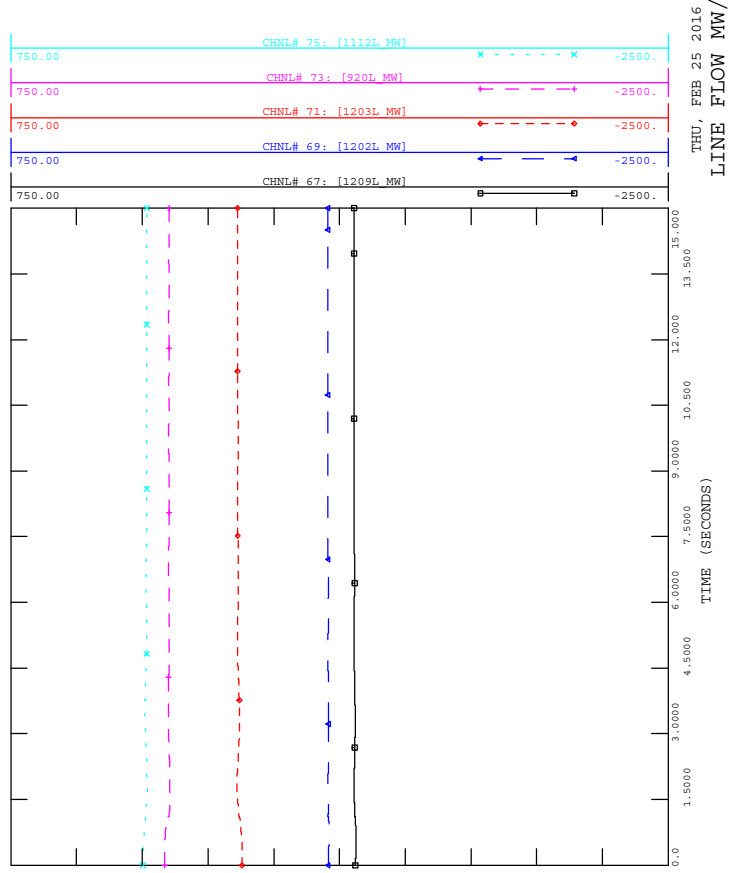




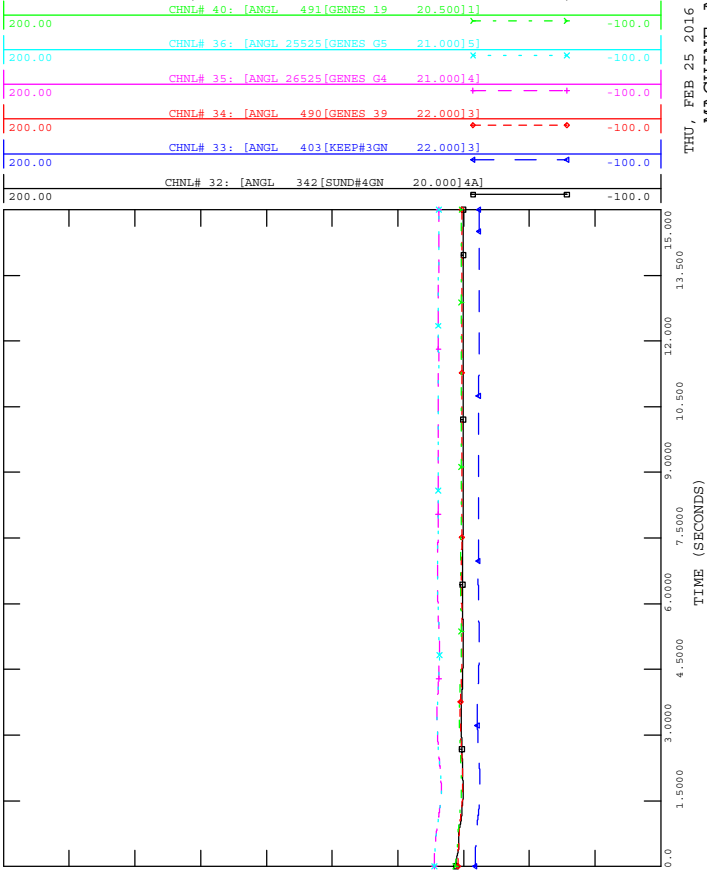
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 3 PHASE FAULT ON 946L-947L AT EAST EDMONTON-CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out



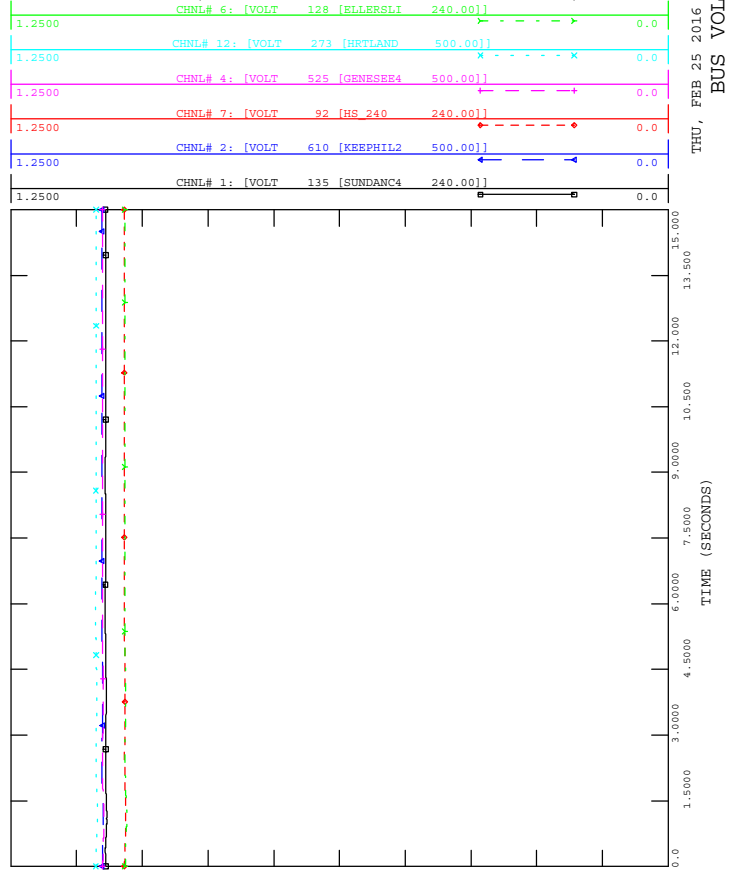
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 3 PHASE FAULT ON 946L-947L AT EAST EDMONTON-CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out

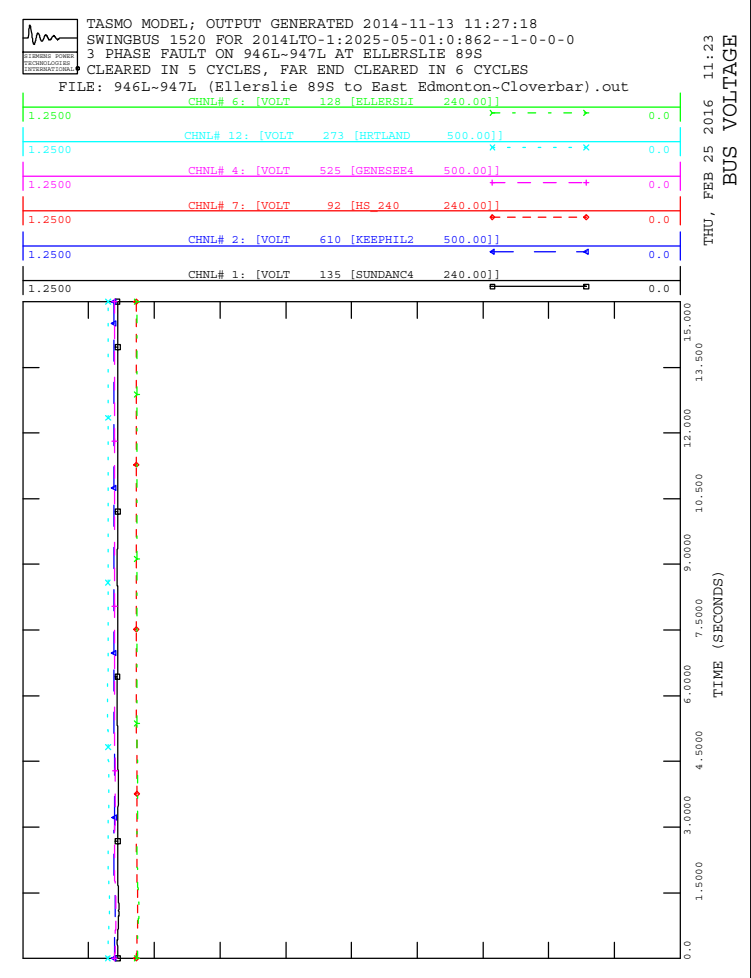
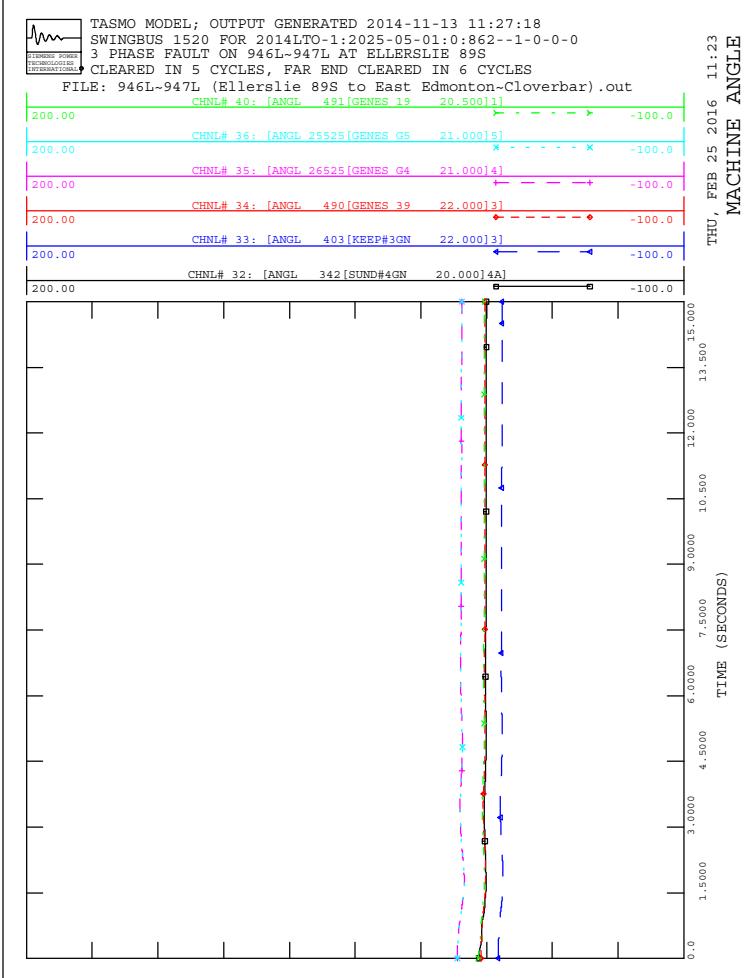
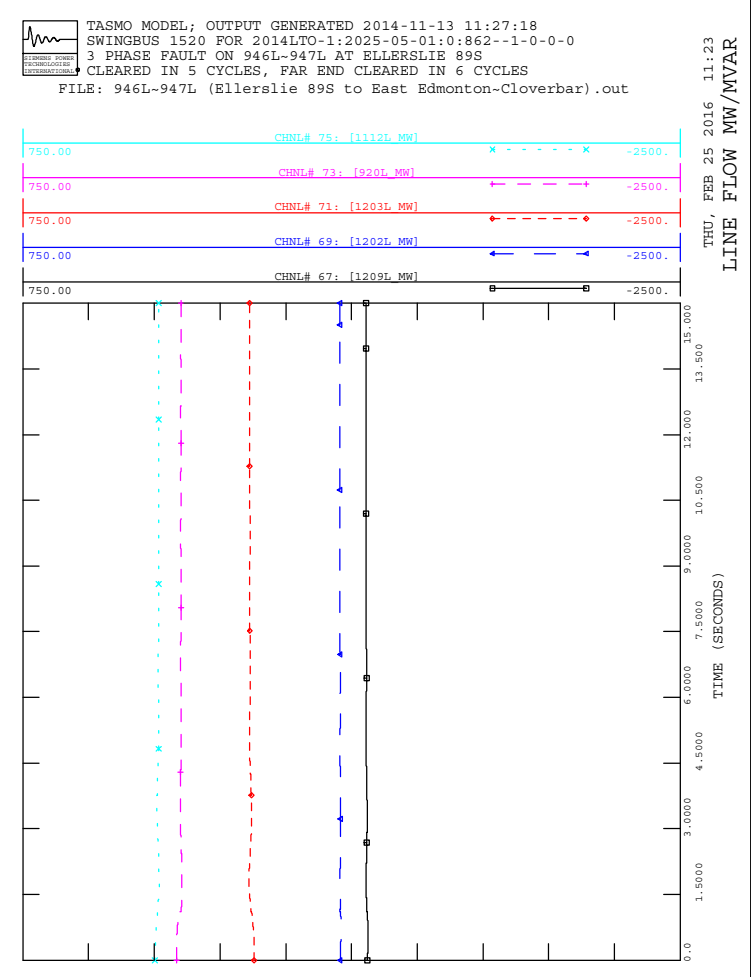
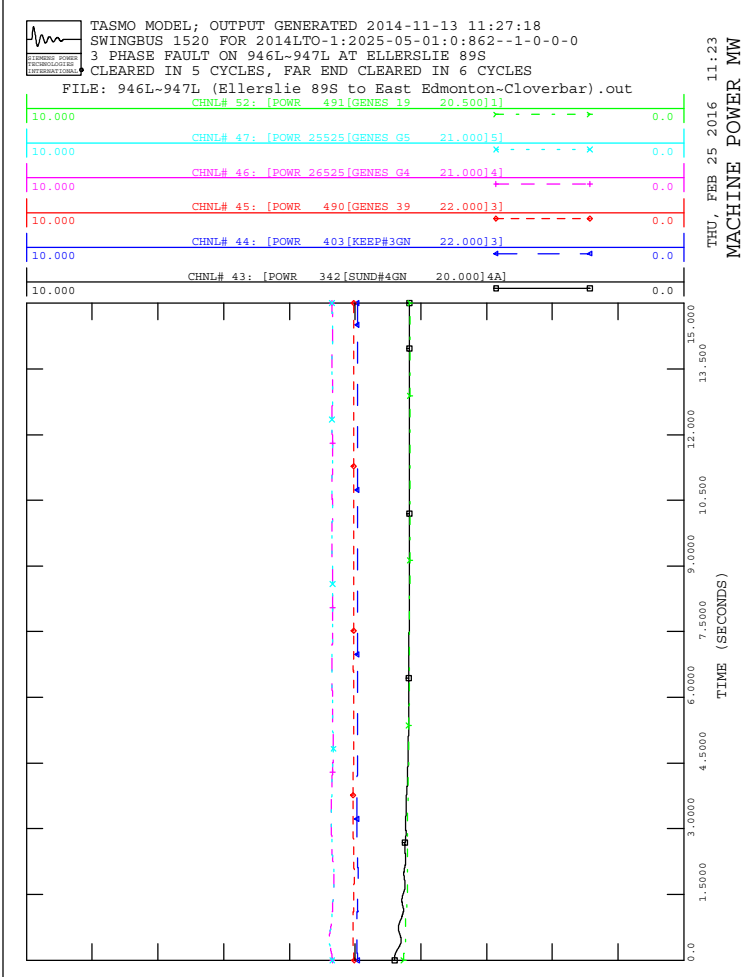


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 3 PHASE FAULT ON 946L-947L AT EAST EDMONTON-CLOVERBAR
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out



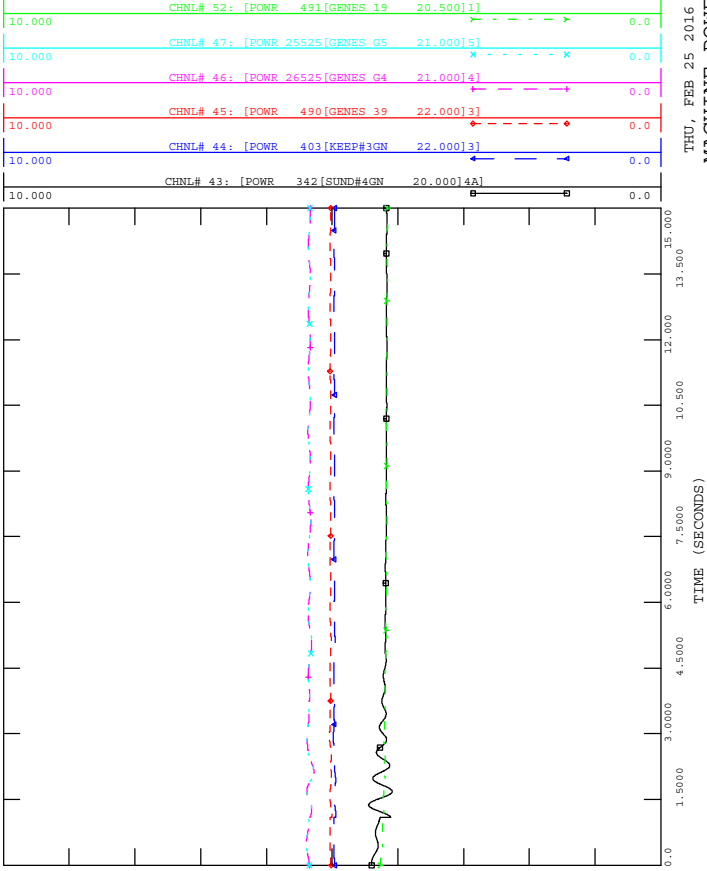
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out



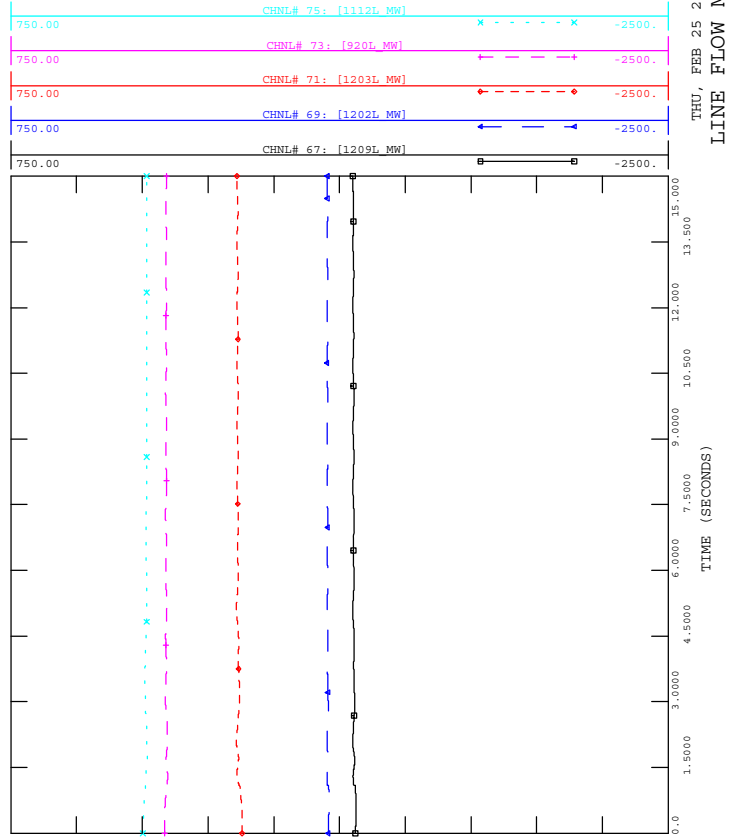




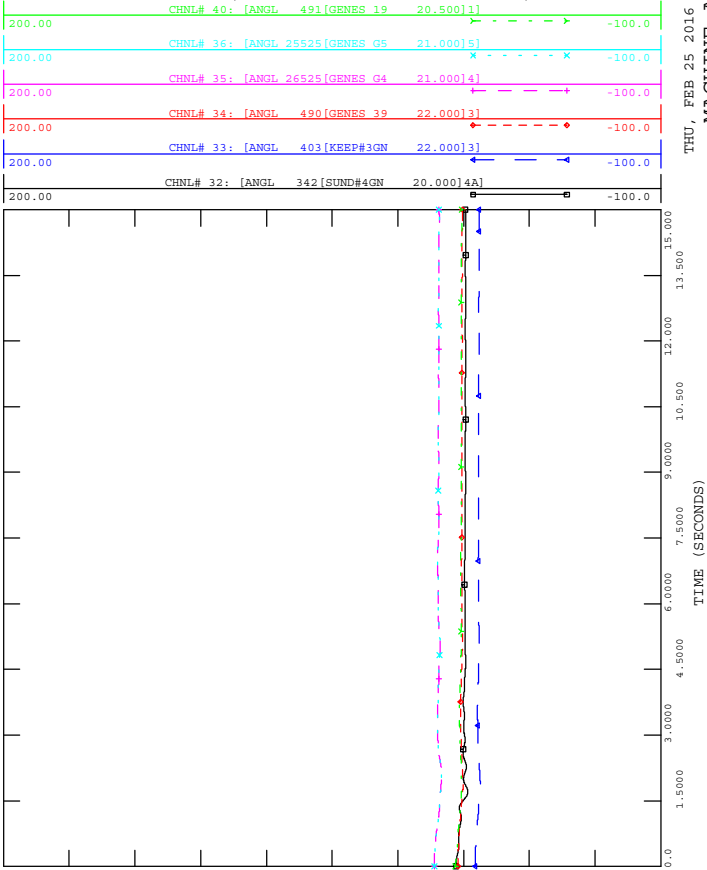
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out



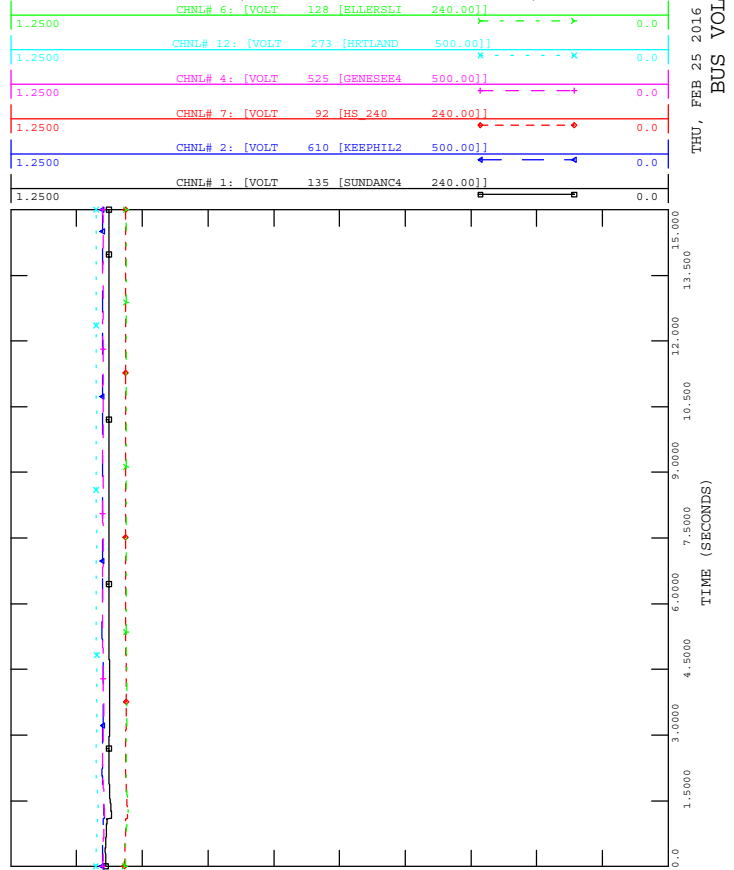
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

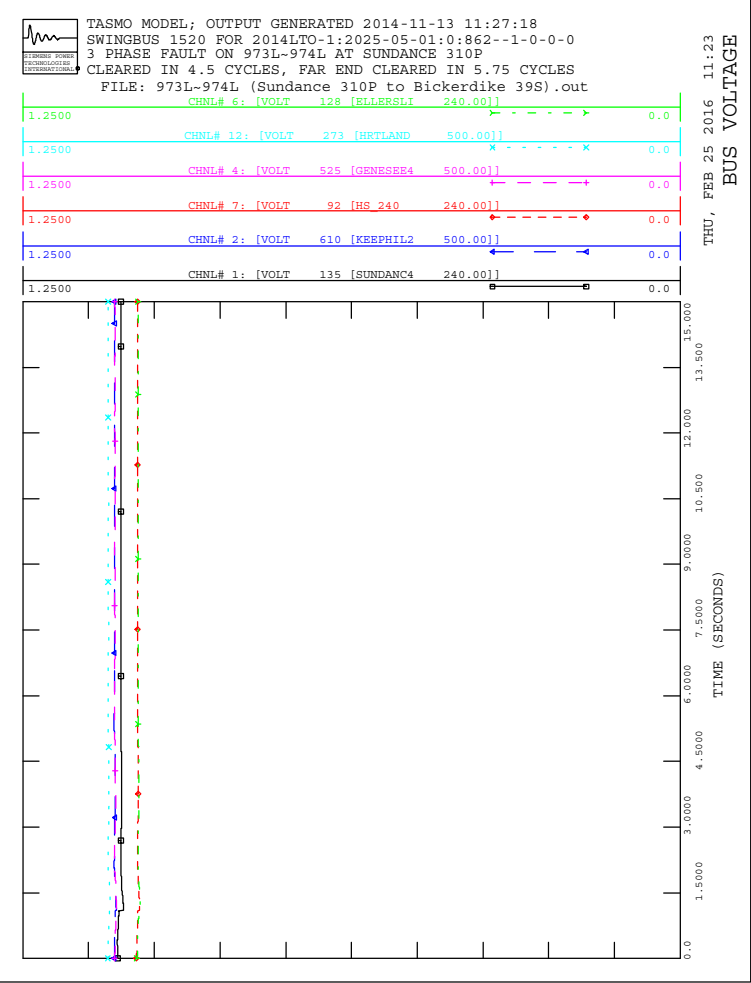
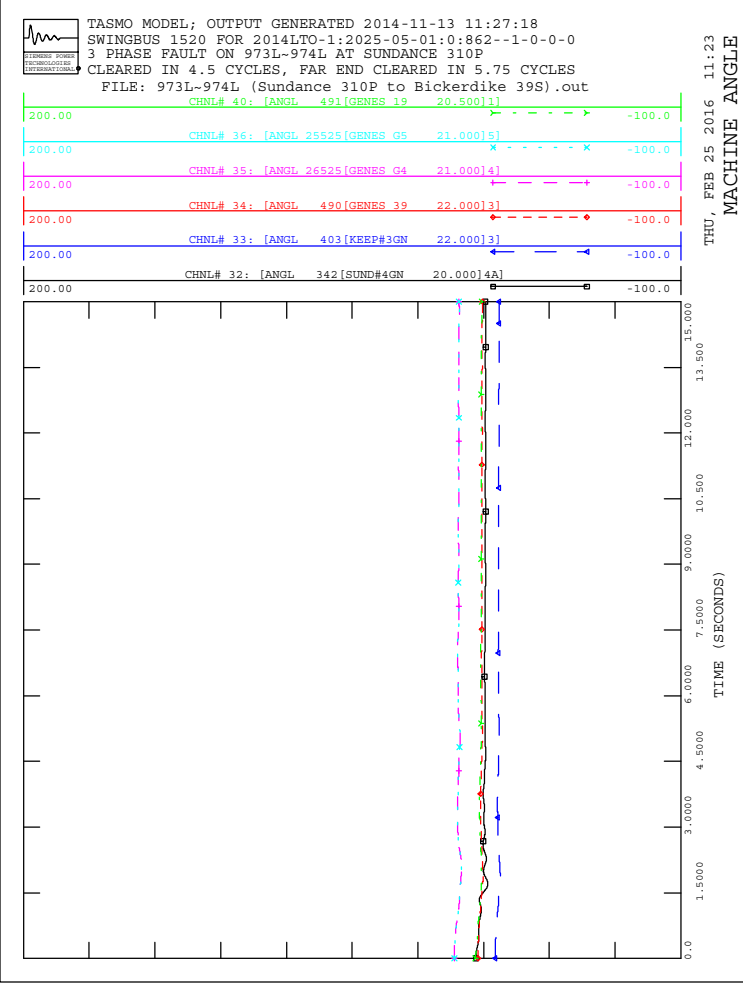
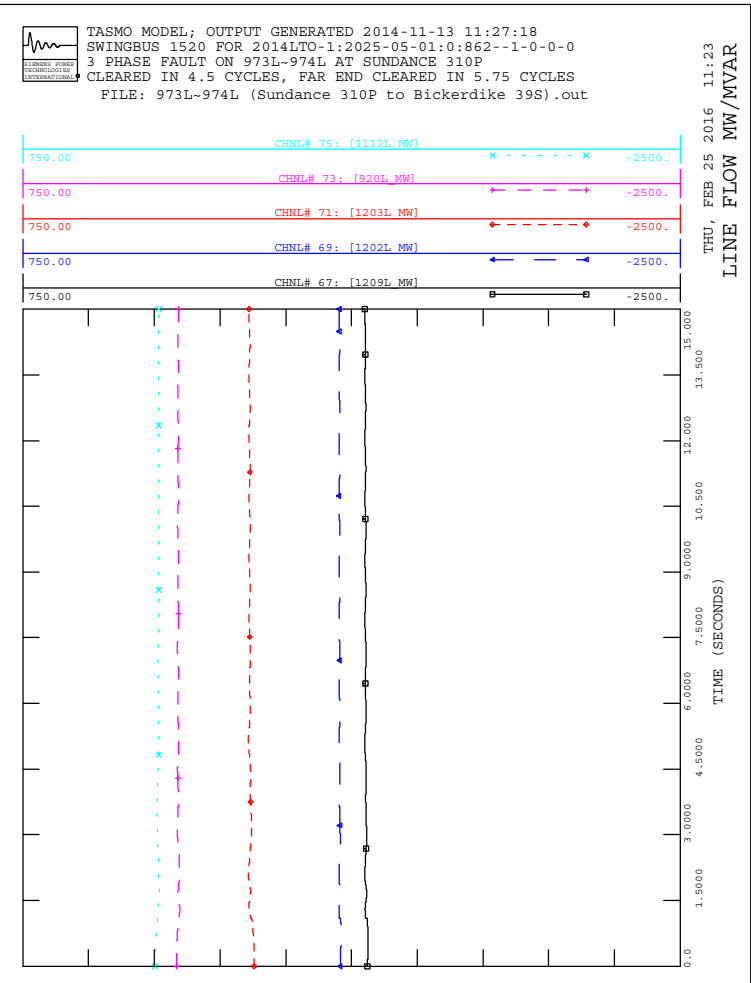
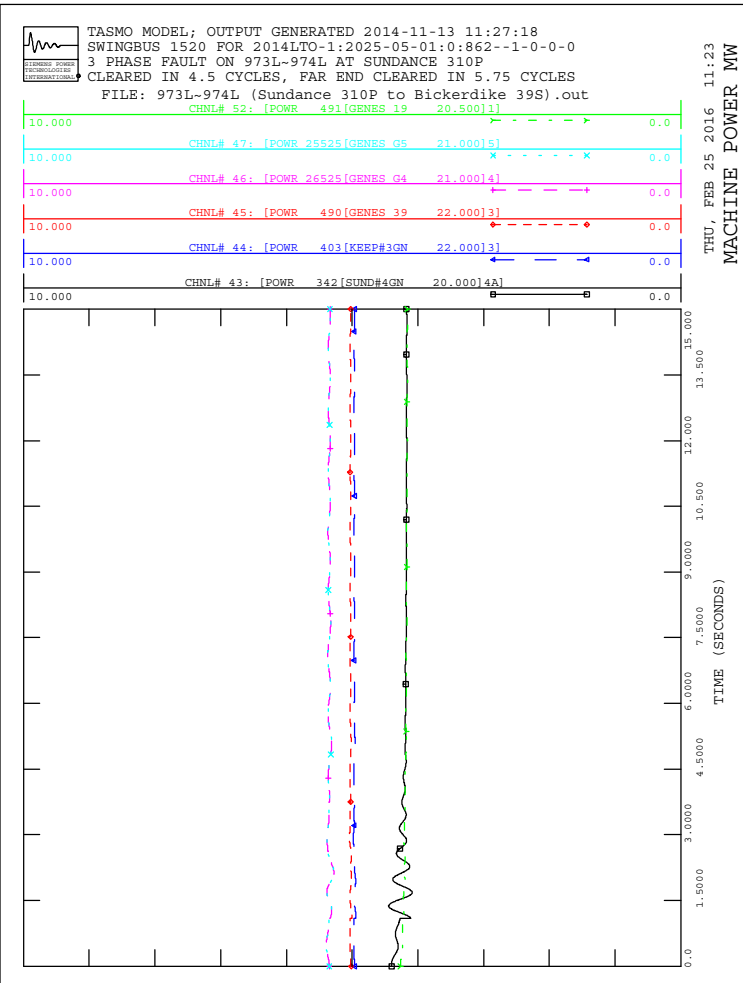


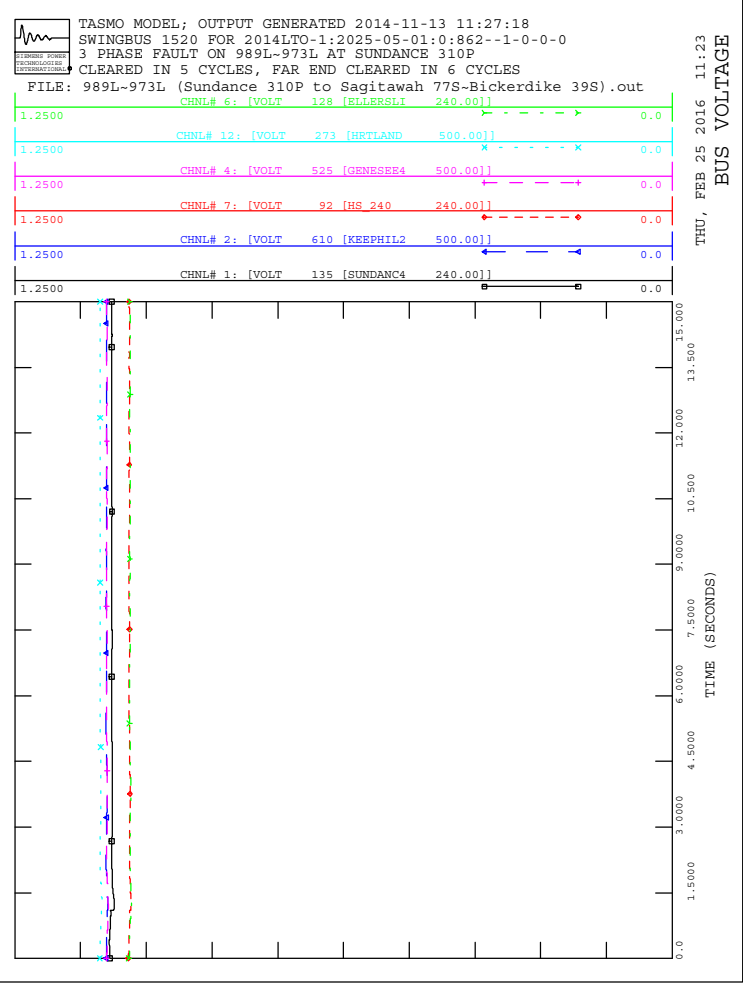
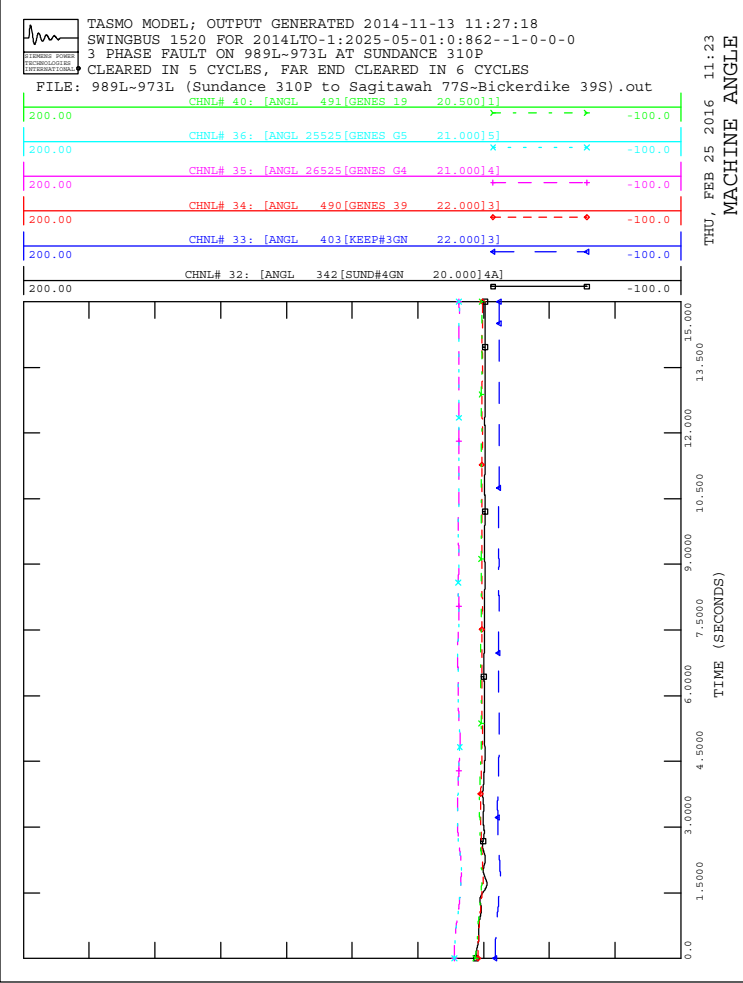
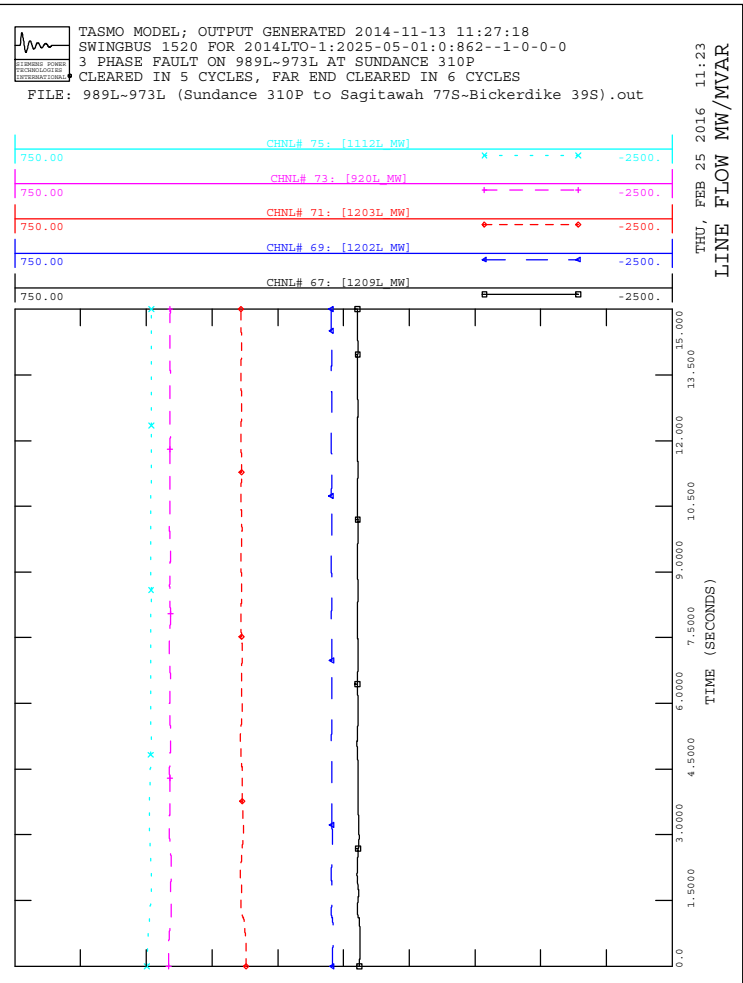
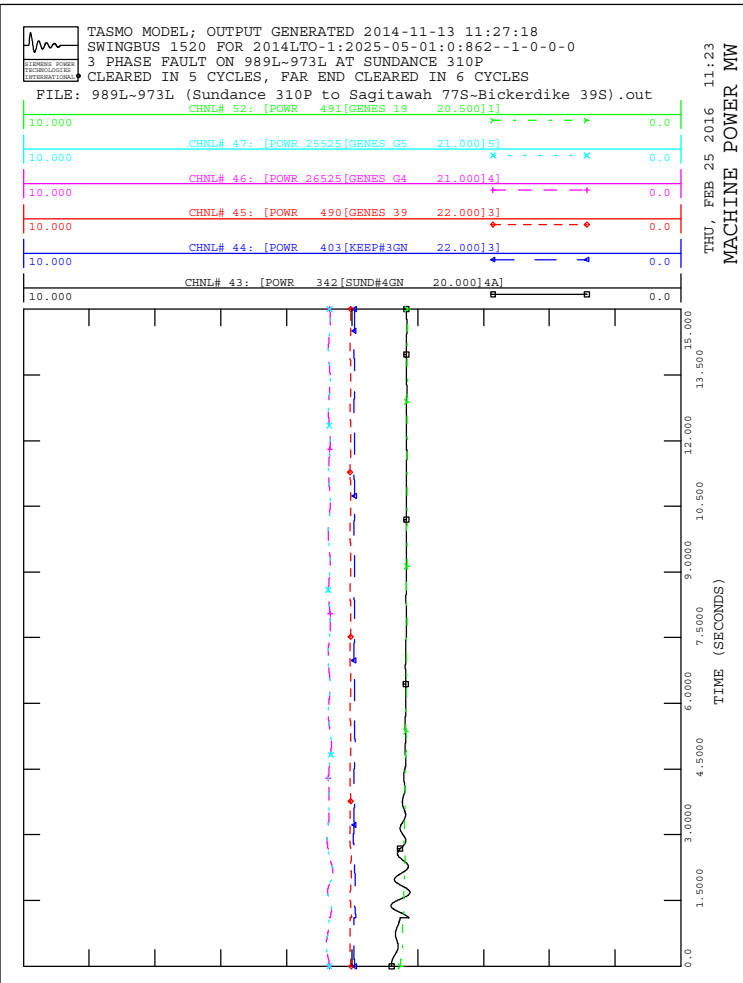
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 3 PHASE FAULT ON 973L-974L AT BICKERDIKE 39S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

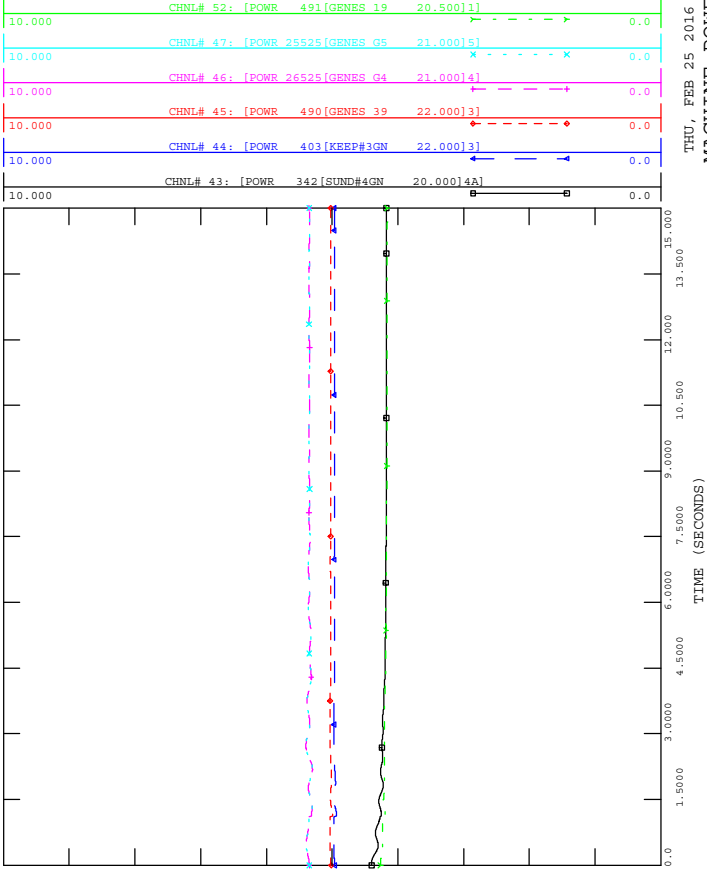




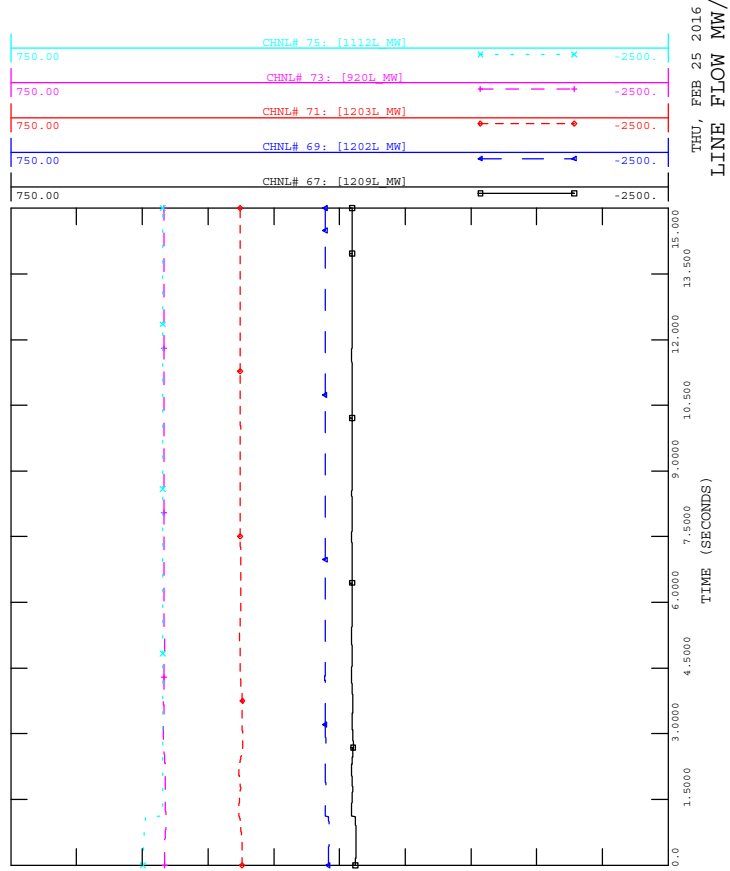




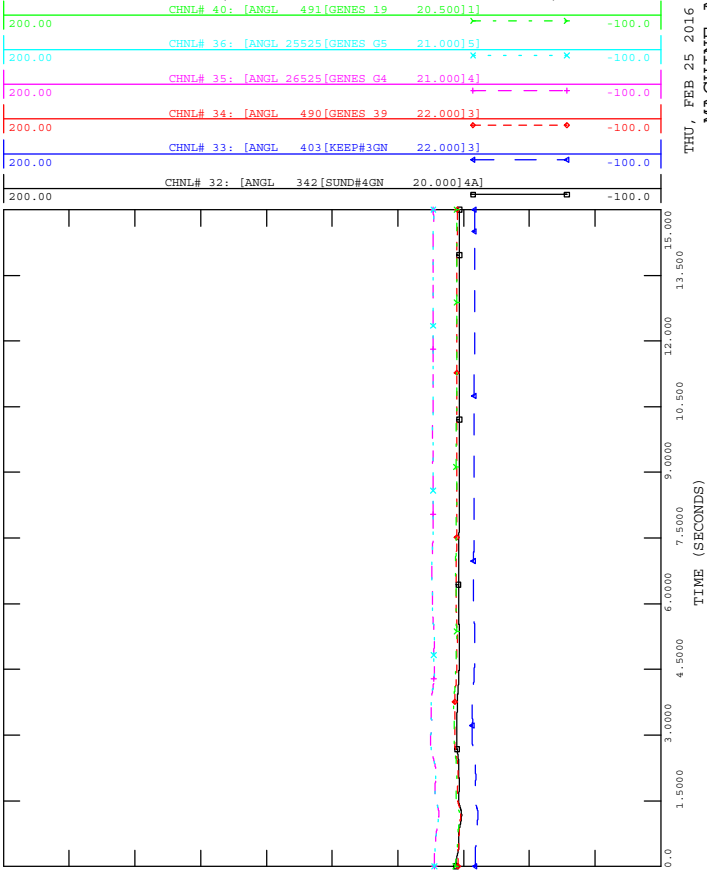
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



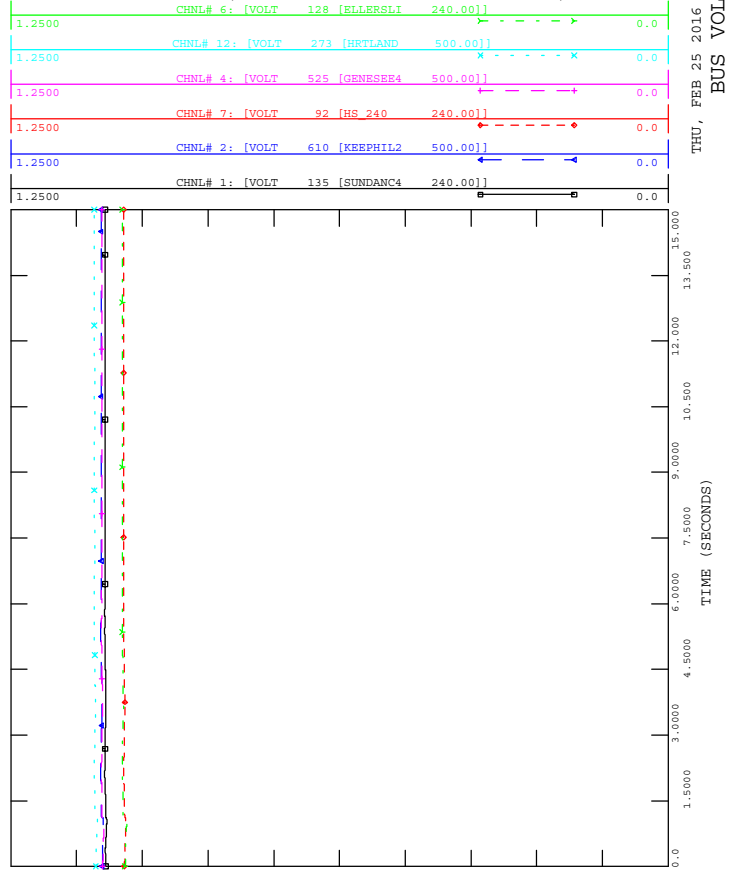
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out

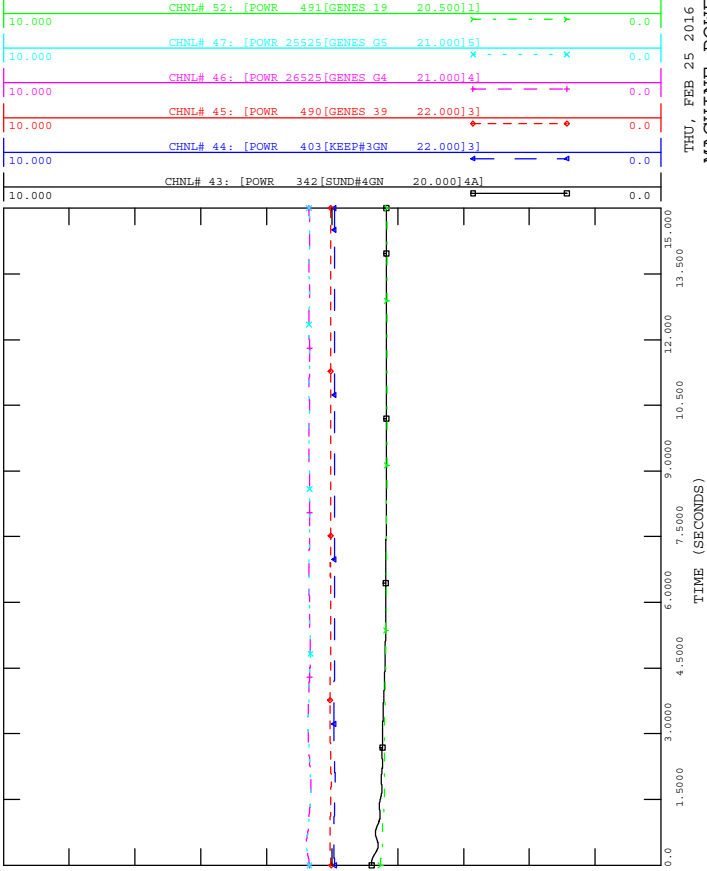


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out

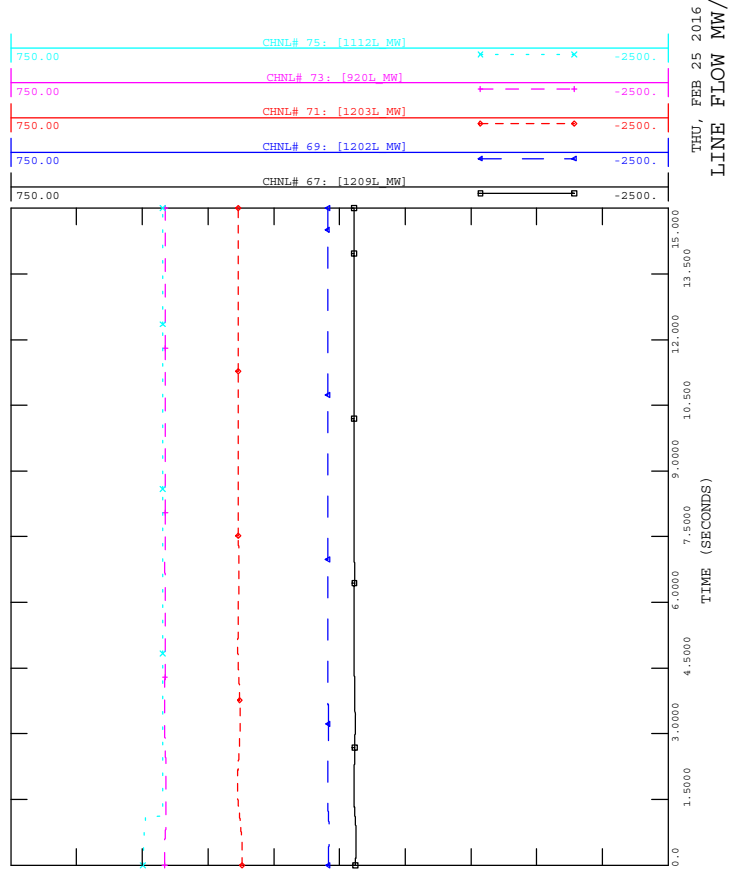




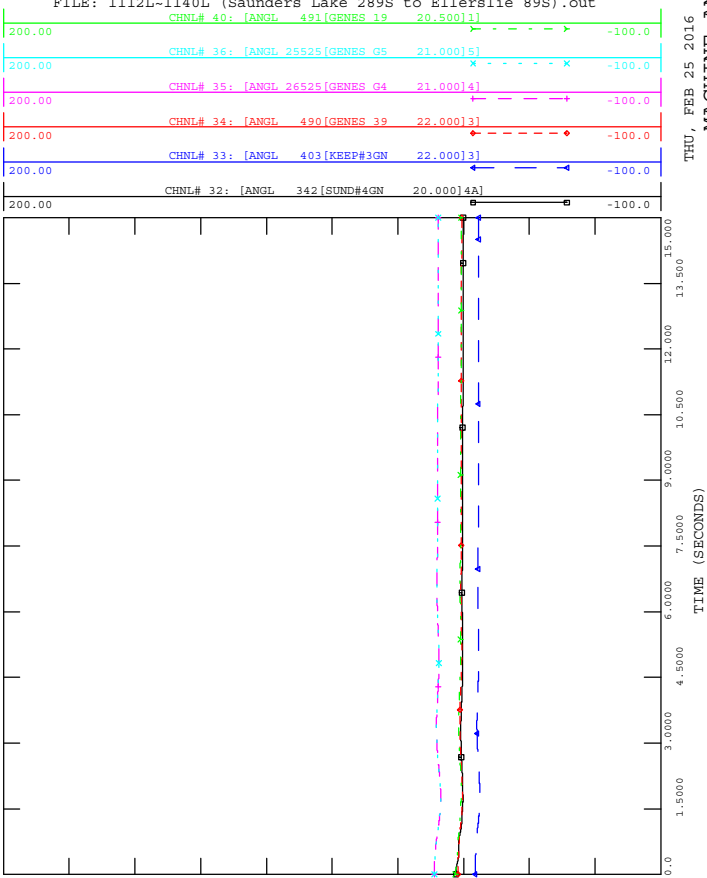
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 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out



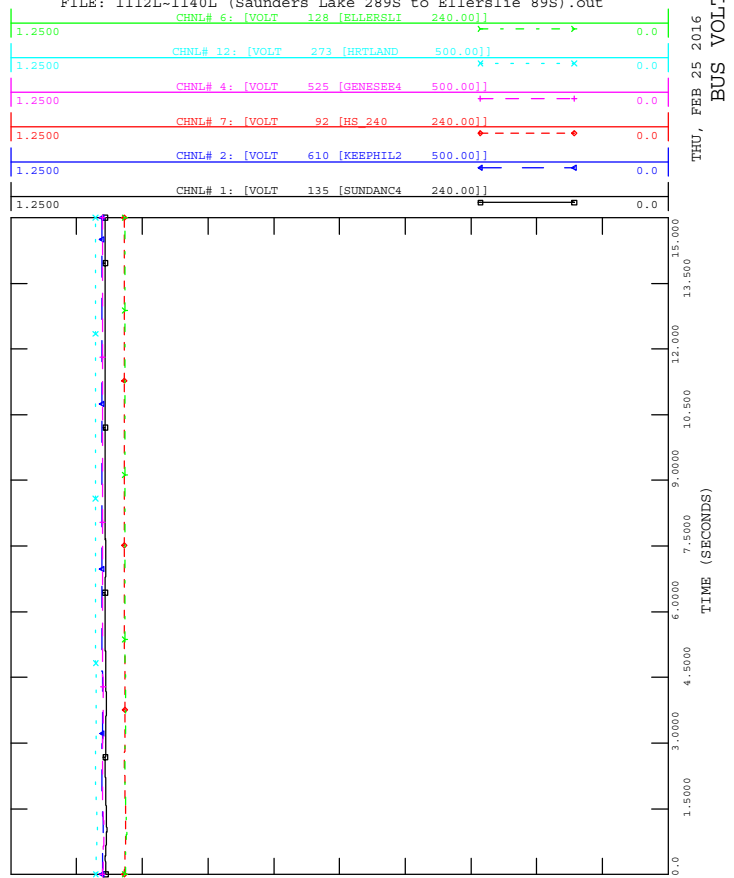
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT SAUNDERS LAKE 289S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out

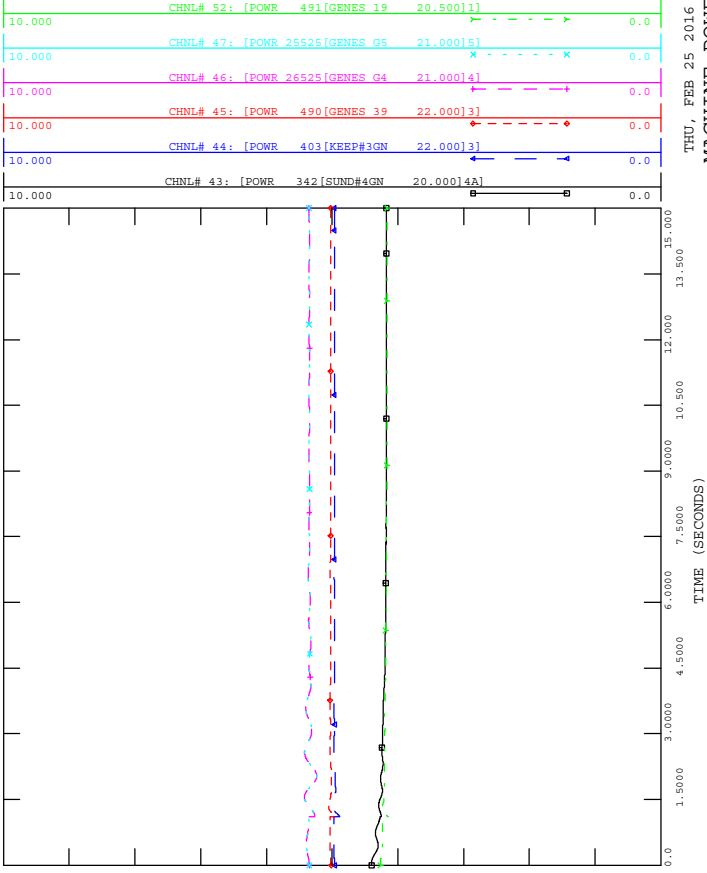


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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Saunders Lake 289S to Ellerslie 89S).out

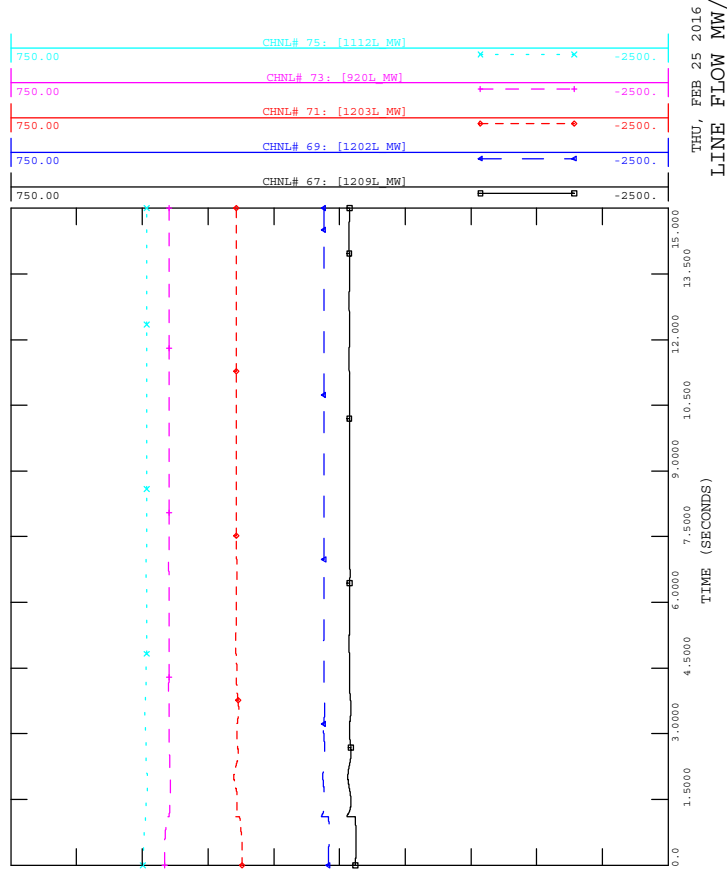




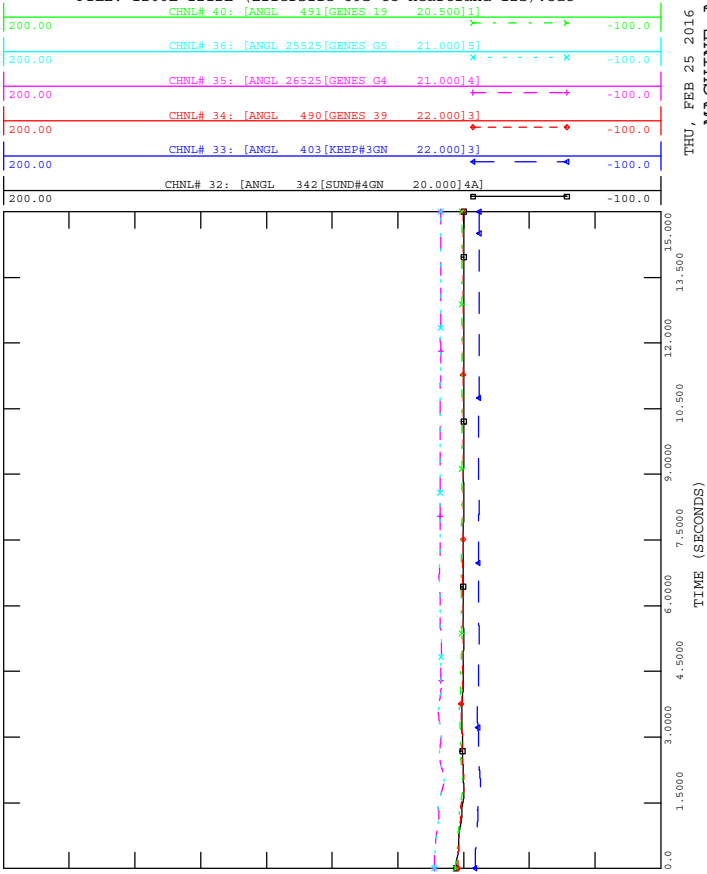
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 3 PHASE FAULT ON 1206L-1212L AT ELLERSLIE 89S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out



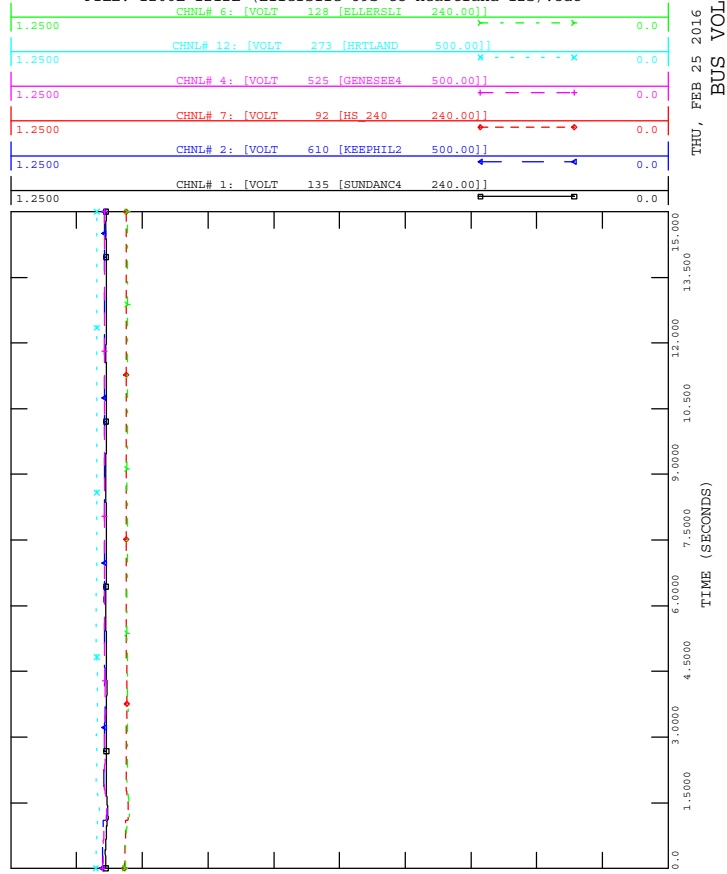
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out

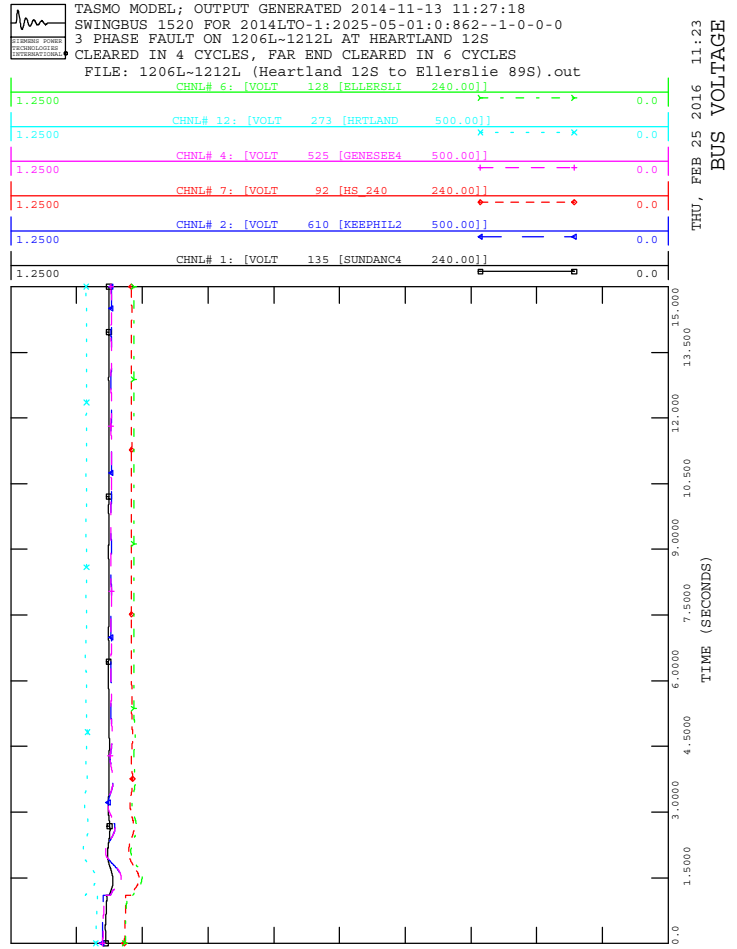
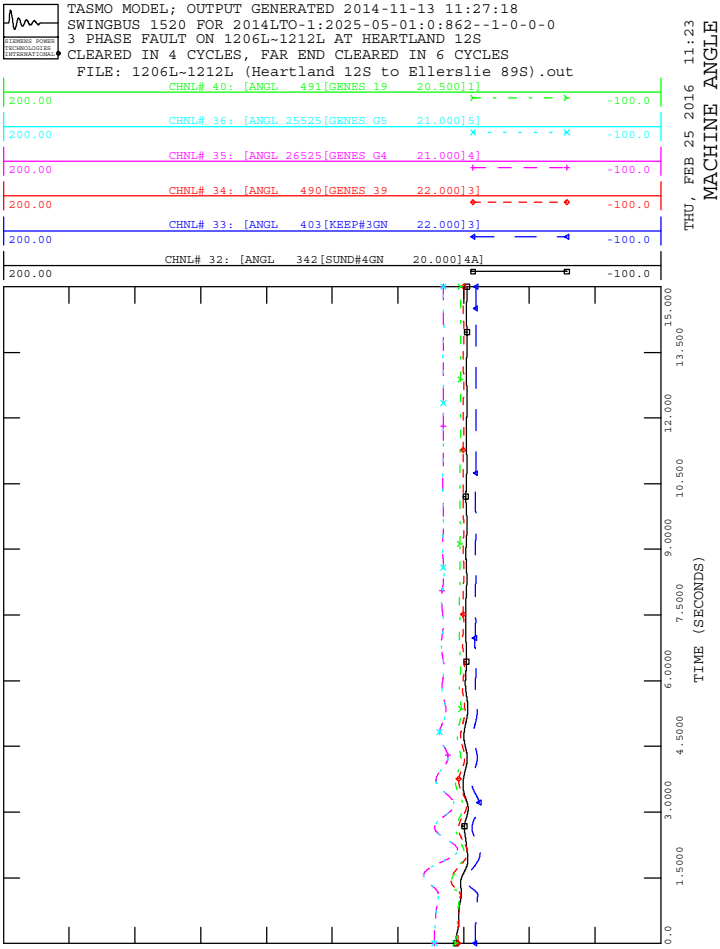
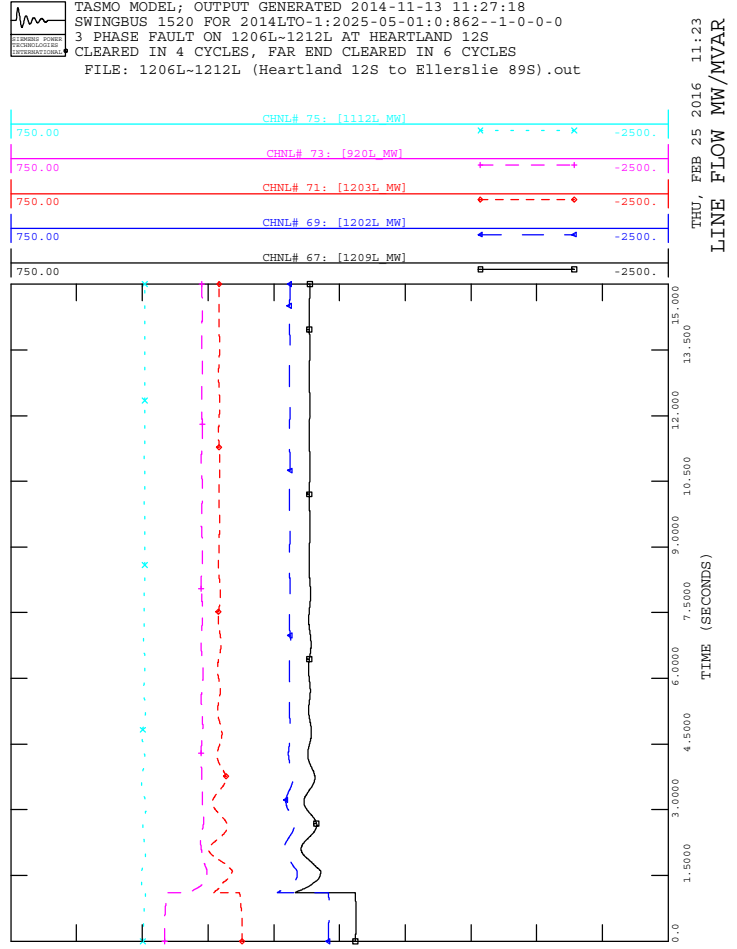
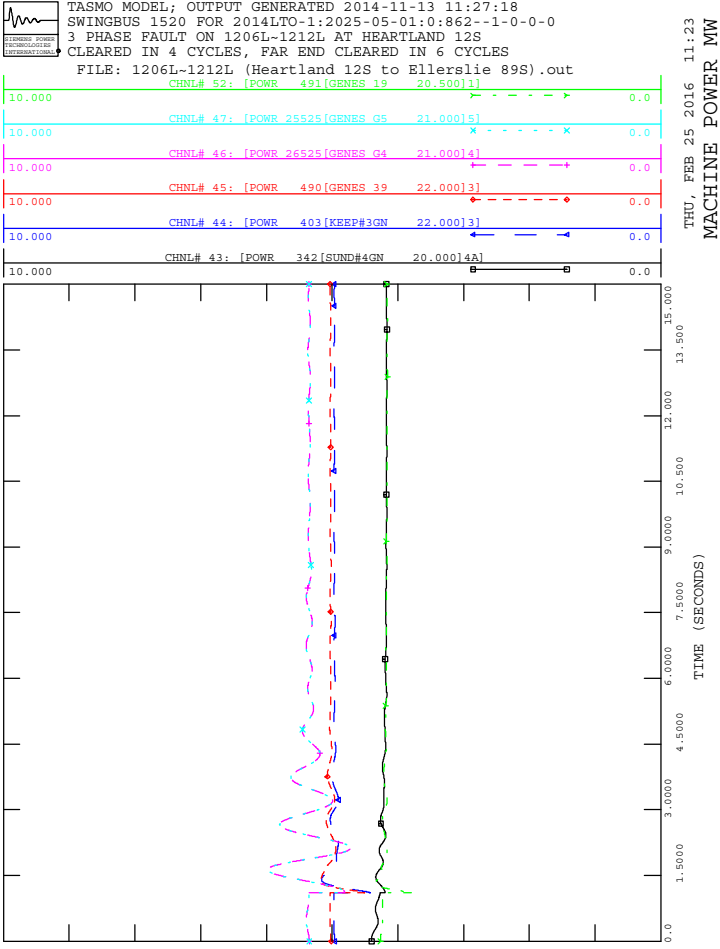


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 3 PHASE FAULT ON 1206L-1212L AT ELLERSLIE 89S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out



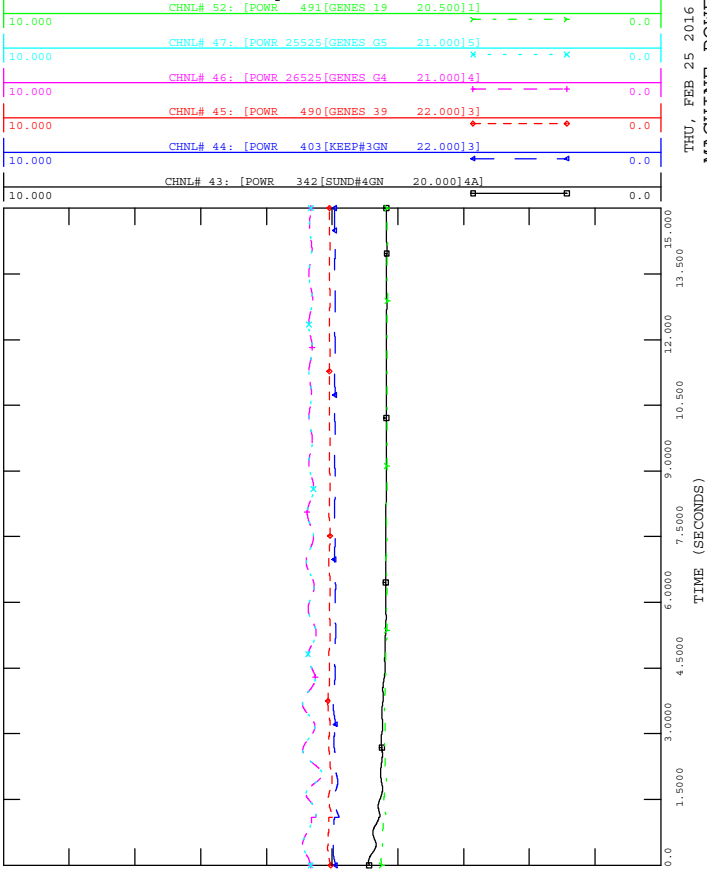
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 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out



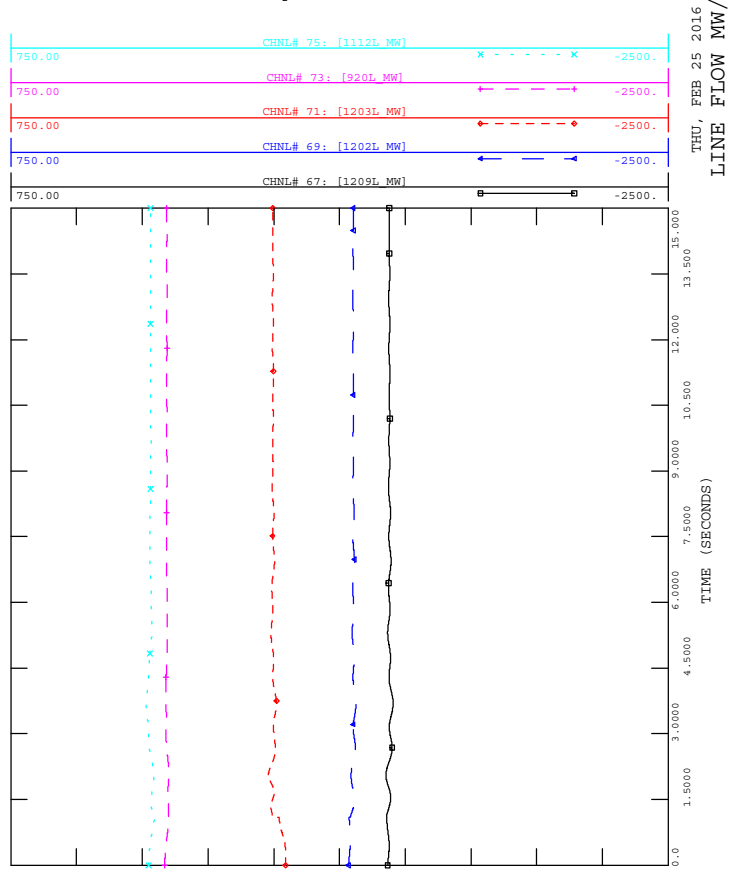




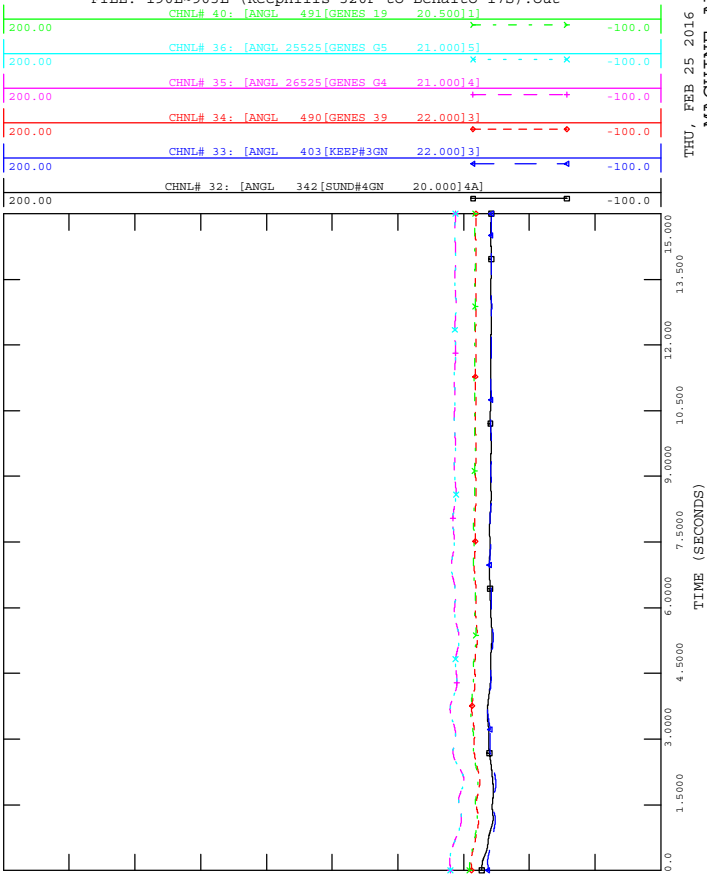
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



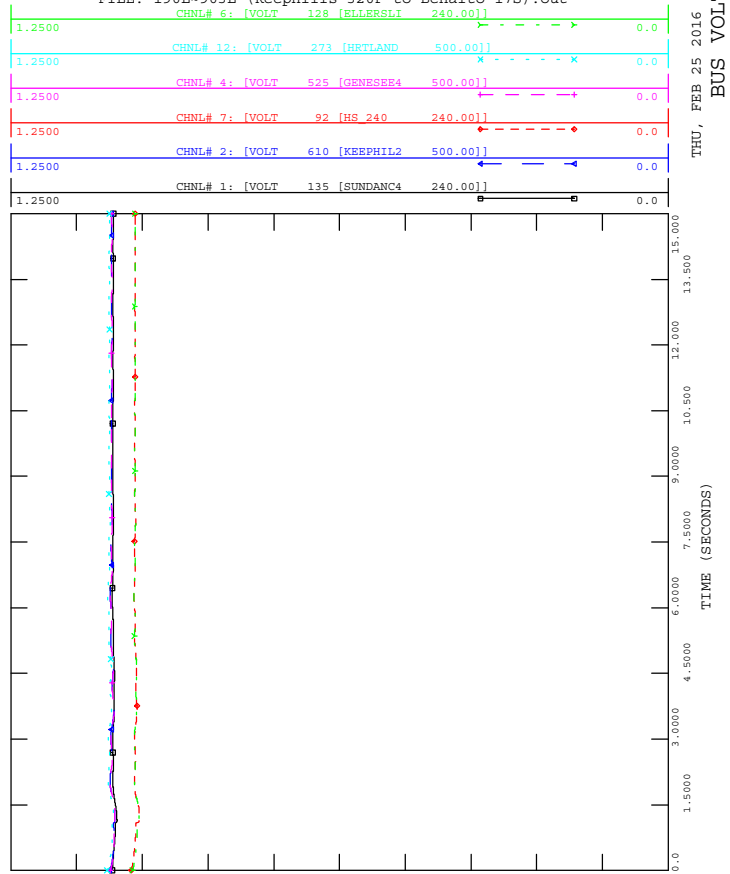
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

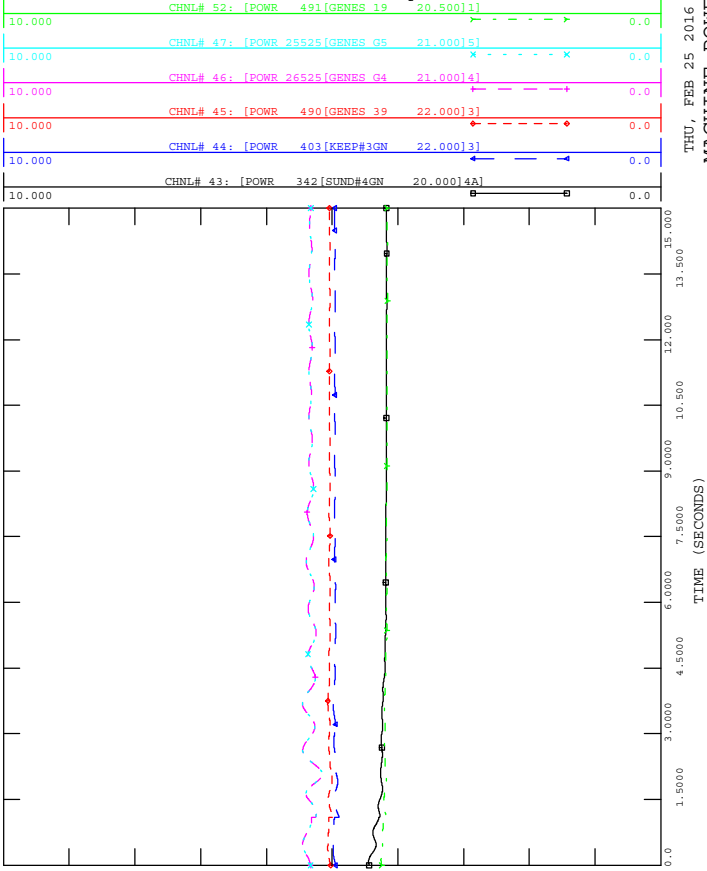


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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

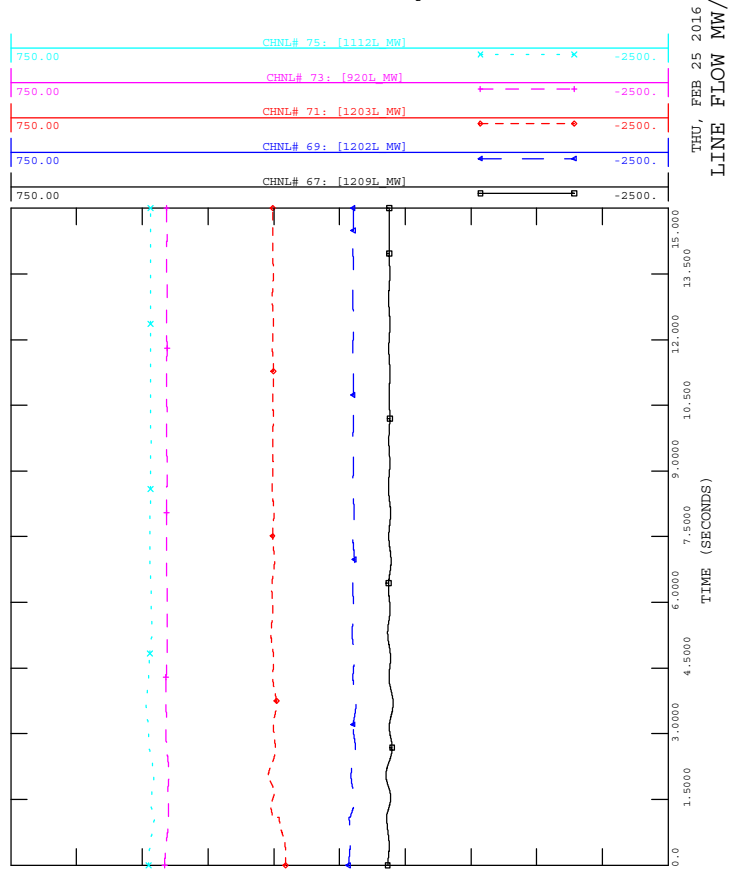




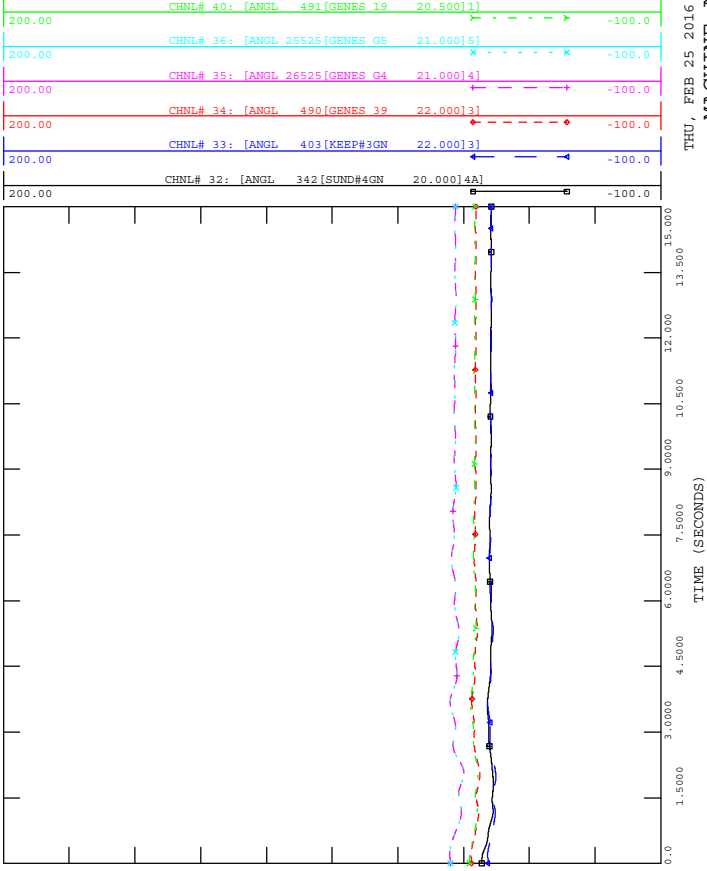
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out



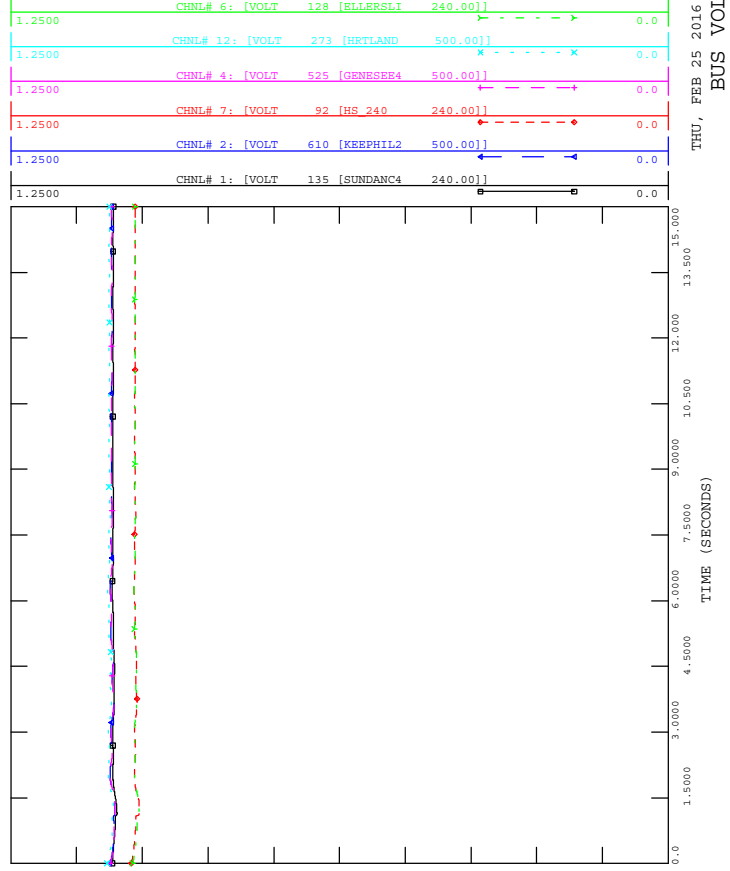
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 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out

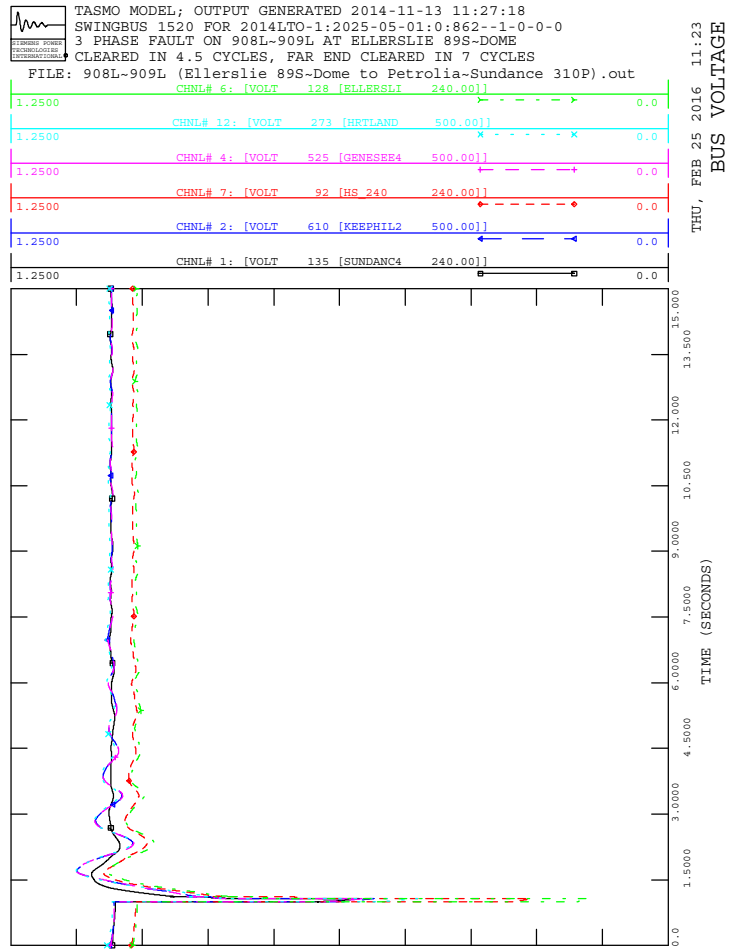
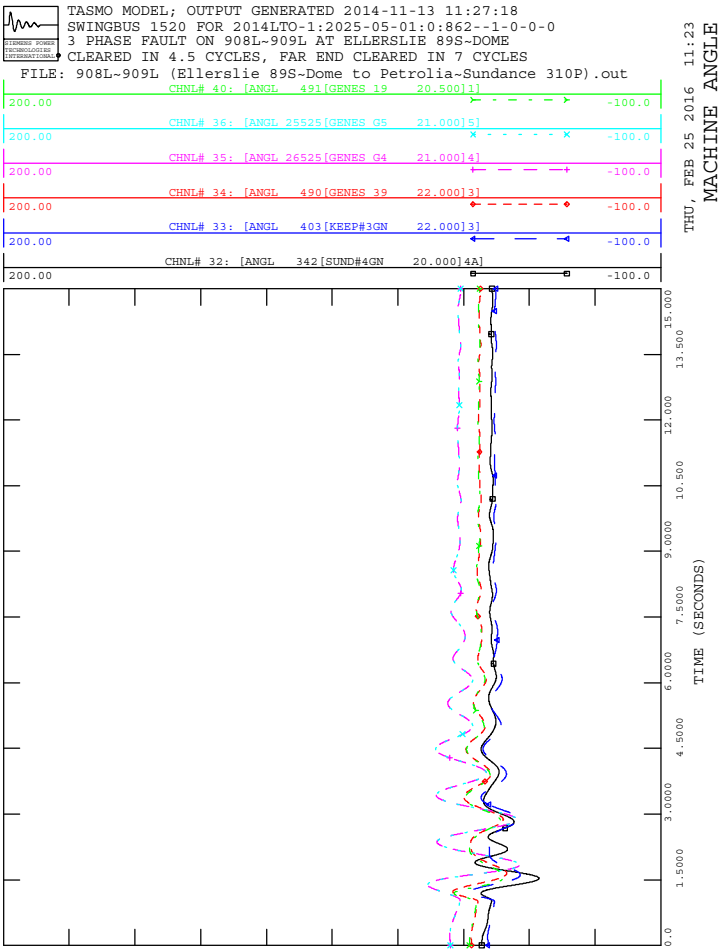
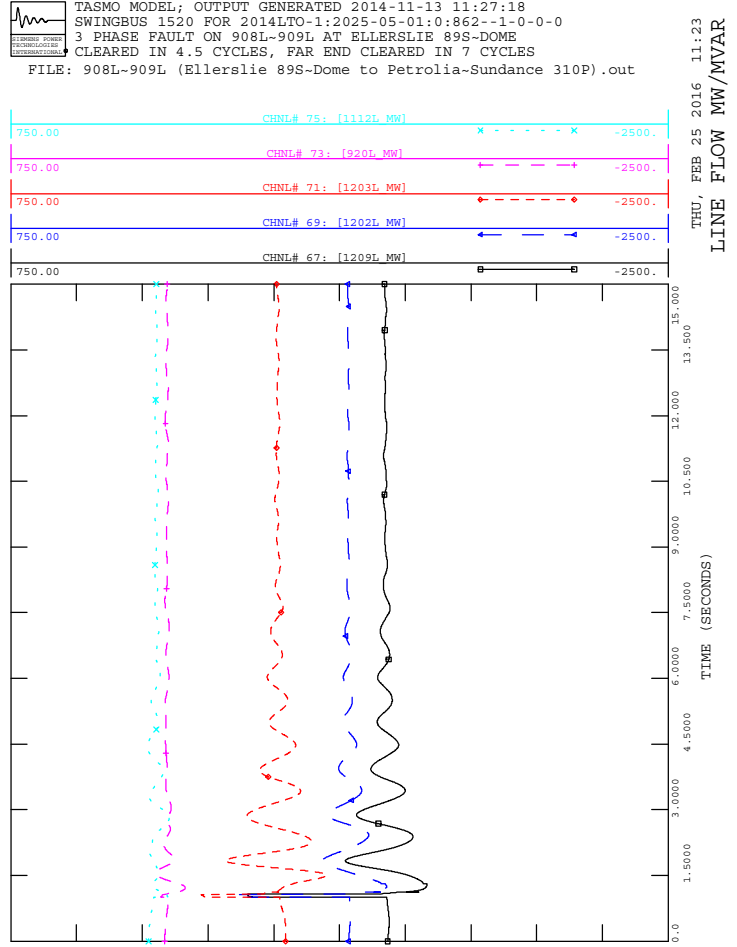
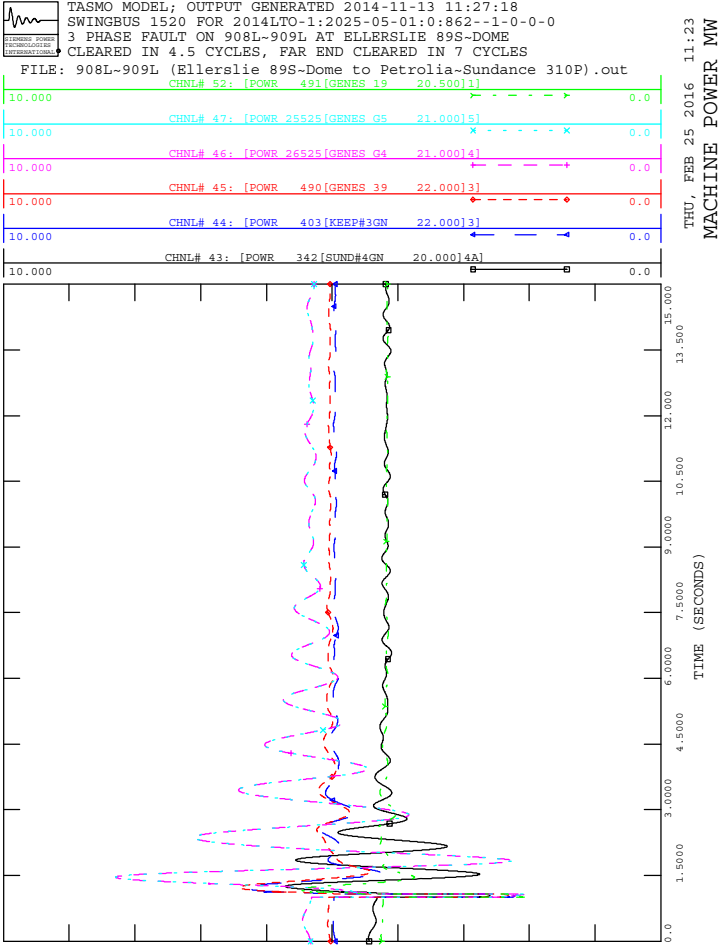


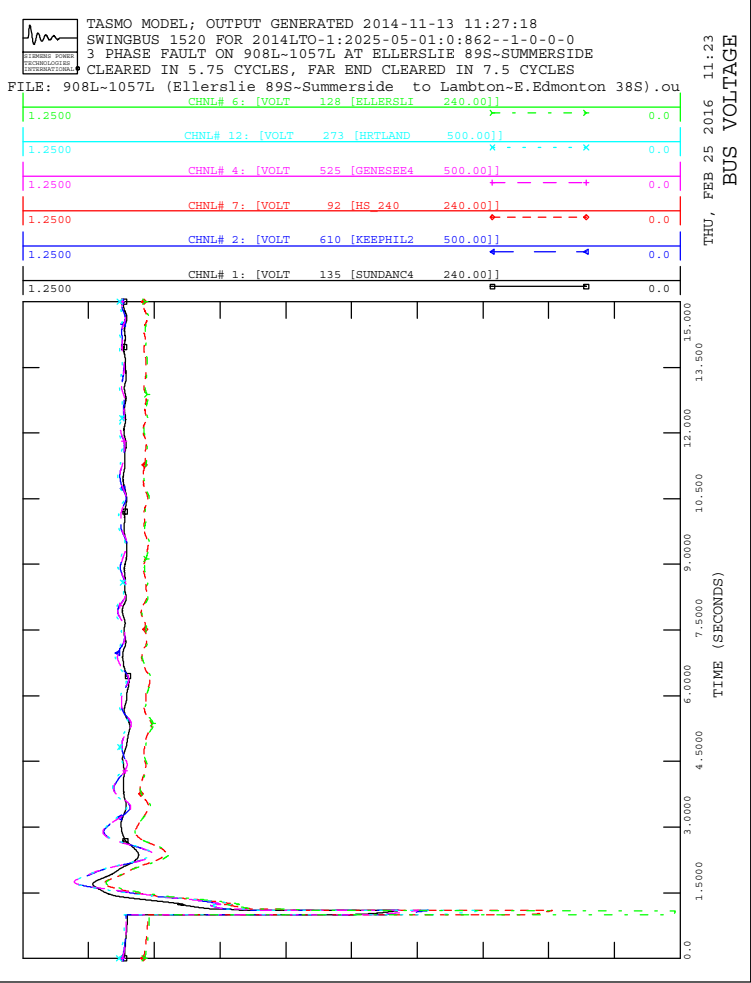
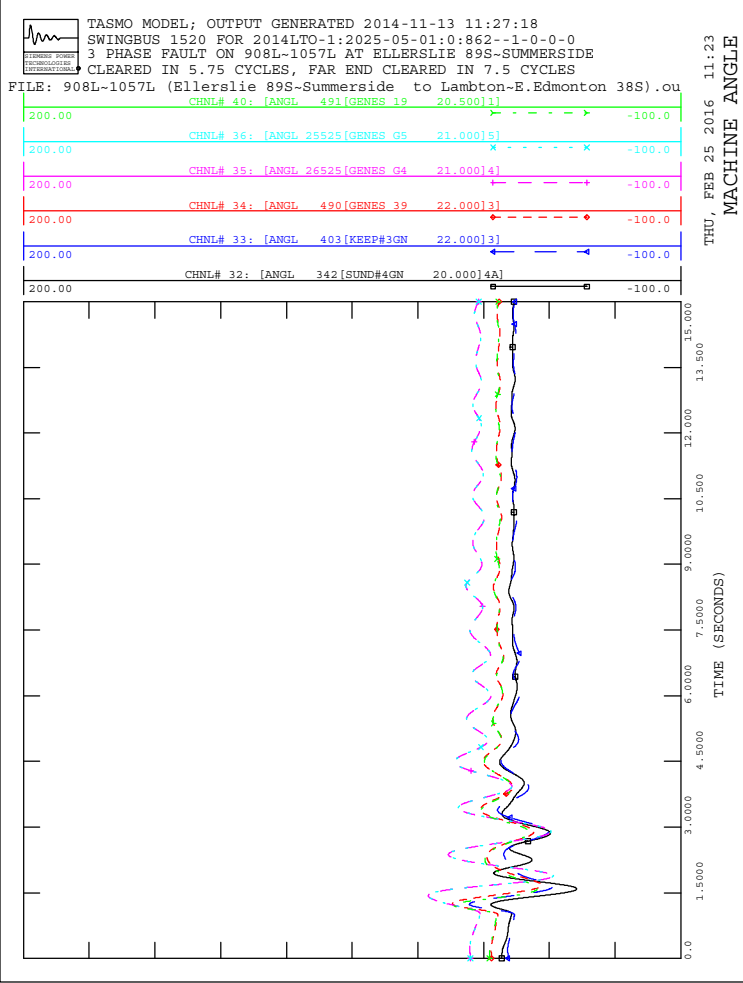
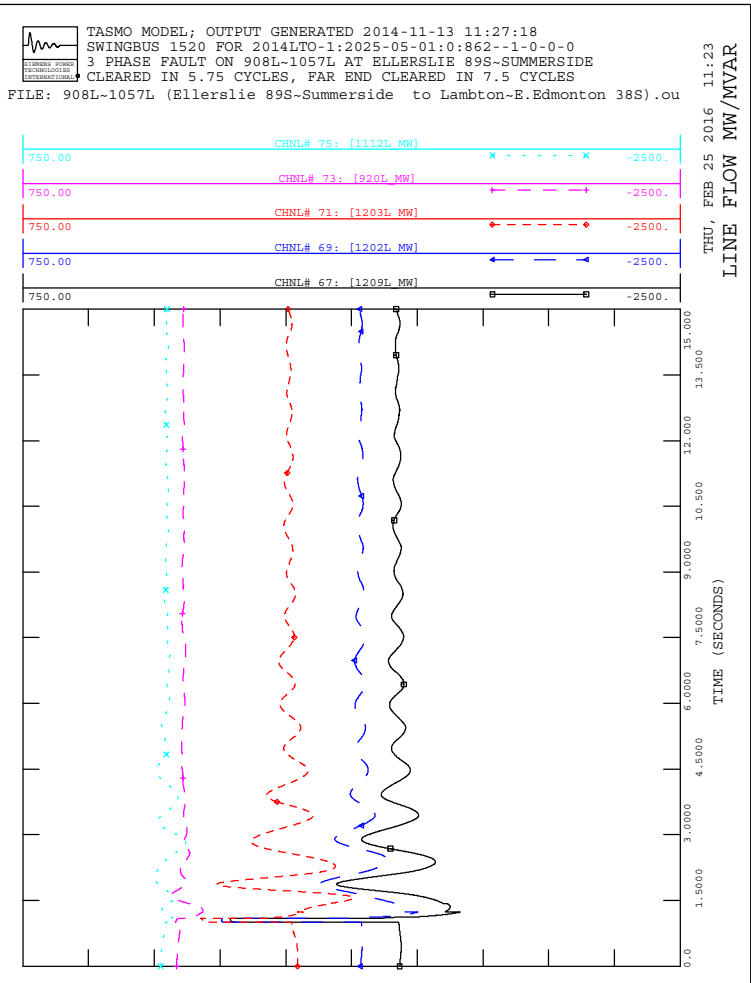
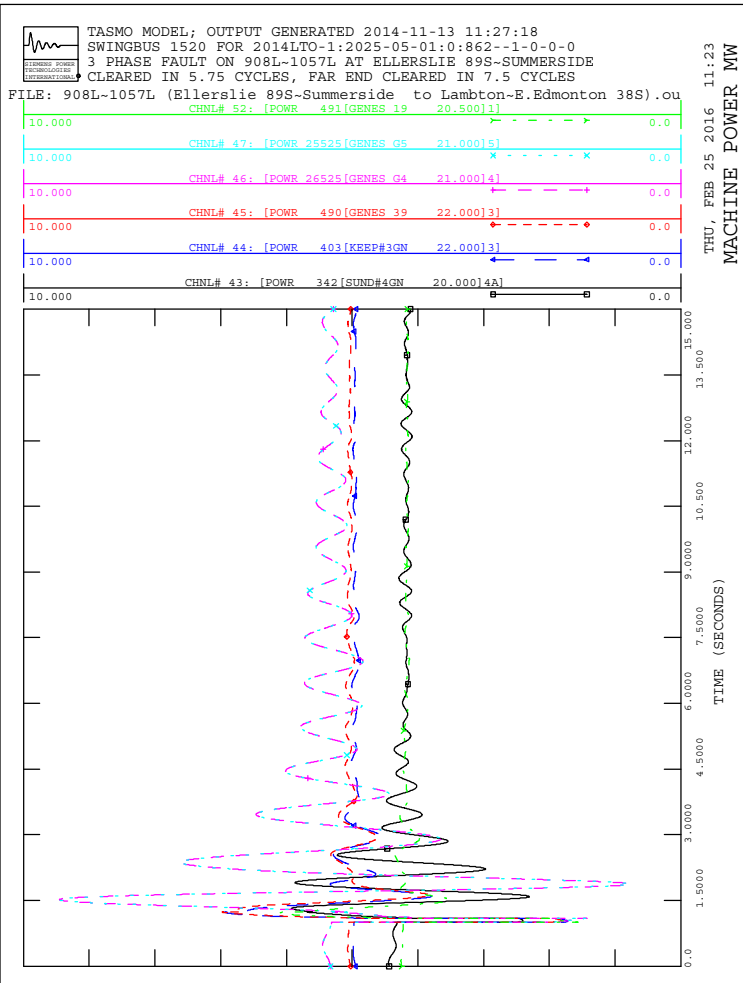
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out

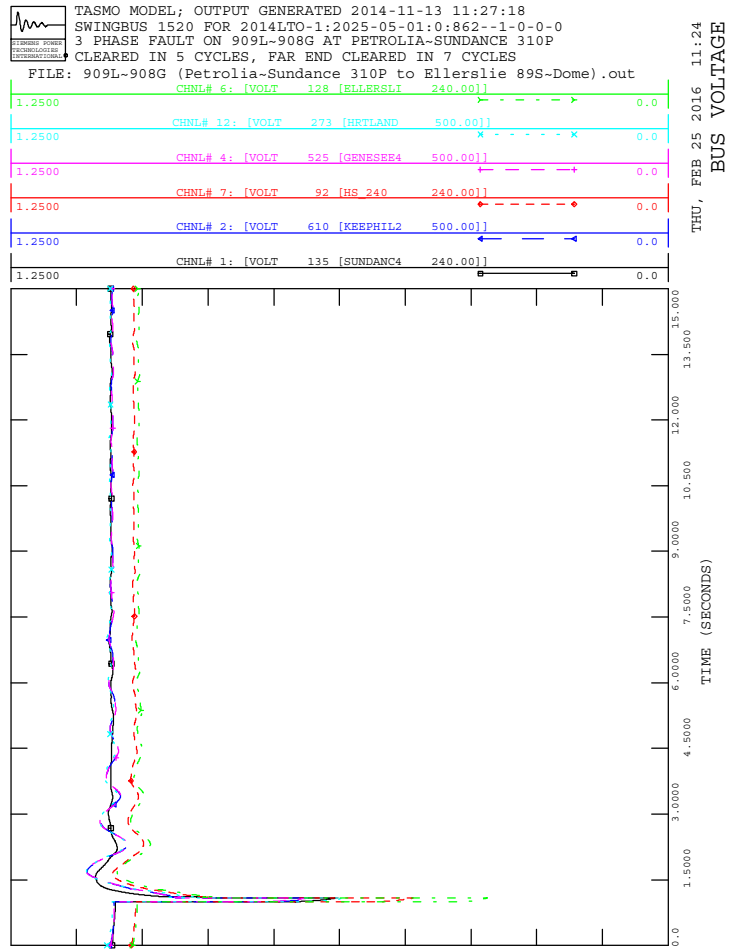
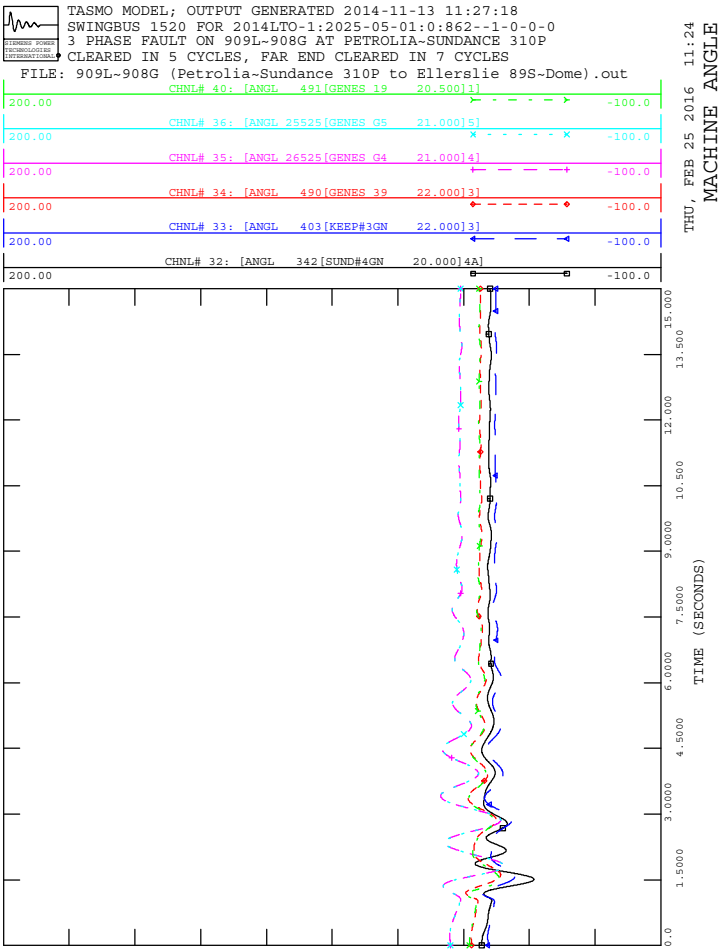
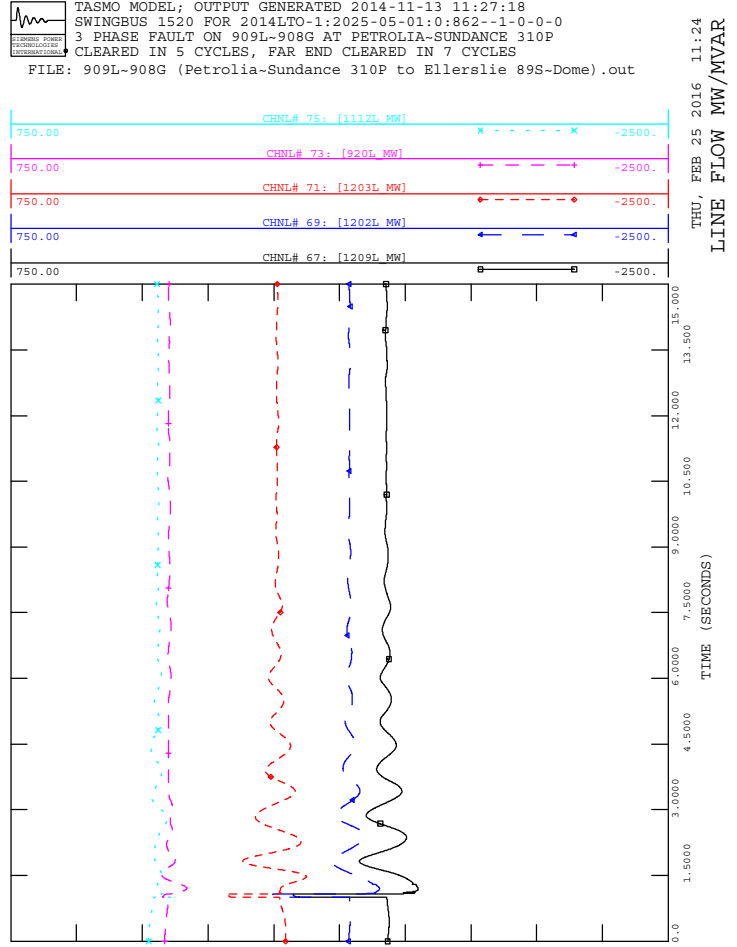
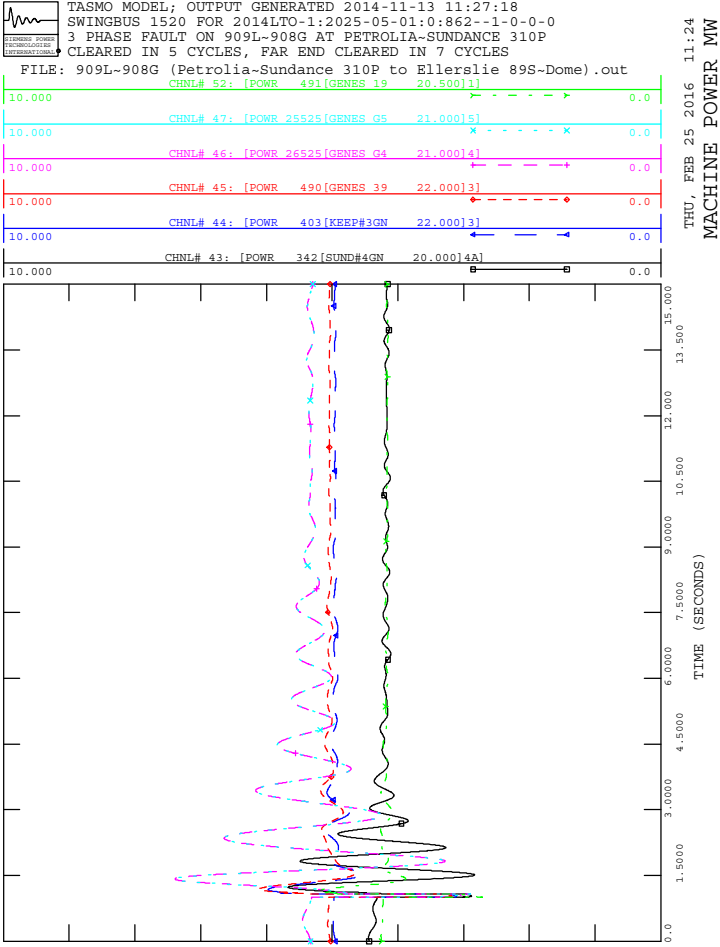


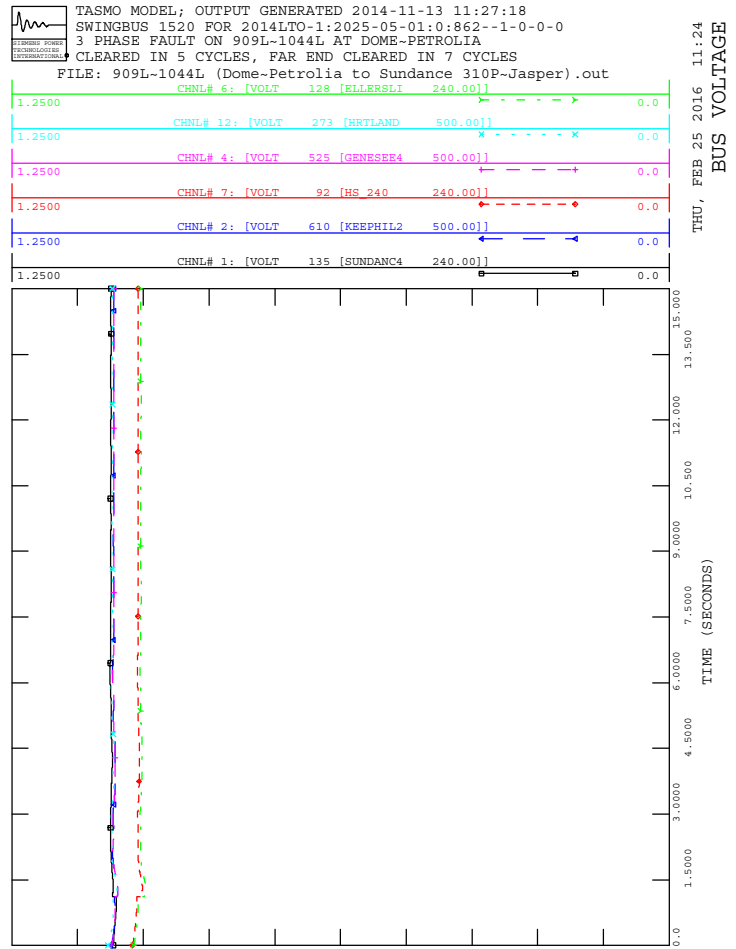
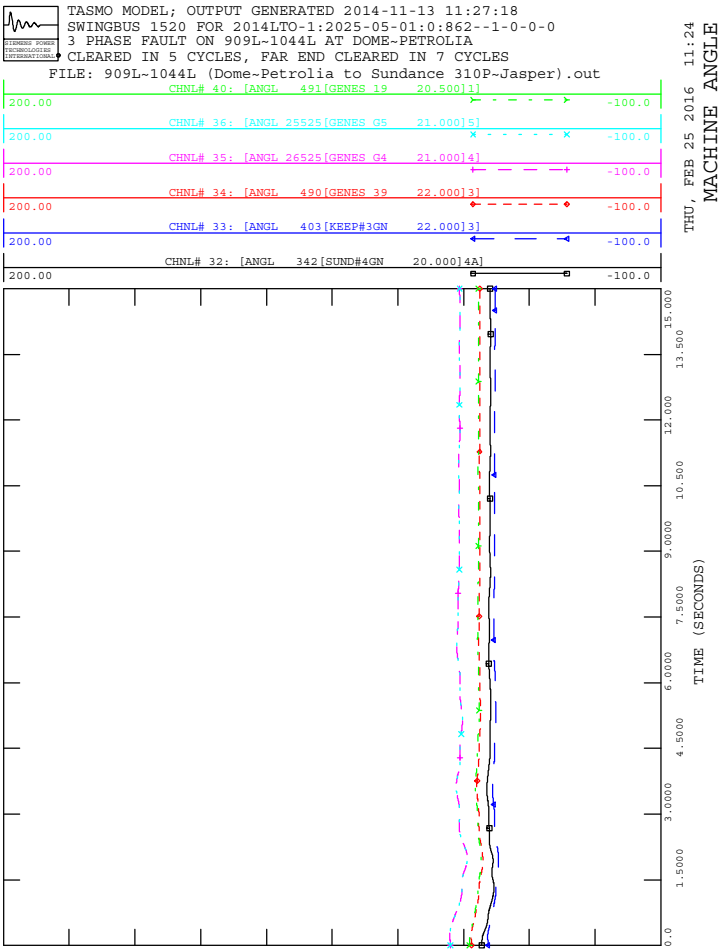
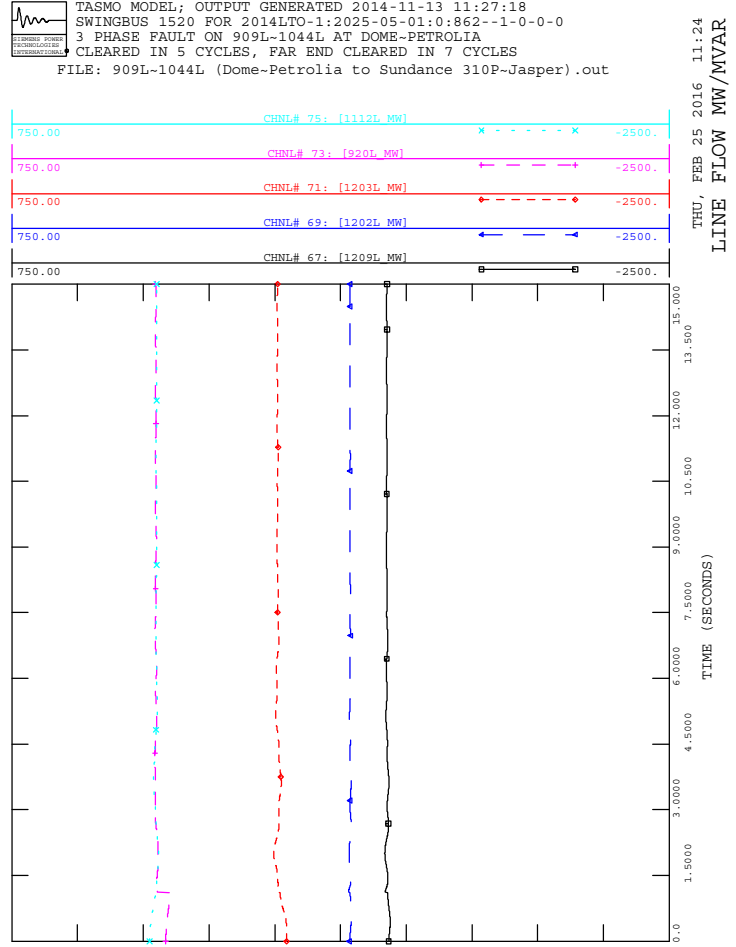
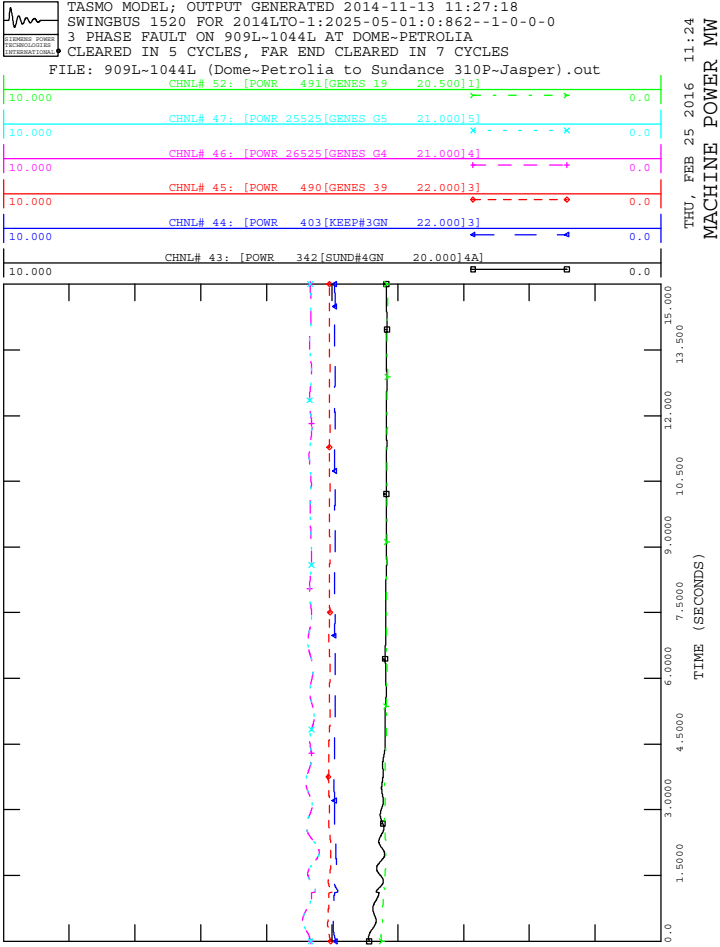
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out







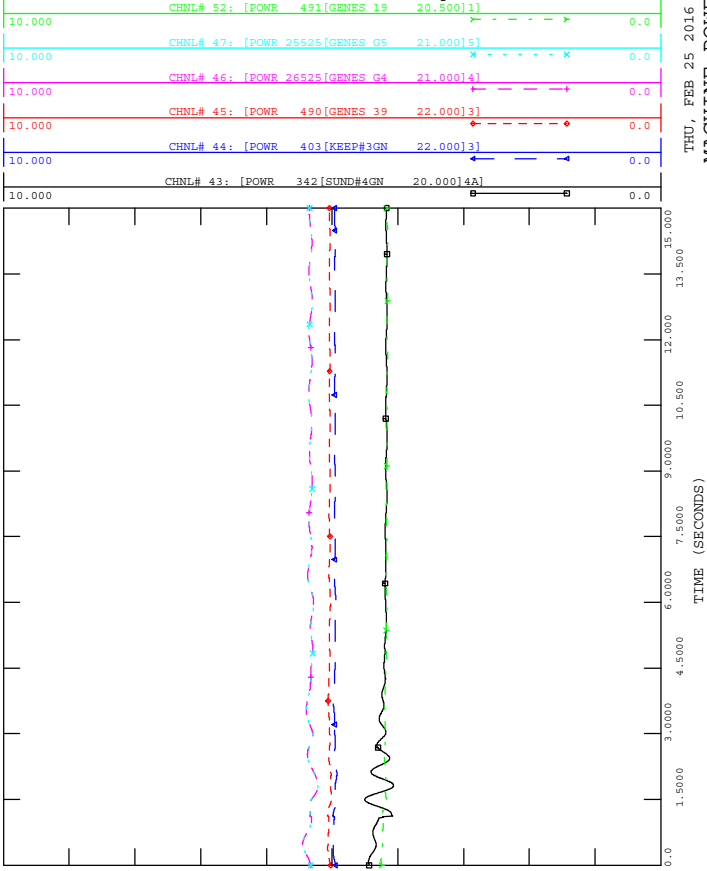






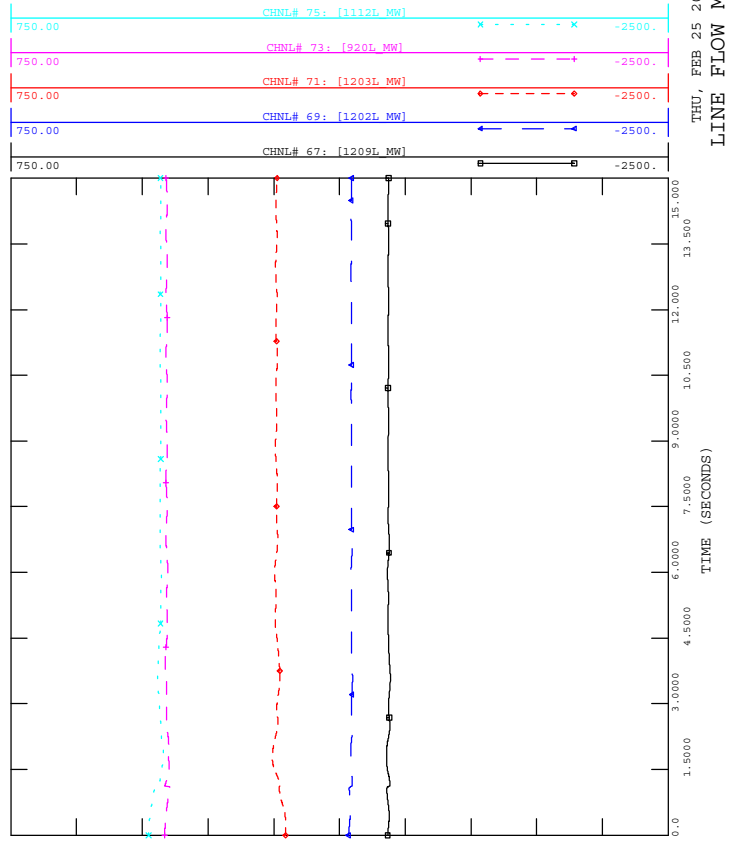
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES

FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



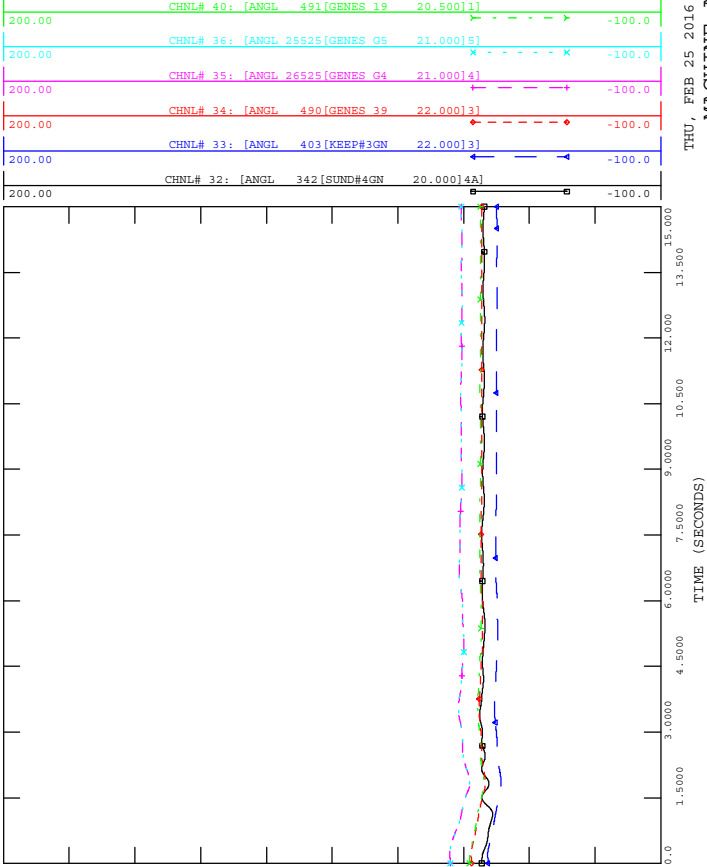
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES

FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



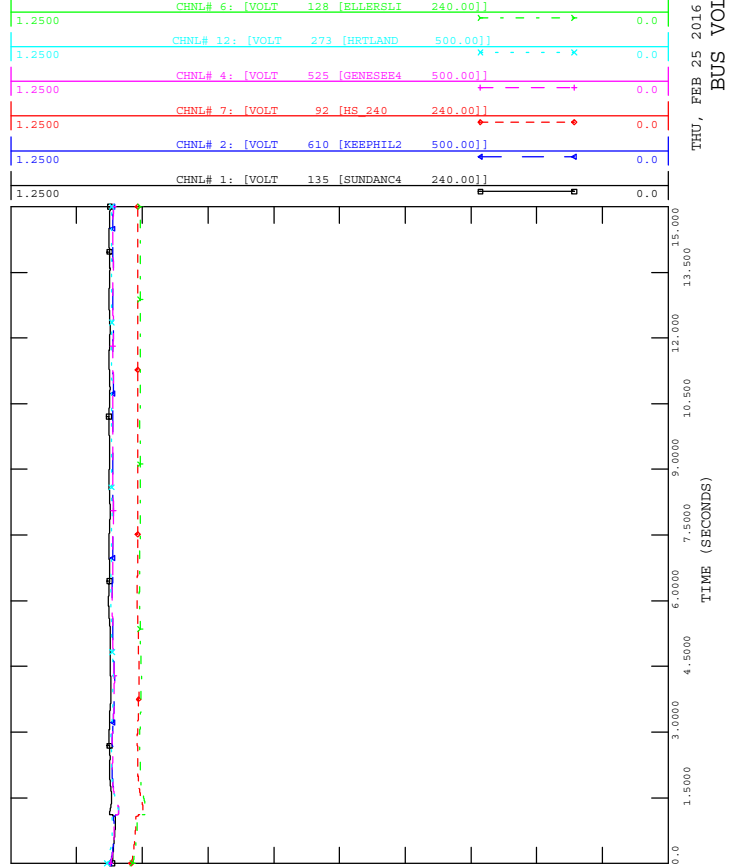
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES

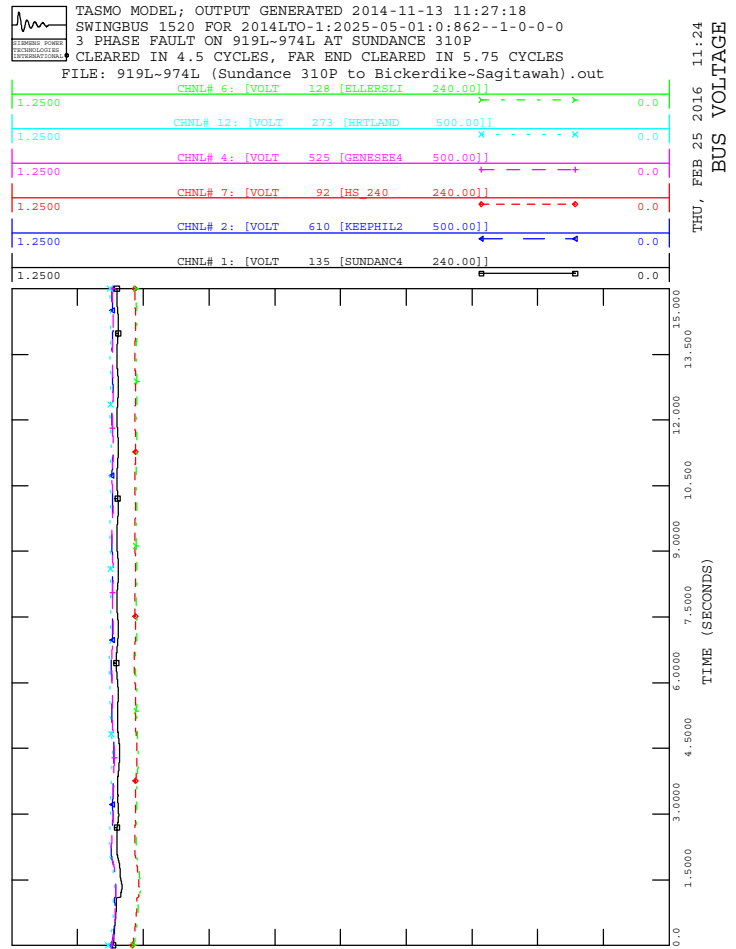
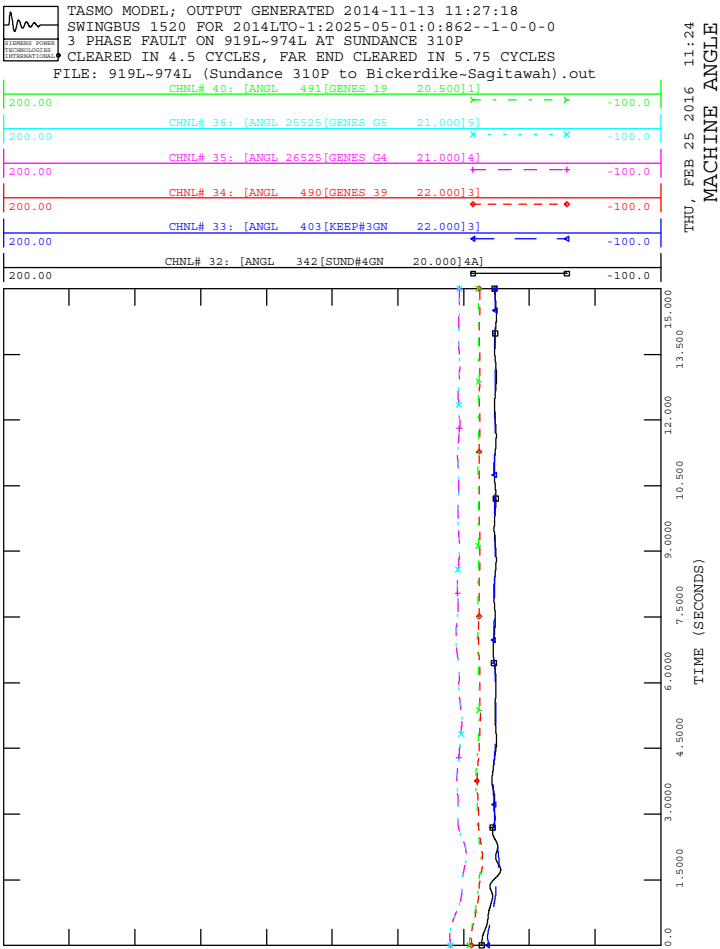
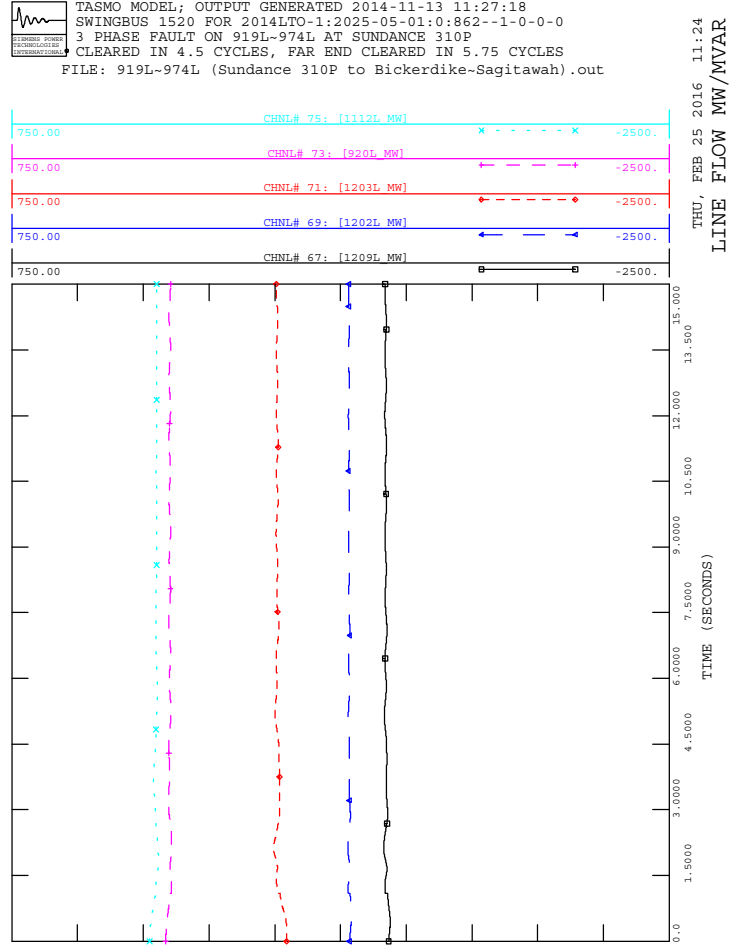
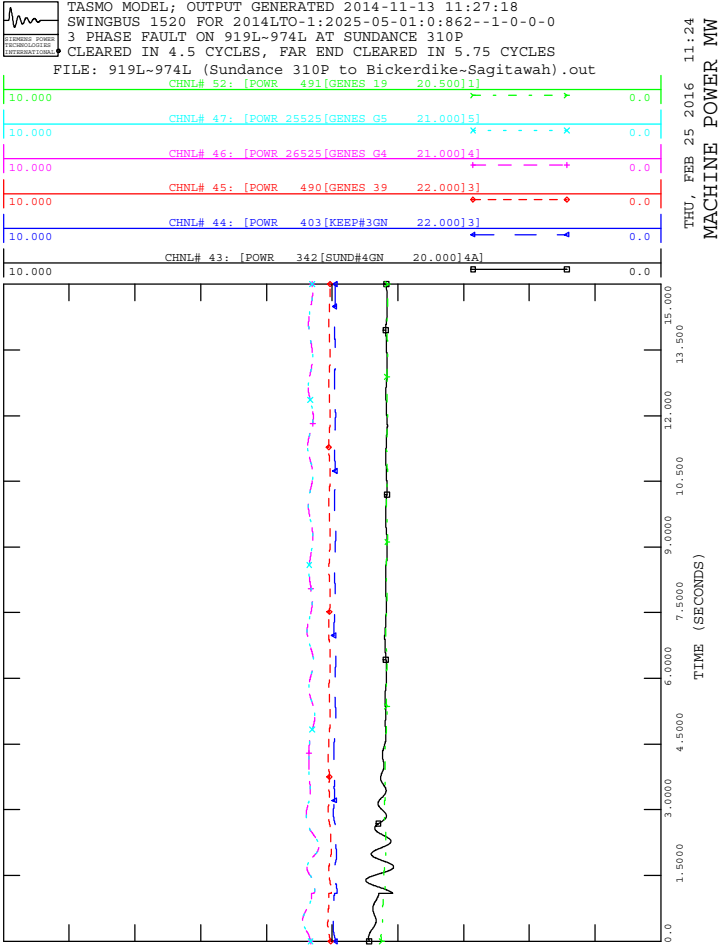
FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out

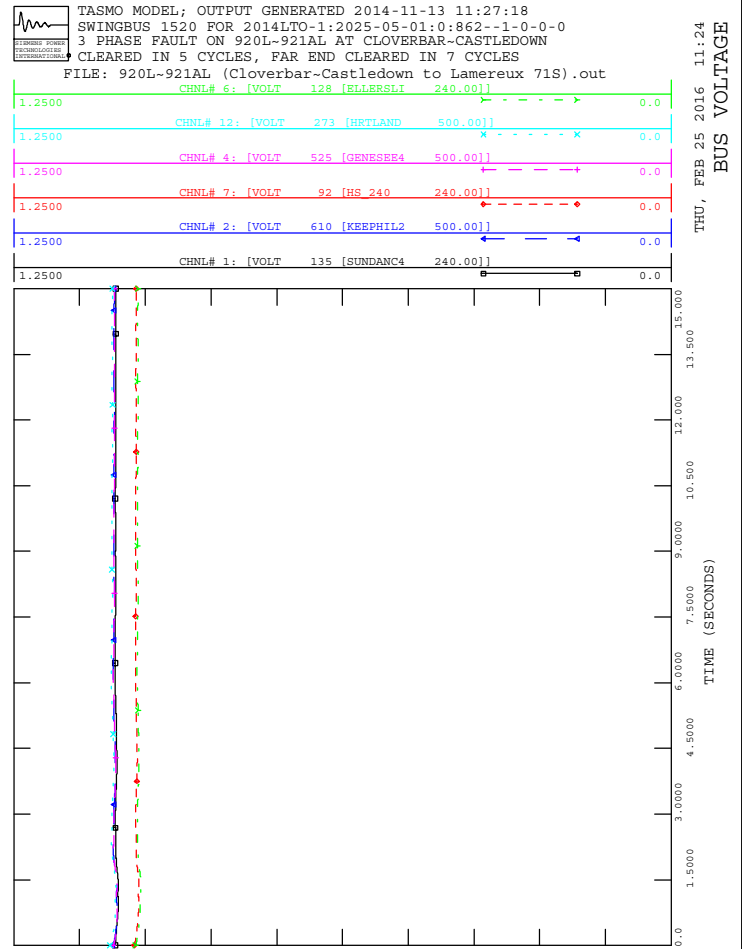
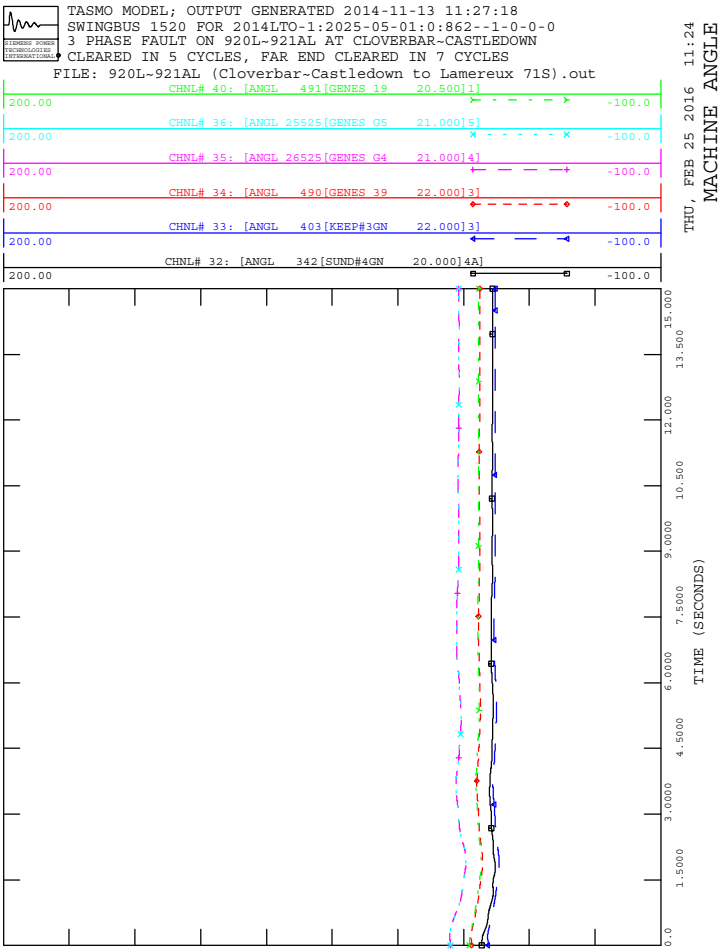
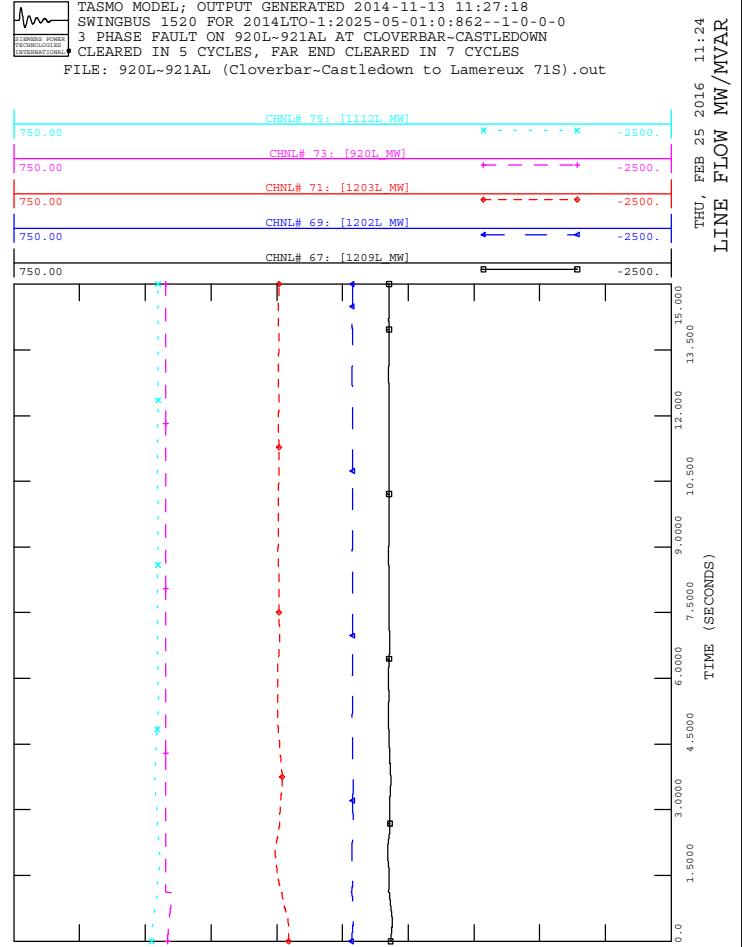
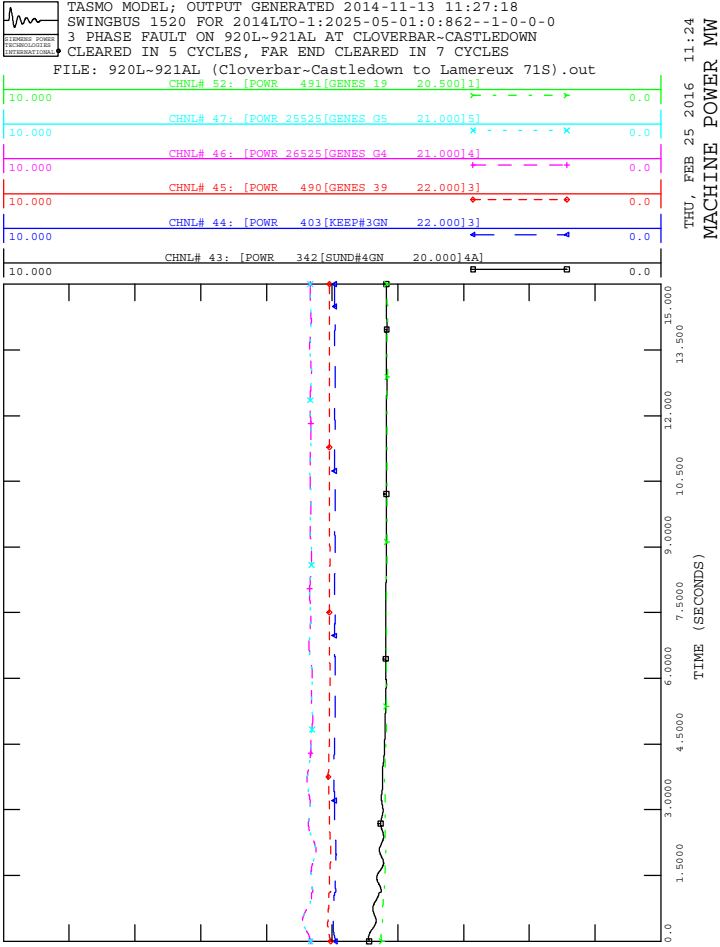


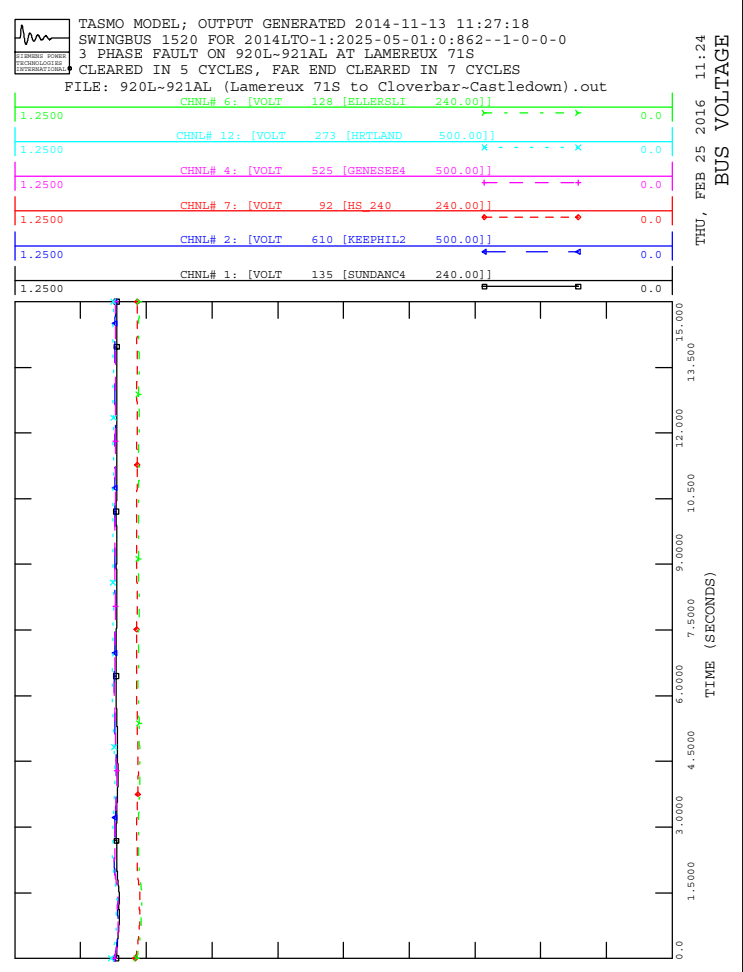
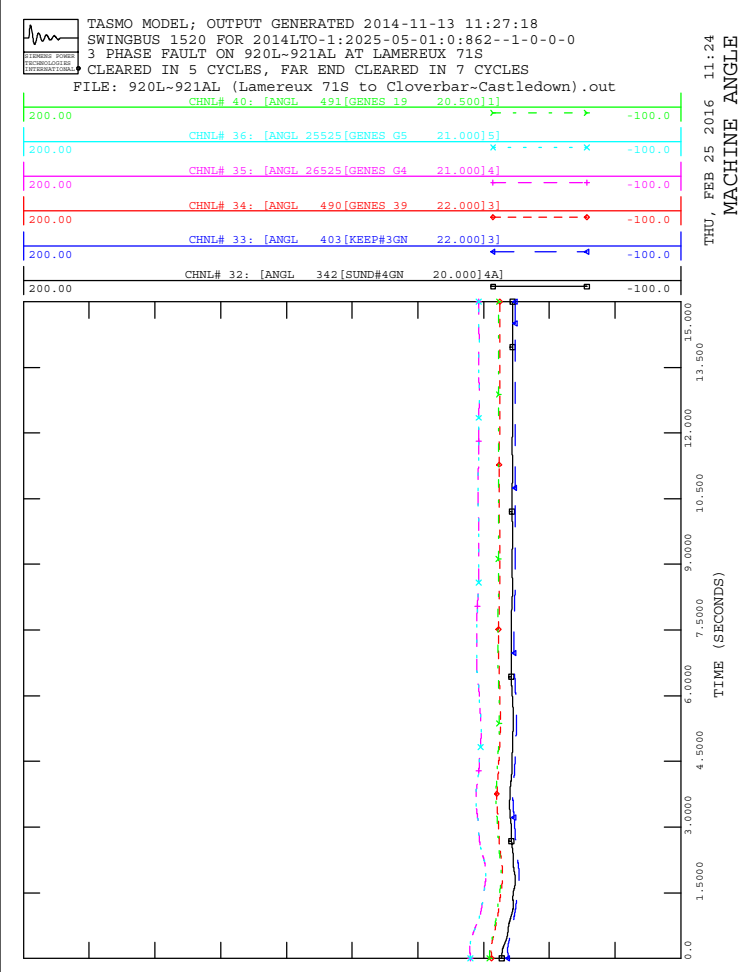
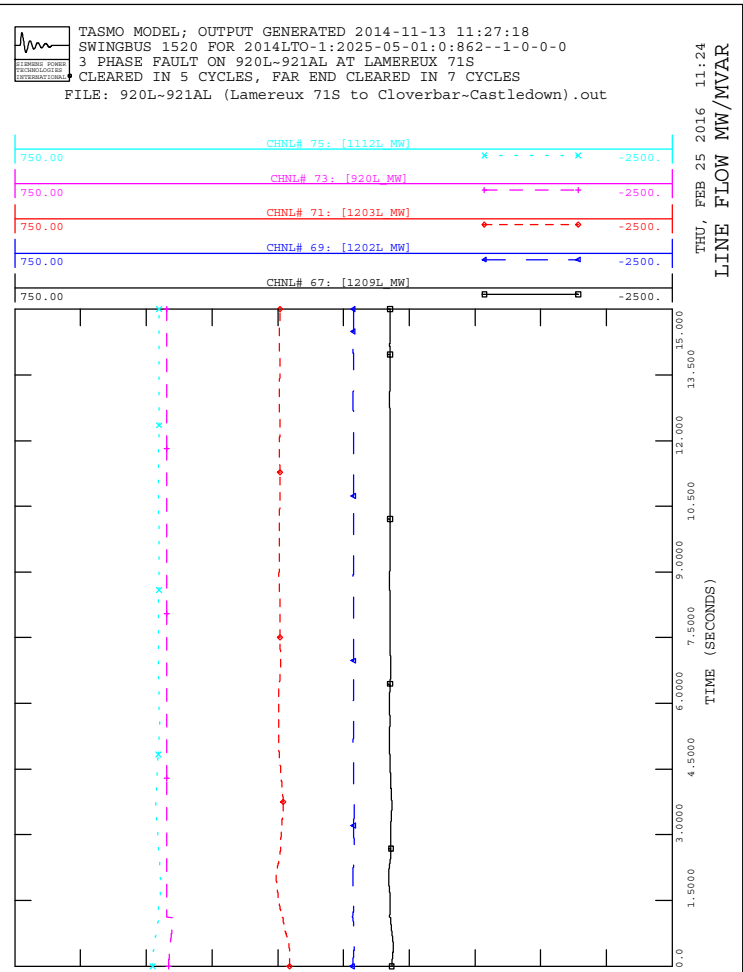
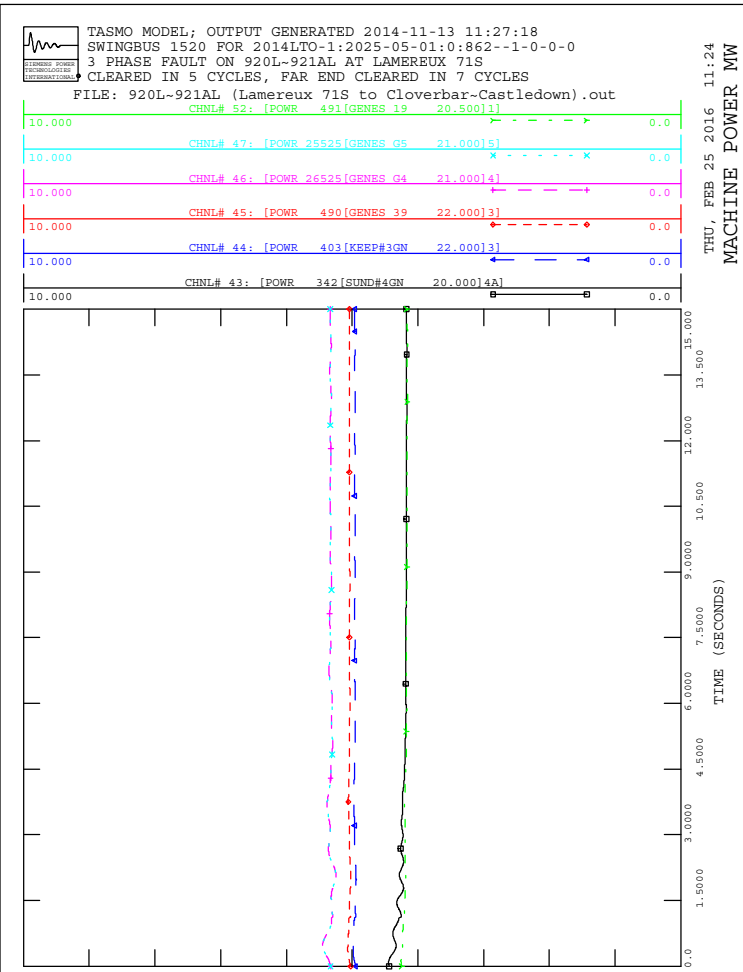
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES

FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



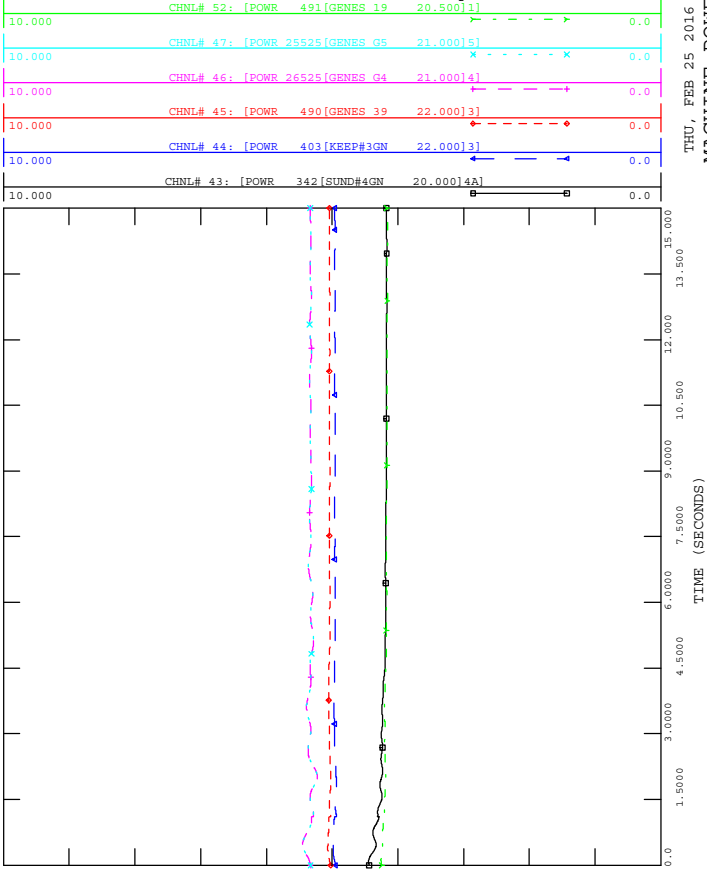




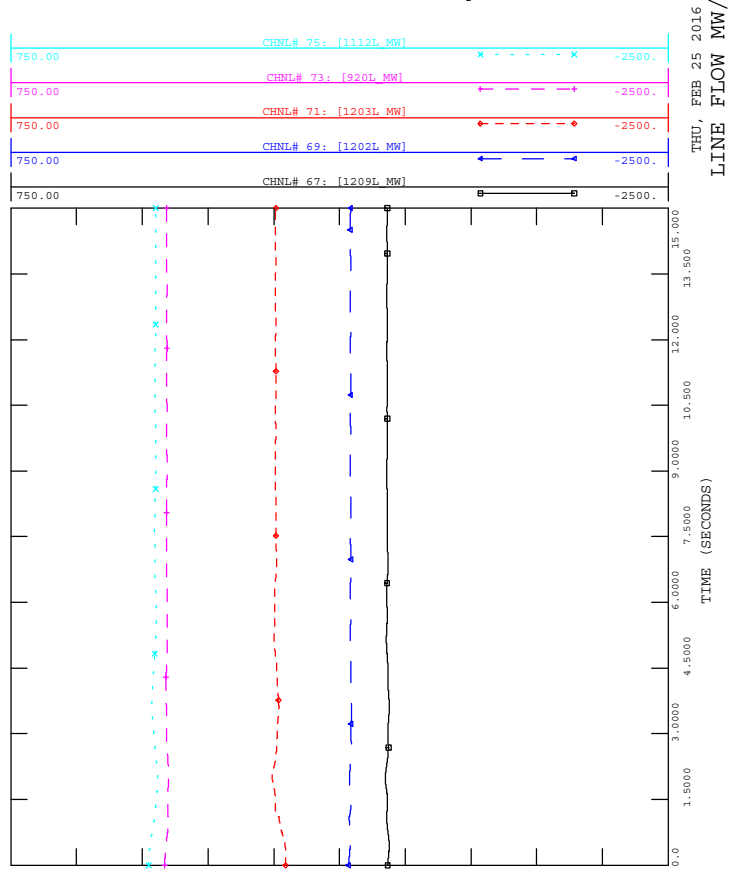




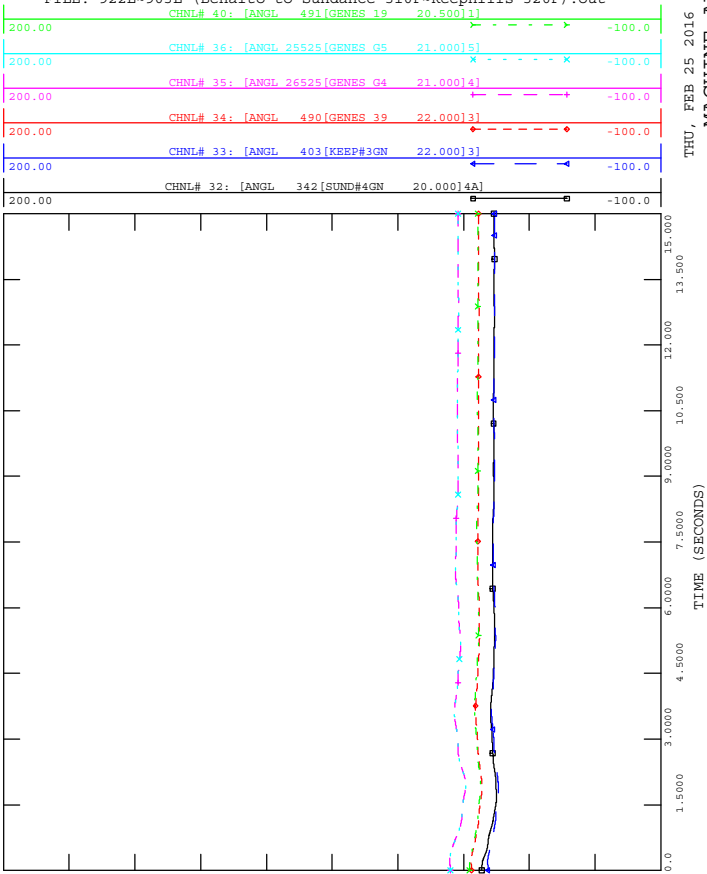
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



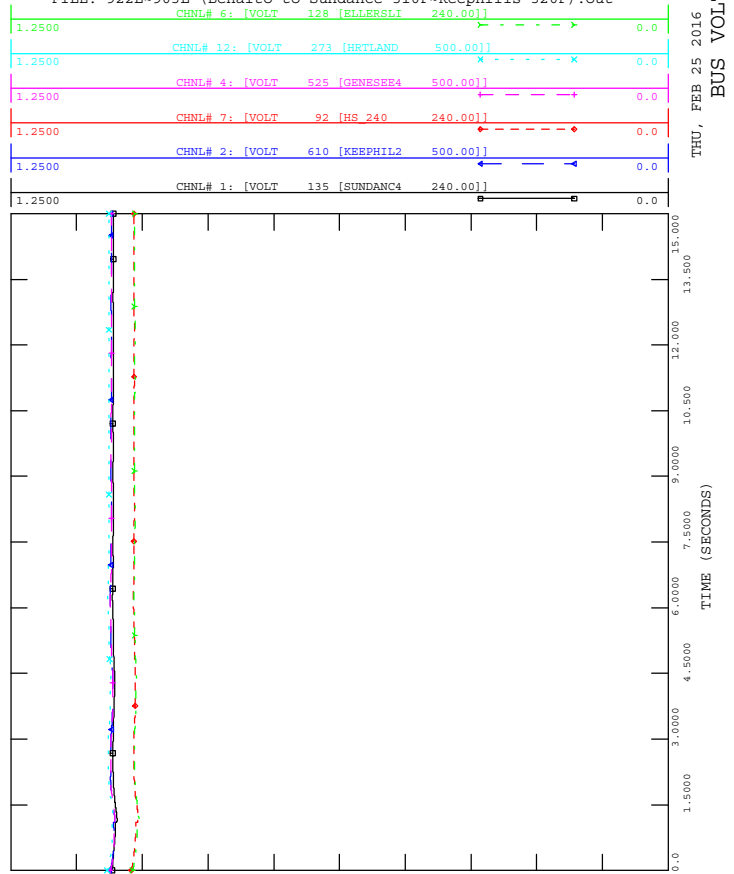
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

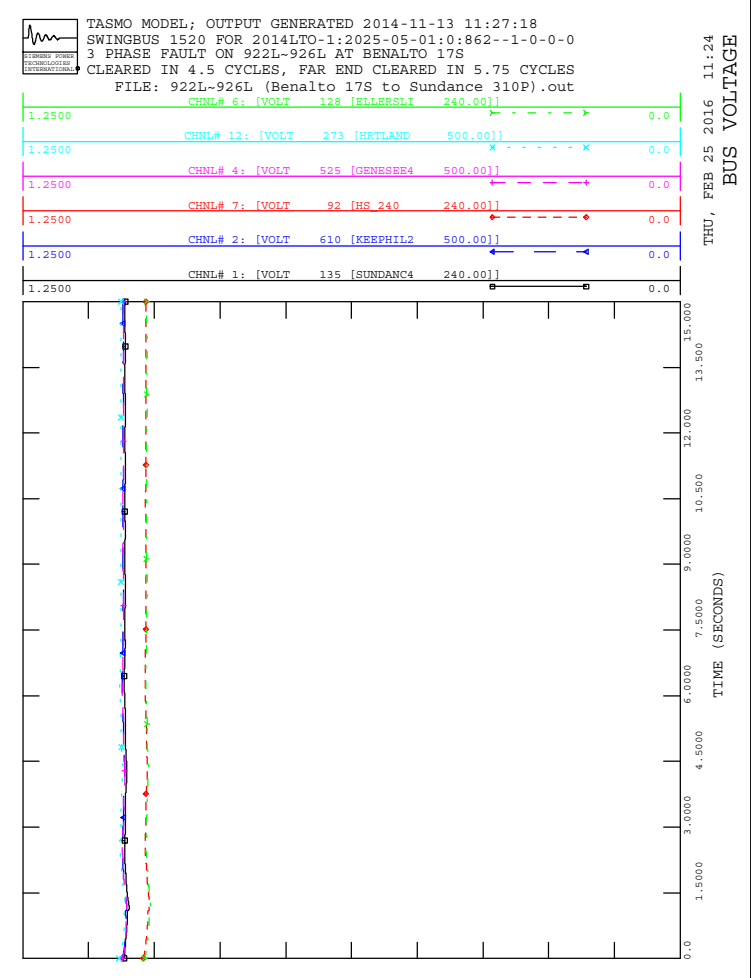
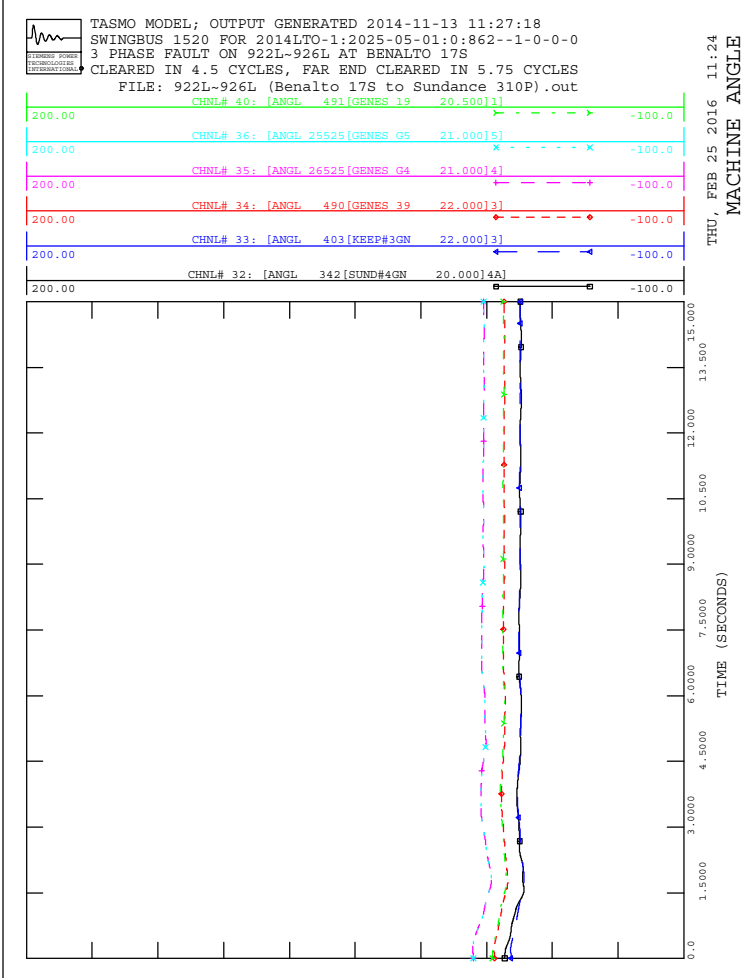
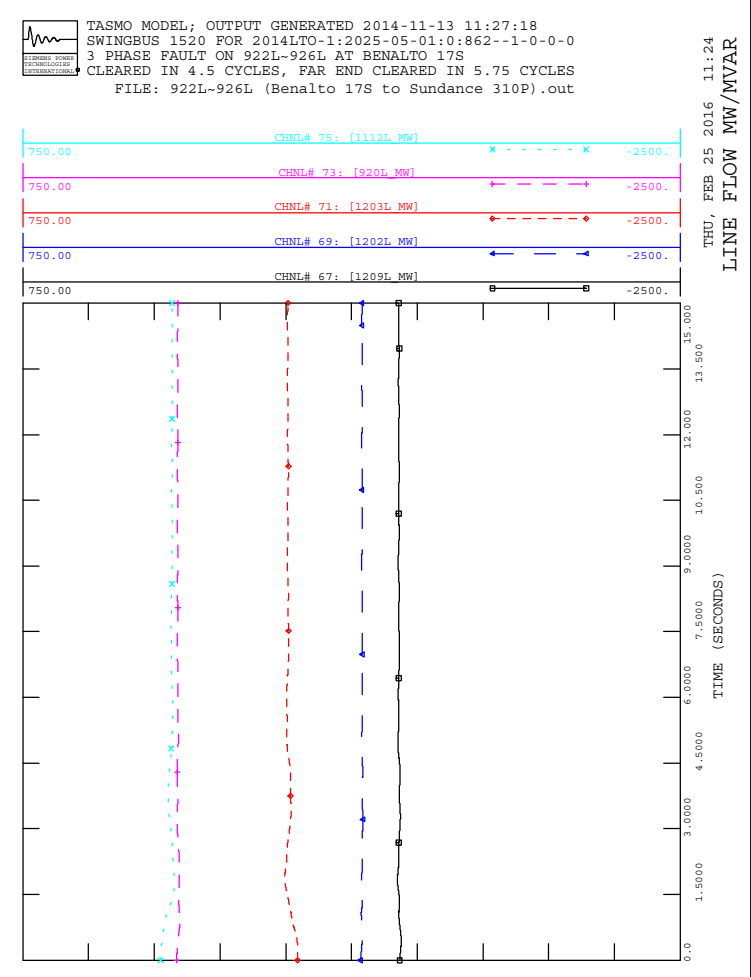
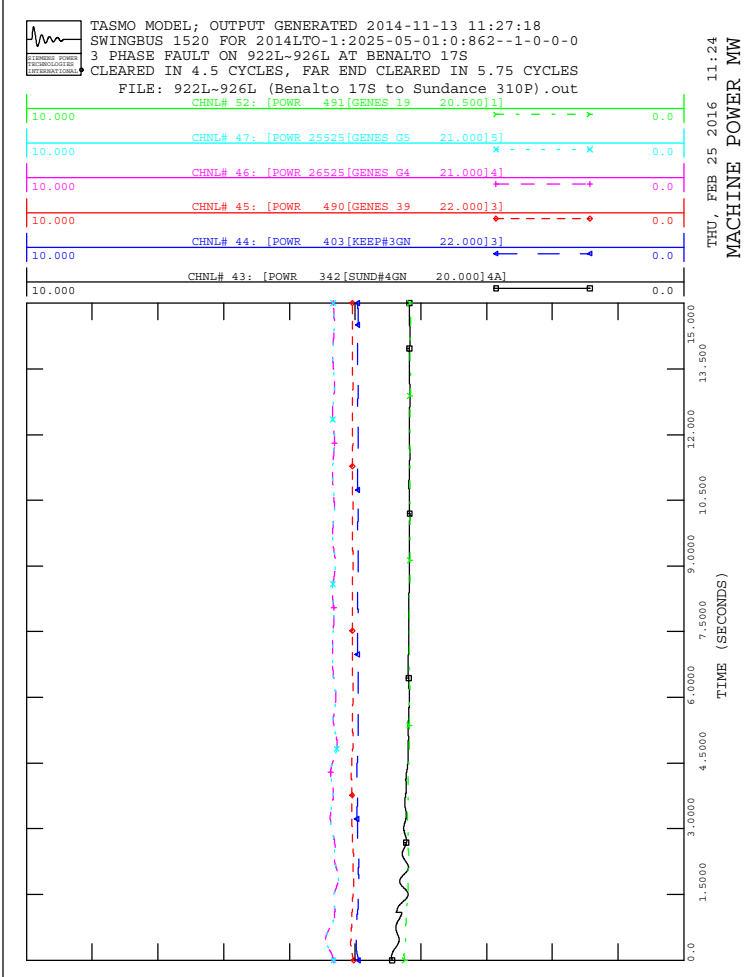


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



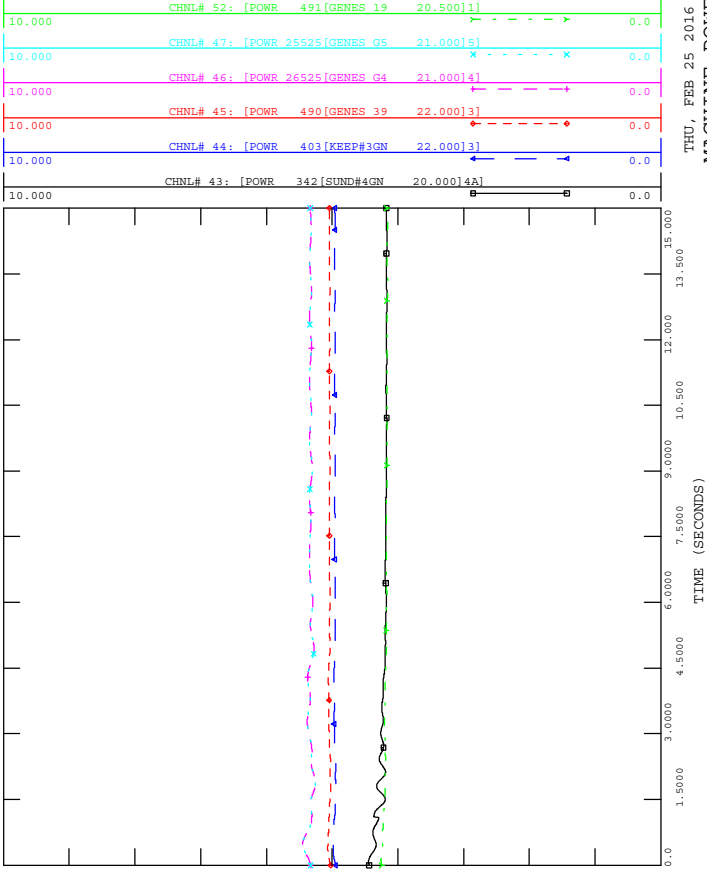
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



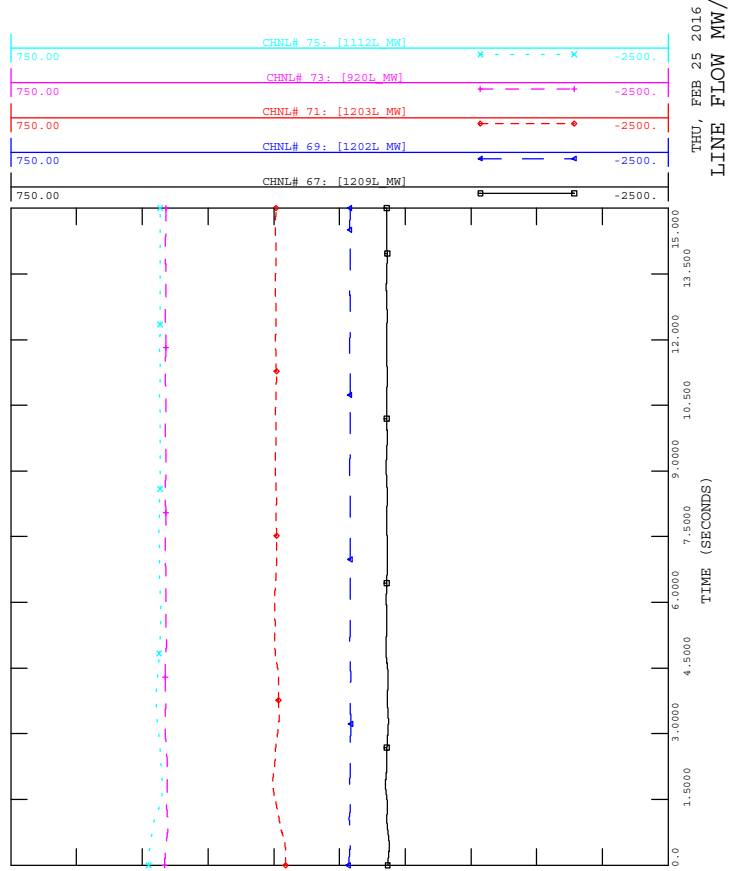




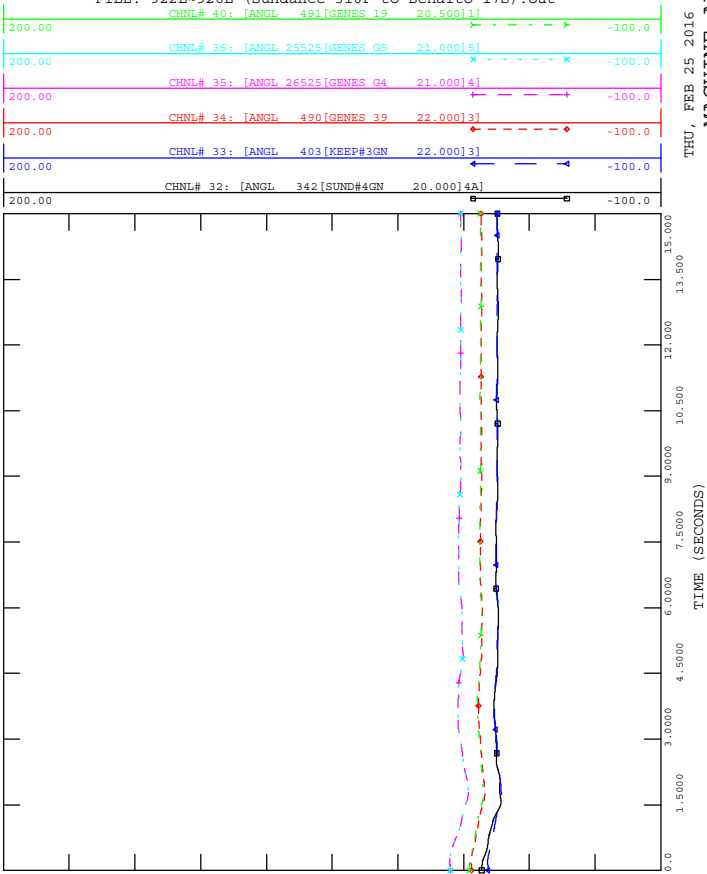
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



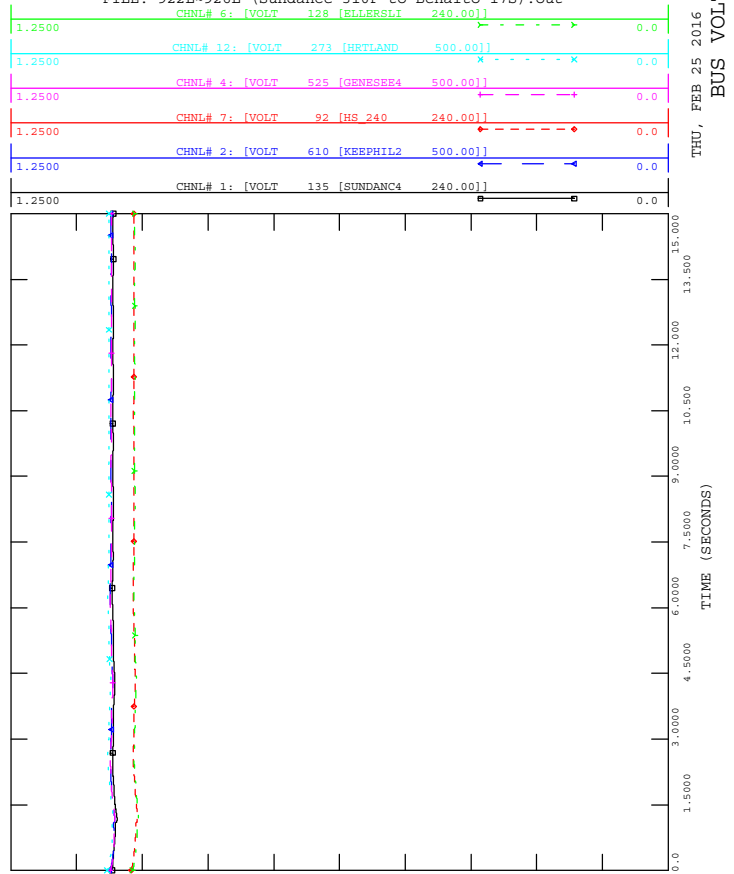
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

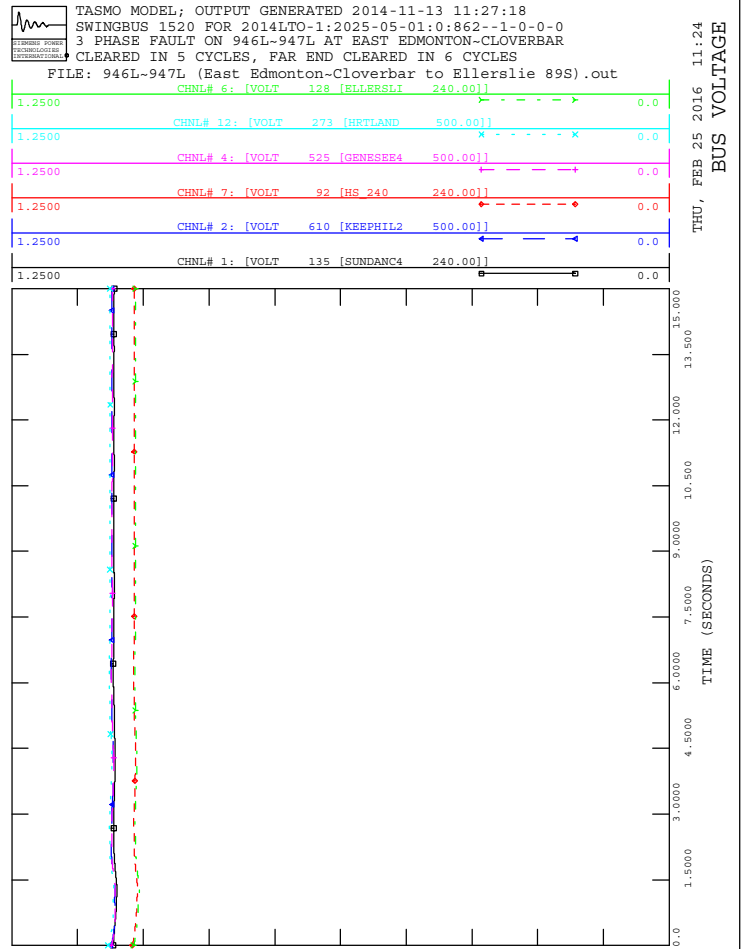
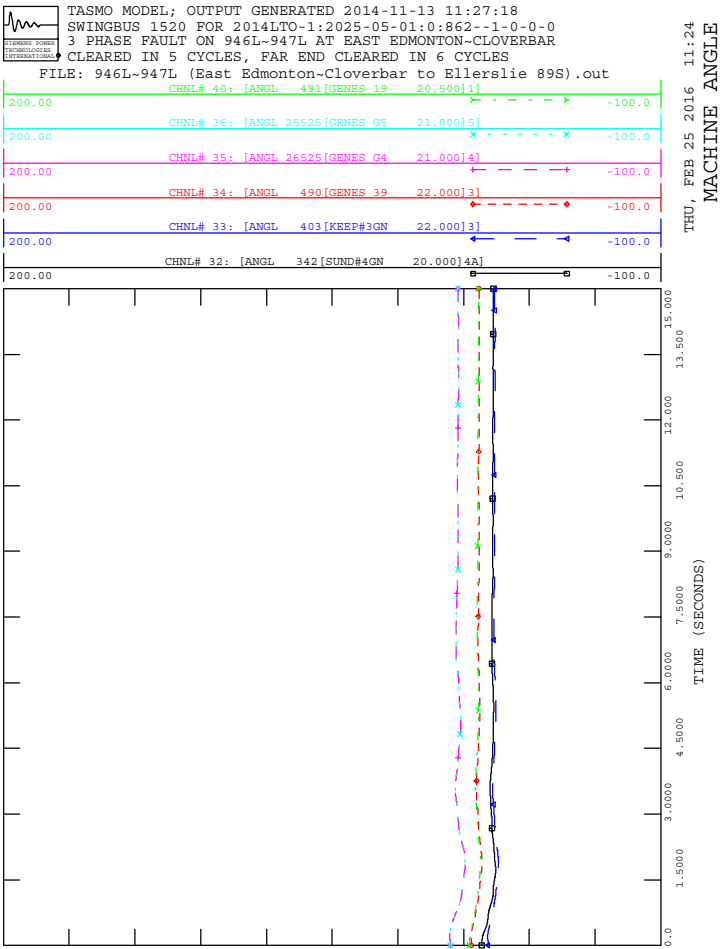
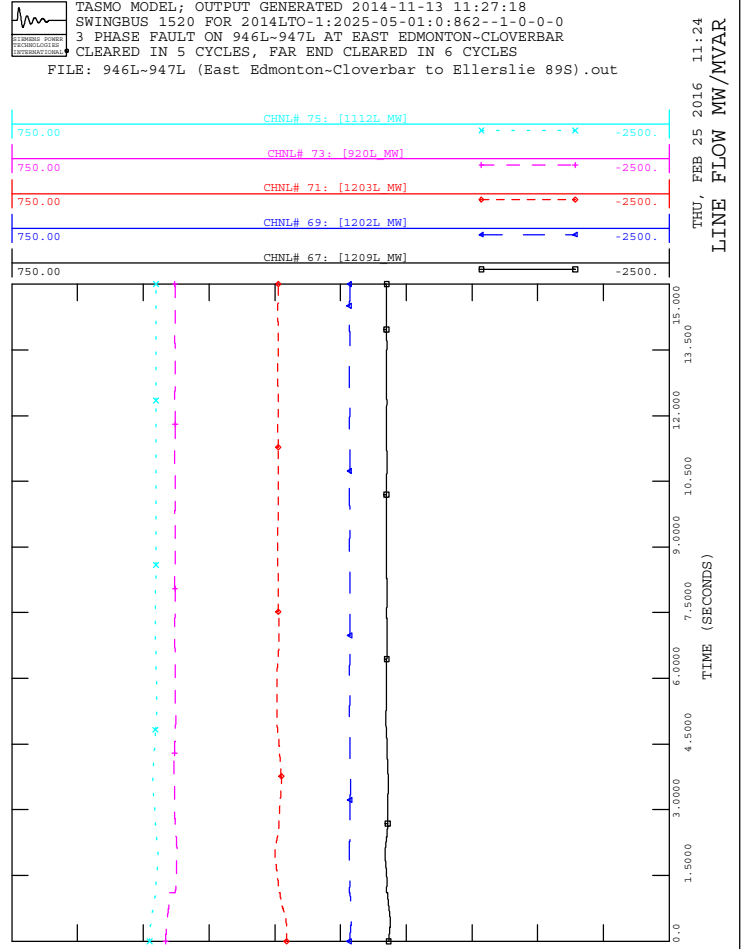
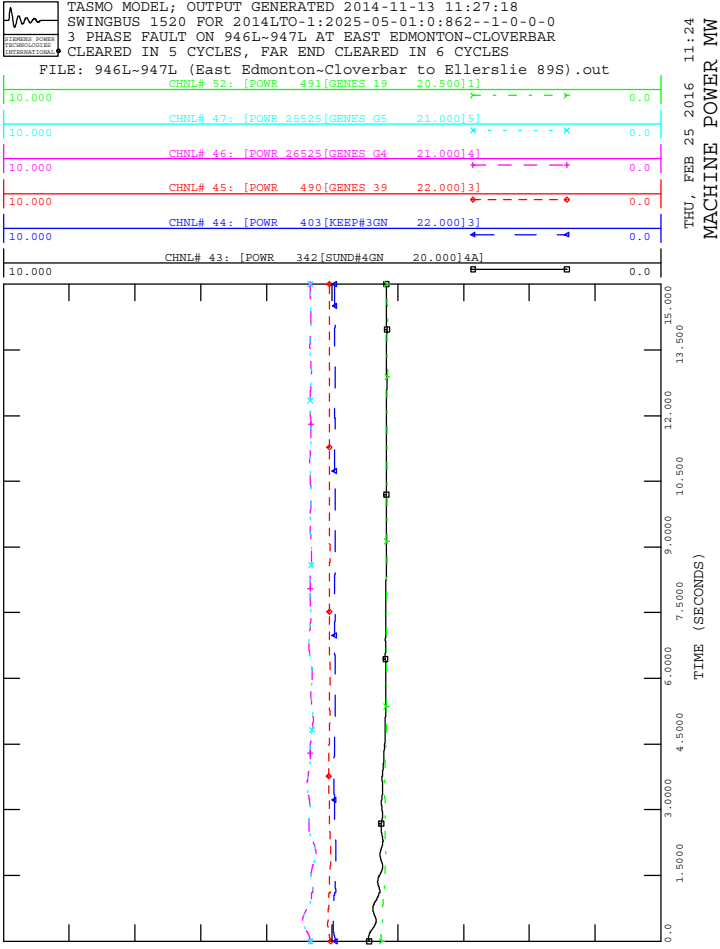


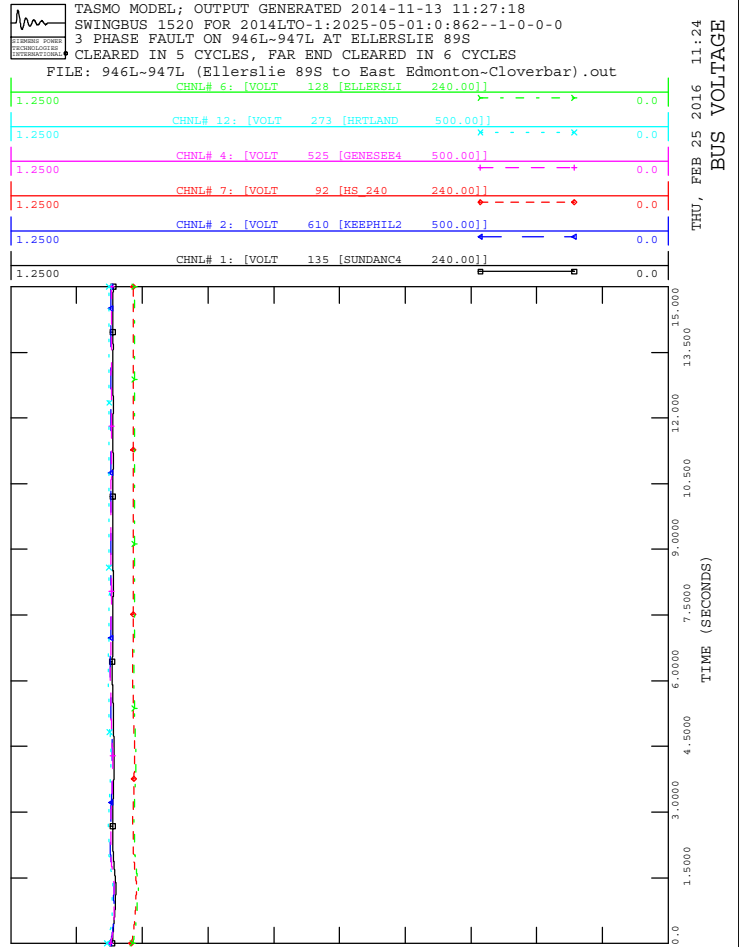
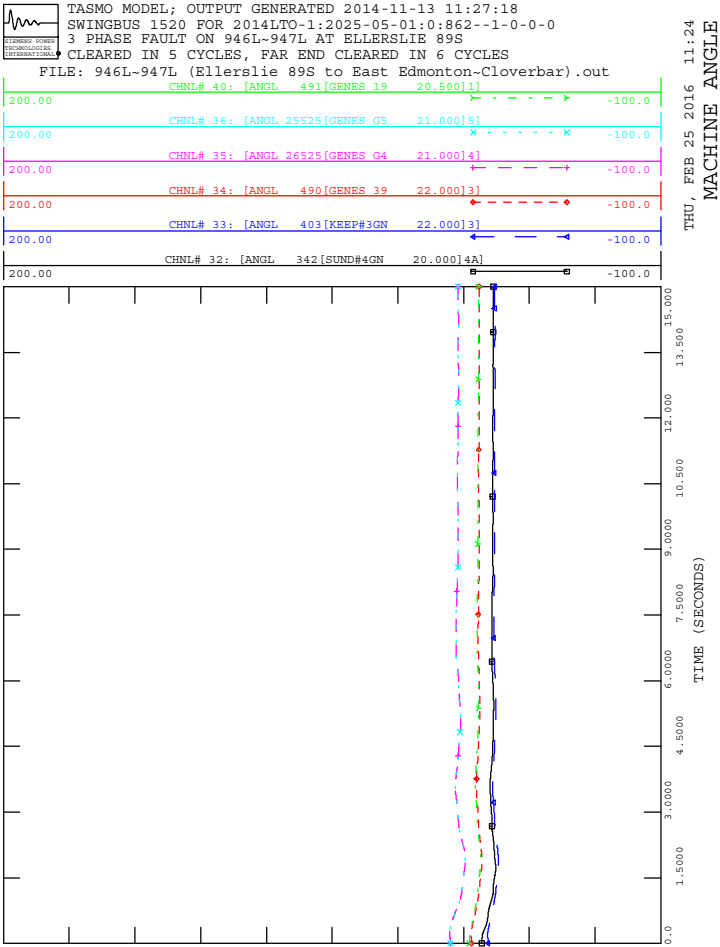
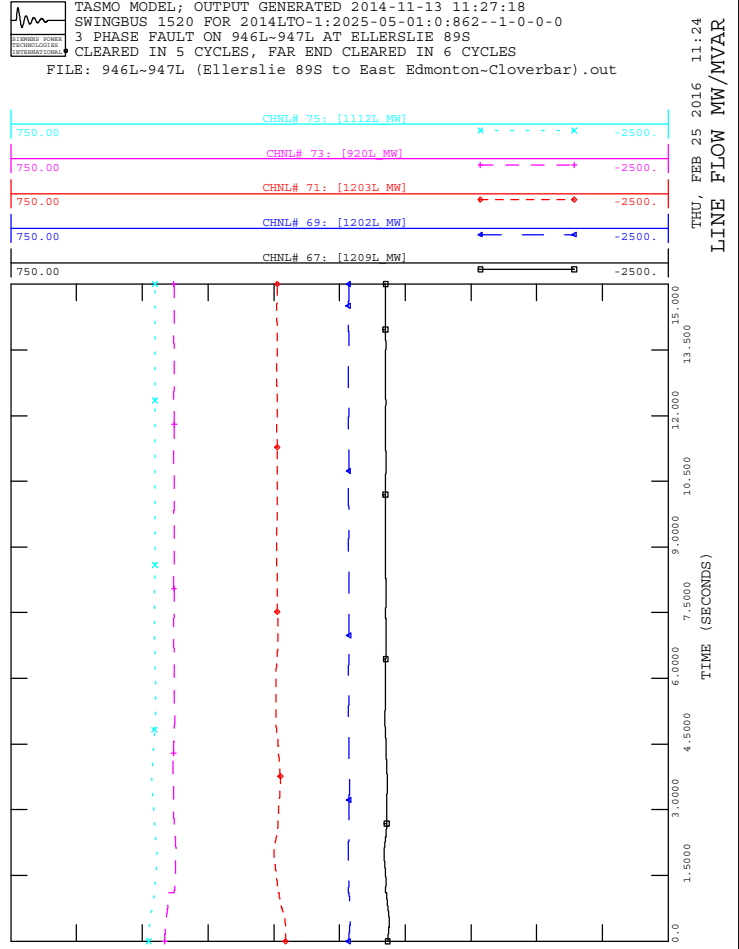
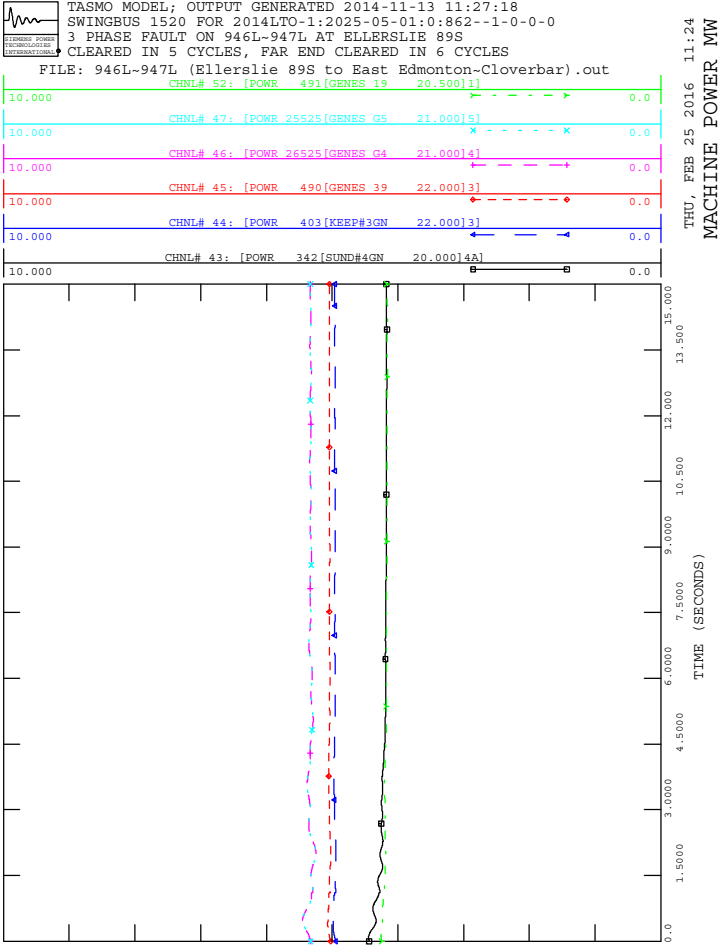
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

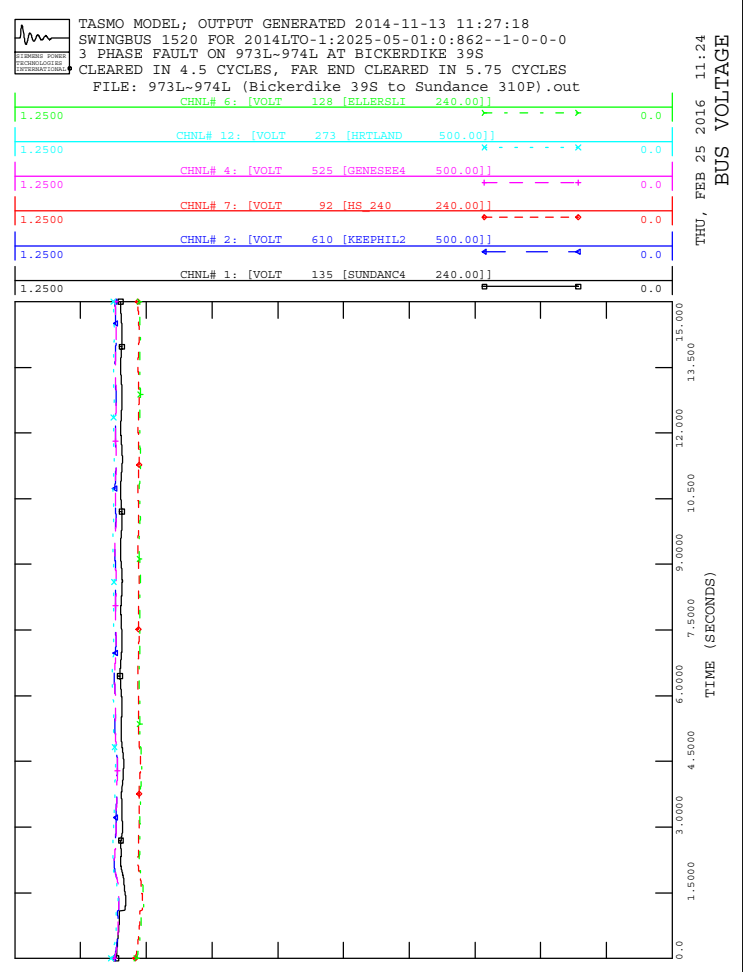
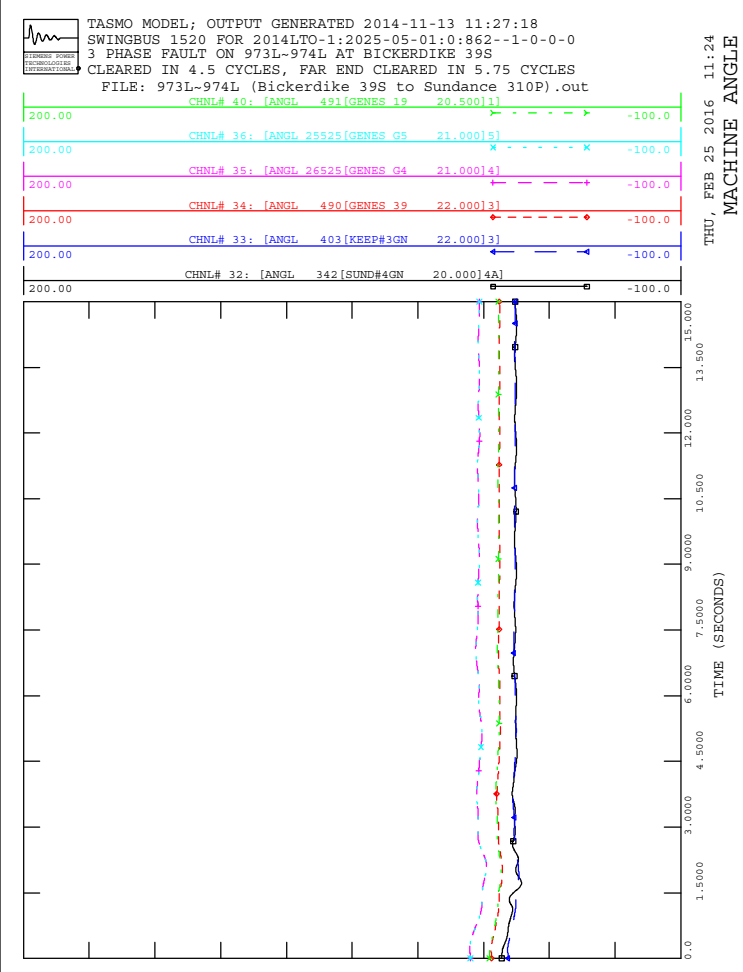
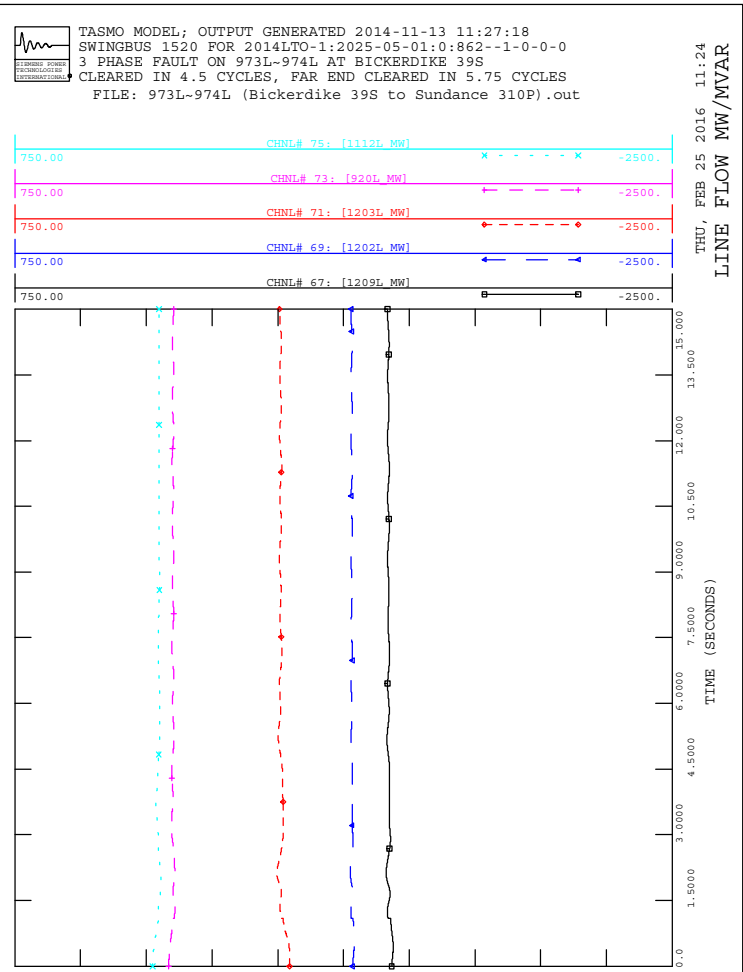
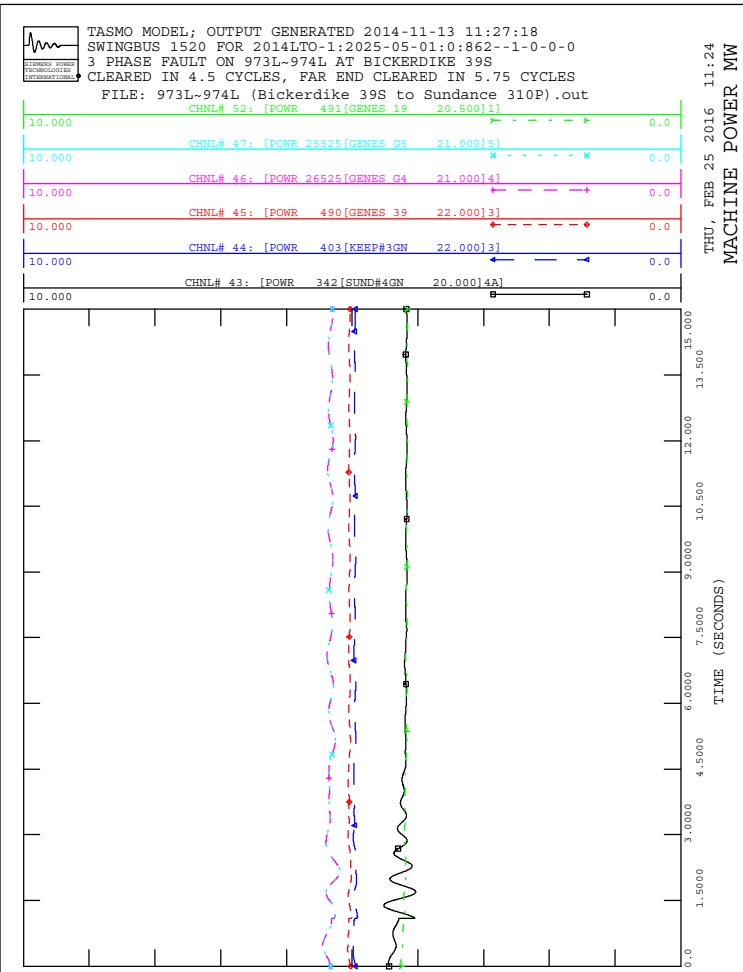


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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Sundance 310P to Benalto 17S).out



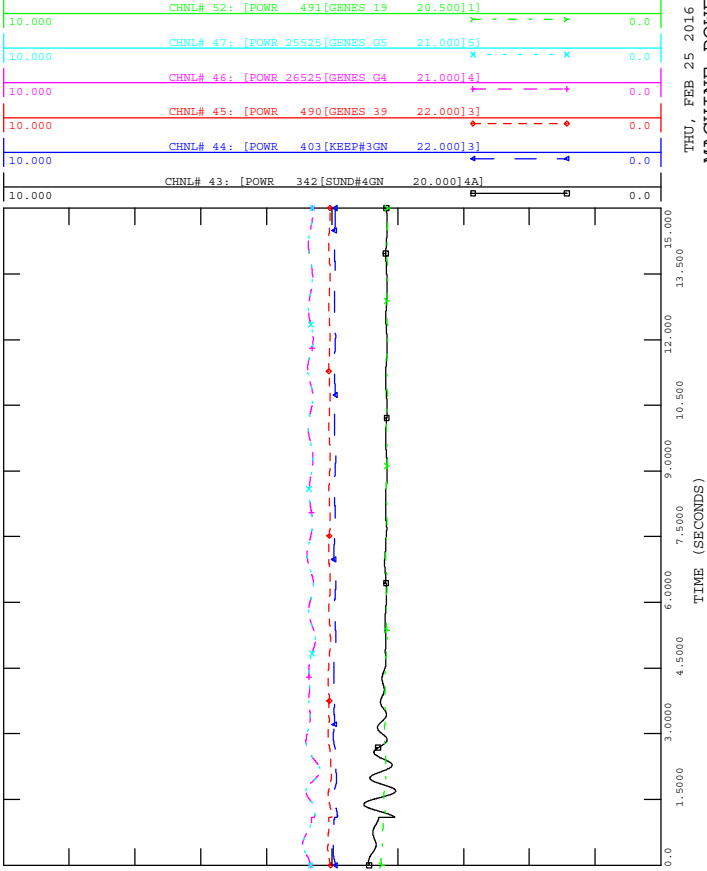




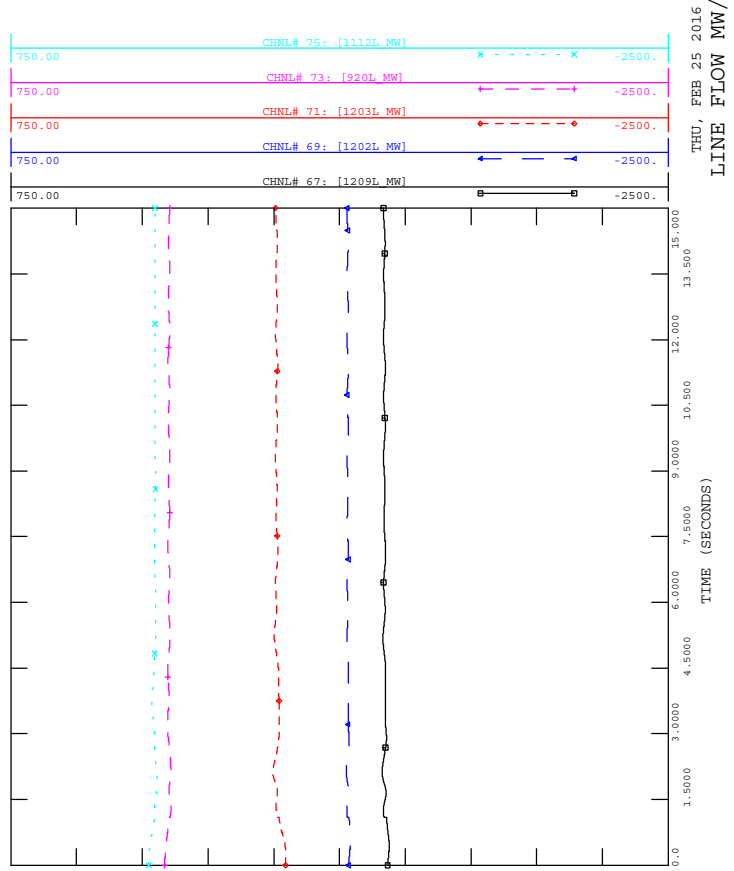




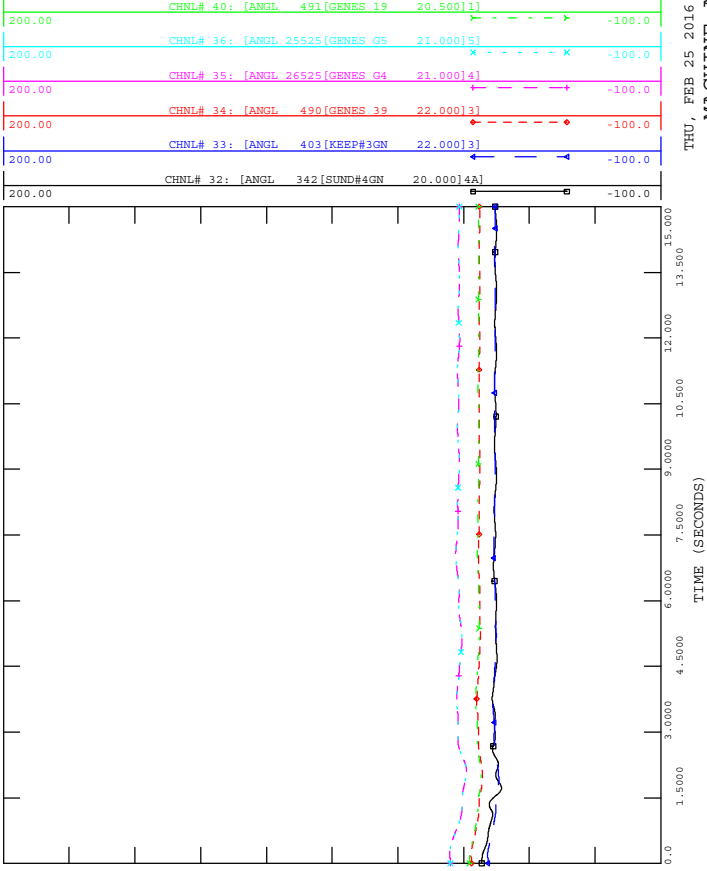
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



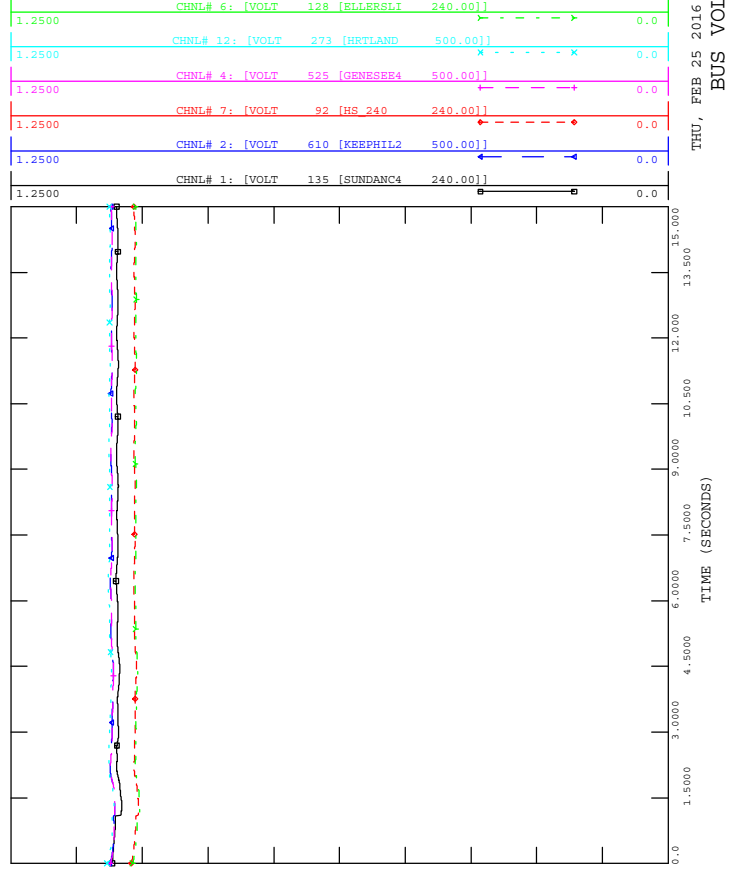
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out

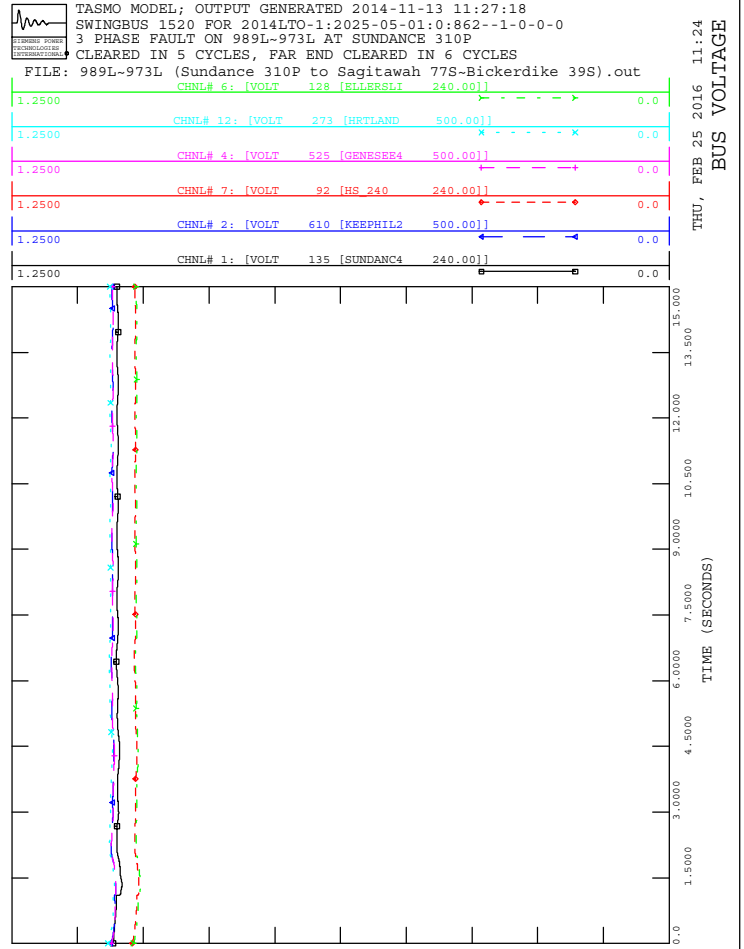
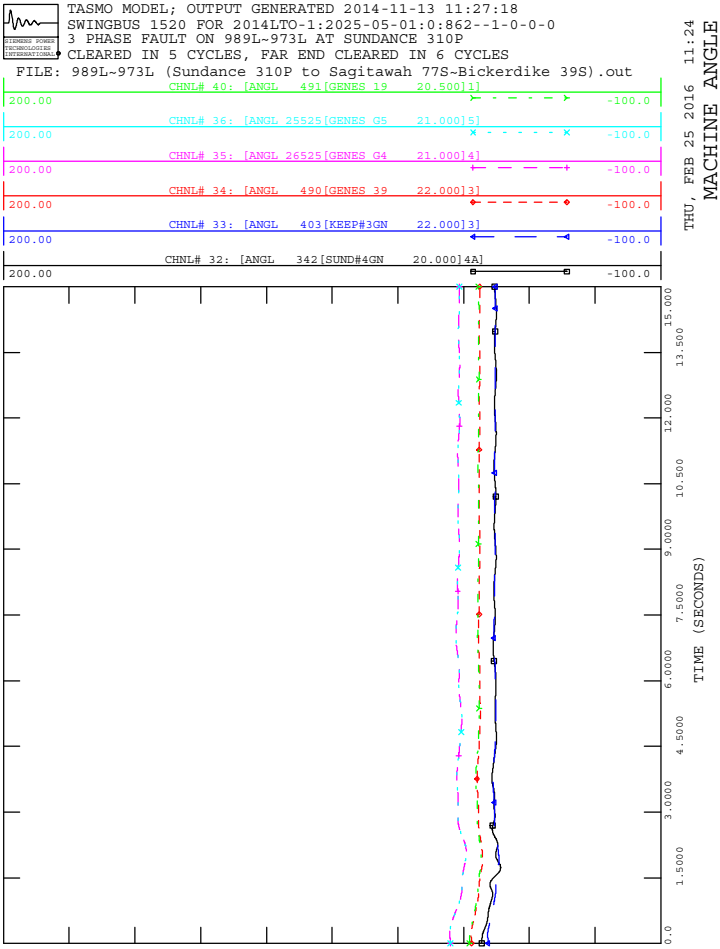
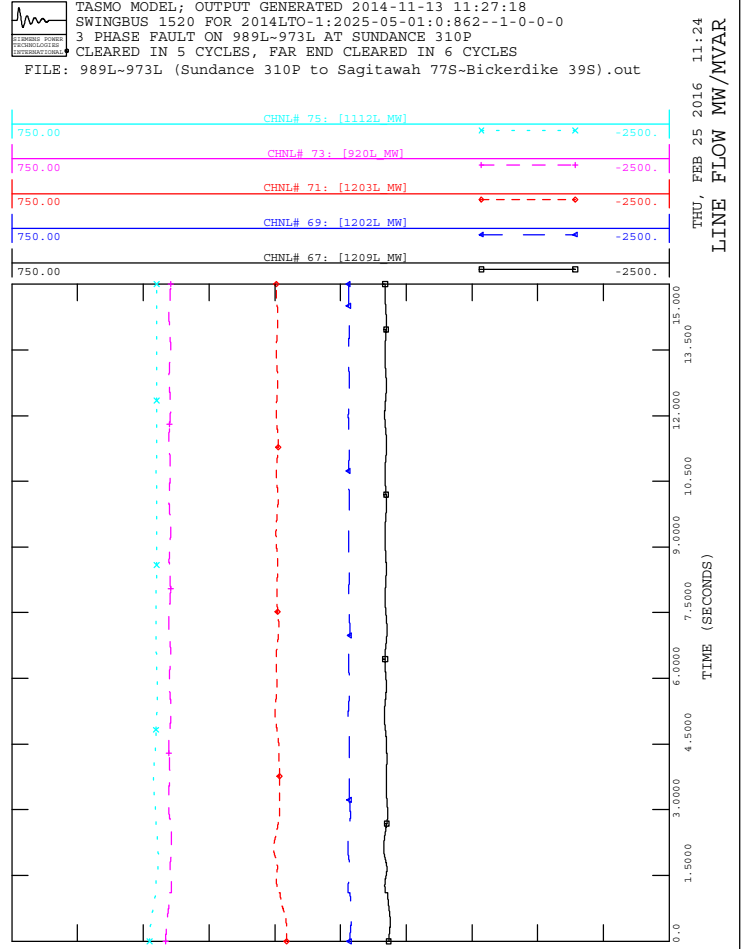
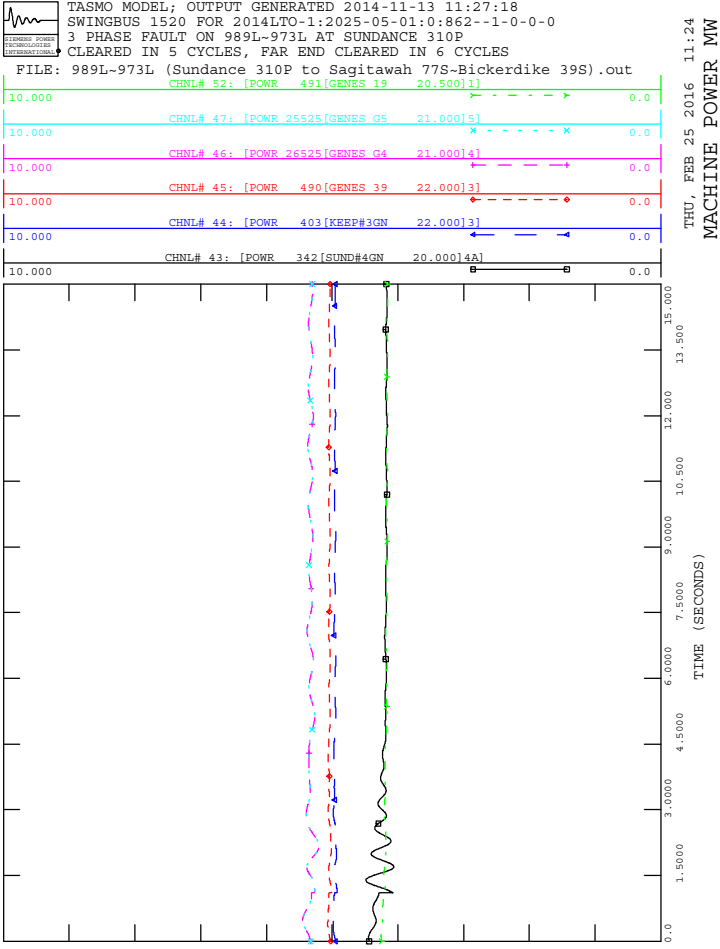


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



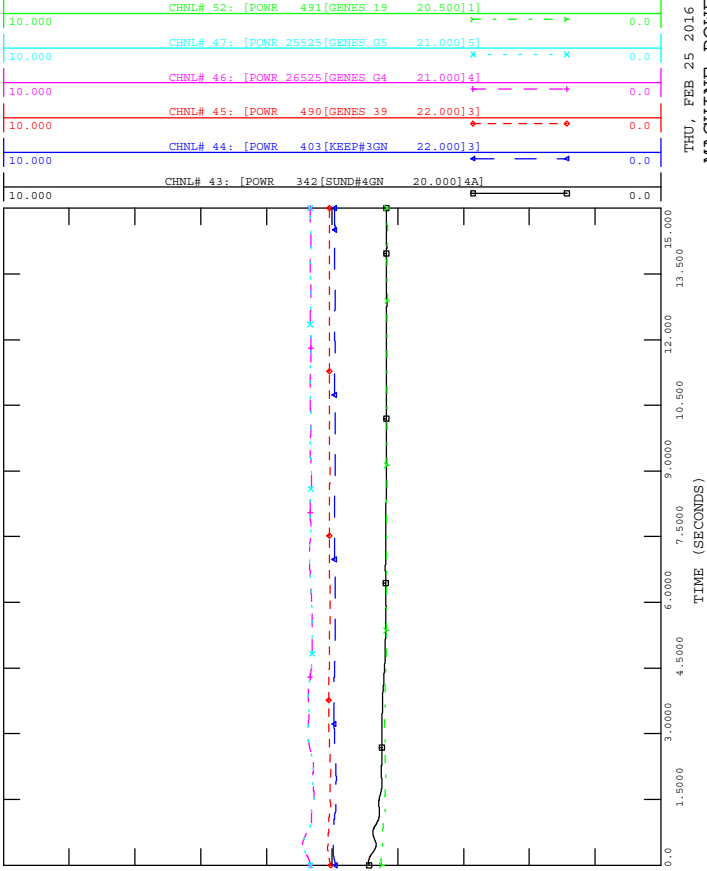
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 973L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



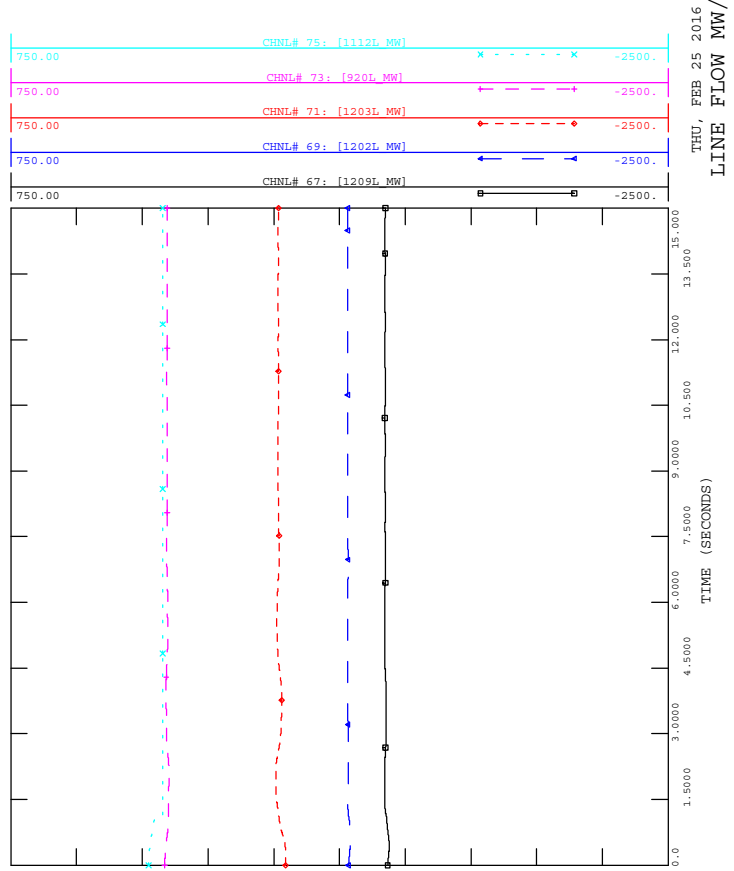




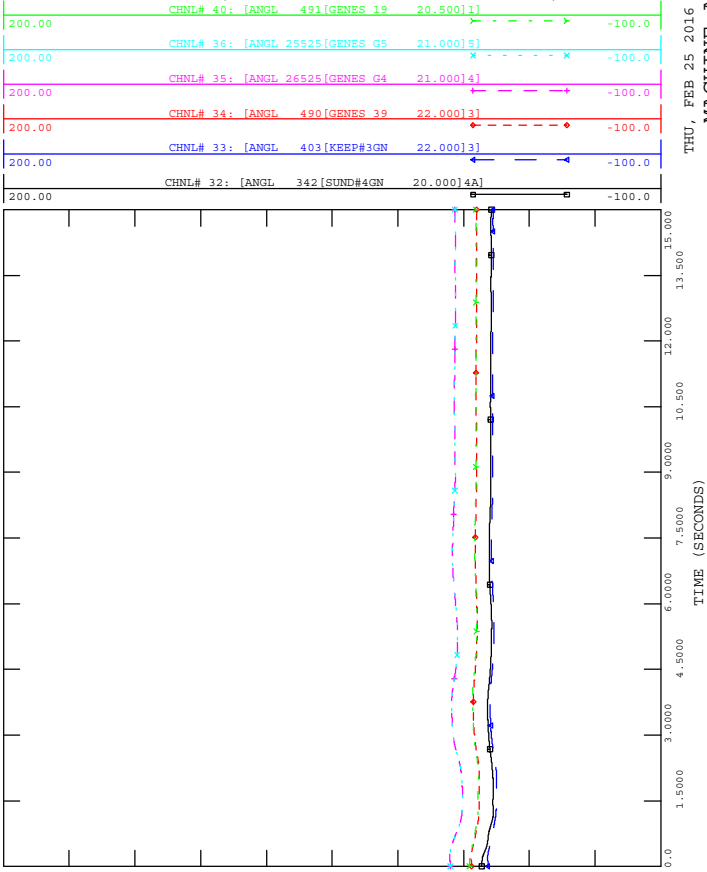
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



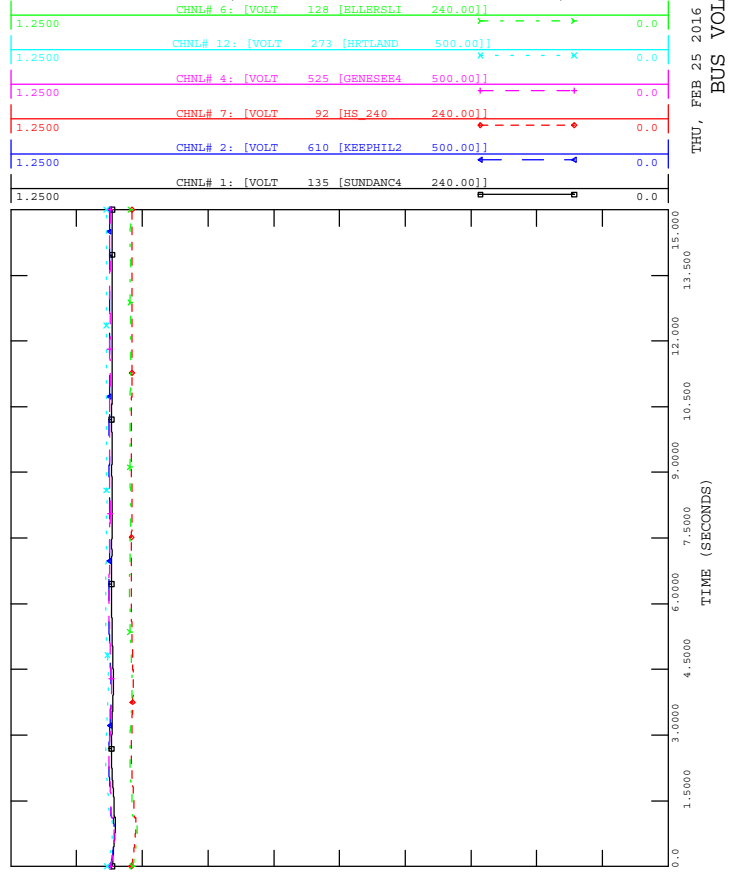
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out

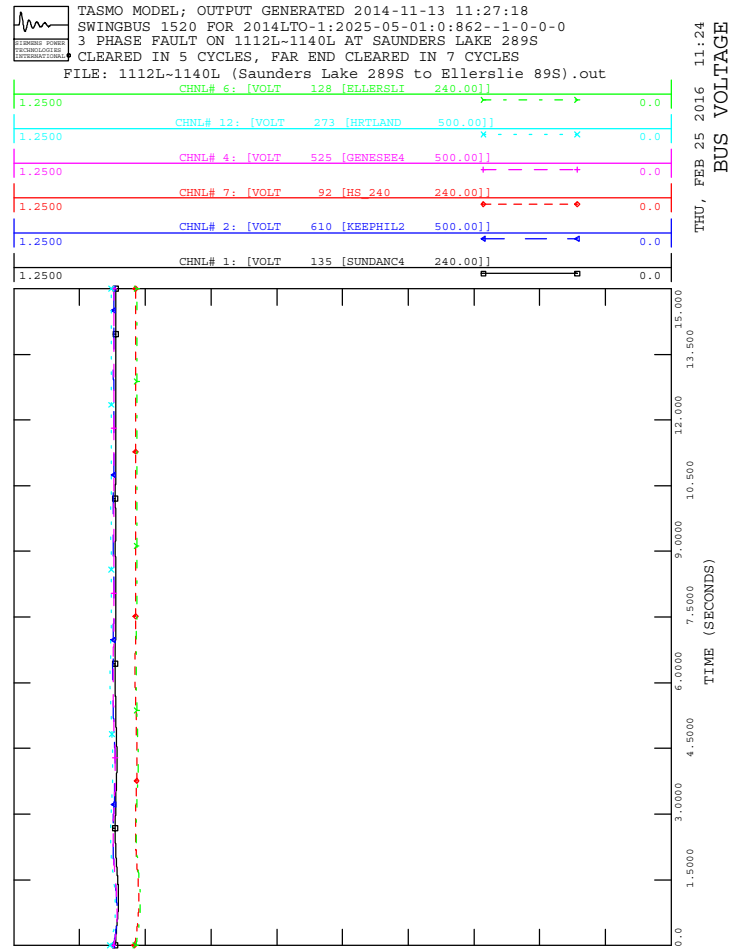
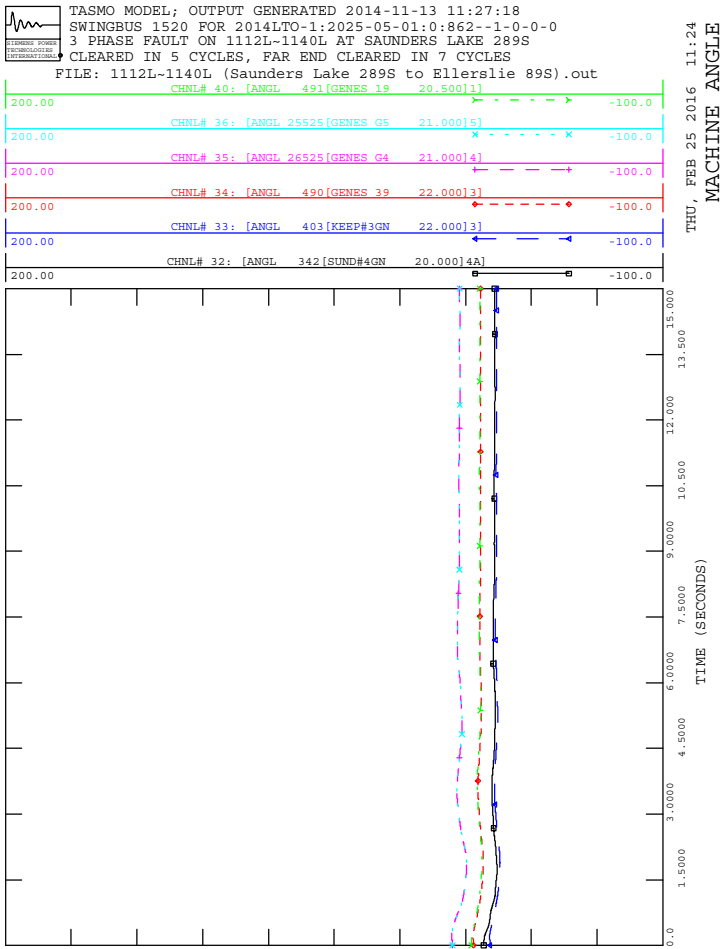
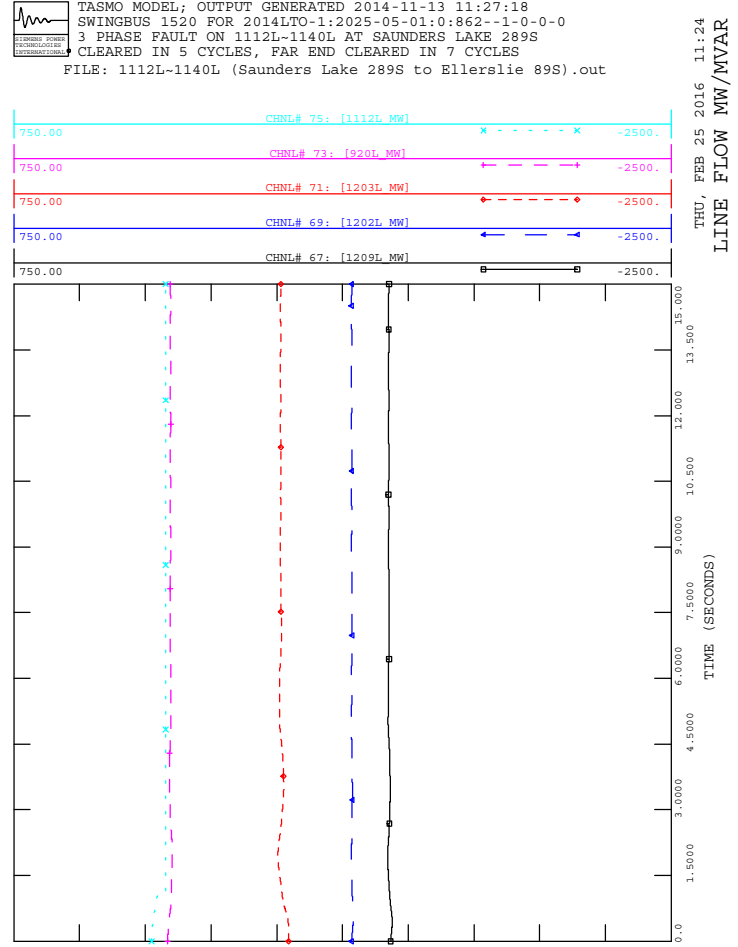
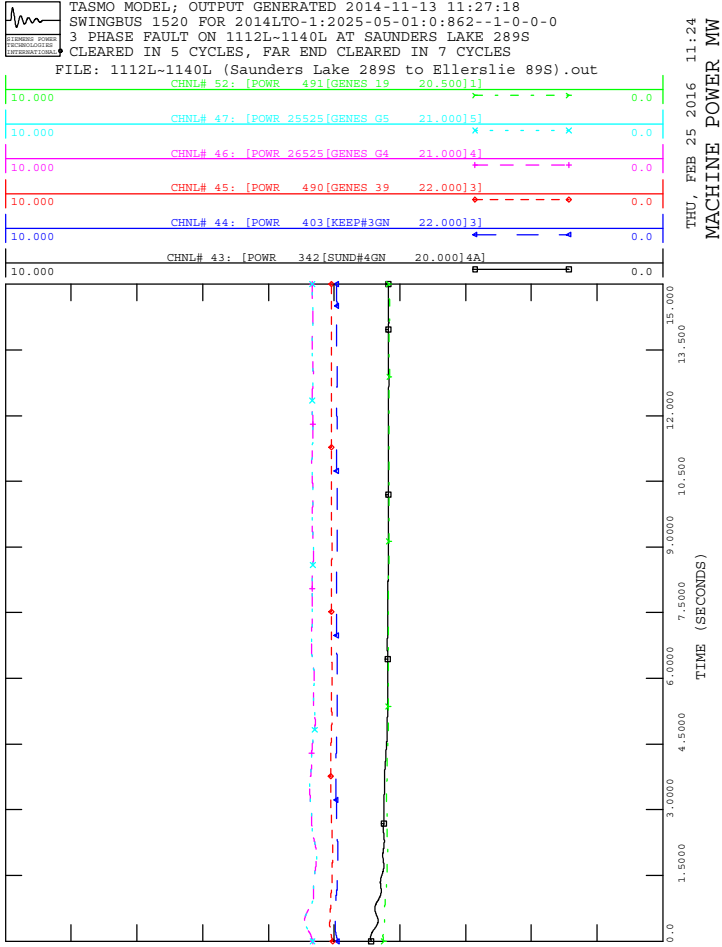


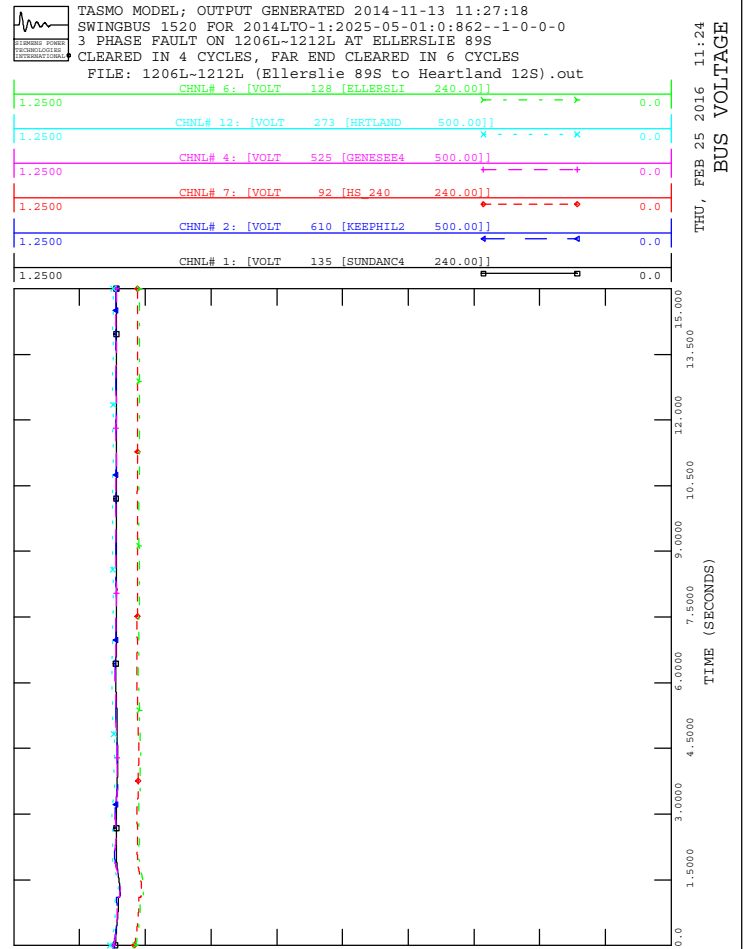
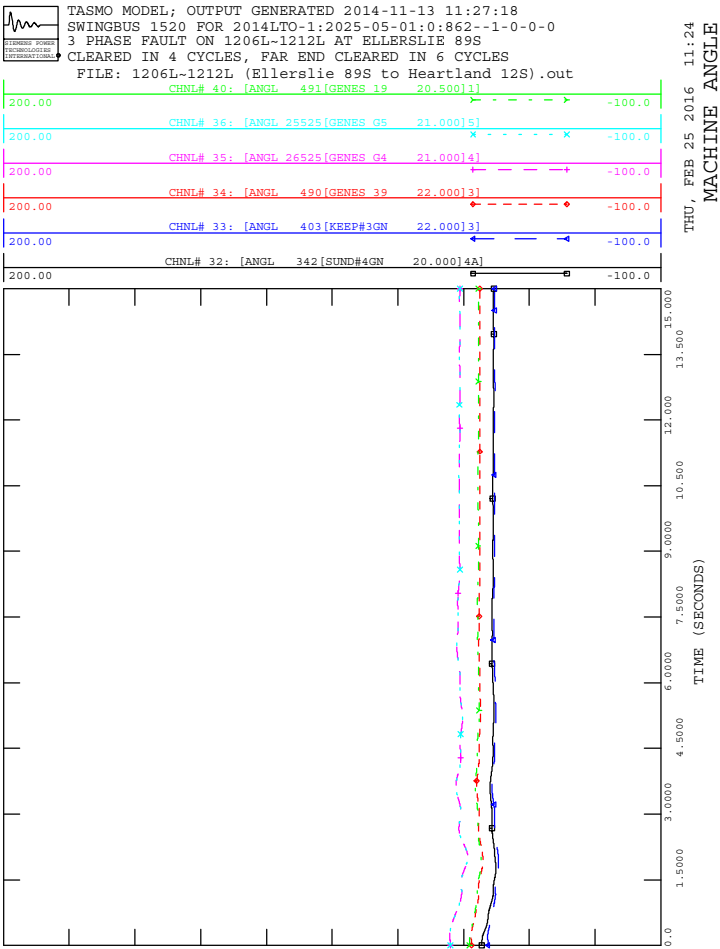
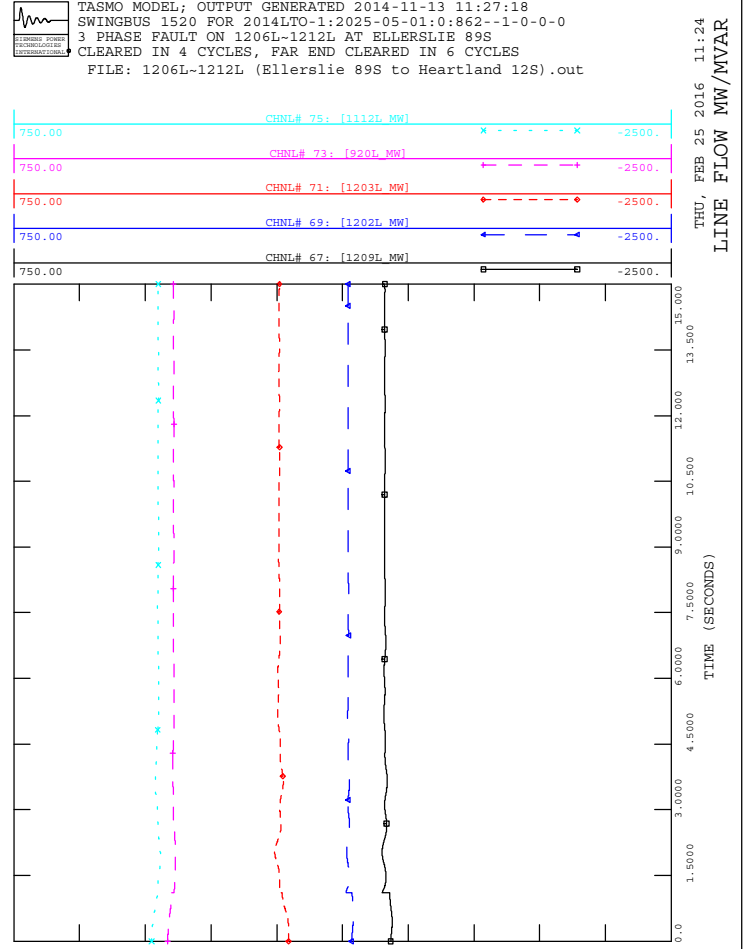
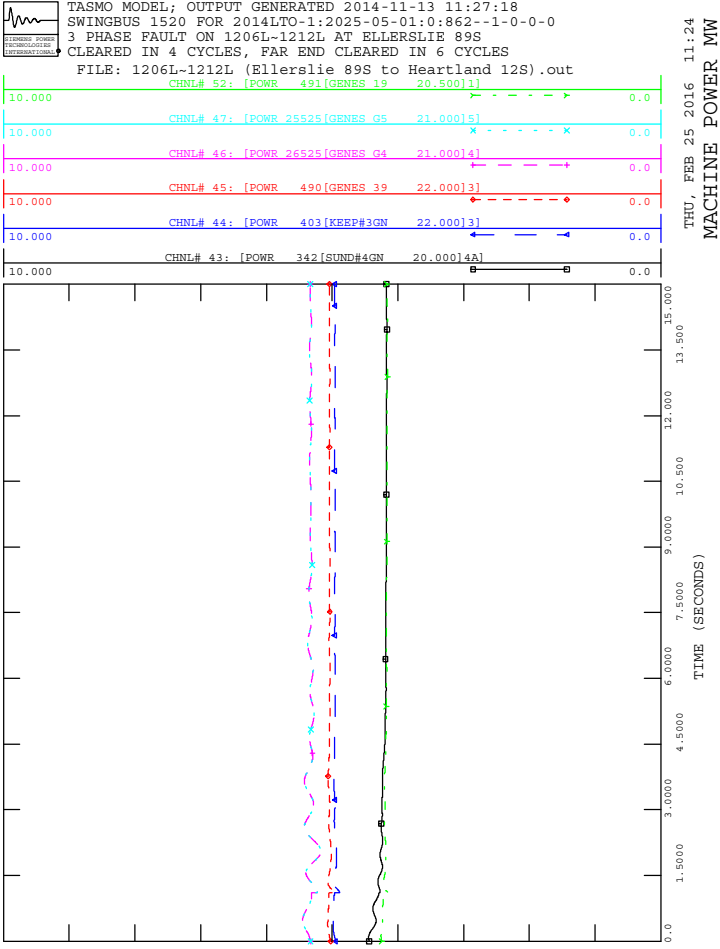
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out

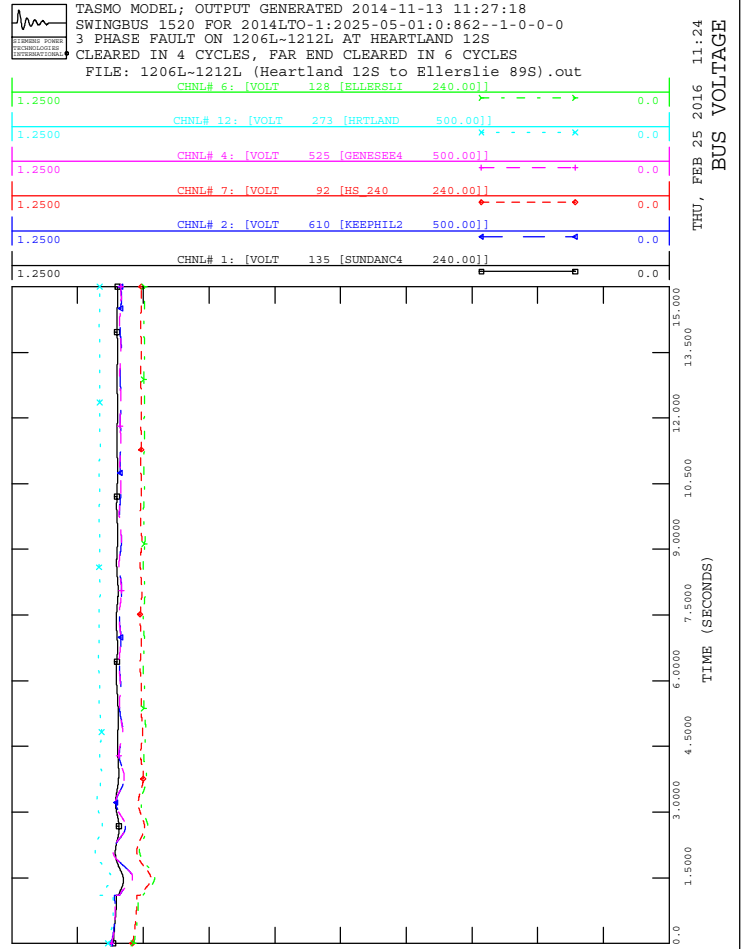
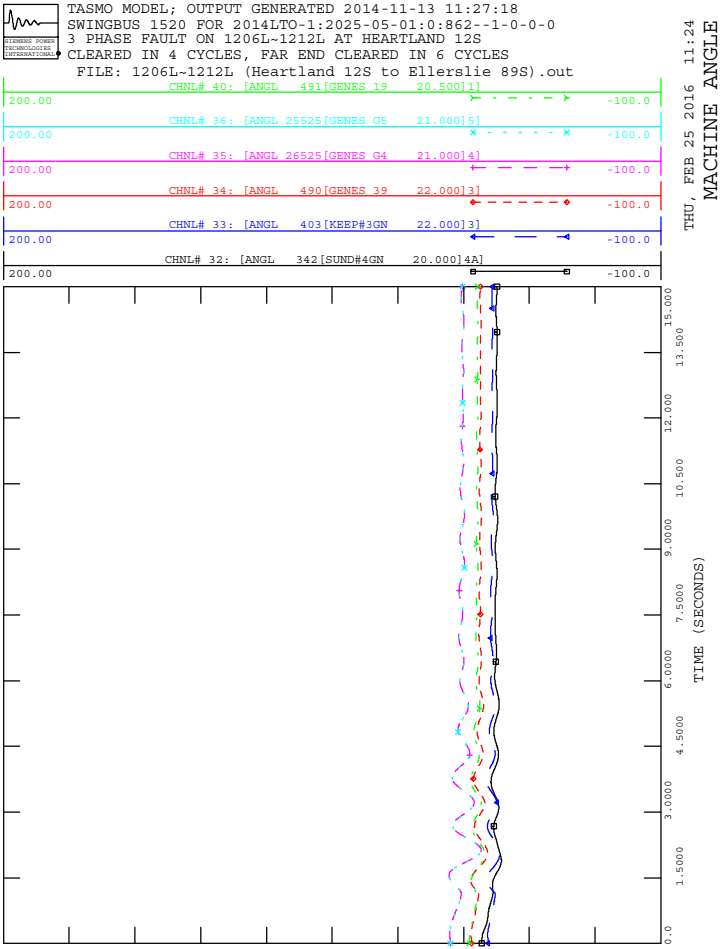
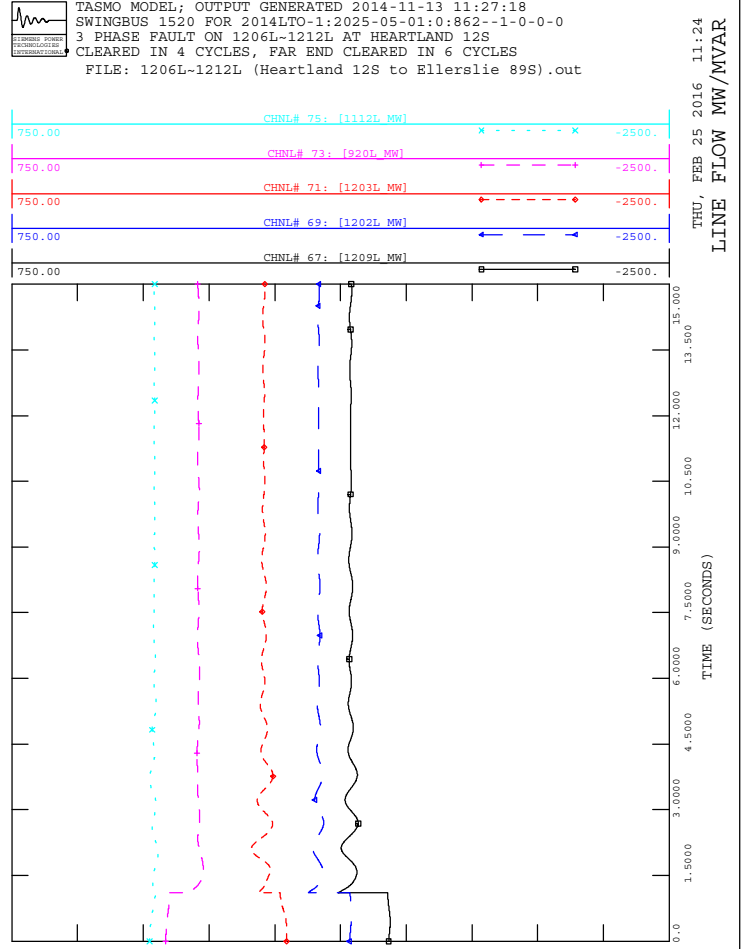
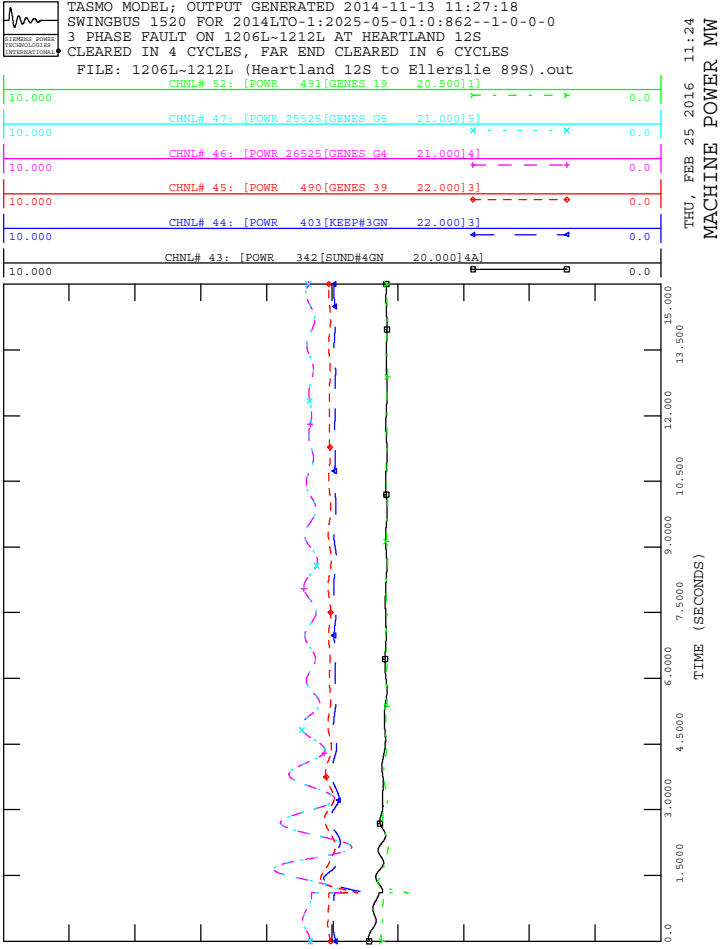


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 1112L-1140L AT ELLERSLIE 89S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



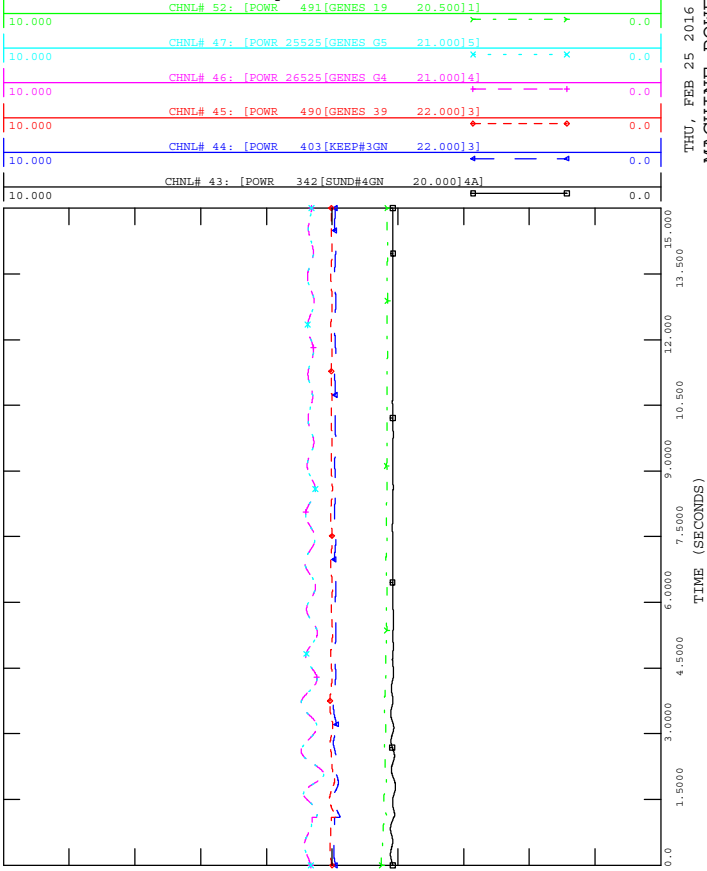




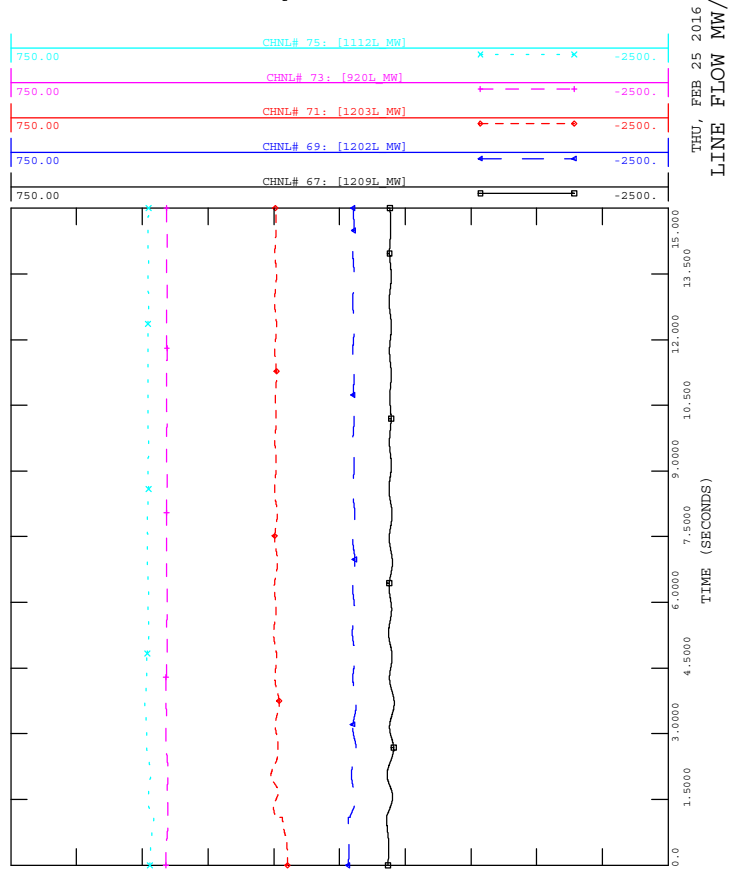




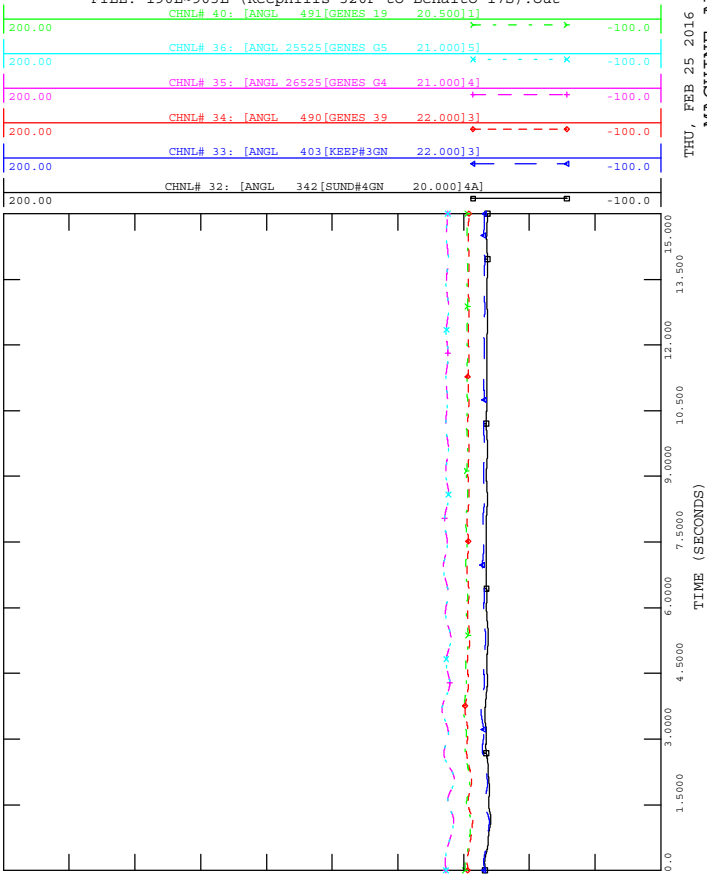
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



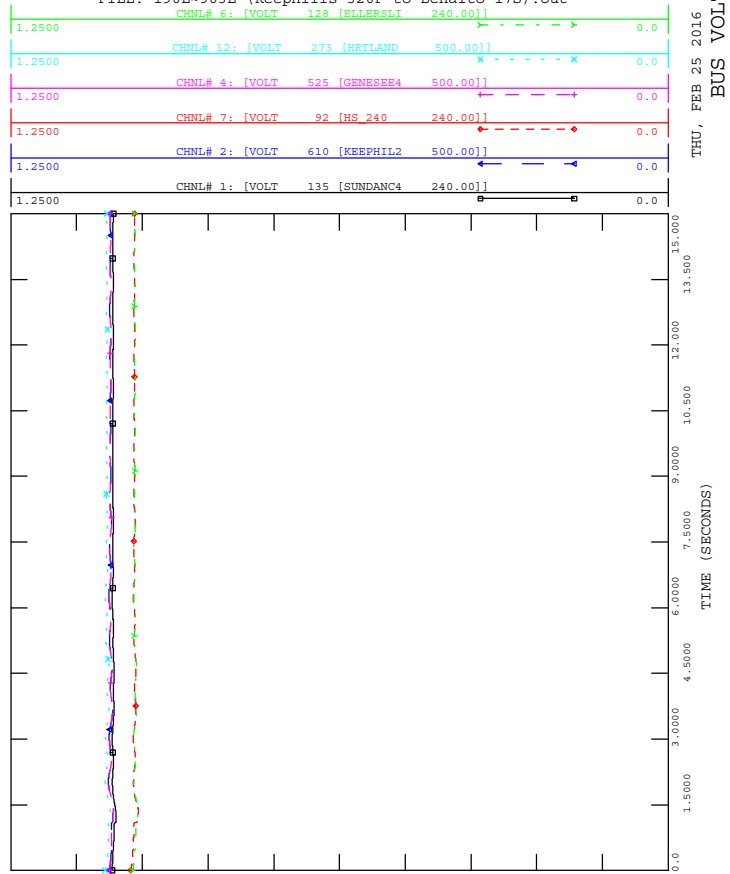
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

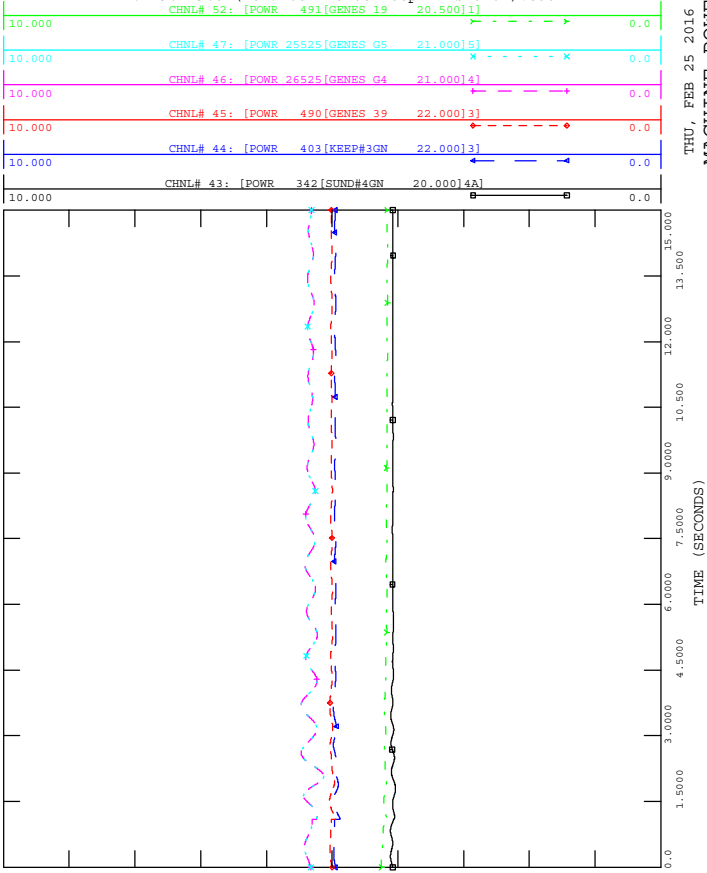


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 3 PHASE FAULT ON 190L/903L AT KEEPHILLS 320P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L (Keephills 320P to Benalto 17S).out

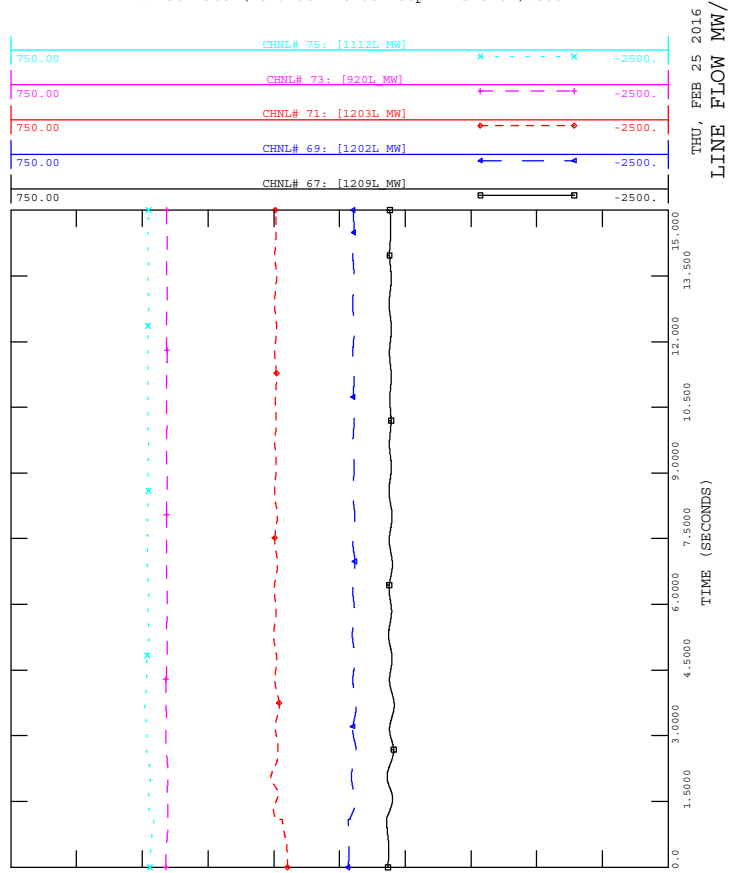




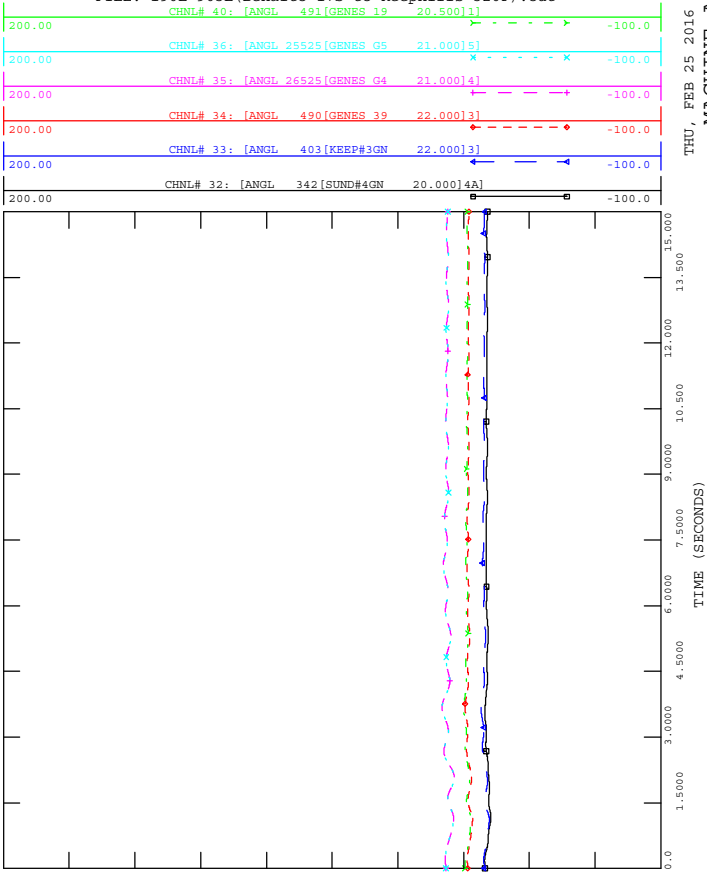
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out



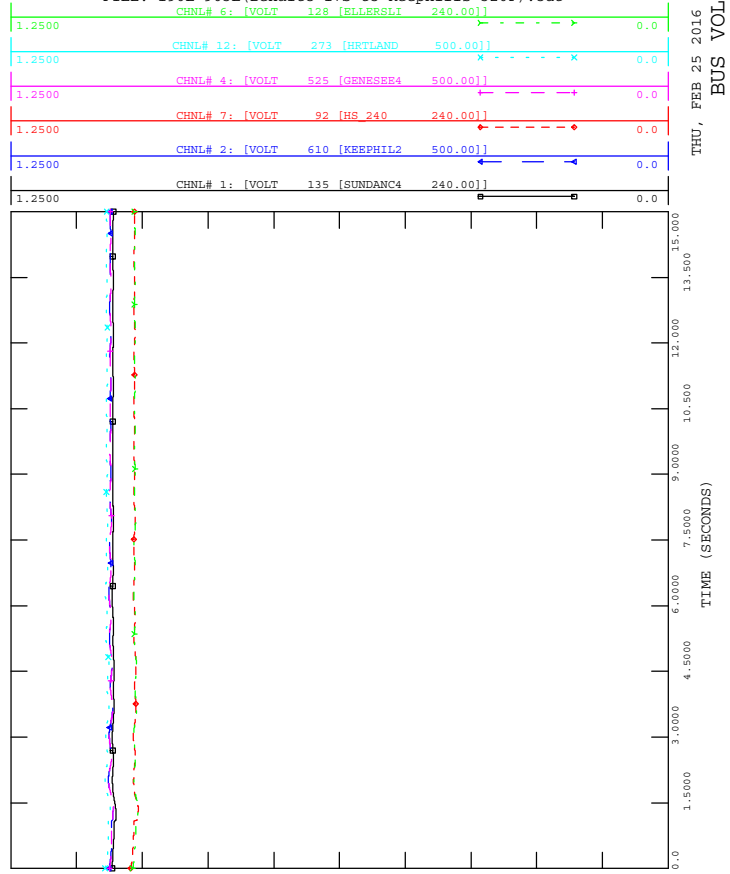
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out

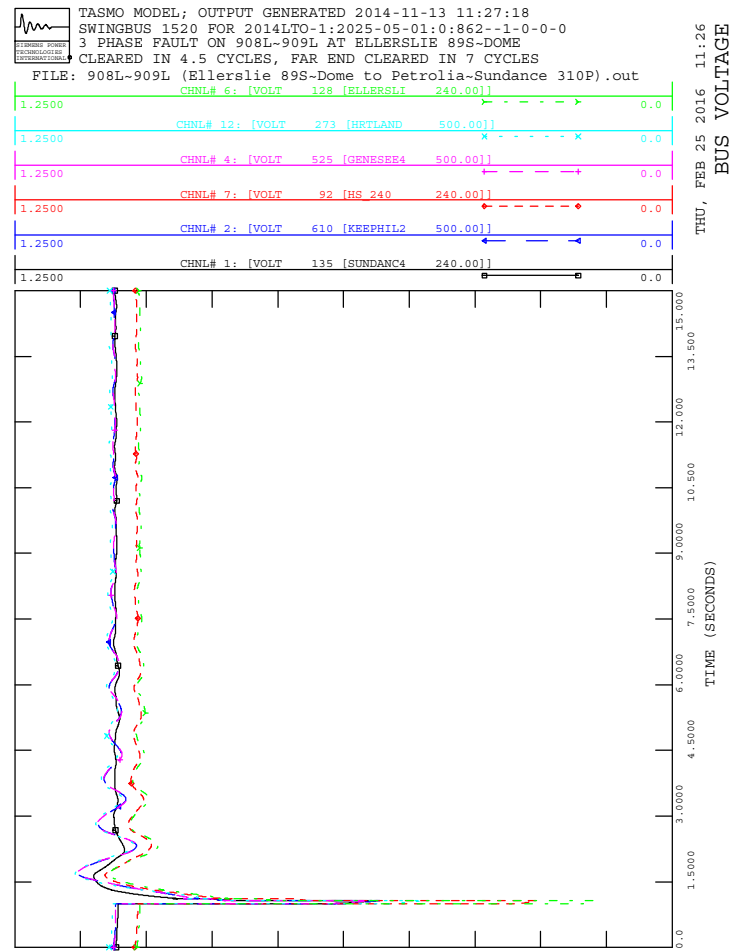
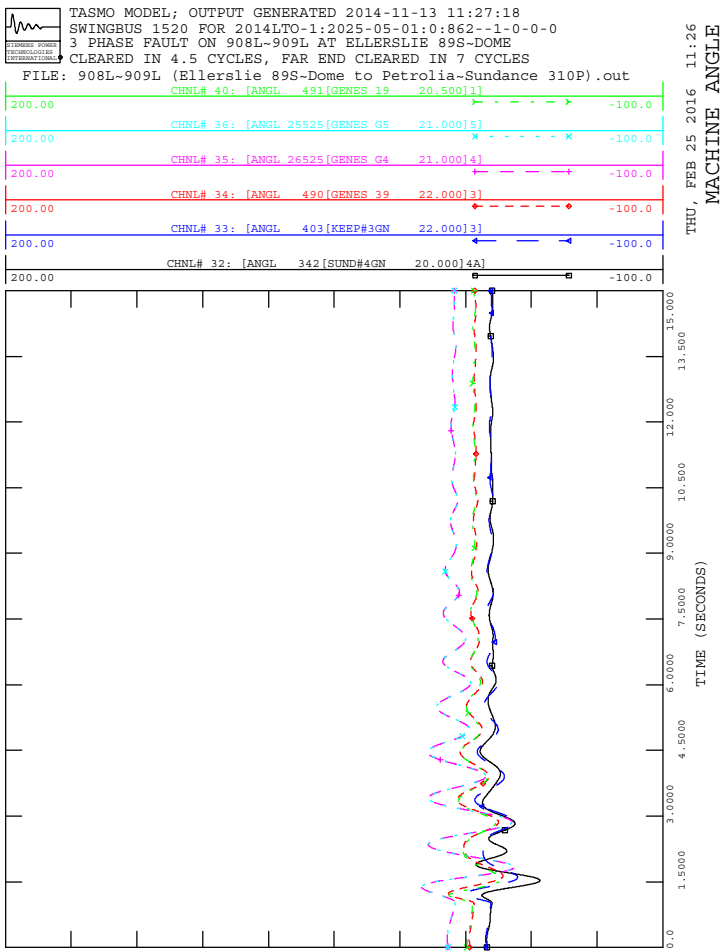
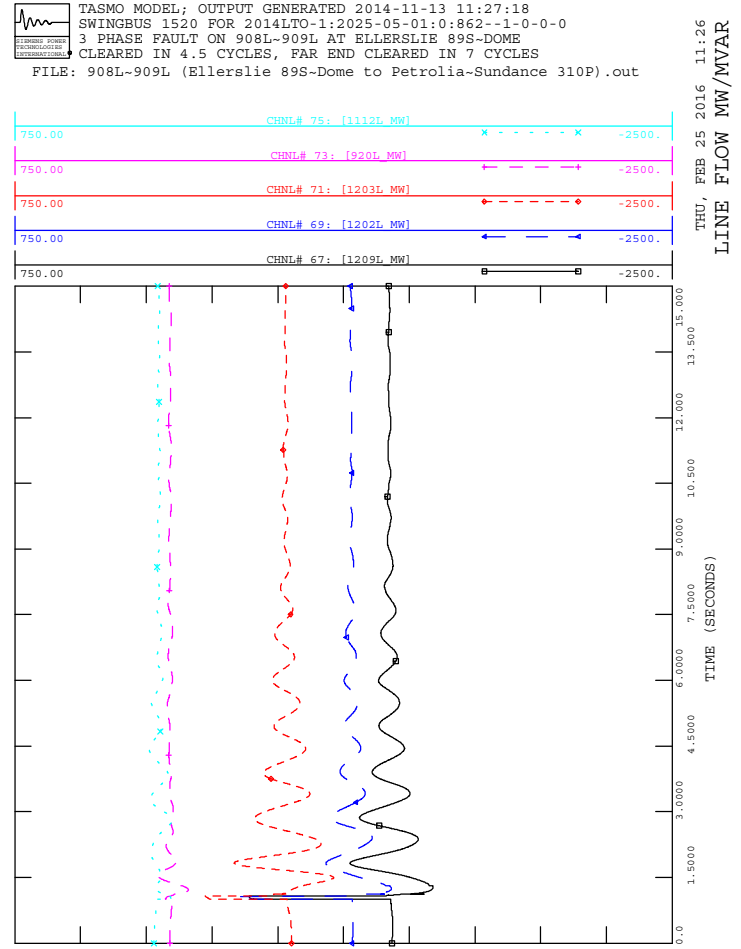
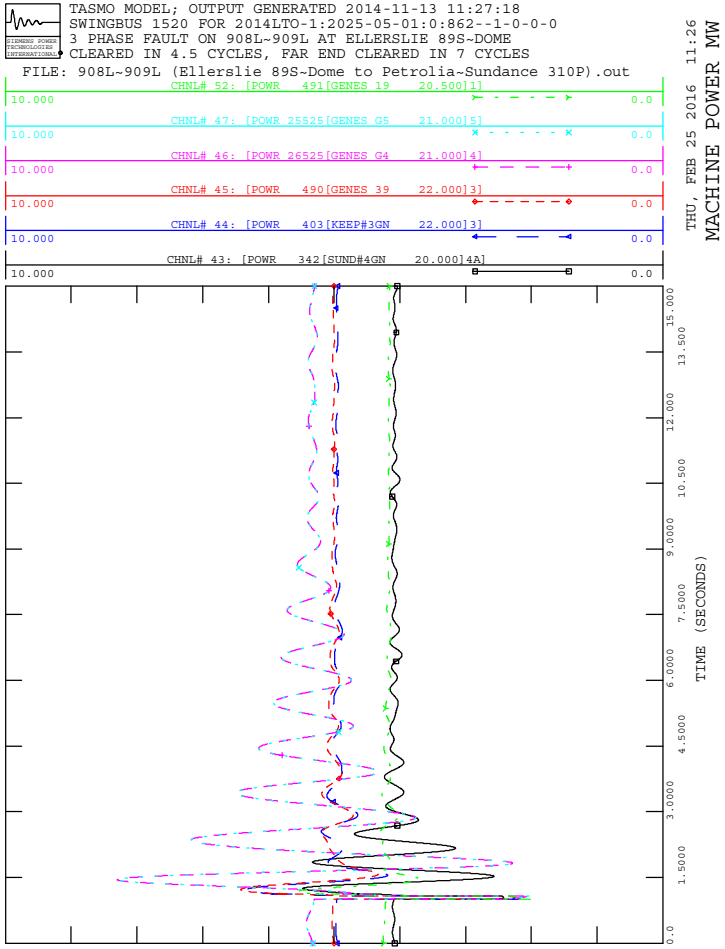


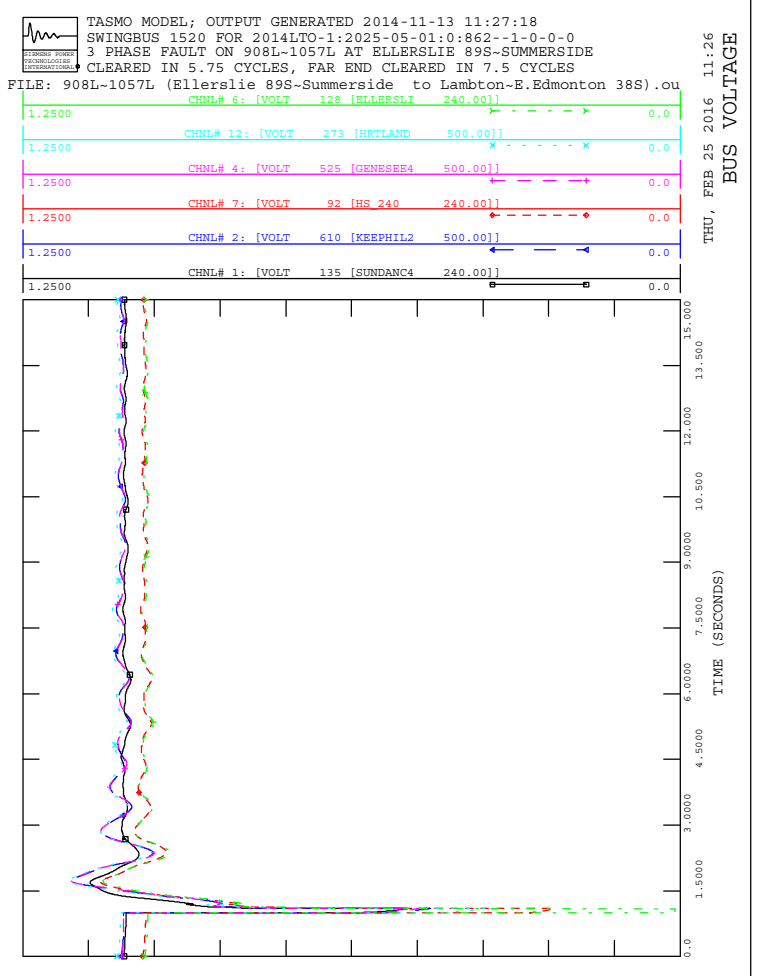
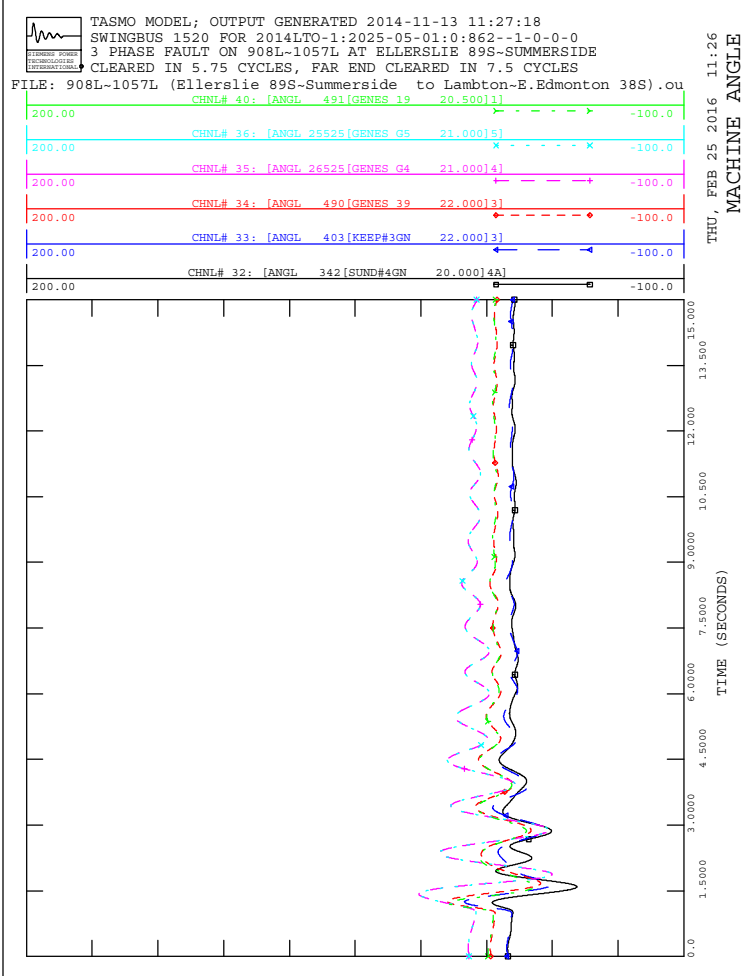
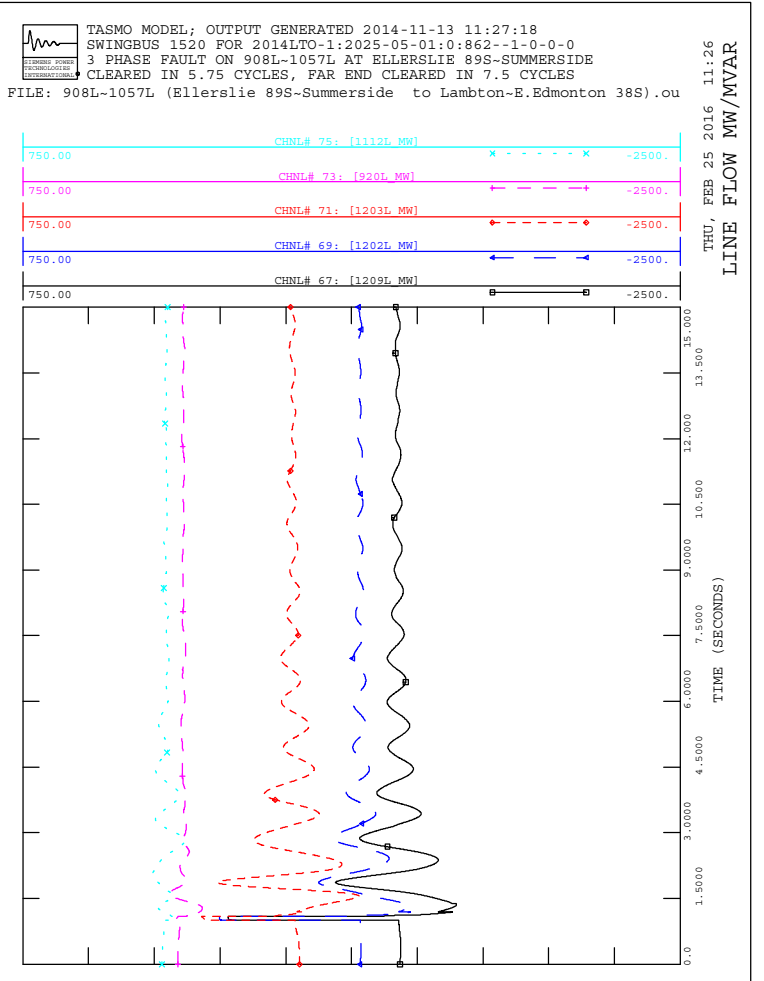
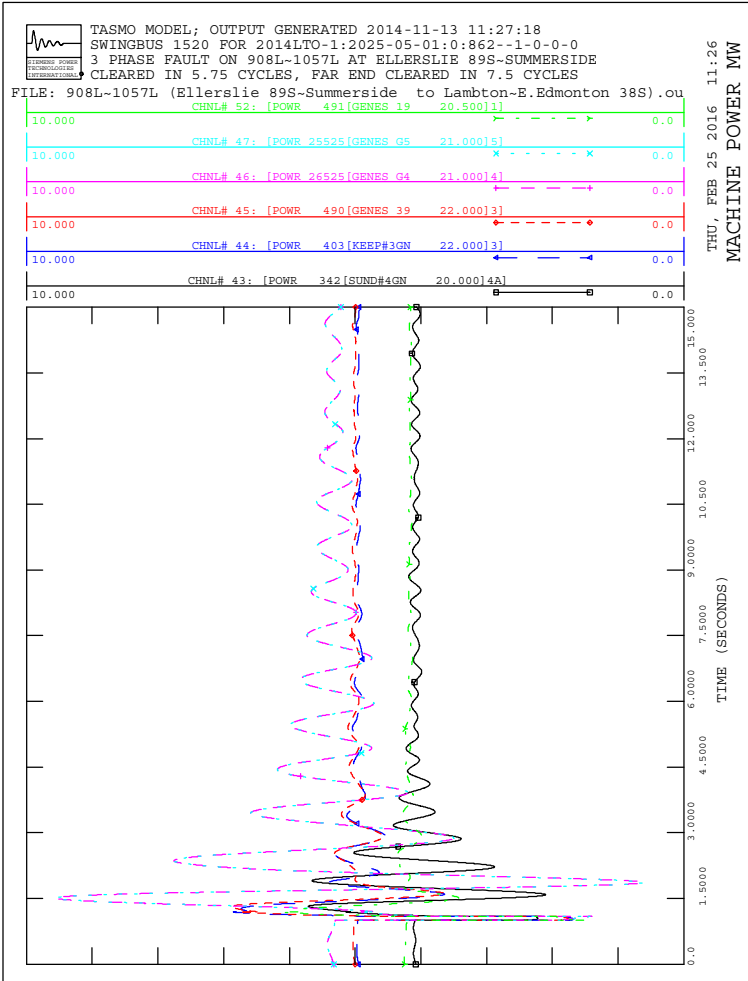
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out

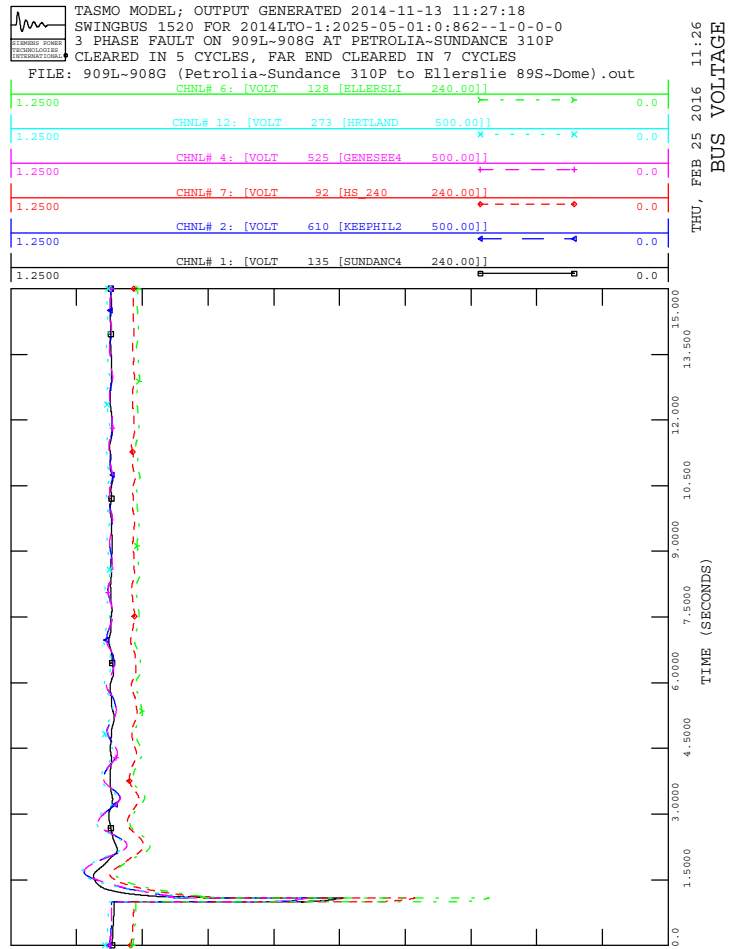
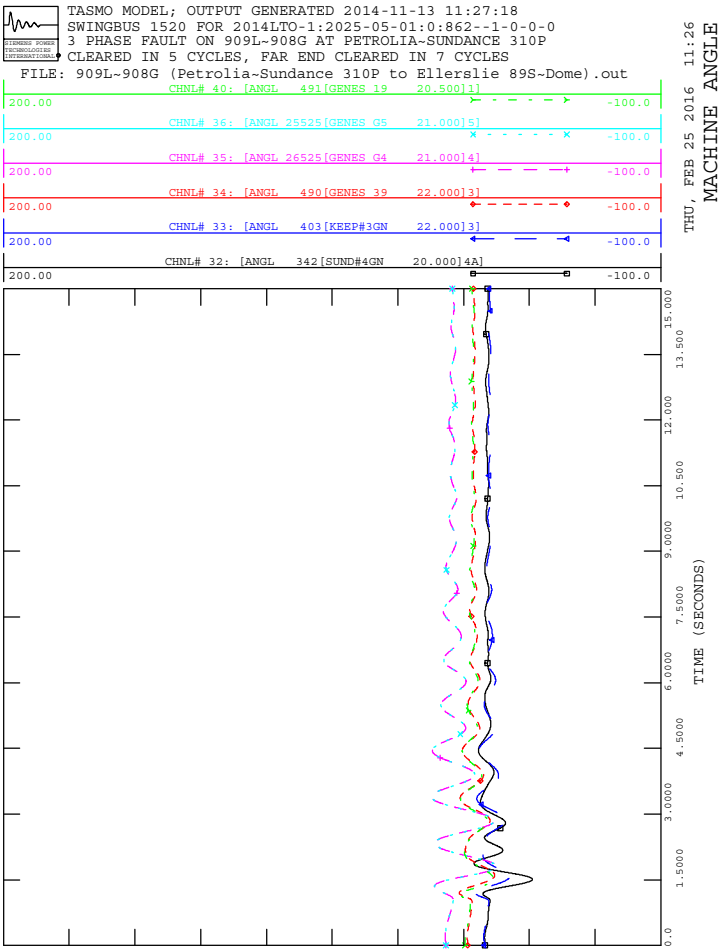
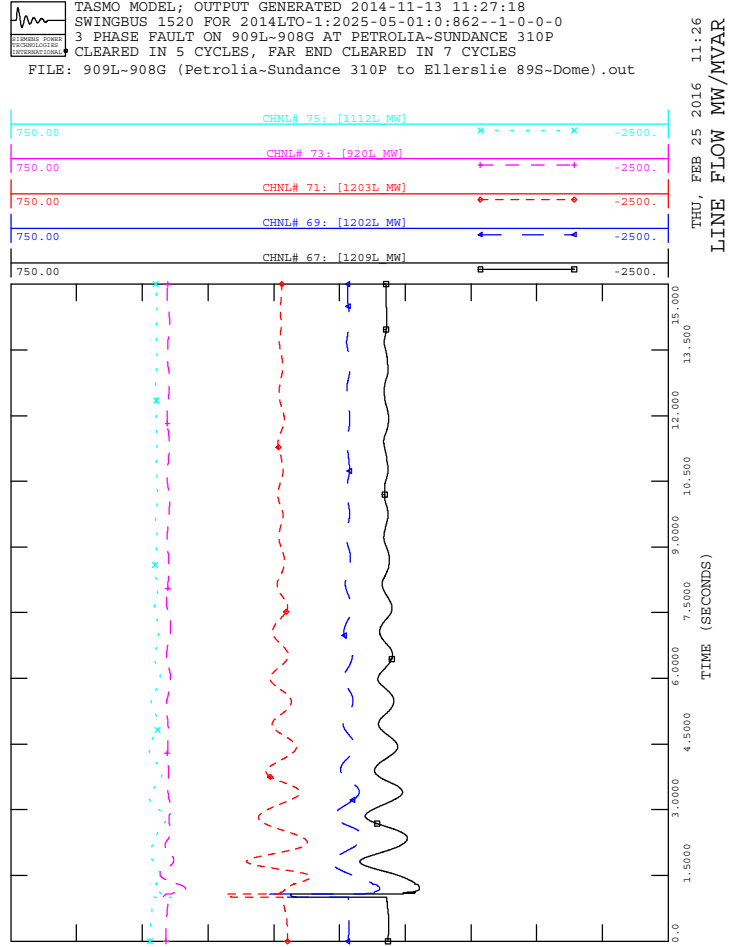
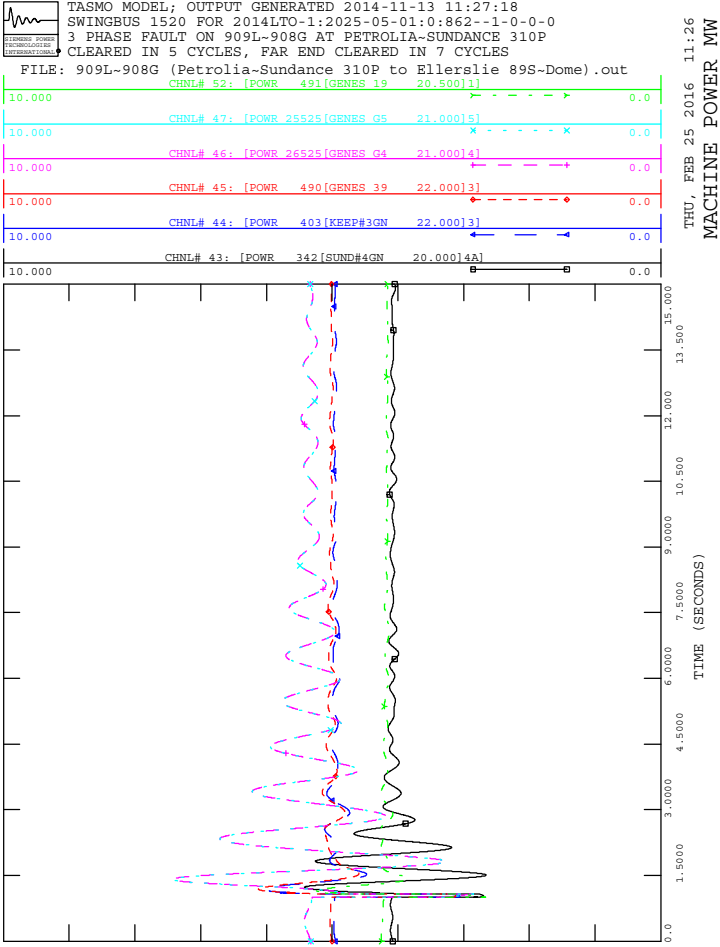


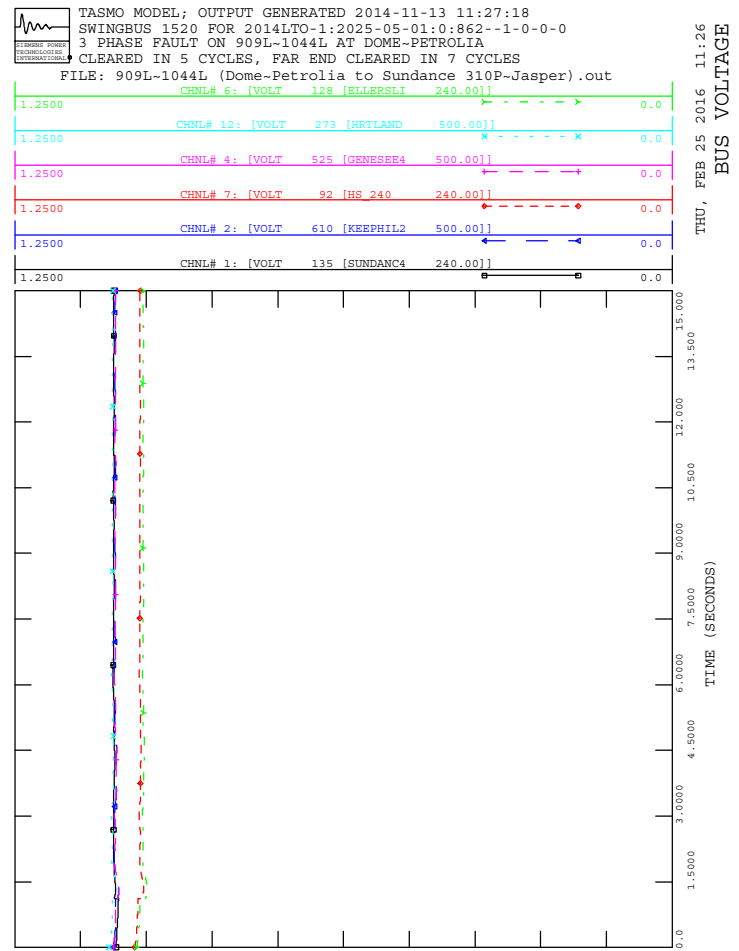
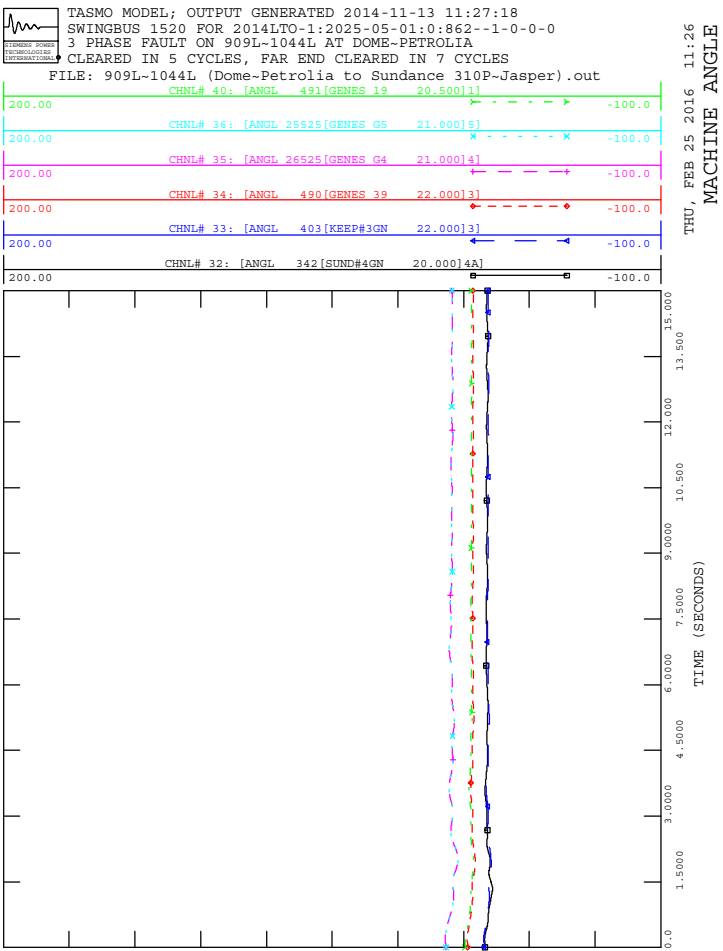
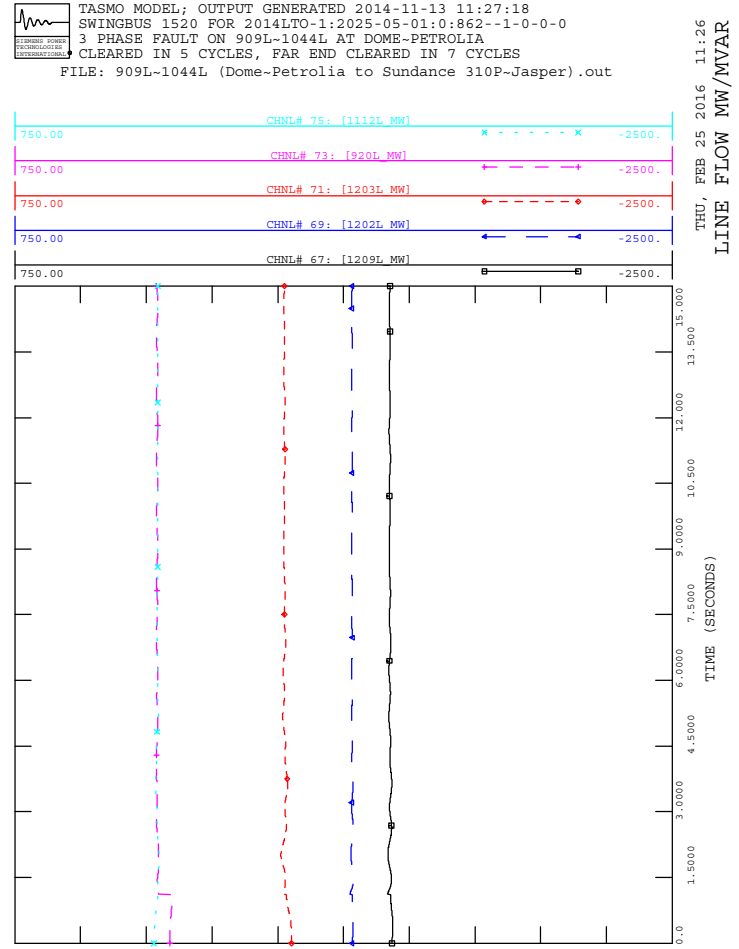
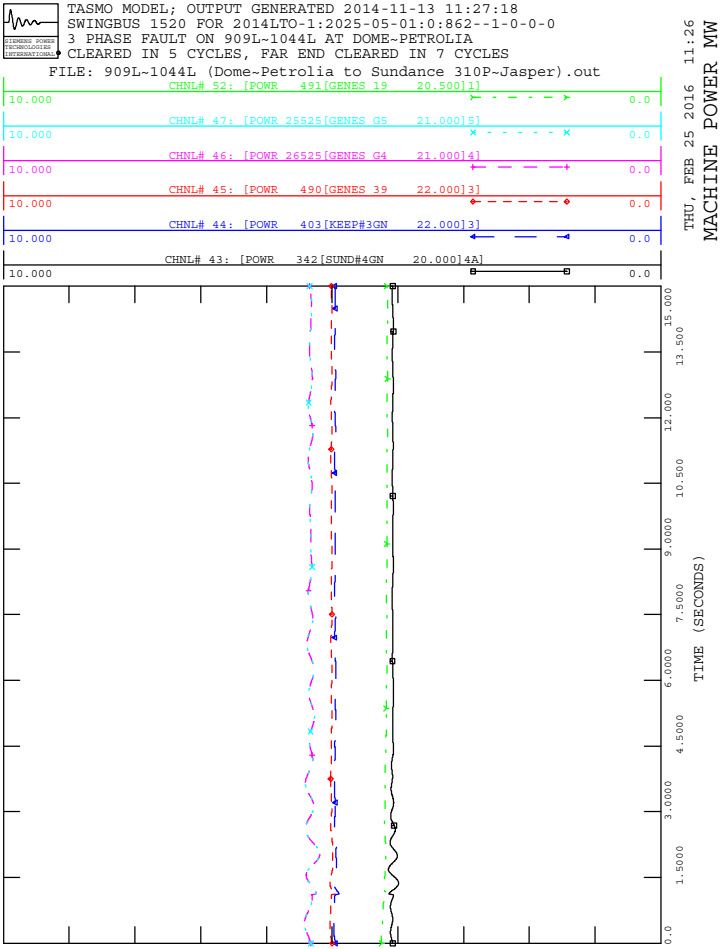
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 190L/903L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 190L-903L(Benalto 17S to Keepphills 320P).out





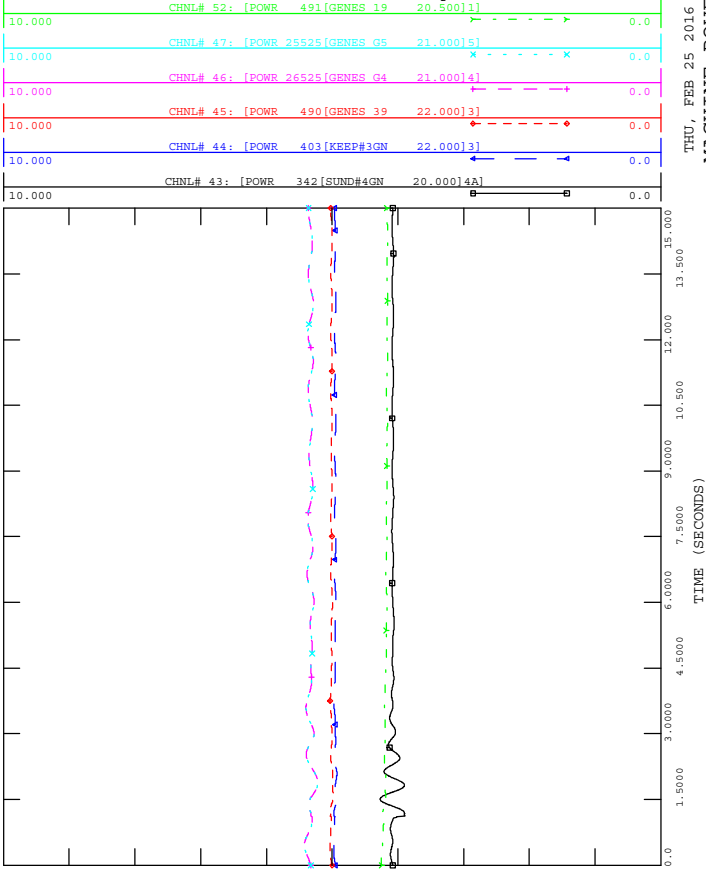




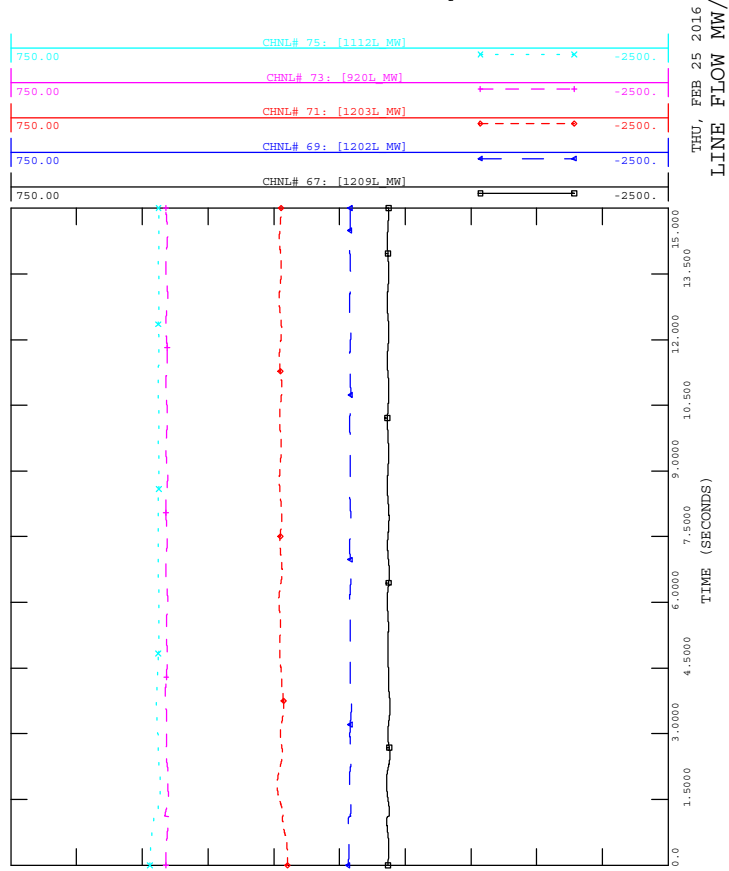




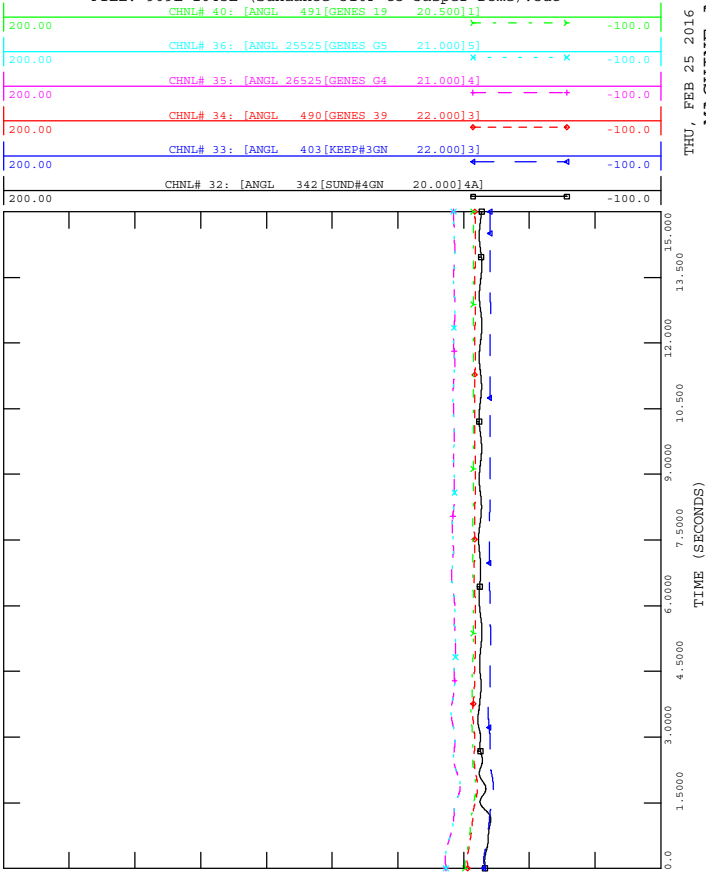
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



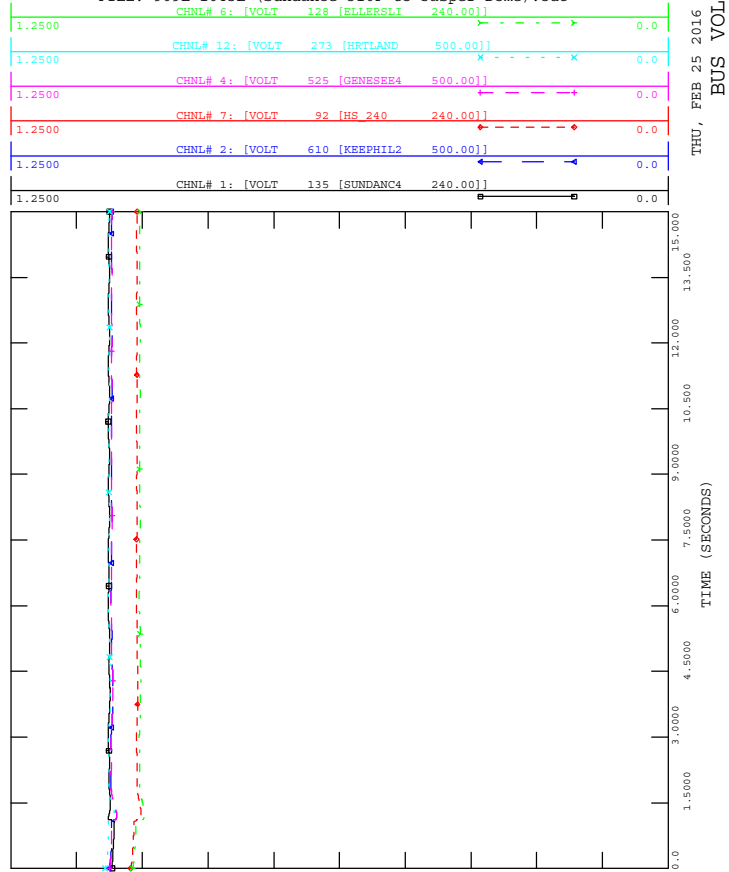
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out

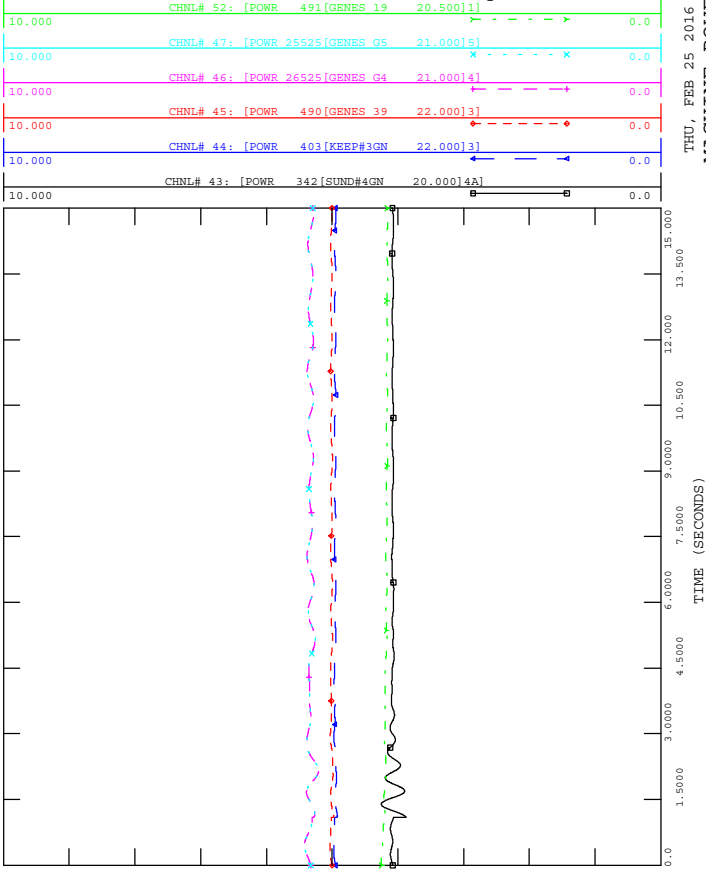


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 3 PHASE FAULT ON 909L-1045L AT SUNDANCE 310P
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 909L-1045L (Sundance 310P to Jasper-Dome).out

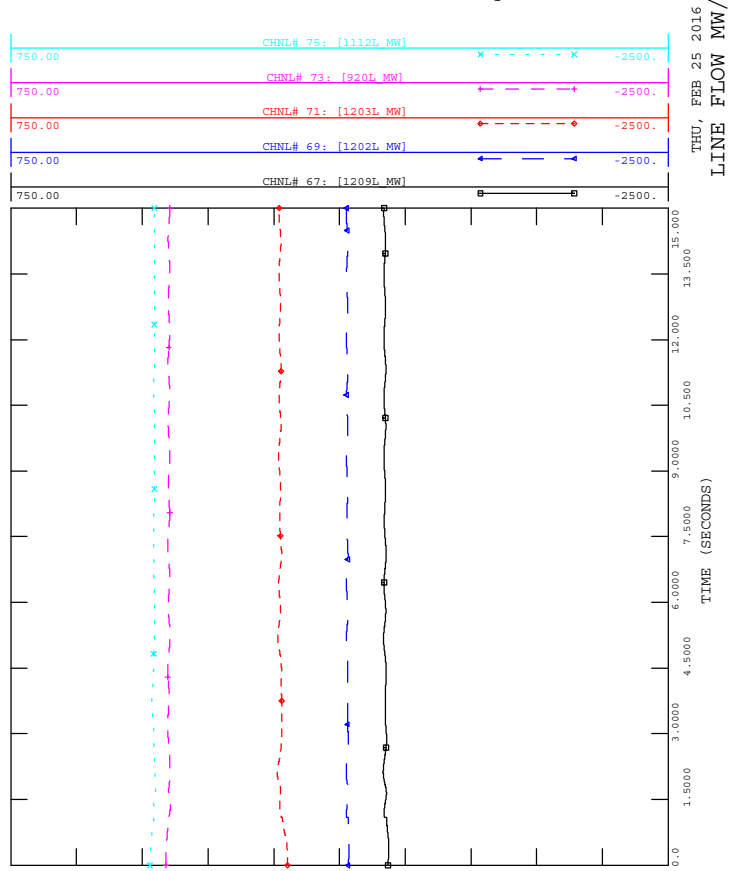




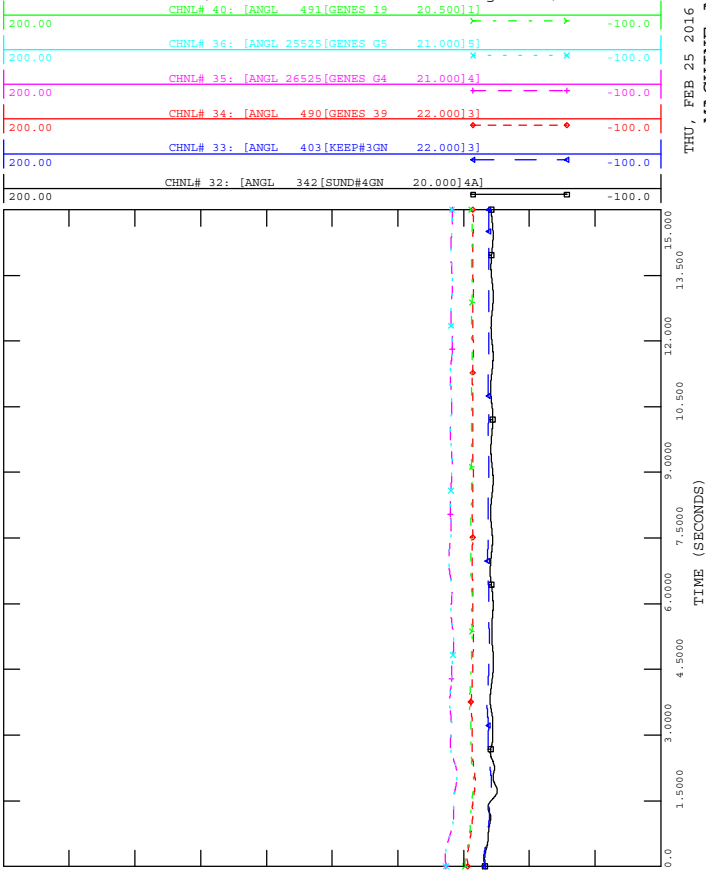
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



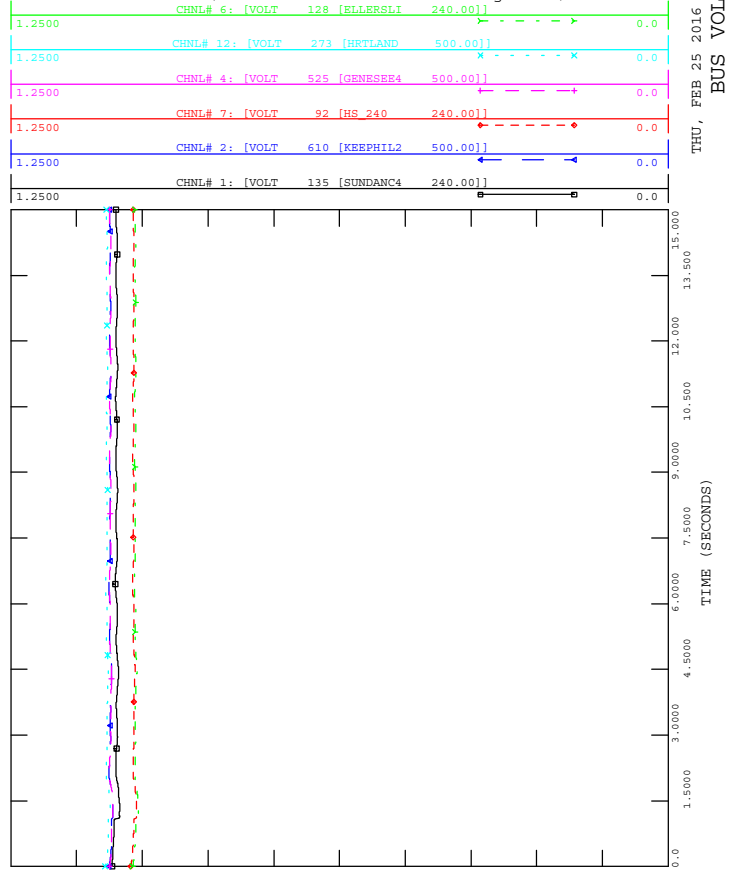
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out

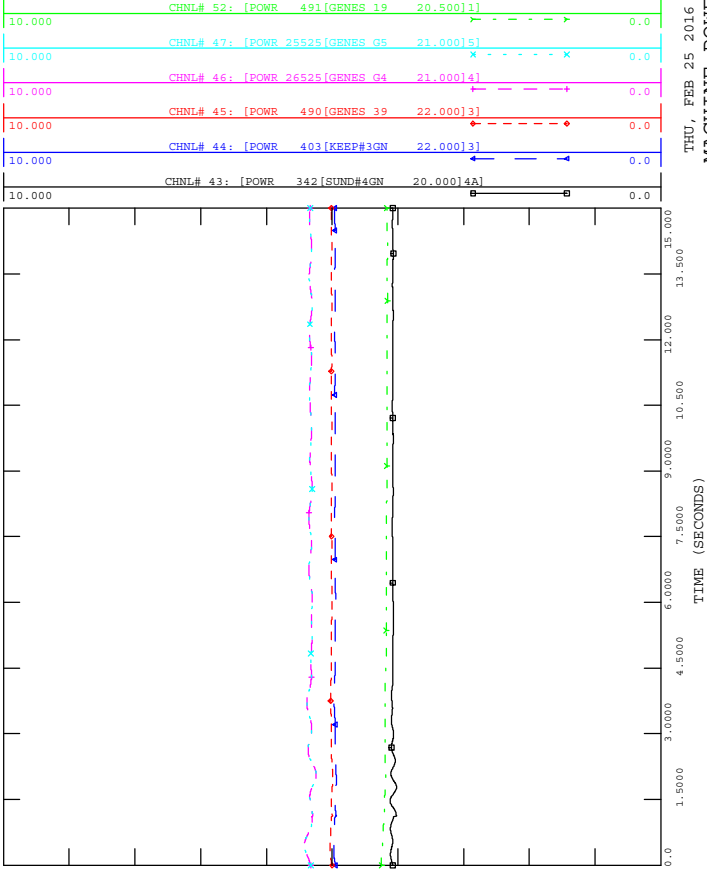


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 919L-974L AT SUNDANCE 310P
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 919L-974L (Sundance 310P to Bickerdike-Sagitawah).out

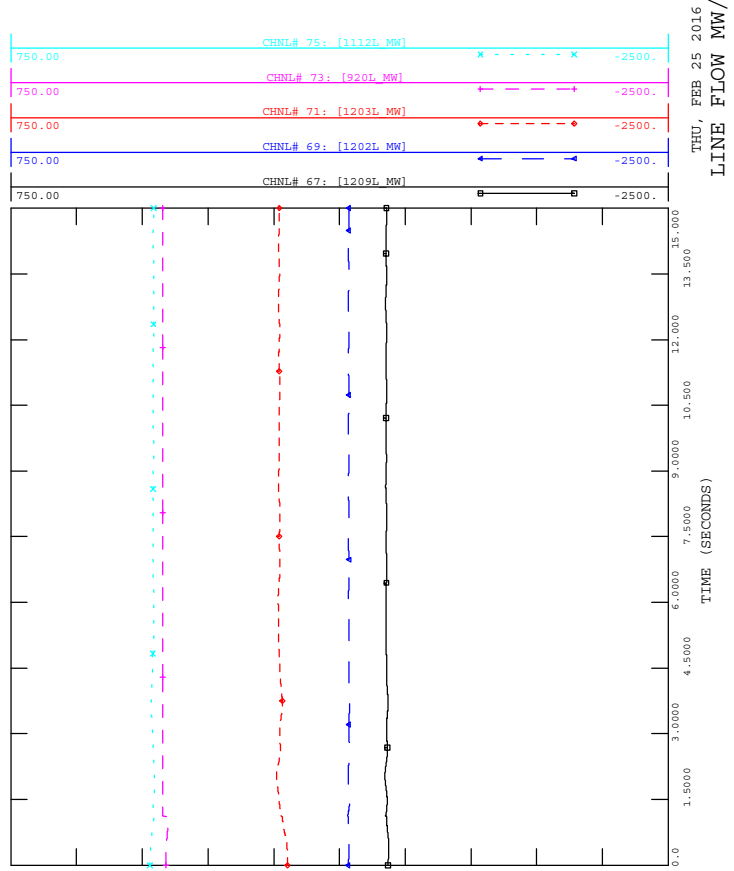




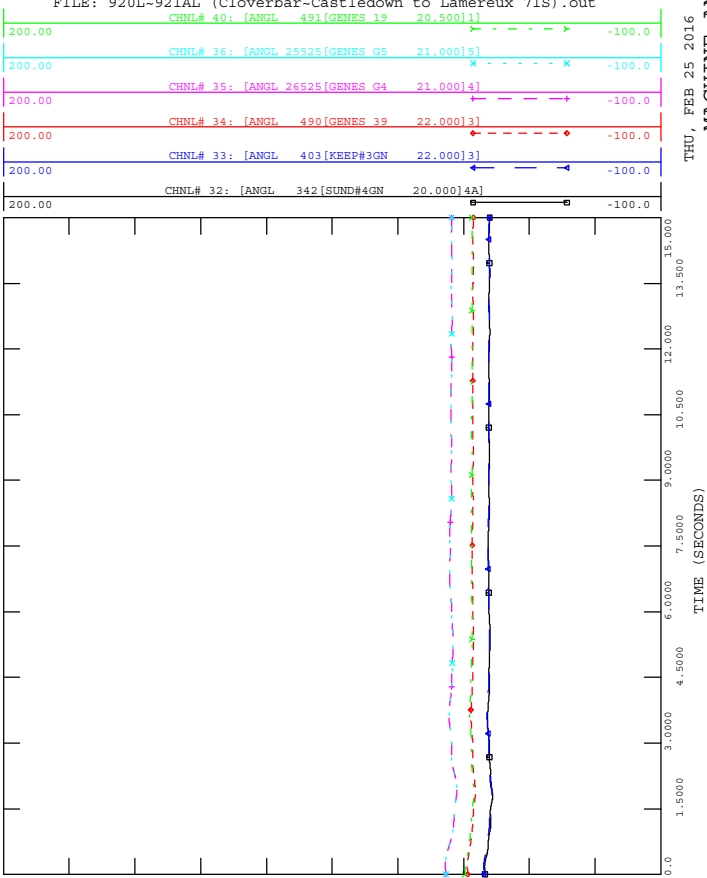
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



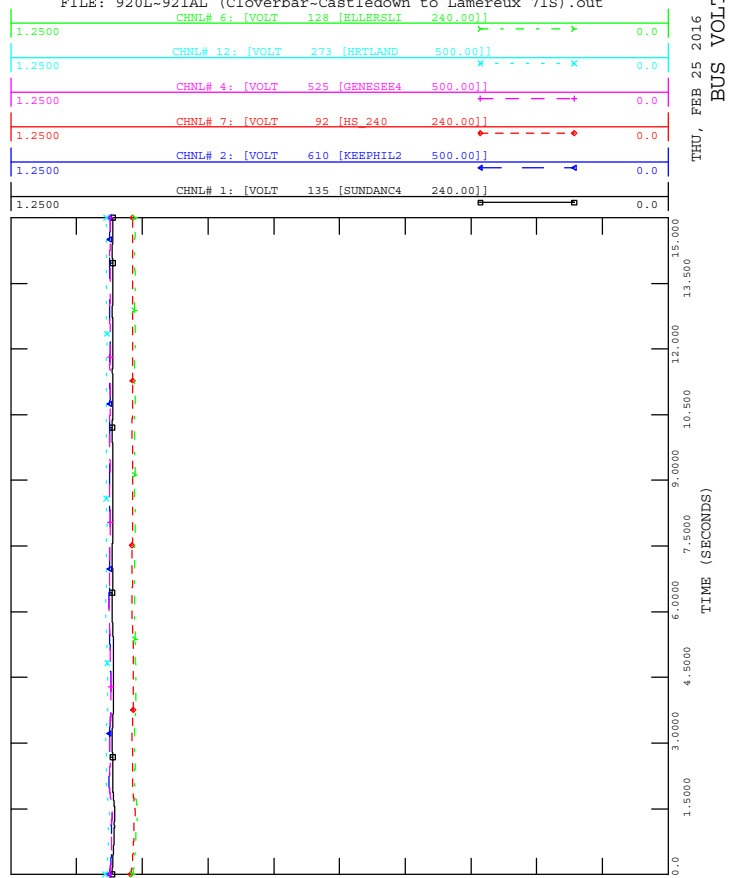
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 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out

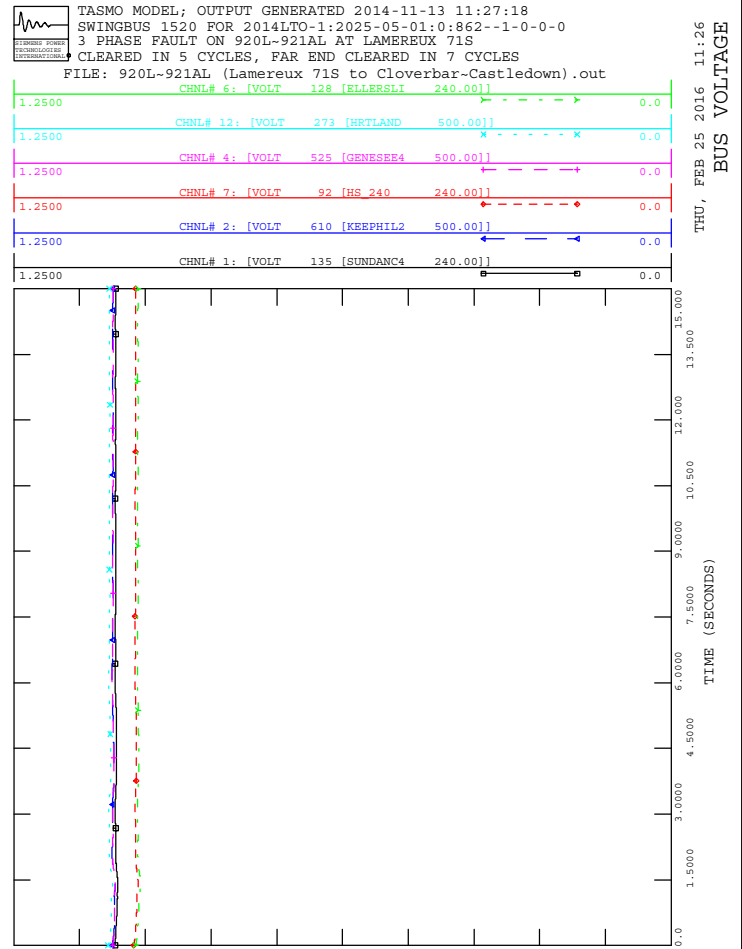
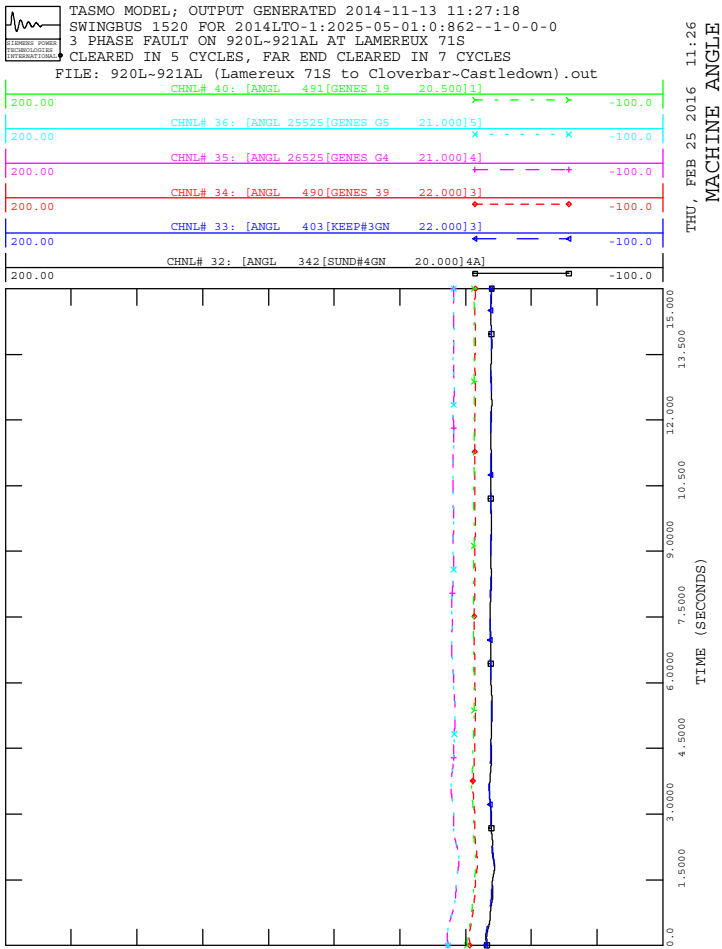
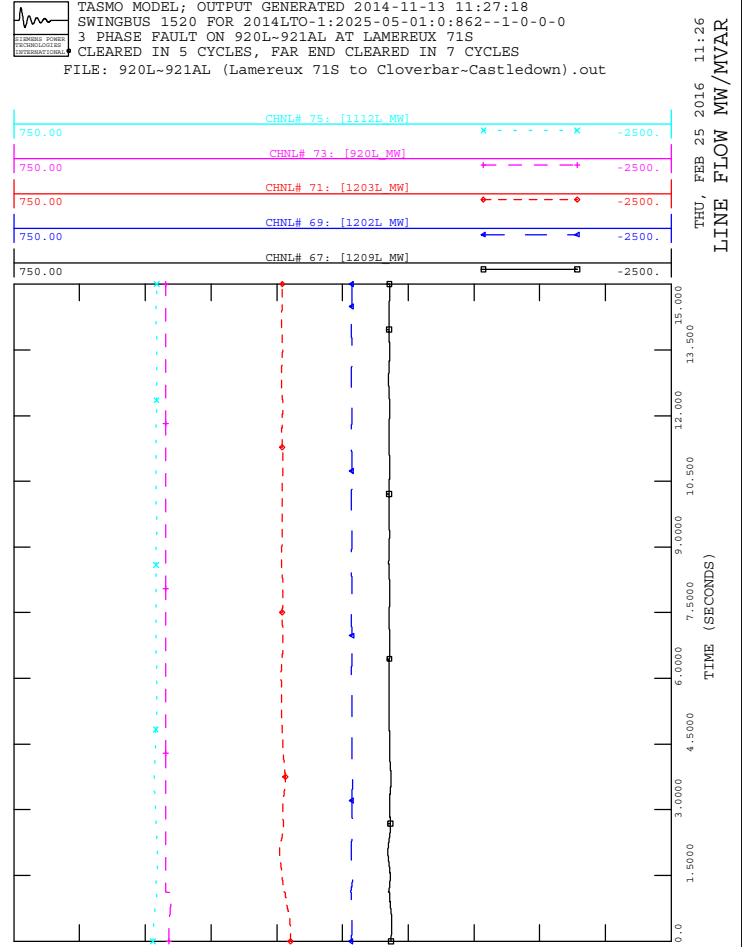
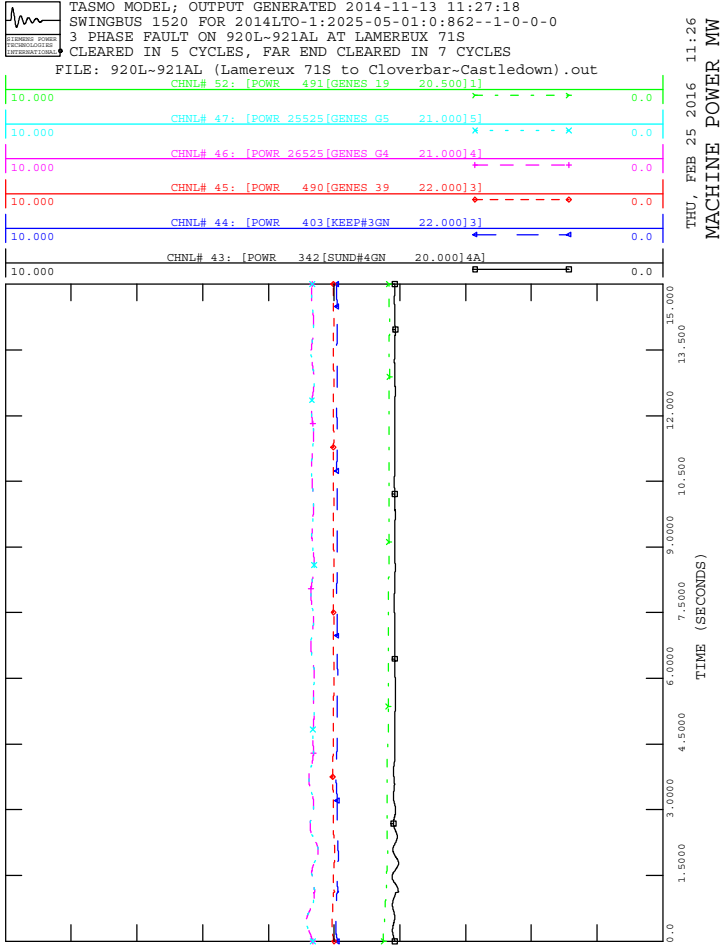


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



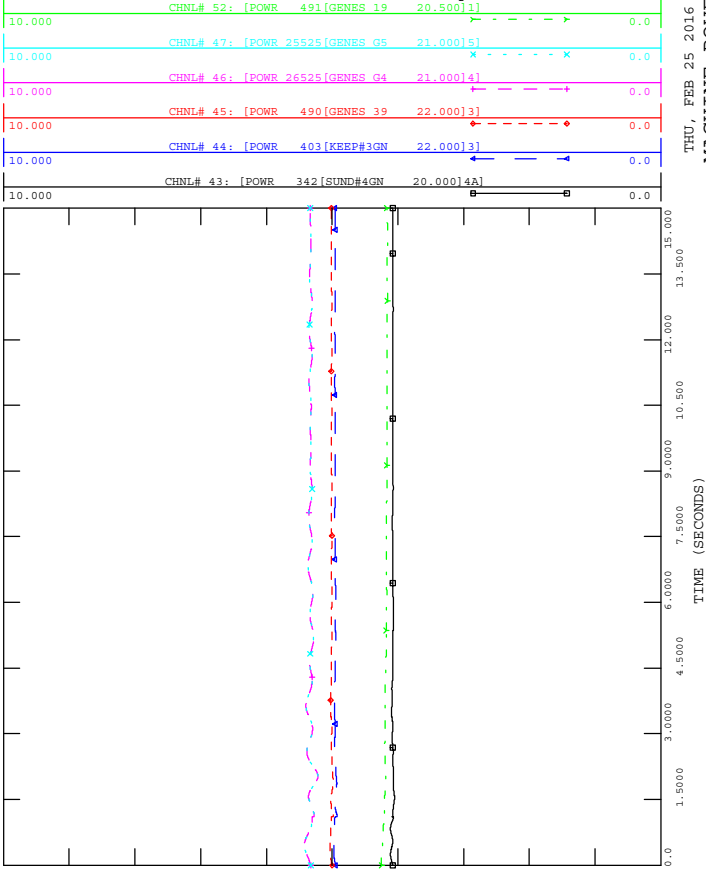
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 920L-921AL AT CLOVERBAR-CASTLEDOWN
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 7 CYCLES
 FILE: 920L-921AL (Cloverbar-Castledown to Lamereux 71S).out



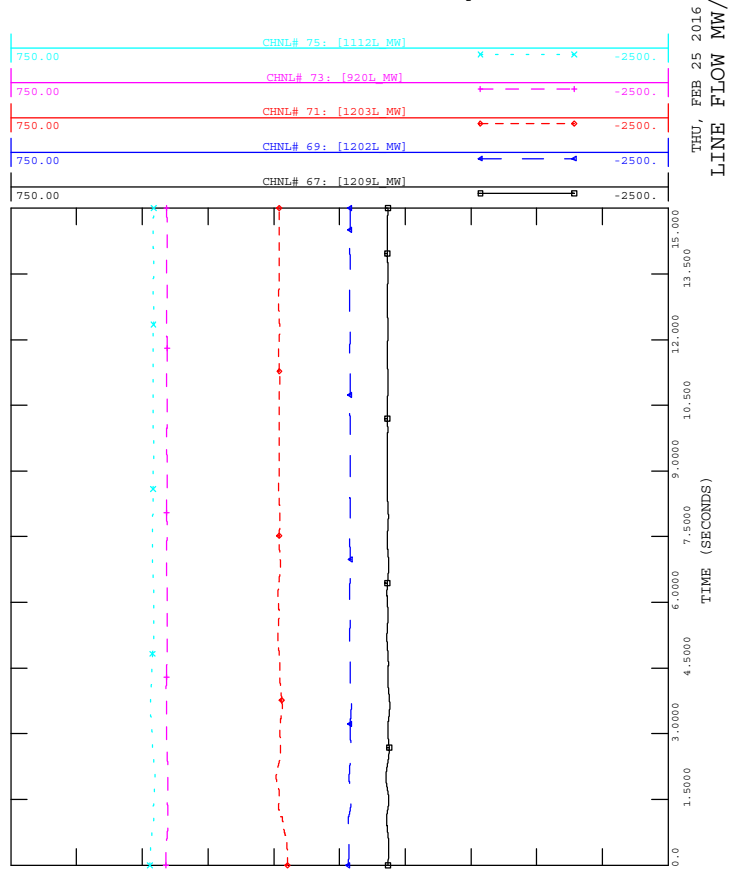




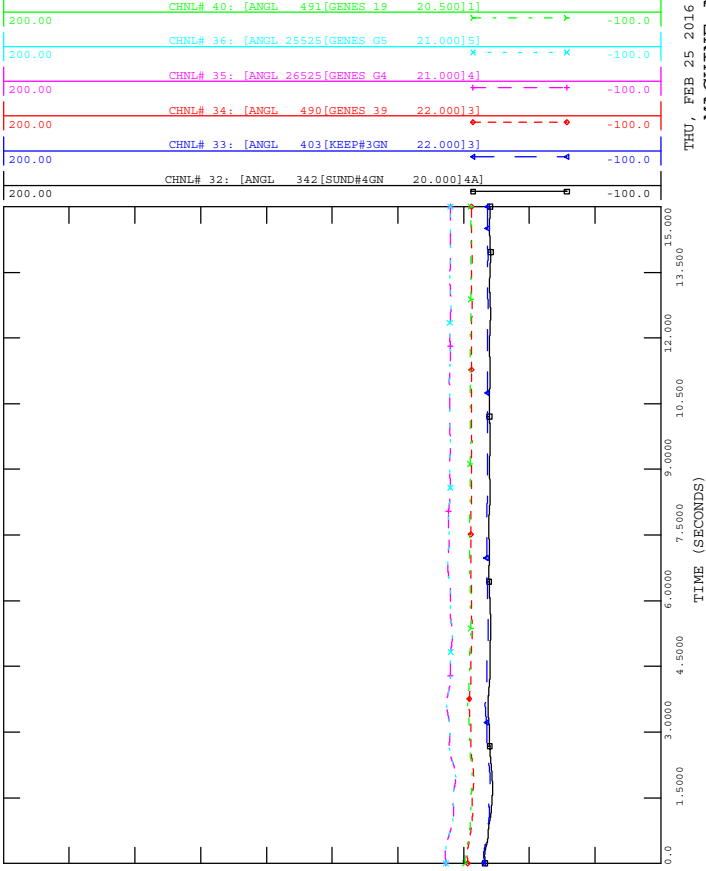
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



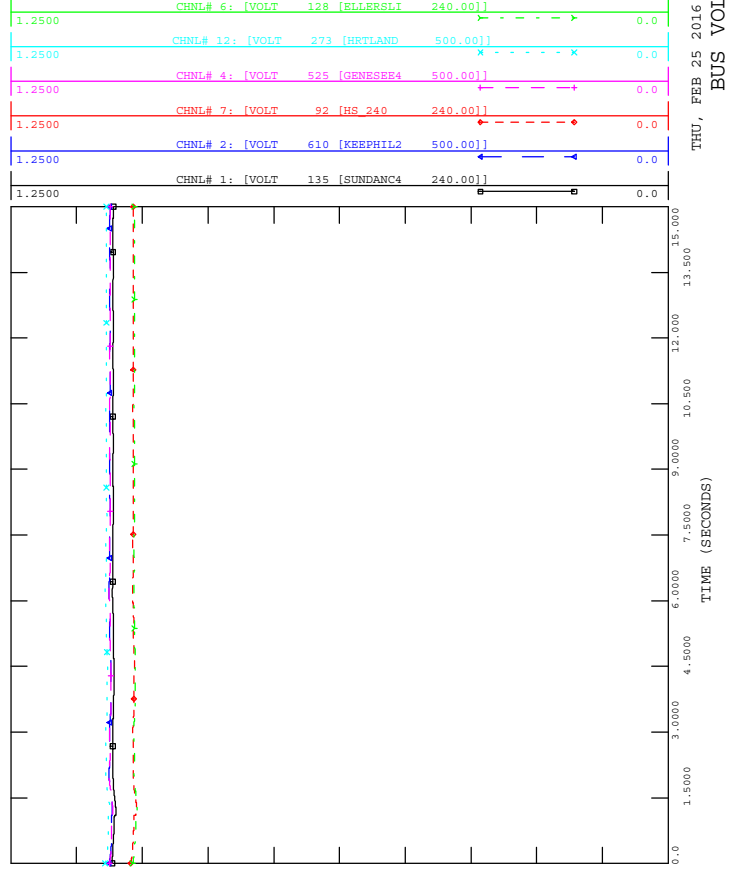
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-903L AT BENALTO 17S
 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

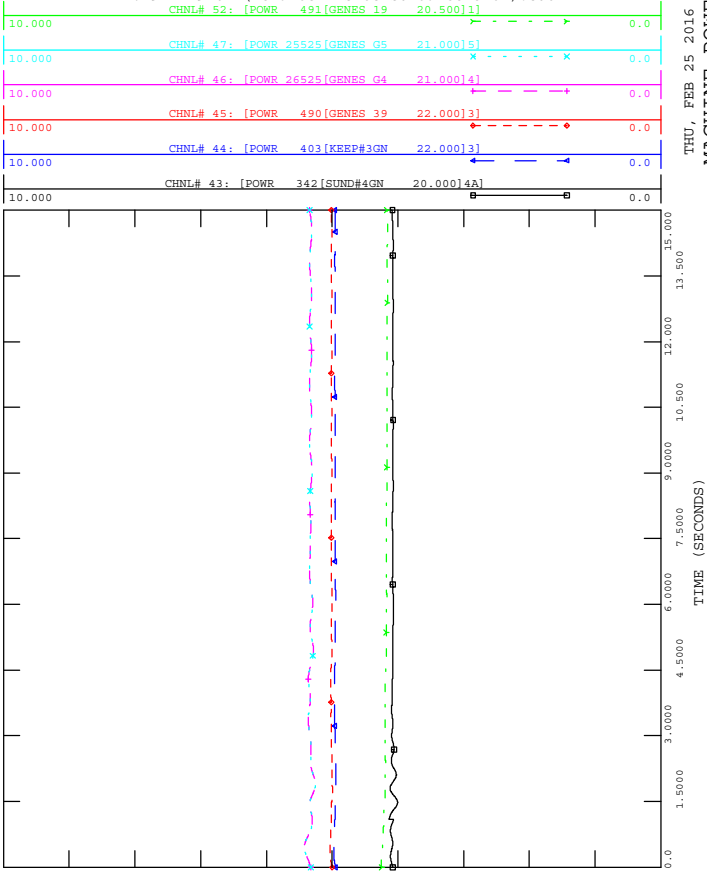


TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 922L-903L (Benalto to Sundance 310P-Keephills 320P).out

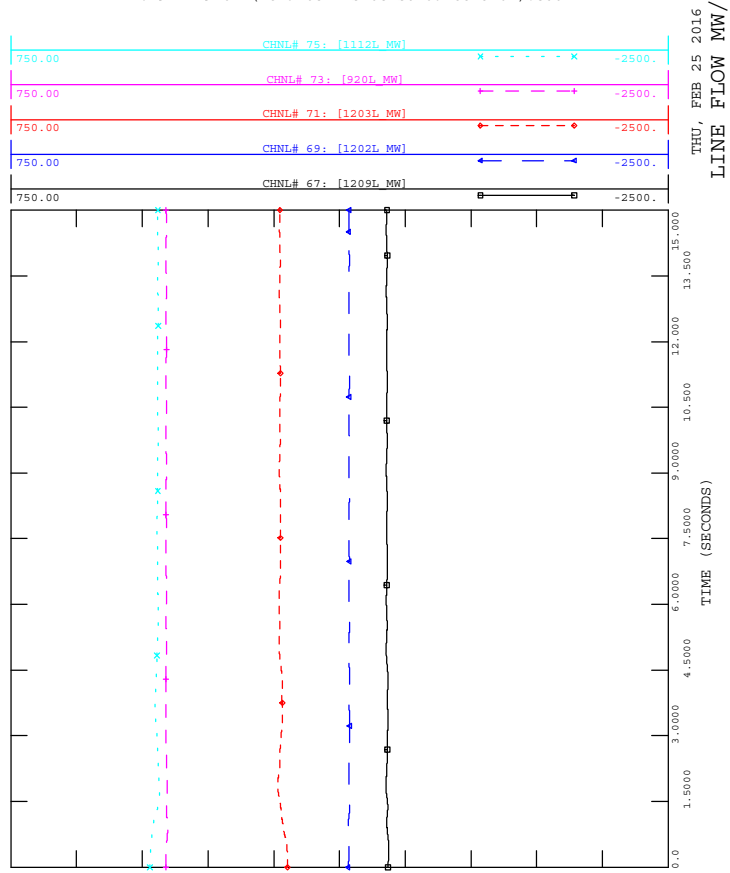




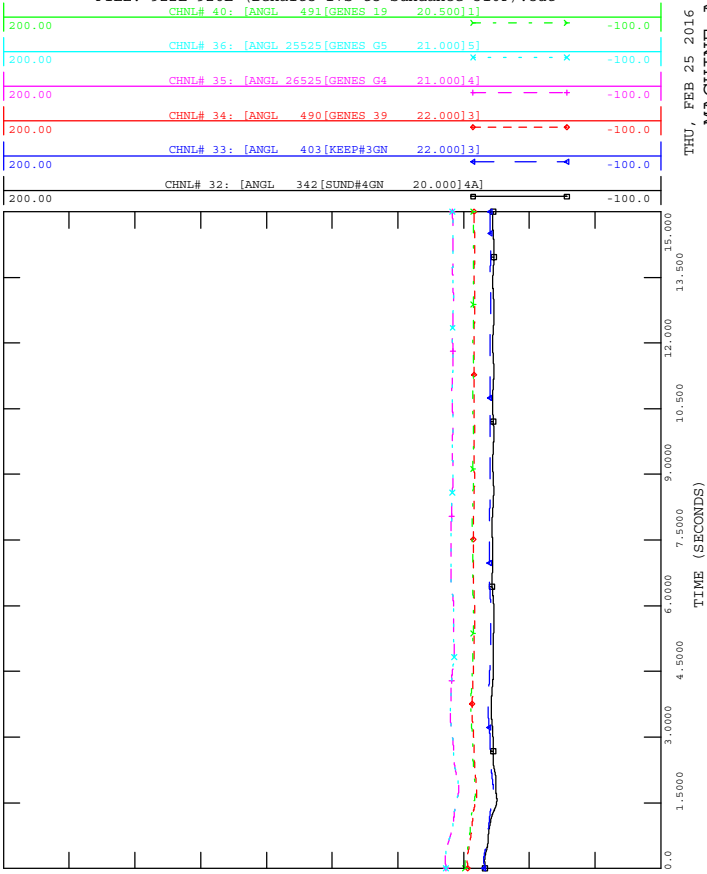
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



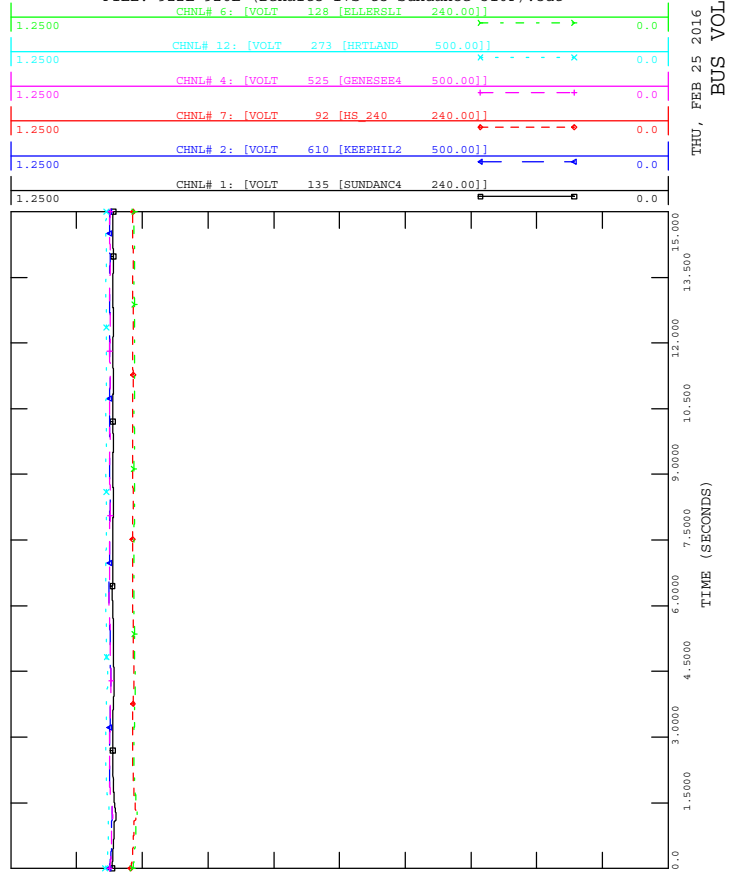
TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
 SWINGBUS 1520 FOR 2014LTO-1:2025-05-01:0:862--1-0-0-0
 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out



TASMO MODEL; OUTPUT GENERATED 2014-11-13 11:27:18
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 3 PHASE FAULT ON 922L-926L AT BENALTO 17S
 CLEARED IN 4.5 CYCLES, FAR END CLEARED IN 5.75 CYCLES
 FILE: 922L-926L (Benalto 17S to Sundance 310P).out

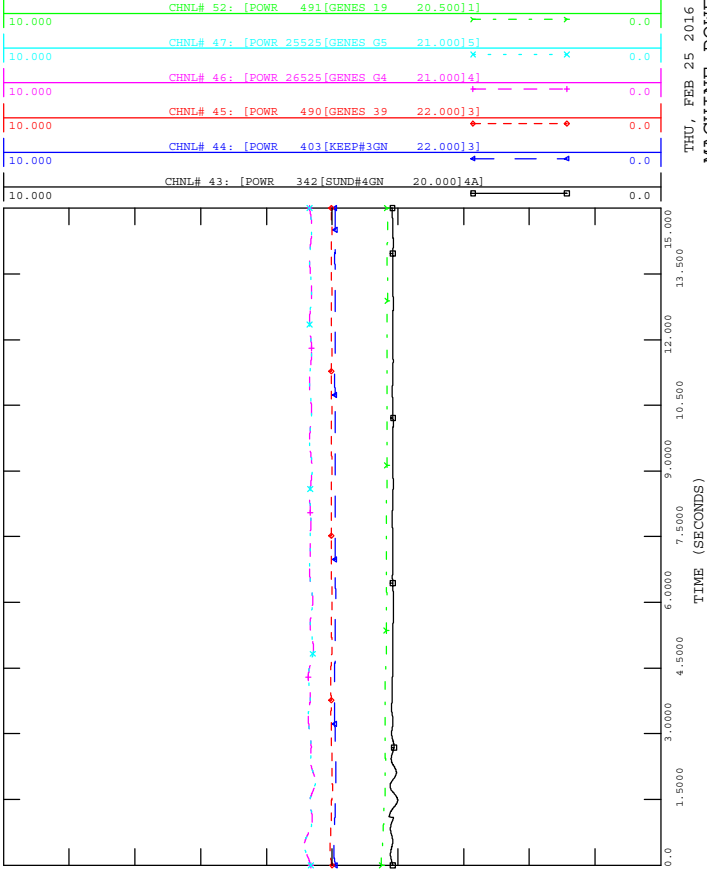


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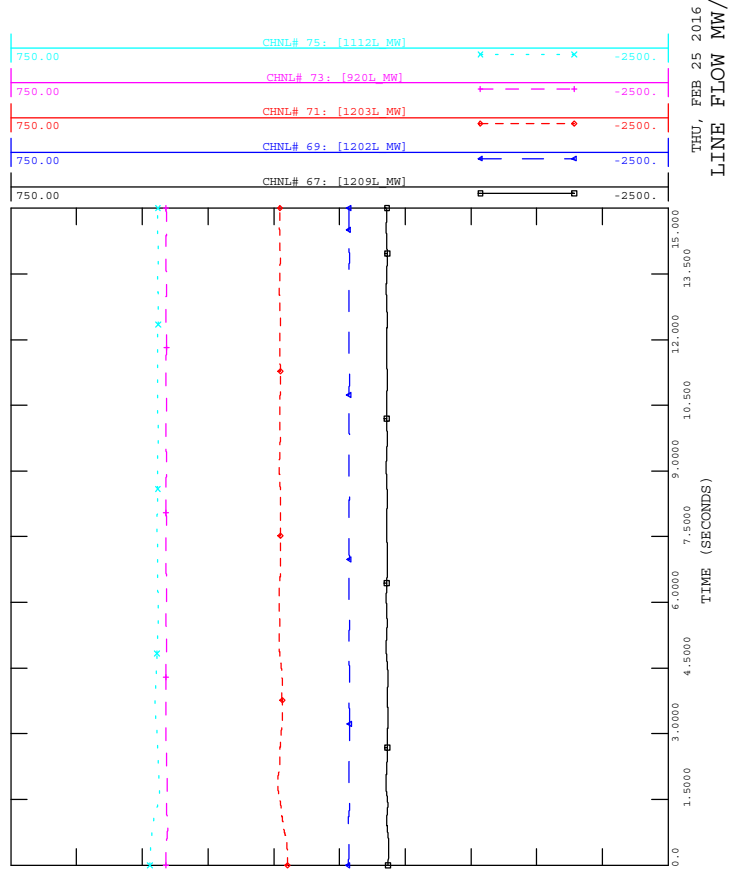




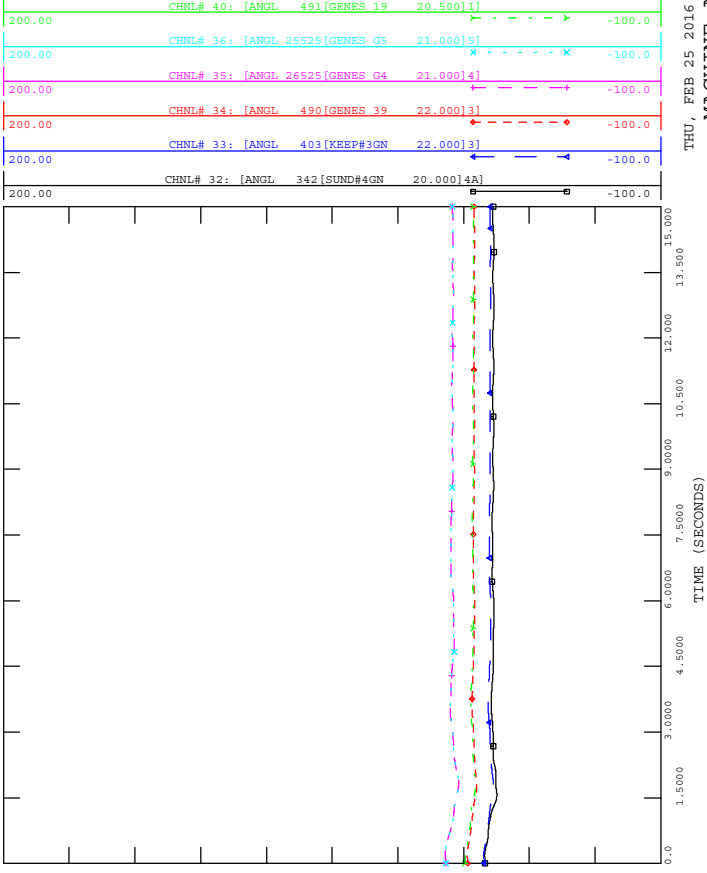
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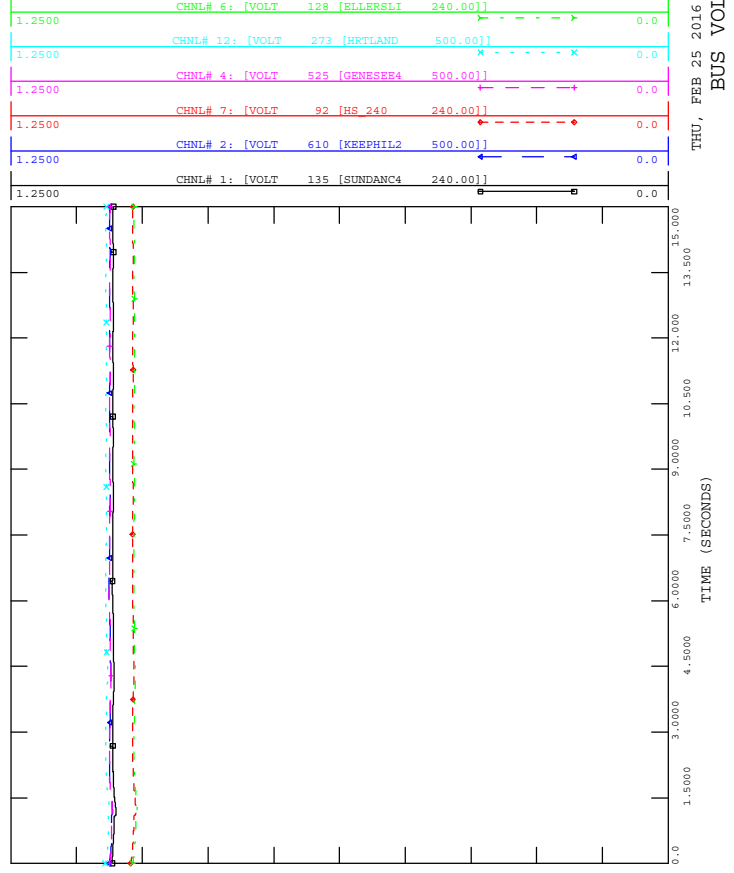
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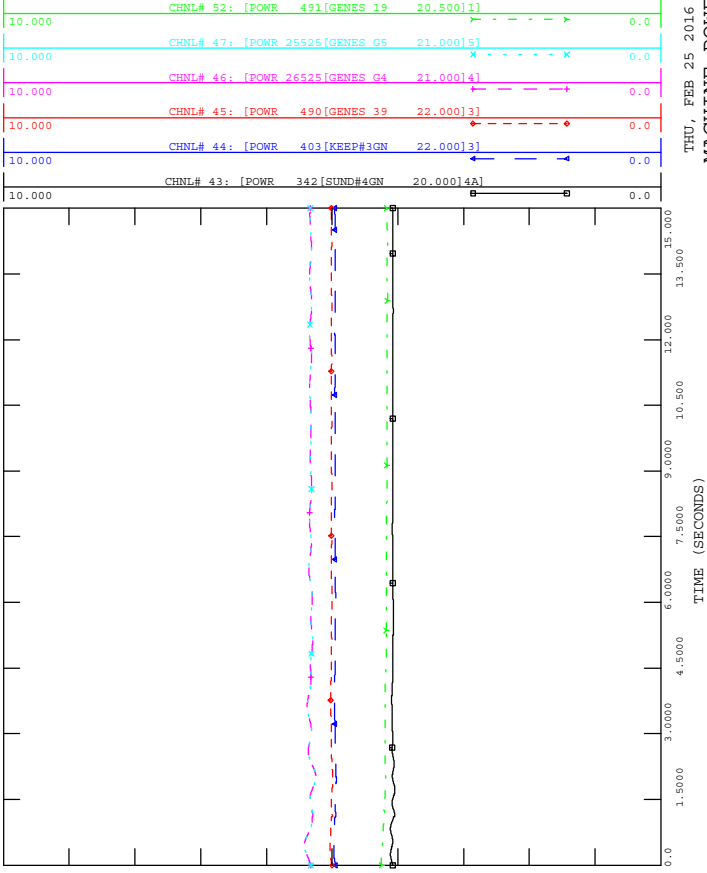


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 FILE: 922L-926L (Sundance 310P to Benalto 17S).out

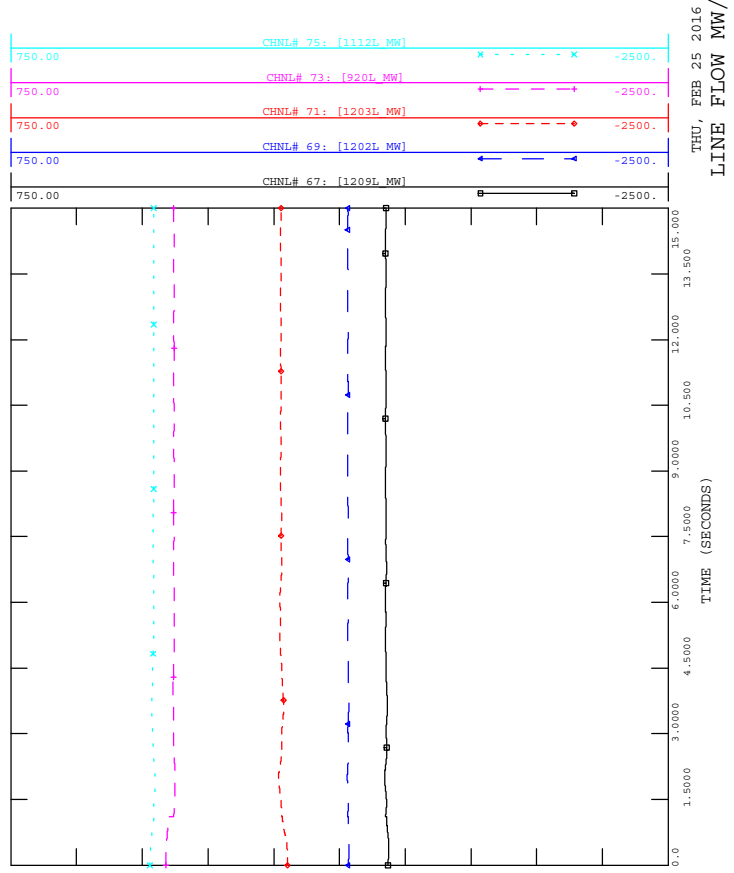




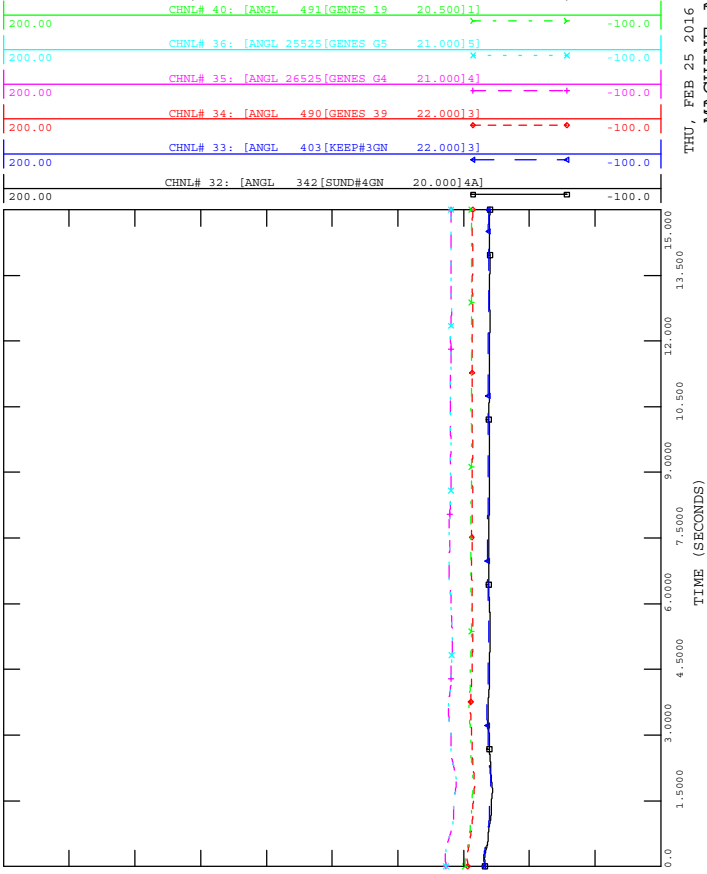
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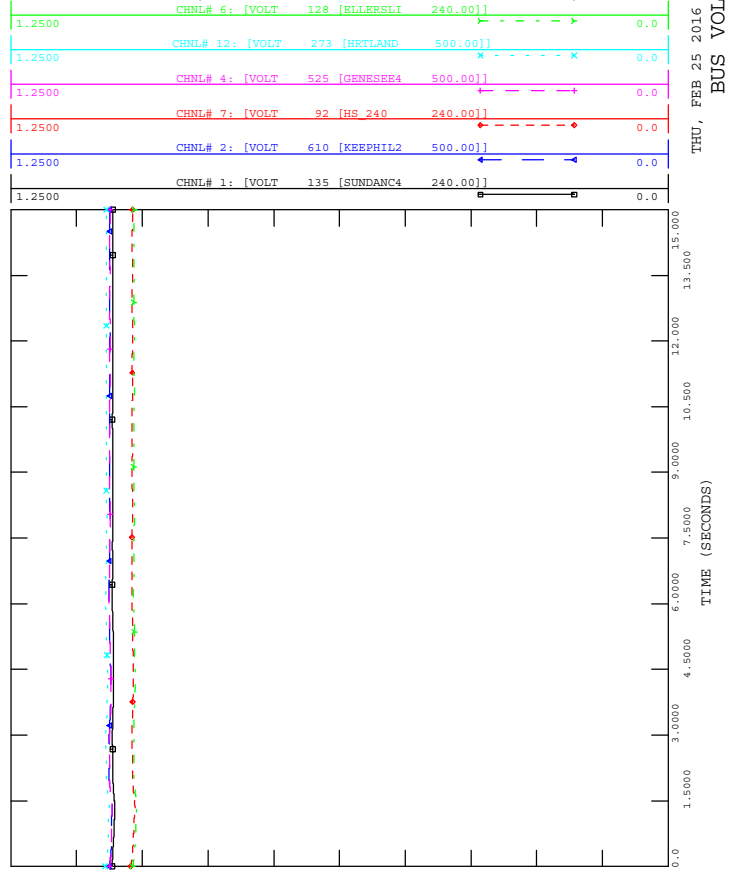
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out

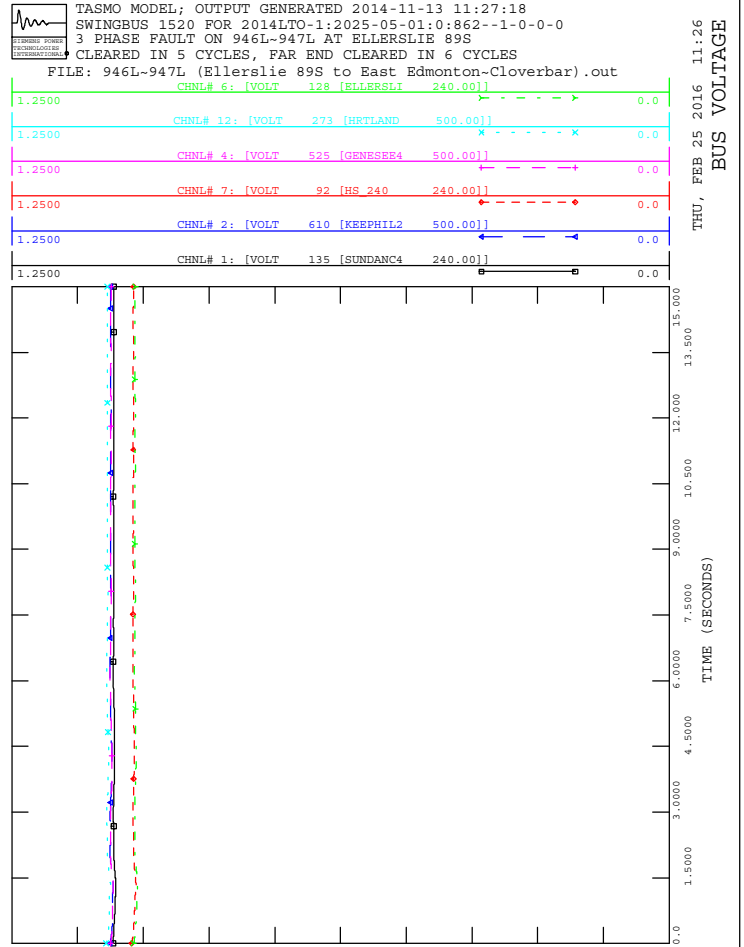
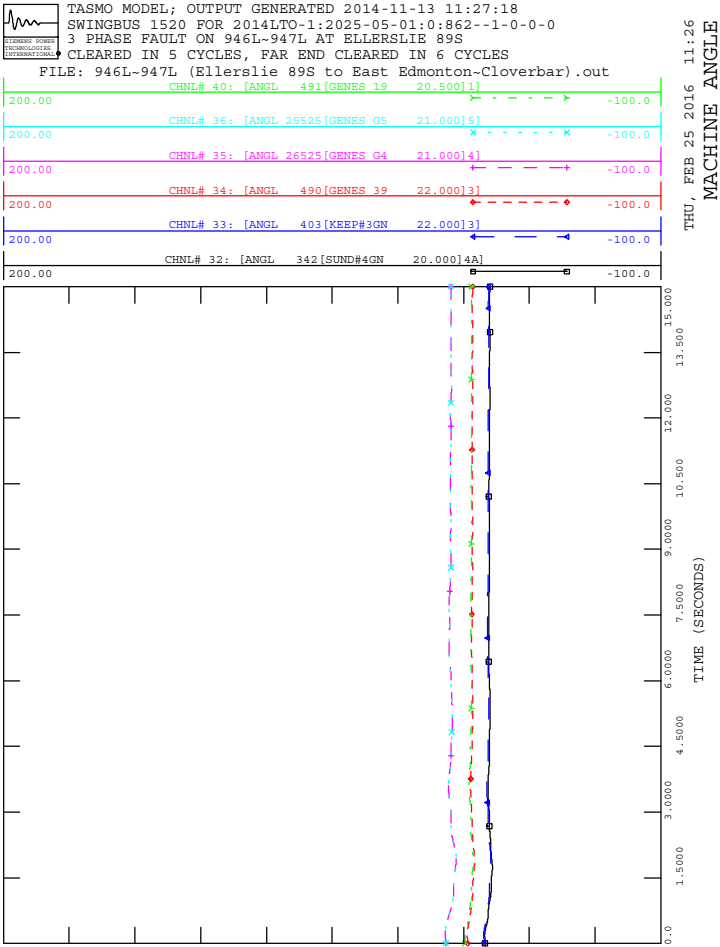
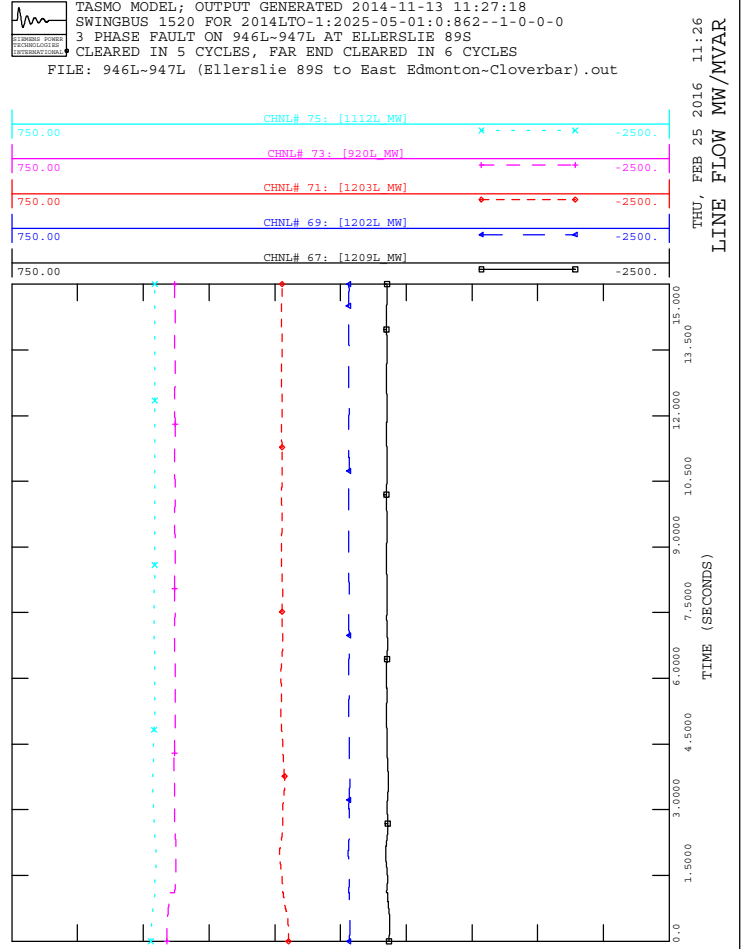
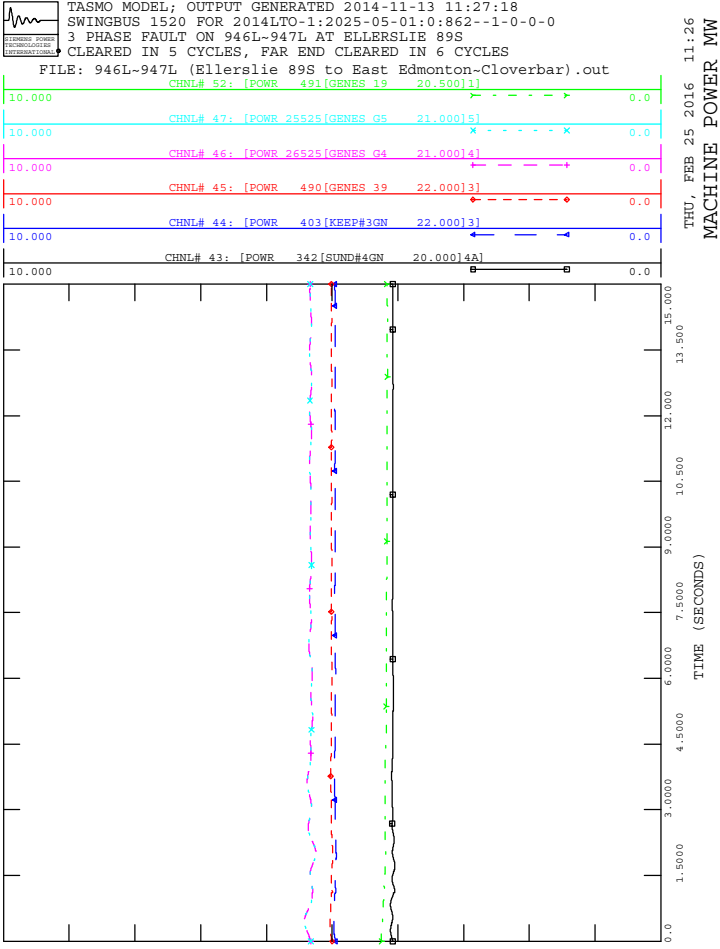


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 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out



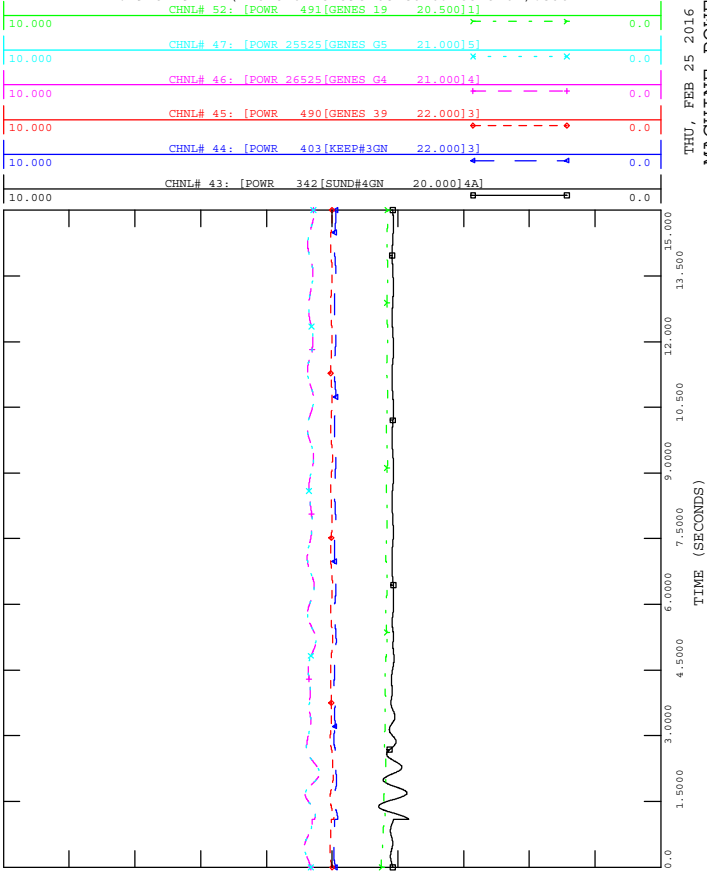
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 CLEARED IN 5 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 946L-947L (East Edmonton-Cloverbar to Ellerslie 89S).out



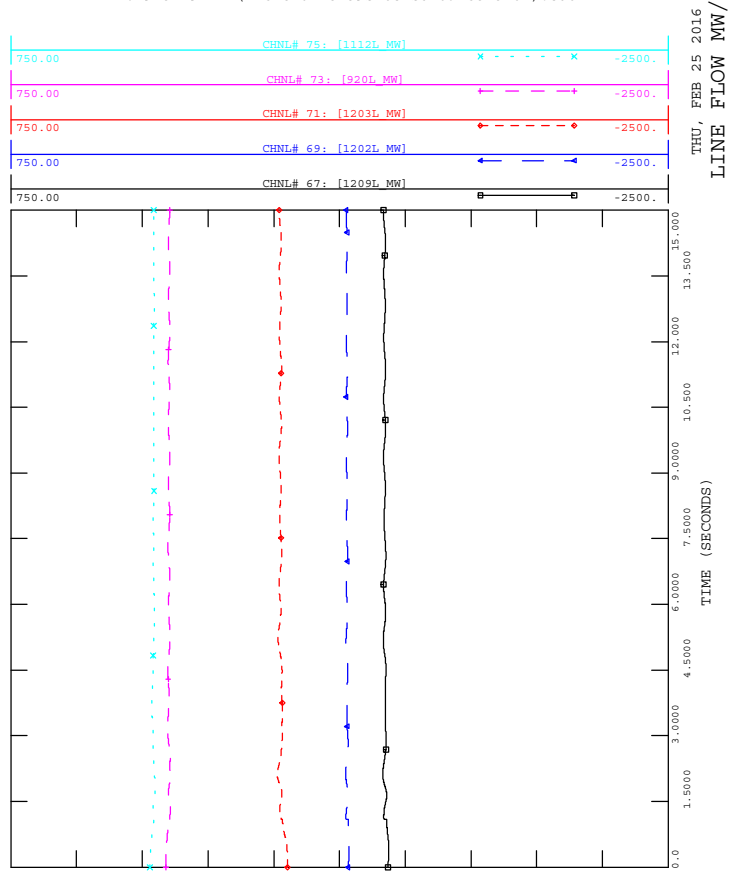




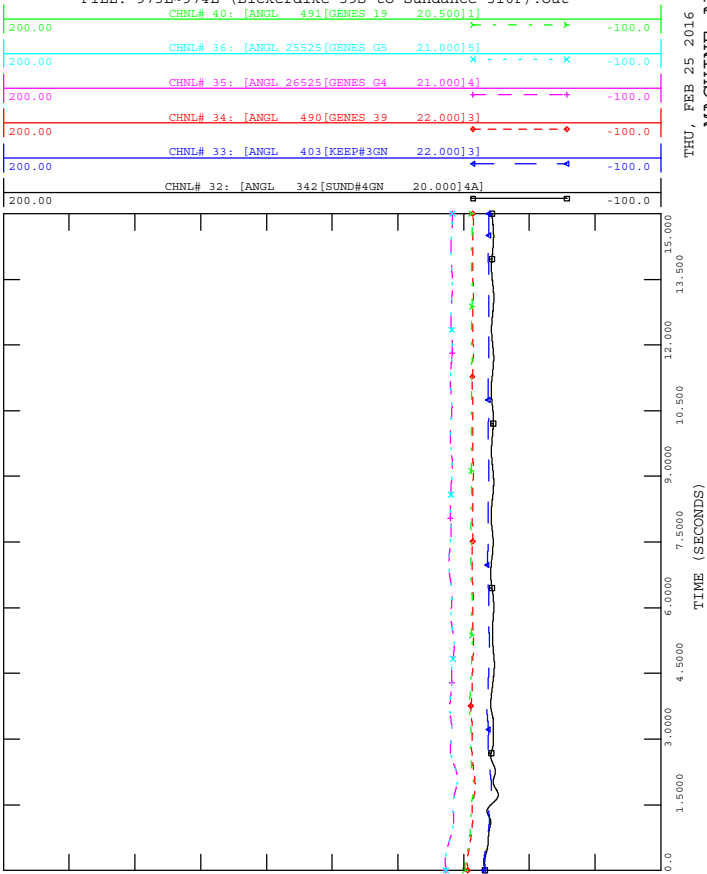
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 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out



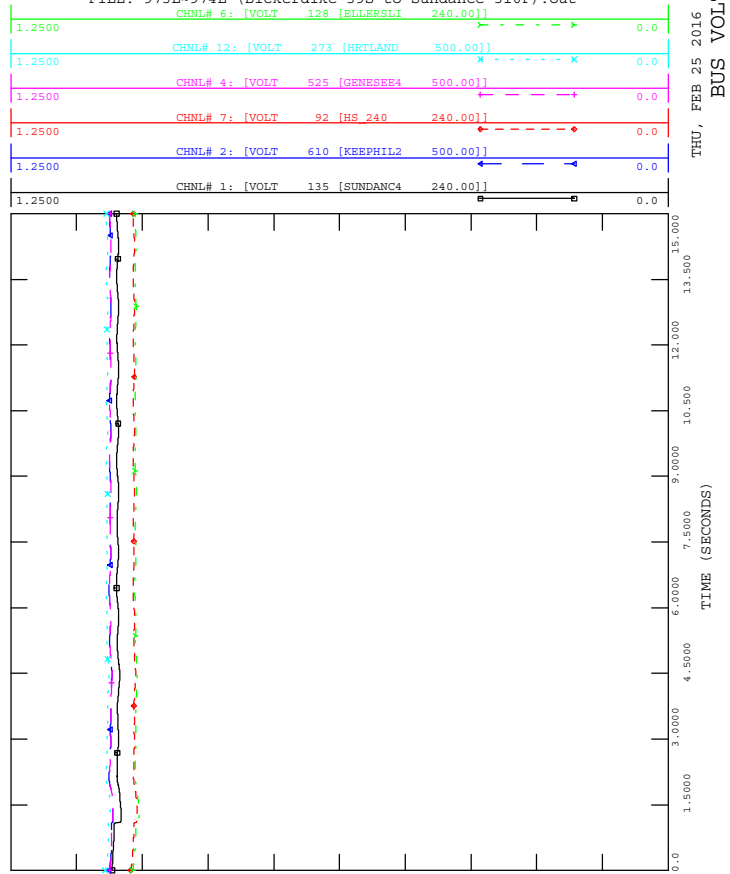
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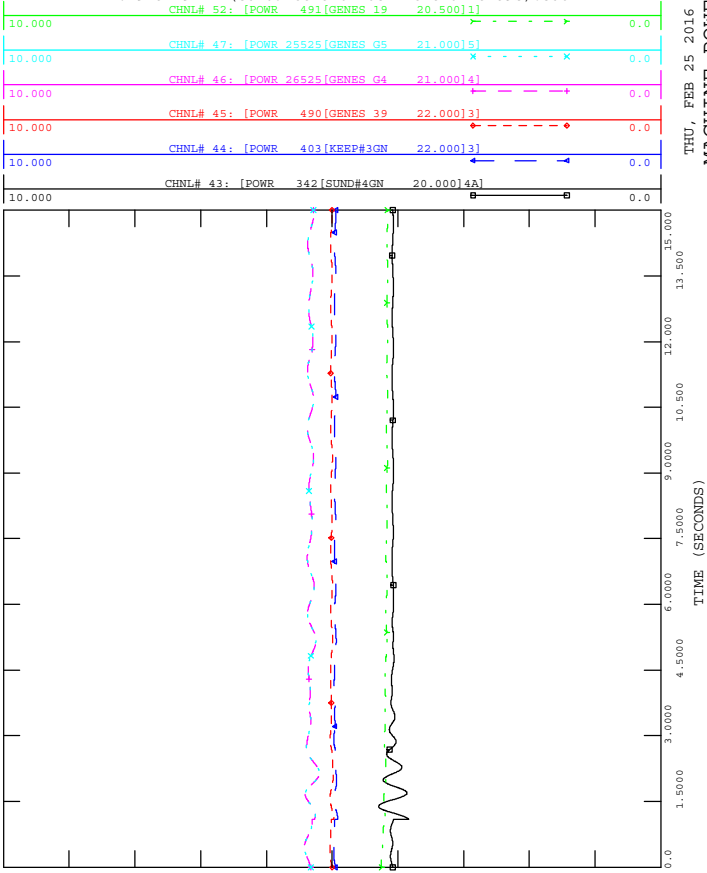


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 FILE: 973L-974L (Bickerdike 39S to Sundance 310P).out

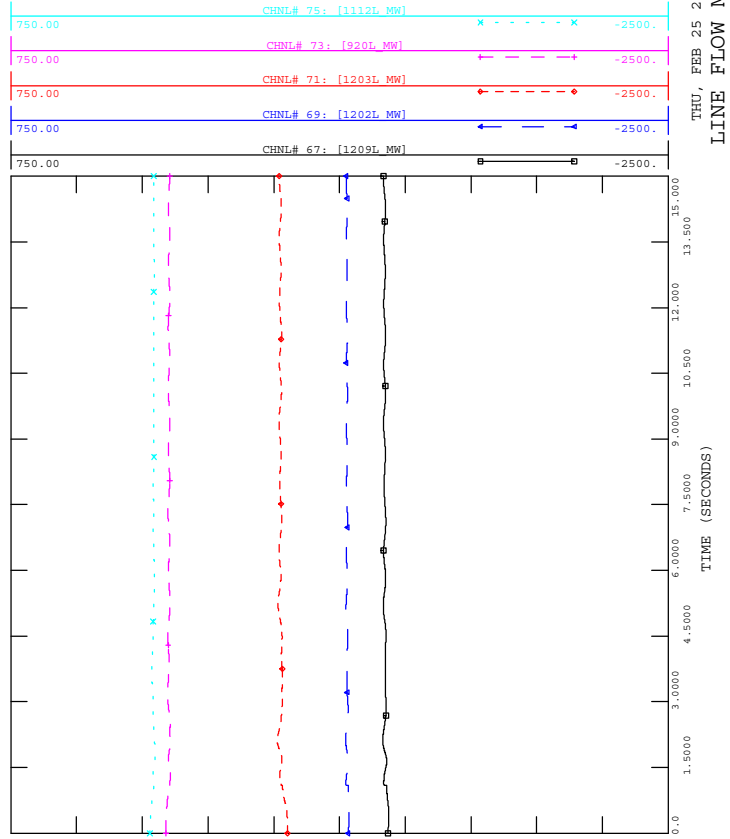




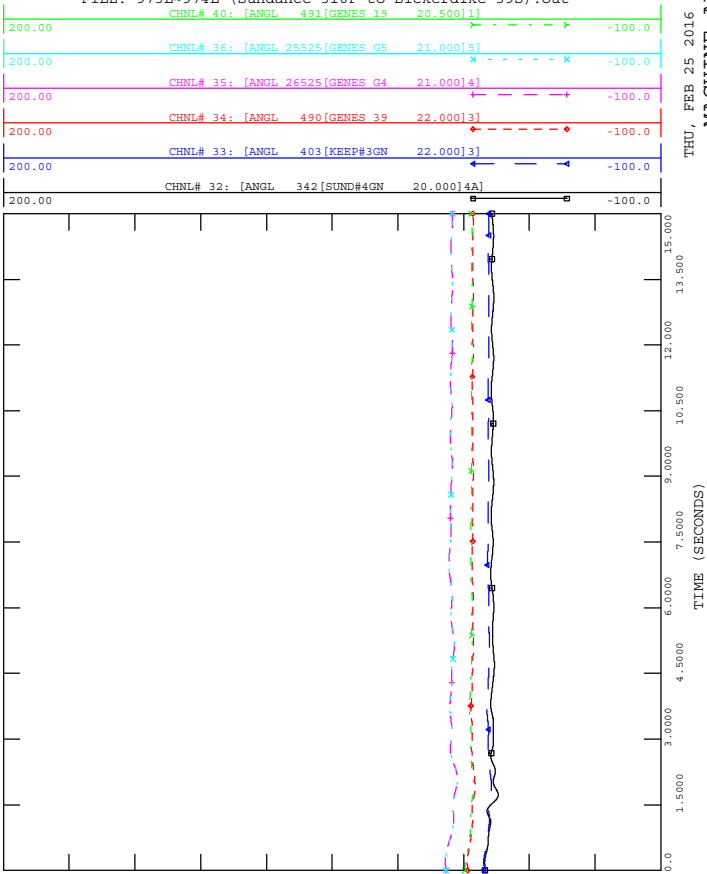
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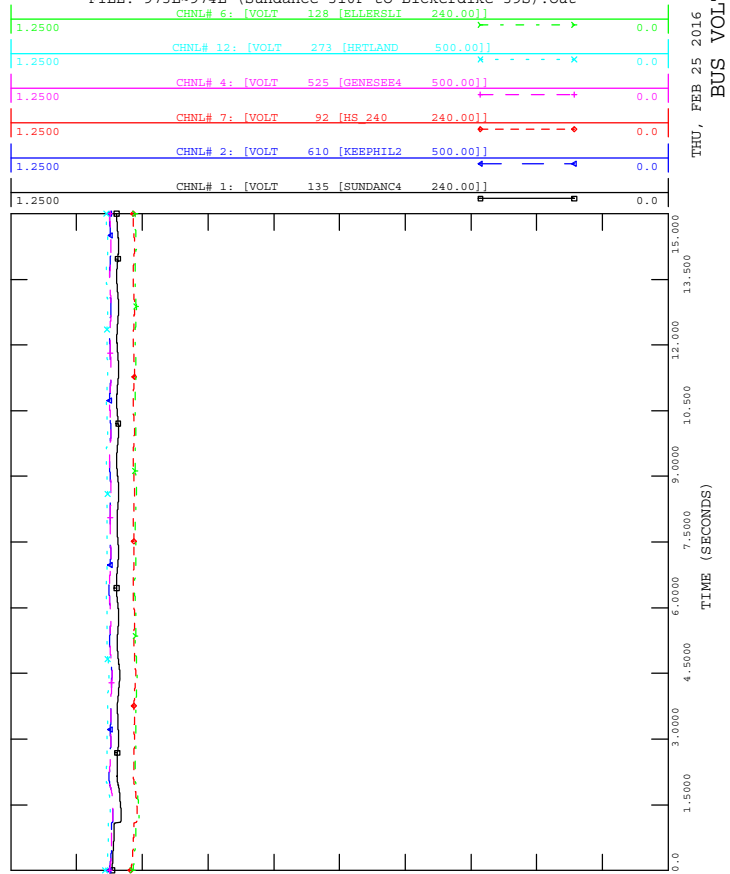
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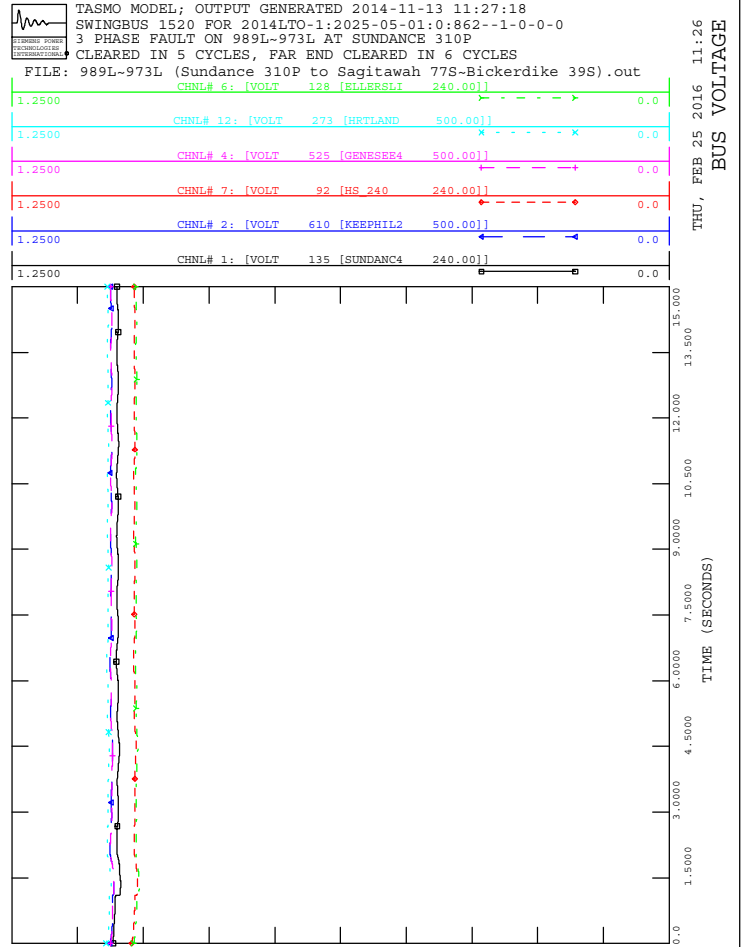
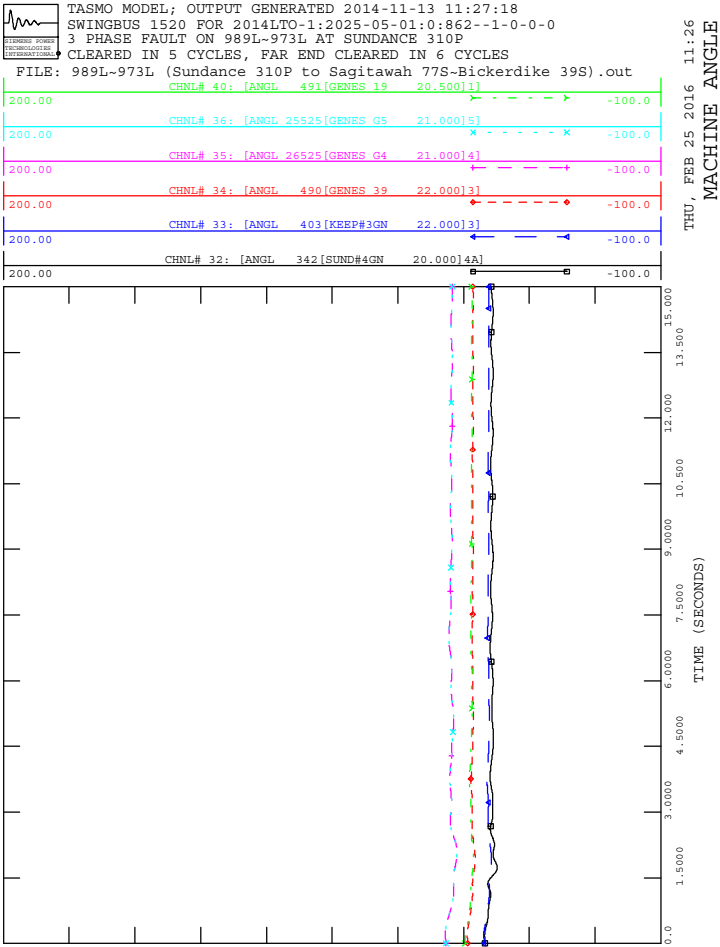
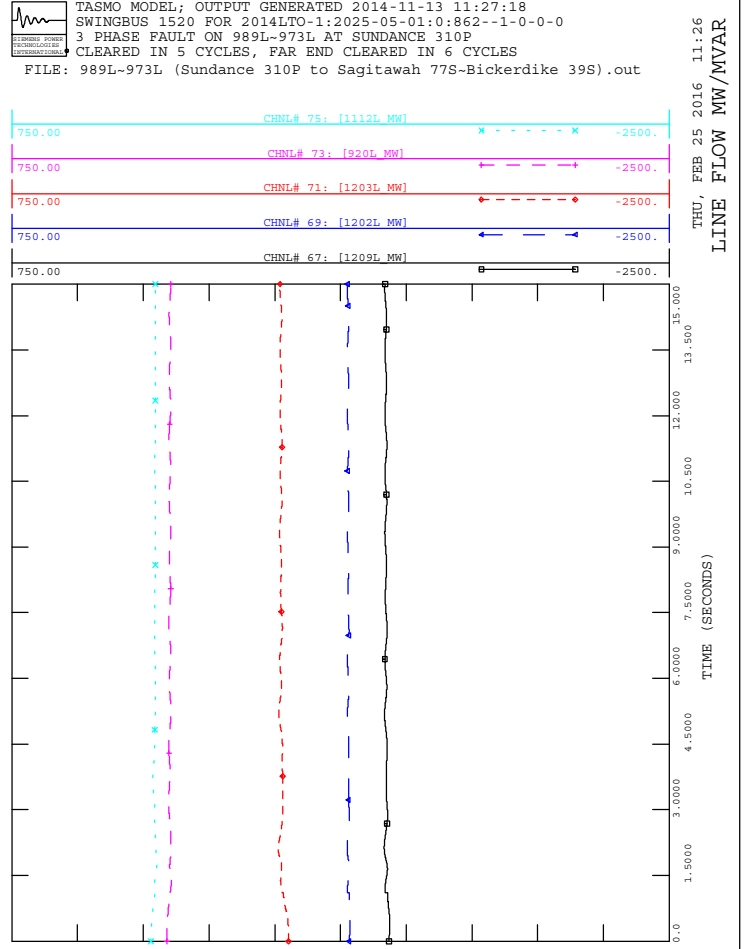
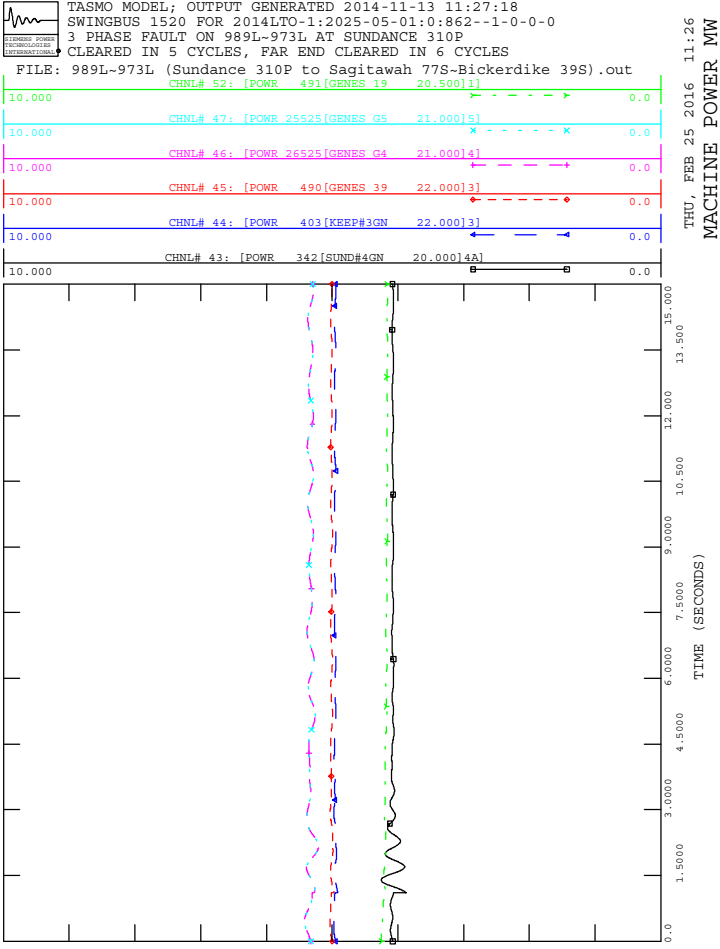


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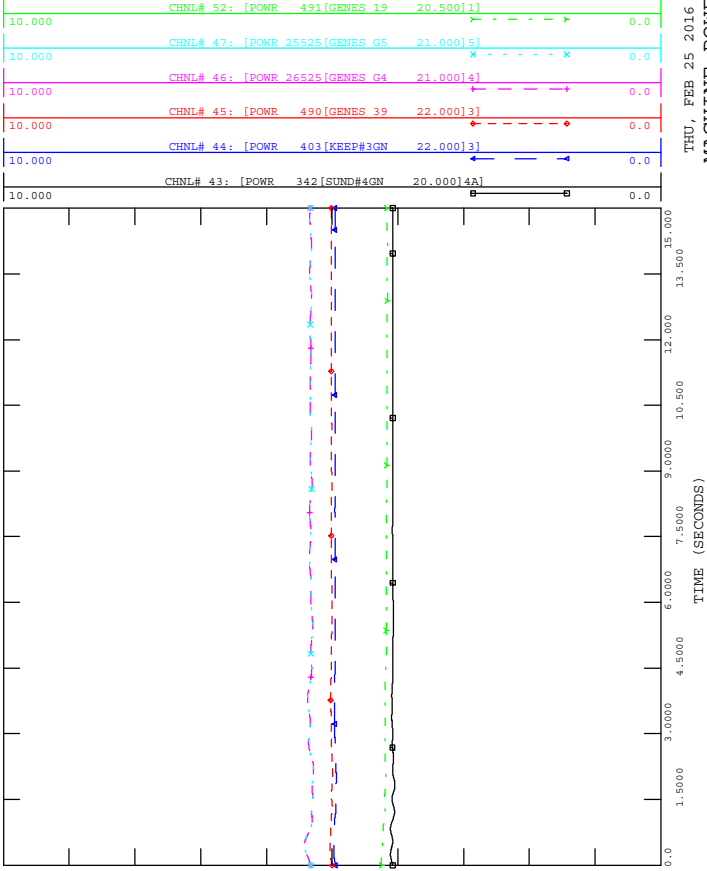
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 FILE: 973L-974L (Sundance 310P to Bickerdike 39S).out



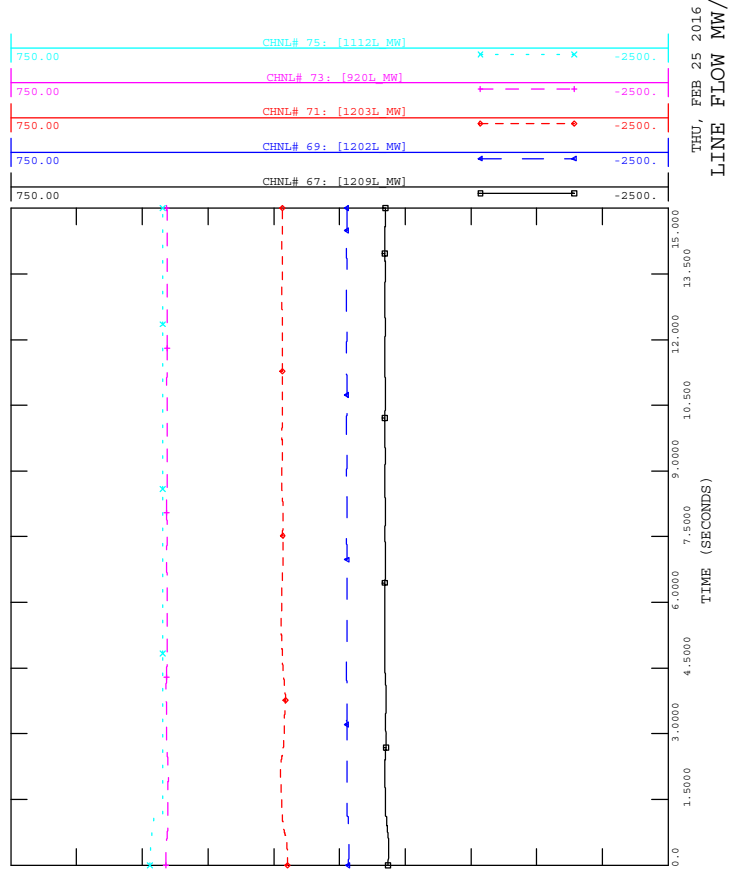




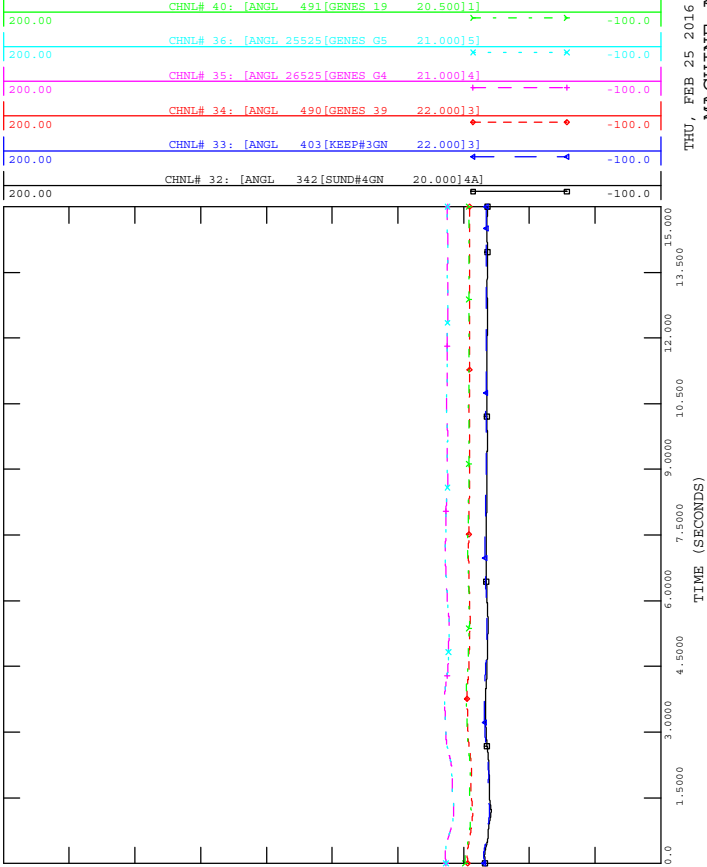
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 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



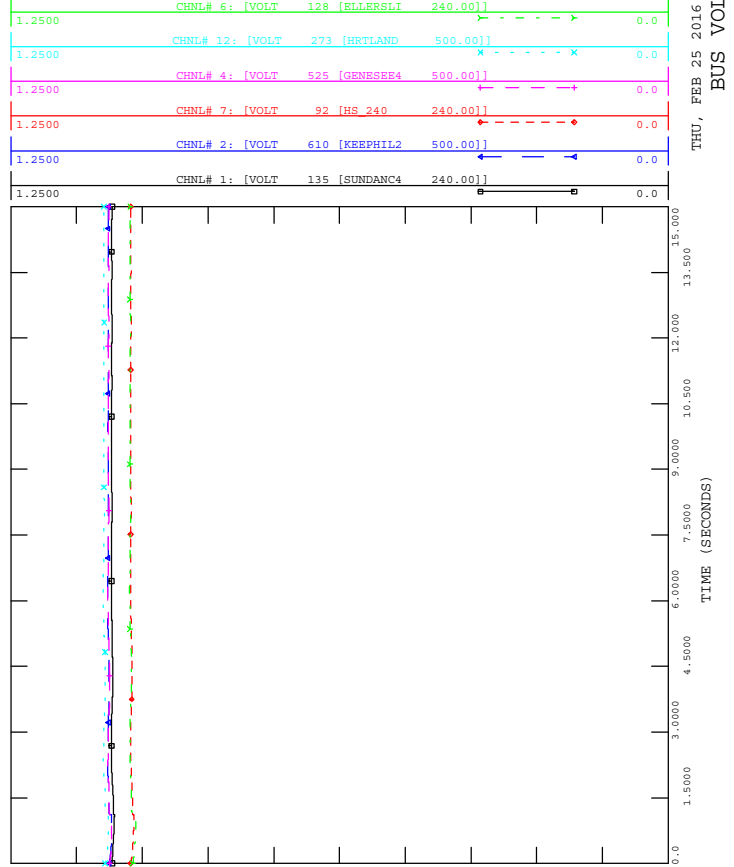
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 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out

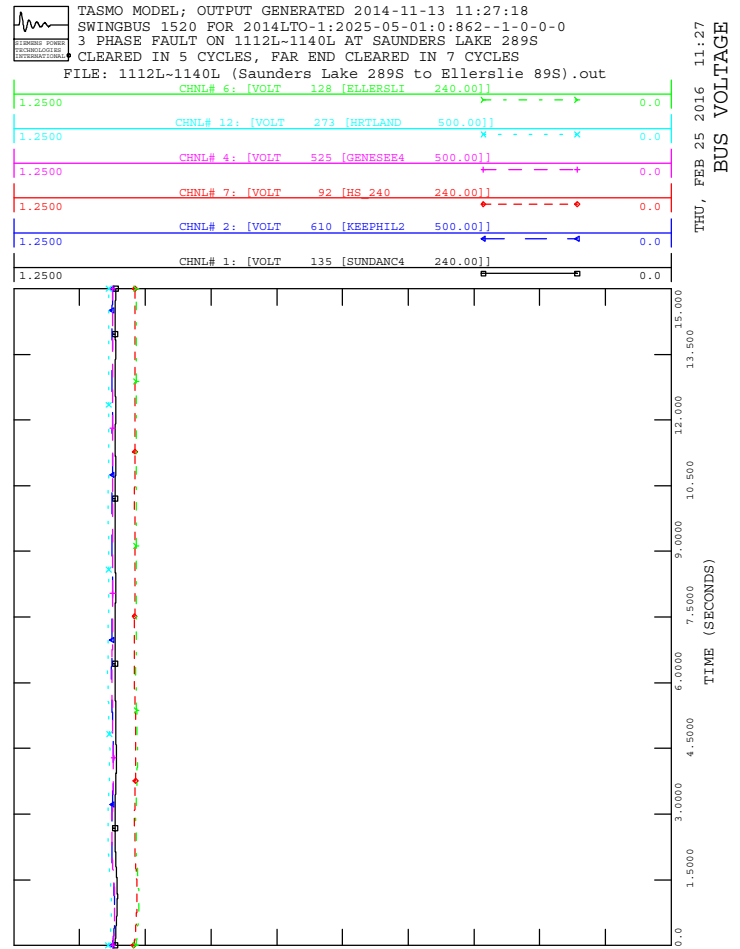
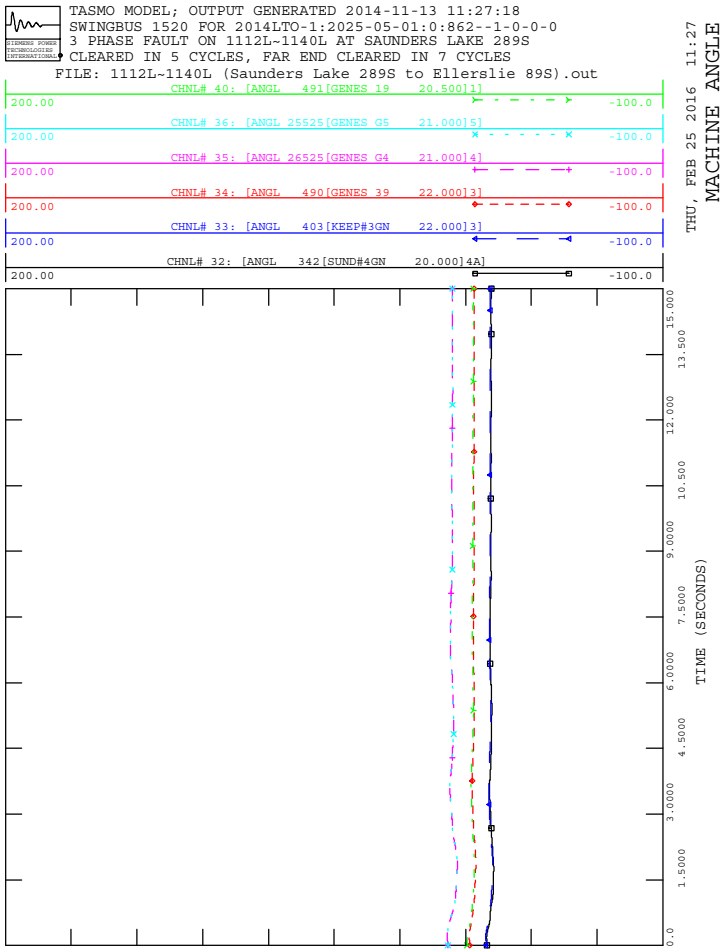
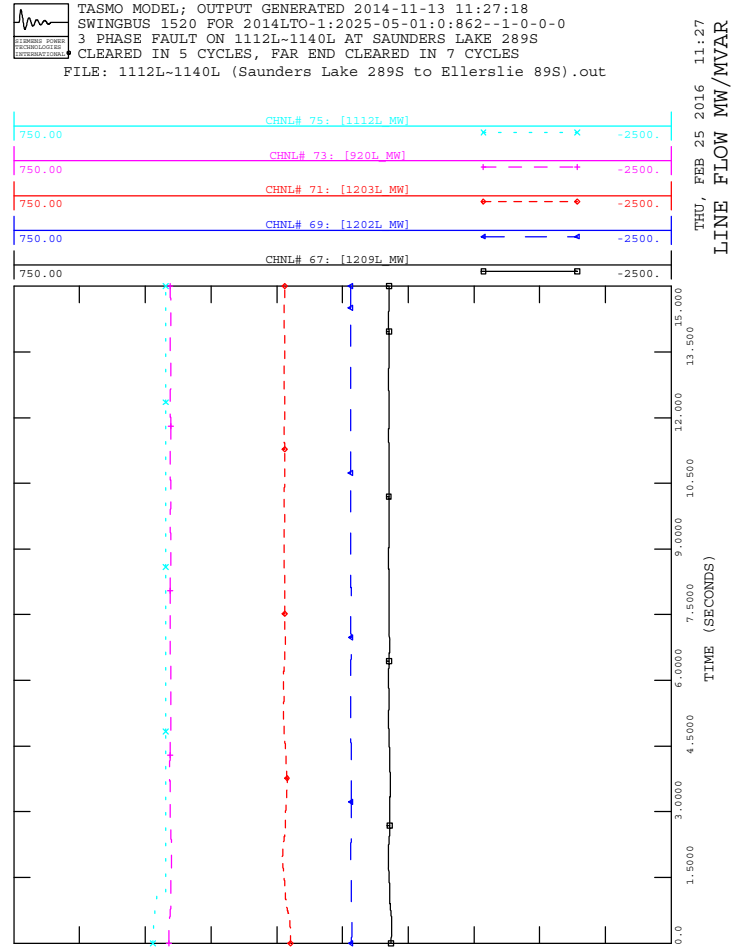
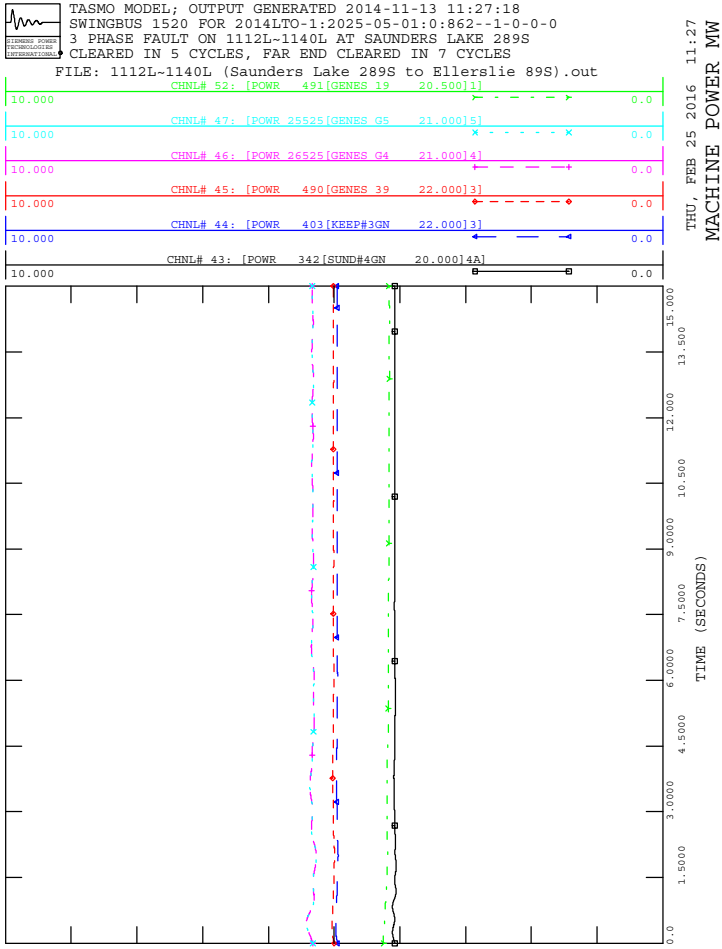


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 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



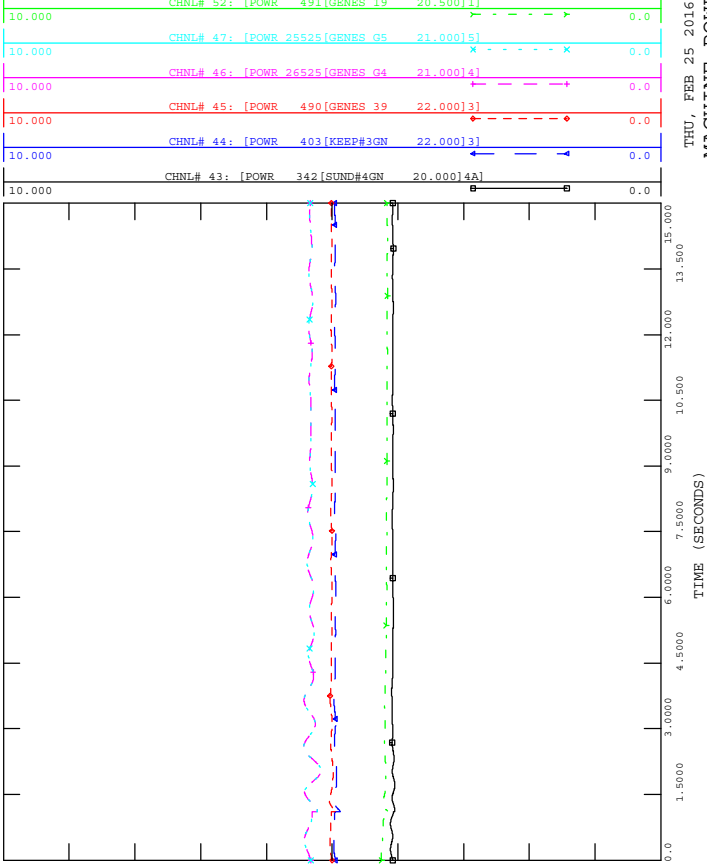
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 FILE: 1112L-1140L (Ellerslie 89S to Saunders Lake 289S).out



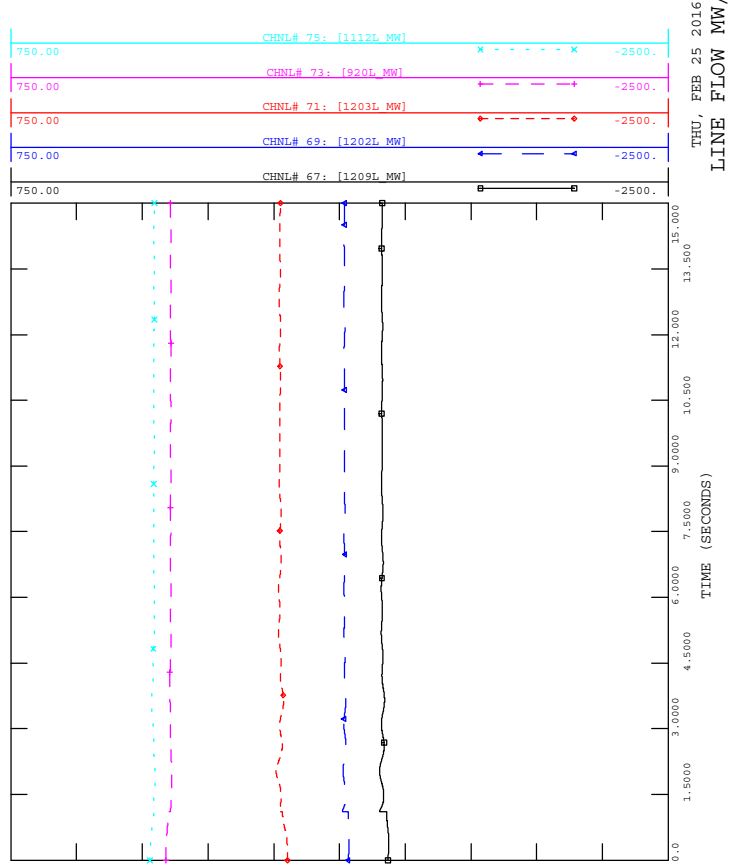




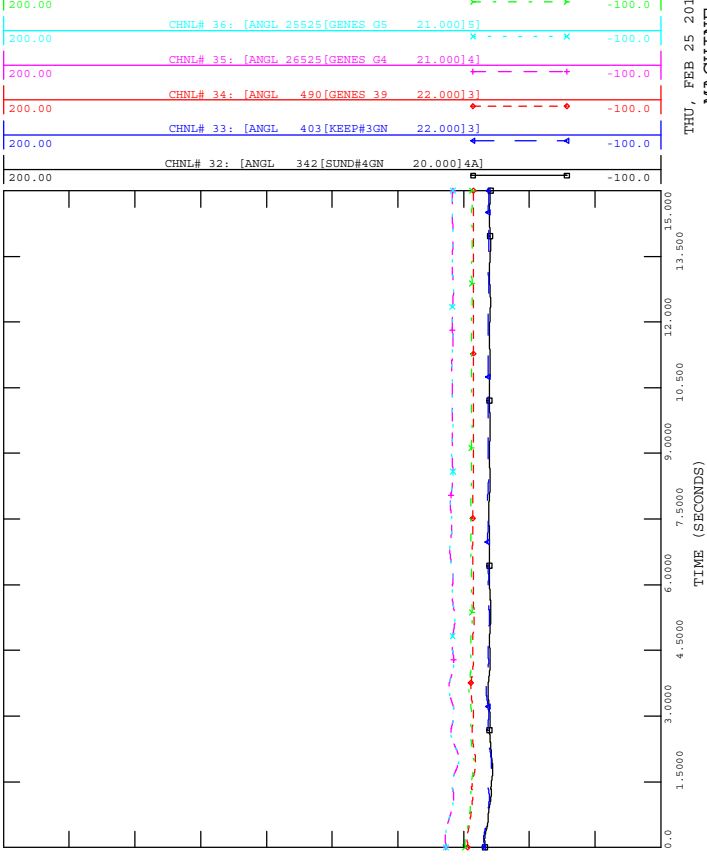
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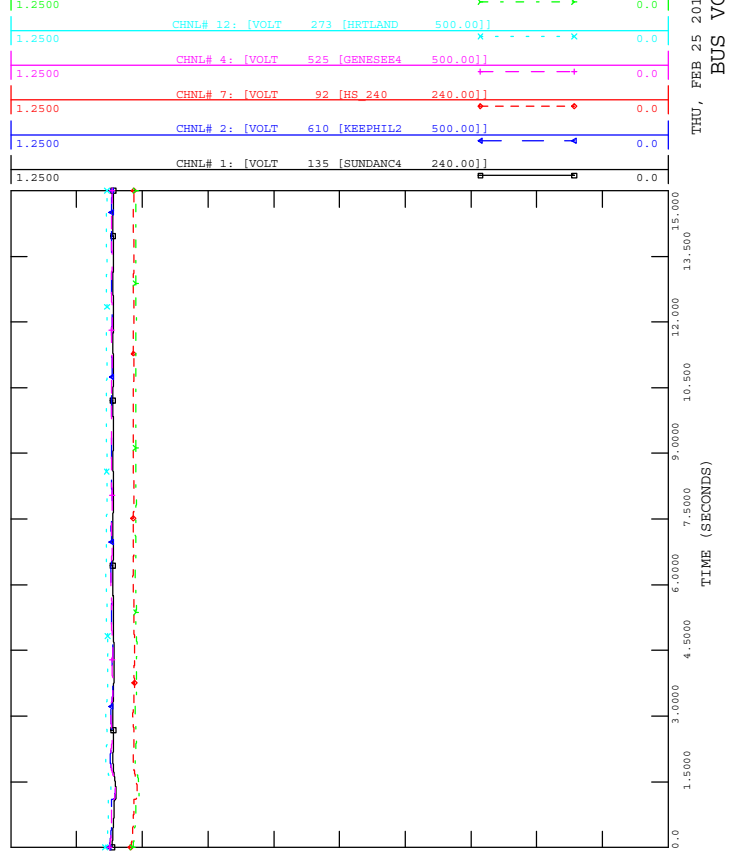
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 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out

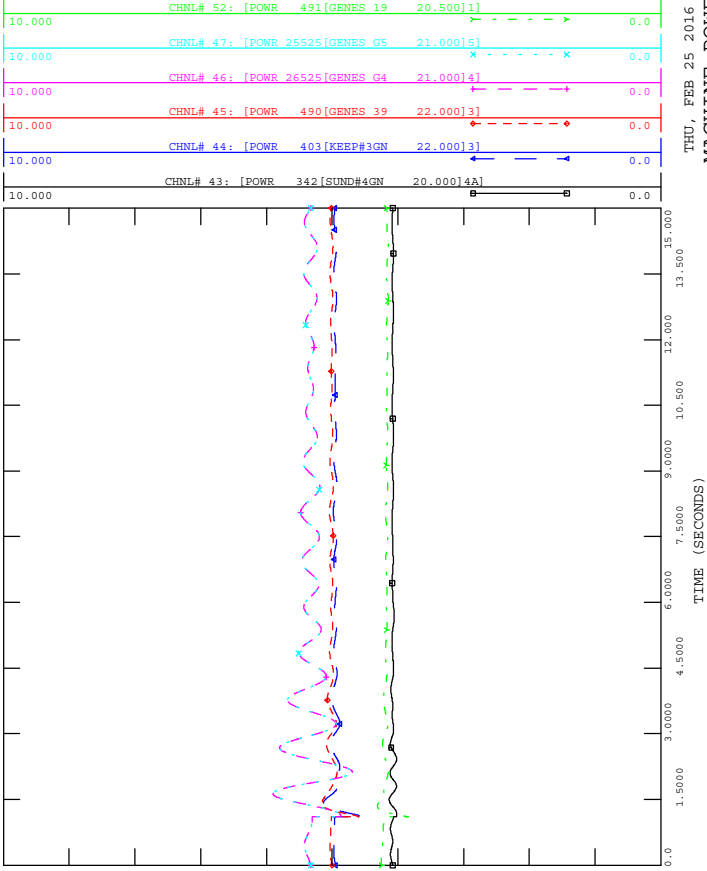


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 FILE: 1206L-1212L (Ellerslie 89S to Heartland 12S).out

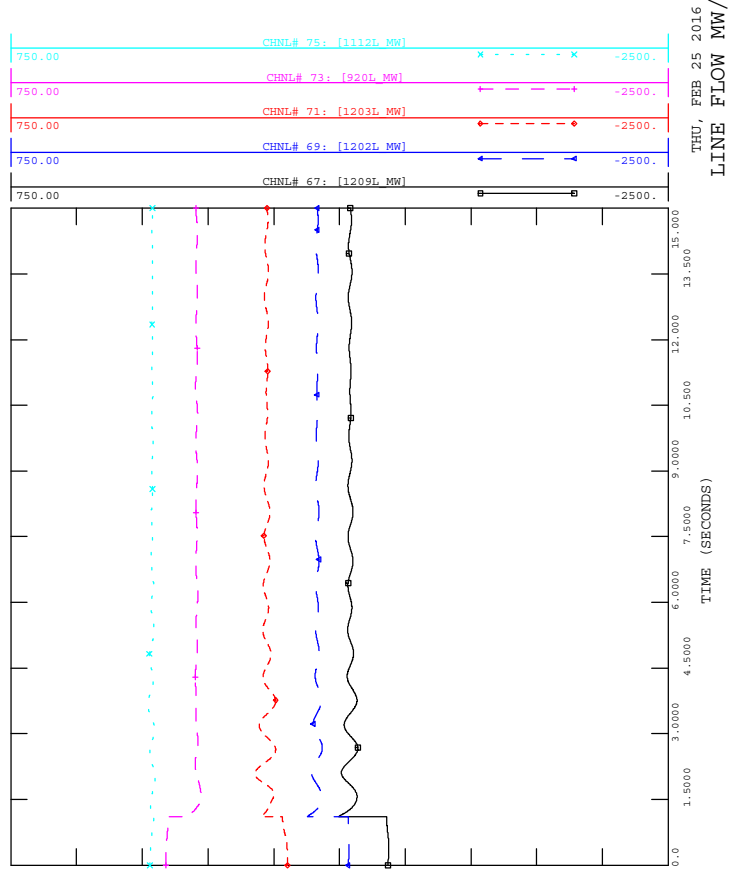




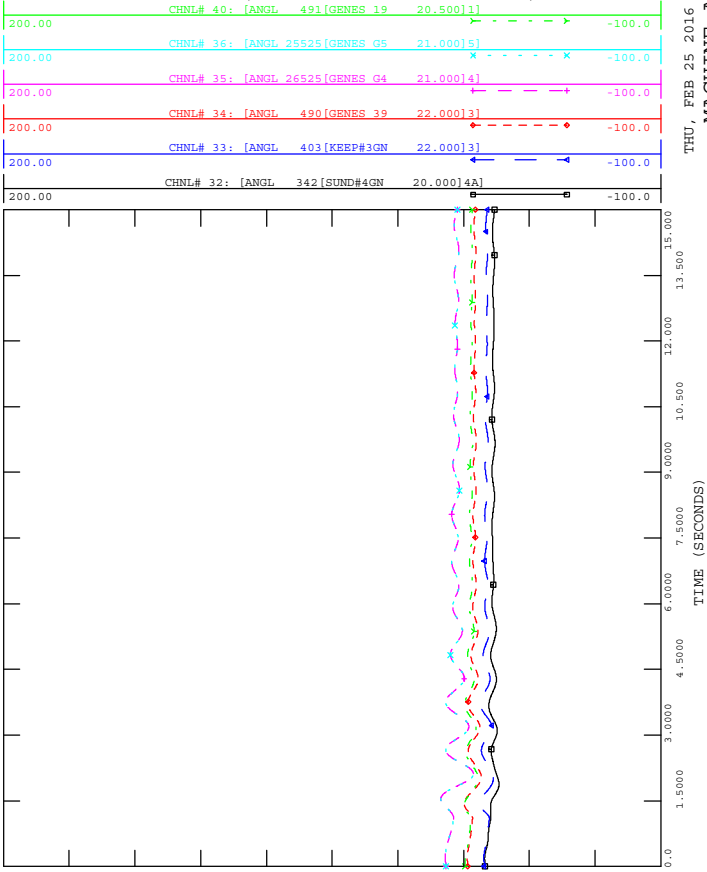
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 FILE: 1206L-1212L (Heartland 12S to Ellerslie 89S).out



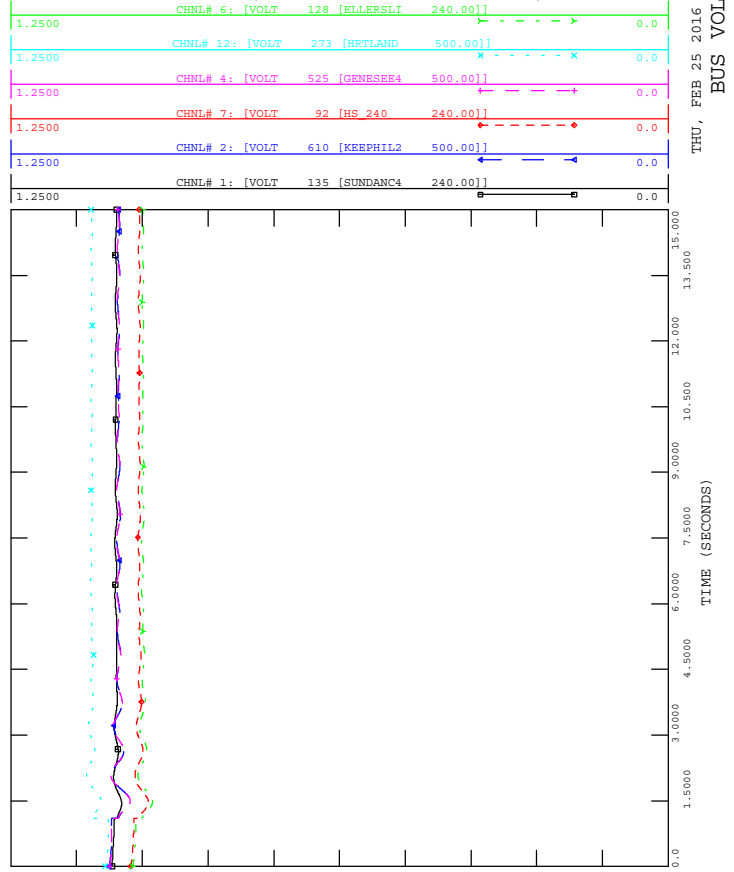
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 FILE: 1206L-1212L (Heartland 12S to Ellerslie 89S).out



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 3 PHASE FAULT ON 1206L-1212L AT HEARTLAND 12S
 CLEARED IN 4 CYCLES, FAR END CLEARED IN 6 CYCLES
 FILE: 1206L-1212L (Heartland 12S to Ellerslie 89S).out



Attachment G

Voltage violations for pre- and post-connection scenarios

Table 1: Voltage violations for Scenarios 1 and 6 (pre and post project for 2017SL)

Contingency	Monitored bus / substation	Base Voltage (kV)	Scn1_2017SL		Scn6_2017SL		Extreme Maximum Voltage (kV)	Extreme Minimum voltage (kV)
			Pre-contingency voltage (kV)	Post-contingency voltage (kV)	Pre-contingency voltage (kV)	Post-contingency voltage (kV)		
1046L (310P SUNDANCE to 338S CHERHILL)	488 (338S CHERHILLS)	240	260.98	267.41	260.8	267.16	264	216
	138 (69S NORTH BARRHEAD)	240	262.43	267.33	262.25	267.08	264	216
913L (69S NORTH BARRHEAD to 338S CHERHILL)	138 (69S NORTH BARRHEAD)	240	262.43	265.78	262.25	265.53	264	216
310PT3 (310P SUNDANCE)	138 (69S NORTH BARRHEAD)	240	262.43	264.76	262.25	264.35	264	216

Table 2: Voltage violations for Scenarios 2 and 7 (pre and post project for 2017WP)

Contingency	Monitored bus / substation	Base Voltage (kV)	Scn2_2017WP		Scn7_2017WP		Extreme Maximum Voltage (kV)	Extreme Minimum voltage (kV)
			Pre-contingency voltage (kV)	Post-contingency voltage (kV)	Pre-contingency voltage (kV)	Post-contingency voltage (kV)		
728L (353S PLAMONDON to 405S WAUPISOO)	392 (282S GRASSLAND ALPAC)	138	147.72	156.48	147.73	156.31	152	124

Table 3: Voltage violations for Scenarios 3 and 8 (pre and post project for 2017SP)

Contingency	Monitored bus / substation	Base Voltage (kV)	Scn3_2017SP		Scn8_2017SP		Extreme Maximum Voltage (kV)	Extreme Minimum voltage (kV)
			Pre-contingency voltage (kV)	Post-contingency voltage (kV)	Pre-contingency voltage (kV)	Post-contingency voltage (kV)		
728L (353S PLAMONDON to 405S WAUPISOO)	392 (282S GRASSLAND ALPAC)	138	150.22	157.67	149.38	156.94	152	124
	308 (242S FLAT LAKE)	138	147.17	156.5	146.43	155.88	152	124
	417 (405S WAUPISOO)	138	146.81	156.35	146.08	155.74	152	124
633L (56S BOYLE to 405S WAUPISOO)	392 (282S GRASSLAND)	138	150.22	155.78	149.316	154.836	152	124

	ALPAC)							
728L (353S PLAMONDON to 157S LAC LA BICHE)	392 (282S GRASSLAND ALPAC)	138	150.22	155.72	149.316	154.56	152	124

No voltage range criteria violations were observed for the rest of the studied scenarios.