

Safety Is the Most Important Element in Performing Duties

Speed Table

Miles per Hour	Time per Mile	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
23	2	36
25	2	24
27	2	12
30	2	0
32	1	52
35	1	43

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time a car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 times as great. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

Car Coupled at	Units of Destructive Force
1 mph	1
2 mph	4
3 mph	9
4 mph	16
5 mph	25
6 mph	36
7 mph	* Damaging 49
8 mph	64
9 mph	81
10 mph	100

Damage as a result of rough handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that rough handling can be reduced, often eliminated. It is hoped that this table will be helpful in your efforts to prevent rough handling. *Switch crews must function as a team.*

DM&E
DAKOTA, MINNESOTA & EASTERN RAILROAD CORPORATION

Brookings, S.D.

- R.F. Irwin Vice President Transportation
- S.R. John Transportation Superintendent
- J.B. Gabel Manager Stations and Customer Service
- L.J. Thorson Chief Engineer
- P.H. Sheldon Project Engineer
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Waseca, Minn.

- D.D. Dunn Trainmaster
- J.W. Zweep Manager Maintenance-East
- R.D. Srp General Foreman

Huron, S.D.

- K.R. Hatfield Trainmaster
- J.H. Appleman Chief Mechanical Officer
- J.A. Richmond Manager Quality Control
- R.E. Jorgensen General Car Foreman

Pierre, S.D.

- J.R. Woelfel Manager Maintenance-West



DAKOTA, MINNESOTA & EASTERN RAILROAD
TIMETABLE NO. 2

In effect at 0001, Central Standard Time

December 1, 1994

For the Information and Government of Employees Only

J.C. McIntyre
President

R.F. Irwin
Vice President Transportation

S.R. John
Transportation Superintendent

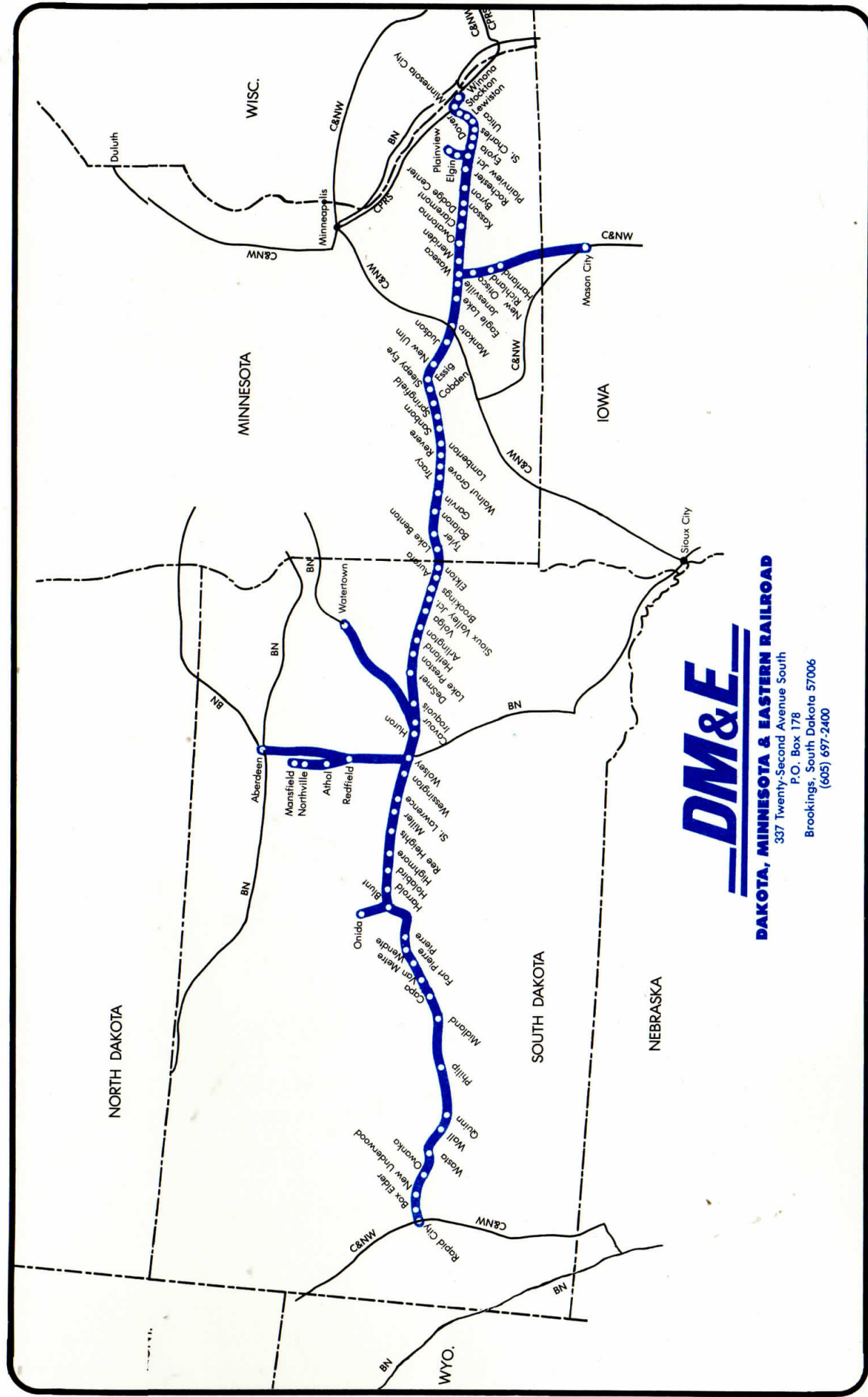


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WASECA SUBDIVISION

Sta No.	M i	Stations	M P	Sdg	Aux
00001	0.0	WINONA E Y	0.2	---	---
		1.5			
00015	1.5	× SOO CK	1.7	---	---
		2.1			
---	3.6	WINONA JCT. J Y	3.8	---	---
		2.1			
00057	5.7	MINNESOTA CITY	5.9	---	---
		5.4			
00111	11.1	STOCKTON	11.3	662	---
		7.1			
00182	18.2	LEWISTON Q	18.4	1977	---
		4.3			
00226	22.5	UTICA	22.7	661	---
		5.6			
00281	28.1	ST. CHARLES	28.3	1285	---
		8.6			
00367	36.7	EYOTA	36.9	1800	---
		1.0			
00377	37.7	PLAINVIEW JCT. J	37.9	---	---
		11.3			
00491	49.0	ROCHESTER Y B E	49.2	2120	---
		9.5			
00585	58.5	BYRON Q	58.7	1290	---
		5.5			
00637	64.0	KASSON	64.2	1956	---
		4.1			
00690	68.1	DODGE CENTER	68.3	4500	900
		8.1			
00762	76.2	CLAREMONT	76.4	1525	---
		11.7			
00879	87.9	OWATONNA × SOO S	88.1	1574	---
		8.2			
00961	96.1	MERIDEN Q	96.3	980	---
		6.2			
01023	102.3	WASECA Y B E K	102.5	---	---

*Compliance With
Operating Rules
and
Safety Instructions
Insures
Safe and Efficient
Operation*

SPEED RESTRICTIONS (IN MPH)

Maximum25
MP 88.0 SOO CrossingStop

YARD LIMITS:

Winona—Winona Jct.
MP 48.1—MP 51.0 (Rochester)
Waseca—MP 101.8

Waseca—All yard engines must obtain a track warrant prior to commencing tour of duty.

Rochester—Train crews must comply with GCOR Rule 5.8.2(11) when approaching Rochester Materials (ROMAC) Crossing, MP 52.2.

Rochester—Be governed by Form CP Procedures while operating on number six track at First Avenue Northwest.

Operation via SOO Line from Winona Jct. to CK. SOO Line dispatcher, Milwaukee, controls (414-278-8255). Eastward DM&E trains may occupy SOO Line yard track at Winona Jct. without authority from SOO Line dispatcher. Westward trains be governed by signal indication at CK. Maximum speed on SOO Line yard track is 10 MPH.

Operation via CNW between CK and Winona. CNW timetable and special instructions apply.

The following locations must be switched with GP power only:

Owatonna—Steele Rice
Dodge Center—North and South transfer
Rochester—Pine Island and Seneca lead

Look out for falling rock between MP 14.5 and MP 16.0 located between Stockton and Lewiston.

Normal position of junction switch at Plainview Jct. is for Waseca Subdivision.

HARTLAND SUBDIVISION

Sta No.	M i	Stations	M P	Sdg	Aux
01023	0.0	WASECA Y B E K	87.5	---	2500
		6.8			
60068	6.8	OTISCO	94.3	---	1575
		5.8			
60126	12.6	NEW RICHLAND	100.1	---	3900
		6.2			
60188	18.8	HARTLAND	106.3	---	3230
		12.7	107.0		
60315	31.5	ALBERT LEA CNW	252.7	---	---
		0.3			
---	31.8	SOO CROSSING	252.4	---	---
		0.7			
---	32.5	CURTIS	251.7	---	---
		5.8			
60386	38.3	GLENVILLE	245.9	---	---
		5.0			
60436	43.3	GORDON	240.9	5954	---
		5.0			
---	48.3	NORTHWOOD	235.9	---	---
		6.4			
---	54.7	KENSETT	229.5	---	---
		3.0			
---	57.7	MANLY YARD	226.5	---	---
		1.3	224.8		
60593	59.0	MANLY JCT.	48.4	---	---
		1.3			
---	60.3	MANLY	49.7	9000	---
		7.9			
60680	68.2	MASON CITY E	57.6	---	---

PLAINVIEW SUBDIVISION

Sta No.	M i	Stations	M P	Sdg	Aux
00377	0.0	PLAINVIEW JCT. J	1.0	---	---
		10.4			
70104	10.4	ELGIN	11.4	---	1659
		4.5			
70149	14.9	PLAINVIEW	15.9	---	3782

Block Register Territory. Register at Plainview Jct.

SPEED RESTRICTIONS (IN MPH)

Maximum25
Track ends at MP 16.0.

Elgin—Do not exceed 10 MPH over any grade crossing.

Rock and roll restrictions do not apply on Plainview Subdivision.

Normal position of junction switch at Plainview Jct. is for Waseca Subdivision.

SPEED RESTRICTIONS (IN MPH)

Maximum25

YARD LIMITS:

Waseca—MP 88.5

Between MP 107.0 and Mason City, DM&E operates over CNW trackage. CNW timetable and special instructions apply. CNW Spine Line dispatcher, Chicago, controls (312-633-4586).

Southward trains originating at Waseca, which operate on C&NW trackage, must obtain a CNW control document at Waseca.



- 1) Keep it CLOSE
- 2) Keep your upper body ERECT
- 3) Lift SMOOTHLY - Don't Jerk
- 4) DON'T Lift and Twist

TRACY SUBDIVISION

Sta No.	M i	Stations	M P	Sdg	Aux
01023	0.0	WASECA Y B E K	102.5	----	----
		5.4			
	5.4	HARVEST STATES COOP	107.9	----	3600
		5.0			
01127	10.4	JANESVILLE	112.9	----	1223
		9.7			
01224	20.1	EAGLE LAKE Q	122.6	----	761
		2.6			
01250	22.7	LIME SIDING	125.2	6629	----
		9.2			
01342	31.9	MANKATO Y E	0.0	----	----
		9.4			
01446	41.3	JUDSON	149.5	6084	2113
		15.8			
01604	57.1	NEW ULM Y B E Q	165.3	2247	----
		8.4			
01688	65.5	ESSIG	173.7	----	1741
		6.1			
01749	71.6	SLEEPY EYE	179.8	----	4370
		6.3			
01812	77.9	COBDEN	186.1	----	874
		4.1			
	82.0	HARVESTLAND COOP	190.2	----	5750
		3.0			
01883	85.0	SPRINGFIELD	193.2	----	2682
		7.2			
01955	92.2	SANBORN JCT. J	200.4	----	6864
		1.3			
01968	93.5	SANBORN Q	201.7	----	4000
		7.1			
02039	100.6	LAMBERTON	208.8	----	4150
		4.9			
02088	105.5	REVERE	213.7	----	1376
		5.3			
02141	110.8	WALNUT GROVE	219.0	----	2300
		7.6			
02217	118.4	TRACY Y B E Q W	226.6	----	3692

SPEED RESTRICTIONS (IN MPH)

Maximum25

YARD LIMITS:

Waseca—MP 105.0

(Mankato) MP 129.6—MP 2.4

(New Ulm) MP 163.4—MP 167.3

Tracy—MP 225.0

Waseca—All yard engines must obtain a track warrant prior to commencing tour of duty.

DM&E operates over CNW trackage between MP 129.5 and MP 2.9. CNW timetable and special instructions apply.

Mankato—When a train is standing at the Mankato depot and the bike path is blocked by cars, trainman or yardmaster must visually check the bike path to ensure there is no one between cars before train is moved.

Mankato—Be governed by Form CP procedures at Bird Street crossing (CNW MP 88.2) while operating Eastward only.

Spring switch at CNW MP 88.2 (DME connection). Rule 8.3 applies.

The following locations must be switched with GP power only:

Between Waseca and Janesville—Asphalt plant
New Ulm—Quarry track, Burdick industry track, Kraft Foods, NUFL, and grease plant

Between Essig and Sleepy Eye—Brown County Ag
Sleepy Eye—Del Monte and Mathowitz Construction clay pit

Spur track—Sanborn Jct. to MP 1.3 (Old Comfrey Sub-division).

*Stop Injuries
Before One
Stops You*

HURON SUBDIVISION

Sta No.	M i	Stations	M P	Sdg	Aux
02217	0.0	TRACY Y B E Q W	226.6	----	3692
		7.2			
02289	7.2	GARVIN	233.8	----	982
		5.8			
02347	13.0	BALATON	239.6	----	4473
		14.1			
02488	27.1	TYLER	253.7	----	6307
		7.8			
02566	34.9	LAKE BENTON Q	261.5	----	2519
		6.3			
02629	41.2	VERDI	267.8	----	2051
		6.6			
02695	47.8	ELKTON	274.4	5108	2274
		10.7			
02802	58.5	AURORA	285.1	----	3473
		5.8			
02860	64.3	BROOKINGS B C E K Q	290.9	----	3723
		3.4			
02894	67.7	SIOUX VALLEY JCT. W	294.3	----	3500
		3.1			
02925	70.8	VOLGA	297.4	----	3669
		10.9			
03034	81.7	ARLINGTON	308.3	----	3562
		5.5			
03089	87.2	HETLAND	313.8	----	1904
		7.2			
03161	94.4	LAKE PRESTON Q	321.0	----	2180
		8.6			
03247	103.0	DE SMET	329.6	3909	2400
		9.6			
03335	112.6	MANCHESTER	336.7	----	1900
		5.5			
03398	118.1	IROQUOIS	344.7	----	1452
		9.3			
03491	127.4	CAVOUR	354.0	----	1397
		8.8			
03579	136.2	HURON Y B E K Q	362.8	----	----

SPEED RESTRICTIONS (IN MPH)

Maximum25

YARD LIMITS:

Tracy—MP 228.0

Huron—MP 360.8

Brookings—Sexauer stub, Western Avenue spur, L.G. Everist stub, and 3M industry track must not be switched with engines in multiple.

Sioux Valley Jct. —Six-axle units must not be operated on west leg of the wye.

Spur track—Sioux Valley Jct. to MP 2.5 (Old Watertown Subdivision).

Huron—All yard engines must obtain a track warrant prior to commencing tour of duty.

*Obedience
To The Rules
Is Essential
To
Safety*

YALE SUBDIVISION

Sta No.	M i	Stations	M P	Sdg	Aux
03579	0.0	HURON B E K Q × DME G S	160.3 BN	----	----
		12.8	148.5 BN		
40600	12.8	YALE BN	147.5	----	----
		8.1			
40610	20.9	OSCEOLA	139.7	----	----
		4.4			
40620	25.3	BANCROFT	135.3	----	----
		12.1			
40630	37.4	WILLOW LAKE	123.2	----	----
		9.0			
40640	46.4	VIENNA	114.8	----	----
		6.9			
40650	53.3	HAZEL	107.4	----	----
		6.3			
40660	59.6	GROVER	101.0	----	----
		9.9			
40700	69.5	WATERTOWN	92.2	----	----

SPEED RESTRICTIONS (IN MPH)
 Maximum25
 Trains operate via BN between BN MP 148.5 (one mile west of Yale)-Watertown. BN timetable and special instructions apply.

REDFIELD SUBDIVISION

Sta No.	M i	Stations	M P	Sdg	Aux
03712	0.0	WOLSEY J A	BN 704.6	----	----
		Operation via BN between Wolsey and Redfield			
20332	33.2	REDFIELD J Q W	BN 737.8	----	----
		Operation via BN between Redfield and Aberdeen			
20740	74.0	ABERDEEN E	BN 778.6	----	----
	74.2	× BN	82.4	----	----

SPEED RESTRICTIONS (IN MPH)
 Maximum 10 mph on all DM&E yard tracks located in Redfield and Aberdeen.
 DM&E operates via BN trackage between Wolsey and Aberdeen (BN MP 705.0-MP 776.0). BN timetable and special instructions apply.
 Red board has been placed at MP 83.1.

ONIDA SUBDIVISION

Sta No.	M i	Stations	M P	Sdg	Aux
04479	0.0	BLUNT J W Y	115.1	----	----
		15.6			
10156	15.6	ONIDA Y	99.5	----	3450

Block Register Territory. Register at Blunt.
SPEED RESTRICTIONS (IN MPH)
 Maximum25
YARD LIMITS:
 MP 98.5-MP 99.8 (Onida)
 Blunt-MP 113.6
 Track ends at MP 98.5.
 Rock and roll restrictions do not apply on Onida Subdivision.

MANSFIELD SUBDIVISION

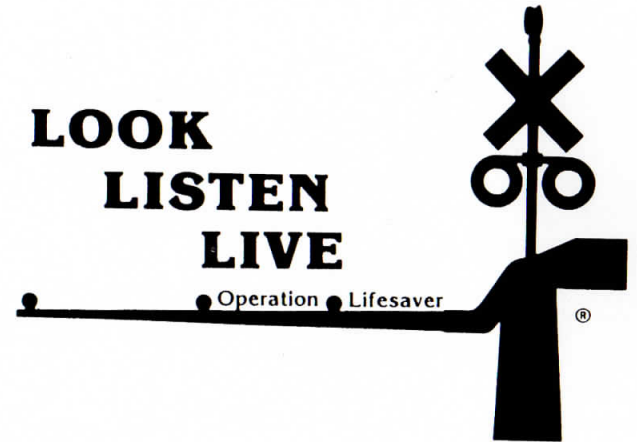
Sta No.	M i	Stations	M P	Sdg	Aux
20332	0.0	REDFIELD J Q W	40.2	----	13000
		10.0			
30100	10.0	ATHOL	50.2	----	1474
		10.4			
30204	20.4	NORTHVILLE	60.6	----	3500
		5.9			
30263	26.3	MANSFIELD	66.5	----	1922

Block Register Territory. Register at Redfield.
SPEED INSTRUCTIONS (IN MPH)
 Maximum25
 Between BN MP 737.8-DME MP 41.5 (Redfield) 10
 Track ends: (North) MP 66.9 (RED BOARD DISPLAYED)
 (South) MP 39.0 (RED BOARD DISPLAYED)

PIERRE SUBDIVISION

Sta No.	M i	Stations	M P	Sdg	Aux
03579	0.0	HURON Y B E K Q	362.8	----	----
		0.7			
	0.7	× DME g	363.5	----	----
		12.6			
03712	13.3	WOLSEY J	376.1	----	2150
		0.3			
	13.6	× BN A	376.4	----	----
		11.1			
03826	24.7	WESSINGTON	387.5	----	1144
		12.9			
03955	37.6	ST. LAWRENCE	400.4	----	4588
		2.5			
03980	40.1	MILLER B E Q	402.9	7200	2360
		10.5			
04085	50.6	REE HEIGHTS	413.4	----	1090
		11.8			
04203	62.4	HIGHMORE Q	425.2	5416	4200
		7.8			
04281	70.2	HOLABIRD	433.0	----	1860
		7.0			
04351	77.2	HARROLD	440.0	----	2283
		12.8			
04479	90.0	BLUNT J W	452.8	----	6580
		27.7			
04756	117.7	PIERRE Y B E Q	480.5	----	5600

SPEED RESTRICTIONS (IN MPH)
 Maximum35
 Wolsey-Pierre25
YARD LIMITS:
 Huron—MP 366.3
 MP 375.5-MP 377.3 (Wolsey)
 Pierre—MP 478.3
 Huron—All yard engines must obtain a track warrant prior to commencing tour of duty.
 Pierre—Main track switch at inside crossover switch located between Monroe and Harrison Avenues and Pierre service track switch that goes to engine stub track may be left lined as last used per Rule 8.3.
 Rock and roll restrictions per special instructions do not apply on Pierre Subdivision.
 Wolsey: Normal position of junction switch is for Pierre Subdivision.
 Blunt: Normal position of junction switch is for Pierre Subdivision.
 Wolsey Automatic Interlocking:
 Eastward trains are governed by the absolute signal at MP 376.5. There is a fixed approach signal at MP 376.9.
 Westward trains are governed by the absolute signal at MP 376.4. There is a fixed approach signal at MP 375.7.
 Approach signal: Train must approach next signal prepared to stop short of signal.



PRC SUBDIVISION

Sta No.	M i	Stations	M P	Sdg	Aux
04756	0.0	PIERRE B E Q Y 3.9	480.5	6087	23821
04795	3.9	FT. PIERRE Y 18.9	484.4	----	3100
04984	22.8	WENDTE 9.6	503.3	----	325
05080	32.4	VAN METRE 10.5	512.9	----	1256
05185	42.9	CAPA 9.8	523.4	----	1871
05283	52.7	MIDLAND Q E 26.5	533.2	----	4506
05548	79.2	PHILIP B E Q 24.9	559.7	2629	4126
05797	104.1	QUINN 6.4	584.6	----	1645
05861	110.5	WALL E Q W 14.0	591.0	3897	3442
06001	124.5	WASTA 10.3	605.0	----	3506
06104	134.8	OWANKA 13.7	615.3	----	2580
06241	148.5	UNDERWOOD 11.6	629.0	----	1706
06357	160.1	BOX ELDER 10.7	640.6 649.0	----	2063
06464	170.8	RAPID CITY B Y E Q	CNW 97.1	----	----

WESTWARD

EASTWARD

SPEED RESTRICTIONS (IN MPH)

Maximum 25
MP 649.2—Jct. Switch Stop

YARD LIMITS:

Pierre—MP 486.0
MP 646.7—Rapid City
DM&E operates over CNW trackage between MP 649.0 and Rapid City. CNW timetable and special instructions apply.
Wall—Position of main track switch at west end of siding may be left lined and locked for route last used in accordance with Rule 8.3.
Wall—Not more than one unit may be handled on the wye track at a time.
Rapid City—Normal position of junction switch is for CNW track.
Spur track—Box Elder to Ellsworth Air Force Base.
MP 606.5—Birdsall spur track (150 feet long).



- 1) Keep it **CLOSE**
- 2) Keep your upper body **ERECT**
- 3) Lift **SMOOTHLY** - Don't Jerk
- 4) **DON'T** Lift and Twist

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SPECIAL INSTRUCTIONS

Additions, applications, and revisions of definitions relating to the General Code of Operating Rules are contained herein. Employees must be conversant with these changes and refer to them as well as to the General Code of Operating Rules when using this timetable.

The following rules and special instructions are in effect: General Code of Operating Rules, DM&E Safety and General Rule Book, DM&E Air Brake and Train Handling Rule Book, DM&E Rules Governing and Handling of Hazardous Materials Pamphlet, and D.O.T. Emergency Reponse Guidebook.

Station names on a subdivision page printed in *italics* are for information or clarity purposes only. Auxiliary track lengths are noted and may be used in track warrants, track bulletins and general orders.

Central Standard Time is in effect on all subdivisions.

Track Warrant Control in effect on all subdivisions unless otherwise indicated.

Maximum weight on all subdivisions is 263,000 pounds.

Minimum flagging distance on all subdivisions is one mile unless otherwise indicated.

Rule 5.4.4 applies on all subdivisions.

Train Location Reports (line ups) will be issued for the Waseca, Hartland, Tracy, Huron, Pierre and P.R.C. Subdivisions only and will be issued by and over the signature of the Operation Supervisor.

Lengths of sidings and auxiliary tracks are shown in feet and are measured switch to switch.

ADDITIONAL SPEED RESTRICTIONS

- (A) Do not exceed 10 MPH while operating on the main track within yard limits, on designated sidings or on spur tracks.
- (B) Do not exceed 5 MPH when operating on yard tracks and industry tracks and within designated engine or car servicing facilities.
- (C) A train must not exceed 5 MPH through a crossover, turnout, or diverging route at a junction.
- (D) Trains handling scale test cars unless otherwise provided—25 MPH.
- (E) Cranes or pile drivers—30 MPH.
- (F) Loaded welded rail trains—30 MPH.
- (G) Restrictions due to temperature:

Trains must not depart terminals when temperature is, or is expected to be in excess of 90 degrees unless authorized by an officer.

Trains must not operate when temperature is, or is expected to be above +99 degrees unless authorized by an officer, who will also indicate maximum speed.

Track bulletins will not be issued relative to the above restrictions. Temperature may be obtained from the communicating offices. Conductors and engineers are responsible to make every effort to ascertain temperature.

EQUIPMENT HANDLING INSTRUCTIONS

- (A) Scale test cars must not be moved in trains without authority from Operation Supervisor.
- (B) Scale test car CNWX 263627 must move as rear car.
- (C) Continuous welded rail (CWR) equipment consists of 26 permanently coupled flat cars with a buffer at each end. Buffer cars may consist of an empty gondola or flat car, tie down car, threader, or idler car. CWR equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative. They must not be switched with, or cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars. CWR equipment must not be combined with other cars, except that 10 additional cars such as outfit cars, cars of track material or related items may be handled behind the CWR equipment when authorized by Operation Supervisor.

When authorized by Operation Supervisor, CWR empty equipment may be handled with other cars, but total consist must not exceed 80 cars. CWR equipment must be handled at the rear of the train.

- (D) Jordan ditchers or flangers moving dead in train must be headed in direction of movement, when possible, with wings trailing.
- (E) When locomotive crane or pile driver is moved on its own wheels in any train, the boom must be trailing and counterweight leading. Pile driver leads must be folded back and secured. The cotter key or nut at the bottom of the center pin in the trailing truck of these machines must be removed, when truck is so equipped. These machines must be placed as the rear car.
- (F) Cars marked **REAR END ONLY** may be placed within five cars of the rear of the train.
- (G) **WHEN A TRAIN IS HANDLING A SNOW PLOW AHEAD OF ENGINE, THE FOLLOWING GOVERNS:**
 1. Train must be stopped prior to meeting or being passed by another train.
 2. No other train or engine may be permitted within the same track warrant limits.
 3. Train must not exceed 20 MPH through stations, yards, and interlockings, and whistle signal 5.8.2(11) sounded frequently.
 4. When using wedge plows, personnel in charge must know that the point of the snow plow clears the rail properly (two inches). Wedge plows must be stopped before passing over derails within interlockings and then proceed at a slow speed to permit snow plow to slide over same.
 5. When entering snow drifts where there is a possibility of ice existing, particular attention must be given to the facing of the drift, cleaning of flangers, etc., to allow the snow plow to go under the ice instead of over.
 6. The forward end of the snow plows mounted on ballast or gondola cars is equipped with a shoe

especially designed to prevent the cutting edge of the snow plow from being forced down upon the rail. Because this shoe will not clear guard rails of a self-guarded frog or switch, movement over frogs or switches must be made safely and at a slow speed.

- 7. The snow plow and engine alone must be used when snow conditions require.

DEFINITIONS

Spur Track: A track other than a main track designated by timetable or general order.

CP Procedures: CP Procedures are for inoperative or damaged automatic crossing warning devices.

Trains notified to "Be governed by CP Procedures" at a location designated by general order, track warrant, or track bulletin must not obstruct the crossing until it is known that automatic crossing warning devices are operating or vehicular and pedestrian traffic has stopped or that a member of the crew is on the ground at the crossing to provide warning. Train may then proceed at restricted speed until crossing is occupied by engine or lead car of movement sounding whistle signal 5.8.2(11).

LU Procedures: When a train is to be operated in advance of that time shown on a line-up, the movement must be protected with the words, "Be governed by LU Procedures," in Item 17 (Other Specific Instructions) on the track warrant form.

Trains receiving the above instructions must not exceed 30 MPH at any location and must not exceed 20 MPH or as much slower as conditions require when visibility is restricted by curves or other conditions and sound whistle frequently.

Rock and Roll Restrictions: The critical speed range where cars may rock and roll is 12 to 22 MPH. On tracks where the maximum speed is less than 22 MPH, speed must not exceed 12 MPH except:

- A. When engine is operating at its maximum;
- B. When approaching and operating on an ascending grade where train may stall; and
- C. When good train handling would be impaired.

On track where the maximum speed is more than 22 MPH, the speed range of the 12 to 22 MPH must be passed through as quickly as possible. The engineer must notify other crew members when preparing to pass through this speed range and train must be watched closely.

These procedures do not apply to trains operating on continuous welded rail (CWR).

RULE CHANGES

Rule 1.17A—Hours of Service Law (Addition)

Train crews must contact the Operation Supervisor not less than two hours prior to expiring under the Hours of Service Law for instructions, including but not limited to, transportation to their tie up point.

Rule 1.3.3—Rules Regulations and Instructions Hazardous Materials (Addition)

Placarded cars shall not be placed as the rear car of a train.

At least one non-placarded car shall be placed at the rear of the train. These instructions apply to through freights and not designated wayfreights.

Rule 1.34—Flat Spots (Addition)

An engineer receiving an engine with flat spots will notify the Operations Supervisor and make an entry on the Enroute Engine Exception Report. Locomotives must not be set out without authority from the Operation Supervisor.

Rule 1.44—Duties of Train Dispatchers

On the DM&E, Train Dispatchers are titled Operation Supervisors.

Rule 3.0—Standard Time

Military time will be used on train sheets, track warrants, track bulletins and line-ups.

Rule 3.1—Standard Clocks (Addition) Uniform Time Act of 1966

At 0200 on the first Sunday in April each year, Standard Time is advanced one hour to 0300.

At 0200 on the last Sunday in October each year, Standard Time is set back one hour to 0100.

Watches and clocks must be changed accordingly.

Track bulletins advising the time change must be issued to conductors and engineers not less than 24 hours prior to the change.

Rule 4.3—Timetable Characters (Addition)

The following letters placed in the timetable station column indicate:

- A—Automatic interlocking
- B—Bulletin board
- C—Office open continuously
- E—Track warrants, track bulletins and line-ups by electronic transmission
- G—Gate, normal position against this subdivision
- g—Gate, normal position against conflicting route
- J—Junction
- K—Standard clock
- Q—Radio installation
- S—Railroad crossing at grade protected by stop signs
- W—Wye track
- X—Railroad crossing
- Y—Yard limits

Glossary—Abbreviations (Addition)

- Ave—Avenue
- CP—Crossing Protection (change)
- CSC—Customer Service Center
- LU—Line-up
- P/U—Pickup
- S/O—Set out
- XCH—Empty covered hopper

Rule 5.4.1—Temporary Restrictions (Exception)

Yellow flags will not be displayed in conjunction with speed restrictions by track warrants, track bulletins, or general order.

Rule 5.4.4 (Addition) Authorized Protection by Yellow or Yellow-Red Flag

Torpedoes and flags must be displayed in accordance with track flagging chart E10(c)

Rule 5.5 does not apply on the DM&E

Rule 5.8.2—Sounding Whistle (Addition)

The whistle must be sounded regardless of any anti-whistling ordinance when there is doubt or uncertainty as to whether or not the whistle should be used.

Regardless of any ordinance prohibiting sounding of whistle, train and engines shall sound whistle in emergencies to save life or property, and:

1. When a situation of danger arises which may be lessened or eliminated by the sounding of the whistle.
2. When person(s) are seen crossing the tracks, or walking on the track of your train or engine, or an adjacent track.
3. When view is restricted by weather, curvature of track, or any other unusual condition.
4. When necessary for train communication, and
5. When required by other operating rules or special instructions.

Rule 6.19 B and C (Correction)

Both rules should read "more than half the maximum authorized speed" instead of "more than half the maximum timetable speed."

Rule 6:20—Portion of Train Left on Main Track (Addition)

When the return movement is more than one mile and is made with the engine only, it must be controlled from the leading unit of the engine consist in the direction of movement when practicable.

Rule 6.23—Emergency Stop or Severe Slack Action (Addition)

In caboosless train operation, the initial and number of the car on which the rear end train device or marker is applied must be ascertained by the conductor. If rear end train or marker is missing, it must be determined that the train is complete before proceeding.

Rule 6.31 (Addition)

Applies when acting as a pilot for on-track equipment and also applies whether or not an officer is present or who is operating the train or on-track equipment.

When an inspection train is made up of passenger type equipment, the officer in charge of the inspection trip may authorize higher maximum speeds that those prescribed by timetable, general order, or track bulletin.

Rule 6.32.2—Automatic Crossing Devices (Addition)

Crossing warning devices are actuated by trains, engines or cars occupying the track for a pre-determined distance each side of the crossing.

A through movement will cause the devices to operate until the rear of the movement has passed over the crossing. If the movement reduces speed, stops, or leaves car(s) in the circuits and performs switching, such movement must thereafter proceed at a slow speed and will not foul crossing until automatic devices are operating a sufficient time to warn motorists or a member of the crew takes a position on the ground at the crossing to provide warning.

Where "CROSSING RESTART" signs are provided, train

and engine movement must stop with the leading wheels clear of the restart sign which pertains to the direction of movement or the device will not be reactivated.

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossings with automatic devices will not obstruct crossings until warning device is operating a sufficient time to warn traffic or a member of the crew takes a position on the ground at the crossing to warn traffic.

Under no circumstances will any portion of a car be spotted, or set out, between the crossing and insulated rail joint nearest the crossing on that track.

Some crossings are provided with a manual control push button switch contained in RED boxes mounted at or in the vicinity of the crossing on instrument cases, posts, etc.

When train or engine movement has activated the device and conditions require and warrant releasing highway traffic, the RED push button marked "RAISE" may be used to stop the devices from operating. Whenever the RED "RAISE" button has been used, a crew member must remain in the control box if crossing may be fouled by another movement until the BLACK push button marked "CANCEL" is pushed and box closed and locked.

Rule 7.0—Switching (Addition)

The ideal train make-up places the heavy cars closest to the engine and the lighter cars toward the rear of the train.

If large blocks of heavy loads cannot be handled in the front half of the train, the conductor must advise the engineer of the following:

1. Location of large blocks of loads.
2. Location of large blocks of empties.
3. Location of 80-foot or longer cars.

In the make-up and handling of unit grain and ballast trains, empty cars must not be interspersed with loaded cars. If necessary for loading point to not load a car that is part of a unit shipment, that car must be switched out.

Rule 7.4—Precaution for Coupling or Moving Cars or Engines (Addition)

High-cube cushion underframe cars and TTX flat cars must not be left standing on turnouts. When such cars are to be left on tracks, they must be shoved a sufficient distance from the turnout to permit coupling safely with another one of these cars. Single empty ore hoppers must not be handled between these cars account possibility of being lifted off center when moving through turnouts.

Freight cars 80 feet or longer must not be coupled to empty freight cars 39 feet or shorter to avoid possibility of derailment due to buildup of lateral and vertical forces caused by throttling or braking procedures, and track characteristics.

Rule 7.6—Securing Cars or Engines (Addition)

When tank cars with non-congealed lading are set over in switching operation, the lading has a tendency to slosh within the car, possibly causing the car to move after it has been set over. The use of blocking alone is not sufficient to hold these cars. In such cases, cars detached from other cars or set over must be secured with sufficient hand brakes, and, if necessary, wheels blocked.

CLEARANCE LIMITS

Maximum width and height of loaded or empty cars that will pass in safety over the main tracks listed below:

ROUTES For Points Between	Height Above Top Of Rail								
	8'		9'		10'		11'6"		
	Width	Width	Width	Width	Width	Width	Width		
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	
Winona and Eyota	.20	6	20	6	20	6	20	6	20
Eyota and Waseca	.21	9	21	9	21	9	21	9	21
Waseca and Mankato	.21	6	21	3	20	6	19	3	
Mankato and Sleepy Eye	.21	6	21	3	20	6	19	3	
Sleepy Eye and Sanborn	.22	0	22	0	22	0	22	0	
Sanborn and Huron	.20	0	19	6	19	0	18	3	
Huron and Ft. Pierre	.21	3	20	6	19	9	19	0	
Ft. Pierre and Rapid City	.17	6	17	0	16	9	16	3	
Albert Lea and Waseca	.21	0	21	0	21	0	21	0	
Wolsey and Aberdeen via BN	.20	0	20	0	20	0	19	3	
Blunt and Onida	.22	0	22	0	22	0	22	0	
Redfield and Mansfield	.22	0	22	0	22	0	22	0	
Eyota and Plainview	.22	0	22	0	22	0	22	0	
Huron and Watertown via BN	.20	0	20	0	20	0	19	3	

Width of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines.

Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.

Width of 11 ft. 6 in. may be extended down to 3 ft. 6 in. above top of rail on all lines.

ADDITIONAL CLEARANCE AND WEIGHT RESTRICTIONS

- (A) Loads exceeding 220,000 lbs. gross weight must have wheels of 36 inch diameter or be on cars with six or more axles.
- (B) The following cars must have written clearance authority:
 1. Loaded or empty cars exceeding 17 feet high above top of rail, except open cars loaded with automobiles.
 2. Loaded or empty cars exceeding 11 feet 6 inches wide.
 3. Cars of 35 feet or less in length, except ore cars.
 4. Cars under 40 feet in length having a gross weight over 220,000 lbs.
 5. Cars of greater weights and dimensions than shown for the line specified in the preceding tables or shown on the subdivision page.
- (C) Cars having maximum gross weight over 263,000 lbs. to 315,000 lbs. uniformly loaded at least 64 feet 8 inches over strikers may be carried on two-axle trucks with maximum axle spacing to 6 feet 9 inches and 38 inch diameter wheels or three axle trucks.
- (D) Trainmen and yardmen must know and will be held responsible that cars do not exceed the indicated weight, width and height before placing them in trains or hauling them over the line.

Rule 8.2—Position of Switches (Addition)

When a train or cars have been standing unattended over a switch not protected by a switch lock, inspection must be made to ascertain that the switch is properly lined for the route being used before the train or cars is moved against the facing points of the switch.

Rule 8.3—Main Track Switches (Addition)

At locations specified in special instructions or general order, switches may be left lined and locked for route last used. Train and engine movements must approach these locations prepared to stop short of the switch.

Rule 8.13—Scale Track Switches (Addition)

Unless otherwise specified:

1. Engines must not be operated over live rails of scale tracks.
2. Non-weighing movements over the live rails of scale tracks are prohibited.
3. Cars, locomotives, or other equipment must not be stored on a scale track.

Rule 8.20—Derail Location and Position (Addition)

Except at interlockings, red posts will identify the location of derails not equipped with derail operating stands which have targets and/or lamps. Where there is no derail on tracks leading to main track, yellow post will identify the location of fouling point.

Rule 9.12.3—Automatic Interlocking (Addition)

At a signal displaying a stop indication, in addition to complying with the instructions in the release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after thorough understanding has been had with the crew of the train on the conflicting route.

Rule 14.9—Copying Track Warrant (Addition)

When track warrants and track bulletins are verbally issued and repeated, the time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced, then spelled.

Rule 14.10—Track Warrant in Effect (Addition)

Unless otherwise instructed, conductors and engineers must place track warrants and track bulletins that are no longer in effect in proper waste receptacle.

**COMPANY MEDICAL EXAMINATIONS/
MEDICAL SERVICES**

All company employees who have been off work over thirty days because of illness, injury, or disciplinary procedures must have a return-to-work examination performed prior to their return to work. Those employees off under thirty days can also be sent for an examination at the local supervisor's discretion. Listed below are the names and addresses of physicians who have indicated that they would be able to perform such return-to-work examinations:

Minnesota

- Mankato Occupational Health Resources
501 Holly Lane 507-625-8282
- New Ulm New Ulm Clinic 507-354-4101 or
1217 8th N. St. 1-800-795-1211
- Rochester Olmsted Medical and Surgical Group
210 9th St. SE 507-288-3443
- Tracy Apostol Clinic
249 5th St. E. 507-629-4840
- Waseca Waseca Family Physicians
501 N. State St. 507-835-3110
- Winona Winona Clinic
420 E. Sarnia St. 507-454-3680

South Dakota

- Brookings Brookings Medical Clinic
400 22nd Ave. 605-692-6236
- Huron Tschetter-Hohm Clinic
455 Kansas Ave. SE 605-352-8767
- Philip Mangulis, G.J., MD
507 W. Pine, Box 550 605-859-2566
- Rapid City Black Hills Family Practice
920 Columbus 605-348-2273
- Watertown Bartron Clinic
320 7th Ave. SE 605-886-8471

EMERGENCY PHONE NUMBERS

	Ambulance 911	Fire Dept. 911	Police Dept. 911
Aberdeen, SD	605-225-4800	605-225-4800	605-225-4800
Albert Lea, MN (Freeborn County Sheriff)	507-373-4446	507-373-3131	507-373-2034
Arlington, SD	605-983-5301	605-983-5301	605-983-5421
Athol, SD	605-472-1110	605-472-2220	605-472-1220
Blunt, SD	605-224-5875	605-962-6333	605-962-6274
Box Elder, SD	605-341-3100	605-394-4135	605-394-2151
or	605-341-1112	***	605-394-2151
Brookings, SD	605-692-2115	605-692-6323	605-692-2113
Capa, SD	605-669-2362	605-669-2362	***
DeSmet, SD	605-854-3329	605-854-3336	605-854-3731
Dodge Center, MN	507-374-2100	507-374-2100	507-374-2100
Fort Pierre, SD	605-224-5876	605-223-3506	605-223-2506
Highmore, SD	605-224-5876	605-852-2333	605-852-2399
Holabird, SD	605-224-5876	605-852-2333	605-852-2399
Huron, SD	605-352-8244	605-352-6467	605-352-6467
Iroquois, SD	605-546-2288	605-546-2288	605-352-1446
Lake Preston, SD	605-847-4451	605-847-4403	605-847-4444
Lamberton, MN	507-752-7116	507-752-7311	507-752-7971
Mankato, MN	507-387-5601	507-387-5601	507-387-5601
Mansfield, SD	605-472-1110	605-472-2220	605-472-1220
or	605-225-4800	605-225-4800	605-225-4800
Midland, SD	605-859-2511	605-859-2532	605-859-2854
Miller, SD	605-853-2421	605-853-2407	605-853-2400
New Ulm, MN	507-354-8838	507-354-5215	507-354-2126
Northville, SD	605-472-1110	605-472-2220	605-472-1220
Onida, SD	605-224-5875	605-258-2600	605-258-2626
Owanka, SD	605-754-9900	***	605-394-6113
or	605-279-2424	***	(Sheriff)
Owatonna, MN	507-451-8230	507-451-8230	507-451-8230
Philip, SD	605-859-2511	605-859-2646	605-859-2850
Pierre, SD	605-224-5875	605-224-7333	605-224-6353
Plainview, MN	507-534-3020	507-534-2222	507-534-2441
Rapid City, SD	605-394-4131	605-394-4131	605-394-4131
Ree Heights, SD	605-853-2421	605-943-5511	605-853-2400
or	***	605-943-5521 (Day)	
or	***	605-943-5542 (Night)	
or	***	605-943-5532 (Night)	
Rochester, MN	507-288-2407	507-285-8963	507-285-8300
Sanborn, MN	507-723-4215	507-648-3456	507-648-3522
or	507-723-4343	***	507-637-3433
Sleepy Eye, MN	507-794-5161	507-794-5000	507-794-3711
Springfield, MN	507-723-6201	507-723-4343	507-743-4422
St. Lawrence, SD	605-853-2421	605-853-2407	605-853-2400
Tracy, MN	507-629-3570	507-629-3570	507-629-3570
Van Metre, SD	605-669-2362	605-669-2362	***
Volga, SD	***	605-627-5100	605-692-2932
			(Co. Sheriff)
Wall, SD	605-279-2424	605-279-2525	605-279-2424
Walnut Grove, MN	507-859-2236	507-859-2236	507-859-2327
Waseca, MN	507-835-1505	507-835-3210	507-835-2120
Wasta, SD	605-279-2424	605-993-3311	605-279-2424
or	605-993-3135	***	***
Watertown, SD	605-886-5716	605-886-5716	605-886-5716
Wendte, SD	605-223-2506	605-223-2506	***
Wessington, SD	605-458-2424	605-458-2424	605-352-1445
or	***	***	605-352-3527
Wolsey, SD	605-352-2600	605-883-4141	605-883-4168
Winona, MN	507-452-5881	507-454-6100	507-454-6100
or	***	507-457-8266	***
State Radio, Pierre, SD			605-773-3536
State Highway Patrol, Pierre, SD			605-224-4212
State Radio, Huron, SD			605-354-3527
Rochester, Minn., Highway Patrol			507-285-7410

Location	County	County Sheriff
Winona to St. Charles	Winona	507-454-6100
St. Charles to Byron	Olmsted	507-285-8300
Kasson to Claremont	Dodge	507-635-6200
Owatonna to Meriden	Steele	507-451-8230
Waseca to Janesville	Waseca	507-835-0505
Eagle Lake to Judson	Blue Earth	507-388-1172
New Ulm to Springfield	Brown	507-354-3311
Sanborn to Walnut Grove	Redwood	507-637-3533
Tracy	Lyon	507-532-3258
Lake Benton	Lincoln	507-694-1664
Verdi to Arlington	Brookings	605-692-2113
Arlington to Iroquois	Kingsbury	605-854-3339
Iroquois to Wessington	Beadle	605-352-6467
Wessington to Ree Heights	Hand	605-853-2400
Highmore to Holabird	Hyde	605-852-2399
Harrold to Pierre	Hughes	605-224-8646
Fort Pierre to Midland	Stanley, Jones	605-223-2506
Midland to Philip	Haakon	605-859-2850
Philip to Rapid City	Jackson, Pennington	605-394-6113
Redfield	Spink	605-472-1220

*No Job Is
So Important Nor
Any Service
So Urgent That
We Cannot Take Time
To Perform
Our Work Safely*

DM&E

DAKOTA, MINNESOTA & EASTERN RAILROAD CORPORATION

Mobile Radio Designations

- DM&E- 1 J.C. McIntyre President and CEO
- DM&E- 2 R.F. Irwin Vice President-Transportation
- DM&E- 3 L.J. Thorson Chief Engineer
- DM&E- 4 J.H. Appleman Chief Mechanical Officer
- DM&E- 5 J.W. Zweep Manager of Maintenance-East
- DM&E- 6 P.H. Sheldon Project Engineer
- DM&E- 7 J.R. Woelfel Manager of Maintenance-West
- DM&E- 8 R.E. Smith Mgr. Engineering Accounting and Budgets
- DM&E- 9 D.D. Dunn Trainmaster-East
- DM&E-10 K.R. Hatfield Trainmaster-West
- DM&E-11 S.R. John Transportation Superintendent
- DM&E-12 R.E. Jorgensen General Superintendent-Cars
- DM&E-13 J.A. Richmond Manager Quality Control
- DM&E-14
- DM&E-15 R.D. Srp General Foreman-Waseca
- DM&E-16
- DM&E-20 W.H. McKillip Engineering Assistant
- DM&E-21 T.M. Carlson Engineering Assistant
- DM&E-22 Larry Veldhuisen Project Inspector
- DM&E-41
- DM&E-42
- DM&E-44 Lyle Konst Mechanic in Charge-Rapid City
- DM&E-50 Lyle Elias Waseca Track Inspector
- DM&E-51 Tom Schaefer Waseca Track Inspector
- DM&E-52 LaVern Scheidt Brookings Section
- DM&E-53 Gerry Bryant Tracy Section
- DM&E-54 Steve Hesse New Ulm Section
- DM&E-55 Kent Maxon Waseca Section
- DM&E-56 Steve Dostal Rochester Section
- DM&E-57 Tim Meyer Waseca Boom Truck
- DM&E-58 Greg Christensen Waseca B&B Crew
- DM&E-59 Dave Benson Rochester Signal and Comm. Repairman
- DM&E-60 Darin Milbrett Waseca Roadway Equip. Repairman
- DM&E-61 Bob Smith Waseca Track Welder
- DM&E-62 Waseca Surfacing Gang
- DM&E-63 Dave Dodds Waseca Crane
- DM&E-64 Extra Gang-East
- DM&E-69 Evan Johnson Tracy Signal and Comm. Repairman
- DM&E-70 Dean Wasem Pierre Track Inspector
- DM&E-71 Tom Woelfel Huron Track Inspector
- DM&E-72 Wes Risseeuw Philip Section
- DM&E-73 Ron Shaw Pierre Section
- DM&E-74 Kervan VanderWey Miller Section
- DM&E-75 Mark Trudeau Huron Section
- DM&E-76 Julian Olson Pierre Track Inspector
- DM&E-77 Dennis Wagner Pierre Boom Truck
- DM&E-78 Ron LaFortune Pierre B&B Crew
- DM&E-79 Jack Bruse Pierre Signal and Comm. Repairman
- DM&E-80 Jim Lappe Pierre Roadway Equipment Repairman
- DM&E-81 Ernie Lehmkuhl Pierre Track Welder
- DM&E-82 Pierre Surfacing Gang
- DM&E-83 Ron Klucas Pierre Crane
- DM&E-84 Midland Section
- DM&E-85 Extra Gang-West End

Operation Supervisors—Brookings

605-697-2414/2415
Fax 697-2498

- L.D. Swanson First Shift
- J.L. Hein Second Shift
- D.L. Waltman Third Shift
- T.D. Ault Relief
- D.P. Quiring Relief

Customer Service Center—Brookings

800-658-3659
Fax 697-2497

- M.S. Demuth, First Shift 697-2452
- D.C. Eberline, First Shift 697-2454
- T.C. O'Neil, First Shift 697-2431
- L.E. Torgrude, First Shift 697-2453
- K.D. Caudle, Second Shift 697-2452
- L.G. Johnson, Second Shift 697-2452
- A.K. Mohler, Third Shift 697-2452
- J.D. Goerger, Relief

**The Purpose of the
DM&E Safety Program
Is to Prevent Injuries**

The Program Elements Include:

- | | |
|-----------------------------|-----------------------|
| 1. Education | 3. Involvement |
| 2. A safe work place | 4. Recognition |