



## Welcome Missabe Northern Railway Recruits!



We are pleased to have you join and supplement our crews as we work to handle increased demand for iron ore to make steel. Many of you already know the Missabe Northern is the most important railroad for bringing iron ore to the great steel mills of America as we meet our President's call to become the arsenal of democracy. We are also handling increasing amounts of grain and other products for export down the Great Lakes to our great friend and ally across the Atlantic, Great Britain.

Enlistment recruiting for defense is already reducing our ranks while we are being asked to deliver more tonnage than ever. Maximizing engine and crew resources is critical.

**Therefore, all freight and ore trains are handled as Extras**, not on rigid schedules, because all trains need to run at or near tonnage capacity. But as the GN did, Extras are referenced by Train Number, not engine number. This is done so all operating personnel know what activity is expected of each train without extra routine detail in dispatcher orders. **Yardmaster/Terminal Managers are responsible for calling trains based on the traffic situation they face.**

To help meet this challenge, we have received special dispensation from the ICC to authorize train movements with what we call Direct Traffic Control (DTC). This is in part because even if there was time to install signaling systems, the technical skills needed are already being recruited for priority military work. It is hoped that sometime in the future, radios may facilitate direct contact with a train crew. We know DW&P, C&NW and SP have interest in this approach, but they want to wait for radio reliability to improve. The War Production Board is consuming all radio production for allocation amongst all the branches of the armed services. We work with what we already have – telephones.

DTC greatly reduces Dispatcher communication by issuing authority referring to Block numbers instead of wordy train orders, also making readback and confirmation quicker. The following page describes the Missabe Northern's version of DTC.

There isn't much time for training, so some of you will be learning on the job. Our crews are anxious to help all of you and answer your questions, so please avail yourselves of their experience. They realize the quicker you are productive, the sooner they can resume their duties to meet our great challenge.

We all must seek as a team to safely produce our maximum effort, er, I mean, fun!

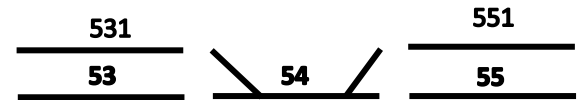
Jeff Otto, President and Chief Engineer  
Missabe Northern Railway

# Direct Traffic Control Train Order

**DTC greatly reduces communication time with the Dispatcher by issuing authority referring to Block numbers instead of wordy train orders.** This also makes the read back and confirmation quicker.

**A train crew** is issued a schematic map of the Block numbers on the railroad as shown below, for each train assignment. **Note** that Yard Limits and Industrial Limits are also shown. Limits are controlled by the person in charge of the area.

**Circle Block Numbers** the Dispatcher may authorize for you. All block numbers are shown above the track line they refer to. **Remember to OS** (report to Dispatcher) when you reach a station and release blocks behind you. When a Block is released, put a slash mark through it.



**DTC Blocks** of single track mains include facing point turnouts at each end. Parallel Blocks only extend to the clearance point of each track. Parallel tracks that are not main track will have a similar Block number but with an extra digit on the right. **Non-main track Blocks** may be a siding or part of a yard. Dispatcher only cares that **HIS main track** is clear for another move.

