



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. With your help, we must and we will out produce our enemies in ships, planes, tanks, and guns to defend freedom. 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, Britain.

Enlistment recruiting for defense is already reducing our ranks while we are being asked to deliver more tonnage than ever. To 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 some time in the future radios may facilitate direct contact with a train crew. We know 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. So 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 read back and confirmation quicker. A train crew is issued a schematic map of the Block numbers on the railroad. They then may circle those the Dispatcher may authorize. When they release a Block, the crew simply puts a slash mark through those released.

DTC Blocks will include tracks approaching the frog end of a turnout only to the clearance point. Blocks with facing point turnouts include the turnout to the clearance point of both divergent tracks. Sidings will also have Block numbers to make it clear if a train may hold the mainline or must clear into a siding.

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