



Dots & Dashes

What

Hath

God

Wrought

The Official Publication of the Morse Telegraph Club, Inc.

Vol. 39, Issue No. 1 • Winter 2013

NOW STARRING... TELEGRAPHY!

by James Wades

Those of us with a background in telegraphy have all winced a time or two when we see telegraphy in the movies. Be it a cowboy western, a military thriller, or a view of the maritime radio operator sending a distress call, more often than not, telegraphy is represented in a simplistic or highly inaccurate manner, which serves only to marginalize the important contributions of this revolutionary technology.

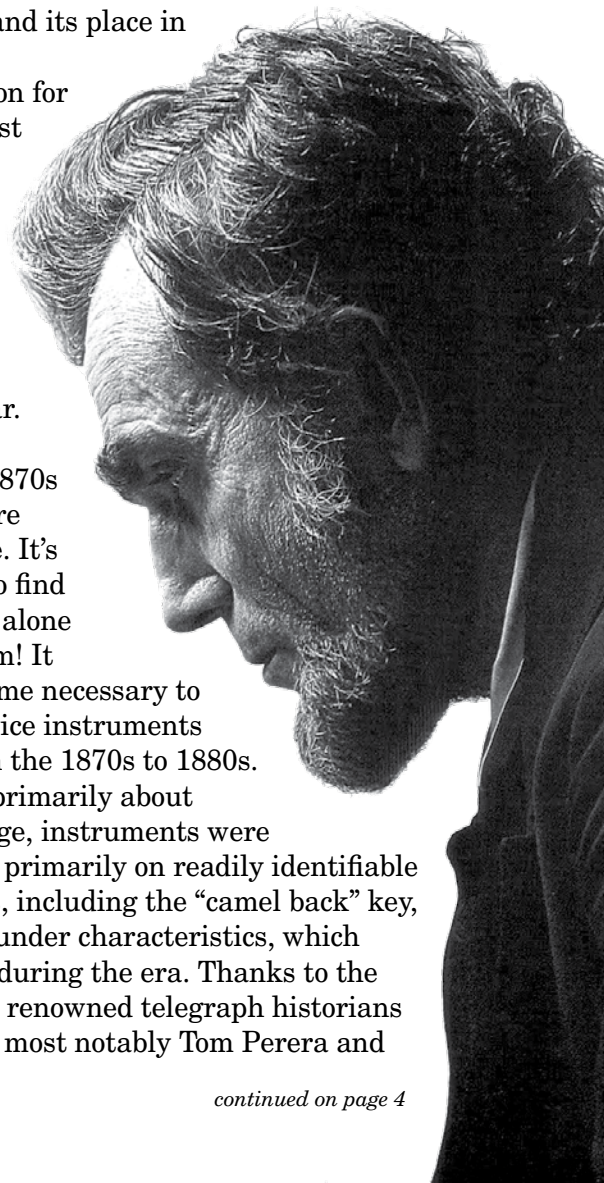
Having a bit of a jaundiced eye when it came to Hollywood's relationship with telegraphy, I was pleasantly surprised to be contacted by the producers of Steven Spielberg's *Lincoln* with questions about Civil War Telegraphy. It was their goal to incorporate an accurate representation of telegraphy in the film and, of course, I was more than happy to oblige. After all, it's not every day one gets an opportunity to place real telegraphy in a movie nor is it every day one gets to work with Steven Spielberg.

After numerous discussions with the producers, an offer was made to not only supply telegraph instruments for the sets, which reasonably approximated the Civil War era, but I also offered to automate the instruments to ensure that any scenes involving telegraphy incorporated the proper American Morse Code and meaningful content, which was consistent with the dialogue contained in the script. After numerous discussions, the film company agreed this was an appropriate idea. Two telegraph related scenes were planned, the first being Lincoln in the War Department Telegraph Office, and the second being at Grant's City Point Headquarters.

At the outset, it is easy to forget that few Americans have any conception of the telegraph, how it worked, or its roll in history. Therefore, our first job was to educate the film crew about the role of telegraphy

in the Civil War. Jim Wilson, the Editor of *Dots & Dashes*, the journal of the Morse Telegraph Club, put in hours of work providing photos and bibliographies as well as responding to various questions about Civil War telegraphy. Such education did much to give the set department a feel for the nature of telegraphy and its place in the process.

In preparation for filming, the first priority was, of course, the need to obtain instruments that were representative of the Civil War. As you might imagine, pre-1870s instruments are extremely rare. It's hard enough to find one or two, let alone a dozen of them! It therefore became necessary to press into service instruments primarily from the 1870s to 1880s. As a movie is primarily about the visual image, instruments were selected based primarily on readily identifiable characteristics, including the "camel back" key, and certain sounder characteristics, which were common during the era. Thanks to the help of several renowned telegraph historians and collectors, most notably Tom Perera and



continued on page 4



Sidewire

Comments from the
Editor of *Dots & Dashes*

By Jim Wilson



It is December and the Steven Spielberg movie *Lincoln* is currently playing at theaters worldwide. This movie put the Morse Telegraph Club in the spotlight and allowed our members to influence the accuracy of telegraph communications in a Hollywood quality film.

It all started nearly two years ago, when my son Matt, a neighbor Armand, and I drove to Richmond, Virginia to audition as extras for this movie. The line of hopefuls, mostly men with long beards, was about three city blocks long, (more than 3,000 people), so we thought our chances of being selected were not very promising.

But when the movie guy in charge of extras, Billy Dowd, discovered that Matt and I were members of a group called **The Morse Telegraph Club**, his eyes lighted up. Billy was looking for someone who had knowledge of Civil War era telegraphy. This led to Billy's contacting President Jim Wades and other MTC members for guidance on telegraph matters. At this time, the movie was code named *Office Seekers*, and we were told that it was highly cloaked in secrecy.

In August 2011, Matt and I met with Kevin Kropp and his Spielberg set designers at their office near Richmond. The movie set designers asked Matt and me two questions: 1) what should Lincoln's telegraph office look like and 2) what should the actors be doing?

On October 17, 2011 after we completed lots of research, Matt and I returned to the movie studio in Mechanicsville, Virginia to teach a class in telegraphy to about 30 movie people. We showed the actors and technicians simple things like how to properly hold a telegraph key, how to sit in their chairs, and how to send the original American Morse code. Video clips of our class may be included in the upcoming DVD as a segment titled, *How The Movie Was Made*.

From that humble beginning, MTC became heavily involved. President Jim Wades provided borrowed authentic telegraph instruments and devised a system of computer controlled telegraph Civil War messages. This was MTC at its best!

Matt and I were originally labeled as "technical consultants" so we were surprised that the Spielberg team also invited us to appear as background actors in their film. I thought they were just being kind to us.

In the final edited movie, you will see Matt as the sole telegrapher on the steps of the 1865 U.S. capitol building in front of a cheering crowd as Matt transmits the 13th Amendment votes by Congress, yeah or nay, from Washington, DC to General Grant's office in Petersburg, Virginia. Matt is in center screen for about four seconds of fame!

Yes, it was fun and it was a lot of work by a half dozen of our MTC members. The movie folks treated us like royalty. The movie *Lincoln* will likely win many awards. We hope YOU will be proud of our efforts.

Jim Wilson

President's Line

Jim Wades, President
Morse Telegraph Club, Inc.

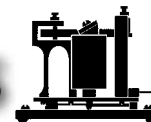


The recent release of Spielberg's *Lincoln* has provided an unprecedented opportunity for some much needed publicity for our organization. Those that have viewed the movie have occasionally pointed out the fact that MTC is not mentioned in the credits. They are surprised to learn that an organization must contribute 100 thousand dollars in goods or services to be mentioned in movie credits. While our contribution to the movie was significant, there were far too many individuals and organizations to mention. It is therefore necessary for the producers to set some type of objective "cut off" to deal with the politics of the situation.

Ultimately, it is up to our organization to leverage our role in *Lincoln* to garner sufficient publicity to benefit MTC. We have already issued a Press Release to several media organizations and associations which cater to the Amateur Radio community. The result has been some excellent publicity for MTC in both the United States, Canada, and even as far away as Europe and Australia! We hope to "strike while the iron is hot" by seeking additional publicity while the movie is fresh in the public imagination.

Of course, in order to leverage maximum benefit, we

Dots & Dashes



The official publication of

The Morse Telegraph Club, Inc.

Jim Wilson - Editor, *Dots & Dashes*

2742 Southern Hills Court • North Garden, VA 22959
Phone: 434-245-7041 • E-mail: telegraphjim@gmail.com

Visit us on the World Wide Web at...
www.morsetelegraphclub.org

Dots & Dashes is published quarterly as a benefit of membership. Nonmembers may subscribe at prevailing membership dues rates. Articles in *Dots & Dashes* (unless copyrighted or are themselves reprinted from other sources) may be reprinted, provided proper credit is given. A copy of the publication would be appreciated.

Jim Wades
International President
16041 Brookside Drive
Buchanan, MI 49107
Tel: 269-650-0215
jameswades@gmail.com

George J. Nixon, Jr.
International Vice President
4816 Ivy Leaf Lane
McKinney, TX 75070
Tel: 972-548-7205
n9ejs@mindspring.com

Lavina Shaw
Past President
#112 2357 Whyte Ave.
Port Coquitlam, B.C.
Canada V3C 2A3
Tel: 604-942-2184
LavinaShaw@shaw.ca

Roger Reinke
Former International
Secretary/Treasurer
5301 Neville Court
Alexandria, VA 22310
Tel: 703-971-4095
RWRinke@cox.net

President's Line, continued from previous page

must follow through to recruit new members. The *Lincoln* publicity will serve as an excellent prelude to our various demonstrations at the Chapter level and our upcoming exhibits at the Dayton Hamvention, the Garfield Historical Site, the AWA Convention, and so on. Make a point to distribute membership applications and "sell" MTC when you interface with the public. Former telegraph operators, radio amateurs, historians, and rail fans are all likely candidates for MTC membership.

Board of Directors

We are seeking nominations to the MTC Board of Directors. If you are interested in serving or if you know of someone you feel is particularly qualified to guide MTC into the future, please let the MTC International Secretary/Treasurer or the MTC International President know. We would like to see nominations submitted by no later than January 31, 2013.

Duties on the Board of Directors are not difficult. Several meetings are held each year to discuss various MTC issues. One's responsibilities are primarily limited to voting on various governance proposals and reviewing the occasional document distributed via e-mail. Meetings are held via a telephone conference call, so no travel is required.

Minnesota Museum Exhibit

MTC members are working with the Minnesota Historical Center to develop a telegraphy display for inclusion in an upcoming US Civil War exhibit. This display will include our Civil War News Wire, an interactive telegraph station, and a display of various telegraph instruments. If you live in the Twin Cities area, be sure to stop by the Museum and see the exhibit, which opens during the Spring of 2013.

Welcome to the Maritime Chapter!

MTC is holding its own. Thanks to successful recruiting efforts, we have managed to keep our membership numbers fairly stable. We even have a new Chapter being formed in Eastern Canada to be called the Maritime Chapter! We would like to welcome these new members to the Morse Telegraph Club.

Conclusion

Finally, I would like to thank all of our MTC members who played a role in the process of making *Lincoln* a success. Additionally, we would like to thank those MTC members who make an effort to promote MTC through our various outreach activities. Our organization is highly respected and successful because of the hard work of so many dedicated volunteers.

73,
Jim Wades

☛ This ad runs routinely in the *World Radio News*:

Morse Telegraph Club

Landline Morse is Alive and well!

Dots & Dashes newsletter
The Ace Holman national telegraph office & hub
Internet Telegraphy Railroad Telegraphy
Morse Telegraph demonstration

Learn more about the history of the telegraph or
simply enjoy using American Morse Code and
authentic telegraph equipment.

www.morsetelegraphclub.org

IN THIS ISSUE

ARTICLES

- Now Starring...Telegraphy!
By Jim Wades 1, 4-6
- The Museum
By Bill Ryan Volunteer 12
- A Telegrapher In a Northern Mining Town
By Lavina Shaw 13
- The Australian Overland Telegraph Line
By Pat Kelly 14-15
- My Time With Bill Dunbar
By Thomas O. (Neal) Grant 21-22

IN EVERY ISSUE

- Sidewire 2
- President's Line 2-3
- Letters To The Editor 7-9
- Chapter News 10-11
- Silent Keys 16-17
- Welcome Aboard 19
- Book Reviews 20-21
- Do You Know? 22
- House Track 23

The next issue of *Dots & Dashes* is scheduled for publication on March 30th, with submission deadline three weeks prior to that date.

Roger Reinke, we were able to obtain a sizeable number of appropriate instruments. The remainder of the instruments were provided by Morse Telegraph Club members active in Civil War re-enactments and telegraph demonstrations, most notably Kevin Saville of Washington State, who provided some replica Daniels Batteries and a portable telegraph set for use in the City Point scenes. As it turned out, the demands of the set designers increased as production came closer, so we had to make a few additional compromises by using some later instruments, but such is the nature of movie making.

The process of representing the telegraph in a movie set during the Civil War sounds relatively easy. Yet, a number of surprisingly detailed questions arise, many of which have no specific answers. For example, copies of Civil War telegraph messages exist, but information on the exact nature of the message format and operating procedures used at the time do not. Books written after the war often dealt with the relationship between the telegraph and the major players in the War Department and White House. Undoubtedly, details about the “mechanics” of telegraphy were viewed as insignificant. This made it necessary to extrapolate a number of details. For example, it seems reasonable that a “check” or “group count” was incorporated in message transmission as it was an essential tool for accuracy and accounting, which would have likely been common practice by the 1860s. A close inspection of existing telegrams from the era showed several numbers written at the bottom of the messages. For example, a telegram from the War Department might have “WD 40” written along the bottom of the message. Sure enough, a count of the words (groups) in the text added up to 40. Therefore, the simulated message traffic developed for the movie included a “check.”

Another problem that would have likely been addressed fairly early in the era of telegraphy was that of message serial numbers. A message serial number was essential to prevent fraud, particularly with respect to messages containing financial transactions. Only by assigning a message serial number and associating it with an audit process could a telegraph company prevent an operator from inserting a false message into the telegraph network. Therefore, it seemed reasonable that a serial number would have been assigned to originated messages by the time of the Civil War. Therefore, the simulated message traffic includes a serial number.

Other aspects of the familiar Western Union or commercial telegram format were likely in place by

the 1860s. However, it was difficult to determine to what extent these additional components were used by the US Military Telegraph Corps. As such, we dispensed with the date, time, place of origin and operators sine. However, we did add a traditional two-letter office call to selected messages.

Thanks to the mass production of the typewriter and the invention of the Vibroplex semiautomatic telegraph key, the speeds at which telegraph traffic was transmitted during the 20th Century ranged from 30 to 40 words per minute on average. Neither of these devices existed during the Civil War. Therefore, it was necessary to consider the speed at which a typical telegrapher could send traffic over a period of hours using a hand key. As many of the operators were likely highly skilled, relatively young and enthusiastic, we decided to average the speed of any telegraph traffic in the movie to approximately 18-wpm. This speed was then varied to differentiate between wires when more than one sounder was operated simultaneously.

Related issues also arose. For example, there are few descriptions of exactly who did what in the War Department telegraph office. These details were likely considered mundane at the time as well and were therefore not recorded. When planning the War Department telegraph office scenes, it became necessary to extrapolate our 20th century experience with larger telegraph offices to make an assessment of the rolls and activities of individuals working in a similar environment in the 1860s. The movie crew was briefed on the “process” of how a large relay office or message center would have likely worked with incoming and outgoing telegrams, messengers bringing telegrams into the office, other messengers being dispatched with telegrams for local delivery, messages being transferred from one circuit to another for relay and the like. Sufficient individuals were detailed to play the various administrative rolls of managing the flow of message traffic, accounting, encoding and decoding messages, and the like in addition to the usual activities, which would have taken place in the War Department.

It is important to note that movies are, first and foremost, entertainment. Unlike a historical documentary, accuracy takes a back seat to the richness and texture of the visual image. Therefore, artistic license applies. For example, the real War Department Telegraph Office had a staff of just a few operators. Spielberg’s *Lincoln* shows a telegraph office with 16 operators! The tables and dividers shown in the War Department scene are more in

keeping with the design and nature of a Western Union relay office of the 1880s, the inspiration being derived from various texts and engravings from that era.

During the process of filming the scenes, time doesn't permit a detailed treatment of a something as "mechanical" as a message being transmitted or received. A certain amount of tension must be maintained in a movie to prevent a loss of interest and to convey excitement. The camera may shoot only seconds of an activity, unless an extended process can support the creation of suspense, such as waiting for a critical message to arrive. While considerable effort was expended to develop and transmit messages that fit specific time frames and subjects within the script, only short bursts of telegraphy can be heard in the final product.

Another issue that arises in movies is the visual scene depicting the manipulation of the telegraph key. Jim Wilson and Jim Wades worked extensively with the youthful actor Adam Driver who was selected to play the roll of Samuel Beckwith at the War Department. In addition to briefing him on the mechanics of properly manipulating a telegraph key, he was briefed on the process of actually transmitting a message. He caught on quickly and even taught himself the American Morse Code Alphabet in a cram study session over a weekend. He demonstrated his ability to send the message called for in the script on the key and, honestly, I was impressed not just with his ability to do so, but his commitment to the process. A genuine professional actor indeed!

In reality, the Morse heard in the movie is not what is transmitted by the actors, even if they are seen manipulating the key. The actual Morse was generated off-set. In the case of the War Department scenes, I generated the Morse using a computer program called "MorseKOB." A variety of prepared message texts as defined in the script were programmed into the software, which then controlled associated serial interfaces and telegraph terminal units to remotely drive the instruments over a telegraph loop. A hand key was also available at the terminal units to facilitate the improvisation of a scene if necessary. Keys that were visible in the scenes were adjusted to a very narrow gap so the sound of a key inexpertly manipulated would not be heard nor interfere with the real Morse reproduced on the sounder.

A number of humorous incidents occurred during filming. During the construction of the War Department set, I selected two locations where

I expected Mr. Spielberg to shoot the primary telegraph scene, it being my goal to place the most authentic and attractive instruments at these locations. Now, I don't claim great expertise in movie making. However, my father was educated in commercial art before the World War and I grew up with considerable exposure to the fine arts in addition to having a technical background in the broadcast industry. Concepts of perspective, balance, framing, lighting and aesthetics come fairly naturally to me. Unfortunately, several key crew members didn't agree with my assessment. Therefore, the location of the instruments changed several times throughout the set construction process. Ironically, when Mr. Spielberg walked onto the set the following morning to shoot the scenes he chose...you guessed it...the same locations I had originally selected. This last minute change created a problem. There wasn't enough time to move the most authentic instruments back to their original locations to accommodate Mr. Spielberg's request. Therefore, a Barclay Relay was pressed into service to accommodate the late night War Department scene. This instrument is, of course, an early 20th century instrument. Sometimes, done is simply better than perfect!

The detail invested in the War Department Set was significant. Early code books were reproduced along with message forms, facsimiles of actual messages written in script, and the like. This doesn't include the incredible investment in the other aspects of the set ranging from period maps to period furniture! Many of these fine historical nuances will never be noticed by the average movie fan, yet Spielberg's organization invested the time and effort to see to such details.

The City Point scene was originally planned to incorporate a single telegraph instrument. However, by the day of the shoot, things had changed and the script had been modified to call for four operators and instruments. Fortunately, I arrived prepared with some extra instruments, additional terminal units, and extra wire and cable. Again, a late 19th century box relay was incorporated into the set to accommodate these requirements. Ultimately, only one instrument was used during the shoot, but we were prepared for any last minute decisions or changes in the script. Fortunately, in this case I chose well again and placed the most authentic looking instrument at the location ultimately chosen by the Director.

Telegraph experts will note a few additional historical inconsistencies. For example, a specialized

prop company provided “imitation” telegraph sounders in resonators. According to our best research, the resonator wasn’t used until after the Civil War. However, the Art Director and others found them aesthetically pleasing, so they were incorporated into the War Department Set. Even the color of wire I used to connect the instruments was carefully considered for its artistic impact. After wiring up a couple of operator’s positions using green cotton covered wire, I was informed that brown or black wire was preferred. Out came the green wire and the wiring process started over. Cotton covered wire reasonably approximating the appearance of that manufactured during the era was utilized to connect the instruments.

Few today have heard the actual sound of a telegraph relay office, with its many sounders conveying real message traffic. A sample of this sound was recorded as a “wild track.” A wild track is essentially a recording of background noise inserted into a movie during the audio post-production process. It can range from waves crashing on the shore to wind or the noises of a city streetscape. Most background noise is somewhat random in nature. During the process of gathering this “wild track” audio, eight of the War Department sounders were keyed simultaneously with message traffic in American Morse Code at speeds ranging from 18 to 22 words per minute. A short sample of about 30 to 45 seconds was gathered, which could then be “looped” and overlaid as necessary to provide the background ambiance of a busy telegraph office. In the end product, the shots featuring the overall activity of the War Department telegraph office are not used. This is a shame, as few alive today have heard the actual sounds of a busy telegraph office.

Ultimately, filming went very smoothly. The months of planning, discussions, and the hours spent constructing specialized equipment to animate the set paid off. We were able to accommodate all requested last minute changes and we were able to provide the necessary animation on cue without problems. It was a smooth and fairly seamless process.

Once a movie is filmed and edited, audio post production takes place. This was a final element of the editing process in which we were not involved. The result was the elimination of much of the detailed work that went into the movie. If one listens to the telegraphy in the final product, one will quickly notice that what is actually heard is a collage of the telegraph text and characters that were originally recorded. The audio engineers essentially took the

carefully developed message traffic, tossed it into an imaginary “bag,” shook it up electronically, and created a fairly realistic facsimile of Morse traffic that actually conveys no intelligence! Now and then, one can pick out a bit of a message or letters here and there, but it is all sounds as if it is at the same speed and therefore a bit “mechanical.”

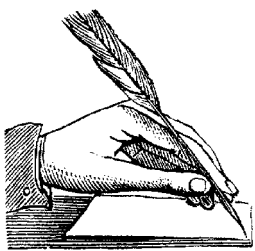
While the result is not perfect, Spielberg and his staff should be given high praise for treating the telegraph with dignity and respect. By giving it a meaningful role in *Lincoln*, Spielberg restores it to its rightful place as a transformative technology, which has done much to shape our modern world. One might even say that the transformative role of Civil War telegraphy nicely parallels the transformative political environment wrought by the crisis, which is so successfully depicted in the film. *Lincoln* also gives voice to the countless men and women who made their living developing, maintaining and using this transformative technology by portraying their role at the major events of their time.

Finally, family and friends have often asked “what is it like to work on a Spielberg movie?” My initial response is that it’s much like working in the TV business, but with better equipment and a bigger budget. Of course, this is not a satisfactory answer for the uninitiated. In reality, the creation of a major motion picture involves careful design, logistics, coordination and implementation, not unlike managing a major engineering or construction project. That having been said, a movie set at this level is probably not the right place for a “star struck” young person or an individual without some experience working around celebrities in a high pressure media environment.

So that’s the story. If you have an opportunity to watch Spielberg’s *Lincoln*, you can now do so with a bit of the back story. It is my sincere hope that those scenes incorporating telegraphy do justice to this important technology and craft. While some artistic license certainly applies, Mr. Spielberg’s organization should be complimented for its efforts to treat the history of telegraphy and its roll in the Civil War with genuine respect. Perhaps *Lincoln* will generate a renewed interest in the transformative and revolutionary roll of telegraphy in our progress as a nation.

-30-

Copyright: James Wades and the Morse Telegraph Club, Incorporated, 2012, All Rights Reserved



Letters to the Editor

October 22nd

If you have been a reader of *Dots & Dashes* for many years, you will recall that I frequently had a column titled, *Morse and the Movies*. In this, I gave a brief summary of the Morse parts of the movie, or possibly just took a good look at some real Morse instruments that were shown. Many of the movies were Westerns with something similar taking place in most of them.

The outlaws would burst into the telegraph office, hand the operator a piece of paper, stick a gun to his head and demand, "Send this." The poor operator would then start sending without bothering to call the other station or the relay office, hoping the outlaws didn't read Morse. In many of those movies, the outlaws had been telegraphers who had gotten fired for bullying train orders or dipping into the cash drawer, hoping to replace the money before the auditor showed up. (Auditors never let you know in advance that they would be on the next rain.)

Most of the Morse was in American Morse code, but some was CW. In *Gunga Din* and *Shanghai Express*, it was International Morse code coming from the sounder. There was a funny bit in *Shanghai Express* when the sender bulled a word and made an American Morse question mark. [Dit dit dah dah dit dit is a period in American Morse but is a question mark in International Morse].

The best movie that I saw had CW [International Morse/Carrier Wave] in it was *On the Beach*. The movie people sure hired the right operator to do the sending. It was absolutely beautiful Morse.

Most of you know that I was a railroad operator, but that I had CW in the Navy and can still read it if they don't send too fast. The most Morse in any movie was probably in *The Human Comedy* in which the setting was a Postal Telegraph office in California. You can likely get that movie and others thru Blockbuster or similar businesses.

Gene Wood
Madill, Oklahoma

October 23rd

After graduating from high school in 1949, I went to work for the Milwaukee Railroad in eastern Iowa.

After working the extra board, I got the second trick job at the interlocking tower at Green Island. Then in February 1952, I took the second trick job on the Mississippi River railroad Swing Bridge between Sabula, Iowa and Savanna, Illinois. At that time, when closing the bridge after letting a barge thru, operators had to walk from the operator's cabin in the middle of the bridge to the west end of the bridge, then climb down a ladder and step onto a small platform under the rails. This was over the river. The bridge operator had to make sure a huge cast iron pin with a round bottom had dropped a short distance into a slot. This all had to happen before the rails were forced all the way down to close the bridge. If the bridge was swung too fast, the round bottom pin would skip over the slot. This was a scary task any time, but more so if it was dark outside, raining, snowing, sleeting, or windy. I still vividly remember doing this in bad weather. Sometime during 1952, the river was very high. As far as I know, no one ever fell in the river, even though the rusty old bridge was built in about 1880.

In October 1952, I was drafted into the Army and after two years I returned to my former bridge job. By then, an electric eye had been installed to verify the rail alignment, so the trip to visually check the initial drop of the pin was no longer required. This was a great relief for the bridge operators.

The bridge is still in use today. However, not as many trains cross the bridge as in 1952, but the barge traffic is about the same. River traffic always had the right-of-way over trains.

Richard Behrens
Omaha, Nebraska

November 6th

I want to thank you for the excellent job you do as editor. It must be a lot of work and the product is outstanding. I certainly hope you will always be there for us.

Thanks again,
Clyde M. Francis, Treasurer
FX Chapter

Wow, Clyde, you made my day! ~Editor Jim

November 7th

Thank you for sending me materials to review. I appreciate hearing from you.

I am encouraged by the outpouring of messages and suggestions from Americans across the country. Some comments are supportive, others are critical, but all reflect the desire of Americans to participate in a dialogue about our common concerns and challenges. To learn more about my Administration's agenda, please visit: www.WhiteHouse.gov.

Thank you for contacting me and for your continued participation.

Sincerely,



November 24th

Hey guys and gals, Charlotte (my XYL) and I just returned from seeing the movie *Lincoln*. I hope you all can get out to see it. I don't want to give it away, but there were a few gruesome scenes for shock value I guess, but the telegraph scenes were very good. MTC President Jim Wades did a great job with his technical advice. I did not see his name in the credits, but then I may have missed it. When did James Spader get so fat or did they make him up that way? I hope you all had a nice Thanksgiving. This turkey is still stuffed.

*William Egelston
AT Ollie Blackburn Chapter*

November 25th

I had the opportunity to see *Lincoln* tonight. Overall, I was pleased with the result. In particular, I was pleased that the telegraph was quite visible and generally treated with respect.

But I was a bit disappointed that the Morse seems to have gone through the sausage grinder of audio post-production re-mix. There are bits and pieces of real Morse in there, but it appears they mixed the sounds into an unintelligible facsimile of Morse. It actually sounds quite good, but it seems to have thrown away a lot of effort spent to reconstruct messages that fit the script. I suspect the post-production employees probably had no idea as to what the exact content was, so they decided to play it safe by creating a collage of Morse that sounds reasonable, but for which no real content could be discerned. I had a suspicion this might happen as I was not involved in the post-production process and Morse was likely a minor

concern of the producers. At least it sounds like Morse and one can hear the acoustics of a real sounder.

Another of my concerns came true with the scene from *City Point*. I suspected they would have to deal with the nervous actor, and the only logical solution was to substitute the actual telegraph traffic with a facsimile product.

Anyway, I did hear a bit of an actual preamble of a message in the Fort Fisher scene near the beginning of the movie. That was fun. The telegraph instruments are also actually more visible than I expected, as was a message on US Military Telegraph Corps stationary.

Overall, I guess I am pleased. I consider it a victory that telegraphy was taken seriously and treated with respect.

Now, the next battle is to finish up the *Lone Ranger*. At least I am involved in the audio post production with this film, to be released in 2013.

By the way, Matt looked great. I am anxious to get it on DVD so I can stop the various scenes and really hear the Morse and look for familiar faces.

*73,
Jim Wades*

November 28th

Attached are some call signs of a few railroad depots which you might find interesting. These can be shared. It is possible I have remembered some incorrectly, but I think these are correct.

I worked the relay office in Alliance NE roughly 1955 to 1967, so "RR CB&Q Alliance Wires 16 23 48 50" are the towns on the listed wire numbers that we would plug our bugs into to contact them, such as wire 50 or wire 48.

These are the only towns that Alliance NE handled. There were three of us operators. I usually handled wires 23 and 48. I was not as good an operator as my two cohorts, so wires 23 and 48 were of a lower traffic than the other two wires. This made our work load about even.

Ted Percival handled wire 16. Ted was the fastest and most accurate of us three. Ed Erickson handled wire 50. Of course, we often helped each other when necessary. We also helped Rosalee Jeffers on the teletype. Our teletypes were: Chicago, Omaha, Lincoln, Denver, Scottsbluff NE, Edgemont SD, and a spare for our own use. The three of us took turns handling Train Orders, both by telephone and by telegraph. We had a choice to hand write them or to type them. Our Wire Chief was Elmer Reed.

*Boyd Ferrell
Blackduck, Minnesota*

December 7th

Thanks for the note. I didn't know you were into astronomy. Our group is looking at Solar Flares as far back as September 1 & 2, 1852 when all of the telegraph circuits in Europe and North America were knocked out of service. More solar flares are predicted for 2013, which may endanger all electronics. It's going to be an exciting year. We all subscribe to the magazine, *Discover*, which keeps us up to date in astronomy as well .

*Cheers and 73,
Bill Ryan,
sine "Q"*

December 7th

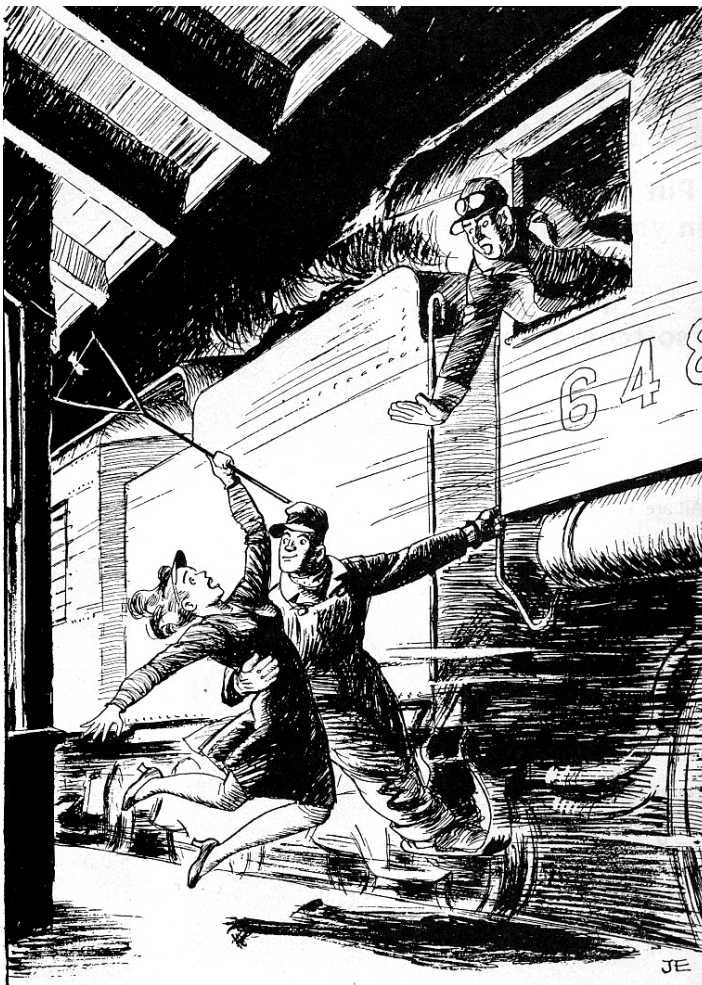
Gentlemen, there has been a lot of discussion over when and what type of train order hoop was first used. It was quite evident that the steamed hickory and bamboo hoops were used until one of our Railroad Telegraphers designed the "forked "Y" string hoop" for handing up 'flimsies' a.k.a. train

orders to trains "ON THE RUN" The enclosed illustration is a very good one and clearly shows the "flimsy" in the string on the "Y" hoop. This dates back to WWII. Having been around the Canadian Railroads from 1935 until my retirement from CNR in 1986, I never witnessed this type of a "pick up". I am sure the CNR must have had a rule that stated your were subject to violating one of their rules and disciplinary action would be taken?

Maybe Ed Trump would have a few words for us. Ed worked on the Denver & Rio Grand Western Railway -where they had Ski Trains and he was doing a lot of skiing before heading to Alaska in 1975.

This is another good article for J.Chris Hausler, Henrietta, N.Y. who has been developing quite a resource Centre on varies Railway artifacts and memorabilia?

*Gren Schrader
Former ORT*



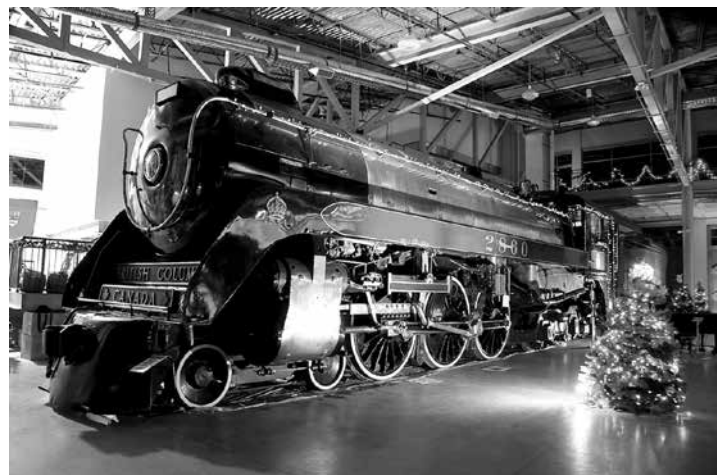
NOT ON THE WHEEL REPORT

JOE EASLEY

No, no—just the train order—not the operator!!

RAILWAY ROYALTY!

Volunteers and staff have really done a great job in preparing for the Polar Express and Santa's Workshop this week at the Park. One of the special attractions is 2860 - The Royal Hudson. Can you imagine if we had 265 psi of steam in the boiler; a clear signal and 100 miles of track ahead of us! This Spectacular engine would be (is) among the best looking locomotives in North America.



CHAPTER NEWS

Saskatoon KN Chapter



KN Chapter telegrapher, Jack Harris, is seen in this photograph showing a young girl how to send her name secretly via telegraph to operator, Dennis Ogresko. The girl's family watched in amazement. Jack and Dennis educated many children and entertained a large adult audience at the Western Development Museum during "Pionera 2012."

Thanks to Bill Ryan for the photograph and caption.

Washington-Baltimore WA Chapter

On Saturday, October 13th, WA Chapter members Ballard Jewell and Jim Wilson presented the authentic historic telegraph to hundreds of curious visitors at the Virginia Heritage Festival at the Prince William National Forest Park. Many young visitors had never before seen or even heard of the telegraph. This event, a first for MTC, was so successful that the National Park manager has already requested a repeat performance by MTC next year.

But there is more. To assure that they would be at the festival bright and early on Saturday morning, Ballard and Jim decided to beat the heavy traffic by arriving a day early, and camp out in one of the national park cabins. On paper this sounded like a great idea.

But Ballard (age 89) and Jim (age 71) were unaware that temperatures for the night were predicted to fall from the pleasant daytime 60's to a frigid nighttime 22 degrees. This explained the puzzle of why none of the other deep woods cabins

were occupied! The cabins had no source of heat and were essentially equivalent to sleeping outside under the stars.

To compensate for the cold night temperatures, both Ballard and Jim slept fully dressed, including wearing their coats and shoes, inside their sleeping bags. Even then, Ballard and Jim both woke up feeling as if they had slept all night inside of a refrigerator. For Ballard and Jim, this was definitely a learning experience to remember!

PS: For Ballard, this experience brought back memories of his year during the Korean War, getting shot at in the snow. "I never did get warm," Ballard stated. For Jim, this cabin experience reminded him of the twelve months he spent living in chicken coop style "hooch" during the War in Vietnam.

Ah, memories!

First Canadian GO Chapter

The group "TRAQ" took part in Fest Rail in Charny, Quebec Canada on August 25-26. Some telegraph instruments were displayed and Morse practices were shown to demonstrate telecommunications of mankind's early days. Julien says, "We are looking for more telegraph operators for next year" to create more interaction between the two booths.

Seen in the photograph is Julien Carignan as operator during Rail Fest 2012.

Florida Chapter Fall Activities

The Fall Season for Florida Chapter kicked off with the annual Labor Day event at the Pioneer Florida Museum in Dade City, FL with chapter members on hand in the old Atlantic Coast Line Railroad Trilby depot demonstrating the telegraph equipment in the depot and answering questions from visitors interested in learning more about this almost forgotten part of world history.

The following weekend was almost a duplicate of the Labor Day event, only this time it took place at the Pinellas County Heritage Village, in Largo, FL, in the old Sulphur Springs, FL Seaboard AirLine depot, now located on the Heritage Village grounds, as Pinellas County celebrated its centennial.

In early October, the annual Winter Garden (FL) Music Fest, was the occasion to have the Central

CHAPTER NEWS *continued*

Florida Railroad Museum open to accommodate visitors to the Music Fest. There was a steady stream of visitors through the museum throughout the day, where vintage telegraph equipment was on display and demonstrated, using the Morse KOB program and the museum's large flat-screen TV to illustrate the telegraphic transmissions.

Chapter members constructed two separate displays during the summer and fall months at the Plantation (FL) Historical Museum. The first was a replica wireless room of the Titanic, complete with replica instruments, in connection with the centennial observance of the sinking of the ship. The second was part of an exhibit celebrating the centennial of the completion of Henry Flagler's overseas railroad to Key West,



Florida Chapter member Warren McFarland sending a Santagram for a young visitor to the old Pierson depot during the Florida Christmas Remembered event at the Pioneer Arts Settlement in Barberville, FL.

for which they constructed a replica of a turn-of-the-century railroad office, including a telegraph operator's position, complete with telegraph instruments, replica wet-cell batteries, original railroad documents and a facsimile of the weather report which was telegraphed to all offices along the overseas extension, warning of the impending hurricane of Labor Day, 1935. That hurricane was responsible for more than 400 deaths and demolished large portions of the railroad. The effects of the hurricane ended Flagler's overseas railroad venture.

The old Sulphur Springs depot was open for business once again at the end of October during the annual Fall Jubilee celebration. Chapter members displayed and demonstrated antique and replica telegraph instruments and equipment for

the many interested visitors.

The Fall Country Jamboree the first weekend of November brought the sound of music to the grounds of the Pioneer Arts Settlement in Barberville, FL. Chapter members had the old Pierson depot open for business, where several visitors made the connection between the rhythmic sound of Morse code and the musical events.

The annual Ocala Country Cracker Days event, held on the grounds of the Silver River Museum and State Park, Ocala, FL, continued its traditional 19th Century emphasis with a Cracker farm, complete with house, barn and animals, sugar cane boiling for syrup, candle making, barrel making, blacksmithing, Union and Confederate reanactors, and, of course, Morse telegraphers as well as many other occupations. Approximately 5000 school children visited the Museum Tuesday through Friday, November 6-9, 2012, with an additional 2,000 general public visitors on Saturday and Sunday. A telegraph circuit was set up for the week-end so that souvenir telegrams could be sent for interested visitors, of whom there were many. One young girl left the telegraph demonstration after asking many questions, declaring that she was going to go home and work to become a "telegraph reader," and an older woman was observed taking notes as the telegraph demonstration took place.

Chapter members were on hand during the Citrus Model Train Show in Pembroke Pines, FL in mid-November to display and demonstrate telegraph instruments and equipment. Visitors were given the opportunity to try their hand at sending Morse code.

On the first day of December, the Floral City (FL) Historic District was filled with demonstrators and docents wearing costumes appropriate to the 1890s, during this annual event, celebrating the "Phosphate Boom" of that era. Florida Chapter members had the mini-telegraph office set up in the Heritage Museum, where it attracted considerable attention all day long.

Santa Claus was roaming the grounds of the Pioneer Arts Settlement at Barberville (FL) during the annual Florida Christmas Remembered event held the second weekend of December, while Florida Chapter members were busy in the old Pierson depot and old Huntington Post

CHAPTER NEWS *continued*

Office, sending and receiving SantaGrams for the younger visitors. SantaGrams were quite popular, with many of the young senders hunting for the roaming Santa Claus to show him their souvenir copy. Meanwhile, other visitors to the depot and post office were interested in learning more about the history of Morse telegraphy. Chapter members were happy to oblige them.

C.D.Combs FN Chapter

Morris McManus reported that this past summer he visited the Station Inn in Cresson, Pennsylvania. This place provides lodging for railroad fans. He said the Cresson is located on

the former Pennsylvania Railroad main line, now the Norfolk, and Southern Pittsburgh Line. The owner had a practice telegraph set on the main desk. Morris sent a few word as he passed by. This didn't go unnoticed; the owner then had Morris make a short presentation to the other guests on the following day. He said that Morris was the first telegrapher he knew of that had visited there. Morris worked for the Western Pacific Railroad.

Thanks to Richard Behrens, Secretary-Treasurer of the CD Combs Chapter for this information.

THE MUSEUM

Music from The Bowery

The Museum.. Museum...
They show such things...
That history brings...
To The Museum... Museum...

Way back in 1910
Boom Town is huge and really neat..
With wagons , stage coaches & cars on the street,
a church to pray,and pool room to play,
A fire hall, jail and pony express mail.
a one classroom school thats really cool.
way back in 1910.

Mounties and ladies dressed up to delight,
The volunteers certainly make a great sight.
at the Museum, Museum
way back in 1910.

A train to bring settlers to work the land,
horses hitched to plows with a very strong hand,
Steam tractors and engines,
Farm equipment galore,
churn butter and ice cream,
it's fun to make more.

Volunteers will show, how it was years ago,
With many displays and pioneer ways,
rope- making,black- smithing and telegraph too,
a great way to learn from experts that knew.
way back in 1910.

So come on in and enjoy the show,
Bring your friends, they'll want to go,
to The Museum. Museum,
way back in 1910.
at the W.D.M.

Happy holiday volunteers and Merry Christmas everyone.

*Bill Ryan Volunteer
(26 years)*

A TELEGRAPHER IN A NORTHERN MINING TOWN

by Lavina Shaw

For five months, during the winter of 1947-48, and at age 18, I was the evening shift commercial telegrapher in Flin Flon, a mining town in Northern Manitoba. Life wasn't dull in this northern town--the saying at that time was that the night shift celebrated by day, and the day shift celebrated at night.

It was not unusual to have an inebriated telephone operator answer the phone (we didn't have an automatic dialing system at that time) or to meet staggering drunks while walking home at night.

New Year's Eve was unbelievable! A few friends and myself tried to go into two restaurants to get something to eat after being at a movie, only to find people fighting and dishes flying. Drunks were laying on the sidewalks (and the temperature was way below zero!), a police car was hanging halfway over a cliff, and the telephone operators were unavailable for phone calls.

My telegraph office occupied a corner of the railway station waiting room. During the day time, there was a lot of activity, but often in the evening, I would be the only person in the station. The ticket and express offices were closed. It was my job to lock the doors when I left work at 11 pm. One night, just before I was due to close up for the night, I heard a noise in the men's washroom. I banged on the door, and yelled that it was closing time. No answer. I decided to investigate. A drunk had passed out cold on the floor. I tried hard to arouse him without success. I phoned the police and dragged him out of the washroom until the police arrived. Coming from a small village with no indoor plumbing, it was the first time I had laid eyes on a urinal, and thought it was a shower bath!

Another night, just before closing, two very inebriated young men came into the waiting room. There was no one else in the waiting room or offices. They announced that they were coming to get me. When I attempted to phone, I couldn't get an answer from the operator. One of the men stood at the wicket, and another blocked the door. I was prepared to stay the night, and I told them so. They informed me that they were prepared to break the window or door if I didn't co-operate.

I was trapped. However, my guardian angel must have been with me because the man guarding the door passed out cold. Quickly, I opened the door, and ran for dear life out of the waiting room door, down the station platform to the yard office where someone was still working. One of the workers came back with me, while another from the yard office went to get the police. The inebriates were hauled away to sober up.

The job itself, had some interesting moments. The telegrapher often covered the Flin Flon Bomber hockey games, doing play by play, on a portable telegraph set at the arena. I also worked overtime relaying the news of a couple large fires to the Winnipeg papers. Those fires took the lives of several people. Once I was threatened with my life if I divulged the contents of a message. I assured the sender that I took an oath of confidentiality. A few times I was a few dollars short in my cash at the end of my shift, and I attributed it to making an error in giving change. However, after I left Flin Flon, the day operator was fired for stealing money from the till.

Living in a boarding house had its interesting moments. One night I came home to find two young men playing hockey in the nude in the hallway. All of the male boarders there worked in the mines. One night, one of them picked me up after work and said he and his friend were taking me down a mine shaft. I went with them, but was quite nervous going down the elevator into the bowels of the earth. I found out afterwards that this was against the rules--they were doing it on a dare!

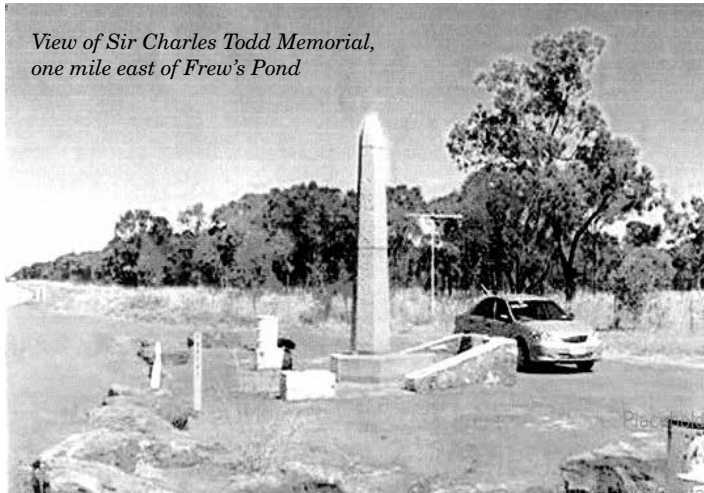
I had to get used to being awakened by blasts and vibrations from the mine underneath my boarding house. The first few times it was frightening, but after a couple of weeks, I became used to it. The thing I couldn't get used to was the sulphur smell that permeated the air, and the bitter cold that chilled your bones. So when I got a chance to bid back into Saskatoon, I was happy to leave Flin Flon.

THE AUSTRALIAN OVERLAND TELEGRAPH LINE

This article was written for Dots & Dashes by Pat Kelly

The Overland Telegraph Line was completed in 1872 and was about 1990 Miles in length. It connected the port of Darwin in the Northern Territory to Adelaide in South Australia.

In 1855 there was much discussion that would lead to vast disagreements as to the route the line would take. Australia wanted to be connected to Europe



View of Sir Charles Todd Memorial, one mile east of Frew's Pond

and the rest of the world by undersea cable. Proposed routes were: from Ceylon to Albany in Western Australia, from Java to Darwin in the Northern Territories then on to Burketown in northwestern Queensland, or perhaps across the centre of the country. Victoria and South Australia were rivals with their own preferred routes as each recognized that if they could become the centre of the telegraphic network, huge benefits would accrue. At that time the Northern Territory was part of South Australia.

In 1850 Victoria sent out two men, Robert O'Hara Burke and William John Wills, neither with much bush experience, to cross the continent from Melbourne to the Gulf of Carpentaria and return. Although the expedition was completed, it was not a success, resulting in the loss of several of its members, including the two leaders.

South Australia offered an prize of 2,000 pounds for anyone who could find a suitable route from South Australia to Darwin. Scottish born John McDouall Stuart accepted the challenge and in 1860 set out on an expedition to cross the continent from south to north. He had been with the explorer Charles Sturt exploring in central Australia sometime before, and had also conducted several forays on his own while

surveying South Australia. Stuart made two tries to complete a north-south route but was driven back by hostile natives, the arid and rough terrain and lack of supplies. However, not to be discouraged, he finally left Adelaide in December 1861 and after a long and arduous trip he and his companions reached a location on the Timor Sea on July 24th, 1862, which they named Chamber's Bay after one of their sponsors.

Stuart had travelled about 2500 miles and reported that he had found fairly good stands of timber and thought his route would be generally suitable for the Overland Telegraph line.

He was promised 3,000 pounds as a reward for his expedition, but a notoriously niggardly South Australia government, disliking his drinking habits, allowed him access only to the interest on the sum, but not the principal. Disgusted, he returned to Scotland and died soon after, aged 50 years.

Several expeditions had traversed the country from north to south with a possible telegraph route in mind, but it wasn't until 1870 that South Australia finalized an agreement to lay a nearly 2,000 mile line north to Darwin. This was to link up with the British-Australian Telegraph Company's undertaking for an undersea cable from Java to Darwin. There was a stipulation in the contract that a penalty would be due if the undersea cable remained unfinished by December 31st, 1871.

The Superintendent of the telegraph service for South Australia, one Charles Todd, was put in charge of this huge project. Todd was a very knowledgeable and competent engineer with considerable experience, having constructed a line in South Australia and bringing it to Melbourne. He divided the route into three sections, the northern, southern and central and amassed vast stores of equipment including 36,000 wooden poles, wire, batteries, and insulators and other needed supplies. He ordered the poles to be placed at intervals of about 300 feet apart with repeater stations to be spaced approximately 100 miles apart. Later, due to the ravages of destructive ants, metal poles were substituted.

A crew of eighty men and the necessary equipment arrived at Darwin to begin construction of the Northern section of the line from Darwin to Tennant

Creek. Meanwhile the Southern section was being built from Port Augusta to Alberga Creek.

But all was not progressing satisfactorily on the Northern section. The stormy season had begun and with nearly ten inches of rain per day, work was impossible. In March of 1871 the workers struck and stated their grievances. They complained bitterly of the weather, disease-bearing flies and inedible food. Faced with these troubles, the overseer decided to forego the contract and it was now incumbent on the Southern section to construct another four hundred and thirty miles of line. Six long months passed before work was resumed at Darwin.

Robert Patterson, an engineer, now took charge of the Northern part of the line and the work progressed. The central and southern sections were nearing completion so Patterson re-thought his plans and divided his work into four sub-sections with the main work being carried out in the most northerly section. He reckoned that should the December 1871 deadline pass, he could fill in the gap using pony express.

The undersea cable was completed faster than anticipated and the line from Java reached Darwin on November 18th, 1871 and connection was made on the following day. Although running more than seven months late, the two lines were finally connected, linking the north and south coasts of the country on August 22nd 1872 at Frew's Ironstone Ponds, named after J. Frew, an expedition member. About twelve relay repeater stations were needed for message transmissions. Each station had a staff of one station master and four operators working around the clock in shifts, plus a maintenance linesman. Owing to no electrical mains being available, the stations had to use glass batteries for power. These were called Meidinger cells, requiring almost continuous maintenance. Much damage was sustained from termites, the weather and occasional bush fires, not to mention some interference from the aboriginal tribes.

These relay posts very often became the centre of many new towns. Alice Springs, Tennant Creek, Katherine and Pine Creek are located on the sites of old relay stations.

These sites were in use for many years in Australia

and it was through the Overland Telegraph System that Australians heard the news of the Japanese bombing of Darwin in 1942. The international cable was cut, stemming from a fear of an enemy invasion, and this was only partially repaired later as needed owing to the introduction of improved technology of radio and airmail, making the telegraph system redundant. Still, the line was in some use in the country until the 1970s and then was replaced by microwave links. A state of disrepair is general along the old telegraph line today although some stations have been restored and are now small museums..

The telegraph stations established for the Overland Telegraph Line were at Palmerston (later Darwin), Southport, Yam Creek, Pine Creek, Katherine, Daly

Waters, Frew's Pond, Powell Creek, Tennant Creek, Barrow Creek,

Alice Springs and Charlotte Waters. The Alice Springs Telegraph Station Historical Reserve marks the original site of the first European settlement in Alice Springs and this site is now the best preserved of the old stations along the line.

The next undertaking was connecting Tasmania

with the mainland telegraph system. A telegraph line from Hobart, the Tasmanian capital, was completed in 1857 and thence to remoter areas on the island. A submarine cable was laid across Bass strait in August 1859, but owing to shifting undersea faults, proved to be unreliable. In 1869 a second undersea route was surveyed, leaving Victoria state at Cape Otway, then on to King island and then to Launceston, Hobart and other locations, and this time the cable was successful and continued to work well.

Today, there stands an impressive memorial shaft a mile east of Frew's Pond, known as the Frew's Pond Overland Telegraph Line Memorial Reserve, honouring Sir Charles Todd, who was Post-Master General, Superintendent of Telegraphs and astronomer of South Australia and it is to his vision, planning and persistence, the Overland Telegraph Line owes its existence.

Looking back all those years, much credit must be given to those many brave and hardy souls who first envisioned, explored and finally built and maintained such a vital link in this vast and inhospitable area.



“30” SILENT KEYS

News of our brothers and sisters who have closed the key



Big Sky GF Chapter

DOUGLAS SCHNACKENBERGER of Kalispell, Montana passed away on September 12, 2012. No additional information was available.

Thanks to Mrs. Schnakenberger for this sad news.

Grand GC Chapter



WILLIAM KELLER (BILL) DUNBAR, age 87, of Bloomington, Illinois, passed away on November 8, 2012. Bill was born on March 11, 1925 in Normal, Illinois. In April 1947, he married Mary Elizabeth Sheppard. Unfortunately, Mary died in November, 1949. On February 3, 1951, Bill married Blanch Bean. Blanch survives, as do their

children Earl, of Rochester, NY, two daughters, Charlotte “Vicki” Bye of Bloomington, IL and Brenda Butcher of Mechanicsburg, IL. Also, eight grandchildren will remember their grandfather, Bill.

Bill was a lifelong resident of Bloomington. He graduated from Norman Community High School in 1943, became a radio operator in the artillery during World War II, serving at several locations including the Battle of the Bulge. Bill became a telegrapher and Train Dispatcher for the Alton Railroad, the GM&O, and the ICG Railroads, retiring in 1984. He served as President of the Morse Telegraph Club, was a member of the GM&O Historical Society, the McLean County Historical Society, the Monticello Railroad Museum, and American Legion Post 635 in Normal. Bill was also an avid Saint Louis Cardinal Fan and was a charter member of College Park Christian Church.

Thanks to Keith LeBaron and to Norbert Shackette for this information.

Keith adds: Bill Dunbar became a member of the Rochelle chapter when it was formed, following

the closing of the Grand Chapter. I've known Bill personally for over twenty years. He was a true gentleman, led the MTC, and while President, he wrote, formatted and mailed out Dots & Dashes. He has been demonstrating the Morse telegraph for eons. I only wish that I was half the man that Bill was.

Norbert adds: Bill was a very pleasant person to be around and he was always willing to share his knowledge on his beloved GM&O Railroad and central Illinois history. He had a great love for the MTC and Morse telegraph in general. Every year in the spring, I drove up to the Chicago area for a railroad show. I would try to stop while passing in one direction or the other to visit with Bill. But this year was the first year that I didn't make it. The old GM&O tracks parallel Interstate 55. You could call Bill at a location and tell him you were on the Interstate, driving 65 mph. He would say, “You should be here in XXX amount of time.” Bill's estimates of arrival time were always correct within 3 or 4 minutes!

(Also read the article by Neal Grant about Bill Dunbar on page 21. ~Jim)

Montreal-Ottawa GO Chapter

LEO COURTMANCHE, of Azilda, Ontario passed away recently. Leo worked for Canadian Pacific Railroad as a telegrapher for 13 years, covering Schreiber, Ontario to Chalk River, Ontario.

Thanks to Roly Lauriault of the GO Chapter for this brief information.

YVON BEAUPARLANT, age 78, of Sault Ste Marie, Ontario, passed away on November 23, 2012. Yvon learned Morse code in February 1951 in Sudbury, Ontario. He was then hired by the Canadian Pacific Railroad in September 1951 as an assistant agent. He started his career as a telegraph operator on the Sudley Division in June 1952, then transferred to the Schreiber Division in 1953 as an operator and agent. Yvon worked as a train dispatcher on the Schreiber Division from 1968 until his retirement in April 1990.

Thanks to Roly Lauriault of the GO Chapter for this information.

Vancouver DI Chapter

JOHN KEHOE, age 81, of Prince George British

Columbia passed away on July 10, 2012. John learned telegraphy from his uncle, who was an agent at New Norway, Alberta. He went to work for the Canadian National Railroad as an operator in several places in Alberta, and then was hired as a dispatcher in 1954 in Calgary. He worked as a dispatcher in the western provinces and was night chief in Prince George. John later worked as a Trainmaster from 1974 to 1981 in British Columbia and Alberta, and then became Chief Dispatcher in Prince George, BC in 1981. He retired in 1989.

Thanks to Laina Shaw for this information.

Calgary CG Chapter

EDWARD A. COX of Calgary, Alberta, passed away on October 25, 2012. Ed served as one of our MTC Directors and also served as President and Secretary-Treasurer of the Calgary Chapter, so the future of this chapter may be in jeopardy.

Thanks to Don Young and to Laina Shaw for this brief information.

Lavina adds: Ed fell and broke his hip after dancing. They couldn't operate right away because of his blood thinner. So they put him on blood thickener which led to a blood clot that killed him. Ed was a great guy; he held most of the club meetings at his home with a barbeque. He and I did demos at Railway Days in Calgary together for a few years. Ed also made a DVD of a TV broadcast where he and Gordon Reid talked about telegraphy. At the Railway days, Earl and I, then Ed and I, completed against kids doing test messaging. We won every time! They would play a video clip from the Jay Leno show, and then we would have the competition. This took place during mornings and afternoons for two days.

Winnipeg WG Chapter

WILLIAM MERVIN HALL, age 79, passed away on October 14, 2012 in Dawson Creek, British Columbia. Merv was born on January 11, 1933 in Rosetown, Saskatchewan. In 1944, his family moved to Saskatoon, SK. He learned telegraphy at the CNR train order office at Chappel, SK from operators Al Doering, Bill Doering and Ed Yerex. In 1951, Merv began his career as a telegraph operator on the Canadian Pacific Railroad. He worked at various locations on the Saskatoon Division east of Hardisty, Alberta, transferring in 1953 to become a telegraph operator for the Dominion Government Telegraphs in Dawson Creek, BC. When in 1956 all the Government Telegraph offices were shut down, Merv went to work

for an Oil Refinery and Gas processing plant for the next 33 years.

Merv joined the Morse Telegraph Club in 2011. He worked the Slow Morse Sessions on the Canadian Hub on Friday evenings. Merv's son, William, says his Dad was as happy as he had ever seen him when he was on the wire chatting with other MTC members. Surviving Merv are his wife Marjorie of 59 years, four children, 9 grandchildren, and 3 great grandchildren.

Thanks to Dan Kolesarich and to William Hall for this interesting information.

Maple Leaf (Toronto) ON Chapter

GEORGE WILLIAM HORNER, age 87, passed away on January 17, 2012 in Guelph, Ontario. George began his telegraph career in 1941 as a messenger boy with the Canadian National Railroad in Toronto. By 1943 he had progressed to clerk in Toronto's C&R Telegraph offices. Later, as a spare operator at Gananoque, he came back to Toronto as a Canadian National Railroad supervisor. Then he became Assistant Chief Train Dispatcher at the Mimico and Toronto yards.

Thanks to Robert Burnet for this information.

Robert adds: George was an amazing friend and railway-telegraph mentor to me. He willingly shared his knowledge, expertise, and memories. When we enjoyed lunch or dinner together, my getting him to talk about his many stations and position always brought a huge smile to his face. This is a smile of a friend that I deeply miss.

KEN HUTCHINSON, age 62, of Trenton, Ontario, passed away on October 12, 2012. Ken began his career with the Canadian National Railroad on November 15, 1974 as an Assistant Agent. In June 1945 he became an operator and in 1953 he became a dispatcher. Ken retired in September 1989 after working most of the positions on the Belleville Division, mainly at terminals.

Thanks to Don Laycock, Secretary-Treasurer of the Maple Leaf Chapter for this information.

Don adds: Ken was a very likable guy who had many friends who now mourn his loss. Ken was very active in the Maple Leaf Chapter.

BINGHAM A. HARRIS (BING), age 89, passed away peacefully at his home in Saint Jacobs, Ontario on December 9, 2012.

Thanks to Gren Schrader for this brief information.

Gren adds: In the late 1950's, I was senior Relief Agent on the London Division. When Relief Agent, Rex Mills retired, the successful applicant to replace him was "Bing" Harris. Over the years, Bing had a continuing successful career with Canadian National Railways and was well known throughout the company. I offer thanks and a tip of the tap to my good friend Bing.

Saskatoon KN Chapter

JACK YEREX, age 85, a longtime member of the KN Chapter, passed away recently. Jack began his telegraph career with the Canadian National Railway in the early 40's. Then he became a dispatcher with CNR, later working for the Canadian Pacific and BC with the PGE as Chief Dispatcher. Before retiring, Jack briefly worked for a construction company in Saskatoon, SK.

Upon moving to Langham, SK, Jack held telegraph demos at the local train station with help from other KN Chapter volunteers. Jack and Shirley were married for 60 years. He leaves behind his wife, Shirley, son George and daughter Josefa and several grandchildren.

Thanks to Bill Ryan, KN Chapter Publicist and one of our International MTC Directors for Western Canada.

Bill adds, Jack will be sorely missed by KN Chapter members.

DICK WERT, age 90, passed away on December 1, 2012 at the Royal University Hospital in Saskatoon, SK. Dick learned telegraphy from his father. In 1941, he then joined the Canadian National Railway as a telegraph operator and relief agent. Dick served as relief agent all over Saskatchewan until he was promoted in 1983 to Train Dispatcher. He finished his career as station agent in Langham Saskatchewan and was instrumental in forming the Langham Credit Union at that time. Dick retired at the age of 62 in Langham. He is survived by his loving wife of 67 years, Betty, and by three daughters, many grandchildren, and by 16 great grandchildren.

Thanks again to Bill Ryan, KN Chapter Publicist, for this interesting information.

Edmonton MO Chapter

D. J. WILLIAM (BILL) MARSHALL, age 78, of Edmonton, Alberta passed away on November 11, 2012. Bill was born and raised on a farm near Kinistina, Saskatchewan, where as a teenager, he learned telegraphy. Upon graduating high school, he found

there were no jobs available for telegraph operators on his home division. But there were operator positions open on the Kamloops Division in British Columbia. So he traveled to Kamloops and was hired. Bill worked at a number of locations on the Canadian National Railway main line, including Redpass Junction. During the early 1950's, Bill was promoted to a newly created position as statistician. He was assigned to the Edson Division in Alberta. Bill soon realized that bookkeeping was his forte. He was soon promoted to the accounting section in the Edmonton Division.

Jim Munsey states, "When I was assigned as Transportation Superintendent on the Edmonton Area, Bill was my budget officer and he kept me out of trouble with my supervisors on a number of occasions."

Bill was eventually promoted into the Regional Financial Planning Department. He retired on July 1, 1985 as Regional Manager of the department. While working his way up through the ranks, Bill simultaneously spent five years at the university becoming a certified management Accountant. He began his own accounting firm, which developed into a thriving business.

Thanks to J.F. Munsey of the MO Chapter for this valuable information.

Jim Munsey adds: Bill was always the gentleman, ready and able to assist anybody who needed his help. But foremost, he was a family man who also enjoyed traveling and the outdoors. By all reports, Bill was a better than average fisherman and a pretty good curler. Bill leaves to mourn, his wife Germaine, sons Rob and Dean, daughter Tanis, Sister Pat, and six grandchildren.

Florida FX Chapter

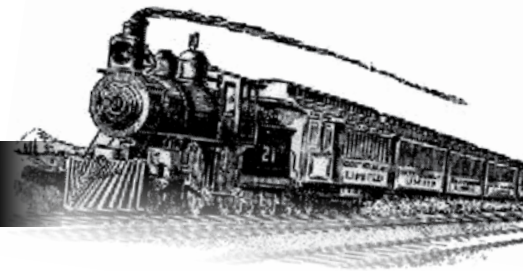
WILLIAM S. GAY (BILL), age 82, died on January 18, 2012. Following twelve years as a telegraph operator for Southern Railway and ten years with the Atlanta Constitution, Bill retired in 1996 from the City of East Port as Director of Communications 911 after 23 years of service.

Survivors include his wife, Marjorie, of 62 years, sons Steve and his wife Belinda, son Eric and his wife Jan, five grandchildren and a great grandson. He was a member of the Mableton First Baptist church, an ordained Deacon, Training Union Director, and Brotherhood President.

Thanks to Clyde M. Francis of the FX Chapter for this interesting information.

WELCOME ABOARD

News of Our New Morse Telegraph Club Members



Winnipeg WG Chapter

PHILIP F. STEPHANSON was born on November 18, 1930 in Winnipegosis, Manitoba. He learned telegraphy there in 1947. Philip joined the Canadian National Railway on July 19, 1948. He then worked at various locations as a telegrapher, becoming a Train Dispatcher on June 7, 1955. He retired as a Transportation Officer.

Welcome to MTC, Philip; we are glad to see you!

RONNY W. BOLSEGA of Phoenix, Arizona was born on March 1, 1954. He joined MTC in September to share the fun. For additional information, Ronny invites you to contact him at kg7aronny@gmail.com.

Welcome to MTC, Ronny!

Grand GC Chapter

PAUL R. McDONALD was born on February 11, 1931. He lives in Kingston, Oklahoma and he invites you to contact him at mcdonald@duracom.net.

Welcome, Paul, to the MTC.

CHRISTOPHER J. LEHNER was born on January 3, 1966. He lives in Green Bay, Wisconsin. Chris invites you to learn more about him at clehner@execpc.com.

MTC will amaze you, Christopher.

GEORGE A. BARNARD, III was born on January 15, 1921. He lives in Redmond, Washington and he invites you to contact him at budbarnard@me.com. Bud earned his amateur radio call in the 1930's. His current call sign is KN7Q. During the 1940's & 1950's, he was employed by Fairchild Aerial Surveys doing aeromagnetic surveys looking for oil in Venezuela, Columbia, Peru, and India.

Bud, you will enjoy fellowship with MTC members.

YOU MAY FIND THIS WEBSITE OF INTEREST:

*The Daily Newspaper
of the American Civil War*

www.civilwarinteractive.com

A NOTE FROM YOUR EDITOR

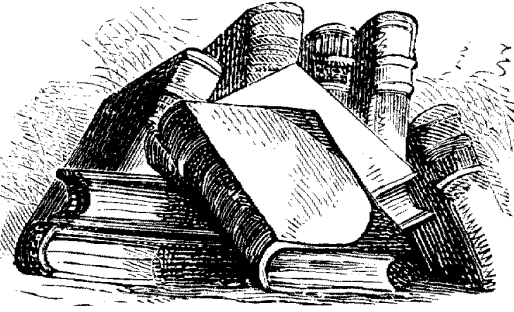
The MTC is looking for several missing issues to complete the Master Set of *Dots & Dashes*. These are 1964, numbers 2, 3, 4 & 5. 1965, number 3 (May-June), 1966 number 3 (May-June) and 2006 number 2 (Spring). If you have any of these issues, please notify President Jim Wades at jameswades@gmail.com. MTC would like to borrow these to digitize them.

*Thank you,
Jim*

A NOTE FROM YOUR INTERNATIONAL MTC TREASURER

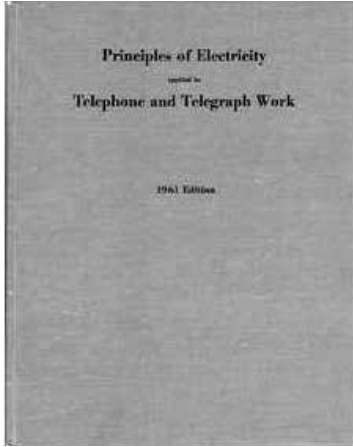
Thank you for your Christmas cards, phone calls and notes. And thank you, Grand Chapter members, for your quick response at sending in your 2013 dues renewals. I hope that everyone had a blessed and a Merry Christmas and will have an extraordinary New Year.

*Thank you,
Cindy*



BOOK & MOVIE REVIEW

Book reviews by J. Chris Hausler



For this column we're going to get technical. About a year ago there was some discussion on the MTC's "slowspeedwire" group on Yahoo about a book once published by AT&T titled, *Principles of Electricity applied to Telephone and Telegraph Work*. This book came out in a number of editions

from the late 1920's up to at least the early 1960's and was used as a textbook and reference, first within the long lines department of AT&T and later apparently throughout the whole company. This discussion led me to purchase both 1938 and 1953 editions which were available on Amazon at the time each for only a few dollars. It was originally developed in the early 1920's as a set of notes and first printed in 1928 with revised and expanded editions coming out yearly for the first couple years. Apparently the 1938 edition was the first major release after those first few years. Later editions came out in at least in 1953 and 1961. At this writing, fall 2012, copies of most editions are available on Amazon with varying prices. I did not acquire the earlier 1929 edition due to the much higher prices asked.

After providing a good introduction to electrical principles, the book focuses on communications technologies as they existed at the time of publication. Basic telegraph systems and telegraph carrier systems are described. Of course much of the book concerns telephone principles. The 1938 book includes that nice schematic (Fig. 153, page 99) of a bridge polar duplex set arranged for half duplex service as also shown on the excellent *Telegraph Lore* web site in the article written by John "Ace" Holman, the developer of the MTC's dial-up telegraph system. This diagram is missing

from the 1953 edition which, of course, is focusing on newer technologies but still has a fair amount of discussion of basic and advanced telegraph principles. Of course, the word telegraph also refers to teleprinters, in particular Teletype, probably the most popular brand of teleprinters in North America and owned by AT&T. If you have any interest in the technology behind telegraph or telephone systems as they were at those times, I think you will find this book an invaluable resource.

I have decided to add movie reviews to this column. The upcoming (as of this writing) Spielberg film on Lincoln has led me to this decision. Unfortunately, movies are not usually about telegraphy. It is more likely telegraphy is used as a plot device to move the story along or just to provide an appropriate background for the story. The film I chose to start with is the 1958 film, *A Night to Remember* about the sinking of the liner Titanic.

April 2012 was the 100th anniversary of the sinking. I had first seen this film on television as a child in the early 1960's but not since. It was the first film I had ever seen on the Titanic and it led to a lifetime fascination with the ship. In the intervening years I have seen a number of Titanic films but all seemed to me to be lacking with respect to that original viewing, including the relatively recent John Cameron release.

So it was with some trepidation that last April I ordered a copy of the film. Would it live up to my memories. The answer is yes! It is a dramatization of the actual sinking based on what was known at the time of the filming. Although of course not completely accurate, the breaking apart of the hull on the surface was not understood at the time, many of the scenes in the film are based on recorded facts. There is a great deal about the radio communications and recreated scenes in the Titanic, Carpathia and California radio rooms. From my studies, these scenes are at least representative of what actually happened,

sometimes down to individual details.

There was also a surprise for me. I have been a fan of the actor David McCallum from his days of playing Illya Kuryakin in the 1960's TV series, *The Man from U.N.C.L.E.* and more recently as the medical examiner Donald "Ducky" Mallard on the current TV series, *NCIS*. I had not remembered that in this film he had played the assistant radio

operator aboard the Titanic, Harold Bride, who did survive the sinking and who provided some of those details which made *A Night to Remember* so accurate. If you have any interest in the Titanic or early shipboard radio communications, I think you will find this movie as fascinating as I still do.

MY TIME WITH BILL DUNBAR

by Thomas O. (Neal) Grant

It is with great regret that I learned of the passing of W.K. (Bill) Dunbar, former president of the Morse Telegraph Club. This is the story of how I came to know Bill.

I have always had an interest in the telegraph, electricity, telephone switching, and railroads, but it began with telegraphy. Earlier in life I decided to build a replica of the operating desk of a depot, and traveled around showing folks the use of the telegraph, specifically related to railroad use. The first time my miniature "station" was shown was at Urbana, Illinois at an annual model railroad show. One of the attendees of that show also hosted a show in Bloomington, Illinois, and invited me to bring my display to the train show there. Bill Dunbar lived Normal as I recall, the city adjacent to Bloomington.

The first time that I attended the Bloomington show, a very polite gentlemen appeared before my display and blurted out, "who are you?" I answered that my name is Neal Grant and responded with the question, "well, who are you?" He answered, "My name is Bill Dunbar, I'm with the Morse Telegraph Club." In fact, he was the president of the club. We had a very nice conversation at that train show, and Bill supplied

me with the information to join the MTC, which I did.

Forward in time a bit to 1986. I joined the Monticello Railway Museum at Monticello, Illinois, the restored Deland depot was not in use yet but was at its location where you see it today.

One of my early projects at the railway museum was to install and restore to operation the telegraph instruments in that depot, and connect two circuits to the "display car" where there was already a key and resonator to show the public all about the telegraph.

Fellow MTC (and MRM) member Doug Nipper and I just about killed ourselves one hot summer weekend placing a short two-span open wire circuit that connected the display car with the depot. Now we had a circuit! Doug reminds me that the wire was "inaugurated" at railroad days in 1987. I wrote an article for the museum's newsletter featuring a photo of Bill Dunbar,

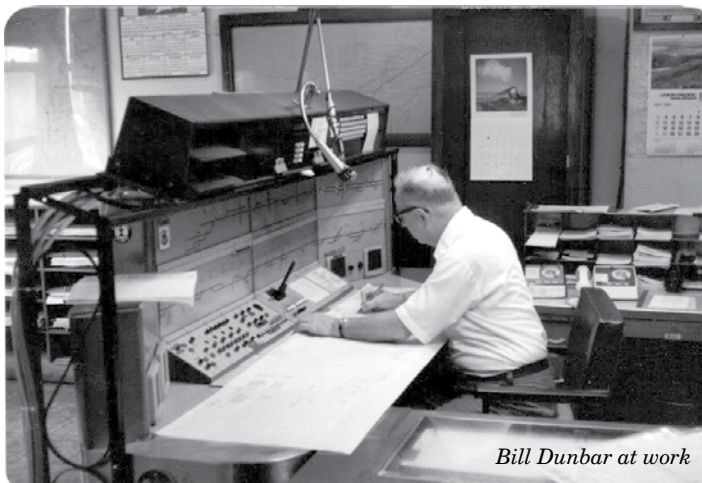
Dale Riggins, R.P (Dick) Stair, (deceased) Doug Nipper, and me. Everyone in that photo were/are MTC and MRM members at one time or another

I forget now when it was that MTC members under Bill Dunbar's leadership started manning the wire between the two points, but it has been years ago. I always looked forward to seeing real



operators again every spring, and through the years like clockwork, operators would show up! Bill and his “assistants” would amaze school children at our “School Days” event as they would man the two ends of the circuit. One operator would take the kid’s first names then telegraph the names to the display car as the students made their way through there. The kids were simply amazed that the operator in the display car knew their name!

The Monticello Railway Museum is unique in that we operate from two depots. The Monticello depot having served the Wabash railroad was relocated along museum tracks. I noted that there were two wires that stopped at the location of the depot and ran all the way over to the Wabash (now



Norfolk-Southern) bridge that passes over the museum tracks some four or five blocks distant.

Another project of mine was to install and wire telegraph instruments at the Wabash Depot, and actually connect them to the overhead wires. On the terminal pole underneath the Wabash bridge, I placed a terminal block and ground rod. The instruments in the downtown Wabash depot worked over the wire to the “mother earth return” as Bill had once opined to me. Bill Dunbar provided some of the instruments from his collection for the cause; those are the instruments

on the desk at the Wabash Depot today.

The Monticello Railway Museum hosts an event called Railroad Days each September, it is a popular event attended by many as evidenced by the parking lot being full on that weekend.

One year, the operating plan was to run the train all the way to the west yard where it would have to pass under the Wabash bridge. There you found Bill Dunbar in his “open air” station pounding the brass communicating with the Wabash Depot over the open wire. He set-up a folding table, and connected his instruments between the wires and ground. Shade was provided by the Wabash bridge, so it wasn’t too hot of a place to spend the afternoon. Bill loved it, and I’m sure he told several folks that day about the “mother tongue” as he demonstrated the craft of a telegraph operator.

Two or three years ago I had the pleasure of seeing Bill one day on the train. I forget the event, but he decided to ride to town and back and I was the conductor. I sat down with Mr. Dunbar and we discussed just about everything related to trains and the telegraph. I asked if he would be back next year, his reply was “if the good lord was willing and the creek don’t rise.” I saw Bill again this year after he had suffered a slight stroke, he was in good spirits and was enjoying his day at the museum.

To Bill’s family: Please know that his contributions to the MTC and the Monticello Railway Museum were dearly appreciated and valued. From that first moment I met him and he said “who are you?” he has been nothing but a perfect gentlemen and friend. I’m lucky to have made his acquaintance. He will be missed.

*Sincerely,
Thomas O’Neal Grant
MTC-T4 Chapter affiliation.
Chairman, Board of Directors
Monticello Railway Museum, INC.*

DO YOU KNOW?

Besides planet earth, how many other planets may be inhabited by civilized “people?”

Launched in March 2009, The Kepler Space Telescope was designed to find other planets beyond our solar system. To date, Kepler has discovered thousands of likely planets. Applying Dr. Frank Drake’s formula, it is predicted that of the estimated trillions of planets out there, that millions are inhabited by various forms of life and that many may be inhabited by creatures more technologically advanced than us here on planet earth. Here is the Drake equation: $N = R \times f_p \times n \times f_l \times f_c \times L$.

For details, Google the Drake Equation.

HOUSE TRACK

Want Ad Section

For Morse Telegraph Club Members

AVAILABLE: Videos (DVD or VHS) available to members only of *Telegraphy: How it Changed the World* – Contact Jeff Korman, Spectra Laser Systems, 877 570-LASER (toll free).

AVAILABLE: O.R.T. lapel pins, 4 styles. Also 3 inch five color cloth crest of O.R.T (sounder in wreath emblem) \$5.00 each or all 5 for \$20.00. Paul D. Roy at 3874 Winlake Cres., Burnaby, B.C. V5A 2G5 Canada. E-mail: proy@shaw.ca

AVAILABLE: Book *Tales of the American Telegraph*. Issue #3 includes a photo layout. John B. Ryan, 11017 E. Sprague Avenue, Spokane, WA 99206.

AVAILABLE: PC Code Program – The Mill is a many featured American Morse and CW program with teaching, historical, and nostalgic features for users of all experience levels. Download free from: www.home.comcast.net/~w4fok or order a 3 ½" floppy. MTC Members \$5.00, others \$10.00. Jim Farris. Contact info. 904-277-9623.

WANTED: Re-enactors for Locust Grove, the Samuel Morse Historic Site in Poughkeepsie, NY. Please contact Andrew Stock, Curator of Education and Public Programs at a.stock@morsehistoricsite.org or 845 454-4500 x13 if you are a Signal Corps re-enactor who may be interested in participation in history of telegraphy, including the annual Civil War weekend.

AVAILABLE: 2013 Railroad Calendar. The Inland Empire Railway Historical Society offers a stylish 2013 wall calendar of historic railroad events. To order a calendar, write to the IERHS at P.O. Box 471, Reardan, Washington 99029. Their annual membership is \$25.00 which includes a calendar. The IERHS is a 501-c nonprofit corporation, so all donations are tax deductible.

AVAILABLE: I can duplicate small wooden resonator boxes for both 4 ohm and 30 ohm main line sounders. You will varnish or paint these to suit your desires. The cost is \$25 each. Milton Hegwood, 206 Kleven Avenue, Culbertson, NE 69024, telephone 308 278-2152

AVAILABLE: Period attire for telegraph operators of any era. Authentic reproduction hand crafted clothing will be made to your exact fit by a certified seamstress at reasonable prices. Several MTC members already have attire provided by this talented and well educated lady. Contact Valerie Mathers at 410 768-3162.

AVAILABLE: Pen & ink railroad drawings on stretched canvas, frame print, art print and greeting cards. See these on the website of *Dots & Dashes* member Peter Hamel at Peter Hamel Fine Art American.com. Telephone 1 705 472-8860.

AVAILABLE: Book. I am a 39 year telegraph operator who has written a book about every tower along the old C&EI Railroad (1891-1975). My book has diagrams of 84 of those interlocker towers as well as 64 photographs of tower operation. A list is included of every known station on the C&EI with the telegraph call letters. Send \$15 postpaid to Robert McQuown, 15 Woodland, Hills Drive, Bismarck, IL, with the words "Telegraph Book."

AVAILABLE: Book. Hubert Jewell, President of the Washington-Baltimore Chapter, offers us his biography titled, *Working on the Richmond, Fredericksburg & Potomac Railroad*. This book is chalked full of facts and descriptions of railroading and of Morse code communications. Hubert's book is available from the RF&P Historical Society, Inc. PO Box 9097, Fredericksburg, VA 22403-9097 or from the web site www.frandp.org. The price is only \$25.15 postage paid.

AVAILABLE: Telegraph sounders, keys and other equipment for sale from the estate of a former railroad telegrapher. Contact Ray Proefrock at 562-866-3233 (home) or 562 822-6813 (mobile). *Mr. Proefrock previously donated \$1,000 to the Morse Telegraph Club in memory of his father, Jack Proefrock.* ~Editor Jim

AVAILABLE: For all of you who enjoy our hobby and read interesting books on railroading, I am an old time telegrapher who also enjoys painting. I have produced fifteen different scenes pertaining to railroading, which have been turned into sturdy bookmarks. Each of these plastic coated colorful bookmarks is 4 ½ inches long by 1½ inches wide and each is decorated with a red or green (stop & go) ribbon. These sell at the bargain rate of two for \$1.00 or five for \$2.00, plus \$1.50 postage and handling. Amounts of ten or more, postage will be \$2.50 USA & CDA. Send your order to Kenneth W. Hine at PO Box 405, Coombs, BC V0R 1M0. For additional info contact Ken at whitefox29@shaw.ca.

AVAILABLE: A curved back resonator with 4 ohm sounder and PA can, wired for use. Also a Postal Telegraph Call Box, buzzer, strap key, sounders, relays, box relay and old Vibroplex keyer. I have no computer, so if you are interested in any of my items, please telephone me at 580 795-3724. Gene Wood of Madill, Oklahoma.

WANTED: Your favorite articles from past *Dots & Dashes*. Keith LeBaron challenges you to send these to me for re-printing in the current issues. Our readers will benefit. ~Jim

KEEP IN TOUCH...

Your participation in *Dots & Dashes* is important. We need your stories, club news, announcements and reminiscences to keep it lively and interesting for everyone.

Jim Wilson
Editor
Dots & Dashes

2742 Southern Hills Court
North Garden, Virginia 22959
Tel: 434-245-7041
E-mail: telegraphjim@gmail.com

For membership changes, address updates, dues and other information dealing with membership or with chapter operation, contact your local Chapter Secretary or:

Cindy Galyen
International Secretary-Treasurer

29150 Windsor Road,
Culpeper, VA 22701
Telephone (540) 423-1014
imsohappy@juno.com

Please do not send address changes for Dots & Dashes, dues renewals, etc., to the Editor. All mailing lists and membership rosters are prepared through the office of the International Secretary.

Ham Radio Web Sites

For those of you who are amateur radio operators, here are three current web sites that I find useful:

www.arnewline.org
www.usrepeaters.com
www.qth.com

NOTICES & INVITATIONS

Morse Telegraph Club, Inc.
Dial-Up Information

U.S. (KB) HUB
1-269-697-4506/4508/4513
(Michigan-Ace Holman)

CANADIAN (HN) HUB
1-888-822-3728 (toll free)

MORSE KOB PROGRAM
on the web at www.morsekob.org

DUES

U.S. First Class postage \$15.00
E-mail delivery \$9.00
Canadian is now by chapter
Foreign Air Mail postage \$23.00

