



Dots & Dashes

What

Hath

God

Wrought

The Official Publication of the Morse Telegraph Club, Inc.

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INDIA'S TELEGRAM SERVICE GOES DARK AFTER 163 YEARS

By Nirmala George, Associated Press July 12, 2013

NEW DELHI (AP)

For 163 years, lives across the vast Indian nation have been upended by the knock of the khaki-clad postal worker armed with a telegram.

Families used them to announce births and deaths, the government used them to post job openings, young lovers sent them to tell their folks that they had eloped. No longer.

On Monday, the state-run telecommunications company will send its final telegram, closing down a service that fast became a relic in an age of email, reliable landlines and ubiquitous cellphones.

The fact that the telegram survived this long is a testament to how deeply woven it is into the fabric of Indian society. In much of the rest of the world, telegrams long ago were relegated to novelty services used by people who wanted to indulge in a bit of nostalgia.

Just 30 years ago the telegram was king in India. But the service has lost \$250 million in just the last seven years as national cellphone subscriptions hit 867 million in April, more than double the number of just four years ago.

"Most people who come in now are those who want to send a telegram for an official reason," said Lata Harit, a telegraph officer at Delhi's historic Kashmere Gate Telegraph Office. "It's no longer about a birth in the family or a death. For that people rely on their telephones or cellphones."

The nearly empty telegraph office was a far cry, she said, from the days when long lines of customers crowded in the British-colonial style building close to the teeming heart of old Delhi to send a telegram. From 10,000 telegrams a day, the office now sends about 100.

The government still uses telegrams to inform recipients of top civilian awards and for court notices. India's armed forces recognize telegrams from troops extending their vacation or from soldiers' families demanding their presence at home for a funeral. Lawyers still send telegrams to create an official record, for example, to prove to a judge that they had complained their client was subjected to police abuse.

When Harit joined the service more than three decades ago, she underwent six months of training at a school for telegraph operators. Telegrams were sent using the complex dots and dashes of Morse code that had to be decoded at their destination.

"It required enormous concentration to decipher, but some of us were so good at our work, and so fast, that at the end of a day, we would feel exhilarated," she said. "It made us feel proud."

Other operators felt they were important messengers for crucial news.

Baljit Singh, who became a telegraph operator in 1972 and will retire in a few months, recalled the frenetic rush following the 1984 assassination of Prime Minister Indira Gandhi and the days of political turmoil and street violence that followed.

"People came in droves to send telegrams. We worked round the clock. I don't think we went home for days," he recalled.

Over the years, Morse code gave way to telex machines and teleprinters, and finally electronic printers and computers.

Before India overhauled its erratic landline network in the 1980s and 1990s — and well before the mobile phone revolution — the telegram was the only dependable means of conveying news across this vast nation.



Sidewire

Comments from the
Editor of *Dots & Dashes*

By Jim Wilson



The year 2013 is winding down and it will soon be time again to file our annual income taxes. For the Morse Telegraph Club, 2013 was a good year. The Spielberg film, "Lincoln," ran in theaters around the world well into the beginning of the year. Thanks to members of the Morse Telegraph Club, this film portrayed extraordinary accuracy in Civil War communications.

Also during 2013, President Jim Wades assisted with a telegraph scene in "The Lone Ranger," and he developed preliminary plans to establish a national telegraph museum. Similarly, the Dayton Hamvention in May, the largest annual gathering of amateur radio hobbyists in the United States, was a rousing success, with thousands of people viewing the MTC booth, manned by loyal members of our club. Sunny weather helped boost Hamvention attendance to nearly 25,000 folks.

The year 2013 has also been filled with exciting and creative chapter activities throughout the United States and Canada. Chapter News describes these events, which help to educate the public about the high value of the telegraph in the formation of modern society.

Sadly, we lost valued members during the year as Silent Keys. Memories of these special people will live on in the minds of those who knew them.

THANK YOU to the individual MTC chapter leaders, presidents and secretary-treasurers, who keep our organization alive at the grass roots level. I wish for each of you many blessings during the coming year. And if you are able, come join the fun during your chapter's 2014 Morse demonstrations.

Jim Wilson

President's Line

Jim Wades, President
Morse Telegraph Club, Inc.



It has been a busy summer for your President. In addition to presenting numerous talks on telegraphy and related subjects, we conducted some very successful high-profile telegraph demonstrations. These included the annual three day event at the Dayton "Hamvention," a display and demonstration at the Antique Radio Club of Illinois Convention and other demonstrations at a number of smaller venues.

MTC also played an important role in the development and construction of temporary museum exhibits for the Michigan History Center, the Minnesota Historical Center and the York, Pennsylvania Heritage Trust Museum. These exhibits included interactive displays designed to interpret and explain the process of telegraphy and telegraph technology to a modern audience. These exhibits proved extremely successful and the feedback from museum staff and visitors in all cases has been excellent.

During July, we conducted a telegraph demonstration for the National Park Service

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at the Garfield Historic Site in the Cleveland, Ohio area. The first day of the event started ominously with your International President having to wade out to his car, which was submerged up to its floorboards in flood waters in the hotel parking lot. After extricating the car and ruining a good pair of shoes, I finally arrived at the Civil War Encampment and things went well for the remainder of the weekend.

Much of the success of MTC is built on teamwork. For example, MTC members Derek Cohn and Chris Hausler have both been key players in our most successful demonstrations. These members have often traveled throughout the Eastern United States at their own expense to promote MTC and assist with these projects. Les Kerr, the developer of "MorseKOB," has likewise invested a tremendous amount of time assisting with projects. Les developed specialized software for displaying the "Civil War News Wire" used for the museum interactive exhibits.

I am almost hesitant to mention names. MTC is successful due to the incredible efforts of numerous volunteers, all of whom are more than willing to say "yes" if asked to take on a project, whether it involves reporting to a movie set a couple hundred miles away or to install telegraph instruments at a museum. I can say without equivocation that MTC is one of the finest organizations with which I have ever been associated.

Finally, a bit of business is in order. This autumn will bring us to the 2014 dues collection process. We will likely be making some minor changes in how this is done. This will include preparing and consolidating databases and mailing lists. The average member and Chapter Secretary will see few, if any changes, other than perhaps the address to which the dues payments and Chapter roster will be sent. Please try to have your information and dues sent to the International Officers in a timely manner.

Our thanks to all of our Chapter Officers and others, who invest their time and efforts to make MTC a successful and respected organization.

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

India's Telegraph Service Goes Dark After 163 Years <i>By Nirmala George, Associated Press</i>	1,4
A Code Story Part 3: Sending <i>By Thomas Wayne King</i>	4-5, 11
Florida Chapter Receives a Piece of the Original Transcontinental Telegraph Line	13
Talk About Being Railroaded! <i>By George Nixon</i>	14, 18

IN EVERY ISSUE

Sidewire	2
President's Line.....	2-3
Letters To The Editor.....	6-10
Chapter News.....	12-13
Silent Keys	15-18
Welcome Aboard	19
Book & Movie Review	20-21
Do You Know?.....	22
House Track.....	23

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

At its peak less than three decades ago, a network of 45,000 telegraph offices served the sprawling country. Now there are only 75.

At the Kashmere Gate office, the growing irrelevance of the telegram is reflected in the flyblown calendars on walls graying with age, soot-blackened ceiling fans and a dust-covered chart showing 43 commonly used telegram messages to help customers find the shortest one for the occasion.

For the rare telegram user, it's the end of a way of life.

Abhilasha Kumari, a New Delhi-based sociologist, recalled the crucial role telegrams played in her small hometown of Sitamau in central India.

"The telegram was the only source for getting news quickly. So whenever there was any development in the large extended family — whether it was a death, or a birth, or news about that much-coveted government job, the telegram was the quickest way to get the news," she said.

In countless remote towns and villages, the telegraph worker knew everyone — and their family business.

Kumari recalled the time a telegram informed her family that a cousin died in an accident.

"The postmaster himself came to deliver the telegram. We saw him at the door, and realized something drastic had happened," she said.

While most of the remaining telegraph workers will be given new assignments in the telecommunications company, the informal

economy that thrived on the telegram will disappear.

For nearly 35 years, Jagdish Chand Sharma has made a living helping illiterate customers write telegrams from his mat in a dusty corner of the Kashmere Gate office's patio.

In the 1980s, he would write about 150 telegrams a day, conveying the joys and sorrows of his customers with brevity and precision — for a small fee.

Today, he might get three customers on a good day.

Sharma has already equipped himself with packaging material and sealing wax, and has switched to helping people send parcels and mail packages.

"But it's not the same. With a telegram, you instantly made a connection with people when you wrote out a telegram for them," said Sharma, idly swatting flies as he waited in the sweltering heat, a pile of dog-eared telegram forms gathering dust beside him.

Since the June 12 government announcement about the telegram's end, telegraph offices across the country have seen a small rush of people wanting to send some last historic messages.

"We've decided to send telegrams to each other," said Tarun Jain, an IT professional, who had come to the telegraph office with a friend. "Soon this will all be history. Our last telegrams will become collector's items."

A CODE STORY PART 3: SENDING

by MTC Member, Thomas Wayne King, WF9I

Listening. Receiving. Sending. We attain these essential aspects of Morse code from focus and concentration. Telegraphy requires working memory, the ability to remember things over a span of few seconds to a few minutes, and sustained attention, the ability to accurately complete extended tasks without becoming distracted. Refining these elements has enormous benefits. When we learn to focus and concentrate, utilizing our best attention and memory skills, we can accomplish almost anything.

Over the years, I have noticed that Morse code men and women are precise, persistent people throughout their often long, active lives. The telegraphers I have met through MTC and amateur radio, from many nations, have my deepest respect for their achievements and tenacity. They are among the true telegraphy professionals, with their precise types of speaking, listening, reading, writing, thinking, and editing. Their quick, accurate literacy skills are unmatched in most other occupations.

A *Code Story* tells about one family's experiences with Morse code, and the benefits we derived. Our hard work to gain code skills, each in our own ways, took us all into the world better equipped. Code use enhanced our in-the-moment working memory, and our abilities to sustain attention on tasks. Study skills plus perseverance are among the many practical advantages we gained from Morse code.

Debra, during hectic early family years, was a high-school home economics teacher, 4-H county fair judge, karate black belt, Mom of our two young boys, and became a 13-wpm General Class FCC licensee, N9GLG. She finished graduate school in adult education and administration to pursue her career in statewide higher education leadership and supervision, retiring as a College Dean.

When our boys were in their early elementary grades, Debra sat down with them individually at our ham shack desk, using our Bencher electronic, dual-paddle speed keyer (dits on left; dahs on right). She sent their spelling words as they wrote them down. Ours sons then keyed in and spelled their assigned weekly words back to her, hearing and feeling the rhythm of letters and words. Letters b and p, for example, are easy to confuse, but are distinctly different as Morse code characters (-... b vs .-. p). Learning became multi-sensory, new, and fun...with focus and concentration built in. Both boys did well in grade school, also becoming Technician Class amateur radio operators at ages nine and ten.

Adam received, from Aunt Sue, his first electronics kit when he was three. He has always asked deep questions, showing much compassion to others. Adam, N9JRC, became an Honors student and Eagle Scout in high school, then went on to university for BS and MS degrees in bio-chemistry, and earned his MD degree as he turned 26. Adam is a now a medical-pediatrics

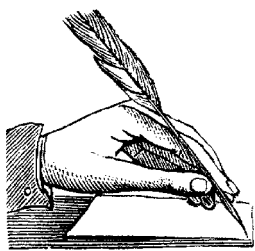
physician. He is board certified in both pediatrics and internal medicine, and is Chairman of Medicine at his large urban hospital.

Seth earned BS and Ph.D. degrees in physics. He is N9LHX, an Eagle Scout, and was an Honors student throughout his school years. At age 28, Seth became a University professor, experimental physicist, and prolific author. His research publications appear in premier physics journals, plus he is a frequent presenter at national and international scientific conferences. Seth's science collaborations are extensive in condensed-matter physics, and also range across chemistry, geology, and anthropology.

For me, Morse code has been a lasting fascination and challenge. Just as Debra, Adam,

➡ *continued on page 11*





Letters to the Editor

July 8th

I am working on opening Clara Barton's Missing Soldiers Office in Washington on 7th Street. When Barton offered a room for rent, the space was leased by a gentleman named Edward Shaw, who claimed to be the first telegraphic correspondent for the Associated Press between Washington and New York City in 1853. Mr. Shaw sublet the rooms to boarders and worked as a clerk at the Patent Office later in the 1850's, where he likely met Barton. He lived in the space until around 1911. There are twisted wires running along the floorboards from one room to another that we are trying to determine how they were used. Also, a man working on the project claims that Morse had a telegraph operator training school in the building next door, on the corner of 7th and E Street NW. Do you know anything about that?

Regards,
Susan Rosenwald,
Superintendent
Clara Barton's Missing Soldiers Office
National Museum of Civil War Medicine
437 1/2 Seventh Street NW
Washington, DC 20004
www.civilwarmed.org

July 19th

I am a widow of a Canadian National Railroad telegraph operator and I would like to part with his bug/key and whatever other pieces that make up this system. We had two daughters, now married with grandchildren of their own, and to the best of my knowledge, they have little desire to have this remembrance. There are many other mementos of railroad items that we will never part with and that shall be the articles they divide.

My husband, Dennis Schroeder, began his career with CNR in 1947, married his high school sweetheart in 1949, worked at several agencies. In one location, we had a barrel on the platform that was filled with water periodically by a train, good drinking water.

Dennis worked 37 years with only three sick leave days during that time. He retired in September 1985. We moved to Chilliwack in September 1985 and had some real good years until prostate cancer took him from our family in July 2009, four years ago. I now have nine great grandchildren and have started an education fund for each one, so if there is a market for the Morse materials, this money will go to those dear little ones.

Sincerely,
Esther Schroeder
Chilliwack, BC

If interested, contact Esther at emcs@shaw.ca

July 24th

I would like to give a big THANK YOU to Ken Britton for accompanying me to the Parks Canada North-West Mounted Police museum at Fort Battleford. We met Tami Conley-Blais, a very nice lady, and some of her staff at the museum to whom we presented the telegraph set for use by students of school tours. They were very pleased with the set. After giving it some minor adjustments, Ken demonstrated how it worked.

I donated the key and sounder from my personal collection. The relay is compliments of Don Elliott; thank you very much, Don. I built a new hardwood base for the sounder because the original one was cracked in half. The resonator box was built using the wood from an old maple dresser drawer face. The main base for the whole set is an old oak cupboard door that sanded and varnished up pretty nice. The stand for the sounder is made from two big old cast iron bridge washers machined down to the right shape for the top and bottom flanges with a piece of pipe for the stand itself. All the exposed wire is old fashioned twisted cloth covered type. The power supply is a simple plug in 4.8 volt/300 milliamperere unit from my junk box which can be replaced quite easily from any electronic supply store. The wires are all routed into the bottom of the base and four small rubber feet keep it from scratching any furniture it is set on.

MTC member,
Keith Flory,
Saskatoon, SK

August 3rd

I have finally finished my book and am hoping it will be up loaded to Amazon in the next several days. If there are no "bugs" detected, it should be available shortly thereafter. It has been a mad scramble on my end due to a recent development which caused a hasty rewrite.

Someone in a position of authority at the Prints & Photographs Department of the Library of Congress informed me earlier this year that there were no plans to create better scans of the glass plate negatives. I have been evaluating these because other project at the LC was more pressing. Likewise, I was told that neither I nor anyone else not affiliated with the LC could request new scans. In May-June, to my surprise, a much larger sized file of one stereo side of one of the glass plates appeared at the Library of Congress web site.

When I spoke to the Department chair, she told me that somehow in March of 2013 had a staffer in the Reproductions Department create that image plus another image file for the other stereo side of the plate. The Library didn't upload the second file until mid-July due to "technical problems." Those two files brought to my attention details not previously seen, thereby modifying my analysis and leading to much more research. I suspect the person who finagled the new scans is somebody with huge clout at the Library of Congress and who did it in a way to create a time delay before the digital files would be made available to the general public. I have a suspicion about who that person might be. This sounds like a trailer for a new release of "National Treasures!"

I will send you a link when the book is finally available. As a heads up, I wish I had done more research about the telegraph situation at Gettysburg. Although I didn't articulate it well, I suspect that the Associated Press controlled that office and reporters for newspapers not a member of the AP were treated there like second class citizens. I'm sure that the AP editors to the copy generated from Gettysburg resulted in some of the misreporting of the details preceding the commencement of the dedication ceremony. I also suspect that many special correspondents pieces which were late getting to their editors back home, the ones not subscribed to the AP, contained valuable information which was edited out because, by the time it was received, the event was several days past.

*Craig Heberton
Ridgefield, Connecticut*

August 25th

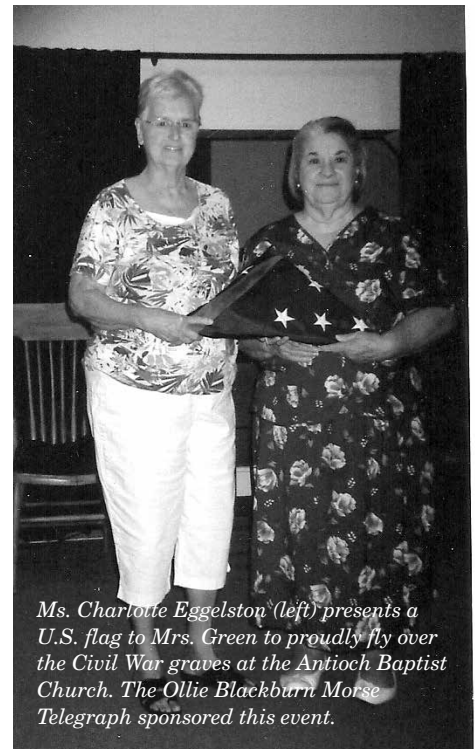
It is the little church that could. Since 29 May 1841, it did. Yep, 172 years ago, Antioch Baptist Church in west Saint Louis County of Chesterfield, MO, which was once a slave church with lots of Civil War and pre-Civil War history, got its beginnings.

Pastor and Mrs. Green are native of west Saint Louis County and have much knowledge of its history.

This article is not a pitch for any church or religion. Antioch Baptist Church and its members are very patriotic people. Many are military veterans and have family members now serving in our armed forces, state and abroad. Seven Civil War veterans are interred in the little grave yard adjacent to the church. Because of this, it is very important that an American flag fly over this little church.

A beautiful five by eight foot nylon flag was obtained by MTC Brother, John Walker Beasley (WA0STX), who lives in Hamilton, Virginia and works in the nation's capital, Washington, DC. John's family ancestors have lots of Civil War history, both north and south, Confederate and Federal. John said this always makes family get together very interesting with lots of fun even after 150 years. The flag was raised over the capital building on 18 April, 2013. It was presented to Pastor and Mrs. Green by Sister Ms. Charlotte Eggelston on behalf of the AT Ollie Blackburn Chapter. A certificate of authentication was also presented. All members were happy to receive the flag.

*MTC member,
William Eggelston
AT Chapter*



Ms. Charlotte Eggelston (left) presents a U.S. flag to Mrs. Green to proudly fly over the Civil War graves at the Antioch Baptist Church. The Ollie Blackburn Morse Telegraph sponsored this event.

August 31st

I am 89 year old Hugh Salisbury with the Twin City Chapter of the Morse Telegraph Club. I have been a member since the 1950's. I was also Twin City Chapter President when we used to have 100-150 members for the annual S.F.B. Morse club banquets and live wires throughout the United States.

In May 1942, five months after graduating from high school in Breckenridge, MN, I went to work as an extra agent-telegrapher on the Willmar Division of the Great Northern Railway. I had learned to telegraph by hanging around the small town depot in Doran, MN. I worked the Extra Board for five months then was inducted into the U.S. Army.

My three years in the Army included island hopping in the South Pacific.; I finished my overseas duty with a month of occupation duty at the deactivated Fu kaya arsenal on the island of Japan. After I was discharged, I bumped in as third trick operator at Litchfield, MN. Then I was bumped out of that position and worked the extra board before ending up as third trick operator at the end of double track depot at Campbell, MN.

Several amusing and scary things happened while working the extra board and regular jobs during the period before I ended my career with GN. One extra board assignment was at Stockholm, SD which taught me to be prepared for possible emergencies. When I reported in at the depot at Stockholm, I found no instructions from the agent I was relieving and no rooming house or restaurant to buy my meals from. I survived by sleeping on the waiting room bench without blankets, with only the depot stove to keep me warm during the bone chilling cold month of January.

For the next two days, I had nothing to eat. So I asked the railway mail clerk on the next daily passenger train to buy me a couple loaves of bread and a jar of peanut butter on his next trip. Then I saw a lady furnishing bottles of milk every day to a couple of houses in town, so I ask her to bring me a quart of milk each day until I completed my assignment there.

Another happening that sticks with me was while working at the end of double track in Campbell, MN, the third trick operator that I was relieving was a newly cleared relief dispatcher who worked/ owned the 3rd trick job. So he knew all the tricks that went with the job. The line had a curve in the track about a mile or so before coming to the end of double track where I had to hand throw the switch to let him go on to the single track eastbound.

Being a new dispatcher, he was not real sure of the wait times for the oncoming train, so he said, "We'll wait until you see him come around the corner before we finish the order, but keep the switch lined up so he doesn't have to slow down." To tell the whole story, the weather turned to frozen rain and snow. By the time we finished the Train Order and I had gotten the order and clearance done and all the paper work in the string to hoop hand them up, the train was almost at the station. So I ran out the door, slipped and fell on the ice and was sliding toward the moving train.

The head-end engineer didn't get the orders, so when he went by, I was lying in the kicked up snow just short of the train tracks. The engineer immediately threw on the air brakes and ran back through the snow expecting to see me lying, cut in half by the wheels. He was as white as the snow and out of breath. "Don't ever take that chance again, kid," he exclaimed. I was as scared as he was!

Another incident at the same station was the first trail run of the famous New Empire Builder passenger train, running at top speed to confirm the time schedules that was being proposed for it when put into regular service. I had the CD board out for freight about two hours before, but didn't notice that I had not cleared the board.

The switch was lined for running into single track eastbound and all was ready, so I went out and stood watching the new hot Empire Builder approach the end of double track going full bore as expected. As he got closer and the engineer saw me standing there, but with no train order hoops to hand up to him, he pointed at the board as he went by the station. I looked up to where he had pointed and to my horror and amazement saw that the board was out, set at CD.

Realizing what had to be done, I rushed in and asked the dispatcher to "Clear Number 2 NO ORDERS; I'll explain later." After a chewing out by both the engineer and the conductor, the train got moving quickly and after OSing the train past, I sheepishly explained what had happened to the dispatcher and all the other operators and the chief dispatcher, who may have been listening. No one said anything at the time and I was sure I would be fired, but after sweating it out for at least two weeks, I figured someone had covered for me or someone thought it was part of a test. I heard nothing more about it.

As I became more efficient as a telegrapher, I entered the relay division at the Willmar "W" office

where the work was to send and receive Morse for eight hours a day. After several weeks, I ended up in the Saint Paul, MN relay "V" office. My last job there was as the 6:00 a.m. to 2:00 p.m. telegraph operator. Finally the teletype machines and a computer modernized the office. These were as big as a house and were in a room where temperature and humidity were carefully controlled. These new devices put us dot and dash experts out of business.

I resigned from the Great Northern when the big merger became a reality. If I had stayed on, most likely I would have been required to move to take on a new job of setting up new procedures at outlying offices.

Next, I accepted a position as a general manager of a school and charter bus company. Twenty five years later, I retired as President of the company!

Now, I have enjoyed being retired for more than 28 years. My time is spent doing volunteer work for the Red Cross, for Meals-on-Wheels, and for various programs sponsored by the VFW and the American Legion. But I still bring out my "bug" every once in a while to hit a few licks. But my speed is at a slower pace than 52 years ago.

73,
Hugh "SA" Salisbury

September 3rd

Here is the info I promised you several months ago. The telegraph exhibit was placed in the museum by our group, The Alabama Historical Radio Society. The museum includes a manikin dressed in early 1900's clothes, an automatic keyer donated by MFJ Corporation, a sounder and motion detector. When the motion detector senses someone by the display, it starts the sounder clicking. The message reads, "Welcome to the Heart of Dixie. Railroad Museum display by the Alabama Historic Radio Society." This all takes only 80 seconds. It is followed by a two minute delay before the message can repeat again. We hoped to have the message in American Morse but unfortunately our keyer will only send International Morse.

The railroad group has done an excellent job with their indoor and outdoor exhibits. We would recommend the Heart of Dixie Railroad Museum to anyone coming through Alabama on Interstate 65 to stop by for a visit.

*Dave Cisco,
W4AXL
(Dave included two brochures and a DVD)*

September 3rd

While clearing out my attic, I came across this wooden box which appears to be an old telegraph unit. I was told it was carried by railroad employees to tap into lines to send and receive messages. I am enclosing several pictures of the unit in the hopes your or someone in your club might tell me more about it. From my limited research on the internet, I found your name and address as belonging to a club dealing with old telegraph materials. I am hoping to find a better home for this piece of equipment.



*Thank you,
Diane Rutan
2720 North Meridian Road
Hudson, MI 49347,
(517) 547-6737*

September 6th

According to the newspapers, India has discontinued handling public telegrams. Unless the situation in some South American countries has also changed, it is doubtful there are any places remaining that offer public telegrams for transmission and delivery. If you know of any now is the time to submit that information for publication.

It is regrettable that we could not in some small way carry on this tradition using land line telegraphy via dial Morse circuits outside of club public exhibitions. It would be done for the presentation of real living history. Any remuneration or contributions could be used to defray any expenses or go to the club.

Only a few of us remain who can competently handle a commercial Morse circuit. How many are still able and willing to copy the traffic on a typewriter and attempt some kind of delivery? Arranging schedules to handle the traffic might be impossible since most of us are retired and

not always a home. The list of places for this service would be severely limited. We are not Postal Telegraph, Western Union, Continental, the Canadian Pacific or the Canadian National Telegraphs.

With the old Ace Holman "KB" Hub gone, what remains is one-to-one contact, the Canadian Hub, or the MTC KOB system. From my own personal experience, with the latter, it has not always worked as well as claimed.

When I moved to Ritzville in 2004 and shortly after was appointed NPRY museum curator, I had the opportunity to handle personal telegrams for visitors. Traffic to and from Canadian points was always plentiful. One particular time, I managed to help a lady get money from family members via telegraphy for repairs to her automobile. Her cell phone just couldn't do the job!

Sadly, our ranks have thinned far too rapidly. For the last three years now, the dial-up Morse unit in the depot has served only to activate the Morse instruments for visitors by means of a Cassette tape player. Even if it were somehow possible to handle public telegrams, it could not continue into the future. With the exception of a few Civil War reenactors, nobody seems to want to bother learning telegraphy. It might be that this organization will probably pass on Morse telegraphy for us in the future. But as of now, it appears as though the amateur radio CW telegraphers will be the ones to continue on with any system of personal telegrams.

*Sic Transit Gloria!
MTC member,
L.R. Keith,
Museum Curator
Ritzville, Washington*

September 10th

I'm attaching a link to a very interesting video about railroading in the Canadian Rockies. Take a look. I worked with and knew some of these fellas very well, such as the telegraph lineman and the guy waiting for news of when his wife would have her baby. I was the wire chief in Field, BC at the time. As I recall, this was around the late 1950's.

If you feel it's appropriate, go ahead and publish the link in D&D.

*73,
MTC member,
Cliff Hine*

Readers, this 22 minute film produced by

the National Film Board of Canada is titled "Railroaders." It is a short documentary on the Rocky Mountain transcontinental line that linked Canada from sea to sea. The link is www.nfb.ca/film/railroaders. ~Editor Jim

September 13th

I did a funeral on Tuesday (September 10th) in Lorton, Virginia, just south of Alexandria at the historic Pohick Episcopal Church cemetery. The old Pohick Church is beautiful (1774) and was established by George Mason Fairfax and George Washington. Check it out at www.pohick.org.

Following the service, I toured the church. Upon leaving the church parking lot, I saw the historical marker which read, "Old Telegraph Line – One of the first lines in the world, a part of the Washington to New Orleans Telegraph Company, was built from Washington to Petersburg in 1847. From this the railroad takes its name." We know this road as Richmond Highway or Telegraph Road.

*73,
John Green,
KX4P*

Readers, Rev. John Green is an ordained minister and a friend of MTC. John reads Dots & Dashes regularly.

September 20th

This is a poor snap shot, but it is the best I could do. It is of the telegraph instrument used at Appomattox, Virginia. This is on display in the visitor's center at the Gettysburg National Civil War Military Park in Gettysburg, Pennsylvania. It is the only evidence of any telegraph used there I could find. The plaque at the right of the key reads, "A telegraph operator tapped out news of General Lee's surrender on this telegraph key at Appomattox."

*MTC member,
William Egelston,
NQM,
O'Fallon, MO*

Readers, William's Xeroxed photograph was unprintable, but you can investigate more about the end of the American Civil War and the surrender of General Lee to General Grant in April 1865 on the Internet.

and Seth took benefits from it into their lives and careers, so did I. The extra portion of patience that I needed came from my first and best teacher in life, sister Karen; my only sibling, ten years older than I. Karen lived with difficult challenges as we grew up in the 1950s and 1960s. She was my motivation for becoming a clinical speech-language pathologist, focusing on the multiple and complex communication needs of persons with severe disabilities. Now, as professor emeritus of communication sciences and disorders from the University of Wisconsin-Eau Claire, I am also retired from 34-plus years of clinical practice. I thank Karen for leading me into interdisciplinary realms I would not otherwise have known.

Morse code had a unique role in my career. I was among a few clinicians and researchers in the early 1980s who saw Morse as a potential “switch-code” gestural language, using keyboard emulation for computers. Some persons could use puff-sip, eye-blink, left-right head movements, adapted-limb, or other physical activations of specially-configured switches to send Morse code to their digital devices. Computers interpreted the switch activations as key strokes and cursor movements, then could write, speak, dial, calculate, draw, print, or email a client’s own words, as if keyboard and mouse were used.

Keyboard emulation via Morse code can be a powerful tool for some persons with severe physical or visual difficulties. The starting point is to find one or more reliable body movements a client can use with switches, then exploring with them entry of the “dit” characters E I S H 5 (.), and the common “dah” characters found in emulation programs T M O BackSpace 0 (- - - - - - - - - -). Users may also define their own “Morse-type” codes. All other Morse code entries are based upon these beginning, root dit-and-dah character elements. “Enter-only” Morse can open a world of expression for appropriate users, if switch-code

teaching methods and gear are correctly adapted.

The Morse 2000 Outreach, which Debra and I co-founded, was based at UW-Eau Claire. It operated in collaboration with a number of other universities and clinics, flourishing from 1994 through 2006, and disseminating information and training on how to use Morse code as one of many potential tools for communication enhancement in rehabilitation and education. Morse 2000 helped influence industry in several countries regarding design and engineering of devices and software for persons living with ALS, spinal cord injury, brain trauma, amputations, and other conditions which diminished their powers of literacy: listening, speaking, reading, writing, calculating, and thinking.

Throughout my careers of clinical practice and academic work, it has been my privilege to publish numerous clinical articles, chapters, and textbooks in various areas of assistive technology. One of my professional textbooks, *Modern Morse Code in Rehabilitation and Education: New Applications in Assistive Technology* (Allyn & Bacon, Boston, MA, 2000) still enables me to send code knowledge and skills into the world. It is in hundreds of libraries in many countries, and continues to help others.

Morse code experiences connected me with a world of innovative, visionary people, so I continue to consult, converse, and brainstorm on specialized applications. Morse code can still transform lives.

And that beloved Bencher keyer on my shelf keeps calling “Take me out. Have some CW fun on the air!” I will. Our grandkids will enjoy it, too.

By the way, we still use our family Morse code door knocks when we are traveling or visiting. We agreed on those signals long ago when our boys were little. We still bond, through all the years, with those rhythmic, mysterious pulses.

Di-di-di-dah Di-di-di-dah Di-di-di-dah

CHAPTER NEWS

Saskatoon SK Chapter

Reporter Kathy Fitzpatrick of the Canadian Broadcasting Corporation asked the “KN” Chapter of Saskatoon, SK if they would tape a television and radio production for their evening news during the Pioneering Days celebration at our museum on July 24th. From that footage, Kathy edited a fifteen minute presentation featuring our “KN” President, Glen Solomon with Dennis Ogresco, Ed Berryere, Henry Fulmas, Peter Kotyk, and Ken Britton sending and receiving telegraph messages at the “KN” Boom Street Office. Bill Ryan was shown operating from his home basement, where he explained the working of his modem set-up, talking to telegraphers throughout North America. Bill also demonstrated Morse code using both slow and fast wire. That evening, both the TV program and radio program were viewed and heard on the early and late CBC news programs.

We truly appreciated CBC and Kathy for creating wonderful programs for the “KN” chapter and for the Morse Telegraph Club. I sent 73 and thank you to all who assisted.

*Bill Ryan,
Western Region Director &
“KN” Publisher
Saskatoon Chapter*

Florida Chapter

Historically, summer is the slow season for Morse demonstrations in Florida, but that doesn't mean that Florida Chapter suspends all activity during that time. In addition to using the time to refurbish and refresh the telegraph equipment and ancillary items used in demonstrations, the chapter maintains an active website, www.floridamorse.com There are numerous contacts through the site throughout the year. This summer has seen several inquiries from museums and teachers.

Friends of Camp Floyd (www.friendsofcampfloyd.org) an organization dedicated to preserving the history of Camp Floyd, an active U.S. Army post in Utah beginning in 1858, and now a Utah State Park, contacted FX Chapter through the website, asking for assistance in establishing a working telegraph circuit in one of the historical buildings located in the park. The original transcontinental

telegraph line ran through Camp Floyd and ancestors of the president of the Friends of Camp Floyd group operated the telegraph office located at Camp Floyd. FX Chapter donated two KOBs to the group and gave them information as to what other material they might need in order to establish a telegraph circuit. MTC member Richard Fisher, a Utah resident, gave the group some hands-on assistance in setting up the circuit.

Labor Day weekend was the first opportunity for the telegraph circuit to be placed in use and it is reported that several hundred visitors tried their hand at sending Morse code.

The Friends group donated approximately two feet of the original transcontinental wire from their collection to the Florida Chapter as a token of their appreciation for the assistance given. The wire had been found in White Pine County, Nevada. FX Chapter members will display the wire during their demonstrations.

Another contact through the website was from Travellers Rest, an historic house museum in Nashville, TN <www.travellersrestplantation.org> The house was the headquarters of General John Bell Hood, CSA, prior to and during the Battle of Nashville. Included in the headquarters was a signal station, with telegraph equipment. The museum had received a grant which could be used to construct a replica signal station, and was seeking information as to where they might obtain historically correct telegraph equipment or replicas. In addition to the static display, they wished to establish a small, working telegraph circuit, again with appropriate equipment or replicas. Information and advice was given by chapter members active in Civil War reenactments, and at last report, the museum had been successful in obtaining the needed replica telegraph equipment.

Other website contacts were from teachers and tutors, seeking more information about the telegraph and its role in American history for their students. A woman, whose husband, a former military radio operator had developed Parkinson's Disease, wanted to know where she could obtain a telegraph key for her husband. Through exchanges of e-mail, it was learned that she really wanted some sort of practice set that could be used by her husband. She was informed of several options for obtaining a practice oscillator and key.

CHAPTER NEWS *continued*

In addition to the website contacts, International MTC President Jim Wades, referred a request from the West Florida Railroad Museum, seeking assistance in restoring telegraph equipment in the railroad depot that is their museum. FX Chapter members are working with the museum to assist them in restoring their telegraph equipment to working condition.

Kicking off the Fall season of demonstrations was the annual Florida Pioneer Day at the Pioneer Florida Museum, in Dade City, FL, on August 31st.

Florida Chapter members had the sounds of Morse code resonating through the old Trilby depot, now relocated on the grounds of the museum. A steady flow of visitors throughout the day kept chapter members Tom Bjorkman and Clyde Francis busy, showing children how to send their names in Morse code and how train orders were hooped up to passing trains, plus some of the many other activities normal to a working depot during the time that the Trilby depot was in service.

FLORIDA CHAPTER RECEIVES A PIECE OF THE ORIGINAL TRANSCONTINENTAL TELEGRAPH LINE

Earlier this year, Florida Chapter received a request through its website for assistance in setting up an active, two-station telegraph circuit in a historical building located in the Camp Floyd Utah State Park, Fairfield, Utah. Camp Floyd was established by the U. S. Army in 1858 in anticipation of a supposed “Mormon Rebellion,” which never occurred. Approximately 3,500 troops, one-third of the entire U. S. Army, were stationed at Camp Floyd until the outbreak of the Civil War in 1861. The original transcontinental telegraph line passed through the camp.

An organization, Friends of Camp Floyd, has been formed to preserve the history of the camp and to learn more about it. The president of the organization, Russ Felt, is the person who requested assistance from Florida Chapter. Two of his ancestors, Ed and Jim Ferguson, from Eastern Canada, were employed in 1860 to operate the first telegraph office at Camp Floyd. They later moved to Ibapah, Utah, on the Utah-Nevada state line and operated the telegraph office in that location. The Overland Stage Coach and Pony Express routes ran through Ibapah, and the original transcontinental telegraph line followed the same route.

Florida Chapter donated two KOBs to the Friends of Camp Floyd and advised them as to what other material they would need in order to establish the desired telegraph circuit. Richard Fisher, a Morse Telegraph Club member from Utah, assisted in setting up the circuit. The telegraph circuit was displayed to the public on Labor Day weekend for the first time, with several hundred visitors trying their hand at sending Morse code.

In appreciation for the assistance provided, the Friends of Camp Floyd donated a piece of wire, two feet long, from the original transcontinental telegraph line to the Florida Chapter. (See photo) This piece was part of a much longer



piece which had been found in White Pine County, Nevada by Joe Nardone, Pony Express historian. Mr. Nardone donated that piece to the Friends of Camp Floyd. White Pine County is just across the state line from Ibapah, and the stage coach and Pony Express routes ran through that county to Ely, Nevada.

Florida Chapter members will use the wire in their demonstrations, to answer the often asked question about what type of wire was used in the beginning years of Morse telegraphy.

TALK ABOUT BEING RAILROADED!

By George J. Nixon, Jr., MTC Vice President

I was working the third shift Train Dispatcher job on the Chicago & Eastern Illinois Railroad Evansville Subdivision Danville, IL in July-1953. One night when I went to work at 11:00p.m., I found a northbound freight train (No. 56) enroute from Wansford (Evansville, IN) to Brewer (Danville, IL) with a long way to go and lots of work ahead of them. The crew had went on duty several hours before I came on duty, and their Hours of Service limit due to expire at approximately 7:30a.m. the next morning.

About 5:00a.m., No. 56 reached the beginning of double-track at Clinton, Indiana. Two hot-shot morning passenger trains (No. 8 and No. 18) were going to over take No. 56 before it reached Brewer, because of work to be performed at WRO Jct. and Cayuga. I issued a train order (No. 9) order to No. 56 at Hillsdale requiring them to use the southward track from Hillsdale all the way to Brewer, thus allowing the northward track to be clear for the passenger trains. The operator at Cayuga (a Nickle Plate Railroad employee) interlocking tower received a copy of this order, reading: "No. 56 Engine 231 has right over opposing trains on southward track Hillsdale to Brewer."

No. 56 subsequently arrived at Cayuga about the time No. 8 passed on the northward track. No. 56's engine and a few cars crossed over through the interlocking at Cayuga to deliver the cars to the Nickle Plate Railroad, and came back on their train on the southward track before No. 18 passed.

I had previously told the Operator at Cayuga (a very pleasant fellow nicknamed "Cookie" because his last name was Cook) that we would probably arrange to put No. 56 back on the northward track after No. 18 had passed. This pending plan was because the terminal yard at Brewer was on the east side of the northward track, and I didn't want No. 56 to have to stop and operate the manual crossovers at Brewer to get from the southward track into the yard, in view the crew's Hours of Service limit was about to expire. After No. 18 did pass, I instructed the Cookie to prepare to copy a train order requiring No. 56 to cross back over to the northward track. "Cookie" then told me

that No. 56 was moving to leave Cayuga, and if he was going to have to copy an order for No. 56, he would have to hold them while he first copied the morning Nickle Plate "line up" of trains from the Nickle Plate dispatcher. First things first, you know....His priority was copying his employing railroad's line up for the information of Section crews, etc. coming on duty. I didn't want that extra delay, so I just told the Cookie to let No. 56 go. He acknowledged my instructions, and left my phone line to go copy the Nickle Plate line up. Cookie was an very experienced operator that I knew well and I didn't feel it necessary, under the conditions of that moment, to remind him that No. 56 held an order No. 9 to go all the way to Brewer on the southward track.

What I didn't know at the time, was that the signal maintainer had arrived for duty in the tower at Cayuga about that time, had overheard part of my conversation with the Operator, but wasn't aware of the contents of the standing train order No. 9 for No. 56 to continue on the southward track leaving Cayuga. So when the signal maintainer heard me tell the Cookie to let No. 56 go, he lined the interlocking levers for No. 56 to cross back over and leave Cayuga on the regular northward track, without my knowledge, of course, and apparently without even the knowledge of the Cookie (whose back was toward the interlocking levers and the C&EI tracks) who was busily engaged in copying the Nickle Plate line up and didn't notice which track No. 56 actually left Cayuga on!

Before I went off duty, I called the Yardmaster at Brewer, advised him of No. 56 having orders to continue on the southward track to Brewer, and asked him if he would have a yard crew go down to the south end of the yard and line the manual switches for No. 56 to crossover to the northbound yard. He told me the yard crew was too busy. I prepared my transfer of all existing orders, including order No. 9 requiring No. 56 to use the southward track to Brewer, to my relief, who assumed duty at approximately 6:45a.m.

It was the morning of my weekly days off, and we had young children at home, who my wife didn't want woken up by me arriving home at 7:00

“30” SILENT KEYS

News of our brothers and sisters who have closed the key



Vancouver DI Chapter

KENNETH WALTER HINE, age 84, passed away on July 31, 2013. Kenneth was born in Saskatoon, SK on February 10, 1929. After schooling, he went to work for the Canadian Pacific Railroad as an Assistant Agent in Lanigan, SK. Ken passed his telegraphy test in Lethbridge, Alberta and then worked various spare board positions with the Canadian Pacific until he bid into the permanent railroad agency position at Wrentham, Alberta.

While working as evening telegraph operator at Morse, SK, he met and married Hazel Watson. They soon had a family of four children: Ken Jr., Darcy, Brent, and Lauren.

Ken took the permanent relief agents job in southern Alberta while living with his family in the CPR station at Monarch, Alberta. He worked in a number of railroad agencies in that area.

Ken and Hazel moved to Vancouver Island later, where he worked at a number of railroad agencies on the Island including Parksville, Duncan, Cowichan, Chemainus, Ladysmith, Courtenay, Port Alberni, while living with his family in Parksville.

Ken also spent some time as an Alderman on the Parksville City Council. After leaving the railroad, he established his own travel agency in Parksville. Thus, he traveled a lot around the world taking tour groups to various countries.

Kenneth's siblings included Raymond, who was killed in the Canadian Air Force in 1944, his sister Marjorie who died in infancy, and his brother Glen who passed away in the USA in 1966. He is survived by Diane, his wife of nine years, by his brothers Clifford (& wife Vivian), Frasier (& wife Gayle), Arden (& wife Jane), and by his sister Irene (& husband Michael).

Thanks to Cliff Hine, VE7FD, for this interesting information about his brother.

Lavina Shaw adds that at one time, all four Hine brothers were members of the Vancouver Chapter!

Montreal Ottawa GO Chapter

JOHN H. GREEN, age almost 89, of Saint Brockville, Ontario, passed away from cancer on July 2, 2013. John began his career as a telegrapher with the

Canadian Pacific Railway in 1941 on the Farnham Division in Quebec. He became a train dispatcher in 1947, was promoted to Chief Train Dispatcher in 1958 and transferred to Smiths Falls Division. In September 1963 he was again promoted to Assistant Superintendent and transferred to Trenton Division then to the Laurentian Division in 1967. Finally, John worked for the Canadian Transport Commission in various capacities. He retired in 1985.

Thanks to Roly Laurient for this information.

Edmonton MO Chapter

F. T. GAUDET, age 88, died in his home at Armsdale, Western Australia on April 4th, 2013 of a rapidly progressive bone cancer. Ted and two of his brothers learned telegraphy when their father was station agent at the village of Holden on the Canadian National Railway (CNR) main line east of Edmonton Alberta. He was hired as an operator for the CNR March 11th, 1946 and worked at a number of stations on the Alberta District until he was promoted to train dispatcher November 18th 1948. He was assigned at several train dispatching offices on CN's western Region including Calgary. While at Calgary, he successfully applied for a position of train dispatcher on a branch line being constructed through mountainous territory between Terrace and the Port of Kitimat in northern British Columbia. This line was being constructed to transport aluminum ingots being produced from ore arriving from South America.

Upon completion of that line, he returned to Calgary and shortly thereafter, was employed by a major Canadian construction company contracted to standardize the gauge of track at the Port of Sydney on the east coast of Australia. Upon completion of that project, he and his family moved to Armsdale where he operated a convenience store for many years. Before retiring, he accepted a position as chief train dispatcher for a railway transporting long trains of ore from the mining area of North west Australia to a sea port on the west coast.

After retiring he returned to Armsdale where he and his family spent much of their time at a

sea side lodge they owned. As well, he and his wife traveled extensively making several trips to Canada to visit friends and relatives. Ted is survived by his wife Pat, two sons Mark and Chris and daughter Janelle and their families. He was predeceased by a son Randy who was fatally injured in a tragic collision between a car and his motorcycle. He was also predeceased by his brother Roger who was also employed by the CNR as operator, train dispatcher, rule instructor and trainmaster. Ted was well known and very popular among his peers on the CNR.”

Thanks to Jim Munsey for this notice.

Jim adds, “He was a long standing member of the Edmonton Chapter. Ted was well known and very popular among our group.”

Milwaukee Madison MW Chapter

ROBERT D. McLEAN, age 90, of Hartford, Wisconsin, died peacefully at his home on August 21, 2013. Bob began his career while a teenager by delivering telegrams at the Milwaukee Road depot in Whitewater, Wisconsin. The agent there taught Bob Morse code, which enabled him to teach code in the Army Air Force during WWII.

After WWII, Bob attended the University of Wisconsin while also working for the Milwaukee Road. After graduation, he continued working for the Milwaukee Road. Bob was a freight agent in New Glarus, Wisconsin, Freeport, Illinois, and Mason City, Iowa. He became an assistant agent in Rockford, Illinois in Milwaukee, Wisconsin, and in Chicago, Illinois.

Following the demise of the Milwaukee Road, Bob became a school business manager in the Hartford Union High School District. As a hobby, Bob became a ham radio operator (WY9B) and he also contacted people by Morse code on his computer [the Morse Hub].

Bob is survived by his wife Mitzie, son Andrew, daughter Elizabeth, daughter-in-law Vicky, by five grandchildren and five great grandchildren.

Thanks to Mitzie McLean, Bob's wife, for this interesting look back at Robert's life.

Montana MA Chapter

HARRY DROGITAS, age 86, passed away on November 13, 2012 at his home in Harrison, Montana. He was born on August 10, 1926 in Ringling, Montana. Harry attended school in Ringling and at the age of 17 joined the U.S.

Navy. He fought in WWII on the Destroyer, U.S.S. Gatling in the South Pacific. This was one of the ships that escorted the U.S.S. Missouri to Japan for their official surrender.

Harry attended the Telegraph School in Spokane and was hired out on the Northern Pacific Railroad on September 10, 1953. He retired from the railroad in 1985.

On May 6, 1982, Harry received by Morse wires the last Burlington Northern Railroad train order and clearance at Whitehall, Montana. He also worked at a number of stations on the Rocky Mountain Division.

Harry is survived by his wife Marlyse of 62 years and by his children Dennis, Duane, Debra, Denise and by his grandchildren.

Thanks to Dave Meier, President of the Montana Chapter for this information about Harry.

WALTER N. LeBRUN, age 85, passed away on December 13, 2012 in Butte, Montana. He was born on March 21, 1927 in Butte, Montana and at the age of two moved to Ronan, Montana. Walt graduated from Ronan High School in 1945 with Honors. He was a Navy veteran during WWII. Walt attended the Telegraph School in Spokane and was then hired out on the Northern Pacific Railroad on September 6, 1949. He retired from the Burlington Northern Railway on May 1, 1989 as a telegraph operator. Walt worked at 22 stations on the Rocky Mountain Division and was a very good telegrapher. He prevented a lap order on the main line. Walt also was an avid fisherman and hunter.

Thanks again to Dave Meier, President of the Montana Chapter who lives in Deer Lodge, Montana for this information.

Montreal – Ottawa First Canadian “GO” Chapter

RICHARD CARRIER, age 74, of Kanata, Ontario passed away on May 15, 2013. He learned telegraph at the Canadian Pacific Railway station in Ottawa West. Starting in 1955, Richard worked as an operator in the Ottawa area. He continued on the Smith Falls & Chalk River Divisions.

Thanks to Roly Lauriault for this information.

MELVILLE DUSABLON, age 86, of Trois Rivieres, Quebec passed away on May 13, 2013. Mel worked for the Canadian Pacific Railway as a general signal supervisor.

Thanks to Roly Lauriault of the GO chapter for this notice.

Calgary CG Chapter

JAMES MACMILLAN, age 74, of High River, Alberta passed away on July 7, 2013 from a heart attack. Jim was born in Woodstock, Ontario and began his career as a telegrapher for the Canadian Pacific Railroad in 1958. In 1967 he went to work for Canada Customs.

After being evacuated from High River due to the whole town recently being flooded, Jim and his wife were temporarily staying with their daughter in Calgary. This trauma may have contributed to his heart attack.

Thanks to Laina Shaw for this information about Jim.

Saskatoon KN Chapter

With heavy hearts we are very saddened to announce the passing of **J.W. (BILL) RYAN** on Monday, September 16, 2013 at the age of 82 years after a long fight with cancer. Bill was born in Port Arthur, ON during the great depression. He leaves in mourning, his beloved wife of 56 years, partner and best friend, Elly; his children, Carleen (Brian) Sutherland, his son Michael (Mary) Ryan; grandchildren Ryan (Lindsay), Justin, and Taylor (Alec) Sutherland; great grandchild Parker Ryan Sutherland; sister Kathy (Walter) Kondrat as well as numerous other relatives and friends. Bill was very thankful to Elly for her caregiving during the last difficult years battling cancer.

Bill spent most of his life in Winnipeg and was educated in Robert H. Smith, Kelvin High School and United College with courses at the University of Manitoba. He played hockey, football, tennis, basketball, lifeguard at C.G.I.T. Lake Brereton, boxing coach and golf. When he was 10 years old, he learned Telegraphy from his father and later joined the CNR as telegrapher and Relief Agent in the Manitoba District. He was a master 999 telegrapher and worked in WI Telegraph office at Union Station in Winnipeg. He later became a Train Dispatcher and Controller there and Assistant Trainmaster on the CNR North line. Another career beckoned his talents as TV Director and Producer in Winnipeg transferring to Regina-Moose Jaw and opening new TV stations there and working as Executive TV producer while opening the TV station in Saskatoon. He won many prestigious TV awards for his productions while with the CBC including the "Anik Award", several education program Ohio awards, a B'nai Brith award and the very prestigious Timmy

award in 1973. Bill retired in 1986 and became interested in establishing and founding a telegraph "KN" chapter in Saskatoon and later became Western Canadian International Director for the Morse Telegraph Club. He wrote and produced "A Telegraph Legacy" for posterity and history. He was a volunteer telegrapher for the Western Development Museum for 26 years. "He is now a silent key." During the 70's and 80's he was appointed Saskatoon Symphony Director and was Chairman of Camp Easter Seal at Watrous, SK. He was a member of the CNR and CBC Pensioners Associations. Bill's love of golf led him to participate in the Wildwood Men's League as a V.P. and a Past President and was a member of the past 28 years. He cherished the many tee off times with his son, Mike. He loved animals; especially his cat "Blondie" and birds and kept the feeders full for the flocks that flew through his area. A private family service will take place at a later date. Memorial donations may be made to the Saskatchewan Cancer Agency (20 Campus Drive, Saskatoon, SK S7N 4H4) or to Heart Health, Royal University Hospital Foundation (103 Hospital Drive, Saskatoon, SK S7N 0W8). Bill and family wish to thank all the wonderful doctors, nurses and technicians at the Saskatoon Cancer Centre and the RUH departments for giving him an extra 10 years of life to enjoy. Online condolences may be sent from www.hillcrestmemorial.ca Arrangements entrusted to Charmaine Menard.

When I am gone my dearest,
Sing no songs for me,
Plant thou no roses at my head,
Nor shady cypress trees;
Be the green grass above me,
With showers and dewdrops wet;
And if thou wilt, remember, and if thou wilt forget.

Thanks to Bill's wife for this brief notification.

Note: Due to a computer glitch, information on these Silent Keys arrived too late for this issue. So look for detailed information in the next issue on: Paul CL Calhoun of the FN Chapter, Frank Sonnek of the GC Chapter, and Charles Wesley Perry of the Maple Leaf ON Chapter.

You have my apologies for the delay. ~Editor Jim

Railroaded!, continued from page 14

a.m. We didn't live very far from Brewer yard, so I decided to drive out and be prepared to line the manual crossover switches myself, to help out the very tired crew who had been on duty since the afternoon before. **BIG MISTAKE** - When I arrived at the south end of Brewer, there was the yard crew looking southward toward the approach of No. 56. They saw me and called my attention to the fact the train was on the northward track!

I was bewildered and couldn't imagine why No. 56 was on the northward track! I stood there until the train had entered the yard and hollered at the rear brakeman to hold onto his train orders (because I wanted to see how they read). I've observed the usual practice of - 2 - crews to dispose of all train orders before they left the caboose. I then talked to the Conductor and Brakeman and they said they just supposed that I wanted them to cross back over to the northward track at Cayuga without issuance an appropriate order! This was an outrageous excuse and I immediately went back to the train dispatchers' office and told the Chief Dispatcher what I found when I went to Brewer.

Later in the day, I received a phone call or written notice that I was being held out of service pending investigation of the matter. I contacted my union representative, and on the day of the investigation hearing he told me the facts were pretty clear that the both the Operator at Cayuga and the crew of No. 56 had violated the provisions of train order No. 9, and to just tell the truth at the investigation and there would be no problem for me.

At the investigation hearing, Operator Cook and the whole crew of No. 56 admitted their violation of the provisions of the train order. However, the Engineer's union representative contended that I knew what had happened, and went out to Brewer to tell the crew keep quiet about the whole matter! That was the farthest thing from the truth!

The end result was the train crew received some out-of-service time without pay, the Operator at Cayuga received a written reprimand. He never lost a dime's pay, but he told me that he was in error and apologized to me. I was discharged from the service of the C&EI, and initially wasn't even allowed to go back to working under my seniority as a telegraph operator!

Having a family to support, I had to find immediate employment. After turning down an offer of employment as a telegraph operator on the Nickle Plate (Cookie's employer!), I was

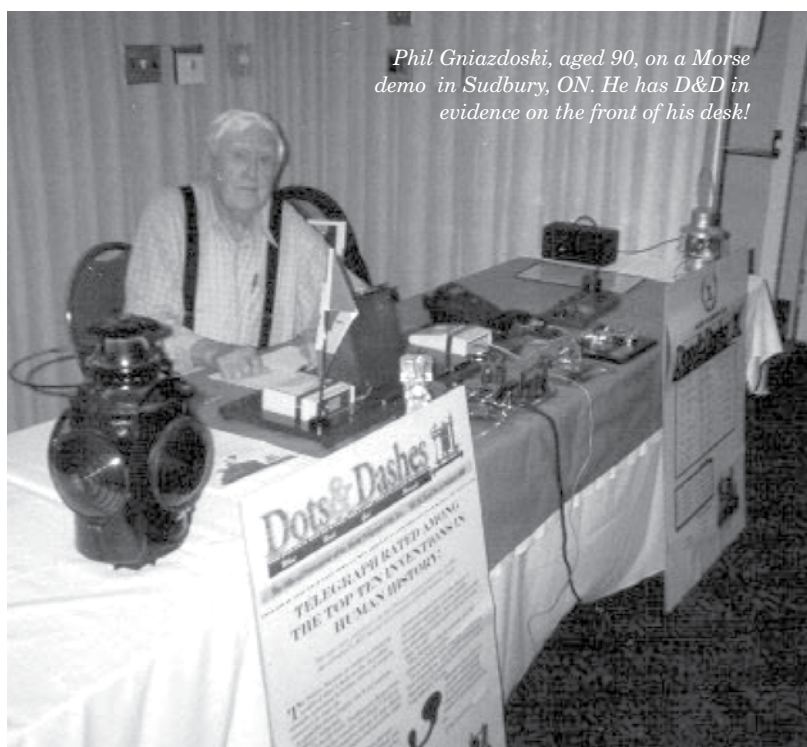
employed by the Peoria & Eastern Railroad (part of the former New York Central) in Indianapolis, Indiana. After a few days employment there, my C&EI telegraph operator's union representative called me and told me he had convinced the C&EI I should be allowed to resume employment as a telegraph operator.

It was the fall of 1953, and I did some figuring of my financial situation I would be in by the end of that year if I stayed on the P&E, compared to if I went back to the C&EI. Everything considered, I decided to go back to the C&EI. I resigned the P&E and obtained a regular assignment as a telegraph operator on the C&EI.

A month or so later, I was offered reinstatement as Train Dispatcher on a leniency basis if I would accept blame and waive my right to appeal. I rejected this offer because I knew that I had violated no rule, and did not want my railroad employment record to indicate that I had made an error of this type.

The American Train Dispatchers Association appealed my dismissal to the National Railroad Adjustment Board, and in early 1955 an award was issued requiring only my restoration as a Train Dispatcher with full seniority, but without any compensation for lost time.

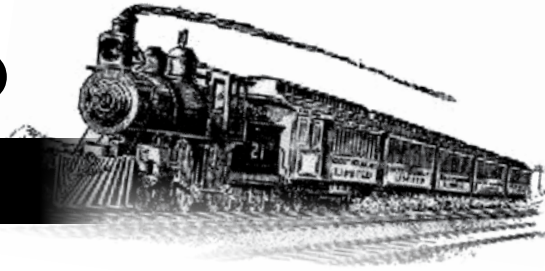
My experience of being "railroaded" better qualified me for preparing Train Dispatcher discipline cases for arbitration, as part of my subsequent duties as Director of Research for the American Train Dispatchers Association for the last twenty years of my employment.



Phil Gniazdowski, aged 90, on a Morse demo in Sudbury, ON. He has D&D in evidence on the front of his desk!

WELCOME ABOARD

News of Our New Morse Telegraph Club Members



Grand CG Chapter

VAL DUNN of Gander, NL Canada was born on July 26, 1934. He earned his living as a railroad telegrapher from 1952 to 1957 plus the summer of 1958. Val says his learning of telegraph was from his home town agent, but that this agent was too distracted by family problems to be fully helpful to him or to another fellow.

When he turned age 18, Val was sent to his “new hometown” to gain “mainline” experience. After three weeks, he was given a telegraph test, which he failed. But with what he describes as an “enormously concentrated effort with monumental help” from a fellow operator, he passed the second test at twelve words per minute. Thus he began his career as a telegraph operator on August 23, 1952.

“I vowed I would become proficient; in two and a half years I was teaching it,” stated Val. “The Canadian National Railroad did a secret ‘unknown test’ and I came in as one of the top four on the Island,” Val adds. He concluded that hard work pays off.

The following year, Val was selected to become the supervisor of student operators. Nobody had come before him in that position. Since there was no written curriculum, Val had to design his own program, which worked! “I graduated 78 of 79 students to full time employment,” he states with pride.

Following his short career as a railroad telegrapher, he resigned to attend the university. Next, he was hired by Air Canada and had a successful career with them for 28 ½ years.

Val states that he will send several books related to telegraphy. Val summarized this story as, “the shocking yet humorous account of what should go down in history as the longest work shift known to man.” Val invites you to contact him at dunn3613@yahoo.ca.

Welcome to the Morse Telegraph Club, Val. We hope you will join future telegraph demos.

TIMOTHY S. ROBINSON of Bowling Green, Kentucky was born on June 16, 1971. Tim began learning

telegraphy in the late 90’s while studying for his amateur radio exams. But he let his new skills lapse. With renewed dedication, Tim decided to brush up and try to become active again. Tim says he has since childhood always been fascinated with telegraph and radio equipment. His interest peaked this year at the Dayton Hamvention as he was inspired by the Morse Telegraph Club booth equipment and the MTC members. Tim noted that he found himself back at the MTC display three times and has decided to purchase his own antique telegraph equipment. His amateur radio call sign is KF4MGU. Tim invites you to greet him at trobins@wcsoky.net.

We offer you a special welcome to MTC, Tim.

KENT W. TRIMBLE of Jefferson City, Missouri was born on February 8, 1945. Ken states that he has been a licensed amateur radio operator since 1960, specializing in CW (code). Kent says he currently teaches three Morse code classes in his town every Saturday morning. Kent invites you to contact him at k9zvt@socket.net.

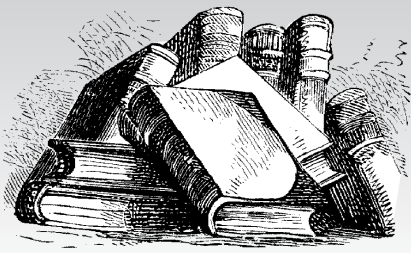
Kent, welcome to you, and keep on successfully teaching and inspiring your students.

GRAND CHAPTER MEMBERS

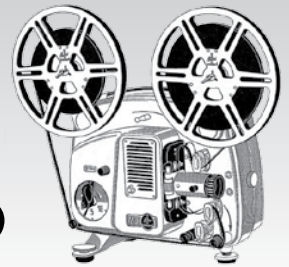
It's almost October!

I'll soon be sending out Membership Renewals for 2014 so be on the lookout! Thanks!

*Cindy Galven,
International Secretary-Treasurer*



J. Chris Hausler's
**BOOK & MOVIE
REVIEWS**



For this issue I'm going to look at two recent publications, a book and a TV series. The book is, *The Telegraph in America, 1832-1920* by David Hochfelder, published in 2012. Now, if you have read the majority of the books on telegraph history that I have previously reviewed, you probably won't learn a great deal new from this book. In fact the book I reviewed last issue, *Wiring a Continent* has the same start date, although its end date is 1866, the end of the Civil War, and thus has much more detail in it for that time period. However, this book does look at the subject matter from a slightly different point of view than any of the previous books and does make some interesting points. Further it is well constructed with good footnotes, useful if you want to address some subject mentioned in greater detail. What's more, the body of the book is only 180 pages, a much quicker read than the sum of the books I've previously reviewed or even some of the individual telegraph history books I have reviewed. It would thus make a good introduction to the subject. And although it has an end date of 1920, it actually briefly looks at recent events related to communications and the demise of Western Union as well.

One thing I like about this book is that in addition to just describing the history of the telegraph, it focuses on its impact on society as a whole, who used it and how it was used as well as how this actually changed how society works. As an example, a subject I had not previously come across was that of "bucket shops". These were essentially stock market "betting parlors" where folks of limited means or who were disallowed or otherwise unable to actually invest in a real stock or commodities market could "bet" on the markets.



However, these "investments" had no actual tie to the stocks they supposedly represented. Unlike stocks, the "investments" had no actual value and were literally no more than gambling as is betting at a race track. The bucket shops, however, tended to conceal this difference between them and the real markets. Many of the bucket shop's "investors" lost their shirts. As time passed large consortiums of bucket shops formed and with large amounts of money at hand actually tried to manipulate the real market to cause their "investors" to lose so the shops would make even more money. All of this was facilitated by the quick communications provided by telegraph technology which liberated traders from having to actually be on the exchange floor. And this is only one of the morally questionable business practices which arose as a result of telegraph technology. However, as it did give many more people a taste for speculation and investing it led to the present much wider involvement by the general public in the stock market.

Another impact of the telegraph was on the brief style of writing which resulted, first in the press and in business communications, and which then eventually spread to the general public. Rapid reporting of news, particularly as it developed during the Civil War led people to become "news junkies".

Finally the book investigates the eventual demise of Western Union, how its management beginning in the latter years of the 19th century developed a narrow view of the service they were providing and saw telegraphy as a mature technology, thus failing to seize ever evolving new technology to their benefit. Eventually this led to their losing the actual means of communications, the "wires" to their rival, AT&T, which among other things developed carrier technology and further developed the teletype.

The book points out that this search for quick communications which began with the telegraph continues to this day. A new fiber-optic cable is

to be built through the Arctic between London and Tokyo. Costing more than one billion dollars it will be profitable because it will provide one twentieth of a second faster communications time than existing cables leading to large differences in profitability of financial transactions.

For a movie review this issue I'm actually going to review a new TV series, season one of BBC America's "Copper", their first originally scripted program after previously just carrying shows from the UK. It first aired in fall 2012 and consisted of ten episodes. The title refers to the copper metal badge worn by New York City policemen in the mid 1800's.



The season opens in mid 1864 and largely occurs in an area known as Five Points in lower central Manhattan, built on a former swamp and populated predominately by Irish immigrants. The Civil War is in full swing and Lincoln is about to come up for reelection. The story revolves around three individuals, all recently returned from the battlefield. Their common background is that the lead character, Kevin Corcoran, "Corky", the "Copper" of the title played by Tom Weston-Jones had been a common soldier. His former major, Robert Morehouse played by Kyle Schmid, is the son of a wealthy NYC businessman with ties both to the north and south. The third character, a black physician, Dr. Robert Freeman, played by Ato Essandoh, amputated the wounded leg of Morehouse but as admitting that a black man had done this was unacceptable, Corky is given the credit. This bonds the three unlikely individuals, and their continuing stories wind through the episodes of season one.

The action moves mostly between the streets, flop houses and bordellos of Five Points occupied by Corky and his fellow Irish coppers and the mansions of the upper classes such as Morehouse and his father on Fifth Avenue. Conflicts between the classes, between the Irish and the Negroes and of course between northern and southern sympathizers are all aired. I'm not going to reveal much more of the story. It is an engaging period drama as, after all, it occurs during a dramatic period in US history. As an aside, I really like the title music.

Why am I reviewing this, where's the telegraph interest? The producers of "Copper" in an effort to be authentic contacted the Florida Chapter of the MTC through the chapter's web site. They wanted to set up a ticker tape in the home of the wealthy NYC businessman. Since ticker tape machines had not yet been invented in 1864, the Florida Chapter persuaded them to use a personal secretary-telegrapher (male) and period manual Morse telegraph instruments instead, sending them photographs of appropriate instruments and equipment. The producers had replicas constructed, a key, a sounder and batteries. These occasionally appear or their clicking is heard in scenes in the wealthy businessman's house in many of the episodes of season one although the actual scenes are quite short and easy to miss. Their primary use is as a plot device to show that the wealthy NYC businessman, Morehouse's father, is "connected" to his business and political interests in both the north and the south, the source of his eventual undoing at the end of season one.

One "entertaining" thing which occurs in the last episode of season one is that Corky apparently picked up a little Morse Code during his service in the Union army and overhears the communications describing an upcoming nefarious event while in the wealthy NYC businessman's study. The male secretary-telegrapher denies this but, well, I won't say more. This somewhat harks back to the foolishness seen in the Saturday matinee "westerns" of the 30's through the 50's when it seemed that all the "good guys" and some of the bad were competent telegraphers.

I don't have cable or satellite TV but one of our members from the Florida Chapter made me aware of this show. BBC America's web site as of this writing has the season one DVD on sale for about \$20 and I bought a copy. In addition to the ten episodes, it has an entertaining "making of" video as well as a number of scenes deleted from the final cut, including one telegraph scene. Season two, which is supposed to consist of 13 episodes is currently running. As of this writing, about 3/4th through the current season, my Florida informant tells me that although there were no telegraph scenes in the first five or so episodes, there have been some minor ones since. Whether Corky's apparent telegraphic skills displayed at the end of season one might make a return is yet to be seen.

Hi All,

The slow Morse sessions on the Canadian HN hub will resume on Monday September 9th, 9:30pm to 10pm eastern local time.

Monday • Dan Kollesavich, Ken Warren **Winnipeg Man..**

Tuesday • Gilles Gagnon, **Ottawa & Earl Neal, Winnipeg**

Wednesday • Jérôme Lanoue, St. Hyacinthe, J. Guy Hamel Laprairie **QC**

Thursday • Pierre Hamel **North Bay, ON** & Luc Bonneau Longueuil **QC**

Friday • MTC members of the Maritime Chapter, Neil Horsman président
Sackville NB.

SPARE INSTRUCTORS

L R Keith, **Ritzville, WA**, Ted Jackson, **Syracuse, NY**, Lorne Fleece **North Bay, ON**, Francis Therrien, **Mattawa, ON**, Lavina Shaw, **Port Coquitlam, BC**, Phil Gniazdoski, **Sudbury, ON**, Bill Ryan, **Saskatoon, Sask.**, Bob Foote, **Truro, NS**.

All participants are members of various MTC chapters from the US and Canada. They are expert, and enjoy transmitting the art of telegraphy to younger generations. They welcome participants to attend and SINE IN at the end of each session.

The Canadian HN Hub 1-(888) 822-3728.

73,
J G Hamel

DO YOU KNOW?

Do you know which U.S. states were the first to require automobile license plates?

In 1901, New York was the first state to require license plates. However, the state did not supply the license plates. Motorists had to make their own. In 1903, West Virginia and Massachusetts were the first states to issue license plates.

Some Native American Indian tribal nations continue to issue their own license plates. Of the fifty U.S. states, only nineteen states today require rear license plates.

Source: *The Incredible Book of Useless Information* by Dorn Voorhees.

HOUSE TRACK **Want Ad Section**

For Morse Telegraph Club Members

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: proyd@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 1/2" 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: 2014 Railroad Calendar. The Inland Empire Railway Historical Society offers a stylish 2014 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. 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: 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 1/2 inches long by 1 1/2 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.

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

AVAILABLE: Telegraph equipment, bug, depot calendar, time tables and buttons. Contact Sarah Schweitzer in Billings, Montana at (406) 896-8598

AVAILABLE: Crests, "Order of Railroad Telegraphers" with emblem in the center, \$12 each. Email Mary Roy at terttu@shaw.ca or mail Mary at 3874 Winlake Crescent, Burnaby, BC V5A 2G5, telephone 604 420-1292.

AVAILABLE: 1880's Bunnell 20 ohm KOB Practice Set with brass camelback lever, in good condition. Also, Sounder marked AT&T Co. Main Line Sounder 15B 120 ohms, in excellent condition. To negotiate a price, telephone Gene Wood at 580-795-3724 or mail Gene at 104 Sunset Madill, OK 73446. Gene has no email address.

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

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Tel: 434-245-7041
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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
www.qrz.com

NOTICES & INVITATIONS

Morse Telegraph Club, Inc.
Dial-Up Information

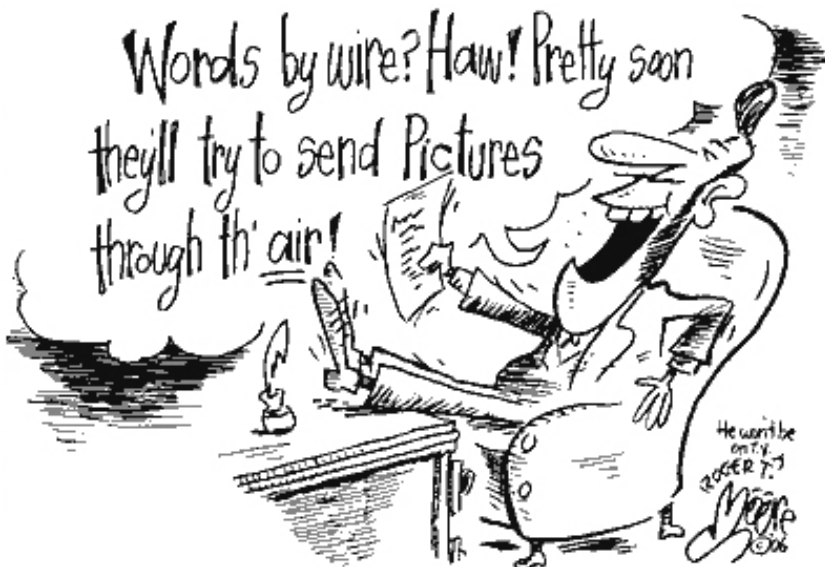
U.S. (KB) HUB
1-269-697-4506/4508/4513
(Michigan-Ace Holman)

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

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

DUES

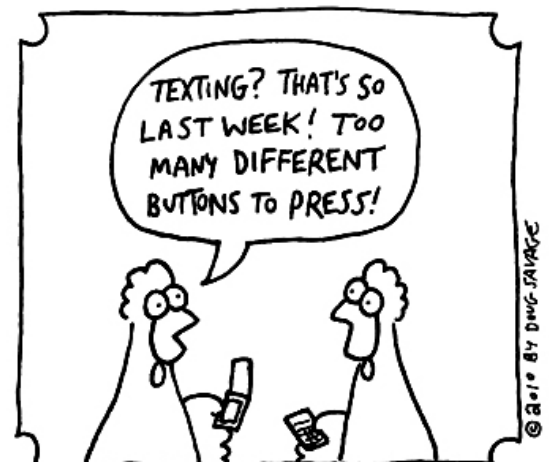
U.S. First Class postage \$15.00
E-mail delivery \$9.00
Canadian is now by chapter
Foreign Air Mail postage \$23.00



Moore Texas by Roger T. Moore April 27, 1839: Samuel Morse offers the rights to his "telegraph" to Texas. President Lamar declines.

Savage Chickens

by Doug Savage



HOW MORSE CODE CAME BACK INTO FASHION

www.savagechickens.com