



Dots & Dashes

What

Hath

God

Wrought

The Official Publication of the Morse Telegraph Club, Inc.

Vol. 42, Issue No. 3 • Summer 2017

PRESERVATION OF TELEGRAPHY

This article is relevant today and even more important. This article was written by Roger Reinke, a noted telegraph historian and longtime member of the MTC WA Chapter. This article was originally published in the spring 2004 issue of Dots & Dashes. Roger became a Silent Key on July 1, 2016 and his life story was published in the fall 2016 issue of Dots & Dashes. ~Editor Jim

Preserving the Heritage of Telegraphy

The art of telegraphy is not lost. It is however, rapidly becoming something that exists only in the memory of a few. The science of telegraphy is still found in modern communications technology, but the passing of dots and dashes is all too apparent.

Some efforts to maintain the art are being made, but beyond the use of Morse code, the effective preservation and presentation of telegraphy's instruments, ephemera, and operational methodology is disappointing.

There are, fortunately, exceptions to this rather pessimistic outlook. A few radio amateurs still use old landline telegraph equipment on the air, and a modest number of former railroad and commercial operators share a Morse wire using original instruments, the only artifice being the Internet or the public switched network.

Our surviving telegraphers offer demonstrations of how messages were sent and received to appreciative audiences, but the analogy of the telegraph and the computer is seldom noted. The Internet does provide ready access to several web sites containing much historical information and illustrations of artifacts. Unselfish, uncompensated individuals are due thanks for their contributions, but the long term view in regard to personal preservation initiatives is not encouraging.

Considering the undisputed influence of telegraphy in the affairs of man from 1844 to 1900, suffice it to say the preservation of telegraphy

in all its aspects is worthwhile. If the reader is inclined to dismiss historical preservation, he is invited to visit a Smithsonian museum the day after Thanksgiving. It is a daunting task, due in part to the problem of keeping the relatives entertained, but it is undertaken because there's something there that will be of interest.

Andrew Carnegie, who started his remarkable career as a telegraph messenger and quickly became a youthful operator, had this written on the crown molding above his library: All that man has thought and done is preserved, as if by magic in books. There are indeed many books written over the years that help to understand the who, how, when, and why of telegraphy, but preservation of artifacts helps to put those words in meaningful context. Books alone cannot convey all that is of significance.

Collections of telegraphic material help to make the reminiscences of the original practitioners more understandable and perhaps more accurate. Preservation of valuable historical material, however, may be only incidental to the actual collecting motivation which may range from pure and simple nostalgia to the compulsive urge to possess the biggest or best collection. Pecuniary gain may enter in, because there is an active market for uncommon telegraphic artifacts of all kinds.

For those collectors of telegraphy sincere about trying to share their interests in a way that can be of use to present and future generations,

Dots & Dashes

The official publication of

The Morse Telegraph Club, Inc.

Jim Wilson - Editor, *Dots & Dashes*

2742 Southern Hills Court • North Garden, VA 22959
(434) 245-7041 • telegraphjim@gmail.com

www.morsetelegraphclub.org

www.facebook.com/morsetelegraphclub

www.morsekob.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.

MTC Contact Information

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

J. Chris Hausler
International Vice President
100 Citation Drive
Henrietta, NY 14467-9747
jchausler@earthlink.net

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

George J. Nixon, Jr.
Retired International Vice President
16064 S. Timber Brook Dr.
Draper, UT 84020
(801) 607-1041
n9ejs@mindspring.com

If notifying MTC about a deceased member (Silent Key), please notify:

Jim Wilson
Editor, *Dots & Dashes*
2742 Southern Hills Ct.
North Garden, VA. 22959
telegraphjim@gmail.com
(434) 245-7041

Note: If possible, please include a copy of an obituary and other available information about his/her career and relationship to telegraphy and/or the telegraph industry.

Donations of telegraph instruments, telegraph ephemera, historical materials or requests for assistance with museum exhibits, telegraph demonstrations, or other consultation should be directed to:

James Wades
International President,
Morse Telegraph Club, Inc.
PO Box 192
Buchanan, MI. 49107
jameswades@gmail.com
(269) 548-8219

General correspondence, which doesn't fall into the above categories, should be directed to the International Secretary/Treasurer:

Richard Williams
International Secretary-Treasurer
PO Box 181591
Coronado, CA 92178
runnerrichard@hotmail.com
(703) 407-7461



Local Chapter Members: Members of local chapters should send all correspondence regarding address changes, membership renewals and similar information to their local Chapter Secretary/Treasurer. If you do not know your Chapter Secretary/Treasurer, please inquire with the International Secretary/Treasurer to obtain the necessary contact information.

Your Articles and Stories: MTC is always looking for original photographs, stories and articles about your experiences in telegraphy or radiotelegraphy. Please send articles and news stories to the Editor of *Dots & Dashes*.

Telegraph Talks and Demonstrations: If you or your local chapter should schedule any demonstrations, talks or other special events, please notify the International President so he can publish your event in our on-line calendar.

IN THIS ISSUE

ARTICLES

Preservation of Telegraphy <i>By Roger Reinke</i>	1,4-6
The World's Oldest Operator <i>By Jim Wilson</i>	9
The Extra Board <i>By Robert Haseltine</i>	12-15

IN EVERY ISSUE

Sidewire.....	3
President's Line.....	3,6
Letters To The Editor.....	7-8
Chapter News.....	10-11
Book & Movie Review	16-17
Silent Keys	18-22
Do You Know?.....	22
House Track.....	23

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

➡ 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



Sidewire

Comments from the
Editor of *Dots & Dashes*

By **Jim Wilson**



Sumer is an ideal time to do telegraph demonstrations. My MTC chapter, the Washington-Baltimore "WA" chapter is active, but it has dwindled down to only a dozen members. We just participated in a fun telegraph demo at an American Civil

War site in Virginia.

The question is: how do we attract more folks to join the Morse Telegraph Club? Amateur radio operators, railroad enthusiasts, and historians are the most likely source of new MTC members. Or, if you have a former railroad telegrapher friend who is not a member, I challenge you to bring this friend to the Morse Telegraph Club. You might even offer to pay your friend's first year dues!

A relative of mine recently suggested organizing interesting trips for your chapter members, like visiting Locust Grove, the family home of artist and inventor, Samuel F. B. Morse. This scenic site is located along the Hudson River in Poughkeepsie, New York. So far, I have never been there. But Locust Grove is now on my bucket list. Think about other interesting places near you that are associated with the telegraph. Plan a telegraph history trip.

The telegraph and Morse code have enriched my own life. When I was drafted into the Army and sent to the Vietnam War in October 1967, Morse code saved my life! Morse code also got our son, Matt, and me into the historic Spielberg movie "Lincoln," then into other movies later as telegraph operators and historic characters. If you visit the "Newseum" (museum of news) in Washington, DC you will see members of the "WA" chapter on their giant movie screen.

The Morse Telegraph Club has provided me with numerous unique experiences, from telegraphing at an insane asylum to telegraphing in front of the U.S. capitol. Read Chapter News for more info on "WA" club activities. And the Morse Telegraph Club has introduced me to so many interesting people, like YOU!

Stay active. Stay healthy. Get us a new member. Plan an exciting trip.

Jim Wilson

President's Line

Jim Wades, President
Morse Telegraph Club, Inc.



Canada's Sesquicentennial

Congratulations to our Canadian brethren on the 150th Anniversary of the Confederation of Canada.

I have read numerous articles recognizing this important milestone, many of which cover the political and cultural development of Canada. I have also seen some nice collections of historic photographs in various publications. There is, of course, no mention of the telegraph or its role in uniting the Nation. This shouldn't be a surprise. It's a common oversight throughout the World.

Wouldn't it be nice if we could organize a big event somewhere in Canada to recognize the role of the telegraph in Canadian history? Perhaps a gathering of Canadian chapters linked on the HN hub combined with a bit of suitable publicity? Any ideas or proposals?

Telegraph Demonstrations

Over the years, the Morse Telegraph Club has evolved from being primarily a social organization of telegraph and railroad industry employees to a much more diverse historical and living history organization. A big part of this latter mission has always been telegraph demonstrations.

In recent years, our capacity to present such "living history" demonstrations has diminished as members have aged or passed on. Each year, we receive numerous requests for telegraph demonstrations from museums and similar organizations, many of which are simply impractical to support.

Obviously, one potential source of volunteers for such events is the Amateur Radio community. There are plenty of radio amateurs available who are quite competent with the International Morse Code. Unfortunately, most of these hams are unwilling to learn American Morse Code to support MTC activities.

This begs an interesting question; if we were to start employing the International Code when necessary to support telegraph demonstrations,

continued on page 6

there seems to be no clear path to that objective. Organizations such as the Antique Wireless Association, which enjoys well attended annual meetings, a broad membership base, and a permanent, chartered repository for materials of significance to its members, are envied.

The Association greatly benefits from the fact that radio may be appreciated by doing no more than flipping a switch – and it's still the case today. The arcane art of telegraphy involves a "secret code" which, unfortunately, oftentimes represents an obstacle to understanding. Lacking much familiarity with the subject, support for preservation efforts is difficult to generate.

A review of past telegraphic preservation efforts is interesting and has a lesson or two to offer. In early 1880, Anson Stager, Charles Taylor, F.A. Armstrong, and J.C. Mattoon, Western Union stalwarts, proposed to the telegraphic fraternity, a meeting to take place in Cincinnati on September 7, 1880. This was to be the first National Old Timers Reunion, and the invitation included this request: "We desire that each one will secure any relics of old-time telegraphy, and send them or bring them for temporary exhibition." The Reunion was intended to produce reminiscences of the very first days of telegraphy. J.J. Flanagan reported in an article that Ezra Cornell "... exhibited the Morse telegraph instruments in New York and Boston as a curiosity, at twenty-five cents admission, but so little popular interest was felt... that the receipts therefrom were barely sufficient to pay his personal expenses."

Out of this reunion was born the Old Time Telegraphers' Association, and at the second reunion in 1882, it was decided to combine the social activities of the Society of the United States Military Telegraph Corps (the Civil War operators) with the Old Timers. At the third reunion in 1883, the Secretary was to make "... suitable arrangements for the safe keeping of any relics..." "But the Proceedings do not describe what material, if any, was held by the two organizations.

The Old Timers' membership grew larger in the late 1880's and the 1890's. The boys (wives and even some female operators were included) liked to get together and reminisce, sometimes to the point that proceedings for certain years apparently were never published. Those that were are replete with anecdotes, jokes, and especially laudatory and lengthy descriptions of telegraphy and telegraphers. If there was an organized effort

to collect artifacts and/or document history in an objective way, such was not noted until the early 1900's. On July 30, 1901, the Old Timers' President, L.B. MacFarlane, wrote Charles A. Tinker, President of the telegraphic Historical Society of North America, in response to Tinker's proposal to consolidate the two groups.

MacFarlane stated that, "While it is true that the principal object of our Association has been to review and enjoy early acquaintances and friendships, we should remember that we are also to efficiently foster and encourage such other worthy kindred purposes... One of the most valuable of these would be the collection and preservation of historical data relating to the art of telegraphy..."

The Old Timers agreed to the proposal at the 1901 meeting, and modified their name to the Old Time Telegraphers' and Historical Association. At a later member reunion, it was noted that the Historical Society had at that point "...gathered a valuable collection of early telegraph apparatus including many of Professor Morse's original instruments. When the two societies combined the relics were deposited in the Smithsonian Institute at Washington, where they have been since on display." (The Historical Society had been founded in 1895, and many of its members were also members of the Old Timers.)

Perhaps because of the merger of the Old Timers and the Historical Society, the proceedings report of the 1901 meeting contained the first formal attempt at historical preservation. John Brant, a Western Union employee and secretary of the Old Timers, included his "Suggestions" at the very end of the publication. They read in part as follows:

"A Few Suggestions To Members... Formal papers on subjects relating to telegraphic history and sketches of personal experiences are very desirable, and it is hoped members will furnish them as soon as practicable. While it is expected that not every member will immediately prepare such a paper, each can aid in the work... some of the Association's needs:

Books, pamphlets, telegraphic newspapers, newspaper clippings, manufacturers' catalogues of instruments, and other publications relating to telegraphy.

Manuscript documents... books, message blanks, and other forms...

Telegrams having historical interest... catalogues of books, relics, etc. in the possession of public

institutions or private individuals.

Photographs of telegraphers..., telegraph offices...

Instruments, batteries, insulators, specimens of wires, submarine cables, etc.

Addresses of persons having in their possession anything of interest to the Association.

Any articles referred to can be sent to the Association as a gift or as a loan, or they can be placed on exhibition in the Smithsonian Museum, subject to the order of the owner. Articles for deposit in the Smithsonian may be sent to the Secretary, who will return official receipts to the owners..."

Any of the articles referred to can be sent to the Association as a gift or as a loan, or they can be placed on exhibition in the Smithsonian Museum, subject to the order of the owner. Articles for deposit in the Smithsonian may be sent to the secretary, who will return official receipts to the owners..."

Explicit as these suggestions were, the result was dismal. At the next Reunion, Secretary Brant reported that "There has been but one contribution of historic value – a photograph album containing portraits of many men connected with the Telegraph service of bygone days...It does not seem to me that the historical feature of the association is appreciated as it should be by its members." Brant's "Suggestions" were reprinted once more. They did reappear in later Reports.

In 1905, the Old Timers met in New York City. It was reported that "A room at the headquarters hotel was set aside for an extensive exhibit of telegraph apparatus and the document relics." But something else stole the show: "A tiny telegraph key, manufactured for the occasion by J.H. Bunnell & Co., the smallest ever made, yet absolutely perfect in every detail, was the souvenir of the evening. About 800 were thus given out, but only those seated at the [banquet] tables received these greatly prized mementoes." (Bunnell miniature keys now command high prices on Internet auctions.)

On the other hand, at the 1909 Reunion in Pittsburgh, the H.J. Heinz Co. presented the ladies with silver pickle forks, the market for which is unremarkable.) Also noted was a presentation to the Association of "... an insulator which was used in Canada in 1847."

In 1912, a "piece of the earliest cable that was laid in America, in 1851 "was accepted with the advice that it would be kept as a memento in the archives of the Association.

The 1913 Reunion in Detroit produced an interesting anecdote. The Secretary noted that John J. Ghegan "has some old relics which he would like to exhibit here to the members. Mr. Ghegan: "The case I hold in my and contains a set of miniature instruments that were made for Professor Morse by the old house of Chester, which many of you old timers remembers. I came across this set of instruments last November, in the heart of Louisiana. An operator for the Postal Telegraph Co. had them in his possession. They were won by him at a raffle some fifteen years previous. At that time, they were owned by a man who was an operator for the new Orleans Times-Democrat, and who was taken sick and had to part with tem to raise funds. He had won them in a similar manner some ten years before.

I have been trying to trace their history from that time, back to the time of their manufacture, but with very little progress, until I learned that a man named Dubois, who was superintendent of the Chester factory at the time these instruments were made, was still living, and that he had a son working in the factory of Mr. Fred Pearce. I called up Mr. Pearce's son and was told [Dubois] was still living at a little town called Oceanport.

As I drove through the straggling street, I saw an ancient gentleman sitting on a porch, and concluded that was the man I was looking for. I drove up by the step, got out and said "How do you do, Mr. Dubois?" And the old gentleman, being quite deaf, sad "Eh?" "Your name is DuBois, is it not?"

And he said, "Yes," I said, 'Wait a moment.' I went back to the machine and brought this case and opened it. "Oh," he said, I know that" and his face lit up as if he had met some old friend. He said, "I helped make it."

After thinking awhile, he said, "I am ninety years old, and my memory is not so good. It was the year the first Atlantic cable was laid, [1858]." Then I asked the circumstances as to the making, whether Professor Morse had ordered them or [if they] were presented to him. He said they were presented to him, and there was quite a celebration at the time. It was the only set of the kind that was made. What happened from that time to the time they were won at the first raffle, I do not know. The Instruments are perfect. I will pass the case around." [Ghegan's narration has been shortened considerably, but the words are his. If he was successful in tracing the instruments to Louisiana, the record is silent, as it is in regard to

the eventual disposition of the instruments.]

Some of the Old Timers' favorite anecdotes concerned sending and receiving speeds. At the 1919 Reunion, a committee was formed to select each year, for six years, two distinguished members acknowledged to be proficient telegraphers, and to have Edison's Orange, New Jersey Laboratory record the message for the archives. At the 1926 Reunion, the committee reported that it had fulfilled its charter, and were discharged. The records were made on an "indestructible disc," but it is not known [by this writer] if any discs actually survived.

In the next few years, a few contributions came in to be placed in the archives. In 1923, the Old Timers' Historian, J.B. Taltavall, reported that "Important negotiations are now pending for space for the archives of the Association."

In 1927, Donald McNicol was Historian, and reported that "the Association's historical relics have been moved from the offices of Telegraph and Telephone Age (Taltavall was its publisher) to a showcase in the offices of J.H. Bunnell & Co., No. 32 park Place..." The Report notes that "procuring a permanent depository for the Association's relics...might induce members of the Association to forward literary and apparatus relics of the telegraph in their possession and now widely scattered."

McNicol recommended that a small room in

downtown New York be donated for this purpose, to be maintained through contributions and a one dollar per year assessment of the members. His proposal apparently was not acted upon. McNicol did keep an inventory of the Association's relics, but the listings in the Reports of these years offered little detail much beyond "Round, metal base Morse telegraph sounder of the '60s...relay with large coils..." etc.

At the Omaha Reunion in 1928, McNicol recommended that the artifacts he had gathered (those that had not been forwarded to the Smithsonian) be combined with the Edison collection at the Engineering Societies Building on 39th Street, New York. The Association concurred. Apparently Henry Ford had his eye on the Edison collection, and as the Ford Museum was being built, he and Thomas Edison got the Association's Board of Directors to consent to transferring the entire collection to the Ford Museum at Dearborn, Michigan.

In 1930, at what was probably the last Reunion of the Old Timers, McNicol reported that "Whatever the Association possessed in the way of historical apparatus is on display in the Dearborn museum." McNicol also noted that the Rosenwald Museum of Science and Industry, Chicago, and the Museum of the City of New York also intended to bather "all of the historical apparatus still available."

President's Line continued from page 3

would it be possible to obtain more amateur radio volunteers to support such requests? Would some of our ham radio members be willing to learn to copy International Code on a sounder in order to support such activities?

A "CW" operator can learn to copy International Code on a sounder in just a few evenings. The technique is rather simple, particularly if one employs a tone converter to allow the sounder to work concurrently with the code being reproduced by a communications receiver or transceiver. The tone converter circuit is incredibly simple to build and the schematic is provided on our MTC web page.

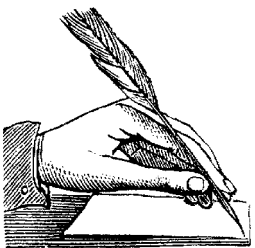
While those of us who know American Morse would prefer to use it for historic authenticity, the reality is that we now lack the critical mass of qualified American Morse operators to present a telegraph demonstration in many parts of North America. Furthermore, while most of our American Morse Operators from the ham ranks are quite

capable of conversing in Morse, they have little or no experience receiving and copying a telegram. The most likely volunteers would have to come from the ranks of CW traffic men, who have some real experience copying radiograms on traffic nets.

While our historical mission will always emphasize American Morse Code, and while every telegraph demonstration should feature this code in charts and annotation; it may be time to incorporate International Code into our telegraph demonstrations when necessary. This way, we still have an opportunity to educate the public and show the process of telegraphy.

Perhaps we will try to conduct a membership drive recruiting hams for this purpose. Their membership will help support our historical mission and the use of International Morse as needed can allow us to continue our community outreach.

73,
James Wades



Letters to the Editor

September 26th

With the passing of Dan Kollesavich, the Secretary-Treasurer of our Manitoba chapter, I have agreed to look after our WB chapter membership. My name is Bert Johnson, a 27 year retiree, a long time MTC member and a close friend of the Kollesavich family. Also, do we have any new membership cards? What is the deadline for submitting chapter news?

*Bert J. Johnson
Winnipeg, MB*

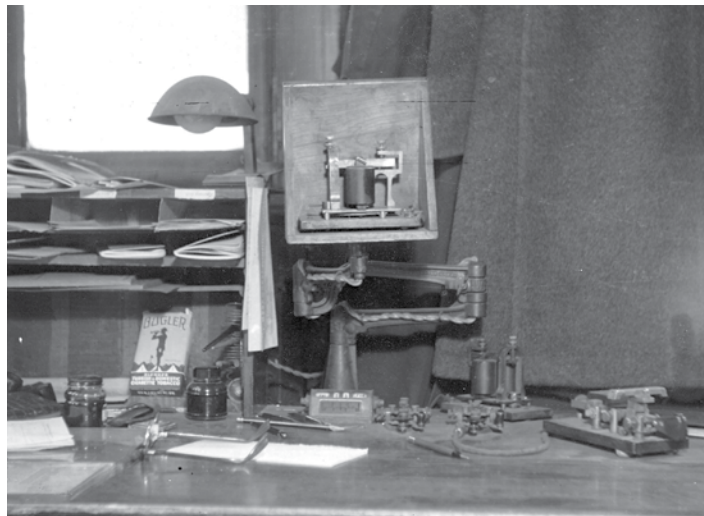
May 6th



I can read International Morse at about ten words per minute and I can still read American Morse at about 30 words per minute. "You Tube" has a number of examples of this and I downloaded some of them so I could practice, even though I hadn't done any telegraphy since 1961. However, once you learn Morse, you don't forget; you just get slower. I doubt there are many of us who worked on the C&NW left. My former coworker Larry Nelson is approaching 92 and I'll turn 90 in September.

I am attaching a couple of pictures from about fifty years ago. One photo shows my desk in Freeport with the sounder and my "bug" and sack of Buglers. The other photo shows Gene Rush, "first trick" operator in DeKalb, Illinois. I was "second trick" operator there.

Bob Haseltine



May 17th

Enclosed an ink & wash drawing for the next issue of *Dots & Dashes*. My Want Ad for other drawings can be found under House Track ads [on page 23.]

*73,
Peter Hamel
Sturgeon Falls, Ontario*



May 27th

When I visited the Florida Chapter's display at the Brooksville Raid in early 2006, they were operating as the Southern Telegraph Company, and the joke was that I was a Yankee telegraph scout, i.e. a telegraph spy from the north, tapping

their wires. As we were discussing this, a troop of southern soldiers marched past. Hearing this, they started discussing which tree they were going to hang me from with my own wire (this was the usual punishment for telegraph scouts). For a while, I began to think they were serious! Attached is my letter to the editor for the summer addition.

73,
Chris Hausler

May 30th

On a recent visit to a funeral home in Bridgeton, Missouri, a suburb of Saint Louis in Saint Louis County, I happened to notice this grave marker of Pvt. Henry F. Frizzell, Company B, 6th Missouri infantry. Born in December 1839 and died May 1904. As you can see by the photograph, he was the recipient of the much coveted Congressional Medal of Honor.



The first Medal of Honor was awarded in 1815. Not much more is known about Henry except his remains are interred in a grave site in Bonne Terre, Missouri, a small town about seventy miles south of Saint Louis. This grave stone is here in remembrance of this federal soldier and the Civil War.

*William Eggelston
O'Fallon, Missouri*

June 22nd

In the latter part of May, I visited three cities where I once worked as a commercial telegrapher in the late 1940's: Saskatoon and Moose Jaw, Saskatchewan and Winnipeg, Manitoba. In Saskatoon I attended the annual convention of the Canadian Train Dispatchers and Rail Traffic Controllers. The province of Saskatchewan has four huge museums, (each about the size of a city block) built by the provincial government, called Western Development Museums. The one in Saskatoon has a street, about a block long, lined on both sides with stores, businesses and a café, making you believe you were back in the last century. It is called Boomtown.

The telegraph office is one of them, and is wired to a railway station, at the end of the street, so that messages can be sent in Morse code back and forth. Five telegraphers were on duty: Peter Kotyk, Bliss Cross, Dennis Ogresko, Don Elliott and Fred Abonyi. They were sending messages and teaching children about the code. (I actually helped out for a few minutes!) On each side of the street were vintage cars, horse-drawn buggies, motorcycles, etc.

In Moose Jaw, the theme was Transportation. There was a railway station, complete with a telegraph office and a train with an engine and several coaches. There were a number of old airplanes, dozens of old cars, horse-drawn carriages, snowmobiles, sleds, dune buggies and other means of transportation that I hadn't seen before. While in Moose Jaw, we toured the underground tunnels that the American gangster, Al Capone, used for making booze to be distributed to the local hotels and transported across the border to the U.S.A. during Prohibition Days. There were hidden rooms-- one hidden behind a bookcase and false walls. The tunnel tours were fascinating and well worth seeing! I accompanied Chuck Beckett, former Secretary/Treasurer of the Maple Leaf Chapter, and his wife Ann from St. Thomas, Ontario. It was a "memory" trip for Chuck, as well. He went to school in the village of Pense, which is between Moose Jaw and Regina.

Laina Shaw

April 7th

Enclosed is a photo of my watch fob that the Milro Agent in Ludlow, Missouri gave me in May 1959. One side shows the telegraph sounder and on the other side, the Order of Railroad Telegraphers. I never have seen a watch fob like it.

*Sincerely,
Roger A. Edge, Jr.*





Welcome Aboard!

NEW MEMBERS OF MTC

Montreal-Ottawa "GO" Chapter

The Montreal-Ottawa "GO" Chapter welcomes **RICHARD INWOOD** as a returning new member. Dick was born in Montreal in 1933. Having worked first for the Canadian Pacific as a student, he became a full time employee in 1952. He worked on various subdivisions as a lever man and a telegraph operator among other assignments. When he left the CP RR in the early sixties, he then worked as a passenger agent for Air Canada. But then he embarked on a 35 year long broadcasting career, 24 of which were at the CBC and various other stations. Dick was also involved in telegraph demonstrations at various railway museums and fairs. In the seventies and eighties, he served as president and secretary of the "GO" chapter. He left the chapter in 2008 then decided to rejoin this year. Welcome back, Richard!

HARRY LYSEYKO of Kelowna, British Columbia was born on November 23, 1935. He trained at Chipman, Alberta under the mentorship of Jake Ruhl. Looking back over 35 years, Harry realized that he worked at 43 locations throughout Alberta, Saskatchewan and New Norway, Alberta. A sample of these locations include: Waseca Saskatchewan, New Norway AB, Ranfurly AB, Mundare AB, Deville AB, Ardrossan AB, Strathcona AB, Bickerdike AB, Work Train Opr Brule Sub AB, Unity Saskatchewan, North Edmonton AB, Chauvin AB, Vermilion AB, Camrose AB, Scott Sask, Mannville, AB, Tofield AB, Waskatenau AB, Lavoy AB, Bonnyville AB, East Edmonton AB, Barlow Junction AB, Jasper AB, Grand Centre AB, Calder AB, and some other locations more than once.

Welcome Harry, to the Morse Telegraph Club. At last, you can now settle down!

THE WORLD'S OLDEST OPERATOR

On May 21st, I made a radio contact on the 80 meter ham band with W4KKP. Cliff Kayhart then mailed me one of his QSL cards. [For non-hams, a QSL card is a postcard sent to confirm contacts.] Holy cow. Cliff's QSL card states that he is the "world's oldest operating ham." Cliff was born on October 14, 1911. That was 106 years ago! If any of our Morse Telegraph Club members can beat Cliff's record, please let me know. Soon.

At age 10, Cliff built his first crystal radio. This led Cliff into both a hobby and a career. In 1929, after high school graduation, Cliff briefly worked as a runner and messenger boy on Wall Street. Then he got a job with AT&T. In 1934, Cliff graduated from the Tristate University in Indiana with a degree in aeronautical engineering. That same year, he began a job in electronics with RCA. Five years later, RCA laid off their entire staff.

In 1943, Cliff spotted an article in QST magazine inviting folks to join the Army Signal Corps. So he did. While stationed at Fort Monmouth, New Jersey, the Army sent Cliff to MIT and Harvard for additional training.

Eventually, Cliff wound up in Hawaii, attached to the 3116th Signal Battalion. "I tried swimming on the north side of the island and almost drowned," says Cliff. "We set up rhombic antennas with radio equipment in tunnels on the island of Oahu, where the attack on Pearl Harbor had occurred."

Cliff and his fellow soldiers landed on Iwo Jima on the day of the U.S. flag was placed on top of Mount Suribachi. He was in charge of setting up AM transmitters so Iwo could talk with Washington, San Francisco, China, and Hawaii. "Navy Seabees and my crew put up the towers, then I hooked it all up," explains Cliff.

One day Cliff saw a lone B29 flying over. On that same day, Cliff was shipped out on a Marine aircraft to Hawaii by way of Guam. "While on Guam, I heard a lot of noise from men cheering." The B29 airplane that Cliff had seen was named the Enola Gay.

I feel so lucky that chance or divine intervention made my acquaintance with W4KKP. ~Jim Wilson

CHAPTER NEWS

Florida FX Chapter News

Florida Chapter members celebrated Morse Day at the Plantation (FL) Historical Museum, Plantation, FL. Telegraph instruments and equipment and other telegraph items were displayed and demonstrated throughout the day to museum visitors. A connection was made through the internet to Morse KOB and telegraphic greetings were exchanged with members of other chapters throughout the U.S.A. and Canada.

A short business meeting was held at which all officers were re-elected for another term. Those officers are: Robert Feeney, President, Warren McFarland, Vice-President and Webmaster, and Clyde Francis, Secretary-Treasurer. One new member was welcomed into the chapter during the meeting.

Cathy Feeney, mother of President Robert Feeney and wife of member John Feeny provided lunch for chapter members and museum staff.]

Washington-Baltimore WA Chapter



On June 10th, it felt like dejavu, with members of the chapter wearing authentic Civil War garb as they demonstrated the electric telegraph to visitors at "Civil War Camp Day" at Fort Ward Park in Alexandria, Virginia. Our telegraph display was mingled among the Union troops under a wide shade tree. Chapter President Hubert Jewell and Chapter Secretary-Treasurer Jim Wilson explained the telegraph and answered questions from visitors, 10 AM until 4 PM, on this wonderfully sunny day.

While driving the 2 ½ hour trip to this annual

event at Fort Ward Park, Hubert and Jim reminisced about past MTC events. During the past decade, MTC took our chapter members to the American Civil War battlefields at Brandy Station and Gettysburg, to a historic ship "The Constitution," to a former insane asylum Saint Elizabeth's, to the historic place where the telegraph was invented in Morristown, New Jersey, to Edison's historic laboratory, to a Boy Scout jamboree at Harper's Ferry, West Virginia, to the Air and Space museum in Washington, DC, to the German Embassy, to Washington's "Newseum," to the Electronics Spy museum in Maryland, to the B&O Railroad and Ellicott City museums, and more. Yes, the Morse Telegraph Club has enriched our lives and has offered us the opportunity to educate countless visitors to these events. MTC has even gotten us screen time in several national movies. The Three cheers for Morse Telegraph Club!



C.D. Combs Memorial Chapter

The C.D. Combs Memorial chapter held their 32nd annual Morse Day meeting from 11am to 2pm on April 29, 2017 at "The Edge" restaurant in Missouri Valley, Iowa. President McMillan called the meeting to order around 1130am with 12 members and 9 spouses or friends attending. Each member briefly introduced themselves and spouse or friend along with some of their history.

Before lunch the prayer was keyed by Ron Peters. The table service meal was started about noon which included five entrees with mashed potatoes, gravy, vegetable, bun and tea, coffee or water. For dessert, Wanda McMillan and Carol

CHAPTER NEWS *continued*



Front row L to R: Richard Behrens, Omaha, NE; Charles McMillan, Omaha, NE; Bob Lager, Logan, IA; Dennis Bruns, Omaha, NE; John Albin, Valparaiso, NE; Dave London, Newman Grove, NE

Top row L to R: Roger Hinz, Manning, IA; Larry Bailey, Bellevue, NE; Ron Peters, Lincoln, NE; Lowell Diersen, Boone, IA; Paul Butler, Millard, NE; Bob Everett, Omaha, NE

Behrens provided about 6 dozen homemade cookies. The meal fee was \$9 as in the previous three years. The fee, including tax and a tip, was subsidized by \$3.15 from the chapter treasury.

After lunch, Ron entertained us with his accordion, which is always enjoyed. The minutes of last year's meeting and a financial report were given by the Sec/Treas. Chapter membership was 33.

The current president, Charles McMillan, and secretary/treasurer, Richard Behrens, were reelected for the coming year. No one volunteered to be vice president, so that position was left vacant. After some discussion it was decided to hold next year's meeting at the same place. There is considerable room at "The Edge" for people to move around, some with walkers, and tables for display, etc. Group photos were taken and the meeting was dismissed about 2pm.



Front row L to R: Mary Diersen, Darlene Albin, Carol Behrens, Lorraine Peters

Top row L to R: Pauline friend of Larry Bailey, Judy Butler, Alinda Lager, Wanda McMillan, Jennifer Gobel daughter of David London



Ron Peters with accordion

THE EXTRA BOARD

By Robert Haseltine

The extra board was where a rail learned his trade. It didn't matter whether he was a switchman, a brakeman, a fireman, or a clerk: the extra board was where lessons were learned. A switchman would eventually become a switch foreman, a brakeman would eventually become a conductor, a fireman would make engineer, and a telegrapher could become a station agent. It was the extra board where they entered kindergarten in the school of hard knocks.

After the Navy I broke into the telegrapher/agent trade with Glenn Thomas in Fennimore, Wisconsin. Fennimore was almost at the end of a side route that went from Madison to Lancaster Wisconsin. It took four months of on the job training but I was finally able to read the continental Morse code used by the railroads. International Morse was, and is, used by the armed forces and ships at sea. Because of the difference between the two continental is about five times as fast as international. A good Navy telegrapher can read about 20 words a minute while a good rail could read (perhaps not type that fast) up to 100 words a minute.

In July of 1947 I was given Glenn's approval and was placed on the extra board of the Madison Division. There for a while it wasn't too bad on the telegrapher's extra board. With only eight new telegraphers, and a division that ran from Beloit to LaCrosse and from Lancaster to Milwaukee, and from Wyeville to Milwaukee, there was always some agent or towerman who wanted a vacation. Work was pretty steady. By the time your two weeks vacation relief was over at one station you had orders to report to a different station for another two week stint.

I was 'ready' in the sense I now knew Morse code. There was one trouble with me and the new job: I could take ten words a minute where the job really required a person who could take sixty words a minute. Adams Yard, 'AD', in the Morse shorthand was a place long trains would be broken up and the freight cars made into new trains to go to either branch lines, to connecting lines, or on to various destinations on the main line.

'AD, AD, AD, MY' came over the sounder.

'AD', I answered.

'MY, long consist'. My heart sank. I put a clean sheet of paper into the typewriter and sent 'GA' (go ahead). The sounder rattled as the operator on the other end expected the regular man at the Adams end. He was

to be disappointed. I got the ATSF part, but not the numbers. I opened the key and asked for a repeat of the numbers. "Slower" I pleaded, and the operator at the other end began slowing down, further down, way down, and was still being interrupted. The switch conductor came over and asked if the consist had been received. "Working on it." I said, my voice cracking. Finally the conductor came over and said, "Forget it, I. The train just arrived and the conductor gave me his consist." He turned away, then looked back and said over his shoulder, "Nice try though."

I broke the other operator and informed him, slowly, the train had arrived and the consist had been received. The answer came, very slowly, "Buck up kid. We all had to go through this. You'll survive."

It was a long night. I had been taught in a small station in a town of about 2000 on a branch line where there was one freight and one passenger train each way each day. Adams Yard was on the main line between Milwaukee and St. Paul, as such it had a heavy volume of traffic: different traffic than that of a small station. I was learning the hard way. When the regular operator on the next shift came on duty he asked how things had gone. I told him all my troubles with what had gone on during the night. The operator nodded, "Tell you what to do, kid. If you aren't too tired just sit down and listen to the sounder. Try to take down as much as you can. Learning Morse is like learning another language. It has to be so familiar you can do two things at the same time, translate the sounder and type it at the same time." He chuckled, "I read of a fellow in Ames who can send a message with his left hand while taking down another with his right and carrying on a conversation with another fellow at the same time. You may never get that good, but if you work at it Morse becomes just as plain as what I'm saying right now. Practice is what it takes, the same type of practice you did back in Fennimore when you were learning the ropes."

Practice does make perfect, but perfection does come slowly. After the two weeks I was sent to Belton for one day, then to Cobb for two weeks, and finally to Bangor for two weeks. Not having been home except to take my dirty clothes in, pack new ones, eat a home cooked meal, and get on the train, I was a bit homesick. When one knows the conductors of the train one sometimes can hitch a ride without getting a wire pass that would allow that ride. After work Saturday I got on a freight train and rode back to Elroy with my dirty laundry. Sunday was spent at home, but Monday I had

to be back in Bangor. I went to the depot to catch the midnight train back, got a wire pass, and headed for the train.

“Where do you think you’re going?” Jim Croker, the conductor, asked.

“I’ve got a pass to go to Bangor.”

Croker smiled nastily. “I’m not going to take that pass. You didn’t get a pass to come here so you’re still supposed to be in Bangor. You want to go back there you buy a ticket.”

“I’m almost broke, and this pass is good. If I’m not on duty in the morning I’ll lose my job.”

Croker shrugged. “Too bad. Maybe next time you’ll do things the way they’re supposed to be done.” He smiled nastily. “There are other railroads you might work on. Now either buy a ticket or get out of here.” He paused. “Wait. Why did you come down here anyway?”

“Tomorrow’s Valentine’s Day. I wanted to surprise my mother with a present.”

Croker smiled crookedly. “Commendable. Very commendable. I certainly do respect your loyalty to your family.” I put his foot on the step to board the train. “Hold it. I said you have to have a ticket. Now either get the ticket or get out of here.”

Since the conductor is boss there wasn’t anything I could do. I had to be at work in eight hours, and Bangor at thirty miles away was too far to walk. If my father had a car I might be able to talk him into driving to Bangor, but there was no car. I walked slowly toward the front of the train, head down.

“Hey, Bob, what’s wrong?” The voice came from the open door of the baggage car. The baggageman, Jim Waters, was a friend of my dad.

“I have to get to Bangor, but Croker won’t accept my wire pass. He says I have to buy a ticket or he won’t take me.”

“Is that right?” Jim stuck his head out of the door and looked down the length of the train. It was after midnight and there was only one light in the vicinity of the baggage car, and only a few where the passenger car door was located. “Croker’s got his head turned. Toss your bag up here and get in. You can ride to Bangor with me.”

I did as I was told and Jim closed the baggage car door. “Grab a seat over there. We should be under way in a couple of minutes.” He chuckled. “When we get to Bangor I’ll let you out on the other side and Croker won’t know how you got here.”

“What’s wrong with him anyway, Jim?”

Jim shrugged. “He’s just a mean S.O.B., and as stingy as they come. Why, his own son won’t talk to him

anymore. He only goes home when he knows Croker won’t be there.”

“Why is that?”

“Well, it seems his son came home from college with his roommate. His mother put on a good meal for the two of them, seeing as how it had been a couple months since Jack had been home. She was glad he had made a friend at college. Anyway, after the meal was over Croker leaned back in his chair and informed the two, ‘That will be \$2.50 each, and that’s a lot cheaper than you’d get the same meal at the diner.’ He made them pay it too. Jack got so mad at his dad he vowed he’d never set foot in the house as long as the old reprobate was there. That was a few years ago and I guess he’s kept his word.”

“I feel sorry for him, even though I’m still mad about what he’s done.”

Jim nodded. “Yeah. He’s a lonesome old man. I guess his wife left him a couple years ago. Got fed up with his forcing her to buy the cheapest groceries and second hand clothes. When he refused to get a new stove for her when the old one gave out, said they probably wouldn’t live long enough to enjoy its use, she packed up and left. He’s brought all his hardship on himself, but you can see he hasn’t learned a thing. His mind is caught in one rut, and he can’t seem to get out of it.”

As they had talked the train had made its way through Kendall, Wilton, Camp Douglas, and was coming into Bangor. Jim chuckled. “Heck, Bob, why don’t we let him know what we think of him. Get out on the platform side. Then when the train leaves you can wave goodbye. When we come back in the afternoon he’ll just glare at you. He can’t do anything to either of us because if he reports your riding they’ll ask why he wouldn’t take your wire pass. You were entitled to the ride, you know. You’re the one that could get him broken down to brakeman because of his attitude.” He opened the door as the train stopped. “Hop out and good luck. I’ll let your dad know you made it okay.”

“Thanks, Jim. I owe you.”

“Nah. It’s just fun getting a leg up on Croker.” The train started to move. “Don’t forget to give him a nice wave and a big smile as he pulls past you. I’d love to see his face when you do. It will make a nice Valentine’s Day present.”

I did as I was told. As the train pulled out I gave Croker a broad smile and a big wave. “Happy Valentine’s Day, Mr. Croker.” I yelled as door in which Croker stood moved by. I thought to myself I’ll have to make sure to tell Jim the look on Croker’s face when I did so. It would make a nice Valentine’s Day gift to him as well.

While the Madison Division had steady work and enough extra men to handle it other divisions weren't as lucky. The Lake Shore, Wisconsin and Galena divisions were always short of operators. In 1948 the Wisconsin Division asked the Madison Division if they could spare an operator to relieve the agent at Kewaskum Wisconsin. Kewaskum is between Milwaukee and Fond du Lac. I was first out so I was told to deadhead to Chicago and from Chicago to Kewaskum. That took most of a day. In Kewaskum I spent a day with that agent getting familiar with the station's schedule and getting a place to stay for the two weeks. At the end of two weeks I deadheaded to Chicago and then from Chicago to Madison (even though I went back to Elroy where my Mother and Dad lived).

1947 and the beginning of 1948 saw pretty steady work. Then a number of new telegraphers graduated from school in St. Paul and hired out. Suddenly there were twenty extra telegraphers, and one of them happened to be the son of the Chief Train Dispatcher. While the jobs were always dispensed by the chief clerk to the CTD, presumably to those who were first out on the extra list) it had always seemed fair. Now, for some unexplained reason, the son of the CTD began to get all the gravy jobs of two weeks steady work while the others got a day or two here and there. No sense complaining since the one you had to complain to would be the CTD himself. Stiff upper lip, and all that. The fine art of griping had been learned in the service, and now found a voice among all of those who found themselves no longer 'first' on the list.

A day at Belton, a small switch shanty outside Milwaukee that paid sixty cents an hour for an eight hour day, plus dead head time from Madison to Milwaukee and back at ten cents a mile, once every two weeks didn't go far in paying for meals. Finally, the son of the CTD was on a two week job at Beloit when, wonder of wonders, I was first on the list for a two week 8am to 4pm telegrapher/ticket agent job at Waukesha. I got a wire pass at the depot in Elroy to take me to Waukesha, but would only collect dead head time from Madison to Waukesha since the head office of the division was located in Madison. The agent at Waukesha had taken his vacation and the first trick man had taken the agent's job for the two weeks leaving the first trick position open. I got on the train and looked forward to two weeks steady work; for a change.

Waukesha, about twenty miles west of Milwaukee, was a reasonably sized city for Wisconsin, where any place of over five hundred people is counted as a city. When a state has only about three million people, and over half are situated in or around Milwaukee, most of the other 'cities' are rather small. Waukesha

was a manufacturing center that had three railroads running through it: two of which fed the Fox Head 400 Brewery right across from the passenger depot (which had a spigot and glasses extending from the side of the building on the side track). Another side track was off the Chicago Great Western tracks. The Milwaukee Road served a number of other businesses on the other side of town, though every day there were freight cars that had to be transferred from one road to another. It was part of the telegrapher's duties, during the lull at midday, to take the waybills for cars being transferred from the C&NW freight depot to the freight depots of the two other railroads. At the other depots he would pick up the waybills of cars being transferred from them to the C&NW. This trip took close to an hour since it was done on foot, and also entailed going past a diner on the way. More often than not the diner wasn't passed, adding to the time it took to make the round trip.

One of the fears of a new telegrapher was Western Union. Every railroad station was a center for Western Union Telegrams, both the sending (not too hard since it was easier to send Morse than receive it when one was new) and receiving telegrams. Most of the railroad telegraphers, even those with years of seniority, were easy on the young ones who might be relieving them for their vacations. They would slow down, and didn't seem to mind the many breaks the new Morsemen had to make.

This was not true with the Western Union operators. They had a busy schedule, had long – long press releases that had to go to various newspapers, and did not like to slow down for anything short of their building burning down around them. Since most of them thought the average telegrapher should type at 110 words a minute, it was at about this speed they tended to send their messages. While I could send at a good fifty words a minute without error, I still wasn't quite up to forty words a minute receiving Morse. This speed was all right when it was a ten word telegram. It wasn't difficult to read the Morse, and make out the gist of the telegram when it was short. For the first few days that was what came over the wires, lovely, short, easily translated, telegrams.

Then came the day when the sounder chattered WK, WK, WK, WU LONGPRESS! My heart sank just a trifle below the heel of my left shoe. I looked at the sounder, hoping it would go away. It didn't. Maybe the wires would be shorted out. They weren't. Maybe... That didn't happen either. I opened the key and sent out WK. I hadn't even turned to the typewriter before the operator on the other end was almost through the first paragraph of the press release. I opened the key and sent 'start over pls'. This time I got the first word on paper. By the time I had broken WU ten times I

could tell the other fellow was getting a bit frustrated. Instead of slowing down, however, the fellow kept going faster as if that would force me to speed up his abilities with Morse. It wasn't working.

At that point, Ken Johnson, the regular operator came in. He shook his head and motioned me out of the chair. "This guy is a real SOB." He said as he opened the key, "He knows me, though." He sent out "GA KN", KN being his wire sign. I had elected RC as my signature for successfully receiving messages since the 'H' in Morse is too close to the 'P' (one is four dots the other five). The paper was in the mill and Ken began typing as fast as the WU operator was sending. He ran out of the first sheet. Without breaking in on the other fellow he rammed another sheet into the typewriter and caught up to where the fellow was. Then, much to my amazement, Johnson got up out of the chair, leaving the sounder rattling like a Thompson machine gun, got a drink at the fountain, walked back in and began typing where he had left off. He caught up to where the message was at that moment, and continued typing what was being sent. When the other operator gave a '30' to indicate the end of the message, Nelson sent 'OK KN'. Rolled the sheet of paper out of the typewriter and put it with the other sheets. "Call the paper and tell them we have this for them. They'll send someone over for it."

At the door Ken looked back at me where I was just sitting down in the operator's seat again. He smiled. "Don't be too surprised, Bob. I was listening in on the sounder in the freight depot when I heard him call you. I came right over, figuring you aren't fast enough to take him yet." He turned to go then turned back. "I worked for Reuters before I started on the railroad. That guy is slow compared to what we had to field back then. But after ten years the pace got a bit much. That speed is a young man's game. So I came to where the Morse is slower, and a lot easier to read." He nodded. "You'll make it, kid. It just takes a little time."

A little time, I thought. I might make it by the time I'm a hundred and ten. I chuckled inwardly. That's only another ninety years. I turned to the stack of waybills that had to be typed for the drayman to make delivery, and a copy sent to the company for payment. This I can do, I thought, this I can do.

The next two months were tough. While I did get Wyeville Tower for a two week stint the only other jobs were two days at Belton. Two days in six weeks didn't give enough to eat on. Thank goodness I was staying with the folks and Dad was working steadily as a car clerk in Elroy. Then another operator commented that both Wisconsin and Galena Divisions were looking for operators. I got a wire pass to Chicago. Not being familiar with the terminal I inquired as to where the Division offices were, was told to climb the stairs to the

second floor. I did so and passed the Superintendents offices of both divisions. The first door on the left past the Super's office was the Galena Division, the third would have been the Wisconsin CTD.

I went in the second because the first was locked and found myself looking at the chief clerk. "Help you?" he asked.

"I'm a telegrapher and I need a job. Right now I'm on the Madison Division but they have too many operators. I heard you needed some down here."

"You're right." He opened the door to his office and said, "Follow me." We went into the Dispatcher's area to a fellow sitting at a regular desk. "Pat, this fellow says he's a telegrapher and wants a job. Right now he's on the Madison Division where they have operators coming out the wazoo."

"Sit!" Pat said. I sat. "My name is Pat Gillum and I'm the Chief Train Dispatcher. How long have you been on the Madison Division?"

"Right now a year and a half, but I'm not getting any work because there are just too many of us there."

He nodded, "Understood. You're familiar with the rule book, so let Archie check out your Morse and then come back in here."

I went to the chief clerk who shortly gave Gillum the thumbs up. "Sit." I sat.

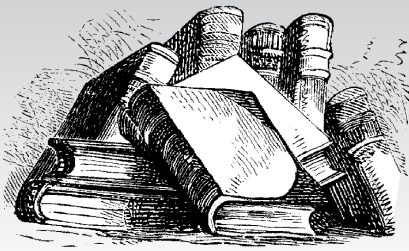
"Okay. Here's how it stands. I have two positions open. They are both swing jobs working two different stations and relieving the operators on their days off. Right now they are all working seven days a week and getting a little tired of it. One is Dekalb/ Proviso Yards. They are thirty miles apart. The other is Sterling/ Nelson Tower. They are five miles apart. Put in one day in either one you choose, bid on it and it will be yours until you bid on a different job. Your seniority will transfer down here to you will already have a year and a half. Which one appeals to you?"

"Since I don't have a car I think the Sterling/Nelson swing would be a good one."

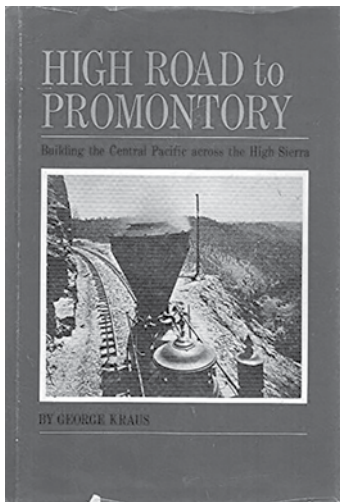
"How soon can you start?"

"Give me a wire pass from Chicago to Elroy and another from Elroy back here and I can go to Sterling three days from now."

"Good. I'll get hold of Joe Oswald in Sterling and have him find a place for you to room. Stop here when you get back and I'll give you a wire pass to Sterling. See Joe, he will be in the freight depot, and he will get you squared away for that job." He got to his feet and shoved out his hand. "Welcome aboard. See you in three days." And so began my stint on the Galena Division.



J. Chris Hausler's BOOK & MOVIE REVIEWS



The book I'm reviewing this time is, *High Road to Promontory*, subtitled, *Building the Central Pacific across the High Sierra* by George Kraus. This book was published in 1969. Over the years I have read a number of books about the building of the first transcontinental railroad and although this one only covers the

Central Pacific, it is by far the one I have found the most enjoyable to read. It includes many photographs of the effort along with maps and other graphic material as well as many details about the effort and how it was funded and constructed. Further, unlike a more recent popular book on the subject which was chock full of errors of fact, professional reviewers have only found one minor error in this book about the ownership of an ice company which the book credits to the big four (Charles Crocker, Mark Hopkins, Collis P. Huntington and Leland Stanford) but was in fact owned by a friend of theirs.

It is not, as such, a book about the telegraph but as the telegraph was then the primary means of long distance communications, telegrams are frequently mentioned as coordination between the building in the west and the funding and material acquisitions in the east required constant interplay. However, an excerpt from the book, itself taken from an article in the *Vallejo Evening Chronicle* of January 11, 1869, describes the camp train at end of track. This was the train of superintendent of construction J. H. Strobridge and the lead car in the train was where Strobridge lived with his family, including his wife called the "Heroine of the CP". The article describes this car and says, "A battery is on the car, and an

operator to work it. The train moves to the end of the track noon and night, when a wire is attached, the circuit made, and a fast telegram office is in communication." It goes on to say, "Attached to the train are three or four platform cars on which carpenters, with shops fitted up in best style, are fitting telegraph poles, putting in insulators, etc., for the telegraph line."

This newspaper article sums up by saying, "At every important station on the route there is a telegraph office, and through these, daily supplies are ordered up. Thus hand in hand on their sturdy march, go the twin giants, the railroad and the telegraph, linked mailed purveyors of civilization which is ere long to wrest from its pristine wilderness a continent in whose broad extent Greece and Rome might be hidden away." I couldn't say it any better! Although too recently published to be available for free download, used copies can be had from a number of sources including Amazon and Abe Books, many copies for less than \$10. Again, I think you will find it an enjoyable read.



The film I'm reviewing is *Edison, The Man* starring Spencer Tracy as the adult Thomas A. Edison. If you recall from my review column in last winter's edition of *Dots & Dashes* where I reviewed the film, *Young Tom Edison* also produced by John W. Considine, Jr., this film was also released

in 1940 a couple months later as a follow-on to *Young Tom Edison*. This was during a period when Hollywood was releasing a number of "biopics". Just like with the first film, this film is a celebration of a man considered to be an American hero and just like with the first film some of the

events portrayed are of questionable veracity and of course all are dramatized. So even if true, they are more likely fiction based on fact than fact itself.

A good example of this as portrayed in the film is his romancing of his first wife, Mary Stilwell. The film has Mary working for Western Union as a telegraph operator. There is strong evidence that this was not the case. Anyway, the film has Edison working in W.U.'s shop downstairs from Mary's office where he was starting to develop his stock ticker. They communicate to each other in Morse Code by banging and scraping the dots and dashes on a pipe which runs between their two locations. The good news is that the code is American Morse although the spacing and other timing was not well done. The first communication shown is as follows: Edison: HELLO MARY, Mary: YES, Edison: SUPPER, Mary: DELIGHTED. There is a second such event later in the film after Edison sells his stock ticker supposedly his first financially successful invention (it was really the quadraplex telegraph system) where he tells her of this and then asks her to marry him. She, of course, says yes. These two events are the only Morse code in the film. You do see Edison working a key to drive his stock ticker which we all know is foolish. Edison's work as a telegraph operator was not documented in the film at all. His experiences as an operator essentially all happened in the period of time between the time represented at the end of the first film, "Young Tom Edison", and the time represented at the beginning of this film.

The film is done in flash back, starting with "Light's Golden Jubilee" which actually occurred on October 29, 1929 at the Henry Ford Museum in Dearborn, MI. where Edison's development of the electric light was being celebrated. Those of us who attended the 2006 MTC reunion at the Ford Museum also visited Edison's Menlo Park laboratory moved by Ford to his Greenfield Village and there is evidence from my memory of the

interior of that building that some of this movie may have been filmed in this building or by using very accurate sets constructed to look like the interior of this building.

This film was designed for a general audience and thus concentrates on several of Edison's inventions, particularly the phonograph and of course the electric light, more well known by that audience. The story more or less ends with a dramatization of his first installation of a power generating facility in lower Manhattan. The film then flashes forward past a number of Edison's other supposed achievements back to Light's Golden Jubilee in 1929, where Edison is addressing the audience. His speech as presented in the film is a cautionary tale warning about celebrating man's scientific ingenuity ahead of his humanity instead of keeping them in balance. Of course this film was made at the beginning of the second world war in Europe and this speech was likely referencing that event. At least part of Edison's actual speech that evening was recorded (naturally) and what is presented in the film does not match the original so far as I can tell.

I enjoyed the film and think you might too. Copies can be purchased from a number of sources including Amazon for less than \$20.

Finally, in last summer's edition of *Dots & Dashes*, I reviewed a film titled, "Wyoming Mail" saying that I had acquired a DVD of it some years previous from a mail order house but was no longer able to locate them. Further, there didn't appear to be any NTSC DVD of it presently available and the only current way to view the film that I was able to find was on YouTube. Well I've since found the mail order house, "Comet Westerns" and they now have a web site, www.cometwesterns.com. DVD's of *Wyoming Mail* are available from them. Should any of you be "westerns" fans and acquire any other old "westerns" films from them which have any interesting telegraphic content, please let me know.

“30” SILENT KEYS

News of our brothers and sisters who have closed the key



Maple Leaf “ON” Chapter

GRENVILLE L. SCHRADER, age 87, of Oakville, Ontario, passed away on March 31, 2017. He was born in Haliburton on February 21, 1930. Gren’s father was a CNR Sectionman. Gren worked during two summer holidays on a section gang, so he was introduced to railway work at an early age. In 1948 under the guidance of Robert Blair, the CNR Agent at Kinmount, Gren began learning telegraphy and agency work. In 1950, Glen classed as a CNR telegraph operator and started working on the CNR Belleville Division. Having become an excellent telegrapher, he then worked at many busy telegraph offices.

When the 40 hour work week came into effect in 1951, Glen was successful in his bid for third trick (midnight to 8:00 AM) at Brantford, Newfoundland. This was a busy shift; he had to handle commercial telegraph as well as operating an interlocking plant, selling tickets, and working the mainline double track and single track subdivision (there were no automatic blocks at that time).

While working in Brantford, Gren met a local girl named Donna. Their story book marriage lasted over sixty years and produced a family of five children.

Gren was so good at his job that the Canadian National Railroad management promoted him to the Marketing and Sales Department. In January 1986, Gren retired after 39 years with the CNR. The new found freedom of retirement enabled Gren to pursue his love of telegraphy. He was also proficient in International Morse Code and was an active Amateur Radio Operator, making friends around the world. His call sign was VE3GLS. [Railroad telegraphers used the original American Morse code.]

The Maple Leaf Chapter of the Morse Telegraph Club benefited from Gren’s membership because his salesmanship skills brought in a lot of new members. Club membership almost doubled to 126 people, mainly due to Gren’s efforts. He also set up and participated in many Morse demonstrations and was active in the restoration of the Kinmount CNR station and many others.

About three years ago, Gren auctioned off his extensive collection of railroad memorabilia. One item was a Wilcox “bug,” which he had bought in 1951 for only \$12.95. This semi-automatic telegraph key sold for \$300!

Thanks to W. Don Laycock of Brampton Ontario Canada for this information. Don adds that Gren will be greatly missed by his friends. Don also adds that Gren had excellent knowledge of railroading in North America. Don confides that when he and Gren were young bachelors, they did some double dating.

WILLIAM RUPERT of Toronto died on April 3, 2016.

This sparse information was provided by Michael Fitzpatrick, Executor of William’s estate. If anyone has more info about William, please let me know. ~Editor Jim

JAMES ROBERT HARRIS, age 97, of London, Ontario passed away recently. He was born on August 14, 1920 in Toronto, Ontario. He learned telegraphy in 1937 at the Marconi Institute. In 1940 he began his career working on Great Lakes ship and DOT land stations. During World War II, he worked as a wireless operator on oil tankers headed to Aruba. After the war, James worked with Northern Electric across Canada. He retired in 1991.

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

THEODORE HRUSHOWY, age 95, passed away on January 25, 2017. Ted was born on May 30, 1922 in Sifton, Manitoba. Ted worked for the Canadian National Railway for 41 years. He learned telegraphy from W.S. McPhedran (Lavina Shaw’s father) in Sifton, MB. Starting in 1941, Ted worked as an operator in Northern Ontario. In 1953 he transferred to the Belleville Division. In 1982 he retired as Freight Agent at St. Thomas, Ontario.

Thanks to Don Laycock, Secretary-Treasurer of the Maple leaf Chapter, for this information. Don adds, “He was a faithful member of the Maple Leaf Chapter and will be greatly missed.”

Winnipeg "WG" Chapter

EARL EDWARD NEAL, age 92, passed away on March 14, 2017. He was born on October 1, 1925. At age 16, Earl began his railway career in 1942 as an Assistant Agent for the Canadian Pacific Railway at Congress, Saskatchewan. He retired in 1984 as System Operations Manager in Montreal, Quebec.

Earl's 42 years' service included serving for two years in the Navy as a wireless operator, drafted to serve on a frigate as an escort fighting group, accompanying convoys out of Halifax and Saint Johns destined overseas. Upon his discharge from the Navy in 1945, Earl returned to his job and made mental adjustments from using International code to using American Morse code. He was then assigned as a telegraph operator in the Transportation Office in Moose Jaw, Saskatchewan. Promoted to the Transportation Desk in 1951, he worked a number of supervisory positions in the Intermodal Field between Vancouver and St. Johns.

Earl retired to his home on St. Margaret's Bay, Nova Scotia where he live for 25 years, returning in 2009 to live closer to his family in Winnipeg. He enjoyed sending Morse every second Tuesday on the Morse Telegraph Club HUB. Earl is survived by his wife Shirley of 68 years, a daughter and two sons.

Thanks to Bert Johnson for this interesting information.

EUGENE PRUSAK, age 88, passed away on May 21, 2017. He was born in August 1929 in Candiak, Saskatchewan. His parents, Pawlina and Leon, were Ukrainian immigrants who were finding their way in their new country. Gene grew up with his sister and three brothers in many small towns throughout Saskatchewan.

Eugene began his railroad career at age 17 as a Call Boy with the Canadian National Railways. Following 37 years with the CNR, he retired as Coordinator of Car Management for the Prairie Region. Railways and trains were one of his life's passions.

During the mid-1950's, Eugene accepted a job in Dauphin, Manitoba. It was here that he met Dorothy, a registered nurse at Dauphin General Hospital. At that time, he was convalescing from a major automobile accident. Dorothy and Eugene were married in 1955. They raised four children, emphasizing opportunities for music, travel, sports, and education. Dorothy died in 1988.

A new chapter in Eugene's life included a

new love interest, Juanita. Eugene and Juanita spent many years traveling between their homes in Texas, St. Laurent and later Agape Villa in Winnipeg.

Thanks to Bert Johnson for this information.

Don Watrus "RF" Chapter

JIMMY "JY" BOUNDS, SR., age 81, of El Reno, Oklahoma passed away on May 25, 2017. Jimmy was born in a log cabin in Chico, Texas on September 23, 1935. He married the love of his life on October 5, 1953. "JY" began his career working for the Rock Island Railroad in 1953. He retired from the Union Pacific Railroad in 1992. During his career, he served as a telegrapher, appointive agent, legislative representative, division safety officer, train master and manager of train operations. A hard worker and engaged citizen, "JY" was the first president of the Chamber of Commerce in Chico, Texas, where he also served as a volunteer fire fighter and member of the Lion's club. He was also a City Councilman for El Reno, and was instrumental in establishing the Don Watrus MTC Chapter as well as Hero's Plaza in Downtown El Reno.

Thanks to Mark Gallaway of El Reno, Oklahoma for this interesting information.

Thomas Edison "TD" Chapter

DONALD E. FLOR, age 91, of Mansfield, Ohio, passed away on November 18, 2016. Don was born on May 20, 1925 in Akron, Ohio. Don had two brothers and three sisters. At age 12, Don's dad taught him telegraphy. In May 1943, Don went to work as a telegraph operator for the New York City Railroad. In 1985, a mere forty-four years later, he retired from the Penn Central Railroad. Don also served during World War II with the U.S. Army Signal Corps in the Pacific. And for a short stint, Don worked for the U.S. Post Office, retiring in 1987.

Don also was a 50 year member of the Shelby Masonic Lodge, serving as Worshipful Master numerous times. He was High Priest of the Royal Arch Masons #178 and was recipient of the Grand Chapter Distinguished service Award, and more. Don is survived by his wife of 69 years and their two sons Dewey and Michael.

Thanks to Al Skornicka, TD Chapter Secretary-Treasurer, for this information.

Ontario "ON" Chapter

WAYNE KELLY of Stratford, Ontario passed away a year ago on May, 3, 2016. At one time, Wayne was the youngest telegrapher in Canada. His father, Stewart Kelly, taught him telegraphy during Wayne's teen years. Later, he worked for both the CNR and the CPR. Most of his work involved swing shifts in small stations that were eventually closed down as technology made them redundant. Wayne loved the remoteness of the stations as he was really a country boy at heart and he embraced a rural lifestyle quite easily.

Wayne worked as Station Agent in some places, selling tickets, answering phone calls, etc. (Wayne was tempted to respond to phone calls asking, "What time does the 6:40 train leave?" with 6:15!) Wayne's wife, Jean, recalls watching Wayne one evening at a small station as Wayne hooped up train orders to the engineer and the conductor. It was CRAZY! Wayne stood right next to the tracks as tons of metal came hurtling at him while he held the stick hoop over his head. Thank goodness health and safety standards have changed since the 1960's, Jean comments.

Wayne often had encounters with wildlife in these small stations. These were not just the usual mice and bats. One night he had to answer the call of nature, which require walking to the outhouse behind the station. There was no electricity at the station, so Wayne took a lantern with him and set it in the doorway of the outhouse, leaving the door open to enjoy the view while he contemplated the business at hand. Wayne knew there were snakes in the area, so he kept a watchful eye out for any slithering being. Not that he was scared, but he just didn't want to step on a snake. Suddenly, Wayne felt the cold tongue on the small of his back! He leaped to his feet, pants down around his ankles, which caused him to fall forward, flat on his face. He badly scraped his knees, but managed to protect the rest of his anatomy. When he turned around to see which creature had such a cold tongue, it was a tiny kitten that had somehow gotten into the outhouse and couldn't get out. The lesson learned was: check for wildlife before getting comfortable in the outhouse!

Wayne really enjoyed his time on the railways. But wanderlust caused him to move around with his wee family for a few years. His many memories included great times with his father, a station agent and telegrapher for almost 25 years, as well as his Uncle Cam Kelly who worked in the same capacity. When the three of them got together, it

became a wonderful time as they shared stories about their experiences as agents.

"Our children learned telegraphy using a small handset that Wayne crafted for them. They used to send messages from room to room. This was a fun activity on a snow day. We also enjoyed watching old westerns with Wayne, who could tell us if the telegrapher was really sending for the Calvary or it was just junk. We really enjoyed watching the film about young Tom Edison when we lived in Stratford, Ontario. Young Edison lived and worked here for a short time."

Thanks to Jean Kelly, wife of Wayne, for this valuable information about her husband. Jean adds, "His key is silent now. We all miss his story telling. But we have wonderful memories of a man who loved to learn and loved the railways."

C.D. Combs "FN" Memorial Chapter

DELMAR GIFFORD, age 96, passed away on December 24, 2016 at the Masonic Home in Boone, Iowa. Delmar was born on April 2, 1920 in Minneapolis, Minnesota. He was a graduate of Miller Vocational Technical School in Minneapolis.

Following graduation, Delmar went to work for the Chicago Great Western Railroad. On September 17, 1941 he and Eleanor Healy were married. During World War II, he volunteered for the Army, serving with the Army's Railroad Battalion in France and Germany, using the telegraph to dispatch trains.

Delmar worked for the CGW as a dispatcher, safety rules examiner and superintendent for 30 years in Minneapolis and Oelwein, Iowa. He and Eleanor then moved to Boone, Iowa in 1975, where he continued working as a dispatcher for the CNW until retiring in 1985 at age 65.

Delmar was a charter member of the Boone and Scenic Valley Railroad. He served as their general manager and did volunteer work for them for many years.

Delmar's wife, Eleanor, passed away in 2012 after 69 years of marriage. They had one daughter and one son. Delmar was a long time member of the C D Combs Memorial Chapter of the Morse Telegraph Club. At the time of his death, Delmar had planned to attend this year's 32nd annual chapter meeting in April.

Thanks to Richard Behrens for this interesting information.

GALEN KJER, age 89, passed away on November 30, 2016 in Lincoln, Nebraska. He was born on September 7, 1929 at Allen, Nebraska. In 1948, Bill graduated from Allen High School and then attended Wayne State College in 1949. He began his railroad career in 1950, learning telegraphy and station work, training with the Local Chicago Burlington & Quincy depot agent. A traveling auditor would arrive about every six months. In 1951, his career was interrupted by the military draft. Bill served in the Korean War in 1951-1953.

Bill's first job as an agent was for the CB&Q at Waterbury, Nebraska. Later he worked at the Fremont Tower. In 1960 he bid for the job as an agent in Allen, Nebraska. He served there until 1968, at which time the CB&Q elected to provide customers with mobile units (traveling agents). The van he used was equipped with a two way radio, a desk, and a typewriter to accomplish billing of freight, etc.

Bill was the last agent to serve the Allen depot (1960-1968) and was also the first Mobile Agent for the CB&Q railroad in Nebraska. He retired in 1991 at the Havelock Yards in Lincoln.

Thanks to Bill's wife, Polley, for this fascinating information.

TOM BATTEN, age 75, of Omaha, Nebraska passed away on May 11, 2017. He was born on April 3, 1942 in Fremont, Nebraska to George and Mary Batten. He and his brother and sister grew up on the family farm, located just north of Valley, Nebraska. Tom graduated from Valley High School in 1960. After graduation, Tom served in the Air Guard and hired on with the Union Pacific Railroad. He retired from the Union Pacific in 2002 after completing 42 years of service. Most of his service was in Fremont and Omaha.

On December 26, 1976, Tom married Judy Vancura. They built a home north of Valley. With a wife and two daughters, Tom joked that he was "outnumbered," leading him to claim the family cat as his only male ally within the household.

Tom liked farming. He restored his father's Farmall tractor. He loved the town of Valley and became president of the Valley Historical Society as well as a loyal volunteer of the "coleslaw crew" for the Saint John's fish fries. His other hobbies included coin collecting, and collecting UPRR memorabilia and figural decanters. Tom was an easy going, a tall man, who faithfully attended the annual meetings of his chapter.

Thanks to Richard Behrens for this revealing information.

RALPH ERTS, age 92, passed away on May 30, 2017 in Omaha, Nebraska. He was born on September 14, 1925 in Burlington, Iowa, where he also attended high school. Ralph was drafted into the U.S. Army during WWII at age 18. His Army service was mostly in France and Germany. Following his military service, Ralph used the GI Bill to attend and graduate from Iowa Wesleyan College in Mount Pleasant. During his life, Ralph held a variety of jobs. In August 1959, Ralph met and married the love of his life, Margaret. Sadly following a 59 year marriage, Margaret passed away in March this year. They raised four children; two boys and two girls.

Ralph joined the CD Combs MTC chapter in May of 2016. His interests in railroads and the telegraph led him to MTC. Also, his favorite uncle worked for the Milwaukee Railroad in Roundup, Montana. In 1954, Ralph earned his amateur radio license. He successfully combined ham radio with the volunteer job of storm spotting for the metro Omaha area. He was also a member of the Masonic Lodge, Saint Paul Methodist church, and the CB&Q Historical Society.

Thanks again to Richard Behrens for this interesting information.

Montreal-Ottawa "GO" Chapter

MARCEL ROBERT, age 87, of Gatineau, Quebec passed away in January 2017. He was born on December 27, 1929 in Saint Hyacinthe, Quebec. Marcel began his railroad career as a telegraph operator in the Montreal "RA" office. He later became the Wire Chief and Chief Operator in Ottawa. He devoted a lot of his free time as a telegrapher at Exporai museum in Saint Constant, Quebec Cumberland museum, and at various fares and venues requiring telegraph demonstrations.

Thanks to Luc Bonneau, Secretary-Treasurer for the "GO" Chapter for this information. Luc adds: "He will be missed by his daughters Lynne, Dominique, his son-in-law, his young nephews and many friends."

Twin City "MS" Chapter

HUGH SALISBURY, age 83, of Oakdale, Minnesota passed away recently. He was born on July 8, 1924. Hugh was a dedicated member, joining MTC in the spring of 1951. During World War II, Hugu served in the 43rd Infantry Division in the South Pacific on several islands, in New Caledonia and in New

Zeeland. He was awarded the Combat Infantry Badge and the Purple Heart.

As a telegrapher for the great Northern Railway, he worked as Agent and Relay Telegrapher. After 24 years he retired from the railroad and began working for the Suburban Bus Company, retiring as President after 24 more years. Huge also participated in many volunteer positions including the Red Cross and Firearms Safety.

Thanks to Bob Branchaud for this information. Bob notes that Huge and he (Bob) joined the MTC together in 1951.

Medford "MD" Chapter

DAVID ROLFE PHILLIPS, age 90, passed away on May 12, 2017. He was born on September 18, 1927 in Riverside, California. By the age of ten he had developed a deep and lifelong love of telegraphy and anything train related. Dave learned Morse code as a Boy Scout. Drafted into the Army during World War II, he was assigned to the Signal Corps, where he honed his telegraphy skills. He served in the Occupation of Japan and was in General MacArthur's first Honor Guard. After his discharge from the Army, he went to work for the Southern Pacific Railroad as a telegrapher, later becoming a train dispatcher.

In 1948, Dave married his childhood sweetheart, Elisabeth Howell, and together they raised seven children, the first six being boys. Dave earned his amateur radio license and received the call sign WB7VSN. During the 1980's, Dave taught electronics theory and Morse code for aspiring ham operators.

In 1985, Dave founded the MTC Medford, Oregon Chapter and was elected its first president. He served in that capacity until his death this year. Also, for the past 25 years, Dave volunteered at the Medford Railroad Park, operating a 3 station

telegraph venue of his design and construction. He also had an MTC booth where messages were sent and received at the Medford Railroad show, which was held annually during Thanksgiving weekend. So every Thanksgiving weekend for the past 25 years, you knew where Dave was!

In 1999, Dave had the opportunity to visit "RailFair 1999" in Sacramento. He volunteered to work a daily trick there at the telegraph office. Later he said that being at the 1999 RailFair was the most exciting time of his life for the past fifty years. During the 1980's and 1990's, he ran an American Morse net for amateur radio operators. Dave was known for his excellent "fist" and for his ability to decode messages while doing other things. He was able to send at over 70 words per minute and receive at any speed. He was in all senses of the word a telegrapher at heart and in deed.

Thanks to Dale Phillips, N7ONE, for this very meaningful information about his father.

Vancouver "DI" Chapter

MIKE WASYLIK of Kelowna, BC passed away on June 8th at the age of 90. Mike worked for many years as a train dispatcher for the Canadian Pacific Railway at Revelstoke, BC, and later for a shorter time at Nelson, BC.

Thanks to Larina Shaw for this brief notice

DO YOU KNOW?

Do you know who Michael Faraday was and why he is important for the electric telegraph?

Michael Faraday, an English scientist, was born of humble birth on September 22, 1791. He died on August 25, 1867. Michael rose to prominence by his study and contributions of knowledge on electromagnetism and electrochemistry. Faraday is described as one of the most influential scientists in history. His discoveries resulted in the electromagnets used in telegraph sounders

HOUSE TRACK **Want Ad Section**

For Morse Telegraph Club Members

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: 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 (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: 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: Vintage Rule Books of North American Railroads, at least 30 volumes, as far back in time as 1890. To purchase this valuable set of historic documents, call, e-mail, or

write to James Gaw at 54 Colonial Drive in Kemptville, Ontario, Canada K0G 1J0, j.gaw@bell.net, or (613) 258-0243

AVAILABLE: "Morse code machine" and old billing forms from the estate of Jack Griffin. Phone Kay Griffin at (321) 231-0447 or write to Kay at 12239 Montevista Road, Clermont, Florida 34711.

AVAILABLE: RR car passes & trip passes, also old Union (ORT) cards, (some over 100 years old), Postal & Western Union paper items and some WU copied on RR telegram blanks. Send a SASE for a list to Gene Wood, 104 Sunset, Madill, Oklahoma 7346-2051

AVAILABLE: Six "bugs" including 2 Dow and 3 Vibroplex, (one old with no markings), all working well, two sounders – relay, resonator box – many blank, train order forms, defunct Northern Alberta Railways schedules and many other Railroad items. These will make an excellent start or an addition to any museum or personal collection. Price \$500 Canadian. Contact Al Renflesh in White Rock, British Columbia at (604) 531-1082.

AVAILABLE: Book titled *Principles of Telegraphy* by the Department of the Navy. Teletype – Printing Telegraph Systems. Description and Adjustments, Signal Distribution Test Set Teletype – general description and theory or operation for Model 28 printers. Teletype Adjustments (2) Type Bar Printer Page Printer Models 15 & 20. Maintenance Track Bulletin

#248. Parts Transmitter Distributor Bulletin 1041. Tele printer Circuits and Equipment by the U.S. Army. Call Hubert Jewell at (540) 423-1014 and make him an offer on these rare items

WANTED: Old telegraph keys to be restored. I restore vintage telegraph keys from the 1800's to the turn of the century, no cheap or contemporary keys and you must have all of the major parts. No steel lever Triumph keys please. Send me a photograph of your key and I will get you an estimate of the cost to restore it. Edward D. Biter, Jr., 320 Walker Road in Dover, Delaware 19904.

WANTED: A Vaughn automatic telegraph instrument which runs off a reel to reel tape recorder. This gadget causes the sounder to click away with no operator present. Years ago, Sid Vaughn, a professor from Iowa, made a batch of these. If you have one available, I would like to purchase it from you. Donald Mahoney Telephone (608) 444-0898, 1237 North Westfield Road in Madison, WI 53717.

AVAILABLE: Thirty-nine items from her husband's collection or telegraph and ham equipment. For the list, contact Judith Ann Eskridge at 424 County Road, 1250 North Tuscola, IL 61053-9302, (217) 578-2594 or Judy.Eskridge@netcare-il.com.

Reproductions & Other Items for Telegraph Demonstrations and Displays

Turnkey MorseKOB Interface

- Fully assembled and tested
- Integrated USB adapter – no external cable adapter required
- Also available in RS-232 version
- NOW AVAILABLE IN OAK REPLICA WU BOX – perfect for office walls.



Reproduction Fountain Pens and Stylus
Flimsies & Other Forms



Always willing to discuss and address unique requirements

www.MECEweb.com

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:

Richard Williams

International Secretary-Treasurer

PO Box 181591, Coronado, CA 92178

(703) 407-7461, runnerrichard@hotmail.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 four 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 \$20.00

E-mail delivery \$12.00

Canadian is now by chapter

Foreign Air Mail postage \$26.00

GARFIELD

By Jim Davis

