

*What**Hath**God**Wrought*

The Official Publication of the Morse Telegraph Club, Inc.

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## THE DURBIN SCENIC RAILROAD

Many scenic railroads can be found across the United States and Canada. Typically, these are former logging or mining railroads which now have been repurposed for the enjoyment of rail fan passengers.



One of these railroads is the Durbin, West Virginia scenic railroad, which I ran across in August. This two-hour scenic trip begins twice each day, at 10 AM and at 2 PM, May through October. The engineer is Matthew Hauser. The Fireman is Brown Culp. The Conductor is Dylan Baldwin.

“This engine is the most challenging I’ve run,” states engineer Hauser. “It’s a good engine,” he adds. He is referring to Heisler Locomotive #6. Matthew further explains, “Some of the days are long and hard.”

Matthew grew up in North Carolina, received a degree from a technical college then got a job in manufacturing but found that unfulfilling.

Meanwhile, Matt volunteered at a railroad museum and liked it so much that he decided to study for and earn his license as

a steam engine engineer. Now he works at his dream job. “I’ve enjoyed it,” adds Matt.

Of course, the most popular times of year for scenic railroads is in autumn, when the colorful tree leaves paint the mountains red and yellow. You can ride the Durbin railroad for \$47 per person, slightly higher during the fall season.

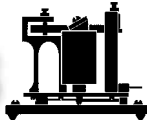
The Durbin depot is where the telegraph action can be found.

After your ride on “The Durbin Rocket,” you can grab an ice cream cone at the Rail & Trail store on Main Street, across from the Durbin depot.

I recommend that you Google scenic railroads for an adventure near you.



# Dots & Dashes



The official publication of

## The Morse Telegraph Club, Inc.

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*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:*

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**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.

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The next issue of *Dots & Dashes* is scheduled for publication on December 30<sup>th</sup>, 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.com](http://www.morsetelegraphclub.com)



# Sidewire

Comments from the Editor of *Dots & Dashes*

By Jim Wilson



### *Pandemic Update:*

We are now in the third year of a global pandemic. A new variant of COVID 19 has been met with a new booster vaccine. I recommend that you take advantage of the brilliant minds who provide medical miracles. Millions of people have already died; please don't become one of them. Remember, the pandemic ain't over till the fat lady sings!

### *MTC Board Meeting:*

A meeting of Morse Telegraph Club board members was held by Zoom on September 8th. International President Jim Wades reported that all is well with MTC. He reminded members that if they pay their 2023 donations by the end of 2022, the club will benefit from an anonymous doner who pledges to double their dues to the treasure of MTC. Free money; wowzers!

### *Dots & Dashes Journal:*

From the letters and email notes that I receive, you seem to be happy with the contents of *Dots & Dashes*. But please give this some thought; is there anything else that you would like to read in your *Dots & Dashes* journal? Do you have telegraph stuff that you would like to sell in the free *Dots & Dashes* Want Ads? Do you have a story or photographs to contribute? Our readers like original articles and want to know more about your telegraphic past. Think about it.

*Jim Wilson*

# President's Line

Jim Wades, President  
Morse Telegraph Club, Inc.



Over the past year, your International President has invested a fair amount of time building a telegraph office for the restored Milwaukee Railroad depot at the Ozaukee County, Wisconsin Historical Society's Pioneer Village.

The project started with the restoration of a Western Union self-winding clock, which had been donated to the museum. The clock had been butchered by someone in a misguided attempt to restore it. Thanks to a duplicate movement with the necessary parts and some spare time over the 2021 Christmas holiday, the clock was restored to operation. A solid-state synchronizer, which replaces the telegraph network by utilizing a quartz time standard to key the synchronizing electromagnets every hour was also installed in the clock. It is now keeping good time just like in the good old days.

After a delay of some months, first due to a COVID resurgence in Wisconsin, and then a massive overload of deferred projects on the job, the telegraph office exhibit was completed. Restoring the instruments and wiring the office was easy, having been completed after a few days of work on site. The more difficult issues involved integrating "MorseKOB" to animate the telegraph instruments and facilitate telegraph demonstrations.



continued on next page

After working through three different computers, it was determined that MorseKOB simply wouldn't run on Windows 11. After hours of wasted time, a computer was taken home and, after a couple of days of work, it was finally discovered that MorseKOB will only open if one runs it as an administrator. Apparently, clicking on the MorseKOB shortcut to open the program will not work.

We would like to thank Bob Leichner (Amateur Radio Call WO6W) of the Long Island CW Club for designing and building a prototype MorseKOB interface used for the museum exhibit. MTC hopes to make this device available for purchase by members



designing and building a prototype MorseKOB interface used for the museum exhibit. MTC hopes to make this device available for purchase by members



in the near future.

Now, with some help from Don Mahoney from the Milwaukee-Madison Chapter, we hope to staff the office for special events throughout the summer of 2023. If you have an opportunity to visit the Ozaukee County Pioneer Village, please do so. There are several nice glass display cases containing telegraph instruments located throughout the depot.

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## ORT BADGES AVAILABLE

MTC member John Springer has volunteered to offer you historic ORT patches [Order of Railroad Telegraphers]. For a donation to MTC of \$20 you can own an ORT patch. John's address during winter is 3703 SE Jennings Road, Port Saint Lucie, Florida, ZIP 34952. John's summer address is 261 Airline Road in Clinton, Connecticut 06413. The Morse Telegraph Club benefits from this sale.



# MARKING 75 YEARS, THE CIA OPENS A NEW MUSEUM AND LAUNCHES A PODCAST

by Greg Myre From NPR

The CIA is marking its 75th anniversary by doing something extremely rare: actively seeking public attention.

The spy agency has just launched a podcast, and over the weekend it gave a small number of journalists a peek inside its newly renovated and greatly expanded museum at CIA headquarters in Langley, Va.

Perhaps the most unusual touch is the ceiling, covered with a variety of white and black spy codes. There's a section in Morse code, another displays dominoes in code, as well as ciphers, and what looks like a crossword puzzle filled with letters in various foreign languages, jumbled together.

The CIA has never opened its museum to the public and isn't about to start.

The target audience is the CIA staff and official visitors. But the agency is planning to put the exhibits — and these spy codes — online.

"Every code can be broken. There are actual words and meaning behind everything," said the museum's deputy director, Janelle Neises, who gave the tour. "We're very curious to see how fast and who breaks it."

The exhibit features some of the CIA's best-

known operations since its founding in 1947, right up to a high-profile operations carried out less than two months ago.

There's a table-top model of Osama bin Laden's compound in Pakistan, where the al-Qaida leader was killed by Navy SEALs in 2011. The CIA also built a life-size model as well where the SEAL team trained for the raid.

Also on display is the bread-box size replica of

the house in Kabul, Afghanistan, where the CIA tracked bin Laden's successor, Ayman al-Zawahiri, and killed him in a missile strike in July.

"This model was actually used to brief President Biden on the pattern of life that had been established, why we thought Zawahiri was here with his family, and

what our plan was to go and get him," said Neises.

The museum tells stories well-known inside the intelligence community, though much less so outside the CIA's walls.

Like the work of Oleg Penkovsky, a colonel in Soviet military intelligence. He provided the U.S. with critical information that allowed President John F. Kennedy to confront the Soviets over their secret plans to place ballistic missiles in Cuba in 1962.



The entrance to the newly renovated CIA museum at the agency headquarters in Langley, Va. The ceiling features a variety of spy codes. This one is in Morse Code. The CIA plans to put them all online to see if they can be broken.

(Courtesy of CIA)

“Col. Oleg Penkovsky was one of our most important assets during the Cold War,” said Neises. “He’s known as the ‘spy who saved the world’ for a reason.”

The Soviets withdrew their missiles from Cuba. They also uncovered Penkovsky’s spying and executed him the following year.

A separate exhibit features the CIA’s own Aldrich Ames, who passed secrets to Moscow for millions in cash until he was arrested in suburban Washington in 1994. He’s serving a life sentence.

These tales, and several others, are pointed reminders that spy stories often end badly.

### *Operations Gone Wrong*

The museum also includes some CIA failures, like the Bay of Pigs, the disastrous 1961 attempt to oust Cuban leader Fidel Castro.

This was just one of many CIA attempts against Castro, who eventually stepped down due to failing health and died six years ago at age 90. But he’s memorialized at the CIA museum with a small statue carved with coconuts and known as “Coconut Castro.”

The caption offers not hint it had anything to do with the many plots directed at him. It says only that the unnamed owner — presumably a former CIA official — would turn it to face away from the television during Castro’s marathon speeches in hopes it would bring them to an end more quickly.

“I honestly don’t know who made it and why,” said Neises.

Still, it seems to capture the agency’s long-running obsession with the Cuban dictator.

“Looking at the 75-year track record of CIA, it has enhanced American security by giving us much better information about the world through science and technology and the serious information-gathering side of the agency,” said Tom Blanton, head of the National Security Archive, a private group in Washington that keeps watch on the intelligence community.

But Blanton says the CIA’s covert paramilitary operations, like the many attempts aimed at Castro, “have driven up the possibilities of war and confrontation.”

While the CIA museum is off-limits to the public, the agency is reaching out in another way, with its first podcast, called *The Langley Files*, a nod to the agency’s location in suburban Washington.

Hosted by Dee and Walter — first names only for these CIA employees — the first guest last week was CIA Director William Burns, who explains the

thinking behind the media venture.

“We do usually operate in the shadows, out of sight, out of mind, but I think it’s important to explain ourselves the best we can and to demystify a little bit of what we do.”

In recent years, former top intelligence officials have been much more willing to speak publicly, from cable television appearances to social media accounts. And a former deputy director at the CIA, Michael Morell, already has his own podcast, *Intelligence Matters*.

### *A Harriet Tubman Statue Outside CIA Headquarters*

CIA headquarters features a number of statues as well as paintings of former agency directors and others who had distinguished intelligence careers. Almost all were white men.

But just weeks ago, the agency put up a statue, near the headquarters entrance, of Harriet Tubman. While famous for leading enslaved blacks to freedom during the Civil War period, she was at the same time serving as a valuable spy for the Union Army.

“As she’s doing her work, she’s learning different things about the Confederate Army, and she’s able to pass that information on to the Union soldiers,” Neises said. “She was running intelligence before (the CIA) existed. We really felt that Harriet Tubman was someone who deserved to be on our compound.”

By CIA standards, all these recent events surrounding the agency’s 75th anniversary seem like a full-scale publicity blitz.

Yet the CIA had already taken unusually public steps earlier this year in advance of Russia’s war in Ukraine. The Biden administration and the U.S. intelligence community declassified some of the information that they said pointed to a Russian invasion.

Despite initial skepticism in both the U.S. and abroad, the U.S. intelligence has proven accurate and has been seen as crucial in building domestic and international support for Ukraine.

# LAFAYETTE GRANDMOTHER IS ONLY WOMAN AGENT ON SP IN LOUISIANA

*By Lydia Krause*

New Orleans born Mrs. Thelma Toce never rebels at the task of sweeping out the Southern Pacific Railroad Depot in Broussard nor shrinks from handing up a train order, the most dangerous job an agent has to do.

She is the only woman agent on the Southern Pacific Louisiana lines.

All of her life the gray-haired grandmother of four has done the unusual, the challenging. She was the first woman wire chief ever hired by the Western Union in New Orleans and the only one in the Southern Division of the Gulf State at that time. That was during World War I.

In Lafayette, where she lives, she serves as president of the Business and Professional Woman's Club, which is joining the celebration of National Business and Professional Woman's week now in progress.

She is glad that the public no longer frowns on women at work outside the home and she fully appreciates the advantage of such modern equipment as the hyster recently installed in the Broussard station. The machine lifts cotton bales, weighing 505 pounds, formerly done by hand, into the railroad cars.

"Handing up an order as the train is whizzing by is the most thrilling job on the railroad," she insisted as the telegraph instrument on her desk clicked out a message.

The telephone jangled. After she took down the message, she jumped up and pulled down a signal as the dispatcher, Guy J. Knoblock, in the Lafayette station, had instructed her to do. When the signal is down it means that the track is clear ahead. Two whistles from the approaching train told her that the engineer got her message.

A second later she had yanked down two hoops attached to long poles hanging on the wall. She inserted the messages, which the dispatcher had telephoned into the hoops, dashed out the door and arrived at a designated spot near the tracks just in time to raise a pole so the trainmaster could run his arm through the hoop and grab the message. Dropping that pole, she picked up the other from the ground and handed a second message to the cabooseman as the train rumbled on.

"Sometimes when I hand up an order the momentum of the speeding train almost sucks me under the wheels, but I am never afraid," she explained.

*continued on page 10*

## DID YOU KNOW?

*Do you know the names of some of the most notable telegraph operators?*

Among at least two dozen famous telegraphists, these names stand out:

**Thomas Edison**

**Hiram Percy Maxim**

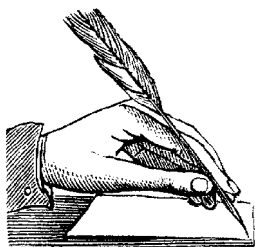
**Theodore Roosevelt McElroy**

**Jack Phillips**

**David Sarnoff**

**Alfred Vail**

**Google List of telegraphists for many more names.**



# Letters to the Editor

*April 28th*

I really enjoy reading each copy of *Dots & Dashes*. It brings back many fond memories.

Although the information that I'm sending you doesn't pertain to telegraph specifically, I've incorporated a segment of telegraphy in the book that you may find of some interest.

This book is titled, *Rebirth of the Portage Flyer*. See pages 89, 90, 92, and 99. If you wish, please feel free to use any or all portions of the book for your readers of *Dots & Dashes*.

I'm 95 years old now and I felt your membership should be aware of what's happening up here in Huntsville, Ontario.

**Thank you,  
Russ Nicholls  
Huntsville, ON**

*[Readers. This book was reviewed in an earlier issue of Dots & Dashes by J. Chris Hausler.]*

*May 27th*

Here is a photo collection that I just ran across this afternoon. I hope it will interest MTC readers. First you have the Hagley Museum which houses the photo collection then you have the story.

**MTC Member,  
Bill Neill  
Conroe, Texas**

*July 30th*

It's been a long time since we "talked" so I wanted to say hello to you and the MTC folks. Here in Austin the weather has been and continues to be brutal with high temperatures from 100 to 105. Fortunately, I have escaped COVID so far and am keeping my fingers crossed. I have been working on the telegraph book and was about to send it to my readers when more info about the Galveston Island cable was discovered. That kind of thing always causes a long pause in the writing.

**73, Durrell Roth  
K5KZQ**

*August 3rd*

I love it when I come across articles like this one! This is an article from the Lafayette Daily Advertiser dated September 28, 1952.

**MTC Member,  
William Neill**

*[Read Bill's submitted article titled, "Grandma Works for the Espee" on page 7]*

*August 3rd*

Your dad, Lynn, was attending the "What Hath God Wrought" anniversary of May 24, 1991 in DC when I and two others were donned in Period Attire in Baltimore on the other end of the line. I personally ferried one of two 1944 repro (Western Union constructed) machines to Elliott Sivowich at the electric division of the Smithsonian for testing. The Smithsonian retains the other repro and one of the original. The other original I believe may be up at Cornell University in Ithaca, NY.

A dial up 300 baud modem was used on either end of the Ma Bell line to transmit the message. Both your dad and John Ott, director of the B&O RR Museum (the Baltimore end of the line), were in DC with Architect of the Capitol George M. White, while the three of us (read the article below) were out on the middle of the roundhouse turntable with no audience – until I rounded up a few folks. Attached is the article from the Baltimore Sun.

**MTC Member,  
Walt Mathers**

*[Read Walt's submitted article on page 17-18]*

*September 8th*

Hi all: Sorry that I did not join the MTC Board Meeting tonight but you will laugh when I tell you what happened. I had a couple of mice come to visit my apartment which made me a bit upset. I don't like mice! So, I went to concierge to get some mouse traps, put a touch of peanut butter on the triggers and placed them around my place. I hope to catch them.

**73,  
Lavina Shaw  
Former MTC International President**



*September 8th*

A millstone has turned into a milestone; after three years of site plan revisions for the Railway Mail Service Library Foundation (RMSLF) Nagle Archival Center, the Town of Boyce Planning Commission recommended approval to the Town Council. That final action occurred on February 28th. The next step is to begin site preparation. A cost proposal was received from Kee Construction at Winchester on August 11th. Following a vote by the Board of Directors and discussion with that company, the proposal was accepted. The site preparation at 127 East Main Street will begin approximately three weeks after the required permits are obtained from the Clarke County Planning Commission.

**Dr. Frank R. Scheer,  
Secretary Treasurer,  
Boyce Railway Depot Foundation**

*[Study their website at railwaymail.org]*

*September 10th*

This morning, Kitt and I both finished first in our respective age groups in the California state championship 5K race. This was the Senior Olympics 5k and even though it rained, runners don't wear ponchos or carry umbrellas.



**Richard Williams,  
MTC International  
Secretary Treasurer**

*September 22nd*

I was sad to hear of Cindy Galyen's death. I enjoyed working with her when I served as Secretary-Treasurer of our chapter. Cindy and I corresponded quite a bit; I found her very nice to work with. Sixty-two is a young age, younger than both of my daughters.

Please change my email address in the list of MTC executives. It is now shaw.lavina07@gmail.com. The residence cut off my former email service in May when I was on a short vacation.

**73,  
Lavina Shaw  
Former MTC International President**

*September 26th*

Enclosed are two items that may interest readers of *Dots & Dashes* journal. "Interoffice telegram" is the love story of a couple who met online, subtitled "dots and dashes spell out romance." The second item is a 1903 book that my museum just purchased. The old book is titled, "The Story of the Atlantic Cable."

**MTC Member,  
Dave Cisco,  
Hoover, Alabama**

*[Readers, we are short of space in this issue, but look for these two items in the next issue of Dots & Dashes.] Samuel F.B. Morse was already an internationally renowned painter when, in 1832, he met a man named Charles Thomas Jackson while sailing home to New York from Europe. Jackson was working on electromagnetism, and he invited Morse to observe his experiments.*

*October 3rd*

One of the biggest sunspots in years has just rotated over the sun's northeastern limb. AR3112 has a mixed-polarity magnetic field that harbors energy for strong x-class solar flares. The appearance of this dangerous sunspot could herald two weeks of high solar activity as it transits the Earth-facing side of the sun.

**Submitted by  
Larry Wilson  
Louisville, Ohio**

*October 4th*

See if you can recall any of these items:

1. If an Operator at a VGN Norfolk Division depot had a Western Union telegram to put on the wire, which WU office did he work with? Or did he send the message to the railroad's Relay Office and let that office relay it to the WU Relay Office?
2. If an Operator at a N&W Norfolk Division depot had a WU telegraph to send, which WU office did he work with?
3. How about the Old Original Norfolk & Southern; which WU office relayed your WU public message traffic?

***These questions by Abraham Burnett were submitted by MTC member Dr. Frank Scheer, Director of the Railway Postal Museum .***

"I have been taught how to do the job properly and safely. I never forget my training," she continued, as she went back to her desk.

If she had been a second late in handing up the order, the train would have been obligated to stop, even though it had not been scheduled to do so.

During the 10 years that she has been working for the Southern Pacific, no train has had to stop because of negligence on her part. Of that record she is especially proud.

Ten years ago Mrs. Toce's naturally curly blond hair was beginning to silver. Her three sons were grown. She had an eventual life with a large measure of tragedy dramatizing the years. A widow, she felt a need to learn the meaning of many things so she decided to enroll at Southwestern Louisiana Institute to study psychology.

At that time it had been 12 years since she gave up her job as a telegrapher for a major refining company. Before that she had spent many years as a telegrapher for Western Union.

She learned telegraphy in New Orleans right after her mother died when she was 14. Mrs. Toce liked the job and it provided a way of supplementing the family's income.

An insatiable curiosity while she was a telegrapher prompted her to ask for the wire chief job in 1918. The sounder keys and the highly electrified wires fascinated her.

Her boss was a bit startled when she begged for the chance at the job which had always been done by men. But he was short of men, due to the war, so he agreed to allow her to get the necessary training. She learned how to do her work so fast and did it so skillfully that the New York office offered her a job in the East.

But she had fallen in love with one of her co-workers. Love won out and she became Mrs. Victor Toce Sr.

During World War II, while she was at SLI, E. W. Torian, superintendent of transportation for the Southern Pacific in Houston, Tex., was employed in the Lafayette depot. When he asked Mrs. Toce to replace a man he had lost to the Armed Forces, she declined, until he told her how difficult it was to find a telegrapher.

After some specialized training by A. J. Hebert of the Scott station, she worked for the next six years in nearly every depot of the Southern Pacific from the Texas border to New Orleans. After the war she offered to resign, but an agent was needed in

Broussard and the officials persuaded her to take the job.

The 70-year-old station at Broussard has recently had its interior renovated and its exterior spruced up. Among some old records, Mrs. Toce found a Red Cross card dated 1909 when William Howard Taft was the president of the United States. The card had a list of instructions compiled by the Red Cross for use by railroads.

In an organization such as the railroad that must for safety's sake be highly coordinated, every detail of Mrs. Toce's work required careful attention.

Cotton, sugar cane and other commodities grown in this area are loaded at the depot. Her work includes checking freight rates and other office work, besides handing up train orders and other hard work.

"Sometimes when I know I am going to have to help with the heavy work, I come to work dressed in men's clothing," said the grandmother, who somehow finds time to be president of the BPW, secretary of the Southern Pacific Woman's Service Club and to cook and keep house for herself and her youngest son, Paul, a sophomore at SLI. Her other sons are Victor Toce Jr. and Waldemar.

Mrs. Toce is much too busy to think about what she will do when the time slips up for her to retire from the railroad.

Maybe she will resume her study of psychology.

### Lafayette Grandmother Is Only Woman Agent on SP in Louisiana



### Lafayette Daily Advertiser 9/28/1952

Top photo: Part of Mrs. Toce's work is handing up train orders as she is shown doing - Bottom photo: A hyst, operated by Axie Clark (left) of Milton expedites the movement of cotton at the Broussard depot of the Southern Pacific Railroad Station. By the old hand method only 34 bales of cotton could be loaded into a 40 foot car. With the new machine 79 bales may be placed on one such car by double-checking. Mrs. Thelma Toce (right) checks the cotton and A. Broussard, (center), from Milton assists her.

# LOOKING BACK AT SAMUEL MORSE AND THE TELEGRAPH IN THE HUDSON VALLEY

by David Levine

Samuel F.B. Morse was already an internationally renowned painter when, in 1832, he met a man named Charles Thomas Jackson while sailing home to New York from Europe. Jackson was working on electromagnetism, and he invited Morse to observe his experiments.



*Samuel Morse with his telegraph.*

Seven years earlier, Morse's wife had become ill and passed away while he was abroad, but he hadn't received news of it until after the fact because the mail was too slow. He vowed to find a way to make long-distance communication faster, and after meeting Jackson he traded his canvases for magnets that, he believed, could instantly transmit electrical messages over a wire. He patented his telegraph system in 1840, and first demonstrated it on May 1, 1844, when he wired news to the Capitol that the Whig Party nominated Henry Clay for President. A few

weeks later, Morse opened this first telegraph line with a message sent from the Supreme Court to the B&O Railroad's Mount station in Baltimore. That first telegraph was his own famous query, "What hath God wrought?"

In 1845, Morse established his Magnetic Telegraph Company, laid telegraph lines from New York to the rest of the country, and became very wealthy.

Two years later the former starving artist used some of his earnings to buy a farmhouse in Poughkeepsie, which he transformed into an ornate, Italianate-style estate he named Locust Grove.

Today, Locust Grove is a popular tourist spot, even though Morse never spent much time there. He resided mostly in New York City, fighting legal battles to prove that he was the rightful inventor of the telegraph. He won his patent case in 1853.

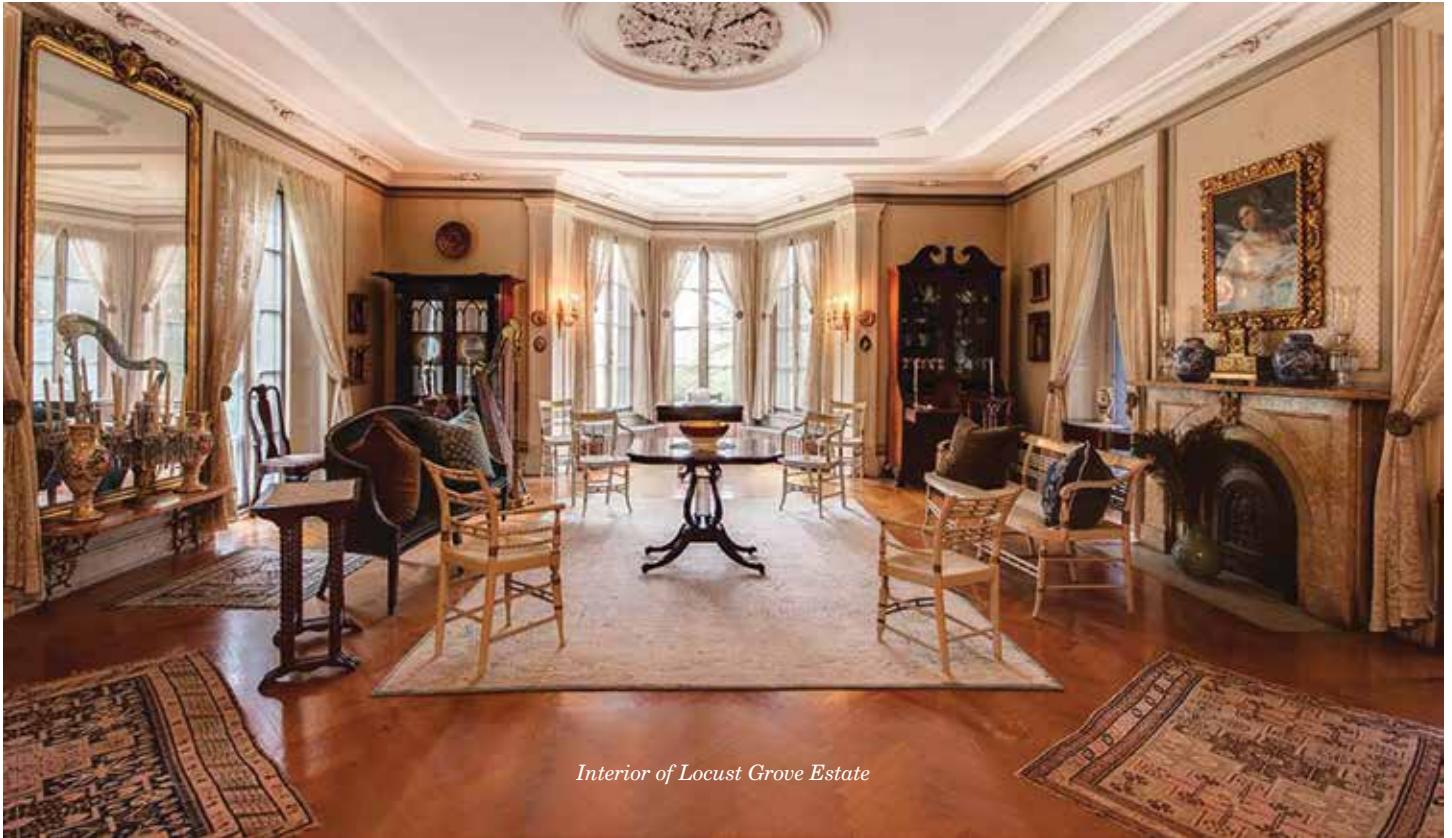
When he was at Locust Grove, Morse enjoyed gardening. He was also quite involved in philanthropy. As a friend of his neighbor Matthew Vassar, he served on the founding Board of

*The elegant exterior of Locust Grove Estate*



Trustees of Vassar College. He also donated to the Children's Home in Poughkeepsie (and provided produce from his farm) as well as the First Presbyterian Church. And he campaigned unsuccessfully to represent Poughkeepsie in the House of Representatives in 1854, as an anti-Catholic, anti-immigrant, pro-slavery nativist. He lost. Morse passed away in 1872, in New York City.

Locust Grove Estate, at 2683 South Road in Poughkeepsie, is home to a permanent exhibit that showcases Morse's careers as an artist and as the inventor of the telegraph and Morse Code. It is open for tours starting this month. There are also gardens and five miles of hiking trails on the property.



*Interior of Locust Grove Estate*

# CHAPTER NEWS

## *Maple Leaf Chapter*

The Maple Leaf Chapter meeting is scheduled for October 5, 2022. The first part of this meeting will commence at 10:30A.M. at the Hammond Manufacturing Company at 394 Edinburgh Road North in Guelph. Here, the Secretary-Treasurer will provide an agenda, which will allow for the usual business plus election of a new president for the Chapter.

This meeting will be followed by lunch about 12:30, provided at no charge to members by the Hammond Manufacturing Co. Then, members can drive to the Hammond Museum of Radio, about a twenty-minute drive to 595 Southgate Drive.

Our thanks go to the Hammond Museum Curator Noreen Hann for her successful appeal to the owner of Hammond Manufacturing for the meeting room and for the lunch for our Morse Telegraph Club event of October 5th. Also, thanks go to the executive of Hammond for this gracious hospitality.

*PS: During the MTC Maple Leaf Chapter meeting of October 5th, Charles Beckett, Secretary-Treasurer of the Maple Leaf Chapter reports that the members attending the Fall Meet of the Maple Leaf Chapter at the Hammond Manufacturing facility in Guelph, Ontario Canada elected member Chris Ricketts as new President of the Maple Leaf Chapter. Chris will replace former President Tom Hamblin, who wished to pass the baton to another member. Tom's health was declining.*

*Also, chapter records show that the first President, George Burros, served the Maple Leaf Chapter from 1962 to 1987. Then Tom Hamblin succeeded him in 1987 and served for 35 years. Thanks to these dedicated leaders!*

**Charles Beckett,  
Secretary-Treasurer,  
Maple Leaf Chapter**

# DOUBLE YOUR MONEY

*An anonymous donor has offered to double your donations to MTC if you make your donation by the end of 2022.*

*He offers to make this up to  
\$5,000!*

*In addition, if you pay your 2023 dues before the end of this year, you will pay only the current dues rate. See page 23 for the current dues rates.*

*Donations to MTC, a 501c3 organization, are also tax deductible.*



# Welcome Aboard!

## NEW MEMBERS OF MTC

*Chris Meade of Calgary, AB*

*Tim Taylor of Calgary, AB*

*Vicar Shannon Collis of Eden, NY*

*Gary O'Neal of Sulphur Springs, AL*

*Beth Phillips of Grants Pass, OR*

*Gary Young of Noblesville, IN*

*Chris Leos of Canyon County, CA*

## A PENNY FOR YOUR THOUGHTS



*Recall that the new column, "A Penny for Your Thoughts," began its debut in the previous issue of Dots & Dashes. This new column is intended to be a safe place for you to air your thoughts.*

Previous items that were listed these included:

- The unprovoked war by Russia against Ukraine
- Current inflation in the price of everything
- Our current global climate disaster
- Issues of growing older
- The perceived decline in democracy
- The worldwide rise in crime

Adding to this list in the previous issue, an MTC member asked what to do about his hearing loss.

And for this issue, an MTC member discretely asks advice on how to spice up his marriage with better sex. This MTC member, who prefers to remain anonymous, states that he is approaching age 90 and that he has been married for nearly 60 years. He wants to rekindle the fire that has gone out.

If I were writing an Ann Lander "Dear Abby" column, I might suggest that this MTC member delicately explain to his life-long partner that his needs are not being met and that she holds the key

to his desires. Take her out to dinner and buy her some flowers. Wisper sweet nothings in her ears. If all that doesn't work, my advice would be: grin and bear it and count your blessings.

*[An MTC member who was in his 90's, now a Silent Key, told me that sex represents youth and vigor, so that sex becomes more important to a man as he ages. This MTC friend was lonesome and vulnerable. He lived in a nursing home alone. One of the nursing home ladies pretended to fall in love with him. She took about half a million dollars of his life savings. She was later heard bragging to her friends and laughing all the way to her bank.*

*After my friend died, I learned that this predatory nursing home female employee moved on to her next elderly male victim. I asked a lawyer if what she did was illegal. He replied no. The lawyer explained to me this situation is not uncommon! So, my advice is to be cautious if you feel vulnerable to predatory romances.]*

# “30” SILENT KEYS

*News of our brothers and sisters who have closed the key*



## Washington-Baltimore WA Chapter



**HARRY J. DANNALS**, age 95, of Charlottesville, Virginia passed away on August 30th 2022. As a child, Harry moved frequently following his fathers' assignments in the United States Navy. After graduation from Balboa High School in the Canal Zone, Harry became a Navy radioman. At age 18, he became the youngest Watch Supervisor at Radio Balboa, a Naval relay radio station involved in signals intelligence during World War II. Harry eventually retired from the Naval Reserve in 1987 with the rank of Commander. The next chapter in Harry's life was his degree in electrical engineering from the Polytechnic Institute of Brooklyn.

While in college, Harry's fascination with radio communications led him to earn the amateur radio call sign, W2TUK, later W2HD, by which he became known worldwide. As his career, Harry worked for 40 years as an engineer at Sperry Corporation in Lake Success, New York.

While working at Sperry, Harry met his future wife, Kay Comtess. They were married for 60 years and raised four children, Robert, Donna, Thomas and Mary.

Because of his lifelong enthusiasm of ham radio, Harry became the longest serving national president of the American Radio Relay League (1972-1982). Then in 1989, Harry was elected national president of the Quarter Century Wireless Association (QCWA), thus becoming the

only person to have been president of both the ARRL and QCWA. Harry was also a supporter and member of the Morse Telegraph Club. He enjoyed reading *Dots & Dashes*. Once in a while, Harry even had articles in D&D.

The source of this information is from Harry's obituary as published in the Daily Progress newspaper.

## The Lonestar DF Chapter (Inactive)

**CHARLES EUGENE WOOD**, known as Eugene, age 97, died on April 19, 2021 in Durant, Oklahoma. Eugene was born on January 5, 1924 in Mississippi.

Eugene graduated from Towards, KS High School in 1942 and began working as a telegrapher for the Saint Louis San Francisco (Frisco) Railway.

On November 25, 1944, in Yuma, AZ, Eugene married Imogene Troutman. A Presbyterian minister was officiating at hundreds of wartime weddings. Eugene and Imogene celebrated their 75th wedding anniversary in 2019. She died on February 4, 2020.

After his Navy career, Eugene returned to the Frisco Railway, working in Seneca, MO and Foyll and Fairland, OK. He retired from the railroad in 1983. Eugene wrote witty, wry letters which were published in the Madill Record. His pithy observations covered state and national politics, union activities, local politics and family life. One letter was headlined: Eugene has a lot on his Mind.

In addition to being a loyal member of the Morse Telegraph Club, Eugene was a long-time member of the Order of Railroad Telegraphers.

***Thanks to Vernon Avqrd of Jenks, Oklahoma for this information.***

## Vancouver DL Chapter (Inactive)

*It All Started with Dots & Dashes  
Honoring our Father - Leonard Gafka*

While the average person may see it as an inanimate object, it has tremendous power.... and though forms of communication have greatly changed over the years, it remains very much alive in the hearts of those whose careers involved this small but powerful communications equipment – including the career of our father, Leonard Gafka. 🖱️

Just 3 days before his 19th birthday in May 1952, Leo started his career training as a Telegrapher with Canadian National Railways in Islay, Alberta, Canada. While Islay was only 75 miles east of his hometown of Vegreville where he lived on a farm, he had never heard of it. Living in railway bunkhouse, which in the 50's had no electricity and used coal oil wall mounted lamps, Len and trainee Bud J. often spent nights at the station practicing telegraphy. Learning Morse Code was definitely the hardest part of the training, with just 50% of students passing the first time. You would think that sending/copying 15 wpm wasn't too demanding, yet you'd be surprised just how many dots and dashes come flying off the sounder at that pace.

Four months later, Len moved for his first assignment to Irricana, 35 miles north of Calgary, Alberta in the rail's "Three Hills Subdivision". In the sub, he worked in Trochu, Huxley, Elnora, Brazeau, Hanna, and Oyen, AB where he passed his probationary period with CN. He said the pay then was real good, earning about \$275/month, which was significantly more than his buddies working elsewhere and enabled him to send money orders home to his parents. As a treat Leonard bought himself a telegraphy bug after having used the desk top key and other people's bugs for a few months. Soon after he secured his first permanent posting in Coalspur where he worked for 2 years and also completed relief shifts in Leyland, Morinville, and Athabasca.

On a brief return visit home to Vegreville, Leonard noticed a strange car parked in the driveway. When he asked his parents, his father said 'its yours' – a 1950 dark green 4-door Chevrolet Impala in beautiful condition. He said having a car changed things dramatically. He decided he would look for work in the Edmonton, Alberta area. This was a young telegrapher's life – moving around, getting to see the country, earning a good paycheck.

By 1958 and six years of experience under his belt, Len successfully bid for a transfer to Calder Yard in Edmonton. He bought a Vibroplex telegraphy bug which he used into his 80's to communicate with other retirees. From Calder, Leonard was transferred to the CN Tower in Edmonton where he met his future wife, Olesia Babuniak, who was secretary to the Chief Train Dispatcher. They were married in December 1960 and grew their family over the next 6 years with 3 daughters - Valerie, Gail, and Karen.

Between 1964 and 1972, Leonard was promoted six times all within CN's Transportation-Operations. In the early 1970's, while working for Regional Development in Edmonton, Leonard was asked to present on TRACS (Traffic Reporting and Control Systems) to a group from CN's Headquarters in Montreal, Quebec, Canada. Within a week of Leonard's presentation, he was asked to interview for and was offered a mid-management job in Montreal in the group responsible for developing CN's Mechanized Car Distribution System. For Leonard, this was an opportunity of a life time yet making a decision was not easy as family all lived in Alberta. The family on the train for Montreal in July 1972, a day filled with sadness and with anticipation of a new life 'en français'. During his time with CN in Montreal, as Systems Coordinator, Leonard became Car Management's official representative and travelled extensively throughout Canada and the USA.

Having spent close to 37 years of service with CN, Leonard retired in 1988. Leonard and Olesia decided to move to beautiful British Columbia where they spent their honeymoon. They lived 30 highly active years in Nanaimo in their custom-built home that overlooked the Strait of Georgia. Even in retirement, connecting with those passionate about telegraphy was very important to Len and there were many years when a coast-to-coast group would tap weekly.

Len passed away at the age of 89 on September 8, 2022. Throughout his life and in his final hours, his suite continued to house the telegraphy bugs and railway memorabilia that he so cherished. They have now been passed on to the next generation to preserve and carry forward. Even as his ability to remember faded, his love for telegraphy did not. You could often see him tapping Morse Code on his leg or on a visitor's hand. To the *Dots & Dashes* Community, we wish you all the best.

**Valerie, Gail, and Karen  
The Gafka Girls**

### **Evergreen SX Chapter**

Betty Watterson, age 93, of Ellensburg, Washington, left this world on July 2, 2022. She served as Secretary-Treasurer of the SX Chapter for many years.

In 1945, Betty Greiner enrolled in the Northern Pacific Railway's telegraphy school to learn Morse



code. After completing that program, Betty moved to the Seattle-Tacoma area in pursuit of work. This was while she was living at the YMCA in downtown Tacoma. In 1946, under the auspices of A.B. Emmons started working for the Northern Pacific Railroad in Snoqualmie.

In 1948, Betty moved to Eagle Gorge, working between Lester and Kanasket. While working at Eagle Gorge, she met and eventually married the love of her life, Samuel Watterson, who was an engineer for the Northern Pacific.

By 1951, Betty left railroad telegraphy work and dedicated herself to the family and community. However, she continued her lifelong interest in telegraphy as longtime secretary-treasurer of the Evergreen Chapter.

Now, when you hear the wind blowing, listen for the sound of Betty's clicking telegraph.

***Thanks to Kevin Saville, President of the SX Chapter, for this interesting description of his valued MTC member.***

## MORSE'S FAMOUS MESSAGE FLASHES AGAIN

*by Tom Bowman • Baltimore Sun • May 24, 1991*

With several clickety-clacks, the most famous telegraph message once again flashed between Baltimore and Washington yesterday, thanks to a boost from its electronic descendants: the telephone and the computer.

Samuel F. B. Morse's famous message -- "What hath God wrought!" -- first transmitted on May 24, 1844, by wire wrapped in rope yarn and tar, this time made the 40-mile journey with the help of a phone hookup and a specially modified computer modem.

The Smithsonian replica of an 1840s telegraph machine, a block of brass, wood and wires resembling a high-school science experiment, came to life in metallic chatter, interrupting the praise heaped on Morse and the invention dubbed the "the Great Highway of Thought."

"The message just came from Baltimore announcing that we are

ready," said Frank Donovan, a ham radio operator who organized the re-enactment with the Capitol Hill Amateur Radio Society to commemorate the bicentennial of the inventor's birth.

Dressed in frock coats and silk brocade vests, dignitaries including Morse's great-great-grandson gathered around the machine that stood yammering impatiently before the moment of re-enactment.



*What hath God wrought!* Samuel F. B. Morse's historic message was reenacted to commemorate the 200th anniversary of the birth of the patriarch of Morse code.

George M. White, Architect of the Capitol, portraying the inventor, tapped the transmission to the B&O Railroad Museum, site of the old Mount Clare station that received the historic message 147 years ago.

Moments later the machine clicked the same message in dots and dashes from the museum and embossed it on white tape.

"It worked!" said Mr. White, throwing up



*Bernie McClenny, WB3]RU (l), Walter Mathers and Daniel Stanton recreate Alfred Vail's historic reception of the renowned message sent from the US Capitol to the Mt Clare railroad station in Baltimore on May 24, 1844.*

his hands to applause and displaying the tape, a scene quickly recorded by the telegraph's distant cousins several times removed: boom microphones, tape recorders, mini-cams and cameras, all under the illumination of electric lights. All the communications paraphernalia wrought since 1844.

A noted painter, Morse became frustrated with the slowness of communications through a personal tragedy. While he was painting a portrait of General Lafayette in Washington, Morse's wife died unexpectedly in New Haven. It took a week for Morse to receive the news.

In 1832, he came up with the idea of an electromagnetic telegraph. But it took another decade before he perfected the machine and got a \$30,000 congressional appropriation to string an experimental telegraph line from Washington to Baltimore.

Morse is believed to have sent his message from the Old

Supreme Court Chamber in the Capitol, witnessed by a group that included Henry Clay, the Whig presidential candidate, Dolley Madison, widow of the fourth president, and Alice Key, daughter of Francis Scott Key, composer of "The Star-Spangled Banner."

Annie Ellsworth, daughter of the U.S. commissioner of patents, came up with the message, a quotation from the Bible's "Book of Numbers." The message was received and transmitted back to Washington by Morse's colleague Alfred Vail.

It was the world's first practical publicized use of electricity and quickly revolutionized a communications system that had relied on horses, ships and trains. Arunah S. Abell, founder of The Sun, was an early investor in Morse's telegraph, and the newspaper quickly used it to transform the way it sent and received news.

Three years later, stock reports were transmitted from London to Manchester, England, and the Reuters news wire service soon followed. By the 1860s, some 200,000 miles of telegraph line was strung in the United States and a telegraph cable spanned the Atlantic Ocean.

"It very much shrunk our world," said Judge Robert F. B. Morse, a county jurist from Texas and Morse's great-great-grandson. He doubts that even his ancestor realized what he had wrought. And he doubts that many people in this age of faxes and satellites appreciate the benefits of instant communications.



"We take it all for granted," Judge Morse said, gesturing to the small contraption of brass and wood. "It was only 147 years ago that we were doing it over this simple machine."

# CHARLES MINOT, 1864 ERIE RR SUPERINTENDENT

Charles Minot was born at Haverhill MA on this date in 1810. His father was a justice on the Massachusetts Supreme Court. Young Charles attended Harvard and studied law, but ultimately, he was more interested in emerging technologies, such as railroading. He became a locomotive engineer on the Boston & Maine, and later became superintendent of that railroad. After one year with B&M, Minot was hired by the New York & Erie Railroad. He was general superintendent of the Erie from 1850—1854 and again from 1859—1864.



*Minot (seated in center) with division superintendents of the Erie RR in 1864*

Minot's associates remember him as "a large, fleshy man... bluff and rude in his speech, and hasty of temper", yet he was "democratic in his manner with his men", treating employees as equals. Eschewing a luxurious private business car ("any car is good enough to me"), he often rode in the pay car to save costs—but he insisted that it be pushed ahead of the locomotive so that he "could see things better". This practice came to a dramatic end in the summer of 1853, when his car derailed and began to tumble down a steep embankment. Minot grabbed Erie president Homer Ramsdell with one hand and chief engineer Horatio Brooks with the other hand, throwing both men off the car in the nick of time.

Minot was keenly interested in another emerging technology of the 1840s: the telegraph. In 1847, he was watching as Ezra Cornell's New York & Erie Telegraph Company strung wires across southern New York. Minot persuaded the Erie Railroad to install a system of its own. At first, station agents used their telegraphs mostly to exchange gossip amongst themselves. That began to change on September 22, 1851, when Minot's westbound train waited on a siding at Turner NY (later known as

Harriman). According to the timetable, it could not proceed on the single-track main line until an eastbound arrived; and that train was hours late. Minot telegraphed the station agent at Monroe and asked if the eastbound had arrived. The agent replied that it had not. Minot ordered that the train be held at Monroe. He then instructed his own engineer to proceed. When the engineer refused, Minot climbed into the cab and ran the train himself. When they reached Monroe, the opposing train still had not arrived. Minot next telegraphed Goshen and repeated the procedure. He eventually reached his destination (Port Jervis) safely.

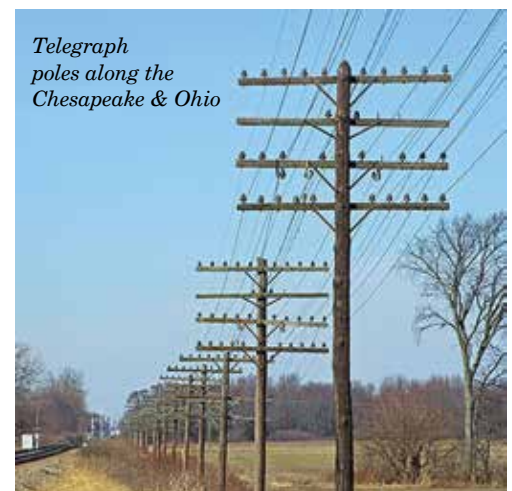
Other railroad executives were at first skeptical, but by 1855 the idea of dispatching via telegraph had caught on. In that year John T. Clark, New York State Engineer and Surveyor, wrote that

"The telegraph has been in use on the Erie since 1852.... By the concurrent testimony of the superintendents of the road, it has saved more than it cost every year. There is an operator at every station on the line, and at the important ones day and night, so placed that they have a fair view of the track. They are required to note the exact time of the arrival, departure, or passage of every train, and to transmit the same by telegraph to the proper officer."

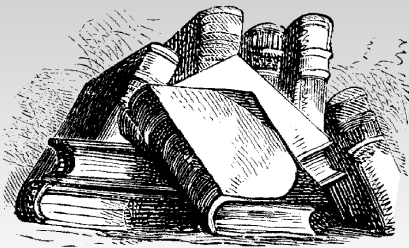
Telegraph lines became a common sight along railroad rights-of-way, and they would remain so until the late twentieth century.

In 1910, E. P. Griffith (then-superintendent of telegraphs for the Erie Railroad) introduced a resolution at the Association of Railway Telegraph Superintendents national convention in Los Angeles, calling for a suitable monument to recognize Minot's contribution to railroading. A sum of \$3,000 was raised

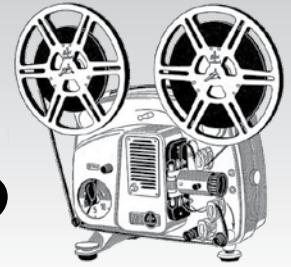
(Thomas Edison and Andrew Carnegie were some of the donors); and the monument was dedicated at Harriman NY on May 2, 1912.



*Telegraph poles along the Chesapeake & Ohio*

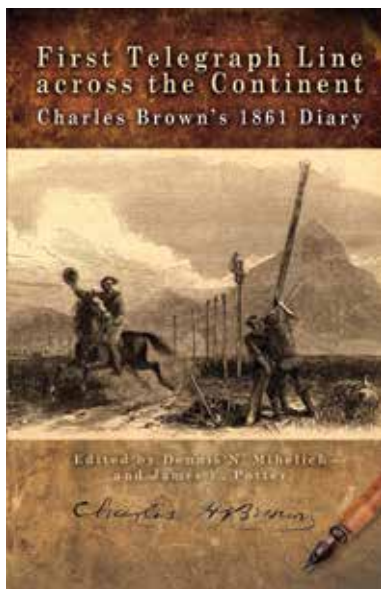


# J. Chris Hausler's BOOK & MOVIE REVIEWS



If you've ever read anything about the construction of the first US transcontinental telegraph, you've probably come across the name of Edward Creighton who was responsible for surveying the route and then superintending the construction of the eastern half of it. Even before this he had become a major builder of telegraph lines in the east as well as getting into other businesses including freighting. After marriage in 1856 he moved to Omaha where he continued his business activities. Charles H. Brown, a young lawyer, also moved to Omaha and secured a job freighting for Creighton. Due likely to his good work ethic and education in 1860 he was promoted to be Creighton's right hand man and secretary. In this position he became closely allied with the construction of the transcontinental telegraph when it began in 1861.

While attending to all of his chores from handling Creighton's business correspondence to blue collar construction activities on the transcontinental



telegraph line, including at times laying out the exact route and positions of telegraph poles, he started keeping a daily diary. The diary runs from June 16, 1861 to August 9, 1861. Why it ends before the line was complete is unknown. In the 1890's he transcribed his diary and provided additional annotations to it.

This diary provides the only detailed document describing the day-to-day activities of this major construction project. In 2011 the Nebraska State Historical Society published this diary in a book titled, "First Telegraph Line across the Continent,

Charles Brown's 1861 Diary". The editors of this book, Dennis N. Mihelich and James E. Potter included additional background information on the project and its protagonists. Its ISBN 13 is 978-0933307322. It is available from a number of sources.

This book is a fascinating look at life on the frontier at that time, both in general and as it impacted the daily effort to advance the telegraph wire. Each day brought new trials and/or tribulations to Mr. Brown and his associates and each had to be faced and acted upon in order to pursue the successful completion of the transcontinental telegraph. How this was done, some of the hardships faced and the successes achieved, are documented in Mr. Brown's diary. These daily entries run from just several lines to several pages. He records their efforts as almost mundane everyday activities. He provides interesting descriptions of the territory over which he was traveling, the various camps and ranches at which he stayed, the food he ate and even the occasional entertainment he witnessed. His occasional interactions with native Americans are also enlightening, but although he recognizes them as human beings his attitudes towards them are typical of the opinions of the expanding white population of that era. Despite the hardships he faced, the mosquitoes were rampant, he doesn't appear to have been weighted down by these difficulties, just accepting life as it came and remaining focused on the project at hand. This even though by today's standards some of these ordeals would be hard to endure. If you have any interest in the transcontinental telegraph project, this book is a must read.

## The Telegrapher's Trilogy

©2020 All Rights Reserved Robert E. Houf K7ZB  
May 5, 2020

Back in the fall 2020 issue of *Dots & Dashes*, the beginning of a short story titled, "The Telegrapher of Canyon Diablo" by MTC member Bob Houf was

printed. This story is the first of a series of three stories by Bob titled, "The Telegrapher's Trilogy". All three stories are now available complete for free download from the Internet Archive in a single document. I can't describe the stories better than Bob did in his introduction so I will quote him: "The Telegrapher's Trilogy consists of three short stories, linked through time and characters by the communication code invented by Samuel Morse in 1844. The story begins in the Southwestern US with the "The Telegrapher of Canyon Diablo",

moves forward with "The Perkinsville Station" and culminates in "Nate Goes to War". The time period spans from the late 1800's through World War II and captures the spread of the railroad in the Southwest and the telegraph that made safe and timely travel possible." The web address for the Internet Archive from which you can download these stories is: <https://archive.org/details/the-telegraphers-trilogy> . I downloaded them in .pdf format. They are an engaging read and I'm sure you will enjoy them.

# THE ELECTRIC TELEGRAPH

*Anonymous, 1851*

Hark, the warning needles click,  
Hither – thither – clear and quick  
Swinging lightly too and fro,  
Tidings from afar they show,  
While the patient watcher reads  
As the rapid movement leads.  
He who guides their speaking play  
Stands a thousand miles away.

Sing who will of Orphean lyre,  
Ours the wonder working wire!

Eloquent, though all unheard,  
Swiftly speeds the secret word,  
Light or dark or foul or fair,  
Still a message prompt to bear:  
None can read it on the way,  
None its unseen transit stay,  
Now it comes in sentence brief,  
Now it tells of loss and grief,  
Now of sorrow, now of mirth,  
Now a wedding, now a birth,  
Now of cunning, now of crime,  
Now of trade in wane or prime,  
Now of safe or sunken ships,  
Now the murderer outstrips,  
Now it warns of failing breath,  
Strikes or stays the stroke of death.

Sing who will of Orphean Lyre,  
Ours the wonder working wire!

Now what stirring news it brings,  
Plots of emperors and kings,

Or of people grown to strength,  
Rising from their knees at length;  
These to win a state – or school;  
Those for flight or stronger rule.  
All that nations dare or feel,  
All that serves the commonweal,  
All that tells of government,  
On the wondrous impulse sent,  
Marks how bold Inventions' flight  
Makes the widest realms unite.  
It can fetters break or bind,  
Foster or betray the mind,  
Urge to war, incite to peace,  
Toil impel, or bid it cease.

Sing who will of Orphean lyre,  
Ours the wonder working wire!

Speak the word, and think the  
thought,  
Quick 'tis as with lightning caught,  
Over – under- lands or seas,  
To the far antipodes.  
Now o'er cities thronged with men,  
Forest now or lonely glen,  
Now where busy commerce broods,  
Now in wildest solitudes;  
Now where Christian temples  
stand,  
Now in far Pagan land.  
Here again as soon as gone,  
Making all the earth as one.  
Moscow speaks at twelve o'clock

London reads ere noon the shock,  
Seems it not a feat sublime –  
Intellect hath conquer'd Time!

Sing who will of Orphean lyre,  
Ours the wonder working wire!

Flash all ignorance away,  
Knowledge seeks the freest play;  
Flash sincerity of speech,  
Noblest aims to all who teach;  
Flash till bigotry be dumb,  
Deed instead of doctrine come,  
Flash to all who truly strive,  
Hopes that keep the heart alive;  
Flash real sentiments of worth,  
Merits claims to rank with Birth,  
Flash till Power shall learn the  
Right,  
Flash till Reason conquer Might,  
Flash resolve to every mind,  
Manhood flash to all mankind.

Sing who will of Orphean lyre,  
Ours the wonder working wire!

# HOUSE TRACK **Want Ad Section**

For Morse Telegraph Club Members

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

**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](mailto: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:** 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.rfandp.org](http://www.rfandp.org). The price is only \$25.15 postage paid.

**Hubert Jewell is now a Silent Key, but his interesting book is still available.**

**AVAILABLE:** Vintage Canadian Morse code club patch [www.ebay.com/itm/1949326228100](http://www.ebay.com/itm/1949326228100).

**AVAILABLE:** The equipment is part of a very large collection gathered over 60 years. It was from a family member who has passed but was a very long time and well known MTC member. I have included three pictures of the hardware. I would like to sell it as a collection. There are several rare west coast as well as many early rare pieces. \$12,500. Dave Ball (408) 805-0065



## REPRODUCTIONS & OTHER ITEMS FOR 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.



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## 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.

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*International Secretary-Treasurer*

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(619) 818-9017

*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.arnewsline.org](http://www.arnewsline.org)  
[www.usrepeaters.com](http://www.usrepeaters.com)  
[www.qth.com](http://www.qth.com)  
[www.qrz.com](http://www.qrz.com)

## NOTICES & INVITATIONS

**Morse Telegraph Club, Inc.**  
**Dial-Up Information**

**MORSE KOB PROGRAM**  
on the web at [www.morsekob.org](http://www.morsekob.org)  
**DUES**

U.S. First Class postage \$20.00

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Canadian is now by chapter

Foreign Air Mail postage \$26.00

LOOSE PARTS

DAVE BLAZEK





# Dots & Dashes

*What*

*Hath*

*God*

*Wrought*