

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

The Official Publication of the Morse Telegraph Club, Inc.

Vol. 48, Issue No. 4 • Fall 2023

FROM TELEGRAPH TO RADIO TELESCOPE

On May 24, 1844, the telegraph was demonstrated in Washington, D.C. to the U.S. Congress by Samuel Morse and Alfred Vail. Their demonstration resulted in a revolution in communications. From that first practical use of electricity came an unimaginable list of inventions in communications, in photography, in medicine, in space science and more.

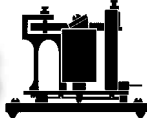
Today we have cell phones everywhere, high-definition television, modern medical devices to help us live better and longer, GPS systems to guide us, space flights to explore our universe, accurate doppler radar weather predictions, and almost unimaginable futuristic radio telescopes listening to whispers of natural radio waves from outer space. Thanks to the telegraph for starting the electronics revolution!

This past August, I attended a four-day conference at Green Bank, West Virginia. They were all licensed amateur radio operators. This was the annual conference of the Society of Amateur Radio Astronomers (SARA), which had been cancelled during previous few years because of the global Pandemic.

During this conference, I promoted the Morse Telegraph Club and distributed sample copies of *Dots & Dashes* journal. And while wearing hard hats on two bumpy elevator rides, we got to see the magnificent views from the top of the 485-foot Green Bank Telescope. Just think, it all started with the telegraph!



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.com

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. The Morse Telegraph Club is approved as a 501(c)(3) organization. Contributions to the Morse Telegraph Club are tax deductible per the IRS code. The Morse Telegraph Club's EIN number is 95-6093527. The Morse Telegraph Club is also qualified to receive tax deductible bequests, devises, transfers or gifts under section 2055, 2196 or 2522 of the IRS code.

MTC Board of Directors

Jim Wades
International President
jameswades@gmail.com
(269) 650-0215

Richard Williams
Int'l Secretary Treasurer
runnerrichard@hotmail.com
(619) 818-9017

John Springer
Director
sasjes@comcast.net
(585) 334-4445

J. Chris Hausler
Int'l Vice President
jchausler@earthlink.net
(585) 334-4445

Jim Wilson
Dots & Dashes Editor
telegraphjim@gmail.com
(434) 245-7041

Derek Cohn
Director
vibroplex@mindspring.com

Lavina Shaw
Past Int'l President
shaw.lavina07@gmail.com
(604) 942-2184

Chuck Beckett
Director (Canada)
acbeckett@rogers.com
(519) 637-2343



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.
Buchanan, MI. 49107
jameswades@gmail.com
(269) 548-8219

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

- From Telegraph to Radio Telescope 1
- The Day I Tied a Can to the Superintendent's Tail
By *Cliff Hine* 4-5
- Western Union and the Railroad Telegraphers
By *Paul Harden* 8-15
- Author Spotlight: Thomas Wayne King 20-21

IN EVERY ISSUE

- Sidewire 3
- President's Line 3-4
- Welcome Aboard 5
- Letters To The Editor 6-7
- Member Sample Biographies 7
- Silent Keys 15
- Chapter News 16
- A Penny For Your Thoughts 18
- Book & Movie Review 19-20
- House Track 22
- Do You Know? 22

The next issue of *Dots & Dashes* is scheduled for publication on December 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.com



Sidewire

Comments from the
Editor of *Dots & Dashes*

By Jim Wilson



If you want MTC to exist into the future, we all need to promote the Morse Telegraph Club and challenge ourselves to recruiting a new member. You can do it!

In August, an MTC member friend, John — KX4P, and I attended a four-day conference at Green Bank, West Virginia. While attending the Society of Amateur Radio Astronomers, I asked the chairman to mention the Morse Telegraph Club and note that sample free copies of *Dots & Dashes* were available at the back of the conference room. These sample copies were scarfed up quickly!



Here is a photograph of Chairman Jay — WOAIR, promoting the Morse Telegraph Club.

At least two conference attendees promised to join MTC. Every day, I'm waiting for their checks to arrive in the mail.

This highly technical conference offered valuable information. The conference inspired the front-page story in this issue. I hope you enjoy this story.

Meanwhile, the season of summer has turned into the season of autumn. Goodbye to hot weather with its forest fires and floods. Hello colorful leaves and cool nights. This is a good time to catch up on your reading and to get back on the telegraph wire. Um, me too.

Keep on tappin'

Jim Wilson

President's Line

Jim Wades, President
Morse Telegraph Club, Inc.



History or Folk Tale?

In nearly every field, it has become quite common for a variety of misinformation to be circulated via social media and self-publishing. Such misinformation is often predicated on assumptions or, in the worst case, fabrication or a hidden agenda designed to serve a particular political viewpoint. One sees this illustrated quite regularly in historical articles and publications.

Fifty or 75 years ago, if one wished to disseminate ideas or information, he would first conduct his own research, develop a manuscript, and then submit it to a publisher or similar organization for review and consideration. Information and ideas had to pass through the hands of various gatekeepers in the form of editors, researchers, "fact-checkers," "line-editors," and/or academic professionals. While this process introduced bias, it also served as a form of peer-review through which at least some inaccurate information could be corrected or deleted before publication. There was a reason why many major newspapers had extensive research libraries and document archives. There was a reason why publishers vetted manuscripts.

Those who worked in the Fourth or Fifth Estates will likely be familiar with the structure of the wire services, such as AP and UP, with the layered approach to the various bureaus, and the role of the various editorial responsibilities. Perhaps some of our readers worked as a "wire editor" or even an executive editor of a publication. Unfortunately, many of these checks and balances no longer exist.

Today, everyone has a voice, and anyone can publish a document. There are few if any checks and balances to ensure accuracy of content. In the brave new Internet world, we are drowning in a sea of information, but we are paradoxically starving for genuine knowledge. In the new world of journalism, opinion now mostly masquerades as "news" designed to validate the prejudices or existing worldview of the consumer. However, I digress....

continued from previous page

In our capacity as a historical and educational organization, we should beware of information that circulates on social media and web pages. We should approach self-published books with a degree of skepticism. Numerous examples of inaccurate information regarding the history of telegraphy and telecommunications exist, and many of these falsehoods circulate throughout the Internet again and again.

Let's not forget that not all voices are equal, even though we now operate in a world in which everyone has a "voice." While everyone has a natural, God-given right to an opinion, this fact does not render all opinions equal. Some are based on ignorance. Some are based on incomplete information. Some are predicated on hidden agendas or political manipulation. Sometimes, even well-intentioned people are simply wrong. We now live in a brave new Internet world in which the prime directive is "caveat emptor," or "buyer beware."

Original Sources

On a related note, historical research should always be predicated on original sources. There is a tendency today to engage in "revisionism." Contemporary sources are sometimes dismissed, not

because they are inaccurate, but rather, because the source is associated with an era or event that, when viewed from the present, is considered somehow "flawed" or "morally deficient." There is a tendency to weigh and measure historical events and figures using the standard of modern sensibilities, rather than those of the era in which a historical figure operated or an event occurred. A man or an event cannot be fairly judged by modern perspectives. Rather, it is necessary to consider context and the limitations of the era; in particular, the limited range of deviation from the norms of that time that were permitted. It's easy to forget that if a historical figure had deviated too far outside the limits of acceptable beliefs or behaviors for his time, he might well have found himself powerless or even judged insane by his peers. Attempts to weigh and measure past events entirely by modern standards is an endeavor fraught with difficulty.

Lastly, remember the difference between "history" and "folk tale." Both have their place, but history is predicated on verifiable facts. When we disseminate historical information, we should all endeavor to ensure our facts and data are accurate.

73!

THE DAY I TIED A CAN TO THE SUPERINTENDENT'S TAIL

It was in the early part of the 1960's. I was the wire chief in charge of a telegraph/repeater office in a small mountain town.

The railway station was situated about 300 yards down the track...a busy railway terminal that housed agent, operators, yard office staff and the office of the assistant superintendent A/S I will call it.

We had a telegram messenger boy who would meet the 6 passenger trains in and out of town. He delivered and picked up messages as well as delivering the news and stock market reports of the day for the trains passengers.

One day he returned with a thick rolled up wad of railway PR forms which as most of the readers will know contained hundreds of boxcar numbers in this wad.

I asked him where he got all them and he replied that Mr. Soandso, the railway A/S told him to give

them to me to have our staff send them on the Morse wire to their destination.

Well I advised the lad to return them to Mr. Soandso and tell him thanks but no thanks.

Of course this scared the dickens out of the boy but he did take them back with a bit of encouragement from me.

I had heard that this gentleman was in the process of eliminating one of the telegraph operators down there, hence the backlog of unsent PR forms.

I knew this would not be received with any amount of happiness on his part so I leaned out of my office window watching for his car.

Sure enough here it comes my way with the gravel flying.

When he entered the office he pulled this huge roll of forms out of his big winter coat and his first words were " what's the meaning of this"...

Now he rarely if ever entered this office in the past so he did not have any idea what it was all about nor did he know that I was the wire chief in charge of it.

I never ever advised him of this aspect although as the W/C I wasn't exactly without authority myself.

I replied that it means that we will not be sending his forms which did not sit too well with him and he promptly said he would call my Supt and straighten it out so I offered to supply him with the man's name and address.

Then I explained things to him.

I showed him the broadcast bays of equipment in the office explaining that we were a switching centre for the Canadian Broadcasting Corp. A coast to coast system across Canada.

This was a huge contract for the company. Mucho dinero involved.

The man on duty had to follow a strict schedule of programming and when needed many times a day we would manually control the various networks.

The Trans Canada network, the mountain and pacific networks and the Dominion network.

I told him that I had been stationed there about 3 years and in that time had cut 2 programs due to the fact that I was in fact involved on the Morse wire.

I explained to him that if we got distracted and cut any programs we would have to send in an explanation and we could not just say gee I'm sorry. I'll try not to do it again.

No...we had to supply a lengthy description of how this happened so I explained to him that I would not take the heat if one of us cut any programs while being absorbed in sending his PR forms.

I would explain to my chief operator, my Supt, a Regional Manager in Winnipeg, the Supt of Broadcast Services in Ottawa and a Vice President in Montreal, that the local railway A/S here, Mr. Soandso, had compelled us to send his forms and the program was cut as a result of being engrossed in the boxcar numbers.

When I advised him that I was sure he didn't want his name mixed up with all those big boys I felt that I may just be getting my point across.

Then I had him look around at the rest of the place. Several carrier systems, radio transmitters, private line systems and huge room full of standby batteries that supplied emergency power when needed.

All of this required our attention as well as controlling open wire trouble that occurred out on the line from time to time.

I then advised him that if he wished to extend his sphere of influence to this office that I would advise the staff to call him anytime day or night as the go to guy when trouble arose asking him for instructions.

This whole thing didn't appeal to him much so he scooped up his forms and hastily left the office.

He wasn't a bad sort of a guy but he realized he didn't want any part of our office.

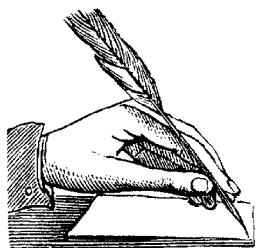
30,
Cliff Hine

Welcome Aboard!

NEW MEMBERS OF MTC

Greg Memory of Purcellville, VA

Janice Povey of Calgary, Alberta



Letters to the Editor

July 9th

For several years, *Dots & Dashes* has contained an advertisement for a book titled "Tales of the Telegraph" by John B. Ryan. About five years ago I attempted to contact Mr. Ryan at the Spokane address listed in D&D. But my letter was returned marked "addressee unknown."

Having worked for railroads reasonably close to the Spokane area for about 40 years and knowing many Spokane railroad people, I started asking questions. I was told that Mr. Ryan, a retired dentist in Spokane with a penchant for railroad history, had died years ago.

Nobody, including members of a couple of RR historical groups in the Spokane area, have any idea whether his book was ever actually published or not, nor can anyone tell me where a manuscript of it might be found.

However, during the intervening years, I have randomly received Xerox copies of what apparently were chapters from his book. These included biographies of telegraphers Harry Drogitis, Betty Greiner Watterson, and others – which makes me believe some parts of the book, if not the whole thing, do exist. Yes, the sources of those Xerox copies cannot furnish any helpful information.

My main purpose in writing to you is to suggest the advertisement ought to be dropped, or if you have hard information about Mr. Ryan's book, please pass it along.

I might add that if the partial manuscripts that I have received are an indication of a finished product, it would be most interesting and historically important in memorializing our nearly extinct craft.

***Sincerely and 73,
David Sprau,
Retired Train Dispatcher,
NP-GN-BNSF***

July 12th

Hi: I have a card mailed out by GN in about 1924 informing ticket agents of a forthcoming announcement "of extreme importance." (The announcement was the introduction of the New

Oriental Limited.) On the mailing side of the card is an image of a mountain goat at a telegraph key, and at the top of the card is some Morse code.

I translated this code to read: "The Great Northern Railway will soon broadcast news of great importance. You hold the air please."

In today's world, "Hold the air" is generally a request for radio silence. Did telegraphers use this term for a similar meaning such as "stand by?" Why would telegraphers refer to "the air" instead of "the wire?"

You can see this card at <https://streamlinermemories.info/GN/GN24Announcement.pdf>.

***Thanks for any help you can provide,
Randal O'Toole***

July 15th

Here is the link to my revised online book, *Western Union Telegraph and Transformation of Written Communication*. The originals will be exhibited at the Great American Stamp Show in Cleveland in August. This Fall, I'll be including additional pages illustrating more deeply the relationship between Western Union and the railroads. I will send the link for the revised book when it is available.

***Sincerely,
Philip Leber***

August 11th



Kitt took this picture on our recent visit to the B&O Railroad Museum in Baltimore, MD. In the photo, I'm chatting with the conductor of the museum train. This train takes museum visitors on a short ride to Mt. Clare shops and back. [Mt. Clare is the site where Alfred Vail copied the May 1844 message, "What Hath God Wrought," sent by Samuel Morse from the U.S. Capitol.]

Representing the Morse Telegraph Club, Jim Wilson and I [Richard Williams] have participated in American Morse demonstrations at the museum, dressed in previous era attire.

August 18th

Greetings from Minnesota. I recently joined the Mose Telegraph Club and am a long-time member of the Great Northern Railway Historical Society (GNRHS). As you know much better than I, telegraphy was a necessary companion to the expansion and operation of railroads in America.

I volunteer at the Princeton (Minnesota) Great Northern Railway depot, which is the home of the Mille Lacs County Historical Society (MLCHS). We have had the great fortune to locate a tiny (12 foot by 34 foot) “portable” GN depot not far from Princeton and to move it to the city block of property owned by the Princeton GN depot. This little Long’s Siding GN depot has now been restored.

To our delight, many of the components needed for a live telegraph connection between the two

depots were found in the archive room of the MLCHS. The MLCHS undertook to connect the 215-foot-long brick and stone Princeton GN depot by telegraph with the nearby little Long’s Siding GN depot.

We described this project in the attached article, which appeared in the march 2023 quarterly GNRHS publication, *The Goat*.

As you can see from the correspondence below, I have inquired with the editor of *The Goat*, and the President of GNRHS whether this article by Gary Lenz and me could be reprinted in *Dots & Dashes*. He approved.

Attached is a publication quality copy of this article for your review. An InDesign copy of this copy is also available.

Keep up your great work in keeping the game-changing invention of telegraphy alive!

**Regards,
Berry Schreiber**

We plan to include Berry’s article in a future issue

MEMBERS SAMPLE BIOGRAPHIES

As you have read in previous issues of Dots & Dashes, here are more sample biographies of some of our MTC members. We have some very interesting MTC members; send your biography in!

Roger Sogard

I served as an Agent-Telegrapher for the Chicago & Northwestern RR from 1948 to 1985 (38 years). During this time, I worked at too many locations to mention throughout Iowa and Minnesota.

As a telegrapher, I copied train orders and Western Union telegrams. I also sold passenger tickets, handled Railway Express shipments, plus “less than carload” merchandise shipments. I billed out grain trains consisting of soybeans and corn for export.

I have numerous railroad memorabilia that I would like to sell, including Telegraphers Magazines, CN&W timetables, railroad lanterns and numerous other railroad antique items. Please contact me if you are interested. Roger Sogard Phone 515 451-6573.

Douglas Rolands

I am from a Canadian National Railway (CNR) family. My Dad put in 41 years as a Station Agent; Dad retired in 1965. I signed on as a CN Assistant Agent in August 1950, then worked at several agencies on the Calgary East and North lines.

In June 1951, I earned my telegraphers ticket, then my Train Dispatcher rating in July 1953.

As a telegrapher, I worked mainly terminal jobs such as Calgary, Edmonton, Edson and Jasper. As a Dispatcher, I worked Edmonton, and Edson.

Being a young husband and father, I found the constant moving about job to job too stressful. So, I resigned and joined the Canadian entity of American District Telegraph (ADT) Security Services as a sales rep. Then in 1958 I took early retirement out of the Head Office Toronto. In December 1994 I retired as Executive Director of Marketing Sales and service for Canada.



*Originally published in the El Defensor Chieftain Newspaper, March 4, 2006, Socorro, New Mexico.
Additional photographs included not appearing in the original article.*

*By Paul Harden,
NA5NF, or El Defensor Chieftain, na5n@zianet.com*

Last month, a briefly worded press release went nearly unnoticed. It simply read: "Effective January 27, 2006, Western Union will discontinue all Telegram and Commercial Messaging Services. We regret any inconvenience this may cause you, and we thank you for your loyal patronage."

After 155 years, and millions of telegrams and Telex messages, a major part of American history quietly slipped into obscurity. For more than 100 years, Socorro was part of that history.

With today's telephones, cell phones and e-mail, we can contact almost anyone we wish immediately and cheaply. This wasn't always the case. In Socorro's early days, and throughout the West, the mail was the only means of longdistance communications — and very slow mail at that.

With the mail being carried on stage lines and military supply trains, it was not unusual for a letter from Socorro to take three or four weeks to reach St. Louis or Chicago. That means if you were lucky, you might get a reply in only two months.

That all changed in 1830, when Samuel Morse invented his telegraphic code. Within a few years, regional telegraph companies were springing up everywhere along the East Coast. Many of the railroads were installing their own lines as well. Converted to "dits and dahs," messages could be sent to cities hundreds or thousands of miles away; and now it would be delivered in hours, not weeks. This was a tremendous leap in technology.

In 1851, the New York & Mississippi River Printing Telegraph Company was formed, with lines from New York to Boston and St. Louis. With

a true vision for the future, the company began to purchase the smaller, local companies to form a single, consolidated telegraph system. In 1856, they changed their name to the Western Union Telegraph Company, or simply, Western Union.

With their own lines, and those leased from the railroads, Western Union suddenly controlled almost the entire telegraphic industry from the Atlantic Ocean to beyond the Mississippi River. Thousands of telegrams a day were now buzzing along their lines, earning the company record profits.



Determined to become the dominant telegraph company in the country, Western Union built a telegraph line from their western terminus at Omaha, Nebraska, to

Carson City, Nevada. By 1861, the line extended to Sacramento, California.

The first message tapped out in morse code over Western Union's transcontinental telegraph line was from Stephen Field, the California Chief Justice, to President Abraham Lincoln, declaring California's loyalty to the Union. After all, the Civil War had just begun, and Western Union now controlled 90 percent of all telegraphic

communications. This became a huge asset to the Union Army. The secret Telegraphic Corps was formed, accompanying the major armies with telegraphic equipment and operators. For the first time in warfare, troop movements could be tracked, supplies ordered, sightings of the enemy reported and details of engagements immediately transmitted to the president. Also for the first time, telegraphic news reports from the field allowed newspapers to carry stories literally hours after a battle, creating yet another industry — telegraphic news services.

The Confederacy was quick to develop their own telegraph system, but without the huge network of the Western Union lines in the north, communications were spotty and poorly developed.

Telegraph Arrives in Socorro

After the Civil War, the railroads made their push to the west, entering New Mexico over Raton Pass to Las Vegas by the end of 1880. The following year, the railroad tracks arrived in Socorro — and with it, the telegraph lines and Western Union. Socorroans could now send a 30-cent telegram to San Francisco or Chicago ordering a piano, a new stove or ceiling tiles, and know it would arrive at the Socorro depot a few days later. In 1880s Socorro, this was absolutely astounding. How quickly Socorro must have changed. And who sent and received these telegrams? It was the railroad telegrapher. While the movies always portray the telegrapher as an old, white-haired man wearing a visor, the truth is, most telegraphers were very young men (although they did wear visors). It was the fastest growing occupation in America. The railroads



The 1950s Western Union sign from the Socorro depot is now in the author's possession

and Western Union recruited thousands of young men for the lines — as young as 16. And, it was a good occupation, paying good wages. In order to retain telegraph operators, Western Union and the railroads offered incentives, such as paid vacations, annual bonuses and health care — unheard of perks at the time.

The first native to become a Socorro telegrapher was Sam Zimmerly, hired by the Santa Fe Railroad, in 1917, in the hey-day of steam locomotives. As the station telegraph operator, and later agent-telegrapher, it was a busy job. The first priority was handling the railroad traffic. All train movements were carefully ordered and reported along the line. The telegraph circuit that serviced Socorro ran from Albuquerque to El Paso, Texas, and east to Clovis. All messages to every station along this circuit were “heard” by all stations at once, such that the clicking of the telegraph sounder droned on almost continuously.

Every railroad depot and siding along the line had a station number. Albuquerque was No. 1340, Socorro was 1416, and El Paso 1594, to name a few. As Zimmerly helped the customers, sold tickets and processed freight, he was always listening to the click-click-clack of the telegraph to sound out “1416” — signifying a message for Socorro.

If that wasn't bad enough, the Socorro railroad telegrapher was also the Western Union operator. This was a separate circuit, and a separate telegraph sounder clacking away. As Zimmerly conducted his daily business, his finely tuned ear was constantly listening to two different sounders with a message for Socorro. The skill of talking to a customer, drinking a cup of coffee, sending a Western Union message on one circuit, while copying a train order on another, became second nature. It was a skill that made the railroad



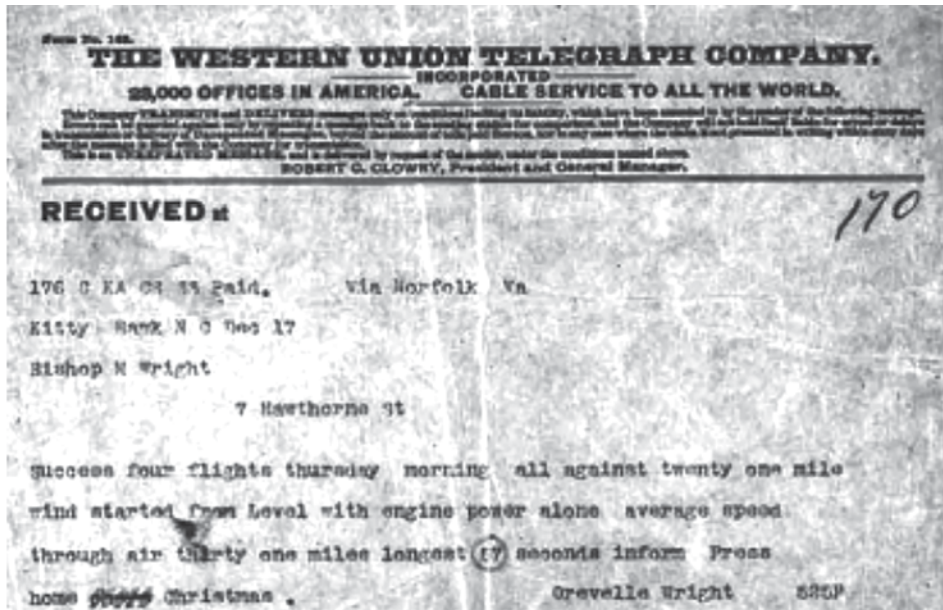
A typical Western Union “relay station” in the early 1900s. From here, received messages were retransmitted, or relayed, onto the proper destination circuit.

telegrapher legendary. And, Sam Zimmerly was one of the best. Able to send and receive morse code messages at 50 words-per-minute, he was considered the “best fist” in the district, a telegraphers term that his code was easy to copy and flawless.

In the mid-1960s, Sam Zimmerly had a most memorable experience. It was a particularly busy day when a passenger train arrived at Socorro. The station filled with passengers as Zimmerly had a full “weigh bill” of freight to load on the train. Suddenly, both telegraph circuits came alive with traffic for Socorro. Just as Zimmerly reached for his key to inform the Western Union circuit to wait, a passenger grabbed a piece of paper from the counter and said, “I’ll get it for you.”

As Zimmerly copied the train message on one circuit, the stranger held the paper against the wall and began writing down the other message. When the sounder quit clattering, the stranger handed the perfectly copied message to Zimmerly and introduced himself. The stranger was Gene Autry, an old railroad telegrapher before his movie days, claiming that was the first telegram he had copied in more than 20 years. Zimmerly gave his telegraph sign, a cartoon of a telegrapher busily at work, to Autry as a memento.

Zimmerly retired from the Socorro depot, in 1967, after 50 years of service with AT&SF. Two of Sam’s brothers were also AT&SF railroad telegraphers: Joe worked most of his life at the Bernalillo station, while brother Charlie worked at Engle. Everyone loved receiving a telegram, except once. Receiving a telegram during World War II usually meant only one thing. Every mother and wife dreaded the knock on the door from the Western Union delivery boy. Through the 1960s, telegrams continued to be a popular and inexpensive means to communicate



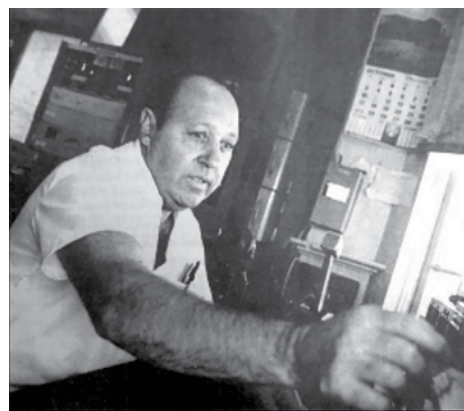
Western Union telegrams were the primary means of communications for the first half of the 20th century. This is the original telegram sent by “Orevella Wright” announcing their successful first flights.

across the country.

Telegrapher Roy Carrejo

In the early 1950s, Roy Carrejo was assigned to the Tiffany station (north of San Marcial). In those days, Tiffany had a small station building and a siding, servicing the freights and passenger trains as they

entered or left the 90-mile run through the Jornada del Muerto. Keeping track of all train movements was an important job for the railroad and the telegrapher. Simply put, if a train failed to show or was late, there was a problem, or there would soon be one. Very few accidents or train wrecks occurred on the AT&SF line due to the diligent actions of the telegraphers and dispatchers. Train wrecks were expensive, often closing a line for days as the debris



Agent-telegrapher Roy Carrejo prepares for an arriving freight train at the Socorro depot in 1982. He retired as Station Manager in 1988 – when the Socorro depot was closed.

was cleared. This cost the railroad thousands of dollars in lost revenues. Knowing the exact position of every train at all times was paramount in preventing a deadly train wreck or mishap.

After Tiffany, Carrejo was transferred to Socorro, where he worked for the next 34 years as telegraph operator, agent-telegrapher and station manager. During most of this time, all telegrams continued to be sent across the country in dits and dahs. Morse code was used on the AT&SF line in New Mexico for nearly 100 years.

Carrejo copied the last morse code message in 1976, when the old trusty telegraph sounders were replaced with teletype machines. Socorro was the last AT&SF depot to cease using morse code. The final dit-and-dah to travel down a telegraph line in New Mexico was sent by Roy Carrejo.

Asked if he ever delivered a singing telegram, Carrejo said, “only once.”

One day, he delivered a telegram to radio station KSRC. Owner Walter Shrode, surrounded by several other people, insisted Carrejo sing the telegram.

Finally, Carrejo submitted. He opened the telegram and in the most melodious voice he could muster, sang out: “Your order can not be processed until you pay your \$300 past due bill.”

Carrejo’s face wasn’t nearly as red as Walter Shrode’s.

Roy Carrejo faithfully served the railroad, and the people of Socorro for years. He retired Nov. 30, 1988 — the same day the AT&SF permanently closed the Socorro depot. He and his wife, Delores, still live in Socorro; and every once in awhile, Roy will pull out his code key, a 12-volt battery and old morse code sounder to hear the sounds of an age now gone.

Telegrapher Sam Padilla



Sam Padilla works the “mainline track” between Albuquerque and Kingman from the Gallup, NM depot. Teletype replaced morse code shortly after this 1972 photo.

Socorroan Sam Padilla was another AT&SF telegrapher. Padilla worked for the Albuquerque District, which controlled all train traffic from Albuquerque to Needles, Calif., and Phoenix to the Grand Canyon. Socorro was in a different district.

Upon graduation from telegraphers school in Pueblo, Colo., the AT&SF gave him a choice to work in Wisconsin or the Grand Canyon in Arizona. He and his wife discussed it, deciding it was a no-brainer. As a result, Padilla spent

his entire career working the main line between Albuquerque and Kingman, Ariz. More than 30 AT&SF freight trains, and two AmTrak passenger trains, rumble over these tracks everyday, still making it one of the busiest sections of track in the country.

In his younger days, Padilla worked as the telegraph operator at Williams Junction (west of Flagstaff) and at the Grand Canyon station. In those days, the hotels at the Grand Canyon were owned by the railroad. As a result, all reservations for lodging, dining, transportation and even the mule rides into the canyon were railroad telegraphic messages. Plus, all the Western Union traffic to and from the guests. All of these messages and telegrams would arrive at Williams, where they were relayed to the Grand Canyon, making these two stations among the busiest on the AT&SF line.

At this time, Padilla and wife, Susie, lived in Williams. He worked two days a week at Williams Junction and three days a week at the Grand Canyon station, traveling back and forth on the train. At least he got to ride the famous Grand Canyon train for free! Since the passenger cars were often full, he usually rode in the forward engine (where it was nice and warm in the winter).

After 11 years in Arizona, Padilla transferred back to New Mexico, working at the Gallup station for the next 25 years. Morse code was replaced by teletype machines along this mainline track in the early 1970s, several years ahead of Socorro.

Padilla completed his career in Gallup as the assistant train master, retiring Dec. 13, 1993. After 36 years with the railroad, the Padilla’s returned to Socorro.

And like Roy Carrejo, Sam Padilla still keeps his old morse code keys and sounder in working condition. They were the tools of the trade. No true telegrapher could ever part with them.

The Age of Wireless

When one thinks of “wireless,” cell phones come to mind, or perhaps your television remote control. However, wireless was actually invented by Guglielmo Marconi in the 1890s.

As a young man, Marconi began experimenting with transmitting energy long distances through the air. Building powerful transmitters, Marconi successfully sent the first morse code message across the Atlantic Ocean in 1901. America and Europe were now connected, not through wires, but through what Marconi termed “wire-less.”



Guglielmo Marconi, inventor of “wireless” radio, sent the first telegraphic message across the Atlantic Ocean in 1901.

In short, Marconi invented radio. In 1902, he formed the Marconi Wireless Telegraph Company, hiring railroad telegraphers to send the morse code messages between the two continents.

Soon, Marconi’s “spark gap” transmitters were placed onboard ships. For the first time, ships could communicate with land, using morse code to report their position, receive weather reports, and messages to and from the passengers — This revolutionized the maritime industry almost overnight.

To add the new-fangled wireless station to a ship, a small wooden room was built behind the bridge, from which the term “radio shack” originated. Within a few years, hundreds of ships at sea were outfitted with radio shacks.

One of the first new passenger ships to be built with a dedicated radio room was the R.M.S. Titanic.

Marconi received the Nobel Prize for Physics, in 1909, for his invention. And rightfully so, as wireless communications transformed the 20th century, with no signs of slowing down in the 21st.

Telegraphy and the Titanic



When the RMS Titanic set out to sea on its maiden voyage, two Marconi wireless telegraphers manned the radio room: Jack Philips and Harold Bride. Hundreds of messages to and from the passengers, using the new, novel wireless, kept the two busy.

One message received was the infamous iceberg report — the very iceberg the Titanic struck around midnight on April 15, 1912. Immediately, the two telegraphers began sending out distress calls. They alternated between sending the then common “CQD” and the newly adopted “SOS” (dit dit dit – dah dah dah).

With the Titanic taking on water with a heavy port list, the Captain briefly entered the “Marconi Room” and ordered Philips and Bride to leave for the lifeboats. Phillips told Bride that he would send a couple more distress signals and join him shortly.

Harold Bride survived the disaster; Jack Philips



**Marconi Titanic Operator
Jack Philips**

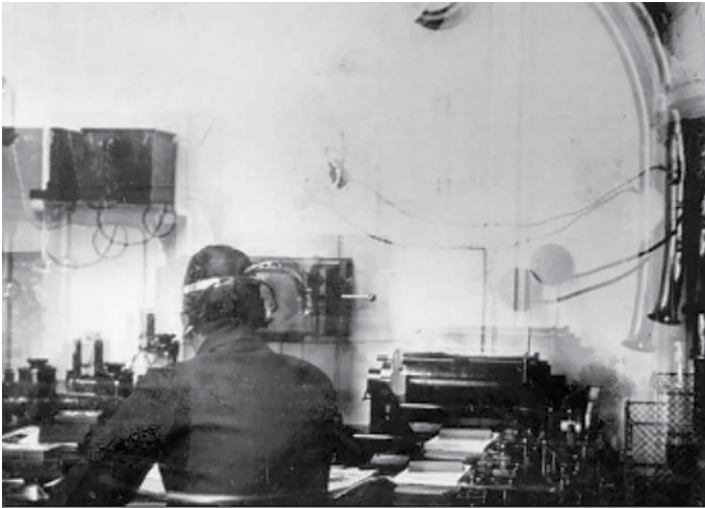


**Marconi Titanic Operator
Harold Bride**

remained at his post as telegrapher and went down with the ship, along with 1,300 others. – dit dit dit).

Numerous ships listened as Philips’ transmissions went silent. To this day, a telegrapher who passes away is known as a “silent key.” In 1985, Dr. Robert Ballard used Phillips’ last message, a final position report, to help locate the wreckage of the Titanic.

The ship Carpathia rescued the 700 lifeboat survivors. Immediately, Carpathia’s telegrapher, Harold Cottam, and the surviving Harold Bride, informed New York of the disaster over the wireless. The two worked tirelessly sending the names of the survivors as they became known, messages to family, and answering the incoming inquiries, some of which were from the press.



The only known photo of the Titanic "Wireless Room."

Young David Sarnoff was the New York telegrapher on duty who received the first messages of the Titanic disaster. For the next 72 hours, Sarnoff was in constant communications with Cottam and Bride. Furnished by Sarnoff, the names of the survivors were printed in the New York Times, giving the young telegraphers, and the Marconi Company, instant national fame — and the world an instant look at the disaster.

When the Carpathia pulled into New York harbor on April 18, the two telegraphers, Cottam and Bride, were met on the dock by none other than Guglielmo Marconi. He put the two men up in the Astoria Hotel with "anything they wanted" to repay their tireless and faithful service. Marconi then sent a heartfelt telegram to the father of Jack Philips, the Marconi telegrapher lost on the Titanic.

David Sarnoff went on to form the Radio Corporation of America and is often credited as

the father of television. At the time, investors wondered who would watch wireless broadcasts of moving images. Sarnoff served as the CEO of RCA until 1970.

The Telegraph Industry

Following the Titanic disaster, the value of wireless telegraphy was clearly established.

Wireless stations began cropping up everywhere and, for the first time, Western Union had competition to its "land line" telegraph service. However, both industries flourished and made record profits.

The demand for telegraphers exploded. There never seemed to be enough telegraphers to fill the jobs. Schools around the country trained thousands of young men, all of whom were assured a job upon graduation. It was the fastest growing industry in America, with telegraphers needed for the railroad, Western Union, the ocean-cable circuits, newspaper news rooms, wireless stations and as shipboard operators. Even during the 1930s

depression, telegraphers were seldom unemployed.

The Socorro Chieftain employed a news telegrapher from about 1890 to 1920, and printed the messages in the newspaper under the heading "Telegraphic News."

As the telegraph industry grew, the demand

often exceeded the capacity of the lines, creating a push to find ways to send the morse code messages faster to process more messages per day.

The familiar morse code key allows an operator to send a message about 20 words-per-minute, or about as fast as the receiving operator can write with pencil and paper. Around 1910, several semi-automatic keys were invented that allowed an operator to send morse code in excess of 35



The actual telegram from the White Star Line, owners of the Titanic, to the captain of the Carpathia: "Vitaly important that we receive names balance survivors including third class and crew - last message received with the names nine a.m. today - please do your utmost - give us this information at earliest possible moment. White Star Line"



Dave Finley, N1IRZ, is one of the Socorro “hams” that regularly uses morse code on amateur radio. He is shown using his Vibroplex “bug” speed-key.

words-per-minute. With names like Vibroplex and the McElroy, these “speed keys” became instantly popular. Messages could now be sent so fast that only a trained operator using a typewriter could keep up. Soon, this became the norm and by the 1920s, telegraph and wireless offices were filled with speed keys and typewriters, doubling the number of messages an operator could process in an eight-hour shift.

Since then, there has hardly been a railroad telegrapher, radio telegrapher or amateur radio operator using morse code that doesn't own a “bug,” as the mechanical contraptions are called. They are prized possessions, finely tuned and adjusted until they feel “just right” to the operator.

Today, the Vibroplex Company is still in business, selling their famous speed keys for about \$200.

The Death of Morse Code

Thousands of former telegraphers shudder when they hear about the “death of morse code.” However, it is not entirely dead. Some ship-to-shore stations still use CW (as morse code

is called in the radio world), and by many amateur radio operators (or hams). Thousands of hams around the world still communicate exclusively in morse code by choice. Dave Finley, N1IRZ, Paul Harden, NA5N, and Jan Harden, NØQT, are three of the active morse code hams in Socorro.

There is a “romance” to communicating with another person in morse code that is hard to explain. Only an old telegrapher can explain it to you. The next time you see Roy Carrejo or Sam Padilla, ask them.

Although morse code is nearly obsolete, it does not mean it is not still efficient.

This was proven in April 2005 on NBC's “Tonight Show with Jay Leno” when a contest was held between “the fastest text messagers in the country” and two old telegraphers. The contest was to see who could send a prearranged message the fastest — the contest was clearly

designed to poke fun at morse code.

The two old telegraphers chosen were amateur radio operators, who happened to be accomplished CW operators. When the showdown began, one young man began madly punching buttons on his



The contest on the “Tonight Show” between the fastest text messenger and a CW operator proved morse code is still fast and efficient.

cell phone. The CW operator smoothly worked his speed key, sending dits and dahs across the studio at 28 words-per-minute. After about 15 seconds, the telegrapher on the receiving end waved his piece of paper with the completed message in the air, easily beating the text messenger, who hadn't even come close to completing his message to send. The message read: "I just saved a bunch of money on my car insurance."

With the exception of amateur radio, morse code is virtually dead. Like the railroads, the old telegraphers and the Western Union delivery boys are now part of an era gone by — never to return. It is a shame this era came to end last month with hardly a notice.

So the next time you send an e-mail across the country, think of the old railroad and wireless telegraphers that started it all.

73,
Paul Harden, NA5N

The International Morse Code			
The American Morse Code, used by railroad telegraphers, differs slightly.			
A	•••	K	••••
B	••••	L	••••
C	•••••	M	••••
D	••••	N	•••
E	•	O	•••••
F	••••	P	•••••
G	••••	Q	•••••
H	••••	R	••••
I	••	S	•••
J	•••••	T	•••
		U	••••
		V	•••••
		W	•••••
		X	•••••
		Y	•••••
		Z	•••••
		1	•••••
		2	•••••
		3	•••••
		4	•••••
		5	•••••
		6	•••••
		7	•••••
		8	•••••
		9	•••••
		0	•••••

Be a Telegrapher
Using the Morse Code chart above, decode the following:



“30” SILENT KEYS

News of our brothers and sisters who have closed the key



Members at Large “GC” Chapter

BILL HOLLY, K1BH, age 83, passed away on July 25, 2023. Bill was a long time ham operator and telegraph historian. He studied submarine telegraph cables and wrote a definitive book on Vibroplex keys. Bill gave many talks and spark transmission demonstrations and he was always visible at hamfests as he hunted for unusual keys and wore his miniature Bunnel KOB on his belt buckle.



Thanks to Tom Perera and Bill's wife Fran for this information.

Tom adds a few more comments: Bill Holly will never die. He will live forever in the hearts and

memories of those of us who knew him. Bill has embarked on ham radio's greatest DXpedition, so listen hard for him and let us know if you make contact. Also, keep an eye out for Bill when you are walking around the AWA or Near-Fest or Marlboro hamfests. He will be there looking at whatever strange keys like a Schurr bug that might turn up.

Edmonton “MO” Chapter



ROBERT OSCAR JOHNSON, age 91, of Edmonton, Alberta, passed away on December 29, 2022.

“He was a long, proud subscriber of *Dots & Dashes* and member of the Morse Telegraph Club,” explained his son, Colin.

CHAPTER NEWS

Calgary “CG” Chapter

I humbly submit for your consideration for the next issue of *Dots & Dashes* the attached article from MTC Calgary member Kevin Jepson. Kevin is leading our chapter’s efforts on the Alberta MTC Line project. The project’s plan is to bring alive telegraphy to every museum in Alberta that has telegraph instruments which are sitting there unused, gathering dust.

Last Saturday’s successful Champion Park to Heritage Park test was the proof of the concept.

Ken Ashmead,
President
MTC Calgary “CG Chapter”

We plan to include Kevin Jepson’s article in a future issue

Washington-Baltimore “WA” Chapter

While at a four-day conference in August for amateur radio astronomers at Green Bank, West Virginia, your editor, Jim, promoted the Morse Telegraph Club. The conference chairman, Jay Wilson, (no relationship to editor Jim Wilson), held up a copy of *Dots & Dashes* while praising the MTC publication. Back issues of D&D were at the back of the room for curious members of the convention. Two people said they will join MTC.

Maple Leaf Chapter

A membership meeting of the Maple Leaf Chapter is scheduled for October 28, 2023 in Saint Thomas, Ontario at the Elgin County Railway Museum at 225 Wellington Street.

Paid-up members are invited and are requested to book in advance. You may bring a non-member guest. Please reply well in advance. Our pizza lunch will be between 12 noon and 1:30 PM.

There is no fee for entry to the Railway Museum, but the museum requests a donation of \$10 per person which will be included in the MLC/MTC donation envelope for the meeting of October 28th.

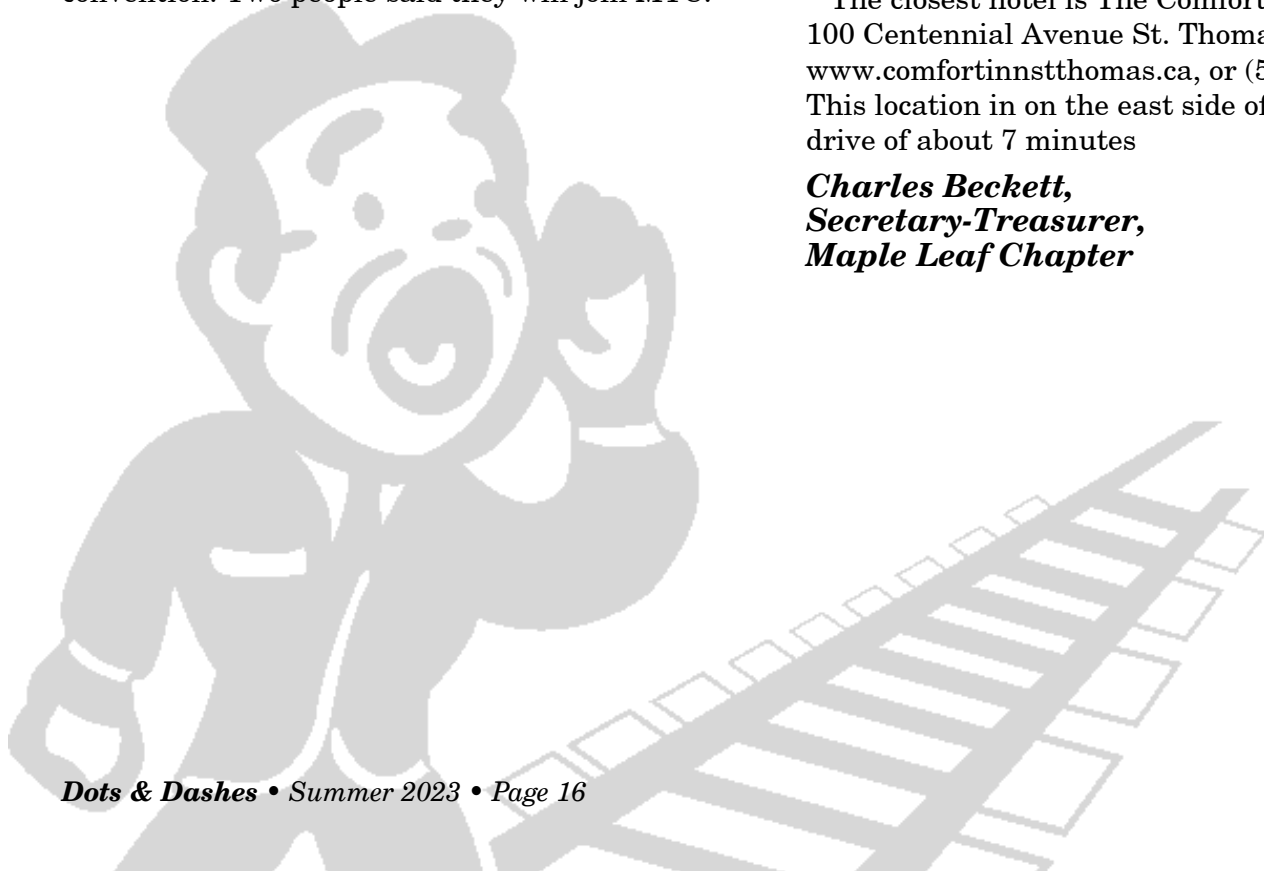
2024 dues may be paid at this meeting; the new rate is \$30 for full service or only \$23 for membership without the hard copy of our quarterly magazine *Dots & Dashes*.

It is expected that President Chris Ricketts will attend and will provide quite a number of devices from our Chapter that are declared surplus and are subject to being returned to the paid-up members. Chris will try to provide to you a listing of that equipment ahead of the meeting.

I expect to take our MTC members on a tour of the Museum during the afternoon. For many years, I have been an active Tour Guide at this museum.

The closest hotel is The Comfort Inn St. Thomas, 100 Centennial Avenue St. Thomas www.comfortinnstthomas.ca, or (519) 633-4082. This location is on the east side of town, an east drive of about 7 minutes

Charles Beckett,
Secretary-Treasurer,
Maple Leaf Chapter



From messenger boy to captain of industry



Why is it that so many business executives point with satisfaction to their early training with Western Union? Would you not be proud of work that developed your self-reliance, that trained you to observe closely, that paid good wages—and that finally gave you a priceless opportunity to graduate into profitable, life-time employment? No other line of work offers such unusual opportunities to the boy who wants to be successful.

WESTERN UNION MESSENGER SERVICE

The work is healthful, always interesting. Telegraphy is taught free. Good wages, vacations with pay and bicycles at cost appeal to any wide-awake boy. But most attractive of all is the exceptional opportunity offered by daily contact with many men in many lines of business—the opportunity for the boy to choose the one business which offers the most pleasant, most profitable and most permanent employment. With this opportunity there is no limit to what a boy can make of himself.

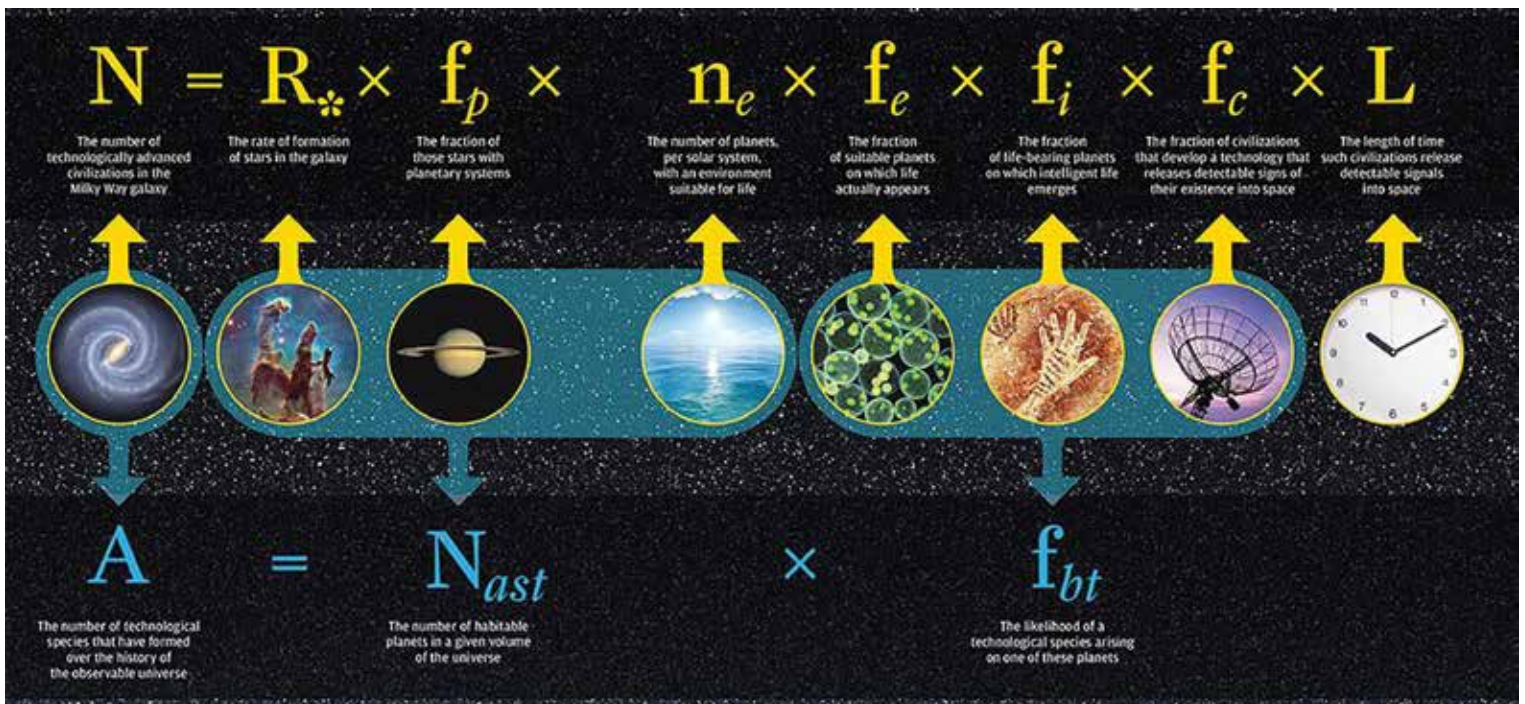
If you want all-time or part-time employment, please see the manager of any Western Union office for more details.

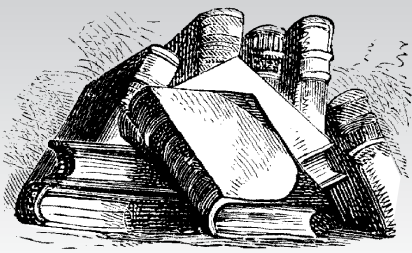
THE WESTERN UNION TELEGRAPH COMPANY

A PENNY FOR YOUR THOUGHTS

Recall that the new column, "A Penny for Your Thoughts," began its debut in the Spring 2022 issue of Dots & Dashes. This new column is intended to be a safe place for you to air your thoughts.

IS THERE INTELLIGENT LIFE ON OTHER PLANETS?





J. Chris Hausler's BOOK & MOVIE REVIEWS



The book I'm reviewing this time is, *Wired Into Nature, The Telegraph and the North American Frontier* by James Schwoch. Just published in 2018, it's ISBN 13 is 978-0252083402 for the paperback version. It is also available in hardcover. This book principally addresses the impact of the telegraph west of the Mississippi as the US frontier moved west beginning with the construction of the transcontinental telegraph, the end of the Civil War and then the construction of the transcontinental railroad.

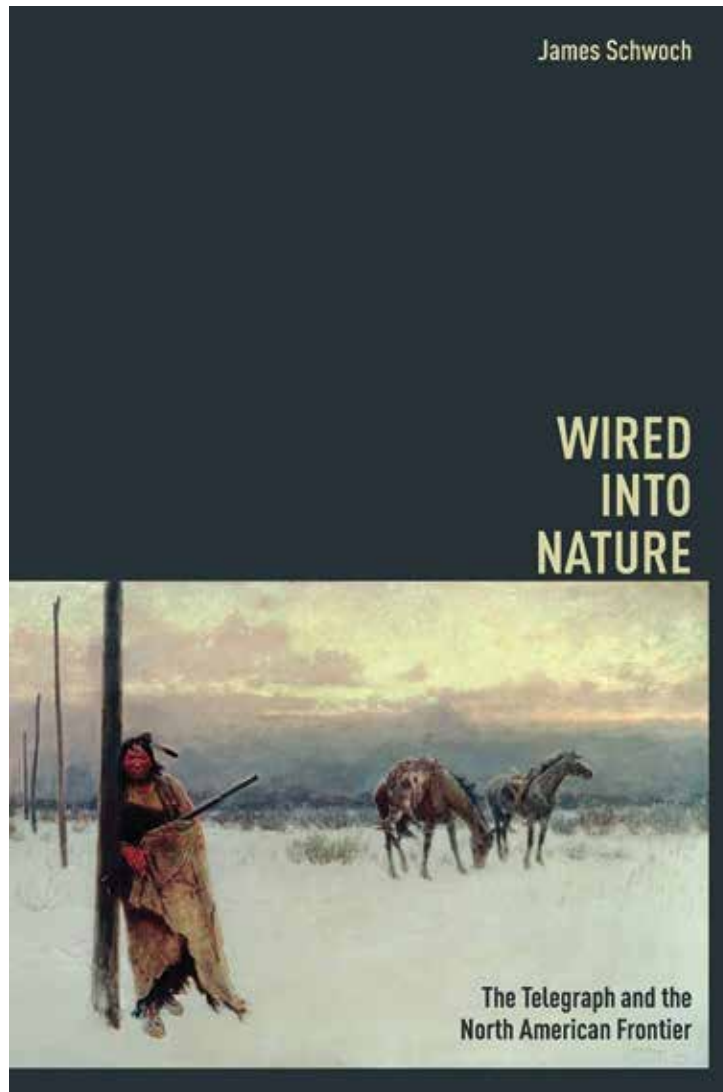
The author suggests that this impact can be grouped under four themes, the "high ground", the "signal flow", the "state secret" and the "secure command". The telegraph allowed for the wide collection of information about the western territories as well as rapid and wide dissemination of data and instructions so to achieve mastery over this new realm of territory. Thus it permitted the establishment of a "high ground" from which the US government, in particular initially the military, could both understand and control this westward movement. To accomplish this the telegraph wires were rapidly expanded. This, again, was usually first done by the military as early on most western locales would not have

provided sufficient telegraph "business" to justify private investment. Later as settlement expanded, private companies, in particular Western Union took over this role. Thus wide "signal flow",

essentially a country wide communications network, was eventually established.

The book examines both the difficulties experienced in expanding this network as well as what was done with it as it came into place. The collection of environmental data, essentially climatology and weather, was one of the early endeavors. Once again, initially this was done by the military but the book covers the transfer of this to the department of agriculture and the eventual establishment of the National Weather Service, now as part of NOAA. Even before this the Smithsonian Institution under Joseph Henry had started to collect weather information by telegraph.

However, the military expansion the telegraph network allowed for a greatly increased granularity of reporting stations and thus a better understanding of the flow of weather systems. This led to the development, which continues to this day, of improved weather forecasting tools and procedures.



As I also discussed in my review of the book, *Longitude by Wire, Finding North America* in the Summer 2020 issue of *Dots & Dashes*, this expanded telegraph network allowed for accurate establishment of the position, in particular the east-west boundaries, of everything including rivers, state and territorial lines and the reservations onto which ever more of the the indigenous populations were being corralled. No longer was a big rock or a ridge or a large tree an appropriate demarcation of such important locations.

As we all know, tapping a telegraph wire and monitoring what is being sent over it is a trivial task and so early on, the US Civil War provided a particular impetus to this, secret codes and ciphers were developed to secure sensitive communications. The cost of telegraphing was not small either and so brevity codes were also developed which, although not necessarily secret, reduced the number of words required to convey a message. The book looks at a particular case of a military code forced on Western Union. It reduced the number of words needed to send a message, and thus the cost to the government. However,

due to similarities between a number of the code words it made successful transmission of such messages more difficult, and thus more costly, for the telegraph company.

Westward expansion also came up against the indigenous populations who naturally resented this incursion into what they considered their domain. The military made use of the telegraph to collect data on their locations and movements and used this data to exert a level of control over them. At the time it was believed that these “savages” did not understand this and initially they did leave the telegraph alone. But the book points out that it appears they did come to realize it was being against them and naturally they then began to attack the wires and stations in their territories.

This book discusses all of the above topics, and more, in much greater detail. I would not call the book an easy read. However, if you want to better understand the impact of the expanding telegraph network on the nation, in particular in the latter half of the 19th Century, it is an almost essential read. The book even points out how some of these same issues continue to affect us to this day. I learned a great deal from it.



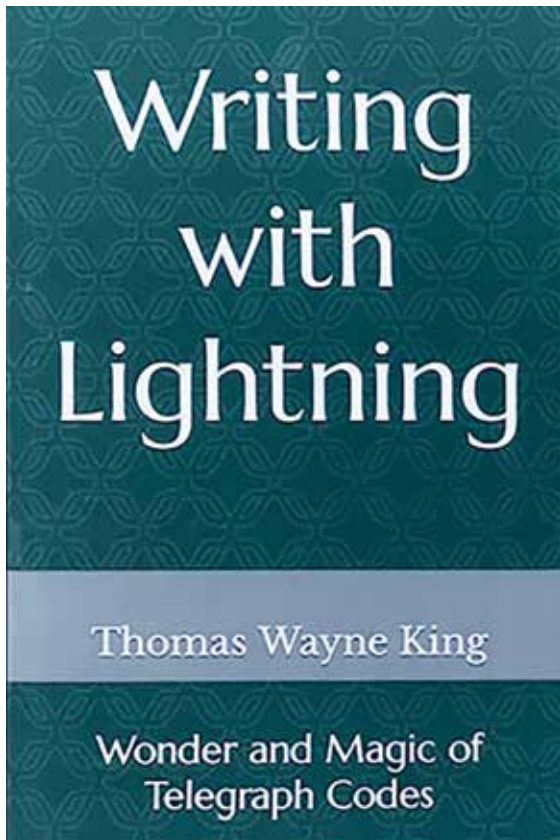
AUTHOR SPOTLIGHT

Thomas Wayne King

MTC MEMBER PUBLISHES BOOKS ABOUT MORSE CODE

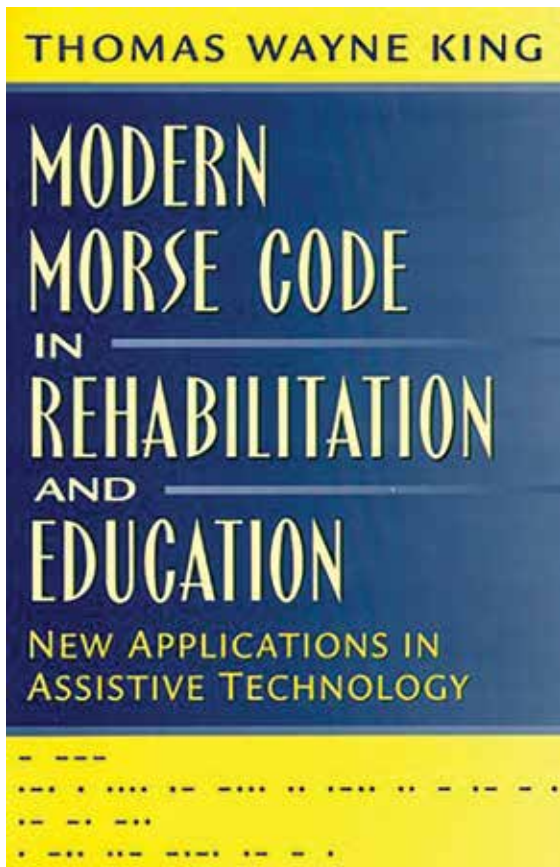
Morse Telegraph Club member Thomas Wayne King's latest three books include 1) *Writing with Lightning -- the Wonder and Magic of Telegraph Codes*, 2) *Noon at the Nerd Table -- Tales and Essays for the Curious, Passionate and Intense*. and 3) *Add Human -- Human Factors & Ergonomics for All of Us*.

Tom and his wife Debbi live in far northwestern Wisconsin. They love their 1886 family homestead surrounded by old-growth Norway and White Pine forest. They skate, hike, and run races, and have a herd of rugged Icelandic wool sheep. Dr. Tom is a professor emeritus and a retired clinical speech-language pathologist. He helps people with disabilities communicate using Morse code.



WRITING WITH LIGHTNING
Wonder and Magic of Telegraph Codes

Lightning is fast. Could information and messages also travel in an instant? Long before the speed of light was established, semaphore flags, signal fires and loud sounds conveyed news for those within range of sight and hearing. Throughout time, diverse cultures developed ways to further speed up message transmission and reception over long distances. Information was carried by ship, swift runners moving in relays, or by carrier pigeons, canoeists, horse riders, or bottles with notes. But quick-as-lightning communication over expansive territory, nations and continents remained a dream. In the early 1800s, Samuel Morse and Alfred Vail elaborated on known coding methods, connecting the world through electromagnetic telegraphy. President Lincoln referred to telegraphy as “lightning messages.” Writing with lightning became the realization and conduit of instantaneous global communication. Join author Thomas Wayne King as he connects historic dots, dashes and signals to continuing new uses for....and the wonder and magic of telegraph codes.



MODERN MORSE CODE IN
REHABILITATION AND EDUCATION
New Applications in Assistive Technology

This book will have a prominent place on my reference bookshelf... I was moved and impressed by the human interest stories (included in the book). They clearly illustrate that, once again, Morse code leads the way! Very readable...well written...a real page-turner!”

~ Nita Christopher, Speech-Language Pathologist, Graduate of MGH Institute of Health Professions (Massachusetts General Hospital), and Extra Class Amateur Radio Operator

Perhaps you know someone who is unable to speak or use a computer keyboard-because of an accident, illness, birth defect, or other cause-and is using Morse code to communicate with a caregiver, teacher, family member, or friend. Such communication is taking place all over the world, thanks to exciting new uses for the 160 year old system, a system that is easier to learn than you might imagine! This comprehensive, reader-friendly book covers the background and history of Morse code, summarizes relevant academic and research findings, and provides specific instructions on how anyone can quickly and easily learn, teach, and use Morse code (and other encoding methods) in clinical settings.

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: 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: Vintage Canadian Morse code club patch: www.ebay.com/itm/1949326228100.

AVAILABLE: I have a few switches for sale. These were pulled from telephone test sets model 35-F. The 35-F test set can be viewed on line. The switches have the look of a telegraph key, complete with gap adjustment, shorting lever and adjustable return spring. This is just the ticket for someone putting

together a Paraset radio. I have used these guys on the air. The knobs are numbered 1 thru 4, your choice while they last. Make that only one per customer, please.

The price is \$10 plus shipping, which usually runs about \$5. Call for availability 574 607-5441.

**73,
Pete Ostapchuk, N9SFX**

PS: In the past, these have been sold by folks who claimed that they were used by allied spies in WWII.

This rumor is not true!

Please, only one to a customer

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. The price is only \$25.15 postage paid.

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

DID YOU KNOW?

*Einstein presented his theory of relativity to the world in 1912.
His theory stated that the rate at which time passes depends on your frame of reference.*

Does Einstein's Theory of Relativity Have Any Practical Value?

Yes. The effect of relativity has a definite effect of global positioning satellites -- that GPS system in our cars that keeps us from getting lost.

Because clocks on earth run slower than clocks in orbit around the earth, hourly mathematical corrections must be made. Without properly accounting for the effects of relativity, the GPS system would not work. The clock corrections to the U.S GPS system are made by the U.S. Department of Defense.

The 31 U.S. GPS satellites are in orbit at approximately 11,000 miles in altitude.

In addition to the U.S. GPS satellite system, Russia, China, Japan, India and the European Union also have their own separate GPS satellites in orbit around our home planet.

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
(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
runnerrichard@hotmail.com
(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
www.usrepeaters.com
www.qth.com
www.qrz.com

NOTICES & INVITATIONS

MORSE TELEGRAPH CLUB, INC.
www.morsetelegraphclub.com

MORSE KOB PROGRAM
www.morsekob.org

DUES

U.S. First Class postage \$25.00
E-mail delivery \$20.00
Canadian is by chapter

PRICKLY CITY



IN A HEARTBEAT!



THEY'RE SAYING THE FIRST TRIP WILL BE ONE-WAY.



5/3 PRICKLYCITY@GMAIL.COM

THE WAY THINGS ARE GOING HERE, THAT WOULD BE A SELLING POINT.





Dots & Dashes

What

Hath

God

Wrought