



# Dots & Dashes

*What*

*Hath*

*God*

*Wrought*

The Official Publication of the Morse Telegraph Club, Inc.

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## ALL ABOARD WESTCLIFFE!

*by J. Chris Hausler*

When Les Kerr gets requests to join the MorseKOB Yahoo group he forwards the email addresses of the requesters to me. This is so I can make contact with the individuals and discern their interest in the telegraph, offer



any help I can in getting them up to speed on MorseKOB and of course encourage them to join the MTC. Early last year Les sent me the email address of a Joe Tosh. Joe told me he was a retired AT&SF/BNSF communications engineer and was working with an organization in Westcliffe Colorado called, "All Aboard Westcliffe" which is a 501c3 corporation originally formed in 1990. It is an all volunteer group engaged in actively educating the public about the railroad heritage of that area through their preservation and presentation efforts. They have built a replica railroad facility called the "Heritage Center" to both display railroad and related artifacts and to act as a community gathering place. They have also restored the original single stall D&RGW engine house in Westcliffe, possibly the only one still surviving. In

addition they are actively restoring several rail cars and a caboose.

Their latest major project has been the restoration of the former D&RGW depot in Westcliffe. This depot was at the end of a standard gauge branch line which came south to Westcliffe from Texas Creek, CO off of the still surviving former D&RGW line between Pueblo and Salida, CO. However, this was not the first rail line to reach the Westcliffe area. The area was known for silver and other ores as well as grazing lands and the D&RGW had built a narrow gauge line around 1880 following a more easterly route along Grape Creek from Cañon City to Westcliffe to bring this material out. But repeated flooding and washouts along



this line led to its abandonment in late 1889.

By 1900, although the importance of silver mining had diminished, the D&RGW constructed this new standard gauged line with service beginning in 1901. This depot was also built at

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## The Morse Telegraph Club, Inc.

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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 March 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



Thanks to several members demonstrating the telegraph and distributing sample copies of *Dots & Dashes*, we just recruited 18 new members. These new members were welcomed in the previous issue. Keep

up the good work!

Also published in the previous issue, I ran a want ad for an available "Mill" telegram typewriter. Almost immediately, three members responded, hoping to claim this typewriter; wish I had more all caps telegram typewriters to give away. Apparently, the MILL is a hot item. If you have a Mill typewriter that you are not using and you want to put it in the hands of our more active members, please place your free want ad in *Dots & Dashes*.

Cold winter weather has returned to most parts of our country. This is the time of year when the Florida FX Chapter becomes most alive. The President of the FX Chapter, Robert Feeney, sent us his Chapter News, as did several chapters. If you are one of the 23 MTC chapters that we have not recently heard from, I invite you to drop me a line and let our readers know what your chapter is doing.

If you haven't yet renewed your MTC membership, please send your check to your local chapter Secretary-Treasurer. You won't want to miss out on the fun! Renewal information is summarized by our MTC International-Secretary-Treasurer Richard Williams on page 6.

So, the New Year is off and running. I wish each of you a healthy and prosperous 2020.

*Jim Wilson*

## President's Line

Jim Wades, President  
Morse Telegraph Club, Inc.



It's probably no surprise that most MTC members join to receive *Dots & Dashes*. At first glance, one might assume that the cost of producing our quarterly journal is directly proportional to the number of copies printed. Unfortunately, it's not that easy. Certain "fixed costs" are required to publish a good-quality periodical, including design services, typesetting, mailing and administrative costs, and so forth. These fixed costs remain much the same whether our nonprofit organization prints and distributes the journal for 100 or 1000 members.

There are other costs as well. For example, MTC maintains an archive of documents and telegraph instruments for use in museum exhibits, for loan to documentarians and film producers and the like. Your MTC President has been quietly subsidizing this cost to the tune of about 150 dollars per month for quite a few years now. While arrangements are being made to shift these items to a low-cost storage arrangement via a cooperative venture, it remains a bit of a burden. Furthermore, these storage costs do not include travel expenses associated with talks on telegraph history, telegraph demonstrations or the cost of our web page hosting. In order to keep the burden down for the club, your President has generally subsidized these expenses as well.

These points are being made only to illustrate the importance of membership. There is a sweet spot in membership numbers at which two curves intersect. Move below a critical value, and membership dues will not cover the cost of operations. Maintain membership above a certain point, and things go along well. This is where you come in!

We really need members to step up to the plate and recruit. Undoubtedly, most of our members are radio amateurs who get on-air, are active in radio clubs and who regularly attend hamfests. Talk about MTC. Take some sample copies of *Dots & Dashes* and membership applications to club meetings. 

President's Line continued from previous page

Encourage people to join. The same is true of individuals active in the various railroad historical societies and similar groups.

Another potential source of occasional revenue that is often overlooked is that of museum projects. Let's imagine, for a moment, that a large bank that maintains several museums throughout the country asks for our help. The bank in question operates the museums as nonprofit entities, but the parent company reports an annual profit of approximately 6-Billion dollars. Is it unreasonable to say; "we will gladly assist you, but if practical, we would also appreciate a donation to our nonprofit!" Obviously, this is not always practical for small museums or those run entirely on volunteer effort, but it never hurts to ask when dealing with large public or private museums. Trust me; if a large, public museum ever loses interest in the telegraph exhibit or reprioritizes its agenda, they will reserve the right to sell the instruments provided to generate revenue. The world runs on money, and, let's face it, the MTC was largely founded by ORT and CTU members who understood this fact at the nuts-and-bolts level.

### Upcoming Telegraph Talks and Demos!

Please follow the MTC Web Page and Facebook Page for information on upcoming telegraph events. If you are organizing such an event, please let us know so that this information can appear on-line. Be sure to arrange for some publicity. For example, your President posted a YouTube Video of the "2019 Holidays in the Heart of the City" telegraph demonstration. It received a lot of publicity via a posting on the QRZ.com HAM radio web page.

We also gained a few members thanks to the talk presented at the Soo Line Historical and Technical Society convention. February, 2020 will also bring a presentation at the Milwaukee Chapter of the National Railway Historical Society arranged for by the Editor of *Trains Magazine*. Perhaps this latter talk will also result in a few new members.

Let's get out there and get those new members. Our job is to perpetuate the history and traditions of telegraphy. Our success is largely predicated on the collective efforts of individual MTC members.

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All Aboard Westcliffe continued from front page

the time of this new construction. During the 1930's however, as happened with many branch lines at that time, the combination of the financial depression and improving roads brought about the line's demise. In 1938 the branch line's track was

it to its former glory. Shown are two images of the depot, one back in its railroad days and the other as now restored. Also shown is data about the branch line taken from D&RGW's official Roster No. 11 from 1923. It shows mileage and elevation

### FIRST DIVISION—WESTCLIFFE BRANCH

184	184.17	0.00	KG	Texas Creek (Jct.)	W	FT	6,210
V185	185.08	0.91		Gillman		N	
V189	189.00	4.83	GI	Rito (Tel. Box)		N	6,691
V194	194.40	10.23		Palo		N	7,151
	196.73			County line, Fremont and Custer.			
V197	196.92	12.75		Salmon		N	
V198	197.71	13.54	HD	Hillside (Tel. Box)	W	N	7,485
V203	202.60	18.43		Verdemont		N	7,909
	208.89	24.72		Concentrator		N	
V209	209.38	25.21	WC	WESTCLIFFE	W	FC	7,861

W Water. ♦ Mail Crane.

taken up and Westcliffe lost its rail connection to the outside world.

The depot, however, survived, originally as a bus depot and then as a private residence. All Aboard Westcliffe acquired the depot and has now restored

of each named location on the line along with their telegraph calls where present. Elsewhere in that same roster it is documented that the railroad had looped both railroad wire No. 1 and

Western Union wire No. 118 down from the main line at Texas Creek to the Westcliffe depot and that both wires were to be constantly monitored in the office.

When I first contacted Joe he told me of All Aboard Westcliffe's desire to equip the depot with an operating telegraph. I explained to him how MorseKOB worked and he immediately joined the MTC and ordered one of Chip Morgan's loop interfaces to familiarize himself with its use. He later acquired a second interface for the museum proper and the All Aboard Westcliffe organization has also now joined the MTC. The grand opening of the depot was held Memorial Day weekend 2019



and the telegraph display proved very popular with the visiting public. It is estimated that roughly 500 people toured the depot during Westcliffe's Memorial Day celebrations.

Assisting Joe at the grand opening was former telegrapher/agent/wire chief Richard A. Spain. Joe had known Dick for many years and it was he who had first made Joe aware of the MTC. Dick Spain had also been one of his mentors when he first started working for the AT&SF. Joe constructed the telegraph desk for the restored depot based on a Santa Fe design. Two images of the desk are shown, one with Dick Spain manning the telegraph key during the grand opening celebration and the other showing the desk complete. The large screen TV was placed there so the visiting public could easily see the MorseKOB screen during the grand opening ceremonies.

All Aboard Westcliffe's next big project is the restoration of what is possibly the only surviving

wooden D&RGW "side-door" caboose rebuilt from a boxcar circa 1887-1888, No. 014238. When complete, likely in 2021, it is planned to relocate it to the trackage which has been placed adjacent to the restored depot. The depot and the other facilities maintained by the organization are open Saturdays and Holidays between Memorial Day and Labor Day. See their website at <https://www.allaboardwestcliffe.org/> for further information. If you happen to be in Colorado during that time frame, Westcliffe is only about an hours drive directly west of Pueblo, about 60 miles on state highway 96. So come over and tour their facilities, then you too can get "All Aboard Westcliffe!" Their volunteers will welcome your visit and you just might hear that clicking sound we all adore!

Finally, if you are up on MorseKOB you may at times see the Westcliffe depot, office call WC, up on one of the wires. I've seen them both on wire 11, our usual chat wire, and wire 113, the simulated OS wire for the middle division of the Santa Fe. Enjoy!



# CHAPTER NEWS

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## Florida Chapter

Florida Chapter members were active at several Fall and pre-Christmmas events, demonstrating the art and skill of telegraphy talking about the history of the telegraph and railroads, their connrction with each other and the impact each had on the history and development of the United States and Canada.

A list of the events is below:

October 12, 2019:  
Scarecrow Festival,  
Florida Pioneer Museum,  
Dade City, FL

Octiobeer 26, 2019:  
Pinellas County Heritage Village,  
Largo, FL  
Heritage Society Annual Jubilee

November 9, 2019:  
Fall Jamboree,  
Pioneer Settlement,  
Barberville, FL

December 14, 2019:  
Florida Christmas Remembered,  
Pioneer Settlement,  
Barberville, FL

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## Washington-Baltimore "WA" Chapter

Three 2020 events are already scheduled for the Washington-Baltimore Chapter:

Saturday February 1st The "Frostfest" in Richmond, VA

Saturday April 25th 1 to 3 PM "Morse Day" at the railroad depot in Boyce, VA

Saturday June 6th "Civil War Camp Day" at Fort Ward Park in Alexandria, VA.

"WA" President Hubert Jewell, Jr. plans to attend all three events, as does "WA" Secretary-Treasurer Jim Wilson.

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## C.D. Combs Memorial "FN" Chapter

The 35th annual luncheon meeting of the "FN" chapter was held on Saturday April 25th at the Loess Moose restaurant in Missouri Valley, Iowa. President Charles McMillan and Secretary-Treasurer Richard Behrens led the meeting.

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## Spokane "SK" Chapter

"SK" President Kevin Saville attended one day after the big 150th celebration of the east and west railroads joining at Promontory Point, Utah.

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## FELLOW MORSE TELEGRAPH CLUB PRESIDENTS AND SECRETARY- TREASURERS...

**Y**ou probably noted my error on my previous email regarding 2020 dues. There was a dues increase from \$12 to \$15 US for the electronic version only delivery of *Dots & Dashes*. This change was necessary as production costs for *Dots & Dashes* has increased. This change doesn't impact the 90% of our members that receive the paper copy as their membership fee remains \$20. They also receive the electronic copy of *Dots & Dashes* provided they have an email address.

Our webmaster has requested that you provide reports of any recent, current or future club

activities. Please send a summary of your activities to me and Jim Wilson (telegraphjim@gmail.com).

Please remember that the correct website is "morsetelegraphclub.com" as the precious website .org is no longer in use.

Our webmaster is working hard to make our new website current.

Please email me with any inquiries. Thanks for all you support for the Morse Telegraph Club. I couldn't do my job without your assistance.

**73,  
Richard**

# A SON REMEMBERS HIS FATHER, A WU TELEGRAPHER

By MTC members David C. Williams of Stafford, Virginia

I greatly enjoyed several earlier *Dots & Dashes* articles and letters regarding the adventures of telegraphers in the world of sports. These stories motivated me, especially the University of Oregon 2014-15 football success. So, here is my story.

During the late 1940's and early 1950's, my father, Vandran "Van" C. Williams, was a Western Union (WU) telegrapher in Oregon. He worked primarily in Marshfield (now Coos Bay), Astoria, and Eugene, home of the UofO "Ducke." (Prior to WW-2, my father may also have worked in Roseburg, Medford and Bend, either for WU or possibly the railroad.)

During his tenure in Eugene, Dad was occasionally called upon to relay sports events from the UofO campus to the WU office in downtown Eugene. While it is possible that he may have covered some basketball games from McArthur Court, my only faint recollections are of the old Hayward Field football stadium.

Although very young at the time, I do remember visiting the Press Box on at least one occasion. It was a brief visit and I'm pretty sure it was not during a game, as only a few people were around. I suspect I was allowed to "tag along" during set-up before a game and then had to "run along home" with my Mom or one of my older brothers before the Press Box started to fill up.

I have no first hand memories of the telegraph equipment or game day operation, so most of the details were filled in some years later during visits with Mr. Richard Sorenson, one of my Dad's WU colleagues from Eugene. By that time, I had learned Morse code and earned a Ham License. This triggered numerous tales of the good old days. It also reminded Mr. Sorenson that My Dad's old "bug" was someplace around the office. He mailed it to me a few weeks later. (This became the first item in my modest telegraphy collection.)

Most of the information I gleaned from my Dad and Mr. Sorenson is similar to that related by Jim Wades and John Babina in response to John Reiser's letter in the Fall 2014 issue of *Dots & Dashes*. I've added a few thoughts comparing the UofO situation to some of the other previously discussed sporting events and teams.

To the best of my knowledge, my Dad's role was strictly that of telegrapher. Whereas, he may have been able to see the game from where he was located, I did not get the impression he was initiating any "play-by-pay" or taking care of any statistics.

As I understood the operation, a reporter (perhaps one of the Wire Services or the Eugene Register-guard newspaper) was sitting in the front of the box overlooking the field. The reporter would follow the game and type his observations on a sheet of paper, which was periodically handed to my Dad for telegraph transmission to the WU office in downtown Eugene. From the office, the information was "put on the wire" via teletype for onward transmission.

At the time of these chats with my Dad and Mr. Sorenson, I was not aware that I might spend a portion of my life fixing teletype machines, so most of our discussions revolved around telegraphy and Morse code. In retrospect, I recognize that the simplicity of a small, basic telegraph set would easily win the debate over a large, heavy teletype machine of that era. Moving one of those clunky devices and its weighty power supply across a level floor would be a challenge, much less hauling it up stairs and across a sloped roof to the Press Box.

In the recent (Fall 2019) issue of *Dots & Dashes*, it was with even greater interest that I read John M. Barrows article, "Watch Out Johnny, It Bites." Unable to resist the temptation, let me simply state, "I'm shocked, shocked I say!"

With that out of my system, I'll likewise not ask, "Where was the Safety Inspector?" or Where there no OSHA warning signs? I'll just relate a similar tale of childhood misadventures in a Western Union Office.

Much like John's introduction to telegraphy, I was probably about five years old at the time of my memorable visit to the Eugene, Oregon WU Office. This is mostly an educated guess based on the fact that I ended up sitting on the narrow desk surface that ran along the front of the patch panels and switch boards. In my case, it was not a shiny Vibroplex bug that caught my curious young eye.

As the family yarn goes, one of my "five-year-

old fingers” was small enough to either fit into a patch panel jack or under the Bakelite cover of a fuse block. Whichever it was, one second I was sitting quietly on the desk top, gazing at the various gadgets around me. The next second, I had my finger in my mouth, sucking on my new “Boo-Boo.” Legend has it that I had moved quite quickly and the only indication that anything had even occurred was a brief “YELP,” with an innocent hurt look on my face.

As noted earlier, in later years I would dabble in the teletype environment and karma being what it is, I would be reminded of that youthful “bite” from time-to-time. An old timer once observed that I was unusually lucky enough to get zapped near the equipment and as far away from the battery as possible.

While references to “Line” and “Loop” currents being a modest 20 mA (polar) or 60 mA (neutral)

are common, in large multi-circuit facilities, the actual “battery” power supplies often had a 120-volt DC output and were capable of current in the double digits (i.e. 60 Amps). Individual circuits included multiple high wattage, wire-wound resistors in series with the contacts and coils. Also present in the most circuits, as close to the battery supply as possible, were “Ballast Lamps,” to absorb the current in event of a direct short or other inadvertent contact. Thus, the theory that it was a good idea to keep a lot of resistance between your fingers and the big power supplies!

I see that I’ve rambled on for a bit, so will cease and desist for the moment. Hope you enjoyed my look back in time. Also enclosed is a ten-dollar donation to MTC.

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## NATE GOES TO WAR – CHRISTMAS EVE, 1941

The sounder’s armature ceased its clatter at exactly 0347 in the frozen morning of December 24th, 1941.

Charlie finished writing the Train Order in his signature script – the onion skin copies looked like calligraphy, just the way he was trained to do and had, in fact, been doing for the past 23 years.

Once the engineer and conductor picked off the order from the hoop, they would have no trouble reading it by the light of the fire box or the lantern.

Back in from the cold, Charlie sat down, leaned back, yawned and stretched in the wooden desk chair – the one with the arm rests and rollers that let him swivel around the operating desk to reach his bug, the Form 19’s and other essential bits of stuff he needed to keep the trains running through his little one-man depot at Musselman Station.

He knocked the cold ashes out of his pipe and looked outside the window. The heavy snow was over now, and it was bright moonlight, the edges of the windowpanes had frosted up and the temperature was dropping. No chance of more snow now with 10 inches on the ground but the one-room station office was chilly, and it was time to put more coal in the stove.

Charlie took some pipe tobacco out of the Prince

Albert can and tamped it in, lit the pipe with a kitchen match struck against the sole of his boot and put another pot of coffee on to get him through the night until the day shift operator showed up.

Traffic on the telegraph wires had picked up like a whirlwind after Pearl Harbor and the once sleepy stop on the line had now started moving equipment and men to their new homes in basic training far from southern Ohio.

As he sent a blue cloud of pipe smoke up in the air, he wondered what the telegraph traffic had been like when Camp Sherman, just north of Chillicothe, was at its peak during the last war. It must have kept the Army’s 83rd Division Signal Corps Telegraph Battalion in constant motion with their training activity.

After the war period ended some of the same land would become property of the Veteran’s Administration and a massive hospital complex would be built for returning WWI and even some of the oldest Civil War veterans.

Charlie liked the new pace on his division, but he was growing more concerned with every passing week as the nation began to gear up for war – it was clear we would be fighting on two fronts and very soon.

*Again.*

Born in 1901 and a railroad telegrapher since he was a late teenager, Charlie had been quite aware of the impact of a world war. He was too young to enter “The war to end all wars” but old enough to read the local newspaper accounts of battles across Europe.

And worse, he saw what happened when the men came back who had fought on the front – the VA hospital across town was overrun with soldiers who had seen too much.

The mental health wards of the hospital were filled with vacant stares - the so-called “thousand-yard stare” of men who spent too much time in trenches being pounded by the thunderous heavy guns of the enemy, day after day after day.

Along the two-lane highway north of town the brown wooden government sign on the front lawn of the facility told it all...

*“The Price of Freedom is Visible Here”*

His memories of the past war were jarred from mind as the sounder started chattering again, this time from JK down the line in town.

But it was not a new order - JK was asking Charlie how his son, Nate, was doing in the Navy.

Charlie thought about it and sent “I I”, di-dit di-dit, to let JK know he was there and intended to reply but he hesitated to start the chat.

Nate had finished high school in June and was shaping up as a fine telegrapher in his own right when December 7th changed his plans.

Like many telegraph operators, the art and skill of telegraphy was passed along from family member to member, whether it was mother to daughter or father to son or any other combination.

Charlie had Nate start during his early teens copying the sounder as he sat by his side. It was a lot more fun than sweeping out the small office or emptying the ash from the pot-bellied stove in the corner.

Sam the cat was always hanging around, brushing up against Nate’s leg as he took down the

messages and practiced his script. The calico cat had a fascination for bugs and would lie down by the operator and occasionally bat at the weights as the dits were sent. But he kept the field mice out during the winter and had the run of the office – as long as he didn’t interfere with the operator’s fist.

The perfect flowing lines and baroque curlicues of his Dad’s handwriting would come with practice but for now Nate focused on getting the code down with total accuracy.

Charlie was proud of his son and told him so in a way that would not puff him up – but it was clear as the cold night sky that Nate had a gift for telegraphy. His father was mystified a bit as to

how his son could keep the two Morse codes straight – American Morse on the railroad that sounded like clicks and clacks and International Morse on the radio waves Nate worked when he was on the amateur shortwave bands which sounded like pure notes of F5 on

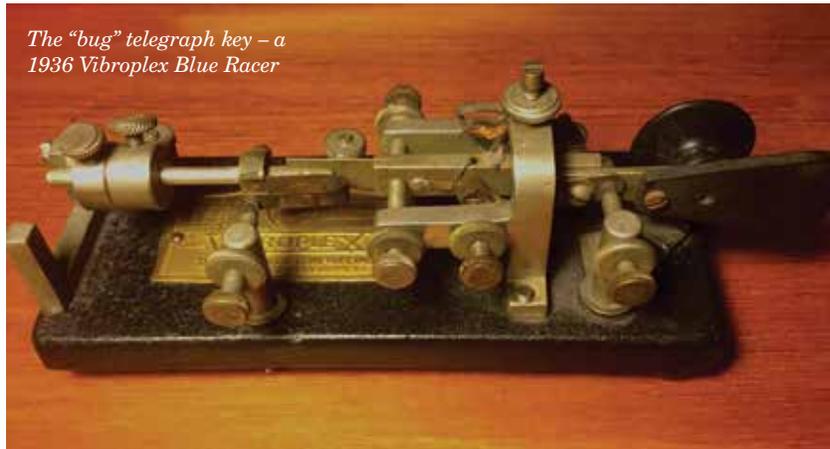
the music scale. And to complicate matters further, some of the letters of the two codes were the same but others were not, and some were transposed from one code to the other.

Charlie shook his head at the thought of copying code in both systems and marveled at the ability of the teenaged brain to keep it all straight.

Both father and son were adept at handling a bug. After a few years pounding brass on a straight key Nate had pestered his way to a hand-me-down bug Charlie put together from a bunch of Vibroplex bits and pieces thrown into a desk drawer over the past two decades.

The “Frankenbug” had an Original base with parts of a Blue Racer and somehow got finished out with a couple of hand-carved red Bakelite paddles - extra holes had been drilled in the base for some long-forgotten lightning slinger who had bolted it down on his desk.

The thing looked like a monster but handled speeds up to Nate’s limit at 35 words per minute when he worked on the ham bands, mainly chatting with Dave, his buddy from high school across town.



*The “bug” telegraph key – a 1936 Vibroplex Blue Racer*

After school and sports, homework and chores were done Nate would call Dave on 80 meter CW and they would rag chew for an hour or so before turning out the lights.

“Twenty is plenty” was Charlie’s rule and Nate never heard anyone on the wire go much above that. Perfect copy was the point, not speed for the sake of it. When Charlie had worked the high- speed wire for Western Union over in Cincinnati, he had his fill of higher speed code, but he preferred the leisurely pace on the wire at Musselman Station. He knew well every operator

along the entire division, and they worked with a steady fist and everyone played the game – each operator’s fist was instantly recognizable by all the operators.

Nate was good now as an 18-year-old for 20 words per minute of American Morse and perfect copy and that was plenty good enough for an opportunity to start work on the railroad.

Until Pearl Harbor.

Charlie pushed over the black knob of his Blue Racer’s circuit closer and began to send JK the latest news from his son...

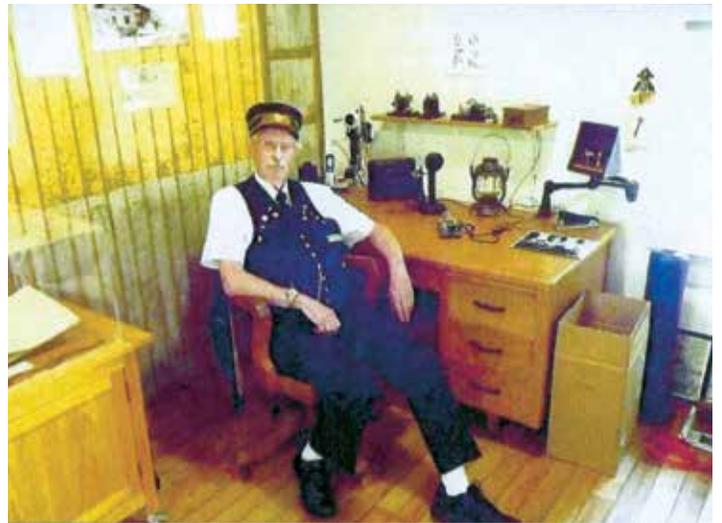
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## RAILROAD HISTORIAN

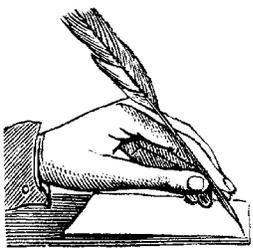
**M**TTC member Jim Murphy serves as the Railroad Historian for the State of Vermont. He received the Vermont Governor’s Award in 2005.

The Newfane Vermont Railroad Museum station was constructed in 1880 on the West River Railroad. It was eventually closed in the mid-30’s. Then, good news, the museum was taken over by the Newfane Historical Society and restored to its former glory. MTC member Jim Murphy set up their telegraph equipment. He also set up telegraph equipment at the railroad museum at Swanton, Vermont and at Saint Albans, Vermont.

Congratulations to Jim Murphy for his efforts to preserve the telegraph and inform the public of valuable railroad history!



**“My computer at work is so old,  
the keyboard only has dots and dashes.”**



# Letters to the Editor

## November 6th

I tried “wire chief” and info@morsetelegraph, but the emails bounced back, saying there is no such thing. Fatal errors occurred with these. So, now I ask you, why are there extra magnets on these and what do they do? [See the photographs below,]

**Gary S. Carino**  
**Duluth, MN**



## November 9th

My intent is to submit this comment in the politest way. On page 16 [FALL issue], the display is a very good one. I would like to try it. However, the display shows American Morse code equipment, but shows International Morse as the corresponding code. This I feel is mis-representing to people who do not know there are two codes. It is similar to showing printed words in English as the standard, but teaching people it is Spanish.

As you know, American Morse produces the “click-clack” sound, whereas International Morse produces the “whistle” sound. Two different codes, two different sounds.

This is a common mistake that is also made in many museums and even in many re-enactments. In fact, James Wades has written about this issue in D&D before.

I was a CB&O relay office Morse operator for eight hours a day for eleven years. This used American Morse code. Then I was a radio operator aboard the U.S.S. “Wilkinson DL-5” for four years, using the International Morse code (also called Continental code).

I do understand that *Dots & Dashes* journal is a publication intended for both practices. However, the front cover of D&D shows “WHAT HATH GOD WROUGHT” in American Morse code, as it should.

But, the “code quiz” shown on the top of most all of the internal pages in in International code.

It is more ironic that American Morse came first and the International Morse was devised by a conference of European nations in 1851. But the use of the International Morse code was devised after the radio was invented in 1895.

It is hard to read the code display as shown, but it appears that some of the characters are incorrect. But it’s probably the reproduction of the page that is distorting the images. I know this is nit-picking, but accuracy is our goal, which will document the American Morse code for future generations that “were not there.” Thanks for listening.

**Boyd K. Farrell**  
**Minneapolis, MN**

## November 23rd

I remember the days going out to run in below freezing temperatures. I ran year-round there [in Virginia] as I do here, albeit it’s a bit more pleasant here [in Coronado, California].

Kitt and I run training runs together, but when at a race, we run at our own individual paces. We run about 40 races a year and train with a great group of a dozen or so senior runners, all over 70.

I’ll be traveling to Bethlehem, PA on December 12 – 15 for the USAFT National Team Championship. Our 80+ team won last year in Spokane, WA. It was only 28 degrees there, but I was dressed warmly enough.

My son, Rick, a retired Air Traffic Controller, lives in Bethlehem. He previously worked at the

Allentown-Bethlehem airport. Rick though his career was sort of following in my footsteps. When Rick was growing up, I was a railroad telegrapher, controlling train movements.

I am keeping busy here as the Vice President of my Home Owners Association. MTC also keeps me on my toes, keeping up with the daily emails and the changing mailing addresses of our members. I will be collecting dues from over 200 MTC Grand Chapter members soon.

**Richard Williams**  
**MTC International Secretary-Treasurer**

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### December 15th

It's been a long time since we have had a chat. Again, I want to say that I really like your efforts with D&D. I believe you were copied on an email from Richard Williams to me regarding a Want Ad that I'd like to put in D&D. Here is a brief background.

I am working on a huge project in cooperation with the Center for American History here at the University of Texas at Austin. This started as just a book but has grown beyond my wildest dreams. I am now chronicling the history of the first telegraph company in Texas, formed in 1853/4. My book will be only a part of the total project. The working title of the book is Wiring Texas: The History of the first Telegraph Company in

Texas, 1853 – 1856. That final date may change to about 1860 or later depending on what I locate in some new leads. The book is almost complete, but changes keep coming and additional data requires more work and time.

Thus far, I have used almost all nineteenth century data, and actually held the company's charter in my hands along with the House Bill 97 which ultimately became the charter. These are hand written documents and are in very good condition.

**Durrell Roth,**  
**Author of a soon to be published book**  
**about the telegraph.**

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### December 20th

I came across this interesting NOAA site that presents reflections from early weather observers. One thing that interested me was reference to General Greely in the Signal Service. He was head of the Signal Service when the Colorado heliograph expedition occurred. Anyway, here is the link and I'm watching a PDF of the page. The site is <http://vlab.ncep.noaa.gov/web/nws-heritage//signal-service>.

**Bascombe Jay Wilson,**  
**DERA Executive Director**

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# A SATURDAY AFTERNOON AT THE JO TOWER

*By MTC member John Springer*

Many people have pleasant memories of their childhood. I am more fortunate than most to have had a father that took me to work with him. Of course, dad never looked at it like that because he would have preferred to be at home than at work on weekends, like most people.

When I think back to those days when my dad worked part time on Saturdays in the A&P supermarket in the dairy department, it brings a smile to my face. Dad would get up on Saturday mornings and walk to the A&P to work from 9:00 AM until 1:00 PM. Each week, he would tell me NOT to come into the store to see him because it did not look right to his boss. But, each week, when

I could, I would walk down to see him anyway. I would try to time it to when he was cutting up those big wheels of cheese into smaller sizes. There he would be in his white apron behind the counter. I used to pop in and say, "Hi Dad!" He would frown and say, "What did I tell you about coming here?"

After we did that, he would cut me a piece of cheese fresh from that big wheel. What a treat for a kid; oh, how lucky I was! But dad would not let me stay too long, so I would have to go outside and wait until my mother came to get him. Then we would go home and eat lunch together.

As a rule, dad would take a long Saturday nap; my sister and I had to be quiet during this time. I

watched the clock until dad got up, then the second part of my Saturday began, the best part to come. We would pack a lunch and say good bye to my mother. Off we would go. I always wanted to carry his bag, but he did not want me to do that. Dad said it made him feel “off balance.” Since he did this every day, he was used to it.

We would drive down to the Woodlawn (JO) Tower in the Bronx. Just before we got to the final turnoff, there was a bridge that was still cobblestone. Of course, at the time, I did not know that if you let go of the steering wheel, the car would go straight across the bridge without hitting anything. Nevertheless, my dad would ask me, “Want to steer over the bridge?” I always said, “Yes.” After we got over the bridge, we would go to the old ice cream store and dad would let me get an ice cream bar. As I think back, we only did this during the summer.

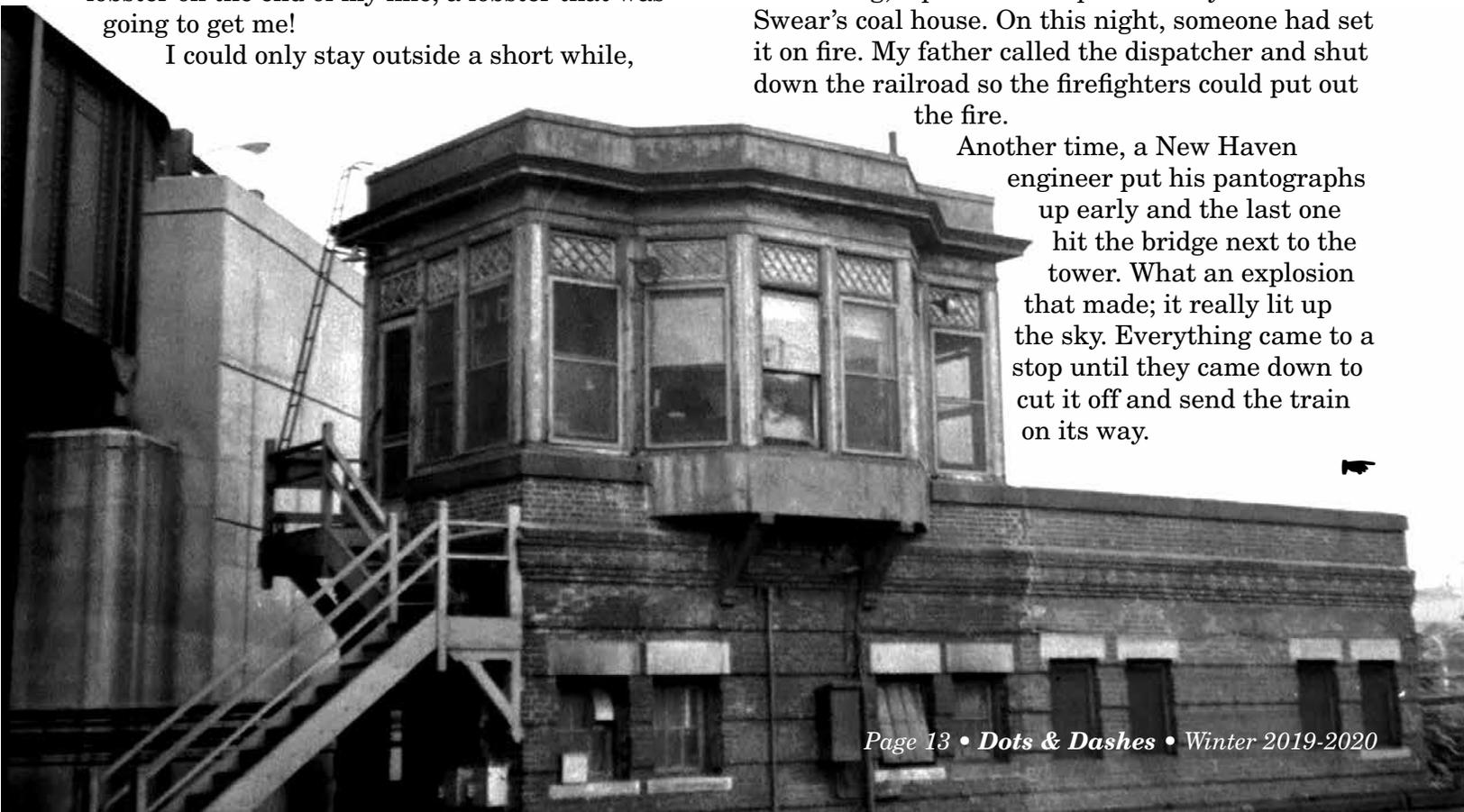
After we parked the car, we walked to the tower to relieve the day man. Our wonderful eight hours together would begin. Dad did not like me to stray far from the JO tower because even in those days, it was not a peasant area to be in. But dad would let me go down to the Bronx River. I would fish, and to the best of my recollection, I never caught anything besides a big crawfish – which scared the hell out of me so bad that I threw everything in the water and ran back to the tower. Dad just shook his head at me when I told him there was a big lobster on the end of my line, a lobster that was going to get me!

I could only stay outside a short while,



returning to JO before it got dark. We would eat our dinner and he would call the train moves out to me from his chair. So, I became the leverman and lined the switches and gave the trains their signals. As far as excitement goes, several nights stuck in my mind. One night I looked out the window toward the station where there used to be a siding, a place to dump coal. They called it Swear’s coal house. On this night, someone had set it on fire. My father called the dispatcher and shut down the railroad so the firefighters could put out the fire.

Another time, a New Haven engineer put his pantographs up early and the last one hit the bridge next to the tower. What an explosion that made; it really lit up the sky. Everything came to a stop until they came down to cut it off and send the train on its way.



Years later, when I got set up as an engineer on the New Haven line, I would think of that night whenever I threw the switch to send my pantographs up. Whenever an eastbound New Haven or Westbound "Central" train was going by, I would put my head in the window and wave



at the passing crew. Some of them would blow the horn in response to my wave. Dad would then warn me to stay away from the window. He did this because he felt that someday, they would turn him in and they would call him and order him not to let me come to the tower anymore. Nevertheless, I still waved to the passing trains and nobody ever turned dad in.

Today, when I go by the towers, there is nobody to wave at because centralized train dispatchers now control all the towers from New York. One conductor, Donald Link, would open the trap on the tower side when he was going to New York. Donald dated my baby sister. He got to know my dad. So, when Donald passed by, he would yell up to the tower, "Hey Jack!" He would give me a big hand wave. But my dad would not wave back.

At about 7:00 PM, the TV would come on and we would watch the Lawrence Welk show. Today, when a rerun of that show airs, my parents will tell me what channel it's on. My taste for and love of that music has not changed. We laugh about it.

We would watch a movie then put it away because dad's relief was coming. At this point, my day was almost at an end. Then we would climb into dad's car and he would turn on the radio and we would listen to the Milkman's Matinee all the way home. If I had been good and we had not too much to eat at lunchtime, dad would ask me, "How about stopping for pizza for mom?" Of course, I always thought this was a great idea. We would come home and my little sister would be in bed. However, I got to stay up and eat pizza with them. We would always save some for sister Linda for her Sunday morning.

Sometimes the cook, the owner of the pizza shop, would fight with dad while they were baking our pizza pie. My father sometimes got mad and stopped going there. Other times, we would go the all-night diner in Thornwood. Dad would buy slices of Dutch apple pie for us. The pie and a glass of milk would make a great ending to Saturday.

What a life I had. I don't know many friends who were as lucky as I was to have a father who worked on Saturdays when I was off from school and I could join him.

## DID YOU KNOW?

*Do you know who are the youngest and the oldest members of your Morse Telegraph Club chapter?*

We currently have 21 chapters of the Morse Telegraph Club. As the Secretary-Treasurer of the Washington-Baltimore Chapter, I can only comment on the members of our small "WA" group. Our youngest "WA" member is Chris Nichols, age 33, and our oldest member is Hubert Jewell, age 95.

I invite your sending me info on the youngest and oldest members of your chapters.

*~Editor, Jim Wilson*



# Welcome Aboard!

## NEW MEMBERS OF MTC

**DAVID KRUEGER** of Kirksville, Missouri

**LEO NETTE** of Beechworth, Victoria (Australia)

**NEW WIRELESS PIONEERS** of Grand Island, New York

**ERIC JORGENSEN** of Riverside, California

**DAVID R. PENNES** of Grand Rapids, MI notes that his interest in communications history, especially the telegraph and the technology and instruments, led him to join the Morse Telegraph Club. His amateur radio call sign is WA3LNK. And Thank You David for including a \$50 donation to the Morse Telegraph Club.

**DON CALBICK** of Moses Lake, WA notes that his Morse code interest started when he and a neighbor kid, Ted Thomas, strung a wire between their bedrooms and sent code using buzzers and straight keys. This led him to earn his Boy Scout merit badge, which led to his studying for and earning his amateur radio license. Seventy years passed. Now W7GB says he is on the air every day "pounding brass" on the traffic nets. And Thank You Don for the \$10 donation to MTC.

**THOMAS CALANTONIO** of Rockville, MD notes that, as an elementary school kid, he remembers the key and sounder at the B&O Railroad station three blocks from his house. "I wish I could go back in time and talk to the operator of that equipment," he laments. Tom practiced until he could pass the 20 words per minute test for his Extra class amateur radio call WB3HLH.

**DENNIS LAMPE** of Cincinnati, Ohio. Dennis Lampe, amateur radio call sign N8DL, says he is age 72 and has been on the air for 59 years. Dennis states that he has a large collection of telegraph keys, approximately 80 keys, including iconic "bugs." Dennis also has a sizable collection of landline instruments. His collection includes telegraph keys from as early as the 1870's. He also does telegraph demonstrations. And thanks to Dennis for the \$5.00 donation to MTC.

**DURELL M. ROTH** of Austin, Texas. Durrell Roth, amateur radio call sign K5KZQ, says he developed an interest in telegraphy way back in grade school. At his elementary school library, Durrell, notes that he was the only kid who checked out a book titled, "Electronics for Boys." And since the Lone Ranger knew Morse code, "I just had to follow in his footsteps."

Durrell says he is also writing a book chronicling the history of the first telegraph company in Texas, the Texas and Red River Telegraph, formed in 1853-4." And thanks to Durrell for donating \$100 to MTC.

**JOANNE JOHNSON** of Calgary, Alberta Canada. Joanne is a volunteer with Heritage Park in Calgary and she is also on the Railway Days Committee, helping to organize their annual event. Joanne is currently researching her grandfather's history with the Canadian Pacific Railway. She recently donated her grandfather's railway photographs to the Glenbow Museum archives. His career spanned from 1908 as a telegrapher in Carter, Ontario to 1952 when he retired as General Superintendent in Moose Jaw, Saskatchewan.



# “30” SILENT KEYS

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



## Edmonton, “MO” Chapter

**PETER ROSYCHUCK**, age 96, of Westlock, Alberta Canada, passed away on November 18, 2019. He was the last surviving member of his family. Peter spent his career as an Agent and Telegrapher for the Northern Alberta Railway Station.

***Thanks to William Tchir, Secretary-Treasurer of the MO Chapter and to Peter’s son, Jim Rosychuk, for this brief information***

## Vancouver “DI” Chapter

**PAUL ROY**, of Burnaby, British Columbia, passed away on September 15, 2019. Paul is survived by his wife and four children, three of whom are train dispatchers. Paul began his railroad career with the Canadian Pacific Railway then moved on to the Northern Alberta Railway, the Canadian National Railway, and the BC Rail. He served as Section Manager and Foreman, Telegrapher, Dispatcher, Chief Dispatcher, Rule Instructor and Senior Train Supervisor. Several of his brothers were also telegraphers.

At one time, Paul had the largest collection of Railroadiana in Canada. He donated a large number of artifacts to museums. He also donated an electric Locomotive (#6001) to the Forest Railway Museum in Prince George, BC, and a private railway car named “Marjetta” (complete with a telegraph set) and another “Paul Roy” car to the West Coast Railway Museum in Squamish, BC. There, he also funded the “Silver Fox” Station for the mini-rail, had it furnished with a telegraph set and wired it to the Heritage Railway Station in the park.

Paul and Mary owned and operated a mini train with tracks which were lent to different organizations for kids at malls and other locations. [Lavina Shaw and her husband Earl ran the train during the Christmas season a few times.]

Paul founded and chaired the Railroadiana Show in Burnaby, British Columbia for over 20 years. This was the largest show of its kind in Canada. The Vancouver “DI” Chapter of the Morse telegraph Club usually had a booth and demo at this show.

In 1976, Paul and Mary travelled across Canada recruiting members for the Canadian Association of Train Dispatchers (CATD). He brought the membership up from 20 to 550 members and served as President of the Association for 20 years.

Paul won many awards for his dedication to the railroad. He was inducted into the Railway Hall of Fame in 20019.

***Thanks to Lavina Shaw for this fascinating information.***

## Winnipeg Chapter

**PETER WILLIAM KOWALYK**, age 79 of Dauphin, Manitoba passed away on November 28, 2018. Peter was born on January 24, 1939. He grew up in Sifton on the family farm, along with his brother Paul. After completing his education, Peter began his 33-year career with the Canadian National Railways. He worked as an Operator then a Dispatcher in Winnipeg for six years. He loved his job, although was always concerned about his family, which he often had to leave to fend for themselves.

On September 30, 1061 Peter married the love of his life, Nellie Lesink. They enjoyed 57 years together. They successfully raised a daughter and two sons.

***Thanks to Bert Johnson of Winnipeg for this information.***

**STEVE YERYK**, age 89, passed away on October 21, 2019. He was born on August 4, 1930 in Piney; MB and he began his railroad career with the Canadian National Railway in 1948. After 41 years of service to the railroad, Steve retired in Rainy River, ON in 1989.

Steve is survived by his wife, Gail, of 64 years and by his children: Joe, Michael, Joanne, David and Mark, plus 11 grandchildren and 12 great grandchildren.

***Thanks again to Bert Johnson for this information.***

## Southern California “SQ” Chapter

**SAMUEL T. KELLY**, age 85, of Garden Grove, CA

passed away on October 26, 2019. Sam earned his amateur radio license W6JTT; he was first licensed at age thirteen in 1947. Sam collected a fair amount of WWII and other historic radio equipment.

Sam's son David is working with a military museum on Route I-40 to house his father's collection. Meanwhile, David is soliciting money for this museum foundation. If you would like to contribute, contact David at 626 506-1316 or ces064@aol.com.

***Thanks to David M. Kelly, son of Samuel, and to Cathy Stanfill, Secretary-Treasurer of the SQ Chapter for this brief information.***

#### **Milwaukee Madison "MW" Chapter**

**GALE J. ROBERTS**, age 88, of Clyman, passed away on November 18, 2019.

He was born on March 6, 1931 in Chippewa Falls, Wisconsin. In 1949, Gale began his career

as a telegrapher with the Chicago Northwestern Railroad, which continued for 43 years until his retirement.

On September 19, 1953 Gale and Doris Ann LaQuee were married in Monroe Center, Wisconsin. They raised a family together.

Gale was also an avid ham radio operator, call sign WB9RWW. He earned his first FCC license in 1975.

Gale enjoyed attending meetings of the Rock River Radio Club, the Watertown Amateur Radio Club, and participating in the Midwest Country Cousins Net. He was also a past member of the Clyman Fire Department.

Gale also enjoyed classic country music. He loved playing his guitar, whether it was around the campfire or jamming with his buddies.

He cherished his days spent with his family on their farm in Monroe Center.

***Thanks to Bob Pluntz for this information.***

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# THE NEWSEUM HAS CLOSED

**T**he Newseum, a museum of news, closed on Tuesday, December 31, 2019. This private museum was located in a unique new building with a spectacular view of the U.S. capitol in Washington, DC.

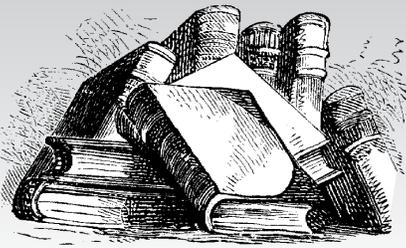
The Morse Telegraph Club had a prominent video display at the Newseum, keeping the public aware of the electric telegraph and its contribution

to modern communications. MTC members Hubert Jewell was shown as a Civil War era telegrapher, transmitting a message that President Lincoln had been shot [April 14, 1865]. MTC member Jim Wilson, also wardrobed in Civil War garb, was shown receiving that important message.

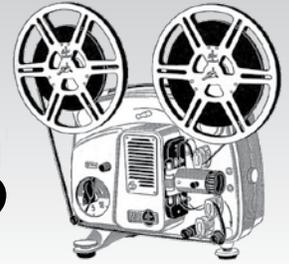
Open at this site from 2008 through 2019, price competition was the reason for closure of the Newseum. You see, most of the museums in Washington are free, paid for by U.S. taxpayers. An admittance ticket to the Newseum cost a whopping \$25 per person.

The Newseum may open in the distant future at a less pricey location, not as close to the Whitehouse and the U.S. Capitol. The unique Newseum building was just sold for \$372.5 million to John Hopkins University, which will make good use of the building.

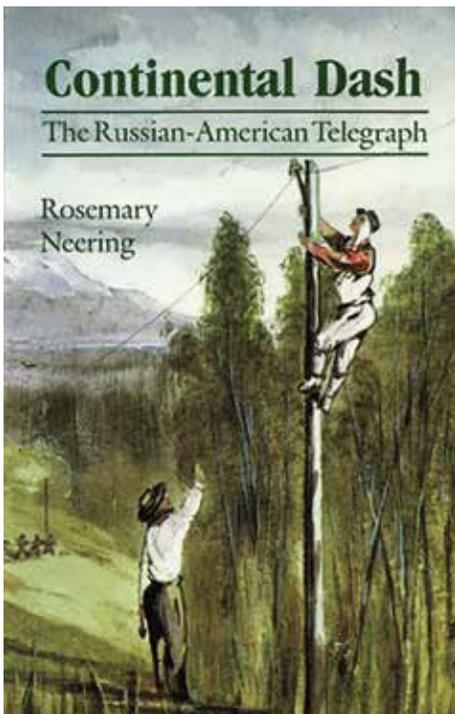




# J. Chris Hausler's BOOK & MOVIE REVIEWS



Last summer, MTC member Burk Martin recommend a book to me, “Continental Dash, The Russian-American Telegraph”. Thank you Burk! Published in 1989 it was authored by Rosemary Neering. Its ISBN 13 is 978-0920633073. Although I have read other books which have discussed this massive undertaking, this book is by far the most comprehensive account of this effort that I have yet come across. The book describes the valiant attempt to run a telegraph wire from the west coast of the US up through Canada, Alaska, which was then Russian America, by undersea cable across the Bering Strait and then across Russian Siberia, finally ending up in Europe.



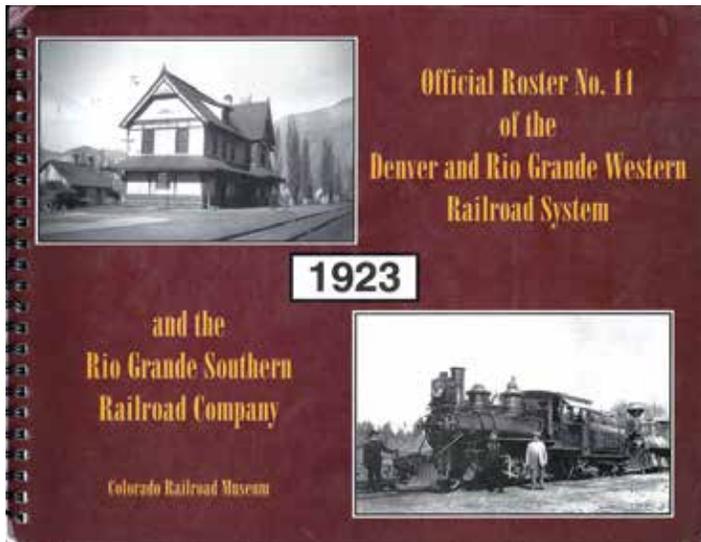
The Russian-American Telegraph was arguably one of the larger projects of the 1860's and was born of the failure of the original Atlantic Cable in 1858. Because of this failure, many people believed that an undersea cable crossing the Atlantic Ocean was beyond the capabilities

of the technology. But it was also recognized that rapid telegraphic communications between the North America and Europe, the two busiest commercial regions in the world, was essential, and likely good money could be made by providing it. This, of course, was the impetus

for the original Atlantic Cable effort but with its failure the need for this communications remained. The US transcontinental telegraph had just successfully been completed in 1861 in much less time than expected. It was therefore believed that its builders, Hiram Sibley being one of the significant players in both projects, would be equal to this new task. Thus they began the monumental effort to achieve this mostly land based connection to Europe in 1864. The book starts by briefly looking at the birth of efforts toward electric communications and spends a little time examining the early Atlantic Cable effort as well. It then dives into the details of the Russian-American Telegraph project examining how it was originally organized and then the actual initial prosecution of it. Although recognized early on as a very difficult undertaking, it was believed that the rewards would be worth it and so they got off to a quick start. However the difficulties of such an extensive endeavor through remote, rugged, not to mention very cold, areas were greatly underestimated and the project quickly bogged down. The logistics alone were monumental and trying to manage them from a central location problematic. At one point in the book there is the comment that what they had really needed to successfully coordinate and pursue the effort was the very telegraphic communications which they were trying to establish.

Of course we all know the eventual outcome of this project. In 1866 the first successful Atlantic cable was completed and shortly afterwards the end of the failed 1865 cable was picked up, found working, and so two transatlantic cables were now in operation. This doomed the Russian-American Telegraph project and the effort was quickly disbanded, one reviewer commenting that it was the most magnificent failure in commercial history. That said we also know that a side effect of this effort was the purchase by the US of Russian America, now the state of Alaska. So one could argue that it wasn't a complete failure.

If you want to read a good story documenting the adventure of this ambitious gamble, the hardships encountered, the enterprising young men who took up the formidable challenges and the successes and failures they had, I can highly recommend this book. Copies are widely available from all the usual sources. One of the ways I'm involved with my local railroad museum is to help staff their bookstore at local railroad events in order to raise money for the museum. I was at



one such event early last November in Batavia, NY. While sitting there waiting for customers I happened to pick up a thin spiral bound book which we had for sale but which had remained unsold for a number of years. I had of course seen it before but had ignored it as it just appeared to be a mostly printed listing of facilities such as locomotives, turntables, tunnels and such which from a distance didn't seem all that interesting to me. Its title is "Official Roster No. 11 of the Denver and Rio Grande Western Railroad System and the Rio Grande Southern Railroad Company, 1923". It is a reprint of the original document and was published in 1998 by the well known Colorado Railroad Museum. Its ISBN 13 is 978-0918654564. With no customers offering, I started paging through this book.

What I found brightened my day significantly and I purchased it. Looking at the table of contents I saw references to the telegraph. The listings included all the stations at that time on each division with the usual mileage information, type of agency, elevation and such. But it also included the telegraph calls for those stations which had

telegraph service. More interesting was a separate set of listings for just telegraph facilities which included all the wire numbers on each line, both railroad and Western Union, along with which of those wires were cut through the switchboards in each station and of those which were required to be monitored in each station. Even more telegraph information was included such as looping and repeater information, connections to other railroad's wires, where telegraph maintainers and linemen, both railroad and Western Union, were based and at what locations and on what office cars could be found "Wrecking Boxes", portable telegraph sets which could be sent to wreck and washout sites so to coordinate repairs. It even told me that the office call WK was what was to be used for such temporary telegraph sites. Although finding old telegraph calls is not all that difficult, the MTC has quite a significant collection much of it put together by former MTC president Bill Dunbar, finding wire number assignments as well as this additional telegraph information is almost impossible. The only other railroad for which I have any significant wire number information is the Lehigh Valley. Further I checked this book against the MTC office call listing I had for the D&RGW and found that this book included more extensive listings.

The introduction to the book states that to keep track of their constantly changing railroad environment, the railroad had started issuing occasional such rosters in the early 1880's. At the time of this issuance, the railroad was in the hands of the courts with an appointed receiver, and likely as a cost cutting measure, this was the last such complete roster issued before the late 1930's. Further, the later listings were much less extensive. Again the book includes much more than just telegraph information. It is a "picture" of the railroad at the time of the document's original publication in 1923. If you are a student of railroad and telegraph history or of just the D&RGW and RGS, I think you will find this book a valuable addition to your library. Although out of print it is listed as being available from various sources including on Amazon for a range of prices, \$25 being a common value.

Whichever of these two books you choose to acquire I think you will be in for an enjoyable look at some interesting history!

# FUN RECOLLECTIONS BY YOUR EDITOR:

*With the New Year 2020, come reflections on my past 78 years.  
I'll share these with you and suggest that you add your own recollections. ~Editor Jim*

Do you remember when all telephones were black rotary dial phones?

When all U.S. mailboxes were painted olive drab, the same color as Army tanks?

When a U.S. postage stamp cost 3 cents?

When you had to lick the glue on the back of a postage stamp?

When a gallon of gasoline cost 32 cents?

When television images were only in black & white?

When newspaper photographs were only in black & white?

When most people did not own a car?

When comic books cost 10 cents?

When milk was delivered each day to your door by a milkman?

When nobody had sex before marriage?

When guys had fist fights instead of shooting each other?

When politicians were honest?

When teachers were respected?

When a typical family could live on only one income?

When railroad steam trains were common?

When cameras used rolls of film?

When push lawn mowers were common?

When a paper boy delivered your daily newspaper?

When most children walked to school and back?

When people of the United States of America were UNITED?

# 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 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.frandp.org](http://www.frandp.org). The price is only \$25.15 postage paid.

**AVAILABLE:** Vintage Rule Books of North American Railroads, at least 30 volumes, as far back in time as 1890. To purchase this valuable set of historic documents, call, e-mail, or write to James Gaw at 54 Colonial Drive in Kemptville, Ontario, Canada K0G 1J0, [j.gaw@bell.net](mailto:j.gaw@bell.net), or (613) 258-0243

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

**AVAILABLE:** Book titled *Principles of Telegraphy* by the Department of the Navy. Teletype – Printing Telegraph Systems. Description and Adjustments, Signal Distribution Test Set Teletype – general description and theory or operation for Model 28 printers. Teletype Adjustments (2) Type Bar Printer Page Printer Models 15 & 20. Maintenance Track Bulletin #248. Parts Transmitter Distributor Bulletin 1041. Tele printer Circuits and Equipment by the U.S. Army. Call Hubert Jewell at (540) 423-1014 and make him an offer on these rare items

**WANTED:** Any information about the Texas and Red River Telegraph Company formed in 1853/4. This author is completing a book on the company. Contact MTC Member D.M. Roth via email at [roth.durrell@gmail.com](mailto:roth.durrell@gmail.com).

**WANTED:** Old telegraph keys to be restored. I restore vintage telegraph keys from the 1800's to the turn of the century, no cheap or contemporary keys and you must have all of the major parts. No steel lever Triumph keys please. Donate your old key and I will restore it for my own use. If you send a photograph of your key, and you want to sell it to me, let me know the asking price. Edward D. Biter, Jr., 320 Walker Road in Dover, Delaware 19904.

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

**AVAILABLE:** A collection of telegraph, Western Union, and Postal Telegraph items. These include paper, instruments, self-winding clocks, and other items related to telegraphy. I would prefer to sell these items as a group, not individually. Contact Gene by email at [k4mog@bellsouth.net](mailto:k4mog@bellsouth.net)

**AVAILABLE:** WD-1 commo wire, steel insulated wire in coils, about a mile long. Good for telegraph demos. FREE! Contact Walt Mathers by phone at 410 768-3162 or by email at [Whirlygigger@msn.com](mailto:Whirlygigger@msn.com).

## REPRODUCTIONS & OTHER ITEMS FOR DEMONSTRATIONS AND DISPLAYS

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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.

**Jim Wilson, Editor**  
*Dots & Dashes*

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

**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.arnewline.org](http://www.arnewline.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**

**U.S. (KB) HUB**

1-269-697-4506/4508/4513  
(Michigan-Ace Holman)

**CANADIAN (HN) HUB**

1-888-822-3728 (toll free)

**MORSE KOB PROGRAM**

on the web at [www.morsekob.org](http://www.morsekob.org)

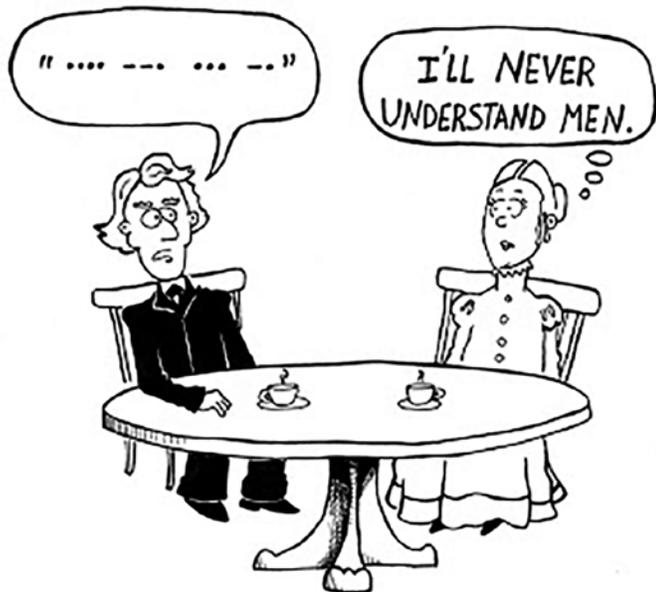
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SAMUEL MORSE GOES ON A DATE.



**Moore Texas** by Roger T. Moore Nov. 25, 1919, College Station: First play by play football coverage-Aggies and Longhorns-sent by Morse Code and translated to fans around Texas by Ham Radio operators.



# Dots & Dashes

*What*

*Hath*

*God*

*Wrought*

