



What

Hath

God

Wrought

The Official Publication of the Morse Telegraph Club, Inc.

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EIFFEL TOWER SAVED BY WIRELESS TELEGRAPHY

In 1910, the Eiffel Tower was scheduled to be dismantled. The awkward looking tower was considered to be an eyesore by many Parisians, an ego construction by engineer Gustave Eiffel.

The tower was built as a major attraction for the 1889 Paris Exposition Universelle. At that time, the tower represented modern progress. But Gustav Eiffel had only been given a 20-year permit to use the land. The tower was expected to be removed from the Paris landscape.

Engineer Eiffel immediately started looking for a scientific justification for the tower's existence. Wireless telegraphy, a new technique in signal transmission, was emerging in the 1890's. This was thanks to the combined efforts of various innovators like Hertz, Marconi, Tesla, Brainly, Popov, Tissot and others. The first Hertzian transmissions in 1895 accelerated things quickly.

In November 1898, Eugene Ducretet established the first radio contact in Morse code between the Eiffel Tower and the Pantheon, a short four kilometers away. Following that success, a transmitting station was installed permanently on the tower in 1899. This enabled radio transmissions with London.

Military authorities quickly became interested in this radio technology.

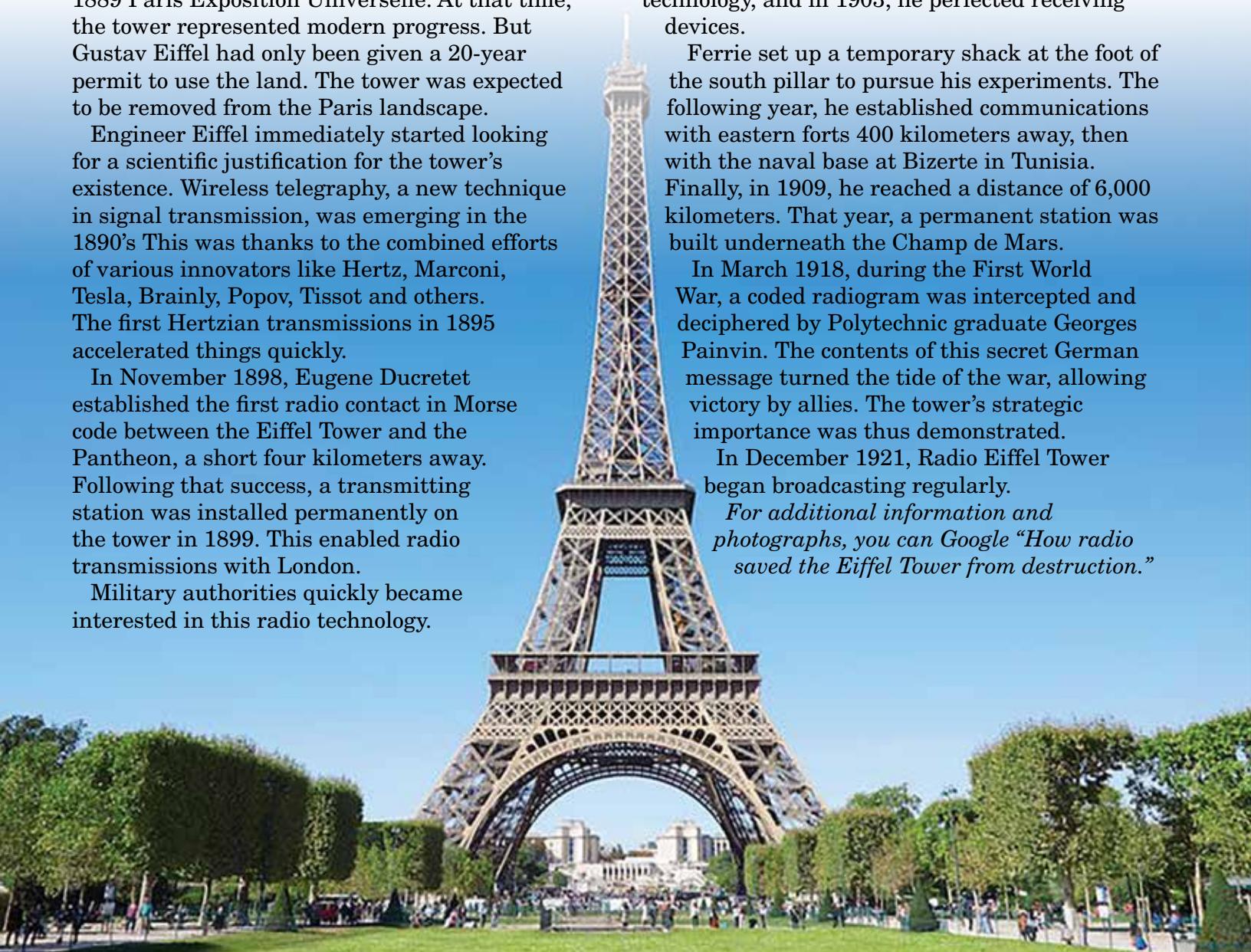
They appointed Captain Gustave Ferrie, a 31-year-old graduate from the Polytechnic, to conduct experiments. In 1897, Ferrie was in charge of the newly founded Military Telegraph School. In 1900, Ferrie published a reference guide on the technology, and in 1903, he perfected receiving devices.

Ferrie set up a temporary shack at the foot of the south pillar to pursue his experiments. The following year, he established communications with eastern forts 400 kilometers away, then with the naval base at Bizerte in Tunisia. Finally, in 1909, he reached a distance of 6,000 kilometers. That year, a permanent station was built underneath the Champ de Mars.

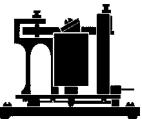
In March 1918, during the First World War, a coded radiogram was intercepted and deciphered by Polytechnic graduate Georges Painvin. The contents of this secret German message turned the tide of the war, allowing victory by allies. The tower's strategic importance was thus demonstrated.

In December 1921, Radio Eiffel Tower began broadcasting regularly.

For additional information and photographs, you can Google "How radio saved the Eiffel Tower from destruction."



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

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MTC Contact Information

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

Lavina Shaw
Past President
Mayfair Retirement Residence
Apartment 320 • 2267 Kelly Avenue
Port Coquitlam, BC V3C 6N4
(604) 942-2184 • LavinaShaw@shaw.ca

J. Chris Hausler
International Vice President
100 Citation Drive
Henrietta, NY 14467-9747
(585) 334-4445
jchausler@earthlink.net

George J. Nixon, Jr.
Retired International Vice President
19661 Woodside Drive
New Lenox, IL 60451
(708) 476-5896
n9ejjs@mindspring.com

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

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

Note: If possible, please include a copy of an obituary and other available information about his/her career and relationship to telephony 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

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

Richard Williams
International Secretary-Treasurer
PO Box 181591, Coronado, CA 92178
runnerrichard@hotmail.com
(619) 818-9017



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 telephony or radiotelephony. Please send articles and news stories to the Editor of *Dots & Dashes*.

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

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

The Pandemic: The global pandemic continues to threaten all of humanity. To date, nearly four million people worldwide have died from the COVID virus. Unfortunately, only 54% of Americans have been fully vaccinated as of mid-September, as I write this column. This is far from “herd immunity.” I do not know the Canadian statistics. Let’s all stay safe at home and follow the wise health guidelines.

Track & Trace Mail Service: Our “Track & Trace” mail service proved to be more delaying than helpful in speeding up *Dots & Dashes* in reaching your mailbox. So, we have eliminated the “Track & Trace” experiment and MTC got a refund of \$250. Now we know.

Congratulations Mr. President: During the Morse Telegraph Club Board meeting of September 9, 2021, James Wades was re-elected as MTC International President. Congrats to President Jim, and thanks to him for continuing to serve us, requiring his considerable time usage and personal expense.

Letters & Articles: You have sent a variety of very interesting letters, about seven pages of them. Read LETTERS beginning on page 8. This issue also includes original articles from MTC members who are writing articles for the first time. Thank You for writing your letters and fascinating articles.

President's Line

**Jim Wades, President
Morse Telegraph Club, Inc.**



With the dissolution of “Yahoo Groups,” several on-line forums catering to those with an interest in the history of telegraphy and the American Morse Code have disappeared. These forums served to generate interest and keep MTC members in touch. They also served as a source for new MTC members.

Rather than creating yet another discussion group, MTC members are encouraged to register with the already established “MorseLandlineTelegraphy” reflector. While not directly sponsored by MTC, it makes little sense to once again “split” into two or more on-line forums specializing in the history of telegraphy. Those who are active on-line can subscribe by sending an email to: MorseLandlineTelegraphy+subscribe@groups.io In the text, simply state “MTC member.”

A second reflector for the exchange of information between MTC Directors and chapter officers is now available by subscribing to: MTCDirectors+subscribe@groups.io

This latter forum is open only to chapter and international officers. The goal is not secrecy, but simply to have a forum available specifically for the management of the “nuts and bolts” of the organization. If you are an MTC Director, corporate officer, or chapter officer, please register with this latter group. Better communications will help our organization run smoothly.

Publishing *Dots and Dashes*

It's easy to think of the cost of a publication as being directly proportional to the number of copies printed. This is, however, an incomplete understanding. There are fundamentally three cost centers associated with publishing a magazine or journal, these being:

- The cost of printing each issue.
- The cost of mailing each issue.
- The cost of design, graphics, typesetting and preparation.

continued on page 8 ➤

JOHN C. BARCLAY

John Barclay got his start in telegraphy in a manner similar to the path followed by Andrew Carnegie. He got a job delivering telegrams and while doing this studied and learned telegraphy, becoming a railroad telegrapher at age 14. Like many young telegraph operators he bounced around a bit, briefly working for Western Union and as a dispatcher for the CNJ before finally landing permanently at Western Union. Interestingly while working in Chicago for WU, in his spare time he studied dentistry and received a Doctor of Dental Surgery. But apparently this didn't change his career plans and he rose through the ranks of WU becoming its assistant general manager in 1902, retiring in 1910.

Barclay was of an inventive mind and developed a number of improvements to telegraph technology. Likely because of his position with WU many of these developments stuck and show up on modern instruments. However, Barclay is probably best known in the telegraph fraternity by his box relay design developed at this time. He replaced the wooden box which by that time had been the popular form of sounding relays for over 30 years with a shallow metal box with a wooden drum head on which the relay contacts are mounted. It is slightly smaller and more rugged than classic box relays and the design allows easier access to the magnets. However, as I have several of both in my collection I don't believe that the Barclay box sounds either clearer or louder than the classic all wood box relay. Barclay box relays were briefly popular but with improving insulation and wire quality the need for box relays in general was reduced and main line sounders quickly took over the market both stand alone and as part of a KOB. Shown is a photo of a Barclay Box KOB from my collection.

Examples of Barclay's improvements related to Morse telegraphy include several he made to the standard main line relay. He replaced the set screw armature mount with a solid trunnion pattern which also featured a shoulder which stopped the magnets from being jammed into the armature thus likely damaging it. Also the terminals and posts on a main line relay were held to the base with a single screw which could become loose allowing the posts and terminals to rotate.

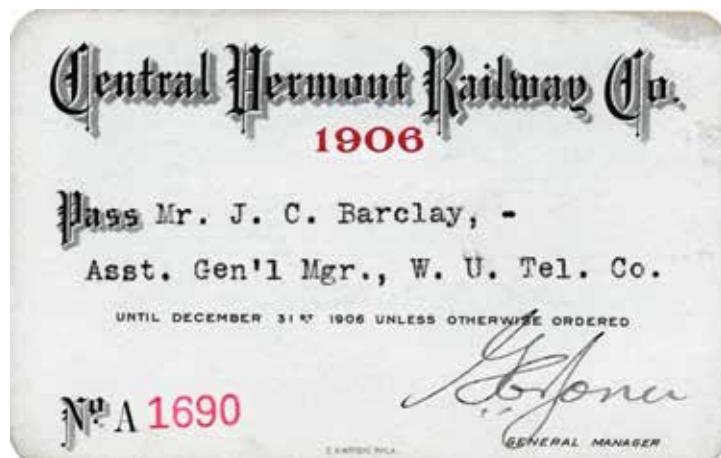
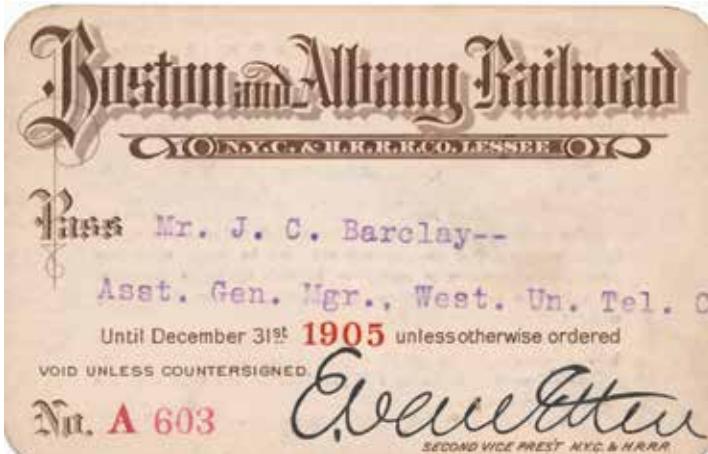
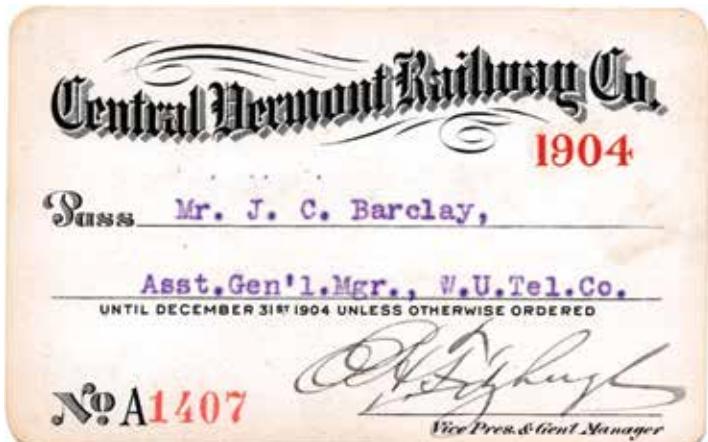
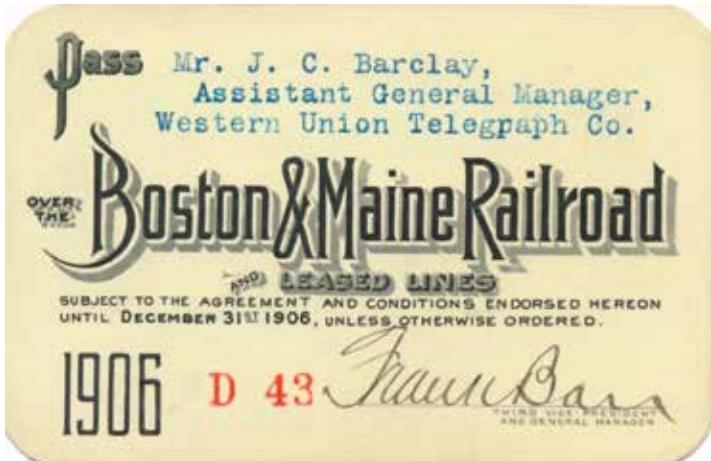
Barclay addressed this by adding off center pins or spikes to the underside of the posts and terminals which would penetrate into the wood base of the relay and eliminate the problem. Both of these advances were incorporated by Bunnell and others starting in 1903 when Barclay patented them. If you find a relay with such pins you know it was manufactured in the 20th Century. On some such instruments a patent date of July 21, 1903 can be seen.

All that said, Barclay probably made a greater contribution to Western Union by developing early teleprinter technology for them. By 1914, 20% of Western Union's business was handled by teleprinter technology. If you want to learn more about John Barclay, John Casale's excellent "Telegraph History" web site has a page on him at: <http://www.telegraph-history.org/barclay/index.html> and I am indebted to him for much of the above information. Some information can also be found in volume 20 (1903) of "Telegraph Age" which can be downloaded from Google Books.

But telling you all this isn't the reason I wrote this article. Recently, Carl Weber, a man I met during John Springer's Zoom meetings, sent me images of a number of railroad passes issued to John Barclay while he was Western Union's assistant general manager. It was common at that time for railroads to issue passes to important individuals, particularly those related to their operations. You might enjoy this look at the past. Here are those images:

**73,
Chris Hausler**





President's Line Continued

Whereas the first two cost centers are directly proportional to the number of subscribers (members), the latter cost is fixed whether one prints and publishes 50 copies or 5000 copies. When larger numbers of copies are printed and distributed, this fixed cost is split amongst that greater number of members and is therefore less. When fewer copies are printed and distributed, the cost per member is higher. This formula has a significant impact on our dues structure. Simply put, fewer members means that each member's dues must cover a greater share of the fixed cost of design, graphics, typesetting and preparation.

Over the past decade or so, we have seen a significant decline in membership due to attrition, with the result being that MTC has been operating at a deficit for some time. We have been able to cover this deficit thanks to a long history of sound financial practices, but there will come a time in the future that we will need to raise dues or wind down the organization. Obviously, we want to avoid the latter scenario.

There is, of course, a solution to this problem: more members. We need to spread the word, promote MTC and find those individuals who have an interest in the history of telegraphy and telecommunications.

Your Board of Directors will do its best to perpetuate the mission of our historical and educational organization. Please do your part by "talking-up" MTC when the opportunity arises.

MTC Archives

Did you know that MTC maintains a historical archive? It really amounts to a climate-controlled

storage space in which telegraph instruments, documents and ephemera are stored and in the process of being cataloged. If you need a telegraph instrument for a museum exhibit, such as a sounder, relay, or key, let us know. We may be able to help. Likewise, if you have some unwanted instruments suitable for use in a museum exhibit, please consider donating them. In particular, we are always short of bugs. These needn't be rare or particularly desirable, but just serviceable and clean. They must also include the shorting switch (some ham operators remove these and throw them away).

Photos are also desirable. These can be used in presentations, published in *Dots & Dashes*, or simply be preserved. Now and then, one sees photos of telegraph offices, relay offices, ORT and CTU conventions and the like sold on eBay for a couple of dollars. Sometimes, one sees historic "scrap books" full of valuable telegraph history torn up, dissected, and sold piecemeal by individuals whose only interest is making a few dollars....at the expense of valuable history.

Make arrangements today to preserve your photos and documents. Even if it's just digital copies, that would be better than history being scattered to the four winds or perhaps being lost forever.

Contact your International President with questions at jameswades@gmail.com or 269-650-0215.

**73,
James Wades
International President**

DID YOU KNOW?

Do you know which railroad depot worldwide has the longest name?

This depot is in Wales (near England). It has a name that is 58 letters long. This is the Llianfairpwllgwyngyllgogerychwyrndrobwllllantysiliogogogoch rail station. I'm not sure how this is pronounced. ~Jim

VISITING THE CALGARY HERITAGE PARK MORSE CLUB

Submitted by Lavina Shaw

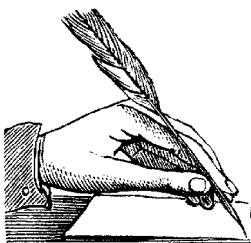
On August 24th, while visiting my daughter and family in Calgary, she and I visited the telegraph group at Calgary's Heritage Park, organized by MTC member Ken Ashmead. Ken has done a wonderful job of promoting the telegraph at the Park. Three old railroad stations have been moved from towns near Calgary (one from Lake Louise) that were not needed in the towns, and located on railroad tracks in various locations in the park. A Morse circuit has been installed, connecting the stations. Steam-powered trains stop at each station when giving visitors a tour of the park. Messages are passed between stations and train orders hooped to the train crew, copied and written by the telegraphers. Every year, on "Railway Days" which is usually on a Saturday and Sunday in August or September, the three stations have been manned by telegraphers. The last few years, Ken Ashmead has lined up the telegraphers for the show, but experienced telegraphers were dying off or unable to make the trip, so he decided to form a group of volunteers who would learn Morse and take over the stations. This summer, they manned the stations for four hours on Tuesdays and Saturdays, sending

messages and train orders for the steam engine crews. During the Fall and Winter months they will only be doing this on Saturdays. Several of the volunteers have joined the MTC, they all wear period uniforms and wear buttons with the Morse Telegraph Club printed on them. I was very impressed with the enthusiasm of the group, and of Ken's leadership!

For over 20 years I have flown to Calgary to help out with the telegraphy for two days at the "Railway Days" event. A few years I performed on stage in a contest patterned after a Jay Leno Show of having two Morse operators competing against two students from Mount Royal College doing text messaging. We won every time. I usually partnered with my late husband Earl or Ed Cox, former Calgary Chapter President, now deceased as well. We usually drew a fair-sized crowd to the contest. So I am a bit of a legend at the park so Ken arranged to have a videographer do a film. Ken introduced me and I taped out "Calgary Heritage Park" on the telegraph key. The film will be used for publicity.

I wish the best of luck to the Calgary Group. They're a great bunch!





Letters to the Editor

June 11th

I would like to serve the International Morse Telegraph Club as a member of the Board of Directors. Kindly advise me on how to advance this interest to higher levels.

**Charles Beckett,
Member of the Maple Leaf Chapter**

Charles was elected as one of four new MTC Board members during the Zoom meeting of September 9th. Congratulations to you, Charles.

June 21st

Speaking of collecting odd things, I collected early and rare telegraph keys for about 60 years. I ended up with over 3,000 of them. Finally, I put them all into a virtual museum at <http://w1tp.com>, then sold and donated them in favor of Enigma machines.

One of my really nifty sets that I acquired that time is a Wheatstone manual Morse code paper tape perforator, a Wheatstone electric motor-driven paper tape reader and several rolls of perforated tape that consist of enciphered 5-letter groups. Two of the rolls of tape are marked with the military call letters of high-powered Army transmitting stations and two have lost their markings but are probably from similar stations. These are old tapes with dates 1936.

The Wheatstone system was invented in 1867 as a means of automatically sending Morse code messages at much higher speeds than could be achieved through manual sending devices. Speeds of up to 400 words per minute could be achieved, but the speed was reduced to about 20 words per minute for transmissions by the military stations to allow radio operators to copy the Morse letters directly. The Wheatstone systems remained in use into the 1950's.

The system used a manual tape punch to create a tape that could be read by a Wheatstone tape reader at any desired speed. The tape punch consisted of three buttons that were hit by a mallet to produce either a dot, a space, or a dash. These tape punches are difficult to find and are quite interesting.

The code was read directly from the tape by a

special Wheatstone patent reader that sensed the holes in the tape and determined whether the hole pattern was that of a dot, a space, or a dash, then closed an electrical circuit to key the transmitter of the broadcast station.

**Tom Perera,
MTC member and telegraph key collector**

June 29th

Working at the office at Waterville, ME in 1947, my work was to sell tickets and make sure the passenger trains from Portland, ME through Lewiston were on time, coming in also on time for their return. We also had a train on the lower road from Portland, ME, returning through Augusta, assuring it was running on their time tables.

My first mistake was made there when a lady asked how high the first step was to enter the car. I guessed about a foot. She gave me a funny look and turned away. Then I saw she was handicapped, so I called the conductor to take care of her.

**Rene A. Michaud
Walnut Creek, California**

Rene included with his letter a 1947 photo of himself at the telegraph desk. But the Xerox copy was of poor quality for reproduction. But, thanks, Rene for the photo.

July 5th

There are 18 chapters in the Morse Telegraph Club; five of these chapters are Canadian. MTC currently has a total of 481 members. The five Canadian chapters include 125 of our membership. Also, five Canadian members are in the Grand Chapter with no chapter affiliation.

Sample copies of *Dots & Dashes* are available as handouts to encourage potential members to join MTC.

We urge each member to recruit a new member.

**Thanks, and 73,
Richard Williams,
International MTC Secretary-Treasurer**

July 6th

I have completed an article for *Dots & Dashes*, the story of how I became interested in the telegraph. I sure have been enjoying the beautiful look and stories in *Dots & Dashes*. My son and I are both train buffs and I am going to share the current issue with him. We both intend to go on a long train ride together soon.

**Stay healthy.
Durrell Roth**

July 6th

Ken Ashmead from Calgary is setting up a Morse Telegraph Club information table at Calgary's Heritage Park Railway Days on August 7th & 8th. I wonder if it would be possible for you to send some copies of *Dots & Dashes* for Ken to pass out to prospective members.

Ken is doing a great job in organizing telegraphers to man the three heritage railway stations in the park as well. I think you should have Ken's mailing address as he is a member of the Morse Telegraph Club.

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

As Lavina requested, I mailed Ken a box of sample copies of *Dots & Dashes* in time for his event. ~Jim]

July 16th

I hope this event is successful for both the park and the telegraph club. Weather wise, I'm sure it will be a big improvement. The last time we held this event (delayed due to the COVID pandemic), it was late in September and Calgary was treated to an early snowfall that topped two feet. While the cool weather made for great steam train pictures, it wiped out attendance and caused the telegraph circuit to eventually fail. We're looking forward to a much better show this time around.

**73,
Ken Ashmead,
Coordinator, 2021 Railway Days Committee,
Heritage Park Historical Village**

August 9th

I read *Dots & Dashes* as soon as I receive my magazine. But when a railroad train is on the cover (SUMMER issue), I take it with me to read at breakfast and lunch. We're a railroad family, belonging to two railroad clubs in Southern

California, one in Riverside. The Riverside Live Steams and Del Oro, G Scale.

Thank you for writing such a professional periodical.

**Manny Caldera,
KC6ZSY**

August 10th

Betty Watterson is one of the few remaining WWII era veteran Northern Pacific telegraphers, of whom we have been blessed to know over the last five decades in the Evergreen Chapter of the Morse Telegraph Club.

These were skilled "Morse women," and "Morse Men," most starting very young during the War to fill mission-critical train control and communications vacancies as railroad telegraph operators.

Among many essential duties, working mostly alone, telegraphers each cleaned and handled up tunnel respirators to each engine crew on snowing double-headed steam locomotives, often wading in several feet of snow in the dark at small Cascade Mountain stations of Stampede and Martin, Washington. These telegraph operators copied, repeated to their dispatcher, and handed up legible tissue copies of sometimes complex train orders, three or four sets "hooped up" to every train.

They were 1960 era vacation relief "weekend warriors" who all handled with varying degrees of aplomb, detailed Western Union messages and Money Orders by Morse code. (I started my career as a railroad telegrapher on August 11th 1960, 61 years ago at age 17 in Tacoma.) These telegraph operators sent telegrams, train orders, and other duties as assigned, mostly at small town stations.

These "other duties" often included way billing freight and Railway Express and selling train tickets to places near and far. We collected and counted cash, wrestled trunks and heavy luggage on and off baggage wagons and schlepped dozens of heavy sealed bags of U.S. mail on and off baggage cars during the too short station stops.

Most of the women telegraphers were mid-career when Dave Sprau, Gary Emmons, Mike Deal (who later became Mayor of Puyallup, WA), and I came to work with them as teenage telegraphers ourselves. The women included Pearl Jacobson, Cereta Fredrickson, Merriam Flagg, and our own prolific MTC railroad stories author – whose name I can't recall.

It has been a grand opportunity to be a railroader.

Ed Berntsen

August 11th

I've gone through nearly every Northern Pacific telegraph station's roster of telegraphers from about 1921. I'm blown away by the plethora of women operators, who by the way were making the exact same hourly wage as their male counterparts. And yes, there were many more women working during the WWII years. But there was one heck of a lot of ladies working in the 1920's and 1930's too.

It is amazing how the assistant chief kept track of all those hundreds of Tacoma Division operators, making sure every trick was staffed every day.

I also found it amazing how many times my grandpa Abe got sent to Pasco to dispatch trains. I counted at least six times from 1924 to 1928. Grandpa had been working third trick at the Spokane Street Tower, for example, and the next day he would be dispatching Pasco East for three months. Then he would be sent back to North Bend as an operator. Crazy!

Gary Emmons

August 11th

Ed's comments prompted me to add some remarks regarding the 1960 era vacation-relief telegraphers on the NP's Idaho Division. The Idaho Division had many one-man agencies on several branch lines. These jobs were all held by high seniority guys (and some women) and they all wanted their 3-week vacation in the SUMMER. This would have been a perfect setup for a college student summer job.

Unfortunately, the NP had tried this out earlier and had hired some lazy types who thought that all they had to do was unlock the door at 8AM, warm the chair, answer the phone or deal with anyone who happened to walk in, and lock-up at 5PM. The Agent would return from his vacation and find three weeks of office work waiting for him. Needless to say, he was seriously pissed off. Ed McNall, the Assistant Chief Dispatcher in Spokane in charge of such things, got an ear full! Mr. McNall vowed to NEVER AGAIN hire a college kid as a summer telegrapher-relief Agent!

This was the situation I faced when I badgered my home town Agent in Pullman, WA, Frank Percy, about the possibility of a summer job with the NP. I had no knowledge of this "history." Frank called in a few favors on my behalf and I was hired on June 24, 1960, just days after my 20th birthday. All Frank ever said to me was, "I went out on a limb for you and I expect you to do a good job for the Northern Pacific."

That first summer of 1960, I worked mostly train order jobs at mainline stations, but the last

assignment that summer was relieving Agent Ed Wilkerson at Troy, ID on the P&L branch. I suspect that Ed Wilkerson got a phone call from Ed McNall when he returned from his vacation, something to the effect of "how did the kid do?" I must have gotten good marks as I worked several agencies that next summer of 1961, including Wilbur and Reardan on the CW branch. Incidentally, the CW had two Morse lines and NO telephone line.

After that second summer, I got the word to the effect that, "Do you know any other college students who might make good summer employees?" As a result, I conducted a brief short course and at least three of my students went on to have successful employment with the NP. Talk about a turnaround!

My time with the NP ended in August 1965. I had graduated from WSU that spring and had accepted a job with the Rock Island RR in Chicago. I enjoyed working the "The Rock" during the next four years. But I thought that my railroad employment had ended for good in August 1969 when I moved to Olympia, WA and accepted a job as a Computer Programmer with the Washington State Patrol. This was the beginning of a 36-year career in the computer field, first for the state of Washington in Olympia, then for several companies in Spokane. When I retired from my full-time career in March 2006, I began that summer as a part-time Engineer with Western Rail Switching, a subsidiary of locomotive dealer Western Rail in Airway Heights, west of Spokane.

WRS operated the Spokane County owned 5-mile Geiger spur, a former GN branch that connected with the mainline at West Fairchild. We ran the train one day a week, serving Western Rail, two customers who received large steel beams and plates, and one customer who received coil steel for culverts. This continued until 2009, when a new 3-mile connection opened, connecting the Geiger Spur with the former NP "CW" branch at Geiger Junction, 7.9 miles north of Cheney. The CW is now owned by Washington State Department of Transportation, WSDOT for short. This connection was made so that the spur could be removed from Fairchild Air Force Base, as per their requirement.

The initial contract operator on the CW branch was Eastern Washington Gateway RR (EWG), having operated it since 2007 when the state bought the line from WATCO. EWG accepted me as a part-time Engineer-Conductor when this new connection opened. Western Rail was only too glad to get out of the railroad operations business and turn the Geiger Spur over to EWG. I thought, "Neat, now I get to

operate big grain trains on 109 miles of RR instead of a few cars of steel on a 5-mile spur." I would never have dreamed that I would be operating trains through towns where I had been the Relief Agent some fifty plus years earlier!

This state of affairs continued until November 3, 2018 when the WADOT awarded the operations contract to a new operator, Washington Eastern Railroad, WER. Existing EWG employees, including me, were hired by weeks without working part-time and called as needed. Sometimes I went a couple of weeks without working; other times I worked 3 or 4 days in a row.

Last evening, I ran a Geiger train from Cheney to Geiger Spur and back. We have a nice ex ATSF GP30M, a product of the Cleburne, TX remanufacturing program during the early 1980's. It is a great loco with decent ATSF blue and yellow paint and "SANTA FA" in big letters on the side. It amazes us with what it can pull. The road power for the CW grain trains is three ex CSX ex Conrail C40-8W locomotives, which recently replaced three ex UP SD40-2's. Our CW grain trains are usually 90 263K covered hoppers.

Now, back to the question of old time Idaho Division telegraphers. To the best of my knowledge, all of them are gone. I usually put flowers on the graves of Ed McNall, George Bullis (Idaho east dispatcher), and Frank Percy every Memorial Day weekend in Riverside cemetery in Spokane.

**Bruce Butler,
Spokane Valley, Washington**

August 23rd

Thank everyone who indicated interest in our kit build project for a code practice oscillator. The club will purchase 15 kits and resell them to members at the actual cost of \$39 each.

It will take a few weeks to obtain all the necessary parts and then to package them into individual kits.

Pickup details will be developed once we have everything ready. After the kits have been distributed, I will try to put together a "group build" session, possibly at one of our Saturday morning get-togethers.

**73,
Benjamin Kidd, KG4EIF
Albemarle Amateur Radio Club**

MTC readers: Your local MTC chapter or radio club might like to do a project like this.

August 30th

I am a new member of the Morse Telegraph Club and am really enjoying your publication. I moderate a weekly forum for the Long Island CW Club called "Radio & Related Technology." I have found some really wonderful speakers on a variety of historical subjects, speakers including MTC members.

Currently, I am working with a gentleman developing a presentation about Russ Farnsworth. New CW operators talk about the Farnsworth Method of learning code, but few people seem to know much about him.

Chuck was a young teenager when he learned CW and Russ was a neighbor. Russ became Chuck's Elmer. His presentation is going to be a collection of thoughts and memories of his experiences with Russ.

But we don't have a picture of Russ. I'm wondering if in the MTC archives you might have a picture that we could use in our Power Point presentation.

I appreciate your casting about for this request.

73,

**Bob Schwer, K3ZGA
Long Island CW Club
schwerrobert@gmail.com**

August 30th

If you get the PBS World Channel, they are running a series titled, "Breakthrough, Ideas that Changed the World." This is a series which I can access on PBS Passport streaming services at any time. The episode on the smartphone begins with some ancient encryption systems then going into Morse code.

**Stay well,
Linda Lopez,
Professor of Media & Communications at
NYU and loyal reader of Dots & Dashes**

August 31st

The 16041 Brookside Drive address is still valid. I had to close the Morse Telegraph Club PO Box 192 address because the post office was making so many mistakes, returning mail, placing important letters in the wrong post office box and so forth. Weeks would go by with no mail, only to have an employee find it in an unused post office box. It was a terrible mess. While I hated to give up an address so long in use, the situation became untenable.

Please use this address for future MTC mailings:
James Wades/ 16041 Brookside Drive/ Buchanan, MI
49107.

By the way, I distributed 200 copies of Dots & Dashes to the National Railroad Historical Society national convention and I presented a talk on the history of telegraphy. My talk was well received.

73,
James Wades,
MTC International President

September 12th

I have created an email reflector called "MTC Directors@groups.io." This is open to corporate officers such as MTC Board members and chapter Officers.

The purpose of this new email site is to exchange information and develop routine communications between organizational managers. Corporate and chapter officers may subscribe simply by sending an email to MTC Directors+subscriber@groups.io.

When using this, indicate your name and international or local chapter affiliation. Participation in the reflector is not mandatory, but for those who choose to participate, this may help us all stay in touch and exchange ideas. Please forward this to our MTC Directors and Chapter Secretary-Treasurers.

73,
James Wades,
MTC International President

September 16th

I am working on my telegraph book and find that I am in need of a photo or a line drawing of a typical nineteenth century telegraph office. I wonder if our MTC members might have such a photo or drawing.

My company was formed in 1853/54, very early for photographs, but I have seen some from the period which were not available.

Durell Roth
roth.durell@gmail.com

CRAZY NEW GUINNESS WORLD RECORD

On March 17, 2021, the model railroad display, "Miniatur Wonderland" in Hamburg, Germany won the Guinness World Record for the longest model railroad musical contest. You railroad fans can watch this on your computers at www.youtube.com/watch?y=LNvZY6cOijo.

This fascinating display includes a train that runs along 692 feet of track passing 9,250 miniature cars, 4,110 buildings, and 494 square

foot model airport with 42 model airplanes.

Along its track route, the train encounters 2,840 water filled glasses, each tuned to a specific frequency, playing about two dozen familiar tunes from the William Tell Overture to the wedding march. These model railroad fans required more than 760,000 hours to construct this miniature world. It is almost unbelievable!



1917 HALIFAX EXPLOSION

Submitted by Richard Inwood

There was a page-3 story and photo in an early December issue of the Boston Globe about the gift of a 45-foot-high Christmas tree, that had just arrived from Nova Scotia. It's a century old tradition. When the disastrous 1917 explosion occurred in Halifax, Massachusetts sent doctors, nurses and other relief workers to help out and Nova Scotians have never forgotten.

1917 was the fourth year of World War One and the Port of Halifax was a very busy place. Halifax had a population of about 47,000 people. It was a base from which Canadian troops were sent overseas. Ships with vital cargos gathered there before sailing to Europe in navy-escorted convoys.

On the morning of December 6th, the French ship "Mont-Blanc" loaded with a highly explosive cargo destined for France, was entering the harbour, when it collided with the outbound Norwegian vessel "Imo". One or both of them caught fire and the result was tragic.

Telegrapher/dispatcher Vincent Coleman was at work in his railway yard office, just a few yards from the harbour, when a sailor burst in, yelling "Everyone get out. There's a ship afire in the harbour and it's going to blow up!". It was shortly before 9:00am and a train from Saint John, with about 300 passengers aboard, was soon to arrive. So, Coleman didn't flee. Instead he opened his telegraph key and sent the following message: "Hold all trains. An ammunition ship is afire in

the harbour and it's going to explode". Coleman realized that remaining at his post would likely result in his death. So, he added: "I guess this will be my last message. Goodbye boys".

The train was stopped and the "Mont-Blanc" blew up. Coleman's office, a mere 750 feet from Pier 6 and the "Mont-Blanc", literally disappeared from this earth. Coleman was one of some 2000 who died instantly. And, about 9000 others were seriously injured.

Very many of the injured had been standing at their windows, watching the flaming ship. When the explosion occurred, virtually every window in the city was shattered and the eyes of those who were watching from those windows were suddenly hit with shards of broken glass.

Out-of-town' ophthalmologists were brought in and twelve of them treated just under 600 patients. Unfortunately, 40 patients remained totally blind, including 8 young children. Most of the others remained visually impaired.

Emergency aid came from all over, including Boston, but it took weeks to clean up and treat all the injured. The people who came from outside were obviously of great help, but the real heroes were people who gave their lives like Vincent Coleman as well as Horatio Brennan. The latter was a tugboat captain who tried, but failed, to tow the "Mont-Blanc" away from downtown.



MORSE TELEGRAPHY AT HERITAGE PARK'S RAILWAY DAYS 2021

By Kevin Jepson & Tim Taylor, Heritage Park Morse Telegraph Club

Heritage Park, located in southwest Calgary, is one of Canada's largest living history museums. With such a scope, it is vitally important to bring to life the railways which played such a

But without radios in the old days, how did we communicate vital information to the engineers and conductors on the trains?

This is where Morse telegraphy, telegraph operators and train orders enter the picture. Every station had a telegraph office staffed by a telegrapher who was conversant in American Morse code. Developed by Samuel Morse in the 1840s, Morse code soon became THE language of long-distance communication. Its use on the railways was first demonstrated by Charles Minot in the 1850's. Soon railway telegraphers could send and receive messages much faster than a clerk could write them out. Once received they could be made into train orders for the crews to act on.

If the train was not scheduled to



major role in settling western Canada. Guests are transported back a century and can hear the sounds, see the steam, and feel the ride of authentic running steam trains. A static display cannot recreate that experience. The importance of the railways calls for a celebration dedicated to them. Welcome to Railway Days!

Held on August 7th and 8th, with appropriate COVID safety precautions in place, Railway Days 2021 was a celebration of all things railway circa 1910. It showcased steam passenger and freight trains, turntables and water tanks, speeders and the infrastructure related to operating and maintaining a steam era railway. It also hosted some model railroaders this year.



stop at your station, how did the operator get the orders to the crew? Hooping of course!

On the Canadian Pacific Railway, wooden "P"

shaped hoops were used, to which the orders were attached by a metal spring clip. The telegraph operator would then stand on the station platform and hold up a hoop for the engineer to catch by thrusting his arm through the loop. Identical orders were given to the conductor at the end of the train in the same fashion. If either man missed the pickup the train had to stop.

As an operator you soon knew how popular you were with the train crews. If you were in their good books the orders would be promptly removed and the hoop would be tossed back onto the platform smartly. If you weren't so popular you could be in for a long walk to retrieve a hoop dropped some ways down the track.

It is this once-common day in the life of a station agent/telegraph operator that we members of the Heritage Park Morse Telegraph Club volunteer to re-create. We work with park interpreters to preserve and promote the forgotten skills of American Morse code, Morse telegraphy and timetable and train order operation. Dressed in period costumes, club members have regularly added an extra dimension to the operation of trains at our living history museum since 2019.

While club members work weekly to learn American Morse code from scratch, for Railway Days we welcomed two retired railway telegraphers as volunteers. Between handling guest telegrams and sharing stories of their days on the railway, Ken Godard and Cliff Metherell



mentored club members in the finer points of being a railway telegraph operator back when.

For children today, who barely know what a landline is, the telegraph is a mystery that telegraph club members were happy to reveal.

While we now hoop up train orders to most single-engine trains as they pass the station, during Railway Days the most thrilling part was hooping up train orders to both locomotive crews on the steam-powered, double-header passenger local.

Our telegraph presentations at the stations during Railway Days included posters on the duties of an agent-operator. Guests enjoyed hearing the clickety-clack of the telegraph sounders as operators sent and received telegrams.



At almost 2000 feet in length, and connecting three of the four former Canadian Pacific Railway stations at the park, we believe it's the largest active telegraph network in Canada.

A joint endeavour of the Calgary Chapter of the Morse Telegraph Club, the Heritage Park Morse Telegraph Club, and the Victorian Society of Alberta was a booth with a reproduction of a small telegraph office with working key, relay, and local sounder in a resonator. Flanking the office display were tables holding information sheets on the history of the telegraph and railway telegraphy, a few train order hoops, time tables, insulators and information on the Morse Telegraph Club. In the background a large screen showed a looping video presentation on "The Telegraph and the Victorian Internet" created by Kevin Jepson for the Victorian Society of Alberta.

The equipment in the display office came from the former Canadian Pacific Railway station at Princess, Alberta, when it was decommissioned in the late 1960s. The display was wired with a mainline circuit running at 12 volts and a local circuit running at 3 volts. This allowed us to demonstrate how landline telegraphy once worked. The office display was connected to a laptop running the MorseKOB program which simulated a live circuit for demonstration purposes. The

circuit thus appeared to be actively sending and receiving Morse code.

The sounder in its resonator was loud enough at 3 volts to attract attention throughout the large tent even when it was full of visitors. A brass slide switch, which came from the CPR station as well, was wired to connect the office into an external line that ran to a second working telegraph set with a key and mainline sounder. This allowed guests, kids especially, to send and receive to the office display.

We also demonstrated how American Morse telegraphy worked and shared some history of the telegraph (the Victorian internet!). Guests were then encouraged to visit Midnapore and Laggan stations to watch the telegraph operator/station agents in action. It was gratifying to see how many people, both young and old, were really interested in telegraphy. Many enjoyed watching our experienced telegraphers send telegrams and messages and share their stories of the good old days. Those of us with... let's say less developed skills... focused on spelling out guests' names in Morse code, at a much slower speed!

All told there were a lot of dots and dashes slung over the wire all weekend. We look forward to expanding our participation at next year's event. Perhaps we will see you there.



THE RIVERSIDE LIVE STEAMERS

Article Provided By: Manny Caldera, MTC member since 2012, Brakeman Instructor

History:

Back in the 1950's, Joe Hunter, a well-known Riverside industrialist, realized that steam locomotives were disappearing from the railroads that passed through Riverside.

Knowing that future generations would not know the excitement of seeing, smelling and hearing the sounds of steam locomotives, he had a vision. Why not duplicate a steam train in miniature?

Setting aside 40 acres that surrounded his industrial complex, Mr. Hunter had a 4,300-foot railroad built at the corner of Iowa and Columbia avenues. While the railroad was being constructed, a locomotive and three cars were built. Steam up facilities were installed at the rear of the metal building now occupied by Familiar Pipe & Supply.

Trains were operated on a sporadic basis with no set schedule. Ultimately, the property was donated to the City of Riverside, and was named Hunter Park. When Mr. Hunter died, the city had an unusual problem. They had a park because of the railroad, but no one to maintain or operate the train.

A group of interested railroad enthusiasts in Riverside led by Dr. John Creighton undertook negotiations with the city to assure that the 7.5-inch gauge railroad would not be neglected. In 1965, the City Council officially turned over to the fledgling Riverside Live Steamers (RLS), the responsibility

for maintaining and operating the train. In 1966, RLS was incorporated under the laws of the State of California.

During the past forty-six years, RLS has greatly expanded the original railroad to more than 10,000 feet of track, built three buildings and the station. With the cooperation of the city, six additional cars were built in 1972.

Approximately 18,000-20,000 passengers ride the trains each year. The city owned equipment is greatly supplemented by privately owned locomotives and cars. Many times, three to four trains will be in operation on the main line.

With the exception of major items, like a new boiler, all of the equipment and trackage is maintained at minimal expense to the city. All of this requires thousands of volunteer man hours, but our members have stepped forward for fifty-five years to keep the facility in top shape.

RLS is pleased to offer thousands of people an opportunity to see, hear, and smell what steam locomotion is all about. We like to think Mr. Hunter would be very proud of our accomplishments during the past fifty-five years.

While RLS does not have a club motto, it could easily be "Hunter Park, where you can enjoy miles of smiles."

<https://riversidelivesteamers.com/>



Welcome Aboard!

NEW MEMBERS OF MTC

We have four new members this quarter:

Sid & Louise Anderson of Barboursville, VA

Lawrence Appelbaum of Saint Louis, MO

Larry Isenor of Calgary, AB

Robert Streeter of Fort Wayne, IN

WHERE DID I GO WRONG?

Submitted by Richard Inwood

William VanHorne, Andrew Carnegie, Gene Autry, Thomas Edison and I were all telegraphers. VanHorne built the Canadian Pacific RailwayCarnegie, the founder of U.S. Steel, was one of the wealthiest men in the United States.... Gene Autry, the legendary cowboy and country singer, was worth about 500 million dollars, when he died in 1998. He owned a hotel, a TV station, a number of radio stations and a major league baseball team....Edison, of course, was a brilliant inventor of such things as the phonograph and light bulbs....and me??? Well, I didn't go on to make big bucks. I just earned a modest living as a broadcast journalist.

Edison was the bad boy. One of his last telegraphic postings was at the Grand Trunk station in St.Marys, Ontario. He worked the night shift there but, as he spent most of his daylight hours working on his ideas and inventions, he had trouble staying awake overnight. So, to allow him to catch some shut-eye, he invented a gadget that was supposed to wake him up when a train was approaching. It didn't work and a head on collision between two trains was only averted thanks to two very alert locomotive engineers. An investigation was called for, but Edison knew he was going to get fired and skipped town.

All of this, of course, was before my time (the 1950's). I did, however, meet some interesting people during my brief telegraphic career.

There was Georges Hamel. As a WWI infantry captain, he was captured by the Germans and, to help pass the time in captivity, he learned to speak German. Hamel became so fluent that, during WWII, he was assigned to the Canadian military's Camp X at Whitby Ontario, where they had him dress up as a German officer to mingle with and gain very valuable intelligence from incoming German officer POW's. Hamel's father, by the way, was a telegrapher, as was his grandfather, no less

than seven of his brothers as well as three nephews.

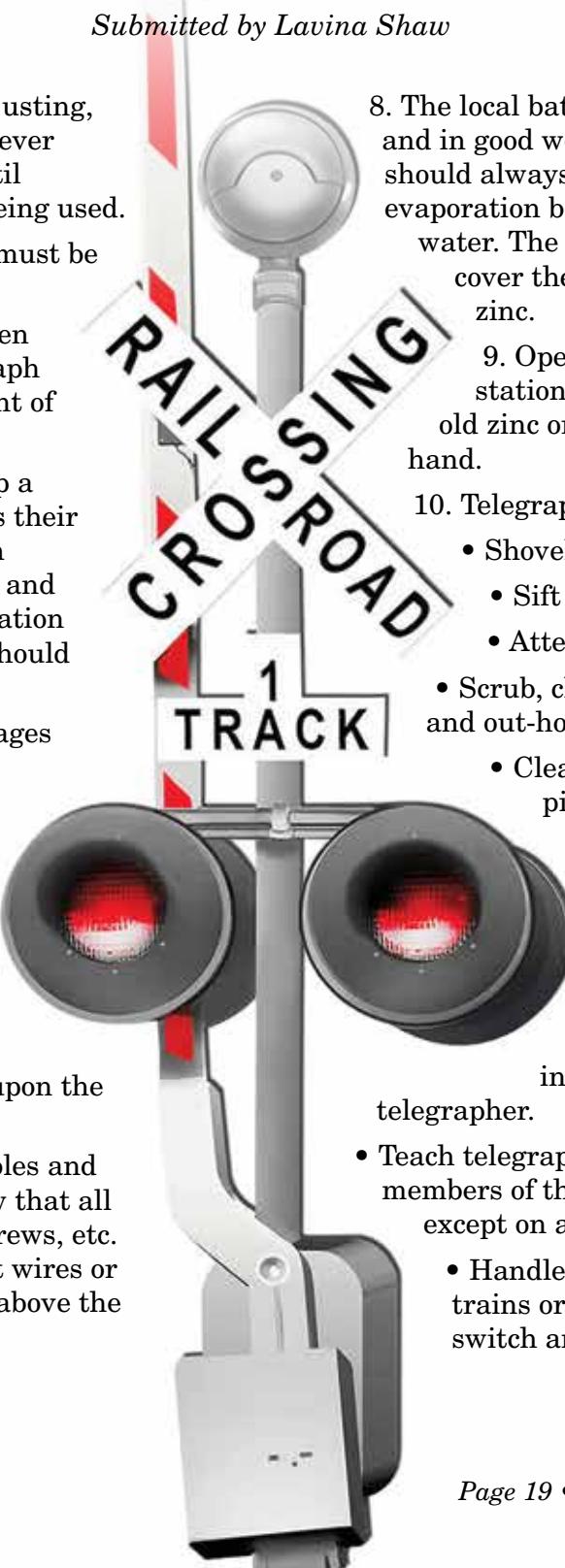
There was Gaston Wagner. He was one of the most cultured men I've ever met. Wagner was a scholar and multi-linguist, whose high IQ resulted in his membership in Mensa. He could have done anything with his life but, when I asked him why he chose telegraphy as a career, he responded, simply, that he enjoyed it.

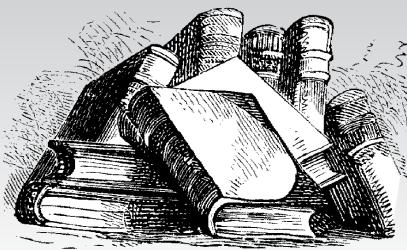
There was Moe Auger....a very nice guy and a super telegrapher....super in both codes. I should explain. There are two codes...the one that Samuel Morse invented and the one that Marconi used for wireless telegraphy. They are very different. The letter "C", for instance, is two dots, a space and another dot in Morse Code. In the wireless code, it's dash-dot-dash-dot. Very different, but Moe could do both. Using a baseball term, we referred to the few people who could do this as "switch hitters".

There were some characters, as well, like Gord Smith. He was a long time telegrapher, who went on to establish a promotional products business. In the 80's, Gord and I would often do weekend telegraph demonstrations at either end of the mini-train track at Upper Canada Village. One day, before boarding the train with his girlfriend at the Chrysler Beach station, this fellow wrote a message to the girl, whose name was Carole (that's Carole with an "e"). I transmitted it to Gord at the other end of the line. He must have been distracted because, when the girl picked up the neatly typed telegram, it read "Carol", not "Carole". When she expressed her disappointment to Gord, he said "Just a minute". He opened his telegraph key and, as he did so, the sounder went click. "That's it" he said triumphantly, explaining that, in Morse code, the letter "e" is a single dot and that it had unfortunately gotten stuck in the wire. He typed an "e" on Carole's telegram and she and her boyfriend went away happy.

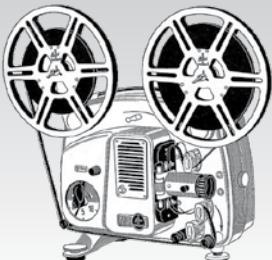
PRINCIPLE DUTIES AND RESPONSIBILITIES OF RAILWAY STATION OPERATORS OF THE GRAND TRUNK AND THE CANADIAN NATIONAL RAILWAYS

Submitted by Lavina Shaw

- 
- The illustration depicts a classic railroad crossing scene. In the center is a vertical post with a circular bell at the top. A diagonal sign below it reads "RAILROAD CROSSING". Further down the post, the word "TRACK" is visible above a number "1". Two large, circular railroad signals are mounted on the post, each showing a red light. The background is plain white.
1. They will use great care in adjusting, especially in damp weather, never opening the telegraph key until positive that the wire is not being used.
 2. The contents of all telegrams must be held as confidential.
 3. The greatest care must be taken in sending or receiving telegraph orders regarding the movement of trains.
 4. Operators are required to keep a record of the times trains pass their stations, inform themselves in regards to approaching trains and be prepared to furnish information promptly to such persons as should receive it.
 5. Operators must read all messages carefully before sending to prevent delay in sending. No message will be transmitted from dictation or otherwise than from legible copy. When difficult words occur in messages, transmission must be slow and distinct.
 6. Contention for circuit, and profane or obscene language upon the wires is forbidden.
 7. Operators must keep their tables and instruments clean, must know that all connections, binding posts, screws, etc. are firmly connected, and that wires or crossings over buildings, and above the buildings are clear and safe.
 8. The local battery must be kept clean and in good working order. The liquid should always cover the zinc, the loss by evaporation being replaced with clean water. The blue Solution should always cover the copper, but never reach the zinc.
 9. Operators will send to the stationed Linemen each month any old zinc or copper they may have on hand.
 10. Telegraphers will not be required to:
 - Shovel snow or stencil cars
 - Sift coal ashes
 - Attend flower gardens and lawns
 - Scrub, clean and/or disinfect stations and out-house buildings
 - Clean chimneys or clean stove pipes
 - Clean furnaces or unload, cut or pile fuel.
 - Put on storm windows, storm doors or porches or remove same.
 - Perform other work not incidental to the usual work of a telegrapher.
 - Teach telegraphy, nor admit students not members of the station staff to their offices except on agreement.
 - Handle Government Mail between trains or attend car heaters or attend switch and/or semaphore lamps.



J. Chris Hausler's BOOK & MOVIE REVIEWS



The principal focus of the book I'm reviewing for this column is a preserved example of what was once a common but now rapidly disappearing fixture on North American as well as other foreign railroads, the interlocking control tower. Originally invented in England, they first appeared in the U.S. around 1875. There had been railroad control towers before this time but they did not include a method to interlock the operation of the switches and signals such that unsafe routes could be not be cleared. As an aside, in the mid 1980's I spent some time in England working with a British signaling company on projects for both the London Underground and British Rail. The British signal engineers with whom I was working kept referring to "signal boxes" and it took me a while to realize that "signal box" is the name used in Britain for an interlocking control tower.

The book is titled, "The Classic Railway Signal Tower" by Stephen A. McEvoy who was once a tower operator on the New Haven Railroad. Although this book covers interlocked signal control

towers in general it focuses on the New Haven's tower at South Norwalk called S.S.44, later known as BERK, and today lovingly preserved by the West Connecticut Chapter of the NRHS. It is known as the SONO Switch Tower Museum and the web site for the museum is: <http://www.westctnrhs.org/tower.htm>. This book is available

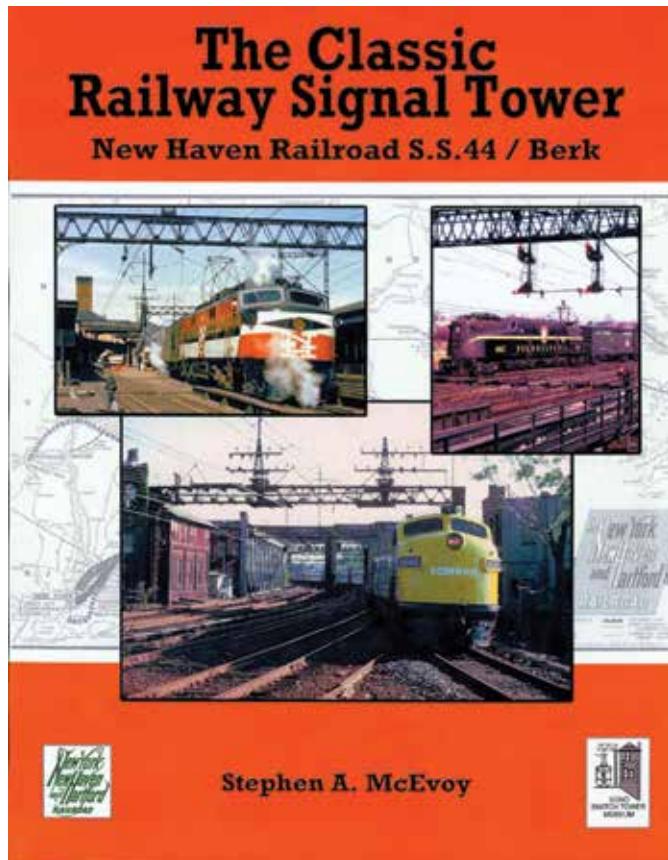
for order from this web site, its ISBN 13 is 978-1598728583.

This book discusses a number of issues related to the safe control and operation of trains, both in general and specifically on the New Haven, particularly related to the operation of mechanical "Armstrong" interlocking plants like that in the preserved S.S. 44 tower. This includes how such interlockings actually worked to provide for safe

operation, how train movement was displayed to the tower operators, the operation of electric track circuits and the control of signals in the field.

Other towers on the New Haven of differing types are also discussed and the book includes a number of photo illustrations. One chapter examines the various signal aspects which were displayed and their interpretation. It also looks at how train movement was controlled when it was necessary to run trains against the signaled direction of traffic. As this was electrified territory the operation of the "power board" in each tower is also discussed.

Of course the book also addresses the actual preservation and restoration of the S.S. 44 tower. S.S. 44 was first placed into service in 1896 and the current mechanical interlocking was installed in 1919. It remained in service until 1984. The book looks in detail at operations between 1965 and 1970 as that is when the author worked there as a tower operator. The effort to preserve the



tower started in 1992 when the West Connecticut Chapter NRHS became aware that the city of Norwalk wanted to restore the derelict New Haven Signal Station 44. The effort was a somewhat on and off process as problems of finding funding and other issues came up, but on May 3, 2003 the museum was officially opened to the public. However, the job wasn't yet complete and continues to this day. Since the book was published, both operating classic railroad telephone circuits and most recently telegraph circuits have been installed in the tower, the telegraph circuits linked to MorseKOB. The tower's office call is SH.

The book also provides a more general look at how railroad rule books and timetables were used along with the roll of the dispatcher to keep the railroad operating fluidly. The job responsibilities of the tower operators are examined in detail and for that up close and personal look the book includes the memories and reminiscences of several New Haven tower operators. I found this book to be a fascinating look at main line railroad operations in a high traffic environment as it was accomplished not all that long ago. I think you will too, enjoy!

“30” SILENT KEYS

News of our brothers and sisters who have closed the key



C.D. Combs Memorial “FN” Chapter

CHARLES McMILLAN, age 89, passed away on May 27, 2021. Charles was born on March 13, 1932 in Hebron, NE. He graduated from Alexandria, NE High School in 1948.

Charles and his sweetheart Wanda Knigge were married on November 14, 1951. They raised two daughters, Lynn and Cathy, and two sons, Robert and Michael. Charles and Wanda were married for 70 years, quite an accomplishment! Bob and Mike also were employed by the Union Pacific, so railroading became a family affair.

Charles began his railroad career on the Missouri Pacific Railroad, later transferring to the Union Pacific Railroad (from June 1, 1950 until he retired on March 1, 1994.) He served the railroad as a telegrapher, wire chief, and freight agent. He worked 44 years for the railroad.

Charles also served as local chairman of the Order of Railroad Telegraphers (ORT) for fifteen

years. And he was President of the General Committee of the Union Pacific Old Timer Clubs. He also served on the Board of Directors of the Nebraska Credit Union League, including being the Chairman for five years.

Charles was manager of GIUP Federal Credit Union and a National Director of that association. He also served as President of the Schuyler Rotary Club 1978-79, and he was a past president of the Eagles Club of Schuyler.

Other leadership roles included his being Masonic Lodge Worshipful Master in 1982, Admiral in the Navy, and President of the MTC “FN” Chapter from May 2007 until December 2020 when the chapter closed.

Thanks to Charles’s son Robert for this information along with Richard Behrens, former Secretary-Treasurer of the now defunct MTC “FN” Chapter.

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 PeterHamelFineArtAmerican.com. Telephone (705) 472-8860.

AVAILABLE: Book. Hubert Jewell, President of the Washington-Baltimore Chapter, offers us his biography titled, Working on the Richmond, Fredericksburg & Potomac Railroad. This book is chalked full of facts and descriptions of railroading and of Morse code communications. Hubert's book is available from the RF&P Historical Society, Inc. PO Box 9097, Fredericksburg, VA 22403-9097 or from the web site www.frandp.org. The price is only \$25.15 postage paid.

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

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



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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.
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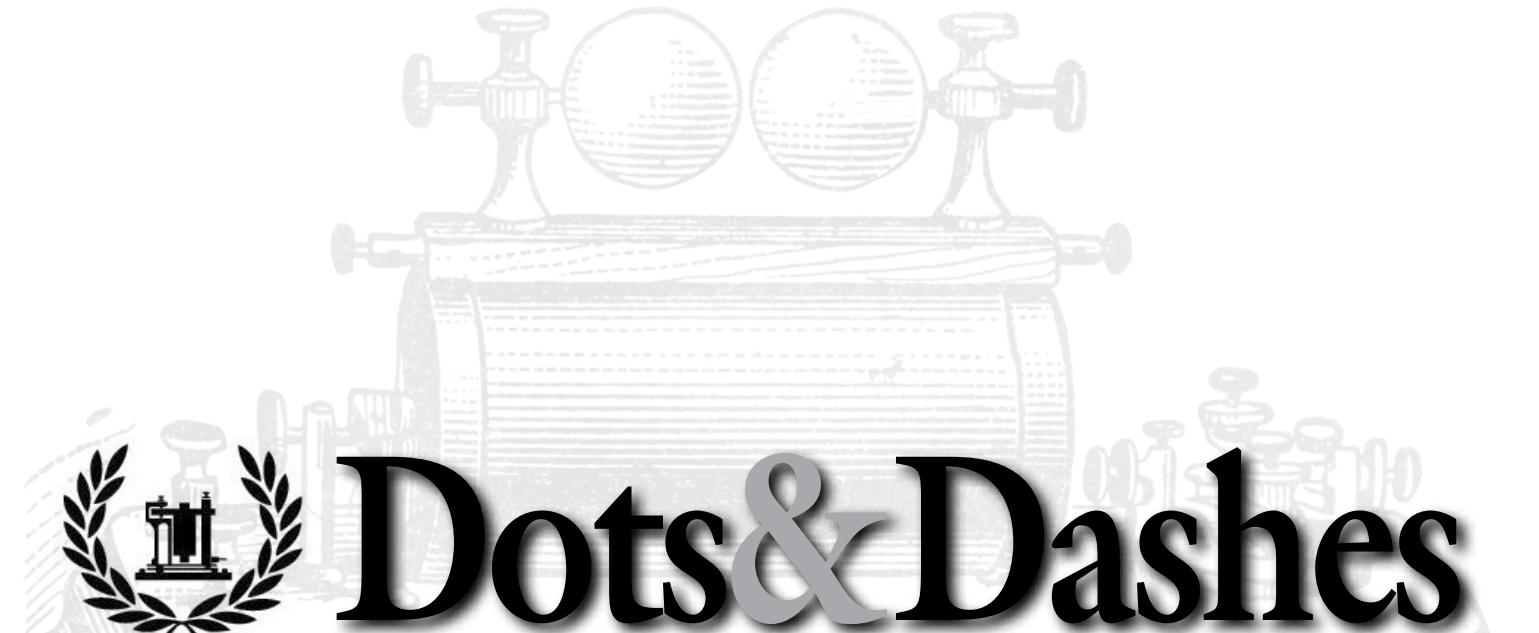
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