

Hoosierland Flyer

October Meeting Minutes

I'm afraid I don't have any information on the October Meeting since I was in Kansas City at the National Fall Conference and Board Meeting.

NRHS Update

The Fall Conference and Board Meeting in Kansas City was interesting, informative and helpful.

The Advisory Council had been working on a way to define the requirements for a Chapter to include the situation where Chapters have members who are NOT members of the National organization. This is not something that we really want but the facts of the matter are that we have more Chapters that are in this situation than not. Many of these are Chapters that operate Museums and they have many members who are members of the Museum but who don't want to be members of NRHS.

This was agreed and the requirements for a Chapter reduced to a need for a number of NRHS Members when the Chapter is formed and then a lesser number for the Chapter to maintain accreditation.

Finances were discussed and we are getting more recent financial data up on the website more quickly. We can't publish data that hasn't been approved and the Board is reluctant to approve information that hasn't been reviewed so we'll always be somewhat behind what Members would like—but at least now we're not more than three years behind!

Go to www.admin.nrhs.com and the finance information will be up there.

Our new database is operational and the renewal notices will be out in the next week or two.

The Russian Decapods

In 1910 the Russian state railways were desperately short of power but the Russian industrial network was in poor shape and unable to provide the equipment needed.

A Trade Mission was sent by the Tsar, Nikolas II, to the US with a view towards buying some suitable locomotives. The Mission arrived in the US in 2013 and started looking for suitable machines. At that time the US railroads had slowed their acquisitions since they had suffered from very high costs during a couple of extreme winters over the past several years, so both American Locomotive Works and Baldwin Locomotive Works had plenty of available capacity.

Also at the same time Europe was heading towards war—The Great War, World War I, from 1914 to 1918 that occupied the "Great Powers" for all of that time. At that time the US, although third or fourth in actual GNP, was not usually classified as one of the Great Powers—they were France, Germany, Russia and Great Britain (that we call the UK).

During 1913 and early 1914 the Russian Mission negotiated with the US Government and with the two big locomotive builders. The design that was picked was a high boilered Decapod (a 2-10-0) with about 50,000lbs of tractive effort and weighing in at just under 100 tons.

At this time Europe (and Russia) had gone to war with Germany and Austria fighting against France, Russia and Great Britain. Japan was on the side of France, Britain and Russia although Japan and Russia had fought a war in 1905—1907 with the Japanese sinking the Russian Baltic fleet and invading Manchuria.

This simply increased Russia's need for the locomotives. The Mission had arranged an order for 200 locomotives to be delivered in 1914 and 1915. At the time this was all that they were authorized to buy, however with the industrial needs produced by the war with Germany it wasn't even close to enough so the Mission was instructed to buy more. This time they placed an order for 500 locomotives, again split between Alco and Baldwin and all to be delivered in 1915 and 1916.

The locomotives were built and were then broken down for shipment. They were shipped as three major pieces, boiler, frame and motion, and tender. This whole order was completed by late 1916, by which time things weren't going well for the Russian Army and their materiel needs were increasing and putting even more strain on the Russian economy. The locomotives already delivered were mostly working the coal trade delivering coal to the industries that needed it. Unfortunately, there still weren't anywhere near enough of them so the Trade Mission was charged with getting yet more from the US.

At the same time, in Russia, the Bolshevik Revolution was beginning and the Tsarist regime was falling apart. The US Government was concerned about the revolution and the progress of the Communists. The Trade Mission placed an order for another 500 locomotives for immediate delivery and both Alco and Baldwin began production as quickly as possible. The order was placed in late 1916 and deliveries began in early 2017.

In late 1917, concerned about the progress of the war and the revolution, and now also a participant in the war itself, the US Government decided to ban the shipment of the locomotives to Russia. Out of the order for 500, 300 had already been shipped so 200 were stopped in the US. These were, of course, all built to the Russian standard gauge of 5 feet so they all required some modification before they could be used in the US. There was in the US a desperate shortage of locomotives such that in 1918 the Government nationalized the railroads to allow them to sort out the problems. (Cont'd on Page 3)

Russian Decapods—Continued



Here's Frisco 1630, one of the last of the Russian Decapods in the US. There are a total of six decapods remaining in the country, two of them from the 200 that were held in 1917-1918. 1630, one of the two, is still running, making regular passenger runs on the IRM mainline. Nigel Bennett Photo, 2016

(Continued from Page 2.)

The Russian locomotives were modified by the addition of wide tires on the wheels to allow them to run on the 4' 8 1/2" gauge on the US railroads. The whole lot of 200 were split among US railroads and with the general power shortage produced by the war effort, the need to move large numbers of troops across the country, and the expansion of industrial production they were all placed into service quickly. The Pennsylvania was allocated several but owing to them not being "standard" locomotives they saw less service there than most places. The 1630 was originally sent to the Pennsy but then was placed in storage and was purchased by the Frisco in 1920. She was retired and sold to Eagle-Pitcher for service in a quarry in 1954 and worked there for several years. In 1964 Eagle-Pitcher donated her to IRM where she arrived in the early 70's and has remained ever since.

The First Streamliner From Spike & Tie,

Diamond Replacement

UP replaced a 100,000 lb, five track diamond at Deval in Des Plaines, IL in a little over 48 hours, over a weekend.

UP says that about 90 employees worked in 12 hour shifts, through late-night hours and in constant rain to get the job done without causing any delays to the commuter lines that use the diamond every day.

Three of UP's Harvard subdivision tracks, used by Metra Northwest Trains cross two Milwaukee Division tracks.

Due to the overhead power lines the crews used track hoes and end-loaders instead of cranes for the lift.

Lost Order

Nippon Sharyo and Sumitomo Corporation underbid other manufacturers for an order for 130 bi-level cars for use in California, Illinois and Michigan. The cars were supposed to be delivered by September 2017.

Due to a failed stress test no cars have been built or delivered and so the order has been cancelled.

It is not likely that more cars will be ordered unless a successful stress test is completed.

In this month's issue of Spike & Tie, the Newsletter of the NRHS Blackhawk Chapter, Bill Moloney, the Editor shows some pictures of a Streamliner that preceded the Zephyr! The Burlington Zephyr's first run was from Denver to Chicago in 1934 but in 1933 the Pullman Company placed into service the "Railplane" designed by William Stout of Stout Engineering Laboratories, Inc. of Dearborn, Michigan.

The self-propelled car was 60 feet in length, driven by two 320 horsepower Waukesha gasoline engines,

one mounted on each truck. It had a capacity of 50 passengers and a top speed of 90 to 110 miles per hour.

It was shown at the Chicago World's Fair in 1934 and was then leased to the Gulf, Mobile & Northern Railroad in 1935 for service between Tylertown & Jackson, MS.

It was apparently not a success, no further copies were built and it finished up in a scrap yard in East Chicago, IN.

See pictures on back page, courtesy of Howard Pletcher.

Chicago by-Pass Line Nixed

The STB issued their ruling in August on the application by Great Lakes Basin Transportation, Inc. (GLBT) for permission to build a by-pass rail line from Wisconsin to Indiana that would have run outboard of the existing lines, around Chicago.

The Board stated that the financial information provided was inadequate to allow them to accurately assess the ability of GLBT to finance the construction of the line. They stated that the information was 'fundamentally flawed' thus making it impossible for the Board to carry out its responsibility to ensure that GLBT can meet the statutory criteria.

The Board does not require that construction projects be fully funded at the outset of a construction application proceeding. However, the financial fitness of the applicant is part of the application process. GLBT's current assets are so clearly deficient for purposes of constructing a 261 mile rail line that the Board will not proceed with this application given the impacts on stakeholders and the demands on Board resources.



We're back in Chris' "Oldie" file this month for a May 1962 view of Central Vermont southbound No. 490 about to pick up train orders at Bellows Falls, VT. The CV / Rutland diamond is just north of the classic old ball signal where the train had been held while the Rutland yard job completed a few moves. Chris was later to learn that this was not unusual and that the CV crews had a name for it; "Held by the balls at Bellows Falls". The Rutland had about another year to go, shutting down in 1963 after several years in bankruptcy. In 1964 parts of it were acquired by the state of Vermont and operated by the Green Mountain Railroad, part of today's Vermont Rail System.

Chris was a junior at Providence College in 1962 and an occasional weekend visitor to

Bellows Falls and Nelson Blount's nearby steam powered Monadnock Steamtown & Northern Railroad tourist operation. With his summer jobs on the New York Central and his eye on its management training program, Chris never dreamed that some thirty years later he'd be back in New England as general manager of the Central Vermont. The ball signal and shanty were long gone by then and radio dispatching had replaced train orders but 490's lead unit 4551 was still on the roster, albeit with a chopped nose and CV's later green and yellow paint scheme, neither of which in Chris' opinion improved its looks

Light Rail Systems

I have to admit to having enjoyed very much riding the light rail system in Kansas City during the recent NRHS Conference. The last time I had a chance to ride a similar system was in Portland, Oregon during the 2005 NRHS Convention—that's another great system that has recently expanded again.

Next Meeting will be November 16, 2017.

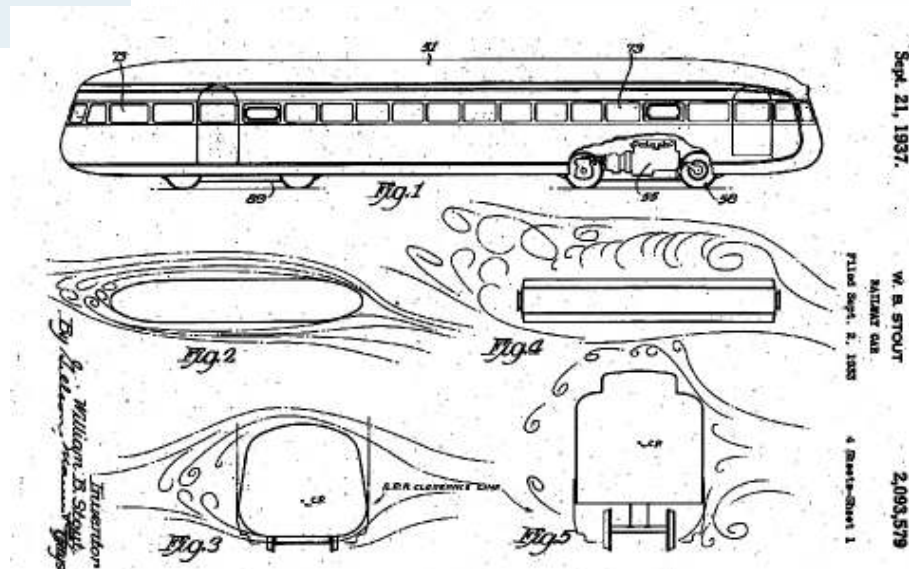
We'll meet at 7:00PM on Thursday, November 16th, 2017 in the Ford Conference Room on the campus of Taylor University.

Before the meeting anyone who is interested is welcome to join us about 5:30 -6:00PM in the Hodson Dining Commons for dinner before the meeting.. We'll just go through the line—the cost is usually \$8.50 and it is buffet service.

Our Speaker this month is Member Steve Johnson who has a presentation on the New York Subway System.

As you all know we don't meet in December or January so the next meeting will be in February of 2018.

There will be a new issue of the Hoosierland Flyer before the February Meeting and, if I can rake up any interesting news, we'll publish a December/January issue as well.



Stout's drawings clearly demonstrates the air flow around a streamline object as compared to boxy object.

