

Collection #  
P 0366

**WARREN F. HOCKADAY  
COLLECTION, CA. 1899-CA. 1934**

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## COLLECTION INFORMATION

VOLUME OF COLLECTION: Manuscript and Printed Materials: 1 document case  
Visual Materials: 2 boxes of photographs, 1 OVC graphic

COLLECTION DATES: 1899–ca. 1934

PROVENANCE: Daggert Carter, Anderson, Indiana, October 1998;  
E. Gordon Jones, Fairmount, Indiana, March 2001

RESTRICTIONS: None

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ALTERNATE FORMATS:

RELATED HOLDINGS: None

ACCESSION NUMBER: 1999.0001, 2001.0549

NOTES:

## HISTORICAL SKETCH

The original mandate of the Russian Railway Service Corps (RRSC) was to aid the Russian Provisional Government by restoring and maintaining the efficiency of the Trans-Siberian Railway. The RRSC consisted of American engineers and railroad experts commanded by Colonel George H. Emerson. Civil Engineer John F. Stevens was head of the commission (Advisory Commission of Railway Experts) that ordered the creation of the unit in 1916. The rise of the Communists to power and the abolition of the Russian Provisional Government made it impossible for the engineers to carry out the original mandate.

Members of the corps stayed in Japan through the winter of 1917. In March 1918 Bolshevik Commissioner-of-War Leon Trotsky requested through the American Department of State that the corps carry out the original mandate on behalf of the Communists. However, Stevens, Emerson, and a select group of men from the corps had already begun negotiations in Harbin, Manchuria, with the Chinese government for employment of railway corps engineers on the Chinese Eastern Railway. At the end of April 1918 Stevens had almost secured an agreement with the Chinese. The Department of State ordered Stevens to abandon negotiations with the Chinese and to send Emerson and a small group of engineers to Vologda to discuss the Russian request. On 19 May Emerson and a group of engineers left Vladivostok on the Amur branch of the Trans-Siberian Railway. The party reached Irkutsk on 26 May and proceeded to Krasnoyarsk, where they were informed of violent altercations between Communists and Czech-Slovak soldiers at points along the railroad line.

The skirmishes between the Communists and Czech-Slovak soldiers along the Trans-Siberian Railway were part of a series of events known as the Czech Uprising of 1918. The Czech-Slovak soldiers were members of an army unit known as the Czech Corps who were ostensibly en route to Vladivostok for eventual passage to Europe, and the European Front. Trainloads of these soldiers left the Ukraine in late March 1918. Movement of these troops caused tension within the Russian Communist leadership. Leon Trotsky feared that the Czech Corps would align with the White Army or other anti-Bolshevik factions. Trotsky particularly feared the presence and influence of the Cossack Grigori Semenov, a charismatic leader in the trans-Baikal area.

The Czech Uprising began on 14 May when a trainload of Czech-Slovak soldiers was involved in a bloody altercation with Hungarian prisoners of war at the Chelyabinsk train station. Several Czech-Slovak soldiers were arrested and detained at the local jail. Other Czech soldiers seized a local arsenal of weapons and liberated their comrades. News of the incident produced a violent reaction in Moscow. Trotsky ordered local soviets to stop the trains, capture the Czech troops and incorporate the men into the Red Army or create forced labor units. Czech Corps leaders, who happened to be meeting in Chelyabinsk at the time of the incident, vowed to defy soviet orders and keep the trains moving at whatever cost. Over the following weeks the Czech forces, the anti-Bolshevik White Army, and peasant factions captured most of the railroad from Samara (on the Volga River) to Irkutsk, about 2,500 miles.

Colonel Emerson offered to mediate between the factions in order to keep the railways open. On 27 May he and a small party of engineers continued west on the Trans-Siberian Railway. On 3 June Emerson met with Rudolph Gajda, leader of the Czech-Slovak faction, and secured a temporary armistice between the Bolsheviks and the Czechs. He then proceeded as far west as Kargat, in the Barabinsk Steppes, west of Novo-Nikolayevsk. Emerson's attempts at diplomatic negotiations continued at various points along the Trans-Siberian until 8 June when he met with Ernest L. Harris, American Consul General at Irkutsk. The men agreed that Russia was at the point of civil war, and that further negotiations would be futile and against American foreign policy.

Railway corps members remained in Russia through June 1918 as the Allied leaders debated the issue of military intervention in Siberia. President Woodrow Wilson wanted to demonstrate America's friendship with the Russian people and strengthen the anti-German (Czech-Slovak) forces in Russia. He was reluctant to make a decision about American intervention for fear that it would draw the United States into a local conflict in which it had no right to intervene, or a military exercise that would become larger than anticipated. However, there was a fear amongst the Allied leadership that Germany would align with Bolshevik Russia. After Czech-Slovak soldiers seized Vladivostok in late June, Wilson agreed to supply arms to the Czechs and dispatch 7,000 American troops to Vladivostok. The troops would police the railroads and disarm and disperse German and Austrian prisoners of war who had aligned with the Bolsheviks.

Through summer 1918 Czech-Slovaks continued to fight along the Trans-Siberian Railway against both Bolsheviks and prisoners of war from Hungary and Austria. The Hungarians and Austrians, moving west for eventual repatriation in their homelands, fought through legions of Czechs in order to continue their journey home. Czechs, in sympathy with the White Army, fought the Bolsheviks for possession of the line. The Russian Railway Service Corps monitored activities along the Trans-Siberian while waiting for orders from the United States. American troops began arriving at Vladivostok in mid-August. American nationals, including some YMCA staff, were evacuated from the country on 26-27 August. The railway corps remained in Russia until at least July 1919.

## **BIOGRAPHICAL SKETCHES**

Lieutenant Warren Franklin Hockaday (21 January 1873–31 October 1942) began his railroad career in 1888 with the Cincinnati, Indianapolis, St. Louis, and Chicago (Big Four) Railroad. In 1900 Hockaday lived in Wabash with his wife Bertha (born 1878) and daughter Frances (1896-1926), by which time he was employed as a locomotive fireman for the New York Central Railroad. The family lived in Anderson, Indiana, in 1912. Hockaday was a locomotive engineer for the New York Central Railroad when he joined the United States Army in 1917. An annotation on the back of an image in the collection suggests that Hockaday requested to be attached to the Russian Railway Service Corps. After World War I Hockaday returned to Anderson, resumed his career with the New York Central Railroad, and he and Bertha welcomed another child, George W. (1923-1998). Bertha Hockaday died in 1939, and in ca. 1941 he married Kathryn Harrison Spearman. Warren F. Hockaday is buried in Maplewood Cemetery, Anderson, Indiana.

Colonel George H. Emerson was a general manager with the Great Northern Railway Company. He began his career with the Great Northern in 1880 as a water boy and worked in the Dakota, Montana, and Northern divisions as a boilermaker, fireman, engineer, shop foreman, and master mechanic. He commanded the Russian Railway Service Corps in Asia and Russia from 1917 to 1919.

Rudolph Gajda was an officer in the Czech-Slovak Corps., an army unit aligned with the Allied forces during World War I. Gajda led other Czech officers in the decision to use arms against the Bolsheviks following the Czech Uprising of 1918. Gajda later initiated and coordinated efforts to overthrow Soviet authority along the Trans-Siberian Railway from Omsk to Krasnoyarsk.

Grigori I. Semenov (1890–1945), a Cossack, served in the Russian Imperial Army during the early years of World War I. In summer 1917 he established an army post at Dauria, near the Manchurian border. He built the post adjacent to a railway line that connected the Trans-Siberian Railway to the Chinese Eastern Railroad. Semenov would not recognize Bolshevik authority, and his position on the railway line gave him control of the area from Irkutsk to Vladivostok. His proximity to Manchuria also impeded Bolshevik advancement into that country. He recruited disgruntled Cossacks, Mongols, and prisoners of war into his legion. The resulting instability in the area was a factor in the United States' decision to dispatch Colonel George Emerson and other railway corps members to Manchuria for possible deployment in 1918.

Aleksandr Vasilievich Kolchak (1874–1920), a naval commander, earned distinction as an officer during the Russo-Japanese war, and commanded the Black Sea Fleet in 1916. Kolchak led anti-Bolshevik forces in Siberia from 1918 to 1920. A brutal and inefficient leader, Kolchak was betrayed by his allies in 1920 and executed by the Bolsheviks.

Sources:

Items in the collection.

Hoover Institution Archives at Stanford, California: ([www-hoover.stanford.edu/hila/](http://www-hoover.stanford.edu/hila/))

Katov, George. *Russia 1917: The February Revolution*. New York: Harper & Row, 1967.

Kennan, George Frost. *Soviet-American Relations, 1917-1920*. Princeton: Princeton University Press, 1956.

United States Bureau of the Census. *Census of Indiana*, 1900.

"Warren F. Hockaday Dies Following Short Illness," *Anderson Daily Bulletin*, 31 October 1942, p. 13, col. 3.

*Who Was Who in America*, Vol. 5, 1969–1973. Chicago: Marquis Who's Who, Inc., 1973.

## SCOPE AND CONTENT NOTE

The collection contains photographs, printed, and manuscript material collected by Lieutenant Warren F. (Franklin) Hockaday of the Russian Railway Service Corps (RRSC). The photographs document the activities of members and leaders of the corps in Russia, Asia, and the South Pacific between 1917 and 1919. Printed material includes a timetable from the Japanese Imperial Railroad (in Japanese), Russian and French phrase books, steam-locomotive engineering manuals, and clippings related to railroading and the Russian Railway Service Corps. Manuscript material consists of official correspondence (in Russian) to Hockaday dated 1919, and a document that appears to be a travel pass.

Hockaday likely made some photographs in the collection and acquired others from fellow members of the service corps. The photographs range in size from one-by-one inch formats to five-by-seven inch formats, evidence that several cameras documented the corps activities. Subjects of the photographs in the collection overlap with subjects identified in several collections held by the Hoover Institution Archives at Stanford, California.

The photographs bear witness to the destruction by Czech-Slovaks and Bolsheviks of railroad trackage and equipment in Siberia and in the Ural region of Russia, as well as atrocities committed by both Communist and non-Communist factions. Other subjects include street scenes and views in Russia, Japan, Manila, Honolulu, Manchuria, Mongolia, and Hong Kong. A number of snapshots include identified members of the Russian Railway Service Corps, American and Canadian Red Cross workers, and Russian, British, and American military officers.

Photographs of military officers include snapshots of General Grigori Semenov, Lieutenant Hawkins, General Rudolph Gajda, Major General Graves, General Sir Alfred Knox, and a studio portrait of General Aleksandir Kolchak. Unidentified snapshots include Russian refugees, and Czech-Slovak and Russian prisoners. Postcards in the collection include views of Vladivostok, a Czech-Slovak funeral, and a steam-powered locomotive.

Photographs made in Asia and the South Pacific are mostly street scenes and portraits shot in Japan (including Nagasaki), Manila, Manchuria, Mongolia, Honolulu, and Hong Kong between 1917 and 1919. Service corps members made photographs in Japan in 1917 while waiting for the assignment in Russia to proceed, and during periods of rest and relaxation in 1918. The men may have made the photographs of Manila, Honolulu, and Guam while en route to Japan in 1917, and on the return voyage to America from Russia in 1919. Most photographs that include service corps members are identified.

The processor at the Indiana Historical Society divided the photographic portion of collection into seven series based on annotations, subject matter, and the physical dimensions of the photographs.

**Series 1** consists of photographs made in Russia, possibly by Hockaday, between May and August of 1918. The images are of a uniform size and most include annotations that identify individuals, locations, and dates. The processor arranged the photographs in chronological order. Most photographs in the series appear to document portions of George

Emerson's diplomatic journey along the Trans-Siberian to Kargat. Images include portraits of Bolshevik delegates at Chelyabinsk, Colonel George Emerson, and a group portrait that includes Emerson posing with General Grigori Semenov.

**Series 2** includes mostly undated photographs that document scenes in Russia observed by railway corps members, and portraits of Red Cross workers. The processor arranged the photographs according to numbers originally annotated on the backs of the images. These numbers group the photographs according to location. The sizes of these photographs varies, indicating that more than one member of the corps was responsible for the images.

**Series 3** consists of photographs made in Russia and Manchuria. The processor arranged this series by subject. Most images are identified, and include portraits of Red Cross workers.

**Series 4** consists of postcards. Scenes depicted in this series include views of Vladivostok (including Vladivostok Harbor), Irkutsk, and unidentified locations in Russia. A postcard of a railway locomotive, possibly in Manchuria, includes correspondence from "Leon," a railway service corps member, who wonders why "Poochimoo" (Hockaday) did not come over with the "visiting bunch." Leon states that things get "beastly lonely here and that the high collar helps but I 'wanna' see that Jane in Montana."

**Series 5** contains images made in Asia and the South Pacific by Russian Railway Service Corps members. The processor arranged the photographs according to the location and the year that the photographs were made.

Printed and manuscript items constitute **Series 6** and includes a timetable (in Japanese) for the Japanese Imperial Railroad, Russian and French language instruction manuals, instruction books concerning air brakes and steam engineering, and clippings. The clippings include a newspaper image of the members of the Russian Railway Advisory Commission, and a poem, "The Corn Fed Mules and the Book of Rules," by Alten W. Curley. The poem may have been originally printed in a journal for railway employees. The processor found the clippings enclosed in the front pages of a Russian primer. Manuscript material consists of a letter and a document (in Russian) dated 1919. The letter concerns Hockaday, and the document may be a travel pass.

**Series 7** is made up of items that appear to be from Hockaday's life in Indiana after his military experience.

## **SERIES CONTENTS**

### **Series 1: Russia, May–August 1918**

#### CONTENTS

22 May–10 June 1918, Czech-Slovak soldiers at Chelyabinsk, Colonel George Emerson at Taishat.

14 June–21 June 1918, George Emerson with General Grigori Semenov and Lieutenant Hawkins, Czech-Slovak soldiers.

7 July–30 July 1918, Views of Omsk, Bolshevik prisoners, railroad trackage and cars.

31 July–26 August 1918, Views along Lake Baikal.

18 August–26 August 1918, Train wrecks along the Trans Baikal Railway Line.

[undated] Scenes along the Amur and Tomsk Railway Line.

[undated] Views of Vladivostok, Karemskaya, and Kuchenga.

#### CONTAINER

Photographs:  
Box 1, Folder 1

Photographs:  
Box 1, Folder 2

Photographs:  
Box 1, Folder 3

Photographs:  
Box 1, Folder 4

Photographs:  
Box 1, Folder 5

Photographs:  
Box 1, Folder 6

Photographs:  
Box 1, Folder 7

### **Series 2: Russia and Manchuria, ca. 1918–1919**

#### CONTENTS

Vladivostok: General Rudolph Gajda with Major General Graves.

Vladivostok, Irkutsk: Red Cross personnel, General Sir Alfred Knox.

Irkutsk, Habarovsk: Czech-Bolshevik atrocities.

Irkutsk, Lake Baikal; Manchuria: Views of Russian citizens, and railroad equipment.

Irkutsk, Omsk: Views of home of General Aleksandr Vasilevich Kolchak and city.

#### CONTAINER

Photographs:  
Box 1, Folder 8

Photographs:  
Box 1, Folder 9

Photographs:  
Box 1, Folder 10

Photographs:  
Box 1, Folder 11

Photographs:  
Box 1, Folder 12



Urals, Ekaterinburg, Omsk, February–July 1919: Red Cross workers, exterior of home where the Romanoff family was detained before being executed.

Photographs:  
Box 1, Folder 13

Blagovestchensk: Victims of Czech-Bolshevik atrocities, funerals.

Photographs:  
Box 1, Folder 14

### **Series 3: Russia and Manchuria, Subject Files, ca. 1917–ca. 1919**

#### CONTENTS

Buildings, churches

#### CONTAINER

Photographs:  
Box 1, Folder 15

Peace Parade, American troops

Photographs:  
Box 1, Folder 16

[Portraits] Grigori Semenov, prisoners, Russian citizens.

Photographs:  
Box 1, Folder 17

[Portraits] Red Cross workers, refugees.

Photographs:  
Box 1, Folder 18

[Portraits] Hockaday, General Aleksandr Vasilevich Kolchak, Red Cross workers.

Photographs:  
Box 1, Folder 19

Refugees, trains

Photographs:  
Box 1, Folder 20

Trains, trackage

Photographs:  
Box 1, Folder 21

Trackage, ships, U. S. Navy transport vessel *Warren*.

Photographs:  
Box 1, Folder 22

Vladivostok Harbor, ca. 1918

Photographs:  
Box 1, Folder 23

Vladivostok, ca. 1918

Photographs:  
Box 1, Folder 24

Vladivostok; Harbin (Manchuria), ca. 1918–1919

Photographs:  
Box 1, Folder 25

#### **Series 4: Postcards, ca. 1918**

##### CONTENTS

Peace Parade, Vladivostok

Vladivostok Harbor, U. S. Navy transport vessel  
*Warren*.

Vladivostok views, Czech-Slovak funeral.

Irkutsk, unidentified locations

Locomotive (Manchuria?)

W.F. Hockaday in uniform

##### CONTAINER

Photographs:  
Box 2, Folder 1

Photographs:  
Box 2, Folder 2

Photographs:  
Box 2, Folder 3

Photographs:  
Box 2, Folder 4

Photographs:  
Box 2, Folder 5

Photographs:  
Box 2, Folder 6

#### **Series 5: Asia and the South Pacific, ca. 1917–1919**

##### CONTENTS

Honolulu, Guam, ca. 1917

Manila, ca. 1917

Japan, ca. 1917 [1 of 2]

Japan, ca. 1917 [2 of 2]

Nagasaki, ca. 1917–1918

Chijiwa and Unzen, Japan, June 1918

Unzen, Japan, July 1918

##### CONTAINER

Photographs:  
Box 2, Folder 7

Photographs:  
Box 2, Folder 8

Photographs:  
Box 2, Folder 9

Photographs:  
Box 2, Folder 10

Photographs:  
Box 2, Folder 11

Photographs:  
Box 2, Folder 12

Photographs:  
Box 2, Folder 13

Manchuria and Mongolia, ca. 1918, Execution scenes in Manchuria, train and trackage wrecks.

Photographs:  
Box 2, Folder 14

Honolulu, 1919

Photographs:  
Box 2, Folder 15

Manila, 1919 [1 of 2]

Photographs:  
Box 2, Folder 16

Manila, 1919 [2 of 2]

Photographs:  
Box 2, Folder 17

Hong Kong, 1919

Photographs:  
Box 2, Folder 18

## **Series 6: Manuscript and Printed Material**

### CONTENTS

Japanese Imperial Railroad timetable

Luboff, S. J., *Pictorial Russian Course in thirty lessons....* London: Leopold B. Hill, 1916.

Felt and Tarrant Manufacturing Company. *The Soldiers French Phrase Book*. Chicago: 1916.

Trimm, C. A. and J. Marshall. *Russian Self-Taught*. London: E. Marlborough and Co., 1915.

[Russian Primer], 1899 [with enclosures]

Westinghouse Air Brake Company. *Air Brake Instruction Book*. Pittsburgh: 1902.

Westinghouse Air Brake Company. *The LN Equipment (Type L Triple Valve) Instruction Pamphlet No. 5034*. Akron, OH: 1911.

*Spangenberg's 157 Questions and Answers Relating to Steam Engineering*. St. Louis: George E. Zeller, 1902.

McShane, Charles. *One Thousand Pointers for Machinists and Engineers*. Chicago: Griffin and Winters, 1897.

### CONTAINER

OVV Graphics: Folder 1

Manuscripts:  
Box 1, Folder 1

Manuscripts:  
Box 1, Folder 1

Manuscripts:  
Box 1, Folder 1

Manuscripts:  
Box 1, Folder 2

Manuscripts:  
Box 1, Folder 3

Manuscripts:  
Box 1, Folder 3

Manuscripts:  
Box 1, Folder 4

Manuscripts:  
Box 1, Folder 5

Letter, and Travel Pass (?) for Warren F. Hockaday

Manuscripts:  
Box 1, Folder 6

Untitled railroad poem typed on back of stationery  
from Alexander Young Hotel, Honolulu, Hawaii, three  
pages

Manuscripts:  
Box 1, Folder 7

**Series 7: Indiana, ca. 1930s?**

CONTENTS

Warren F. Hockaday, portrait ca. 1930?

CONTAINER

Photographs:  
Box 2, Folder 19

2 Train postcards: Burlington Zephyr 1934; Locomotive No.  
5320 The President Cleveland

Photographs:  
Box 2, Folder 20

## CATALOGING INFORMATION

For additional information on this collection, including a list of subject headings that may lead you to related materials:

1. Go to the Indiana Historical Society's online catalog:  
<http://opac.indianahistory.org/>
2. Click on the "Basic Search" icon.
3. Select "Call Number" from the "Search In:" box.
4. Search for the collection by its basic call number (in this case, P 0366).
5. When you find the collection, go to the "Full Record" screen for a list of headings that can be searched for related materials.