

SEMAPHORE

January 2009

The next meeting of LIST will be on **Friday, January 16th** at 8:00pm at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Elliot Courtney will be the presenter at the January meeting. The subject is pictures in and around upstate NY and the Albany gateway taken during the past year.

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For regular updates and other important information, visit the Chapter website at:

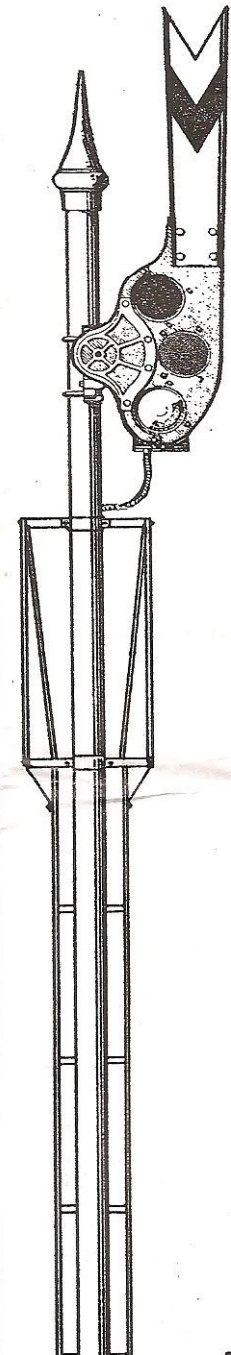
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THE PUBLICATION OF THE
LONG ISLAND-SUNRISE TRAIL CHAPTER
OF THE
NATIONAL RAILWAY HISTORICAL SOCIETY



The Railroad Museum of Long Island by Don Fisher

Happy New Year Gentle Reader! Ring out the old and ring in the new! That's the mantra for RMLI in 2009.

Our first priority in the New Year is to rebuild our Museum volunteer-base. Sadly, 2008 marked the passing of our long time Trustee and Volunteer Coordinator, Don Bender. Don's failing health during the season forced him to be away from us for much of the year. In 2009 we need to identify a volunteer to take over the important work Don performed for so many years: coordinating our docents, tour guides, engineers, conductors and gift shop associates at Riverhead. George Summers, our Greenport Volunteer Coordinator continues to organize our staff at the Greenport Museum.

In 2008 we were forced to close the Riverhead Visitor's Center and Restoration Site on Sundays. Our staff of available volunteers was large enough to only open the Museum on Saturdays. I hope to once again staff the Riverhead site both weekend days in 2009. RMLI will host a Volunteers' Informational Meeting on Saturday, February 21 at 1:30 PM in the meeting room of the Suffolk County Historical Society, 300 West Main Street, Riverhead. We hope to sign up and schedule many new volunteers. We will be describing the operation of both Museum sites, Riverhead and Greenport, and illustrating the work a volunteer performs.

DOCENTS man the Museum proper, operating the train layouts and answering the questions of visitors.

TOUR GUIDES give walking tours of our railcar collection in the Yard at Riverhead.

ENGINEERS are instructed and qualified to operate the historic Allen Herschell 16" gauge LIRR World's Fair trainset at Riverhead.

CONDUCTORS see to it that passengers get seated safely on the trainset and then ride the observation car to observe patron safety in the cars.

STATION AGENT, on busy days we place a volunteer at the "station" to keep the patrons in line and assist the conductor in loading and emptying the trainset.

GIFT SHOP ASSOCIATES stock and present the many items we sell in our Museum Gift Shops. They collect admissions from patrons and sell over the counter, operating the cash register and credit card machine.

We will be accepting new volunteers for Greenport too.

Anyone interested in turning a wrench or working on Museum projects is encouraged to attend the volunteer info meeting to meet our Project Managers and share their interests with them. There is so much to do at the Museums we will appreciate any and all help we can muster.

Please mark your calendars now for Saturday, February 21st and plan to attend and help the RMLI In 2009. If you have questions or would like to express interest in a particular area, please e-mail me at dfisher@rml.us "Clear Block Ahead! ALL ABOARD!"



The Oyster Bay Railroad Museum by Steven Torborg

Big things continue at the Oyster Bay Railroad Museum. But before going on, we would like to wish everyone a very happy and healthy new year for 2009!

Our 2008 Holiday Express events were a success with dozens of people on both days visiting the newly expanded Preview Center and enjoying the free horse drawn carriage rides. With this event behind us, we can now focus on the final details with regard to exhibits, the model train layout and interactive displays for the kids to enjoy and learn from.

Also in December, we were able to move the World's Fair Cab Unit from Mitchel Field to our Oyster Bay site. In spite of a downpour and cold temperatures, people still came out to see the old locomotive cab as it made it's way down Main Street in Oyster Bay. While on site, the movers were also able to relocate the now restored Caboose #12 from the northwest corner of the site to a location adjacent to the entrance gate and Caboose #50. The reason for this is so that we can open up the site to the public in the spring and allow folks to tour the restored equipment without concern for them getting hurt on the turntable and Locomotive #35 when work is being done on them.

We are still on track to receive our newest acquisition of the ex-Knox and Kane Ping Pong car, #7433 in the spring. Our shop people are meeting to discuss the logistics and make final preparations both on site and in Pennsylvania. This will be no small task and make no mistake, it is costly. However, it is our sincere belief that this piece is about the best representation of the LIRR of yesteryear that a museum could ever hope for and that it is well worth it. Fundraising for this project continues and we hope to be able to raise enough funding through project specific donations so that we don't need to scale back any of our other projects for the year. If you would like to donate toward this cause, please send a check or money order to: Oyster Bay Railroad Museum, PO Box 335, Oyster Bay, New York 11771. Mark the memo area "PING PONG CAR". Remember, all donations are tax deductible and we will send you a letter acknowledging your contribution for your records.

As I close out this month's update, I would like to remind everyone that our museum is always looking for new members willing to lend a hand. Whether your interest is a mechanical, Clerical, fundraising or staffing the Preview Center, we can use your help. There is no shortage of projects that require attention and certainly we never have enough people to staff the Center as often as we would like to have it open. Believe it or not, you can help...even if you don't know anything about trains or the LIRR. All you need is a little free time and a willingness to learn.

As always, you can keep up to date on our progress and find out more about our organization by checking out our web site at:

<http://www.oysterbayrailroadmuseum.org>

Until next time, be well and happy new year!



THE LONG ISLAND RAIL ROAD MODELER***BY MIKE BOLAND******THIS MONTH'S CHAPTER:
ATLAS ALCO C420'S PART 1***

Happy New Year everyone! It's 2009 and we can't think of a better way to bring in the New Year than writing about probably the best thing that's ever happened to LIRR modelers in HO and N scale. Of course we're talking about the Atlas model of the Century 420 locomotive that appeared in hobby shops about two weeks before Christmas resplendent in orange and gray in the World's Fair paint scheme.

We commend Rob Pisani and the good people at Atlas for a really great job at giving us an unusual locomotive that was the mainstay of the Long Island's passenger service from 1963 to 1976, when the EMD era on the LIRR began. Modelers of this era must have at least a few of these locomotives on their layouts and until these locomotives from Atlas arrived, there weren't too many models of the C420 to choose from.

Many, many years ago Alco Models brought out a halfway decent model of the LIRR high hood C420 in brass. It's quite primitive by today's fine standards and also has a crude power chassis. But it was all we had back then. We believe Model Power also brought out the C420 many years back and Tiger Valley Models also did a C420 cast in some kind of metal and not plastic. That's the way it stayed until the good people at Overland Models, Inc. brought out the C420s in Phase I and Phase II a little more than a decade ago. Overland's models were road specific and they did a fine job. Overland even did a second run of these models. Of course, these were brass imports and that was it until Rivarossi brought out a low-nose C420 in plastic about five or six years ago.

We entertained the idea of chopping off the low-nose and adding a high hood version by adding the short high hood body of an RS-32 part available by Atlas. It would have made for an interesting work project but that's not necessary now.

O-scale high-railers were very fortunate that Lionel brought out the C420 in both a powered version and a dummy although it needed a little work done on and near the roof since it was a dynamic brake version. (What did Lionel have in mind when they brought it out? Didn't they look at any photographs?)



Enter Atlas and their C420 just before Christmas. So before we take a look at the Atlas decorated model, let's take a look at our prototype; it's a very interesting locomotive and a good-looking one at that. Fans of the C420s should obtain the Volume 8 #6 edition of DIESEL ERA, published in the November/December 1997 issue by Warren Calloway.

In late 1963/early 1964 eight C420s arrived on the property with the railroad trading in its Fairbanks-Morse units for credit. In an interesting move, the units were numbered 200 through 207 to indicate 2,000 horsepower. The railroad used a 200 numbering series rather than a four-digit series used on its road power. Normally, 3 digit numbers were used for switchers, although the RS-1s were numbered 461 through 469 and they were road locomotives. Ron Ziel, in his book "Steel Rails to the Sunrise," states that these locomotives were numbered in the 200 series for "simplicity." Remember the 2000-series of numbers were used by the Fairbanks-Morse C-Liners numbered 2001 through 2007 and they were also 2,000 horsepower units. The LIRR units were also the earliest example of Alco's high short hood locomotives.

Alco's C420 was the replacement for the company's RS-32 locomotive and was intended to be a competitor to the EMD GP30 and the GE U25B.

We'll have more about the prototype next time when we continue our series on the C420. After that, we'll examine the Atlas Trainman line LIRR GP38-2 diesel locomotive and then we'll conclude with our O-scale B60B baggage car. We'll also have a few surprises along the way, too. By that time, hopefully, the Con-Cor line of mP54s should be out and we can review them. We can't wait.

Until then, happy modeling!

Stack Talk by Neil Moran

CHINA: Once again the Jitong Railway ran a steam festival last October 31 to November 2. This was not an organized tour by IGE Eisenbahn Tour Stik. Instead it was organized by the Jitong Railway itself. There were three days of either riding or chasing by bus from Daban to Jing Ping and Chabuga. All trains were to be double headed with two QJs (2-10-2). The first day a passenger train started from Daban in a light snowfall. When the train reached Reshui the snow was coming down really hard. Some runbys which took place previously between Daban and Reshui were in a more intense snowfall. As they left Reshui the snow was now coming down really hard. When the train reached Sandi it became a white out!

From this point no pictures could be taken through the pass, and into Jing Ping. Ceremonies were to take place here but had to be cancelled due to the weather. To make matters worse, the engine crew did not bother to turn the locomotives around so the return trip had the locomotives going back tender first. No pictures were taken on the return through the pass. To compound the situation the road was almost impassable at many locations. Not until the train reached Galadestai did opportunities open up for some photos.

The following day did not prove much better. It had continued to snow during the night and the road through the pass had not been cleared. On this day the QJs were pulling a freight train over to Jing Ping. Pretty much the same results as the day before, as no pictures were taken after the train left Reshui. Again they did not turn the engines at Jing Ping. The third and final day saw a doubled headed freight train out of Daban to Chabuga. This went off well. The snow had stopped, The sun came out and it all made for glorious photography. With a backdrop of fresh snow, and mountains, and cold temperatures, the railfans had a field day. The crews, sympathetic to how frustrated the railfans were, staged extra runbys at several locations. In fact when arriving at Chabuga, they turned both engines. The return trip back to Daban was equally enjoyable, and the day finished with many runbys in low light and a setting sun. So all was not lost! Another trip has been announced for December 27-29, by IGE. I'll give you a report on that trip next month.

CANADA: Last month I reported here how fearful I was about the steam program concerning #2816 future excursions after this year. Let me now tell you that you can put these rumors to bed. In a report out of Calgary a month ago, Canadian Pacific spokesman, Michael LoVecchio stated, "For the record, if we were ever to announce that we ended our steam program, it would be done via the news release". Indeed the newswire flatly denied a similar rumor back last summer, originating at the website cordova station. Since that time CP Hudson #2816 has crossed western Canada several times with public excursions. Mr. LoVecchio also stated "I know how much people adore the #2816 and I am with them. It seems every time the locomotive gets parked for more than a month, the rumors start flying. It is just a rumor, and it is inaccurate." YES, VIRGINIA, THERE IS A SANATA CLAUS!

Also some good news out of Canada. The federal and Quebec governments are sincerely promising to work together towards getting the Wakefield steam train back on track by the spring of 2009. Recently, several ministers and other government officials gathered in Wakefield to get this operation rolling again. To do this it will cost around \$4.3 million to repair much needed work on the track. Gatineau's mayor Mark Bureau stated the three municipalities that own the railroad are asking the federal government to pay most of the cost. He also said Gatineau, Chelsea, and La Peche are still committed to the train, but not at the expense of public safety. Some improvements will include \$900,00 to stabilize the slope north of the Alonzo Wright Bridge where the landslide occurred, and \$1.8 million for a new station. In addition the government is committing funds for engineering studies that will run around \$100,000. Over eighty jobs and \$10 million in advance tourism revenues depend on this train. "While the exact cost of repairs is unknown, the federal, provincial, and regional governments are each planning to pay one third of the repair cost," said Mr. Pelletier, the Quebec minister for the Outaonais Region.

UNITED STATES: There seems to be a growing trend in our country to run winter steam specials during January and February. Years ago it was almost unheard of to run any kind of photo specials during this time of the year. The reason was all the steam locomotives that ran in the spring, summer, and fall were now in the shops under repair. But times change, and winter photo shoots are becoming quite the item. I'll run down some of these upcoming events as they occur. First is Peter Lerro's freight charter on the North Conway Railroad on Jan. 3rd, 4th and possibility the 5th. Presently he plans to hold a night photo session on Saturday January 3 with the ex Reader Railroad engine #7470 at various locations around the turntable and the magnificent 135 year old Victorian Station. The station itself is a throw back to the glory days of steam railroading. The following day, Sun. Jan. 4 the steam train will depart early in the morning towards Crawford's Notch and spend the morning at various locations in that area. Then in the afternoon after lunch the freight train will head towards Conway for additional photo locations. Rest assured all this will be performed in a couple of feet of snow, and with temperatures around 10 degrees. The consist will be made of old freight cars and a caboos. Price of the night photo session is \$50, and \$175 for the full day on the railroad. There is the possibility that Mr. Lerro can charter the train for Monday also, and that will be an additional \$175 as well. Call 1-610-633-9009.

Stack Talk by Neil Moran...continued from page 5

Steamtown, Scranton, PA. The Steamtown National Historic site will offer a mid-winter steam excursion to the Annual Ice Harvest demonstration in Tobyhanna, PA. The steam train will use ex Canadian National 2-8-2 #3254 pulling several historic coaches. Departure will be at 10 AM from the Scranton Steamtown site on January 17, 2009. Upon arriving at Tobyhanna passengers will detrain and then transported by the Lackawanna Valley Heritage Authority to Mill Pond #1. Historic tools and equipment will be used to gather blocks of ice from the pond, and store them in an icehouse. In the event the pond is not frozen due to warm weather, tours of the village of Tobyhanna, Mill Pond #1 icehouse, and a restored 1908 boxcar will be conducted as an alternative. The possibility exists that photo runbys will be conducted at the Tobyhanna Station. The train should return to Steamtown around 3 PM. Tickets are \$31 for ages 17-61, \$26 for ages 62 and older, \$20 for ages 5-16, and no charge for children 5 and under. Parking fee is included in the ticket cost. Reservations can be made by calling 570-340-5204. From 9:30 AM to 4:30 PM daily. For more information go to www.nps.gov/stea.

Nevada Northern Railway, Ely Nevada. The Nevada Northern Railway will be conducting its 2009 Winter Steam Spectacular on the following dates: Feb. 6-8 and Feb. 13-15. This distinguished railroad is hidden away in the high desert of east-central Nevada in a time capsule. For over a decade the first two weekends in February, time travel is indeed possible. Steam engine #93 a 2-8-0 Consol will pull original railroad equipment in the original paint scheme in the original setting. All the equipment has been on the property for decades, and in some cases a century. One can expect world-class photo opportunities with a steam engine pulling vintage passengers and freight cars. The crews will be in period dress, adding to the surroundings. Several photo runbys will take place in the yards, and at the historic station. The train will then head to then Hi Line Junction, and this year will continue on to five miles of track that have never been photographed before. Without a doubt there will be several inches of snow on the ground with temperatures a balmy 10-15 degrees. Cost of this photo shoot is \$395 for the three days, or if you like to repeat this weekend, it is \$670. There is an optional Saturday night banquet for \$25. For information e-mail at info@nnry.com or call 1-866-40steam. Go to Ely and set your watch back 100 years. You won't regret it.

Durango, Colorado. The Durango and Silverton is having a day photo mixed train special on February 22, 2009. The train leaves Durango (time unknown) and heads north along the Animas River into the snow-covered San Juan Mountains. The train will make many photo stops along the way in both directions. The premier photo stop will take place at the famous Hi Line S curve 400 feet above the Animas River. Don't look down.

When arriving at Cascade Wye you can detrain and take some marvelous pictures at this location. If you can fit this trip into your budget, you will not be disappointed, even if it is only for one day. There are so many other activities to see that it will take you another two days to explore. At the Durango station there is a round house and the Railroad Museum, and of course the historic town of Durango. For further information call 1-888-train-07, or at www.durangotrain.com.

Now let's get to our regular routine about what is happening in steam throughout the country.

Oregon Pacific Railroad. Portland, Oregon. Once again this line ran several trips powered by former Southern Pacific 4-8-4 #4449. There were six dates from which to choose beginning on Dec. 5 to Dec. 14. The opening day, the "Daylight" ran six excursions from Oaks Park station to a location called Oaks Bottom along the Willamette River. The round trips took approximately an hour. Of course the main object was to visit Santa Claus at the wild refuge at Oaks Bottom. Over the weekend of Dec. 6 and 7 #4449 made nine trips each day. Then on Dec. 12 six more trips and finished off with a flurry of nine trips each day Dec. 13-14. Needless to say each trip was very well attended. It is not known at this writing how much money was taken in, but all proceeds will go for the needed repairs on the #4449, plus the funding to build a new engine house to properly take care of this treasure.

Yreka, California: Yreka Western 2-8-2 #19 which starred in the 1970 film "Emperor of the North" with Lee Marvin and Ernest Borgnine in leading roles. The railroad had operated the locomotive in tourist service most of the year. However the railroad suffered financially since the Central Oregon & Pacific Railroad stopped operating over Siskiyou Summit in early May. The closing of the 85-mile stretch of track of this former Southern Pacific line forced Timber Products and Roseburg Forest Products to rely on trucks between northern California and their southern Oregon plants. Yreka Western operated a seven-mile line connecting Timber Products' veneer plant and the Corps line, but has had not any freight service since April. Talks between Rail America, and the Coos-Siskiyou coalition have broken down. The matter is now in the hands of the Surface Transportation Board, which was to act by last month.

No. 19 was built in April 1915 for the Caddo River Lumber Company as #4. She was then sold to the Caddo & Choctaw Railroad, and then to the Ferrocarril Mexicano RR as #105. In 1953 it was then sold to the McCloud River RR, and eventually purchased by its current owner. The Mikado is in operating condition and ready for service with the asking price of \$645,000.

Stack Talk by Neil Moran...continued from page 6

Owosso, Michigan: Due to an overwhelming demand on tickets to ride behind 2-8-4 Pere Marquette Berkshire during the past Christmas season, the Steam Railroading Institute was forced to add over fifty extra seats per trip. Tickets for this event went on sale January 14, 2008. This was the fifth year of the SRI "North Pole Express". In fact they even added a caboose to each train where up to 15 people could ride for the price of \$1,000 (Yes). Trips started on Nov. 28 with a round trip from Owosso to Chesaning, MI. where they were greeted by elves which led them to visit Santa Claus at the North Pole. These trips continued to Dec. 21, and all trips ran smoothly. All profits went to the upkeep of the #1225.

Sands Point, Wisconsin: Former Soo Line #2713 was damaged last November when vandals threw rocks through the windows of the cab, then kicked in the doors, and did further damage to the cab. This was third time the engine has been vandalized within the past two years. The locomotive is a sister engine to operational Soo Line Pacific #2719 now in Duluth, MN. The group, "Friends of the #2713" spent more than forty hours repairing the damage. This organization is a non-profit club whose main focus is to preserve this Soo Line Pacific, along with Soo Line caboose #158. They are both on display in downtown Stevens Point, near the former Soo Line depot. No. 2713 was built by Alco in 1911, and is one of seven preserved Soo Pacifics.

Abilene, Kansas: A Santa Fe 4-6-2 may be in for regular service in 2009. She had a successful test run on Nov. 8 at Abilene with additional test runs. The 1919 Pacific #3415 has been under a serious overhaul at the Abilene Smoky Valley RR since 2005. The next step towards regular service is a Federal Railroad Administration inspection that took place some time last month. The results are unknown at this writing. The locomotive saw service on Santa Fe's Argentine district, and was donated to the City of Abilene in 1954. When first inspected the engine was in good mechanical condition. The air pumps still had machine marks from the engine's last shopping and the pistons were well lubricated. Repairs include 400 new stay bolt caps, boiler shell repairs, and partial replacement of the mud rings. Several machine parts were sent to the Strasburg RR (no finer endorsement here). The cost of the project is in excess of \$300,000 but this was covered by grants and additional donations. The Pacific will be painted black and lettered Santa Fe. The railroad plans to run the locomotive on special occasions about once a month on its five mile long ex Rock Island route via the Smoky Hill River Valley line from Abilene to Enterprise.

Steamtown, Scranton, PA. The restoration of the Boston & Maine #3713 continues. The NPS supplied two contractors for work on the smoke box, boiler, and dome repairs. In addition, a Lackawanna Heritage Valley Authority grant of \$30,000 made it possible to purchase flexible and crown stay bolts. The tender was inspected and found to be rusted with the cistern needing replacement. The group now needs to raise an additional \$49,000 to match a grant from Penn DOT. Total funding to date has reached over the \$915,000 mark. The National Park Service has provided over \$400,000 since 2004. A few months ago the Society hired the Strasburg RR to perform boiler and barrel calculations. (Smart move). This was done to the satisfaction of the group. The B&M #3713 is on display at the Steamtown Historical site in Scranton.

Now it is time to thank all the people who made this column possible. John Biehn (Dayton RR Society), Peter Conovich (NRHS-NY), Rich Taylor (Jersey Central-NRHS), and from your most humble servant in steam

UNTIL OUR TRACKS CROSS AGAIN



The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit 501c3 Educational Organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily express the attitude of the Chapter or the NRHS. Please address all correspondence and membership inquiries to: LIST-NRHS, PO Box 507, Babylon, New York 11702-0507

Stephen F. Quigley, President

Steven R. Torborg, Editor

Membership Information

We regret to announce that retired LIRR M of E Electrician and Chapter member Paul Christiana passed away peacefully on December 29th as a result of brain cancer. There are no arrangements for donations, but condolences may be sent to his sister, Joan McKee at 18 Bralow Ct., Kings Park, 11754. Our prayers are with his family.

LAST CALL FOR 2009 CALENDARS:

The 2009 LIST Long Island Rail Road Calendars are almost gone! If you haven't gotten yours yet, please act quickly so you don't miss out! The following prices are in effect for this year:

Members at the meetings: \$7.00 includes tax

Members out of NY State: \$9.50 includes S & H

Members in NY State mailed: \$10.35 includes S & H and tax

Non-members out of NY State: \$13.95 includes S & H

Non-members in NY State: \$15.15 includes S & H and tax

Please make your checks payable to **L.I.S.T.** and mail them to:

L.I.S.T.—N.R.H.S.

PO Box 507

Babylon, New York 11702-0507

NOTE: *Prices are subject to change with increases in postage costs.*

We also have available the New York Connecting Railroad book. The price is still just \$27.00 for members plus S & H and tax where applicable.

A limited quantity of the 2005 calendar and the 2008 New York and Atlantic Railway calendar. The prices are \$6.00 including S & H and tax where applicable.

The Long Island Sunrise Trail will be organizing a 1 day Symposium on the History of the LIRR in conjunction with the 175th Anniversary. This will take place in Hicksville on April 25th, 2009. Lectures, slide shows, and movies on the LIRR will be presented. The RR museums on Long Island will be represented. Anyone who wishes to make a presentation, please contact David Morrison .

We are still looking for Chapter members and anyone else who wishes to lend, items of LIRR memorabilia for the NY Transit Museum LIRR 175th Anniversary exhibit. The exhibit will last from approx. March to October 2009. The items would be on loan unless they are to be donated. Please contact Dave Morrison, Bob Myers or Steve Quigley regarding this.

LAST CALL FOR ARTICLES:

We are still looking for a few more articles for the LIRR 175th Anniversary Journal. Articles about the people who worked for the LIRR as well as it's riders would be especially welcome. Please contact Dave Morrison regarding this at 516-935-3145.

In the event of Winter Storms, please use your best judgment as well as checking the website to see if a meeting is to be postponed. Better safe at home than sorry on the road.

Long Island Sunrise Trail Chapter
National Railway Historical Society
Post Office Box 507
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**ATTENDING MEETING
AT CHRIST CHURCH
BABYLON**



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY