



they ran doubleheader, using the Climax and the Heisler, pushing the usual 4 passenger cars. About 1:00, they had a special trip to the end of the line with #5 and the vintage freight. Later in the afternoon, they made a couple short trips with the railbus. Their regularly scheduled trains were also running, which made for a lot of trains. Several of these regular trains had the B&M caboose added to the consist.

The 24 ton Porter tank engine was running all day on a short siding. This track ran from the brick enginehouse, behind the bumperboat pool and other "main street" attractions, down to an area behind the bear show ring, approximately a 100 yard run. A small two axle passenger car was coupled to the front, using a logging "rooster" to give some separation. Rides were free for the asking, and run whenever there was someone who wanted to ride.

A little about the covered bridge at Clark's. It was built late 1800's, originally spanning a river in East Montpelier, VT. In 1963, it was purchased by Clark's, disassembled, and moved to Lincoln. By 1965, it was reassembled over the Pemigewasset River, allowing the railroad to be extended to its current 1 mile run. It is the last covered howe-truss bridge in the US.

Cab rides were available, all you had to do was ask! I got a cab ride on the Climax during one of the usual passenger runs, and also a cab ride on the Porter.

In addition to the prototype engines, The Ammonoosuc Valley Railway Association had their HO modular layout on display in the main street firehouse.

All the usual rides and attractions at Clark's were open, such as the trained bear show, the "mystical mansion", and bumper boat rides. Don't be afraid to bring family members who aren't interested in the trains, as there's plenty to do and see.

For more info about Clark's trading post, go to www.clarkstradingpost.com. I'm sure they'll have "Railroad days" next year.



Boston & Maine # 1455 by Dan Pawling Sr.

The Boston & Maine # 1455 is a 2-6-0 Mogul which was built by ALCO in Manchester, NH in 1907. It is the last of the B&M's B-15 Class Moguls. In 1956, it was still pulling light passenger trains out of North Station, Boston. It was then owned by the Edaville RR until acquired by the Danbury Railway Museum (DRM) where this picture was taken.. Extensive rebuilding is needed before the engine can be put into service. Meanwhile, painting and other protective measures have been taken to minimize weathering. Info from DRM Equipment Roster; photo above by D. Pawling, Sr.. below by R. Kelley.



TRAIN GIFTS FOR YOUNG FOLK by Santa's Helper

If there are youngsters on your gift lists and you would like them to become more familiar with trains, you might go to Oxford Junction Press www.oxfordjunction.com and snoop around in that site for "Usborne." Or try <http://www.oxfordjunction.8m.com/catalog-usborne.html>. Or you might try an Usborne search straight off (This I have not done) A July 3, 2003 Usborne list showed several train books for ages 9 months and up, 2 years and up, 4 and up, and 7 and up. The site also suggests more books (and possibly videos?) are available. Happy Holidays!!!

Heisler, a Baldwin 2-4-2T, and 24 ton Porter 0-4-0T. All four are wood burners. Clark's also had a 3 cylinder Shay on static display, as it is not in operating condition. A gas powered Reo Speedwagon railbus was also operating.

The Baldwin was the East Branch and Lincoln #5. For many years, this engine sat on static display at the entrance to Loon Mountain ski area. A few years ago, Clark's acquired "the Baldwin", as they call it, as part of a trade with Loon, and has restored it to operating condition.

The Reo Speedwagon railbus was originally built as 2 foot gauge, converted to standard gauge by Maine Central, if I recall correctly. It has two two-axle trucks, the rear truck being powered via a driveshaft from the engine to the front axle, and a chain drive to the rear axle.

Several "photographers specials" were run. In the morning, the train was made up of four logging disconnects in front of Baldwin #5, and some vintage freight cars following. The vintage cars were a flat car with a steam logging donkey as its load, a wooden boxcar, and a B&M wide monitor wooden caboose. There were more photographers than seats in the caboose, to the railbus was used to carry the overflow. (I walked!) Late in the afternoon, they made other photo runs with #5 and the vintage train, no disconnects.

These photographers trains incorporated photo runbys. The morning train had the runby just north of the the covered bridge, and the afternoon train had the runby just south of it. The photo runbys on the south side of the bridge gave photographers an opportunity to shoot the train as it ran through the bridge. These trains only ran to the photo runby site, not all the way to the end of the line.

There were also several special trains, without the photo runbys. In the morning,